



City Commission Regular Meeting

Agenda

November 10, 2021 @ 3:30 pm

City Hall - Commission Chambers
401 S. Park Avenue

welcome

Agendas and all backup material supporting each agenda item are accessible via the city's website at cityofwinterpark.org/bpm and include virtual meeting instructions.

assistance & appeals

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office ([407-599-3277](tel:407-599-3277)) at least 48 hours in advance of the meeting.

"If a person decides to appeal any decision made by the Board with respect to any matter considered at this hearing, a record of the proceedings is needed to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105).

please note

Times are projected and subject to change.

1. Meeting Called to Order**2. Invocation**

- a. Reverend Kathy Beasley, Central Florida Center for Spiritual Living 1 minute

Pledge of Allegiance**3. Approval of Agenda****4. Mayor Report**

- a. Proclamation - Week of the Family 5 minutes
- b. Proclamation - Small Business Saturday 5 minutes
- c. Proclamation - Eastbank House 150th Anniversary 3 minutes

5. City Manager Report

- a. Meet your Department: Planning & Transportation 10 minutes
- b. Confirmation of Director of Building and Permitting Services candidate Gary L. Hiatt, CBO 2 minutes
- c. City Manager's Report 5 minutes
- d. CIP Report 5

6. City Attorney Report**7. Non-Action Items**

- a. Appointments to Orange Avenue Overlay Architectural Review Board (Mayor Anderson and Commissioner Sullivan) 1 minute
- b. Discussion of Progress Point park design. 20 minutes

8. Public Comments | 5 p.m. or soon thereafter

(if the meeting ends earlier than 5:00 p.m., the citizen comments will be at the end of the meeting)

(Three minutes are allowed for each speaker)

9. Consent Agenda

- a. Approve the minutes of the regular meeting, October 27, 2021 1 minute
- b. Approve the minutes of the work session, October 28, 2021 1 minute
- c. Approve the following contracts: 1 minute

1. Graef-USA, Inc. - Renewal of RFQ-19-2018 - Professional Structural Engineering Consulting; Amount: \$75,000 for services on an as needed basis during the term of the Agreement.
 2. Irvine Mechanical, Inc. - Renewal of IFB19-19 - HVAC Installation, Repair & Replacement Services; Amount: \$300,000 for services on an as needed basis during the term of the Agreement.
 3. Advanced Compatible Solutions, Inc. - Renewal of FY19-10 - Fire Alarm System & Monitoring; Amount: \$150,000 for services on an as needed basis during the term of the Agreement.
- d. [Approve the following piggyback contracts:](#) 1 minute
1. SDD International, Inc. - State of Florida Contract #46000000-21-STC - Defense Products; For goods on an as-needed basis during the term of the Agreement, contract term through September 30, 2024; Amount: \$75,000 for FY22.
 2. Lawmen's and Shooters' Supply, Inc. - State of Florida Contract #46000000-21-STC - Defense Products; For goods on an as-needed basis during the term of the Agreement, contract term through September 30, 2024; Amount: \$50,000 for FY22.
 3. Stop Stick, Ltd. - GSA Contract #47QSWA19D0035 - Pursuit Control and Prevention Devices; For goods on an as-needed basis during the term of the Agreement, contract term through January 31, 2024; Amount: \$75,000 for FY22.
 4. USA Services of Florida, Inc. - City of Daytona Beach Contract #13-159 - Mechanical Sweeping Services; For services on an as-needed basis during the term of the Agreement; Amount: \$225,000 for FY22.
 5. Aquatic Weed Control, Inc. - Orange County Contract #Y18-178 - Aquatic Restoration & Management Services; For services on as needed basis for the remainder of the current term; Amount: \$215,000 through 4/10/2022.
 6. Motorola Solutions, Inc. - Orange County Contract #Y18-170-MV - Motorola Services; For services on as needed basis during the term of the Agreement; Amount: \$170,000 for FY22.

10. Action Items Requiring Discussion

- a. [Funding for Ideal Women's Club Roof Replacement](#) 10 minutes

- | | | |
|----|--|------------|
| b. | Swoope Property Notice-to-Dispose (NOD) Responses | 30 minutes |
| c. | Funding for brick street leveling and canal dredging | 20 minutes |

11. Public Hearings

- | | | |
|----|--|------------|
| a. | Ordinance - Amending adopted FY21 Budget (2nd Reading) | 2 minutes |
| b. | Ordinance amending section 58-89 of the City Code concerning zoning changes and amendments; adding a subsection concerning superseding clauses within zoning code text amendments and clarifying provisions relating to persons who may make applications for zoning text and map amendments. (2nd Reading) | 5 minutes |
| c. | Continued to December 8, 2021 City Commission per staff.
Request of Z Properties for: Approval to enlarge and maintain city-owned retention pond located behind 341 N. Pennsylvania Avenue and to route stormwater retention for previously approved office building located at 301 N. Pennsylvania Avenue to the city-owned retention area. | 1 minute |
| d. | Ordinance - Establishing Multi-Modal Transportation Impact Fee (1st Reading) | 40 minutes |
| e. | Ordinance - Amending Land Development Code creating language for the Orange Avenue Overlay (1st Reading) | 60 minutes |

12. City Commission Reports

13. Summary of Meeting Actions

14. Adjournment



City Commission **agenda item**

item type Invocation	meeting date November 10, 2021
prepared by Rene Cranis	approved by
board approval	
strategic objective	

subject

Reverend Kathy Beasley, Central Florida Center for Spiritual Living

motion / recommendation

background

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type Mayor Report	meeting date November 10, 2021
prepared by Craig O'Neil	approved by
board approval	
strategic objective	

subject

Proclamation - Week of the Family

motion / recommendation

background

- Orange County's Annual Week of the Family "My Family; My Compass!" is November 6 - 13, 2021.
- Mayor Anderson will present Winter Park's annual proclamation.

alternatives / other considerations

fiscal impact



City Commission agenda item

item type	Mayor Report	meeting date	November 10, 2021
prepared by	Craig O'Neil	approved by	
board approval			
strategic objective			

subject

Proclamation - Small Business Saturday

motion / recommendation

- Small Business Saturday is November 27, 2021.
- Mayor Anderson will present Winter Park's annual proclamation in support of small businesses.

background

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type Mayor Report	meeting date November 10, 2021
prepared by Clarissa Howard	approved by
board approval	
strategic objective	

subject

Proclamation - Eastbank House 150th Anniversary

motion / recommendation

background

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type City Manager Report	meeting date November 10, 2021
prepared by Bronce Stephenson	approved by Bronce Stephenson, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Meet your Department: Planning & Transportation

motion / recommendation

background

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type City Manager Report	meeting date November 10, 2021
prepared by Michelle del Valle	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Confirmation of Director of Building and Permitting Services candidate Gary L. Hiatt, CBO

motion / recommendation

Confirm Gary L. Hiatt, CBO as the City's next Building and Permitting Services Director.

background

The City Charter calls for confirmation of Department Heads by the City Commission.

Sec. 4.05. - Powers and duties.

The *city manager* shall: (b) Appoint department heads and the *city* clerk subject to the confirmation by the *city* commission.

The City has conducted a recruitment search for the position of Building and Permitting Services Director and recommends Gary L. Hiatt, CBO to serve as the next department head in that role. Mr. Hiatt comes to the City with over 19 years experience as a Certified Building Official and many more years within the profession. He most recently served at Chief Building Official for the City of South Daytona Beach and prior to that Flagler County. Mr. Hiatt is also a Certified Fire Inspector and has served as an Adjunct Instructor for Daytona State College.

Upon confirmation, Mr. Hiatt would join our team on Monday, November 30, 2021.

alternatives / other considerations

fiscal impact

ATTACHMENTS:

[Gary Hiatt resume.pdf](#)

Gary L. Hiatt, CBO

Phone: (386) 566-3621

Email: ghiatt60@gmail.com

108 N. Ridgewood Avenue
Ormond Beach, Florida 32174

Professional Profile

- Certified Building Official with over 19 years' experience
- Certified Fire Inspector
- Proven dedication to enforcement of all state and locally adopted codes and ordinances

Experience

Building Inspector II

Volusia County, Florida

(June 2021 to Present)

Conduct field inspections to ensure compliance with all state and locally adopted codes and ordinances.

Chief Building Official

City of South Daytona, Florida

(March 2013 to May 2021)

Supervise Building, Code Enforcement and Rental Housing Program for the enforcement of all state and locally adopted codes and ordinances. Responsible for issuance of all permits.

Chief Building Official

Flagler County Board of County Commissioners, Florida

(October 2003 to March 2013)

Supervise Building, Code Enforcement, and Contractor Licensing Division for the enforcement of all state and locally adopted codes and ordinances. Responsible for issuance of all permits. Through Interlocal Agreements served as the Chief Building Official for Flagler County School Board (December 2008 – March 2013), Town of Beverly Beach (June 2011 – March 2013), and City of Flagler Beach (December 2003 – October 2012).

Contract Chief Building Official

City of South Daytona, Florida

(October – November 2003, April – May 2004, November 2004 – May 2005)

Contract Building Official during absence of a full time Building Official. Supervise Building Department for the enforcement of all state and locally adopted codes and ordinances. Responsible for issuance of all permits. Responsible for all associated inspections for each permit.

Chief Building Official

City of South Daytona, Florida

(June 2002 to October 2003)

Supervise Building, Code Enforcement and Rental Housing Program for the enforcement of all state and locally adopted codes and ordinances. Responsible for issuance of all permits.

Adjunct Faculty

Daytona State College, Florida

(February 1997 to December 2019)

Adjunct faculty for the purpose of teaching adult basic education at incarcerated locations.

Plans Examiner

City of Ormond Beach, Florida

(August 1996 to June 2002)

Review commercial and residential building plans for compliance with all state and locally adopted codes and ordinances. Calculated applicable fees. Assisted with field inspections.

Business Partner/Field Superintendent **Thermo-Shield Homes Inc, Florida**

(1980 to 1996)

Supervise field personnel in the construction of custom residential homes. Residential Contractor license obtained March 1985. General Contractor License (CGC038785) obtained November 1986. Roofing Contractor License (CCC056719) obtained February 1993.

Other Major Positions and Accomplishments

- State BOAF Building Official of the Year 2006
- Local BOIA Building Official of the Year 2003-2004; 2004-2005; 2005-2006 (voted by peers)
- Selected as an instructor by the Building Official Association of Florida (BOAF) for the first statewide cross training classes for building inspectors – 2006 and 2007
- Building Official and Inspector Association for Volusia and Flagler Counties Secretary 2002-2004; President 2004-2006, Training Coordinator 2007
- Volusia /Flagler Unified Code Committee Vice Chairman 2003-2004; 2008-2009; Chairman 2004-2005; 2009-2010
- President Volusia/Flagler Building Official and Inspectors Association 2014-2015

Education

Stetson University, DeLand, Florida

Bachelor of Business Administration – Graduated 1982

Daytona Beach Community College, Daytona Beach, Florida

Associate of Arts – Graduated 1980

License and Certifications

Building Code Administrator – BU1055

Plans Examiner – PX1309

Residential Inspector – BN2921

Building Inspector – BN2921

Certified Fire Inspector I – 124690

Certified Fire Inspector II – 124690

ICC Commercial Plumbing Inspector – 5183586

ICC Commercial Plumbing Plans Examiner – 5183586

Emergency Management Institute FEMA ICS 100,200, 300, 700, 800b

References

Becky Witte

Deputy City Clerk

City of South Daytona

1762 S. Ridgewood Avenue

South Daytona, Florida 32119

Phone: (386) 301-2768

Charles Merenda

Growth Management Director

Flagler County Board of County Commissioners

1769 E. Moody Blvd, Building 2, Suite 103

Bunnell, Florida 32110

Phone: (386) 986-7484

Robert Snowden

Chief Building Official

Flagler County Board of County Commissioners

1769 E. Moody Blvd, Building 2, Suite 103

Bunnell, Florida 32110

Phone: (386) 566-5665



City Commission **agenda item**

item type City Manager Report	meeting date November 10, 2021
prepared by Jennifer Guittard	approved by Peter Moore, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

City Manager's Report

motion / recommendation

background

alternatives / other considerations

fiscal impact

ATTACHMENTS:

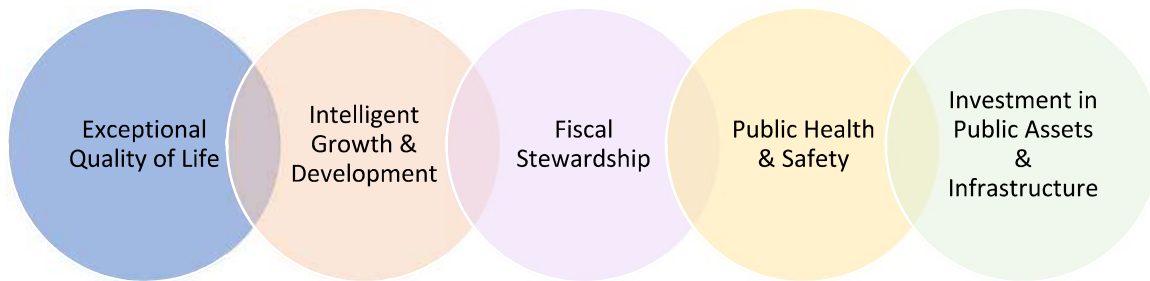
[90Day Report 11.10.21.pdf](#)



90-Day Report

This outline provides a timetable for issues and items that are planned to come before the commission over the next three months as well as the status of initiatives that do not have any determined completion date. These are estimates and will be updated on a monthly basis.

City of Winter Park Strategic Objectives



Upcoming Commission Items

Title 1: Exceptional Quality of Life

Item	Description	Item Department	Item Date
B/O Conversion	Approval of ARPA funding for conversion of gas powered landscape maintenance tools to battery operated.	Parks & Recreation	Dec
Dinky Dock Improvements	Approval of ARPA project funding by commission.	Parks & Recreation	Dec
Meadows Recreation Area Improvements	Approval of ARPA funding for upgrade to Meadows recreation area.	Parks & Recreation	Dec
Shady Park and MLK Proposed Improvements	Discuss the proposed MLK Unity Memorial and proposed Shady Park Improvements.	Parks & Recreation	Jan

Title 2: Intelligent Growth & Development

Item	Description	Item Department	Item Date
Dec Planning Public Hearings	Winter Park Christian Church - 740/760 Lakemont Avenue: Request to build a replacement Church on the Lakemont Avenue frontage and to develop, subject to Comp. Plan FLU map change, Zoning Map change from R-1A to PURD and Subdivision Plat Approval, the rear 5.25 acres with 13 single family homes and 12 townhouses.	Planning & Transportation	Dec
Meet your Department Presentation	The Police Department will present their video to increase awareness of the various city services their department provides.	Police	Dec
Historic Rehab Grant	The Staff and Mr. Shapiro are meeting to discuss other exterior repair work that may be necessary, at property 1565 Orange Avenue, to bring alternatives back to the City Commission.	Planning & Transportation	Dec
Multi-Modal Transportation Impact Fee	Public Hearing of proposed Multi-Modal Transportation Impact Fee. If approved and adopted it would require new development to fund infrastructure necessitated by new growth.	Planning & Transportation	Dec
Meet your Department Presentation	The Administration Department will present their video to increase awareness of the various city services their department provides.	Administration	Jan

Title 3: Investment in Public Assets & Infrastructure

Item	Description	Item Department	Item Date
CDBG Agreement	Agreement for Orange County Community Development Block Grant (CDBG) funds for free WiFi on Denning Drive.	CRA	Dec

Additional Items of City Interest

Title 3: Exceptional Quality of Life

Item	Description	Item Department
Library & Events Center	Construction at the Library and Events Center is complete. Final cleaning is scheduled for the first week in November. Library books will be packed the first week of November and moved the following week. Library bookcase installation began on October 25th and will continue through November 10th.	Public Works

Title 4: Intelligent Growth & Development

Item	Description	Item Department
Sustainability Plan	A work session was held October 28 to discuss the updated Sustainability Action Plan (SAP). Based on City Commission feedback, staff will make further revisions and to be presented at a future Commission meeting. A draft ordinance related to electric/battery powered leaf blowers is also being prepared for consideration.	Sustainability & Planning

Title 5: Investment in Public Assets & Infrastructure

Item	Description	Item Department
Electric Undergrounding	Miles of Undergrounding performed Project G: 4.12 miles 99% complete Project J: 1.9 miles 1% complete Project L: 7.2 miles 5% complete Reliability project Q: 1.85 miles 72% complete Project R: 4.31 miles (22% complete) Commission approved advancement TOTAL so far for FY 2022: 0.7 miles	Electric

Upcoming Advisory Board Meetings

This report provides a summary of upcoming board meetings currently scheduled on the calendar for the next month.

Additional information relating to all of the City's boards such as meeting schedules, agendas, minutes, and board membership can be located on the City website at: <https://cityofwinterpark.org/government/boards/>

November Board Meetings

Advisory Board	Meeting Date	Meeting Time
Civil Service Board	11/2/21	4 p.m.
Planning & Zoning Board	11/2/21	6 p.m.
Winter Park Police Officers' Pension Board	11/4/21	4 p.m.
Winter Park Firefighters' Pension Board	11/4/21	6 p.m.
Economic Development Advisory Board	11/9/21	8:15 a.m.
Lakes & Waterways Advisory Board	11/9/21	Noon
Historic Preservation Board	11/10/21	9 a.m.
Community Redevelopment Advisory Board	11/11/21	5:30 p.m.
Public Art Advisory Board	11/15/21	Noon
Transportation Advisory Board	11/15/21	4 p.m.
Keep Winter Park Beautiful & Sustainable	11/16/21	2 p.m.
Board of Adjustments	11/16/21	5 p.m.
Parks & Recreation Advisory Board	11/17/21	5:30 p.m.
Tree Preservation Board	11/23/21	5 p.m.

Upcoming Work Sessions

This report provides a summary of upcoming work sessions currently scheduled on the calendar for the next three months.

Work Sessions	Meeting Date	Meeting Time
City Commission Work Session	11/11/21	1 p.m.
Joint Work Session with P&Z	11/17/21	6 p.m.
Planning & Zoning Board Work Session	11/23/21	Noon
City Commission Work Session	12/8/21	1:00 p.m.



City Commission **agenda item**

item type City Manager Report	meeting date November 10, 2021
prepared by Jennifer Guittard	approved by Peter Moore, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

CIP Report

motion / recommendation

background

alternatives / other considerations

fiscal impact

ATTACHMENTS:

[CIP Report 11.10.21.pdf](#)



This report is updated monthly to monitor capital projects occurring throughout the city and to provide information about recently completed projects. The project status options have been adjusted to (Planning, Active, Pending). To define; all projects in design, research, or review are in the Planning status. All projects with purchases, construction, and implementation are in the Active status. The remaining projects have a Pending status that have stopped the planning or active work of a project such as pending review and approval, additional funding, and scheduling.

Count by Status

Project Status	Planning Status	Active Status	Pending Status
Count Total 61	21	25	15

Title 1: Planning Status

Project	Project Update	Strategic Objective	Division
1792 Streetscape Imp.	MOU amendment approved at CRA meeting 1/27/20. Design review underway by FDOT and staff including lighting and landscaping. The latest FDOT public meeting was held on April 29th. FDOT in process of due diligence and potential ROW acquisition.	Intelligent Growth & Development	CRA
Central Park Stage	Construction documents underway. RFP solicitation planned for after the new year.	Exceptional Quality of Life	CRA
CRA MLK Park Improvements	Joint meeting between PRAB and CRAAB in June to review concept. Partial funding included in CRA budget for FY 21-22. Consultants enlisted to draft design and assist with stakeholder input.	Exceptional Quality of Life	CRA
Dinky Dock Renovations	Parking lot re-design underway. Pending project to potentially be funded through ARPA.	Exceptional Quality of Life	Parks
Downtown Enhancements	Small scale improvements complete including repainting of light poles and replacement of trash and recycling cans. Assessing further needs for downtown enhancements.	Exceptional Quality of Life	CRA
EL Substation upgrades	Currently negotiating an agreement with OUC to assess, maintain, and upgrade substations. OUC legal is reviewing agreement expecting response by mid November.	Investment in Public Assets & Infrastructure	Electric

Project	Project Update	Strategic Objective	Division
FDOT 17-92 UT Line Relocate	Planning scope of work with consultant. Preliminary design by consultant is anticipated for June 2022.	Investment in Public Assets & Infrastructure	Water & Sewer
Field & Tennis Lighting	Light upgrades at Ward park baseball field 1 and WP Tennis Center soft courts are being scheduled with MUSCO lighting.	Exceptional Quality of Life	Parks
Fire Safety Equipment	The Alerting system is in finalizing interfaces with IT with expectations of going to bid. The upgrading of the Emergency Dispatch CAD system will commence after the Alerting system.	Public Health & Safety	Fire
Golf Course Enhancements	First Tee and Hardscape design have been completed by KCR and Dix Hite as approved by Golf Advisory Board. New patio furniture, tv's, and other such items are in the process of being purchased. Due to timing and supply chain issues major hardscape work and tee work will hold until Spring at recommendation of KCR.	Exceptional Quality of Life	Parks
Kennedy Rd Wide Force Mn	Received roadway documents from County and reviewing for existing force main conflicts. Construction estimated for May 2023.	Investment in Public Assets & Infrastructure	Water & Sewer
Lift Station R&R	Designing upgrades for Lift Station #47 (Ranger) and #23 (Solana). Reviewing lift station conditions for future rehabilitations next fiscal year.	Intelligent Growth & Development	Water & Sewer
Progress Pointe Redevelopment	Addendum to contract that addresses additional design elements requested by Commission was received on 10/26 and executed addendum was submitted to ACi on 11/1. City staff will be meeting with ACi on Monday, November 8 and time table for deliverables will be set at that time. Seven (7) 20"+ caliper live oaks have been secured and are being prepared for transport and planting between late January and mid-February. Grading plan for site that will allow for tree planting will be expedited to ensure project stays on track for time sensitive tree planting. Design for Palmetto realignment is nearing completion and will allow for construction to begin in early to mid 2022. Updated conceptional park plan for entirety of site will be brought back for	Investment in Public Assets & Infrastructure	Parks

Project	Project Update	Strategic Objective	Division
	review and approval upon completion by ACi/Land Design.		
Ravadauge Lift Station	Preliminary design underway for design and modeling of pump station and force main. Draft results anticipated December 2021.	Investment in Public Assets & Infrastructure	Water & Sewer
Richard Crotty Pkw	Roadway project pushed back by Orange County to begin construction Spring 2025. Water and wastewater utilities design 95% complete.	Investment in Public Assets & Infrastructure	Water & Sewer
Shady Park Area Improvements	Splash pad area demolition complete. Public feedback underway including online/physical surveys and notices through Parks Department digital and physical platforms. Two public meetings were held. Comments were made by the Parks board in October and will have CRA Advisory Board comments in November. Review by the Agency is tentatively scheduled for December/January.	Exceptional Quality of Life	CRA
Solar Awning Construction	RFP selection from committee is November 9th with Commissions review and approval at December Commission meeting.	Intelligent Growth & Development	Electric
Stormwater Improvements	Final report received by staff. Coordination with existing projects underway to maximize timing and resources. This includes review of Lake Mendon and MLK Park.	Investment in Public Assets & Infrastructure	CRA
SunRail Safety Mitigation	City staff resubmitted the project to FDOT, and the Department has approved the project. City staff is re-evaluating the project costs and coordinating with contractors to develop a schedule.	Investment in Public Assets & Infrastructure	Transportation
UT Lines 434 Road Widening	Design is 90% complete. FDOT has delayed roadway project bid until December 2022.	Investment in Public Assets & Infrastructure	Water & Sewer
Ward Park Improvements	Planning new baseball field fencing for Summer 2022 installation.	Exceptional Quality of Life	Parks

Title 2: Active Status

Project	Project Update	Strategic Objective	Division
Bicycle & Pedestrian Improvement	Construction of sidewalk on Dundee is 90% completed. Camellia Avenue sidewalk project will commence in FY22.	Exceptional Quality of Life	Transportation

Project	Project Update	Strategic Objective	Division
Cemetery Improvements	Monument Warehouse was awarded the contract for fabrication/installation of Pineywood Columbarium in late March. Design approved by PRAB approval at June PRAB meeting. Structures are currently being fabricated and should be delivered and installed in early Spring 2022. Site preparations and landscape/greenscreen install is underway.	Investment in Public Assets & Infrastructure	Parks
CRA Small Projects	Canton & Garfield pedestrian connection. Project provides access and pedestrian safety as an enhanced route adjacent to the railroad tracks. It also includes a cooperative effort to mitigate the exposed dumpster location at the end of Garfield Avenue. Comments from FDOT received. Additional geotechnical analysis was submitted to assist with comments. Permit approval with coordination on timeline and construction underway. Estimated timeline is before the end of the calendar year. Other projects include completion of parking sensor install at the Park Place Garage (southwest corner of Park and Canton) and funding installation of rapid rectangular flashing beacons on Denning Drive.	Intelligent Growth & Development	CRA
Denning/ Fairbanks Traffic & SW	Purchase of both 901 and 919 W. Fairbanks has been completed and Public Works is setting up the date to demolish the existing structures. Property purchases are consistent with CRA plan to address park acquisition and transportation needs.	Investment in Public Assets & Infrastructure	CRA
Electric Undergrounding Project	Miles of Undergrounding performed Project G: 4.12 miles 99% complete Project J: 1.9 miles 1% complete Project L: 7.2 miles 5% complete Reliability project Q: 1.85 miles 72% complete Project R: 4.31 miles (28% complete) Commission approved advancement TOTAL so far for FY 2022: 0.7 miles	Investment in Public Assets & Infrastructure	Electric
ERP Software Project	Utility Billing Go Live is now tentatively scheduled for February 2022. Next step is to ensure we can run a full bill cycle in the	Fiscal Stewardship	IT

Project	Project Update	Strategic Objective	Division
	new software. After that, there will be staff training and parallel testing. Code Enforcement has been pushed to December 2021.		
Facility Capital Improvements	Scheduling HVAC replacements for the other water plants with installs to be completed over the next couple of months. Lake Island Hall, and MLK maintenance are scheduled to be painted when construction of Air Quality Building is complete next week.	Investment in Public Assets & Infrastructure	Public Works
Improve Howell Branch Preserve Property	The FDEP approved the restrictive covenant and our commencement request. The Commission approved the contract for exotic vine control by Aquatic Weed Control, Inc. Work began in May. City has engaged Dix Hite to begin public input and master plan process for park trail system.	Investment in Public Assets & Infrastructure	Public Works
Improve Mead Garden	City and Mead are coordinating major CIP projects related to ADA restrooms, parking lot improvements, and ADA pathways. Parking lot renovations have begun with overflow lot completed. ADA restrooms construction is underway. ADA trail work will begin later this fall (after wet season).	Exceptional Quality of Life	Parks
IT Infrastructure Upgrade	Funding being utilized for modernization of access controls and video management systems throughout the City.	Fiscal Stewardship	IT
Killarney Estates Parklet	Contractual work for construction of a parklet at the intersection of Broadview Avenue, Grove Avenue, and Dallas Avenue began June 29th, 2021 and was completed August 25th. City staff completed the Electric lighting and is now working to schedule the sod/tree installation as the final stage of the project. The parklet project is anticipated to be completed by the end of November.	Exceptional Quality of Life	Transportation
Library	Construction at the Library and Events Center is complete. Final cleaning is scheduled for the first week in November. Library books will be packed the first week of November and moved the following week. Library bookcase installation began on October 25th and will continue through November 10th.	Exceptional Quality of Life	Public Works

Project	Project Update	Strategic Objective	Division
MLK Air Quality Building	Orange County is expected to begin transition to the new building the week of November 8th with demolition of the existing building week of November 22nd.	Intelligent Growth & Development	Public Works
N Lakemont Seminole Ditch	Preapplication meeting and a field investigation have been completed with the SJRWMD. Agreement approved by the City Commission at the October 13, 2021 meeting and is being scheduled for Seminole County Commission approval in November.	Investment in Public Assets & Infrastructure	Stormwater
New York Streetscape	Improvement highlights include pedestrian crosswalks, ADA compliant intersection improvements, and mast arms at Fairbanks and New York. This Phase 1 portion at the intersection is underway and will take 4 – 6 months. The CRA Agency adopted the budget for FY22 and approved \$400k to execute the full scope of the project, which includes the paving, sidewalk and other improvements along New York Ave. The timeline for this portion is still being developed.	Intelligent Growth & Development	CRA
Park Surface and Feature Restorations	Phelps Park Playground has been renovated and re-opened to the public. Tennis courts at Phelps are currently under construction with the addition of 2 pickleball courts.	Exceptional Quality of Life	Parks
Post Office Acquisition	The request for Letters of Interest has been issued, and returned. Pending Commission discussion.	Investment in Public Assets & Infrastructure	CRA
Sewer Capacity	Purchase of additional wastewater treatment capacity with City of Altamonte Springs in contract negotiations. Provided draft agreement language to City of Altamonte for review. Scheduling follow up negotiations for November 2021.	Investment in Public Assets & Infrastructure	Water & Sewer
Showalter Improvements	Pad has been installed, new commercial grill received, waiting on delivery and installation of pavillion structure. This upgraded cooking area is estimated for completion December 2021.	Exceptional Quality of Life	Parks
Signalization Upgrade	New Traffic controllers have been installed at the four intersections. City staff is working with Temple Inc. to download the software for the wireless signal effort. Once software is installed, City staff will be trained on the software and wireless	Investment in Public Assets & Infrastructure	Transportation

As of 11/10/21, pg6

Project	Project Update	Strategic Objective	Division
	infrastructures will be fully implemented for the four months trial.		
Stormwater Rehab	Construction of the Morse Blvd drainage improvements is complete. Other projects being scheduled for construction are: fleet maintenance wash down area, ponds construction at Ward Park, Greentree Drive, Lakefront Blvd drainage improvements, and Via Almalfi drainage improvements.	Investment in Public Assets & Infrastructure	Stormwater
Upgrade Water Mains	Upgrading water mains in Lake Knowles Terrace, Flora Park, Winter Park Heights and Conwell Estates subdivisions.	Investment in Public Assets & Infrastructure	Water & Sewer
Water Treatment Plants R&R	Replacement sodium hypochlorite tanks at Magnolia, Aloma and Swoope WTPs have been purchased and delivered. Scheduling in house installation and configuration January-April 2022 per staff availability.	Investment in Public Assets & Infrastructure	Water & Sewer
Winter Park Sports Complex	Department is working with Field Turf for design and OCPS to resolve parking concerns for WPHS athletics. Parking lot improvements are underway. The City is working with the City Attorney to add addendum to OCPS Showalter contract and Nidy working on design of sport turf fields. Baseball field improvements at Field 6,7,and 8 are scheduled for summer 2022.	Investment in Public Assets & Infrastructure	Parks
WP Estates WW Plant	Replacement generator under fabrication. Estimated delivery in January 2022.	Investment in Public Assets & Infrastructure	Water & Sewer

Title 3: Pending Status

Project	Project Update	Strategic Objective	Division
Cady Way Pool Improvements	Replacement of filtration system is being scheduled for Winter 2022.	Exceptional Quality of Life	Parks
Decorative Lights and Trees in CRA	140 total decorative lights have been installed. Coordination with Electric Utility on assessment of light replacements/additions as needed.	Intelligent Growth & Development	CRA
Denning Dr. Intersection	Approved project complete. Extension to railroad north under consideration. Early extension estimated at \$400k, but requires further review. Staff anticipates bringing forward for discussion in this fiscal year.	Investment in Public Assets & Infrastructure	CRA

As of 11/10/21, pg7

Project	Project Update	Strategic Objective	Division
East OC Service Improvement	Pending in house availability to planning redirection of flow to East plant. Anticipated priority for fall 2021.	Investment in Public Assets & Infrastructure	Water & Sewer
Lake Bell Weir Improvements	Pending monitoring assessment.	Investment in Public Assets & Infrastructure	Stormwater
Meter Data Management Upgrade	Implementation of new cloud based software and integration with Tyler. This is dependent upon Tyler's schedule for the Utility Billing module. There is some coordination involved between Harris SmartWorks MDM software and Tyler Munis. Harris is waiting for information from Tyler and are on hold until Tyler provides it.	Investment in Public Assets & Infrastructure	Water & Sewer
Park Pavilions	Pending project scope for replacement of Ward and Mead Pavilions.	Investment in Public Assets & Infrastructure	Parks
Sewer Main Extensions	Extension of sewer mains to support new development or redevelopment. Harold Avenue sewer main extension pending finalizing negotiations with City of Altamonte Springs. Anticipated work to begin after contract finalization in Fall 2021.	Investment in Public Assets & Infrastructure	Water & Sewer
St. Andrews Trail	Design completed for which the City has been reimbursed by the FDOT. Construction is on hold until FDOT funding is released in 2023.	Investment in Public Assets & Infrastructure	Transportation
Stirling Bridge Replace	Pending permits determination and labor availability.	Investment in Public Assets & Infrastructure	Stormwater
Storage Building Cemetery/Golf	Pending property determination.	Exceptional Quality of Life	Parks
Substation Transformers	Pending monitoring assessment of transformer.	Fiscal Stewardship	Electric
Tennis Center Upgrades	Pending project scope for replacement of pickleball space with block hitting wall and installation of well for clay court maintenance/irrigation.	Investment in Public Assets & Infrastructure	Parks
West Comstock Parking	Pending permitting anticipated by the end of November. This project is being coordinated with LEC construction estimated January 2022.	Investment in Public Assets & Infrastructure	Public Works

Project	Project Update	Strategic Objective	Division
Winter Park Rd SW Pond	The pond excavation is complete. A permit exemption has been approved for the stormwater conveyance system and pond outfall. Construction to resume the first of the 2022.	Investment in Public Assets & Infrastructure	Stormwater

Recently Completed Projects

CRA

The Community Redevelopment Department completed the installation of parking sensors at the Park Place Garage as part of the City's Investment in Public Assets and Infrastructure strategic objective.

Major Non-City ROW Work

TECO Gas

The utility will be working in Winter Park to locate, repair, and replace gas mains along Palmer Ave. and side streets in a multi phased improvement project. The undergrounding work is complete. They are finishing up some restoration. Estimated completion the end of November 2021.



City Commission **agenda item**

item type Non-Action Items	meeting date November 10, 2021
prepared by Rene Cranis	approved by
board approval	
strategic objective	

subject

Appointments to Orange Avenue Overlay Architectural Review Board (Mayor Anderson and Commissioner Sullivan)

motion / recommendation

background

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type Non-Action Items	meeting date November 10, 2021
prepared by Jason Seeley	approved by
board approval	
strategic objective	

subject

Discussion of Progress Point park design.

motion / recommendation

background

Staff will provide an update at the November 10, 2021 Commission Regular Meeting.

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type Consent Agenda	meeting date November 10, 2021
prepared by Rene Cranis	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Approve the minutes of the regular meeting, October 27, 2021

motion / recommendation

background

alternatives / other considerations

fiscal impact

ATTACHMENTS:

[CC-min-2021-10-27.pdf](#)



City Commission Regular Meeting Minutes

October 27, 2021 at 3:30 p.m.

City Hall, Commission Chambers
401 S. Park Avenue | Winter Park, Florida

Present

Mayor Phil Anderson, Commissioners Marty Sullivan, Sheila DeCiccio, Carolyn Cooper and Todd Weaver; City Manager Randy Knight, City Attorney Kurt Ardaman and City Clerk Rene Cranis.

1) Meeting Called to Order

Mayor Anderson called the meeting to order at 3:32 p.m.

2) Invocation

Pastor Bruce Mayhew, Gateway Church, provided the invocation followed by the Pledge of Allegiance.

3) Approval of Agenda

Motion made by Commissioner Cooper to approve the agenda; seconded by Commissioner DeCiccio. Motion carried unanimously with a 5-0 vote.

4) Mayor Report

- Signed a proclamation for the 150th anniversary of the Eastbank House, the oldest house in Winter Park.
- Acknowledged the service and work of advisory board members.

5) City Manager Report

a. Meet Your Department: Fire Department

Fire Chief Dan Hagedorn showed video on Department responsibilities and gave a presentation on services, response times and COVID management. He noted that the department has recently received re-accreditation with no deficiencies.

b. City Manager's Report

- The current cost of the COVID vaccination incentive program and mandatory testing program is approximately \$71k.
- Two responses to the NOD for the Swoope Avenue property were received and after staff analysis, it will be on an upcoming agenda for consideration.

- Two responses to the LOI for the post office were received and after initial meetings with those property owners, this will be on an upcoming agenda.
- Job Fair on Saturday was well-attended with eight applicants receiving conditional offers and several others under consideration. Seven new firefighters started.

6) City Attorney Report

7) Non-Action Items

- a. Appointments to the Lake Killarney Advisory Board (Mayor Anderson and Commissioner Cooper)

Commissioner Cooper appointed Jackie Giovanetti and Mayor Anderson appointed Carolyn Minear to the Lake Killarney Advisory Board.

Mayor Anderson expressed his condolences to the family of Whit Cotton who served on the Broadband and Smart City Ad Hoc Committee.

- b. Discussion of appointments to Orange Avenue Overlay Architectural Review Board.

The following appointments were made: Brian Canin (Planner), Robert Bruce Stephenson (Planner) and Wade Miller (Architect). Mayor Anderson and Commissioner Sullivan will make final appointments in next meeting. Mayor Anderson requested a copy of applications to this board.

- c. Discussion of the Mission of Economic Development Advisory Board (EDAB).

Mayor Anderson stated that this discussion will focus on the need to invigorate the board and possibly revise its scope and focus.

Commissioner Sullivan commented on the EDAB Strategy and Action Plan suggesting it may be helpful to add goals or strategies for how people get around, to have more emphasis on residents as stakeholders, to encourage and nurture locally owned and operated businesses, and to look at other areas than Park Avenue.

Mayor Anderson said he would like to refresh the Winter Park brand and define the market area and how it would apply to retailing today due to e-commerce.

Commissioner Cooper agreed with Commissioner Sullivan that areas other than Park Avenue need to be considered as well as direct marketing to Winter Park residents. She said she would like to look at costs to implement any initiatives annually. She questioned how the city can take full advantage of Sunrail and get people to the "last mile."

Commissioner Weaver said he feels one of the best things the city can do is to help Mayor Demings to get the link between the airport and Sunrail to activate downtown Winter Park and bring visitors without bringing traffic and parking issues.

Mayor Anderson said there needs to be clarification of board expectations and feels the list of tasks in the plan are ambitious and some are being done by staff such as recruiting businesses to fill vacancies and collaborating with Chamber of Commerce or Park Avenue Business District.

Bill Segal, Chairman of EDAB, said he feels there has never been a clear understanding of responsibilities and expectations and the board needs specific goals and deadlines.

Mayor Anderson suggested that economic development, as it relates to Winter Park, needs to be defined.

Concerns were expressed and discussion held on the Strategy and Action Plan, focus of the board, costs and budgeting and staff accomplishing some tasks. Consensus was to schedule a work session with EDAB to discuss strategy, focus and direction.

Mayor Anderson recessed the meeting at 4:52 and reconvened the meeting at 5:04 p.m.

8) Public Comments | 5 p.m. or soon thereafter

9) Consent Agenda

- a. Approve the minutes of the regular meeting, October 13, 2021
- b. Approve the minutes of the work session, October 14, 2021 (Removed by Mayor Anderson)
- c. Approve the following purchase:
 1. Superior, LLC - Sungard HTE Annual Support; Amount: \$112,225.03 for support and maintenance of the Naviline system.
- d. Approve the following contracts:
 1. Power Engineers, Inc. - Renewal of RFQ-18-2018 - Professional Engineering Services to Design Underground Conversion of Power Lines; Amount: \$150,000 for services on an as needed basis during the term of the Agreement.
 2. HDD of Florida - Renewal of RFP-15-2019 - Underground Conduit/Pipe Installation Services; Amount: \$3,080,000 for services on an as needed basis during the term of the Agreement.
 3. Cathcart Construction Company - Renewal of RFP-15-2019 -Underground Conduit/Pipe Installation Services; Amount: \$82,000 for services on an as needed basis during the term of the Agreement.

4. Heart Utilities of Jacksonville - Renewal of RFP10-19 - Electric Utility Installation & Maintenance; Amount: \$2,860,000 for services on an as needed basis during the term of the Agreement.
5. High Performance Sports Management - Renewal of RFP17-18 - Tennis Programming & Instructional Services; Amount: \$450,000 for services on an as needed basis during the term of the Agreement.
6. Brown & Brown of Florida, Inc. - Renewal of RFP22-18 -Insurance Agent/ Broker of Record; Amount: \$1,100,000; All City insurance premium payments are processed directly through Brown & Brown of Florida.
7. A Budget Tree Service Inc. - ITN23-18 - Vegetation Management Services; Amount: \$700,000 for services on an as needed basis during the term of the Agreement.
- e. Approve the following piggyback contracts:
 1. CDW Government - Sourcewell Contract #081419-CDW -Technology Catalog Solutions; For services on an as-needed basis during the term of the Agreement, contract term through November 1, 2023; Amount: \$275,000
 2. ABM Industry Groups, LLC - Pasco County Contract #IFB-TB-16-131 - Janitorial Services & Equipment; For services on an as-needed basis during the term of the Agreement, contract term through March 1, 2023; Amount: \$330,000
- f. Approve 180-day extension of the Broadband and Smart City Ad-Hoc Committee.
- g. Allocate \$250,000 of ARPA funds for Cybersecurity enhancements.

Motion made by Commissioner Weaver to approve the Consent Agenda except Item b; seconded by Commissioner Cooper. Motion carried unanimously with a 5-0 vote.

Item b: **Motion made by Mayor Anderson to amend last paragraph on Page 2 to read "... gauge community acceptance on commercial use..."; seconded by Commissioner Cooper. Motion carried unanimously with a 5-0 vote.**

10) Action Items Requiring Discussion

11) Public Hearings

- a. RESOLUTION 2253-21 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, DESIGNATING THE PROPERTY LOCATED AT 890 CARVER STREET, WINTER PARK, FLORIDA AS A HISTORIC RESOURCE ON THE WINTER PARK REGISTER OF HISTORIC PLACES.

Attorney Ardaman read the resolution by title. Jeff Briggs, Principal Planner, reviewed this request by Rodie Washington.

Motion made by Commissioner Weaver to approve the resolution with the stipulation that staff confirm ownership (the Orange County Property Appraiser shows partial ownership by Mr. Washington); seconded by Commissioner Cooper. There were no public comments. **Upon a roll call vote Commissioners Sullivan, DeCiccio, Cooper and Weaver and Mayor Anderson voted yes. Motion carried unanimously with a 5-0 vote.**

- b. RESOLUTION 2254-21 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, DESIGNATING THE PROPERTY LOCATED AT 424 AND 422 HENKEL CIRCLE, WINTER PARK, FLORIDA AS HISTORIC RESOURCES ON THE WINTER PARK REGISTER OF HISTORIC PLACES.

Attorney Ardaman read the resolution by title. Mr. Briggs reviewed the request for the main house and detached garage that has an apartment and separate address.

Motion made by Commissioner Weaver to approve the resolution; seconded by Commissioner Cooper. There were no public comments. **Upon a roll call vote Commissioners Sullivan, DeCiccio, Cooper and Weaver and Mayor Anderson voted yes. Motion carried unanimously with a 5-0 vote.**

- c. Ordinance amending section 58-89 of the City Code concerning zoning changes and amendments; adding a subsection concerning superseding clauses within zoning code text amendments and clarifying provisions relating to persons who may make applications for zoning text and map amendments. (1st Reading)

Attorney Ardaman read the ordinance by title.

Commissioner DeCiccio explained that this clarifies that applicants/developers have to work within the rules of the city when there are zoning changes or amendments. She noted the change allows city staff to propose a zoning text or map amendment. Mr. Ardaman explained that the basis for including city staff is because frequently zoning changes are initiated by staff. He noted that regardless of who initiates the change, it still must follow the approval process and discussion followed on the process.

Motion made by Commissioner DeCiccio to approve the ordinance on first reading deleting "city staff" in Subsection (a)(1); seconded by Commissioner Sullivan. There were no public comments. **Upon a roll call vote Commissioners Sullivan, DeCiccio, Cooper and Weaver and Mayor Anderson voted yes. Motion carried unanimously with a 5-0 vote.**

- d. ORDINANCE 3223-21 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AUTHORIZING THE LEASE OF CERTAIN PROPERTY TO THE WINTER PARK LIBRARY ASSOCIATION FOR THE OPERATION OF A PUBLIC LIBRARY FACILITY, WHICH PROPERTY IS SITUATED ON PROPERTY HAVING ORANGE COUNTY TAX PARCEL IDENTIFICATION NUMBER 01-22-29-4512-03-010; PROVIDING FOR CONFLICTS; NON-CODIFICATION; AND AN EFFECTIVE DATE.
(2nd Reading)

Attorney Ardaman read the ordinance by title. Mayor Anderson opened commission discussion for comments on the red-lined version resulting from changes made at first reading.

Members of the Commission presented suggested revisions to the lease and operating agreement which were discussed and are reflected as amendments to the documents in the motion to approve.

Mayor Anderson asked whether there is co-terminus language. Mr. Ardaman responded that Section 2 of the Lease Agreement states "It is the intent that this Lease Agreement run simultaneous together with the Operating Agreement..."

There were no public comments.

Motion made by Mayor Anderson to adopt the ordinance, lease and operating agreement with five amendments:

- **Add requirement for quarterly reporting of total board members and number of city resident board members (Operating Agreement)**
- **Add total sum of rental allowance of \$1,199,520 (Operating Agreement Section 3b)**
- **Clarify rent timing to be "within 3 business days" of transfer (Operating Agreement Section 3a and Lease Agreement Section 4)**
- **Add additional library responsibilities for equipment and software/firmware upgrades and modifications under Item column in the matrix (Exhibit D in both agreements)**
- **Revise concurrent termination provision – deleting "It is the intent that" and changing "simultaneously" to "at the same time." (Lease Agreement, Section 2; seconded by Commissioner Cooper.**

Motion seconded by Commissioner Cooper. Upon a roll call vote, Commissioners Sullivan, DeCiccio, Cooper and Weaver and Mayor Anderson voted yes. Motion carried unanimously with a 5-0 vote.

- e. Ordinance - Amending adopted FY21 Budget (1st Reading)

Attorney Ardaman read the ordinance by title. Mr. Moore explained that this incorporates accounting corrections, items approved over the fiscal year, and actual revenues at the tennis center, golf course and cemetery. Staff responded to questions.

Motion made by Commissioner Weaver to approve the ordinance on first reading; seconded by Commissioner DeCiccio. There were no public comments. **Upon a roll call vote, Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

12) City Commission Reports

Commissioner Sullivan

- Asked staff to begin the application process to add City Hall to the historical register. Approved by consensus.

Commissioner DeCiccio

- Asked for consensus to have the city attorney prepare a restrictive deed on West Meadows to protect its use as park land. Approved by consensus.

Commissioner Cooper

- Thanked staff for their participation on the 50+ Expo.
- Spoke on the OAO and that one item not discussed was building lot coverage. She showed a chart showing existing and max allowable building lot coverage. After discussion, consensus was to have staff look at the building lot coverage in the OAO to determine whether it should be included.

Commissioner Weaver

- Reported on his tour of the Winter Park Day Nursery and received their appreciation for the city's support and noted that permits for the new shed at the Day Nursery should be issued shortly.
- Spoke about funding for the Ideal Woman's Club roof replacement. Mr. Moore reported on funding options and after discussion, consensus was to place on the next agenda to address funding source(s).
- Asked to schedule plan review for Progress Point. Mr. Knight gave an update on scope of services and the challenges in reaching an agreement with the contractor. Staff has requested a grading plan in order to prepare for tree planting. Consensus was to schedule design review on next agenda.

Mayor Anderson

- Announced that holiday lights will be turned on November 18th.

13) Summary of Meeting Actions

- Staff to provide applicants to OAO Architectural Review Board
- Staff to provide link to comp plan changes
- Staff to schedule joint work session with EDAB
- Approved the Consent Agenda
- Approved historic designation 890 Carver Street (staff to verify ownership) and 424 and 422 Henkel Circle)
- Approved ordinance amending Chapter 58 on first reading.
- Adopted ordinance authorizing lease with Library and approved lease and operating agreement with amendments.
- Approved ordinance amending FY 21 budget on first reading.
- Staff to initiate application for historic design of City Hall.
- Staff and city attorney to initiate process for restricted deed for the West Meadow.
- Staff to look lot coverage for OAO in the zoning code and staff to verify lot coverage numbers presented by Commissioner Cooper.
- Place discussion of funding options for Ideal Woman's Club on next agenda.
- Place review of Progress Point design on next agenda.

14) Adjournment

Mayor Anderson adjourned the meeting at 6:32 p.m.

Mayor Phillip M. Anderson

ATTEST:

City Clerk Rene Cranis



City Commission **agenda item**

item type Consent Agenda	meeting date November 10, 2021
prepared by Rene Cranis	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Approve the minutes of the work session, October 28, 2021

motion / recommendation

background

alternatives / other considerations

fiscal impact

ATTACHMENTS:

[CC-min-2021-10-28 ws.pdf](#)



City Commission Work Session Minutes

October 28, 2021 at 1:00 p.m.

Virtual

1) Present

Mayor Phil Anderson, Commissioners Marty Sullivan, Sheila DeCiccio, Carolyn Cooper and Todd Weaver; City Manager Randy Knight, City Attorney Kurt Ardaman and City Clerk Rene Cranis.

2) Also Present

Present: Vanessa Balta, Sustainability Manager, Agnieszka Tarnawska, Sustainability Specialist; Clarissa Howard, Director of Communications and Sustainability; Ben Ellis, Chairman KWPB and Sustainability Board.

3) Call to Order

Mayor Anderson called the meeting to order at 1:02 p.m.

4) Discussion Item(s)

a. Sustainability Action Plan 2021 Update

Ms. Balta gave a presentation on the processes leading to the creation of the Sustainability Action Plan. She reviewed topics on climate resiliency influence and impact in the transportation, energy and waste sectors, renewables in electric utility, targets and objectives.

Mayor Anderson noted that the biggest impact the city can have is on what can be controlled such as fuel mix and investment alongside electric utility.

Commissioner Sullivan stated that he would like to share ideas on pushing forward 100% renewable energy resolution, determine how to enhance the working relationship between Sustainability and other departments, prioritize the actions and explore grant opportunities.

Commissioner Weaver spoke on economic factors and stated there are good economic reasons to look at renewable energy due to costs. He stated he feels transportation and power generations are two issues pertinent to the discussion and the city should incorporate solar on public buildings and partnerships for parking garage roofs.

Mayor Anderson said he is reluctant to adopt a resolution without a plan to determine how to achieve 100% renewable energy along with a time line and costs. He suggested moving forward with a conceptual feasibility study based on development technology that points

the way to 100% renewable energy at some point in time, before adopting resolution. This was supported by Commissioners DeCiccio and Cooper.

KWPBS Chairman Ben Ellis added that the board agrees that the next step should be a feasibility study.

Commissioner Sullivan feels there is no disadvantage to adopting resolution as it will help the city better focus on the goal.

Mayor Anderson stated the feasibility study should have two goals, achieving 80% and 100%, and what is needed to meet each goal. Ms. Balta suggested the study include different pathways to offer multiple ways to get to 100%. Agreed to by consensus.

Commissioner Weaver stated he feels the resolution would inform the residents that the study is being done to meet goals. He spoke about solar and its positive economic impact and battery life and storage. Discussion followed on different options for solar, base loads, industrial battery storage and direction of the feasibility study.

Ms. Balta explained that the city is working on the Transportation Master Plan and upon completion, staff will implement components of the Transportation & Urban Form of the Sustainability Action Plan. Commissioner Sullivan asked how the commission can enhance the relationship between these departments. Ms. Balta stated that including sustainability staff on task forces relating to sustainability issues would be helpful.

With reference to the transportation component of the plan, Commissioner Cooper suggested creating objectives specific to connecting people to Sunrail in the "last mile."

Discussion followed on the city's electric vehicle long term conversion plan and tree canopy provisions. Commissioner Coper suggested a review of land use regulations and their impact on the tree canopy. She expressed interest in expanding the city's water reuse program. She raised the question of how the commission can tie aspirational goals to the strategic plan and asked the mayor to share the most recent version available of the strategic plan. She discussed ways to add resiliency goals to the plan.

Discussion followed on monetary and non-monetary costs and next steps for moving forward with the plan. Ms. Balta stated that she has direction from the commission and can provide updates. Mayor Anderson stated that the discussion to allocate funds for feasibility study should be held at the next commission meeting. In addition, he suggested having a work session to prioritize items. In-depth discussion was held on the elements of the feasibility study and the path forward for the action plan.

b. Gas Powered Leaf Blower Policy Recommendations

Ms. Balta reviewed recommendations for a rebate program, internal operations policy, education, and an ordinance that would reduce hours for use for gas powered blowers and incentivize use of electric leaf blowers. She responded to questions on limitation of hours,

incentives and impact. Discussion followed on the impact on small businesses and timeline to roll out the program.

Commissioner Weaver discussed issues related to noise generated from gas powered tools and the positive experience a local company is having using electric leaf blowers. He suggested a 30-month phase out plan.

Commissioner Sullivan asked if an incentive should be offered to start the process moving and stressed the need to be cautious when considering costs. He suggested moving forward with the leaf blowers for residential and commercial as well as all two-stroke powered lawn equipment.

Commissioner DeCiccio favored a 36-month phased approach to accommodate smaller companies. She spoke on concerns she received regarding battery life.

Discussion was held on the city's plan to move to electric equipment. Mr. Seeley explained that ARPA funding has been allocated to upgrade equipment and that purchase of hand tools will occur in the second quarter of FY 22.

Mayor Anderson stated that the City should be the model and suggested drafting an ordinance or resolution for a 36-month conversion. Agreed to by consensus.

Commissioner Cooper stated she would like a more serious reduction in hours and an increase in penalties for commercial businesses blowing debris into storm drains. After discussion, consensus was to limit hours for commercial maintenance on Sundays.

Mayor Anderson summarized that there is consensus to draft an ordinance for a 36-month implementation and evaluating timing for moving to electric equipment with further discussion needed on residential and commercial, defining the time for Sunday use and change in penalty for commercial lawn services impacting storm drains. Agreed to by consensus.

5) Adjournment

The meeting adjourned at 3:16 p.m.

Mayor Phillip M. Anderson

ATTEST:

City Clerk Rene Cranis



City Commission **agenda item**

item type Consent Agenda	meeting date November 10, 2021
prepared by Michael Hall	approved by Jennifer Maier, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective Fiscal Stewardship	

subject

Approve the following contracts:

item list

1. Graef-USA, Inc. - Renewal of RFQ-19-2018 - Professional Structural Engineering Consulting; Amount: \$75,000 for services on an as needed basis during the term of the Agreement.
2. Irvine Mechanical, Inc. - Renewal of IFB19-19 - HVAC Installation, Repair & Replacement Services; Amount: \$300,000 for services on an as needed basis during the term of the Agreement.
3. Advanced Compatible Solutions, Inc. - Renewal of FY19-10 - Fire Alarm System & Monitoring; Amount: \$150,000 for services on an as needed basis during the term of the Agreement.

motion / recommendation

Commission approve items as presented and authorize Mayor to execute Agreements.

background

- 1-2: Formal solicitations were issued to award these contracts.
3: Renewal of OEM previously approved maintenance agreement.

alternatives / other considerations

N/A

fiscal impact

Total expenditures included in approved budgets.



City Commission **agenda item**

item type Consent Agenda	meeting date November 10, 2021
prepared by Michael Hall	approved by Jennifer Maier, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective Fiscal Stewardship	

subject

Approve the following piggyback contracts:

item list

1. SDD International, Inc. - State of Florida Contract #46000000-21-STC - Defense Products; For goods on an as-needed basis during the term of the Agreement, contract term through September 30, 2024; Amount: \$75,000 for FY22.
2. Lawmen's and Shooters' Supply, Inc. - State of Florida Contract #46000000-21-STC - Defense Products; For goods on an as-needed basis during the term of the Agreement, contract term through September 30, 2024; Amount: \$50,000 for FY22.
3. Stop Stick, Ltd. - GSA Contract #47QSWA19D0035 - Pursuit Control and Prevention Devices; For goods on an as-needed basis during the term of the Agreement, contract term through January 31, 2024; Amount: \$75,000 for FY22.
4. USA Services of Florida, Inc. - City of Daytona Beach Contract #13-159 - Mechanical Sweeping Services; For services on an as-needed basis during the term of the Agreement; Amount: \$225,000 for FY22.
5. Aquatic Weed Control, Inc. - Orange County Contract #Y18-178 - Aquatic Restoration & Management Services; For services on as needed basis for the remainder of the current term; Amount: \$215,000 through 4/10/2022.
6. Motorola Solutions, Inc. - Orange County Contract #Y18-170-MV - Motorola Services; For services on as needed basis during the term of the Agreement; Amount: \$170,000 for FY22.

motion / recommendation

Commission approve items as presented and authorize the Mayor to execute the Agreements.

background

1-6: A formal solicitation process was conducted by the originating agencies to award these contracts.

alternatives / other considerations

N/A

fiscal impact

Total expenditures included in approved budgets.



City Commission agenda item

item type Action Items Requiring Discussion	meeting date November 10, 2021
prepared by Peter Moore	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective Quality of Life	

subject

Funding for Ideal Women's Club Roof Replacement

motion / recommendation

Utilize one-time ARPA funding to support the roof repair and ask staff to execute a contract with the Club in compliance with Treasury Guidance regarding the use of grant funds.

background

The Ideal Women's Club building at 141 S. Pennsylvania Ave. is in need of a roof repair. Brought forward at the last Commission meeting by Commissioner Weaver, this request would provide the funding to facilitate the roof repair to the facility. The building was constructed in 1996 and has gross square footage of 2,735 according to the Orange County Property Appraiser. Staff met with a local roofing company under contract with the city to get a cost estimate on the replacement. The total cost to replace the roof is \$19,251. This would not include any additional work to replace any damage due to leaks.

Under the guidelines from the Treasury Department, cities may distribute ARPA funding to non-profits that were impacted by the pandemic. As the Club had to close all events during the pandemic, they are not currently in a financial position to make repairs. If approved, staff would recommend that the Club execute a similar agreement as the other non-profits that have received ARPA funding.

The following history comes from the Heritage center and provides some historical information on the Club:

Mary Lee DePugh founded the Ideal Women's Club in the summer of 1937. The inception of this club was inspired by the lack of communal meeting spaces in Hannibal Square. Most of the women that were a part of the Ideal Women's Club had to work, but the majority of them would be off on Thursdays. This established Thursdays as the official

meeting times for the club, and they met twice a month at members' homes and in the local library. The Club had a strong connection to the religious community, and faith was in the foundation of its core principles.

The Club was initially built as a vehicle for social benefit, but it later developed strategies to help benefit the surrounding community. In the 1940's the Club successfully raised the funds to build a nursing home for elderly people in Hannibal Square.

alternatives / other considerations

fiscal impact

The city received approximately \$15.4 million in ARPA grant funds to assist the community, businesses, and to help recover from the pandemic. The city has already paid or allocated a total of \$585k to small non-profit organizations within the community by paying between \$17k - 25k apiece. Currently the city has approximately \$1.2 million in unallocated ARPA funding available.



City Commission agenda item

item type Action Items Requiring Discussion	meeting date November 10, 2021
prepared by Peter Moore	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective Fiscal Stewardship Investment in Public Assets & Infrastructure	

subject

Swoope Property Notice-to-Dispose (NOD) Responses

motion / recommendation

Direct staff to negotiate a contract with the preferred respondent to the NOD.

background

The city recently released a public NOD for the city-owned one acre Swoope property located at 631 N. New York Ave. This notice advertised that the city is interested in swapping all or a portion of its property to facilitate the construction of a maintenance facility near the golf course property that would serve the cemetery, golf course, and Central Park, and allow for a future cemetery amenity enhancement and ongoing revenue opportunity at the old facility. In addition the old Quonset hut and impervious access road would be removed and added to greenspace as part of the golf course property (approx. 10k SF).

The city received responses from of the two adjacent property owners to the city's property. Their responses are attached and brief staff summary of both proposals is submitted below. It should be noted that both proposals would allow the city to accomplish its goal of building the maintenance facility. Staff favors the response from Elevation as it better utilizes the property area by pushing the industrial use (city maintenance facility) farther to the west while also adding to the tax base by potentially bringing in new office space, a corporate headquarters relocation, and additional jobs. The Saltmarsh proposal is also good but does not speak to any future development intent in the proposal. Staff did reach out to Mr. Saltmarsh to ask about any future development intent, and he responded with the following:

"I would like to use the property to expand our office building at 601 N. New York Ave and

expand parking too, which could resemble our office building where covered parking is available under the offices. The design would be in keeping with the same style which would enhance the area while not interfering in any way with the City's deep well facility and maintenance building activities."

The acceptance of a proposal does not excuse any party from going through the regular permitting and planning process as required by code. Acceptance would direct staff to move to negotiations and due diligence with the recommended party to come back with a contract for approval by the Commission.

Elevation Offer Summary:

- \$800k offer.
- In exchange for a land swap to give the city the portion of land to the west of the subject property. Approximate net loss of land of about 32%.
- No access concerns to pump house as that part of the site stays in city ownership.
- Both parties will grant easements for access of vehicles. Elevation offer also asks for 8 parking spaces on city owned land near pump house.
- Proposal plans to build a 14,000 SF office building on the property and relocate their corporate headquarters to Winter Park.
- Stated no concern regarding city codes.

Saltmarsh Offer Summary:

- \$750k or will build our 6,000 SF maintenance warehouse at an estimated value of \$1 million.
- In exchange for a 140 x 120 piece of the subject property or approximately 37.7% of the existing site.
- No access concerns to pump house because it stays in city ownership.
- Indicated a desire to expand existing owned office building.
- No stated concern regarding city codes.

The original NOD notice and both responses are attached.

alternatives / other considerations

Recommend an alternative proposal or reject all offers.

fiscal impact

The site was appraised at about \$2.2 million in December of 2019. The proposals submitted both offer the approximate amount of funding (\$800k) that the city originally estimated would be needed to build the 6,000 SF warehouse facility. While costs have

certainly increased recently, the city already has \$200k in an account for this project, which would provide \$1 million to complete the work. If the Commission moves forward with either offer, the city will work to get updated space needs and cost estimates for the facility as well as appraisals for appropriately valuing any exchanged property.

ATTACHMENTS:

[Saltmarsh Proposal - NOD.pdf](#)

ATTACHMENTS:

[Elevation Group Proposal - NOD.pdf](#)

ATTACHMENTS:

[NOD29-21_631 N New York Avenue.pdf](#)

October 21, 2021

Procurement Office
City of Winter Park
City Hall
401 Park Ave South
Winter Park, FL 32789

RE: Notice of Intent to Dispose of Property at
631 North New York Ave.
Parcel ID: 05-22-30-9400-06-101

Procurement Office for the City of Winter Park,

I am interested in the property indicated on your Notice to Dispose of Property located at 631 North New York Ave. Parcel ID: 05-22-30-9400-06-101. I am the owner of the adjacent property at 601 N. New York Ave., Winter Park, FL 32789. From New York Avenue, the City's property is directly behind our building.

In December of 2019 we discussed with the City the possibility of the City annexing a (140' deep X 120' wide) portion (37.7%) of the property (see attached) and in exchange we would construct a new 6,000 sq ft building, to the City's specifications, on the rear portion of the property, that the City would retain for the City's use as a centralized maintenance facility with direct access to the golf course. The City would have 100% ownership of the building in exchange for the 37.7% portion of the land annexed, which would be used for additional parking and expansion of our building used for office space leases.

Limitations and Conditions:

1. Property is perfect for the 6,000 sq ft building
2. Golf course has access remains exactly as is.
3. Value of the annexed 37.7% of the City's land is approximately \$750,000 while the building built is estimated at \$1,000, 000.

Redevelopment Conditions:

1. Pump House Access will not change in any way.
2. Future Land use will remain the same and will not change.
3. No change to zoning
4. Floor area ratios in excess of 45% is not an issue.
5. All proposals are code compliant
6. City's appraisal of land value is consistent with the 37.7% value of \$750,000.

Proposed Technical Requirements:

1. The exchanged property is attached and highlighted in yellow. 140' x 120'
2. The exchanged property meets the NOD requirements as and exchange of property (Land / Building)
3. Portion of the roughly 1 acre property annexed is 37.7%.
4. Pump Station has 24 hour access and there will not be any encumbrances.
5. Portion of land 140' x 120' is attached indicating where redevelopment would occur, after approval of the City.

Our proposal is simple and provides dry little change or intrusion into the City's important pump asset while offering the City maintenance direct access to the golf course.

I am available for discussion of all details required.

Sincerely,



Tom Saltmarsh
Winter Park Resident
920 Georgia Ave
Winter Park, FL 32789



Elevation Financial Group, LLC (Elevation) submits this proposal to the City of Winter Park, Florida (Winter Park or the City) to swap a portion of land owned by Elevation (Parcel ID 05-22-30-9400-13011), for a portion of City-owned land (Parcel ID 05-22-30-9400-06-101), otherwise known as the "Swoope Property," under the terms of the Notice of Intent to Dispose Property (the "Notice") published by the city on September 26, 2021.

Introduction

Elevation Financial Group was founded in Winter Park in 2006 with a commitment to investing in housing options for seniors and families while making a positive and measurable impact in the communities that it serves. Since its founding, Elevation has grown to include a consortium of companies specializing in investment, real estate development, property management and property revitalization. By integrating expertise in finance, property management, renovation and community revitalization, Elevation seeks properties with undiscovered value, develops and manages them wisely, and positions them for financial sustainability.

As a company born out of Winter Park, Elevation knows the city and its residents, and has a special commitment to continuing the proud tradition of entrepreneurship and business development that has helped the city thrive for generations. As the owner of the commercial office building directly adjacent to the Swoope Property, Elevation has a particular interest in seeing this site transformed into a successful and attractive development.

Before crafting this proposal, Elevation team members attended and viewed City Commission meetings, engaged community leaders, and listened to a wide range of public discussion about the needs of the city. Based on meetings with city officials prior to the consideration of the Notice, as well as additional public commentary during the period of consideration, Elevation developed this proposal with the following goals:

1. Help the City of Winter Park solve its golf and park maintenance challenges
2. Solve blight by investing in the highest and best use of unsightly land adjacent to Elevation's New York Ave. property
3. Cast a vision for a newly constructed, code-compliant headquarters to return Elevation's operations to its hometown of Winter Park

Proposal

After consulting with the respected civil engineers at Land Design, and conducting a thorough analysis of the Swoope Property, Elevation Financial Group submits the following proposal:

A land swap of:

1. The majority of the Swoope Property (consisting of all property on the parcel other than the northern border directly adjacent to the golf course and containing the existing utility pump house)
2. An easement to build, maintain, and use without restriction a road along the northern border of the existing property line to access the proposed new building
3. An easement on any such paths necessary to ensure circular access for vehicles
4. An easement to create and use without restriction up to eight (8) parking spots beside the utility pump house not to interfere with access to or use of the same

In consideration for:

1. The north-western "triangle" of Elevation's current property (consisting of such land east of the railway and south of the golf course not to extend beyond the northernmost stationary rail car)
2. An easement on any such paths necessary to ensure circular access for vehicles
3. Additional financial consideration paid from Elevation to the City of Winter Park in the amount of \$800,000.00.

A diagram of the proposed site plan, including new approximate property lines and building proposal (subject to approval and change), is included with this submission.

Analysis

Elevation's proposal takes the needs of the city and establishes a positive vision for the Swoope Property that meets and exceeds the requirements set out by the Notice in the following ways:

- Proposal represents the highest and best use of offered land by solving blight and creating a new building with approximately 14,000 square feet of code compliant and fully parked office space that will attract more businesses and tax revenue to the city
- Proposal provides the city ample space to construct a 6,000 square foot maintenance warehouse and office facility, including parking and storage, which will allow the city to consolidate and streamline operations for golf course and parks maintenance
- Proposal increases city-owned green space by enabling the demolition of the current maintenance shed and freeing up approximately one third acre for green space
- Proposal enables the consolidation of maintenance facilities into a single location, freeing up space for the construction of a new columbarium at the cemetery, which will provide a more elegant look to the cemetery and generate millions of dollars in revenue for the city
- Proposal maintains city ownership of the utility pump house currently located on the parcel and increases city access to the golf course, establishing over 500 feet of adjacent property, from New York Avenue to the train tracks, which will give the city maximum flexibility to determine the most convenient ingress and egress points for maintenance operations without losing access to the water pump
- Proposal does not require or request any land use or zoning changes
- Proposal for development of swapped land into a new office building falls within current code, does not require any variance, and does not exceed 45% floor area ratio
- Proposal includes a calculated fair market value for swapped land, offering \$800,000.00 in additional financial consideration from Elevation to Winter Park, giving the city the land and funds necessary to construct a new maintenance facility that meets its needs

Additional Information / FAQs

What will Elevation use the new building for?

The building constructed on this site will serve primarily as the new corporate headquarters of Elevation Financial Group and its affiliates, which are currently headquartered in Orlando. Elevation looks forward to bringing its business back to Winter Park, where the company was founded and experienced its first major growth period. Additional commercial space in the new building will be leased to other businesses.

What kind of other businesses will Elevation attract to this development?

In its adjacent development, Elevation has attracted small businesses, foundations, medical care services, and boutique vacation resort companies to its commercial office space.

Will the new building be code compliant and fully parked?

Yes, the new building will be code compliant and fully parked. By implementing ground floor parking below two occupied floors, Elevation will be able to realize the full potential for the property within the terms of the Notice. By connecting the existing parking lot to the lots of the new maintenance facility and new Elevation building (outlined on the attached site plan), every building will have unobstructed circular access for emergency vehicles.

What is the land differential in this proposal?

The total increase in Elevation's footprint will be approximately 0.32 acres. Because this land swap largely features a realignment of existing borders, Elevation's proposal prioritizes the protection of municipal property while creating an opportunity for the city to meet its needs and enabling smart and efficient development of a currently unused plot of land.

If the city has a net decrease in land, how does this proposal increase city-owned green space?

The city's current maintenance building and access road occupy approximately one third of an acre of unsightly and distressed property. By consolidating the city's maintenance operations into a new building, Elevation's plan not only results in a brand-new facility for maintenance operations, but it also gives the city the freedom to demolish the outdated structure and return that unsightly area to landscaped green space beside New York Ave. and the golf course, resulting in a net increase in green space owned by the city. This area is highlighted in green on the attached site plan.

How does Elevation care for the buildings it owns?

Elevation takes great care to develop, renovate, and preserve the buildings in our portfolio. The Elevation Plaza property directly adjacent to the Swoope Property is a great example of this commitment. At that property, Elevation has invested hundreds of thousands of dollars into renovating and modernizing the space and attracting successful businesses, all while keeping the property landscaped, beautiful, and clean.

Conclusion

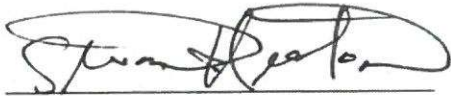
As a company founded in Winter Park, Elevation is uniquely capable of understanding the needs of the city and delivering a result that meets and exceeds all requirements set out by the Notice. Elevation's proposal frees up park land, increases city-owned green space, eliminates blight, and generates additional revenue for the City on this and other properties.

In addition to the immediate value brought to city operations, Elevation's vision would enable the company, which has grown its operational footprint from Central Florida to over a dozen U.S. states, to return its corporate headquarters to its hometown, bringing jobs and tax revenue back to the city where it was founded.

It is our hope that the City of Winter Park will allow Elevation to demonstrate that the value our proposal provides to the city and its residents is superior to competing visions. We look forward to working with the City Commission and staff to realize the full potential of this property.

Thank you for your consideration. We look forward to answering any questions the city has.

Proposal submitted by Elevation Financial Group, LLC on Oct-25, 2021.



Stuart A. Heaton

EVP & Chief Operating Officer

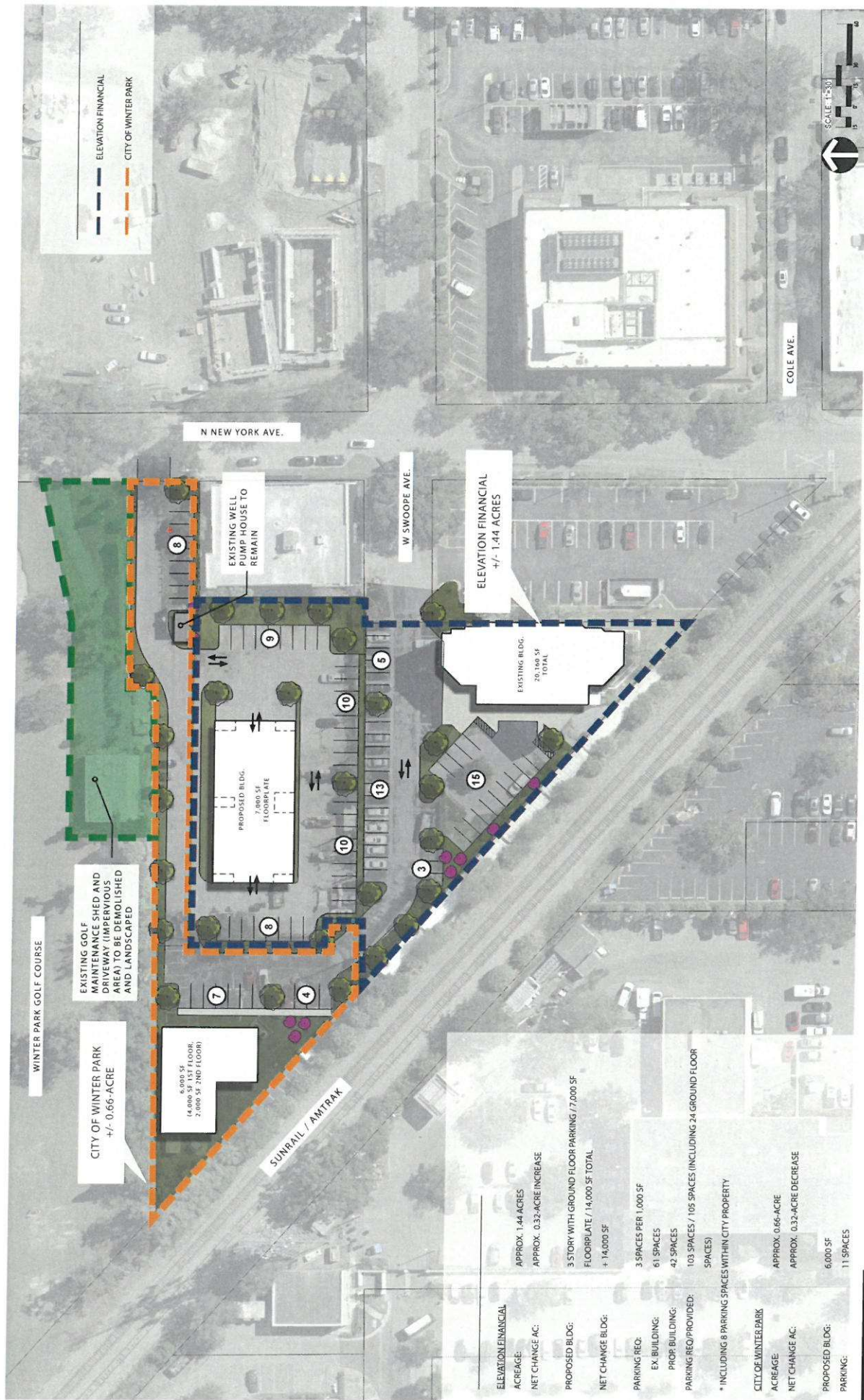
Elevation Financial Group

10/25/21
Date



ELEVATION

Elevation Financial Group, LLC
201 E. Pine Street, Suite 200
Orlando, FL 32801



NEW YORK AVE. LAND SWAP • WINTER PARK • PROPOSED CONCEPT 2

PH 8121045 | 10.18.2021 | ELEVATION FINANCIAL

LandDesign.



Notice of Intent to Dispose of Property at 631 North New York Avenue, Winter Park, Florida

September 21, 2021

The purpose of this Notice of Disposal is to solicit proposals for the disposal and redevelopment of the City owned real property located at 631 North New York Ave (Parcel ID: 05-22-30-9400-06-101) more particularly described as:

That portion of the North ½ of vacated Swoope Avenue lying between the Northeasterly right-of-way of the Seaboard Coastline Railroad and the West right-of-way of New York Avenue, less the East 104 feet, according to the revised Map of the Town of Winter Park as recorded in Plat Book "A", Pages 67 through 72, of the Public Records of Orange County, Florida.

For the purposes of this notice, this property shall be referred to as "the Property" or "the Swoope Property." The Swoope Property is located at the northwest corner of North New York Avenue less the first 120 feet north and 85 feet west of said corner. The Swoope Property is 43,490 square feet in size (0.998383 acres) as reflected on the Orange County Property Appraiser's records. The Swoope Property has a Future Land Use Designation of Institutional and is zoned PQP (Public/Quasi-Public). A map is included in this document generally depicting the property and environs.

Exchange Conditions

The City will only dispose of the Swoope Property through an exchange of other real property meeting the requirements of this Notice. The City will not consider proposals for the purchase of the Swoope Property. The City requests that any property offered in exchange for the Swoope Property meet the following limitations and conditions:

1. Exchange property must be of sufficient size to support a 6,000 square foot one or two story maintenance warehouse and office facility, required parking, and storage areas that would allow for sufficient storage to consolidate and relocate city operations.
2. The exchange property should be adjacent to or provide convenient access to the golf course to allow for golf course maintenance.
3. Any receipt of swapped land that is less in total appraised value than the Swoope Property must include financial consideration as compensation which will be used towards completing a new centralized maintenance facility.

Redevelopment Conditions

With respect to the redevelopment of the Swoope Property, every proposal must comply with the following limitations and considerations:

1. All proposals for the redevelopment of the Property must support City access to the existing utility pump house currently located on the site. The pump house cannot be relocated.
2. The City will not approve proposals for redevelopment which require or propose future land use changes to either CBD or Institutional.
3. The City will not approve proposals which include zoning changes to C-2 or PQP.
4. The City will not approve proposals with floor area ratios in excess of 45%.
5. All proposals must be code compliant.
6. For the purposes of comparative evaluation the Swoope Property will be appraised consistent with the intended use, not as the current Institutional zoning.

This Notice of Disposal does not in any way approve any potential future development or plan on the part of any applicant. **City acceptance of a proposal submitted pursuant to this Notice of Disposal shall not vest any legal rights or entitlements with respect to the development of the Swoope Property**

Proposal Technical Requirements

All proposals must provide the following information:

1. Identify the exchange property.
2. Demonstrate how the exchange property satisfied the requirements dictated by this Notice of Disposal.
3. If the exchange proposal is for less than the total Swoope Property area, the proposal shall describe the specific portion and amount of the Swoope Property the applicant wishes to be subject to the exchange.
4. Describe how 24-hour access to the pump house shall be facilitated and guaranteed under the prospective redevelopment proposal.
5. Provide a conceptual idea or site plan for the redevelopment of the Swoope Property.

Figure 1.



All proposals must be submitted to the City within 30 days of the date of publication of this Notice of Disposal. The date of publication is the date indicated on the first page of this Notice.

Proposals must be submitted by interested parties to the Procurement Office, City Hall, 401 Park Avenue South, Winter Park, Florida 32789. Late submissions will not be considered. The City requires that all proposals be submitted in writing. Proposals submitted by fax or telephone proposals will not be considered. All submissions shall be sealed and include 1 (one) original proposal, 5 (five) copies and an electronic copy, submitted on a USB. It is the sole responsibility of the applicant to see that the proposal is received by the Procurement office before the deadline set forth herein. It is also the applicant's responsibility to ensure that all information submitted is correct and complete and that the requirements dictated by the Notice of Disposal have been met. Failure to comply with the requirements of this Notice of Disposal may result in rejection. The City accepts no responsibility for any costs incurred during the preparation or presentation of a proposal. ALL PROPOSALS MUST BE MARKED ON THE OUTSIDE OF THE ENVELOPE WITH THE APPLICANT'S NAME AND THE TIME AND DATE OF THE SUBMISSION. THE APPLICANT SHALL OBTAIN THE PROCURMENT OFFICER'S WRITTEN CONFIRMATION OF THE DATE AND TIME RECEIVED.

This Notice of Disposal is NOT a bid. While costs to the city are an important factor in the selection, the City Commission will evaluate the proposals on all factors including the proposed use of the property to be swapped and the benefit of the proposed development to the city at large. The City reserves all discretion and the right to rank proposals, negotiate with proposers, and/or to reject all proposals. Respondents can register on VendorLink via the City's website or by accessing VendorLink's website at: <https://www.myvendorlink.com/common/register.aspx>

Applicants and parties interested in submitting a proposal pursuant this Notice of Disposal and their agents, employees, and representatives are prohibited from discussing any matter related to disposal and redevelopment of the Swoope Property with any member of the City Commission prior to review and discussion at the public.

This Notice of Disposal complies with Florida Statutes Section 163.380. Further information is available in the Procurement Division at City Hall, who can be reached at the email address above. The notice of the City Commission's ultimate disposition of the subject real property to a specific party, and the terms and conditions of the disposition will be made at a duly noticed public meeting.

All requests for information must be directed to Jennifer Maier, City of Winter Park, Procurement Manager at procurement@cityofwinterpark.org.

PUBLISH: Sunday, September 26, 2021 (Orlando Sentinel)



City Commission agenda item

item type Action Items Requiring Discussion	meeting date November 10, 2021
prepared by Melissa Meade	approved by Troy Attaway, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective Improve the city's brick streets and help the flow of boat traffic within the canals.	

subject

Funding for brick street leveling and canal dredging

motion / recommendation

Approve the city's use to allocated funds from the FY22 budget to improve brick streets and canals

background

During the budget process for FY22, the city commission identified and allocated \$500,000 for brick street leveling and \$100,000 for canal dredging from the ARPA funds the City will receive. The brick street leveling funds will be used to selectively remove, level and replace bricks throughout the City with priority being placed on high volume brick streets such as the Pennsylvania/Lake Sue/Winter Park Rd corridor, Glenridge Way, Via Tuscany, Temple Drive, to name a few. These funds will be used for contractor support to address the deteriorated areas and will not result in complete removal and replacement of these entire roadways. The funds will be fully utilized within the FY22 and FY23 time frame.

The City is proposing to use the funds identified for dredging for the Venetian Canal (Lake Maitland to Osceola) and the Fern Canal (Lake Osceola to Virginia) to help facilitate the Winter Park Chain of Lakes boat tour operations particularly during the dry season when the lakes typically drop 12-18" from normal height. These funds would be used by a contractor within the FY22 time frame.

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type Public Hearings	meeting date November 10, 2021
prepared by Peter Moore	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective Fiscal Stewardship	

subject

Ordinance - Amending adopted FY21 Budget (2nd Reading)

motion / recommendation

Approve the ordinance adopting amendments made to the FY21 budget over the course of the last fiscal year (2020 - 2021).

background

The City Commission is required by Statute to approve any budget adjustments that alter the total amount budgeted in any fund or when funds are transferred between different fund types. The City has adopted the practice of bringing budget amendments to the City Commission as they arise and then bringing a year-end ordinance adopting all the amendments formally to comply with Statute.

Through the receipt of grants or due to a need to revise original revenue estimates the city periodically needs to make changes to stated account revenues and expenditures. This is primarily a housekeeping process and it properly provides departments and divisions with an accurate picture of the funds available to undertake programs and projects. The following attachment highlights the budget amendments (Exhibit A of the Ordinance) that have already been approved by the Commission at prior meetings and now need to be formally adopted through public hearing. In addition to those previously adopted, a few additional amendments have been brought for approval and are all related to facility type functions in the city that due to increased use also have increased associated costs:

1) Golf Budget Amendment: The Winter Park 9 has seen tremendous play during the last fiscal year. As a result of increased activity, expense allocations for sales of merchandise, food and beverage, greater credit card transaction fees, and events were all exceeded. This \$70k amendment will recognize the benefit of increased revenues which offset the increased costs.

2) Tennis Budget Amendment: Similar to the golf course, tennis has seen significant activity and raised the cost of doing business through contracted services as well as cost-of-goods-sold and credit card transaction fees. This \$150k amendment will support those costs by recognizing offsetting revenues.

3) Cemetery Budget Amendment: Similar to the other two, this amendment accounts for increased activity cost with increased offsetting revenues. This will make a \$25k amendment and be reflected as a transfer from the Cemetery Trust Fund to the General Fund to offset the expenses.

These additional amendments will properly reflect the use of revenues to offset costs that are already incurred on the books and are all budget neutral.

alternatives / other considerations

Not approving this would require staff to remove the amendments in the accounting system.

fiscal impact

None. All the amendments have been previously approved by the Commission or are revenue neutral.

ATTACHMENTS:

[Budget_Amendment_Ord_FY21_year_end.pdf](#)

ATTACHMENTS:

[FY21 Budget Amendments Sheet - for yr end.pdf](#)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING THE ADOPTED BUDGET AND ACCOMPANYING FIVE YEAR CAPITAL IMPROVEMENT PLAN FOR FISCAL YEAR 2020 – 2021 BY PROVIDING FOR CHANGES IDENTIFIED IN EXHIBIT A; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Ordinance No. 3184-20, the City of Winter Park, Florida has adopted the Budget and Capital Improvement Program for the fiscal year 2020 – 2021; and

WHEREAS, the City of Winter Park, Florida desires to amend the Budget and Capital Improvement Program for supplemental appropriations in the amounts identified in Exhibit A; and

WHEREAS, Section 166.241(4)(c) Florida Statutes require such a budget amendment be adopted in the same manner as the original budget.

BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA THAT:

SECTION 1. The Budget and Capital Improvement Program for fiscal year 2020 – 2021 is hereby amended by providing for changes identified in Exhibit A.

SECTION 2. If any section, subsection, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION 3. In the event of any conflict between the provisions of this Ordinance and any other ordinance, resolution, or portions thereof, the provisions of this Ordinance shall prevail to the extent of such conflict.

SECTION 4. The provisions of this Ordinance shall become effective immediately upon passage.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, held in City Hall, Winter Park, Florida this 10th day of November, 2021.

Phil Anderson, Mayor

Attest:

Rene S. Cranis, City Clerk

Exhibit A

Item	Amount	Source Account	Source Acct. Name	Exp. Account	Exp. Acct. Name	Note	Approval Date
FY 21 General Fund Revenue Forecast Revision	\$ (555,016)	Various Revenue Sources (See Attached)		0019200 - 599410 0019200 - 599414	General Fund Contingency (Gen. Contingency and Commuter Rail Set-Aside)	Reductions in expected General Fund revenues due to continued softness in a number of sources due to the pandemic (predominately the half-cent sales tax, Facility and Event Rentals, Franchise Fees). This adjustment removes approximately 1% from the original budget estimate for FY 21 by reducing Contingency to zero and continuing to save dollars on vacant positions by holding them open longer.	2/24/2021
	\$ (78,984)			0019200 - 599412	Frozen and Gapped Positions		
Legal Services and Litigation Expenses	\$ 55,000	0010383 - 383100	General Fund Reserves	City Attorney	0011102 - 531010	The legal services costs of the city will go over budget by approximately \$150k due to higher general use of legal services as well as litigation expenses. General services will need about \$55k to complete the fiscal year while litigation services will need \$125k to bring the account to balance by year-end. About \$30k in misc legal services that is underbudget will be used to offset the total estimated loss.	9/22/2021
	\$ 125,000			City Attorney Litigation	0011102 - 531011		
	\$ (30,000)			Other Legal Services	0011102 - 531020		
Golf Budget Amendment	\$ 10,000	0010347 - 347231	Golf Membership Fees (\$67k)	0016301 - 534045	CR Card Transaction Fees	The golf course performed exceptionally well in FY21 which caused some expense lines tied to golf activity to be higher than budget. This amendment credits the increased revenue to offset those budget overages.	Pending
	\$ 42,000			0016301 - 552012	Merchandise		
	\$ 2,000			0016301 - 552014	Recreational Supplies		
	\$ 5,000			0016301 - 552015	Food & Beverage		
	\$ 8,000			0016301 - 552016	Alcohol Sales		
Tennis Budget Amendment	\$ 3,000	0010347 - 347239	Golf Amateur Event (\$3k)	0016301 - 552100	City Amateur Event	The Tennis center significantly overperformed in FY21 which raised the cost of doing business to a number of expense lines in the budget. A previous budget amendment had already accounted for increased tennis revenue to support what was expected to be falling half-cent sales tax revenue. Now that stimulus has been passed, this amendment essentially gives back the tennis center the credit for what it previously offset in expected losses.	Pending
	\$ 125,000.00	0010347 - 347306 0010335 - 33518	Tennis Contracted Svs (\$40k) Half-Cent Sales Tax (\$110k)	0016201 - 534040	Contracted Svs		
	\$ 5,000.00			0016201 - 534045	CR Card Transaction Fees		
	\$ 11,000.00			0016201 - 552010	General Supplies		
	\$ 5,000.00			0016201 - 552012	Merchandise		
Cemetery Budget Amendment	\$ 4,000.00			0016201 - 552015	Food & Beverage		
	\$ 13,000.00	1110343 - 343802	Palm Cemetery Sales (\$25k) (Revenue will reflect as a transfer from the Cemetery Trust Fund to the General Fund)	0016105 - 534040	Cemetery Contracted Svs	Cemetery sales revenue have grown significantly in FY21, this amendment will credit some of that revenue growth to offset growth in related costs due to the level of business activity.	Pending
	\$ 5,000.00			0016105 - 534041	Open/Close Costs		
	\$ 4,000.00			0016105 - 534045	CR Card Transaction Fees		
	\$ 3,000.00			0016105 - 546030	Repair of Grounds		



City Commission **agenda item**

item type Public Hearings	meeting date November 10, 2021
prepared by Jeffrey Briggs	approved by Bronce Stephenson
board approval Completed	
strategic objective	

subject

Ordinance amending section 58-89 of the City Code concerning zoning changes and amendments; adding a subsection concerning superseding clauses within zoning code text amendments and clarifying provisions relating to persons who may make applications for zoning text and map amendments. (2nd Reading)

motion / recommendation

The Planning and Zoning Board recommends Approval of this Ordinance.

background

This ordinance has been revised based on amendments made at first reading.

At the time of the review of the Henderson Hotel project, the zoning amendment to implement the proposed land use changes contained proposed Amendment language stating that if any conflicts were discovered in the future between the new provisions of the zoning code and any existing provisions of the zoning code, then the new provisions would “supersede” or “prevail” to the extent that there was any conflict. Examination of the Ordinance proposal led to concerns that this type of language allowing all sections to supersede would potentially create unforeseen issues. Language such as what was proposed was too open-ended, so this new language would remove the ability to propose code amendments that could lead to too much flexibility and the inability for staff to enforce the Zoning Code and Comp Plan.

The City Commission has discussed this technique and believes that if there is to be an over-ride of an existing zoning regulation, then it should be very specific to an element of the project, so that it is very clear what zoning regulation is being proposed to be modified. The City Attorney’s Office and staff have prepared the clarifying text attached herein.

alternatives / other considerations

fiscal impact

ATTACHMENTS:

[Ordinance_amending_Sec_58-89_re_Superseding_Clauses_11-1-2021.pdf](#)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING SECTION 58-89 OF THE CITY CODE CONCERNING ZONING CHANGES AND AMENDMENTS; ADDING A SUBSECTION CONCERNING SUPERSEDING CLAUSES WITHIN ZONING CODE TEXT AMENDMENTS; CLARIFYING PROVISIONS RELATING TO PERSONS WHO MAY MAKE APPLICATIONS FOR ZONING TEXT AND MAP AMENDMENTS; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Winter Park deems it necessary for the purpose of promotion and protection of due process and general welfare of the City to amend the City of Winter Park Land Development Code as set forth in this Ordinance.

WHEREAS, the City Commission hereby finds that this Ordinance serves a legitimate government purpose and is in the best interests of the public health, safety, and welfare of the citizens of Winter Park, Florida;

NOW THEREFORE, BE IT ENACTED by the City Commission of the City of Winter Park, Florida, after due notice and public hearing, that:

SECTION 1. That Chapter 58 "Land Development Code", Article III "Zoning", Section 58-89 of the City of Winter Park Land Development Code is hereby amended by amending subsection 58-89(a)(1) and adding a new subsection 58-89 (a)(4) as shown below (underlined language are additions; ~~stricken through~~ language are deletions; subsections not included are not being modified):

Sec. 58-89. Zoning changes and amendments, public notice requirements and procedures for zoning amendments and conditional uses.

(a) *Applications for zoning changes and amendments.* The regulations, restrictions, and district boundaries set out in this article may from time to time be amended, supplemented, changed or repealed. The procedure shall be as follows:

(1) A zoning text or map amendment may be proposed by the city commission or the planning and zoning ~~board~~commission. A zoning map amendment may be proposed by any individual, corporation, limited liability company, trust, partnership or other entity having a bona-fide interest in such property affected by the proposed amendment. A "bona fide interest" in the property is determined by either: (i) having a fee simple ownership in the property affected by the amendment, or (ii) by standing under a contract to purchase such land property and having written consent of the fee simple property owner(s) for the proposed amendment. All zoning text or map amendments must be made by ordinance.

(2) Applications shall be submitted on a standard application form accompanied by all pertinent information which may be required for proper consideration of the matter, along with payment of fees and charges as established by the city commission.

(3) Applicants shall include prospective plans indicating the desired development scenario proposed as a result of an approval per the plan submission requirements established for conditional uses. Applicants shall also indicate if the proposed development includes a request for community redevelopment area (CRA) funds, including the amount requested and the purpose of such funding.

(4) To the extent any Article III zoning code text amendment is intended to prevail over or supersede any Article III zoning code or other code provision, the provisions to be superseded must be stated with particularity. Without specific reference to the provisions to be superseded, there is no basis under the text amendment for property owners, applicants, or others to avoid compliance therewith as well as any other code provisions applicable to the matter under consideration. This provision does not prohibit the inclusion or application of non-codified conflicts clauses in ordinances adopting Article III zoning code text amendments and other code amendments.

SECTION 2. CODIFICATION. Section 1 of this Ordinance shall be incorporated into the City of Winter Park Code of Ordinances.

SECTION 3. SEVERABILITY. The divisions, sections, subsections, paragraphs, sentences, clauses and phrases of this Ordinance are severable, and if any phrase, clause, sentence, paragraph, subsection, section, or division of this Ordinance shall be declared invalid, unconstitutional or unenforceable by the valid judgment or decree of a court of competent jurisdiction, such invalidity, unconstitutionality or unenforceability shall not affect any of the remaining phrases, clauses, sentences, paragraphs, subsections, sections, and divisions of this Ordinance. The City Clerk is given liberal authority to ensure proper codification of this Ordinance, including the right to correct scrivener's errors.

SECTION 4. CONFLICTS. In the event of a conflict between this Ordinance and any other ordinance of the City of Winter Park, this Ordinance shall control to the extent of such conflict.

SECTION 5. EFFECTIVE DATE. This Ordinance shall take effect immediately upon its passage and in accordance with Florida law.

DONE AND ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida held in City Hall, Winter Park, on this ____ day of _____ 2021.

By: _____
Mayor Phil Anderson

ATTEST:
By: _____
Rene Cranis, City Clerk



City Commission **agenda item**

item type Public Hearings	meeting date November 10, 2021
prepared by Nicholas Lewis	approved by Bronce Stephenson, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Continued to December 8, 2021 City Commission per staff.

Request of Z Properties for: Approval to enlarge and maintain city-owned retention pond located behind 341 N. Pennsylvania Avenue and to route stormwater retention for previously approved office building located at 301 N. Pennsylvania Avenue to the city-owned retention area.

motion / recommendation

background

alternatives / other considerations

fiscal impact



City Commission **agenda item**

item type Public Hearings	meeting date November 10, 2021
prepared by Bronce Stephenson	approved by Bronce Stephenson, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Ordinance - Establishing Multi-Modal Transportation Impact Fee (1st Reading)

motion / recommendation

Staff recommends approval of the First Reading of the Ordinance establishing a Multi-Modal Transportation Impact Fee and that a Public Hearing is held to allow for input on the Fee establishment being considered.

background

There has been discussion for a number of years about the creation of an Impact Fee which ensured new development paid a proportionate fair share towards infrastructure projects needed by the City to mitigate the transportation impacts of new land uses and create improvements towards the increasingly stressed mobility network within the City. The Comp Plan calls for the creation of this fee, understanding that a mobility network requires upgrades to keep up with increased stress on the system. It is common for most jurisdictions to have a Transportation or Mobility Fee of some type, with Winter Park being one of the only jurisdictions in the area to not have a fee of this type.

The City Commission requested staff to explore and develop an Impact Fee for new development or re-development within the City of Winter Park, which would create an equitable fee that created a funding source for the needed improvements throughout the City that have resulted from increased vehicle trips and other stresses on the mobility network of the City. After hiring Kimley Horn & Associates to assist in the exploration of the appropriate type of fee and to perform the study needed to meet Statutory requirements of fee establishment, it was determined that a Multi-Modal Transportation Impact Fee would be the most appropriate for Winter Park to adopt. A Multi-Modal Transportation Impact Fee would require new development to contribute towards a fair share of transportation infrastructure necessitated by new growth, vehicle trip length, and to mitigate impacts that the development or re-development of properties has on City infrastructure. Kimley-Horn and Associates prepared the Multi-Modal Transportation Impact Fee Report for the City (see attached). In meeting with Kimley-Horn, it was

determined that the City of Winter Park would implement a fee which is similar to the Orange County Multi-Modal Transportation Impact Fee (currently referred to as their Urban Transportation Impact Fee). In the report, Kimley-Horn ensures that the calculation of the impact fee is based on the most recent and localized data by utilizing the most recent data included in the Orange County Transportation Impact Fee Update Study (dated September 11, 2020). The revenue generated from the implementation of this new Impact Fee can be used solely for the purpose of acquisition, expansion and development (including any studies) of the various types of transportation facilities determined to be necessary to serve new development (more detail is provided in the report prepared by Kimley-Horn).

At the October 18, 2021 Transportation Advisory Board meeting, the Multi-Modal Transportation Impact Fee was presented to the Board. Feedback was provided by Board Members and was incorporated into the revised Ordinance presented herein. The public was invited to attend and provide comment, but none was received at the TAB meeting. This item was also taken before the Planning & Zoning Board for consideration and a Public Hearing at their meeting on November 2, 2021.

The Ordinance being considered by the City Commission was prepared by the City Attorney, based on input provided throughout the process, State Statute requirements for Impact Fees and the Report from Kimley Horn & Associates.

alternatives / other considerations

fiscal impact

The Ordinance creating the implementation and collection of Multi-Modal Transportation Impact Fees at the Building Permit Stage in the development process, will create new revenue that can legally be used only for the acquisition, expansion and development (including any studies) of the multi-modal transportation facilities of the City of Winter Park. The revenue cannot be used for operations, maintenance, street rehabilitation or other existing services provided by the City. The funds will be utilized primarily for studies, designs and projects listed in the Long-Range Capital Improvement Plan recently adopted by the City Commission.

ATTACHMENTS:

[MMTIF Report from Kimley Horn](#)

ATTACHMENTS:

[City_of_Winter_Park_Ordinance_adopting_Multi-modal_Transportation_Impact_Fee_REV10-21-2021.pdf](#)

ATTACHMENTS:

Advertisement_90_day_-_City_of_Winter_Park_Ordinance_adopting_Multi-modal_Transportation_Impact_Fee.pdf

Multi-Modal Transportation Impact Fee

Report

City of Winter Park, Florida

September 2021

Kimley»Horn

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APPENDICES

Appendix A: Orange County 2020 Transportation Impact Fee Study

1.0 INTRODUCTION

The City of Winter Park desires to develop and implement a Multi-Modal Transportation Impact Fee Ordinance which will require new development to fund infrastructure necessitated by new growth. Requirements for implementing this fee are described in the Florida Impact Fee Act, FS 163.31801. The City of Winter Park intends to implement a fee which is similar to the Orange County Multi-Modal Transportation Impact Fee (currently referred to as their Urban Transportation Impact Fee).

1.1 LEGAL REQUIREMENTS

The Florida Impact Fee Act identifies the minimum requirements for implementing an impact fee. Many of these requirements will be satisfied by the City of Winter Park, separate from this study. Requirements to be addressed by this study are identified using bold text. Requirements include:

- **Ensure that the calculation of the impact fee is based on the most recent and localized data.** This will be achieved by using the most recent data included in the Orange County Transportation Impact Fee Update Study, dated September 11, 2020.
- *Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.* This will be accomplished by the City of Winter Park.
- *Limit administrative charges for the collection of impact fees to actual costs.* This will be accomplished by the City of Winter Park.
- *Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.* This will be accomplished by the City of Winter Park.
- *Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.* This will be accomplished by the City of Winter Park.
- **Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.** This will be addressed in this study.
- *Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.* This will be accomplished by the City of Winter Park.
- *Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.* This will be accomplished by the City of Winter Park.
- *Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.* This will be accomplished by the City of Winter Park.

1.2 STUDY APPROACH

As noted above, the methodology for the Winter Park Multi-Modal Transportation Impact Fee will follow the methodology used by Orange County for their Multi-Modal Transportation Impact Fee. Relevant portions of the 2020 Orange County Transportation Impact Fee are provided in **Appendix A**.

As part of the 2012 Update for Orange County's Transportation Impact Fee, a new and separate multi-modal fee rate was calculated for the more urbanized parts of the county. This new multi-modal fee included costs for bicycle/pedestrian and transit facilities and therefore expanded the types of improvements which can be implemented with the fees.

Orange County's 2020 Transportation Impact Fee Study updated the Multi-Modal Transportation Impact Fee, which was subsequently referenced as the Urban Transportation Impact Fee. These fees are included in Orange County's current Impact Fee Ordinance, which specifies that revenues from these fees can be used solely for the purpose of acquisition, expansion, and development (including any studies) of the transportation facilities determined to be necessary to serve new development including, but not limited to:

- Design and construction plan preparation
- Right-of-way acquisition
- Construction of new through lanes
- Construction of new turn lanes
- Construction of new bridges
- Construction of new drainage facilities in conjunction with new roadway construction
- Purchase and installation of traffic control devices
- Construction of new curbs, medians, and shoulders
- Conservation area mitigation
- Compensating storage
- Sidewalks (not built as part of construction of a road improvement)
- Transit shelters
- Park and ride lots
- Lighting
- Landscaping
- Pedestrian bridges
- Intelligent Transportation Systems (ITS)
- Other mobility improvements

2.0 METHODOLOGY

The methodology for calculating the Multi-Modal Transportation Impact Fee uses a consumption-based impact fee approach where new development pays the cost of the transportation capacity which it consumes.

Recognizing that as development traffic consumes capacity, they are also paying gas taxes, some of which are used to provide capacity. Therefore, a credit for this is included in the calculation. The basic equation is:

$$\text{Fee} = (\text{Capacity Consumed} \times \text{Cost of Capacity}) - \text{Credit}$$

There are several factors that are used to determine capacity consumed, or demand, including:

- Trip generation rate
- Trip length
- Percent new trips

Similarly, there are several factors that are used to determine the cost of capacity, or cost, including:

- Multi-modal roadway cost per added lane mile
- Multi-modal capacity per lane mile

Credit variables include:

- Gas tax credit
- Fuel efficiency
- Ad Valorem credit

The actual calculation is more complex, but broken down into individual steps below:

$$\text{Fee} = (\text{Capacity Consumed} \times \text{Cost of Capacity}) - \text{Credit}$$

Where:

- **Capacity Consumed** = $([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate \& Toll Facility Discount Factor})$
- **Cost of Capacity** = $\text{Cost per Added Lane Mile} / \text{Average Vehicle-Capacity Added per Lane Mile}$
- **Credit** = $\text{Present Value Gas Tax Credit} + \text{Present Value of Ad Valorem Credit, given 4.0\% interest rate and a 25-year facility life}$
- **Trip Rate** = the average daily trip generation rate for the type of development (land use) proposed, in vehicle-trips/day
- **Assessable Trip Length** = the average trip length on collector roads or above, for the land use category, in miles (this excludes travel on local neighborhood roads).
- **Total Trip Length** = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads

- % New Trips = adjustment factor to account for pass-by trips associated with the proposed land use that are already on the roadway
- Divide by 2 = the total daily miles of travel generated by a particular land use category is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- Interstate & Toll Facility Discount Factor = discount factor to account for travel demand occurring on interstate highways and/or toll facilities
- Cost per Added Lane Mile = unit cost to construct one lane mile of roadway, including multi-modal elements, in \$/lane-mile.
- Average Vehicle-Capacity Added per Lane Mile = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day
- Cost per Vehicle-Mile of Capacity = Cost per added lane mile divided by average capacity added per lane mile
- \$Tax/Gallon to Capital = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon
- Fuel Efficiency = average fuel efficiency of vehicles, in vehicle-miles/gallon
- Present Value = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 4.00% interest and a 25-year facility life, the uniform series present worth factor is 15.6221
- Effective Days per Year = 365 days
- Annual Gas Tax Credit = $([\text{Trip Rate} \times \text{Total Trip Length} \times \% \text{ New Trips}] / 2) \times (\text{Effective Days per Year} \times \$\text{Tax/Gallon to Capital}) / \text{Fuel Efficiency}$
- Ad Valorem Credit = present value of the amount of ad valorem taxes used toward transportation capacity, calculated based on the average property value of each land use

2.1 CAPACITY CONSUMED

The following variables are considered when determining the capacity consumed:

- Trip Rate
- Assessable Trip Length
- Percent New Trips
- Interstate & Toll Facility Discount Factor

These variables are explained below, as well as the values identified in the 2020 Orange County Transportation Impact Fee Update Study, where applicable. The actual values by land use are identified in **Section 3.0** of this report.

Trip Rate

The Multi-Modal Transportation Impact Fee will be applied based on the type of land use proposed. Various types of land uses generate different trip rates. The trip rates for the 2020 Orange County Transportation Impact Fee Update Study are from two sources:

- Trip characteristics studies previously conducted throughout Florida
- The Institute of Transportation Engineers' (ITE) Trip Generation Handbook (10th edition)

Assessable Trip Length

Various types of land uses have different trip lengths. The Assessable Trip Length is the average trip length, by land use, on collector roads or above, expressed in miles. This length was identified for each land use category based on a database of studies conducted in Florida, as well as travel demand models for the Central Florida area. The Orange County Transportation Impact Fee Update Study identified that trip lengths in Orange County are typically longer when compared to other Florida counties. Therefore, residential and office trip lengths were increased by 25 percent, and lodging, recreational, institutional, retail, and industrial trip lengths were increased by five percent.

Percent New Trips

Percent New Trips recognizes that different types of land uses generate different percentages of new trips. Typically, all (100%) trips generated by new residential development are new trips. However, other uses, like retail, attract some trips that are already traveling on the surrounding roadway network. Since these pass-by trips are already on the road, they do not consume additional capacity.

Interstate & Toll Facility Discount Factor

Recognizing that interstate and toll facilities are not funded through impact fees, travel on these facilities are removed from the calculation of the Multi-Modal Transportation Impact Fee. Based on information in the 2020 Orange County Transportation Impact Fee Update Study, an Interstate & Toll Facility Discount Factor of 36.1 percent was used.

2.2 COST OF CAPACITY

The following variables are considered when determining the cost of capacity, which is expressed as cost per vehicle mile of capacity:

- Cost per Added Lane Mile
- Average Vehicle-Capacity Added per Lane Mile
- Cost per Vehicle Mile of Capacity

These variables are explained below, as well as the values identified in the 2020 Orange County Transportation Impact Fee Update Study, where applicable. The actual values by land use are identified in **Section 3.0** of this report.

Cost per Added Lane Mile

The 2020 Orange County Transportation Impact Fee Update Study considered recently completed and ongoing local projects to identify and provide supporting cost data for multi-modal transportation improvements. This included:

- Design Costs
- Right-of-Way Costs
- Construction Costs
- Bicycle and Pedestrian Facility Costs
- Transit Capital Costs
- Construction Engineering and Inspection

Based on this information, it was concluded that the cumulative cost of constructing one multi-modal lane mile is \$4,540,000.

Average Vehicle-Capacity Added per Lane Mile

The average vehicle-capacity per lane within an urban area, such as Winter Park, is 9,000 vehicles.

Cost per Vehicle Mile of Capacity

Considering the cost per added lane mile of \$4,540,000 and the average vehicle-capacity added per lane mile of 9,000, the Cost per Vehicle mile of Capacity is \$504.44 ($\$4,540,000/9,000$).

2.3 CREDIT

The following variables are considered when determining the credit:

- \$Tax/Gallon to Capital
- Fuel Efficiency
- Effective Days per Year
- Ad Valorem Credit
- Present Value

These variables are explained below, as well as the values identified in the 2020 Orange County Transportation Impact Fee Update Study, where applicable. The actual values by land use are identified in **Section 3.0** of this report.

\$Tax/Gallon to Capital

Each gallon of gas purchased includes taxes, a portion of which are used for expansion of the transportation system (i.e., capital improvements). After considering all sources, the 2020 Orange County Transportation Impact Fee Update Study determined that \$0.197 per gallon of gas is used for capital improvements.

Fuel Efficiency

Since the above gas tax credit is based on the trip lengths associated with various uses, the fuel efficiency is necessary to convert the tax per gallon into tax per mile credit. The 2020 Orange County Transportation Impact Fee Update Study determined that the fuel efficiency is 18.92 miles per gallon.

Effective Days per Year

Orange County assumed that travel for all land uses is 365 effective days per year. While this is higher than for some land uses, it was considered conservative because it may provide some land uses a slightly higher credit.

Ad Valorem Credit

Recognizing that Orange County uses a portion of Ad Valorem Tax revenues for roadway capacity expansion improvements and multi-modal improvements, a credit was identified for each land use. The present value for the Ad Valorem Credit for each land use is identified in **Section 3.0**. Calculations of the Ad Valorem Tax revenues are provided in Appendix D of **Appendix A**.

Present Value

The 2020 Orange County Transportation Impact Fee Update Study used a present value calculation to identify the present value of future tax credits. A facility life of 25 years was assumed, along with 365 days per year for the gas tax credit. The interest rate was assumed to be 4.0%, based on information provided by Orange County. This translates to a uniform series present worth factor of 15.6221.

3.0 CALCULATED MULTI-MODAL TRANSPORTATION IMPACT FEE

Using the methodology described in Section 2.0, the Multi-Modal Transportation Impact Fee was calculated for various land use categories, as identified in **Table 3-1**.

An example impact fee rate calculation for a 40,000 square foot gross leasable area (sfgla) retail store, ITE Land Use Code (LUC) 820, is provided below.

$$\text{Fee} = (\text{Capacity Consumed} \times \text{Cost of Capacity}) - \text{Credit}$$

Where:

- **Capacity Consumed** = $([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate \& Toll Facility Discount Factor})$
- **Cost of Capacity** = $\text{Cost per Added Lane Mile} / \text{Average Vehicle-Capacity Added per Lane Mile}$
- **Credit** = Present Value Annual Gas Tax Credit + Present Value Ad Valorem Credit, given 4.0% interest rate and a 25-year facility life

The individual variables for ITE LUC 210 are identified below:

- Trip Rate = the average daily trip generation rate for the type of development (land use) proposed, in vehicle-trips/day (75.05 per 1,000 sfgla)
- Assessable Trip Length = the average trip length on collector roads or above, for the land use category, in miles (1.96) (this excludes travel on local neighborhood roads).
- Total Trip Length = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads ($1.96 + 0.50 = 2.46$)
- % New Trips = adjustment factor to account for trips associated with the proposed land use that are already on the roadway (56%)
- Divide by 2 = the total daily miles of travel generated by a particular land use category (i.e., $\text{rate} \times \text{length} \times \% \text{ new trips}$) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- Interstate & Toll Facility Discount Factor = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (36.1%)
- Cost per Added Lane Mile = unit cost to construct one lane mile of roadway, including multi-modal elements, in \$/lane-mile (\$4,540,000)
- Average Vehicle-Capacity Added per Lane Mile = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (9,000)
- Cost per Vehicle-Mile of Capacity = $\text{Cost per added lane mile} / \text{average capacity added per lane mile}$ ($\$4,540,000 / 9,000 = \504.44)
- \$Tax/Gallon to Capital = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.197)
- Fuel Efficiency = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.92)

- Present Value = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 4.00% interest and a 25-year facility life, the uniform series present worth factor is 15.6221
- Effective Days per Year = 365 days
- Annual Gas Tax Credit = $([\text{Trip Rate} \times \text{Total Trip Length} \times \% \text{ New Trips}] / 2) \times (\text{Effective Days per Year} \times \$\text{Tax/Gallon to Capital}) / \text{Fuel Efficiency}$ $([75.05 \times 2.46 \times 0.56] / 2) \times 365 \times (\$0.197 / 18.92) = \$196$
- Ad Valorem Credit = present value of the amount of ad valorem taxes used toward transportation capacity, calculated based on the average property value of each land use (\$163.00)

Thus, the calculation of the fee is:

- **Capacity Consumed** = $([\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips}] / 2) \times (1 - \text{Interstate \& Toll Facility Discount Factor})$

$$([75.05 \times 1.96 \times 0.56] / 2) \times (1 - 0.361) = 26.319$$

- **Cost of Capacity** = Cost per Added Lane Mile / Average Vehicle-Capacity Added per Lane Mile

$$(\$4,540,000 / 9,000) = \$504.44$$

- **Credit** = Present Value Annual Gas Tax Credit + Present Value Ad Valorem Credit, given 4.0% interest rate and a 25-year facility life

$$(\$196 \times 15.6221) + \$163 = \$3,225$$

- **Fee = (Capacity Consumed x Cost of Capacity) – Credit**

$$(26.319 \times \$504.44) - \$3,225 = \$10,051 \text{ per 1,000 sf gla}$$

The total Multi-Modal Transportation Impact Fee for a 40,000 sf gla retail store would be:

$$40,000 / 1,000 \times \$10,051 = \$402,040$$

Table 3-1: Calculation of Winter Park Multi-Modal Transportation Impact Fee

Variable Factors and Fee Calculations. See Non-Variable Factors at end of table.

ITE LUC	Land Use	Unit	Trip Rate	Assess-able Trip Length	Total Trip Length	% New Trips	Capacity Consumed	Cost of Capacity	Annual Gas Tax Credit
Residential									
210	Single Family (Detached): ≤ 1,200 sf	DU	6.15	8.28	8.78	100	16.27	\$504.44	\$103
210	Single Family (Detached): 1,201-2,000 sf	DU	7.81	8.28	8.78	100	20.66	\$504.44	\$130
210	Single Family (Detached): 2,001-3,500 sf	DU	9.63	8.28	8.78	100	25.48	\$504.44	\$161
210	Single Family (Detached): > 3,500 sf	DU	10.07	8.28	8.78	100	26.64	\$504.44	\$168
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	DU	7.32	6.38	6.88	100	14.92	\$504.44	\$96
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	DU	5.44	6.38	6.88	100	11.09	\$504.44	\$71
222	Multi-Family Housing (High-Rise, > 10 floors)	DU	4.45	6.38	6.88	100	9.07	\$504.44	\$58
225	Student Housing (Adjacent to Campus)	Bedroom	3.15	3.19	3.69	100	3.21	\$504.44	\$22
225	Student Housing (Over 1/2 mile from Campus)	Bedroom	3.97	4.79	5.29	100	6.08	\$504.44	\$40
231	Mid-Rise Residential w/ first floor Commercial	DU	3.44	6.38	6.88	100	7.01	\$504.44	\$45
232	High-Rise Residential w/ first floor Commercial	DU	2.01	6.38	6.88	100	4.10	\$504.44	\$26
240	Mobile Home Park	DU	4.17	5.75	6.25	100	7.66	\$504.44	\$50
251	Senior Adult Housing - Detached (Retirement Community/Age- Restricted Single Family)	DU	3.5	6.78	7.28	100	7.58	\$504.44	\$48
252	Senior Adult Housing - Attached (Retirement Community/Age- Restricted Single Family)	DU	3.33	5.43	5.93	100	5.78	\$504.44	\$38
265	Time Share	DU	8.63	4.96	5.46	100	13.68	\$504.44	\$90
Lodging									
310	Hotel/Tourist Hotel	Room	5.55	6.57	7.07	66	7.69	\$504.44	\$49
320	Motel	Room	3.35	4.56	5.06	77	3.76	\$504.44	\$25
Recreational									
430	Golf Course	Acre	3.74	6.95	7.45	90	7.47	\$504.44	\$48
437	Bowling Alley	1,000 sf	13	5.41	5.91	90	20.22	\$504.44	\$131
444	Movie Theater w/ or w/out Matinee	1,000 sf	82.3	2.35	2.85	87	53.76	\$504.44	\$388
491	Racquet Club	1,000 sf	19.7	5.41	5.91	94	32.01	\$504.44	\$208
492	Health/Fitness Club	1,000 sf	34.5	5.41	5.91	94	56.06	\$504.44	\$364
N/A	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	21.33	3.54	4.04	85	20.51	\$504.44	\$139
Institutional									
522	School	1,000 sf	20.17	3.48	3.98	80	17.94	\$504.44	\$122
560	Public Assembly	1,000 sf	6.95	4.11	4.61	90	8.21	\$504.44	\$55

Table 3-1 (continued): Calculation of Winter Park Multi-Modal Transportation Impact Fee

Variable Factors and Fee Calculations. See Non-Variable Factors at end of table.

ITE LUC	Land Use	Unit	Trip Rate	Assess-able Trip Length	Total Trip Length	% New Trips	Capacity Consumed	Cost of Capacity	Annual Gas Tax Credit
Retail									
815	Free-Standing Discount Store	1,000 sf	53.12	2.52	3.02	67	28.66	\$504.44	\$204
816	Hardware/Paint	1,000 sf	9.14	1.96	2.46	56	3.21	\$504.44	\$24
820	Retail: ≤ 50,000 sfgla	1,000 sfgla	75.05	1.96	2.46	56	26.32	\$504.44	\$196
820	Retail: 50,001-100,000 sfgla	1,000 sfgla	60.12	2.4	2.9	62	28.58	\$504.44	\$205
820	Retail: 100,001-200,000 sfgla	1,000 sfgla	48.16	2.52	3.02	67	25.98	\$504.44	\$185
820	Retail: 200,001-300,00 sfgla	1,000 sfgla	42.3	2.65	3.15	71	25.43	\$504.44	\$180
820	Retail: 300,001-400,000 sfgla	1,000 sfgla	38.58	2.77	3.27	73	24.93	\$504.44	\$175
820	Retail: 400,001-500,000 sfgla	1,000 sfgla	35.92	2.89	3.39	75	24.88	\$504.44	\$174
820	Retail: 500,000-1,000,000 sfgla	1,000 sfgla	28.78	3.51	4.01	81	26.14	\$504.44	\$178
820	Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	27.14	3.75	4.25	82	26.66	\$504.44	\$180
820	Retail: > 1,200,000 sfgla	1,000 sfgla	25.84	3.99	4.49	83	27.34	\$504.44	\$183
840/ 841	New/Used Auto Sales	1,000 sf	24.58	4.83	5.33	79	29.97	\$504.44	\$197
850	Supermarket	1,000 sf	106.64	2.18	2.68	56	41.59	\$504.44	\$304
853	Convenience Market w/ Gas Pumps	1,000 sf	626.25	1.59	2.09	28	89.08	\$504.44	\$696
862	Home Improvement Superstore	1,000 sf	30.74	2.52	3.02	67	16.58	\$504.44	\$118
863	Electronics Superstore	1,000 sf	41.05	1.96	2.46	56	14.40	\$504.44	\$107
880/ 881	Drug Store	1,000 sf	104.37	2.18	2.68	32	23.26	\$504.44	\$170
Services									
911	Bank/Savings Walk-In	1,000 sf	59.39	2.58	3.08	46	22.52	\$504.44	\$160
912	Bank/Savings Drive-In	1,000 sf	102.66	2.58	3.08	46	38.93	\$504.44	\$276
925	Drinking Place	1,000 sf	113.6	1.96	2.46	56	39.84	\$504.44	\$297
931	Quality Restaurant	1,000 sf	86.03	3.3	3.8	77	69.84	\$504.44	\$478
932	High-Turnover Restaurant	1,000 sf	106.26	3.33	3.83	71	80.27	\$504.44	\$549
934	Fast Food Restaurant w/ Drive Thru	1,000 sf	482.53	2.15	2.65	58	192.25	\$504.44	\$1,409
942	Auto Service	1,000 sf	28.19	3.8	4.3	72	24.64	\$504.44	\$166
944	Gas Station w/ or w/out Convenience Market: < 2,000 sf	Fuel Pos.	172.01	2	2.5	23	25.28	\$504.44	\$188
945	Gas Station w/ or w/out Convenience Market: 2,000-2,999 sf	Fuel Pos.	205.36	2	2.5	23	30.18	\$504.44	\$224
960	Gas Station w/ Convenience Market: ≥ 3,000 sf	Fuel Pos.	230.52	2	2.5	23	33.88	\$504.44	\$252

Appendix A

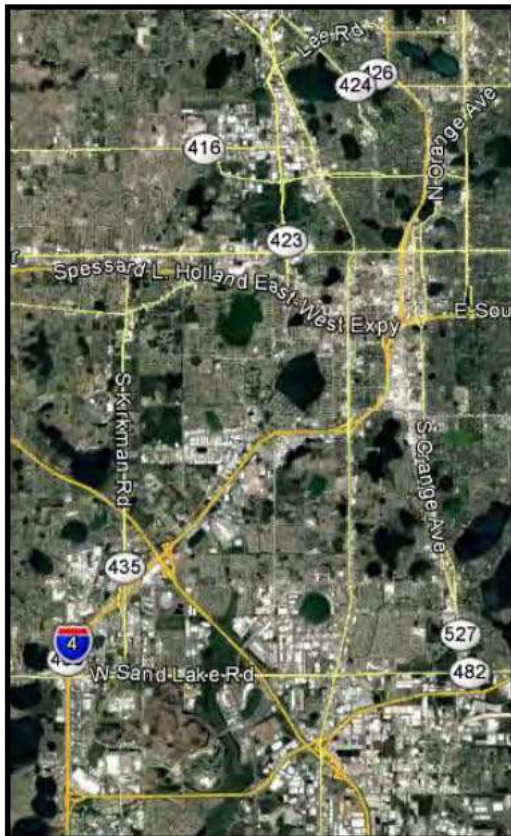
Orange County 2020 Transportation Impact Fee Study

Note: Only the relevant portions of the Orange County 2020 Transportation Impact Fee Study are provided. For example, in addition to the multi-modal (Urban) transportation impact fee, Orange County calculated fees for suburban and rural areas of the county which are not applicable to Winter Park. Therefore, those sections have been deleted or blacked out in an effort to avoid confusion about information used in the development of the Winter Park Multi-Modal Transportation Impact Fee. To reiterate, the blacked-out portions are not applicable to Winter Park since they are for suburban or rural areas.

Orange County Transportation Impact Fee Update Study

FINAL REPORT

September 11, 2020



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ORANGE COUNTY TRANSPORTATION IMPACT FEE UPDATE STUDY

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[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

APPENDICES

Appendix A: Demand Component Calculations

Appendix B: Cost Component Calculations

Appendix C: Credit Component Calculations

Appendix D: Ad Valorem Credit

Appendix E: Calculated Impact Fee Schedule

Appendix F: Traffic Impact Studies: PM Peak Hour Pass-By Rates

I. Introduction

Orange County's Transportation Impact Fee was originally adopted in 1985 and went into effect in 1986 to assist the County in providing adequate transportation facilities for expected growth. The technical study supporting the fee levels was last updated in 2012. As part of the 2012 update, in addition to updating roadway-based transportation impact fee, a separate multi-modal fee rate was calculated for the more urbanized parts of the county, based on the boundary of the Alternative Mobility Area (AMA). The Board of County Commissioners adopted the 2012 study at a discounted rate. At this time, the County is considering eliminating the AMA designation; however, this study continues to provide fee variations based on travel and land use characteristics of various subareas within the county.

This report updates both the roadway and multi-modal impact fee variables to reflect changes to the cost, credit, and demand components since 2012. In addition, this study addresses the following:

- Fee variation by geographic area and boundary of fee districts;
- Fee levels under needs-based and asset-based approaches;
- Fee reductions for mixed-use developments based on internal capture;
- Fee reductions for affordable/workforce housing; and
- A tool for potential fee reductions for targeted land uses.

The information used to develop the Orange County Transportation Impact Fee schedules is based mostly on data received through November 2019.

Legal Overview

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. Impact fees must comply with the "dual rational nexus" test, which requires that they:

- Be supported by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and
- Be spent in a manner that directs a proportionate benefit to new development, typically accomplished through establishment of benefit districts (if needed) and a list of capacity-adding projects included in the County's Capital Improvement Plan, Capital Improvement Element, or another planning document/Master Plan.

In 2006, the Florida legislature passed the “Florida Impact Fee Act,” which recognized impact fees as “an outgrowth of home rule power of a local government to provide certain services within its jurisdiction.” § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

More recent legislation further affected the impact fee framework in Florida, including the following:

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) and Florida Department of Transportation (FDOT) to conduct studies on “mobility fees,” which were completed in 2010.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.31801 (5)(f), Florida Statutes, including:
 1. Adoption of long-term strategies to facilitate development patterns that support multi-modal solutions, including urban design, and appropriate land use mixes, including intensity and density.
 2. **Adoption of an area-wide level of service not dependent on any single road segment function.**
 3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
 4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.

5. Establishing multi-modal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
6. Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government's plan, which served as the basis for the fee. Finally, under HB 319, an alternative mobility system, that is not mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

- **HB 207 in 2019:** Included the following changes to the Impact Fee Act along with additional clarifying language:
 - Impact fees cannot be collected prior to building permit issuance; and
 - Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **HB 7103 in 2019:** Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement will operate prospectively. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction. In addition, added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.
- **HB 1339 in 2020:** Required reporting of certain impact fee data within the annual financial audit report submitted to the Department of Financial Services.

The following paragraphs provide further detail on the generally applicable legal standards applicable here.

Impact Fee Definition

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principle purpose of an impact fee is to assist in funding the implementation of projects identified in the Capital Improvements Element (CIE) and other capital improvement programs for the respective facility/service categories.

Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

This technical report has been prepared to support legal compliance with existing case law and statutory requirements.

Methodology

The methodology used for the transportation impact fee study continues to follow a consumption-based impact fee approach in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane-mile of roadway network. Unlike a “needs-based” approach, the consumption-based approach ensures that the impact fee is set at a rate that does not generate sufficient revenues to correct existing deficiencies. As such, the County does not need to go through the process of estimating the portion of each capacity expansion project that may be related to existing deficiencies. The study incorporates the entire network of transportation

within the county, including city, county and state roads, but excludes limited access facilities and rail facilities, which require large scale investments and are not typically funded with impact fees.

Included in this document is the necessary support material used in the calculation of the transportation impact fee. The general equation used to compute the impact fee for a given land use is:

$$\text{[Demand x Cost]} - \text{Credit} = \text{Fee}$$

The “demand” for travel placed on a transportation system is expressed in units of Vehicle-Miles of Travel (VMT) (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips]) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates since new development consumes trips on a daily basis.

The “cost” of building new capacity typically is expressed in units of dollars per vehicle-mile or lane-mile of transportation capacity. Consistent with the current adopted methodology, the cost is based on county roadway costs.

The “credit” is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an “up front” payment for a portion of the cost of building a lane-mile of capacity that is directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not paying, or being charged, twice for the same level of service.

The input variables used in the fee equation are as follows:

Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips

Cost Variables:

- Roadway cost per added lane mile

- Roadway capacity per lane mile

Credit Variables:

- Equivalent gas tax credit (pennies)
- Present worth
- Fuel efficiency
- Effective days per year

II. Demand Component

Travel Demand

Travel demand is the amount of a transportation system consumed by a unit of new land development activity. Demand is calculated using the following variables and is measured in terms of the vehicle miles of new travel a unit of development consumes on the existing transportation system.

- Number of daily trips generated
- Average length of those trips
- Proportion of travel that is new travel, rather than travel that is already on the road system
- Interstate/Toll Facility discount factor

As part of this update, the trip characteristics variables were obtained primarily from two sources: (1) trip characteristics studies previously conducted throughout Florida (Florida Studies Database), which includes studies conducted in Orange County as well as in other Florida jurisdictions, and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (10th edition). The Florida Trip Characteristics Studies Database is included in Appendix A. This database was used to determine trip length, percent new trips, and the trip generation rate for several land uses.

Trip Length Adjustment Factor

Trip lengths for all land uses were adjusted to account for differences between the average trip lengths included in the Florida Studies Database, the Orlando Urban Area Transportation Study (OUATS 2040), and other Florida Standard Urban Transportation Model Structure (FSUTMS) model results. As it was the case in the 2012 update study, the OUATS 2040 model data suggested that trip lengths are typically longer in Orange County compared to other Florida counties. Therefore, residential and office trip lengths were increased by 25 percent, while lodging, recreational, institutional, retail, and industrial trip lengths were increased by five (5) percent.

Interstate & Toll Facility Discount Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, transportation impact fees are not used to pay for these improvements and the portion of travel occurring on the interstate/toll facility system is usually eliminated from the total travel for each use.

To calculate the interstate and toll (I/T) facility discount factor, the loaded highway network file was generated for the OUATS 2040 model. A select link analysis was run for all traffic analysis zones located within Orange County in order to differentiate trips with an origin and/or destination within the county versus trips with no origin or destination within the county.

Currently, interstate and toll facilities in Orange County include I-4, the Florida Turnpike (SR 91), SR 408, SR 414, SR 417, SR 429, SR 451, SR 453, and SR 528. The limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within County was calculated for the identified limited access facilities. The total Orange County VMT was calculated for all trips with an origin and/or destination within the county for all roads, including limited access facilities, located within Orange County. The I/T discount factor of 36.1 percent was determined by dividing the total limited access VMT by the total county VMT using the base year of the model.

By applying this factor to the total county VMT, the reduced VMT is then representative of only the roadways that are funded by impact fees. Appendix A, Table A-1 provides further detail on this calculation.

Land Use Changes

New Land Uses

Based on input from the County and a review of the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (10th edition, released September 2017), several new land uses were added to the transportation impact fee schedule.

- **Single Family Tiering:** The current impact fee schedule includes a single rate for all single family development. This update study includes a tiered approach that varies the fee according to square footage tiers. This approach assists the County in its goal of encouraging attainable housing by moderating impact fee levels for smaller homes. Appendix A, Tables A-2 through A-10 includes additional detail.

- Multi-Family Realignment: The current impact fee schedule includes multi-family apartment, condo/townhouse, and high-rise condo/townhouse as separate land uses. ITE 10th Edition has realigned these uses, creating a combined “multi-family housing” category, with differentiation in trip generation rate based on the number of stories. This update was incorporated into the impact fee schedule, shown by Land Use Code (LUC) used by ITE:
 - LUC 220 (multi-family/townhouse, low-rise, 1-2 floors) – includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).
 - LUC 221 (multi-family, mid-rise, 3-10 floors) – includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).
 - LUC 222 (multi-family, high-rise, >10 floors) – includes apartments, townhouses, and condominiums that have more than 10 levels (floors). They are likely to have one or more elevators.
- Student Housing: ITE 10th includes this new land use (LUC 225) for consideration with two different trip generation rates depending on the proximity to campus (adjacent to campus and over ½ mile from campus), measured “per bedroom”. These options replace the current Student Housing use (measured “per unit”) which was based on independent trip characteristics studies conducted in Minnesota.
- Residential w/1st Floor Commercial: ITE 10th includes this new land use for consideration with two tiers:
 - LUC 231 (mid-rise residential with 1st floor commercial): mixed-use multi-family housing buildings that have between three and 10 floors and include retail space on the first level. Typically found in dense multi-use urban and center city core settings.
 - LUC 232 (high-rise residential with 1st floor commercial): mixed-use multi-family housing buildings that have more than 10 floors and include retail space that is open to the public on the first level. Typically found in dense multi-use urban and center city core settings.
- Senior Adult Housing – Attached: Attached independent living developments, including retirement communities, age-restricted, and active adult communities. These developments may include limited social or recreational services, however, they generally lack centralized dining and onsite medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired.
- Dance Studio (Martial Arts/Music Lessons): Privately-owned recreation-based facility offering dance, gymnastics, ballet, or similar activity classes such as martial arts training and music lessons. Facilities typically range between 5,000 square feet and 25,000 square feet.

- LUC 720 (medical/dental office): a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility.
 - o Small Medical/Dental Office (<10,000 square feet): Similar to the Medical/Dental Office land use in the current schedule but reflects a lower trip generation rate which is representative of smaller medical businesses that typically do not have extensive testing equipment or laboratories.
- Walk-in Bank: This land use represents generally a free-standing building with its own parking lot. These banks do not have drive-in lanes but usually contain non-drive-thru teller machines (ATMs).
- Tourist Hotel/Retail: The current schedule includes separate rates for hotel and retail development within the County's "tourist" district. However, updates to ITE since the last study and additional local studies resulted in trip generation rates for general retail and hotel land uses that are lower than those reflected for tourist hotel/retail categories. Given that generation rates for tourist hotel/retail categories are based on a smaller sample, hotel and retail development within the tourist district should be charged the same rate as development outside of the district to benefit from lower impact fee rates that are based on a larger set of data.
- High-Cube Transload and Short-Term Storage Warehouse: A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. Transload facilities have a primary function of consolidation and distribution of pallet loads for manufacturers, wholesalers, or retailers. They typically have little storage duration, high throughput, and are high-efficiency facilities. Short-term HCWs are high-efficiency distribution facilities often with custom/special features built into the structure for movement of large volumes of freight with only short-term storage of products.

Significant Demand Reductions

Several land uses received a significant reduction in the estimated gross vehicle miles of travel (GVMT) that they generate per unit. Appendix A includes additional detail related to the changes in the demand component for all land use categories.

- Bowling Alley (LUC 437): The trip generation rate for this land use was reduced by 61 percent due to an update from ITE 9th Edition to ITE 10th Edition. While the 9th Edition included a "daily" TGR, the 10th Edition does not and, therefore, the recommended TGR is based on the peak hour trip rate adjusted for daily. This adjustment is based on the relationship of peak

hour-to-daily trip rates for other recreational uses in ITE 10th Edition (peak hour $\approx$ 1/10 of daily).

- Public Assembly (LUC 560): The trip generation rate for this land use was reduced by 24 percent due to an update from ITE 9th Edition to ITE 10th Edition. Additionally, the trip length has been reduced by 49 percent and the percent new trips has been reduced by 10 percent. In the current fee schedule, the TL and PNT data were based on data from the County's 2004 update study that used the County's transportation model and a 1991 document¹ to determine these values. This update study recommends the use of the Florida Studies Trip Characteristics Database (Appendix A) and similar land uses to estimate trip length and percent new trips using more recent data relationships.
- Animal Hospital/Veterinary Clinic (LUC 640): The trip generation rate for this land use was reduced by 16 percent due to an update from ITE 9th Edition to ITE 10th Edition. Additionally, the trip length has been reduced by 63 percent and the percent new trips has been reduced by 25 percent. Similar to the Public Assembly use, in the current fee schedule the TL and PNT data is based on data from the County's 2004 update study. This update study recommends the use of the Florida Studies Trip Characteristics Database (Appendix A) to estimate trip length and percent new trips.
- Hardware/Paint Store (LUC 816): The trip generation rate for this land use was reduced by 82 percent due to an update from ITE 9th Edition to ITE 10th Edition.
- Drug Store (LUC 880/881): The trip generation rate for this land use was increased by 18 percent due to an update from ITE 9th Edition to ITE 10th Edition (includes data from both LUC 880 and 881). Additionally, the trip length has been reduced by 46 percent and the percent new trips has been reduced by 36 percent. Similar to the Public Assembly and Animal Hospital uses, in the current fee schedule the TL and PNT data is based on data from the County's 2004 update study. This update study recommends the use of the Florida Studies Trip Characteristics Database (Appendix A) to estimate trip length and percent new trips.

¹ Nicholas, James, et. al., *A Practitioner's Guide to Development Impact Fees*, 1991

III. Cost Component

Cost information from Orange County and other counties in Florida was reviewed to develop a unit cost for all phases involved in the construction of one lane-mile of roadway capacity. Additionally, cost information for bicycle/pedestrian and transit facilities was reviewed and included in the cost component calculations for the urban district multi-modal impact fee rates. Appendix B provides the data and other support information utilized in these analyses.

County Roadway Cost

This section examines the right-of-way (ROW), construction, and other cost components associated with county roads with respect to transportation capacity expansion improvements in Orange County. For this purpose, bid data for recently completed/ongoing local projects and recent construction bid data from roadway projects throughout Florida were used to identify and provide supporting cost data for County roadway improvements. The cost for each roadway capacity project was separated into three phases: design, ROW, and construction/CEI.

Design

Design costs for county roads were estimated at approximately \$340,000 per lane mile based on a review of recent improvements in Orange County. When compared to the average construction cost per lane mile (\$2,750,000; Appendix B, Table B-5), the design-to-construction ratio is approximately 12 percent. This ratio is within the range of design-to-construction ratios observed in other recent impact fee studies in Florida. Additional detail is provided in Appendix B, Tables B-1 and B-2.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that were necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. ROW costs for county roads were estimated at \$1.20 million per lane mile based on a review of recent improvements in Orange County. When compared to the average construction cost per lane mile (\$2,750,000; Appendix B, Table B-5), the ROW-to-construction ratio is approximately 44 percent. This ratio is within the range of ROW-to-construction ratios observed in other recent impact fee studies in Florida. Additional detail is provided in Appendix B, Tables B-3 and B-4.

Construction/CEI

The construction cost for county roads was based on recently bid/ongoing projects in the Orange County. This review included 15 recent projects in Orange County with construction occurring since 2012:

- Rouse Rd from Lake Underhill Rd to SR 50
- Clarcona-Ocoee Rd from SR 429 to Clark Rd
- Holden Ave from John Young Pkwy to Orange Blossom Tr
- Palm Pkwy/AVR Connector from Palm Pkwy to Apopka-Vineland Rd
- John Young Pkwy from SR 528 to FL Turnpike
- Econlockhatchee Tr from SR 408 to SR 50
- CR 535 Seg. F from Overstreet Rd to Fossick Rd
- Reams Rd from Delmar Ave to Taborfield Ave
- Destination Pkwy 1B/2A from Tradeshow Blvd to Lake Cay
- Lake Underhill Rd from Goldenrod Rd to Chickasaw Tr
- International Dr from Westwood Blvd to Westwood Blvd
- Porter Rd from Avalon Rd to Hamlin Groves Tr
- Innovation Way Seg. 3B from Magnolia Woods Blvd to Yellow Jasmine Dr
- Boggy Creek Rd North from South Access Rd to Wetherbee Rd
- Hamlin Groves Ph. I from New Independence Pkwy north approx. 2,800 feet

The weighted average construction cost for these improvements is approximately \$3.00 million per lane mile, including CEI costs. Based on a review of data from other jurisdictions, CEI is approximately nine percent of construction. Therefore, the construction portion of these improvements averages approximately \$2.75 million per lane mile. Additional detail is provided in Appendix B, Table B-5.

In addition to local projects, recent improvements from other counties in Florida were reviewed to increase the sample size. This review included approximately 147 lane miles of lane addition and new road construction improvements with a weighted average cost per added lane mile of approximately \$2.87 million, which does not include CEI costs. Additional detail is provided in Appendix B, Table B-6.

Based on a review of these data sets, a construction cost of \$3.00 million per lane mile (for construction and CEI) was used in the impact fee calculation for Orange County improvements. This figure reflects the local data and is supported by statewide data.

As shown in Table 1, the total county roadway cost was calculated at approximately \$4.54 million per lane mile.

Table 1
Estimated Total Cost per Added Lane Mile
for County Roads

Cost Type	Total Cost per Lane Mile
Design ⁽¹⁾	\$340,000
Right-of-Way ⁽²⁾	\$1,200,000
Construction/CEI ⁽³⁾	\$3,000,000
Total	\$4,540,000

1) Source: Appendix B, Table B-1

2) Source: Appendix B, Table B-3

3) Source: Appendix B, Table B-5

Vehicle-Miles of Capacity per Lane Mile

The transportation impact fee equation includes a vehicle-mile of capacity (VMC) component. The VMC is an estimate of capacity added, per lane mile, for county roadway improvements in the 2040 Metroplan Needs Plan for Orange County. As shown in Table 2, each lane mile will add approximately 9,000 vehicles. Additional detail is provided in Appendix B, Table B-7.

Table 2
Weighted Average Capacity per Lane Mile

Source	Lane Mile Added ⁽¹⁾	Vehicle-Miles of Capacity Added ⁽¹⁾	VMC Added per Lane Mile ⁽²⁾
County Roads	270.44	2,437,462	9,013
Average VMC Added per Lane Mile (Rounded)			9,000

1) Source: Appendix B, Table B-7

2) Vehicle-miles of capacity added divided by lane miles added

Cost per Vehicle-Mile of Capacity

The transportation cost per unit of development is assessed based on the cost per vehicle-mile of capacity. As shown in Tables 1 and 2, the cost and capacity for transportation in Orange County have been calculated based on recent improvements. As shown in Table 3, the cost per VMC for travel within the County is approximately \$504.

The cost per VMC figure is used in the transportation impact fee calculations to determine the total cost per unit of development based on vehicle-miles of travel consumed. For each vehicle-

mile of travel that is added to the road system, approximately \$504 of capacity is consumed.

Table 3
Weighted Average Cost per Capacity Added

Source	Cost per Lane Mile ⁽¹⁾	Average VMC Added per Lane Mile ⁽²⁾	Cost per VMC/PMC ⁽³⁾
County Roads (VMC)	\$4,540,000	9,000	\$504.44

1) Source: Table 1

2) Source: Table 2

3) Average VMC added per lane mile (Item 2) divided by cost per added lane mile (Item 1)

Bicycle and Pedestrian Facility Costs

Bicycle and pedestrian facilities provide for relatively small quantities of the total vehicle-miles of travel due to the difference in the average distance traveled by a car trip versus pedestrian/bicycle trips. Because of their relatively small role in the urban travel scheme, they do not have a significant effect on evaluating the costs of providing for transportation. However, bike and pedestrian facilities are important and provide a source of travel for those who cannot drive, cannot afford to drive or choose not to drive, and they are a standard part of the urban street and sometimes included in rural roadways. Their costs are included in the standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on major roads are included in the multi-modal fee. The multi-modal fee provides funding for only those bike and pedestrian facilities associated with roadways on the classified road system (excluding local/neighborhood roads), and allows for facilities to be added to existing classified roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for Orange County was based on information from the LYNX Transit Development Plan. Components of the transit capital cost include:

- Vehicle acquisition tied to new routes
- Bus stops, shelters, and benches
- Cost of road network (per person-mile of capacity) used by transit vehicles

Transit capital costs are computed as the cost of capital infrastructure needed to expand the transit system, as follows:

$$\text{Transit Capital Cost} = \text{Bus Infrastructure Cost} + \text{Road Capacity Cost}$$

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The roadway with transit cost per PMC is approximately three (3) percent higher per lane mile than the cost to simply construct a road without transit amenities. Therefore, for the multi-modal fee calculation, the cost per VMC of approximately \$504 is representative of the cost to provide transportation capacity for all modes of travel. Additional information regarding the transit capital cost calculation is included in Appendix B, Tables B-8 and B-9.

Finally, given the dominance of auto travel in terms of mode split, the demand for both roadway and multi-modal fees are measured in terms of vehicle miles of travel. In the case of multi-modal impact fee, an additional credit was subtracted to reflect future development's contributions to stand-alone transit capital, sidewalk and bicycle lane additions, which will be discussed in more detail in the next section.

IV. Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the existing County funding sources that are being expended on transportation capacity expansion (excluding impact fee funds). This section summarizes the calculations utilized in the credit for non-impact fee contributions. Additional details are provided in Appendix C.

The present value of the portion of non-impact fee funding generated by new development over a 25-year period that is expected to be expended on capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. In order to provide a connection to the demand component, which is measured in terms of travel, the non-impact fee dollars were converted to a fuel tax equivalency for all funding sources, except for ad valorem tax. The credit for ad valorem tax revenue contributions is calculated based on average property values of each land use.

City

As shown in Table 4, the City of Orlando spends, on average, \$516,000 per year, which equates to 0.1 pennies, on roadway capacity-expansion projects funded with non-impact fee revenues. For the multi-modal fee, additional multi-modal capacity improvements were included in the credit, increasing the average annual funding to \$2.5 million or an equivalent credit of 0.3 pennies.

County

As shown in Table 4, Orange County allocates \$35.2 million per year or the equivalent of 4.9 pennies on roadway capacity-expansion projects funded with non-impact fee revenues. This amount includes the INVEST funds that the County received for transportation, which are unlikely to reoccur beyond the CIP period. Though they are not a recurring revenue source, like a fuel tax, the INVEST funds are being credited in a similar manner for impact fee purposes.

For the multi-modal fee, additional multi-modal capacity improvements were included in the credit calculations, increasing the average spending to \$39.0 million per year and the equivalent credit to 5.4 pennies. This includes the portion of the County's contribution to LYNX that is dedicated to capacity expansion.

Ad Valorem Credit

The Orange County Capital Improvement Plan (FY 2019 to FY 2023) includes ad valorem tax funding for roadway capacity expansion improvements and multi-modal improvements, including lane addition projects, transit land improvements, and pedestrian enhancements. The total value of the multi-modal improvements equates to approximately \$31 million, or \$6 million annually of the five-year time period. For the roadway improvements only, the total value is \$10 million, or approximately \$2 million annually. The value per 1-mil, based on the FY 2019 Orange County budget is approximately \$120 million. Therefore, approximately five (5) percent of the millage is used for multi-modal capacity expansion, and only two (2) percent is used for roadway capacity expansion.

Since ad valorem revenues are going to be used to fund a portion of the CIP, a revenue credit is given. Credit due to ad valorem tax revenues for residential and non-residential land uses is calculated based on a review of the taxable value of each land use in Orange County. Additional detail is included in Appendix D.

State

As shown in Table 4, State expenditures on state roads were reviewed and a credit for the capacity-expansion portion attributable to state projects was estimated (excluding expenditures on limited access facilities). The review, which included 10 years of historical expenditures, indicated that FDOT's roadway spending generates a credit of 8.5 pennies of equivalent gas tax revenue annually. For the multi-modal fee, a credit of 14.0 pennies was calculated to account for additional FDOT funds going towards multi-modal improvements (standalone sidewalk construction, transit, etc.), primarily for the estimated state transit funding for new capacity. The use of a 10-year period for developing a State credit results in a reasonably stable credit for Orange County, accounting for the volatility in FDOT spending in the county over short time periods.

In summary, for roadways, the City of Orlando contributes approximately 0.1 pennies and Orange County contributes 4.9 pennies, while the State spends an average of 8.5 pennies, annually, in the County. A total credit of 13.5 pennies is included in the roadway impact fee calculation to recognize the future capital revenues that are expected to be generated by new development from all non-impact fee funding sources. In addition, \$2 million of ad valorem tax revenues per year are estimated to be allocated to roadway transportation capacity.

For multi-modal improvements (including roadways), the City of Orlando contributes approximately 0.5 pennies and Orange County contributes 5.4 pennies, with the State spending

an average of 14.0 pennies, annually, in Orange County. A total credit of 19.9 pennies is included in the multi-modal fee calculation to recognize the future capital revenues that are expected to be generated by new development from non-impact fee revenues. In addition, \$6 million of ad valorem tax revenues per year are estimated to be allocated to multi-modal transportation capacity.

Table 4
Equivalent Pennies of Fuel Tax Revenue

Credit	Funding Source	Roadway		Multi-Modal	
		Annual Contribution ⁽⁴⁾	Equiv. Pennies per Gallon ⁽⁵⁾	Annual Contribution ⁽⁴⁾	Equiv. Pennies per Gallon ⁽⁵⁾
City Revenue ⁽¹⁾	Fuel Tax	\$516,000	-	\$2,512,000	-
	City Total	\$516,000	\$0.001	\$2,512,000	\$0.003
County Revenue ⁽²⁾	Fuel Tax	\$8,567,000	-	\$10,567,000	-
	Ad Valorem	\$1,913,000	n/a	\$6,160,000	n/a
	INVEST	\$26,591,000	-	\$26,591,000	-
	Prop. Fair Share	\$45,000	-	\$45,000	-
	General Fund (LYNX)	-	-	\$1,793,000	-
	County Total (No Ad Val)	\$35,203,000	\$0.049	\$38,996,000	\$0.054
State Revenue ⁽³⁾	Various	\$61,500,000	-	\$100,889,000	-
	State Total	\$61,500,000	\$0.085	\$100,889,000	\$0.140
Total			\$0.135		\$0.197

1) Source: Appendix C, Table C-2 (roadway) and C-5 (multi-modal)

2) Source: Appendix C, Table C-3 (roadway) and C-6 (multi-modal)

3) Source: Appendix C, Table C-4 (roadway) and C-7 (multi-modal)

4) Average annual revenue contribution for capacity expansion improvements from each funding source

5) All non-ad valorem revenues are converted to equivalent pennies of fuel tax for use in the capital improvement credit calculation for the transportation impact fee. Additional detail is provided in Appendix C. For the ad valorem credit, detailed calculations are provided in Appendix D

Present Worth Variables

Facility Life

The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway.

Interest Rate

This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. The discount rate of 4.0 percent was used in the transportation impact fee calculation based on information provided by Orange County.

Fuel Efficiency

The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles was estimated using the quantity of gasoline consumed by travel associated with a particular land use.

Appendix C, Table C-12 documents the calculation of fuel efficiency value based on the following equation, where “VMT” is vehicle miles of travel and “MPG” is fuel efficiency in terms of miles per gallon.

$$\text{Fuel Efficiency} = \sum VMT_{\text{Roadway Type}} \div \sum \left(\frac{VMT_{\text{Vehicle Type}}}{MPG_{\text{Vehicle Type}}} \right)_{\text{Roadway Type}}$$

The methodology uses non-interstate VMT and average fuel efficiency data for passenger vehicles (i.e., passenger cars and other 2-axle, 4-tire vehicles, such as vans, pickups, and SUVs) and large trucks (i.e., single-unit, 2-axle, 6-tire or more trucks and combination trucks) to calculate the total gallons of fuel used by each of these vehicle types.

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a “weighted” fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration’s *Highway Statistics 2017*. Based on the calculation completed in Appendix C, Table C-12, the fuel efficiency rate to be used in the updated impact fee equation is 18.92 miles per gallon.

Effective Days per Year

An effective 365 days per year of operation was assumed for all land uses in the proposed fee. However, this will not be the case for all land uses since some uses operate only on weekdays (e.g., office buildings) and/or only seasonally (e.g., schools). The use of 365 days per year, therefore, provides a conservative estimate, ensuring that non-impact fee contributions are adequately credited against the fee.

VI. Calculated Impact Fee Schedule

Detailed impact fee calculations for each land use are included in Appendix E, which includes the major land use categories and the impact fees for the individual land uses contained in each of the major categories. For each land use, Appendix E illustrates the following:

- Demand component variables (trip rate, trip length, and percent of new trips);
- Total impact fee cost;
- Annual capital improvement credit;
- Present value of the capital improvement credit;
- Net transportation/multi-modal impact fee;
- Current adopted Orange County impact fee; and
- Percent difference between the calculated impact fee and the current adopted impact fee.

It should be noted that the net impact fee illustrated in Appendix E is not necessarily a recommended fee, but instead represents the technically calculated impact fee per unit of land use that could be charged in Orange County.

For clarification purposes, it may be useful to walk through the calculation of an impact fee for one of the land use categories. In the following example, the net impact fee is calculated for the single-family residential detached land use category (ITE LUC 210) using information from the impact fee schedules included in Appendix E. For each land use category, the following equations are utilized to calculate the net impact fee:

$$\text{Net Impact Fee} = \text{Total Impact Cost} - \text{Capital Improvement Credit}$$

Where:

Total Impact Cost = $\left(\left[\text{Trip Rate} \times \text{Assessable Trip Length} \times \% \text{ New Trips} \right] / 2 \right) \times (1 - \text{Interstate/Toll Facility Discount Factor}) \times (\text{Cost per Vehicle-Mile of Capacity})$

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 4.0% interest rate & a 25-year facility life

$$\text{Annual Capital Improvement Credit} = ([\text{Trip Rate} \times \text{Total Trip Length} \times \% \text{ New Trips}] / 2) \times (\text{Effective Days per Year} \times \$/\text{Gallon to Capital}) / \text{Fuel Efficiency}$$

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for the single-family detached residential land use category (2,000 sq ft):

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.81)
- *Assessable Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (8.28) (excluding local neighborhood roads).
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (8.28 + 0.50 = 8.78)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate/Toll Facility Discount Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (36.1%)
- *Cost per Added Lane Mile* = unit cost to construct one lane mile of roadway, in \$/lane-mile (\$4,540,000)
- *Average Vehicle-Capacity Added per Lane Mile* = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (9,000)
 - Suburban Adjustment = [REDACTED]
 - Rural Adjustment = [REDACTED]
- *Cost per Vehicle-Mile of Capacity* = unit of vehicle-miles of capacity consumed per unit of development. Cost per added lane mile divided by average capacity added per lane mile
 - Urban = \$4,540,000 / 9,000 = \$504.44 per VMC
 - Suburban = [REDACTED]
 - Rural = [REDACTED]
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 4.00% interest and a 25-year facility life, the uniform series present worth factor is 15.6221
- *Effective Days per Year* = 365 days

APPENDIX A

Demand Component Calculations

Appendix A: Demand Component

This appendix presents the detailed calculations for the demand component of the roadway/multi-modal impact fee update.

Interstate & Toll Facility Discount Factor

Table A-1 presents the interstate and toll facility discount factor used in the calculation of the roadway/multi-modal impact fee. This variable is based on data from the Orlando Urban Area Transportation System 2040 Model (OUATS), specifically the base year 2009 vehicle-miles of travel. It should be noted that discount factor excludes all external-to-external trips, which represent traffic that goes through Orange County, but does not necessarily stop in the county. This traffic is excluded from the analysis since it does not come from development within the county. The I/T discount factor is used to reduce the VMT/PMT that the roadway/multi-modal fee charges for each land use.

Table A-1
Interstate/Toll Facility Discount Factor

Facility Type	Total	
	VMT	%
Interstate/Toll	10,339,058	36.1%
Other Roads	<u>18,331,972</u>	<u>63.9%</u>
Total	28,671,030	100.0%
Interstate/Toll	10,339,058	36.1%

Source: OUATS 2040 (base year)

Single Family Trip Generation Rate Tiering

As part of this study, the demand component for single family homes is tiered by size to assist the County in its efforts to support attainable housing. The tiering analysis uses the American Community Survey (ACS) Public Use Microdata Sample (PUMS) data files as the basis. PUMS files allow for the use of census sample data collected in Orange County to create custom tables that are otherwise unavailable. For this analysis, the 5-year (2014-2018) PUMS files were utilized. The PUMS 5-year estimates incorporate 60 months of data (as opposed to the 1-year, 12-month dataset), representing a 5 percent sample of the population (1 percent for each year). The 5-year sample represents the largest and most reliable of the PUMS datasets.

To isolate the PUMS data specific to Orange County, all Public Use Microdata Areas (PUMAs) within the County were identified. PUMAs are non-overlapping areas that partition each state

into areas containing approximately 100,000 residents. These are the most detailed geographic area available within the PUMS data set.

Using the PUMAs identified, the number of persons, number of buildings, and number of vehicles were extracted for single family (attached/detached) buildings only. Additionally, this data is grouped based on the number of bedrooms present in each building. The result of this analysis is a local sample of persons, single family buildings, and vehicles by bedroom count.

Table A-2
PUMS Result Summary: Single Family Detached/Attached

Bedrooms	Persons	Vehicles	Buildings (Units)	Persons per Housing Unit	Vehicles per Housing Unit
0 to 1	360	247	218	1.65	1.13
2	3,428	2,593	1,902	1.80	1.36
3	18,436	13,661	7,772	2.37	1.76
4+	<u>15,824</u>	<u>11,442</u>	<u>5,335</u>	2.97	2.14
Total	38,048	27,943	15,227	2.50	1.84

Source: PUMS 2014-2018 dataset; PUMAs 9501-9510

As shown in Table A-2, the persons per housing unit and vehicles per housing unit were calculated for each bedroom tier, representing the entirety of Orange County. Since the transportation impact fee is not collected in the municipalities, a normalization factor was applied to adjust for the unincorporated county. As shown in Table A-3, the unincorporated persons-per-housing-unit (PPHU) was calculated using the 5-year 2014-2018 ACS data for Orange County and all municipalities. A similar analysis is completed for vehicle per housing unit (VPHU) data, resulting in PPHU and VPHU data by bedroom, for unincorporated Orange County.

Table A-3
PPHU and VPHU for Unincorporated Orange County

Item	Uninc. Orange County
Persons in Occupied Housing Units (Single Unit detached/attached)	535,047
Units in Structure (Single Unit detached/attached)	187,605
Persons per Housing Unit	2.85
Vehicles Available (Owner/Renter Occupied)	434,506
Units in Structure	278,932
Persons per Housing Unit	1.56

Source: 2014-2018 5-yr ACS Estimates for Tables B25033, B25044, and B25024. Census tracts designated as "incorporated" or "unincorporated" based on a GIS review

Table A-4 illustrates the ratio-based adjustments made to the countywide PUMS data based on the PPHU and VPHU calculated for the unincorporated county.

Table A-4
PPHU and VPHU Tiers Adjusted for Unincorporated County

Bedrooms	Persons per Housing Unit ⁽¹⁾	Persons per Housing Unit (Uninc.) ⁽²⁾	Vehicles per Housing Unit ⁽¹⁾	Vehicles per Housing Unit (Uninc.) ⁽²⁾
0 to 1	1.65	1.88	1.13	0.96
2	1.80	2.05	1.36	1.15
3	2.37	2.70	1.76	1.49
4+	2.97	3.39	2.14	1.81
Total	2.50	2.85	1.84	1.56

1) Source: Table A-2

2) Each bedroom tier for unincorporated county was based on the ratio of the total PPHU (or total VPHU) for the unincorporated county (Item 2) vs. the total PPHU (or total VPHU) for all of Orange County (Item 1)

The PPHU and VPHU per bedroom data was then converted to weighted average trip ends per person and per vehicles, respectively, using the ITE 10th Edition National averages. The resulting trip ends per persons and vehicles were then averaged, resulting in average trip ends, per bedroom tier, as shown in Table A-5.

Table A-5
Calculated Trip Ends per Bedroom

Bedrooms	Persons per Housing Unit (Uninc.) ⁽¹⁾	AWVTE per HU Based on Persons ⁽²⁾	Vehicles per Housing Unit ⁽¹⁾	AWVTE per HU Based on Vehicles ⁽³⁾	Avg. Weighted Vehicle Trip Ends per Housing Unit ⁽⁴⁾
0 to 1	1.88	4.98	0.96	6.11	5.55
2	2.05	5.43	1.15	7.31	6.37
3	2.70	7.16	1.49	9.48	8.32
4+	3.39	8.98	1.81	11.51	10.25
ITE 10th Avg Trip Ends⁽⁵⁾	2.65		-	6.36	-

AWVTE = Average Weighted Vehicle Trip Ends

1) Source: Table A-4

2) PPHU (Item 1; PPHU) multiplied by the ITE 10th average trip ends per person (Item 5; 2.65)

3) VPHU (Item 1; VPHU) multiplied by the ITE 10th average trip ends per vehicle (Item 5; 6.36)

4) Average of AWVTE based on persons and AWVTE based on vehicles

5) Source: ITE 10th Edition Handbook

Using the Orange County Property Appraisers Database, the average square footage per unit by bedroom tier was determined for unincorporated Orange County, as shown in Table A-6. With these averages determined, the average trip ends were graphed per square footage to determine a line of best fit, as shown in Figure A-1.

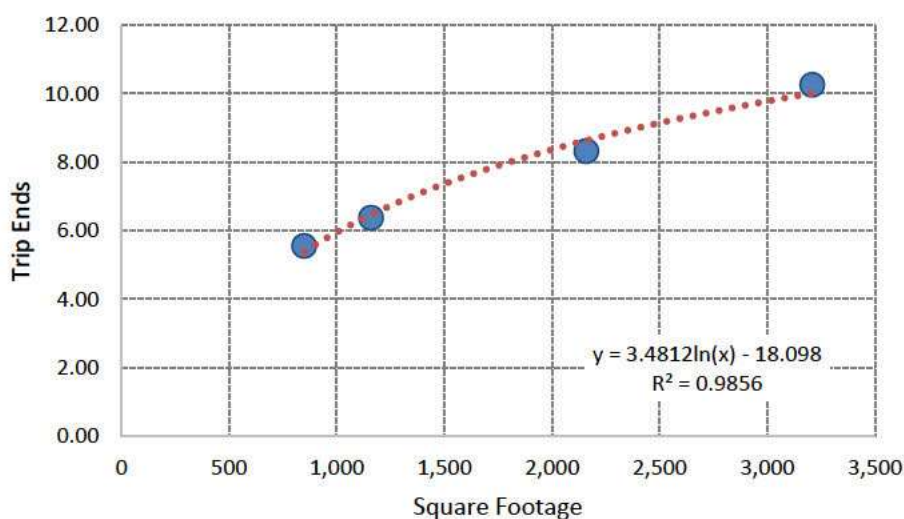
Table A-6
Trip Ends vs. Bedrooms vs. Square Footage

Bedrooms	Average Unit Size (Sq Ft) ⁽¹⁾	Avg. Weighted Vehicle Trip Ends per Housing Unit ⁽²⁾
0 to 1	850	5.55
2	1,160	6.37
3	2,160	8.32
4+	3,210	10.25

1) Source: Orange County Property Appraiser's Parcel Database

2) Source: Table A-5

Figure A-1
Average Trip Ends per Square Footage



Using the resulting best-fit equation (as shown in Figure A-1), the trip generation rates for various square footage tiers were calculated. As a final adjustment, the resulting trip generation rates were adjusted to account for the differences between the national ITE 10th Edition average trip generation rate and the Florida Studies Trip Characteristics Database average trip generation rate for the single family land use. The resulting trip generation rates are shown in Table A-7.

Table A-7
Trip Generation Rates by Tier

Tier	Sq Ft Input	TGR ⁽¹⁾	TGR Adj. ⁽²⁾
Single Family (Detached) - 1,200 sf or less	1,000	6.58	6.15
Single Family (Detached) - 1,201 to 2,000 sf	2,000	8.36	7.81
Single Family (Detached) - 2,001 to 3,500 sf	3,500	10.31	9.63
Single Family (Detached) - greater than 3,500 sf	4,000	10.78	10.07

1) Calculated using the sq ft inputs and the line of best fit from Figure 1

2) TGR (Item 1) adjusted from National data to Florida data. The ratio between the calculated TGR for the 1,501-2,000 sq ft tier (8.36) and the FL studies average TGR (7.81; detail is presented later in this Appendix) was applied to all other sq ft tiers.

Tables A-8 through A-10 present the tiered single family rates for each fee district.

Table A-8
Calculated Single Family Tiered Fee Rates (URBAN)

ITE LUC	Land Use	Unit	Trip Rate	Net Multi-Modal Fee
URBAN				
210	Single Family (Detached) - 1,200 sf or less	du	6.15	\$6,425
210	Single Family (Detached) - 1,201 to 2,000 sf	du	7.81	\$8,218
210	Single Family (Detached) - 2,001 to 3,500 sf	du	9.63	\$10,163
210	Single Family (Detached) - greater than 3,500 sf	du	10.07	\$10,640

Table A-9
Calculated Single Family Tiered Fee Rates (SUBURBAN)

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Table A-10
Calculated Single Family Tiered Fee Rates (RURAL)

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Demand Variable Changes

Since the last demand component update in 2012, the trip generation rate (TGR), trip length (TL), and percent new trips (PNT) have changed for several land uses. These variables were updated based on additional data included in the Florida Studies database (including local Orange County studies) and the use of the ITE 10th Edition Trip Generation Reference Report. Table A-11 presents the changes to the gross VMT while Tables A-12 through A-14 provide detail on each individual input variable. For the trip length comparison in Table A-13, it is important to note that these figures reflect the trip length figures used in the impact fee calculations prior to the application of local adjustment factor to reflect longer trip lengths in Orange County.

Table A-11
Percent Change in Gross VMT of Impact Fee Land Uses

ITE LUC	Land Use	Unit	GVMT 2012	GVMT 2020	GVMT %	Explanation
RESIDENTIAL:						
210	Single Family (Detached) - 1,200 sf or less	du	25.85	20.36	-21%	Single Family TGR tiering by square footage a
210	Single Family (Detached) - 1,201 to 2,000 sf	du	25.85	25.85	0%	Single Family TGR tiering by square footage a
210	Single Family (Detached) - 2,001 to 3,500 sf	du	25.85	31.88	23%	Single Family TGR tiering by square footage a
210	Single Family (Detached) - greater than 3,500 sf	du	25.85	33.33	29%	Single Family TGR tiering by square footage a
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	16.83	18.67	11%	Re-alignment of multi-family land uses in ITE
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	du	16.83	13.87	-18%	Re-alignment of multi-family land uses in ITE
222	Multi-Family Housing (High-Rise, >10 floors)	du	10.66	11.35	6%	Re-alignment of multi-family land uses in ITE
225	Student Housing (Adjacent to Campus)	bedroom	-	4.02	-	Unit change (previously "per du"), TGR & TL u
225	Student Housing (Over 1/2 mile from Campus)	bedroom	-	7.60	-	Unit change (previously "per du"), TGR & TL u
231	Mid-Rise Residential w/1st floor Commercial	du	-	8.77	-	New land use
232	High-Rise Residential w/1st floor Commercial	du	-	5.13	-	New land use
240	Mobile Home Park	du	9.59	9.59	0%	No change
251	Senior Adult Housing - Detached (Retirement Community/ Age-Restricted Single-Family)	du	8.48	9.49	12%	TGR update, see Table A-12
252	Senior Adult Housing - Attached (Retirement Community/ Age-Restricted Single-Family)	du	-	7.23	-	New land use
265	Time Share	du	13.91	17.13	23%	TGR update, see Table A-12
LODGING:						
310	Hotel/Tourist Hotel	room	13.14	11.47	-13%	TGR update, see Table A-12
320	Motel	room	9.41	5.60	-40%	TGR update, see Table A-12
RECREATIONAL:						
430	Golf Course	acre	15.01	11.14	-26%	TGR update, see Table A-12
437	Bowling Alley	1,000 sf	77.24	30.13	-61%	TGR update, see Table A-12
443	Movie Theater	1,000 sf	76.25	80.19	5%	TGR update, see Table A-12
491	Racquet Club	1,000 sf	33.96	47.68	40%	TGR update, see Table A-12
492	Health/Fitness Club	1,000 sf	79.71	83.51	5%	TGR update, see Table A-12
n/a	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	30.55	-	New land use
INSTITUTIONAL:						
522	School	1,000 sf	52.85	26.71	-49%	TGR, TL & PNT update, see Tables A-12, A-13,
560	Public Assembly	1,000 sf	34.94	12.23	-65%	TGR, TL & PNT update, see Tables A-12, A-13,
565	Day Care	1,000 sf	55.62	36.77	-34%	TGR update, see Table A-12
590	Library	1,000 sf	91.22	116.86	28%	TGR update, see Table A-12
MEDICAL:						
610	Hospital	bed	30.10	57.63	91%	TGR & PNT update, see Tables A-12 and A-14
620	Nursing Home	1,000 sf	2.86	7.65	167%	TGR update, see Table A-12
640	Animal Hospital/Veterinary Clinic	1,000 sf	67.97	16.09	-76%	TGR & TL update, see Tables A-12 and A-13
OFFICE:						
710	General Office 50,000 sf or less	1,000 sf	37.07	25.66	-31%	TGR update, see Table A-12
710	General Office 50,001-100,000 sf	1,000 sf	31.60	25.14	-20%	TGR update, see Table A-12
710	General Office 100,001-200,000 sf	1,000 sf	26.94	24.61	-9%	TGR update, see Table A-12
710	General Office greater than 200,000 sf	1,000 sf	22.98	24.12	5%	TGR update, see Table A-12
720	Small Medical/Dental Office (10,000 sq ft or less)	1,000 sf	85.75	58.85	-31%	TGR update, see Table A-12
720	Medical/Dental Office	1,000 sf	85.75	84.27	-2%	TGR update, see Table A-12
732	Post Office	1,000 sf	136.51	131.15	-4%	TGR update, see Table A-12
RETAIL:						
815	Free-Standing Discount Store	1,000 sf	46.02	42.71	-7%	TGR update, see Table A-12
816	Hardware/Paint Store	1,000 sf	26.86	4.79	-82%	TGR update, see Table A-12
820	Retail/Tourist Retail: 50,000 sf gla or less	1,000 sf gla	45.32	39.30	-13%	TGR update, see Table A-12
820	Retail/Tourist Retail: 50,001-100,000 sf gla	1,000 sf gla	48.21	42.68	-11%	TGR update, see Table A-12
820	Retail/Tourist Retail: 100,001-200,000 sf gla	1,000 sf gla	42.84	38.72	-10%	TGR update, see Table A-12
820	Retail/Tourist Retail: 200,001-300,000 sf gla	1,000 sf gla	41.36	37.84	-9%	TGR update, see Table A-12
820	Retail/Tourist Retail: 300,001-400,000 sf gla	1,000 sf gla	40.28	37.18	-8%	TGR update, see Table A-12
820	Retail/Tourist Retail: 400,001-500,000 sf gla	1,000 sf gla	39.87	37.04	-7%	TGR update, see Table A-12
820	Retail/Tourist Retail: 500,001-1,000,000 sf gla	1,000 sf gla	41.03	38.93	-5%	TGR update, see Table A-12
820	Retail/Tourist Retail: 1,000,001-1,200,000 sf gla	1,000 sf gla	41.66	39.72	-5%	TGR update, see Table A-12
820	Retail/Tourist Retail: greater than 1,200,000 sf gla	1,000 sf gla	42.52	40.75	-4%	TGR update, see Table A-12
840/841	New/Used Auto Sales	1,000 sf	47.97	44.66	-7%	TGR update, see Table A-12
850	Supermarket	1,000 sf	60.21	62.11	3%	TGR update, see Table A-12
853	Convenience Market w/Gas Pumps	1,000 sf	163.86	132.39	-19%	TGR update, see Table A-12
862	Home Improvement Superstore	1,000 sf	23.96	24.71	3%	TGR update, see Table A-12
863	Electronics Superstore	1,000 sf	12.30	21.49	75%	TGR, TL & PNT update, see Tables A-12, A-13,
880/881	Drug Store	1,000 sf	85.81	34.73	-60%	TGR, TL & PNT update, see Tables A-12, A-13,
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	33.60	-	New land use
912	Bank/Savings Drive-In	1,000 sf	90.15	58.09	-36%	TGR update, see Table A-12
925	Drinking Place	1,000 sf	30.96	59.48	92%	TGR, TL & PNT update, see Tables A-12, A-13,
931	Quality Restaurant	1,000 sf	110.13	104.00	-6%	TGR update, see Table A-12

Table A-12
Percent Change in Trip Generation Rate of Impact Fee Land Uses

ITE LUC	Land Use	Unit	TGR 2012	TGR 2020	TGR %	Explanation
RESIDENTIAL:						
210	Single Family (Detached) - 1,200 sf or less	du	7.81	6.15	-21%	Single Family tiering by square footage
210	Single Family (Detached) - 1,201 to 2,000 sf	du	7.81	7.81	0%	Single Family tiering by square footage
210	Single Family (Detached) - 2,001 to 3,500 sf	du	7.81	9.63	23%	Single Family tiering by square footage
210	Single Family (Detached) - greater than 3,500 sf	du	7.81	10.07	29%	Single Family tiering by square footage
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	6.60	7.32	11%	Re-alignment of multi-family land use
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	du	6.60	5.44	-18%	Re-alignment of multi-family land use
222	Multi-Family Housing (High-Rise, >10 floors)	du	4.18	4.45	6%	Re-alignment of multi-family land use
225	Student Housing (Adjacent to Campus)	bedroom	-	3.15	-	Updated TGR in ITE 10th Edition, unit
225	Student Housing (Over 1/2 mile from Campus)	bedroom	-	3.97	-	Updated TGR in ITE 10th Edition, unit
231	Mid-Rise Residential w/1st floor Commercial	du	-	3.44	-	New land use
232	High-Rise Residential w/1st floor Commercial	du	-	2.01	-	New land use
240	Mobile Home Park	du	4.17	4.17	0%	No change
251	Senior Adult Housing - Detached (Retirement Community/ Age-Restricted Single-Family)	du	3.13	3.50	12%	Updated TGR in ITE 10th Edition
252	Senior Adult Housing - Attached (Retirement Community/ Age-Restricted Single-Family)	du	-	3.33	-	New land use
265	Time Share	du	7.01	8.63	23%	Updated TGR in ITE 10th Edition
LODGING:						
310	Hotel/Tourist Hotel	room	6.36	5.55	-13%	Additional FL Studies added and updated
320	Motel	room	5.63	3.35	-40%	Updated TGR in ITE 10th Edition
RECREATIONAL:						
430	Golf Course	acre	5.04	3.74	-26%	Updated TGR in ITE 10th Edition
437	Bowling Alley	1,000 sf	33.33	13.00	-61%	Updated TGR in ITE 10th Edition (peak)
443	Movie Theater	1,000 sf	78.06	82.30	5%	Updated TGR in ITE 10th Edition
491	Racquet Club	1,000 sf	14.03	19.70	40%	Updated TGR in ITE 10th Edition (peak)
492	Health/Fitness Club	1,000 sf	32.93	34.50	5%	Updated TGR in ITE 10th Edition (peak)
n/a	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	21.33	-	New land use
INSTITUTIONAL:						
522	School	1,000 sf	13.78	20.17	46%	Updated TGR in ITE 10th Edition
560	Public Assembly	1,000 sf	9.11	6.95	-24%	Updated TGR in ITE 10th Edition
565	Day Care	1,000 sf	75.07	49.63	-34%	Updated TGR in ITE 10th Edition
590	Library	1,000 sf	56.24	72.05	28%	Updated TGR in ITE 10th Edition
MEDICAL:						
610	Hospital	bed	11.81	22.32	89%	Updated TGR in ITE 10th Edition
620	Nursing Home	1,000 sf	2.48	6.64	168%	Updated TGR in ITE 10th Edition
640	Animal Hospital/Veterinary Clinic	1,000 sf	28.66	24.20	-16%	Updated TGR in ITE 10th Edition
OFFICE:						
710	General Office 50,000 sf or less	1,000 sf	15.65	10.83	-31%	Updated TGR equation in ITE 10th Edition
710	General Office 50,001-100,000 sf	1,000 sf	13.34	10.61	-20%	Updated TGR equation in ITE 10th Edition
710	General Office 100,001-200,000 sf	1,000 sf	11.37	10.39	-9%	Updated TGR equation in ITE 10th Edition
710	General Office greater than 200,000 sf	1,000 sf	9.70	10.18	5%	Updated TGR equation in ITE 10th Edition
720	Small Medical/Dental Office (10,000 sq ft or less)	1,000 sf	34.72	23.83	-31%	New land use (change shown from the
720	Medical/Dental Office	1,000 sf	34.72	34.12	-2%	Updated TGR in ITE 10th Edition
732	Post Office	1,000 sf	108.19	103.94	-4%	Updated TGR in ITE 10th Edition
RETAIL:						
815	Free-Standing Discount Store	1,000 sf	57.24	53.12	-7%	Updated TGR in ITE 10th Edition
816	Hardware/Paint Store	1,000 sf	51.29	9.14	-82%	Updated TGR in ITE 10th Edition
820	Retail/Tourist Retail: 50,000 sfgla or less	1,000 sfgla	86.56	75.05	-13%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 50,001-100,000 sfgla	1,000 sfgla	67.91	60.12	-11%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 100,001-200,000 sfgla	1,000 sfgla	53.28	48.16	-10%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	46.23	42.30	-9%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	41.80	38.58	-8%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	38.66	35.92	-7%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	30.33	28.78	-5%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	28.46	27.14	-5%	Updated TGR equation in ITE 10th Edition
820	Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	26.96	25.84	-4%	Updated TGR equation in ITE 10th Edition
840/841	New/Used Auto Sales	1,000 sf	26.40	24.58	-7%	Updated TGR in ITE 10th Edition
850	Supermarket	1,000 sf	103.38	106.64	3%	Updated TGR in ITE 10th Edition
853	Convenience Market w/Gas Pumps	1,000 sf	775.14	626.25	-19%	Updated TGR in ITE 10th Edition
862	Home Improvement Superstore	1,000 sf	29.80	30.74	3%	Updated TGR in ITE 10th Edition
863	Electronics Superstore	1,000 sf	45.04	41.05	-9%	Updated TGR in ITE 10th Edition
880/881	Drug Store	1,000 sf	88.46	104.37	18%	Updated TGR in ITE 10th Edition
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	59.39	-	New land use. TGR from ITE 10th (P

Table A-13
Percent Change in Trip Length (Unadjusted) of Impact Fee Land Uses

ITE LUC	Land Use	Unit	TL 2012	TL 2020	TL %	Explanation
RESIDENTIAL:						
210	Single Family (Detached) - 1,200 sf or less	du	6.62	6.62	0%	No change
210	Single Family (Detached) - 1,201 to 2,000 sf	du	6.62	6.62	0%	No change
210	Single Family (Detached) - 2,001 to 3,500 sf	du	6.62	6.62	0%	No change
210	Single Family (Detached) - greater than 3,500 sf	du	6.62	6.62	0%	No change
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	5.10	5.10	0%	No change
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	du	5.10	5.10	0%	No change
222	Multi-Family Housing (High-Rise, >10 floors)	du	5.10	5.10	0%	No change
225	Student Housing (Adjacent to Campus)	bedroom	5.10	2.55	-50%	Updated to use 50% of LUC 220
225	Student Housing (Over 1/2 mile from Campus)	bedroom	5.10	3.83	-25%	Updated to use 75% of LUC 220
231	Mid-Rise Residential w/1st floor Commercial	du	-	5.10	-	New land use
232	High-Rise Residential w/1st floor Commercial	du	-	5.10	-	New land use
240	Mobile Home Park	du	4.60	4.60	0%	No change
251	Senior Adult Housing - Detached (Retirement Community/ Age-Restricted Single-Family)	du	5.42	5.42	0%	No change
252	Senior Adult Housing - Attached (Retirement Community/ Age-Restricted Single-Family)	du	-	4.34	-	New land use
265	Time Share	du	3.97	3.97	0%	No change
LODGING:						
310	Hotel/Tourist Hotel	room	6.26	6.26	0%	No change
320	Motel	room	4.34	4.34	0%	No change
RECREATIONAL:						
430	Golf Course	acre	6.62	6.62	0%	No change
437	Bowling Alley	1,000 sf	5.15	5.15	0%	No change
443	Movie Theater	1,000 sf	2.22	2.24	1%	Updated weighted average calculation
491	Racquet Club	1,000 sf	5.15	5.15	0%	No change
492	Health/Fitness Club	1,000 sf	5.15	5.15	0%	No change
n/a	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	3.37	-	New land use
INSTITUTIONAL:						
522	School	1,000 sf	7.67	3.31	-57%	Updated to use 50% of single family per re
560	Public Assembly	1,000 sf	7.67	3.91	-49%	Updated to use the midpoint of office and
565	Day Care	1,000 sf	2.03	2.03	0%	No change
590	Library	1,000 sf	6.62	6.62	0%	No change
MEDICAL:						
610	Hospital	bed	6.62	6.62	0%	No change
620	Nursing Home	1,000 sf	2.59	2.59	0%	No change
640	Animal Hospital/Veterinary Clinic	1,000 sf	5.10	1.90	-63%	Updated to use FL Studies; previously used
OFFICE:						
710	General Office 50,000 sf or less	1,000 sf	5.15	5.15	0%	No change
710	General Office 50,001-100,000 sf	1,000 sf	5.15	5.15	0%	No change
710	General Office 100,001-200,000 sf	1,000 sf	5.15	5.15	0%	No change
710	General Office greater than 200,000 sf	1,000 sf	5.15	5.15	0%	No change
720	Small Medical/Dental Office	1,000 sf	5.55	5.55	0%	No change
720	Medical/Dental Office	1,000 sf	5.55	5.55	0%	No change
732	Post Office	1,000 sf	5.15	5.15	0%	No change
RETAIL:						
815	Free-Standing Discount Store	1,000 sf	2.40	2.40	0%	No change
816	Hardware/Paint Store	1,000 sf	1.87	1.87	0%	No change
820	Retail/Tourist Retail: 50,000 sfgla or less	1,000 sfgla	1.87	1.87	0%	No change
820	Retail/Tourist Retail: 50,001-100,000 sfgla	1,000 sfgla	2.29	2.29	0%	No change
820	Retail/Tourist Retail: 100,001-200,000 sfgla	1,000 sfgla	2.40	2.40	0%	No change
820	Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	2.52	2.52	0%	No change
820	Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	2.64	2.64	0%	No change
820	Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	2.75	2.75	0%	No change
820	Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	3.34	3.34	0%	No change
820	Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	3.57	3.57	0%	No change
820	Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	3.80	3.80	0%	No change
840/841	New/Used Auto Sales	1,000 sf	4.60	4.60	0%	No change
850	Supermarket	1,000 sf	2.08	2.08	0%	No change
853	Convenience Market w/Gas Pumps	1,000 sf	1.51	1.51	0%	No change
862	Home Improvement Superstore	1,000 sf	2.40	2.40	0%	No change
863	Electronics Superstore	1,000 sf	1.27	1.87	47%	Updated to <50,000 sq ft retail tier; previo
880/881	Drug Store	1,000 sf	3.88	2.08	-46%	Updated to use FL Studies; previously used
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	2.46	-	New land use
912	Bank/Savings Drive-In	1,000 sf	2.46	2.46	0%	No change
925	Drinking Place	1,000 sf	1.27	1.87	47%	Updated to <50,000 sq ft retail tier; previo

Table A-14
Percent Change in Percent New Trips of Impact Fee Land Uses

ITE LUC	Land Use	Unit	PNT 2012	PNT 2020	PNT %	Explanat
RESIDENTIAL:						
210	Single Family (Detached) - 1,200 sf or less	du	100%	100%	0%	No change
210	Single Family (Detached) - 1,201 to 2,000 sf	du	100%	100%	0%	No change
210	Single Family (Detached) - 2,001 to 3,500 sf	du	100%	100%	0%	No change
210	Single Family (Detached) - greater than 3,500 sf	du	100%	100%	0%	No change
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	100%	100%	0%	No change
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	du	100%	100%	0%	No change
222	Multi-Family Housing (High-Rise, >10 floors)	du	100%	100%	0%	No change
225	Student Housing (Adjacent to Campus)	bedroom	100%	100%	0%	No change
225	Student Housing (Over 1/2 mile from Campus)	bedroom	100%	100%	0%	No change
231	Mid-Rise Residential w/1st floor Commercial	du	-	100%	-	New land use
232	High-Rise Residential w/1st floor Commercial	du	-	100%	-	New land use
240	Mobile Home Park	du	100%	100%	0%	No change
251	Senior Adult Housing - Detached (Retirement Community/ Age-Restricted Single-Family)	du	100%	100%	0%	No change
252	Senior Adult Housing - Attached (Retirement Community/ Age-Restricted Single-Family)	du	-	100%	-	New land use
265	Time Share	du	100%	100%	0%	No change
LODGING:						
310	Hotel/Tourist Hotel	room	66%	66%	0%	No change
320	Motel	room	77%	77%	0%	No change
RECREATIONAL:						
430	Golf Course	acre	90%	90%	0%	No change
437	Bowling Alley	1,000 sf	90%	90%	0%	No change
443	Movie Theater	1,000 sf	88%	87%	-1%	Updated weighted average calculation
491	Racquet Club	1,000 sf	94%	94%	0%	No change
492	Health/Fitness Club	1,000 sf	94%	94%	0%	No change
n/a	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	-	85%	-	New land use
INSTITUTIONAL:						
522	School	1,000 sf	100%	80%	-20%	Updated; based on office land use w/
560	Public Assembly	1,000 sf	100%	90%	-10%	Updated; based on office land use
565	Day Care	1,000 sf	73%	73%	0%	No change
590	Library	1,000 sf	49%	49%	0%	No change
MEDICAL:						
610	Hospital	bed	77%	78%	1%	Updated; based on midpoint of office
620	Nursing Home	1,000 sf	89%	89%	0%	No change
640	Animal Hospital/Veterinary Clinic	1,000 sf	93%	70%	-25%	Updated to use FL Studies; previously
OFFICE:						
710	General Office 50,000 sf or less	1,000 sf	92%	92%	0%	No change
710	General Office 50,001-100,000 sf	1,000 sf	92%	92%	0%	No change
710	General Office 100,001-200,000 sf	1,000 sf	92%	92%	0%	No change
710	General Office greater than 200,000 sf	1,000 sf	92%	92%	0%	No change
720	Small Medical/Dental Office	1,000 sf	89%	89%	0%	No change
720	Medical/Dental Office	1,000 sf	89%	89%	0%	No change
732	Post Office	1,000 sf	49%	49%	0%	No change
RETAIL:						
815	Free-Standing Discount Store	1,000 sf	67%	67%	0%	No change
816	Hardware/Paint Store	1,000 sf	56%	56%	0%	No change
820	Retail/Tourist Retail: 50,000 sfgla or less	1,000 sfgla	56%	56%	0%	No change
820	Retail/Tourist Retail: 50,001-100,000 sfgla	1,000 sfgla	62%	62%	0%	No change
820	Retail/Tourist Retail: 100,001-200,000 sfgla	1,000 sfgla	67%	67%	0%	No change
820	Retail/Tourist Retail: 200,001-300,000 sfgla	1,000 sfgla	71%	71%	0%	No change
820	Retail/Tourist Retail: 300,001-400,000 sfgla	1,000 sfgla	73%	73%	0%	No change
820	Retail/Tourist Retail: 400,001-500,000 sfgla	1,000 sfgla	75%	75%	0%	No change
820	Retail/Tourist Retail: 500,001-1,000,000 sfgla	1,000 sfgla	81%	81%	0%	No change
820	Retail/Tourist Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	82%	82%	0%	No change
820	Retail/Tourist Retail: greater than 1,200,000 sfgla	1,000 sfgla	83%	83%	0%	No change
840/841	New/Used Auto Sales	1,000 sf	79%	79%	0%	No change
850	Supermarket	1,000 sf	56%	56%	0%	No change
853	Convenience Market w/Gas Pumps	1,000 sf	28%	28%	0%	No change
862	Home Improvement Superstore	1,000 sf	67%	67%	0%	No change
863	Electronics Superstore	1,000 sf	43%	56%	30%	Updated to <50,000 sq ft retail tier; pr
880/881	Drug Store	1,000 sf	50%	32%	-36%	Updated to use FL Studies; previously
SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	-	46%	-	New land use

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 25 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Tindale Oliver estimates trip generation rates for all land uses in the transportation impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (10th edition). In instances, when both ITE *Trip Generation* reference report (10th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation. The database includes several local Orange County studies (highlighted).

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses are set at entrances to residential subdivisions for the residential land uses and at all access points for non-residential land uses.

The trip length information is obtained through origin-destination surveys that ask respondents where they came from prior to arriving at the site and where they intended to go after leaving the site. The results of these surveys were used to estimate average trip length by land use.

The percent new trip variable is based on assigning each trip collected through the origin-destination survey process a trip type (primary, secondary, diverted, and captured). The percent new trip variable is then calculated as 1 minus the percentage of trips that are captured.

Land Use 151: Mini-Warehouse										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orange Co, FL	89.6	2006	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	2006	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	2006	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	107.0	2007	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	77.0	2009	-	-	2.18	-	-	-	-	Tindale Oliver
Orange Co, FL	93.7	2012	-	-	1.15	-	-	-	-	Tindale Oliver
Total Size	545.0	5			Average Trip Length:		n/a			
ITE	780.0	15			Weighted Average Trip Length:		n/a			
Blended total	1,325.0	Weighted Percent New Trip Average								
								Weighted Average Trip Generation Rate		1.47
								ITE Average Trip Generation Rate		1.51
								Blend of FL Studies and ITE Average Trip Generation Rate:		1.49

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Gwinnett Co, GA	-	12/13-18/92	-	-	5.80	-	5.40	-	31.32	Street Smarts
Gwinnett Co, GA	-	12/13-18/92	-	-	5.40	-	6.10	-	32.94	Street Smarts
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.77	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	314	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size		10,380	55	13,130	Average Trip Length:		6.79			
					Weighted Average Trip Length:		6.62			

Note: Georgia studies are not included in summary statistics

Weighted Average Trip Generation Rate: 7.81

Land Use: 220/221/222: Multi-Family Low/Mid/High-Rise

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	212	Jun-93	42	42	5.78	-	5.20	-	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	-	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	-	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	-	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	-	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	-	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	-	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	-	35.76	Tindale Oliver
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	-	36.60	Tindale Oliver
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	-	48.54	Tindale Oliver
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	-	14.63	Tindale Oliver
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	-	24.34	Tindale Oliver
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	-	28.19	Tindale Oliver
Orange Co, FL	364	Nov-13	-	-	9.08	-	-	-	-	Orange County
Orange Co, FL	108	Aug-14	-	-	5.51	-	-	-	-	Orange County
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	4.98	-	30.48	Tindale Oliver
Hernando Co, FL	128	May-96	128	128	6.47	9a-6p	5.18	-	33.51	Tindale Oliver
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	-	-	-	Tindale Oliver
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	3.53	-	14.97	Tindale Oliver
Total Size		4,575			Average Trip Length:		4.27			
Total Size (TL)		3,631			Weighted Average Trip Length:		5.10			

ITE Average Trip Generation Rate (LUC 220: Low-Rise): 7.32
ITE Average Trip Generation Rate (LUC 221: Mid-Rise): 5.44
ITE Average Trip Generation Rate (LUC 222: High-Rise): 4.45

Land Use 240: Mobile Home Park

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Marion Co, FL	67	Jul-91	22	22	5.40	48hrs.	2.29	-	12.37	Tindale Oliver
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	-	40.18	Tindale Oliver
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	-	15.13	Tindale Oliver
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	-	18.44	Sarasota County
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	-	17.90	Sarasota County
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	-	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	-	24.29	Kimley-Horn & Associates
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	-	22.75	Kimley-Horn & Associates
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	-	17.06	Tindale Oliver
Total Size	4,121		9	1,303						
							Average Trip Length:	4.84		
							Weighted Average Trip Length:	4.60		
Weighted Average Trip Generation Rate:									4.17	

Land Use 251: Senior Adult Housing - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	67	3/28-4/2/90	26	24	3.50	9am-4pm	2.44	-	8.54	Tindale Oliver
Marion Co, FL	778	Apr-02	175	-	2.96	24hr.	3.49	-	10.33	Kimley-Horn & Associates
Marion Co, FL	877	Apr-02	209	-	2.91	24hr.	5.90	-	17.17	Kimley-Horn & Associates
Marion Co, FL	1,054	Apr-02	173	-	3.65	24hr.	6.00	-	21.90	Kimley-Horn & Associates
Marion Co, FL	3,076	Apr-02	198	-	2.63	24hr.	5.16	-	13.57	Kimley-Horn & Associates
Marion Co, FL	3,625	Apr-02	164	-	2.50	24hr.	5.83	-	14.58	Kimley-Horn & Associates
Total Size	9,477	6	945	Average Trip Length: 4.80						
ITE	9,170	14		Weighted Average Trip Length: 5.42						
Blended total	18,647	Weighted Average Trip Generation Rate							2.75	
							ITE Average Trip Generation Rate			4.27
							Blend of FL Studies and ITE Average Trip Generation Rate:			3.50

Land Use 252: Senior Adult Housing - Attached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sun City Center, FL	208	Oct-91	726	726	2.46	24hr.	-	-	-	Tindale Oliver
Total Size	208	1	Average Trip Length:				-			
ITE	486	6	Weighted Average Trip Length:				-			
Blended total	694		Weighted Average Trip Generation Rate							2.46
			ITE Average Trip Generation Rate							3.70
			Blend of FL Studies and ITE Average Trip Generation Rate:							3.33

Land Use 310: Hotel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
Orange Co, FL	123	1997	-	-	6.32					Orange County
Orange Co, FL	120	1997	-	-	5.27					Orange County
Orange Co, FL	146	1997	-	-	7.61					Orange County
Orange Co, FL	252	1997	-	-	5.63					Orange County
Orange Co, FL	172	1997	-	-	6.36					Orange County
Orange Co, FL	170	1997	-	-	6.06					Orange County
Orange Co, FL	128	1997	-	-	6.10					Orange County
Orange Co, FL	200	1997	-	-	4.56					Orange County
Orange Co, FL	112	1998	-	-	2.78					Orange County
Orange Co, FL	130	1998	-	-	9.12					Orange County
Orange Co, FL	106	1998	-	-	7.34					Orange County
Orange Co, FL	98	1998	-	-	7.32					Orange County
Orange Co, FL	120	1998	-	-	5.57					Orange County
Orange Co, FL	70	1999	-	-	1.85					Orange County
Orange Co, FL	123	1999	-	-	4.81					Orange County
Orange Co, FL	123	1999	-	-	3.70					Orange County
Orange Co, FL	211	2000	-	-	2.23					Orange County
Orange Co, FL	144	2000	-	-	7.32					Orange County
Orange Co, FL	105	2001	-	-	5.25					Orange County
Orange Co, FL	891	2005	-	-	5.69					Orange County
Orange Co, FL	1,584	2005	-	-	5.88					Orange County
Orange Co, FL	210	2006	-	-	4.88					Orange County
Orange Co, FL	1,499	2006	-	-	4.69					Orange County
Orange Co, FL	144	-	-	-	4.74					Orange County
Orange Co, FL	148	-	-	-	7.61					Orange County
Orange Co, FL	160	-	-	-	6.19					Orange County
Orange Co, FL	130	-	-	-	4.29					Orange County
Orange Co, FL	130	-	-	-	3.40					Orange County
Orange Co, FL	144	-	-	-	7.66					Orange County
Orange Co, FL	100	-	-	-	7.37					Orange County
Orange Co, FL	190	-	-	-	4.71					Orange County
Orange Co, FL	1,501	2011	-	-	3.50					Tindale Oliver
Orange Co, FL	174	2011	-	-	7.03					Tindale Oliver
Orange Co, FL	238	2014	-	-	4.05					Tindale Oliver
Total Size	10,184	21	164	Average Trip Length: 6.25						
ITE	876	6		Weighted Average Trip Length: 6.26						
Blended total	11,060			Weighted Percent New Trip Average					66.3	
Weighted Average Trip Generation Rate										5.31
ITE Average Trip Generation Rate										8.36
Blend of FL Studies and ITE Average Trip Generation Rate:										5.55

Land Use 320: Motel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale Oliver
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale Oliver
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale Oliver
Total Size	222		3	104						
ITE	654		6							
				Average Trip Length:	3.93					
				Weighted Average Trip Length:	4.34					
				Weighted Percent New Trip Average	76.6					
				ITE Average Trip Generation Rate:	3.35					

Land Use 444: Movie Theater

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	24.7	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale Oliver
Pinellas Co, FL	34.0	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale Oliver
Total Size	58.7		2	273						
ITE	28.0		1							
Blended total	86.7									
				Average Trip Length:	2.30					
				Weighted Average Trip Length:	2.24					
				Weighted Percent New Trip Average	87.4					
				Weighted Average Trip Generation Rate	84.31					
				ITE Average Trip Generation Rate	78.09					
				Blend of FL Studies and ITE Average Trip Generation Rate:	82.30					

Land Use 492: Health/Fitness Club

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates
Total Size			33							
ITE	37		8							
				Average Trip Length:	n/a					
				Percent New Trip Average	94.0					
				ITE Average Trip Generation Rate (adjusted):	34.50					

Land Use 565: Day Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	5.6	Aug-89	94	66	66.99	7a-6p	1.90	70.0	89.10	Tindale Oliver
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale Oliver
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates
Total Size	15.6		2	301						
ITE	135.0		27							
Blended total	150.6									
				Average Trip Length:	2.20					
				Weighted Average Trip Length:	2.03					
				Weighted Percent New Trip Average	73.2					
				Weighted Average Trip Generation Rate	66.99					
				ITE Average Trip Generation Rate	47.62					
				Blend of FL Studies and ITE Average Trip Generation Rate:	49.63					

Land Use 620: Nursing Home

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale Oliver
Total Size	120		1	74						
ITE	480		3							
Blended total	600									
				Average Trip Length:	2.59					
				Weighted Average Trip Length:	2.59					
				Weighted Percent New Trip Average	89.0					
				ITE Average Trip Generation Rate (per 1,000 sq ft):	6.64					

Land Use 640: Animal Hospital/Veterinary Clinic

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St. Petersburg, FL	4.0	-	-	-	21.50	-	-	-	-	Tindale Oliver
Clearwater, FL	3.0	Sep-89	-	-	44.00	-	1.90	70.0	-	Tindale Oliver
Clearwater, FL	2.0	Aug-89	-	-	-	-	1.90	70.0	-	Tindale Oliver
Total Size	7.0		3	0						
ITE	18.0		6							
	25.0									
				Average Trip Length:	1.90					
				Weighted Average Trip Length:	1.90					
				Weighted Percent New Trip Average	70.0					
				Weighted Average Trip Generation Rate	31.14					
				ITE Average Trip Generation Rate	21.50					
				Blend of FL Studies and ITE Average Trip Generation Rate:	24.20					

Land Use 710: General Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale Oliver
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale Oliver
Total Size	742.1		5	736						
ITE	11,286.0		66							
				Average Trip Length:	6.46					
				Weighted Average Trip Length:	5.15					
				Weighted Percent New Trip Average	92.3					

Land Use 720: Small Medical/Dental Office Building

Site	Size (1,000 sf)	Tues., Jan 11		Wedn., Jan 12		Thur., Jan 13		TOTAL		AVERAGE		AVERAGE (per 1,000 sf)		
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
Site 1	2.100	35	35	22	22	13	13	70	70	23.33	23.33	11.11	11.11	22.22
Site 2	3.000	40	40	52	52	53	53	145	145	48.33	48.33	16.11	16.11	32.22
Site 3	2.000	28	28	19	21	24	26	71	75	23.67	25.00	11.84	12.50	24.34
Site 4	1.000	30	30	52	52	57	57	139	139	46.33	46.33	46.33	46.33	92.66
Site 5	3.024	31	32	43	43	24	24	98	99	32.67	33.00	10.80	10.91	21.71
Site 6	1.860	22	24	19	17	11	11	52	52	17.33	17.33	9.32	9.32	18.64
Average												17.59	17.71	35.30
Average (excluding Site 4)												11.84	11.99	23.83

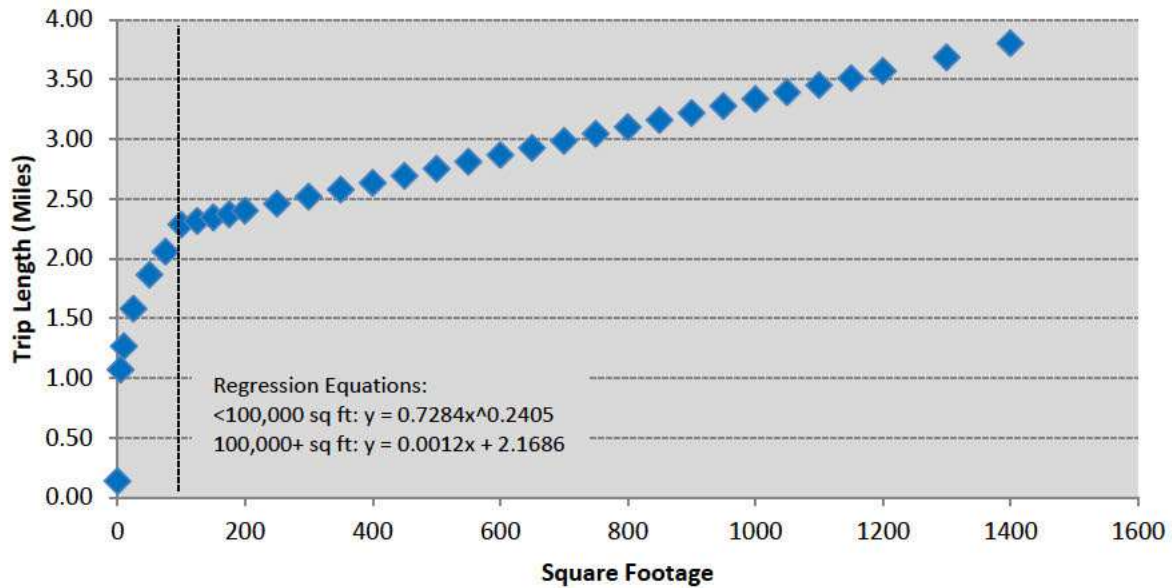
Land Use 720: Medical/Dental Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source	
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates	
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale Oliver	
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale Oliver	
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale Oliver	
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale Oliver	
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale Oliver	
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale Oliver	
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale Oliver	
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale Oliver	
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale Oliver	
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale Oliver	
Orange Co, FL	50.6	2009	-	-	26.72	-	-	-	-	Orange County	
Orange Co, FL	23.5	2010	-	-	16.58	-	-	-	-	Tindale Oliver	
Total Size	298.6	11	763	Average Trip Length: 5.07							
ITE	672.0	28		Weighted Average Trip Length: 5.55							
Blended total	970.6			Weighted Percent New Trip Average 88.9							
				Average Trip Generation Rate							32.59
				ITE Average Trip Generation Rate							34.80
				Blend of FL Studies and ITE Average Trip Generation Rate:							34.12

Land Use 820: Shopping Center

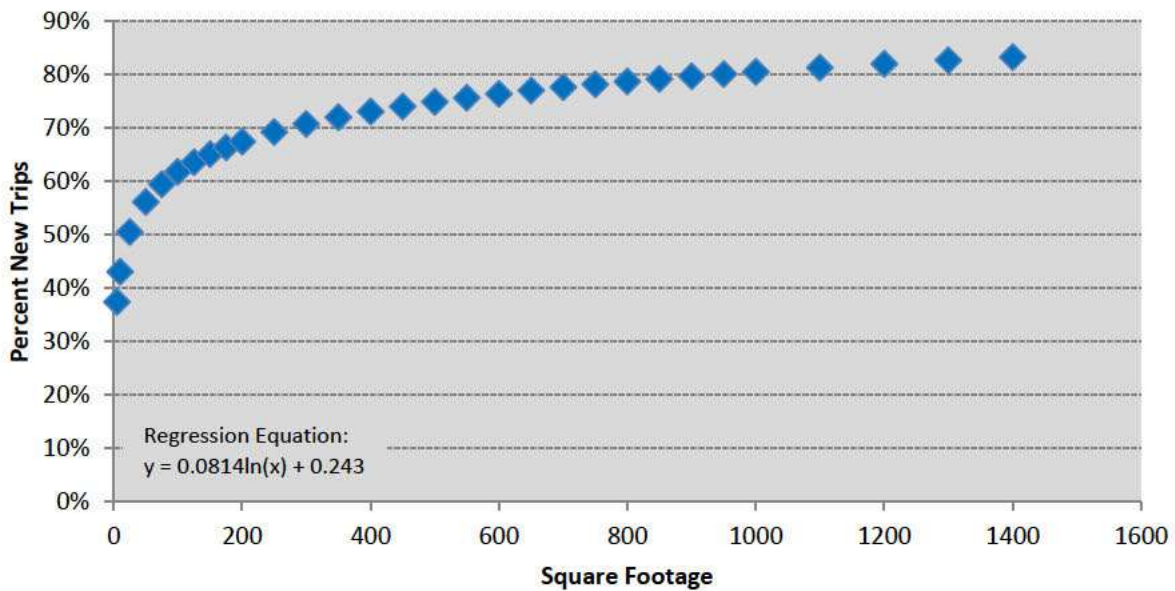
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Gwinnett Co, GA	99.1	Dec-92	-	-	46.00	-	3.20	70.0	103.04	Street Smarts
Gwinnett Co, GA	314.7	Dec-92	-	-	27.00	-	-	84.0	-	Street Smarts
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale Oliver
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale Oliver
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale Oliver
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale Oliver
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale Oliver
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale Oliver
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale Oliver
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale Oliver
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale Oliver
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale Oliver
Bozeman, MT	104.3	Dec-06	359	359	46.96	-	3.35	49.0	77.08	Tindale Oliver
Bozeman, MT	159.9	Dec-06	502	502	56.49	-	1.56	54.0	47.59	Tindale Oliver
Bozeman, MT	35.9	Dec-06	329	329	69.30	-	1.39	74.0	71.28	Tindale Oliver
Total Size	5,757.5		7,536		Average Trip Length: 2.66					

Figure A-2
LUC 820: Retail/Shopping Center – Florida Curve Trip Length Regression



Source: Regression analysis based on FL Studies data for LUC 820

Figure A-3
LUC 820: Retail/Shopping Center – Florida Curve Percent New Trips Regression



Source: Regression analysis based on FL Studies data for LUC 820

Land Use 840/841: New/Used Automobile Sales

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale Oliver
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale Oliver
Orange Co, FL	13.8	1997	-	-	35.75	-	-	-	-	Orange County
Orange Co, FL	34.4	1998	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	66.3	2001	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	39.1	2002	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	116.7	2003	-	-	27.18	-	-	-	-	Orange County
Orange Co, FL	51.7	2007	-	-	40.34	-	-	-	-	L-TEC
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	216.4	2008	-	-	13.45	-	-	-	-	Orange County
Total Size	618.0		8	288	Average Trip Length: 4.60					
ITE (840)	648.0		18		Weighted Average Trip Length: 4.60					
ITE (841)	28.0		14		Weighted Percent New Trip Average					78.5
Blended total	1,294.0				Weighted Average Trip Generation Rate					21.04
					ITE Average Trip Generation Rate (LUC 840)					27.84
					ITE Average Trip Generation Rate (LUC 841)					27.06
					Blend of FL Studies and ITE Average Trip Generation Rate:					24.58

Land Use 850: Supermarket

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale Oliver
Total Size	62.0		1	163	Average Trip Length: 2.08					
ITE	170.0		5		Weighted Average Trip Length: 2.08					
Blended total	232.0				Weighted Percent New Trip Average					56.0
					Weighted Average Trip Generation Rate					106.26
					ITE Average Trip Generation Rate					106.78
					Blend of FL Studies and ITE Average Trip Generation Rate:					106.64

Land Use 853: Convenience Market with Gasoline Pumps

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	72	-	-	-	2.00	-	-	Kimley-Horn & Associates
Marion Co, FL	1.1	Jun-91	77	20	544.80	24hr.	0.89	26.0	126.07	Tindale Oliver
Marion Co, FL	2.1	Jun-91	66	24	997.60	24hr.	1.67	36.4	606.42	Tindale Oliver
Marion Co, FL	4.4	Jun-91	85	25	486.70	48hrs.	1.06	29.4	151.68	Tindale Oliver
Collier Co, FL	-	Aug-91	96	38	-	-	1.19	39.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	78	16	-	-	1.06	20.5	-	Tindale Oliver
Tampa, FL	2.3	10/13-15/92	239	74	-	24hr.	1.06	31.1	-	Tindale Oliver
Ellenton, FL	3.3	10/20-22/92	124	44	-	24hr.	0.96	35.3	-	Tindale Oliver
Tampa, FL	3.8	11/10-12/92	142	23	-	24hr.	3.13	16.4	-	Tindale Oliver
Marion Co, FL	2.5	Apr-02	87	-	719.79	24hr.	1.62	32.8	322.19	Kimley-Horn & Associates
Marion Co, FL	2.5	Apr-02	23	-	610.46	24hr.	1.77	11.7	126.61	Kimley-Horn & Associates
Marion Co, FL	3.0	Apr-02	59	-	606.02	24hr.	0.83	32.6	195.00	Kimley-Horn & Associates
Total Size	25.1		9	1,148	Average Trip Length: 1.44					
ITE	102.0		34		Weighted Average Trip Length: 1.51					
Blended Total	127.1				Weighted Percent New Trip Average					27.7
	117.6				Average Trip Generation Rate					639.68
					ITE Average Trip Generation Rate					624.20
					Blend of FL Studies and ITE Average Trip Generation Rate:					626.25

Land Use 880/881: Pharmacy with and without Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale Oliver
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale Oliver
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale Oliver
Total Size	38.2		3	1,542	Average Trip Length: 2.07					
ITE (LUC 880)	66.0		6		Weighted Average Trip Length: 2.08					
ITE (LUC 881)	208.0		16		Weighted Percent New Trip Average					32.0
Blended total	312.2				Average Trip Generation Rate					103.03
					ITE Average Trip Generation Rate (LUC 880)					90.08
					ITE Average Trip Generation Rate (LUC 881)					109.16
					Blend of FL Studies and ITE Average Trip Generation Rate:					104.37

Land Use 912: Drive-In Bank

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	77	-	-	-	2.40	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	211	-	-	-	-	54.0	-	Kimley-Horn & Associates
Clearwater, FL	0.4	Aug-89	113	52	-	9a-6p	5.20	46.0	-	Tindale Oliver
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale Oliver
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale Oliver
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale Oliver
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale Oliver
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale Oliver
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale Oliver
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale Oliver
Marion Co, FL	2.4	Apr-02	70	-	-	24hr.	3.55	54.6	-	Kimley-Horn & Associates
Marion Co, FL	2.7	May-02	50	-	246.66	24hr.	2.66	40.5	265.44	Kimley-Horn & Associates
Total Size	25.2		9	1,407	Average Trip Length: 2.38					
ITE	147.0		21		Weighted Average Trip Length: 2.46					
Blended total	172.2				Weighted Percent New Trip Average					46.2
	149.7				Weighted Average Trip Generation Rate					246.66
					ITE Average Trip Generation Rate					100.03
					Blend of FL Studies and ITE Average Trip Generation Rate:					102.66

Land Use 931: Quality Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	76	62	-	-	2.10	82.0	-	Kimley-Horn & Associates
St. Petersburg, FL	7.5	Oct-89	177	154	-	11a-2p/4-8p	3.50	87.0	-	Tindale Oliver
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale Oliver
Total Size	15.5		2	313	Average Trip Length: 2.80					
ITE	90.0		10		Weighted Average Trip Length: 3.14					
Blended total	105.5				Weighted Percent New Trip Average 76.7					
	98.0				Weighted Average Trip Generation Rate 110.63					
					ITE Average Trip Generation Rate 83.84					
					Blend of FL Studies and ITE Average Trip Generation Rate: 86.03					

Land Use 932: High-Turnover (Sit-Down) Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	1996	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale Oliver
Hernando Co, FL	8.2	1996	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale Oliver
St. Petersburg, FL	5.0	1989	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale Oliver
Kenneth City, FL	5.2	1989	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale Oliver
Pasco Co, FL	5.2	2002	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale Oliver
Pasco Co, FL	5.8	2002	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale Oliver
Orange Co, FL	5.0	1996	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	9.7	1996	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	11.2	1998	-	-	18.76	-	-	-	-	Orange County
Orange Co, FL	7.0	1998	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	4.6	1998	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.4	1998	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	6.7	1998	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.3	2000	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	2000	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	11.4	2001	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	5.6	2001	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	10.4	-	-	-	31.77	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County
Orange Co, FL	8.9	2008	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	9.7	2010	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	9.5	2013	-	-	40.46	-	-	-	-	Orange County
Orange Co, FL	11.0	2015	-	-	138.39	-	-	-	-	Orange County
Total Size	194.9		21	1,102	Average Trip Length: 3.07					
ITE	250.0		50		Weighted Average Trip Length: 3.17					
Blended total	444.9				Weighted Percent New Trip Average 70.8					
					Weighted Average Trip Generation Rate 98.67					
					ITE Average Trip Generation Rate 112.18					
					Blend of FL Studies and ITE Average Trip Generation Rate: 106.26					

Land Use 934: Fast Food Restaurant with Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8		13	4,463	Average Trip Length: 2.11					
ITE	201.0		67		Weighted Average Trip Length: 2.05					
Blended total	249.8				Weighted Percent New Trip Average 57.9					
	34.0				Weighted Average Trip Generation Rate 530.19					
					ITE Average Trip Generation Rate 470.95					
					Blend of FL Studies and ITE Average Trip Generation Rate: 482.53					

Land Use 942: Automobile Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	5.5	Sep-89	34	30	37.64	9a-5p	2.40	88.0	79.50	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	124	94	-	9a-5p	3.07	76.0	-	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	110	74	-	9a-5p	2.96	67.0	-	Tindale Oliver
Jacksonville, FL	2.4	2/3-4/90	132	87	-	9a-5p	2.32	66.0	-	Tindale Oliver
Lakeland, FL	5.2	Mar-90	24	14	-	9a-4p	1.36	59.0	-	Tindale Oliver
Lakeland, FL	-	Mar-90	54	42	-	9a-4p	2.44	78.0	-	Tindale Oliver
Orange Co, FL	25.0	Nov-92	41	39	-	2-6p	4.60	-	-	LCE, Inc.
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	46.43	-	-	-	-	Orange County
Total Size	86.2		6	519	Average Trip Length: 2.74					
ITE	102.0		6		Weighted Average Trip Length: 3.62					
Blended total	188.2				Weighted Percent New Trip Average 72.2					
	151.1				Weighted Average Trip Generation Rate 22.14					
					ITE Average Trip Generation Rate (adjusted) 31.10					
					Blend of FL Studies and ITE Average Trip Generation Rate: 28.19					

Land Use 944/945: Gasoline/Service Station with and without Convenience Market

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6	1	238	Average Trip Length: 1.46						
ITE LUC 944 (vfp)	144.0	18		Weighted Average Trip Length: 1.90						
ITE LUC 945 (vfp)	90.0	5		Weighted Percent New Trip Average				23.0		
								ITE Average Trip Generation Rate - per fuel position (LUC 944)		172.01
								ITE Average Trip Generation Rate - per fuel position (LUC 945)		205.36
								Blended ITE Average Trip Generation Rate - per fuel position:		184.84

Land Use 947: Self-Service Car Wash

Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale Oliver
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale Oliver
Collier Co, FL	11	Dec-09	304	-	-	-	2.50	57.0	-	Tindale Oliver
Collier Co, FL	8	Jan-09	186	-	-	-	1.96	72.0	-	Tindale Oliver
Total Size	29	3	778	Average Trip Length: 1.94						
ITE	5	1		Weighted Average Trip Length: 2.18						
Weighted Percent New Trip Average								67.7		

Land Use N/A: Dance Studio

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source	
Collier Co, FL	7,000	Jul-08	-	-	30.29	-	-	-	-	Tindale Oliver	
Collier Co, FL	20.48	Jul-08	-	-	17.19	-	-	-	-	Tindale Oliver	
Collier Co, FL	8,705	Jul-08	-	-	23.89	-	-	-	-	Tindale Oliver	
Total Size	36.2	3	Average Trip Length:				n/a				
							Weighted Average Trip Length:				n/a
							Weighted Average Trip Generation Rate:				21.33

Land Use N/A: Specialty Retail Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Orlando, FL	56.5	Jan-96	-	602	-	varied	3.54	87.9	-	LCE, Inc.
Collier Co, FL	12.0	May-99	-	13	19.70	8a-6p	3.70	75.0	54.67	Tindale Oliver
Collier Co, FL	12.0	May-99	-	146	127.50	8a-6p	2.24	84.3	240.76	Tindale Oliver
Total Size	80.5	3		Average Trip Length: 3.16						
ITE	100.0	4		Weighted Average Trip Length: 3.37						
Blended total	156.5			Weighted Percent New Trip Average 85.4						

Evaluation of Mixed-Use Developments

Mixed-Use Internal Capture

To correspond with adopted fiscal neutrality and sustainability guiding policies, Orange County has made efforts to define and encourage infill and redevelopment activity and create mixed-use developments, Traditional Neighborhood Developments (TND), and Transit Oriented Developments (TOD). In addition, the County's Comprehensive Plan historically has designated the International Drive tourist corridor as an Activity Center (AC) and implemented I-Drive District Overlay Zone within the past year. This Overlay Zone is an example of transect-based planning and describes the site design requirements in terms of road layout, intersection spacing, requirements of sidewalks, interconnectivity, spacing between uses, etc. These types of requirements are critical in mixed-use developments' ability to reduce trips. If designed correctly, these developments tend to have reduced travel demand which in turn reduces the need to provide additional transportation infrastructure.

Mixed-Use Models

This section provides a summary of more commonly used models in estimating the reduction of travel achieved by mixed-use development.

- Historically, the ITE model has been the primary model used to quantify internal capture. ITE groups land uses into three categories:
 - Residential;
 - Office; and
 - Retail.

Internal capture calculations focus on trip reduction, especially between residential and retail uses. The data is available for weekday P.M. peak hour, midday, and “daily,” which is based on data collection between noon and 6:30 PM. ITE calculations fail to capture much of the interaction between residential and office land uses. Compared to raw data used for verification, ITE method error rate is about one-half.

- Several publications by National Cooperative Highway Research Program (NCHRP) made improvements to the original ITE approach, which were summarized in the NCHRP 684. This improved estimate method was developed based on existing survey data from prior studies plus three pilot data collection surveys for this study.
 - Although the model developed as part of NCHRP 684 continued to focus on trip reduction, three land uses were added: restaurant, hotel, and cinema. These resulted for a higher internal capture percentage. **The authors caution users to limit their applications to these six uses, and that the model was not tested for any additional land uses.** The model should only be used for development up to 300 acres.
 - NCHRP Report 684 also added weekday A.M. peak hour and created a land use classification structure that would permit disaggregation of the six land uses to more detailed categories should enough data become available.
 - Included the **effects of proximity (convenient walking distance) between interacting land uses to represent both compactness and design.** The report states that several planners and architects recommend ¼-mile or longer walking distances. However, developers contacted for the study reported that acceptable walking distances range from 600 feet to 1,000 feet. The study found that when the major uses were within a convenient (e.g., covered walkways, etc.) and short walking distance, the capture rate increased.

- This method reduced the estimation error by half compared to the original ITE method, resulting in an error rate of about one-fourth of the raw trip generation rates.
- Since the late 1980s, there have been numerous studies of various census and regional travel survey databases, limited site data collection, and studies and surveys of related travel and development characteristics that could contribute useful material for developing an improved estimation technique. Internal trip capture rates estimated in this research vary widely depending on conditions and land uses, but for developments with major commercial components, capture rates typically reached up to more than 30 percent. For mixed-use neighborhoods and small communities, internal capture reached 50 percent and even higher.
- Other widely used approach is a policy-based flat percentage reduction in external trips. Such percentages are established by local planning, zoning, or transportation engineering officials for use in transportation impact analyses (TIAs) prepared to support applications for zoning, subdivision, site plan approval, or access permits. The percentages are typically arbitrarily selected and tend to range from 5 percent to 25 percent, with 10 percent being most commonly used discount factor.

Table A-15 provides a summary of some of these studies and resulting internal capture levels.

**Table A-15
Comparison of Mixed-Use Models**

Source	Reference	Range of Internal Capture
Research Studies		
ITE 2nd Edition	Institute of Transportation Engineers Handbook, 2nd Ed.	5-25%
NCHRP 684/ITE 3rd Edition	National Cooperative Highway Research Program	28-41%
EPX MXD Model v4.0	EPA, Fehr & Peers	8-28%
ITE 1998 surveys (origins)	NCHRP 684, PDF pg 19	0-53%
ITE 1998 surveys (destinations)	NCHRP 684, PDF pg 19	0-37%
Districtwide TGR Study, FDOT, District IV, March 1995	NCHRP 684, PDF pg 20	28-41%
FDOT Trip Characteristics Study of MXDs, FDOT, District IV, March 1993	NCHRP 684, PDF pg 21 (Table 8)	7-62%
Trip Generation for MXDs, Technical Committee Report, Colorado-Wyoming Section, ITE, January 1986	NCHRP 684, PDF pg 23	25%
Brandermill PUD Traffic Generation Study, Technical Report, JHK & Associates, Alexandria, Virginia, June 1984	NCHRP 684, PDF pg 23	45-55%
Kittelson & Associates, Crocker Center, Mizner Park, Galleria	NCHRP 684, PDF pg 25	38-41%
Mehara and Keller	NCHRP 684, PDF pg 25	0-40%
Local Government Practices		
Transportation Impact Analyses (ITE Method)	NCHRP 684, PDF pg 11	5-25%

Internal Capture Sensitivity Analysis

This section illustrates potential internal capture reductions that may occur if proposed developments include the right mix of land uses. Note that this analysis only considers the mix of uses and not the specific design standards.

Tables A-16 through A-18 present a sensitivity analysis for internal capture that includes developments of all levels, in terms of both units of development and percent of travel. Observations include:

- When single family units dominate the overall development (generating over 60 percent of trips or over 80 percent of vehicle miles of travel (VMT)), there does not seem to be any substantial internal capture.
- In cases where there are three or more uses with some level of activity, the internal capture improves. The internal capture rate is higher when travel generated by each land use is balanced (e.g., no one land use exceeds 50 percent of trips).
- Availability of retail (including restaurants) is important in achieving high levels of internal capture.

- Travel demand characteristics used in the standard impact fee calculations evolved over time to recognize reduction in travel due to the availability of multiple uses at a regional level.
- Any additional internal capture that is attributed to a mixed-use development needs to be due to the increase in pedestrian travel as well as travel within the development. Some of the variables that will determine the level internal capture include:
 - Scale of development;
 - Complementary land uses;
 - Proximity and connectivity between each pair of land uses, especially the layout of the land uses relative to each other; and
 - Other characteristics such as proximity to transit and pedestrian access within and around the site.
- Industry models used to measure internal capture suggest that to the extent travel distribution from each land use within the mixed-use development is balanced, the level of internal capture increases. When one land use is dominant, internal capture percentage decreases. For example, when residential development generates more than 60 percent of trips and 80 percent of VMT, the resulting internal capture is negligible. On the other hand, a mix of at least three different uses, with none of the uses generating more than 50 percent of travel, result in higher levels of internal capture.

As previously mentioned, the NCHRP model does not account for proximity of uses, density, and other design elements. It is recommended that potential mixed-use developments include elements of connectivity, promote walkability between land uses, and include access to other travel modes (transit, bike lanes, etc) when possible. These factors, along with a balanced mix of uses, will yield the most favorable internal capture rates.

Due to the large scale of potential future developments, it may be difficult to achieve reasonable walkability and enhanced trip capture. By focusing on smaller, inter-connected areas, developers can work towards creating a truly “mixed-use” community. The sensitivity analysis in Tables A-16 through A-18 provide general guidelines that can be applied to future development in order to achieve the best balance of uses.

Table A-16
Comparison of Mixed-Use Internal Capture

Scenario	Single Family DU's	Hotel Rooms	Retail Sq Ft	Office Sq Ft	Restaurant Sq Ft	AM Peak Hr: IC %	PM Peak Hr: IC %	Average Internal Capture %	Trip Distribution		
									Single Family	Hotel	Retail
Scenario #1.01	50	50	10,000	10,000	2,000	19%	29%	24%	20%	15%	
Scenario #1.02	50	60	10,000	10,000	2,000	18%	29%	24%	20%	17%	
Scenario #1.03	50	75	10,000	10,000	2,000	18%	28%	23%	19%	20%	
Scenario #1.04	50	90	10,000	10,000	2,000	17%	27%	22%	18%	23%	
Scenario #1.05	50	120	10,000	10,000	2,000	15%	26%	21%	17%	28%	
Scenario #1.06	50	200	10,000	10,000	2,000	13%	22%	18%	15%	38%	
Scenario #1.07	50	300	10,000	10,000	2,000	10%	19%	15%	12%	47%	
Scenario #1.08	50	400	10,000	10,000	2,000	9%	17%	13%	11%	54%	
Scenario #1.09	50	500	10,000	10,000	2,000	8%	15%	12%	10%	59%	
Scenario #1.10	50	600	10,000	10,000	2,000	7%	14%	11%	9%	63%	
Scenario #1.11	50	50	20,000	10,000	2,000	19%	27%	23%	17%	12%	
Scenario #1.12	50	50	50,000	10,000	2,000	18%	22%	20%	12%	9%	
Scenario #1.13	50	50	80,000	10,000	2,000	16%	18%	17%	10%	7%	
Scenario #1.14	50	50	100,000	10,000	2,000	15%	16%	16%	9%	7%	
Scenario #1.15	50	50	300,000	10,000	2,000	10%	9%	10%	5%	4%	
Scenario #1.16	50	50	500,000	10,000	2,000	8%	7%	8%	4%	3%	
Scenario #1.17	50	50	1,000,000	10,000	2,000	6%	4%	5%	3%	2%	
Scenario #1.18	50	50	2,000,000	10,000	2,000	4%	3%	4%	2%	1%	
Scenario #1.19	50	50	3,000,000	10,000	2,000	3%	2%	3%	1%	1%	
Scenario #1.20	50	50	10,000	20,000	2,000	20%	28%	24%	19%	14%	
Scenario #1.21	50	50	10,000	50,000	2,000	19%	26%	23%	16%	12%	
Scenario #1.22	50	50	10,000	80,000	2,000	19%	24%	22%	14%	10%	
Scenario #1.23	50	50	10,000	100,000	2,000	18%	23%	21%	13%	10%	
Scenario #1.24	50	50	10,000	300,000	2,000	13%	15%	14%	8%	6%	
Scenario #1.25	50	50	10,000	500,000	2,000	9%	11%	10%	6%	4%	
Scenario #1.26	50	50	10,000	1,000,000	2,000	6%	7%	7%	4%	3%	
Scenario #1.27	50	50	10,000	2,000,000	2,000	3%	4%	4%	2%	2%	
Scenario #1.28	50	50	10,000	3,000,000	2,000	3%	3%	3%	2%	1%	
Scenario #1.29	50	50	10,000	10,000	5,000	22%	36%	29%	18%	13%	
Scenario #1.30	50	50	10,000	10,000	7,000	22%	40%	31%	17%	12%	
Scenario #1.31	50	50	10,000	10,000	10,000	19%	43%	31%	15%	11%	
Scenario #1.32	50	50	10,000	10,000	15,000	16%	45%	31%	13%	10%	
Scenario #1.33	50	50	10,000	10,000	30,000	10%	40%	25%	9%	7%	
Scenario #1.34	50	50	10,000	10,000	50,000	7%	32%	20%	7%	5%	
Scenario #1.35	50	50	10,000	10,000	100,000	4%	20%	12%	4%	3%	
Scenario #1.36	50	50	10,000	10,000	200,000	2%	11%	7%	2%	2%	
Scenario #1.37	50	50	10,000	10,000	400,000	1%	6%	4%	1%	1%	
Scenario #1.38	50	60	20,000	20,000	5,000	25%	32%	29%	14%	12%	
Scenario #1.39	50	75	50,000	50,000	7,000	28%	27%	28%	9%	10%	
Scenario #1.40	50	90	80,000	80,000	10,000	28%	26%	27%	7%	9%	
Scenario #1.41	50	120	100,000	100,000	15,000	28%	27%	28%	6%	10%	
Scenario #1.42	50	200	300,000	300,000	30,000	28%	23%	26%	3%	8%	
Scenario #1.43	50	300	500,000	500,000	50,000	28%	23%	26%	2%	8%	
Scenario #1.44	50	400	1,000,000	1,000,000	100,000	28%	24%	26%	1%	6%	
Scenario #1.45	50	500	2,000,000	2,000,000	200,000	27%	25%	26%	1%	4%	
Scenario #1.46	50	600	3,000,000	3,000,000	400,000	23%	30%	27%	0%	3%	
Scenario #1.47	50	50	3,000,000	3,000,000	400,000	65%	27%	46%	0%	0%	
Scenario #1.48	50	600	10,000	3,000,000	400,000	18%	11%	15%	1%	5%	
Scenario #1.49	50	600	3,000,000	10,000	400,000	6%	33%	20%	1%	5%	
Scenario #1.50	50	600	3,000,000	3,000,000	2,000	14%	7%	11%	1%	5%	

Notes:

- Each scenario includes a different mix of dwelling units, hotel rooms and non-residential development.
- Using the ITE 9th Edition handbook, AM and PM Peak Hour trip generation rates are applied to each land use and each development. The resulting trips are entered into the NCHRP internal capture model which outputs the internal capture percentages for both the total AM and PM Peak Hour trips. Using the direction distribution provided in the ITE handbook, the “entering” and “exiting” trip percentages are applied to the internal capture percentages to determine the final internal capture percentages.

Table A-17
Comparison of Mixed-Use Internal Capture

Scenario	Single Family DU's	Hotel Rooms	Retail Sq Ft	Office Sq Ft	Restaurant Sq Ft	AM Peak Hr: IC %	PM Peak Hr: IC %	Average Internal Capture %	Trip Distribution		
									Single Family	Hotel	Retail
Scenario #2.01	1,000	50	10,000	10,000	2,000	5%	11%	8%	79%	4%	
Scenario #2.02	1,000	60	10,000	10,000	2,000	5%	11%	8%	79%	4%	
Scenario #2.03	1,000	75	10,000	10,000	2,000	5%	11%	8%	78%	5%	
Scenario #2.04	1,000	90	10,000	10,000	2,000	5%	11%	8%	77%	6%	
Scenario #2.05	1,000	120	10,000	10,000	2,000	5%	11%	8%	76%	8%	
Scenario #2.06	1,000	200	10,000	10,000	2,000	5%	11%	8%	72%	12%	
Scenario #2.07	1,000	300	10,000	10,000	2,000	5%	10%	8%	68%	17%	
Scenario #2.08	1,000	400	10,000	10,000	2,000	4%	10%	7%	65%	21%	
Scenario #2.09	1,000	500	10,000	10,000	2,000	4%	9%	7%	62%	25%	
Scenario #2.10	1,000	600	10,000	10,000	2,000	4%	9%	7%	59%	28%	
Scenario #2.11	1,000	50	20,000	10,000	2,000	6%	13%	10%	76%	4%	
Scenario #2.12	1,000	50	50,000	10,000	2,000	7%	17%	12%	68%	3%	
Scenario #2.13	1,000	50	80,000	10,000	2,000	6%	19%	13%	64%	3%	
Scenario #2.14	1,000	50	100,000	10,000	2,000	6%	20%	13%	61%	3%	
Scenario #2.15	1,000	50	300,000	10,000	2,000	5%	25%	15%	46%	2%	
Scenario #2.16	1,000	50	500,000	10,000	2,000	5%	27%	16%	39%	2%	
Scenario #2.17	1,000	50	1,000,000	10,000	2,000	4%	22%	13%	30%	1%	
Scenario #2.18	1,000	50	2,000,000	10,000	2,000	3%	16%	10%	21%	1%	
Scenario #2.19	1,000	50	3,000,000	10,000	2,000	3%	12%	8%	17%	1%	
Scenario #2.20	1,000	50	10,000	20,000	2,000	6%	11%	9%	78%	4%	
Scenario #2.21	1,000	50	10,000	50,000	2,000	7%	11%	9%	75%	4%	
Scenario #2.22	1,000	50	10,000	80,000	2,000	8%	11%	10%	72%	3%	
Scenario #2.23	1,000	50	10,000	100,000	2,000	8%	11%	10%	70%	3%	
Scenario #2.24	1,000	50	10,000	300,000	2,000	9%	10%	10%	57%	3%	
Scenario #2.25	1,000	50	10,000	500,000	2,000	7%	9%	8%	49%	2%	
Scenario #2.26	1,000	50	10,000	1,000,000	2,000	5%	7%	6%	37%	2%	
Scenario #2.27	1,000	50	10,000	2,000,000	2,000	4%	5%	5%	25%	1%	
Scenario #2.28	1,000	50	10,000	3,000,000	2,000	3%	4%	4%	19%	1%	
Scenario #2.29	1,000	50	10,000	10,000	5,000	7%	13%	10%	77%	4%	
Scenario #2.30	1,000	50	10,000	10,000	7,000	7%	15%	11%	75%	4%	
Scenario #2.31	1,000	50	10,000	10,000	10,000	8%	18%	13%	73%	4%	
Scenario #2.32	1,000	50	10,000	10,000	15,000	9%	21%	15%	70%	3%	
Scenario #2.33	1,000	50	10,000	10,000	30,000	11%	24%	18%	61%	3%	
Scenario #2.34	1,000	50	10,000	10,000	50,000	13%	26%	20%	53%	3%	
Scenario #2.35	1,000	50	10,000	10,000	100,000	15%	26%	21%	39%	2%	
Scenario #2.36	1,000	50	10,000	10,000	200,000	9%	18%	14%	26%	1%	
Scenario #2.37	1,000	50	10,000	10,000	400,000	5%	11%	8%	15%	1%	
Scenario #2.38	1,000	60	20,000	20,000	5,000	9%	16%	13%	72%	4%	
Scenario #2.39	1,000	75	50,000	50,000	7,000	13%	21%	17%	61%	4%	
Scenario #2.40	1,000	90	80,000	80,000	10,000	15%	25%	20%	54%	4%	
Scenario #2.41	1,000	120	100,000	100,000	15,000	18%	28%	23%	49%	5%	
Scenario #2.42	1,000	200	300,000	300,000	30,000	24%	35%	30%	32%	5%	
Scenario #2.43	1,000	300	500,000	500,000	50,000	27%	39%	33%	24%	6%	
Scenario #2.44	1,000	400	1,000,000	1,000,000	100,000	30%	38%	34%	16%	5%	
Scenario #2.45	1,000	500	2,000,000	2,000,000	200,000	28%	34%	31%	10%	4%	
Scenario #2.46	1,000	600	3,000,000	3,000,000	400,000	24%	35%	30%	6%	3%	
Scenario #2.47	1,000	50	3,000,000	3,000,000	400,000	63%	33%	48%	7%	0%	
Scenario #2.48	1,000	600	10,000	3,000,000	400,000	20%	14%	17%	9%	4%	
Scenario #2.49	1,000	600	3,000,000	10,000	400,000	9%	39%	24%	9%	4%	
Scenario #2.50	1,000	600	3,000,000	3,000,000	2,000	13%	14%	14%	10%	5%	

Notes:

- Each scenario includes a different mix of dwelling units, hotel rooms and non-residential development.
- Using the ITE 9th Edition handbook, AM and PM Peak Hour trip generation rates are applied to each land use and each development. The resulting trips are entered into the NCHRP internal capture model which outputs the internal capture percentages for both the total AM and PM Peak Hour trips. Using the direction distribution provided in the ITE handbook, the “entering” and “exiting” trip percentages are calculated for each land use and development.

Table A-18
Comparison of Mixed-Use Internal Capture

Scenario	Single Family DU's	Hotel Rooms	Retail Sq Ft	Office Sq Ft	Restaurant Sq Ft	AM Peak Hr: IC %	PM Peak Hr: IC %	Average Internal Capture %	Trip Distribution		
									Single Family	Hotel	Retail
Scenario #3.01	5,000	50	10,000	10,000	2,000	1%	3%	2%	95%	1%	
Scenario #3.02	5,000	60	10,000	10,000	2,000	1%	3%	2%	94%	1%	
Scenario #3.03	5,000	75	10,000	10,000	2,000	1%	3%	2%	94%	1%	
Scenario #3.04	5,000	90	10,000	10,000	2,000	1%	3%	2%	94%	2%	
Scenario #3.05	5,000	120	10,000	10,000	2,000	1%	3%	2%	93%	2%	
Scenario #3.06	5,000	200	10,000	10,000	2,000	1%	3%	2%	92%	3%	
Scenario #3.07	5,000	300	10,000	10,000	2,000	1%	4%	3%	91%	5%	
Scenario #3.08	5,000	400	10,000	10,000	2,000	1%	4%	3%	89%	6%	
Scenario #3.09	5,000	500	10,000	10,000	2,000	1%	4%	3%	88%	8%	
Scenario #3.10	5,000	600	10,000	10,000	2,000	1%	4%	3%	87%	9%	
Scenario #3.11	5,000	50	20,000	10,000	2,000	1%	4%	3%	93%	1%	
Scenario #3.12	5,000	50	50,000	10,000	2,000	2%	6%	4%	91%	1%	
Scenario #3.13	5,000	50	80,000	10,000	2,000	2%	7%	5%	89%	1%	
Scenario #3.14	5,000	50	100,000	10,000	2,000	2%	7%	5%	88%	1%	
Scenario #3.15	5,000	50	300,000	10,000	2,000	3%	11%	7%	80%	1%	
Scenario #3.16	5,000	50	500,000	10,000	2,000	3%	14%	9%	75%	1%	
Scenario #3.17	5,000	50	1,000,000	10,000	2,000	3%	17%	10%	66%	1%	
Scenario #3.18	5,000	50	2,000,000	10,000	2,000	3%	21%	12%	55%	1%	
Scenario #3.19	5,000	50	3,000,000	10,000	2,000	3%	23%	13%	49%	1%	
Scenario #3.20	5,000	50	10,000	20,000	2,000	1%	3%	2%	94%	1%	
Scenario #3.21	5,000	50	10,000	50,000	2,000	2%	3%	3%	93%	1%	
Scenario #3.22	5,000	50	10,000	80,000	2,000	2%	4%	3%	92%	1%	
Scenario #3.23	5,000	50	10,000	100,000	2,000	2%	4%	3%	91%	1%	
Scenario #3.24	5,000	50	10,000	300,000	2,000	3%	5%	4%	86%	1%	
Scenario #3.25	5,000	50	10,000	500,000	2,000	3%	5%	4%	81%	1%	
Scenario #3.26	5,000	50	10,000	1,000,000	2,000	3%	5%	4%	72%	1%	
Scenario #3.27	5,000	50	10,000	2,000,000	2,000	3%	5%	4%	60%	1%	
Scenario #3.28	5,000	50	10,000	3,000,000	2,000	3%	4%	4%	52%	1%	
Scenario #3.29	5,000	50	10,000	10,000	5,000	2%	4%	3%	94%	1%	
Scenario #3.30	5,000	50	10,000	10,000	7,000	2%	5%	4%	93%	1%	
Scenario #3.31	5,000	50	10,000	10,000	10,000	2%	5%	4%	93%	1%	
Scenario #3.32	5,000	50	10,000	10,000	15,000	2%	6%	4%	91%	1%	
Scenario #3.33	5,000	50	10,000	10,000	30,000	3%	8%	6%	88%	1%	
Scenario #3.34	5,000	50	10,000	10,000	50,000	4%	10%	7%	84%	1%	
Scenario #3.35	5,000	50	10,000	10,000	100,000	7%	12%	10%	74%	1%	
Scenario #3.36	5,000	50	10,000	10,000	200,000	10%	15%	13%	61%	1%	
Scenario #3.37	5,000	50	10,000	10,000	400,000	14%	18%	16%	45%	0%	
Scenario #3.38	5,000	60	20,000	20,000	5,000	2%	5%	4%	92%	1%	
Scenario #3.39	5,000	75	50,000	50,000	7,000	4%	7%	6%	88%	1%	
Scenario #3.40	5,000	90	80,000	80,000	10,000	5%	10%	8%	84%	2%	
Scenario #3.41	5,000	120	100,000	100,000	15,000	6%	12%	9%	81%	2%	
Scenario #3.42	5,000	200	300,000	300,000	30,000	11%	19%	15%	68%	3%	
Scenario #3.43	5,000	300	500,000	500,000	50,000	15%	24%	20%	59%	3%	
Scenario #3.44	5,000	400	1,000,000	1,000,000	100,000	20%	31%	26%	46%	3%	
Scenario #3.45	5,000	500	2,000,000	2,000,000	200,000	25%	37%	31%	33%	3%	
Scenario #3.46	5,000	600	3,000,000	3,000,000	400,000	27%	44%	36%	24%	3%	
Scenario #3.47	5,000	50	3,000,000	3,000,000	400,000	57%	41%	49%	24%	0%	
Scenario #3.48	5,000	600	10,000	3,000,000	400,000	23%	19%	21%	31%	3%	
Scenario #3.49	5,000	600	3,000,000	10,000	400,000	16%	48%	32%	30%	3%	
Scenario #3.50	5,000	600	3,000,000	3,000,000	2,000	10%	23%	17%	33%	3%	

Notes:

- Each scenario includes a different mix of dwelling units, hotel rooms and non-residential development.
- Using the ITE 9th Edition handbook, AM and PM Peak Hour trip generation rates are applied to each land use and each development. The resulting trips are entered into the NCHRP internal capture model which outputs the internal capture percentages for both the total AM and PM Peak Hour trips. Using the direction distribution provided in the ITE handbook, the “entering” and “exiting” trip percentages are calculated for each land use and development.

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Table A-19 illustrates the projected internal capture reduction for local example developments. These development levels were derived from the County's Comprehensive Plan Future Land Use Element. As shown, both developments are weighted toward residential in terms of trips and result in a limited internal capture.

Table A-19
Orange County Internal Capture Example

Secnario	Single Family DU's	Hotel Rooms	Retail Sq Ft	Office Sq Ft	AM Peak Hr: IC %	PM Peak Hr: IC %	Average Internal Capture %	Trip Distribution			
								Single Family	Hotel	Retail	Office
Innovation Place	5,500	200	1,235,000	2,267,000	9%	18%	14%	49%	1%	24%	25%
Sunbridge	7,400	500	880,000	5,470,000	8%	12%	10%	45%	2%	13%	40%

Source: NCHRP 684 Internal Capture Model

Development details for Innovation Place as shown in FLU 8.1.4 of the County's Comprehensive Plan

Development details for Sunbridge as provided by staff via the "Sunbridge Fact Sheet"

APPENDIX B

Cost Component Calculations

Appendix B: Cost Component

This appendix presents the detailed calculations for the cost component of the transportation impact fee update. Supporting data and estimates are provided for all cost variables, including:

- Design
- Right-of-Way
- Construction/CEI
- Roadway Capacity
- Transit Capital Costs

Design

The design cost per lane mile was based on a review of recently completed and ongoing projects in Orange County. As shown in Table B-1, projects in Orange County averaged approximately \$340,000 per lane mile for design. When compared to a local construction cost of approximately \$2.75 million (excluding CEI; as shown in Table B-5), design is equivalent to approximately 12 percent of the construction cost per lane mile. This ratio falls within the range observed in several other recent impact fee studies in Florida. As shown in Table B-2, design factors from other communities ranged from 6 percent to 14 percent with a weighted average of 11 percent.

For purposes of this study, the design cost for county roads was calculated at \$340,000, or approximately 12 percent of the construction cost (excluding CEI) per lane mile.

Table B-1

Design Cost for County Roads – Orange County

CIP #	Project Name	From	To	Year	Improvement	Length	Lanes Added	Lane Miles Added	Design Cost	Cost per Lane Mile
3017	Rock Springs Rd	Ponkan Rd	Kelly Park Rd	1996	2 to 4 Lanes	2.10	2	4.20	\$1,466,024	\$349,053
3038a	Clarcona-Ocoee Rd	Ocoee-Apopka Rd	Hiwassee Rd	2000	2 to 4 Lanes	5.08	2	10.16	\$2,106,461	\$207,329
3045	Holden Ave	JYP	OBT	2003	0/2 to 4 Lanes	1.24	2/4	3.50	\$1,295,324	\$370,093
3096a	Kennedy Blvd	All American Blvd	Wymore Rd	2000	2 to 4 Lanes	2.03	2	4.06	\$1,641,051	\$404,200
3097	All American Blvd	Edgewater Dr	Forest City Rd	2005	2 to 4 Lanes	1.06	2	2.12	\$1,361,667	\$642,296
5001a	John Young Pkwy	SR 528	FL Turnpike	2009	4 to 6 Lanes	2.34	2	4.68	\$816,979	\$174,568
5023	Edgewater Dr	Clarcona-Ocoee Rd	Pine Hills Rd	2005	2 to 4 Lanes	1.51	2	3.02	\$2,107,966	\$698,002
5024a	Econ Tr	Lake Underhill	SR 50	2008	2 to 4 Lanes	2.40	2	4.80	\$3,150,355	\$656,324
5027a	Texas Ave	Oak Ridge Rd	Holden Ave	2008	2 to 4 Lanes	1.76	2	3.52	\$1,419,796	\$403,351
5029a	Valencia College Ln	Goldenrod Rd	Econlockhatchee Tr	2007	2 to 4 Lanes	1.90	2	3.80	\$2,153,633	\$566,746
5059c	Woodbury Rd	S. of SR 50	Challenger Pkwy	2008	2 to 4 Lanes	0.65	2	1.30	\$538,566	\$414,282
5062a	Alafaya Tr	Avalon Park Blvd	Mark Twain Blvd	2005	2 to 4 Lanes	3.83	2	7.66	\$1,879,773	\$245,401
5066a	CR 535 Seg A	Magnolia Park Ct	SR 429	2007	2 to 4 Lanes	1.37	2	2.74	\$1,003,106	\$366,097
5066b	CR 535 Seg C&E	Ficquette Rd	Butler Ridge Rd	2007	2 to 4 Lanes	1.10	2	2.20	\$945,254	\$429,661
5067	CR 535 Seg F	Overstreet Rd	Fossick Rd	2013	2 to 4 Lanes	0.60	2	1.20	\$289,032	\$240,860
5068	Reams Rd	Delmar	Taborfield	2013	2 to 4 Lanes	0.36	2	0.72	\$166,519	\$231,276
5085a	Boggy Creek Rd	Osceola Co. Line	SR 417	2008	2 to 4 Lanes	1.19	2	2.38	\$1,614,195	\$678,233
5090b	Lake Underhill	Goldenrod Rd	Chickasaw Tr	2008	2 to 4 Lanes	0.69	2	1.38	\$670,883	\$486,147
5090d	Lake Underhill	Econlockhatchee Tr	Rouse Rd	2014	2 to 4 Lanes	1.87	2	3.74	\$1,602,515	\$428,480
5091	Wildwood	International Dr	Palm Pkwy	2011	2 to 4 Lanes	1.87	2	3.74	\$1,795,605	\$480,108
5101	Narcoossee Rd	Osceola Co. Line	SR 417	2008	2 to 6 Lanes	3.80	4	15.20	\$820,000	\$53,947
5102	Sand Lake Rd	President's Dr	FL Mall	2001	4 to 6 Lanes	1.00	2	2.00	\$896,820	\$448,410
5107	International Dr	Westwood Blvd	Westwood Blvd	2010	4 to 6 Lanes	2.20	2	4.40	\$1,015,146	\$230,715
5110	Taft-Vineland Rd	Central FL Pkwy	John Young Pkwy	2007	2 to 4 Lanes	0.50	2	1.00	\$555,370	\$555,370
5111	Wetherbee Rd	Balcombe Rd	Orange Ave	2010	2 to 4 Lanes	1.50	2	3.00	\$958,400	\$319,467
5140	Ficquette Rd	Summerlake Blvd	Overstreet Rd	2018	2 to 4 Lanes	1.50	2	3.00	\$1,368,055	\$456,018
Total								99.52	\$33,638,495	\$340,000

Source: Orange County Transportation Planning Division; Community, Environment & Development Services Department and Orange County Development Engineering Division. The data shown represent the full detail that was available.

Table B-2
Design Cost Factor for County Roads – Recent Impact Fee Studies

Year	City/County	City/County Roadways (Cost per Lane Mile)		
		Design	Constr.	Design Ratio
2012	Osceola	\$371,196	\$2,651,400	14%
2012	City of Orlando	\$288,000	\$2,400,000	12%
2012	City of Sarasota	\$240,000	\$2,400,000	10%
2013	Hernando	\$198,000	\$1,980,000	10%
2013	Charlotte	\$220,000	\$2,200,000	10%
2014	Indian River	\$159,000	\$1,598,000	10%
2015	Collier	\$270,000	\$2,700,000	10%
2015	Brevard	\$242,000	\$2,023,000	12%
2015	Sumter	\$210,000	\$2,100,000	10%
2015	Marion	\$167,000	\$2,668,000	6%
2015	Palm Beach	\$224,000	\$1,759,000	13%
2016	Hillsborough	\$348,000	\$2,897,000	12%
2016	St. Lucie	\$220,000	\$2,200,000	10%
2017	Clay	\$239,000	\$2,385,000	10%
2018	City of Tampa	\$403,000	\$3,100,000	13%
2018	City of Hallandale Beach	\$171,000	\$1,710,000	10%
2018	City of Oviedo	\$319,000	\$2,900,000	11%
2018	Collier	\$385,000	\$3,500,000	11%
Average		\$259,678	\$2,398,411	11%

Source: Recent impact fee studies conducted throughout Florida

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that was necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, build a new road.

To estimate the ROW cost for Orange County, Tindale Oliver conducted a review of recently completed ROW acquisitions along capacity expansion projects in Orange County and reviewed ROW-to-construction cost ratios from recent transportation impact fee studies from other counties in Florida. As shown in Table B-3, recent ROW costs from 17 Orange County improvements indicated a weighted average cost of approximately \$1.20 million per lane mile. This cost was then compared to the weighted average construction cost per added lane mile (\$2.75 million, shown in Table B-5) for recent Orange County improvement projects, calculating a ROW-to-construction ratio of approximately 44 percent. This ratio is within the range of the ROW-to-construction factors for recent studies throughout Florida, which ranged from 26 percent to 60 percent with an average of 41 percent (see Table B-4 for additional detail).

Table B-3

Right-of-Way Cost for County Roads – Orange County

CIP #	Project Name	From	To	Year	Improvement	Length	Lanes Added	Lane Miles Added	ROW Cost	Cost per Lane Mile
3017	Rock Springs Rd	Ponkan Rd	Kelly Park Rd	2008	2 to 4 Lanes	2.10	2	4.20	\$1,893,491	\$450,831
3018a	Rouse Rd	Lake Underhill	Corporate Blvd	2011	2 to 4 Lanes	4.15	2	8.30	\$26,918,176	\$3,243,154
3038a	Clarcona-Ocoee Rd	Ocoee-Apopka Rd	Hiwassee Rd	2009	2 to 4 lanes	5.08	2	10.16	\$15,082,963	\$1,484,544
3045	Holden Ave	JYP	OBT	2015	0/2 to 4 Lanes	1.24	2/4	3.50	\$12,874,389	\$3,678,397
3097	All American Blvd	Edgewater Dr	Forest City Rd	TBD	2 to 4 Lanes	1.06	2	2.12	\$11,288,484	\$5,324,757
5024b	Econ Trail	SR 408	SR 50	2015	2 to 4 Lanes	1.376	2	2.75	\$1,312,402	\$477,237
5029c	Valencia College Ln	OOCEA	Econlockhatchee Tr	2013	2 to 4 Lanes	0.90	2	1.80	\$5,334,487	\$2,963,604
5062a	Alafaya Tr	Avalon Park Blvd	Mark Twain Blvd	2011	2 to 4 Lanes	3.83	2	7.66	\$723,164	\$94,408
5066a	CR 535 Seg A	Magnolia Park Ct	SR 429	2011	2 to 4 Lanes	1.37	2	2.74	\$2,552,940	\$931,730
5066b	CR 535 Seg C&E	Fiquette Rd	Butler Ridge Rd	2008	2 to 4 Lanes	1.10	2	2.20	\$1,960,704	\$891,229
5067	CR 535 Seg F	Overstreet Rd	Fossick Rd	2016	2 to 4 Lanes	0.60	2	1.20	\$110,485	\$92,071
5068	Reams Rd	Delmar	Taborfield	2015	2 to 4 Lanes	0.36	2	0.72	\$13,884	\$19,283
5085c	Boggy Creek Rd North	BCID Intersection	SR 417	-	2 to 4 Lanes	0.21	2	0.42	\$883,168	\$2,102,781
5089b	Destination Pkwy 1A	International Dr	Tradeshaw Blvd	2008	2 to 4 Lanes	0.35	2	0.70	\$1,758,440	\$2,512,057
5090b	Lake Underhill	Goldenrod Rd	Chickasaw Tr	2012	2 to 4 Lanes	0.69	2	1.38	\$30,686	\$22,236
5101	Narcoossee Rd	Osceola Co. Line	SR 417	2012	2 to 6 Lanes	3.80	4	15.20	\$201,064	\$13,228
5107	International Dr	Westwood Blvd	Westwood Blvd	2013	4 to 6 Lanes	2.20	2	4.40	\$22,425	\$5,097
Total								69.45	\$82,961,352	\$1,200,000

Source: Orange County Transportation Planning Division; Community, Environment & Development Services Department and Orange County Development Engineering Division. The data shown represent the full detail that staff was able to provide

Table B-4
Right-of-Way Cost Factor for County – Recent Impact Fee Studies

Year	City/County	City/County Roadways (Cost per Lane Mile)		
		ROW	Constr.	ROW Ratio
2012	Osceola	\$1,087,074	\$2,651,400	41%
2012	City of Orlando	\$1,080,000	\$2,400,000	45%
2012	City of Sarasota	\$620,000	\$2,400,000	26%
2013	Hernando	\$811,800	\$1,980,000	41%
2013	Charlotte	\$1,034,000	\$2,200,000	47%
2014	Indian River	\$656,000	\$1,598,000	41%
2015	Collier	\$863,000	\$2,700,000	32%
2015	Brevard	\$708,000	\$2,023,000	35%
2015	Sumter	\$945,000	\$2,100,000	45%
2015	Marion	\$1,001,000	\$1,668,000	60%
2015	Palm Beach	\$721,000	\$1,759,000	41%
2016	Hillsborough	\$1,448,000	\$2,897,000	50%
2016	St. Lucie	\$990,000	\$2,200,000	45%
2017	Clay	\$954,000	\$2,385,000	40%
2018	Collier	\$1,208,000	\$3,500,000	35%
Average		\$941,792	\$2,297,427	41%

Source: Recent impact fee studies conducted throughout Florida

Construction/CEI

The construction/CEI cost for county roads (curb & gutter, urban section design) was based on Orange County projects and the cost of recent projects in other communities in Florida. As shown in Table B-5, the review of construction data calculated a weighted average cost of \$3.00 million per lane mile. It should be noted that the construction cost data in Table B-5 include construction engineering and inspection (CEI) costs. Based on the CEI-to-construction cost ratios observed in recent impact fee studies throughout Florida (approximately 9 percent), the CEI and construction portions of the cost per lane mile figure were estimated.

- Construction ≈ \$2,750,000
- CEI ≈ \$250,000

In addition to Orange County improvements, recent bids/completed projects from other communities throughout Florida were reviewed to increase the sample size of data. This review, as shown in Table B-6, included approximately 147 lane miles of improvements across 13 different counties, averaging \$2.87 million per lane mile. However, the construction cost data for these improvements do not include associated CEI costs. With CEI estimated at approximately nine percent of construction costs (based on recently completed impact fee studies throughout Florida), the statewide figure would increase to approximately \$3.10 million per lane mile for County roads.

Based on the recent Orange County projects and supported by the projects from throughout Florida, a construction cost of **\$3.00 million** per lane mile was used in the impact fee calculation.

Table B-5

Construction/CEI Cost for County Roads – Orange County

CIP #	Project Name	From	To	Year	Improvement	Length	Lanes Added	Lane Miles Added	Construction/CEI Cost	Cost per Lane Mile
3018a	Rouse Rd	Lake Underhill Rd	SR 50	2013	2 to 4 Lanes	1.55	2	3.10	\$8,343,305	\$2,691,389
3038a	Clarcona-Ocoee Rd	SR 429	Clark Rd	2012	2 to 4 Lanes	2.13	2	4.26	\$8,608,970	\$2,020,885
3045	Holden Ave	John Young Pkwy	Orange Blossom Tr	2019	0/2 to 4 Lanes	1.24	2/4	3.50	\$20,657,990	\$5,902,283
3095	Palm Pkwy/AVR Connector	Palm Pkwy	Apopka-Vineland Rd	2019	0 to 4 Lanes	1.50	4	6.00	\$7,927,033	\$1,321,172
5001a	John Young Parkway	SR 528	FL Turnpike	2012	4 to 6 Lanes	2.34	2	4.68	\$14,108,710	\$3,014,882
5024b	Econ Trail	SR 408	SR 50	2012	2 to 4 Lanes	1.376	2	2.75	\$8,805,928	\$3,202,156
5067	CR 535 Seg F	Overstreet Rd	Fossick Rd	2014	2 to 4 Lanes	0.60	2	1.20	\$3,586,534	\$2,988,778
5068	Reams Rd	Delmar Ave	Taborfield Ave	2017	2 to 4 Lanes	0.36	2	0.72	\$3,746,796	\$5,203,883
5089c	Destination Pkwy 1B/2A	Tradeshaw Blvd	Lake Cay	2017	2 to 4 Lanes	0.78	2	1.56	\$6,714,729	\$4,304,313
5090b	Lake Underhill Rd	Goldenrod Rd	Chickasaw Tr	2013	2 to 4 Lanes	0.69	2	1.38	\$7,002,038	\$5,073,941
5107	International Dr	Westwood Blvd	Westwood Blvd	2015	4 to 6 Lanes	2.20	2	4.40	\$18,435,028	\$4,189,779
-	Porter Rd	Avalon Rd	Hamlin Groves Tr	2018	2 to 4 lanes	1.06	2	2.12	\$3,118,145	\$1,470,823
-	Innovation Way Seg 3B	Magnolia Woods Blvd	Yellow Jasmine Dr	2018	0 to 2 lanes	0.30	2	0.61	\$596,909	\$978,539
-	Boggy Creek Rd North	South Access Rd	Wetherbee Rd	2019	2 to 4 lanes	1.29	2	2.58	\$9,434,917	\$3,656,945
-	Hamlin Groves Ph I	New Independence Pkwy	N. approx 2800 LF	2017	0 to 4 Lanes	0.62	4	2.48	\$2,272,939	\$916,508
Total (Construction & CEI)									\$123,359,971	\$3,000,000
Estimated CEI Portion⁽¹⁾										\$250,000
Estimated Construction Portion⁽¹⁾										\$2,750,000

1) The CEI portion was estimated based on the CEI-to-construction cost ratios observed in several recent impact fee studies throughout Florida, which average approximately 9% of the construction costs (per lane mile)

Source: Orange County Transportation Planning Division; Community, Environment & Development Services Department and Orange County Development Engineering Division. The data shown represent the full detail that staff was able to provide

Table B-6

Construction Cost for County Roads - Improvements from Other Jurisdictions through

County	District	Description	From	To	Year	Status	Feature	Des
Indian River	4	Oslo Rd Ph. III	43rd Ave	58th Ave	2012	Bid	2 to 4	Urth
Indian River	4	66th Ave	SR 60	49th St	2012	Bid	2 to 4	Urth
Polk	1	Kathleen Rd (CR 35A) Ph. II	Galloway Rd	Duff Rd	2012	Bid	2 to 4	Urth
Polk	1	Bartow Northern Connector Ph. I	US 98	US 17	2012	Bid	0 to 4	Urth
Volusia	5	Tymber Creek Rd	S. of SR 40	N. of Peruvian Ln	2012	Bid	2 to 4	Urth
Palm Beach	4	Jog Rd	N. of SR 710	N. of Florida's Turnpike	2012	Bid	0 to 4	Urth
Palm Beach	4	West Atlantic Ave	W. of Lyons Rd	Starkey Rd	2012	Bid	2 to 4	Urth
Palm Beach	4	60th St N & SR 7 Ext.	E. of Royal Palm Beach Blvd	SR 7	2012	Bid	0 to 2	Urth
Brevard	5	Babcock St	S. of Foundation Park Blvd	Malabar Rd	2013	Bid	2 to 4	Urth
Collier	1	Collier Blvd (CR 951)	Golden Gate Blvd	Green Blvd	2013	Bid	4 to 6	Urth
Marion	5	SW 110th St	US 41	SW 200th Ave	2013	Bid	0 to 2	Urth
Marion	5	NW 35th St	NW 35th Avenue Rd	NW 27th Ave	2013	Bid	0 to 4	Urth
Marion	5	NW 35th St	NW 27th Ave	US 441	2013	Bid	2 to 4	Urth
Sumter	5	C-466A, Ph. III	US 301 N	Powell Rd	2013	Bid	2 to 3/4	Urth
Collier	1	Golden Gate Blvd	Wilson Blvd	Desoto Blvd	2014	Bid	2 to 4	Urth
Brevard	5	St. Johns Heritage Pkwy	SE of I-95 Intersection	US 192 (Space Coast Pkwy)	2014	Bid	0 to 2	Sub
Hillsborough	7	Turkey Creek Rd	Dr. MLK Blvd	Sydney Rd	2014	Bid	2 to 4	Urth
Sarasota	1	Bee Ridge Rd	Mauna Loa Blvd	Iona Rd	2014	Bid	2 to 4	Urth
St. Lucie	4	W Midway Rd (CR 712)	Selvitz Rd	South 25th St	2014	Bid	2 to 4	Urth
Lake	5	N Hancock Rd Ext.	Old 50	Gatewood Dr	2014	Bid	0/2 to 4	Urth
Polk	1	CR 655 & CR 559A	Pace Rd & N of CR 559A	N of CR 559A & SR 599	2014	Bid	2 to 4	Urth
Volusia	5	Howland Blvd	Courtland Blvd	N of SR 415	2014	Bid	2 to 4	Urth
Hillsborough	7	Citrus Park Extension	Sheldon Dr	Countryside Blvd	2015	Bid	0 to 4	Urth
Polk	1	Ernie Caldwell Blvd	Pine Tree Tr	US 17/92	2015	Bid	0 to 4	Urth
Volusia	5	LPGA Blvd	Jimmy Ann Dr/Grand Reserve	Derbyshire Rd	2016	Bid	2 to 4	Urth
St. Lucie	4	W Midway Rd (CR 712)	W. of South 25th St	E. of SR 5 (US 1)	2016	Bid	2 to 4	Urth
Volusia	5	Howland Blvd	Providence Blvd	Elkcam Blvd	2017	Bid	2 to 4	Urth
Volusia	5	Orange Camp Rd	MLK Blvd	I-4 in Deland	2017	Bid	2 to 4	Urth
Lake	5	CR 466A, Ph. IIIA	Poinsettia Ave	Century Ave	2018	Bid	2 to 4	Urth
Lee	1	Alico Rd	Ben Hill Griffin Pkwy	E. of Airport Haul Rd	2018	Bid	2 to 4	Urth
Lee	1	Homestead Rd	S. of Sunrise Blvd	N. of Alabama Rd	2018	Bid	2 to 4	Urth
Hillsborough	7	Van Dyke Rd	Suncoast Pkwy	Whirley Ave	2018	Estimate	2 to 4	Urth
Total								

Source: Data obtained from each respective county (Building and Public Works Departments)

Roadway Capacity

As shown in Table B-7, the average capacity per lane mile was based on the projects in the Metroplan 2040 Long Range Transportation Plan's Cost Feasible and Needs Plans. This listing of projects reflects the mix of improvements that will yield the vehicle-miles of capacity (VMC) that will be built in Orange County. The resulting weighted average capacity per lane mile of approximately 9,000 was used in the transportation impact fee calculation.

Table B-7
Metroplan 2040 Long Range Transportation Plan – Cost Feasible and Needs Plan Improvement

Jurisdiction	Description	From	To	Improvement	Length	Lanes Added	Lane Miles Added	Initial Capacity	F
County/City	SR 15 (Narcoossee Rd)	SR 528 (Beachline Expwy)	Lee Vista Blvd	Widen to 6 Lanes	1.32	2	2.64	35,820	
County/City	Central Florida Pkwy	International Dr	SR 423 (John Young Pkwy)	Widen to 6 Lanes	1.94	2	3.88	35,820	
County/City	International Dr	Hawaiian Ct	SR 482	Widen to 6 Lanes	2.05	2	4.10	35,820	
County/City	Apopka-Vineland Rd	CR 535	Fenton Ave	Widen to 6 Lanes	1.43	2	2.86	35,820	
County/City	Landstar Blvd	Osceola Co. Line	SR 417	Widen to 6 Lanes	1.53	2	3.06	35,820	
County/City	Apopka-Vineland Rd	Darlene Rd	Kilgore Rd	Widen to 6 Lanes	1.34	2	2.68	35,820	
County/City	New Independence Pkwy/Wellness Way	Lake Co. Line	SR 429	New/Widen 4 Lanes	1.07/0.45	2	5.00	0	
County/City	Alafaya Tr	Huckleberry Finn Dr	Lake Underhill Rd	Widen to 6 Lanes	0.28	2	0.56	35,820	
County/City	Apopka-Vineland Rd	Kilgore Rd	SR 482	Widen to 6 Lanes	0.75	2	1.50	29,160	
County/City	Hiawassee Rd	SR 50 (Colonial Dr)	Silver Star Rd	Widen to 6 Lanes	1.76	2	3.52	35,820	
County/City	Apopka-Vineland Rd	Fenton Ave	Darlene Rd	Widen to 6 Lanes	1.01	2	2.02	35,820	
County/City	Universal Blvd	SR 482	Pointe Plaza Ave	Widen to 6 Lanes	1.00	2	2.00	29,160	
County/City	Central Florida Pkwy	SR 423 (John Young Pkwy)	Orange Blossom Tr	Widen to 6 Lanes	1.23	2	2.46	35,820	
County/City	International Dr	SR 482	Kirkman Rd	Widen to 6 Lanes	1.39	2	2.78	29,160	
County/City	International Dr South	Westwood Blvd	Hawaiian Ct	Widen to 6 Lanes	2.50	2	5.00	35,820	
County/City	Turkey Lake Rd	Sand Lake Commons Blvd	SR 482	Widen to 6 Lanes	1.63	2	3.26	35,820	
County/City	Boggy Creek Rd	Beacon Park Blvd	SR 417	Widen to 6 Lanes	1.56	2	3.12	27,360	
County/City	Clarke Rd	White Rd	SR 50	Widen to 6 Lanes	0.80	2	1.60	35,820	
County/City	Universal Blvd	SR 482	Carrier Dr	Widen to 6 Lanes	1.00	2	2.00	30,420	
County/City	Conroy Rd	Millenia Blvd	Eastgate Dr	Widen to 6 Lanes	0.29	2	0.58	14,040	
County/City	Turkey Lake Rd	Central Florida Pkwy	Sand Lake Commons Blvd	Widen to 6 Lanes	1.18	2	2.36	35,820	
County/City	Apopka-Vineland Rd	Conroy-Windermere Rd	Westover Roberts Rd	Widen to 6 Lanes	1.77	2	3.54	35,820	
County/City	Avalon Rd (CR 545)	Seidel Rd	McKinney Rd	Widen to 4 Lanes	3.88	2	7.76	15,930	
County/City	Oakland Ave	Tubb St	Avalon Rd	Widen to 4 Lanes	1.12	2	2.24	14,040	
County/City	Avalon Rd (CR 545)	Tilden Rd	Marsh Rd	Widen to 4 Lanes	0.73	2	1.46	15,930	
County/City	Avalon Rd (CR 545)	McKinney Rd	Tilden Rd	Widen to 4 Lanes	2.26	2	4.52	15,930	
County/City	Hiawassee Rd	Clarcona-Ocoee Rd	John Land Apopka Expwy	Widen to 6 Lanes	0.58	2	1.16	35,820	
County/City	Apopka-Vineland Rd	SR 482	Conroy-Windermere Rd	Widen to 6 Lanes	3.15	2	6.30	30,420	
County/City	Avalon Rd (CR 545)	Flamingo Crossings Blvd	Seidel Rd	Widen to 4 Lanes	0.49	2	0.98	15,930	
County/City	Avalon Rd (CR 545)	US 192	Hartzog Rd	Widen to 4 Lanes	0.97	2	1.94	15,930	
County/City	Clarcona-Ocoee Rd	Apopka-Vineland Rd	Hiawassee Rd	Widen to 6 Lanes	1.37	2	2.74	35,820	
County/City	Clarcona-Ocoee Rd	Clarke Rd	Apopka-Vineland Rd	Widen to 6 Lanes	1.17	2	2.34	27,360	
County/City	Lake Underhill Rd (CR 15)	E Anderson St (CR 15)	Gaston Foster Rd	Widen to 4 Lanes	1.20	2	2.40	14,040	
County/City	Ocoee-Apopka Rd	SR 438	Fullers Cross Rd	Widen to 4 Lanes	1.50	2	3.00	12,780	
County/City	Wymore Rd	Lee Rd	Kennedy Blvd	Widen to 4 Lanes	0.89	2	1.78	15,930	
County/City	Ocoee-Apopka Rd	McCormick Rd	Binion Rd	Widen to 4 Lanes	0.65	2	1.30	14,300	
County/City	Glenridge Way	Winter Park Rd	Lakemont Ave	Widen to 4 Lanes	1.14	2	2.28	14,040	
County/City	Taft-Vineland Rd	American Eagle Way	US 441	Widen to 4 Lanes	0.21	2	0.42	35,820	
County/City	Boggy Creek Rd	Wetherbee Rd	Tradeport Dr	Widen to 4 Lanes	1.32	2	2.64	15,930	
County/City	Avalon Rd (CR 545)	SR 50	Oakland Ave	Widen to 4 Lanes	0.27	2	0.54	15,930	
County/City	Econlockhatchee Tr	Lee Vista Blvd	Curry Ford Rd	Widen to 4 Lanes	2.25	2	4.50	14,040	
County/City	Mercy Dr	Old Winter Garden Rd	W Princeton St	Widen to 4 Lanes	1.67	2	3.34	14,040	
County/City	Reams Rd	Summerlake Park Blvd	Center Dr	Widen to 4 Lanes	1.95	2	3.90	15,930	
County/City	Boggy Creek Rd	SR 417 (Greenway)	Wetherbee Rd	Widen to 4 Lanes	2.58	2	5.16	15,930	
County/City	Sadler Ave	Lake County Line	US 441	Widen to 4 Lanes	2.37	2	4.74	12,780	
County/City	Geneva St	Bluford Ave	Bowness Rd	Widen to 4 Lanes	0.17	2	0.34	14,040	
County/City	Clarke Rd	Hackney-Prairie Rd	AD Mims Rd	Widen to 6 Lanes	0.72	2	1.44	27,360	
County/City	Clarcona Rd	McCormick Rd	Keene Rd	Widen to 4 Lanes	1.01	2	2.02	12,780	
County/City	Round Lake Rd	Sadler Ave	Kelly Park Rd	Widen to 4 Lanes	0.50	2	1.00	14,300	
County/City	Boggy Creek Rd	Dowden Rd	Landstreet Rd	Widen to 4 Lanes	0.59	2	1.18	14,040	
County/City	Ocoee-Apopka Rd	West Rd	McCormick Rd	Widen to 4 Lanes	1.33	2	2.66	14,300	
County/City	Ocoee-Apopka Rd	Binion Rd	Keene Rd	Widen to 4 Lanes	0.65	2	1.30	14,300	
County/City	Jones Ave	US 441	Lake Co. Line	Widen to 4 Lanes	3.17	2	6.34	12,780	
County/City	Chuluota Rd (CR 419)	Lake Pickett Rd	SR 50	Widen to 4 Lanes	1.95	2	3.90	12,870	
County/City	Story Rd	9th St	Carter Rd	Widen to 4 Lanes	0.64	2	1.28	14,040	
County/City	Roberson Rd	Windermere Rd	Maguire Rd	Widen to 4 Lanes	1.00	2	2.00	12,780	
County/City	Clarke Rd	Clarcona-Ocoee Rd	Hackney-Prairie Rd	Widen to 4 Lanes	0.78	2	1.56	12,780	
County/City	Reams Rd	Center Dr	SR 535	Widen to 4 Lanes	1.94	2	3.88	15,930	
County/City	Story Rd	Carter Rd	Bowness Rd	Widen to 4 Lanes	1.13	2	2.26	14,040	
County/City	Wallace Rd	Apopka-Vineland Rd	Dr. Phillips Blvd	Widen to 4 Lanes	0.50	2	1.00	15,930	
County/City	Plymouth-Sorrento Rd	Schopke Rd	SR 429	Widen to 4 Lanes	2.80	2	5.60	29,970	
County/City	Lake Pickett Rd	Percival Rd	South Tanner Rd	Widen to 4 Lanes	1.25	2	2.50	12,780	
County/City	Ponkan Rd	Round Lake Rd	Plymouth-Sorrento Rd	Widen to 4 Lanes	2.62	2	5.24	12,870	
County/City	Ocoee-Apopka Rd	Fullers Cross Rd	West Rd	Widen to 4 Lanes	0.53	2	1.06	12,780	
County/City	Chuluota Rd (CR 419)	Seminole Co.	Lake Pickett Rd	Widen to 4 Lanes	1.79	2	3.58	14,300	
County/City	Kelly Park Rd	Round Lake Rd	Plymouth-Sorrento Rd	Widen to 4 Lanes	2.03	2	4.06	12,870	
County/City	Raleigh St	Poppy Ave	Willie May's Pkwy	Widen to 4 Lanes	0.64	2	1.28	14,040	
County/City	Lake Pickett Rd	SR 50	Percival Rd	Widen to 4 Lanes	1.07	2	2.14	15,930	
County/City	Lakewood Ave	Fullers Cross Rd	Pat's Lane	Widen to 4 Lanes	0.28	2	0.56	12,780	
County/City	Pope St	Young Pine Rd	Innovation Rd	Widen to 4 Lanes	1.95	2	3.90	15,930	
County/City	Young Pine Rd	Pope Rd	Lee Vista Blvd	Widen to 4 Lanes	0.80	2	1.60	15,930	
County/City	Bowness Rd/Kissimmee Ave	Story Rd/Geneva St	Kissimmee Ave	Widen to 4 Lanes	0.19	2	0.38	14,040	
County/City	Rose Ave	Beggs Rd	Maitland Blvd	Widen to 4 Lanes	0.99	2	1.98	15,930	
County/City	Valencia College Ln	Frontage Rd	Econlockhatchee Tr	Widen to 4 Lanes	1.01	2	2.02	15,930	
County/City	Wallace Rd	Dr. Phillips Blvd	Turkey Lake Rd	Widen to 4 Lanes	1.02	2	2.04	14,040	
County/City	White Rd	Montgomery Ave	Clarke Rd	Widen to 4 Lanes	0.64	2	1.28	14,040	
County/City	Windermere Rd	Roberson Rd	Maguire Rd	Widen to 4 Lanes	1.83	2	3.66	12,780	
County/City	Apopka-Vineland Rd	AD Mims Rd	Clarcona-Ocoee Rd	Widen to 4 Lanes	1.67	2	3.34	12,780	
County/City	Boggy Creek Rd	Tradeport Dr	Dowden Rd	Widen to 4 Lanes	1.31	2	2.62	15,930	
County/City	Lake Margaret Dr	Bumby Ave	Semoran Blvd	Widen to 4 Lanes	2.60	2	5.20	14,040	
County/City	Winegard Rd	Sand Lake Rd	Lancaster Rd	Widen to 4 Lanes	0.85	2	1.70	14,040	

Transit Capital Costs – Multi-Modal Fee

To convert the roadway impact fee into a multi-modal fee, the marginal cost of adding transit infrastructure needs to be considered. This section details the difference in cost per person-mile of capacity between expanding a roadway without transit amenities versus expanding a roadway with transit amenities. This calculation also accounts for the change in roadway person-miles of capacity that occurs when a bus is on the road.

First, Table B-8 calculates the person-miles of capacity added for each new transit vehicle on the road. This calculation adjusts for the fact that buses have a significantly higher person-capacity than passenger vehicles. This table also identifies transit capital cost variables that will be used to calculate the added capital cost of constructing/expanding a roadway with transit facilities.

Next, Table B-9 combines the roadway VMC and the transit PMC to calculate the marginal change in cost per PMC. First, the roadway characteristics, including cost and capacity, were used to calculate the roadway cost per VMC for a generic 26-mile roadway segment. Then, an adjustment factor was applied to recognize that incorporating transit along a segment of roadway decreases the vehicle-capacity as the bus makes intermittent stops and interrupts the free-flowing traffic. As shown in Table B-9, the bus blockage adjustment factor is much higher for a 2-lane roadway than for a 4-lane roadway. On a 2-lane road, all cars get caught behind the bus during a stop, while on a 4-lane roadway, there is an unobstructed travel lane that cars can use to pass-by or maneuver around the slower transit vehicle. This adjusted VMC was then converted to PMC using the vehicle-miles to person-miles adjustment factor (1.40) previously discussed in this report. The additional person-capacity from the buses was added to the adjusted roadway PMC. The person-miles of capacity that a transit system would add to the stretch of roadway (Table B-8) mitigates the decrease in vehicle-miles of capacity due to the bus blockage adjustments.

Next, the capital cost of transit infrastructure was added to the capital cost of the roadway expansion for both new road construction (0 to 2 lanes) and lane addition (2 to 4 lanes). With the transit infrastructure included, the updated cost per PMC was calculated, which now reflects the total cost of building a new road with transit or expanding a roadway and adding transit amenities. When compared to the cost per PMC for simply building/expanding a roadway without transit, the added cost of transit is between two (2) percent and five (5) percent.

As a final step, the increased costs were then weighted by the lane mile distribution of new road construction and lane addition improvements in the Metroplan 2040 Long Range Transportation Plan. As shown, the plan calls for a higher number of lane addition improvements through 2040.

When the marginal cost of transit is included and weighted by this ratio, the resulting percent change is approximately 2.66 percent. Essentially, adding transit does not have a significant effect on the cost per person-mile of capacity for new road construction and lane addition improvements.

As it is currently structured, the transit model detailed in Tables B-8 and B-9 assumes that transit-miles and road-miles will be added to the system at the same rate. If the County builds more transit-miles, this will increase the bus traffic on existing roads, adding more stops, higher stop frequency, and creating additional bus blockage. As a result, the capital cost per person-mile for a roadway with transit would increase in relation to the ratio of added transit-miles vs. roadway-miles. For example, if the transit-mile investment was double that of roadway construction/expansion, the 2.66 percent change calculated in Table B-9 would increase to approximately 5.32 percent. The annual construction figures for transit-miles and road-miles should be tracked by the County and adjusted for in subsequent transportation impact fee update studies.

Table B-8

Multi-Modal Cost per Person-Mile of Capacity

Input	Local Transit	Source:
Transit Person-Miles of Capacity Calculation		
Vehicle Capacity ⁽¹⁾	50	1) Source: Local transit is assumed to have 40 seats with a 25 percent standing room capacity equivalent
Number of Vehicles (20% fleet margin) ⁽²⁾	2	2) Cycle time (Item 9) divided by headway time (Item 6) increased by 20 percent to accommodate the required fleet margin
Service Span (hours) ⁽³⁾	16	3) Source: Assumption based on current LYNX routes
Cycles/Hour (aka Peak Vehicles) ⁽⁴⁾	1.00	4) Headway time (Item 6) divided by 60
Cycles per Day ⁽⁵⁾	16	5) Service span (Item 3) multiplied by the cycles/hour (Item 4)
Headway Time (minutes) ⁽⁶⁾	60	6) Source: Assumption based on current LYNX routes
Speed (mph) ⁽⁷⁾	14	7) Source: Integrated National Transit Database Analysis System (INTDAS). 6-yr average
Round Trip Length (miles) ⁽⁸⁾	26.0	8) Source: Average trip length of current LYNX routes
Cycle Time (minutes) ⁽⁹⁾	111	9) Round trip length (Item 8) divided by speed (Item 7) multiplied by 60
Total Person-Miles of Capacity ⁽¹⁰⁾	20,800	10) Vehicle capacity (Item 1) multiplied by the cycles per day (Item 5) multiplied by the round trip length (Item 8)
Load Factor/System Capacity ⁽¹¹⁾	30%	11) Source: Optimistic assumption based on future goals
Adjusted Person-Miles of Capacity ⁽¹²⁾	6,240	12) Total person-miles of capacity (Item 10) multiplied by the load factor (Item 11)
Capital Cost Variables		
Stops per Mile (w/o Shelter) ⁽¹³⁾	3	13) Source: Model assumes 3 bench stops per mile
Shelters per Mile ⁽¹⁴⁾	1	14) Source: Model assumes 1 shelter stop per mile
Vehicle Cost ⁽¹⁵⁾	\$600,000	15) Source: Assumption based on local characteristics and industry knowledge
Simple Bus Stop ⁽¹⁶⁾	\$10,000	16) Source: Assumption based on local characteristics and industry knowledge
Sheltered Bus Stop ⁽¹⁷⁾	\$30,000	17) Source: Assumption based on local characteristics and industry knowledge

Table B-9

Multi-Modal Fee: Transit Component Model

Item	New Road Construction		Lane Additions	
	Roadway	Transit	Roadway	Transit
Roadway Characteristics:				
Roadway Cost per Mile ⁽¹⁾	\$9,080,000		\$9,080,000	
Roadway Segment Length (miles) ⁽²⁾	26.0		26.0	
Roadway Segment Cost ⁽³⁾	\$236,080,000	PMC	\$236,080,000	PMC
Average Capacity Added (per mile) ⁽⁴⁾	18,000	25,200	18,000	25,200
VMC/PMC Added (entire segment) ⁽⁵⁾	468,000	655,200	468,000	655,200
Roadway Cost per VMC/PMC ⁽⁶⁾	\$504.44	\$360.32	\$504.44	\$360.32
Transit Capacity:				
Adjustment for Bus Blockage ⁽⁷⁾	3.2%	-	1.6%	-
VMC/PMC Added (transit deduction) ⁽⁸⁾	14,976	20,966	7,488	10,483
VMC/PMC Added (less transit deduction) ⁽⁹⁾	453,024	634,234	460,512	644,717
PMC Added (transit addition ONLY) ⁽¹⁰⁾		6,240		6,240
Net PMC Added (transit effect included) ⁽¹¹⁾		640,474		650,957
Road/Transit Cost per PMC (Road Capital) ⁽¹²⁾		\$368.60		\$362.67
Transit Infrastructure:				
Buses Needed ⁽¹³⁾	2	\$1,200,000	2	\$1,200,000
Stops per mile (both sides of street) ⁽¹⁴⁾	3	\$1,560,000	3	\$1,560,000
Shelters per mile (both sides of street) ⁽¹⁵⁾	1	\$1,560,000	1	\$1,560,000
Total infrastructure ⁽¹⁶⁾		\$4,320,000		\$4,320,000
Multi-Modal Cost per PMC:				
Road/Transit Cost per PMC ⁽¹⁷⁾		\$375.35		\$369.30
Percent Change ⁽¹⁸⁾		4.17%		2.49%
Weighted Multi-Modal Cost per PMC:				
Lane Mile Distribution w/Transit Facilities ⁽¹⁹⁾		10%		90%
Weighted Roadway Cost per PMC ⁽²⁰⁾		\$36.03		\$324.29
Weighted Road/Transit Cost per PMC ⁽²¹⁾		\$37.53		\$332.37
Weighted Average Multi-Modal Cost per PMC:				
Weighted Average Roadway Cost per PMC (new road construction and lane additions) ⁽²²⁾				\$360.32
Weighted Average Road/Transit Cost per PMC (new road construction and lane additions) ⁽²³⁾				\$369.90
Percent Change ⁽²⁴⁾				2.66%

Source:

- 1) Source: Table 1, adjusted to cost "per mile"
- 2) Source: Average length of LYNX route
- 3) Roadway cost per mile (Item 1) multiplied by the roadway segment length
- 4) Source: Table 2, adjusted to capacity "per mile"
- 5) Roadway segment length (Item 2) multiplied by the average capacity
- 6) Roadway segment cost (Item 3) divided by the VMC/PMC
- 7) Source: 2010 Highway Capacity Manual, Equation 18-9
- 8) VMC added (Item 5) multiplied by the adjustment for transit
- 9) VMC/PMC added (entire segment) (Item 5) less the VMC added for transit
- 10) Source: Table B-8, Adjusted Person-Miles of Capacity
- 11) PMC added (less transit deduction) (Item 9) plus the transit deduction
- 12) Road segment cost (Item 3) divided by the net PMC added
- 13) Number of vehicles (see Table B-8, Item 2) multiplied by the roadway segment length
- 14) Stops per mile (3) multiplied by the roadway segment length
- 15) Shelters per mile (1) multiplied by the roadway segment length
- 16) Sum of buses needed (Item 13), stops needed (Item 14), and shelters (Item 15)
- 17) Sum of the roadway segment cost (Item 3) and the transit cost (Item 16)
- 18) Percent difference between the road/transit cost per PMC
- 19) Source: Estimate based on mix of Cost Feasible and Non-Cost Feasible
- 20) Roadway cost per PMC (Item 6) multiplied by the lane mile distribution
- 21) Road/Transit cost per PMC (Item 17) multiplied by the lane mile distribution
- 22) Sum of the weighted roadway cost per PMC (Item 20)
- 23) Sum of the weighted road/transit cost per PMC (Item 21)
- 24) Percent difference between the weighted average roadway cost per PMC and the weighted average road/transit cost per PMC

APPENDIX C

Credit Component Calculations

Appendix C: Credit Component

This appendix presents the detailed calculations for the credit component. Of the available funding sources, County fuel taxes that are collected in Orange County are listed below, along with a few pertinent characteristics of each.

1. Constitutional Fuel Tax (2¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
- The State allocated 80 percent of this tax to Counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
- The 20 percent surplus can be used to support the road construction program within the county.
- Counties are not required to share the proceeds of this tax with their municipalities.
- Orange County currently dedicates these revenues to capacity improvements and operations/maintenance.

2. County Fuel Tax (1¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Primary purpose of these funds is to help reduce a County's reliance on ad valorem taxes.
- Proceeds are to be used for transportation-related expenses, including the reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of rights-of-way; the construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or the reduction of bond indebtedness incurred for transportation purposes.
- Counties are not required to share the proceeds of this tax with their municipalities.
- Orange County currently dedicates these revenues to capacity improvements and operations/maintenance.

3. 1st Local Option Tax (up to 6¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures.

- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution ratio, or by using a formula contained in the Florida Statutes.
- Orange County currently dedicates a small portion to capacity expansion, with most of these revenues going towards operations/maintenance.

Each year, the Florida Legislature's Office of Economic and Demographic Research (EDR) produces the *Local Government Financial Information Handbook*, which details the estimated local government revenues for the upcoming fiscal year. Included in this document are the estimated distributions of the various fuel tax revenues for each county in the state. The 2019-20 data represent projected fuel tax distributions to Orange County for the current fiscal year. Table C-1 shows the distribution per penny for each of the fuel levies, and then the calculation of the weighted average for the value of a penny of fuel tax. The weighting procedure takes into account the differing amount of revenues generated for the various types of fuel taxes. It is estimated that approximately \$7.2 million of annual revenue will be generated for the County from one penny of fuel tax in Orange County.

Table C-1
Estimated Fuel Tax Distribution Allocated to Capital Programs for
Orange County & Municipalities, FY 2019-20⁽¹⁾

Tax	Amount of Levy per Gallon	Total Distribution	Distribution per Penny
Constitutional Fuel Tax	\$0.02	\$12,989,743	\$6,494,872
County Fuel Tax	\$0.01	\$5,714,513	\$5,714,513
1st Local Option (1-6 cents)	\$0.06	\$46,070,352	\$7,678,392
Total	\$0.09	\$64,774,608	
Weighted Average per Penny⁽²⁾			\$7,197,179

1) Source: Florida Legislature's Office of Economic and Demographic Research, <http://edr.state.fl.us/content/local-government/reports/> --

2) The weighted average distribution per penny is calculated by taking the sum of the total distribution and dividing that value by the sum of the total levies per gallon (multiplied by 100).

Capital Improvement Credit - Roadways

A revenue credit for the annual expenditures on roadway capacity-expansion projects in Orange County is presented below. The components of the credit are as follows:

- City (Orlando) capital project funding (cash funding)

- County capital project funding (cash funding)
 - INVEST, fuel tax, proportionate fair share fund
 - LYNX capital contribution
 - Ad Valorem funding (separate credit calculations are included in Appendix D)
- State capital project funding

The annual expenditures from each revenue source (except for ad valorem tax revenues) are converted to equivalent fuel tax pennies to be able to create a connection between travel by each land use and non-impact fee revenue contributions. In the case of ad valorem tax revenues used toward capacity expansion projects, the credit is based on average taxable value of each land use. These calculations are included in Appendix D.

City Capital Project Funding (Roads ONLY)

A review of Orlando's future roadway financing programs indicate that the City is primarily funding roadway capacity-expansion improvements with fuel tax revenues. As shown in Table C-2, a City credit of 0.1 pennies will be included in the roadway impact fee calculation.

Table C-2
City Fuel Tax Equivalent Pennies - Roadways

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽²⁾	Equivalent Pennies ⁽³⁾
Fuel Tax Expenditures (FY 2019-2023) ⁽¹⁾	\$2,580,000	5	\$7,197,179	\$0.001
Total				\$0.001

1) Source: Table C-8

2) Source: Table C-1

3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

County Capital Project Funding (Roads ONLY)

A review of the County's future roadway financing programs indicated that a combination of fuel tax, INVEST, and proportionate fair share revenues are used to fund roadway capacity expansion projects, in addition to ad valorem funds (see Appendix D) and impact fee funds (not credit eligible). As shown in Table C-3, Orange County uses 4.9 equivalent pennies for capacity-expansion projects such as new road construction, lane additions, and intersection improvements.

Table C-3
County Fuel Tax Equivalent Pennies - Roadways

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Fuel Tax/Prop. Share Exp. (FY 2019-2023) ⁽¹⁾	\$43,060,482	5	\$7,197,179	\$0.012
INVEST, CIP funds ⁽²⁾	<u>\$132,953,070</u>	5	\$7,197,179	\$0.037
Total	\$176,013,552			\$0.049

1) Source: Table C-9

2) Source: Table C-9

3) Source: Table C-1

4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

State Capital Project Funding (Roads ONLY)

In the calculation of the equivalent pennies of fuel tax from the State, expenditures on roadway capacity-expansion spanning a 10-year period (from FY 2010 to FY 2019) were reviewed. From these expenditures, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, etc. The use of a 10-year period, for purposes of developing a State credit for roadway capacity-expansion projects, results in a stable credit, as it accounts for the volatility in FDOT spending in the county over short periods of time.

The total cost of the historical roadway capacity-expansion projects:

- FY 2010-2014 work plan equates to 9.1 pennies
- FY 2015-2019 work plan equates to 8.0 pennies

The combined weighted average over the 16-year period of state expenditure for capacity-expansion roadway projects results in a total of 9.3 equivalent pennies. Table C-4 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Table C-4.

Table C-4
State Fuel Tax Equivalent Pennies - Roadways

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Historical Work Program (FY 2015-2019) ⁽¹⁾	\$286,550,946	5	\$7,197,179	\$0.080
Historical Work Program (FY 2010-2014) ⁽²⁾	<u>\$328,449,775</u>	<u>5</u>	\$7,197,179	\$0.091
Total	\$615,000,721	10	\$7,197,179	\$0.085

1) Source: Table C-10

2) Source: Table C-10

3) Source: Table C-1

4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

Capital Improvement Credit – Multi-Modal

For the multi-modal fee, the capital improvement credit includes the roadway expenditures previously detailed along with the capacity-expansion expenditures for multi-modal improvements in Orange County.

City Capital Project Funding (Multi-Modal)

A review of Orlando's future transportation financing programs indicate that the City is primarily funding capacity-expansion improvements with fuel tax revenues. As shown in Table C-5, a City credit of 0.3 pennies will be included in the multi-modal transportation impact fee calculation.

Table C-5
City Fuel Tax Equivalent Pennies – Multi-Modal

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Fuel Tax Expenditures (FY 2019-2023) ⁽¹⁾	\$12,561,000	5	\$7,197,179	\$0.003
Total				\$0.003

1) Source: Table C-8

2) Source: Table C-1

3) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

County Capital Project Funding (Multi-Modal)

As shown in Table C-6, when capacity funding for multimodal projects is considered, Orange County uses 5.4 equivalent pennies from non-impact fee and non-ad valorem funding for projects such as new road construction, lane additions, transit lanes, sidewalks, and intersection improvements. A separate ad valorem credit analysis is located in Appendix D.

Table C-6
County Fuel Tax Equivalent Pennies – Multi-Modal

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽⁴⁾	Equivalent Pennies ⁽⁵⁾
Fuel Tax/Prop. Share Exp. (FY 2019-2023) ⁽¹⁾	\$53,060,482	5	\$7,197,179	\$0.015
INVEST, CIP funds ⁽²⁾	\$132,953,070	5	\$7,197,179	\$0.037
LYNX Capital Contribution ⁽³⁾	\$1,793,000	1	\$7,197,179	\$0.002
Total	\$187,806,552			\$0.054

1) Source: Table C-9

2) Source: Table C-9

3) Source: LYNX Funding Detail Report, September 2019

4) Source: Table C-1

5) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

State Capital Project Funding (Multi-Modal)

In the calculation of the equivalent pennies of fuel tax from the State, expenditures on transportation capacity-expansion spanning a 10-year period (from FY 2010 to FY 2019) were reviewed. From these, a list of improvements was developed, including lane additions, new road construction, intersection improvements, interchanges, traffic signal projects, vehicle acquisition, capital for fixed route service, sidewalks etc.

Several of the transit expenditures did not contain enough detail to determine if the expenditure was capacity expansion or operations/maintenance. For example, vehicle purchases are grouped into a single expenditure without indicating if the vehicles are replacements or are associated with expanded service. Therefore, the total transit expenditures were adjusted to 60 percent to account for the portion of expenditures associated with operations/maintenance. The use of a 60 percent adjustment factor was based on the distribution of Section 5307 expenditures projected in the County's latest Transit Development Plan.

The total cost of the historical transportation capacity-expansion projects:

- FY 2010-2014 work plan equates to 13.4 pennies
- FY 2015-2019 work plan equates to 14.6 pennies

The combined weighted average over the 10-year period of state expenditure for multi-modal capacity-expansion projects results in a total of 14.0 equivalent pennies. Table C-7 documents this calculation. The specific projects that were used in the equivalent penny calculations are summarized in Tables C-10 and C-11.

Table C-7
State Fuel Tax Equivalent Pennies

Source	Cost of Projects	Number of Years	Revenue from 1 Penny ⁽³⁾	Equivalent Pennies ⁽⁴⁾
Historical Work Program (FY 2015-2019) ⁽¹⁾	\$525,208,503	5	\$7,197,179	\$0.146
Historical Work Program (FY 2010-2014) ⁽²⁾	\$483,685,935	5	\$7,197,179	\$0.134
Total	\$1,008,894,438	10	\$7,197,179	\$0.140

1) Source: Table C-11

2) Source: Table C-11

3) Source: Table C-1

4) Cost of projects divided by number of years divided by revenue from 1 penny (Item 3) divided by 100

Table C-8

City of Orlando - Capital Improvement Program, FY 2018/19 to FY 2022/23

ID	Project Name	Road Capacity	Multi-Modal Capacity	FY 2018/19	FY 2019/20	FY 2020/21
94-812-008	Bicycle Plan Implementation	-	Yes	\$150,000	\$150,000	\$150,000
08-660-001	New Traffic Signal Locations	Yes	Yes	\$100,000	\$370,000	\$370,000
81-755-004	Regional Computerized Signal System	Yes	Yes	\$100,000	\$100,000	\$100,000
19-TSP-002	Robinson Street "Complete Streets"	-	Yes	\$0	\$0	\$6,480
84-722-039	School Safety Sidewalk Program	-	Yes	\$100,000	\$100,000	\$100,000
05-734-026	Traffic Counts and Travel Time Studies	Yes	Yes	\$100,000	\$100,000	\$100,000
19-TSP-001	Virginia Drive Improvements	-	Yes	\$250,000	\$0	\$500,000
Total - Roads				\$300,000	\$570,000	\$570,000
Total - Multi-Modal				\$800,000	\$820,000	\$7,800,000

Source: City of Orlando CIP, FY 2019-2023

Table C-9

Orange County - Capital Improvement Program, FY 2018/19 to FY 2022/23

Project Number	Project Title	Road Capacity	Multi-Modal Capacity	Funding	FY 2018/19	FY 2019/20	FY 2020/21
2722	Intersection WID/CW	Yes	Yes	Fuel Tax/Prop. Share	\$3,500,100	\$3,000,100	\$3,000,100
2752	R. Crotty Pkwy (436-Dean)	Yes	Yes	INVEST	\$400,000	\$0	\$0
2766	ROW & Drainage	Yes	Yes	Fuel Tax/Prop. Share	\$5,000	\$5,000	\$5,000
2841	Sidewalk Program C-W	-	Yes	Fuel Tax/Prop. Share	\$2,000,000	\$2,000,000	\$2,000,000
3073	Kirkman Rd Extension Study	Yes	Yes	Ad Valorem	\$100	\$0	\$0
3074	International Dr Ultimate Tran Study	Yes	Yes	Ad Valorem	\$1,000,000	\$0	\$0
3096	Kennedy Blvd (Forest Cty - I-4)	Yes	Yes	INVEST	\$0	\$600,000	\$0
3097	All American (OBT - Forest Cty)	Yes	Yes	Fuel Tax/Prop. Share	\$3,500,000	\$3,000,000	\$3,000,000
5001	John Young Pkwy/6-Lane	Yes	Yes	Fuel Tax/Prop. Share	\$2,200,000	\$300,000	\$300,000
5004	Chuluota Rd	Yes	Yes	Ad Valorem	\$100	\$500,000	\$0
		Yes	Yes	INVEST	\$619,000	\$1,228,000	\$0
5005	McCulloch Rd	Yes	Yes	Fuel Tax/Prop. Share	\$69,274	\$0	\$0
5006	CR 545 Village H ROW	Yes	Yes	INVEST	\$796,272	\$1,946,160	\$0
5024	Econ Trail (Lk Underhill - SR 50)	Yes	Yes	Fuel Tax/Prop. Share	\$155,920	\$0	\$0
5027	Texas Ave (Oak Rdg - Holden)	Yes	Yes	INVEST	\$2,500,000	\$10,700,000	\$0
5033	Raleigh St Impr (Kirkman Rd to Ivey Ln)	Yes	Yes	INVEST	\$0	\$2,479,176	\$0
5059	Woodbury Rd Study	Yes	Yes	Fuel Tax/Prop. Share	\$1,250,000	\$0	\$0
5070	I-Drive Transit Lanes	-	Yes	Fuel Tax/Prop. Share	\$100	\$0	\$0
5084	Holden Heights Ph. IV	Yes	Yes	Ad Valorem	\$5,000,000	\$9,000,000	\$0
5085	Boggy Creek Rd	Yes	Yes	Fuel Tax/Prop. Share	\$50,000	\$0	\$0
5089	Destination Pkwy	Yes	Yes	INVEST	\$3,731,005	\$4,025,000	\$0
5090	Ik Uhill (Chickasaw - Rouse)	Yes	Yes	Ad Valorem	\$220,000	\$0	\$0
5095	Pedestrian Enhancements	Yes	Yes	INVEST	\$1,950,000	\$650,000	\$0
5109	Legacy - Holden Ave (JYP - OBT)	-	Yes	Ad Valorem	\$600,000	\$400,000	\$0
5121	Legacy - Texas Ave	Yes	Yes	Ad Valorem	\$3,242,748	\$0	\$0
5122	Legacy - Valencia College Ln	Yes	Yes	Ad Valorem	\$4,554,929	\$0	\$0
5139	Reams (Summerlk - Taborfld)	Yes	Yes	Ad Valorem	\$48,478	\$0	\$0
5140	Ficquette (Summerlk - Overst)	Yes	Yes	INVEST	\$1,639,700	\$2,139,700	\$0
2720	Signal Installation CW	Yes	Yes	INVEST	\$1,000,000	\$2,000,000	\$0
		Yes	Yes	Fuel Tax/Prop. Share	\$1,760,000	\$1,760,000	\$0
Total - Roadway (Fuel Tax/Prop. Share):					\$12,490,394	\$8,065,100	\$0
Total - Roadway (INVEST):					\$12,635,977	\$25,768,036	\$0
Total - Roadway (Ad Valorem):					\$9,066,355	\$500,000	\$0
Total - Roadway					\$34,192,726	\$34,333,136	\$0
Total - Multi-Modal (Fuel Tax/Prop. Share):					\$14,490,394	\$10,065,100	\$0
Total - Multi-Modal (INVEST):					\$12,635,977	\$25,768,036	\$0

Table C-10

Florida Department of Transportation, District 5 – Orange County Work Program FY 2010 to FY

ID	Description	Wkmx Description	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
238429-5	SR 50 FROM LAKE CO LINE TO EAST OF TURNPIKE RAMPS	ADD LANES & RECONSTRUCT	\$0	\$0	\$433	\$9,002	\$
239203-2	SR 50 FROM W OF SR 436 TO 0.2 MILE W OF SR 417 (GRWY)	ADD LANES & REHABILITATE PVMNT	\$2,538,607	\$571,271	\$3,750	\$5,401	\$
239203-3	SR 50 FROM 0.3MI E OF S R417 (GRWY) TO CR 425 (DEAN RD)	ADD LANES & REHABILITATE PVMNT	\$9,269,279	\$10,606,271	\$9,094,227	\$9,004,786	\$9,000
239203-4	SR 50 (COLONIAL DR) FROM E OF CR 425 (DEAN RD) TO E OF OLD CHENEY HWY	ADD LANES & REHABILITATE PVMNT	\$693,407	\$497,837	\$183,839	\$252,054	\$50,206
239203-7	SR 50 EAST OF OLD CHENEY HWY TO CHULUOTA RD	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$
239203-8	SR 50 CHULUOTA RD TO SR 520	ADD LANES & REHABILITATE PVMNT	\$0	\$0	\$0	\$0	\$
239266-3	SR 15 (HOFFNER RD) FROM N OF LEE VISTA BLVD TO W OF SR 436	ADD LANES & RECONSTRUCT	\$105,975	\$745,829	\$112,730	\$51,039	\$641
239266-4	SR 15 HOFFNER AVE FROM W OF SR 436 TO CONWAY ROAD	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$
239288-1	SR 435 KIRKMAN ROAD FROM 1700' S. OF CONROY RD TO SR 50	ADD LANES & RECONSTRUCT	\$106,000	\$0	\$0	\$0	\$
239304-1	SR 530 (US 192) FROM LAKE CO LINE TO E OF SECRET LAKE DR	ADD LANES & RECONSTRUCT	\$15,756	\$3,918	\$106,077	\$8,678,226	\$968
239422-1	SR 434 FOREST CITY FROM SR 424 EDGEWATER DR TO SEMINOLE CO LINE	ADD LANES & RECONSTRUCT	\$0	\$11,754	\$1,604,769	\$28,076	\$39
239496-2	SR 423/434 EXTENSION FROM SHADER RD TO SR 424 (EDGEWATER DR)	NEW ROAD CONSTRUCTION	\$332,031	\$45,266,588	\$922,689	\$282,468	\$144
239496-3	SR 423 (JOHN YOUNG PARKWAY) WIDENING FROM SR 50 TO SHADER RD	ADD LANES & RECONSTRUCT	\$0	\$3,810	\$2,390,502	\$224,889	\$317
239535-2	SR 50 FROM E RAMPS TPK TO AVALON RD	ADD LANES & RECONSTRUCT	\$296,541	\$78,287	\$8,224,102	\$89,883	\$148
239535-3	SR 50 SR 429 (WESTERN BELTWAY) TO E OF WEST OAKS MALL	ADD LANES & RECONSTRUCT	\$1,067,414	\$94,226	\$225,080	\$615,552	\$277
239535-4	SR 50 FROM GOOD HOMES RD TO PINE HILLS RD	ADD LANES & RECONSTRUCT	\$1,551,880	\$567,377	\$937,461	\$49,241	\$138
239535-5	SR 50 FROM E OF WEST OAKS MALL TO W OF GOOD HOMES RD	ADD LANES & RECONSTRUCT	\$0	\$31,246	\$14,137,919	\$306,796	\$1,130
407143-2	SR 482 FROM E END OF BRIDGE OVER TURNPIKE TO ORANGE BLOSSOM TRAIL	ADD LANES & REHABILITATE PVMNT	\$1,178	\$13	\$649	\$0	\$0
407143-3	SR 482(SAND LAKE RD) FROM TURKEY LAKE RD TO PRESIDENTS DR	ADD LANES & RECONSTRUCT	\$2,153,052	\$13,480,514	\$2,178,718	\$1,605,096	\$59
407143-4	SR 482 SAND LAKE RD FROM W OF INTERNATIONAL DR TO UNIVERSAL BLVD	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$617
407143-5	SR 482 SAND LAKE RD FROM UNIVERSAL BLVD TO W OF JOHN YOUNG PARKWAY	ADD LANES & RECONSTRUCT	\$0	\$0	\$0	\$0	\$7
407143-6	JOHN YOUNG PARKWAY AT SR 482 SAND LAKE RD OVERPASS	ADD LANES & RECONSTRUCT	\$0	\$873	\$427	\$0	\$0
408429-2	SR 15/600 (US 17/92) ORLANDO AVE FROM S OF NOTTINGHAM ST TO MONROE AVE	URBAN CORRIDOR IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0
410983-1	SR 50 FROM W OF AVALON RD SR 429 (WESTERN BELTWAY)	ADD LANES & RECONSTRUCT	\$18,339,966	\$457,105	\$960,554	\$8,491	\$22
413019-5	ORANGE TRAFFIC ENGINEERING CONTRACTS	TRAFFIC SIGNALS	\$633,047	\$662,626	\$683,206	\$724,904	\$839
414999-1	SR 50 FROM PETE PARRISH/SILVERTON TO SPRINGDALE RD	TRAFFIC SIGNALS	\$0	\$0	\$5,624	\$684,026	\$103
414999-2	SR 50 AT MERCY DRIVE	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$241
416368-1	SR 527/SR 426 PEDESTRIAN CORRIDOR FROM 17-92 (MILLS) TO LAKEMONT	INTERSECTION IMPROVEMENT	\$489,640	\$0	\$0	\$0	\$0
416724-1	ORANGE COUNTYWIDE ADVANCE ROW ACQUISITION	RIGHT OF WAY - FUTURE CAPACITY	\$1,391	\$6,887,799	\$10,230,153	\$14,082,226	\$6,031
417258-1	INTERNATIONAL DRIVE FROM OAK RIDGE ROAD TO W OF UNIVERSAL BLVD	TRAFFIC OPS IMPROVEMENT	\$300,185	\$0	\$0	\$5,170,540	\$2
421217-2	SR 482 (MCCOY RD) @ GONDOLA DR TRAFFIC SIGNAL INSTALLATION	TRAFFIC SIGNALS	\$65,431	\$0	\$0	\$0	\$0
422223-1	SR 438 (SILVERSTAR) @ ORANGE AVE/INTERSECTION PEDESTRIAN SAFETY IMPROV	ADD LEFT TURN LANE(S)	\$0	\$306,429	\$52,754	\$0	\$0
423029-1	SR 535 AT INTERNATIONAL DRIVE	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0
423856-1	SR 15/600 (US 17/92) AT HORATIO AVE INTERSECT TRAFFIC OPS IMPROVEMENT	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$1,076,155	\$486,009	\$188
424217-1	SR 414 (MAITLAND BLVD) FROM SR 400 (I-4) TO CR 427 (MAITLAND AVE)	ADD LANES & REHABILITATE PVMNT	\$0	\$350,829	\$97,141	\$45,994	\$1,545
424530-1	SR 500 US 441 FROM OAKRIDGE RD TO 34TH STREET	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$2,652,603	\$66,106	\$
425833-1	OPTICOM GPS SYSTEM ORLANDO CITYWIDE ON-SYSTEM SIGNALS	TRAFFIC CONTROL DEVICES/SYSTEM	\$1,086,024	\$0	\$0	\$0	\$0
425833-2	OPTICOM GPS SYSTEM ORLANDO CITYWIDE OFF-SHS INTERSECTIONS	TRAFFIC CONTROL DEVICES/SYSTEM	\$600,691	\$0	\$0	\$0	\$0
426341-1	EXPAND/UPGRADE REGIONAL COMPUTERIZED ITS DOWNTOWN ORLANDO SYSTEM	OTHER ITS	\$3,154,100	\$0	\$0	\$0	\$0
427046-2	ORANGE COUNTY TRAFFIC SIGNAL RETIMING COUNTYWIDE	TRAFFIC SIGNAL UPDATE	\$473,850	\$488,100	\$488,844	\$488,478	\$510
427046-5	TRAFFIC SIGNAL RETIMING (ORANGE, OSCEOLA, SEMINOLE)	TRAFFIC SIGNAL UPDATE	\$0	\$0	\$0	\$0	\$0
427047-1	SR 500 (US 441) FROM LANDSTREET ROAD TO OAKRIDGE ROAD	INTERSECTION IMPROVEMENT	\$0	\$3,094	\$2,342,935	\$237,831	\$16
427114-1	INTERSECTION MAQUIRE ROAD AND PARK AVENUE NEW ROUNDABOUT WINDERMER	NEW ROAD CONSTRUCTION	\$245,983	\$0	\$0	\$0	\$0
427851-2	NORTH THISTLE LANE FROM N OF OLD COLONY RD TO S OF MOWHAWK TRAIL	INTERSECTION IMPROVEMENT	\$0	\$42,707	\$93,812	\$714	\$0
428093-1	KELLER ROAD AT WESTHALL LANE	TRAFFIC SIGNAL UPDATE	\$176,029	\$0	\$0	\$0	\$0
428184-1	WATERFORD CHASE PARK WAY AT AVALON PARK BLVD INTERSECTION	INTERSECTION IMPROVEMENT	\$297,687	\$0	\$0	\$0	\$0
428588-1	SR 551 (GOLDENROD) & EDGEWATER DR TRAFFIC CONTROL SYSTEM (2 LOCATIONS)	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$293,784	\$840	\$0	\$0
428952-1	SR 434 FROM N OF SR 50 TO W OF STRATEGY BLVD	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$20,106	\$14,583	\$1,106
428986-1	CITYWIDE FIBER OPTIC CABLE WITHIN ORLANDO CITY LIMITS	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$409,240	\$0	\$0	\$0
428986-2	CITYWIDE FIBER OPTIC CABLE WITHIN ORLANDO CITY LIMITS	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$249,118	\$0	\$0	\$0

Table C-10 (continued)

Florida Department of Transportation, District 5 – Orange County Work Program FY 2010 to FY 2014							
ID	Description	Wkms Description	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
432226-1	SR 426 AT SR 436	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$0	\$243
433130-1	ORLANDO SUNRAIL STATION ROAD IMPROVEMENTS (TWO LOCATIONS)	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$3,940,480	\$92
433621-1	SR 414 (MAITLAND BLVD) FROM SR 434 WB AT MAITLAND SUMMIT BLVD	ADD TURN LANE(S)	\$0	\$0	\$0	\$341,130	\$55
433648-1	SR 527 (ORANGE AVE) FROM S OF LAKE GATLIN RD RD TO NORTH OF HOLDEN AVE	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$608,313	\$25
433663-1	SAND LAKE RD/TPK INTERCHANGE (SR 482/SR 91) (MP 257)	INTERCHANGE (NEW)	\$0	\$0	\$0	\$0	\$0
434694-1	SR 552 AT SR 436	ADD TURN LANE(S)	\$0	\$0	\$0	\$0	\$6
434917-1	SR 482/US 441 (ADAPTIVE SIGNALS) COUNTY WIDE	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$2,506
435525-1	GATLIN AVE AND KENNEDY AVE & GATLIN AVE AND ARROW RD IMPROVEMENTS	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
435526-1	SR 434 (ALAFAYA TRAIL) AT CORPORATE BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$218
435527-1	POWERS DRIVE AT NORTH LANE	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
435529-1	ORANGE COUNTY ATMS AT VARIOUS LOCATIONS COUNTYWIDE	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$3,299
435554-1	VINELAND AVENUE AT SR 535	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$298
435587-1	WALLACE RD AT DR PHILLIPS BLVD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
436346-1	UCF BIG DATA RESEARCH	ADV TRAVELER INFORMATION SYSTEM	\$0	\$0	\$0	\$0	\$0
436508-1	US 441 (SR 500/600) FROM S OF SAND LAKE RD TO KALEY ST	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0
437175-1	SR 535/VINELAND RD FROM ORANGE/OSCEOLA COUNTY LINE TO I-4	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$0
437508-1	ORLANDO CITYWIDE PEDESTRIAN TRAFFIC SIGNALS	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0
437592-1	SR 600/SR 500/US 441/US 17-92 FROM S OF SR 482 (SAND LAKE RD) TO N OF SR 482	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
437597-1	SR 50/WEST COLONIAL DR FROM WEST OF CARTER ROAD TO EAST OF CARTER ROAD	TRAFFIC OPS IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
439074-1	CITY OF ORLANDO TRAFFIC SIGNAL UPGRADES	ATMS - ARTERIAL TRAFFIC MGMT	\$0	\$0	\$0	\$0	\$0
439133-1	SR 15 @ CURRY FORD RD	TRAFFIC SIGNAL UPDATE	\$0	\$0	\$0	\$0	\$0
440314-1	PD&E FOR COLONIAL PARKWAY (SR 504) - WOODBURY ROAD TO SR 520	PD&E/EMO STUDY	\$0	\$0	\$0	\$0	\$0
440821-2	UCF AUTOMATED SHUTTLE SERVICE	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$0
441197-1	SR 426 (FAIRBANKS AVE) FROM SR 15 (US 17/92/SR 600/ORLANDO AVE) TO WARD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
441395-1	US 441 AT ROSAMOND DRIVE	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
441400-1	SADLER RD @ US 441	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
441402-1	CR 439/TURKEY LAKE RD @ VINELAND RD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
441490-1	UNIVERSITY BLVD @ DEAN RD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$0	\$0
441616-1	ORANGE COUNTY ATM PHASE #4 - COUNTYWIDE ROADS	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$0
442087-1	SR 552 AT FREDRICA DRIVE (SIGNALIZATION)	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0
442088-1	SR 50 AT O-BERRY HOOVER RD - SIGNALS INSTALLATION	TRAFFIC SIGNALS	\$0	\$0	\$0	\$0	\$0
442544-1	CITY OF ORLANDO ATSPM TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0
442545-1	ORANGE COUNTY ATSPM EQUIPMENT TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0
442548-1	CITY OF ORLANDO ATMS MODULE TRAFFIC CONTROL DEVICES	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0
442549-1	ORANGE COUNTY ATMS MODULE TRAFFIC CONTROL DEVICES/SYSTEM PROJECT	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0
442550-1	METROPLAN AREA REMOTE ATSPM EQUIPMENT TRAFFIC CONTROL DEVICES/SYSTEM	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0
442687-1	ICM FOR METROPLAN AREA SIGNAL DEVICE INSTALLATION	TRAFFIC CONTROL DEVICES/SYSTEM	\$0	\$0	\$0	\$0	\$0
442739-1	ADAPTIVE TRAFFIC SIGNAL INTERFACE WITH TRAIN AVL	ITS COMMUNICATION SYSTEM	\$0	\$0	\$0	\$0	\$0
442740-1	ORLANDO ATCMTD COMMUNICATIONS SERVICES	OTHER ITS	\$0	\$0	\$0	\$0	\$0
442741-1	CONNECTED AND AUTONOMOUS VEHICLE ATCMTD RESEARCH	OTHER ITS	\$0	\$0	\$0	\$0	\$0
442742-1	ATCMTD MOBILITY AND SAFETY BEFORE AND AFTER STUDY	OTHER ITS	\$0	\$0	\$0	\$0	\$0
443817-1	SR 435 KIRKMAN RD EXT TO CARRIER DR INTERSECTION	NEW ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0
Total - Roadways			\$43,995,144	\$82,362,823	\$69,879,439	\$50,282,650	\$81,929
Total - Roadways - Timeframe Summary						FY 2010-2014:	\$328,449

Source: FDOT, District 5

Table C-11

Florida Department of Transportation, District 5 – Orange County Work Program FY 2010 to FY 2014

ID	Description	Wkms Description	Adjustment	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
246538-1	ORANGE-CFRTA/LYNX FIXED ROUTE SECTION 5309 OPERATIONS FACILITY	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$12,800,000	\$0	\$0
246543-1	ORANGE-CFRTA/LYNX SEC 5307 PURCHASE VEHICLE & HIGHWAY EQUIPMENT	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
246544-1	ORANGE-CFRTA/LYNX FIXED ROUTE SECTION 5309 OPERATIONS FACILITY	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$12,000,000
246556-1	ORANGE-CFRTA/LYNX EXPANSION OF OPERATING CENTER LAND ACQ, ENG & CONST	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
246572-1	ORANGE-CFRTA/LYNX CAPITAL ASSIST/TRANSIT EN HANCEMENT/SECTION #5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
246572-2	ORANGE-CFRTA/LYNX FTA SECTION 5307 LAND ACQ, ENGINEERING & CONST	PTO STUDIES	60%	\$0	\$0	\$0	\$0	\$0
246594-1	ORANGE-CFRTA/LYNX PURCHASE OF COMMUTER VANS FTA SECTION 5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
246594-2	ORANGE-CFRTA/LYNX PURCHASE OF COMMUTER VANS SECTION #5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
246595-1	ORANGE-CFRTA/LYNX FACILITY IMPROVE EQUIPMNT FTA SECTION #5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
246595-2	ORANGE-CFRTA/LYNX FACILITY IMPROVE/EQUIP SECTION # 5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$1,000,000
246620-1	ORANGE-CFRTA/LYNX PURCH VEHICLES/HWY EQUIPM FTA SECTION 5307/5309	CAPITAL FOR FIXED ROUTE	60%	\$2,357,585	\$0	\$0	\$0	\$0
406928-1	ORANGE-LYNX SR 50 UICF CONNECTOR ALTERNATIVES ANALYSIS	URBAN CORRIDOR IMPROVEMENTS	60%	\$0	\$0	\$0	\$1,200,000	\$0
406930-1	ORANGE-LYNX ALTERNATIVES ANALYSIS US 192 CORRIDOR	URBAN CORRIDOR IMPROVEMENTS	60%	\$0	\$0	\$800,000	\$0	\$0
408238-1	KISSIMMEE/OSCEOLA CTY/INTERMODAL CENTER FTA SECTION 5309	PUBLIC TRANSPORTATION STATION	60%	\$0	\$0	\$500,000	\$0	\$0
414749-1	ORANGE-LYNX/CAPITAL FIXED RTE/MAINT, SUPPORT & FUEL FTA SECTION #5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
414749-2	ORANGE-LYNX CAPITAL FIXED ROUTE/MAINT & SUPPO RT SECTION 5307	PTO STUDIES	60%	\$0	\$0	\$0	\$0	\$0
415259-1	ORANGE-REG TRANSIT SYSTEM MODELING STUDY	PTO STUDIES	60%	\$240,000	\$0	\$238,509	\$0	\$0
416169-1	LYNX SECTION 5307 FIXED ROUTE PROJECT PURCHASE BUS/EQUIPMENT	CAPITAL FOR FIXED ROUTE	60%	\$22,322,980	\$22,345,100	\$22,560,412	\$0	\$0
416169-2	LYNX SECTION 5307 FIXED ROUTE PROJECT PURCHASE BUS/EQUIPMENT	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$24,595,950	\$0
419774-1	CHURCH STREET IMPROVEMENTS	SIDEWALK	-	\$399,504	\$0	\$12,118,109	\$1,672	\$70,622,950
420638-1	METROPLAN ORLANDO MP O SECTION 5303 UPWP	PTO STUDIES	60%	\$666,874	\$675,364	\$0	\$0	\$0
422430-1	ORANGE- METROPLAN ORLANDO PLANNING STUDIES SECTION 5303	PTO STUDIES	60%	\$0	\$0	\$703,475	\$717,251	\$904,789
424253-1	CFRT (LYNX) SECTION 5309 CAPITAL IMPROVEMENTS	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$0	\$0	\$3,250,000	\$3,500,000
424253-2	CFRT (LYNX) SECTION #5309 CAPITAL IMPROVEMENTS	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$0	\$0	\$0	\$3,250,000
424255-1	CFRT (LYNX) SECTION 5309 LYMMO UPGRADE	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$0	\$0	\$750,000	\$0
424255-2	CFTA (LYNX) ORLANDO EAST-WEST/CIRCULATOR SYST EM/ FTA SECTION 5309	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$0	\$8,926,000	\$0	\$0
424255-3	CFTA (LYNX) SECTION #5309 LYMMO UPGRADE	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$0	\$0	\$0	\$0
424335-1	CENTRAL FLORIDA REG. TRANS AUTH LYNX/FTA BUS PURCHS/FTA SECTION 5309	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$4,193,528	\$0	\$0	\$0
424337-1	CITY OF ORLANDO ANALYSIS FOR EAST-WEST CIRCULATOR/FTA SECT #5309	CAPITAL FOR FIXED ROUTE	60%	\$0	\$926,000	\$0	\$0	\$0
425442-1	LYNX CFRTA SECTION 5307 CAPITAL FOR BUSES/EQUIPMENT/GRANT #FL-95-2016	PTO STUDIES	60%	\$0	\$0	\$0	\$0	\$15,370,760
426102-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$2,250,000	\$0	\$0
426104-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$8,500,000	\$0	\$0
426106-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$5,344,615	\$0	\$0
426107-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$4,920,000	\$0	\$0
426159-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$2,060,000	\$0	\$0
426163-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$2,000,000	\$0	\$0
426358-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$4,000,000	\$0	\$0
426359-1	ARRA SECTION 5307 LYNX URBAN CAPITAL FOR FIXED ROUTE PROJECTS	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$500,000	\$0	\$0
426791-1	ORANGE CO WINTER PARK SECTION 5309	INTERMODAL HUB CAPACITY	60%	\$0	\$0	\$950,000	\$0	\$0
427851-1	ARAPAHO TRAIL FROM ALGONQUIN TRAIL TO THUNDERBIRD TRAIL	SIDEWALK	-	\$0	\$42,974	\$149,276	\$209	\$209
428046-1	CITYWIDE ORLANDO SIDEWALK IMPROVEMENT PH I & II VARIED LOCATION	SIDEWALK	-	\$0	\$1,999,998	\$1,600	\$440	\$2,362,912
428525-1	FLEET PEEPLES PARK MULTI-USE TRAIL	SIDEWALK	-	\$79,201	\$0	\$0	\$0	\$0
429054-1	US 441 FROM S OF GORE ST TO S OF CENTRAL BLVD	SIDEWALK	-	\$0	\$0	\$0	\$1,038,506	\$162,505
429202-1	CENTRAL FL REGIONAL TRANS AUTHORITY DBA LYNX SEC 5309 URBAN TRAIL	URBAN CORRIDOR IMPROVEMENTS	60%	\$0	\$0	\$1,233,132	\$0	\$0
430250-1	CFRTA DBA LYNX FUNDING OPPORTUNITY #: DTOS559-10-RA-TIGER2	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$13,000,000	\$0
430294-1	ORANGE-LYNX FTA SECTION 5307	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$2,000,000	\$0
430456-1	SR 436 FROM CURRY FORD RD TO OLD CHENEY HWY	SIDEWALK	-	\$0	\$1,400,000	\$963,997	\$276,600	\$1,360,000
430672-1	ORLANDO SIDEWALKS VARIOUS LOCATIONS ON STATE ROADS	SIDEWALK	-	\$0	\$0	\$712,922	\$1,729,302	\$206,452
431405-1	ORANGE-METROPLAN ORL PLANNING STUDIES SECTION 5303	PTO STUDIES	60%	\$0	\$0	\$0	\$0	\$0
431529-1	BROOKSHIRE ELEMENTARY SCHOOL SIDEWALKS MULTIPLE LOCATIONS	SIDEWALK	-	\$0	\$0	\$0	\$7,198	\$30,000
432139-1	LYNX SECTION 5307 FIXED ROUTE PROJECT PURCHASE EQUIPMENT	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$5,270,000	\$0
433130-2	COLUMBIA STREET FROM SLIGH BLVD TO ORANGE AVE	FIXED GUIDEWAY IMPROVEMENTS	60%	\$0	\$0	\$0	\$0	\$0
433340-1	ORANGE-LYNX (CHRTA) STATE OF GOOD REPAIR GRAN T FOR VEHICLES	PURCHASE VEHICLES/EQUIPMENT	60%	\$0	\$0	\$0	\$0	\$0
435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
435452-1	METROPLAN ORLANDO STUDY	PTO STUDIES	60%	\$0	\$0	\$0	\$0	\$21,500
435555-1	CITY OF ORLANDO ECONOMIC DEVELOPMENT TRAN SPORATION FUND GRANT	SIDEWALK	-	\$0	\$0	\$0	\$0	\$201,462
435567-1	METROPLAN ORLANDO BICYCLE/PEDESTRIAN COUNT PROJECT	PTO STUDIES	60%	\$0	\$0	\$0	\$0	\$5,000
435712-1	CENTRAL FL REGIONAL TRANSPORTATION AUTHORITY DBA LYNX	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
437280-1	ORANGE-LYNX CENTRAL FL REG TRANSP BUS & BUS FAC PROG LADDERS OF OPP	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0
437575-1	ORANGE BLOSSOM TRAIL PHASE 2A FROM 30TH STREET TO GORE STREET	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0
437739-1	SR 50/EAST COLONIAL DRIVE FROM SR 417 SB RAMPS TO CONSTANTINE STREET	SIDEWALK	-	\$0	\$0	\$0	\$0	\$0
437997-1	ORANGE-CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY LYNX SEC 5339	CAPITAL FOR FIXED ROUTE	60%	\$0	\$0	\$0	\$0	\$0

Table C-12
Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel			Percent VMT	
Vehicle Miles of Travel (VMT) @			@ 22.3 mpg	@ 6.5 mpg
	22.3	6.5		
Other Arterial Rural	320,839,000,000	46,784,000,000	87%	13%
Other Rural	302,342,000,000	31,207,000,000	91%	9%
Other Urban	1,566,682,000,000	95,483,000,000	94%	6%
Total	2,189,863,000,000	173,474,000,000	93%	7%

Fuel Consumed			Total Mileage and Fuel	
Gallons @ 22.3 mpg Gallons @ 6.5 mpg			2,363,337	miles (millions)
Other Arterial Rural	14,387,399,103	7,197,538,462	124,888	gallons (millions)
Other Rural	13,557,937,220	4,801,076,923	18.92	mpg
Other Urban	70,254,798,206	14,689,692,308		
Total	98,200,134,529	26,688,307,693		

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2017*, Section V, Table VM-1
 Annual Vehicle Distance Traveled in Miles and Related Data - 2017 by Highway Category and Vehicle Type
<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

Source: See Table C-13

Table C-13
Annual Vehicle Distance Traveled in Miles and Related Data (2017) - By Highway Category and Vehicle Type^{1/}

Published March 2019										TABLE VM-1
YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB ⁽²⁾	MOTOR-CYCLES	BUSES	LIGHT DUTY VEHICLES LONG WB ⁽²⁾	SINGLE-UNIT TRUCKS ⁽³⁾	COMBINATION TRUCKS	SUBTOTALS		ALL MOTOR VEHICLES
								ALL LIGHT VEHICLES ⁽²⁾	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
	Motor-Vehicle Travel: (millions of vehicle-miles)									
2017	Interstate Rural	142,445	1,128	1,775	44,928	10,103	52,171	187,373	62,274	252,550
2017	Other Arterial Rural	228,664	2,661	2,109	92,175	16,814	29,970	320,839	46,784	372,393
2017	Other Rural	213,923	2,728	1,986	88,419	16,563	14,644	302,342	31,207	338,262
2017	All Rural	585,032	6,517	5,870	225,522	43,480	96,785	810,554	140,265	963,206
2017	Interstate Urban	400,339	2,596	2,628	99,803	18,617	43,228	500,142	61,844	567,210
2017	Other Urban	1,235,430	11,036	8,730	331,253	54,006	41,478	1,566,682	95,483	1,681,932
2017	All Urban	1,635,769	13,632	11,358	431,056	72,622	84,705	2,066,824	157,328	2,249,142
2017	Total Rural and Urban ⁽⁵⁾	2,220,801	20,149	17,227	656,578	116,102	181,490	2,877,378	297,593	3,212,347
2017	Number of motor vehicles registered ⁽²⁾	193,672,370	8,715,204	983,231	56,880,878	9,336,998	2,892,218	250,553,248	12,229,216	272,480,899
2017	Average miles traveled per vehicle	11,467	2,312	17,521	11,543	12,435	62,751	11,484	24,335	11,789
2017	Person-miles of travel ⁽⁴⁾	3,709,919	23,382	365,220	1,106,303	116,102	181,490	4,816,223	297,593	5,502,417
2017	Fuel consumed (thousand gallons)	91,712,165	458,429	2,350,323	37,466,749	15,599,855	30,363,561	129,178,914	45,963,416	177,951,081
2017	Average fuel consumption per vehicle (gallons)	474	53	2,390	659	1,671	10,498	516	3,758	653
2017	Average miles traveled per gallon of fuel consumed	24.2	44.0	7.3	17.5	7.4	6.0	22.3	6.5	18.1
(1) The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), other data such as the R.L. Polk vehicle data, and a host of modeling techniques.										
(2) Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WM) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of wheelbase.										
(3) Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.										
(4) Starting with 2009 VM-1, vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS) and the annual R.L. Polk Vehicle registration data; For single unit truck and heavy trucks, 1 motor vehicle mile travelled = 1 person-mile traveled.										
(5) VMT data are based on the latest HPMS data available; it may not match previous published results.										

APPENDIX D

Ad Valorem Credit

Appendix D: Ad Valorem Credit

This appendix presents the detailed ad valorem credit calculations for each land use in Orange County's transportation impact fee schedule.

Residential Land Uses

In determining the ad valorem credit for residential land uses, the study evaluated the taxable values for new residential properties in Orange County. For this analysis, residential buildings constructed since 2009 were classified as "new". The following data was reviewed for each residential land uses:

- Weighted average, median, minimum, and maximum taxable value per square foot for new properties (built since 2009) and all properties within Orange County; and
- Professional judgement based on extensive impact fee experience in other communities in Florida.

It should be noted that the ad valorem revenues used towards transportation capital projects is a fixed amount and not a percentage of the County's ad valorem revenues. Over the next five years and beyond, this amount will be limited to \$6.2 million per year (multi-modal) or \$1.9 million per year (roads only)⁴. As presented in Table D-1, the taxable value of a new home (\$334,000) was used to calculate the present value of the ad valorem credit. The resulting 1-mil taxes are brought to present value based on an interest rate of 4.0 percent, which is consistent with current market trends and the interest rate at which the County is likely to borrow. Table D-1 also provides the portion of the 1-mil collections that would be used toward transportation capital expansion projects. It is estimated that Orange County will spend five (5) percent of a mil of ad valorem revenue to fund multi-modal capacity expansion projects and two (2) percent of a mil for roadway capacity expansion projects. Tables D-2 through D-10 present this same analysis for the other residential land uses in the Orange County transportation impact fee schedule.

Note:

- Multi-Family ad valorem credit was used for Student Housing. For Student Housing per bedroom, estimated three bedrooms per dwelling unit.
- Multi-Family ad valorem credit was used for Mid-Rise/High-Rise with 1st floor Commercial.
- Condominium ad valorem credit (Tables D-5 and D-10) was used for Timeshare.

⁴ Additional detail can be found in Appendix C, Table C-9

Table D-1
1-Mil Credit Calculation for Single Family Homes - MULTI-MODAL

Item						Figure
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459
County General Fund Millage ⁽²⁾						4.4347
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$6,160,000
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						5%
Average taxable value of a new home ⁽⁶⁾						\$334,000
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value
2020	\$334,000	n/a	\$334,000	\$334.00	\$17	\$17
2021					\$16	\$15
2022					\$15	\$14
2023					\$14	\$13
2024					\$14	\$12
2025					\$13	\$11
2026					\$12	\$10
2027					\$11	\$9
2028					\$11	\$8
2029					\$10	\$7
2030					\$10	\$7
2031					\$9	\$6
2032					\$9	\$5
2033					\$8	\$5
2034					\$8	\$4
2035					\$7	\$4
2036					\$7	\$4
2037					\$7	\$3
2038					\$6	\$3
2039					\$6	\$3
2040					\$6	\$3
2041					\$5	\$2
2042					\$5	\$2
2043					\$5	\$2
2044					\$4	\$2
2045					\$4	\$2
Total					\$239	\$173
Interest Rate ⁽⁸⁾						4.0%

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new homes (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-2
1-Mil Credit Calculation for Multi-Family Apartments - MULTI-MODAL

Item						Figure				
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$6,160,000				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						5%				
Average taxable value of a multi-family unit ⁽⁶⁾						\$179,000				
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2020	\$179,000	n/a	\$179,000	\$179.00	\$9	\$9				
2021					\$9	\$8				
2022					\$8	\$7				
2023					\$8	\$7				
2024					\$7	\$6				
2025					\$7	\$6				
2026					\$6	\$5				
2027					\$6	\$5				
2028					\$6	\$4				
2029					\$5	\$4				
2030					\$5	\$3				
2031					\$5	\$3				
2032					\$5	\$3				
2033					\$4	\$3				
2034					\$4	\$2				
2035					\$4	\$2				
2036					\$4	\$2				
2037					\$3	\$2				
2038					\$3	\$2				
2039					\$3	\$1				
2040					\$3	\$1				
2041					\$3	\$1				
2042					\$3	\$1				
2043					\$2	\$1				
2044					\$2	\$1				
2045					\$2	\$1				
Total					\$126	\$90				
Interest Rate ⁽⁸⁾						4.0%				

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new apartments (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-3
1-Mil Credit Calculation for Mobile Homes - MULTI-MODAL

Item						Figure				
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$6,160,000				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						5%				
Average taxable value of a mobile home ⁽⁶⁾						\$67,000				
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2020	\$67,000	n/a	\$67,000	\$67.00	\$3	\$3				
2021					\$3	\$3				
2022					\$3	\$2				
2023					\$3	\$2				
2024					\$2	\$2				
2025					\$2	\$2				
2026					\$2	\$2				
2027					\$2	\$2				
2028					\$2	\$1				
2029					\$2	\$1				
2030					\$2	\$1				
2031					\$2	\$1				
2032					\$2	\$1				
2033					\$1	\$1				
2034					\$1	\$1				
2035					\$1	\$1				
2036					\$1	\$1				
2037					\$1	\$1				
2038					\$1	\$1				
2039					\$1	\$0				
2040					\$1	\$0				
2041					\$1	\$0				
2042					\$1	\$0				
2043					\$1	\$0				
2044					\$1	\$0				
2045					\$1	\$0				
Total					\$42	\$29				
Interest Rate ⁽⁸⁾						4.0%				

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new mobile homes (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-4
1-Mil Credit Calculation for Retirement Homes - MULTI-MODAL

Item						Figure
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459
County General Fund Millage ⁽²⁾						4.4347
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$6,160,000
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						5%
Average taxable value of a retirement home (per du) ⁽⁶⁾						\$190,000
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value
2020	\$190,000	n/a	\$190,000	\$190.00	\$10	\$10
2021					\$9	\$9
2022					\$9	\$8
2023					\$8	\$8
2024					\$8	\$7
2025					\$8	\$6
2026					\$7	\$6
2027					\$7	\$5
2028					\$6	\$5
2029					\$6	\$4
2030					\$6	\$4
2031					\$5	\$3
2032					\$5	\$3
2033					\$5	\$3
2034					\$5	\$3
2035					\$4	\$2
2036					\$4	\$2
2037					\$4	\$2
2038					\$4	\$2
2039					\$3	\$2
2040					\$3	\$1
2041					\$3	\$1
2042					\$3	\$1
2043					\$3	\$1
2044					\$3	\$1
2045					\$2	\$1
Total					\$140	\$100
Interest Rate ⁽⁸⁾						4.0%

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new retirement home unit (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-5
1-Mil Credit Calculation for Condominiums - MULTI-MODAL

Item						Figure
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459
County General Fund Millage ⁽²⁾						4.4347
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$6,160,000
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						5%
Average taxable value of a condominium (per du) ⁽⁶⁾						\$284,000
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value
2020	\$284,000	n/a	\$284,000	\$284.00	\$15	\$15
2021					\$14	\$14
2022					\$13	\$12
2023					\$13	\$11
2024					\$12	\$10
2025					\$11	\$9
2026					\$11	\$8
2027					\$10	\$8
2028					\$10	\$7
2029					\$9	\$6
2030					\$9	\$6
2031					\$8	\$5
2032					\$8	\$5
2033					\$7	\$4
2034					\$7	\$4
2035					\$6	\$4
2036					\$6	\$3
2037					\$6	\$3
2038					\$5	\$3
2039					\$5	\$2
2040					\$5	\$2
2041					\$5	\$2
2042					\$4	\$2
2043					\$4	\$2
2044					\$4	\$2
2045					\$4	\$1
Total					\$211	\$150
Interest Rate ⁽⁸⁾						4.0%

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for multi-modal transportation capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new condo unit (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-6
1-Mil Credit Calculation for Single Family Homes – ROADS ONLY

Item						Figure
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459
County General Fund Millage ⁽²⁾						4.4347
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$1,913,000
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						2%
Average taxable value of a new home ⁽⁶⁾						\$334,000
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value
2020	\$334,000	n/a	\$334,000	\$334.00	\$5	\$5
2021					\$5	\$5
2022					\$4	\$4
2023					\$4	\$4
2024					\$4	\$3
2025					\$4	\$3
2026					\$4	\$3
2027					\$3	\$3
2028					\$3	\$2
2029					\$3	\$2
2030					\$3	\$2
2031					\$3	\$2
2032					\$3	\$2
2033					\$2	\$1
2034					\$2	\$1
2035					\$2	\$1
2036					\$2	\$1
2037					\$2	\$1
2038					\$2	\$1
2039					\$2	\$1
2040					\$2	\$1
2041					\$2	\$1
2042					\$1	\$1
2043					\$1	\$1
2044					\$1	\$1
2045					\$1	\$0
Total					\$70	\$52
Interest Rate ⁽⁸⁾						4.0%

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new homes (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-7
1-Mil Credit Calculation for Multi-Family Apartments - ROADS ONLY

Item						Figure				
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$1,913,000				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						2%				
Average taxable value of a multi-family unit ⁽⁶⁾						\$179,000				
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2020	\$179,000	n/a	\$179,000	\$179.00	\$3	\$3				
2021					\$3	\$3				
2022					\$3	\$2				
2023					\$3	\$2				
2024					\$2	\$2				
2025					\$2	\$2				
2026					\$2	\$2				
2027					\$2	\$2				
2028					\$2	\$1				
2029					\$2	\$1				
2030					\$2	\$1				
2031					\$2	\$1				
2032					\$2	\$1				
2033					\$1	\$1				
2034					\$1	\$1				
2035					\$1	\$1				
2036					\$1	\$1				
2037					\$1	\$1				
2038					\$1	\$1				
2039					\$1	\$0				
2040					\$1	\$0				
2041					\$1	\$0				
2042					\$1	\$0				
2043					\$1	\$0				
2044					\$1	\$0				
2045					\$1	\$0				
Total					\$42	\$29				
Interest Rate ⁽⁸⁾						4.0%				

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new apartments (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-8
1-Mil Credit Calculation for Mobile Homes - ROADS ONLY

Item						Figure				
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$1,913,000				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						2%				
Average taxable value of a mobile home ⁽⁶⁾						\$67,000				
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2020	\$67,000	n/a	\$67,000	\$67.00	\$1	\$1				
2021					\$1	\$1				
2022					\$1	\$1				
2023					\$1	\$1				
2024					\$1	\$1				
2025					\$1	\$1				
2026					\$1	\$1				
2027					\$1	\$1				
2028					\$1	\$0				
2029					\$1	\$0				
2030					\$1	\$0				
2031					\$1	\$0				
2032					\$1	\$0				
2033					\$0	\$0				
2034					\$0	\$0				
2035					\$0	\$0				
2036					\$0	\$0				
2037					\$0	\$0				
2038					\$0	\$0				
2039					\$0	\$0				
2040					\$0	\$0				
2041					\$0	\$0				
2042					\$0	\$0				
2043					\$0	\$0				
2044					\$0	\$0				
2045					\$0	\$0				
Total					\$14	\$8				
Interest Rate ⁽⁸⁾						4.0%				

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new mobile homes (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-9
1-Mil Credit Calculation for Retirement Homes - ROADS ONLY

Item						Figure				
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$1,913,000				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						2%				
Average taxable value of a retirement home (per du) ⁽⁶⁾						\$190,000				
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2020	\$190,000	n/a	\$190,000	\$190.00	\$3	\$3				
2021					\$3	\$3				
2022					\$3	\$2				
2023					\$3	\$2				
2024					\$2	\$2				
2025					\$2	\$2				
2026					\$2	\$2				
2027					\$2	\$2				
2028					\$2	\$1				
2029					\$2	\$1				
2030					\$2	\$1				
2031					\$2	\$1				
2032					\$2	\$1				
2033					\$1	\$1				
2034					\$1	\$1				
2035					\$1	\$1				
2036					\$1	\$1				
2037					\$1	\$1				
2038					\$1	\$1				
2039					\$1	\$0				
2040					\$1	\$0				
2041					\$1	\$0				
2042					\$1	\$0				
2043					\$1	\$0				
2044					\$1	\$0				
2045					\$1	\$0				
Total					\$42	\$29				
Interest Rate ⁽⁸⁾						4.0%				

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new retirement home unit (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Table D-10
1-Mil Credit Calculation for Condominiums - ROADS ONLY

Item						Figure				
Total Allocation from the General Fund FY 2018/19 ⁽¹⁾						\$531,499,459				
County General Fund Millage ⁽²⁾						4.4347				
Revenues Generated from 1-mil ⁽³⁾						\$119,850,150				
Annual ad valorem revenue that goes to transportation capacity ⁽⁴⁾						\$1,913,000				
Percentage of millage used for transportation capacity expansion projects ⁽⁵⁾						2%				
Average taxable value of a condominium (per du) ⁽⁶⁾						\$284,000				
Annual increase in the countywide taxable values ⁽⁷⁾						5.8%				
Year	Taxable Value	Market Value	Value Used for Credit	1-Mil Tax	Ad Valorem for Transportation	Present Value				
2020	\$284,000	n/a	\$284,000	\$284.00	\$5	\$5				
2021					\$5	\$5				
2022					\$4	\$4				
2023					\$4	\$4				
2024					\$4	\$3				
2025					\$4	\$3				
2026					\$4	\$3				
2027					\$3	\$3				
2028					\$3	\$2				
2029					\$3	\$2				
2030					\$3	\$2				
2031					\$3	\$2				
2032					\$3	\$2				
2033					\$2	\$1				
2034					\$2	\$1				
2035					\$2	\$1				
2036					\$2	\$1				
2037					\$2	\$1				
2038					\$2	\$1				
2039					\$2	\$1				
2040					\$2	\$1				
2041					\$2	\$1				
2042					\$1	\$1				
2043					\$1	\$1				
2044					\$1	\$1				
2045					\$1	\$0				
Total					\$70	\$52				
Interest Rate ⁽⁸⁾						4.0%				

1) Source: Orange County FY 2019 Adopted Budget

2) Total millage assessed to residents within Orange County applied to the General Fund

3) Total projected allocation from the general fund (Item 1) divided by the County's millage rate (Item 2)

4) Source: Avg annual ad valorem revenues for roadway capacity from FY 2019-2023; Table C-9

5) Annual ad valorem revenues for capacity expansion (Item 4) divided by the revenue generated by 1-mil (Item 3)

6) Source: Average taxable value for new condo unit (built since 2009) in Orange County

7) Source: Review of average annual increase in countywide taxable values for Orange County (2000-2019)

8) Source: Interest rate estimated for new bond issues in Orange County

Non-Residential Land Uses

Table D-11 provides an explanation of ad valorem credit calculated for non-residential land uses. To determine the taxable value of a unit for each land use, the taxable value of recently built properties (2009 to present) was compared to the taxable value for all properties in the County database, for each respective land use. Based on a review of factors such as the weighted average, median, minimum, and maximum values per square foot, a unit value was estimated for each land use or a comparable land use category was identified. It should be noted that the 1-mil credit calculations for these land uses represent broad estimated and are based on the Consultant's experience in other jurisdictions and knowledge of the industry.

In calculating the present value of non-residential land uses, an annual value increase of approximately six (6) percent was used for commercial, institutional, and industrial land uses based on a review of the annual increase in taxable values for the respective land use category from 2000 to 2019 in Orange County.

Table D-11 (continued)
1-Mil Credit Calculation for Non-Residential Land Uses

ITE LUC	Land Use	Unit	Taxable Value of Unit ⁽¹⁾	1-Mil Credit ⁽²⁾			
				Multi-Modal		Roads ONLY	
				Annual	Total	Annual	Total
Services:							
911	Bank/Savings Walk-In	1,000 sf	\$550,000	\$28	\$456	\$9	\$146
912	Bank/Savings Drive-In	1,000 sf	\$550,000	\$28	\$456	\$9	\$146
925	Drinking Place	1,000 sf	\$185,000	\$10	\$163	\$3	\$48
931	Quality Restaurant	1,000 sf	\$360,000	\$19	\$309	\$6	\$98
932	High-Turnover Restaurant	1,000 sf	\$360,000	\$19	\$309	\$6	\$98
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	\$440,000	\$23	\$374	\$7	\$115
942	Auto Service	1,000 sf	\$150,000	\$8	\$130	\$2	\$33
944	Gas Station with or w/o Convenience Market <2,000 sq ft	fuel pos.	\$15,355	\$1	\$17	\$0	\$0
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	\$15,355	\$1	\$17	\$0	\$0
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	\$15,355	\$1	\$17	\$0	\$0
947	Self-Service Car Wash	wash stn.	\$60,125	\$3	\$48	\$1	\$17
Industrial:							
110	General Light Industrial	1,000 sf	\$80,000	\$4	\$65	\$1	\$17
140	Manufacturing	1,000 sf	\$80,000	\$4	\$65	\$1	\$17
150	Warehousing	1,000 sf	\$75,000	\$4	\$65	\$1	\$17
151	Mini-Warehouse	1,000 sf	\$75,000	\$4	\$65	\$1	\$17
154	High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	\$75,000	\$4	\$65	\$1	\$17
Based on taxable value							
Based on taxable value							
Comparable to Retail Land							
Based on taxable value							
Based on taxable value							
Based on taxable value							
Based on taxable value							
Estimates that 1,000 sq							
\$185 per sq ft based on							
Estimates the sq ft per sq							
Comparable to Manufact							
Based on taxable value							
Based on taxable value							
Comparable to Warehouse							
Comparable to Warehouse							

1) Source: Based on information from the Orange County 2019 NAL parcel database

2) Present value of the ad valorem credit to be applied to the transportation impact fee

APPENDIX E
Calculated Impact Fee Schedule

Appendix E: Calculated Impact Fee Schedule

This appendix presents the detailed impact fee calculations for each land use in Orange County's transportation impact fee schedule.

Table E-1 presents a summary of current Orange County impact fee rates and the calculated rates for each option. If the County opts to keep the current fee districts, the updated fee rates will come from Table E-2 (Urban) and Table E-3 (Non-Urban). If the County elects to move to three fee districts, the updated impact fee rates are shown in Table E-2 (Urban), Table E-3 (Suburban), and Table E-4 (Rural).

Table E-2

Calculated Multi-Modal Impact Fee Schedule – Urban Fee District

Gasoline Tax				Unit Cost per Lane Mile:							
\$ per gallon to capital:		\$0.197	City Revenues:		\$0.003	Average VMC per Lane Mile:					
Facility life (years):		25	County Revenues:		\$0.054	Fuel Efficiency:					
Interest rate:		4.0%	State Revenues:		\$0.140	Effective days per year:					
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ⁽¹⁾	Total Trip Length	Trip Length Source*	% New Trips	% New Trips
Residential:											
210	Single Family (Detached) - 1,200 sf or less	du	6.15	PUMS Tiering Analysis (Appendix A)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	n/a
210	Single Family (Detached) - 1,201 to 2,000 sf	du	7.81	PUMS Tiering Analysis (Appendix A)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	n/a
210	Single Family (Detached) - 2,001 to 3,500 sf	du	9.63	PUMS Tiering Analysis (Appendix A)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	n/a
210	Single Family (Detached) - greater than 3,500 sf	du	10.07	PUMS Tiering Analysis (Appendix A)	6.62	1.25	8.28	8.78	Appendix A: LUC 210	100%	n/a
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	du	7.32	ITE 10th Edition	5.10	1.25	6.38	6.88	LUC 220/221/222 Appendix A:	100%	n/a
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	du	5.44	ITE 10th Edition	5.10	1.25	6.38	6.88	LUC 220/221/222 Appendix A:	100%	n/a
222	Multi-Family Housing (High-Rise, >10 floors)	du	4.45	ITE 10th Edition	5.10	1.25	6.38	6.88	LUC 220/221/222 Appendix A:	100%	n/a
225	Student Housing (Adjacent to Campus)	bedroom	3.15	ITE 10th Edition	2.55	1.25	3.19	3.69	Same as LUC 220 (adjusted)	100%	n/a
225	Student Housing (Over 1/2 mile from Campus)	bedroom	3.97	ITE 10th Edition	3.83	1.25	4.79	5.29	Same as LUC 220 (adjusted)	100%	n/a
231	Mid-Rise Residential w/1st floor Commercial	du	3.44	ITE 10th Edition	5.10	1.25	6.38	6.88	Same as LUC 220	100%	n/a
232	High-Rise Residential w/1st floor Commercial	du	2.01	ITE 10th Edition (adjusted)	5.10	1.25	6.38	6.88	Same as LUC 220	100%	n/a
240	Mobile Home Park	du	4.17	Appendix A: LUC 240	4.60	1.25	5.75	6.25	Appendix A: LUC 240	100%	n/a
251	Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	du	3.50	Appendix A: LUC 251	5.42	1.25	6.78	7.28	Appendix A: LUC 251	100%	n/a
252	Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	du	3.33	Appendix A: LUC 252	4.34	1.25	5.43	5.93	Same as LUC 251 (adjusted) ⁽⁵⁾	100%	n/a
265	Time Share	du	8.63	ITE 10th Edition	3.97	1.25	4.96	5.46	Previous Report	100%	n/a
Lodging:											
310	Hotel/Tourist Hotel	room	5.55	Appendix A: LUC 310	6.26	1.05	6.57	7.07	Appendix A: LUC 310	66%	Appendix A:
320	Motel	room	3.35	ITE 10th Edition	4.34	1.05	4.56	5.06	Appendix A: LUC 320	77%	Appendix A:
Recreational:											
430	Golf Course	acre	3.74	ITE 10th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	90%	Based on LU
437	Bowling Alley	1,000 sf	13.00	ITE 10th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	90%	Based on LU
444	Movie Theater with or without Matinee	1,000 sf	82.30	Appendix A: LUC 444	2.24	1.05	2.35	2.85	Appendix A: LUC 444	87%	Appendix A:
491	Racquet Club	1,000 sf	19.70	ITE 10th Edition (adjusted)	5.15	1.05	5.41	5.91	Same as LUC 710	94%	Same as LU

Table E-2 (continued)

Calculated Multi-Modal Impact Fee Schedule – Urban Fee District										
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ⁽¹⁾	Total Trip Length	Trip Length Source*	% New Trips
Institutional:										
590	Library	1,000 sf	72.05	ITE 10th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	49%
Medical:										
610	Hospital	bed	22.32	ITE 10th Edition	6.62	1.05	6.95	7.45	Same as LUC 210	78%
620	Nursing Home	1,000 sf	6.64	ITE 10th Edition	2.59	1.05	2.72	3.22	Appendix A: LUC 620	89%
640	Animal Hospital/Veterinary Clinic	1,000 sf	24.20	Appendix A: LUC 640	1.90	1.05	2.00	2.50	Appendix A: LUC 640	70%
Office:										
710	General Office 50,000 sf or less ⁽⁴⁾	1,000 sf	10.83	ITE 10th equation	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%
710	General Office 50,001-100,000 sf ⁽⁴⁾	1,000 sf	10.61	ITE 10th equation	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%
710	General Office 100,001-200,000 sf ⁽⁴⁾	1,000 sf	10.39	ITE 10th equation	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%
710	General Office greater than 200,000 sf ⁽⁴⁾	1,000 sf	10.18	ITE 10th equation	5.15	1.25	6.44	6.94	Appendix A: LUC 710	92%
720	Small Medical/Dental Office (10,000 sf or less)	1,000 sf	23.83	Appendix A: LUC 720 Small Medical/Dental	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%
720	Medical/Dental Office	1,000 sf	34.12	Appendix A: LUC 720	5.55	1.25	6.94	7.44	Appendix A: LUC 720	89%
732	Post Office	1,000 sf	103.94	ITE 10th Edition	5.15	1.25	6.44	6.94	Same as LUC 710	49%
Retail:										
815	Free-Standing Discount Store	1,000 sf	53.12	ITE 10th Edition	2.40	1.05	2.52	3.02	Same as LUC 820 (100-200k)	67%
816	Hardware/Paint	1,000 sf	9.14	ITE 10th Edition	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%
820	Retail/Tourist Retail: 50,000 sf/gla or less ⁽⁴⁾	1,000 sf/gla	75.05	ITE 10th equation	1.87	1.05	1.96	2.46	Appendix A: Figure A-2	56%
820	Retail/Tourist Retail: 50,001-100,000 sf/gla ⁽⁴⁾	1,000 sf/gla	60.12	ITE 10th equation	2.29	1.05	2.40	2.90	Appendix A: Figure A-2	62%
820	Retail/Tourist Retail: 100,001-200,000 sf/gla ⁽⁴⁾	1,000 sf/gla	48.16	ITE 10th equation	2.40	1.05	2.52	3.02	Appendix A: Figure A-2	67%
820	Retail/Tourist Retail: 200,001-300,000 sf/gla ⁽⁴⁾	1,000 sf/gla	42.30	ITE 10th equation	2.52	1.05	2.65	3.15	Appendix A: Figure A-2	71%
820	Retail/Tourist Retail: 300,001-400,000 sf/gla ⁽⁴⁾	1,000 sf/gla	38.58	ITE 10th equation	2.64	1.05	2.77	3.27	Appendix A: Figure A-2	73%
820	Retail/Tourist Retail: 400,001-500,000 sf/gla ⁽⁴⁾	1,000 sf/gla	35.92	ITE 10th equation	2.75	1.05	2.89	3.39	Appendix A: Figure A-2	75%
820	Retail/Tourist Retail: 500,001-1,000,000 sf/gla ⁽⁴⁾	1,000 sf/gla	28.78	ITE 10th equation	3.34	1.05	3.51	4.01	Appendix A: Figure A-2	81%
820	Retail/Tourist Retail: 1,000,001-1,200,000 sf/gla ⁽⁴⁾	1,000 sf/gla	27.14	ITE 10th equation	3.57	1.05	3.75	4.25	Appendix A: Figure A-2	82%
820	Retail/Tourist Retail: greater than 1,200,000 sf/gla ⁽⁴⁾	1,000 sf/gla	25.84	ITE 10th equation	3.80	1.05	3.99	4.49	Appendix A: Figure A-2	83%
840/841	New/Used Auto Sales	1,000 sf	24.58	Appendix A: LUC 840/841	4.60	1.05	4.83	5.33	Appendix A: LUC 840/841	79%

Table E-2 (continued)

Calculated Multi-Modal Impact Fee Schedule – Urban Fee District											
ITE LUC	Land Use	Unit	Trip Rate	Trip Rate Source*	Initial Trip Length	Trip Length Adj. Factor	Assessable Trip Length ⁽¹⁾	Total Trip Length	Trip Length Source*	% New Trips	% New Trips
Services:											
911	Bank/Savings Walk-In	1,000 sf	59.39	ITE 10th Edition (adjusted)	2.46	1.05	2.58	3.08	Same as LUC 912	46%	Same as LUC 912
912	Bank/Savings Drive-In	1,000 sf	102.66	Appendix A: LUC 912	2.46	1.05	2.58	3.08	Appendix A: LUC 912	46%	Appendix A: LUC 912
925	Drinking Place	1,000 sf	113.60	ITE 10th Edition (adjusted)	1.87	1.05	1.96	2.46	Same as LUC 820 (<50k)	56%	Same as LUC 820 (<50k)
931	Quality Restaurant	1,000 sf	86.03	Appendix A: LUC 931	3.14	1.05	3.30	3.80	Appendix A: LUC 931	77%	Appendix A: LUC 931
932	High-Turnover Restaurant	1,000 sf	106.26	Appendix A: LUC 932	3.17	1.05	3.33	3.83	Appendix A: LUC 932	71%	Appendix A: LUC 932
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	482.53	Appendix A: LUC 934	2.05	1.05	2.15	2.65	Appendix A: LUC 934	58%	Appendix A: LUC 934
942	Auto Service	1,000 sf	28.19	Appendix A: LUC 942	3.62	1.05	3.80	4.30	Appendix A: LUC 942	72%	Appendix A: LUC 942
944	Gas Station with or w/o Convenience Market <2,000 sq ft	fuel pos.	172.01	ITE 10th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 944/945	23%	Appendix A: LUC 944/945
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	205.36	ITE 10th Edition	1.90	1.05	2.00	2.50	Appendix A: LUC 944/945	23%	Appendix A: LUC 944/945
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	230.52	ITE 10th Edition	1.90	1.05	2.00	2.50	Same as LUC 945	23%	Same as LUC 945
947	Self-Service Car Wash	wash stn.	108.00	ITE 10th Edition	2.18	1.05	2.29	2.79	Appendix A: LUC 947	68%	Appendix A: LUC 947
Industrial:											
110	General Light Industrial	1,000 sf	4.96	ITE 10th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710
140	Manufacturing	1,000 sf	3.93	ITE 10th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710
150	Warehousing	1,000 sf	1.74	ITE 10th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710
151	Mini-Warehouse	1,000 sf	1.49	Appendix A: LUC 151	3.51	1.05	3.69	4.19	Midpoint of LUC 710 & LUC 820 <50k	92%	Same as LUC 710
154	High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	1.40	ITE 10th Edition	5.15	1.05	5.41	5.91	Same as LUC 710	92%	Same as LUC 710

1) Initial trip length multiplied by the trip length adjustment factor

2) Net PMT calculated as (Trip Generation Rate * Trip Length * % New Trips) * (1 - Interstate/Toll Facility Adjustment Factor) / 2). This reflects the unit of vehicle-miles of capacity.

3) Source: Orange County Planning Division; Community, Environment & Development Services Department. Fees were adopted at 42 percent in 2012 and phased to 56 percent in 2015. Housing – Attached (LUC 252). Mini-Warehouse (LUC 151) rate is shown for High-Cube Warehouse (LUC 154)

4) The trip rates for office and retail/shopping center use an end-point regression value

5) The trip length for Senior Adult Housing Detached was based on the trip length for LUC 252, but was then adjusted by 80% based on the relationship of the trip lengths for LUC 252 and LUC 251.

6) The percent new trips for schools was estimated at 90 percent, based on LUC 710, but then adjusted to 80% to provide a conservative fee rate. This adjustment reflects the new trip lengths for schools and are dropped off by parents on their way to another destination

*Refer to the Trip Characteristics Database section of Appendix A for additional support detail and backup information

APPENDIX F
Traffic Impact Studies:
PM Peak Hour Pass-By Rates

Appendix F: Traffic Impact Studies: PM Peak Hour Pass-By Rates

This appendix presents the PM peak hour pass-by rates that Orange County uses for traffic impact fee studies. This table is included for informational purposes only and is not related to the transportation impact fee study rate calculations.

The pass-by rates presented are used for specific site impact analysis to ensure safety and public welfare guidelines are met prior to the development of a given site. Though similar in name to the percent new trips values used in the impact fee calculation, these pass-by rates do not provide a comparable measure and are only used for traffic impact studies of specific sites.

**Table F-1
PM Peak Hour Pass-By Rates**

ITE LUC	Land Use	Unit	% New Trips	% Pass-by
RESIDENTIAL:				
210	Single Family (Detached)	du	100%	0%
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 Floors)	du	100%	0%
221	Multi-Family Housing (Mid-Rise, 3-10 Floors)	du	100%	0%
222	Multi-Family Housing (High-Rise, >10 Floors)	du	100%	0%
225	Student Housing (ITE - Adjacent to Campus)	bedroom	100%	0%
225	Student Housing (ITE - Over 1/2 Mile from Campus)	bedroom	100%	0%
231	Mid-Rise Residential w/1st Floor Commercial	du	100%	0%
232	High-Rise Residential w/1st Floor Commercial	du	100%	0%
240	Mobile Home Park	du	100%	0%
251	Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single-Family)	du	100%	0%
252	Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single-Family)	du	100%	0%
265	Time Share	du	100%	0%
LODGING:				
310	Hotel/Tourist Hotel	room	100%	0%
320	Motel	room	100%	0%
RECREATIONAL:				
430	Golf Course	acre	100%	0%
437	Bowling Alley	1,000 sf	100%	0%
444	Movie Theater	1,000 sf	100%	0%
491	Racquet Club	1,000 sf	100%	0%
492	Health/Fitness Club	1,000 sf	100%	0%
n/a	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	100%	0%
INSTITUTIONAL:				
522	School	1,000 sf	100%	0%
560	Public Assembly	1,000 sf	100%	0%
565	Day Care	1,000 sf	100%	0%
590	Library	1,000 sf	100%	0%
MEDICAL:				
610	Hospital	bed	100%	0%
620	Nursing Home	1,000 sf	100%	0%
640	Animal Hospital/Veterinary Clinic	1,000 sf	100%	0%
OFFICE:				
710	General Office 50,000 sf or less	1,000 sf	100%	0%
710	General Office 50,001-100,000 sf	1,000 sf	100%	0%
710	General Office 100,001-200,000 sf	1,000 sf	100%	0%
710	General Office greater than 200,000 sf	1,000 sf	100%	0%
720	Small Medical/Dental Office (10,000 sf or less)	1,000 sf	100%	0%
720	Medical/Dental Office	1,000 sf	100%	0%
732	Post Office	1,000 sf	100%	0%
RETAIL:				
815	Free-Standing Discount Store	1,000 sf	83%	17%
816	Hardware/Paint Store	1,000 sf	74%	26%
820	Retail/Tourist Retail: 50,000 sf or less	1,000 sf	66%	34%
820	Retail/Tourist Retail: 50,001-100,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: 100,001-200,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: 200,001-300,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: 300,001-400,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: 400,001-500,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: 500,001-1,000,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: 1,000,001-1,200,000 sf	1,000 sf	66%	34%
820	Retail/Tourist Retail: greater than 1,200,000 sf	1,000 sf	66%	34%
840/841	New/Used Auto Sales	1,000 sf	100%	0%
850	Supermarket	1,000 sf	64%	36%
853	Convenience Market w/Gas Pumps	1,000 sf	36%	64%
862	Home Improvement Superstore	1,000 sf	52%	48%
863	Electronics Superstore	1,000 sf	61%	39%
880/881	Drug Store	1,000 sf	47%	53%

Table F-1 (continued)
PM Peak Hour Pass-By Rates

ITE LUC	Land Use	Unit	% New Trips	% Pass-by
SERVICES:				
911	Bank/Savings Walk-In	1,000 sf	100%	0%
912	Bank/Savings Drive-In	1,000 sf	53%	47%
925	Drinking Place	1,000 sf	100%	0%
931	Quality Restaurant	1,000 sf	56%	44%
932	High-Turnover Restaurant	1,000 sf	57%	43%
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	50%	50%
942	Auto Service	1,000 sf	100%	0%
944	Gas Station with or w/o Convenience Market <2,000 sq ft	fuel pos.	43%	57%
945	Gas Station w/Convenience Market 2,000-2,999 sq ft	fuel pos.	43%	57%
960	Gas Station w/Convenience Market 3,000+ sq ft	fuel pos.	43%	57%
947	Self-Service Car Wash	wash station	100%	0%
INDUSTRIAL:				
110	General Light Industrial	1,000 sf	100%	0%
140	Manufacturing	1,000 sf	100%	0%
150	Warehouse	1,000 sf	100%	0%
151	Mini-Warehouse	1,000 sf	100%	0%
154	High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	100%	0%

Source: ITE Trip Generation Handbook, 3rd Edition and Orange County

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, ADOPTING A NEW CHAPTER 59, CITY CODE OF ORDINANCES ENTITLED, “MULTI-MODAL TRANSPORTATION IMPACT FEE,” THEREBY CREATING AND IMPOSING A MULTI-MODAL TRANSPORTATION IMPACT FEE ON DEVELOPMENT WITHIN THE CITY LIMITS AND CREATING A MULTI-MODAL TRANSPORTATION IMPACT FEE PROGRAM AND ADOPTING RELATED PROVISIONS; PROVIDING FOR LEGISLATIVE FINDINGS AND ADOPTING A MULTI-MODAL TRANSPORTATION IMPACT FEE STUDY IN SUPPORT OF SUCH IMPACT FEE; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

RECITALS

WHEREAS, the City Commission has retained the firm of Kimley-Horn and Associates, Inc. to study the technical basis to enact a new multi-modal transportation impact fee program within the City limits; and

WHEREAS, Kimley-Horn and Associates, Inc. has prepared and presented to the City Commission a report titled “Multi-Modal Transportation Impact Fee Report, City of Winter Park, Florida” dated September 2021 (the “Impact Fee Study”), which establishes the proportionate share of new development’s impacts on the Transportation Facilities for which impact fees will be collected pursuant to this Ordinance; and

WHEREAS, the Impact Fee Study has been presented to and reviewed by the City Commission, which has determined: (1) that impact fees are necessary to offset the costs to the City associated with meeting the demand for additional Transportation Facilities created by projected new residential and non-residential development; (2) that the amount of the impact fees to be imposed by the City bears a reasonable relationship to the burden imposed upon the City to provide to new development the additional Transportation Facilities addressed in the Impact Fee Study, (3) the expenditure of transportation impact fees, pursuant to the terms of this Ordinance, will result in a beneficial use to such new development reasonably related to the impact fees, per dwelling unit, by type, and per increment of non-residential development; (4) that an “rational nexus” exists between the projected new development and the need for additional Transportation Facilities to be funded via the transportation impact fees; and (5) that the amount of the transportation impact fees is “roughly proportional” to the additional Transportation Facilities needed to provide adequate service to new development; and,

WHEREAS, pursuant to § 163.31801, Florida Statutes:

(a) The Impact Fee Study, and the multi-modal transportation impact fees recommended therein, are based on the most recent and localized data;

(b) This Ordinance includes procedures for accounting and reporting of transportation impact fee collections and expenditures in order to assure compliance with applicable legal standards;

(c) This Ordinance provides for a separate accounting fund for the revenues and expenditures for which an impact fee will be collected;

(d) Administrative fees charged pursuant to this Ordinance for the collection of transportation impact fees are limited to actual costs to the City to administer collection of transportation impact fees;

(e) The City provided notice on the 28th day of September, 2021, which is more than ninety (90) days prior to the effective date of this Ordinance; and

(f) This Ordinance requires audits of the City's financial statements to include an affidavit of the City's chief financial officer stating that the requirements of § 163.31801, Fla. Stat. have been complied with; and

WHEREAS, planning for new roads and multimodal transportation improvements to serve new growth and development that generate additional travel, and the implementation of such planning through the comprehensive planning process is a responsibility of the city under Chapter 163, pt. II (the Community Planning Act), Florida Statutes, and is in the best interest of the health, safety, and welfare of the citizens of the City; and

WHEREAS, the Florida Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction; and

WHEREAS, on November 2, 2021, the City's local planning agency, the Planning & Zoning Board held a hearing on this Ordinance and made a recommendation to the City Commission; and

WHEREAS, the City Commission finds, based on the Impact Fee Study, that multi-modal improvements, including those associated with vehicular, bike, pedestrian, and transit travel, expand the capacity of the City's transportation facilities; and

WHEREAS, the transportation impact fees assessed pursuant to this Ordinance are necessary to ensure the public health, safety, and welfare of the residents of the City of Winter Park;

NOW THEREFORE, BE IN ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA AS FOLLOWS:

Section 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and are hereby made a part of this Ordinance as legislative findings.

Section 2. City Code Amendment. A new Chapter 59 of the Winter Park Code of Ordinances is hereby adopted to read as follows (words that are ~~stricken out~~ are deletions; words that are underlined are additions):

CHAPTER 59 – MULTI-MODAL TRANSPORTATION IMPACT FEE

Sec. 59-1. Purpose and authority.

- (a) The city commission of the City of Winter Park recognizes the urban nature of the city and that growth and development in the city will require that the capacity of the city's multi-modal transportation be expanded in order to maintain adequate levels of service and transportation choices, and that without a funded program for multi-modal transportation improvements, new growth and development would have to be limited in order to protect the health, safety, and welfare of the citizens of the City of Winter Park.
- (b) The city commission has completed a study identifying the cost, credit, and demand components of the multi-modal transportation impact fee.
- (c) The purpose of this chapter is to ensure that new growth and development that is approved by the city pays a proportional share of the costs of multi-modal transportation facilities needed to serve new growth and development.
- (d) This chapter, which requires new development to pay reasonable impact fees, requires new development to pay its proportional share of the reasonably anticipated expansion costs of new multi-modal transportation facilities created by new growth and development to assist the city in effectively implementing and carrying out the city's comprehensive plan, as amended and adopted under § 163.3161 et seq., Florida Statutes, and ensuing capital improvements program in the best interests of the public health, safety, and welfare.
- (e) The technical data, findings and conclusions herein are based on the report entitled "Multi-Modal Transportation Impact Fee Report, City of Winter Park, Florida," prepared by Kimley-Horn and Associates, Inc., and dated September 2021 (referred to in this Chapter as the "Technical Report").

Sec. 59-2. Adoption of technical report as basis of impact fees.

The city hereby adopts and incorporates by reference, the report entitled "Multi-Modal Transportation Impact Fee Report, City of Winter Park, Florida," prepared by Kimley-Horn and Associates, Inc., and dated September 2021 (referred to in this Chapter as the "Technical Report"), which was used as the basis for and supports the rates and reasonableness of the impact fees imposed by this chapter.

Sec. 59-3. Interpretations of this chapter.

Interpretation of the provisions of this chapter will be made by the director.

Sec. 59-4. Effect on other regulations and requirements.

- (a) This chapter may not be construed to alter, amend, or modify any other provision of the city's code of ordinances, including the city's land development regulations. Other provisions of the city's code of ordinances will be operative and remain in full force and effect regardless of any contrary provisions, definitions, or intentions that are or may be expressed or implied in this chapter.
- (b) The payment of impact fees does not entitle the applicant to a building permit or certificate of occupancy unless all other applicable land use, land development, zoning, planning, and other applicable requirements, standards, and conditions have been met. Such other requirements, standards, and conditions are independent of the requirement for payment of multi-modal transportation impact fees required by this chapter.
- (c) This chapter, including the specific impact fee ordinances for particular public facilities, does not affect, in any manner, the permissible use of property, density, or intensity of development, design and improvement standards, or other applicable standards or requirements of the city's land development regulations.

Sec. 59-5. Definitions.

The following words, terms, and phrases, when used in this chapter, have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

City means the City of Winter Park, Florida.

Demand component of the impact fee means the vehicle miles traveled calculated for each land use, which is comprised of three (3) components: the trip generation rate; trip length; and percent new trips. The components for each land use are set forth in the technical report.

Developer means a person, corporation, limited liability company, partnership, trust, organization, or other legal entity undertaking development.

Development means any construction or expansion of building(s) or structure(s), or any changes in the use of any building(s) or structure(s) or land use that will generate additional impact on the city's public facilities.

Director means the director of the Planning & Transportation Department of the city or his/her designee.

Encumbered means legally obligated or otherwise committed to use by appropriation or contract.

Essential public services means services or buildings owned, managed, or operated by or in the interest of a governmental entity, which provide a function critical to the health, safety, and welfare of the public, but which are not proprietary in nature.

Essential public services may specifically include, but not be limited to, public schools (including charter schools), water and sewer services, parks and recreation facilities, emergency services, publicly owned housing, and public safety facilities and services.

Proportional share means that share or portion of the cost of public facility improvements, which is reasonably attributable to or needed to serve a particular development.

Fee payer means a person undertaking development who pays a multi-modal transportation impact fee in accordance with the terms of this chapter.

Impact fee means a fee imposed pursuant to this chapter.

Impact fee account means an account established by the city for the purpose of segregating multimodal transportation impact fee revenues from all other city funds. This fund account shall be titled "multimodal transportation impact fee fund."

Infrastructure shall have the same meaning ascribed to such term in § 163.31801, Florida Statutes, as such definition may be amended or transferred.

Level of service means a measure of the availability and accessibility of public facilities in support of public facility services.

Multi-modal transportation impact fee (or impact fee) means a proportional share impact fee, imposed by this chapter, necessary to mitigate the multi-modal capital costs to the city to provide the multi-modal facilities needed to offset the impacts of new residential and nonresidential growth in the city.

Multi-modal facilities means transportation (roadway, bicycle, and pedestrian) and transit facilities, including land, that are planned and designed to provide off-site transportation capacity to new development, in contrast to "on-site" improvements, which are necessary to provide safe and/or efficient access to a particular development. The fact that either type of improvement may have incidental benefits of special or general character may not be considered in determining which facilities are considered a multimodal facility. The character of the improvement will control a determination of whether an improvement meets the definition of a multimodal facility, and the physical location of the improvement on or off-site will not be considered determinative.

Multi-modal capital costs include, but are not limited to, costs associated with the planning, design, and construction of new or expanded roadway, bicycle, and pedestrian improvements to the city's classified road system and transit facilities, which improvements have a life expectancy of five (5) or more years, and the land acquisition, land improvement, design, and engineering costs related thereto. Additionally, such assets must have an individual cost of more than five hundred dollars (\$500.00) for tangible personal property or one thousand dollars (\$1,000.00) for buildings, improvements, infrastructure, and utility systems. Such costs do not include the cost of repair or maintenance or personnel, training, or other operating costs but do include the following costs as they relate to the provision of multimodal improvements to the city's classified road system and transit facilities:

- (1) The cost of all labor and materials;

- (2) The cost of all lands, property, rights, easements and franchises acquired, including costs of acquisition or condemnation;
- (3) The cost of all plans and specifications;
- (4) The cost of all construction, including new through lanes, new turn lanes, new bridges, new drainage facilities in conjunction with roadway improvements which add capacity to the roadway system, new street lighting, new traffic signalization and landscaping, and new curbs, sidewalks, medians and shoulders, all in accordance with the City of Winter Park comprehensive plan and its zoning regulations;
- (5) The costs of transit improvements, including lighting, landscaping, bus shelters, bus stops, benches, transfer stations, and park and ride lots;
- (6) The cost of bicycle facilities and pedestrian walkway improvements, including bridges;
- (7) The cost of relocating utilities to accommodate new roadway construction;
- (8) The cost of planning, engineering and legal services;
- (9) The cost of all land surveying, and soils and materials testing;
- (10) The cost of mitigating negative impacts of construction including natural resource impacts, environmental impacts, noise impacts, air quality impacts, and community impacts;
- (11) Intelligent Transportation Systems (ITS); and
- (12) Other mobility improvements.

Regardless of the foregoing, multi-modal capital costs do not include any costs to which impact fees may not be applied pursuant to applicable statute.

Non-commencement means the cancellation of construction activity making a material change in a structure, or the cancellation of any other development activity making a material change in the use or appearance of land.

Person means an individual, corporation, governmental agency, business trust, estate, trust, partnership, limited liability company, association, two (2) or more persons having joint or common interest, or any other legal entity.

Public facilities means capacity-adding multi-modal facilities for which impact fees are collected pursuant to this chapter.

Technical report means the "Multi-Modal Transportation Impact Fee Report, City of Winter Park, Florida," prepared by Kimley-Horn and Associates, Inc., and dated September 2021.

Temporary uses means uses that are required in the construction phase of development or are uniquely seasonal in nature, including, but not limited to: contractor's project offices, project sales offices, seasonal sales of trees or farm produce, carnivals, and tent meetings.

Sec. 59-6. Applicability of this chapter.

- (a) Affected area. This chapter applies to all new development within the city.
- (b) Type of development affected. Except where specifically exempted by the provisions of this chapter, this chapter applies to all new development.
- (c) Type of development exempted. The following types of development are exempt from the payment of multi-modal transportation impact fees pursuant to this chapter:

 - (1) Alterations of an existing dwelling unit where no additional units or square footage are created and the use is not changed;
 - (2) The construction of accessory buildings or structures that will not increase the traffic generation associated with the principal building or structure or the land;
 - (3) The replacement within six (6) months of a destroyed or partially destroyed building or structure with a new building or structure of the same size and use;
 - (4) Temporary uses; and
 - (5) Essential public services.
- (d) Reductions. Reductions from the requirement to pay impact fees pursuant to this chapter may be granted only as specifically provided in this chapter. Where new development involves the redevelopment of land or a change in use such that existing impact generating development is removed or substantially altered, the new development impact fees will be computed on the additional or new impacts only by computing impact fees for the existing development and subtracting such from the impact fees calculated for the new development. No impact fee credits or refunds will be given in the event a redevelopment of land or change in use results in a lower impact generating development. It being the city's intent to collect impact fees for only that additional impact generated by redevelopment or change in use over and above the impact attributable to the existing development. Provided however, if a building or structure is demolished and a replacement building or structure is not permitted for reconstruction or redevelopment within six (6) months from demolition, the previously existing building or structure will not be considered as previously existing for impact fee purposes and the new development will be charged at the full impact fee amount due (without reduction) based on the new development. Unless exempt from payment under subsection (c), if building or structure for which an impact fee under this chapter was not previously paid becomes vacant for more than six (6) months, any new development involving such vacant building or structure will not receive a reduction in impact fees as a result of any previous land use activity existing prior to such building or structure becoming vacant.

Sec. 59-7. Collection of impact fees.

- (a) Impact fees required by this chapter will be assessed against new development not exempted pursuant to section 59-6(c) and will be collected at the time of issuance of a building permit by the city. Any person who seeks to develop or redevelop real property located in the city by applying for a building permit shall pay the impact fees in the manner and amounts set forth in this chapter, unless such development or redevelopment is exempt pursuant to section 59-6(c). If the building permit is for less than the entire contemplated development, the fee shall be computed for the amount of development covered by the permit. The obligation to pay impact fees due shall run with the land. The city commission may, by resolution, establish and collect an administrative charge to offset its actual costs of impact fee collection.
- (b) In the event impact fees due under this chapter, or any portion or combination thereof, are not paid when due for any reason, including by impact fee payment based on incorrect land use activity, mistake or inadvertence, the city shall have the right to proceed to collect such fees as follows:
 - (1) The city shall serve, by certified mail-return receipt requested and regular U.S. Mail, a notice of nonpayment upon the building permit applicant at the address set forth in the building permit application, and then current owner of the property based on the ownership information appearing on the Orange County Property Appraiser website. Provided the city sends the notice of nonpayment, the applicant's and/or current owner's failure to receive delivery of such notice of nonpayment shall not invalidate or otherwise impact the city's ability to collect the outstanding amount owed and place and foreclose a notice of lien against the applicable property.
 - (2) The notice of nonpayment shall contain:
 - a. A description of the property;
 - b. Advise the applicant and the property owner of the amount due and the fee and/or charges that were not paid; and
 - c. Advise that in the event the impact fees are not paid within 30 calendar days from the date of the notice of nonpayment, that a notice of lien against the applicable property for which the building permit was secured may be recorded in the official records of the county and such notice of lien may be foreclosed upon by the city to collect the outstanding sums owed plus accrued interest and attorneys' fees and other collection expenses.
 - (3) If the amount set forth in the notice of nonpayment is not paid within 30 days from the date of the notice of nonpayment, then:
 - a. The outstanding balance owed to the city shall accrue interest at the rate of 12 percent per annum until such amount is paid in full;
 - b. The city may proceed to record a notice of lien against the applicable property in the official records of the county. Once recorded, the notice of lien shall constitute a lien against the property described therein; and

c. A copy of the notice of lien shall be served by U.S. Mail to the applicant and the property owner at the same addresses as set forth in subsection (1) above.

(4) After the expiration of 60 days from the date of recording of the notice of lien, a suit may be filed to foreclose said lien. Such foreclosure proceedings shall be instituted and prosecuted in conformity with the procedures for the foreclosure of liens as set forth in the Florida Statutes. The city shall also have the right to bring an action for monetary judgment to collect past due amounts owed.

(5) The owner shall be responsible for and the city shall be entitled to reimbursement for the payment of all collection expenses and costs, including attorneys' fees and litigation costs and recording and filing fees, incurred by the city in the collection of fees and charges, filing of liens and in actions to foreclose such liens or actions for a monetary judgment.

(6) If impact fees or any portion or combination thereof, have not been paid when due, the city shall have the right to, without notice, immediately withhold the issuance of and not process for review any certificate of occupancy, development permit or development order applications associated with the development and property at issue and may issue and enforce a stop work order on construction associated with the development and property at issue until such fees and charges and the city's associated collection costs are paid in full.

(c) The collection and enforcement procedures set forth in this section shall be cumulative with, supplemental to and in addition to, any applicable procedures provided in any other ordinance or administrative regulations of the city, any applicable law or administrative regulation of the state, or any agreement. Failure of the city to follow the procedure set forth in this section shall not constitute a waiver of its rights to proceed under any other ordinances or administrative regulations of the city, any applicable law or administrative regulation of the state, or any agreement.

Sec. 59-8. Alternative calculation of multi-modal transportation impact fees.

(a) In the event an applicant believes that the cost of off-site transportation improvements needed to serve his or her proposed development is less than the fee established in section 59-20, the applicant may, at no expense to the city, submit an alternative fee calculation to the director, or the director's designee, pursuant to the provisions of this section. At the time of issuance of a building permit, an applicant must pay or defer the assessed impact fee, clearly marked as "under protest," if he or she intends to submit an alternative fee calculation to the city. In such case, the applicant must, no later than ninety (90) days after payment or deferral under protest, notify the city, in writing, of his or her intent to submit the alternative impact fee calculation; failure to provide such written notification shall waive the applicant's right to submit an alternative fee calculation. Such an alternative fee calculation shall be timely submitted to the director for review and approval and is subject to approval by the city commission, including executing and entering into an alternative impact fee

agreement with the city, prior to issuance of any certificate of occupancy, temporary or permanent. The alternative impact fee agreement must be in a form and with terms acceptable to the city.

If the data, information, and assumptions used by the applicant to calculate the alternative impact fee satisfy the requirements of this section, the alternative impact fee shall be deemed the impact fee due and owing for the proposed development. The proposed development shall be presumed to generate the maximum number of average daily trips to be generated by the most intensive use permitted under the applicable land development regulations such as the comprehensive plan or zoning regulations or under applicable deed or plat restrictions.

(b) The alternative impact fee shall be calculated by use of the following formula for each land use:

$$\text{Fee} = (\text{Capacity Consumed} \times \text{Cost of Capacity}) - \text{Credit}$$

Where:

Capacity Consumed = ([Trip Rate x Assessable Trip Length x % New Trips] / 2) x (1 - Interstate & Toll Facility Discount Factor)

Cost of Capacity = Cost per Added Lane Mile / Average Vehicle-Capacity Added per Lane Mile

Credit = Present Value Gas Tax Credit + Present Value of Ad Valorem Credit, given 4.0% interest rate and a 25-year facility life

Trip Rate = the average daily trip generation rate for the type of development (land use) proposed, in vehicle-trips/day

Assessable Trip Length = the average trip length on collector roads or above, for the proposed land use, in miles (this excludes travel on local neighborhood roads).

Total Trip Length = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads

% New Trips = adjustment factor to account for pass-by trips associated with the proposed land use that are already on the roadway

Divide by 2 = the total daily miles of travel generated by the proposed land use is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination

Interstate & Toll Facility Discount Factor = discount factor to account for travel demand occurring on interstate highways and/or toll facilities

Cost per Added Lane Mile = unit cost to construct one lane mile of roadway, including multi-modal elements, in \$/lane-mile (\$4,540,000)

Average Vehicle-Capacity Added per Lane Mile = represents the average daily traffic on one travel lane at capacity for one lane mile of roadway, in vehicles/lane-mile/day (9,000)

Cost per Vehicle-Mile of Capacity = Cost per added lane mile divided by average capacity added per lane mile (\$504.44)

\$Tax/Gallon to Capital = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in \$/gallon (\$0.197)

Fuel Efficiency = average fuel efficiency of vehicles, in vehicle-miles/gallon (18.92)

Present Value = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 4.00% interest and a 25-year facility life, the uniform series present worth factor is 15.6221

Effective Days per Year = 365 days

Annual Gas Tax Credit = ([Trip Rate x Total Trip Length x % New Trips] / 2) x (Effective Days per Year x \$Tax/Gallon to Capital) / Fuel Efficiency

Ad Valorem Credit = present value of the amount of ad valorem taxes used toward transportation capacity, calculated based on the projected property value of the proposed land use (see calculations in Appendix D of Appendix A to the City of Winter Park Multi-Modal Transportation Impact Fee Report, 2021)

Fees are based on the applicable Trip Rate variable (i.e., 1,000 square feet, dwelling unit, rooms, etc.). The total impact fee is calculated as the size of the proposed development (measured by the Trip Rate variable) x the alternative impact fee (per the Trip Rate variable).

Sec. 59-9. Credits.

- (a) Any person who initiates any development may apply for a credit against the impact fees imposed by this chapter for any contribution, payment, construction, or dedication of land accepted and received by the city for public facilities, not otherwise required in order to obtain development approval, consistent with the capital improvements program, including all public facilities capital costs. Consistent with state law, the city must credit against the collection of the impact fees any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public facilities or infrastructure consistent with the city’s capital improvements program, including land dedication, site planning and design, or construction. Any such contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee to be collected for the general category or class of public facilities or infrastructure for which the contribution was made.
- (b) Development agreements entered into prior to the adoption of this chapter that contained public facility improvements may be entitled to a credit under the provisions of this section if the improvement is a public facility and is consistent with the capital improvements program.
- (c) A developer may apply for a credit against the impact fees imposed by this chapter upon development of a vacant parcel or the redevelopment of a parcel. It is the responsibility of the developer to provide evidence to the director as to the highest intensity building or structure constructed, or previously constructed upon the parcel by which to calculate the reduction in the total amount of impact

fees otherwise required for the subject parcel. If this evidence cannot be ascertained, the city must use the trip generation rate of the last known building or structure on the parcel to determine whether payment of additional impact fees apply.

(d) Except as limited above, if an applicant is entitled to a credit, such credit must be equal to the dollar value of the cost of the public facilities contributed, paid for, constructed, or dedicated to the city, based on the following criteria:

(1) The value of the construction of an improvement or the value of conveyed capital equipment shall be based upon the actual cost of construction or acquisition of said improvement or capital equipment as certified by a professional architect or engineer as registered by the State of Florida or as shown by a manufacturer's or supplier's invoice. However, as to the construction of improvements to land, in no event shall any credit be granted in excess of the estimated construction costs provided by a professional architect or engineer as registered by the State of Florida and approved by the city as reasonable, unless the construction project is competitively bid, in which case, the credit shall be limited to the actual cost of construction. The cost of professional services shall be reasonable as approved by the city and in accordance with local industry standards, in order to be eligible for impact fee credits. In the city's determination of reasonableness of the costs of construction, capital equipment and professional services, among other things, the city shall have the right to review and evaluate cost information provided by the applicant or property owner and use and rely on the opinion of other professionals; and

(2) The value of conveyed land shall be based upon a written appraisal of fair market value as determined by a Member Appraisal Institute (MAI) appraiser who was selected and paid for by the applicant, and who used generally accepted appraisal techniques. If the appraisal does not conform to the requirements of this section and any applicable administrative regulations, the appraisal shall be corrected and resubmitted. In the event the city manager or city manager's designee disagrees with the appraised value, he or she may engage another MAI appraiser at the city's expense and the value shall be an amount equal to the average of the two appraisals. If either party does not accept the average of the two appraisals, a third appraisal shall be obtained, with the cost of said third appraisal being shared equally by the city and the owner or applicant. The third appraiser shall be selected by the first two appraisers and the third appraisal shall be binding on the parties.

(e) The developer shall initiate a determination of entitlement to credit by submitting a proposed credit agreement to the director. The credit agreement must include the following information:

(1) The property and project for which the credit agreement is being proposed;

(2) A proposed plan of specific public facility improvements, prepared and certified by a duly qualified and licensed Florida engineer;

- (3) The estimated costs for the suggested public facilities improvements consistent with the definition of public facilities capital costs, which shall be based on local information for similar public facilities improvements, along with a construction timetable for the completion of such improvements;
- (4) A legal description and sketch for any land proposed to be conveyed to the city and a written appraisal prepared in conformity with subsection (d)(2) of this section; and
- (5) General terms of a credit agreement as the director, the city manager and/or the city attorney may require.
- (f) The proposed credit agreement shall be prepared by qualified professionals in the field of planning and engineering, impact analysis, and economics, as related to the particular impact fee to be credited.
- (g) Within ten (10) business days of receipt of the proposed credit agreement, the director shall determine if the proposal is complete. If it is determined that the proposed credit agreement is not complete, the director will send a written statement to the applicant outlining the deficiencies. The director shall take no further action on the proposed credit agreement until all deficiencies have been corrected or otherwise settled.
- (h) Once the director determines the credit agreement is complete, the director will review it to determine: (1) if such proposed credit agreement is in conformity with needed contemplated improvements and additions to the city facilities impacted by the construction; (2) if the proposed conveyance of land or capital equipment and construction by the applicant is consistent with the public interest; and (3) if the proposed time schedule is consistent with the capital improvement program for the city facilities impacted by the construction. If the director determines that either the suggested public facilities improvement is not consistent with the capital improvements program or that the proposed costs are not acceptable, the director may propose a suggested public facility improvement similar to that proposed, but consistent with the provisions of this chapter. The director will make a recommendation to the city commission on the proposed credit agreement when such matter is scheduled for consideration.
- (i) If the proposed credit agreement is approved by the city commission, a credit agreement will be prepared and signed by the applicant and the city. The credit agreement must specifically outline the public facility improvement that will be constructed by the applicant, the time by which it shall be completed, and the dollar credit the applicant will receive for construction of the public facilities improvement.
- (j) After execution by the city, the credit agreement will be recorded in the public records of Orange County.
- (k) Credits shall expire 36 months from the effective date of the credit agreement. No credits given shall exceed the total amount of impact fees

that become due under this chapter concerning impact construction upon the property.

Sec. 59-10. Use of funds collected; impact fee accounts.

- (a) There is hereby established a separate trust fund account titled the “multi-modal transportation impact fee fund.” Impact fees collected pursuant to this chapter must be used solely for the purpose of acquisition, expansion, and development of infrastructure as identified in the capital improvements program, the need for which results from and the provision of which will benefit new development paying impact fees. Allowable expenditures include, but are not limited to:

 - (1) Public facilities and public facilities capital costs identified in the capital improvements program;
 - (2) Repayment of monies transferred or borrowed from any budgetary fund of the city which were used to fund the acquisition, expense and development of the public facilities identified in the capital improvements program;
 - (3) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the city to provide funds for acquisition, expansion and development of public facilities identified in the capital improvements program; and
 - (4) Administration of the city's impact fee program to the extent that such administration costs do not exceed actual costs.
- (b) Impact fees collected will be spent or encumbered for the construction of public facilities within seven (7) years of the date of collection.
- (c) In order to ensure that impact fee revenues are earmarked and spent solely for the expansion of public facilities necessary to offset the impacts of new development, the following provisions apply:

 - (1) The city shall establish and maintain a separate impact fee account for which the impact fee is collected, in accordance with the provisions of this chapter. This fund shall be the multimodal transportation impact fee fund.
 - (2) Impact fees must be spent solely for capacity-adding improvements to the city's multimodal transportation system.
 - (3) Any amounts in the multimodal transportation impact fee fund not immediately necessary for expenditure must be invested in an interest bearing account, and all interest income derived from such investments must be deposited in the multimodal transportation impact fee fund.
- (d) Impact fee revenues must remain segregated from other city funds, and only impact fees and accrued interest may be maintained in the multimodal transportation impact fee fund.
- (e) Amounts withdrawn from the multi-modal transportation impact fee fund must be used solely in accordance with the provisions of this chapter. Amounts on

deposit in the multimodal transportation impact fee fund must not be used for any expenditure that would be classified as a maintenance, operations, or repair expense.

Sec. 59-11. Refunds.

- (a) In the event multi-modal transportation impact fees paid are not spent or encumbered prior to the end of the city fiscal year immediately following the seventh (7th) year anniversary of the fee collection date, the city will refund the amount of the fees paid to the then current owner of the land for which the fee was collected upon the timely written application of the then current owner of the land. For purposes of refunds, the owner of the land on which an impact fee was paid is the owner of record at the time that the refund is paid. No refunds are due under this section if the impact fee payer or the owner of land for which the impact fee was paid voluntarily signed a waiver or release of the right to seek or claim a refund of an impact fee paid. The owner of the land for which an impact fee has been paid has standing to file suit for a refund under the provisions of this section. No cause of action may be commenced for receiving a refund of impact fees paid following one (1) year after the date of the required expenditure or encumbrance date for the impact fees paid.
- (b) A refund application must include the following information:

 - (1) A notarized sworn statement that the fee payer paid the impact fee for the land at issue, the amount paid and the date paid;
 - (2) A copy of the dated receipt issued by the city for payment of the impact fee;
 - (3) A certified copy of the latest recorded deed for the property and proof that the applicant is the current owner of the land;
 - (4) A copy of the most recent ad valorem tax bill;
 - (5) A statement indicating the applicant's position on the entitlement to the requested impact fee refund; and
 - (6) The name, address and telephone number of the person for which the refund payment is being requested.
- (c) Within ten (10) business days of receipt of a refund application, the director shall determine if it is complete. If the director determines the refund application is not complete, he or she will send a written statement specifying the deficiencies by mail to the person submitting the refund application. Unless the deficiencies are corrected, the director will take no further action on the refund application.
- (d) When the director determines the refund application is complete, the director will review it within thirty (30) days and approve the proposed refund if he or she determines that the city has not spent or encumbered an impact fee when required under subsection (a).

- (e) When the refund application is approved, the money will be returned, less any administrative charges paid to offset the city's costs of collection. A refund shall not include interest or investment income on the impact fee while in the city's possession. A person for which an impact fee refund is to be paid may be required to fill out and sign a W-9 or other appropriate federal taxpayer identification form as a condition of receiving the refund.
- (f) An impact fee payer may not retain the right to seek or collect a refund of an impact fee paid after the impact fee payer no longer owns fee simple title to the land for which the impact fee is paid. Only the then current owner of the land for which the impact fee was paid is entitled to seek and receive an impact fee refund that may be due.
- (g) Any requestor of an impact fee refund may appeal the director's decision regarding a refund application by filing with the director and the city clerk within ten (10) business days of the date of the director's decision a written notice of appeal along with a statement explaining the legal and factual basis of the appeal. The failure to timely file an appeal shall constitute a waiver of the right to appeal or challenge the decision. The city commission shall hold a de novo public hearing to consider the appeal and may affirm, affirm with conditions, or reverse the decision of the director. The city commission's determination constitutes a final decision for the city.

Sec. 59-12. Annual reporting and audits.

- (a) On an annual basis, a report to the city commission will be made on the following:
 - (1) The amount of impact fee revenues currently on account for which impact fees are collected;
 - (2) The amount and nature of any expenditure or encumbrance of impact fees since the prior annual report; and
 - (3) The amount and nature of any planned expenditures or encumbrances of impact fees prior to the next annual report.
- (b) Audits of the city's financial statements, which are performed by a certified public accountant pursuant to § 218.39, Florida Statutes, as may be amended or transferred, and submitted to the auditor general, must include an affidavit signed by the finance director, stating that the city has complied with the requirements of § 163.31801, Florida Statutes, as may be amended or transferred.

Sec. 59-13. Appeals.

- (a) *Initiation.* A fee payer may appeal a final decision of the director made pursuant to any provision of this chapter to the city commission, by filing a written appeal with the city, within ten (10) business days of the decision. The appeal must

include a written notice stating and specifying briefly the legal and factual grounds of the appeal. The city shall place the appeal on the city commission's agenda for a regularly scheduled meeting or a special meeting called for that purpose, and forward the record of the matter that is on appeal to the city commission.

- (b) *Record.* The record considered by the city commission will be the record of the application associated with the final decision being appealed and any other documents related to such decision.
- (c) *Notice.* The city shall provide the applicant at least fifteen (15) calendar days' notice of the appeal before the city commission by mail or hand delivery.
- (d) *Hearing on appeal.* At the hearing on the appeal, the city commission shall provide the appellant an opportunity to identify the grounds for the appeal and the basis for the director's alleged error on the decision, based on the record. To the extent relevant, the director will be allowed to respond, based on the record. After the presentations, the city commission may hear from any other person(s) it deems appropriate and then, based on the testimony heard at the hearing and the record, affirm, modify, or reverse the decision of the director.
- (e) *Standards.* To reverse a decision of the director, the city commission must find that there is a clear and demonstrable error in the application of the facts in the record to the applicable standards set forth in this chapter. If the city commission reverses or modifies the decision, it must provide the director clear direction on the proper decision. In no case does the city commission have the authority to negotiate the amount of the impact fees or waive the impact fees otherwise specified in this chapter. The decision of city commission is final.
- (f) *Form of decision.* The city commission's decision on the appeal must be in writing and include findings of fact and the application of those facts to the relevant standards.

Sec. 59-20. Multi-modal Transportation Impact Fee Schedule

- (a) *Multi-modal impact fee schedule.* A multi-modal impact fee will be assessed and collected from new development pursuant to all applicable provisions of this chapter, in accordance with the following fee schedule:

Winter Park Multi-Modal Transportation Impact Fee Schedule

<u>ITE LUC</u>	<u>Land Use</u>	<u>Unit</u>	<u>Fee</u>
-	<u>Residential</u>	-	-
<u>210</u>	<u>Single Family (Detached): ≤ 1,200 sf</u>	<u>DU</u>	<u>\$6,425</u>

<u>210</u>	<u>Single Family (Detached):</u> <u>1,201-2,000 sf</u>	<u>DU</u>	<u>\$8,218</u>
<u>210</u>	<u>Single Family (Detached):</u> <u>2,001-3,500 sf</u>	<u>DU</u>	<u>\$10,163</u>
<u>210</u>	<u>Single Family (Detached):</u> <u>> 3,500 sf</u>	<u>DU</u>	<u>\$10,640</u>
<u>220</u>	<u>Multi-Family Housing/Townhouse</u> <u>(Low-Rise, 1-2 floors)</u>	<u>DU</u>	<u>\$5,937</u>
<u>221</u>	<u>Multi-Family Housing</u> <u>(Mid-Rise, 3-10 floors)</u>	<u>DU</u>	<u>\$4,395</u>
<u>222</u>	<u>Multi-Family Housing</u> <u>(High-Rise, > 10 floors)</u>	<u>DU</u>	<u>\$3,580</u>
<u>225</u>	<u>Student Housing</u> <u>(Adjacent to Campus)</u>	<u>Bedroom</u>	<u>\$1,246</u>
<u>225</u>	<u>Student Housing</u> <u>(Over 1/2 mile from Campus)</u>	<u>Bedroom</u>	<u>\$2,410</u>
<u>231</u>	<u>Mid-Rise Residential</u> <u>w/ first floor Commercial</u>	<u>DU</u>	<u>\$2,744</u>
<u>232</u>	<u>High-Rise Residential</u> <u>w/ first floor Commercial</u>	<u>DU</u>	<u>\$1,571</u>
<u>240</u>	<u>Mobile Home Park</u>	<u>DU</u>	<u>\$3,054</u>
<u>251</u>	<u>Senior Adult Housing - Detached (Retirement</u> <u>Community/Age-Restricted Single Family)</u>	<u>DU</u>	<u>\$2,975</u>
<u>252</u>	<u>Senior Adult Housing - Attached (Retirement</u> <u>Community/Age-Restricted Single Family)</u>	<u>DU</u>	<u>\$2,220</u>
<u>265</u>	<u>Time Share</u>	<u>DU</u>	<u>\$5,343</u>
-	<u>Lodging</u>	-	-
<u>310</u>	<u>Hotel/Tourist Hotel</u>	<u>Room</u>	<u>\$3,033</u>
<u>320</u>	<u>Motel</u>	<u>Room</u>	<u>\$1,440</u>
-	<u>Recreational</u>	-	-
<u>430</u>	<u>Golf Course</u>	<u>Acre</u>	<u>\$2,841</u>
<u>437</u>	<u>Bowling Alley</u>	<u>1,000 sf</u>	<u>\$7,993</u>
<u>444</u>	<u>Movie Theater w/ or w/out Matinee</u>	<u>1,000 sf</u>	<u>\$20,895</u>
<u>491</u>	<u>Racquet Club</u>	<u>1,000 sf</u>	<u>\$12,734</u>
<u>492</u>	<u>Health/Fitness Club</u>	<u>1,000 sf</u>	<u>\$22,428</u>
<u>N/A</u>	<u>Dance Studio</u> <u>(Martial Arts/Music Lessons)</u>	<u>1,000 sf</u>	<u>\$8,010</u>
-	<u>Institutional</u>	-	-
<u>522</u>	<u>School</u>	<u>1,000 sf</u>	<u>\$6,998</u>
<u>560</u>	<u>Public Assembly</u>	<u>1,000 sf</u>	<u>\$3,284</u>
<u>565</u>	<u>Day Care</u>	<u>1,000 sf</u>	<u>\$9,446</u>

<u>Medical</u>			
-	-	-	-
<u>610</u>	<u>Hospital</u>	<u>Bed</u>	<u>\$15,641</u>
<u>620</u>	<u>Nursing Home</u>	<u>1,000 sf</u>	<u>\$1,899</u>
<u>640</u>	<u>Animal Hospital/Veterinary Clinic</u>	<u>1,000 sf</u>	<u>\$4,047</u>
<u>Office</u>			
-	-	-	-
<u>710</u>	<u>General Office:</u> <u>≤ 50,000 sf</u>	<u>1,000 sf</u>	<u>\$8,133</u>
<u>710</u>	<u>General Office:</u> <u>50,001-100,000 sf</u>	<u>1,000 sf</u>	<u>\$7,953</u>
<u>710</u>	<u>General Office:</u> <u>100,001-200,000 sf</u>	<u>1,000 sf</u>	<u>\$7,790</u>
<u>710</u>	<u>General Office:</u> <u>> 200,000 sf</u>	<u>1,000 sf</u>	<u>\$7,621</u>
<u>720</u>	<u>Small Medical/Dental Office:</u> <u>(≤ 10,000 sf)</u>	<u>1,000 sf</u>	<u>\$18,872</u>
<u>720</u>	<u>Medical/Dental Office</u>	<u>1,000 sf</u>	<u>\$27,101</u>
<u>732</u>	<u>Post Office</u>	<u>1,000 sf</u>	<u>\$42,202</u>
<u>Retail</u>			
<u>815</u>	<u>Free-Standing Discount Store</u>	<u>1,000 sf</u>	<u>\$11,105</u>
<u>816</u>	<u>Hardware/Paint</u>	<u>1,000 sf</u>	<u>\$1,079</u>
<u>820</u>	<u>Retail:</u> <u>≤ 50,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$10,051</u>
<u>820</u>	<u>Retail:</u> <u>50,001-100,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$11,052</u>
<u>820</u>	<u>Retail:</u> <u>100,001-200,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$10,052</u>
<u>820</u>	<u>Retail:</u> <u>200,001-300,00 sf gla</u>	<u>1,000 sf gla</u>	<u>\$9,852</u>
<u>820</u>	<u>Retail:</u> <u>300,001-400,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$9,676</u>
<u>820</u>	<u>Retail:</u> <u>400,001-500,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$9,667</u>
<u>820</u>	<u>Retail:</u> <u>500,000-1,000,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$10,244</u>
<u>820</u>	<u>Retail:</u> <u>1,000,001-1,200,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$10,476</u>
<u>820</u>	<u>Retail:</u> <u>> 1,200,000 sf gla</u>	<u>1,000 sf gla</u>	<u>\$10,770</u>
<u>840/</u> <u>841</u>	<u>New/Used Auto Sales</u>	<u>1,000 sf</u>	<u>\$11,875</u>
<u>850</u>	<u>Supermarket</u>	<u>1,000 sf</u>	<u>\$16,070</u>
<u>853</u>	<u>Convenience Market w/ Gas Pumps</u>	<u>1,000 sf</u>	<u>\$33,899</u>
<u>862</u>	<u>Home Improvement Superstore</u>	<u>1,000 sf</u>	<u>\$6,359</u>
<u>863</u>	<u>Electronics Superstore</u>	<u>1,000 sf</u>	<u>\$5,427</u>

<u>880/881</u>	<u>Drug Store</u>	<u>1,000 sf</u>	<u>\$8,916</u>
<u>Services</u>			
<u>911</u>	<u>Bank/Savings Walk-In</u>	<u>1,000 sf</u>	<u>\$8,404</u>
<u>912</u>	<u>Bank/Savings Drive-In</u>	<u>1,000 sf</u>	<u>\$14,868</u>
<u>925</u>	<u>Drinking Place</u>	<u>1,000 sf</u>	<u>\$15,293</u>
<u>931</u>	<u>Quality Restaurant</u>	<u>1,000 sf</u>	<u>\$27,456</u>
<u>932</u>	<u>High-Turnover Restaurant</u>	<u>1,000 sf</u>	<u>\$31,605</u>
<u>934</u>	<u>Fast Food Restaurant w/ Drive Thru</u>	<u>1,000 sf</u>	<u>\$74,592</u>
<u>942</u>	<u>Auto Service</u>	<u>1,000 sf</u>	<u>\$9,708</u>
<u>944</u>	<u>Gas Station w/ or w/out Convenience Market: < 2,000 sf</u>	<u>Fuel Pos.</u>	<u>\$9,799</u>
<u>945</u>	<u>Gas Station w/ or w/out Convenience Market: 2,000-2,999 sf</u>	<u>Fuel Pos.</u>	<u>\$11,709</u>
<u>960</u>	<u>Gas Station w/ Convenience Market: ≥ 3,000 sf</u>	<u>Fuel Pos.</u>	<u>\$13,136</u>
<u>947</u>	<u>Self-Service Car Wash</u>	<u>Wash Station</u>	<u>\$20,980</u>
<u>Industrial</u>			
<u>110</u>	<u>General Light Industrial</u>	<u>1,000 sf</u>	<u>\$3,117</u>
<u>140</u>	<u>Manufacturing</u>	<u>1,000 sf</u>	<u>\$2,447</u>
<u>150</u>	<u>Warehousing</u>	<u>1,000 sf</u>	<u>\$1,050</u>
<u>151</u>	<u>Mini-Warehouse</u>	<u>1,000 sf</u>	<u>\$578</u>
<u>154</u>	<u>High-Cube Transload and Short-Term Storage Warehouse</u>	<u>1,000 sf</u>	<u>\$839</u>

- (b) In the event an applicant for building permit contends that the land use for which the building permit is proposed is not within the above categories, the director will make a determination as to the appropriate land use designation for charging the impact fee. The director's determination as to the appropriate land use designation may be appealed to the city commission.

Section 3. Codification. Section 2 of this Ordinance will be incorporated into the Winter Park City Code. Any section, paragraph number, letter and/or any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical, and similar or like errors may be corrected, and additions, alterations, and omissions not affecting the construction or meaning of this ordinance and the City Code may be freely made.

Section 4. Severability. If any section, subsection, sentence, clause, phrase, word or provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, whether for substantive, procedural, or any other reason, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

Section 5. Conflicts. In the event of a conflict or conflicts between this Ordinance and any other Ordinance or provision of law, this Ordinance governs and controls to the extent of any such conflict.

Section 6. Directions to City Staff. City Staff under the direction of the City Manager are directed and authorized to take such actions as are necessary and advisable to effect and carry out this Ordinance.

Section 7. Effective Dates. This Ordinance shall become effective on January 1, 2022 after its adoption by the City Commission of the City of Winter Park, Florida.

First Reading held on November 10, 2021

Second Reading held on December 8, 2021

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this 8th day of December, 2021.

Mayor Phil Anderson

ATTEST:

Rene Cranis, City Clerk

s:\aka\clients\winter park\planning and cra w600-26037\multi modal transportation impact fee\city of winter park ordinance adopting multi-modal transportation impact fee rev 10-19-2021.docx

**NOTICE OF INTENT TO ADOPT MULTI-MODAL TRANSPORTATION IMPACT
FEE WITHIN THE CITY OF WINTER PARK**

In accordance with Section 163.31801, Florida Statutes, the City of Winter Park hereby gives notice of its intent to adopt a new Multi-Modal Transportation Impact Fee to be imposed and collected on development within the boundaries of the City of Winter Park by adopting an Ordinance with the following title.

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA,
ADOPTING A NEW CHAPTER 59, CITY CODE OF
ORDINANCES ENTITLED, “MULTI-MODAL TRANSPORTATION
IMPACT FEE,” THEREBY CREATING AND IMPOSING A MULTI-
MODAL TRANSPORTATION IMPACT FEE ON DEVELOPMENT
WITHIN THE CITY LIMITS AND CREATING A MULTI-MODAL
TRANSPORTATION IMPACT FEE PROGRAM AND ADOPTING
RELATED PROVISIONS; PROVIDING FOR LEGISLATIVE
FINDINGS AND ADOPTING A MULTI-MODAL TRANSPORTATION
IMPACT FEE STUDY IN SUPPORT OF SUCH IMPACT FEE;
PROVIDING FOR CONFLICTS, CODIFICATION, SEVERABILITY
AND AN EFFECTIVE DATE.**

The Planning and Zoning Board of the City of Winter Park will conduct a public hearing on the above titled Ordinance at its regular meeting on Tuesday, November 2, 2021, commencing at 6:00 p.m., or soon thereafter as may be heard, in the Commission Chambers at 401 S. Park Avenue, Winter Park, Florida. All interested parties are invited to attend and be heard.

The City Commission of the City of Winter Park will conduct its first reading and public hearing on the above titled Ordinance at its regular meeting on Wednesday, November 10, 2021, commencing at 3:30 p.m., or soon thereafter as may be heard in the Commission Chambers at 401 S. Park Avenue, Winter Park, Florida.

The Multi-Modal Transportation Impact Fee adopted by the above referenced Ordinance is proposed to be effective on January 1, 2022 and will impose and collect impact fees based on the following proposed impact fee schedule:

ITE LUC	Land Use	Unit	Fee
Residential			
210	Single Family (Detached): ≤ 1,200 sf	DU	\$6,425
210	Single Family (Detached): 1,201-2,000 sf	DU	\$8,218
210	Single Family (Detached): 2,001-3,500 sf	DU	\$10,163

210	Single Family (Detached): > 3,500 sf	DU	\$10,640
220	Multi-Family Housing/Townhouse (Low-Rise, 1-2 floors)	DU	\$5,937
221	Multi-Family Housing (Mid-Rise, 3-10 floors)	DU	\$4,395
222	Multi-Family Housing (High-Rise, > 10 floors)	DU	\$3,580
225	Student Housing (Adjacent to Campus)	Bedroom	\$1,246
225	Student Housing (Over 1/2 mile from Campus)	Bedroom	\$2,410
231	Mid-Rise Residential w/ first floor Commercial	DU	\$2,744
232	High-Rise Residential w/ first floor Commercial	DU	\$1,571
240	Mobile Home Park	DU	\$3,054
251	Senior Adult Housing - Detached (Retirement Community/Age-Restricted Single Family)	DU	\$2,975
252	Senior Adult Housing - Attached (Retirement Community/Age-Restricted Single Family)	DU	\$2,220
265	Time Share	DU	\$5,343
Lodging			
310	Hotel/Tourist Hotel	Room	\$3,033
320	Motel	Room	\$1,440
Recreational			
430	Golf Course	Acre	\$2,841
437	Bowling Alley	1,000 sf	\$7,993
444	Movie Theater w/ or w/out Matinee	1,000 sf	\$20,895
491	Racquet Club	1,000 sf	\$12,734
492	Health/Fitness Club	1,000 sf	\$22,428
N/A	Dance Studio (Martial Arts/Music Lessons)	1,000 sf	\$8,010
Institutional			
522	School	1,000 sf	\$6,998
560	Public Assembly	1,000 sf	\$3,284
565	Day Care	1,000 sf	\$9,446
Medical			
610	Hospital	Bed	\$15,641
620	Nursing Home	1,000 sf	\$1,899

640	Animal Hospital/Veterinary Clinic	1,000 sf	\$4,047
Office			
710	General Office: ≤ 50,000 sf	1,000 sf	\$8,133
710	General Office: 50,001-100,000 sf	1,000 sf	\$7,953
710	General Office: 100,001-200,000 sf	1,000 sf	\$7,790
710	General Office: > 200,000 sf	1,000 sf	\$7,621
720	Small Medical/Dental Office: (≤ 10,000 sf)	1,000 sf	\$18,872
720	Medical/Dental Office	1,000 sf	\$27,101
732	Post Office	1,000 sf	\$42,202
Retail			
815	Free-Standing Discount Store	1,000 sf	\$11,105
816	Hardware/Paint	1,000 sf	\$1,079
820	Retail: ≤ 50,000 sfgla	1,000 sfgla	\$10,051
820	Retail: 50,001-100,000 sfgla	1,000 sfgla	\$11,052
820	Retail: 100,001-200,000 sfgla	1,000 sfgla	\$10,052
820	Retail: 200,001-300,00 sfgla	1,000 sfgla	\$9,852
820	Retail: 300,001-400,000 sfgla	1,000 sfgla	\$9,676
820	Retail: 400,001-500,000 sfgla	1,000 sfgla	\$9,667
820	Retail: 500,000-1,000,000 sfgla	1,000 sfgla	\$10,244
820	Retail: 1,000,001-1,200,000 sfgla	1,000 sfgla	\$10,476
820	Retail: > 1,200,000 sfgla	1,000 sfgla	\$10,770
840/ 841	New/Used Auto Sales	1,000 sf	\$11,875
850	Supermarket	1,000 sf	\$16,070
853	Convenience Market w/ Gas Pumps	1,000 sf	\$33,899
862	Home Improvement Superstore	1,000 sf	\$6,359
863	Electronics Superstore	1,000 sf	\$5,427
880/ 881	Drug Store	1,000 sf	\$8,916
Services			
911	Bank/Savings Walk-In	1,000 sf	\$8,404

912	Bank/Savings Drive-In	1,000 sf	\$14,868
925	Drinking Place	1,000 sf	\$15,293
931	Quality Restaurant	1,000 sf	\$27,456
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942	Auto Service	1,000 sf	\$9,708
944	Gas Station w/ or w/out Convenience Market: < 2,000 sf	Fuel Pos.	\$9,799
945	Gas Station w/ or w/out Convenience Market: 2,000-2,999 sf	Fuel Pos.	\$11,709
960	Gas Station w/ Convenience Market: ≥ 3,000 sf	Fuel Pos.	\$13,136
947	Self-Service Car Wash	Wash Station	\$20,980
Industrial			
110	General Light Industrial	1,000 sf	\$3,117
140	Manufacturing	1,000 sf	\$2,447
150	Warehousing	1,000 sf	\$1,050
151	Mini-Warehouse	1,000 sf	\$578
154	High-Cube Transload and Short-Term Storage Warehouse	1,000 sf	\$839

All interested parties are invited to attend and be heard. Additional information regarding above titled ordinance is available from and may be inspected at the Planning & Transportation Department, 401 S. Park Avenue, Winter Park, Florida (telephone: 407-599-3290) so that citizens may acquaint themselves with each issue and receive answers to any questions they may have prior to the meeting.

NOTE: If a person decides to appeal any decision made by the Commission with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105). Persons with disabilities needing assistance to participate in any of these proceedings should contact the Planning Department at 407-599-3324 at least 48 hours in advance of the meeting.

/s/: Rene Cranis, City Clerk

PUBLISH: Sunday, September 26, 2021 Orlando Sentinel



City Commission **agenda item**

item type Public Hearings	meeting date November 10, 2021
prepared by Bronce Stephenson	approved by Bronce Stephenson, Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Ordinance - Amending Land Development Code creating language for the Orange Avenue Overlay (1st Reading)

motion / recommendation

Staff and the Planning & Zoning Board recommend approval of the Ordinance amending the Land Development Code to create the Code Language for the Orange Avenue Overlay, with the amendments made at the October 5, 2021 P&Z Public Hearing .

background

The process of creating the Orange Avenue Overlay (OAO) has been going on since late 2018, and has included extensive input from the public, a Steering Committee, Expert Consultants, Staff, City Attorneys, the Planning & Zoning Board, and the City Commission. It is the intent of the OAO to provide enhanced standards to protect and promote the unique characteristics of the Orange Avenue area and create a distinct gateway into Winter Park. This OAO is used to create a sense of place established through specific architectural styles, streetscape design, open space areas, setbacks, site design, landscaping and other regulatory controls.

A previous version of the OAO was approved with numerous amendments, but was rescinded prior to being adopted. It was the intent of the City Commission to revise the OAO and adopt a new version, which is what is being brought forward now.

The approval of the OAO requires the approval of two distinct (2) Ordinances, the first is an Amendment of the Comprehensive Plan and the second is an Amendment of the Land Development Code. Citywide notice has been in Winter Park households for more than 30 days and advertised the date and time of Public Hearings by the Planning & Zoning Board (Local Planning Agency) and the City Commission. The Planning & Zoning Board has already held Public Hearings for the Comp Plan and Land Development Code Amendments, and the City Commission has held a Public Hearing and First Reading of the Comp Plan Amendment Ordinance. The Planning Commission voted unanimously to

recommend approval of the Land Development Code Amendment Ordinance, with additional amendments at the October 5, 2021 regular meeting. When the Planning & Zoning Board considered this Ordinance amending the Land Development Code, they created a redline version of the amendments recommended to the Commission to make it easy to see where changes were made to the originally advertised version of the OAO Land Development Code amendments. The redline version recommended for approval by P&Z and the originally advertised OAO Land Development Code Amendments are attached for consideration by the City Commission.

[alternatives / other considerations](#)

[fiscal impact](#)

ATTACHMENTS:

[Draft Orange Avenue Overlay Land Development Code Original Amendment](#)

ATTACHMENTS:

[OAO_LDC_P&Z_PUBLIC HEARING VERSION CC FINAL.pdf](#)

**DRAFT ORANGE AVENUE OVERLAY
LAND DEVELOPMENT CODE AMENDMENT
8.2.2021 VERSION**

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF WINTER PARK,
FLORIDA, AMENDING CHAPTER 58 "LAND
DEVELOPMENT CODE" ARTICLE III, "ZONING" SO AS
TO ADOPT A NEW ZONING DISTRICT SECTION 58-83
ORANGE AVENUE OVERLAY DISTRICT (OAO)
CREATING REGULATIONS FOR THE ORANGE AVENUE
OVERLAY DISTRICT; PROVIDING FOR CONFLICTS;
REPEAL; SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, the Creation of the Orange Avenue Overlay process was an extensive multi-year community planning effort that involved continuous opportunities for public input and unique collaborative opportunities, such as: a community walkshop, surveys, citizen boards and focus groups, educational videos, open houses, charettes, written-only visioning, work sessions and much more; and

WHEREAS, the Winter Park Planning and Zoning Board, acting as the designated Local Planning Agency, has reviewed and recommended adoption of proposed amendments to the Zoning Regulations portion of the Land Development Code having held an advertised public hearing on _____, and has recommended approval of this Ordinance to the City Commission; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on this Ordinance set forth hereunder and considered findings and advice of staff, citizens, the Orange Avenue Overlay Steering Committee, the Planning & Zoning Board and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the Land Development Code changes set forth hereunder; and

WHEREAS, Comprehensive Plan Policy 1-2.4.14, Mixed Use Designation directed. Within one year from the adoption of this Comprehensive Plan, the City will create a mixed use overlay or district for commercially designated parcels that would be intended to facilitate design and use flexibility to achieve pedestrian scale, innovative transit connectivity and maximizing open space within a commercially viable and architecturally desirable design. Complementary uses may include, but are not limited to retail, entertainment, office, civic and residential uses. The City shall also prepare companion land development code regulations that implement the proposed mixed use overlay or district simultaneously with any policy amendments related to this overlay or district. All policies related to this overlay or district will be subject to a Comprehensive Plan amendment; and

WHEREAS, the City Commission hereby finds that the land development regulations set forth in this Ordinance are consistent with the Comprehensive Plan as recently

amended to establish the Orange Avenue Overlay District goals, objectives and policies; and

WHEREAS, the City Commission hereby finds that this Ordinance serves a legitimate government purpose, meets the requirements of law and is in the best interests of the public health, safety, and welfare of the citizens of Winter Park, Florida.

NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:

SECTION 1. Amendment. That Chapter 58 "Land Development Code", Article III "Zoning" of the Code of Ordinances is hereby amended and modified by adopting a new Section 58-83 Orange Avenue Overlay District (OAO), to read as follows:

Section 58-83. Orange Avenue Overlay District (OAO).

- (1) *Establishment of Orange Avenue Overlay District.* The Winter Park City Commission adopts this overlay district as needed in order to implement specific purposes, intents, and design standards based upon the adopted Comprehensive Plan goals, objectives and policies for the Orange Avenue Overlay District, which shall be applied as additional standards to other regulations required by the City. Such overlay district shall be made a part of this section of the Land Development Code. Upon adoption, the boundaries of such overlay district shall be shown on the Winter Park Zoning Map.

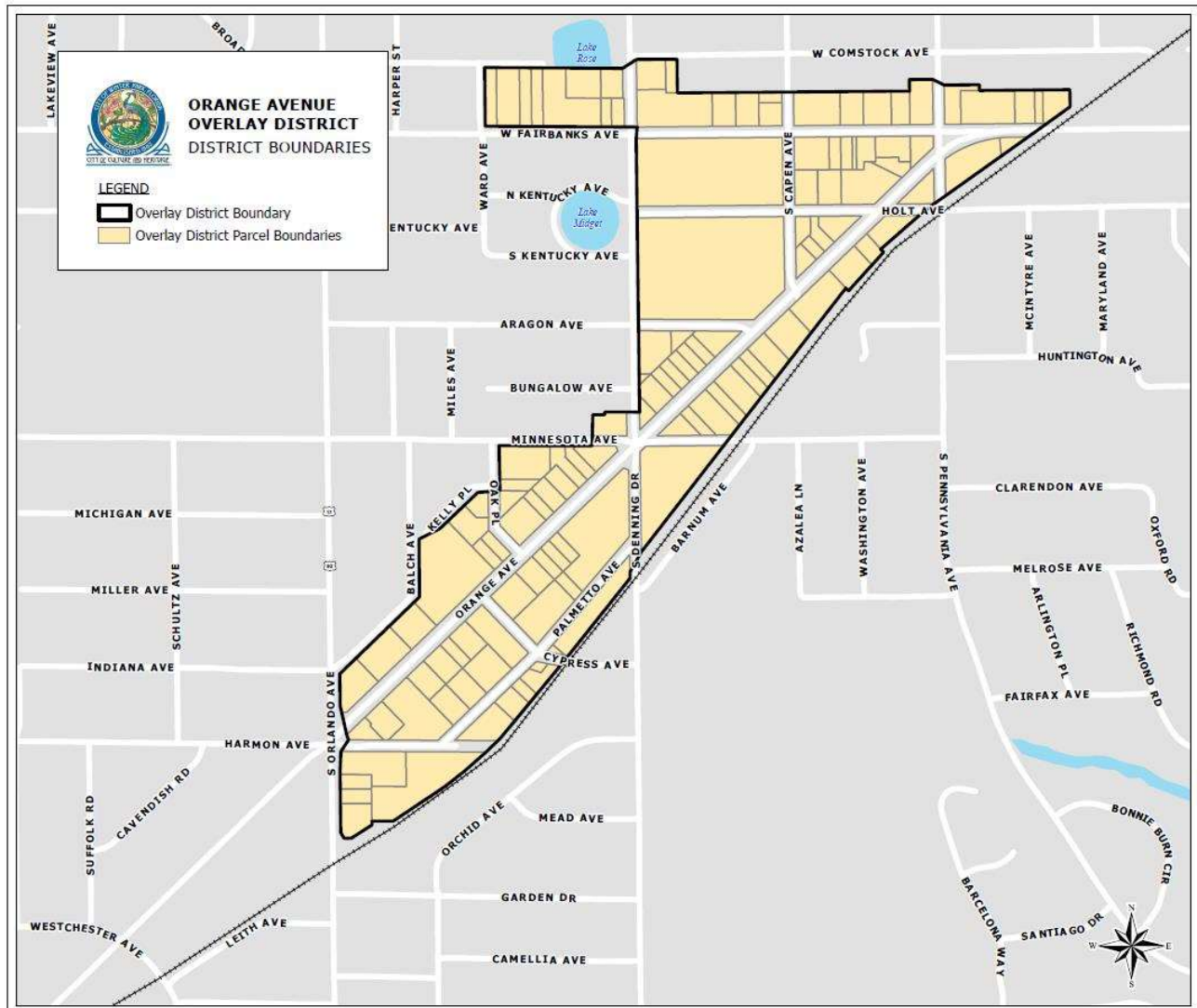
- (2) *Applicability.*
An overlay district acts as an additional layer of zoning over the base (or underlying) zoning district. All development projects located within this overlay district shall adhere to the requirements of this Section and other applicable provisions of the Land Development Code. The provisions of this Section shall prevail to govern the development of property within the overlay district over conflicting provisions found in other parts of the Land Development Code, including the provisions of the applicable base zoning district.

- (3) *Orange Avenue Overlay District.* The provisions and regulations for the Orange Avenue Overlay District within the City of Winter Park are outlined below.

- (1) *Orange Avenue Overlay District.* It is the intent of the Orange Avenue Overlay District ("OAO") to provide enhanced standards to protect and promote the unique characteristics of the Orange Avenue area and create a distinct gateway into Winter Park. This OAO is used to create a sense of place established through specific architectural styles, streetscape design, open space areas, setbacks, site design, landscaping and other regulatory controls. The following provisions and regulations apply to all properties located within the OAO unless expressly provided otherwise.

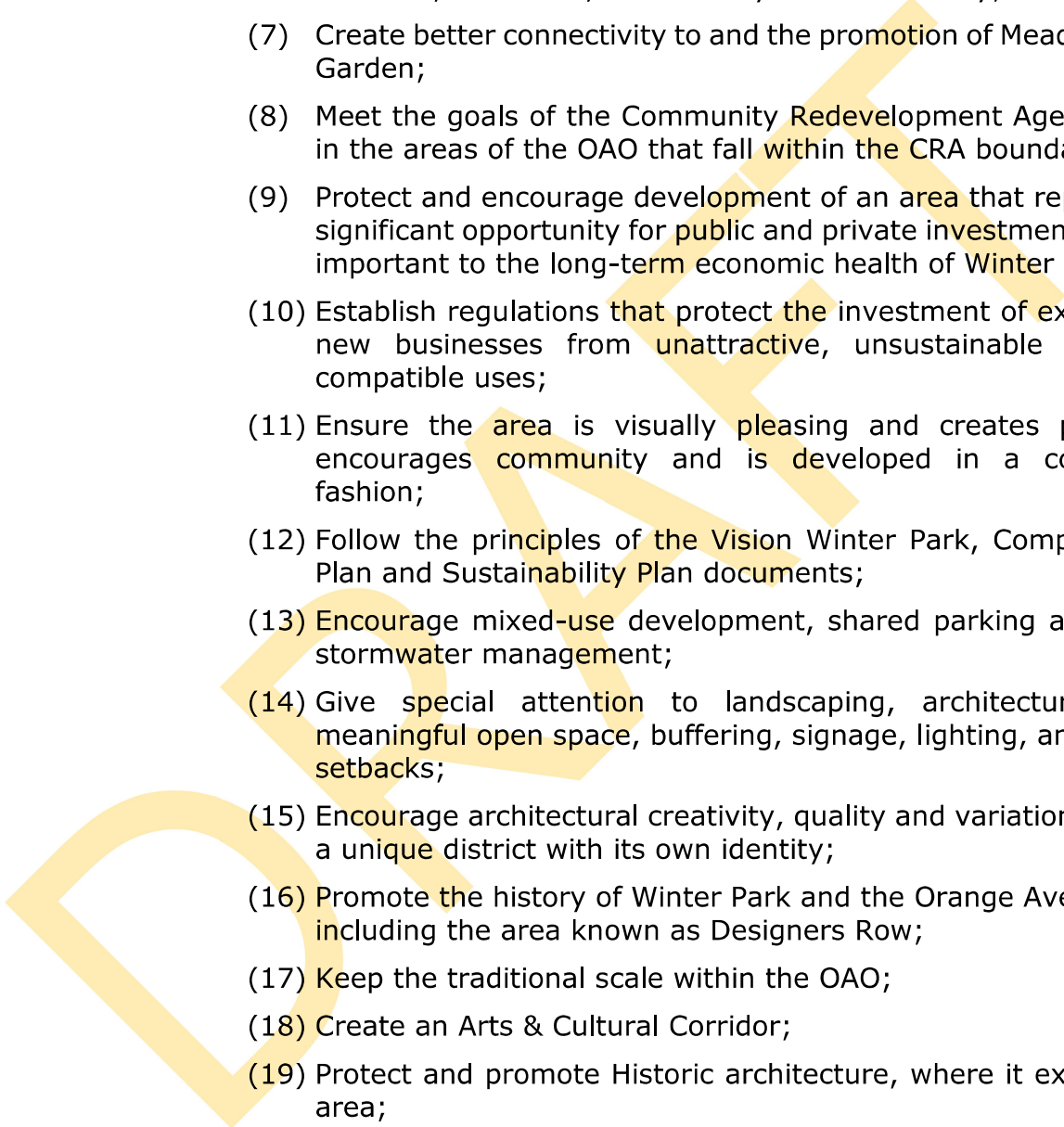
- a. *Location and boundaries.* The OAO boundaries are identified on the following map. The provisions and regulations found herein shall only apply to the properties located within this defined area. Each parcel of property within the OAO is identified by tax parcel identification

number on Exhibit "A" attached to the ordinance adopting this section, and each Parcel, in addition to retaining its underlying zoning classification (as modified by these OAO regulations and provisions), shall reflect on "OAO" designation on the City's zoning map.



b. Purpose.

- (1) Encourage sustainable development, redevelopment, and adaptive reuse that will become a long-term asset to Winter Park;
- (2) Create and enhance connectivity to the surrounding neighborhoods and promote connectivity to all of Winter Park;
- (3) Utilize and incentivize private development and/or redevelopment to create solutions for the existing problems that small properties and business-owners in the Orange Avenue area face;
- (4) Create public improvements that will benefit all residents and visitors of Winter Park;

- 
- (5) Provide the opportunity for existing businesses and properties to improve their structures, their businesses and their building facades;
 - (6) Restrict uses and create regulations that promote the development of the Orange Avenue area as a special place within Winter Park that promotes an environment of arts, healthy-living, cuisine, culture, heritage, social interaction, healthcare, local business, education, connectivity and community;
 - (7) Create better connectivity to and the promotion of Mead Botanical Garden;
 - (8) Meet the goals of the Community Redevelopment Agency (CRA) in the areas of the OAO that fall within the CRA boundary;
 - (9) Protect and encourage development of an area that represents a significant opportunity for public and private investment, which is important to the long-term economic health of Winter Park;
 - (10) Establish regulations that protect the investment of existing and new businesses from unattractive, unsustainable and non-compatible uses;
 - (11) Ensure the area is visually pleasing and creates place that encourages community and is developed in a coordinated fashion;
 - (12) Follow the principles of the Vision Winter Park, Comprehensive Plan and Sustainability Plan documents;
 - (13) Encourage mixed-use development, shared parking and shared stormwater management;
 - (14) Give special attention to landscaping, architectural detail, meaningful open space, buffering, signage, lighting, and building setbacks;
 - (15) Encourage architectural creativity, quality and variation to create a unique district with its own identity;
 - (16) Promote the history of Winter Park and the Orange Avenue area, including the area known as Designers Row;
 - (17) Keep the traditional scale within the OAO;
 - (18) Create an Arts & Cultural Corridor;
 - (19) Protect and promote Historic architecture, where it exists in the area;
 - (20) Attract new businesses, retain small businesses and encourage locally-owned businesses in the Orange Avenue area; and
 - (21) Enhance pedestrian walkability, connectivity and safety and to create a safe, comfortable and convenient pedestrian experience with shaded sidewalks, interesting business fronts, connected destinations and walkable block sizes.

c. *Permitted Uses.* Any use not listed specifically as an allowed use herein shall be deemed to be prohibited in the OAO. The following uses up to 10,000 square feet shall be allowed by-right on any property within the OAO, unless otherwise specified within the applicable subarea policies:

- (1) Antique Stores
- (2) Bars, taverns, cocktail lounges (with food sales and 51% of revenue must be from food sales)
- (3) Blueprinting, photocopying and printing offices
- (4) Boutique Hotel with 100 rooms or less and has minimal food and beverage operations, no banquet facilities permitted
- (5) Breweries/distilleries (with food sales)
- (6) Market or corner store (up to 5,000 square feet and excluding convenience store)
- (7) Dry Cleaning (Drop-Off Only, with off-site processing & no drive-thru)
- (8) Financial institutions, including banks, savings and loan associations and credit unions (with a maximum of 2 drive-thru lanes, which are screened from view)
- (9) Fine arts museums, fine arts instruction, dance instruction and music instruction
- (10) Fitness facility, exercise or health club (up to 5,000 square feet)
- (11) Food Halls
- (12) Government services
- (13) Grocer (not including convenience store), up to 10,000 square feet.
- (14) Health and wellness studios (up to 5,000 square feet)
- (15) Mixed-Use Development (can be vertical or horizontal) that includes two or more uses allowed within the OAO.
- (16) Nonprofit organization offices
- (17) Personal services (spa, barber shop, hair salon, nail salon, massage, cosmetic treatment) cannot be a standalone massage parlor, must be part of a spa or cosmetology salon
- (18) Pet supply shop, pet grooming, pet daycare (provided that there shall be no outside kennels, pens or runs. No overnight or weekend boarding of animals)
- (19) Photography Studio
- (20) Professional offices (including medical and dental offices)
- (21) Recreational facilities up to 5,000 square feet

- (22) Residential uses such as condominiums, townhomes, apartments, lofts, studios unless not allowed by the applicable subarea restrictions. If more than 4 units is proposed as a part of any new development, remodel or addition, each of the units shall be a minimum of 750 square feet of living area
 - (23) Restaurants/Fast-Casual Dining/Fine-Dining
 - (24) Retail businesses involving the sale of merchandise on the premises within enclosed buildings and excluding resale establishments or pawn shops (other than clothing resale stores), a maximum size of 10,000 square feet.
 - (25) Theater
 - (26) Uses customarily incidental and accessory to the permitted uses, including the repair of goods of the types sold in stores are permitted. Such repair must be carried on within a completely enclosed building, may not be carried on as a separate business, and provided further that there shall be no manufacturing, assembling, compounding, processing or treatment of products other than that which is clearly incidental and essential to the permitted uses. No external signage shall be permitted for accessory uses.
 - (27) Shared office space
- d. *Conditional Uses.* The following uses shall be allowed only with approval of a Conditional Use on any property within the OAO, unless otherwise specified within the applicable subarea policies:
- (1) Bars, taverns, cocktail lounges (without food sales)
 - (2) Breweries/distilleries (without food sales)
 - (3) Fitness facility, exercise or health club over 5,000 square feet, but less than 10,000 square feet
 - (4) Recreational facilities over 5,000 square feet, but less than 10,000 square feet
 - (5) Buildings or permitted uses within this section over 10,000 square feet in size
 - (6) Resale/antique stores
 - (7) Vehicle sales showroom provided the following criteria are met that all product and inventory must be housed within a fully enclosed building, that all repair and service must be conducted within a fully enclosed building with no outside storage permitted, that the hours of retail operation are limited to 8 am to 6 pm Monday-Friday and 9 am to 5 pm on Saturday and that 30% of subject property, exclusive of stormwater retention, shall be devoted to green open space visible from an arterial roadway.
- e. *Prohibited Uses.* All uses not permitted or conditionally permitted within the OAO are prohibited. Without limiting the uses that are

prohibited in the OAO, the following uses shall be prohibited in the OAO:

- (1) Adult-oriented businesses
- (2) Automotive-related businesses (i.e. auto sales, auto repair, auto rental, body shops, auto wash, auto audio, auto glass, auto tinting, auto parts sales)
- (3) Standalone massage parlors (not part of a health spa)
- (4) Fast food (with or without drive-thru)
- (5) Gas stations/convenience stores
- (6) Liquor stores
- (7) Pawn shops/check cashing
- (8) Tattoo parlors
- (9) Vape/smoke shops
- (10) Pain Management Clinics
- (11) Medical Marijuana Dispensaries, Processing, Growing, etc.
- (12) Billboards

f. Non-Conforming Uses/Structures. Existing but non-conforming properties uses and non-conforming structures, which existed as of the date the OAO became effective, shall be allowed to continue as legally non-conforming in the same manner after the adoption of the OAO as existed prior to the effective date of the OAO except as provided herein. Nonconforming uses and non-conforming structures shall be subject to and comply with the provisions of this OAO when any of the conditions below occur that cause the non-conforming use or non-conforming structure to be deemed abandoned and become illegal unless otherwise allowed to remain pursuant to a special permit granted by the city commission pursuant to section 58-64(f).

- (1) A non-conforming principal use on the property is discontinued for a period of three (3) calendar months then such non-conforming use shall be deemed abandoned and become an illegal use;
- (2) A non-conforming structure is destroyed or significantly altered by sixty (60) percent or greater then such structure shall be brought into compliance with the OAO requirements; or
- (3) Enlargements of any existing non-conforming structures and/or uses are made to the property that increases the gross square footage then such property shall be brought into compliance with the OAO requirements.

Discontinuance of a non-conforming use will be determined by any of the following: (i) if the business relocates, (ii) if there is an interruption in utility service, (iii) a failure to pay applicable local business taxes or

the expiration of a local business tax receipt, (iv) the absence of signage indicating the existence of the nonconforming use on the property, or (v) any other relevant evidence indicating discontinuation of the nonconforming use for the requisite time period. In determining the date of discontinuance, the date of the first indication of abandonment will be relied upon. A nonconforming use shall also be considered to be abandoned if a permitted use moves in place of a non-conforming use.

The Planning & Transportation Director or City Traffic Engineer or their respective designee may require the property owner to provide a site-specific traffic study to determine the potential impacts of the proposed changes to uses or structures as part of the site development plan.

g. Residential Uses within the Overlay District. The OAO shall not apply to existing residential uses or structures developed prior to the effective date of this section. Protections of existing residential uses shall be implemented. Properties currently used as and developed as residential prior to the effective date of this section shall continue to be subject only to current Land Development Code standards and protections governing such properties' underlying zoning designation and not those set forth in the OAO, unless and until such properties redevelop. Any change of use or redevelopment on the property shall require compliance with OAO standards. In order to protect existing structures that are used as a residence, new non-residential or mixed use development within the OAO shall have its structures setback at least 35 feet from the property boundaries of parcels with existing residential structures used as a residence that are not intended to be part of the proposed development, unless a written consent can be obtained from owner(s) of the affected existing residential structure(s) consenting to the waiver of such minimum setback requirement of this subsection. Parking garages shall be setback at least 100 feet from the property boundary of parcels used and developed as single-family or low-density residential.

h. Landscaping Requirements. Development and or redevelopment in the OAO shall comply with all landscaping requirements of other provisions of the Land Development Code and future corridor landscape plans, unless specifically addressed within the OAO. In addition to other requirements of Section 58-334 of the Land Development Code, all street frontages within the OAO shall contain at least one shade tree for every 50 feet of linear lot line. Side yards and rear yards not facing streets shall contain at least one understory tree for every 30 linear feet of side or rear lot lines.

i. Block Structure and Circulation Requirements.

(1) The OAO is designed to enhance pedestrian walkability, connectivity and safety and to create a safe, comfortable and convenient pedestrian experience. Towards this end, the OAOs

transportation system is based on inter-connected streets forming small blocks similar to successful patterns of the more walkable areas of the City such as the Park Avenue Corridor.

(2) Block Configuration/Lot Standards: Any additional development or redevelopment of parcels in excess of 2 acres within the OAO shall be required to create a block structure and pedestrian corridors conducive to pedestrian safety, comfort, and vehicular circulation.

- (a) New or redeveloped buildings within the OAO shall have building widths of between a minimum of 50 feet and a maximum of 300 feet wide where they interface with pedestrian oriented street frontages.
- (b) Development shall provide a continuous driveway or alley that connects to adjacent parcels and roadways and provides access for emergency vehicles and city services.
- (c) To the extent possible, given the size and shape of the parcel, new or redeveloped blocks shall be between a minimum perimeter of 1000 linear feet and a maximum perimeter of 1500 linear feet. The City goal is to encourage walkability based upon successful Park Avenue Corridor block perimeters of 1300 linear feet. Where existing block perimeters are smaller than 1500 linear feet, no further breakdown is required. Where block perimeters are larger than 1500 linear feet, new development shall be organized to break the land mass into walkable blocks.
- (d) Driveways or alleys shall be constructed at widths adequate for dumpsters, trash compactors and circulation of solid waste collection vehicles, large truck delivery and allow emergency vehicles to maneuver past parked delivery vehicles and waste receptacles.

(3) Street Realignment and Parallel Orange Avenue Access. Where Palmetto Drive, Vivian Drive and Harmon Drive provide secondary and primary access to properties within the OAO area, portions of these roadways may be considered to be closed, vacated or re-aligned subject to City Commission approval, so long as a parallel public access road and approved by the City Commission, is dedicated and maintained to allow vehicular access between Orlando Avenue and Denning Drive. Protection of on-street parking, maximizing ease of traffic flow for Palmetto Avenue and maintaining the existing 50-foot public right of way shall be matters of priority concern should the roadway be re-aligned. Any road shall be constructed with a minimum street travel lane width of 24 feet unobstructed and shall have unobstructed vertical clearance per National Fire Protection Act (NFPA) codes, shall replace all existing on-street parking and maintain the existing 50-foot public right of way.

(4) Street Sections: Any new, realigned, or redesigned street sections within the OAO shall be designed to create and maintain a quality

comfortable walking environment encouraging the use of multimodal transit options including:

- (a) On-street parking is to be provided to the maximum extent possible to buffer pedestrians from vehicular traffic. Parking space dimensions shall be not less than 9ft x 18ft.
 - (b) Vehicular traffic lanes on streets with bus routes shall be designed at not less than 12 feet to support safe circulation of busses.
 - (c) Bus transfers are to be located inside project boundaries to lesson traffic delays and increase safety on major roads. Bus transfers shall be coordinated and approved by Lynx.
 - (d) Shaded sidewalks and benches for resting and waiting for public transit shall be provided.
 - (e) Care shall be taken to minimize curb cuts and maximize visibility surrounding curb cuts.
 - (f). New development in conjunction with the City shall pursue approval from FDOT to utilize the FDOT rail right of way for pedestrian/bicycle trails where appropriate prior to submission of project plans for City approval.
- (5) **Sidewalks:** All buildings, parking areas, public spaces, amenity features, and adjoining developments of similar use shall be linked with sidewalks. Sidewalks shall be provided along public streets that provide access to the development. A minimum 17-foot sidewalk is to be provided along Orange Avenue. Fairbanks Avenue and Orlando Avenue shall provide sidewalks at least ten feet wide with a minimum 5-foot landscape buffer along the back of curb, between the roadway and sidewalk. All other sidewalks in the OAO shall be 10-feet in width with a minimum 5-foot landscape buffer. If sufficient right-of way is not available, the building may need to be set back to accommodate these wider sidewalks and the additional space required to create the required sidewalks as defined herein shall be dedicated to public access through easement. Sidewalks shall be constructed in accordance with the standards for sidewalks set forth in City of Winter Park Engineering Standards and Landscape standards and constructed at the sole cost of the developer.
- (a) Restaurants and cafes with seating within the public right-of-way shall be subject to the regulations contained in Chapter 90, Article VI - Sidewalk Cafes, of the Winter Park code of Ordinances.
- (6) **New Streetscapes:** In order to improve the pedestrian experience, new development or redevelopment shall provide the streetscape area

including sidewalks, lighting, landscape and street furniture and will dedicate pedestrian easements over this area prior to certificate of occupancy.

(7) Access Standard:

- (a) All city services including utility access, utility equipment, solid waste containers shall be placed at the rear of lots and accessed by driveways or alleys opening to side streets.
- (b) Garage and parking shall be accessed through driveways or alleys opening to side streets.

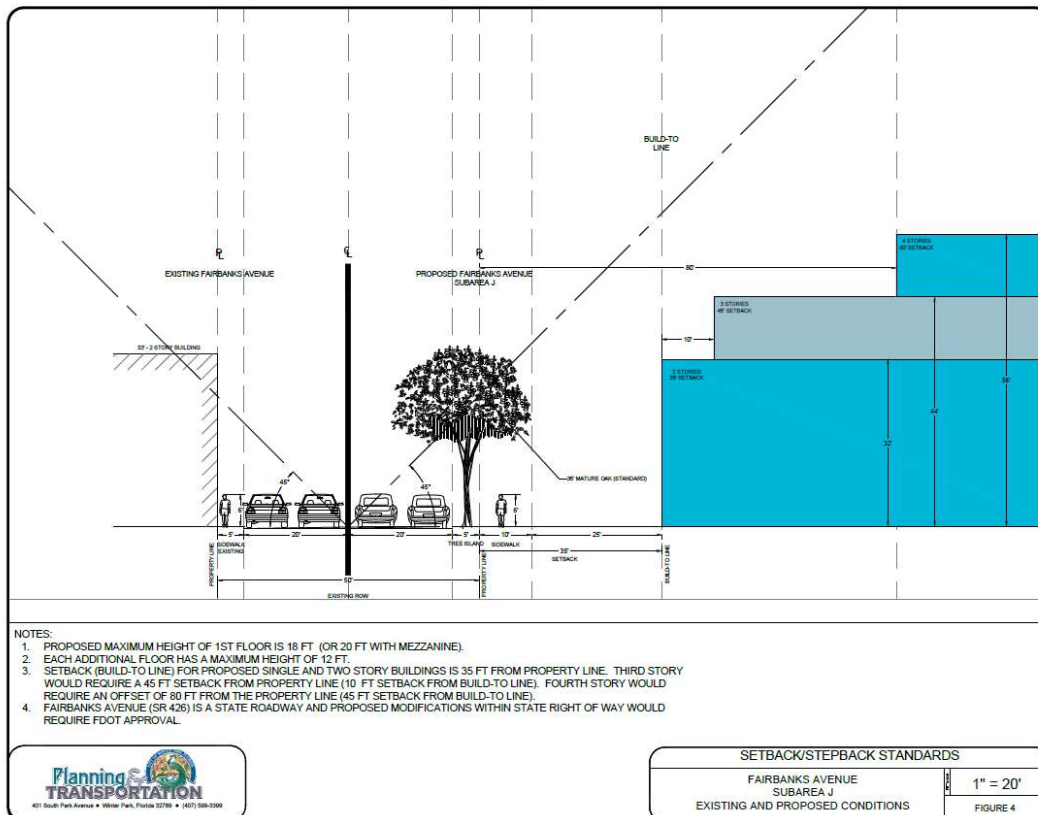
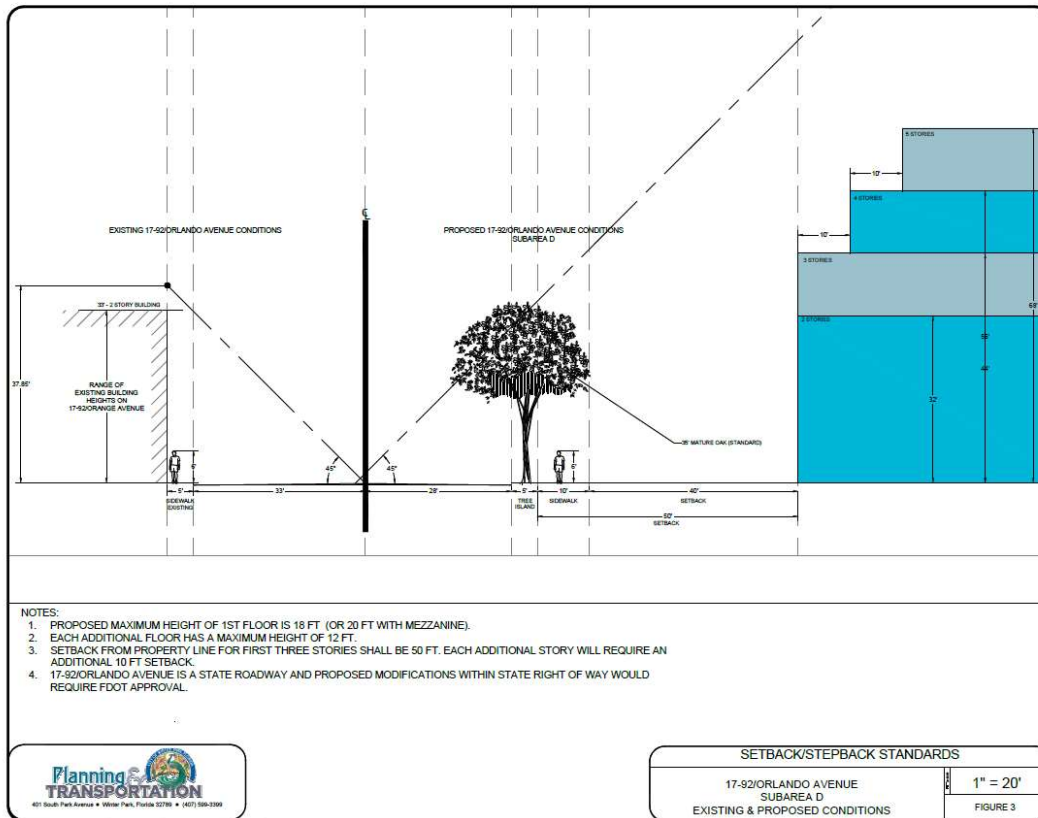
j. *Architectural Standards.* Development within all Subareas defined later in this section shall meet the following architectural standards.

- (1) *Building Height.* To allow for flexibility in design, but preserving development standards that will reduce building massing, buildings shall be measured in stories. For parking garages, levels visible on the exterior of the building shall be counted towards building height (ex. A 3-story building wraps around a 4-level interior parking garage, only the 3 stories would count as they are the only part visible).

The first floor of any building shall be allowed to be a maximum of 18 feet in height. When mezzanines, balconies or lofts are provided, first floor heights of 20 feet may be allowed. Mezzanine, balcony or loft levels shall be allowed within the first story, as long as they do not cover more than 30% of the first-floor area and stay within the maximum 20-foot first floor height area. Mezzanines, balconies or lofts shall not be allowed above the first floor. Each floor above the first floor shall have a maximum height of 12 feet.

For multi-story buildings over two stories in height, there shall be terracing and/or additional setbacks to accomplish vertical articulation is mandated to create relief to the overall massing of the building facades, as discussed later in this section.

- (2) *Setbacks/Stepbacks.* For any building over two stories in height that is built up to the allowable building line or "build-to" line, each additional floor shall be setback a minimum of ten (10) feet, or shall be within the allowable envelope as depicted in the figures below. The build to line is established by the greater of setback or sidewalk requirement. All setbacks are measured from the property line. Setbacks greater than the established "build-to" line require a variance. The required building stepbacks only apply to street frontages.



If a building is constructed within the allowable building envelope as depicted above, the first floor shall always be defined and articulated as addressed later in the OAO. Additionally, the building shall not exceed more than two stories of vertical wall without a setback/stepback, cornice, balcony or other major façade breakup, which shall create visual and massing relief. All walls shall provide two or three of the articulation options listed below, offset a minimum of 4 feet.

Each subarea of the OAO may define additional required setbacks for that area that may differ from what is defined in this section. The defined building envelope depicted above shall be maintained, regardless of any setbacks.

All setbacks and/or stepbacks shall provide space for the healthy development of shade tree crowns. The City Arborist shall review and recommend species selection and positioning to ensure compliance.

Rear building setbacks/stepbacks as defined herein shall not be required for properties abutting the railroad right-of-way. However, these rear facades shall provide articulation offset 4 feet, material change, window, entryway or other breakup of the building façade at least every 30 feet, both vertically and horizontally.

- (3) Facades. The intent of this subsection is to provide visual interest to all facades by requiring a minimum level of detail features on facades. These detail features shall not consist solely of applied graphics or paint. There shall be some sort of articulation, material or color change, window, entryway or other breakup of the building façade at least every 50 feet. Murals shall be allowed to contribute towards façade breakup.

(a) All facades of buildings with a gross floor area of ten thousand square feet or more shall be required to incorporate at least three (3) of the following facade treatments. At least one of these treatments shall repeat horizontally. All such design elements shall repeat at intervals of no more than thirty (30) feet, either horizontally or vertically.

(b) All facades of buildings with a gross floor area of less than thousand (10,000) square feet shall be required to incorporate at least two (2) of the following facade treatments. At least one (1) of these treatments shall repeat horizontally. All such design elements shall repeat at intervals of no more than twenty-five (25) feet, either horizontally or vertically.

1.Expression of a vertical architectural treatment with a minimum width of twelve (12) inches.

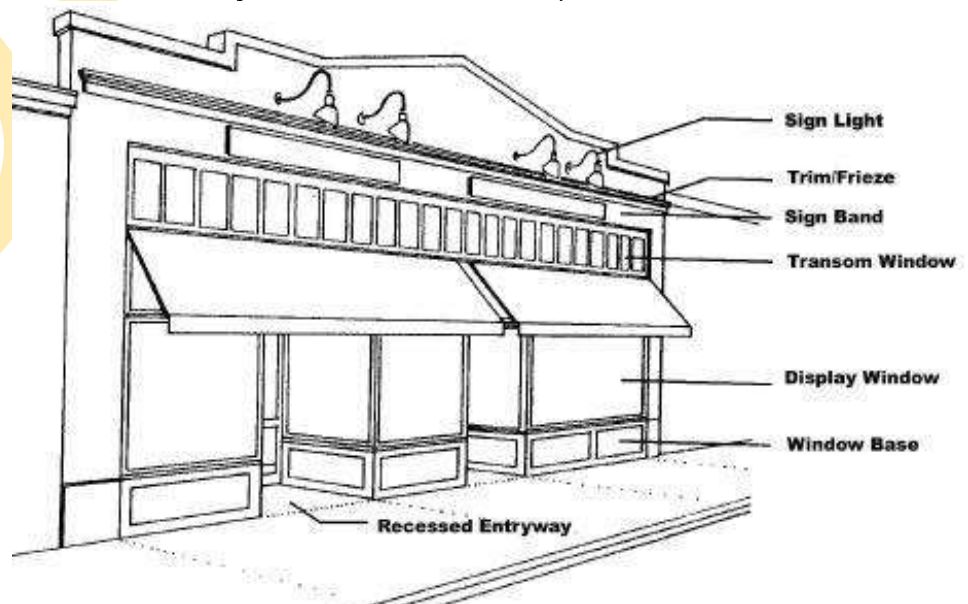
2. Building stepbacks, offsets or projections, a minimum of four (4) feet in depth.
3. Texture and /or material change.
4. Architectural banding.
5. Pattern change.
6. Other treatment that, in the opinion of the Planning & Transportation Director after review by the OAO Appearance Review Advisory Board, meets the intent of this subsection.

(c) No building shall exceed more than 300 feet of horizontal length on any street facing façade. When multiple buildings are included on the same parcel, those buildings shall be separated by 20 feet to support growth of healthy canopy crowns or provide courtyard, parking or other gathering spaces on the site.

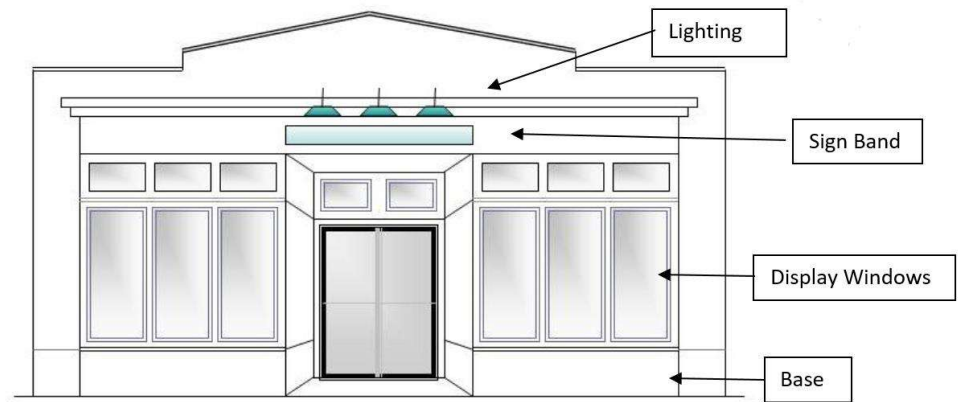
Commercial Façade Treatment Example 1:



Commercial Façade Treatment Example 2:



Commercial Façade Treatment Example 3:



- (4) *Additional Façade Treatment Requirements.* Roof lines, parapets and building heights shall be architecturally articulated and diverse in design form with adequately scaled and proportioned architectural treatments which complement the building's design.

The window, wall and roofing treatment should be of high-quality materials and consistent on both the front and the back of the building and any street facing side wall of the building. Allowable building materials shall include brick, natural stone, glass, architectural metal, concrete, wood, or similar material with a longer life expectancy. Exterior Insulation and Finish System (EIFS) shall not be allowed. Stucco, hardiboard siding (or similar materials) or concrete block shall not exceed more than 50% of any façade. Detailing is encouraged to enhance the façade.

Structures shall be sited so as to create visual relationships with sidewalks, street alignments, trees, green space and neighboring businesses; create visual anchors at entries, provide interesting architectural perspectives featuring appropriate facade treatments and maximize the pedestrian relationship to the sidewalk. They shall also take into consideration the existing structures and be in unison with their scale and style.

- (5) *Glazing Requirements.* The lower story of the building has the most immediate visual impact on the passerby. Traditionally, buildings along urban streets have a high proportion of glazing to solid wall surface, with higher floor to floor heights, on the first story. To maintain continuity with this treatment, non-residential buildings on Orange Avenue shall have 60% minimum glass on the first story and shall be allowed height up to 20 feet. Along other roads within the OAO, non-residential buildings shall have 40% minimum glass on the first story. The first floor shall be clearly defined and articulated from upper stories.

- (6) *Building Entrance.* Primary building entrances in the OAO shall be clearly defined, and shall be recessed or framed by a sheltering element such as an awning, arcade, overhang, or portico (in order to provide weather protection for pedestrians). Awnings are encouraged. Awning standards include:
- (a) Awnings for a building façade shall be of compatible color, look, shape, and height;
 - (b) Awnings shall provide vertical clearance of no less than eight (8) feet above sidewalks; and
 - (c) Awnings are not allowed to hang over vehicular traffic ways.
- (7) *Architectural Towers, Spires, Green Roof Features, Solar Panels, Chimneys, Or Other Architectural Appendages.* Any architectural tower, spire, chimney, flag pole or other architectural appendage to a building shall conform to the underlying subarea height limit. However, when necessary to meet the building code requirements, chimneys may exceed the height by the minimum required.

Architectural appendages, roof decks, embellishments and other architectural features may be permitted to exceed the roof heights specified in that subarea, on a limited basis encompassing no more than 15% of the building roof area or 15% of building street facing façade width not to exceed 30 linear feet of a given façade, or up to ten feet of additional height upon approval of the City Commission, based on a finding that said features are compatible with adjacent projects.

Solar panels, roof garden or green roof features may be permitted to exceed the roof heights specified in that subarea, on a limited basis encompassing no more than 30% of the building roof area or 30% of building street facing façade width not to exceed 30 linear feet of a given façade, or up to ten feet of additional height upon approval of the City Commission, based on a finding that said features are compatible with adjacent projects.

- (9) *Mechanical Penthouses, Rooftop Mechanical and Air-Conditioning Equipment, Stair Tower Enclosures, Elevators and Parapets.* Mechanical penthouses, mechanical and air-conditioning equipment, stair tower enclosures, or elevators on rooftops of buildings shall not exceed a total height of ten feet (building code official shall have the ability to give administrative variances to this requirement based on life-safety or equipment needs for elevation) above the allowable building height. Any penthouses shall only be used for mechanical equipment to serve the building. Parapets, or mansard roofs serving as parapets, may extend a maximum of five feet above the height limit in the underlying zoning district unless other parapet heights are more restrictive

for the respective underlying zoning district. In addition, mechanical equipment and air-conditioning equipment on rooftops shall be screened from view from ground level on all buildings in all zoning districts and shall be located to the maximum extent possible so that they are not visible from any street.

- (10) *Appearance Review.* In addition to meeting the architectural standards as set forth in this section. All external renovation or development projects and Conditional Use requests within the OAO shall undergo Appearance Review.

For developments requiring a conditional use approval having a land area of more than 80,000 square feet, having more than 25 residential units, or having structures exceeding 35,000 gross square feet above grade, professionally prepared fully rendered 3-D digital architectural perspective images and elevations that show all sides of the proposed building(s), parking areas, parking structures and any other site improvement shall be submitted to and reviewed by and commented upon by the Orange Avenue Overlay Appearance Review Advisory Board to ensure high quality architecture consistent with the goals and objectives of the OAO. At the request of the Director of Planning an Acoustical Engineer may be invited to comment on projects having rooftop or open-air elements. The comments and recommendations of the Orange Avenue Overlay Appearance Review Advisory Board shall be transmitted to the Building Official, Director of Planning, Planning and Zoning Board and City Commission for consideration in rendering a decision on the proposed conditional use or building permit sought for the proposed development.

For all external renovation requirements not requiring a conditional use, 3-D or 2-D colored digital architectural perspective images and elevations that show all sides of the proposed building(s), parking areas, parking structures and any other site improvement shall be submitted to and reviewed by and commented upon by the Orange Avenue Overlay Appearance Review Advisory Board to ensure high quality architecture consistent with the goals and objectives of the OAO. The comments and recommendations of the Orange Avenue Overlay Appearance Review Advisory Board shall be transmitted to the Building Official or Director of Planning prior to submitting for a building permit sought for the proposed development.

k. Parking Requirements & Access Management.

- (1) To the extent net street parking, over and above that currently existing within the OAO, is provided by the developer prior to certificate of occupancy, such net new parking directly adjacent to the development lot may count towards satisfying code parking requirements.

- (2) *Parallel Orange Avenue Access.* Where Palmetto Drive, Vivian Drive and Harmon Drive provide secondary and primary access to properties within the OAO area, portions of these roadways may be considered to be closed, vacated or re-aligned, so long as a parallel access road, as approved by the City Commission, is dedicated and maintained to allow public vehicular access between Orlando Avenue and Denning Drive. Protection of on-street parking, maximizing ease of traffic flow for Palmetto Avenue and maintaining the existing 50-foot public right of way shall be matters of priority concern should the roadway be re-aligned. Any road shall be constructed with a minimum street travel lane width of 12 feet unobstructed and shall have unobstructed vertical clearance per National Fire Protection Act (NFPA) codes, shall replace all existing on-street parking and maintain the existing 50-foot public right of way. No on-street parking permitted along a curved roadway segment where the curve exceeds 60 degrees.
- (3) *Off-Street Parking Requirements.* Unless specifically provided within the OAO, parking spaces, parking management plans and parking leases shall be provided in accordance with Land Development Code requirements.
- (a) *General Business and Retail Commercial:* One parking space for each 333 square feet of gross floor space.
 - (b) *Office, Professional or Public Buildings:* One parking space for each 333 square feet of gross floor space.
 - (c) *Medical Office:* One parking space per 200 square feet of gross floor space.
 - (d) *Hotel:* One parking space for each guest room shall be provided. Other ancillary uses in the hotel (restaurant, spa, retail, meeting space, etc.) shall be required to provide parking in accordance with the off-street parking requirements defined in Section 58-86 subject to a credit of 50% of the rooms.
 - (e) *Restaurants, Food Service Establishments, Nightclubs, Taverns or Lounges:* One space for every four seats.
 - (f) *Multi-family residential:*
 - (1) Each one-bedroom or studio unit shall be required to provide 1.25 dedicated parking spaces per unit.
 - (2) Each two-bedroom unit shall be required to provide 2.0 dedicated spaces per unit.
 - (3) Each three-bedroom or above unit shall be required to provide 2.5 dedicated parking spaces per unit.
- (4) *Off-street Parking Access Design.* Parking access to properties along Orange Avenue, Orlando Avenue and Fairbanks Avenue shall be through an alley originating from side streets or from a side street if frontage is available on a side street. In mid-block

locations without existing alleys, new alleys shall be provided and accessed from the frontage street. Garages shall not be located in front of the primary building. If side street frontage is not available, access from cross-access easements preferably in the form of shared rear alleys shall be utilized. If cross-access is not available, a driveway will be allowed from Orange Avenue, Orlando Avenue, or Fairbanks Avenue, provided the driveway and building gap surrounding it is not more than 20 feet. Any new driveways or curb cuts along Fairbanks Avenue or Orlando Ave shall require FDOT coordination prior to submittal. Throughout the OAO, cross-access agreements, preferably in the form of shared rear alleys are required, to reduce the number of curb cuts and driveways. The intent is to maintain the building street wall without large voids for access driveways and improve traffic circulation by providing rear access for services and deliveries. The goal in this parking arrangement is to decrease the visibility of parking from the street as much as possible, by having parking behind the building and to reduce the turning movements with limited visibility across multiple lanes of traffic.

- (5) *Off-site Parking.* Required parking may be located within 750 feet of the building, or within the closest parking structure where excess parking is available for lease. In the event of new construction, addition, or change in intensity of use of the principal building or property being serviced by the remote parking lot, all existing parking spaces located on such remote lot shall be allocated to the existing building or principal use to meet the minimum requirements of this article, and any additional spaces may then be allocated to that portion of the building or property which is the subject of the new construction, addition, or change in intensity of use.
- (6) *Bicycle Parking Requirements.* Unless specifically provided within the OAO, bicycle Parking shall be required in accordance with other Land Development Code Standards. Where large projects provide parking garages, 20% of the required bike parking shall be provided onsite. The other 80% of required bike parking may be located within City right-of-way, along bike paths, or within greenspace areas throughout the OAO. The City shall determine where the off-site bicycle parking shall be located.
- (7) *Parking Exclusion.* A parking exclusion shall apply only to existing square footage or floor space. Parking shall be provided as required by the OAO parking standards or other provisions of the Land Development Code, where not specifically addressed herein. The OAO shall apply for any net new building or net new floor space created by redevelopment, new construction, additions, alterations, or remodeling or for any change in use requiring additional parking such as an office or retail space conversion to restaurant. Existing parking spaces may be counted to satisfy this

requirement only where such existing spaces are in excess of the parking space requirements of this section for any existing floor space.

(8) *Floor Area Ratio for Parking Structures.* In subareas where the city encourages the use of structured parking, an opportunity to achieve increased floor area ratio (FAR) is included in the Subarea development standards. Parking structures shall count towards the floor area ratio (FAR) for any property within the OAO (except for underground level and open top level), developments that provide parking at least 10% above what is required by minimum code requirements or parking structures meeting the following conditions are eligible to take advantage of the Bonuses offered in the OAO Development Enhancement Menu.

- i. Provide for multi-property parking collectives. For smaller-scale garages, multiple property owners may create a collective where parking can be built on a property that can serve multiple properties that do not have adequate available parking.
- ii. Provide level-two electric vehicle charging stations for a minimum of 2% of all spaces within the structure.
- iii. Provide and construct parking spaces at least 10% above what is required to meet code minimum requirements. This excess parking must be available for lease at or below fair market value (based on comparable area parking leases) to small businesses in the OAO located in Subarea A. When parking spaces to satisfy the 10% requirement are located on the primary parcel as part of structured parking, the square footage associated with those spaces shall not be included in FAR calculations. At the discretion of the City Commission, a portion of this additional parking may be provided in another location of verified parking deficiency within the OAO. Any parking spaces provided under this provision shall be constructed in conformance with the standards of the Subarea in which they are constructed, subject to an approved Parking Management Plan and supported by a recorded instrument acceptable to the City Manager with review and advice from the City Attorney. Provision of parking spaces shall run concurrent with the primary development use. The City's preference is structured parking. Should the City Commission agree to accept surface parking spaces as part of the required 10% additional parking, the number of spaces will be adjusted to reflect the comparable value of surface versus structured parking based on current market values as determined by the Office of Management and Budget.
- iv. Stairwells required for parking garages shall be designed to have open walls, visible to the outside of the garage.

- v. Parking structures shall be designed to allow sufficient airflow to ensure that all structured parking remain "open-air." Mechanical ventilation shall not be allowed for structured parking within the OAO, unless the parking structure is located below ground.
- vi. Parking structures shall be screened at least 50% on all visible sides with green walls, living walls, liner buildings (with adequate spacing to allow air and light to enter garage), murals (that do not include advertising of any type), mature shade trees or vegetative screening, or designed with architectural details to match the primary structure. that soften the appearance from looking like a stark parking garage wall.
- vii. Subarea A properties shall be offered priority for parking spaces that are required to be available for lease. Parking spaces shall also be eligible for purchase by other properties, first opportunity to purchase shall be given to Subareas A.
- viii. Parking structures shall meet height, building setback, allowable building envelope area and screening requirements as outlined in the OAO.
- ix. Parking garages shall be set back from the Orange Avenue, Fairbanks Avenue or Orlando Avenue frontages in accordance with requirements of Section 58-83(3).i. (2) Setbacks Allowable Building Envelope Cross-Section based on height. Parking structures shall be screened as required in the OAO. Parking shall be accessed from private drives or public/private alleys originating and terminating on side streets to the maximum extent feasible. They shall be designed in an architectural style that is compatible with its building counterpart and shall also conform to the City's parking garage design guidelines, be subject to Parking Management Plans and standards in Section 58-84 and Section 58-86.
- x. Parking structures shall not be permitted on the north side of Fairbanks Avenue.

l. Public Notice and Hearing Requirements.

- (1) In addition to notice required by state law, City-wide notice, as defined in Section 58-89, shall be required for OAO code text amendments and any proposed development within the OAO that requires Conditional Use approval and has a land area of more than 80,000 square feet, or a building of more than 35,000 square feet or having more than 25 residential units. Said notice of the hearing shall be published in a newspaper of general circulation within the city at least 30 days in advance of the hearing; written notice of the time and place of such meeting and the proposed action to be taken shall be posted upon the property and mailed to all owners of record of property within 1,500 feet of the property, and mailed to all households as determined from

the listing of utility billing addresses within the entire city limits at least 30 days prior to the public hearing. The public notice posted on the property shall be erected to be in full view of the general public on each parcel, street side, and shall be erected by the applicant.

- (2) In addition to notice required by state law and Section 58-89, for proposed development within the OAO requiring Conditional Use Approval, but not qualifying for city-wide notice, public notice shall be required as follows: Said notice of the hearing shall be published in a newspaper of general circulation within the city at least 15 days in advance of the hearing; written notice of the time and place of such meeting and the proposed action to be taken shall be posted upon the property and mailed to all owners of property of record within 1,500 feet of the property requested for Conditional Use, at least 15 days prior to the public hearing. The public notice posted on the property shall be erected to be in full view of the general public on each parcel, street side, and shall be erected by the applicant.
- (3) All changes to OAO zoning code text and subarea maps and approval of Conditional Uses for all projects that meet the size, density or intensity requirements for city-wide notice, shall be deemed approved when the change has received the affirmative vote of a majority of the city commission on at least two (2) separate days at either regular or special meetings of the commission. If the city commission approves the required conditional use at the first public hearing, such approval shall not be considered final until the second approval at the second public hearing.

m. Meaningful Open Space Requirements. It is the intent of the OAO to ensure that the development and enhancement of properties includes the creation of meaningful, useable, accessible, green and beautiful open space that invites the public to relax, interact, recreate, unwind and stimulate social connection. Where properties are planned for redevelopment, meaningful open space and the design of structures around these open spaces is the most important consideration. At a minimum, each property 2 acres in size and above, or any project covering 2 acres, that is redeveloped shall provide at least 25% meaningful open space, which is predominately visible from public right of ways, open to and available to the public. At least 50% of open-space areas provided shall be greenspace. Pervious areas such as retention ponds, parking lot islands or landscape planting areas around building bases shall not be counted as open space. Existing park space shall not count towards open space requirements. Open space shall be areas that are open and inviting to the public. Open space can include green areas, hardscape areas, semi-pervious areas, balcony or roof areas that are open to the public and other similar-type spaces. At least 90% of the open space shall be provided at

ground level. The intent is that each of these areas create the opportunity for social interaction, relaxation, recreation and reflection.

n. Signage Requirements. Signage within the OAO with frontage along Orange Avenue shall comply with the following requirements:

- (1) Each occupant shall be permitted a maximum of two signs indicating the business, commodities, service or other activity sold, offered or conducted on the premises. Where one occupancy has two signs, only the following combinations of sign types shall be permitted: One wall or canopy sign; one projecting sign and one wall or canopy sign; one canopy sign and one under-canopy sign. These signs shall also comply with the applicable provisions of Sections 58-125 through 58-128.
- (2) Projecting signs on properties or buildings within the OAO shall be limited to an area of each face of 20 square feet and shall have a minimum clearance of seven feet.
- (3) The maximum copy area of canopy signs shall be two square feet per linear foot of canopy front and sides. These signs should also comply with applicable provisions of Section 58-128.
- (4) Signs attached to the underside of a canopy (under-canopy signs) shall have a copy area no greater than six square feet, with a maximum letter height of nine inches, subject to a minimum clearance of seven and a half feet from the sidewalk.
- (5) OAO properties may not have digital, electronic, and/or internally-illuminated signs, such as backlit plastic, acrylic or glass. Front lighting of signs is encouraged. External illumination must be provided by a light source that is installed to prevent direct light from shining onto the street or adjacent properties. Flashing or moving lights are not permitted. Backlit halo-type opaque sign lettering is permitted; however, the light color must be white or subdued and muted such as a pastel shade. Sign faces and sides may not be translucent and must be an opaque material such as metal or wood.
- (6) Ground signs or monument signs (excluding pole and pylon signs) are only permitted within the Subareas C, D, E, I, J and K. Ground signs within these subareas are limited to 30 square feet in size, and shall be located as to prevent interference with pedestrian and vehicular traffic. The design and location of such signs shall be subject to the approval of the Planning and Community Development director and/or Building Department director via a sign location and design plan to ensure that the sign does not interfere with pedestrian traffic, parking or does not create excessive signage in one area.

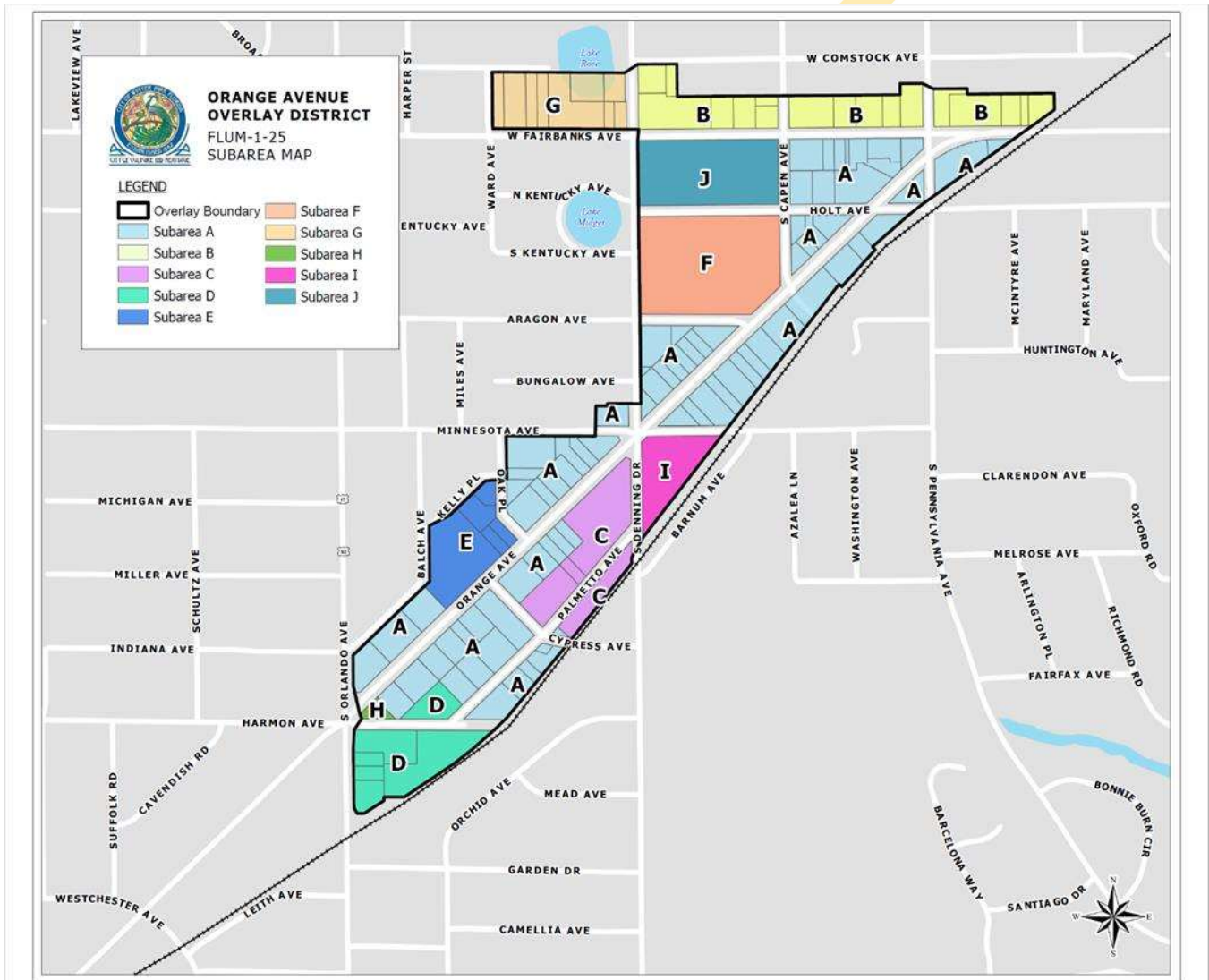
o. Sidewalk Design and Utilization. All buildings, parking areas, public spaces, amenity features, and adjoining developments of similar use shall be linked with sidewalks. Sidewalks shall be provided along public streets that provide access to the development. A minimum 17-foot

sidewalk is to be provided along Orange Avenue. Fairbanks Avenue and Orlando Avenue shall provide sidewalks at least ten feet wide with a minimum 5-foot landscape buffer along the back of curb, between the roadway and sidewalk. All other sidewalks in the OAO shall be at least 10-feet in width with a minimum 5-foot landscape buffer. If sufficient right-of way is not available, the building may need to be set back to accommodate these wider sidewalks and the additional space required to create the required sidewalks as defined herein shall be dedicated to public access through easement. Sidewalks shall be constructed in accordance with the standards for sidewalks set forth in City of Winter Park Engineering Standards and Landscape standards and constructed at the sole cost of the developer. Restaurants and cafes with seating within the public right-of-way shall be subject to the regulations contained in Chapter 90, Article VI - Sidewalk Cafes, of the Winter Park code of Ordinances.

- p. Display of Merchandise Outside of Commercial Buildings.* Only properties within the OAO with frontages along Orange Avenue are allowed one display of merchandise to be located outside of a commercial business exclusive of beautification elements such as plants (that are not for sale). This display must be placed within two feet of the front wall or window of the building. This display must not block or impede pedestrian traffic or be placed on the public sidewalk and at least six feet of clear sidewalk width must remain for pedestrian traffic. This display must be no more than six feet in height and no more than two feet in width. The display must be safely secured and removed under windy conditions. The display must be removed when the business is not open. An outside display is not permitted if the business chooses to place an outdoor portable sign.
- q. Contribution to Transportation and Mobility Infrastructure.* Development and redevelopment within the OAO requiring a conditional use approval shall contribute to the cost of transportation and mobility improvements prior to permitting based upon the estimated cost to fund the design, engineering, permitting, and construction of those transportation and mobility projects within or proximate to the OAO that are impacted by such development or redevelopment. The owner and developer of a project shall enter into an agreement with the City, as part of conditional use approval addressing the project's contribution to transportation infrastructure. In the event the City establishes a mobility fee, road impact fee, special assessment or other funding mechanism a project's payment of such required fee may satisfy requirements of this policy.
- r. Stormwater Management:* To increase efficiency of land use, at the discretion of the Director of Planning and Transportation or the Director of Public Works, stormwater management systems serving multiple building developments may be considered provided such systems are made available before certificate of occupancy and

recorded with a legal instrument acceptable to the City with review and advice from the City Attorney.

- s. *Orange Avenue Overlay District Subareas and Standards for Development.* The subarea map depicted below delineates the different subareas of the OAO and the specific standards, requirements and opportunities for each subarea. Each subarea has unique characteristics, issues and opportunities.



After the adoption of the OAO, no changes to the subarea map shall be allowed. Variances to height, number of stories, FAR, permitted/prohibited uses, required open space or maximum residential density shall not be granted for any property or development within the Orange Avenue Overlay District. Variances to other development standards shall be considered, with sufficient

showing of reasoning and hardship, as outlined in Section 58-90 and 58-92.

The standards detailed in the OAO are the maximum density and intensity parameters potentially permitted in each respective subarea. These maximum standards are not an entitlement and are not achievable in all situations. Many factors may limit the achievable FAR including limitations imposed by the maximum height, physical limitations imposed by property dimensions and natural features as well as compliance with applicable code requirements such as, but not limited to parking, setbacks, lot coverage and design standards.

Parcels to be developed or redeveloped within Subareas D, I & J shall contain at least 25% of the Cumulative Gross Floor Area as Mixed-Use, ensuring that no single-use developments occur that may not create the vibrant mixed-use district that is desired. Mixed-use can be vertical or horizontal.

Residential units are limited on the first floor along Orange Avenue for all Subareas. Limited residential use of the first or ground floor of such buildings may be permitted when limited to the functions of entrance lobby/elevator/stair access, leasing or management office or residential amenity spaces such as health/fitness, meeting/activity room or storage. However, in no case shall more than 15 percent of the first or ground floor be devoted to (not counting the area of parking garages) these ancillary residential uses.

(1) *Subarea A.* In order to allow for the remodeling and renovation of the buildings within this subarea and to enhance the OAO, these properties shall not be required to comply with those Land Development Code standards listed below, as long as additional square footage is not added to the buildings. If additional square footage is added, as to parking requirements, the properties shall be required only to provide the required parking for the new net square footage of the property. Any additional impervious surface created shall meet all City of Winter Park stormwater requirements for the new impervious area. All remodels, renovations or reconstructions that are allowed to remain as legally non-conforming under other Land Development Code requirements, shall still be required to meet applicable building and life safety codes as determined by the City Building Official and Fire Official. If the use of the building is changed (i.e. office conversion to café), parking shall be provided as required by Code.

(a) *Exemptions.* The following Land Development Code Requirements shall not be required to be met for renovation or remodel of existing structures that will maintain the existing use, gross square footage, number of stories and conditions of the property:

1. Floor Area Ratio (to the extent existing structure already exceeds FAR)
 2. Minimum Parking Requirements
 3. Stormwater Retention (but a minimum of 10 cubic feet of stormwater treatment and storage shall be created)
 4. Impervious Surface Percentage
 5. Setbacks
 6. Landscaping
 7. Height (no increase in stories)
- (b) *Reconstruction of Buildings.* Given the age of buildings within Subarea A, the properties within this subarea shall be allowed to reconstruct the same building footprint (and square footage) when the building on the site is completely demolished, regardless of non-conforming status, on the site without being required to meet all development standards. Reconstruction of buildings shall be required to provide stormwater retention and the sidewalk widths as described herein. All building and life safety codes shall be met with all reconstruction.
- (c) *Subarea A Development Standards:*
1. Base Floor Area Ratio (FAR): 45%
 2. Maximum Achievable FAR with Residential: 60%
 3. Maximum Height: 2 Stories for any properties abutting Orange Avenue and Minnesota Avenue, and 3 stories for all other properties within the subarea.
 4. Maximum Impervious Coverage: 85%
 5. Setbacks: Maximum front setback is 0 feet, but must allow for at least a 17-foot wide sidewalk along Orange Avenue. Fairbanks Avenue and Orlando Avenue and other streets in the OAO shall each be designed to provide for a 10-foot wide sidewalk with a minimum 5-foot landscape buffer on the back of curb. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer or street tree canopy clearance, the area shall be dedicated as a public access easement. Side setback is a minimum of 0 feet, and rear setback is a minimum of 10 feet.
 6. Maximum Residential Density: 17 units per acre
 7. Historic Preservation: It is a purpose of the OAO to protect and promote historic resources within the OAO. Towards that end the CRA in conjunction with the City, shall provide financial and administrative assistance to historic assets to submit applications for designation on the local and National Register of Historic Places. Additionally, discounts on license and permit fees shall be offered to incentivize registration on the local register of Historic Places. Applications for façade grants from historic assets shall be given prioritization.

(2) Subarea B.

(a) *Subarea B Development Standards:*

1. Base Floor Area Ratio: 45%
2. Maximum Achievable FAR with Residential: 60%
3. Maximum Height: 2 stories when property line is shared with residential use or zoning. Structures on parcels not having a common boundary with residential may increase to 3 stories if the 3rd floor is set back an additional 10 feet from front and rear setback lines. 3rd floors shall only allow residential uses.
4. Maximum Impervious Coverage: 85%
5. Setbacks:
 - a. Front/Street: 25 feet within 100 feet of the Fairbanks and Denning intersection, otherwise front setback is 20 feet. Front setbacks must allow for at least a 10-footwide sidewalk and 5-foot landscape buffer area on the back of curb along Fairbanks Avenue. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
 - b. Side: 0
 - c. Rear: 35 ft
 - d. Third stories shall require an additional 10-foot setback from the front and rear setbacks.
6. Maximum Residential Density: 17 units per acre

- (b) *Additional Development Regulations.* For properties within this Subarea B with an underlying zoning of single-family residential, these properties shall only be used for single-family residential use, open space, or transportation improvements.

(3) Subarea C.

(a) *Subarea C Development Standards:*

1. Base Floor Area Ratio: 20%
2. Bonus FAR exclusively for Structured Parking: 65%
3. Maximum Achievable FAR with Parking Structure: 85%
4. Total FAR must be divided between multiple buildings
5. Maximum Height: 2 Stories or 35 feet (including any awnings or shade structures) for Commercial Structures and Parking garage shall be allowed up to 4-levels including the rooftop deck.
6. Maximum Impervious Coverage: 75%
7. Setbacks: 0 front setback along Orange Avenue, Denning Drive, or Palmetto Avenue, except front setbacks on Orange must allow for at least a 17-foot wide sidewalk and setbacks on Denning and Palmetto

must allow for a 10-foot wide sidewalk and 5-foot landscape buffer on back of curb. Where the building requires an additional setback to achieve a 17-foot sidewalk, the area shall be dedicated as a public access easement. The bike trail may substitute for applicable sidewalk requirements at the discretion of the Director of Planning. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.

8. Maximum Residential Density: 0 units per acre

- (b) *Intersection and Open Space Viewshed.* Due to the unique shape of Subarea C and proximity to a unique intersection, this additional requirement creating a viewshed shall apply. The viewshed area is banded by the lines described as follows: Start where the property lines of Subarea C meet at the intersection of Denning Drive and Orange Avenue; then travel 150 feet southwest along Orange Avenue's southeast right of way line; thence easterly to the point on the west boundary of South Denning Drive that is 150 feet south of the starting point; then north along the west boundary of South Denning Drive to the starting point ("viewshed"). This viewshed shall be an open space area not available for the construction of structures or storage or placement of equipment, material or items otherwise allowed in the OAO.
- (c) *Palmetto Re-Alignment.* Palmetto Avenue may be relocated to allow for different development scenarios on the site. Protection of on-street parking, maximizing ease of traffic flow for Palmetto Avenue and maintaining the existing 50-foot public right of way shall be matters of priority concern should the roadway be realigned.
- (d) *Additional Development Requirements.*
 - (1) A monument sign at least 3 feet in height and 5 feet in width, set in a landscaped bed, shall be required to be provided at the intersection of Denning Drive, Minnesota Drive and Orange Avenue, which directs the public to Mead Botanical Garden. The City shall approve the design and location of the sign.
 - (2) Include 1.5 acres of contiguous park space plus bicycle/pedestrian trail.
 - (3) No residential use.
 - (4) City to retain ownership of this parcel in perpetuity.
 - (5) Stormwater requirements to exceed code.
 - (6) Contribute to parking needs of small businesses in the area.

- (7) Walkways that are at least 5 feet wide (paved or bricked) must exist between buildings onsite and extend from the park area to Cypress Ave.

(4) Subarea D.

(a) Subarea D Development Standards:

1. Base Floor Area Ratio (FAR): 60%
2. Maximum Achievable FAR with Enhancements: 100%
3. Maximum Height: 5 Stories or 56 feet
4. Maximum Impervious Coverage: 75%
5. Setbacks:
 - a. Street: Minimum 50 feet along Orlando Avenue. Setbacks must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area on the back of curb along Orlando Avenue and Palmetto Avenue. 0 feet along Orange Avenue except front setbacks must allow for at least a 17-foot wide sidewalk. The bike trail may substitute for applicable sidewalk requirements on one side of realigned Palmetto, at the discretion of the Director of Planning. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
6. Rear: 35 feet
7. Maximum Residential Density: 17 units per acre

(a) Residential Uses shall only be allowed above the ground floor fronting Orange Avenue. On a case by case basis the City Commission may permit the maximum density in this subarea to be exceeded by up to 10% per acre when such allowances are used exclusively for the construction of inclusionary affordable/workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.

(b) *Required Development Enhancements.* In order to be eligible for any Development Enhancement Bonuses, any future development of the property within Subarea D shall include structured parking and the following item(s) from the Development Enhancement Menu: CT.1.

(c) *Road Realignment.* Realignment of the Harmon Avenue or Vivian Avenue right-of-way may be considered, subject to City Commission approval and shall require dedication of equivalent Right-Of-Way for the re-alignment of Palmetto Ave. Harmon Avenue currently serves as access to businesses on Palmetto Avenue. Replacement of on-street

parking and maximizing ease of traffic flow for Palmetto Avenue shall be matters of priority concern should the City Commission approve closing or vacation of Harmon Ave or Vivian Avenue. No on-street parking permitted along a curved roadway segment where the curve exceeds 60 degrees.

(5) *Subarea E.*

(a) *Subarea E Development Standards:*

1. Base Floor Area Ratio: 45%
2. Maximum Achievable Floor Area Ratio with structured parking: 60%.
3. Maximum Height: Maximum 2 Stories
4. Maximum Impervious Coverage: 85%
5. Setbacks:
 - a. 0 front setback along Orange Avenue, except front setbacks must allow for at least a 17-foot wide sidewalk and 5-foot landscape buffer at back of curb. All other street frontages must allow for a 10-foot sidewalk and 5-foot landscape buffer at back of curb. Where the building requires an additional setback to achieve a 17-foot sidewalk, the area shall be dedicated as a public access easement. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
 - b. Side: 5 feet
 - c. Rear: 20 feet. If abutting residential, shall be a minimum of 35 feet or equal to building height, whichever is greater.
6. Maximum Residential Density: 17 units per acre

(6) *Subarea F.*

(a) *Subarea F Development Standards:*

1. Base Floor Area Ratio: 20%
2. Maximum Achievable Floor Area Ratio: 20%
3. Maximum Height: 2 Stories
4. Maximum Impervious Coverage: 50%
5. Setbacks: 20 feet. Orange Avenue setbacks must allow for at least a 17-foot wide sidewalk and 5-foot landscape buffer area on the back of curb. Setbacks on Capen Avenue, Aragon Avenue and Denning Drive must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area on the back of curb. Where the building requires an additional setback to achieve a 17-foot sidewalk, the area shall be dedicated as a public access easement. Where the building requires an additional setback to achieve the required sidewalk, landscape

buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.

6. Maximum Residential Density: No Residential Uses Allowed

- (b) *Additional Subarea Requirements:* This area shall not be used for any other future purpose than public space, recreation, open sports/recreation facilities, including ancillary structures, or the parking needed to support these uses. No offices, classrooms, residences or other college uses shall be allowed on the property.

(7) Subarea G.

Subarea G Development Standards:

1. Base Floor Area Ratio: 45%
2. Maximum Achievable Floor Area Ratio: 45%
3. Maximum Height: 2 Stories at max of 35 ft
4. Maximum Impervious Coverage: 85%
5. Setbacks: Front setback shall be 25 feet. Setbacks must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area along Fairbanks Avenue. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement. Side setback is a minimum of 5 feet, and rear setback is a minimum of 10 feet.
6. Maximum Residential Density: 17 Units/Acre

Additional Development Requirements. This Subarea G represents an opportunity to expand Martin Luther King Jr., Park to create an increased greenway connection to Mead Botanical Garden, for cleanup of environmental hazards threatening water quality, educational opportunities regarding karst formation (sinkholes) and to improve traffic flow. It is the intent of the City of Winter Park to acquire these properties for the extension of Martin Luther King, Jr. Park and to provide for transportation improvements.

(8) Subarea H.

(a) *Subarea H Development Standards:*

1. Base Floor Area Ratio: 0%
2. Maximum Achievable Floor Area Ratio: 0%
3. Maximum Height: N/A
4. Maximum Impervious Coverage: N/A
5. Setbacks: N/A
6. Maximum Residential Density: N/A

(9) Subarea I.

- (a) *Subarea I Development Standards:*
1. Base Floor Area Ratio (FAR): 45%
 2. Maximum FAR with Residential: 60%
 3. Maximum Achievable FAR with Enhancements: 100%
 4. Maximum Height: 3 Stories
 5. Maximum Impervious Coverage: 75%
 6. Setbacks: Orange Avenue 0 front setback, except front setbacks must allow for at least a 17-foot wide sidewalk. On Denning Drive and Minnesota Avenue setbacks must allow for at least a 10-ft wide setback and a 5-ft planting strip back of curb. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
 2. Maximum Residential Density: 17 units per acre. Residential Uses shall only be allowed above the ground floor. On a case-by-case basis the City Commission may permit the maximum density in this subarea to be exceeded by up to 10% per acre when such allowances are used exclusively for the construction of inclusionary affordable/workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.
- (b) *Required Development Enhancements.* In order to be eligible for any Development Enhancement Bonuses, any future development of the property within Subarea I shall include structured parking and the following item(s) from the Development Enhancement Menu: CT.7. The City of Winter Park shall determine the area required to be dedicated for intersection improvements.
- (c) *Intersection and Open Space Viewshed.* Due to the unique shape of the property and proximity to a unique intersection, this additional requirement creating a viewshed shall apply. The viewshed area is bounded by the lines described as follows: start where the property lines of Subarea I meet at the intersection of Denning Drive and Minnesota Avenue; then travel 50 feet east along Minnesota Avenue's southern right of way line; thence south westerly to the point on the east boundary of S. Denning Drive that is 30 feet south of the starting point; then north to the starting point ("viewshed"). This viewshed shall be an open space area not available for the construction of structures or storage or placement of equipment, material or items otherwise allowed in the OAO. This viewshed is in addition to other setback requirements for Subarea I.

(10) Subarea J.

(a) *Subarea J Development Standards:*

1. Base Floor Area Ratio: 60%
2. Maximum Achievable Floor Area Ratio with Enhancements: 100%
3. Maximum Height: 3 stories fronting on Fairbanks Avenue and Denning Drive. 4 Stories when setback 80 feet from Fairbanks Avenue and Denning Drive. 4 stories fronting on Holt and Capen Avenues.
4. Maximum Impervious Coverage: 75%
5. Setbacks: 35 feet from the back of sidewalk on Fairbanks Avenue. Setbacks must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area at the back of curb along Fairbanks Avenue. On Holt Avenue, Denning Drive and Capen Avenue setbacks must allow for at least a 10-ft wide sidewalk and a 5-ft planting strip back of curb. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
6. Maximum Residential Density: 17 units per acre. Residential Uses shall only be allowed above the ground floor. On a case-by-case basis the City Commission may permit the maximum density in this subarea to be exceeded by up to 10% per acre when such allowances are used exclusively for the construction of inclusionary affordable/workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.
7. Vehicle access to the property shall only be allowed from Capen Avenue or Holt Avenue. A service alley of at least 30 feet is required to extend from Holt to Capen.

- (b) *Required Development Enhancements:* In order to be eligible for any Development Enhancement Bonuses, any future development of the property within Subarea J shall include structured parking and the following item from the Development Enhancement Menu – *Land Donation for Transportation Improvements*. The City of Winter Park shall determine the area required to be dedicated for transportation improvements and the required land may be property under common ownership located offsite from Subarea J within the OAO boundaries.

- t. *Orange Avenue Overlay District Development Enhancements/Bonuses.* Enhanced development entitlements shall be considered for the OAO developments including structured parking, but shall be earned based upon a project meeting certain established criteria, rather than simply granted.

- (1) *Square-Foot-Based Development Enhancement Menu.* A square-foot-based upgrade system for properties with new developments or redevelopments that include parking dedicated to the public in perpetuity within the OAO is hereby established. For properties to obtain additional development entitlements, Floor Area Ratio (FAR) beyond what is provided in the relevant subarea or underlying zoning, the following provisions and Tables are established.
- (2) Property owners or developers providing parking dedicated to the public in perpetuity may use any combination of the Development Enhancement Menu to obtain up to the Maximum Achievable Floor Area Ratio. Certain subareas shall require certain Enhancements to be met. Each development enhancement utilized shall be required to be designed and shown on any development plans submitted for development of a property. Off-site improvements shall require plan submittal for the area where the improvements are proposed. Any enhancement or improvement shall be designed by a licensed professional (Architect, Civil Engineer, Landscape Architect, Structural Engineer, etc.) as determined by the Planning Director.
- (3) For physical improvements from the Development Enhancement Menu, the City may require a development agreement with terms acceptable to the City setting forth the ownership, operation, maintenance and replacement responsibilities for such Enhancement(s). Unless otherwise stated in the Development Enhancement Menu or a development agreement, the property owner/developer is obligated, at its expense, to operate, maintain, and replace with comparable product at the end of the enhancements' useful life based on industry standards and best practices any physical improvement enhancement made within or upon the development project for the life of the development project. For physical improvement(s) from the Development Enhancement Menu made to City-owned property or other public property, the City may require the property owner/developer, at its expense, to cause the operation, maintenance and replacement of such improvement(s) for up to twenty (20) years from completion in the manner set forth in a development agreement. For any amenities placed upon private property intended to be accessed and/or used by the public, the property owner/developer may be required to grant easements to the City permitting public access and use of such amenities without subjecting the City to any operation, maintenance and replacement responsibilities or liability arising from such public access or use.
- (3) The following OAO Development Enhancement Menu was created to address the wide-ranging issues affecting the Orange Avenue area, while meeting the goals of the Comprehensive Plan, the Vision Winter Park plan and the Winter Park Sustainability Plan. To ensure that the intent of the Development Enhancement Menu is met, any project that utilizes this menu shall be reviewed by the Planning Director in order to make a recommendation to the City

Commission as to whether and to what extent an increase in FAR is allowed.

- (4) Where the City requires Transportation, Affordable Housing or Parks Usage Fees, those fees are separate from enhancements proposed in the following Enhancement/Incentives Menu. Unless otherwise stated within this section, enhancements are not eligible to serve as credits against otherwise required fees.
- (5) The relationship between the Enhancements that will benefit the community and the Incentive that will benefit the developer is based on the following components:
 - a. The "Enhancement Cost" to be borne by the Developer
 - b. The "Incentive" to the Developer expressed as additional floor area allowed over and above the Baseline FAR
 - c. The Value of each additional square foot of floor area, the "FAR Value"
 - d. The "Multiplier" as established by Commission Policy

- (6) The calculation of the Incentive relative to the Enhancement is expressed as follows:

Incentive (in Square Feet) = Enhancement Cost (Dollars) times Multiplier (set by Policy) divided by FAR Value (Dollars per SF)

Example: For an Enhancement with a cost of \$10,000, FAR Value of \$70 per SF of FAR and a Multiplier of 2.0, the Incentive is calculated as follows:

Incentive (SF) = \$10,000 x 2.0 / (\$70/SF) = 400 Additional SF of FAR

Check: 400 Additional SF of FAR x \$70/SF = \$28,000 of Value to Developer (i.e. a \$18,000 profit on a \$10,000 cost; or 180% profit)

- (7) The "Enhancement Cost" shall be the installation cost plus the present value of the 20-year maintenance requirement, if applicable. Enhancement Cost shall be determined by staff as directed by the City Manager in their sole discretion. Staff (at the direction of city manager) may consider actual costs, estimated costs, comparable market values, consultant estimates or any other means or methods that staff may choose.
- (8) The value of each additional square foot allowed by increasing the FAR, "FAR Value," shall initially be [\$70] per SF. FAR Value shall be subject to approval by the Commission, upon recommendations from staff, but as a minimum shall increase 2.5% per year. Staff shall make recommendations to increase the FAR Value not less than every 10 years. Staff recommendations shall primarily consider recent sale comparisons expressed as the Sales Price

divided by the greater of the SF permissible under the Baseline FAR or the actual SF approved at the time of the sale closing.

- (9) The “Multiplier” is set as a policy matter by the Commission to provide a range of profit on cost or a risk premium over the cost of the Enhancement.

Examples of Multipliers and the Policy may include:

- a. “Threshold Enhancements” or “Permissible Enhancements” = [1.25 times] (e.g., 25% profit on cost or risk premium)
- b. “Encouraged Enhancements” = [1.5 times] (e.g., 50% profit on cost or risk premium)
- c. “Strongly Encouraged Enhancements” = [2.0 times] (e.g., 100% profit on cost or risk premium)

Table 1: Orange Avenue Overlay District Development Enhancement Menu – Sustainability Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
S.1	<i>Renewable Energy/Solar PV Panel Systems</i>	The cost of installing the system earns an increase in square footage.	1.5	10%

Table 2: Orange Avenue Overlay District Development Enhancement Menu – Arts & Culture Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
AC.1	<i>Space for Non-Profit Arts & Cultural Organizations</i>	For each 1,000 square feet of space that is built specifically and solely for non-profit arts and cultural facilities. The space provided for these non-profit users shall not count towards the FAR of the site. The space shall only be rented to Arts & Cultural organizations with non-profit 501.C.3 status, in perpetuity. Parking shall also be provided and shared parking is encouraged. The rents charged shall not exceed 80% of the median rents charged for similar properties in the area. The rents shall not increase more than 3% per year.	1.5	15%

Table 3: Orange Avenue Overlay District Development Enhancement Menu – Parking Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
P.1	<i>Public Parking</i>	Each 3 Dedicated Public Parking Spaces within a Parking Structure, Which Remain Free for Public Parking at All Times.	1.25	10%

Table 4: Orange Avenue Overlay District Development Enhancement Menu – Meaningful Open Space Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
OS.1	Open Space Beyond Minimums	Additional dedicated open space available to the public beyond the required minimum.	1.5	20%
OS.2	Shade Tree Planting	Each 25-inches of Shade Tree Caliper Planted Onsite Beyond Minimum Requirements. Species Shall Be City Arborist Approved and Planted with Irrigation. A minimum 5" caliper tree shall be required.	1.5	10%
OS.3	Tree Fund Donation	Payment may be made into the City of Winter Park Tree Replacement Trust Fund, so that meaningful trees can be planted throughout the City to maintain and grow our tree canopy.	1.5	5%
OS.4	Mead Garden Improvements	Donation to City of Winter Park designated for Mead Botanical Garden Improvements/Restoration/Enhancements. The Funds Shall Only Be Used for Capital Improvements or Enhancements in Mead Botanical Garden with a maximum donation of \$100,000.	1.25	10%
OS.5	Donation of Land for Parks	For land donated to the City of Winter Park for park space located adjacent to existing public parkland (which is accepted by the City Commission as meaningful and useful park land). Donated park land cost shall equal FAR value.	2.0	20%
OS.6	Martin Luther King, Jr. Park Expansion	Donation to the City of Winter Park, Park Acquisition Fund. Funds Shall Only Be Used for the Acquisition of Additional Park Land. The Funds Shall Only Be Used For the Acquisition of the Area Identified as Subarea "G" herein, to expand Martin Luther King, Jr. Park. Maximum donation of \$100,000.	2.0	10%
OS.7	Social Connection Amenities	Stage areas for music/art performance	1.25	2%
		Dedicated Standalone Public Restrooms (not a part of a business onsite)		2%

Table 5: Orange Avenue Overlay District Development Enhancement Menu – Connectivity & Transportation Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
CT.1	<i>Rail-Trail Construction & Easement</i>	Provide Dedicated Utility & Public Access Easement of a Minimum of 20 feet and Construction of Rail-Trail with a 12-foot Trail Width, to match regional trail widths and 4-foot planting strip along each side within said 20 foot easement, with decorative light pole (as selected by City of Winter Park to match other areas of town) & shade or understory tree of minimum 5" caliper (as selected by Urban Forestry) with irrigation for every 50 feet of railroad frontage. The trail and easement shall connect from the property line where the rail enters, to the property line where the rail exits. The trail shall be designed to align with existing or future trail locations and the design of the trail shall be determined on the site plan when a project is submitted for consideration. Enhancement costs shall not include land costs.	1.25	20%
CT.2	<i>Off-Site Trails</i>	Donation to the Construction of Bike/Pedestrian Trails. Due to the unique circumstances and properties in each area, every section of future trail will have challenges and opportunities. Because no two areas are the same, it is preferable to have developers pay into a trails fund, with design and installation provided by the City. Maximum donation of \$100,000.	1.5	10%
CT.3	<i>Bicycle/Pedestrian Repair Facilities & Rest Areas</i>	Provide bicycle/pedestrian amenities that are available to the community near any Bike Trail facility. One of each of these facilities shall be allowed to locate in one or more of the following locations: Rail Trail area as defined in this chapter, along the new Bike Path connecting to Mead Botanical Garden, or along the Denning Drive bicycle facilities. Each location shall require the following elements under a covered roof or shade area: Bicycle Fix-It Stations with bike lift, air pump and tools; water fountain and water bottle filling; bike rack; trash and recycling receptacles; and a bench. Maximum cost of \$25,000.	1.5	6%
CT.4	<i>Land Donation for Transportation Improvements</i>	Land dedicated to the City of Winter Park as right-of-way for needed transportation improvements. Right-of-way land cost shall equal 25% of FAR value.	1.5	25%

u. *Definitions.*

- (a) *Affordable Housing:* Affordable housing means a dwelling unit, with regard to a unit for sale, which costs less than 80 percent of the median price of the single-family homes sold the previous year in the Orlando metropolitan area; and with regard to a unit for rent, one which rents monthly for less than 80 percent of the median monthly cost of similar sized units for the previous year in the Orlando metropolitan area and for which the purchaser's or renter's income or combined family income does not exceed 80 percent of the median family income for the Orlando metropolitan area.
- (b) *Boutique Hotel:* A boutique hotel has minimal food and beverage operations, no banquet facilities and has 100 rooms or less. It is largely characterized by its smaller size, personalized service and local personality, which can vary dramatically depending on where the property is located. They cater to the individual, providing very personalized, intimate service. These properties are designed to blend into the community and reflect the neighborhoods and cultures around them.
- (c) *Building Story:* Building story means a section of a building between the surface of a floor and the floorplate of the floor above it.
- (d) *Common Ownership or Commonly Owned:* Properties shall be deemed to be under "common ownership" or "commonly owned" if the properties are owned by the same entity or affiliated entities with substantially similar control and management.
- (e) *EIFS:* Exterior Insulation and Finish System. A non-load bearing exterior wall cladding system consisting of a thermal insulation board, adhesively and/ or mechanically attached to the substrate, base coat with reinforced fiberglass mesh and a textured finish coat.
- (f) *Fast Casual Restaurant:* Fast casual restaurants offer consumers freshly-prepared, higher-quality food in an informal setting, with counter service to keep things speedy.
- (g) *Floor Area Ratio (FAR):* The gross floor area divided by the land area of the building site excluding land areas across a public street under the same ownership. The gross floor area ratio is the square footage of the building or buildings on the property (and contiguous properties being used in connection with such building(s)) divided by the area of such property in square feet. This mathematical expression (gross floor area ÷ land area = floor area ratio) shall determine the maximum building size permitted. The floor area of parking structures is included in the calculation of the Floor Area Ratio with the exception of

underground parking, open-air top-level parking and the 10% parking in excess of code required in accordance with Section 58:83 j(7)(c).

- (h) *Food Hall*: Unlike food courts made up of fast food chains, food halls typically mix local artisan restaurants, butcher shops and other food-oriented boutiques under one roof.
- (i) *Green Roof*: A green roof or living roof is a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems. Green roofs serve several purposes for a building, such as absorbing rainwater, providing insulation, creating a habitat for wildlife, increasing benevolence and decreasing stress of the people around the roof by providing a more aesthetically pleasing landscape, and helping to lower urban air temperatures and mitigate the heat island effect.
- (j) *Green Wall/Living Wall*: Living walls or green walls are self-sufficient vertical gardens that are attached to the exterior or interior of a building. They differ from green façades (e.g. ivy walls) in that the plants root in a structural support which is fastened to the wall itself. The plants receive water and nutrients from within the vertical support instead of from the ground.
- (k) *Impervious Area*: Impervious Areas are man-made areas that cannot absorb water from rain or snow. Impervious Area Examples: Roofs; Roads; Sidewalks; Driveways; Parking Lots.
- (l) *Meaningful Open Space*: Privately -owned property that is not a part of the inside of a building. These areas are intended to provide for the use and benefit of the general public, and are legally accessible by the general public. These areas are accessible and designed for outdoor living, gathering, landscaping, recreation, pedestrian activity, meaningful, useable, accessible, green and beautiful open space that invites the public to relax, interact, recreate, unwind and stimulate social connection. Open space shall not be retention ponds, parking lot islands or landscape planting areas around building bases. Meaningful opens spaces are areas that are open and inviting to the public. Open space can include green areas, hardscape areas, semi-pervious areas, balcony or roof areas that are open to the public and other similar-type spaces. The intent is that each of these areas create the opportunity for social interaction, relaxation, recreation and reflection.
- (m) *Mixed-Use*: Mixed-use development combines two or more types of land use into a building or set of buildings that are physically and functionally integrated and mutually supporting. This can be

some combination of residential, commercial, industrial, office, institutional, or other land uses. The form of mixed-use development can be vertical or horizontal. Vertical mixed-use occurs when different uses inhabit the same building and sit atop one another, such as residential or office uses over ground floor retail. Horizontal mixed-use occurs when uses are placed next to each other, such as an apartment building that is adjacent to offices, restaurants, or retail shops. Mixed-use areas often create the main street/downtown, activity center, or commercial corridor of a local community, district, or neighborhood. They frequently involve stacking uses – residential or office above retail, for example, in low or midrise buildings, but are predominately made up of a variety of individual buildings arranged around streets and around public squares or other open spaces.

- (n) *Multi-Generational Play Area:* Instead of focusing exclusively on children, these playgrounds broaden their scope to include equipment, activities and amenities for those older than age 12—and perhaps significantly older—so that anyone who visits the playground, regardless of age or ability, can find something there they enjoy.
- (o) *Multi-Modal Transportation:* This concept is that all modes of transportation should have equality and there shouldn't be the typical hierarchy where private automobiles have more opportunities at the cost of pedestrians, cyclists, public transportation users and handicapped persons.
- (p) *Overlay District:* An area where certain additional requirements are mapped upon an underlying zoning district(s). The district modifies or supplements the underlying zoning regulations and allows for flexibility in design and the ability to apply more area specific requirements including, but not limited to, architecture, height, setbacks, use, open space, landscaping, historic preservation, floor area ratio, parking, public improvements, access, stormwater, etc. In the instance of conflicting requirements, the stricter shall apply.
- (q) *Percentage-Based Development Enhancement:* In exchange for the ability to obtain additional development entitlements above those currently allowed by the underlying zoning. Subject to approval by the City Commission, certain public improvements and area-wide solutions will be required by those who develop or redevelop properties and the requirements for Development Enhancement Bonuses must be met. Subject to approval by the City Commission, property owners or developers may propose use of any combination of the Development Enhancement Menu to earn their way up to the Maximum Achievable Floor Area Ratio.

- (r) *Pervious Area:* A pervious surface is a surface that allows the percolation of water into the underlying soil. Pervious surfaces include grass, mulched groundcover, planted areas, vegetated roofs, permeable paving as well as porches and decks erected on pier foundations that maintain the covered lot surface's water permeability.
- (s) *Placemaking:* As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public and private realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. With community-based participation at its center, an effective placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well-being.
- (t) *Public Improvements:* Any drainage facility, roadway, parkway, pedestrian way, off-street parking area, lot improvements, sidewalk, bike lane, park, public facility, pedestrian crossing, boulevard or other facility which benefits the public.
- (u) *Residential Density:* Measured in dwelling units per gross acre. Maximum densities determine the number of apartment, townhome, condominium or other multifamily units allowed.
- (v) *Walkability:* A measure of how well streets are designed to incorporate pedestrian scale elements and to create equal access for pedestrians. A walkable area has health, environmental, and economic benefits. It keeps pedestrians interested, safe and engaged with the built environment around them. With community-based participation at its center, an effective placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well-being.
- (w) *Workforce Housing:* A dwelling unit, with regard to a unit for sale, which costs less than 120 percent of the median price of the single-family homes sold the previous year in the Orange County metropolitan area; and with regard to a unit for rent, one which rents monthly for less than 120 percent of the median monthly cost of similar sized units for the previous year in the Orange County metropolitan area, and for which the purchaser's or

renter's income or combined family income does not exceed 120 percent of the median family income for the Orange County metropolitan area.

v. Vested Rights.

(1) In order to not adversely affect development projects that are actively in the process of being developed for which expenditures have been made in reliance upon the previously existing land development regulations prior to the effective date of this Section as evidenced by such development project's site and building floor plans and/or conditional use having been received and approved by the City prior to the effective date of this Section, the City will allow such development projects to proceed subject to compliance with the underlying zoning and future land use of the property existing prior to the adoption of this Section, other applicable land development regulations and conditions of approval without the need to comply with the development standards of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8 and its corresponding Objectives and Policies for which this Section implements. Provided however, a conditional use approval or other development order that has been approved by the City which subsequently expires, whether prior to or after adoption of this Section, does not create a vested right to develop a property without compliance with this Section and the Comprehensive Plan Future Land Use Element Goal 1-8 and its corresponding Objectives and Policies which this Section implements. The City Commission will not approve any Conditional Use extensions of those development projects within the OAO that have been approved prior to the effective date of this Ordinance.

(2) If a property owner believes that this Section and/or the Comprehensive Plan Future Land Use Element Goal 1-8 (and its corresponding Objectives and Policies which this Section implements) creates an inordinate burden on an existing use of real property or a vested right to a specific use of real property, the property owner may apply for a vested rights determination by the City Commission to allow development of such real property within the OAO subject to the underlying zoning and future land use of the property existing prior to the adoption of this Section and compliance with other applicable land development regulations. The Director of Planning and Transportation is authorized to develop a vested rights determination application, the minimum submittal requirements for such application and a reasonable fee associated with the review and processing of such application. The property owner requesting a vested rights development under this subsection has the burden of proof to show that the property owner has a vested right to develop its real property without being subject to the provisions of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8 and its corresponding Objectives and Policies which this Section implements. The City Commission will conduct a quasi-judicial public hearing on the vested rights determination request to consider whether to approve or disapprove the property owner's request for a vested rights determination. If the City Commission approves the vested rights determination, the applicable real property will be able to develop subject to compliance with the underlying zoning and future land use of the property existing prior to the adoption of this Section and other

applicable land development regulations without compliance with or benefitting (including benefitting from any increased densities or intensities allowed by the OAO) from the development standards of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8 and its corresponding Objectives and Policies which this Section implements. An approval of a vested rights determination may be subject to a requirement that the property owner and city execute an agreement, with terms acceptable to the city, specifying the uses, densities and intensities allowed and other applicable restrictions upon the development of the real property at issue.

(3) Upon the City's receipt of a written claim of an inordinate burden on an existing use of real property or a vested right to a specific use of real property caused by the provisions of this Section and/or the Comprehensive Plan Future Land Use Element Goal 1-8 (and its corresponding Objectives and Policies which this Section implements), the City Commission shall have the authority, but not the obligation, to authorize the applicable property to develop subject to compliance with the underlying zoning and future land use of the property existing prior to the adoption of this Section and other applicable land development regulations without compliance with or benefitting (including benefitting from any increased densities or intensities allowed by the OAO) from the development standards of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8 and its corresponding Objectives and Policies which this Section implements. This provision shall not be construed as a limitation on the City's authority to make, accept and implement settlement offers and settlement agreements pursuant to applicable law.

SECTION 2. Repeal. Ordinance 3166-20 and Ordinance 3167-20 were rescinded and repealed prior to such ordinances effective dates and were never a part of or incorporated into the Comprehensive Plan or land development regulations. Therefore, in no event shall any development project have any vesting status pursuant to the provisions of Ordinance 3166-20 or Ordinance 3167-20. This Ordinance further confirms and readopts the repeal of Ordinance 3167-20.

SECTION 3. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 4. Conflicts. To the extent any provision or provisions of this Ordinance conflict with the provision or provisions of other Ordinances, the provisions of this Ordinance control.

SECTION 5. Codification. Section 1 of this Ordinance shall be codified and made a part of the City of Winter Park Land Development Code, and the sections and subsections of this Ordinance may be renumbered or relettered to accomplish this intention. The word "Ordinance" may be changed to "Section," "Article," or other appropriate word. The City Clerk is given liberal authority to ensure proper codification of this Ordinance, including the right to correct scrivener's errors.

SECTION 6. Effective Date. This Ordinance shall become effective upon the comprehensive plan amendments establishing the Orange Avenue Overlay

District goals, objectives and policies as provided for under Ordinance _____ become effective. If Ordinance _____ does not become effective, then this Ordinance is not effective and shall not become part of the City's land development regulations.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2021.

Mayor Phil Anderson

Attest:

City Clerk

**DRAFT ORANGE AVENUE OVERLAY
LAND DEVELOPMENT CODE AMENDMENT
P&Z AMENDMENT VERSION FOR PUBLIC HEARING**

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF WINTER PARK,
FLORIDA, AMENDING CHAPTER 58 "LAND
DEVELOPMENT CODE" ARTICLE III, "ZONING" SO AS
TO ADOPT A NEW ZONING DISTRICT SECTION 58-83
ORANGE AVENUE OVERLAY DISTRICT (OAO)
CREATING REGULATIONS FOR THE ORANGE AVENUE
OVERLAY DISTRICT; PROVIDING FOR CONFLICTS;
REPEAL; SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, the Creation of the Orange Avenue Overlay process was an extensive multi-year community planning effort that involved continuous opportunities for public input and unique collaborative opportunities, such as: a community walkshop, surveys, citizen boards and focus groups, educational videos, open houses, charettes, written-only visioning, work sessions and much more; and

WHEREAS, the Winter Park Planning and Zoning Board, acting as the designated Local Planning Agency, has reviewed and recommended adoption of proposed amendments to the Zoning Regulations portion of the Land Development Code having held an advertised public hearing on _____, October 5, 2021, and has recommended approval of this Ordinance to the City Commission; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on this Ordinance set forth hereunder and considered findings and advice of staff, citizens, the Orange Avenue Overlay Steering Committee, the Planning & Zoning Board and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the Land Development Code changes set forth hereunder; and

WHEREAS, *Comprehensive Plan Policy 1-2.4.14, Mixed Use Designation directed.* Within one year from the adoption of this Comprehensive Plan, the City will create a mixed use overlay or district for commercially designated parcels that would be intended to facilitate design and use flexibility to achieve pedestrian scale, innovative transit connectivity and maximizing open space within a commercially viable and architecturally desirable design. Complementary uses may include, but are not limited to retail, entertainment, office, civic and residential uses. The City shall also prepare companion land development code regulations that implement the proposed mixed use overlay or district simultaneously with any policy amendments related to this overlay or district. All policies related to this overlay or district will be subject to a Comprehensive Plan amendment; and

WHEREAS, the City Commission hereby finds that the land development regulations set forth in this Ordinance are consistent with the Comprehensive Plan as recently amended to establish the Orange Avenue Overlay District goals, objectives and policies; and

WHEREAS, the City Commission hereby finds that this Ordinance serves a legitimate government purpose, meets the requirements of law and is in the best interests of the public health, safety, and welfare of the citizens of Winter Park, Florida.

NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:

SECTION 1. Amendment. That Chapter 58 "Land Development Code", Article III "Zoning" of the Code of Ordinances is hereby amended and modified by adopting a new Section 58-83 Orange Avenue Overlay District (OAO), to read as follows:

Section 58-83. Orange Avenue Overlay District (OAO).

- (1) *Establishment of Orange Avenue Overlay District.* The Winter Park City Commission adopts this overlay district as needed in order to implement specific purposes, intents, and design standards based upon the adopted Comprehensive Plan goals, objectives and policies for the Orange Avenue Overlay District, which shall be applied as additional standards to other regulations required by the City. Such overlay district shall be made a part of this section of the Land Development Code. Upon adoption, the boundaries of such overlay district shall be shown on the Winter Park Zoning Map.

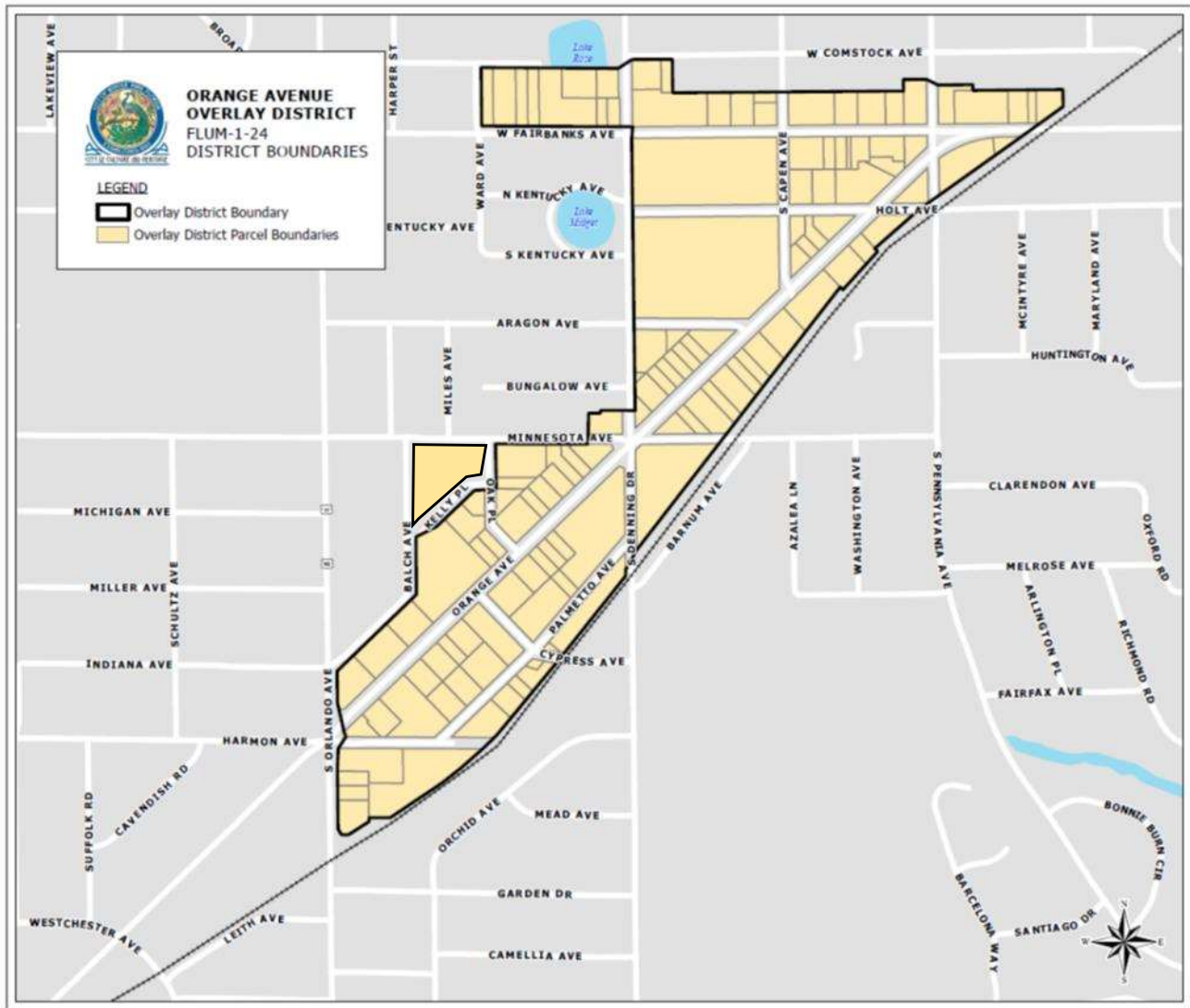
~~(2)~~ *Applicability.*

~~(3)~~(2) An overlay district acts as an additional layer of zoning over the base (or underlying) zoning district. All development projects located within this overlay district shall adhere to the requirements of this Section and other applicable provisions of the Land Development Code. The provisions of this Section shall prevail to govern the development of property within the overlay district over conflicting provisions found in other parts of the Land Development Code, including the provisions of the applicable base zoning district.

~~(4)~~(3) *Orange Avenue Overlay District.* The provisions and regulations for the Orange Avenue Overlay District within the City of Winter Park are outlined below.

- (1) *Orange Avenue Overlay District.* It is the intent of the Orange Avenue Overlay District ("OAO") to provide enhanced standards to protect and promote the unique characteristics of the Orange Avenue area and create a distinct gateway into Winter Park. This OAO is used to create a sense of place established through specific architectural styles, streetscape design, open space areas, setbacks, site design, block structure, landscaping and other regulatory controls. The following provisions and regulations apply to all properties located within the OAO unless expressly provided otherwise.

- a. *Location and boundaries.* The OAO boundaries are identified on ~~the following mapmap~~ FLUM 1-24, shown below. The provisions and regulations found herein shall only apply to the properties located within this defined area. Each parcel of property within the OAO ~~is identified by tax parcel identification number on Exhibit "A" attached to the ordinance adopting this section, and each Parcel~~, in addition to retaining its underlying zoning classification (as modified by these OAO regulations and provisions), ~~shall reflect on an~~ "OAO" designation on the City's zoning map.



b. *Purpose.*

- (1) Encourage sustainable development, redevelopment, and adaptive reuse that will become a long-term asset to Winter Park;
- (2) Create and enhance connectivity to the surrounding neighborhoods and promote connectivity to all of Winter Park;
- (3) Utilize and incentivize private development and/or redevelopment to create solutions for the existing problems that

small properties and business-owners in the Orange Avenue area face;

- (4) Create public improvements that will benefit all residents and visitors of Winter Park;
- (5) Provide the opportunity for existing businesses and properties to improve their structures, their businesses and their building facades;
- (6) Restrict uses and create regulations that promote the development of the Orange Avenue area as a special place within Winter Park that promotes an environment of arts, healthy-living, cuisine, culture, heritage, social interaction, healthcare, local business, education, connectivity and community;
- (7) Create better connectivity to and the promotion of Mead Botanical Garden;
- (8) Meet the goals of the Community Redevelopment Agency (CRA) in the areas of the OAO that fall within the CRA boundary;
- (9) Protect and encourage development of an area that represents a significant opportunity for public and private investment, which is important to the long-term economic health of Winter Park;
- (10) Establish regulations that protect the investment of existing and new businesses from unattractive, unsustainable and non-compatible uses;
- (11) Ensure the area is visually pleasing and creates place that encourages community and is developed in a coordinated fashion;
- (12) Follow the principles of the Vision Winter Park, Comprehensive Plan and Sustainability Plan documents;
- (13) Encourage mixed-use development, shared parking and shared stormwater management;
- (14) Give special attention to landscaping, architectural detail, meaningful open space, buffering, signage, lighting, and building setbacks;
- (15) Encourage architectural creativity, quality and variation to create a unique district with its own identity;
- (16) Promote the history of Winter Park and the Orange Avenue area, including the area known as Designers Row;
- (17) Keep the traditional scale within the OAO;
- (18) Create an Arts & Cultural Corridor;
- (19) Protect and promote Historic architecture, where it exists in the area;
- (20) Attract new businesses, retain small businesses and encourage locally-owned businesses in the Orange Avenue area; and

(21) Enhance pedestrian walkability, connectivity and safety and to create a safe, comfortable and convenient pedestrian experience with shaded sidewalks, interesting business fronts, connected destinations and walkable block sizes.

c. *Permitted Uses.* Any use not listed specifically as an allowed use herein shall be deemed to be prohibited in the OAO. The following uses up to 10,000 square feet shall be allowed by-right on any property within the OAO, unless otherwise specified within the applicable subarea policies:

(1) Antique Stores

(2) Bars, taverns, cocktail lounges (with food sales and 51% of revenue must be from food sales)

~~(3)~~ (3) Blueprinting, photocopying and printing offices

~~(3)~~~~(4)~~ (4) Bicycle Shop

~~(4)~~~~(5)~~ (5) Boutique Hotel with 100 rooms or less, ~~and has minimal food and beverage operations, no banquet facilities permitted~~

~~(5)~~~~(6)~~ (6) Breweries/distilleries (with food sales)

~~(6)~~~~(7)~~ (7) Market or eCorner store (up to 5,000 square feet and excluding convenience store)

~~(7)~~~~(8)~~ (8) Dry Cleaning (Drop-Off Only, with off-site processing & no drive-thru)

~~(8)~~~~(9)~~ (9) Financial institutions, including banks, savings and loan associations and credit unions (with a maximum of 2 drive-thru lanes, which are screened from view)

~~(9)~~~~(10)~~ (10) Fine arts museums, fine arts instruction, dance instruction and music instruction

~~(10)~~~~(11)~~ (11) Fitness facility, exercise or health club (up to 5,000 square feet)

~~(11)~~~~(12)~~ (12) Food Halls

~~(12)~~~~(13)~~ (13) Government services

~~(13)~~~~(14)~~ (14) Grocer (not including convenience store), up to 10,000 square feet.

~~(14)~~~~(15)~~ (15) Health and wellness studios (up to 5,000 square feet)

~~(15)~~~~(16)~~ (16) Mixed-Use Development (can be vertical or horizontal) that includes two or more uses allowed within the OAO.

~~(16)~~~~(17)~~ (17) Nonprofit organization offices

~~(17)~~~~(18)~~ (18) Personal services (spa, barber shop, hair salon, nail salon, massage, cosmetic treatment) cannot be a standalone massage parlor, must be part of a spa or cosmetology salon

~~(18)~~(19) Pet supply shop, pet grooming, pet daycare (provided that there shall be no outside kennels, pens or runs. No overnight or weekend boarding of animals)

~~(19)~~(20) Photography Studio

~~(20)~~(21) Professional offices (including medical and dental offices)

~~(21)~~(22) Recreational facilities up to 5,000 square feet

~~(22)~~(23) Residential uses such as condominiums, townhomes, apartments, lofts, studios unless not allowed by the applicable subarea restrictions. If more than 4 units is proposed as a part of any new development, remodel or addition, each of the units shall be a minimum of 750 square feet of living area

~~(23)~~(24) Restaurants/Fast-Casual Dining/Fine-Dining

~~(25)~~ Retail businesses—involving the sale of merchandise on the premises—(excluding pawn shops) within enclosed buildings ~~and excluding resale establishments or pawn shops (other than clothing resale stores)~~, a maximum size of 10,000 square feet.

~~(24)~~(26) Specialty Food/Beverage Market (up to 5,000 square feet and excluding convenience store)

~~(25)~~(27) Theater for film, music and/or performing arts

~~(26) Uses customarily incidental and accessory to the permitted uses, including the repair of goods of the types sold in stores are permitted. Such repair must be carried on within a completely enclosed building, may not be carried on as a separate business, and provided further that there shall be no manufacturing, assembling, compounding, processing or treatment of products other than that which is clearly incidental and essential to the permitted uses. No external signage shall be permitted for accessory uses.~~

~~(27)~~(28) Shared office space

d. *Conditional Uses.* The following uses shall be allowed only with approval of a Conditional Use on any property within the OAO, unless otherwise specified within the applicable subarea policies:

(1) Bars, taverns, cocktail lounges (without food sales)

(2) Breweries/distilleries (without food sales)

(3) Fitness facility, exercise or health club over 5,000 square feet, but less than 10,000 square feet

(4) Recreational facilities over 5,000 square feet, but less than 10,000 square feet

(5) Buildings or permitted uses within this section over 10,000 square feet in size

~~(5)~~(6) Boutique Hotel with 100 rooms or less. Projects proposing banquet/meeting facilities or onsite food-service.

~~(6)(7)~~ _____ Resale/~~antique~~ stores

~~(7) Vehicle sales showroom provided the following criteria are met that all product and inventory must be housed within a fully enclosed building, that all repair and service must be conducted within a fully enclosed building with no outside storage permitted, that the hours of retail operation are limited to 8 am to 6 pm Monday-Friday and 9 am to 5 pm on Saturday and that 30% of subject property, exclusive of stormwater retention, shall be devoted to green open space visible from an arterial roadway.~~

e. *Prohibited Uses.* All uses not permitted or conditionally permitted within the OAO are prohibited. Without limiting the uses that are prohibited in the OAO, the following uses shall be prohibited in the OAO:

(1) Adult-oriented businesses

(2) Automotive-related businesses (i.e. auto sales, auto repair, auto rental, body shops, auto wash, auto audio, auto glass, auto tinting, auto parts sales). This section shall apply to any form of motorized personal transportation devices that are not for medical use.

~~(2)(3)~~ _____ Firearm Sales

~~(3)(4)~~ _____ Standalone massage parlors (not part of a health spa)

~~(4)(5)~~ _____ Fast food (with or without drive-thru)

~~(5)(6)~~ _____ Gas stations/convenience stores

~~(6)(7)~~ _____ Liquor stores

~~(7)(8)~~ _____ Pawn shops/check cashing

~~(8)(9)~~ _____ Tattoo parlors

~~(9)(10)~~ _____ Vape/smoke shops/hookah parlor

~~(10)(11)~~ _____ Pain Management Clinics

~~(11)(12)~~ _____ Medical Marijuana Dispensaries, Processing, Growing, etc.

~~(12)(13)~~ _____ Billboards

f. *Non-Conforming Uses/Structures.* Existing but non-conforming properties uses and non-conforming structures, which existed as of the date the OAO became effective, shall be allowed to continue as legally non-conforming in the same manner after the adoption of the OAO as existed prior to the effective date of the OAO except as provided herein. Nonconforming uses and non-conforming structures shall be subject to and comply with the provisions of this OAO when any of the conditions below occur that cause the non-conforming use or non-conforming structure to be deemed abandoned and become illegal unless otherwise allowed to remain pursuant to a special permit granted by the city commission pursuant to section 58-64(f).

- (1) A non-conforming principal use on the property is discontinued for a period of three (3) consecutive calendar months then such non-conforming use shall be deemed abandoned and become an illegal use;
- (2) A non-conforming structure is destroyed or significantly altered by sixty-fifty (~~60~~50) percent or greater then such structure shall be brought into compliance with the OAO requirements; or
- (3) Enlargements of any existing non-conforming structures and/or uses are made to the property that increases the gross square footage then such property shall be brought into compliance with the OAO requirements.

Discontinuance of a non-conforming use will be determined by any of the following: (i) if the business relocates, (ii) if there is an interruption in utility service, (iii) a failure to pay applicable local business taxes or the expiration of a local business tax receipt, (iv) the absence of signage indicating the existence of the nonconforming use on the property, or (v) any other relevant evidence indicating discontinuation of the nonconforming use for the requisite time period. In determining the date of discontinuance, the date of the first indication of abandonment will be relied upon. A nonconforming use shall also be considered to be abandoned if a permitted use moves in place of a non-conforming use.

g. Residential Uses within the Overlay District. The OAO shall not apply to existing residential uses or structures developed prior to the effective date of this section. Protections of existing residential uses shall be implemented. Properties currently used as and developed as residential prior to the effective date of this section shall continue to be subject only to current Land Development Code standards and protections governing such properties' underlying zoning designation and not those set forth in the OAO, unless and until such properties redevelop. Any change of use or redevelopment on the property shall require compliance with OAO standards. In order to protect existing structures that are used as a residence, new non-residential or mixed use development within the OAO shall have its structures setback at least 35 feet from the property boundaries of parcels with existing residential structures used as a residence that are not intended to be part of the proposed development, unless a written consent can be obtained from owner(s) of the affected existing residential structure(s) consenting to the waiver of such minimum setback requirement of this subsection. Parking garages shall be setback at least 100 feet from the property boundary of parcels used and developed as single-family or low-density residential.

h. Landscaping Requirements. Development and or redevelopment in the OAO shall comply with all landscaping requirements of other provisions of the Land Development Code and future corridor landscape plans, unless specifically addressed within the OAO. ~~In addition to other~~

~~requirements of Section 58-334 of the Land Development Code, all street frontages within the OAO shall contain at least one shade tree for every 50 feet of linear lot line. Side yards and rear yards not facing streets shall contain at least one understory tree for every 30 linear feet of side or rear lot lines.~~

i. Block Structure and Circulation Requirements.

(1) The OAO is designed to enhance pedestrian walkability, connectivity and safety and to create a safe, comfortable and convenient pedestrian experience. Towards this end, the OAOs transportation system is based on inter-connected streets forming small blocks similar to successful patterns of the more walkable areas of the City such as the Park Avenue Corridor.

(2) Block Configuration/Lot Standards: Any additional development or redevelopment of parcels in excess of 2-1.5 acres within the OAO shall be required to create a block structure and pedestrian corridors conducive to pedestrian safety, comfort, and vehicular circulation as outlined below:

(a) New or redeveloped buildings within the OAO shall have building widths of between a minimum of 50 feet and a maximum of 300 feet wide where they interface with pedestrian oriented street frontage of Orange Avenues.

(b) Development shall provide a continuous driveway or alley that connects to adjacent parcels and roadways and provides access for emergency vehicles and city services, where applicable.

(c) To the extent possible, given the size and shape of the parcel, new or redeveloped blocks shall be between a minimum perimeter of 1000 linear feet and a maximum perimeter of 1500 linear feet. The City goal is to encourage walkability based upon successful Park Avenue Corridor block perimeters of 1300 linear feet. Where existing block perimeters are smaller than 1500 linear feet, no further breakdown is required. Where block perimeters are larger than 1500 linear feet, new development shall be organized to break the land mass into walkable blocks.

(d) Driveways or alleys shall be constructed at widths adequate for dumpsters, trash compactors and circulation of solid waste collection vehicles, large truck delivery and allow emergency vehicles to maneuver past parked delivery vehicles and waste receptacles.

Existing buildings meeting these standards that are remodeled shall only be required to meet architectural façade standards.

(3) Street Realignment and Parallel Orange Avenue Access. Where Palmetto Drive, Vivian Drive and Harmon Drive provide secondary and primary access to properties within the OAO area, portions of these roadways may be considered to be closed, vacated or re-aligned

subject to City Commission approval, so long as a parallel public access road and approved by the City Commission, is dedicated and maintained to allow vehicular access between Orlando Avenue and Denning Drive. Protection of on-street parking, maximizing ease of traffic flow for Palmetto Avenue and maintaining the existing 50-foot public right of way shall be matters of priority concern should the roadway be re-aligned. Any road shall be constructed with a minimum street travel lane width of 24 feet unobstructed and shall have unobstructed vertical clearance per National Fire Protection Act (NFPA) codes, shall replace all existing on-street parking and maintain the existing 50-foot public right of way.

(4) Street Sections: Any new, realigned, or redesigned street sections within the OAO shall be designed to create and maintain a quality comfortable walking environment encouraging the use of multimodal transit options including:

(a) On-street parking is to be provided to the maximum extent possible to buffer pedestrians from vehicular traffic. Parking space dimensions shall be not less than 9ft x 18ft for perpendicular spaces and no less than 8ft x 22ft for on-street parallel spaces, ft.

(b) Vehicular traffic lanes on streets with bus routes shall be designed at not less than 12 feet to support safe circulation of busses and transit.

~~(c) Bus transfers are to be located inside project boundaries to lessen traffic delays and increase safety on major roads. Bus transfers shall be coordinated and approved by Lynx.~~

~~(d) When a project frontage is adjacent to a bus stop, the developer shall install Shaded sidewalks and benches and a covered bus shelter for resting and waiting for public transit shall be provided.~~

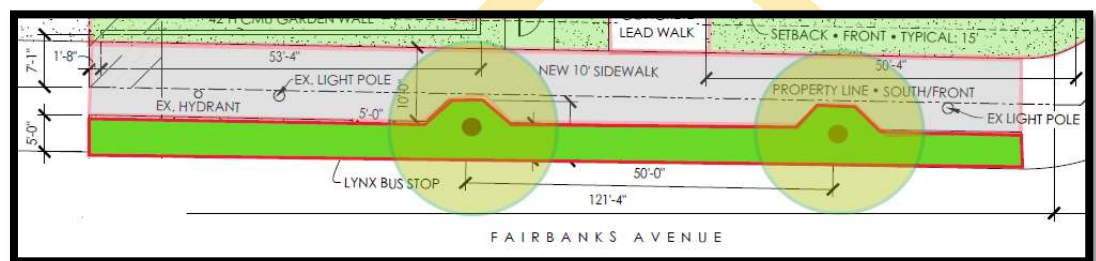
(e) Care shall be taken to minimize curb cuts and maximize visibility surrounding curb cuts. The City Traffic Engineer (and FDOT for State Roads) shall determine where curb cuts and driveways are allowed for projects.

~~(f) New development in conjunction with the City shall pursue approval from FDOT to utilize the FDOT rail right of way for pedestrian/bicycle trails where appropriate, prior to submission of project plans for City approval.~~

(5) Sidewalks: All buildings, parking areas, public spaces, amenity features, and adjoining developments of similar use shall be linked with sidewalks. Sidewalks shall be provided along public streets that provide access to the development. A minimum 17-foot

sidewalk is to be provided along Orange Avenue. Fairbanks Avenue and Orlando Avenue shall provide sidewalks at least ten feet wide with a minimum 5-foot ~~landscape~~ buffer along the back of curb, between the roadway and sidewalk. All other sidewalks in the OAO shall be 10-feet in width with a minimum ~~52~~-foot ~~landscape~~ buffer. If sufficient right-of way is not available, the building may need to be set back to accommodate these wider sidewalks and the additional space required to create the required sidewalks as defined herein shall be dedicated to public access through easement. Sidewalks shall be constructed in accordance with the standards for sidewalks set forth in City of Winter Park Engineering Standards and Landscape standards and constructed at the sole cost of the developer.

EXAMPLE OF SIDEWALK/STREETSCAPE FOR FAIRBANKS AVE & 17-92



- (a) Restaurants and cafes with seating within the public right-of-way shall be subject to the regulations contained in Chapter 90, Article VI - Sidewalk Cafes, of the Winter Park code of Ordinances.
- (6) New Streetscapes: In order to improve the pedestrian experience, new development or redevelopment shall provide the streetscape area including sidewalks, lighting, landscape and street furniture and will dedicate pedestrian easements over this area prior to certificate of occupancy.
- (7) Access Standard:
 - (a) All city services including utility access, utility equipment, solid waste containers shall be placed at the rear of lots and accessed by driveways or alleys opening to side streets, where possible.
 - (b) Garage and parking shall be accessed through driveways or alleys opening to side streets, where possible.
- j. *Architectural Standards.* Development within all Subareas defined later in this section shall meet the following architectural standards.
 - (1) *Building Height.* To allow for flexibility in design, but preserving development standards that will reduce building massing, buildings shall be measured in stories. For parking garages,

levels visible on the exterior of the building shall be counted towards building height (ex. A 3-story building wraps around a 4-level interior parking garage, only the 3 stories would count as they are the only part visible).

The first ~~floor-story~~ of any building shall be allowed to be a maximum of 18 feet in height. When mezzanines, balconies or lofts are provided, first ~~floor-story~~ heights of 20 feet may be allowed. Mezzanine, balcony or loft levels shall be allowed within the first story, as long as they do not cover more than 30% of the first-~~floor-story~~ area and stay within the maximum 20-foot first ~~floor-story~~ height area. ~~Interior M~~mezzanines, balconies or lofts shall not be allowed above the first ~~floor-story~~. Each ~~floor-story~~ above the first ~~floor-story~~ shall have a maximum height of 12 feet.

For multi-story buildings over two stories in height, there shall be terracing and/or additional setbacks to accomplish vertical articulation is mandated to create relief to the overall massing of the building facades, as discussed later in this section.

- (2) *Setbacks/Stepbacks.* For any building over two stories in height that is built up to the allowable building line or "build-to" line, each additional ~~floor-story~~ shall be setback a minimum of ten (10) feet, or shall be within the allowable envelope as depicted in the figures below. The build to line is established by the greater of setback or sidewalk requirement. All setbacks are measured from the property line. Setbacks greater than the established "build-to" line require a variance. The required building stepbacks only apply to street frontages.

Each subarea of the OAO may define additional requirements for that area that may differ from what is defined in the OAO. The defined building envelope depicted above shall be maintained, regardless of any setbacks.

All setbacks and/or stepbacks shall provide space for the development of shade tree crowns. The City Arborist shall review and recommend species selection and positioning for compliance.

Rear building setbacks/stepbacks as defined herein shall be required for properties abutting the railroad right-of-way. However, these rear facades shall provide articulation every 30 feet, material change, window, entryway or other break in the building façade at least every 30 feet, both vertically and horizontally.

(3) **Facades.** The intent of this subsection is to provide visual interest to building facades by requiring a minimum level of detail features on facades. Detail features shall not consist solely of applied graphics or posters. There shall be some sort of articulation, material or color change, window, entryway or other breakup of the building façade at least every 30 feet. Murals shall be allowed to contribute towards façade breakup.

(a) All facades of buildings with a gross floor area of one thousand square feet or more shall be required to incorporate at least three (3) of the following treatments. At least one of these treatments shall be applied horizontally. All such design elements shall be applied in intervals of no more than thirty (30) feet, either horizontally or vertically.

(b) All facades of buildings with a gross floor area of one thousand square feet or more shall be required to incorporate at least three (3) of the following treatments. At least one of these treatments shall be applied horizontally. All such design elements shall be applied in intervals of no more than thirty (30) feet, either horizontally or vertically.

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(a) All facades of buildings with a gross floor area of one thousand square feet or more shall be required to incorporate at least three (3) of the following treatments. At least one of these treatments shall be applied horizontally. All such design elements shall be applied in intervals of no more than thirty (30) feet, either horizontally or vertically.

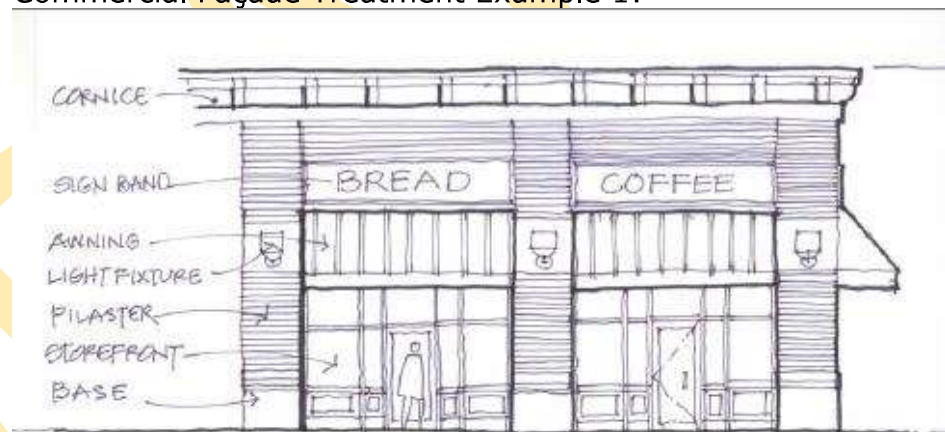
(b) All facades of buildings with a gross floor area of one thousand square feet or more shall be required to incorporate at least three (3) of the following treatments. At least one of these treatments shall be applied horizontally. All such design elements shall be applied in intervals of no more than thirty (30) feet, either horizontally or vertically.

- (3) **Facades.** The facades by detail features shall be s entryway c Murals sha
- (a)
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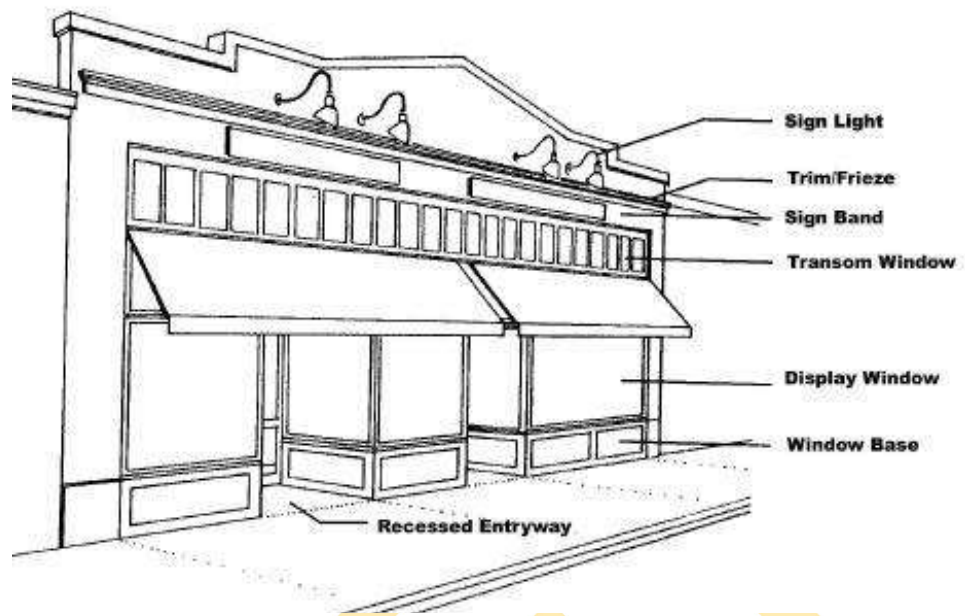
- 1.Expression of a vertical architectural treatment with a minimum width of twelve (12) inches.
- 2.Building stepbacks, offsets or projections, a minimum of four (4) feet in depth.
- 3.Texture and /or material change.
- 4.Architectural banding.
- 5.Pattern change.
- 6.Other treatment that, in the opinion of the Planning & Transportation Director after review by the OAO Appearance Review Advisory Board, meets the intent of this subsection.

(c) No building shall exceed more than 300 feet of horizontal length of the same façade on any street facing façadefrontage. ~~When multiple buildings are included on the same parcel, those buildings shall be separated by 20 feet to support growth of healthy canopy crowns or provide courtyard, parking or other gathering spaces on the site.~~

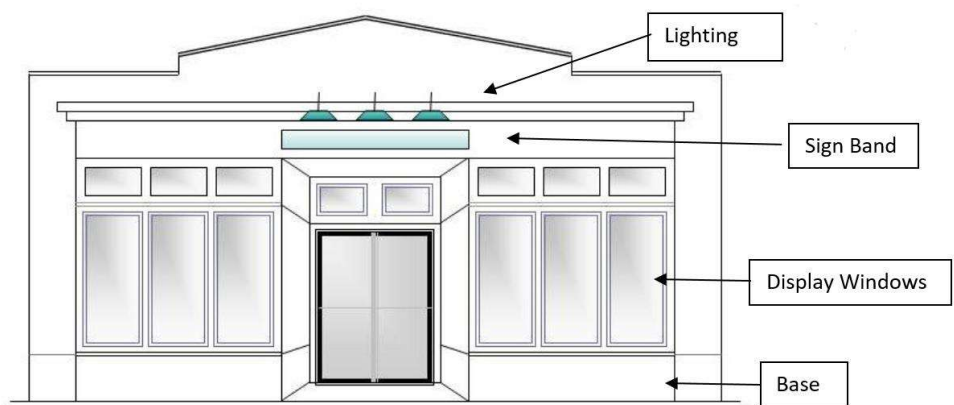
Commercial Façade Treatment Example 1:



Commercial Façade Treatment Example 2:



Commercial Façade Treatment Example 3:



- (4) *Additional Façade Treatment Requirements.* Roof lines, parapets and building heights shall be architecturally articulated and diverse in design form with adequately scaled and proportioned architectural treatments which complement the building's design.

The window, wall and roofing treatment should be of high-quality materials and consistent on both the front and the back of the building and any street facing side wall of the building. Allowable building materials shall include brick, natural stone, glass, architectural metal, concrete, wood, or similar material with a longer life expectancy. Exterior Insulation and Finish System (EIFS) shall not be allowed. Stucco, hardiboard siding (or similar materials) or concrete block shall not exceed more than 50% of any front façade. Detailing is encouraged to enhance the façade.

~~Structures shall be sited so as to create visual relationships with sidewalks, street alignments, trees, green space and neighboring~~

~~businesses; create visual anchors at entries, provide interesting architectural perspectives featuring appropriate facade treatments and maximize the pedestrian relationship to the sidewalk. They shall also take into consideration the existing structures and be in unison with their scale and style.~~

- (5) *Glazing Requirements.* The ~~lower~~first story of the building has the most immediate visual impact on the passerby. Traditionally, buildings along urban streets have a high proportion of glazing to solid wall surface, with higher floor to floor heights, on the first story. To maintain continuity with this treatment, non-residential buildings on Orange Avenue shall have 60% minimum glass on the first story and shall be allowed height up to 20 feet. Along other roads within the OAO, non-residential buildings shall have 40% minimum glass on the first story. The first ~~floor~~story shall be clearly defined and articulated from upper stories.
- (6) *Building Entrance.* Primary building entrances in the OAO shall be clearly defined, and shall be recessed or framed by a sheltering element such as an awning, arcade, overhang, or portico (in order to provide weather protection for pedestrians). Awnings are encouraged. Awning standards include:
- (a) Awnings for a building façade shall be of compatible color, look, shape, and height;
 - (b) Awnings shall provide vertical clearance of no less than eight (8) feet above sidewalks; and
 - (c) Awnings are not allowed to hang over vehicular traffic ways.
- (7) *Architectural Towers, Spires, Green Roof Features, Solar Panels, Chimneys, Or Other Architectural Appendages.* Any architectural tower, spire, chimney, flag pole or other architectural appendage to a building shall conform to the underlying subarea height limit. However, when necessary to meet the building code requirements, chimneys may exceed the height by the minimum required.

Architectural appendages, roof decks, embellishments and other architectural features may be permitted to exceed the roof heights specified in that subarea, on a limited basis encompassing no more than 15% of the building roof area or 15% of building street facing façade width not to exceed 30 linear feet of a given façade, or up to ten feet of additional height upon approval of the City Commission, based on a finding that said features are compatible with adjacent projects.

Solar panels, ~~roof garden or green roof features~~ may be permitted to exceed the roof heights specified in that subarea, on a limited basis ~~encompassing no more than 30% of the building roof area~~

~~or 30% of building street facing façade width not to exceed 30 linear feet of a given façade, or up to ten feet of additional height~~ upon approval of the Planning & Zoning Board and City Commission, based on a finding that said features are compatible with adjacent projects.

- (9) *Mechanical Penthouses, Rooftop Mechanical and Air-Conditioning Equipment, Stair Tower Enclosures, Elevators and Parapets.* Mechanical penthouses, mechanical and air-conditioning equipment, stair tower enclosures, or elevators on rooftops of buildings shall not exceed a total height of ten feet (~~B~~building ~~C~~code ~~O~~official shall have the ability to give administrative variances to this requirement based on life-safety or equipment needs for elevation) above the allowable building height. Any penthouses shall only be used for mechanical equipment to serve the building. Parapets, or mansard roofs serving as parapets, may extend a maximum of five feet above the height limit in the underlying zoning district unless other parapet heights are more restrictive for the respective underlying zoning district. In addition, mechanical equipment and air-conditioning equipment on rooftops shall be screened from view from ground level on all buildings in all zoning districts and shall be located to the maximum extent possible so that they are not visible from any street.

- (10) *Appearance Review.* In addition to meeting the architectural standards as set forth in this section, ~~a~~All external renovation ~~projects of buildings over 10,000 square feet, or new~~ development projects and Conditional Use requests within the OAO shall undergo Appearance Review.

For developments requiring a conditional use approval having a land area of more than 80,000 square feet, having more than 25 residential units, or having structures exceeding 35,000 gross square feet above grade, professionally prepared fully rendered 3-D digital architectural perspective images and elevations that show all sides of the proposed building(s), parking areas, parking structures and any other site improvement shall be submitted to and reviewed by and commented upon by the Orange Avenue Overlay Appearance Review Advisory Board to ensure high quality architecture consistent with the goals and objectives of the OAO. At the request of the Director of Planning, ~~an~~ Acoustical Engineer may be invited to comment on projects having rooftop or open-air elements. The comments and recommendations of the Orange Avenue Overlay Appearance Review Advisory Board shall be transmitted to the ~~Building Official,~~ Director of Planning, ~~the~~ Planning and Zoning Board and the City Commission for consideration in rendering a decision on the proposed ~~C~~conditional ~~U~~use or building permit sought for the proposed development.

~~For a~~ All external renovations ~~requirements~~ not requiring a ~~C~~onditional ~~U~~se, but are larger than 10,000 square feet, shall provide 3-D or 2-D colored digital architectural perspective images and elevations that show all sides of the proposed building(s), parking areas, parking structures and any other site improvement. These renderings shall be submitted to staff and reviewed by ~~and commented upon by~~ the Orange Avenue Overlay Appearance Review Advisory Board to ensure high quality architecture consistent with the goals and objectives of the OAO. The comments and recommendations of the Orange Avenue Overlay Appearance Review Advisory Board shall be transmitted to the Building Official ~~or~~ and Director of Planning prior to submitting for a building permit sought for the proposed development.

k. *Parking Requirements & Access Management.*

The Planning & Transportation Director or City Traffic Engineer or their respective designee may require the property owner to provide a site-specific traffic study to determine the potential impacts of the proposed changes to uses or structures as part of the site development plan.

~~k.l.~~

(1) To the extent net street parking, over and above that currently existing within the OAO, is provided by the developer prior to certificate of occupancy, such net new parking directly adjacent to the development lot may count towards satisfying code parking requirements.

(2) *Parallel Orange Avenue Access.* Where Palmetto Drive, Vivian Drive and Harmon Drive provide secondary and primary access to properties within the OAO area, portions of these roadways may be considered to be closed, vacated or re-aligned, so long as a parallel access road, as approved by the City Commission, is dedicated and maintained to allow public vehicular access between Orlando Avenue and Denning Drive. Protection of on-street parking, maximizing ease of traffic flow for Palmetto Avenue and maintaining the existing 50-foot public right of way shall be matters of priority concern should the roadway be re-aligned. Any road shall be constructed with a minimum street travel lane width of 12 feet unobstructed and shall have unobstructed vertical clearance per National Fire Protection Act (NFPA) codes, shall replace all existing on-street parking and maintain the existing 50-foot public right of way. No on-street parking shall be permitted along a curved roadway segment where the curve exceeds 60 degrees.

(3) *Off-Street Parking Requirements.* Unless specifically provided within the OAO, parking spaces, parking management plans and parking leases shall be provided in accordance with Land Development Code requirements.

- (a) *General Business and Retail Commercial:* One parking space for each 333 square feet of gross floor space.
 - (b) *Office, Professional or Public Buildings:* One parking space for each 333 square feet of gross floor space.
 - (c) *Medical Office:* One parking space per 200 square feet of gross floor space.
 - (d) *Hotel:* One parking space for each guest room shall be provided. Other ancillary uses in the hotel (restaurant, spa, retail, meeting space, etc.) shall be required to provide parking in accordance with the off-street parking requirements defined in Section 58-86 subject to a credit of 50% of the rooms.
 - (e) *Restaurants, Food Service Establishments, Nightclubs, Taverns or Lounges:* One space for every four seats.
 - (f) *Multi-family residential:*
 - (1) Each one-bedroom or studio unit shall be required to provide 1.25 dedicated parking spaces per unit.
 - (2) Each two-bedroom unit shall be required to provide 2.0 dedicated spaces per unit.
 - (3) Each three-bedroom or above unit shall be required to provide 2.5 dedicated parking spaces per unit.
- (4) *Off-street Parking Access Design.* Parking access to properties along Orange Avenue, Orlando Avenue and Fairbanks Avenue shall be through an alley originating from side streets or from a side street if frontage is available on a side street. In mid-block locations without existing alleys, new alleys shall be provided and accessed from the frontage street. Garages shall not be located in front of the primary building. If side street frontage is not available, access from cross-access easements preferably in the form of shared rear alleys shall be utilized. If cross-access is not available, a driveway will be allowed from Orange Avenue, Orlando Avenue, or Fairbanks Avenue, provided the driveway and building gap surrounding it is not more than 20 feet. Any new driveways or curb cuts along Fairbanks Avenue or Orlando Ave shall require City of Winter Park Traffic Engineer and FDOT coordination prior to submittal. Throughout the OAO, cross-access agreements, preferably in the form of shared rear alleys are required, to reduce the number of curb cuts and driveways onto busier streets. The intent is to maintain the building street wall without large voids for access driveways and improve traffic circulation by providing rear access for services and deliveries. The goal in this parking arrangement is to decrease the visibility of parking from the street as much as possible, by having parking behind the building and to reduce the turning movements with limited visibility across multiple lanes of traffic.

- (5) *Off-site Parking.* Required parking may be located within 750 feet of the building, or within the closest parking lot or parking structure, where excess parking is available for lease. In the event of new construction, addition, or change ~~in intensity~~ of use of the principal building or property being serviced by the remote parking lot, all existing parking spaces located on such remote lot shall be allocated to the existing building or principal use to meet the minimum requirements of this article, and any additional spaces may then be allocated to that portion of the building or property which is the subject of the new construction, addition, or change in intensity of use.
- (6) *Bicycle Parking Requirements.* Unless specifically provided within the OAO, bicycle Parking shall be required in accordance with other Land Development Code Standards. Where large projects provide parking garages, a minimum of 20% of the required bike parking shall be provided onsite. The other 80% of required bike parking may be located within City right-of-way, along bike paths, or within greenspace areas throughout the OAO. The City Director of Planning & Transportation shall determine where the off-site bicycle parking shall be located.
- (7) *Parking Exclusion.* A parking exclusion shall apply only to existing square footage or floor space. Parking shall be provided as required by the OAO parking standards or other provisions of the Land Development Code, where not specifically addressed herein. ~~These standards OAO~~ shall apply for any net new building or net new floor space created by redevelopment, new construction, additions, alterations, or remodeling or for any change in use requiring additional parking such as an office or retail space conversion to restaurant. Existing parking spaces may be counted to satisfy this requirement only where such existing spaces are in excess of the parking space requirements of this section for any existing floor space.
- ~~(8) Floor Area Ratio for Parking Structures.~~ In subareas where the city encourages the use of structured parking, an opportunity to achieve increased floor area ratio (FAR) is included in the Subarea development standards. Parking structures shall count towards the Floor Area Ratio (FAR) for any property within the OAO (except for underground level, ~~and~~ open top level, or other exemption as defined within this chapter), ~~developments that provide parking at least 10% above what is required by minimum code requirements or parking structures meeting the following conditions are eligible to take advantage of the Bonuses offered in the OAO Development Enhancement Menu. The following conditions shall apply to parking structures:~~
- i. Provide for multi-property parking collectives. For smaller-scale garages, multiple property owners may create a

collective where parking can be built on a property that can serve multiple properties that do not have adequate available parking.

- ii. Provide level-two electric vehicle charging stations for a minimum of 2% of all spaces within the structure.
- iii. Provide and construct parking spaces at least 10% above what is required to meet code minimum requirements. This excess parking must be available for lease at or below fair market value (based on comparable area parking leases) to small businesses in the OAO located in Subarea A. When parking spaces to satisfy the 10% requirement are located on the primary parcel as part of structured parking, the square footage associated with those spaces shall not be included in FAR calculations. At the discretion of the City Commission, a portion of this additional parking may be provided in another location of verified parking deficiency within the OAO. Any parking spaces provided under this provision shall be constructed in conformance with the standards of the Subarea in which they are constructed, subject to an approved Parking Management Plan and supported by a recorded instrument acceptable to the ~~City Manager with review and advice from the~~ City Attorney. Provision of parking spaces shall run concurrent with the primary development use. The City's preference is structured parking. Should the City Commission agree to accept surface parking spaces as part of the required 10% additional parking, the number of spaces will be adjusted to reflect the comparable value of surface versus structured parking based on current market values as determined by the Office of Management and Budget.
- iv. Stairwells required for parking garages shall be designed to have open walls, visible to the outside of the garage.
- v. Parking structures shall be designed to allow sufficient airflow to ensure that all structured parking remain "open-air." Mechanical ventilation shall not be allowed for structured parking within the OAO, unless the parking structure is located below ground.
- vi. Parking structures shall be screened at least 50% on all visible sides with green walls, living walls, liner buildings (with adequate spacing to allow air and light to enter garage), murals (that do not include advertising of any type), mature shade trees or vegetative screening, or designed with architectural details to match the primary structure; that soften the appearance from looking like a stark parking garage wall.
- vii. Subarea A properties shall be offered priority for parking spaces that are required to be available for purchase or lease. Parking spaces shall also be eligible for purchase by other

properties. ~~7~~ The first opportunity to purchase or lease shall be given to Subareas A.

- viii. Parking structures shall meet height, building setback, allowable building envelope area and screening requirements as outlined in the OAO.
- ix. Parking garages shall be set back from the Orange Avenue, Fairbanks Avenue or Orlando Avenue frontages in accordance with requirements of Section 58-83(3).i.—(2) Setbacks Allowable Building Envelope Cross-Section based on height. Parking structures shall be screened as required in the OAO. Parking shall be accessed from private drives or public/private alleys originating and terminating on side streets to the maximum extent feasible. They shall be designed in an architectural style that is compatible with its building counterpart and shall also conform to the City's parking garage design guidelines, be subject to Parking Management Plans and standards in Section 58-84 and Section 58-86.
- x. Parking structures shall not be permitted on the north side of Fairbanks Avenue.

~~l.m.~~ *Public Notice and Hearing Requirements.*

- (1) In addition to notice required by state law, City-wide notice, as defined in Section 58-89, shall be required for OAO ~~code text~~ Comp Plan amendments and any proposed development within the OAO that requires Conditional Use approval and has a land area of more than 80,000 square feet, or a building of more than 35,000 square feet or having more than 25 residential units. Said notice of the hearing shall be published in a newspaper of general circulation within the city at least 30 days in advance of the hearing; written notice of the time and place of such meeting and the proposed action to be taken shall be posted upon the property and mailed to all owners of record of property within 1,500 feet of the property, and mailed to all households as determined from the listing of utility billing addresses within the entire city limits at least 30 days prior to the public hearing. The public notice posted on the property shall be erected to be in full view of the general public on each parcel, street side, and shall be erected by the applicant.
- (2) In addition to notice required by state law and Section 58-89, for proposed development within the OAO requiring Conditional Use Approval, but not qualifying for city-wide notice, public notice shall be required as follows: Said notice of the hearing shall be published in a newspaper of general circulation within the city at least 15 days in advance of the hearing; written notice of the time and place of such meeting and the proposed action to be taken shall be posted upon the property and mailed to all owners of property of record within 1,500 feet of the property requested for Conditional Use, at least 15 days prior to the public hearing. The

public notice posted on the property shall be erected to be in full view of the general public on each parcel, street side, and shall be erected by the applicant.

(3) **Public Hearings for Conditional Uses.** Prior to approval, there shall be an advertised Public Hearing before the Local Planning Agency (Planning & Zoning Board) and at least two public hearings conducted before the City Commission and city-wide notice given for a Conditional Use application for a project within the OAO that has any of the following: (i) a land area of more than 80,000 square feet, (ii) a building of more than 35,000 square feet, or (iii) more than 25 residential units. For new construction projects between 10,000 square feet and 35,000 square feet requiring Conditional Use Approval (and notice as defined in the Code), there shall be at least 1 Public Hearing before the Local Planning Agency (Planning & Zoning Board) and 2 Public Hearings before the City Commission.

~~(3) All changes to OAO zoning code text and subarea maps and approval of Conditional Uses for all projects that meet the size, density or intensity requirements for city-wide notice, shall be deemed approved when the change has received the affirmative vote of a majority of the city commission on at least two (2) separate days at either regular or special meetings of the commission. If the city commission approves the required conditional use at the first public hearing, such approval shall not be considered final until the second approval at the second public hearing.~~

m.n. *Meaningful Open Space Requirements.* It is the intent of the OAO to ensure that the development and enhancement of properties includes the creation of meaningful, useable, accessible, green and beautiful open space that invites the public to relax, interact, recreate, unwind and stimulate social connection. Where properties are planned for redevelopment, meaningful open space and the design of structures around these open spaces is the most important consideration. At a minimum, each property 2-1.5 acres in size and above, or any project covering 2-1.5 acres, that is redeveloped shall provide at least 25% meaningful open space, which is predominately visible from public right of ways, open to and available to the public. At least 50% of open-space areas provided shall be greenspace. Pervious areas such as retention ponds, parking lot islands or landscape planting areas around building bases shall not be counted as open space. Existing park space shall not count towards open space requirements. Open space shall be areas that are open and inviting to the public. Open space can include green areas, hardscape areas, semi-pervious areas, balcony or roof areas that are open to the public and other similar-type spaces. At least 90% of the open space shall be provided at ground level. The intent is that each of these areas create the opportunity for social interaction, relaxation, recreation and reflection.

~~n.o.~~ Signage Requirements. Signage within the OAO with frontage along Orange Avenue shall comply with the following requirements:

- (1) Each occupant shall be permitted a maximum of two signs indicating the business, commodities, service or other activity sold, offered or conducted on the premises. Where one occupancy has two signs, only the following combinations of sign types shall be permitted: One wall or canopy sign; one projecting sign and one wall or canopy sign; one canopy sign and one under-canopy sign. These signs shall also comply with the applicable provisions of Sections 58-125 through 58-128.
- (2) Projecting signs on properties or buildings within the OAO shall be limited to an area of each face of 20 square feet and shall have a minimum clearance of seven feet.
- (3) The maximum copy area of canopy signs shall be two square feet per linear foot of canopy front and sides. These signs should also comply with applicable provisions of Section 58-128.
- (4) Signs attached to the underside of a canopy (under-canopy signs) shall have a copy area no greater than six square feet, with a maximum letter height of nine inches, subject to a minimum clearance of seven and a half feet from the sidewalk.
- (5) OAO properties may not have digital, electronic, and/or internally-illuminated signs, such as backlit plastic, acrylic or glass. Front lighting of signs is encouraged. External illumination must be provided by a light source that is installed to prevent direct light from shining onto the street or adjacent properties. Flashing or moving lights are not permitted. Backlit halo-type opaque sign lettering is permitted; however, the light color must be white or subdued and muted such as a pastel shade. Sign faces and sides may not be translucent and must be an opaque material such as metal or wood.
- (6) Ground signs or monument signs (excluding pole and pylon signs) are only permitted within the Subareas C, D, E, I, J and K. Ground signs within these subareas are limited to 30 square feet in size, and shall be located as to prevent interference with pedestrian and vehicular traffic. The design and location of such signs shall be subject to the approval of the Planning ~~and Community Development director and/or Building Department director~~ Director or Building Official via a sign location and design plan to ensure that the sign does not interfere with pedestrian traffic, parking or does not create excessive signage in one area.

~~o.p.~~ Sidewalk Design and Utilization. All buildings, parking areas, public spaces, amenity features, and adjoining developments of similar use shall be linked with sidewalks. Sidewalks shall be provided along public streets that provide access to the development. A minimum seventeen (17)-foot sidewalk is to be provided along Orange Avenue. Fairbanks Avenue and Orlando Avenue shall provide sidewalks at least

ten (10) feet wide with a minimum five (5)-foot landscape buffer along the back of curb, between the roadway and sidewalk. All other sidewalks in the OAO shall be at least ten (10)-feet in width with a minimum two (25)-foot landscape buffer. If sufficient right-of way is not available, the building may need to be set back to accommodate these wider sidewalks and the additional space required to create the ~~required~~-sidewalks as defined herein shall be dedicated to public access through public access easement. Sidewalks shall be constructed in accordance with the standards for sidewalks set forth in City of Winter Park Engineering Standards and Landscape standards and constructed at the sole cost of the developer. Restaurants and cafes with seating within the public right-of-way shall be subject to the regulations contained in ~~Chapter 90, Article VI—Sidewalk Cafes,~~ of the Winter Park code of Ordinances.

~~p.g.~~ *Display of Merchandise Outside of Commercial Buildings.* Only properties within the OAO with frontages along Orange Avenue are allowed one display of merchandise to be located outside of a commercial business exclusive of beautification elements such as plants (that are not for sale), benches, etc. This display must be placed within two feet of the front wall or window of the building. This display must not block or impede pedestrian traffic or be placed on the public sidewalk and at least six feet of clear sidewalk width must remain for pedestrian traffic. This display must be no more than six feet in height and no more than two feet in width. The display must be safely secured and removed under windy conditions. The display must be removed when the business is not open. An outside display is not permitted if the business chooses to place an outdoor portable sign.

~~q. Contribution to Transportation and Mobility Infrastructure.~~ Development and redevelopment within the OAO requiring a conditional use approval shall contribute to the cost of transportation and mobility improvements prior to permitting based upon the estimated cost to fund the design, engineering, permitting, and construction of those transportation and mobility projects within or proximate to the OAO that are impacted by such development or redevelopment. The owner and developer of a project shall enter into an agreement with the City, as part of conditional use approval addressing the project's contribution to transportation infrastructure. In the event the City establishes a mobility fee, road impact fee, special assessment or other funding mechanism a project's payment of such required fee may satisfy requirements of this policy.

r. Stormwater Management: To increase efficiency of land use, at the discretion of the Director of Planning ~~and &~~ Transportation or the Director of Public Works, stormwater management systems serving multiple building developments may be considered, provided such systems are made available before ~~C~~certificate of ~~O~~ccupancy (C/O)

delineates the different subareas of the OAO and the specific standards, requirements and opportunities for each subarea. Each subarea has unique characteristics, issues and opportunities.

After the adoption of the OAO, no administrative changes to the subarea map shall be allowed. Variances to height, number of stories, FAR, permitted/prohibited uses, required open space or maximum residential density shall not be granted for any property or development within the Orange Avenue Overlay District. Variances to other development standards shall be considered, with sufficient showing of reasoning and hardship, as outlined in Section 58-90 and 58-92.

The standards detailed in the OAO are the maximum density and intensity parameters ~~potentially~~ permitted in each respective subarea. These maximum standards are not an entitlement and are not achievable in all situations. Many factors may limit the achievable FAR including limitations imposed by the maximum height, physical limitations imposed by property dimensions and natural features as well as compliance with applicable code requirements such as, but not limited to parking, setbacks, block structure, lot coverage and design standards.

Parcels to be developed or redeveloped within Subareas D, I & J shall contain at least 25% of the Cumulative Gross Floor Area as Mixed-Use, ensuring that no single-use developments occur that may not create the vibrant mixed-use district that is desired. Mixed-use can be vertical or horizontal.

Residential units are ~~limited on~~ not allowed on the first ~~floor-story~~ frontage along Orange Avenue for all Subareas. Limited residential use of the first ~~or ground floor-story~~ of such buildings may be permitted when limited to the functions of entrance lobby/elevator/stair access, leasing or management office or residential amenity spaces such as health/fitness, meeting/activity room or storage. ~~However, in no case shall more than 15 percent of the first or ground floor be devoted to (not counting the area of parking garages) these ancillary residential uses.~~

- (1) Subarea A. In order to allow for the remodeling and renovation of the buildings within this subarea and to enhance the OAO, these properties shall not be required to comply with those Land Development Code standards listed below, as long as additional square footage is not added to the buildings. If additional square footage is added, as to parking requirements, the properties shall be required only to provide the required parking for the new net square footage of the property structure. Any additional impervious surface created shall meet all City of Winter Park stormwater requirements for the new impervious area. All remodels, renovations or reconstructions that are allowed to remain as legally non-conforming under other Land Development

Code requirements, shall still be required to meet applicable building and life safety codes as determined by the City Building ~~Official~~Official, Zoning Official and Fire Official. If the use of the building is changed (i.e. office conversion to café), additional parking shall be provided as required by Code.

(a) *Exemptions.* The following Land Development Code Requirements shall not be required to be met for renovation or remodel of existing structures that will maintain the existing use, gross square footage, number of stories and conditions of the property:

1. Floor Area Ratio (to the extent existing structure already exceeds FAR)
2. Minimum Parking Requirements
3. Stormwater Retention (but a minimum of 10 cubic feet of stormwater treatment and storage shall be created)
4. Impervious Surface Percentage
5. Setbacks
6. Landscaping
7. Height (no increase in stories)

(b) *Reconstruction of Buildings.* Given the age of buildings within Subarea A, the properties within this subarea shall be allowed to reconstruct the same building footprint (and square footage) when the building on the site is completely demolished, regardless of non-conforming status, on the site without being required to meet all development standards. Reconstruction of buildings shall be required to provide stormwater retention and the sidewalk widths as described herein. All building and life safety codes shall be met with all reconstruction.

(c) *Subarea A Development Standards:*

1. Base Floor Area Ratio (FAR): 45%
2. Maximum Achievable FAR with Residential: 60%
3. Maximum Height: 2 Stories for any properties abutting Orange Avenue and Minnesota Avenue (west of Denning Drive), and 3 stories for all other properties within the subarea.
4. Maximum Impervious Coverage: 85%
5. Setbacks: Maximum front setback is 0 feet, but must allow for at least a 17-foot wide sidewalk along Orange Avenue. Fairbanks Avenue and Orlando Avenue and other streets in the OAO shall each be designed to provide for a 10-foot wide sidewalk with a minimum 5-foot landscape buffer on the back of curb. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer or street tree canopy clearance, the area shall be dedicated as a public

access easement. Side setback is a minimum of 0 feet, and rear setback is a minimum of 10 feet.

6. Maximum Residential Density: 17 units per acre
7. Historic Preservation: It is a purpose of the OAO to protect and promote historic resources within the OAO. Towards that end, the CRA, in conjunction with the City, shall ~~provide~~ make available the potential financial incentive funds or matching grant funds, providing professional technical assistance to property owners and administrative assistance to historic assets to submit applications for designation on the local and National Register of Historic Places. Additionally, discounts on license and permit fees shall be offered to incentivize registration on the local register of Historic Places. Applications for façade grants from historic assets shall be given prioritization.

(2) Subarea B.

(a) *Subarea B Development Standards:*

1. Base Floor Area Ratio: 45%
2. Maximum Achievable FAR with Residential: 60%
3. Maximum Height: 2 stories when property line is shared with residential use or zoning. Structures on parcels not having a common boundary with residential may increase to 3 stories if the 3rd ~~floor-story~~ is set back an additional 10 feet from front and rear setback lines. 3rd floors shall only allow residential uses.
4. Maximum Impervious Coverage: 85%
5. Setbacks:

6. Fairbanks Avenue and Orlando Avenue and other streets in the OAO shall each be designed to provide for a 10-foot wide sidewalk with a minimum 5-foot buffer on the back of curb. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer or street tree canopy clearance, the area shall be dedicated as a public access easement. Side setback is a minimum of 0 feet, and rear setback is a minimum of 10 feet.

~~a. Front/Street: 25 feet within 100 feet of the Fairbanks and Denning intersection, otherwise front setback is 20 feet. Front setbacks must allow for at least a 10-footwide sidewalk and 5-foot landscape buffer area on the back of curb along Fairbanks Avenue. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.~~

~~b.a.~~ Side: 0

~~c.b.~~ Rear: 35 ft

~~d.c.~~ Third stories shall require an additional 10-foot setback from the front and rear setbacks.

6.7. Maximum Residential Density: 17 units per acre

- (b) *Additional Development Regulations.* For properties within this Subarea B with an underlying zoning of single-family residential, these properties shall only be used for single-family residential use, open space, or transportation improvements.

(3) Subarea C.

(a) *Subarea C Development Standards:*

1. Base Floor Area Ratio: ~~20~~10%
2. Bonus FAR exclusively for Structured Parking: 65%
3. Maximum Achievable FAR with Parking Structure: ~~85~~75%
4. Total FAR must be divided between multiple buildings
5. Maximum Height: 2 Stories or 35 feet (including any awnings or shade structures) for Commercial Structures and Parking garage shall be ~~allowed up to 4 levels including the rooftop deck, allowed at 2 stories, plus an open top level, at a maximum of 30 feet in height.~~
6. Maximum Impervious Coverage: 75%
7. Setbacks: 0 front setback along Orange Avenue, Denning Drive, or Palmetto Avenue, except front setbacks on Orange must allow for at least a 17-foot wide sidewalk and setbacks on Denning and Palmetto must allow for a 10-foot wide sidewalk and ~~52-foot landscape buffer on back of curb. Where the building requires an additional setback to achieve a 17-foot sidewalk, the area shall be dedicated as a public access easement. The bike trail may substitute for applicable sidewalk requirements at the discretion of the Director of Planning. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.~~
8. Maximum Residential Density: Residential uses shall not be permitted.
~~0 units per acre~~

- ~~(b) *Intersection and Open Space Viewshed.* Due to the unique shape of Subarea C and proximity to a unique intersection, this additional requirement creating a viewshed shall apply. The viewshed area is banded by the lines described as follows: Start where the property lines of Subarea C meet at the intersection of Denning Drive and Orange Avenue; then travel 150 feet southwest along Orange Avenue's southeast right of way line; thence easterly to the point on the west boundary of South Denning Drive that is 150 feet south of the starting point; then north along the west boundary of South Denning Drive to the starting point~~

~~("viewshed"). This viewshed shall be an open space area not available for the construction of structures or storage or placement of equipment, material or items otherwise allowed in the OAO.~~

~~(e)~~(b) *Palmetto Re-Alignment.* Palmetto Avenue may be relocated to allow for different development scenarios on the site. Protection of on-street parking, maximizing ease of traffic flow for Palmetto Avenue and maintaining the existing 50-foot public right of way shall be matters of priority concern should the roadway be realigned.

~~(d)~~(c) *Additional Development Requirements.*

- (1) A monument sign at least 3 feet in height and 5 feet in width, set in a landscaped bed, shall be required to be provided at the intersection of Denning Drive, Minnesota Drive and Orange Avenue, which directs the public to Mead Botanical Garden. The City shall approve the design and location of the sign.
- (2) Include 1.5 acres of contiguous park space plus bicycle/pedestrian trail.
~~No residential use.~~
- (3) City to retain ownership of this parcel in perpetuity.
- (4) Stormwater requirements to exceed code.
- (5) Contribute to parking needs of small businesses in the area.
- (6) Walkways that are at least 5 feet wide (paved or bricked) must exist between buildings onsite and extend from the park area to Cypress Ave.

(4) Subarea D.

(a) *Subarea D Development Standards:*

1. Base Floor Area Ratio (FAR): 60%
2. Maximum Achievable FAR with Enhancements:
~~100%~~100%
3. Maximum Height: 5 Stories or 56 feet
4. Maximum Impervious Coverage: 75%
5. Setbacks:
 - a. Street: Minimum ~~50-20~~ feet along Orlando Avenue. Setbacks must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area on the back of curb along Orlando Avenue and Palmetto Avenue. ~~0 feet along Orange Avenue except front setbacks must allow for at least a 17-foot wide sidewalk.~~ The bike trail may substitute for applicable sidewalk requirements on one side of realigned Palmetto, at the discretion of the Director of Planning & Transportation. Where the building requires an additional setback to achieve the required sidewalk,

landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.

6. Rear: 35 feet

6.7. Side: 10

7.8. Maximum Residential Density: 17 units per acre

(a) Residential Uses shall only be allowed above the ground floor fronting Orange Avenue. Up to a 20% Residential Density increase may be permitted when such allowances are used exclusively for the construction of workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.

~~On a case-by-case basis the City Commission may permit the maximum density in this subarea to be exceeded by up to 10% per acre when such allowances are used exclusively for the construction of inclusionary affordable/workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.~~

(b) *Required Development Enhancements.* In order to be eligible for any Development Enhancement Bonuses, any future development of the property within Subarea D shall include structured parking and the following item(s) from the Development Enhancement Menu: CT.1.

(c) *Road Realignment.* Realignment of the Harmon Avenue or Vivian Avenue right-of-way may be considered, subject to City Commission approval and shall require dedication of equivalent Right-Of-Way for the re-alignment of Palmetto Ave. Harmon Avenue currently serves as access to businesses on Palmetto Avenue. Replacement of on-street parking and maximizing ease of traffic flow for Palmetto Avenue shall be matters of priority concern should the City Commission approve closing or vacation of Harmon Ave or Vivian Avenue. No on-street parking permitted along a curved roadway segment where the curve exceeds 60 degrees.

(5) Subarea E.

(a) *Subarea E Development Standards:*

1. Base Floor Area Ratio: 45%

2. Maximum Achievable Floor Area Ratio with structured parking: 60%. This additional 15% achievable FAR shall only be used for the construction of onsite parking structures to serve the subject property.

3. Maximum Height: Maximum 2 Stories
4. Maximum Impervious Coverage: 85%
5. Setbacks:
 - a. 0 front setback along Orange Avenue, except front setbacks must allow for at least a 17-foot wide sidewalk and 5-foot ~~landscape~~ buffer at back of curb. All other street frontages must allow for a 10-foot ~~foot~~ sidewalk and 5-foot ~~foot landscape~~ buffer at back of curb. Where the building requires an additional setback to achieve a 17-foot sidewalk, the area shall be dedicated as a public access easement. Where the building requires an additional setback to achieve the required sidewalk, ~~landscape~~ buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
 - b. Side: 5 feet
 - c. Rear: 20 feet. ~~If abutting residential, shall be a minimum of 35 feet or equal to building height, whichever is greater.~~
6. Maximum Residential Density: 17 units per acre

(6) Subarea F.

(a) *Subarea F Development Standards:*

1. Base Floor Area Ratio: 20%
2. Maximum Achievable Floor Area Ratio: 20%
3. Maximum Height: 2 Stories
4. Maximum Impervious Coverage: 50%
5. Setbacks: 20 feet. Orange Avenue setbacks must allow for at least a 17-foot wide sidewalk and 5-foot ~~landscape~~ buffer area on the back of curb. Setbacks on Capen Avenue, Aragon Avenue and Denning Drive must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area on the back of curb. Where the building requires an additional setback to achieve a 17-foot sidewalk, the area shall be dedicated as a public access easement. Where the building requires an additional setback to achieve the required sidewalk, ~~landscape~~ buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
6. Maximum Residential Density: No Residential Uses Allowed

- (b) *Additional Subarea Requirements:* ~~This area shall not be used for any other future purpose than~~ Any use other than public space, recreation, open sports/recreation facilities, including ancillary structures, or the parking needed to support these uses shall be prohibited. No offices, classrooms, residences or other college uses shall be allowed on the property.

(7) Subarea G.

(a) *Subarea G Development Standards:*

1. Base Floor Area Ratio: 45%
2. Maximum Achievable Floor Area Ratio: 45%
3. Maximum Height: 2 Stories at max of 35 ft
4. Maximum Impervious Coverage: 85%
5. Setbacks: Front setback shall be 25 feet. Setbacks must allow for at least a 10-foot wide sidewalk and 5-foot landscape buffer area along Fairbanks Avenue. Where the building requires an additional setback to achieve the required sidewalk, landscape buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement. Side setback is a minimum of 5 feet, and rear setback is a minimum of 10 feet.
6. Maximum Residential Density: 17 Units/Acre. Residential Uses shall only be allowed above the ground floor fronting Orange Avenue. Up to a 20% Residential Density increase for workforce housing shall be permitted, with the condition that the workforce designation be maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.

(b). Additional Development Requirements. This Subarea G represents an opportunity to expand Martin Luther King Jr., Park to create an increased greenway connection to Mead Botanical Garden, for cleanup of environmental hazards threatening water quality, educational opportunities regarding karst formation (sinkholes) and to improve traffic flow. It is the intent of the City of Winter Park to acquire these properties for the extension of Martin Luther King, Jr. Park and to provide for transportation improvements.

(8) Subarea H.

(a) *Subarea H Development Standards:*

1. Base Floor Area Ratio: 0%
2. Maximum Achievable Floor Area Ratio: 0%
3. Maximum Height: N/A
4. Maximum Impervious Coverage: N/A
5. Setbacks: N/A
6. Maximum Residential Density: N/A

(9) Subarea I.

(a) *Subarea I Development Standards:*

1. Base Floor Area Ratio (FAR): 45%
2. Maximum FAR with Residential: 60%

3. Maximum Achievable FAR with Enhancements:
~~100%~~100%
4. Maximum Height: 3 Stories
5. Maximum Impervious Coverage: 75%
6. Setbacks: Orange Avenue 0 front setback, except front setbacks must allow for at least a 17-foot wide sidewalk. On Denning Drive, a 20 foot setback shall allow for the multi-use trail and Minnesota Avenue setbacks must allow for at least a 10-~~ft foot~~ wide ~~setback-sidewalk~~ and a 5-~~ft foot~~ ~~planting-strip~~buffer from the back of curb. Where the building requires an additional setback to achieve the required sidewalk, ~~trail, landscape~~-buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
7. Maximum Residential Density: 17 units per acre. ~~Residential Uses shall only be allowed above the ground floor fronting Orange Avenue Up to a 20% Residential Density increase may be permitted when such allowances are used exclusively for the construction of workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval. Residential Uses shall only be allowed above the ground floor. On a case-by-case basis the City Commission may permit the maximum density in this subarea to be exceeded by up to 10% per acre when such allowances are used exclusively for the construction of inclusionary affordable/workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.~~
8. ~~8.~~

- (b) *Required Development Enhancements.* In order to be eligible for any Development Enhancement Bonuses, any future development of the property within Subarea I shall include structured parking and the following item(s) from the Development Enhancement Menu: CT.74. The City of Winter Park shall determine the area required to be dedicated for intersection improvements.
- (c) *Intersection and Open Space Viewshed.* Due to the unique shape of the property and proximity to a unique intersection, this additional requirement creating a viewshed shall apply. The viewshed area is bounded by the lines described as follows: start where the property lines of Subarea I meet at the intersection of Denning Drive and Minnesota Avenue; then travel 50 feet east along Minnesota Avenue's southern right of way line; thence south westerly

to the point on the east boundary of S. Denning Drive that is 30 feet south of the starting point; then north to the starting point ("viewshed"). This viewshed shall be an open space area not available for the construction of structures or storage or placement of equipment, material or items otherwise allowed in the OAO. This viewshed is in addition to other setback requirements for Subarea I.

(10) Subarea J.

(a) *Subarea J Development Standards:*

1. Base Floor Area Ratio: 60%
2. Maximum Achievable Floor Area Ratio with Enhancements: ~~100%~~150%100%
3. Maximum Height: 3 stories fronting on Fairbanks Avenue and Denning Drive. 4 Stories when setback 80 feet from Fairbanks Avenue and Denning Drive. 4 stories fronting on Holt and Capen Avenues.
4. Maximum Impervious Coverage: 75%
5. Setbacks: 35 feet from the back of sidewalk on Fairbanks Avenue. Setbacks must allow for at least a 10-foot wide sidewalk and 5-foot ~~landscape~~ buffer area at the back of curb along Fairbanks Avenue. On Holt Avenue, Denning Drive and Capen Avenue setbacks must allow for at least a 10-~~ft-foot~~ wide sidewalk and a 5-~~ft-foot~~ ~~planting strip~~buffer from the back of curb. Where the building requires an additional setback to achieve the required sidewalk, ~~landscape~~ buffer, or street tree canopy clearance, the area shall be dedicated as a public access easement.
6. Maximum Residential Density: 17 units per acre. Residential Uses shall only be allowed above the ground floor. Residential Uses shall only be allowed above the ground floor fronting Orange Avenue. Up to a 20% Residential Density increase may be permitted when such allowances are used exclusively for the construction of workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval. On a case-by-case basis the City Commission may permit the maximum density in this subarea to be exceeded by up to 10% per acre when such allowances are used exclusively for the construction of inclusionary affordable/workforce housing maintained for a period of not less than 20 years. An agreement with terms acceptable to the City and with City Attorney review shall be executed as part of the Conditional Use approval.
7. Vehicle access to the property shall only be allowed from Capen Avenue or Holt Avenue, unless otherwise allowed by the City Traffic Engineer and the Fire Marshall. A

~~service alley of at least 30 feet is required to extend from Holt to Capen.~~

- (b) *Required Development Enhancements:* In order to be eligible for any Development Enhancement Bonuses, any future development of the property within Subarea J shall include structured parking and the following item from the Development Enhancement Menu – CT.4 Land Donation for Transportation Improvements. The City of Winter Park shall determine the area required to be dedicated for transportation improvements and the required land may be property under common ownership located offsite from Subarea J within the OAO boundaries.
- s. *Orange Avenue Overlay District Development Enhancements/Bonuses.* Enhanced development entitlements shall be considered for the OAO developments including structured parking, but shall be earned based upon a project meeting certain established criteria, rather than simply granted.
- (1) *Square-Foot-Based Development Enhancement Menu.* A square-foot-based upgrade system for properties with new developments or redevelopments that include parking dedicated to the public in perpetuity within the OAO is hereby established. For properties to obtain additional development entitlements, Floor Area Ratio (FAR) beyond what is provided in the relevant subarea or underlying zoning, the following provisions and Tables are established.
- (2) Property owners or developers providing parking dedicated to the public in perpetuity may use any combination of the Development Enhancement Menu to obtain up to the Maximum Achievable Floor Area Ratio. Certain subareas shall require certain Enhancements to be met. Each development enhancement utilized shall be required to be designed and shown on any development plans submitted for development of a property. Off-site improvements shall require plan submittal for the area where the improvements are proposed. Any enhancement or improvement shall be designed by a licensed professional (Architect, Civil Engineer, Landscape Architect, Structural Engineer, etc.) as determined by the Planning Director.
- (3) For physical improvements from the Development Enhancement Menu, the City may require a development agreement with terms acceptable to the City setting forth the ownership, operation, maintenance and replacement responsibilities for such Enhancement(s). Unless otherwise stated in the Development Enhancement Menu or a development agreement, the property owner/developer is obligated, at its expense, to operate, maintain, and replace with comparable product at the end of the enhancements' useful life based on industry standards and best practices any physical improvement enhancement made within or

upon the development project for the life of the development project. For physical improvement(s) from the Development Enhancement Menu made to City-owned property or other public property, the City may require the property owner/developer, at its expense, to cause the operation, maintenance and replacement of such improvement(s) for up to twenty (20) years from completion in the manner set forth in a development agreement. For any amenities placed upon private property intended to be accessed and/or used by the public, the property owner/developer may be required to grant easements to the City permitting public access and use of such amenities without subjecting the City to any operation, maintenance and replacement responsibilities or liability arising from such public access or use.

- (4) The following OAO Development Enhancement Menu was created to address the wide-ranging issues affecting the Orange Avenue area, while meeting the goals of the Comprehensive Plan, the Vision Winter Park plan and the Winter Park Sustainability Plan. To ensure that the intent of the Development Enhancement Menu is met, any project that utilizes this menu shall be reviewed by the ~~Planning Director~~ Planning & Zoning Board in order to make a recommendation to ~~the City~~ the City Commission as to whether and to what extent an increase in FAR is allowed.
- (5) Where the City requires Transportation Multi-Modal Impact Fee, Affordable Housing or Parks Usage Fees, those fees are separate from enhancements proposed in the following Enhancement/Incentives Menu. Unless otherwise stated within this section, enhancements are not eligible to serve as credits against otherwise required fees.
- (6) The relationship between the Enhancements that will benefit the community and the Incentive that will benefit the developer is based on the following components:
 - a. The "Enhancement Cost" to be borne by the Developer
 - b. The "Incentive" to the Developer expressed as additional floor area allowed over and above the Baseline FAR
 - c. The Value of each additional square foot of floor area, the "FAR Value"
 - d. The "Multiplier" as established by Commission Policy
- (7) The calculation of the Incentive relative to the Enhancement is expressed as follows:

Incentive (in Square Feet) = Enhancement Cost (Dollars) times Multiplier (set by Policy) divided by FAR Value (Dollars per SF)

Example: For an Enhancement with a cost of \$10,000, FAR Value of \$70 per SF of FAR and a Multiplier of 2.0, the Incentive is calculated as follows:

Incentive (SF) = \$10,000 x 2.0 / (\$70/SF) = 400 Additional SF of FAR

Check: 400 Additional SF of FAR x \$70/SF= \$20,000 of Value to Developer (i.e. a \$10,000 profit on a \$10,000 cost; or 100% profit)

- (8) The "Enhancement Cost" shall be the installation cost plus the present value of the 20-year maintenance requirement, if applicable. Enhancement Cost shall be determined by staff as directed by the City Manager in their sole discretion. Staff (at the direction of city manager) may consider actual costs, estimated costs, comparable market values, consultant estimates or any other means or methods that staff may choose.
- (9) The value of each additional square foot allowed by increasing the FAR, "FAR Value," shall initially be [\$70] per SF. FAR Value shall be subject to approval by the Commission, upon recommendations from staff, but as a minimum shall increase 2.5% per year. Staff shall make recommendations to increase the FAR Value not less than every 10 years. Staff recommendations shall primarily consider recent sale comparisons expressed as the Sales Price divided by the greater of the SF permissible under the Baseline FAR or the actual SF approved at the time of the sale closing.
- (10) The "Multiplier" is set as a policy matter by the Commission to provide a range of profit on cost or a risk premium over the cost of the Enhancement.

Examples of Multipliers and the Policy may include:

- a. "Threshold Enhancements" or "Permissible Enhancements" = [1.25 times] (e.g., 25% profit on cost or risk premium)
- b. "Encouraged Enhancements" = [1.5 times] (e.g., 50% profit on cost or risk premium)
- c. "Strongly Encouraged Enhancements" = [2.0 times] (e.g., 100% profit on cost or risk premium)

Table 1: Orange Avenue Overlay District Development Enhancement Menu – Sustainability Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
S.1	<i>Renewable Energy/Solar PV Panel Systems</i>	The cost of installing the system earns an increase in square footage. <u>Projects utilizing solar panels to cover the parking spaces on the open top level of a parking structure shall allow the area covered with solar panels and supporting structure be exempt from FAR.</u> <u>Electrical storage capacity system costs shall be eligible to increase square footage.</u> <u>Open top story areas that utilize solar panels to cover the roof area shall allow the roof area covered with solar panels and supporting structure to be exempt from FAR, so long as the sides remain open air (except to meet safety code</u>	1.5	10%

		<u>requirements for railings or parapet walls), and the area is not air-conditioned.</u>		
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Table 2: Orange Avenue Overlay District Development Enhancement Menu – Arts & Culture Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
AC.1	<i>Space for Non-Profit Arts & Cultural Organizations</i>	For each 1,000 square feet of space that is built specifically and solely for non-profit arts and cultural facilities. The space provided for these non-profit users shall not count towards the FAR of the site. The space shall only be rented to Arts & Cultural organizations with non-profit 501.C.3 status, in perpetuity. Parking shall also be provided and shared parking is encouraged. The rents charged shall not exceed 80% of the median rents charged for similar properties in the area. The rents shall not increase more than 3% per year.	1.5	15%

Table 3: Orange Avenue Overlay District Development Enhancement Menu – Parking Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
P.1	<i>Public Parking</i>	Each 3 Dedicated Public Parking Spaces within a Parking Structure, Which Remain Free for Public Parking at All Times.	1.25	10%

Table 4: Orange Avenue Overlay District Development Enhancement Menu – Meaningful Open Space Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
OS.1	<i>Open Space Beyond Minimums</i>	Additional dedicated open space available to the public beyond the required minimum.	1.5	20%
OS.2	<i>Shade Tree Planting</i>	Each 25-inches of Shade Tree Caliper Planted Onsite Beyond Minimum Requirements. Species Shall Be City Arborist Approved and Planted with Irrigation. A minimum 5" caliper tree shall be required.	1.5	10%
OS.3	<i>Tree Fund Donation</i>	Payment may be made into the City of Winter Park Tree Replacement Trust Fund, so that meaningful trees can be planted throughout the City to maintain and grow our tree canopy.	1.5	5%
OS.4	<i>Mead Garden Improvements</i>	Donation to City of Winter Park designated for Mead Botanical Garden Improvements/Restoration/Enhancements. The Funds Shall Only Be Used for Capital Improvements or Enhancements in Mead Botanical Garden with a maximum donation of \$100,000.	1.25	10%
OS.5	<i>Donation of Land for Parks</i>	For land donated to the City of Winter Park for park space located adjacent to existing public parkland (which is accepted by the City Commission as meaningful and useful park land). Donated park land cost shall equal FAR value.	2.0	20%

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
OS.6	<i>Martin Luther King, Jr. Park Expansion</i>	Donation to the City of Winter Park, Park Acquisition Fund. Funds Shall Only Be Used for the Acquisition of Additional Park Land. The Funds Shall Only Be Used For the Acquisition of the Area Identified as Subarea "G" herein, to expand Martin Luther King, Jr. Park. Maximum donation of \$100,000.	2.0	10%
OS.7	<i>Social Connection Amenities</i>	Stage areas for music/art performance	1.25	2%
		Dedicated Standalone Public Restrooms (not a part of a business onsite)		2%

Table 5: Orange Avenue Overlay District Development Enhancement Menu – Connectivity & Transportation Category

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
CT.1	<i>Rail-Trail Construction & Easement</i>	Provide Dedicated Utility & Public Access Easement of a Minimum of 20 feet and Construction of Rail-Trail with a 12-foot Trail Width, to match regional trail widths and 4-foot planting strip along each side within said 20 foot easement, with decorative light pole (as selected by City of Winter Park to match other areas of town) & shade or understory tree of minimum 5" caliper (as selected by Urban Forestry) with irrigation for every 50 feet of railroad frontage. The trail and easement shall connect from the property line where the rail enters, to the property line where the rail exits. The trail shall be designed to align with existing or future trail locations and the design of the trail shall be determined on the site plan when a project is submitted for consideration. Enhancement costs shall not include land costs.	1.25	20%
CT.2	<i>Off-Site Trails</i>	Donation to the Construction of Bike/Pedestrian Trails. Due to the unique circumstances and properties in each area, every section of future trail will have challenges and opportunities. Because no two areas are the same, it is preferable to have developers pay into a trails fund, with design and installation provided by the City. Maximum donation of \$100,000.	1.5	10%

Category Number	Enhancement	Description & Potential Bonus	Multiplier	Maximum FAR Increase
CT.3	<i>Bicycle/Pedestrian Repair Facilities & Rest Areas</i>	Provide bicycle/pedestrian amenities that are available to the community near any Bike Trail facility. One of each of these facilities shall be allowed to locate in one or more of the following locations: Rail Trail area as defined in this chapter, along the new Bike Path connecting to Mead Botanical Garden, or along the Denning Drive bicycle facilities. Each location shall require the following elements under a covered roof or shade area: Bicycle Fix-It Stations with bike lift, air pump and tools; water fountain and water bottle filling; bike rack; trash and recycling receptacles; and a bench. Maximum cost of \$25,000.	1.5	6%
CT.4	<i>Land Donation for Transportation Improvements</i>	Land dedicated to the City of Winter Park as right-of-way for needed transportation improvements. Right-of-way land cost shall equal 25% of FAR value.	1.5	25%

t. *Definitions.*

- (a) *Affordable Housing:* Affordable housing means a dwelling unit, with regard to a unit for sale, which costs less than 80 percent of the median price of the single-family homes sold the previous year in the Orlando metropolitan area; and with regard to a unit for rent, one which rents monthly for less than 80 percent of the median monthly cost of similar sized units for the previous year in the Orlando metropolitan area and for which the purchaser's or renter's income or combined family income does not exceed 80 percent of the median family income for the Orlando metropolitan area.
- (b) *Boutique Hotel:* A boutique hotel typically has ~~minimal food and beverage operations, no banquet facilities and has~~ 100 rooms or less. It is largely characterized by its smaller size, personalized service and local personality, which can vary dramatically depending on where the property is located. They cater to the individual, providing very personalized, intimate service. These properties are designed to blend into the community and reflect the neighborhoods and cultures around them. These hotels have minimal food and beverage operations and no banquet facilities.

- (c) *Building Story*: Building story means a section of a building between the surface of a floor and the floorplate of the floor above it.
- (d) ~~*Common Ownership or Commonly Owned*: Properties shall be deemed to be under "common ownership" or "commonly owned" if the properties are owned by the same entity or affiliated entities with substantially similar control and management.~~
- (e) *EIFS*: Exterior Insulation and Finish System. A non-load bearing exterior wall cladding system consisting of a thermal insulation board, adhesively and/ or mechanically attached to the substrate, base coat with reinforced fiberglass mesh and a textured finish coat.
- (f) *Fast Casual Restaurant*: Fast casual restaurants offer consumers freshly-prepared, higher-quality food in an informal setting, with counter service to keep things speedy.
- (g) *Floor Area Ratio (FAR)*: The gross floor area divided by the land area of the building site excluding land areas across a public street under the same ownership. The gross floor area ratio is the square footage of the building or buildings on the property (and contiguous properties being used in connection with such building(s)) divided by the area of such property in square feet. This mathematical expression (gross floor area ÷ land area = floor area ratio) shall determine the maximum building size permitted. The floor area of parking structures is included in the calculation of the Floor Area Ratio with the exception of underground parking, open-air top-level parking and the 10% parking in excess of code required in accordance with Section 58:83 j(7)(c).
- (h) *Food Hall*: Unlike food courts made up of fast food chains, food halls typically mix local artisan restaurants, butcher shops and other food-oriented boutiques under one roof.
- (i) *Green Roof*: A green roof or living roof is a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems. Green roofs serve several purposes for a building, such as absorbing rainwater, providing insulation, creating a habitat for wildlife, increasing benevolence and decreasing stress of the people around the roof by providing a more aesthetically pleasing landscape, and helping to lower urban air temperatures and mitigate the heat island effect.
- (j) *Green Wall/Living Wall*: Living walls or green walls are self-sufficient vertical gardens that are attached to the exterior or interior of a building. They differ from green façades (e.g. ivy

walls) in that the plants root in a structural support which is fastened to the wall itself. The plants receive water and nutrients from within the vertical support instead of from the ground.

- (k) *Impervious Area:* Impervious Areas are man-made areas that cannot absorb water from rain or snow. Impervious Area Examples: Roofs; Roads; Sidewalks; Driveways; Parking Lots.
- (l) *Meaningful Open Space:* Privately -owned property that is not a part of the inside of a building. These areas are intended to provide for the use and benefit of the general public, and are legally accessible by the general public. These areas are accessible and designed for outdoor living, gathering, landscaping, recreation, pedestrian activity, meaningful, useable, accessible, green and beautiful open space that invites the public to relax, interact, recreate, unwind and stimulate social connection. Open space shall not be retention ponds, parking lot islands or landscape planting areas around building bases. Meaningful opens spaces are areas that are open and inviting to the public. Open space can include green areas, hardscape areas, semi-pervious areas, balcony or roof areas that are open to the public and other similar-type spaces. The intent is that each of these areas create the opportunity for social interaction, relaxation, recreation and reflection.
- (m) *Mixed-Use:* Mixed-use development combines two or more types of land use into a building or set of buildings that are physically and functionally integrated and mutually supporting. This can be some combination of residential, commercial, industrial, office, institutional, or other land uses. The form of mixed-use development can be vertical or horizontal. Vertical mixed-use occurs when different uses inhabit the same building and sit atop one another, such as residential or office uses over ground floor retail. Horizontal mixed-use occurs when uses are placed next to each other, such as an apartment building that is adjacent to offices, restaurants, or retail shops. Mixed-use areas often create the main street/downtown, activity center, or commercial corridor of a local community, district, or neighborhood. They frequently involve stacking uses – residential or office above retail, for example, in low or midrise buildings, but are predominately made up of a variety of individual buildings arranged around streets and around public squares or other open spaces.

~~(n) *Multi-Generational Play Area:* Instead of focusing exclusively on children, these playgrounds broaden their scope to include equipment, activities and amenities for those older than age 12— and perhaps significantly older—so that anyone who visits the playground, regardless of age or ability, can find something there they enjoy.~~

~~(e)~~(n) Multi-Modal Transportation: This concept is that all modes of transportation should have equality and there shouldn't be the typical hierarchy where private automobiles have more opportunities at the cost of pedestrians, cyclists, public transportation users and handicapped persons.

~~(p)~~(o) Overlay District: An area where certain additional requirements are mapped upon an underlying zoning district(s). The district modifies or supplements the underlying zoning regulations and allows for flexibility in design and the ability to apply more area specific requirements including, but not limited to, architecture, height, setbacks, use, open space, landscaping, historic preservation, floor area ratio, parking, public improvements, access, stormwater, etc. In the instance of conflicting requirements, the stricter shall apply.

~~(q)~~(p) Pervious Area: A pervious surface is a surface that allows the percolation of water into the underlying soil. Pervious surfaces include grass, mulched groundcover, planted areas, vegetated roofs, permeable paving as well as porches and decks erected on pier foundations that maintain the covered lot surface's water permeability.

~~(r)~~(q) Placemaking: As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public and private realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. With community-based participation at its center, an effective placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well-being.

~~(s)~~(r) Public Improvements: Any drainage facility, roadway, parkway, pedestrian way, off-street parking area, lot improvements, sidewalk, bike lane, park, public facility, pedestrian crossing, boulevard or other facility which benefits the public.

~~(t)~~(s) Residential Density: Measured in dwelling units per gross acre. Maximum densities determine the number of single-family, apartment, townhome, condominium or other ~~multifamily~~ units allowed.

~~(u)~~(t) Walkability: A measure of how well streets are designed to incorporate pedestrian scale elements and to create equal access for pedestrians. A walkable area has health, environmental, and economic benefits. It keeps pedestrians interested, safe and engaged with the built environment around them. With community-based participation at its center, an effective placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well-being.

~~(v)~~(u) Workforce Housing: A dwelling unit, with regard to a unit for sale, which costs less than 120 percent of the median price of the single-family homes sold the previous year in the Orange County metropolitan area; and with regard to a unit for rent, one which rents monthly for less than 120 percent of the median monthly cost of similar sized units for the previous year in the Orange County metropolitan area, and for which the purchaser's or renter's income or combined family income does not exceed 120 percent of the median family income for the Orange County metropolitan area.

v. Vested Rights.

(1) In order to not adversely affect development projects that are actively in the process of being developed for which expenditures have been made in reliance upon the previously existing land development regulations prior to the effective date of this Section as evidenced by such development project's site and building floor plans and/or conditional use having been received and approved by the City prior to the effective date of this Section, the City will allow such development projects to proceed subject to compliance with the underlying zoning and future land use of the property existing prior to the adoption of this Section, other applicable land development regulations and conditions of approval without the need to comply with the development standards of this Section and the Comprehensive Plan Future Land Use Element Goal 1-~~8-9~~ and its corresponding Objectives and Policies for which this Section implements. Provided however, a conditional use approval or other development order that has been approved by the City which subsequently expires, whether prior to or after adoption of this Section, does not create a vested right to develop a property without compliance with this Section and the Comprehensive Plan Future Land Use Element Goal 1-8 and its corresponding Objectives and Policies which this Section implements. The City Commission will not approve any Conditional Use extensions of those development projects within the OAO that have been approved prior to the effective date of this Ordinance.

(2) If a property owner believes that this Section and/or the Comprehensive Plan Future Land Use Element Goal 1-~~8-9~~ (and its corresponding Objectives and Policies which this Section implements) creates an inordinate burden on an existing use of real property or a vested right to a specific use of real

property, the property owner may apply for a vested rights determination by the City Commission to allow development of such real property within the OAO subject to the underlying zoning and future land use of the property existing prior to the adoption of this Section and compliance with other applicable land development regulations. The Director of Planning and Transportation is authorized to develop a vested rights determination application, the minimum submittal requirements for such application and a reasonable fee associated with the review and processing of such application. The property owner requesting a vested rights development under this subsection has the burden of proof to show that the property owner has a vested right to develop its real property without being subject to the provisions of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8-9 and its corresponding Objectives and Policies which this Section implements. The City Commission will conduct a quasi-judicial public hearing on the vested rights determination request to consider whether to approve or disapprove the property owner's request for a vested rights determination. If the City Commission approves the vested rights determination, the applicable real property will be able to develop subject to compliance with the underlying zoning and future land use of the property existing prior to the adoption of this Section and other applicable land development regulations without compliance with or benefitting (including benefitting from any increased densities or intensities allowed by the OAO) from the development standards of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8-9 and its corresponding Objectives and Policies which this Section implements. An approval of a vested rights determination may be subject to a requirement that the property owner and city execute an agreement, with terms acceptable to the city, specifying the uses, densities and intensities allowed and other applicable restrictions upon the development of the real property at issue.

(3) Upon the City's receipt of a written claim of an inordinate burden on an existing use of real property or a vested right to a specific use of real property caused by the provisions of this Section and/or the Comprehensive Plan Future Land Use Element Goal 1-8-9 (and its corresponding Objectives and Policies which this Section implements), the City Commission shall have the authority, but not the obligation, to authorize the applicable property to develop subject to compliance with the underlying zoning and future land use of the property existing prior to the adoption of this Section and other applicable land development regulations without compliance with or benefitting (including benefitting from any increased densities or intensities allowed by the OAO) from the development standards of this Section and the Comprehensive Plan Future Land Use Element Goal 1-8-9 and its corresponding Objectives and Policies which this Section implements. This provision shall not be construed as a limitation on the City's authority to make, accept and implement settlement offers and settlement agreements pursuant to applicable law.

SECTION 2. Repeal. Ordinance 3166-20 and Ordinance 3167-20 were rescinded and repealed prior to such ordinances effective dates and were never a part of or incorporated into the Comprehensive Plan or land development regulations. Therefore, in no event shall any development project have any vesting status pursuant to the provisions

of Ordinance 3166-20 or Ordinance 3167-20. This Ordinance further confirms and readopts the repeal of Ordinance 3167-20.

SECTION 3. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 4. Conflicts. To the extent any provision or provisions of this Ordinance conflict with the provision or provisions of other Ordinances, the provisions of this Ordinance control.

SECTION 5. Codification. Section 1 of this Ordinance shall be codified and made a part of the City of Winter Park Land Development Code, and the sections and subsections of this Ordinance may be renumbered or relettered to accomplish this intention. The word "Ordinance" may be changed to "Section," "Article," or other appropriate word. The City Clerk is given liberal authority to ensure proper codification of this Ordinance, including the right to correct scrivener's errors.

SECTION 6. Effective Date. This Ordinance shall become effective upon the comprehensive plan amendments establishing the Orange Avenue Overlay District goals, objectives and policies as provided for under Ordinance _____ become effective. If Ordinance _____ does not become effective, then this Ordinance is not effective and shall not become part of the City's land development regulations.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2021.

Mayor Phil Anderson

Attest:

City Clerk