



**Development Review Committee
July 6, 2022
Council Chambers
9:00 AM**



- I. Call to Order
- II. Public Period
- III. Minutes Approval
 1. DRC Minutes - June 1, 2022
- IV. Decision
 1. Downtown Maitland Waiver Request - 142 S. Swoope Avenue
- V. Recommendation
 1. Petition No. 2021-03 (AZ-PD) Maitland Concourse North, Lot 1
- VI. Adjournment

Notice: Any person who desires to appeal any decision made at this meeting or hearing will need a record of the proceedings and, for this purpose, may need to ensure that a verbatim record of the proceedings is made which includes testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's office (407-539-6219) 48 hours in advance of the meeting.



**Development Review Committee
Minutes
June 1, 2022
City Hall Second Floor North 233
9:00 AM**



I. CALL TO ORDER

Mr. Barrett Chaix called the meeting to order at 9:00 AM.

Present: 3 - Barrett Chaix, Senior Planner; Kimberly Tracy, Public Works Director; Will Watts, Fire Chief

Remote: 0 -

Absent: 0 -

Staff present were Sara Blanchard, Chief Planner, and Jacqueline Holt, Planner III.

II. MINUTES APPROVAL

1. DRC MINUTES - MAY 4, 2022

A motion was made to approve the minutes as drafted.

RESULT: Approved

MOVER: Will Watts, Fire Chief

SECONDER: Kimberly Tracy, Public Works Director

AYES: Watts, Tracy, Chaix

NAYS: None

III. PUBLIC PERIOD

Mr. Chaix opened the Public Period for non-agenda items. There being no one who wished to speak, the Public Period was closed.

IV. RECOMMENDATION

1. PETITION NO. 2022-02 (ROW) HOWELL BRANCH ROAD

Mr. Chaix asked if the applicant had received a copy of the Staff Recommendation report and if they had any questions. The applicant confirmed receipt of the Staff Recommendation report. The applicant provided Sunshine 811 Utility Locate letter and Winter Park letter of No Objection.

Mr. Chaix asked if DRC had any questions for the applicant. Kimberly Tracy requested to have the City Attorney or City Surveyor review ROW to determine who the property reverts to prior to being placed on the City Council agenda.

A motion was made to approve Petition No. 2022-02 (ROW) Howell Branch Road subject to review of the application materials.

RESULT:	Approved
MOVER:	Kimberly Tracy, Public Works Director
SECONDER:	Will Watts, Fire Chief
AYES:	Tracy, Watts, Chaix
NAYS:	None

V. ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 9:05 AM.

Chairman

Date

MEETING DATE		AGENDA
July 6, 2022		Section: Decision
Department/Office : Community Development	AGENDA REPORT	Item #: 1.
Subject: Downtown Maitland Waiver Request - 142 S. Swoope Avenue		
Requested Action or Motion: See Agenda Report		
Summary Explanation & Background: See Agenda Report		
Fiscal Impact: N/A		
Exhibits: 1. 142 S. Swoope Avenue DM Waiver Request		
Commission/Board: Other		
Contact Person: Barrett Chaix 407-539-6213		
Reviewed by City Attorney N/A		



**DM WAIVER REQUEST
142 S. SWOOPE AVENUE
DEVELOPMENT REVIEW COMMITTEE (DRC)
JULY 6, 2022**

APPLICANT:	MCH Construction, 668 N Orlando Ave., Unit 207, Maitland, FL 32751
OWNER(S):	MCH Construction, 668 N Orlando Ave., Unit 207, Maitland, FL 32751
PETITION:	The applicant requests a waiver to Article 3, Section 3.3.5. Downtown Maitland [7] of the City of Maitland Land Development Code, which states The first floor of all buildings shall be a minimum of 14 feet in height, be modified for this project and allow a height of 10'8".
PROPOSED USE:	Four townhome units
DISTRICT:	Downtown Maitland (DM)
FUTURE LAND USE:	Main Street
LOCATION:	142 S. Swoope Ave.
PARCEL ID(S):	25-21-29-6516-04-031
ACREAGE:	0.253 acres
ACCESS:	Swoope Avenue

ANALYSIS

Pursuant to the City of Maitland Land Development Code Article 2, Section 2.5.4 (b)(4) an application for waiver of WS or DM zone district requirements shall be approved only if there is competent substantial evidence in the record that all of the following standards are met:

- A. The requested waiver is allowed by Table 2.5.4(b)(2)(A): Allowable WS Zone District Waivers, or Table 2.5.4(b)(2)(B): Allowable DM Zone District Waivers, as applicable.**

The requested waiver is from a standards associated with the Maximum Height of the DM district and appears in Sec. 3.3.5(c), Intensity and Dimensional Standards, and is less than 25% of the standards. This does appear on the Table 2.5.4 (b)(4) and DRC is the decision-making body. Staff finds that this standard has been met.

- B. The requested waiver is consistent with the comprehensive development plan.**

Maitland Comprehensive Development Plan 2035 does not specifically regulate minimum first floor height. Nor would the proposed waiver conflict with the Housing Element Goals of preserving and improving the existing neighborhood quality and residential character. The intent of the first floor standards in the 2017 Downtown Master Plan as referenced in Standard 1.1.12.4 of the Future Land Use

elements, was to ensure that non-residential future uses were supported in downtown development, as the proposed use of townhomes are unlikely candidates for future non-residential uses. Staff finds that this standard has been met.

C. The requested waiver is generally consistent with the purpose of this LDC and the standards of the applicable zone district.

The proposed waiver will not detract from the public health, safety, or general welfare. It also is particularly consistent with the intent to support and encourage vibrant, pedestrian-friendly, and higher density mixed-use development in Downtown Maitland (Sec 1.3.5). Staff finds that this standard has been met.

D. For proposals in the DM zone district, the requested waiver is generally consistent with the Downtown Maitland Master Plan.

The requested waiver is generally consistent with the Downtown Master Plan that supports higher density housing in the core of the City. Staff finds that this standard has been met.

E. For proposals in the WS zone district, the requested waiver is generally consistent with the West Side Redevelopment Plan.

Not Applicable.

F. Compliance with the requirement from which the waiver is requested is technically impractical or undesirable based on site conditions, or approval of the waiver will result in superior design.

The applicant states that compliance with the 14 FT ceiling height requirement requires more linear space for the stairways, which would diminish other livable space in the floor plan. Staff concurs that waiving this requirement would result in more efficient utilization of the redevelopment site. Staff finds that this standard has been met.

G. The grant of a waiver will better achieve the purposes of the applicable zone district and the purposes and intent of this LDC.

Townhome dwellings are specifically named as an allowed use in the purpose of the DM: Downtown Maitland zone district [Sec. 3.3.5(a)] and the constraints of this particular infill development site as outlined by the applicant's request support the issuance of a waiver to allow for a more architecturally attractive design. Staff finds that this standard has been met.

H. The requested waiver will not have a materially negative impact on adjacent and surrounding uses, or mitigation is proposed that will address any negative impacts created by the waiver.

The reduction in first floor height by three feet and four inches will not create a noticeable impact on adjacent and surrounding uses. Staff finds that this standard has been met.

I. The requested waiver will not have a materially negative effect on the public health, safety, and welfare.

The reduction in first floor height by three feet and four inches will not create any impact on the public health, safety, and welfare. Staff finds that this standard has been met.

DETERMINATION:

Staff finds that the proposed application for waiver of WS standard **meets/does not meet** the review standards established in Sec. 2.5.4(b) (4).

Application Approved_____

Application Denied_____

Note: Any decision rendered by the Development Review Committee may be appealed to the City Council within thirty (30) days of the date that the decision is rendered. An approved waiver and any conditions of approval shall be included on the face of or attached to the development order or permit and development plan.

Dan Matthys, AICP, CPM
Development Review Committee

Date



MAITLAND FLORIDA

DEVELOPMENT REVIEW COMMITTEE

July 6, 2022

Maitland Concourse North Lot 1 (2021-03 AZ-PD) Zoning Amendment for Planned Development

APPLICANT:	Alan Charron/ Maitland Synergy LLC and Corkscrew LLC; 2345 W. Sand Lake Road, Suite 100 , Orlando, Florida 32809
AGENT:	Jonathan A. Martin, P.E./Kimley-Horn and Associates, Inc.; 189 S. Orange Ave., Suite 1000, Orlando, Florida 32801
OWNER(S):	Maitland Synergy LLC and Corkscrew LLC
PETITION:	2021-03 (AZ-PD) Maitland Concourse North Lot 1
PROPOSED USE:	Commercial and Retail
CURRENT USE	Undeveloped
LOCATION:	Lot 1, Maitland Concourse North
PID(S):	25-21-92-5475-01-000
ACREAGE:	7.50
ACCESS:	Trelago Way, Lake Faith Drive
DATE OF APPLICATION	November 29, 2021

AREA MAP



I. FINDINGS & RECOMMENDATIONS

Consistent with Section 7.5, Article VII. Planned Development, of the Maitland City Code, the Development Review Committee forwards Petition No. 2021-03 AZ-PD (Maitland Concourse North Lot 1) to the Planning and Zoning Commission with a recommendation of **denial/approval**, and notes conditions listed below, and determines;

- A. That there **is/is not** substantial compliance with the purpose and intent of the Planned Development district and the preliminary development plan;
- B. That the proposed phase of development **can/cannot** exist as an independent unit capable of creating an environment of substantial desirability and stability;
- C. That the existing or proposed utility services and transportation systems **will be/will not be** adequate for the proposed development; that all adopted levels of service **have/have not** been adequately met; and
- D. That the site plan **is/is not** consistent with the Comprehensive Development Plan.

The findings include a determination that the intent of the PD **has been/has not been met** as outlined in Section 21-21. Planned Development District of the Maitland City Code.

II. PETITION ANALYSIS

THE FOLLOWING ARE INCLUDED IN THE RECOMMENDATION FOR **APPROVAL**:

Petition for Planned Development Option-1 and supplemental materials.

BACKGROUND

The subject property is designated as Lot 1 of the Maitland Concourse North Planned Development final development plan, which was initially approved in February 2016 by Maitland City Council Ordinance number 1303. The current zoning is Planned Development and the Future Land Use Designation is Corridor District; Maitland Concourse North Area of Special Consideration. Lot 1 was designated for retail uses, and building elevations and a site plan were approved. Criteria for "Residential Scale and Character" were approved as part of the Conditions of Approval of the final development plan that subsequent PD plans and permits would need to adhere, along with a prohibition on drive-thru uses among numerous other conditions, which were also adopted into the *Maitland Comprehensive Development Plan 2035* (CDP).

On February 28, 2022, the CDP was amended by City Council via Ordinance number 1395 to allow one drive-thru establishment with a maximum interior square footage not to exceed 5,000 square feet on the west 300 feet of the subject property. The exception for a drive through would sunset and revert back to a prohibited use if a PD amendment reasonably consistent with the plan presented to City Council at the public hearing was not approved by March 1, 2024, unless an extension is approved.

PROPOSAL

The applicant is proposing a Planned Development zoning amendment to amend the approved PD Plan for Lot 1 to a different building layout. Both the existing PD plan and amendment propose to develop 75,000 square feet of commercial uses and associated infrastructure. The total square feet is proposed to be divided between 5 buildings [EXHIBIT A]. The buildings are proposed to vary between one and two stories in height with a maximum height of 45 feet and are to include retail, office, and restaurant uses. A single drive-thru use of 2,562 SF is proposed for the western portion of the site closest to Trelago Way. Parking is provided at an approximate ratio of five spaces per 1000 SF of building area, with the applicant is proposing a total of 378 spaces.

DIRECTION TO CITY STAFF:

A community meeting was held on January 6, 2022 before the Planning and Zoning Commission. At that time the applicant had submitted as site plan showing three drive-thru uses. Five members of the public spoke in opposition to the proposed amendment, citing concerns about traffic impacts, safety, and proposed drive-thru uses, road access, billboards and outdoor noise.

After hearing public comment, the Planning and Zoning Commission provided the following direction to the Development Review Committee (DRC) to consider in their review, to return the petition to the Planning and Zoning Commission for a final recommendation to City Council. The applicant provided response to these comments in a resubmittal following the meeting [EXHIBIT B]

1. Consider eliminating all or some of the drive-thru uses;
2. Consider 'curbside takeout' style digital ordering (specifically on Building 4, which seems well suited for it);
3. Enhance landscaping on the eastern property boundary as a buffer for residences;
4. Develop a sidewalk on Lake Faith Drive/relocate NE corner sidewalk to along the perimeter (Lake Faith Drive);
5. Review the potential impacts of trucks and buses on Lake Faith Drive;
6. Accommodate the existing OCPS bus stop;
7. Develop pedestrian access north of Building 5;
8. Consolidate or relocate refuse areas;
9. Utilize fully enclose dumpsters;
10. Study patterns of existing and likely pedestrian circulation and match with proposed pathways;
11. Consider if pathways accommodate bikes or other non-motorized transit as well as pedestrians;
12. Analyze the percentage of area dedicated to drive-through uses, consider the percentage of frontage on Maitland Blvd dedicated to drive-thru uses;
13. Review additional trip generation of drive-thru uses, including consideration of proximity to Interstate 4;
14. Consider the noise impacts of outdoor dining; and
15. Examine whether NE access point is too close to the existing E-W drive.

A. Land Development Code (LDC) Chapter 7.5

As this petition was submitted in November of 2021, the review standards of the Maitland Land Development Code (LDC) of that time are applied to the review of the petition. This was Article VII Planned Development of the LDC, which is applicable to all zoning amendment requests for the planned development district. Per Sec. 7.5-53 Planned development application procedures, after the public hearing by the Planning and Zoning Commission, the Development Review Committee (DRC) reviewed the petition and the public comments and provided reasonable assistance to the applicant to bring the project in compliance with the LDC and all other applicable regulations and agreements such as Ordinance number 1303. The DRC conducted its review and formulated its recommendation based on the following factors:

1. *Ingress and egress to property and proposed structures thereon, with particular reference to automotive and pedestrian safety, connectivity and convenience, traffic flow and control, and access in case of fire or catastrophe;*

A pedestrian access way, 8 feet in width, has been provided along Maitland Boulevard with three points of connectivity to the internal pedestrian network, which has a minimum width of 6 feet. There are six points of pedestrian access from the multifamily development to the north. Access from the multifamily development to the east is provided by the easternmost of these access points. During technical review, additional internal pedestrian sidewalks were added to the site.

Vehicular access is primarily provided from two access points on Trelago Way from the west, two vehicular access points to the north and one access point from Lake Faith Drive. Fire access is deemed to be adequate. The drive-thru use is situated as to minimize impacts on automotive and pedestrian safety and traffic flow and exceeds the stacking requirements of the Land Development Code.

2. *Off-street parking and loading areas, where required, with particular attention to the items in (a) above;*

Reduced parking massing and residential scale and character criteria are required in the Maitland Concourse North PD development plan. Larger islands and internal walkways have been supplied as required. Satisfactory parking spaces and loading areas are provided as well. The revised site plan breaks up the parking areas around the commercial building in comparison to the approved 2016 site plan [Exhibit C].

3. *The economic, noise, glare or odor effects of the proposed development on the city as a whole and on the surrounding properties;*

The mix and scale of proposed office, commercial and retail uses and structures on Lot 1 is consistent with what was contemplated, expected and approved in Ordinance 1303 and the R-MORC portion of the Maitland Concourse North PD plan. It is expected that the proposed development will have a positive economic impact on the city as a whole and the surrounding properties as it will provide for daily shopping and service needs of the community. Noise, glare and odor is expected to be mitigated by adherence to the standards of the Land Development Code at the Site Plan Review process.

4. *Refuse and service areas, with particular reference to the items in (a) and (b) above;*

The proposed site plan has provided several joint-use refuse and service areas that comply with city code, including fully enclosed dumpster areas. Screening is required and will be provided as noted in this report. The applicant will be required to provide adequate space and adequate receptacle for recycling. A detailed solid waste and recycling plan will be required.

5. *Screening and buffering with reference to type, dimensions, and character;*

Standards for screening and buffering were analyzed and established in Ordinance 1303 in the overall PD plan. Consistent with this, a 70-foot building setback and 10 foot minimum landscape buffer is shown on the site plan between commercial uses and the multifamily use to the east. The proposed building locations and outdoor dining areas are beyond this required setback. A Condition of Approval has been established that will require drive-thru windows and service areas to be designed to avoid off-site visibility to the maximum extent practicable. These areas are required to

be adequately screened for aesthetic purposes, inclusive of a decorative wall and enhanced landscaping, which will serve as a noise buffer.

6. *Signs, if any, and proposed exterior lighting with reference to glare, traffic, safety, economic effects, and compatibility and harmony with properties in the area;*

Standards for signs and exterior lighting were considered during the evaluation and approval of the Maitland Concourse North planned development in Ordinance 1303. The signage will be required to be consistent with the standards in the approved PD ordinance. Drive-thru menu board signage is limited to two and must be no larger than 28 square feet in copy area and 6 feet in height.

7. *Required yards and other open space;*

Standards for required yards and other open space were evaluated in the context of the Maitland Concourse North PD in Ordinance 1303. This amendment does not propose any changes to what was previously approved. During staff review, the proposed gazebo was relocated to create a larger functional open area within the parking lot and a shared outdoor seating courtyard was added to provide more of a sense of place and create a more pedestrian-friendly and functional feature for the site.

8. *General compatibility with adjacent properties and other property in the surrounding area;*

The retail uses and overall land use mix were considered for compatibility with the surrounding areas during the evaluation of the original PD development plan. The proposed amendment is consistent with the Maitland Concourse North development plan, where commercial and retail uses were oriented towards Maitland Boulevard and away from Lakes Hope and Lake Charity. Commercial buildings are required to present a residential scale and character and are intended to provide for the daily shopping and service needs of the surrounding community. The architectural style proposed is consistent with the overall Maitland Concourse North architectural theme [EXHIBIT D] The proposed layout is consistent with a walkable pedestrian-friendly atmosphere in a horizontal mixed-use environment as contemplated in the PD plan and Maitland Concourse North Area of special consideration in the CDP.

9. *Whether there is compliance with the applicable ordinances and regulations for the proposed development; where compliance is not achieved, whether the development adversely impacts adjacent and surrounding properties and unduly burdens city operations and facilities;*

The submitted PD site plan is not inconsistent with applicable portions of the Land Development Code and the approved development plan of the Maitland Concourse North PD.

10. *Whether the proposed development will lower the applicable levels of service below the levels adopted in the city's comprehensive development plan, and whether the proposed development is phased to be constructed at a time when the adopted service levels are met;*

The proposed impact on levels of service were evaluated during the original PD approval for Maitland Concourse North. Compliance will be evaluated during Site Plan Review.

11. *Whether the time frames proposed for development are consistent with requirements of the comprehensive plan and other applicable regulations;*

There are no time frames proposed for development, although there is a sunset clause contained in the CDP amendment approved with Ordinance 1395 that requires this PD plan to be approved before March 1, 2024 or the allowance of a single-drive through will lapse, unless extended by City Council. Per Sec. 7.5-57, if construction of the buildings has not begun within five years after the approval of a final development plan, or the building permit for construction has become void after the five-year period has expired, the approval of the final development plan would lapse. The phasing of the project must comply with this requirement of the LDC.

12. *Whether the phase of development in question can exist as an independent unit capable of creating an environment of substantial desirability and stability;*

The Maitland Concourse North PD in its entirety was designed and contemplated to be completed in phases, as independent units capable of creating an environment of substantial desirability and stability. This conforms to the Maitland Concourse North Area of special consideration outlined in the CDP.

13. *Whether there is substantial compliance with the purpose and intent of the planned development district;*

The proposed PD amendment does have substantial compliance with the purpose and intent of the planned development district, within the context of the overall Maitland Concourse North Planned Development, including by encouraging the development of land as planned communities and developments providing a variety of complementary and compatible residential, commercial, and [...]combination of uses.

14. *If the applicant is applying for increased density and/or site FAR under the DICE Program within the Main Street Future Land Use designation, whether the applicant's proposed plan to offset the impacts of those increases is consistent with and complies with the requirements of section 23-2.7.2 and Policy 1.1.16 of 2035 Comprehensive Development Plan.*

Not applicable to this application.

15. *Whether off-site credits (incentives) proposed (if any) have been satisfactorily addressed, if applicable;*

Not applicable to this application.

16. *Whether mobility strategies for a transportation concurrency exception area (TCEA) are required and have been satisfactorily addressed, if applicable;*

Not applicable to this application.

17. *Whether the existing or proposed utility services and transportation systems are adequate for the proposed development; whether all adopted levels of service have been or will be adequately met; and*

The proposed transportation services are being evaluated in terms of trip generation and must be revised to include the drive-thru use and potential impacts on vehicle stacking at the signal of Maitland Boulevard and Trelago Way. Detailed calculations will be required to demonstrate that the proposed site configuration are adequate for the proposed development. A master stormwater drainage plan for the overall Maitland Concourse North PD was incorporated into the Planned Development regulations contained in Ordinance 1303.

18. Whether the proposed development plan is consistent with the comprehensive development plan.

The Maitland Concourse North development, including the subject property are subject to the Policies and Standards of the Future Land Use element of the Maitland Comprehensive Development Plan 2035. The Maitland Concourse North Area of Special Consideration noted 26 policies and standards that specifically apply to the development in its entirety. The proposed PD plan is consistent with these policies and standards of the CDP.

CONDITIONS OF APPROVAL

1. Conditions of approval for Ordinance No. 1303 remain unless listed as an amendment to the PD and approved via ordinance.
2. Drive-through uses shall be limited to a maximum of one. Consistent with Ordinance 1395, the interior square footage of the drive-through use shall not exceed 5,000 square feet and the drive through shall be located on the west 300 feet of Lot 1 of MCN.
3. Drive through windows and service areas shall be designed to avoid off-site visibility to the greatest extent practicable. All drive-thru windows and service areas (i.e. menu board, speaker boxes, etc.) shall be adequately screened for aesthetic purposes, inclusive of a decorative wall/and or enhanced landscaping, which will also serve as a noise buffer.
4. Drive through menu board signage shall be limited to two per facility and shall not be greater than 28 square feet copy area and 6 feet in height.

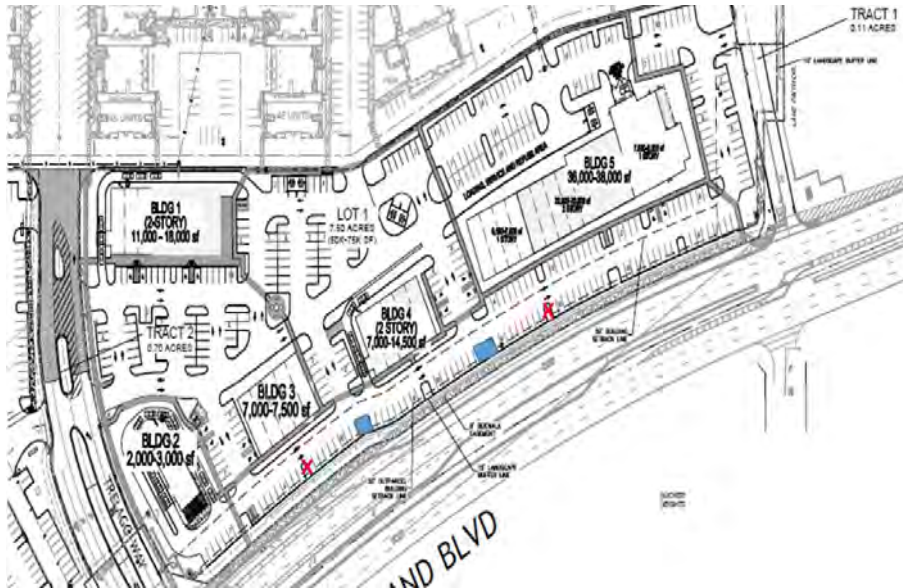
Dan Matthys, AICP, CPM
Development Review Committee

Date

SITE PLAN

At the time of site plan submittal, the applicant will be required to submit the following:

1. A photometric plan (signed and sealed) to demonstrate that glare and light spillover does not occur and thus will not create a glare on adjacent uses or rights-of-way. The photometric plan must also demonstrate:
 - i. The use of sharp cut-off type fixtures or dark skies-type lighting to limit spread of light in outdoor/parking areas and lighting spill-over onto adjacent uses, rights-of way or adjoining parcels.
 - ii. Lighting on buildings must incorporate the type of fixtures that direct light to the ground.
 - iii. Site lighting that is consistent with residential scale and character and be no higher than 14 feet.
2. Rear and side elevations must be supplied for site plan review and must be consistent with the quality of the front elevations currently submitted. The design of the rear of the buildings shall be aesthetically appealing and shall not create a back of building appearance.
3. A detailed list of building materials for buildings proposed as well as amenity structures such as the gazebo.
4. A table providing the percentage of pervious, impervious and open space in the concept plan's project summary. In addition, provide a breakdown of the open space and permeable elements used in the calculation.
5. Planter islands along Maitland Boulevard should be provided in a more random pattern eliminating the monotony of standard format that is shown. Applicant should consider increasing or combining some islands, allowing a greater than the 100 foot distance between islands to diminish the mall parking lot appearance. While this may result in a lesser amount of planter islands, the number of canopy trees and overall square footage of planting areas should not be reduced. For example, combining two islands (eliminated islands marked with a red X) and place them in front of the drive isles between buildings 3 and 4, and 4 and 5 (marked in blue) to provide a larger canopy tree that would not block signage, shield headlights and prevent backing into a drive isle. The two eliminated islands can be used to retain the same parking numbers and avoid a treed island that might block building signage.



6. Landscaping design and amenities incorporating any existing trees, and use of layering using a variety of plants with differing mature heights, seasonal color and other site amenities (i.e. a gazebo, trellis, and yard/site furniture) to create the perception of a residential-scale development.
7. Applicant will install two rain gardens near the center gazebo which will include educational placards explaining the sustainable approach used to develop the rain gardens for patrons to enjoy. In addition, it will explain the multi-million-dollar reuse system deployed for the entire project in partnership with the Florida Department of Transportation.
8. Tree and shrub plantings enhancements should be considered to provide an additional buffer for Lake Faith Villas, as an increase to the existing perimeter buffer in place through the original PD.
9. Noise control measures demonstrating the methods used (i.e. screen wall, parapet, landscaping, etc.) to address how the noise attenuation is accomplished for the ac units/ compressors and drive through service uses, subject to approval by the City. These methods may include, but are not be limited to, noise attenuation for equipment such as shielding of A/C units and compressors and drive through speakers which won't exceed (60) dBA measured at adjacent residential lots.
10. Method/materials used to screen all rooftop mechanical equipment (all elevations) from the ground view, such as parapets or other acceptable screening methods.
11. Method/materials used to screen all mechanical equipment exterior to the building such as generators, etc.
12. ADA accessibility plan providing safe access to all buildings.
13. Bike/pedestrian circulation plan.
14. A master sign plan depicting the location, size and material of all signs, if different from the City Code requirements or any previously approved master sign plan.
15. Two water systems will be required. One for fire line and hydrants, the other for the potable water system that has the Master meter.

SITE CONSTRUCTION PERMIT

1. EV and bicycle parking will be provided as required by the City of Maitland land development code. The exact number and location will be determined during the

construction plan process.

Issues to discuss and acknowledge at Development Review Committee

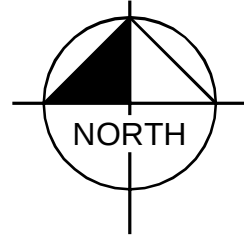
9. Proposed revision to include drive through uses could increase the number of trips anticipated for the development. Please provide an assessment of how the change in uses impacts the traffic study and trip distributions, including the stacking at the signal of Maitland Blvd and Trelago. **Please explain why the trip generation reports from 2021 are different than the one for 2022 for the shopping center? Also explain why the trips appear to be greater in the old report while the queue and stacking are shorter? Comment Not Addressed. 5/5/22**
- a. Please provide detailed calculations for the trip generation presented
 - b. Trip Generation – please explain the negative external entering trip generation for daily trips for the donut/coffee shop.
 - c. Trip Generation – please clarify Tables 1 through 3 to quantify pass-by trips, driveway trips and net-new trips.
 - d. Trip Generation/Distribution - The trip generation listed in Tables 2 and 3 does not match the trips assigned in the turning movement worksheets. The AM trip generation is off by 77 trips and the PM peak hour trips are off by 87 trips. These differences do not equate to the 6% assignment for retail and donut/coffee shop and the 30% distribution of office/hotel to Commerce Way. It also doesn't equal the pass-by trip allocation which appears to be 262 total trips in the AM peak period and 460 trips for the PM Peak Period. Please clarify
 - e. Trip Generation/Distribution – Pass-by traffic does not appear to have been assigned to the project driveways. The pass-by trips appear to be 262 trips during the AM Peak Period and 460 trips for the PM Peak Period. These trips should still be assigned to the driveways. It appears only the net new “external” trips have been assigned. The pass-by traffic will have different distribution patterns than the new trips and may have a significant impact on the queue calculations.
 - f. Trip Generation/Distribution – For Pass-by calculations, please confirm that the pass-by trips applied does not exceed 10% of the adjacent street background traffic.
 - g. Trip Generation /Internal Capture – please provide documentation of the internal capture calculations and the justification for exceeding 20% overall trip generation.
 - h. Trip Generation/Internal Capture/Distribution – Is 100% of the internal capture anticipated to be pedestrian traffic between the uses or will vehicular traffic interact between the driveways along Trelago Way? If 100% pedestrian activity is anticipated, please provide pedestrian distribution and a diagram illustrating pedestrian access across Trelago Way and the various uses. If vehicular access is anticipated between the uses along Trelago Way, please include the traffic in the appropriate driveway traffic volumes. It is acknowledged that this is not new traffic coming into the project via Maitland/Trelago Way.
 - i. Based upon the significant discrepancies in trip generation and trip assignment, detailed review of the analysis will be conducted upon revision based upon the above comments.
 - j. The traffic study mentions a SimTraffic simulation had been performed for the queue analysis, please provide all electronic files for review upon revision based upon the above comments

Comment not addressed 6.24.2022

10. Traffic Study for the approved development shows the access point closest to Maitland Blvd to be a restricted access. Please provide updated study that depicts the new traffic movements and details the safety of this connection. New Traffic Study Shows that the building intersection will not have any turning movements going from the Driveway 1 access to the existing apartments. Details of the safety or an explanation of the safety were not provided. The analysis and design approved in 2021, for a lot not yet completed, restricted access at Driveway 1 – this new analysis and design will allow for a full access. Please address the concern for safety and how the increase in traffic will not cause safety or stacking concerns. Comment Not Addressed. 5/5/22 Comment not addressed, see previous comments from City 6.24.2022

MATCHLINE, SEE SHEET PD3.4

EXHIBIT A

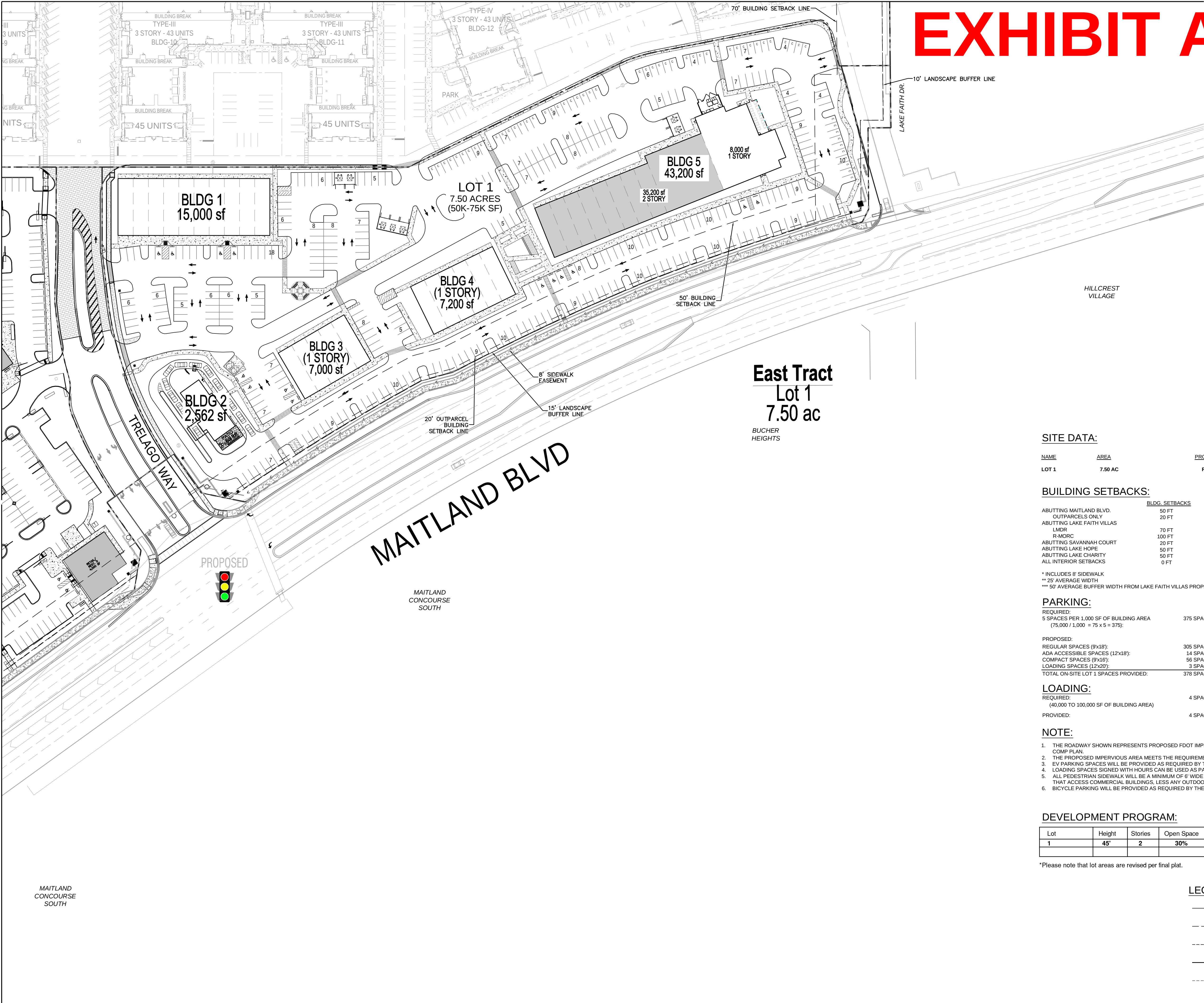


GRAPHIC SCALE IN FEET

A horizontal scale bar with tick marks at 0, 30, 60, and 120 feet. The bar is divided into three equal segments of 30 feet each. The first segment (0-30) is white, the second (30-60) is black, and the third (60-120) is white.

MATCHLINE, SEE SHEET PD3.3

MATCHLINE, SEE SHEET PD3.1



SITE DATA:

<u>NAME</u>	<u>AREA</u>	<u>PROPOSED USE</u>
LOT 1	7.50 AC	R-MORC

BUILDING SETBACKS:

	<u>BLDG. SETBACKS</u>	<u>LANDSCAPE BUFFERS</u>	<u>SJRWMD BUFFER</u>
ABUTTING MAITLAND BLVD.	50 FT	15 FT*	
OUTPARCELS ONLY	20 FT	15 FT*	
ABUTTING LAKE FAITH VILLAS			
LMDR	70 FT	10 FT MIN.***	
R-MORC	100 FT	10 FT MIN.***	
ABUTTING SAVANNAH COURT	20 FT	10 FT	
ABUTTING LAKE HOPE	50 FT	40 FT	25 FT**
ABUTTING LAKE CHARITY	50 FT	20 FT	25 FT**
ALL INTERIOR SETBACKS	0 FT	0 FT	

*** 50' AVERAGE BUFFER WIDTH FROM LAKE FAITH VILLAS PROPERTY LINE

PARKING:

REQUIRED:
5 SPACES PER 1,000 SF OF BUILDING AREA 375 SPACES
(75,000 / 1,000 = 75 x 5 = 375):

PROPOSED:	
REGULAR SPACES (9'x18'):	305 SPACES
ADA ACCESSIBLE SPACES (12'x18'):	14 SPACES
COMPACT SPACES (9'x16'):	56 SPACES
LOADING SPACES (12'x20'):	3 SPACES
TOTAL ON-SITE LOT 1 SPACES PROVIDED:	378 SPACES

LOADING:

REQUIRED: 4 SPACES
(40,000 TO 100,000 SF OF BUILDING AREA)

PROVIDED: 4 SPACES

NOTE:

1. THE ROADWAY SHOWN REPRESENTS PROPOSED FDOT IMPROVEMENTS FOR MAITLAND BOULEVARD PER APPROVED COMP PLAN.
2. THE PROPOSED IMPERVIOUS AREA MEETS THE REQUIREMENTS OF THE SJRWMD MASTER PERMIT NO. 142388-3.
3. EV PARKING SPACES WILL BE PROVIDED AS REQUIRED BY THE CITY OF MAITLAND LAND DEVELOPMENT CODE.
4. LOADING SPACES SIGNED WITH HOURS CAN BE USED AS PARKING WHEN NOT BEING USED FOR DELIVERIES.
5. ALL PEDESTRIAN SIDEWALK WILL BE A MINIMUM OF 6' WIDE THROUGHOUT THE SITE AND A MINIMUM OF 8' IN AREAS THAT ACCESS COMMERCIAL BUILDINGS, LESS ANY OUTDOOR RESTAURANTS, PLANTERS OR OUTSIDE FURNISHINGS.
6. BICYCLE PARKING WILL BE PROVIDED AS REQUIRED BY THE CITY OF MAITLAND LAND DEVELOPMENT CODE.

DEVELOPMENT PROGRAM:

Lot	Height	Stories	Open Space	Impervious	Area	BLDG SF
1	45'	2	30%	up to 85%	7.50 AC*	75,000

*Please note that lot areas are revised per final plat.

LEGEND:

- — — — — BUILDING SETBACK LINE
- - - - - LANDSCAPE BUFFER LINE
----- SJRWMD BUFFER (25' AVERAGE FROM NHWE)
— — — — — LMDR LINE
----- SIDEWALK EASEMENT

Kimley»»Horn

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LICENSED PROFESSIONAL

ONATHAN A. MARTIN, P.E.

FLORIDA LICENSE NUMBER
54055

SITE PLAN SE

MAITLAND
CONCOURSE NORTH

SHEET NUMBER
PD3.2

[Excerpted from response letter to City of Maitland, from Jonathan Martin, PE dated March 3, 2022]

P & Z Direction to Staff for Petition No. 2021-03 (AZ-PD) MCN Lot 1 – January 6, 2022

1. Consider eliminating all or several drive-through uses;

Response: The drive-thru was removed from Buildings 1 and 4.

2. Consider 'curbside takeout' style digital ordering (specifically on Building 4, which seems well suited for it);

Response: The drive thru was removed from Building 4.

3. Enhance landscaping on eastern property boundary as buffer to residences;

Response: The proposed site plan allows for more landscape buffering than the previously approved LUP.

4. Develop a sidewalk on Lake Faith Drive/relocate NE corner sidewalk to along perimeter (Lake Faith Drive);

Response: A sidewalk has been added on the west side of Lake Faith Drive providing additional pedestrian connectivity to Maitland Boulevard.

5. Review potential impacts of trucks and buses on Lake Faith Drive;

Response: The proposed project has been designed to be an integrated development and all access points meet design standards.

6. Accommodate the existing OCPS bus stop;

Response: The residential uses within the PD and Lake Faith Villas needs to coordinate bus stop locations/accommodations with Orange County Public Schools.

7. Develop pedestrian access north of Building 5;

Response: A pedestrian access is provided.

8. Consolidate or relocate refuse areas;

Response: The refuse areas have been consolidated where practical.

9. Utilize fully enclose dumpsters;

Response: All trash areas are shown fully enclosed with walls and gates.

10. Study patterns of existing and likely pedestrian circulation and match with proposed pathways;

Response: The proposed pedestrian pathways provide excellent connectivity across the site and are a result of careful consideration.

11. Consider if pathways accommodate bikes or other non-motorized transit as well as pedestrians;

Response: All pathways are a minimum of six feet (6') wide as requested by City staff.

12. Analyze percentage of area dedicated to drive-through uses, consider the percentage of frontage on Maitland Blvd dedicated to drive-through uses;

Response: Only one drive-thru is proposed at this time.

13. Review additional trip generation of drive-through uses, including consideration of proximity to interstate highway;

Response: Alternative variables were reviewed for trip generation for drive-through uses. There are no variables or adjustment factors related to proximity to interstates or highways. Since the setting/location for these uses are General Urban/Suburban, it is highly likely that many of the sites are located near interstates. However, there are no data to differentiate which sites are near an interstate and which sites are not near an interstate. The trip distribution for the site assumed the roadway network which includes I-4 and Maitland Boulevard. It is noted that pass-by and diverted link analyses are often limited to 10% of the adjacent street traffic. While this number is arbitrary and not supported by data, the pass-by assumed for the drive through uses represent approximately 2.5% percent of the traffic on Maitland Boulevard, so there is no need to consider diverted trips from I-4 above and beyond the trips using I-4 as their typical route. For long-range trips on the interstate that might be thirsty for coffee, there are options for Starbucks that are significantly closer than Maitland Concourse, for example, two options on SR 434, one on SR 436, and one on Lee Road.

14. Consider noise impacts of outdoor dining; and

Response: The project will meet the approved PD noise requirements.

15. Examine whether NE access point it too close to existing E-W drive.

Response: The proposed access points provide adequate spacing.

EXHIBIT C

PD plan for Lot 1 approved in 2016 Maitland Concourse North rezoning (Ordinance no. 1303)

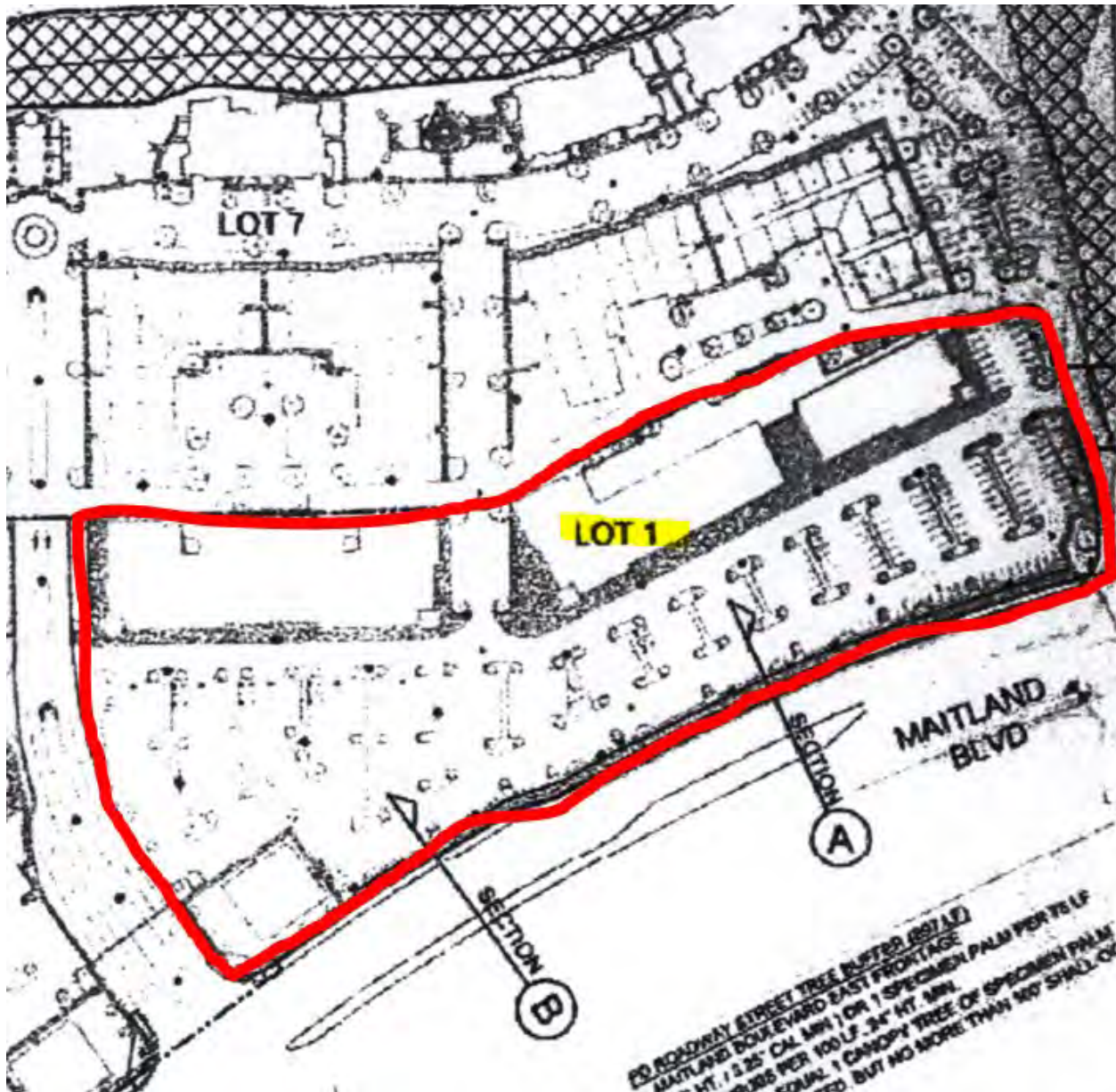


EXHIBIT D

[Proposed Front Building Elevation for Building 5]



All measurements are subject to change. Not for construction.

2180FTL - TRELAGO RETAIL - Building 5

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South Elevation

1/32" = 1'-0"

04.22.2022

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