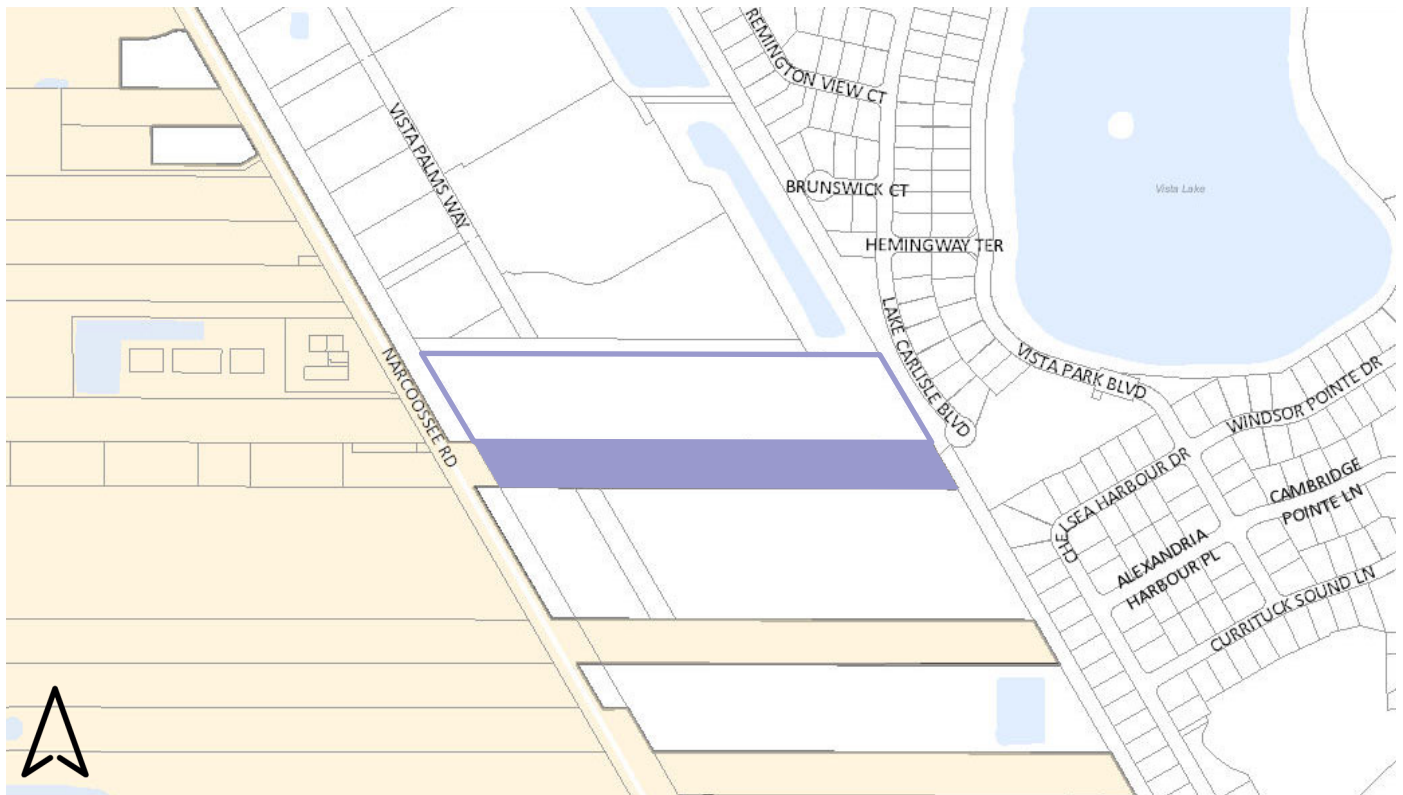


NARCOOSSEE MULTIFAMILY PD



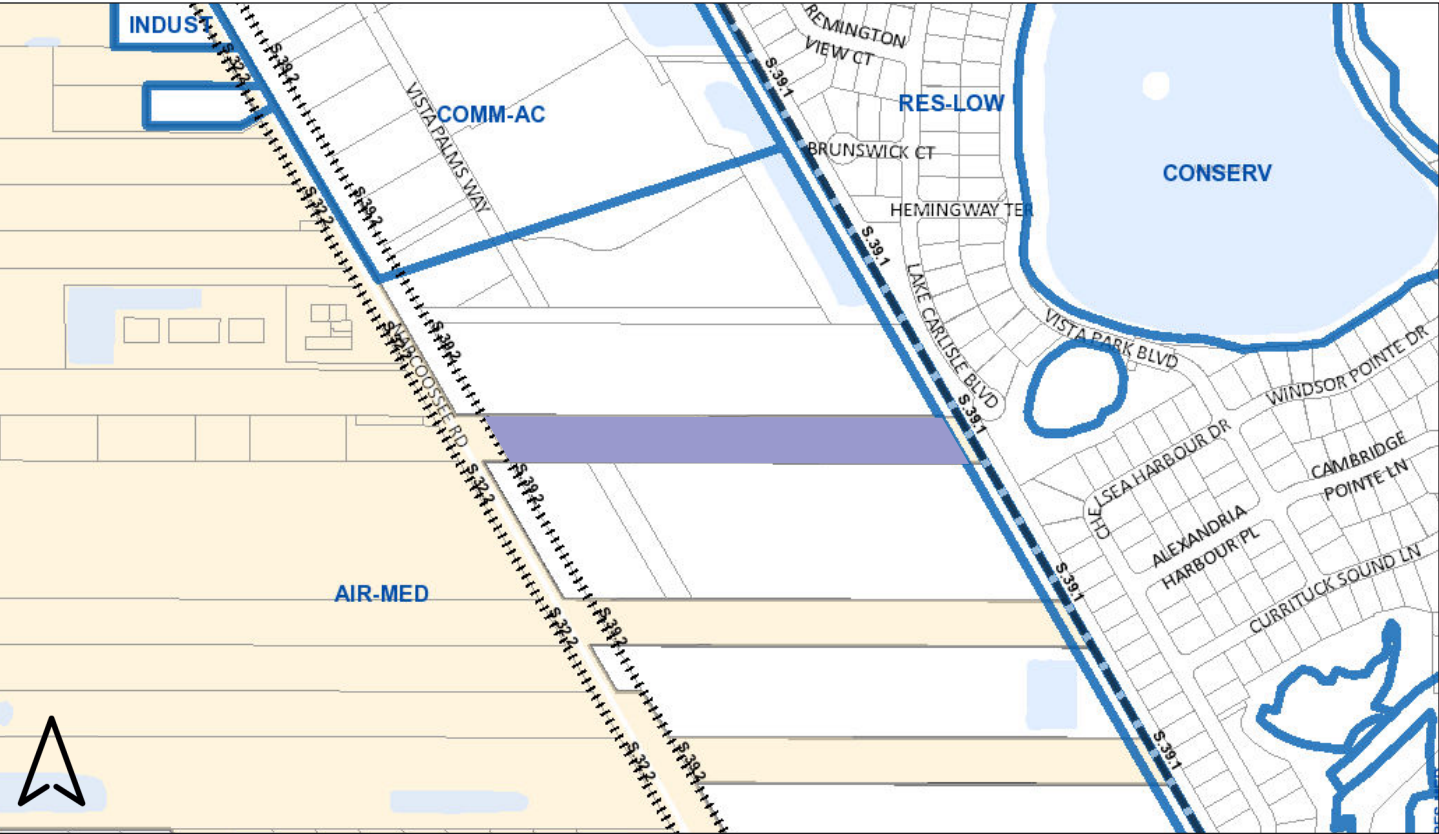
Location Map

Existing PD Subject Site

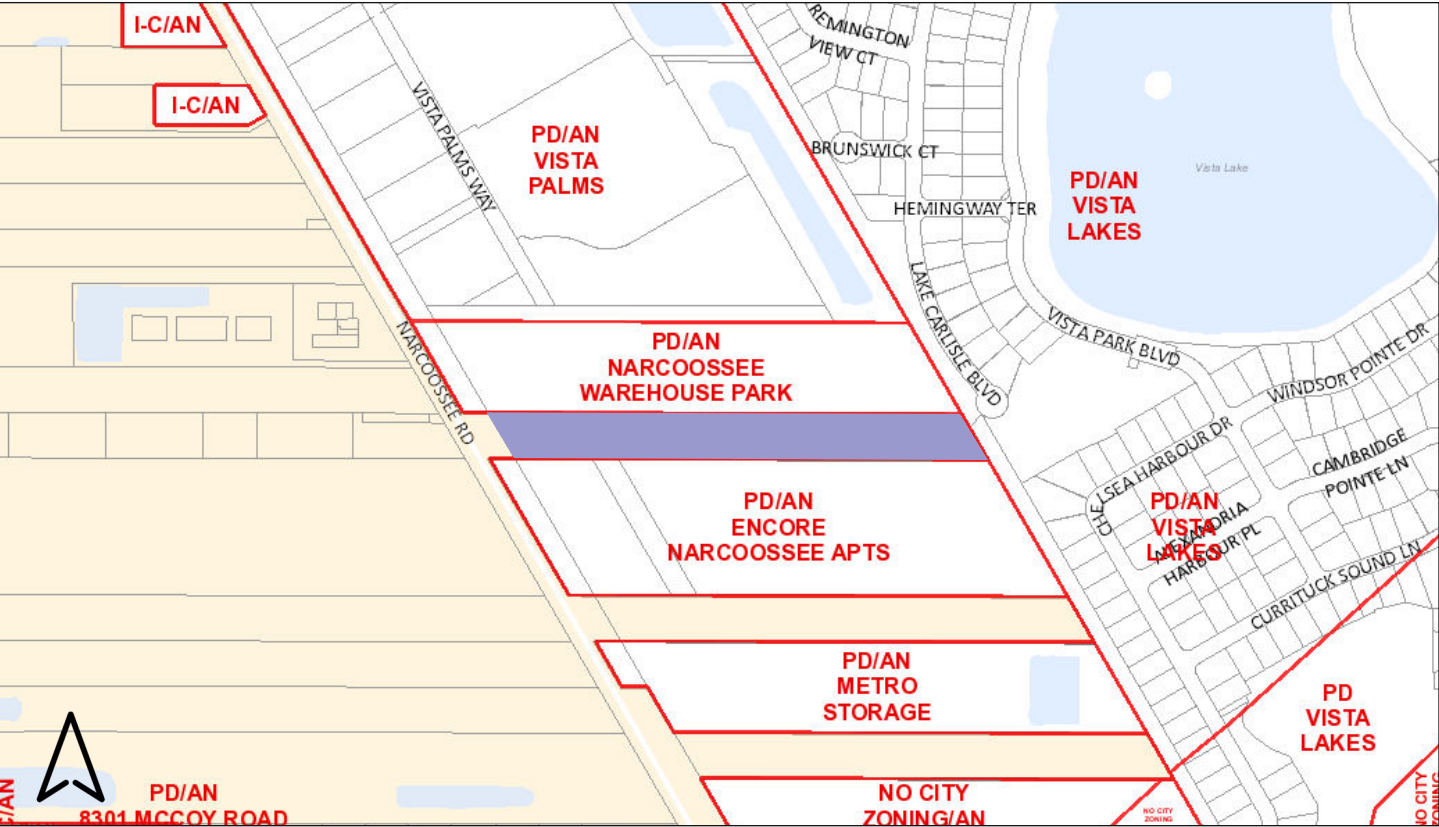
SUMMARY

<p>Owner Jose Luis Valenzuela Fleitas</p> <p>Applicant Brooks Stickler, Kimley-Horn</p> <p>Project Planner Manuel Ospina</p> <p>Updated: November 14, 2022</p>	<p>Property Location: 7525 Narcoossee Rd. Generally located east of Narcoossee Rd, south of LeeVista Blvd, north of the Beachline Expressway (SR528), west of the Central Florida Greenway (SR417) (+/-4.8 acres)</p> <p>Applicant's Request: Planned Development (PD) amendment to the Narcoossee Warehouse Park PD to expand the size of the PD to allow for two new multifamily buildings containing 112-multifamily dwelling units and rename the PD to the "Narcoossee Multifamily PD." As a result, the PD will increase from 188 to 300 dwelling units. (Also see ANX2022-10013; GMP2022-10035)</p>	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p> <p>Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of November 8, 2022. As of the published date of this report, staff has received no comments from the public concerning this request.</p>
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FUTURE LAND USE MAP



ZONING MAP



PROJECT ANALYSIS

Project Description

The applicant is annexing property at 7525 Narcoossee Rd. into the City and is requesting to amend the PD to change the development program to add two new multifamily buildings, creating 112 new multifamily dwelling units with associated infrastructure and parking south of the existing PD, with underlying zoning of AC-2 (Urban Activity Center) and Airport Support District Medium Intensity (ASD-1) Future Land Use (FLU) designation.

The applicant is also requesting to change the name from the Narcoossee Warehouse Park PD to the Narcoossee Multifamily PD.

Background

2007: Property at 7445 Narcoossee Rd. annexed into the City (Doc #0701221006).

2008: City Council approves initial zoning of PD/AN (Narcoossee Warehouse Park PD; Case GMP2006-00048, ZON2006-00051).

2014: Minor PD amendment approved to reduce the development program for the overall PD (LDC2014-00188).

2019: Owner acquires subject property at 7525 Narcoossee Rd.

2021: PD amendment approved by City Council to remove industrial uses and allow ±6,000 sq. ft. of commercial space and 188 units of multi-family development.

Project Context

The subject site is currently undeveloped. The property is approximately ±4.8 acres located east of Narcoossee Rd, south of Lee Vista Blvd. The subject site will be added to the existing ±9.7 acre PD for a total area of ±14.5 acres. Adjacent uses, zoning and future land use designations are shown on Table 1 below:

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	AIR-MED	PD/AN (Vista Palms)	Shopping Center
West	RES-LOW	IND-2/IND-3 (County)	Warehouse
South	AIR-MED	PD/AN (Encore Narcoossee Apartments)	Undeveloped
East	AIR-MED	PD/AN (Vista Lakes)	Single-family Residences

Conformance with the GMP

The Airport Support District—Medium Intensity FLU designation fits within the land use framework identifying the City's Southeast Sector Plan. The purpose of the Airport Support District is to provide employment locations adjacent to Orlando International Airport and residential development within the Southeast Sector Plan. Future Land Use element Policy 4.1.9 provides allowable uses and development intensities within the Airport Support District—Medium Intensity future land use designation. Policy 4.1.9 states:

Airport Support District - Medium Intensity (ASD-1)

Allowable Uses: Light Manufacturing, Warehouse, Office, Hotel, Retail and Service, Automobile and Truck Rental, Single Family and Multifamily Residential, Civic and Parks; Golf Course.

Minimum Intensity - 5 du/gross acre/No minimum for nonresidential uses.

Maximum Intensity - 25 du/gross acre/0.7 FAR.

Standards: ALL DEVELOPMENT:

- Residential development required to attain an average density of 5 du/gross acre.
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.
- Residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof for public schools based

PROJECT ANALYSIS

upon actual residential entitlements at the time of master site plan, land subdivision, or its administrative equivalent.

- The following 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:

<i>Use</i>	<i>Minimum Land Area Required</i>	<i>Maximum Land Area allowed</i>
Residential	0%	65%
Support Retail, Hotel and Services	10%	25%
Office	15%	70%
Industrial	0%	60%
Civic	10%	No Maximum

Conventional LDC:

- Retail uses less than 0.25 FAR.
- Office, hotel, and industrial development less than 0.5 FAR.
- All multifamily residential uses less than 12 du/gross acre.
- The standards of the AC-2 district shall apply; however, each proposed development shall be required to undergo Planned Development (PD)/master plan review to ensure that adequate design standards are implemented or buffering is provided between compatible residential and non-residential uses and to ensure that appropriate development standards are applied. If the proposed development conforms to the requirement of the I-P zoning designation, a PD is not required, however a master plan review is required.

Traditional Design:

- Retail uses equal to or greater than 0.25 FAR use standards for “Airport Commercial”.
- Office and hotel development equal to or greater than 0.5 FAR use standards for “Airport Commercial”.
- Industrial Development equal to or greater than 0.5 FAR use standards for “Employment District”.
- Village Center-Residential Block standards shall apply to all single family residential uses, and to all multifamily residential uses which exceed 12 du/gross acre.
- Civic space such as parks/plazas/greens are required.

In order to develop consistently with Policy 4.1.9, the applicant is requesting PD zoning. The proposed development falls as Traditional Development and must adhere to the required development standards as mentioned above. Traditional Design dictates that all Multi-Family residential development that exceeds 12 du/ac must follow Village Center-Residential Block standards development standards found on Chapter 68, Part 2 of LDC. As proposed, the development is compliant with the Village Center Development standards.

Land Use

The Airport Support District—Medium Intensity FLU designation does not allow residential use by right, however they may be allowed as a component of a PD.

The airport Support District—Medium Intensity FLU designation will cover the subject property with the exception of a 50 ft. strip along the rear of the property line (east) that carries a Conservation FLU designation. Subject to the limitations in this report, the proposed development is compatible with the surrounding uses along this sector of the Narcoossee Rd. corridor.

Schools

On July 7, 2008, the City adopted a Public School Facilities Element (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency which requires all residential developments be subject to school concurrency review. A list of exemptions from this review is provided under Section 16.2 of the Agreement. Included in the list of exemptions are DRIs that have filed a complete application for a development order

PROJECT ANALYSIS

prior to May 1, 2005 (Section 16.2(j)). The requested item is subject to the concurrency process, having been provided the application for OCPS.

Conformance with the LDC

The PD District is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts. It is also intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare. Proposed is a PD amendment with an underlying zoning of AC-2.

Table 2 - Development Standards

Acreage	Use	Sq. Ft. / Dwelling Units	Density (du/ac)		FAR (Floor Area Ratio)	Building Height	ISR (Impervious Surface Ratio)
			Min/Max	Proposed	Max.	Max.	Max.
14.5	Multiple Uses	300 Units (±12.5 ac.)	5/25*	24	0.70	100	0.7*
		Commercial (±2 ac.)					

*Limited by the Airport Support District Medium Intensity (ASD-1) FLU.

Table 3 - Setback and Landscaping Requirements

Use or Phase	Yard	Building Setbacks	Landscaping/Buffers*	
		Minimum AC-2	Required*	Proposed
Multiple uses	Front—Narcoossee Rd.	0 ft.	none	8 ft.
	North Side	0 or 3 ft.	'B' (8-10 ft.)	10 ft. (no change proposed)
	South Side	0 or 3 ft.	'B' (8-10 ft.)	8 ft.
	Rear	20 ft.	'A' (5-7 ft.)**	50 ft.
* Dimensions refer to range of acceptable buffer depth; each requires plantings and/or screen wall.				
** 50 ft. conservation area along the eastern property line (rear of the site), which must be kept.				

The AC-2 district is intended to provide for concentrated areas of community-serving commercial, office, residential, recreational and cultural facilities, at higher intensities than in surrounding neighborhoods. Although some Community Activity Centers may be composed of a single type of use, a mixture of land uses is specifically encouraged. These activity centers are intended for locations where a combination of arterials and four lane collectors and mass transit service are available, providing access to other activity centers and surrounding neighborhoods.

In the underlying zoning of AC-2, the site is allowed a maximum height of 100 ft. The proposed apartment buildings will be far below the maximum allowed. See Table 2 for additional standards.

Building setback standards are provided in Table 3 above. The AC-2 zoning district allows a front setback of 0 ft, a side setback of 0 to 3 ft, and a rear setback of 20 ft. To the east lies Vista Lakes residential community, Carlisle neighborhood. The two proposed buildings do not encroach closer to the single-family residences in the Carlisle neighborhood than the previously approved Narcoossee Warehouse Park PD buildings.

Subarea Policies

The subject property is located in Future Land Use Subarea 39 and is subject to Subarea Policy S.39.2. The policy states that the Aircraft Noise Control Zones Map (Figure LU-2B.1) shall be incorporated into all illustrative master plans

PROJECT ANALYSIS

for new development within this corridor. Additionally, 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.

Environmental Conditions

Conservation Element Policy 1.4.1 states that all projects requiring Municipal Planning Board and City Council review within the City shall include an Environmental Assessment. Developments exempt from this requirement include those located within the “Urbanized Disturbed Lands” area shown in Figure C-1 of the conservation element. According to Figure C-1 the subject property is located outside of the “Urbanized Disturbed Lands” area and is therefore not exempt from this requirement. The applicant was required to submit an Environmental Assessment of the subject property. Before obtaining any permits, the property owner will be required to submit approved permits from the Water Management District, the Army Corp of Engineers, and any other applicable federal, state, or local agencies.

At the time of this review, an environmental assessment has not been provided.

Urban Design

The proposed development has frontage on Narcoossee Rd. The proposed commercial use faces the front (west) of the site, while the multi-family development along with related parking and stormwater pond are located in the back of the subject site. To the south, the site abuts the Encore Narcoossee Apartments, which are undergoing permitting. To the north the site abuts a vacant city-owned parcel and a shopping development part of Vista Palms. Relative to pedestrian connectivity throughout the site, the commercial tract will include sidewalks along the north that will tie into the existing external pedestrian sidewalk on Narcoossee Rd. An additional 0.89 acres are being provided for commercial uses along Narcoossee Rd. from previously approved. Stormwater will flow into a pond located at the rear of the site. The stormwater system is proposed to discharge to Econlockhatchee River.

Bufferyards

Required and proposed buffers are provided in Table 3. Landscaping must be consistent with LDC Chapter 60.

Signage

Per LDC Section 64.257, the apartment complex is entitled to 6-ft. tall, maximum 18 sq. ft. apartment identification signs near the entrances to the complex. Additional interior signage is also allowed. Signage for commercial uses will be based on building frontage facing Narcoossee Rd. and/or internal streets.

High-rise signs (wall signs mounted higher than 30 ft. on the building) are typically not allowed on apartment buildings, and since the closest multifamily building to Narcoossee Rd. will be 4-stories tall, high-rise signs may be desired by applicant.

Transportation

The site is accessed from Narcoossee Rd., a four (4) lane Arterial road that connects to the Beachline (S.R. 528) to the south and Lee Vista Blvd. to the north. Subarea Policy S.1.10 requires multi-family developments to provide cross-connectivity to the surrounding roadway system and enhance access to surrounding land uses. The subject site will have one (1) access points along Narcoossee Rd., and will include cross-access to the abutting north and south properties. Future cross-access to north and south properties is provided by the applicant.

Parking

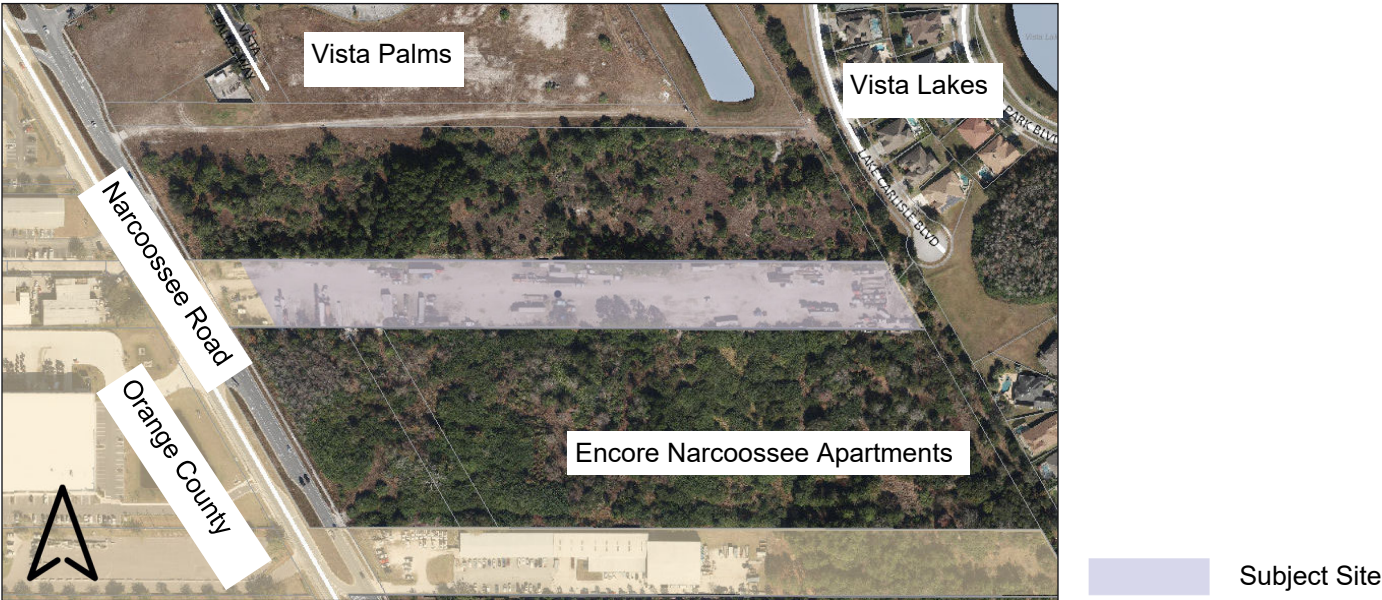
Per LDC Section 61.322, Figure 26, the proposed apartment development will require a minimum 492 spaces, based on the proposed apartment (bedroom) count. Parking spaces will be located on surface parking throughout the site with some private garages. Multifamily use has no maximum parking requirements. Parking calculation for the commercial uses will be determined at time of SPMP. More detailed parking requirements are found in Table 4.

Table 4 - Parking Requirements			
Use	Units	Minimum Ratio	Minimum Spaces Required
Studio	16	1/unit	16
1 bdrm	148	1.5/unit	222
2 bdrm	127	1.75/unit	222
3 bdrm	16	2/unit	32
Commercial	±2 ac.	tbd	tbd
Total Required			492
Total Proposed			553

School Capacity

Orange County Public Schools (OCPS) has two school review processes. The capacity Enhancement Process (CEP) applies to land use approvals, including GMP amendments that increase residential density. The concurrency process applies to all residential development that is not de minimus or previously vested through a development of Regional Impact (DRI) Development Order, or another agreement. Application must be made to OCPS, to include a determination prior to the MPB meeting.

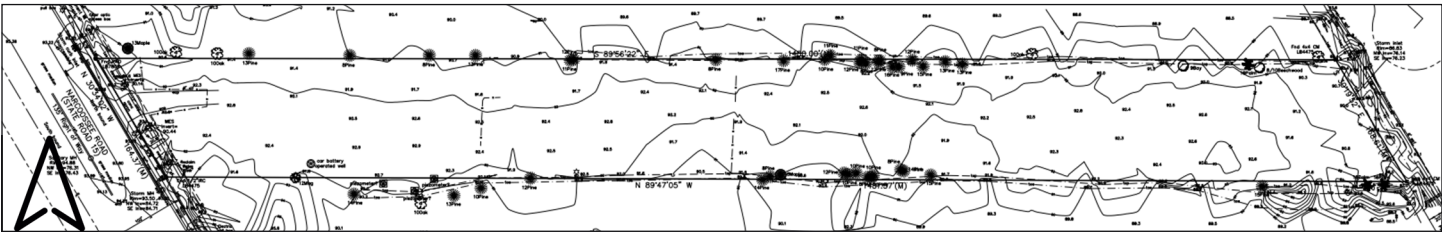
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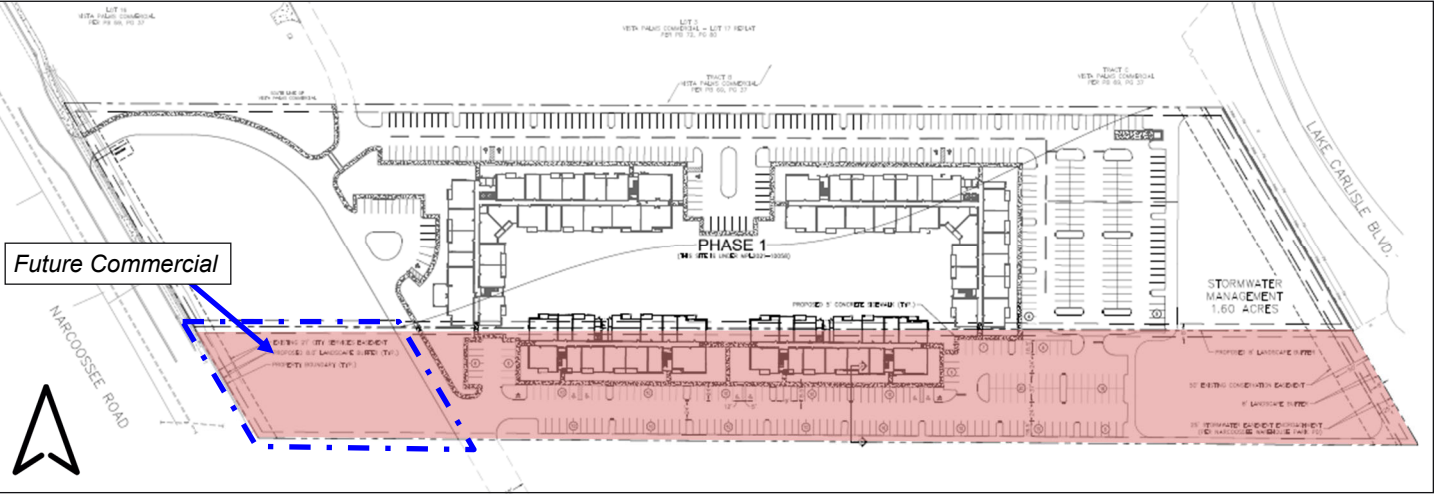
GOOGLE STREETVIEW PHOTO



SURVEY

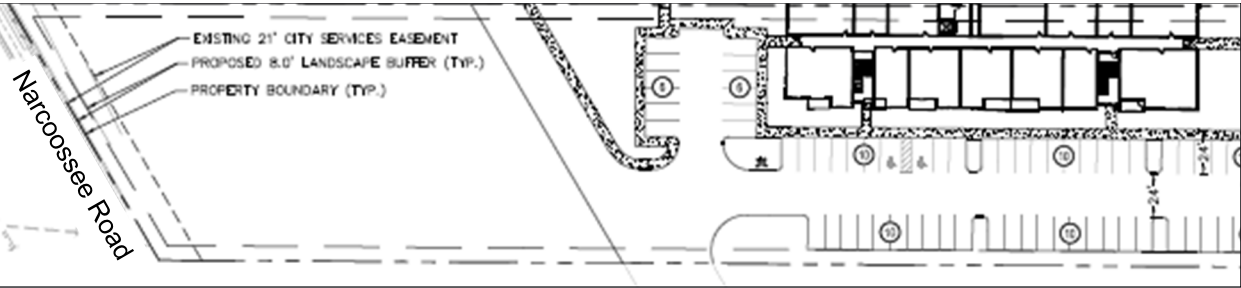
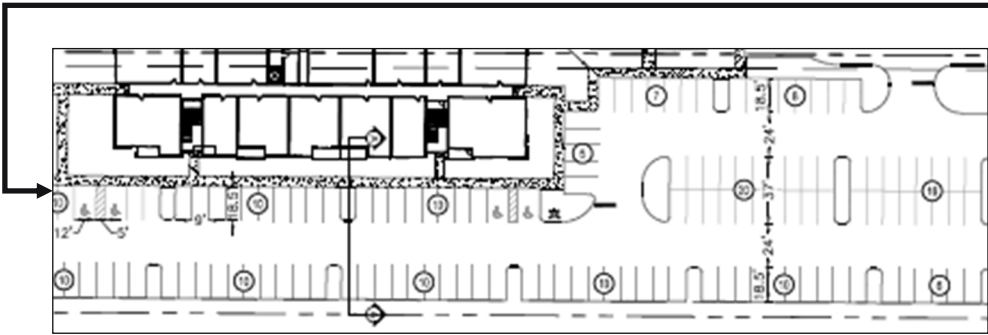
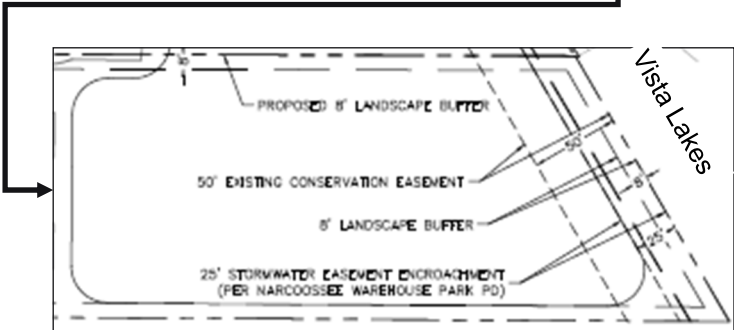


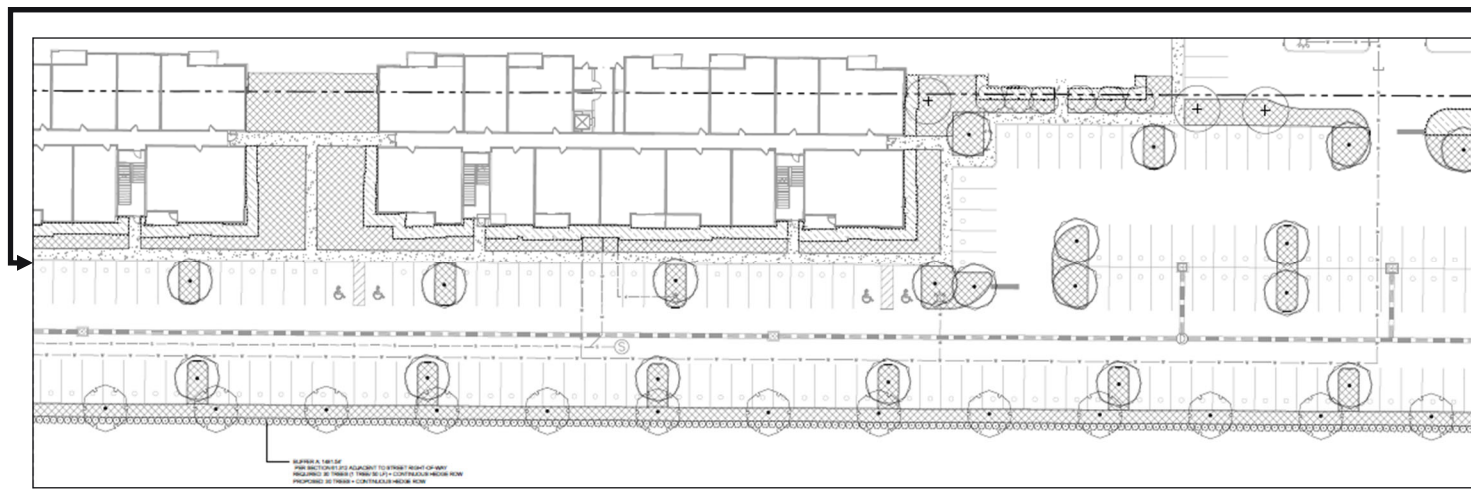
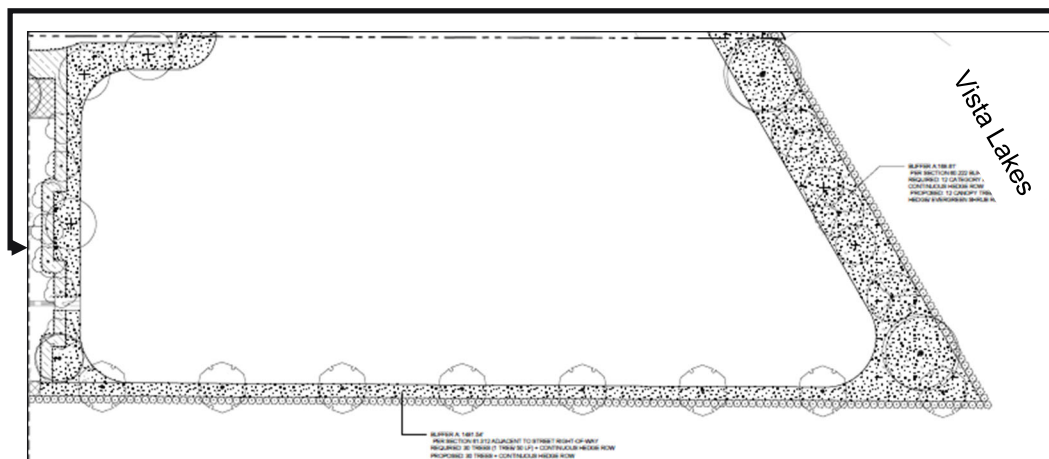
SITE PLAN (INCLUDING EXISTING PD)



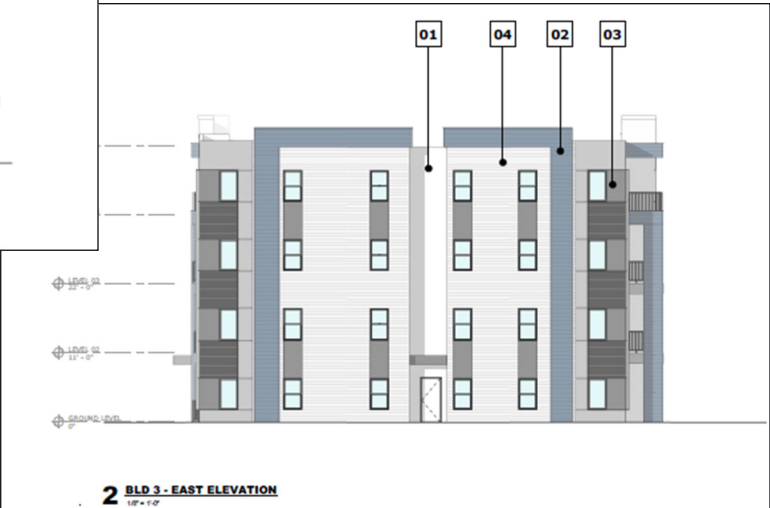
Subject property to be added to PD

SITE PLAN DETAIL



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ELEVATIONS



FINDINGS

Staff finds that the proposed Narcoossee Warehouse Park PD amendment is consistent with the requirements for approval of PD applications as contained in Sections 58.361 and 65.366 of the Land Development Code (LDC):

1. The proposed PD is consistent with the City's Growth Management Plan.
2. The proposed PD is consistent with the City's Land Development Code.
3. Proposed development will meet standards for development in the default AC-2 zoning district.
4. Unless otherwise stated within the PD ordinance, the proposed development will conform to all applicable performance and design regulations of LDC Chapters 58, 60, 61, 62 & 64.
5. Existing public facilities and services are adequate to serve the proposed PD.

Staff Recommendation

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the Narcoossee Warehouse Park PD amendment, subject to the conditions in this staff report.

CONDITIONS OF APPROVAL

Growth Management

The Comprehensive Planning Studio has no objections to the PD and has the following comment for the initial zoning for 7525 Narcoossee Road: 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.

Land Development

1. Land Use and Zoning - Unless otherwise stated, development of the overall PD must be consistent with the development standards provided herein and of the default AC-2 zoning designation.
2. Purpose of the PD - The PD serves as a "framework plan" of what will follow once the GMP (future land use and Sub-area Policy) amendments have been completed. The PD will allow commercial and multifamily uses under the AC-2 underlying zoning designation.
3. Impervious Surface Ratio (ISR) - Total ISR is limited to 70% under Air support Medium (ASD-1) Future Land Use.
4. Floor Area Ratio/Density - Non-residential intensity (FAR) of the overall development site cannot collectively exceed 0.7 (≤443,675 sq. ft.). Total density cannot exceed 25 dwelling units per acre, per the corresponding Airport Support District - Medium Intensity (ASD-1) future land use designation, (there is no minimum intensity outside of the Traditional City overlay). The proposed density of 24 dwelling units per acre is below the maximum allowed per the zoning district and FLU.
5. Parking - A minimum 492 parking spaces must be provided, based on a total 300-unit apartment complex.
6. Signs must be consistent with LDC Section 64.257 Multi-family signage. Permits must be secured for all site signage prior to fabrication and installation. Digital signs, banners, tethered balloons and temporary "coming soon" and "grand opening" signs are not allowed.
7. Landscape Buffers consistent with LDC Chapters 61 & 62 will be required for the overall site and proposed uses.
8. Master Plan/SPMPs - Retail phase of development will require a Master Plan/SPMP (possibly administrative if it meets the criteria of LDC Section 65.331(c)).
9. Neighborhood Park LOS - In order to meet the project's requirement to include parks/recreational amenities consistent with the City's neighborhood park level of service standards, the applicant shall develop the open spaces and recreational amenities in order to provide additional open space to residents of the area.
10. Phasing - The proposed multifamily development will be constructed in one phase.
11. Scope of Master Plan - The proposed development must be as described within this report. Any changes in the future use and operation of the site as described herein may require an amendment to the Master Plan. This approval is not transferable to another property or parcel.
12. Schools - The proposed 300-unit apartment complex is subject to Orange County Public School (OCPS) concurrency requirements. An application must be submitted to OCPS before Municipal Planning Board. A concurrency Management agreement (CMA) is required and must be approved before the recording of the plat.
13. PD Validity - The PD will be valid for 5 years following approval/adoption of the corresponding GMP (Future Land Use and Sub-Area Policy) amendments. The PD is activated when permits for the initial phase of development are requested and issued for any of the proposed uses on the property.

Urban Design

1. Unless modified herein all conditions of approval of ZON2021-10021 and MPL2021-10058 still apply.
2. The proposed architecture must be generally consistent with what's proposed with this application. Any major changes may require the application to go back before the board for review.
3. Any mechanical equipment used for EV parking must be placed in a way that does not conflict with any parking lot landscaping requirements such as buffers or intermediate/row-end landscape islands. All mechanical equipment (including that associated with EV infrastructure) must be clearly shown on all plans submitted for permitting.
4. All row end and intermediate landscape islands must be planted with canopy trees. Said trees must be at a minimum 3 in. in diameter and 12 ft. in height.
5. A landscape plan and MRLS worksheet must be provided at the time of permitting. The minimum MRLS score must be met, add landscaping as needed to comply.

Transportation

1. All aspects of the site plan are required to conform to all applicable minimum standards set forth in the editions of the City Code and the City Engineering Standards Manual that are in force at the time of any construction of this project.
2. Support of this submittal by the Transportation Dept. does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services.
3. The north-south access corridor must be platted as a separate tract and must maintain cross-access and be platted as such from the northern property line to the southern property line.
4. A cross section for the north-south access corridor must match that on phase 1 of the development and must be provided at the time of final site plan determination, the design must include:
 - a. Drive lanes between 10 ft. and 12 ft. in width.
 - b. A curb and gutter on each side of the drive.
 - c. A 6 ft. wide sidewalk on each side of the drive (note that the sidewalk along the commercial outparcel may be constructed at the time of development of the retail parcel).
 - d. The sidewalk must cross the island in front of the building in phase 1 and must also extend to the southern property line/road stub.
 - e. Crosswalks must be provided at each roadway crossing of the sidewalk.
5. On-site sidewalks must be a minimum of 5 ft. or 6 ft. wide when adjacent to drive aisles or parallel parking and 7 ft. wide when adjacent to parking stalls unless wheel stops are used. As shown several areas of the sidewalk are only 5 ft. wide and it is not clear if the adjacent parking spaces will utilize wheel stops.
6. Crosswalks must be installed across each driveway entrance and wherever a designated pedestrian path crosses a vehicle travel lane. Each crosswalk must be clearly marked. Clearly marked crosswalks shall be designated with high intensity markings in a "ladder" pattern per Manual of Uniform Traffic Control Devices (MUTCD) standards.
7. Parking must be provided in with CH 61 of the Land Development Code.
 - a. EV Capable parking spaces: A minimum of 20% of the required parking spaces must be EV Capable. EV capable means: "These parking spaces prepare for future Electric Vehicle Supply Equipment (EVSE) installation by providing dedicated electrical capacity in the service panel (40amp breaker for every two EV Capable two spaces) and conduit to the EV Capable space. These spaces do not require wiring to the space or a receptacle."
 - b. EVSE Installed parking spaces: A minimum of 2% of required parking spaces must be EVSE Installed. EVSE Installed means: "EVSE Installed: These parking spaces are reserved for EVs and provide drivers the opportunity to charge their electric vehicle using EV charging stations rated at a minimum of 32amp 7.2 kW. These spaces should be installed per the requirements of the National Electrical Code (NFPA 70) as adopted and amended by the State of Florida."
 - c. EV Design Requirements: All EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G.
 - d. Two Wheeled Vehicle Parking: At least two 2-wheel vehicle (motorcycle) parking spaces must be provided in accordance with LDC Sec. 61.322 (d).
8. Bicycle parking must be provided in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code, and shall be made available prior to the issuance of any Certificate of Occupancy for the use being served.
 - a. A total of 11 short term and 11 long-term bicycle parking spaces are required for the proposed uses. 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.

Wastewater

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

1. The Water Reclamation Division has no objection with the proposed zoning application.
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.
4. For questions about Water Reclamation Division review, please contact Julio Morais, P.E., (407) 246-3724 or julio.morais@cityoforlando.net, and/or Dave Breitrick, P.E., Engineering and Mapping Manager (407) 246-3525 or david.breitrick@cityoforlando.net.

Solid Waste

Please include plans for a double refuse enclosure which accommodates both garbage and recycling. This enclosure must adhere to dimensional requirements outlined in the City's ESM. If a compactor is to be used for garbage, a single enclosure for recycling is sufficient. A double enclosure must be at least 24' wide by 10' tall.

INFORMATIONAL COMMENTS

Building

Building and Fire code compliance will be reviewed during formal plan review process when submitted to Permitting Services.

Development Review

1. 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.
2. 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.
3. 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.
4. Fees - Parks - MF A Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
5. 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.
6. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
7. 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.
8. 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.
9. 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.
10. At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.
11. Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.
12. 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.
13. For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.
14. The Office of Permitting Services recommends approval of the proposed Planned Development (PD), subject to the

above listed conditions and requirements.

15. As per Section 61.225 of the Land Development Code, a 5 foot wide concrete sidewalk is required along all rights-of-way. Any existing sidewalk damaged or broken is to be repaired.

Public Works

1. Topographic and boundary Survey(s), and civil plans must be revised and updated to depict existing and proposed easements taking into consideration the 20-ft easement beyond the east property line that shelters, among others, 1070 linear feet of 24-inch Reinforced Concrete Pipe (RCP) located within the northeast quadrant of Narcoossee Road and the Beachline Expressway (SR528). Existing Stormwater 24-inch RCP and structures must be included and labeled appropriately as well as the 50-ft drainage easement within the property, mentioned by the Engineer of Record on the Annexation and PD Amendment's memorandum.
2. Since a formal submittal for Site Engineering is required, supporting information must be provided demonstrating that discharges due to the proposed improvements and stormwater system do not exceed the peak stages and flow rates of the original model for which the existing pipe was designed and constructed.
3. Engineer's Certification shall be provided in civil plans and stormwater-drainage report by the Engineer licensed in the State of Florida, responsible for the stormwater design, which reads as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
4. Documentation of obtaining a South Florida Water Management District permit will be required during site engineering permitting. Documentation could be a SFWMD exception letter, copy of the SFWMD-ERP permit or Modification letter.
5. Construction activities, including clearing, grading, and excavating activities that will disturb 1 acre of land or more shall submit a "Notice of Intent," FDEP Form 62-621-300(4) (b), to FDEP and obtain the acknowledgment letter with the FDEP identification number of the project before any construction. The copy of the FDEP-NPDES (NOI) acknowledgment letter must be uploaded to ProjectDox before the project approval.
6. All proposed walkways/sidewalks must comply with ADA requirements.
7. For questions regarding Engineering Site issues, contact Susana Michaud at susana.michaud@cityoforlando.net or 407-246-3233.

Police

CPL Edgar Malave is the Crime Prevention liaison for this district. The OPD Crime Prevention officer can discuss with you alarms(residential or business), personal safety, crime prevention strategies and neighborhood or community watch programs. Please contact him at Edgar.Malavel@orlando.gov or 407-246-2513

Fire

The site review of the conceptual designs presented is preliminary and cursory in nature, as such, the comments communicated are not official determinations. The intent of comments provided is to alert designers to conditions and/or other considerations that require a deeper consideration of the FFPC, Florida Fire Code, NFPA 1. 18, State administrative requirements and City of Orlando, Municipal Code (Chapter 24) Fire Prevention, when finalizing the design for formal plan review.

1. The architectural design of the building, floor plans, life safety egress system, fire protection systems, and fire department access will be reviewed in detail for State, Fire Code, FFPC and City Fire Code compliance at the time of permit application for formal plan review of 100% drawings. ZERO LOT LINE BUILDING DESIGN. The conceptual design should indicate the location of stairs in relation to the access road, hydrants – existing and proposed, sprinkler riser room, fire pump room, and access roads – existing or proposed. The following conditions are to be considered in zero lot line designs.
2. REQUIRED ACCESS. The Orlando Fire Department requires access to two sides of a building or structure.
3. HAZARD DETERMINATION. The location of a hazard natural or manmade cannot be predetermined. As such designs incorporating predetermined locations for staging by OFD apparatus are not applicable for review of fire department access.
4. MANUAL STAGING. The Orlando Fire Department does not conduct manual staging operations under a structure. Any travel otherwise under a structure must be reviewed and approved by Orlando Fire Department prior to formal plan review.
5. FIRE PROTECTION FEATURES. Zero Lot Line site conditions often do not meet the specific requirements of the FIRE CODE. Wherein no access is provided to the sides or rear of a building. In such cases, the AHJ is authorized to require additional fire protection features to offset increased hazard and or delays created by the design. NFPA 1.18.2.3.1.4.
6. 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.

7. 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
8. FEDERAL DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP). An FDEP clearance is required to release water supply to a construction site. Vertical construction of a building without water supply is prohibited. NFPA 1.16.4.3.1.3. It is therefore, critical, that the process to receive a FDEP permit and clearance for the use of treated water to sites and projects begins early in the conceptual stage. To begin the process see the following link www.fldepportal.com/DepPortal/go/apply
9. COMMENTS FOR CONSIDERATION TOWARDS 100 PERCENT DRAWINGS
10. CUP - CONDITION USE PLAN. The change of use is granted conditional to compliance with the NFPA requirements for life safety and Fire Department Access. For use of an existing space or building an inspection from the Office of Fire Safety Management is required before use can be granted. Call 407-246-3144 to schedule an inspection.
11. FIRE DEPARTMENT ACCESS, A MANDATORY REQUIREMENT. Approved fire department access roads shall be provided for every facility, building, or portion of a building hereafter constructed or relocated. NFPA 1.18.2.3.1.1; NFPA 1.18.2.3.1.2
12. Fire department access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
13. SURFACE AND DIMENSIONS: 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)
14. 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.
15. The minimum required width of a fire department access road shall not be obstructed by parking spaces or reduced in any other manner.
16. Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles.
17. 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.
18. ACCESS TO BUILDINGS. The access road itself must extend 50ft. from an exterior doorway that allow access to the building's interior via a common hall or common lobby area, or the largest tenant area if the building does not have a common interior area. NFPA 1.18.2.3.2.1
19. 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]
20. STAGING UNDER STRUCTURES. The Orlando Fire Department does not conduct manual staging operations under a structure. All travel designed under a structure must be reviewed and approved by Orlando Fire Department prior to formal plan review.
21. APPROVED TURNAROUND: An approved turnaround shall be provided for fire apparatus where an access road is a dead end in excess of 150 ft.
22. The turnaround shall be the minimum 20ft. width of the fire department access road and sized for the dimensions and maneuvering space of the largest OFD apparatus (60 ft. length / 20 ft. width).
23. AREAS SUBJECT TO OBSTRUCTION. 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]
24. APPARATUS DIMENSIONS. The dimensions for calculation of auto-turn analysis shall include the following for the Orlando Fire Department apparatus. Width 10' Feet, Truck body length 52' feet 22" Inches, Weight 75,000 pounds, Maneuvering radius 50 ft. exterior and 30 ft. interior.
25. ENGINEERED STABILIZATION. Fiber products installation for soil and turf reinforcement will be conditionally approved by the AHJ. A statement indicating that current and future owners of this property will maintain the integrity and stability of this treated soil or turf for the use of City of Orlando Fire Truck Apparatus must be recorded with the property's deed. Also, the soil or turf access treated with this product will be made available to City of Orlando Fire Department Vehicles at any and all times for testing purposes. [NFPA 1.18.2.3.5 and 18.2.3.5.2]
26. POINT LOAD CALCULATION. The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer. NFPA 1901.19.21.4.2
27. Water Supply: All site plans shall indicate the location of fire hydrants. All portions of an unsprinklered building must

be within 300 ft. distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. City Code Chapter 24.30; NFPA 1.18.3

28. Needed Fire Flow: The required fire flow for commercial structures shall be determined as specified in the standard: Determination of Required Fire Flow as published by the Insurance Services Office (ISO). The fire flow for a building when sprinkler protected in accordance with NFPA 13 will be calculated at 50% of a non-sprinkler protected building, but shall not be less than 1000 gpm. Calculations and a water supply analysis shall be provided to demonstrate delivering of fire flow.

CONTACT INFORMATION

Building

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

Development Review

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

Fire

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

Growth Management

Contact Colandra Jones at 407.246.3792 or colandra.jones@orlando.gov.

Land Development

Contact Manuel E. Ospina at 407-246-3235 or at manuel.ospina@orlando.gov.

Police

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

Public Works

Contact Susana Michaud at 407.246.3195 or susana.michaud@orlando.gov.

Solid Waste

Contact Evan Novell at evan.novell@orlando.gov

Transportation

Contact Jacques Coulon at 407.246.3427 or jacques.coulon@orlando.gov.

Urban Design

Contact Chris DeLoatche, at 407.246.3624 or chris.deloatche@orlando.gov.

Waste Water

Contact Julio Morais, P.E., 407.246.3724 or julio.morais@orlando.gov

REVIEW/APPROVAL PROCESS—NEXT STEPS

- 1.MPB minutes scheduled for review and approval by City Council.
- 2.Ordinance request sent to Legal.
- 3.Plat application
- 4.1st and 2nd reading of the Planned Development Ordinance.
- 5.Building permits.