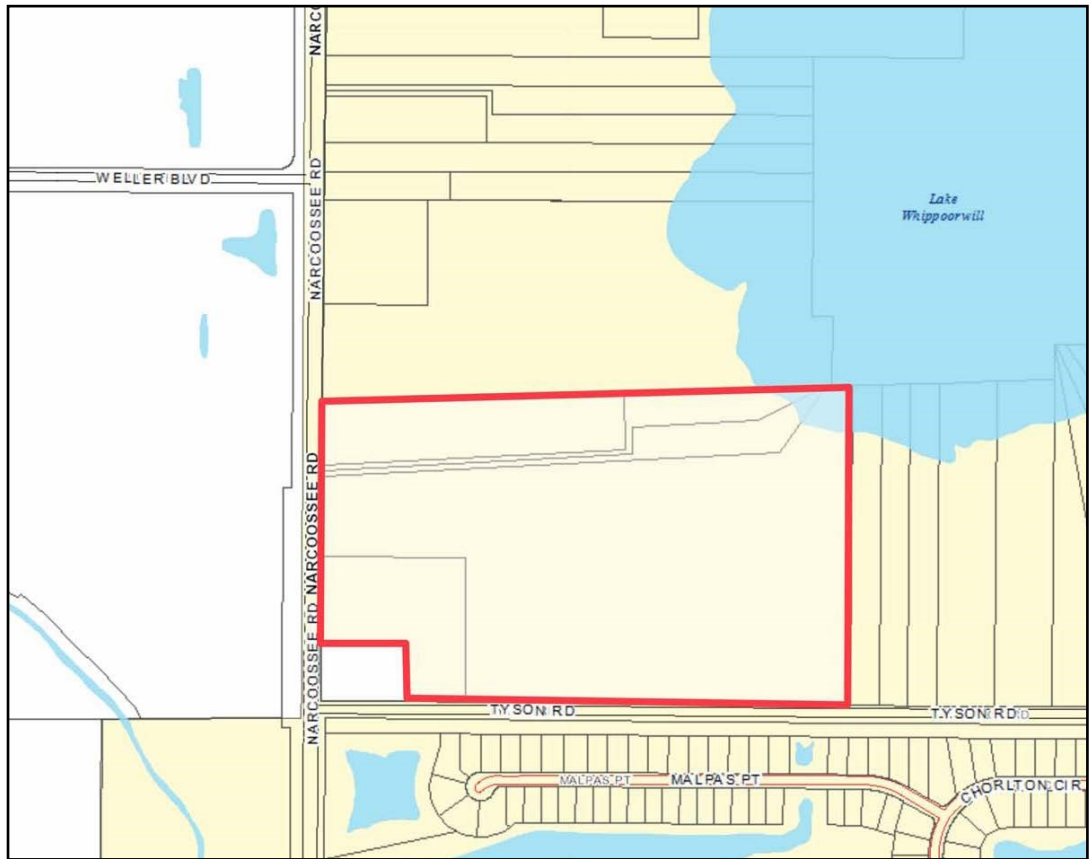




TYSON'S CORNER II MULTI-FAMILY



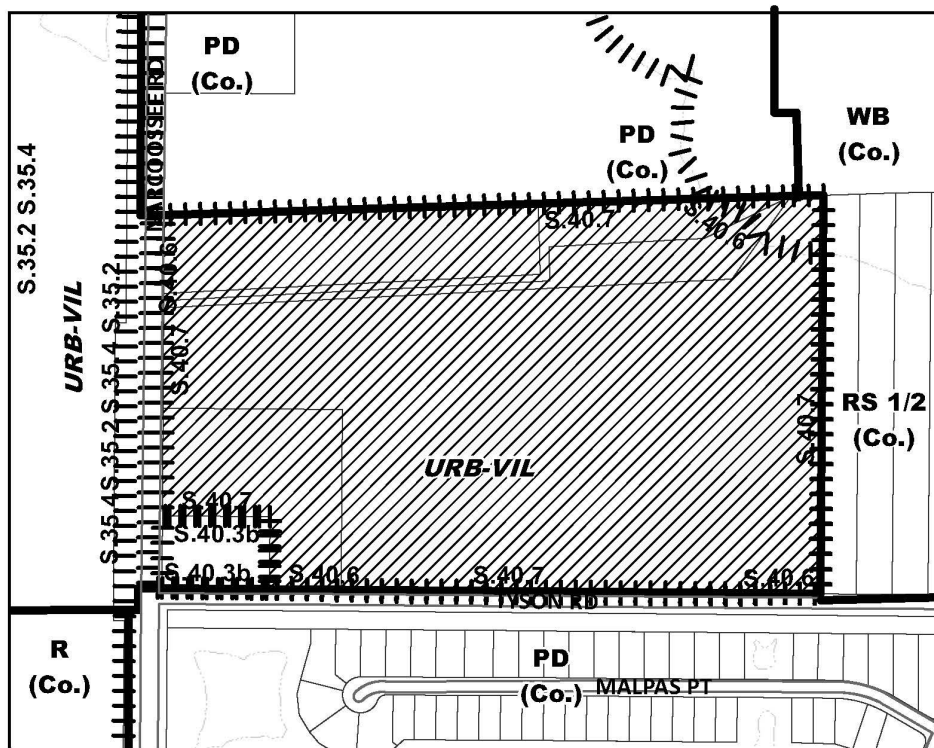
Location Map

 Subject Site

SUMMARY

Owner Lake Nona Holdings, LLC	Property Location: The subject property is located east of Narcoossee Road, north of Tyson Road and south of Lake Whippoorwill. (28.21 acres, District 1).	Staff's Recommendation: Approval subject to the conditions in the staff report.
Applicant Robert Paymayesh PE Group, LLC	Applicant's Request: 1. Specific Parcel Master Plan (SPMP) approval for 284 multi-family units.	
Project Planner Michelle Beamon, AICP		
Updated: January 8, 2016		

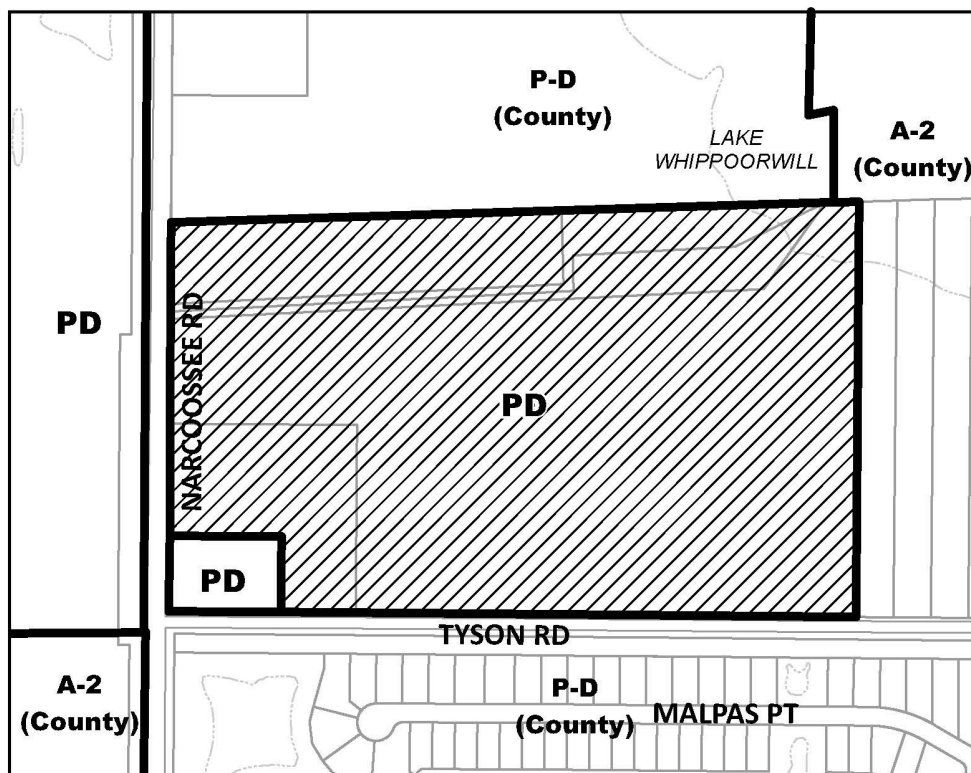
FUTURE LAND USE MAP



Future Land Use - Proposed GMP2015-00015



ZONING MAP



Zoning - Proposed ZON2015-00008



MASTER PLAN ANALYSIS

Project Description

The subject property is located north of Tyson's Road, east of Narcoossee Road, and south of Lake Whippoorwill. The site is undergoing annexation and will be designated as Urban Village future land use and assigned PD-Village Center zoning. The development is for 284 multifamily units.

This is the first SPMP for this development and is for the multifamily portion and the internal roads and associated stormwater ponds.

Previous Actions:

- September 15, 2015—The Municipal Planning Board approved the annexation of the property (ANX2015-0008), assignment of the Urban Village Future Land Use designation (GMP2015-00015), creation of a new subarea policy S.40.7 to include the property within the Southeast Orlando Sector Plan (GMP2015-00016) and assign zoning of PD—Village Center to allow for 288 multifamily units, 163,000 sq. ft. of commercial and a 42,000 sq. ft. church facility (ZON2015-00008).
- December 14, 2015—The City Council transmitted the winter 2016 cycle of amendments to the Department of Economic Opportunity, GMP2015-00015 and GMP2015-00016 were included in this package.

Project Context

The subject property is located north of Tyson's Road, east of Narcoossee Road, and south of Lake Whippoorwill which is located in the southeast section of Orlando. The Village Center is compatible with the surrounding planned uses. It will provide various amenities to serve the adjacent residents and its own future residents.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	PD (within Orange County)	P-D Lake Whippoorwill Landing	274 apartments and 50,000 sq. ft. of commercial are under construction
East	A-2 (within Orange County)	RS 1/2	Single family home
South	Urban Village and PD (within Orange County)	Tyson's Corner PD & Eagle Creek PD	Vacant and single family homes and a stormwater pond
West	Urban Village	Education Village PD & Tyson's Corner PD	Lake Nona High School and vacant

Conformance with the GMP

The proposed SPMP is consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy) along with Goal 4 and its associated goals, objectives and policies. The project is also within the proposed Future Land Use Subarea Policy S.40.6, the Narcoossee Road/Lake Whippoorwill subarea policy, which was approved by the MPB at the July 21, 2015 board meeting and is included in the winter 2016 cycle of Growth Management Plan amendments. The Tyson's Corner II project is consistent with the proposed Narcoossee Road/Lake Whippoorwill subarea policy.

Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan

In order to be consistent with the Southeast Orlando Sector Plan, applications must be reviewed for compliance with LDC Chapter 68, which lays out the detailed development guidelines and standards for the Southeast Plan area. The proposed development is categorized as "Village Center" in the Tyson's Corner II PD. According to LDC Section 68.200 (a) (2), a Village Center is described as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods. Section 68.203 outlines the guidelines that applies to Village Centers. The various components consist of primary activity center, housing, urban design character, mid-block connections, land use transitions, relationship of building to public spaces, central feature or gathering place, direct pedestrian connections, arterial streets as edges and integration of the transit stop.

- Primary Activity Center.* According to Section 68.203, "Village Centers should be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods." This SPMP is for the residential portion of the Village Center. It is designed to allow easy connections to the commercial and church portions of the Village Center.
- Housing.* According to Section 68.203, "Medium intensity housing, located within the Village Center, should surround the core

commercial area and be integrated with its design. Appropriate housing types include: apartments/condominiums, elderly housing, residential over commercial, townhouses, duplexes, bungalows, small-lot single family and standard lot single family.” This SPMP is for a 284 unit multifamily development which is listed as one of the appropriate types of housing within a this Village Center.

- *Urban Design Character.* According to Section 68.203, “Buildings should be placed to form active street fronts and other connecting pedestrian spaces, with rear or courtyard style parking. The dominance of parking shall be reduced by breaking large lots into small blocks of parking, locating employee parking in less-used areas, and maximizing on-street parking.” The buildings have been oriented to frame the main roads in the development, the parking is located to the rear of those buildings. There is parallel parking located on the main streets in the development as well as on Street A and Street B.
- *Mid-Block Connections.* According to Section 68.203, “Pedestrian and/or auto connections shall be provided at mid-block locations for mixed use and commercial blocks to increase the permeability of the site and encourage walking for some daily trips. Mid-block connections should be provided every 200 to 400 feet.” Pedestrian and auto connections are provided throughout the multifamily site and extend into the remainder of the project site and the adjacent streets.
- *Land Use Transitions.* According to Section 68.203, “Land use boundaries and density changes in Village Centers should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.” This SPMP has land use changing along the street. This is acceptable as it is in compliance with the Interlocal Agreement with Orange County for the Lake Whippoorwill/Narcoossee Road and the City's new subarea policy S.40.6 pertaining to the same area. Both documents require only residential uses adjacent to Lake Whippoorwill.
- *Relationship of Building to Public Spaces.* According to Section 68.203, “Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Buildings should have human scale in details and massing. Free-standing or monument buildings should be reserved for public uses.” The building frame the streets, and provide ample windows, balconies and access through the patios for the first floor units.
- *Central Feature or Gathering Place.* According to Section 68.203, “A Village Center shall include a comfortable, centrally located park or plaza with public amenities such as civic buildings, benches, monuments, kiosks, and public art.” This portion of the Village Center has a central gathering place located at the clubhouse and the lake front amenity area. There are also ample pedestrian paths, benches and a dog park.
- *Direct Pedestrian Connections.* According to Section 68.203, “Direct local street access from surrounding neighborhoods shall be provided so visitors do not need to use arterial streets to access the Village Center. When existing developed areas are redeveloped or retrofitted, ensure that pedestrian and/or auto access from surrounding neighborhoods is provided. Providing direct connections from the public pedestrian network to the front door of businesses and residences is essential.” This proposed SPMP is consistent with the section. A new local street network is being created with this Village Center and pedestrian access is provided from the public pedestrian network to the multifamily buildings.
- *Arterial Streets as Edges.* According to Section 68.203, “Arterial streets should be considered edges Village Centers, unless they are designed as a one-way couplet or substantial pedestrian improvements are made and traffic through the Village Center is slowed. The Primary Conservation Network may also be used as an edge for Village Centers.” The arterial streets, Narcoossee Road and Tyson Road, are located at the edges of the Village Center. The internal streets are for local traffic.
- *Integration of the Transit Stop.* According to Section 68.203, “Village Centers should be considered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding neighborhoods.” While no transit stop is planned at this time, the site plan allows for a transit stop to be incorporated at a future date through the street cross section design.

The minimum density within the Village Center future land use designation is 7 du per acre and no minimum FAR for nonresidential uses. The maximum density is 25 du/gross acres and no maximum FAR for nonresidential uses. The residential acreage is 14.7 for 284 units, yielding a density of 19.3 units per acre .

Figure 68-C requires the following composition of mix within the Village Center:

- Mixed use blocks to be between 15% to 40% of the Center (30% to 80% retail, cinema or hotel required, 20% to 70% other);
- Commercial blocks between 0% to 30% of Center;
- Residential blocks between 40% to 75% of Center.
- Civic blocks is 10% of Center.

Table 2 below displays the mix of uses for this neighborhood center.

Table 2—Village Center Development Program				
Phase	Acreage	Proposed Land Use	Development Program	Total Land Area
1	14.7	Multifamily Residential	288 units and associated amenity area.	33.5%
	2.77	Conservation and Lake	Conservation and Lake	6.3%
	7.77	Park, Open Space and Stormwater	Park, Open Space and Stormwater	17.7%
2	10.1	Commercial	163,000 sq. ft.	23%
3	5.59	Civic	30,000 sq. ft. of church facility with 12,000 sq. ft. of ancillary uses (office, kitchen, assembly area and classrooms)	12.7%
Total	43.9	n/a	288 multifamily units with the associated amenity area, 163,000 sq. ft. of commercial and 30,000 sq. ft. of church facility with 12,000 sq. ft. of ancillary uses (office, kitchen, assembly area and classrooms).	100%

Development Standards

The Tyson's Corner II Multifamily Development has been reviewed for conformance with the Village Center requirements shown in Future Land Use Policy 4.19, the Multifamily Design Guidelines (LDC2014-00034) and the AC-1 zoning district. According to LDC Figure 68-A, development in the Village Center designation must adhere to Traditional Design for non-residential development equal to or greater than 0.4 FAR and for residential development equal to or greater than 25 du/gross acres. Non-residential development less than 0.4 FAR and residential development less than 25 du/gross acres follow the convention land development code, AC-1 zoning district. While this development is less than 25 du/acres and can follow AC-1 standards, the project was also evaluated against the following sections of the Southeast Sector Plan LDC Sections 68.300—68.312, 68.400—68.406 and 68.500—68.505.

Intensity

According to Future Land Use Policy 4.1.9, the minimum density is 7 du per acre and no minimum FAR for nonresidential uses. The maximum density is 25 du/gross acres and no maximum FAR for nonresidential uses. The residential acreage is 14.7 for 284 units, yielding a density of 19.3 units per acre.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is within the Tyson's Corner II PD is 0.85.

Setbacks

The setback for the overall Tyson's Corner II site are as follows;

- The Narcoossee Road setback is 32.5' which includes the 15' utility easement, 7.5' street tree area and a 10' landscaped area.
- The Tyson Road setback is 21' which includes an additional travel lane, bike lane, sidewalk, and a 10' landscaped buffer.
- A 25' buffer and a 20' setback is required at the east property line.
- A 100' buffer and a 20' setback is required from the mean high water line.

These setbacks take into account site constraints such as the 15' utility easement on Narcoossee.

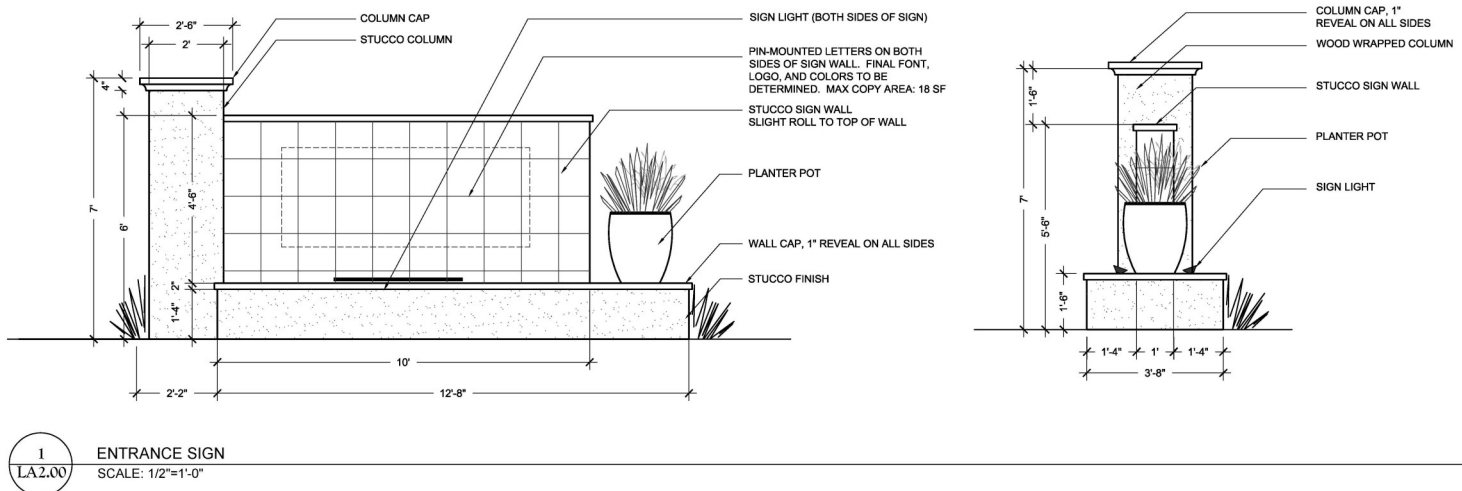
The setbacks for the multifamily buildings are unique to this site. The multifamily buildings front on internal streets and have street sides on Street A. Due to the street cross section and additional landscaping area, the street side setback is 25' which is larger than the 0' as required by the AC-1 zoning district (the Southeast Sector Plan does not have a street side setback for the Village Center). The front setback from the internal drives is also a minimum of 25'.

Dock

The proposed dock with a gazebo shall be used for passive uses only and must adhere to section 58.976-58.978. One dock is permitted for this site. The gazebo portion (aka terminal platform) can be a maximum of 1,000 sq. ft. No motorized boat launching and/or docking is allowed.

Signs

The multifamily entrance signs must adhere to LDC section 64.257, subdivision and multi-family identification signs. The maximum sign area per face is 18 sq. ft., maximum overall of 32 sq. ft. and the maximum height is 6 feet. The sign details submitted show two ground mounted signs. Since this development is on two streets (Tyson Corner and Street A) two signs are allowed. The sign locations are displayed on the site plan, and are more than 200' apart.



Multifamily Guidelines, LDC2014-00034

This project adheres to the Multifamily Guidelines as described in LDC2014-00034. The main entranceway is designed as required of the multifamily collector. It designed as a street with on street parking and pedestrian accessways and the buildings front the multifamily collector. The overall site provides cross access and the multifamily portion has two vehicular accessways. The retention ponds are designed as amenities. There are private entrances for the ground floor units and the architecture features of the accessory buildings match the primary buildings.

Mix of Housing Types—LDC Section 68.301

A mixture of housing types is required within each residential area. This SPMP contains the residential component of the Tyson's Corner II PD, which is for multifamily units (aka garden apartments). There are four different building types for the multifamily units; two three story types, a two story carriage house type and the clubhouse.

Relationship of Buildings to Streets and Parking—LDC Section 68.314

- Orientation. The primary façade must contain the primary entry and face a street or mews.
- Homes Adjacent to Parkways and Arterial Streets. Cul-de-sac streets intersect with the major street with an opening or gated entry for pedestrians; homes may have side yards facing onto the major street.
- Primary Entry and Porches. Four-plexes and apartments may have their primary entry facing a central, landscaped courtyard. Ancillary units may face an internal walkway, driveway, or alley. Porches for all residential types shall be accessed directly from a public street or pedestrian easement and must be visible from the street. Porches may extend 6 feet into the setback. Front porches shall have a minimum depth of six feet and comprise a minimum of 30% of the width of a building's primary front facade (not including the garage) or 10 feet whichever is larger. Porches for duplexes, condos, and apartments may be shared. Tunnel-like entrances shall be specifically discouraged.
- Garages. Garages for Townhouse and Apartment types may be either:
 - ◊ attached or detached, placed at the rear property line, and accessed by an alley or side yard driveway; or
 - ◊ for apartments, carports or garages may be grouped together and placed behind buildings.

Building Height—LDC Section 68.306 and proposed S.40.6

Height is limited by the number of stories, not the overall height to provide variety to the skyline in the mixed use centers. The Village Center designation allows for 1 to 3 stories, however proposed S.40.6 creates additional restrictions. The height limit within 400 feet of the Lake Whippoorwill mean high water line shall not exceed two stories. In all other areas, the maximum height shall not exceed four stories. This is to accomplish a building height transition downward from west to east, with the highest structures and density/intensity fronting Narcoossee Road.

Facades and Roof Form—LDC Section 68.307

- Façade articulation. The facades of all residential buildings that face an adjacent street, park, or open space shall be articulated.

Articulation may include porches, bay windows and/or balconies.

- Windows. The facades of all residential buildings that face an adjacent street, park, or open space shall have windows covering at least 15% of the façade's area. The largest window or group of windows of the living room, dining room, or the family room should be full visible from the street.
- Garage door treatments. All residential garage doors visible from a street or park shall consist of articulated panels and incorporate the following features:
 - ◊ Indoor living space or balcony space built over the garage with clear sight lines between the street and these spaces;
 - ◊ Strong shadow lines around the garage face created by recessing the door one foot behind the adjacent building pane, and;
 - ◊ For multiple car garages, limit garage doors to nine feet (9') in width with intervening posts at least one foot in width.

Visual Character—LDC Section 68.308

- Climatic Response. Building design should respond to Southeast Orlando's summer sun with deep recesses and overhangs. Entries, particularly the front door, should be generously protected by a porch. Principal rooms should have windows, whenever possible, on two walls to provide balanced daylighting, and facilitate natural cooling and ventilation. Homes should be oriented so a majority of primary living spaces receive direct sunlight, and incorporate overhangs, awnings or trellises which allow the low winter sun to penetrate the unit, while blocking the high summer sun.
- Ground Floor Elevation. Building foundations shall be elevated above the finished grade. Residential buildings shall incorporate either raised concrete pads or a raised wood joist floor with perimeter foundation at a minimum of 18 inches above the finished grade.
- CPTED. Residential developers shall utilize the design features presented in the Crime Prevention Through Environmental Design "Your Guide to Creating a Safe Environment" booklet prepared by the City of Orlando Planning and Development Department and shall incorporate appropriate safety techniques into residential designs.

Materials—LDC Section 68.309

Exterior finishes should be primarily hardie board, masonry, and/or stucco. Material changes should not occur at external corners, but may occur at "reverse" or interior corners or as a "return" at least 6 feet from exterior corners. Scored plywood (such as "T-1-11") shall not be permitted.

Pedestrian Access Ways and Bicycle Circulation—LDC Section 68.311

All residential developments shall be designed to promote pedestrian and bicycle circulation within the development and to promote access to surrounding areas, including schools, parks, mixed use centers, and other designations, consistent with Chapter 60 of the Land Development Code. Entry posts, columns, and/or landscaping should be installed where an internal sidewalk intersects with a public sidewalk.

Additional Standards by Residential Housing Type—LDC Section 68.312

Garden Apartments

- Minimum 30-foot separation between neighboring buildings.
- Locate parking to the rear of buildings away from public view.
- Provide pedestrian connections from parking areas to building entries at public streets.
- Minimize the number of access drives and curb cuts to parking.
- Provide a minimum 15-foot landscape separation between parking and residential units.
- Encourage use of on-street parking for visitor parking.
- Entry porches for ground floor units which have direct access to public streets shall have a 10-foot min. width.
- Provide balconies for above grade units facing the street.
- Minimum 2-story building wall required along public streets.

Parking—Figure 68.C

The Village Center -residential blocks requires 1.5 spaces per unit, this yields 426 spaces for the 284 units. The site plan is providing 512 parking spaces.

Landscaping and Street Furnishings—LDC Chapter 60

The landscaping must adhere to Chapter 60 of the Land Development Code.

Street Cross Section—LDC Section 68.401

Typical cross-sections have been developed for each type of street within Southeast Orlando. Each cross section details lane width, medians, bicycle lanes, parking, sidewalks, landscape areas, drainage (rural roadways), and required right-of-way. Cross sections may be modified to accommodate special circumstances. Street A and Street B within this project are two way arterial as defined by Figure 68-L. This cross section, as displayed on page 11 is being adjusted to have a large multiuse path instead of on street bike lanes.

Parking Access—LDC Section 68.406(d)

Parking areas shall be accessed from side and back streets and from adjacent properties.

Pedestrian Access—LDC Section 68.406(e)

A direct pedestrian access shall be provided from the public sidewalk network to the primary building entrance without having to cross a vehicular travelway.

Landscaping/Screening—LDC Section 68.406(f)

Parking areas shall be landscaped consistent with Chapter 60 of the Land Development Code. Connecting walkways should be landscaped with either shade trees or climbing vines on trellises.

On-Street Parking—LDC Section 68.406(g)

On-street parking shall be utilized in mixed-use centers whenever and wherever possible. On-street parking areas shall be differentiated from road travel lanes through the use of texture paving or textured paving strips.

Recreational Open Space—LDC Section 68.500

To avoid extraordinary and potential debilitating demands on existing parks, new parks must be available to residents as they move into newly developed areas. The City's current LOS standard of 3.25 acres/1,000 population shall be maintained in Southeast Orlando. At least 2.05 acres/1,000 population shall be in functional community and neighborhood parks. The remaining 1.2 acres/1,000 population may be made up of village greens and plazas, conservation buffers and the Primary Conservation Network if such areas are visually accessible by the general public (not private backyards). The project is required to provide 2.34 acres of parks (288 units x 2.5 population rate = 720 persons x 0.00325), the site plan shows 2.79 acres.

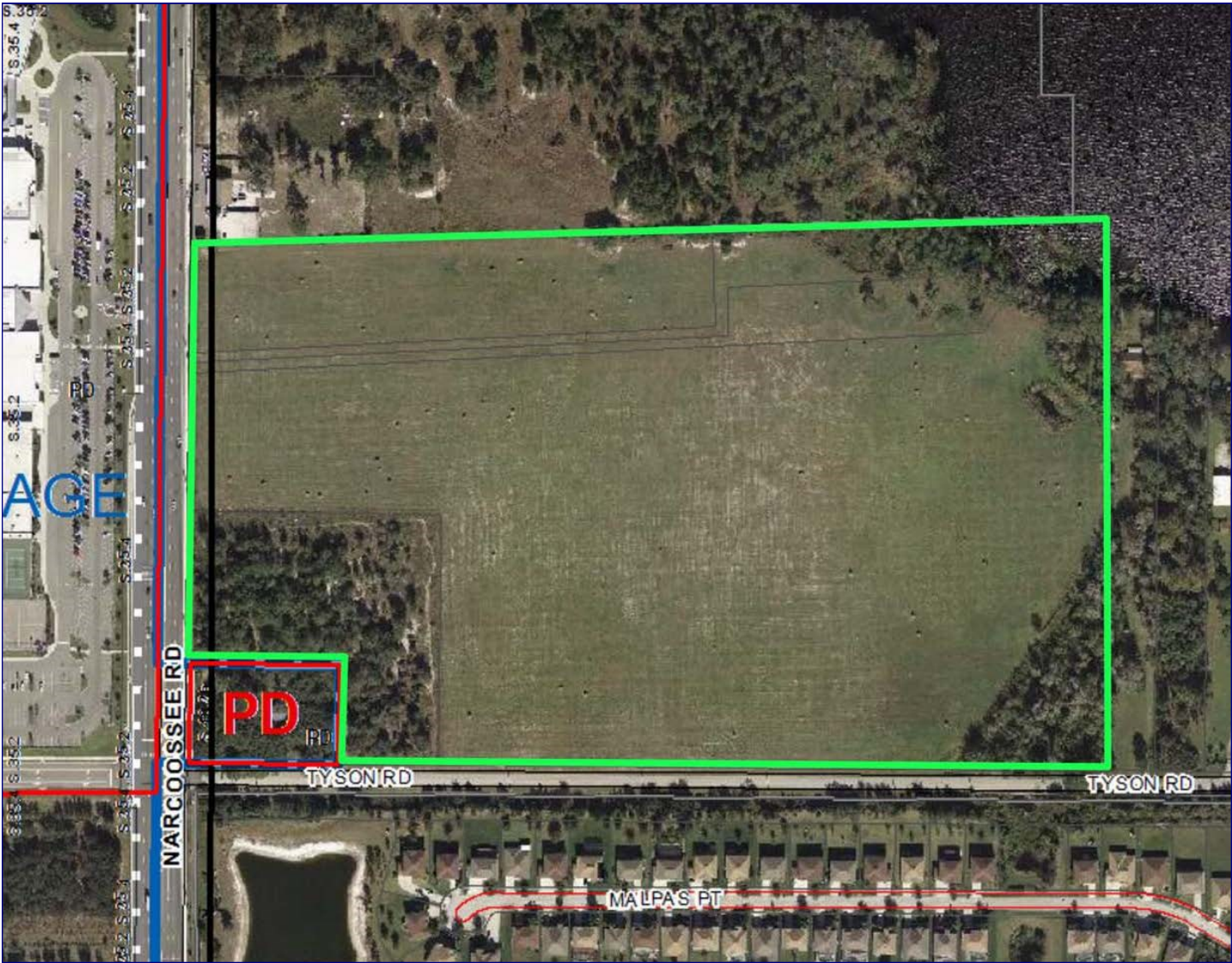
At least one Green and/or Plaza should be provided within all Town, Village, Neighborhood and Residential Centers, unless served by a Neighborhood Park. Neighborhood Parks should be distributed throughout neighborhoods, to allow a minimum of 60% of the residents to be within 1/3 to 1/4 mile of a local park. Most users should not need to cross any arterial streets to get to the park. The multifamily development is providing recreational opportunities for its residents onsite through the clubhouse/pool area and the pedestrian trail with intermittent seating areas adjacent to the lakes and stormwater ponds. The overall development is also providing pedestrian trails throughout and a tot-lot adjacent to the intersection of Street A and Street B.

School Capacity

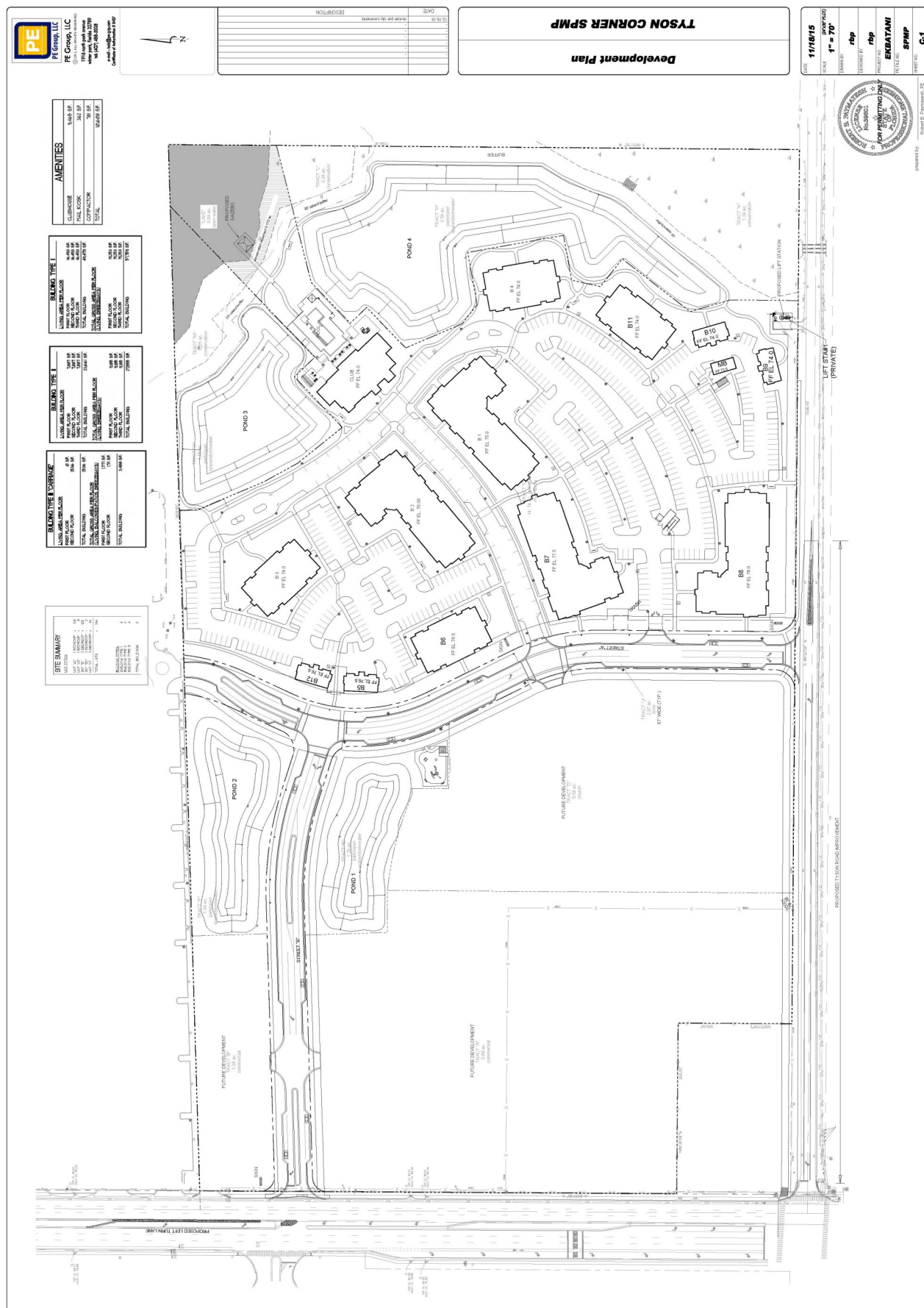
Orange County Public Schools (OCPS) has two school review processes. The Capacity Enhancement Process (CEP) applies to land use approvals, including GMP amendments, that increase residential density. This application is for 288 multifamily units. This project must have an executed Capacity Enhancement Agreement (CEA) prior to City Council adoption of the zoning ordinance.

Table 9—School Capacity			
School Level	Moss Park ES	Lake Nona MS	Lake Nona HS
School Capacity (2014-15)	842	1,235	2,807
Enrollment (2014-15)	956	1,571	2,271
Utilization (2014-15)	113.5%	127.2%	80.9%
LOS Standard	110.0%	100.0%	100.0%
Students Generated	40	17	19

AERIAL MAP

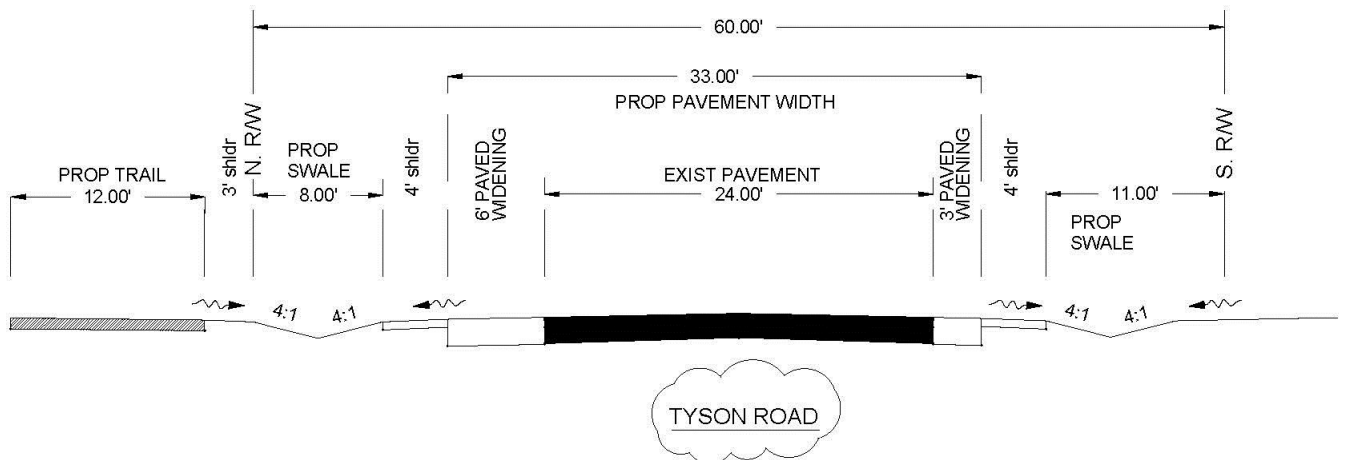
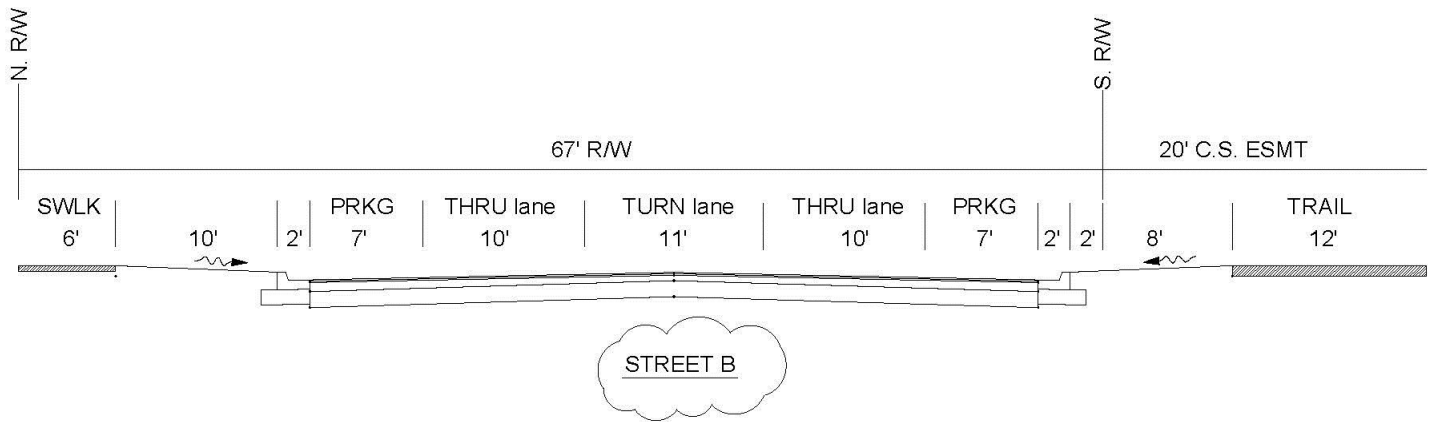
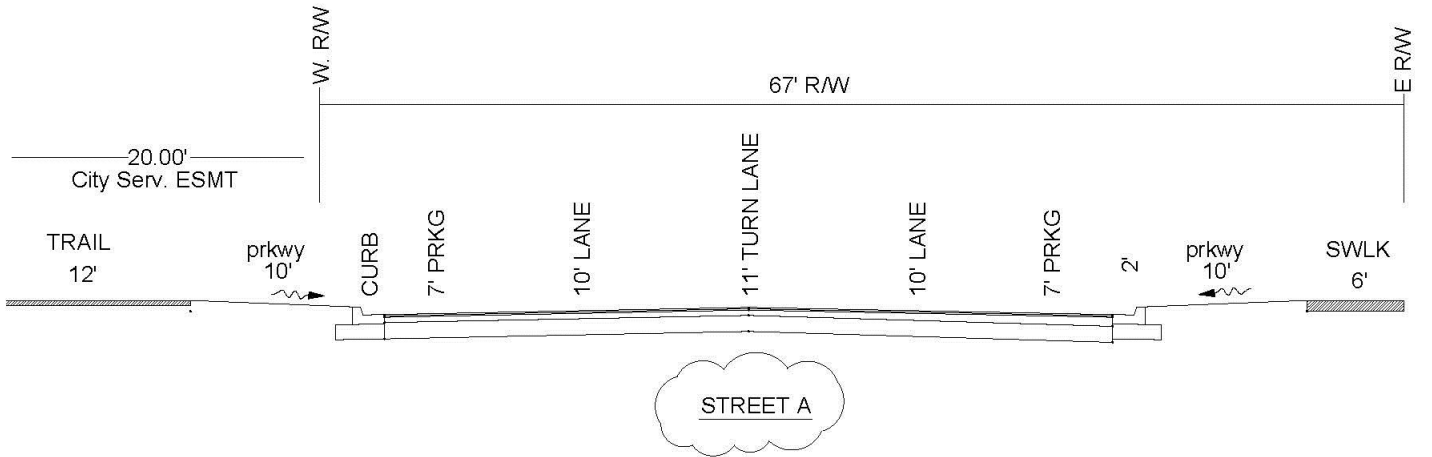


PROPOSED SITE PLAN

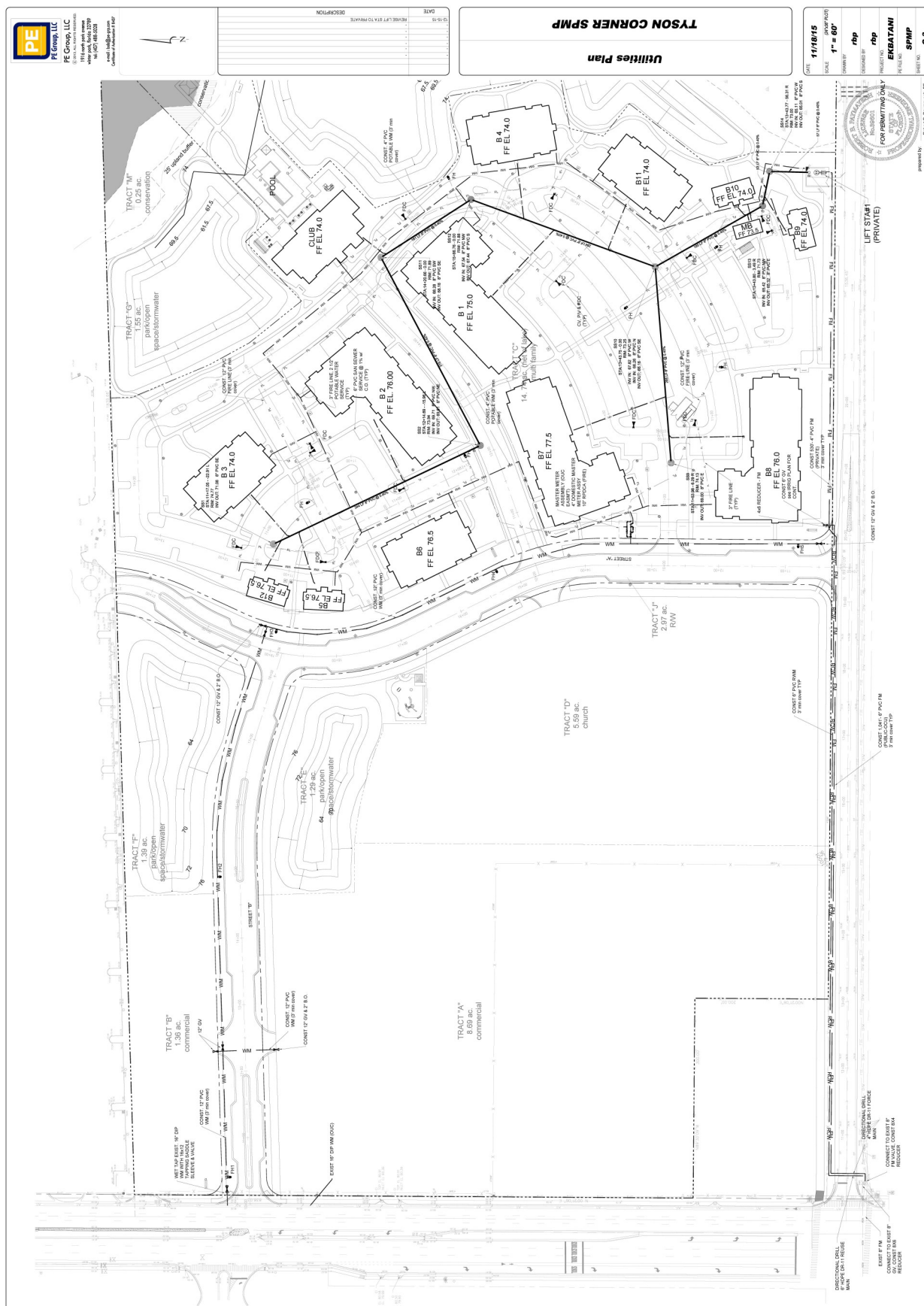


PROPOSED STREET CROSS SECTIONS

Note: The turn lanes in Street A and Street B are not continuous turn lanes throughout the site. Periodically medians are present, as shown on the site plan and landscape plans.

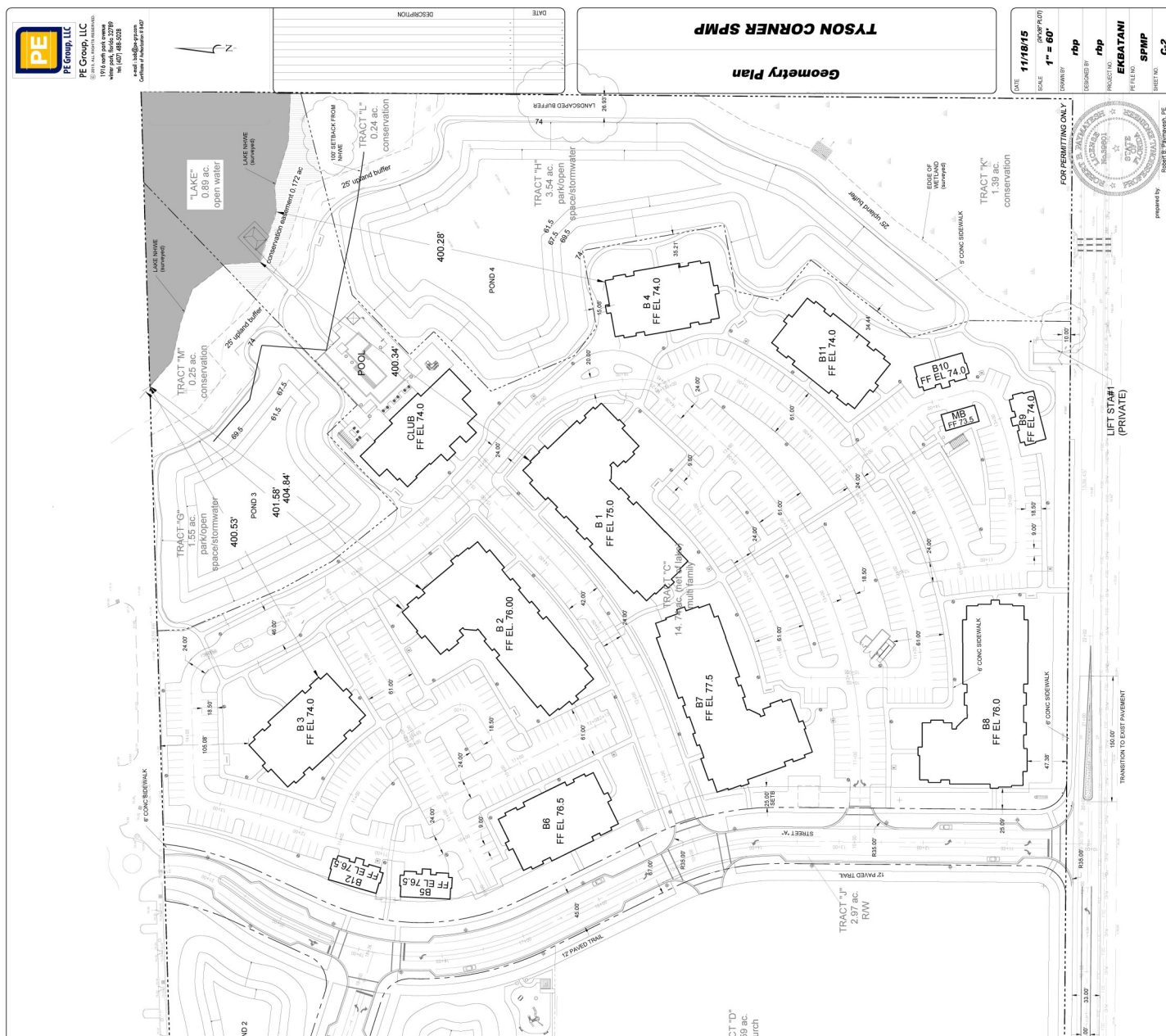


PROPOSED UTILITIES EXHIBIT

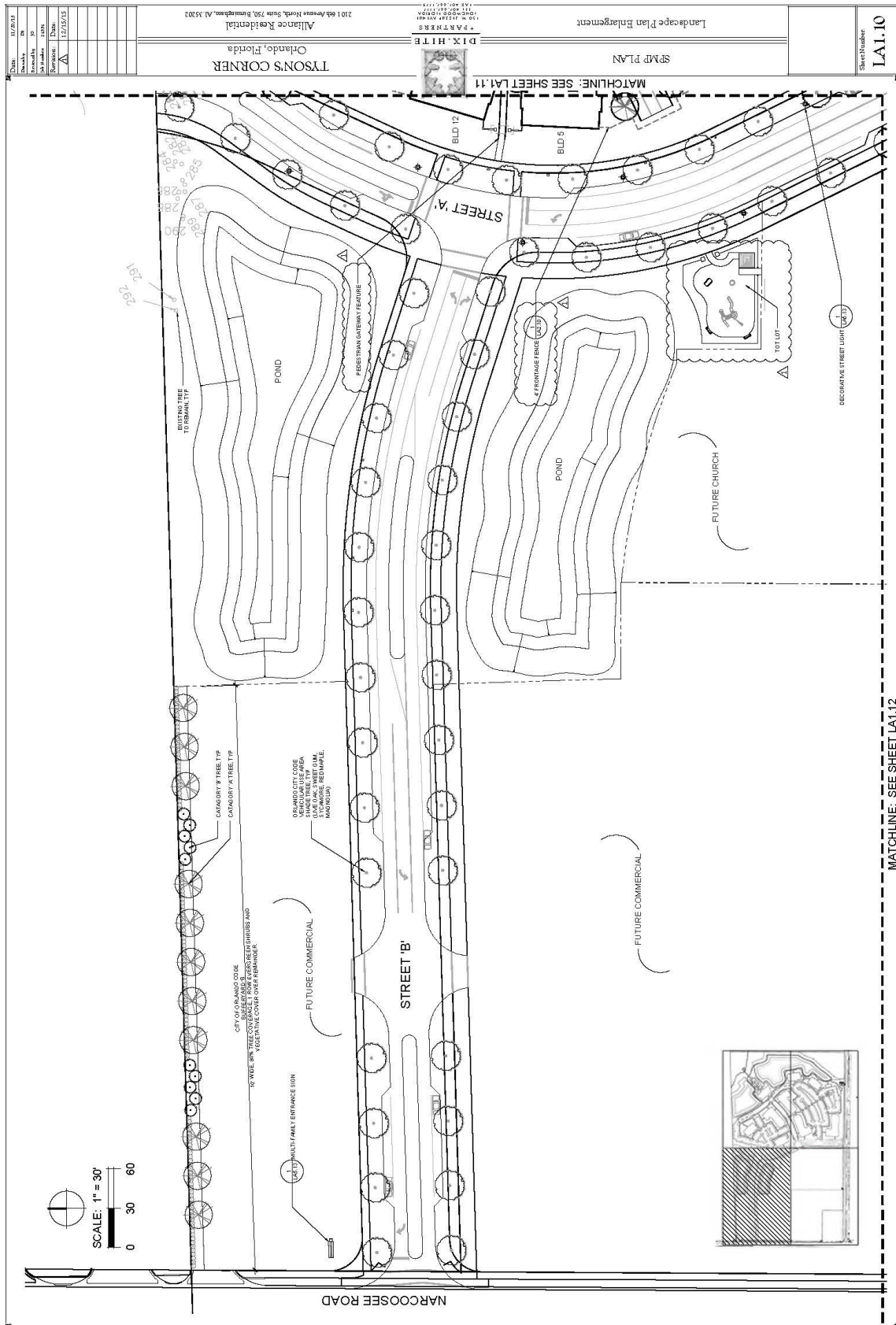


EXCERPT OF PROPOSED SITE PLAN EXHIBIT

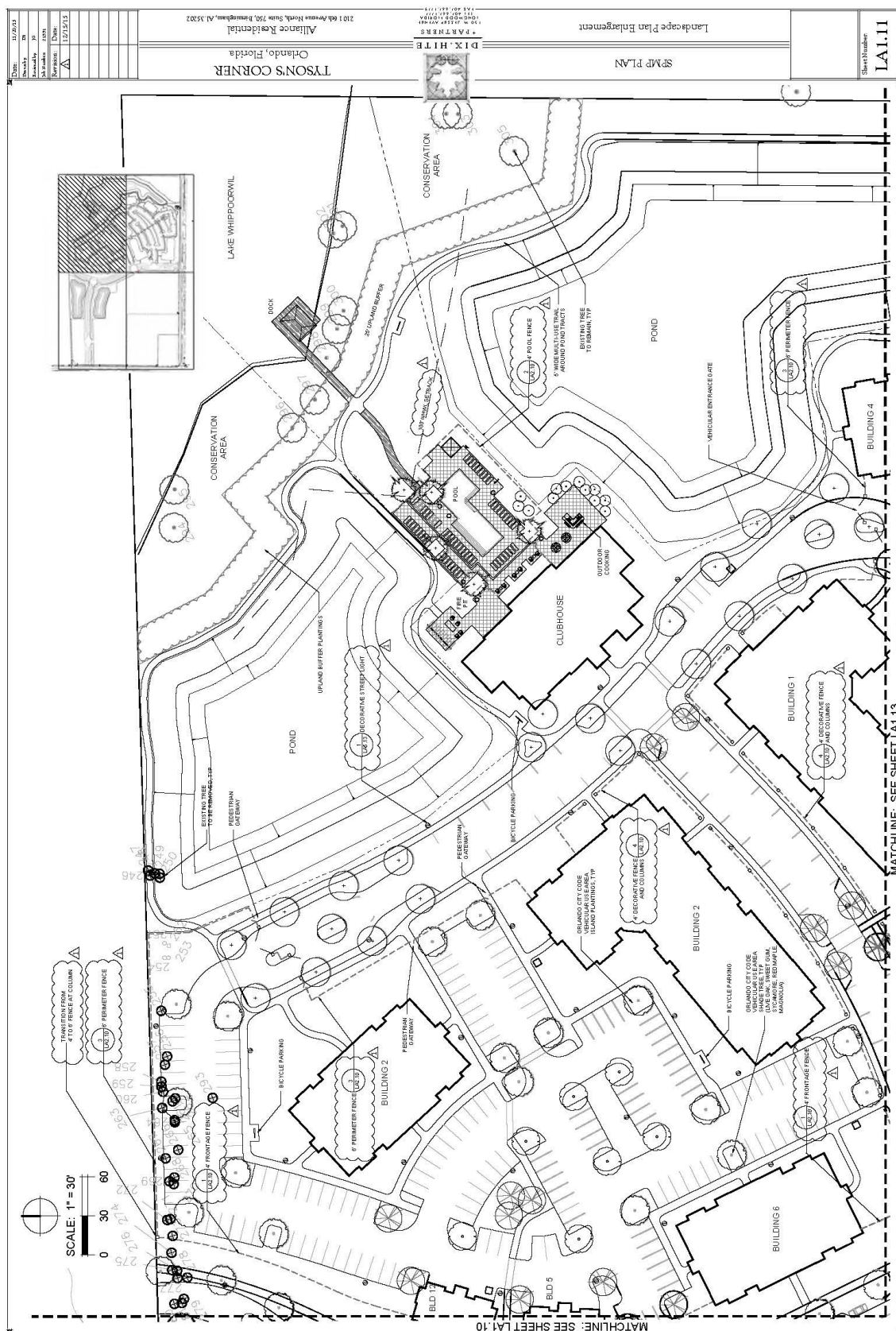
HIGHLIGHTING DISTANCES FROM LAKE WHIPPORWILL



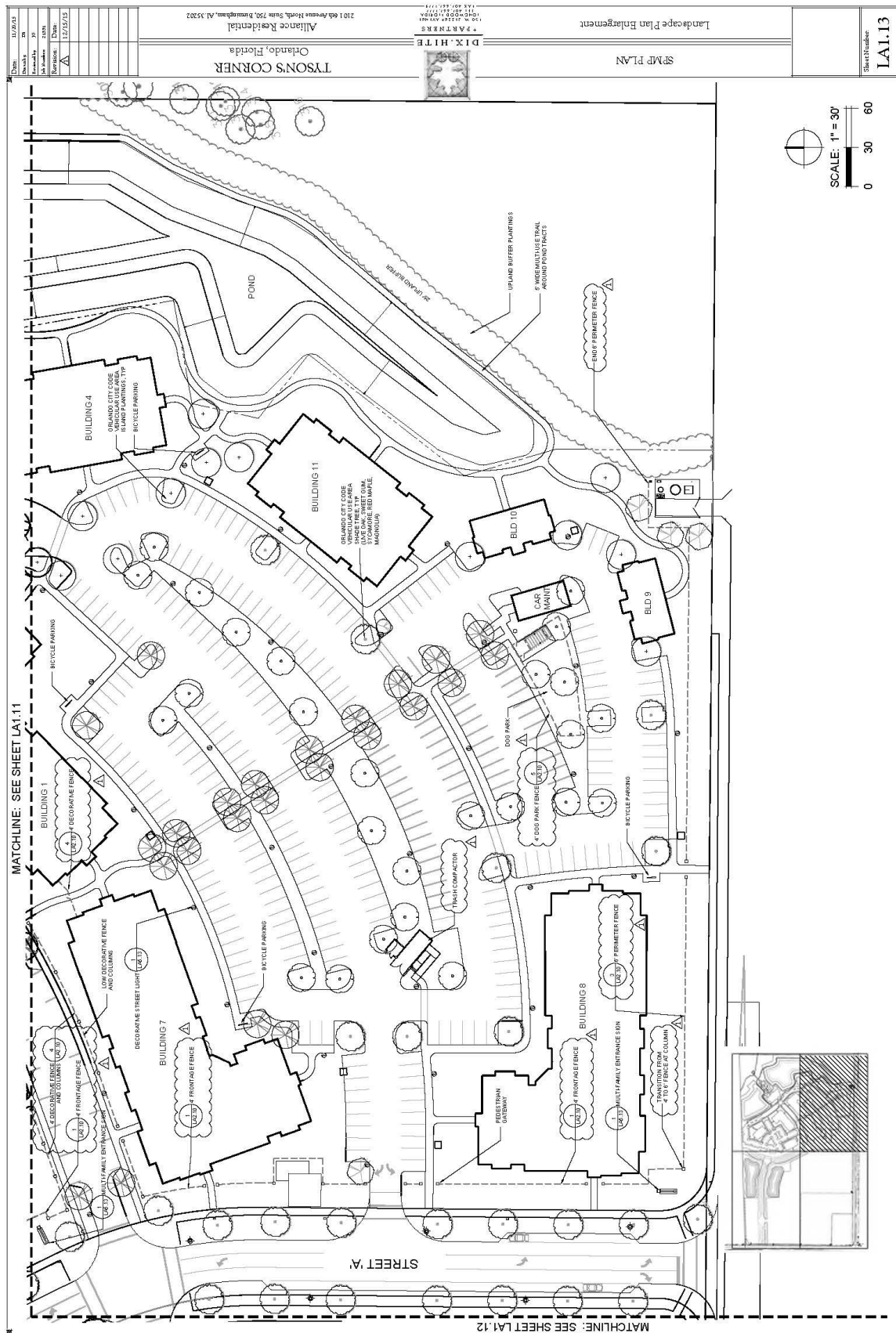
PROPOSED LANDSCAPING EXHIBIT



PROPOSED LANDSCAPING EXHIBIT CONTINUED



PROPOSED LANDSCAPING EXHIBIT CONTINUED



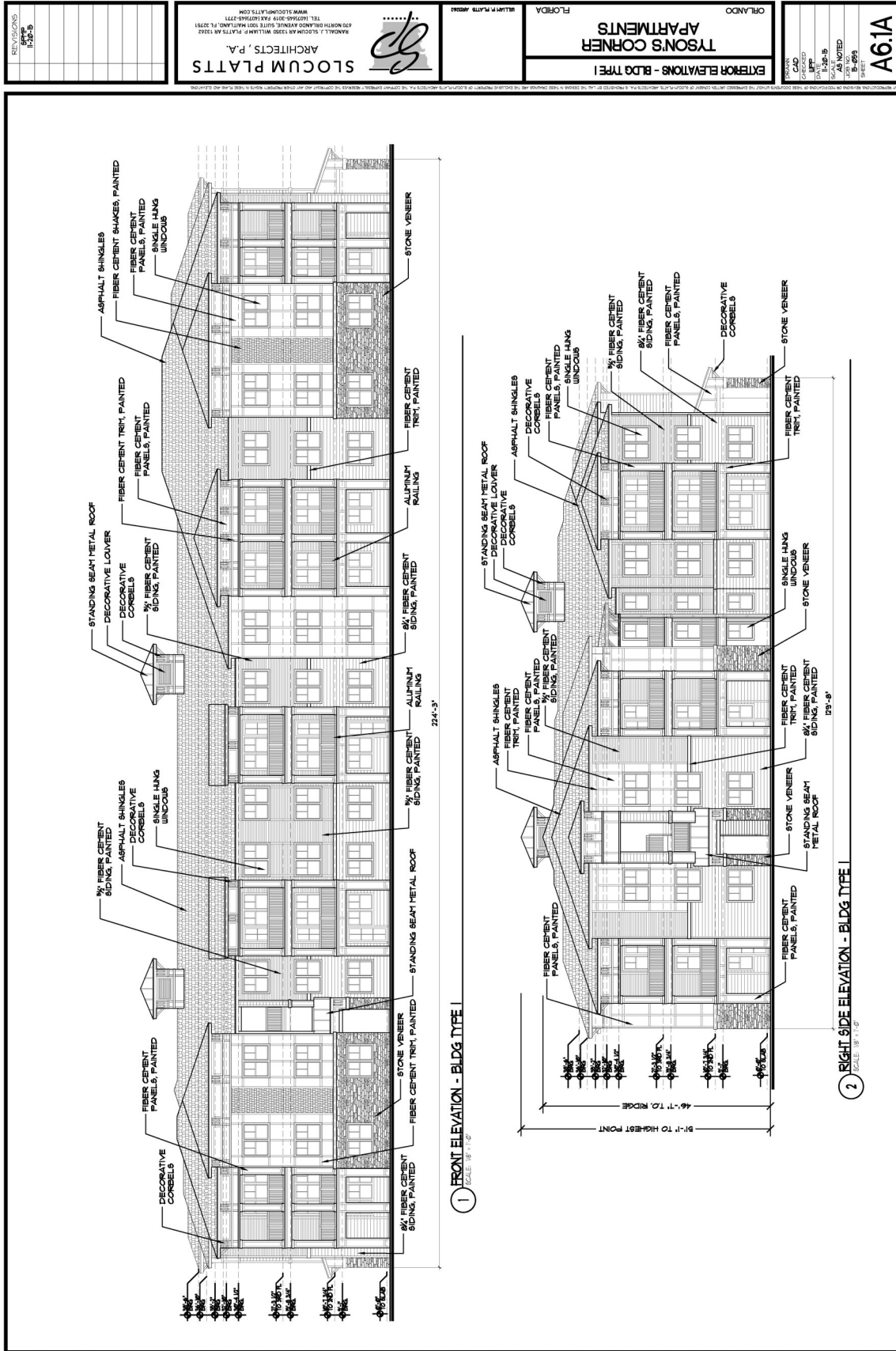
PROPOSED LANDSCAPING EXHIBIT CONTINUED



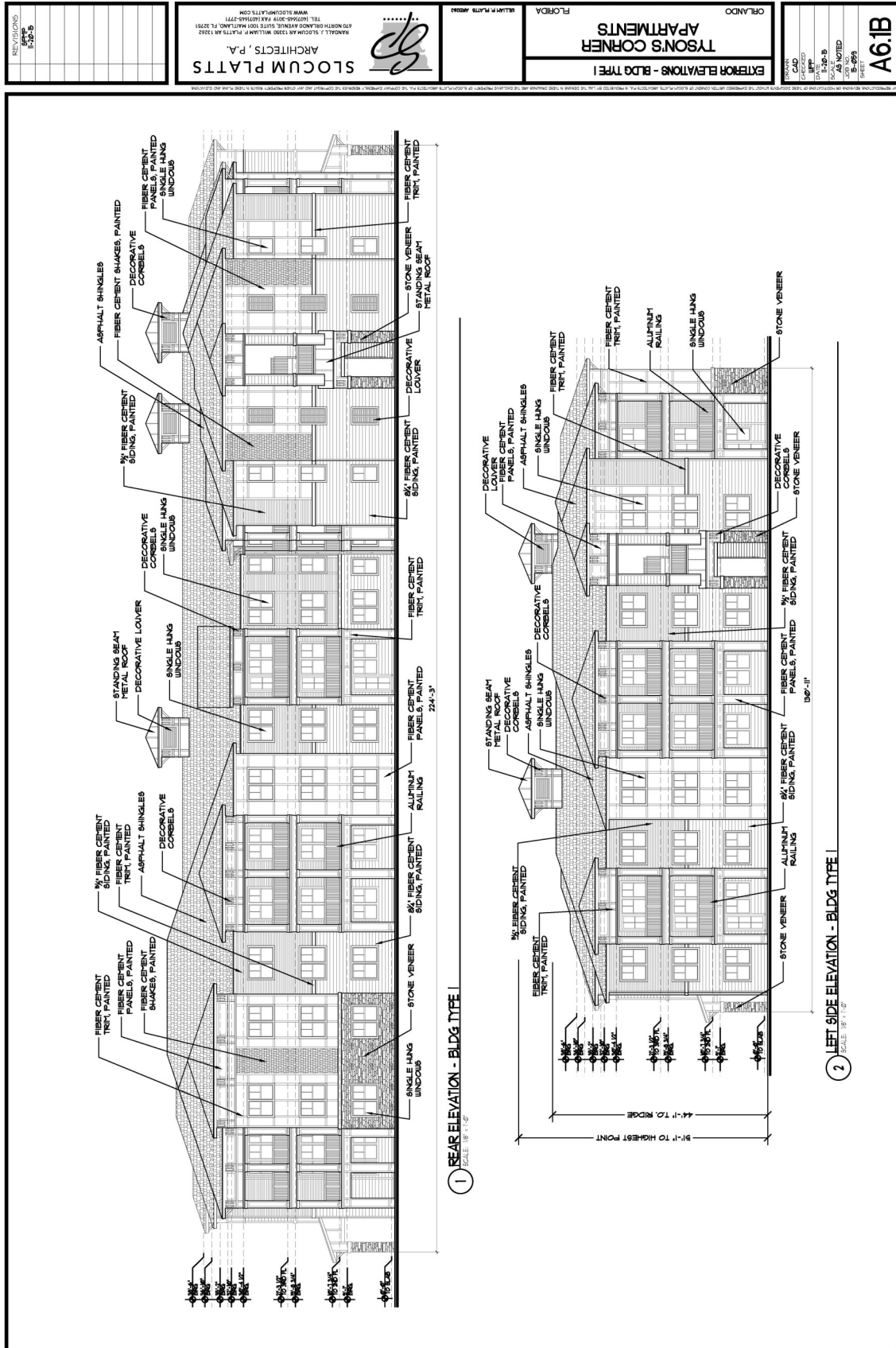
PROPOSED LANDSCAPING EXHIBIT CONTINUED



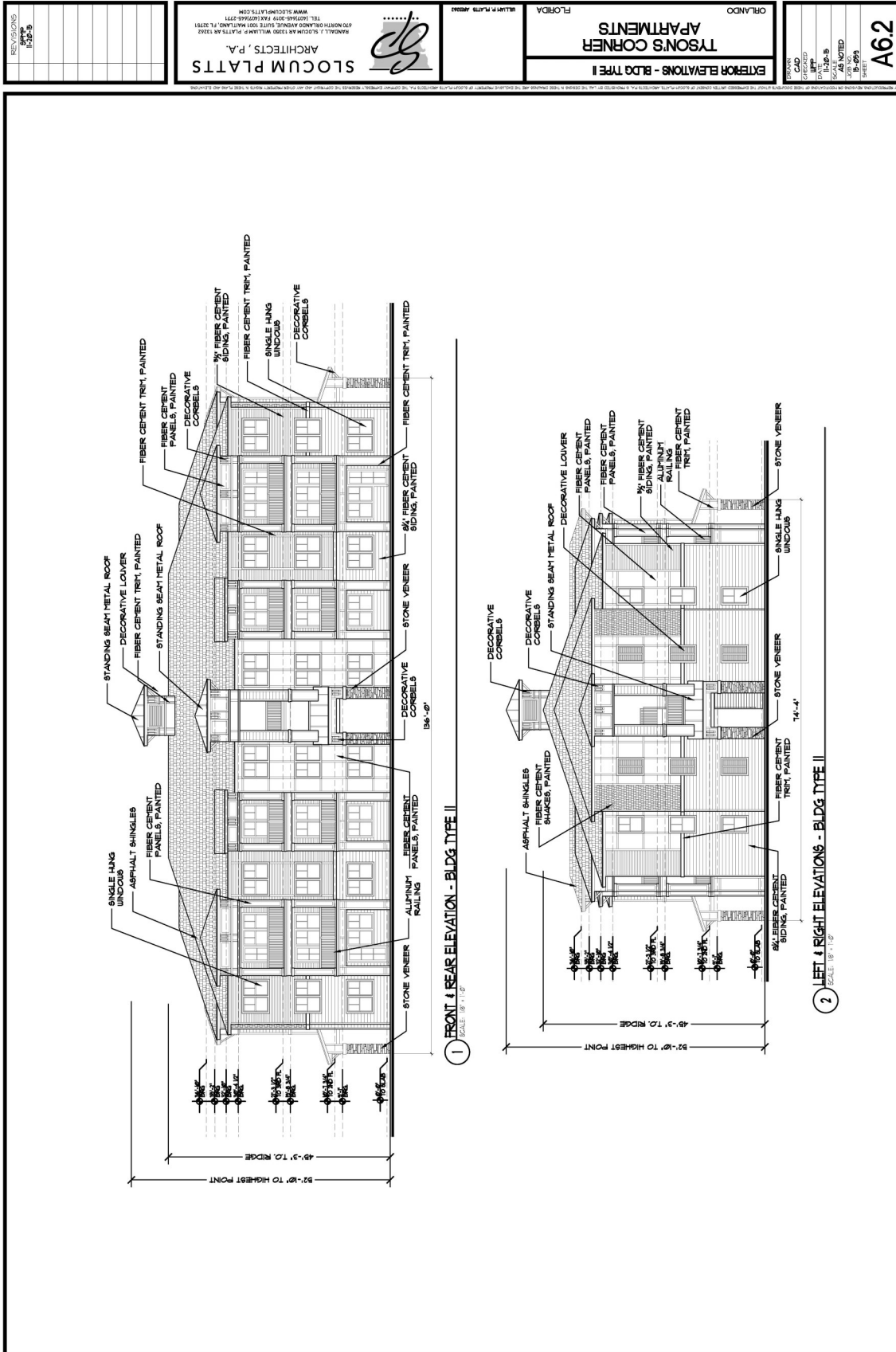
PROPOSED ELEVATIONS, PAGE 1



PROPOSED ELEVATIONS, PAGE 2



PROPOSED ELEVATIONS, PAGE 3



PROPOSED ELEVATIONS, PAGE 4

[illegible]

PROPOSED ELEVATIONS, PAGE 5

[illegible]

PROPOSED ELEVATIONS, PAGE 6

[illegible]

PROPOSED ELEVATIONS, PAGE 7

1 FRONT ELEVATION - COMPACTOR
 SCALE: 1/4" = 1'-0"
 34'-4"
 VENT HOISTED TO BE PAINTED BLACK
 HINGE AND LOCK
 BAR LOCK INTO SLAB
 RAILING TO BE PAINTED TO BE PAINTED BLACK
 1/4" DIA STEEL PIPE HANDRAIL

2 RIGHT ELEVATION - COMPACTOR
 SCALE: 1/4" = 1'-0"
 28'-0"
 STUCCO BAND
 STUCCO FINISH
 RAILING TO BE PAINTED BLACK
 1/4" DIA STEEL PIPE HANDRAIL

3 REAR ELEVATION - COMPACTOR
 SCALE: 1/4" = 1'-0"
 34'-4"
 RAILING TO BE PAINTED TO BE PAINTED BLACK
 1/4" DIA STEEL PIPE HANDRAIL
 STUCCO BAND
 STUCCO FINISH

4 LEFT ELEVATION - COMPACTOR
 SCALE: 1/4" = 1'-0"
 28'-0"
 STUCCO BAND
 STUCCO FINISH

COMPACTOR EXTERIOR ELEVATIONS

TYSON'S CORNER APARTMENTS

SLOCUM PLATTS ARCHITECTS, P.A.
 1620 NORTH OLANO AVENUE, SUITE 100, OLANO, FL 32751
 TEL: (407) 307-7400 FAX: (407) 307-7401
 WWW.SLOCUMPLATTS.COM

REVISIONS

NO.	DATE	DESCRIPTION
1	10-10-10	ISSUED FOR PERMIT
2	10-10-10	ISSUED FOR PERMIT
3	10-10-10	ISSUED FOR PERMIT
4	10-10-10	ISSUED FOR PERMIT
5	10-10-10	ISSUED FOR PERMIT
6	10-10-10	ISSUED FOR PERMIT
7	10-10-10	ISSUED FOR PERMIT
8	10-10-10	ISSUED FOR PERMIT
9	10-10-10	ISSUED FOR PERMIT
10	10-10-10	ISSUED FOR PERMIT

ORLANDO

PROJECT: TYSON'S CORNER APARTMENTS
DATE: 10-10-10
SCALE: 1/4" = 1'-0"
DESIGNER: SLOCUM PLATTS ARCHITECTS, P.A.
CHECKED: SLOCUM PLATTS ARCHITECTS, P.A.
APPROVED: SLOCUM PLATTS ARCHITECTS, P.A.

PROPOSED ELEVATIONS, PAGE 8

REVISIONS

NO.	DATE	DESCRIPTION
1	10-15-18	ISSUED FOR PERMIT

ORLANDO

TYSON'S CORNER APARTMENTS

EXTERIOR ELEVATIONS - MAINTENANCE

ARCHITECTS

SLOCOM PLATTS, P.A.

REGISTERED ARCHITECTS, P.A.
1100 N. W. 10TH AVENUE, SUITE 1000, MIAMI, FL 33136
TEL: (305) 571-1111 FAX: (305) 571-1112
WWW.SLOCOMPLATTS.COM

PROJECT

CAD

DATE

SCALE

NOTES

1. FRONT ELEVATION - MAINTENANCE
SCALE: 1/4" = 1'-0"
10'-2" TO HIGHEST POINT
13'-0" BRG.
12'-0" BRG.
10'-0" TO SLAB
41'-5"
STONE VENEER
GARAGE DOOR
FIBER CEMENT TRIM, PAINTED
FIBER CEMENT PANELS, PAINTED
ASPHALT SHINGLES
DECORATIVE CORBELS
1/4" FIBER CEMENT Siding, PAINTED

2. LEFT SIDE ELEVATION - MAINTENANCE
SCALE: 1/4" = 1'-0"
10'-2" TO HIGHEST POINT
13'-0" BRG.
12'-0" BRG.
10'-0" TO SLAB
21'-9"
STONE VENEER
FIBER CEMENT PANELS, PAINTED
FIBER CEMENT TRIM, PAINTED
1/4" FIBER CEMENT Siding, PAINTED
ASPHALT SHINGLES

3. RIGHT SIDE ELEVATION - MAINTENANCE
SCALE: 1/4" = 1'-0"
10'-2" TO HIGHEST POINT
13'-0" BRG.
12'-0" BRG.
10'-0" TO SLAB
21'-9"
STONE VENEER
FIBER CEMENT PANELS, PAINTED
FIBER CEMENT TRIM, PAINTED
1/4" FIBER CEMENT Siding, PAINTED
DECORATIVE CORBELS
ASPHALT SHINGLES

4. REAR ELEVATION - MAINTENANCE
SCALE: 1/4" = 1'-0"
10'-2" TO HIGHEST POINT
13'-0" BRG.
12'-0" BRG.
10'-0" TO SLAB
41'-5"
FIXED WINDOWS
STONE VENEER
1/4" FIBER CEMENT Siding, PAINTED
FIBER CEMENT TRIM, PAINTED
FIBER CEMENT PANELS, PAINTED
ASPHALT SHINGLES

PROPOSED ELEVATIONS, PAGE 9

REVISIONS

NO.	DATE	DESCRIPTION
1	10-10-10	ISSUED FOR PERMIT

ARCHITECT: SLOCUM PLATS, P.A.

100 NORTH OLANO AVENUE, SUITE 100, OLANO, FL 32751

TEL: (407) 307-1000 FAX: (407) 307-1001

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FLORIDA

TYSON'S CORNER APARTMENTS

EXTERIOR ELEVATIONS - MAIL KIOSK

OWNER: CATI.5A

DESIGNED BY: SLOCUM PLATS, P.A.

DATE: 10-10-10

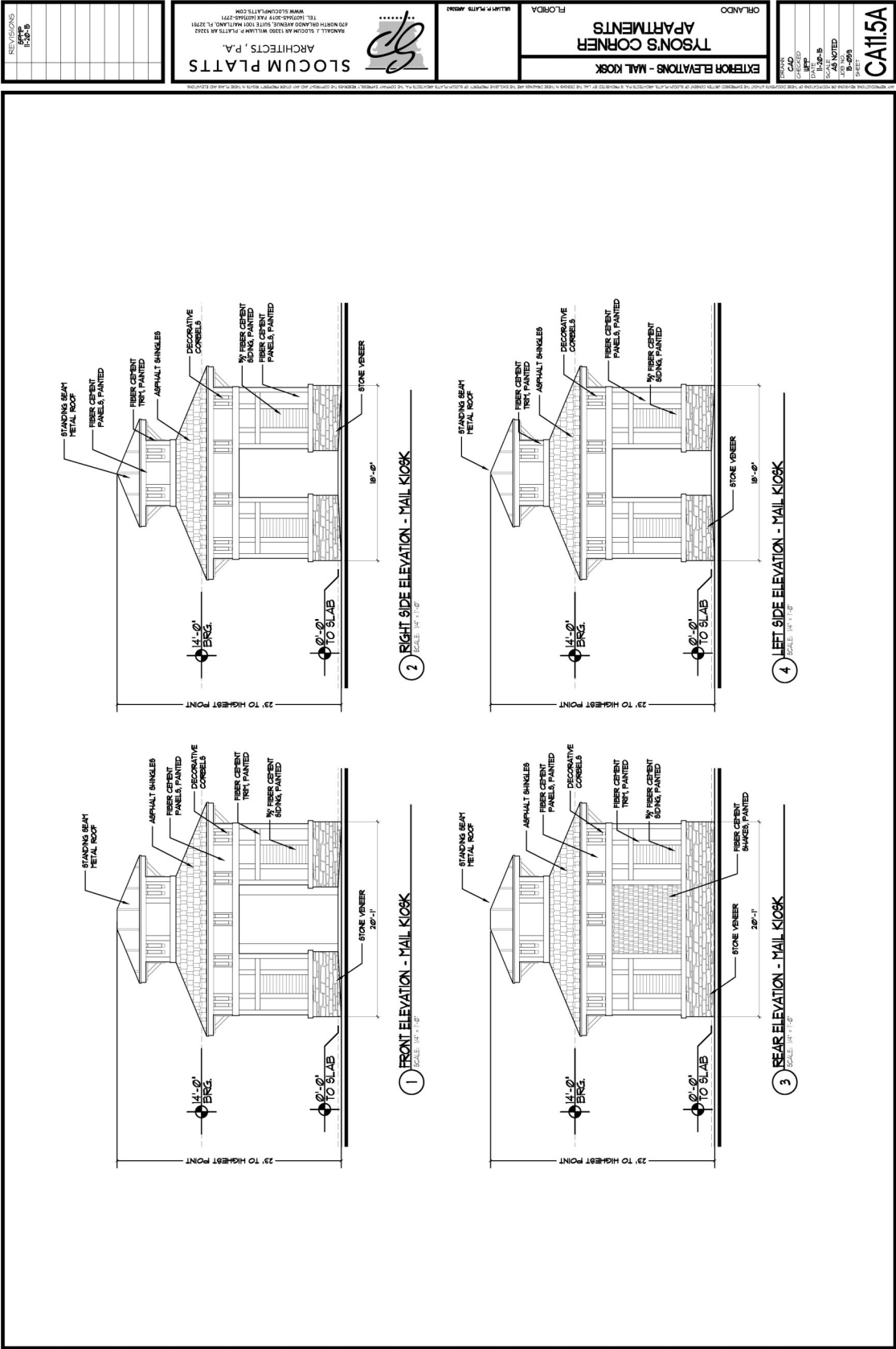
SCALE: 1/4" = 1'-0"

BY: [Signature]

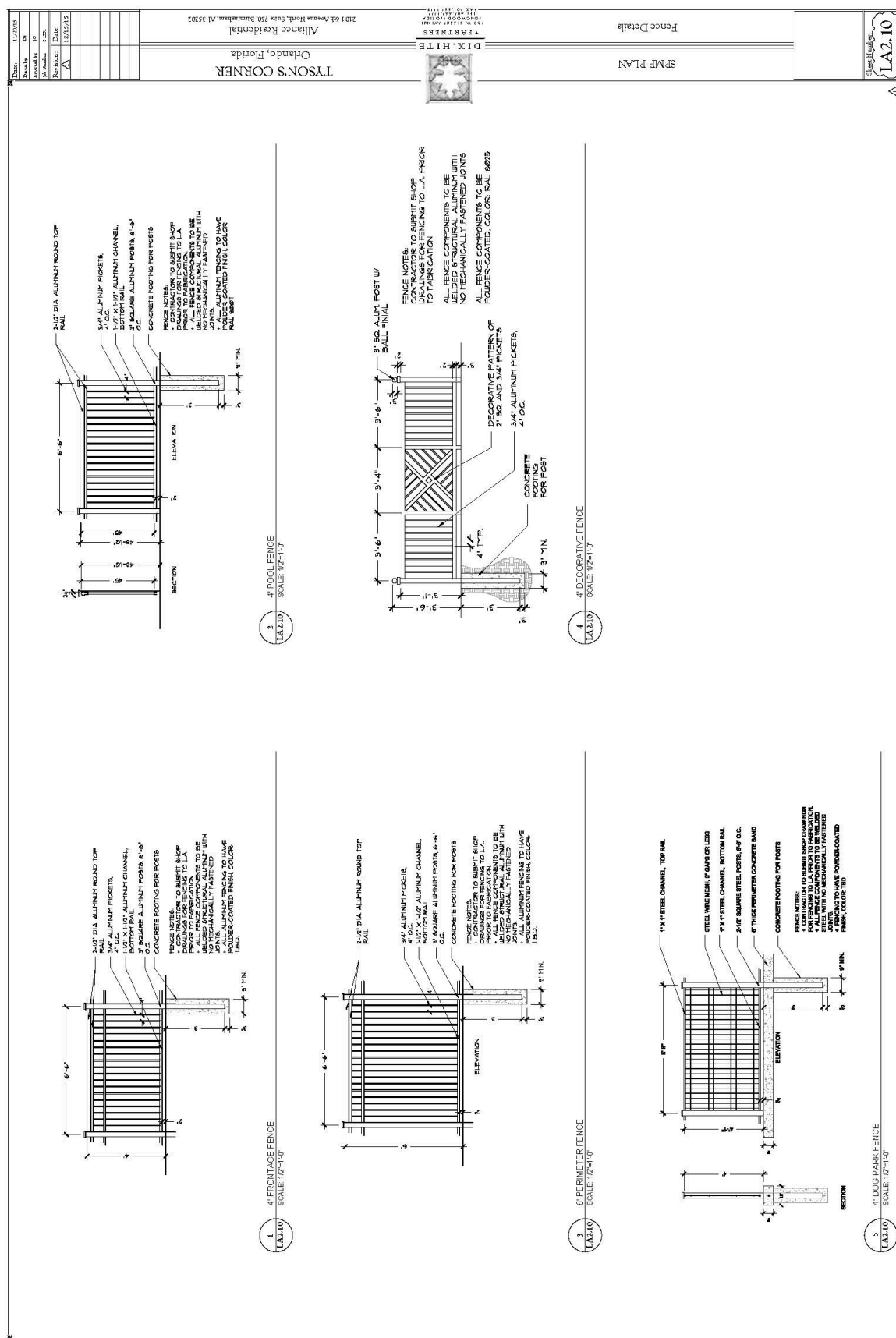
The diagram consists of four architectural elevations of a Mail Kiosk, labeled 1 through 4. Each elevation includes material callouts and dimensions.

- 1 FRONT ELEVATION - MAIL KIOSK**
 SCALE: 1/4" = 1'-0"
 Dimensions: 23'-0" TO HIGHEST POINT, 20'-0" (STONE VENEER), 0'-0" TO SLAB, 14'-0" BRG. (Fiber Cement Panels, Decorative Corbels, Asphalt Sangles, Standing Seam Metal Roof, Stone Veneer)
- 2 RIGHT SIDE ELEVATION - MAIL KIOSK**
 SCALE: 1/4" = 1'-0"
 Dimensions: 23'-0" TO HIGHEST POINT, 18'-0" (STONE VENEER), 0'-0" TO SLAB, 14'-0" BRG. (Fiber Cement Panels, Decorative Corbels, Asphalt Sangles, Standing Seam Metal Roof, Stone Veneer)
- 3 REAR ELEVATION - MAIL KIOSK**
 SCALE: 1/4" = 1'-0"
 Dimensions: 23'-0" TO HIGHEST POINT, 20'-0" (STONE VENEER), 0'-0" TO SLAB, 14'-0" BRG. (Fiber Cement Panels, Decorative Corbels, Asphalt Sangles, Standing Seam Metal Roof, Stone Veneer)
- 4 LEFT SIDE ELEVATION - MAIL KIOSK**
 SCALE: 1/4" = 1'-0"
 Dimensions: 23'-0" TO HIGHEST POINT, 18'-0" (STONE VENEER), 0'-0" TO SLAB, 14'-0" BRG. (Fiber Cement Panels, Decorative Corbels, Asphalt Sangles, Standing Seam Metal Roof, Stone Veneer)

PROPOSED ELEVATIONS, PAGE 9



FENCE DETAILS



SITE PHOTOGRAPHS



Subject Property. On Narcoossee Road facing east.



Subject Property. On Tyson Road facing north.



Property to the north of the subject property. On Narcoossee Road facing east.

FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the proposed Specific Parcel Master Plan applications contained in Section 65.336 of the Land Development Code (LDC):

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposal is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 2.4.4, Figure LU-1, Goal 4 and its associated objectives, policies, and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, Chapter 68 of the Land Development Code.
6. The proposal is consistent with the requirements of the proposed Tyson's Corner II PD (as approved by MPB on 9/15/15)
7. The proposal is compatible with the surrounding development and neighborhood pattern.
8. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the Specific Parcel Master Plan subject to the conditions below:

CONDITIONS OF APPROVAL

City Planning

1. *SUBJECT TO CODES –ZONING*

Except as provided herein, the development is subject to all codes and ordinances of the State of Florida, City of Orlando, and all other applicable regulatory agencies.

2. *APPEARANCE REVIEW*

Building elevations will be subject to appearance review that is approved via a Planning Official Determination. Prior to submittal of building permits, the applicant shall submit 4 copies of a request for a Planning Official Determination that includes a site plan, landscaping plan, elevations for all four sides of each building, transparency calculations, location of dumpsters and mechanical equipment, materials used for the building, and any other information needed to demonstrate compliance with the conditions of this report and the Southeast Sector Plan.

3. *DEVELOPMENT REQUIREMENTS*

Except as modified herein, the project shall be developed in accordance with the requirements of the Growth Management Plan, Chapter 68 of the Land Development Code, the Tyson's Corner II PD, and any other pertinent provisions of the Conventional LDC, and all previous agreements between the City and property owner.

4. *APPROVAL*

Approval of the Specific Parcel Master Plan by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The application must be submitted within thirty-six (36) months of approval of the PD effective date or the Master Plan shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan for one period of up to 12 months providing good cause is shown. If the PD is substantially revised by the City Council, staff may require this application to be reviewed again by the SETDRC.

5. *SCHOOLS*

This project must have an executed Capacity Enhancement Agreement (CEA) prior to City Council adoption of the zoning ordinance (ZON2015-00008,).

6. *DOCK*

The proposed dock with a gazebo shall be used for passive uses only and must adhere to section 58.976-.58.978. One dock is permitted for this site. The gazebo portion (aka terminal platform) can be a maximum of 1,000 sq. ft. No motorized boat launching and/or docking is allowed.

7. *BUILDING HEIGHT*

The height limit within 400 feet of the Lake Whipoorwill mean high water line shall not exceed two stories. In all other areas, the maximum height shall not exceed four stories.

8. *IMPERVIOUS SURFACE RATIO*

The maximum ISR is 0.85 for the village center.

9. *SETBACKS*

The setback for the overall Tyson's Corner II site are as follows;

- a. The Narcoossee Road setback is 32.5' which includes the 15' utility easement, 7.5' street tree area and a 10' landscaped area.
- b. The Tyson Road setback is 21' which includes an additional travel lane, bike lane, sidewalk, and a 10' landscaped buffer.
- c. A 25' buffer and a 20' setback is required at the east property line.
- d. A 100' buffer and a 20' setback is required from the mean high water line.

These setbacks take into account site constraints such as the 15' utility easement on Narcoossee.

The setbacks for the multifamily buildings are street side setback is 25' and the front setback from the internal drives a minimum of 25'.

10. *SIGNS*

The multifamily entrance signs must adhere to LDC section 64.257, subdivision and multi-family identification signs. The maximum sign area per face is 18 sq. ft., maximum overall of 32 sq. ft. and the maximum height is 6 feet. The sign details submitted show two ground mounted signs. Since this development is on two streets (Tyson Corner and Street A) two signs are allowed. The sign locations are displayed on the site plan, and are more than 200' apart.

11. *PARKING*

The Village Center -residential blocks requires 1.5 spaces per unit, this yields 426 spaces for the 284 units. The site plan is providing 512 parking spaces.

12. *LANDSCAPING*

The landscaping must adhere to Chapter 60 of the Land Development Code. The 100' buffer from the mean high water line of Lake Whippoorwill is also required.

13. *STANDARDS FOR GARDEN APARTMENTS*

Multifamily buildings must meet the Garden Apartments standards within LDC Section 68.312.

- Minimum 30-foot separation between neighboring buildings.
- Locate parking to the rear of buildings away from public view.
- Provide pedestrian connections from parking areas to building entries at public streets.
- Minimize the number of access drives and curb cuts to parking.
- Provide a minimum 15-foot landscape separation between parking and residential units.
- Encourage use of on-street parking for visitor parking.
- Entry porches for ground floor units which have direct access to public streets shall have a 10-foot min. width.
- Provide balconies for above grade units facing the street.
- Minimum 2-story building wall required along public streets.

Transportation Engineering

1. *CONSTRUCTION WORK*

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)

2. *SIGHT LINES*

At all project entrances and at on-street parking spaces, clear sight distances for drivers and pedestrians shall not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment shall obstruct vision between 3 feet and 8 feet in height above street level. The street corner / driveway visibility area shall be shown and noted on construction plans and any future site plan submittals. The applicant shall design the site plan as necessary to comply with the Florida Greenbook and the FDOT Design Standards Index.

3. *HANDICAP RAMPS*

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. The ramp used shall be a type approved by FDOT. At handicapped ramp landings, a minimum of 4 foot of clear space is required.

4. PARKING STALLS

- a. Parking stall dimensions shall meet Orlando LDC and Orlando ESM requirements.
- b. Handicapped parking stalls shall be provided that adhere to Federal ADA requirements and Florida Accessibility Code requirements.

5. MEDIAN CURB TYPE

The type of Median curb shall be a mountable.

6. STREET A & B

Street A & B shall follow the design criteria approved in ZON2015-00008.

Engineering/Zoning

The Office of Permitting Services recommends approval of the proposed Master Plan, subject to the below listed conditions and requirements.

1. FLOW-THRU EASEMENT

The owner/developer needs to provide a flow-thru easement to the City of Orlando for the purpose of accepting Storm Water run-off from publicly dedicated roadways into their private retention system.

2. REFUSE CONTAINERS

- a. 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.
- b. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure.
- c. 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.

3. LANDSCAPE PLAN

The landscape plan needs to be designed in accordance with Chapter 60, Section 60.241 of the Land Development Code.

4. FUTURE ELEVATION

All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).

5. SURVEY

A valid survey is required to be submitted with the Final Plat and Engineering Plans that is signed and sealed by a license PSM. The copies provided with this application are not signed and sealed.

6. STORM WATER

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 South Florida Water Management District is required. The system is to be privately owned and maintained.

7. 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.

8. 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.

9. INSPECTION FEE

At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.

10. TYSON ROAD

Any construction within the Tyson Road right of-way of will require Orange County approval/permit prior to construction.

11. NARCOOSSEE ROAD

Any construction within the Narcoossee Road (SR 15) right of-way of will require Florida Department of Transportation (FDOT) approval/permit prior to construction.

12. CONSTRUCTION ACTIVITIES

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.

13. WASTEWATER AGREEMENT

Per the Orlando-Orange County Wastewater Territorial Agreement the subject property is located within Orange County's territorial service area. The site will be serviced by Orange County Public Utilities, prior to issuance of permits a copy of a payment invoice or receipt is required.

14. 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.

15. 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.

Urban Design

Urban Design supports approval of the project with the following conditions:

1. APPEARANCE APPROVAL

Prior to submittal of building permits the site plan, landscape plan and color building elevations shall be submitted to the Planning Official for an Appearance Review determination.

2. MECHANICAL EQUIPMENT

All ground and roof mounted mechanical equipment shall be screened from view per Sec. 58-982 of the LDC. Groupings of three or more ground mounted HVAC units shall be screened from view with a 48" tall opaque fence or wall and a vegetative buffer maintained at of minimum height of 36-inches. Mechanical equipment locations shall be included on the site and landscape plans for the final appearance review determination.

INFORMATIONAL COMMENTS

Police**1. CPTED**

The Orlando Police Department has reviewed the plans for Tyson's Corner II located at 12825 and 12873 Narcoossee 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. For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net.

2. NATURAL SURVEILLANCE

Design the site to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; porches or patios and adequate nighttime lighting.

a. Lighting plays a very important role in CPTED. It is crucial that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.

- All lighting for this project shall meet or exceed the guidelines in Orlando City Code, Title II, Chapter 63, Part 2M.
- In order to create a sense of safety, pedestrian-scale lighting should be used in all high-pedestrian traffic areas to include building entrances, parking facility entrances, common areas, parks spaces, courtyards, walkways and service areas.

- Appropriate lighting should be included in all areas anticipated to be used after-dark, especially around pedestrian entrances to the property and each building entrance.
 - Lighting should not be screened out by landscaping or building structures such as overhangs or awnings.
 - Uniformity of light is crucial to avoid 'dark' spots, especially in parking areas and pedestrian promenades.
 - 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.
 - 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.
 - The use of full cut-off or shielded light fixtures can direct light where it is intended while reducing light trespass, glare, and waste.
- a. 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 structures.
 - b. Outdoor furniture placed in common areas is a good way to increase surveillance and encourage positive community interaction. If used, 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).
 - c. Bicycle parking should be observable from building entrances, securely fastened, not located in remote or low-traffic areas and not hidden behind landscaping.
 - d. Vehicle and pedestrian entrances into the parking facility should be well lit and defined by landscaping, signage and/or architectural design.
 - e. Consider utilizing mirrors or reflective material at interior 90° corners to augment surveillance around corners.
 - f. Entry doors on all residential units should contain 180° viewers/peep holes.
 - g. Windows and balconies should look out onto streets, courtyards, and low-traffic areas.
 - h. Since there is typically no natural surveillance around dumpsters or service areas, be sure these areas are well-lit and that lighting is well maintained.
 - i. In the leasing office(s) and clubhouse, reception and office areas should have exterior windows and furniture oriented to improve surveillance of entrances and public areas.
 - j. All sides of the buildings should have windows to observe the walkways, parking areas and driving lanes.
 - k. Advertisements and product displays should not be located in windows. If advertisements must be used, they should be small in size and located in an area that will not interfere with visibility through the windows.
 - l. Public restrooms should be visible from the main customer areas and away from outside exits.

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 accomplished by designing street, walkway, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.

- a. Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around building entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
- b. There should be no easy access to the roof of any building.
- c. Signs located throughout the parking areas should remind users to lock their vehicles and keep valuables out of sight.
- d. Way-finding located throughout the property should provide clear guidance for authorized users while discouraging potential offenders. Signs should clearly indicate - using words, international symbols, and maps - the location of entrances, restrooms, parks, public or private use routes, emergency telephones, and community activities.
- e. Signage with hours of operation should be clearly visible at any public entrance.
- f. The use of traffic calming measures as well as surface and gateway treatments is encouraged to promote safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- g. Walkways throughout the project should be a minimum 6' in width to enhance pedestrian flow. . Multi-purpose paths (if installed) should be a minimum of 10' to accommodate different modes of travel simultaneously.
- h. Bollards are a good option to consider in key locations to protect pedestrians, life-safety elements, critical utilities and control or direct traffic.

4. *TERRITORIAL REINFORCEMENT*

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

- a. The property should be designed to encourage interaction between authorized users.
- b. Each unique building or dwelling unit should have an address that is clearly visible from the street and parking areas with numbers a minimum of five-inches high made of non-reflective material.

- c. Fencing could be used in select areas to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED open style fencing is a good option to consider. These fences may contain pedestrian access points that utilize mechanical access control. Another option is landscape buffers, which include hostile vegetation, to delineate public from private spaces. The fencing and landscape buffer may be used together to further define and control spaces.
- d. 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.
- e. To discourage vandalism and unwanted behavior, consider some of the following options for outdoor furniture elements, including low walls, curbs, water features or planter boxes: skate deterrents, arm rests, seat dividers, breaks, bumps, or height variations.

4. *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.

- a. Door locks should be located a minimum of 40 inches from adjacent windows.
- b. Exterior doors should contain 180° viewers/peep holes or small windows made of security glass, 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.
- c. All windows that open should have locks.
- d. Sliding glass doors should have one permanent door on the outside and the inside moving door should have a docking device and a pin.
- e. Air conditioner units should be caged and the cages should be securely locked.
- f. If alarm or security systems are installed, each dwelling unit or public space should have a separate system that can be regularly tested and maintained by the occupants. During working hours, commercial alarm systems should be programmed so that a short beep is sounded if an exterior door opens.
- g. A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is a good option at access points and amenity areas: especially areas with limited or no natural surveillance. Cameras should be mounted at an optimal height to capture offender identification. "Aiming" down from steep angles often presents challenges to identification such as images of an offender's hat but not a clear, descriptive image of the offender.
- h. Back or service doors not open to the public should be kept locked from the outside at all times. Internal business policy should prohibit the "propping open" of exterior doors.
- i. The use of tempered, impact resistant, or security glass or security film is encouraged for all large glass doors and windows. 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.
- j. Common areas should have signs that clearly identify operating hours and state that facilities are only for use by residents.

4. *MAINTENANCE AND MANAGEMENT*

Proper maintenance of landscaping, lighting and other features is necessary to ensure that CPTED elements serve their intended purpose. Failure to maintain the property and manage to stop harmful use of property by its legal occupants can rapidly undermine the impact of the best CPTED design elements. While CPTED principles supplement effective maintenance and management practices, they cannot make up for the negative impacts of ineffective management. Damaged fencing, unkempt landscaping, graffiti left to weather and age, litter and debris, broken windows, as well as such factors as inattentive, lax, or overly-permissive management practices can advertise an environment of permissiveness to potential offenders and, equally, undermine the desire of responsible users to remain in an area. In effect, this is the direct application of what has come to be known as the Broken Window Theory - ensuring that indicators of disorder are corrected promptly in order to prevent the greater disorder they may attract.

- a. People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others. Clear boundaries between public and private areas achieved by using physical elements such as fences, pavement treatment, art, signs, good maintenance and landscaping are ways to express ownership. Identifying intruders is much easier in well-defined spaces.
- b. This is related to the neighborhood's sense of 'pride of place' and territorial reinforcement. The more dilapidated an area, the more likely it is to attract unwanted activities. The maintenance and the 'image' of an area can have a major impact on whether it will become targeted.
- c. Social cohesion and a general sense of security can be reinforced through the development of the identity and image of a community. This approach can improve not only the image of the population has of itself, and its domain, but also the projection of that image to others.
- d. Offensive graffiti should be promptly removed. Response to litter pickup and repairs should be prompt. A well maintained space gives an impression of 'ownership' and 'care'.
- e. Any signs used in the community should be maintained on a regular basis to ensure that they are visible. This may involve

trimming any landscaping growth, cleaning or lighting the signs. Things to consider with signs and information include:

- Are signs visible and legible?
 - Are signs conveying messages clearly?
 - Is information adequate?
 - Are signs strategically located to allow for maximum visibility?
 - Are signs well maintained?
 - Are signs displaying hours of operation (where appropriate)?
- f. Walkways should be cleared of undesirable litter, grass and weeds should be trimmed back from walkways, and walkway pavement should be promptly repaired or maintained.
- g. Inappropriate outdoor storage should be discouraged.
- h. generators can produce both positive and negative results. The selection of what activities a site supports will reflect the use of space and define the user's perception. Considerations should be made for seating, shade, community events or recreational amenities that might encourage positive community interaction and should be properly maintained and managed.
- Additional precautions, such as security alarms and neighborhood watch programs, should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

6. *CONSTRUCTION SITE CRIME PREVENTION*

Due to the continued trend of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:

- a. 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.
- b. 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.
- c. 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.
- d. Valuable construction materials and tools should be protected in a secondary fenced, locked cage.
- e. Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.

If you have any questions, please call the Crime Prevention Unit, Officer Edgar Malave, 407.246.2513.

6. *CRIME FREE MULTI-HOUSING*

Crime Free Multi-Housing (CFMH) is an internationally recognized and certified crime fighting program designed to help tenants, owners and managers of rental property keep drugs and other illegal activity off their property. CFMH is designed to be easy, yet very effective in reducing the incident of crime in rental property. Orlando Police Department is one of a small handful of law enforcement agencies in Florida that have established this program. The program includes a Crime Free Lease Addendum which has shown to be the backbone of the Crime Free Multi-Housing Program. The addendum to the lease agreement lists specific criminal acts that, if committed on the property, will result in the immediate termination of the resident's lease. CFMH utilizes a unique three-part approach, which ensures the crime prevention goal, while maintaining a very tenant-friendly approach.

- a. 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.
- b. Phase Two certifies that the rental property has met the security requirements (based on CPTED strategies) for the tenant's safety. These requirements include:
 - Dead-bolt locks on all unit entry doors with a minimum 2-inch throw;
 - eye views (peep holes) with 180 degree view;
 - strike plates with 3-inch screws and
 - anti-slide devices on sliding doors and windows.

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

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

OPD strongly encourages all multi-family communities to become registered participants in the CFMH program. For a complete list of additional program requirements and benefits, please contact the OPD CFMH Coordinator, Officers Christopher Realin at 407.246.3927, christopher.realin@cityoforlando.net or the Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

CONTACT INFORMATION

City Planning

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

Urban Design

For questions regarding Urban Design plan review, please contact Doug Metzger, at 407.246.3414 or Doug.metzger@cityoforlando.net

Transportation Planning

For questions regarding Transportation Planning plan review, please contact Matt Weisenfeld at 407.246.2290 or matthew.wiesenfeld@cityoforlando.net.

Transportation Engineering

For questions regarding Transportation Engineering plan review, please contact Lauren Torres at 407.246.3220 or lauren.torres@cityoforlando.net.

Engineering/Zoning

For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.

Police

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

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. SPMP is effective once the following applications are effective, ANX2015-00008, GMP2015-00015, GMP2015-00016 and ZON2015-00008.
3. Appearance Review by the Urban Design staff.
4. Building permits.