

# **SOUTHCHASE PD**

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# PROJECT TEAM

- **DEVELOPER REPRESENTATIVE**

Matt Gourlay, Development Manager, Lecesce Development

- **LEGAL COUNSEL**

Scott Glass, Partner, Shutts & Bowen, LLP

- **TRAFFIC ENGINEER**

Mohammed Abdallah, P.E., P.T.O.E. Traffic Mobility Consultants

- **CIVIL ENGINEER**

Sam Sebaali, P.E., President, Florida Engineering Group, Inc.



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# SITE OVERVIEW

- Southchase PD (DRI) approved in 1987
- Parcel 44A (14.5 Acre Project Site) is part of Parcel 44 (26.8 Acres)
- Parcel 44 is vested for concurrency
  - Concurrency Vested Rights Certificate CVRC#92-074
  - Transportation Impact Fee Agreement dated August 1, 1988
  - Proportionate Share Payments Made for Development of this Parcel
- Parcel 44 is entitled for 220,136 S.F. of Commercial Development
- Parcel 44A (Project site) is entitled for 108,277 S.F. of Commercial Development
- The project site is part of an existing master drainage system
- All utilities are available to the site
- Project site is a little over 1/4 Mile of the Meadow Woods Sunrail Station



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# APPROVED VS. PROPOSED

## APPROVED USE

Commercial – 108,277 S.F. (0.2 FAR)

## PROPOSED USE

MF – 280 Units (Equiv. 32,340 S.F.)

## VESTED TRIPS (PM PEAK)

645 (County Study)

## PROPOSED USE (PM PEAK)

110 (County Study) - 82.9% Reduction

## APPROVED OPEN SPACE

20%

## PROPOSED OPEN SPACE

25% (25% Increase in Open Space)



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# **APPROVED VS. PROPOSED – Cont'd.**

## **APPROVED LOT COVERAGE**

80% Max.

## **PROPOSED LOT COVERAGE**

75% Max. (6% Reduction)

## **APPROVED SETBACKS**

25 Ft. Front/10 Ft. Side/10 Ft. Rear

## **PROPOSED SETBACKS**

25 Ft. Front/25 Ft. Side/ 25 Ft. Rear

## **APPROVED HEIGHT**

50 Ft./5 Stories

25 Ft. of SFR

## **PROPOSED HEIGHT**

50 Ft./4 Stories

165 Ft. from SFR for 4 Stories w/Enhanced Buffer



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# SUMMARY

- Site currently entitled for higher intensity development than proposed
- Proposed project results in less trips than currently entitled and vested
- Proposed project results in more open space than current approval
- Proposed project provides larger building separation from SFR
- Proposed project results in enhanced buffer adjacent to SFR
- Proposed project does not alter the master drainage system
- Proposed project does not impact any wetlands
- All utility infrastructure is available to the site
- The project site is within a TOD Area about ¼ mile from Sunrail Station
- The site is within a Proposed Targeted Sector per Orange County Vision 2050 (Higher Density for Infill Development)
- The project provides much needed residential dwelling units.



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# TRAFFIC CONSIDERATIONS

- Proportionate share payment was required by the Southchase DRI to mitigate impacts to FDOT maintained off-site intersections in Orange County and Osceola County where the DRI showed significant or adverse impacts.
- Based on the Development Order for the DRI, \$859,395 of proportionate share payment was made for Parcel 44. About 48% of this amount is for intersections in Orange County.
- An additional \$15,720 of proportionate share payment was made for Parcel 44, which is payment in full as required by the DRI for Transit Costs associated with two (2) transit shelters.
- In total, about \$430,556 (49.2%) is attributed to this project site based on the development entitlement.







## Proportionate Share Payment Table

Parcel Number	% of Proportionate Share Amount	Orange County Amount	Osceola County Amount	Cumulative Amount Due	Paid In Full
8/9	21.09	\$349,139.89	\$378,465.11	\$ 727,605.00	Yes
11	0.38	6,290.81	6,819.19	13,110.00	Yes
13	12.55	207,762.24	225,212.76	432,975.00	Yes*
29A	17.50	289,708.30	314,041.70	603,750.00	Yes
34	8.28	137,073.41	148,586.59	285,660.00	Yes
34A	2.22	36,751.57	39,838.43	76,590.00	Yes
34B	2.69	44,532.30	48,272.70	92,805.00	Yes
37	9.64	159,587.89	172,992.11	332,580.00	Yes
39	0.74	12,250.52	13,279.48	25,530.00	Yes
44	<b>24.91</b>	<b>412,379.07</b>	<b>447,015.93</b>	<b>859,395.00</b>	<b>Yes</b>
<b>Cumulative Total:</b>	100.00	\$1,655,476.00	\$1,794,524.00	\$3,450,000.00	\$3,017,025

## Southchase Transit Costs -- Proportionate Share Based on Trips

Parcel Number	Trips	Percentage	Amount
8/9	7,914	22.18	\$13,308
11	142	.40	240
13	4,711	13.20	7,920
29a	6,568	18.40	11,040
34	3,105	8.70	5,220
37	3,616	10.14	6,084
39	278	.78	468
44	<b>9,352</b>	<b>26.20</b>	<b>15,720</b>
<b>Totals</b>	35,686	100.00	\$60,000

# Trip Generation Comparison

Scenario	Land-Use	LUC	Yield	Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
					Total	Total	Enter	Exit	Total	Enter	Exit
Approved	Shopping Plaza (40-150k)	821	108.277	KSF	10,231	382	237	145	978	469	508
	Pass-by Trips (34%)				3,479	130	81	49	332	160	173
	Net New External Trips				6,753	252	156	96	645	310	336
Proposed	Multi-Family (Mid-Rise)	221	280	DU	1,289	112	26	86	110	67	43
	Net New External Trips				1,289	112	26	86	110	67	43
	<b>New Net External Trip Difference</b>				<b>-5,463</b>	<b>-141</b>	<b>-131</b>	<b>-10</b>	<b>-536</b>	<b>-243</b>	<b>-293</b>

Source: Institute of Transportation Engineers Trip Generation Manual, 11th Edition

# Intersection Delay

Intersection	Scenario	AM Peak Hour Delay		PM Peak Hour Delay	
		Overall Delay (sec)	% Increase	Overall Delay (sec)	% Increase
Orange Ave at Wetherbee Rd	Background	101.0	--	72.6	--
	Commercial (108.277 KSF)	101.2	0.20%	82.2	13.22%
	Multi-Family (280 DUs)	101.7	0.69%	73.6	1.38%
Landstar Blvd at Wetherbee Rd	Background	81.2	--	113.1	--
	Commercial (108.277 KSF)	83.9	3.33%	128.2	13.35%
	Multi-Family (280 DUs)	81.5	0.37%	115.0	1.68%

Source: Synchro 11.0, HCM 6th Edition

# Q & A



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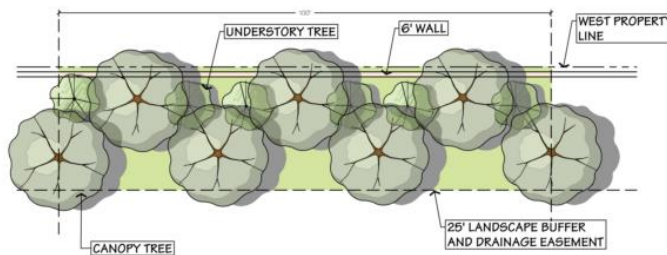
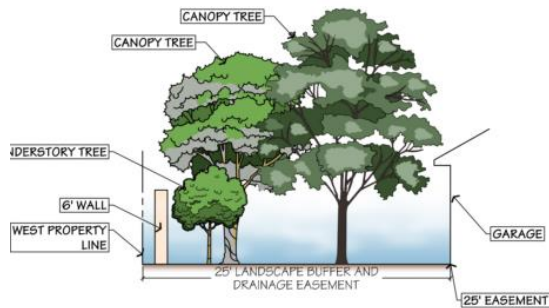
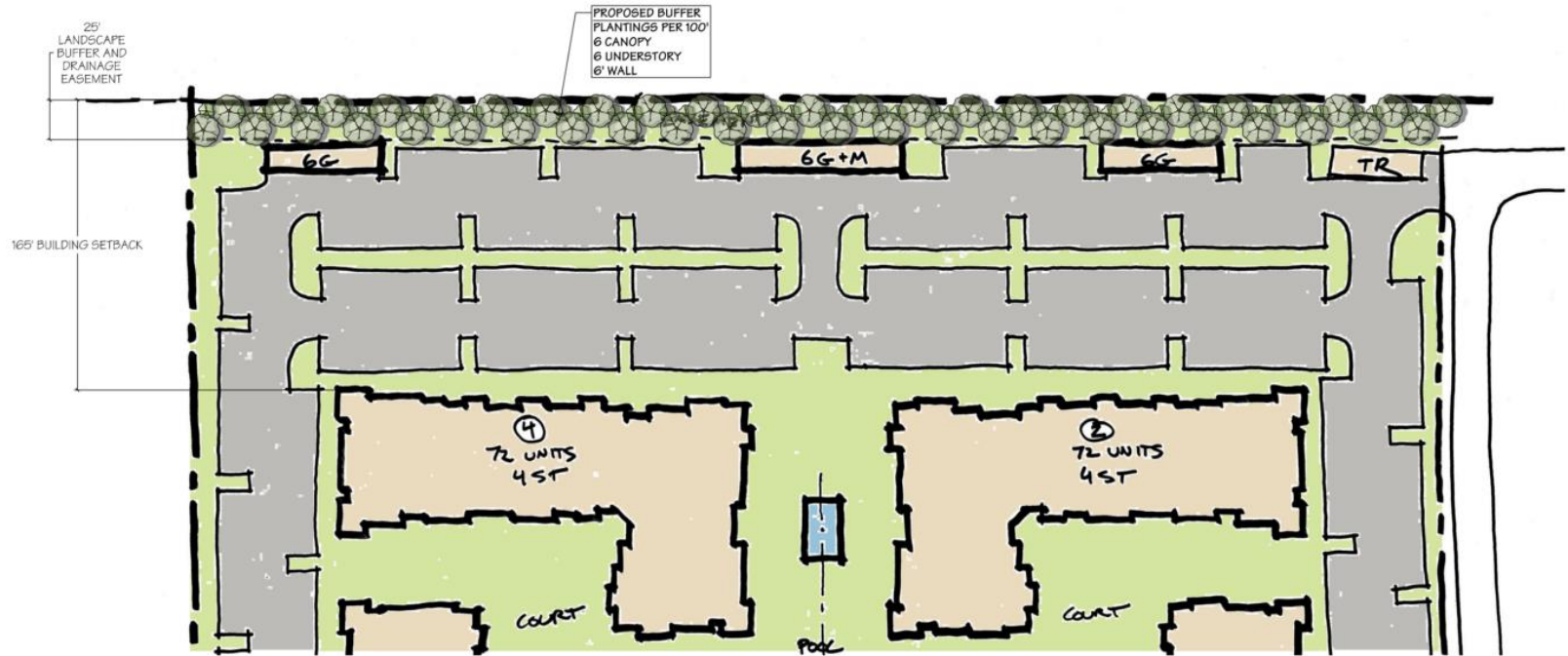
# RESIDENTIAL SAFEGUARDS

- 6 Ft. Tall Wall along Western Boundary
- Enhanced Landscaping – 2 Rows of Canopy and Understory Trees Planted at 25 Ft. on Center (6 canopy trees and 6 understory trees per 100 L.F.)
- Multi-Family Buildings Located more than 150 Feet away from Western Property Line



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# BUFFER EXHIBIT

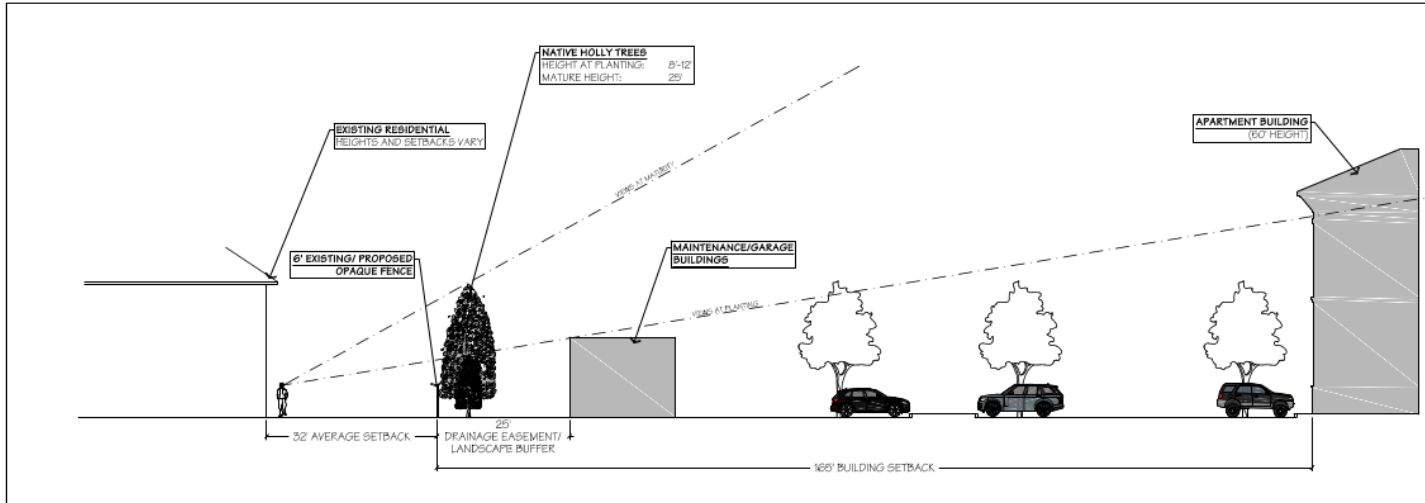


## CONCEPT PLANT SCHEDULE

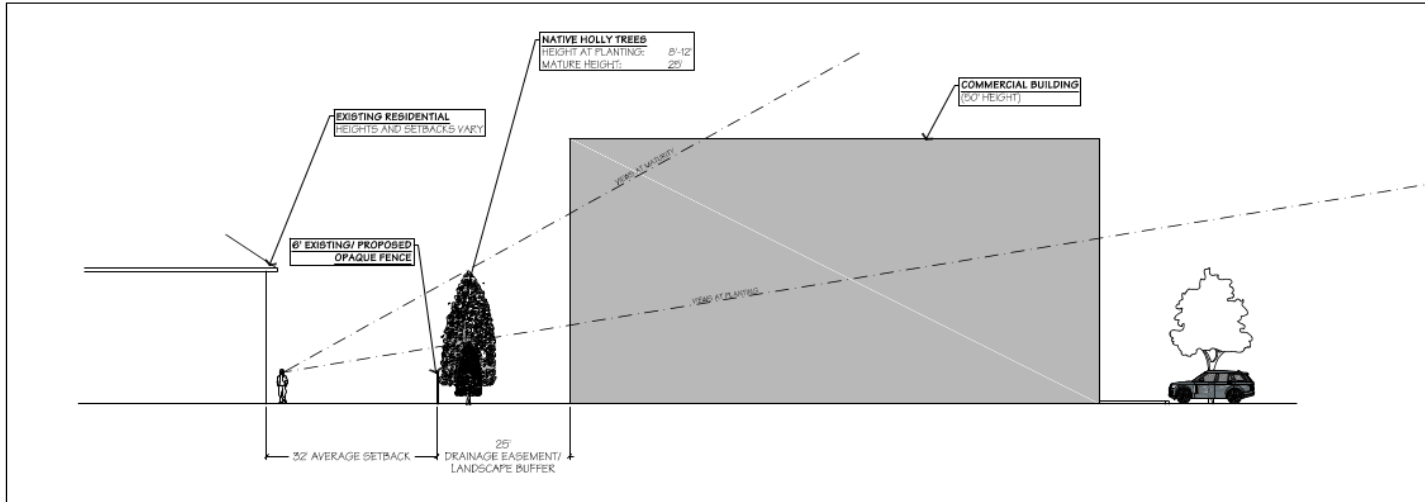
	<b>CANOPY TREE</b> Magnolia grandiflora D.D. / Southern Magnolia Pinus elliotii / Slash Pine Platanus occidentalis / American Sycamore Quercus virginiana / Southern Live Oak	46
	<b>UNDERSTORY TREE</b> Banksia integrifolia / Japanese / Southern Tree Ilex / Nellie R. Stevens / Nellie Stevens Holly Lagotis indica / Crane Myrtle Ligustrum japonicum / Japanese Privet	47

## MEADOW WOODS APARTMENTS ENHANCED RESIDENTIAL BUFFER

# LINE OF SIGHT EXHIBIT



**PROPOSED APARTMENT DEVELOPMENT SITE SECTION**  
 BUILDING HEIGHT: 50'  
 BUILDING SETBACK: 165'



**POTENTIAL COMMERCIAL DEVELOPMENT SITE SECTION**  
 BUILDING HEIGHT: 50'  
 BUILDING SETBACK: 25'



# Taft Area Commercial Freight Study

## Recommended Minor Intersection Modifications

- S. Orange Avenue
  - Add and improve pedestrian controls/facilities, modify pavement marking, add signage.
  - Add intersection lighting.
- Landstar Boulevard
  - Add and improve pedestrian controls/facilities and modify pavement marking
- Wetherbee Road
  - Add intersection lighting.

*Source: Taft Area Commercial Freight Study Final Report, May 2021*

# Intersection Delay (Percentage Increase only)

Intersection	Scenario	AM Peak Hour Delay	PM Peak Hour Delay
		% Increase	% Increase
Orange Ave at Wetherbee Rd	Background	--	--
	Commercial (108.277 KSF)	0.20%	13.22%
	Multi-Family (280 DUs)	0.69%	1.38%
Landstar Blvd at Wetherbee Rd	Background	--	--
	Commercial (108.277 KSF)	3.33%	13.35%
	Multi-Family (280 DUs)	0.37%	1.68%

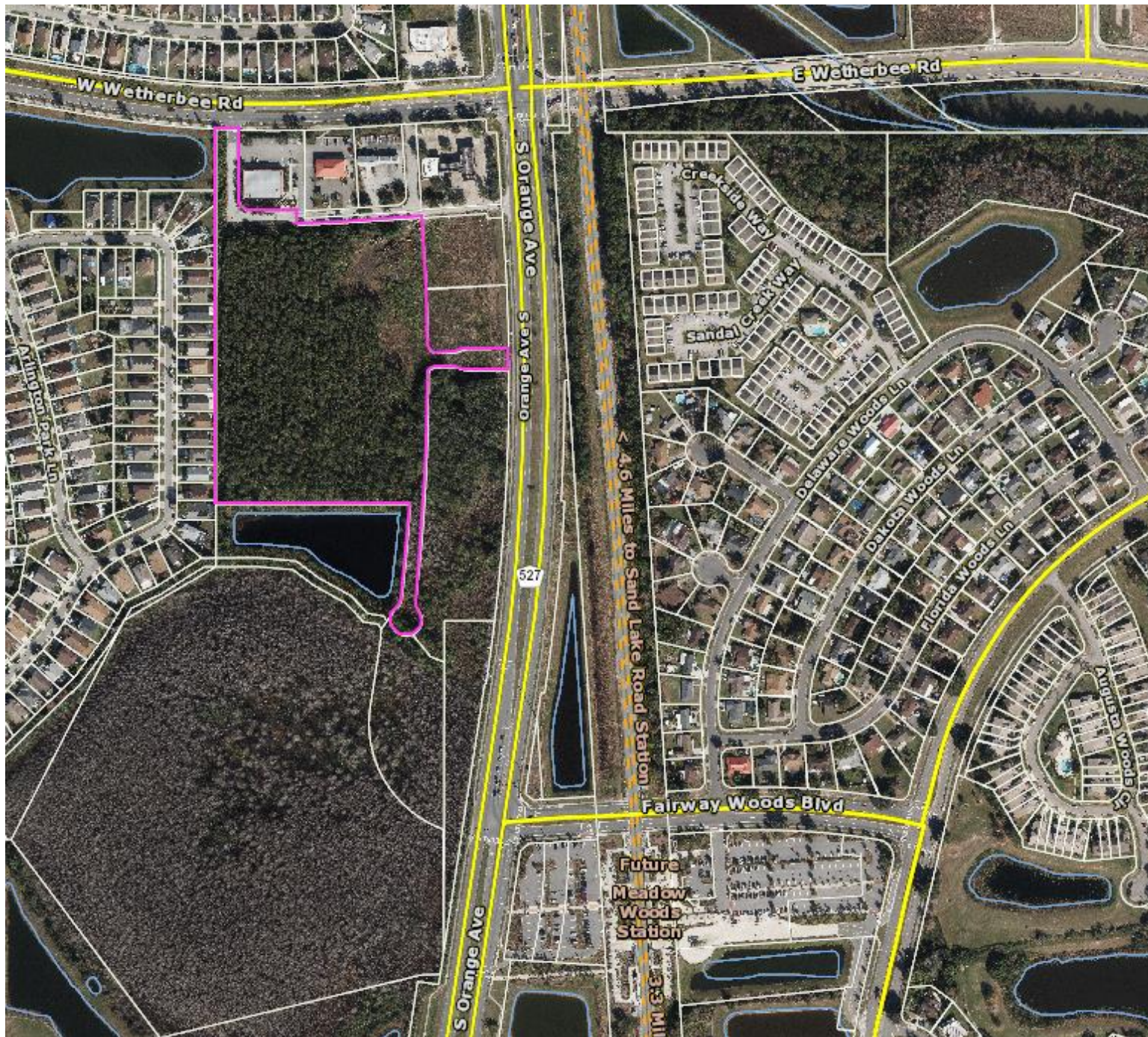
Source: Synchro 11.0, HCM 6th Edition

# Taft Area Commercial Freight Study

## Recommended Capacity Improvement(Details FYI)

- Wetherbee Road
  - Introduce an eastbound right turn at the existing full median opening (as agreed by the developer)
  - Introduce an eastbound right turn at the proposed right in right out opening (as agreed by the developer)
- Orange Avenue
  - Introduce a northbound left turn at the proposed Left In, Right in Right out (as agreed by the developer)







undeveloped site were noted as especially viable for redevelopment through this analysis. These parcels are illustrated on the map below.

#### MEADOW WOODS GOLF COURSE

The Meadow Woods Golf Course is located directly across Landstar Boulevard from the station. It is currently vacant and offers a unique opportunity for infill redevelopment to support neighborhood needs and the TOD. New development within the golf course should add to the value and appeal of the existing homes that surround it. New roadway or pedestrian connections could be created through the redevelopment to allow for better access to the station from the homes to the southeast of the golf course. Drainage and stormwater, and utility needs would need to be considered as part of any new development.

#### SUNRAIL STATION AREA AND VACANT LAND

The SunRail station location is currently surrounded by vacant land. Further to the west and across the tracks, there is also a large swath of undeveloped land that could support development. Both of these locations offer the potential for higher density, transit supportive development that can act as a gateway to the station, while maintaining the existing neighborhood character of the adjacent community. Stormwater and drainage issues will likely need to be considered due to the wet nature of the area.

#### NORTHERN UNDEVELOPED SITE

A large undeveloped site is located in the northwest portion of the 10-minute walk area across Orange Avenue. This area is ripe for redevelopment, with higher densities closer to Orange Avenue that step back down to maintain the character of the neighborhoods to the west. This site's potential also depends on adequate safe and comfortable pedestrian and bicycle linkages and crossing of Orange Avenue to access the SunRail station.



