

SOUTHCHASE PD

- PROJECT TEAM
- SITE OVERVIEW
- COMPARISON – APPROVED VS. PROPOSED DEVELOPMENT
- SUMMARY
- TRAFFIC CONSIDERATIONS
- Q & A

PROJECT TEAM

- **DEVELOPER REPRESENTATIVE**

Matt Gourlay, Development Manager, Lecesse 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.



Engineering the Future

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



Engineering the Future

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)



Engineering the Future

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



Engineering the Future

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.



Engineering the Future

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.



Install Right Turn
Deceleration Lanes
(185 feet each)

Wetherbee Rd

Construct Frontage
Road for Improved
Connectivity

SITE

Install Median Opening
and Left Turn
Deceleration Lane
(235 feet)

Orange Ave

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	24.91	412,379.07	447,015.93	859,395.00	Yes
Cumulative Total:	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	9,352	26.20	15,720
Totals	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
New Net External Trip Difference					-5,463	-141	-131	-10	-536	-243	-293

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



Engineering the Future

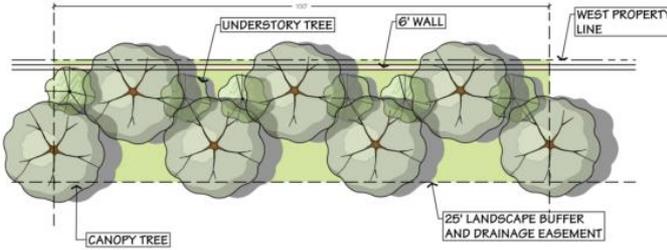
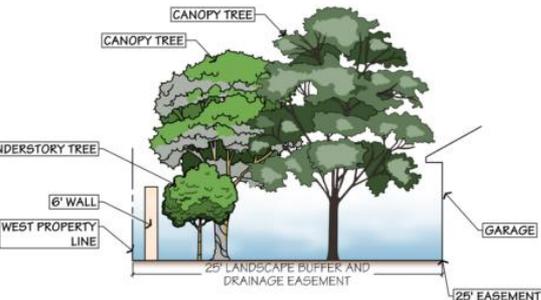
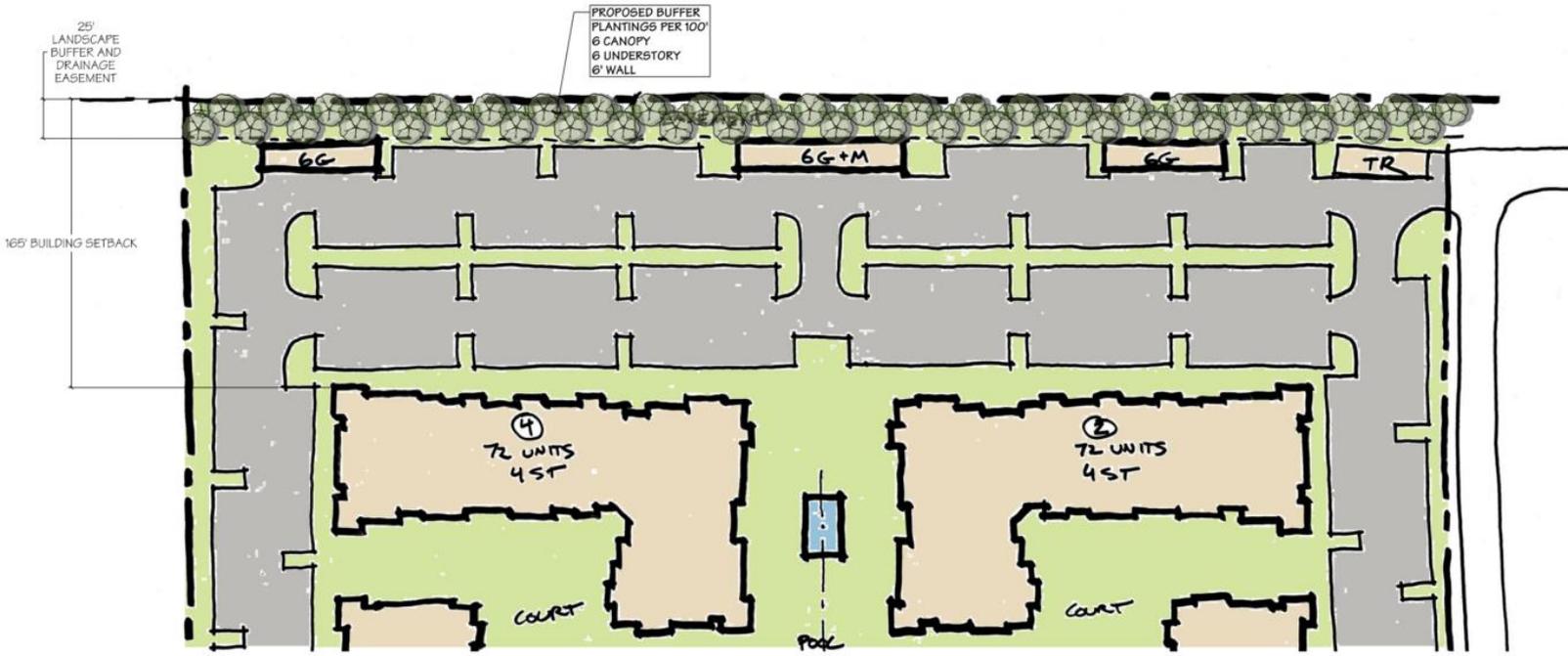
RESIDENTIAL SAFEGUARDS

- 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



Engineering the Future

BUFFER EXHIBIT

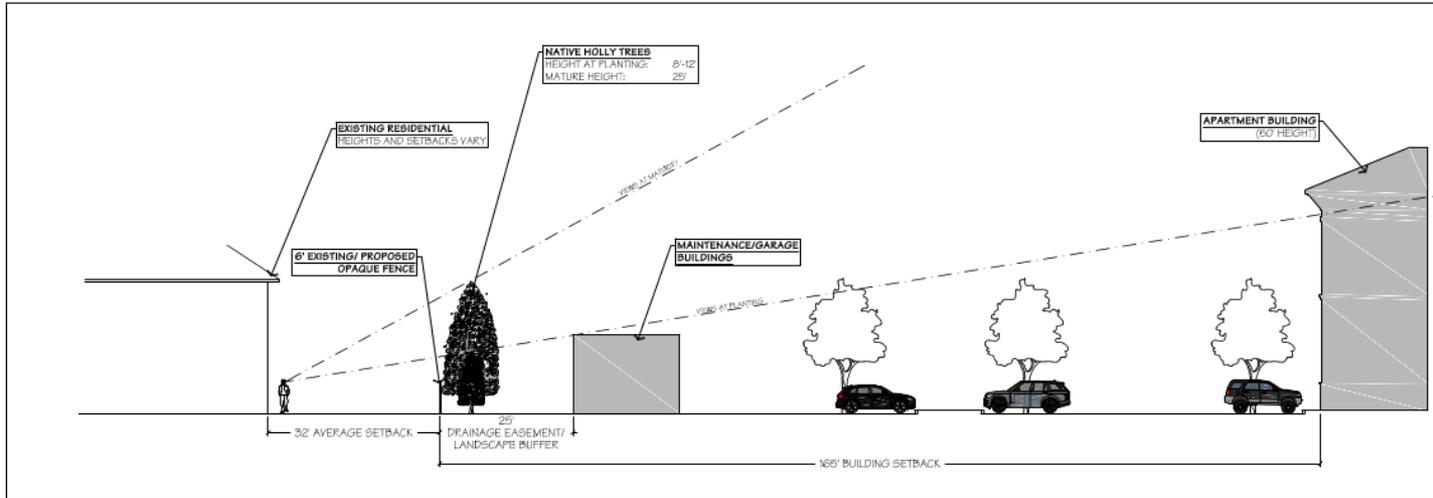


CONCEPT PLANT SCHEDULE

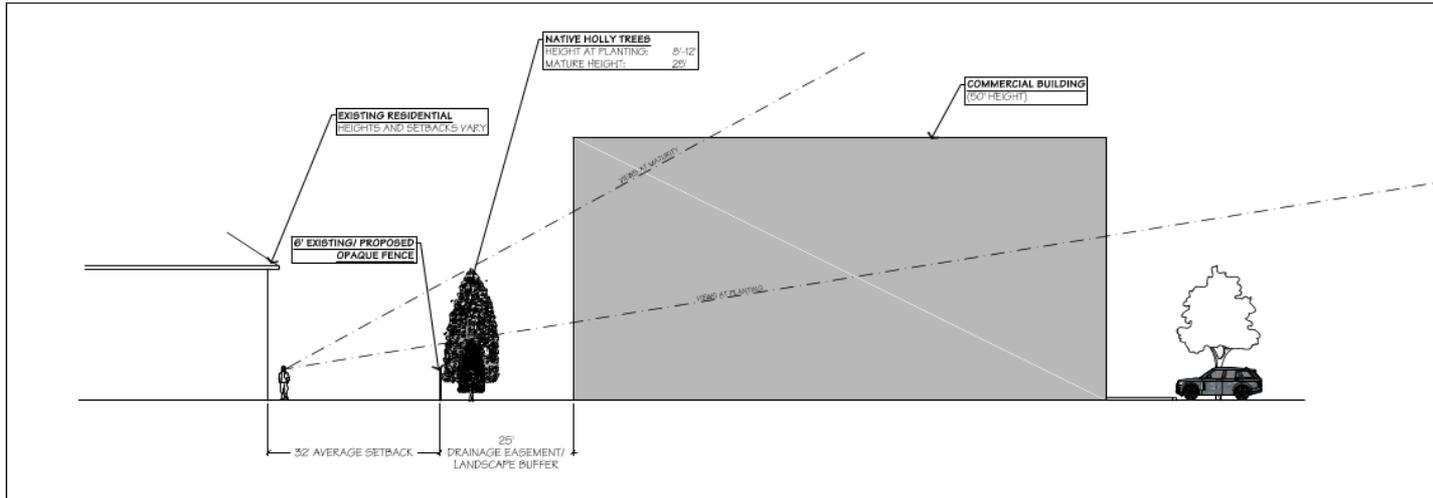
	CANOPY TREE Magnolia grandiflora D.D. / Southern Magnolia Pinus strobus / Slash Pine Platanus occidentalis / American Sycamore Quercus virginiana / Southern Live Oak	46
	UNDERSTORY TREE Banksia integrifolia / Japanese Rusty Tree Ilex / Nellie R. Dismore / Nellie Dismore Holly Lagotis indica / Crane Myrtle 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)

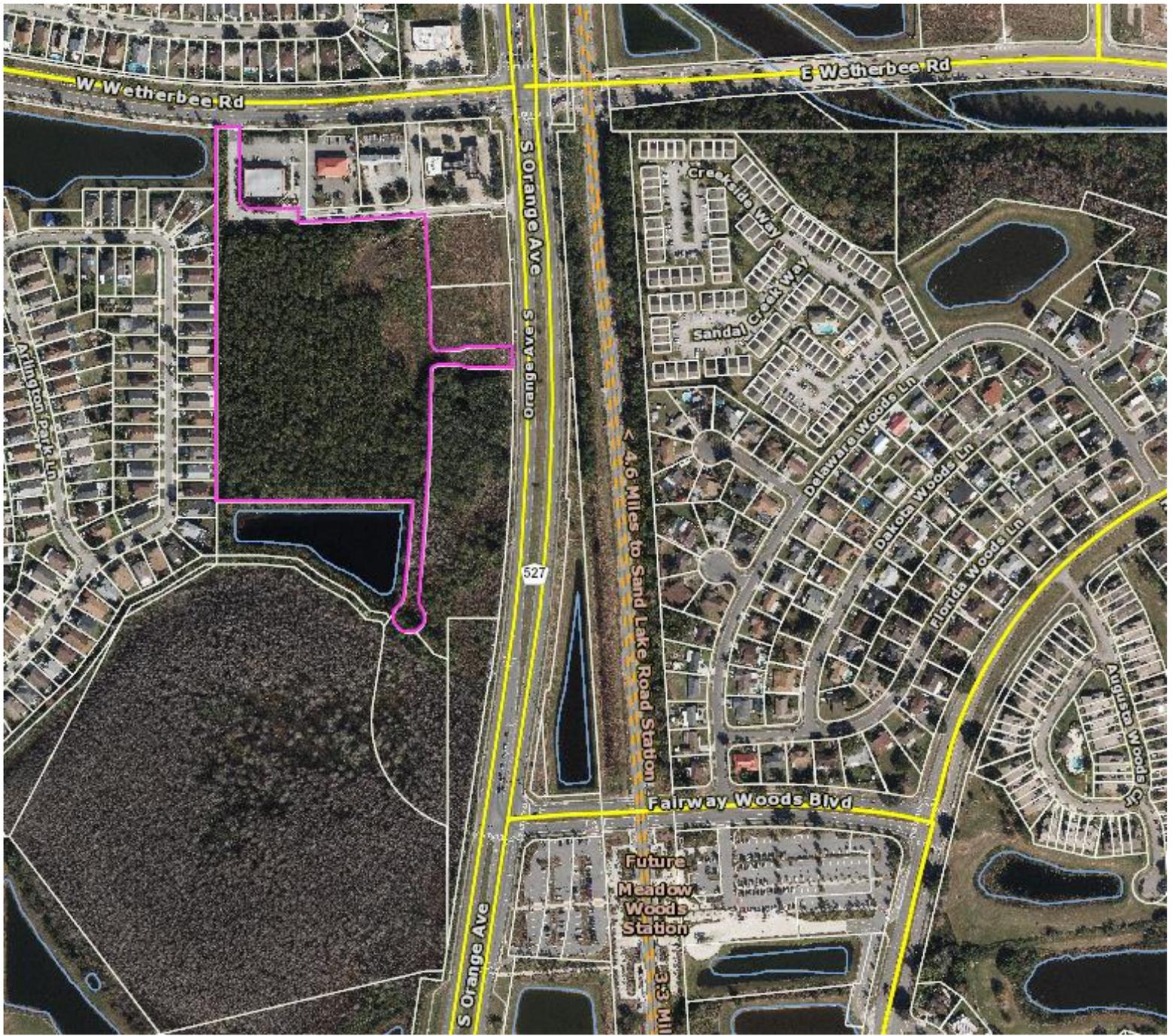
Intersection	Scenario	AM Peak Hour Delay	PM Peak Hour Delay
		% Increase	% Increase
Orange Ave at Wetherbee Rd	Background	--	--
	Commercial (108.277 KSF)	0.20%	13.22%
	Multi-Family (280 DUs)	0.69%	1.38%
Landstar Blvd at Wetherbee Rd	Background	--	--
	Commercial (108.277 KSF)	3.33%	13.35%
	Multi-Family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

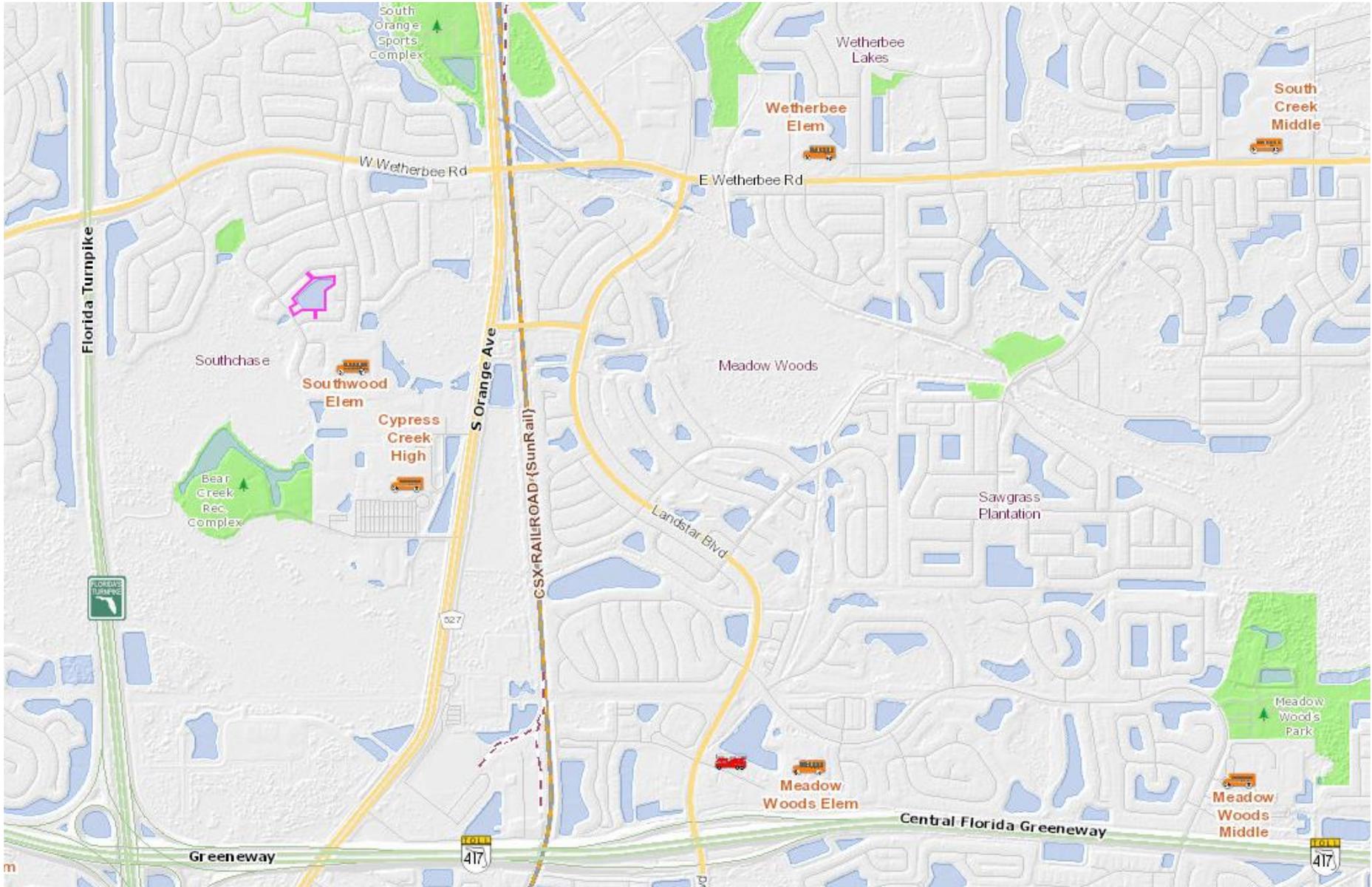
SUNRAIL STATION AREA AND VACANT LAND

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.





South Orange Sports Complex

Wetherbee Lakes

Wetherbee Elem

South Creek Middle

W Wetherbee Rd

E Wetherbee Rd

Florida Turnpike

Southchase

Southwood Elem

Cypress Creek High

Meadow Woods

Bear Creek Rec. Complex

Landstar Blvd

Sawgrass Plantation

S Orange Ave

CSX RAILROAD (SunRail)

527



Greenway

417

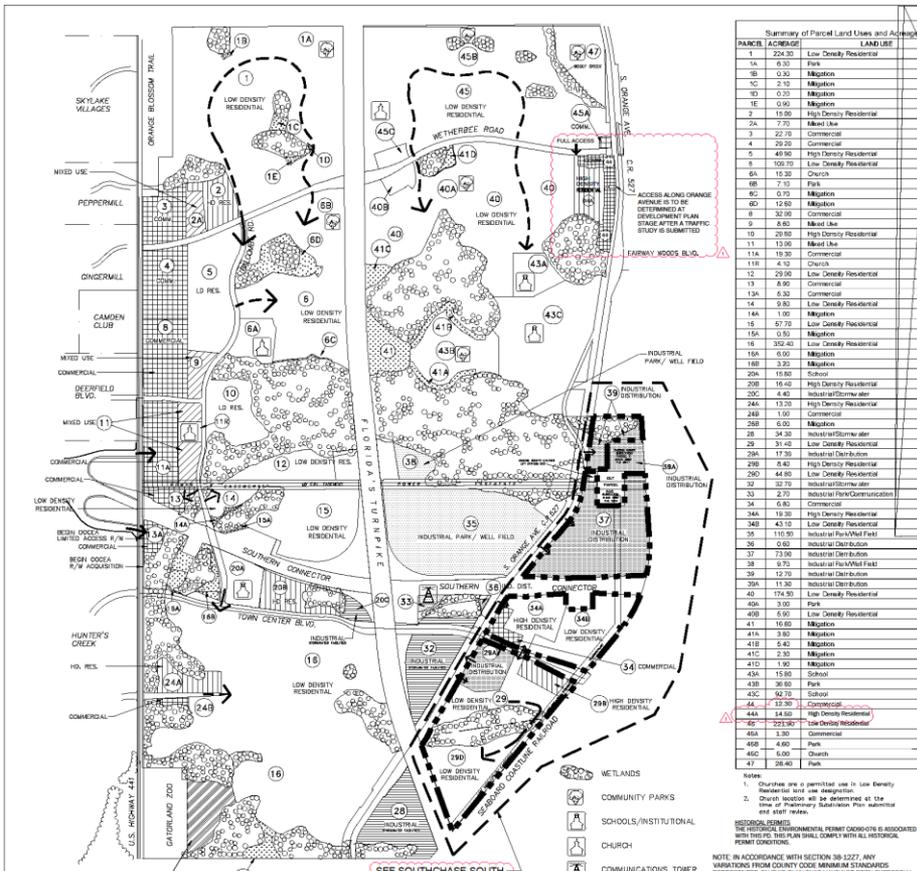
Meadow Woods Elem

Central Florida Greenway

Meadow Woods Park

Meadow Woods Middle

417



PARCEL	ACRES	LAND USE
1	224.52	Low Density Residential
1A	8.33	Park
1B	0.32	Mitigation
1C	2.10	Mitigation
1D	0.51	Mitigation
1E	0.92	Mitigation
2	15.00	High Density Residential
2A	7.70	Mixed Use
3	22.22	Commercial
4	29.20	Commercial
5	48.90	High Density Residential
6	100.70	Low Density Residential
6A	18.30	Church
6B	7.73	Park
6C	0.70	Mitigation
6D	12.60	Mitigation
8	32.90	Commercial
9	8.60	Mixed Use
10	20.60	High Density Residential
11	13.90	Mixed Use
11A	18.30	Commercial
11B	4.40	Church
12	29.00	Low Density Residential
13	8.90	Commercial
13A	8.30	Commercial
14	9.93	Low Density Residential
14A	1.90	Mitigation
15	67.70	Low Density Residential
15A	0.50	Mitigation
16	352.40	Low Density Residential
16A	6.00	Mitigation
16B	3.30	Mitigation
20B	16.40	High Density Residential
20C	4.40	Industrial/Distribution
24A	13.20	High Density Residential
24B	1.50	Commercial
25B	6.00	Mitigation
28	34.30	Industrial/Distribution
29	31.40	Low Density Residential
29A	17.30	Industrial/Distribution
29B	8.40	High Density Residential
29C	44.80	Low Density Residential
32	37.70	Industrial/Distribution
33	2.70	Industrial/Office/Communication
34	6.80	Commercial
34A	18.30	High Density Residential
34B	43.10	Low Density Residential
38	110.90	Industrial/Distribution
39	0.60	Industrial/Distribution
37	73.00	Industrial/Distribution
38	9.70	Industrial/Distribution
39	12.70	Industrial/Distribution
39A	11.30	Industrial/Distribution
40	174.50	Low Density Residential
40A	3.00	Park
40B	6.00	Low Density Residential
41	16.80	Mitigation
41A	3.80	Mitigation
41B	2.40	Mitigation
41C	2.30	Mitigation
41D	1.90	Mitigation
43A	15.80	School
43B	36.80	Park
43C	42.70	Park
44	13.70	Commercial
44A	14.80	High Density Residential
45	223.80	Low Density Residential
45A	1.30	Commercial
45B	4.60	Park
45C	6.00	Church
47	28.40	Park

PARCEL 44A SITE DATA

EXISTING ZONING: PD (COMMERCIAL)

PROPOSED ZONING: PD (HIGH DENSITY RESIDENTIAL)

PARCEL AREA: 14.80 ACRES

PROPOSED DEVELOPABLE AREA: 11.133 AC (7)

PROPOSED DEVELOPMENT: 280 DU MULTI-FAMILY APARTMENT COMPLEX

MAXIMUM DENSITY: 20.00 DU/AC

PROPOSED DENSITY: 25.15 DU/AC

MINIMUM LOT SIZE: 4,000 SF

MINIMUM LIVING AREA: 2000 SF

MAXIMUM BUILDING HEIGHT: 50' OR 4 STORES (1*)

OPEN SPACE REQUIRED: 25%

SETBACKS (1**)

FRONT: 20'

SIDE: 20'

REAR: 20'

ADJACENT TO SINGLE-FAMILY: -150' FROM SINGLE FAMILY RESIDENTIAL PROPERTY FOR BUILDINGS 50' OR 4 STORES IN HEIGHT. SEE NOTE (1**) BELOW.

SCHOOL AGE POPULATION: 280(7.28) = 80 STUDENTS

(7) INCLUDES 3.95 LOT AREA PLUS 1.883 AC PROPRIETORSHIP SHARE OF SHARED STORMWATER MANAGEMENT AREA.

(1**) A SINGLE STORY 20' HEIGHT LIMITATION SHALL APPLY WHERE ADJACENT TO AND WITHIN 100' OF SINGLE-FAMILY ZONED PROPERTY.

(1***) NOTE: DETACHED GARAGE SETBACKS SHALL COMPLY WITH SECTION 38-5408 (MTR30384).

FEG FLORIDA ENGINEERING GROUP
 Engineering the Future
 5127 E. Orange Avenue, Suite 200
 Orlando, FL 32809
 Phone: 407-895-0324
 Fax: 407-895-0325
 www.feginc.com

NOTE: REVISIONS MADE BY FEG ON NOVEMBER 5, 2021 TO THE PROJECT MASTER DEVELOPMENT PLAN / LAND USE PLAN

PROPOSED LAND USE PLAN MODIFICATION - TRIP CONVERSION

WE ARE PROPOSING TO MODIFY THE SOUTHCCHASE LAND USE PLAN TO CONVERT 32,340 SF OF COMMERCIAL TO 280 MID-RISE MULTI-FAMILY HIGH DENSITY RESIDENTIAL DWELLING UNITS ON PARCEL 44A (PID 23-24-29-8238-00-050 AND 23-24-29-8238-02-000) BASED ON TRIP EQUIVALENCES: 1,000 SQ. FT. OF RETAIL COMMERCIAL = 6.8599 MID-RISE MULTI-FAMILY DWELLING UNITS

1 DU OF MID-RISE MULTI-FAMILY = 115 S.F. OF RETAIL COMMERCIAL DEVELOPMENT

- DEANNEXATION
- COMMERCIAL
- OFFICE
- INDUSTRIAL (STORHAFETER)
- INDUSTRIAL PARK
- INDUSTRIAL DISTRIBUTION
- RESIDENTIAL / LOW (40U/AC)
- RESIDENTIAL / HIGH (200U/AC)
- MITIGATION AREA
- MIXED USE

SOUTHCCHASE
 MASTER DEVELOPMENT PLAN / LAND USE PLAN

ENGINEERS / PLANNERS
B&S ENGINEERING CONSULTANTS, LLC

LEGAL CONSULTANTS
 Lowndes, Drosdick, Foster, Kantor, and Reed

11/05/2021

