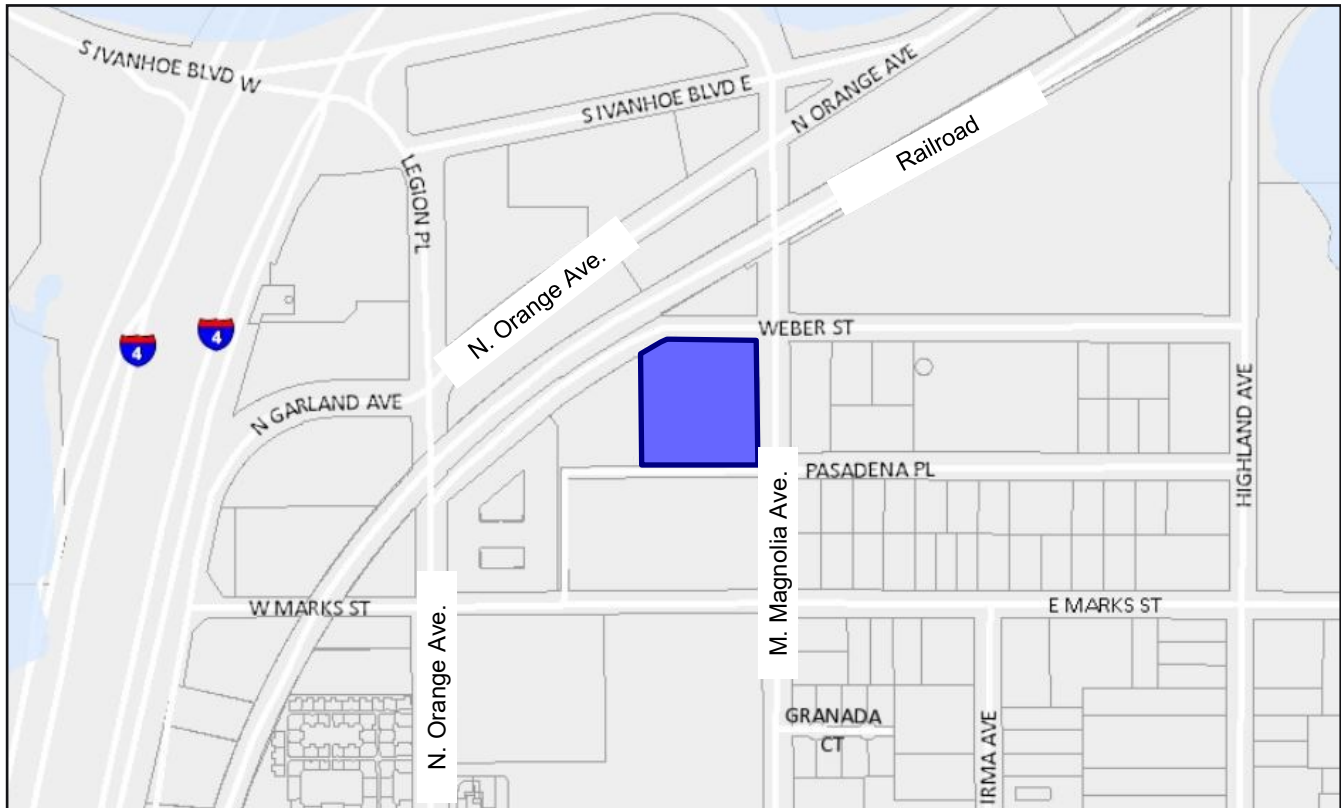


924 N. MAGNOLIA AVE– MIXED USE



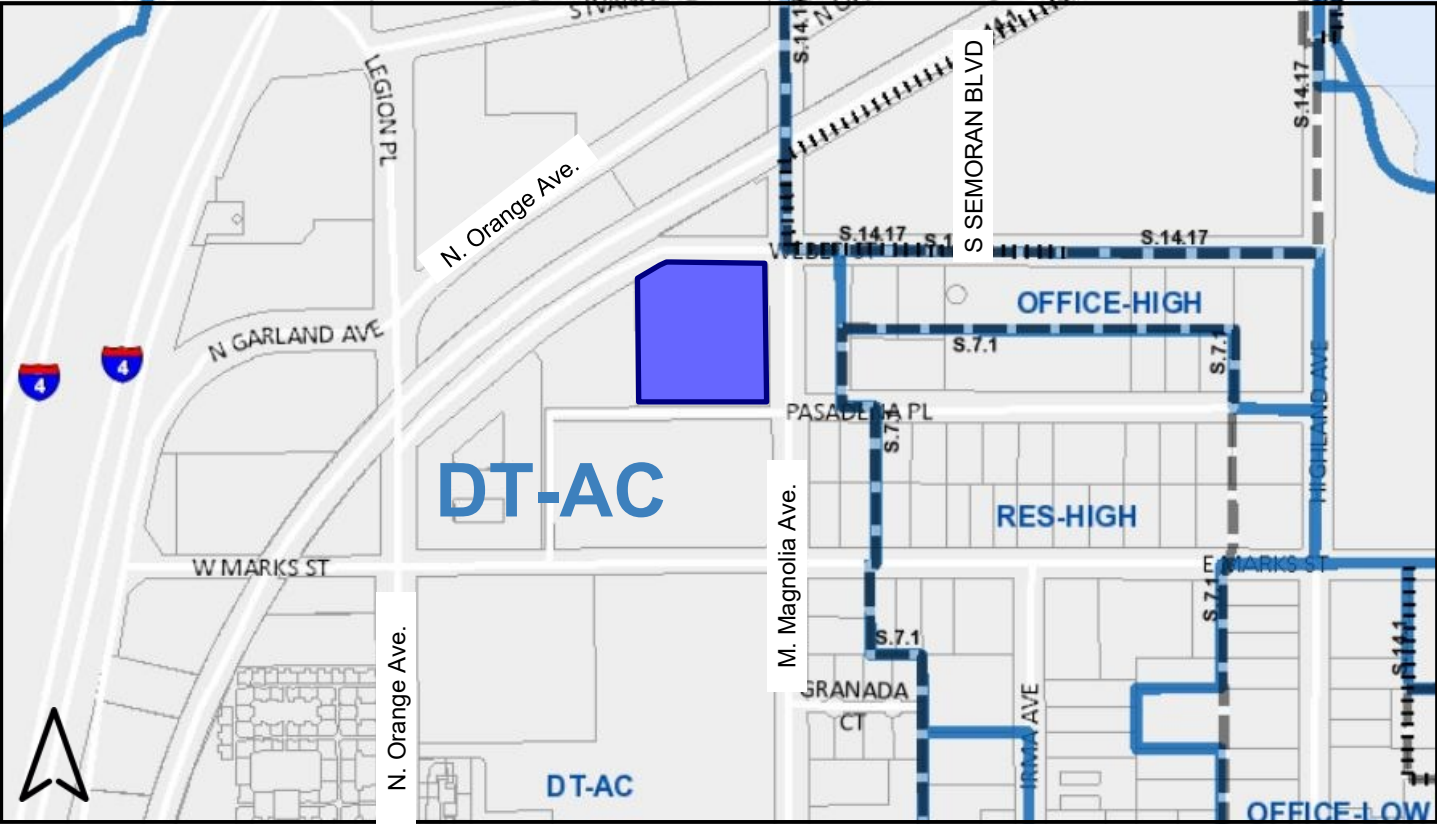
Location Map

 Subject Site

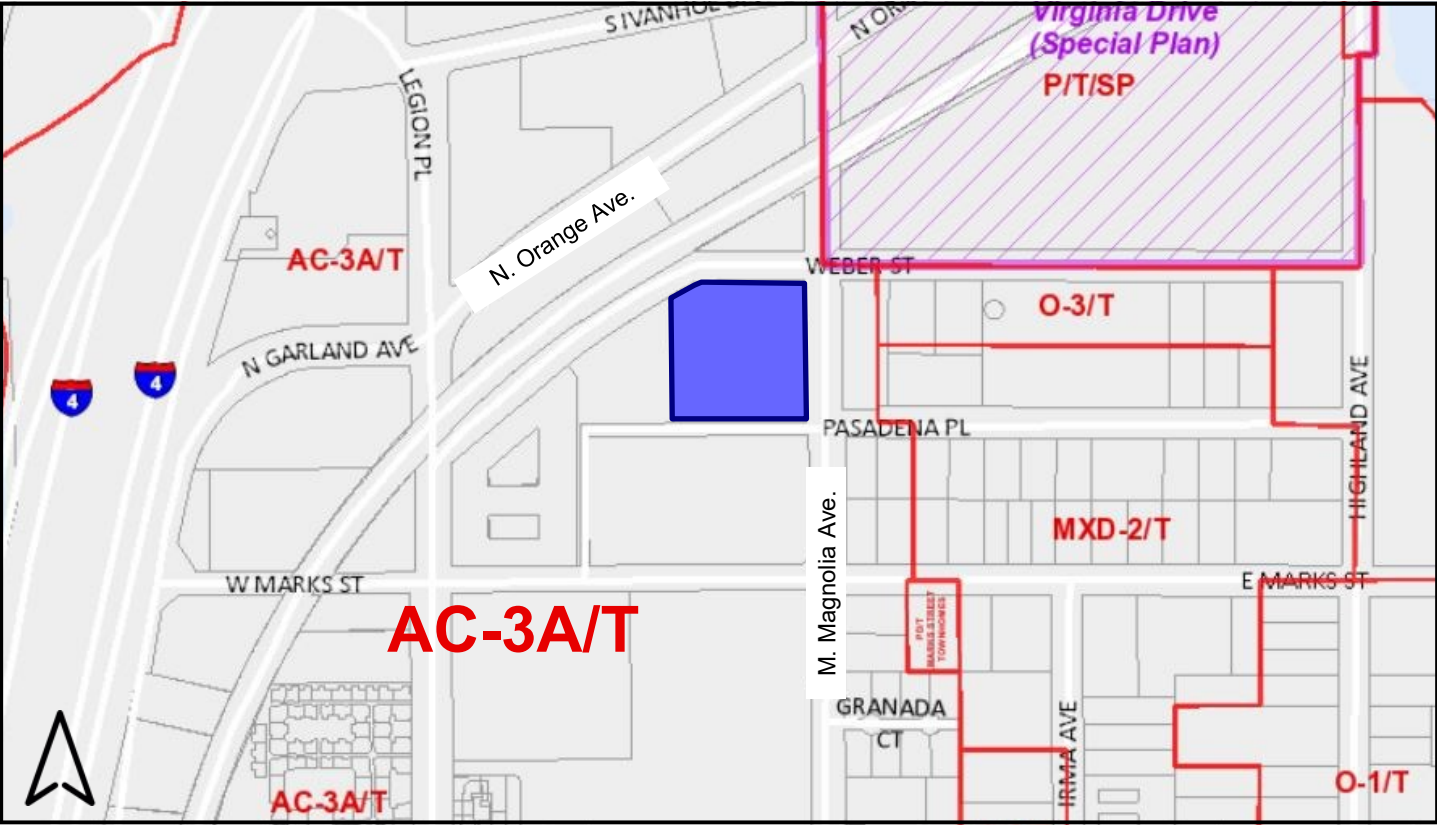
SUMMARY

Applicant Vanessa Vedelago Baker Barrios Architects Owner Acram Group Project Planner Rosemary Culhane Updated: August 10, 2022	Property Location 924 N. Magnolia Ave. The site is generally located west of N. Magnolia Ave., south of Weber St., north of W. Marks St., east and south of N. Orange Ave. (± 1.56 acres, District 3) Applicant's Request Master Plan request for the development of a 20-story multi-family and mixed-use development consisting of 386 units and a 8.5 story parking garage.	Staff's Recommendation Approval of the request subject to the conditions in the staff report. Public Comment Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of August 1, 2022. As of the published date of this report, staff has not received any comments from the public concerning this request.
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Future Land Use Map



Zoning Map



Project Analysis

Project Description

The applicant is seeking to construct a 20-story, $\pm$ 386 unit multi-family with $\pm$ 15,548 sq. ft. of commercial space and a 8.5 story parking garage. The subject property is located east and south of N. Orange Ave. and west of N. Magnolia Ave. in the north Downtown/Lake Ivanhoe neighborhood. The $\pm$ 1.56 acre site is developed with low-rise office space.

Previous Actions:

1912 - Property was platted as the Fair Oaks and Ivanhoe subdivision.

1972 - Two commercial office low rise buildings constructed.

2021 - Property acquired by current owner.

Project Context

The subject site is generally located west of N. Magnolia Ave., south and east of N. Orange Ave. and north of Marks St. The property is zoned AC-3A/T with a corresponding Future Land Use (FLU) designation of Downtown Activity Center (DT-AC). The subject property is developed with two commercial low-rise office buildings. Additional details on surrounding properties can be found in Table 1 below:

Table 1 - Project Context			
	Future Land Use	Zoning	Surrounding Uses
North	DT-AC	AC3A/T	Commercial Office Building
East	DT-AC	AC3A/T	Commercial Office Building
South	DT-AC	AC3A/T	Marks Street Senior Center
West	DT-AC	AC3A/T	Condominium

Master Plan Criteria

The Municipal Planning Board and City Council shall consider the following factors in their review of Master Plan Applications (Land Development Code (LDC) Section 65.335):

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

Conformance with the GMP

As mentioned above the site is zoned AC-3A/T with a corresponding FLU Downtown Activity Center (DT-AC). The DT-AC portion of the property has a minimum intensity of 0.75 Floor Area Ratio (FAR) and a maximum intensity of 3.0 FAR, with a intensity bonus the maximum FAR may not exceed 9.0. The proposed 386 unit $\pm$ 13,140 sq. ft. retail space on the $\pm$ 1.56 acre lot (67,942 sq. ft.) results in an intensity of .2 FAR.

Conformance with the LDC

AC-3A Downtown Activity Center District (AC-3A) district is intended to provide for large concentrated areas of residential, commercial, office, industrial, recreational and cultural facilities at a scale which serves the entire metropolitan area, and at the highest intensities to be found. A mixture of land uses is specifically intended—Downtown Activity Centers composed of a single type of use shall be strongly discouraged. These activity centers are intended for locations where arterials and four lane collectors and mass transit service are available, providing access within downtown and to metropolitan areas.

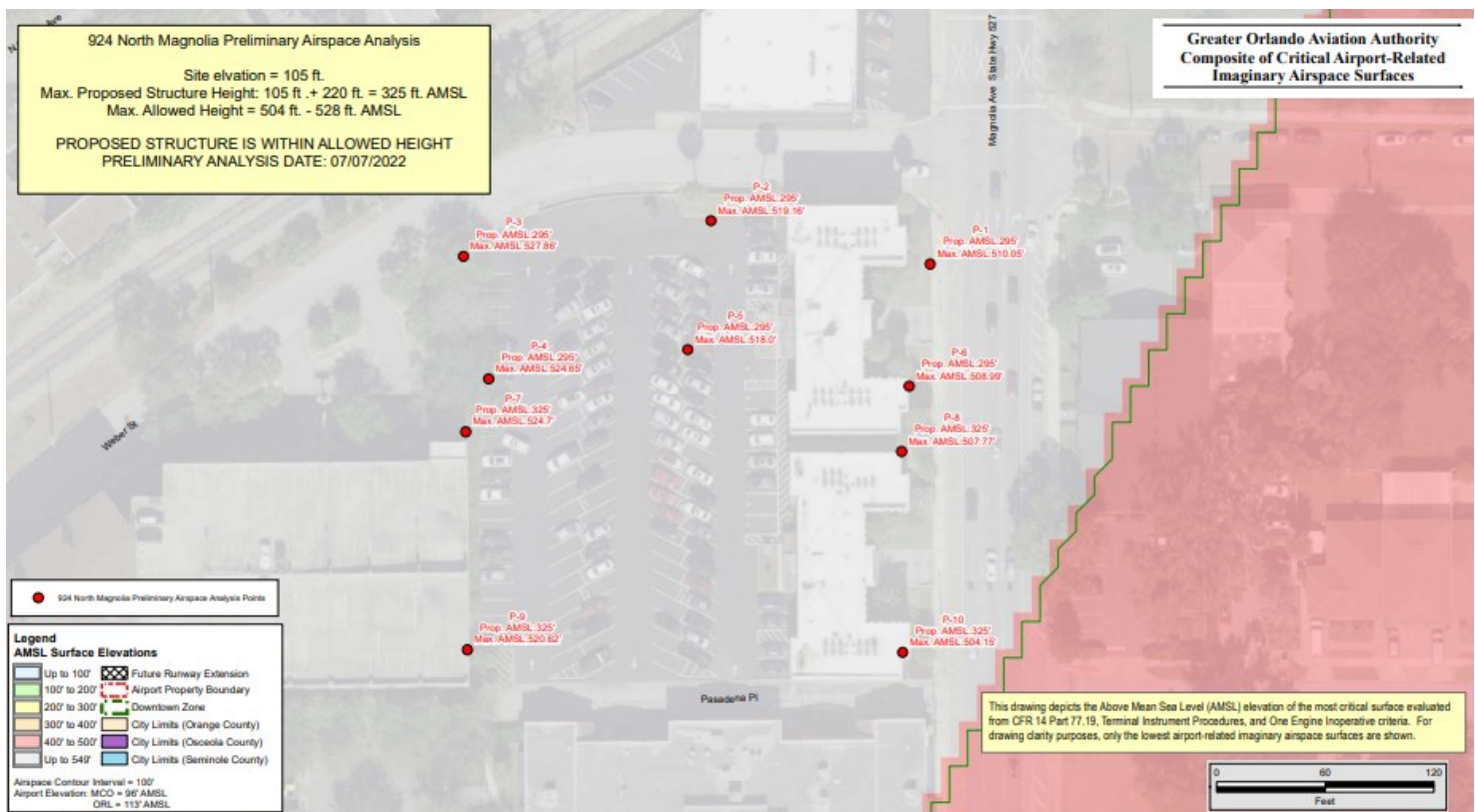
The t Overlay District is intended to establish urban design standards to perpetuate the positive design elements and the residential and commercial development patterns found within the Traditional City. The traditional City shall be defined by recognizable geographic boundaries of subdivisions platted prior to World War II in which there is a concentration of the positive design elements as defined in Urban Design Goal 1.

Development Standards

The property consists of a developed lot with two commercial office buildings.

When located in the AC-3A zoning district there is no height restriction, however, all building heights must be approved through the Greater Orlando Aviation Authority (GOAA) and the Federal Aviation Administration (FAA). GOAA has provided a preliminary analysis of the proposed building. The report noted that that site has a ground elevation of approximately 105 feet and with a proposed building height of 220 feet, the maximum proposed structure height is 325 feet AMSL (Above Mean Sea Level). The maximum allowable height is between 504 - 528 feet AMSL at this particular location. Based on this information, the proposed structure is within the allowable building height. Because the proposed building is over 200 feet in height, the provisions of LDC Sections 58.1213 through 58.1227 are applicable and formal review by the Federal Aviation Authority (FAA), Florida Department of Transportation - Aviation Office, and the City's Airport Zoning Director are required prior to receiving any building permits.

Airspace/Tall Structure Review. On July 7, 2022, the Greater Orlando Aviation Authority (GOAA) provided a preliminary airspace analysis of the proposed project. The report noted that that site has a ground elevation of approximately 105 feet and with a proposed building height of 220 feet, the maximum proposed structure height is 325 feet AMSL (Above Mean Sea Level). The maximum allowable height is between 504 - 528 feet AMSL at this particular location. Based on this information, the proposed structure is within the allowable building height. Because the proposed building is over 200 feet in height, the provisions of LDC Sections 58.1213 through 58.1227 are applicable and formal review by the Federal Aviation Authority (FAA), Florida Department of Transportation - Aviation Office, and the City's Airport Zoning Director are required prior to receiving any building permits.



The proposed multi-family and mixed use meets or exceed the requirements of the AC-3A/T zoning district, as identified in Table 2 below.

Table 2—Development Standards

Acres	Zoning	Use	Density (dwelling units per acre)		FAR (floor area ratio)		Building Height		ISR	
			Max.	Pro- posed	Min./ Max.	Pr o- po se d	Max.	Pro- posed	Max.	Pro- posed
±1.56*	AC-3A/T	Multi-Family and 39,175 sq. ft. of non resi- dential use	200 du/ ac*	251 du/ ac (386 units)	0.75/3.0* (up to 9.0 with bo- nus)	.2	504- 528* *	±220 ft. (325 ft. AMSL)	0.95	±0.92

Table 3 - Setback Requirements

Use	Yard	Building Setbacks	
		Min. /Max.	Proposed
Mixed use	Front	0/5 ft.	0 ft.
	Rear	10/ NA ft.	18 ft.
	Side	0 or 3ft./ 30 ft.	2.8 ft.
	Street Side	0 or 3ft/ 5 ft.	0

Table 3 details the setback standards within the AC-3A/T zoning district and the surrounding uses. No bufferyards are required for the site except the minimum parking lot landscaping buffers.

Intensity/Density Bonus

The base AC-3A/T zoning district requires a minimum intensity of 0.75 floor area ratio (FAR) and maximum intensity of 3.0 FAR. The applicants are proposing an FAR of .2 which does not require a intensity bonus and are requesting a density bonus of 74 dwelling units to allow a density of 251 du/ac where 200 du/ac is the max. allowed. LDC section 58.1103 provides the criteria for approval of a bonus:

B). The development must include space for at least two of the following uses. The secondary use must comprise at least 10% of the building area (except with respect for paragraph 12 below, which has a different minimum area requirement). The secondary use may not be reserved for use only by the principal user (for example, a residents-only gym or an employee cafeteria). The secondary use must be a permitted use or a lawfully allowed conditional use in the zoning district.

1. Multifamily residential
2. Office
3. Light retailing
4. Personal service
5. Eating and drinking
6. Hotel
7. Indoor recreation
8. Public benefit use
9. Child day care center
10. Multifamily residential that has been certified affordable in accordance with the City of Orlando Affordable Housing Certification Process
11. Live/work units, defined as units that includes a complete dwelling unit with kitchen and bathroom, as well as space suitable for running a business, provided that the business is a permitted or lawfully approved conditional use in the zoning district. To qualify as a live/work unit for the purposes of this part, the live/work unit must be occupied entirely by a single housekeeping unit.
12. In the Downtown Orlando Community Redevelopment Area, publicly accessible open space that is open to the sky and at least 2,500 square feet in area. To ensure that the open space is functional, reasonably contiguous, and consistent with applicable design regulations, the site plan for the open space is subject to review and approval as part of the master plan or planned development zoning application.
13. In the Downtown Orlando Community Redevelopment Area, ground floor space that is suitable for retail uses. For the purposes of this part, "suitable for retail uses" means, at a minimum, ceiling heights of at least 16', depth of at least 40', and street facing facades must be at least 30% transparent between 3' and 7' above grade.
14. In the Downtown Orlando Community Redevelopment Area (specifically that portion located east of Parramore Avenue), conference space/meeting center/ballroom space of at least 20,000 square feet, leasable to the public, with at least one room that can host a minimum of 500 people.

The applicant is proposing a 391,714 sq. ft. building and will be providing 39,175 sq. ft. of secondary use

Additionally, the AC-3A/T district requires that public art be included with the proposed development.

- Public goods and services — As part of this project, the applicant will be providing a ground floor plaza that will be a finished landscape/hardscaped paved area serving the public and retail spaces
- Mix of Uses — The proposed project will have a mixture of uses including retail, live/work units, and a publicly accessible open space that is open to the sky. You have submitted the following project description:

This project will provide a public, elevated plaza and garden from street level. The elevated plaza will include retail space, a restaurant, and two access-controlled lobbies for the residential towers. At the South west corner of the site, there will be an 8.5-story parking garage articulated with an architectural screen. This garage will serve residents, the public garden/plaza, and retail.

- Compatibility of surrounding area — The proposed project is located in Downtown Orlando's Central Business District which has varying heights and intensities, most of which are maxing out the height limit allowed by GOAA

as well as taking advantage of intensity and density bonuses.

- Design regulations — The proposed development falls within the Traditional City overlay as well as the Appearance

Review Board (ARB) boundary. The applicant received their courtesy review from the ARB and will be required to receive a major certificate of appropriateness from the ARB once their plans are 70% complete.

- Public art — The applicant has provided a commitment to adding public art to the programming of the space, as required for bonuses Downtown and we evident on the plans submitted for their Major Certificate of Appropriateness with the ARB.

Transportation

Access

Pasadena Pl. will serve as the primary access road to the parking and service areas of the proposed development with a loading zone tucked under the building along the north side of the street and the parking garage entrance at the very southwestern corner of the site. Pedestrian and bicycle access to the building will be accommodated by sidewalks along both Weber St. and N Magnolia Ave. It is important to note that the Orlando Urban Trail crosses Weber St. directly north of the proposed project, providing an opportunity for the developer to provide a very accommodating and welcoming entry at the northeastern corner of the site into the development for cyclists and pedestrians utilizing this trail.

A Traffic Impact Assessment (TIA)

A TIA was completed by the applicant's team and submitted to the City in July 2022. The proposed project is anticipated to generate up to 1,830 daily trips with 120 occurring in the AM peak and 81 in the PM Peak. The existing development on the subject site can be expected to generate up to 829 daily trips with 120 trips in both the AM and PM peaks. The difference in the AM and PM peak hour trips between the existing and proposed developments is anticipated to be fairly minor with AM peak hour seeing approximately the same number of trips with a possible slight reduction in the PM peak hour trips. It is also important to note that the trips for the proposed use are more spread out throughout the day and in direction than the existing office uses where the bulk of trips occur during the AM and PM peak hours.

All five of the study intersections currently operate in an acceptable level of service (LOS) and should continue to operate within acceptable LOS, in line with the roadway levels of service as outlined in the Land Development Code.

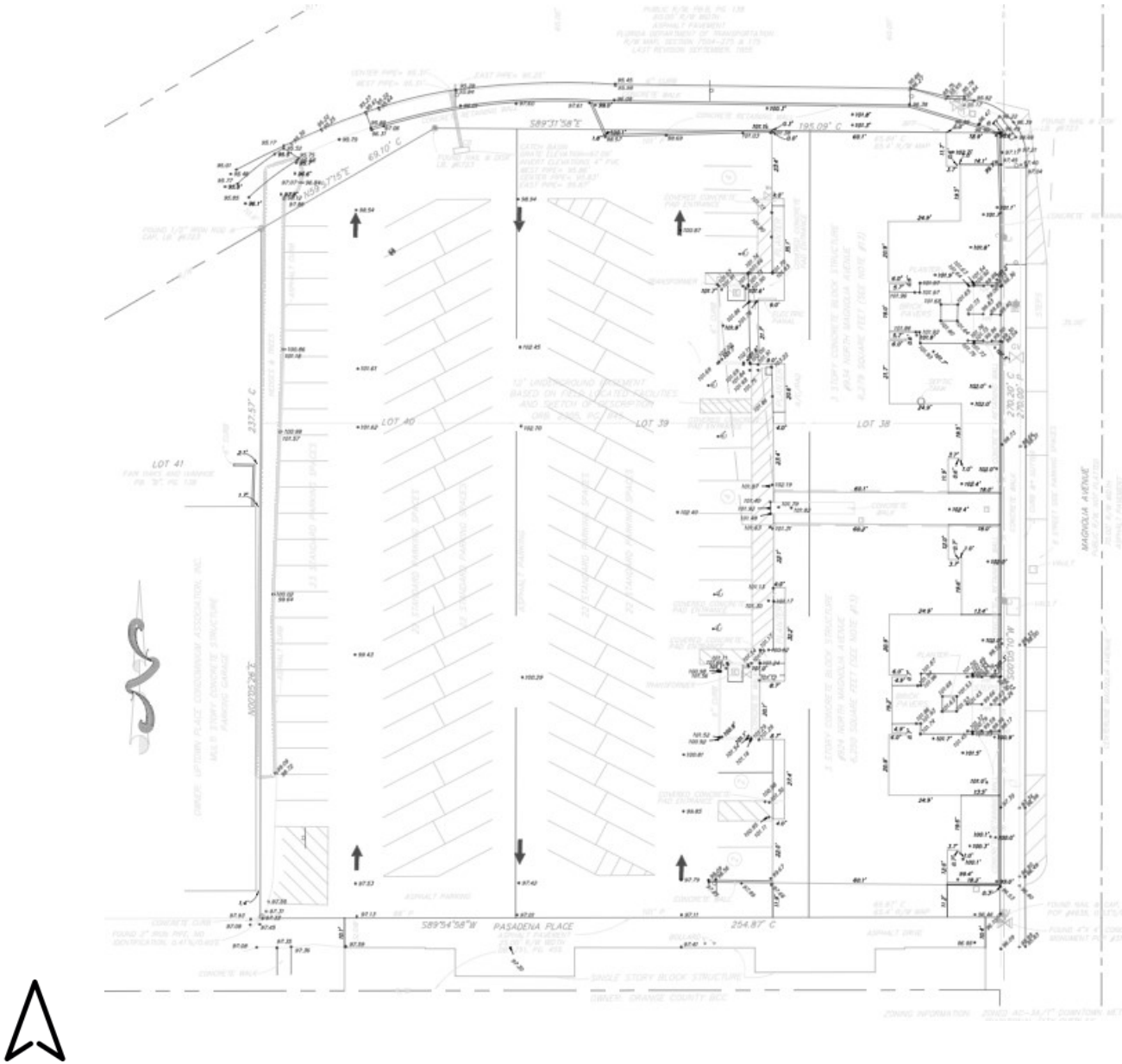
Parking

The subject site is within the Downtown Parking Area (LDC CH64, Part 3E) and as such has the lower parking requirements as detailed in this section of code. A minimum of 392 spaces are required and no more than 823 are permitted, the applicant is proposing 531.

Use	Amount	Min Parking		Max Parking		
		Rate	Amount	Rate	Amount	
Multi-family	386 Units	1	386	2 per du	772	
Ground Floor Retail	13,140 sq. ft.	0	0	3: 1k sq. ft.	39	
*Live-Work:	3	2	6	4	12	
Parking Req.		Min. 392		Max. 823		
				Proposed	531	

*Per determination LDC2020-10008 The parking ratio for live-work units is based on the multifamily standard plus 1 additional space.

Property Survey



Secondary Use Areas



WEBER AVENUE (PLAT)
A.K.A. WEBER STREET
PUBLIC R/W, P.O.B. PG. 139
FIELD R/W WIDTH
ASPHALT PAVEMENT
FLORIDA DEPARTMENT OF TRANSPORTATION
R/W MAP, SECTION 2504-275 & 175
LAST REVISION SEPTEMBER, 1995

FOUND NAIL & DISK
L.B. #223

FOUND 1/2" IRON ROD &
CAP, L.B. #223

LOT 41
FAR GRACE AND LAMAR
PG. 30, P. 139

6" CURB

PROPOSED 20 STORY
BUILDING
W/ PARKING GARAGE
MULTIFAMILY: 386 UNITS
COMMERCIAL: 15,548 SF

CONCRETE CURB
FOUND 3" IRON PIPE, NO
IDENTIFICATION, 0.413/0.602

PASADENA PLACE
ASPHALT PAVEMENT
25.00' R/W WIDTH
DN. 250, PG. 458

ASPHALT DRIVE

FOUND NAIL & CAP,
P.O.P. #4536, 0.223/0.552

FOUND 4" x 4" CONCRETE
MONUMENT P.O.P. #2186, 0.703/0.1

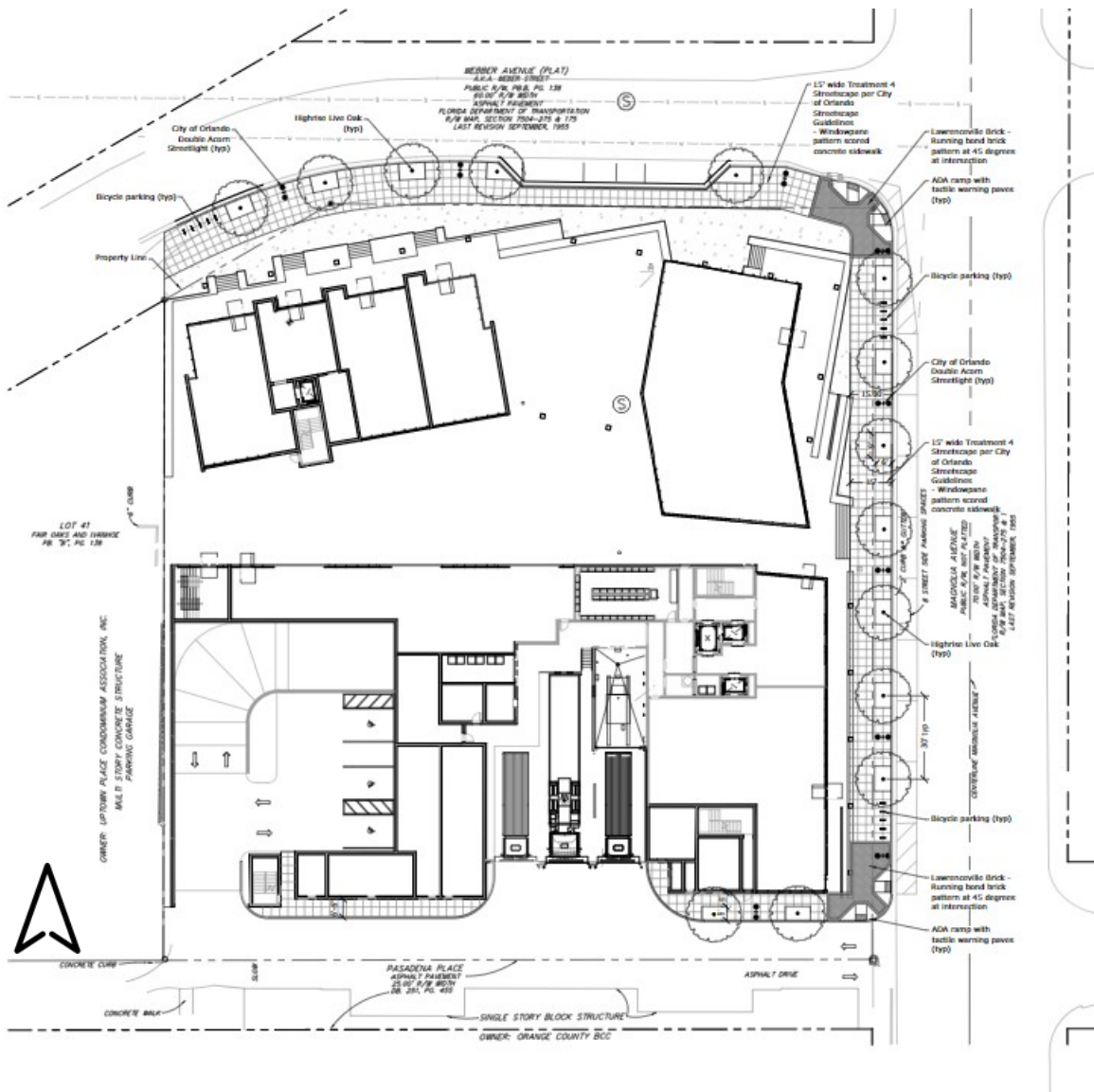
6" STREET SIDE PARKING SPACES

6" CURB 4" GUTTER

MACDOLIA AVENUE
PUBLIC R/W, NOT PLATTED
FIELD R/W WIDTH
ASPHALT PAVEMENT
FLORIDA DEPARTMENT OF TRANSPORTATION
R/W MAP, SECTION 2504-275 & 175
LAST REVISION SEPTEMBER, 1995

CONCRETE MACDOLIA AVENUE

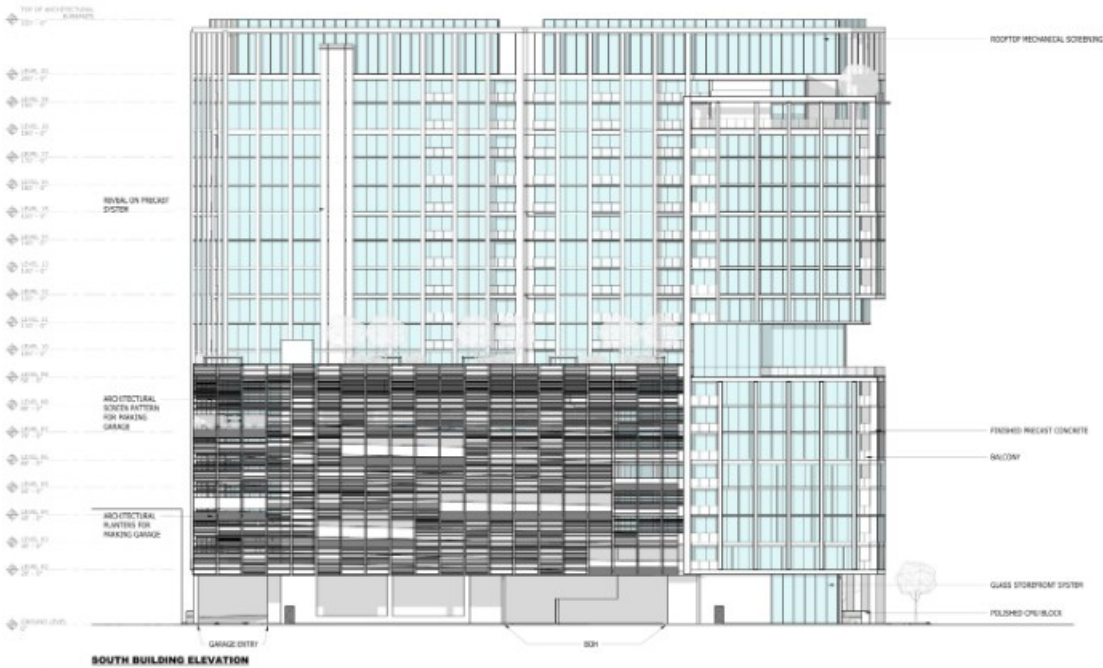
Proposed Landscape Plan



Proposed Building Elevations



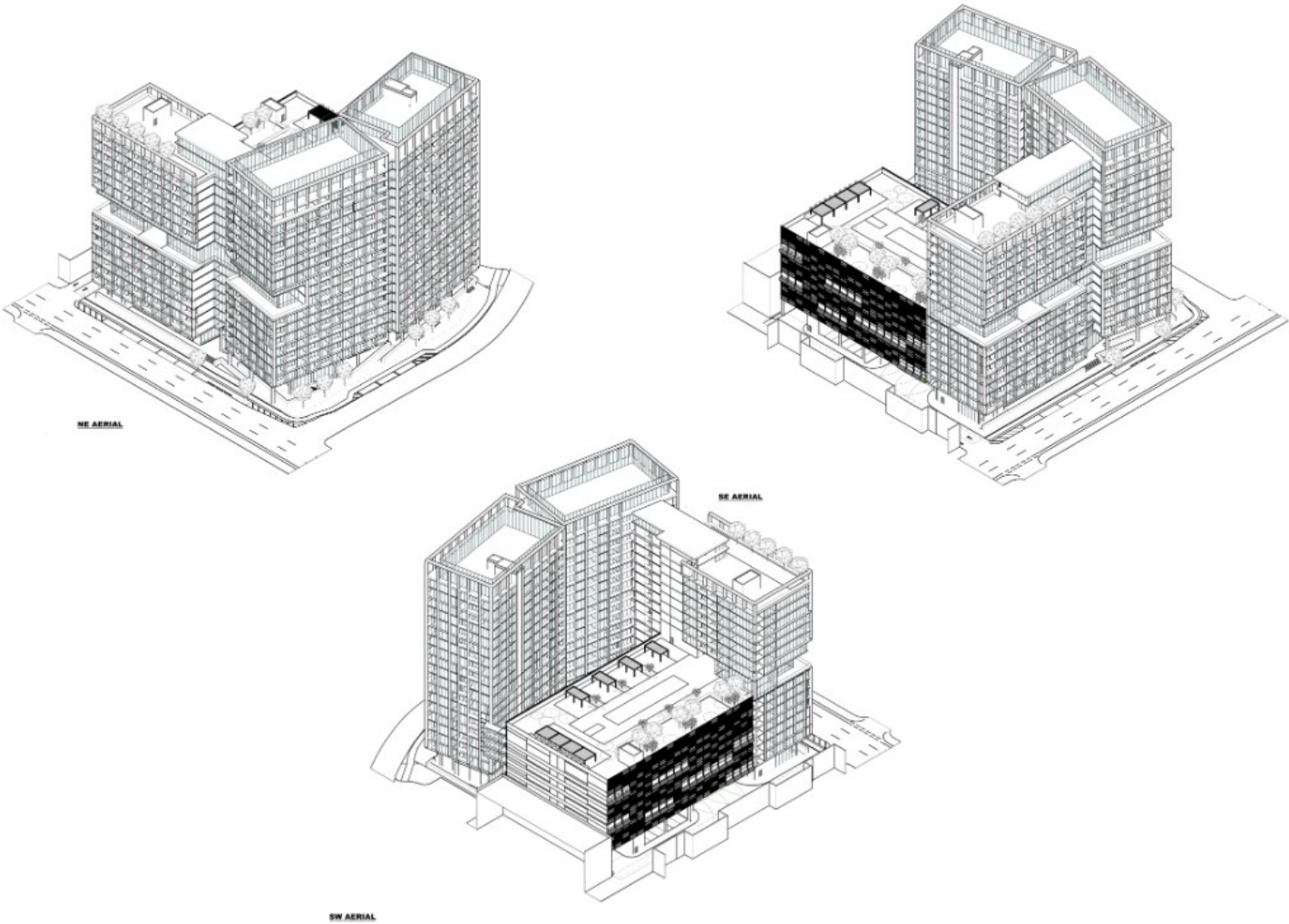
Proposed Building Elevations



Rendering



3-D Images



Google Streetview Photos



Site as viewed east from N Magnolia Ave.

Findings

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

1. The proposed use is consistent with the City's Growth Management Plan.
2. The proposed use is consistent with the purpose and intent of the AC-3A/T zoning district and all other requirements of the LDC.
3. The proposed use will be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Staff recommends approval of 924 N. Magnolia Ave Multi-Family and Mixed Use project—MPL2022-10053 subject to the conditions below.

Conditions of Approval

Land Development

1. **Land Use and Zoning.** Except as provided herein, development of the property shall be consistent with the development standards of the AC-3A/T zoning district.
2. **Conditions of Approval.** The conditions of approval in this Staff Report must be adhered to and the necessary changes must be made on the plans submitted for building permit. Failure to do so will delay the issuance of your permit.
3. **Airspace/Tall Structure Review.** The proposed building height is +/-220 feet. Therefore, the provisions of LDC Sections 58.1213 through 58.1227 are applicable and review by the Federal Aviation Administration (FAA), Florida Department of Transportation – Aviation Office, and the City's Airport Zoning Director (in consultation with the Greater Orlando Aviation Authority's Planning Director) are required prior to receiving any building permits. Following FAA's final airspace review determination, the applicant must submit an application for a City of Orlando Airport Height Zoning Permit. The applicant is advised that the review of the City of Orlando Airport Height Zoning Permit may result in additional conditions of approval including reduced allowable building height, the incorporation of hazard marking and lighting, and/or other conditions as deemed necessary by the City's Airport Zoning Director. The City's Airport Height Zoning Permit, issued via Determination, may be appealed to the Municipal Planning Board acting as the Airport Board of Adjustment per LDC Section 58.1227.
4. **Secondary Use.** A minimum of 10% of the building square footage shall be provided as a secondary use. Current plans show the building square footage at 394,740 sq. ft. which requires a minimum of 39,474 sq. ft. of secondary use. The final site plan shall identify the square footage of each secondary use. For an open space to count as a secondary use, it must meet sec. 58.1103(b)(12) and include landscaping and outdoor furniture.
5. **General Code Compliance.** Development of the proposed project should be consistent with the conditions in this report and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies. All other applicable state or federal permits must be obtained before commencing development.
6. **Minor modifications.** Zoning variances may be approved pursuant to the procedures set forth in Part 2J Chapter 65, Orlando City Code. Additionally, recognizing that development plans can change in small ways between the planning and permitting stages of development, the planning official may approve up to a 10% modification of any applicable numerical development standard if the planning official finds that the proposed modification is consistent with the applicable goals, objectives, and policies of the GMP, is compatible with nearby existing land uses, would not result in inadequate public facilities, and is otherwise consistent with the public health, safety, and welfare. When approving such a modification of a development standard, the planning official may impose one or more of the conditions of development provided at section 65.334, Orlando City Code, but such condition or conditions must be reasonably calculated to mitigate the identifiable land use impacts of the modified standard.
7. **Regulations Subject to Code.** Except as provided herein, the proposed project is subject to the conditions of this report and all codes and ordinances of the State of Florida, City of Orlando and all other applicable regulatory agencies. All other applicable state or federal permits must also be obtained before commencing development.
8. **Consistency:** Development within the subject property must remain consistent with all exhibits provided within this application subject to the conditions ultimately approved by City Council.
9. **Expiration of the Master Plan.** The applicant must receive a building permit for the work requiring the master plan within two years of the master plan approval. If the applicant does not receive the building permit within two years, then the master plan is no longer valid and the applicant must reapply for a master plan if the applicant wishes to proceed with a development requiring a master plan. If the building permit for the work requiring the master plan expires before a certificate of occupancy or certificate of completion is issued for the work requiring the master plan,

Conditions of Approval (Cont'd)

then the master plan is no longer valid and the applicant must reapply for a master plan if the applicant wishes to proceed with a development requiring a master plan.

10. **Florida Statutes.** As provided by subsection 166.033(6), Florida Statutes, issuance of a development permit by a municipality does not create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. A municipality shall attach such a disclaimer to the issuance of development permits and shall include a permit condition that all other applicable state or federal permits be obtained before commencement of the development.

Urban Design

ARB Staff has the following Courtesy Review comments for the project at 924 North Magnolia Avenue:

ARB Final Review—Prior to submittal of building permits for vertical construction the project must be submitted for an ARB Major Certificate of Appearance Approval. The final ARB submittal must include a comprehensive overview of the project including dimensioned site plans, landscape, hardscape, utilities, signage and lighting plans. Architectural floor plans, 2D line elevations, color elevations with detailed material callouts, details showing design intent, physical material samples where needed, 3-D massing studies and color perspective renderings showing both day and night views from all corners.

Streetscape

A. Streetscape Design Guidelines: All streetscape design and construction is required to comply with the design and construction requirements of the Downtown Orlando Streetscape Design Guidelines and the conditions in this staff report. Maintenance Agreement—The applicant must enter into a maintenance agreement with the City to define maintenance responsibilities for the streetscape zone. City Services Easement—A city services easement must be provided by the applicant for any portion of the required 15-foot streetscape zone outside of the right-of-way.

B. General Streetscape Requirement Structural Soil – To minimize root damage to adjacent pavement areas structural soil, or a Planning Official approved equivalent, must be installed around all canopy street trees consistent with Detail 3.4-O and 3.4-P of the Downtown Orlando Streetscape Guidelines.

Street Lights – Double acorn LED streetlights consistent with the Downtown Streetscape Design Guidelines must be used on South Eola Avenue, East Church Street and Mariposa Street. They should include banner arms and a 110 volt power outlet at the top of the pole.

Corner Treatments—Corner treatments must provide two directional pedestrian ramps at each corner perpendicular to the centerline of the roadway they are crossing.

Materials—Materials in the streetscape must be those approved in the Downtown Streetscape Design Guidelines. Specialty pavers and furniture other than those in the streetscape design guidelines are not permitted in the required streetscape zone.

Valve and Junction Boxes—All at grade junction, valve and control boxes in the required streetscape zone must be traffic bearing grade boxes and lids.

Building Entries—Doorways must not swing open into the required streetscape zone. Building entries should be recessed into the façade so that ingress, egress and entry doors do not conflict or open directly into the pedestrian clear zone.

Curbing and Curb Cuts—All existing curb cuts must be removed with the construction of the new streetscape. The streetscape and the curbing along the entire project frontage must be restored during construction. All curbing in the ROW must be Type A curb and gutter per the LDC and ESM.

Landscape and Hardscape Plans—Detailed landscape and hardscape plans including the buffer area to the east must be submitted with the ARB Final Review application and must be approved prior to issuance of foundation permits.

Streetscape Treatments: Width—The minimum streetscape width on North Magnolia Avenue and Weber Street, must be a minimum of 15-feet from back-of-curb. Pasadena Place shall have a minimum 3 foot wide sidewalk on the south side and if necessary bollards to protect the Marks Street Landmark building. This may require that the building mass shifts north to provide more space for the access by trucks and cars to the service areas and parking garage.

Treatment —The streetscape treatment on North Magnolia Avenue and Weber Street shall be a modified

Conditions of Approval (Cont'd)

Treatment 4 of the Downtown Streetscape Design Guidelines with a 5 x 5 foot grid and 5 x 10 foot treewells. Pedestrian Crossing— The pedestrian crossing at driveway cuts must at the same grade as the sidewalk adjacent to the driveway. The crossing must be paved with an integrated colored concrete and scored on a 12-inch by 12-inch grid. The transition from street grade to sidewalk grade must occur in the parkway zone. The driveway ramp may be concrete. Street Trees—The street trees on Weber Street and North Magnolia Avenue must be high rise live oak (or equivalent) trees. D. Fencing—All fencing on the site must be an open, CPTED-approved fence, such as a decorative aluminum picket. Except for construction fencing, chain link fencing is prohibited.

Architecture Design Intent—ARB staff has minor concerns about the proposed design in the current proposal and staff believes the project design, at this Courtesy Review level, still needs additional refinement, articulation and screening so the building design is both cohesive and distinctive. ARB staff will continue to collaborate with the development team in order to advance the building design and to help deliver a distinctive project that will enhance both the Orlando skyline and city life at the street level. The final ARB submittal must include a comprehensive overview of the project including dimensioned site plans, landscape, hardscape, utilities, signage and lighting plans. Architectural floor plans, 2D line elevations, sections showing the garden relationship to the towers and garage, color elevations with detailed material callouts, details showing design intent, physical material samples where needed, 3-D massing studies and color perspective renderings showing both day and night views from all corners.

Design—The parking garage podium shall have a solid opaque wall 42 inches high at all parking levels to block vehicle views. The parking garage is partially screened with panels and planters that need additional elaboration. More information is required on the visibility of the west façade of the garage and the internal garage facade. The west façade may require additional treatments. More detail shall be required for the garden/plaza areas.

Skyline Architecture – Refinement will be needed at the top so that there is interest and enhancement of the city skyline so the building is unique and easily identifiable in the downtown skyline during the day and night. Recommend that the western most tower have additional height or eastern tower is somewhat reduced so that there is a height difference for each of the three tower elements.

Ground Floor Clearance—Minimum ground floor ceiling height shall be 17'6" to allow for the transformers and other equipment to be located inside the building. Transparency i. The ground floor building walls facing all streets must contain a minimum of 30% transparent materials. A minimum of 15% transparency must be provided on all floors facing the street above the ground level. ii. All glass at the ground level must be clear with a minimum light transmittance of 80%. High performance or low-e glass may be considered as an alternative with a minimum transmittance of 60%. iii. No windows may be dry-walled, or have permanent partitions installed on the interior to block natural surveillance. iv. Tinted, reflective, or spandrel glass does not count towards meeting the transparency requirements.

Lighting

A lighting plan that complies the requirements of the City's lighting codes [Chapter 63 2M.], including photometrics and all proposed exterior lighting fixtures, must be submitted for ARB Final Review and approval prior to submittal of vertical building permits.

It is encouraged that the top of the building be appropriately lit in order to make the building distinct in the night time skyline.

Night time building elevations must be submitted for ARB Final Review prior to submittal of building permits. The parking garage screening shall be shown at nighttime so that transparency can be determined.

Lighting of any proposed major art pieces will be required. Lighting of the east side of the building will need special attention to provide a safe space that does not negatively impact the adjacent townhouse units.

Mechanical Equipment A.

Rooftop Mechanical Equipment — Rooftop mechanical equipment must be screened from view, at a minimum, to the height of the mechanical equipment with parapets, louvered panels and/or perforated metal screen walls. The color of the rooftop mechanical equipment should also match the roof color as closely as is feasible.

Venting & Exhaust—All potential restaurant venting and exhaust must be directed to the roof of the building and must not be visible from the public right-of-way. Restaurant venting is not permitted on any façade of the building nor is it permitted to vent over or towards pedestrian areas. All other venting and exhaust for mechanical and other utilities must be integrated with the building design so as to be seamless with the overall architecture of the building. Venting and louver panels must be painted to match the surrounding façade area.

Conditions of Approval (Cont'd)

Transformers—The transformer is currently shown enclosed in a utility room of the building. It does not appear that there is any room for the transformers outside the building, however, if transformers are located outside of the building envelope they must be screened with decorative, opaque walls and gates up to 6-feet in height or they should be screened with a vegetative buffer and understory trees

Backflow Preventer—Backflow preventers [BFP] must be located so as to not be directly visible from the right-of-way or located between the building and the street. The BFP should also be screened from view where necessary. The BFP must be clearly identified on the final utilities plan in the Final ARB submittal.

Final Elevations—The location and configuration of all exterior venting and mechanical equipment must be depicted on the building elevations in the Final ARB submittal. The ARB final submittal must also include a rooftop plans that depicts any proposed rooftop equipment and proposed screening of the equipment.

Signage. A Master Sign Plan including both the residential and retail signage at the ground level shall be provided and reviewed as a separate ARB review prior to the issuance of building permits for exterior signage. It shall clearly show how signage will be allocated between the tenants and the site as a whole and provide placeholders for locations of proposed signage. High-rise signs are permitted consistent with Sec. 64.246 of the Land Development Code but will require an ARB Major Review prior to permitting. Pedestrian oriented blade or other perpendicular signage is encouraged at the ground floor retail level.

Art, if proposed.

Maintenance Standards and Performance Agreement—Prior to issuance of a Certificate of Occupancy, the applicant must enter into an agreement with the city to define the maintenance and performance standards for the proposed parking garage art screen treatments and any special art panels.

Artwork—any proposed mural artwork for the art panels and garage façade art screen treatments must be developed and created by an established artist(s) and may not contain any onsite or offsite commercial messages. Sponsorship text or logos may be incorporated into the proposed artwork, but may be no more than 3% of the artwork area.

ARB Approval—The final design, along with the artist's portfolio[s], proposed art, materials, attachment methods, maintenance and performance standards must receive an ARB Minor Certificate of Appearance Approval prior to the issuance of a Certificate of Occupancy for the project.

Landscape. A. Landscape of the plaza and garden areas requires additional information and refinement.

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. 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. ZERO LOT LINE BUILDING DESIGN. The conceptual design should indicate the location of stairs in relation to the access road, hydrants – existing and proposed, sprinkler riser room, fire pump room, and access roads – existing or proposed. The following conditions are to be considered in zero lot line designs.
2. **REQUIRED ACCESS.** The Orlando Fire Department requires access to two sides of a building or structure.
3. **HAZARD DETERMINATION.** The location of a hazard natural or manmade cannot be predetermined. As such designs incorporating predetermined locations for staging by OFD apparatus are not applicable for review of fire department access.
4. **MANUAL STAGING.** The Orlando Fire Department does not conduct manual staging operations under a structure. Any travel otherwise under a structure must be reviewed and approved by Orlando Fire Department prior to formal plan review.
5. **FIRE PROTECTION FEATURES.** Zero Lot Line site conditions often do not meet the specific requirements of the FIRE CODE. Wherein no access is provided to the sides or rear of a building. In such cases, the AHJ is authorized to require additional fire protection features to offset increased hazard and or delays created by the design. NFPA 1.18.2.3.1.4. **PRESUBMITTAL MEETING WITH PERMITTING SERVICES.** A TRC review is not applicable for review of conceptual architectural drawings. A pre-submittal meeting is required in order to receive cursory insight into

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Florida Building Code (FBC) and Florida Fire Prevention Code (FFPC, NFPA) requirements impacting a conceptual architectural drawings. Official determinations are not provided at these discussions

6. Architects of Record and or Consultants are asked to prepare an agenda with questions pertaining to your project. This will afford staff to do research in advance before meeting. To schedule an appointment, see the following link. www.orlando.gov/Building-Development/Schedule-an-Appointment/Schedule-a-Permitting-Appointment
7. FEDERAL DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP). An FDEP clearance is required to release water supply to a construction site. Vertical construction of a building without water supply is prohibited. NFPA 1.16.4.3.1.3. It is therefore, critical, that the process to receive a FDEP permit and clearance for the use of treated water to sites and projects begins early in the conceptual stage. To begin the process see the following link www.fdeportal.com/DepPortal/go/apply
8. DAS (Distributed Antenna System) Requirement. Florida Statute 633.202 (18) The authority having jurisdiction shall determine the minimum radio signal strength for fire department communications in all new high-rise and existing high-rise buildings. [NFPA 1.11.10, NFPA 101.11.8]
9. 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.
10. 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
11. 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]
12. 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
13. Fire Department Access Road: All fire department access roadways shall meet the roadway design specifications of Policy on Geometric design of highways and Streets, American Association of State Highway and Transportation Officials and ESM Chap.6 for (Pavement, asphalt, concrete, brick and surfaces). 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. 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
14. 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.
15. 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]
16. 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 manufac-

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turer. 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

17. 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.

Growth Management

1. The Comprehensive Planning Studio has no objections to the proposed master plan.
2. Airspace/Tall Structure Review. The proposed building height is 220 feet. Therefore, the provisions of LDC Sections 58.1213 through 58.1227 are applicable and review by the Federal Aviation Administration (FAA), Florida Department of Transportation – Aviation Office, and the City's Airport Zoning Director (in consultation with the Greater Orlando Aviation Authority's Planning Director) are required prior to receiving any building permits. Following FAA's final airspace review determination, the applicant must submit an application for a City of Orlando Airport Height Zoning Permit. The applicant is advised that the review of the City of Orlando Airport Height Zoning Permit may result in additional conditions of approval including reduced allowable building height, the incorporation of hazard marking and lighting, and/or other conditions as deemed necessary by the City's Airport Zoning Director. The City's Airport Height Zoning Permit, issued via Determination, may be appealed to the Municipal Planning Board acting as the Airport Board of Adjustment per LDC Section 58.1227.

Public Works

Please note the following will need to be addressed and met during the Engineering permit review process.

1. Per Section 7.01 of the City's ESM, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping elements only) is defined as: changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit, etc.; changing an impervious surface's character (from building to parking, wet bottom pond or a new building or vice versa); changing the character of a parking surface (from shell base to asphalt, etc.); or remodeling of an existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage Report, Geotech Report, Stormwater Tabulations, and all necessary docs needed in order to verify the City's and Water Management District standards are met.
2. Water quality recovery shall be recovered per the requirement of the Water Management District. Please provide model demonstrating the recovery analysis. A Water Management District water treatment permit may be required.
3. Provide a certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design which reads as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
4. All proposed and existing sidewalk that is touched during construction will need to be updated to the newest ADA requirement.
5. Sidewalk construction shall be required at the time of this substantial improvement per Sec. 61.225 and 66.200 of the City of Orlando's Muni Code. Proposed sidewalks must be constructed along the entire length of the property and shall be located against the public right-of-way.
6. A City Service Agreement is required by the Owner if portion of sidewalk is within private property. The easement would protect the Owner from maintaining the sidewalk and from other potential issues. Otherwise, the Owner would be responsible to maintain and be liable for potential litigation if someone is injured on a failing sidewalk that is in disrepair.
7. Please clarify whether the sidewalk will be paver. Please note that if pavers are to be constructed beyond the property line and out into the City's Right of Way the owner is required submit a signed and recorded a Right-of-Way

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Pavers Agreement. Sidewalk portion of driveway must still be composed of 3,000 psi concrete. Refer to http://www.cityoforlando.net/permits/wp-content/uploads/sites/29/2014/03/Pavers_Encroach_Agmt1.pdf.

8. Construction activities including clearing, grading and excavating activities shall obtain an EPA NPDES permit, except: Operations that result in the disturbance of less than one acre total land area which are not part of a larger common plan of development or sale. The NPDES permit must be received in the Office of Permitting Services prior to the issuance of City of Orlando permits. If the disturbed area is less than one acre, please provide a note on the plans indicating the City of Orlando's Guidelines for Erosion Sediment Control (aka the Blue Sheet) will serve as a guide for the implementation of erosion sediment control measures. Blue Sheet can be found under the City of Orlando website. Please attach this sheet in your permit submittal.
9. Please submit a detailed, scalable, fully dimensioned site plan of the location. The site plan should include but not be limited to the site legal description, the building, streets, sidewalks and property lines, and the location of the proposed work. Site plans should clarify what is existing and what proposed.
10. Please provide a signed and sealed existing topographic survey with datum and official benchmark in the NAVD88 vertical datum. Per the City's ESM Section 7.01.A.1, survey data shall be gathered to least 25 feet beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained. Please submit a hard copy of survey (with sign and seal) to City Hall 8th floor addressed to Richard Allen.
11. Please submit a signed and dated private improvements cost sheet. Cost sheet forms and instructions are available at our website at www.cityoforlando.net/permits.
12. Other comments may arise depending on the contents submitted to permitting. For questions regarding Engineering Site issues contact Owen Blakely at owen.blakely@cityoforlando.net or 407-246-3758.

Solid Waste

Please included solid waste plans in schematics. This should included both garbage and recycling for front-end-loaded dumpster unless a compactor is to be used for MSW. If this is the case, a single enclosure for recycling is acceptable. Enclosure dimensions should be in accordance with the standards set forth in the City's Engineering Standards Manual.

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 / drive way 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)

Conditions of Approval (Cont'd)

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. Existing Curbs: All existing curbs that are not part of the new development must be removed with the curb, gutter, landscape and sidewalk restored to City Code and ESM standards.
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.
5. Solid Waste: The site plan at time of SPMP 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. Pasadena Pl: Pasadena Place:
 - A. Cross Section: The cross section for Pasadena Pl. must be revised to include a 5 ft. wide sidewalk or pedestrian crossing area along the north side of Marks St. Senior Center. This may take the form of a raised sidewalk or a marked pedestrian area. Curbing, bollards, or other vertical structures must be put into place to protect the building and pedestrian area from vehicular traffic.
 - B. Parking Restriction: Parking will not be permitted along Pasadena Pl. This section of roadway must be signed as a no parking area with the redevelopment.
 - C. Final ARB Approval: The final design and detail for Pasadena Pl. must be provided at the time of Final ARB approval. The design must include details on the lane widths, crossing area along the south, treatment along the north side of the site and an auto-turn for the intended design vehicle (Orlando Solid Waste vehicle and appropriate delivery/truck).
 - D. Pasadena Pl. One-Way Restriction: Pasadena will become a one-way roadway.
7. City Services Easement: All street sidewalks located outside of the public ROW must be placed within a city services/sidewalk easement. This easement may be recorded at the time of platting or via separate instrument but must be recorded prior to the issuance of the certificate of occupancy for the adjacent building site.
8. Streetscapes: The final design, dimensions and materials used for the streetscape along Weber St., N Magnolia Ave. and Pasadena Pl. are subject to ARB review and approval. A. Care must be taken to accommodate easy transitions from the site to the Orlando Urban trail, directly across Weber St.
9. 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.
10. 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.
11. Loading/Unloading and Service: The site must contain off-street loading/unloading zones for freight, commercial delivery and move-in/move out in accordance with LDC CH 61, Part 3F.
12. Parking Garage. Parking garages shall meet all Orlando Land Development Code requirements found in Section 61.307 including parking space dimensions. A. Parking ramp slopes should not exceed a 6.67% slope, which is the maximum parking slope permitted in the International Building Code (IBC). Ramps with larger slopes will be non-parking. B. A grade difference of 8% or greater requires transition slopes at the top and bottom. C. Up to 15% of the required parking spaces in any parking garage may be designed as compact spaces. Such spaces shall be prominently marked and posted and shall be no less than 7 feet 6 inches wide and 16 feet 0 inches deep. Compact spaces are prohibited in surface parking lots.

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13. Vehicle Parking.

A. The proposed development requires a minimum of 392 parking spaces, where 531 parking spaces are proposed. On-street parking spaces are not included in parking calculations.

B. Electric vehicle parking.

i. EV Capable parking spaces: A minimum of 78 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: A minimum of 8 spaces (2% of the required parking spaces) must be EVSE 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: All EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G. C. The applicant must provide a minimum of 2 two wheeled motor vehicle spaces in accordance with LDC Section 61.322.

14. Bicycle Parking. A. Bicycle parking shall 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. Locations must be shown on plans submitted to Permitting Services. B. A total of 42 (38 multi-family + 4 retail) short term and 38 long term bicycle parking spots are required. The long-term spaces must be located inside the building, in a "bike shed" or otherwise be protected from the weather. Outdoor bike racks meeting the requirement for short term parking must be installed on an impervious surface, within 50 ft of a primary entrance, and situated to avoid conflicts with pedestrians or other vehicles.

15. Construction Traffic. The developer/owner must coordinate with the City of Orlando Transportation Engineering Division to formalize a plan accommodating construction traffic. The location of any laydown yards, routing for construction vehicle, and planned street/sidewalk closures must all be part of the planning efforts.

Police

Questions about building alarms, personal safety, crime prevention for apartment communities, crime prevention strategies and neighborhood or community watch programs, should be discussed with OPD's Crime Prevention Unit Contact OPD Liaison DeCarlos Hill decarlos.hill@orlando.gov

Waste Water

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 connection point(s) to the public sanitary sewer main on Weber St 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 Applicant shall evaluate the impact of the project peak discharge wastewater flow on the existing public 8" gravity main on Weber St, from the point of connection to the 12" gravity main on N. Orange Ave.
3. A technical memorandum or report summarizing the findings and any recommendation for offsite improvements shall be submitted to the WRD for review at the time of construction plans submittal.
4. Wastewater allocation to the project shall be determined using the City of Orlando Sewer Service Policy Allocation Factors and/or the Growth Management Plan (GMP) Level of Service (LOS).
5. The Water Reclamation Division will need to review construction and utility plans prior to permit issuance to assure that the sanitary sewer facilities to serve the proposed mixed-use development will meet the City's Standards including Chapter 9 of the Engineering Standards Manual (current Edition) and all applicable City Standard Details. 6. For questions about Water Reclamation Division review, please contact Julio Morais, P.E., (407) 246-3724 or

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julio.morais@cityoforlando.net, and/or Dave Breitrick, P.E., Engineering and Mapping Manager (407) 246-3525 or david.breitrick@cityoforlando.net.

Park Planning

***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.

Parks Trees

Project may impact a few scattered trees located on the parcel. A tree survey should be submitted for review. If tree removal is desired the applicant must apply for a permit 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 caliper removed. A payment can be made into the tree fund for any remaining inches of caliper unable to replant due to the design of the project. A landscape plan can be submitted along with the construction plans for the project to reduce any fees associated with tree removal. I have no objections to this case moving forward.

Contact Information

Building

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

Development Review

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

Fire

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

Growth Management

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

Land Development

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

Parks

Contact Denise Riccio in the City Parks Division at denise.riccio@orlando.gov, or Kenneth Pelham at 407-246-4280 or at kenneth.pelham@orlando.gov to inquire about tree encroachment or removal permits.

Police

For questions regarding Orlando Police Department plan reviews or to obtain a copy of the brochure, contact Terrence Miller at 407-246-2454 or terrence.miller@orlando.gov.

Public Works

For questions, contact Rusell Blakely at 407-246-3758 or at Russell.blakely@orlando.gov

Transportation

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

Urban Design

For questions, contact Richard Forbes at 407-246- or at richard.forbes@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

Solid Waste

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

Review Process—Next Steps

1. MPB minutes scheduled for review and approval by City Council.
2. ARB Final Review—Prior to submittal of building permits for vertical construction the project must be submitted for an ARB Major Certificate of Appearance Approval.
3. Building permits may be submitted following the ARB Final Review