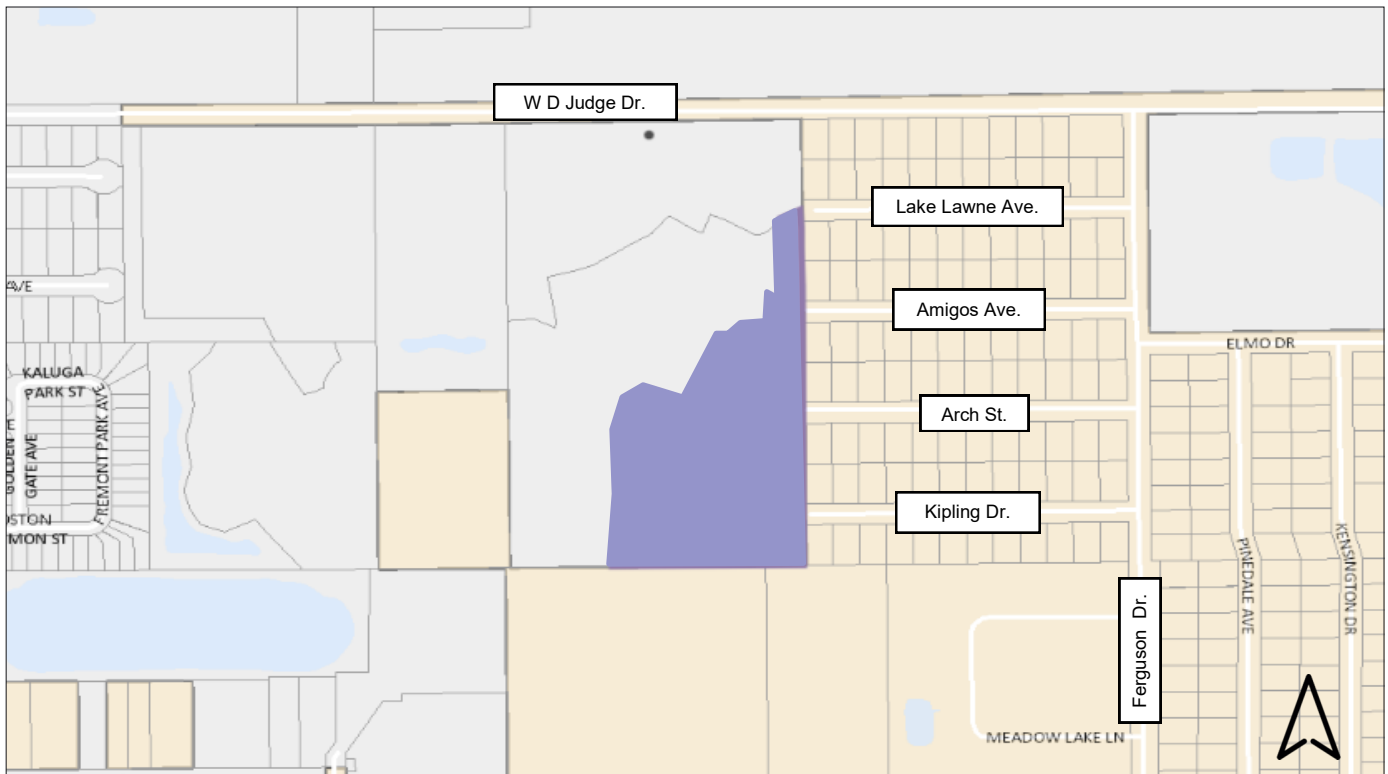



**3750 WD JUDGE DRIVE- FERN GROVE PHASE II
PD AMENDMENT**



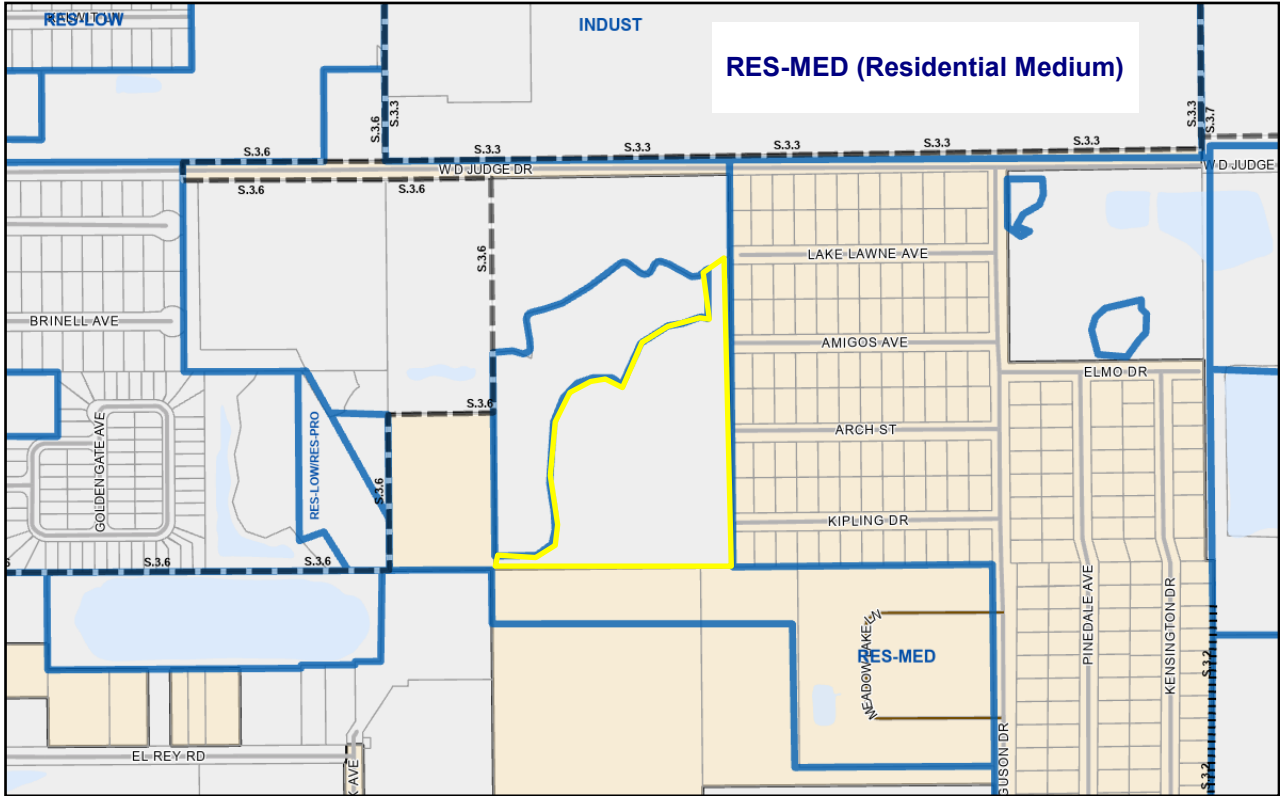
Location Map

 Subject Site

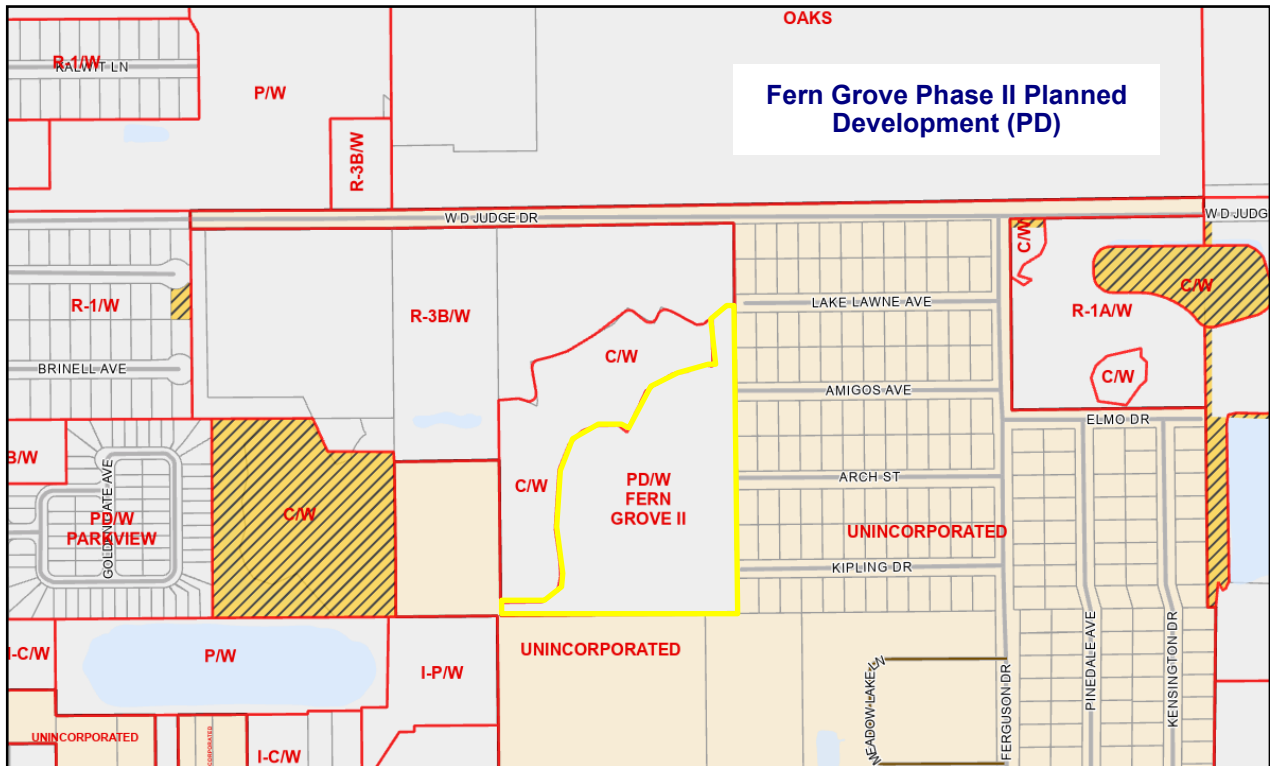
SUMMARY

<p>Owner BDG Leasing LLC</p> <p>Applicant Aimee Sheilds (GAI)</p> <p>Project Planner Michele Gibbs</p> <p>Updated: April 14, 2026</p>	<p>Property Location: 3750 WD Judge Dr. The subject property is generally located north of W. Colonial Drive, east of Mercy Drive, south of WD Judge Drive, and west of Ferguson Drive; (±9.9 acres); District 5.</p> <p>Applicant's Request: The applicant requests a Planned Development amendment for the previously approved 258-unit senior affordable housing project by reducing the total number of approved parking spaces from 335 to 260 for the overall phase.</p>	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p> <p>Public Comment Courtesy notices were mailed to property owners within 400 ft. of the subject property on the week of April 6, 2026 . As of the published date of this report, staff has not received comments from the public concerning this request.</p>
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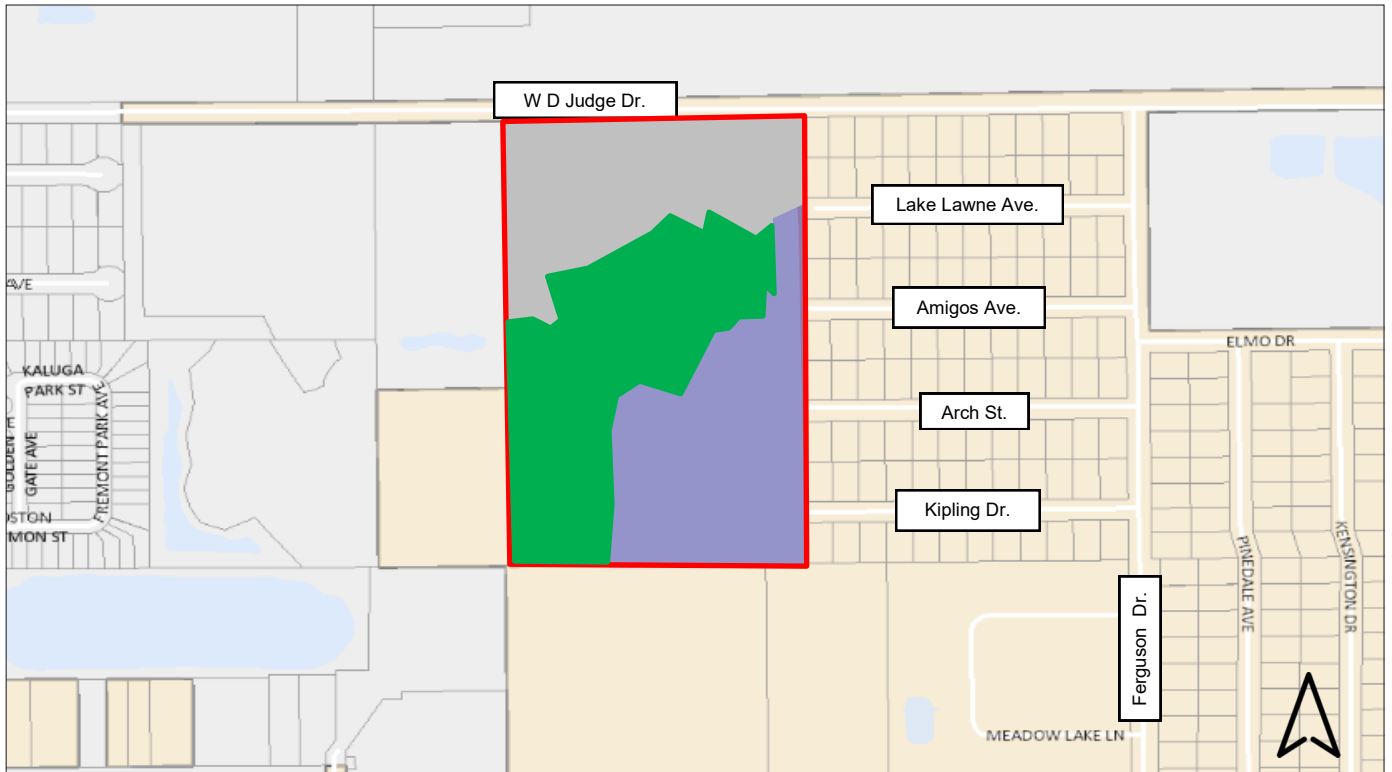
FUTURE LAND USE MAP







ZONING MAP



Location Map



-  **9.9 acres (subject site) already approved ZON2024-10024 and now being amended**
-  6.6 acres (previously approved in 2019—ZON2019-10013, GMP2019-10013, MPL2019-10032 & CUP2019-10011) Fern Grove Phase I
-  22 acres—entire parcel
-  6.2 acres—Conservation area will remain

PROJECT ANALYSIS

Project Description

The subject property is generally located north of W. Colonial Drive, east of Mercy Drive, south of WD Judge Drive, and west of Ferguson Drive and consisting of ±9.9 acres with a Parcel ID of 29-22-21-0000-00-020.

Previously approved was a rezoning of the ±9.9 acres of the total 22 acre parcel to Planned Development (PD/W) from the One to Two Family Residential (R-2A/W) designation and Conservation (C) with the Wekiva overlay district, for the development of a 258-unit multifamily senior housing (ZON2022-10024). A concurrent Growth Management Plan amendment (GMP2022-10031) was also approved to change the Future Land Use Map designation from Residential Low Intensity (RES-LOW) to Residential Medium Intensity (RES-MED) on ±6.7 acres, on the southern portion of the original parcel, and from Conservation (CONSERV) to Residential Medium Intensity (RES-MED) on ±3.2 acres, for a total of ±9.9.

The applicant is requesting a Planned Development (PD) amendment for the previously approved 258-unit senior affordable housing project by reducing the total number of provided parking spaces from 335 to 260 for the overall phase.

The future land use designation, zoning and surrounding uses are shown in Table 1, on page 4. The senior housing is compatible with the surrounding single-family residential.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	RES-MED and INDUST (City)	R-3B/W and PD/W	Residential senior multi-family and warehouses
East	Low Density Residential (County)	Residential low intensity R-1 (County)	Single family residential
South	Commercial and Low Density residential (County)	C-3 and R-3 (County)	Auto related services and residential multifamily
West	RES-MED (City)	Medium Intensity Development R-3 B/W (City)	Residential uses– senior housing

Previous Actions

July 25, 2005:

City Council approved the petition for voluntary annexation of ±146 acres, including the subject property; 3636 W. New Hampshire St. and 3749, 3750 and 3851 WD Judge Drive.

October 18, 2005:

Annexation and Initial Zoning designation of Planned Development and Conservation (PD/C) case number (ANX2005-00024); a GMP amendment (GMP2005-00013) to assign Residential Low Intensity, and Conservation as future land use designations to the property.

August 28, 2006:

The City Council approved the zoning designation of Planned Development/Wekiva (PD/W) to approximately 212 acres, known as the Princeton Village Project, (ZON2005-00017), the subject property was part of this zoning designation. The proposed development included 1,261 dwelling units: 92 single family; 661 townhomes; 508 condominiums and an elementary school site. This parcel was shown as ±120 townhomes units.

June 3, 2019:

A Planning Official Letter of Determination (DET2019-10085) was approved to amend the northern Conservation boundary of the Future Land Use map for the northern portion of the larger parcel, based on a boundary survey and the St. Johns River Water Management District authorization, in conformance with the Growth Management Plan, Policy 2.3.3.

August 20, 2019:

The Municipal Planning Board recommended approval of a GMP amendment to assign a future land use designation of Residential Medium Intensity (RES-MED), on ±6.6 acres (GMP2019-10013) and a re-zoning of the entire parcel (±22 acres) from Planned Development (PD/W) to Residential Medium Intensity (R-3B/W), in part, One to Two Family Residential, (R-2A/W) in part, and Conservation, (C/W) in part; (ZON2019-10013). A master plan and height Conditional Use permit (MPL2019-10032 & CUP2019-10011) to allow a 4-story 138 unit senior housing apartment building on the northern 6.6 acre portion was approved. The request was subsequently appealed.

February 24, 2020:

The City Council approved the actions of the MPB for the meeting of August 20, 2019 and denied the legislative appeal.

March 16, 2020:

The City Council adopted Ordinance 2020-11 in conformance with cases: GMP2019-10013 and ZON2019-10013.

August 19, 2022:

The minor plat for Lot 1, northern portion of parcel, for the Fern Grove PH 1, was recorded as Doc#20220508203 (reference case#SUB2021-10056).

January 17, 2023:

A Planned Development designation was recommended for approval for a rezoning application to Planned Development to develop a 5-story, 69 ft., 258 senior housing units on the southern ±9.9 acre-portion of the ±22 acre parcel(ZON2022-10024). A concurrent Growth Management Plan amendment (GMP2022-10031) was also recommended for approval to change the Future Land Use Map designation from Residential Low Intensity (RES-LOW) to Residential Medium Intensity (RE-MED) on ±6.7 acres, on the southern portion of the original parcel, and from Conservation (COSERV) to Residential Medium Intensity (RES-MED) on ±3.2 acres, for a total of 9.9 acres.

April 3,2023:

The Planned Development Designation and Growth Management Plan amendment was adopted by city council. DOC#2304031203.

Project Context

The undeveloped site is surrounded by a mixture of uses including industrial to the north and south; single family houses within the County jurisdiction to the east and multifamily to the west.

The northern parcel, comprised of ±6.6 acres (of the ±22-acre original parcel), was approved for the development of Fern Grove Phase I, with 138 affordable senior housing units (4-story). (ZON2019-10013, GMP2019-10013, MPL2019-10032 & CUP2019-10011).

Once Fern Grove phase II is completed, the two parcels (Fern Grove Phase I and II) will provide a total of 396 senior affordable housing units for the community.

The city of Orlando Housing Department, Transportation Department and Planning Division have received feedback on constructed and fully occupied senior affordable housing projects within the city of Orlando and the overflow of parking left over. Per the applicant, Fern Grove Phase I has approximately 80 unused parking spaces with the building fully occupied.

Table 2 - Phasing Plan		
Phasing Plan—Phase II Fern Grove (258 unit senior affordable housing Project)		
<i>Phase</i>	<i>Units</i>	<i>Parking</i>
Phase 2	129 units	130 Parking spaces
Phase 3	129 Units	130 Parking spaces
Total:	258 Units	260 Parking Spaces
*The first phase to go to permitting will have 179 parking spaces built—to meet the previous approval (ZON2022-10024)		

Because of this, for Fern Grove Phase II, the applicant would like to replace the parking garage with surface parking only. This will result in a split of the buildings instead of the previously approved U-shape. The parking will be dispersed on the site in the center of both of the new buildings. This PD Amendment will address the reduction in parking from 335 parking spaces originally approved to 260 parking spaces proposed for Fern Grove Phase II.

Fern Grove Phase II will be developed in two parts, each consisting of 129 units. The first part will be submitted for permitting first, followed by the next subject to this approval. The first part includes 179 parking spaces, meeting the requirements established in the original Fern Grove Phase II PD (ZON2022-10024). A Planning Official Determination (DET2026–10040) has been issued to accommodate changes, including replacing the parking garage with surface parking and modifying the building layout and orientation, allowing the first part to move forward to permitting.

All development standards and requirements will remain the same even with this change. The development is conforming to landscape and setback requirements along all property lines. Please see Table 3.

Conformance with the GMP

The subject site is designated as “Residential-Medium” (RES-MED) in the Future Land Use Element, and no amend-

ments are proposed in this application. As shown in Figure LU-1, multi-family uses, including the senior living facility, are allowed under the RES-MED designation. The project does not propose increase in density, ensuring compliance with the GMP density parameters of the RES-MED district, with 26 dwelling units per acre (du/ac), below the required 30 du/ac. There are no Subarea policies applicable to the site.

The GMP Conservation Element Policy 1.7.8, also known as the Wekiva Overlay, requires that 20% of the open space be allocated from the gross development area of any development site that is 5 acres or larger. The applicant has fulfilled this requirement by designating a total of 6.15 acres as Conservation, within the parent parcel, which is approximately 22-acres in size.

The applicant provided an updated environmental assessment performed by GAI Consultants, Inc. dated March 2026. This assessment indicated no significant changes from the previous assessments conducted in September 2022. The observations noted that no plants or animals listed as threatened or endangered were found during the field work. The environmental assessment concluded that the likelihood of occurrence of listed species is low, primarily because the site is surrounded by existing development.

Table 3 - Development Standards (PD/W zoning)

Proposed Use:	Area (acres)	Setbacks (Minimum) (ft.)				Density Max/ Prop. (du/acre)	ISR Max/ Prop.	Max. Building Ht./Prop
		Front (W. D. Judge)	Side (west)	Side (east)	Rear (south)			
		5-Story, 258-unit multi-family (senior housing) development	20 ft.	5 ft.	5 ft.			
±9.9	376 ft.	65 ft.	65 ft.	318 ft.	26 du/ac	22%	69 ft.	

Conformance with the LDC

The PD district is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise outright permitted in the established zoning district. It is also designed to promote more efficient and economic uses of land in addition to providing flexibility to meet changing needs, technologies, economics, and consumer preferences. The proposed zoning designations are consistent with the purposes of the districts as described in our Land Development Code, Chapter 58, Part 2, and summarized below.

Planned Development PD- “The PD District is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts established by this Chapter. The PD District is to be a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare.” The proposed development is a unique one that better fits the Planned Development zoning designation. With the PD designation, the City was able to provide some flexibility to the development, in order to achieve a better product and address all the constraints of the site as it regards to the wetland located in the middle of the 22-acres parcel. The Wekiva Overlay district is intended to promote a pattern of development that preserves open space and protects the most effective recharge areas, karst features and sensitive natural habitats within the Wekiva Study Area, while recognizing property rights and accommodating both rural and urban land use patterns.

Urban Design

Fern Grove II consists of two L-shaped modern minimalist-style apartment buildings designed with lap siding and different colored stucco throughout the elevations and an aluminum hipped roof. The south elevation of Building 2 (north building) is oriented to face interiorly towards the parking lot. However, staff’s recommendation is to reorient the building so that the current south elevation faces north towards the stormwater pond/wetlands and relocate the parking lot behind the building. This reorientation will encourage closer connectivity from the building to an amenitized stormwater pond and provide more residents with premium views, instead of looking over a field of parking.

Open space is proposed primarily to the north of the development. Urban Design recommends that the pond should have a meandering path around it, along with other amenities to encourage an active use of the pond. Amenities may include lighting, benches, tree canopy throughout the walking path, and a fountain feature.

Signage will need to comply with the Land Development Code Section 64.256 for Multi-Family development as the un-

derlying zoning district is R-3B.

Housing

Both phases, within Fern Grove Phase II, have been Certified as Affordable by the Housing and Community Development Department (CAH#2026-04 & CAH2026-06). In obtaining Certification, this project proposes that both phases will be affordable to income eligible senior tenants and rents will be restricted in accordance to the assigned income limits. All units shall serve seniors at or below 80% of Area Median Income. Certification and eligibility to incentives, including the requested parking reduction outlined in this amendment, are contingent that this project serves income eligible senior tenants.

Projects certified as affordable are eligible for financial and development incentives. Please note, financial incentives such as impact fee waivers can only be assigned to units that are designated as affordable housing.

Transportation

The applicant is proposing changes to the currently approved site plan, specifically that the previously approved parking garage will no longer be pursued. Additionally, Fern Grove Phase II will be subdivided into two separate parts, now identified as Phases 2 and 3, within Fern Grove Phase II.

Accordingly, the applicant has submitted two requests to the City. The first request is a PD amendment to address the minimum parking requirements resulting from the removal of the parking structure. The second request is a Letter of Determination for the first part of the development to allow the developer to move forward with permitting; this request is being addressed through a separate administrative planning process.

After further analysis, coordination, and discussion between the applicant and the City, as well as across disciplines, the Department is comfortable supporting the reduction in the minimum parking requirement and pursuing a one-to-one (1:1) parking ratio. This means that the overall development will require one parking space per unit. With the applicant proposing 258 dwelling units across both phases, a total of 258 parking spaces will be required. At the time of this application, Sheet 11-C-1 depicts a total of 260 parking spaces provided, which complies with the minimum requirement.

Furthermore, the approved PD ordinance allowed a 5% parking reduction based on the inclusion of an affordable housing component. Given that this request reduces the minimum parking requirement to a one-to-one (1:1) ratio, and, more importantly, that the applicant is providing more spaces than the minimum required, this reduction is not applicable and is therefore not taken into consideration for the purposes of this request.

The Transportation Department’s support is based on a combination of analyses provided by the applicant, found by the City, and obtained from the Institute of Transportation Engineers (ITE). In particular, ITE provides data on similar developments and their average daily trip generation. An evaluation of both senior housing and affordable housing projects indicates that their average daily trip rates support the applicant’s request to reduce the minimum parking requirement to

Table 4 - Parking Requirements (per LDC Sect. 61.322)			
Previous parking approval (ZON2022-10024)			
<i>Proposed Use Multifamily</i>	<i>Amount</i>	<i>Rate</i>	<i>Min. Parking</i>
1-bed (<750 sq. ft.)	132 units	1	132 parking spaces
2-bed	126 units	1.75	221 parking spaces
Min. Required			353 parking spaces
-5% Parking Reduction			335 parking spaces
Parking Proposed			341 parking spaces

Table 5 - Parking Requirements (per LDC Sect. 61.322)			
New Parking Approval (ZON2026-10001)			
<i>Proposed Use multifamily</i>	<i>Amount</i>	<i>Rate</i>	<i>Min. Parking</i>
1-bed (<750 sq.ft.): 132 units 2-bed: 126 units	total of 258 units	1:1	258 parking spaces
Parking Proposed			260 parking spaces

a one-to-one (1:1) parking ratio.

However, the Department strongly encourages the applicant to implement a parking decal program in Phases 2 and 3, through which management and ownership can help ensure that residents will have adequate parking available throughout the development in the future. Table 4 and 5 in the staff report shows the previously approved parking space and what the new parking will be. Previously 341 parking spaces were proposed, where now, 260 parking spaces are proposed.

Parks

The site contains several historic trees, defined by code as specimens with a trunk diameter of 30 inches DBH or greater. These mature trees represent an important component of Orlando’s established tree canopy and provide significant ecological, environmental, and community benefits. Their preservation is essential to supporting the City’s long term urban forestry, sustainability, and climate resilience objectives.

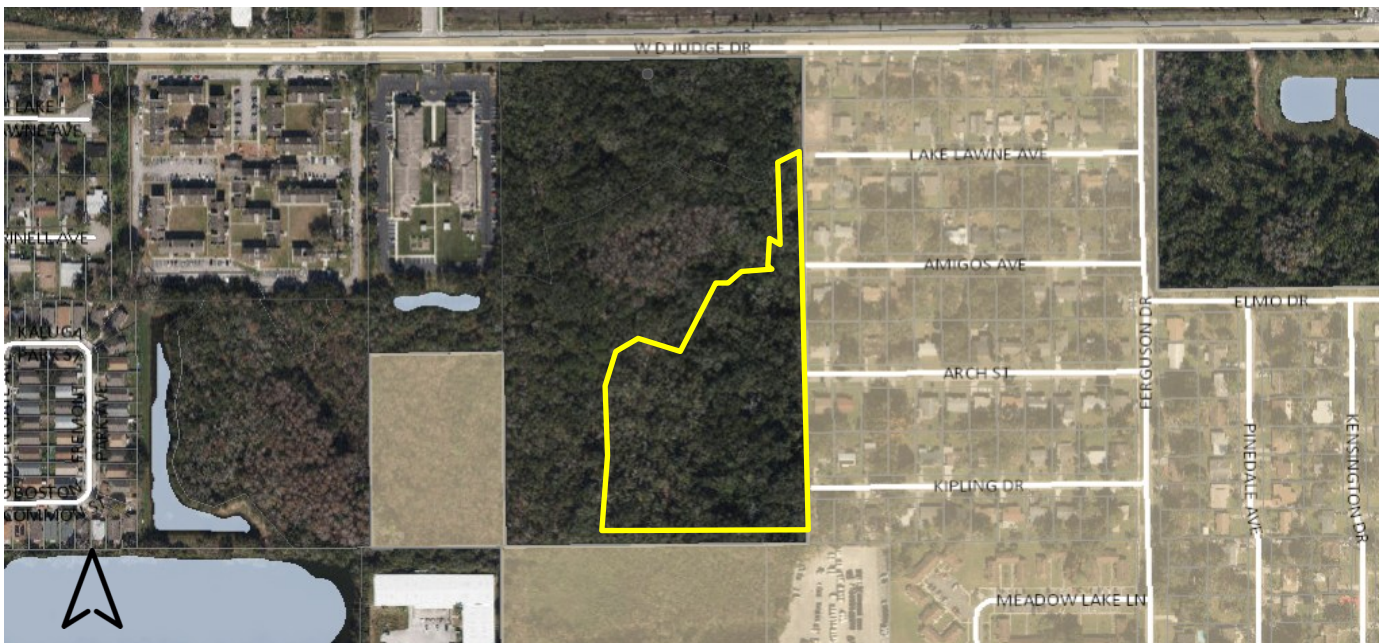
Current development standards require that protected trees be preserved to the greatest extent practicable, with mitigation—through replacement or other approved measures—required when removal is unavoidable or authorized. Prior to any grading, excavation, or alteration of existing site elevations, appropriate tree protection measures must be installed to prevent root damage, soil compaction, and other impacts that compromise tree health.

The trees identified on the site plan for retention demonstrate the intent to conserve existing canopy in accordance with these regulatory requirements. Ensuring adequate protection throughout all phases of construction will be critical to achieving successful long term preservation of these remaining historic trees.

Summary

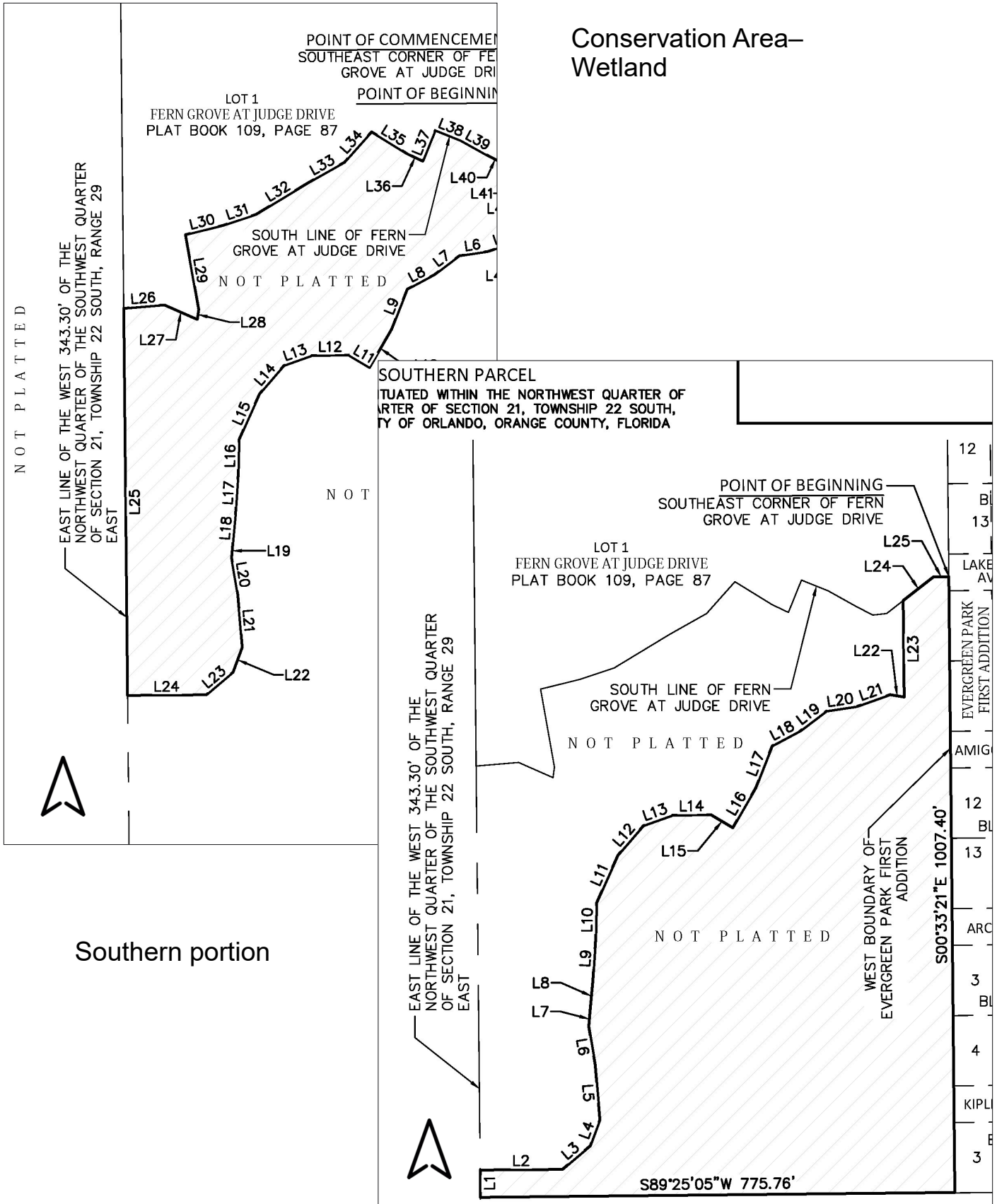
The proposed amendment remains consistent with the Planned Development zoning, future land use, and Land Development Code, while also complying with the Wekiva Overlay District by preserving environmentally sensitive areas. The reduction in parking is justified by previous affordable housing parking data, with a 1:1 ratio while meeting City requirements and improving efficiency by replacing the garage with surface parking. Site design changes enhance functionality, cost-effectiveness, and phased development, while maintaining compliance with all standards. The project also improves urban design and livability through better building orientation, pedestrian-friendly features, and open spaces. Environmental considerations are addressed through wetland preservation and enhanced stormwater management. Overall, the development provides a significant community benefit by delivering certified affordable senior housing, supporting City goals for housing diversity and long-term affordability.

Aerial Photo



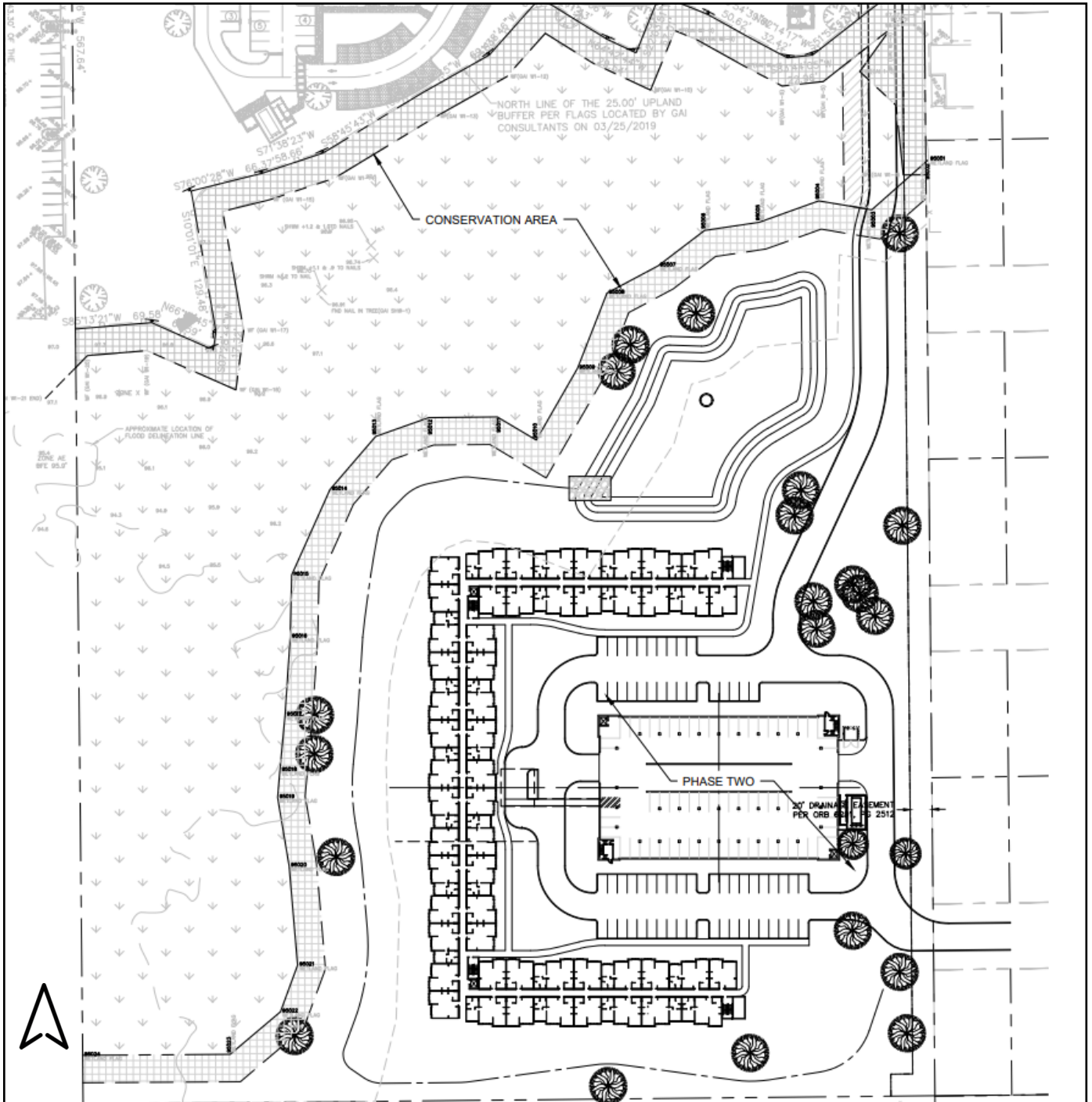
EXISTING SURVEY

Conservation Area-
Wetland

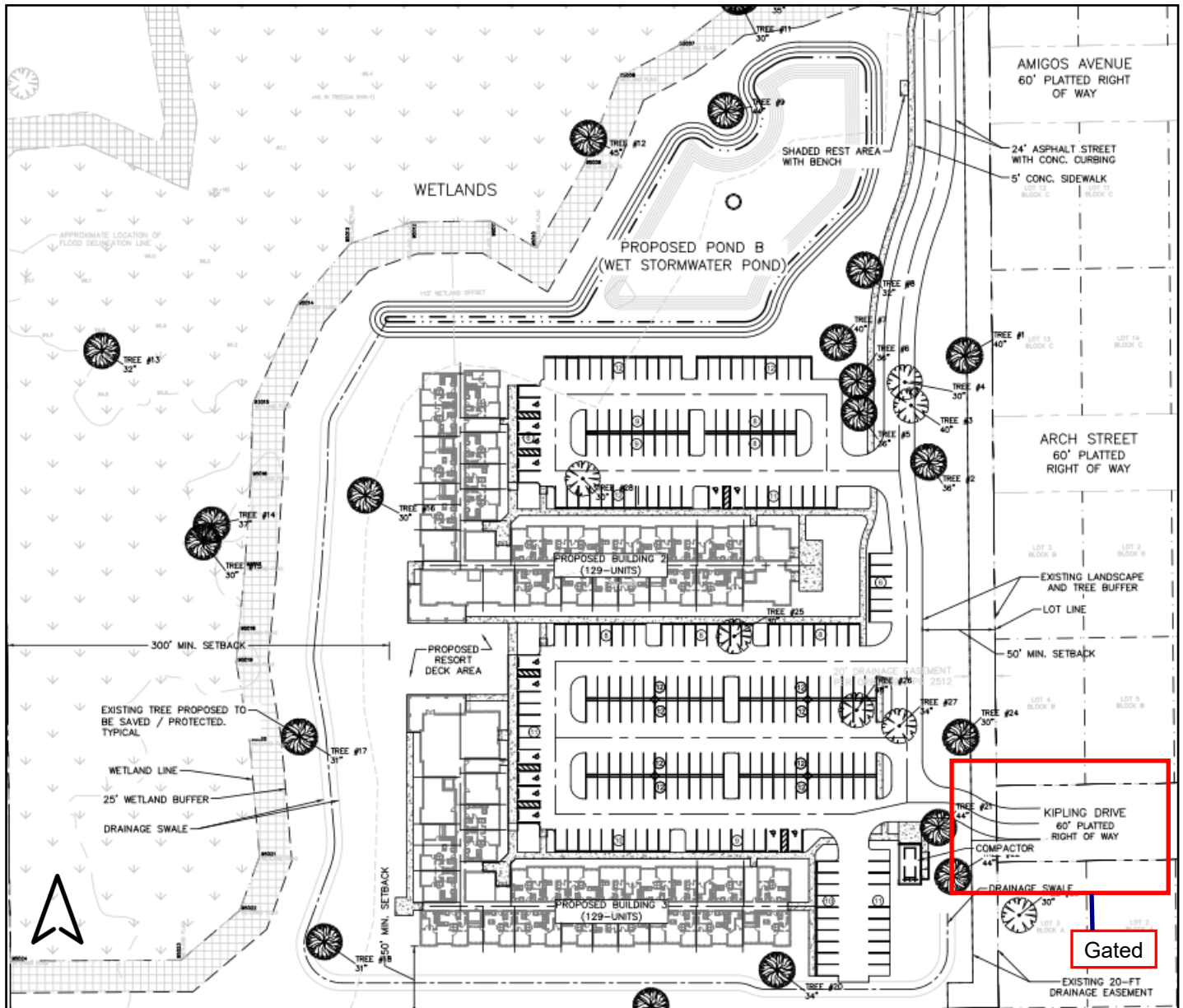


Southern portion

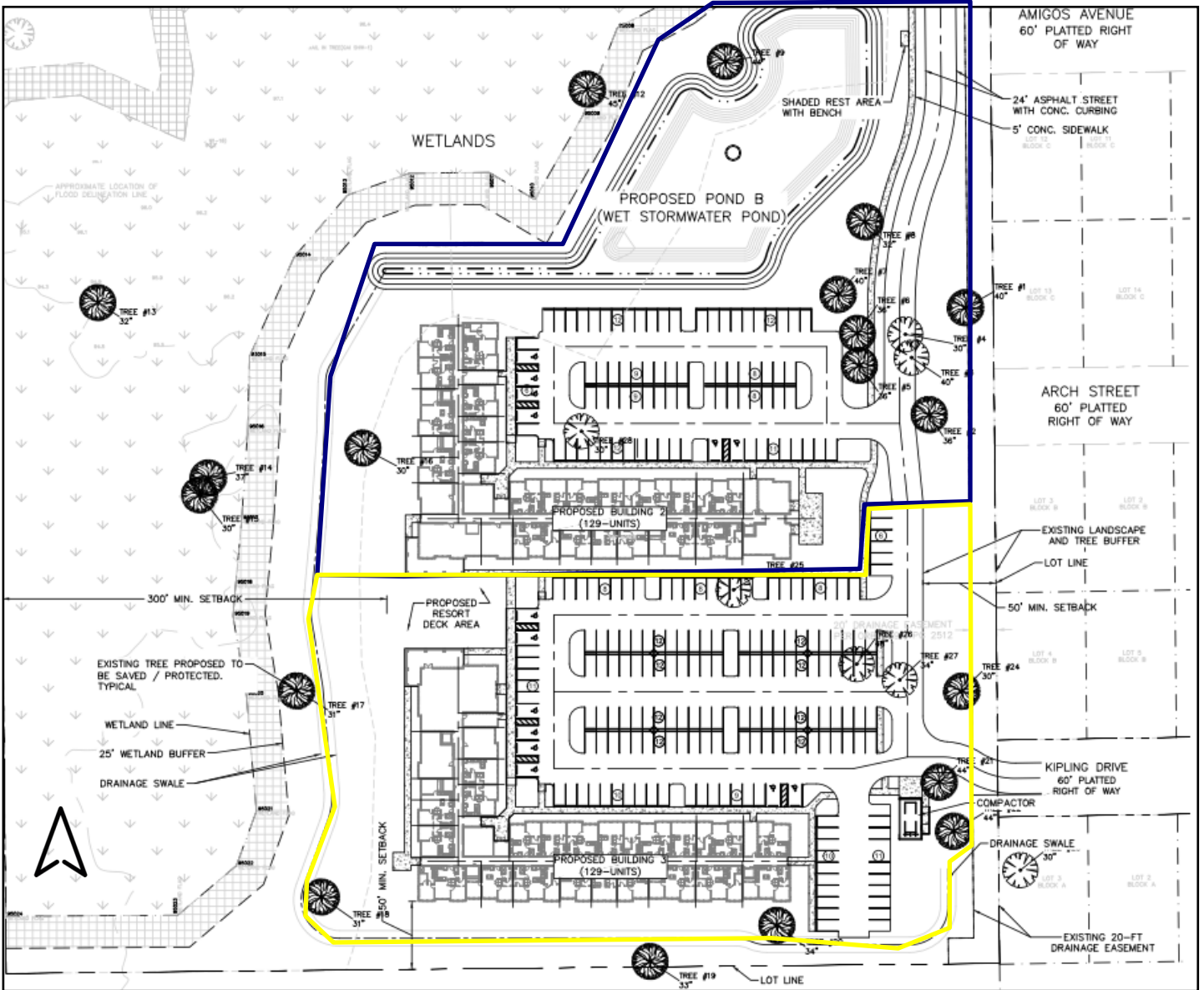
PREVIOUSLY APPROVED SITE PLAN (ZON2022-10024)



NEW SITE PLAN



NEW PHASING PLAN



Phase 2



Phase 3

* The storm water pond will be built with the first phase that goes to permitting

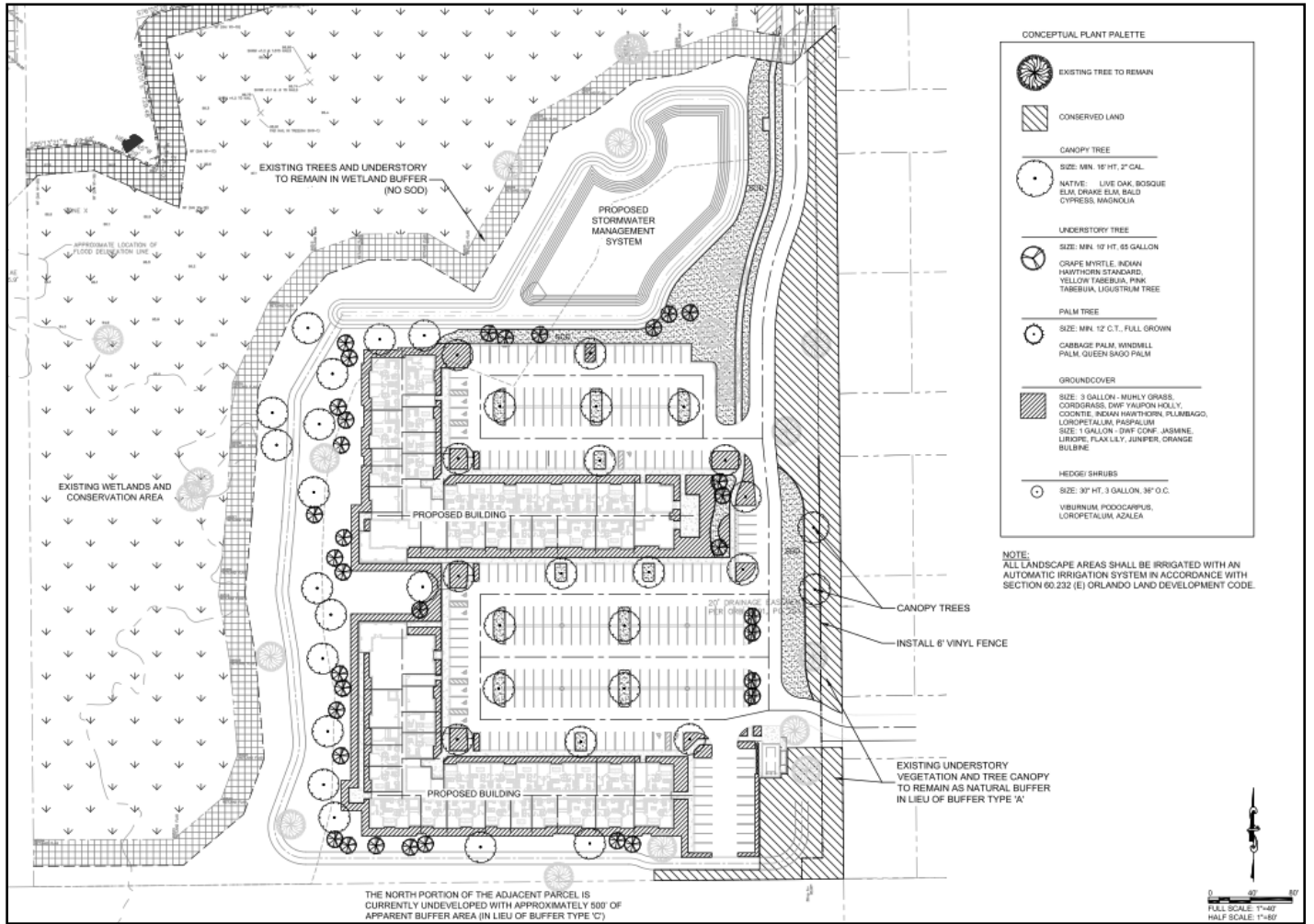
DEVELOPMENT PROGRAM AND PARKING DATA

PHASE 2 – DEVELOPMENT PROGRAM AND PARKING DATA					
SENIOR ATTAINABLE APARTMENTS					
PHASE 2	UNITS	BEDROOMS	RATE	REQUIRED SPACES	PROVIDED SPACES
Studio	25	0	1.00	25.0	–
One Bedroom*	52	1	1.00	52.0	–
Two Bedroom	52	2	1.00	52.0	–
SUBTOTAL =	129			129.0	129
* One-Bedroom (Area <750–Sq.Ft.) LCD Sec. 61.322					

PHASE 3 – DEVELOPMENT PROGRAM AND PARKING DATA					
SENIOR ATTAINABLE APARTMENTS					
PHASE 3	UNITS	BEDROOMS	RATE	REQUIRED SPACES	PROVIDED SPACES
Studio	25	0	1.00	25.0	–
One Bedroom*	51	1	1.00	51.0	–
Two Bedroom	53	2	1.00	53.0	–
SUBTOTAL =	129			129.0	129
* One-Bedroom (Area <750–Sq.Ft.) LCD Sec. 61.322					

TOTAL PARKING SPACES = 260

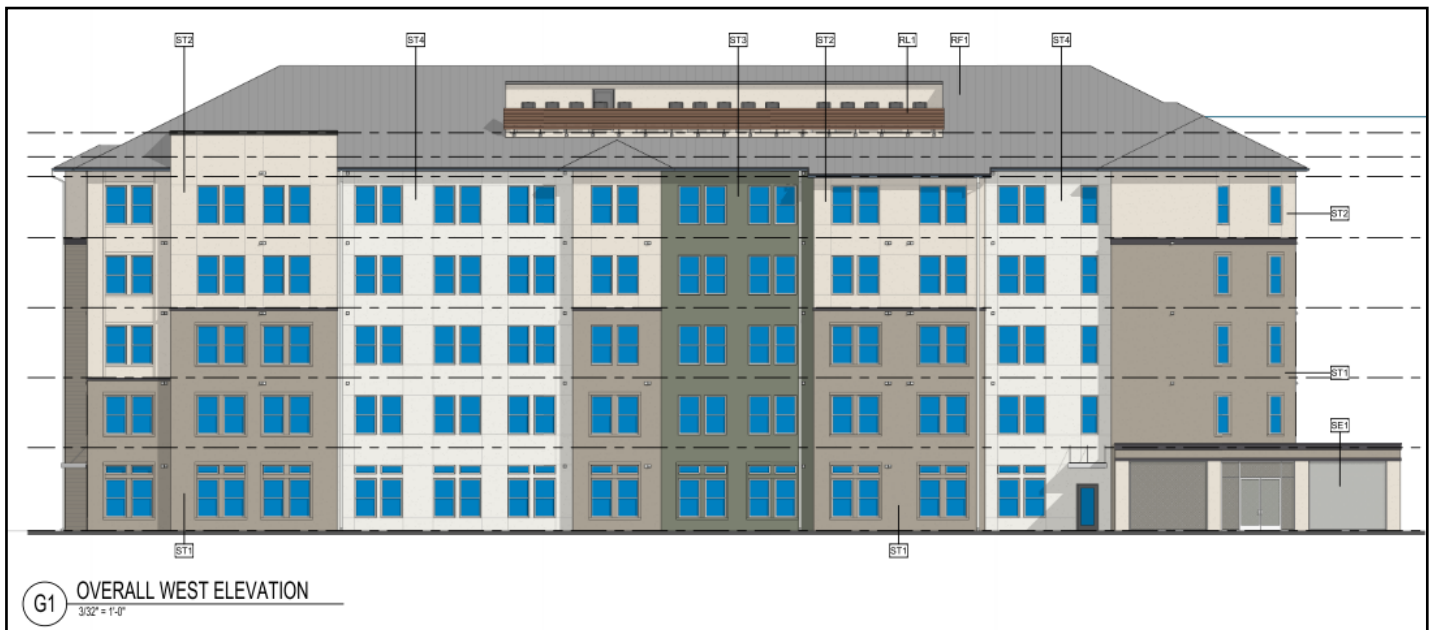
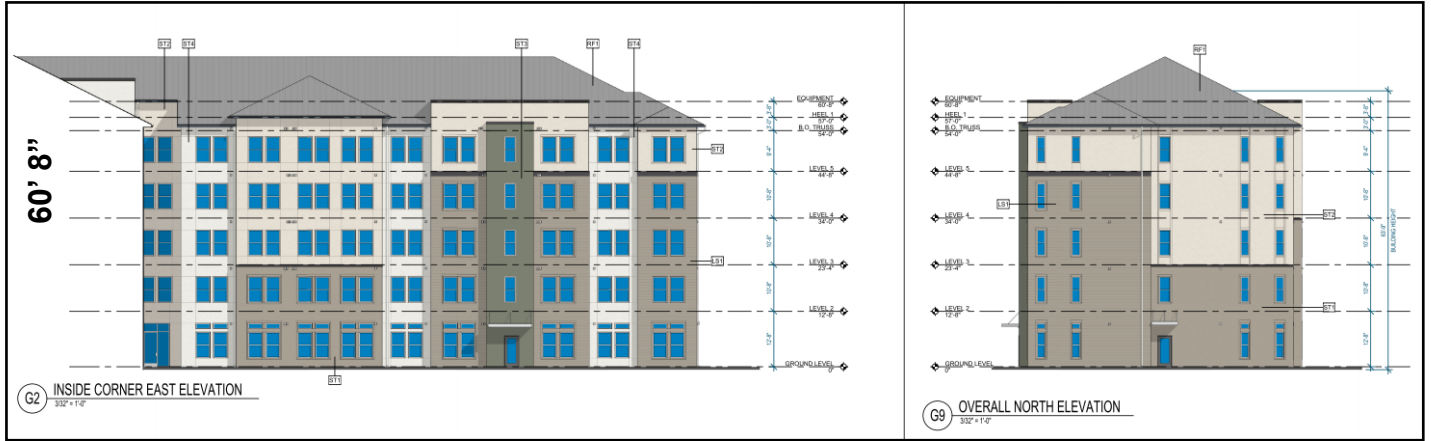
LANDSCAPING PLAN



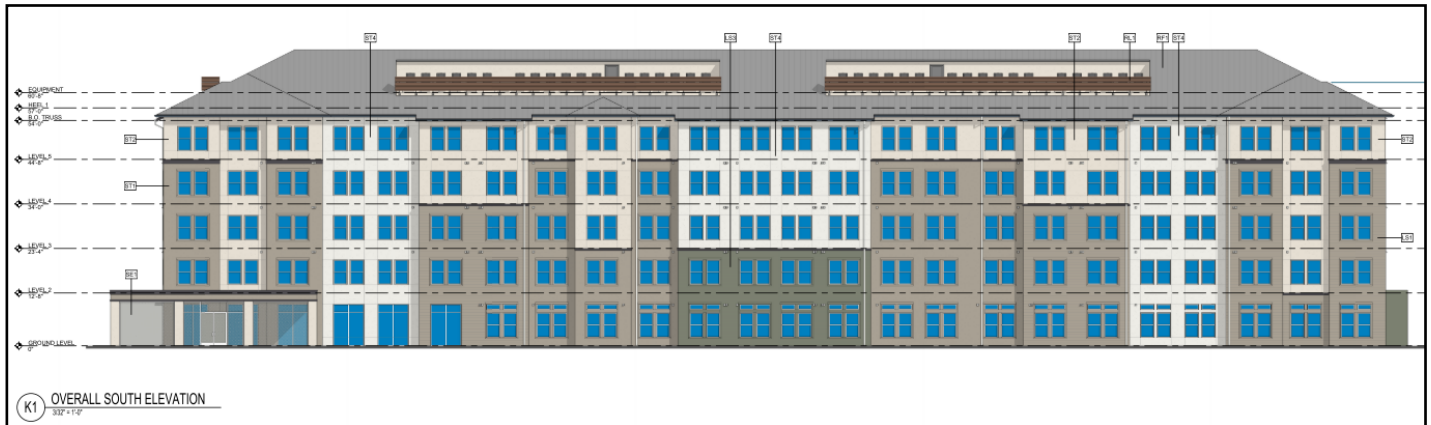
ELEVATIONS



ELEVATIONS



ELEVATIONS



K1 OVERALL SOUTH ELEVATION
332' x 110'



G2 INSIDE CORNER EAST ELEVATION
332' x 110'

G9 OVERALL NORTH ELEVATION
332' x 110'



K1 OVERALL EAST ELEVATION
332' x 110'

K4 INSIDE CORNER NORTH ELEVATION
332' x 110'



G1 OVERALL WEST ELEVATION
332' x 110'

SITE PHOTOS



Fern Grove Phase I—view from W D Judge Dr.



Fern Grove Phase I

SITE PHOTOS



Conservation abutting Fern Grove Phase I

SITE PHOTOS



Conservation view from Fern Gove Phase I



View from Kipling Dr.—the emergency access way road connection (gated)

FINDINGS

Staff Recommendation

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of a Planned Development application contained in Section 65.331 of the Land Development Code (LDC):

1. The proposed use is in conformance with the City's Growth Management Plan.
2. The proposed use is in conformance with the purpose and intent of the zoning district and all other requirements of the LDC.
3. The proposed use is in conformance with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Based on the information provided in the staff report and the findings noted above, staff recommends approval of ZON2026-10001 per the conditions in the staff report (below).

CONDITIONS OF APPROVAL

Growth Management

1. The Growth Management studio has no objections to the request. Development must comply with the Plan Development (PD) as approved by the City Council and the conditions of approval for the staff reports (GMP2022-10031, ZON2022-10024).

Land Development

1. Land Use and Zoning. Except as provided herein, development of the property shall be consistent with the development standards and conditions of this staff report.
2. Conditions of Approval. The conditions of approval in this Staff report must be adhered to and the necessary changes must be made on the plans submitted for building permit. Failure to do so will delay the issuance of your permit.
3. General Code Compliance. Development of the proposed project should be consistent with the conditions in this report and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies. All other applicable state or federal permits must be obtained before commencing development.
4. Minor Modifications. Zoning variances may be approved pursuant to the procedures set forth in Part 2J Chapter 65, Orlando City Code. Additionally, recognizing that development plans can change in small ways between the planning and permitting stages of development, the planning official may approve up to a 10% modification of any applicable numerical development standard if the planning official finds that the proposed modification is con-consistent with the applicable goals, objectives, and policies of the GMP, is compatible with nearby existing land uses, would not result in inadequate public facilities, and is otherwise consistent with the public health, safety, and welfare. When approving such a modification of a development standard, the planning official may impose one or more of the conditions of development provided at section 65.334, Orlando City Code, but such condition or conditions must be reasonably calculated to mitigate the identifiable land use impacts of the modified standard.
5. 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. All other applicable state or federal permits must also be obtained before commencing development.
6. Consistency. Development within the subject property must remain consistent with all exhibits provided within this application subject to the conditions ultimately approved by City Council.
7. The building orientation/split is allowed, subject that they maintain all of the same development standards approved in the original PD designation (ZON2022-10024).
8. Parking. There must be no fewer than 258 parking spaces for the proposed 258 multifamily units. (1: parking ratio)
9. Building Height. The height must not exceed ± 72 ft.

CONDITIONS OF APPROVAL

10. A 6' vinyl or similar fence located on the west side of the 20' drainage easement that runs between the existing homes and the proposed garage is required. It would run from the north side of the emergency access for the length of the 2 lots. Canopy trees for landscaping is also required. This must be shown in the final plans during permitting.
11. Phasing. There will be a phase 2 and a phase 3 for this overall site. Each phase will have 129 units. Subject to this approval will allow for the reduction in parking from what was previously approved in ZON2022-10024.
12. Scope of the PD. The proposed project must be designed to operate as described within this report. All site improvements shown in the attached site plan (and as amended by any conditions found herein) are required as a condition of approval of the PD. Any changes in the use and operation of the site or the changes to the site plan as described herein may require an amendment to the PD. (see "Minor Modifications" condition below). This approval is not transferable to another property.
13. Florida Statutes. As provided by subsection 166.033(6), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant-cant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(6), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.
14. Zoning. All conditions of ZON2022-10024 aside from the minor changes from this approval, and GMP2022-10031 must be maintained.

Urban Design

1. Recommendation: Reorient the building so that the current south elevation faces north towards the storm-water pond/wetlands and relocate the parking lot behind the building. This reorientation will encourage closer connectivity from the building to an amenitized stormwater pond and provide more residents with premium views, instead of looking over a field of parking.
2. Architectural features and details must be carried through on all sides of the building.
3. The proposed elevations of both Building 2 and 3 shall meet the following conditions at the time of permitting:
 - a. All main entrances shall have an architectural emphasis such as a canopy or pergola that is appropriate to the style of the building
 - b. South elevation: Staff recommends that the hip roof on both ends of the south elevation should be changed to a gable roof style. Continue the facade material on the gable roof. The proposed mechanical equipment screening should match the color of the roof so that it blends with the roof.
 - c. West elevation. The proposed mechanical equipment screening should match the color of the roof so that it blends into the roof. Inside corner north elevation.
 - d. Recommendation: The hip roofs should be changed to a gable ends. Continue the facade material on the gable roof. Base color of the ground floor should be changed to the darkest beige to create a base to the building.
 - e. Inside corner east elevation: Base color of the ground floor should be changed to the darkest beige to create a base to the building. All projecting parapet walls must wrap minimum depth of 5-ft or more, so the parapet walls appear three dimensional. Flat boxy walls are discouraged.
4. Parking Lot Landscaping. Row-end and intermediate landscape islands must be a minimum of 10-ft wide. Canopy trees are required in all parking lot row-end and intermediate landscape islands. Required trees must have a minimum caliper of 3-inches and minimum overall height of 12-ft. The mature landscaping along the western buffer must be maintained for a minimum of 25-ft from the property line. A tree encroachment permit is required at time of permitting to ensure the buffer is saved. A tree/plant survey is required at the time of permitting.
5. A pedestrian connection to Phase 1 is required. Tree canopy throughout the pedestrian connection is recommended to provide shade for pedestrians walking along this path. The landscape plan should show canopy tree locations at the time of permitting.

CONDITIONS OF APPROVAL

6. All dumpsters and trash compactors must be screened from view with solid walls to match the principal structure. Decorative gates must be installed to coordinate with the principal structure. A min. 3-ft high hedge and understory trees should be planted around the screen wall.
7. Chain link fencing is prohibited. All fencing shall be CPTED approved, such as wrought iron, aluminum picket, or welded wire.
8. All crosswalks at driveways and curb cuts must be designed with textured or colored concrete or a similar material to clearly define the pedestrian zone. Thermoplastic paint may be incorporated into the design, but alone cannot meet this condition.
9. Backflow preventers must not be visible from the right of way and must be screened from view. The utility plan shall clearly show the location of all backflow preventers and screening materials.
10. Transformer areas outside the building envelopes must be screened on three sides with landscaping and/or decorative, opaque wall with gates up to 6-ft in height. At a minimum, a hedge, 3-ft tall, must be planted around the transformer area.
11. The proposed retention pond should be amenitized with a pedestrian path around the pond. Additionally, other amenities should be installed around the pond, including benches, lighting, and a fountain.
12. All artificial stormwater ponds must have a gently sloped banks, rounded corners, and curved sides to mimic natural ponds. Ponds must include littoral shelf within a 6-ft wide area along at least 33% of the linear shoreline.

Transportation

1. 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.
2. Support of this submittal by the Transportation Dept. does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services.
3. 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 feet and 8 feet 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.
4. Construction: For any construction work planned or required within a public right-of-way or an adjacent City easement (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant must submit the following:
5. Maintenance of traffic plans (M.O.T.): The City requires that all projects receive authorization to close streets, lanes, public alleys or sidewalks in order to maintain public and worker safety. For any non-emergency project (whether permitted or not), the closure request must be submitted to City of Orlando Transportation Engineering via the following website link: <https://www.orlando.gov/Parking-Transportation/Request-a-Road-Lane-or-Sidewalk-Closure>. Advance notice for closures should include all phases of the work.
6. Construction staging/parking plans: On-street parking is for the public and shall not be used for contractor or sub-contractor parking, construction staging, truck staging, storing of materials, etc. Contractor must identify contractor or sub-contractor parking, construction staging, truck staging, storing of materials locations in the Temporary Traffic Control Plan (TTCP).
7. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details).
8. A copy of all required County and State permits (If permits are pending, attach a copy of the application).
9. Site Plan: At the time of permitting, the site plan must be revised to incorporate all applicable dimensions. At a minimum, it shall include, but is not limited to, dimensions for parking spaces, ADA-accessible parking spaces, accessible aisles, all walkway segments, driveways, and the radii of all driveway corners.

CONDITIONS OF APPROVAL

10. At the time of permitting, the applicant must show the bicycle parking location and count.
11. At the time of permitting, the applicant must include a revised parking table by type and mode. This shall include, but is not limited to, the types and number of parking spaces (regular, ADA, and motorcycle), as well as bicycle parking spaces for both short- and long-term use.
12. At the time of permitting, the applicant must provide improved connectivity for residents from the building proposed in Phase Two to the shared parking spaces south of the building. As presented, someone parking south of the building would need to go around the entire Phase Two building to access the entrance.
13. Parking: Parking must be provided in accordance with Ch. 61 of the Land Development Code (LDC) and with the Engineering Standards Manual (ESM).
14. A minimum of 258 parking spaces is required for the remaining two phases to be developed on this parcel, with no maximum stipulated. With the proposed development, the applicant offers 260 parking spaces, which complies with the threshold established by LDC Chapter 61.
15. EV Capable and EVSE installed parking are strongly encouraged. If provided, EV parking must meet the requirements of City Code Ch. 61, Part 3G.
16. At least two 2-wheel vehicle (motorcycle) parking spaces, per parking garage, must be provided in accordance with LDC Sec. 61.322 (d).
17. Pedestrian Walkways: Where sidewalks or internal walkways cross vehicular access drives, the owner/applicant shall install a special pedestrian treatment that demarcates the continuation of the pedestrian zone across the driveway through the use of colored/stamped concrete.
18. Condition 5.1 applies to the walkway connections along the east side of the parking lot. Appropriate curb ramps and crosswalk markings are required. These updates must be reflected at the time of permitting.
19. Pavement Marking & Signage Plan: In accordance with the MUTCD, the Florida Department of Transportation Guidelines, the City of Orlando Land Development Code, and the Engineering Standard Manual, provide a full PMSP at the time of permitting. This should include, but is not limited to, traffic control devices, crosswalks, and directional pavement signage in the parking lot areas.
20. Administrative: Per previously approved PD, connection to Kipling Drive must be permitted and approved through Orange County. Copies of County approval must be provided to the City at the time of CO for any related on-site improvements, including the on-site driveway leading to and from Kipling Drive to emergency access only.
21. The applicant must comply with previously approved planning documents unless otherwise specified in this PD Amendment request for Phase 2 or the Determination for Phase 3.
22. The applicant is strongly encouraged to implement a parking decal program for Phases 2 and 3 to ensure parking availability.
23. If at any point the owner wishes to officially divide Phases Two and Three, at a minimum, a cross-access easement across the development and a shared parking agreement or other instrument as approved by the Transportation Department to ensure that each building can function independently.

Survey

Survey does not specify the horizontal datum of the survey as required. This needs to be resolved prior to construction.

Parks Planning / Parks Trees

1. A Tree Removal Permit and Tree Encroachment Permit will be required. Any pruning of the tree canopy may be incorporated into the overall tree removal/encroachment permit for the site; a separate permit will not be required.
2. A Proposed Tree Protection Plan must be submitted at the time of permitting and meet all requirements of Chapter 60, Part 2. No dredging, filling, grading, excavation, or development activities shall be permitted within the vicinity of the trees designated for preservation.
3. The sidewalk proposed around the stormwater pond encroaches too closely into the critical root zone of the preserved trees. The sidewalk must either be constructed above the root system or adjusted at minimum 20ft to meander around the tree to remain outside the critical root zone.

CONDITIONS OF APPROVAL

4. Minimum Distance From Pond Edge. The stormwater pond must be located a minimum of $1.5 \times$ the Critical Root Zone (CRZ) from the trunk of any tree designated for preservation.
CRZ = 1 ft radius per 1 inch of trunk DBH
5. Pond Slope Ratios Adjacent to Tree Protection Areas. When pond edges approach tree protection zones, the following maximum slope ratios apply:
 - Standard areas: 3:1
 - Adjacent to CRZ: 4:1 or flatter
6. Stormwater Infrastructure Setbacks Outfalls, underdrains, control structures, swales, and maintenance access paths must be located at least:
 - 10 ft beyond the outer edge of the CRZ
7. Palm trees shall be replaced on a one-to-one (1:1) basis, with replacement permitted using any palm tree species in Ch. 60 Approved Plant List.
8. Historic Trees (≥ 30 " DBH) shall be preserved to the greatest extent possible.
9. The Minimum Required Landscape Score (MRLS) must be increased by 20% within this site area in order to restore and execute a dense tree canopy and landscape. A mixture of different sized plants, varying shades of green, and leaf sizes and shapes are required to create textured layers and make the area more visually interesting. This condition is subject to a discussion with the applicant and the Parks Department during time of permitting.
10. A minimum of fifteen (15) proposed canopy trees must be installed, each meeting or exceeding a trunk caliper of four (4) inches at the time of planting.
11. The Highrise Oaks may be filled in around existing trees to remain (please meet on site with the City's Forestry Manager to determine what trees are healthy enough and of a desirable species to retain). Keep the new oaks 20' from other trees to remain. The intent is to provide a dense buffer, with understory trees included. This condition is subject to a discussion with the applicant and the Parks Department during time of permitting.

Housing

Both phase II and III have been Certified as Affordable by the Housing and Community Development Department (CAH#2026-04 & CAH2026-06). In obtaining Certification, this project proposes that both phases will be affordable to income eligible senior tenants and rents will be restricted in accordance to the assigned income limits. All units shall serve seniors at or below 80% of Area Median Income. Certification and eligibility to incentives, including the requested parking reduction outlined in this amendment, are contingent that this project serves income eligible senior tenants.

Projects certified as affordable are eligible for financial and development incentives. Please note, financial incentives such as impact fee waivers can only be assigned to units that are designated as affordable housing. For more information, please contact the Housing and Community Development Office by phone at (407)-246-3170 or by email at antoinette.cannon@orlando.gov.

Wastewater

1. The following conditions shall be satisfactorily completed at the time of construction plan review prior to issuance of related building (BLD) and engineering (ENG) permits:
 - a. Capacity of the existing private lift station to serve the total wastewater flow to be generated by build out of all 3 phases shall be verified. To accomplish this, a drawdown test of the existing lift station shall be performed including pulling the existing pumps to verify their make, model, serial number, impellor diameter, horsepower, etc. Submit a report to the WRD for review.
 - b. Submit wastewater flow calculations for all three phases of the development.

CONDITIONS OF APPROVAL

- c. Verify that the existing lift station is equipped with a generator for emergency power.
- d. The new gravity sewer infrastructure shall be design and installed in accordance with all applicable City Standards including Chapter 9 of the Engineering Standards Manual (ESM) and applicable City Standard Details.

Police

1. Corporal Jude Dubic is the Community Liaison for this district. The OPD Community Liaison Officer can discuss alarms (residential or business), personal safety, crime prevention strategies, and neighborhood or community watch programs with you. Please contact Officer Genao at Jude.Dubic@Orlando.gov or 407-246-2096. If you have questions about the Orlando Police Department plan review, please contact Audra Rigby at 407.246.2454 or Audra.Rigby@Orlando.gov.
2. MPO Richard Patterson is the Crime Prevention liaison for this district. The OPD Crime Prevention officer can discuss with you alarms (residential or business), personal safety, crime prevention strategies and neighborhood or community watch programs. Please contact him at Richard.Patterson@orlando.gov or 407-246-2096.

Public Works

1. Per Section 7.01 of the City's ESM, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping elements only) is defined as: changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit, etc.; changing an impervious surface's character (from building to parking, wet bottom pond or a new building or vice versa); changing the character of a parking surface (from shell base to asphalt, etc.); or remodeling of an existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage Report, Geotech Report, Stormwater Tabulations, and all necessary docs needed in order to verify the City's and Water Management District standards are met.
2. Water quality recovery shall be recovered per the requirement of the Water Management District. Please provide model demonstrating the recovery analysis. A Water Management District water treatment permit may be required.
3. Provide a certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design which reads as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
4. All proposed and existing sidewalk that is touched during construction will need to be updated to the newest ADA requirement.
5. Sidewalk construction shall be required at the time of this substantial improvement per Sec. 54.39 of the City of Orlando's Muni Code. Proposed sidewalks must be constructed along the entire length of the property and shall be located against the public right-of-way.
6. A City Service Agreement is required by the Owner if portion of sidewalk is within private property. The easement would protect the Owner from maintaining the sidewalk and from other potential issues. Otherwise, the Owner would be responsible to maintain and be liable for potential litigation if someone is injured on a failing sidewalk that is in disrepair.
7. Clarify whether the sidewalk will be paver. Please note that if pavers are to be constructed beyond the property line and out into the City's Right of Way the owner is required submit a signed and recorded a Right-of-Way Pavers Agreement. Sidewalk portion of driveway must still be composed of 3,000 psi concrete. Refer to the Right of Way Pavers Agreement under Engineering Permit Forms <https://www.orlando.gov/Building-Development/Permits-Inspections/Get-a-Permit/Forms-Documents>

CONDITIONS OF APPROVAL

8. Construction activities including clearing, grading and excavating activities shall obtain an EPA NPDES permit, except: Operations that result in the disturbance of less than one acre total land area which are not part of a larger common plan of development or sale. The NPDES permit must be received in the Office of Permitting Services prior to the issuance of City of Orlando permits. If the disturbed area is less than one acre, provide a note 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. Blue Sheet can be found under the City of Orlando website. Attach this sheet in your permit submittal.
9. Submit a detailed, scalable, fully dimensioned site plan of the location. The site plan should include but not be limited to the site legal description, the building, streets, sidewalks and property lines, and the location of the proposed work. Site plans should clarify what is existing and what proposed.
10. Provide a signed and sealed existing topographic survey with datum and official benchmark in the NAV-D88 vertical datum. Per the City's ESM Section 7.01.A.1, survey data shall be gathered to least 25 feet beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained. Please submit a hard copy of survey (with sign and seal) to City Hall 8th floor addressed to Richard Allen.
11. Submit a signed and dated private improvements cost sheet. Cost sheet forms and instructions are available at our website under Engineering Permit Forms at <https://www.orlando.gov/Building-Development/Permits-Inspections/Get-a-Permit/Forms-Documents>
12. Other comments may arise depending on the contents submitted to permitting.
13. Artificial turf and gravel areas must be treated as impervious area and must be included in the impervious area for stormwater management.
14. All roadways must meet the ESM standards. The Season High Water Table must be a minimum of 2 ft from the bottom of the base. New private and public roadways will require a pavement design similar to the method shown in the FDOT Flexible Pavement Design Manual. Limerock base is not permitted in certain areas where the Season High Water Table has historically been close to the ground surface.
15. Retaining walls, walls, stamped asphalt/concrete, decorative asphalt/concrete, etc are not permitted within the Right of Way without permission from the City Engineer. Buildings or building foundations are not permitted within the Right of Way.
16. All impervious area must be routed to the stormwater system for treatment and attenuation.
17. The 100 year 24 hour post development discharge rate must be less than or equal to pre development discharge rate.
18. Per Orlando Engineering Standards Manual Chapter 7, off-site flood elevations cannot be made worse in any circumstance.
19. If the project is located within the FEMA regulated special flood hazard area (i.e. floodplain) a conditional letter of map revision (CLOMR) will be required before the ENG/BLD permit is issued and a letter of map revision (LOMR) will be required and past the effective date on the LOMR letter before issuance of the certificate of occupancy (for BLD cases) or final inspection (for ENG cases). Compensating storage must be provided for all floodwater displaced by development within the 100-year floodplain.
20. If the drainage basins are determined to be landlocked system, the modeling and design shall meet applicable storm recurrence interval and duration. The models and designs shall demonstrate no adverse impact to the stormwater, roadways, floodplain, drainage basins and surrounding properties. Landlocked basins must attenuate for the 100 year 96 hour storm event.
21. Drainage and other roadway improvements must be improved, including new pavement, F curb and gutter, sidewalk, drainage structures, and stormwater lines as part of the BLD/ENG submittal per the most current City of Orlando Engineering Standards Manual. Any broken or damaged curb, sidewalk, driveway, concrete panels, etc within the Right of Way must be replaced and meet City requirements.
22. Please use the following link, enter the permit number, and click on the Plan Review Tab to check the per-

INFORMATIONAL COMMENTS

mit status and to view comments/conditions, <https://permitlookup.cityoforlando.net/WebPermits/>
For questions regarding Engineering Site issues contact Owen Blakely at owen.blakely@cityoforlando.net.

Schools

Age restricted units must be approved by OCPS, any conversion to non-age restricted units must undergo the concurrency process, concurrency is required at time of building permits. The applicant must submit appropriate documentation to OCPS.

Fire

1. All requirements of this application must meet the fire comments and conditions of SUB2026-10004 and previous approval ZON2022-10024.

Development Review

1. At building permit stage please provide documentation from Orange County approval for the connection to Kipling Emergency or full access.
2. No objection to the requested parking reduction.
3. "Please be advised that the electric and potable water plan must be reviewed and approved by OUC. Please contact Development Services at (407) 236-9651; fax' (407) 236-9628 or email developmentervices@ouc.com and please check <https://www.ouc.com/solutions-programs/business/development-services/#design-guidelines>.", so the approved plans by the City and OUC are consistent.

Parks Planning

1. The City has implemented a Parks Impact Fee on all residential housing units to help meet the recreation needs of Orlando as residents. All new housing units are subject to the fee. Multi-family residential units are assessed at \$825 per unit. A reduction in fees may apply on units that meet certain criteria, including on units that are certified for affordable housing. Any new construction, change in use, addition or redevelopment of a site or structure shall be subject to a review for Parks Impact Fees. Applicable fees will be due at the time of building permit issuance, subject to change upon final permit plan review. Any exemptions or credits against the Parks Impact Fee must be reviewed prior to permit issuance. All Parks Impact Fee Credits shall be reviewed and processed by the Parks Impact Fee Coordinator, if applicable, upon request by applicant.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. Following the MPB meeting, the City Council will review and approve the April 2026 MPB meeting minutes.
2. City Council will approve these minutes on May 11, 2026.
3. This project will move forward to two (2) city council meetings for 1st and 2nd read.

CONTACT INFORMATION

Building

For questions regarding Building Plan Review issues contact Brandon Albright at (407) 246.3443 or brandon.albright@cityoforlando.net.

Fire

For any questions regarding fire issues, please contact Yong Hong Guo at (407) 246.3887 or at yong.guo@orlando.gov.

Growth Management

For questions regarding Growth Management plan review, please contact Yolanda Ortiz at (407) 246- or Yolanda.Ortiz@orlando.gov.

Housing

For questions regarding Housing plan review, please contact Ben Paquin at (407) 246-2723 or ben.paquin@orlando.gov.

Land Development

For questions regarding Land Development review, please contact Michele Gibbs at (407) 246-3355 or michele.gibbs@orlando.gov.

Parks

For questions regarding Parks Plan Review issues contact Denise Riccio at (407) 246.4249 or Denise.Riccio@orlando.gov.

Parks Trees

For questions regarding Parks Trees Plan Review issues contact Condredge Mallory at (407) 246.3857 or at Condredge.mallory@orlando.gov.

Police

For questions regarding Police plan review, please contact Audra Rigby at (407) 246.2454 or audra.rigby@orlando.gov.

Public Works

For questions regarding Public Works Review issues contact Owen Blakely at (407) 246.3758 or at owen.blakely@orlando.gov.

Real Estate

For questions regarding Real Estate review issues contact Eugene Phillip at (407) 246. 3817 or at eugene.phillip@orlando.gov.

Solid Waste

For questions regarding solid waste review issues contact Steven McMahon at (407) 246.2316 or at steven.mcmahon@orlando.gov.

Survey

For questions regarding surveying review issues contact Richard Allen at (407) 246.2788 or at Richard.allen@orlando.gov.

Transportation

For questions regarding Transportation Planning plan review, please contact Mike Zayas at (407) 246.2231 or Michael.zayas@orlando.gov.

Urban Design

For questions regarding Urban Design plan review, please contact Nikki Palacios, at (407) 246.3422 or Nicole.palacios@orlando.gov.

Water Reclamation

For questions regarding Water Reclamation review issues contact David Breitrick at (407) 246.3525 or david.breitrick@orlando.gov.