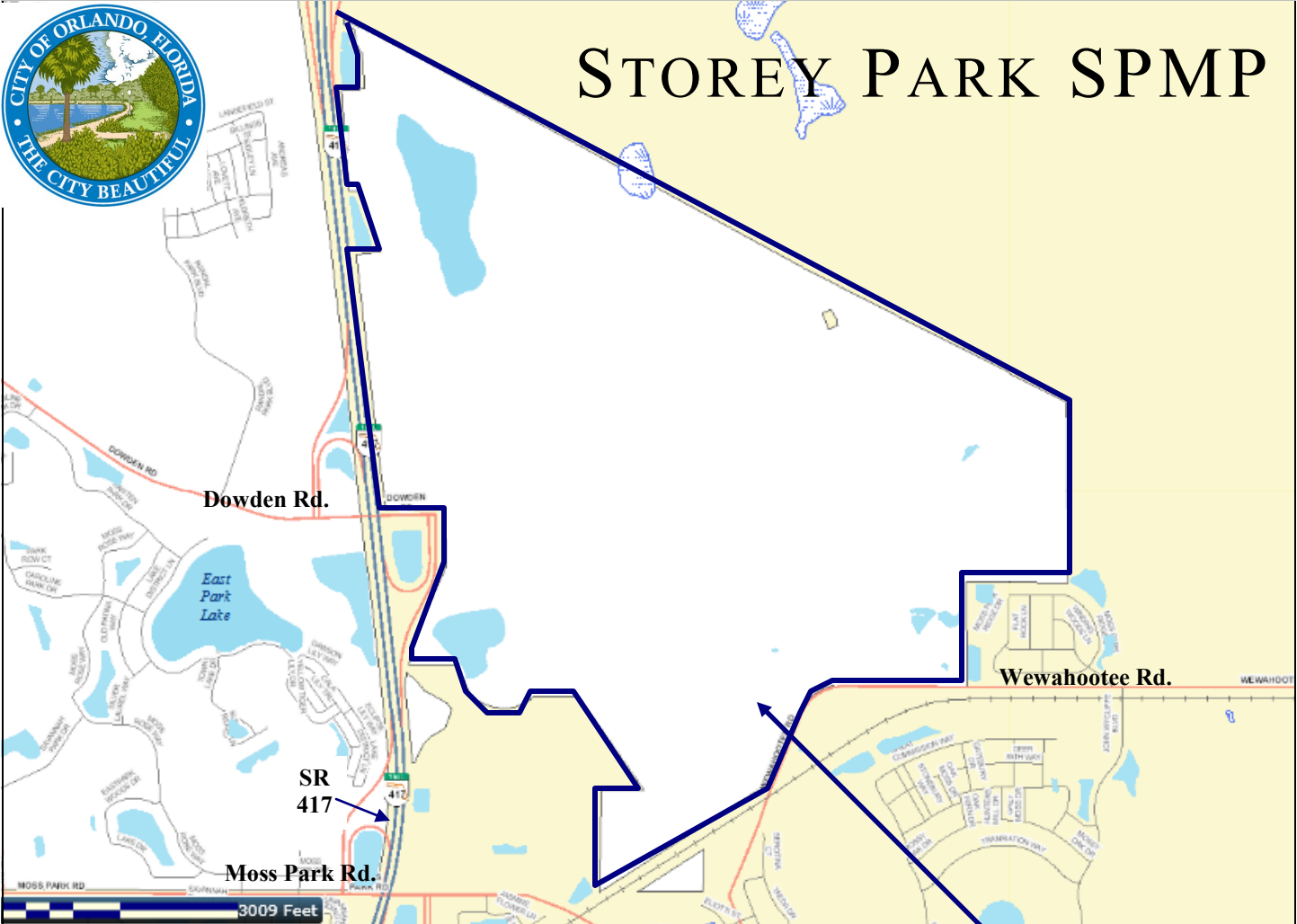




STOREY PARK SPMP



Location Map

Subject Site

SUMMARY

Owner/Applicant

Michael Southward,
Lennar Homes

Project Planner

Michaëlle Petion

Property Location: East of the Central Florida Greenway (SR 417), north of Moss Park Rd. and south of the Beachline (SR 528) (Parcel ID #04-24-31-0000-00-001, 003, 004, 09-24-31-0000-00-001, 012, 034) (±242.3 acres, District 1)

Applicant's Request:

The applicant is requesting Master Plan approval for Phases 1 through 8, excluding Phase 6, of Parcels I and J of the Wewahootee PD.

Staff's Recommendation:

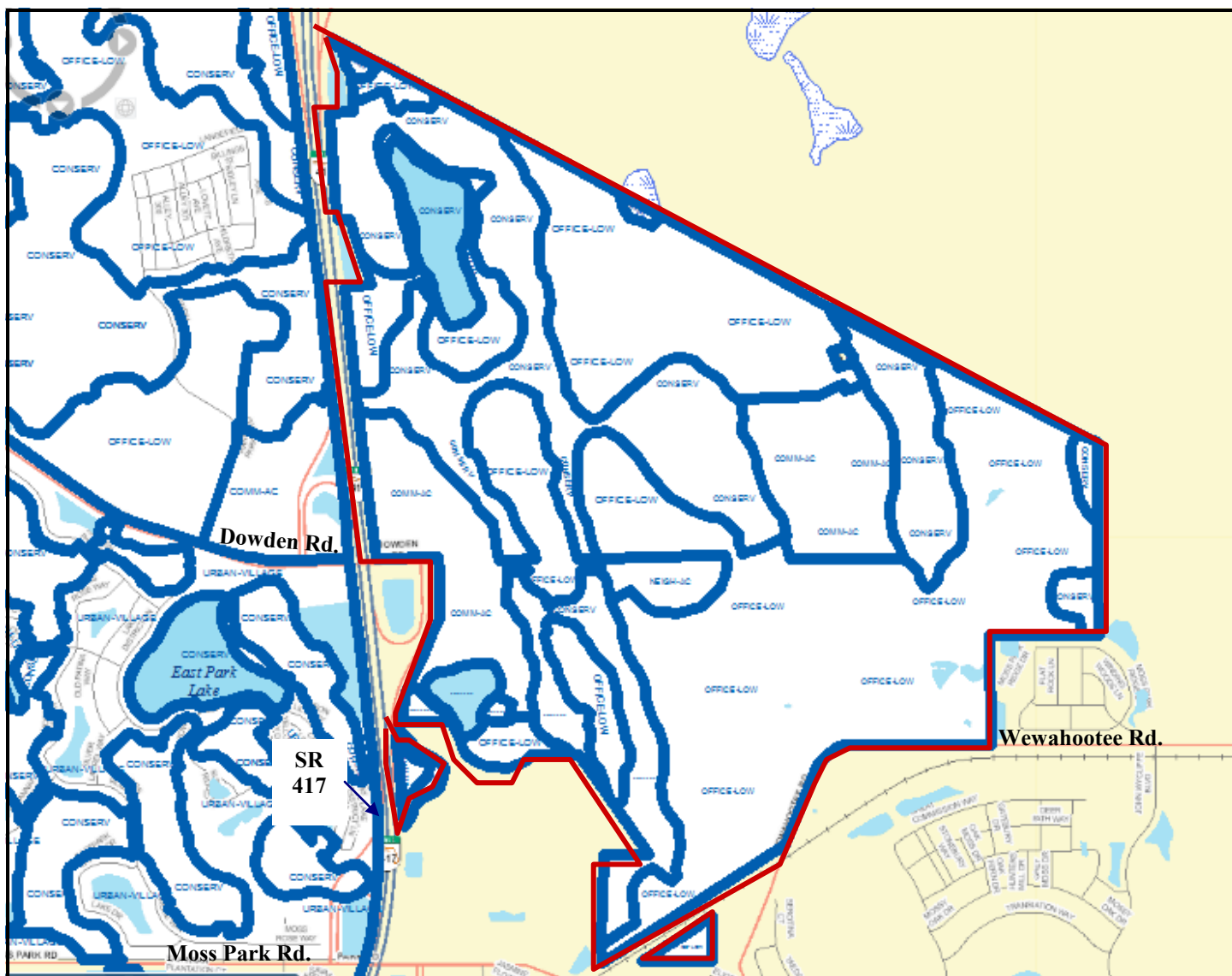
Approval of the request, subject to the conditions in this report.

Public Comment

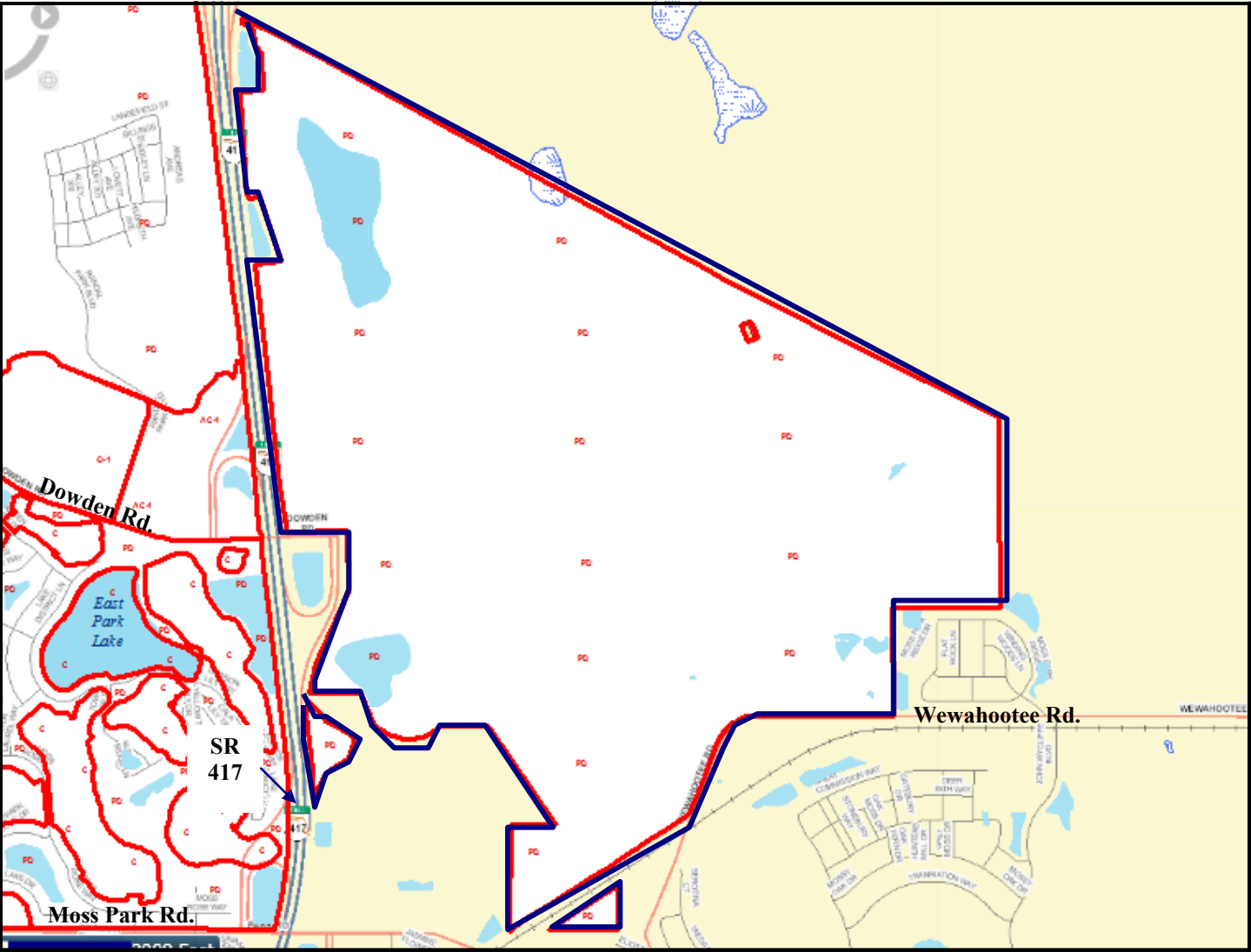
Courtesy notices were mailed to property owners within 300 ft. of the subject property during the week of March 3, 2014. As of the published date of this report, staff has received no inquiries from the public.

Updated: March 3, 2014

FUTURE LAND USE MAP



ZONING MAP



PROJECT ANALYSIS

Project Description

The ±242.3 acre subject property is located east of the Central Florida Greenway (SR 417), north of Moss Park Rd. and south of the Beachline and is within the larger ±1266 acres Planned Development referred to as Wewahootee. The applicant is requesting Master Plan approval for Phases 1 through 8, excluding Phase 6, of Parcels I and J of the Wewahootee PD. Phases 1 through 5 are proposed to include a mix of townhomes and single family residences, phases 7 and 8 includes only roadway improvements. Phase 6, future commercial, shall be addressed in a future SPMP. This is the first specific parcel master plan for the Wewahootee PD.

The site has a Future Land Use designation of Community Activity Center, Neighborhood Activity Center, Office Low Intensity and Conservation and a zoning designation of PD (Planned Development). The proposal is consistent with the Zoning and Future Land Use designations.

Previous Actions:

- November 2013– City Council annexed the subject property into the city of Orlando (ANX2013-00004, Doc. # 1311251202)
- December 2013– City Council approved the assigning of the Office Low Intensity, Neighborhood Activity Center, Community Activity Center and Conservation future land use designations and Planned Development zoning designation and the creation of Subarea Policy S.40.1. (GMP2013-00010, GMP2013-00011, Doc. # 1312161201, ZON2013-00015, Doc. # 1312161202) The PD ordinance includes land use approval for 627,000 sq. ft. of office, 713,845 sq. ft. of retail, 2,752 dwelling units and civic uses.

Project Context

The subject parcel is currently undeveloped. Surrounding uses, zoning, and future land uses are shown in Table 1 below. The majority of surrounding properties are within the Wewahootee PD. A portion of the southern boundary is adjacent to the OUC railroad corridor, which is within unincorporated Orange County. All of the surrounding property is vacant.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Conservation	Planned Development (PD)	Vacant
South	Office Low	Planned Development (PD)	Vacant
East	Office Low	Planned Development (PD)	Vacant
West	Conservation	Planned Development (PD)	Vacant

Conformance with the GMP

The subject site is within the Office Low Intensity future land use designation, and the residential category within the PD. The Office Low Intensity designation has a maximum allowed density of 21 du/acre and/or 0.4 FAR and there is no minimum density. The property is also within Subarea Policy S.40.1., which addresses the maximum density allowed, planning principles and SPMP requirements.

Consistent with GMP policy as well as PD requirements the street pattern and connectivity exceeds the minimum 1.4 links over nodes street system. Also, the park/open space level of service also exceeds the minimum requirement. This SPMP therefore requires 0.96 acres of neighborhood park and 1.66 acres of community park. While this SPMP does not differentiate between the types of parks, it provides sufficient park area, 13.6 acres of park total.

The proposed development is consistent with the associated future land use and subarea policy.

Conformance with the LDC

The development site has existing zoning designation of PD. The PD process is intended to facilitate unique, individually planned developments which are not otherwise permitted. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council

PROJECT ANALYSIS

the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare.

The Wewahootee PD is allowed a maximum of 2,752 residential units, with 641 units proposed. At 242.3 acres, 159.4 of which is developable, the proposal is at 4 du/ac and therefore, per the PD, has an underlying zoning of R-3A.

Development Standards:

Exhibit D of the PD ordinance includes the typical residential development standards for the each lot type. The proposed product types, front and rear loaded single family and rear loaded townhomes are consistent with the ordinance. Section 4.8 of the PD requires an additional 20 ft. building setback from the 25 ft. wetland buffer area for properties adjacent to conservation. This building setback applies to properties along the northern boundary of Parcel J and the western boundary of Parcel I and is addressed with the addition of footnote (8) to the table below.

Table 2- **RESIDENTIAL DEVELOPMENT STANDARDS**

Product Type	Minimum Lot Width (1)	Minimum Lot Depth	Minimum Street Frontage (2)	Front Yard Setback	Rear Yard Setback (8)	Side Yard Setback	Street Side Yard Setback	Maximum Building Height - Stories (6)	Maximum ISR
Single Family detached front load	50 ft	100 ft	25 ft	16 ft (3)	15 ft	5 ft	15 ft	3 Stories	70%
Single Family detached rear load	30 ft	100 ft	25 ft	16 ft (4)	5 ft or greater than 16 ft	5 ft (7)	15 ft	3 Stories	70%
Duplex rear load (on separately platted lots)	25 ft	100 ft	25 ft	16 ft (4)	5 ft or greater than 16 ft	5 ft / 0 ft for shared wall	15 ft	3 Stories	75%
Townhome rear load	20 ft	100 ft	20 ft	16 ft (4)	5 ft or greater than 16 ft	0 ft (5)	15 ft	3 Stories	90%
Multifamily	varies	varies	25 ft	20 ft maximum	Varies, establish in SPMP	Varies, establish in SPMP	15 ft maximum	5 Stories	75%

(1) Corner lots shall be 10 ft wider than the rest of the lots on the block to accommodate the street side yard setback.

(2) Flag lots are prohibited.

(3) The garage of front-loaded units shall have a minimum setback of 20 ft from the right-of-way and shall not project in front of the front facade.

(4) Open-air front porches may encroach up to 6 ft into the front yard setback, provided that the porch has an useable floor depth of at least 6 ft free of columns and other obstructions.

(5) Minimum side yard setbacks for townhome end units shall be 5 feet.

(6) Story is defined as that portion of a building included between the surface of any finished floor and the surface of the next finished floor above it, or there be no floor above it, then the space between such floor and ceiling next above it, unless such space is less than 5.5 feet in height. Wherever the height between two finished floors (or finished floor and ceiling) exceeds 25 ft, each height of 15 feet or portion greater than 5.5 feet thereof shall be construed to be one story.

(7) Four-foot setbacks are permitted on lots less than 40 feet wide.

(8) Rear yard building and accessory structures setback for lots abutting wetland conservation areas shall be 20 ft.

PROJECT ANALYSIS

Gating

The applicant proposes gated access for Parcel J. Section 5.5 of the PD ordinance permits the gating of the parcel subject to compliance with Orlando Fire Department requirements. The western gated entrance allows for adequate queuing outside of Innovation Way North right-of-way as well as a turn around area for wrong entries. The eastern gated entry lacks these two elements and as a result would be limited to residents and emergency only.

Transportation

The subject property is located in the eastern portion of Orange County, south of State Road 528 and east of State Road 417. Road access to the subject property for this SPMP will be from State Road 417 and Narcoossee Road via Dowden Road, extended as Innovation Way North, and Moss Park Road. Moss Park Road will also be extended as Innovation Way South, providing a second access to the overall Wewahootee PD site. Street names have not been approved and are subject to change per emergency responder requirements.

A reasonable and achievable development cap has been established in the City's GMP as a Subarea Policy, based on site-specific practical limitations and the applicant's approved total development program (see GMP2013-00011). A generalized trip generation estimate for the approved Subarea Policy Cap in the City's GMP and the submitted Storey Park SPMP application is shown in Table 3— Trip Generation. As future phases are approved, the remaining trips available will be estimated for each SPMP.

Table 3— Trip Generation

Approved Development Program	Subarea Policy Cap	Average Daily Trips (vpd)	PM Peak Hour Trips (vph)
Residential Uses	Max. 2,752 dwelling units	±22,250 vpd	±2,230 vph
Office Uses	Max. 627,000 Sq. Ft.	±6,916 vpd	±934 vph
Retail Uses	Max. 713,845 Sq. Ft.	±30,481 vpd	±2,648 vph
Subtotal:		59,647 vpd	5,812 vph
Proposed Land Uses	Proposed SPMP Development	Average Daily Trips (vpd)	PM Peak Hour Trips (vph)
Parcel I - Single Family (detached)	72 units (Phase 1) + 258 units (Phases 3,4 &5)	±3,142 vpd	±330 vph
Parcel I - Multifamily (townhomes)	18 units (Phase 1) + 138 units (Phases 3,4 &5)	±1,037 vpd	±97 vph
Parcel J - Single Family (detached)	131 units (Phase 2)	±1,247 vpd	±131 vph
Parcel J - Multifamily (townhomes)	24 units (Phase 2)	±160 vpd	±15 vph
Subtotal:	641 dwelling units (23%)	5,586 vpd (9%)	573 vph (10%)
Remaining Trips Available:		-54,061 vpd	-5,239 vph

The applicant has submitted a traffic impact analysis (Project Jack - Planned Development Traffic Impact Study, June 2013 *Revised July 2013*), addressing potential transportation impacts of the approved development program in the short and long term. The traffic impact study was conducted in accordance with City of Orlando requirements.

According to the traffic study, estimated traffic impacts related with this SPMP will be on Innovation Way North/Dowden Road (64% of trip distribution), Moss Park Road (34% of trip distribution) and Wewahootee Road (2% of trip distribution). Innovation Way North within the site will be constructed as a 4-lane divided road and, according to the traffic study, various road segments in the southeast area were projected to operate at unacceptable levels of service; however, those unacceptable levels are the result of background traffic growth and not because of project trip additions to the existing road infrastructure in the short term.

According to the signal operation analysis in the traffic study, the following signal changes are necessary to improve the existing

levels of service in the short term: Innovation Way North at SR 417 Northbound – Add second westbound left-turn lane and optimize signal timing & phasing. Staff recommended that a monitoring and modeling program be undertaken by the applicant, in consultation with the City, to identify future traffic conditions within the Southeast Orlando Sector Plan area in the long term and determine possible future transportation mitigation.

Urban Design

The PD ordinance provided residential development standards to avoid a monotonous streetscape in regards to building design as well as lot sizes. 15% transparency is required for the principal and street side yard facades below the roofline. Also, identical single family residences are prohibited from neighboring or facing each other. Elevations as well as particular housing model were not provided with this SPMP. These items shall be reviewed via a Planning Official Letter of Determination.

It should also be noted that the City of Orlando has a new Landscape Code scheduled to take effect on April 1, 2014. The subject property will only be vested for the existing landscaping requirement if final ENG permits are submitted for on or before April 1, 2014 otherwise the landscape plans will be required to meet the new landscape code.

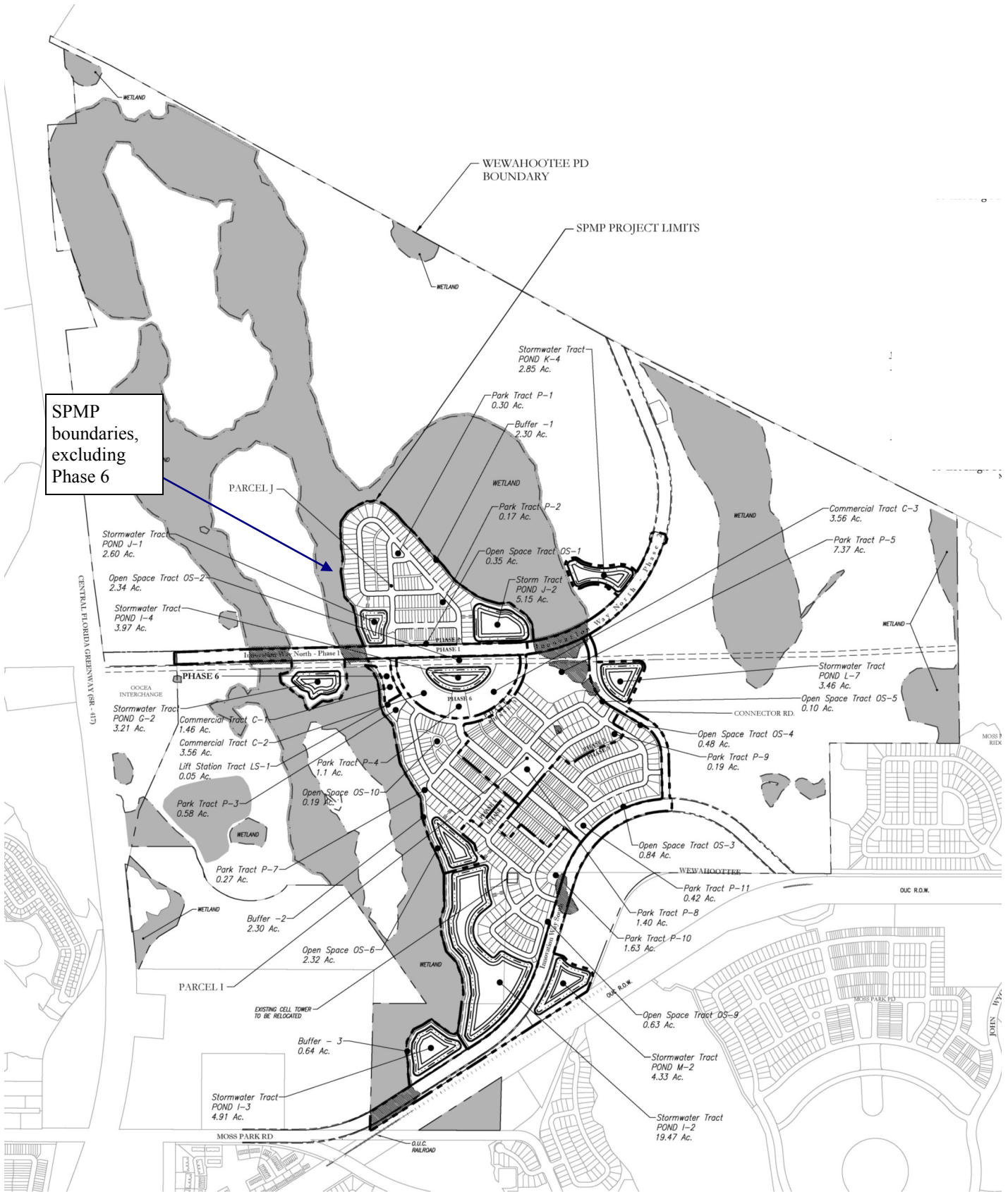
School Impact

On July 7, 2008, the City adopted a Public School Facilities Element (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency which requires all residential developments be subject to school concurrency review. The agreement was amended and restated on March 9, 2011. Under the terms of the agreement, the City will advise OCPS of comprehensive plan amendments, zoning amendments, and development proposals that may have the effect of increasing existing density. Residential development will need to comply with the applicable Orange County Public School Capacity Enhancement Agreement(s). This project has an approved capacity enhancement agreement (CEA06-023-8) that predates concurrency requirements. Per section 18.2 (k) of the 2011 interlocal agreement, properties with a CEA that predate school concurrency are exempt from school concurrency review.

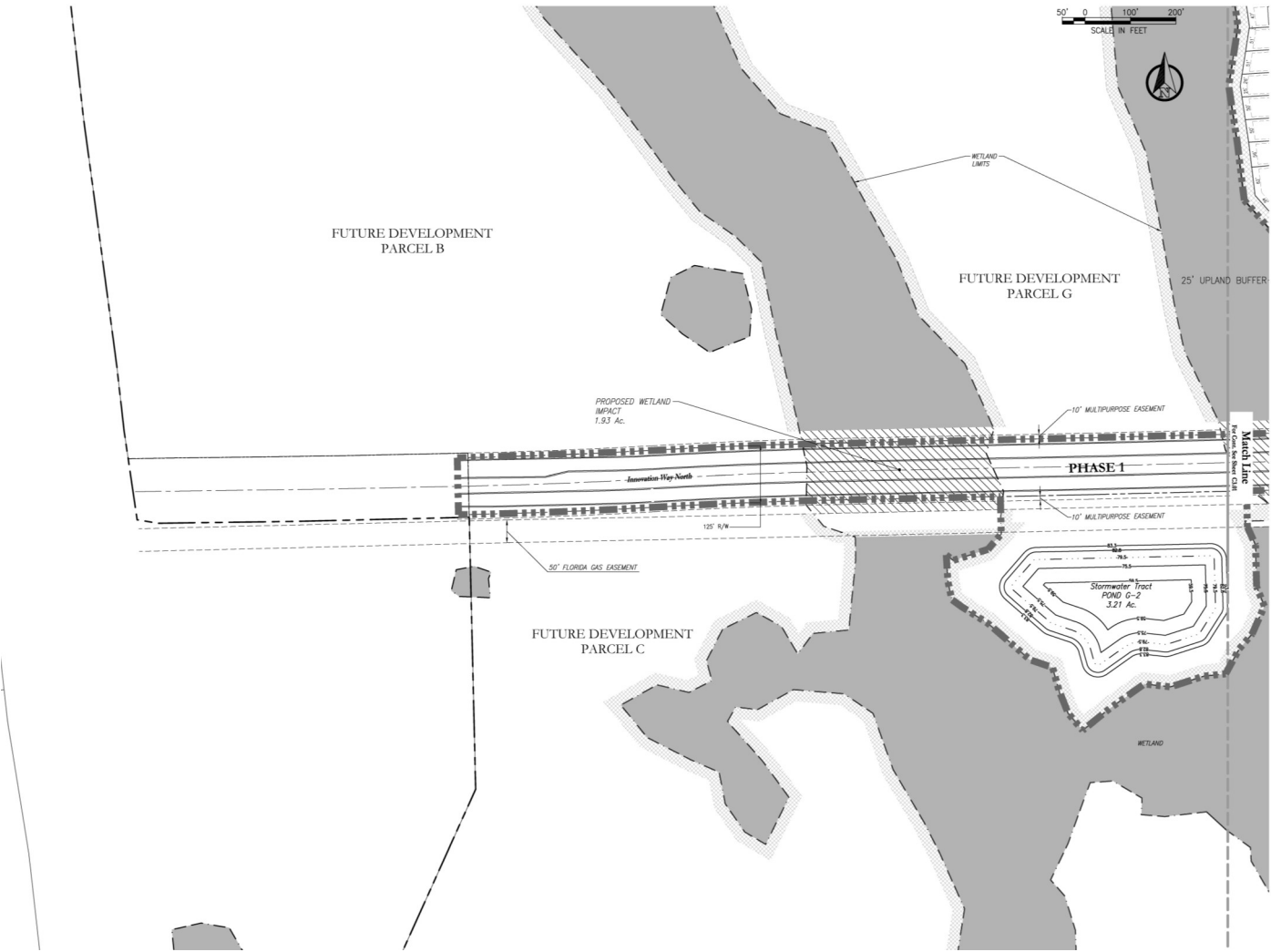
Parks

The SPMP includes 13.41 acres of park acreage plus an additional 9.98 acres of open space. Per the PD, parks must be constructed concurrently with the infrastructure for each phase. As described in the conditions of approval, administrative review is required for parks greater than 1 acre.

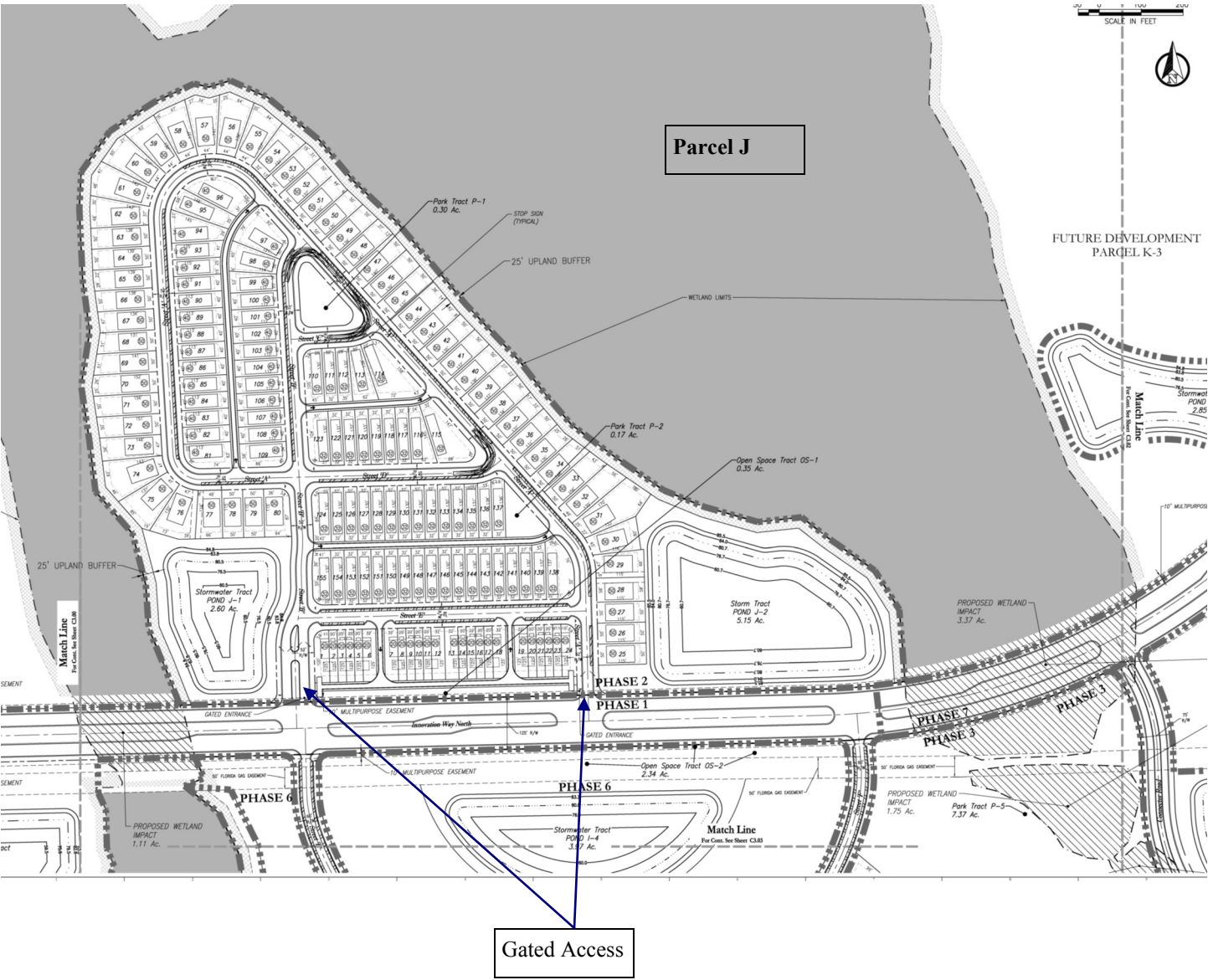
OVERALL SITE PLAN



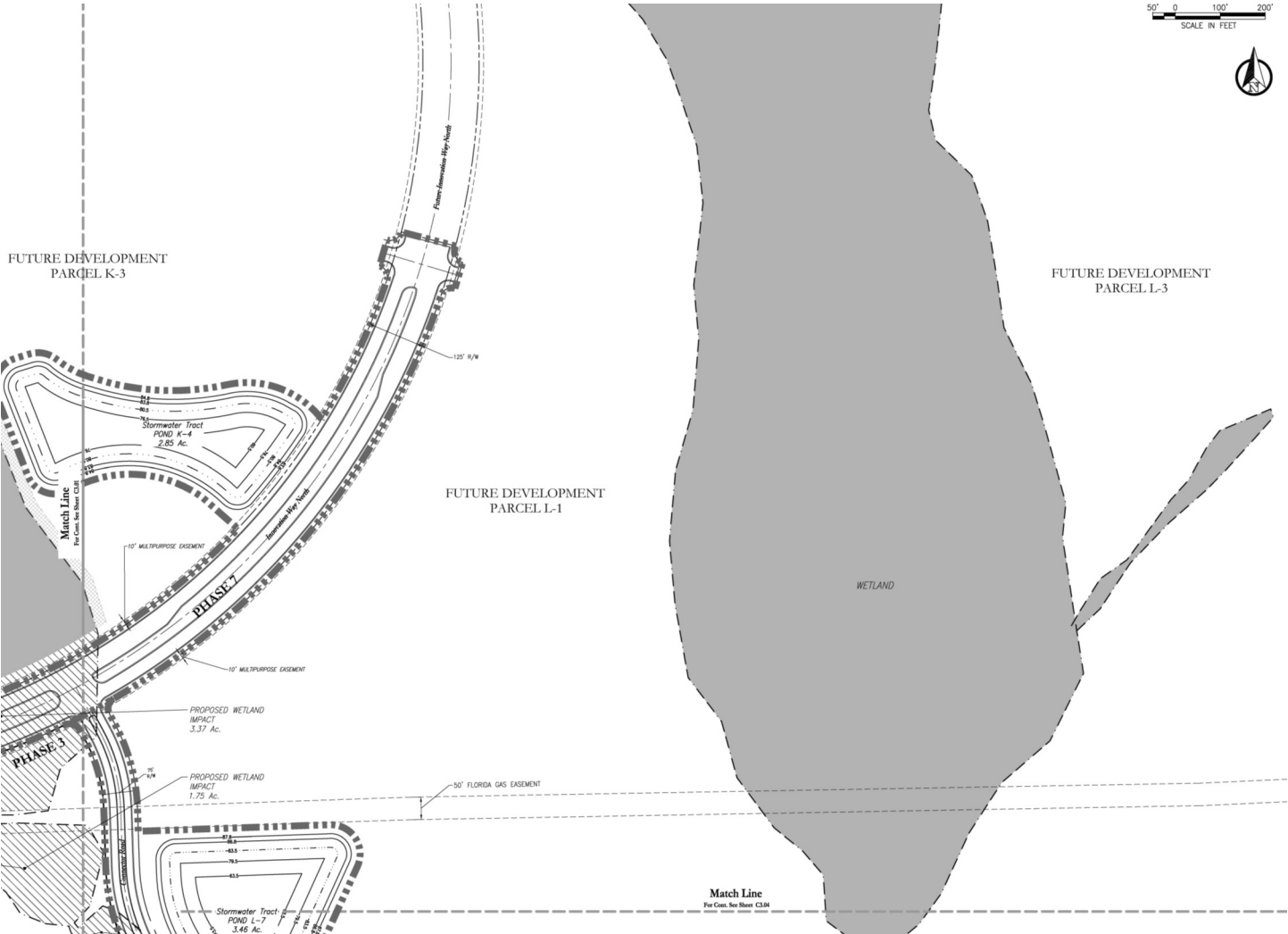
DEVELOPMENT PLAN



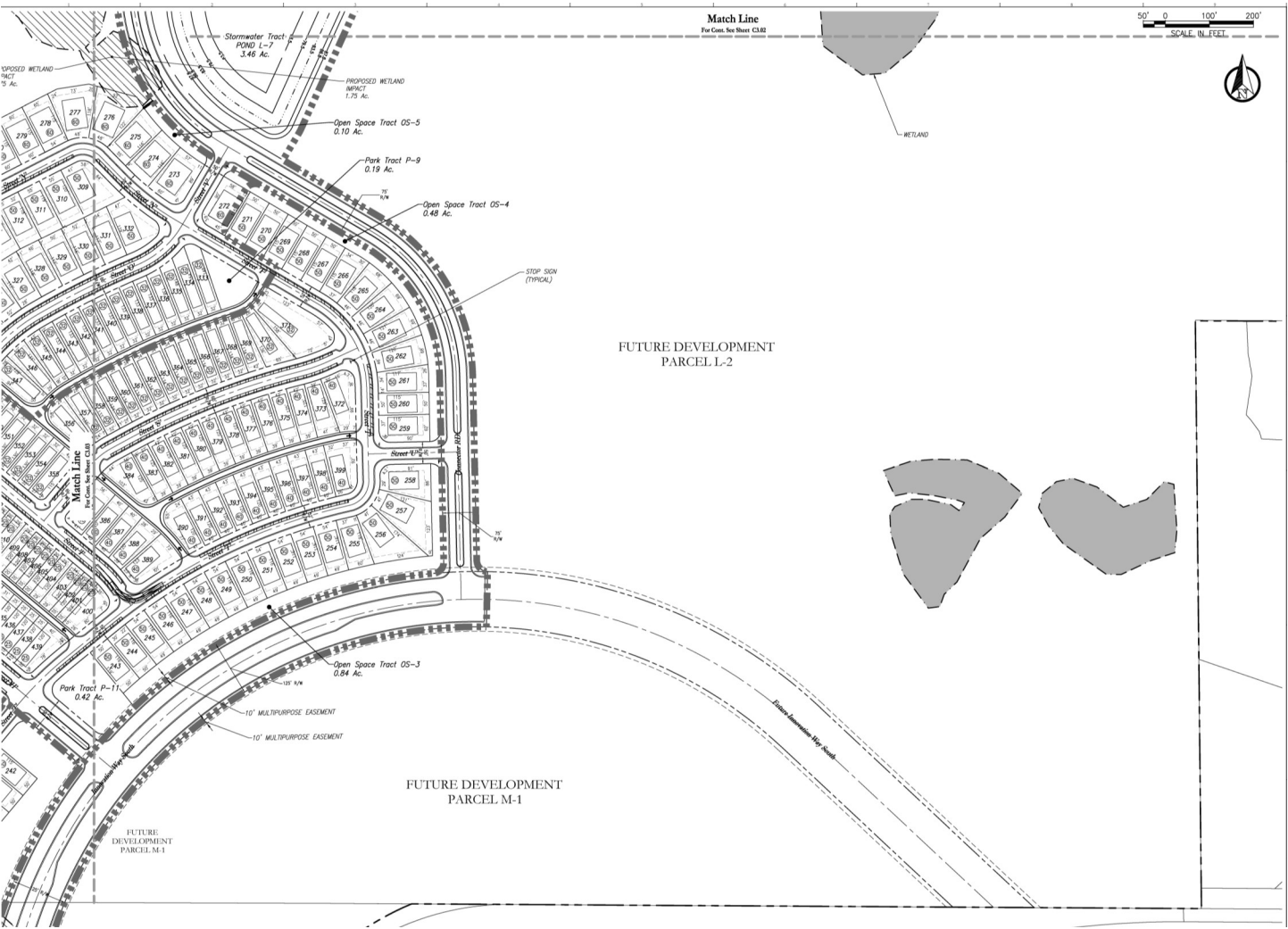
DEVELOPMENT PLAN



DEVELOPMENT PLAN



DEVELOPMENT PLAN

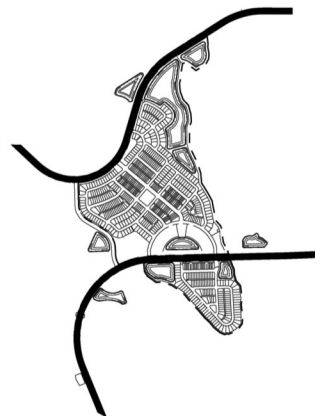
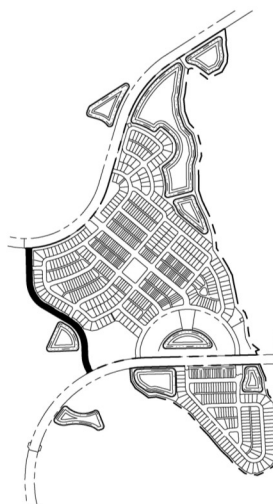
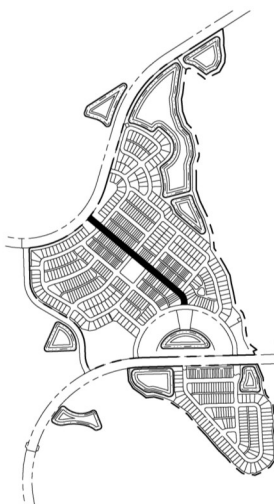
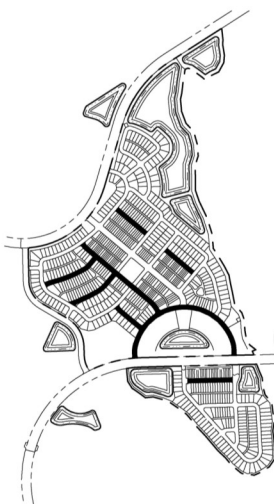
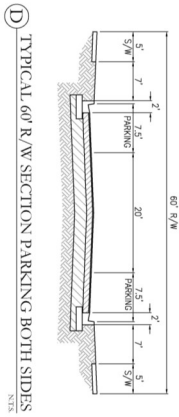
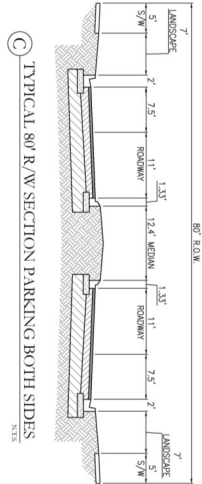
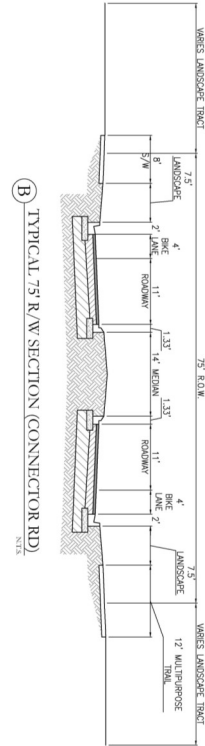
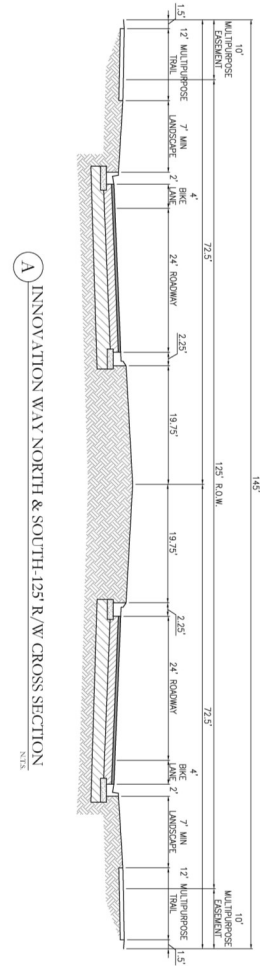


The site plan illustrates the proposed Moss Park Road Realignment, showing various phases, wetlands, stormwater ponds, and easements. Key features include:

- PHASE 1:** Located in the lower left, showing the proposed wetland impact (2.39 Ac.) and the future Moss Park Road Realignment.
- PHASE 2:** A large central area showing the proposed wetland impact (1.2 Ac.) and the future Moss Park Road Realignment.
- PHASE 3:** Located in the upper left, showing the proposed wetland impact (1.2 Ac.) and the future Moss Park Road Realignment.
- PHASE 4:** Located in the upper right, showing the proposed wetland impact (1.2 Ac.) and the future Moss Park Road Realignment.
- PHASE 5:** Located in the lower right, showing the proposed wetland impact (1.2 Ac.) and the future Moss Park Road Realignment.
- Stormwater Ponds:** Several ponds are shown, including Stormwater Pond I-1 (1.2 Ac.), Stormwater Pond I-2 (1.2 Ac.), Stormwater Pond I-3 (1.2 Ac.), Stormwater Pond M-1 (1.2 Ac.), and Stormwater Pond M-2 (1.2 Ac.).
- Wetlands:** Various wetland areas are shown, including Wetland I-1 (1.2 Ac.), Wetland I-2 (1.2 Ac.), Wetland I-3 (1.2 Ac.), Wetland M-1 (1.2 Ac.), and Wetland M-2 (1.2 Ac.).
- Easements:** Several easements are shown, including the 10' Multipurpose Easement, 10' Upland Buffer, and 25' Upland Buffer.
- Other Features:** The plan also shows the future Moss Park Road Realignment, the future Moss Park Road Realignment, and the future Moss Park Road Realignment.

CROSS SECTIONS

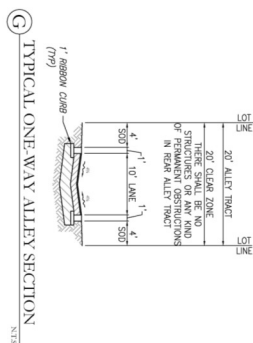
Consistent with Exhibit G of the PD



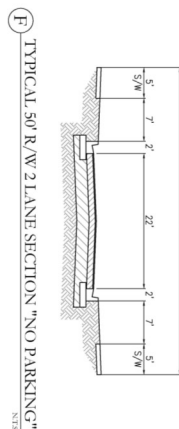
CROSS SECTIONS



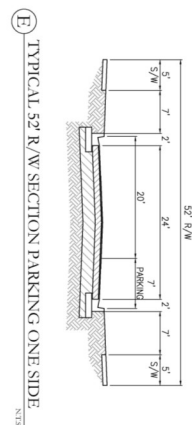
H TYPICAL POND SECTION



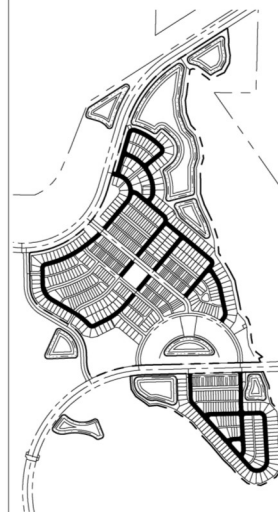
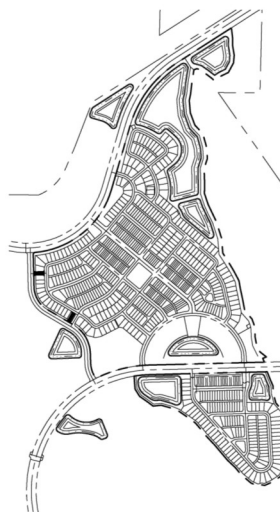
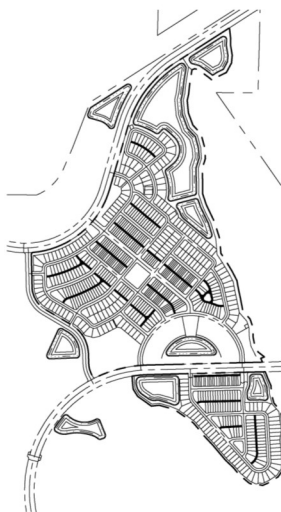
G TYPICAL ONE-WAY ALLEY SECTION



(F) TYPICAL 50' R/W 2 LANE SECTION "NO PARKING"

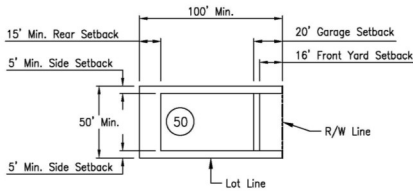


NT3
TYPICAL 52' R/W SECTION PARKING ONE SIDE
E

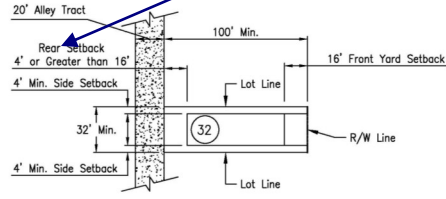


LOT DETAILS

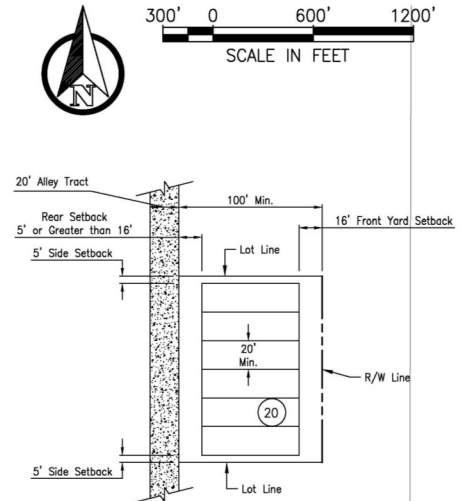
5 ft. rear setback required, consistent with Table 2—Residential Standards.



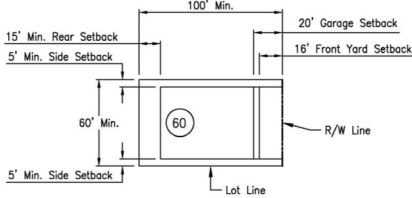
50' Lot Single-Family (Front Load)
N.T.S.



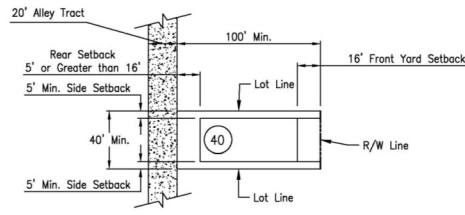
32' Lot Single-Family (Rear Load)
N.T.S.



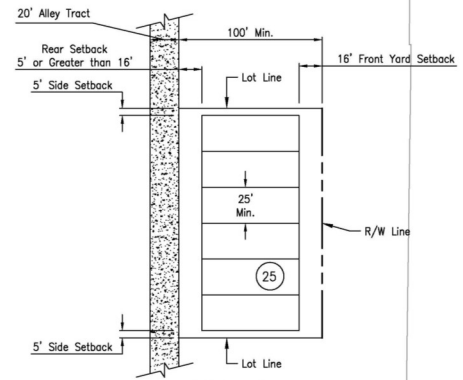
20' Townhomes -
Number of Units Vary Per Building
Rear Load
N.T.S.



60' Lot Single-Family (Front Load)
N.T.S.



40' Lot Single-Family (Rear Load)
N.T.S.



25' Townhomes -
Number of Units Vary Per Building
Rear Load
N.T.S.

Coincides with Table 2—Residential Standards

AERIAL PHOTO



FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Master Plan applications contained in Section 65.335 of the Land Development Code (LDC):

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 PD zoning district and all other requirements of the LDC.
3. The proposed use is 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 Master Plan request, subject to the following conditions:

CONDITIONS OF APPROVAL

Growth Management

The Comprehensive Planning Studio has no objections to the proposed Master Plan. All previous comments have been addressed.

Land Development

1. Land Use and Zoning. Except as provided herein, development of the property shall be consistent with the development standards of the Wewahootee PD. The underlying zoning shall default to the standards of the R-3A zoning designation
2. General Code Compliance. Development of the proposed project should be consistent with the conditions in this report, and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies.
3. Minor Modifications. Minor modifications and design changes including but not limited to fences, accessory structures, signs, landscaping, interior alterations, and other minor changes, that are required beyond those previously reviewed by the Municipal Planning Board, may be approved by the Planning Official without further review by the Municipal Planning Board. Major changes shall require additional review by the Municipal Planning Board.
4. Conformance with Master Plan Required. Construction and development shall conform to approved site plans, elevations, and landscaping plans on file with the City Planning Division and all conditions contained in this report, or as modified by the Municipal Planning Board and City Council. When submitting plans to the Permitting Division for permitting, the applicant shall attach to each submittal a copy of this staff report, and the excerpts of the Municipal Planning Board minutes.
5. Revised SPMP Resubmittal. The applicant shall submit a revised Specific Parcel Master Plan pursuant to the conditions outlined in this report and as recommended by the Municipal Planning Board and approved by the Orlando City Council. The revised/final SPMP shall be submitted to the City within 90 days of City Council approval of the Specific Parcel Master Plan. Please submit one electronic copy and 5 paper copies. This plan will be maintained within the MPB case file within the City Planning Division and copies will be distributed to other divisions reviewing the project.
6. Expiration. Upon approval of the Master Plan by City Council, a building permit shall be obtained for the work requiring the master plan within two years of the master plan approval. If the applicant does not receive the building permit within two years, then the master plan is no longer valid and the applicant must reapply for a master plan if the applicant wishes to proceed with a development requiring a master plan. If the building permit for the work requiring the master plan expires before a certificate of occupancy or certificate of completion is issued for the work requiring the master plan, then the master plan is no longer valid and the applicant must reapply for a master plan if the applicant wishes to proceed with a development requiring a master plan. However, the Planning Official may extend this time limit for one period of up to 12 months for good cause shown upon written application filed 30 days prior to the expiration date.
7. Residential Development Standards. Development shall be consistent with Exhibit D of the PD ordinance and Table 2 of this staff report. It lists minimum lot width, depth, height, ISR and setbacks per product type.
8. Townhomes along Street E. Due to the visibility of these residences on Innovation Way North, 15% transparency shall be required along the rear facade for all stories above the garage, same as the requirement for principal street side yard facades.
9. Gated Entry. The eastern gated entry for Parcel J shall be limited to residential and emergency access. Guest entry shall be prohibited. The entrance shall be treated as such to prevent confusion by guests.
10. Pond I-2. An access easement to Pond I-2 directly to the R/W shall be provided with development of Phase 1.
11. Phase 6. Development of Phase 6 shall be addressed in a future SPMP. Consistent with the PD ordinance, parking areas shall be located to the side or rear of the building and the minimum building frontage on the primary street shall be 65% of the lot frontage.
12. Elevations. Approval via a Planning Official Letter of Determination shall be required for building elevations for single-family and townhome units as well as housing model variations prior to submittal of building permits.
13. Timing Requirements. Landscaping buffers and walls in common area shall be installed prior to issuance of the 50th certificate

CONDITIONS OF APPROVAL(CONT.)

of occupancy in each phase. Parks shall be constructed concurrently with the infrastructure for each phase.

14. Alley Setback. For alley loaded lots, the rear yard setback for accessory structures, other than garages, shall be 5 ft.

15. Alley Fencing. Rear yards may be screened from alleys with a wall or fence, but the wall or fence may not exceed 6-feet in height above the grade of the alley. Any fence greater than 4 ft. in height shall be setback at least 5 feet from the rear property line. The fence or wall may be 100% opaque up to a height of 4-feet, but may be no more than 60% opaque above 4-feet. If the wall or fence is set back from the alley by 10-feet or more then it may be 100% opaque.

16. Pedestrian Access. A sidewalk shall be added from Street R to Street P to the trail along Innovation Way south.

17. Cell Tower. Plans show the existing cell tower will be removed. No new location is proposed. An SPMP for the new cell tower is required.

Urban Design

1. Appearance Review. An Appearance Review, via Planning Official Letter of Determination, shall be required prior to building permits being issued. All Urban Design conditions of approval shall be address in revised drawings prior to Appearance Review meeting. For questions regarding Urban Design plan review, contact Ken Pelham at 407-246-3235 or via email at Ken-neth.Pelham@cityoforlando.net.

2. Architecture

- a. The building design requirements of the Wewahootee PD shall be met.
- b. Minimum 15% transparency required on primary façades (i.e., oriented toward the public right-of-way or internal streets or driveways) for each floor below the roofline. Ground floor glass shall be clear on all facades (minimum of 80% light transmittance). All other glass shall meet a minimum 66% transmittance. Tinted or reflective glass shall be prohibited.
- c. No two adjacent townhome buildings, or townhome buildings directly opposite each other on the same street, shall have identical façade. Variation requirements shall be consistent with section 5.2.3 of the PD ordinance for single family development. A tabulation of townhome building styles shall be provided and updated with each building permit application.

3. Lighting

- a. All utilities, including street light poles, shall be kept out of the pedestrian path. All streets shall have streetlights.
- b. A signed and sealed lighting plan 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 shall be submitted with permitting drawings. Dark Skies principles must be followed.
- c. Light-emitting diode (LED) lamps are encouraged.

4. Signage. A Master Sign Package shall be developed, prior to issuance of signage permits, to ensure a consistent signage theme across all parcels. All signs are subject to Appearance Review.

5. Site Design.

- a. Provide crosswalks that connect Parcel J to the activity center across Innovation Way North.
- b. Oblique angles at intersections shall be avoided.

6. Landscaping.

- a. Landscaping in and along Innovation Way shall be designed to provide "tree-lined boulevard" appearance. Additional landscape shall be required between Innovation Way and the alley along the north side of the right-of-way to mitigate the "back-of-house" character of the Street 'E' lots. This additional landscaping is to be reviewed at the time of Appearance Review for Parcel J. Innovation Way landscaping shall be completed concurrently with the first phases of development on either side.
- b. Any canopy trees installed in the public right-of-way in a planting area that is less than 10 feet in width shall be installed with appropriate techniques to protect sidewalks, curbs, and infrastructure. Such techniques may include structural soil, pavement-supporting structures, root tunnels, and root barriers, and must be approved by the Appearance Review Official at time of permitting.
- c. Tree clearing (excluding the clearing of invasive exotic species) shall not commence on any parcel until full site and building development plans have been approved for that parcel.

CONDITIONS OF APPROVAL(CONT.)

Transportation Engineering

1. At the time of permitting stop controlled approaches should be shown on the plan. Stop controls shall be posted on the stem of 3-leg intersections and on the minor approaches of 4-leg intersections. Please note that no all-way stop is permitted unless warranted based on volume according to the MUTCD. The recommended stop approaches are listed below.

Street A stops at Innovation Way N
Street B stops at Innovation Way N & Street B
Street C stops at Street A & B
Street D stops at Street A & B
Street E stops at Street A & B
Street F stops at Innovation Way N
Street G stops at Street F & M/K
Street H stops at Street F & Innovation Way S
Street I stops at Street F, O, & T
Street J stops at Street F & N
Street K stops at Street O
Street L stops at Street M & N
Street M stops at Street H
Street N stops at Street K, H, I, & O/V
Street O stops at Street H & T
Street P stops at Street O & R
Street Q stops at Street O & T
Street R stops at Street P & T
Street S stops at Street I & T
Street T stops at Street O/V, H, & Innovation Way S
Street U stops at Street T and Connector Road
Street V stops at Connector Road

2. At the time of permitting all streets with two-sided parking in residential areas, curb extensions shall be installed at intersections with other streets to narrow the asphalt width to 20' or 22'. This will provide a traffic calming effect on the otherwise 32' wide streets, narrow pedestrian crossing distances at the intersections, and prevent parking close to the intersections. (C3.01-06)

3. Raised crosswalks shall be installed across the uncontrolled intersection approaches leading to the corners of Park Tract P-8. These crosswalks shall be designed according to the City Transportation Engineering standards. This will help control speeds around the neighborhood's central park tract. Please reflect in plans at the time of permitting. (C3.03)

4. Cross Section F shall have 22' of asphalt width since it is to be used on neighborhood entrances. (C5.01)

5. If Phase 1 is broken into multiple parts, the first part shall include all of Street F and both intersections with Innovation Way North. This will ensure multiple access points to the neighborhood are available during construction (C7.00)

6. To ensure adequate sight lines are preserved, landscaping located within intersection sight line triangles as defined by the Florida Greenbook, shall be trimmed or spaced according to FDOT Design Index 546. For intersections with neighborhood streets, use a design speed of 30 mph for sight line calculation. For tree spacing, assume the trunk diameter of a full grown tree specimen. (LP-100-106)

7. The following stop approaches need to be shown on the plan due to roadway changes or for clarification purposes from the original list.

- Correction - Street B stops at Street A near Park Tract P-1
- Network Update - Street R stops at Street T only
- Clarification - Street O stops at the 3-leg intersection with Street T, not the 4-leg intersection with Street T, N, and V

8. It should be noted that the proximity of the Connector Rd & Street U intersection with the Connector Rd & Innovation Way S

CONDITIONS OF APPROVAL(CONT.)

intersection will likely necessitate the closure of the median opening in the future to accommodate the installation of a southbound left turn lane approaching Innovation Way S. The closure of the median opening would be necessary to limit turning movement conflicts but would not hinder community access due to the existence of Street V.

9. Sheet C2.01 states that the roadway in Parcel I (between Innovation Way N & S) are to be public but owned and maintained by the community development. Approval by the City Engineer will be required if the developer wishes to turn these streets over to the City at any point.

Transportation Planning

1. MAJOR THOROUGHFARES ACCESS REQUIREMENTS: The owner/applicant shall design and construct Innovation Way North within the site as 4 lanes at no cost to the City to provide sufficient capacity for the project traffic. The owner/applicant shall ensure that the proposed public road connection (a.k.a. “*Innovation Way South*”) from the property’s “*Connector Road*” to Moss Park Road, including the necessary traffic control devices at both intersections, is designed and built at no cost to the City as a requirement to mitigate their transportation impacts, consistent with both the approved Wewahootee PD and with the traffic impact study (*Project Jack - Planned Development Traffic Impact Study, July 2013*), provided by the owner/applicant. These improvements shall be done prior to or concurrently with the certificate of occupancy for development.

2. ROAD RIGHT-OF-WAY DEDICATION/RECORDATION REQUIREMENTS: Right-of-way dedication to the City of Innovation Way North within the Property shall be recorded prior to issuance of any certificate of occupancy for development. Recordation of major subdivision plats which convey the right-of-way required for Innovation Way North, Moss Park Road Extension and the Connector Street shall be accomplished prior to the issuance of any Certificates of Occupancy for any parcels which will require access to Innovation Way North or Moss Park Road Extension or the Connector Street, consistent with the approved Wewahootee PD.

3. 30+ UNITS ACCESS REQUIREMENTS: The Orlando Land Development Code (LDC), Section 60.124, requires that residential subdivisions containing more than 30 dwelling units shall provide a minimum of 2 connections to the surrounding street system, and where possible shall be interconnected with adjacent residential development. The proposed Plans meet this requirement.

4. ROADWAY PAVEMENT MARKING and DRIVEWAY TRAFFIC CONTROL REQUIREMENTS: The installation and cost of all internal and site related traffic control devices, street signs and pavement markings shall be the responsibility of the property owner. Any installation plan shall be approved by the City Transportation Engineering Division prior to final inspection and acceptance by the City, and prior to opening any roadway to the public. Applicable Pavement Markings and Traffic Control Devices installation shall be consistent with the Manual of Uniform Traffic Control Devices (MUTCD) standards and Orlando Engineering Standards Manual (ESM) Chapter 8, Section 8.01 requirements.

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. A minimum 5 ft. wide public sidewalk with a buffer strip is required adjacent to the road right-of-way (R-O-W) / property line for the length of property along all public streets. For more information please review Chapter 61, Part 3 of the City of Orlando Land Development Code and the approved Wewahootee PD. Please reflect on plans at the time of Permitting.

6. HANDICAP RAMPS AT STREET INTERSECTIONS REQUIREMENTS: Handicap (HC) ramps shall be constructed at the street intersection(s) 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. Please reflect on plans at the time of Permitting.

7. ON-SITE TRAIL SYSTEM GENERAL REQUIREMENTS: Trails shall be provided consistent with Exhibit “H” of the approved Wewahootee PD. Trails shall be shown on the Specific Parcel Master Plan (SPMP) and included on subdivision plats for each development phase. Trails shall be constructed prior to, or concurrent with, the street infrastructure for each development phase. The conceptual trail system shall be built to provide bicycle and pedestrian connectivity to all lots and tracts of the approved Wewahootee PD. The proposed trail system shall provide users of all ages a safe and convenient method to access all sites of the proposed development.

8. FUTURE TRAIL SYSTEM REQUIREMENTS: The conceptual trail system needs to be shown on all applicable future development applications and permits submitted to the City of Orlando.

CONDITIONS OF APPROVAL(CONT.)

9. TRAIL SIGNAGE REQUIREMENTS: The proposed trail system shall be built and have signage in accordance with all local, state, and federal requirements.

10. INTERNAL TRAIL CONNECTION REQUIREMENTS: The conceptual trail system should provide an internal connection to residential and commercial areas that are located more than 1,000 feet from the “major trails” network.

11. WETLAND TRAIL CROSSINGS REQUIREMENTS: In order to promote Crime Prevention Through Environmental Design (CPTED), all future wetland trail crossings connecting developable parcels (residential, office, retail, civic, school, parks) shall be co-located with vehicular street connections. Except for trails parallel to the existing gas easement, there shall be no wetland trail connection in the absence of a vehicular street.

12. PROPOSED FUTURE SCHOOL TRAIL CONNECTION REQUIREMENTS: The conceptual trail system shall be designed to directly connect to the proposed future school site within the PD. The proposed trail needs to provide students and parents with a safe and convenient way to access the educational institution.

13. BICYCLE LANE REQUIREMENTS: Any proposed bicycle lanes adjacent to on-street parking within the proposed development shall be five (5) feet in width.

14. ALLEY PARKING REQUIREMENTS: Parallel parking shall be prohibited in alley yards.

15. STREET ADDRESSES REQUIREMENTS: Street addresses must be clearly posted on both the street side and alley side of buildings that are served by alleys.

16. STREET CROSS-SECTIONS REQUIREMENTS: Street cross-sections must conform to the typical street cross-sections depicted in Exhibit “G” of the approved Wewahootee PD, and must conform to the following requirements:

- a) Parkways must be at least 7 feet wide, consistent with Exhibit G of the PD ordinance.
- b) Alleys shall be located in privately owned and maintained tracts or easements; alley tracts or easements must be at least 20 feet wide.
- c) Typical section ‘E’ may have a 7 ft. parkstrip, in lieu of the 7.5 ft. parkstrip shown in the PD exhibit due to an error in the PD dimensions, which will add up to 53 ft. of ROW where 52 was shown.

Proposed plan appear to comply. Alley tracts or easements shall be confirmed at the time of final plat.

MOBILITY MANAGEMENT REQUIREMENTS: Each SPMP within the approved Wewahootee PD exceeding 40 daily trips shall comply with the Mobility Requirements for Mobility Area “C” of the Orlando City Code, Chapter 59, consistent with the approved Wewahootee PD.

Engineering/Zoning

1. Signs. See Chapter 64 Orlando Land Development Code for sign requirements and regulations. Separate permit applications are required for signs.

2. 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.

3. ESM. 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.

4. Sewer Orange County. Per the Orlando-Orange County Wastewater Territorial Agreement the subject property is located within Orange County's territorial service area. The site is presently being serviced by Orange County.

5. Concurrency– Chapter 59. Please be advised that the development of this project/property is subject to the terms and provisions of Concurrency Management Chapter 59 of the City Code and the Committed Trip Allocation Policy.

CONDITIONS OF APPROVAL(CONT.)

6. 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.
7. Storm– FEMA. In accordance with Federal Emergency Management Act (FEMA) requirements, a letter of map revision is required by the owner or engineer.
8. Storm– Under drains. Under drain construction is required in accordance with Section 17.01 of the Engineering Standards Manual.
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. Approval from South Florida Water Management District and the Amry Corp of Engineers is required. The system is to be privately owned and maintained.
10. Street Name. The proposed name of the new street shall be submitted to the Engineering Bureau for review for duplication of established street names, same sounding name, type of spelling, etc., in accordance with the City Land Development Code, Sections 58.64c34 (b) and 58.3122.
11. Roadway Master Plan. The roadway cross section needs to be consistent with the approved Annexation and Development Agreement as approved by City Council on September 23, 2013.
12. Plat. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
13. Floodplain. This site is located within a floodplain. The finished floor elevation must be one (1) foot above the 100' flood elevation.
14. 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.
15. Erosion and Sediment 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.
16. Roadway Design. The proposed typical road section needs to be designed and constructed in accordance with the Annexation and Development Agreement. The standard pavement thickness is 2" of FDOT Type S-III Asphalt with standard curb and gutter each side. The Sub-base shall have a stabilization of 95 FBV (Florida Bearing Value) in addition to the stated compaction.
17. Lift Stations. All lift stations shall have direct access from the public right-of-way

Police

1. CPTED Review. The Orlando Police Department has received the plans for Storey Park (formerly Weewahootee PD) located east of 417 and north of Wewahootee Rd., 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. 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.
 - In the gated section (north side of Innovation Way North) an access control system should be utilized to deter entry by po-

CONDITIONS OF APPROVAL(CONT.)

tential offenders. If pedestrian ingress/egress is also located in this area, the access control system should cover these points also.

- Exterior doors should be made of solid core material, hinged on the inside and door locks should be located a minimum of 40 inches from adjacent windows. (This includes interior doors from the garage into the residence.)
- Homes should not have jalousie, casement or awning-style windows. 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.
- In addition, the developer should join with the residents to create a Neighborhood Watch. Neighborhood Watch training and other residential crime prevention strategies are available from OPD; please contact our Neighborhood Watch Specialists at 407.246.3628 or 3773.

Additional precautions, such as silent alarms and retail training (what to do during a robbery), should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave, at 407-246-2513.

3. 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 attained by designing structural elements such as streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discourage access to private areas.

- Homes:
 - o Front porches help to delineate public from private spaces for residents.
 - o Balcony railings (if installed) should never be made of a solid opaque material or more than 42 inches high.
 - o Walkways and landscaping should be designed to direct visitors to the home's proper entrance and away from private areas.
 - o At the Community Recreation Center, public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around the property should create clear way-finding, be well lit and not block entrances or create ambush points.
- Community Recreation Center:
 - o There should be no easy access to the roof of the building.
 - o Signage with hours of operation should be clearly visible at any public entrance.
 - o Traffic calming techniques as well as surface and gateway treatments should be used to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.

4. 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, alleys and parking areas; pedestrian-friendly sidewalks and street; front porches and adequate nighttime lighting.

- A lighting plan was not available at the time of this review. All lighting for this project shall meet the guidelines in Orange County Ordinance No. 2003-08 and Orlando Land Development Code.
 - o Lighting is universally considered to be the most important security feature. Illumination, uniformity, and glare should all be taken into consideration.
 - o Good lighting provides visual guidance and orientation to residents and visitors and improves the perception of their safety especially in areas not easily observed from main walkways.
 - o Pedestrian scale exterior lighting should not be screened out by landscaping or building structures such as overhangs or awnings.
 - o Appropriate lighting should be included in any areas anticipated to be utilized after-dark (esp. park spaces or around the community recreation center). Uniformity of light is crucial to avoid 'dark' spots, especially in the parking areas.
 - o 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.
 - o We recommend full cut-off light fixtures to help direct the light to areas you wish to illuminate. Pedestrian walkways, back lanes 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.
 - o Lighting fixtures should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.
 - o Street lights should be included in the alleys and each garage should have lighting that is controlled by the resident.
- All doorways that open to the outside should be well lit and front doors should be visible from the street.
- Windows should be included on all sides of a house to provide full visibility of the property. Homes should be positioned so that each walkway between homes has good natural surveillance, i.e., windows, from at least one of the homes. A fence without a gate should be installed if a walkway is bordered by a "windowless" side of both homes.

CONDITIONS OF APPROVAL(CONT.)

- The driveways should be visible from either the front or back door and at least one window.
- Landscaping is a crucial aspect of CPTED: Low-growing shrubs are an excellent means for defining an area that requires visual surveillance.
 - o All shrubs should be kept trimmed to no higher than 2 ½ feet and should not block windows.
 - o 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 or sidewalks; tree canopies should not interfere with lighting or mechanical surveillance.
 - o Landscaping should not create blind spots or hiding places and should not cover or block windows.
 - o A maintenance plan is essential in landscaping.
 - o Open green spaces and community recreational areas should be observable from nearby homes.
- Benches placed in common areas and park tracts are a good way to increase surveillance and create a sense of community. However, consider bench designs that encourage stopping and resting but reduce opportunities for unlawful activity (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).

5. 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 post and pillar fences.

- Each house address should be clearly visible from the street with numbers a minimum of five-inches high made of non-reflective material.
- Lots, streets and houses should be designed to encourage interaction between neighbors.
- If fences are used, OPD's Crime Prevention Unit strongly encourages the use of CPTED style post and pillar fencing to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community.
- Low growing, hostile or thorny vegetation may also be used to discourage potential offenders while directing legitimate users.

6. Construction Site Protection. Due to the threat of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends 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.
- So that OPD patrol officers can see possible offenders, 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:
 - o 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; or
 - o 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 emergency contact persons for OPD in case of a night-time emergency.

If you have any questions, please call the Crime Prevention Unit, Officer Edgar Malave, at 407-246-2513.

Building

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.

Parks

1. Although privately owned and maintained by the HOA or CDA, all parks shall be open to the public and shall be signed as such, consistent with City of Orlando standards.

CONDITIONS OF APPROVAL(CONT.)

2. Parks larger than 1 acre shall be designed to accommodate active recreation. A separate master plan approval, to be done via Planning Official Letter of Determination, will be required.

Wastewater

1. The project site lies outside of the City sewer service area. The City will not be able to provide sanitary sewer and reclaimed water service unless the Sanitary Sewer and Reclaimed Water Territorial Agreements between the City of Orlando and Orange County Utilities are amended. Upon review of the annexation agreements included with the PWTRC packet, the development will not rely on City wastewater (sanitary sewer and reclaimed water) services.

Transportation Impact Fees

1. 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 \$2,214,958.00, based on the construction of 461 single family residential units and 180 multi-family residential units, 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>

2. Any exemptions or credits against the Transportation Impact Fee must be reviewed prior to permit issuance. All Transportation Impact Fee Credits shall be initiated and processed by the Transportation Impact Fee Coordinator. Credit shall be available for the previous use located on the subject site.

3. 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.

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.

CONTACT INFORMATION

Growth Management

For questions Comprehensive Planning review, please contact Michelle Beamon at 407.246.3145 or michelle.beamon@cityoforlando.net

Land Development

For questions regarding Land Development review, please contact Michaëlle Petion at (407) 246-3837 or michaelle.petion@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, please contact Ken Pelham, at 407.246.3235 or kenh.pelham@cityoforlando.net

Transportation Engineering

For questions regarding Transportation Engineering issues, please contact Jeremy Crowe at 407-246-3262 or emy.crowe@cityoforlando.net.

Transportation Planning

For questions regarding Transportation Planning plan review, please contact Gus Castro at 407-246-3385 or gustavo.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 Voice Response System at 407.246.4444.

Police

For questions regarding Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net.

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.

Parks

For questions regarding Parks Plan Review issues contact Denise Riccio at (407) 246-4249 or denise.riccio@cityoforlando.net.

Wasterwater

For questions regarding Wastewater review, please contact David Breitrick at 407-246-3525 or david.breitrick@cityoforlando.net

Transportation Impact Fees

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

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. MPB minutes scheduled for review and approval by City Council.
2. Submit for building permits.