



BALDWIN HARBOR - LOTS 626 & 629 SPMP AMENDMENT



Location Map



Subject Site

SUMMARY

Owner

Baldwin Newco I, LLC;
Baldwin Newco II, LLC

Applicant

Rebecca Wilson, Agent,
Lowndes, Drosdick, Doster,
Kantor & Reed, P.A.

Project Planner

Holly Stenger, AIA

Updated: February 20, 2014

Property Location: 1711 Jake Street and 1887 Jake Street (PID: 16-22-30-0551-06-290, and 16-22-30-0551-06-260). Lot 626 (\pm 4.55 acres) is northeast of Jake Street; southeast of Lakemont Ave.; southwest of Lake Baldwin and the Kady Way Trail; and northwest of the commercial buildings on Lot 627. Lot 629 (\pm 5.45 acres) is northeast of Jake Street; southeast of the commercial buildings on Lot 628; southwest of Welham Street; and northwest of Lake Baldwin Lane. (District 3)

Applicant's Request:

Amendment of the Specific Parcel Master Plan (MPL2005-00036) for Lots 626 and 629 to construct two 4-story multi-family infill buildings with structured parking and amenities. Lot 626 is proposed to contain 227 residential units, and Lot 629 is proposed to contain 256 residential units, for a total of 483 residential units.

Staff's Recommendation:

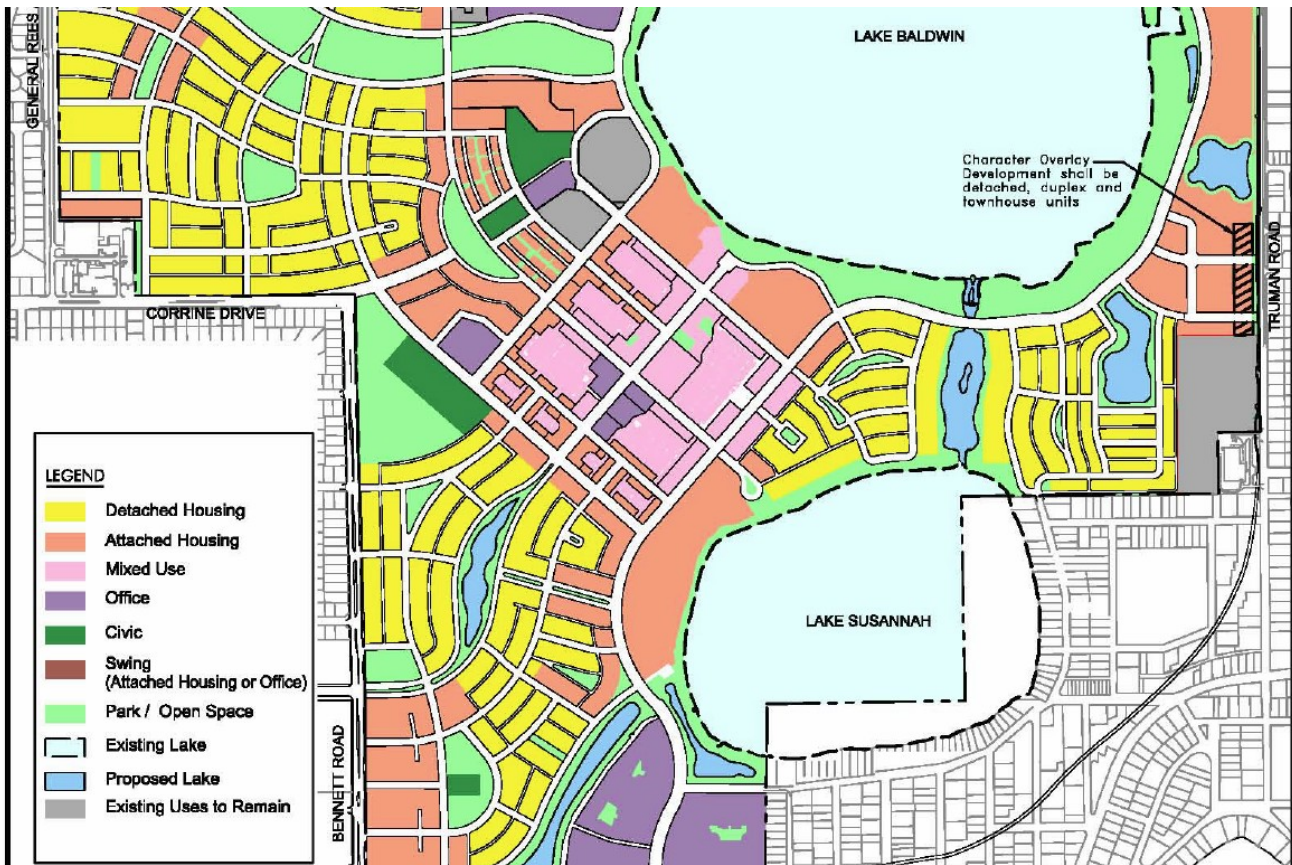
Approval of the request, subject to the conditions in this report.

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 January 24, 2014. Also, an email was sent to the Baldwin Park Property Owner Association on January 24th, 2014. The Applicant also presented the project at the Baldwin Park Residential Owner Association meeting on February 12th, 2014. A common response statement to frequently asked questions was posted on the City's Baldwin Park website. Also, 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.

LAND USE MAP

Not to scale



REGULATORY MAP

Not to scale



Note: There are no changes proposed to the Land Use Map nor the Regulatory Map. These exhibits are for reference only, to illustrate the existing designation and land uses for the sites.

PROJECT ANALYSIS

Project Description

The Baldwin Harbor Project consists of two parcels, Lot 626 and Lot 629, located at the terminus of New Broad Street in Baldwin Park, fronting Lake Baldwin. The Project includes the development and construction of two 4-story multi-family infill buildings. Along with the residential buildings, structured parking garages and on-site parking spaces are proposed to facilitate the residential use and the required additional public parking spaces associated with the parcels.

Lot 629 (Parcel 1) is 5.45 acres and is proposed to include 256 residential units in a 4 story format with residential leasing, amenity spaces, and green spaces throughout. Courtyards and motor courts are used to reduce the scale of the building and reduce its overall footprint. Lot 626 (Parcel 2) is 4.55 acres and contains 227 residential units. Additional space is allocated for potential future leasing, amenity space, along with open green spaces. The Buildings are designed to address the street edges, while their wall edges, roof massing, and corners are designed to create a series of facades that reduce the scale of the building. The total of 483 residential units is consistent with the allocated development for these lots, per the Land Use Program (ZON2001-00050 Amendment #7, October 25, 2012). In addition to the residential units, the project will include a leasing office, fitness center, swimming pools, and amenity areas within and adjacent to the buildings.

A combination of stucco and hardi siding, for color and texture, is the primary material palette used on both parcels. Standing seam metal roof accents, along with architectural asphalt shingle roofing materials are proposed. Color and exterior detailing will be used to create separate building characters for the two parcels. Services and equipment are located within their respective service alleys and yards. Trash and recycling bins will be kept within contained rooms distributed within both buildings for convenient access and servicing.

After approval by TDRC and acceptance of the minutes at City Council, there are no additional approvals needed from other boards for this project. Town Architect and Town Planner approval will be required prior to submitting to the Permitting Division. The project is not requesting any density or intensity bonuses.

Background and Previous Approvals

- ◆ Baldwin Park PD Ordinance was adopted on July 27, 1998.
- ◆ On December 15, 2000, the Baldwin Park Town Design Review Committee (TDRC) approved the Infrastructure Master Plan (MPL 2000-00001).
- ◆ On April 26, 2001, the TDRC approved the Landscape Master Plan (MPL 2001-00005).
- ◆ April 8, 2002, the TDRC approved the Village Center Master Plan (MPL2002-00002).
- ◆ October 22, 2003, the TDRC approved the Village Center Harbor Master Plan (MPL2003-00025).
- ◆ December 21, 2004, the TDRC approved the Waterfront Retail Buildings E & F SPMP (MPL2004-00039).
- ◆ July 21, 2005 Plat recorded– Village Center Waterfront (SUB2003-00048).
- ◆ April 7, 2005, the TDRC approved the Village Center Waterfront Master Plan, Amendment #2 (MPL2005-00025).
- ◆ August 25, 2005, the TDRC approved the Specific Parcel Master Plan For Village Center Waterfront Condominiums (MPL2005-00036).
- ◆ October 25, 2012, the TDRC approved the Land Use Program Amendment #7 and Entitlement Summary Update (ZON2001-00050).
- ◆ On January 21, 2014, the application was submitted for review of the amendment to the SPMP (MPL2005-00036) by the TDRC.

Project Context

The proposed project is located on Lots 626 and 629 of the Baldwin Park Village Center Waterfront Subdivision. Currently, a temporary surface parking lot with approximately 240 parking spaces exists on Lot 626, and Lot 629 is vacant. The lots were planned as Blocks E & F of the Village Center Master Plan. The commercial portions of these blocks have been built on Lots 627 and 628, with a total permitted square foot area of $\pm 41,848$ (Lot 627– $\pm 25,575$ s.f.; Lot 628— $\pm 16,273$ s.f), which fronts onto New Broad Street. The proposed project will retain the service areas that are shared behind the commercial buildings and use as access into the parking lots and loading areas. Lake Baldwin Park and the Cady Way Trail runs along the eastern side Lot 626, and Weldona Ave. divides Lot 629 from the Park and Trail. The mixed-use (commercial and residential) buildings of Village Center Blocks C & D are existing to the west across Jake Street. These buildings are 3-4 stories tall and include commercial, live-work, and residential uses. The adjacent streets are existing, and incorporate on-street parking, street lights, and street trees. The proposed project will minimally affect the existing street tree pattern, where the new curb-cuts to the parking garages are proposed on both parcels along Jake Street. New on-street parking is proposed along the south side of Lakemont Avenue, within the right-of-way, along the

property. Pedestrian connections are proposed to connect the residential property to the Cady Way trail on Lot 626, as well as the other public sidewalks adjacent to both sites.

Attached Housing Land Use

In regards to the term “Attached Housing”, the adopted Baldwin Park PD does not distinguish apartment development from any other type of multifamily development such as condos or townhomes. Each of these residential development types are considered “Attached Housing.” “Attached Housing is defined as “any group of three or more housing units occupying a single building site, whether composed on one or more than one principle building.” The multifamily building typology does not preclude ownership, so it is conceivable that a development initially approved as owner-occupied units could be converted to rental without local government approval. Conversely, a development approved as rental could also be converted to owner-occupied units. For example, the Centergate development along Bennett Road was originally approved as 220 rental units, but those units were converted to owner-occupied condominiums. Section 3.18 of the Baldwin Park PD ordinance indicates residential use in the PD “shall be designed to produce an initial residential ownership minimum of 60% owner-occupied units.” While ownership was considered during the “initial” approval of all development in Baldwin Park, the City Attorney’s Office has determined that the 60% owner-occupied provision is not enforceable. (See Memorandum from Kyle Shephard, Assistant City Attorney, dated May 5, 2013.) It should be noted that the PD ordinance does not require the City to track ownership versus rental after initial approval, nor would it be appropriate for the City to dictate whether a homeowner can rent their dwelling unit (the City knows anecdotally that single family homeowners and multifamily property owners have subsequently converted owner-occupied dwelling units to rental).

6.4 Development Standards	
Lot/Building Site Sizes	<ul style="list-style-type: none"> development block should be divided into smaller building sites, wherever possible max width: building site can extend up to full block, but to the greatest extent possible, single buildings should not exceed 200'
Lot Coverage	<ul style="list-style-type: none"> max impervious surface area: 100% parking lots must comply with landscape standards in Appendix G
Setbacks	<ul style="list-style-type: none"> 0' front setback/build-to line. 0' minimum side setback 0' minimum rear setback 5' minimum setback from the street R.O.W. for all parking lots
Encroachment	<ul style="list-style-type: none"> balconies, awnings, covered entries, arcades, roof overhangs may encroach into the public sidewalk zone stoops may not encroach upon public sidewalk zone
Frontage	<ul style="list-style-type: none"> a minimum of 85% of block width on commercial streets (VC-1, VC-2, VC-3) must be building frontage a minimum of 90% of all facades a the block facing commercial streets (VC-1, 2, 3) should conform to the build-to line all buildings shall have their principal pedestrian entrance facing the street retail/commercial frontage is required at the street level along Main Street (at full build-out) parking lots may not front Main Street parking lots shall not be adjacent to the Harbor or the Village Green frontages parking lots must be screened from streets with a 2' to 4' high wall or hedge
Building Height	<ul style="list-style-type: none"> a variety of building heights can occur within a block max height: 7 stories min height: 1 large story specialty use building (15' minimum floor to ceiling height) A 20'- 25' high cornice line must be established by all buildings.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Urban-Village	PD	Office (US Customs Bldg.)
East	Urban-Village	PD	Park space (Lake Baldwin Park)
South	Urban-Village	PD	Attached Housing
West	Urban-Village	PD	Attached Housing/ Mixed Use

Development Standards:

The applicant has submitted an application requesting an amendment to the Specific Parcel Master Plan of Lot 626 and 629 within the Village Center Harbor Master Plan. The site is designated as “Attached Housing” on the PD Land Use Plan. The currently adopted regulatory plan designates the site “Village Center Core”. The proposed Development Standards and Setbacks for the site are consistent with the Village Center Harbor Master Plan, and in accordance with the Village Center Core standards in the PD.

- ◆ Lot/Building Site Sizes: (Development block should be divided into smaller building sites, where possible. Max. width: building site can extend up to full block, but to the greatest extent possible, single buildings should not exceed 200’.) Lot 626 breaks the façade up into approximately 5 building sections, with projections and recessed. Lot 629 does the same, in addition to introducing parapet roof lines to anchor the corner sections of the buildings.
- ◆ Building Height: (Minimum height is 1 story, Maximum 7) The proposed buildings meet the minimum height, and do not exceed the maximum of 7 stories. The four story buildings are proposed at $\pm 68'-2''$ at the ridge of the tallest roof. There are some portions of the buildings that extend to a 5th mezzanine level at the towers. The overall height does not exceed $68'-2''$.
- ◆ Setbacks: The PD requires a 0-foot front setback/build-to line; 0-foot minimum side setback; 0-foot rear setback; and 5-foot minimum setback from the street R.O.W. for all parking lots.
 - ◆ Lot 626: The proposed front yard setback from Jake Street is 2.3 feet at the eastern corner and 4.2 feet at the western corner. However, the façade of the building between the two corners varies from 8.9 feet setback to 19.5 feet setback from the property line. Streetwalls for courtyards are proposed at the 0 foot setback. The proposed side yard setback from the existing commercial properties is 5.5 feet at the closest location, and 26.3 feet at the driveway entrance off of Jake Street. The proposed street side setback from Lakemont Avenue is 12.9 feet at the closest point, and 28.8 feet at the farthest setback. The rear setback (adjacent to Lake Baldwin Park) is 4.1 feet at the closest point, and 45.8 feet at the farthest setback.
 - ◆ Lot 629: The proposed front yard setback from Jake Street is 4.1 feet to approximately 4.5 feet. The proposed street side setback from Lake Baldwin Lane is 0.25 feet at the closest point, and 27 feet at the farthest setback. The proposed street side setback from Welham Street is 7.2 feet at the eastern most point, and 24.9 feet at the western most point. The Rear yard setback proposed (to the north) is 36.6 feet.
 - ◆ There are no minimum building frontage requirements along the adjacent streets, except Jake Street (VC-3). The portions of Lake Baldwin Lane and Lakemont Ave. (BLVD-1 Typical Boulevard) and Welham Street (VC-4 Service Street) do not require a percentage of the buildings to meet the build-to line. (See PD Section 6.4).
 - ◆ The buildings exceed the minimum setbacks adjacent to Jake Street, Lakemont, Lake Baldwin Lane and Welham Street. The proposed setbacks allow for individual landscaped courtyard between the public sidewalk and each unit adjacent to the street. In order to mitigate this, the courtyards will be framed with decorative streetwalls with individual gates and pedestrian connections, at the 0 foot setbacks. The amenity courtyards will also integrate larger architectural gates and streetwalls to continue the building edges adjacent to the streets. Areas to the east, near Lake Baldwin Park, have been purposely setback to allow a larger green space and transition from the building to the park.
 - ◆ The parking garages exceed the minimum setback, and are not adjacent to the street.
- ◆ Parking lots: There are three surface parking areas proposed; one at the main entrance to Lot 629 adjacent to Welham Street; one within a parking court on Lot 626 off of Lakemont Ave.; and commercial parking between the parking garage and commercial building to the east (Lot 627). All surface parking lots proposed exceed the 5 foot minimum setback from the ROW. Surface parking at the entrance to Lot 629 is setback 16.4’ or greater from Welham Street.
- ◆ Parking: (See Tables 2-4, Pages 8-9) The PD does not have a minimum or maximum parking standard. However, the City uses the Land Development Code as a guideline in reviewing all applications. Also, on-street parking is allowed to be counted toward required parking, per Section 6.9 of the PD.
 - ◆ The project on Lot 626 is providing 306 on-site structured parking spaces; 8 on-site surface parking spaces; 17 new on-street parking spaces along Lakemont Avenue and Jake Street; 3 car share spaces in garage; 136 commercial structured spaces; and 14 commercial surface parking spaces, which is a total of 334 residential spaces and 150 commercial spaces, which equals 484 spaces.
 - ◆ The project on Lot 629 is providing 354 on-site structured parking spaces; 13 new on-site surface parking spaces; 3 new (net) on-street parking spaces along Welham Street; 3 car share spaces in garage; and 90 commercial structured spaces, which is a total of 373 residential spaces and 90 commercial spaces, which equals 463 spaces.
 - ◆ The City Land Development Code (LDC) parking standards would require a minimum of 360 residential parking spaces for Lot 626, and 380 residential parking spaces for Lot 629, therefore the proposed plan has 33 spaces less than the LDC minimum residential parking guideline. The project is providing 240 commercial spaces, which are required per the Master Developer agreements, to support the existing commercial buildings on Lots 627 and 628 in the Village Center. Per the LDC, only 176 parking spaces would be required to meet the commercial uses for those buildings. The proposal is providing 64 commercial spaces above the LDC minimum.

The applicant has responded to the parking issues and has provided their own analysis as to why they are only providing 334 and

373 residential spaces. Their analysis is stated on the following pages:

ZOM Baldwin Harbor

Supplemental Information Memorandum

This memo shall supplement our original Specific Parcel Master Plan (SPMP) application package submitted to the City of Orlando for the Baldwin Harbor residential development in Baldwin Park. The narratives contained herein are intended to illustrate our rationale behind the project design as it relates to parking requirements.

INTRODUCTION

The Baldwin Park neighborhood was developed using the best practices of Sustainable Development and Traditional Neighborhood Design. Consistent with these planning guidelines, one goal of the Baldwin Park PD is to encourage the use of alternative modes of transportation. A primary benefit of this goal is the reduction of commonly used massed parking areas. This reduction provides aesthetic and development benefits to visitors, residents and commercial owners. To assist individual developments with achieving this community goal, Baldwin Park has established numerous means by which reduced parking standards can be applied:

- Provision of on-street parking
- Shared use of parking by multiple land uses with varying peak needs
- Pedestrian friendly circulation systems
- Bikeway and trail systems
- Juxtaposition of uses that minimize the need for internal automobile use

RESIDENTIAL PARKING

The proposed plan takes into consideration several of these sustainable characteristics, and incorporates them into the design. The linkages of the site are excellent which cause us to classify the site as an incredibly pedestrian friendly, semi-urban location. While not a true, transit-oriented development site, the mixed-use nature of the immediate adjacencies create a unique environment within which one can live, work and play. When designing this project we've applied a specific metric (Alternative Standard Parking Calculation) to determine the project's overall parking demand. This metric has been developed over the course of ZOM's 30+ year history and development of more than 12,000 residential units. The parking calculation takes into consideration the submarket characteristics, project type, and overall location. A summary of this metric, and the imputed residential parking requirement, is below:

Alternative Standard Parking Calculation - ZOM Historical

<u>Unit Type</u>	<u>Space per Unit</u>	<u>Unit Count</u>	<u>Spaces</u>
Efficiency	1	86	86
1 Bedroom	1	194	194
2 Bedroom	1	171	171
3 Bedroom	2	32	64
SUBTOTAL		483	515
+ 30% x Unit Count add'l spaces			145
TOTAL ALTERNATIVE REQ'D PARKING			660

As illustrated in the Parking Analysis exhibits (Appendix E of SPMP application), parking for the residents of the Baldwin Harbor development will be provided in the form of on-site garage parking, on-site surface parking, and additional on-street parallel parking. Further, pursuant to the goal of the PD it is our intent to dedicate 6 additional spaces within the residential garages for a 'share-a-car' provider (i.e. Hertz, Zip-Car, or other). The proposed residential parking summary is below:

(Continued)

Proposed Residential Parking

Residential Garage	660
Share Car Garage	6
<u>New Residential Surface</u>	<u>41</u>
TOTAL Residential	707

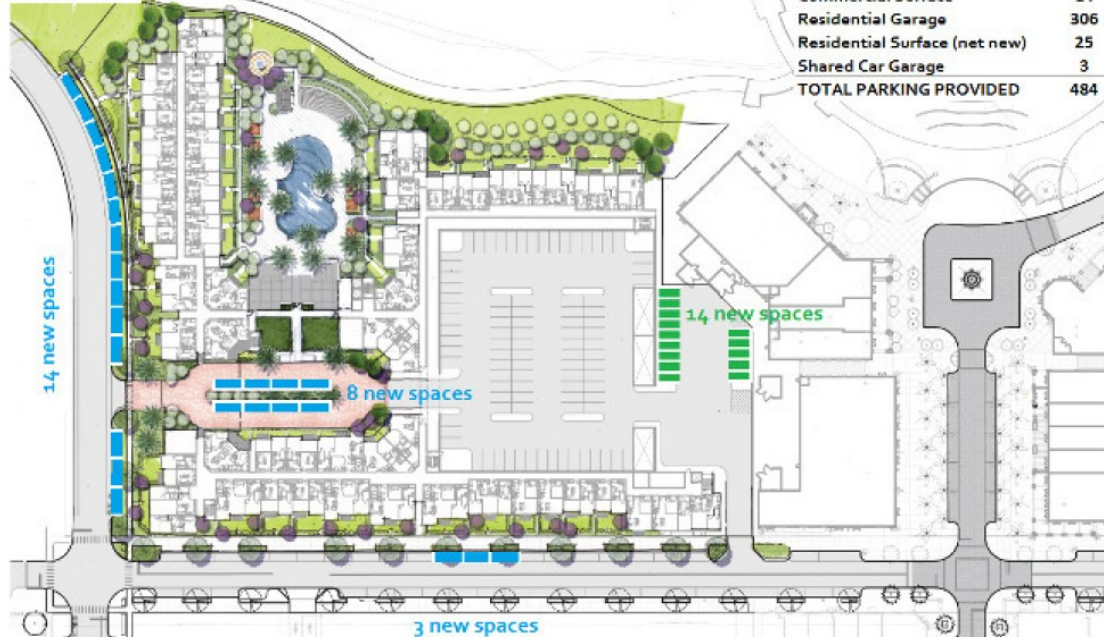
The following table summarizes the residential parking standards, as outlined in the City of Orlando Land Development Code:

**City of Orlando Land Development Code
Multifamily Residential Parking Requirements**

Unit Type	Space per Unit	Unit Count	Spaces
Efficiency	1	86	86
1 Bedroom	1.5	194	291
2 Bedroom	1.75	171	299
3 Bedroom	2	32	64
TOTAL		483	740

The parking spaces above only account for newly created parking spaces, on a net basis. Any newly created spaces which are in the residential counts above are reduced by the amount of any existing spaces that have to be removed to accommodate the proposed development. **NO EXISTING SURFACE SPACES ARE INCLUDED IN ANY OF THE CALCULATIONS PRESENTED HEREIN.** Furthermore, the Baldwin Harbor development is required to provide a total of 240 public parking spaces. These spaces are provided within the proposed site plan for each lot. For information on the location and number of these spaces, please refer to the parking exhibits provided in Appendix E of the SPMP application.

**ZOM Baldwin Harbor - Parking Analysis
Parcel 626**



(Continued)

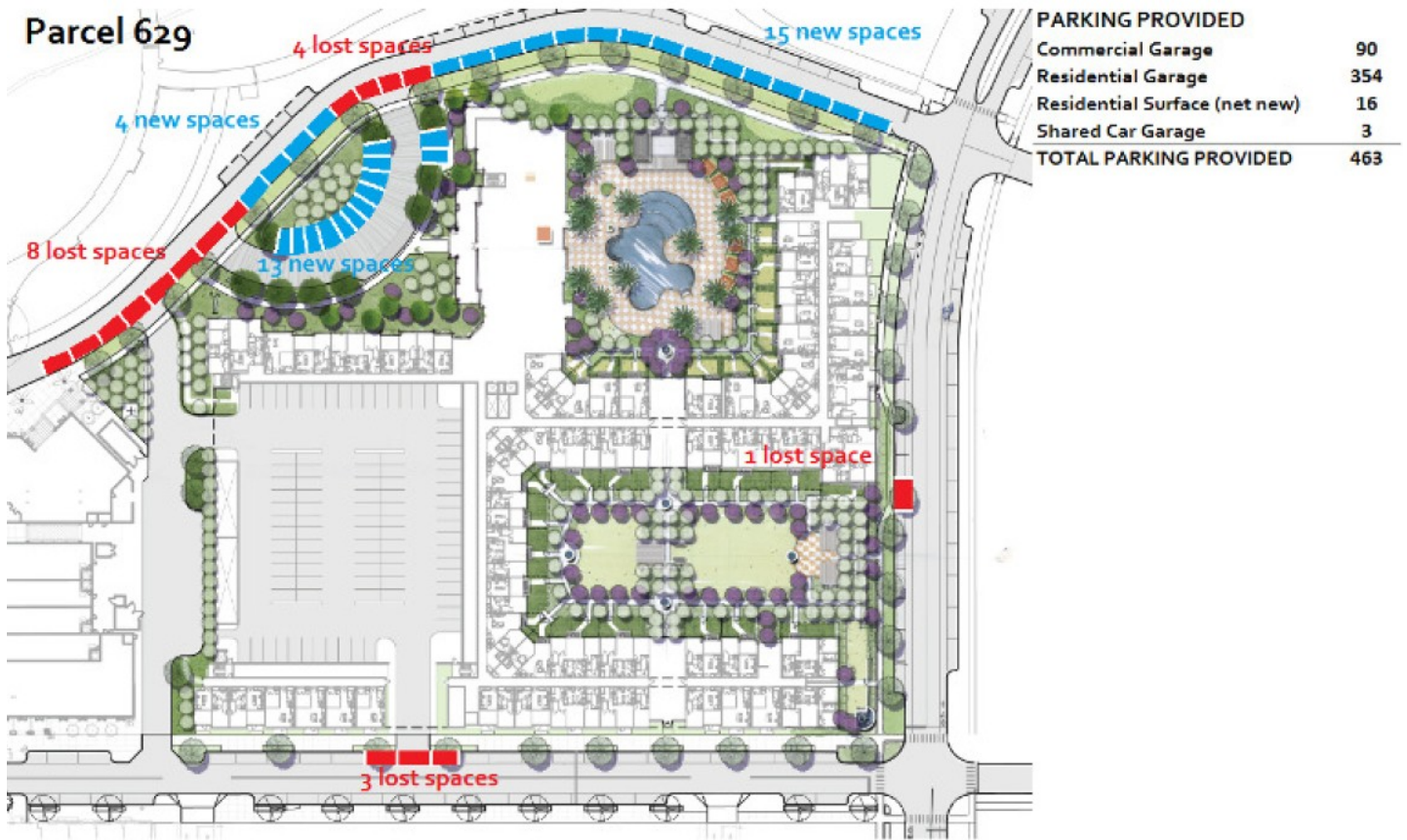


Table 2— Residential Parking

Use	Dwelling Units	LDC Requirement	LDC Minimum Spaces Required	Spaces Proposed as Alternative Standards
Efficiency	86	1/unit	86	86
1 Bedroom	194	1.5/unit	291	194
2 Bedroom	171	1.75/unit	299	171
3 Bedroom	32	2/unit	64	64
Total Required	483	N/A	740	515 + (30% x # units) = 660
Total Provided	660 on-site garage + 41 on-street or surface + 6 Car Share = 707			

*Per PD Section 6.9 Parking: Minimum or maximum parking requirements are not established within the PD, however, every attempt should be made to minimize the size of surface parking areas. On-street parking may be used to meet parking requirements.

The proposed parking plan does show a reduction of 33 residential spaces in comparison to the Land Development Code guideline. However, the analysis and parking spaces per unit type that the applicant is providing is consistent with other residential projects that have been approved in Baldwin Park, such as the most recent project, The Jefferson (currently named the Azul) located at 4500 Lower Park Road (MPL2012-00002). The Jefferson project also included new and existing on-street parking spaces toward their required parking counts. In the Baldwin Harbor analysis, the existing on street parking spaces that are not being altered (approximately 49), are not included in their total parking count. Staff’s analysis of the proximity and number of spaces existing directly adjacent to each lot has determined that the total number of spaces that could be utilized for both the existing commercial and neighboring residential, as well as those spaces provided within the parking garages and on-site, is consistent with the principals of the Baldwin Park PD.

(Continued)

Table 3—Commercial Parking			
Lot 628 - 4926 New Broad Street - Building E (East Bldg)	As-built Square Footage (City Permitting BLD2004-08253)	Parking minimums per LDC code	Required Min
Retail (Commercial)	6244	2.5:1000	16
Eating/Drinking (Commercial)	10029	5:1000	50
total	16273		66
Lot 627 - 4915 New Broad Street - Building F (West Bldg)	As-Built (City Permitting BLD2004-08255)		
Retail (Commercial)	6903	2.5:1000	17
Eating/Drinking (Commercial)	18672	5:1000	93
total	25575		111
Total Buildings E & F	41848		176

Table 4— Total Parking		
Use	LDC Minimum Spaces Required	Proposed Development at Baldwin Harbor
Lot 626 Residential (226 units) Parking Spaces	360	334
Lot 627 Commercial Parking Spaces	111	150
Lot 629 Residential (257 units) Parking Spaced	380	373
Lot 628 Commercial Parking Spaces	66	90
Total	917	947
Total Provided	947	
*Per PD Section 6.9 Parking: Minimum or maximum parking requirements are not established within the PD, however, every attempt should be made to minimize the size of surface parking areas. On-street parking may be used to meet parking requirements.		

As illustrated in Table 4 above, the overall total number of parking spaces provided on-site, including residential and commercial spaces, exceeds the LDC parking guideline by 30 spaces.

Landscape Standards and Street Trees

All landscaping for the site must meet the General Landscaping Standards (Appendix G in the PD) and be approved by the Town Architect and Town Planner. Existing street trees may be affected along Lake Baldwin Lane and Lakemont Ave. The proposed changes on Lake Baldwin Lane remove one existing tree, and add two new trees in the proposed bulb-outs. The intent is to create a buffer for the residential unit that is closest to the street. All existing street trees shall be protected during construction, and replaced if any damage should occur.

Design Guidelines and Architectural Standards

Transparency and Orientation: Per the PD, the ground floor shall achieve a minimum of 65% transparency, and the floors above the ground floor shall achieve a maximum of 35% transparency. Since the ground floors adjacent the street are residential, and not commercial, an achievement of 35% transparency is recommended on the ground level, unless within the amenity areas and entrances of the buildings. The ground floor incorporates windows and doors that address the street. Each unit adjacent to the street will have individual courtyards and patios that will create an active space separating the public street with the private space. Decorative street walls with gates and landscaping will create the street edge along the street. Main entrances to each building will be provided on each façade, and will be required to be expressed architecturally with pedestrian scaled treatments.

Building Placement: The commercial buildings on Blocks E and F act as the primary buildings framing the Main Street of the Village Center. Jake Street then becomes the next important street in the hierarchy, which the residential buildings will address. Both buildings are treating the Jake Street facade as urban facades. All the units on the ground floor have access to the street, and the secondary vehicular accesses to the parking garages also come from Jake Street. Lake Baldwin Lane is treated similarly to Jake street, however there is no vehicular access from this side. Instead, a passive open space, framed with a streetwall and pedestrian access takes up approximately a quarter of the property. The residential building frames this open space on three sides. Lakemont is similar to Jake Street, with the units accessed from the street, and primary vehicular access through a passage that is covered by the residential upper levels. Welham Street is the tertiary service street, which allows for access to the main entrance, leasing office, and amenity areas associated with the project on Lot 629. Two curbcuts, accessing the parking and drop off area, will be added, as well as a curb cut for the service area between the existing commercial buildings and the parking garage. A second amenity area including a pool, will be framed by a street wall and pedestrian accessed pavilion facing Welham Street. The wall will continue the façade line, but overall, this facade is more informal and setback from the street. This is done purposefully to complement the open park space across the street. Pedestrian connections will provide access to the sidewalks required along the street. The park-side façade on Lot 626 is similar, and will also provide a pool and amenity area framed with a street wall with pedestrian access to the Cady Way Trail, which runs adjacent to the property line.

Building Expression: The architectural style of the proposed buildings are complementary to each other, but not identical. Both incorporate tower elements to anchor the buildings at the corners, and use projections and recessed to break up the massing along the

AERIAL PHOTO



(continued)

streets. They also both use parapets and angled roofs to provide variations to the roof lines. The materials include mostly stucco along the base and middle of the buildings, and some hardi-board siding as accent at the top level of the building, and for architectural details. The facades include punched-opening expression for windows and doors, and ornamental railings at balconies. This is consistent with other buildings within the Village Center, and Baldwin Park in general. Colors are proposed to be simple white or light neutral colors. A mixture of architectural shingles are proposed for the tower and angled roof areas.

Parking Garages: The Parking Garages are mostly enclosed within the residential portions of the building. However, one façade of each garage will be partially visible from the street. These facades shall be architecturally treated to complement the overall style and materials from the residential portions of the buildings. Also, the entrances to the parking garages along the street and internal walls visible from the street, shall be treated consistently with the rest of the buildings. Lighting at the top level of the parking garage shall be full cut-off fixtures and shall not create light spill or glare to the neighboring properties.

Parking Lots: Per the PD, all parking lots must be screened from streets with a 2' to 4' high wall or hedge. The parking area adjacent to Welham Street shall be screened with a screen wall and hedge, to be consistent with the other streetwalls proposed throughout the project.

Utilities: All utilities and mechanical equipment are proposed to be located within the site, on the roof, or within the parking garages. All utilities are required to be screened from view, and not located between the building and the street. Loading areas are also required to be screened from view. Where such areas are located within a building, but accessed adjacent to the street, decorative screen doors or similar shall be installed to screen these areas when not in use. Such doors shall be painted to blend into the façade and not detract from the overall architecture of the building.

Signage: The application does not include any signs for the project. This site is subject to the Village Center Master Sign Plan, however, residential signage is not included in that package. For all other residential projects within Baldwin Park, the Traditional City Sign Standards (64.228) apply, as well as the Multi-Family Identification standards (64.257), which allows up to 18 s.f. of identification signage per façade. Ground mounted monument signs are not permitted in Baldwin Park, however, signs integrated into streetwalls are permitted. Staff strongly encourages the applicant to propose an overall master sign plan for both lots to study the identification signage for the residential project, as well as directional signs locating commercial parking space availability. A master sign plan will require both Town Architect and Town Planner approval prior to sign permits being issued.

Transportation

Vehicular access to Lot 626 includes one new curb cut along Lakemont Avenue, and closing one curb cut along Jake Street. The existing driveway that serves the commercial buildings, loading, parking, emergency services and solid waste dumpsters is retained, and used to access the parking garage and service areas of the residential building. The new curb cut on Lakemont will allow access to the new surface parking court and the parking garage.

Vehicular access to Lot 629 includes one new curb cut along Jake Street, and three new curb cuts along Welham Street. The existing driveway that serves the commercial buildings, loading, parking, emergency services, and solid waste dumpsters is retained, and will be extended to connect to Welham Street. The additional two curb cuts on Welham serve a drop-off and surface parking area at the main entrance to the residential building.

Pedestrian circulation is proposed throughout the site. Any sidewalks adjacent to the right-of-way shall be installed with this project. Bike parking is also required, per the LDC. Refer to Transportation conditions of approval for additional conditions.

Environmental

There are no environmental areas within the site.

Infrastructure

Stormwater: The site is part of the Baldwin Park master storm water plan. The maximum ISR according to the Baldwin Park Master Storm Water plan is 80% for both lots.

Solid Waste: Solid waste will be provided via multiple trash chutes with in-building compactors. A local solid waste provider capable of serving solid waste receptacles commonly used with in-building compactors will be selected. No exterior solid waste enclosures are proposed. Was receptacles are rolling and will be moved to selected pick-up areas on days of service.

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 Orange County 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.

Emergency vehicular access is provided to the buildings via Lakemont Avenue, Jake Street, Lake Baldwin Lane, and Welham Street. Vehicles will enter the site from each of these public roadways. An Emergency Access Plan was provided with the application.

(continued)

School Impacts

The proposed dwelling units (483) are included in the 4,578 dwelling units currently approved in the Baldwin Park PD Land Use Program Summary. 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. No GMP amendment or rezoning is requested. Therefore, the proposed development is not subject to Capacity Enhancement, but is subject to school concurrency.

SITE PHOTOS-LOT 629



View of the existing commercial building service area adjacent to Lot 629.



View of Welham Street facing toward the Village Center, adjacent to Lot 629.



View of Lot 629, along Welham Street, looking toward Lake Baldwin Lane.



View of Welham Street with Lake Baldwin Park Harbor and lake in back ground.

SITE PHOTOS-LOT 626



View of the existing temporary parking lot (240 spaces) on Lot 626.



View of Jake Street looking toward the Village Center.



View of Cady Way trail and existing open space adjacent to Lot 626.



View of Lakemont Avenue, where new on-street parking is proposed within the right-of-way.

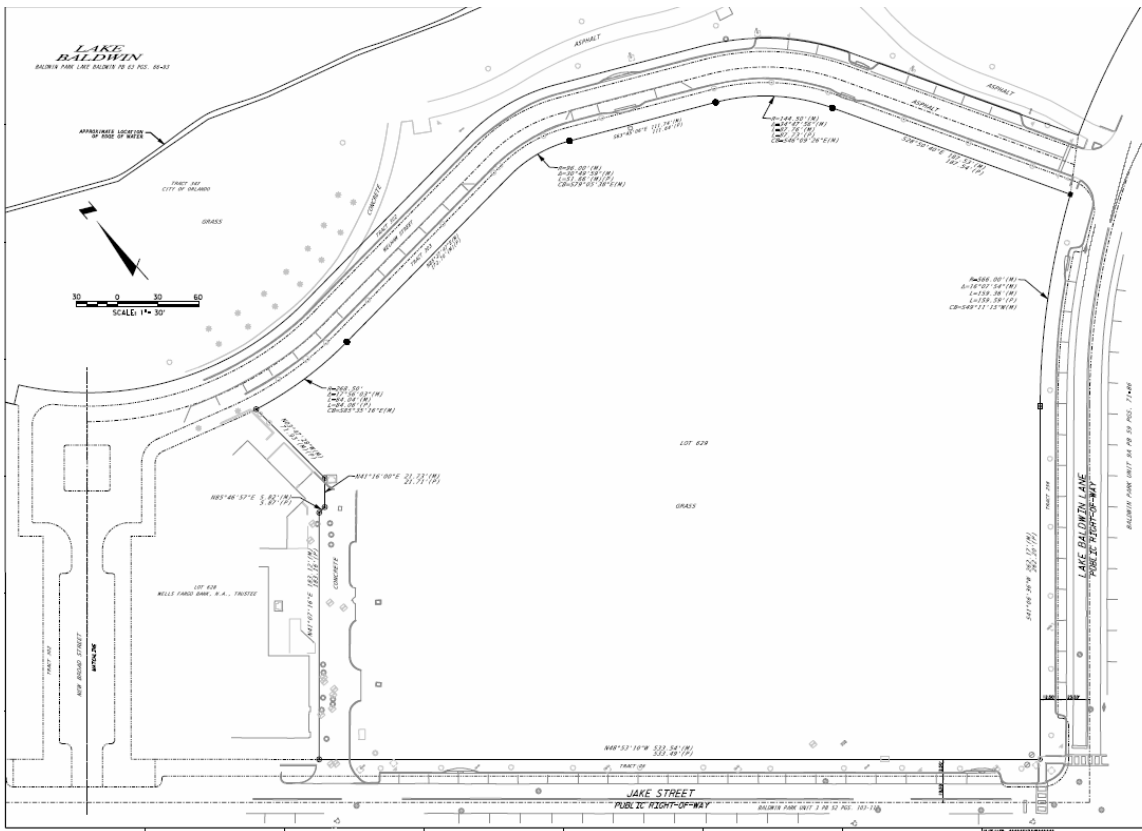
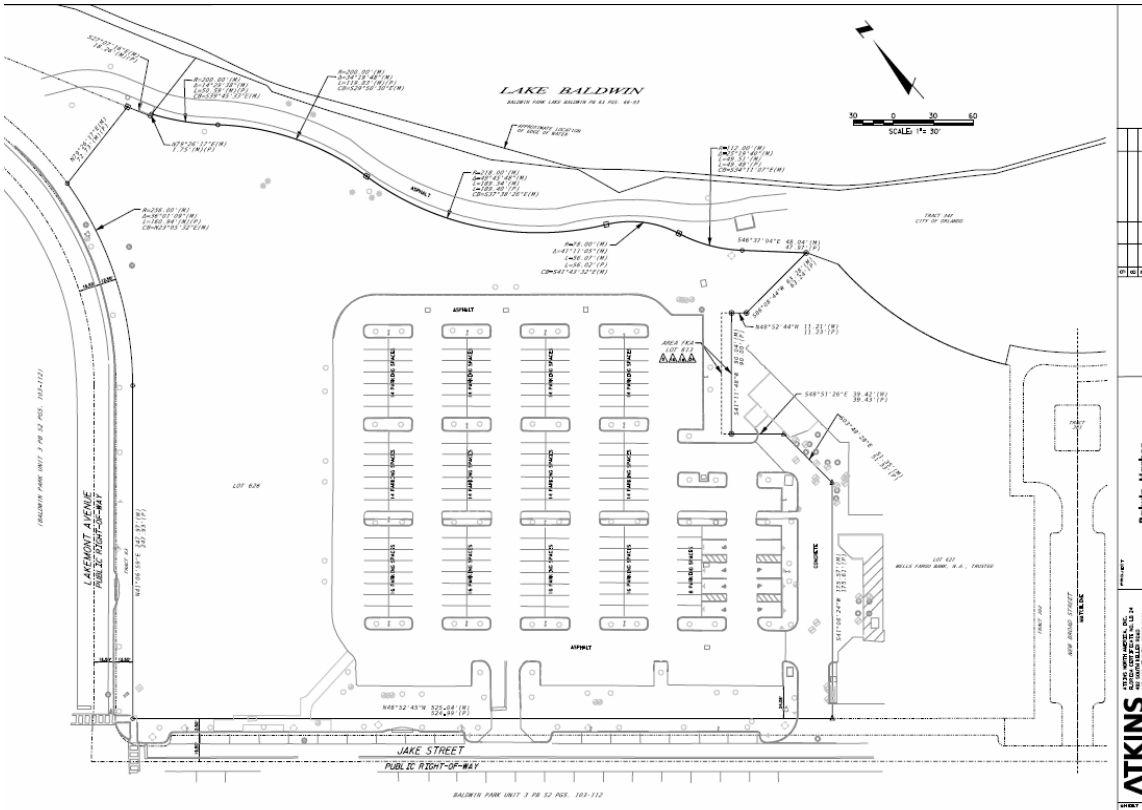


View of existing commercial building service area and dumpster enclosure.

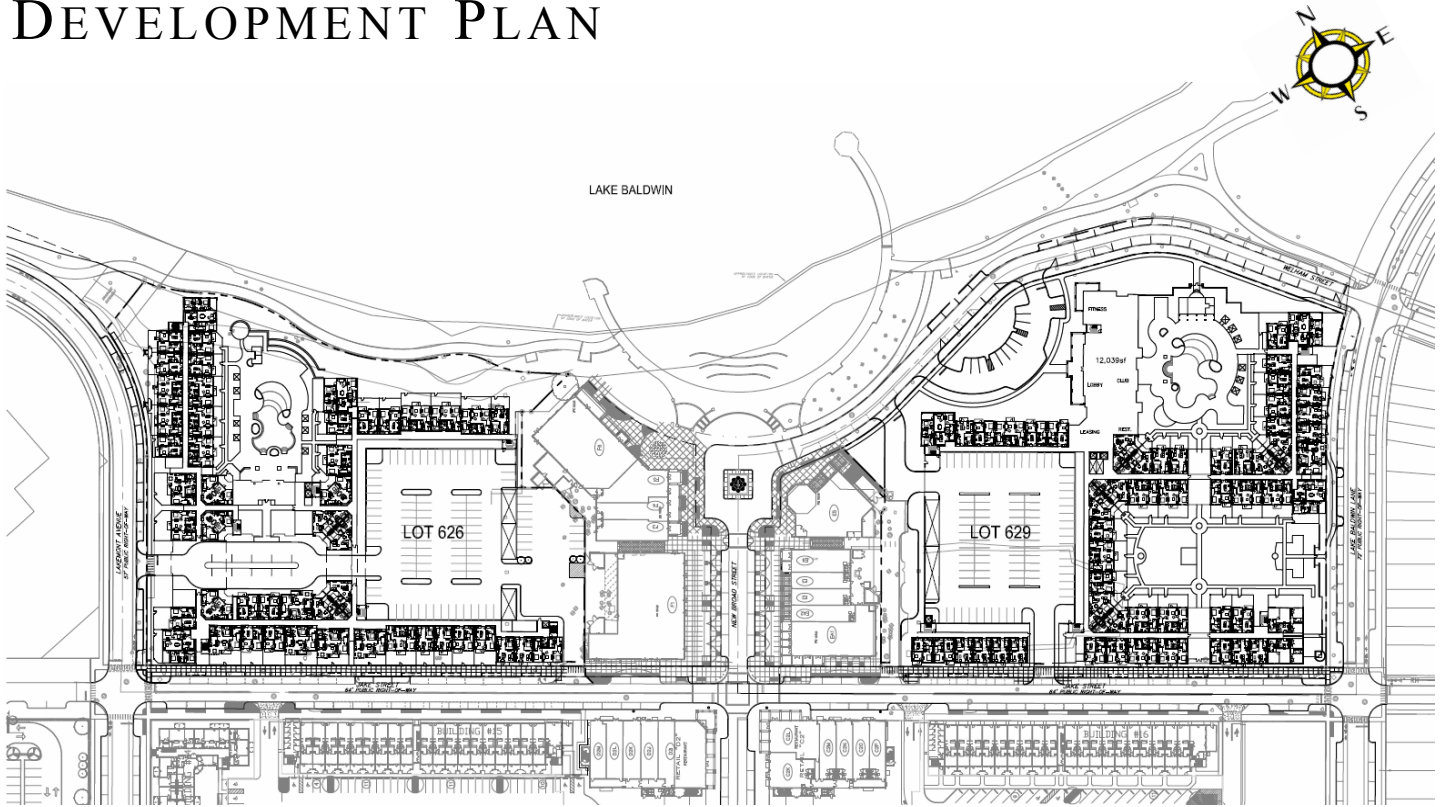


View of existing service area and pedestrian connection providing access to the retail and restaurants from the parking lot.

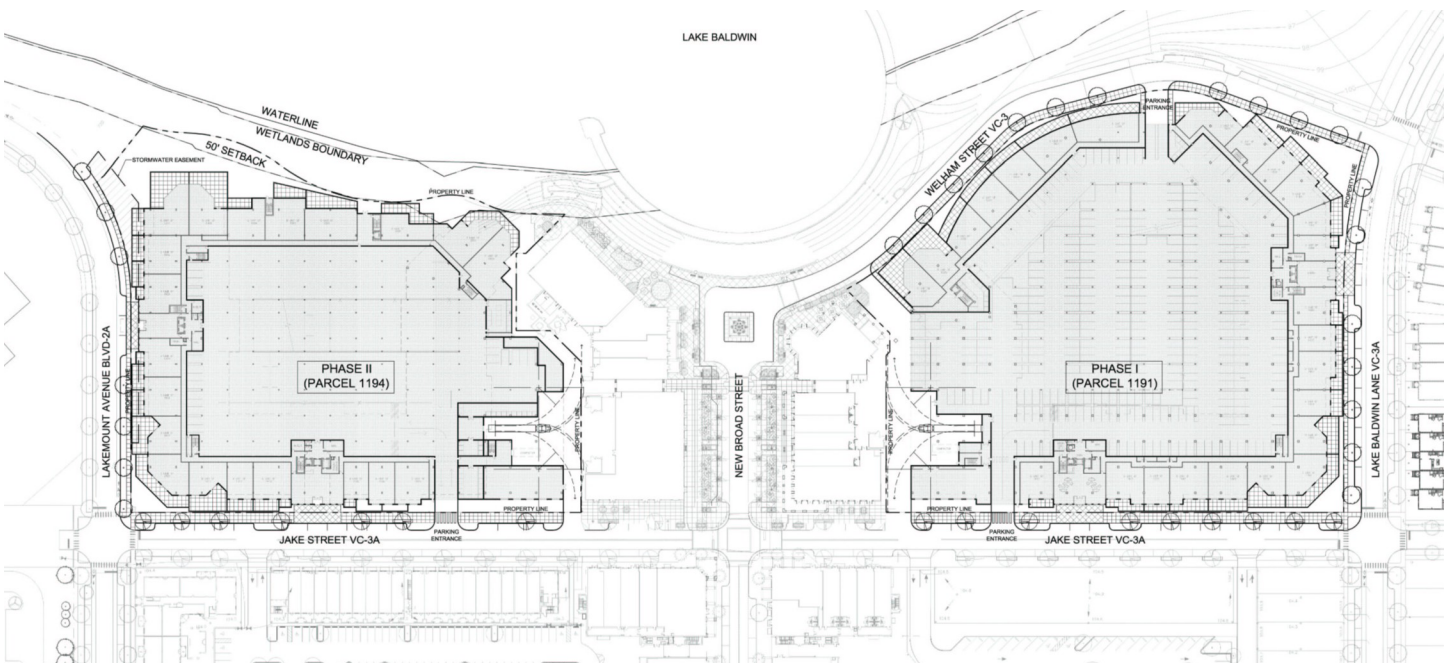
EXISTING SURVEY



DEVELOPMENT PLAN

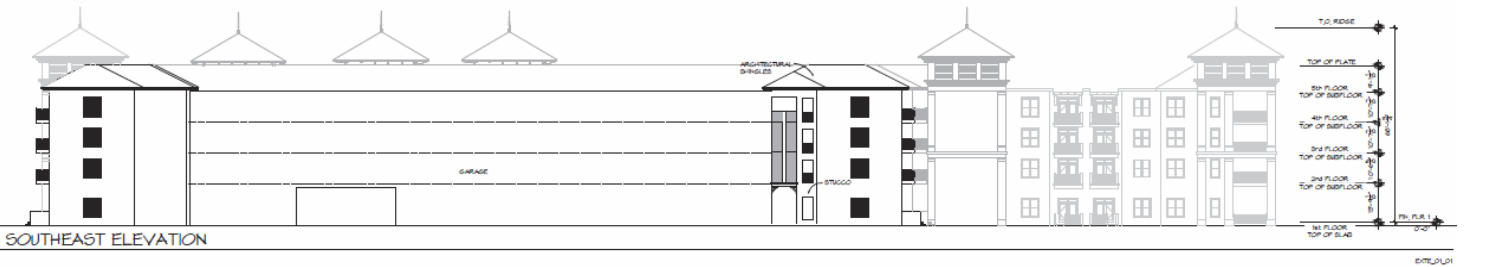


The revised development plan as submitted with this application.



The approved development plan as reviewed by BP TDR on August 25, 2005. This plan incorporated two buildings ranging from 7 -8 stories in height.

ARCHITECTURAL ELEVATIONS (LOT 626)

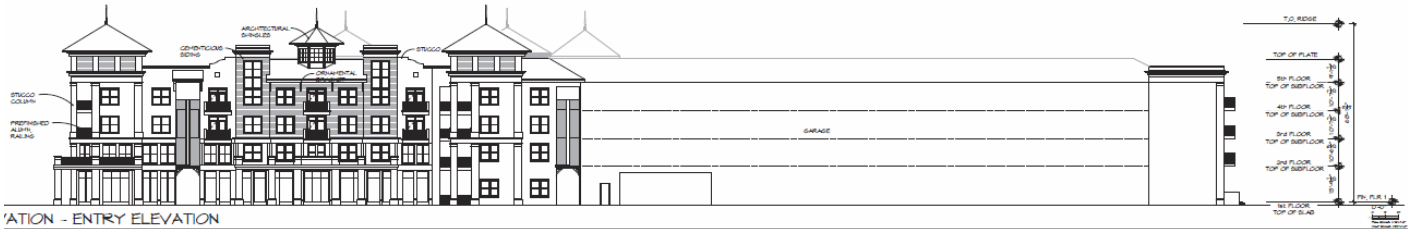


PERSPECTIVE - LAKE BALDWIN

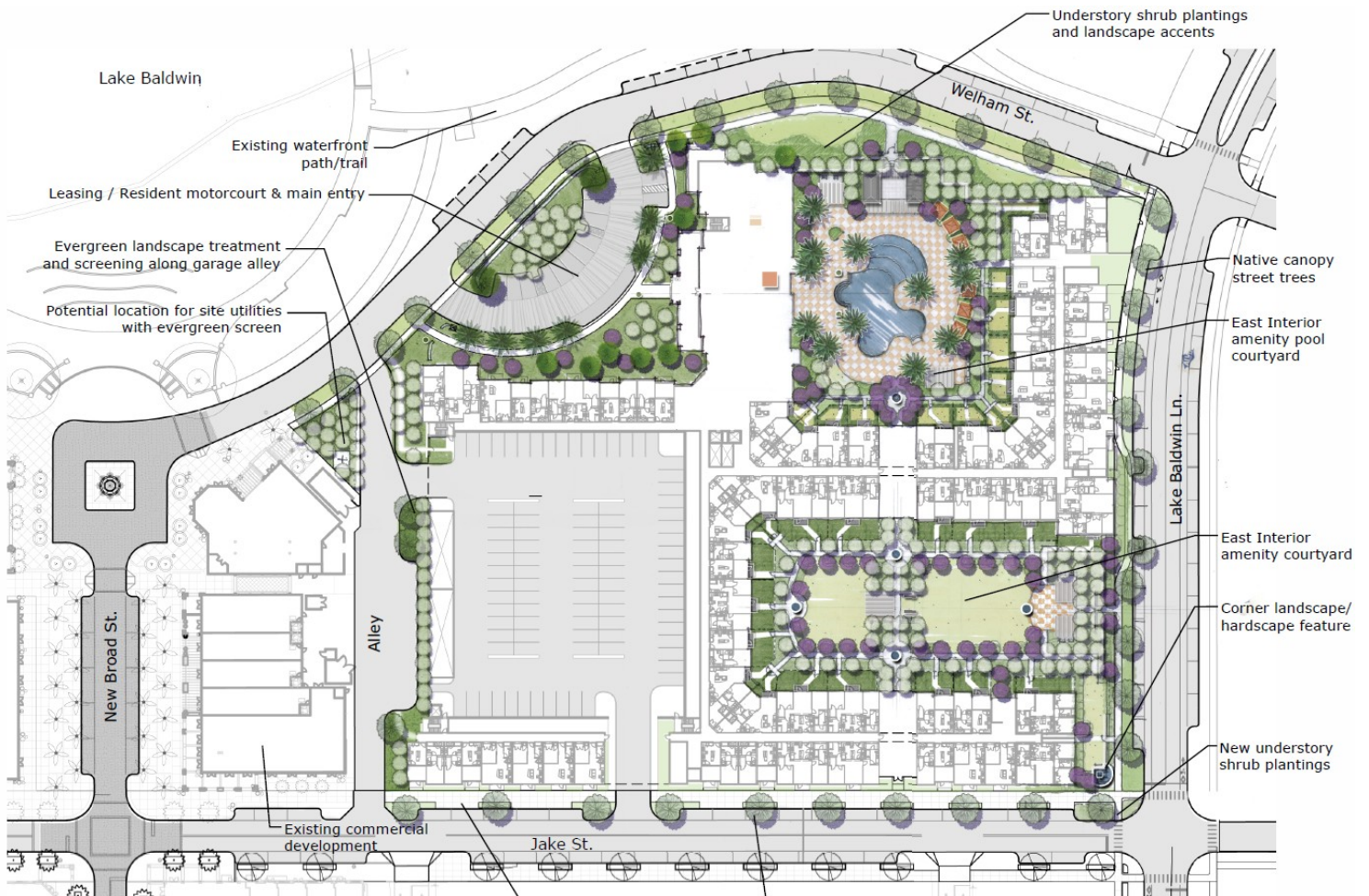


PERSPECTIVE - LAKEMONT AVENUE

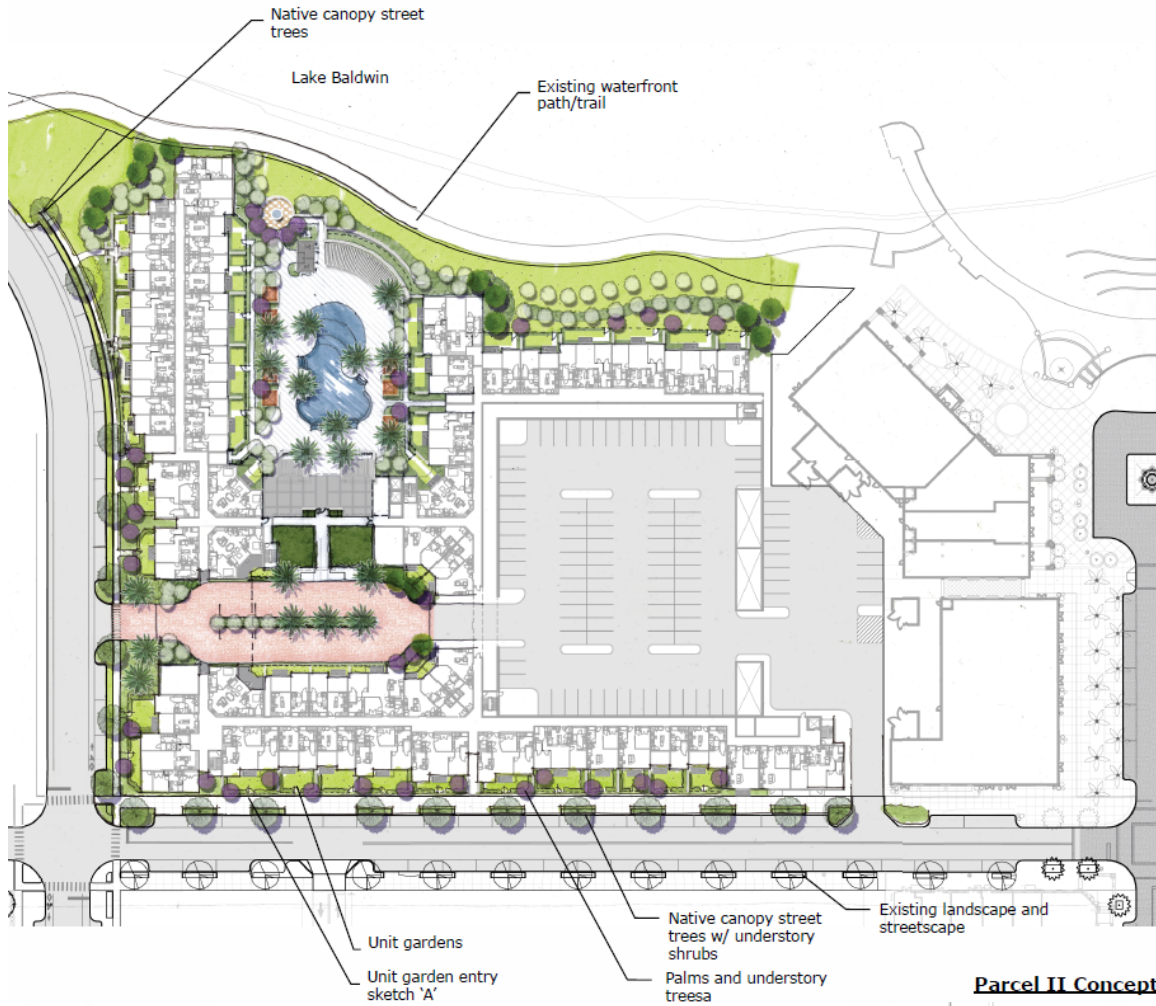
ARCHITECTURAL ELEVATIONS(LOT 629)



LANDSCAPE PLAN & ARCHITECTURAL DETAILS



LANDSCAPE PLAN & ARCHITECTURAL DETAILS



Parcel II Concept



A: Garden Patio Fence / Residential Entry



B: Garden Patio Gate / Residential Entry



C: Garden Patio Yard - R.O.W. Section



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.

Staff recommends approval of the Baldwin Harbor SPMP amendment (MPL2014-00003) subject to the conditions below:

CONDITIONS OF APPROVAL

Urban Design

1. **Final Architectural Review:** Final site plan; landscape plan; lighting plan; building elevations; building colors; signs; screen walls for the parking, dumpsters and/or compactor; and perimeter fence/wall 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 prior to building permit review to confirm compliance with all conditions of approval.
2. **Architectural Design and Details:** The previous approval required a 24' cornice line to be emphasized along all the facades, to be consistent with other buildings within the Village Center. The previous building was significantly taller (7-9 stories) in proportion compared to this amendment. Staff recommends that the 24' cornice line defining a "base" be considered at the taller corner towers. The elevations provided in the application are schematic in detail. Staff will continue to review the elevations, along with the Town Architect, to review proportions, appropriate style details, and material detailing prior to submittal to Permitting. Any significant changes from the elevations provided will be required to go back to the TDRC for approval.
3. **Transparency:** A minimum of 35% transparency shall be provided along all facades where residential uses are located. 60% transparency shall be provided in the areas where the semi-public amenities occur, such as the lobby and club areas. All entrance doors and stair case shall incorporate transparency when facing a public street.
4. **Streetwalls:** Streetwalls, approximately 24"-36" tall, shall be provided along the property lines along Jake Street, Lake Baldwin Lane and Lakemont Street to create the street edge, and provide for semi-private spaces for the individual residential units. Pedestrian gates shall be installed at each entrance to provide pedestrian access at the ground level from the public sidewalks. Breaks in the street wall may be provided for the main entrances to the buildings.
5. **Orientation:** Entrances to the buildings shall be oriented toward the street, and be architecturally treated to provide visual clues as to where the access points are to the structures. Vehicular entrances that have units above shall be treated architecturally, and be finished on the interior walls to match the principal facades of the building.
6. **Parking Garage Facades:** All parking garage facades that are visible from the street shall be treated architecturally, by incorporating a base, middle, and cornice, consistent with the principal building. Finish materials shall be complementary to the principal building and incorporate similar architectural details where clearly visible from the street. These facades shall be architecturally treated to complement the overall style and materials from the residential portions of the buildings. Also, the entrances to the parking garages along the street and internal walls visible from the street, shall be treated consistently with the rest of the buildings. Lighting at the top level of the parking garage shall be full cut-off fixtures and shall not create light spill or glare to the neighboring properties (see lighting conditions).
7. **Trash Areas and Mechanical Rooms:** All mechanical, trash areas, or other utilitarian areas that are visible from the street or accessible from the street shall be treated architecturally, or incorporate decorative screens, louvers, doors, or similar to screen the areas.
8. **Accessory Structures:** Any accessory structures, such as the pool pavilion, shall also be designed to orient toward the public ROW, where visible from the street. Such structures shall incorporate similar architectural details and materials to complement the principal buildings. All accessory structures shall meet the principal building setbacks. Transparency requirements shall also be met.
9. **Street trees:** To the greatest extent possible, all existing street trees shall remain in tact, and shall be protected at all times during construction. Where new street trees are proposed, considerations shall be taken to re-locate the existing trees that will be removed from the existing parking lot. These trees shall also be considered for re-planting within the open space areas of the project, to the greatest extent possible.
10. **Signs:** All signs shall be consistent with City of Orlando Land Development Code standards for property within the Traditional City. A maximum 18 s.f. per façade facing a street is permitted for identification signage. Staff strongly recommends a master sign plan to address the directional signage specifically for the commercial parking provided in the parking garages for the village center. Signs shall integrate into the overall aesthetic of the village center and the principal building.

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11. **Pedestrian Connections:** Pedestrian connections shall be provided from all main entrances and parking garages to the sidewalks along the public ROW. Crosswalks shall be provided across the surface parking lot to connect the existing commercial passaeo to the parking garage on Lot 626.
12. **Crosswalks:** 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.
13. **Parking:**
 - A. Parking lots and site shall not be gated. Separation between reserved spaces and open spaces may be provided within the parking garage.
 - B. The surface parking lot between the commercial building and Lot 626 shall be revised to remove the parking spaces that are located directly in line with the pedestrian breezeway connection. The Pedestrian connection shall be continued to connect to the parking garage.
 - C. All conditions of the parking analysis on Pages 5-9 of this staff report shall apply.
14. **Exterior Lighting:** If the City adopts a lighting ordinance for lighting standards within the City, the lighting ordinance shall apply. If an ordinance is not adopted, then the following standards shall apply: Submit with permitting drawings a signed and sealed lighting plan with photometrics consistent with Orange County's lighting ordinance (Ord. No.2003-08, §1,6-3-03) 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 above parking garage driving surface.
15. Any substantial changes to the architectural style, buildings or site plan are subject to review by the TDRC.
16. Staff strongly recommends that the construction be phased so that the removal of the existing parking spaces on Lot 626 does not adversely affect the existing commercial uses, to the greatest extent possible. Staff will work with the applicant and Building Official to review the construction documents to minimize the duration of the parking being eliminated. Please note that existing parking areas on Blocks A-D within the Village Center are also open to all visitors. Staff recommends that the applicant coordinate with the Village Center Commercial Owners Association to inform the tenants on the construction schedule and alternative parking locations within the Village Center while the construction is in progress.

Transportation

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

1. **On-Street Parking Requirements:** On-street parking spaces provided along public streets shall comply with the requirements of the City's Engineering Standard Manual (ESM) and FDOT's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, commonly known as the "Florida Greenbook".
2. **Work Within Road R-O-W Requirements:** 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:
 - a. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
 - b. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
 - c. A copy of all required County and State permits (If permits are pending attach a copy of the application)
3. **Roadway Pavement Marking Requirements:** The installation of Pavement Markings and Traffic Control Devices (stop signs, signals, etc., as applicable to proposal) shall be shown per Manual of Uniform Traffic Control Devices (MUTCD) standards, and Orlando Engineering Standards Manual (ESM) Chapter 8, Section 8.01 requirements.
4. **Driveway – Sight Distance Requirements:** 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 2 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 street corner visibility requirements (Chapter 60, Sections 60.141 through Sections 60.143) and the driveways and curb cuts requirements (Chapter 61, Sections 61.101 through Sections 61.107) of the Orlando Land Development Code (LDC).
5. **General Pedestrian Access Requirements:** The Orlando Land Development Code (LDC), Section 61.225, requires that sidewalks be provided on both sides of all streets.
6. **Handicap Ramps at Street Intersection Requirements:** Handicap (HC) ramps shall be constructed at the street intersection(s)

(Continued)

and driveway connection(s) to comply with the Americans with Disability Act (ADA). Pedestrian ramps at street corners shall be designed to provide a separate ramp in each direction.

7. **Parking Garages Requirements:** As part of the Master Plan Review, parking garages are required to meet the following (LDC Section 61-307):
 - ◆ 1. Parking garages shall be accessed from side streets or alleys unless no such access is available.
 - ◆ 2. Vehicular entrances shall not exceed a total width of 33 feet.
 - ◆ 3. Pedestrian entrances to parking garages shall be accessible directly from the street frontage.
 - ◆ 4. The slope of the grade preceding the exit of a parking garage shall not exceed 2% for a minimum of 25 feet.
8. **Parking Stall Design Requirements:** 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.
9. **Bicycle Parking General 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.
10. **Dumpster/Compactor Requirements:** 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.
11. **Carshare Facilities:** The applicant shall consider the implementation of carsharing service into this development proposal within the City of Orlando. At least two designated carsharing parking spaces should be implemented.
12. **Bikeshare Facilities:** The applicant shall consider the implementation of bikesharing service into this development proposal within the City of Orlando. A properly designated bikesharing area no less than 10x20 feet should be implemented.

Engineering/Zoning

1. The Office of Permitting Services recommends approval of the proposed SPMP, subject to the listed conditions and requirements. For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.
2. **Tree Removal:** Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 4" caliper or larger trees.
3. **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.
4. **Street Tree Fund:** The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of the City's Land Development Code provides for a Street Tree Trust Fund. The developer is required to contribute funds to the Trust Fund prior to issuance of the building permit. The City is responsible for installation of the trees. The cost is \$350 for each 12'-14' height of canopy tree. The developer may install the street trees in lieu of contribution to the Trust Fund in accordance with Section 61.226.
5. **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.
6. **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.
7. **Signs – LDC:** See Chapter 64 Orlando Land Development Code for sign requirements and regulations. Separate permit applications are required for signs.
8. **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.
9. **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 St Johns River Water Management District is required. The system is to be privately owned and maintained.
10. **Sidewalks:** 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.
11. **Sewer – FDEP:** This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system. The Office of Permitting Services processes the permit for projects with reserved sewer capacity. At the time of FDEP permit submittal to the Office of Permitting Services, the following is required:

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- ◆ 1. Permit Application - signed/sealed by the owner. This Office will complete page 10 of 11 when the construction plans are approved.
 - ◆ 2. Construction Plans - six sets, signed/sealed by the engineer. The plans are to include the on-site and off-site sewer design together with the City's details. If a lift station is part of the sewer design, the engineer is to submit the shop drawings for the lift station (private or public).
 - 1 The construction plans are reviewed by the City of Orlando's Waste Water Bureau and returned to the Office of Permitting Services when approved. This Office will contact the engineer to pick up the application and two sets of the approved plans or the transport to FDEP. The remaining sets will be retained by the Office for distribution.
 - 2 Reminder: PLEASE ALLOW 3-4 WEEKS FOR THIS PROCESS
12. **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. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.
 13. The proposed fire and portable water backflow prevention shall be screen from the right-of-way of Welham Street.
 14. At the time of development a valid signed and signed survey must be provide to ensure no encroachments of the building. All public improvements will require a Performance Bond or other method of security of 110 percent of the cost of the improvements. The form is available in the Office of Permitting Services.
 15. All exterior walls and fences will require a separate building permit from the main building permit.
 16. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy dated April 2004.

Fire

1. Please note that the fire truck specifications used in the simulation that was submitted does not meet the requirements for our largest vehicle. (48 foot turning radius, 30 foot inside radius, 48 foot long, 10 foot width, 13.5 foot high).
2. **Dept Access Dead End:** A dead-end in the fire department access road in excess of 150' will require an approved turnaround or cul-de-sac. [NFPA 1: 18.2.3.4.4]
3. **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]. Access must be through permanent-type roadway such as pavement or concrete (gravel or other non-permanent improved surface is not acceptable). Access appears to be through adjacent property. Access easement must be provided extending through to the public road. Access through the driveways leading to the public roads must be shown to meet Orlando's Fire Truck specifications (Software modeling recommended).
4. **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.
5. **Fire Code Review:** TRC fire code review is preliminary in nature, and is intended to expose or prevent evident design deficiencies with State and City Fire Codes. 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:** A fire department access road shall extend within 50 ft of a single exterior door providing access to the interior of the building. 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)].

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Building

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

Police—CPTED Review

1. The Orlando Police Department has reviewed the plans for Baldwin Harbor (multi-family) located at 1711 and 1887 Jake St., 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.
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.

Overall Project:

1. 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 the guidelines in Orange County Ordinance No. 2003-08 and Orlando Land Development Code.
 - ◆ In order to give patrons and residents a sense of safety, pedestrian-scale lighting should be used in all high-pedestrian traffic areas especially along residential entrances, parking garage entrances, entrances to common areas and courtyards, .
 - ◆ Appropriate lighting should be included in any common areas throughout the project if it is anticipated that these areas will be utilized after-dark.
1. This is especially true in and around the parking structures, elevator lobbies, stairwells, all public and private entrances, in the motor courts, public corridors and throughout the amenities.
2. Landscaping is another crucial aspect of CPTED. Trees branches should be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should not block/cover windows. Open green spaces should be observable from nearby units.
3. 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).
4. Bicycle parking pads (if installed) should be observable from building entrances, securely fastened and not hidden behind landscaping.
5. Ensure that any canopies do not interfere with lighting, especially pedestrian scale, if these locations are to be used during nighttime hours.

Parking Garage:

1. Vehicle and pedestrian entrances into the parking garage should be well lit and defined by landscaping, signage and/or architectural design.
2. Lighting is universally considered to be the most important security feature in a parking garage. Illumination, uniformity, and glare should all be taken into consideration. Lighting fixtures in a parking garage should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.
3. White concrete stain on the ceilings and beams within the parking garage is recommended to reflect light and improve uniformity.
4. Anti-graffiti coating on the walls is recommended to discourage illegitimate users from "tagging" these areas.
5. A parking garage design that is "open" on all sides is highly recommended. Shear walls should be avoided, especially near turning bays and pedestrian travel paths. The use of cabling and other architectural elements that allow for visibility are encouraged.
6. Stairwells should be constructed of an open design (not behind solid walls) and the staircase design should allow for visibility.
7. 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.
8. Any interior 90° corners should utilize mirrors or reflective material to enhance surveillance around corners.

Residential Units:

1. Entry doors on all residential units should contain 180° viewers/peep holes.

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2. Any interior 90° corners in the hallways and common areas should utilize mirrors or reflective material to enhance surveillance around corners.

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.

1. Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around building and parking garage entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
2. There should be no easy access to the roof of any part of the building.
3. Signs located in the parking garage should remind residents, employees and guests to lock their vehicles and keep valuables out of sight.
4. Way-finding located throughout the property should help guide users to authorized areas while discouraging potential offenders.
5. Signage with hours of operation should be clearly visible at any public entrance.
6. We support the plan to use Traffic calming techniques as well as surface and gateway treatments throughout the development to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
7. Walkways should be a minimum 6' in width to enhance pedestrian flow.
8. Leasing or lobby areas should have unobstructed views of approaching residents, employees and guests.

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 fences.

1. The property should be designed to encourage interaction between neighbors and tenants.
2. Each residential unit should have an address that is clearly visible from the street, parking garage, or hallway with numbers a minimum of five-inches high made of non-reflective material. This also applies to the leasing office and clubhouse areas.
 - ◆ Note: If the parking spaces are numbered and reserved, the numbers should not coincide with the dwelling unit addresses for the safety of the residents.
1. Fences can be used to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED post and pillar fencing, at least 6-foot in height, made of commercial grade steel or landscape buffers, which include hostile vegetation, may be installed where appropriate. The fencing and landscape buffer may also be used together to further reinforce delineation.
 - ◆ This decorative type fencing can also be used around patios or green spaces for ground floor units to delineate between public and private spaces.
1. 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.
2. 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.

Overall Project:

1. Exterior and non-public 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 material. This includes garage and storage room doors.
2. Door locks should be located a minimum of 40 inches from adjacent windows.
3. The use of jalousie, casement or awning-style windows is discouraged.
4. All windows that open should have locks.
5. Sliding glass doors should have one permanent door on the outside and the inside moving door should have a docking device and a pin.
6. Air conditioner units should be caged and the cages should be securely locked.
7. An access control system should be considered throughout the project so residents only have access to their building, floor, parking, common amenities, and pedestrian access points. Common area doors or gates (leasing office, fitness center, pools, etc.) should have locks that automatically lock when the doors close.
8. Common areas should have signs that clearly identify operating hours and state that facilities are only for use by residents.
9. 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 or tenants. During working hours, commercial alarm systems (to include all common areas) should be programmed so that a short beep is sounded if an exterior door opens.
10. A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension should be used throughout this project. Interior 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 garage and property access points, especially areas with limited or no natural

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surveillance.

11. Back or side doors (non-public) should be kept locked from the outside at all times. Internal business policy should prohibit the "propping open" of exterior doors.
12. 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.

Parking Garage:

1. Including signage and an access control system would help further identify and delineate public from private space.
2. Additional precautions, such as silent alarms and retail training (what to do during a robbery), should be discussed with OPD's Crime Prevention Unit Corporal Kevlon Kirkpatrick, 407.246.2196.
3. 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 phones 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.
1. Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.
2. If you have any questions, please call the Crime Prevention Unit, Corporal Kevlon Kirkpatrick, 407.246.2196.

Innovative Response to Improve Safety (I.R.I.S.) Camera System:

1. OPD recommends that the developer contact OPD in an effort to coordinate camera system technology. OPD has the ability to monitor specified external camera systems from private facilities at the will of the developer or building owner. OPD monitoring will be in addition to self-monitoring and will not replace building camera monitoring. OPD will not have the ability to interfere with or manipulate building camera systems, only view. The additional monitoring is beneficial to both the developer/owner and OPD as a crime prevention and overall public safety solution.
2. IRIS questions should be directed to the Orlando Police Department, Sgt. Andy Brennan, at andrew.brennan@cityoforlando.net.

Crime Free Multi-Housing

1. 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.
2. 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.
3. CFMH utilizes a unique three-part approach, which ensures the crime prevention goal, while maintaining a very tenant-friendly approach.
4. 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.
5. Phase Two certifies that the rental property has met the security requirements (based on CPTED strategies) for the tenant's safety. These requirements include:
 6. Dead-bolt locks on all unit entry doors with a minimum 2-inch throw;
 7. eye views (peep holes) with 180 degree view;
 8. strike plates with 3-inch screws and
 9. anti-slide devices on sliding doors and windows.
10. Implementation of the recommended CPTED strategies will prepare this community for inclusion in CFMH.
11. 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.

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 Gus Castro at 407-246-3385 or by e-mail: gus-tavo.castro@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. If you have any questions, please call the Crime Prevention Unit, Corporal Kevlon Kirkpatrick, 407.246.2196. 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, Office Derwin Bradley at 407.246.3927 or the Crime Prevention Unit Corporal Kevlon Kirkpatrick, 407.246.2196.

Fire

For any questions regarding fire issues, please contact Jack Richardson at 407.246.3150 or at jack.richardson@cityoforlando.net. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Voice Response System at 407.246.4444.

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.