

110 W. JEFFERSON ST.– MIXED USE DEVELOPMENT



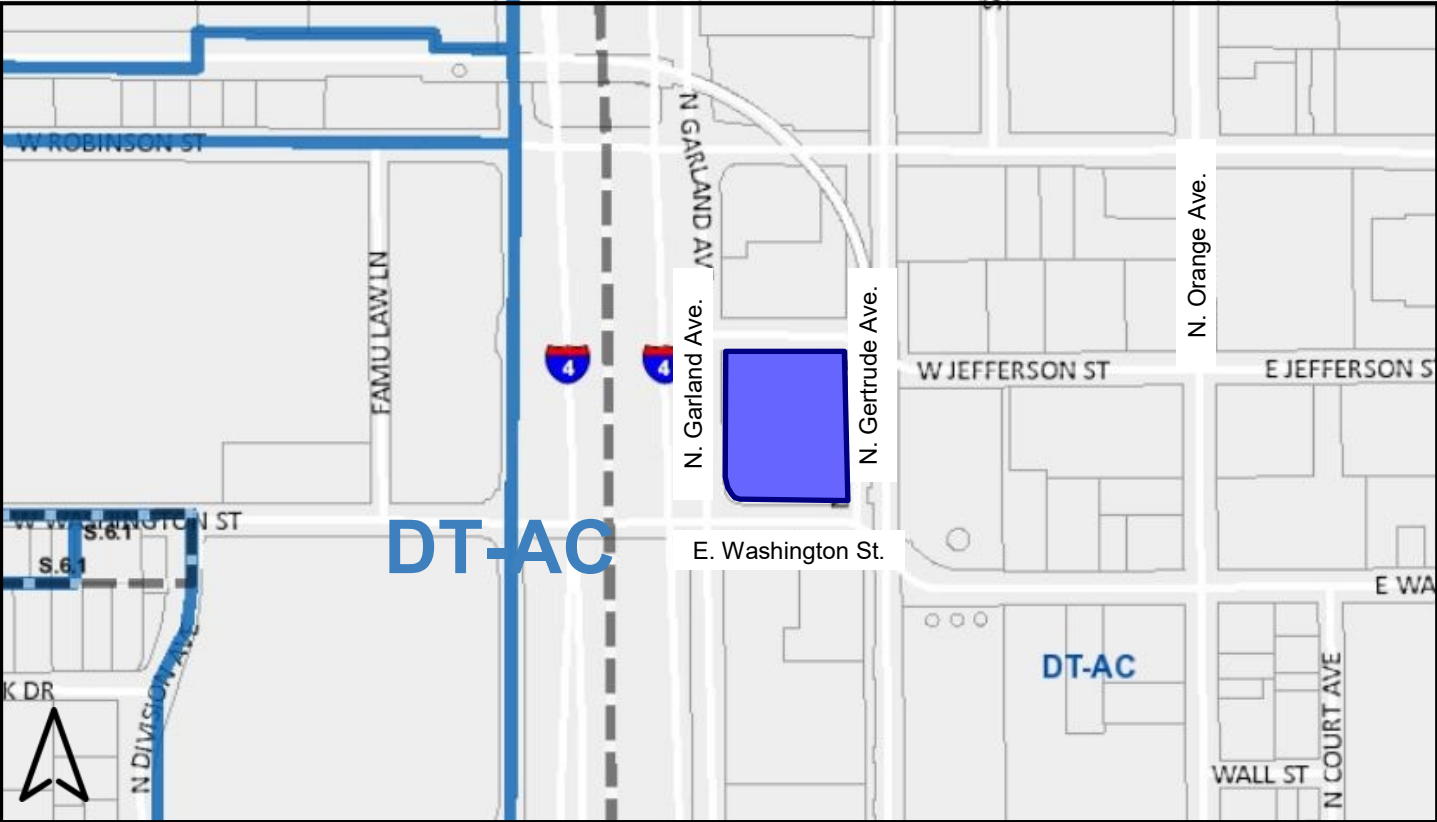
Location Map

 Subject Site

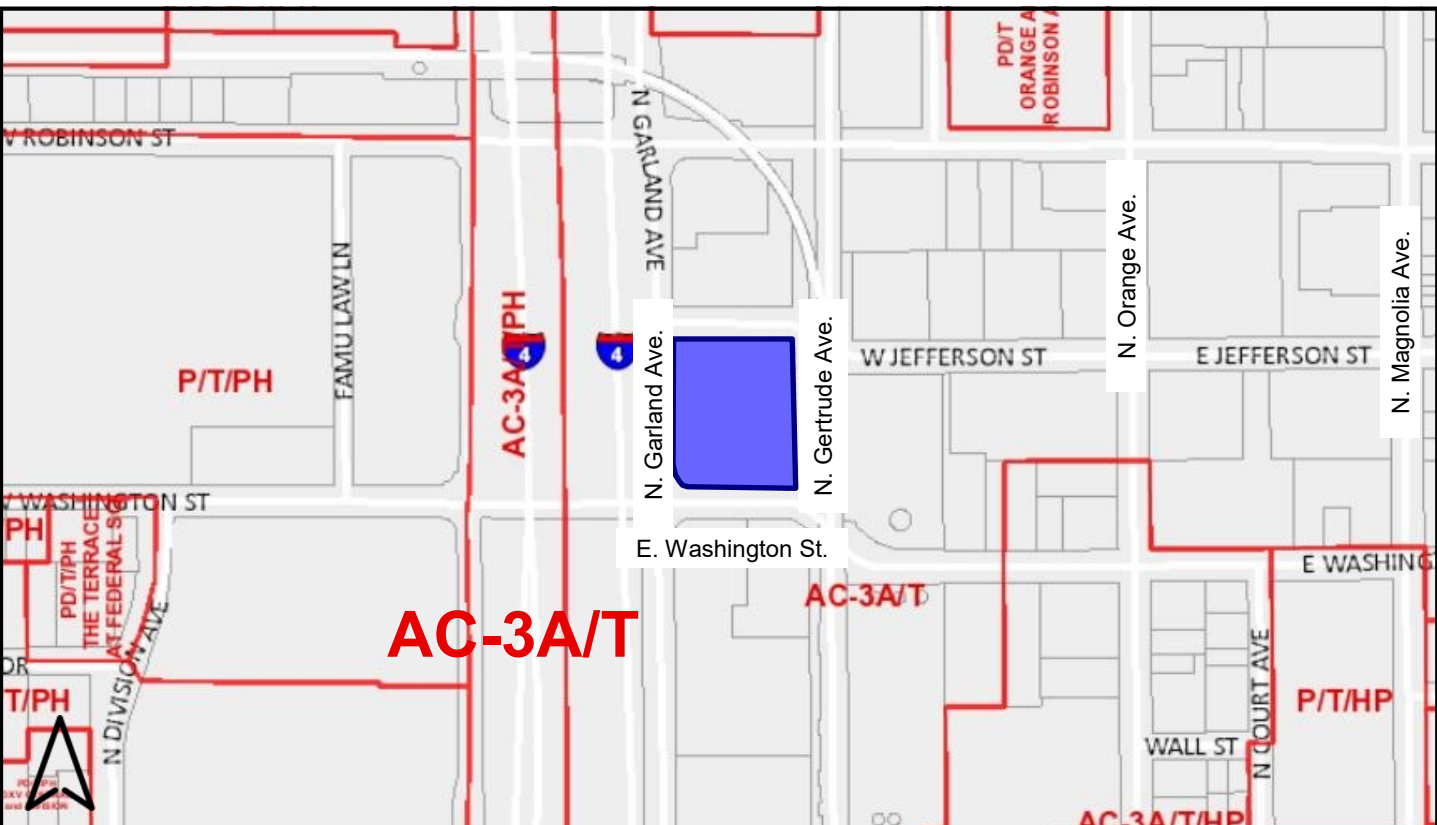
SUMMARY

Applicant Michael Comiskey GREC Architects Owner HHH Reilly Project Planner Rosemary Culhane Updated: September 12,	Property Location 110 W. Jefferson. The site is generally located west of N. Gertrude Ave., south of W. Jefferson St., north of E. Washington St., east N. Garland Ave. (± 1.39 acres, District 5) Applicant's Request Master Plan request for the development of a 37-story multi-family and mixed-use development consisting of ±555 residential units, ±40,895 sq. ft. of office space, ±20,000 sq. ft. of retail space and a 300 space parking garage. The applicant is requesting a max intensity bonus of 400 dwelling units/acre.	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 September 5, 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 37-story, $\pm$ 555 unit multi-family, with $\pm$ 40,895 sq. ft. of office space, $\pm$ 20,000 sq. ft. of retail and a 300 space parking garage and is requesting a max intensity bonus to allow 400 du/acre. This project will be constructed in one phase. The subject property is located east of N. Garland and west of N. Gertrude Ave in the downtown neighborhood. The $\pm$ 1.39 acre site is undeveloped and currently used as parking.

Previous Actions:

1887 - Property was platted as the Goodwins Addition subdivision.

2008 - Property acquired by current owner.

Project Context

The subject site is generally located west of N. Garland Ave., east of N. Gertrude Ave., south of W. Jefferson St., and north of W. Washington. 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 undeveloped with vacant land used for parking. 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	Parking Garage
South	DT-AC	AC3A/T	Commercial Office Building/ Surface Parking
West	DT-AC	AC3A/T	I-4

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 544 unit $\pm$ 20,000 sq. ft. retail space on the $\pm$ 1.39 acre lot (60,607sq. ft.) results in an intensity of .33 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.

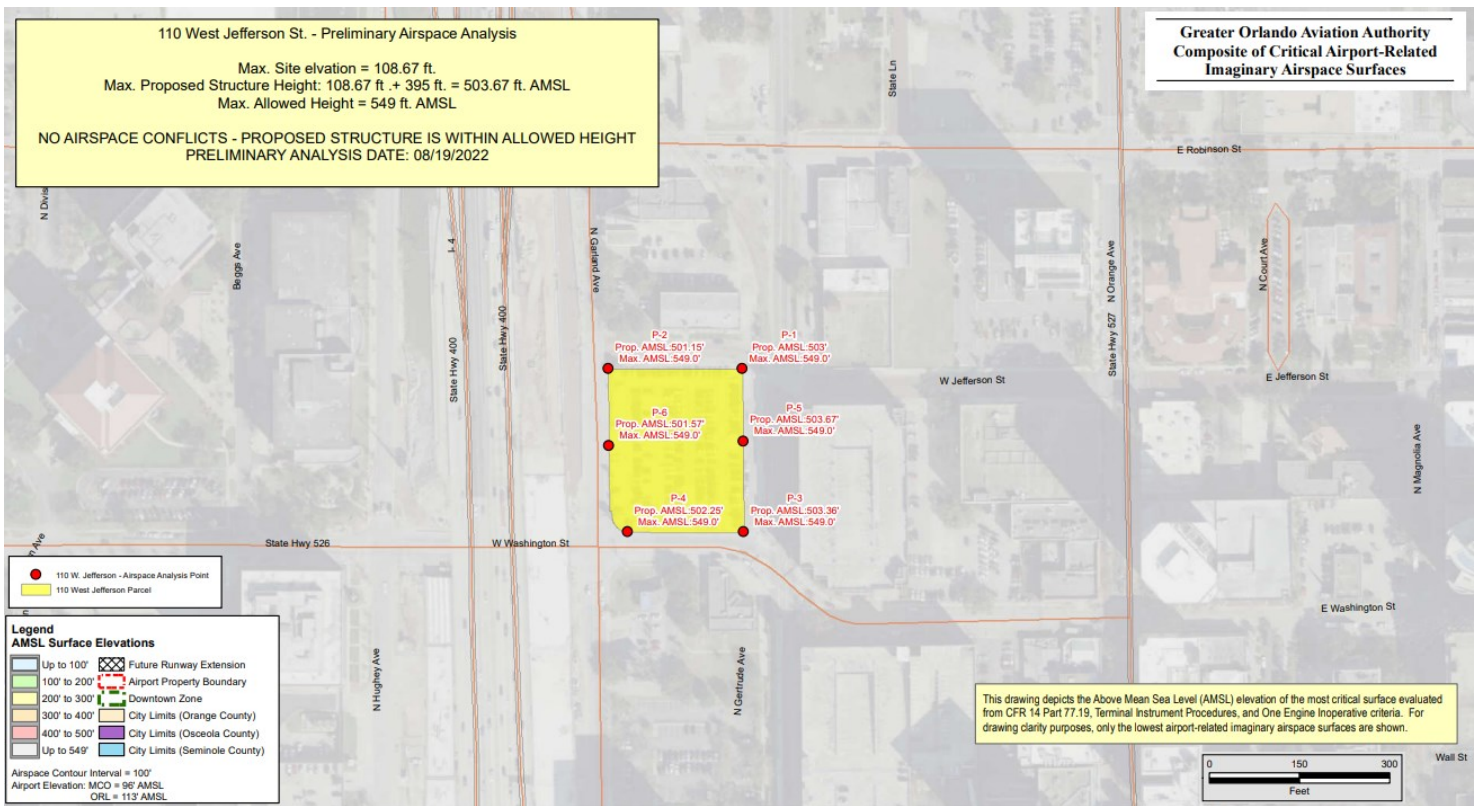
The T Overlay District is intended to establish urban design standards to perpetuate the positive design elements and the residential and commercial development patterns found within the Traditional City. The traditional City shall be defined by recognizable geographic boundaries of subdivisions platted 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

Tall Building Review

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 109 feet and with a proposed building height of 395 feet, the maximum proposed structure height is 504 feet AMSL (Above Mean Sea Level). The maximum allowable height is 549 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 August 19, 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 109 feet and with a proposed building height of 395 feet, the maximum proposed structure height is 504 feet AMSL (Above Mean Sea Level). The maximum allowable height is 549 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

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
±1.39*	AC-3A/T	Multi-Family and minimum of 65,984 sq. ft. of non residential use	200 du/ ac*	400 du/ ac (±555 units)	0.75/3.0* (up to 9.0 with bo- nus)	.36	549	± 395ft. (504ft. AMSL)	0.95	±0.96*

in Table 2 below.

*Per LDC2008-00002 green roof pervious area is counted at a rate of .5. Additional ground floor pervious or additional green roof area will be required.

Table 3 - Setback Requirements

Use	Yard	Building Setbacks	
		Min. /Max.	Proposed
Mixed use	Front (north)	0/5 ft.	5 ft.
	Front (south)	0/5 ft.	5 ft.
	Street Side (east)	0 or 3ft./ 30 ft.	4 ft.
	Street Side (west)	0 or 3ft/ 5 ft.	5 ft.

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 .36 which does not require a intensity bonus and are requesting a density bonus of ± 277 dwelling units to allow a density of 400 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 will be providing 65,984 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:
- 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

Vehicular access to the parking garage is provided on the south side of the site along W Washington St. through two new curbcuts. The eastern curbcut is a pull-off area only that will accommodate pick-up/drop-off outside of the ROW with the second curbcut accommodating access into the parking garage as well as all egress from the garage and pick-up/drop-off area. All service activities are proposed to be located along the eastern side of the building with access to the service area occurring from Gertrude Ave. Pedestrian access points are provided along the perimeter of the building, with the residential and office lobbies as well as some ground floor commercial space fronting W Washington St. Additional commercial space is planned to front N Garland Ave. and W Jefferson St. This project is located within Zone A of the newly adopted Downtown Parking Zone and as such there are no minimum parking requirements only not to exceed maximum allowances.

A Traffic Impact Assessment (TIA)

A TIA was completed by the applicant's team and submitted to the City in August 2022. The proposed project is anticipated to generate up to 1,078 daily trips with 172 occurring in the AM peak and 117 in the PM Peak. An analysis of existing, background, and the buildout conditions was performed at the study area intersections and project driveways. No existing or anticipated deficiencies were identified by the traffic study.

Table 4			
		Maximum	
<u>Use</u>	Amount	Rate	Parking
Multi-family	±555	2 per unit	1,110
Commercial	23,078 sq. ft.	3:1k sq. ft.	69
Office	42,906 sq. ft.	3:1k sq. ft.	129
Max Parking Permitted.			1,308
Parking Proposed			300

Parking Table

Note: This project is located within Zone A of the newly adopted Downtown Parking Zone and as such there are no minimum parking requirements, only maximum permitted.

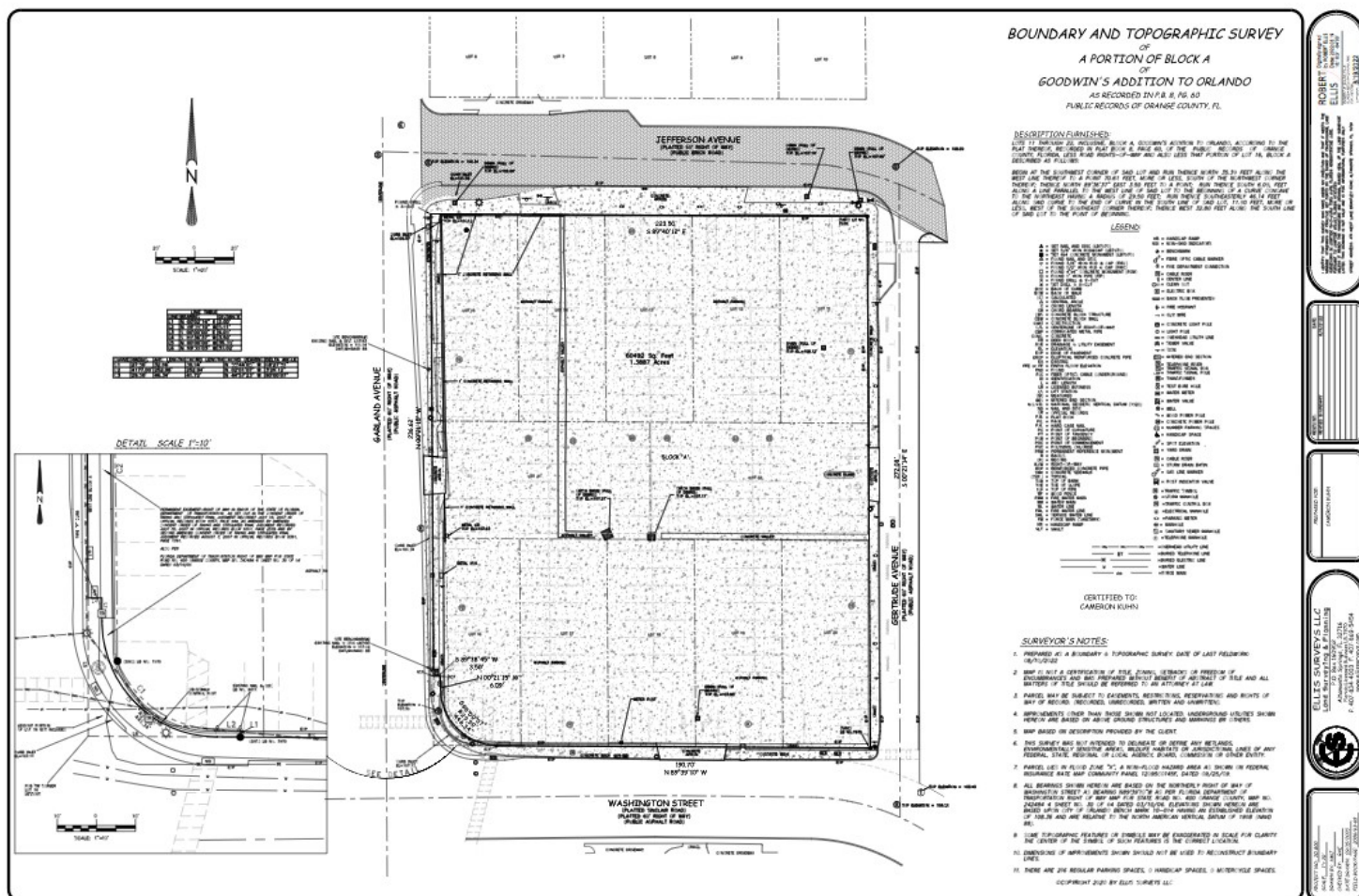
Schools

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 16.2 of the Agreement. Included in the list of exemptions are DRIs that have filed a complete application for a development order prior to May 1, 2005 (Section 16.2(j)).

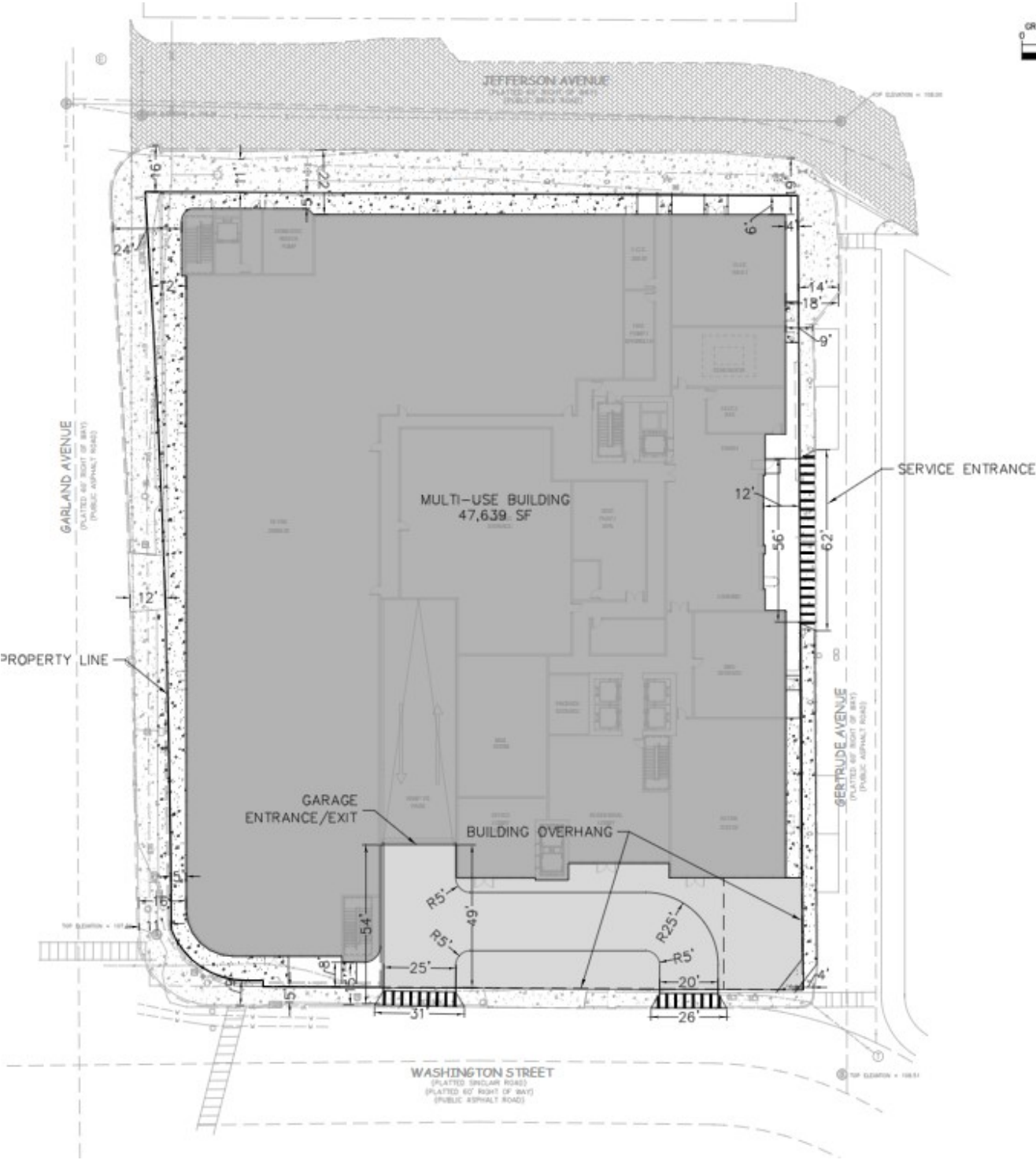
Under the terms of the agreement, the City will advise OCPS of comprehensive plan amendments, zoning amendments, and development proposals that may have the effect of increasing existing density. On January 11, 2021, the City amended GMP Policy 1.3.1, which allows school capacity to be taken into account when evaluating land use and zoning applications.

This site is located within the Downtown DRI, which is included in the list of exemptions of DRIs that have filed a complete application, therefore this site is exempt from concurrency.

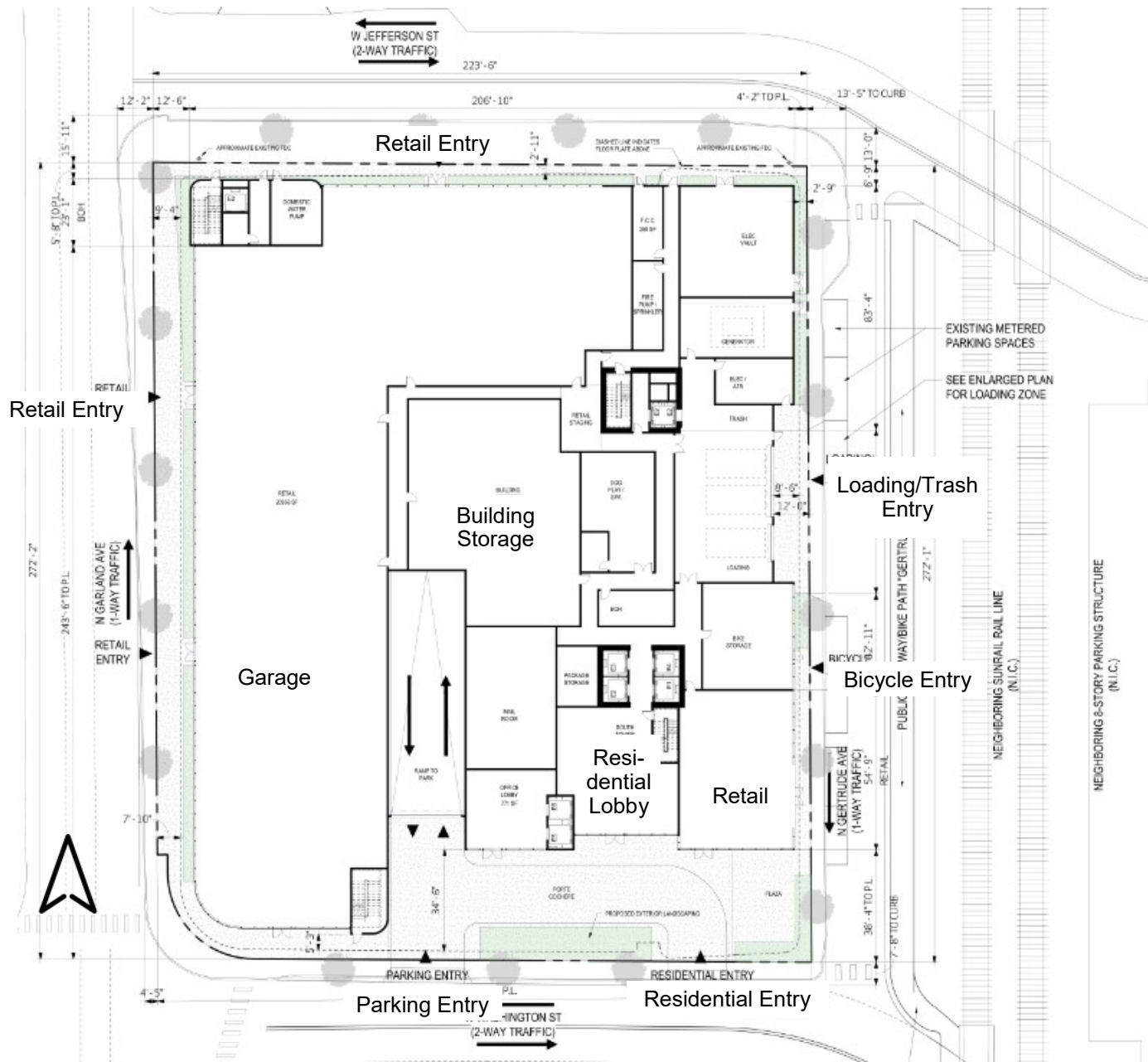
Property Survey



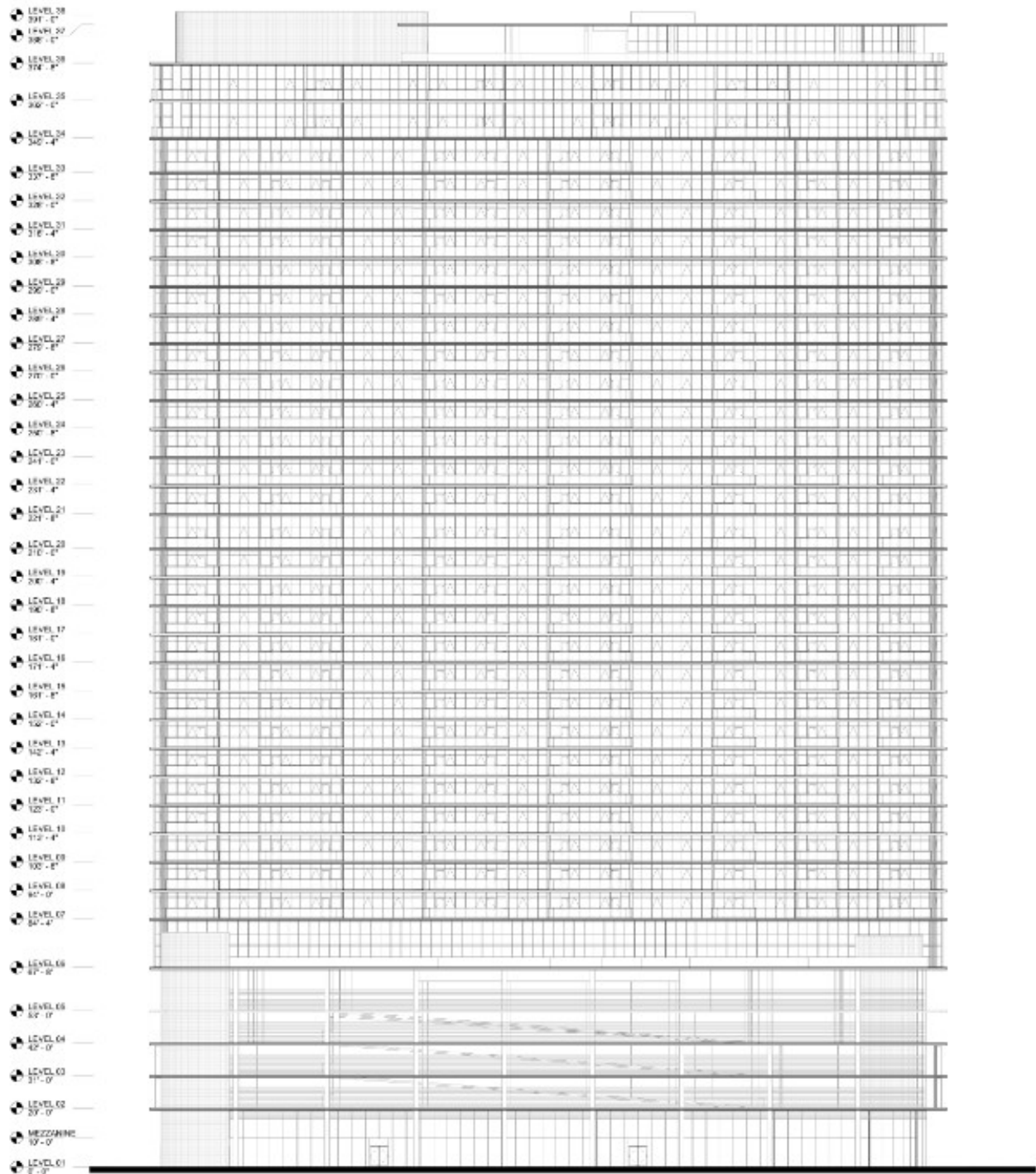
Site Plan



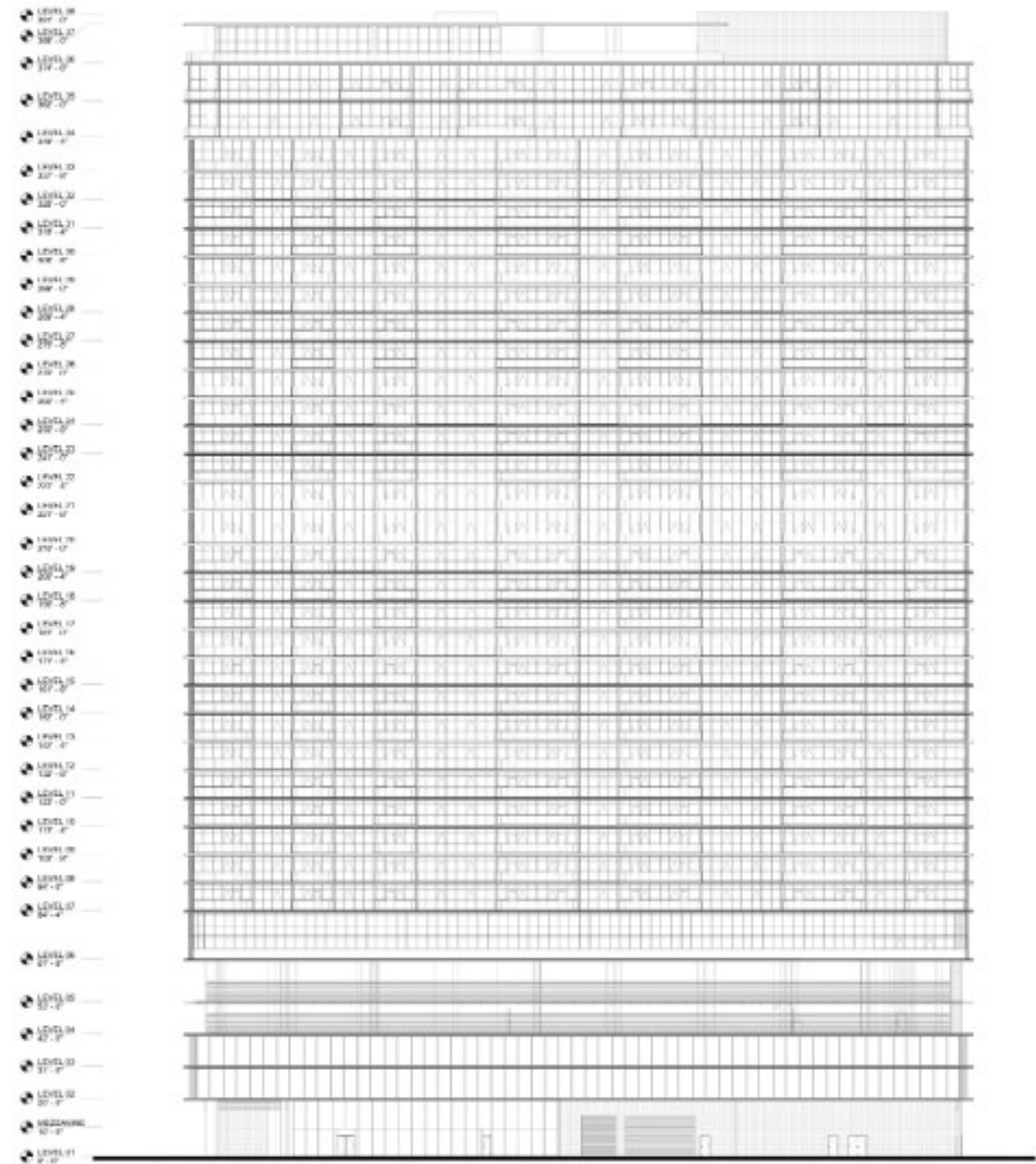
Floor Plan



West Elevation



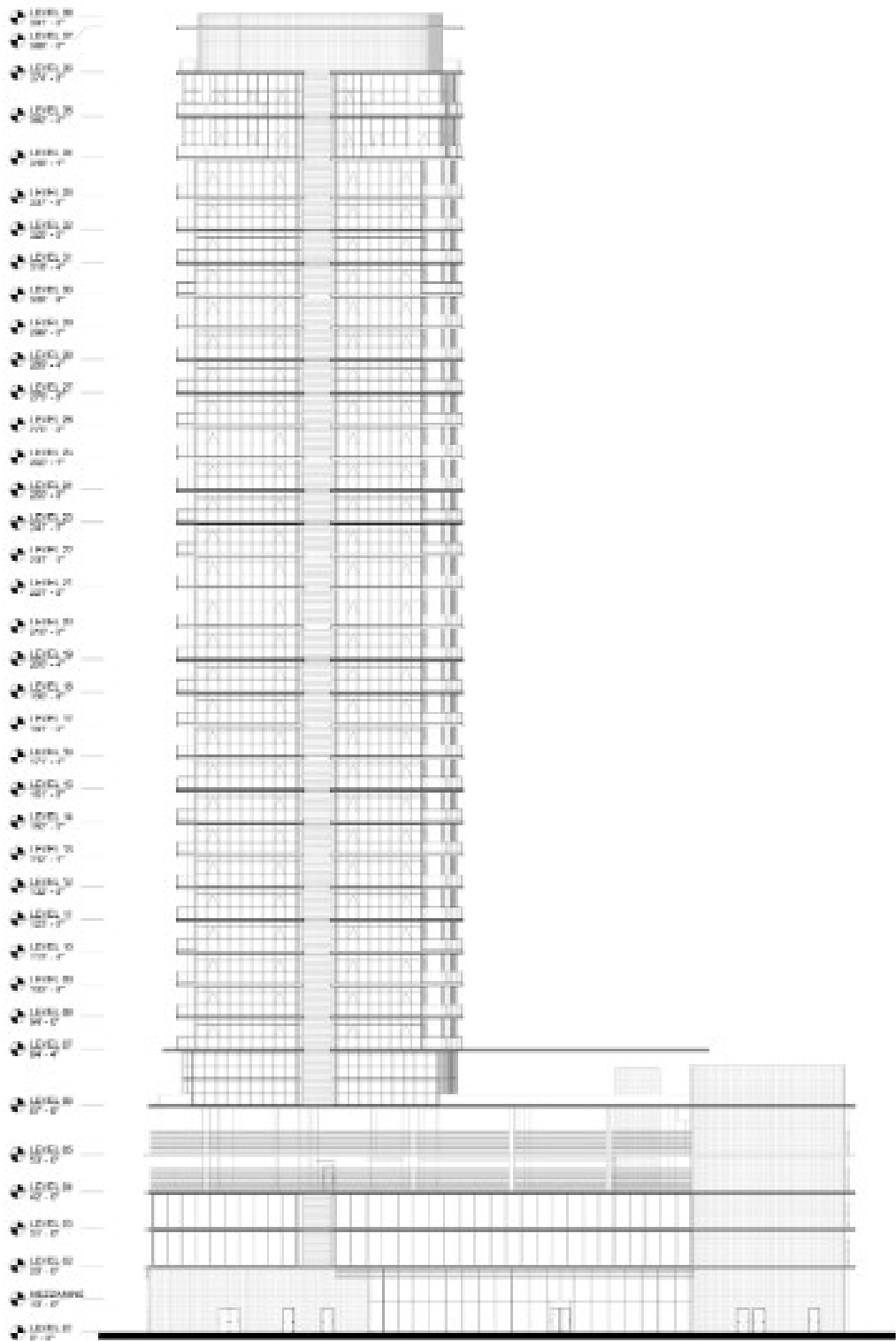
East Elevation



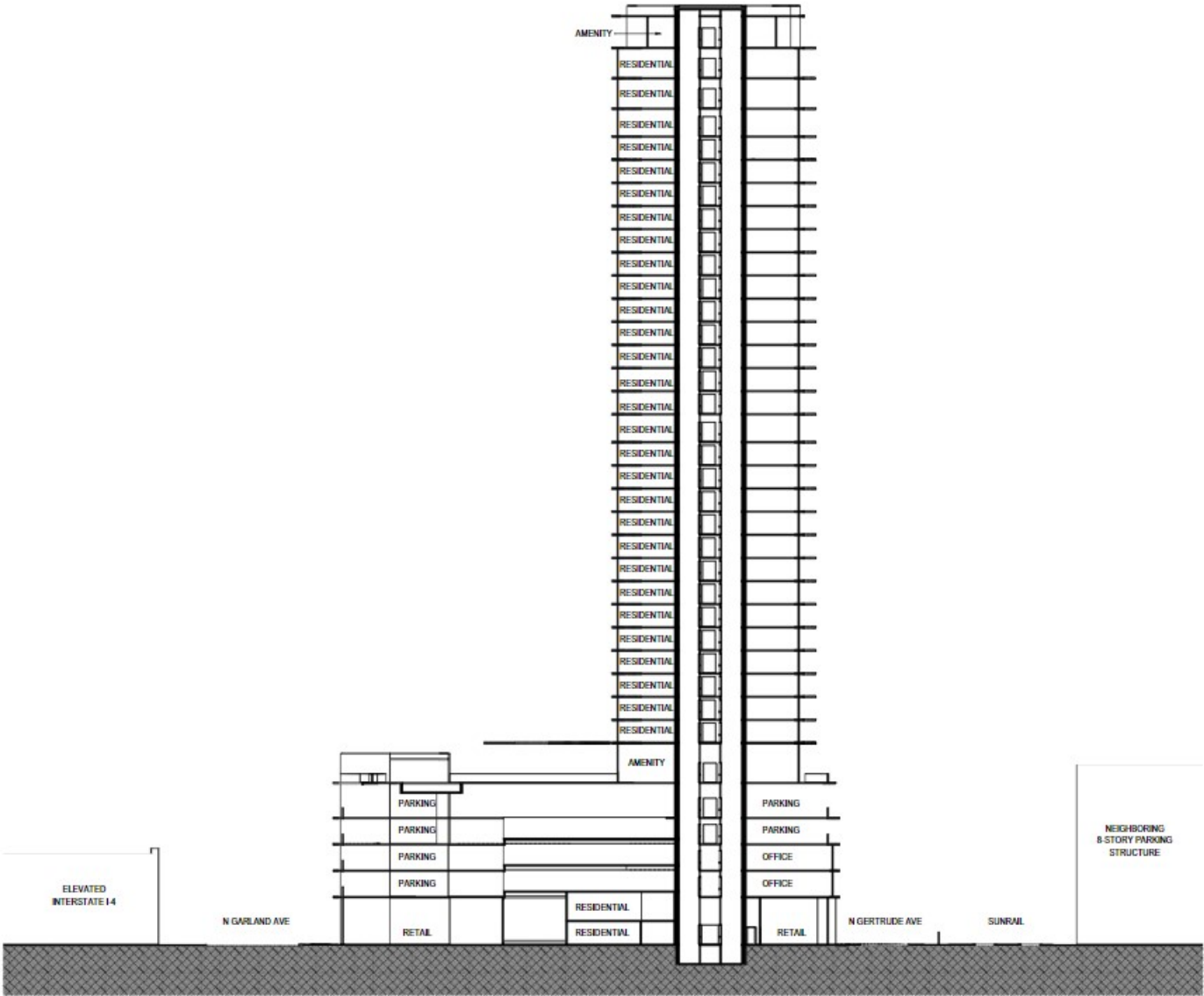
South Elevation



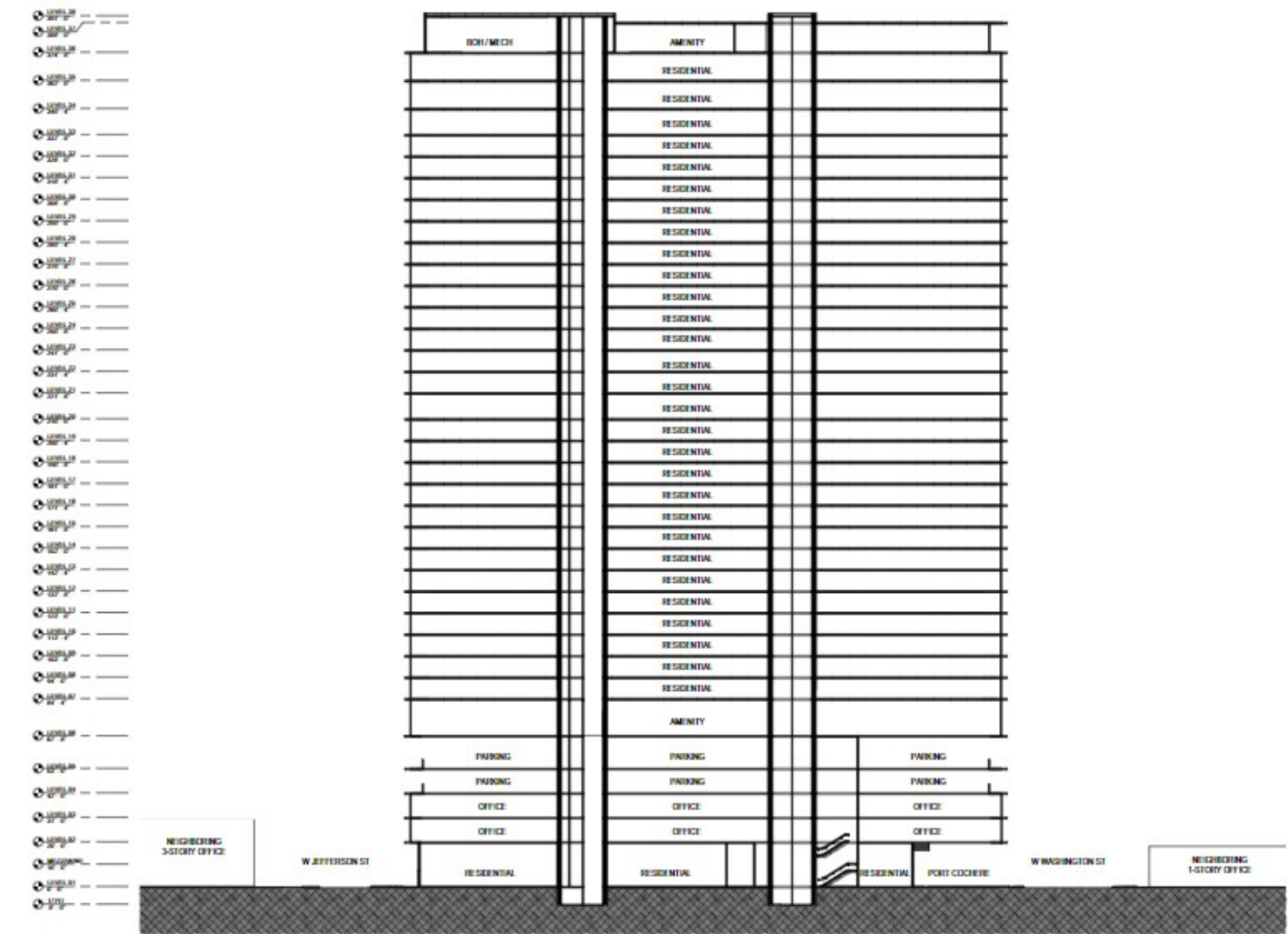
North Elevation



Cross Sections



Cross Sections



Rendering



Google Streetview Photos



Site as viewed looking north east from W. Washington St. and N. Garland 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 110 W. Jefferson St. Multi-Family and Mixed Use project—MPL2022-10065 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. **Development Program.** When submitting to permitting, development must be consistent as proposed, not to exceed 400 du/acre.
4. **Impervious Surface Ratio.** Maximum impervious surface is 95%. The applicant is proposing 1,513 sq. ft. of ground pervious surface and 1,512 sq. ft. of green roof pervious space. Per LDC2008-00002, green roof pervious area is counted at a rate of .5. Additional ground floor pervious or additional green roof area will be required. The green roof must comply with LEED standards in order to qualify, as specified in LDC2008-00002.
5. **Airspace/Tall Structure Review.** The proposed building height is +/- 504 feet AMSL. 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.
6. **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 659,841sq. ft. which requires a minimum of 65,984 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.
7. **Public Art.** Public art is required per Sec. 58.1105.
8. **Laydown Yard.** Laydown yard must be on site. If laydown is to be off-site, a Temporary Use Permit is required.
9. **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.
10. **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.

Conditions of Approval (Cont'd)

11. **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.
12. **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.
13. **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, 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.
14. **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

1. **ARB Final Review**—Prior to submittal of building permits for vertical construction the project must be submitted for and 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, 2-D 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.
2. **Streetscape:**
 - a. North Garland Avenue Streetscape— modified Treatment 4 with 10 foot wide clear sidewalk and 5 foot furniture zone with 5 foot by 10 foot tree wells.
 - b. West Jefferson Street Streetscape— modified Treatment 4 with a 10 foot wide clear sidewalk and 5 foot furniture one with 5 foot by 10 foot tree wells.
 - c. North Gertrude Avenue Streetscape— modified Treatment 4 with a 6 foot minimum clear sidewalk. The cross section for North Gertrude Avenue must contain a minimum of 20 feet width of asphalt paving, as currently constructed and may not be narrowed.
 - d. West Washington Street Streetscape— Treatment 4 with a 10 foot wide clear sidewalk and 5 foot furniture zone with 5 foot by 10 foot tree wells.
 - e. Any portion of the required streetscape located outside of the right-of-way must be located within a City Services Easement provided at the time of replat.
 - f. Separate landscape maintenance and access agreements for the streetscape along North Garland Avenue must be entered into with the City of Orlando and FDOT.
 - g. Street Trees – Skyclimber live oak trees shall be planted as the primary street tree.
 - h. Structural Soil – To minimize root damage to adjacent pavement areas structural soil or a Planning Official approved equivalent shall be installed around all canopy street trees consistent with Detail 3.4-O and 3.4-P of the Downtown Streetscape Guidelines.
 - i. Street Lights – Double acorn streetlights consistent with the Downtown Streetscape Design Guidelines shall be used on all streets and spaced based on OUC lighting requirements.
 - j. Pedestrian Paths – Sidewalks and streetscape on all streets shall be constructed based on the requirements for Streetscape Treatment 4 of the Downtown Streetscape Design Guidelines. All cells in the sidewalk will be finished with 2"-3" troweled edges and a medium broom finish that is perpendicular to the centerline of the street.
 - k. Intersection corner treatments and on-street parking spaces shall be Lawrenceville brick and installed according to the guidelines for Downtown Streetscape Treatment 4.

Conditions of Approval (Cont'd)

- l. Valve and Junction Boxes—All at grade junction, valve and control boxes shall be traffic bearing grade boxes and lids.
- m. Corner treatments shall provide two accessibility ramps at each corner perpendicular to the centerline.
- n. The pedestrian crossing at the garage entries shall be raised to be at same grade as the sidewalk adjacent to the driveway. A pavement treatment that contrasts with the vehicle lanes shall be used in order to clearly define the pedestrian area. Reflective paint alone is not acceptable, however may be used in conjunction with pavers or other surfaces to outline the pedestrian path for night time safety. The mid-block curb cuts into the garage shall meet the mid-block curb cut standard in the Downtown Streetscape Guidelines.
- 3. Principal Entrances. Principal pedestrian building entrances from the street shall be architecturally treated and emphasized with canopies, awnings, or other material changes at the ground level. The areas on the ground level with active space should be further emphasized with a canopy or other architectural projection/element over their entries.
- 4. Parking Garage:
 - a) The parking garage shall be articulated architecturally on all elevations, and designed to achieve an architectural unity with the remainder of the building by reflecting the character, scale, materials and massing of the occupied spaces of the building. Garage screening shall be provided that reflects the fenestration pattern, finish materials and colors of the rest of the building.
 - b) Exterior wall materials for parking garages shall be compatible with the exterior wall materials and finishes of the building.
 - c) The parking garage shall be designed to minimize direct views of parked vehicles from streets and sidewalks. An opaque minimum 42-inch tall wall shall be installed to avoid headlight and spill-over light glare. Noise and exhaust fumes onto public use areas or adjacent properties shall be mitigated. Lighting that may be visible from the garage shall be shielded.
 - d) Angled exterior ramping shall not be visible from the right-of-way and shall be obscured from view through the use of exterior metal screening, or other alternative methods.
 - e) The slope of the grade preceding the exit of a parking garage shall not exceed 2% for a minimum of 25 feet.
 - f) Decorative gates architecturally integrated with the building design shall be utilized to screen the entry into the trash compactor and delivery/service area and shall be closed when the area is not in use.
- 5. Building Design:
 - a) The service areas of the building facing both West Jefferson and North Gertrude are shown as blank solid walls and these areas will need additional design articulation and details to provide a better pedestrian experience.
- 6. Building Lighting. A lighting plan that activates the design at night, especially the architectural features and the top of the building is required.
- 7. Transparency. The ground floor building walls facing all streets shall contain a minimum of 30% of transparent materials. A minimum of 15% transparency shall be provided on all floors facing the street above the ground level. All glass at the ground level shall be clear. Minimum light transmittance shall be 80%. High performance or low-e glass may be considered as an alternative with a minimum transmittance of 60%. No windows shall be dry-walled, or have permanent partitions installed on the interior to block natural surveillance. Tinted, reflective, or spandrel glass does not count towards meeting the transparency requirements.
- 8. Lighting. A lighting plan compliant with the City's lighting regulations [Chapter 63 2M.] including photometrics and all proposed exterior lighting fixtures shall be submitted for ARB Minor Review prior to issuance of building permits. It is encourage that the top of the building be significantly lit in order to make the building be a beacon in the night time skyline.
- 9. Materials. Durable materials such as stone, brick, pre-cast, or limestone plaster shall be utilized for the ground floor of the building except where storefront glass is provided.
- 10. Windows. The windows on the tower units shall be recessed from the façade to provide additional design texture and shadow lines to the building façade.
- 11. Exterior Doors. A minimum 4"x6" security view panels shall be provided in all pedestrian accessible exterior doors including emergency exit doors to provide visibility and security for pedestrians exiting the building.
- 12. Curb cuts. All existing curb cuts shall be removed and the streetscape and curbing restored during construction.
- 13. Service Area/Utilities. All utilities, trash disposal pick-up, and other maintenance facilities should be located on the interior of the parking garage, and not adjacent to the pedestrian sidewalks to fullest extent possible. More information is needed on how the trash removal will occur without blocking pedestrian traffic.
- 14. Venting & Exhaust. All potential restaurant venting and restaurant exhaust shall be directed to the roof of the building and shall not be visible from the public right-of-way. Restaurant venting is not permitted on any façade of the building. All

Conditions of Approval (Cont'd)

other venting and exhaust for mechanical and other utilities shall be a minimum of 12 ft. above grade and shall be integrated with the building design so as to be seamless with the overall architecture of the building.

15. Transformer Area Screening. Transformer areas shall be screened with decorative, opaque fencing and gates up to 6-feet in height..

16. Mechanical Equipment. All mechanical equipment shall be screened and meet the conditions of the Land Development Code.

17. Backflow Preventer. Backflow preventer[s] shall be located so as to not be directly visible from the right-of-way and should be screened from view where necessary. They shall be clearly identified on the final utilities plan.

18. Fencing. Any fencing on the site shall be an open, CPTED-approved fence, such as aluminum or wrought-iron picket fencing. Chain link fencing is prohibited.

19. Signage. A Master Sign Plan including both the residential, retail and high-rise signage shall submitted for a separate ARB Major Review prior to the issuance of a Certificate of Occupancy for the tower or retail spaces. 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.

20. Telecommunications Equipment Screening. Buildings should be designed to accommodate future placement of telecommunications equipment. Screening areas should be built into rooftop areas so that the placement and screening of the equipment does not become an afterthought.

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. 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.

1. **REQUIRED ACCESS.** The Orlando Fire Department requires access to two sides of a building or structure.
2. **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.
3. **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.
4. **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 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
5. 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
6. **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

Conditions of Approval (Cont'd)

www.fldeportal.com/DepPortal/go/apply

7. 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]
8. 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.
9. 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
10. 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]
11. 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
12. 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
13. 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.
14. 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 1.18.2.3.5.2]
15. POINT LOAD CALCULATION. The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer. NFPA 1901.19.21.4.2 Water Supply: All site plans shall indicate the location of fire hydrants. All portions of an unsprinklered building must be within 300 ft. distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. City Code Chapter 24.30; NFPA 1.18.3
16. 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.

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Growth Management

The proposed master plan request is consistent with the adopted future land use designation.

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 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 prop-

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erty 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. Artificial turf must be treated as impervious area and must be included in the impervious area for stormwater management.
13. 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.

Transportation

1. Compliance
 - 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.
 - 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.
2. Sight Distance. 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 must be provided on both site plans and landscape plans.
3. Construction Work. 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)
4. Auto-Turn. An auto-turn analysis for the intended design vehicles will be required at the time of permitting.
5. Delivery Vehicle Restrictions: Due to the tight turning radius demonstrated at the service area, all delivery vehicles must be small enough to be able to maneuver from N Gertrude Ave. into the service area. No city streets may serve as delivery zones, all deliveries/ move-in/move-out must occur on-site.
6. The Owner/Applicant must remove all unused or unapproved curb cuts / driveways and must restore all curbs, gutters, parkways and sidewalks to Orlando Engineering Standards Manual (ESM) requirements and standards.
7. Solid Waste. The final site plan must show the location and size of the on-site solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. The solid waste container(s) must not be located adjacent to any single-family houses or directly adjacent to the public street. 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.
8. Streetscape: The final streetscape is subject to review and approval of the ARB.
 - N Garland Ave., W Washington St. and W Jefferson St.: A min. 10 ft. clear sidewalk must be maintained along the length of each street to accommodate both bicycle and pedestrian activity.

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- N Gertrude Ave.: A min. 5 ft. clear sidewalk must be maintained along the length of the street.
 - W Washington St.: The curbline along W Washington must shift south 4 ft. to accommodate the required streetscape for the project site. Care must be taken to tie the new curb location with on the west side of Gertrude Ave. and the existing curbline on the east side of the street.
 - Any portion of the required streetscape located outside of the ROW must be located within a City Services Easement provided at the time of replat. e. Separate landscape maintenance and access agreements for the streetscape along N Garland Ave. must be entered into with the City of Orlando and FDOT.
9. N Gertrude Ave.: The cross section for N Gertrude Ave. must contain a minimum of 20 ft. asphalt, as currently constructed and may not be narrowed. 1
10. Crosswalks: All crosswalks across driveways must be flush with the sidewalk. 1
11. Parking Garage.
- Parking garages shall meet all Orlando Land Development Code requirements found in Section 61.307 including parking space dimensions.
 - 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.
 - A grade difference of 8% or greater requires transition slopes at the top and bottom. d. 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.
12. Vehicle Parking.
- This project is located within Zone A of the newly adopted Downtown Parking Zone and as such there are no minimum parking requirements. The site is limited to no more than 1,310 parking spaces.
 - On-street Parking: The applicant is proposing to remove up to 3 metered parking spaces, the cost to remove each space will be \$27,375.00 per meter. The applicant must coordinate with the City's parking division prior to the removal of any on-street parking.
 - Electric vehicle parking. i. EV Capable parking spaces: A minimum of 86 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. d. The applicant must provide a minimum of 2 two wheeled motor vehicle spaces in accordance with LDC Section 61.322.
13. 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 55 short term and 55 long term bicycle parking spots are required. The long-term spaces must be located inside the apartment 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 the primary entrance, and situated to avoid conflicts with pedestrians or other vehicles.
14. Construction Traffic/Laydown Yards. 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.

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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:
 - 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.
 - 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.
 - 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.
 - 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.
 - FCC authorization: All amplification equipment must be FCC Type Accepted.
 - Developments must comply with NFPA 72- National Fire Alarm and Signaling Code, in-building public safety 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 prohibited between three (3) feet and six (6) feet from ground level to allow visibility for security reasons.
 - 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.
 - 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).
 - 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. • 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
 - 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.
 - 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.
 - 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

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distinguish private spaces from public spaces such as; landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences

- 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.
- 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.
- 3. All property maintenance code requirements must be met 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 strongly encouraged 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.
- A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is encouraged. 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. 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 Richard Patterson, Richard.Patterson@orlando.gov

Waste Water

The following shall be incorporated into the Construction Plans submitted for review prior to Building Permit issuance and incorporated into the Planner's Staff Report for review and acceptance by the Applicant:

1. A Sewer Master Plan (Tetra Tech, 2015) has established future baseline flow estimations for the Downtown Orlando area. The proposed development was not included in the Sewer Master Plan in 2015. To access the impact of the proposed development flows, the Developer/Engineer shall prepare a capacity study to access the post-development peak flow condition in the existing gravity piping from the proposed point of connection in W Jefferson St to the manhole at the intersection of N. Garland Ave and W. Central Blvd. The Study shall use the Future Full LOS Flow Estimation as the baseline and take into consideration all new developments under review or under construction or completed that may not have been noted in the Downtown Sewer Master Plan.
2. The Water Reclamation Division supports and encourages that the primary sanitary sewer connection be made into W. Jefferson St. Alternative connections to either N. Garland Ave or W. Washington St shall be discussed with the Division before building plans are submitted for review.
3. Needed off-site sanitary sewer improvements shall be designed by the Applicant's Engineer and submitted along with building construction plans for review and approval by the Water Reclamation Division.
4. Wastewater flows (average daily flows, ADF) associated with the development shall be calculated using the City's sewer service policy allocation rates and/or Level of Service (LOS) published in the City's GMP document.
5. Construction and Utility Plans shall be submitted to the Water Reclamation Division for review and approval prior to building permit issuance.
6. The requirements of the applicable Sections of Chapter 9 of the City's Engineering Standards Manual (ESM), latest edition shall be applied in the analysis and design of all sanitary elements of this mix-use development.
7. For questions about Water Reclamation Division review, please contact Julio Morais, P.E., 407.246-3724 or julio.morais@cityoforlando.net, and/or Dave Breitrick, P.E., Engineering and Mapping Manager at 407.246-3525 or david.breitrick@cityoforlando.net.

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Development Review

1. 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.
2. At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604. 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.
3. 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.
4. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
5. 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.
6. Fees - A Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
7. Need to provide a letter of approval or permit from FAA and GOAA for the height of the building exceeding 200' in height

Parks Trees

Project may impact scattered tree within this parcel. If tree removal will be desired the applicant must obtained a approved tree removal 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 tree 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 tree removal.

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 Megan Barrow at 407-246-3363 or at megan.barrow@orlando.gov.

Land Development

For questions, contact Rosemary Culhane at 407-246-3422 or at rosemary.culhane@orlando.gov.

Parks

Contact Denise Riccio in the City Parks Division at denise.riccio@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 Russell 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.

Waste Water

For any questions about Water Water 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