



July 15, 2024

Andrew McCown
GAI Consultants
618 E. South St., Ste. 700
Orlando, FL 32801
a.mccown@gaiconsultants.com
Jakub.hejl@westsidecg.com

For: Lake Orlando Landowner, LLC, 701 Brickell Ave., Ste. 1550, Miami, FL 33131

RE: Letter of Determination for Minor SPMP Change & Final Site Plan & Appearance Review
for RoseArts Phase 1, 5155 Rosamond Dr., Orlando, FL (Parcel ID #08-22-29-7746-31-
000) **DET2024-10001**

Mr. McCown:

I have reviewed your Letter of Determination request relative to a Minor Change to the approved Specific Parcel Master Plan (SPMP) and Final Site Plan and Appearance Review approval of the proposed RoseArts Phase 1, to be located on a 38.5+ -acre parcel on the north side of Lake Breeze Dr. and southeast side of Rosamond Dr., Orlando, FL. You have provided updated site and landscape plans and updated building elevations for the proposed Phase 1 mixed use development. You also provided a very detailed 8-page project narrative, explaining the changes since adoption of the RoseArts PD and Phase 1 Specific Parcel Master Plan (SPMP).

History – A review of our files yields the following analysis relative to the Minor SPMP Amendment & Final Site Plan with Appearance Review request:

- The 38.5-acre property (not including the 3-acre Lake Orlando Conservation Area and a 2.75-acre area on the south side of Lake Breeze Dr.) is part of the larger 128-acre RoseArts development, which consists of the defunct Lake Orlando Golf & Country Club, which was acquired by the current owner in July 2019.
- In late 2021, the property was redesignated to Urban Village future land use and rezoned to PD/W (Planned Development, with Wekiva Overlay).
- The PD (ZON2021-10008, Ord. No. 2021-74) was previously approved on December 6, 2021, to allow a mixed-use development of up to 5,650 residential units and up to 350,000 sq. ft. of non-residential uses, along with preservation of wetlands and conservation areas, all on the total 128-acre property. The Phase 1 Specific Parcel Master Plan (MPL2022-10051) for up to 1,600 residential units and up to 150,000 sq. ft. of non-residential uses to be in four multi-story buildings was approved by City Council in September 2022.

Analysis - Per Land Development Code (LDC) Section 65.331, the site required Specific Parcel Master Plan (SPMP) review, because the development would have more than 12 multi-family dwelling units. As part of the SPMP review, staff determined that the submittal was of sufficient detail to require a separate Final Site Plan with Appearance Review determination, which is what

is now being requested, along with a Minor Amendment to the 2022 SPMP.

SPMP Amendment – You provided the following narrative comments to explain the purpose of the Phase 1 SPMP amendment:

The Borrow Pit - The most significant driver of the proposed changes, and the one which necessitated the amendment to the Phase 1 Master Plan, is the large rectangular pond that exists both inside and outside of the RoseArts project (northeast corner of the site). This pond featured heavily in the original design with plans to fill portions for Building A, the spine road, and the central park. Following approval for Phase 1, while conducting bathymetric surveys, it was discovered that the pond was significantly deeper than expected. In some places the pond exceeds 30-ft in depth, with steep sides, leading us to believe that this was not just a stormwater pond, but a former borrow pit for the original construction of Rosemont. Unfortunately, the deepest parts of the pond corresponded with the locations of Building A and the central park. This depth made filling for any building or road unfeasible. The majority of changes proposed in this amendment are related to this single issue. Note that the northernmost portion of the pond, which generally corresponds on the aerial with the thicker vegetation, is significantly shallower at approximately 3-ft. contour.

Shifting the Pieces - Building A, the central park, and the spine road all had to shift outside of the deep part of the borrow pit, which affected some aspects of the design. The challenge was to accommodate these moves while still maintaining the program, the quality of the design, and the integrity of the vision. We feel that all of these were accomplished in the revised design.

- Building A was rotated 90-degrees and morphed into an “L” shape, rather than a long north-south orientation. This configuration maintained significant retail frontage along the spine road yet minimized use of retaining walls along the pond.
- The original two-leg entrance road [from/onto Rosamond Dr.] was collapsed into one and the triangle pond was removed. As before, this spine road remains lined with retail.
- Building B shifted to align with the new spine road location and was shortened to accommodate the relocated central park space. The shift brought Building B completely out of the setback/stepback zone and is now slightly more than 200-ft from the adjacent single-family properties (from a previous 160-ft. setback).
- The realignment of Buildings A and B, as well as the removal of the triangle pond, afforded us the opportunity to put active uses and additional linear park space along Rosamond Drive. We envision these frontages to include retail and live/work units which will activate Rosamond Drive much more effectively than the original design.
- The linear pond along the western border [east of the rear yards of homes on the east side of N. Lake Orlando Pkwy.] needed to expand slightly to accommodate the removal of the triangle pond, so the spine road was somewhat flattened, which did not affect the section including the cycle track.
- The shifting of the pond and road caused Building C1 to become slightly skinnier and the rear driveway was removed to make sufficient space. The garage is now accessed from the south, rather than the east side.
- Building C2 was shortened to move it out of the adjacent stepback area.
- The park at the south end of the phase [near Lake Breeze Dr.] was significantly expanded and will include a signature dog park.
- Central Park - The main central park has been moved from the east side of the spine road to the west side of the spine road, at the end of Building B. Most of the original programmatic ideas from the original design carried over to the new

location including a performance pavilion and lawn, water features, plazas, gathering places, and art installations. The iconic tower will remain on the east side of the spine road on a smaller plaza, which will terminate the stunning view from the project's Rosamond entrance. The new central park space is 0.93 acres compared with the original 1.27 acres; however, when taken along with the tower plaza immediately across the street, the new acreage is comparable at 1.22 acres.

- Garages - With the tightening of the developable space within the project, some of the garages have new exposed faces not in the original design. These faces will include architectural finishes and screening artwork as illustrated in the elevations and renderings. Per the PD conditions, all garage ground floors facing a public ROW have at least 75% occupied space in the form of retail, offices, or amenity facilities.

Zoning – The approved PD (with default AC-2/W zoning) allows multi-family development at a minimum density of 30 dwelling units per acre and not to exceed 100 dwelling units per acre. The maximum allowed impervious surface ratio (ISR) under the default AC-2/W zoning is capped at 90%. Development of the proposed 1,600 units (along with 150,000 sq. ft. of non-residential uses) will result in a density of 41.5 dwelling units per acre, compliant with Code. Per the site plan, the impervious surface coverage is estimated to be less than the maximum 90% allowance.

Transportation – The site plan for phase 1 of the development includes a shift of the primary access roadway along Rosamond Dr. from the eastern end of the project, as approved in the PD, to the center roadway. As noted in Figure 2 of the Major Thoroughfare Plan (MTP), LDC Section 61.214, a minimum separation of 660 ft. is required for full access intersections, 330 ft. for directional access and 125 ft. for right-in/right-out on Access Class C roadways with raised medians; Rosamond Dr. has an Access Classification of Class C. This project is seeking separation exemption for the project intersections along Rosamond Dr.

The proposed driveway separation is as follows:

- Eastern Access Roadway – The eastern access roadway is proposed to be a right-in/right-out intersection and will be approximately 220 ft. from the proposed central access roadway and full-access median opening. (Meets LDC)
- Central Access Roadway – The central access roadway is proposed to be a full-access intersection and will be approximately 190 ft. from the existing full-access median opening at the Summer Place Apartments. (Does not meet LDC)
- Western Access Roadway – The western access roadway is proposed to be a right-in/right-out intersection and will be approximately 150 ft. from the existing full-access median opening at the Summer Place Apartments. (Meets LDC)

The proposed access modifications do not alter the location of the street intersections but rather shift the type of access management along Rosamond Dr. The location of buildings within the site have been moved to accommodate constraints on stormwater structures and fill, which caused the shifting of the primary access street. The final, updated traffic study analyzing the impact of the access modifications was provided by the applicant in June 2024 and reviewed by city staff; based on the updated traffic study, all proposed intersections are shown to operate at an acceptable level of service.

Due to the number of access points needed to accommodate the size of the proposed development, existing adjacent development, and existing hydrological impacts/ constraints with the ex-borrow pit on the east of the site, the project is unable to meet the MTP requirements.

Therefore, the alternative intersection locations are approved, subject to the following conditions which are being incorporated into DET2024-10001 (copied into the conditions beginning on page 4):

1. All conditions of approval as noted in the 2021 PD Ordinance (ZON2021-10008, Ord. No. 2021-74), previously approved masterplans, and Subarea Policy S.1.4.
2. The eastern access point (closest to N. Orange Blossom Trl.) is no longer a roadway and must be constructed and maintained as a driveway and not a roadway. The other two access points must be constructed and dedicated as full roadways.
3. The driveway and median adjacent to the eastern access point must be modified to restrict movements coming from the new roadway to right-in/right-out only (from/onto Rosamond Dr.).
4. The median at the new central access point on Rosamond Dr. must be modified to include a 120 ft. long exclusive westbound, left-turn lane with a 50-foot taper.
5. The new central access point on Rosamond Dr. may need to be modified to restrict certain movements pending the results of the required Traffic Impact Analysis prior to phases 2 and 3.

Parking – The Phase 1 development site remains subject to minimum parking requirements of LDC Section 61.322 Figure 26, requiring no fewer than 2,888 parking spaces for the 1600-unit 150,000 sq. ft. non-residential mixed-use development. A 25% parking reduction was granted via the RoseArts PD, reducing the total required parking to 2,166 spaces. The proposed Phase 1 development will have 2,560 parking spaces and 112 additional “private drive” spaces, for a total of 2,672 spaces, to be located throughout the site in surface and off-street parking lots and garages.

Site Plan – The site and landscape plans appear to comply with default AC-2/W and multi-family development standards, except as noted in the Recommendation section below.

Affordable Housing – The proposed change spreads the units over multiple buildings in Phase I versus locating them in one building, which is permitted by the approved Planned Development. The project must still comply the conditions of approval in the Planned Development, Developer's Agreement, and the MOU for the individual owners regarding their obligations to the affordable units.

The overall project has not been approved for Affordable Housing Certification with the City's Housing and Community Development Department. Individual portions of the proposed Phase 1 development may apply for certification to determine if the Phase 1 development is eligible for certain incentives.

Recommendation - Based on the above information, staff supports the Minor SPMP Amendment and Final Site Plan & Appearance Review determination for the proposed 1600-unit, 150,000 sq. ft. non-residential RoseArts Phase 1 Mixed Use development, per the updated plans provided for this Determination and provided the following final conditions are met:

Growth Management (Michaëlle Petion, 407-246-3837 or at michaëlle.petion@orlando.gov)

Phase 1 data sheet states project is now 41.56 ac. The 20% Wekiva open space requirement would therefore be 8.31 ac, not the 7.69 ac stated in the narrative. Please update whichever number is incorrect. If the former is correct, please demonstrate where the needed 0.26 acres would be derived from (pond max. could be increased to 4.16 ac).

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

1. Impervious surface coverage cannot exceed 90%, per the default AC-2/W zoning.
2. Density must be between 30- and 100-dwelling units per acre, per the Urban Village future land use and PD/W zoning (with AC-2/W default zoning).
3. Re-Plat – The property will need to be replatted prior to issuance of building permits. Please contact the Zoning Official @ zoningofficial@orlando.gov when you are ready for the Phase 1 replat pre-application meeting.
4. School Concurrency/Capacity must be completed prior to permits being issued for the proposed RoseArts Phase 1 project.
5. Consistency - The updated Site Plan as submitted for permitting must be consistent with the size, dimensions, site location, and appearances reflected on the plans submitted with this application. The Site Plan must continue to comply with all Land Development and Engineering regulations and conditions.
6. Preliminary Review – This was the 3rd review of your plans and elevations. The City reserves the right to make further comments during ongoing plat and permit reviews. While we did not see any major departure from the requirements of the Land Development Code, the Site Plan must be compliant with all aspects of the LDC to include (but not limited to) landscaping, buffers, proper circulation, and all of the requirements of the Land Development Code.

Urban Design (Jacob Ballard, 407-246-3363 or at jacob.ballard@orlando.gov)

RoseArts Phase 1 (in general)

1. A Final Appearance Review approved by the Planning Official is required for all building elevations prior to application for building permits.
2. A Final Appearance Review approval by the Planning Official is also required prior to application for building permits following approval of each Master Plan/SPMP, to ensure that all Land Development and Urban Design conditions of the RoseArts PD (ZON2021-10008, Ord. No. 2021-74) and Phase 1 SPMP (MPL2022-10051) are satisfied.
3. At the time of Final Appearance Review approval for parks Parcels K4 and K5, a detailed site plan must be provided showing how the park space is designed.
4. Traditional City Design - All development within the proposed RoseArts PD will be consistent with LDC Section 62.600, Traditional City (T) Design Standards, specifically the “Design Standards in Activity Center Districts” subsection, unless otherwise stated within this staff report or in the adopted PD ordinance (Ord. No. 2021-74). The following alternate Appearance Review standards will also apply (unless otherwise stated in LDC Section 62.608):
 - a. Maximum density and intensity will be determined by parameters of the Subarea policy.
 - b. All internal project streets will be considered Town Streets in terms of setbacks.
 - c. The minimum building setback from any adjacent residential property line shall be 70-ft.

Commercial Building Design and Related Site Standards

1. All building exteriors must be constructed of durable, permanent architectural materials that have permanence and low maintenance.
2. All buildings on a site, including accessory buildings and parking structures, must also consist of compatible materials and design.

3. All buildings must have architectural treatment on all facades that are visible from rights-of-way and buildings on adjacent sites within the project.
4. Primary pedestrian entrances, especially on corner parcels should have special architectural treatments.
5. Transparency - Reflective glass and glass block will not count towards transparency requirements.
 - a. A. For new construction, minimum transparency for building walls facing the primary street must be 30%. For building walls facing secondary streets, the minimum transparency must be 15%.
 - b. Where the ground floor is broken into multiple tenant spaces, each tenant is individually responsible for maintaining minimum transparency.

Residential Building Design and Related Site Standards

1. Lot sizes and building designs must be varied to avoid a monotonous streetscape.
2. 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 will not be supported. The following standards will apply to residential and mixed use structures:
 - a. Buildings designed with completely flat façades, single material and monotone color schemes are highly discouraged.
 - b. All buildings are required to have horizontal and vertical façade variations such as pop-outs, bays, balconies, recesses, arches, banding, columns, or similar features, as appropriate to the architectural style of the building. Such features are required at least every 30 feet along all exterior wall planes. Vertical articulation, horizontal articulation, and multi-planed roofs or awnings must be used in designs to mitigate the impact on surrounding development and the overall landscape.
4. Architectural finishes and details must be carried through on all sides of the building.
5. Building bases should be designed with durable materials and provide a quality pedestrian experience.
6. All building entrances are required to be clearly articulated to provide a transition from the exterior to the interior of the building.
7. Every main entrance is required to have a special emphasis appropriate to the architectural style of the building.
8. Canopies are encouraged along active street fronts to provide pedestrian protection from the elements.
9. Buildings should be sited and designed to create a sense of place and location
10. All buildings and civic structures within the RoseArts District must conform to a recognizable architectural style and utilize exterior architectural finishes and building materials authentic to that style.
 - a. The District will avoid styles that are generic or repetitive and no two buildings may use the same architectural style.

Parking Structures

1. In general, parking garages must have floors level to the floor of the use that is wrapping them, however some buildings may be podium-style due to constraints of the site.

2. In circumstances where an exposed parking garage is adjacent to a residential use, the garage must be screened so that the internal parts of the garage are not visible, and noise and light impacts are reduced.
3. All parking garages must have future-use plans to facilitate societal shift away from gas powered vehicular priorities.
4. For buildings adjacent to existing industrial zoning/uses, parking garages must be implemented to buffer residents from industrial uses.
5. Any parking garage fronting on a main spine road must have at least 75% of the ground-floor frontage occupied by tenant spaces.

Signage

1. No lighted high-rise signs are permitted that would be visible from an adjacent residential area, including from across Lake Orlando.
2. Any lighted building identification sign visible from an existing adjacent residential property cannot be internally lit, but should instead be indirectly or back-lit.
3. Backlit awnings and digital signs are prohibited.
4. A Master Sign package for each phase or parcel is subject to review and approval via a Planning Official determination prior to the issuance of any building permit for the respective phase or parcel. The Property must be developed and maintained in accordance with the final approved sign package.

SPMP Phase 1 Development

1. No one particular style is dictated over another; however, architecture should be authentic to the style employed.
2. Deviation from submitted elevations will require an Appearance Review determination prior to permitting.
3. Primary pedestrian entries must be clearly expressed and highlighted. All entrances must be visible from internal drives.
4. All facades must be finished with the same materials and architectural details. Side and rear building façades that are visible from a public or private street must contain architectural detail comparable in appearance and complexity to the front of the buildings. Durable materials such as stone, brick, or limestone must be utilized at the base of the buildings.
5. Parapets must have a 3-D appearance. Typically, 5 ft is added so that the parapet is less 2-dimensional.
6. Accessory Buildings: Architectural elevations of mail kiosks, trash compactors, or similar accessory structures must be compatible and consistent with those of the residential or mixed-use buildings, and must be expressed with like finishes, forms, materials, and colors.
7. Additional architectural details must be provided for the facades of maintenance buildings and dumpster/ trash compactor enclosures. These details can be a combination of architectural details, wall banding, or multiple material finishes.

Landscaping

1. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for multi-family residential and must comply with LDC Chapters 60 and 61. A spreadsheet showing compliance with the MRLS must be included with the plans. A

digital spreadsheet form is available at www.cityoforlando.net/city-planning/landscape-code/

2. Existing trees (not including those classified as invasive, exotic species) must be preserved to the extent practical. The placement of underground utilities, including irrigation, within the drip-lines of existing trees to be preserved, must be done by means of tunneling rather than trenching.
3. Tree clearing (excluding the clearing of invasive exotic species) must not commence on any development site until any required Master Plans, Specific Parcel Master Plans, Conditional Use Permits, final site plans, and variances have been approved, and applications for full site and building development permits have been submitted for review. Contact the City Parks Division Arborist prior to any clearing or tree removal.

Utilities

1. Transformer areas outside building envelopes 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 3-ft tall hedge (at time of planting) and maintained at a minimum 4-ft. height.
2. 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. The interior screen wall or parapet must be the same height as the installed mechanical equipment.
3. Backflow preventer[s] must be located to not be directly visible from R-O-Ws or should be screened from view where possible.
4. All dumpsters and trash compactors must be screened with solid walls to match the principal structure. Decorative gates must be installed to coordinate with the principal structure. A Landscape screen including low hedge and groundcover is required to soften the view.
5. Outdoor lighting must comply with LDC Chapter 63, Part 2M.

Transportation Permitting (Jacques Coulon, 407-246-293 or at jacques.coulon@orlando.gov and Maria M. Tejera, PE, MSCE, City Transportation Engineer)

1. All conditions of approval still apply, as noted in the 2021 PD Ordinance (ZON2021-10008, Ord. No. 2021-74), previously approved Phase 1 SPMP (case #MPL2022-10051), and Subarea Policy S.1.4.
2. The eastern access point (closest to N. Orange Blossom Trl.) is no longer a roadway and must be constructed and maintained as a driveway and not a roadway. The other two access points must be constructed and dedicated as full roadways.
3. The driveway and median adjacent to the eastern access point must be modified to restrict movements coming from the new roadway to right-in/right-out only (from/onto Rosamond Dr.).
4. The median at the new central access point on Rosamond Dr. must be modified to include a 120 ft. long exclusive westbound, left-turn lane with a 50-foot taper.
5. The new central access point on Rosamond Dr. may need to be modified to restrict certain movements pending the results of the required/updated Traffic Impact Analysis (TIA) prior to phases 2 and 3.

Water Reclamation Division (WRD) (Sewer) (Dave Breitrick, at 407-246-3525 or at david.breitrick@orlando.gov)

1. The team of design construction professionals (architects, plumbing engineers, and civil engineers) will need to coordinate a plumbing and sitework sewer pipe layout that complies with the City's Engineering Standards Manual (ESM). Building sewers and private sewer main networks cannot be aligned parallel with property/ROW lines and buildings in a location closer than 10 ft horizontally. Sewer service connections into the City's sewer main network must be perpendicular to ROW lines and must comply with the ESM for lateral connections.
2. The RoseArts Infrastructure Master Plan will need to be revised and resubmitted to address all comments made by the Water Reclamation Division (WRD) in June 2023. Construction plans submitted for BLD and ENG permits will need to address all comments made by the WRD in June 2023 on the Infrastructure Master Plan.
3. The project must meet all other WRD conditions as provided in the MPL2022-10051 staff report and previous RoseArts PD Ordinance.

Parks (Denise Riccio, at 407.246.4249 or at denise.riccio@orlando.gov)

1. Informational: The City has implemented a Parks Impact Fee on all residential housing units to help meet the recreation needs of Orlando's residents. All new housing units are subject to the fee. Multi-family residential units are assessed at \$825 per unit. A reduction in fees may apply on units that meet certain criteria, including on units that are City certified for affordable housing.
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 plan review. Any exemptions or credits against the Parks Impact Fee must be reviewed prior to permit issuance. All Parks Impact Fee Credits shall be reviewed and processed by the Parks Impact Fee Coordinator, if applicable, upon request by applicant.
2. Tree Removal – The project will impact a densely wooded parcel, thus, a tree survey or "timber cruise" statical survey must be submitted for review. A mass grading permit is not an approval to remove trees from this site. Tree removal will require an approved permit from a Parks Department official prior to any trees being removed from the site. Tree removal will require mitigation of all tallied inches of caliper removed. A payment into the City tree fund can be made for any remaining balance unable to be replanted due to the design of the project.

Public Works (8th Floor Site Engineering) (Kyle Staats, kyle.staats@orlando.gov or at 407.246.4326)

The following conditions will need to be satisfied during the ENG/BLD permit review process:

1. Per Engineering Standards Manual (ESM) Section 7.01, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping elements only) is defined as: changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit, etc.; changing an impervious surface's character (from building to parking, wet bottom pond or a new building or vice versa); changing the character of a parking surface (from shell base to asphalt, etc.); or remodeling of an

existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage & Geotech report, stormwater tabulations, and all necessary docs needed in order to verify the City's and Water Management District (WMD) standards are met.

2. Water quality must be recovered per the applicable WMD requirements. A model must be provided demonstrating the recovery analysis. A WMD water treatment permit may also be required.
3. 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."
4. All proposed and existing sidewalks that are touched during construction will need to be updated to the newest ADA requirement.
5. Sidewalk construction is required per Land Development Code (LDC) Sections 61.225 and 66.200. Sidewalks must be constructed along the entire length of the property and must be located against the public right-of-way (R-O-W).
6. A City Service Agreement is required by the Owner if a portion of the sidewalk is within private property. The easement serves to keep the Owner from having to maintain the sidewalk and from other potential liability issues. Otherwise, the Owner would be liable for potential litigation if someone was injured on a failing sidewalk that was otherwise in disrepair.
7. Clarify if any sidewalks will be paved. If pavers are to be placed beyond the property line and into the City's R-O-W, the owner is required to submit a signed and recorded R-O-W Pavers Agreement. The sidewalk portion of the driveway must still be composed of 3,000 psi concrete (refer to http://www.cityoforlando.net/permits/wp-content/uploads/sites/29/2014/03/Pavers_Encroach_Agmt1.pdf for details).
8. Construction activities including clearing, grading and excavating activities must obtain an EPA NPDES permit, except: Operations that result in the disturbance of less than 1-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 permits. If the disturbed area is less than one acre, a note must be provided on the plans indicating the City's Guidelines for Erosion Sediment Control (aka the Blue Sheet, found on the City of Orlando website) will serve as a guide for the implementation of erosion sediment control measures. This sheet must be part of your permit submittal.
9. A detailed, scalable, fully dimensioned site plan of the location must be provided at time of permit submittal. The site plan should include but not be limited to the site legal description, building(s), streets, sidewalks and property lines, and the location of the proposed work. Site plans should clarify what is existing and what is proposed.
10. A existing signed and sealed topographic survey with datum and official benchmark in the NAVD88 vertical datum must also be provided at time of permit submittal. Per ESM Section 7.01.A.1, survey data must be gathered to at least 25-ft beyond the property line or as far offsite as required to ensure offsite drainage patterns are maintained. A hard copy of the signed and sealed survey must also be submitted to City Hall 8th floor addressed to Richard Allen, City Surveyor.

11. A signed and dated private improvements cost sheet must also be submitted (the cost sheet forms and instructions are available at www.cityoforlando.net/permits).
12. If the project is located within the FEMA regulated special flood hazard area (i.e. floodplain) a letter of map revision (LOMR) will be required. Compensating storage must be provided for all floodwater displaced by development within the 100-year floodplain.
13. Artificial turf must be treated as impervious area and must be included in the impervious calculations for storm- water management.
14. All roadways must meet the ESM standards. The Seasonal High Water Table must be a minimum of 2 ft from the bottom of the base. New private and public roadways will require a pavement design similar to the method shown in the FDOT Flexible Pavement Design Manual. A Limerock base is not permitted in certain areas where the Seasonal High Water Table has historically been close to the ground surface.

This Letter of Determination does not constitute approval to develop. It addresses only the Land Development Code standards expressly represented in this letter. The determinations of this letter are also restricted to this specific parcel of land and are not transferable to other parcels of land. The applicant shall comply with all other applicable requirements of the Land Development Code, including any additional review requirements and **shall receive all necessary permits before initiating development** (permit is already submitted). Do not respond to this determination letter; merely revise your engineering and building plans accordingly and resubmit revisions to the City Permitting Section.

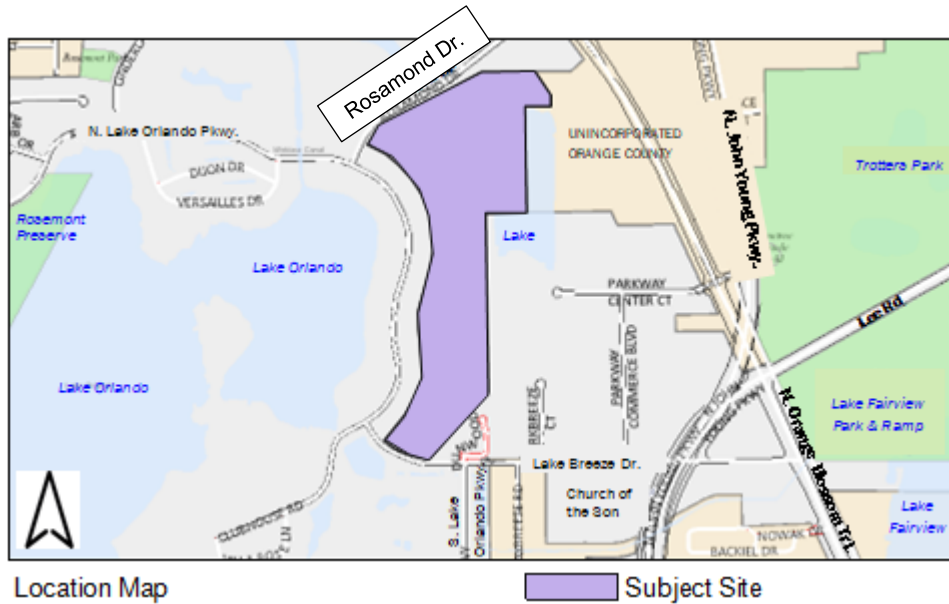
This approval letter serves as your finding of sufficiency pursuant to Florida Statutes 166.033. If you have any questions, please contact Jim Burnett, Planner III, or any of the applicable reviewers as noted above under comments and conditions.

Sincerely,



Elisabeth Dang, AICP
Planning Official

Site Map



Previous Illustrative Site Plan (from approved MPL2022-10051)



Updated Illustrative Site Plan / Landscape Plan



More Detailed Building Plans are available in the Electronic Submittal (DET2024-10001)

Transportation – Approved 2022 SPMP



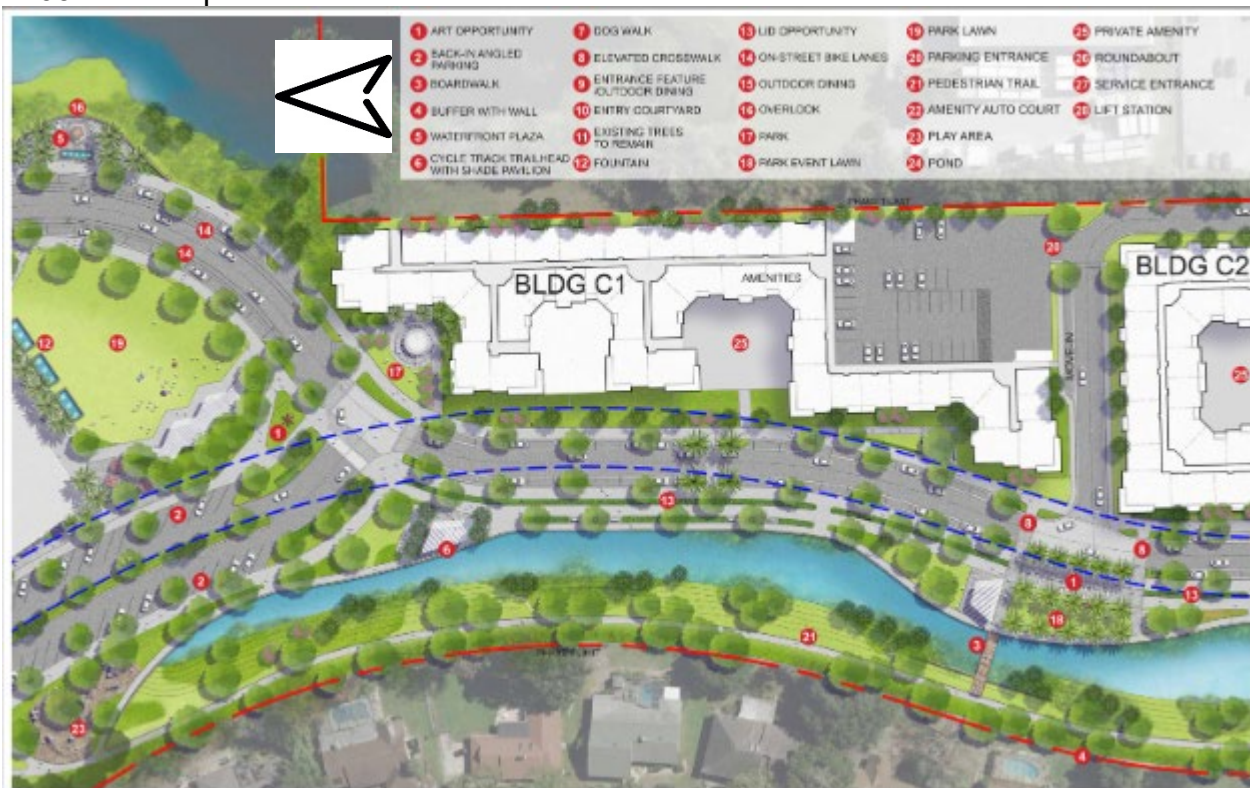
As Revised for DET2024-10001



L101 Landscape Plan was not provided; L102 Landscape Plan is below:



L103 Landscape Plan is below:



L104 Landscape Plan is below:

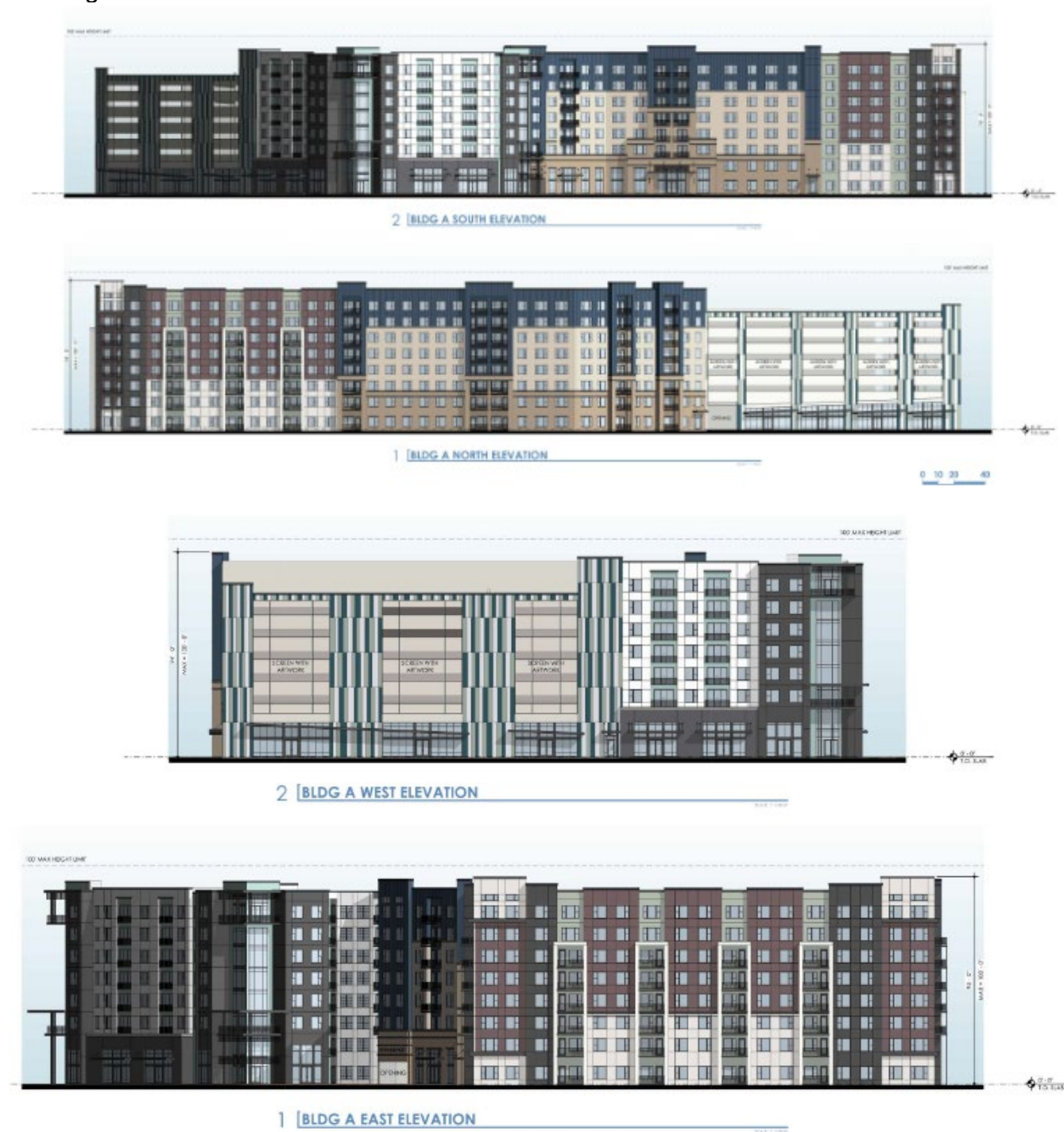


L105 Landscape Plan is below:



Updated Building Elevations

Building A



Rendering



Building B





Rendering



Building C-1



Rendering



Building C-2



Rendering



Cross Sections

