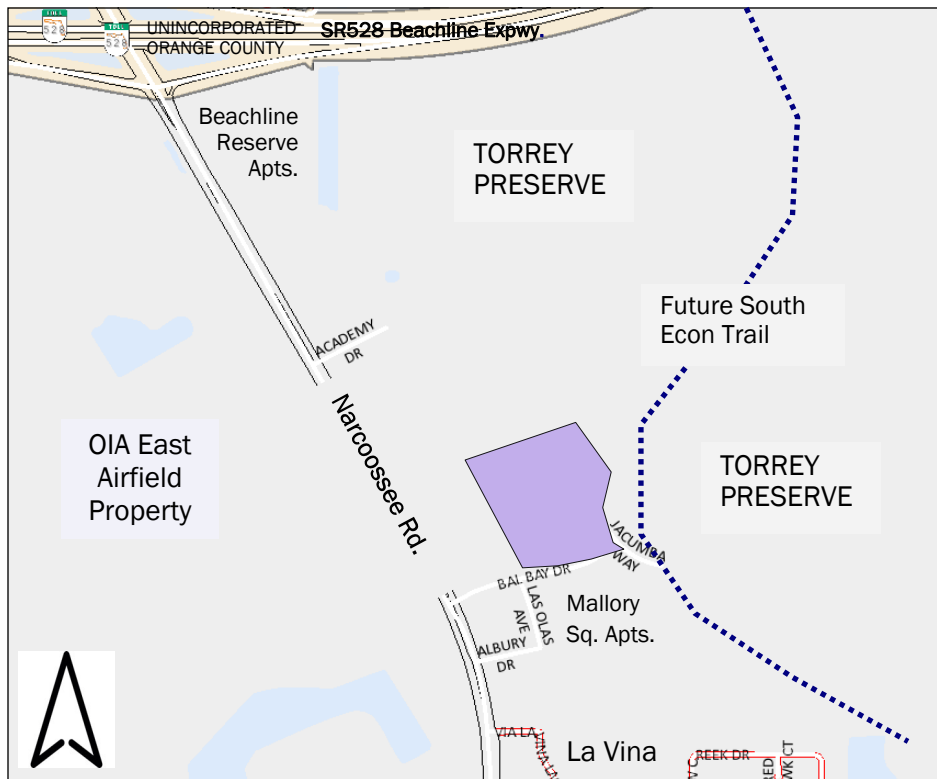


MALLORY SQUARE II APARTMENTS PARCEL 6 MASTER PLAN (AT TORREY PRESERVE)



Location Map

 Subject Site

SUMMARY

Applicant

Tom Cavanaugh
PAC-TP6 Apts. LLC

Owner

Bal Bay Realty, Inc.

Project Planner

Jim Burnett, AICP

Property Location: 8553 Narcoossee Rd. (east side of Narcoossee Rd., between SR 528 Beachline Expy. and Dowden Rd., west of Randal Park); portion of parcel #31-23-31-0000-00-001; ±14.9 acres, District 1.

Applicant's Request: Master Plan approval of the third phase of the Torrey Preserve PD, with a proposed 3-story ±280-unit townhouse-style apartments on Parcel 6 of the Torrey Preserve PD (northwest of the previously approved Parcel 11 Mallory Square apartments (MPL2020-10032), with direct access to Las Olas Ave. and Bal Bay Dr. and street tie-ins to other existing and future roadways within the Torrey Preserve PD.

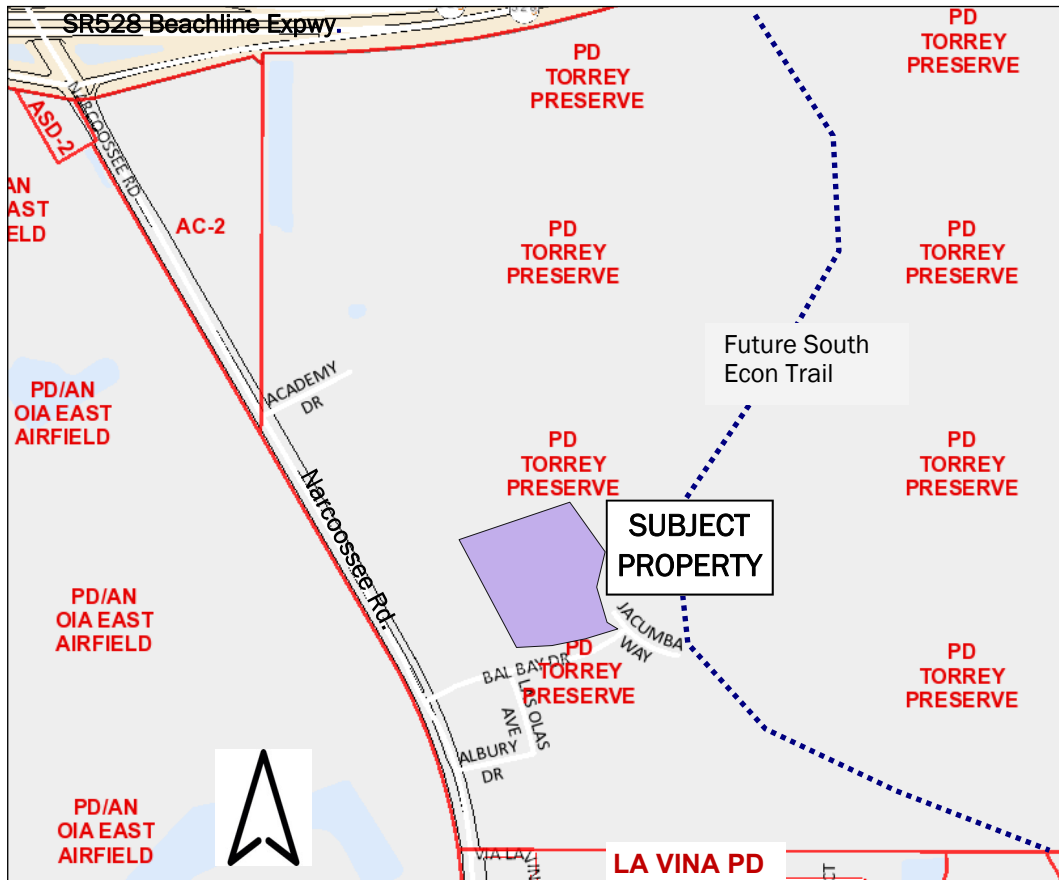
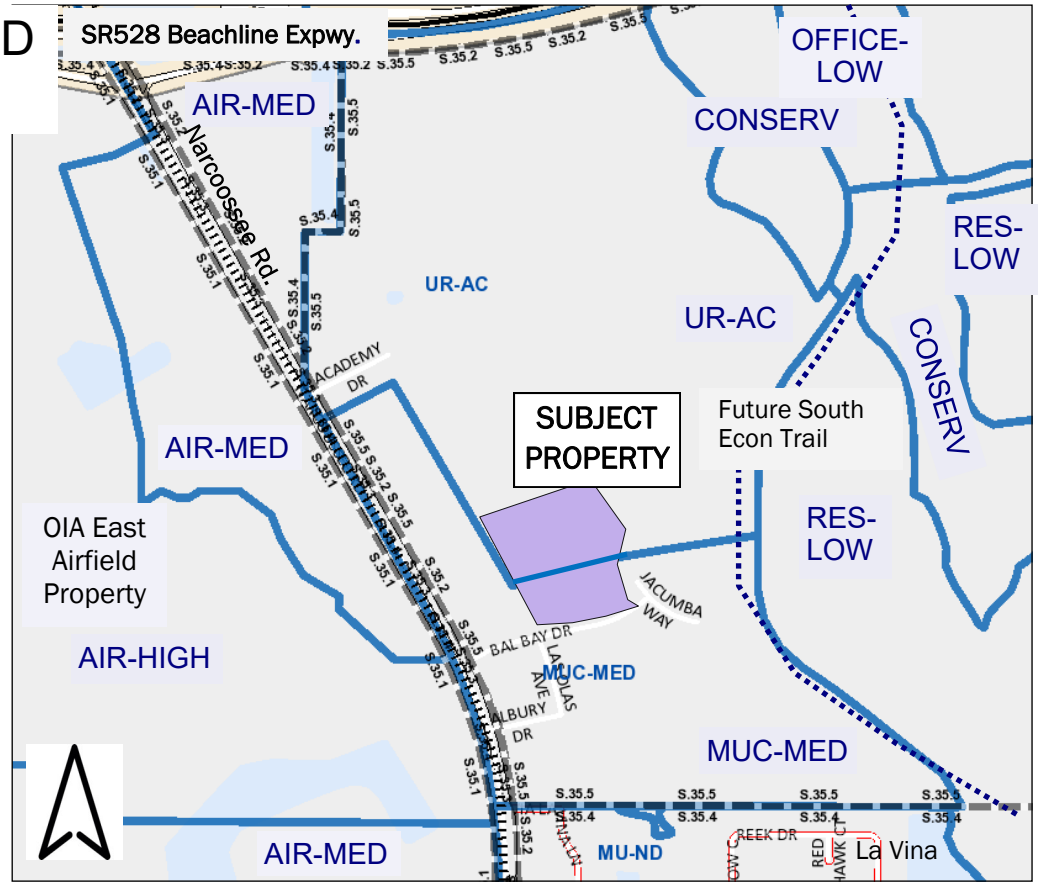
A concurrent GMP small-scale amendment has also been submitted, to change 8-acres of Urban Activity Center to Mixed Use Corridor, Medium Intensity, so that the entire parcel can be under one future land use designation.

Staff Recommendation: Approval of the Master Plan, subject to conditions in this staff report.

Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of October 3, 2022. As of the October mail-out of the staff report, staff has not received any inquiries relative to the Master Plan request.

Updated:
October 10, 2022

FUTURE LAND USE MAP



ZONING MAP

PROJECT ANALYSIS

Project Description

The applicant is requesting Specific Parcel Master Plan (SPMP) approval of the third phase of the Torrey Preserve PD, with a proposed 3-story ±280-unit townhouse-style apartment complex on Parcel 6 of the Torrey Preserve PD (northwest of the previously approved Parcel 11 apartments (MPL2020-10032), with direct access to Las Olas Ave. (Street E) and Bal Bay Dr. (Street B), and tie-ins to other roadways within the Torrey Preserve PD and to Narcoossee Rd.

The 14.9-acre property has Urban Activity Center and Mixed Use Corridor Medium future land use designations and is within the Torrey Preserve PD, with default AC-2 & MU-1 zonings. A concurrent GMP small-scale amendment has also been submitted, to change 8-acres of Urban Activity Center to Mixed Use Corridor, Medium Intensity, so that the entire parcel can be under one future land use designation.

Previous Actions

6/1998: Subject ±536-acre Bal-Bay property annexed into City (Doc. #31260) as part of the Brunetti Holdings; future land uses of Airport Support Medium Intensity, Airport Support/Resource Protection and Conservation placed on the total property (case #s GMP98-065 and GMP98-115).

11/2004: Future Land Use changed for Bal-Bay property from Airport Support Medium Intensity, Airport Support/Resource Protection and Conservation to Urban Activity Center, Mixed Use Corridor - Medium Intensity, Office-Low Intensity, Residential-Low Intensity, and Conservation (GMP2004-00004, Doc. #040823916).

8/2009: Sub-Area Policy Amended (Doc. No. 0906081103).

2015: MOU (Memorandum of Understanding) approved relative to development of Vista Park, Bal Bay (now Torrey Preserve) and Vista Commerce Center (Brunetti East)(comparisons made to Wewahatchee (Storey Park) PD to the east).

3/2020: Determination issued (DET2020-10042) relative to school concurrency vesting.

10/2020: Master Sign Plan determination approved (DET2020-10167).

12/2020: Ord. #2020-60 (ZON2020-10005) adopted, for Torrey Preserve PD development of commercial/restaurant uses, hotels, public benefit uses, apartments, single-family and townhouses and preservation of wetlands and conservation areas (adoption of the PD was also the effective date of MPL2020-10031 Framework Master Plan for development of the Torrey Preserve PD, and MPL2020-10032 Master Plan approval of the 1st phase of Torrey Preserve (a 4-story ±284-unit apartment complex on Parcel 11).

7/2021: Determination issued (DET2021-10120) relative to revised roadway cross sections for Torrey Preserve PD and subsequent SPMP submittals.

6/2022: Plat for Mallory Square Apartments recorded, including segments of Bal Bay Dr. and Las Olas Ave.

Project Context

The ±536-acre Torrey Preserve property is generally located on the east side of Narcoossee Rd., south of SR528/Beachline Expwy., west of the Randal Park PD and north of the La Vina PD and Dowden Rd. The subject Parcel 11 apartment property is located on the north side of Bal Bay Dr. (Street B), across from the Mallory Square Phase 1 apartments, and on the northeast side of Las Olas Ave. (Street E), which will be extended to the northwest, along with construction of additional internal street segments. Adjacent uses, zoning and future land use designations are shown in Table 1 below.

Table 1 - Project Context

	Future Land Use	Zoning	Adjacent Use
North	(Across Proposed Street C) Urban Activity Center (UR-AC)	Torrey Preserve PD (Planned Development)	Vacant Land
East	(Across Proposed Street G and Jacumba Way (Street F)) UR-AC & Mixed Use Corridor, Medium Intensity (MUC-MED)	Torrey Preserve PD	Vacant Land & Stormwater Pond
South	(Across Bal Bay Dr.) MUC-MED	Torrey Preserve PD	Mallory Square Apts. Ph. 1
West	(Across Extended Las Olas Ave. (Street E)) MUC-MED	Torrey Preserve PD	Vacant Land

The Municipal Planning Board and City Council shall consider the following factors in their review of Master Plan (including Specific Parcel Master Plan) applications:

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.

The subject property is currently split between the Urban Activity Center (UR-AC) and Mixed Use Corridor, Medium Intensity (MUC-MED) future land use designations, which requires each portion to meet the minimum/ maximum density for the corresponding future land use designation. With split future land use designations, the minimum number of units would need to be 351 dwelling units, where only 280 units are now proposed. Rather than increasing the density of the portion of the property under UR-AC future land use, the applicants have applied for a concurrent GMP small-scale amendment (GMP2022-10034), to change the 8-acres of Urban Activity Center to Mixed Use Corridor, Medium Intensity, so that the entire 14.9-acre parcel can be under MUC-MED future land use. No changes are required to the Torrey Preserve PD.

Property development standards are provided in Table 2 below. With the GMP amendment, the proposed request is consistent with the GMP and Land Development Code.

Unit	Area (acres)	Proposed Use	Default Zoning	Density (du/ac) Min./ Max.		FAR (floor area ratio)		Building Height (ft)		ISR (impervious surface ratio)	
				Min/Max	Proposed	Max	Proposed	Max	Proposed	Max	Proposed
1	14.5	School (PBU)	P	(±2000 students)		To be determined (TBD)		50	TBD	90%	TBD
2	25	TBD	AC-2	TBD		TBD		TBD		TBD	
3	21										
4	12.3										
5	17.3										
6	14.9*	280-unit Apartments		15/30	18.8	0.5	NA	60	51	85%	69%
7	5.5	TBD Apartments	MU-1	15/30	TBD (±570 du remaining)	0.5	TBD NA TBD	60	TBD 51 TBD	85%	TBD <85% TBD
8	4.8										
9	2.3										
10	2.1										
11	16.1			15/30	17.6						
12	15.6			30	TBD						
13	8.3	Office Low	O-1	21	TBD	0.4	TBD	35	TBD	70%	TBD
14	22.0	Residential Low	R-1	12 (569)	TBD (250)	(na)		35	TBD	55%	TBD
15	18.4										
16	7.0										
Total	207.9 acres; * indicates one unified future land use designation with MUC-MED (per GMP2022-10034)										

Transportation

A traffic impact study was submitted and reviewed as part of the 2020 PD and Framework & Phase 1 Master Plan applications. The study quantified the overall threshold of the development at the proposed project driveways and the impacted intersection of Narcoossee and Dowden Roads and the future connection to Dowden Rd via the construction of Econlockhatchee Trail. The Traffic Impact Study also found that an intersection control evaluation (ICE) is required for the intersection of Narcoossee Rd and Road C (this item was previously added as a condition of approval for the Torrey Preserve PD and Framework Master Plan).

Parking. For the 3rd Phase Parcel 6 Master Plan development, the proposed 280 unit multi-family development will require no fewer than 463 parking spaces. The Transportation Division has provided conditions beginning on page 16 of this staff report.

Urban Design

Specific site plans and building designs are reviewed for each phase, parcel or individual Specific Parcel Master Plan (SPMP). Revised site and landscape plans and building elevations were submitted on Sept. 22, 2022, in response to Urban Design comments about too much parking being located in proximity to Las Olas Ave. Slightly updated conditions have been provided for the 3rd phase of multifamily development proposed for Parcel 6.

Buffers & Landscaping. Buffers for each phase of development are determined and reviewed when each phase of development is reviewed during the SPMP and Final Site Plan review processes. Relative to the specific requested 3rd phase multi-family use on Parcel 6, the proposed apartments will be adequately buffered by roadways and minimum 7.5-ft. buffers on all four (4) sides of the property.

Signage. Sign allowances throughout the PD and for each SPMP will be based on the default zoning and building frontages facing primary and secondary streets. A sign master plan common to all of the Torrey Preserve PD was previously approved in October 2020 (via DET2020-10167). Multi-family identification signage must be per LDC Section 64.257. Pole and digital signs are prohibited. All signs must be permitted prior to fabrication and erection.

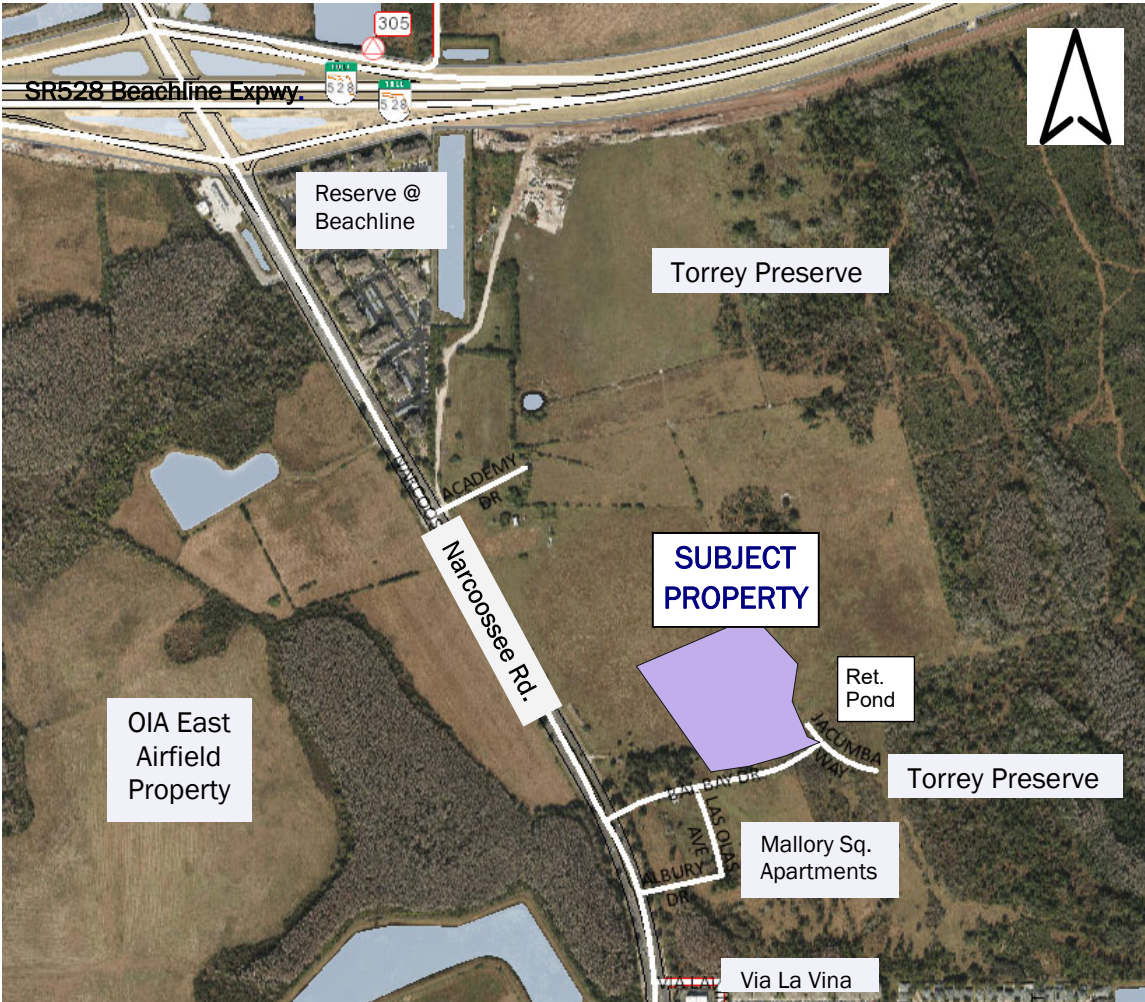
School Impacts - Torrey Preserve (ex Bal Bay) is vested for 1,000 dwelling units in terms of school concurrency (per DET2020-10042); a capacity analysis is still needed prior to a plat being recorded for the 3rd phase apartment project or any other residential uses within the PD.

APPLICANT'S MASTER PLAN REQUEST

The project is approximately 14.94 acres in size, and it is a part of the overall Torrey Preserve Master Plan. As a part of the project, it is proposed to construct a total of 280 units with the following elements:

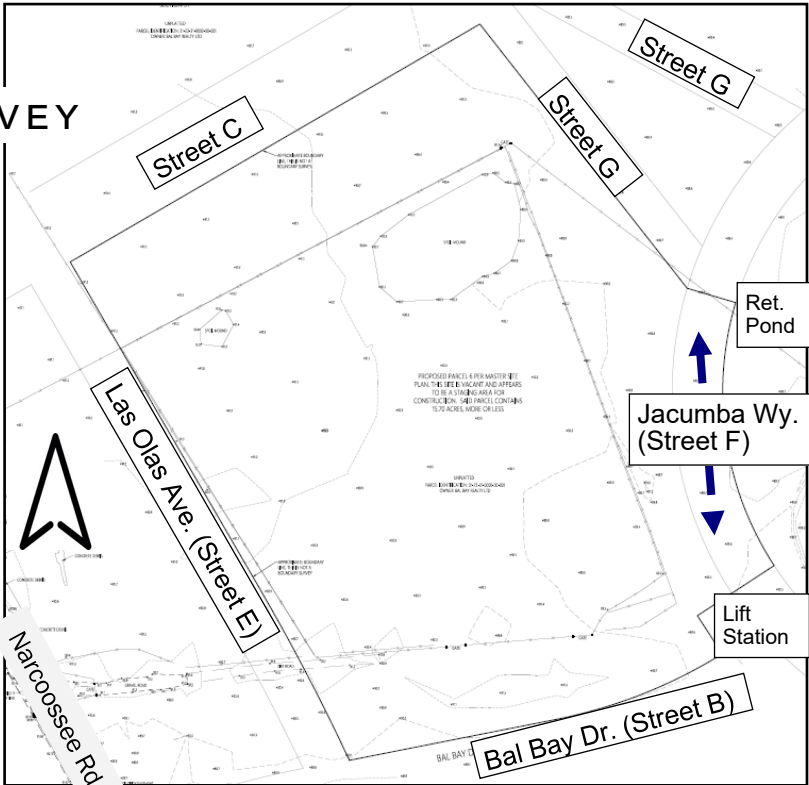
- Five apartment buildings with a total of 264 apartment units
 - Eight Townhome buildings with a total of 16 townhome units
 - One Clubhouse with pool and recreation area
 - Supporting parking lot with a total of 506 parking stalls
 - Four garage buildings
 - Supporting utility and drainage infrastructure
- 280 units (total)

Access to the project will be provided via Road 'B' which is currently under construction and Road 'E' which is proposed as a separate project. Stormwater management (water quality and quantity) will be provided in a master stormwater pond which is proposed as a separate project.



AERIAL
PHOTO

SITE SURVEY



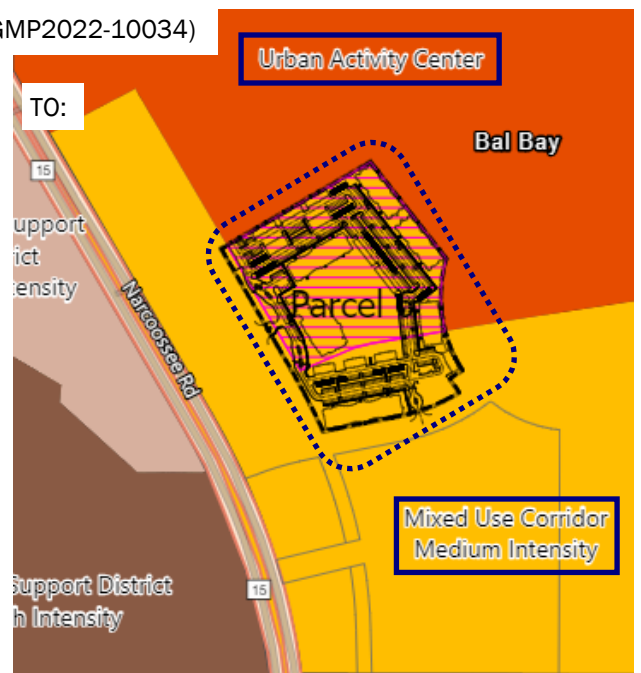
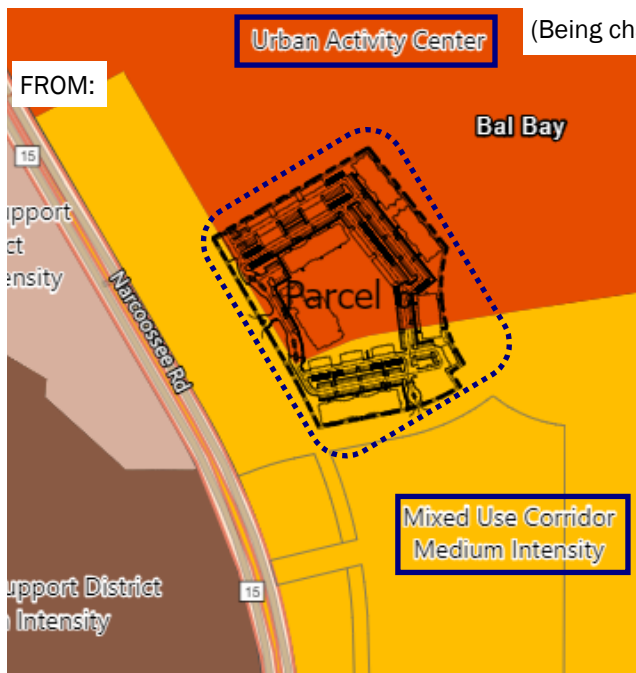
FRAMEWORK MASTER PLAN

Legend

- Subject Property
- Urban Activity Center
- Mixed Use Corridor - Medium Intensity
- Office
- Charter School
- Residential Low
- Open Space
- Park
- Wetland
- Stormwater Pond
- Proposed Multi-use Trail
- 1 Parcel Number
- Cell Tower



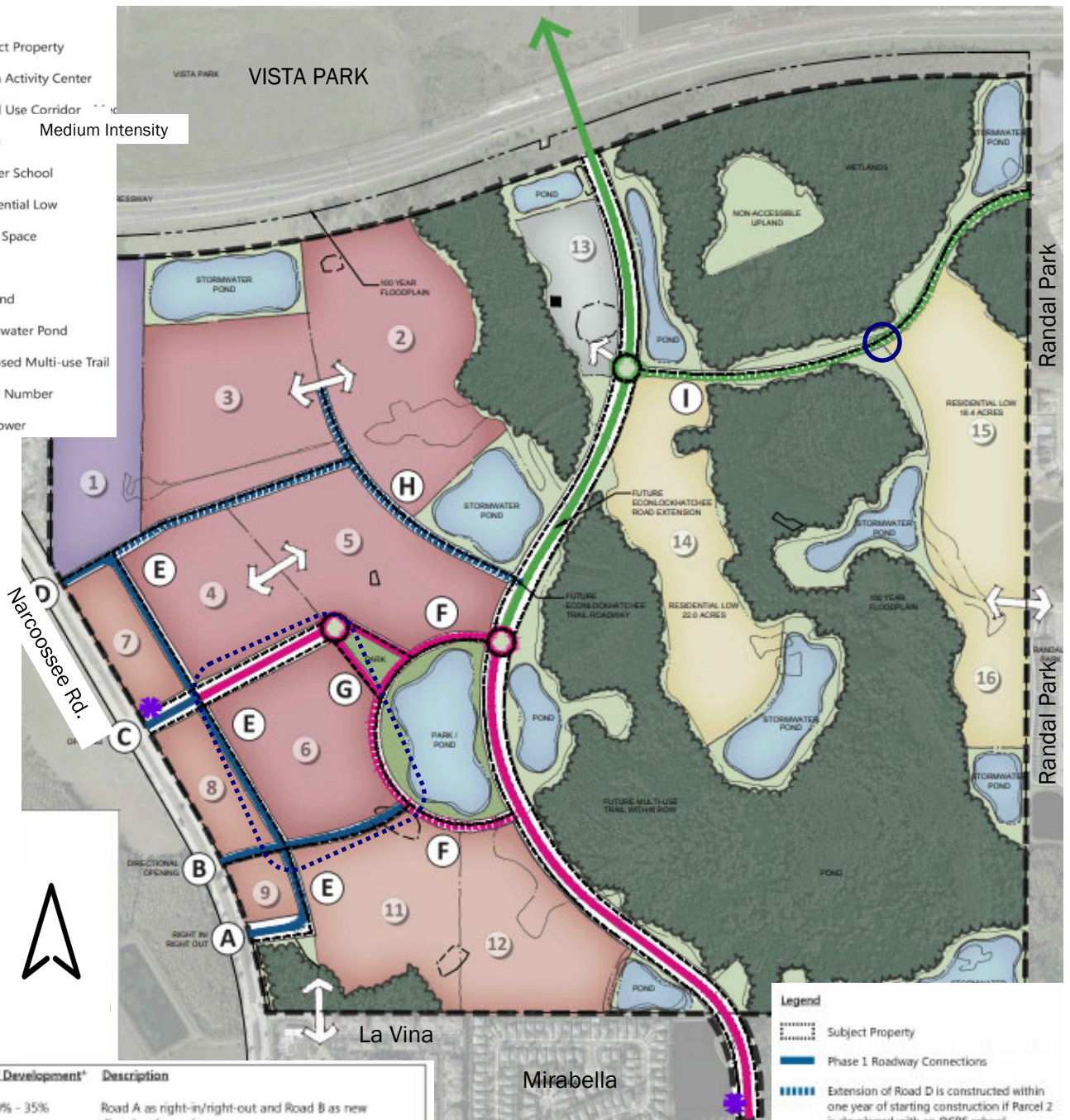
EXISTING & PROPOSED FUTURE LAND USES, W. SITE PLAN



FRAMEWORK MASTER & ROAD PHASING PLAN

Legend

- Subject Property
- Urban Activity Center
- Mixed Use Corridor
- Office
- Charter School
- Residential Low
- Open Space
- Park
- Wetland
- Stormwater Pond
- Proposed Multi-use Trail
- Parcel Number
- Cell Tower



Legend

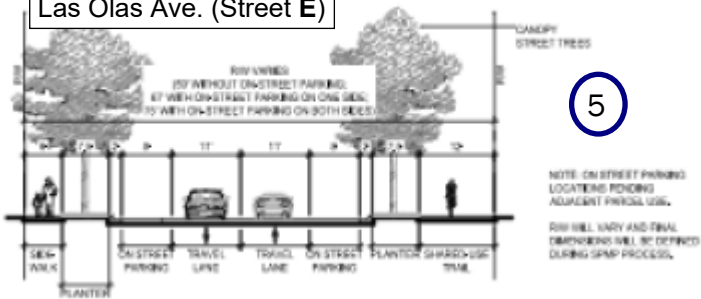
- Subject Property
- Phase 1 Roadway Connections
- Extension of Road D is constructed within one year of starting construction if Parcel 2 is developed with an OCPs school. Otherwise, Road D shall be constructed following the phasing schedule
- Phase 2 Roadway Connections. Crescent Park Road connection constructed when Parcels 6 or 12 is developed
- Phase 3 Roadway Connections
- Randal Park connection constructed when parcel 14, 15, or 16 is developed
- Signalized Intersection
- Proposed Wetland Impacts
- Roundabout
- Proposed Multi-use Trail

Phase	% of Development*	Description
Phase 1	0% - 35%	Road A as right-in/right-out and Road B as new directional opening. Road C as unsignalized full access with connection to N/S parallel road (Road E). Road D as a directional opening and N/S parallel road (Road E) connecting to Road B. Road E connection from Road D to Road B constructed.
Phase 2	36% - 60%	Road C as signalized full access with connection to N/S parallel road (Road E). E/W connection from Road C to new Econ Trail and N/S connection from Road F to Dowden Road.
Phase 3	up to 80% or full build-out	N/S connection of Econ Trail from Road F to SR 528 (including bridge).

* % of Development is based on total trip generated for build-out.

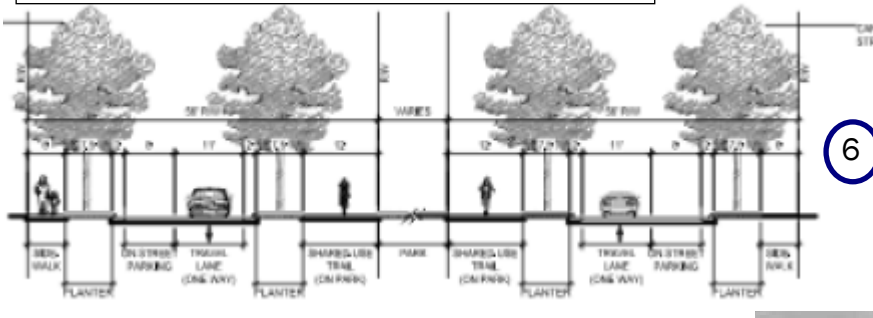
ROADWAY CROSS-SECTIONS (PER DET2021-10120)

Las Olas Ave. (Street E)

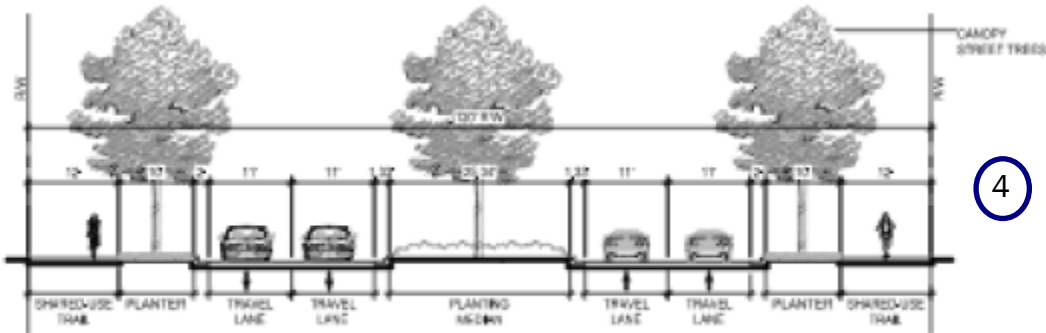


5

Street G (One Way Park St., NE side of Parcel 6)

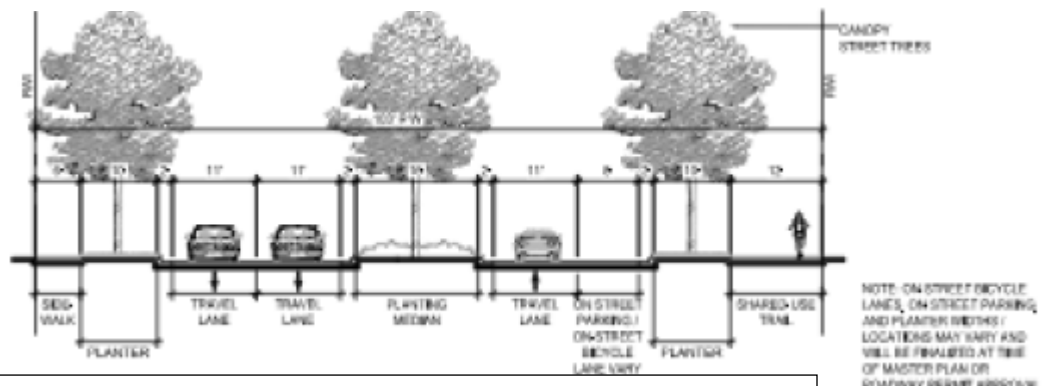


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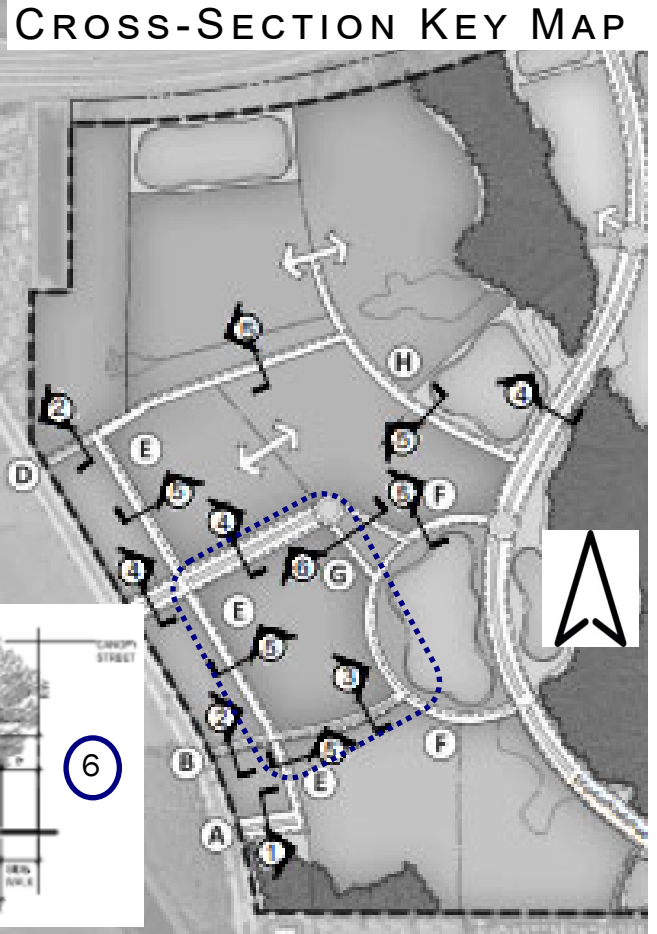


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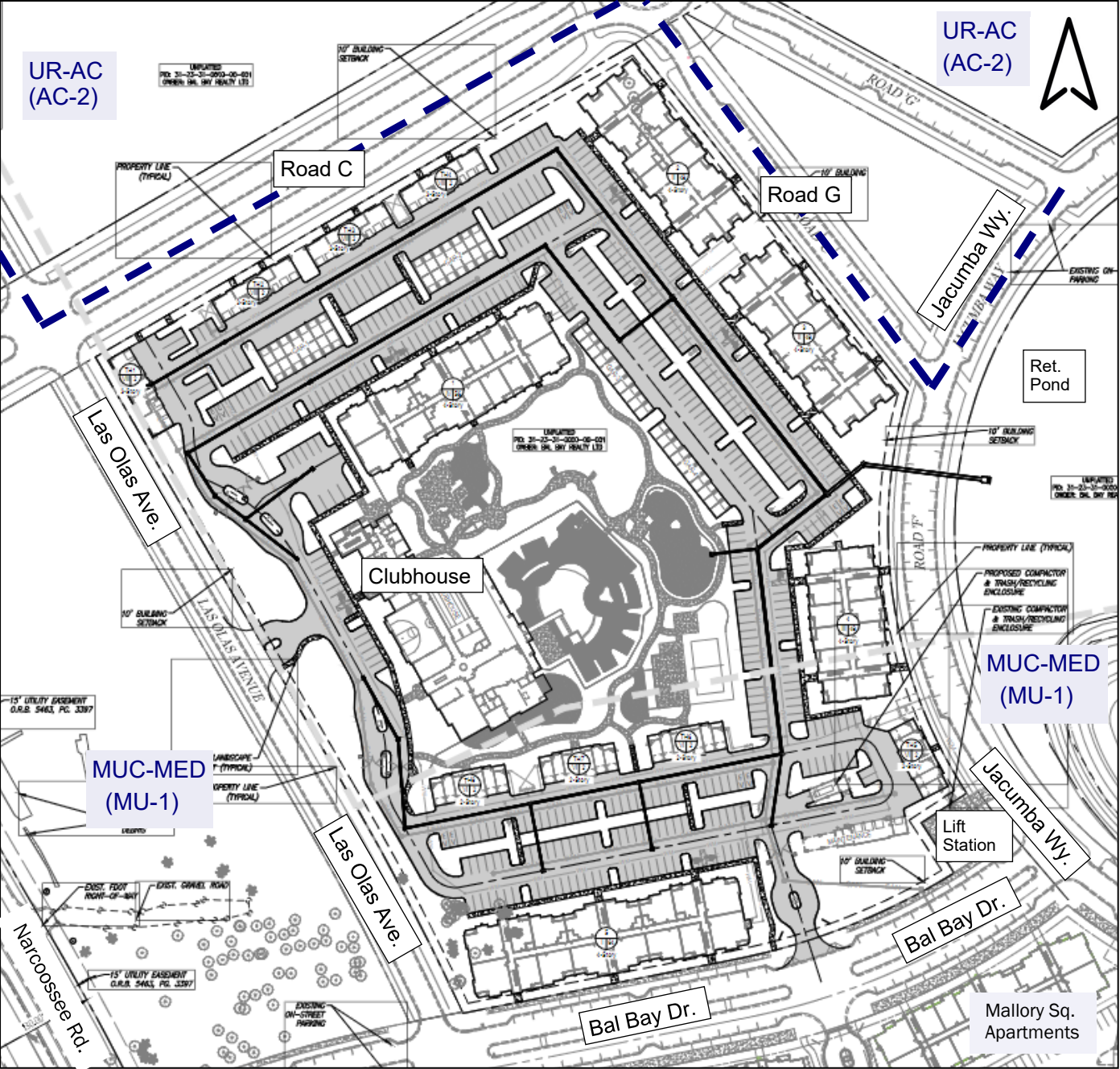
Street C (Narcoossee to Street G)(north side of Parcel 6)



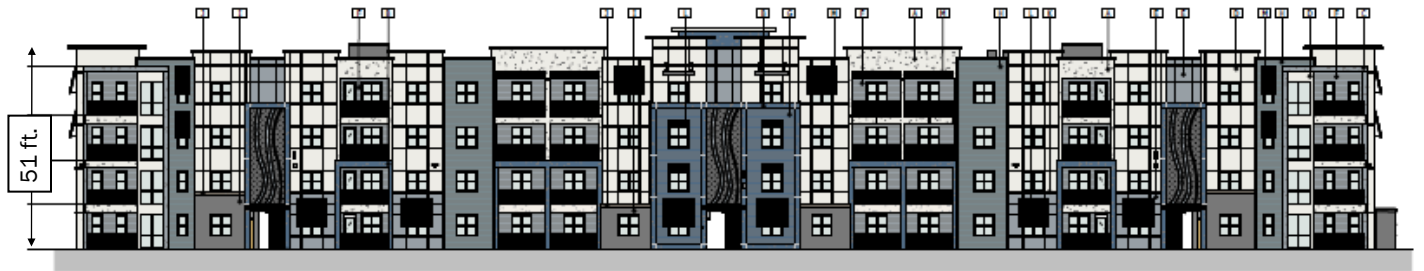
Street B Bal Bay Dr. (between Narcoossee & Jacumba Way (Street F))



UPDATED SITE PLAN - MALLORY SQ. II APARTMENTS



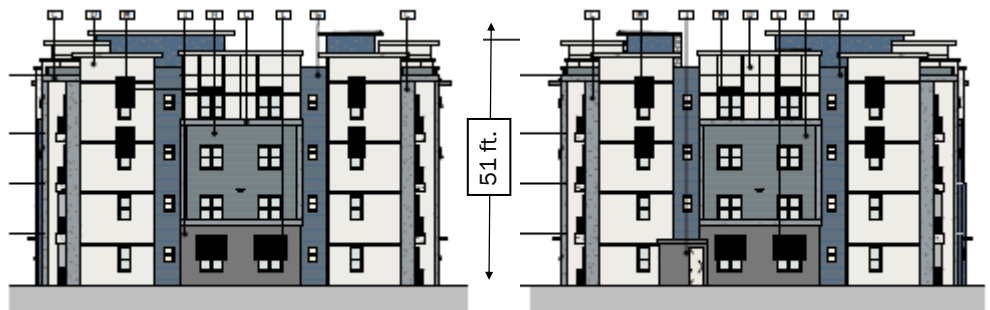
PROPOSED PARCEL 6 APARTMENT ELEVATIONS



1 BLDG TYPE I - FRONT ELEVATION
SCALE: 1/8" = 1'-0"



4 BLDG TYPE I - REAR ELEVATION
SCALE: 1/8" = 1'-0"



3 BLDG TYPE I - LEFT ELEVATION
SCALE: 1/8" = 1'-0"

2 BLDG TYPE I - RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



1 BLDG TYPE II - FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2 BLDG TYPE II - REAR ELEVATION
SCALE: 1/8" = 1'-0"

PROPOSED PARCEL 6 APARTMENT ELEVATIONS - CONT'D

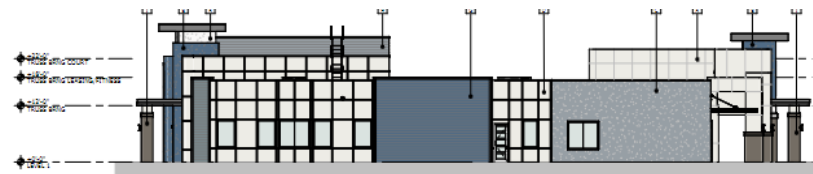


BLDG TYPE II - LEFT ELEVATION
SCALE: 1/8" = 1'-0"

BLDG TYPE II - RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

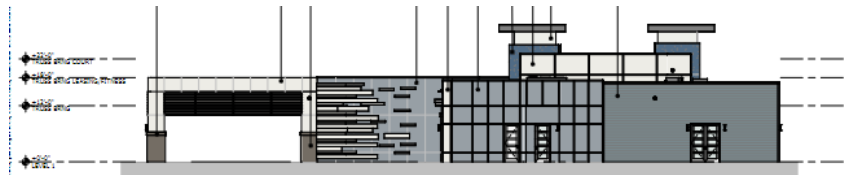


BLDG TYPE III - FRONT ELEVATION
SCALE: 1/8" = 1'-0"

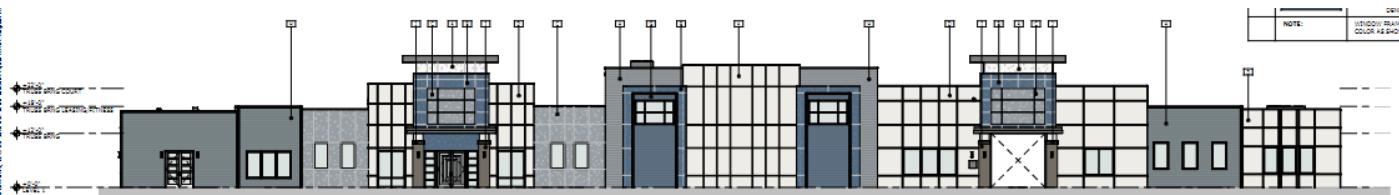


EXTERIOR ELEVATION - SOUTH
SCALE: 1/8" = 1'-0"

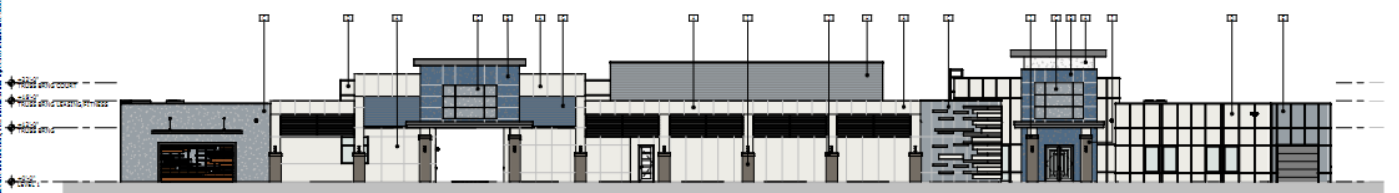
CLUBHOUSE ELEVATIONS



EXTERIOR ELEVATION - NORTH
SCALE: 1/8" = 1'-0"



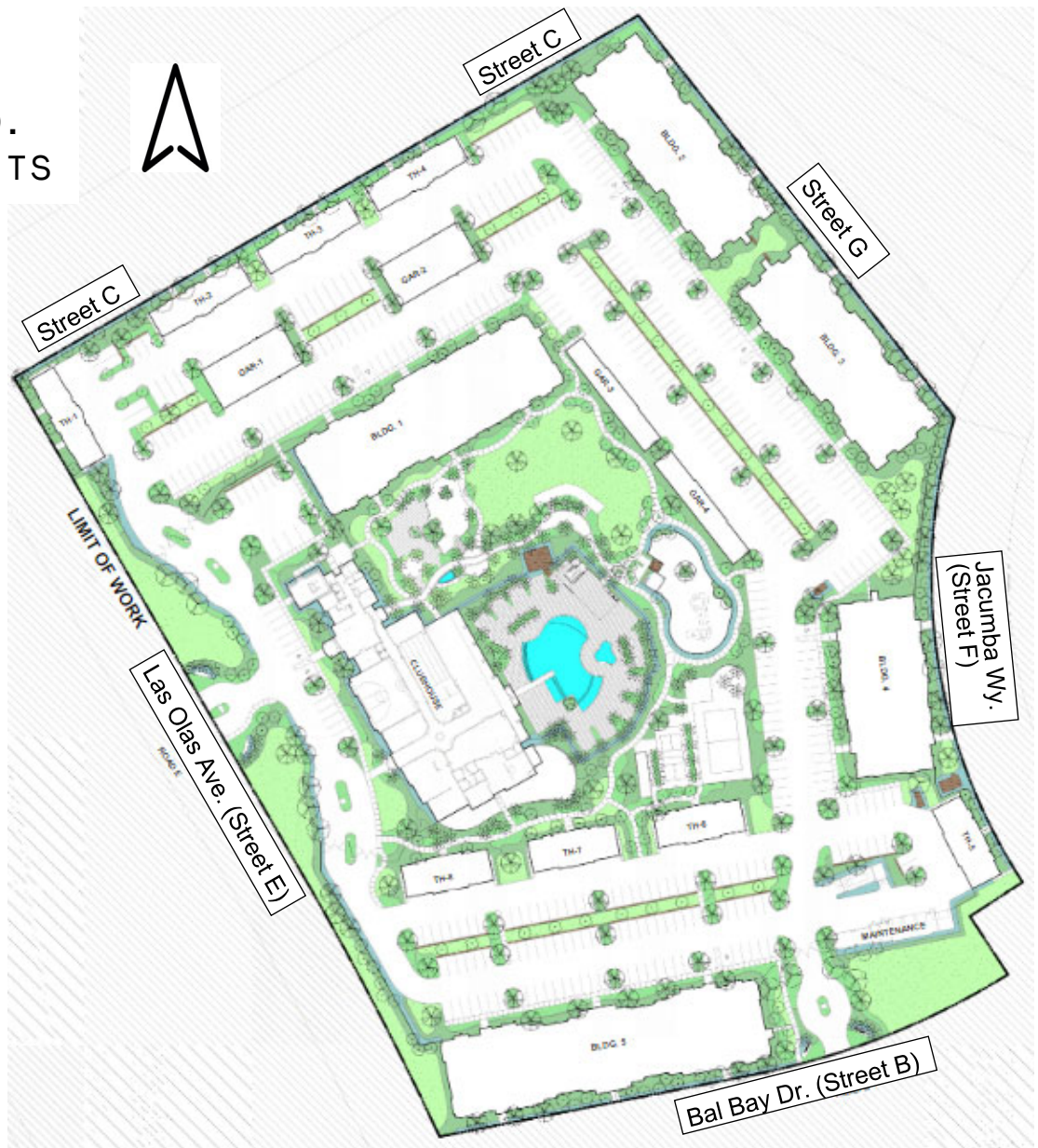
EXTERIOR ELEVATION - EAST
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION - WEST
SCALE: 1/8" = 1'-0"

NOTE: 1. SEE PLAN FOR CLUSTERING AND COLOR AS APPLICABLE.

LANDSCAPE PLAN FOR MALLORY SQ. II APARTMENTS



FINDINGS & RECOMMENDATIONS

Staff finds that the proposed Torrey Preserve Parcel 6 Apartments Specific Parcel Master Plan (SPMP) is consistent with the requirements for approval of a Master Plan/SPMP application as contained in Section 65.335 of the Land Development Code (LDC):

1. The proposed request is **consistent** with the City's Growth Management Plan.
2. The proposed request is **consistent** with the City's Land Development Code.
3. The proposed request **meets** the standards for development in the Torrey Preserve PD (with the portion of the site going through a future land use change from UR-AC to MUC-MED).
4. Existing public facilities and services will be extended to adequately serve the proposed Parcel 6 development.

Staff Recommendation

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the Mallory Square II Apartments Specific Parcel Master Plan, subject to the conditions herein and subject to approval of the GMP Future Land Use Map amendment from UR-AC to MUC-MED.

CONDITIONS OF APPROVAL - REQUIRED

Growth Management

The subject site is within Future Land Use Subarea Policy S.35.5, which requires the site to have PD zoning. The maximum amount of development within a single land use within the PD shall not exceed 110% of the development program in Subarea Policy S.35.5. The residential component for the overall PD is exactly at the 110% threshold allowed by the subarea policy at 1,100 du.

As noted in the staff report, the subject property is split between the Urban Activity Center (UR-AC) and Mixed Use Corridor, Medium Intensity (MUC-MED) future land use designations, which requires each portion to meet the minimum/ maximum density for the corresponding future land use designation. Thus, the applicants have submitted a small-scale Growth Management Plan (GMP) future land use amendment (GMP2022-10034) to change the ±8 acre UR-AC portion to MUC-MED, to put the entire 14.9-acre site fully under the MUC-MED future land use.

Land Development

1. Impervious Surface Ratio (ISR) - ISR for each site or parcel will be based on the default zoning for each specific SPMP (maximum 85% for this parcel under the MUC-MED future land use/default MU-1 zoning).
2. Density - Minimum and maximum density is based on the default MU-1 zoning, which is a minimum 15 dwelling units per acre and maximum 30 dwelling units per acre. With approval of the concurrent GMP future land use amendment, the site will be subject to the minimum 15 dwelling units per acre requirement.
3. Parking - For the 3rd Phase Parcel 6 Apartments, no fewer than 463 parking spaces are required.
4. Signs - Signage for multi-family uses must be per LDC Section 64.257, with ground sign styles consistent with the approved Torrey Preserve PD sign plan. Digital signs are prohibited. All signs must receive permits prior to fabrication and installation.
5. Buffers - Minimum 7.5 ft. lot line/vehicle use buffers are required on all sides of the proposed 3rd phase Parcel 6 apartments.
6. Phasing - The Parcel 6 apartments will be constructed in a single phase.
7. Scope of Request - The proposed project must be designed to operate as described within this report. All site improvements shown in the attached site plan (and as amended by any conditions found herein) are required as a condition of approval of the SPMP. Any changes in the use and operation of the site or the changes to the site plan as described herein may require a new or amended SPMP (see "Minor Modifications" condition below). This approval is not transferable to another property or phase within the overall Torrey Preserve PD.
8. Minor Modifications - Minor modifications and design changes including but not limited to fences, signs, landscaping, interior alterations, and other minor changes, that are required beyond those previously reviewed by the Municipal Planning Board (MPB), may be approved by the Planning Official without further review by the MPB. Major changes will require additional review by the MPB.
9. Final Site Plan via Determination - Per LDC Section 65.342, a Final Site Plan via Determination is required prior to engineering or building permit submittal for all phases of development within the Torrey Preserve PD. Any Appearance Review required by Urban Design can be done simultaneously with the Final Site Plan determination on a subphase or parcel by subphase or parcel basis.
10. Effective Date of the 3rd Phase SPMP - The effective date of the 3rd Phase Parcel 6 SPMP will be 30-days after the corresponding GMP future land use amendment ordinance is adopted by City Council. (see three (3) additional "informational" conditions/comments on page 23 of this report)

Urban Design

1. An Appearance Review is required prior to application for building permits for the 3rd Phase multi-family use, to ensure that all Land Development and Urban Design conditions are being satisfied. This can be done at time of Final Site Plan determination (see Land Development condition #9).

Residential Building Design and Related Site Standards

2. Lot sizes and building designs must be varied to avoid a monotonous streetscape. Specific residential elevations must be approved during each Specific Parcel Master Plan (SPMP) for each phase of development and through the Final Site Plan / Appearance review determination process.
3. Simple reverse configurations of the same elevation on adjacent building sites are not sufficient and

REQUIRED CONDITIONS OF APPROVAL - CONT'D

will not be supported. The following standards apply to single family detached and townhome dwellings:

- A. At least 3 distinct models with at least 3 alternate elevations for each model must be provided.
 - B. Identical single family homes may not neighbor each other and may not face each other from across the street unless roof styles are different, with at least three (3) of the following architectural elements are varied from each other:
 - i. Window trim, the number of mullions or muntins, or shutters
 - ii. Window size and placement
 - iii. A covered entryway or front porch design
 - iv. Building projections and recesses
 - v. Decorative roofline elements such as brackets or chimneys
 - C. One and two-story units

Transparency

 - i. The front exterior walls of such structures must contain a minimum of 15% of transparent or translucent materials on each story below the roof line.
 - ii. The street side walls of such structures must contain a minimum of 10% of transparent or translucent materials on each story below the roof line.
 - iii. Garage facades and front doors must not be included in the transparency/translucency calculation.
 - D. Garages and Carports

In order to make the living area of a residential building visually more dominant than its parking facilities, no more than 50% of the lineal ground floor principal facade of the principal structure may be garage or carport.
4. Multifamily – Development standards must be consistent with LDC Chapter 58 Part 3I (eye) multifamily standards for all development sites as a whole.

3rd Phase Parcel 6 Apartment SPMP

General Architecture

1. Architectural finishes and details must be carried through on all sides of the building. The bases of buildings should be designed with durable materials to provide a quality pedestrian experience. The base must be constructed out of materials, such as brick, stone, pre-cast materials, or similar, not stucco or EIFS.
2. Every main entrance is required to have a special emphasis appropriate to the architectural style of the building.
3. All ground-mounted and rooftop mechanical equipment must be screened from view and must meet LDC screening requirements. An interior screen wall or parapet for rooftop mechanical equipment is required and must be the same height as the installed mechanical equipment. Several of the multi-family buildings still show visible mechanical equipment.
4. All projecting parapet walls must wrap a minimum depth of 5 ft. or more, whichever is proportionate to the parapet wall, in efforts for the projecting parapet walls to appear 3-dimensional.
5. All dumpsters and trash compactors must be screened with solid walls to match the principal structures. Decorative gates must also be installed to coordinate with the principal structures. A Landscape screen including low hedge and groundcover is required to soften the view.
6. Deviation from submitted elevations will require an additional Appearance Review determination prior to permitting.
7. Accessory Buildings: Architectural elevations of the clubhouse, mail kiosk(s), trash compactor(s), or similar accessory structures must be compatible and consistent with the residential buildings, and must be expressed with similar finishes, forms, materials, and colors.
8. Additional architectural details must be provided for the facades of the maintenance building and trash compactor enclosure. These details can be in a combination of architectural details, wall banding, or multiple material finishes.

Townhome Architecture

9. A minimum 15% transparent material is required on all façades facing a public street, private street, or courtyard, on each story below the roof line. A minimum 10% transparent material is required on all interior side façades on each story below the roof line. As proposed, additoinally transparency would be

REQUIRED CONDITIONS OF APPROVAL - CONT'D

needed at the ground floor.

10. Utilities such as backflow preventers, metering boxes, gang mailboxes, and mechanical equipment must be placed to the side or rear of the site, and must be screened with landscaping, a decorative enclosure, or a wall.
11. Deviation from submitted elevations may require an additional Appearance Review determination prior to permitting.
12. All projecting parapet walls must wrap a minimum depth of 5 ft. or more, whichever is proportionate to the parapet wall, in efforts to have the projecting parapet walls to appear 3-dimensional.
13. Proposed models must provide a durable base, to be constructed out of materials such as brick, stone, pre-cast materials, or similar, not stucco or EIFS.

Site/Utilities

14. Pedestrian connections are required to all street frontages. Each building must have a direct path to the public right of way. Additionally, interior pedestrian paths must be connected and must terminate at logical end points. Sidewalks cannot dead-end into a drive aisle without a clear connection across said drive aisle. A crosswalk is required between these connections.
15. All crosswalks at driveways and curb cuts must be designed with textured or colored concrete or similar material to clearly define the pedestrian zone, as required by LDC Section 61.314(e). Thermoplastic paint may be incorporated but cannot meet this condition alone.
16. (Condition removed, based on revised site plan).
17. Backflow preventer[s] must be located to not be directly visible from the right-of-way or should be screened from view where necessary, thorough the use of walls, fences or hedging around all four sides. The utility plan at the time of permit must clearly show the location of all backflow preventers.
18. Transformer areas outside the building envelope must be screened on three sides with landscaping and/or a decorative, opaque wall and gates up to 6 ft. in height. Landscaping must include a minimum 4-ft tall hedge at time of planting and maintained at a height to screen the equipment.
19. A photometric plan must be provided at time of permitting submittal.
20. The proposed site plan is currently non-dimensional (not to scale). The site plan provided at the time of permitting must have all dimensions clearly labeled. (The revised site plans meet this condition.)
21. Signage must comply with Sec. 64.257 - Subdivision and Multi-Family Identification Signs. Only one sign per apartment entrance is permitted.

Landscaping

22. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for multi family and nonresidential uses and must comply with the LDC Chapters 60 and 61. A spreadsheet showing compliance with the MRLS must be included with the plans. All existing, non-invasive matures trees should be preserved to the best extent possible.
23. Street trees are required along all street frontages. ROWs must be shown on the landscape plan submitted for building permits.
24. Row-end and intermediate landscape islands must be a minimum of 10 ft. in width.
25. Canopy trees are required in all parking lot row-end and intermediate landscape islands. Required trees must be a minimum 3-in. caliper and a minimum overall height of 12 ft.
26. Non-residential, multi-family and industrial perimeter landscape areas must also contain a continuous row of evergreen groundcovers and plants not to exceed 4 ft. in height. Required plants must be a minimum 18-inches tall at time of planting. At least 60% of the required plants must have a natural mature height of 3 ft.
27. Canopy trees must also be planted every 50 linear feet or fraction thereof around the perimeter of the parking lot(s). Required trees do not have to be uniformly spaced as long as the required number is provided.

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 in force at the time of any construction of this project.

REQUIRED CONDITIONS - CONTINUED

- 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 the same standards as noted above.
 - 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 may obstruct vision between 2-and 8-ft 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 and landscape plans.
2. MOT Plans: 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 (MOT) plans (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 (attach a copy of the application if permits are pending).
3. Network Streets: Roads C, E F, G and all intersections must match the cross sections and roadway details as noted in the PD or as amended (7/2021, DET2021-10120). All roadways are subject to review via administrative SPMP prior to construction.
 - a. Any modifications to the cross sections for any roadways within the Torrey Preserve PD must be reviewed and approved through a Planning Official determination, including Transportation Division and Engineering staff review.
 - b. All partial roadway segments must end at an intersection or temporary cul-de-sac (to be removed once the roadway is extended).
 - c. Traffic calming measures along the surrounding framework streets may include but not be limited to raised crosswalks, speed tables, and raised intersections. The specific traffic calming measure details will be determined at the time of SPMP review for those roadways.
4. Roundabout Analysis: Prior to submission of the first permit for roadwork within the SPMP, the applicant must (per the adopted PD) complete an Intersection Control Evaluation (ICE), Operational Analysis and preliminary geometric design to determine the geometry required to accommodate the proposed roundabout at the intersection of Roads C and G. The analysis must project full buildout with projected traffic volumes from the Traffic Impact Analysis at a 20-year design for final traffic volumes. The analysis must be completed in accordance with FDOT Design Manual, Chapter 213. The City Transportation Engineer must review and accept the analysis prior to the roadwork permit being issued. The preliminary roundabout design must also be used to determine the limits of R-O-W dedication at future roundabout intersections. If all legs of a roundabout are not built within a specific SPMP, the roundabout must be constructed with all approach stubs on the future approaches.
5. Auto-turn: An auto-turn analysis must be provided at time of permitting for the intended on-site design vehicles in order to avoid any delays during permit review. Additionally, the inside and outside radius of each intersection to be used as a fire lane must be indicated on the site plan.
6. Solid Waste: The final site plan must show the location and size of all on-site solid waste dumpster(s) / compactor(s) with concrete pads and enclosures with doors. Dumpsters must be located to provide a minimum 50 ft of clear backup space and constructed per Orlando ESM requirements, OR documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.
7. Sidewalks: On-site sidewalks must be a minimum of 5-or 6-ft. wide when adjacent to drive aisles or parallel parking spaces and 7-ft. wide when adjacent to parking stalls unless wheel stops are used.
8. Crosswalks must be installed across each driveway entrance and wherever a designated pedestrian

REQUIRED CONDITIONS - CONTINUED

path crosses a vehicle travel lane. Each crosswalk must be clearly marked and designated with high intensity markings in a "ladder" pattern per MUTCD standards.

9. Parking must be provided per the requirements of LDC Chapter 61.
 - a. Parking space design: All parking spaces must be marked and designed in accordance with CH 61, Part 3 of the LDC.
 - b. A total of 599 parking spaces are proposed, which exceeds the minimum 463 spaces required.
 - c. Electric Vehicle (EV) Parking Spaces
 - i. EV Capable Spaces: A minimum of 93 spaces (20% of the minimum required parking spaces) must be EV Capable, meaning that "these parking spaces are prepared 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 Spaces: A minimum of 9 spaces (2% of the minimum required parking spaces) must be EVSE Installed spaces, meaning that "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 32 amps / 7.2 kW." These spaces should be installed per the requirements of the National Electrical Code (NFPA 70) as adopted and amended by the State of Florida.
 - iii. EV Design Requirements: If built, all provided EV Parking spaces must meet the requirements of LDC Chapter 61, Part 3G.
 - d. Two Wheeled Vehicle Parking: At least two 2-wheeled vehicle (motorcycle or scooter) parking spaces must be provided in accordance with LDC Sec. 61.322 (d).
10. Bicycle Parking must be provided per LDC Chapter 61, Part 3D and must be made available prior to the issuance of any Certificate of Occupancy for the use being served. Bicycle parking should be spread across the development as evenly as possible to provide equitable access to bicycle parking. A total of 28 short-term and 28 long-term bicycle parking spaces are required.
 - a. Outdoor bike racks meeting the requirement for short term parking must be installed on an impervious surface, within 50 ft of the primary entrance, and situated to avoid conflicts with pedestrians or other vehicles.
 - b. Long-term bicycle parking must be located on the same building site as the use being served. All long-term bicycle parking spaces must be located within 200 feet of the principal entrance to the building.

Conditions from the Adopted PD (provided for Informational purposes)

3. Phasing Plan. The following framework streets must be constructed when or before each of the percentage thresholds have been met. The percentage will be calculated as the percentage of total trips from the Traffic Impact Analysis generated by permitted development sites. The trips from the permitted development sites must be calculated using the latest version of the ITE trip generation manual. The percentage completed will be determined by the building permit submittals.
 - a. Phase 1: Up to 35% of total development:
 - i. Street A Allbury Dr. - entire segment (constructed with Phase 1 Mallory Square Apts.)
 - ii. Street B Bal Bay Dr. - entire segment (segment between Streets E (Las Olas Ave.) & F (Jacumba Way) constructed with Phase 1 Mallory Square Apts.)
 - iii. Street C - from Narcoossee Rd to Street E (Las Olas Ave.) - entire segment (to be constructed when Parcel 7 or 8 SPMP is approved (whichever parcel SPMP is approved first)
 - iv. Street D Academy Dr. - from Narcoossee Rd to Street E (Las Olas Ave.) - will be constructed by Pinecrest Charter School (via MPL2020-10070), permits being reviewed since 2021.
 - v. Street E Las Olas Ave. - from Street D Academy Dr. to Street A Allbury Dr. - north of Street C, dependent on SPMP approval of parcels to the NE or SW
 - b. Phase 2: Up to 50% of maximum development program:
 - i. All of Phase 1 streets
 - ii. Street C - entire segment
 - iii. Street E Las Olas Ave. - entire segment
 - iv. Street G - from Street C to Street F (north)

REQUIRED CONDITIONS - CONTINUED

- v. Street F Jacumba Way – from Street G to Econ Trl
 - vi. Econ Trl - from Street I to Dowden Rd.
 - vii. Street I - entire segment
 - c. If a development parcel submits a SPMP application prior to the adjacent street being constructed in accordance with the phasing plan, the adjacent street design/construction must be included with the design/construction of the subject parcel.
 - d. Minor amendments to the phasing plan may be reviewed at the SPMP submittal, any adjustments must meet the intent of the connection identified in the phasing plan.
 - e. SPMP Review: Each development parcel must be connected to the framework street network if no connection exists. Connection to the framework street and specific segments required will be reviewed as part of each SPMP.
4. Roundabout Intersections. Roundabouts are required at the framework intersections listed below. The roundabout designs must be reflected in the master plan applications. Roundabout control is preferred over traffic signal control due to its long-term safety benefits. Prior to submission of the first permit for roadwork within the SPMP, the applicant must complete a Roundabout Performance Analysis (RPA) to determine the geometry required to accommodate each intersection at full buildout with projected traffic volumes from the Traffic Impact Analysis. The RPA must contain Step 1 Screening and Step 3 Geometric and Operations Analysis as found in the FDOT Design Manual, Chapter 116, and a summary of the Operations Analysis, Geometric Performance Checks, and Preliminary Roundabout Design. The City Transportation Engineer must review and accept the RPA prior to the roadwork permit being issued. The preliminary roundabout design must also be used to determine the limits of R-O-W dedication at future roundabout intersections. If all legs of a roundabout are not built with an SPMP, the roundabout must be constructed with approach stubs on the future approaches.
- a. Econ Trl & Street I (De Haven St)
 - b. Econ Trl & Street F Jacumba Way (North)
 - c. Street I & Street J
 - d. Street C & Street G (northeastern corner of Parcel 6)
5. Roadway Cross Sections. Typical cross sections for all public and private roadways shall follow the agreed upon dimensions and locations as provided in DET2021-10120.
6. Street Adjustments. The City reserves the right, through coordination with the applicant, to adjust framework streets shown on the Planned Development in order to provide better overall network connectivity. Street cross sections shall be included in SPMP applications for review and approval by the City. Street cross sections shown on the Planned Development may be adjusted as part of SPMP approval to provide a design more consistent with the context and the needs of the both the future residents of the development and the needs of the City. This would include the addition of interior network roads.
- a. Sidewalks must be a minimum 6-ft wide on all cross sections.
 - b. On-street parking
 - i. On-street parking on major thoroughfares and any marked parking lane shall be a minimum 8 ft width.
 - ii. Unmarked or “yield street” on-street parking on local streets shall be a minimum 7 ft. width.
 - iii. If Type F curb and gutter are used, a maximum of 1-ft of the parking lane may be located in the gutter pan.
 - c. Curb Extensions
 - i. Where a dedicated parking lane is constructed, curb extensions must be constructed at every street and alleyway intersection and at a major driveway accessing the entire development parcel.
 - ii. The length of a curb extension must be determined using the no-parking offsets provided in the FDOT Florida Design Manual Chapter 212.
 - iii. Curb extensions must not be constructed at minor driveways.
 - d. If a median is provided, left turn lanes must be constructed approaching all median openings unless a left turn is prohibited. Left turn lane widths must not exceed 10-ft on Street A-I and 11-ft on Narcoossee Rd and Econlockhatchee Trl.

REQUIRED CONDITIONS - CONTINUED

- e. All travel lanes must not exceed 11-ft width on framework streets.
- f. All bike lanes, if used, must be 7-ft wide buffered bike lanes installed per the FDOT Standard Plans.
- g. All multi-use trails must be a minimum 12-ft width concrete or 10-ft wide asphalt with 12-inch concrete flush curbs on either side.
- h. A maximum 1-ft of the gutter pan may be used as part of any parking lane width.
- i. The traveled way width shall not include any portion of the gutter pan.
- j. Alleyways must be designed as one-way. Allowance for wider alleyways where two-way access or fire access is needed will be evaluated at the time of SPMP review. One-way and two-way alleyways (where permitted) must be built according to the following sections.
 - i. One-way Alleyways – 10-ft asphalt roadway with a 1-ft ribbon curb on each side on a 20-ft wide tract.
 - ii. Two-way Alleyways – 18-ft asphalt roadway with a 1-ft ribbon curb on each side on a 28-ft wide tract.
- k. Alleys
 - i. Alleys shall be privately owned and maintained and designated as such on all plats.
 - ii. On alleys, 5-ft building setbacks shall be kept clear of obstructions between 2- and 8-ft above the roadway.
 - iii. Alleys should not dead-end in the middle of a block, with the specific design to be evaluated at time of SPMP review.
- l. Parallel parking is prohibited in alley yards.
- 11. Street Network. With the exceptions of Econlockhatchee Trail described above, the property owner or CDD shall fully fund the design, permitting, and construction of all required framework and local streets in the development. This applies to streets regardless of whether they are to be designated and maintained as Public or Private streets and includes any signalization mentioned in Condition #6 or other traffic control as required and approved by the City.
 - a. All streets and alleys, whether public or private, shall conform with all aspects of City Code and the Engineering Standards Manual (ESM) in effect at the time of permitting.
 - b. The design of all streets shall conform to the City's adopted Complete Streets policy, provided in GMP Transportation Element Objectives 1.33 to 1.36 and associated policies.
 - c. At wetland crossings, the parkway strip may be eliminated and trails or sidewalks constructed abutting the back-of-curb to minimize wetland impacts.
 - d. An interconnected network of framework streets shall be constructed according to the general alignments shown in the PD Development Plan. Final alignment of all collector streets shall be approved by the City.
 - i. The timing of the construction of specific segments shall provide, as nearly as possible, at least two (2) access points to each occupied neighborhood, including gated neighborhoods. Final access shall be determined at time of SPMP review.
 - ii. Where applicable, the rights-of-way for the collector street network shall be extended to the boundary limits of properties within the PD. If the adjoining property is not developed at the time of construction of the collector street, the street shall terminate in a 90 ft diameter turn-around or at the intersection of a local street.
 - iii. Recordation of major subdivision plats that convey the right-of-way or easements required for collector streets needed to access the City's Major Thoroughfare network shall be accomplished prior to the issuance of any Certificates of Occupancy for any parcels served by such collector streets.
- e. Connectivity requirements
 - i. The PD plan shows framework streets; additional local roads are required to meet LDC Section 61.221 which requires an interconnected street network, a maximum of 660-ft by 660-ft block size and connections to abutting properties.
 - ii. In accordance with LDC Section 61.221(e), development shall provide a minimum connectivity ratio of 1.4 (links over nodes), where each street and cul-de-sac is counted as one link, and each intersection and end of a cul-de-sac is counted as one node. Alleys count as a street for the purposes of this evaluation. This evaluation shall be done at the overall project level; however, the

REQUIRED CONDITIONS - CONTINUED

analysis shall be done at each SPMP stage to ensure this condition is met at the overall project level. The connectivity index must be met to the greatest extent possible. Site constraints will be taken into consideration when this evaluation is conducted.

- f. Cul-de-sac requirements
 - i. Cul-de-sac streets are allowed but must be comprised of no more than 30 residential units. Due to site constraints and wetlands, an alternative standard may be proposed as part of the SPMP review.
 - ii. No more than 100 residential units are allowed until there are roadway connections to two different streets, of at least collector or higher functional classification.
- g. Any Public or Private streets and alleys not included on the PD Development Plan shall be designated as Local streets.
12. Bicycle Network.
 - a. Multi-use trails shall provide north/south connections through the property, as well as east/west connections through the property.
 - b. Multi-use or bike trails shall be a minimum width of 10 feet of asphalt and shall have 12 inch wide concrete ribbon curbs and 2 ft of unobstructed sod on both sides of the of the pavement. Alternatively, the entire trail may be constructed of concrete at a minimum width of 12 ft with 2 ft of unobstructed sod on both sides of the pavement. Trail width and materials may be reduced where crossing wetlands or at other locations necessitated by surrounding impediments.
 - c. Trail routes and dimensions must be included in each applicable Specific Parcel Master Plan (SPMP). Trails shall be included in subdivision plats for each development phase and all applications or permits.
 - d. Where multi-use trails share rights-of-way or easements with streets, the trails shall be constructed prior to, or concurrent with, the street infrastructure for each development phase.
 - e. The trail system shall be built to provide bicycle and pedestrian connectivity to all lots and tracts of the Planned Development. The proposed trail system shall provide users of all ages a safe and convenient method to access the school site, parks, residential, commercial, and office areas of the proposed development.
 - f. For residential neighborhoods and commercial areas that are located more than 1,000 feet from the multi-use trails along arterial or collector streets, local multi-use trails or paths should be extended from the arterial network to provide connections to these areas.
13. Mobility Management. Each SPMP within the PD exceeding 40 daily trips must comply with the Mobility Management requirements for Mobility Area "C" of LDC Chapter 59.
14. Addressing. Street addresses must be clearly posted on both the street- and alley-sides of buildings served by alleys.
15. Traffic Calming: Within each SPMP, various traffic calming elements will be required along framework streets, based on the adjacent land development and context, with the intention of keep speeds low at trail crossings, intersections, and park or open space tracts. These traffic calming elements may include but not be limited to raised crosswalks, speed tables, raised intersections, etc.
16. Street Naming: Street names within the Master Plan must comply with the naming conventions in LDC Section 65.537. Any street that is an extension of an existing street must be given the name of that street.

Parks

1. All park requirements, such as acreages, location, shape of parcels, amenities and other items, must be met. Stormwater ponds, wetlands, road edges and other undesirable sites will not count towards park acreage requirements.
2. The mass grading permit requires a tree removal permit. Fees may apply.
3. Informational: The City has implemented a Parks Impact Fee on all residential housing units to help meet the recreational needs of Orlando's residents. All new housing units are subject to the fee. However, City certified affordable housing may be eligible for fee waivers. Any new construction, change in use, addition or redevelopment of a site or structure shall be subject to a review for Parks Impact Fees. Applicable fees will be due at the time of building permit issuance, subject to change upon final permit

REQUIRED CONDITIONS (CONTINUED)

plan review. A Parks Impact Fee credit may be given on residential units that were or are going to be demolished if eligibility requirements are met.

4. Tree removal will require mitigation by the replanting of all tallied caliper inches removed. A payment can be made into the tree fund for any remaining inches of caliper unable to be replanted due to the design of the project. A landscape plan can be submitted along with the construction plans to reduce any fees associated with tree removal.

Water Reclamation (Wastewater)

The following conditions must be addressed and incorporated into Construction Plans submitted for review prior to building permit issuance:

1. The wastewater flow generated by development of all of Parcel 6 must be consistent with the Torrey Preserve PD Master Utility Report dated June 2021.
2. At the time construction plans are prepared, the Water Reclamation Division will need to review site utility plans to ensure that sanitary sewer facilities to serve the proposed development meet the City's Standards including Chapter 9 of the Engineering Standards Manual (ESM) and applicable City Standard Details (all prior to building permit issuance).

Permitting - Plat

This property is required to be platted per LDC Section 65.401 prior to the issuance of building permits. A Hold Harmless Agreement can be submitted (along with a corresponding deposit) following plat submittal or immediately prior to Technical Review Committee (TRC) review to allow the plat condition to be temporarily met and not hold up permit issuance.

INFORMATIONAL COMMENTS

Site Engineering

The following will need to be addressed and met during the Engineering (ENG) permit review process:

1. Per Section 7.01 of the City's Engineering Standards Manual (ESM), any proposed project to be built in the City of Orlando that alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping) 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 Manager District standards are met.
2. A certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design must be provided to read as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
3. Water quality must be recovered per the requirement of the applicable Water Management District (WMD). A model must be provided demonstrating the recovery analysis; a WMD water treatment permit may be required.
4. All proposed and existing sidewalks that are touched during construction will need to be updated to the newest ADA requirement.
5. Construction activities including clearing, grading and excavating activities must 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.
6. With every permit submittal, a signed and dated private/public improvements cost sheet must be provided, available at: www.cityoforlando.net/permits.
7. A performance guarantee for public improvements is needed in the amount of 110% of the cost for

REQUIRED CONDITIONS - CONTINUED

public improvements. Cost sheet forms and instructions are available at the same website as noted above. The Performance Guarantee is required before the issuance of the permit. The original needs to be hand delivered to the receptionist at Permitting Services with the referenced case number. In addition, attach a copy of this in the resubmitted package. Allow at least 1 week after the Performance Guarantee is submitted to allow for City Legal Office to review.

8. A signed and sealed existing topographic survey with datum and official benchmark in the NAVD88 vertical datum must also be provided. Per Section 7.01.A.1 of the City's ESM, survey data must be gathered to least 25 ft beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained. A hard copy of signed and sealed surveys must be submitted to City Hall 8th floor, Attn: Richard Allen, City Surveyor.
9. Proposed roadways must specify if they are to be dedicated to the public or be maintained privately. Crushed concrete is the preferred base material for the area south of SR417 and is required in all public R-O-Ws.

Land Development

1. Master Plan Expiration - Approval of the MPB minutes for the Phase 3 Parcel 6 Specific Parcel Master Plan (SPMP) by City Council allows the applicant to submit an application for Final Site Plan determination with Appearance Review & then building permits. The initial building permit for development of the 3rd phase Parcel 6 apartments must be issued within 2 years of approval of the Specific Parcel Master Plan, or said SPMP will expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may extend the 3rd Phase SPMP for one period of up to 1 year, provided good cause is shown.
2. Permit Compliance - All plans submitted with the applicant's building permit application(s) must comply with the conditions of approval provided in the Municipal Planning Board staff report and any amendments to those conditions approved by the Municipal Planning Board or City Council. No building permit will be issued for this project until all conditions of approval are complied with and reflected in the plans submitted with the building permit application.
3. Regulations Subject to Code - Except as provided herein, the proposed project is subject to the conditions of this report and all codes and ordinances of the State of Florida, City of Orlando and all other applicable regulatory agencies.

Permitting

1. All plans must conform to and all construction must be accomplished in accordance with the Engineering Standards Manual (ESM), unless otherwise stated within the Torrey Preserve PD ordinance.
2. All future elevations shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
3. No drainage is permitted to be discharged onto surrounding private property, nor can existing drainage patterns be adversely affected by any construction.
4. 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, per LDC Section 65.604.
5. Stormpond east of Street F Jacumba Way: This pond needs to be platted and have maintenance assigned either as part of the SPMP or immediately thereafter.
6. Sewer / FDEP: This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system. The Office of Permitting Services processes the permit application for projects within the City's service area, so the FDEP permit application, hard copy, signed/sealed by the project Engineer, must be submitted to the Office of Permitting Services. This office will complete page 10 of 11 when the construction plans are reviewed and approved by the City of Orlando's Reclaimed Water Division as part of the permitting process. The plans are to include the on- and off-site sewer design together with the City details. If a lift station is part of the sewer design, the engineer is to submit the shop drawings for the lift station (private or public). The Office of Permitting Services will contact the engineer to transmit to him/her the application, signed by the City Public Works Director, for submittal to FDEP.
7. Concurrency / Encumbrance: A completed Concurrency Management application, for Encumbrance of

INFORMATIONAL COMMENTS - CONTINUED

City capacity to serve the proposed development, must be provided at time of permit submittal. A hard copy must also be provided to Permitting Services, referencing the building permit case number, along with the encumbrance fee of \$250.

8. Orange County Sewer & Wastewater: Per the Orlando-Orange County Wastewater Territorial Agreement, the subject property is located within Orange County's territorial service area for sanitary sewer. The site will be serviced by Orange County Public Utilities, so prior to issuance of a permit, a copy of an invoice or payment receipt is required from OCU (Orange County Utilities) indicating a plan review is being conducted by OCU. Payment of applicable utility charges to OCU, including review, capacity, and inspection fees, will be required prior to City plan approval. This is separate from fees paid to the City of Orlando. Please submit one hardcopy set of plans (site and plumbing) and hydraulic calculations to OCU, 9150 Curry Ford Road, Orlando, FL 32825. All submittals must be signed and sealed by a professional engineer or architect registered in the State of Florida. Plan review by OCU can take up to 21 days. The OCU Standards Manual can be found at: www.orangecountyfl.net/PlanningDevelopment/UtilitiesPlanningandConstruction.aspx. For more information, please contact Utilities.DevEngineering@ocfl.net or at 407-254-9924.
9. Refuse Collection: 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. In accordance with City Code Section 28.15, all new Multi-Family (and Commercial) developments are required to participate in the Recycling Program. The dumpster must have a minimum opening of 12-ft wide and a clear depth of 10-ft forward of any bollards within the enclosure. A straight 50-ft backup forward of the dumpster opening is required. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity will be determined solely by the Refuse Collection Bureau staff.

Police Dept.

The Orlando Police Department has reviewed the plans for the Torrey Preserve 3rd Phase Parcel 6 Multi-family SPMP, utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

Natural Surveillance:

- a. A photometric plan must be submitted at time of permitting
- b. All lighting for this project will meet or exceed the guidelines in Orlando City Code.
- c. In order to create a sense of safety, pedestrian-scale lighting must be used in all high-pedestrian traffic areas to include building entrances, pedestrian promenades, parking facility entrances, amenities and common areas, open green spaces, walkways and service areas.
- d. Entry doors on all units must contain a minimum 180° viewers.
- e. For interior corners, elevator lobbies and elevator cars, using convex mirrors or reflective materials to support surveillance around, into and out of these areas must be used/provided.
- f. For interior stairwells it is strongly encouraged for the use of convex mirrors or reflective materials at each landing to improve the opportunity for users to view potential offenders or threats when entering these areas.

Natural Access Control: The location of a roof ladder(s) must be located in such a place on the building, that access cannot be readily gained by the general public.

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.

- a. Entry doors to the property, offices, common areas 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.
- b. 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.

INFORMATIONAL COMMENTS - CONTINUED

- c. 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.
- d. A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is strongly encouraged.
- e. The use of tempered, impact resistant, or security glass or security film is encouraged for all large glass doors and windows. If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.

Maintenance and Management:

- a. Requirements of LDC Chapters 60 and 61 must be met.
- b. Maintenance is an important aspect of territorial reinforcement. Requirements of City Code Chapter 14 will be enforced.

Additional precautions, such as alarms, personal safety, crime prevention strategies and neighborhood or community watch programs, should be discussed with OPD's Crime Prevention Unit, Edgar Malave at Edgar.Malave@Orlando.gov.

Fire Dept.

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.

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.

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) CLEARANCE. 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% DRAWINGS. The potential 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.

Required Fire Department Access (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.

Fire Department Access to Buildings. The access road itself must extend 50-ft. from an exterior doorway that allow access to the building 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].

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]

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.

Approved Turnaround: An approved turnaround shall be provided for fire apparatus where an access road

INFORMATIONAL COMMENTS - CONTINUED

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. This provision is subject to review and approval of the Orlando Fire Department. *****

- The turnabout shall be the minimum 20-ft. 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).
- 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]

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). 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.

- 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.

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.

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.

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].

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 unsprinkled building must be within 300 ft. distance of a fire hydrant. All portions of a sprinkled building must be within 500 ft. distance of a fire hydrant. 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].

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.

INFORMATIONAL COMMENTS - CONTINUED

CONTACT INFORMATION

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

Land Development - Jim Burnett at 407-246-3609 or at james.burnett@orlando.gov.

Urban Design - Chris DeLoatche at 407-246-3624 or at chris.deloatche@orlando.gov.

Transportation - Jacques Coulon at 407-246-3427 or at jacques.coulon@orlando.gov.

Site Engineering - Kyle Staats at 407-246-4326 or at kyle.staats@orlando.gov.

Parks - Denise Riccio at 407-246-4249 or at Denise.Riccio@orlando.gov.

Tree Removal/Trimming - Greg Mallory at 407-246-3857 or at condredge.mallory@orlando.gov.

Permitting Review - John Groenendaal at 407-246-3437 or at john.groenendaal@orlando.gov.

Police - Terrence Miller at 407-246-2454 or at terrence.miller@orlando.gov.

Water Reclamation (Wastewater) - Julio Morais at (407) 246-3724 or at julio.morais@orlando.gov or
David Breitrick at 407-246-3525 or at david.breitrick@orlando.gov.

REVIEW/APPROVAL PROCESS-NEXT

1. Following the MPB meeting, the City Council will review and approve the October 2022 MPB meeting minutes on Monday December 5, 2022. The corresponding small-scale GMP amendment (to change the future land use designation) will move to City Council either on December 5, 2022 or in January 2023.
2. Following the MPB meeting, the applicant may submit for a Final Site Plan & Appearance Review (FSP & AR) determination for the proposed apartments on parcel #6. Once the FSP determination has been approved, building permits for the proposed apartments can be submitted, but said permits cannot be issued until the City Council has adopted the corresponding small-scale land use map ordinance and a plat has been submitted (along with a Hold Harmless agreement & deposit).