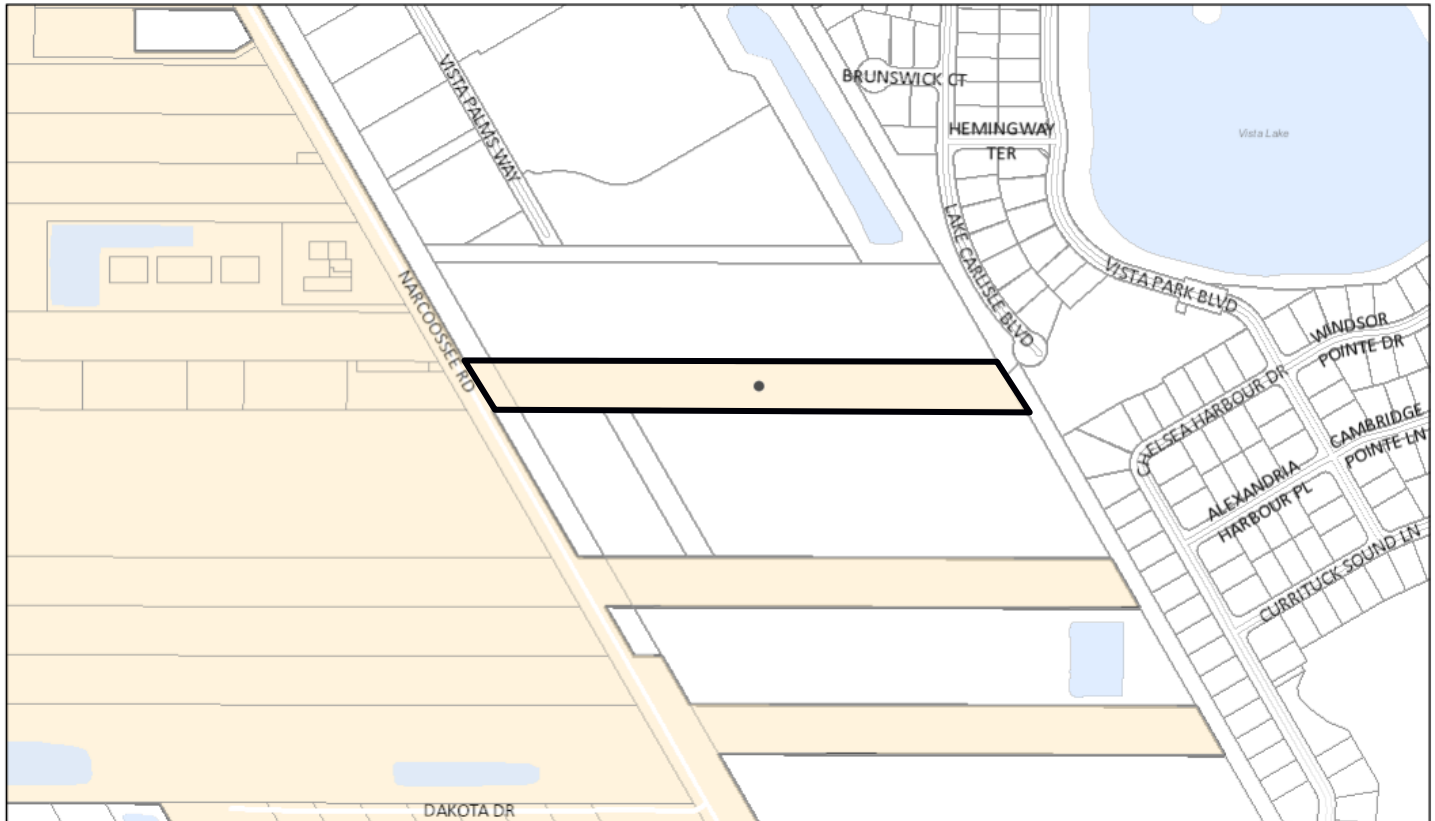




Staff Report to the
Municipal Planning Board
November 15, 2022

ANX2022-10013
GMP2022-10035

7525 NARCOOSSEE ROAD ANNEXATION



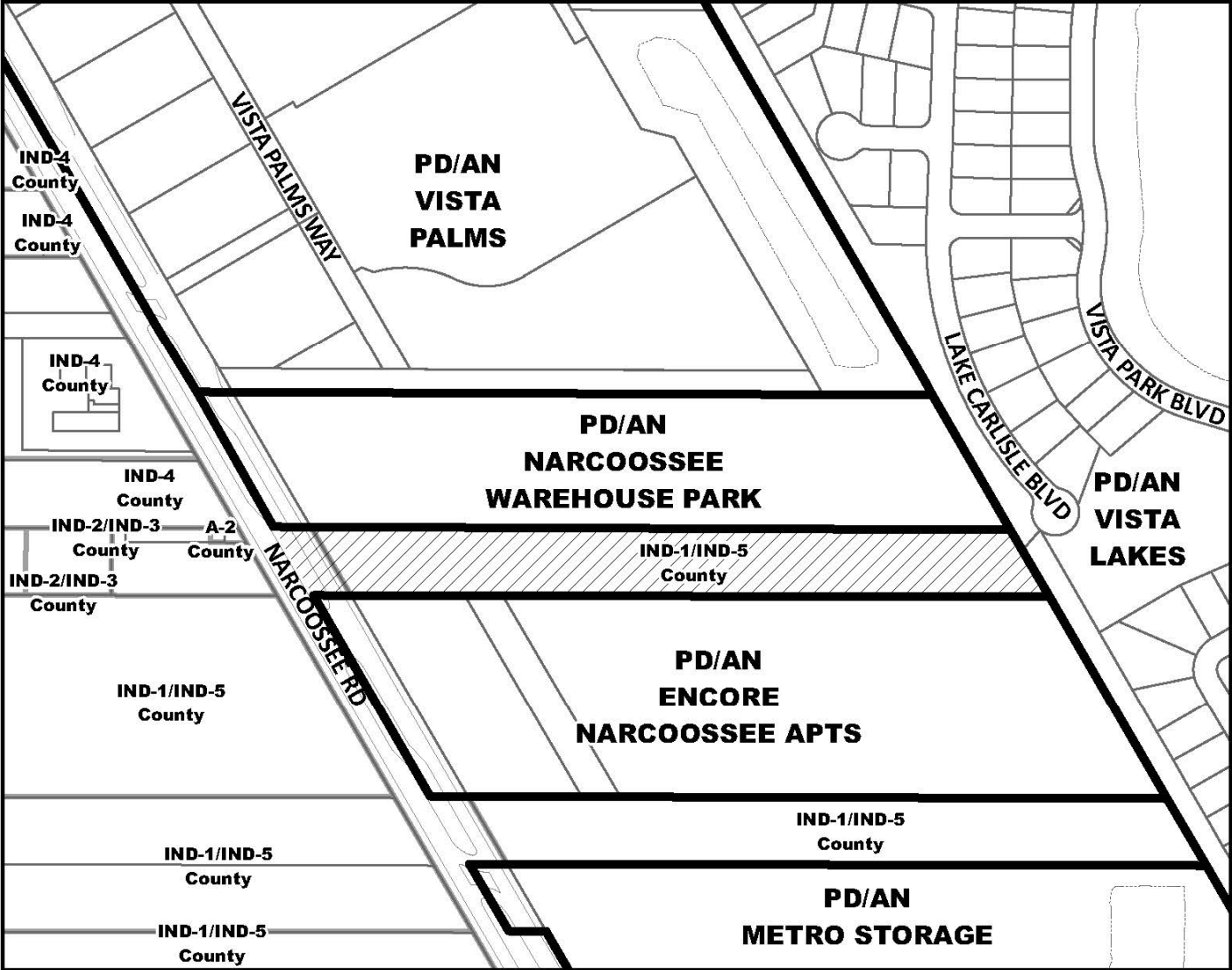
Location Map

 Subject Site

SUMMARY

<p>Owner Jose Luis Valenzuela Fleitas</p> <p>Applicant Brooks Stickler Kimley-Horn</p> <p>Project Planner Colandra Jones, AICP</p> <p>Updated: November 8, 2022</p>	<p>Property Location: The subject property is located east of Narcoossee Road, south of Lee Vista Boulevard, and north of the Beachline Expressway (SR 528) addressed as 7525 Narcoossee Road (PID: 25-23-30-0000-00-001) (±4.87 acres, District 1)</p> <p>Applicant's Requests:</p> <ol style="list-style-type: none"> 1. Annex subject property. 2. Assign the Airport Support District—Medium Intensity and Conservation future land use designation. 	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p> <p>Public Comment The petition for annexation was approved by City Council on October 24, 2022. Courtesy notices were mailed to property owners within 400 ft. of the subject property the week of November 1, 2022. As of the published date of this report, staff has not received any comments from the public concerning this request.</p>
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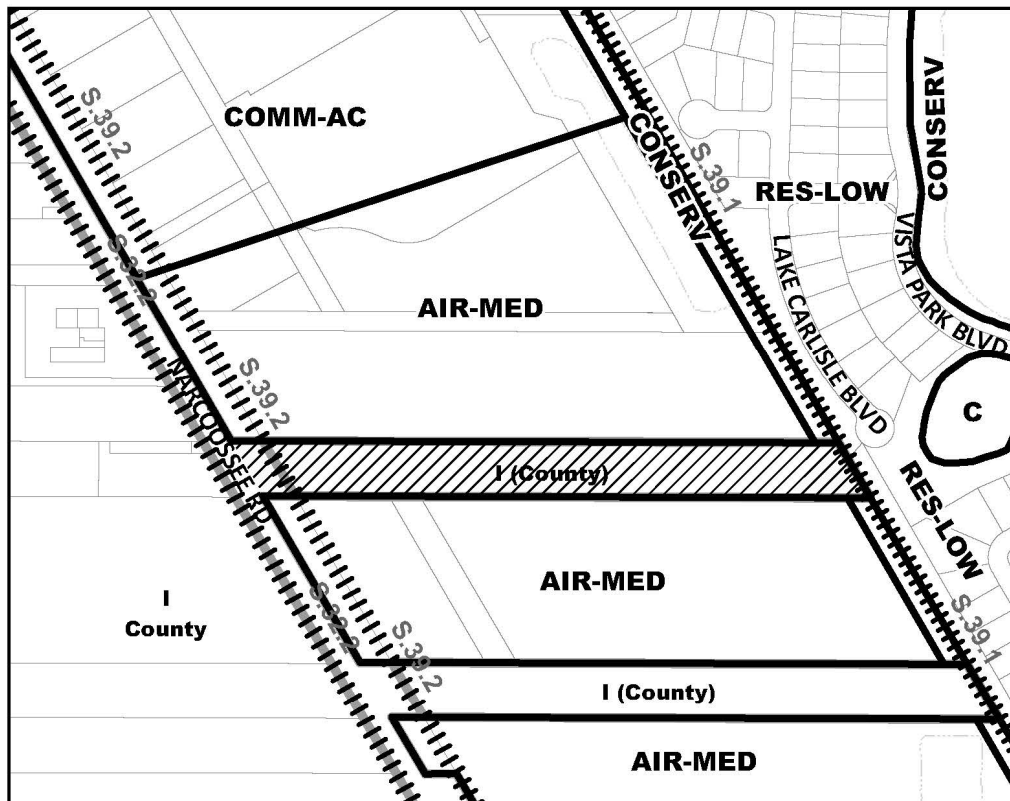
Annexation Map



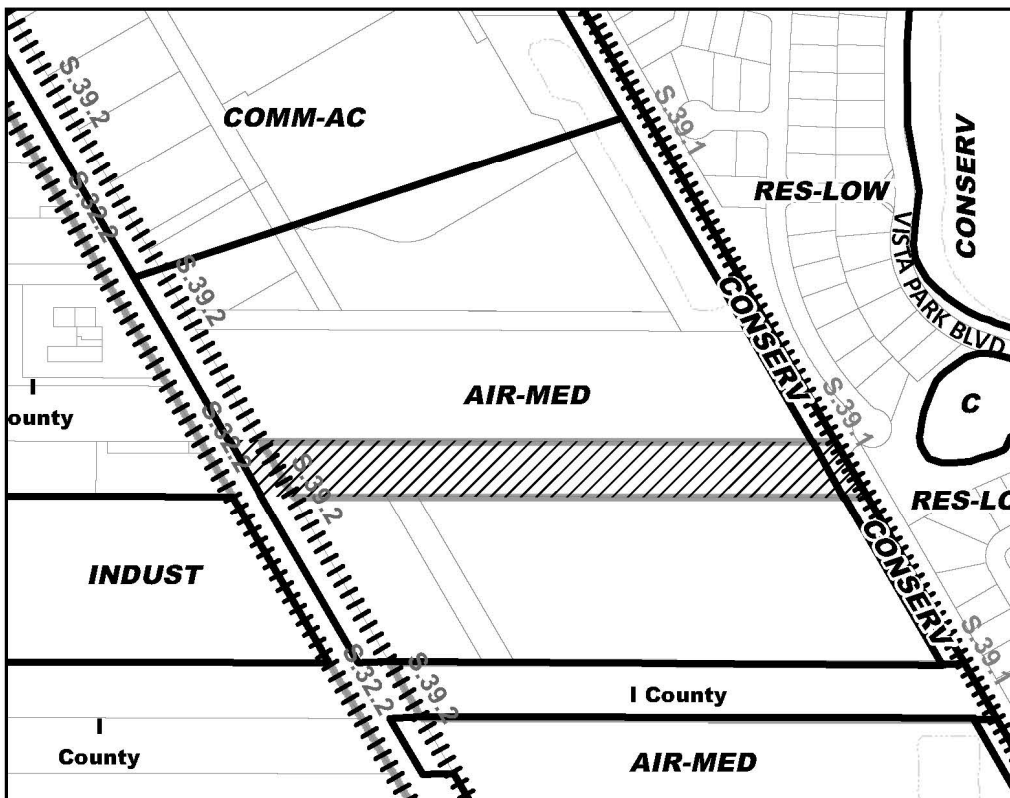
ANX2022-10013



Future Land Use Map



Future Land Use - Existing GMP2022-10035



Future Land Use - Proposed GMP2022-10035



Project Analysis

Project Description

The subject site is located in unincorporated Orange County, east of Narcoossee Road, south of Lee Vista Boulevard, and north of the Beachline Expressway (SR 528), and is approximately 4.87 acres in size. The subject property is currently vacant. The applicant is requesting annexation in order to have the property to be part of the larger Narcoossee Multi-Family PD development adjacent to the north. Upon annexation into the City of Orlando, the property will be in City Council District 1, which is represented by City Commissioner Jim Gray.

The Orange County future land use designation for the subject property is Industrial and the associated County zoning is IND-1/IND-5. The applicant has requested the City's Airport Support District—Medium Intensity and Conservation future land use designations and a zoning designation of Planned Development (PD) with Aircraft Noise Overlay (/AN) which will be part of the Narcoossee Multi-Family PD (formerly the Narcoossee Warehouse PD).

Upcoming Cases

The Municipal Planning Board (MPB) is scheduled to review on the November MPB Agenda the associated PD zoning case for Narcoossee Multi-Family PD (Case #ZON2022-10028).

Project Context

As shown in the table below, the surrounding uses include vacant land to the north and south, however to the north is an approved PD that proposes multi-family residential, single family residential to the east, and warehouses to the west. The proposed multi-family residential use is compatible with the surrounding uses.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	Airport Support District—Medium Intensity	PD/AN (Narcoossee Warehouse Park)	Vacant Land (Approved Multi-family Residential)
East	Residential Low Intensity	PD/AN (Vista Lakes)	Single Family Residential
South	Airport Support District—Medium Intensity	PD/AN (Encore Narcoossee Apartment)	Vacant Land
West	Industrial (Orange County)	IND-2/IND-3 (Orange County)	Warehouses

Consistency with Chapter 171, Florida Statutes

The proposed annexation meets the criteria set forth in Subsection 171.043, Florida Statutes, Character of the area to be annexed. The subject property's northern, southern and eastern boundary is contiguous to the City's boundary, the property is reasonably compact, is not part of another incorporated municipality and will be used for urban purposes. The proposed annexation will not create a new enclave.

Consistency with 163, Florida Statutes

The proposed GMP amendment is being processed as a small scale amendment to the Official Future Land Use Map in accordance with the requirements of Chapter 163.3187, Florida Statutes. As provided in Chapter 163, small scale amendments require only one public hearing before City Council (the adoption hearing) and are not subject to review process by the State Department of Economic Opportunity—Division of Community Planning unless challenged by an affected party within 30 days of the adoption hearing. If not challenged, the amendment is effective 31 days after the adoption hearing.

Conformance with the GMP

Objective 2.3 and Policy 2.3.1 of the Future Land Use Element provide standards relating to development outside of activity centers and mixed-use corridors. Policy 2.3.1 states:

"Standards for land use categories outside of activity centers and mixed-use corridors shall be shown in Figure LU-1. The densities and intensities established in Figure LU-1 for land use categories outside of activity centers and mixed use corridors shall not be altered except by amendment of this Growth Management Plan. The intensity of use allowed on land outside of activity centers and mixed use corridors shall be based on:

- Appropriate topography, soil conditions, and the availability of facilities and services; redevelopment and renewal of blighted areas; elimination or reduction of uses inconsistent with the community's character and future land uses; protection of natural resources and historic resources; and discouragement of urban sprawl;*
- Compatibility with existing development in the area; and*
- The public services and facilities which exist or are available to the location, based upon the policies of the Capital Improvement Element and the City's Concurrency Management System."*

Project Analysis

The applicant is proposing to assign the Airport Support—Medium Intensity land use designation for approximately 4.65 acres and the Conservation land use designation for approximately 0.2 acres. According Future Land Use Figure LU-1, standards for this designation is found in Goal 4 and associated Objectives and Policies. The Airport Support District—Medium Intensity future land use designation allows the following uses: Light Manufacturing, Warehouse, Office, Hotel, Retail and Service, Automobile and Truck Rental, Single Family and Multi-family Residential, Civic and Parks; Golf Course. It allows for a minimum density/intensity of 5 du/gross ac/no minimum for non residential, and it allows for a maximum of 25 du/gross ac/0.7 FAR. The applicant is proposing 112 multi-family residential units for this 4.65 acre portion of the project, which would propose a density of 24 du/ac. According to the Airport Support District—Medium Intensity standards in Future Land Use Policy 4.1.9, Traditional design standards apply to all multi-family uses which exceed 12 du/ac.

Composition of Land Uses

The chart below outlines the composition of mix requirements for the Airport Support District—Medium Intensity land use, as depicted in Future Land Use Policy 4.1.9. The minimum and maximum percentages of total land area shall be achieved in the Airport Support District - Medium Intensity designation on a project by project basis. However, some flexibility may be granted for small development sites after administrative review, so long as the land use mix is achieved on a district wide basis. This project will be part of the larger Narcoossee Multi-family PD development, so this mix of uses will be evaluated on a district wide basis instead of the individual development.

Land Use	Minimum Land Area Required	Maximum Land Area Allowed
Residential	0%	65%
Support Retail, Hotel & Service	10%	25%
Office	15%	70%
Industrial	0%	60%
Civic	10%	No Maximum

Of the 125.6 acres of land within the City that is designated as Airport Support District—Medium Intensity future land use within this district, 24.3 acres, or 19% is residential land. With the addition of this project, it is within the land use mix for residential uses within the district as allowed by Policy 4.1.9.

Subarea Policy S.39.2

The subject property changing to Airport Support District—Medium Intensity is encompassed by Future Land Use Subarea Policy S.39.2. This Policy S.39.2 states the following:

Policy S.39.2 *Because some properties within this corridor are located within Aircraft Noise Control Zones, the City of Orlando shall implement the Aircraft Noise and Land Use Control Zone Map concept within this corridor, consistent with Future Land Use Policy 2.4.11. The Aircraft Noise Control Zones Map (Figure LU-2B.1) shall be incorporated into all illustrative master plans for new development within this corridor. The City shall also utilize Figure LU-2B.1 during the review of proposed Future Land Use Map amendments, rezonings and Master Plan approvals to identify potential incompatibilities. Changes that create such incompatibilities shall not be allowed. Because of the proximity of this corridor to the Orlando International Airport, airport-related uses not ordinarily permitted by the Industrial land use classification such as auto rental agencies, hotels, airport remote parking, and support service uses may be permitted through the adoption of a Specially Planned Area overlay zoning district. In order to encourage high quality design within the corridor, the Specially Planned Area zoning district shall include design standards for access (particularly to Narcoossee Road), circulation, and streetscaping. In addition, specific design standards shall be included for commercial and industrial developments. Such standards may address parking location, pedestrian connections, perimeter landscaping, signs, building design, and the need to treat stormwater retention areas as visual amenities.*

The zoning will have the /AN overlay designation assigned to the subject site. Figure LU-2B.1 depicts the Aircraft Noise Control Zones. The subject site is in Aircraft Noise Control Zone D, which allows for residential uses. Since the use proposed is residential and is not an airport related use, a Specially Planned Area overlay zoning district is not required.

Environmental

Conservation Element Policy 1.4.1 states that all projects requiring Municipal Planning Board and City Council review shall provide an Environmental Assessment. Developments exempt from this requirement includes those located within the “Urbanized Disturbed Lands” are shown in Figure C-1 of the Conservation Element. According to Figure C-1 of the Conservation Element, the subject property lies outside the Urbanized Disturbed Land area. A Level A Environmental Assessment was required since the site consists of legally cleared lands with sparse or absent vegetation. This assessment consists of aerial photos and a site visit was conducted and revealed no additional findings.

Project Analysis

Public Facilities Analysis

State law requires the City to perform a public facilities evaluation for GMP amendments that would increase the allowable density or intensity of a property. The proposed GMP amendment to change the future land use designation to Airport Support District—Medium Intensity for ±4.65 acres would permit densities on the subject property more than that permitted under the existing Orange County Industrial future land use designation. The remaining 0.2 acres will be designated as Conservation. The intensity of non-residential uses (0.70 FAR) would be less than permitted in the Orange County Industrial future land use designation (0.75 FAR). This evaluation assumes that the property is developed at the maximum intensity and density allowed by each future land use category. Typically, sites are developed at a lesser intensity, so these impacts represent an upper limit, rather than a true projection of demand.

Each year, the City prepares the Capacity Availability Report (CAR) to identify any surpluses or deficiencies in the ability to provide public services. The CAR also accounts for future population and employment growth consistent with the City's adopted future land use categories. Because the growth associated with this GMP amendment was not included in the growth projections, this analysis is performed to ensure capacity is available to serve the development.

Projected Demand

Evaluation 1—This evaluation considered the impact of developing the site at the maximum density permitted by the existing Orange County Industrial future land use designation (4.65 acres @ 0 du/ac = 0 du).

Evaluation 2—This evaluation considered the impact of developing the site at the maximum density/intensity permitted by the proposed Airport Support District—Medium Intensity future land use designation (4.65 acres @ 25 du/ac = 116 du).

Net Increase/Decrease—The net increase of residential development is 116 du. The amount of development included in the evaluations above translates to a total project demand for public facilities shown in the table on the following page. Details about how the impacts were calculated are available in the City's Capacity Availability Report.

	Potable Water (GPD)	Wastewater (GPD)	Comm. Parks (Acres)	Neigh. Parks (Acres)	Transportation (Trips)
Evaluation #1	0	0	0	0	0
Evaluation #2	23,200	22,040	0.30	0.17	849
Net Increase	23,200	22,040	0.30	0.17	849

Potable Water, Wastewater and Parks

The table below summarizes available capacity, existing demand, projected increases in demand from city-wide growth, projected increases in supply (such as from construction of a new facility) and the maximum demand expected from this GMP amendment. The proposed amendment will not adversely impact the level of service for potable water and wastewater. According to the 2022 Capacity Availability Report in terms of parks, this site would be located in Community Park Sector 6, which is currently experiencing an existing deficiency of 5.48 acres. For the FY 2022-2026 CIP, it includes the 30-acre Vista Park community park project to serve this area, which would help the current and projected deficiency. The Neighborhood Park Service Area does have the capacity with the inclusion of this project.

	Potable Water (MGPD)	Wastewater (MGPD)	Comm. Parks (Acres) for CPS 6	Neigh. Parks (Acres) for NPSA 20
Capacity	100.10	52.16	8.65	12.22
Reported Demand—2022	84.58	46.11	14.13	1.72
Projected increase in Demand 2023-2027	4.55	2.75	6.69	3.30
Projected increase in Supply 2023-2027	0.00	0	0.00	0.00
Demand from GMP2022-10035	0.02	0.02	0.30	0.17
Net Available Capacity	10.95	3.28	(12.47)	7.03

Stormwater and Solid Waste

The City's adopted stormwater level of service standards require new development to provide on-site stormwater retention and/or detention consistent with the requirements of the Water Management District. Therefore, each increment of new development, if properly permitted, will meet the stormwater level of service standard. Solid Waste collection is funded by user fees, therefore any new customers generate revenues sufficient to fund any capital costs. Therefore, a solid waste capacity analysis was not performed.

Project Analysis

Transportation

The City has adopted a Transportation Concurrency Exception Area (TCEA) citywide. Therefore, the City requires projects to support the multi-modal transportation system. The subject property is located in 2040 Transportation Analysis Zone 883, Transportation Area 14, and Transportation Mobility Area C. Lynx currently does not have a bus route along Narcoossee Road. However, there are existing bike lanes and sidewalks along Narcoossee Road. Projects generating 1,000 trips or more per day are required to submit a transportation study and mitigate for impacts to the roadway network. According to the Projected Demand chart on the previous page for this GMP amendment, there is a net increase in trips of 849 which is less than the 1,000 trips required for a study. Therefore, a transportation study is not required for this GMP amendment. However, the larger PD requires a traffic impact analysis which is reviewed with Case #ZON2022-10028.

Capital Improvement Program

Other than the 30-acre Vista Park community park project to serve this area that is in the FY 2022-2026 CIP, there are currently no other Capital Improvement Program (CIP) projects that directly affect the subject site.

Aerial Photo—2022



Findings

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the annexation and future land use applications contained in Chapter 65 of the Land Development Code (LDC):

1. The proposed annexation meets the annexation criteria set forth in section 171.043, Florida Statutes.
2. The proposed Future Land Use Map amendment is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
3. The proposed Future Land Use Map amendment is consistent with the East Central Florida Strategic Policy Plan.
4. The proposed Future Land Use Map amendment is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
5. The proposed Future Land Use Map amendment is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Objective 2.3, Policy 2.3.1, Policy 4.1.9 and Figure LU-1.
6. The proposed annexation, Future Land Use Map amendment and initial zoning are consistent with the purpose and intent of the requirements of the Land Development Code.
7. The proposed Future Land Use Map amendment are compatible with the surrounding development pattern.
8. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the annexation and GMP Future Land Use Map amendment, subject to the following conditions:

Conditions of Approval

City Planning

1. *DENSITY OF DEVELOPMENT*

Development of the subject property at densities/intensities higher than what is permitted by the Orange County future land use designation shall not be permitted prior to the effective date of this GMP amendment and initial zoning.

2. *GENERAL CODE COMPLIANCE*

The proposed project shall be developed 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.

3. *DEVELOPMENT PERMITS*

As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.

4. *PD EFFECTIVE DATE*

The proposed Narcoossee Multi-Family PD (Case #ZON2022-10028) shall not become effective until after the effective date of the proposed annexation and GMP amendment.

Informational Comments

Transportation

The transportation department is supportive of the proposed annexation without further comment or condition.

Engineering/Zoning

1. 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.
2. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
3. 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.

Informational Comments

Engineering/Zoning (cont.)

4. All new Multi-Family construction, Townhomes, Single Family Subdivision, change in use to residential and/or redevelopments of residential properties are required to submit a Concurrency Encumbrance letter (CEL) from Orange County Public Schools as a part of the building plan review process.
5. Fees – Parks – MF A Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
6. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.
7. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Services Policy. As part of the widening of Narcoossee Road a sanitary sewer system was construction, and a proportionate share was assessed to each parcel @ a rate of 0.1225 per sq. ft. per property within the service area. This fee will be assessed to each parcel within the service area at the time of development.
8. In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites. In accordance with City Code Section 28.15, as approved by City Council on March 11, 2019, all new Multi-Family and Commercial developments are required to participate in the Recycling Program. The enclosure (minimum 26' wide) must have a minimum opening of 12' wide for each side with a clear depth of 10' forward of any bollards within the enclosure. A straight 50' 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 shall be determined solely by the Refuse Collection Bureau Staff.
9. 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.
10. Contact the Bureau of Parks 407.246.2283 for a tree removal permit before removing any 6" caliper or larger trees. Contact the Bureau of Parks 407.246.2283 for a tree encroachment permit prior to encroaching within the canopy of any 6" caliper or larger trees
11. As per Section 61.225 of the Land Development Code, a 5-foot wide concrete sidewalk is required along all rights-of-way. Any existing sidewalk damaged or broken is to be repaired.

Water Reclamation

The following conditions shall be incorporated into the Construction Plans submitted for review prior to permit issuance:

1. The Water Reclamation Division has no objection with the proposed annexation.
2. In conjunction with connection to the Narcoossee Rd sewer, a proportionate cost share to construct the sanitary sewer in Narcoossee Road will be assessed in addition to the sewer benefit fees. The proportionate cost share will be assessed by the Engineering/Zoning representative.
3. All private and public sanitary sewer collection and conveyance systems shall be designed and constructed in accordance with the City of Orlando's Engineering Standards Manual (ESM), Current Edition, and applicable standard construction details.

Contact Information

City Planning

For questions regarding City Planning plan review, please contact Colandra Jones at 407.246.3415 or colandra.jones@orlando.gov.

Transportation

For questions regarding Transportation plan review, please contact Jacques Coulon at 407.246.2293 or jacques.coulon@orlando.gov.

Engineering/Zoning

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

Water Reclamation

For questions regarding Water Reclamation plan review, please contact Julio Morais at 407.246.3117 or julio.morais@orlando.gov.

Review/Approval Process—Next Steps

1. City Council approves the MPB minutes.
2. Staff forwards the annexation and GMP amendment request to City Attorney's Office.
3. First reading of the combined annexation and GMP amendment ordinance.
4. Second reading (adoption hearing) of the combined annexation and GMP amendment ordinance.
5. The ordinance becomes effective after 31 days.
6. Adoption of the Narcoossee Multi-Family PD.