

Redevelopment Solicitation

Redevelopment opportunity to provide Affordable Multifamily Rental Housing in the Callahan Neighborhood of the Parramore Community



SOLICITATION

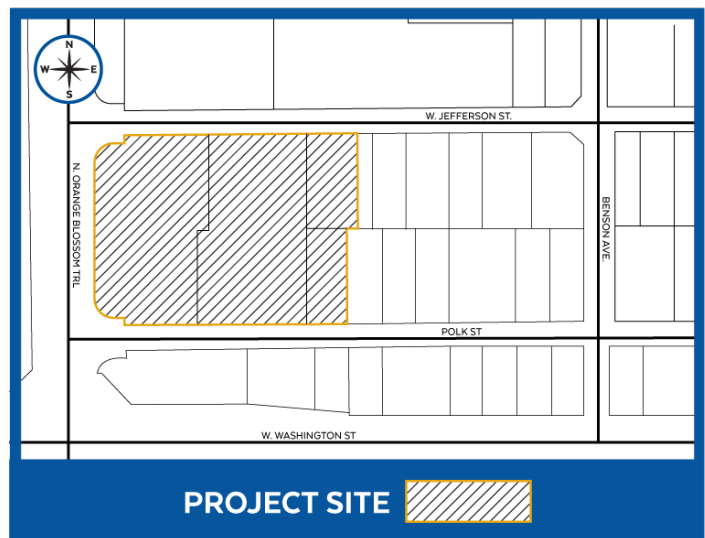
The City of Orlando (“City”) hereby provides notice and invites proposals from experienced developers interested in developing affordable multifamily rental housing in the Callahan Neighborhood of the Parramore Community.

Proposals are due on or before Thursday, October 24, 2024, at 3 p.m. eastern standard time. Proposals submitted after 3 p.m. on this date will be rejected. A Selection Advisory Committee (Advisory Committee) will review all timely received proposals based on the criteria set forth in “**Exhibit A**” (Evaluation Criteria) and will recommend one proposer to City Council. More information on the evaluation and selection process is set forth in the Section titled, “Evaluation of Proposals”.

PROJECT OVERVIEW

The real property is approximately 1.6 acres and is generally located in the Callahan neighborhood, south of W Jefferson Street, west of Benson Avenue, East of North Orange Blossom Trail and north of Polk Street (“Property”). The City is seeking to convey fee simple title to a developer who will finance, design and construct a multifamily affordable rental housing project (Project). A map and surveys of the Property are shown in “**Exhibit B**”.

A recycling facility was previously located on the Property, and the Property is currently vacant. Groundwater impacts identified on the Property by the Florida Department of



CONTACT

For information, questions, and inquiries, please contact:

Jessica Frye, AICP
Housing Initiative Manager
jessica.frye@orlando.gov
407.246.3413

City of Orlando
Housing and Community Development
Department
City Hall, 7th Floor
400 South Orange Avenue

Environmental Protection (FDEP) have been addressed through several remediation activities funded by both the FDEP and the City of Orlando. The Property is currently in an active groundwater monitoring program under the FDEP's Petroleum Restoration Program (PRP). Monitoring wells exist on the northern portion of the Property, and one of the wells detected excess pollutant levels. Remedial activities were recently completed to aid in the attenuation of groundwater concentrations. Once two consecutive quarterly groundwater sampling events are below the applicable screening criteria, a Site Rehabilitation Completion Order (SRCO) will be issued by the FDEP, the monitoring wells will be abandoned, and the Property will be closed out of the PRP contract. The City completed site wide assessment activities during a recent concrete demolition event to assess for additional impacts. Reports documenting these activities are available upon request.

The majority of the Property is currently zoned MU-1/T/SP/PH with a Future Land Use Designation of Mixed-Use Corridor Medium Intensity (MUC-MED), and the two eastern properties located at 1225 Polk Street and 1228 W Jefferson Street are zoned R-2B/T/PH with a Future Land Use of Residential Medium Intensity (RES-MED). The two R-2B properties are currently being rezoned to MU-1 with a Growth Management Plan Amendment to match the rest of the development site. The maximum density for the Property is 30 dwelling units per acre (du/ac) or 48 units (this is inclusive of the properties being rezoned to MU-1). This can be increased through a density bonus to allow either 60 du/ac or 96 units through the Mixed-Use Density Bonus or 50 du/ac or 80 units through the Bonuses for Low Income Housing. Additional information regarding the bonus is found under Sec. 58.1100 or 58.1133 of the City's Land Development Code. The Project is also located in the Orange Blossom Trail Special Plan, Traditional City, and Parramore Heritage Overlay Districts. Links to ordinances and documents related to these areas are located on the following page under Neighborhood Overview. Based on the Zoning and required affordability established for this solicitation (see Development Requirements below), the Project may qualify under the Live Local Act which could allow for increased height and density along with the Master Plan Approval being review administratively.

The proposed Project should adhere to the standards of the City's Growth Management Plan Future Land Use Subarea Policy S.11.6 set forth in "**Exhibit C**," which calls for a development consistent with the OBTNext Master and Implementation Plan. The Project should also be consistent with Subarea policies S.6.2, S.6.4, S.6.9, S.6.14, and S.6.16 where applicable. The City requires the Project to meet specific design standards and requirements that are outlined under the Development Requirements on page 4.

Available development incentives offered by the City for affordable housing are set forth in "**Exhibit D**" and are awarded based on availability and qualification.

In addition, consideration will be given to proposals that demonstrate the following:

- Responsiveness to the OBTNext Master Plan <https://obtnext.com/plans/>
- Responsiveness to the Parramore Comprehensive Plan <https://www.orlando.gov/Our-Government/Records-and-Documents/Plans-Studies/Parramore-Comprehensive-Plan>
- Incorporating creative, low-impact development and superior urban design, setting the example for future development partnerships and city funded projects. Considering

livability for residents that promotes long-term wellbeing and providing units with adequate storage and living space.

- Possible inclusion of a commercial ground floor use that is compatible to the required residential use such as eating and drinking establishments, childcare, light retail, personal services, and office uses.

NEIGHBORHOOD OVERVIEW

The vision for the greater Parramore community and Orange Blossom Trail area is to strengthen and support redevelopment and improvements along Orange Blossom Trail while also enhancing the integrity of the residential character of the historic neighborhoods and to provide the supporting systems for those in the Parramore Community. These supporting systems include creating neighborhood education, training and workforce programs in the areas of design, construction and related industries that provide long term employment opportunities.

Neighborhood Plans and Overlays:

- Parramore Neighborhoods Healthy Community Design Measures Report:
https://www.orlando.gov/files/sharedassets/public/documents/city-and-district-plans/posted_hcd_final-draft_may-13_2020_commissioner-distribution_.pdf
- Parramore Comprehensive Neighborhood Plan:
<https://www.orlando.gov/files/sharedassets/public/documents/city-and-district-plans/pcnp-finaldocument.pdf>
- OBTNEXT Website:
<https://obtnext.com/plans/>
- Orange Blossom Trail Special Plan:
https://library.municode.com/fl/orlando/codes/code_of_ordinances?nodeId=TITIICICO_CH62HIPRARDE_PT4SPPLAR_S62.406ORBLTRSPPL
- Parramore Heritage Overlay District:
https://library.municode.com/fl/orlando/codes/code_of_ordinances?nodeId=TITIICICO_CH58ZODIUS_PT2DIRE_2AIPAHEOVDIPH
- Traditional City Overlay District:
https://library.municode.com/fl/orlando/codes/code_of_ordinances?nodeId=TITIICICO_CH62HIPRARDE_PT6TRDEST

DEVELOPMENT REQUIREMENTS

- The developer must have multifamily, subsidized affordable rental housing experience, and must have completed at least three (3) affordable rental housing projects of similar size within the last 15 years. At least one (1) of the completed projects must be located in Florida.
- The development Team, which includes the contractor and property manager, must have experience with building and managing affordable housing.
- The developer and development team must have experience with federal, state, and/or local funding sources used to subsidize affordable rental housing.
- The developer must demonstrate in previous projects long-term ownership and affordable housing management of existing properties. The developer's management team must have the ability to qualify tenants based on funding source regulations.
- All units in the Project must be affordable to those at or below 80% of Area Median Income (AMI) with at least 10% of the units or five (5) units, whichever is greater, required to be dedicated to Permanent Supportive Housing (PSH) at or below 30% AMI. Leasing of the PSH units must be conducted with the lead agency of the Continuum of Care, the Homeless Services Network (HSN).
- The Project must be affordable for a minimum of 20 years or as dictated by applicable funding sources, whichever is longer.
- If available, the Transfer Agreement will require the successful proposer to apply to Orange County for Community Development Block Grant Disaster Recovery (CDBG-DR) funding which will leverage non-competitive 4% Low Income Housing Tax credits and Tax-exempt bonds.
- The developer must demonstrate that the proposed Project is financially feasible.
- Due to the proximity of the development to Orange Blossom Trail, increased noise mitigation is required in the development proposal. Recommended mitigation measures are outlined in **“Exhibit E”**.
- Additional off-site improvements are required around the development site including upgrades to sidewalks, street scape, and lighting. Preliminary estimates of improvements are attached under **“Exhibit F”**.
- The Project must comply with all applicable codes and regulations of the City of Orlando and all other applicable governmental and regulatory entities and agencies.
- The property must be combined and platted. More information regarding the Property can be found in the rezoning/GMP Amendment Staff Reports provided in **“Exhibit G.”**

- The Project must be of an Enhanced Structural Systems Construction (ESS). If CDBG-DR has construction requirements, the selected developer will be allowed to adjust according to those requirements.
- The Project must provide on-site safety, and proposals may include a proposed safety plan. At a minimum, on-site cameras and lighting must be provided. The developer shall incorporate Crime Prevention Through Environmental Design (CPTED).
- At least one on-site amenity must be provided. Examples include but are not limited to on-site gym, community space with kitchen, computer lab, pool, etc.
- The site plan must clearly demonstrate comfortable and safe pedestrian access in and around the Property for tenants and must provide access directly to public sidewalks.
- The Project must follow the Traditional City design standards found in City Code Chapter 62 Part 6.
- The proposal must demonstrate that the Project will achieve sustainability and reduce energy burden.
- Based on financing requirements, the developer may need to comply with one of more of the following: (i) City of Orlando MBE/WBE requirements, (ii) Housing and Urban Development Act of 1968 Section 3, and/or (iii) Davis-Bacon Act. Please consider this when working on the financial feasibility submittal.
- A developer fee cannot exceed 16% of the total development costs.

ANTICIPATED DEAL STRUCTURE

Following City Council's approval of a developer and accompanying project proposal, the City anticipates entering into an agreement with the successful proposer for the conveyance of the Property and other Project details, including, but not limited to, affordability requirements and standard terms and conditions for a real estate closing ("Transfer Agreement"). The Transfer Agreement will require approval by City Council and will specify terms and conditions and stipulate necessary actions required.

The developer shall be responsible for the development of all aspects of the Project, including the payment of all design, construction and development costs and all costs associated with the rental and/or marketing of the residential units. A developer fee cannot exceed 16% of total development costs. The developer will be required to utilize the Property only for the development, construction, and rental of units to income eligible tenants. Further, the developer shall comply with such requirements as the City determines to be in the public interest, including the obligation to have approved permits and financing and to begin substantial construction within 12 months after the closing of the transfer of title of the Property to the developer. Projects

must comply with all applicable federal, state, and local laws, codes, ordinances, statutes, rules and regulations.

The items addressed in the Transfer Agreement are anticipated to include, but are not limited to, the following:

- Design and construction details
- Marketing plans
- Affordability requirements
- Platting requirements
- Regulatory approvals by the City
- Construction loan commitments
- Development budget
- Construction schedule
- CDBG-DR Application (if available)
- M/WBE and living wage requirements.
- Project timelines
- Development incentives
- Any Project funding provided by the City to the Developer.
- Audit rights of the City
- Bonding and insurance requirements
- Other items deemed necessary by the City.

TRANSFER OF TITLE

The City will transfer title of the Property to the developer via a special warranty deed in accordance with the terms of the Transfer Agreement. The Transfer Agreement will specify the terms, conditions and actions required prior to the City conveying title to the Property. It is the responsibility of the developer to design and construct the affordable multifamily rental housing development. The City anticipates a purchase price of one (1) dollar for the Property. The Developer shall be responsible for all customary closing costs, including documentary stamp tax. Residential units may be subject to deed restrictions, restrictive covenants, or other applicable legal agreements to ensure compliance with the applicable funding source requirements. If a restrictive covenant is placed on the Property, it may contain a provision which prohibits the sale, lease, or transfer of the Property without the prior written consent of the City until construction of the Project is complete.

GENERAL INFORMATION

Incurred Expenses

The Developer shall be responsible for all expenses incurred in preparing, submitting and/or presenting a proposal responsive to this solicitation.

Interviews

The City reserves the right to require personal interviews and/or presentations prior to the selection of a Project Proposal, which at the City's discretion, may be virtual.

Request for Additional Information

The City reserves the right to request additional information from each proposer (or short-listed proposer) as the City deems necessary to properly evaluate a proposal, provided that all proposers (or short-listed proposers) are notified of such request.

The City reserves the right to make investigations of the qualifications of the proposers as it deems appropriate, including, but not limited to, background investigation.

Rejection of Proposals

The City reserves the right to cancel this Solicitation or to reject any and all proposals submitted, in its sole discretion, at any time prior to the execution of the Transfer Agreement. The City reserves the right to waive minor irregularities in procedures.

City of Orlando Requirements

The Developer, at its sole cost, must conform to all applicable permitting, planning, building, engineering, stormwater, and land development regulations. The Project shall also be subject to all review and approval procedures of the City's Municipal Planning Board and Board of Zoning Adjustment.

Questions and Other Inquiries

All communication related to this Solicitation, including questions and other inquiries must be directed to Jessica Frye, Housing Initiatives Manager, at 407.246.3413 or jessica.frye@orlando.gov.

Except as set forth above, communication initiated by or on behalf of a Developer to any City Official or employee evaluating or considering the Project Proposal (up to and including the Mayor and members of the City Council), prior to final selection is prohibited. Except as set forth above, any communication between a Developer and the City will be initiated by the appropriate City Official or employee, in order to obtain information or clarification needed to develop a proper, accurate evaluation of the Project Proposal. Communications initiated by a Developer in violation of this section shall be grounds for disqualifying the offending proposer from this solicitation.

Proposal Content and Submission Deadline

To ensure a uniform review process and obtain the maximum degree of comparability, proposals must be prepared in portrait format and organized based on the Evaluation Criteria and shall include the Required Submittals set forth in "Exhibit A".

The City will accept mailed or hand-delivered Project Proposals until Monday, **October 24, 2024** at **3 p.m.** eastern standard time. Packages submitted after 3 p.m. on this date will be rejected.

Please submit one (1) original, nine (9) printed copies and one (1) digital copy to:

Tonie McNealy

Real Estate Management Division

Orlando City Hall, Seventh Floor

400 South Orange Avenue

Orlando, FL 32801

tonie.mcnealy@orlando.gov

407.246.2655

EVALUATION OF PROPOSALS

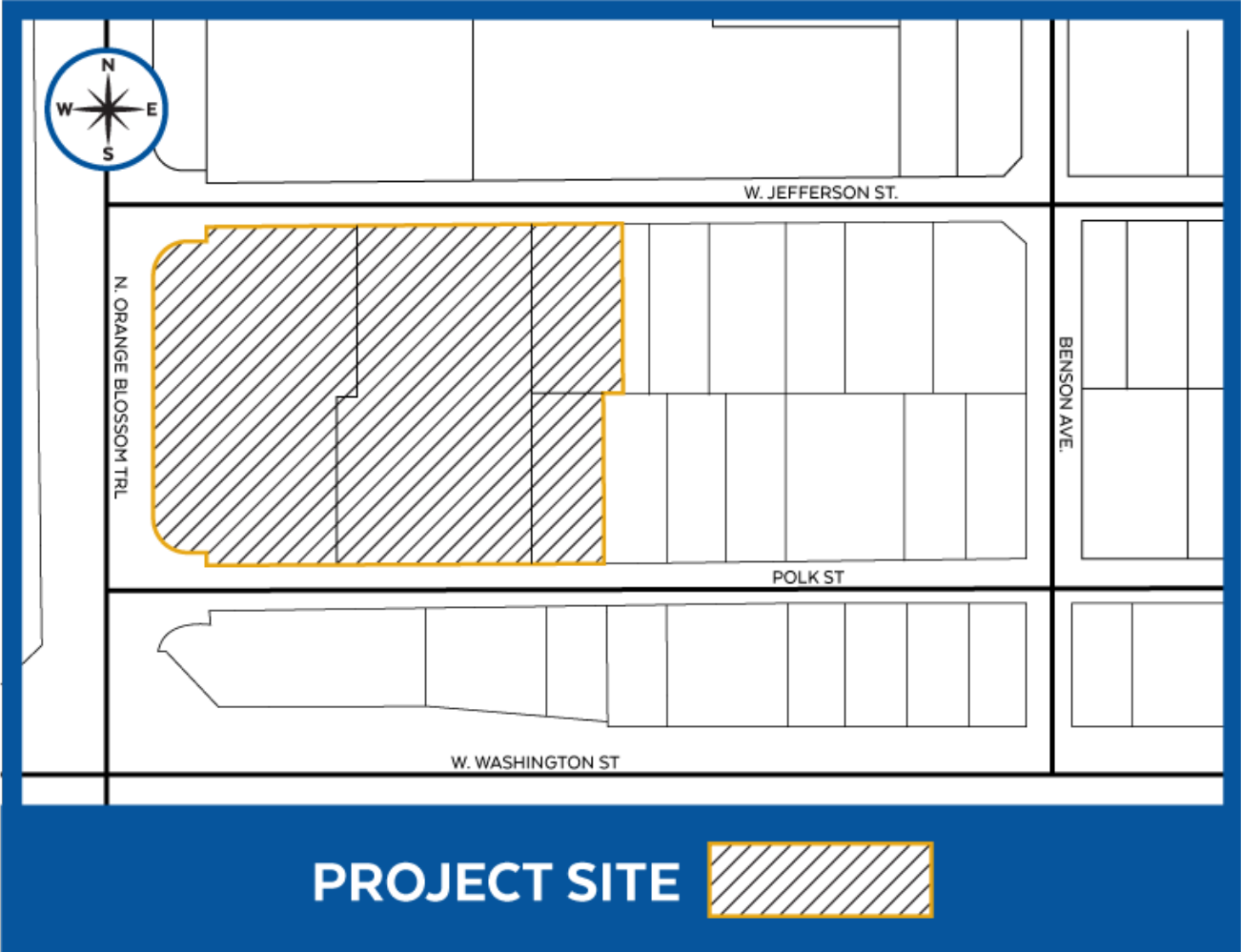
The Advisory Committee will be established to review all responsive proposals and proposers may be asked to make presentations before the Advisory Committee. The Advisory Committee will review and evaluate the proposals taking into consideration the Development Requirements and Evaluation Criteria and recommend a proposal to City Council. The Advisory Committee reserves the right to shortlist proposers based on the Development Requirements and Evaluation Criteria and to conduct interviews with the shortlisted proposers. City Council may accept any proposal that it deems to be in the public interest and reserves the right to reject all proposals. City Council reserves the right to reconvene the Advisory Committee for the purpose of recommending another proposer to City Council if an agreement with the first proposer approved by City Council cannot be reached within a reasonable amount of time. This solicitation is being issued by the City's Real Estate Division Manager who is authorized to take any actions related to this solicitation on behalf of the City.

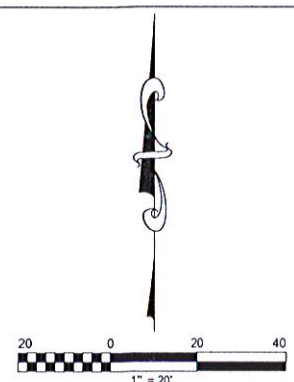
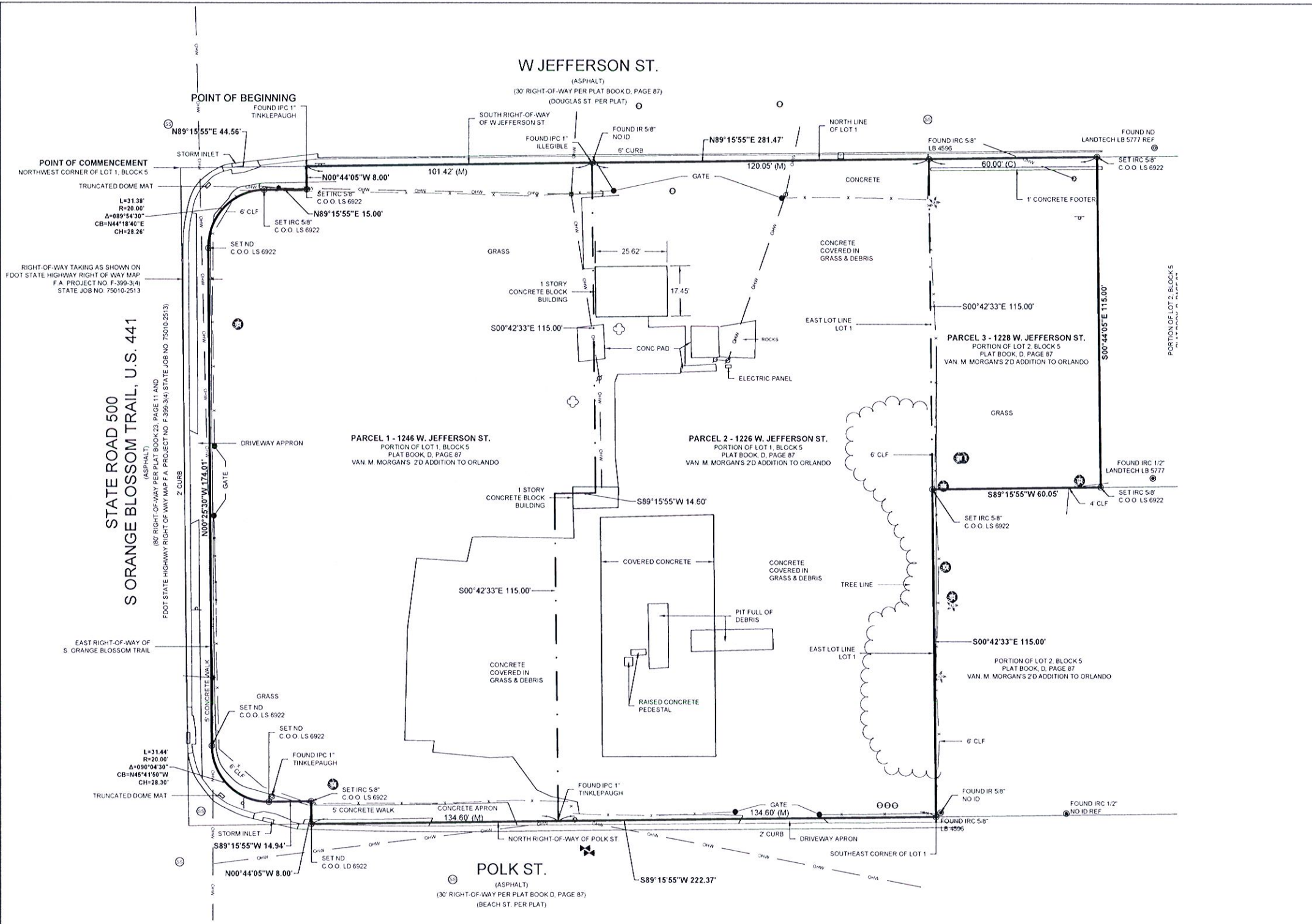
EXHIBIT A – EVALUATION CRITERIA

Evaluation Criteria	Required Submittals	Project Review
Development Team Experience and Past Performance	<ol style="list-style-type: none"> 1. <input type="checkbox"/> Description of 3 completed past projects of similar size, completed in the last 15 years. 2. <input type="checkbox"/> Evidence of successful experience with working with local, state, and/or federal funding sources. 3. <input type="checkbox"/> Description of experience for Development Team including Developer, Architect, Property Manager, Contractor 	<p>Demonstrates the ability to design and construct a development on schedule and on budget by providing solid qualifications of team members, and detailed information about previous comparable projects that have been built successfully.</p>
Financial Feasibility	<p>Provide:</p> <ol style="list-style-type: none"> 1. <input type="checkbox"/> Sources and Uses (Include CDBG-DR, 4% LIHTC, Tax exempt bonds and any other funding the developer plans to utilize) 2. <input type="checkbox"/> Unit mix/AMI mix (include rent assumptions) 3. <input type="checkbox"/> Development Budget (include per unit cost column and itemized LIHTC eligible costs column) 4. <input type="checkbox"/> Construction Budget 5. <input type="checkbox"/> 20-year operating proforma (Break out all line items in the income and expenses, add Debt Service Coverage Ratio (DSCR), include percentage increase assumption for income and expenses as well as management fee) 6. <input type="checkbox"/> LIHTC equity pricing assumptions and calculations 7. <input type="checkbox"/> Loan estimates/calculation (include maximum loan amount calculation based on Loan to Value and DSCR, interest rate assumptions for both construction and permanent loan) 8. <input type="checkbox"/> Projections for Leasing 	<p>Demonstrates financial feasibility of the project by providing detailed cost estimates in a complete development proforma. Per unit costs will be taken into consideration.</p>
Ability to Proceed	<ol style="list-style-type: none"> 1. <input type="checkbox"/> Letters of Interest/Letter of Credit from financial institution 2. <input type="checkbox"/> Company audited financial statements. Evidence of financial capability to undertake project. 	<p>Demonstrates a readiness to proceed by providing financial commitments and a project schedule timeline with a construction start within 12 months of execution of agreement.</p>

Quality of Design and Construction	<ol style="list-style-type: none"> 1. <input type="checkbox"/> Preliminary plans and/or renderings of what Proposer proposes to build on the site. 2. <input type="checkbox"/> Sustainability goals for project and costs should be reflective in budget 	<p>Presents a preliminary site plan and elevations for the development, meets development goals.</p>
Lease-up Strategy	<ol style="list-style-type: none"> 1. <input type="checkbox"/> Marketing plan that targets local markets and solicits from within the neighborhood. 2. <input type="checkbox"/> Marketing plan demonstrating a lease-up within 6 months of construction completion. 3. <input type="checkbox"/> Comparable projects that demonstrate competence 4. <input type="checkbox"/> Evidence that property management team has competence in qualifying tenants using various federal funding sources and completing reporting requirements for ongoing monitoring. 	<p>Demonstrates a strategy to identify potential tenants and market locally in the neighborhood. Demonstrates the ability to run and maintain an affordable housing property.</p>
Quality of Proposal	<ol style="list-style-type: none"> 1. <input type="checkbox"/> Project summary 2. <input type="checkbox"/> Complete proposal with all required documents attached 	<p>Provides a proposal that is complete and a realistic project timeline.</p>

EXHIBIT B – MAPS/SURVEY





LEGEND:

- (C) = CALCULATED
- CLF = CHAINLINK FENCE
- IP = IRON PIPE
- IR = IRON ROD
- IPC = IRON PIPE AND CAP
- IRC = IRON ROD AND CAP
- L = LENGTH
- LB = LICENSED BUSINESS
- LS = LICENSED SURVEYOR
- (M) = MEASURED
- ND = NAIL AND DISK
- R = RADIUS
- REF = REFERENCE
- Δ = DELTA
- ☉ = CONCRETE POWER POLE
- ⊙ = IRON PIPE
- ⊙ = IRON ROD
- ⊙ = MANHOLE
- ⊙ = MONITORING WELL
- ⊙ = NAIL AND DISK
- ⊙ = SANITARY MANHOLE
- ⊙ = SIGN
- ⊙ = WATER METER
- ⊙ = WATER VALVE
- ⊙ = WOOD LIGHT POLE
- ⊙ = WOOD POWER POLE
- ⊙ = CHAINLINK FENCE
- ⊙ = OVERHEAD WRES
- ⊙ = TREE LINE
- ⊙ = BUSH
- ⊙ = OAK TREE (DIAMETER IN INCHES)
- ⊙ = PALM TREE (DIAMETER IN INCHES)
- ⊙ = BUILDING
- ⊙ = CONCRETE
- ⊙ = DEBRIS
- ⊙ = GRASS

LEGAL DESCRIPTION:

BEGINNING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 5, VAN M. MORGAN'S 2^D ADDITION TO ORLANDO, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK D, PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, THEN RUN EAST 146.5 FEET, THEN SOUTH 115 FEET, THEN WEST 115 FEET TO THE SOUTH LINE OF SAID LOT 1, THEN WEST TO THE SOUTHWEST CORNER OF SAID LOT 1, THEN NORTH TO THE POINT OF BEGINNING, LESS AND EXCEPT ROAD RIGHT-OF-WAY AND PROPERTY PREVIOUSLY DEEDED FOR ROAD RIGHT-OF-WAY PURPOSES.

THE EAST 135 FEET OF THE SOUTH 115 FEET OF LOT 1, BLOCK 5, VAN M. MORGAN'S 2^D ADDITION TO ORLANDO, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK D, PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

THE NORTH 115 FEET OF THE EAST 120 FEET OF LOT 1, BLOCK 5, VAN M. MORGAN'S 2^D ADDITION TO ORLANDO, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK D, PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

BEGIN AT THE NORTHWEST CORNER OF LOT 2, BLOCK 5, OF VAN M. MORGAN'S 2^D ADDITION TO ORLANDO, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK D, PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, RUN 60 FEET EAST, THENCE 115 FEET SOUTH, THENCE 60 FEET WEST, THENCE 115 FEET NORTH TO THE POINT OF BEGINNING, ALSO DESCRIBED AS THE WEST 60 FEET OF THE NORTH 1/2 OF LOT 2, BLOCK 5, VAN M. MORGAN'S 2^D ADDITION TO ORLANDO, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK D, PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHWEST CORNER OF LOT 1, BLOCK 5, VAN M. MORGAN'S 2^D ADDITION TO ORLANDO, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK D, PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, RUN N89°15'55"E ALONG THE SOUTH RIGHT-OF-WAY OF W. JEFFERSON ST., A DISTANCE OF 48.56 FEET TO THE POINT OF BEGINNING BEING A 1" IRON PIPE AND CAP LABELED TINKLEPAUGH, THENCE RUN N89°15'55"E ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 281.47 FEET, THENCE DEPARTING SAID RIGHT-OF-WAY LINE RUN S00°44'05"E, A DISTANCE OF 115.00 FEET; THENCE RUN S89°15'55"W, A DISTANCE OF 60.05 FEET TO THE EAST LOT LINE OF SAID LOT 1, THENCE RUN S00°42'33"E ALONG SAID EAST LOT LINE, A DISTANCE OF 115.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 BEING A 5/8" IRON ROD AND CAP LABELED LB 4596, THENCE RUN S89°15'55"W ALONG THE NORTH RIGHT-OF-WAY LINE OF POLK ST., A DISTANCE OF 222.37 FEET, THENCE DEPARTING SAID RIGHT-OF-WAY LINE RUN N00°44'05"W, A DISTANCE OF 8.00 FEET; THENCE RUN S89°15'55"W, 9 FEET PARALLEL TO THE SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 14.94 FEET TO A POINT OF CURVATURE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 90°04'30"; THENCE RUN 31.44 FEET ALONG SAID CURVE TO A POINT OF TANGENCY, THENCE RUN N00°25'30"W ALONG THE EAST RIGHT-OF-WAY LINE OF ORANGE BLOSSOM TRAIL, A DISTANCE OF 174.01 FEET TO A POINT OF CURVATURE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 20.00 FEET AND A CENTRAL ANGLE OF 089°54'30"; THENCE RUN 31.38 FEET ALONG SAID CURVE TO A POINT OF TANGENCY, THENCE RUN N89°15'55"E ALONG THE AFORE SAID SOUTH RIGHT-OF-WAY LINE OF W. JEFFERSON STREET, A DISTANCE OF 15.00 FEET; THENCE RUN N00°44'05"W, A DISTANCE OF 8.00 FEET TO THE POINT OF BEGINNING, CONTAINING 65,257 SQ. FT., MORE OR LESS.



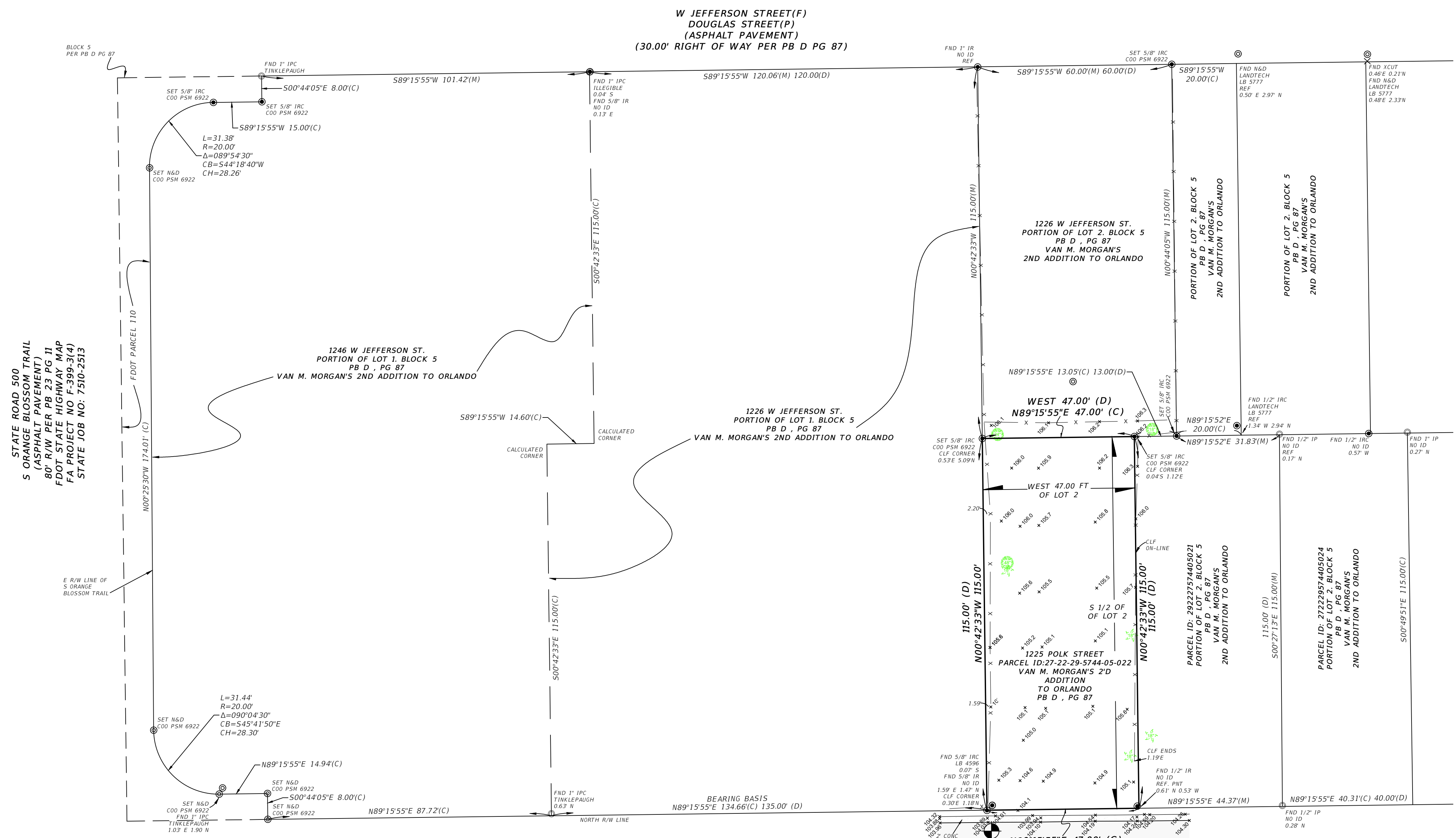
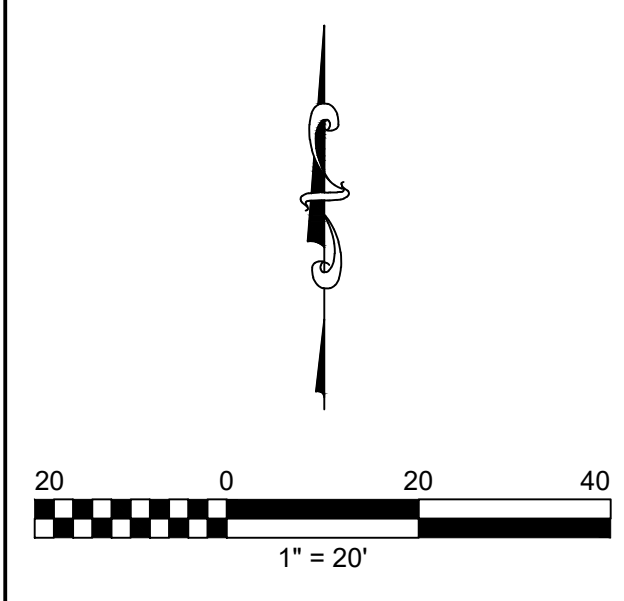
- Surveyor Notes:**
- The purpose of this survey is to show the boundary with improvements around 1246, 1226, and 1228 W. Jefferson St.
 - Bearings shown hereon are based on the southright-of-way line of W. Jefferson St., being assumed as N89°15'55"E. All distances shown are in US Survey Feet.
 - Horizontal information shown hereon is in Florida State Plane Coordinates, Florida East Zone, based on the North American Datum of 1983, 12A adjustment based on the localization file tying NGS control to the following City of Orlando published Benchmarks:

BM 11-135A	BM 10-010
N: 1530679.218	N: 1530663.388
E: 528709.493	E: 529906.417
ELEV: 103.059	ELEV: 107.673
 - 3" aluminum disc set in the inlet top at the northeast corner of Washington St. and HWY. 441, stamped 11-134A PANHEAD.
 - 2" aluminum disc set in the sidewalk at the northeast corner of Washington St. and Westmoreland Dr., stamped 10-010 WAND.
 - Underground foundations and utilities were not located except as shown hereon.
 - This survey was prepared with the benefit of the title insurance report prepared by Fidelity National Title Insurance Company. File number 42200323MS, prepared on May 3, 2022, all encumbrances have been shown based on this title commitment.
 - Additions or deletions to this survey map prohibited without written consent of the signing party.
 - Symbols shown hereon are not to scale and for informational purposes only.
 - The accuracy of this survey exceeds the standards of Urban Surveys of 1:10,000.
 - Certify to: City of Orlando
- Fidelity National Title Insurance Company

I hereby certify that this survey has been prepared under my direction and that this survey has been prepared in accordance with the adopted "Standards of Practice" as required by Chapter 51-17 Florida Administrative Code and Section 172.027, Florida State Statutes.

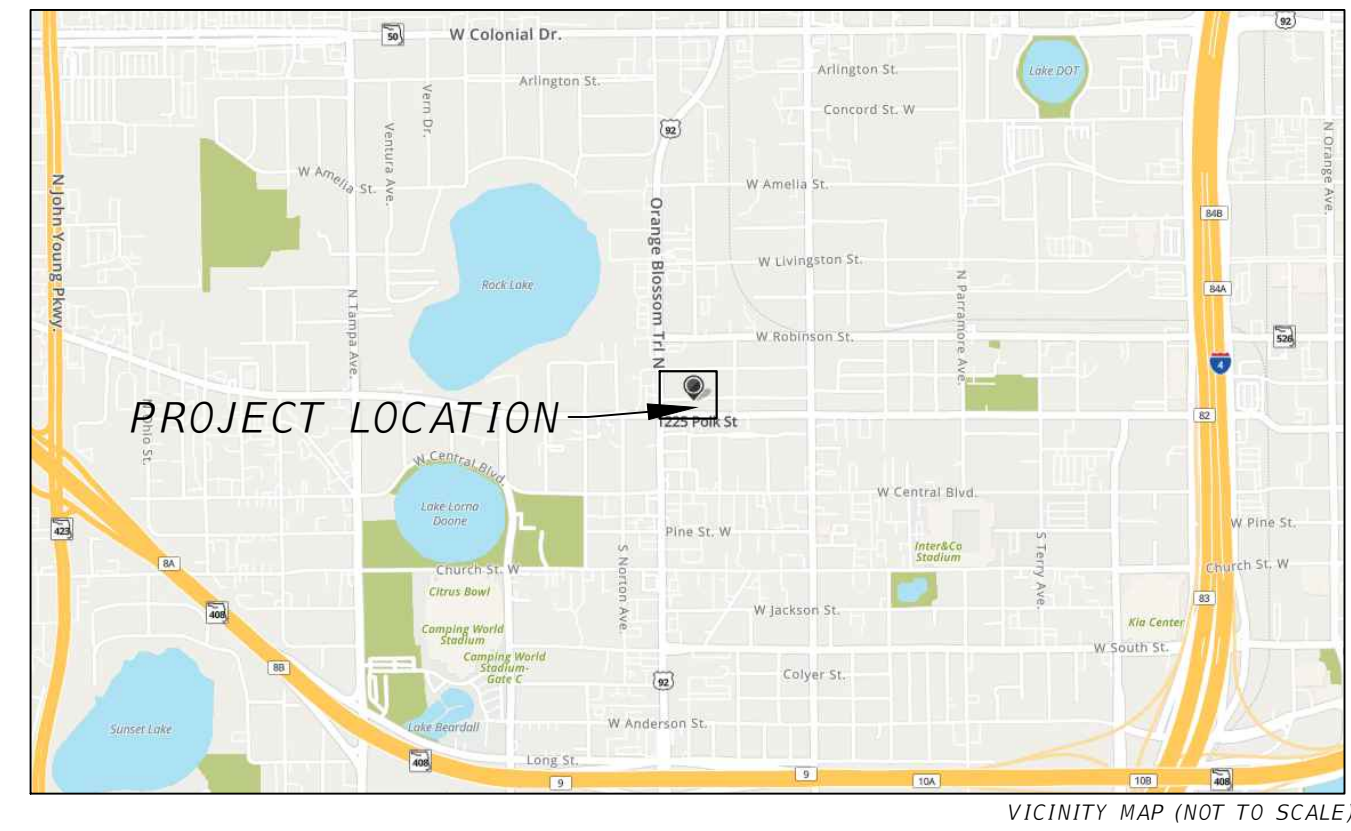
Richard D. Allen
 Richard D. Allen
 Professional Surveyor and Mapper No. 6922
 This survey is not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper.

Project Number: 22-055	Drafted By: KNR	Prepared for: Tonie McNeely Real Estate Agent II Real Estate Division City of Orlando
Party Chief: WILLIAMS	Checked By: GSA, BDB	Date: 6/23/22
Date of Survey: 5/11/22	Date Drawn: 6/23/22	Scale: 1" = 20'
Approved By: ROA		
Boundary Survey 1246 W. Jefferson St. Section 27, Township 22 South, Range 29 East		
City of Orlando Survey Services Section 400 South Orange Avenue, 8th Floor Orlando, Florida 32801 P: 407.246.3339 F: 407.246.2892		
Sheet: 1 of 1	Date: 7/7/2022	Revision: []



LEGEND & ABBREVIATIONS

CONC	= CONCRETE	PNT	= POINT
DOC	= DOCUMENT	⊙	= N&D = NAIL AND DISC
ELV	= ELEVATION	⊙	= IRC = IRON ROD WITH CAP
IRB	= IDENTIFICATION	⊙	= IPC = IRON PIPE WITH CAP
ORB	= OFFICIAL RECORD BOOK	⊙	= STORM MAN HOLE
PB	= PAGE	⊙	= ASPHALT
PG	= PAGE	⊙	= CONCRETE
TBM	= TEMPORARY BENCHMARK	⊙	= OAK TREE (SIZE AS NOTED)
PSM	= PROFESSIONAL SURVEYOR	⊙	= PALM TREE (SIZE AS NOTED)
AND MAPPER		⊙	= CLF = CHAIN LINK FENCE
FND	= FOUND		
COO	= CITY OF ORLANDO		
(D)	= DEED		
(M)	= MEASURED		
(F)	= FIELD		
(P)	= PLAN		
(C)	= CALCULATED		
R/W	= RIGHT OF WAY		
RLS	= REGISTERED LAND SURVEYOR		
LB	= LICENSED BUSINESS		
REF	= REFERENCE		
L	= ARC LENGTH		
R	= RADIUS		
Δ	= DELTA		
CH	= CHORD		
IR	= IRON ROD		
IP	= IRON PIPE		



LEGAL DESCRIPTION AS PER THE TITLE COMMITMENT #11758588

EXHIBIT "A"

The West 47 feet of the South 1/2 of Lot 2, Block 5, Van M. Morgan's 2nd Addition to Orlando, according to the plat thereof as recorded in Plat Book D, Page 87, of the Public Records of Orange County, Florida.

Contains 5405.01 Sqft or 0.124 Acres ±

- Surveyor Notes:**
- The purpose of this survey is to show the topography & the boundary of 1225 Polk Street.
 - Bearings shown hereon are based on North Right-of-way line of Polk Street as being N89°15'55" E. All distances shown are in US Survey Feet.
 - Elevations shown hereon are based on City of Orlando Benchmark BM10-010, being a 2" aluminum disk in the sidewalk on the northwest corner of Washington Street and Westmoreland Drive, established in 2010, having an elevation of 107.671' North American Vertical Datum of 1988.
 - Horizontal information shown hereon is in Florida State Plane Coordinates, Florida East Zone, based on the North American Datum of 1983, 12A adjustment based on the Localization file tying NGS control to the following City of Orlando published Benchmarks:
- BM 11-134A
N: 1530679.218
E: 528709.453
ELEV: 103.059
3" aluminum disc set in the inlet top at the northeast corner of Washington St. and HWY: 441, stamped 11-134A PANHEAD.
- BM 10-010
N: 1530663.388
E: 529906.417
ELEV: 107.671
2" aluminum disc set in the sidewalk at the northwest corner of Washington St. and Westmoreland Dr, stamped 10-010 WAND.
- Underground foundations and utilities were not located except as shown hereon.
 - Additions or deletions to this survey map prohibited without written consent of the signing party.
 - Symbols shown hereon are not to scale and for informational purposes only.
 - Underground utilities shown hereon were located by others.

TITLE REVIEW BY THE SURVEYOR

THIS SURVEY NOTES OR SHOWS THE FOLLOWING MATTERS AS LISTED IN COMMITMENT FOR TITLE INSURANCE PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER #11758588. ISSUING OFFICE NUMBER: 422400161MS HAVING AND EFFECTIVE DATE OF MAY 03, 2024 AT 5:00 PM. REVIEW COMMENTS APPEARS IN BOLD TEXT FOLLOWING THE NOTED EXCEPTIONS.

-NO PLOTTABLE EXCEPTIONS FOUND IN THE SAID TITLE COMMITMENT

- CERTIFIED TO:**
- City of Orlando
 - Fidelity National Title Insurance Company

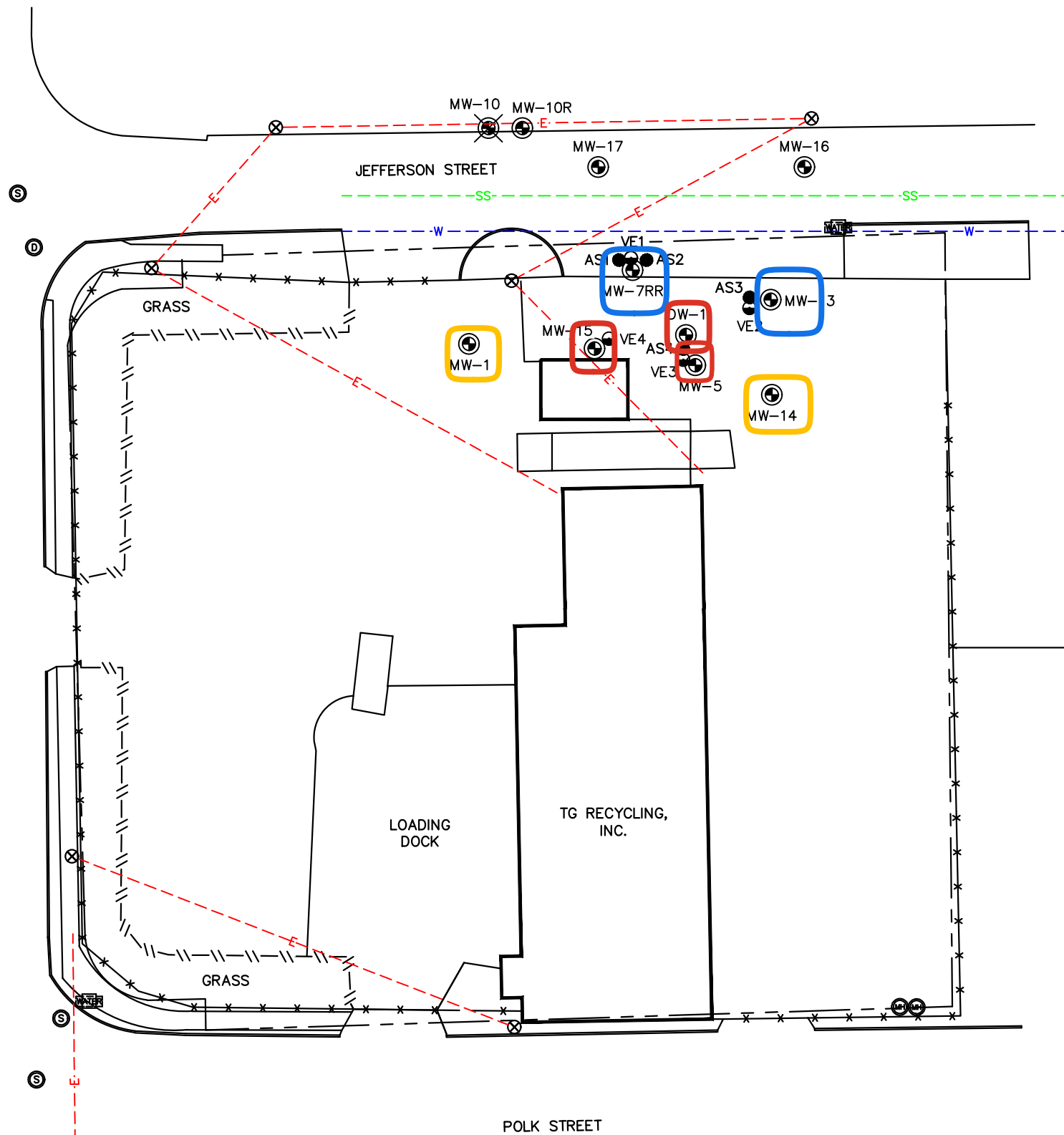
I hereby certify that this survey has been prepared under my direction and that this survey has been prepared in accordance with the adopted "Standards of Practice" as required by Chapter 51-17 Florida Administrative Code pursuant to Section 472.027, Florida State Statutes.

Richard D. Allen
Professional Surveyor and Mapper No. 6922
This survey is not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper.

Project Number: 24-057	Party Chief: MR	Date of Survey: 04-18-24	Approved By: RDA
Prepared for: City of Orlando	Checked By: RDA	Date Drawn: 5-23-24	Scale: 1" = 20'
Drafted By: DHG	Checked By: RDA	Date Drawn: 5-23-24	Scale: 1" = 20'
Party Chief: MR	Date of Survey: 04-18-24	Approved By: RDA	
Section 27, Township 22 South, Range 29 East	Boundary & Topographic Survey	1225 Polk Street	
City of Orlando	Survey Services Section	400 South Orange Avenue, 8th Floor	Orlando, Florida 32803
		P: 407.246.2319	F: 407.246.2892
Sheet:	1	of	1
Revision	Date	FB/PS	Drafter
			Check



ORANGE BLOSSOM TRAIL



LEGEND:

- APPROXIMATE PROPERTY BOUNDARY
- ⊕ MONITORING WELL LOCATION
- ⊗ DESTROYED MONITORING WELL LOCATION
- AIR SPARGE WELL LOCATION
- ⊖ VAPOR EXTRACTION WELL LOCATION
- E- ELECTRIC LINE
- W- WATER LINE
- SS- STORM SEWER LINE
- ⊗ POWER POLE
- Unable to Locate
- Existing Well
- Abandoned Well

Air Sparge and Soil Vapor Extraction wells are no longer functional and can be removed



APTIM ENVIRONMENTAL & INFRASTRUCTURE, LLC
 1228 WINTER GARDEN VINELAND ROAD
 WINTER GARDEN, FLORIDA 34787
 (407) 287-3200 OFFICE
 (407) 287-3201 FAX

OFFICE: WINTER GARDEN	DATE: 5-20-24	ACAD FILE: 3333B1
SITE MAP		
CLIENT: FORMER PRECISION TIRE	PM: JM	
LOCATION: FORMER PRECISION TIRE 1226 W. JEFFERSON STREET ORLANDO, ORANGE COUNTY, FLORIDA FDEP FACILITY ID No. 48/9101221		
DESIGNED: KM	DRAWN: SDJF	PROJECT NO.: 631013333
		FIGURE: 1

EXHIBIT C – OBTNEXT MASTER AND IMPLEMENTATION PLAN

Subarea Policy S.11.6 - The City will recognize the OBTNext Master and Implementation Plan as the foundation for directing efforts to advance the OBT corridor and surrounding neighborhoods (including Lake Dot, Callahan, Holden/Parramore, Rock Lake, Westfield, Lorna Doone, and Holden Heights) as an inclusive, accessible, diverse, and connected corridor. The guiding principles of OBTNext are informed by public outreach, community input, data analysis, and the Safe Neighborhood Improvement Plan. Developers within this area must consider how to best reflect the plan's guiding principles within their development proposals. These guiding principles are as follows:

- Transformation – Encourage improvements that enhance the perception of the corridor as safe, economically vibrant, diverse, and collectively managed and governed;
- Safety – Work between jurisdictions to create programs, increase policing and strong code enforcement to reduce crime, improve the character of the area, and make OBT safer for pedestrians and cyclists;
- Equity – Advance social justice and health by creating access to jobs, training, affordable housing, local food, and community services. Promote strong and diverse neighborhood growth that provides access to quality open and community spaces to recreate, learn, and live;
- Growth – Realize full potential of vacant and underutilized land, enhanced access to housing and jobs, as well as reinvestment in government-owned properties and large, contiguous parcels for future infill development that follow sustainable best practices;
- Connectivity – Support physical connectivity in the form of enhanced public transportation and more walkable and bikeable streetscapes and social connectivity by creating linkages among local and regional destinations and a network of businesses, neighborhoods, and local organizations.
- Holden Heights Design/Construction & Education Hub – In order to enhance the integrity of the residential neighborhood and foster systems that support the health and enrichment of children and families, the City will work in collaboration with key partners, including Orange County, to identify resources and funding to create neighborhood education, training, and workforce programs that provide long term opportunities for the residents of Holden Heights. Key actions for the City and partners to consider include:
 - Develop the properties along a reconstructed Woods Avenue as a design and construction district- designating it as "Makers Row";
 - Preserve the Grand Avenue Elementary School building and the adjacent park and provide educational, recreation, and institutional programming;
 - Develop the properties along Nashville Avenue incorporating a reuse of the Mears property into a mixed-use development;
 - Improve street and intersections on Orange Blossom Trail;
 - Improve walkability on Gore Street, Grand Street, Miller Street and Kaley Street;
 - Create pocket parks around the neighborhood

EXHIBIT D – AVAILABLE DEVELOPMENT INCENTIVES

Transportation Impact Fee Discount:

Section 56.15. – Exemptions.

C. Construction of a residential unit(s), owner-occupied or tenant-occupied, with a city-approved Affordable Housing Certification to the following extents:

1. One hundred percent (100%) exemption of the transportation impact fees assessed for certified Affordable Housing Units, if the certified Affordable Housing Units are dedicated to those earning at or below 80% AMI (Area Median Income)
2. Fifty percent (50%) exemption of the transportation impact fees assessed for certified Affordable Housing Units if the certified Affordable Housing Units are dedicated to those earning between 81% AMI to 120% AMI (Area Median Income.)

Parks Impact Fee Discount:

City Code Section 56.38. – Exemptions, Discounts.

(b) Affordable Housing. The impact fee shall be discounted for certified affordable housing, as defined by Chapter 67 of this Code, as follows:

1. One hundred percent (100%) exemption of the park impact fees assessed for certified Affordable Housing Units, if the certified Affordable Housing Units are dedicated to those earning at or below 80% AMI (Area Median Income)
2. Fifty percent (50%) exemption of the park impact fees assessed for certified Affordable Housing Units if the certified Affordable Housing Units are dedicated to those earning between 81% AMI to 120% AMI (Area Median Income.)

School Impact Fee Waivers:

Orange County Code Section 23-161 – Exemptions.

(b) Notwithstanding that there may be students generated by the use, any project that meets or exceeds the definition of "affordable" pursuant Section 163.31801(9), Florida Statutes, may be exempted from all or a portion of the payment of impact fees, provided the level and duration of such affordability is documented to the county's (or applicable local government's) satisfaction prior to the granting of any impact fee exemption.

Grants:

Subject to availability, the City offers Federal, State, and Local grant funding opportunities for eligible Affordable Housing projects.

Other Development Incentives:

Density Bonus:

- Bonuses in office and residential, mixed residential-office, mixed use, and activity center districts: City of Orlando Code Sections 58.1000-58.1105
- Bonuses for Low Income Housing City of Orlando Code Section 58.1133

Expedited Permitting

- All certified affordable housing projects receive this incentive which provides the processing of approvals of development orders or permits for affordable housing projects to be expedited to a greater degree than other projects as defined in State Statute 163.3177(6)(f)3. The project will work with the Housing Expediter to prepare for the use of this incentive.

Parking Reduction

- Up to a 5% Reduction for the inclusion of Affordable Housing, City Code Section 61.323

EXHIBIT E – RECOMMENDED NOISE MITIGATION MEASURES

Memorandum

DRMP Job #: 301.2100337.002 Date: July 8, 2024

To: Elena Escovar, Jessica Frye, AICP

From: Robyn Hartz, INCE

Subject: HUD Noise Analysis Summary

DRMP performed a technical review of the Housing and Urban Development (HUD) Noise Analysis completed by the City of Orlando for vacant parcels on West Jefferson Street. The HUD Noise Analysis tool is an online noise calculator that predicts a 24-hour noise level (Day/Night Noise Level denoted as DNL) using daily traffic volumes. The tool incorporates the traffic fleet mix, including medium and heavy trucks. When a day/night traffic volume split is not available, HUD recommends assigning 15% of the AADT as night-time volumes. Night-time hours are typically from 10pm to 7am, and any calculated noise levels during these hours receive a night-time adjustment of 10 dB(A). For example, if an hourly noise level during daytime (7 am to 10pm) hours is 60 dB(A), using the same speeds and vehicle volumes would result in a nighttime noise level of 70 dB(A) due to the 10 dB(A) adjustment.

BACKGROUND AND METHODOLOGY

Noise levels for the vacant parcels were predicted for the year 2033, which represents ten years into the future from the latest year of traffic data, 2023. Average Annual Daily Traffic (AADT) was downloaded from the Florida Department of Transportation's Florida Traffic Online Web Application¹. The available data, which included truck percentages, went as far back as 2008. This data was used to predict the AADTs for the year 2033, using the forecast function in excel. **Figure 1** shows the parcel locations and the roadways with available AADTs (highlighted in blue). AADT information was not available for Polk Street, W. Jefferson Street, and Benson Avenue. However, these roads are smaller residential roads with lower traffic volumes. In addition, US 17-92-441 (Orange Blossom Trail (OBT)) is the dominant noise source in the environment. The Federal Highway Administration (FHWA) classifies all vehicles into 13 different categories depending on vehicle weight and number of axles, as shown in **Figure 2**. Not all count stations are equipped for counting these vehicle classifications. However, vehicle classification counts were available along OBT, and provided the breakdown of heavy and medium trucks. The latest vehicle classification counts for OBT are shown in **Appendix A**. Vehicle classification counts were not available for other roadways. HUD classifies medium trucks – which corresponds to FHWA Classes 4 and 5 – as trucks that weigh between 10,000 and 26,000 pounds, and heavy trucks – which corresponds to FHWA Classes 6 through 13 – as those weighing more than 26,000 pounds with three or more axles. When conducting noise analyses, one medium truck is the equivalent of 10 cars at the same speed, whereas one heavy truck is the equivalent of 28 cars at the same speed. The amount of roadway noise generated is dependent on the percentage of trucks in the total traffic volume. Since the receptor is located so close to OBT, ensuring an accurate truck percentage is critical in determining accurate noise levels for the parcels. Based on the classification counts, medium trucks were 6.68% of the total daily volume (including buses) and heavy trucks were 3.4% of the total daily volume. Trucks on all other roadways are assumed to be medium trucks due to the lower roadway speeds, and the more residential function of the roadways.



DRMP, Inc.
 941 Lake Baldwin Ln.
 Orlando, FL 32814
 www.drmp.com
 Phone: 407-896-0594
 Fax: 407-896-4836

PROJECT NUMBER:
 21-00337.002



Date:
 April 2024

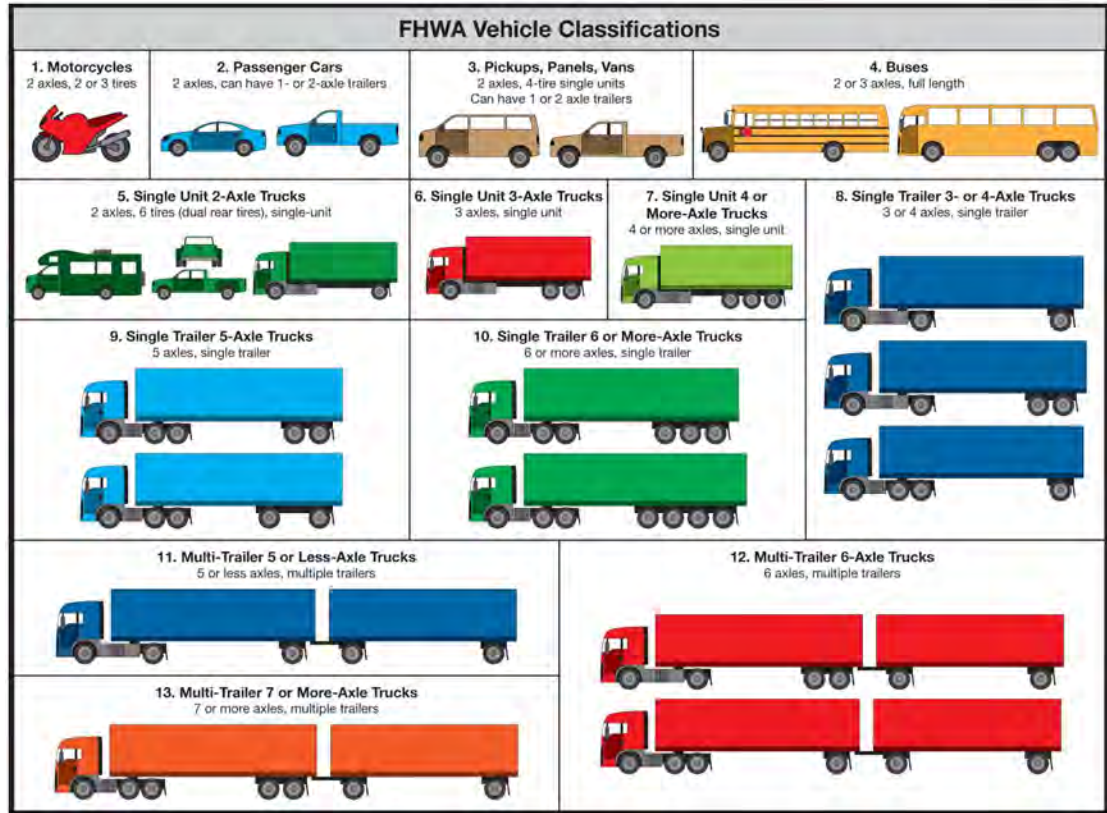
20 DRAWN
 BY: R. Hartz

HUD Noise Analysis

1226, 1228, and 1246 W Jefferson Street

Figure 1

Figure 2: FHWA Vehicle Classifications



PREDICTED NOISE LEVELS

Table 1 shows the 2033 AADT volumes with the car/truck breakdowns and the calculated DNL for each roadway. Two locations were analyzed: at the property line (40 feet from centerline of OBT), and at a location 31 feet (74 feet from centerline of OBT) from the edge of the property line along OBT. **Appendix B** shows the distances from the receiver to the various roadways. The parcels are small, and it is anticipated that the development will utilize as much space as possible for the construction of housing units.

Table 1- 2033 Traffic Volumes and Noise Levels (dB(A))

Roadway	Distance (Roadway Centerline to Receptor)	Speed	2033 AADT			2033 DNL (dB(A))
			Cars	MT	HT	
Orange Blossom Trail	74	35	33,734	2,885	1,489	74
Orange Blossom Trail	40 (Property Line)	35				78
W. Washington Street	245	30	5,481	237	0	51
W. Robinson Street	398	25	10,088	801	0	50
W. Central Blvd	935	30	1,078	67	0	36
Railroad	Distance (Rail Centerline to Receptor)	Speed	2033 Rail Operations			2033 DNL (dB(A))
			# Engines	# Train Cars	Trains per Day	
Central Florida Rail	1,018	25	1	25	32	55
COMBINED DNL @ 40 ft (Property Line)						78

Source: Volumes based on Florida Department of Transportation's Florida Traffic Online Web Application

At the property line (40 feet from the roadway centerline), the resulting combined DNL is 78 dB(A). Since noise is logarithmic, when noise levels are added together, the resulting noise level is not just the summation of the two values. For example, two sources at 70 dB(A) do not combine to equal a noise level of 140 dB(A), instead using the table below as a reference, 3 dB(A) is added. Therefore, the total noise level would be 73 dB(A) and not 140 dB(A). Since none of the other noise levels in Table 1 are within 4 dB(A) of the OBT noise level, they do not provide any significant noise contribution. The analysis will focus on reducing noise levels from OBT.

Figure 3: Decibel Addition

Difference between two decibel values	Amount added to higher value
0 or 1	3
2 or 3	2
4 to 9	1
10 or more	0

Table 1 shows that noise resulting from traffic along OBT is the dominant noise source. Based on the DNL Calculator, at 31 feet from the sidewalk, the noise level is 74 dB(A). Based on HUD standards, this noise level is considered normally unacceptable. There are limited locations available within the City to provide affordable housing, so all methods of reducing noise within the site will be examined. There are four general techniques to control noise in residential buildings:

1. Elimination of cause or source of the noise.
2. Use of barriers to prevent the sound from being transmitted.
3. Use of design considerations to mask or absorb the sound.
4. Employ the use of building materials to absorb the sound.

ABATEMENT OPTION 1 – ELIMINATION OF ROADWAY NOISE

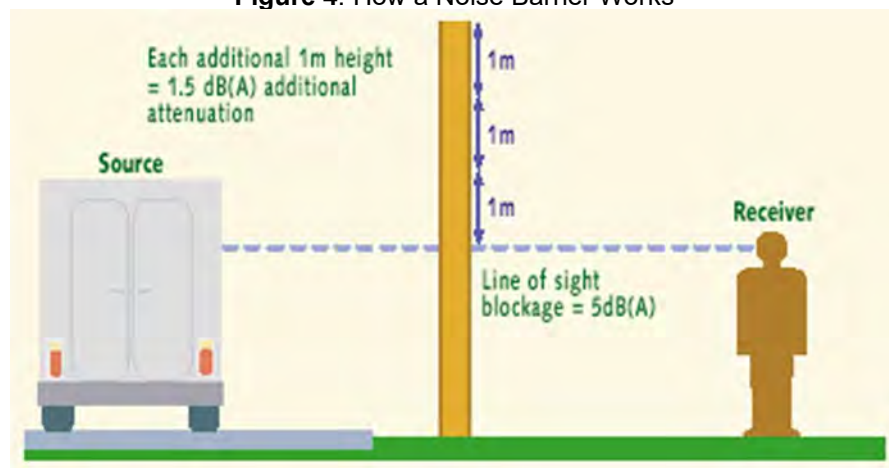
The first technique of eliminating the cause or source of the noise is not feasible. The dominant noise source is traffic noise, and eliminating the traffic along OBT is not possible.

ABATEMENT OPTION 2 – USE OF BARRIERS

While there is no room on the site for a standard noise barrier, the buildings themselves can act as a barrier for any noise sensitive sites within the parcel. The development is anticipated to have multi-story housing units at least five stories tall. The barrier performance module was used to determine the mitigated noise levels using the proposed buildings as a barrier. Using the noise barrier module it is possible to calculate the noise levels for any outdoor areas within the parcels such as parks, benches or playground. Based on the analysis, the building will block the noise from OBT and reduce the noise levels to 64 dB(A), which is considered an acceptable level. Any exterior noise sensitive sites that are proposed for the parcel, should be shielded for the noise on OBT by the placement of the multi-story apartment parallel to the roadway, and placed at a location at least 31 feet within the parcel.

The barrier performance module requires inputs for barrier height, distance from barrier to noise source, and receptor height. **Figure 4** shows the basics on how a noise barrier works. By blocking the line of sight between source and receiver, a 5 dB(A) reduction can be achieved. In addition, for every one meter (3.28 feet) in height above the source height, an additional 1.5 dB(A) in noise reduction can be achieved. **Figures 5** and **6** show the inputs needed for the barrier module. The height of the proposed building was used as the height of the barrier. It is anticipated the building will be set at the minimum required set back, six feet from the property line (46 feet from the roadway centerline). The height used was the height of a five-story building, 50 feet, which assumes the height of each floor as 10 feet. The distance from the observer to the barrier is assumed to be 28 feet, which represents the anticipated average width of a residential building plus an additional three feet for walkways at entry ways. Since heavy trucks dominant the noise environment along OBT, a 12-foot source height was used. This is consistent with the average heavy truck source height used in FHWA’s Traffic Noise Model (TNM).

Figure 4: How a Noise Barrier Works

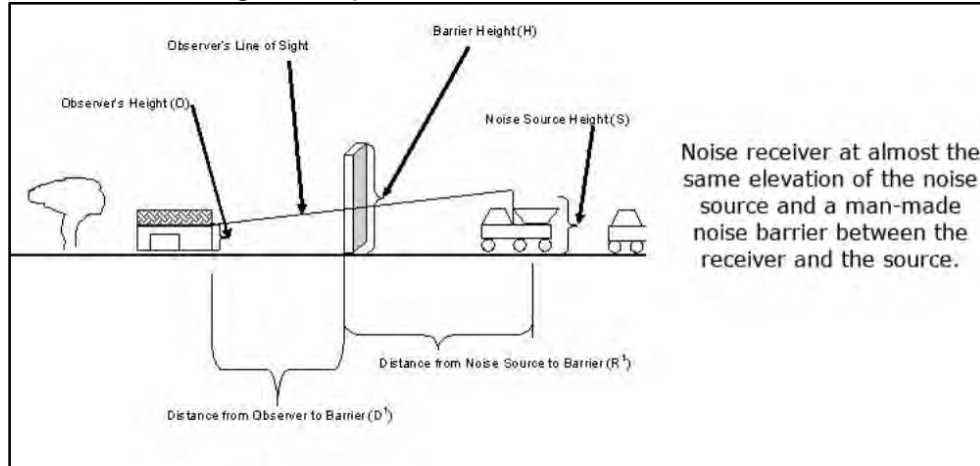


Source: FHWA Highway Traffic Noise Barriers at a Glance

The noise level before construction at a location approximately 35 feet from the edge of property line (6-foot setback from property line + 25-foot building width + 3 feet for entrance) is 74 dB(A) when using the DNL Calculator. With construction of a five-story residential unit, the noise level drops to 64 dB(A), which is considered an acceptable noise level. In addition, this reduction meets the attenuation goal set forth in 24 CFR 51.104 (a)(2), which states that “..a minimum of 10 decibels of additional sound attenuation if the day-night average sound level is greater than 70 decibels but does not exceed 75 decibels².” In order to assure this higher noise reduction is achieved, a combination of building height and length must be constructed. Using the heavy

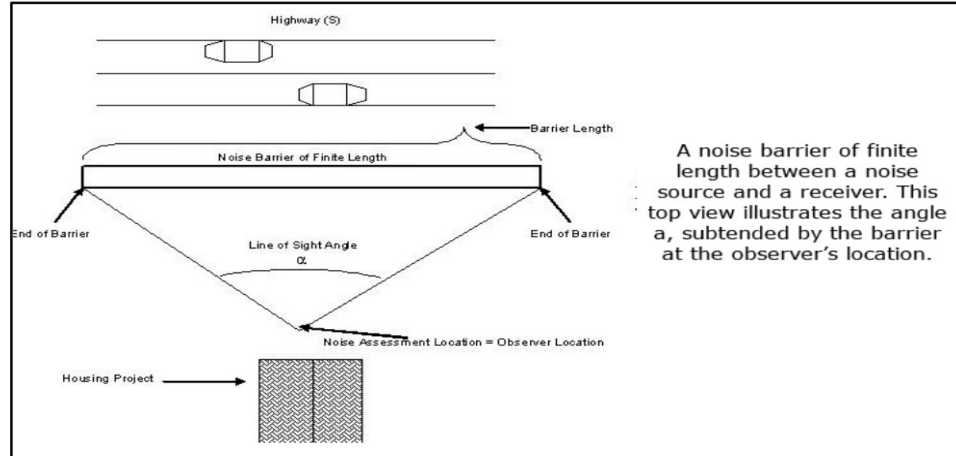
truck source height of 12 feet, the minimum height should be at least 15 feet. The building also needs to block as much line of sight as possible – the length of the barrier should be at least eight times the distance between the road and receiver; in this case, approximately 200 feet. Although the noise level at the property line is 78 dB(A), which is considered unacceptable, no construction is anticipated at this location. The apartments should not have any balconies or other exterior uses that face OBT.

Figure 5: Inputs for Barrier Performance Module



Source: Barrier Performance Module (BPM) Barrier Implementation Scenario 3

Figure 6: Additional Inputs for Barrier Performance Module

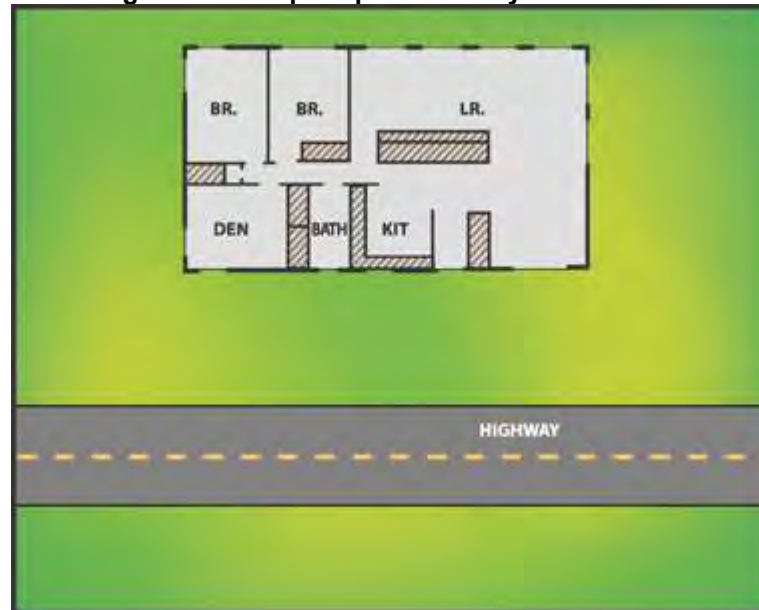


Source: Barrier Performance Module (BPM) Barrier Implementation Scenario 4

ABATEMENT OPTION 3 – DESIGN CONSIDERATIONS

Design considerations can be incorporated into the proposed parcel layout. In addition to the residential building acting as barrier, within the units themselves, the architects for the site can place the less noise sensitive rooms (kitchens and bathrooms) closer to the roadway, and the bedrooms on the far side, as shown in **Figure 7**. Although the noise level at the property line is 78 dB(A), no construction or noise sensitive locations are anticipated this close to the roadway. In addition, there will not be any balconies facing OBT. Any other areas of frequent outdoor use such as pools or playgrounds, will be placed within the lot to ensure the buildings shield these areas from the traffic noise. As mentioned earlier, if any outdoor noise sensitive areas are built within the parcel, the building will provide a noise reduction of 10 dB(A).

Figure 7: Example Apartment Layout



ABATEMENT OPTION 4 – BUILDING MATERIALS

The final method for reducing the noise involves the building materials. The materials used in the construction of the structure play an important part in reducing the interior noise levels. Construction materials have a Sound Transmission Class (STC) that is used to measure the building materials ability to absorb sound. The exterior noise level is 74 dB(A) and in order to maintain an interior noise level of no more than 45 dB(A) materials with a STC of 29 or greater are needed. Chapter 4 of the HUD Noise Guidebook lists various exterior wall methods and materials (attached in **Appendix C**) that can be used in the construction of these buildings. In addition to the use of high STC construction materials, proper construction practices are also needed. An improperly fitted window will create noise leakage into the units.

Although the exterior noise level at this site is predicted to be 74 dB(A) (31 feet within the parcel), with the use of the building as a barrier in conjunction with site design and proper construction and materials, the noise levels can be reduced to meet the HUD criteria for both interior and exterior noise levels.

APPENDIX A

VEHICLE CLASSIFICATION COUNTS AND TRAFFIC PROJECTIONS

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2023

COUNTY: 75 - ORANGE

SITE CO SEC SUB MILEPOST DESCRIPTION
0154 75003000 1.400 SR-436,1.4 MI N OF SR-528,ORANGE CO.

FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER

SURVEY TYPE: TELEMETERED DURATION: 364 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	105	0.18	24T&B = 2.84%	DHT = 1.42%
CLASS 02	CARS	43444	74.48	24T = 2.61%	
CLASS 03	PICK-UPS AND VANS	11525	19.76	24H = 0.80%	DH3 = 0.40%
CLASS 04	BUSES	134	0.23	24M = 2.03%	DH2 = 1.02%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	1052	1.80		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	162	0.28		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	7	0.01		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	119	0.20		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	179	0.31		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	2	0.00		
CLASS 11	5-AXLE MULTI-TRLR	0	0.00	24HV = 2.84%	
CLASS 12	6-AXLE MULTI-TRLR	0	0.00	24B = 0.23%	
CLASS 13	ANY 7 OR MORE AXLE	0	0.00	24T = 2.61%	
CLASS 14	NOT USED	0	0.00	24SU = 2.09%	
CLASS 15	OTHER	1598	2.74	24C = 0.51%	
		-----	-----		
		58327	99.99		

SUMMARY DAILY
NEW HEAVY VEHICLE CATEGORIES

SITE CO SEC SUB MILEPOST DESCRIPTION
0251 75010000 10.252 ON US-441, 1.614 MI. N OF CR-506

FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER

SURVEY TYPE: PORTABLE DURATION: 2 DAYS

CLASS	DESCRIPTION	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
		VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES	325	0.64	24T&B = 9.85%	DHT = 4.93%
CLASS 02	CARS	37312	73.16	24T = 8.24%	
CLASS 03	PICK-UPS AND VANS	8213	16.10	24H = 3.18%	DH3 = 1.59%
CLASS 04	BUSES	825	1.62	24M = 6.67%	DH2 = 3.34%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS	2579	5.06		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS	403	0.79		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS	31	0.06		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	307	0.60		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR	847	1.66		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR	22	0.04		
CLASS 11	5-AXLE MULTI-TRLR	3	0.01	24HV = 9.85%	
CLASS 12	6-AXLE MULTI-TRLR	5	0.01	24B = 1.62%	
CLASS 13	ANY 7 OR MORE AXLE	5	0.01	24T = 8.24%	
CLASS 14	NOT USED	0	0.00	24SU = 5.91%	
CLASS 15	OTHER	124	0.24	24C = 2.33%	
		-----	-----		
		51001	100.00		

SUMMARY DAILY
NEW HEAVY VEHICLE CATEGORIES

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

10-MAR-2024 22:28:04

PAGE 11

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OBT Car Projections

Year	Cars	Forecast(Cars)
2007	33334.5	
2008	30789	
2009	27789	
2010	30842.5	
2011	25095.5	
2012	29295	
2013	29264	
2014	25822.5	
2015	34965	
2016	33781	
2017	32731	
2018	34350	
2019	34314	
2020	32508	
2021	31605	
2022	30129	30129
2023	31955	31691.95091
2024		31997.98241
2025		32190.87801
2026		32383.77362
2027		32576.66923
2028		32769.56484
2029		32962.46044
2030		33155.35605
2031		33348.25166
2032		33541.14726
2033		33734.04287

OBT Heavy Trucks

Year	Trucks	Forecast(Trucks)
2007	733	
2008	749	
2009	579	
2010	561	
2011	476	
2012	577	
2013	588	
2014	568	
2015	12	
2016	1090	
2017	938	
2018	1067	
2019	1248	
2020	1182	
2021	1150	
2022	972	
2023	1031	
2024		1116
2025		1157
2026		1199
2027		1240
2028		1282
2029		1323
2030		1364
2031		1406
2032		1447
2033		1489

OBT MT

Year	Trucks	Forecast(Trucks)
2007	1432	
2008	1462	
2009	1132	
2010	1096	
2011	929	
2012	1128	
2013	1148	
2014	1109	
2015	23	
2016	2129	
2017	1831	
2018	2083	
2019	2438	
2020	2310	
2021	2245	
2022	1899	
2023	2014	
2024		2194
2025		2271
2026		2348
2027		2424
2028		2501
2029		2578
2030		2654
2031		2731
2032		2808
2033		2885

Washington Car Projections

Year	Cars	Forecast(Cars)
2007	4788.9	
2008	7696	
2009	6865.7	
2010	6291.3	
2011	5886.5	
2012	5563.7	
2013	5765.5	
2014	6465.3	
2015	6344.9	
2016	7306.2	
2017	6946.4	
2018	6887	
2019	7092	
2020	6371.6	
2021	5772	
2022	5579.6	
2023	5874.3	5874.3
2024		5835.063235
2025		5795.826471
2026		5756.589706
2027		5717.352941
2028		5678.116176
2029		5638.879412
2030		5599.642647
2031		5560.405882
2032		5521.169118
2033		5481.932353

Washington Truck Projections

Year	Trucks	Forecast(Trucks)
2008	304	
2009	234.3	
2010	408.7	
2011	213.5	
2012	336.3	
2013	734.5	
2014	434.7	
2015	355.1	
2016	793.8	
2017	653.6	
2018	213	
2019	108	
2020	428.4	
2021	228	
2022	220.4	
2023	225.7	225.7
2024		289.6203512
2025		283.7899928
2026		277.9596343
2027		272.1292758
2028		266.2989173
2029		260.4685589
2030		254.6382004
2031		248.8078419
2032		242.9774835
2033		237.147125

Robinson Car Proj

Year	Cars	Forecast(Cars)
2007	4420.6	
2008	5033.6	
2009	3755.7	
2010	3667	
2011	3860	
2012	3856	
2013	3234	
2014	3234	
2015	3798.6	
2016	3798.6	
2017	3798.6	
2018	5000.4	
2019	5000.4	
2020	4815.2	
2021	8611.2	
2022	8424	
2023	8798.4	8798.4
2024		7838.34596
2025		8088.403811
2026		8338.461661
2027		8588.519511
2028		8838.577362
2029		9088.635212
2030		9338.693062
2031		9588.750913
2032		9838.808763
2033		10088.86661

Robinson Truck Projection

Year	Trucks	Forecast(Trucks)
2007	179.4	
2008	166.4	
2009	144.3	
2010	133	
2011	140	
2012	144	
2013	66	
2014	66	
2015	101.4	
2016	101.4	
2017	101.4	
2018	399.6	
2019	399.6	
2020	384.8	
2021	588.8	
2022	576	
2023	601.6	601.6
2024		543.3881241
2025		572.0104327
2026		600.6327413
2027		629.2550498
2028		657.8773584
2029		686.499667
2030		715.1219756
2031		743.7442842
2032		772.3665928
2033		800.9889014

W Central Car Projections

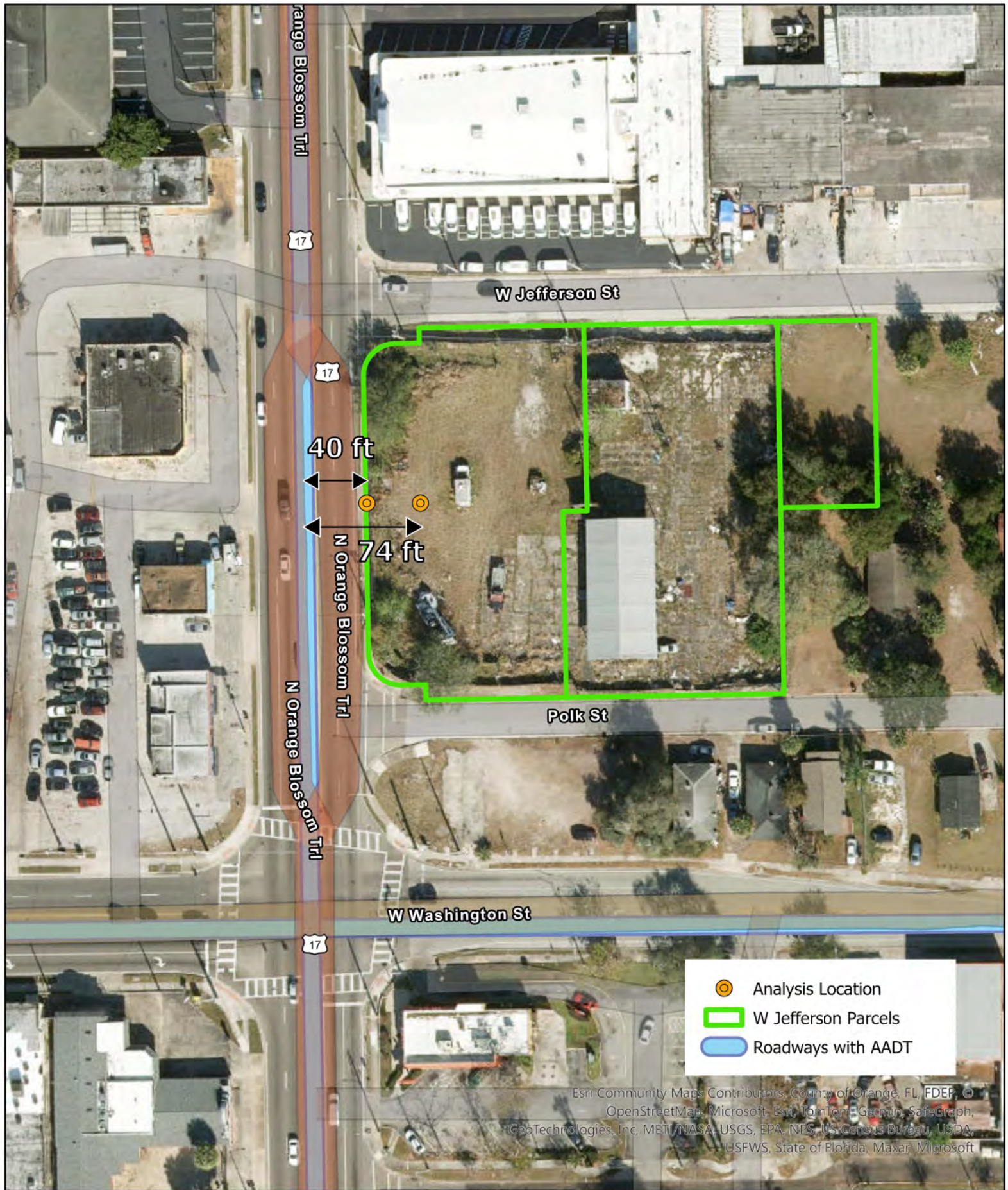
Year	Cars	Forecast(Cars)
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2012	1446	
2013	1438.5	
2014	1443	
2015	1434	
2016	1414.5	
2017	1537.6	
2018	1531.2	
2019	1539.2	
2020	1170	
2021	1198.75	
2022	1192.5	
2023	1289	1289
2024		1236.847149
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2026		1197.27872
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2028		1157.710291
2029		1137.926076
2030		1118.141862
2031		1098.357647
2032		1078.573432

W Central Truck Projections

Year	Trucks	Forecast(Trucks)
2011	52.5	
2012	54	
2013	61.5	
2014	57	
2015	66	
2016	85.5	
2017	62.4	
2018	68.8	
2019	60.8	
2020	80	
2021	51.25	
2022	57.5	
2023	61	61
2024		63.63071937
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2028		65.24920491
2029		65.6538263
2030		66.05844768
2031		66.46306907
2032		66.86769045
2033		67.27231184

APPENDIX B

MAPS SHOWING DISTANCE ROADWAY TO RECEPTOR



- Analysis Location
- W Jefferson Parcels
- Roadways with AADT

Esri Community Maps Contributors, County of Orange, FL FDEF, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, State of Florida, Maxar, Microsoft

DRMP, Inc.
 941 Lake Baldwin Ln.
 Orlando, FL 32814
 www.drmp.com
 Phone: 407-896-0594
 Fax: 407-896-4836

PROJECT NUMBER:
 21-00337.002



Date:
 April 2024

3 DRAWN
 BY: R. Hartz

HUD Noise Analysis

Distance to OBT

Appendix

B



● Analysis Location
 W Jefferson Parcels

Esri, Community Maps Contributors, County of Orange, FL, EDAP, ©
 OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph,
 GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA,
 USFWS, State of Florida, Maxar, Microsoft



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HUD Noise Analysis

Distance to Additional Roadways

Appendix

B

Date: April 2024

DRAWN BY: R. Hartz
 38

PROJECT NUMBER:
 21-00337.002


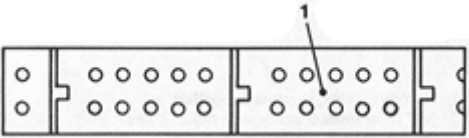
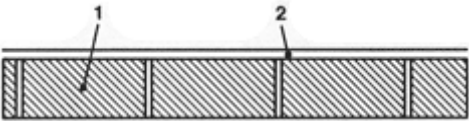
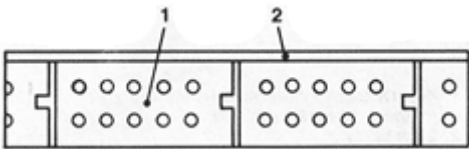
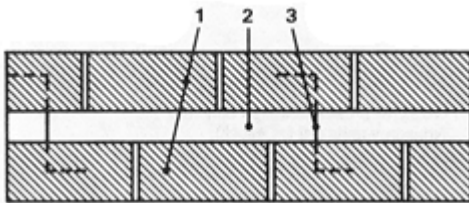
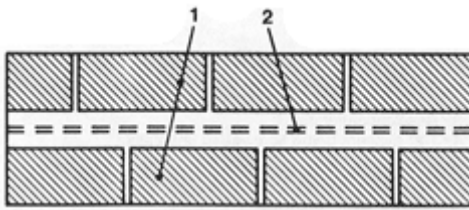
APPENDIX C

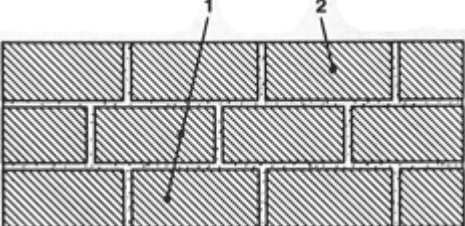
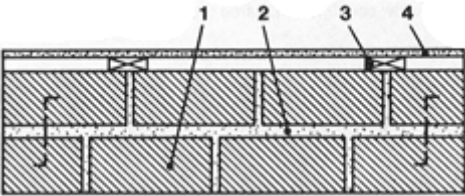
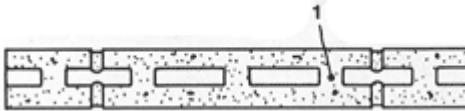
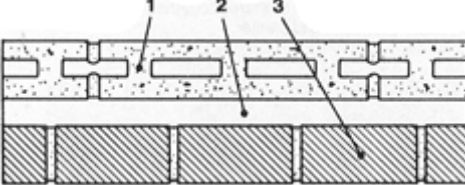
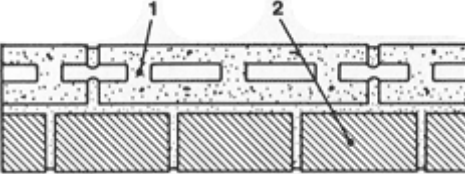
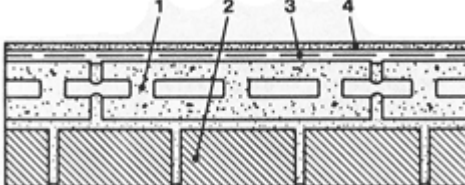
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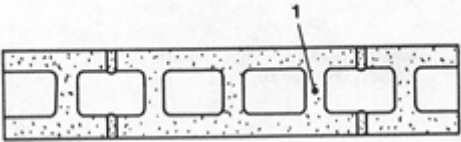
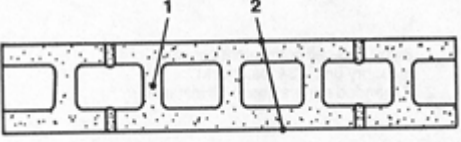
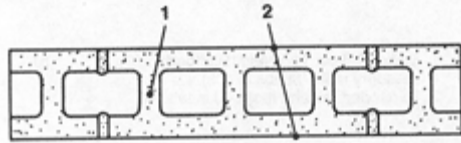
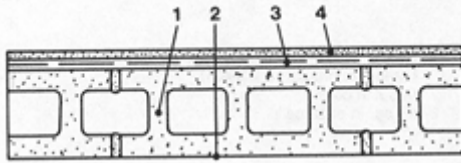
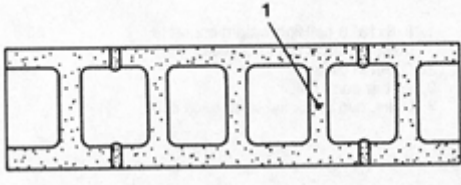
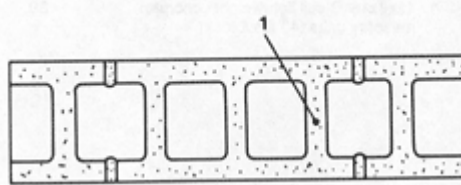
Appendix A

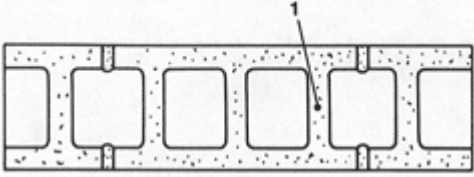
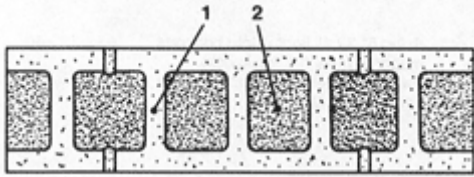
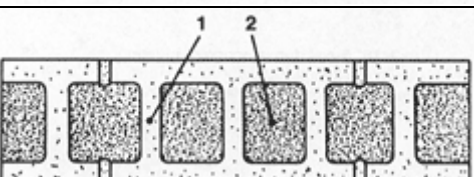
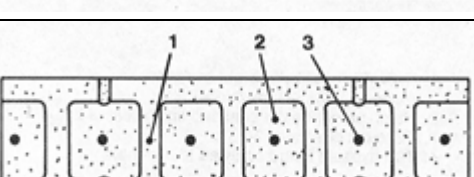
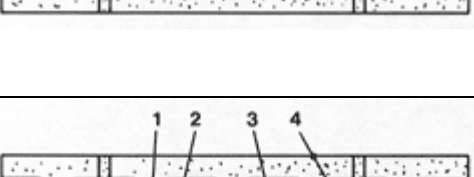
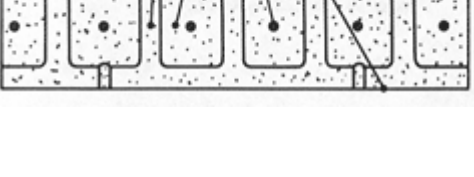
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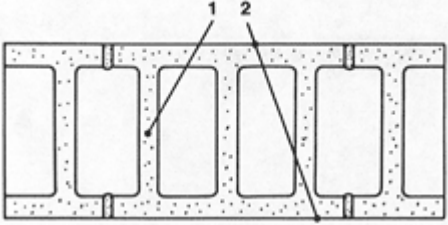
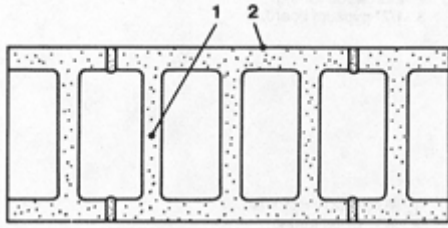
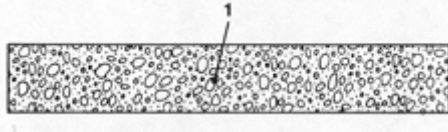
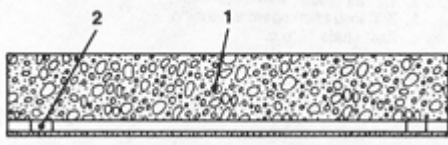
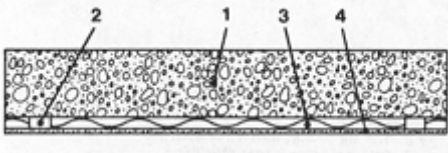
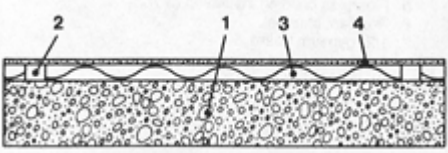
STC Ratings


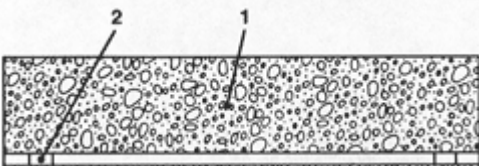
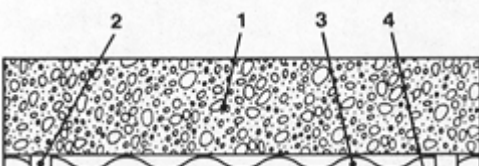
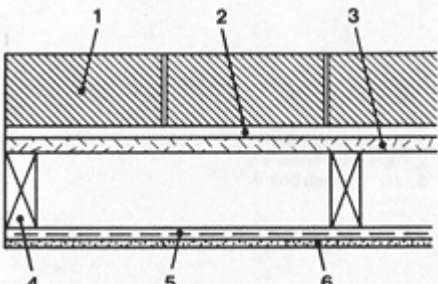
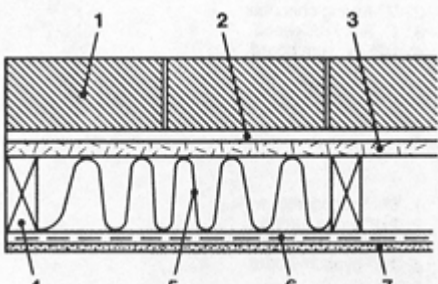
Sketch	Brief Description	STC
	<p>1. 4" face brick, mortared together.</p>	45
	<p>1. Hollow core brick, mortared together.</p>	51
	<p>1. Common brick, mortared together. 2. 1/2" gypsum/sand plaster.</p>	50
	<p>1. Hollow core brick, mortared together. 2. 1/2" gypsum/sand plaster.</p>	53
	<p>1. Face brick, mortared together. 2. 2" air space. 3. Metal ties.</p>	50
	<p>1. Brick, mortared together. 2. 2 1/4" cavity filled with concrete grout and #6 bars vertically 48"o.c. and #5 bars horizontally 30"o.c.</p>	59

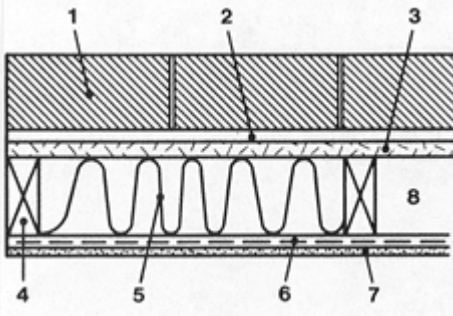
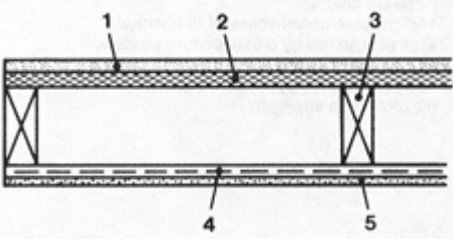
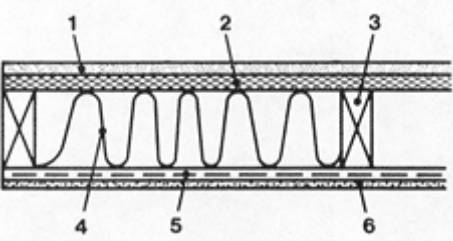
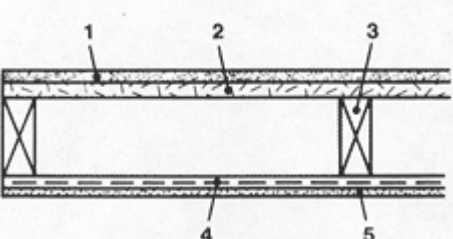
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. Common brick, mortared together. 2. Face brick, mortared together. 	59
	<ol style="list-style-type: none"> 1. Common brick, mortared together. 2. 3/4" mortar-filled cavity with metal Z ties 24" o.c. in both directions. 3. 1x3" furring strips 16" o.c. and nailed vertically into mortar joints 12" o.c. 4. 1/2" gypsum board nailed 8" o.c. along edges and 12" o.c. in field. 	53
	<ol style="list-style-type: none"> 1. 4x8x16" 3-cell lightweight concrete masonry units (17 lbs./block). 	40
	<ol style="list-style-type: none"> 1. 4x8x18" 3-cell lightweight concrete masonry units (19 lbs./block). 2. 2" air cavity. 3. Common brick, mortared together. 	54
	<ol style="list-style-type: none"> 1. 4x8x18" 3-cell lightweight concrete masonry units (19 lbs./block). 2. Common brick, mortared together. (brick headers after every second course of block to tie the wythes together). 	51
	<ol style="list-style-type: none"> 1. 4x8x18" 3-cell lightweight concrete masonry units (19 lbs./block). 2. Common brick, mortared together. 3. Resilient channels. 4. 1/2" gypsum board screwed to channels. 	56

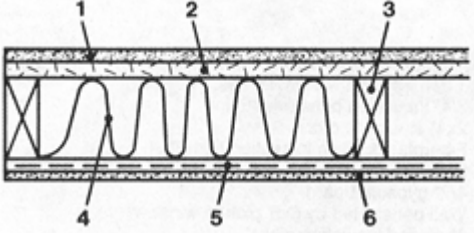
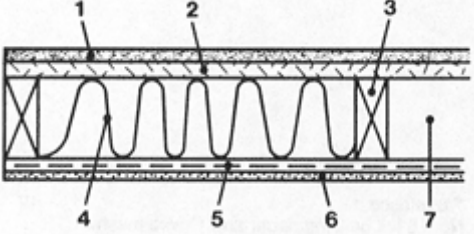
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 6x8x16" 3-cell lightweight concrete masonry units (21 lbs./block). 	44
	<ol style="list-style-type: none"> 1. 6x8x16" 3-cell lightweight concrete masonry units (21 lbs./block). 2. Paint both sides with primer-sealer coat and finish coat of latex. 	46
	<ol style="list-style-type: none"> 1. 6x8x18" 3-cell dense concrete masonry units (36 lbs./block). 2. Paint both sides with primer-sealer coat and finish coat of latex. 	48
	<ol style="list-style-type: none"> 1. 6x8x16" 3-cell lightweight concrete masonry units (21 lbs./block). 2. Paint, primer-sealer coat and finish coat of latex. 3. Resilient channels, 24" o.c. 4. 1/2" gypsum board screwed to channels. 	53
	<ol style="list-style-type: none"> 1. 8x8x16" 3-cell lightweight concrete masonry units (28 lbs./block). 	45
	<ol style="list-style-type: none"> 1. 8x8x18" 3-cell lightweight concrete masonry units (34 lbs./block). 	49

Sketch	Brief Description	STC
	1. 8x8x18" 3-cell lightweight concrete masonry units (38 lbs./block).	49
	1. 8x8x18" 3-cell lightweight concrete masonry units (34 lbs./block). 2. Expanded mineral loose-fill insulation.	51
	1. 8x8x18" 3-cell lightweight concrete masonry units (38 lbs./block). 2. Expanded mineral loose-fill insulation.	51
	1. 8x8x18" 3-cell lightweight concrete masonry units (33 lbs./block). 2. Grout in cells. 3. #5 bar in each cell.	48
	1. 8x8x18" 3-cell lightweight concrete masonry units (33 lbs./block). 2. Grout in cells. 3. #5 bar each cell. 4. Paint two coats flat latex each side.	55
	1. 12x8x16" 3-cell lightweight concrete masonry units (43 lbs./block).	39

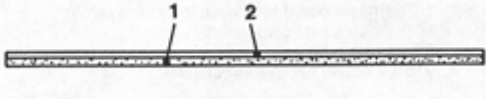
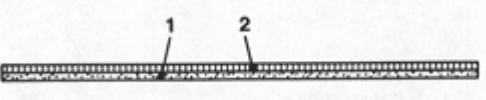
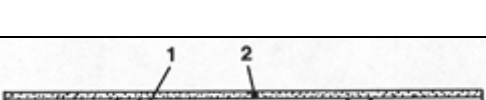


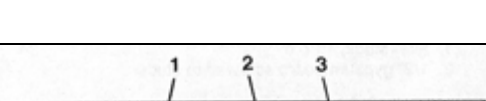
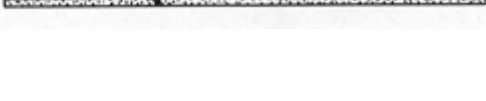
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 12x8x16. 3-cell lightweight concrete masonry units (43 lbs./block). 2. Paint both sides with 3 coats of latex block filler. 	50
	<ol style="list-style-type: none"> 1. 12x8x16" 3-cell lightweight concrete masonry units (43 lbs./block). 2. Paint one side only with 3 coats latex block filler. 	51
	<ol style="list-style-type: none"> 1. 6" cast concrete wall (71 psf). 	57
	<ol style="list-style-type: none"> 1. 6" cast concrete wall. 2. "Z" furring channels. 3. 1/2" gypsum board. 	59
	<ol style="list-style-type: none"> 1. 6" cast concrete wall. 2. "Z" furring channels. 3. 1", 8-pcf rockwool. 4. 1/2" gypsum board. 	62
	<ol style="list-style-type: none"> 1. 6" cast concrete wall. 2. 2x2" wood furring. 3. 1 1/2" 4-pcf rockwool. 4. 1/2" gypsum board. 	63

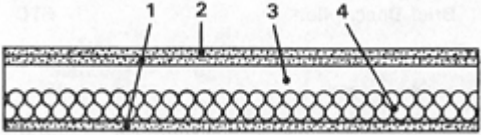
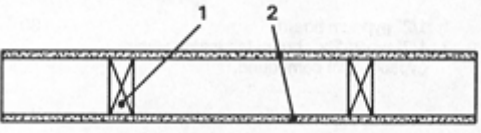
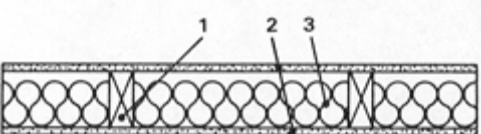
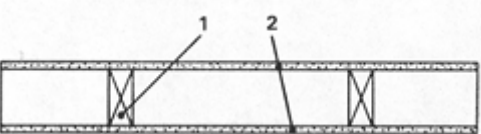
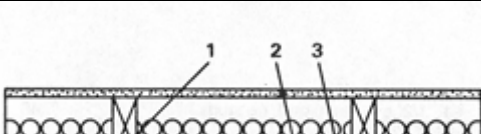
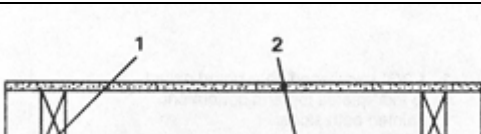
Sketch	Brief Description	STC
	1. 8" cast concrete wall (96.6 psf).	58
	1. 8" cast concrete wall. 2. 2x2" wood furring. 3. ½" gypsum board.	59
	1. 8" cast concrete wall. 2. 2x2" wood furring. 3. 1 ½", 4 psf rockwall. 4. ½" gypsum board.	63
	1. Face brick. 2. ½" air space, with metal ties. 3. ¾" insulation board sheathing. 4. 2x4" studs 16"o.c. 5. Resilient channel. 6. ½" gypsum board.	54
	1. Face brick. 2. ½" air space, with metal ties. 3. ¾" insulation board sheathing. 4. 2x4" studs 16"o.c. 5. Fiberglas building insulation (3 ½"). 6. Resilient channel. 7. ½" gypsum board.	56

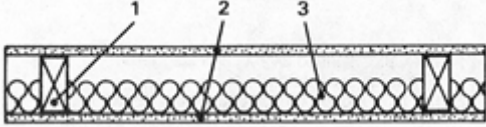
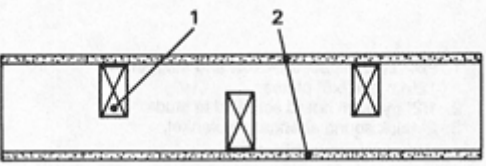
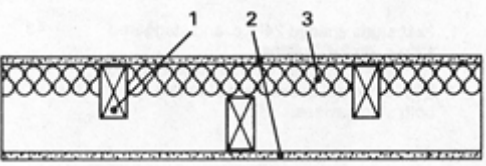
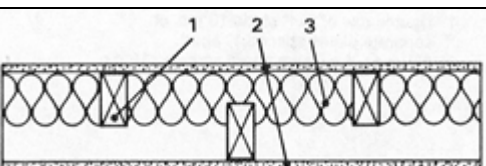
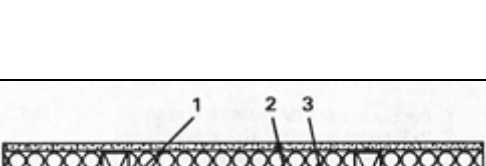
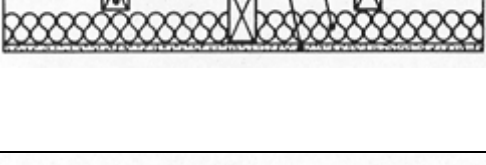
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. Face brick (9x14' wall). 2. 1/2" air space, with metal ties. 3. 3/4" insulation board sheathing. 4. 2x4" studs 16"o.c. 5. Fiberglass building insulation (3 1/2"). 6. Resilient channel. 7. 1/2" gypsum board. 8. Wall penetrated by 6x5' picture window 1" glazed insulating glass. 	39
	<ol style="list-style-type: none"> 1. 7/8" stucco. 2. No.15 felt building paper and 1" wire mesh. 3. 2x4" studs 16"o.c. 4. Resilient channel. 5. 1/2" gypsum board screwed to channel. 	49
	<ol style="list-style-type: none"> 1. 7/8" stucco. 2. No.15 felt building paper and 1" wire mesh. 3. 2x4" studs 16"o.c. 4. Fiberglass building insulation (3 1/2"). 5. Resilient channel. 6. 1/2" gypsum board screwed to channel. 	57
	<ol style="list-style-type: none"> 1. 5/8 x 10" redwood siding. 2. 1/2" insulation board sheathing. 3. 2x4" wood studs 16"o.c. 4. Resilient channel. 5. 1/2" gypsum board screwed to channel. 	43

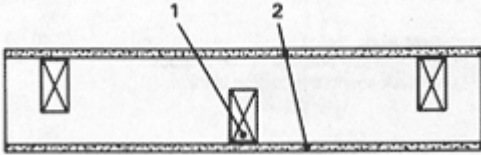
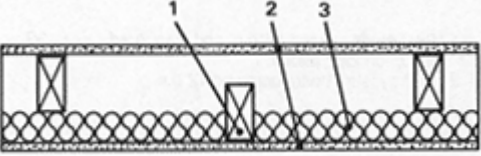
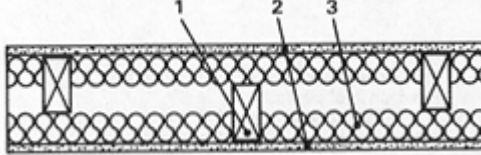
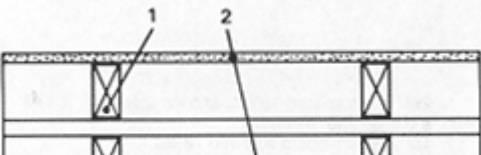
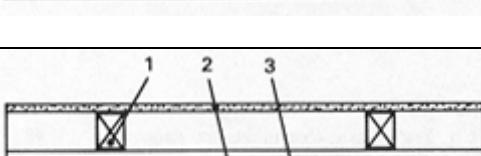
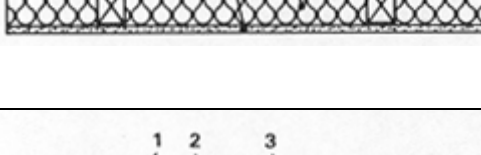
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 5/8x10" redwood siding. 2. 1/2" insulation board sheathing. 3. 2x4" wood studs 16" o.c. 4. Fiberglass building insulation (3 1/2"). 5. Resilient channel. 6. 1/2" gypsum board screwed to channel. 	47
	<ol style="list-style-type: none"> 1. 5/8x10" redwood siding (9x14' wall). 2. 1/2" insulation board sheathing. 3. 2x4" wood studs 16.o.c. 4. Fiberglass building insulation (3 1/2"). 5. Resilient channel. 6. 1/2" gypsum board screwed to channel. 7. <ol style="list-style-type: none"> a. Wall penetrated by a 6x5' picture window, 1" glazed insulating glass. b. Wall penetrated by a 6x5' 16 panel window, glazed single strength. 	(a.38) (b.35)

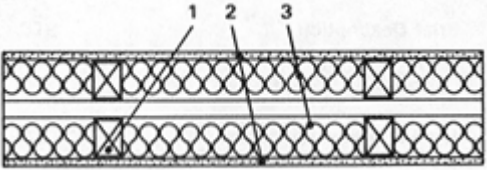
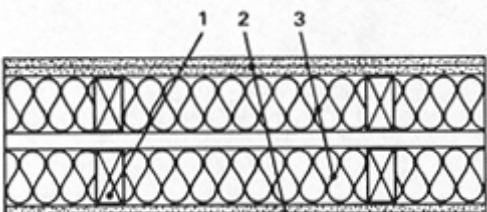
WALLS: Interior: Wooden Studs

Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 1/2" gypsum board. 2. 3/16" plywood laminated with contact cement. 	28
	<ol style="list-style-type: none"> 1. 1/2" gypsum board. 2. 1/2" wood-fiber board laminated with gypsum joint compound. 	30
	<ol style="list-style-type: none"> 1. 2x4" studs, 16" o.c. 2. 5/8" gypsum board screwed to studs. 	28
	<ol style="list-style-type: none"> 1. 1/2" gypsum board, no studs. 2. 2 1/2" air space. 	30
	<ol style="list-style-type: none"> 1. 1/2" gypsum board, no studs. 2. 2 1/2" air space. 3. 2" thick sound attenuation blanket. 	44
	<ol style="list-style-type: none"> 1. 1/2" gypsum board, no studs. 2. 3 5/8" air space. 3. 2" thick sound attenuation blanket. 	45
	<ol style="list-style-type: none"> 1. 1 3/8" thick wood-fiber board nailed to 2x4" plates top and bottom and painted both sides. 2. 3 1/2" air cavity. 	44

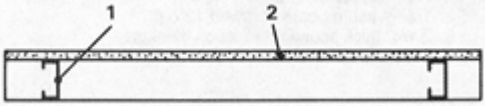
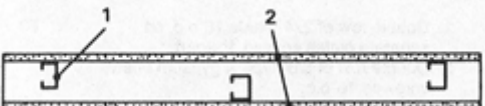

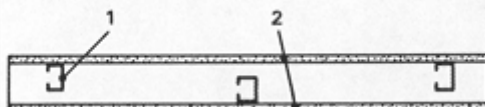
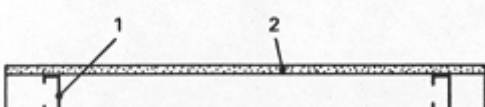

Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 1/2" gypsum board, no studs. 2. 1/2" gypsum board laminated to base layer with gypsum joint compound. 3. 3 5/8" air cavity. 4. 2" thick sound attenuation blanket. 	48
	<ol style="list-style-type: none"> 1. 2x4" studs, 16" o.c. 2. 3/8" gypsum board nailed to studs. 	35
	<ol style="list-style-type: none"> 1. 2x4" studs, 16" o.c. 2. 3/8" gypsum board nailed to studs. 3. 3" thick sound attenuation blanket. 	41
	<ol style="list-style-type: none"> 1. 2x4" studs, 16" o.c. 2. 1/2" gypsum board screwed to studs. 	34
	<ol style="list-style-type: none"> 1. 2x4" studs, 16" o.c. 2. 1/2" gypsum board screwed to studs. 3. 2" thick sound attenuation blanket. 	37
	<ol style="list-style-type: none"> 1. 2x4" studs, 24" o.c. 2. 1/2" gypsum board screwed to studs. 	36

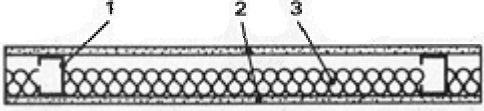
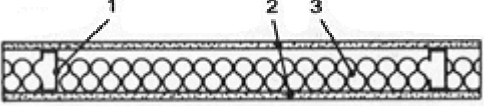
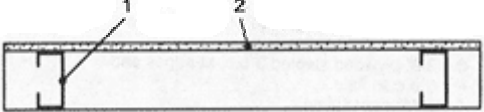
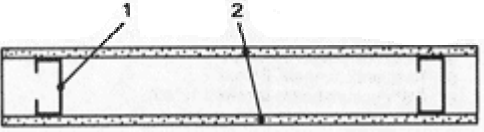
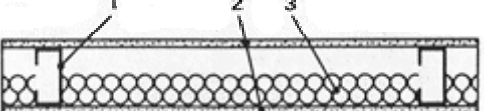
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 2x4" studs, 24" o.c. 2. 1/2" gypsum board screwed to studs. 3. 2" thick sound attenuation blanket. 	40
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 16" o.c. and staggered 8" o.c. on 2x6" plates. 2. 1/2" gypsum board screwed 12" o.c. 	39
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 16" o.c. and staggered 8" o.c. on 2x6" plates. 2. 1/2" gypsum board screwed 12" o.c. 3. 2 1/4" thick sound attenuation blanket. 	48
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 16" o.c. and staggered 8" o.c. on 2x6" plates. 2. 1/2" gypsum board screwed 12" o.c. 3. 3 1/2" thick sound attenuation blanket. 	49
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 16" o.c. and staggered 8" o.c. on 2x6" plates. 2. 1/2" gypsum board screwed 12" o.c. 3. 2 1/4" thick sound attenuation blankets in both stud cavities. 	49
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 16" o.c. and staggered 8" o.c. on 2x6" plates. 2. 1/2" gypsum board screwed 12" o.c. 3. 3 1/2" thick sound attenuation blankets in both stud cavities. 	51

Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 24"o.c. and staggered 12"o.c. on 2x6" plates. 2. 1/2" type X gypsum board screwed 12"o.c. 	42
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 24"o.c. and staggered 12"o.c. on 2x6" plates. 2. 1/2" gypsum board screwed to studs. 3. 2" thick sound attenuation blanket. 	46
	<ol style="list-style-type: none"> 1. 2x4" studs spaced 24"o.c. and staggered 12"o.c. on 2x6" plates. 2. 1/2" type X gypsum board screwed 12"o.c. 3. 2" thick sound attenuation blankets in both stud cavities. 	48
	<ol style="list-style-type: none"> 1. Double row of 2x4" studs 16"o.c. on separate plates spaced 1" apart. 2. 1/2" type X gypsum board screwed 12"o.c. 	47
	<ol style="list-style-type: none"> 1. Double row of 2x3" studs 16"o.c. on 2x3" plates spaced 2 1/2" apart. 2. 1/2" gypsum board screwed 16"o.c. 3. 2 1/4" thick sound attenuation blanket. 	55
	<ol style="list-style-type: none"> 1. Double row of 2x4" studs 16"o.c. on separate plates spaced 1" apart. 2. 1/2" type X gypsum board screwed 12"o.c. 3. 3 1/2" thick sound attenuation blanket. 	56

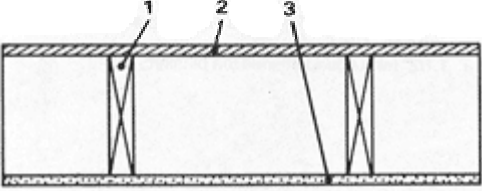
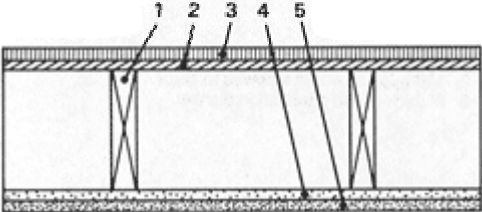
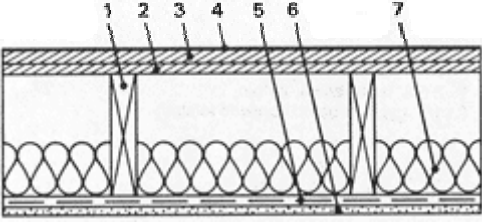
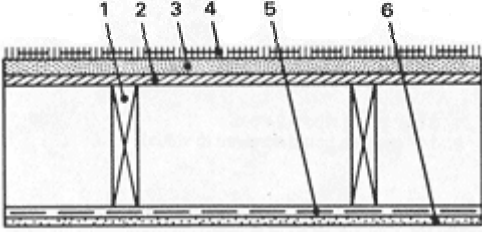
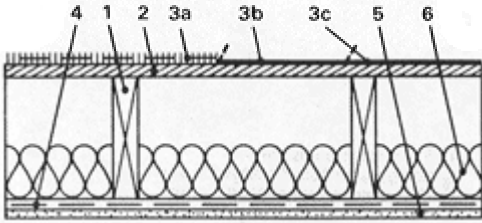
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. Double row of 2x4" studs 16"o.c. on separate plates spaced 1" apart. 2. ½" gypsum board screwed 12"o.c. 3. 2 ¼" thick sound attenuation blankets in both stud cavities. 	56
	<ol style="list-style-type: none"> 1. Double row of 2x4" studs 16.o.c. on separate plates spaced 1" apart. 2. Double row of 5/8" type X gypsum board screwed 16.o.c. 3. 3 ½" thick sound attenuation blankets in both stud cavities. 	63

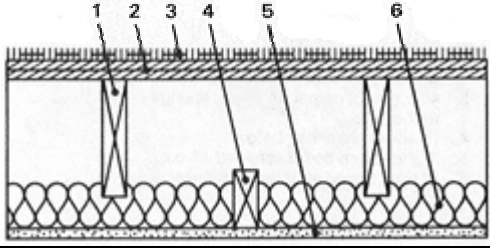
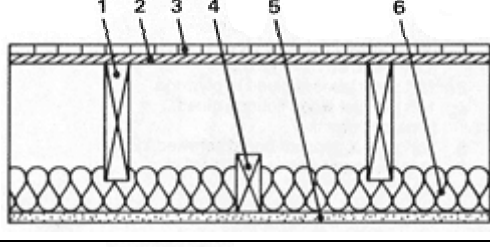
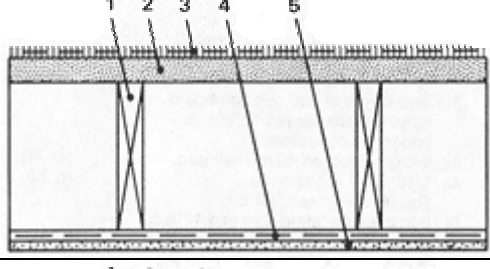
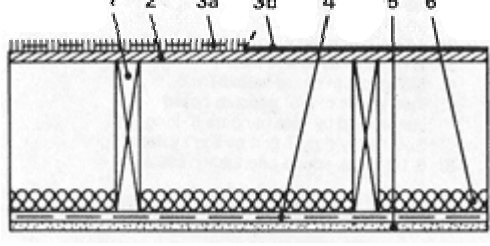
WALLS: Interior: Metal Studs

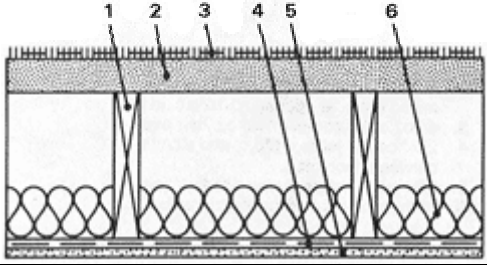
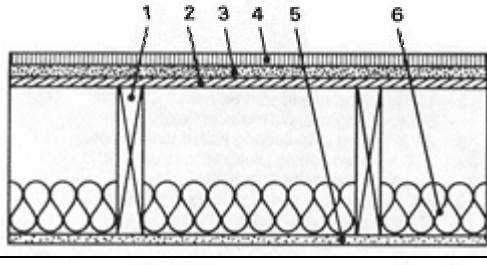
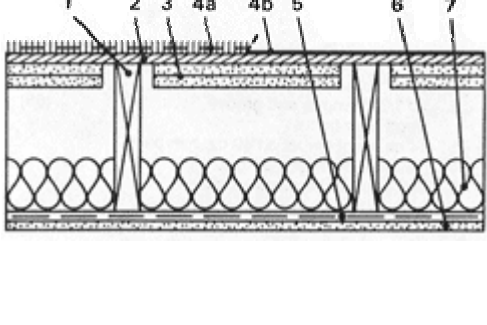
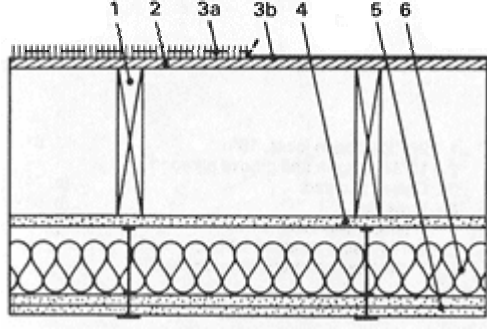
Sketch	Brief Description	STC
 <p>A cross-section sketch of a wall assembly. It shows a single metal stud (labeled 1) with vinyl-faced gypsum board (labeled 2) attached to both sides of the stud. The gypsum board is shown with a dashed outer layer and a solid inner layer.</p>	<ol style="list-style-type: none"> 1. 1 5/8" metal studs, 24"o.c. 2. 1/2. vinyl-faced gypsum board screwed to studs. 	27
 <p>A cross-section sketch of a wall assembly. It shows two metal studs (labeled 1) spaced 24 inches on center and staggered 12 inches on center. The studs are attached to 2 1/2 inch metal tracks. Gypsum board (labeled 2) is attached to the studs.</p>	<ol style="list-style-type: none"> 1. 1 5/8" metal studs spaced 24"o.c. and staggered 12"o.c. on 2 1/2" metal tracks. 2. 1/2" gypsum board screwed to studs. 	34
 <p>A cross-section sketch of a wall assembly. It shows two metal studs (labeled 1) spaced 24 inches on center. Gypsum board (labeled 2) is attached to the studs, with a 12 inch on center spacing at the edges and 24 inch on center spacing in the field.</p>	<ol style="list-style-type: none"> 1. 1 5/8" metal studs, 24"o.c. 2. 5/8" gypsum board screwed 12"o.c. at edges and 24"o.c. in field. 	37
 <p>A cross-section sketch of a wall assembly. It shows two metal studs (labeled 1) spaced 24 inches on center and staggered 12 inches on center. The studs are attached to 2 1/2 inch metal channels. Gypsum board (labeled 2) is attached to the studs.</p>	<ol style="list-style-type: none"> 1. 1 5/8" metal studs spaced 24"o.c. and staggered 12"o.c. on 2 1/2" metal channels. 2. 5/8" gypsum board screwed to studs. 	38
 <p>A cross-section sketch of a wall assembly. It shows two metal studs (labeled 1) spaced 24 inches on center. Vinyl-faced gypsum board (labeled 2) is attached to both sides of the studs.</p>	<ol style="list-style-type: none"> 1. 2 1/2" metal studs, 24"o.c. 2. 1/2" vinyl-faced gypsum board screwed to studs. 	27
 <p>A cross-section sketch of a wall assembly. It shows two metal studs (labeled 1) spaced 24 inches on center. Gypsum board (labeled 2) is attached to both sides of the studs.</p>	<ol style="list-style-type: none"> 1. 2 1/2" metal studs, 24"o.c. 2. 5/8" gypsum board screwed to studs. 	37

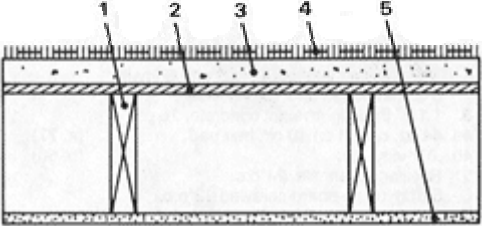
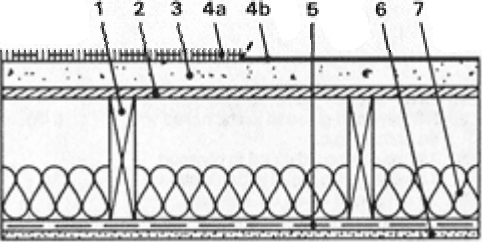
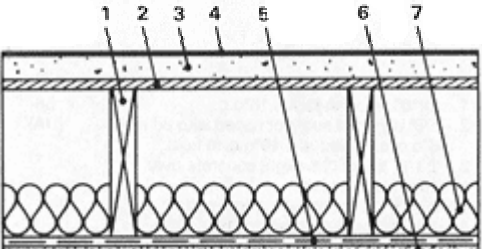
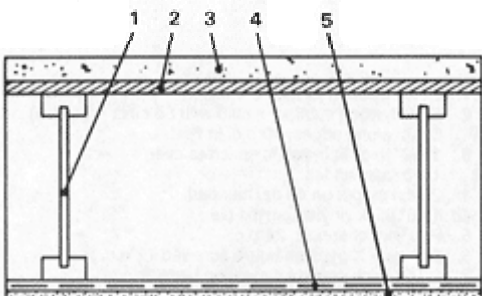
Sketch	Brief Description	STC
	<ol style="list-style-type: none"> 1. 2 1/2" metal studs, 24"o.c. 2. 5/8" gypsum board screwed 12"o.c. at edges and 24"o.c. in field. 3. 1 1/2" thick sound attenuation blanket. 	42
	<ol style="list-style-type: none"> 1. 2 1/2" metal studs, 24"o.c. 2. 1/2" gypsum board screwed to studs. 3. 2" thick sound attenuation blanket. 	44
	<ol style="list-style-type: none"> 1. 3 5/8" metal studs, 24"o.c. 2. 1/2" gypsum board screwed to studs. 	27
	<ol style="list-style-type: none"> 1. 3 5/8" metal studs, 24"o.c. 2. 1/2" gypsum board screwed to studs. 	36
	<ol style="list-style-type: none"> 1. 3 5/8" metal studs, 24"o.c. 2. 1/2" gypsum board screwed to studs. 3. 2" thick sound attenuation blanket. 	44

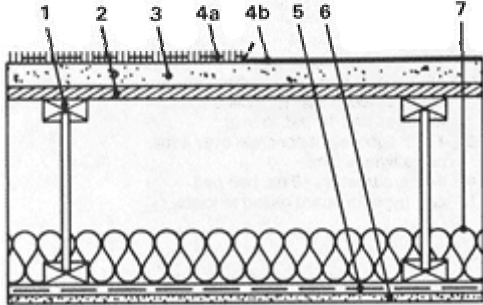
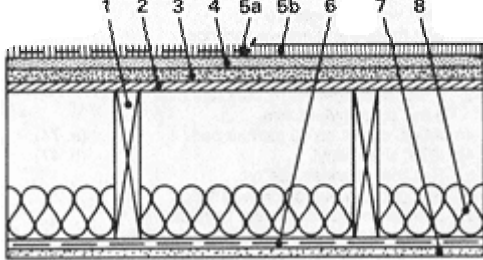
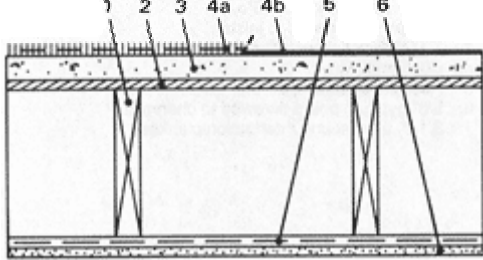
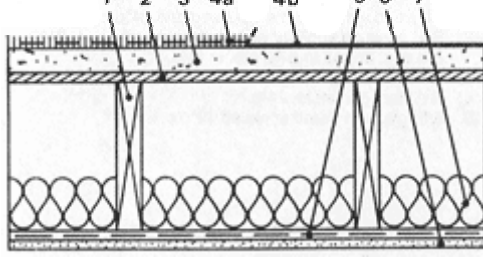
Floors: Wood

Sketch	Brief Description	STC (IIC)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 7/8" tongue and groove nailed to joints. 3. 3/8" gypsum nailed to joints. 	NA (32)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 1/2" plywood nailed. 3. 25/32" hardwood flooring. 4. 1/2" gypsum nailed to joists. 5. Ceiling tire. 	NA (37)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 5/8" tongue and groove plywood nailed with 8d nails 6"o.c. 3. 3/8" plywood stapled 3"o.c. at edges and 6"o.c. in field. 4. .075" sheet vinyl. 5. Resilient channels, 24"o.c. 6. 5/8" gypsum board screwed 12"o.c. 7. 3" thick sound attenuation blanket. 	46 (44)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 5/8" plywood nailed with 8d nails. 3. 1/2" nominal wood-fiber board glued to plywood. 4. 44 oz. carpet on 50 oz. pad. 5. Resilient channels, 24"o.c. 6. 5/8" gypsum board screwed 12"o.c. 	48 (65)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 19/32" tongue and groove plywood nailed with 8d nails 6"o.c. at edges and 10"o.c. in field. 3. <ol style="list-style-type: none"> a. 44 oz. carpet on 40 oz. hair pad. b. .075" sheet vinyl. c. 1/16" sheet vinyl. 4. Resilient channels, 24"o.c. 5. 5/8" gypsum board screwed 12"o.c. 6. 3" thick sound attenuation blanket. 	48 (a. 69) (b. 45) (c.43)



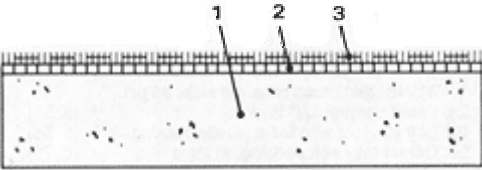
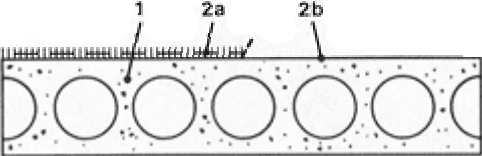
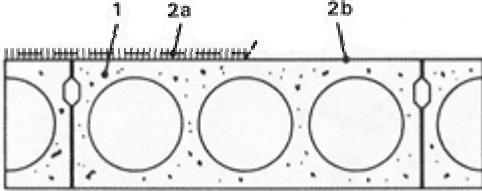
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	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 1 1/8" tongue and groove plywood nailed 6"o.c. at edges and 16"o.c. in field. 3. 44 oz. wool carpet on 40 oz. hair pad. 4. 2x4" ceiling joists, 16"o.c. and staggered between floor joists. 5. 5/8" gypsum board nailed to 2x4" joists. 6. 3" thick sound attenuation blanket. 	53 (80)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 1/2" plywood nailed with 8d nails 6"o.c. at edges and 16"o.c. in field. 3. 25/32" wood strip flooring nailed to sub floor. 4. 2x4" wooden ceiling joists, 16"o.c. and staggered between floor joists. 5. 5/8" gypsum board nailed to 2x4" joists. 6. 3" thick sound attenuation blanket. 	54 (45)
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 1 11/32" tongue and groove wood-fiber board. 3. 44 oz. wool carpet on 40 oz. hair pad. 4. Resilient channels, 24"o.c. 5. 5/8" gypsum screwed 12"o.c. 	49 (68)
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 19/32" tongue and groove plywood. 3. <ol style="list-style-type: none"> a. Carpet and pad. b. Vinyl tile. 4. Resilient channels, 24"o.c. 5. 5/8" gypsum screwed 12"o.c. 6. 1" thick sound attenuation blanket. 	51 (a. 74) (b.51)

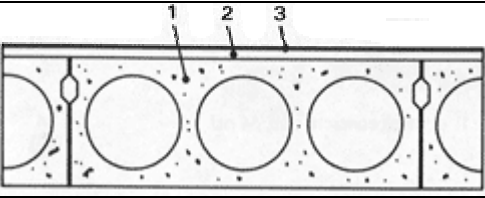
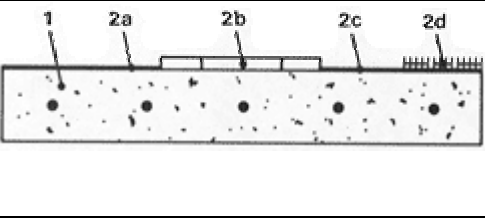
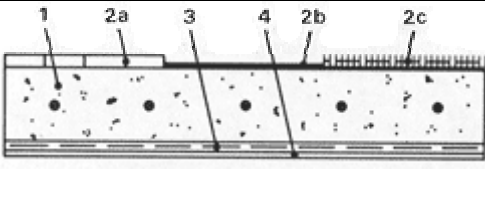
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	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 1 11/32" tongue and groove wood-fiber board. 3. 40 oz. wool carpet on 80 oz. sponge rubber pad. 4. Resilient channels, 24"o.c. 5. 1/2" gypsum board screwed 12"o.c. 6. 3" thick sound attenuation blanket. 	50 (72)
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 5/8" plywood sub floor glued to joists, nailed with 8d nails 12"o.c. 3. 1/4" particleboard glued to plywood. 4. 1/2" parquet wood flooring glued to particleboard. 5. 1/2" type-X gypsum board screwed 12"o.c. 6. 3" thick sound attenuation blanket. 	43 (NA)
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 5/8" tongue and groove plywood nailed with 8d nails 6"o.c. along edges and 10"o.c. in field. 3. Two layers of 5/8" gypsum board attached with screws 12"o.c. to underside of sub floor. 4. <ol style="list-style-type: none"> a. 44 oz. carpet on 40 oz. hair pad. b. 1/16" vinyl asbestos tile. 5. Resilient channels, 24"o.c. 6. 5/8" gypsum board screwed 12"o.c. 7. 3 1/2" thick sound attenuation blanket. 	56 (a. 74) (b.50)
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 5/8" tongue and groove plywood nailed with 8d nails 6"o.c. along edges and 10"o.c. in field. 3. <ol style="list-style-type: none"> a. 44 oz. carpet on 40 oz. hair pad. b. 1/16" vinyl asbestos tile. 4. 5/8" gypsum board nailed 7"o.c. 5. Two layers of 5/8" gypsum board suspended by wire hangers 5" long in a 2x4' heavy-duty T grid ceiling system. 6. 3 1/2" thick sound attenuation blanket. 	49 (a. 68) (b.47)

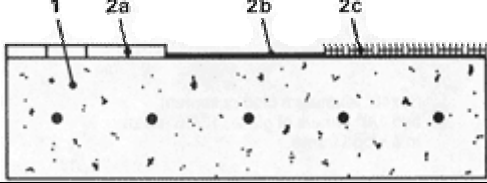
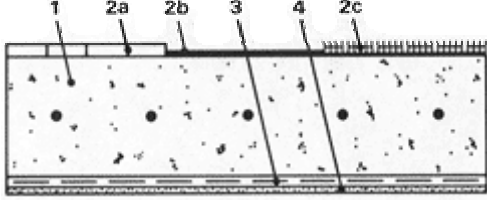
Sketch	Brief Description	STC (IIC)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 5/8" tongue and groove plywood nailed to joists with 8d nails 6"o.c. at edges and 10"o.c. in field. 3. 1 5/8" lightweight concrete over 4 mil. polyethylene film. 4. 44 oz. carpet on 40 oz. hair pad. 5. 5/8" gypsum board nailed to joists. 	47 (66)
	<ol style="list-style-type: none"> 1. 2x8" wooden joists, 16"o.c. 2. 5/8" tongue and groove plywood nailed to joists with 8d nails 6"o.c. at edges and 10"o.c. in field. 3. 1 5/8" thick lightweight concrete over 4 mil. polyethylene film. 4. <ol style="list-style-type: none"> a. 44 oz. carpet on 40 oz. hair pad. b. .075" sheet vinyl. 5. Resilient channels, 24"o.c. 6. 5/8" gypsum board screwed 12"o.c. 7. 3" thick sound attenuation blanket. 	53 (a. 74) (b. 47)
	<ol style="list-style-type: none"> 1. 2x10" wooden joists. 16"o.c. 2. 5/8" plywood nailed to joists. 3. 3. 1 1/2" thick lightweight concrete, 13 psf. 4. Cushioned vinyl. 5. Resilient channels, 24"o.c. 6. 5/8" gypsum board screwed to channels. 7. 3 1/2" thick sound attenuation blanket. 	NA (51)
	<ol style="list-style-type: none"> 1. Plywood web I-beams 12" deep and 24"o.c. 2. 3/4" plywood sub floor nailed with 6d nails 6"o.c. at edges and 10"o.c. in field. 3. 1 1/2" thick lightweight concrete, 15 psf. 4. Resilient channels, 24"o.c. 5. 5/8" gypsum board screwed 12"o.c. 	57 (NA)

Sketch	Brief Description	STC (IIC)
	<ol style="list-style-type: none"> 1. Plywood web I-beams 12" deep and 24"o.c. 2. 3/4" plywood sub floor nailed with 6d nails 6"o.c. at edges and 10"o.c. in field. 3. 1 1/2" thick lightweight concrete, 15 psf. 4. <ol style="list-style-type: none"> a. 44 oz. carpet on 40 oz. hair pad. b. .07" vinyl tile. 5. Resilient channels, 24"o.c. 6. 5/8" gypsum board screwed 12"o.c. 7. 3" thick sound attenuation blanket. 	<p>58</p> <p>(a. 77) (b. 50)</p>
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 5/8" plywood glued to joists, nailed with 8d nails 12"o.c. 3. 1/4" particleboard glued to plywood. 4. 1/2" fiberboard glued to particleboard. 5. <ol style="list-style-type: none"> a. 76 oz. carpet on 50 oz. hair pad. b. 1/2" parquet wood flooring. 6. Resilient channels, 24"o.c. 7. 1/2" type-X gypsum board screwed 12"o.c. 8. 3" thick sound attenuation blanket. 	<p>51</p> <p>(NA)</p>
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 5/8" plywood sub floor nailed with 8d nails 6"o.c. along edges, 10"o.c. in field. 3. 1 1/2" thick lightweight concrete over 15 lb. asphalt felt. 4. <ol style="list-style-type: none"> a. 20 oz. carpet on 40 oz. hair pad. b. 1/16" thick vinyl-asbestos tile. 5. Resilient channels, 24"o.c. 6. 1/2" type-X gypsum board screwed 12"o.c. 	<p>56</p> <p>(NA)</p>
	<ol style="list-style-type: none"> 1. 2x10" wooden joists, 16"o.c. 2. 5/8" plywood sub floor nailed with 8d nails 6"o.c. along edges, 10"o.c. in field. 3. 1 1/2" thick lightweight concrete over 15 lb. asphalt felt. 4. <ol style="list-style-type: none"> a. 20 oz. carpet on 40 oz. hair pad. b. 1/16" thick vinyl-asbestos tile. 5. Resilient channels, 24"o.c. 6. 5/8" type-X gypsum board screwed 12"o.c. 7. 3 1/2" thick sound attenuation blanket. 	<p>61</p> <p>(NA)</p>

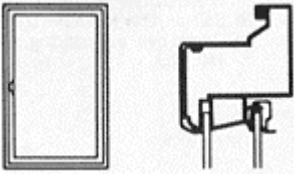
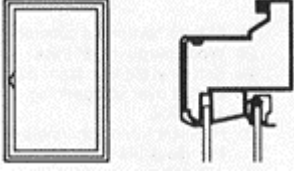
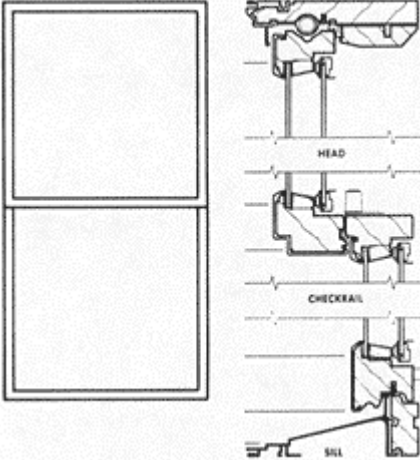
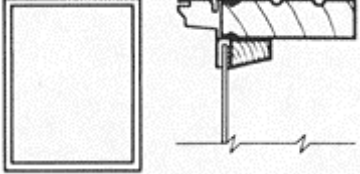
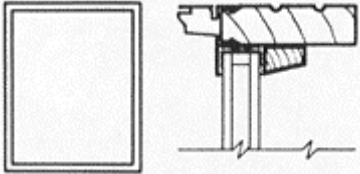
FLOORS: Concrete

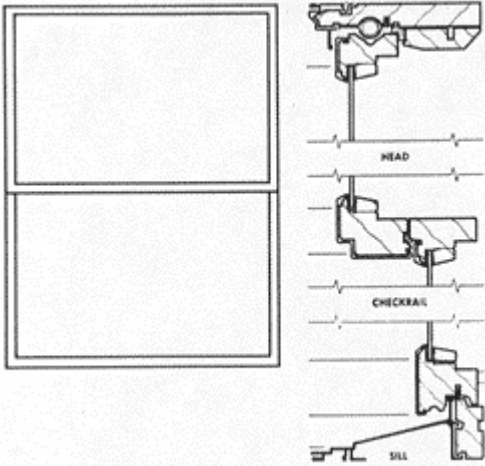
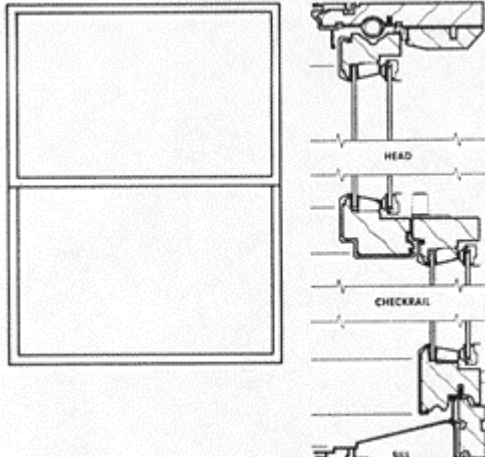
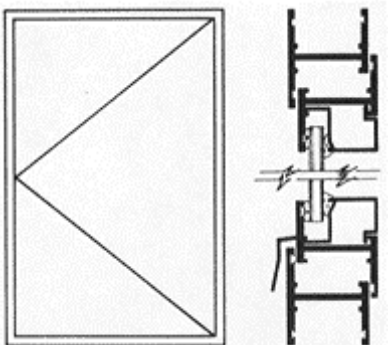
Sketch	Brief Description	STC (IIC)
	<p>1. 4" thick concrete slab, 54 psf.</p>	<p>44 (25)</p>
	<p>1. 6" thick concrete slab, 75 psf.</p>	<p>55 (34)</p>
	<p>1. 6" thick concrete slab. 2. 1/2" wood-fiber board glued to concrete. 3. 44 oz. carpet on 40 oz. hair pad.</p>	<p>NA (81)</p>
	<p>1. 6" thick hollow-core concrete panel, 45 psf. 2. a. Carpet and pad. b. No floor covering.</p>	<p>48 (a. 69) (b. 23)</p>
	<p>1. 8" thick hollow-core concrete panel, 57 psf. 2. a. 66 oz. carpet on 50 oz. hair pad. b. No floor covering.</p>	<p>50 (a. 74) (b. 28)</p>

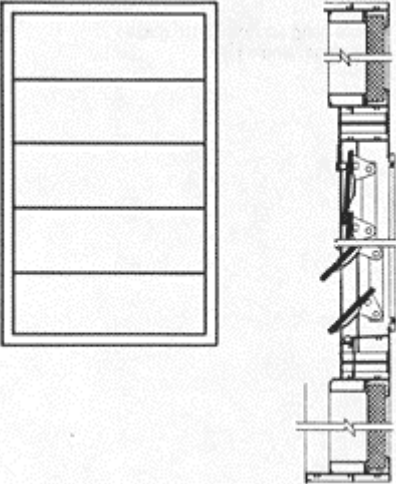
Sketch	Brief Description	STC (IIC)
	<ol style="list-style-type: none"> 1. 8" thick hollow-core concrete panels, 57 psf. 2. 1/4" inorganic felt-supported underlayment board, .6 psf. 3. 3/32" vinyl-asbestos tile. 	50 (51)
	<ol style="list-style-type: none"> 1. 3" thick reinforced concrete slab, 35 psf, ceiling bare. 2. <ol style="list-style-type: none"> a. Vinyl asbestos, 0.08" thick. b. Wood parquet 1/2" thick. c. Soft vinyl tile with foam plastic backing. d. Carpet over soft padding, at least 1/4" thick. 	45 (a. 42) (b. 45) (c. 49) (d. 70)
	<ol style="list-style-type: none"> 1. 3" thick reinforced concrete slab, 35 psf. 2. <ol style="list-style-type: none"> a. Wood parquet 1/2" thick. b. Soft vinyl tile with foam plastic backing. c. Carpet over soft padding, at least 1/4" thick. 3. Resilient furring channels on 1/2" fiberglass blanket. 4. 1/2" gypsum board. 	56 (a. 51) (b. 55) (c. 70)

Sketch	Brief Description	STC (IIC)
	<ol style="list-style-type: none"> 1. 5" thick reinforced concrete slab, 55 psf. ceiling bare. 2. <ol style="list-style-type: none"> a. Wood parquet 1/2" thick. b. Soft vinyl tile with foam plastic backing. c. Carpet over soft padding, at least 1/4" thick. 	51 (a. 46) (b. 50) (c. 70)
	<ol style="list-style-type: none"> 1. 5" thick reinforced concrete slab, 55 psf. 2. <ol style="list-style-type: none"> a. Wood parquet 1/2" thick. b. Soft vinyl tile with foam plastic backing c. Carpet over soft padding, at least 1/4" thick. 3. Resilient furring channels on 1/2" fiberglass blankets. 4. 1/2" gypsum board. 	56 (a. 51) (b. 55) (c. 75)

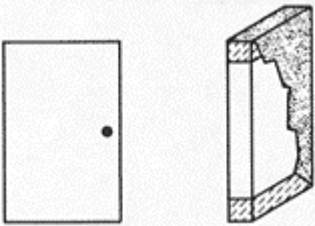
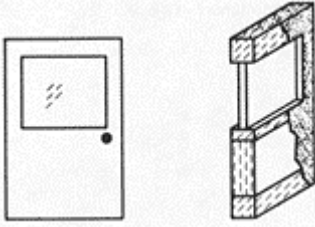
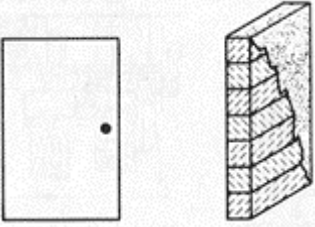
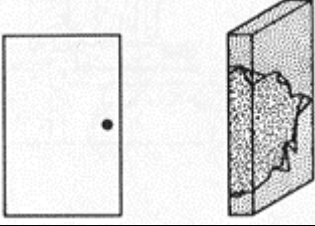
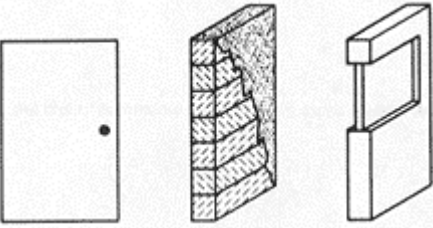
WINDOWS

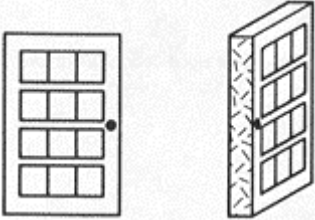
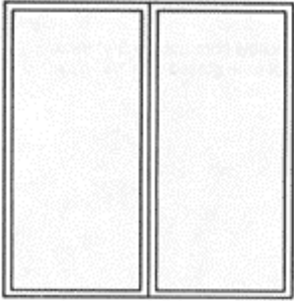
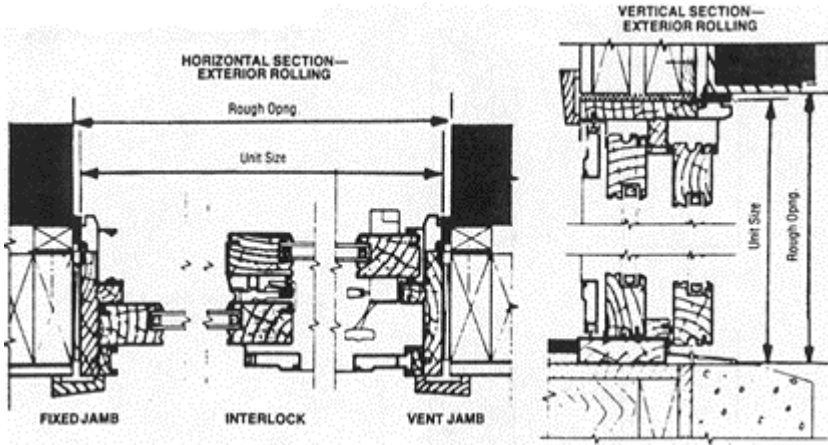
Sketch Front / Cross Section	Brief Description	STC
	30x48" aluminum clad casement, two 1/8" panels of glass, 13/16" apart in a wood frame.	29
	30x48" aluminum clad casement, one 3/32" panel and one 1/8" panel, 13/16" apart in a wood frame.	31
	32x24x24" aluminum double-hung windows (32" wide with 24" high upper sash and a 24" high lower sash), each sash has one 3/32" panel and one 1/8" panel, 13/16" apart in a wood frame.	29
	6x5' picture window glazed double strength, single panel.	29
	6x5' picture window plus storm sash, glazed double strength single panel, 3 3/4" separation between panels.	38

Sketch Front / Cross Section	Brief Description	STC
	<p>3x5' double hung window, 7/16" glazed insulating glass, single panel.</p>	<p>26</p>
	<p>3x5' double hung window, 7/16" glazed insulating glass, single panel plus storm sash, glazed single strength, single sealed separation between panels: upper 1 1/2", lower 2 13/16".</p>	<p>35</p>
	<p>3x4' awning window, glazed double strength, cranked shut.</p>	<p>24</p>

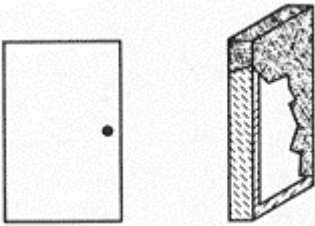
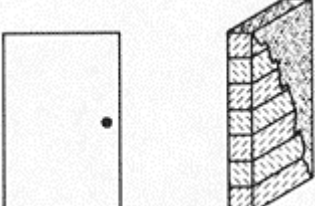
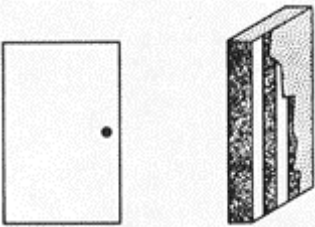
Sketch Front / Cross Section	Brief Description	STC
	<p>3x4' jalousie window, glazed 1/4" glass, 4 1/2" wide louvers with 1/2" in overlap, cranked tight shut.</p>	20

DOORS: Exterior

Sketch Front / Cross Section	Brief Description	STC
	3x7' hollow-core wood door, 1 3/4" thick.	20
	3x7' hollow-core door, 1 3/4" thick, 30% of area glazed with 1/8" glass.	19
	3x7' solid-core wood door, 1 3/4" thick.	27
	3x7' steel-faced door, 1 3/4" thick, rigid polyurethane core.	26
	3x7' solid-core wood door, 1 3/4" thick plus an aluminum storm door, glazed single strength.	34

Sketch Front / Cross Section	Brief Description	STC
	<p>3x7' wood French door, 12 lights glazed single strength, mounted in frame, brass weather strip.</p>	<p>26</p>
	<p>6x6' sliding glass doors, 3/4" insulating glass (2 pieces 1/8" tempered glass), one door opens, other is permanent in place.</p>	<p>28</p>
		
<p>*All exterior doors are sealed with a weathering strip around the frame. Interior doors do not have a weather strip and are not flush to the floor to permit the installation of a carpet.</p>		

DOORS: Interior

Sketch Front / Cross Section	Brief Description	STC
	<p>3x7' solid-core wood door, 1 3/4" thick, weight 1.5 lb/ft².</p>	<p>17</p>
	<p>3x7' solid-core wood door, 1 3/4" thick, weight 4.0 lb/ft².</p>	<p>20</p>
	<p>3x7' hollow-core steel door, 1 3/4" thick, weight 5.0 lb/ft².</p>	<p>17</p>

APPENDIX D

HUD DNL Calculator and Barrier Performance Module

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

Record Date

User's Name

Road # 1 Name:

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="40"/>	<input type="text" value="40"/>	<input type="text" value="40"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="35"/>	<input type="text" value="35"/>	<input type="text" value="35"/>
Average Daily Trips (ADT)	<input type="text" value="33734"/>	<input type="text" value="2885"/>	<input type="text" value="1489"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>
Vehicle DNL	<input type="text" value="71"/>	<input type="text" value="70"/>	<input type="text" value="76"/>
<input type="button" value="Calculate Road #1 DNL"/>	<input type="text" value="78"/>	<input type="button" value="Reset"/>	

Road # 2 Name:

Road #2

Vehicle Type Cars Medium Trucks Heavy Trucks

Effective Distance	245	245	
Distance to Stop Sign			
Average Speed	30	30	
Average Daily Trips (ADT)	5481	237	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	50	46	0
Calculate Road #2 DNL	51	Reset	

Road # 3 Name:

W. Robinson Street

Road #3

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance	398	398	
Distance to Stop Sign			
Average Speed	25	25	
Average Daily Trips (ADT)	10088	801	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	47	46	0
Calculate Road #3 DNL	50	Reset	

Road # 4 Name:

W. Central Blvd

Road # 4 Name:

Road #4

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input type="checkbox"/>
Effective Distance	<input type="text" value="935"/>	<input type="text" value="935"/>	<input type="text"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text"/>
Average Daily Trips (ADT)	<input type="text" value="1078"/>	<input type="text" value="67"/>	<input type="text"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Vehicle DNL	<input type="text" value="34"/>	<input type="text" value="32"/>	<input type="text" value="0"/>
<input type="button" value="Calculate Road #4 DNL"/>	<input type="text" value="36"/>	<input type="button" value="Reset"/>	

Railroad #1 Track Identifier:

Rail # 1

Train Type	Electric <input type="checkbox"/>	Diesel <input checked="" type="checkbox"/>
Effective Distance	<input type="text"/>	<input type="text" value="1018"/>
Average Train Speed	<input type="text"/>	<input type="text" value="25"/>
Engines per Train	<input type="text"/>	<input type="text" value="1"/>
Railway cars per Train	<input type="text"/>	<input type="text" value="25"/>
Average Train Operations (ATO)	<input type="text"/>	<input type="text" value="32"/>
Night Fraction of ATO	<input type="text"/>	<input type="text" value="50"/>

Railway whistles or horns? Yes: No: Yes: No:

Bolted Tracks?		Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="55"/>	
Calculate Rail #1 DNL	<input type="text" value="55"/>	<input type="button" value="Reset"/>	
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>		
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No		
Combined DNL for all Road and Rail sources	<input type="text" value="78"/>		
Combined DNL including Airport	<input type="text" value="N/A"/>		
Site DNL with Loud Impulse Sound	<input type="text"/>		
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location

- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the Barrier Performance Module (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID

Record Date

User's Name

Road # 1 Name:

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="74"/>	<input type="text" value="74"/>	<input type="text" value="74"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="35"/>	<input type="text" value="35"/>	<input type="text" value="35"/>
Average Daily Trips (ADT)	<input type="text" value="33734"/>	<input type="text" value="2885"/>	<input type="text" value="1489"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>
Vehicle DNL	<input type="text" value="67"/>	<input type="text" value="66"/>	<input type="text" value="72"/>
Calculate Road #1 DNL	<input type="text" value="74"/>	<input type="text" value="Reset"/>	

Road # 2 Name:

Road #2

Vehicle Type Cars Medium Trucks Heavy Trucks

Effective Distance	245	245	
Distance to Stop Sign			
Average Speed	30	30	
Average Daily Trips (ADT)	5481	237	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	50	46	0
Calculate Road #2 DNL	51	Reset	

Road # 3 Name:

W. Robinson Street

Road #3

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input type="checkbox"/>
Effective Distance	398	398	
Distance to Stop Sign			
Average Speed	25	25	
Average Daily Trips (ADT)	10088	801	
Night Fraction of ADT	15	15	
Road Gradient (%)			
Vehicle DNL	47	46	0
Calculate Road #3 DNL	50	Reset	

Road # 4 Name:

W. Central Blvd

Road # 4 Name:

Road #4

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input type="checkbox"/>
Effective Distance	<input type="text" value="935"/>	<input type="text" value="935"/>	<input type="text"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text"/>
Average Daily Trips (ADT)	<input type="text" value="1078"/>	<input type="text" value="67"/>	<input type="text"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Vehicle DNL	<input type="text" value="34"/>	<input type="text" value="32"/>	<input type="text" value="0"/>
<input type="button" value="Calculate Road #4 DNL"/>	<input type="text" value="36"/>	<input type="button" value="Reset"/>	

Railroad #1 Track Identifier:

Rail # 1

Train Type	Electric <input type="checkbox"/>	Diesel <input checked="" type="checkbox"/>
Effective Distance	<input type="text"/>	<input type="text" value="1018"/>
Average Train Speed	<input type="text"/>	<input type="text" value="25"/>
Engines per Train	<input type="text"/>	<input type="text" value="1"/>
Railway cars per Train	<input type="text"/>	<input type="text" value="25"/>
Average Train Operations (ATO)	<input type="text"/>	<input type="text" value="32"/>
Night Fraction of ATO	<input type="text"/>	<input type="text" value="50"/>

Railway whistles or horns? Yes: No: Yes: No:

Bolted Tracks?		Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	<input type="text" value="0"/>	<input type="text" value="55"/>	
Calculate Rail #1 DNL	<input type="text" value="55"/>	<input type="button" value="Reset"/>	
<input type="button" value="Add Road Source"/>	<input type="button" value="Add Rail Source"/>		
Airport Noise Level	<input type="text"/>		
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No		
Combined DNL for all Road and Rail sources	<input type="text" value="74"/>		
Combined DNL including Airport	<input type="text" value="N/A"/>		
Site DNL with Loud Impulse Sound	<input type="text"/>		
<input type="button" value="Calculate"/>	<input type="button" value="Reset"/>		

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location

- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the Barrier Performance Module (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

[Home \(/\)](#) > [Programs \(/programs/\)](#) > [Environmental Review \(/programs/environmental-review/\)](#) > BPM Calculator

Barrier Performance Module

This module provides to the user a measure on the barrier's effectiveness on noise reduction. A list of the input/output variables and their definitions, as well as illustrations of different scenarios are provided.

Calculator

[View Day/Night Noise Level Calculator \(/programs/environmental-review/dnl-calculator/\)](#)

[View Descriptions of the Input/Output variables.](#)

Note: Tool tips, containing field specific information, have been added in this tool and may be accessed by hovering over the Input and Output variables with the mouse.

WARNING: If there is direct line-of-sight between the Source and the Observer, the module will report erroneous attenuation. "Direct line-of-sight" means if the 5' tall Observer can see the noise Source (cars, trucks, trains, etc.) over the Barrier (wall, hill/excavation, building, etc.), the current version of Barrier Performance Module will not accurately calculate the attenuation provided. In this instance, there is unlikely to be any appreciable attenuation.

Note: Barrier height must block the line of sight

Input Data

H	<input type="text" value="55"/>	R¹	<input type="text" value="46"/>
S	<input type="text" value="12"/>	D¹	<input type="text" value="25"/>
O	<input type="text" value="5"/>	α	<input type="text" value="160"/>

[Calculate Output](#)

Output Data

h	<input type="text" value="47"/>	R	<input type="text" value="41"/>
D	<input type="text" value="30"/>	FS	<input type="text" value="10.6682"/>

Reduction From Barrier (dB):

-10.6682

Refresh

Note: If you have separate Road and Rail DNL values, please enter the values below to calculate the new combined Road/Rail DNL :

Road DNL:

74

Rail DNL:

56

Calculate

Combined Road/Rail DNL with Barrier Reduction:

63.3318

Input/Output Variables

Input Variables

The following variables and definitions from the barrier being assessed are the input required for the web-based barrier performance module:

- H = Barrier Height
- S = Noise Source Height
- O = Observer Height (known as the receiver)
- R^1 = Distance from Noise Source to Barrier
- D^1 = Distance from the Observer to the Barrier
- α = Line of sight angle between the Observer and the Noise Source, subtended by the barrier at observer's location

Output Variables

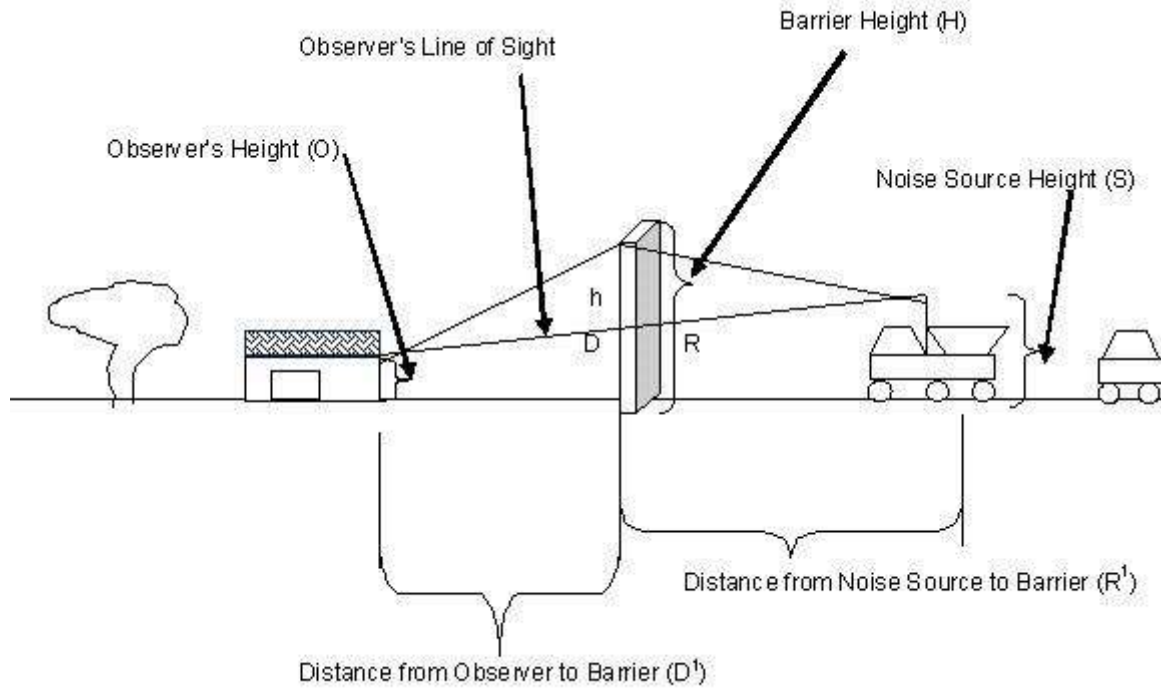
Definitions of the output variables from the mitigation module of the Day/Night Noise Level Assessment Tools as part of the Assessment Tools for Environmental Compliance:

- h = The shortest distance from the barrier top to the line of sight from the Noise source to

the Observer.

- R = Slant distance along the line of sight from the Barrier to the Noise Source
- D = Slant distance along the line of sight from the Barrier to the Observer

The “actual barrier performance for barriers of finite length” is noted on the worksheets(in the Guidebook) as **FS**.

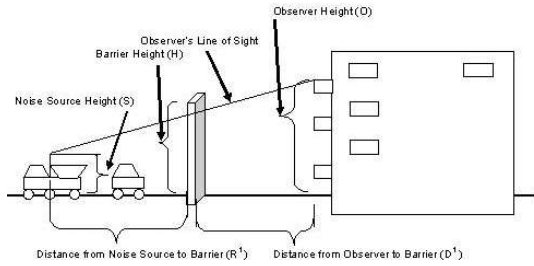


Barrier Implementation Scenarios

Locate the cursor on the following thumbnails to enlarge the respective scenario as implementation examples of the barrier performance module.

Scenario #1:

Scenario #1:



Noise receiver at a higher elevation than the noise source and a man-made noise barrier in between the receiver and the source.

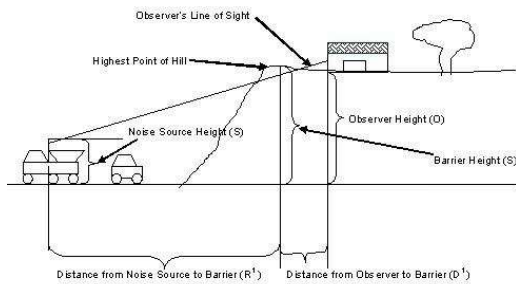
Noise receiver at a higher elevation than the noise source and a man-made noise barrier in between the receiver and the

(<https://www.hudexchange.info/resources/documents/Barrier-Performance-Module-Barrier-Implementation-Scenario-1.gif>)

view larger version of image (/resource/3841/barrier-performance-module-bpm-barrier-implementation-scenarios/)

Scenario #2:

Scenario #2:



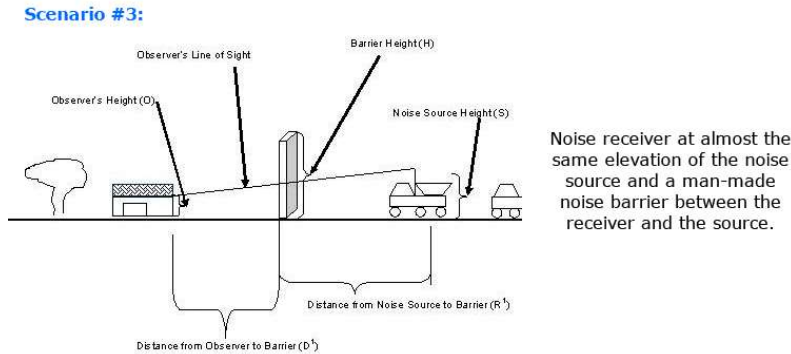
Noise receiver at a higher elevation than the noise source and a natural barrier (hill) between the receiver and the source.

Noise receiver at a higher elevation than the noise source and a natural barrier (hill) between the receiver and the source.

(<https://www.hudexchange.info/resources/documents/Barrier-Performance-Module-Barrier-Implementation-Scenario-2.gif>)

view larger version of image (/resource/3841/barrier-performance-module-bpm-barrier-implementation-scenarios/)

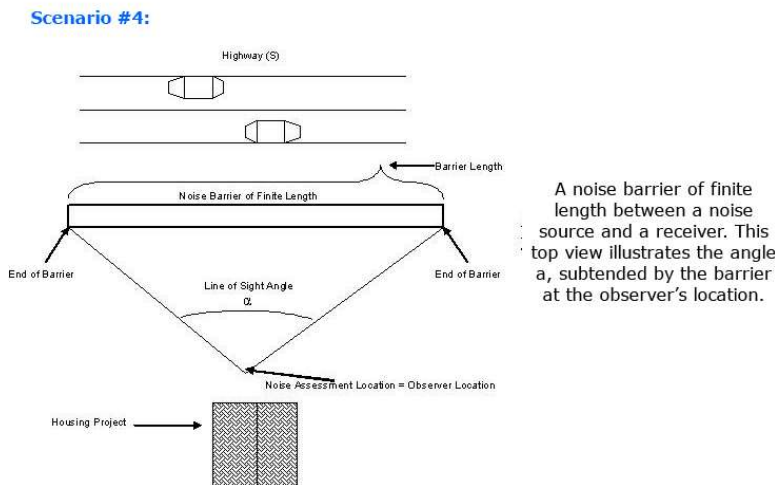
Scenario #3:



Noise receiver at almost the same elevation of the noise source and a man-made noise barrier between the receiver and the source.

(<https://www.hudexchange.info/resources/documents/Barrier-Performance-Module-Barrier-Implementation-Scenario-3.gif>)
 view larger version of image (/resource/3841/barrier-performance-module-bpm-barrier-implementation-scenarios/)

Scenario #4:



A noise barrier of finite length between a noise source and a receiver. This top view illustrates the angle α , subtended by the barrier at the observer's location.

(<https://www.hudexchange.info/resources/documents/Barrier-Performance-Module-Barrier-Implementation-Scenario-4.gif>)
 view larger version of image (/resource/3841/barrier-performance-module-bpm-barrier-implementation-scenarios/)

Contents

Calculator

Input/Output Variables

Barrier Implementation Scenarios

EXHIBIT F – ESTIMATES OF OFF-SITE IMPROVEMENTS

Item	unit	quantity	unit cost	total cost
Mobilization	LS	1	0.05	\$ 6,207.90
Bonds and Insurance	LS	1	0.025	\$ 3,103.95
MOT	ls	1	0.07	\$ 8,691.06
Permitting	LS	1	5000	\$ 5,000.00
8 " sewer	LF	170	\$ 300.00	\$ 51,000.00
Connect to MH	LS	1	\$ 5,000.00	\$ 5,000.00
Base in Reconstruct Area	sy	55	\$ 24.00	\$ 1,320.00
Sidewalk	sy	44	\$ 100.00	\$ 4,400.00
Pavement Reconstruct	sy	55	\$ 100.00	\$ 5,500.00
Mill and Resurface	sy	246	\$ 28.00	\$ 6,888.00
Curb and Gutter at Driveway	lf	110	\$ 55.00	\$ 6,050.00
Streetscape Landscape	LS	1	\$ 15,000.00	\$ 15,000.00
Underground Power	OUC LS	1	See letter from OUC	
Streetlamps	ea	6	\$ 4,000.00	\$ 24,000.00
Subtotal				\$ 142,160.91
Contingency			20%	\$ 28,432.18
Total				\$ 170,593.09

*Estimate for budget purposes only, this is subject to change. Estimate assumed a connection into the sewer system on OBT and milling and resurfacing at the intersection of Jefferson and OBT. Other off-site improvements may be required.

September 12, 2024

Jessica Frye
City of Orlando, Housing and Community Development
400 S. Orange Ave
Orlando, FL 32801
Phone: 407-246-3413
Email: Jessica.frye@orlando.gov

Subject: Budgetary Costs for Underground/Relocating Electric Distribution facilities along N. Orange Blossom Trail. (Future Development)

Dear Jessica:

Per your request for OUC to underground/relocate existing electric facilities OUC proposes to install approximately (4) new concrete poles, install (3) pad mounted switchgear, install (1) 3phase pad mounted transformers, install new underground medium voltage cable, medium voltage terminations, and install secondary conductor to existing OUC Customers. This work is required for the requested poles along N. Orange Blossom Trl and West Jefferson St. to be removed (see attach map OUC received). The preliminary costs for the above-mentioned project should be approximately \$547,130.02. This cost should be used as a budgetary number only.

This cost does not include the infrastructure (Conduit, manholes/pullboxes, concrete pads, roadway restoration) which will be the developer's responsibility to permit and install before OUC can complete our work. Please also take into consideration that this cost does not include the underground/relocation of other facilities attached to these poles (ie. FDOT/OUC Streetlights, communication facilities, etc). The removal /relocation of these facilities would also be the developer's responsibility to coordinate the removal/relocation with the respective Utility Companies.

In order for OUC to proceed further with our design and finalize our estimate we will need to receive the following:

1. Civil Site Plan
2. Electrical Site Plan (Please included proposed transformer and switchgear locations)
3. Electrical Riser Diagram (This will help OUC size and estimate the cost for transformers to be installed onsite)

The information contained in this correspondence should be used for budgetary purposes only. Several factors can and will affect the costs associated with your project. The commodities used in electric distribution (metals, copper, transformers, PVC, etc.) are very volatile in today's marketplace. This volatility will have a direct impact on the costs associated with your project. As your project's scope and timeline become more defined the Electrical Engineer assigned to your project can provide you with a detailed estimate. Please contact Electrical Engineering as updates occur on your project.

Sincerely,








Chris Fatkin
Mgr. OUC Electric Distribution Engineering
407-434-4150
cfatkin@ouc.com

OUC Pole Underground



7/25/2024, 10:10:07 AM

-  Orlando City Limits
-  Parcels
-  ⁹⁰ Surface Roads Low

-  Existing poles to be altered or removed to underground lines
-  Poles that have been removed

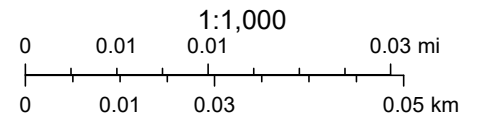


EXHIBIT G – REZONE AND GMP AMENDMENT STAFF REPORT

1228 W. Jefferson Street & 1225 Polk Street

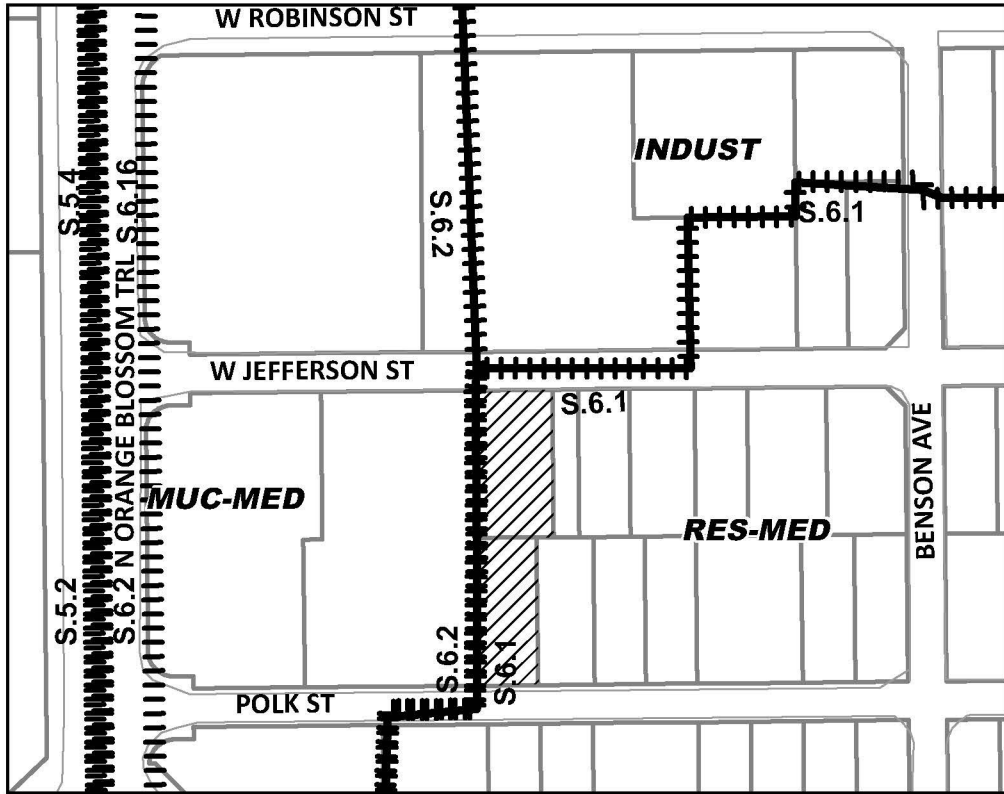


Location Map

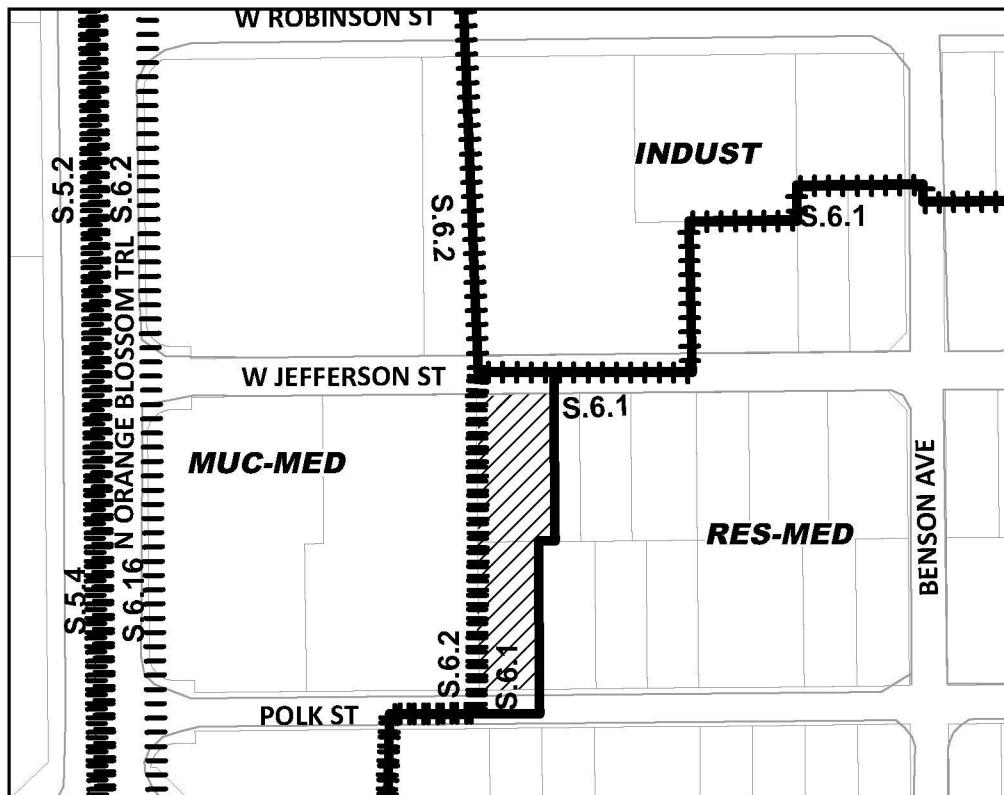
 Subject Site

SUMMARY

<p>Owner</p> <p>City of Orlando and Mr. Romi Mawardi</p> <p>Applicants</p> <p>Jessica Frye & Rosemary-Culhane, Housing Department</p> <p>Project Planner</p> <p>Yolanda Ortiz, Planner III</p> <p>Updated: 6/10/24</p>	<p>Property Location: The subject properties are generally located north of Polk St., south of W. Jefferson St., east of N. Orange Blossom Trail, and west of N. Westmoreland Dr. (1228 W. Jefferson St. and 1225 Polk St. PID# 29-22-27-5744-050-26&22) comprise ±0.28 acres; District 5.</p> <p>Applicant's Request: The applicant has requested:</p> <ol style="list-style-type: none"> 1) Growth Management Plan amendment to change the Future Land Use Map designation of the property from Residential Medium Intensity (RES-MED) to Mixed Use Corridor Medium Intensity (MUC-MED). 2) Re-zoning of the property from One to Five Family Residential to Medium Intensity Mixed Use Corridor with the Tradition- 	<p>al City and Parramore Heritage overlay districts (R-2B/T/PH to MU-1/T/PH).</p> <p>Staff's Recommendation: Approval of the request, subject to the conditions in this staff report.</p> <p>Public Comment Courtesy notices were mailed to property owners within 300 ft. of the subject property on the first week of June 2024. As of the published date of this report, staff has not received any comments from the public concerning this request.</p>
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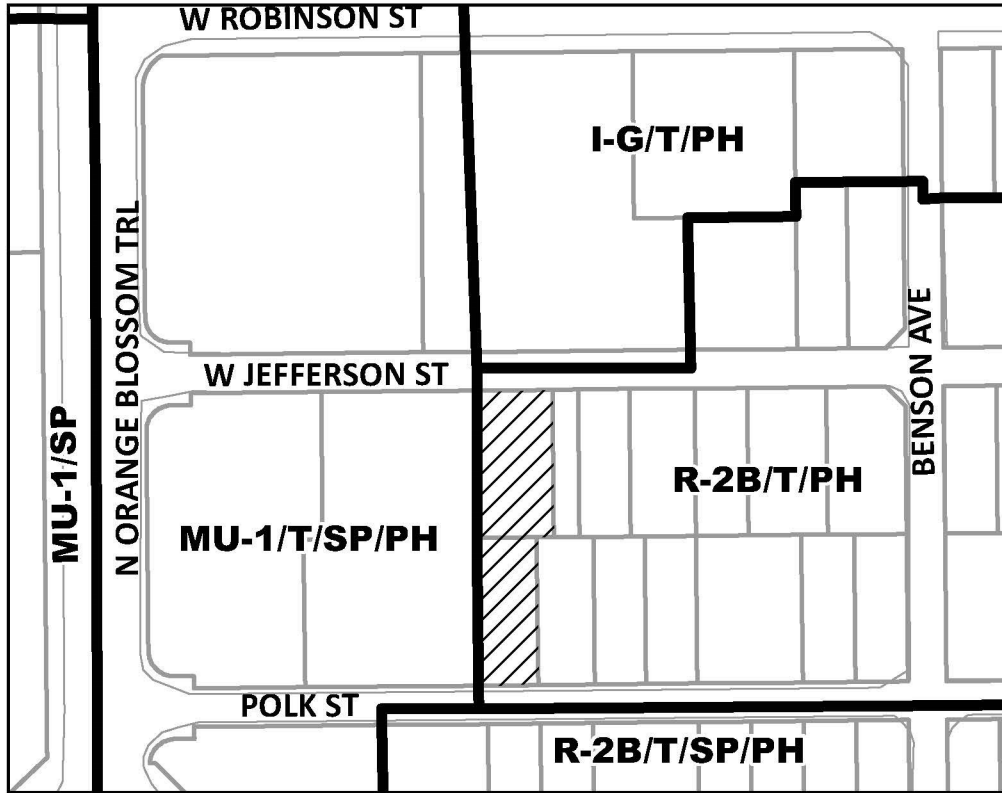


Future Land Use - Existing GMP2023-10028

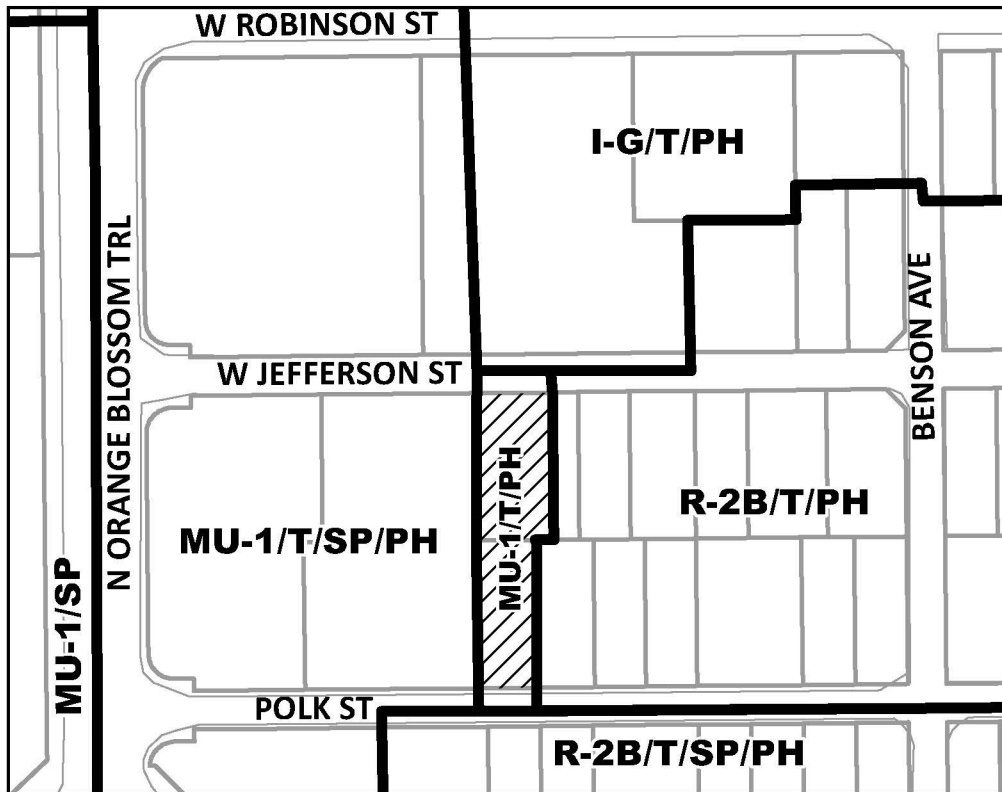


Future Land Use - Proposed GMP2023-10028





Zoning - Existing ZON2023-10025



Zoning - Proposed ZON2023-10025



PROJECT ANALYSIS

Project Description

The subject properties are generally located north of Polk St., south of W. Jefferson St., east of N. Orange Blossom Trl. and west of N. Westmoreland, and, comprise of ±0.28 acres. It is located within the Parramore-Callahan neighborhood area, with parcel ID's 29-22-27-5744-050-26-22 within Commissioners District 5. The City owns the larger parcel off Jefferson St. and is in the process of purchasing the parcel off Polk St. Both parcels are currently undeveloped.

The applicant is requesting an amendment to the Growth Management Plan, to change the future land use, from Residential Medium Intensity (RES-MED) to Mixed Use Corridor Medium Intensity (MUC-MED) and a rezoning from One to Five Family Residential to Medium Intensity Mixed Use Corridor with the Traditional City and Parramore Heritage overlay districts (R-2B/T/PH to MU-1/T/PH) respectively. The main reason of the request is to match the Future Land Use (FLU) and zoning designations of the adjacent lots to the west, also owned by the city, to allowed for a future affordable infill residential development. The project will provide the most needed affordable housing units for the Parramore community.

Existing Future Land Use = RES-MED

Proposed Future Land Use= MUC-MED

Existing Zoning = R-2B/T/PH

Proposed Zoning= MU-1/T/PH

Previous Actions

1910: Subject property originally platted as a part of the Van Morgans 2nd Addition Orlando Subdivision.

2022: City of Orlando purchased the site at 1228 Jefferson Street.

2024: City of Orlando commenced the process to purchase the site at 1225 Polk Street.

Project Context

The site is situated to the north of Polk St. and to the east of N. Orange Blossom Trl. The area is surrounded by some industrial and commercial uses to the north and west, and residential single-family homes to the south and east. The proposed use of the site is in line with the local community's needs, as it will offer more residential options for the community. The subject request is consistent and compatible with the land uses around the site. The proposal will not create inconsistent land use patterns in the community.

Table 1- Project Context			
	Future Land Use	Zoning	Surrounding Use
North	INDUST & RES-MED	I-G/T/PH & R-2B/T/PH	Industrial and Residential
East	RES-MED	R-2B/T/PH	Residential uses
South	RES-MED	R-2B/T/SP/PH	Residential uses
West	MUC-MED	MU-1/T/SP/PH	Commercial uses

Conformance with the Growth Management Plan- Land Development Code (LDC).

As stated in Section 65.397, *“In their review of Growth Management Plan Amendment applications, the Municipal Planning Board and City Council shall consider the following factors:*

- *State Comprehensive Plan (Florida Statutes Chapter 187);*
- *East Central Florida Comprehensive Regional Policy Plan;*
- *F.A.C. Ch. 9J-5;*
- *Florida Statutes Ch. 163, Part II;*
- *City's adopted Growth Management Plan;*
- *Changed Conditions;*
- *Land Use Compatibility;*
- *Adequate Public Facilities.”*

State Comprehensive Plan (Florida Statutes Ch. 187)

Chapter 187 of the Florida Statutes, is the State Comprehensive Plan adopted with its specific goals and policies as it relates to land use, public facilities, transportation, government efficiency among others. The proposed GMP amendment is in compliance with the State Comprehensive Plan.

East Central Florida Comprehensive Regional Policy Plan

The proposed GMP amendment is in compliance with the East Central Florida Comprehensive Regional Policy Plan, as it does not adversely impact the regional approach to development and sustainability for the region.

F.A.C.

The proposed GMP amendment is in compliance with the Florida Administrative Code and the Florida Administrative Register, as it complies with the minimum criteria for review of Local Government Comprehensive Plan and Plan Amendments, Evaluation and Land Development regulations.

Florida Statutes Ch. 163, pt. II

The proposed GMP amendment is in compliance with the Florida Statutes, Chapter 163 Part II, and Section 163.3187, that stated the process for adoption of a small scale comprehensive plan amendment to the official Future Land Use Map. The project is in compliance, as it is considered an small scale development activity, site of less than 50 acres. The Future Land Use request change to a Mixed Use Medium Intensity District (MUC-MED), is a small scale GMP amendment, according to Chapter 163, and requires one public hearing for adoption, there is a 30 days period for appeals, they become effective 30 days after adoption, if not challenge.

City's Growth Management Plan

Figure LU-1 of the Growth Management Plan, established the standards for future land use categories. The applicant is requesting on the property a Land Use designation of Mixed Use Corridor Medium Intensity (MUC-MED). According to the referred figure, the development standards for the MUC-MED district are a minimum density of 15du/acre and a maximum of 30 du/ac and/or 0.5 FAR (floor area ratio). The allowable uses for the district are: residential, office, commercial and public recreational and institutional. The proposed GMP amendment is in compliance with the Growth Management Plan, and uses of the requested district.

LDC Sec. 65.393. - Zoning Map Amendment Required

"Any amendment to the Official Future Land Use Map which requires a zoning map amendment shall require an application for zoning map amendment to be submitted in accordance with Ch. 65, Part 2I of the Land Development Code, unless waived by the Planning Official. The zoning map amendment shall be submitted at the time of application for the Growth Management Plan amendment".

The proposed project complies with section 65.393, as a concurrent zoning map amendment was submitted by the applicant, and is part of this analysis. The application includes a zoning change in the property, bringing the designations into compliance with their corresponding Future Land Use.

Subarea Policies

The subject property is encompassed by several subarea policies. They are as follows:

Subarea Policy 6.1 stated: "In order to protect the residential character of the neighborhood, and in order to preserve housing opportunities for low and moderate-income households, only residential uses shall be permitted". The subject property will remain within this subarea policy to guarantee that only residential uses will be developed on the site.

Subarea Policy S.6.3 stated: "The City's Land Development Regulations shall protect the residential integrity of the Parramore Heritage area, and increase the opportunities for appropriately located neighborhood-serving retail development." No development currently proposed but compliance is expected at time of review.

Subarea Policy S.6.4 stated: "The City shall support facade improvements in this subarea in accordance with the Parramore Heritage Urban Design Plan." No development currently proposed but compliance is expected at time of review.

Subarea Policy S.6.9 stated: "The City of Orlando has determined that the over-concentration of social service uses in the Parramore Heritage Renovation Area has had a negative impact on the area's stability and prosperity. Likewise, the City has determined that the establishment of adult entertainment facilities would further limit the revitalization of the area. In order to protect existing residential areas, encourage reinvestment and promote the fair distribution of social service uses throughout the region, the City's Land Development Code shall include provisions to appropriately limit or prohibit the establishment, expansion, and relocation of such uses within Subarea 6". No development currently proposed but compliance is expected at time of review.

Subarea Policy S.6.14: The Parramore Comprehensive Neighborhood Plan and its Vision Plan shall be utilized by the City as the foundation for directing efforts to preserve, revitalize, and redevelop the Parramore community. Several actions are required by the city, including the identification of catalyst projects, educational initiatives, development standards, and transportation improvements, among others. No development currently proposed but compliance is expected at time of review.

Subarea Policy S.6.16 requires consistency between the Parramore Comprehensive Neighborhood Plan and the OB-TNext Master and Implementation Plan, as the foundation for directing efforts to advance the OBT corridor and surrounding neighborhoods. No development currently proposed but compliance is expected at time of redevelopment.

Parramore Comprehensive Neighborhood Plan (PCNP)

The subject property is located within the PCNP, approved by the Orlando City Council, on January 26, 2015. The general goals of the PCNP are to improve public health, increase mobility options and connectivity, revitalize the physical appearance, and increase opportunities for neighborhood-serving businesses within the historic Parramore community. With the future development, the City reaffirms its commitment to investing in the community to help the revitalization efforts and work toward achieving the general goals of the community.

Adequate Public Facilities

State law requires the City to performed a public facilities evaluation for GMP amendments that would increase the allowable density of a property. The proposed GMP amendment includes changing the Future Land Use Map from Residential Medium Intensity (RES-MED) that allows a density of 12-30du/ac and/or intensity of 0.30 FAR (floor area ratio) to Mixed use medium intensity corridor (MUC-MED) that allows density of 15-30du/ac and/or intensity of 0.50 FAR. This evaluation assumes that the property is developed at the maximum intensity and density allowed by each future land use category. Typically, sites are developed at a lesser intensity, so these impacts represent an upper limit, rather than a true projection of demand.

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

Projected Demand

Evaluation 1- This evaluation considered the impact of developing the site at the maximum density/intensity permitted by the existing future land use designation of Residential Medium Intensity (RES-MED) in ±0.28 acres @ 30du/ac= 8 residential units allowed and/or 0.30 FAR= ±3,658 sq.ft. of non-residential uses.

Evaluation 2– This evaluation considered the impact of developing the site at the maximum density/intensity permitted by the proposed city’s Mixed Use Corridor Medium Intensity (MUC-MED) future land use designation in ±0.28 acres @ 30 du/ac and/or 0.50 FAR = 8 dwelling units and ±6,098 sq.ft. of non-

	Potable Water (GPD)	Wastewater (GPD)	Comm. Parks (Acres)	Neigh. Parks (Acres)	Transportation (Trips)
Evaluation #1	2,076	1,849	0.021	0.01	197
Evaluation #2	2,393	2,069	0.021	0.01	320
Net Increase (Decrease)	317	220	0.000	0.00	124

residential uses. The allowance in development capacity of residential units is the same for both designations, and there is an increase of ±2,440 sq. ft of non-residential uses. The amount of development included in the evaluations above translates to a total project demand for public facilities shown in table 3. Details about how the above impacts were calculated are available in the City’s Capacity Availability Report.

Potable Water, Wastewater and Parks

Table 3 summarizes available capacity, existing demand, projected increases in demand from city-wide growth, projected increases in supply (such as from construction of a new facility) and the maximum demand expected from this GMP amendment. The proposed amendment will not adversely impact the city’s level of service for potable water, wastewater and parks. Potable water will be provided by the Orlando Utilities Commission. For wastewater, see the conditions of approvals in this staff report.

	Potable Water (MGPD)	Wastewater (MGPD)	Comm. Parks (Acres) for CPS 1	Neigh. Parks (Acres) for NPSA 7
Capacity	100.10	52.16	347.87	37.76
Reported Demand—2023	87.69	51.59	58.31	6.95
Projected increase in Demand 2024-2028	4.55	2.75	16.13	1.15
Projected increase in Supply 2024-2028	0.00	0.00	0.00	0.00
Demand from GMP2023-10028	0.00	0.00	0.00	0.00
Net Available Capacity	7.86	(2.18)	273.43	29.66

Stormwater, and Solid Waste

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

Transportation

The City has adopted a Transportation Concurrency Exception Area (TCEA) Citywide. The proposed project is located in an urbanized area and has roadway access from streets along the north and south. The proposed site is also accessible to public transportation with a convenient bus stop at the intersection of Polk St. with N. Orange Blossom Trail.

Capital Improvement Program

The Capital Improvement Program (CIP) is the document that links capital expenditures with the adopted public policy, it includes all city funded projects. For the 2023-2028 CIP, no CIP projects identified in the vicinity of the site.

School Capacity

On July 7, 2008, the City adopted a Public School Facilities Element (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency which requires all residential developments be subject to school concurrency review. A list of exemptions from this review is provided under Section 18.2 of the Agreement, none is applicable to this case. The requested item is subject to the concurrency process with Orange County Public Schools.

Under the terms of the agreement, the City will advise OCPS of comprehensive plan amendments, zoning amendments, and development proposals that may have the effect of increasing existing density. On January 11, 2021, the City amended GMP Policy 1.3.1 which allows school capacity to be taken into account when evaluating land use. The staff recommends approval of this land use change. However, a formal analysis of school capacity will take place during the review process, and compliance is expected. The assigned schools for the subject property are the OCPS Academic Center for Excellence (ACE K-8) and the Jones High School.

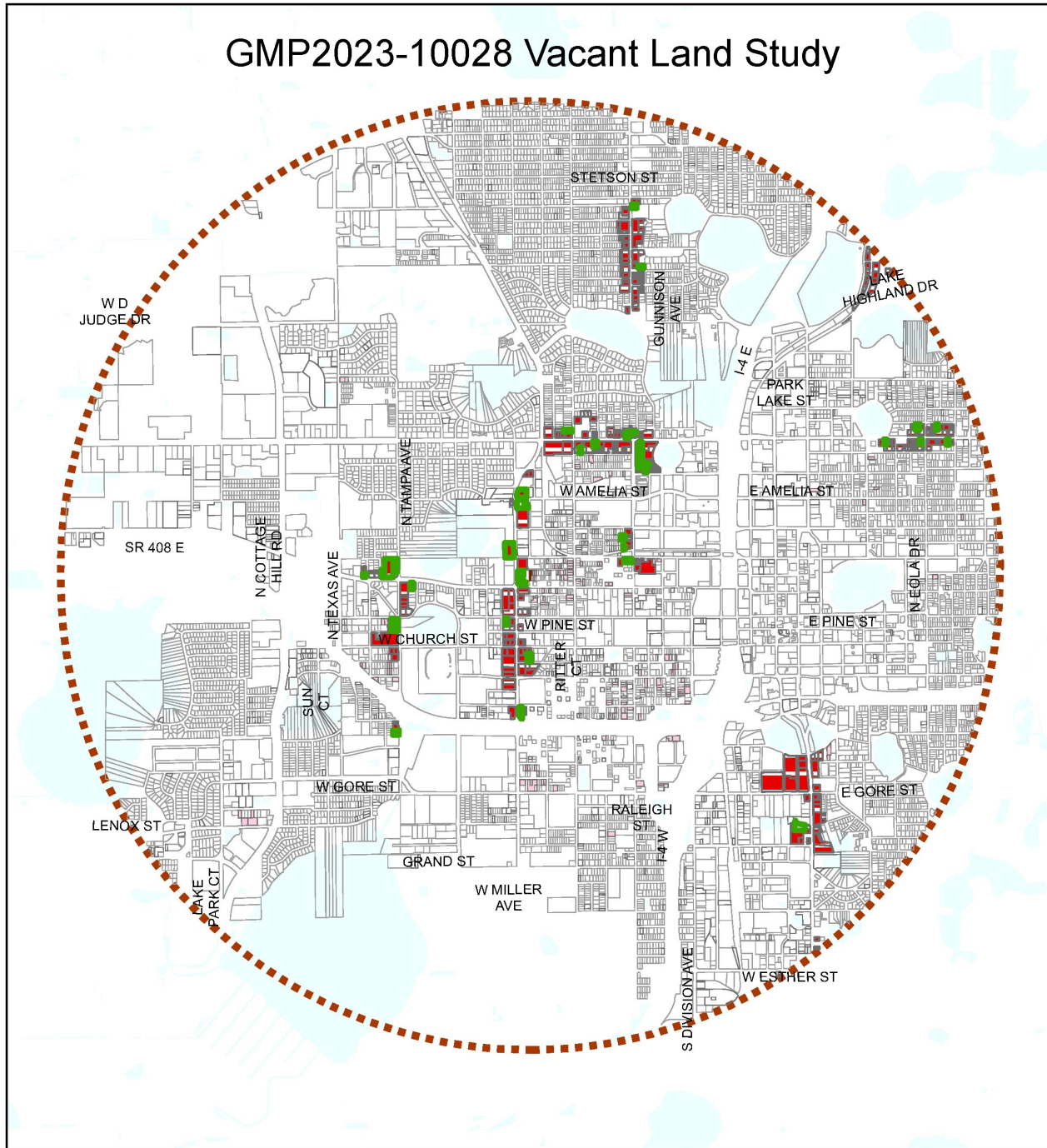
Environmental

The Growth Management Plan Conservation Element Policy 1.4.1. States that "all projects requiring Municipal Planning Board or City Council review shall provide an Environmental Assessment. However, the City shall determine if the submittal is appropriate on a case by case basis." Areas exempt from this requirement includes those located within the "Urbanized Disturbed Lands", Figure C-1 of the GMP, Conservation Element. The subject property lies within the Urbanized Disturbed Lands, no Environmental Assessment is required.


Vacant Land Study

GMP Future Land Use Goal 2, Objective 2.2, Policy 2.2.3 (c); numbered all the factors that should be taken into consideration when designating new or expanding an existing mixed use corridor. The proposal expands the existing mixed use corridor with an additional ± 0.28 acres. The proposal is in compliance with the policy. Regarding the required vacant land study, an analysis was performed that identified the total amount of land area designated as Mixed Use Medium Corridor and Mixed Use High Corridor vs. the total vacant land within the designations in the market area. For a mixed use corridor a radius of 2 miles was used and the total of vacant land amounts 15%, less than the 33% set in the policy for mixed use corridor. Of the 354 acres of MUC-MED & MUC-HIGH; 15 acres were vacant land, for a 4%, so the proposal is acceptable and compliant, see map on next page.

Vacant Land Study



Legend

 GMP2023-10028 Subject Area

 2 Mile Radius

Vacant Parcels -FLU

 Vacant 15 Acres in MUC-MED, MUC-HIGH

Parcels - FLU

 Future Land Use 354 Acres in MUC-MED, MUC-HIGH



Conformance with the Land Development Code (LDC)

The applicant is requesting the rezoning of the property, from Residential One to Five Family Residential (R-2B/T/PH) to Mixed Use Medium Intensity Corridor (MU-1/T/PH) with the Traditional City and Parramore Heritage overlay districts. The proposed zoning designation is consistent with the purposes of the district as described in our Land Development Code, Chapter 58, Part 2, and summarized below:

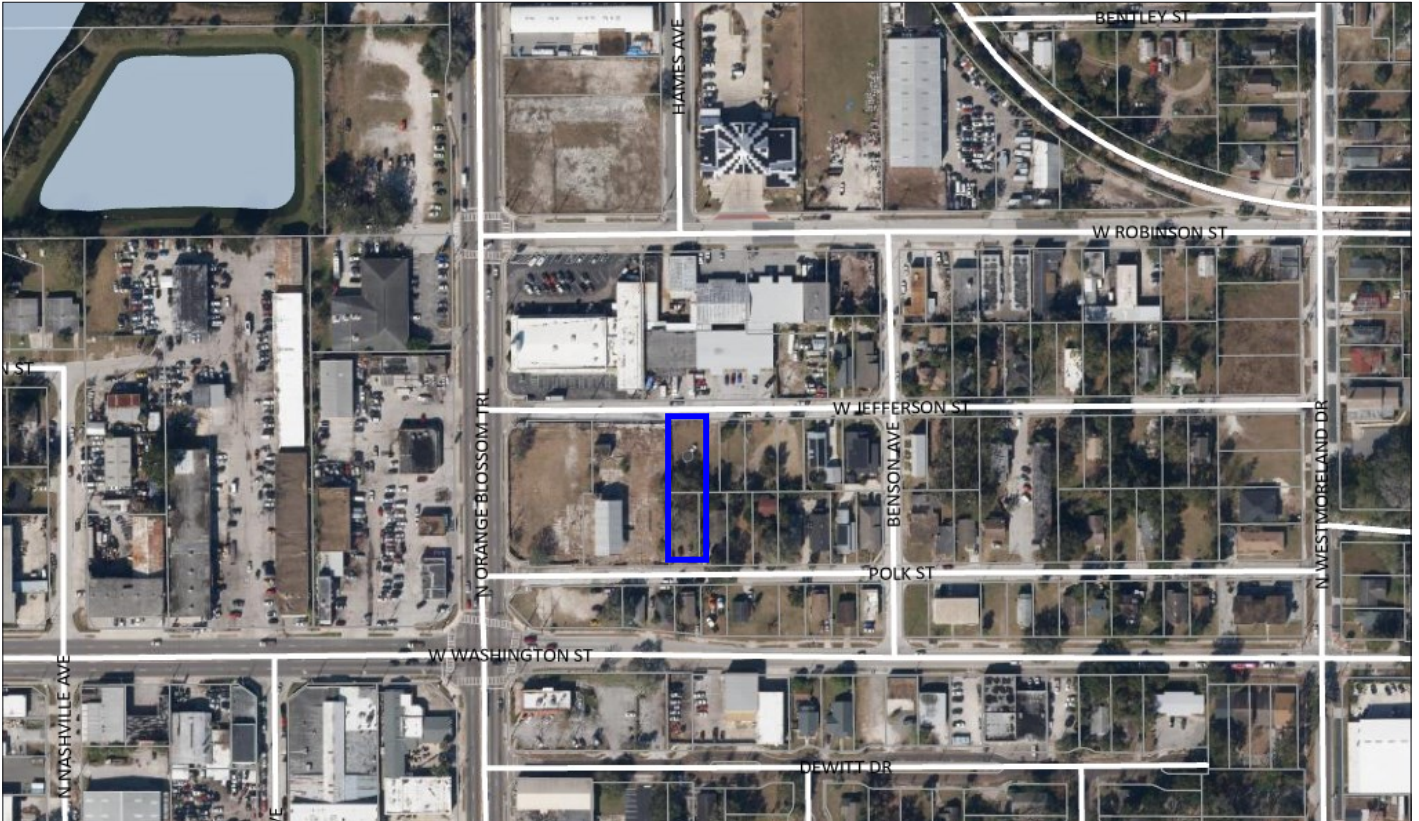
“MU-1 Medium Intensity Mixed Use Corridor District. The MU-1 district is intended to provide for areas of mixed residential and office uses extending along and oriented to arterial and four (4) lane collectors, at intensities compatible with adjacent neighborhoods. Commercial, public, recreational & institutional uses and conservation uses are also consistent in these areas as part of mixed use development or when otherwise subject to appropriate limitations, conditions and safeguards. A mixture of land uses is specifically encouraged. This district is intended for locations where mass transit service is available or programmed.”

The parcels proposed for rezoning are within the Traditional City Overlay District. The purpose of the Traditional City Overlay District is to establish urban design standards to perpetuate the positive design elements and the residential and commercial development patterns found within the Traditional City. The boundaries of the Traditional City are defined by recognizable geographic boundaries of subdivisions platted prior to World War II in which there is a concentration of the positive design elements as defined in Urban Design Goal 1, of the GMP.

The Parramore Heritage Overlay District implements GMP Future Land Use Element, Subarea Policy S.6.9, by prohibiting the establishment, expansion, and relocation of certain social service uses within the district. In addition, it also implements Subarea Policy S.6.14, by providing development standards which encourage a compact urban form, enhance economic vitality, and promote housing and income diversity within the community.

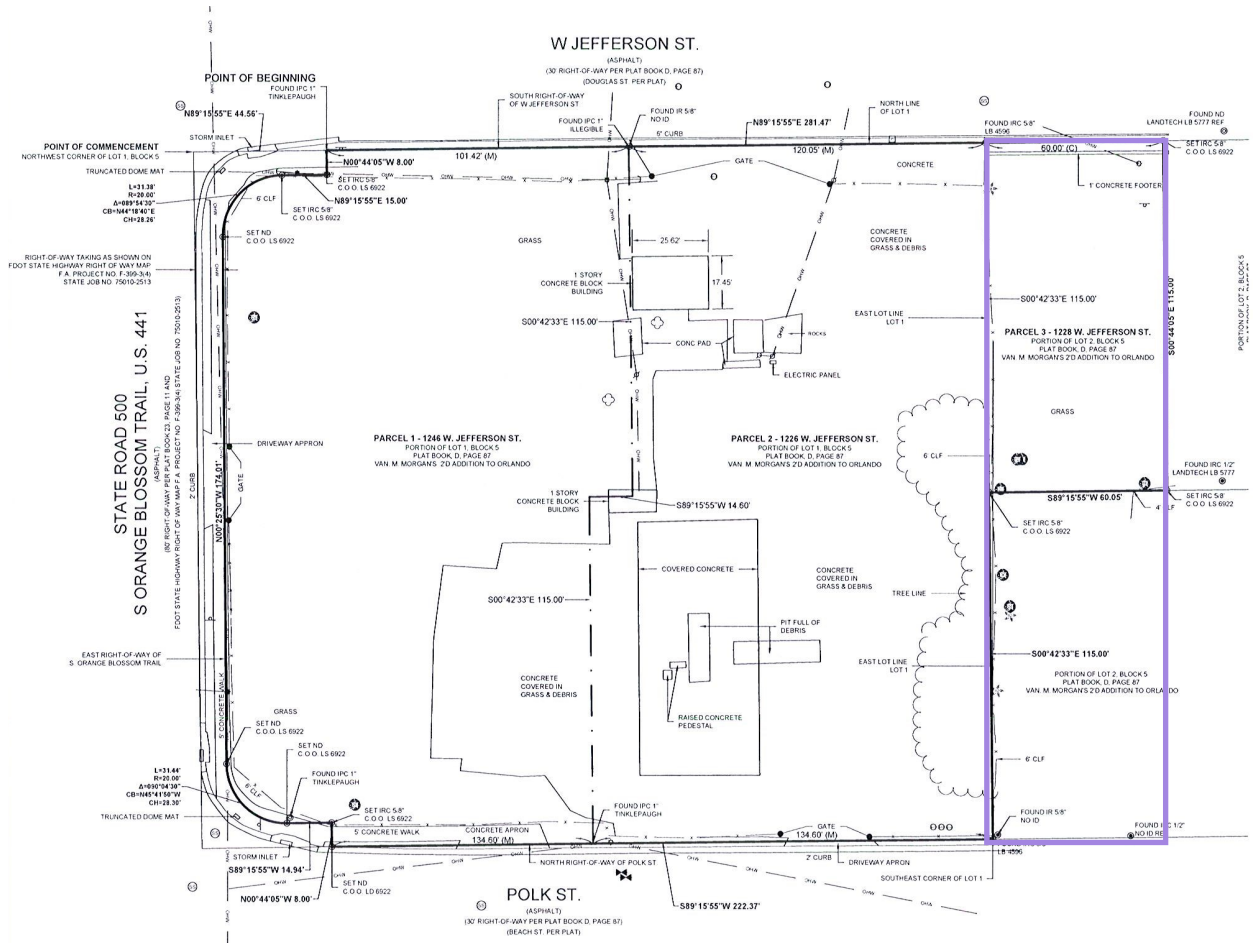
Development will be required to address both overlay districts design standards.

AERIAL PHOTO-2023



 Subject Site

SURVEY



SITE PHOTOS



Site as viewed from Jefferson St.



Site as viewed from Polk Street

FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the proposed Growth Management Plan amendment, and rezoning applications proposal contained in Chapter 65 of the Land Development Code:

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposed amendment and rezoning is consistent with the City's Growth Management Plan.
5. The proposed amendment and rezoning is consistent with the Land Development Code.
6. The proposed amendment and rezoning is consistent with the surroundings and neighborhood.
7. The necessary public facilities will be adequate to serve the proposed use, or will be provided as a condition of this approval.

Staff recommends approval of the GMP2023-10028 and ZON2023-10025 subject to the conditions below:

CONDITIONS OF APPROVAL

CITY PLANNING

Recommend Approval with Conditions

- 1) GENERAL CODE COMPLIANCE AND CONSISTENCY- The proposed FLU amendment and rezoning shall be consistent with the conditions in this report, the requirements of the Land Development Code, the Growth Management Plan 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.
- 2) DENSITY OF DEVELOPMENT- Development of the subject property at densities/intensities higher than what is permitted by the current zoning designation's shall not be permitted prior to the effective date of this GMP amendment and rezoning.
- 3) DEVELOPMENT PERMIT- As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.
- 4) MASTER PLAN- A master plan is required for the future development of the site.

COMMUNITY PLANNING AND URBAN DESIGN

Recommend for Approval

DEPARTMENT OF TRANSPORTATION

Recommend for Approval

SOLID WASTE

Recommend for Approval

PARKS AND RECREATION

Recommend for Approval

FIRE

Recommend for Approval

DEVELOPMENT REVIEW

Recommend for Approval

WASTEWATER

Recommend for Approval with conditions

The WRD has no objection with the proposed rezoning (proposed land use) of the subject parcel. At the time the property develops, the following is recommended related to sanitary sewer to serve the subject property:

- 1) Engage the services of a Surveyor and Civil Engineer to verify if gravity sewer connection would be feasible as it appears existing gravity sewer mains may be shallow in the project site vicinity.
- 2) Although gravity sewer connection is preferred, if it is concluded that gravity sewer connection is not feasible, then a private lift station and force main will be required.

INFORMATIONAL COMMENTS**ORLANDO POLICE DEPARTMENT**

A full CPTED review for any new or redevelopment on this site will be completed when detailed development plans are submitted. Implementation of Crime Prevention Through Environmental Design (CPTED) principles (Natural Surveillance, Natural Access Control Territorial Reinforcement, Target Hardening and Maintenance and Management) is encouraged in the site plan, design and construction of all structures. Natural Surveillance: The placement of physical features, activities, and people in a way that maximizes visibility Natural Access Control: Controlling access to a site. People are physically guided through a space by the design of streets, sidewalk, building entrances and landscaping. Territorial Reinforcement: The use of physical attributes that express ownership such as fencing, pavement treatments, signage, art, screening and landscaping. 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.

For additional precautions, 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. For questions regarding the Orlando Police Department plan review, please contact Audra Rigby at 407.246.2454 or Audra.Rigby@Orlando.gov.

FIRE DEPARTMENT

Recommend Approval with Conditions

TRC fire code site review is preliminary in nature and is not an official approval of the project as a whole. 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.

Interior Access: Conditional to this review the design of all buildings must account for fire department access. The access road itself must extend 50ft. from an exterior doorway that allow access to the building's interior via a common hall or common lobby area, or the largest tenant area if the building does not have a common interior area.

NFPA 1.18.2.3.2.1

Manual Suppression: any portion of the building or exterior wall of the first story shall be located not more than 150 ft from the fire department access road as measured by an approved route around the exterior of the building or facility. The distance can be increased to 450ft. if the building is protected by an automatic sprinkler system. [NFPA 1.18.2.3.2.2 and NFPA 1.18.2.3.2.2.1]

Approved Turnaround: an approved turnaround shall be provided for fire apparatus where an access road is a dead end in access 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. The turnabout shall be the minimum 20ft. width of the fire department access road and sized for the dimensions of the largest OFD apparatus. Use of areas subject to obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sac (designs and dimensions are subject to the approval of Orlando Fire Department). See Exhibits in NFPA Fire Code handbook. NFPA 1.18.2.3.4.4

Fire Department Access Road: All fire department access roadways shall have an all-weather driving surface, capable of supporting the load of fire apparatus, a minimum 20 ft. in width and a minimum vertical clearance of at least 13 ft. 6 in. [NFPA 1 18.2.2.5.4 and NFPA 1 18.2.3.4.1.1] City of Orlando apparatus requires a turning radius dimension of 30 inside and 50 exterior and shall maintain the minimum 20ft. width. An auto-turn analysis is required for the radius turns indicated on the site plan. NFPA 1.18.3.4.3.1 and NFPA 1.18.3.4.3.2

Water Supply: The plan indicates fire hydrants will be required. Because building information is not provided, fire hydrant location and spacing will be reviewed at the time of building permitting. All portions of an unsprinklered building must be within 300 ft hose lay distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft hose lay distance of a fire hydrant. City Code ch 24.27(f) Residential properties are required to indicate a hydrant within 500 ft of the residence and the street and its width for the fire department access. Request a meeting with the Fire Department. Call 407-246-3473 or 407-246-3012 to schedule a cursory discussion with the Fire Department on site design of fire department access. NFPA 1.18.

Public Works

Recommended approval with conditions

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

1. Per Engineering Standards Manual (ESM) Section 7.01, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping elements only) is defined as: changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit, etc.; changing an impervious surface's character (from building to parking, wet bottom pond or a new building or vice versa); changing the character of a parking surface (from shell base to asphalt, etc.); or remodeling of an existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage & Geotech report, stormwater tabulations, and all necessary docs needed in order to verify the City's and Water Management District (WMD) standards are met.
2. Water quality must be recovered per the applicable WMD requirements. A model must be provided demonstrating the recovery analysis. A WMD water treatment permit may also be required.
3. A certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design must be provided to read as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
4. All proposed and existing sidewalks that are touched during construction will need to be updated to the newest ADA requirement.
5. Sidewalk construction is required per Land Development Code (LDC) Sections 61.225 and 66.200. Sidewalks must be constructed along the entire length of the property and must be located against the public right-of-way (R-O-W).
6. A City Service Agreement is required by the Owner if a portion of the sidewalk is within private property. The easement serves to keep the Owner from having to maintain the sidewalk and from other potential liability issues. Otherwise, the Owner would be liable for potential litigation if someone was injured on a failing sidewalk that was otherwise in disrepair.
7. Clarify if the sidewalk will be paved. If pavers are to be placed beyond the property line and into the City's R-O-W, the owner is required to submit a signed and recorded R-O-W Pavers Agreement. The sidewalk portion of the driveway must still be composed of 3,000 psi concrete (refer to http://www.cityoforlando.net/permits/wp-content/uploads/sites/29/2014/03/Pavers_Encroach_Agmt1.pdf for details).
8. Construction activities including clearing, grading and excavating activities must obtain an EPA NPDES permit, except: Operations that result in the disturbance of less than 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 permits. If the disturbed area is less than one acre, a note must be provided on the plans indicating the City's Guidelines for Erosion Sediment Control (aka the Blue Sheet, found on the City of Orlando website) will serve as a guide for the implementation of erosion sediment control measures. This sheet must be part of your permit submittal.
9. A detailed, scalable, fully dimensioned site plan of the location must be provided at time of permit submittal. The site plan should include but not be limited to the site legal description, building(s), streets, sidewalks and property lines, and the location of the proposed work. Site plans should clarify what is existing and what is proposed.
10. A existing signed and sealed topographic survey with datum and official benchmark in the NAVD88 vertical datum must also be provided at time of permit submittal. Per ESM Section 7.01.A.1, survey data must be gathered to at least 25 feet beyond the property line or as far offsite as required to ensure offsite drainage patterns are maintained. A hard copy of the signed and sealed survey must also be submitted to City Hall 8th floor addressed to Richard Allen, City Surveyor.
11. A signed and dated private improvements cost sheet must also be submitted (the cost sheet forms and instructions are available at www.cityoforlando.net/permits).
12. If the project is located within the FEMA regulated special flood hazard area (i.e. floodplain) a letter of map revision (LOMR) will be required. Compensating storage must be provided for all floodwater displaced by development within the 100-year floodplain.
13. Artificial turf must be treated as impervious area and must be included in the impervious calculations for storm- water management.
14. All roadways must meet the ESM standards. The Seasonal High Water Table must be a minimum of 2 ft from the bottom of the base. New private and public roadways will require a pavement design similar to the method shown in the FDOT Flexible Pavement Design Manual. A Limerock base is not permitted in certain areas where the Seasonal High Water Table has historically been close to the ground surface.

CONTACT INFORMATION

Growth Management

For questions regarding Growth Management plan review, please contact Yolanda Ortiz at (407) 246-3792 or yolanda.ortiz@orlando.gov.

Transportation

For questions regarding Transportation Planning plan review, please contact Megan Barrow at 407-246-3145 or megan.barrow@orlando.gov.

Urban Design

For questions regarding Urban Design plan review, please contact Johnny Berry at 407-246-3297 or johnny.berry@orlando.gov.

Development Review

For questions regarding Concurrency Management contact Keith Grayson at 407.246.3234 or keith.grayson@orlando.gov. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Response System at 407.246.4444.

Public Works

For questions regarding Public Works plan review, please contact Kyle Staats at 407.246.3978 or kyle.staats@orlando.gov.

Police

For questions regarding Police plan review or to obtain a copy of the brochure, please contact Audra Rigby at 407.246.2454 or audra.rigby@orlando.gov.

Fire

For any questions regarding Fire review, please contact Charles Howard at 407.246.2143 or charles.howard@orlando.gov. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Voice Response System at 407.246.4444.

Parks

For questions regarding Parks plan review issues contact Denise Riccio at 407.246.4249 or denise.riccio@orlando.gov or Condredge Mallory at 407-246-3857 or condredge.mallory@orlando.gov.

Solid Waste

For questions regarding Solid Waste plan review issues contact Evan Novell at 407.246.4249 or evan.novell@orlando.gov

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. MPB minutes scheduled for review and approval by City Council.
2. Review by the City Attorney's Office and Ordinance.
3. 1st reading of the Ordinance.
4. 2nd reading/adoption of the Ordinance.
5. GMP package sent to the Florida Department of Economic Opportunity (DEO).