

ROSEARTS PHASE 1 SPMP (SPECIFIC PARCEL MASTER PLAN)

The applicant, Andrew McCown, with GAI Consultants, responded to several questions raised by staff after the final staff report was posted to the City website this past Wednesday 8/10/22, plus staff had a revision to a specific Housing comment/condition from the staff report; amendments are as follows:

General

In several places in the staff report including the intro page and throughout the analysis sections, a unit count of 1,594 units is quoted. The total number of units in all four buildings is 1,600 as detailed in the replacement sheet P300 provided to Lourdes Diaz for upload to ProjectDox on June 30, 2022. The replacement reflected the addition of 6 more units within building C2, which brought the total to 1,600.

Growth Management

- Comment 1:** *Per Subarea Policy S.1.4, a maximum 1,600 units are permitted in phase 1. Per the data table provided with the submittal, 1,760 units are shown. Please rectify for compliance.*
- Response 1:** **The 160 affordable units listed in Buildings C2 are part of the 1,600 maximum, not in addition to. The total maximum units of 1,600 is listed in several places on Sheet P300 and the total units of each building add up to 1,600. No change necessary.**
- Comment 2:** *Provide the unit mix for the affordable units in building C2.*
- Response 2:** **The conceptual mix of affordable units in building C2 is as follows.**
- Studio – 24 (15%)**
- 1-Bedroom – 90 (56%)**
- 2-Bedroom – 40 (25%)**
- 3-Bedroom – 6 (4%)**
- This mix is now included in a table on sheet P300.**
- Comment 3:** *A minimum 10% civic space (including park space) is required per the Subarea Policy. At 38.5 acres (Ph.1 SPMP size), that equates to 3.85 acres of minimum required civic space. Parking landscape islands adjacent to K2, K3 & K4 (sheet P300) should be excluded from the civic space calculation*
- Response 3:** **Spaces serving only as “parking islands” have been removed from park calculations, however some spaces assumed in the City’s analysis to be parking islands are serving civic purposes such as art installations, fountains, tree preservation, or other civic features. In those cases, they have been retained within the Park/Civic space calculations. The colored reference graphic and acreage tables on Sheet P300 have been updated accordingly.**
- Comment 4:** *20% of the phase 1 site must be open space consistent with Wekiva overlay standards found in LDC section 58.499.11. To include the Lake Orlando peninsula in the calculations, the peninsula must be included within the boundary of Phase 1. Also, please provide a diagram of the buffer and ponds to be considered for the Wekiva open space (will be used to verify said parcels against the future replat).*
- Response 4:** **The peninsula has been added to the boundary of the Phase 1 Master Plan in various graphics and tables including the new Open Space diagram P400. It will be included in the eventual replatting of Phase 1.**

Land Development

Comment 1: *Buffers - A Bufferyard "C" (per LDC Section 60.222, Figure 9) is required for adjacent residential uses not located within the RoseArts PD. This condition is being met to the southwest but additional landscaping is needed next to the Dunwoody Place residential condominium to the southeast.*

Response 5: **The location and acreage of the Dunwoody Place buffer was accurately depicted on P300 as submitted but not adequately depicted on the Illustrative Site Plan or Landscape Plans. Those graphics have been updated throughout the plan set to more accurately show the character of the buffer.**

Transportation

Comment 6: *Bicycle Transition Points: The transition from on-street to off-street bicycle facilities must be clarified; onstreet bicycle facilities may not simply end at an intersection. The bicycle trails along the center street coming in from Rosamond Dr. to the north do not appear to transition to/from the sidewalk. The same is true for the bike paths along the main N-S roadway; no similar transition is shown at the intersection between buildings B and C1.*

Response 6: **We have revisited the design of the bike transitions at the southern end of the central park, especially in light of the City's requirements to raise the entire intersection to a flush condition. In this case, we feel the best strategy will be to utilize transition ramps that cut through the planter islands on the north of the intersection. These revisions have been made to all relevant sheets, although the changes are easier to see on the black and white civil sheets, rather than the illustrative sheets due to the overhead landscape. Similarly, there is adequate space at the northern intersection to utilize transition ramps.**

The applicant's attorney, Rebecca Wilson, with the Lowndes Law Firm, also asked for clarification on one or more Housing conditions, as follows:

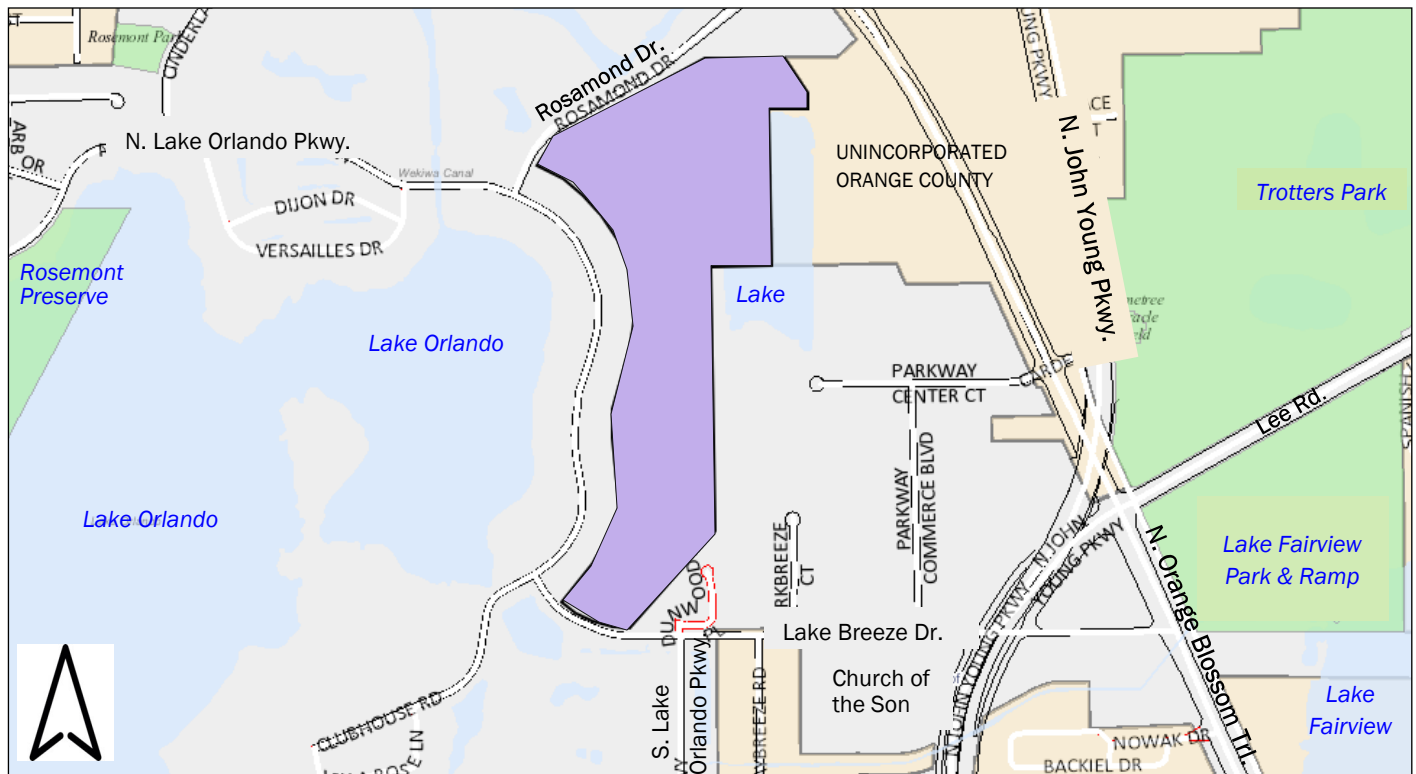
"We intend to submit for the Phase II SPMP prior to completing construction of Phase I. Can Condition #1 be reworded to say "prior to CO of any units in Phase II"? The Rosearts District Development Agreement requires that we assign Affordable Units per each SPMP, which are being assigned/located in Building C-2. I also do not understand #4 "units shall be distributed equitably". Please strike that."

Housing staff's response is noted below in ~~strike~~ and underline fashion:

Housing

1. The designated affordable units in the first phase must receive Certificates of Occupancy ~~prior to approval of Phase II~~ before a Certificate of Occupancy is issued for any unit in Phase II.
2. The unit mix ratio by bedrooms for the affordable units must match the overall ratio of units within Phase 1. A breakdown of the units is provided below; please add this to page P300 under the C-2 Building information.
3. The affordable units must generally match the area (sq. ft.) and be materially similar to the other units in the Phase.
4. Affordable units within the Phase 1 development must not be clustered into one area of a building. ~~Units shall be distributed equitably.~~
5. Affordable Housing developments can separately apply for Certification with the Housing and Community Development Department in order to be eligible to apply for financial incentives.
6. Compliance for the individual development and the requirement for the affordable units are outlined in Section 5 of the Developer's Agreement established with the PD.
7. The conditions for this project and phase are the minimum established; the applicant can always pursue additional avenues to provide additional affordable units and can become eligible for additional financial and development incentives.

ROSEARTS PHASE 1 SPMP (SPECIFIC PARCEL MASTER PLAN)



Location Map

 Subject Site

SUMMARY

Applicant

Andrew McCown,
GAI Consultants

Owner

Lake Orlando
Land Owner, LLC

Project Planner

Jim Burnett, AICP

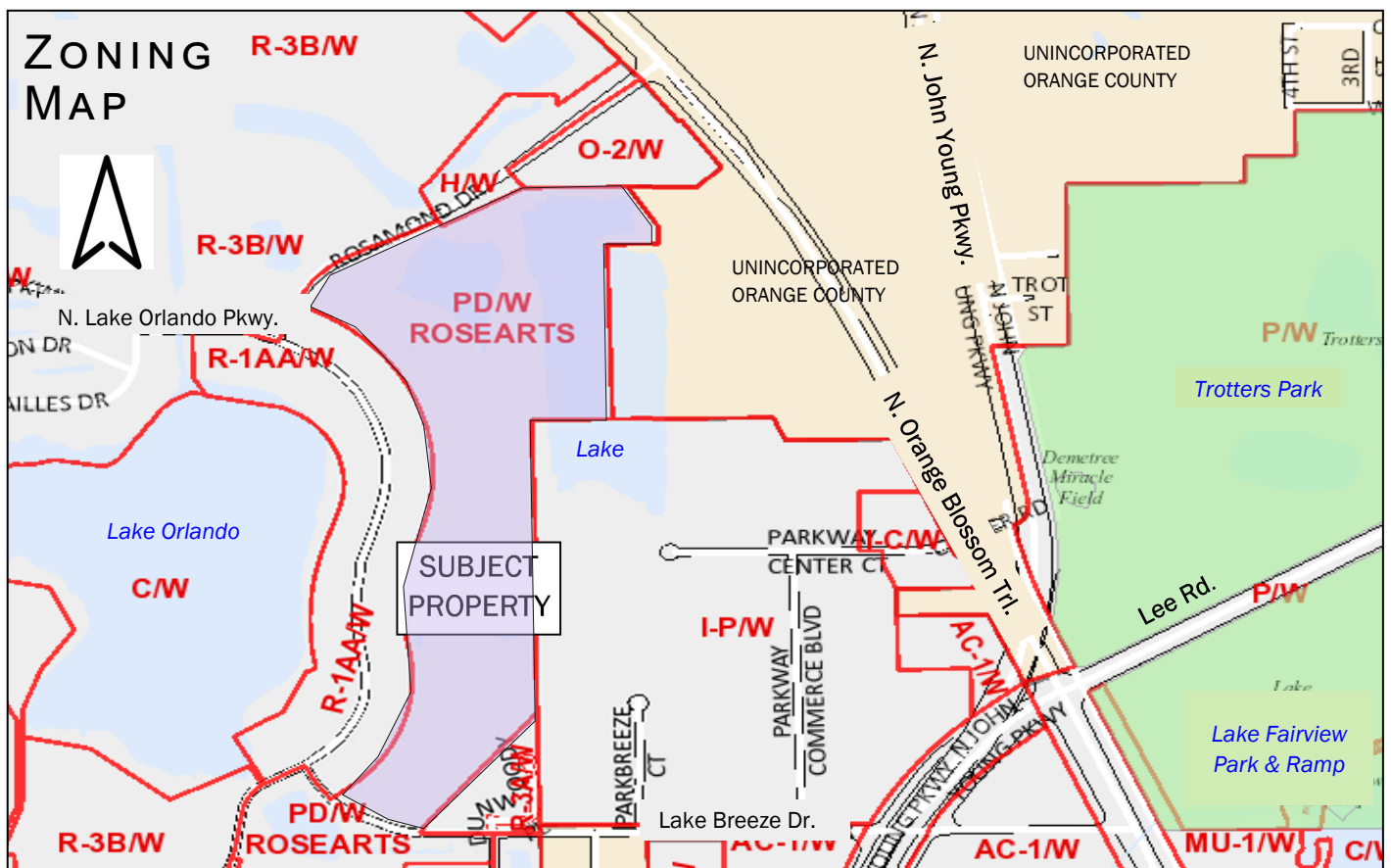
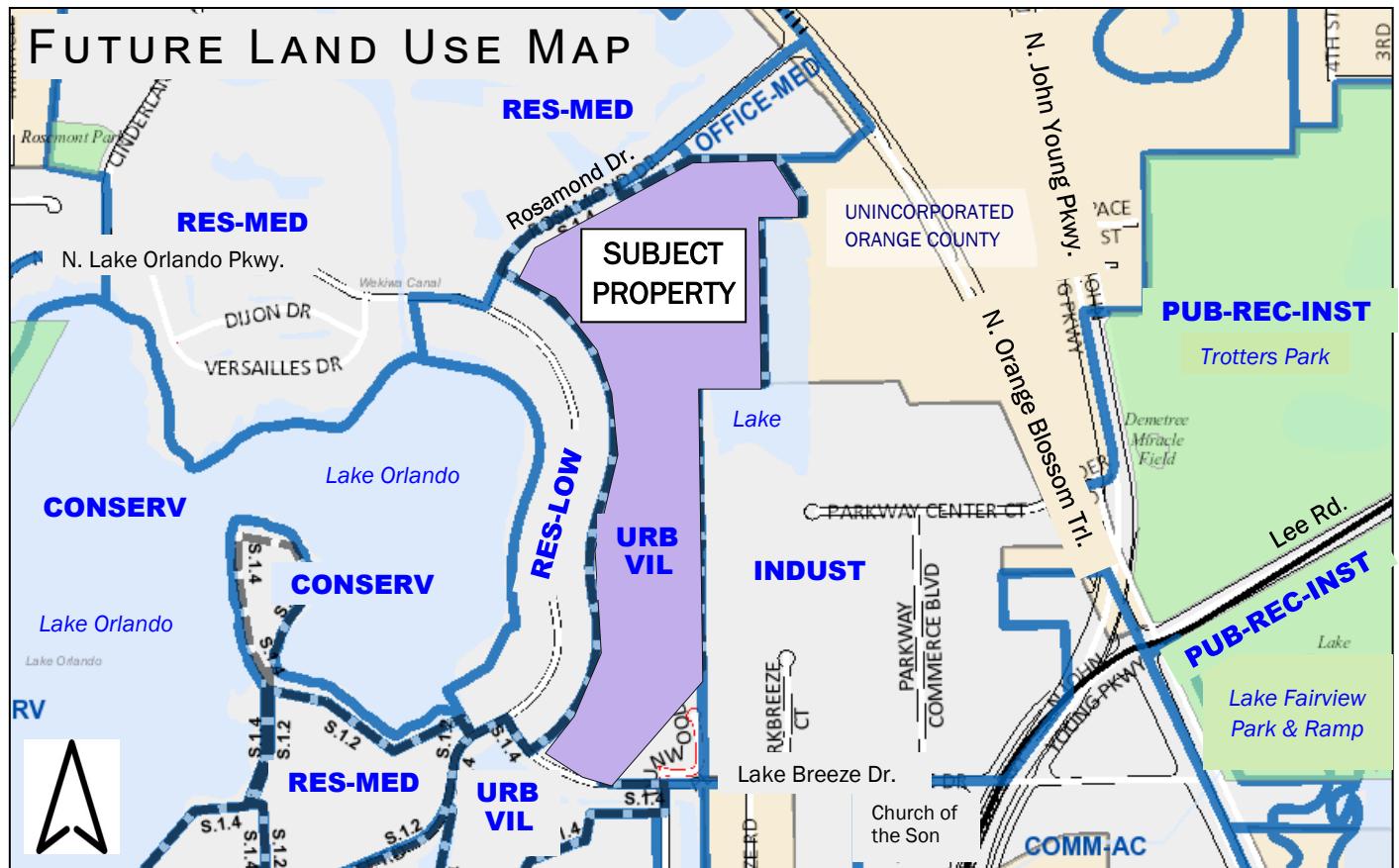
Property Location: 5155 Rosamond Dr. (former golf course property, southwest of N. Orange Blossom Trl., west of S. John Young Pkwy., and north of Lake Breeze Dr.) +/-38.5 acres, District 3.

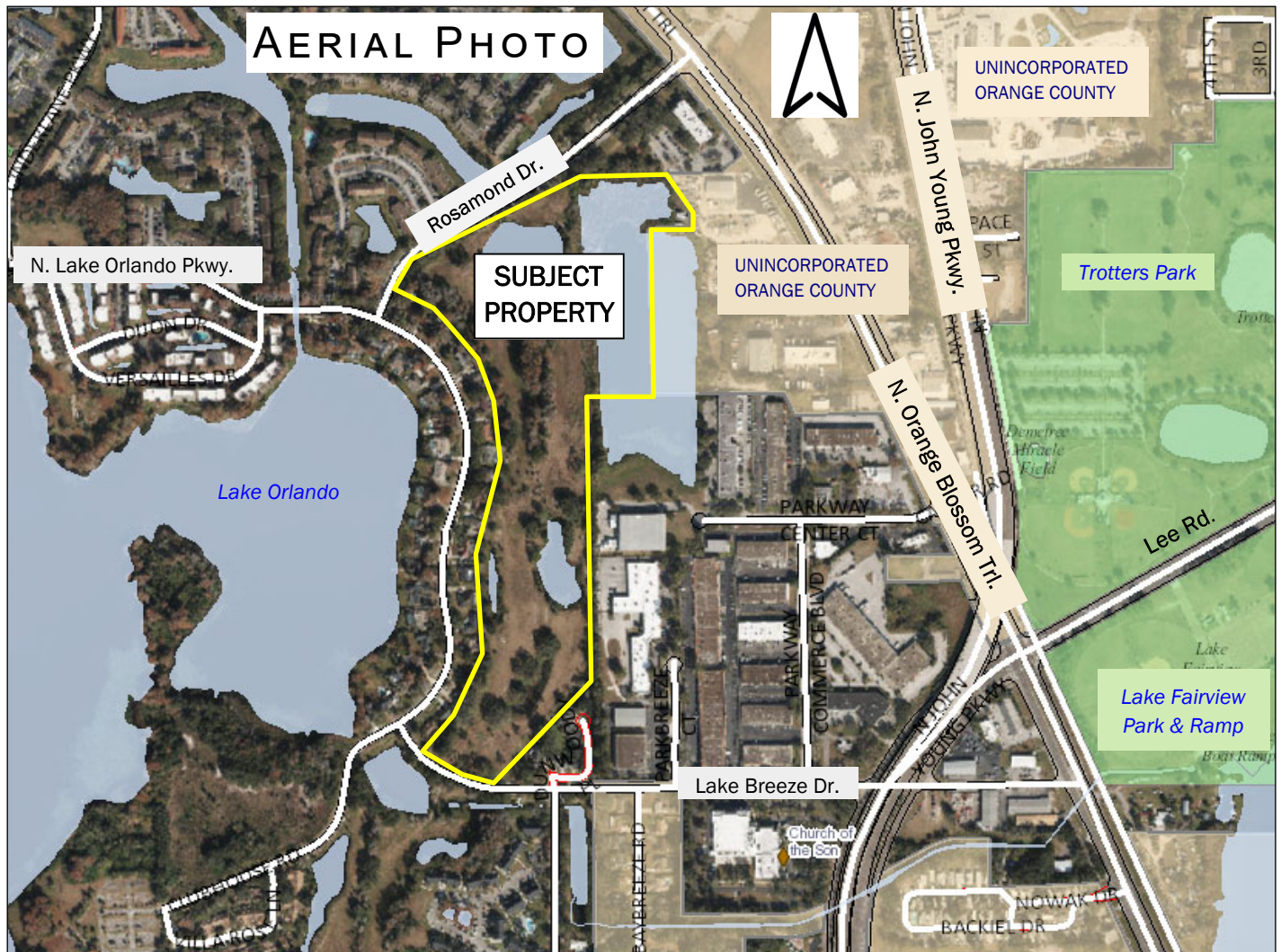
Request: The applicant is requesting Specific Parcel Master Plan (SPMP) approval for RoseArts Phase 1 development of up to ±1,594 residential units (160 units to be affordable) and up to 150,000 sq. ft. of non-residential uses, to be located in four multi-story buildings with internal parking garages. The Phase 1 SPMP request is a follow-up to the previously approved RoseArts PD from 2021.

Staff Recommendation: Approval of the SPMP request, subject to conditions in this report.

Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property the week August 1, 2022. As of the mail-out of the staff report, staff has received over 20 inquiries relative to the Phase 1 SPMP request. The applicant conducted one neighborhood meeting, held on Tues. August 9, 2022, with 65 persons in attendance. Principal concerns were about future property maintenance and potential impacts to neighborhood streets.

Updated:
September 9, 2022





ILLUSTRATIVE SITE PLAN - PHASE 1 ROSEARTS

All drawings for the Phase 1 SPMP can be viewed in greater detail on the City website.



PROJECT ANALYSIS

Project Description

The applicant is requesting Specific Parcel Master Plan (SPMP) approval for RoseArts Phase 1 development of up to ±1,594 residential units (160 units to be affordable) and up to 150,000 sq. ft. of non-residential uses, to be located in four multi-story buildings with internal parking garages. The Phase 1 SPMP request is a follow-up to the previously approved RoseArts PD from late 2021 (ZON2021-10008).

Previous Actions

1970: ±753-acre Walter Rose Estate annexed into the City (Doc. #9681) per development agreement; initial Master Plan approved by City Council, with 376 single-family homes, golf course & lakes; property initially zoned R-U (Rural-Urban).

1985: Zoning of former golf course property changed to H (Holding) as part of Citywide rezonings.

1991: Public/Recreational/Institutional future land use applied to the golf course and clubhouse properties.

2006: Wekiva (W) Overlay applied to golf course and clubhouse properties.

2014: Lake Orlando Golf Course and Clubhouse ceased operations.

7/2019: Property acquired by current owner.

12/2021: City Council approved ANX2020-10005, GMP2020-10016 & -10017 & ZON2020-10017 (PD Rezoning), subject to conditions in the applicable staff reports.

Project Context

The ±38.5-acre Phase 1 portion of the larger RoseArts property is located south of Rosamond Dr., east of single-family homes on North Lake Orlando Pkwy. and north of Lake Breeze Dr., all west of N. Orange Blossom Trl., in the Rosemont neighborhood. The subject property is still lightly vegetated, with existing trees on the fringes and next to ponds and lakes. Adjacent uses, zoning and future land use designations are shown on Table 1 below.

Table 1 - Project Context			
	Future Land Use	Zoning	Adjacent Use
North	Office Medium Intensity (OFFICE-MED) and (across Rosamond Dr.) Residential Medium Intensity (RES-MED)	O-2/W (Medium Intensity Office-Residential, with Wekiva Overlay), H/W (Holding, with Wekiva Overlay) & R-3B/W (Medium Intensity Residential Development, with Wekiva Overlay)	Office Building & Apartments
East	Orange County Industrial, City Industrial & RES-MED	Orange County IND-2/IND-3, I-P/W (Industrial Park, with Wekiva Overlay) & R-3A/W (Low Intensity Residential Development, with Wekiva Overlay)	Truck Sales, Flexspace Warehouses & Dunwoody Place Residential Condos
South	(Across Lake Breeze Dr.) Urban Village (URB-VIL)	PD/W (RoseArts Planned Development, with Wekiva Overlay)	Former Golf Course (Future RoseArts Phase 2)
West	Residential Low Intensity (RES-LOW)	R-1AA/W (One-Family Residential, with Wekiva Overlay)	Single-Family Homes

Master Plan Criteria (LDC Section 65.335) - The Municipal Planning Board and City Council shall consider the following factors in their review of Master Plan & SPMP applications and amendments:

1. Purpose and Intent. The purpose and intent of the proposed use and all other requirements of the LDC.
2. Growth Management Plan (GMP). Consistency of the proposal with all applicable policies of the City's adopted GMP.
3. Use and District Requirements. Conformity of the proposed use to the requirements of the zoning district in which it is located and, where applicable, to the requirements of Chapter 58 for the particular use or activity under consideration.
4. Performance and Design Regulations. Conformity to all applicable performance and design regulations of the RoseArts PD and with LDC Chapters 58, 60, 61, and 62.
5. Public Facilities and Services. Necessary public facilities (both on- and off-site), such as transportation, sanitation, water, sewer, drainage, emergency services, education, recreation, etc. must be adequate to serve the proposed use.

Purpose and Intent - The purpose of the request is review and approval of the initial phase of the RoseArts PD, done via Specific Parcel Master Plan (SPMP) due to the underlying Urban Village future land use designation approved in December 2021. The phase 1 development program will consist of up to ±1,594 residential units (160 units to be affordable) and up to 150,000 sq. ft. of non-residential uses, to be located in four multi-story buildings with internal parking garages. The Phase 1 SPMP request is a follow-up to the previously approved RoseArts PD from late 2021 (ZON2021-10008).

Conformance with Growth Management Plan & Zoning - Urban Village (URB-VIL) future land use was assigned to the former golf course & country club property in December 2021, with much of the overall property rezoned to PD/W (RoseArts Planned Development, with Wekiva Overlay). Proposed property development standards for the PD and specifically for the Phase 1 SPMP are provided in Table 2 below.

Table 2- Development Standards (PD/W, default AC-2/W)										
Phase	Unit	Area (acres)	Building Setbacks (Min.) ft.				Building Height (ft) Maximums		Imperv. Surface	
			Front (F) (Rosamond) & Street Side (SS)	Sides (W & E)	Res. Rear (S)	Single Family Residential and Other Residential - All Outside the PD Boundary	When setback 70-140 ft. from existing non-SF Res Use Outside the PD & 150-200 ft. from existing SF Detached Outside the PD	When setback 140+ ft. from existing Res. uses outside the PD & for setbacks 200+ ft. from existing SF Detached Outside the PD	Maximum	
Minimum Reqs. -->			0 (F & SS)	0 or 3	20	Min 70; 150 detached	55 (5 stories)	100 (8 stories)	90%	
City Center	A	±38.5	20.5	13+W	69 E	na	na	92 proposed	65% prop.	
	B		15	12+E	160W	na	160 (closest)	23 proposed		92 proposed
	C1		na	12+W	215W	na	215 (closest)	na		94 proposed
	C2		491	12+W	238W	82	238 (closest)	na		95.2 proposed
	D	±28.1	TO BE DETERMINED WHEN SUBSEQUENT SPMPs ARE SUBMITTED							
	E	±9.3								
Lake Front Village	F	±31.2								
	G									
	H									
	I	±23.7								
	Total	±128 acres								

Environmental - An updated Endangered Species/Environmental report was provided as part of the Phase 1 SPMP submittal, along with updated floodplain and wetland maps. Additional and/or additional environmental assessments will continue to be required as part of subsequent SPMP reviews.

Wekiva (W) Overlay

All of the Rosemont/Lake Orlando area lies within the Wekiva Overlay. LDC Section 58.499.11 states “for development sites that include a residential component where 20 percent or more of the gross land area is vacant or undeveloped, the minimum open space ratio shall be 20 percent of the gross land area.”

The phase 1 SPMP consists of 38.5 acres, which requires at least 7.7 acres of Wekiva Open Space, of which not more than 50% can consist of stormwater retention ponds, and the creditable open space also cannot include required building setbacks, street rights-of-way, parking lots, active recreation areas, and impervious surfaces, except for sidewalks and pedestrian or bicycle paths shown on an approved Development Plan. Required open space areas must be clearly delineated on a subdivision plat and must remain protected and undeveloped in perpetuity through the use of conservation easements or plat restrictions.

The proposed RoseArts Phase 1 SPMP proposes at least 0.87-acres as non-drainage open space and 3.85-acres as stormwater retention open space, along with 3.1-acres of the off-site conservation area in Lake Orlando, for a total of 7.8 acres of open space for Phase 1. These open space areas must be shown on the replat for Phase 1, to remain protected and undeveloped and to avoid being double-counted.

Analysis

Development Program

Within Phase 1, the applicant is requesting development of up to $\pm 1,594$ residential units (160 units to be affordable) and up to 150,000 sq. ft. of non-residential uses, to be located in four multi-story buildings with internal parking garages.

Prior to submittal of an SPMP application for Phase 2, and again prior to submittal of an SPMP application for Phase 3, the following is required:

- School capacity analysis, subject to the OCPS review process associated with a comprehensive plan amendment or rezoning application (currently known as “capacity enhancement” but subject to change in the near future - see proposed Subarea Policy language) in place at the time of submittal. If an agreement is required, such agreement must be adopted prior to MPB approval of an SPMP for the applicable phase.
- Utilities analysis, including wastewater, reclaimed water (if available), stormwater, and floodplain.
- Open space and parks analysis, including Wekiva Open Space, park acreage and park amenities.
- Transportation monitoring and modeling study of the intersections and roadway network which are significantly impacted (10% or greater) by the project’s traffic. Such monitoring and modeling analysis shall include the proposed and completed traffic improvements associated with the previous phases.
- Transit requirements in Subarea Policy S.1.4 must be met

If impacts not previously contemplated by the PD ordinance are identified, a PD amendment will be required, with said PD amendment identifying proposed improvements needed to address said new impacts.

Phasing timeline:

- A vertical building permit for development in Phase 1 must be issued within 5 years of the effective date of the PD ordinance (12/6/21), or the PD shall expire.
- Per Subarea Policy S.1.4, an agreement for a transit circulator is required within 5 years of the effective date of the GMP ordinance (also 12/6/21), or Phase 2 and 3 shall expire.
- Per Subarea Policy S.1.4, the transit circulator must be operational within 9 years of the effective date of the GMP ordinance (12/6/21), or Phase 3 shall expire.

Building, Site Design and Appearance Review Standards

In addition to AC-2 being the default zoning, all development within the proposed RoseArts PD must 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 the adopted PD ordinance. The following alternate Appearance Review standards also apply (unless otherwise stated in LDC Section 62.608):

1. Maximum density and intensity will be determined by parameters of the applicable Subarea policy.
2. All internal project streets shall be considered Town Streets in terms of setbacks.
3. The maximum building height shall be 100 ft (8-stories, with no bonuses permitted).
4. The minimum building setback from any adjacent single-family residential property outside of the PD shall be 70-ft. A minimum building setback of 150 ft. is required for any detached single-family lots outside the PD boundary. All other setbacks must be per the default AC-2/W zoning.
5. The maximum height of any building located between 150 ft. and 200 ft. of any single family residential property shall be 55-ft. Any buildings extending into the above range must be stepped-back (recessed).

Deed Restrictions - The City still does not consider private covenants and restrictions in the development review process, preferring to review development applications based on Land Development Code (LDC) and Growth Management Plan (GMP) regulations. Thus, any private covenants or restrictions have not been a part of the City’s purview in consideration of the RoseArts Phase 1 SPMP.

Transportation

The first phase of the RoseArts development will be accessed by connections to Rosamond Dr. and Lake Breeze Dr. which, in turn, connects to N Orange Blossom Trl. and N. John Young Pkwy. (via Lake Breeze Dr.). As required by the PD for phase 1, the applicant is proposing an internal street network allowing vehicular access from Rosamond Dr. south, through the development site, to Lake Breeze Dr. to S. Lake Orlando Pkwy. where a new roundabout will be constructed. Access to each site will be accommodated by

alleys and driveways coming off the new roadway, as well as some direct driveway connections. Pedestrian and bicycle connectivity is accommodated through separate bike ped facilities along the spine roadway. The signalization of the Rosamond Dr. and N. Orange Blossom Tr. Intersection continues to be in the FDOT design phase (project #441395-1). As part of the PD ordinance, the applicant/developer was required to coordinate with FDOT so that the additional capacity required by the RoseArts development would be included in the design of the intersection improvements. An additional east-bound right turn lane from Rosamond Dr. to N. Orange Blossom Tr. has been included in the plans for the intersection, with the developer responsible for any additional costs associated with the additional capacity. The project design is scheduled for construction to occur mid-2023, with completion in late 2023.

A Traffic Impact Analysis (TIA) was conducted as part of the 2021 PD application. The applicant is permitted to construct up to 1,600 dwelling units and 150,000 sq. ft. of commercial space under the current approvals in the PD before a new TIA is required. Prior to any approvals for development past this threshold, a new TIA must be completed in accordance with Transportation Condition #15 as noted in the PD ordinance. Additional requirements in regard to transit, as detailed in SubArea Policy S.1.4, must also be complied with in order for any development past Phase I to occur.

Parking - All buildings have internal or nearly-enclosed parking garages, as well as additional on-site parking for residential and tenant uses. The applicant is requesting a 15% parking reduction, consistent with LDC Section 61.323 via the achievement of the following three criteria:

- 1) Complimentary Land Uses in the same building or site - up to a 5% reduction;
- 2) Inclusion of Affordable Housing - up to a 5% reduction; and
- 3) Provision of enhanced Bike and Pedestrian Facilities - up to a 5% reduction.

Staff is amenable to the 15% parking reduction, in that all three criteria apply for Phase 1.

Cross-Sections - Three site cross-sections were provided, illustrating the different roadway infrastructure and buildings types, in addition to sidewalks and street trees (see Roadway Cross Sections elsewhere in this report for more details). Further details are also depicted on the Wayfinding exhibits within this report.

Pedestrian and Bicycle Design - The applicant is proposing an off-street, dual-use trail network in Phase 1 of the PD. Most streets within the PD feature dedicated bicycle facilities and this is evident within Phase 1.

Phasing & Transit - Per the approved PD ordinance, the applicant still intends on developing the property in three or more phases, starting from the north and then working south. Based off a proposed 3-phase approach detailed in the TIA, staff feels that the proposed mitigation strategies of 1) signalization at Rosamond Drive and Orange Blossom Trail; 2) the addition of a roundabout at the Lake Breeze/ project roadway intersection; and 3) completion of internal road-ways are appropriate strategies for phase 1 development north of Lake Breeze Drive.

Ultimately, the site will be a dense, multi-floor, urban style development that places the automobile in either structured parking or behind the buildings. Pedestrian and bicycle access and infrastructure are key components to the design. As a mixed use development, it is still anticipated that some daily trips may be accomplished via foot or bicycle for residents within the ¼ mile pedestrian shed. Even with the inclusion of added bicycle facilities, staff still anticipates the majority of trips to and from the Phase 1 development from the adjacent non-RoseArts neighborhoods to be vehicular as the walking and bicycle distances will be too great for many. Additionally, the 2021 TIA showed that the project will generate significant trips outside of the project area. Phase 1, with the mitigation strategies provided in the adopted PD ordinance, should provide an acceptable level of service at project and surrounding roadways and intersections. With limited R-O-W and connectivity options, the inclusion of transit within RoseArts, and connecting to the surrounding network, will be critical to meeting the vision of the Urban Village Future Land Use, as well as an overall mitigation factor for vehicular trips.

Architecture / Urban Design

Site plans and architectural renderings have been reviewed for the Phase 1 SPMP submittal. Detailed design guidelines were provided in the PD ordinance, which were used to design the SPMP submittal, and said design guidelines serve to determine consistency with the adopted PD.

Parks

The subject property is the northern portion of a defunct golf course located in the Rosemont community in Neighborhood Park Service Area 1 and Community Park Service Area 1. Public park land is crucial to meeting the needs of current residents as well as the additional residents the RoseArts development will

bring to the community.

The park standards require a minimum Unit Equivalent of .003 acres of Community Park land and .0017 acres of Neighborhood Park land per dwelling unit (total 0.0047 ac/du). However, the Community Park Sector in which Phase 1 (and the overall PD) is located continues to enjoy a surplus at this time and because of the narrow, linear configuration of each of the phases, it will be difficult for the developer to provide Community Park acreage in a configuration desirable for this purpose. With this in mind, the City is accepting a minimum combined Unit Equivalent of .0027 per dwelling unit (15.3 acres at 5,650 du) of Neighborhood Park land, to be privately owned and maintained but open to the public, and evenly distributed throughout the entirety of the PD. All residences must be within a 1/4 mile of a high-quality park. Additionally, the developer must meet or exceed Open Space requirements. For the Phase 1 SPMP, the developer is providing close to 5 acres of parks, with additional open space area, satisfying Code and PD requirements.

Housing. With the current Phase 1 SPMP proposal, the applicant has agreed to include Affordable and Attainable housing to the tune of 160 residential units (up to 10% of the total number of units), to all be located in Building C2 within Phase 1. The proposal includes serving an income average of 60% of Area Median Income (AMI), with compliance obligations outlined in the Developer's Agreement (Memorandum of Understanding) between the City and the applicant that was included with the RoseArts PD.

Buffers & Landscaping. Buffers for each phase of development are determined on a phase by phase basis during the Master Plan / SPMP review process. For the Phase 1 SPMP, the applicant is providing adequate buffer depths adjacent to single-family homes and is even providing building step-backs (recesses) so that the taller buildings won't loom over adjacent smaller 1- and 2-story homes. The proposed buffers match up to or exceed the requirements of the PD ordinance.

Stormwater/Floodplain. The design of stormwater and floodplain development, including compensating storage, must be prepared in accordance with the City's ESM, SJRWMD, FBC, CRS, and Federal regulations, whichever are more restrictive. The design by a Florida licensed engineer must demonstrate that the development can achieve all of the requirements, including (but not limited to) stormwater, floodplain, wetland, groundwater table, off-site runoff, Wekiva River Hydrologic Basin, and Wekiva Recharge Protection Basin.

The applicant has acknowledged that: 1) an approved Water Management District permit must be provided prior to the first inspection; 2) phasing of compensating storage construction is not permitted; and 3) approval of a Conditional Letter of Map Revision (CLOMR) by FEMA is required prior to issuance of ENG/BLD permit(s) or commencement of grading or construction for a mass grading permit.

Wastewater. The re-development of the Lake Orlando Golf Club, from a fairly passive recreational use with a relatively low wastewater demand, to an Urban Village with a potential development (at build-out) of 5,650 residential units and 350,000 sq. ft of non-residential uses, represents a significant increase in the Wastewater discharge rate, which the existing City's infrastructure may not have the capacity to support. The Water Reclamation Division (WRD) continues to stress the need for the applicant to meet with the WRD to prepare the required Infrastructure Master Plan (IMP) for the entirety of the RoseArts PD, which must be submitted and reviewed prior to issuance of any permits for Phase 1.

Signage. Sign allowances throughout the RoseArts PD are based on the default AC-2/W zoning and building frontages facing primary and secondary streets. Site signage common to the PD will require a Planning Official Determination prior to issuance of building permits for Phase 1. The applicant has provided a signage template and Wayfinding exhibits as a precursor to submittal of the sign plan for Phase 1. In general, multi-family and subdivision identification signage must be per LDC Section 64.257. Pole and digital signs are prohibited. All signs must be permitted prior to fabrication and erection.

School Impacts - A formal OCPS School Capacity Determination was approved in March 2020 and was set to expire in June 2021 but was extended to August 15, 2022 due to the Covid19 State of Emergency. The applicant has since submitted for a new capacity determination for Phase 1.

Neighborhood Meeting - As noted on the cover page, the applicant conducted a neighborhood meeting on Tuesday August 9, 2022 at the Rosemont Neighborhood Center. Responses to the Phase 1 SPMP submittal have generated 25+ responses from neighborhood residents, mainly concerned with increased traffic, proximity of tall buildings to their 1-2 story single-family homes and ongoing property maintenance.

SPMP Narrative

The RoseArts Planned Development (PD) was approved on December 6, 2021 as Ordinance 2021-74. In the PD, the Phase 1 was set to a maximum of 1,600 multi-family units and 150,000 square feet of non-residential uses. A minimum of 10% of the units must be Affordable according to the conditions in the PD. This Phase 1 SPMP contains 38.46 acres and proposes 1,594 units (160 affordable) and 150,000 sq ft to be divided among four multi-story apartment buildings with attached parking garages. The buildings are aligned along a central spine road to be named RoseArts Row. In the Village Center at the north end, the spine road splits to form a "Y" around a signature pond with the eastern branch the main through road with a median cut on Rosamond Drive. The western public road and the private drive will each be a right-in-right-out. The northern Village Center features a major urban park space with an event lawn, performance pavilion, architectural tower, and other urban amenities.

Setbacks and Stepbacks

Setbacks and stepbacks have been provided in accordance with the RoseArts PD and are shown on the Illustrative Site Plan and Civil Site Plan. All buildings adhere to the prescribed setbacks and only Building B has a portion within the step back area. This portion of Building B will be stepped down to a maximum height of 55'. The balance of Building B will be 100'. All other buildings are outside the step back area.

Parking Strategy

Each of the four buildings proposed in Phase 1 utilizes an attached parking garage to accommodate district parking for the residential and non-residential uses. A 15% reduction in minimum parking requirements is being sought as detailed in Sheet P300 per City Code, so a range of parking spaces per garage is provided. Where a building contains ground-floor uses, the lower floors of the attached garage will be available for public parking. Each garage has at least two access points.

There are three private drives (constructed with sidewalks and street trees to resemble streets) in the district that will contain additional parking spaces that will count towards minimum parking and may be reserved for use by residents and tenants of the adjacent building.

On-street parking is provided along nearly the entire length of all public streets. A short stretch at the south end of RoseArts Row, just north of Lake Breeze Drive does not have on-street parking since there are no ground-floor uses in Building C2. Where space permits, the on-street parking will be back-in-angled parking. Where space does not permit, the spaces will be parallel.

Parks Strategy

According to the adopted RoseArts PD, parks must be provided at a rate of .0027 acres per unit. With a total of 1,594 units proposed in this Phase 1 SPMP, 4.30 acres are required. As illustrated on sheet S100 and documented on Sheet S300, we have provided 5.03 acres of upland park space. These parks include the central amenity, plazas and urban park spaces, lawns, playgrounds, dog parks, and trails. All parks listed are publicly accessible, though owned and maintained by the master developer or association. All acreages are exclusive of ROW, required buffers, stormwater ponds, and private amenity spaces. All parks are upland and no floodplain parks are proposed.

Open Space

Since the RoseArts District is within the Wekiva Overlay, a minimum of 20% of the project must be dedicated to open space according to the allowances of the code and Comprehensive Plan. The open space strategy for RoseArts was conceived wholistically, considering the full build-out of the project. For Phase 1, the open space calculation is less relevant, as the entire balance of the site is essentially open space if the project were to not move past this phase; however, 20% of the Phase 1 acreage is 7.69 acres. Within Phase 1 the provided open space consists of 0.87 acres of buffer and up to 3.85 acres within ponds. The balance of the required open space can be assumed to be provided in the conserved peninsula.

Affordable Housing

Per the adopted RoseArts PD and Section 5 of the Development Agreement, affordable housing must be provided at a minimum of 10% of the units on a per-phase basis. For Phase 1, we are proposing 1,594 units, of which 160 must meet the affordable criteria set forth in the PD. We are proposing these affordable units to be located within Building C2 as illustrated in sheet A511-A513. They will have access to the building amenities and parking garage along with the rest of Building C2.

Stormwater

Stormwater calculations have been provided in the Preliminary Stormwater Management Report submitted as part of this Phase 1 SPMP.

Utilities

Potable water service will be provided to the RoseArts District by Orlando Utilities Commission (OUC). This includes water for domestic and commercial consumption as well as for fire protection. The existing potable water distribution system adjacent to the Lake Orlando Redevelopment Project is well developed with significant larger diameter pipelines (12-inch and larger) running generally east-west and north-south within existing corridors surrounding the development. For Phase 1, water service will be provided primarily by an existing

12-inch ductile iron pipeline running along Lake Breeze Drive to the south, and an existing 12-inch ductile iron pipeline running along Rosamond Drive to the north. As part of an upcoming Infrastructure Master Plan (IMP) for the Lake Orlando Redevelopment, the sizing of the new trunk mains and distribution system within the Phase 1 area will be finalized. This will be accomplished by applying the new water and fire flow demands to OUC's hydraulic model to identify any offsite improvements necessary, and then sizing the infrastructure within Phase to meet the level of service requirements. The new water mains will be installed to meet all regulatory separation requirements and will be routed to minimize cost and maximize operation and maintenance serviceability to the greatest extent possible.

Domestic wastewater service will be provided to the RoseArts District by the City of Orlando Water Reclamation Division (WRD). This includes gravity collection of wastewater generated by the residential and commercial customers, and the conveyance of collected wastewater via lift stations and force mains to the Orlando WRF for treatment. The existing wastewater collection system adjacent to the Lake Orlando Redevelopment Project includes a regional lift station (Lift Station 85) which receives flow from the basin surrounding Lake Orlando, as well as several smaller lift station facilities. For Phase 1 of the Redevelopment, wastewater service will be provided by new collection and conveyance systems which direct newly generated flow to the existing gravity system and ultimately to LS-85. As part of an upcoming Infrastructure Master Plan (IMP) for the Lake Orlando Redevelopment, the sizing of the new gravity and force main system within the Phase 1 area will be finalized by applying the new wastewater generation rates to a hydraulic model of both the existing and proposed infrastructure to identify any offsite improvements necessary. Goals of the IMP include maximizing the use of existing infrastructure to the greatest extent possible and minimizing the number of additional new lift stations needed to support the redevelopment. Additional goals include identification of offsite improvements, validation of the currently under design LS-85 upgrade, and scheduling of planned improvements to maintain continuity of service. The new gravity sewer system, lift station, and force main will be installed to meet all regulatory separation requirements and will be routed to minimize cost and maximize operation and maintenance serviceability to the greatest extent possible.

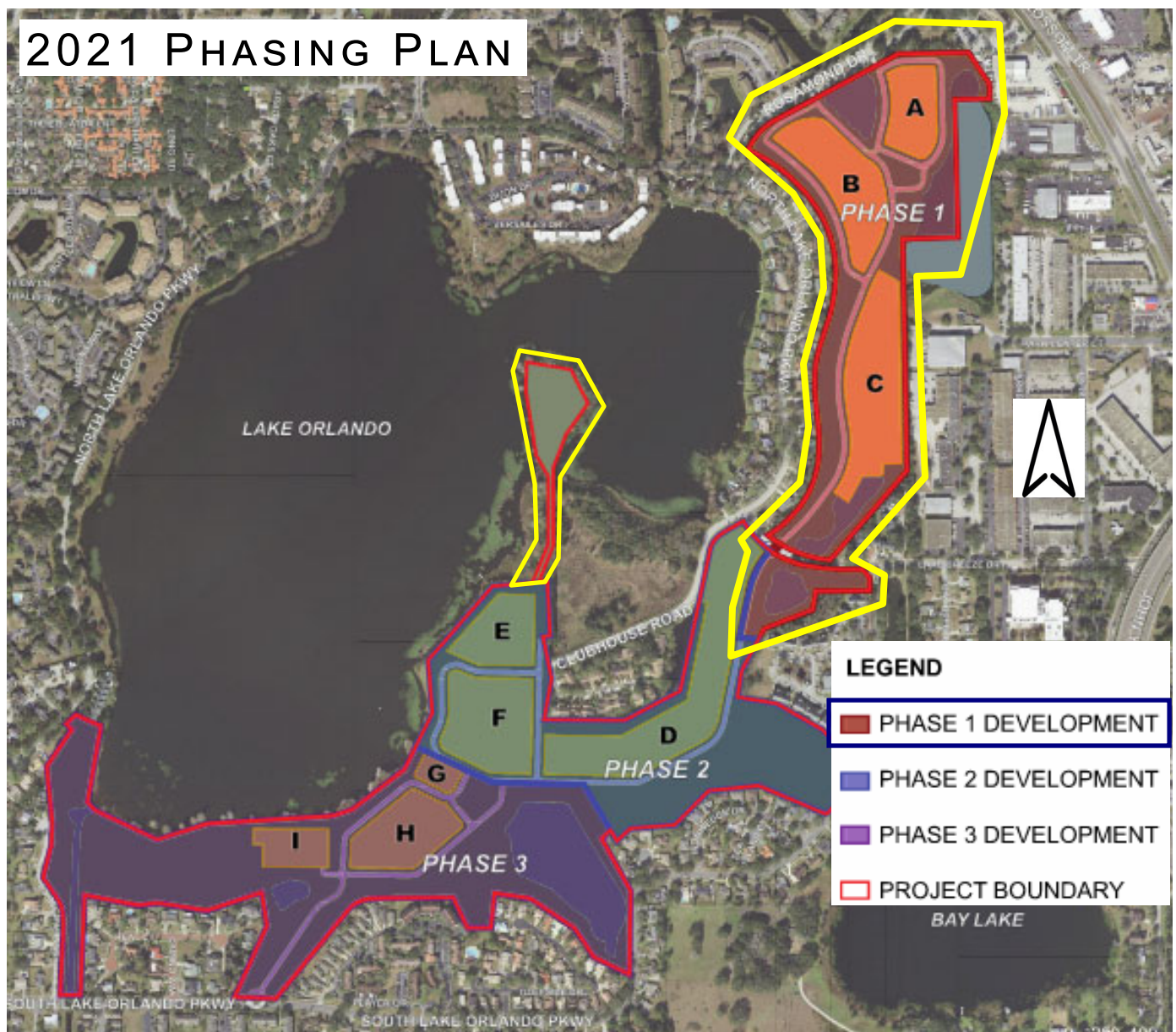
Low Impact Development (LID)

Conceptual LID features are shown in the Landscape/Hardscape Plan along the western edge of the ROW between Block C and the linear pond. These features will assist in pre-treating stormwater from the ROW before entering the pond. Additional LID features may be possible as detailed engineering and permitting progress. All such LID strategies are conceptual and the stormwater ponds will

function without them, though they are being proposed in this Phase 1 SPMP as best practices for a more sustainable RoseArts.

Wayfinding and Signage

This SPMP proposes a cohesive system of RoseArts themed signs that will be used throughout the project's implementation for the routing of visitors to and around the district considering vehicular, bicycle, and pedestrian modes. The sign palette features a range of identification, vehicular directional, pedestrian directional, and gateway signs sited in an effective wayfinding hierarchy. Signs affixed to buildings such as high-rise signs, building tenant signs, etc. will be in accordance with City sign code. Additional regulations for Phase 1 signage are provided in the Notes in Sheet P300



2021 OPEN SPACE FRAMEWORK PLAN



RoseArts Ph. 1 Parks & Ponds

*Nature Preserve in Lake Orlando is being counted against We-kiva Overlay land.

Parks	K1	Park 1	0.28
	K2	Park 2	2.72
	K3	Park 3	0.08
	K4	Park 4	1.27
	K5	Park 5	0.07
	K6	Park 6	0.62
		Subtotal	5.04
Ponds	P1	Pond 1	1.34
	P2	Pond 2	2.66
	P3	Pond 3	1.95
	P4	Pond 4	1.38
	P5	Pond 5	1.61
		Subtotal	8.95

SITE PLAN / WAYFINDING PLAN (SIGN SCHEMATIC)



SITE PLAN / WAYFINDING
PLAN (SIGN SCHEMATIC)



SITE PLAN / WAYFINDING PLAN (SIGN SCHEMATIC)



SITE RENDERINGS



LOOKING SOUTH FROM ROSAMOND DR, WITH BUILDING A TO THE LEFT (EAST) AND BUILDING B TO THE RIGHT (WEST)

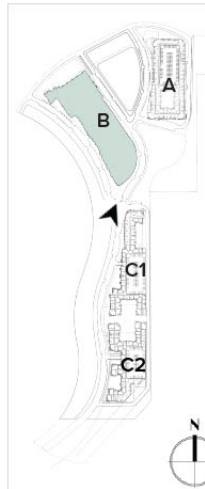
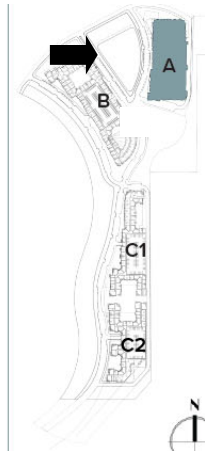
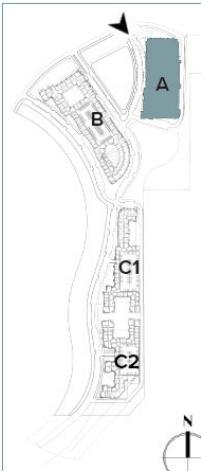


LOOKING SOUTH ALONG MAIN NORTH-SOUTH DRIVE, WITH BUILDINGS C-1 (LEFT) AND C-2 (FURTHER SOUTH)

SITE RENDERINGS

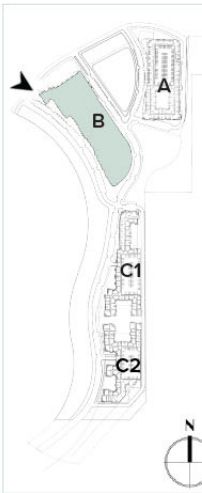


BUILDING ELEVATIONS

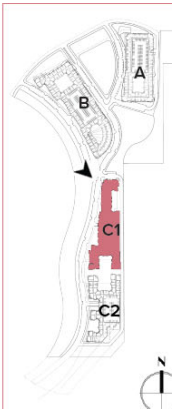


BUILDING ELEVATIONS
(CONTINUED)

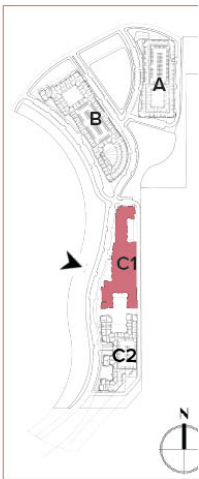
BUILDING B



BUILDING C1



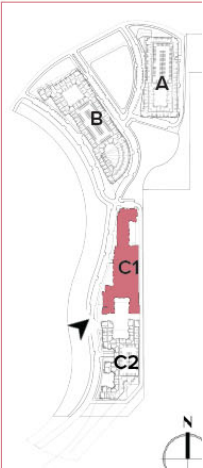
BUILDING C1



BUILDING C1

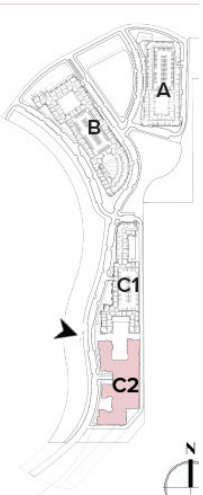
BUILDING ELEVATIONS (CONTINUED)

BUILDING C2

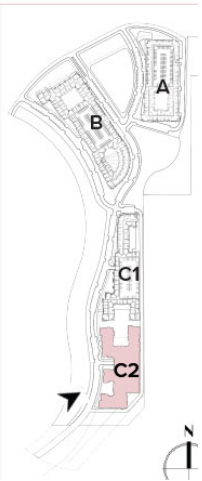


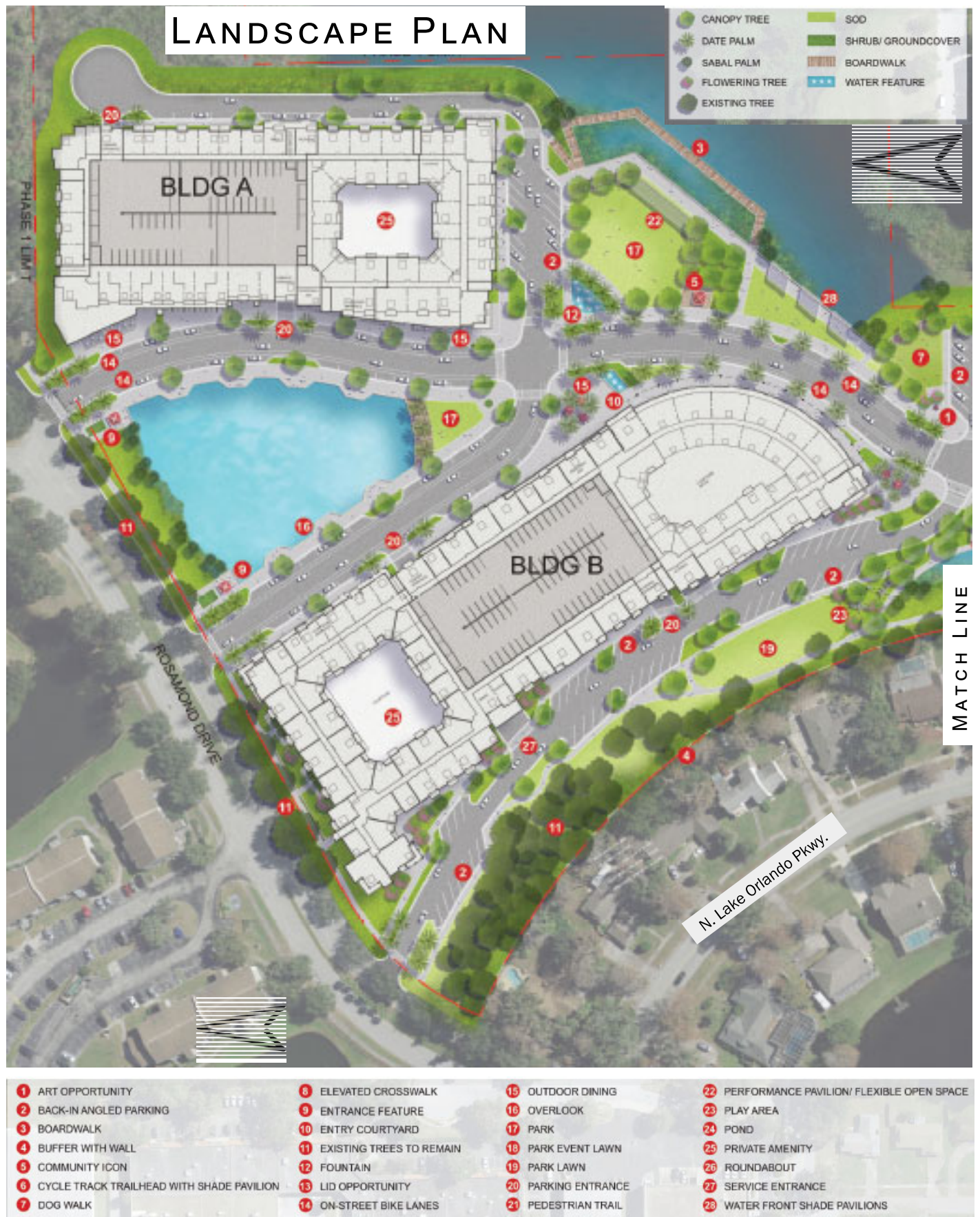
BUILDING C1

BUILDING C2

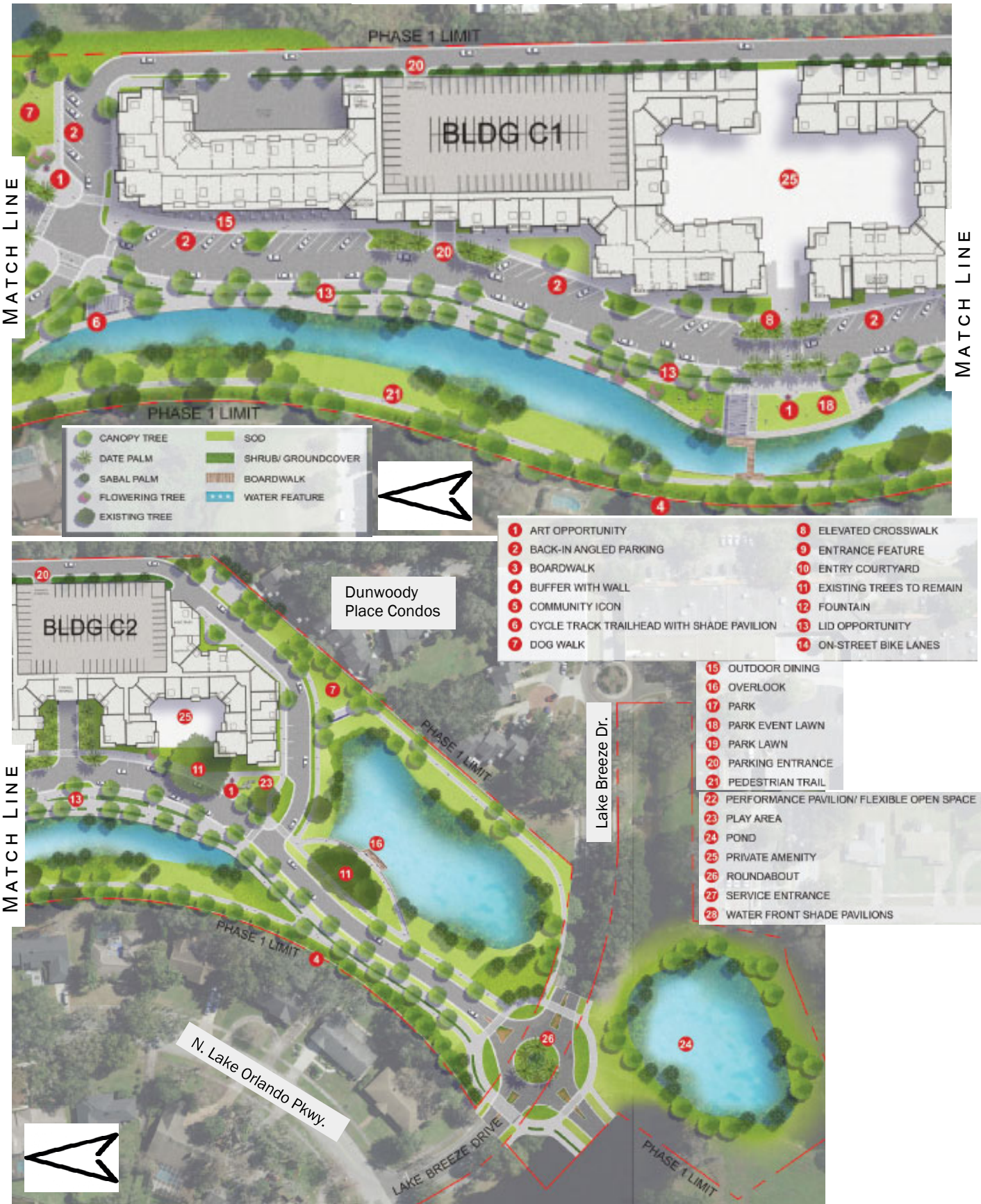


BUILDING C2

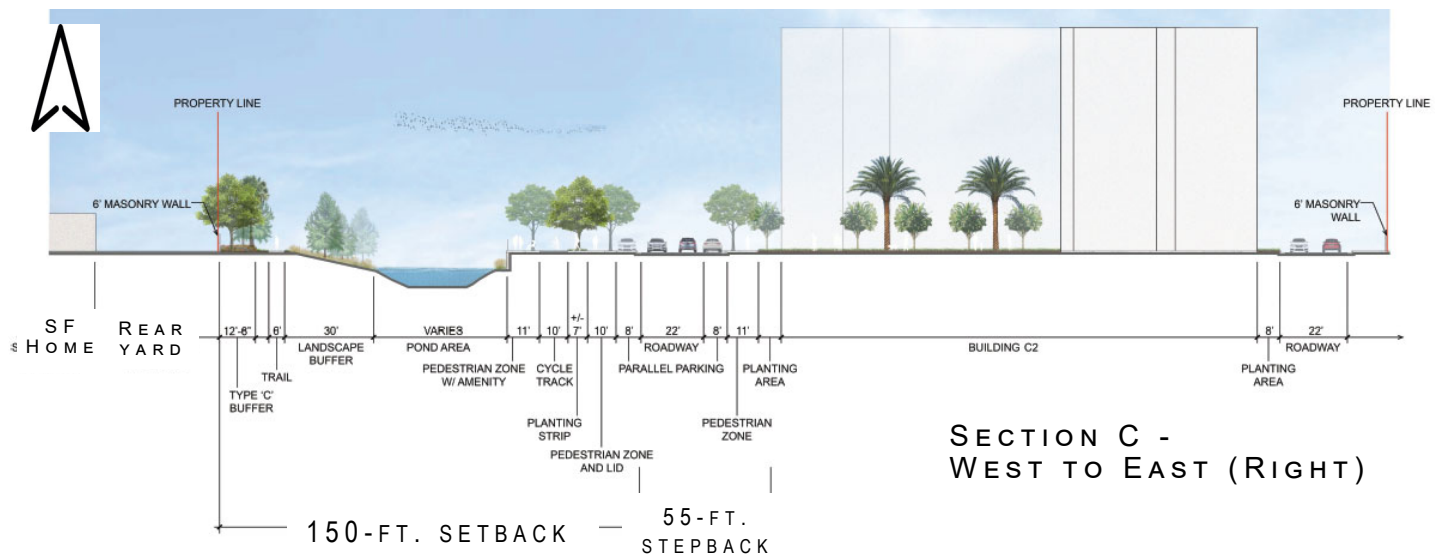
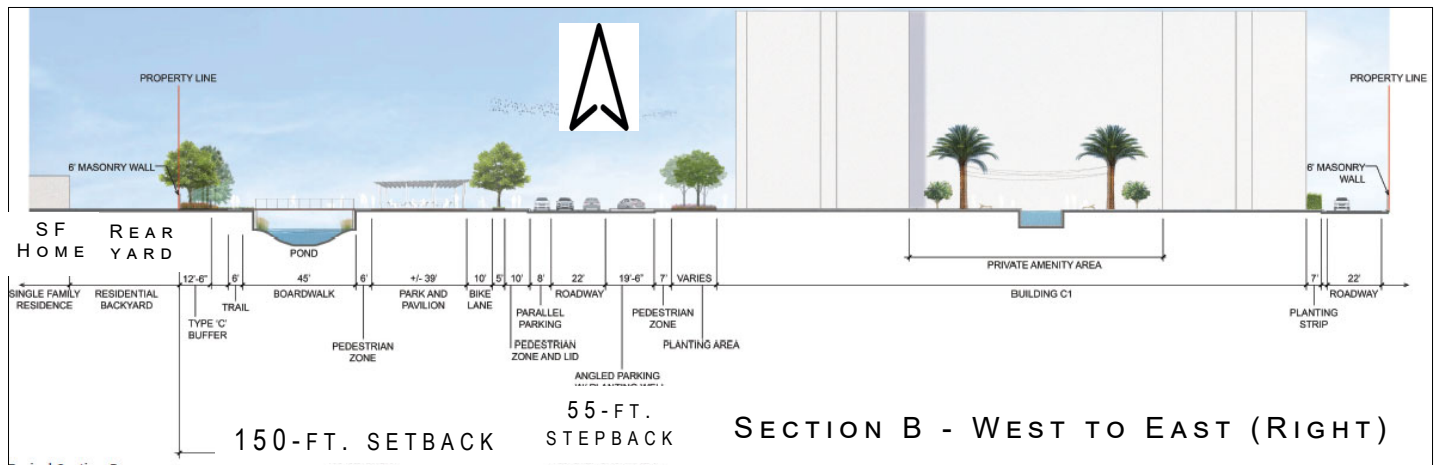
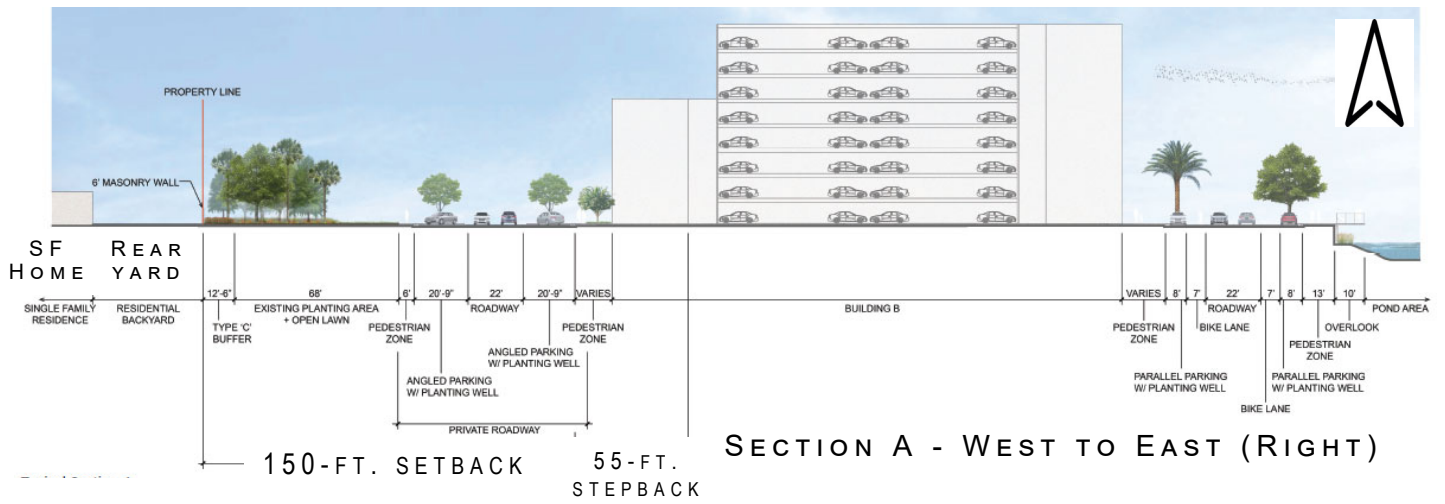




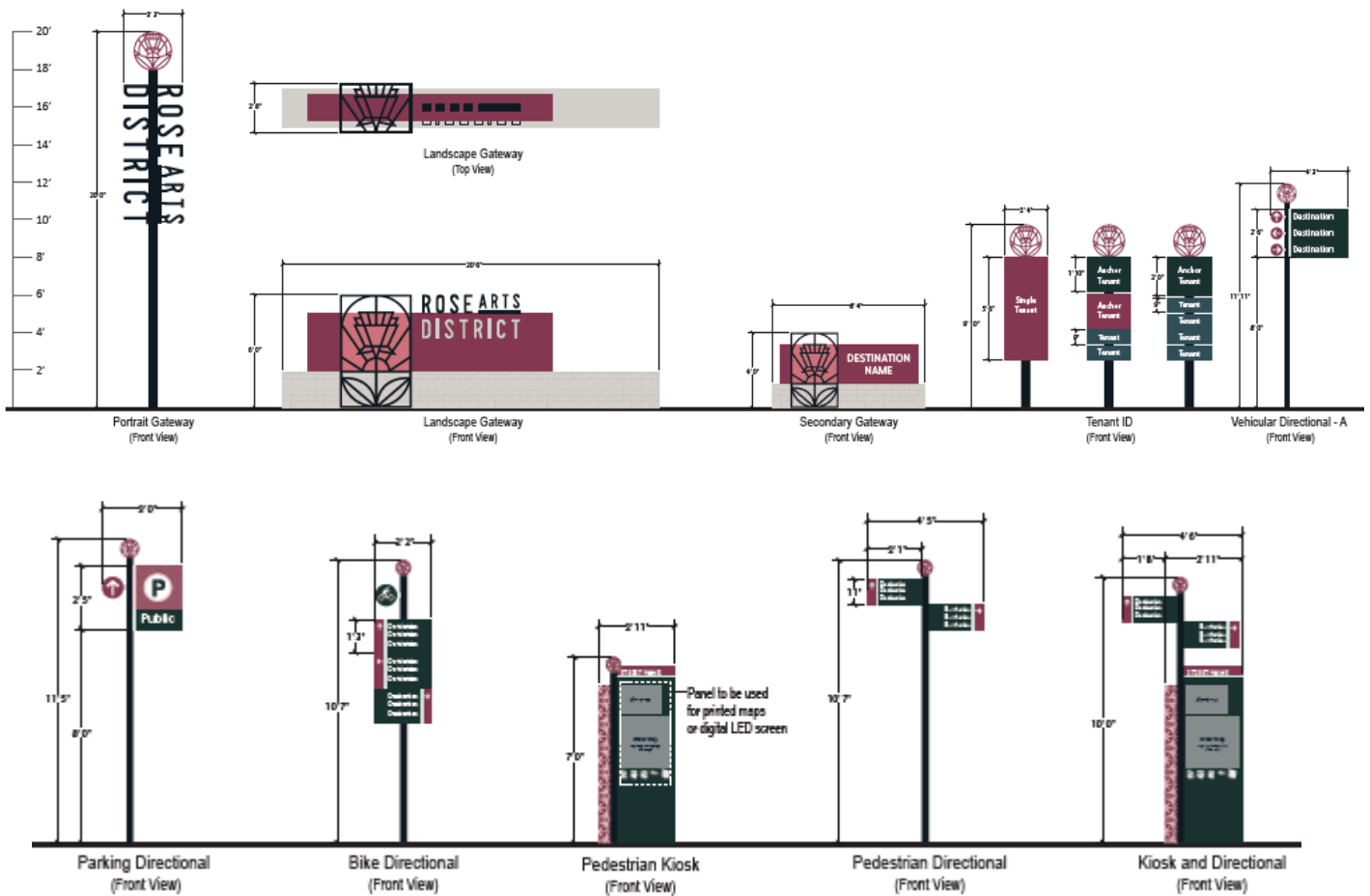
LANDSCAPE PLAN (CONTINUED)



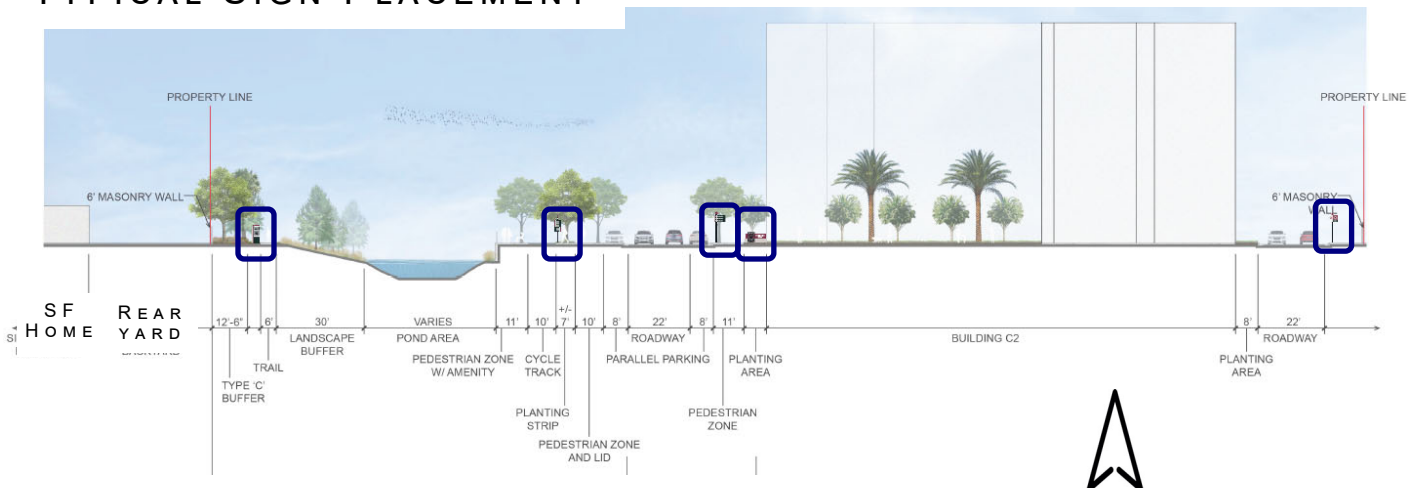
CROSS-SECTIONS



SIGN DESIGN PALETTE



TYPICAL SIGN PLACEMENT



FINDINGS & RECOMMENDATIONS

Staff finds that the proposed RoseArts Phase 1 Specific Parcel Master Plan (SPMP), is consistent with the requirements for approval of a SPMP/Master Plan application as contained in Section 65.335 of the Land Development Code (LDC):

1. The proposed Phase 1 SPMP is consistent with the City's Growth Management Plan.
2. The proposed Phase 1 SPMP is consistent with the City's Land Development Code.
3. The proposed request meets the standards for development under the default AC-2/W zoning district.
4. Existing public facilities and services are adequate to serve the proposed Phase 1 development.

Staff Recommendation

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the RoseArts Phase 1 SPMP, per the conditions in this staff report.

CONDITIONS OF APPROVAL - REQUIRED

Growth Management

1. Per Subarea Policy S.1.4, a maximum 1,600 units are permitted in phase 1. Per the data table provided with the submittal, 1,760 units are shown. Please rectify for compliance.
2. Provide the unit mix for the affordable units in building C2.
3. A minimum 10% civic space (including park space) is required per the Subarea Policy. At 38.5 acres (Phase 1 SPMP size), that equates to 3.85 acres of minimum required civic space. Parking landscape islands adjacent to K2, K3 & K4 (sheet P300) should be excluded from the civic space calculation.
4. 20% of the phase 1 site must be open space consistent with Wekiva overlay standards found in LDC section 58.499.11. To include the Lake Orlando peninsula in the calculations, the peninsula must be included within the boundary of Phase 1. Also, please provide a diagram of the buffer and ponds to be considered for the Wekiva open space (will be used to verify said parcels against the future replat).

Land Development

1. Impervious Surface Ratio (ISR) - Maximum ISR cannot exceed 90%, per the default AC-2/W zoning.
2. Floor Area Ratio (FAR)/Density - Per the approved RoseArts PD, Phase 1 can have no more than 1,600 residential units and no more than 150,000 sq. ft. of non-residential (office, retail, personal service) uses. At maximum buildout for Phase 1, this equates to a non-residential FAR of 0.09 and a residential density of 41.5 dwelling units per acre.
3. Parking - A 15% Parking Reduction has been requested and is being recommended for approval (see Transportation conditions). All parking must otherwise be consistent with Code requirements.
4. Signs - While a sign palette was provided for the Phase 1 SPMP, a Sign Master Plan, done via Planning Official Determination, is still required prior to any signs being permitted for Phase 1 or subsequent phases of development. Maximum sign area for each phase or development site will be determined either during Final Site Plan determination review or prior to sign permits being requested, as non-residential signage will be based on tenant frontages facing public or private streets.
 - a. Signage must be per LDC Chapter 64.
 - b. Digital signs are prohibited. All signs must receive permits prior to fabrication and installation.
5. Buffers - A Bufferyard "C" (per LDC Section 60.222, Figure 9) is required for adjacent residential uses not located within the RoseArts PD. This condition is being met to the southwest but additional landscaping is needed next to the Dunwoody Place residential condominium to the southeast.
6. Open Space - see Growth Management condition above relative to Wekiva Open Space.
7. Building Heights - All mixed use buildings will not exceed 100-ft. in height, above adjacent grade. This condition is being satisfied within Phase 1.
8. Setbacks must be consistent with the default AC-2/W zoning and specific requirements of the RoseArts PD. Proposed setbacks exceed minimum requirements throughout the Phase 1 SPMP.
9. Phasing/Scope - This SPMP is the initial phase of the RoseArts PD, to be followed by subsequent phases to the southwest, across Lakebreeze Dr. Subsequent phases need not be sequential, as long as necessary infrastructure is in place, per each approved SPMP for those phases.
10. Laydown Yards - Additional details about proposed laydown yards must be addressed in the subse-

REQUIRED CONDITIONS - CONTINUED

quent Final Site Plan determination for Phase 1 and subsequent phases. The intent of this requirement is to minimize potential disturbances to nearby existing residential areas (added 9/9/22).

11. Minor Modifications - Minor modifications and design changes including but not limited to fences, signs, landscaping, interior alterations, and other minor changes, that are required beyond those previously reviewed by the Municipal Planning Board (MPB), may be approved by the Planning Official without further review by the MPB. Major changes will require additional review by the MPB.
12. Final Site Plan (FSP) - Prior to engineering or building permit submittal for any phases of development within the RoseArts PD, a Final Site Plan determination, likely with an Appearance Review required by Urban Design, must also be submitted, reviewed and approved.

(see two (2) additional “informational” conditions/comments on page 36 of this report)

Urban Design

1. An Appearance Review is required prior to application for building permits following approval of each Master Plan/SPMP, to ensure that all Land Development and Urban Design conditions are satisfied. This can be done at time of Final Site Plan determination (see Land Development condition #13).

GENERAL

2. All previous conditions of the PD must be met.
3. The project must be consistent with the City's Traditional City Design Standards in Activity Center Districts (LDC Chapter 58, Part 6).
4. Additional review is required for the landscape plans and plant list palette prior to permitting to ensure all comments and conditions have been met. This can also be done at the time of Final Site Plan determination.

BUILDINGS

5. All building exteriors, including parking garages and accessory structures, must be constructed of durable permanent architectural materials. The base must be constructed out of materials such as brick, stone, pre-cast materials or similar; not stucco or EIFS.
6. Primary pedestrian entrances should have special architectural treatment.
7. Canopies are encouraged along street fronts to provide pedestrian protection from the elements.
8. Street-level tenant spaces must average at least 40 ft deep, except for those spaces lining a parking structure, where 18 ft in depth is acceptable. Street level tenant spaces must also have floor-to-ceiling heights of at least 16 ft, except for those lining a parking garage.
9. Parapets must have a 3-D appearance. Typically, 5 ft is added to wrap the parapet so that it is less 2-dimensional in appearance.
10. Mail kiosks, trash compactor, or similar accessory structures visible from the public rights-of-way or neighboring buildings must be constructed of compatible and consistent materials, as well as like finishes, forms and colors, as the primary building.

SITE and UTILITIES

11. Transformer areas outside building envelopes must be screened on three sides with landscaping and or a decorative, opaque wall and gates up to 6 feet in height. Landscaping must include a minimum 3-ft-tall hedge at the time of planting and maintained at a minimum of 4 ft tall.
12. All ground-mounted and rooftop mechanical equipment must be screened from view. The interior screen wall or parapet must be the same height as the installed mechanical equipment.
13. Backflow preventers must not be visible from the right-of-way and should be screened from view.
14. All dumpster 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.
15. Lighting fixtures in pedestrian and plaza areas must be decorative in appearance, style and finish and must not exceed 15 feet in height.
16. Direct pedestrian access must be provided from principal building entrances to public sidewalks. Internal pedestrian connections must also be provided to connect all buildings with sidewalks.

LANDSCAPING

17. Landscape Plans must adhere to the standards set forth in Ordinance No. 2021-74 (B)(10).
18. Pursuant to Ordinance No. 2021-74 (B)(13), all landscape plans for non-residential space and multi-

REQUIRED CONDITIONS - CONTINUED

family must achieve the Minimum Required Landscape Score (MRLS) required for non-residential uses and must comply with LDC Chapters 60 and 61 relative to landscaping. An MRLS spreadsheet showing compliance must be included with the plans.

19. Row-end and intermediate landscape islands must be a minimum of 10 ft. in width with canopy trees in them.
20. Stormwater pond planting shall be designed pursuant to Ordinance No. 2021-74 (B)(13)(b)
21. Irrigation systems must be designed in compliance with LDC Sec. 60.229 and maintained with industry standard water efficiency measures or equipment, such as:
 - a. A weather-based evapotranspiration controller;
 - b. Zoned soil-moisture sensors; or
 - c. Low volume system, using drip emitters for shrubs and groundcover and flood bubblers for trees. Impact sprinklers are prohibited.
22. All dumpsters and trash compactors and trash enclosures must be screened pursuant to Ordinance No. 2021-74 (B)(13)(d)
23. Proposed buffer yards must meet the standards in Ordinance No. 2021-74 (A)(7). All hedges installed must be a minimum of 3-ft tall at the time of planting and maintained at a minimum 4-ft height. Canopy Trees must also be provided along the buffer yards.
24. The streetscape must include 5-ft. x 10-ft. street tree well planting areas spaced, per Code, to provide planting areas for canopy trees. Palms are strongly discouraged for street tree use.

Transportation

1. Compliance

Except as where noted in this staff report, all aspects of the site plan are required to conform to all applicable minimum standards set forth in the editions of the City Code and the City Engineering Standards Manual that are in force at the time of any construction of this project.

Support of this submittal by the Transportation Dept. does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services.

2. At all project entrances, clear sight distances for drivers and pedestrians must not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment must obstruct vision between 2- and 8- ft in height above street level. The street corner / driveway visibility area must be shown and noted on construction plans and any future site plan submittals. The applicant must design the site plan as necessary to comply with the Florida Greenbook and the FDOT Design Standards Index. Sight lines shall be provided on both site plans and landscape plans.
3. For any construction work planned or required within a public R-O-W or City sidewalk easement adjacent to a public R-O-W (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant must submit the following:
 - A. Maintenance of Traffic (MOT) plans (for more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
 - B. Roadway plans including paving, grading, pavement markings and signage (contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
 - C. A copy of all required County and State permits (if pending, attach a copy of the application)
4. Auto-turn: Provide auto-turn for the intended design vehicle on-site at time of permitting in order to avoid any delays during permit review. Additionally, the inside and outside of each intersection to be used as a fire lane must be indicated on the site plans.
5. Solid Waste: The final site plan must show the location and size of the on-site solid waste compactors/dumpsters with concrete pads, and enclosures with doors. Dumpsters must be located to provide a minimum 50 ft of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.
6. Bicycle Transition Points: The transition from on-street to off-street bicycle facilities must be clarified; on-

REQUIRED CONDITIONS - CONTINUED

street bicycle facilities may not simply end at an intersection. The bicycle trails along the center street coming in from Rosamond Dr. to the north do not appear to transition to/from the sidewalk. The same is true for the bike paths along the main N-S roadway; no similar transition is shown at the intersection between buildings B and C1.

7. Traffic Calming:

- A. A raised intersection is required at both the intersection between Bldgs. A and B, as well as between Bldgs. B and C1.
- B. A raised crosswalk is required across the main N-S roadway at the pedestrian crossing located in front of Bldgs. C1 and C2.

8. Roundabout Intersections. Prior to submission of the first permit for roadwork within Phase 1, the applicant must complete a Roundabout Performance Analysis (RPA) for the N-S connector roadway and Lake Breeze intersection, to determine the geometry required to accommodate each intersection at full build-out accounting for projected traffic volumes from the Traffic Impact Analysis. The RPA must contain the following as found in the FDOT Design Manual Chapter 116 Section 116.2.3: Operations Analysis, Geometric Performance Checks, and Preliminary Roundabout Design. The City Transportation Engineer must review and accept the RPA prior the roadwork permit being issued.

- A. The Preliminary Roundabout Design must be used to determine the limits of right-of-way dedication at future roundabout intersections.
- B. If all legs of a roundabout are not built with an SPMP, the roundabout must be constructed with approach stubs to accommodate any future planned approaches.

9. Street Network. The property owner (or Community Development District (CDD)) must fully fund the design, permitting, and construction of all required framework and local streets in the development. This applies to streets regardless of whether they are to be designated and maintained as Public or Private streets and includes any signalization or other traffic control as required and approved by the City.

- A. Upon completion and acceptance of the north-south spine road by the City, the road must be dedicated to the City as public ROW.
- B. All additional driveways, alleys and streets within Phase 1 must remain privately owned and maintained.

10. Access Management – The eastern driveway along Rosamond Dr. may operate as a full-access intersection. The applicant/developer must conduct an Intersection Control Evaluation (ICE) and a left turn evaluation to demonstrate the most appropriate design of the intersection. At a minimum, the median opening must be shifted east to line up with the new driveway.

- A. Due to the proximity to adjacent intersections, the western two driveways along Rosamond Dr. will be restricted to right-in/right-out vehicular movements.
- B. The applicant/developer is responsible for the design and construction of all median changes at project intersections.

11. Additional Mitigation (Based on Traffic Impact Analysis)

- A. N Orange Blossom Trl and Rosamond Dr. Intersection. The signal must be constructed and in operation prior to the issuance of any certificates of occupancy for any development within the PD. Funding for the construction of additional turn lanes and modifications to the signal must be secured prior to issuance of any certificates of occupancy for Phase I development and these improvements must be constructed prior to surpassing 50% of the Phase I development order.
- B. N John Young Pkwy. Ramps and Lake Breeze Dr. Given the importance of this connection from the community to John Young Pkwy, a conceptual plan for the proposed intersection modification must be completed and discussed with FDOT in conjunction with Phase 1. A letter from FDOT, indicating what modifications will be allowed at this intersection, is required prior to issuance of any certificates of occupancy for Phase I development. Should the eastbound approach LOS degrade to "F" or the v/c ratio exceeds 1.0 prior to initiation of Phase 2, the developer must fund the design and construction of intersection improvements required to bring this intersection back to an acceptable level of service.
- C. Post Construction Data Collection. To ensure adequate functionality of the intersection, the Develop-

REQUIRED CONDITIONS - CONTINUED

er or their assignee shall pay for the collection of traffic volume counts to assess the project's continuing impact on the Lake Breeze Drive and John Young Parkway intersection four (4) times after the completion of the Phase 1 internal project roadway connection to Lake Breeze Drive. The first count must occur 6-months following the completion of this connection, with the following three subsequent counts occurring every 6-months. All data collection efforts will determine daily, AM peak hour, and PM peak hour volumes at the intersection.

- D. Other Improvements. Staff recommends that the applicant continue to explore possible intersection improvements that balance the safe movement of pedestrians and cyclists along John Young Pkwy, across Lake Breeze Dr., with the need to ensure adequate vehicular access. The proposed improvements of converting the outside southbound through lane along John Young Pkwy to a dedicated right-turn lane to allow for a southbound acceleration lane for the eastbound right-turn movement could encourage excessive speed to and from Lake Breeze Dr through the crosswalk area. Pedestrian and cyclist safety elements must be included in any proposed redesign of the intersection.
12. Transportation Improvement Phasing Phase 1: Must include all internal Phase 1 roadways, the connections to Rosamond Drive and Lake Breeze Drive, as well as the signalization at Rosamond Dr. and Orange Blossom Trail.
13. On-going Project Traffic Analysis: As noted in the PD, prior to each phase of development, a new traffic study will be required to determine if any additional mitigation/modifications are required based on the actual background and constructed Phase(s) traffic generation. Specific details may be found in the RoseArts PD ordinance.
14. City Services Easement: All street sidewalks located outside of the public ROW must be placed within a city services/sidewalk easement. This easement may be recorded at the time of platting or via separate instrument but must be recorded prior to the issuance of the certificate of occupancy for the adjacent building site.
15. Sidewalks: 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.
16. 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 and designated with high intensity markings in a "ladder" pattern per Manual of Uniform Traffic Control Devices (MUTCD) standards.
17. Loading/Unloading and Service: Each building site must contain off-street loading/unloading zones for freight, commercial delivery and move-in/move out in accordance with LDC CH 61, Part 3F.
18. Parking must be provided per LDC Chapter 61. Additional details on the specific square footage of commercial uses, number and type of residential units, and number of on-site parking spaces per building must be provided at the time of final site plan.
19. Reduction: A 15% parking reduction was requested and is recommended for approval for Phase 1, subject to the conditions below. Details of proposed parking reductions must be contained in the development details summary page with permit submission.
 - i. Additional pedestrian and bicycle facilities: above and beyond code minimum, covered bike parking or amenities such as bike wash and repair stations within the development must be provided at each building. Up to a 5% reduction.
 - ii. Inclusion of Affordable Housing Element: Affordable housing must remain a component of the development. Up to a 5% reduction.
 - iii. Complementary Land Uses in the same Building or Site: The mix of commercial and residential uses within phase 1 of the development will likely lead to fewer vehicular trips within the development. Up to a 5% reduction.
20. Electric Vehicle (EV) Parking Spaces
 - A. EV Capable spaces must be provided per building. EV capable means that these parking spaces are ready for future Electric Vehicle Supply Equipment (EVSE) installation by providing dedicated electrical capacity in the service panel (40amp breaker for every two EV Capable spaces) and conduit to the EV Capable space. These spaces do not require wiring to the space or a receptacle.

REQUIRED CONDITIONS - CONTINUED

- B. EVSE Installed spaces must also be provided per building. EVSE means that these parking spaces are reserved for EVs and provide drivers the opportunity to charge their electric vehicle using EV charging stations rated at a minimum of 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 provided EV parking spaces must meet the requirements of LDC Chapter 61, Part 3G.
- 21. Two Wheeled Vehicle Parking: At least two 2-wheeled vehicle (motorcycle, moped, scooter) parking spaces must be provided at each building per LDC Sec. 61.322 (d).
- 22. Bicycle parking must be provided per the standards of LDC Chapter 61, Part 3D and must be made available prior to the issuance of any Certificate of Occupancy for the use being served. Bicycle parking should be spread across the development as evenly as possible to provide equitable access to bicycle parking.
 - A. 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 ft of the buildings principal entrance.

Parks

1. The Developer must provide park land as part of this development. The PD mandates that at least 9.6 acres of Neighborhood Parks and 15.3 acres of Community Park land be provided for the **entire** Rose-Arts PD. All parklands must be evenly distributed throughout the overall development and the Developer must also meet or exceed Open Space requirements.
2. The Developer will be required to enter into a park agreement prior to start of construction of any parks within the Phase 1 development.
3. Land used for stormwater retention, drainage structures, conservation, or wetlands and land adjacent to or located within street R-O-W will not be counted towards park land requirements.
4. Per the PD, required stormwater compensating storage acreage will not count toward required park acreage unless approved by the City in advance of the development of each phase. All active recreation amenities, such as sport courts and open turf areas intended for free play, must remain outside of compensating storage areas. However, the City may approve compensating storage on minor portions of park acreage outside of active recreation or support facilities, such as along park edges or in passive spaces as long as it is strategically engineered to avoid active or hardscaped areas and it doesn't occupy more than 20% of any park.
5. Park land must consist of well-drained soils suitable for building and development. No remnant or filled parcels will be acceptable without additional requirements.
6. Parks and other recreation facilities must, at a minimum, be reviewed during individual Specific Parcel Master Plan (SPMP) submittals, with approvals given via Determination by the Families, Parks and Recreation Department and Public Works Department before any parks can be permitted, constructed and accepted by the City. All park lands must also be shown on the replatted property as Public Parks.
7. Because the land for this development was previously used for many years as a golf course, a thorough Phase 1 Environmental Report must be provided with each phase and, if deemed necessary, a Phase 2 environmental inspection report provided by a licensed firm as part of the park's SPMP review and approval via Determination. Any discovered contamination must be corrected to the satisfaction of the Florida Department of Environment Protection prior to being developed into a public park.
8. Neighborhood parks will be owned and maintained by the Developer, CDC or other community agency, but must be open for use by the general public.
9. 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.
10. Relative to tree preservation and/or removal, the Developer must review existing trees for species, size and condition to design around large healthy trees where possible. Any trees to be removed due to development will require the issuance of a tree removal permit from the City Parks Division arborist

REQUIRED CONDITIONS - CONTINUED

and must be obtained PRIOR to the commencement of any site clearing work. Contact condredge.malory@orlando.gov to pursue tree removal, protection, and mitigation. Note: A mass grading or site clearing permit does NOT negate the need for tree removal permits. Similarly, any wetlands permits or wetland mitigation approvals obtained from agencies outside the City of Orlando do not supersede the City's tree removal permit process. Please provide a copy of any outside agency tree removal authorizations at time of site clearing and City tree removal applications to avoid lengthy delays in site clearing actions.

Water Reclamation (Wastewater) - The followings conditions must be addressed and incorporated into the Construction Plans submitted for review **PRIOR** to building permit issuance:

1. The development of the former Lake Orlando Golf Club facility from a land use category of Public/Recreational/Institutional, with a relatively low wastewater output, to a future land use of Urban Village with a potential 5,650 multi-family units and 350,000 sq. ft of commercial space, represents a significant increase in the wastewater discharge rate, which the existing City's infrastructure may not have the capacity to support.
2. An Infrastructure Master Plan (IMP) **must** be prepared up-front for the entire RoseArts development and should include wastewater generation calculations, along with sizing and layout of an on-site sanitary sewer collection system. Connection points to the public sanitary system **must** be identified. The IMP must be submitted to the Water Reclamation Division for review and approval PRIOR to or together with Phase I construction plan submittals.
3. Wastewater flows (average daily flows, ADF) associated with each phase of the development **must** be calculated using the City's sewer service policy allocation rates, Level of Service (LOS) published in the City's GMP, and 64E-60008 FAC. Peaking factor will vary based on the accumulated ADF in the pipe network.
4. City sewer mains **cannot** be located within private streets, private or City-owned alleys, or open space tracts. Sanitary sewer mains located within private streets, tracts or lots must be privately owned.
5. Wastewater average daily flow (ADF) and peak flow from the development into LS#85 must be calculated and reported in the IMP.
6. The new development (Phase 1) **must** be served by gravity sewer to the extent feasible. Gravity sewer may need to be extended in the initial phase of construction to a point where minimum cover prevents further extension. A need for lift stations should be minimized. Private force mains **must not** be installed in public ROW's, except to make connection perpendicularly to City sewer.
7. Inclusion of private lift stations not addressed in the IMP are discouraged and will require additional review by the Water Reclamation Division and may require the Infrastructure Master Plan to be revised. All lift stations require emergency generators.
8. The requirements of the applicable Sections of Chapter 9 of the City's Engineering Standards Manual (ESM), latest edition must be applied in the analysis and design of all sanitary elements of the Phase 1 SPMP and overall RoseArts PD.
9. The Applicant's Engineer is encouraged to coordinate with WRD in the preparation of the IMP.

Housing

1. The designated affordable units in the first phase must receive Certificates of Occupancy prior to approval of Phase II.
2. The unit mix ratio by bedrooms for the affordable units must match the overall ratio of units within Phase 1. A breakdown of the units is provided below; please add this to page P300 under the C-2 Building information.
3. The affordable units must generally match the area (sq. ft.) and be materially similar to the other units in the Phase.

Buildings	studios	1bdrm	2bdrm	3bdrm	Total
A	51	184	139	14	388
B	40	217	214	5	476
C1	45	177	119	12	353
C2	76	185	109	13	383
Total	212	763	581	44	1600
% of Total	13%	48%	36%	3%	100%
Proposed Affordable Breakdown	21	76	58	4	160

REQUIRED CONDITIONS - CONTINUED

4. Affordable units within the individual development must not be clustered into one area of a building. Units shall be distributed equitably.
5. Affordable Housing developments can separately apply for Certification with the Housing and Community Development Department in order to be eligible to apply for financial incentives.
6. Compliance for the individual development and the requirement for the affordable units are outlined in Section 5 of the Developer's Agreement established with the PD.
7. The conditions for this project and phase are the minimum established; the applicant can always pursue additional avenues to provide additional affordable units and can become eligible for additional financial and development incentives.

Permitting

1. The total RoseArts property is required to be platted, per LDC Section 65.401, prior to the issuance of building permits. A Hold Harmless Agreement can be submitted (along with a corresponding deposit) at time of plat submittal to allow the plat condition to be temporarily met and not hold up permit issuance, provided the corresponding replat (SUB case) has been reviewed by the City's Technical Review Committee (TRC).

INFORMATIONAL COMMENTS

Site Engineering/Public Works

1. The proposed development is partially within a FEMA floodplain / Special Flood Hazard Area (SFHA). Permission to develop will be dependent on the project meeting the City's floodplain management requirements and issuance of a floodplain (FLO) permit from the Site Engineering department as well as other requirements.

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

2. 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.
3. When applying for an Engineering Permit, the Drainage & Geotech Reports, Stormwater Tabulations, and all necessary docs needed must be submitted, in order to verify the City's and Water Management District standards are met.
4. 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."
5. Construction activities including clearing, grading and excavating activities shall obtain an EPA NPDES permit, except for operations that result in the disturbance of less than one acres 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 (via ProjectDox upload) prior to the issuance of City of Orlando permits.
6. If the disturbed area is less than one acre, a note must be provided on the plans indicating the City of Orlando's Guidelines for Erosion Sediment Control (aka the Blue Sheet) will serve as a guide for the implementation of erosion sediment control measures. The Blue Sheet can be found on the City of Orlando website. Please attach this sheet in your permit submittal.
7. A signed and sealed existing topographic survey with datum and official benchmark in the NAVD88 vertical datum must be provided. Per the City's ESM Section 7.01.A.1, survey data shall be gathered to at least 25 feet beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained.

INFORMATIONAL COMMENTS (CONTINUED)

8. A hard copy of the site survey (signed and sealed) must be submitted to City Hall 8th floor, addressed to Richard Allen, City Surveyor.
9. A signed and dated private/public improvements cost sheet must also be submitted. Cost sheet forms and instructions are available at www.cityoforlando.net/permits.

Orlando Police Dept.

The Orlando Police Department has reviewed the plans for the RoseArts Phase 1 SPMP, utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

DAS- Distributed Antenna Systems: All buildings (including parking garages) must provide an adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting.

Adequate indoor radio coverage will include the following standards:

- 1) Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the City's police dispatch center and the appropriate emergency service dispatch centers that will be providing fire and emergency medical protection services to each building.
- 2) Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field unit's portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 3) The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services will determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage will constitute a successful communications test between the equipment in the building and the Communications Centers for all appropriate emergency service providers for the building.
- 4) If any part of the installed system or systems contains an electrically powered component, the system will be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The battery system will automatically charge in the presence of external power.
- 5) FCC authorization: All amplification equipment must be FCC Type Accepted.
- 6) Developments must comply with NFPA 72- National Fire Alarm and Signaling Code, in building public safety radio coverage requirements, as it pertains to emergency communications systems (ECS), and their components.

If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Rebecca Gregory at 321.235.5314 or at Rebecca.gregory@Orlando.gov. The OPD Technical Review Committee (TRC) representative, Audra Rigby at 407.246.2454 or at audra.rigby@Orlando.gov can also assist the applicant in contacting the Emergency Communication Representatives.

Natural Surveillance: Design the site to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; porches or patios and adequate nighttime lighting.

- Window signs and graphics and any lifestyle images used for branding and or leasing are prohibited between 3- and 6-ft from ground level to allow visibility for security reasons.
- Tree branches must be kept trimmed to no lower than 6 ft from the ground and shrubs should be kept trimmed to no higher than 30 inches. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should

INFORMATIONAL COMMENTS - CONTINUED

not block/cover windows. Open green spaces should be observable from nearby structures.

- Outdoor furniture placed in common areas is a good way to increase surveillance and encourage positive community interaction while creating more "eyes on the street". Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
- All public transportation stops on or around the property must be lit after dark and located where there is a lot of activity and good natural surveillance.
- Entry and exit points to covered parking must contain convex mirrors or reflective material that allows drivers and pedestrians travelling through this area to observe cross-traffic and reduce the opportunity for collisions.
- All sides of a building must have windows to observe walkways, parking areas and driving lanes
- For interior corners, elevator lobbies and elevator cars, the use of convex mirrors or reflective materials must be used to support surveillance around, into and out of these areas.

Natural Access Control: Design the site to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing street, walkway, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.

- Way-finding must be used and provide clear guidance for authorized users while discouraging potential offenders. Signs should clearly indicate - using words, international symbols, characters, colors, maps, etc., the location of authorized parking or valet, public and residential entrances, restrooms, and public or private use routes.

Territorial Reinforcement: Design can create or extend a sphere of influence, where users develop a sense of territorial control, while potential offenders are discouraged. This is promoted by incorporating features that define property lines and distinguish private spaces from public spaces such as; landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.

- Bollards are a good feature for discouraging or controlling access. Spacing between bollards should meet ADA standards yet deter intrusion from vehicles and unauthorized users. Use bollard styles that are appropriate for the application; that is, bollards designed to stop vehicle traffic are a different density and strength than those used to direct pedestrian flow. Bollards can also serve a dual purpose when incorporated with lighting and/or way-finding.
- Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes. Failure to maintain the property is subject for review per City Code Ch.14. All property maintenance code requirements must be met.

Target Hardening: This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.

- Entry doors to the property, offices, common areas and all dwelling units must contain a minimum 180-degree viewers or small windows with security glass, interior or security hinges, single cylinder deadbolt locks with a minimum one-inch throw, metal frames with three-inch screws in the strike plates, and must be made of solid core material
- A uniform access control system is a good option so only authorized personnel have access to their respective business or residential areas, and any amenities or restricted areas. Common area doors or gates should have locks that automatically lock when the doors close.
- If alarm or security systems are installed, each unique space should be clearly identified with a monitoring center and should be regularly tested and maintained by the authorized users. During working hours, commercial alarm systems (to include any common areas) should be programmed so that a short beep is sounded if an exterior door opens or is left open for a predetermined amount of time.
- A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is a good option to consider. Cameras should be mounted at an optimal height to capture offender identification. Cameras should be placed in several locations to include parking areas, walkways, entrances, outdoor seating areas, amenities decks, and anyplace with limited or no natural surveillance such as sheer walls and around trash receptacles, service and loading zones.

INFORMATIONAL COMMENTS (CONTINUED)

Questions about building alarms, personal safety, crime prevention for apartment communities, crime prevention strategies and neighborhood or community watch programs, should be discussed with OPDs Crime Prevention Unit, Contact OPD Liaison DeCarlos Hill at decarlos.hill@orlando.gov.

Land Development

1. Permit Compliance - All plans submitted with the building permit application(s) must comply with the conditions of approval provided in the Municipal Planning Board staff reports and any amendments to those conditions approved by the Municipal Planning Board, City Council or subsequent Final Site Plan determinations. No building permit may be issued for each phase of the project until all conditions of approval are complied with and reflected in the plans submitted with the building permit application for each phase or SPMP.
2. Regulations Subject to Code - Except as provided herein, the proposed project is subject to the conditions of this report and all codes and ordinances of the State of Florida, City of Orlando and all other applicable regulatory agencies.

Permitting

1. All plans must conform to and all construction must be accomplished in accordance with the Engineering Standards Manual (ESM), unless otherwise stated within the RoseArts PD ordinance.
2. All future elevations shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
3. No drainage is permitted to be discharged onto surrounding private property, nor can existing drainage patterns be adversely affected by any construction.
4. At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, per LDC Section 65.604.

Fire Permitting

TRC fire code review is preliminary in nature. It is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The architectural design of the building, life safety features, floor plans, egress system, fire protection systems, fire department access and MEP will be reviewed in detail for State, Fire Code, FFPC and City Fire Code compliance at the time of permit application.

The architectural design of the buildings, floor plans, life safety egress system, fire protection systems, and fire department access will be reviewed in detail at time of permitting for State, Fire Code, FFPC and City Fire Code compliance at the time of permit application for formal plan review of 100% drawings.

1. REQUIRED ACCESS. The Orlando Fire Department requires access to two sides of a building or structure.
2. HAZARD DETERMINATION. The location of a hazard, natural or manmade, cannot be predetermined. As such, designs incorporating predetermined locations for staging by OFD apparatus are not applicable for review of fire department access.
3. MANUAL STAGING. The Orlando Fire Department does not conduct manual staging operations under a structure. Any travel otherwise under a structure must be reviewed and approved by Orlando Fire Department prior to formal plan review.
4. PRESUBMITTAL MEETING WITH PERMITTING SERVICES. While TRC review is appreciated, it is not applicable for review of conceptual architectural drawings for detailed Fire Review. A pre-submittal meeting is required in order to receive cursory insight into Florida Building Code (FBC) and Florida Fire Prevention Code (FFPC, NFPA) requirements impacting a conceptual architectural drawings. Official determinations are not provided at these discussions. Architects of Record and or Consultants are asked to prepare an agenda with questions pertaining to the project, to afford staff time to research in advance before the pre-submittal meeting. To schedule an appointment, go to: www.orlando.gov/Building-Development/Schedule-an-Appointment/Schedule-a-Permitting-Appointment.
5. 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.

INFORMATIONAL COMMENTS (CONTINUED)

To begin the process, go to: www.fldeportal.com/DepPortal/go/apply.

6. Required Fire Department Access (Mandatory Requirement). Approved fire department access roads must be provided for every facility, building, or portion of a building hereafter constructed or relocated. NFPA 1.18.2.3.1.1; NFPA 1.18.2.3.1.2. Fire department access roads may consist of roadways, fire lanes, parking lot lanes, or a combination thereof. The access road itself must extend 50-ft. 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.
7. Manual Suppression. Any portion of the building or exterior wall of the first story must 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 450-ft. 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].
8. Fire Department Access Road: All fire department access roadways shall meet the roadway design specifications or Policy on Geometric design of highways and Streets, American Association of State Highway and Transportation Officials (AASHTO) and ESM Chap.6 for (Pavement, asphalt, concrete, brick and surfaces). The access road must 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.
 - A. The minimum required widths and clearances must be maintained at all times.
 - B. The minimum required width of a fire department access road must not be obstructed by parking spaces or reduced in any other manner.
 - C. Entrances to fire department access roads that have been closed with gates and barriers must not also be obstructed by parked vehicles.
9. TURNS. Turns in fire lanes must be constructed to provide sufficient width to accommodate the largest piece of fire apparatus available to be operated on the fire access road.
10. Approved Turnaround: An approved turnaround must be provided for fire apparatus where an access road is a dead-end in excess of 150 ft. When a dead-end road will not accommodate an approved t-turn or turn-a-bout, a minimum width of 25 ft. will be required. This provision is subject to review and approval of the Orlando Fire Department. The turnaround must be the minimum 20ft. width of the fire department access road and sized for the dimensions and maneuvering area of the largest OFD apparatus (generally 60 ft. length / 20 ft. width). Use of areas subject to occasional obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sacs (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].
11. APPARATUS DIMENSIONS. The dimensions for calculation of auto-turn analyses must include the following for the Orlando Fire Department apparatus: Width 10-ft, Truck body length 52-ft 22 in., Weight 75,000 pounds; Maneuvering radius: 50-ft. exterior and 30-ft. interior.
12. ENGINEERED STABILIZATION. Fiber product installation for soil and turf reinforcement will be conditionally approved by the AHJ (who is this?). 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 1.18.2.3.5.2].
13. POINT LOAD CALCULATION. The ground contact area for each stabilizer must 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.
14. Water Supply: All site plans must indicate the location of fire hydrants. All portions of an unsprinkled building must be within 300 ft. distance of a fire hydrant. All portions of a sprinkled building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. [City Code Chapter 24.30; NFPA 1.18.3].
15. Needed Fire Flow: The required fire flow for commercial structures must be determined as specified in the standard: Determination of Required Fire Flow as published by the Insurance Services Office (ISO).

INFORMATIONAL COMMENTS (CONTINUED)

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 will not be less than 1000 gpm. Calculations and a water supply analysis must be provided to demonstrate delivery of fire flow.

CONTACT INFORMATION

Growth Management - Michaelle Petion at 407-246-3837 or at michaelle.petion@orlando.gov.

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

Urban Design - Shannon Stegman at 407-246-2861 or at Shannan.stegman@orlando.gov and Max Spann at 407.246.3292 or at maxwell.spann@orlando.gov.

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

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

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

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

Permitting Review - Keith Grayson at 407-246-3234 or at keith.grayson@orlando.gov.

Police - Terrence Miller at terrence.miller@orlando.gov.

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

Fire Dept./Fire Permitting - Charles "Chip" Howard at 407-246-2143 or at Charles.howard@orlando.gov.

Housing - Jessica Frye at 407-246- 3413 or at Jessica.frye@orlando.gov.

REVIEW/APPROVAL PROCESS-NEXT STEPS

1. Following the MPB meeting, the City Council will review and approve the August 2022 MPB meeting minutes on Monday September 12, 2022, if an appeal is not filed up to seven (7) days following the August 2022 MPB hearing.
2. Following the MPB meeting, the applicant may submit for the Phase 1 Final Site Plan (FSP) & Appearance Review (AR) Determination, which is a 2-3 week administrative review prior to applying for engineering and building permits.