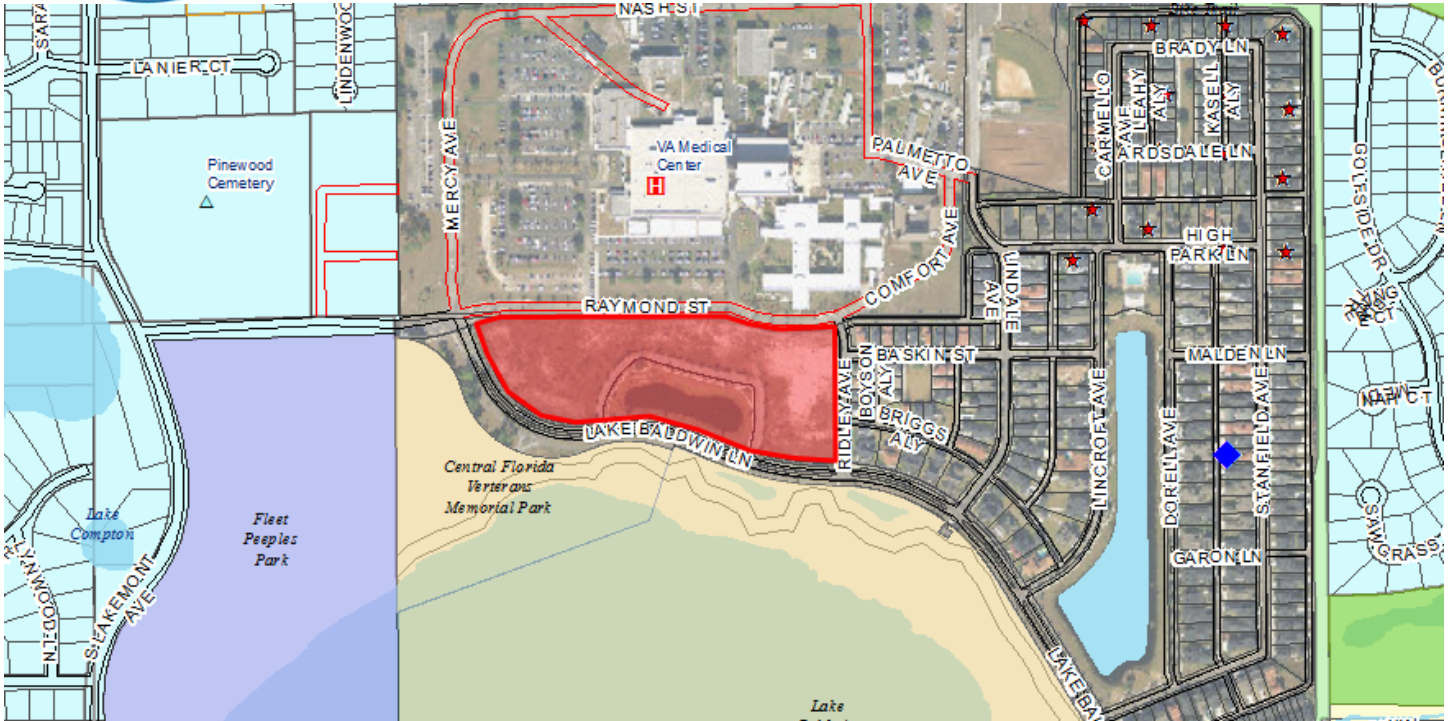




WESTMINSTER BALDWIN PARK 2653 LAKE BALDWIN LANE SPECIFIC PARCEL MASTER PLAN AMENDMENT



Location Map

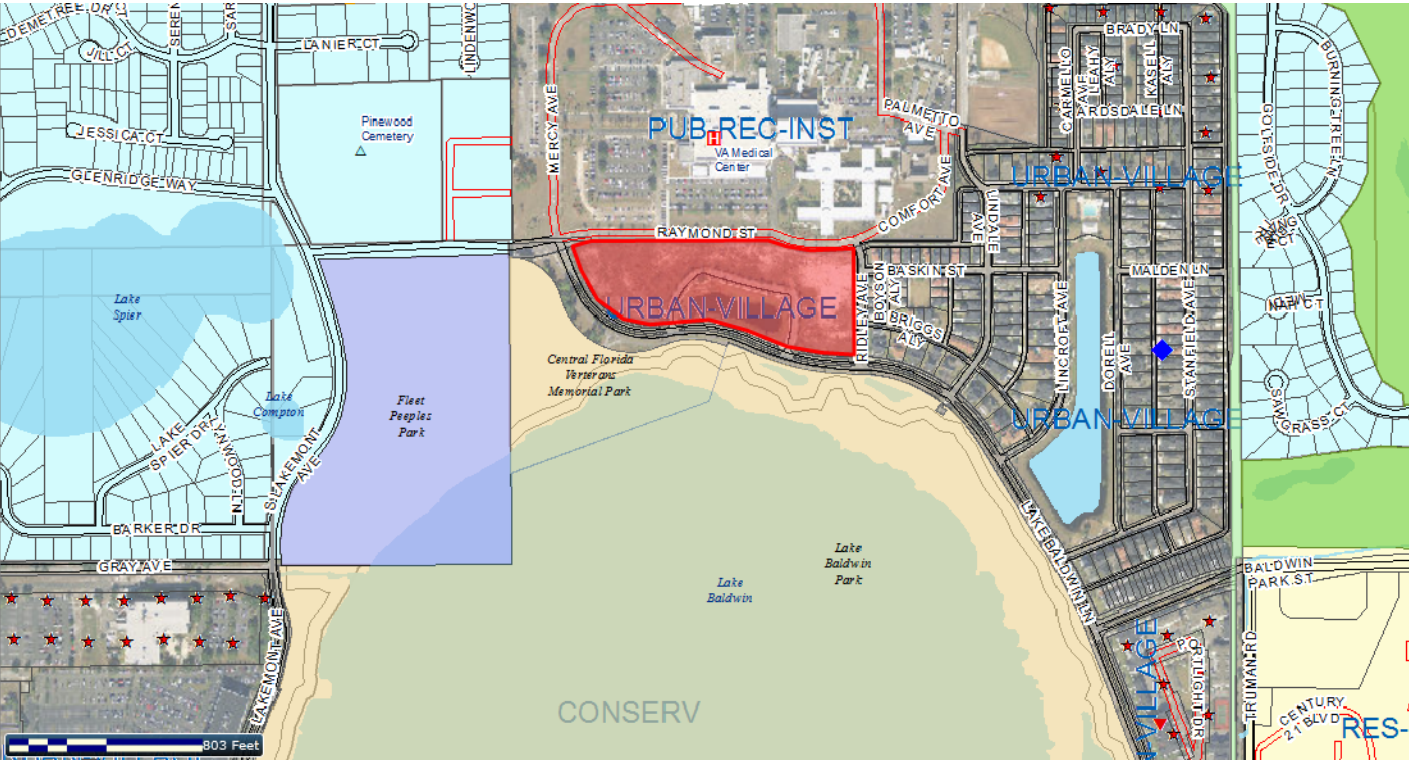


Subject Site

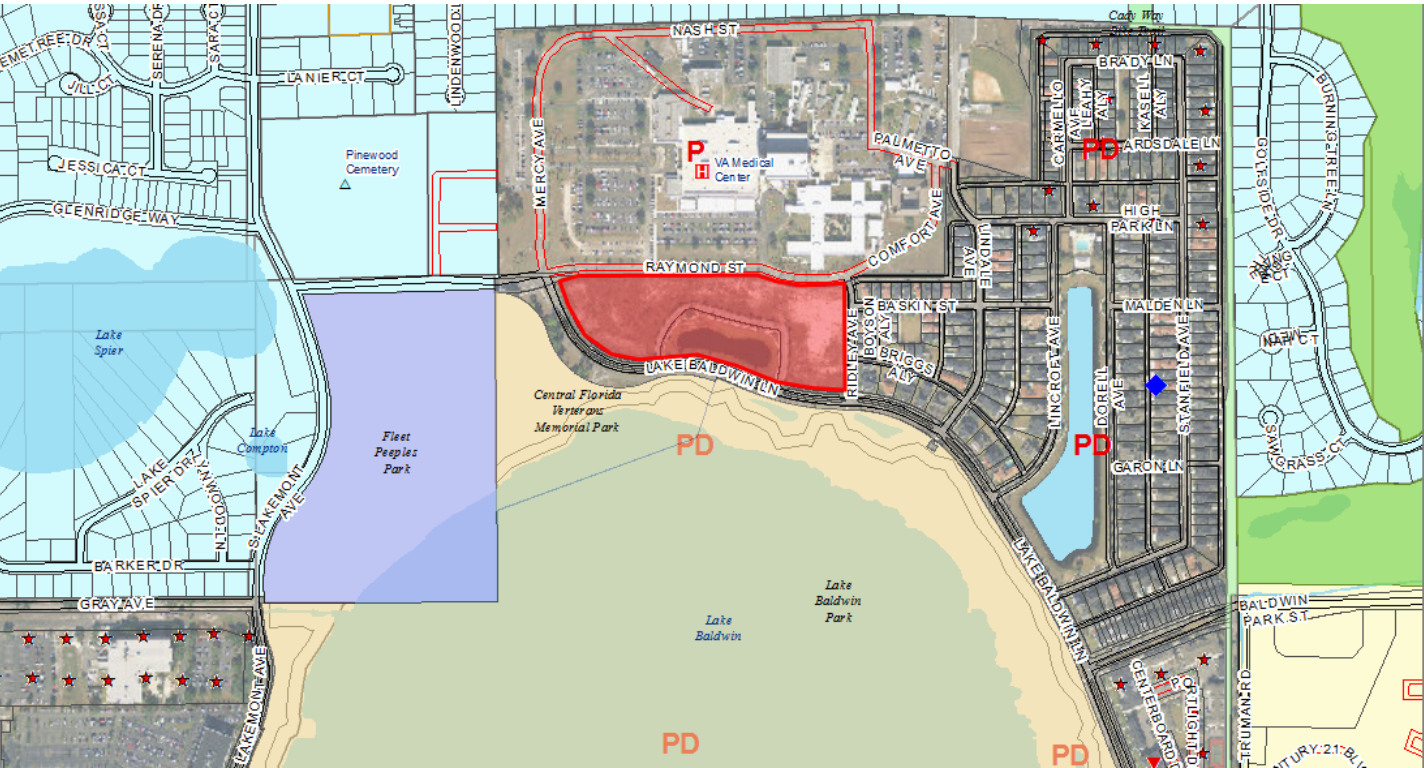
SUMMARY

<p>Owner James D. Reynolds, Vice President SELAF Baldwin Park, LLC</p> <p>Applicant Rebecca Wilson, Lowndes, Drosdick, Doster, Kantor & Reed, P.A.</p> <p>Project Planner Holly Stenger, AIA Town Planner</p> <p>Updated: August 21, 2014</p>	<p>Property Location: 2653 Lake Baldwin Lane, Lot 1764 and Tract 391 in Unit 10 of Baldwin Park (PID: 16-22-30-0534-01-764). (±7.45 acres; District 3)</p> <p>Applicant's Request: Approval of a Specific Parcel Master Plan Amendment for a Senior Living Facility comprised of six 5-story independent living buildings with a total of 165 units, and one 2-story skilled care facility with 40 beds. Also included is 300 parking spaces, and ancillary amenities.</p> <p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p>	<p>Public Comment The applicant's submittal and notice of the Baldwin Park TDRC meeting were posted on the City of Orlando's Baldwin Park website on July 25, 2014. This staff report was posted to the City's Baldwin Park website approximately one week prior to the BPTDRC meeting and was also provided to the Baldwin Park Residential Owners Association (ROA) via e-mail.</p> <p>Also, on August 11, 2014, a Frequently Asked Questions (FAQ) document was posted on the City's Baldwin Park website in response to multiple emails and phone call inquiries regarding this project.</p>
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FUTURE LAND USE MAP



ZONING MAP



PROJECT ANALYSIS

Project Description

The Westminster Baldwin Park is proposed to be developed as a Senior Living Facility project located on Lot 1764 in Unit 10 of Baldwin Park. Lot 1764 is the former Parc at Lake Baldwin Senior Living Facility, and previously the North Shore residential condominium project. The property is owned by SELAF Baldwin Park, LLC. The property surrounds Tract 391, which is an existing stormwater pond and passive park owned by the Urban Orlando Community Development District (CDD).

The project is comprised of six 5-story independent living buildings with a total of 165 units, and one 2-story skilled care facility with 40 beds. The 2-story skilled care facility is located at the corner of Lake Baldwin Lane and Ridley Avenue. The 5-story buildings are sited around the existing park, between Lake Baldwin Lane and Ridley Street to the north. The project also includes surface and covered parking spaces behind the buildings, and at the corner of Ridley Avenue and Raymond Street. A one-level parking garage is also proposed at the northwest corner of the site behind the pool amenity area.

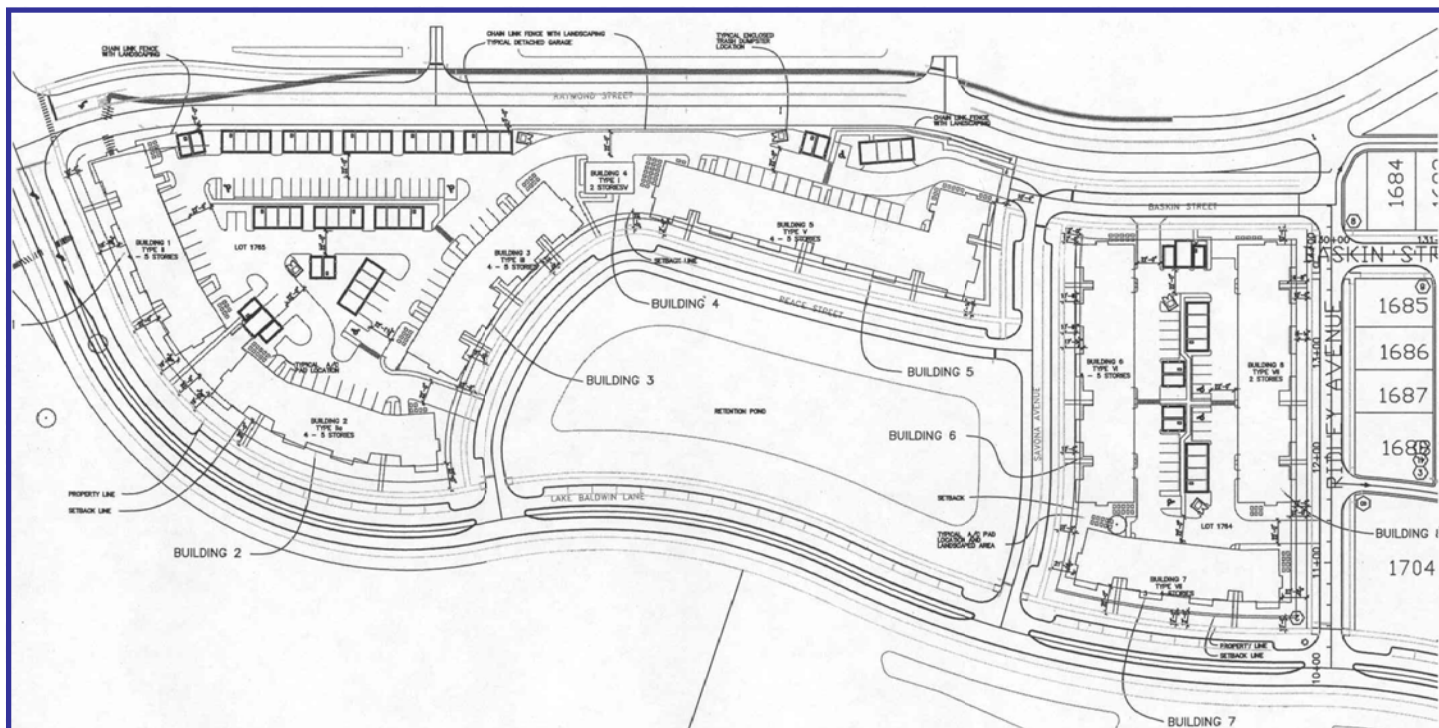
The project is proposed in two phases. The first phase will include Buildings 1, 2 and 3; the vehicular drives for the entire project; the surface parking along the drive; the surface parking lot; and the parking garage. Phase two will include Buildings 4 through 7 and the adjacent parking.

The existing park on Tract 391 will remain as is existing. Pedestrian connections from the independent living buildings will be added to connect to the existing sidewalks.

The applicant states that “primary building elevations are comprised of stucco with selective accents of stone, and decorative tile for color and texture. The proposed roof will be of a concrete barrel tile. The elevation details used will be similar on both the independent living buildings and the skilled care facility. Color and exterior detailing will be used to create separate building characters for the two uses. Services and equipment are located within their respective yards. Trash and recycling bins shall be kept within contained rooms distributed within both buildings for convenient access and servicing.” Final elevations will be reviewed by the Town Architect and Town Planner prior to submitting to Permitting.

Previous Actions

The most recent approval for this site took place on November 15, 2012, which approved a SPMP (MPL2012-00021) for a 205-unit



ABOVE: Originally approved site plan from MPL2005-00046 North Shore Condominium Specific Parcel Master Plan in 2005. This proposal was approved for 2 and 3 story multi-family units.

[illegible]

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	PUB-REC-INST	P	VA Hospital/Clinic
East	Urban-Village	PD	Residential—SFR
South	CONSERV	PD	Lake Baldwin/ Cady Way Trail
West	CONSERV	PD	Veterans Memorial Park

The proposed project is located on the north tip of Lake Baldwin, at the western edge of Unit 10 within the Baldwin Park PD. The VA Clinic is located directly to the north of this site. Four single family residences front toward the site, on the east side of Ridley Avenue. Lake Baldwin and the Cady way trail front the site on the south side of Lake Baldwin Lane.

The applicant has submitted an application requesting approval of an new SPMP for the development of a senior living facility. The PD Land Use Plan designates this site as “attached housing”. The currently adopted regulatory plan designates the site “Neighborhood General”. The proposed Development Standards and Setbacks for the site are consistent with the Eastside

Neighborhoods Master Plan (MPL2004-00021) and in accordance with the Neighborhood General standards in the PD.

- ♦ **Building Height:** The proposed building consists of elements between 2-5 stories. The Eastside Neighborhood Master Plan established multi-family attached housing standards of 2-3 stories, and allows up to 5 stories adjacent to the VA. The independent living units are proposed to be developed at 1 to 5 stories, with the 1-story portions connecting the buildings and used as entrances for the residences. The proposed skilled care facility portion of the development is only 2 stories due to operational necessity. However, this portion of the site is closest to the single family residences, and the design of the height of the building is in keeping with the height and scale of the neighborhood.
- ♦ **Setbacks:** The proposed front yard setback from Lake Baldwin Lane is 12 feet. This site is within the Park Edge Overlay—Zone B, which requires a 25-30 foot setback. The park edge overlay supersedes the front yard setback but can be used in conjunction with the 12 foot setback. Buildings 2 and 3 front on Lake Baldwin Lane and have setbacks between 12 and 30 feet. The site plan proposed removes the previously planned street around Tract 391. The property line adjacent to the tract would be considered a side setback, allowing a 0 foot minimum setback for Buildings 4 through 7. The setback adjacent to Ridley would be a front setback, and require a build-to line of 12 feet. Building 1 meets the 12 foot setback on Ridley, and the 25 foot setback from Lake Baldwin Lane. A parking lot is proposed in the north-west area of the site, behind the pool amenity area. The north property line is also the PD Boundary, which requires a 20' setback for principal structures. The parking garage is located within the 20-foot setback along the rear of the property. This structure is considered an accessory structure, and may encroach into this setback.
- ♦ **Orientation :** Building 1 has a vehicular entrance adjacent to the parking area, and has pedestrian entrances facing Ridley Ave. Buildings 2 and 3 are connected by the 1-story amenity area, which orients toward Lake Baldwin Lane. Each unit also has balconies that address the street. Buildings 4-7 are similar with access to the park on Tract 391. Pedestrian connections from the 1-story amenity areas are connected at these locations.
- ♦ **Building Frontage- 60% Block width on Primary streets:** The site is broken up by Tract 391 along Lake Baldwin Lane, therefore only Buildings 1, 2, 3, and 7 are adjacent to the primary block faces. Buildings 2 and 3 meet the 60% frontage on the west side of the property, however, Buildings 1 and 7 are not meeting the 60%. A street wall or pedestrian “folly” structure may be required adjacent to Lake Baldwin Lane to meet this condition. Final site plan will be reviewed for this condition.
- ♦ **Building Frontage -50% Block width on Secondary streets:** Building 1 is meeting this condition along Ridley.
- ♦ **Building frontage-80% at front yard setback:** The proposed building frontage for Buildings 2 and 3 are approximately 450 feet of which approximately 360 feet must conform to the front yard setback. Building 1 and 7 incorporate approximately 155 feet of frontage, of which 124 feet must meet the setback.
- ♦ **Maximum Building Width (200 feet):** The project includes multiple buildings, connected by a one-story amenity and entrance portion of the buildings. The building connections between the larger buildings, break-down the massing and creates the appearance of multiple buildings with similar widths. The taller buildings are further broken down with projections and recessed to break up the facades. The taller buildings are just under 200' in width. The final architectural treatment and detailing will be reviewed by the Town Architect and Town Planner prior to permits being issued.
- ♦ **Parking lots:** Sections 9.3 indicates all parking lots require a minimum 5 foot setback from all property lines. The parking lot setbacks from the right-of-way of Lake Baldwin Lane and Ridley Avenue are greater than 10 feet. Street wall screening is proposed to screen the parking lot on Ridley, however, the Town Architect is requiring more substantial screening, such as a

9.3 Development Standards

Attached Housing	
Lot/Building Size Sizes	<ul style="list-style-type: none"> • max building width: 200' • min building width: 18'
Lot Coverage	<ul style="list-style-type: none"> • max impervious surface area: 80%
Setbacks	<ul style="list-style-type: none"> • 12' minimum front setback/build-to line • 0' minimum side setback • 3' minimum rear setback • 40' minimum front-to-front • 24' minimum rear-to-rear • 20' minimum building separation required between attached housing buildings or after every 8 townhouse units • 5' minimum setback from the street R.O.W. for all parking lots • 20' minimum setback from the Planned Development site boundary required for principal structures
Encroachment	<ul style="list-style-type: none"> • balconies, porches, stoops, roof overhangs may encroach upon setback area
Frontage	<ul style="list-style-type: none"> • a minimum of 60% of block width must be building frontage • a minimum of 50% of block width on secondary streets shall be building frontage. The remaining required building frontage may consist of arcades, walls or hedges. • a minimum of 80% of buildings on the block should conform to the build-to line • parking lots must be screened from streets with a 2' to 4' high wall or hedge
Building Height	<ul style="list-style-type: none"> • max height: 3 stories • max height: 5 stories adjacent to the V.A. Clinic in neighborhood #5 • building heights are encouraged to step up at block corners • entry level to be located a minimum of 18" above the sidewalk (except where this requirement creates a design inconsistent with the design principles of this PD or is in conflict w/ ADA requirements)

(Continued)

pergola on each side of the vehicular access drive.

- ◆ Required parking: (See Table 4, Page 5) The PD does not have a minimum or maximum parking standard, and uses the Land Development Code as a guideline. Also, on-street parking is allowed to be counted toward required parking. The project is providing approximately 290 on-site parking spaces, including a one-level above ground parking garage, as well as surface lots covered with canopies. On-street parking is not being counted in any of the calculations. Existing on-street parking along Lake Baldwin Lane will remain. Some private on-street parking that currently exists around the Tract 391 park will be removed with this development. Subject parking is primarily located behind the buildings, between the buildings and the north property line. A surface parking area is also provided north of the skilled care building (Building 1). Parking visible from the ROW is required to be screened.

Parking counts for Senior Living facility are calculated by the following:

165 IL units x 1 = 165 parking spaces;

40 AL units x 0.25 = 10 parking spaces;

Total required parking spaces is 175 spaces. 6 HC spaces are required.

The final build out for the site proposes up to 290 spaces. This is 115 spaces over the minimum typically required by the LDC. Phase I proposes 24 covered spaces; 103 surface spaces; 72 parking deck spaces; and 4 HC spaces totaling 203 spaces. Phase II includes an additional 84 covered spaces; and 4 HC spaces. Also, 8 short term, and 8 long term bicycle spaces will be provided. On-street parking that exists on the north side of Lake Baldwin Lane adjacent to the development will remain. These spaces may be utilized for guest parking for the facility, or for public parking for the parks.

- ◆ Fences and street walls: As per the parking lot screening requirements, a street wall or hedge must be provided. The proposed design has a street wall buffer along Ridley Ave., adjacent to the right-of-way. The final design of this wall, and required pergola per the Town Architect will be reviewed prior to permits being issued. A screen wall will also be required for any parking areas that are visible from Lake Baldwin Lane. The parking is screened from the rear property line with a 6 foot fence at the property line. The parking garage shall also be screened from view from the rear property line. Gated or walled developments are not permitted per the PD regulatory plan.
- ◆ Services: The application states that, "Solid waste will be provided via multiple trash chutes with in-building receptacles. A local solid waste service provider capable of servicing solid waste receptacles commonly used in-building receptacles will be selected. The solid waste dumpster is located at the rear of the property. It is screened from view on all four sides with a wall and workable gate for access, meeting the design requirements of Baldwin Park." The dumpster shall be screened with a pergola, to meet the dumpster screening requirements of Baldwin Park.
- ◆ Fire access: Fire access is provided around the site via the existing points of access off of Lake Baldwin Lane, Ridley Avenue, and the proposed access off of Raymond Street.
- ◆ Landscape: The landscape plan is designed to meet or exceed the City of Orlando code for buffering, tree canopy, shrub and ground cover. Street trees along the property along exist and will remain. Final landscape and hardscape improvements for the project site and the new CDD ponds and passive parks will be reviewed by Town Architect and Town Planner prior to permits being issued. All existing landscaping on Tract 391 will remain, including the specimen tree at the seating area. All park landscaping shall be protected during construction, and any damage or pollution shall be removed and repaired or replaced.
- ◆ Environmental Information: No environmental information was provided. All permits or revisions to the storm water relocations shall be obtained prior to engineering permits being issued.
- ◆ Building Design: The applicant proposes a Mediterranean style for all the buildings. Preliminary drawings of the two-story and five-story buildings are included in the application. Final architectural design of the buildings will be reviewed closely with the Town Architect and Town Planner prior to permitting. The two-story building elevation (skilled care building) should be designed to reflect the residential houses across the street to the east. The design incorporates one and two-story elements, pedestrian entrances, residential-scaled windows, and balcony spaces. The materials include concrete tile roofing, stucco-like exterior. Projections and recesses in the building provide a similar scale to the Ridley Avenue façade that mimics the residential homes across the street. The porte-cochere vehicular entrance is tucked to the northwest side of the building, and will match the style of the building. The Town Architect has provided comments regarding the elevations, and will be reviewing the design prior to permitting. The taller buildings also incorporate the Mediterranean style architecture, and use similar materials and detailing. Details and elevations of the parking garage structure were not included with this application. Final review of all of the buildings on site will require Town Architect and Town Planner approval.
- ◆ Lighting: All on-site and parking garage lighting shall meet the City's Lighting Ordinance No. 2013-73, or LDC Chapter 63 Part 2M "Outdoor Lighting" regulations.
- ◆ Signs: Signs in this area of the PD are regulated by the City's requirements for development inside the Traditional City (in the AC-2T zoning district). Signs are not proposed with this application, however if proposed, Section 64.228 of the Land Development Code would apply, and review from the Town Architect and Town Planner is required prior to sign permits being issued. Monument and pole signs are prohibited. Directional signage may be incorporated into the street walls and entry columns.
- ◆ Pedestrian Connections: Pedestrian sidewalks shall be installed along the property line, and connect to the entrances of each of the buildings. An internal pedestrian network throughout the site shall also be provided. Crosswalks at all driveways shall meet

(Continued)

the Baldwin Park crosswalk standards. Additional pedestrian connections shall be installed across Lake Baldwin Lane at the intersection entrance between buildings 1 and 7, and at the corner of Ridley Avenue to connect the property to Cady way trail around Lake Baldwin.

- ◆ Platting: The project is proposing **no** changes to the plat or property lines.

Transportation

Access: Vehicular access to the site includes one existing curb cut and a relocated curb cut along Lake Baldwin Lane, and one new curb cut which lines-up with Baskin Street, along Ridley Avenue. An additional vehicular access to the site is proposed off of Raymond Street. This access was not contemplated in the previous SPMP approvals. This connection would also be connecting to a private street (US Naval Training Center—VA property). Coordination with the adjacent property would need to be provided prior to permits being issued.

Sidewalks: Sidewalks will be required to be installed behind the existing street trees along Lake Baldwin Lane, and Ridley Avenue ROW along the entire property line. Sidewalks shall be a minimum of 5 feet in width. Handicap access shall be provided on all approaches at all intersections and at all pedestrian crossing areas.

Additional Transportation conditions are also located at the end of this report.

Infrastructure

Stormwater: The site is part of the Baldwin Park master storm water plan.

Solid Waste: Solid waste will be provided via multiple trash chutes with in-building receptacles. A local solid waste service provider capable of servicing solid waste receptacles commonly used in-building receptacles will be selected. The solid waste dumpster is located at the rear of the property. It is screened from view on all four sides with a wall and workable gate for access, meeting the design requirements of Baldwin Park.

Public Safety: CPTED (Crime Prevention Through Environmental Design) principles should be incorporated on site for landscaping, lighting, and site design. Parking Lot and site lighting should meet or exceed the City of Orlando Lighting Ordinance. All fixtures should include shields so no light is trespassing onto adjacent properties. All glass on the ground floor should not be tinted or reflective, to allow for visual connections between the street and active ground floor spaces.

School Impacts

The PD Development Program allocates 154 standard attached housing units to the subject property, which are included in the 4,578 dwelling units currently approved in the Baldwin Park PD Land Use Program Summary. According to the Counting Rules established by the 2008 PD Amendment, to calculate density of Senior Living Facilities, every three (3) Assisted Living Units or Nursing Home Units and every one and a half (1.5) Independent Living Units shall be equal to one (1) standard dwelling unit. The applicant has proposed 165 Independent Living Units and 40 Assisted Living units which based on the adopted Counting Rules equates to 123 standard units, which is significantly below the total of 154 standard attached housing units entitled on the subject property. It is noted that the previously approved Park at Lake Baldwin contained the equivalent of 117 standard attached housing units.

This application is a positive result on school capacity because no increase in student population will be generated with this approval. The Program Summary is consistent with GMP Future Land Use Subarea Policy 16.4. Subarea Policy 16.4 establishes the maximum development program in Baldwin Park, and PD Amendment ZON2008-00030 for Senior Housing. No GMP amendment or rezoning is requested. Therefore, the proposed development is not subject to Capacity Enhancement, but is subject to school concurrency process.

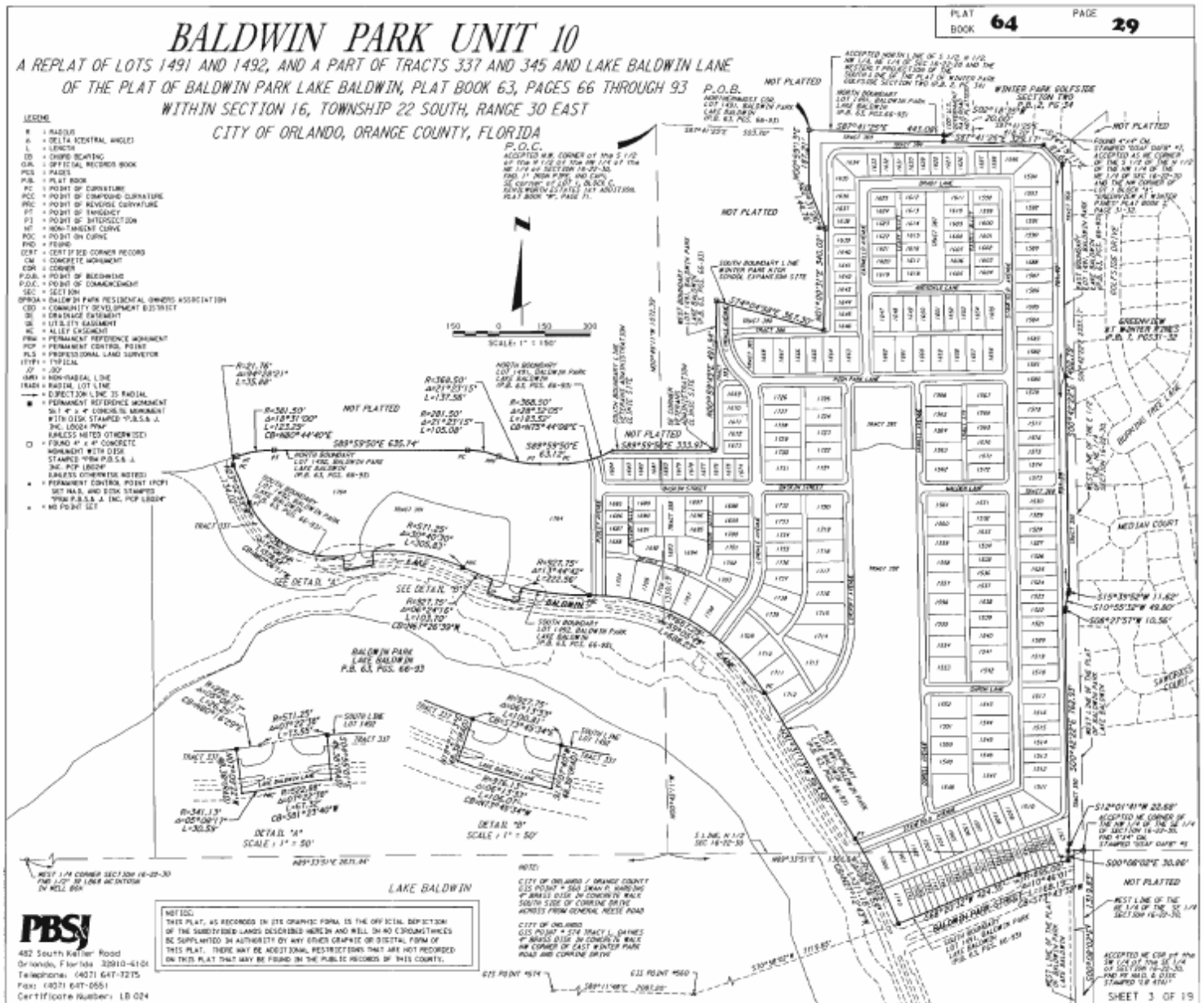
Neighborhood Communication

The full application for this project was uploaded to the City of Orlando website, and an email with the link was sent to the Baldwin Park Property Owners Association. An announcement of the project was provided in the Baldwin Park e-newsletter on July 30th, 2014. We also received emails and phone calls from neighboring property owners and residents requesting information for this project. In response, a "Frequently Asked Questions" document was written and uploaded onto the City's website. In addition, the residents created a petition on-line and distributed to the Property Owners Association. This petition is titled "Baldwin Park Homeowners Petition for Commercial and Residential separation between Baldwin Park and Proposed Senior Living Facility" and is attached to this staff report. The FAQ response is also attached to this staff report. As noted in the FAQ report, this project is not rezoning the property. The purpose of the BP TDRC review is to determine if the proposed amendment is consistent with the adopted PD and the Eastside Neighborhood Master Plan (MPL 2004-00021) which were previously approved by the Orlando City Council. No changes are proposed to the PD itself.

Traffic has been the main concern in the inquiries of the neighboring property owners. One of the requests is to have a traffic study conducted. The Baldwin Park PD approval process included a detailed transportation analysis. The Baldwin Park PD includes an entire Chapter regarding transportation including detailed Transportation Standards. The inter-connected roadway network required by the City and created by the master developer as part of the development of the Baldwin Park neighborhood specifically contemplated the entire build-out of Baldwin Park including the development of the subject property.

While an independent traffic study was not required as part of the application submittal, the City's Transportation Planning Division will coordinate with Transportation Engineering to review the project to ensure operational issues are appropriately addressed. Based on that review, the Baldwin Park TDRS may recommend that further traffic studies be conducted. Residents are encouraged to work closely with the Baldwin Park Traffic Committee to ensure that traffic concerns are addressed throughout the neighborhood. This staff report was posted to the City website on August 21st, approximately one-week prior to the Baldwin Park TDRS meeting.

EXISTING PLAT



Above is the existing recorded plat for the property. Lot 1764 is owned by SELAF Baldwin Park and Tract 391 is owned and maintained by the CDD.

SITE PHOTOS



Existing private drive surrounding Tract 391 with on-street parking, which will be removed. Property line is approximately at the back of the curb.



View of the Ridley Street residences from the eastern Lake Baldwin lane entrance.



Sidewalks are installed adjacent to Tract 391, however, all other sidewalks will be required to be installed.



The exiting pond on Tract 391 is currently signed as a "Natural Habitat Area".



View of existing VA building from Lake Baldwin Lane.



View of the VA private road (Raymond Street) at the rear perimeter of the site. Street trees are existing adjacent to the parcel.

SITE PHOTOS



View of the Ridley Street residences from the eastern Lake Baldwin lane entrance. (Google Maps)

PARKING CALCULATIONS

Parking Calculations below were provided on 8.18.2014, as a revision including the parking break-down by phases.

PARKING

PARKING REQUIRED

SKILLED CARE FACILITY	40 RESIDENTS	x (0.2 PER RESIDENT)	+ 1	9 SPACES
SENIOR LIVING TOWERS	165 UNITS	x (1 PER UNIT)		165 SPACES
TOTAL PARKING REQUIRED				174 SPACES
SPACES REQUIRED TO BE RESERVED FOR HANDICAP				6 SPACES

PARKING PROVIDED (PHASE I)

COVERED PARKING	24 SPACES
SURFACE PARKING	103 SPACES
PARKING DECK	72 SPACES
HANDICAP PARKING	4 SPACES
TOTAL PARKING PROVIDED	203 SPACES

PARKING PROVIDED (PHASE II)

COVERED PARKING	84 SPACES
SURFACE PARKING	0 SPACES
PARKING DECK	0 SPACES
HANDICAP PARKING	4 SPACES
TOTAL PARKING PROVIDED	88 SPACES

BICYCLE PARKING REQUIRED

LONG-TERM (INSIDE BUILDING)	1:20 UNITS	8 SPACES
SHORT-TERM (OUTSIDE BUILDING)	1:20 UNITS	8 SPACES

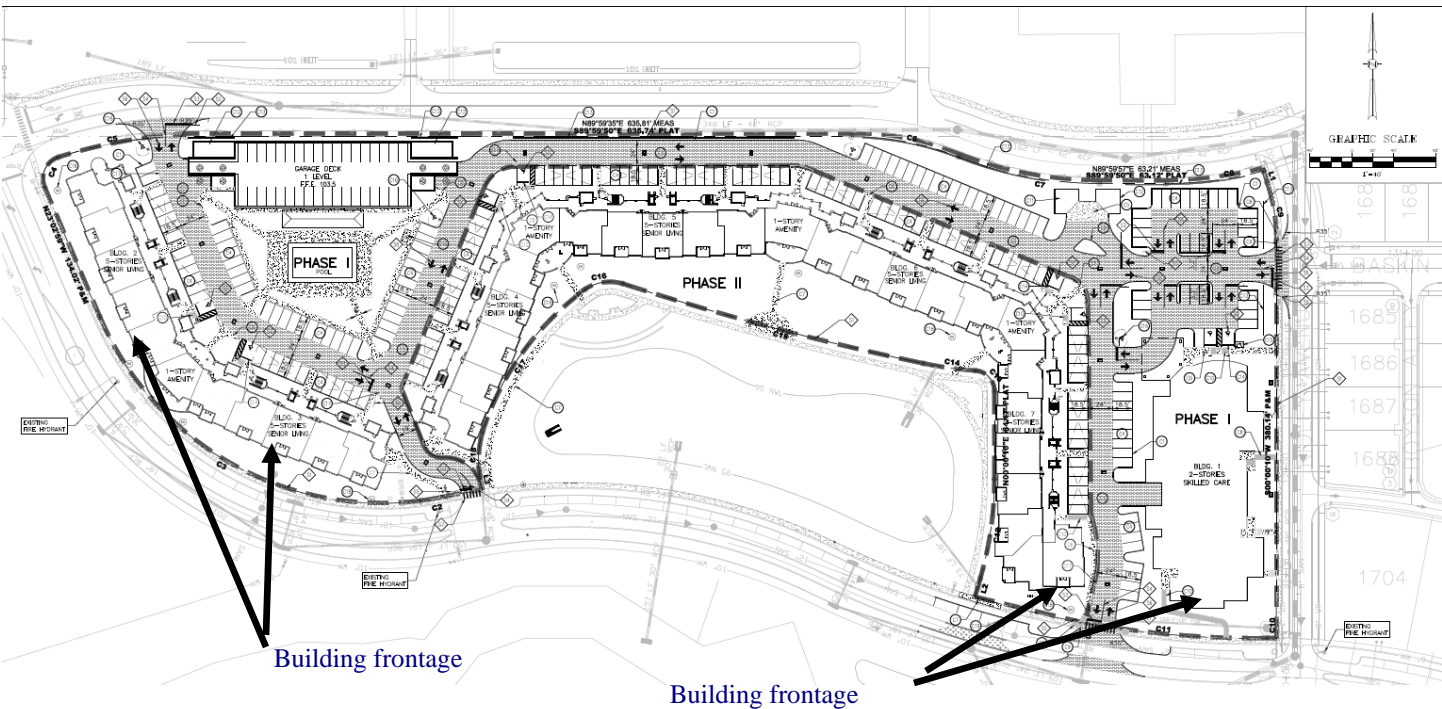
SITE AREA CALCULATIONS

	(EXISTING / PROPOSED)		
BUILDING FOOTPRINT	115,744 ±S.F.		
PAVING	92,094 ±S.F.		
SIDEWALK	21,192 ±S.F.		
IMPERVIOUS AREA	229,030 ±S.F.	5.26 ±AC.	71 %
PERVIOUS AREA	95,459 ±S.F.	2.19 ±AC.	29 %
TOTAL SITE AREA	334,489 ±S.F.	7.45 ±AC.	100.00 %

MAXIMUM IMPERVIOUS COVER ALLOWED	80 %
IMPERVIOUS COVER PROPOSED	(5.26 AC.) 71 %

IMPERVIOUS COVER ACCOUNTED FOR UNDER SJRWMD MASTER DRAINAGE SYSTEM 5.63 AC.

DEVELOPMENT PLAN



AERIAL PHOTO



ARCHITECTURAL ELEVATIONS



INDEPENDENT LIVING FACILITY ELEVATION ON LAKE BALDWIN LANE (STREETSIDE)

View of the Independent Living unit five-story buildings which are adjacent to Lake Baldwin Lane and Tract 391.



SKILLED NURSING FACILITY ELEVATION ON RIDLEY AVENUE

View of the skilled care building (Building 1). This elevation is the east elevation, across the street from the residential buildings on Ridley Avenue.

ARCHITECTURAL RENDERINGS



OVERALL SITE PLAN



LAKE BALDWIN LANE AND RIDLEY AVENUE INTERSECTION

ARCHITECTURAL RENDERINGS



RAYMOND STREET LOOKING WEST



RIDLEY LANE AND BASKIN STREET INTERSECTION



WESTERN MEDIAN CUT ON LAKE BALDWIN LANE

FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the SPMP applications contained in Section 65.000 of the Land Development Code (LDC) and PD:

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

CONDITIONS OF APPROVAL

Staff recommends approval of the Westminster Baldwin Park SPMP Amendment (MPL2014-00026) subject to the conditions below:

Urban Design

1. Final site plan; landscape plan; lighting plan; building elevations; building colors; signs; screen walls and fencing, and landscape designs are subject to final review and approval by the Town Architect and Town Planner. Final plans shall be reviewed and stamped by Town Architect and Town Planner prior to building permit review to confirm compliance with all conditions of approval.
2. Pedestrian connections shall be provided from each building to the public sidewalks along Lake Baldwin Lane and Ridley Avenue, and the existing park sidewalks on Tract 391. Pedestrian connections from each 1-story amenity building between the 5-story buildings, to the street or park shall be installed. Pedestrian crosswalks shall be installed across Lake Baldwin Lane at the corner of Ridley Avenue and at the west curb cut vehicular entrance to connect the site and parks to the Cady Way Trail along Lake Baldwin Lane.
3. Pedestrian crosswalks at all driveway curb cuts shall be constructed with brick or pavers to delineate the pedestrian path from the vehicular path. Baldwin Park crosswalk detail shall be used. Elastomeric paint may be used in addition to the paver treatment for night time visibility.
4. Parking rows may not exceed 100' of spaces unbroken by a landscape island.
5. Submit with permitting drawings a signed and sealed lighting plan with photometrics consistent with the City of Orlando's lighting ordinance (Ord. No.2013-73) or a photometric plan subject to approval by the Planning Official. To keep light and glare from encroaching onto adjacent properties, illumination shall be installed with houseside shields and reflectors to confine the light rays to the premises. Wattage shall not exceed 400 watts per bulb for parking lot fixtures. Maximum pole height shall not exceed 20-feet.
6. Signage: The City LDC Traditional City sign code applies. Only wall mounted, marquee, window, projecting and awning signs are permitted. Streetwall signs may be incorporated into a streetwall, with a maximum height of 6 feet, and maximum width of 5 feet. Refer to LDC 64.228 for more information. Signs shall be reviewed by Town Architect and Town Planner prior to permitting.
7. Gated or walled developments are prohibited.
8. Any substantial changes to the architectural style, buildings or site plan are subject to review by the TDRC.
9. All mechanical, a/c units, and utilities shall be screened from view from the ROW.
10. Phases: Site plans for Phase 1 and Phase 2 shall be submitted for review. Each phase is required to stand alone. Landscaping of area of Phase 2, after construction of Phase 1 shall meet the LDC requirements. Phase 1 site plan shall be reviewed by Town Architect and Town Planner prior to submitting permits for Phase 1.
11. Design of covered parking shelters shall be detailed to be compatible with the architecture of the buildings. Metal roofs may be permitted, however, details of the structures shall be reviewed and approved by Town Architect and Town Planner. Metal prefabricated structures shall not be permitted.
12. Parking garage structure shall be designed so that the north elevation is screened or constructed to screen the parked cars from the street. The structure shall be painted or constructed with materials that are consistent with the principal buildings on site.

(Continued)

13. Dumpsters shall be screened from above, and meet the Baldwin Park dumpster enclosure details, including the trellis screen.
14. Additional conditions from the Town Architect shall be met prior to permits being issued.

Transportation

The Transportation Planning Division supports the applicant's request for SPMP approval provided that the owner/applicant complies with the following conditions:

1. Work within Road R-O-W: For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant shall submit the following:
 1. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704).
 2. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details).
 3. A copy of all required County and State permits (If permits are pending attach a copy of the application).
2. Major Thoroughfare Access: Lake Baldwin Lane is part of the City's major thoroughfare plan. The proposed access design shall meet Orlando Land Development Code (LDC), Chapter 61, Part 1 requirements in regards to, but not limited to the following:
 1. Spacing (driveway spacing from adjacent driveways)
 2. Joint-use driveways
 3. Corner clearance (driveway spacing from intersections)
 4. Driveway sight distance
 5. Unified cross-access and circulation
 6. Service vehicle access
 7. Tie-ins to abutting properties
3. Driveway Locations:
 - ◆ The proposed driveway onto Raymond Street as shown does not meet the minimum 125 ft. driveway. This separation does not meet City Standards, however, Raymond is a private street. Final separation distance and location of the curbcut shall be coordinated and approved by the VA, prior to permits being issued.
 - ◆ The separation distance of the eastern driveway onto Lake Baldwin Lane from Ridley Lane shall be a minimum of 125 ft..
4. Driveway Design: The proposed driveway near the north west corner of Lake Baldwin Lane must be a minimum of 24' wide and the radii must be a minimum of 25' as required in the Orlando ESM. Staff also has concerns of maneuverability of emergency apparatus with the proposed curvature.
5. Driveways: Sight Distance: At all project entrances, clear sight distances for drivers and pedestrians shall not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment shall obstruct vision between 3 feet and 8 feet in height above street level. The street corner / driveway visibility area shall be shown and noted on construction plans and any future site plan submittals. The applicant shall design the site plan as necessary to comply with the intersection sight distance requirements of the both the Florida Greenbook and the FDOT Design Standards Index for on-street parking. Sight distance triangles must also be shown on landscape/hardscape plans.
6. Access: MISC: Garage building envelope seems to overhang into drive aisle, clarify or correct.
7. Public Sidewalk Requirements:
 - ◆ A 5 ft. wide public sidewalk is required adjacent to the road right-of-way (R-O-W) / property line for the length of the property along all public streets. The sidewalk may be meandered as necessary to provide adequate green space for street trees and a grass parkway in addition to the sidewalk. A City Services Easement shall be provided as necessary adjacent to the public road R-O-W to accommodate any portion of the public sidewalk that is not within the public R-O-W.
 - ◆ A 5 ft. wide public sidewalk is required adjacent to the road right-of-way (R-O-W) / property line for the length of the property along all public streets. The sidewalk may be meandered as necessary to provide adequate green space for street trees and a grass parkway in addition to the sidewalk. A City Services Easement shall be provided as necessary adjacent to the public road R-O-W to accommodate any portion of the public sidewalk that is not within the public R-O-W. The City Services Easement dedication forms are posted on the City's website. Please go to www.cityoforlando.net/permits and click on the left menu ¿Forms, Fees & Information¿. From there select ¿General Documents¿ and the appropriate City Services Easement document. Return this document to the Transportation Plans Examiner along with the legal description of the easement and the sketch of description of the easement (Exhibit A). This document will be sent to the City Legal Department for review as to form and legality. When it is in the approvable state, signed and sealed, it must be recorded at Orange County Public Records by the Owner/Applicant. Upon receiving a copy of the recorded document(s), the condition will be made MET. Alternatively, if the Applicant

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wishes, the permit may be issued with a hold placed on the final inspection until the required document(s) are approved and recorded.

8. On-site Sidewalk System: A paved pedestrian/handicap connection and/or sidewalk shall be provided from the public sidewalk(s) to the main building entrance(s). Baldwin Park is designed to be a pedestrian community, provide greater pedestrian connectivity inside and around the development with additional sidewalk connections.

9. Pedestrian Crossings: The main pedestrian crossing areas between the buildings and the parking areas shall be clearly marked with pavement markings and maintained at all times in accordance with Manual of Uniform Traffic Control Devices (MUTCD) standards.

10. Parking Lot Design: The proposed parking lot must comply with Orlando Land Development Code (LDC) and Engineering Standards Manual (ESM) requirements. Refer to LDC, Chapter 61, Part 3, for parking and loading standards. The proposed parking lot shall be redesigned to meet the following requirements: 90 degree parking requires a 24 ft. wide aisle / remove dead end areas / interconnect parking aisles so that vehicles can circulate on-site without using the street as part of the parking lot circulation system. The following shall be clearly identified on the permit plans:

- ◆ Parking stalls shall have a minimum width of 9 feet, and 18.5 feet in depth. For two-way traffic flow, the minimum aisle width shall be 24 feet.
- ◆ Dimensions for all parking stalls, drive aisles, and turning radii within the parking areas shall conform to all applicable provisions of the City Code and Engineering Standards manual. Current Code requires minimum stall dimensions of 9 ft by 18.5 ft, and 2-way aisle width of 24 ft. Stalls located adjacent to lateral obstructions shall have minimum widths of 10 ft. The widths as shown on the plans meet Code. The dimensions called out in the notes do not meet the correct depth.

11. Handicap Parking: For Informational Purpose Only: The target market for the independent living portion of this development increases the expected demand for ADA compliant parking spaces. Consideration should be given to increasing the number of such spaces provided beyond typical requirements

12. Bike Parking: Gen Requirements: Bicycle parking shall be provided as required in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code, and shall be made available prior to the issuance of any Certificate of Occupancy/Completion for the use being served. Parking facilities that comply with the standards for long-term bicycle parking may also be used to meet the short-term bicycle parking requirements. Covered bicycle parking is encouraged wherever the design of the building or use being served by the bicycle parking facility includes a covered area that could accommodate such facilities either as proposed or through economical redesign.

13. Bike Parking: Number of Spaces: Per City Code Sec. 61.333, Multi-family Dwellings greater than 3 stories tall shall provide both long-term and short-term bicycle parking in the ratio of 1 space per 20 dwelling units. For the submitted plan, this equates to 8 of each type of parking space. However, short-term spaces may be replaced with an equivalent number of long-term spaces. Both types of spaces shall be distributed throughout the independent living area. The submitted plan includes pads for bike racks near the pool and the Skilled Care facility. These are not required by code, but are encouraged by staff to remain in the final design. In all instances, the racks shall be located so as not to create conflicts with pedestrians or other vehicles.

14. Dumpster/Compactor:

- ◆ The final site plan shall show the location and size of the on-site solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. The solid waste container(s) shall not be located adjacent to any single family houses or directly adjacent to the public street.
- ◆ Dumpsters shall be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation shall be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.
- ◆ Garbage containers shall be located to allow direct access without requiring excessive maneuvering or backing of more than 50 ft. The island directly in front of the container location may require reshaping to meet this requirement.

15. Transportation Impact Fees

- ◆ Any new construction, change in use, addition, or redevelopment of a site or structure shall be subject to a review for Transportation Impact Fees. An estimated Transportation Impact Fee in the amount of \$246,846.00 will be due at the time of building permit issuance, subject to change upon final permit plan review. For a copy of the complete ordinance or impact fee rate chart, you may reference our website at: <http://www.cityoforlando.net/planning/Transportation/ifees.htm>
- ◆ The applicant shall comply with all applicable requirements of Chapter 59, the Concurrency Management Ordinance, to ensure that all public facilities and services are available concurrent with the proposed development, and that the potential impacts on public facilities and services are mitigated.
- ◆ All new construction, changes in use, additions or redevelopment are required to submit a Concurrency Management application as a part of the building plan review process. A Concurrency Management application is available on the City's website: <http://www.cityoforlando.net/permits/forms/concurrency.htm>.
- ◆ The City has adopted a Transportation Concurrency Exception Area (TCEA) citywide, substituting transportation concurrency with mobility management strategies; therefore, the City requires all development projects to support a multi-modal transportation system.

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- ◆ All development within the City, including new development, redevelopment, changes in use, and expansion of existing uses, shall mitigate their transportation impacts by incorporating Transportation Mitigation Strategies. In addition to the Concurrency Management application, applicants are required to submit a Request for Mobility Management Determination application, as part of the development review process. Approval of these applications shall not be deemed to provide any vested rights. For additional information or to obtain a Mobility Management Determination application please contact Gus Castro at: 407.246.3385.

16. Transportation: MISC: A photometric plan will be required.

Engineering/Zoning

1. Concurrency: All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management application as a part of the building plan review process.
2. Signs-LDC: See Chapter 64 Orlando Land Development Code for sign requirements and regulations. Separate permit applications are required for signs.
3. Sidewalk: As per Section 61.225 of the Land Development Code, a 5 foot wide concrete sidewalk is required along all dedicated rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
4. Engineering Standards Manual: The City Council Adopted the Engineering Standards Manual (ESM), Fourth Edition on March 9, 2009. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.
5. Sewer– Credits: A Sewer Benefit Credit in the amount of 4,308.75 gpd or \$43,733.81 has been calculated for the existing building at this location.
6. Sewer-FDEP: This project may require a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system. Submit a site plan and cover letter addressed to: Cindy Stafford, Florida Department of Environmental Protection, 3319 Maguire Blvd, Suite 232, Orlando, FL 32803 FDEP phone: 407-897-4100. Provide the Office of Permitting Services with a copy of the letter of determination from FDEP.
7. Storm-NPDES: Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.
8. Storm-Water Management District: The owner/developer is required to design and construct an on-site storm water system in accordance with the Orlando Urban Storm Water Management Manual and the approved Master Drainage Plan. Approval from the St. John's Water Management District is required. The system is to be privately owned and maintained.
9. On-Site Fees: At the time of development, the owner/developer is required to apply an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.
10. Refuse Containers: In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites.
11. Erosion-Building Site: All building site plans submitted for review should include a detailed erosion and sedimentation control plan.
12. Erosion & Sedimentation Control: Storm water control measures to minimize the impact of the erosion/sedimentation shall be incorporated in the plan of the development for all projects in the City of Orlando and a detailed description of these measures are to be included with the final engineering submittal. This is in accordance with Section 6 of the Orlando Urban Storm Water Management Manual.
13. Sewer Miscellaneous: A reclaimed water main exists along the north side of the Lake Baldwin Lane ROW. The location, elevation and size of the main shall be verified and depicted on the construction plans. Reclaimed water valve locations shall also be depicted on the plans. City records indicate that an existing private sanitary sewer pipe network exists on the property. The existing sanitary sewer shall be shown on the construction plans. Existing sanitary sewer that will not be used shall be removed or properly abandoned. New private wastewater facilities that run parallel with the ROW shall be at least 9 feet from the ROW line. A pre-application meeting with the Wastewater Division is recommended.
14. Recommendation: The Office of Permitting Services recommends approval of the proposed Specific Parcel Master Plan, subject to the above listed conditions and requirements.

Fire

1. Dept Access: Every building constructed shall be accessible to fire department apparatus by way of access roadways with all-weather surface of not less than 20 feet of unobstructed width, adequate roadway turning radius, capable of supporting the imposed loads of fire apparatus, and having a minimum vertical clearance of 13 ft. 6 in. [NFPA 1: 18.2.3].
2. Florida Fire Prevention Code: Be advised that any new construction must adhere to the requirements of the Florida Fire Prevention Code, 2007 Edition, and The City of Orlando Fire Prevention Code.
3. Fire Code Review: Be advised that any new construction must adhere to the requirements of the Florida Fire Prevention Code,

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2010 Edition, and The City of Orlando Fire Prevention Code. The design will be reviewed in detail for State and City Fire Code compliance at the time of permit application.

5. UG-Fire Permits Required: Underground main contractor must apply for a Fire permit for the installation or modification of any underground mains serving fire hydrants and/or fire protection systems prior to any installation. If the water distribution system and fire hydrants are located in a right-of-way or recorded easement and owned/installed/maintained by the water purveyor, we will only require installation to the water purveyor's standards for underground components and connections. However, hydrants must be in compliance with hydrant spacing, location, distribution, color coding, and needed fireflow minimums as specified in City Fire Code. Underground main and fire hydrant installations on private property will require an FIR permit and full compliance with NFPA 24. [City Fire Code, Section 24.13(t)(13)]
6. Construction Phase: Please inform contractor that where underground mains and hydrants are to be provided, they shall be installed, completed, and in service prior to construction work. [NFPA 1: 16.4.3.1]. Fire department access shall be provided at the start of the project and shall be maintained throughout construction. [NFPA 1: 18.2.2.1]. In all buildings more than one story in height, at least one stairway shall be provided that is in usable condition at all times and that meets the requirements of 7.2.2 of the Life Safety Code, NFPA 101. [NFPA 1: 10.2]
7. Access to Buildings: Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft (450 ft for sprinkler protected structures) from fire department access roads. [NFPA 1: 18.2.3.2]
8. Required Fire Flow: All structures must be protected by fire hydrants in accordance with City Fire Code 24.30(f). A determination will be made at the time plans are submitted for permitting. We will need a Required Fire Flow calculation in accordance with the ISO method demonstrating the water distribution system and new/existing fire hydrant(s) can deliver the demand.
9. Sprinkler Ord 5000 and Res.: All new buildings exceeding 5,000 square feet in area and residential occupancies, except detached one- and two-family dwellings, must be protected by an approved automatic sprinkler system. [City Fire Code, Chapter 24, Section 24.27(c)].

Building

1. Building Plan Review is not applicable to this case at this time. The building design will be reviewed for code compliance during the design development and construction documents phase.

Police

1. Natural Access Control: Design the site to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing street, sidewalks, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.
 - ◆ Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
 - ◆ There should be no easy access to the roof of the building(s).
 - ◆ Signs located in the parking areas should remind residents and guests to lock their vehicles and keep valuables out of sight.
 - ◆ Way-finding located throughout the property should help guide users to authorized areas while discouraging potential offenders.
 - ◆ Signage on the property should indicate that amenities (such as clubhouse, pool, BBQ, etc.) are for residents only.
 - ◆ Signage with hours of operation should be clearly visible at all entrypoints to common areas (i.e. pool, amenity spaces, leasing office, etc.).
 - ◆ Traffic calming techniques as well as surface and gateway treatments should be used throughout the development to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
 - ◆ Walkways should be a minimum 6' in width to enhance pedestrian flow. Non-slip material that allows for smooth, even travel should be considered throughout the project.
 - ◆ Reception, lobby or leasing areas should have unobstructed views of approaching employees, residents and guests.
2. Natural Surveillance: Design the site to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; porches or patios and adequate nighttime lighting.
 - ◆ A lighting plan was not available at the time of this review. Lighting plays a very important role in CPTED. It is crucial that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.
 - ◆ All lighting for this project shall meet or exceed the guidelines in Orlando Land Development Code.
 - ◆ In order to give patrons and residents a sense of safety, pedestrian-scale lighting should be used in high-pedestrian

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traffic areas especially between buildings and along all walkways throughout the project.

- ◆ Appropriate lighting should be included in any common areas anticipated to be utilized after-dark. This is especially true in and around the mailboxes, amenities, trash/recycle area and all vehicle and pedestrian entrances.
- ◆ Lighting is universally considered to be the most important security feature in a parking area. Illumination, uniformity, and glare should all be taken into consideration. Lighting fixtures should be reliable, easy to maintain, withstand the elements, and be vandal-resistant. Uniformity of light is crucial to avoid 'dark' spots.
- ◆ Any illumination shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property.
- ◆ We encourage the use of shielded or full cut-off light fixtures to help direct the light to areas you wish to illuminate. Pedestrian walkways and access routes open to public spaces should be lit so that a person with normal vision is able to identify a face from a distance of 30 feet during nighttime hours.
- ◆ Vehicle and pedestrian entrances into the property should be well lit and defined by landscaping, signage and/or architectural elements.
- ◆ **Landscaping** is another crucial aspect of CPTED. Low-growing shrubs are an excellent means for defining an area that requires visual surveillance.
- ◆ All shrubs should be kept trimmed to no higher than 2 ½ feet and should not block windows.
- ◆ Tree branches should be kept trimmed to a minimum of 6 feet from the ground; branches should be kept away from roofs; trees should not prevent building occupants from viewing entrances, sidewalks or parking areas; tree canopies should not interfere with lighting or mechanical surveillance.
- ◆ A maintenance plan is essential in landscaping.
- ◆ Entry doors on all residential units should contain 180° viewers/peepholes.
- ◆ Stairwells should be constructed of an open design (not behind solid walls) and the staircase design should allow for visibility.
- ◆ Elevator lobbies should be well lit and reflective surface materials may be used in these 'coves' to aid in natural surveillance and safety for users.
- ◆ Any interior 90° corners should utilize mirrors or reflective material to enable surveillance around corners.
- ◆ Benches or outdoor furniture placed in common areas are a good way to increase surveillance and encourage community interaction. Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
- ◆ Bicycle parking pads should be observable from building entrances, securely fastened and not hidden behind landscaping.

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

- ◆ The property should be designed to encourage interaction between neighbors.
- ◆ Each residential unit should have an address that is clearly visible from the street (or parking area) with numbers a minimum of five-inches high made of non-reflective material.
- ◆ Note: If the parking areas have spaces that are reserved for residents, the numbers should not coincide with the dwelling unit addresses for the safety of the residents.
- ◆ Instead of the proposed decorative wall, fences may be considered to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style fencing, made of commercial grade steel is a good option to consider. Another option is landscape buffers, which include hostile vegetation, to delineate public from private spaces. The fencing and landscape buffer may be used together to further define and control spaces.
- ◆ Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes.

4. **CPTED Review:** The Orlando Police Department has reviewed the plans for Westminster Baldwin Park located at 2653 Lake Baldwin Ln., utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

5. **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.

- ◆ Exterior doors should contain 180° viewers/peep holes, interior hinges, single cylinder deadbolt locks with a minimum two-inch throw, metal frames with 3" screws in the strike plates, and be made of solid core construction.
- ◆ Door locks should be located a minimum of 40 inches from adjacent windows.

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- ◆ The use of jalousie, casement or awning-style windows is discouraged.
 - ◆ All windows that open should have locks.
 - ◆ Sliding glass doors should have one permanent door on the outside and the inside moving door should have a docking device and a pin.
 - ◆ Air conditioner units should be caged and the cages should be securely locked.
 - ◆ An access control system should be considered throughout the project so only residents have access to their building, common amenities, and pedestrian access points. Common area doors or gates (amenity spaces, pool, etc.) should have locks that automatically lock when the doors or gates close.
 - ◆ Common areas should have signs that clearly identify operating hours and state that facilities are only for use by residents.
 - ◆ If alarm or security systems are installed, each dwelling unit should have a separate system that can be regularly tested and maintained by the residents. During working hours, commercial alarm systems (ex. Leasing area, pool area, etc.) should be programmed so that a short beep is sounded if an exterior door opens.
 - ◆ A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension should be used throughout this project. Security cameras should be mounted at an optimal height to capture offender identification ("aiming" down from the ceiling often results in images of the offender's hat). CCTVs should also be placed in several locations throughout the parking areas, especially areas with limited or no natural surveillance.
 - ◆ OPD's Crime Prevention Unit recommends that large glass doors and windows be made of impact resistant glass or a security film (such as Lexan™) to reduce the opportunity for burglaries. If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.
6. Construction Site Crime Prevention: Due to the continued trend of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:
- ◆ Post signs at the site that theft from the site or trespassing on a construction site is a felony under Florida Law and that the developer will prosecute.
 - ◆ To improve visibility of potential offenders by OPD patrol officers, perimeter lighting should be installed at a minimum of 150 foot intervals and at a height not less than fifteen (15') from the ground. The light source used should have a minimum light output of 2,000 lumens, shall be protected by a vandal resistant cover, and shall be lighted during the hours of darkness.
 - ◆ In addition to lighting, one of the following physical security measures should be installed:
 - ◆ Fencing, not less than six (6') feet in height, which is designed to preclude human intrusion, should be installed along the perimeter boundaries of the site and should be secured with chain and fire department padlocks for emergency vehicle access; post in a clear area, an emergency contact person and phone numbers for after hours, in case of an emergency; or
 - ◆ A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.
 - ◆ Valuable construction materials and tools should be protected in a secondary fenced, locked cage.
 - ◆ Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.
7. Crime Free Multi-Housing: Crime Free Multi-Housing (CFMH) is an internationally recognized and certified crime fighting program designed to help tenants, owners and managers of rental property keep drugs and other illegal activity off their property. CFMH is designed to be easy, yet very effective in reducing the incident of crime in rental property. Orlando Police Department is one of a small handful of law enforcement agencies in Florida that have established this program. The program includes a Crime Free Lease Addendum which has shown to be the backbone of the Crime Free Multi-Housing Program. The addendum to the lease agreement lists specific criminal acts that, if committed on the property, will result in the immediate termination of the resident's lease. CFMH utilizes a unique three-part approach, which ensures the crime prevention goal, while maintaining a very tenant-friendly approach.
- ◆ Phase One involves an eight-hour seminar presented by the police and fire departments. As soon as the management team is identified, please contact Officer Derwin Bradley to register the management team for the next scheduled seminar.
 - ◆ Phase Two certifies that the rental property has met the security requirements (based on CPTED strategies) for the tenant's safety. These requirements include:
 - Dead-bolt locks on all unit entry doors with a minimum 2-inch throw;
 - eye views (peep holes) with 180 degree view;
 - strike plates with 3-inch screws and

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- o anti-slide devices on sliding doors and windows.

Implementation of the recommended CPTED strategies will prepare this community for inclusion in CFMH.

- ◆ Phase Three concludes the program with a tenant crime prevention meeting. The sooner these meetings begin the better for this new community and the new residents. Contact Officer Bradley when the first group of tenants moves into their apartments. Officer Bradley will work with management to conduct the tenant programs.

OPD strongly encourages all multi-family communities to become registered participants in the CFMH program. For a complete list of additional program requirements and benefits, please contact the OPD CFMH Coordinator, Officer Derwin Bradley at 407.246.3927 or the Crime Prevention Unit Corporal Kevlon Kirkpatrick, 407.246.2196.

CONTACT INFORMATION

Town Planner

For questions regarding Urban Design plan review, please contact Holly Stenger, at 407.246.2861 or Holly.Stenger@cityoforlando.net

Transportation

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407-246-2293 or by e-mail: john.rhoades@cityoforlando.net

For questions and information regarding Transportation Impact Fee Rates you may contact Nancy Ottini at (407)246-3529 or nancy.jurus-ottini@cityoforlando.net

For questions and information regarding Transportation Engineering you may contact Lauren Torres at (407)246-3220 or Lauren.Torres@cityoforlando.net

Engineering/Zoning

For questions regarding Engineering or Zoning contact Keith Grayson at 407.246.3234 or Keith.Grayson@cityoforlando.net. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Response System at 407.246.4444.

Police

For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net. Additional precautions should be discussed with OPD's Crime Prevention Unit Corporal Kevlon Kirkpatrick, 407.246.2196.

Building

For questions regarding Building Plan Review issues contact Don Fields at (407) 246-2654 or don.fields@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. TDRC minutes scheduled for review and approval by City Council.
2. Final Site Plan and elevations approved and stamped by Town Architect and Town Planner.
3. Building permits.

City Response to Questions Regarding Westminster Baldwin Park

On July 22, 2014, the City of Orlando received an application for review by the Baldwin park Town Design Review Committee (BP TDRC) for the proposed 205-unit Westminster Senior Living/Skilled Care Facility located at 2653 Lake Baldwin Lane (Lot 1764 in Unit 10 of Baldwin Park). Lot 1764 is the site of the former North Shore residential condominium project and the previously approved Parc at Lake Baldwin Senior Living Facility. The site is located along Lake Baldwin Lane between Ridley Avenue to the east and Raymond Street to the west and north.

This site is located in the Baldwin Park Planned Development (PD) and, in particular, the Eastside Neighborhood Master Plan. The following information is provided to answer frequently asked questions concerning the project development specifically and the Baldwin Park development approval process in general.

1. When was the Baldwin Park PD ordinance originally adopted?

The Baldwin Park PD ordinance was adopted by the Orlando City Council in 1998 after a six year public process that was initiated soon after the Federal government announced the closure of the Orlando Naval Training Center on the site in August 1993. The reuse planning process began in 1993 when Orlando Mayor Glenda Hood established a Base Reuse Commission. The Base Reuse Commission included over 150 volunteers from throughout Central Florida. Altogether, the Base Reuse Commission held approximately 174 public meetings over a two year period. Upon conclusion of the Base Reuse Commission's work, the City of Orlando established a seven member NTC Advisory Board to implement the reuse plan. The NTC Advisory Board held over 100 additional public meetings to hear public comment on plan refinements and developer selection. After a master developer was selected in May 1998, the Municipal Planning Board held a public hearing and recommended that the City Council adopt Growth Management Plan policies to establish the maximum amount of development that would be allowed on the former NTC Main Base property. Those policies were adopted by the Orlando City Council after a public hearing held in June 1998. The Municipal Planning Board subsequently held another public hearing and recommended approval of the Baldwin Park PD. The Orlando City Council accepted the Municipal Planning Board's recommendation and adopted the Baldwin Park PD after a public hearing on July 27, 1998. The PD zoning designation provides overall standards and procedures for all development within the 1,093-acre neighborhood. The procedures in the PD allow refinements to the original 1998 land use plan and regulatory plan through the adoption of Neighborhood Plans and Specific Parcel Master Plans.

2. What is the Baldwin Park Town Design Review Committee?

The Baldwin Park Town Design Review Committee (or BP TDRC) is an administrative committee established by the Orlando City Council through the Baldwin Park PD ordinance to review and make recommendations regarding proposed neighborhood plans, design guidelines and specific

parcel master plans in Baldwin Park. The BP TDRC has three voting members and two non-voting members. The three voting members are senior City administration officials including the Planning Director (currently Dean Grandin), the City Engineer (currently James Hunt) and the Deputy Chief Administrative Officer (currently Kevin Edmonds). The non-voting members are representatives of the Baldwin Park Development Company. Recommendations by the BP TDRC are not final unless approved by the Orlando City Council.

3. What will the Baldwin Park Town Design Review Committee (BP TDRC) review?

On August 28, 2014, the BP TDRC will consider a Specific Parcel Master Plan (SPMP) amendment for 2653 Lake Baldwin Lane. The lot is within the Baldwin Park Planned Development (PD) and is zoned PD. The purpose of the BP TDRC review is to determine if the proposed amendment is consistent with the adopted PD and the Eastside Neighborhood Master Plan (MPL 2004-00021) which were previously approved by the Orlando City Council. No changes are proposed to the PD itself.

4. Does this review constitute a Re-Zoning of the property?

No, absolutely not. In fact, all of the property in Baldwin Park was zoned PD in July 1998. The property is zoned PD (Planned Development) and will remain PD. The adopted PD Regulatory Plan Map designates this parcel as “Attached Housing”, and it is designated “Neighborhood General” on the adopted Baldwin Park PD Land Use Plan (please see attached maps). These designations will remain, and there are no map changes or re-zonings proposed.

5. Is Senior Housing allowed in “Attached Housing”?

Yes. On September 25, 2008, the Baldwin Park TDRC approved a non-substantial amendment to the Baldwin Park PD to specifically allow Senior Living Facilities and to define them as a Residential land use (ZON2008-00030). City Council approved that finding at their meeting of November 3, 2008. The Baldwin Park TDRC and City Council determined that Senior Living Facilities are appropriate as a Residential use because they allow residents to age in place, remain as independent and socially interactive as their health allows, and provide on-site access to different levels of care as needed.

6. Does the proposed project conform to the adopted PD Development Program?

The PD Development Program allocates 154 standard attached housing units to the subject property. According to the Counting Rules established by the above-mentioned 2008 PD Amendment, to calculate density of Senior Living Facilities, every three (3) Assisted Living Units or Nursing Home Units and every one and a half (1.5) Independent Living Units shall be equal to one (1) standard dwelling unit. The applicant has proposed 165 Independent Living Units and 40 Assisted Living units which based on the adopted Counting Rules equates to 123.3 standard units, which is significantly below the total of 154 standard attached housing units entitled on the subject property. It is noted that the previously approved Park at Lake Baldwin contained the equivalent of 117 standard attached housing units.

7. What height is allowed?

Section 9.3 of the Baldwin Park PD - Development Standards, and the Eastside Neighborhood Master Plan, allows building heights of 2-3 stories, but specifically allows up to 5-stories for buildings adjacent to the VA Clinic. In pre-application meetings with the developer, City staff indicated that the proposed buildings should step down in height adjacent to the 1 and 2-story single family residential dwelling units located on the east side of Ridley Avenue in order to address anticipated neighborhood compatibility concerns. The applicant addressed this concern by proposing a 2-story skilled care residential facility adjacent to the neighborhood.

8. Was a traffic study required?

The Baldwin Park PD approval process included a detailed transportation analysis. The Baldwin Park PD includes an entire Chapter regarding transportation including detailed Transportation Standards. The inter-connected roadway network required by the City and created by the master developer as part of the development of the Baldwin Park neighborhood specifically contemplated the entire build-out of Baldwin Park including the development of the subject property.

As noted above, the 2008 PD Amendment which recognized Senior Living Facilities (ZON 2008-00030) as a Residential use allows a conversion from a regular or “standard” attached dwelling unit to Assisted Living Units/Nursing Home Units or Senior Independent Living Units. The purpose of the conversion matrix is to reflect the understanding that Senior Units will have equal or less traffic generation than standard attached housing units.

While an independent traffic study was not required as part of the application submittal, the City’s Transportation Planning Division will coordinate with Transportation Engineering to review the project to ensure operational issues are appropriately addressed. Based on that review, the Baldwin Park TDRC may recommend that further traffic studies be conducted. Residents are encouraged to work closely with the Baldwin Park Traffic Committee to ensure that traffic concerns are addressed throughout the neighborhood.

9. Does the City notify adjacent property owners when new development, or amendments to previously approved development, is proposed in Baldwin Park.

The City is required to comply with the procedures adopted in the Baldwin Park PD ordinance. The PD ordinance does not require public notice when development is reviewed by the BP TDRC because the BP TDRC is merely confirming proposed development is consistent with the City’s adopted Growth Management Plan, Baldwin Park PD, applicable neighborhood plans and applicable design guidelines. If the BPTDRC determines that a request is inconsistent with the applicable regulations or constitutes a substantial amendment to the PD ordinance (as specifically defined in Section 12 of the PD ordinance), the application must be sent to the Municipal Planning Board and City Council for further review. Municipal Planning Board meetings are advertised public meetings with courtesy notices sent to property owners within 400 feet of the property in question. Notwithstanding the above, in 2009, the Baldwin Park

Residential Owner's Association (ROA) requested that the City notify the ROA when projects are reviewed by the BP TDRC. As requested, the City has notified the ROA every time an application has been considered by the BP TDRC since 2009. Information is also posted on the City's Baldwin Park website at

<http://www.cityoforlando.net/city-planning/baldwin-park/>

10. What happens now?

The BP TDRC will consider the Westminster Baldwin Park SPMP amendment application on **Thursday, August 28, 2014, at 2 p.m.**, in the Agenda Conference Room on the second floor of City Hall. The public is invited to attend the BP TDRC meeting.

Implementing the Community Vision

The City of Orlando has provided this information to avoid any misunderstandings that may possibly result without full knowledge of the admittedly complex adopted regulations and procedures of the Baldwin Park PD. The City of Orlando is justifiably proud of Baldwin Park. There is no doubt that it is one of our finest neighborhoods. In fact, the City led the effort to create the Baldwin Park neighborhood out of the rubble of the Orlando Naval Training Center, shepherding an incredibly complex, multi-year process which included well over 200 public meetings, and which created a vision and implementing PD that requires the master developer and individual developers to adhere to that community-driven vision. The PD specifically promotes a rich mix of land uses and residential densities in order to support a variety of lifestyle choices and needs. PD Principle 1.4.6 specifically states that housing shall be provided for a broad spectrum of ages, incomes and backgrounds, including a variety of housing types, including attached and detached housing, multifamily dwellings, and single family homes. The City has judiciously enforced the principles of the PD for nearly 16 years, and will continue to do so. The results of this effort have been recognized through numerous local, statewide and national awards including the U.S. Environmental Protection Agency (EPA) – National Award for Smart Growth Achievement and the Congress of the New Urbanism Catherine Brown Award for the Landscape of the New Urbanism. We proudly stand behind Baldwin Park as a successful and highly desirable neighborhood and a model for development in other parts of the City, the state, and the nation.

Exhibit D

WINTER PARK HIGH SCHOOL

V.A. CLINIC

PINEYWOOD CEMETERY

GLENRIDGE WAY EAST

LAKE SPIER

FLEET PEEPLES PARK

LAKE BALDWIN

Character Overlay
Development shall be detached, duplex and townhouse units

LAKE SUSANNAH

LAKE GEAR

General Rees Avenue

Glenridge Way

Corrine Drive

Bennett Road

Cady Way Trail

S.R. 50 (COLONIAL DRIVE)

LEGEND

- Detached Housing
- Attached Housing
- Mixed Use
- Office
- Civic
- Swing (Attached Housing or Office)
- Park / Open Space
- Existing Lake
- Proposed Lake
- Existing Uses to Remain

North

1/4 Mile

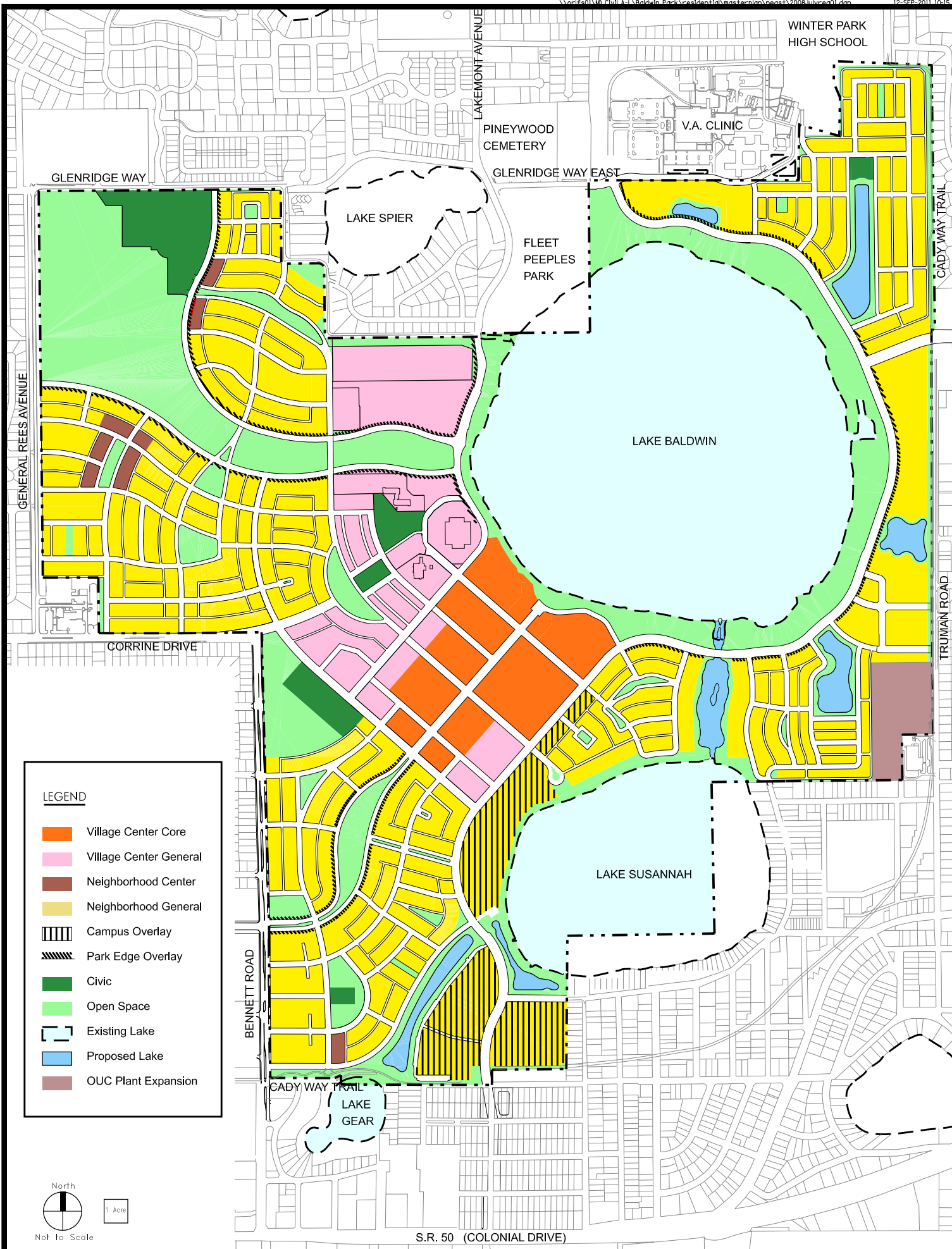
Not to Scale

Adopted August 20, 2012

LAND USE PLAN

Proposed June 2012

Proposed June 2012



LEGEND

- Village Center Core
- Village Center General
- Neighborhood Center
- Neighborhood General
- Campus Overlay
- Park Edge Overlay
- Civic
- Open Space
- Existing Lake
- Proposed Lake
- OUC Plant Expansion

North

1 Acre

Not to Scale

REGULATORY PLAN

Adopted February 2009

August 10, 2014

To: Commissioner Robert Stuart, the Baldwin Park Town Design Review Committee and Mr. Mark Jones (architect representing Baldwin Park)

Memo: Concerns Regarding the Westminster Baldwin Park Plan

The homeowners in Baldwin Park would like to express their concerns regarding the Westminster Baldwin Park (“Westminster”) development plan for the plot of land at 2653 Lake Baldwin Lane, Orlando, FL 32814. The original Baldwin Park Concept Plan (see Exhibit 1-1), used the land as higher density residential living. As you can see in the plan, the first forty percent of the lot next to Ridley Avenue was envisioned to be “multi-family low density” and the remaining sixty percent of the lot furthest away from the Ridley Avenue was envisioned as “multi-family high density” housing. It is our understanding that the original plan for this piece of land was for varying heights of townhomes and condominiums. If you look at the positioning of the retention pond and parking spaces around the pond it is very similar to the design used for single family homes, which would also work for townhomes and condominiums. The second plan for this plot of land was Parc at Lake Baldwin (“Parc Lake”) (see Exhibit 1-2) that was passed by Orlando City Council in November 2012 for a senior living facility. It is apparent that the developers of Parc Lake looked at the original concept of this property moving from “multi-family low density” to “multi-family high density” housing. The Parc Lake plan used the first portion of the lot closest to Ridley Avenue as low density by incorporating a park/pond and a one story memory care unit, which then transitioned to three story living and four story living on the remaining land furthest away from Ridley Avenue. They also realized that the original positioning of the retention pond was not originally designed for this type of higher density living that they envisioned for the senior living facility. The developers took into account the property value of the single family homes in Baldwin Park Unit 10 and were very respectful of the already established neighborhood. This Parc Lake plan kept our home values the same and/or increased the value of our homes with the addition of the park/pond, which created a buffer between the single family homes and high density living. The homeowners of Baldwin Park did not oppose this plan as it was developed as the original concept was intended and did not decrease our property values. The residents were not concerned with traffic at the time because it was promised that the Veterans Affairs (“VA”) hospital would be moving to Lake Nona.

The new Westminster plan (“Exhibit 1-3”), uses the first portion of the lot intended for “multi-family low density” housing for a two story memory care unit and (2) five story senior living buildings. It is clear that the developers of this plan did not take into account the original concept of the Baldwin Park design and did not look at the Baldwin Park development as a whole. It is unprecedented in Baldwin Park to have single family homes that close to five story buildings. There is currently only one five story tower at the Azul apartments in Baldwin Park, which sits next to three story city homes, which face a park and do not face the five story building in comparison to the single family homes on Ridley Avenue that would – if this plan is

approved – front the five story buildings in the Westminster plan. The city homes that face the four story Azul apartments are separated by a green space that serves as a buffer between them. The four story Azul apartments then step down to two story condominiums and then single family homes. According to the Baldwin Park PD Ordinance, “building heights are supposed to step up at block corners,” which is seen throughout the Baldwin Park neighborhood. The Baldwin Park homeowners in Unit 10 expect the same consideration as the rest of the neighborhood. There is never more than a two story increase from building to building or from block to block and considerations were made to keep the property value of homeowners by incorporating buffers.

All in all, the Parc Lake plan seemed much more respectful of the surrounding areas and enhanced the piece of land with some open air areas on each end and in between the buildings, which would have been more appealing to seniors who want to live in this development. The Westminster plan under consideration seems to skip that option and builds to the very limits of the lot and would seem to overshadow our end of the neighborhood. Both plans incorporate 205 units of living, but have two drastically different ways of developing the land.

Under the Westminster plan, there is an employee parking lot entrance at the intersection of Ridley Avenue and Baskin Street. All employee parking should be off of Glenridge Way. The plan also uses the small local road of Ridley Avenue as the Emergency Access route, which would disturb the residents around this area instead of using Raymond Street and Lake Baldwin Lane – located further away from local residential roads. According to a discussion that I had with a transportation engineer, although a traffic study was conducted at the conception of Baldwin Park and the overall neighborhood may be able to handle the average traffic, the roads around Baldwin Park Unit 10 may be experiencing higher levels of traffic than anticipated, which warrants a traffic study to be conducted. Other traffic studies have been conducted around Baldwin Park since the original traffic study was performed. Our current reality is that the VA hospital is not leaving and Winter Park High School traffic will always be around during the school year. Ridley Avenue, Baskin Street and Lindale Avenue experience higher volumes of traffic than anticipated for a local road. High density traffic occurs during shift changes at the VA hospital (7:00 a.m. – 7:45 a.m. and 3:45 p.m. – 4:30 p.m.), residential peak traffic leaving for work and school and Winter Park High School traffic (7:00 a.m. – 7:30 a.m. and 1:30 p.m. – 2:30 p.m. depending on dismissal schedule) during school hours. The homeowners of Baldwin Park request that a traffic study be conducted for the area of Baldwin Park Unit 10 (Raymond Street, Ridley Avenue, Baskin Street, Lindale Avenue, Baldwin Park Street and Lake Baldwin Lane) prior to the approval of the Westminster plan. The traffic study should include tube counts instead of manual counts since we experience traffic at all times of the day and should not be implemented until the start of Orange county schools to get an accurate depiction of traffic for the majority of the year. The additional traffic created by this Westminster plan would be overloading local roads that cannot handle the current traffic, especially on Ridley Avenue and Baskin Street where the entrance to the employee parking lot (95 employees total anticipated for this development) is designed to be placed. Additionally, the addition of a new entry to Baldwin Park Street from the recently renamed District on Baldwin Park and their 52-acre

property with 436 separate units of varying size will create additional traffic that previously could not get to Baldwin Park Street from within the property. At school times, all those families who previously had to use SR436 to get to school that are zoned for the same schools as Baldwin Park will now hit Baldwin Park Street at the same time as all the other peak traffic. Following the results of the traffic study, measures should be put into place to ease traffic concerns (i.e. speed bumps, one way streets, possibly a left turn lane from Lake Baldwin Lane onto Baldwin Park Street, closing the back entrance to Winter Park high school and routing traffic through Winter Park Pines, creating another exit for the VA hospital etc.). The study should also reveal the true number of units that this parcel of land should hold to not disrupt the traffic on our local roads that are currently experiencing higher traffic than anticipated at the inception. It should be noted that the homeowners do not desire to widen Lake Baldwin Lane, which would detract from our neighborhood design.

It is also our concern that there is a lack of emergency response personnel and the distance they must travel to respond to emergencies in our neighborhood should be considered. With all of our emergency services coming from the Orlando Executive Airport, response times are often a lot longer than other neighborhoods, which is not ideal for a large senior living facility. We would like to keep the current residents and potential new residents at the senior living facility safe with acceptable response times.

We would expect that Mr. Stuart as our commissioner, the Baldwin Park Town Design Review Committee, and Mr. Jones, the architect representing Baldwin Park, would all be responsible for protecting our home values and traffic concerns, which affect all of the homeowners in Baldwin Park. We hope that you all take our concerns very seriously and take action on our behalf. We would like to see the development of 2653 Lake Baldwin Lane, Orlando, FL 32814 and agree that a senior living facility would complete the Baldwin Park plan as a place to live during all phases of life. Please find our petition (Exhibit 1-4), which outlines our concerns and requests regarding this Westminster development plan. We have also included a list of the signatures (124 written and online) from homeowners who support this petition (Exhibit 1-5) as of the date of this letter and specific comments from homeowners regarding the concerns of this plan (Exhibit 1-6). We plan to continue to gain support from the other homeowners of Baldwin Park and we will send a final list of supporters prior to the meeting at City Hall on August 28, 2014.

The Baldwin Park residents would be happy to meet with Commissioner Stuart regarding our concerns in hopes that we can come to a compromise with the developers and continue to make Baldwin Park the wonderful neighborhood that we have come to love.


Sincerely,

Jessica Rozier

Jessica Rozier on Behalf of the Homeowners in Baldwin Park

Exhibit 1-1



 Open Space	 Single Family High Density	 Swing
 Village Center	 Multi-Family Low Density	 Commercial
 Office	 Multi-Family High Density	 Light Industrial
 Single Family Low Density	 Civic	

*Note: Taken from 1998 Baldwin Park Concept Plan.

Exhibit 1-2: Parc at Lake Baldwin Plan

Staff Report to the
Baldwin Park TDRC
November 15, 2012

MPL2012-00021
ITEM #1



PARC AT LAKE BALDWIN 2653 LAKE BALDWIN LANE SPECIFIC PARCEL MASTER PLAN



Location Map



SUMMARY

Owner Scott Denbow, Vice President SELAF Baldwin Park, LLC	Property Location: 2653 Lake Baldwin Lane, Lot 1764 and Tract 391 in Unit 10 of Baldwin Park (PID: 16-22-30-0534-01-764). (±7.45 acres; District 3)	Public Comment The applicant's submittal and notice of the Baldwin Park TDRC meeting were posted on the City of Orlando's Baldwin Park website on October 17, 2012. This staff report was posted to the City's Baldwin Park website approximately one week prior to the BPTDRC meeting and was also provided to the Baldwin Park Residential Owners Association (ROA) via e-mail.
Applicant John Classe, Jr., Vice President Atkins	Applicant's Request: Approval of a Specific Parcel Master Plan for a 205-unit Senior Living Facility comprised of separate wings with one 4-story building for 145 Independent Living Units, one 3-story building for 40 Assisted Living Units, and one single-story building for 20 Memory Care Units, and associated amenities.	
Project Planner Holly Stenger, AIA	Staff's Recommendation: Approval of the request, subject to the conditions in this report.	
Updated: November 9, 2012		

Exhibit 1-4: Baldwin Park Homeowners Petition For Commercial/Residential Separation

Whereas, I purchased my home with the understanding that the current Veterans' Administration Hospital would be moved to Lake Nona;

Whereas, homeowners purchased their homes from 2007 – November 2012 with the understanding that the property at 2653 Lake Baldwin Lane across Ridley Street would be developed as townhomes per development requirements and from November 2012 to present with the understanding that the property across Ridley Street would be developed as a senior living facility with a pond and park on both sides of this property as a buffer to residential areas on the following cross streets: (1) Lake Baldwin Lane and Raymond Street and (2) Ridley Avenue and Baskin Street;

Whereas, the current development plans call for a two-story building fronting Ridley Street and Baskin Street and (6) five story buildings (taller than any other covenants allowed in Baldwin Park) blocking residential expectations;

I hereby do protest the current development plans on the following grounds:

1. The current VA traffic and Winter Park High School traffic creates massive traffic jams in the morning and afternoon hours for Baldwin Park residents, making it near impossible for residents to exit the development; in particular, traffic on Ridley Street and Lake Baldwin Lane is impenetrable during the early morning and peak afternoon periods;
2. Additional traffic studies, particularly during peak periods, need to be conducted on Baskin and Ridley Streets, Lake Baldwin Lane, and Glenridge Way/Raymond Street prior to approval of any additional development, with specific emphasis on ingress and egress points, but not prior to the opening of Orange County schools to depict an accurate flow of traffic;
3. All access to the new development should be off of Glenridge Way/Raymond Street closer to Glenridge Way and Lake Baldwin Lane, so as not to further impact traffic on narrow, local, residential roads, i.e. Ridley Avenue and Baskin Street (The current plan calls for employee parking off of Ridley Avenue, which will increase peak hour traffic.);
4. A park buffer (not a parking lot or building) as originally proposed in the November 2012 senior living facility plan between the residential development on Ridley and Baskin Streets and the proposed commercial development shall be included in development designs to protect existing home values consistent with covenants expressed at the time of homeowners' purchase;
5. No building shall be in excess of 3-stories in keeping with the residential character of the neighborhood and the Baldwin Park development

Signed: /s/ _____

Address: _____

Date: _____

Exhibit 1-5: Petition Signatures

	Name	City	State	Zip Code	Country	Signed On	Forum of Signature
1	Jessica Rozier	Orlando	Florida	32814	United States	8/4/2014	Online
2	Debbie Marcet	Orlando	Florida	32814	United States	8/4/2014	Online
3	John Rozier	Orlando	Florida	32814	United States	8/4/2014	Online
4	Alexis Salerno	Orlando	Florida	32814	United States	8/4/2014	Online
5	Joshua Pike	Orlando	Florida	32814	United States	8/4/2014	Online
6	Richard Dunbar	Orlando	Florida	32814	United States	8/4/2014	Online
7	Russell Aquino	Orlando	Florida	32814	United States	8/4/2014	Online
8	Nichole Vogt	Orlando	Florida	32814	United States	8/4/2014	Online
9	Catie Bean	Orlando	Florida	32814	United States	8/4/2014	Online
10	Courtney DeVane	Orlando	Florida	32814	United States	8/4/2014	Online
11	Brandon Derrick	Orlando	Florida	32814	United States	8/4/2014	Online
12	Robert Millward	Orlando	Florida	32814	United States	8/4/2014	Online
13	Christy Lyle	Orlando	Florida	32814	United States	8/4/2014	Online
14	Irene DeVane	Winter Park	Florida	32789	United States	8/4/2014	Online
15	Erica Miller	Orlando	Florida	32814	United States	8/4/2014	Online
16	Robert Buchanan	Orlando	Florida	32814	United States	8/4/2014	Online
17	Jodi Mongin	Orlando	Florida	32814	United States	8/4/2014	Online
18	Catherine Curry	Orlando	Florida	32814	United States	8/4/2014	Online
19	Susan Curry	Orlando	Florida	32814	United States	8/4/2014	Online
20	Christopher Davis	Orlando	Florida	32814	United States	8/4/2014	Online
21	Sarah Sleeth	Orlando	Florida	32814	United States	8/4/2014	Online
22	Kyle Sleeth	Orlando	Florida	32814	United States	8/4/2014	Online
23	Lindsay Buono	Orlando	Florida	32814	United States	8/4/2014	Online
24	Tom Williams	Orlando	Florida	32814	United States	8/4/2014	Online
25	Roger Pickar	Maitland	Florida	32751	United States	8/4/2014	Online
26	Dawn Derrick	Orlando	Florida	32814	United States	8/4/2014	Online
27	Paul Rozzero	Orlando	Florida	32814	United States	8/4/2014	Online
28	Laura Garavuso	Orlando	Florida	32814	United States	8/4/2014	Online
29	Charles Fawsett	Orlando	Florida	32814	United States	8/4/2014	Online
30	Patricia Stein	Orlando	Florida	32814	United States	8/4/2014	Online
31	Julie Pickar	Maitland	Florida	32751	United States	8/5/2014	Online
32	Rupert Curry	Winter Park	Florida	32789	United States	8/5/2014	Online
33	Darby Poole	Orlando	Florida	32814	United States	8/5/2014	Online
34	Jane Choo	Orlando	Florida	32814	United States	8/5/2014	Online
35	Susan Dunbar	Orlando	Florida	32814	United States	8/5/2014	Online
36	David Dell'Olio	Orlando	Florida	32814	United States	8/5/2014	Online
37	Ryan von Weller	Orlando	Florida	32814	United States	8/5/2014	Online
38	Dana Wardeh	Orlando	Florida	32814	United States	8/5/2014	Online
39	Marianne Arneberg	Orlando	Florida	32814	United States	8/5/2014	Online
40	Jessica Curley	Orlando	Florida	32814	United States	8/5/2014	Online
41	Amy Earl	Orlando	Florida	32814	United States	8/5/2014	Online
42	Matt Wright	Orlando	Florida	32814	United States	8/5/2014	Online
43	Holly Rozzero	Orlando	Florida	32814	United States	8/5/2014	Online
44	Janet Haynes	Orlando	Florida	32814	United States	8/5/2014	Online
45	Teresa Dorsett	Orlando	Florida	32814	United States	8/5/2014	Online
46	Agata Dell'Olio	Orlando	Florida	32814	United States	8/5/2014	Online
47	Chris Bean	Orlando	Florida	32814	United States	8/5/2014	Online
48	Deborah Snow	Orlando	Florida	32814	United States	8/5/2014	Online
49	Kelly Bruderick	Orlando	Florida	32825	United States	8/5/2014	Online
50	Michael Bonko	Orlando	Florida	32814	United States	8/5/2014	Online
51	David McCarthy	Orlando	Florida	32814	United States	8/5/2014	Online
52	Shankar Lakshmi	Orlando	Florida	32814	United States	8/5/2014	Online
53	Pam Fawsett	Orlando	Florida	32814	United States	8/5/2014	Online
54	Jonathan Simon	Orlando	Florida	32814	United States	8/5/2014	Online
55	Derya Dursun	Orlando	Florida	32814	United States	8/5/2014	Online
56	Kim Mazzilli	Ocoee	Florida	34761	United States	8/5/2014	Online
57	Eve Schein	Orlando	Florida	32814	United States	8/5/2014	Online
58	lynne widdison	plymouth	Massachusetts	2360	United States	8/5/2014	Online
59	Jeanine Scharpf	Orlando	Florida	32814	United States	8/5/2014	Online
60	David Gootee	Orlando	Florida	32814	United States	8/5/2014	Online
61	Charlene Mccarthy	Orlando	Florida	32814	United States	8/5/2014	Online
62	John Grady	Orlando	Florida	32814	United States	8/5/2014	Online

Exhibit 1-5: Petition Signatures

	Name	City	State	Zip Code	Country	Signed On	Forum of Signature
63	Farris Briggs	Atlanta	Georgia	30306	United States	8/5/2014	Online
64	Chandler Mikkelsen	Orlando	Florida	32814	United States	8/5/2014	Online
65	Kathleen Riley	Orlando	Florida	32828	United States	8/5/2014	Online
66	Daniel Wardeh	Orlando	Florida	32814	United States	8/5/2014	Online
67	Jason Brakel	Orlando	Florida	32814	United States	8/5/2014	Online
68	Myriam Garcia	Orlando	Florida	32814	United States	8/5/2014	Online
69	Jessica Brown	Orlando	Florida	32814	United States	8/5/2014	Online
70	Cindy Buchanan	Orlando	Florida	32814-677	United States	8/5/2014	Online
71	Melisa Moss	Orlando	Florida	32814	United States	8/5/2014	Online
72	Karin Kazimi	Orlando	Florida	32814	United States	8/6/2014	Online
73	JOSE MARTINEZ-MALO	ORLANDO	Florida	32814	United States	8/6/2014	Online
74	Lumari Quintana Vazquez	Orlando	Florida	32814	United States	8/6/2014	Online
75	Jennifer Hill	Orlando	Florida	32814	United States	8/6/2014	Online
76	Rachel Arenz	Orlando	Florida	32814	United States	8/6/2014	Online
77	Steven Barkdull	Orlando	Florida	32814	United States	8/6/2014	Online
78	Deborah Robertson	Orlando	Florida	32814	United States	8/6/2014	Online
79	James Robertson	Orlando	Florida	32814	United States	8/6/2014	Online
80	Holly Rosvik	Orlando	Florida	32814	United States	8/6/2014	Online
81	Sverre Rosvik	Orlando	Florida	32814	United States	8/6/2014	Online
82	Ari Schein	Orlando	Florida	32814	United States	8/6/2014	Online
83	Omar Vazquez	Orlando	Florida	32814	United States	8/6/2014	Online
84	Bill, Jr Nelson	Orlando	Florida	32814	United States	8/6/2014	Online
85	Deborah Brunetti	Orlando	Florida	32814	United States	8/6/2014	Online
86	Carol Ruke	Orlando	Florida	32814	United States	8/6/2014	Online
87	Angel Garcia	Orlando	Florida	32814	United States	8/6/2014	Online
88	Donna Cento	Orlando	Florida	32814	United States	8/6/2014	Online
89	Beth Primrose	Orlando	Florida	32814	United States	8/6/2014	Online
90	Millie Lopez-Campillo	Orlando	Florida	32814	United States	8/6/2014	Online
91	Catherine Weeden	Orlando	Florida	32814	United States	8/7/2014	Online
92	Teresa Holleran	Orlando	Florida	32835	United States	8/7/2014	Online
93	Julians Gurnee	Orlando	Florida	32814	United States	8/7/2014	Online
94	Tully Cento	Orlando	Florida	32814	United States	8/8/2014	Online
95	Damon Kinton	Orlando	Florida	32814	United States	8/8/2014	Online
96	Doug Peterson	Orlando	Florida	32806	United States	8/8/2014	Online
97	Shedy Berrios	Jacksonville	North Carolina	28540	United States	8/8/2014	Online
98	Justin Wiechart	Orlando	Florida	32814	United States	8/10/2014	Online
99	Cliff Gindin	Orlando	Florida	32814	United States	8/10/2014	Online
100	Brittany Gindin	Orlando	Florida	32814	United States	8/10/2014	Online
101	Kathryn L. Simmons	Orlando	Florida	32814	United States	8/5/2014	Written
102	Robert T. Simmons	Orlando	Florida	32814	United States	8/5/2014	Written
103	Wendy Romano	Orlando	Florida	32814	United States	8/3/2014	Written
104	Michael Romano	Orlando	Florida	32814	United States	8/3/2014	Written
105	Michael Booher	Orlando	Florida	32814	United States	8/4/2014	Written
106	Mireya Booher	Orlando	Florida	32814	United States	8/4/2014	Written
107	Michelle McMahan	Orlando	Florida	32814	United States	8/4/2014	Written
108	Mitchell Salerno	Orlando	Florida	32814	United States	8/4/2014	Written
109	Carol Mancero	Orlando	Florida	32814	United States	8/4/2014	Written
110	Katherine Gonzalez	Orlando	Florida	32814	United States	8/4/2014	Written
111	Glenn Lyle	Orlando	Florida	32814	United States	8/4/2014	Written
112	Arthur Hall	Orlando	Florida	32814	United States	8/4/2014	Written
113	Amy Hall	Orlando	Florida	32814	United States	8/4/2014	Written
114	Anthony Greco	Orlando	Florida	32814	United States	8/4/2014	Written
115	Florence Greco	Orlando	Florida	32814	United States	8/4/2014	Written
116	Rebecca Ahearn	Orlando	Florida	32814	United States	8/4/2014	Written
117	Matthew Ahearn	Orlando	Florida	32814	United States	8/4/2014	Written
118	Mike Choo	Orlando	Florida	32814	United States	8/4/2014	Written
119	Chris Conrad	Orlando	Florida	32814	United States	8/5/2014	Written
120	Elizabeth Conrad	Orlando	Florida	32814	United States	8/5/2014	Written
121	Nikki Park	Orlando	Florida	32814	United States	8/9/2014	Written
122	Gabe Park	Orlando	Florida	32814	United States	8/9/2014	Written
123	Larry Goldenberg	Orlando	Florida	32814	United States	8/5/2014	Written
124	Dawn Goldenberg	Orlando	Florida	32814	United States	8/5/2014	Written

Exhibit 1-6: Comments Regarding Westminster Plan

Name	Location	Date	Comment
Joshua Pike	Orlando, FL	2014-08-04	The traffic situation on Ridley St is already difficult given people use it to bypass Lake Baldwin Lane. If this facility is build the traffic issue will only be exacerbated. The size of buildings will completely block any views we once had.
Courtney DeVane	Orlando, FL	2014-08-04	The impact of this project on the residents in our area could be detrimental. The traffic is already a problem and our views would be totally obstructed. This was not what we signed on for when we picked our location.
Jodi Mongin	Orlando, FL	2014-08-04	Traffic issues, home values decreasing
Sarah Sleeth	Orlando, FL	2014-08-04	Lowering property values and traffic. A 5 story building is not acceptable.
Tom Williams	Orlando, FL	2014-08-04	I have no objection to the proposed senior living facility only if the conditions in the homeowners petition are satisfied. Otherwise this will fall outside the design concepts that were ratified, change the appearance of our neighborhood drastically and add substantially to traffic issues that already exist.
Roger Pickar	Maitland, FL	2014-08-04	It is inviting congestion and is not scaled to neighborhood!
Julie Pickar	Maitland, FL	2014-08-05	Because it'll cause too much traffic and there are small children at play!!!
Jane Choo	Orlando, FL	2014-08-05	This will adversely affect quality of our life that we enjoy at Baldwin park and negative impact on property value.
David Dell'Olio	Orlando, FL	2014-08-05	I live in Baldwin Park.
Ryan von Weller	Orlando, FL	2014-08-05	Increased potential traffic and 5 story proposed building height are of great concern. Traffic on Lake Baldwin Lane is already close to or over capacity. Suggest reducing unit count and/or building heights and providing access off of Glenridge and Raymond.
Marianne Arneberg	Orlando, FL	2014-08-05	As a renter for the last four years, traffic in the area is horrible -- particularly during the morning and afternoon rush hours at the VA Hospital and with the Winter Park High School traffic cutting through the neighborhood. Thanks for listening!
Janet Haynes	Orlando, FL	2014-08-05	Height of proposed buildings and traffic situation.
Teresa Dorsett	Mount Dora, FL	2014-08-05	I am the homeowner at 5232 Baskin Street in Baldwin Park.
Agata Dell'Olio	Orlando, FL	2014-08-05	Affects the character of my neighborhood.
Deborah Snow	Orlando, FL	2014-08-05	I live and work in Baldwin Park. I am not opposed to the Senior Living Facility but common sense decisions on traffic and density need to be seriously reconsidered now that the VA center is staying.
David McCarthy	Orlando, FL	2014-08-05	I own a home directly across from the proposed project site on Ridley Ave. I am concerned about the traffic impact and the size of the buildings proposed in the plans.
Pam Fawsett	Orlando, FL	2014-08-05	too much traffic for a residential neighborhood!
Jonathan Simon	Orlando, FL	2014-08-05	I live in the area which would be effected by this proposal.
Kathleen Riley	Orlando, FL	2014-08-05	My daughter owns her home there and I feel that she was misled- the moving of the VA and now, the senior housing would add to the already congestion on the streets.
Karin Kazimi	Orlando, FL	2014-08-06	The volume of traffic in our section of Baldwin Park makes it impossible to get in and out of our properties. A traffic study needs to be done when school is in session and a plan needs to be developed and implemented to overcome the gridlock of traffic.

Name	Location	Date	Comment
Jennifer Hill	Orlando, FL	2014-08-06	The traffic in this area is already a nightmare. this would bring too many cars.
Steven Barkdull	Orlando, FL	2014-08-06	During morning and evening "rush hour", there are already too many cars on Lake Baldwin Ln. Baldwin Park's streets are already extremely narrow. Adding more traffic will obviously make things worse.
Holly Rosvik	Orlando, FL	2014-08-06	It is not what was originally planned. Six - five story buildings is way too much in that small area, for traffic and for house values.
Deborah Brunetti	Orlando, FL	2014-08-06	Severe negative impacts to our neighborhood will result if this project is implemented as currently revised from original understandings.
Millie Lopez-Campillo	Orlando, FL	2014-08-06	Although a senior living facility offers a different type of residential living currently not available in Baldwin Park, the scale of the proposed project along with a parking lot that will dump additional traffic into the already congestive roads of Ridley, Baskin, and Lindale during peak hours is not acceptable. Also, please know that adding lanes to what was designed to be a walk/bike friendly community is not the answer and will certainly be opposed.
Catherine Weeden	Orlando, FL	2014-08-07	Traffic on Lake Baldwin Lane, Baskin, Ridley and Lindale are already impacted greatly by the VA Hospital and Winter Park High School. Adding a third non-residential use in this area will only add to an already frustrating traffic area. These roads provide ingress and egress for residents and I don't believe were ever planned (especially Baskin, Ridley and Lindale) as thoroughfares to these destinations. In both the morning and afternoon, attempting to enter Lake Baldwin Lane from Lindale or Stanfield is very challenging – with long streams of cars and school busses. Lake Baldwin Lane is also already significantly damaged with poorly patched potholes. Additionally, students and VA workers regularly park along Ridley and Baskin and walk into the school or the VA, rendering them essentially one-way streets for residents and causing traffic to detour down the alleys. Please review all options before adding another commercial establishment to this residential area. I request a traffic study (or a visit by city officials) during the peak times and after school begins to best evaluate the situation.
Juliana Gurnee	Orlando, FL	2014-08-07	The impact on traffic compounded the noise of the construction will create a huge inconvenience to commuters in the area that already struggle with Winter Park High School traffic.
Damon Kinton	Orlando, FL	2014-08-08	Kids on bikes and more traffic are not a good combination. The roads are narrow, parked cars block the view and traffic is already congested when the VA changes shifts or WPHS releases students.