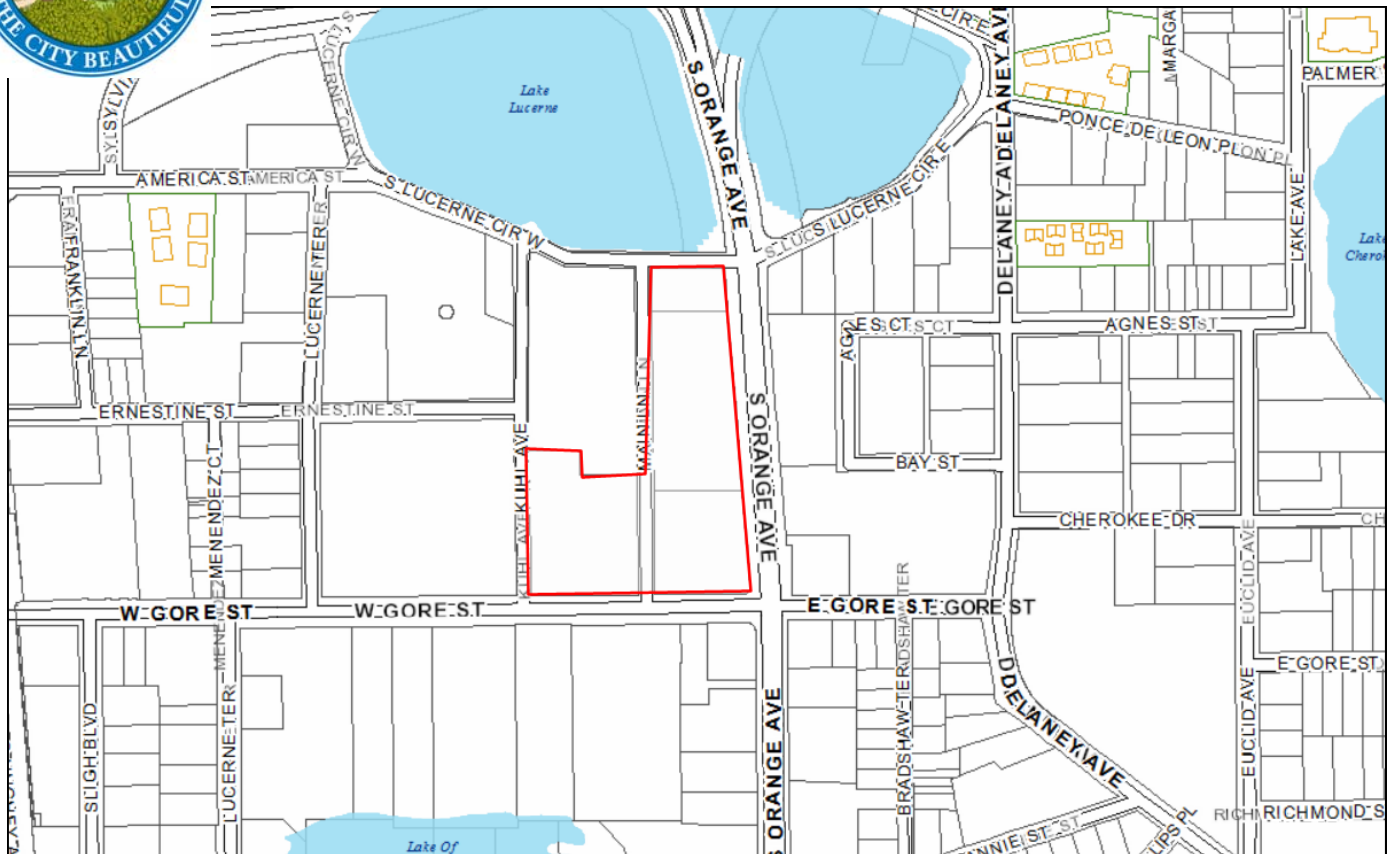


DRAFT



CRESCENT LUCERNE PD AMENDMENT



Location Map



SUMMARY

Owner

Orlando Health, Inc.

Applicant

Jim Berardinelli,
Crescent CCRE Lucerne
Venture, LLC

Project Planner

Karl Wielecki, AICP

Property Location: Northwest corner of S. Orange Ave. and W. Gore St. . (± 5.9 acres, District 4).

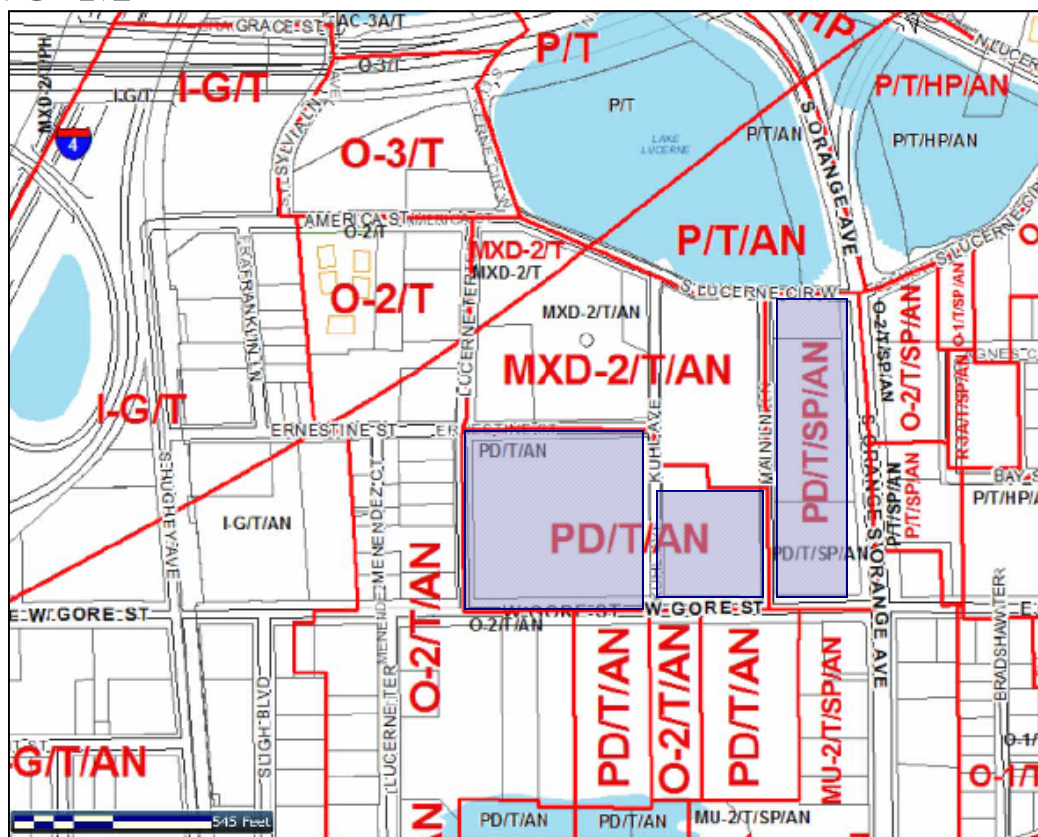
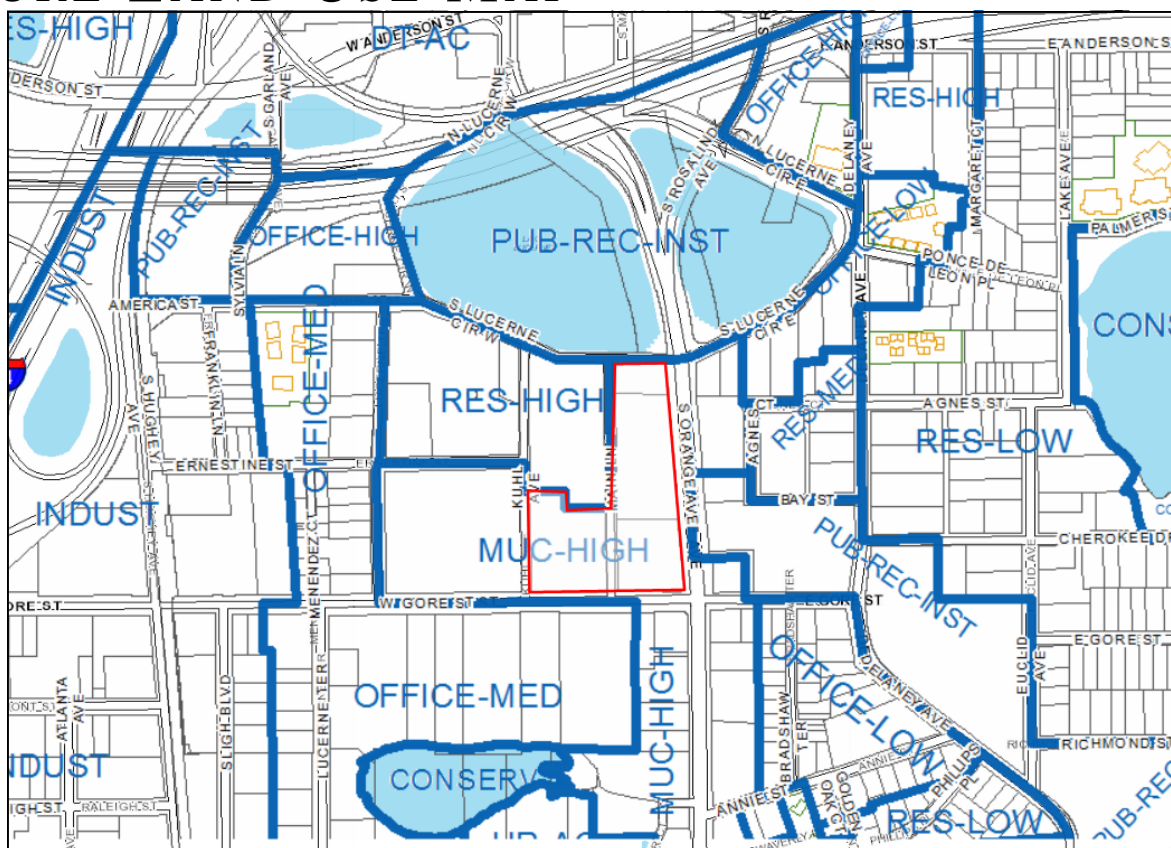
Applicant's Request: Amend the Lucerne Hospital PD (aka Columbia Park Medical Center PD) for a redevelopment of the site with a two-phase, multi-building mixed-use project consisting of a 24,000 sq. ft. grocery store, 3,500 sq. ft. light retail, 3,500 sq. ft. restaurant, two five-story residential buildings (390 total units) and two parking garages. The specific development program for Phase 2

will be established in a future application.

Staff's Recommendation:

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

Updated: October 30, 2015



PROJECT ANALYSIS

Project Description and Context

Crescent Lucerne Venture, on behalf of Orlando Health, requests a Planned Development amendment to a +/- 5.9-acre portion of the +/- 10.7-acre Columbia Park Medical Center PD. This amendment would allow for the redevelopment of a portion of the Lucerne Hospital property with a mixed-use project consisting of a two residential buildings with up to 390 dwelling units, 31,000 sq. ft. of commercial space including a 24,000 sq. ft. grocery store, and 642 parking spaces within two parking garages.

The +/- 5.8-acre subject property is composed of two blocks on the north side of Gore Street, between Orange and Kuhl Avenues. (The block to the west, between Kuhl Ave. and Lucerne Terr., will remain in Orlando Health ownership and the Columbia Park Medical Center PD.) **It is currently developed with (vacant/demolished?) 233,000 sq. ft. Lucerne Medical Hospital facility, consisting of the three story Lucerne Medical building, three story medical facility, two story office building and parking lot.**

Crescent Lucerne is proposed as a two-phased project with the following development program:

Phase 1. Parcels 1A and 2, between Kuhl Ave. and Orange Ave.

- Residential: 82 dwelling units within five stories atop commercial space west of Orange Ave. and north of Gore St., and 291 units within a six story building along Gore St. between Main Ln. and Kuhl Ave.
- Commercial: 24,000 sq. ft. grocery store at the northwest corner of Orange Ave. and Gore St. , plus two 3,500 sq. ft. spaces for restaurant and light retail along the north side of the Parcel 1A building.
- Parking: 642 spaces (184 spaces within two levels on Parcel 1A, and 458 spaces within a six-level parking garage on Parcel 2.)

Phase 2. Parcel 1B, between Parcel 1A and Lucerne Circle

- The development program for this phase will be determined in the future during a specific parcel Master Plan review.

Previous Actions:

1986- adoption of Columbia Park Medical Center (fka Humana Hospital, fka Lucerne Medical Center) PD

1989- amendment of Humana Hospital PD

1997- amendment and renaming of Humana Hospital PD to Columbia Park Medical Center PD

Conformance with the GMP and LDC

The subject property has a future land use designation of Mixed Use Corridor High Intensity (MUC-HIGH).

The subject property is zoned PD/T/AN and PD/T/SP/AN. It is within the Orange Michigan Special Plan area, the South Downtown Vision Plan area and the Downtown Development of Regional Impact.

The MUC-HIGH future land use designation has a maximum intensity of 200 du/acre and/or 1.0 FAR and a minimum intensity of 30 du/acre and/or 0.4 FAR.

The proposed Crescent Lucerne Phase 1 development program is 390 multifamily dwelling units and 31,000 sq. ft. of retail. This yields a density of 83.4 du/acre and 0.15 FAR on the 4.7 acre Phase 1 property.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Residential High	MXD-2/T/AN	Lucerne Towers multi-family; Westminster Towers senior housing
East	Mixed-Use Corr. High Public-Recreational-Institutional	O-2/T/SP/AN P/T/SP/AN	Bank, Beardall Senior Center, Senior housing, medical office
South	Office Medium	O-2/T/SP/AN PDT/SP/AN	Medical Offices Auto Service Station
West	Office Medium	O-2/T/SP/AN	Offices Multi-family

PROJECT ANALYSIS

Subarea Policy S.12.7

The subject property is within Future Land Use Element Subarea Policy S.12.7, which is described as the South Downtown area. In 2008 the South Downtown Vision Plan was established in order to encourage the diverse, efficient and intensive use of land within the subarea. Subsection (g) establishes the maximum development capacity for the South Downtown Subarea. Table 2 displays the total development program established through Subarea Policy S.12.7, the existing uses, the proposed Crescent Lucerne development program and the subsequent total development program.

S.12.7 Development Program Comparison						
Land Use Type	Base (2008)	Growth	Total	Existing (10/2015)	Development Program	Remaining
Single family (du)	77	23	100	71	0	29
Multifamily (du)	623	2,400	3,023	927	390	1,706
Office (sq. ft.)	1,511,603	2,200,000	3,711,603	1,720,481	0	1,991,122
Retail/Commercial (sq. ft.)	302,836	400,000	702,836	689,071	31,000	-17,235
Hotel (rooms)	22	400	422	22	0	400
Industrial (sq. ft.)	2,023,196	300,000	2,323,196	1,983,128	0	340,068
Hospital (sq. ft.)	2,004,066	3,300,000	5,304,066	2,236,795	0	3,067,271
Public Benefit Use (sq. ft.)	38,040	120,000	158,040	36,200	0	121,840

The proposed Crescent Lucerne development program is 390 multifamily dwelling units and 31,000 sq. ft. of non residential (24,000 sq. ft. of grocery use, 3,500 sq. ft. of retail use, 3,500 sq. ft. of restaurant use) on 4.679 acres. . As can be seen in the table, the proposed program is over 17,235 sq. ft. of retail. However S.12.7 states, “The maximum amount of any land use type may be increased in conjunction with a simultaneous equivalent reduction in another land use type. Equivalency shall be based on a peak hour trip generation equivalency calculation reviewed and approved by the City’s Planning Official and Transportation Director. Conformance with the maximum development capacity allowed under this Subarea policy shall be reviewed annually and in conjunction with the City’s periodic Evaluation and Appraisal Report.”

The applicant has submitted a peak hour equivalency calculation which shows the reduction of hospital use and the new mix of uses. The retail/commercial category can be increased over the maximum by 17,325 sq. ft. because the hospital use is being decreased by 139,000 sq. ft., which is more than the proposed increase in retail/commercial.

The proposed development is consistent with Subarea Policy S.12.7.

The portion of the subject property between Main Ln. and Orange Ave. is within the T5 and T6 transects of the Orange Michigan Special Plan area (T6 along Main Ln., T5 along Orange Ave.) The remainder of the property is not within the Orange Michigan Special Plan area. Unless otherwise approved through the PD, the proposed building adjacent to Orange Ave shall adhere to the T5 development standards which include a building height of four to five stories depending on use, with allowances for six stories for residential uses with ground floor commercial space (per 62.499(e)(4)(b)).

The entire property is also located within the Downtown Development of Regional Impact (DRI) and the Downtown Community Redevelopment Area (CRA). The property is within the Central Business District Planning Area in the CRA. The proposed mix of uses is compatible with the vision for this planning area; which is for continued development in this area with focus on high-density mixed uses, with an emphasis on office, retail, cultural and educational facilities.

PROJECT ANALYSIS

The new Crescent Lucerne PD will replace the existing Columbia Park Medical Center PD and the two amendments, except for the parcel west of Kuhl Ave. The original Columbia Park Medical Center PD was approved on May 19, 1986 (Doc #20283), this was amended on July 24, 1989 (Doc # 23185) and the final amendment was on April 21, 1997 (Doc #30215).

Compatibility with Surrounding Properties

The future land use classifications and existing uses on the surrounding properties are:

- North: Residential High Intensity. Lake Lucerne, the Lucerne Towers Apartment Complex and the Westminster Towers (senior center/housing)
- West: Office Medium Intensity. Various offices buildings, medical and law, and multifamily buildings.
- South: Office Medium Intensity. Various medical offices and a Texaco gas station.
- East: Mixed Use Corridor High Intensity (MUC-HIGH) and Public-Recreation and Institutional (PUB-REC-INST). A bank, the Beardall Senior Center, the Orlando Cloisters Retirement Community and a medical office.

The proposed PD amendment is consistent with the adopted future land use designations, the zoning designations, the Orange Michigan Special Plan, the South Downtown Vision Plan and is compatible with the surrounding area.

Development standards for this project are summarized in Table 3.

Impervious Surface Ratio (ISR).

The proposed overall ISR is 95%. Pervious areas will consist of the dog park north of the Parcel 2 parking deck, landscape planters, conventional landscaped open space areas, and a rain garden. While the default MU-2 district limits ISR to 90%, the PD process allows relief from this standard.

BONUS/CRITERIA LANGUAGE to be added

Transportation

Access

Vehicular access to the site will be from Orange Ave., Main Ln, and Kuhl Ave. The project proposes a new right-in, right-out, left in access point at Orange Ave. at the promenade, and a right-in, right-out access point farther south on Orange Ave. into the parking garage. (Staff is requiring this be converted to right-in only). There is an existing right-in, right-out access point at Gore St. from Main Ln. and Kuhl Ave. Service access is proposed from Main Ln.

Table 3—Development Standards*

Phase	Acreage	Use	Sq. Ft./ Dwelling Units	Density (dwelling units per acre)		FAR (floor area ratio)		Building Height*		ISR (impervious surface ratio)	
				Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
1	4.7	residential retail	390/ 31,000	30 / 200	83.4	0.4 / 1.0	0.15	100 ft. per MU-2	82 ft.	.90 per MU-2	0.95
2	1.2	TBD						100 ft. per MU-2		.90 per MU-2	0.95
Phase 1 & 2 Total	5.9	residential retail			66.4		0.12	100 ft. per MU-2		.90 per MU-2	0.95

* Per the Orange Michigan SP (Sec. 62.499), max. building mass along Orange Ave. is 4-5 stories and up to 6 stories for residential uses with ground floor commercial; between those and Main Ln., 6-7 stories. The PD process allows variation from these standards. The proposed plan meets the SP's intent with regard to massing.

PROJECT ANALYSIS

Kuhl Ave., currently a one-way northbound street, will be converted to two-way movement between Gore St. and Ernestine St.

Parking

Crescent Lucerne will include a one-level parking garage north of the grocery store and a six -level parking structure on the west side of Main Ln. (both in Phase 1). This project also proposes 10 on-street parking spaces on Orange Ave., though staff is prohibiting the installation of four of these spaces close to Gore St. due to conflicts traffic on Orange Ave. Residential units require 622 spaces; commercial 68, restaurant 18; total 708 spaces required; providing 618. (On-street spaces do not count towards the minimum required).

Table 4—Setback and Bufferyard Requirements			
Use or Phase	Yard	Building Setbacks*	
		Minimum /Max.	Proposed
Phase 1 & 2	Front: (Gore St.; Lucerne Cir (parcel 1); Ernestine (parcel 3)	0 ft. / 15 ft.	Gore: +/- 20 ft. Lucerne Cir.: +/- 29 ft.
	Street Side: Orange, Main, Kuhl, and Lucerne	0 ft. / 15 ft.	Orange: (15-38 ft.) Kuhl and Main: +/- 18ft
	Side: along MXD-/T district to north - Lake Lucerne Towers	0 ft.	along Lucerne Towers: 0 ft**
* Rear setback not applicable ** Staff condition requires shifting to allow a 3 ft. setback.			

This project provides less than the minimum number of parking spaces (see Table 5). Staff is agreeable to a max. 10% reduction of the required number.

Bicycle/Pedestrian Facilities

City code requires the installation of short- and long-term bicycle parking facilities. The exact number required is specified in the Transportation Planning section under Conditions of Approval.

Public Transit

Staff is requiring the applicant to install a LYNX/LYMMO stop on Orange Ave. adjacent to the Phase 2 parcel.

Urban Design

Downtown CRA

The subject property is within the Downtown Orlando Community Redevelopment Area, requiring review by the Appearance Review Board for all new construction. ARB provided a courtesy review of this project in _____. Final review/approval of the architectural elevations is required for each building prior to permitting.

Signage

Signage for this project will be reviewed during the administrative master plan process for individual buildings.

Schools

The applicant has filed an OCPS Capacity Determination application for the 390 proposed multi-family units. The OCPS Capacity Report states

Table 5-Parking Requirements				
Use	Sq. Ft./ Dwelling Units	Minimum - Max. Ratio	Min. Required– Max. Allowed	Proposed
Phase 1				
Residential*	390	1.5-2 min./unit*	622 min.	618
Light retail	27,300	2.5-4	68-109	
Restaurant	3,500	5-20	18-70	
Total			708 min.	
Phase 2				
Commercial/Retail	TBD	2.5-4		
Residential	TBD	1 or 2 min.*		
*Based on proposed breakdown of units by bedroom count: 1-bed.: 66%, 2-bed.: 30%, 3-bed: 4%				

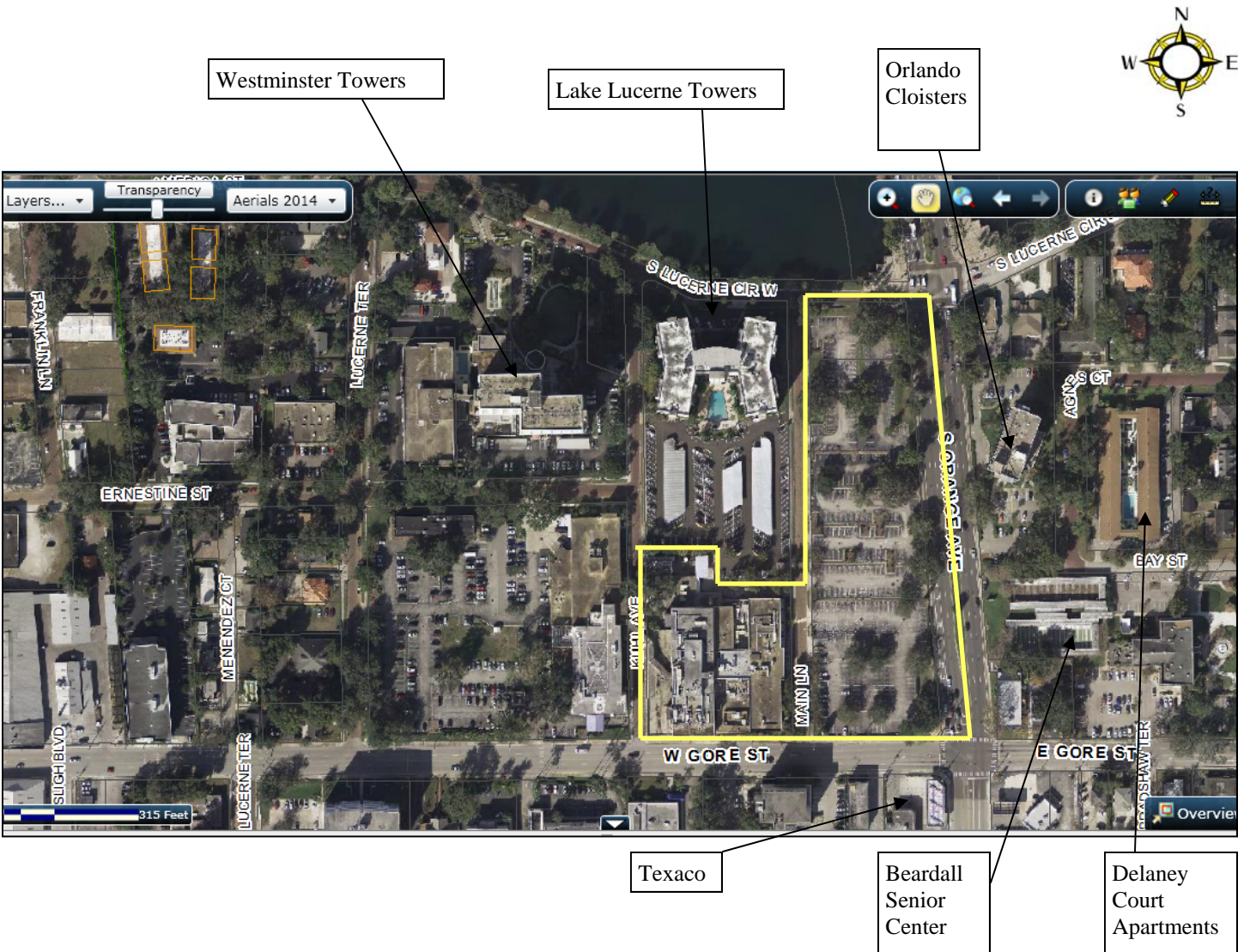
PROJECT ANALYSIS

this project will generate a total of ____ new students. The project is subject to Capacity Enhancement. Applicant should apply for formal School Capacity Determination. (??)

Storm water

All storm water runoff from the property will discharge into Lake Lucerne, or as approved by the City Engineer. (??)

AERIAL AND SITE PHOTOS



Site viewed from northwest, across Lake Lucerne

Egret

SITE PHOTOS—TO BE UPDATED



View to east along Lucerne Circle



View to south of Kuhl Ave.



View to west along Gore St.



View to west of Gore St./Ernestine St. intersection

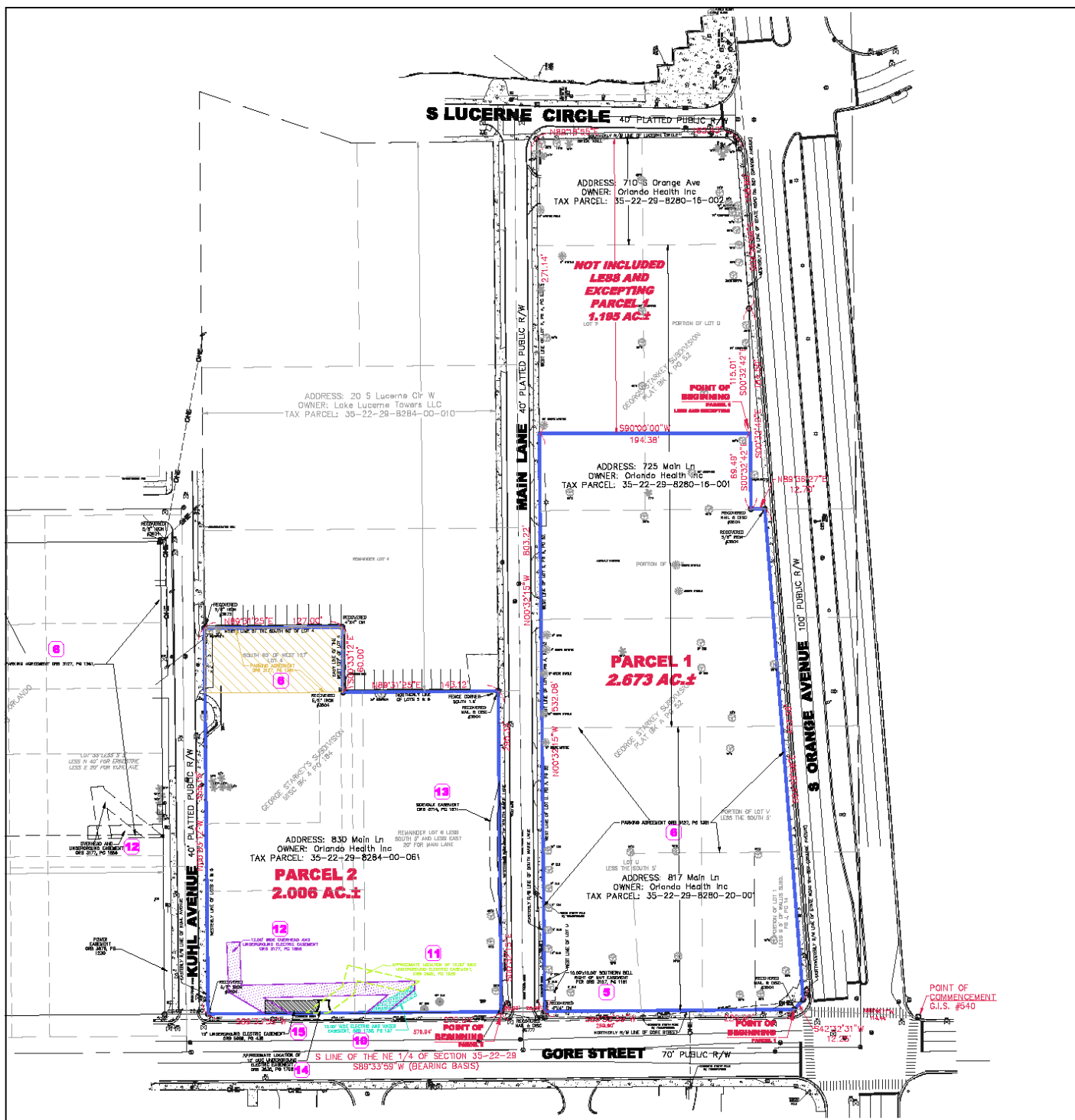


View to south along Main Ln.

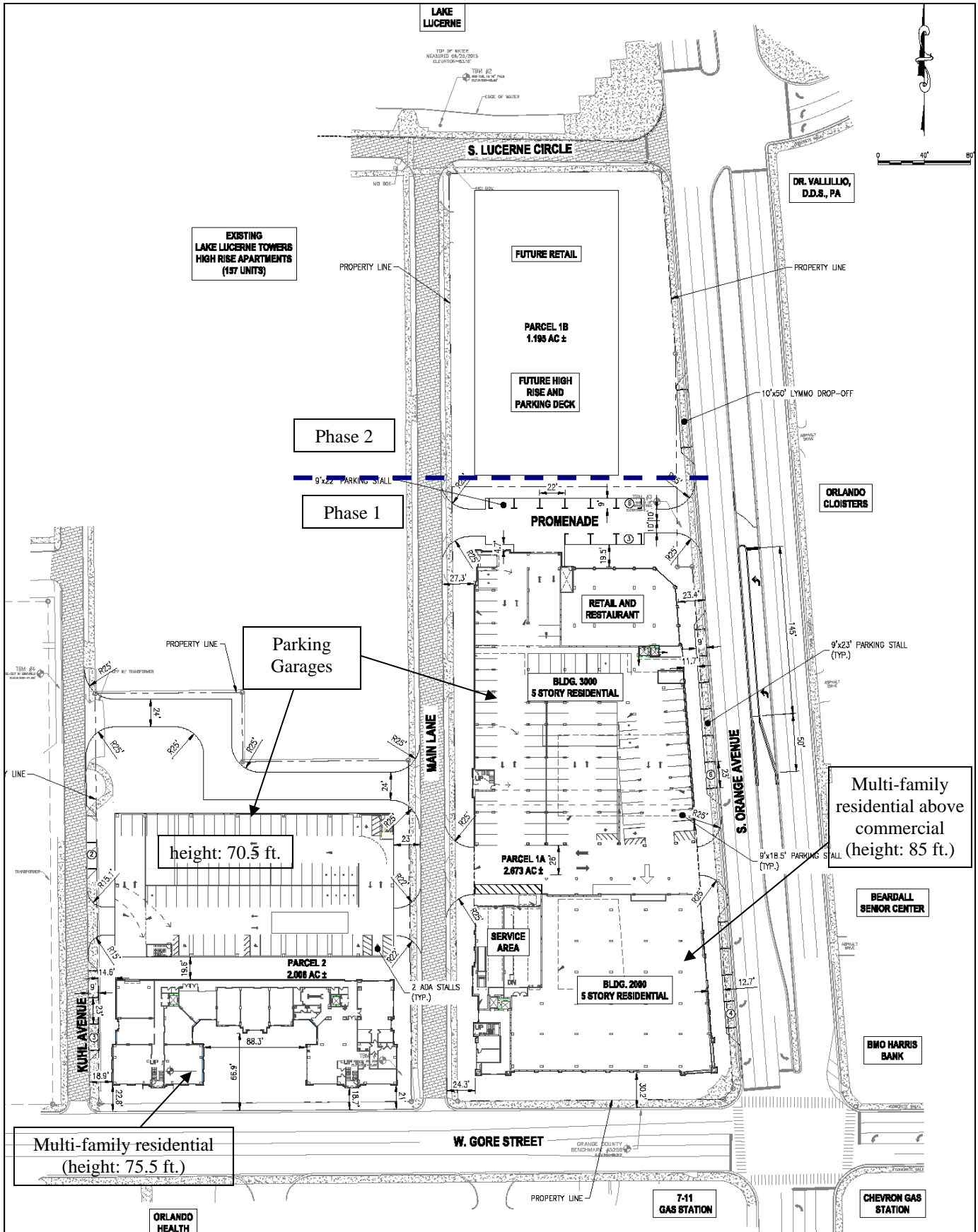


View to east along Lucerne Circle, near Orange Ave.

EXISTING SURVEY



PROPOSED SITE PLAN



RENDERINGS

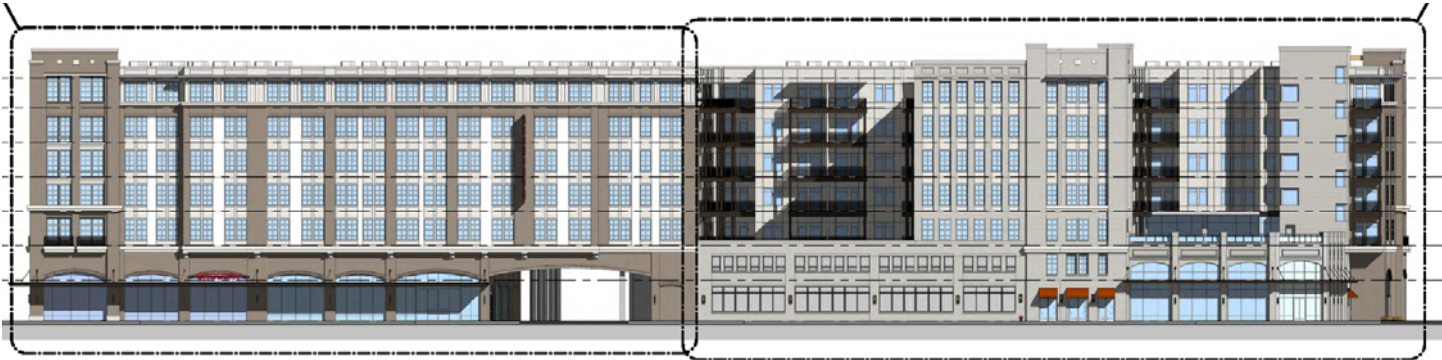


1 SCHEMATIC RENDERING - STREET PERSPECTIVE AT S. ORANGE AVE AND W. GORE ST LOOKING NORTH WEST



SCHEMATIC RENDERING - STREET PERSPECTIVE AT S. ORANGE AVENUE AND PROMENADE LOOKING SOUTH

RENDERINGS



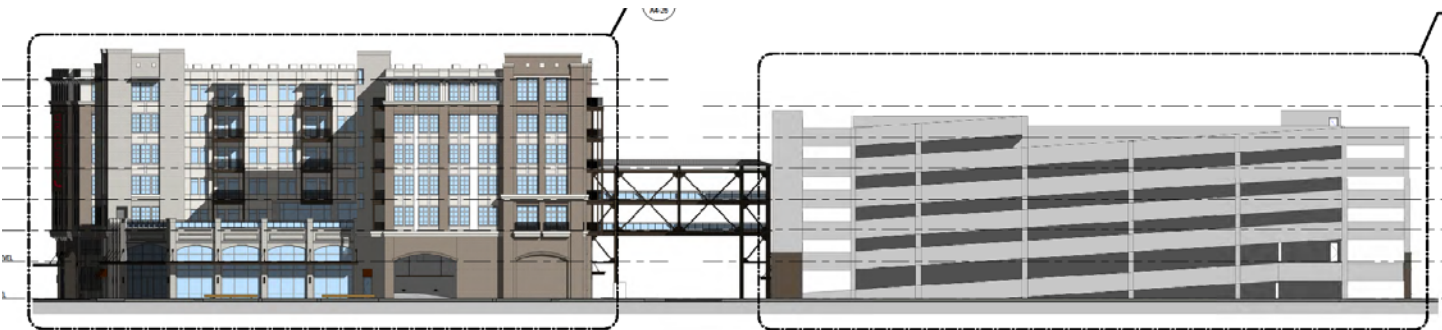
OVERALL EAST ELEVATION (S. ORANGE AVE)
SCALE: 1"=20'



OVERALL SOUTH ELEVATION (W. GORE ST)
SCALE: 1"=20'



OVERALL WEST ELEVATION (MAIN LANE)
SCALE: 1"=20'



NORTH ELEVATION (PROMENADE)
SCALE: 1"=20'

FINDINGS

Findings

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Planned Development applications contained in Chapter 65 of the Land Development Code (LDC):

1. The proposed use will be 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 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 Crescent Lucerne PD subject to the conditions below:

CONDITIONS OF APPROVAL

Growth Management Plan Review

The Comprehensive Planning Studio has no objections to the proposed PD Amendment. For questions, contact Michelle Beamon at michelle.beamon@cityoforlando.net or 407.246.3145.

Land Development

For questions, contact Karl Wielecki at karl.wielecki@cityoforlando.net or 407.246.2726.

1. **General Code Compliance.** The proposed project shall be developed consistent with the conditions in this report, the attached development plan, and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies.
2. **Conformance with PD 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/City Council. When submitting plans to the Building 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.
3. **Concurrency.** All elements and components of this development shall be subject to Chapter 59, the Concurrency Management Ordinance of the City of Orlando. Approval of this application shall not be deemed to provide any vested rights.
4. **Default Zoning District.** The default zoning district shall be MU-2/T/AN (including /SP for the parcel along Orange Ave.). For any requirements not specifically addressed in the PD ordinance, the regulations of this zoning district shall apply.
5. **Modifications.** Major modifications to the development plan or standards set forth herein shall follow the amendment procedures for Development Plans as set forth in Chapter 65, Part 2E, LDC. The Planning Official or his designee shall be authorized to permit minor changes to the Development Plan in conformance with the intent and purpose of the GMP and the LDC without further review by the Municipal Planning Board or City Council. Such changes are limited to a 20% variation in the development program, development plan, and building height/mass, but are ultimately at the Planning Official's discretion to determine whether proposed changes are deemed major or minor. The changes shall not exceed the maximum standards of the GMP and LDC.
6. **Intensity and Density.** The Crescent Lucerne project shall not exceed 0.15 FAR and 83.4 du/ac., as proposed. Any increase in FAR and density shall be reviewed subject to condition 5 above.
7. **Impervious Surface Ratio.** The maximum ISR permitted for this development is 0.95.
8. **Parking.** The parking requirements of the LDC shall apply to all uses on this site. Final parking calculations shall be provided and reviewed at the time of administrative master plan review.
9. **Structural Projections.** No structural elements (balconies, occupied space, etc) shall project over the sidewalk and street tree/furniture zone nor any other part of the ROW or sidewalk easement.
10. **Master Sign Plan.** A Master Sign package shall be submitted for review and approval by the appearance review officer and Planning Official (through a Letter of Determination) prior to obtaining a building permit for any new signage. The Master Sign package shall contain the location, dimensions, square footage and types of all existing and proposed signage on site and shall take into account the multiple buildings and uses on the site.
11. **Phase 2.** A PD amendment shall be required for approval of the Phase 2 development program.
12. **Ordinance Preparation.** MPB recommendation of the conditions contained herein is subject to review by the City Attorney's Office for legal sufficiency and drafting of implementing documents.

CONDITIONS OF APPROVAL

Comprehensive Planning

The Comprehensive Planning Studio has no objections to the proposed PD Amendment provided the following are met:

1. Later phase shall be reviewed as a PD amendment and reviewed for compliance with S.12.7 and school requirements based on the proposed development changes.
2. A CEA for 390 dwelling units must be complete prior to adoption of the zoning ordinance.
3. The project shall meet the bonus criteria.

Urban Design

For questions, contact Doug Metzger at douglas.metzger@cityoforlando.net or 407.246.3414

ARB and City Staff has reviewed the Applicant's submittal documents and has the following Courtesy Review comments:

1. Streetscape

A. Streetscape Design Guidelines

- i. All streetscape design and construction is required to comply with the design and construction requirements of the Downtown Orlando Streetscape Design Guidelines as they may be amended from time-to-time and the conditions in this staff report.
- ii. Maintenance Agreement—The applicant shall enter into a maintenance agreement with the City to define maintenance responsibilities for the streetscape and other aspects of the public realm.
- iii. City Services Easement—A city services easement shall be provided by the applicant for any portion of the 15-foot streetscape zone outside of the right-of-way.

B. General Streetscape Requirements:

- i. Street Trees – High rise live oaks trees shall be planted as the primary street tree in the furniture zone and parkway strips. Sylvester Palms may be used as accent trees at the building entrances.
- ii. Structural Soil – To minimize root damage to adjacent pavement areas, structural soil or a Planning Official approved equivalent shall be installed around all canopy street trees consistent with detail 3.4-O and 3.4-P of the Downtown Orlando Streetscape Guidelines.
- iii. Street Lights – Double acorn 40-watt LED streetlights, consistent with the Downtown Streetscape Design Guidelines and spaced based on OUC lighting requirements shall be used on S. Orange Avenue, W. Gore Street and S. Lucerne Circle in the furniture zone. Single acorn 40-watt LED streetlights should be utilized on Main Lane and Kuhl Avenue.
- iv. Curbing—There are several sections of roadway in the proposed plan with flush curbing. Unless approved by Transportation Engineering all curbing for the project shall be Type F vertical curb with gutter pan.
- v. Corner Treatments—The corner treatment at all corners shall be concrete or Lawrenceville Brick, with a 6-inch thick sub-base for the first 6-feet from back of curb and for all ADA ramps that transition to a 4-inch thick sub-base to the face of the building. Corner treatments shall provide two directional accessibility ramps at each corner perpendicular to the centerline.
- vi. Rain Gardens—ARB Staff supports the use of rain gardens in the streetscape zone. However, rain gardens proposed inside the streetscape zone shall require Transportation Engineering approval prior to issuance of building permits which may require the developer maintains the rain gardens.
- vii. Valve and Junction Boxes—All at-grade junction, valve and control boxes in the streetscape zone shall be traffic bearing grade boxes and lids, painted per the downtown streetscape standards.
- viii. Pedestrian Crossings—The pedestrian crossings at the garage access points and other driveway cuts shall be level and at the same grade as the sidewalk adjacent to the driveway. A pavement treatment that contrasts with the vehicle lanes shall be used in order to clearly define the pedestrian zone. Reflective paint alone is not acceptable, but may be used in conjunction with pavers or other surfaces to outline the pedestrian path for night time safety.
- ix. Mid-Block Treatment—The mid-block curb cuts into the garage and service areas shall meet the mid-block curb cut standards in the Downtown Streetscape Guidelines.
- x. Building Entries—Building entries should face the street and be recessed, or the door ways shall open inward so that ingress, egress and entry doors do not conflict or open directly into the pedestrian clear zone.
- xi. Curb Cuts—All existing curb cuts shall be removed and the streetscape and curbing restored during construction.
- xii. Pedestrian Clear Zone — In no instance shall vertical structures or obstructions be allowed in the required pedestrian clear zone.
- xiii. Specialty Paving — Specialty paving and other materials not consistent with the Downtown Streetscape Design Guidelines shall not be permitted inside the right-of-way or city services easements of the streetscape zone. Specialty paving, materials and vertical structures are permitted outside of the City maintained streetscape zone.
- xiv. ARB Final Review—Final streetscape plans shall be submitted for ARB Final Review and approval prior to submittal

CONDITIONS OF APPROVAL

for building permits.

- C. S. Orange Avenue and West Gore Street
 - i. Width—The streetscape width on S. Orange Avenue and W. Gore Street shall be a minimum of 15-feet from the back-of-curb. The furniture zone shall be a minimum of 6-feet wide and include 6-foot by 9-foot street tree wells and double acorn street lights. The pedestrian clear zone shall be a minimum of 9-feet in width.
 - ii. On-Street Parking Bays— The streetscape zone should be a minimum of 15-feet wide behind on-street parking bays with a 6-foot wide furniture zone and 9-foot wide pedestrian clear zone. Long runs of on-street parking spaces shall be broken up with tree islands every three spaces. The street tree and street light spacing shall be maintained adjacent to the on-street parking bays but shall be located in a manner that doesn't conflict with the ingress and egress movements of cars parked in the on-street spaces.
 - iii. Treatment 4 —The South Orange Avenue and W. Gore Street streetscape shall meet the requirements of Treatment 4 in the streetscape design guidelines. A 5-foot wide sidewalk grid with troweled edge and medium broom finish shall be installed from back of curb to building face.
- D. Main Lane
 - i. Width—The minimum streetscape width on Main Lane shall be 15-feet from the back-of-curb with a minimum 7-foot wide parkway strip and 8-foot wide concrete sidewalk.
 - ii. Curbing—Unless approved by Transportation Engineering all curbing along Main Lane shall be Type F vertical curb with concrete gutter pan.
 - iii. Treatment 5 —The Main Lane streetscape shall meet the requirements of Treatment 5 in the streetscape design guidelines.
- E. Kuhl Avenue [East Side]
 - i. Width—The minimum streetscape width on the east side of Kuhl Avenue shall be a minimum of 13-feet wide from back-of-curb. The parkway strip shall be a minimum of 7-feet wide along the entire project frontage and the pedestrian clear zone shall be a minimum of 6-feet in width.
 - ii. Treatment 5 —The east side of the Kuhl Avenue streetscape shall meet the requirements of Treatment 5 in the streetscape design guidelines.
 - iii. Completion — The Kuhl Avenue streetscape along the entire project frontage shall be completed with the completion of Building 1000.
- F. Promenade Street — Even though the promenade street is a private street it shall be designed to meet the design standards of the City's Engineering Standards Manual including Type F vertical curb unless an alternative design is approved by Transportation Engineering.
- G. Tree Preservation/Mitigation
 - i. Preservation — There are several mature specimen trees remaining on the site, especially around the project edges. It appears the applicant has tried to preserve some of those trees in their proposed plans. ARB Staff encourages the applicant to use their best efforts to preserve as many of the edge mature trees as is feasible. Each preserved tree will enhance the value and aesthetic vitality of the project area.
 - ii. Tree Removal/Mitigation— A tree removal permit is required to remove trees. As part of the tree removal permit process the Applicant shall work with the City arborist to evaluate the viability of the existing on-site trees and if any mitigation will be required for the removal of any trees.

2. Architecture

- A. Design Intent
 - i. ARB Staff fully supports the architectural direction and theme of the Crescent Lucerne project.
 - ii. Continued focus on the design and details at the base, through the middle and at the skyline of the buildings including architectural lighting will continue to be critical through the design and development process.
 - iii. Final architectural plans, elevations, materials and finishes shall be submitted for ARB Final Review and approval prior to submittal for building permits.
- B. General Architectural Comments
 - i. Balconies, Canopies and Awnings — Balconies, canopies and awnings on the buildings may project into the city services easements. Canopies or awnings that project into the right-of-way will require Transportation Engineering approval. Balconies and canopies shall be no less than 17'-6" above finished grade to meet maintenance access requirements. Awnings shall be a minimum of 9-feet above finished grade.
 - ii. Exterior Doors—A minimum 4"x6" security view panels shall be provided in all pedestrian accessible exterior doors including emergency exit doors to provide visibility and security for pedestrians exiting the building.
 - iii. Windows—The windows on all facades shall be recessed 1 to 3 inches from the façade to provide additional design texture and shadow lines on the building façades. The addition of window sills or trim treatments is also recommended.

CONDITIONS OF APPROVAL

- C. Transparency
 - i. The ground floor building walls facing all streets shall contain a minimum of 30% of transparent materials. A minimum of 15% transparency shall be provided on all other floors facing the street above the ground level.
 - ii. All glass at the ground level shall be clear. Minimum light transmittance shall be 80%. High performance or low-e glass may be considered as an alternative with a minimum transmittance of 60%.
 - iii. No windows at the ground floor level shall be dry-walled, or have permanent partitions installed on the interior to block natural surveillance.
 - iv. Tinted, reflective, or spandrel glass does not count towards meeting the transparency requirements.
- D. Skyline Architecture
 - i. The proposed skyline architecture presents varied treatments that provide a unique identity to the individual buildings while creating an overall cohesiveness to the architectural style and language of the project. Refinement of the skyline architecture should continued to be addressed during the final design process. Special attention should be paid to lighting of the skyline architecture so that the project shines as bright at night as it does during the day. Final design shall be reviewed as part of the Final ARB approval.
- E. Building 1000
 - i. Architecture — Continued focus on the design and details at the base, through the middle and at the skyline of the buildings including architectural lighting will continue to be critical through out the design and development process.
 - ii. Street facing residential units at the ground level shall provide doorways that face the street along with a sidewalk connection from the doorway to the primary sidewalk. Final design shall be reviewed as part of the Final ARB approval.
- F. Building 2000
 - i. Architecture — Continued focus on the design and details at the base, through the middle and at the skyline of the building including architectural lighting will continue to be critical through out the design and development process.
 - ii. Grocery Facade — The grocery store façade facing W. Gore Street does not meet the 15% transparency standard. Final design shall be reviewed as part of the Final ARB approval.
 - iii. Corner Treatment — ARB Staff has concerns about the proposed architectural/graphic treatment at the corner of Orange and Gore because there is not a pedestrian entry to the grocery store at this significant and highly visible location. ARB Staff requests that the applicant continue to work closely with staff on the final design of this prime gateway area. Final design shall be reviewed as part of the Final ARB approval.
 - iv. Additional Grocer Entry — A second entry to the grocery store should be added on the S. Orange Avenue façade. ARB Staff suggests the area just south of the Building 2000 entry into the podium garage for a second entry so the operation of the 2nd entry can be coordinated with the primary entry located inside the podium garage area. The second entry shall be architecturally detailed in order to emphasize its importance along the streetscape. The entry is needed to meet Traditional City requirements. Final design shall be reviewed as part of the Final ARB approval.
 - v. Service Area—Decorative doors or gates that are architecturally integrated with the building design shall be utilized at the loading area. The doors or gates shall be closed when the loading area is not in use.
- G. Building 3000
 - i. Architecture — Continued focus on the design and details at the base, through the middle and at the skyline of the buildings including architectural lighting will continue to be critical through out the design and development process. Final design shall be reviewed as part of the Final ARB approval.
- H. Pedestrian Bridge
 - i. Bridge Location — ARB Staff supports the location of the pedestrian bridge on Main Lane. It's location, setback from W. Gore Street is unobtrusive and the bridge elevation provides an architectural feature that not only connects the two blocks. It also connects the architectural themes of the project while accenting the semi-industrial project architecture.
 - ii. Agreements — The location of the pedestrian will require approval of the Transportation Engineering Division. A right-of-way agreement between the applicant and the City will also be required.
 - iii. Height — The minimum height of the pedestrian bridge above the finished Main Lane sidewalk grade shall be 17'-6".
 - iv. Cladding—The bridge connections shall appear level as they cross Main Lane. Exterior cladding of the connections shall ensure a level appearance. Final design shall be reviewed as part of the Final ARB approval.
- I. Parking Garage and Podium Parking Area
 - i. Elevations—The parking garage and podium parking elevations shall be designed to be architecturally integrated with the buildings they serve. The openings and materials of the parking garage facades should mimic the rhythm, materials and patterns of the rest of the project structures. This especially applies to the west parcel freestanding parking garage. Final design shall be reviewed as part of the Final ARB approval.
 - ii. Parking Garage Landscape—A dense landscape buffer or green screens shall be utilized along the ground level of the street facing facades that do not have an active use.
 - iii. Openings—The openings in the parking garage facades shall incorporate an architectural mesh infill. At the ground level

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the mesh shall be security grade.

- iv. Screening—The parking garage shall be designed to minimize direct views of parked vehicles from streets and sidewalks. An opaque minimum 36-inch tall wall shall be installed to avoid headlight and spill-over light glare. Noise and exhaust fumes onto public use areas or adjacent properties shall be mitigated. Lighting that may be potentially visible from the garage shall be shielded.
- v. Pedestrian Connection—A minimum 5 ft. pedestrian walkway shall be provided adjacent to the ingress/egress areas of the parking garage.
- vi. Ramping—Angled exterior ramping shall not be visible from the right-of-way and shall be obscured from view through the use of exterior cladding, metal screening, or other alternative methods. Interior ramping and walls that might be visible through the garage openings shall be painted a dark gray or black.
- vii. Ingress/Egress Slope—The slope of the grade from the ingress/egress point of a parking garage shall not exceed 2% for a minimum of 25 feet from the garage entry.
- viii. Transformers—Electrical transformers incorporated into the ground level of a parking garage shall provide a minimum of 17'-6" of clearance above grade and demonstrate that there is adequate space and access for maintenance and replacement equipment movement and turning.
- J. Outdoor Dining Area—Final detailing an layout of the proposed outdoor dining area will require and ARB Minor Review prior to issuance of a certificate of occupancy for the tenant space.

4. Lighting

- A. A lighting plan compliant with the City's lighting regulations [Chapter 63 2M.] including photometrics and all proposed exterior lighting fixtures shall be submitted for ARB Final Review and approval prior to issuance of building permits.
- B. It is encouraged that the skyline architecture of the buildings be significantly lit in order to make the building a beacon in the night time skyline.
- C. Night time building elevations shall be submitted with the ARB Final Review application.

5. Mechanical Equipment

- A. Venting & Exhaust—All potential restaurant venting and restaurant exhaust shall be directed to the roof of the building and shall not be visible from the public right-of-way. Restaurant venting is not permitted on any street facing façade of the buildings. All other venting and exhaust for mechanical and other utilities shall be a minimum of 12 ft. above grade and shall be integrated with the building design so as to be seamless with the overall architecture of the building.
- B. Transformer Area Screening—Transformer areas outside the building envelope shall be screened with decorative, opaque fencing, landscaping and gates up to 6-feet in height.
- C. Mechanical Equipment—All ground mounted and rooftop mechanical equipment shall be screened from view and meet the screening conditions of the Land Development Code. An interior screen wall for rooftop mechanical equipment may be required to provide additional screening along with the raised parapet walls
- D. Backflow Preventer—Backflow preventer[s] shall be located so as to not be directly visible from the right-of-way and should be screened from view where necessary. They shall be clearly identified on the final utilities plan.
- E. Fencing—Any fencing on the site shall be an open, CPTED-approved fence, such as aluminum or wrought-iron picket fencing. Chain link fencing is prohibited.
- F. Overhead Powerlines— Existing overhead powerlines on the development site shall be undergrounded during construction if feasible.
- G. DAS — Digital Antennae Systems will need to be integrated into the building architecture for life safety, police department and fire department localized communication services.
- H. Final Elevations—The location and configuration of all exterior venting and mechanical equipment shall be depicted on the building elevations in the Final ARB Review application.

6. Signage

- A. Master Sign Plan — A Master Sign Plan [MSP] including both the residential, retail and high-rise signage shall submitted for a separate ARB Major Review approval prior to the issuance of a Certificate of Occupancy for the tower or retail spaces. The MSP shall clearly show how signage will be allocated between the tenants and the site as a whole and provide placeholders for locations of proposed signage. High-rise signs are permitted consistent with Sec. 64.246 of the Land Development Code but will require an ARB Major Review prior to permitting unless incorporated into the MSP.
- B. Mid-Rise Projecting/Blade Signs — Mid-rise projecting/blade signs are not currently permitted in the City sign code. However there is current activity to amend the sign code to incorporate these types of signs. So therefore the proposed mid-rise blade signs will need to be incorporated in the PD Ordinance including the following conditions:
 - i. A building site is allowed one [1] mid-rise projecting sign per each building face adjacent to a street, walkway or plaza.

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- ii. The area of each permitted mid-rise projecting sign shall be counted as part of the low-rise signage allocation for the building site.
- iii. Mid-rise projecting signs shall only contain a single message and shall be permitted to incorporate a logo.
- iv. Mid-rise projecting sign faces shall be parallel to themselves; no opposing or angled sign faces.
- v. Mid-rise projecting sign text and graphics shall be push-through letters, illuminated channel letters with no visible race-track or halo-lit dimensional solid letters. The sign face background shall be a solid color unless the Appearance Review Officer approves an alternative. Backlit cabinet sign faces shall not be permitted.
- vi. Mid-rise projecting signs shall not be allowed to incorporate digital screens or components but may include kinetic features in the sign design.
- vii. A mid-rise projecting sign shall be located so as to not conflict with the architectural elements or character of a building; decorative brackets may be utilized to attach the sign face to the structure but shall comply with the following location and size requirements.
 - a. The sign face of a mid-rise projecting sign shall be no wider than four feet and shall be no thicker than 18-inches. The sign face and/or mounting brackets shall project no more than 5-feet from the building facade.
 - b. In no instance shall a mid-rise projecting sign face be more than 40-feet tall.
 - c. The bottom of a mid-rise projecting sign shall be no less than 17'-6" above finished grade.
 - d. The top of a mid-rise projecting sign shall be no more than 60-feet above finished grade or no higher than the finished floor elevation of the top floor of a multi-story building, whichever is less.
 - e. Mid-rise projecting signs shall be included in the MSP.

7. Telecommunications Equipment Screening

Buildings should be designed to accommodate future placement of telecommunications equipment. Screening areas should be built into rooftop areas so that the placement and screening of the equipment does not become an afterthought.

8. Model

Prior to permitting, a physical 1"= 100' scale model of the project should be provided for the DDB/CRA model located in the Downtown Information Center.

Transportation Planning Review

1) **Bicycle Parking:** Per City Code Chapter 61, Part 3D, all developments are required to provide Bicycle Parking spaces for the use of patrons and employees. The residential component of this project shall provide at least 18 long-term and 18 short-term bike parking spaces. If provided within the parking garage, all 36 may be grouped together or distributed as space allocation allows. If the number of dwelling units exceeds 373, 2 additional long-term and 2 additional short term spaces shall be provided.

The large retail use of this development shall provide a minimum of 7 short-term spaces. The small retail spaces shall provide a minimum of 5 short-term spaces. In both instances, the racks shall be placed near entrances and located so as not to create conflicts with pedestrians or other vehicles.

2) **Parking:** Per City Code Part 3C, the minimum number of parking stalls required for 373 apartments and 31 ksf of retail space is 682 stalls. The applicant may request that the Zoning Official and Transportation Official grant a reduction to this minimum number, however, the maximum reduction that will be allowed for this project shall not exceed 10%. This maximum reduction shall also apply to any other parcels that develop under the conditions of this PD.

All stalls shall conform to all Code dimensions and layout requirements. The use of compact spaces, 2-wheeled vehicle spaces, and other modifications to the standard stall dimensions shall adhere to City Code Part 3A.

Transportation Engineering

For questions, contact Lauren Torres at lauren.torres@cityoforlando.net or 407.246.3322..

1. S. Lucerne Circle – Prior to the development of north high-rise parcel Orlando Health and the City will collaborate and determine the ultimate circulation and configuration of the S. Lucerne Circle and S. Orange Avenue intersection.

2. Promenade Access Point – The north access point from S. Orange Avenue, the “Promenade Street” is acceptable as proposed including the left-in turning movement from northbound S Orange Ave.

3. North Future High-Rise Parcel – As development plans evolve for the North Future High-Rise parcel City Staff encourages Orlando Health and their development partners to investigate providing two egress points from the future parking garage facility on that

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parcel.

4. S. Orange Avenue On-Street Parking
 - a. The northern on-street parking bay [6 spaces] on S. Orange Avenue is acceptable to City Staff. However, final design shall include a 24-inch wide striped shadow lane [car door buffer] between the parking spaces and the adjacent travel lane. A portion of the shadow lane may be accommodated by narrowing the dedicated right-turn lane at that location.
 - b. Parking shall be prohibited in the on-street parking area on S. Orange between 4:00 and 7:00 p.m. Monday thru Friday.
 - c. The southern on-street parking bay [4 spaces] on S. Orange Avenue shall not be permitted, because of its proximity to the S. Gore St. and S. Orange Avenue intersection in addition to safety and operational conflicts between the on-street parking bay and the dedicated turn lane and the thru lanes of S. Orange Avenue. The dedicated right-turn lane on S. Orange Avenue at W. Gore is also intended to be a future queue jump lane for the southern LYMMO BRT expansion to the hospital area.
5. Grocery Store Access Point – The southern or Grocery Store Access Point on S. Orange Ave. shall be permitted as a right-turn in only access point. Right turns out onto S. Orange Avenue from the access point shall be prohibited because of the proximity of the access point to the E. Gore St. and S. Orange Avenue intersection due to safety and operational conflicts with the dedicated turn lane and thru lanes of S. Orange Avenue. Staff believes the PM Peak and event standing at the intersection will present too many conflicts. Signage and striping internal to the garage shall be added to direct egress traffic in the correct direction.
6. E. Gore Turn Lane – The turn lane from S. Orange Avenue onto E. Gore Street shall be extended to a length of 150-feet prior to issuance of a Certificate of Occupancy for the Crescent Lucerne project. Care should be taken to leave some of the existing landscape area in the center of the median.
7. Main Lane
 - a. The developer of the parcels on both sides of Main Lane shall either dedicate sufficient right-of-way or provide a city services easement for any portion of the respective Main Lane on-street parking or streetscape that is located outside the existing right-of-way.
 - b. Left turns from Main Lane onto east bound Gore Street shall be permitted with the development of the Crescent Lucerne project. However it should be noted that in the future if Gore Street is redesigned, or the traffic on Gore becomes problematic for this movement the left turn movement from Main Lane onto to Gore Street may be prohibited at the City's future discretion.
8. Kuhl Avenue – Kuhl Avenue is intended to become a two-way street. City Staff will continue to work collaboratively with Crescent and Orlando Health on a final solution. Staff's initial suggestion is:
 - a. With the development of the Crescent Lucerne project on the east side of Kuhl the travel lanes on Kuhl from W. Gore Street to the northern boundary of Parcel 2 shall be expanded eastward from 18-feet to 22-feet to allow Kuhl to function as a two-way street in that area. The travel lanes on Kuhl may narrow for a short length to accommodate the preservation of the significant oak tree in the east side of the Kuhl right-of-way.
 - b. With the development of the Orlando Health Future Development Parcel the west side of Kuhl Avenue shall be expanded to include on-street parking and a minimum 6-foot wide sidewalk.
 - c. The developer of the parcels on both sides of Kuhl Avenue shall either dedicate sufficient right-of-way or provide a City Services Easement for any portion of their respective Kuhl Avenue on-street parking or streetscape that is located outside the existing Kuhl Avenue right-of-way.
9. LYNX/LYMMO
 - a. The dual space LYNX/LYMMO stop on Orange Ave adjacent to the Orlando Health North High-Rise Parcel shall be constructed with the development of the Crescent Lucerne project.
 - b. Orlando Health and the Crescent Lucerne developers are encouraged to participate with City Staff on the future route and stop locations for the potential southern LYMMO expansion. If the LYMMO line is extended down W. Gore Street either temporarily or permanently Orlando Health or the Crescent Lucerne project may need to provide an additional LYMMO stop along a potential W. Gore LYMMO route.
10. Sidewalks – the minimum sidewalk width adjacent to the traveled way shall be 6-feet.
11. Access Road -- The access road between Main Lane and Kuhl Avenue shall include a sidewalk.
12. Streetlights – All new streetlights on public rights-of-way/sidewalks shall be LED and shall be reviewed and approved by OUC.

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13. Gore and Orange Intersection -- A 30 x 30 corner clip shall be provided on the northwest corner of Orange and Gore and southwest Corner of Orange and Lucerne for the future installation of mast arms and to still provide a sufficient radii for turning movements.

14. Corner Radii -- The intersections of Main Lane and Gore Street and Kuhl Ave and Gore Street shall be reconstructed to provide 25 foot radii. This radius is required for maneuverability of larger vehicles that are expected at this development.

Transportation Impact Fee

For questions, contact Nancy Jurus-Ottini at nancy-jurus.ottini@cityoforlando.net or 407.246.3529.

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 \$1,007,901.30, based on the construction of the following proposed land use categories, will be due at the time of building permit issuance, subject to change upon final permit plan review.

Land Use	Sqft/Units	Current Rate	Fee Due
Retail	7,000 sf	\$5,963/1000 sf	\$37,566.90
Grocery/Supermarket	24,000 sf	\$7,409/1000 sf	\$160,034.40
Multi-family Res	370 units	\$2,190/unit	\$810,300.00
Fee Estimate			\$1,007,901.30

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>

Engineering /Zoning Review

For questions, contact Keith Grayson at 407.246.3234 or keith.grayson@cityoforlando.net.

1. 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.
2. As per Section 61.225 of the Land Development Code and the Downtown Development Board, a 13 foot wide concrete sidewalk is required along all dedicated rights-of-way, unless other site specific specifications are given. Any existing sidewalk damaged or broken is to be repaired.
3. Development of this site proposes to reconstruct and lower Main Lane, the owner / developer shall work with Street and Storm to ensure the reconstruction of the brick street meets City of Orlando Standards and Specs.
4. This site is located within a floodplain. The finished floor elevation must be one (1) foot above the 100' flood elevation.
5. 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.
6. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.
7. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management applica-

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tion as a part of the building plan review process.

8. 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.
9. At the time of development, the owner/developer is required to pay an on-site inspection fee at a rate of 3% of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.
10. 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.
11. In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.
12. This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system. The Office of Permitting Services processes the permit for projects with reserved sewer capacity. At the time of FDEP permit submittal to the Office of Permitting Services, the following is required: 1. Permit Application - signed/sealed by the owner. This Bureau will complete page 10 of 11 when the construction plans are approved. 2. Construction Plans - six sets, signed/sealed by the engineer. The plans are to include the on-site and off-site sewer design together with the City's details. If a lift station is part of the sewer design, the engineer is to submit the shop drawings for the lift station (private or public). The construction plans are reviewed by the City of Orlando's Waste Water Bureau and returned to the Office of Permitting Services when approved. This Office will contact the engineer to pick up the application and two sets of the approved plans or the transport to FDEP. The remaining sets will be retained by the Office for distribution. Reminder: PLEASE ALLOW 3-4 WEEKS FOR THIS PROCESS
13. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 4" caliper or larger trees. Caution and care should be taken when locating and placing trees within the vicinity of existing utilities (lighting, sewer lateral, fire hydrants, water lines, etc.).
14. All proposed generators and transformers must be located in the interior portion of the new structure (s) on the subject site. If proposed mechanical equipment will be located on the roof of the structure it must be properly screened from view.
15. Review and approval for the proposed building height is required from the "Airport Zoning Board" prior to permit plan submittal.
16. Development plans will need to locate and label the "property lines" on the elevation plans, foundation plans, and the "building section's plans".
17. Section 1.04 of the Engineering Standards Manual provides that all utility lines shall be installed beneath the surface of the ground. Subdivision construction plans must include all proposed utilities.
18. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
19. The owner/developer is required to design and construct an on-site storm water system in accordance with the Orlando Urban Storm Water Management Manual and the approved Master Drainage Plan. Approval from St. Johns River Water Management District is required. The system is to be privately owned and maintained.
20. In accordance with Federal Emergency Management Act (FEMA) requirements, a letter of map revision is required by the owner or engineer.

Wastewater

For questions, contact David Breitrick at 407.246.3525 or david.breitrick@cityoforlando.net

The construction plans shall provide a complete and correct depiction of the existing sanitary sewer system in the vicinity of the project. The existing sanitary sewer system depicted on the Utility Plan submitted with ZON2015-00041 does not appear complete. Clarify the direction of flow in the sewer mains in Main Lane. Clarify the average daily flow (ADF) of each of the proposed new sewer laterals. Depict future laterals and the ADF contributing from parcel 1B. Verify the capacity of the sewer main in Main Lane compared with the peak flow contribution from the proposed and future development. Per section 9.02.01(A) of the City of Orlando Engineering Standards Manual (ESM) sewer mains 8"-15" shall flow no more than ½ full at peak design flow; and for sewer mains larger than 15" shall flow no more than ¾ full at peak design flow. Please contact the Wastewater Division with any questions.

Police Dept. Review

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

The Orlando Police Department has reviewed the plans for the Crescent Lucerne planned development located around 725-818 Main Ln., utilizing **CPTED (Crime Prevention Through Environmental Design)** principles. **CPTED** emphasizes the proper *design and*

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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.

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

Overall Project:

- *A lighting plan was not available at the time of this review. Lighting plays a very important role in CPTED. It is crucial that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.*
 - o All lighting for this project shall meet or exceed the guidelines in Orlando City Code, Title II, Chapter 63, Part 2M.
 - o In order to create a sense of safety, pedestrian-scale lighting should be used in all high-pedestrian traffic areas throughout the development to include building entrances, the pedestrian promenade, parking garage entrances, common areas, parks spaces/courtyards, all walkways and service areas.
 - o Appropriate lighting should be included in any areas throughout the project anticipated to be utilized after-dark.
 - o Consider shielded or full cut-off light fixtures to help direct the light to areas you wish to illuminate. Pedestrian walkways and access routes open to public spaces should be lit so that a person with normal vision is able to identify a face from a distance of 30 feet during nighttime hours.
- 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.
- Benches (or outdoor furniture) placed in common areas are a good way to increase surveillance and encourage community interaction. Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
 - Bicycle parking pads should be observable from building entrances, securely fastened and not hidden behind landscaping.
 - Ensure that any canopies or awnings do not interfere with lighting, especially pedestrian scale, in all locations used during nighttime hours.

Parking Facilities:

- Vehicle and pedestrian entrances into the parking garage should be well lit and defined by landscaping, signage and/or architectural design.
- Lighting is universally considered to be the most important security feature in a parking facility. Illumination, uniformity, and glare should all be taken into consideration. Lighting fixtures should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.
- White concrete stain on the ceilings and beams within the parking garage is recommended to reflect light and improve uniformity.
- The use of anti-graffiti coating on the walls is a good option to discourage potential offenders from “tagging” these areas.
- A parking facility design that is “open” on all sides is highly recommended. Shear walls should be avoided, especially near turning bays and pedestrian travel paths. The use of cabling and other architectural elements that allow for visibility are encouraged.
- Stairwells should be constructed of an open design (not behind solid walls) and the staircase design should allow for visibility.
- Elevator lobbies should be well lit and reflective surface materials may be used in these ‘coves’ to aid in natural surveillance and safety for users.
- Any interior 90° corners should utilize mirrors or reflective material to enhance surveillance around corners.

Residential Units:

- Entry doors on all residential units should contain 180° viewers/peep holes.
- Any interior 90° corners in the hallways and common areas should utilize mirrors or reflective material to enhance surveillance around corners.

Retail and Restaurant Spaces:

- Since there is typically no natural surveillance between a building and dumpster, be sure these areas are well-lit and that lighting is well maintained.
- A security camera system (CCTV) capable of recording and retrieving an image to assist in offender identification and apprehension should be installed in areas without natural surveillance including parking facilities, exterior ATMs and any place a shear wall may exist.

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- Where possible, offices, reception areas, lobbies, or host stands should have exterior windows and furniture oriented to improve surveillance of public areas.
- All sides of a building should have windows to observe the walkways, parking areas and driving lanes.
- Advertisements and product displays should not be located in or around windows. If advertisements must be used, they should be small in size and located in an area where observation in or out of the building will not be hindered.
- Decals which display height measures should be posted inside any public entrance.
- Public restrooms should be visible from the main customer areas and away from outside exits.

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.

- Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around building and parking facility entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
- There should be no easy access to the roof of any building.
- Signs located throughout the parking facilities should remind users to lock their vehicles and keep valuables out of sight. Way-finding located throughout the project should help guide users to authorized areas while discouraging potential offenders.
- Signage with hours of operation should be clearly visible at any public entrance.
- The use of traffic calming techniques as well as surface and gateway treatments throughout the project (as indicated on the conceptual plans) is encouraged to promote safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways should be a minimum 6' in width to enhance pedestrian flow.

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

- The property should be designed to encourage interaction between users.
- Each separate building or should have an address that is clearly visible from the street, parking areas, or hallways with numbers a minimum of five-inches high made of non-reflective material.
- o **Note:** If the parking facilities have spaces that are reserved for residents, the numbers should not coincide with the dwelling unit addresses for the safety of the residents.
- Fences may be considered in select areas to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style fencing, up to 6-foot in height, made of commercial grade steel is a good option to consider. Another option is landscape buffers, which include hostile vegetation, to delineate public from private spaces. The fencing and landscape buffer may be used together to further define and control spaces.
- Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes.

Target Hardening: This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.

Overall Project:

- Door locks should be located a minimum of 40 inches from adjacent windows.
- The use of jalousie, casement or awning-style windows is discouraged.
- Air conditioner units should be caged and the cages should be securely locked.
- An access control system should be considered in each building so only authorized personnel have access to restricted or non-public areas. Common area doors or gates should have locks that automatically lock when the doors close.

If alarm or security systems are installed, each building, business, and/or suite should have a separate system that can be regularly tested and maintained. During working hours, commercial alarm systems (to include any common areas) should be programmed so that a short beep is sounded if an exterior door opens.

- A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension should be used throughout this project. Interior security cameras should be mounted at an optimal height to capture offender identi-

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cation (“aiming” down from the ceiling often results in images of the offender’s hat). CCTVs should also be placed in several locations throughout the parking areas and property access points, especially areas with limited or no natural surveillance.

- Back or side doors (non-public) should be kept locked from the outside at all times. Internal business policy should prohibit the “propping open” of exterior doors.
- OPD’s Crime Prevention Unit recommends that large glass doors and windows be made of impact resistant glass or a security film (such as Lexan™) to reduce the opportunity for burglaries. If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window’s glass.
- Each retail or restaurant space should contain a drop safe or cash management device.

Apartments and Hotel:

- Exterior and non-public doors should contain 180° viewers/peep holes, interior hinges, single cylinder deadbolt locks with a minimum two-inch throw, metal frames with 3’ screws in the strike plates, and be made of solid core material. This includes garage and storage room doors.
- 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.
- An access control system should be considered so only residents have access to their building, floor, parking, common amenities, and pedestrian access points. Common area doors or gates (leasing office, fitness center, pools, etc.) should have locks that automatically lock when the doors close.
- Common areas should have signs that clearly identify operating hours and state that facilities are only for use by residents.
- Apartments - If alarm or security systems are installed, each dwelling unit should have a separate system that can be regularly tested and maintained by the resident(s).

Parking Garage:

Including signage and an access control system is an option to delineate public vs. private areas and define and control spaces.

Additional precautions, such as silent alarms, hold-up alarms and retail training (what to do during a robbery), should be discussed with OPD’s Crime Prevention Unit Officer Karen Long, 407.246.2489.

Additional Recommendations: Orlando Police Department Public Safety Communications System Conditions:

Distributed Antenna Systems (DAS):

Note: This condition applies to all building in this project that are 8 stories or more in height and any areas that are below grade (such as the lowest level of the parking facilities and service area entrances.

All buildings shall provide an adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting.

Adequate indoor radio coverage shall include the following standards:

- 1) Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city’s police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 2) Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 3) The City’s Communications Unit with consideration of the appropriate police, fire and emergency medical department services shall determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage shall constitute a successful communications test between the equipment in the building and the Communications Centers for all appropriate emergency service providers for the building.
- 4) If any part of the installed system or systems contains an electrically powered component, the system shall be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The bat-

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tery system shall automatically charge in the presence of external power.

- 5) FCC authorization: All amplification equipment must be FCC Type Accepted.
- 6) Developments must comply with **NFPA 72-2010 – National Fire alarm and Signaling Code, Public Safety In-Building Requirements**, as it pertains to emergency communications systems (ECS), and their components.

If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Norm Poe at 321.235.5314. The OPD Technical Review Committee representative, Audra Nordaby 407.246.2454, can assist the applicant in contacting the Emergency Communication Representatives.

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:

- 1) 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.
- 2) 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.
- 3) In addition to lighting, one of the following physical security measures should be installed:
 - a. 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
 - b. A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.
- 4) Valuable construction materials and tools should be protected in a secondary fenced, locked cage. Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.

If you have any questions, please call the Crime Prevention Unit, Karen Long, 407.246.2489.

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

OPD recommends that the developer contact OPD in an effort to coordinate camera system technology. OPD has the ability to monitor specified external camera systems from private facilities at the will of the developer or building owner. OPD monitoring will be in addition to self-monitoring and will not replace building camera monitoring. OPD will not have the ability to interfere with or manipulate building camera systems, only view. The additional monitoring is beneficial to both the developer/owner and OPD as a crime prevention and overall public safety solution.

IRIS questions should be directed to the Orlando Police Department, Sgt. Andy Brennan, at andrew.brennan@cityoforlando.net.

Mutualink© - Real-time interoperable communications multimedia sharing:

Mutualink© is an IP-based multimedia overlay network, designed to leverage the sharing of your existing radio, video, telephone, and IP-sensory equipment including disparate systems, as well as next-generation communication technology. Security and Public Safety agencies using Mutualink© have the dual benefit of maintaining full control of their radio, video, telephone, and IP-sensory related resources, while making them available for interoperable connection with other agencies' systems with the click of a mouse. Interconnection with the Mutualink© network is achieved without impacting the operation of existing console and remote control equipment.

The developer is encouraged to contact OPD in an effort to coordinate security and surveillance system technology. OPD has the ability to monitor specified camera systems from private facilities at the will of the developer or building owner. OPD monitoring will be in addition to self-monitoring and will not replace building camera monitoring. OPD will not have the ability to interfere with or manipulate building camera systems, only view. The additional monitoring is beneficial to both the developer/owner and OPD as a crime prevention and overall public safety solution.

Mutualink© questions should be directed to the Orlando Police Department, Sergeant Andy Brennan, at Andrew.Brennan@cityoforlando.net.

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Crime Free Multi-Housing

Crime Free Multi-Housing (CFMH) is an internationally recognized and certified crime fighting program designed to help tenants, owners and managers of rental property keep drugs and other illegal activity off their property. CFMH is designed to be easy, yet very effective in reducing the incident of crime in rental property. Orlando Police Department is one of a small handful of law enforcement agencies in Florida that have established this program.

The program includes a Crime Free Lease Addendum which has shown to be the backbone of the Crime Free Multi-Housing Program. The addendum to the lease agreement lists specific criminal acts that, if committed on the property, will result in the immediate termination of the resident's lease.

CFMH utilizes a unique three-part approach, which ensures the crime prevention goal, while maintaining a very tenant-friendly approach.

· **Phase One** involves an eight-hour seminar presented by the police and fire departments. As soon as the management team is identified, please contact Officer Derwin Bradley to register the management team for the next scheduled seminar.

· **Phase Two** certifies that the rental property has met the security requirements (based on CPTED strategies) for the tenant's safety. These requirements include:

- Dead-bolt locks on all unit entry doors with a minimum 2-inch throw;
- eye views (peep holes) with 180 degree view;
- strike plates with 3-inch screws and
- anti-slide devices on sliding doors and windows.

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

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

OPD strongly encourages all multi-family communities to become registered participants in the CFMH program. For a complete list of additional program requirements and benefits, please contact the OPD CFMH Coordinator, Office Derwin Bradley at 407.246.3927 or the Crime Prevention Unit Karen Long, 407.246.2489.

Building Plan Review

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

1. Building Plan Review is not applicable to this case at this time. The building design will be reviewed for code compliance during the design development and construction documents phase. This project shall comply with the 2010 Florida Building Code, Florida Fire Prevention Code, Florida Fuel Gas Code, Florida Mechanical Code, Florida Plumbing Code, 2012 Florida Accessibility Code, and NEC 2008.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. MPB minutes scheduled for review and approval by City Council (currently scheduled for December 14, 2015 City Council Meeting).
2. City Council review and approval of First reading of PD ordinance.
3. City Council review and approval of Second reading of PD ordinance.
4. Project can apply for building permits.