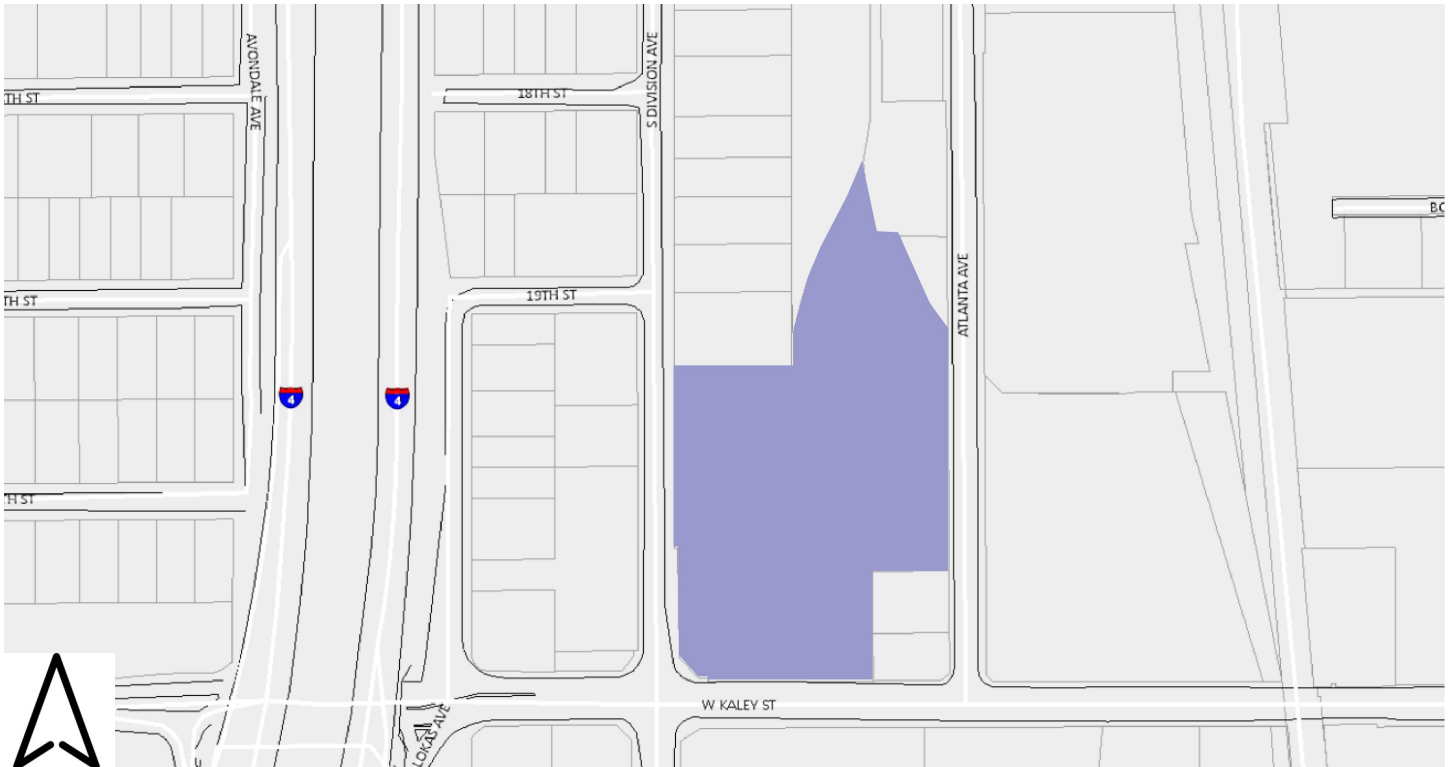


Staff Report to the
Municipal Planning Board
August 16, 2022

ZON2022-10023

415 W KALEY MIXED USE



Location Map

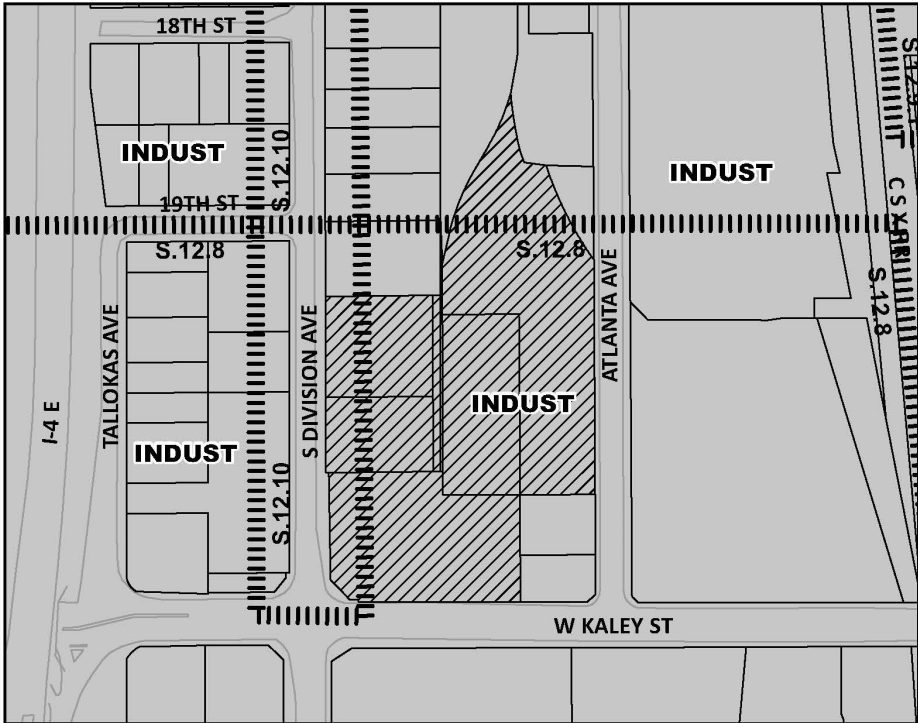
ZON Subject Site

SUMMARY

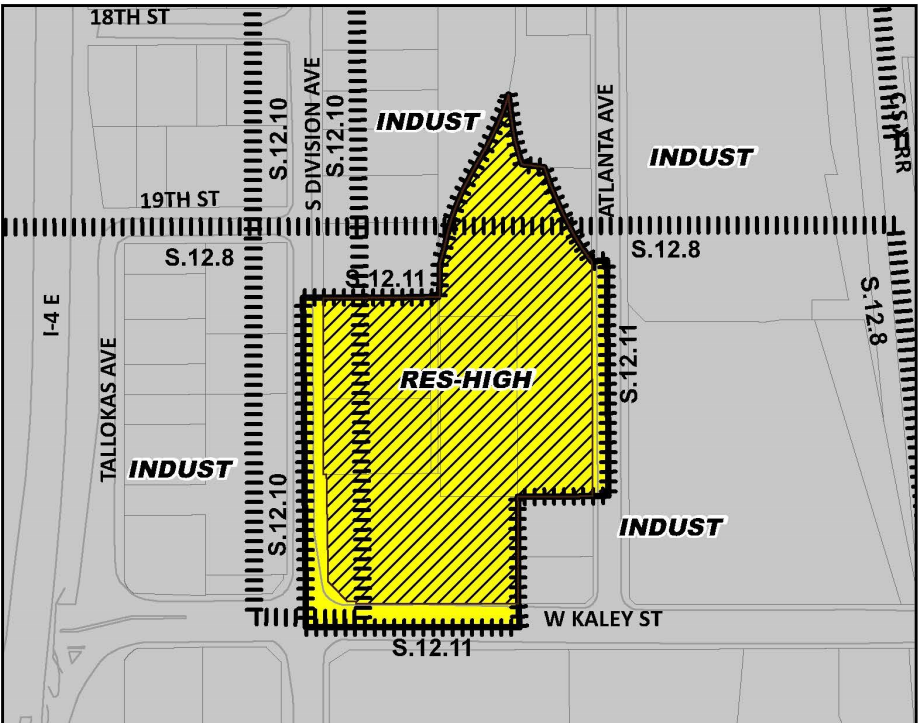
<p>Owner 415 W Kaley LLC, William Nassal</p> <p>Applicant Nancy Rossman Centre Corp Inc.</p> <p>Project Planner Fernanda Paronetto, AICP</p> <p>Updated: August 10, 2022</p>	<p>Property Location: 415 W. Kaley St., 409 W. Kaley St., 1815 S. Division St., 1825 S. Division St., 1818 S. Atlanta Ave, and parcel 02-23-29-0000-00-100, generally located east of S. Division Avenue, west of Atlanta Avenue, north of W. Kaley St. (District 4, ± 5.71 acres).</p> <p>Applicant's Request: Rezoning from I-G/T/SP and I-G/T/SP/AN to PD/T/SP and PD/T/SP/AN (Planned Development) for a 9-story mixed-use building with up to 856 dwelling units and a 7-story parking garage. The request includes a density bonus of 75 dwelling units per acre (du/ac) to allow a density of 150 du/ac.</p>	<p>Staff's Recommendation: Approval of the requests, subject to the conditions in this report.</p> <p>Public Comment: Courtesy notices were mailed to property owners within 400 ft. of the subject property the week of August 1. As of the published date of this report, staff has received no comments from the public.</p>
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FUTURE LAND USE MAP

This zoning request is concurrent with requests to change the future land use from Industrial to Residential High Intensity and amend Subarea Policy S.12.8 and create S.12.11 to allow for up to 150 du/ac. Those applications are covered in detail within staff report GMP2022-10027 and GMP2022-10028 (415 W Kaley Mixed Use GMP).

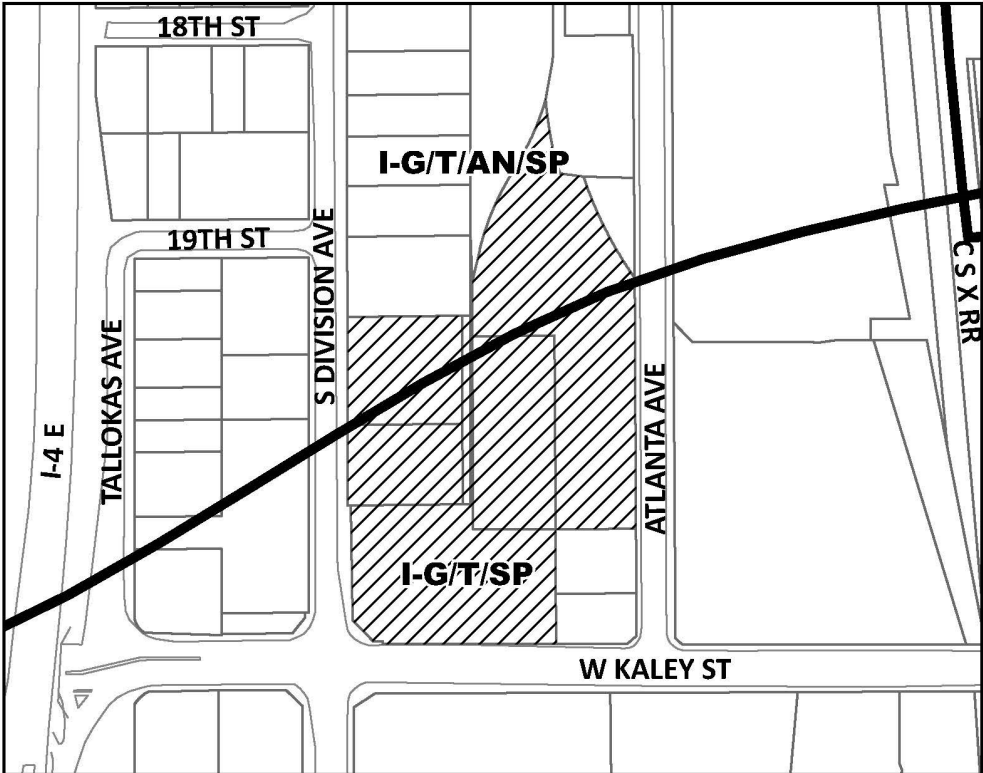


Future Land Use - Existing GMP2022-10027

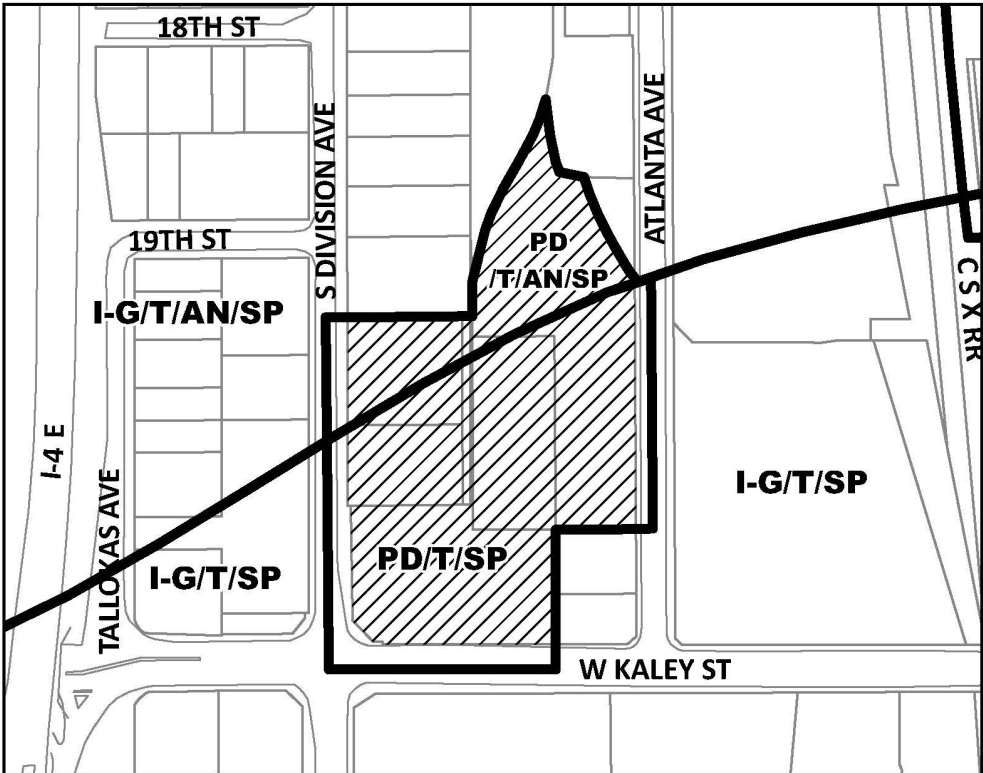


Future Land Use - Proposed GMP2022-10027

ZONING MAP



Zoning - Existing ZON2022-10023



Zoning - Proposed ZON2022-10023



PROJECT ANALYSIS

Project Description

The applicant is seeking to develop ± 5.706 acres with a 9-story mixed use project that includes up to 856 multifamily units, nonresidential uses at the ground level, a 7-story parking garage, and a linear park along Atlanta Avenue. The subject site currently comprises 6 parcels containing light manufacturing, located north of W. Kaley Street, west of Atlanta Avenue, and east of S. Division Avenue. (Parcel IDs: 02-23-29-0000-00-006, 068, 073, 007, 100, 02-23-29-0150-00-010).

All existing structures are proposed to be demolished to accommodate the proposed phased development of 7 and 9-story buildings. The application overall requested density is 150 du/ac for the Planned Development. The subject properties are included in the City's South Downtown (SODO) Special Plan (Transect zone 6), in the Traditional City overlay, and partially located in the Aircraft Noise overlay (zone E).

The request includes three additional items, concurrently before the board and detailed in the staff report for GMP2022-10027 and GMP2022-10028. They are as follows:

- 1) Growth Management Plan amendment to change the Future Land Use map designation from Industrial (INDUST) to Residential High Intensity (RES-HIGH).
- 2) Create a new subarea policy S.12.11 for the maximum development plan of the site, for a mixed use project of 856 residential units and up to 0.35 FAR of nonresidential uses.
- 3) Amend the language of Subarea Policy 12.8.

Background

1888: Properties initially platted as part of the A. T. Bidwell's subdivision.
 1947-1958: Warehouses were built.
 1997: 1815 S. Division Ave. was platted and a new warehouse was built (97-104).
 2000: 1818 S. Atlanta Ave. was platted (SUB2000-00049).
 2014-2019: Properties acquired by the current owner.
 2015: Determination regarding food mobile vendor for 415 W. Kaley St. (LDC2015-00054).

Project Context

The subject property is comprised of 6 parcels currently within Commissioner District 4. On-site and adjacent uses include light manufacturing, automotive services, heavy manufacturing, and an employment agency. To the west, the project is adjacent to the new bike trail along S. Division Avenue, that connects SODO to Downtown Orlando.

The property immediately south, across W. Kaley St. was recently acquired by the Pulse Foundation, for the future development of the National Pulse Museum and Education Center.

Table 1—Project Context

	Future Land Use	Zoning	SODO Transect	Surrounding Use
North	Industrial	I-G/T/SP/AN	T-6 Urban Core	Light Manufacturing
West (across S. Division Ave.)	Industrial	I-G/T/SP	T-6 Urban Core	Automotive Services
South (across W. Kaley St.)	Industrial	I-G/T/SP	T-6 Urban Core	Vacant (future Pulse Museum)
East	Industrial	I-G/T/SP	T-6 Urban Core	Employment Agency
East (across Atlanta Ave.)	Industrial	I-G/T/SP	T-6 Urban Core	Heavy Manufacturing

Conformance with the Growth Management Plan

The subject property has a future land use designation (FLU) of Industrial (INDUST) and is requesting a FLU amendment to Residential High Intensity (RES-HIGH). The site falls within the boundary of Subarea Policy S.12.7 which applies to all property located within the area generally bound by the East-West Expressway, South Orange Avenue, Michigan Street and I-4 (the "South Downtown Subarea"), and Subarea Policy S.12.8, which applies to the intersection of Division Avenue and Kaley Street (the "Kaley Future Land Use Overlay").

PROJECT ANALYSIS

S.12.7 states: "This Subarea, known as the South Downtown Area, is intended to be a vibrant, recognizable, mixed-use, multi-modal neighborhood that thrives on the synergies afforded by the continued growth of the Orlando Health campus and adjacent medical related uses." The proposal is consistent with the Growth Management Plan.

S.12.8 states: "The Kaley Future Land Use Overlay is intended to encourage redevelopment, create a highly visible and memorable node of activity and establish the intersection of Division Avenue and Kaley Street as the western gateway to the South Downtown (SODO) Subarea."

Subarea Policy S.12.8 language is being amended to allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 2.0 F.A.R. when approved as a density and/or intensity bonus or as an addition per individual parcel as authorized. Additionally, Subarea Policy S.12.11 is being created as part of this request, to allow for a mixed use project of 856 residential units and up to 0.35 FAR of commercial use.

Subarea Policy S.12.7 allows for a maximum density of 40 du/ac by right, and subarea Policy S.12.8 allows for up to 100 du/ac with a density bonus. The applicant is requesting 150 du/ac, which is compatible with the FLU amendment to Residential High Intensity (RES-HIGH) and within the maximum 200 du/ac provided by the new FLU designation. The new Subarea Policy S.12.11 will limit the density to 75 du/ac by right, or up to 150 du/ac with a bonus.

All requests are detailed in the staff report for GMP2022-10027 and GMP2022-10028.

Conformance with the Land Development Code

Intent

The Planned Development (PD) zoning District is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts established by this Chapter.

The PD District is to be a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare.

Environmental

Growth Management Plan Conservation Element Policy 1.4.1 states that all projects requiring Municipal Planning Board and City Council review shall provide an Environmental Assessment; however, the City shall determine if the submittal is appropriate on a case by case basis. Developments exempt from this requirement include those located within Planned Developments (subject to the conditions therein) as well as within the "Urbanized Disturbed Lands" shown in Figure C-1 of the GMP Conservation Element. This property is within of the Urbanized Disturbed Lands and is therefore not required an environmental assessment. Potential ground contamination from industrial uses would be reviewed during the permitting process.

Proposed Development Program

The Planned Development zoning with a FLU of Residential High Intensity (RES-HIGH) will allow a maximum density of 75 du/ac by right, and up to 150 du/ac with a density bonus. Unless expressed in this staff report, zoning regulations will default to Transect 6 standards of the SODO Special Plan. For items not addressed in the SODO Special Plan, the default zoning will be MXD-2. See the proposed PD Acreage and Development Program in Table 2 on the following page.

"The MXD-2 district is intended to provide for areas of high density and high-rise residential development and mixed residential-office development, in close proximity to shopping, employment and public facilities." (LDC Sec. 58.261)

"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." (LDC Sec. 58.441)

"The overall purpose of the SODO Special Plan is to provide a vibrant, recognizable, mixed-use, multi-modal neighborhood that thrives on the synergies afforded by the continued growth of the Orlando Health campus and related medical uses, and the continued success of the SODO Main Street District. The primary goals of this Special Plan is to preserve and strengthen commercial activities and redevelopment opportunities within the area, enhance pedestrian safety and main street character, and protect existing residential neighborhoods from encroachment. The specific objectives of this

PROJECT ANALYSIS

Special Plan are to:

- 1) Facilitate infill development and guide future growth while protecting the existing residential neighborhoods within and adjacent to the district.
- 2) Encourage design diversity and variation, while ensuring a compact and dense urban form concentrated on the west side of Orange Avenue corridor with a gradual transition to less dense residential neighborhoods to the east of the Orange Avenue corridor.” (LDC Sec.62.499)

The SODO Special Plan is a transect-based special plan, and standards vary by each transect zone. This Special Plan has 5 different transect zones, gradually transitioning from single family residential (Transect 3) to high intensity development (Transect 6). This development is located within Transect 6, Urban Core.

“T6: Urban Core Transect. The primary intent of this zone is to allow redevelopment to create a vibrant, transit-oriented neighborhood with a mix of residential, retail and office uses while continuing to allow the type of industrial activities that have resided in this area for many years. This zone will focus on allowing high intensity development that supports public transit users as well as bicycle and pedestrian activity. The T-6 zone is also intended to accommodate uses that typically locate close to a hospital.

Ground-floor commercial uses are encouraged to generate activity and contribute positively to a pedestrian-friendly environment, but frontages may also be occupied by other uses such as hotels, multifamily, public or office uses. Buildings are to be placed close to the street, but exceptions are provided to accommodate outdoor gathering spaces (e.g. public plazas, outdoor dining) as well as pedestrian activity and safety. Off-street parking shall be located behind the buildings or in covered garages.

The Kaley Street/Division Avenue node is intended to become a highly visible and memorable node of activity representing the western gateway to the SODO district. The area to the north of this gateway is intended to promote a complementary mixture of transit-supportive uses at higher densities and intensities within walking distance of the SunRail station. Development density, intensity and height is the most intensive in this area, given the presence of the SunRail station within the zone, and its location between the Interstate (I-4) on the west and already intensive hospital uses on the east side.” (LDC Sec. 62.499)

The AN Overlay district is intended to reduce noise and safety hazards associated with aircraft operations, to preserve the operational stability of the airports, and assist in the implementation of policies and recommendations found in the City's Growth Management Plan and in appropriate FAA sponsored Part 150 Studies. (LDC Sec. 58.371)

Development Standards

The applicant proposes to construct a 856–unit multifamily development on two separate buildings along with a parking garage, separate pool and amenity areas, commercial and live-work units on the ground level, and a linear park along Atlanta Ave. The PD/T/SP/ and PD/T/SP/AN zoning districts have underlying zoning district of MXD-2 for the portion with a FLU designation of Residential High Intensity. The requested zoning designation is consistent with the Growth Management Plan.

Zoning

The proposed default zoning is MXD-2, in-line with the Residential High Intensity FLU designation. The proposed zoning is aligned with the Sodo Special Plan vision for Transect 6 and with the proposed development.

Phasing

The development is proposed to occur in two phases. Each phase will be submitted as a Master Plan application to the SODO Town Design Review Committee (SODO TDRC), or the development review board in effect at the time of application. The phase that comes first will need to function without reliance on the subsequent phase. If a bonus request is part of the first request, Phase 1 must meet Sec. 58.1103. - Criteria for Approval of a Bonus, without relying on the future submittal to achieve compliance with the aforementioned LDC section. If the applicant decides to develop this property in reverse order starting with Phase 2 as delineated in the exhibit on page 16 of this staff report, the parking garage and the linear park must be part of the first SPMP submittal.

Density

The maximum density permitted in the current I-G zoning is 40 units per acre by right per GMP Subarea Policy S.12.7, or up to 100 du/ac with a bonus per GMP Subarea Policy 12.7.8. The requested density is 150 du/ac. The applicants propose to change the future land use category to Residential High Intensity, which has a maximum density of 200 du/ac.

PROJECT ANALYSIS

The corresponding zoning is MXD-2, which will be the underlying zoning for this PD. MXD-2 allows up to 75 du/ac by right, or up to 200 du/ac with a bonus.

Staff is recommending approval of the Residential High Intensity Future Land Use designation, subject to a new subarea policy that will limit the density to 75 du/ac by right, or up to 150 du/ac with a bonus, for a total of 856 units with a bonus request.

Intensity

The maximum FAR in MXD-2 is 0.35. The SODO Special Plan does not change the maximum FAR as established in LDC Chapter 58. Subarea Policy S.12.8 allows a FAR of 2.0 with an intensity bonus request.

Mixed Use

Mixed-use buildings will be a key strategy for SODO Transect 6 in creating an urban, walkable environment. Buildings throughout this PD will be integrated vertically, including combinations of residential, amenities, office, and a linear park. For the purpose of this PD, a mixed-use building will be defined as a building with at least 10% of other uses incorporated.

Continuance of Industrial Uses

Though the ultimate goal of the SODO Special Plan Transect 6 is to radically transform to an urban, mixed-use place, this process will occur incrementally over a number of years. In the meantime, many properties adjacent to the mixed use PD will continue on as working industrial; therefore, land use conflicts will be unavoidable, understanding above all, that Transect 6 will be an eclectic environment with defined long-range goals. Those that will live and work there in the future will have an expectation for a certain amount of diversity and dynamics. The balance will be to not suppress uniqueness and stifle the creativity of this district with one-size-fits-all measures in an effort to resolve every traditional 'conflict'.

Bonus Criteria

MXD-2 has a default maximum density of 75 du/ac, or 428 units. Per Section 58.1101, a maximum of 200 du/ac could be permitted with a bonus request. GMP S.12.11 will cap the density at 150 du/ac with the bonus. The applicant is requesting a density bonus of 75 du/ac, for a total of 150 du/ac, (856 units). Section 58.1103 lists the criteria for approval of a bonus:

- (a) Public goods and services to serve the proposed development must be available, made available by the applicant in proportion to the demand generated by the development, or included in a financially feasible plan.
- (b) The development must include space for at least two uses. The secondary uses must comprise at least 10% of the building area. The secondary uses may not be reserved for use only by the principal user (for example, a residents-only gym or an employee cafeteria). The following uses can be counted to meet the bonus criteria:

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.
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

PROJECT ANALYSIS

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.

- (c) The density, intensity, height, and bulk of the building or buildings must be generally compatible with the surrounding neighborhood while also advancing the applicable goals, objectives, and policies of the Growth Management Plan, particularly those identified in section 58.1000 of this Code. For the purposes of this part, "compatible with the surrounding neighborhood" does not necessarily mean "identical to" or even "similar to" the surrounding neighborhood. Developments using a density and/or intensity bonus will often be, by their nature, more dense, more intense, or both more dense and more intense than the surrounding neighborhood, but general compatibility with the surrounding neighborhood can still be achieved by ensuring that the subject development presents a logical transition between itself and the surrounding neighborhood.
- (d) The development must be consistent with all applicable design regulations. For this development, this includes the SODO Special Plan Overlay Transect 6 standards and the Traditional City overlay district. When the Special Plan is silent on design regulations, then the development must conform to the "Mixed Use/Neighborhood Development Communities" found at LDC Sections 62.638 and 62.639.

The applicant proposes multifamily residential as the principal use. Live-work units and open space are proposed as secondary uses. Additional uses may be proposed at the time of the Master Plan submittal.

Live-Work units

The LDC is silent on standards for live/work units with exception to their inclusion in Sec. 58.1103 as a second use that qualifies a project for a density bonus request. There is a Zoning Official Determination on this issue [LDC2020-10008] which sets specific standards for live/work units.

Per this Determination, the following uses are permitted:

- Office (Professional/ Administrative)
- Retail, Light (Specialty shops)
- Personal Services (Art & dance studios, Barber/Beauty services, Repair services, Personal trainer, Tutoring services).

All uses mentioned above are also permitted in the SODO Special Plan T-6 Urban Core.

Open Space

Sec. 58.1103 (b)(12) establishes that 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 can also count toward the bonus requirement. While this project is not located within the Downtown CRA boundaries, based on the provision of the linear park and the green open space as public-serving spaces, both will be counted toward the 10% of secondary use bonus criteria, as part of this PD request.

LDC Chapter 66 defines open spaces as *"Any contiguous area of ground of at least fifty (50) square feet which is not covered by any building, street or right-of-way, vehicular use area, or recreational structure."*

Additional pedestrian zones that meet the definition of "Open Space" per LDC Chapter 66 and Sec. 58.1103 (b)(12) that are adjacent to vehicular use areas may be counted as open space. Compliance with this subsection will be reviewed during the SPMP phase once more details are provided.

Considering that Sec. 58.572 (G) requires multifamily developments proposing more than 100 units to provide a minimum of 2 vehicular access points to the surrounding street network, and that the Traffic Impact Analysis (TIA) provided by the applicant demonstrates that 80% of the trips are expected to utilize the western driveway access to S. Division Ave. (TIA, p.17), the proposed new vehicular use area connecting S. Division Ave. to the parking garage will not be considered an open space as part of a bonus request.

Height

The height limitation in the MXD-2/T zoning district is 55 ft. The SODO Special Plan Transect 6 has a height limitation of 9 stories, or 17 stories with a bonus. The proposal consists of 2 buildings up to 9 stories, and a parking garage at 7 stories.

Impervious Surface Ratio

The maximum impervious surface ratio for the MXD-2 zoning district is 0.85. However the Sodo Special Plan limits ISR to 0.9, and shall prevail. See Table 2 on page 9.

PROJECT ANALYSIS

Table 2—Development Standards

Acres	Uses	Density (dwelling units per acre)		Intensity (FAR)	Building Height		ISR (impervious surface ratio)
		Min/Max Permitted	Proposed	Min/Max Permitted	Maximum for Transect 6	Proposed	Maximum for Transect 6
5.71	Mixed-Use	30 (171 units) / 150 ¹ (856 units)	856 units, or 150 du/ac	No min / 0.35 FAR ²	17 stories (or 200 ft) ³	9 stories	0.9

¹ Because new GMP Subarea Policy S.12.11 caps density at 150 du/ac with a bonus request.

² Because new GMP Subarea Policy S.12.11 caps intensity at 0.35 FAR.

³ With a bonus request per SODO SP overlay.

Setbacks

The development proposal must meet the setback standards for the SODO Special Plan Transect 6. As part of this PD, a 5 foot relief will be granted to the eastern façade of the parking garage building, to be located 20 ft from the eastern property line, to accommodate the proposed linear park.

Table 3—Setback Requirements (Transect 6)

Property Line	South (Front) W. Kaley St.	East (Street Side) Atlanta Avenue		West (Street Side) S. Division St.	South (Rear) Industrial Parcels	Side
		Required	Proposed			
Minimum	7ft	7ft	20 ft	7ft	10 ft	0
Maximum	15 ft	15 ft		15 ft	-	-

Bufferyards

As the proposed use is less intense than the abutting uses, bufferyards are not required for this development. While not required, a Bufferyard “C” option 2 is encouraged along the northern property line, which consists of 20’ width, 80% of tree coverage, 1 row of evergreen shrubs, and vegetative cover remainder, to soften the abutting industrial use.

Signage

Signage must meet Chapter 64 and Section 62.499 (p) of the LDC. A Master Sign Plan must be submitted and approved via Determination.

Urban Design

In order to enhance pedestrian safety and the main street character, the SODO Special Plan has requirements regarding building frontage, articulation and transparency. The purpose of the building frontage requirements is to ensure façade continuity and activity along the street, in addition to avoiding large expanses of blocks that are not framed by buildings. As for the building articulation and transparency requirement, the intent is to ensure that building facades are inviting, and to increase public safety by designing buildings that provide human surveillance of the street.

Table 4— Urban Design Requirements (Transect 6)

Transparency	Ground Level	Min. 30%
	Upper Levels	Min. 15%
Frontage	Min. 70%	
Articulation	Max. Building Length	-
	Articulation Spacing	Min. 120 ft
	Projection/Recess Depth	Min. 3 ft

The plan as proposed exceeds the minimum frontage requirement (70%) along Atlanta Ave., W. Kaley St., and S. Division Ave. The special plan requests a minimum of 30% transparency on the ground floor, located at the area of the façade from three (3) feet to seven (7) feet above grade, and 15% on each floor below the roof line on each facade. It also requires that every 120 feet of building frontage has a projection or recess, at 3 foot deep at minimum. As for building entrances, the main pedestrian access must be oriented toward the public right-of-way. Additionally, in order to be eligible for a bonus request, the proposal must meet certain design enhancements that are listed in Section 58.1104. - Design Enhancements.

PROJECT ANALYSIS

Active Ground Floor

At least 51% of the ground floor street frontage shall be an active use on all public street frontages. For the purposes of the SODO Special Plan, residential, commercial, office, and civic uses shall be considered active uses. Parking, mechanical equipment areas, and storage, including personal storage facilities, shall not be considered active use areas.

The parking garage is 7 stories tall and is located along Atlanta Ave, which is a secondary street. The Special Plan does not consider parking an active use to meet the 51% requirement. Additionally, if a bonus is requested as part of the SPMP submittal, Sec. 58.1104 (h) mentions that a parking garage that is interior to the site, or lined with habitable spaces will count toward the design enhancements that constitute a superior development. Because a linear park is being proposed along Atlanta Ave to both activate the public space and help soften the garage as viewed from the pedestrian environment, the 51% of active use/habitable space on the ground level along Atlanta Ave. will not be required within this PD.

The SODO Special Plan (Sec. 62.499) has special design standards for structured parking. Subsection (n)(7) describes that the exterior facades of the parking garage must be designed as to achieve architectural unity with the principal structures which it is intended to serve. The quality of design and use of material must be on par with those used in the principal structure. Ramping must be internalized, and the façade must meet the same articulation and transparency standards as habitable buildings. As part of this PD request, alternative artistic treatments applied to up to 30% of the garage's eastern elevation can be approved at the SODO TDRC board's discretion.

Transportation

Access

The proposed West Kaley Mixed Use PD will be accessed by connections to Division Ave. and Atlanta Ave. via an internal driveway that will span the block in the center of the project, running through the parking garage. In total there will be a reduction from 9 curbcuts along the property frontages to just the 2 described above. In addition to the vehicular access, the applicant will tie into the existing Division Ave. bicycle trail and construct a new linear park along Atlanta Ave. to provide additional bike/ped connectivity on the eastern side of the site. The property is located one block east of the I-4/W Kaley St. interchange and is approximately 1/3 mile away from the Orlando Amtrak train station and Sunrail station.

A Traffic Impact Assessment (TIA)

A TIA was completed by the applicant's team and submitted to the City in July 2022. A TIA is required for all developments that are projected to generate over 1,000 new daily trips or more, which is applicable for a project of this magnitude. The purpose of the TIA is threefold: first, the study provides a view of existing traffic conditions in the neighborhood, prior to any new development occurring, setting a baseline for existing traffic. The second function of the TIA is to forecast future traffic volumes, both if the development is not constructed and with the development built as proposed. These volumes are then incorporated into specific modeling tools to project the timing and distribution of the traffic on the existing and proposed roadways and intersections. The TIA looks not only at the directly adjacent community but also at the broader road network, in this case, intersections as far away as Kaley St. and Orange Ave. The final (third) purpose of the TIA is to provide context to the results of the projected traffic and to recommend mitigation strategies where network deficiencies are projected as part of the proposed redevelopment.

The proposed project is anticipated to generate up to 2,338 daily trips with 157 occurring in the AM peak and 225 in the PM Peak. Out of the 5 intersections and 2 driveways analyzed in the TIA only Kaley and Orange and Kaley and Division demonstrated a failing level of service at build out for the development and only the Kaley and Division intersection is anticipated to have a V/C (volume/capacity) ratio high enough to need mitigation. Signal retiming at this intersection, upon completion of the development, should be adequate to resolve the delay issues anticipated at this intersection.

Parking

As this is only a framework PD staff have not will not fully analyze the proposed unit mix and commercial areas for parking needs; those will be looked at in more detail at the time of Specific Parcel Master Plan (SPMP). The site will be required to meet code for parking. Any parking reductions sought, in accordance with LDC Sec. 61.323, must be requested as part of the SPMP request.

Schools Impacts

On July 7, 2008, the City adopted a Public School Facilities Element (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency which requires all residential developments be subject to school concurrency review. A list of exemptions from this review is provided under Section 18.2 of the Agreement,

PROJECT ANALYSIS

none is applicable to this case. The requested item is subject to the concurrency process with Orange County Public Schools.

Under the terms of the agreement, the City will advise OCPS of comprehensive plan amendments, zoning amendments, and development proposals that may have the effect of increasing existing density.

On January 11, 2021, the City amended GMP Policy 1.3.1 which allows school capacity to be taken into account when evaluating land use. OCPS has performed a preliminary review for this project and found the following capacity:

- Elementary and Middle —Blanker School K-8 School – Capacity is available
- High—Boone High School- Capacity is available.

Based on the preliminary information provided by OCPS and the fact that the project is estimated to generate 4 (ES), 2 (MS) and 3 (HS) students staff recommends approval of the amendment. This is based on the multi-family high rise definition, per Ordinance 2020-35, approved by the Orange County Board of County Commissioners on December 1, 2020. The ordinance defines a high rise development as: having a minimum density of 70 du/ac, that contains an attached parking structure, and that is a minimum of seven (7) stories in height. This project complies with the definition. For a high rise development, the student generation rate is 0.013 (SGR).

AERIAL



SITE PHOTOS



Property as viewed from across W. Kaley Street (South)



Property as viewed from across Atlanta Avenue (East)

SITE PHOTOS

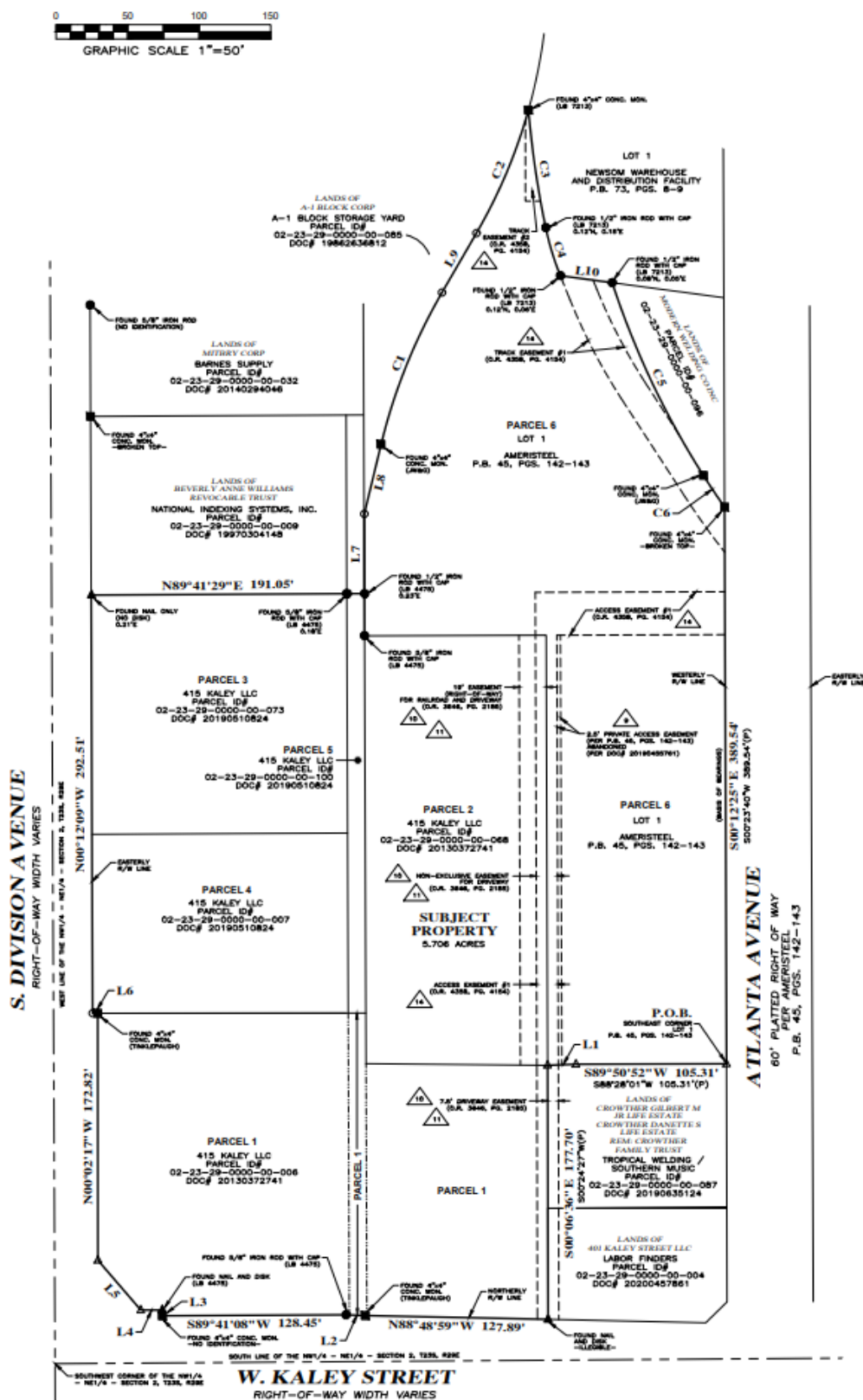


Property as viewed from across S. Division Avenue, in the corner with W. Kaley Street (West)



Property as viewed from across S. Division Avenue looking south to W. Kaley Street (West)

SURVEY



CONCEPTUAL DEVELOPMENT PLAN



- PHASE I OUTLINE
- PHASE II OUTLINE

*PHASES MAY BE DEVELOPED CONCURRENTLY OR IN REVERSE ORDER

If the applicant decides to develop this property in reverse order, the parking garage and the linear park must be part of the first SPMP submittal.

CONCEPTUAL DEVELOPMENT PLAN

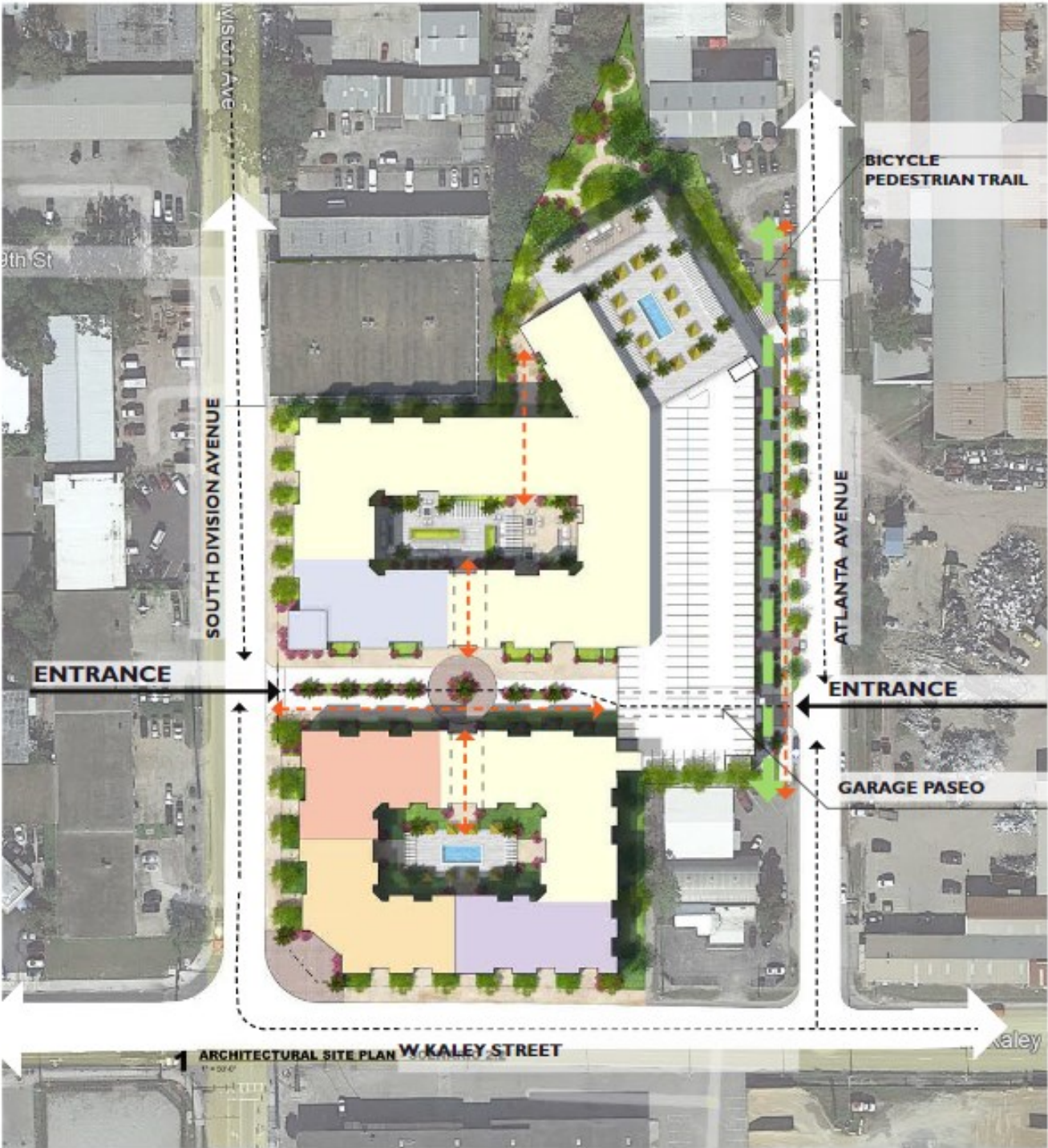


LEGEND:

- APARTMENTS
- COMMERCIAL
- CO-WORKING/AMENITY
- LEASING/AMENITY
- GYM/AMENITY

Note: MPB approval is for the exhibits shown and subject to the conditions of approval found within this staff report and as approved by City Council. All exhibits, project descriptions, and footnotes submitted as part of the application are superseded by this staff report.

CIRCULATION PLAN



- > VEHICULAR CIRCULATION
- > PEDESTRIAN / BICYCLE CIRCULATION
- >< PEDESTRIAN CIRCULATION

IMAGE BOARDS—7 AND 9 STORY BUILDINGS

Renderings are just examples of buildings with the same massing and scale as what is being proposed.

SODO SITE - GATEWAY AND CATALYTIC PROJECT IMAGE BOARD - 9 or 10 STORIES

Contemporary Industrial - Raw materials with refined design
Sample Orlando Projects - The Yard, The Julian, Radius, Camden Lake Eola and Lake House



SODO SITE - GATEWAY AND CATALYTIC PROJECT IMAGE BOARD - 7 STORIES

Contemporary Industrial - Raw materials with refined design
Sample Orlando Projects - Central Station, Alta at Health Village, Novel Lucerne and Hourglass District



IMAGE BOARDS—LINEAR PARK AND ACTIVE STREETS

Images are just examples of similar developments.

SODO SITE - GATEWAY AND CATALYTIC PROJECT IMAGE BOARD

Active street and public space | linear park | public art



FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Planned Development rezoning application contained in Section 65.335 of the Land Development Code (LDC):

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 PD/T/SP and PD/T/SP/AN zoning districts and all other requirements of the LDC.
3. The proposed use will be compatible with the SODO Special Plan vision for Transect 6 and future surrounding land uses.
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.

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the Planned Development for the 415 W Kaley Mixed Use development, subject to the conditions below:

CONDITIONS OF APPROVAL

Growth Management

1. Schools. The site is subject to concurrency process with Orange County Public Schools.
2. Subarea policy. Development must comply with the conditions of Subarea Policy S.12.11.
3. See staff report GMP2022-10027 & GMP2022-10028.

Land Development

1. Land Use and Zoning. Except as provided herein, development of the property shall be consistent with the development standards of the PD zoning district. Where the staff report silent, the default zoning district is MXD-2/T/SP
2. 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.
3. 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.
4. Consistency. Development must remain consistent with all exhibits provided within this application subject to the conditions ultimately approved by City Council.
5. Master Plan Approval. Each phase must be submitted as a Master Plan application to the SODO Town Design Review Committee (SODO TDRC) or the development review board in effect at the time of application. The site plan must include the location of the dumpsters, sidewalks, parking, as well as a conceptual landscape plan. Elevations and renderings must be provided.
6. Phasing. If developed in multiple phases, each phase must be able to function without reliance on the subsequent phase. If a bonus request is part of the first request, Phase 1 must meet LDC Sec. 58.1103 without relying on the future submittal for compliance.
7. Parking Garage and Linear Park. If developed in multiple phases, the parking garage and the linear park must be incorporated into the scope of the first phase to be developed.
8. Permits Required. As provided by subsection 166.033[5], Florida Statutes, issuance of a development permit by a municipality does not in any way 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. In accordance with subsection 166.033[5], Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.
9. Density. The maximum density for the proposed development is 75 du/ac by right, or up to 150 du/ac with a bonus request.
10. Bonus criteria. If the project exceeds 75 du/ac, it must meet the criteria in LDC Chapter 58, Part 6 for a bonus, with

CONDITIONS OF APPROVAL

the following revisions:

- a. In addition to the uses listed in Sec. 58.1103(b), City code, the SPMP may include parks or open space to count toward the 10% secondary use.
- b. If a parking garage faces Atlanta Avenue, the 51% of active use along the ground level façade will not be required if a linear park at least 20 feet wide is provided instead.
- c. All other street-facing facades (S. Division Ave. and W. Kaley St.) must have an active use for at least 51% of the ground floor.
11. Impervious Surface Ratio. The maximum ISR for the proposed development is 0.90.
12. Height. The building height is limited to 9 stories, or up to 17 stories with a bonus request.
13. Setback. The maximum street side setback along Atlanta Ave (eastern façade) shall be 20 feet.
14. Bufferyard C. While not required, a Bufferyard C option 2 is strongly encouraged along building A1 northern elevation.
15. Maintenance. As a phased development, the interim undeveloped portion of the site must be well kept. Any walls or fences must be kept in good repair and sound structural condition, and vegetation must be properly maintained.
16. Concept plan. The site plan attached as Exhibit on page 17 is conceptual only, and may be revised as part of the SPMP, provided that any changes meet the provisions of code and this PD.
17. Any easements to be Abandoned or Vacated need to go through the Abandonment process. See Municode Section 4E. Abandonments.

Urban Design

1. Except where noted in the Land Development conditions, all design standards found in Section 62.499 - SODO Special Plan for Transect 6 must be met. Specific conditions of approval will be provided at the time of the Master Plan submittal.
2. Parking Garage design. The exterior facades of the parking garage must be designed as to achieve architectural unity with the principal structures which it is intended to serve. The quality of design and use of material must be on par with those used in the principal structure. Ramping must be internalized, and the façade must meet the same articulation and transparency standards as habitable buildings, as per Sec.62.499 (n)(7) (f) and (g) standards. As part of this PD request, alternative artistic treatments applied to up to 30% of the garage's eastern elevation can be approved at the SODO TDRC board's discretion.
3. Signage must meet Chapter 64 and Section 62.499 (p) of the LDC. a Master Sign Plan must be submitted and approved via Determination.

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. Existing Curbcuts: All existing curbcuts 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. The trail along Division Ave. must be extended along any removed curbcuts on that street using the same details, materials and plantings as the recently constructed trail.

CONDITIONS OF APPROVAL

4. Signal Retiming: The developer's team is required to coordinate with the City Transportation Engineering Division prior to CO to discuss signal retiming needs for the intersection of W Kaley St. and Division Ave.
5. 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 radius of each intersection to be used as a fire line must be indicated on the site plan.
6. 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.
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. 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.
9. Division Ave.: Care must be taken in the redevelopment of the property to ensure that the Division Ave. trail access is maintained during the course of construction and to minimize any damage to the trail. Additionally the site plan at SPMP must detail how the new development will integrate into the existing trail.
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: Parking must be provided in with CH 61 of the Land Development Code. Additional details on the specific square footage of commercial uses, number and type of residential units, and number of on-site parking spaces per building must be provided at the time of final site plan.

Water Reclamation

1. The proposed urban infill development in the South Orlando (SODO) District from a land use category of IND, with a relatively low wastewater output, to a future land use of RES-HIGH to allow for up to 150 units per acre represents a significant increase in the wastewater discharge rate, which the existing City's infrastructure may not have the capacity to support.
2. A sewer capacity analysis shall be prepared for the development and should include detailed wastewater generation calculations, along with sizing and layout of an on-site and off-site sanitary sewer collection and transmission system. Connection points to the Public sanitary system shall be identified. The sewer capacity analysis shall be submitted to the Water Reclamation Division for review and approval prior to or along with building construction plans submittal.
3. The extent of offsite sanitary sewer improvements will be based on the results of the capacity analysis and recommendations prepared by the Applicant's Engineer and subject to review by the Water Reclamation Division. The off-site improvements should also be compatible with future growth in the SODO District.
4. Wastewater flows (average daily flows, ADF) associated with the development shall be calculated using the City's sewer service policy allocation factors, Level of Service (LOS) published in the City's GMP, and/or 64E-60008 F.A.C. estimated sewage flows.
5. The requirements of the applicable Section 9 of the current City's Engineering Standards Manual (ESM) shall be applied in the analysis, design, and construction of all sanitary elements of this Planned Development.
6. The Applicant's Engineer is encouraged to continue to coordinate with the WRD during the evaluation of the capacity of the City's wastewater facilities in order to assess needed upgrades in the public gravity sewer system to serve this and future developments in the SODO District.

Solid Waste

1. The site plan at time of SPMP must show the location and size of the on-site solid waste compactors and dumpsters.

Parks Trees

1. If this project will desire tree removal in the future the applicant will be required to apply for a tree removal permit from a parks department official prior to any trees being removed from the site.

INFORMATIONAL CONDITIONS

Engineering/Site

At the time of future Board Action or Development, the property will be subject to the following condition and/or requirements:

1. The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of the City's Land Development Code provides for a Street Tree Trust Fund. The developer is responsible for the installation of street trees prior to final of the building permit. The Street Tree speciation's are 12'-14' height of canopy tree.
2. Separate demo permits is required for each structure on the site.
3. 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. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. A straight 50 ft backup forward of the dumpster opening is required.
4. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.
5. A Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
6. The owner/developer should contact the Water Reclamation Division (Wastewater) for review and approval of available sanitary sewer capacity to serve the proposed development. Future construction is to be in accordance with the Engineering Standard Manual Fifth Edition.
7. 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.
8. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
9. 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.
10. 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.
11. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 6" caliper or larger trees.
12. Contact the Bureau of Parks (407) 246-2283 for a tree encroachment permit prior to encroaching within the canopy of any 6" caliper or larger trees.
13. 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.
14. 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.
15. 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.
16. 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.
17. The compactor needs to include an oil/sand separator; connection to sanitary sewer is required.
18. At the time of permit submittal a copy of an environmental assessment, minimum level 2 will need to be provided for review and comment.

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.

CONDITIONS OF APPROVAL

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 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.

Police

1. Distributed Antenna Systems (DAS): All buildings (including parking garages) that meet the necessary requirements must provide an adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting. Adequate indoor radio coverage will include the following standards:
 - 1) Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city's police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
 - 2) Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
 - 3) The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services will determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage will constitute a successful communications test between the equipment in the building and the Communications Centers for all appropriate emergency service providers for the building.
 - 4) If any part of the installed system or systems contains an electrically powered component, the system will be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The battery system will automatically charge in the presence of external power.
 - 5) FCC authorization: All amplification equipment must be FCC Type Accepted.
 - 6) Developments must comply with NFPA 72- National Fire Alarm and Signaling Code, in-building public safety

CONDITIONS OF APPROVAL

radio coverage requirements, as it pertains to emergency communications systems (ECS), and their components. If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Rebecca Gregory at 321.235.5314 or Rebecca.gregory@Orlando.gov.

2. Natural Surveillance: Design the site to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; porches or patios and adequate nighttime lighting. Window signs and graphics and any lifestyle images used for branding and or leasing are be prohibited between three (3) feet and six (6) feet from ground level to allow visibility for security reasons.
3. Trees branches must be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches. 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.
4. Outdoor furniture placed in common areas is a good way to increase surveillance and encourage positive community interaction while creating more eyes on the street. Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
5. All public transportation stops on or around the property must be lit after dark and located where there is a lot of activity and good natural surveillance. Entry and exit points to covered parking must contain convex mirrors or reflective material that allows drivers and pedestrians travelling through this area to observe cross-traffic and reduce the opportunity for collisions.
6. All sides of a building must have windows to observe walkways, parking areas and driving lanes For interior corners, elevator lobbies and elevator cars, the use of convex mirrors or reflective materials must be used to support surveillance around, into and out of these areas
7. Natural Access Control: Design the site to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing street, walkway, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.
8. Way-finding must be used and provide clear guidance for authorized users while discouraging potential offenders. Signs should clearly indicate - using words, international symbols, characters, colors, maps, etc. - the location of authorized parking or valet, public and residential entrances, restrooms, and public or private use routes.
9. Territorial Reinforcement: Design can create or extend a sphere of influence, where users develop a sense of territorial control, while potential offenders are discouraged. This is promoted by incorporating features that define property lines and distinguish private spaces from public spaces such as; landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.
10. Bollards are a good feature for discouraging or controlling access. Spacing between bollards should meet ADA standards yet deter intrusion from vehicles and unauthorized users. Use bollard styles that are appropriate for the application; that is, bollards designed to stop vehicle traffic are a different density and strength than those used to direct pedestrian flow. Bollards can also serve a dual purpose when incorporated with lighting and/or way-finding.
11. Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes. Failure to maintain the property is subject for review per City Code Ch.14. All property maintenance code requirements must be met.
12. Target Hardening: This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges. Entry doors to the property, offices, common areas and all dwelling units must contain a minimum 180° viewers or small windows with security glass, interior or security hinges, single cylinder deadbolt locks with a minimum one-inch throw, metal frames with three-inch screws in the strike plates, and be made of solid core material A uniform access control system is a good option so only authorized personnel have access to their respective business or residential areas, and any amenities or restricted areas. Common area doors or gates should have locks that automatically lock when the doors close. If alarm or security systems are installed, each unique space should be clearly identified with a monitoring center and should be regularly tested and maintained by the authorized users. During working hours, commercial alarm systems (to include any common areas) should be programmed so that a short beep is sounded if an exterior door opens or is left open for a predetermined amount of time.
13. A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is a good option to consider. Cameras should be mounted at an optimal height to capture offender identification. Cameras should be placed in several locations to include parking areas, walkways, entrances, outdoor seating areas, amenities decks, and anyplace with limited or no natural surveillance such as sheer walls and around trash receptacles, service and loading zones.
14. Questions about building alarms, personal safety, crime prevention for apartment communities, crime prevention

CONDITIONS OF APPROVAL

strategies and neighborhood or community watch programs, should be discussed with OPDs Crime Prevention Unit. Contact OPD Eddie Rosado at eddie.rosado@orlando.gov.

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.

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.
2. 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.
3. REQUIRED ACCESS. The Orlando Fire Department requires access to two sides of a building or structure.
4. 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.
5. 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.
6. 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.
1.18.2.3.1.4
7. 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 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.
8. 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.
9. 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.fldeportal.com/DepPortal/go/apply

COMMENTS FOR CONSIDERATION TOWARDS 100 PERCENT DRAWINGS

10. CUP - CONDITION USE PLAN. The change of use is granted conditional to compliance with the NFPA requirements for life safety and Fire Department Access. For use of an existing space or building an inspection from the Office of Fire Safety Management is required before use can be granted. Call 407-246-3144 to schedule an inspection.
11. 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
12. Fire department access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
13. Fire Department Access to Buildings. 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. 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]
15. Staging under structures. The Orlando Fire Department does not conduct manual staging operations under a structure. All travel under structure must be reviewed and approved by Orlando Fire Department prior to formal plan review.
16. 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

CONDITIONS OF APPROVAL

- width of 25 ft. will be required. This provision is subject to review and approval of the Orlando Fire Department.
17. The turnabout shall be the minimum 20ft. width of the fire department access road and sized for the dimensions and maneuvering space of the largest OFD apparatus (60 ft. length / 20 ft. width).
 18. 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 1.18.2.3.5.3]
 19. 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)
 20. The access road 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.
 21. The minimum required width of a fire department access road shall not be obstructed by parking spaces or reduced in any other manner.
 22. Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles.
 23. 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.
 24. APPARATUS DIMENSIONS. The dimensions for calculation of auto-turn analysis shall include the following for the Orlando Fire Department apparatus. Width 10' Feet, Truck body length 52' feet 22" Inches, Weight 75,000 pounds, Maneuvering radius 50 ft. exterior and 30 ft. interior.
 25. 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. 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]
 26. 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.
 27. 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.
 28. 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.

Building

Construction plans will be codified during plan review in the permitting process. These appear to be threshold buildings and possibly fall into high-rise classification that would require special detailed requirements based on the occupancy and use.

Parks Planning

Recommended for Approval.

Real Estate

Recommended for Approval.

CONTACT INFORMATION

Growth Management

Contact Yolanda Ortiz at 407.246.3792 or yolanda.ortiz@orlando.gov.

Land Development and Urban Design

Contact Fernanda Paronetto at 407.246.3427 or fernanda.paronetto@orlando.gov.

Transportation

Contact Jacques Coulon at 407.246.3292 or jacques.coulon@orlando.gov.

Engineering/Zoning

Contact Keith Grayson at 407.246.3234 or keith.grayson@orlando.gov.

Police

Contact Terrence Miller at 407.246.2454 or terrence.miller@orlando.gov.

Fire

Contact Charles Howard at 407.246.2143 or at charles.howard@orlando.gov.

Parks Planning

Contact Denise Riccio at 407.246.4249 or denise.riccio@orlando.gov.

Parks Trees

Contact Condredge Mallory at 407.246.4249 or condredge.mallory@orlando.gov.

Public Works

Contact Owen Blakely at 407.246.3758 or owen.blakely@orlando.gov.

Real Estate

Contact Laura Carroll at 407.246.2680 or owen.blakely@orlando.gov.

Water Reclamation

Contact Julio Morais, P.E., 407.246.3724 or julio.morais@orlando.gov, and/or Dave Breitrick, P.E., Engineering and Mapping Manager 407.246.3525 or david.breitrick@orlando.gov.

Building

Contact Roy Eden at 407.246.3551 or roy.eden@orlando.gov.

Solid Waste

Contact Evan Novell at 407.246.4139 or evan.novell@orlando.gov.

REVIEW/APPROVAL PROCESS—NEXT STEPS

- 1.MPB minutes scheduled for review and approval by City Council.
- 2.Ordinance request sent to Legal.
- 3.1st and 2nd reading of the Planned Development Ordinance.
- 4.SPMP of Phases 1 and 2 via SODO Technical Design Review Committee (SODO TDRC).
- 5.New Plat.
- 6.Building permits.