



City Commission Regular Meeting

Agenda

August 28, 2024 @ 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/meetings/ 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 - Dr. Harold Briscoe, Dean of Religious and Spiritual Life, Rollins College**
- 3. Pledge of Allegiance**
- 4. Approval of Agenda**
- 5. Mayor's Report**
 - a. Proclamation: Florida Lineworker Appreciation Day 5 minutes
- 6. Citizen Budget Comments**
- 7. City Manager's Report**
- 8. City Attorney's Report**
- 9. Non-Action Items**
- 10. Public Comments | 5 p.m. or soon thereafter**

(If the meeting ends earlier than 5 p.m., public comments will be at the end of the meeting. Three minutes are allowed for each speaker.)
- 11. Consent Agenda**
 - a. Approve the minutes of the regular meeting, August 14, 2024 1 minute
 - b. Approve the following formal solicitations: 1 minute
 1. Vision Urban, LLC - RFQ20-24 - Urban Design Advisor; Amount: \$80,000
 - c. Approve the following piggyback contracts: 1 minute
 1. Odyssey Manufacturing Company - Bay County Contract #22-72 - Liquid Sodium Hypochlorite - Renewal; for goods on an as-needed basis during the term of the agreement through September 30, 2025; Amount: \$450,000
 2. Core & Main, LP - City of St. Petersburg Blanket Purchasing Agreement #226457 - Water & Wastewater Supplies; for goods on an as-needed basis during the term of the agreement through September 30, 2024; Amount: \$350,000
 3. Fastenal - OMNIA Partners Contract #2018.000208 - Maintenance,

Repair, Operations (MRO) Supplies and Related Services; for goods and services on an as-needed basis during the term of the agreement through June 30, 2026; Amount: \$100,000

- d. Approve the following contracts: 1 minute
1. Ovation Construction Company, Inc. - RFQ20-23 - Repair and Construction Services for Projects less than \$300,000; for the Winter Park 18 Golf Course Restroom Renovations; Amount: \$225,300
 2. Amendments with Florida Municipality Power Agency (FMPA) for the City's solar power.

12. Action Items Requiring Discussion

- a. Public Facing EV Charging Station Fees & Usage Restrictions 30 minutes
- b. Library and Event Center Parking Expansion 5 minutes
- c. Library and Event Center Stairway Addition 10 Minutes
- d. Commission Budget Suggestions and Capital Update 20 minutes

13. Public Hearings: Quasi-Judicial Matters

(Public participation and comment on these matters must be in-person.)

- a. Request of Rollins College for Conditional Use and Special Permit approval to build a 45,842 square foot, two and three story, faculty & staff housing building of 30 units. 45 minutes
- b. Request of DI Partners LLLP for: Conditional Use approval to construct 26,210 square feet of one-story retail and restaurant space on the properties at 805, 801, 771 W. Fairbanks Avenue and 555 S. Capen Avenue, with vested Commercial (C-3) zoning together with a Community Benefit Agreement that includes transportation, storm water retention and flood control improvements. 20 minutes
- c. Request of the City of Winter Park for: 5 minutes
 - Ordinance 3310-24 - amending the existing Multi-family (high density R-4) District zoning to Public, Quasi-Public (PQP) District zoning on the former Winter Park Library property at 460 E. New England Avenue in conformance with the existing Comprehensive Plan Future Land Use designation of Institutional. (2nd Reading)
 - Ordinance 3311-24 - amending the Public, Quasi-Public (PQP)

zoning district to establish a new Permitted Use for “performance art venues together with ancillary gallery, educational, rehearsal, recording studios and offices to support the like, within a city-owned building”. (2nd Reading)

This item must be heard at or after 5:00 p.m.

14. Public Hearings: Non Quasi-Judicial Matters

(Public participation and comment on these matters may be virtual or in-person.)

- a. Ratification of Resolution 2288-24 Enacting Opt-Out for Live Local Act Property Tax Exemption 5 minutes
- b. Request of the City of Winter Park for an Ordinance amending Chapter 59 of the city Code of Ordinances related to Multi-Modal Transportation Impact Fees. (1st Reading) **Tabled from August 14, 2024.** 10 minutes

15. City Commission Reports

16. Summary of Meeting Actions

17. Adjournment



City Commission

agenda item 5.a

item type

Mayor's Report

meeting date

August 28, 2024

prepared by

Clarissa Howard, Director of Communications

approved by

Randy Knight, City Manager

subject

Proclamation: Florida Lineworker Appreciation Day

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 11.a

item type

Consent Agenda

meeting date

August 28, 2024

prepared by**approved by**

Randy Knight, City Manager

subject

Approve the minutes of the regular meeting, August 14, 2024

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. Minutes 8-14-24 Draft



City Commission Regular Meeting Minutes

August 14, 2024 at 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio, Commissioners Marty Sullivan, Craig Russell and Kris Cruzada; Director of Office of Management and Budget Peter Moore, Director of Communications Clarissa Howard; City Attorney Kurt Ardaman and City Clerk Rene Cranis.

Absent

Commissioner Todd Weaver

1. Meeting Called to Order

Mayor DeCiccio called the meeting to order at 3:31 p.m.

2. Invocation - Pastor Mark Tutschulte, Action Church

3. Pledge of Allegiance

4. Approval of Agenda

Motion made by Commissioner Sullivan to approve the agenda, seconded by Commissioner Cruzada. The motion carried unanimously by a 4-0 vote.

5. Mayor's Report

- Announced tomorrow's work session is canceled.
- Asked for an update on the streetlights on Park Avenue. Director of Electric Utility Jamie England reported on the lighting issues, solutions and repairs which will be complete prior to the holiday season.

6. Citizen Budget Comments

7. City Manager's Report

- a. Presentation: Mead Garden Summer Program

Mead Garden Executive Director Cynthia Hasenau and Community Engagement Manager Valerie Fetteroff gave a presentation on participation and activities and thanked the staff for their work and the city for their support.

- b. Presentation: Orange County Public Schools - Half-Cent Sales Tax Extension

Orange County Public Schools Chief of Communications Scott Howard gave a presentation OCPS and continuation of the half-cent sales tax on the ballot.

c. Winter Park Library

Winter Park Library Executive Director Melissa Schneider announced the Library is the number one children's library and in collection usage in Florida. Incoming Board Chair Bob McClelland spoke about board efforts and fundraising. Mrs. Schneider presented their FY 25 budget request for a 5% increase in general fund support and CRA grant.

8. City Attorney's Report

Attorney Ardaman gave an update on the language on the November ballot regarding voluntary annexations and the designation of rural service areas in Orange County.

9. Non-Action Items

10. Public Comments | 5 p.m. or soon thereafter Heard after Public Hearings.

11. Consent Agenda

- a. Approve the minutes of the regular meeting, July 24, 2024
- b. Approve the minutes of the work session, July 25, 2025
- c. Approve the following piggyback contracts:
 1. Transportation Control Systems, Inc. - Florida Department of Transportation Contract #DOT-ITB-24-9098-SJ - Approved Products List Traffic Equipment; for goods on an as-needed basis during the term of the agreement through June 5, 2026; Amount: \$100,000
 2. Public Consulting Group, Inc. - Palm Beach County Contract #SS750876-MB - Medical Emergency Transport Consulting Services (PEMT Assistance); for services on an as-needed basis during the term of the agreement through August 19, 2029; Amount: \$80,000
- d. Cubix, Inc. - Orange County Contract #Y24-1014 - SaniGlaze Services; for services during the term of the agreement through March 7, 2027; Amount: \$300,000
 3. Monro, Inc. - State of Florida Contract # 25172500-24-ACS - Tires, Tubes and Services; for goods and services during the term of the agreement through June 30, 2027; Amount: \$225,000
 4. Zabatt Power Systems, Inc. - Sourcewell Contract #092222-CMM - Electrical Energy Power Generation Equipment; after-the-fact purchase order, #20241730, issued for emergency generator purchase and installation at Cady Way Lift Station; Amount: \$118,039.74
 5. Danus Utilities, Inc. - City of Clermont Contract #2023-071 - Sanitary Sewer Manhole, Vault, and Lift Station Rehabilitation; for services on an as-needed basis during the term of the agreement through August 21, 2026; Amount: \$1,200,000
 6. Zep Manufacturing (Zep Sales & Services) - OMNIA Partners Contract #152609 - Comprehensive Operational and Janitorial Supplies and Solutions; for goods on an as-needed basis during the term of the agreement through May 31, 2027; Amount: \$100,000

- e. Approve the following formal solicitation:
 - 1. Davies Claims North America, Inc. - RFP18-24 - Third Party Administration Services for Claims & Risk Management; Amount: \$83,660
- f. Accept Financial Report for the Nine Months Ended June 30, 2024

Motion made by Commissioner Sullivan to approve the Consent Agenda, seconded by Commissioner Cruzada. The motion carried unanimously by a 4-0 vote.

12. Action Items Requiring Discussion

- a. Approve license agreement for overflow parking for Library and Events Center

Mr. Moore said this lease will provide approximately 300 spaces for public use after 5:30 p.m. and on weekends after 11:30 a.m. and could be used for valet services. The annual cost is \$100.

Motion made by Commissioner Russell to approve the agreement, seconded by Commissioner Cruzada. The motion carried unanimously by a 4-0 vote..

13. Public Hearings: Quasi-Judicial Matters

- a. Request of the City of Winter Park for:
 - An Ordinance to amend the existing Multi-family (high density R-4) District zoning to Public, Quasi-Public (PQP) District zoning on the former Winter Park Library property at 460 E. New England Avenue in conformance with the existing Comprehensive Plan Future Land Use designation of Institutional. (1st Reading)
 - An Ordinance amending the Public, Quasi-Public (PQP) zoning district to establish a new Permitted Use for "performance art venues together with ancillary gallery, educational, rehearsal, recording studios and offices to support the like, within a city-owned building". (1st Reading)

Attorney Ardaman read the ordinances by title. Director of Planning and Zoning Allison McGillis presented these ordinances, which would allow Blue Bamboo to operate in the old library. There were no public comments.

Motion made by Commissioner Sullivan to approve the rezoning ordinance with the condition that rezoning reverts to R-4 zoning if the lease with Blue Bamboo is terminated, seconded by Commissioner Cruzada. Upon a roll call vote, Commissioners Sullivan, Russell and Cruzada voted yes. Mayor DeCiccio voted no. The motion carried by a 3-1 vote.

Motion made by Commissioner Russell to approve the ordinance establishing a new permitted use, seconded by Commissioner Cruzada. Upon a roll call vote, Commissioners Sullivan, Russell and Cruzada voted yes. Mayor DeCiccio voted no. The motion carried by a 3-1 vote.

14. Public Hearings: Non Quasi-Judicial Matters

- a. ORDINANCE 3307-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 10 "ALCOHOLIC BEVERAGES" SECTION 10-33 "HOURS DURING WHICH SALES, CONSUMPTION AND SERVICE ARE PROHIBITED" SO AS TO ESTABLISH UNIFORM HOURS OF SALE AND CONSUMPTION OF ALCOHOLIC BEVERAGES CITY-WIDE, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE. (2nd reading)

Attorney Ardaman read the ordinance by title. Commissioner Russell said he believes prohibition of the sale and consumption of alcohol on Sunday mornings is a matter of safety and the city should be an example by setting limitations.

Motion made by Commissioner Sullivan to adopt Ordinance 3307-24, seconded by Commissioner Cruzada.

Gigi Papa, 1440 Hibiscus Avenue, supported Commissioner Russell's position.

Upon a roll call vote, Commissioners Sullivan and Cruzada and Mayor DeCiccio voted yes. Commissioner Russell voted no. The motion carried by a 3-1 vote.

- b. ORDINANCE 3308-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 74, PERSONNEL, ARTICLE V, RETIREMENT AND PENSION PLANS, DIVISION 3, FIREFIGHTERS, OF THE CODE OF ORDINANCES OF THE CITY OF WINTER PARK; AMENDING SECTION 74-180, SUPPLEMENTAL BENEFIT COMPONENT FOR SPECIAL BENEFITS; CHAPTER 175 SHARE ACCOUNTS, PROVIDING FOR IMMEDIATE VESTING IN SHARE PLAN; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH AND PROVIDING AN EFFECTIVE DATE

ORDINANCE 3309-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 74, PERSONNEL, ARTICLE V, RETIREMENT AND PENSION PLANS, DIVISION 4, POLICE OFFICERS, OF THE CODE OF ORDINANCES OF THE CITY OF WINTER PARK; AMENDING SECTION 74-230, SUPPLEMENTAL BENEFIT COMPONENT FOR SPECIAL BENEFITS; CHAPTER 185 SHARE ACCOUNTS, PROVIDING FOR IMMEDIATE VESTING IN SHARE PLAN; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH AND PROVIDING AN EFFECTIVE DATE. (2nd reading)

Attorney Ardaman read the ordinances by title. There were no public comments.

Motion made by Commissioner Cruzada to adopt Ordinance 3308-24, seconded by Mayor DeCiccio. Upon a roll call vote, Commissioners Sullivan, Russell and Cruzada and Mayor DeCiccio voted yes. The motion carried unanimously by a 4-0 vote.

Motion made by Commissioner Russell to adopt Ordinance 3309-24, seconded by Mayor DeCiccio. Upon a roll call vote, Commissioners Sullivan, Russell and Cruzada and Mayor DeCiccio voted yes. The motion carried unanimously with a 4-0 vote..

- c. Request of the City of Winter Park for an Ordinance amending Chapter 59 of the city Code of Ordinances related to Multi-Modal Transportation Impact Fees. (1st Reading)

Attorney Ardaman read the ordinance by title. Mrs. McGillis reviewed the changes to clarify provisions of the multi-modal impact fees. Responding to questions, Mrs. McGillis said any project approved after 1/1/22 will be subject to fees and explained the calculation and transfer of mobility credits within a project. Discussion followed on impacted projects and calculation of fees. Commissioner Sullivan said he feels more information is needed.

Motion made by Commissioner Sullivan to table to August 28th, seconded by Commissioner Cruzada. Upon a roll call vote. Commissioners Sullivan and Cruzada and Mayor DeCiccio voted yes. Commissioner Russell voted no. Motion carried by a 3-1 vote.

10. Public Comments

Gigi Papa, 1440 Hibiscus Avenue, expressed her displeasure that campaign signs she posted at the Winter Park Library were removed, were not available for her to retrieve. and the city's response. Staff will look into the matter and communicate with Mrs. Papa.

15. City Commission Reports

Commissioner Russell -

- Encouraged parents to visit OCPS website for changes to campus security policies and cell phone use.
- Spoke on the importance of the continuation of the half-cent sales tax.
- Spoke about resources for school supplies and tutoring.

Commissioner Cruzada -

- Encouraged drivers to be patient when driving in school zones.

Mayor DeCiccio -

- Asked about red light cameras in school districts. Police Chief Volkerson said state law allows for automated enforcement in school zones; however, the city is delaying action until the results of red light cameras in other cities is known.
- Asked if there is interest in sending a letter supporting the half-cent sales tax. General consensus to send a letter in support. Commissioner Cruzada opposed as he feels it is not prudent considering the current economy and increased costs..
- Reported on studies that show that Vision Zero will not be successful without police enforcement.

16. Summary of Meeting Actions

- Received presentations on the Mead Garden summer program. OCPS, and Winter Park Library
- Received update on Orange County proposed charter amendments.
- Approved The Consent Agenda.
- Approved the license agreement for overflow parking for the Library and Events Center
- Approved ordinances relating to the old library.
- Approved ordinance amending alcohol beverages regulations.
- Adopted ordinances amending the Firefighters and Police Officers' pension plans.
- Tabled ordinance regarding multi-modal transportation impact fees.
- Agreed to send a letter in support of half-cent sales tax.
- Directed staff to look at election signs issue raised by Mrs. Papa.

17. Adjournment

The meeting was adjourned at 5:17 p.m.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis



City Commission

agenda item 11.b

item type

Consent Agenda

meeting date

August 28, 2024

prepared by**approved by****subject**

Approve the following formal solicitations:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 11.b.1

item type

Consent Agenda

meeting date

August 28, 2024

prepared by

Rebecca Watt, Procurement Agent

approved by

Randy Knight, City Manager

subject

1. Vision Urban, LLC - RFQ20-24 - Urban Design Advisor; Amount: \$80,000

motion | recommendation

Commission approve item as presented and authorize Mayor to execute.

background

1. A formal solicitation was issued on June 12, 2024, with responses due on July 25, 2024, and we received six (6) submittals. Staff received presentations from the top three (3) ranked firms and is recommending award to the selected vendor.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. Each task order will be brought to the City Commission with the funding source listed.

attachments

None



City Commission

agenda item 11.c

item type

Consent Agenda

meeting date

August 28, 2024

prepared by**approved by****subject**

Approve the following piggyback contracts:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 11.c.1

item type

Consent Agenda

meeting date

August 28, 2024

prepared by

Rebecca Watt, Procurement Agent

approved by

Randy Knight, City Manager

subject

1. Odyssey Manufacturing Company - Bay County Contract #22-72 - Liquid Sodium Hypochlorite - Renewal; for goods on an as-needed basis during the term of the agreement through September 30, 2025; Amount: \$450,000
2. Core & Main, LP - City of St. Petersburg Blanket Purchasing Agreement #226457 - Water & Wastewater Supplies; for goods on an as-needed basis during the term of the agreement through September 30, 2024; Amount: \$350,000
3. Fastenal - OMNIA Partners Contract #2018.000208 - Maintenance, Repair, Operations (MRO) Supplies and Related Services; for goods and services on an as-needed basis during the term of the agreement through June 30, 2026; Amount: \$100,000

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. The Originating Agency (Bay County) issued a formal solicitation to award this contract in FY22.
2. The Originating Agency (City of St. Petersburg) issued a formal solicitation to award this contract in FY20.
3. The Cooperative Purchasing Agency (OMNIA Partners) issued a formal solicitation to award this contract in FY18.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. Water & Wastewater Fund
2. Water & Wastewater Fund
3. All Funds

attachments

None



City Commission

agenda item 11.d

item type

Consent Agenda

meeting date

August 28, 2024

prepared by**approved by****subject**

Approve the following contracts:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 11.d.1

item type

Consent Agenda

meeting date

August 28, 2024

prepared by

Rebecca Watt, Procurement Agent

approved by

Randy Knight, City Manager

subject

1. Ovation Construction Company, Inc. - RFQ20-23 - Repair and Construction Services for Projects less than \$300,000; for the Winter Park 18 Golf Course Restroom Renovations; Amount: \$225,300
2. Amendments with Florida Municipality Power Agency (FMPA) for the City's solar power.

motion | recommendation

Approve items as presented and authorize Mayor to execute.

background

1. This project is to bring the restrooms up to ADA compliance and for general updates to the facility.
2. This information is exempt pursuant to several provisions of Florida law, including Section 815.045, Florida Statute.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. Capital Projects Fund
2. N/A

attachments

None

**item type**

Action Items Requiring Discussion

meeting date

August 28, 2024

prepared by

Lisa Vedder

approved by

Randy Knight, City Manager

subject

Public Facing EV Charging Station Fees & Usage Restrictions

motion | recommendation

Implement Fees & Use Restrictions for Public-facing EV Charging Stations

background

On April 23, 2024, the Utilities Advisory Board unanimously passed a Motion to implement fees and usage restrictions for public-facing electric vehicle charging stations in response to concerns regarding over use. This motion is being presented to the City Commission for action.

The UAB recommends the following:

Implement a public-facing EV Charging Station connection rate as follows:

- \$1.00 per 20-minutes connected time billed at the start of the period
- An additional \$10.00 per hour after three hours of connected time, billed at the start of each hour

Implement parking restrictions at public-facing EV Charging Station as follows:

- Maximum limit of 3 hours
- Prohibition on non-connected use of space
- Prohibition on overnight use of space

alternatives | other considerations

- Implement the UAB motion without modification
- Implement a revised motion
- Maintain the status quo

fiscal impact

N/A

attachments

1. EV Charger Fees & Use Restrictions
2. EV Charging Tariff Staff Report 03192024
3. Staff Response to UAB EV Questions
4. UAB Agenda Item EV Charging Rate Motion 04232024

EV Charging Station Fees and Usage Restrictions

Motion of the City of Winter Park
Utilities Advisory Board (UAB)

August 28, 2024



Agenda

WP Public Facing EV
Charging Stations
Fees and Usage
Restrictions

- Overview
- Background
- Analysis
- Results
- Recommendation
- Questions



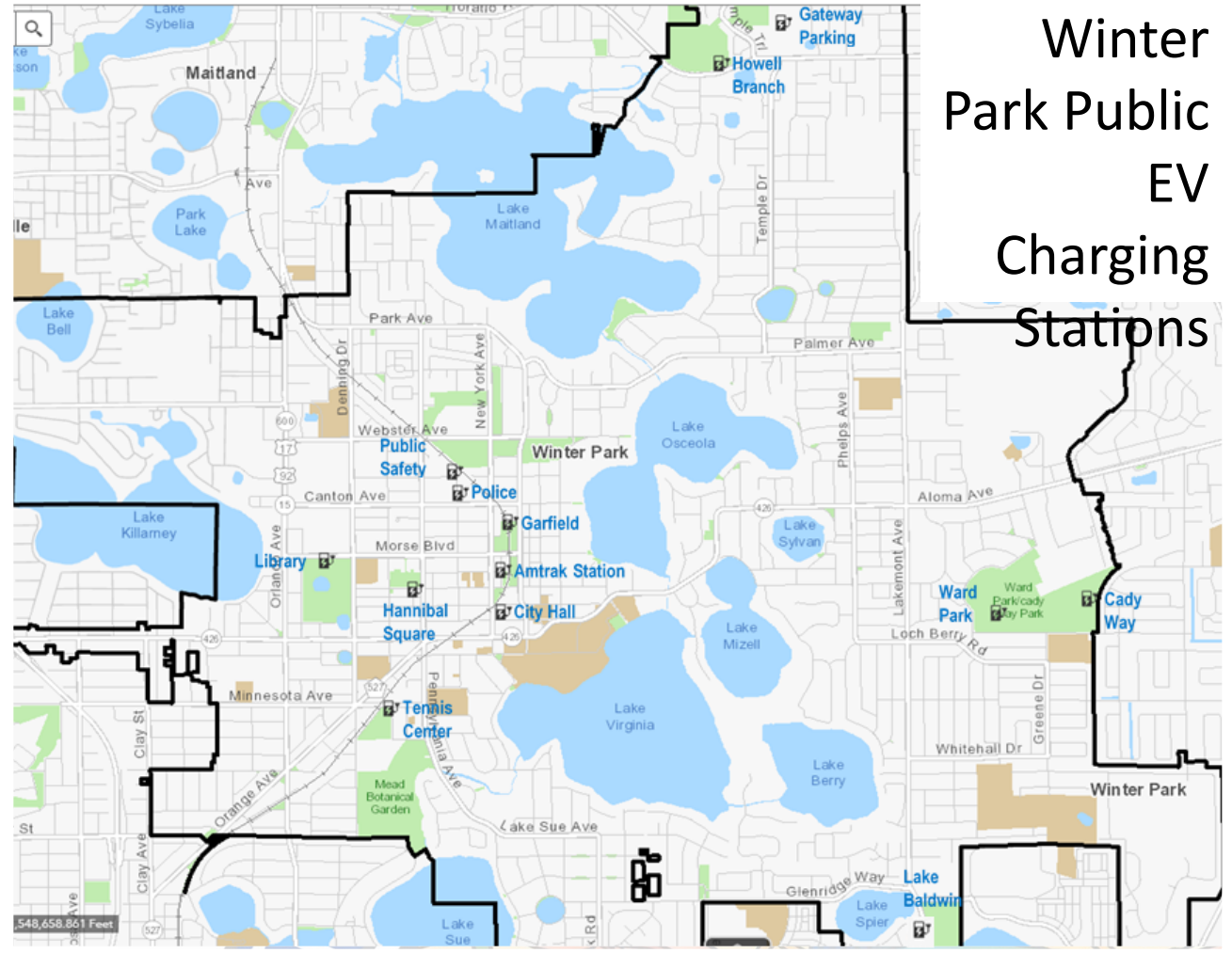
Overview

- City of Winter Park Public-Facing Electric Vehicle (EV) Charging Stations are Free
 - No Charging Fee
 - No Parking Fee
- Source of Escalating Complaints
- Utilities Advisory Board (UAB) Motion Addresses Issues through Station Fees and Usage Restrictions



Background

- Keep Winter Park Beautiful & Sustainable (KWPBS) Initiative
 - Six Installed in 2011
 - Currently 13 Total
 - 2023 Usage: 152 MWh
- Lack of Fees Resulting in Over Use
- Response
 - KWPBS Recommended Fees
 - UAB Tasked with Investigation



Winter
Park Public
EV
Charging
Stations

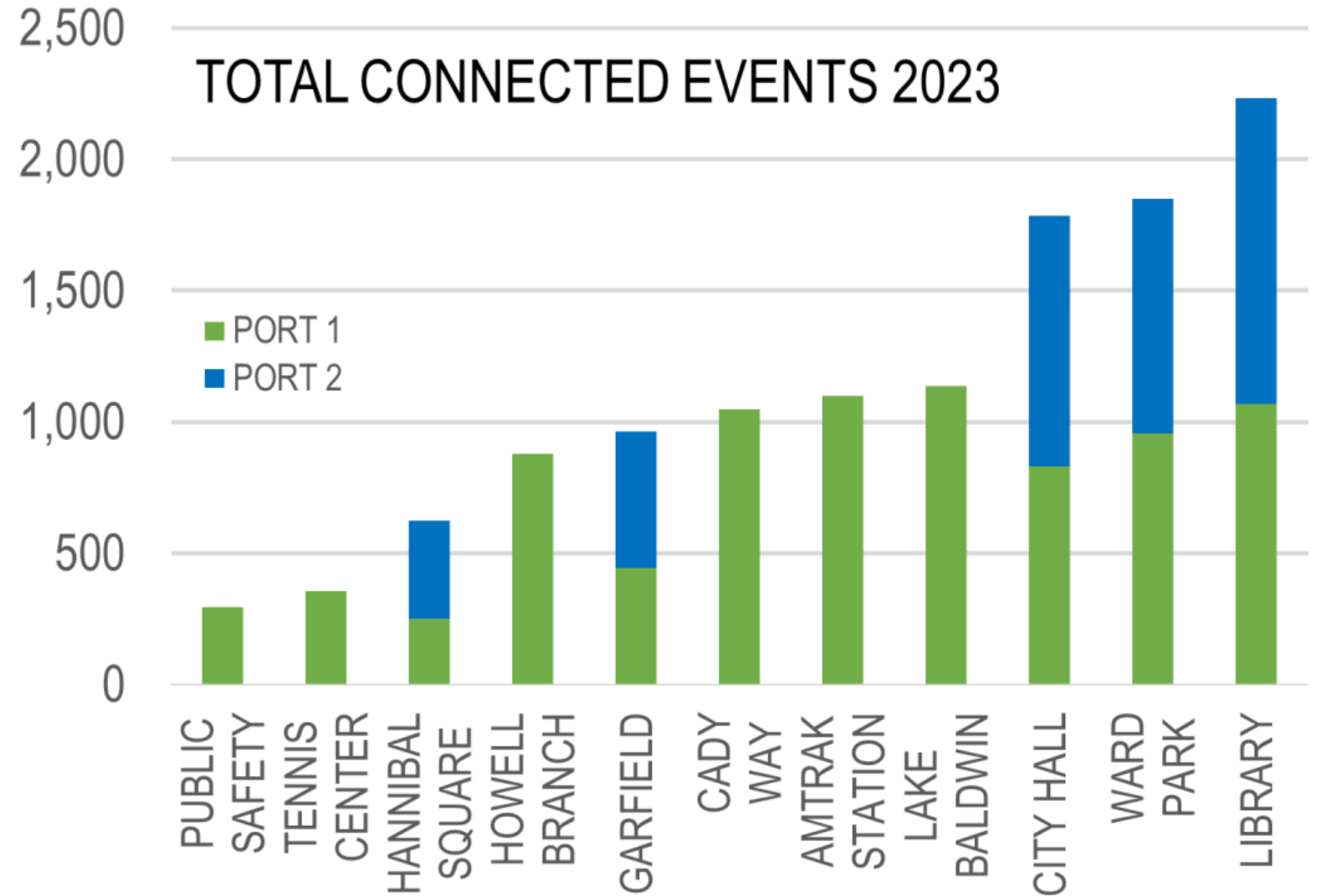
Investigation

- UAB Directed Electric Department Staff to Recommend EV Charging Rate
- Two-part Analysis
 - Perception v. Reality
 - Is the Problem Real?
 - Is the Problem Quantifiable?
 - Develop a Recommended Solution
- Approach
 - Analyzed Chargepoint Data for Calendar Year 2023
 - Coordinated w/ Other City Departments



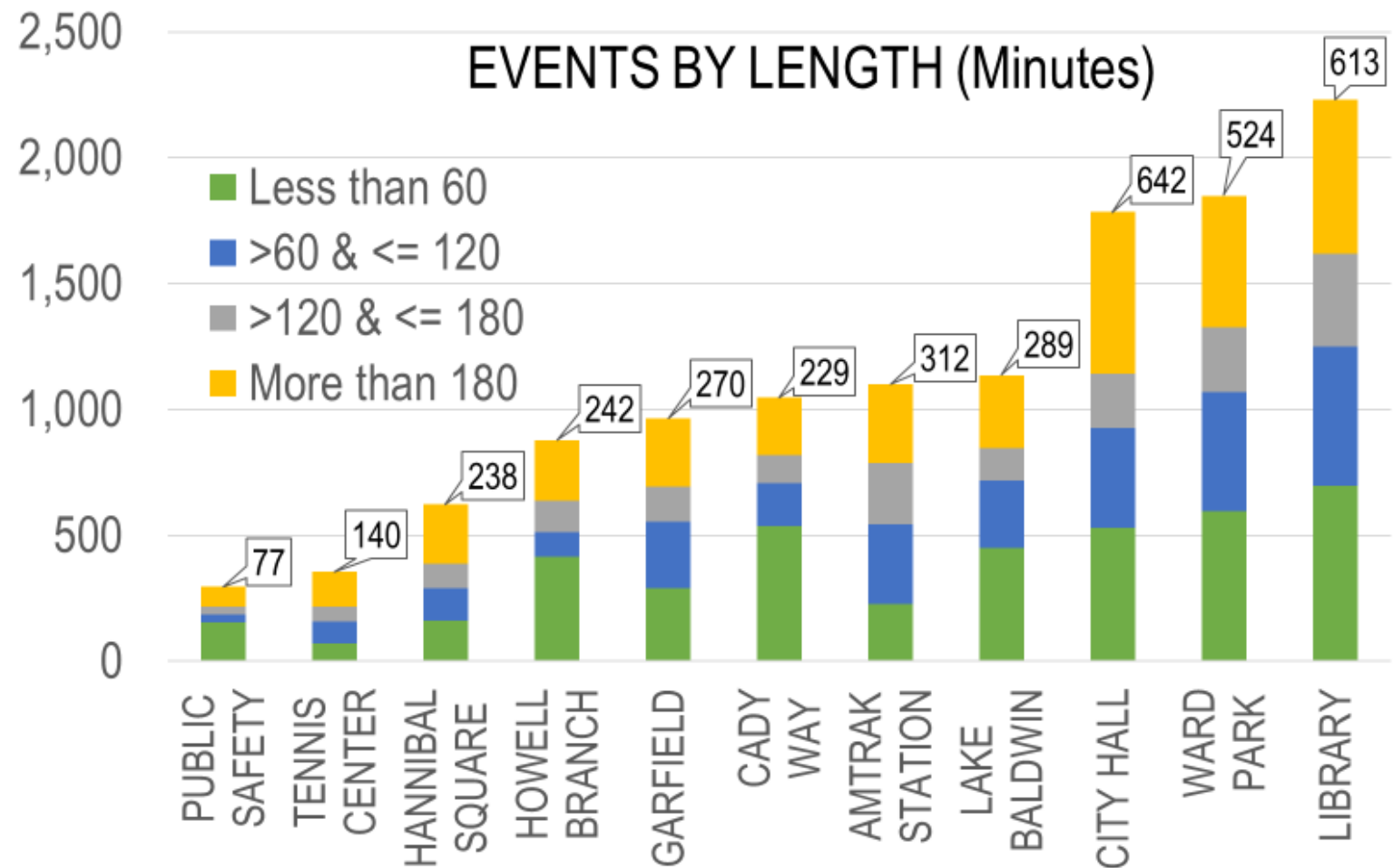
Station Activity

- 12,265 Total Connected Events
- 145,000 kWh Consumed
- 1,724 Unique Users



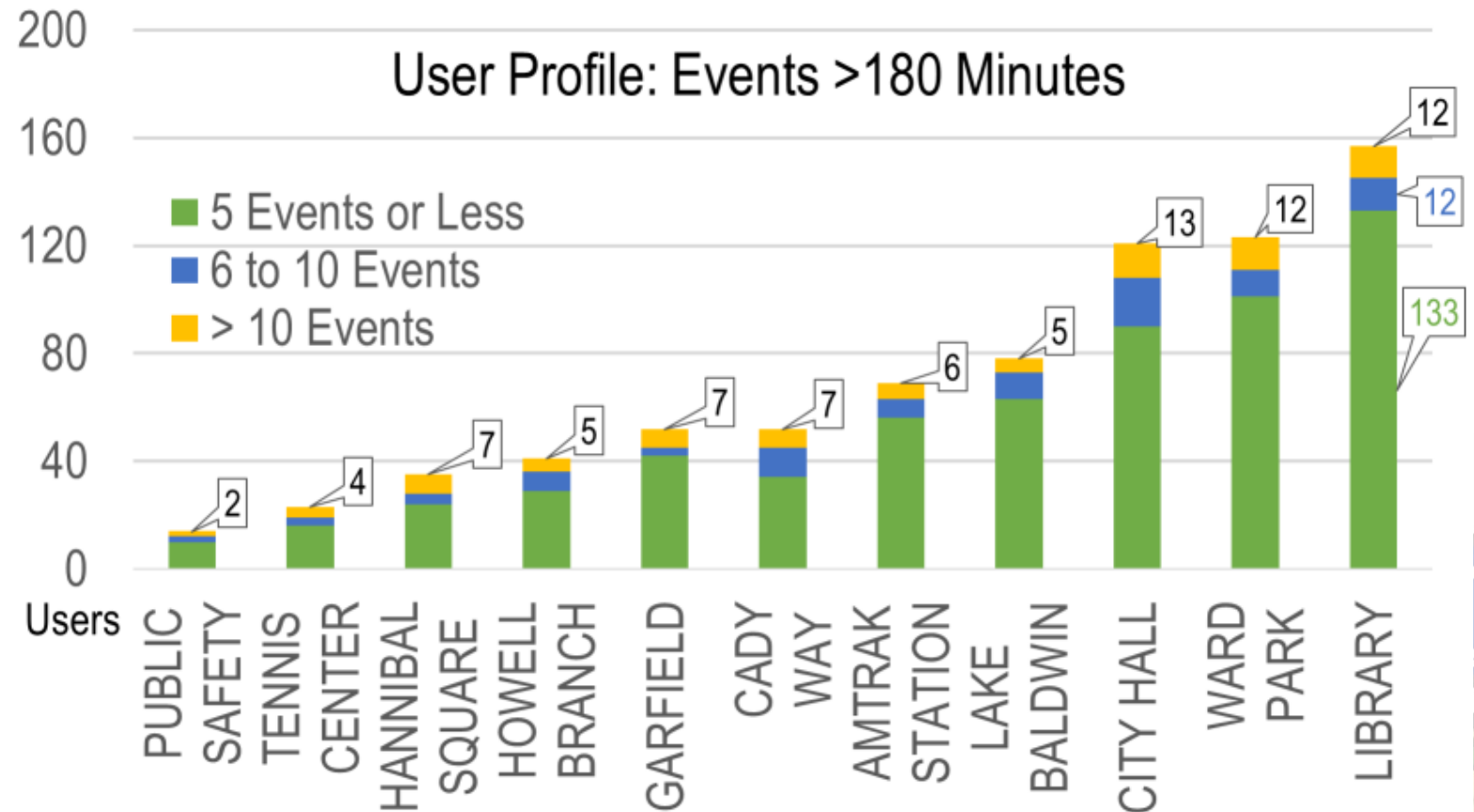
Duration

- 12,265 Connected Events
- 29% or 3,600 Lasted More than 3 Hours



Frequency

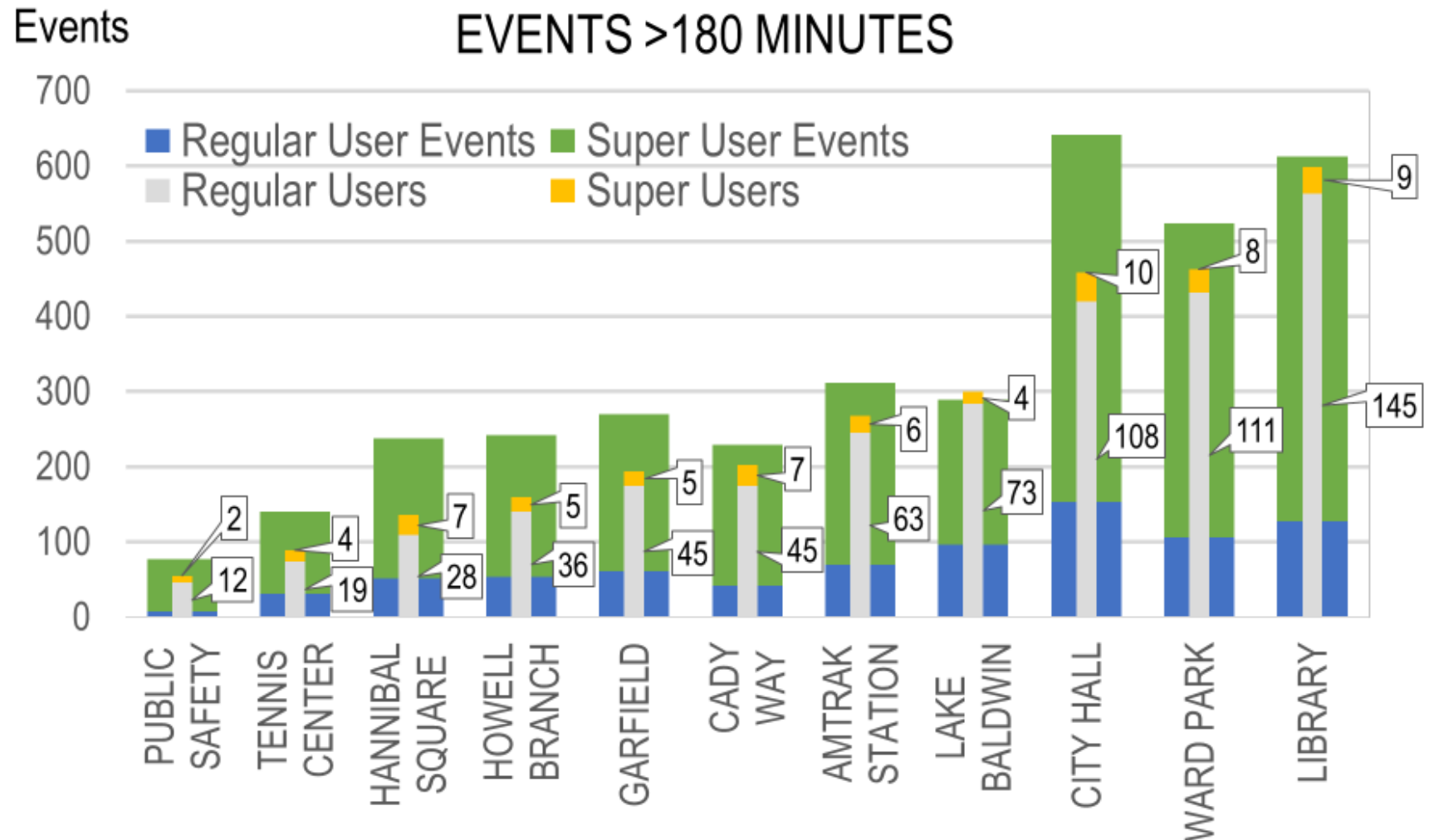
- 3,600 Events Greater than 3 Hours
- “Super Users”
 - More than 10 Connected Events of More than 3 Hours
 - 3% of Users



Super v. Regular Users

In Three-plus-hour Events, Super Users Comprise:

- 9% of Users
- 78% of Events

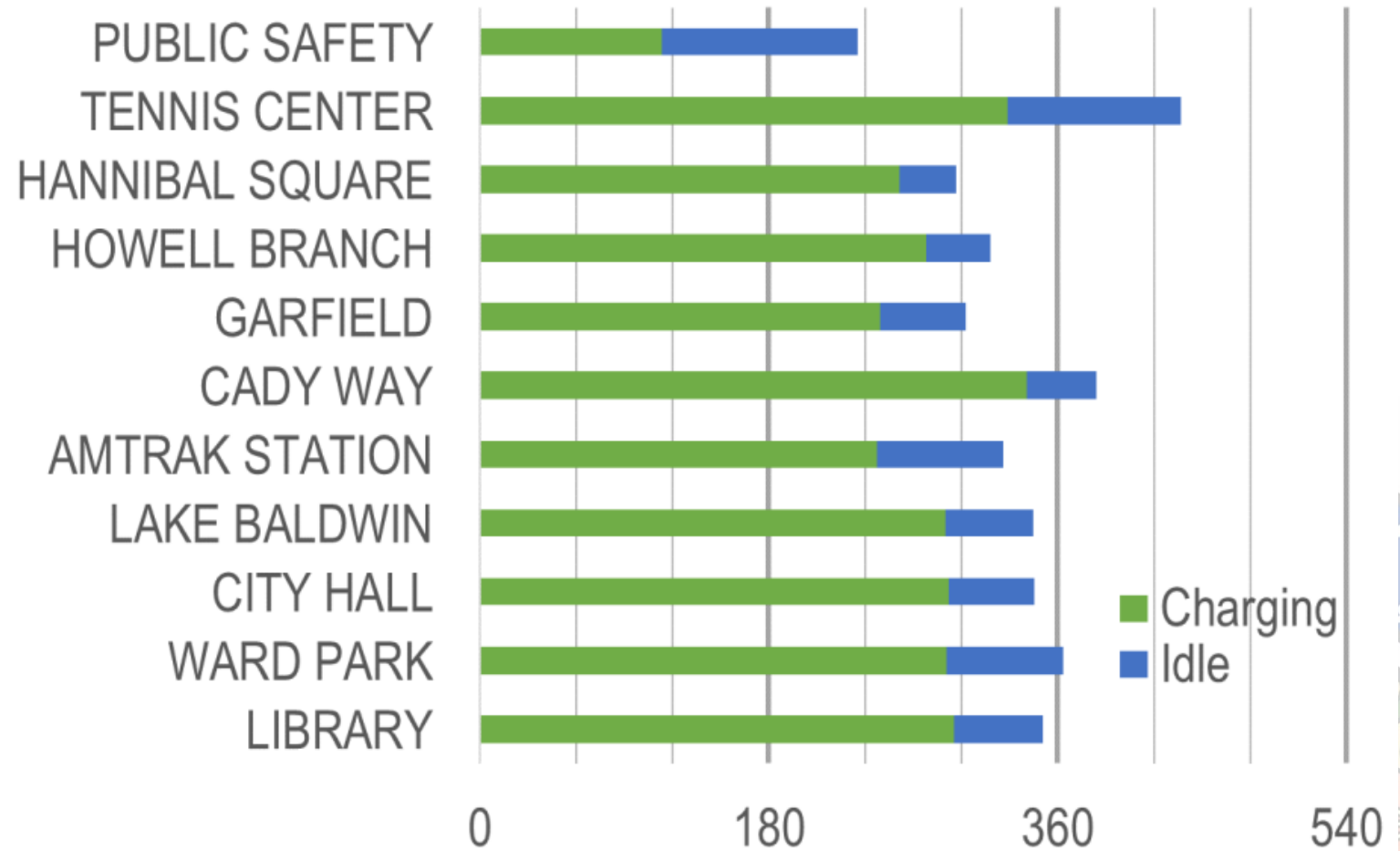


Upshot

Over Use is
Occurring

- Most Three-plus-hour Events Last Nearly Five Hours
- Fees Should Impact Behavior

Activity for Events > 180 Minutes



Additional Considerations

- EV Charging Stations Provide Two Services
 - Charging
 - Parking
- Investigation Uncovered Behaviors that Usage Fees Would not Address
 - Non EVs Parked at Station
 - Disconnected EVs Parked at Station
- Multiple Stakeholders Needed for Solution
 - Electric Department
 - Sustainability
 - Parking Enforcement
 - Utility Billing
 - EV Station Vendor
 - City Council



Proposed Solution

Utilities Advisory
Board Motion
Adopted March 26,
2024

- Public-facing EV Charging Station Connection Rate
 - \$1.00 per 20 Minutes Connected Time
 - Additional \$10.00 per Hour After 3 Hours Connected Time
- Parking Restrictions
 - 3-Hour Maximum Limit
 - No Un-connected Parking
 - No Overnight Parking

Next Steps

Implementation Plan Upon Adoption

- Education & Outreach Effort
 - Internal & External
 - Coordinated Campaign
 - Website
 - Utility Bills
 - Board & Committee Presentations
 - City Staff Sessions
- Signage
 - Pre Implementation Notices
 - Permanent EV Station Signage
- Vendor/Utility Billing Coordination
- October 1 Effective Date

Options

City Council Action

- Adopt UAB Motion
- Revise UAB Motion
- Maintain Status Quo



Questions

EV Charging Station Fees and Usage Restrictions



periods, station data for calendar year 2023 was analyzed. Of the total consumption of 151,656 kWh, only 144,742 kWh was associated with a defined user. Figure 1 summarizes connected events by station and port for 2023. Total energy consumed is also provided. The EV stations at the Library, Ward Park, and City Hall had the most connected events and energy consumption. Figure 2 shows the energy consumption by length of event and charging station. As can be seen in this figure, each charger had events lasting more than three hours.

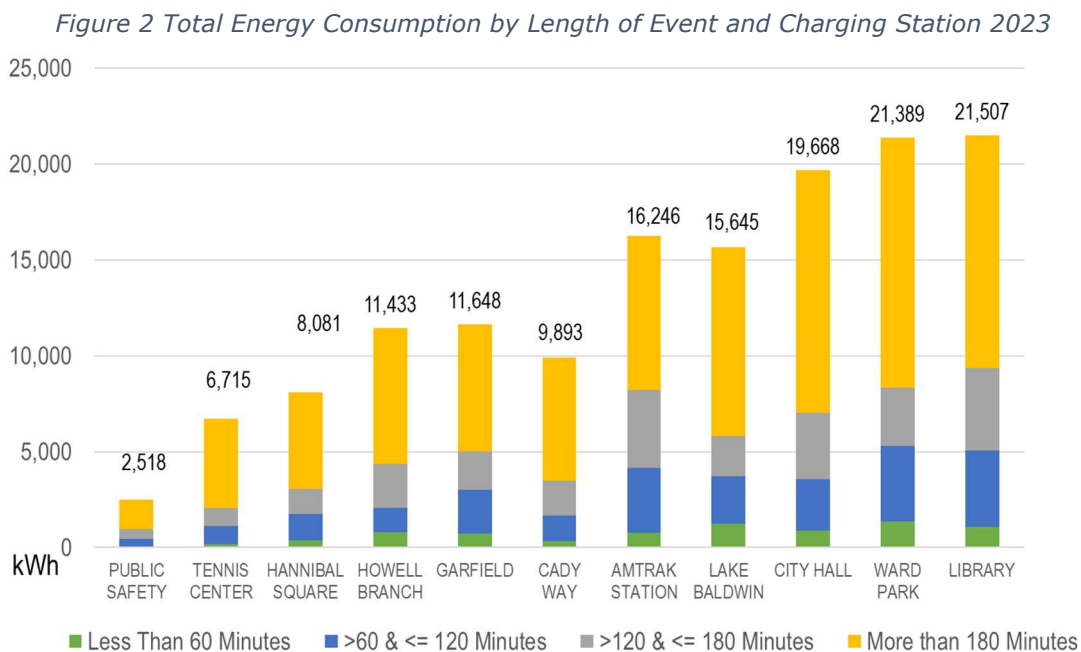
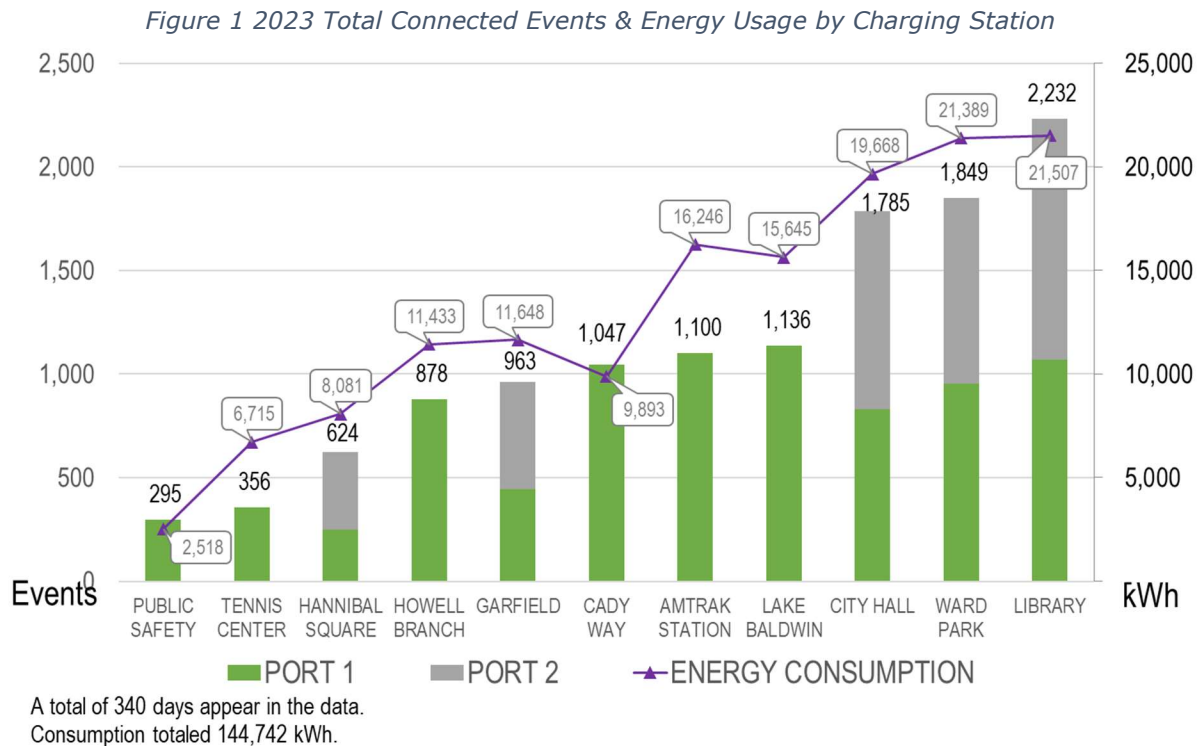
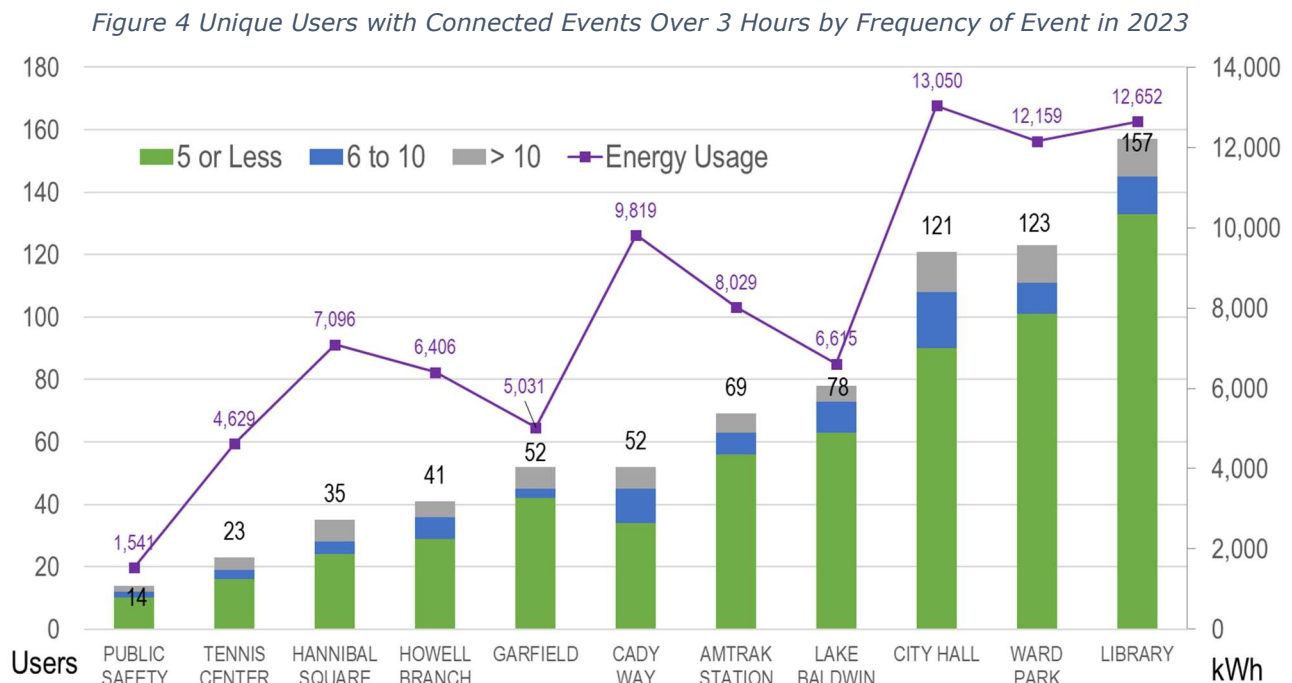
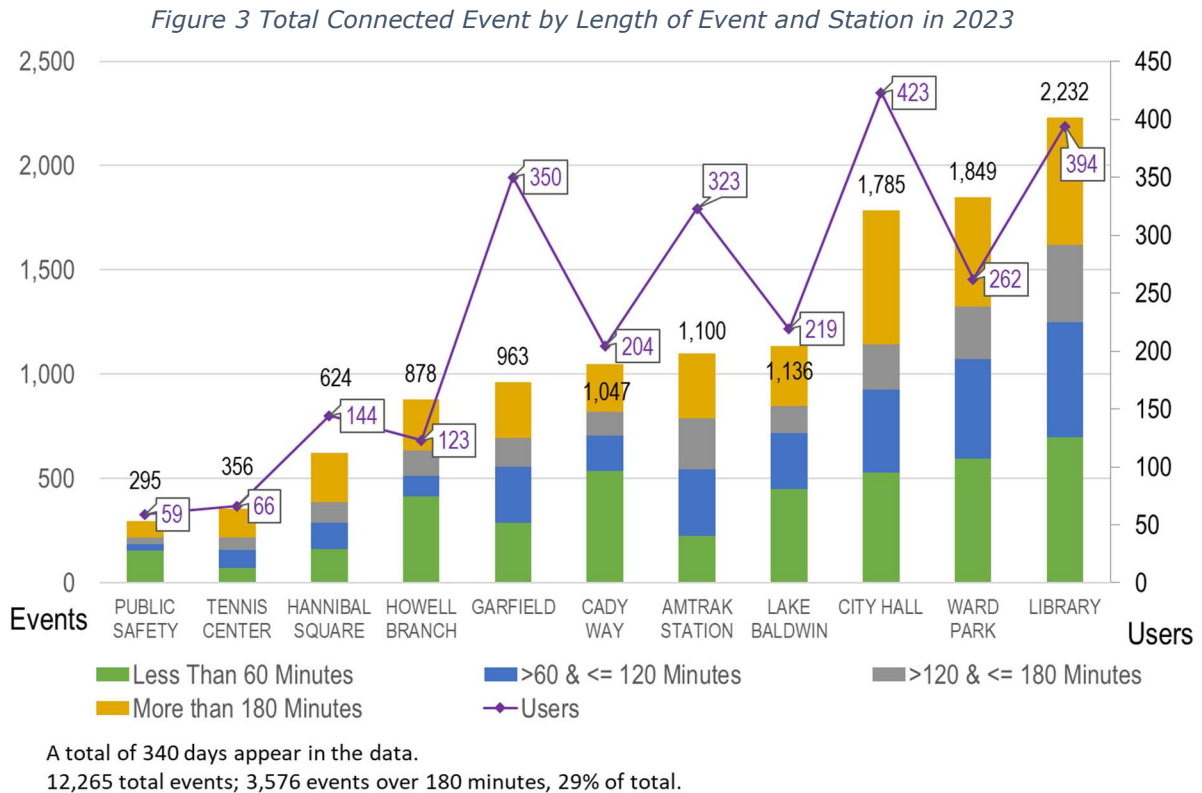


Figure 3 shows the total connected events for 2023 and the total number of unique users by station. Just under 30% of events lasted for more than three hours. Figure 4 provides the frequency of connected events lasting more than 3 hours by unique user. Of the 1,724 unique users in the data set, 57 had more than ten such connected events. These users epitomize the issue of over use and are referred to here as “Super Users.”



Users that have events at both ports of a station appear twice in the totals. 87,027 kWh total energy used.
1,724 unique users, of which 57, or 3%, are unique Super Users. Super Users have more than 10 events greater than 180 minutes.

Figure 5 illustrates that connected events in excess of three hours generally average between 240 and 400 minutes, indicating that a per-hour fee for use in excess of 180 minutes would have an impact on behavior.

Figure 5 2023 Average Activity for Event Duration of More than 3 Hours

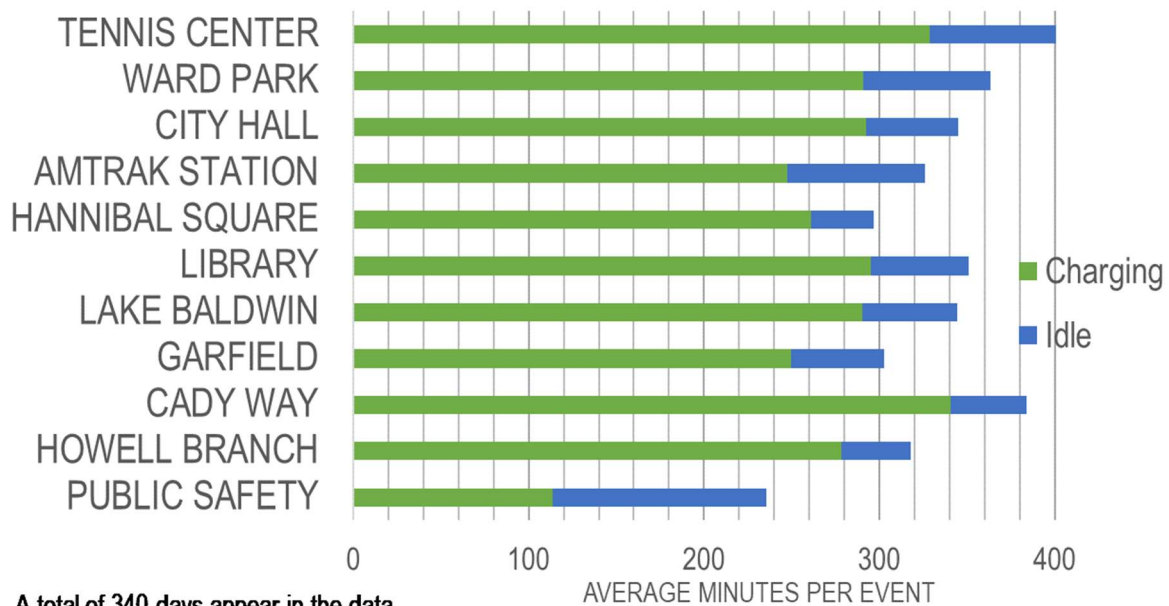
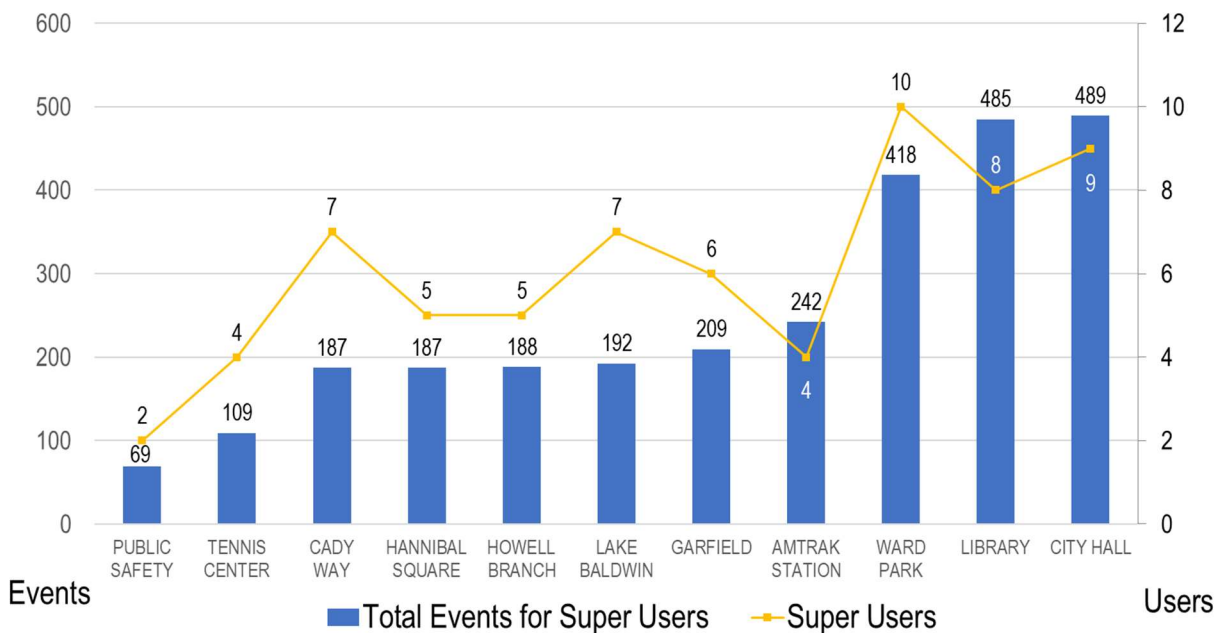


Figure 6 shows the activities of Super Users by station in 2023. At City Hall, for example, nine Super Users had a total of 489 connected events exceeding three hours in 2023. Similar activity occurred at the Library, and Ward Park. All charging stations in the data set were used by Super Users. Of the 57 unique Super Users, 8 use two separate charging stations and one uses four separate stations. Figure 7 provides the energy consumed by Super Users during these events.

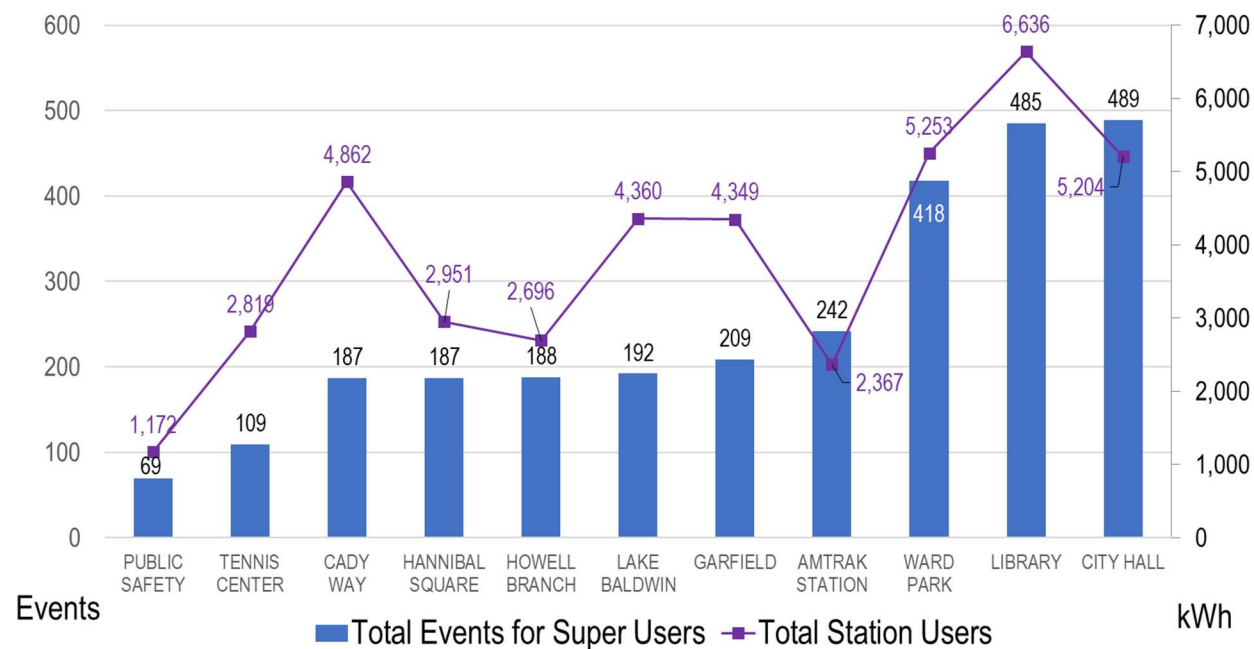
Figure 6 Number of Connected Events Exceeding 3 hours by Super Users in 2023



A total of 340 Days are in the data set.

Of the 57 unique Super Users: 8 use multiple stations and one 4 stations. A Super User has more than 10 events of greater than 180 minutes.

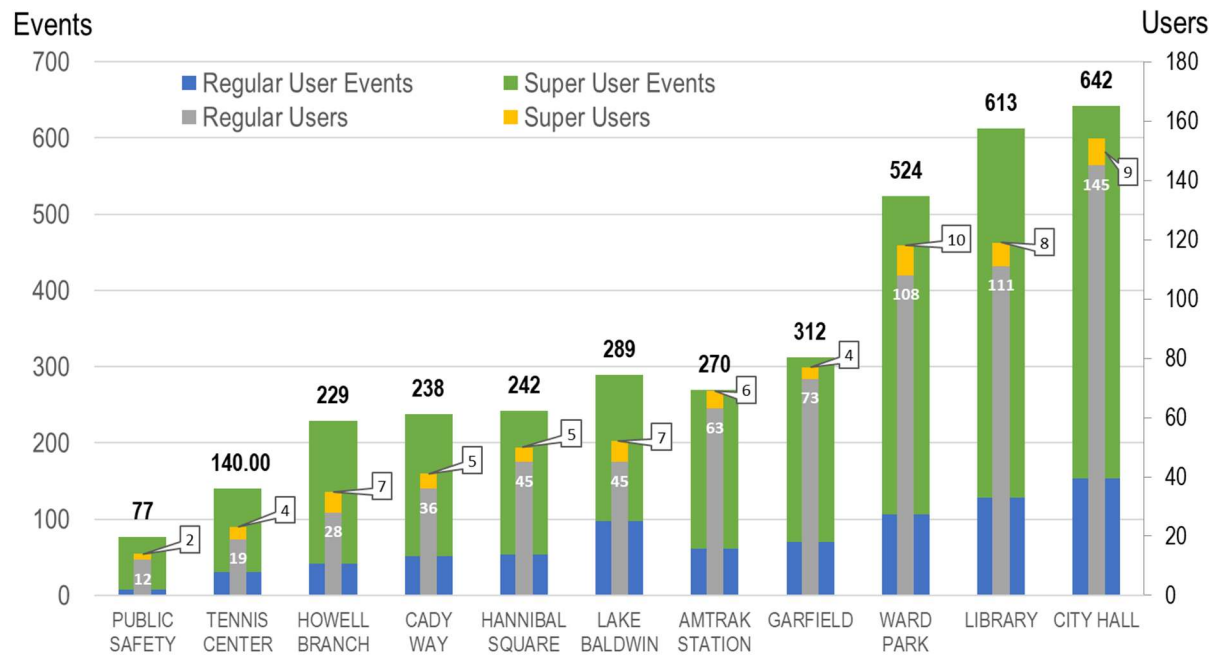
Figure 7 Energy Consumption by Number of Connected Events Exceeding 3 hours by Super Users in 2023



A total of 340 Days are in the data set. 42,668 kWh Used.
Of the 57 unique Super Users: 8 use multiple stations and one 4 stations. A Super User has more than 10 events of greater than 180 minutes.

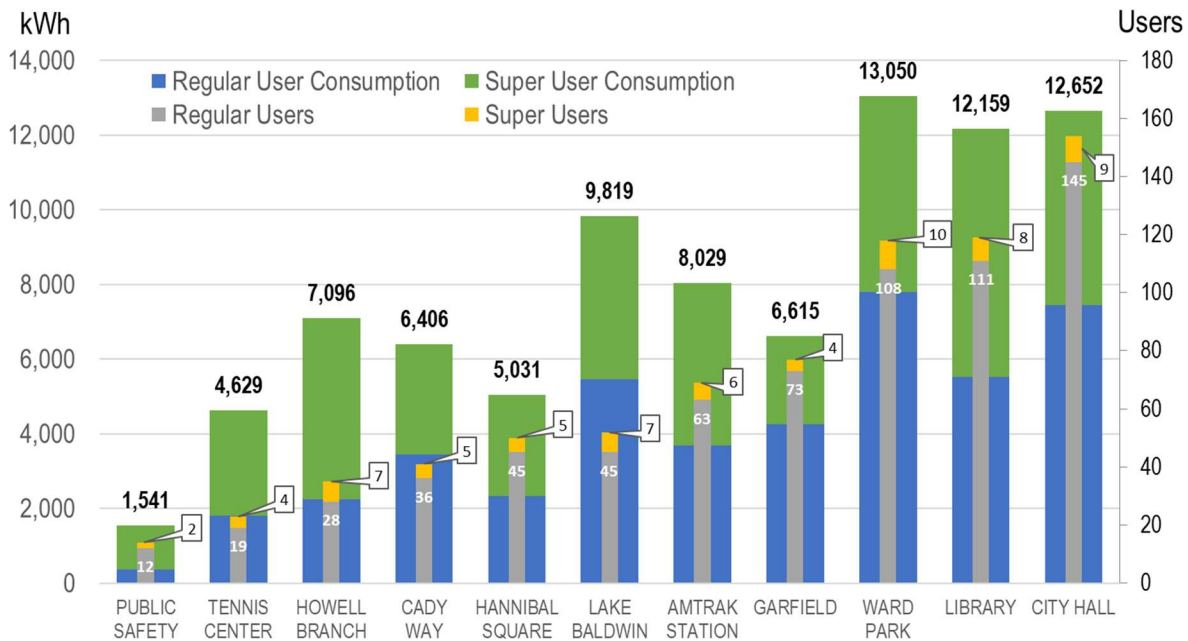
To understand the impact of Super Users versus other users that charge over 3 hours, Figure 8 provides a breakdown of events exceeding 3 hours by user type. As can be seen in this figure, although Super Users represent a small fraction of users that charge for more than 3 hours, they account for 78% of all events. Figure 9 provides a breakdown of energy consumption by user type for these events. Again, Super Users account for nearly half of all energy consumed despite being a relatively small portion of users.

Figure 8 2023 Events of More than 3 Hours by User Type



A total of 340 days appear in the data.
A total of 3,576 events over 3 hours of which 2,775 were by Super Users. Super Users represented 78% of all events.

Figure 9 Energy Consumption by User Type in Events Greater than 3 Hours in 2023



A total of 340 days appear in the data.

87,027 kWh energy consumed; 49% by Super Users. Super Users consumed 29% of all energy.

Additional information on station usage and use patterns by charging station appear in Appendix A.

Additional Considerations

A unique aspect of EV Charging Stations is that they provide two services to customers: charging and parking. In researching the issue of station over use, additional problematic behaviors were identified. The following are recent complaints logged at the stations:

- Just adding fuel to the grey Tesla hate train right now, it's been plugged in for 8 hours so I haven't been able to plug in :(
- I'm going to start disconnecting the Tesla which hogs the station if the park management does nothing about it. Hoping for confrontation because people like this need to be checked.
- Agree! The grey Tesla is hogging as a personal spot and then she is walking home and leaves it more than 24 hours! If you see her maybe someone can politely mention that this is for everyone and not just for her personal parking spot!
- Station works, but is hogged by a grey Tesla whose owner lives in the neighborhood and uses the park as his free private spot. It's 1:47pm and he's been there since 7:53 in the morning, doing it on a regular basis now.
- Unavailable to charge, there is a regular gas black Mercedes Benz parking in the ev parking spot
- Station works, but a silver ford focus uses it as their personal charger even when charging is complete.
- Open charger blocked by a white Lexus RX350L this morning at 9:30 am.

Although many complaints address over use, other behaviors were noted that would not be resolved through implementation of a rate for charging. In particular, a rate would not resolve the problem of non-EVs and/or unconnected EVs parked at a station or blocking EVs from accessing a station. Additional solutions are needed.

Public-Facing Electric Vehicle (EV) Charging Stations straddle several areas of City services as follows:

- Electric Utility—provides power, designs Tariffs, and sets rates
- City Council—sets policy
- Utility Billing/EV Station Vendor—maintains stations, meters, and collects revenue
- Sustainability—oversees vendor(s), tracks outcomes, seeks funding
- Parking Enforcement—enforces ordinances, issues fines

An effective solution will require interdepartmental coordination. Parking enforcement will play an integral role.

For reference, current City parking fines include:

- Prohibited by sign: \$25
- Over posted time: \$25
- Re-Park within 500 feet within 4 hours: \$55

Appropriate signage at the Charging Stations along with aggressive enforcement should assist in curtailing behaviors by unconnected users.

Recommendation

Based on the evaluation conducted as summarized above, Staff recommends implementing a two-part solution consisting of: (1) a rate design for charging; and (2) parking signage and enforcement.

Rate Design

After researching usage patterns as well as the underlying costs associated with the EV Charging Stations, a two-part rate design consisting of a consumption charge per kWh and an hourly connection charge was identified as the optimal solution to mitigate over use. Each component of the proposed rate design is discussed below.

- **Consumption Charge**

Based on a cost of service analysis, a consumption charge of \$0.35/kWh is recommended.

Options for rate design could include: waiving the consumption charge for the first three hours or charging a reduced consumption charge for the first three hours.

- **Connection Fee**

Under the proposed rate design, and to provide parking accommodation comparable to high traffic areas such as Park Avenue, the connection fee for the first 3 hours of charging would be waived. After 3 hours, the recommended connection fee of \$10.00 per hour would apply.

Options could include use of a \$5.00 charge assessed every 30 minutes of connected time after three hours.

Parking Signage and Enforcement

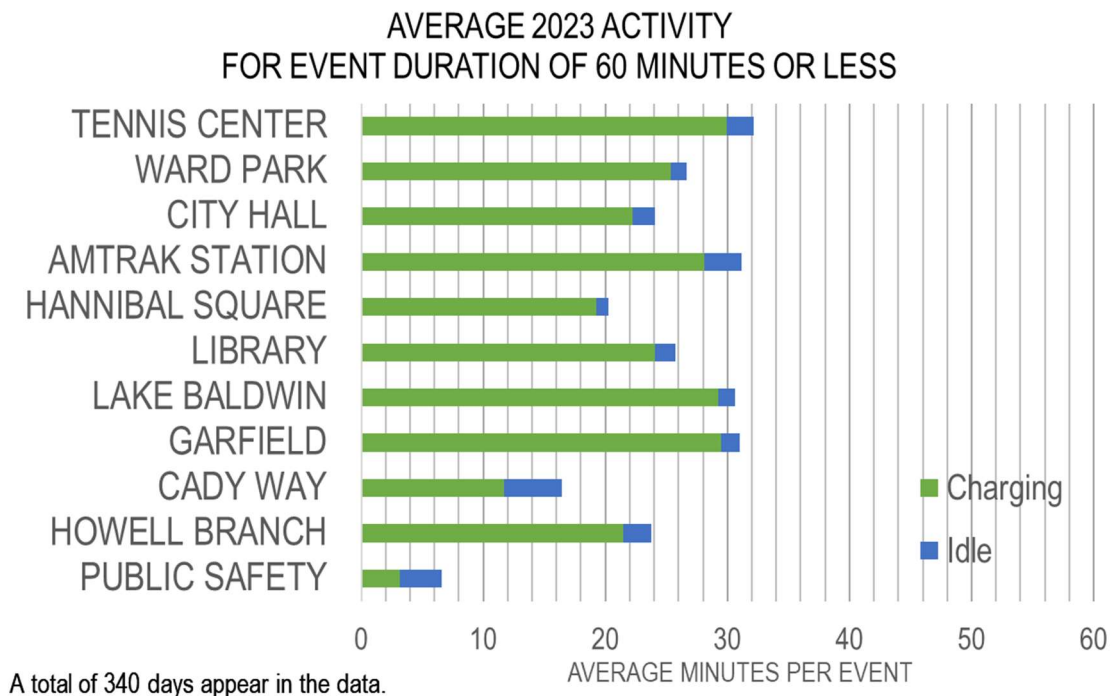
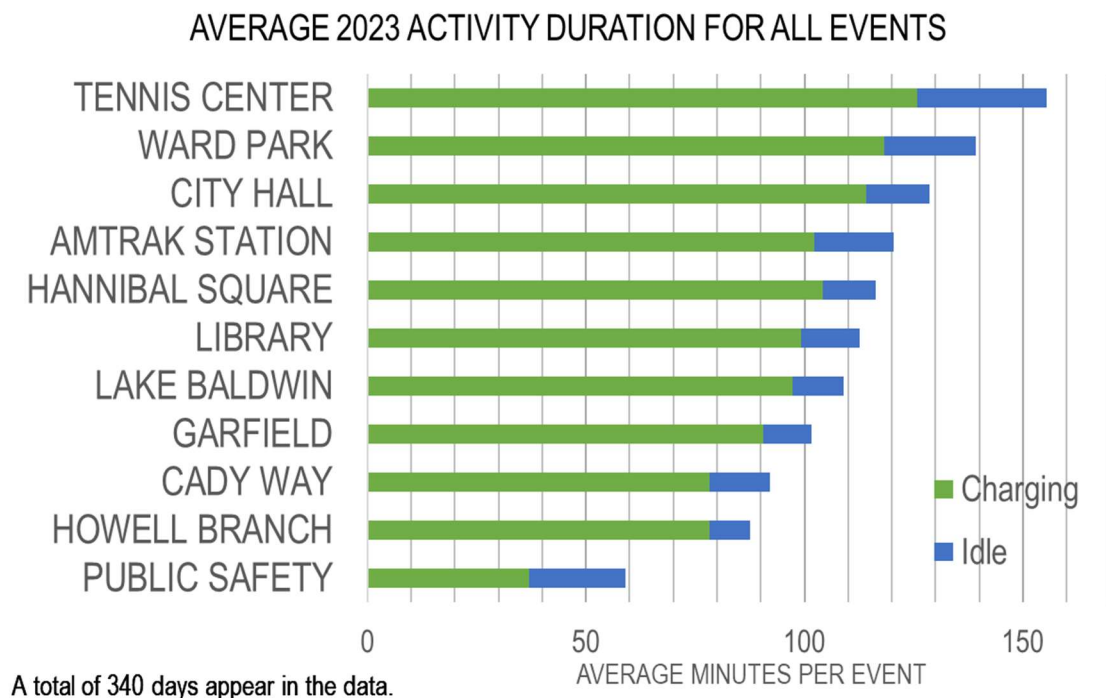
Staff recommends implementing appropriate signage and stepped-up enforcement to address behaviors that would not be impacted by charging fees, such as unconnected vehicles. It is hoped that current ordinances in combination with clear signage and enforcement would be sufficient to resolve over use issues. However, Staff recommends monitoring the situation and exploring additional remedies if needed.

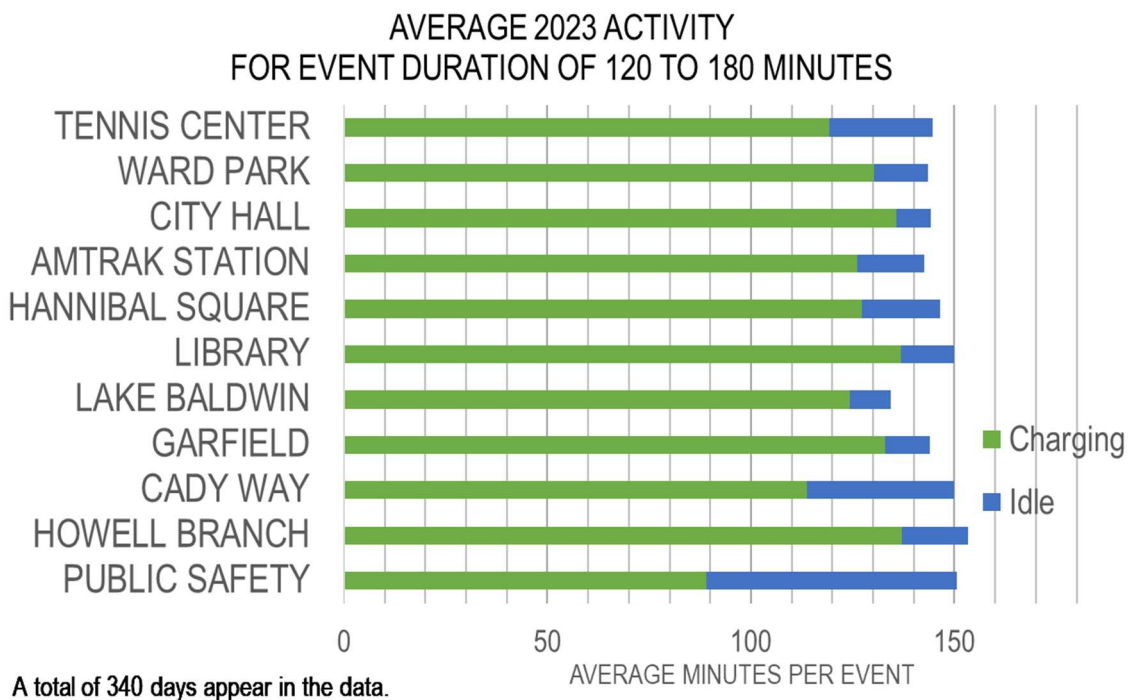
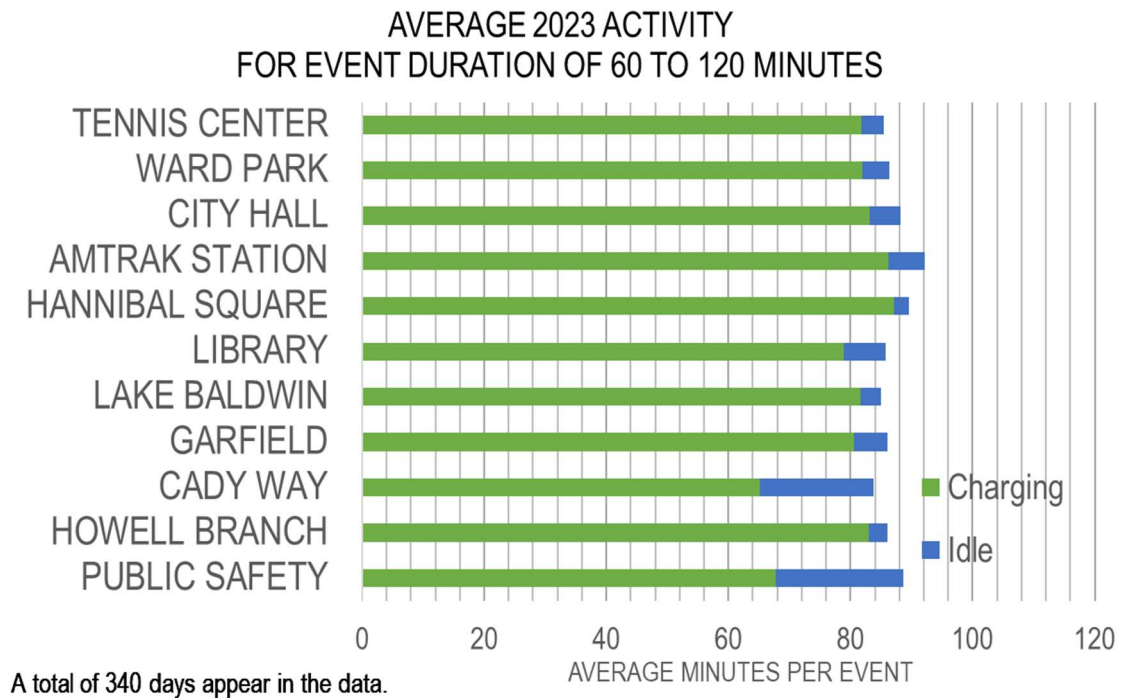
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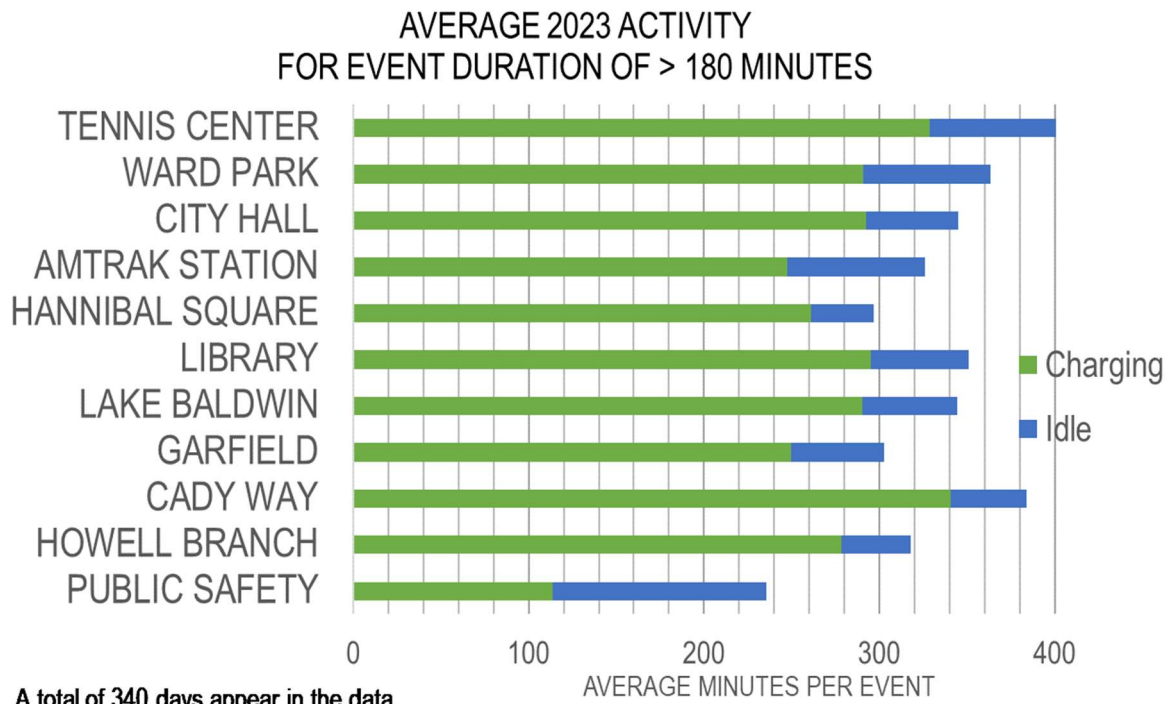
APPENDIX A

DETAILED USAGE PATTERNS BY EV CHARGING STATION

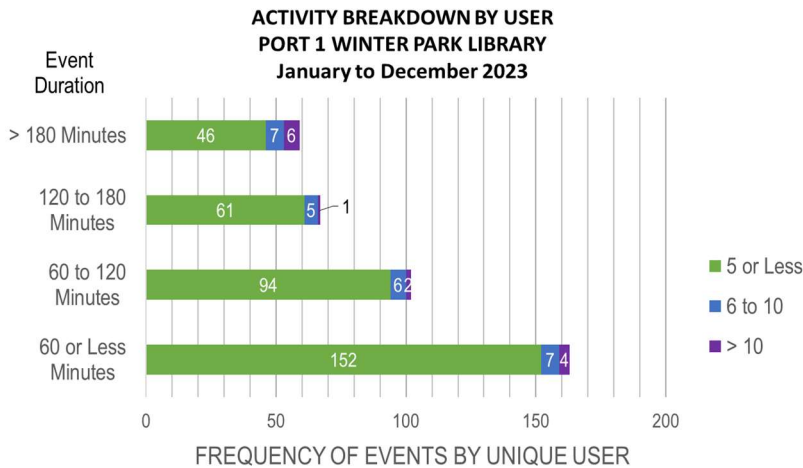
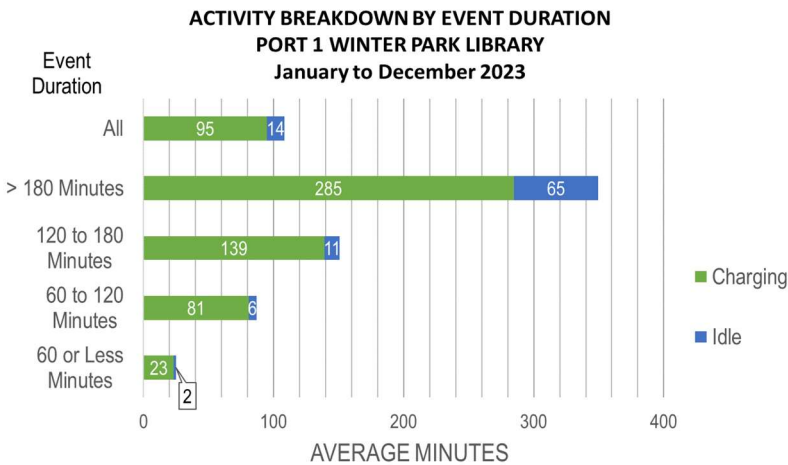
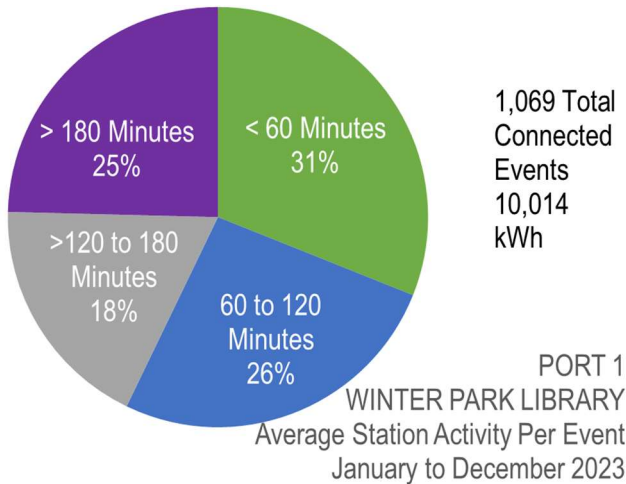
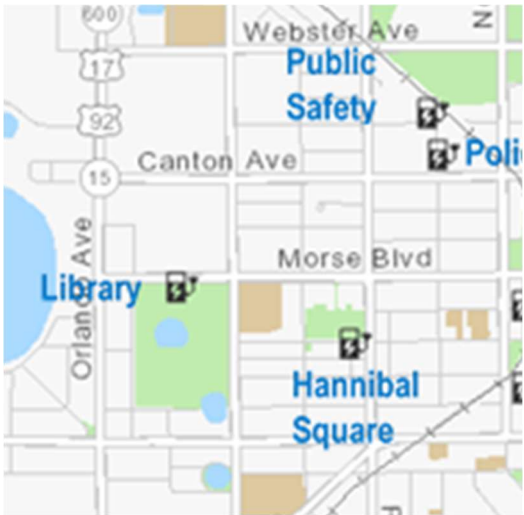
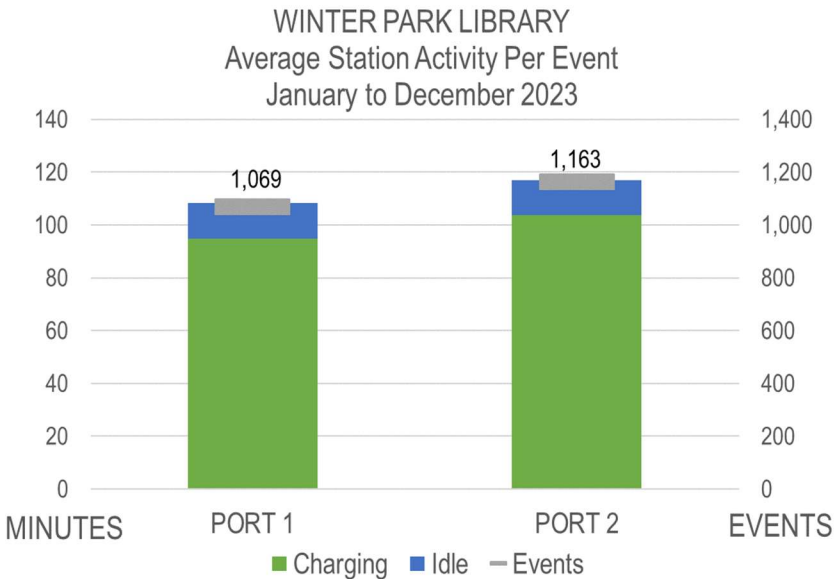
Summary of 2023 activity duration by length of connected event by EV Charging Station.

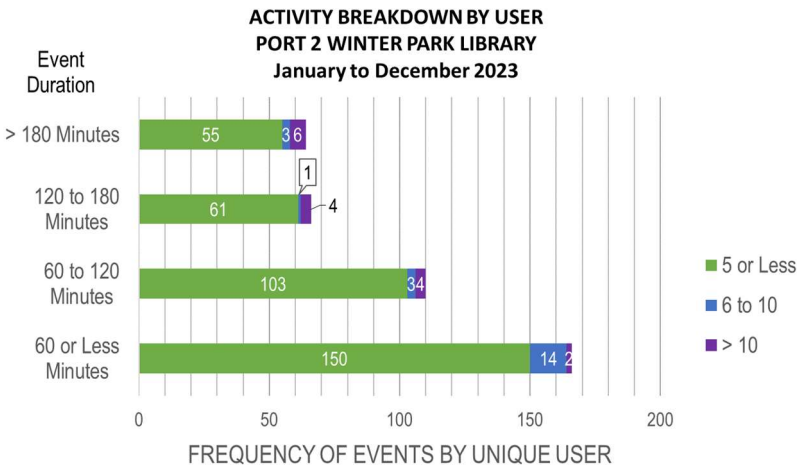
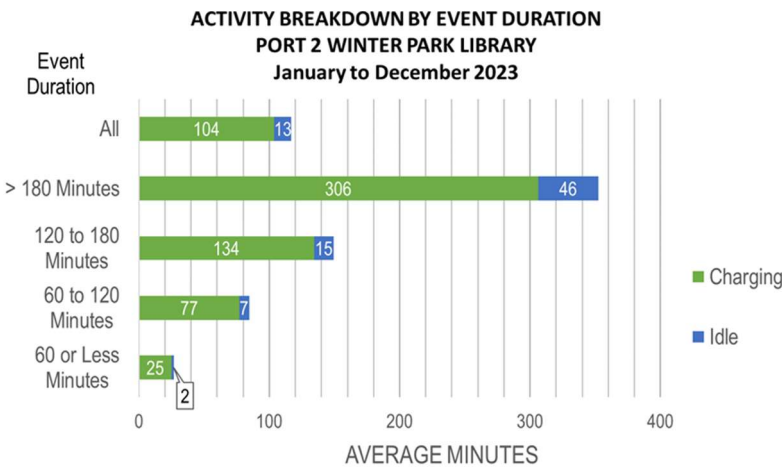
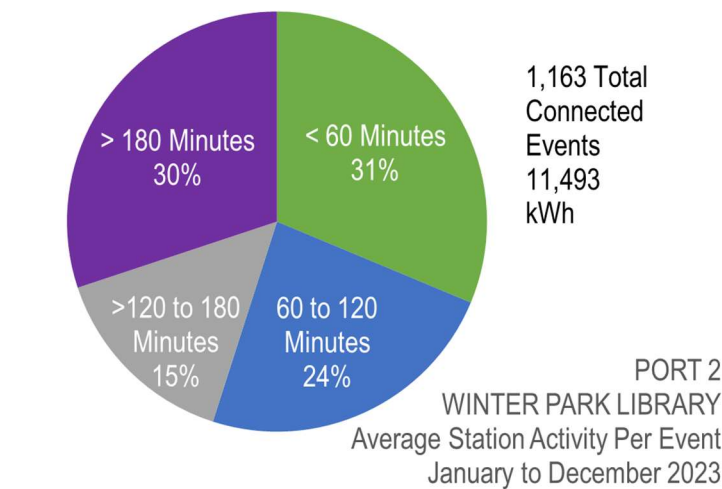




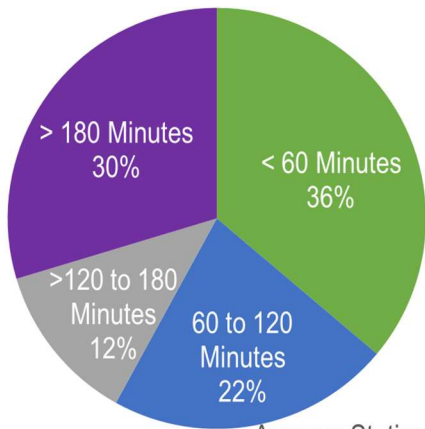
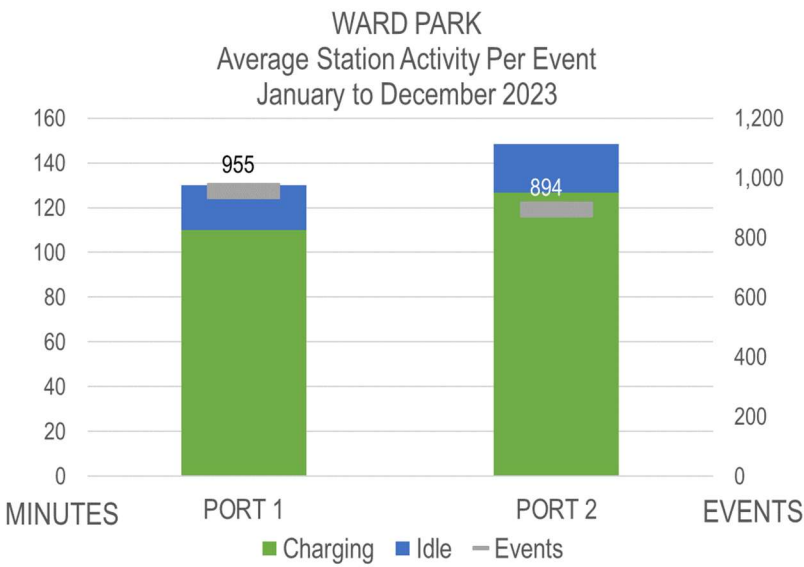


Winter Park Library



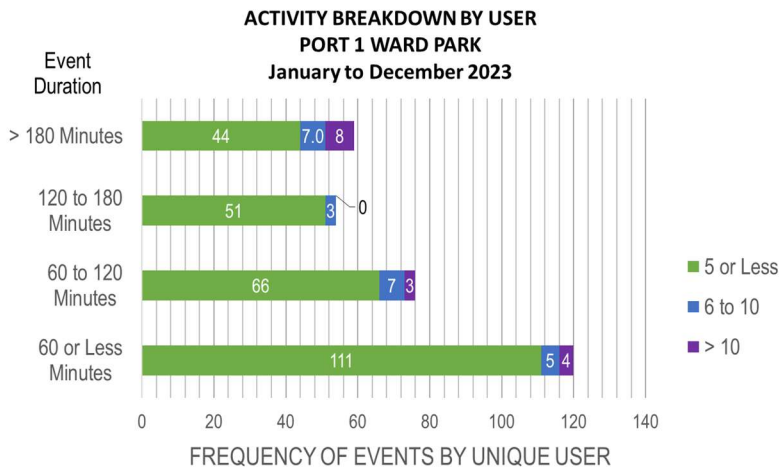
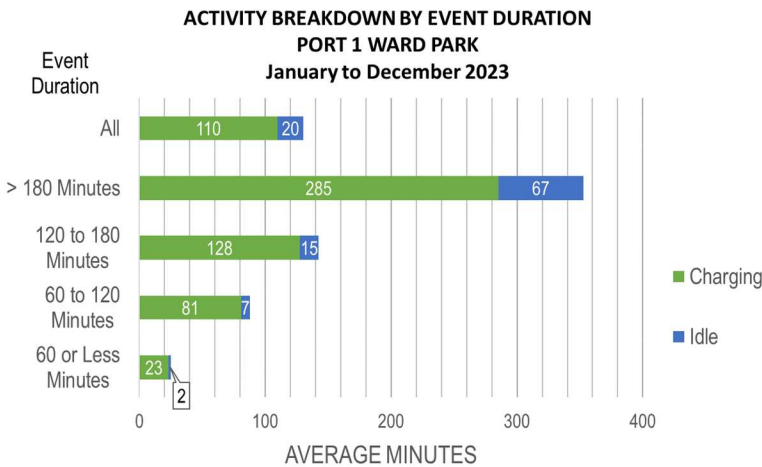


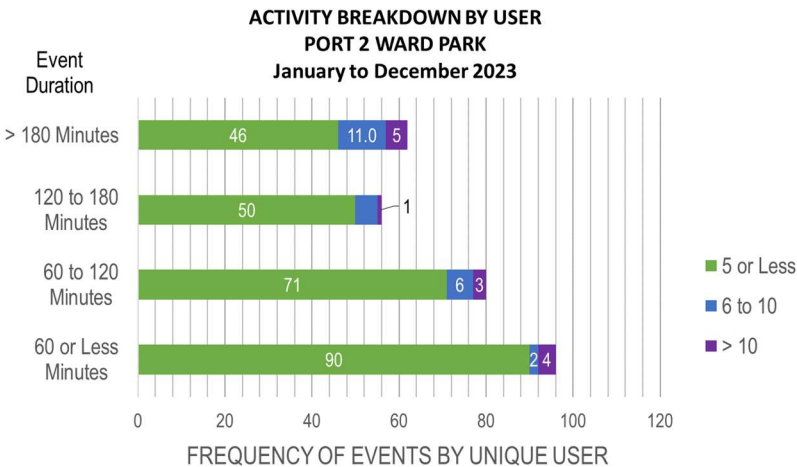
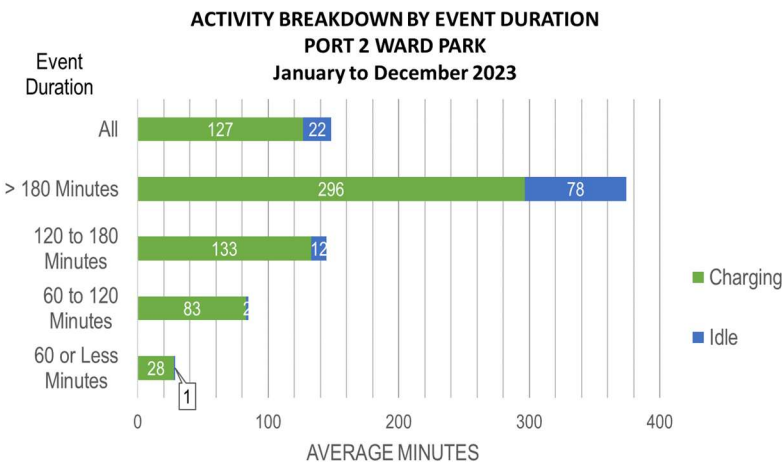
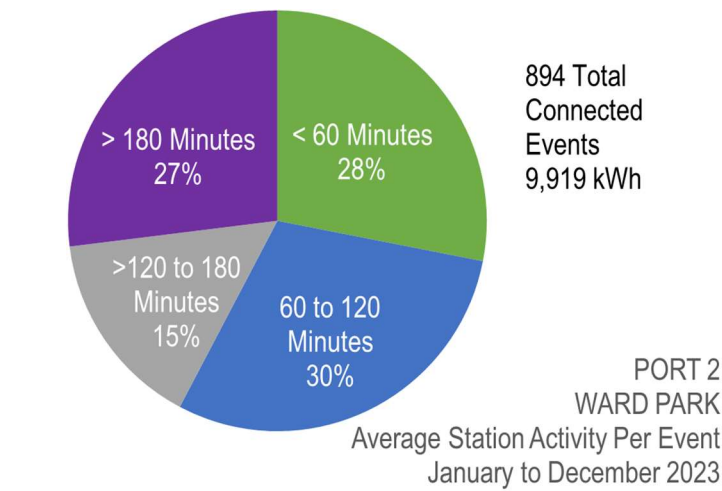
Ward Park



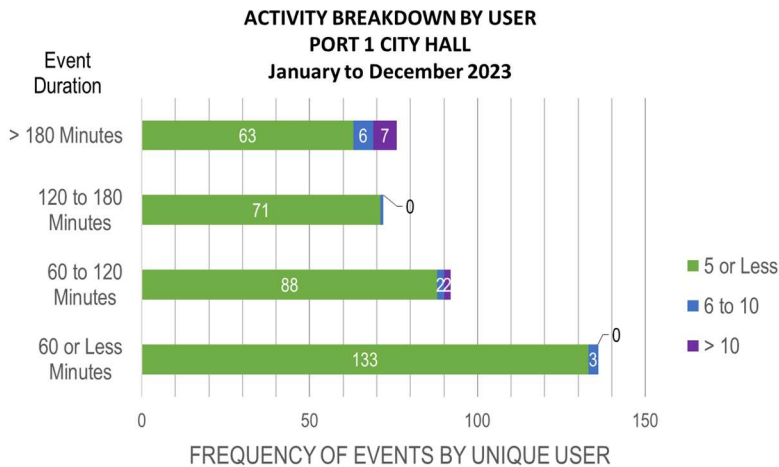
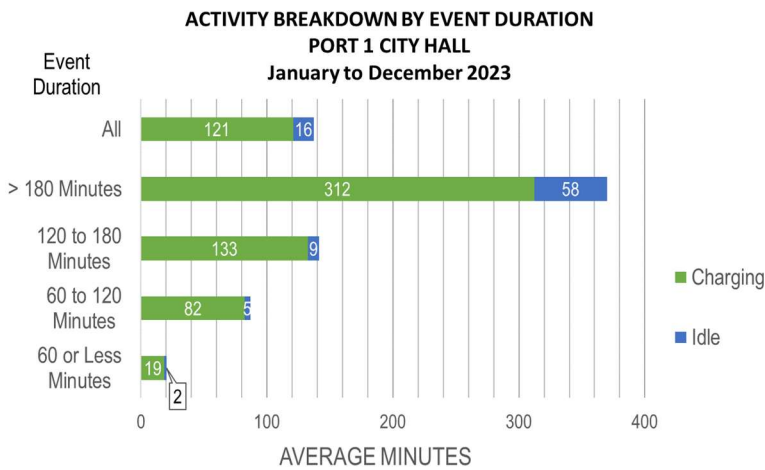
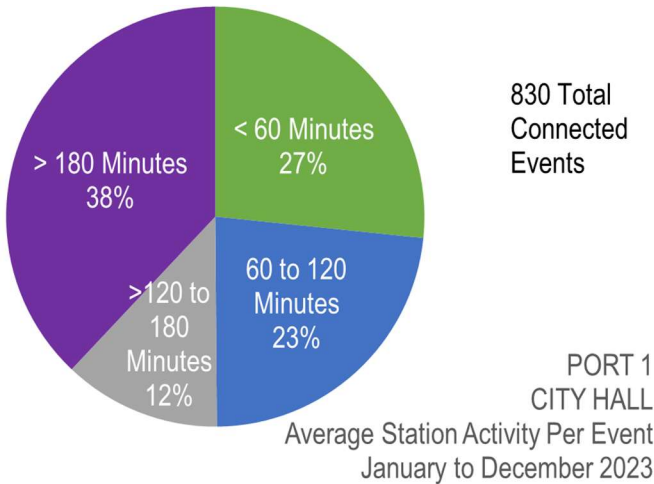
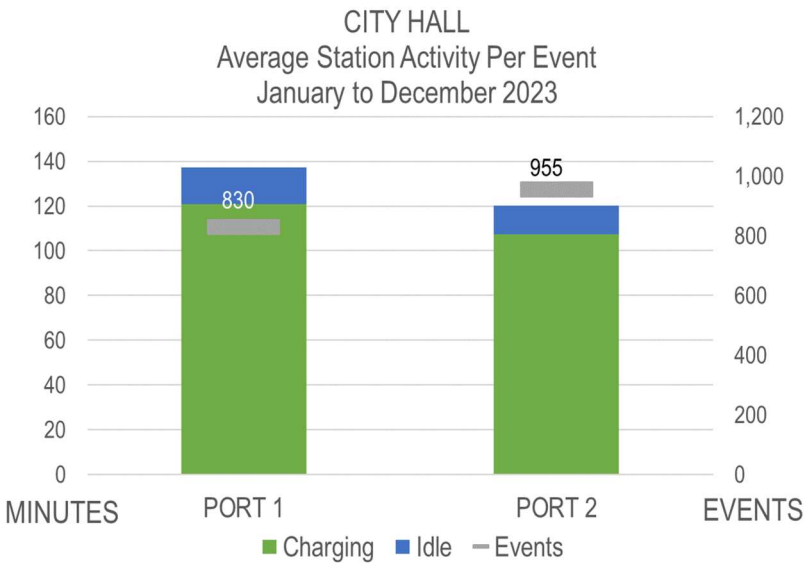
955 Total
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Events
11,470
kWh

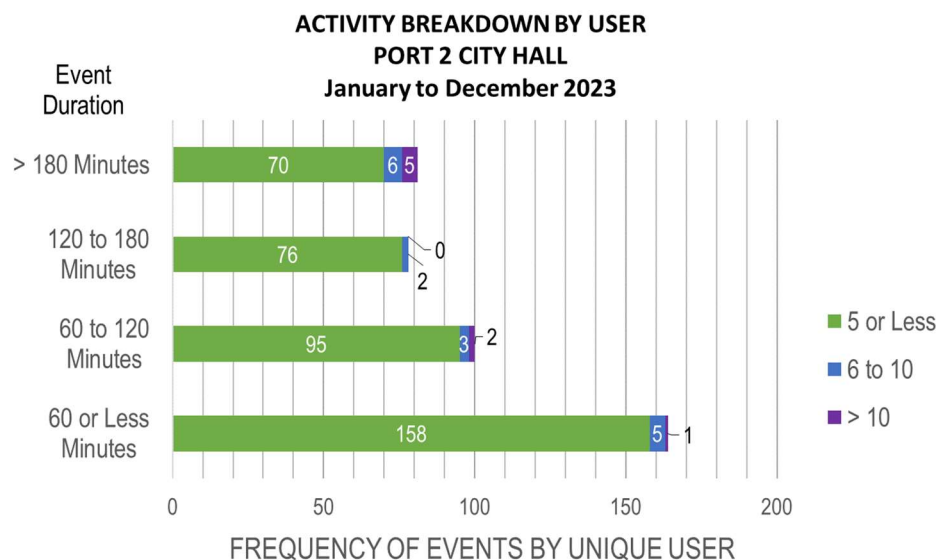
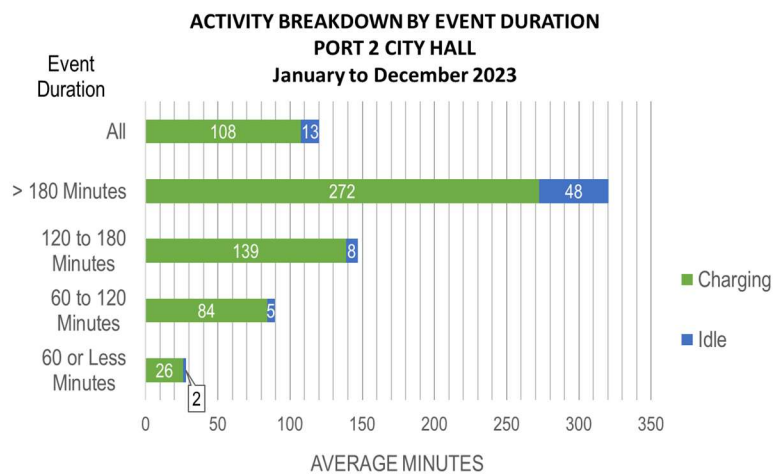
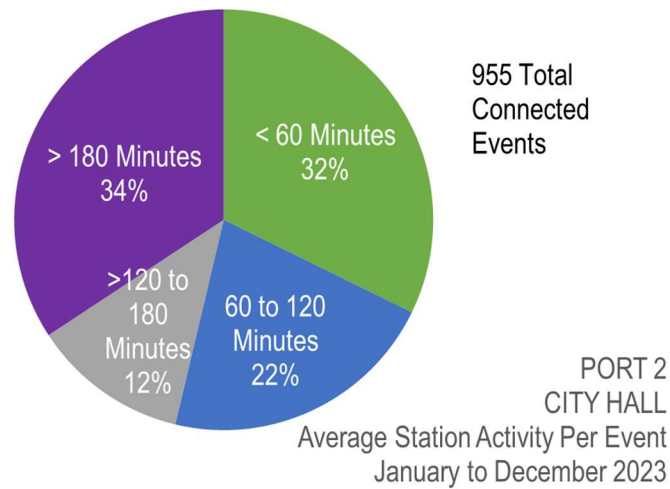
PORT 1
WARD PARK
Average Station Activity Per Event
January to December 2023



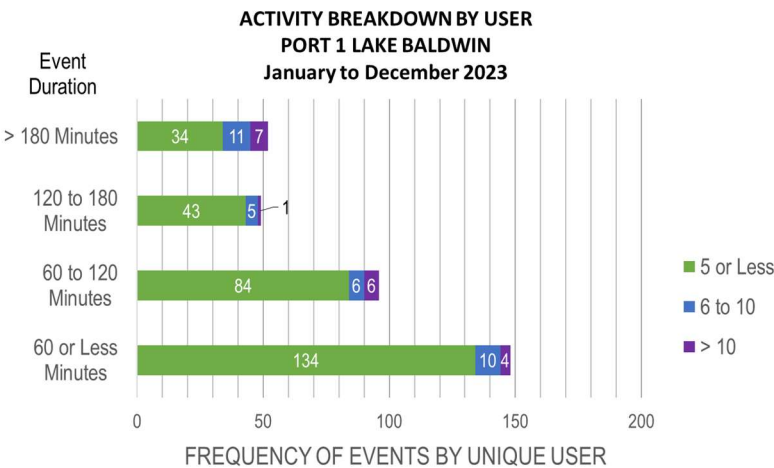
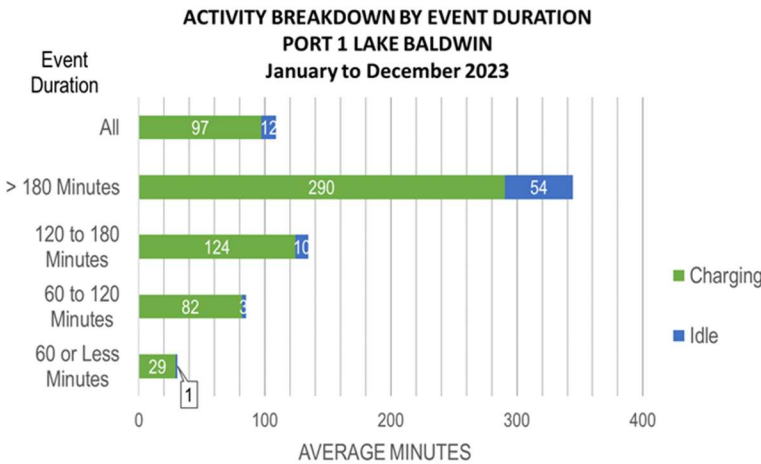
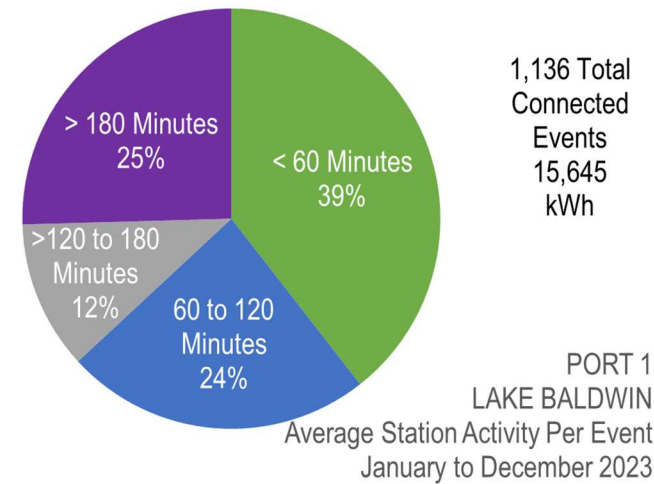
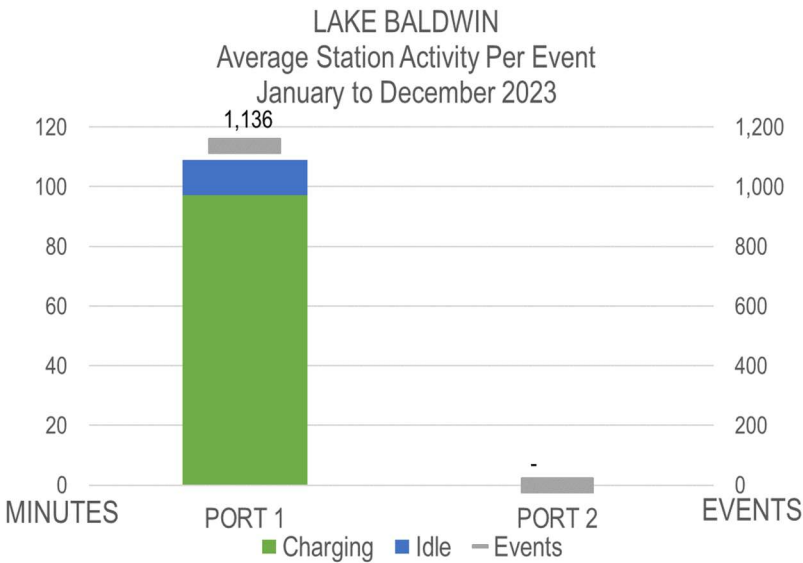


City Hall

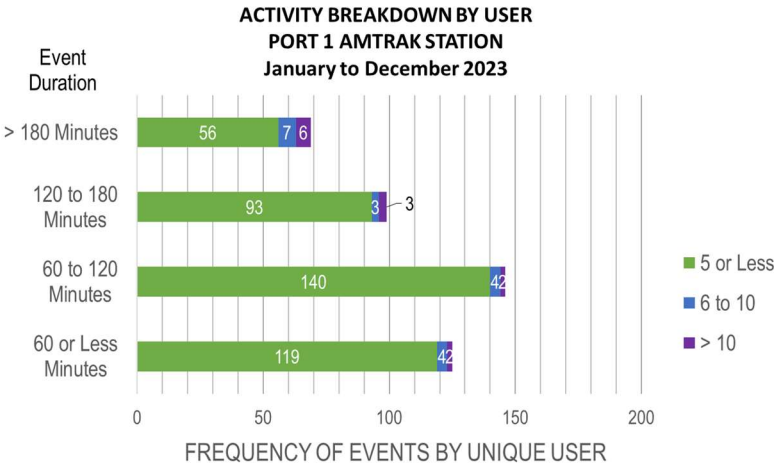
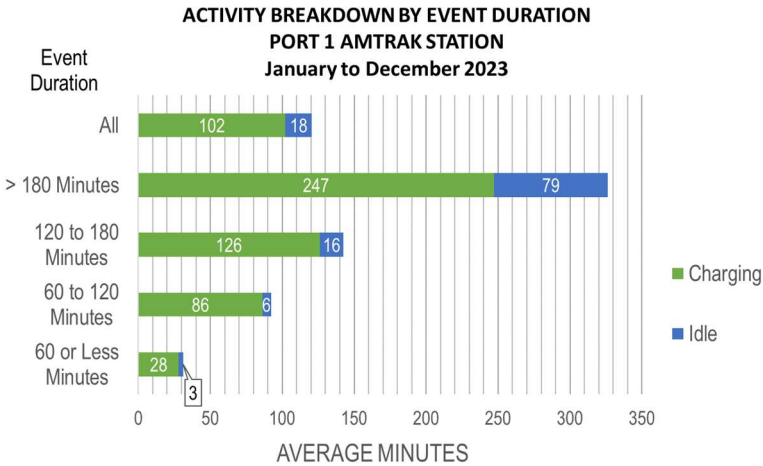
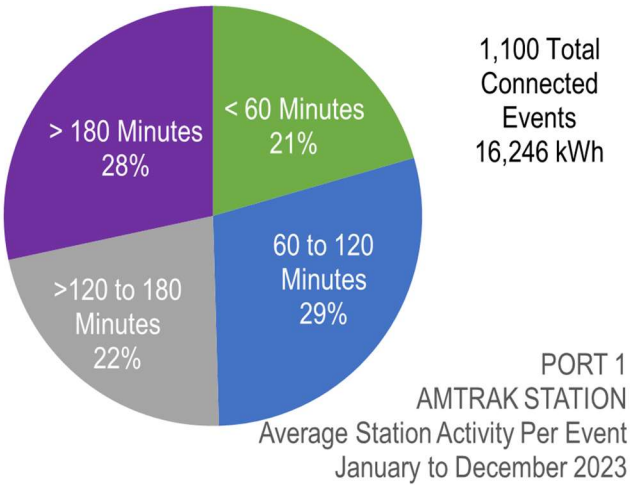
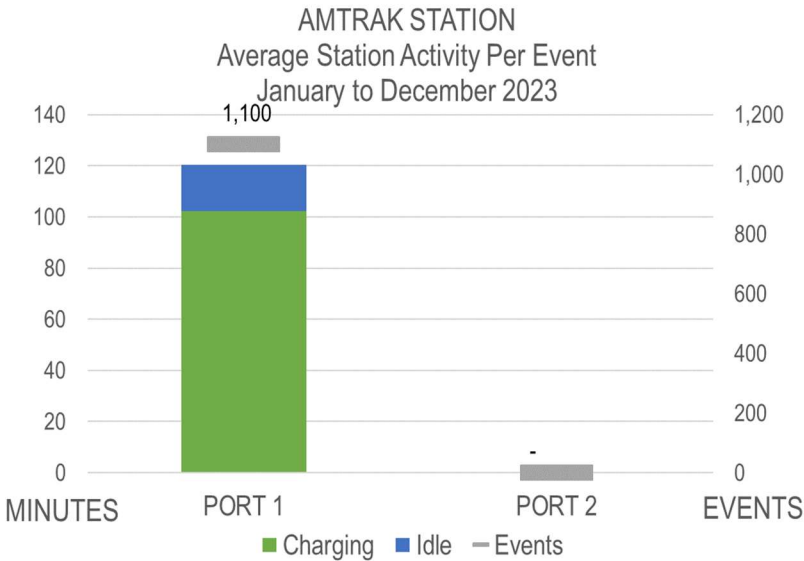




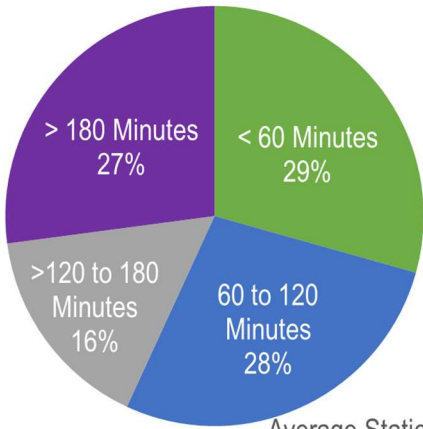
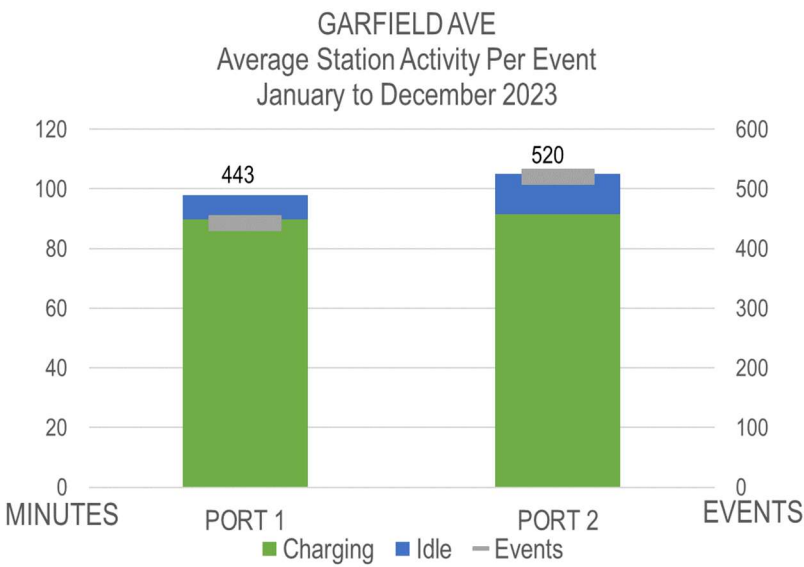
Lake Baldwin



Amtrak Station

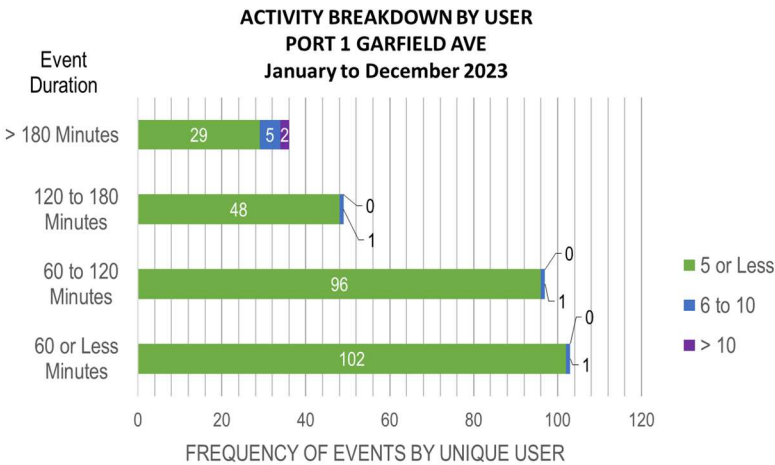
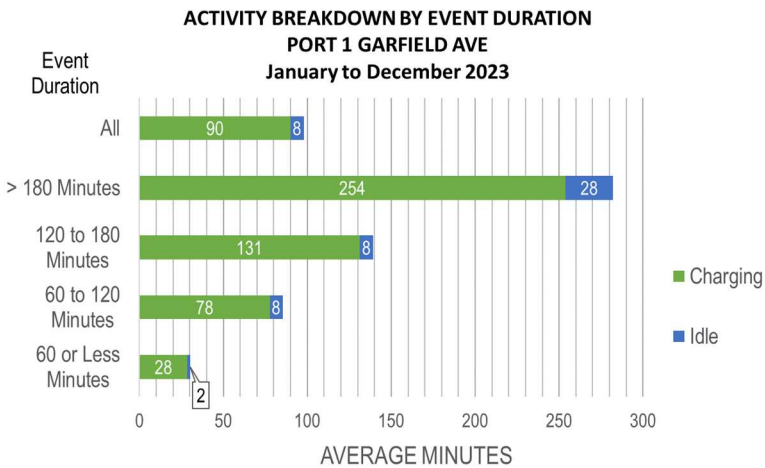


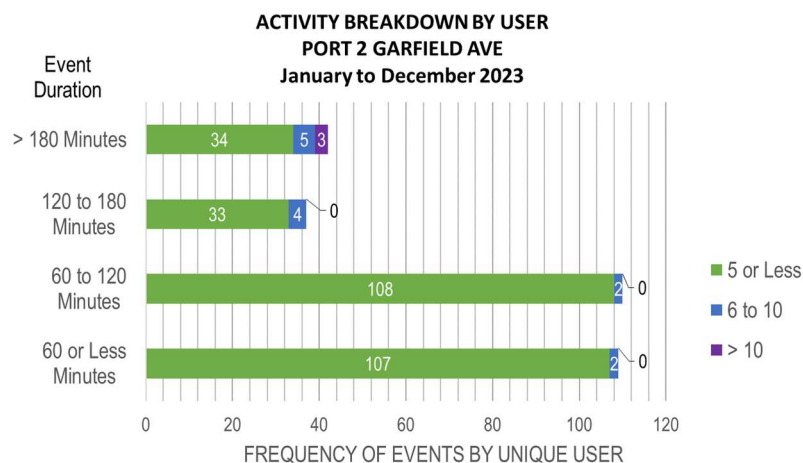
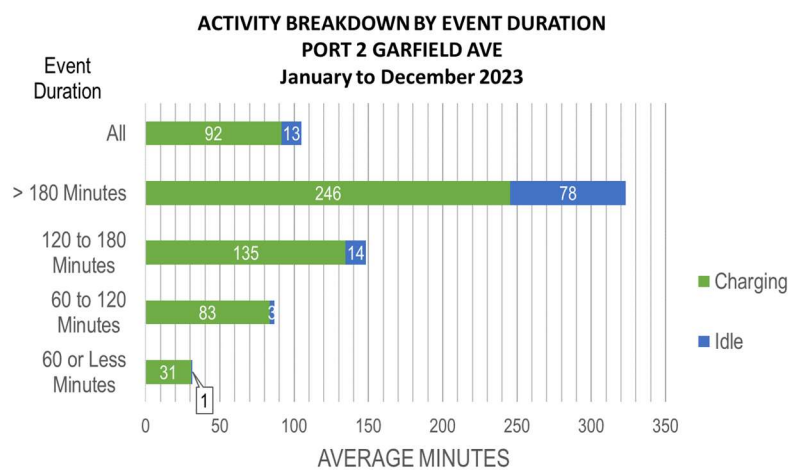
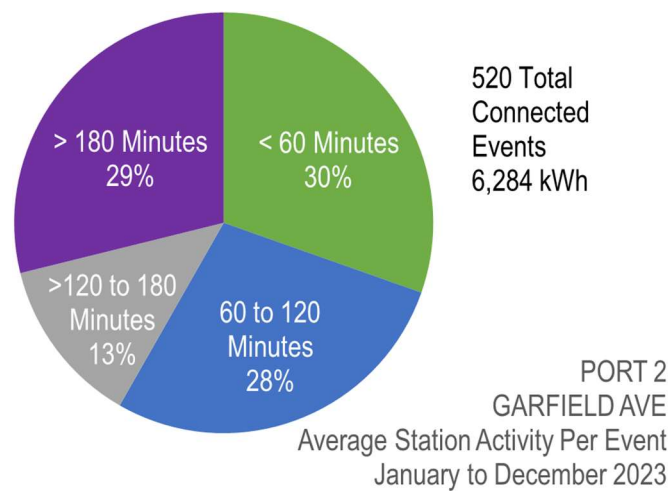
Garfield Avenue



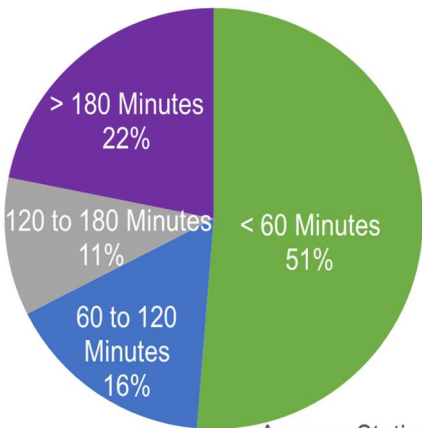
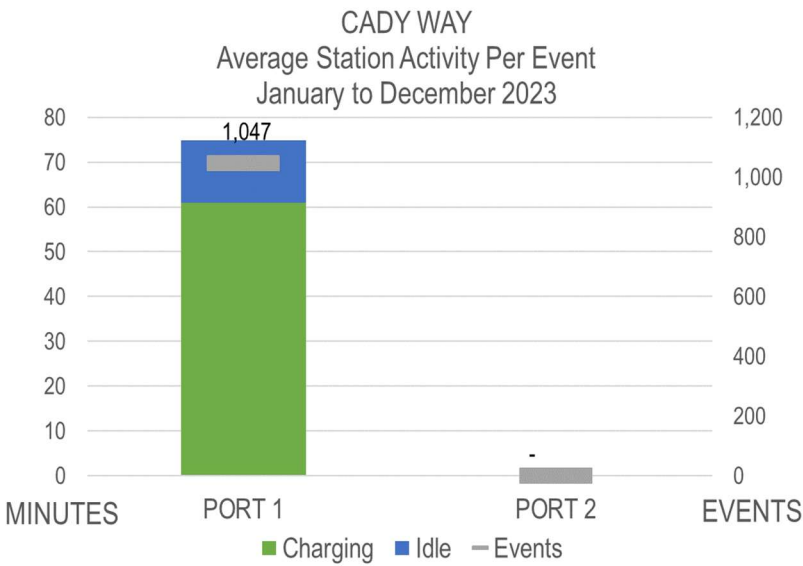
443 Total
Connected
Events
5,364 kWh

PORT 1
GARFIELD AVE
Average Station Activity Per Event
January to December 2023



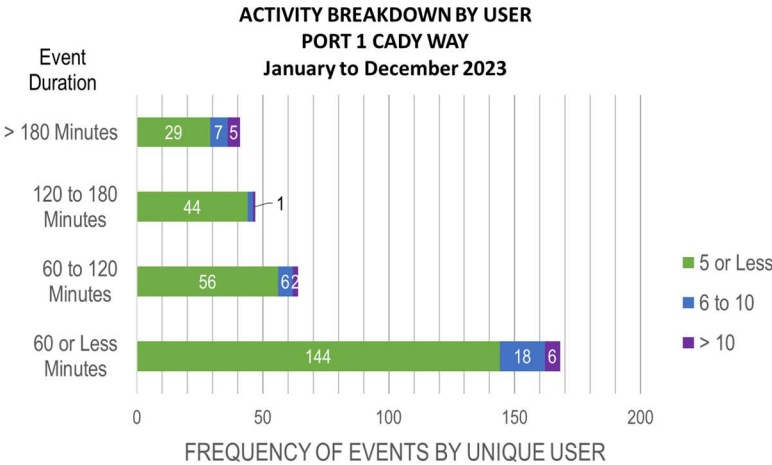
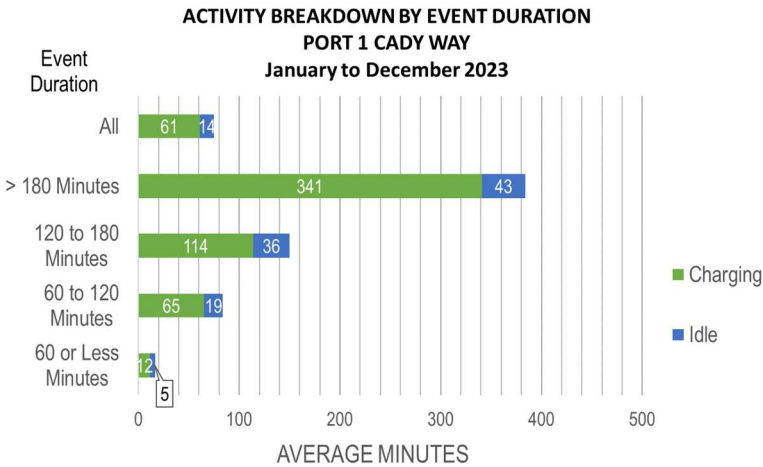


Cady Way

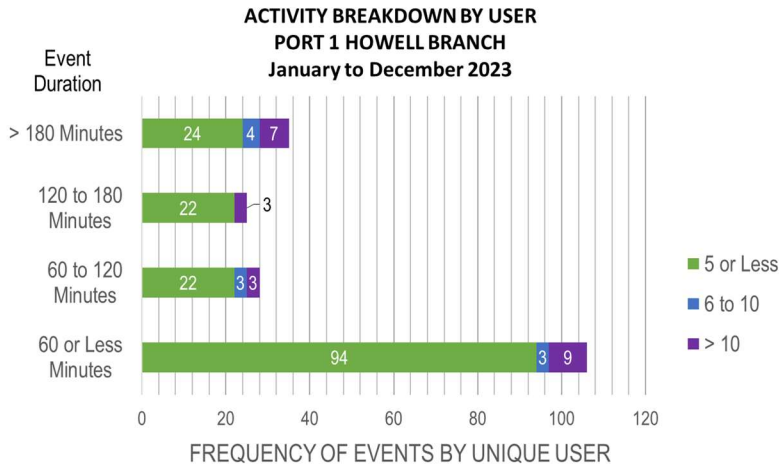
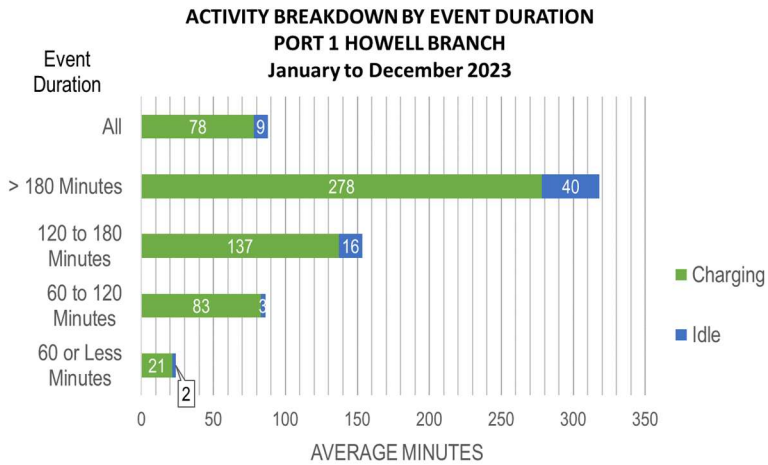
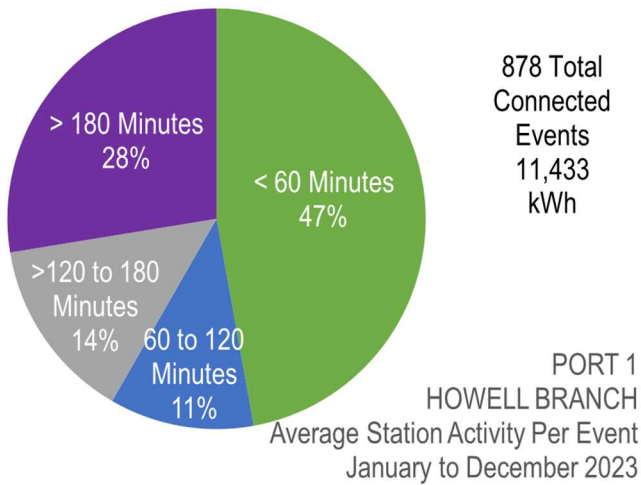
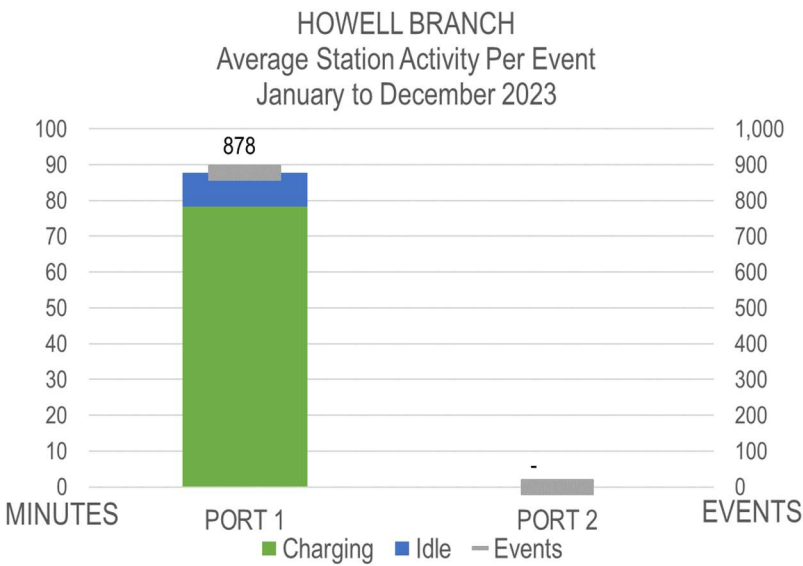


1,047 Total
Connected
Events
9,893 kWh

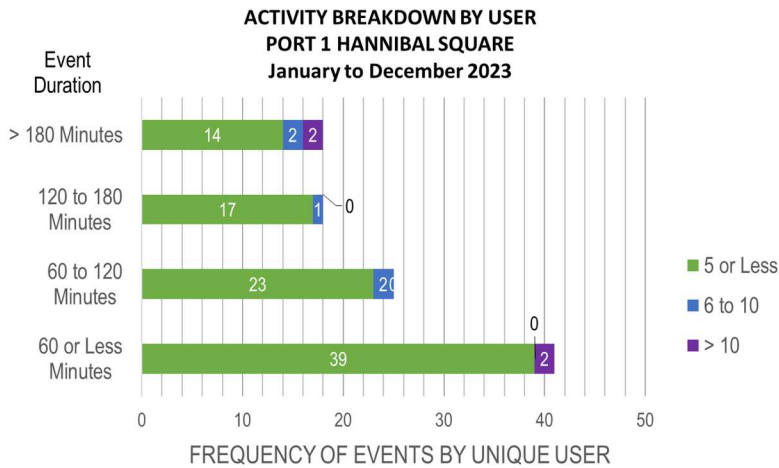
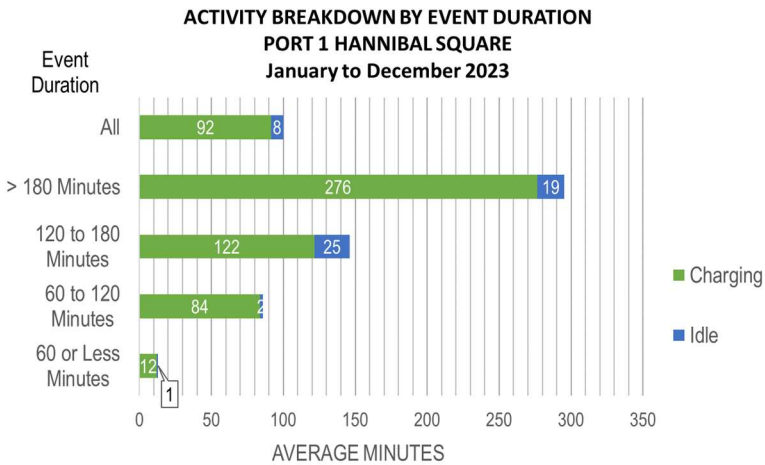
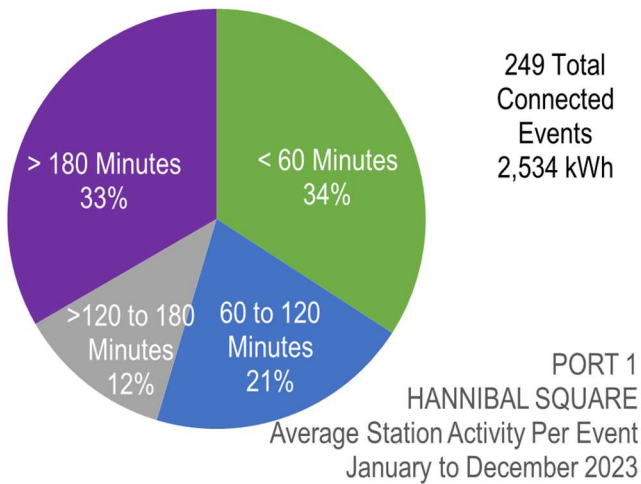
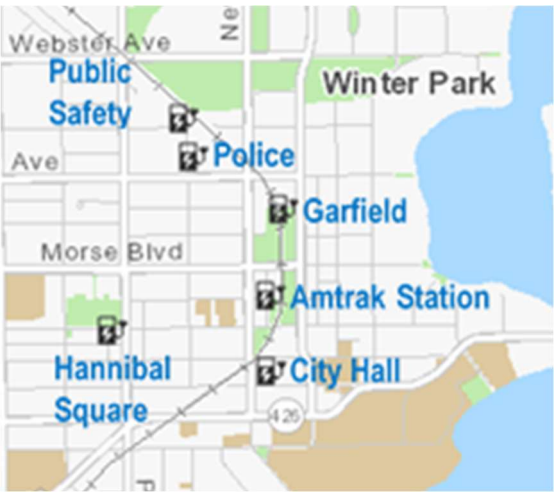
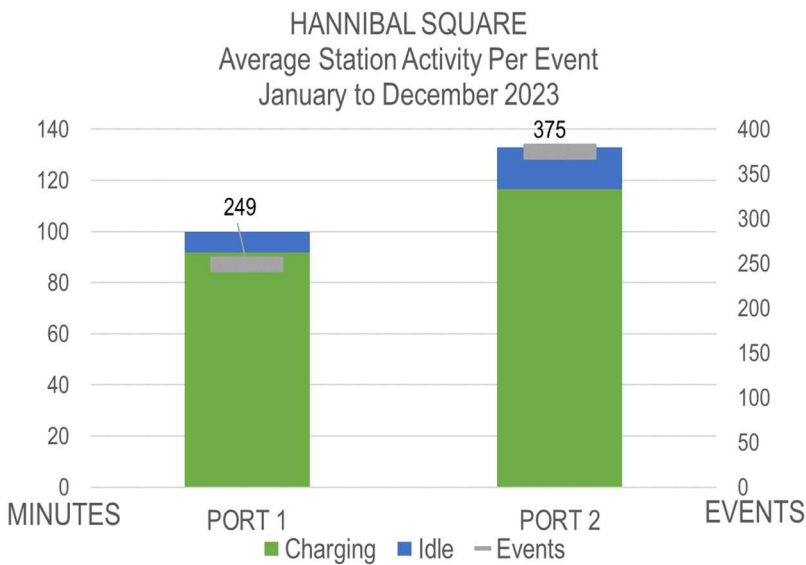
**PORT 1
CADY WAY**
Average Station Activity Per Event
January to December 2023

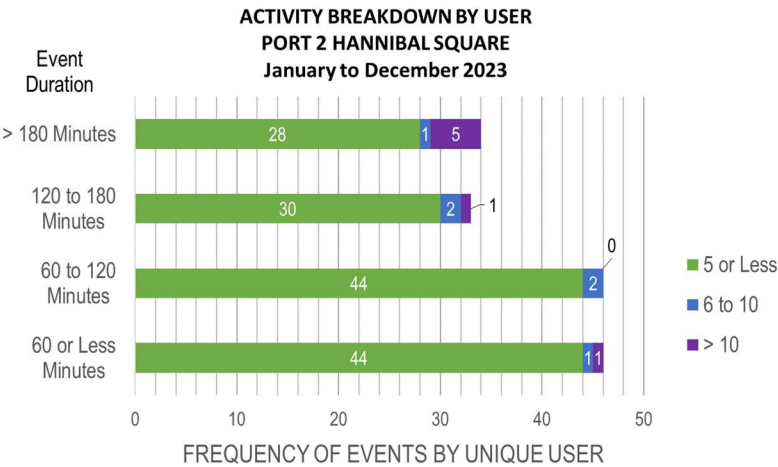
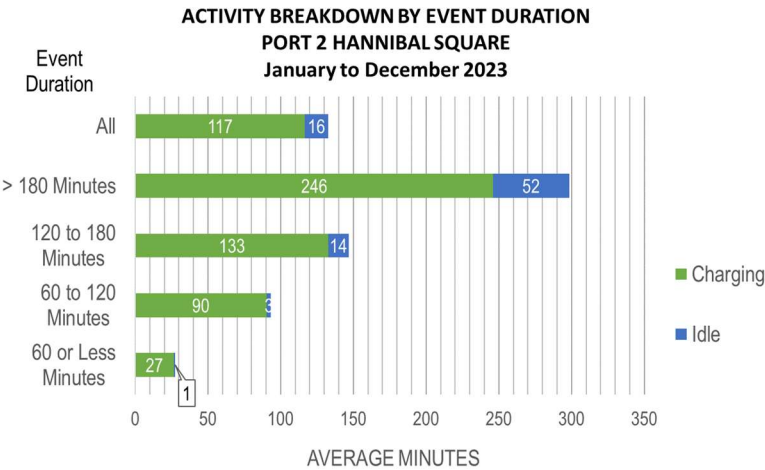
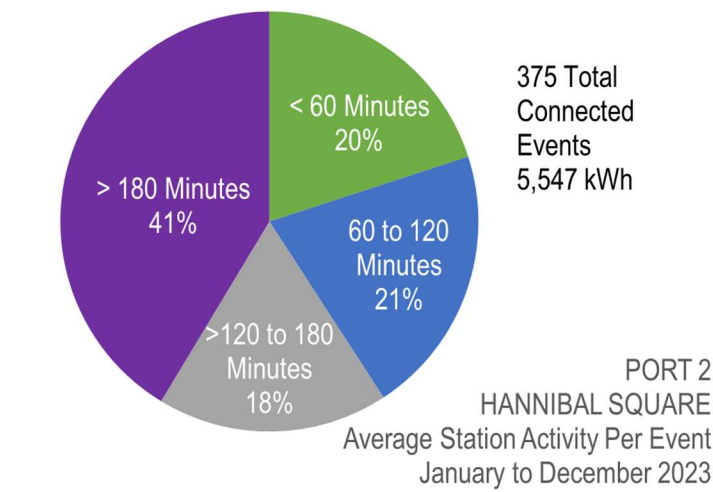


Howell Branch

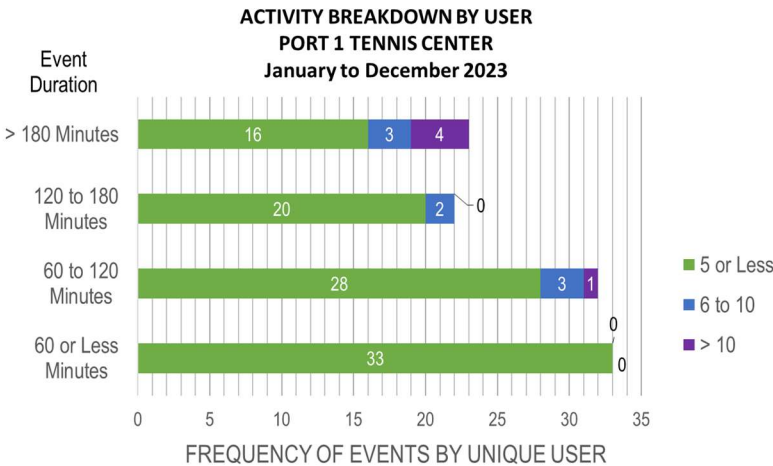
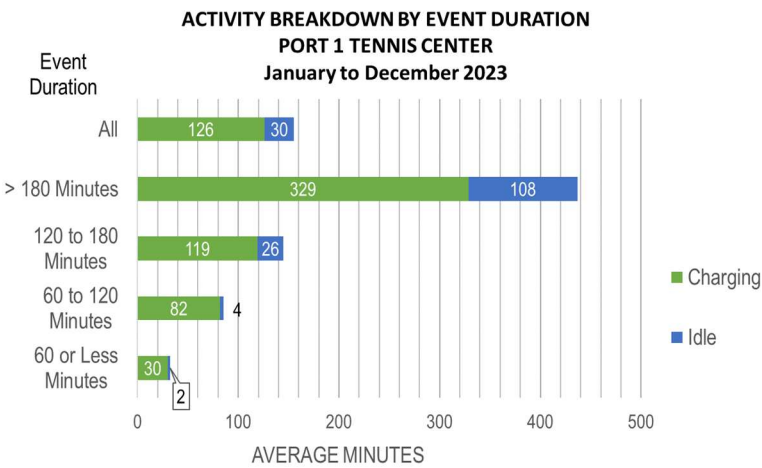
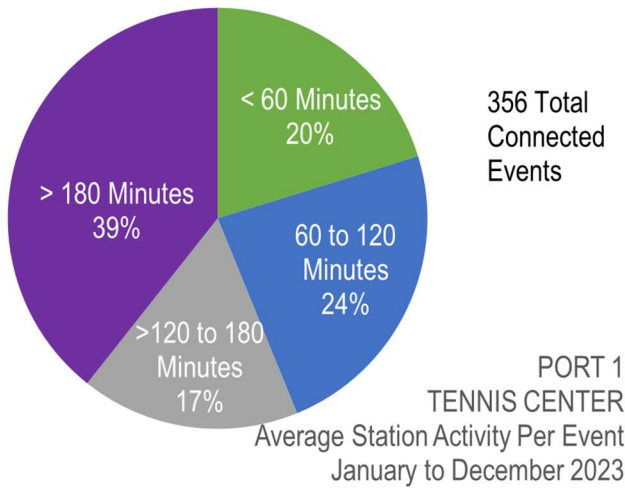
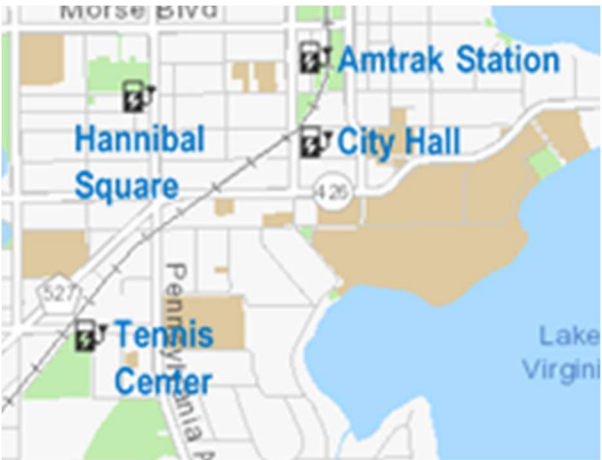
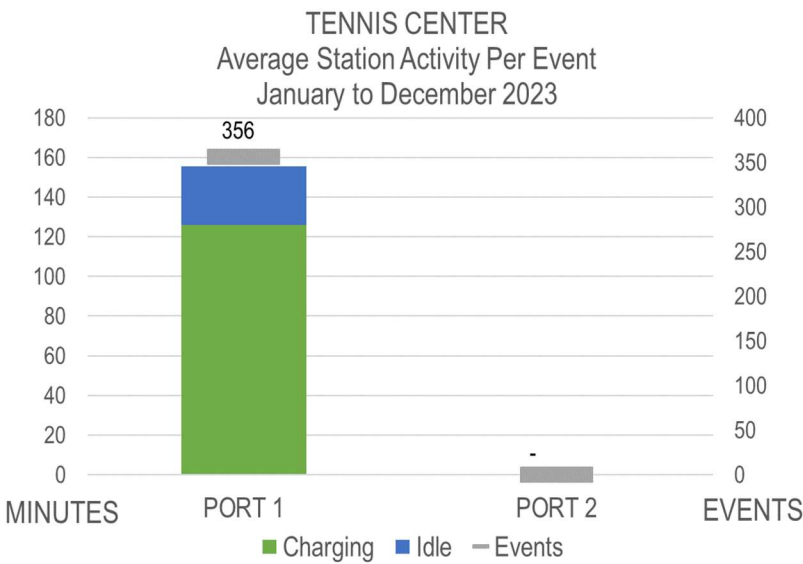


Hannibal Square

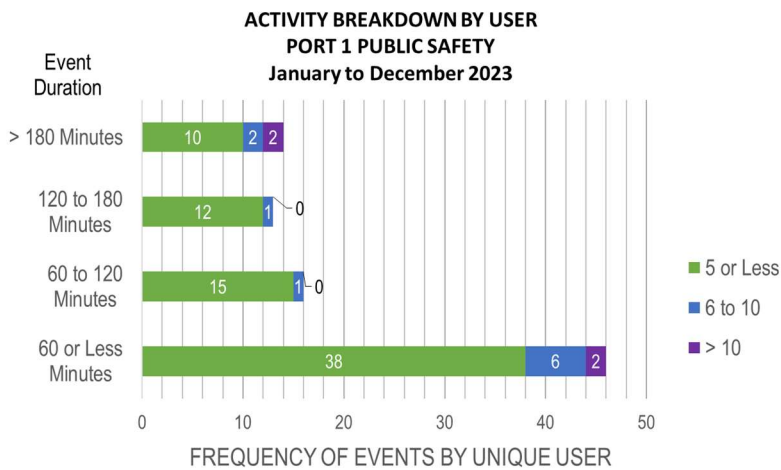
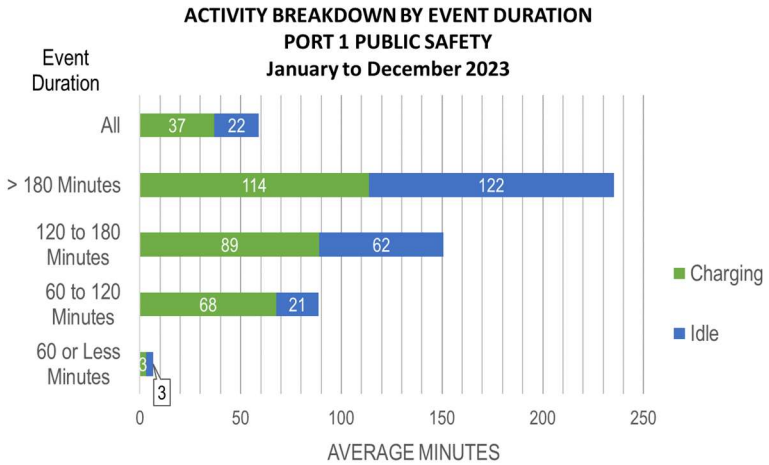
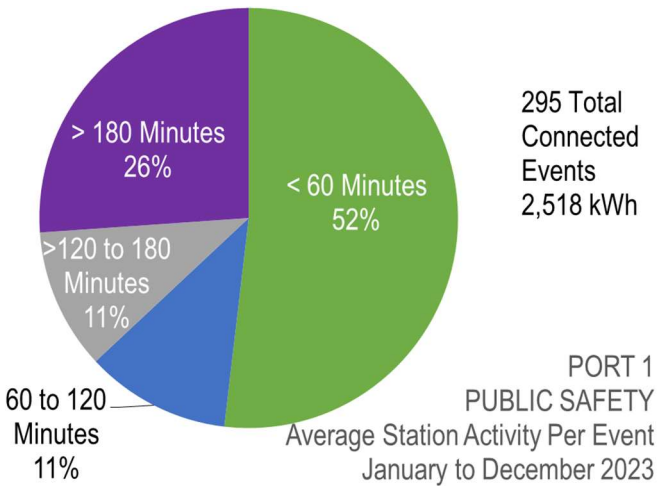
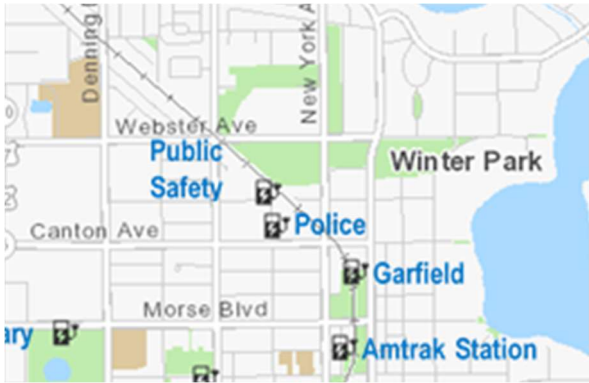
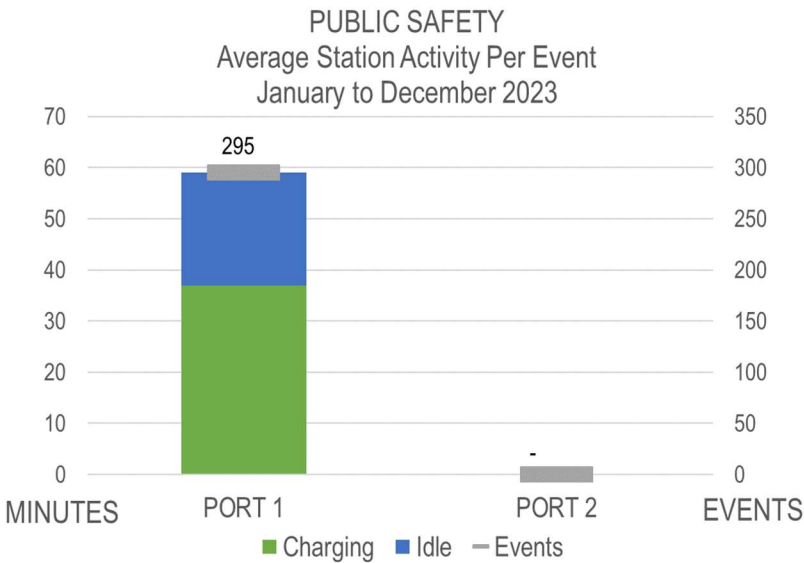




Tennis Center



Public Safety





1409 Howell Branch Road • Winter Park, Florida 32789

407-599-3294 • 407-643-1420 fax
cityofwinterpark.org/electric

**Electric
Utility**

MEMORANDUM

To Utilities Advisory Board

Subject Response to Email Inquiry Regarding EV Staff Report

Date March 24, 2024

- 1. How many kw per hour is typically consumed in charging an EV? Wondering how much it costs a customer per hour at \$0.35?**

Energy consumption during Electric Vehicle (EV) charging is a function of the vehicle battery capacity and the charger type. Most two-port City sites have a Level 2 unit capable of supplying up to 7.2 kW per port. Depending on the type of vehicle and battery capacity, an hour of charging could use up to 7.2 kWh of energy which would cost \$2.52 at the rate of \$0.35/kWh.

- 2. Providing the total charge per hour including consumption, connection, and charges past 3 hours would be helpful. Maybe show a table of the charges for 1 to 5 hours.**

Time Connected (Hour)	1	2	3	4	5
Energy Charge (\$/kWh)	\$0.35	\$0.35	\$0.35	\$0.35	\$0.35
Station Use Fee (\$)	\$-	\$-	\$-	\$10.00	\$20.00
Energy Use (kWh) @ 7.2 kW per Hour	\$2.52	\$5.04	\$7.56	\$10.08	\$12.60
Total (\$)	\$2.52	\$5.04	\$7.56	\$20.08	\$32.60

Note that vehicles connected may not require charging for the entire period and longer periods generally have more idle time resulting in a lower energy charge.

- 3. The current presentation provides parameters for the charges but not a firm pricing structure from staff. Please provide your recommended pricing. I do not want to guide the AUB through a pricing exercise. The AUB needs to focus on your recommendation.**

Staff recommends implementing a two-part solution consisting of:

- 1) A rate design for charging consisting of a Consumption Charge of \$0.35 per kWh; and a Connection Fee of \$10.00 per hour after 3 hours; and
- 2) Parking signage and enforcement.

- 4. It would be good to provide examples of how other cities or counties are charging.**

Charging fees are a function of EV Charger ownership. Privately-owned units are not limited in the rate they can charge users. Public-utility-owned units, like those in Winter

Park, must establish rates based on cost of service principles. This is how the proposed rate was developed. Examples of other rates follow.

Robinson Recharge Mobility Hub

The EV Chargers installed at the Orlando Utilities Commission (OUC) Robinson Recharge Mobility Hub are privately owned. OUC sells power to the owner under its Commercial Tariff. Currently the rate is \$0.35/kWh. After 10 minutes of non-charging, a per-minute Idle Fee of \$1.00 per minute is incurred.

Florida Power and Light

On December 21, 2020, the Florida Public Service Commission approved Florida Power and Light's (FPL's) petition for EV Public Charging Pilot Tariffs (ORDER NO. PSC-2020-0512-TRF-EI DOCKET NO. 20200170-EI). FPL's rate was specifically designed to mitigate the impact of demand charges on EV fast charging fees. In this filing the following rate data was cited:

- \$0.30/kWh FPL rate
- \$0.35 per kWh – average fast charging prices in Florida offered by other providers, such as Tesla, EVgo, and Electrify America
- \$0.28 per kWh— Tesla charging rate

City of Dunedin

The five-year pilot program between the City of Dunedin and Duke Energy offering free charging ended December 31, 2023. As of January 1, 2024, EV users are charged a \$1.50 connection fee, a \$0.20 per kWh fee, and a 5% network transaction fee.

City of Greenacres

The City of Greenacres has teamed up with Florida Power & Light on a research initiative called FPL Evolution through which it is offering free EV charging stations at City Hall and its Community Center.

City of Celebration

Celebration, through a Duke Energy program called Park & Plug, has installed one Level 3 and four Level 2 chargers. Duke Energy provided the equipment, installation, warranty and network connection services free of charge through 2022. The average rate is less than \$0.15 per kWh plus a small transaction fee through the Greenlots app.

City of Jacksonville Beach

In 2017 Jacksonville beach installed its first public EV Charging Station. The maximum session fee is \$5.95 which includes a \$0.20/kWh fee. The vendor, EVgo, pays the City \$3.00 per session.

Florida

According to Axios Tampa Bay, it costs an average of \$0.45/kWh on average to charge an EV at a public station in Florida as of January 2024.

<https://www.axios.com/local/tampa-bay/2024/03/13/ev-charging-florida-cost-to-charge-tesla>



Utilities Advisory Board

agenda item

item type

Action Item

meeting date

April 23, 2024

prepared by

Staff

approved by

Subject

Public-facing Electric Vehicle (EV) Charging Station Fees and Usage Restrictions

motion | recommendation

Implement a public-facing EV Charging Station connection rate as follows:

- \$1.00 per 20-minutes connected time billed at the start of the period
- An additional \$10.00 per hour after three hours of connected time, billed at the start of each hour

Implement parking restrictions at public-facing EV Charging Station as follows:

- Maximum limit of 3 hours
- Prohibition on non-connected use of space
- Prohibition on overnight use of space

Background

On March 26, 2024, the UAB adopted Fees and Usage restrictions for public-facing EV Charging Stations for recommendation to the Commission. This version reflects the revised motion passed in that meeting for UAB review and approval.

strategic objective

N/A

alternatives | other considerations

N/A

fiscal impact

N/A

attachments

N/A

**item type**

Action Items Requiring Discussion

meeting date

August 28, 2024

prepared by

Noemi Schudel, Administrative Coordinator II

approved by

Randy Knight, City Manager

subject

Library and Event Center Parking Expansion

motion | recommendation

Staff recommendation is for options B2 (estimated \$841k) and D (estimated \$209k), as they would provide a significant increase in available parking that would serve both the Winter Park Library and the Event Center as well as the adjacent athletic fields within MLK Jr. Park. Option B2 will provide for a smooth asphalt parking and walking surface, and eliminates the Lake Island Hall Facility while keeping the approximately 100'x100' area required to house the croquet.

background

The new Library and Event Center has been very successful from a patronage perspective. However, with this success, there have been challenges including significant parking demands during the times when the Event Center has large daytime or weekend programming that coincides with the Library operating hours.

As a result of the continued parking challenges, and the anticipation of potential increased park usage with upgrades to the Community playground and MLK Jr. park, the Commission requested that staff provide options to increase parking capacity using the space south of the current Library parking lot.

During the May 8, 2024, City Commission Meeting, several options for additional parking were presented. The Commission voted, 4-1, to proceed with Options B & D (see attachments).

Option D remains the same as it was presented on May 8. Based on Commissioner comments and later discussions, staff have investigated alternative parking surfaces, including gravel and asphalt for the construction of Option B.

alternatives | other considerations

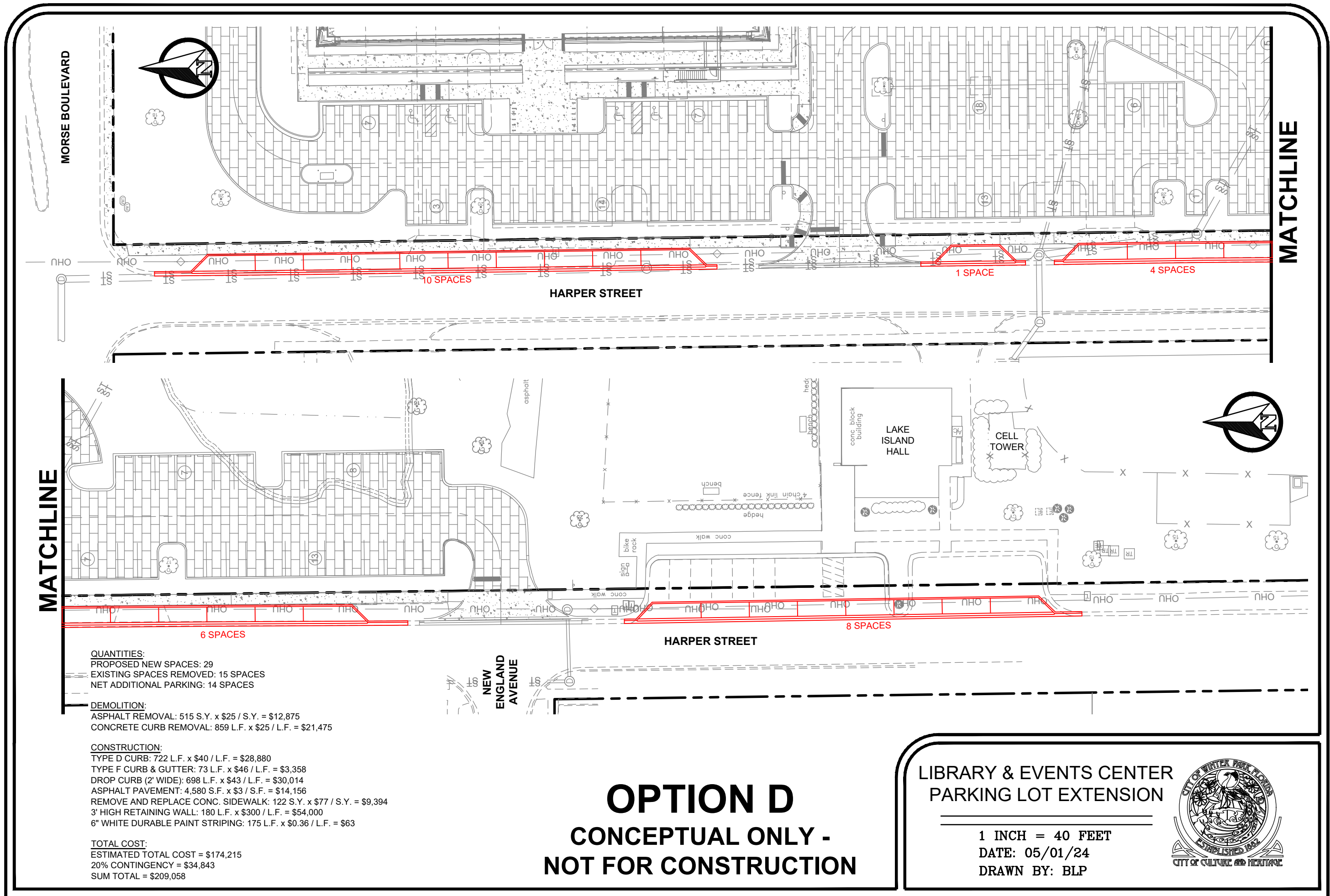
Pursue the no-build option while seeking supplemental parking locations through private/public partnerships.

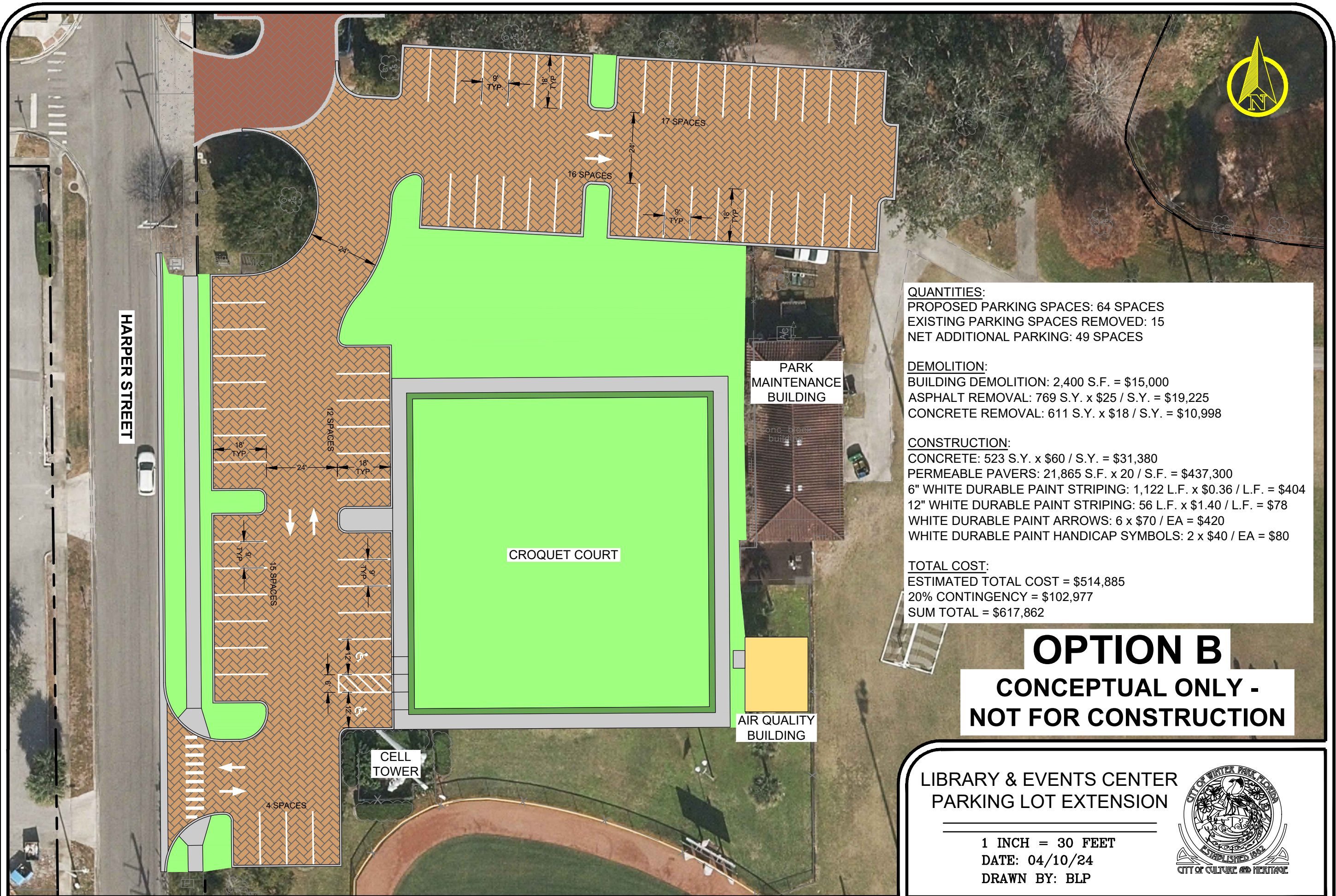
fiscal impact

See attached LEC Additional Parking Options

attachments

1. LEC Parking Expansion - Option D-11x17
2. LEC Parking Expansion - Option B_REV-11x17
3. LEC Additional Parking Options





QUANTITIES:
PROPOSED PARKING SPACES: 64 SPACES
EXISTING PARKING SPACES REMOVED: 15
NET ADDITIONAL PARKING: 49 SPACES

DEMOLITION:
BUILDING DEMOLITION: 2,400 S.F. = \$15,000
ASPHALT REMOVAL: 769 S.Y. x \$25 / S.Y. = \$19,225
CONCRETE REMOVAL: 611 S.Y. x \$18 / S.Y. = \$10,998

CONSTRUCTION:
CONCRETE: 523 S.Y. x \$60 / S.Y. = \$31,380
PERMEABLE PAVERS: 21,865 S.F. x 20 / S.F. = \$437,300
6" WHITE DURABLE PAINT STRIPING: 1,122 L.F. x \$0.36 / L.F. = \$404
12" WHITE DURABLE PAINT STRIPING: 56 L.F. x \$1.40 / L.F. = \$78
WHITE DURABLE PAINT ARROWS: 6 x \$70 / EA = \$420
WHITE DURABLE PAINT HANDICAP SYMBOLS: 2 x \$40 / EA = \$80

TOTAL COST:
ESTIMATED TOTAL COST = \$514,885
20% CONTINGENCY = \$102,977
SUM TOTAL = \$617,862

OPTION B

CONCEPTUAL ONLY - NOT FOR CONSTRUCTION

LIBRARY & EVENTS CENTER
PARKING LOT EXTENSION

1 INCH = 30 FEET
DATE: 04/10/24
DRAWN BY: BLP



LEC Additional Parking Options

- Option B
 - o Parking surface options – 49 additional spaces
 - 1) Gravel (no striping)
 - Estimated Cost \$682K (incl. 20% contingency)
 - Stormwater retention included in the gravel
 - Permit exemption to be pursued
 - Frequency of maintenance and associated costs yet to be determined
 - 2) Asphalt
 - Estimated Cost \$841K (incl. 20% contingency)
 - Stormwater retention must be added to the plan
 - Permit modification required
 - 3) Pavers (match existing library parking lot)
 - Estimated Cost \$1.06M (revised) (incl. 20% contingency)
 - Stormwater retention included in the pavement design
 - Permit modification required
 - o Additional impacts (regardless of whether Option B1, B2 or B3 is selected)
 - Repositioning of croquet court. \$90,000
 - Demolition of the Lake Island Hall building. \$26,500
 - Orange County Air Quality Facility *
- Option D: Parallel Parking (Harper Street)
 - o 29 Additional Spaces
 - o Estimated Cost \$209K (incl. 20% contingency)
 - o Construction requirements
 - 180 linear feet retaining wall (3 feet high)
 - 122 square yards sidewalk replacement
 - 73 linear feet type F curb const.
 - 698 linear feet drop curb const.
 - 722 linear feet vertical curb const.
 - 4,580 square feet asphalt pavement const. (incl. base)

* There is no defined setback from the air quality building that we must adhere to. Instead, any changes we propose to the area would need to be discussed with EPD and provided to the EPA. It was discussed with EPD the Parks maintenance building is close enough to skew the air quality data with their vehicles. The corner of this building is roughly 38 feet away. However, the existing dirt parking to the north does not cause any issues, even at peak usage. This is roughly 130 feet away. We are required to keep Orange County EPD in the loop with anything that is decided. They are at the mercy of the EPA since air quality monitoring is a federal program.

**item type**

Action Items Requiring Discussion

meeting date

August 28, 2024

prepared by

Charles Ramdatt, Director of Public Works

approved by

Randy Knight, City Manager

subject

Library and Event Center Stairway Addition

motion | recommendation

Approve moving forward with construction of the stairs.

background

As operations continue at the new Library and Event Center, there are challenges faced as pedestrians navigate their way from the south parking lot to the Event Center. Currently, patrons who park their vehicles south of the Library either walk parallel to and all the way around the wall south of the Library, walk through the Library, or they walk in front of and along the north side of the Library to the Event Center (see aerial view attachment). City Management tasked the Public Works Department to investigate a solution that could shorten the distance for those Event Center patrons. A stairway added to the south side of the Library will allow for pedestrians to make their way from the south parking lot sidewalk up to the level of the sidewalk directly behind the Library and to the Event Center entrances (see concept design attachments).

alternatives | other considerations

Do not add a stairway.

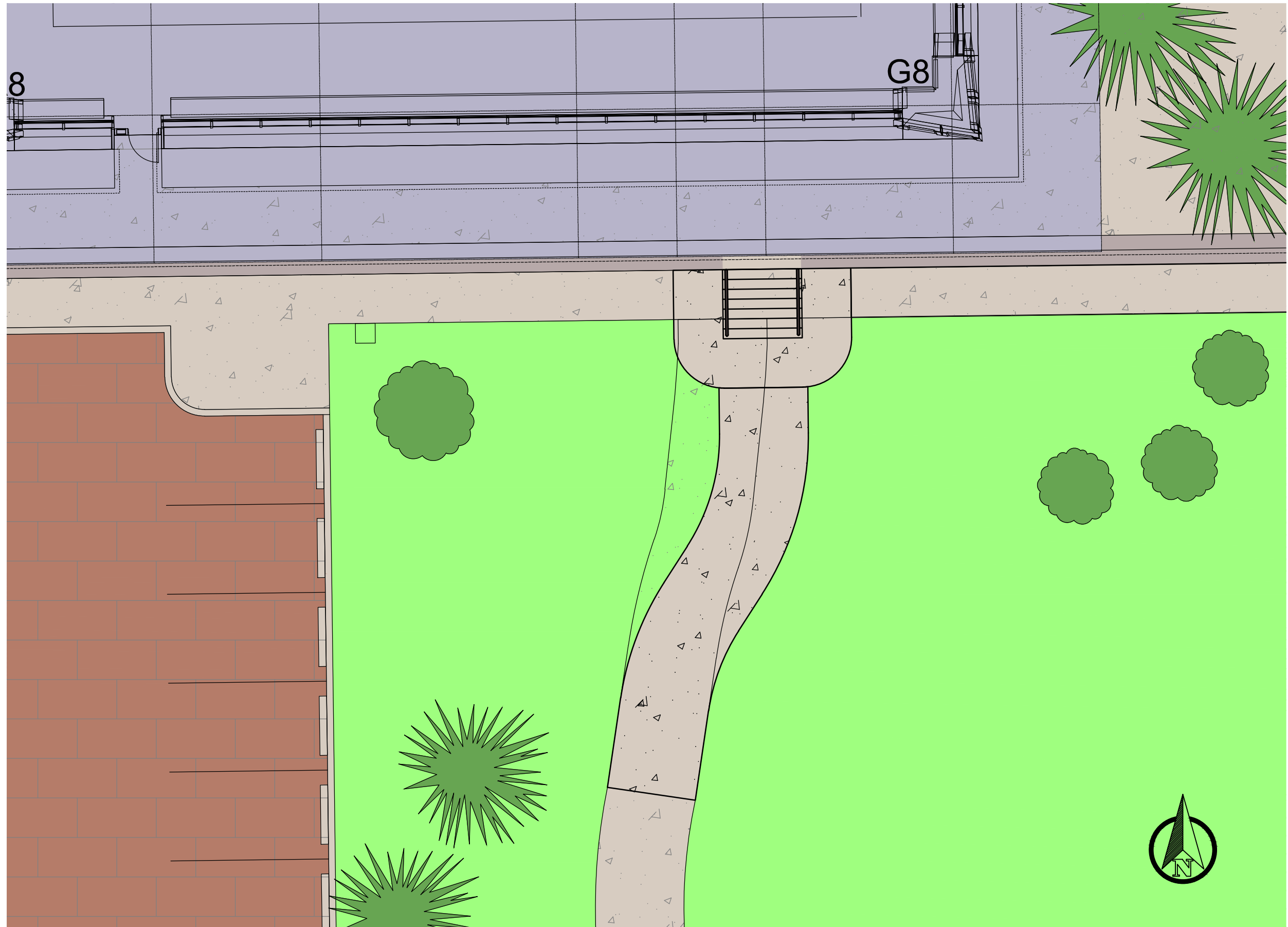
fiscal impact

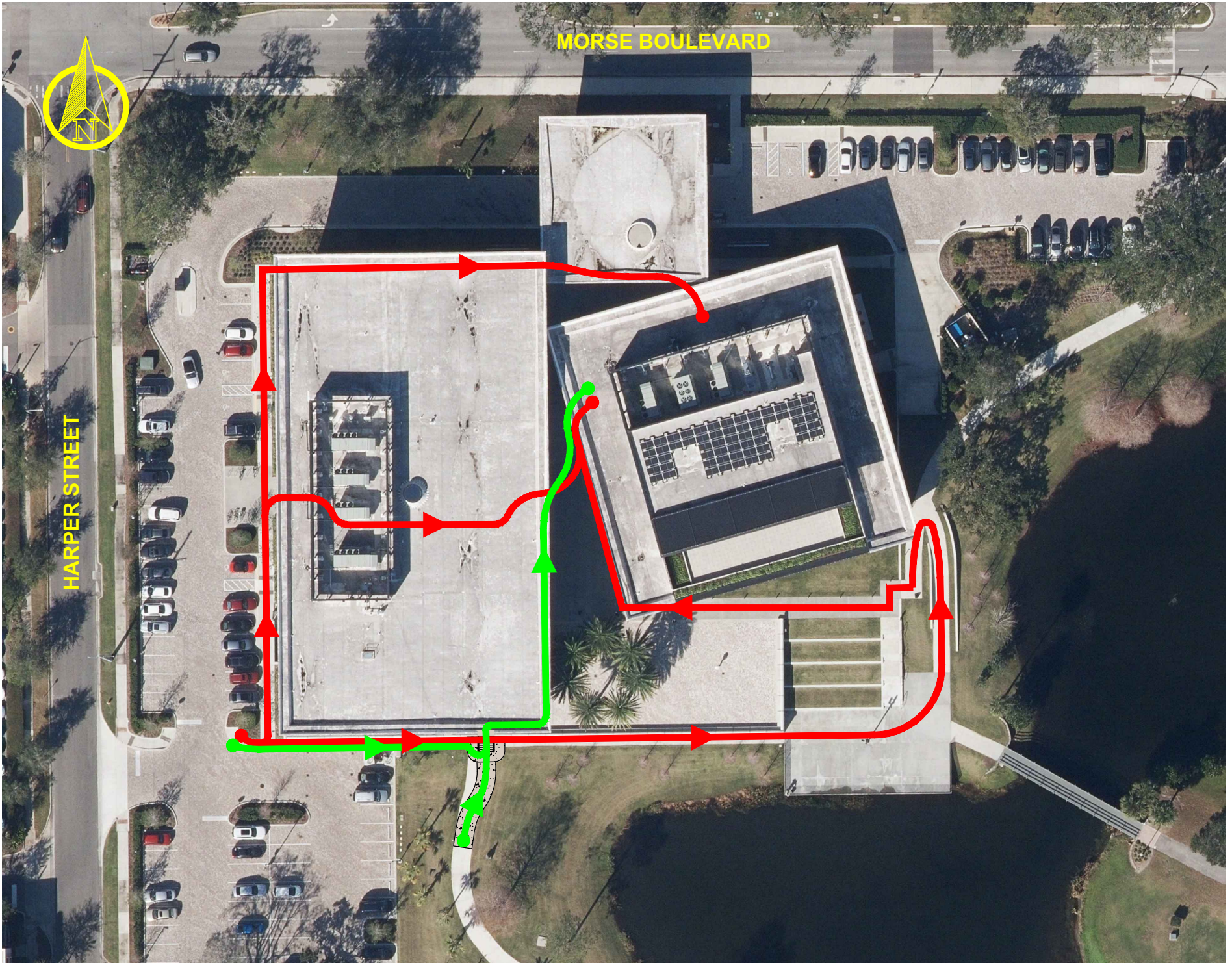
Estimated construction cost \$55,000 - General Fund contingency or CRA

attachments

1. RENDER 1 copy
2. Stairway Sketch - plan view
3. Pathing Exhibit-Model







**item type**

Action Items Requiring Discussion

meeting date

August 28, 2024

prepared by

Peter Moore, Director of Office of Management and Budget

approved by

Randy Knight, City Manager

subject

Commission Budget Suggestions and Capital Update

motion | recommendation

Review any staff and Commission budget amendment suggestions and approve changes.

background

Each year after the staff presents the proposed budget, the Commission provides feedback for any specific funding changes or suggestions. Those suggestions are each individually discussed and approved so that a final revised budget can be ready for the first formal reading in September. The Commission is able to make changes at any point in the budget process, even at final reading in September. However, this practice has allowed the Commission and staff to reach consensus early and publicize any changes.

Staff is still compiling comments from the Commission and will provide the results in advance of the meeting to the Commission.

The State has now released revised revenue estimates for the intergovernmental revenues the General Fund receives. These typically make up about 12 - 13% of the GF annual budget. They are slightly below initial staff estimates presented in July and are attached for informational purposes to this title sheet. As the differences are not significant compared to the proposed budget, staff is not recommending any revisions to revenue estimates at this time and would instead suggest close monitoring of performance over the new fiscal year. Some recent concerns about the future of the economy have likely called for more conservatism from the state, but the \$318k difference is within the current contingency of \$450k already proposed in the budget, and unlikely to be a major concern going into FY25.

As mentioned previously, Staff will be providing revisions to the Stormwater Fund Capital Improvement Plan and those will be presented at the first meeting in September. Final results from the basin studies are starting to come in and staff has an internal meeting at the end of this month to discuss priorities. Available capital funding in the stormwater fund will be revised

down slightly, now that final assessments for the annual fee have been calculated and sent to the county. Originally, staff estimated about \$1.3 million, however the revised amount will be about \$1.15 million available for projects in FY25.

alternatives | other considerations

The City Commission has the authority to amend the budget at any time. Clearly, adopting any changes during the budget process is the most efficient means, but for items that need further review or issues that may come up in a fiscal year, the Commission is allowed to amend and adjust the budget at their discretion.

fiscal impact

The stormwater adjustment will reduce capital spending in the CIP by approximately \$150k. Currently, no change in the other funds is being proposed by staff. Commission reviewed items may have an impact on the budget and will be discussed at the meeting.

attachments

1. State Revenue Estimates for Winter Park 8-22-24

State Revenue Estimate Comparison to Original Budget

Account Description	2024 Est. Actual	2025 Proposed Budget	Initial State Estimate 2025	Revised State Estimates 2025	Difference between Staff/ State Estimates
LOCAL OPTION GAS TAX	921,425	940,000	955,591	955,591	15,591
COMMUNICATION SERVICES TAX	2,214,302	2,196,656	2,281,048	2,281,048	84,392
ST REV SHAR-MUNPL REV SHARE-MF	425,941	488,384	445,449	443,724	(44,660)
ST REV SHAR-MUNPL REV SHARE-ST	1,471,275	1,572,303	1,434,083	1,428,529	(143,774)
ST REV SHAR-1/2 CENT SALES TAX	5,761,595	5,523,509	5,350,050	5,294,267	(229,242)
Totals (as of 8/22/24)	10,794,538	10,720,852	10,466,221	10,403,159	(317,693)

Adjusting the budget to the state figures would decrease the overall revenue projection for FY25 by \$318k. This would leave the General Fund with a contingency of \$132k. Also these estimates may be more pessimistic than warranted. The State's projection for Half-Cent Sales Tax is about a 8% reduction from FY24 estimates. Only twice in the last quarter century has there been a decline this high in a single year: Great Recession (-12%), Pandemic (-21.6%). As the total General Fund contingency is greater than the potential deficit of these estimates, staff would suggest leaving the budget unchanged and monitoring performance over the new fiscal year.

**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

August 28, 2024

prepared by

Jeffrey Briggs

approved by

Randy Knight, City Manager

subject

Request of Rollins College for Conditional Use and Special Permit approval to build a 45,842 square foot, two and three story, faculty & staff housing building of 30 units.

motion | recommendation

The Planning and Zoning Board, by a 7-0 vote, recommended approval of the Conditional Use and Special Permits for the Rollins faculty and staff housing project subject to:

1. Approval is for Site Plan Option #2 with 60 parking spaces
2. Approval is subject to the proposed Community Benefit Agreement incorporating conditions and commitments and with amendments to it, such that:
 - (a) There will be no opportunity to alter the prohibition of undergraduate and graduate housing and no classroom instruction space and that Rollins College would not be permitted during the agreement's 30-year term to be able to change that provision;
 - (b) That Rollins College would not be allowed to request any changes to the Agreement for a minimum of five years;
 - (c) That if, subsequently, Rollins were to request an amendment to the Agreement, that it be advertised and noticed for public hearing by the Planning & Zoning Board and City Commission;
 - (d) That in the event that Rollins College obtains an exemption from ad valorem taxes, such action would trigger a binding pilot payment in lieu of taxes agreement that would require Rollins to pay the equivalent amount of City millage and ad valorem taxes for the categories of City of Winter Park taxes, City of Winter Park debt amount, and City of Winter Park storm water agreements.

Following the P&Z Board meeting, Rollins offered the following commitment regarding taxes to be added to the Community Benefit Agreement: In the event the Subject Property is granted an ad valorem tax exemption, Rollins shall enter into a Payment In Lieu of Taxes (PILOT) Agreement with the City in order to contribute approximately 50% of the City's millage rate (2 mills) ("PILOT Payment"). The PILOT Payment is intended to offset the costs of emergency services for the multi-unit residential project.

background

This public hearing is a continuation and resubmittal of the previous requests for a larger project that encompassed additional property which began in January 2024 when the project first came before the P&Z Board. The initial submittal began with a proposal to build an 80,981 square foot, 48-unit faculty and staff housing development that included property fronting on New England Avenue. That proposal was subsequently downsized to 72,933 square feet and 39 units before it was withdrawn for this revised application, which is now close to half of the square footage that the project started with.

The current site includes nine platted lots with frontage on Welbourne Avenue comprising 58,500 sq. ft. of land that is zoned R-3. The two platted lots on the east end now hold 14 existing apartments referred to as the Dan Hunter apartments (named after the former owner/mayor). There is a Settlement Agreement for the three vacant lots at 316 W. Welbourne Avenue. This arose from a Bert Harris claim by the New England Partners LLC over the adoption of the 2010 Comprehensive Plan.

The Settlement Agreement allows a density of up to 25 units/acre. The entitled density for these properties is outlined below:

4 Regular lots (210 Va. 308/262 Welbourne) of	26,000 sf @ 17/acre	=	10 units
3 Settlement Agreement lots (316 Welbourne) of	19,500 sf @ 25/acre	=	11 units
2 Dan Hunter Apt. lots fronting on Welbourne of	13,000 sf @ 17/acre	=	5 units
			26 units (total)

The unique feature of this site is the 14 small (550 sf) garden apartments built in 1959, Dan Hunter Apartments, on the eastern two lots. Since there are more apartments than the current code would allow, the property is a "non-conforming use", meaning it is now "used" for more units than the zoning code allows. However, the zoning code, provides that the City may allow the demolition and redevelopment of a "non-conforming use" to the existing density, if such use is deemed a community benefit. As a result, the two lots upon which the 14 units of the Dan Hunter apartments are now situated is where the Special Permit portion of this new project is proposed to contain nine (9) new apartments. That is four (4) units more than the entitlements allow, but can be permitted via the City Commission approval of a "special permit" as outlined in Sec 58-64 (f).

Rollins College has provided a project narrative outlining the need for faculty and staff housing for the college. One of the goals of the City Commission and the Chamber of Commerce is to find ways to promote 'attainable' housing in the city. The City has been a leader among cities in Florida in promoting 'attainable' housing by assisting non-profit partners of the Winter Park Housing Authority, the Hannibal Square Community Land Trust, and Habitat for Humanity with financial support for the creation of such housing.

Community Meeting: The Planning and Zoning Board requested that the applicant hold a Community Meeting as the plans had changed significantly since the first proposals. That Community Meeting was held on June 24th with nine residents of Douglas Grande attending, representing 7 units. The agenda amid meeting summary is part of the item backup materials.

Floor Area Ratio: While this project may have four (4) units more than the entitlements allow, the building size in total square feet does not exceed the 110% floor area ratio (FAR) permitted by the R-3 Zoning. The proposed total building size is 45,842 sq. ft. which is a floor area ratio of 78%. The maximum building size could be up to 64,350 sq. ft. (110% FAR).

Front Setback: The project complies with the Virginia Avenue setback and exceeds the setback requirements along Welbourne Avenue, providing ample space for planting new oak trees and enhancing the street frontage. Most of the building is set back 29 feet, with sections setback 35 feet, exceeding the required 20 feet. Additionally, there are 4½ foot bump-outs for porches. These variations in setback create a more visually appealing street frontage with ample articulation, resulting in an overall improved project design from what was previously submitted.

Building Heights: The project now features a combination of two and three-story buildings. Within the Central Business District and along the New England Avenue corridor, the Comprehensive Plan and Zoning Code permits three-story structures with flat roofs, as seen to the west on New England Avenue. However, outside these areas, buildings must employ a sloped third-floor roof with dormers to reduce the visual impact, making the structure appear like 2½ stories.

For this project, lots fronting Welbourne Avenue must adhere to the 2½ story design requirement. The two-story section at the northwest corner complies with this code. Some sections of the three-story portion use an alternative method to align with the policy's intent of reducing third-floor massing. These third story sections are set back an additional nine feet beyond the front setback, maintaining a 30-foot height limit with a flat roof and five-foot parapet, thus achieving the policy's goal of minimizing street-level massing with the additional setback.

Furthermore, sections of the building with a 6:12 roof slope—typical for Mediterranean architecture—are also set back on the third floor, aligning with the theoretical 2½ story height (a 12:12 or 45-degree angle of sight) to reduce massing. The architect has provided the attached cut sheet to illustrate how this alternate compliance method eliminates three-story vertical walls at the front setback.

The prominent features on the cut sheet are the flat roof sections, which showcase the setback of the third floor from the balcony below. The blue dashed lines delineate the 6:12 roof slope sections, also illustrating the third-floor setback from the roofline below. Additionally, the green dashed line highlights the section described further below.

The code permits architectural features to extend up to 8 feet above the 35-foot height limit. The design includes a taller central tower element extending to this maximum height, which is at the 20-foot setback, but this section of the building is not habitable space and is part of the main entrance to the building. The other sections of the building extending up to this maximum height are shown on the cut sheet.

The staff feels that the proposed building height is compatible with the surroundings, especially since the building will face the four-story Douglas Grande building and is adjacent to

two and three-story apartments. None of the surrounding buildings offer any type of third-story setback articulation.

Parking Compliance: The Code requires 2½ spaces per unit (75 spaces) for the 30 apartments. Historically, with Conditional Use approvals for the other apartments on New England Avenue, the City has required 2 spaces per unit, recognizing that on-street parking is available. Rollins does not believe that their occupants will need the full amount of 2½ spaces per unit.

During the creation of the Orange Avenue Overlay (OAO) there was comfort among the OAO Steering Committee and the City Commission to adopt a reduction in the parking spaces for multifamily projects from 2½ per unit to a per-bedroom analysis. That parking for the OAO is 1¼ spaces for a one-bedroom unit, 2 spaces for a two-bedroom unit, and 2½ spaces for a three-bedroom unit. This request follows that same methodology by providing a total of 66 spaces on their site plan Option 1, which is a eight (8) spaces over this calculation based on the proposed bedroom counts. They have also provided Option 2, which now proposes the 60 spaces following the bedroom count methodology and provides enough extra space at the northwest corner of the site to provide a pocket park amenity.

The staff believe that Option 2, which now provides 60 parking spaces for the 30 units, is sufficient, given that the majority of the units are one and two-bedrooms. This takes into account the available on-street parking and the additional on-street parking previously discussed. Although Option 2 offers fewer parking spaces than Option 1, it allows for the creation of a pocket park and additional landscaping and tree canopy at the Welbourne/Virginia corner, enhancing the overall project.

Welbourne Avenue Improvements: As previously discussed, the City has committed to creating more on-street parking along Welbourne Avenue and to make traffic travel safer on that street section. The Welbourne Avenue roadway will be expanded to create indented on-street parking (that does not block the travel lanes) with the sidewalk moved 5 feet onto the project property, as well as designing the layout to allow for bump-outs for new street trees. The added separation distance between those oak trees from the new building would allow for a fuller canopy spread. With the Douglas Grande building located about 10 feet from the street curb, the minimally reduced front landscaped yard setback area would not be out of context, especially since this new site plan has increased the building setback. Rollins has agreed to provide an easement for this improvement and the City will work with their contractor to have that implemented at the same time as this project is constructed.

Tree Preservation: There are two trees in the middle of the open field are in poor condition and not worthy of preservation. There are other camphor and wild weed trees along the eastern property line with the Wells Fargo Bank that will be removed. There is one live oak tree in the courtyard of the existing apartment buildings that cannot be saved.

Storm Water Retention: A preliminary storm water retention design has been provided to indicate how underground exfiltration chambers will be used under a portion of the parking lot to provide the required retention that satisfies the City and St. Johns Water Management District criteria. The design does not anticipate bringing in any fill (as we have seen in other instances). Overflow from this property is carried by storm pipes ultimately to the large

retention pond area behind the Ninth Grade Center, so overflow here does not contribute to drainage issues at MLK Jr. Park.

Conditional Use Criteria: As discussed with previous applications for conditional use approval, there are 12 standards or criteria for approval in Sec. 58-90 that are deemed to be satisfied with any approval. The criterion that is often the basis for discussion is that “the project is compatible with the scale and character of the neighborhood”. This was the catalyst for the architectural design change to the current version versus the more contemporary or modern design styling of the previous submittal. The building also now includes a section that is two-stories at the corner of Welbourne and Virginia. The new proposed architectural style mimics the College’s Mediterranean style and is more compatible with the surroundings.

Implementation of Conditions of Approval: This submittal includes a Community Benefit Agreement to impose conditions of approval and commitments. Those recommended conditions of approval and commitments are as follows:

1. Rollins shall provide a 5-foot easement along the West Welbourne Avenue for City to install on-street parking and street trees in bump-outs
2. Approval shall prohibit undergrad and grad housing and no classroom instruction space
3. Property to remain subject to ad valorem taxes unless otherwise permitted by FL statutes
4. A landscape plan approved by city staff with no drainage swales along the Welbourne Avenue frontage to inhibit the landscape design
5. Construction plans indicate areas of a laydown area during construction
6. Lease of units by Rollins College shall be a minimum of 6 months; only plants and patio furniture on patios and balconies
7. Solar on roof (specs TBD)
8. Rollins and City to coordinate undergrounding of powerlines
9. Rollins commitment that the project will be used exclusively for faculty and staff housing for a minimum period of 30 years.

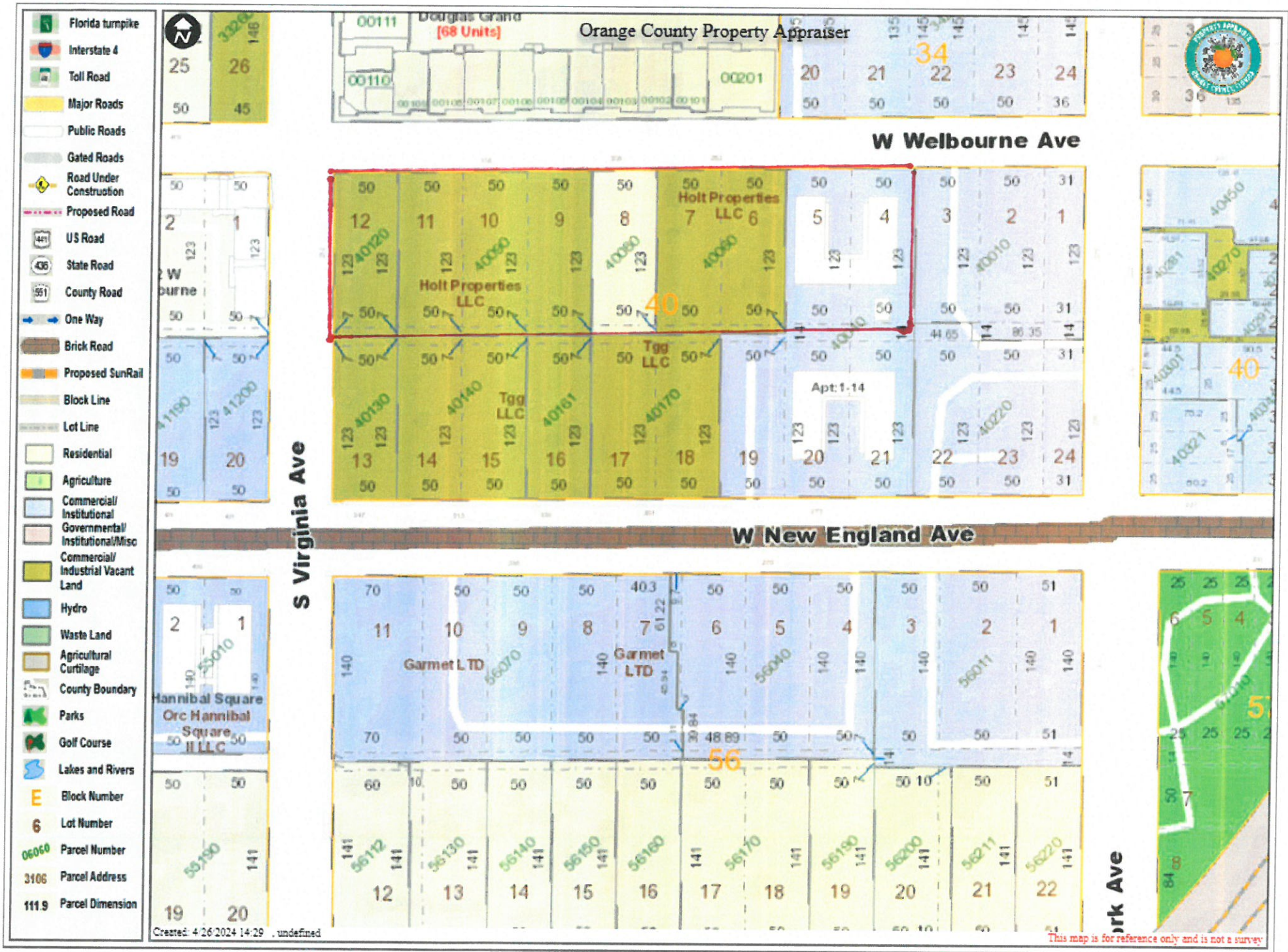
Following the P&Z Board meeting, Rollins offered the following commitment regarding taxes to be added to the Community Benefit Agreement: In the event the Subject Property is granted an ad valorem tax exemption, Rollins shall enter into a Payment In Lieu of Taxes (PILOT) Agreement with the City in order to contribute approximately 50% of the City’s millage rate (2 mills) (“PILOT Payment”). The PILOT Payment is intended to offset the costs of emergency services for the multi-unit residential project.

alternatives | other considerations

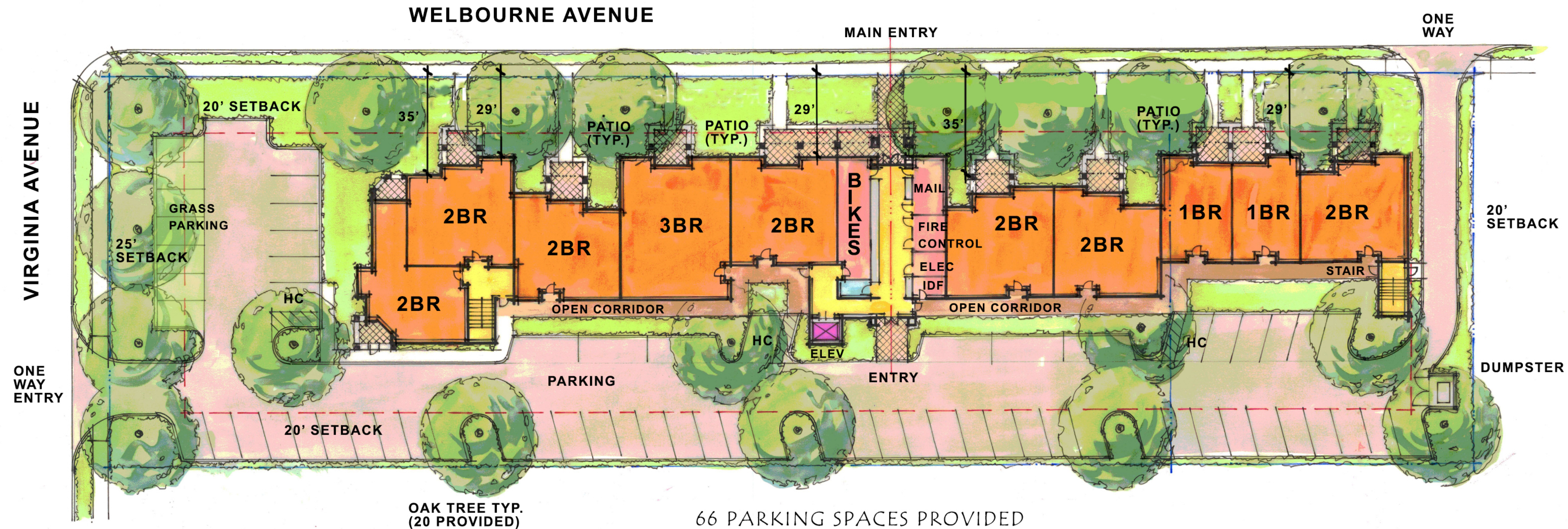
fiscal impact

attachments

1. Map and aerial
2. A1.1 SITE PLAN OPT 1
3. A1.1 SITE PLAN OPT 2
4. A6.1 ELEVATIONS
5. A1.0a RENDERING
6. A1.0b RENDERING
7. A1.0c RENDERING
8. Community Benefit Agreement (Rollins College) DL 8-9-2024
9. Faculty and Staff Housing Project Narrative Updated
10. Preliminary Drainage Analysis 4-23-2024
11. Douglas Grand Rollins Meeting Agenda_June 24, 2024
12. Douglas Grand Rollins Community Meeting Summary_July.2024
13. New England Partners, LLC - Settlement Agreement
14. Assignment of Settlement Agreement-001
15. Exhibit A - Form of City Consent - Agreement of Transferee







SITE PLAN - OPTION ONE

BUILDING SUMMARY

	APTS.	BEDS	UNIT AREA	SUB TOTAL
1 BEDROOM	6	6	904 GSF	5,424 GSF
2 BEDROOM	19	38	1,252 GSF	12,520 GSF
3 BEDROOM	5	15	1,216 GSF	17,024 GSF
TOTAL	30	59	AVG = 1,243 GSF	37,292 GSF

BUILDINGS GROSS AREA

UNITS, APARTMENTS	37,292 GSF
PUBLIC SPACES	1,800 GSF
CORRIDORS/ STAIRS	6,750 GSF
TOTAL	= 45,842 GSF

REVISIONS
PERMIT SET
XX-XX-XX

SLOCUM PLATTS
ARCHITECTS, P.A.

RANDALL J. SLOCUM AR 13350 WILLIAM P. PLATTS AR 13262
670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751
TEL (407) 645-3019 FAX (407) 645-2771
WWW.SLOCUMPLATTS.COM

SITE PLAN

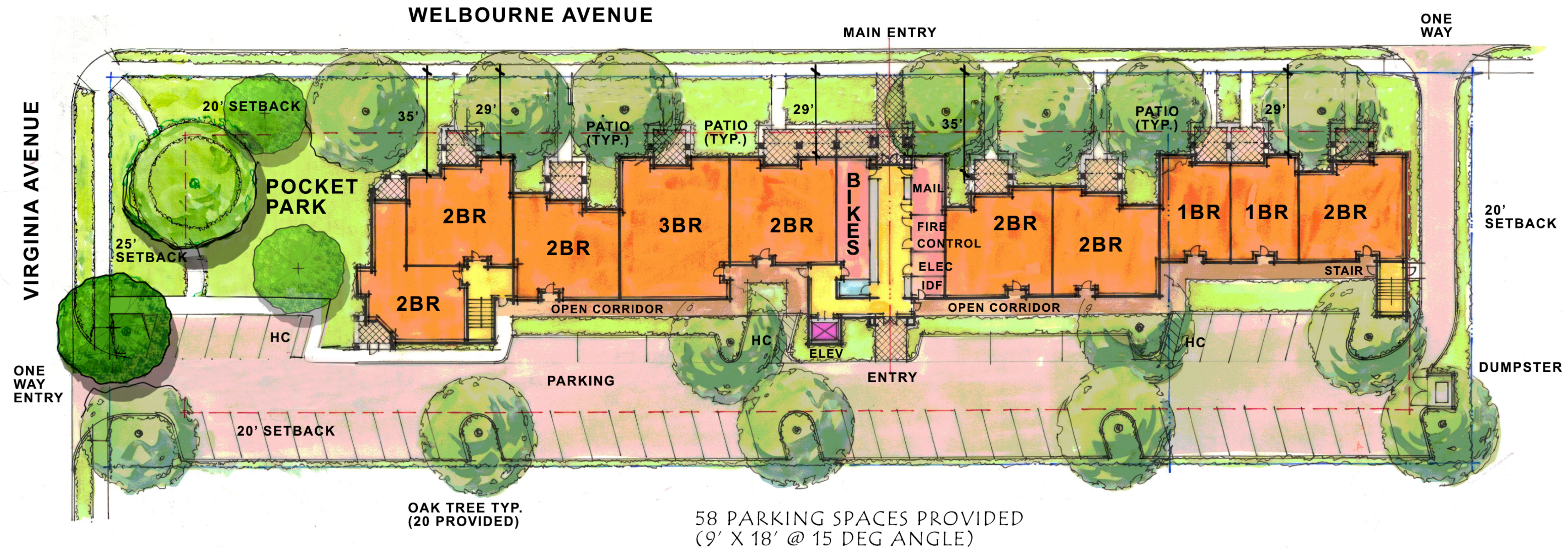
ROLLINS FACULTY APARTMENTS

FLORIDA

WINTER PARK

DRAWN
WTEJr
CHECKED
WPP
DATE
05-02-2024
SCALE
AS NOTED
JOB NO.
23-013
SHEET

A1.1



SITE PLAN - OPTION TWO

BUILDING SUMMARY

	APTS.	BEDS	UNIT AREA	SUB TOTAL
1 BEDROOM	6	6	904 GSF	5,424 GSF
2 BEDROOM	19	38	1,252 GSF	12,520 GSF
3 BEDROOM	5	15	1,216 GSF	17,024 GSF
TOTAL	30	59	AVG = 1,243 GSF	37,292 GSF

BUILDINGS GROSS AREA

UNITS, APARTMENTS	37,292 GSF
PUBLIC SPACES	1,800 GSF
CORRIDORS/ STAIRS	6,750 GSF
TOTAL = 45,842 GSF	

REVISIONS
PERMIT SET
XX-XX-XX

SLOCUM PLATTS
ARCHITECTS, P.A.

RANDALL J. SLOCUM AR 13350 WILLIAM P. PLATTS AR 13262
670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751
TEL (407) 645-3019 FAX (407) 645-2771
WWW.SLOCUMPLATTS.COM

SITE PLAN

ROLLINS FACULTY
APARTMENTS

FLORIDA
WINTER PARK

DRAWN
WTEJr

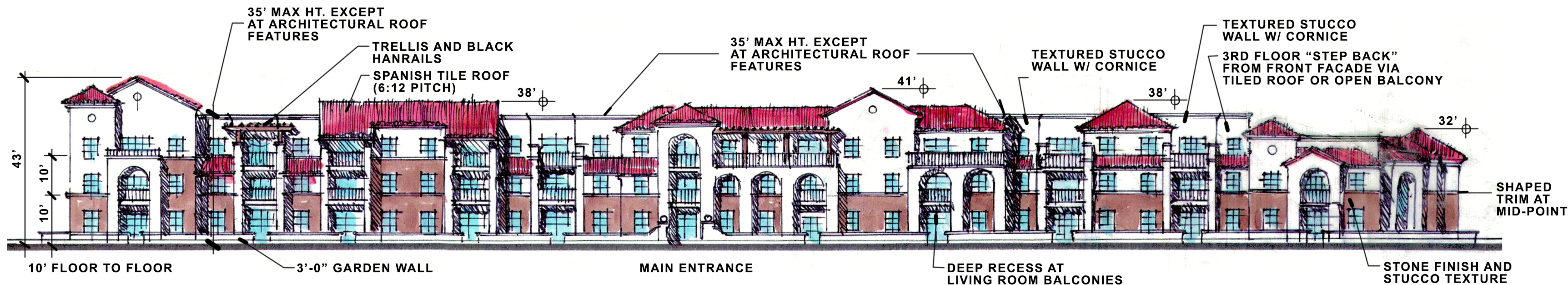
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DATE
05-02-2024

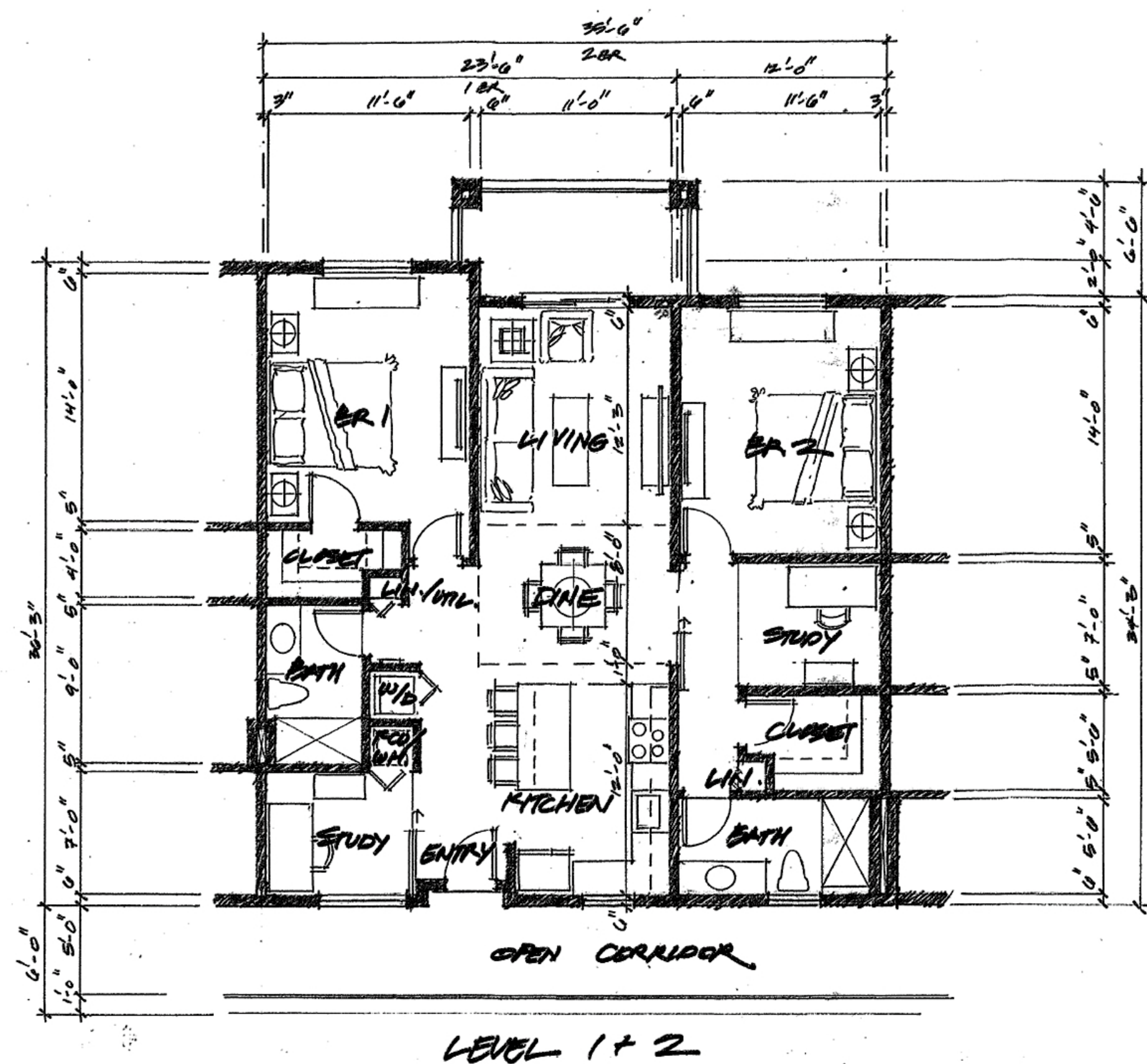
SCALE
AS NOTED

JOB NO.
23-013

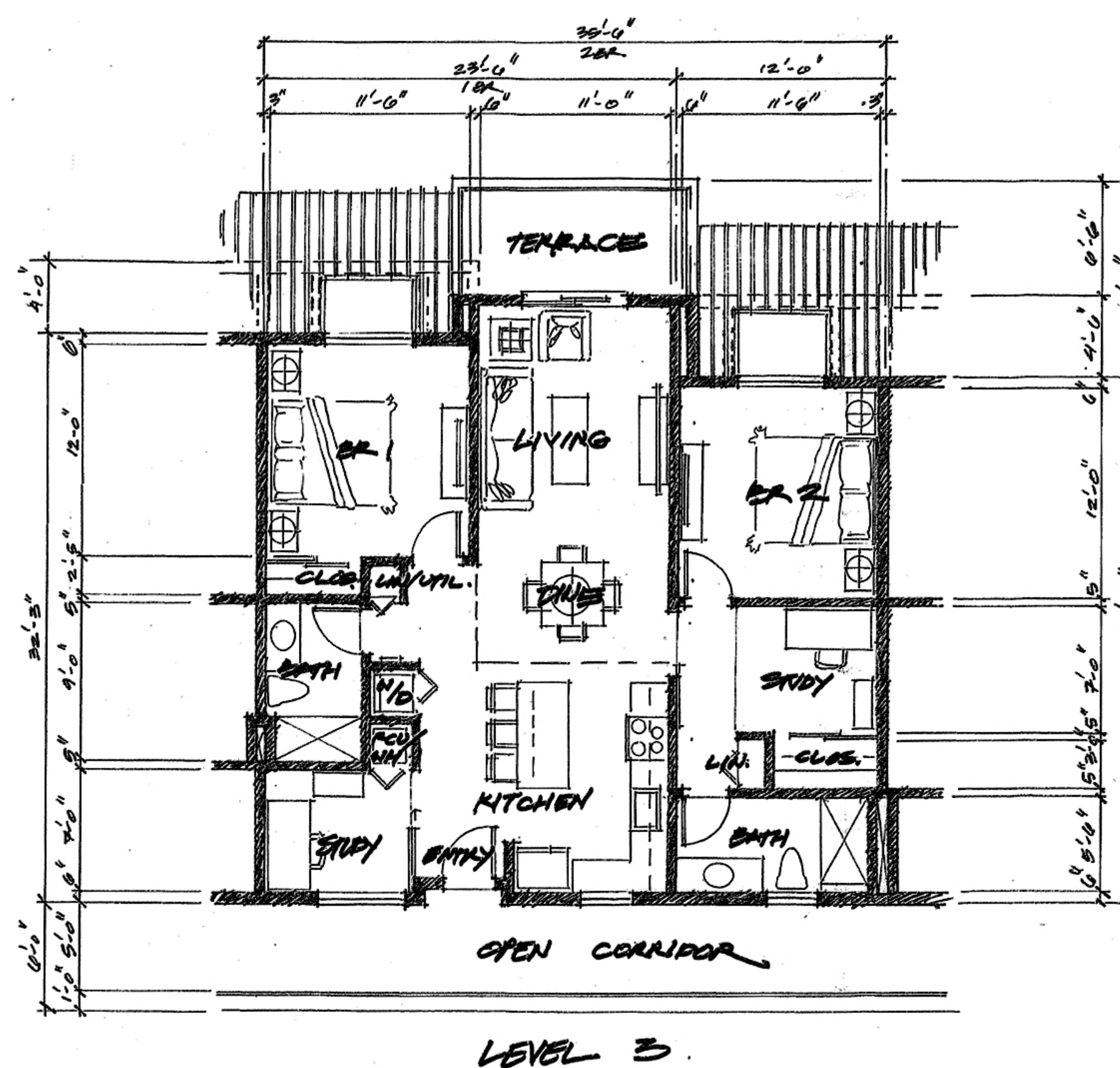
SHEET
A1.1



WELBOURNE AVENUE ELEVATION



A2 - TWO BEDROOM UNIT



A3 - TWO BEDROOM UNIT

REVISIONS
PERMIT SET
XX-XX-XX

SLOCUM PLATTS
ARCHITECTS, P.A.
RANDALL J. SLOCUM AR 13350 WILLIAM P. PLATTS AR 13262
670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751
TEL (407) 645-3019 FAX (407) 645-2771
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EXTERIOR ELEVATIONS
ROLLINS FACULTY
APARTMENTS
WINTER PARK
FLORIDA

DRAWN
WTEJr
CHECKED
WPP
DATE
05-02-2024
SCALE
A5 NOTED
JOB NO.
23-013
SHEET

A6.1



VIEW FROM WELBOURNE

REVISIONS	
PERMIT SET	XX-XX-XX

VIEW FROM WELBOURNE

ROLLINS FACULTY APARTMENTS

WINTER PARK

FLORIDA

SLOCUM PLATTS ARCHITECTS, P.A.



RANDALL J. SLOCUM AR 13350 WILLIAM P. PLATTS AR 13262
670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751
TEL (407)645-3019 FAX (407)645-2771
WWW.SLOCUMPLATTS.COM

DRAWN	WTEJr
CHECKED	WPP
DATE	05-02-2024
SCALE	AS NOTED
JOB NO.	23-013
SHEET	A1.0a



VIEW FROM WELBOURNE

REVISIONS	
PERMIT SET	XX-XX-XX

VIEW FROM WELBOURNE

ROLLINS FACULTY APARTMENTS

WINTER PARK

FLORIDA

SLOCUM PLATTS ARCHITECTS, P.A.



RANDALL J. SLOCUM AR 13350 WILLIAM P. PLATTS AR 13262

670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751

TEL (407)645-3019 FAX (407)645-2771

WWW.SLOCUMPLATTS.COM

DRAWN	WTEBjr
CHECKED	WPP
DATE	05-02-2024
SCALE	AS NOTED
JOB NO.	23-013
SHEET	A1.0b



VIEW FROM WELBOURNE AND VIRGINIA

REVISIONS	
PERMIT SET	XX-XX-XX

SLOCUM PLATTS

ARCHITECTS , P.A.

RP

.....

RANDALL J. SLOCUM AR 13350 WILLIAM P. PLATTS AR 13262

670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751

TEL (407)645-3019 FAX (407)645-2771

WWW.SLOCUMPLATTS.COM



VIEW FROM WELBOURNE

ROLLINS FACULTY APARTMENTS

WINTER PARK

FLORIDA

DRAWN	WTEBjr
CHECKED	WPP
DATE	05-02-2024
SCALE	AS NOTED
JOB NO.	23-013
SHEET	A1.0c

After Recording Return to:
City of Winter Park
Attn: City Clerk
401 S. Park Ave.
Winter Park, FL 32789

COMMUNITY BENEFIT AGREEMENT (Rollins College)

This **COMMUNITY BENEFIT AGREEMENT** (the “Agreement”) is made and entered into the ____ day of _____, 2024, between the **City of Winter Park, Florida**, a Florida municipality (“**City**”), whose address is 401 Park Avenue South, Winter Park, Florida 32789; **Rollins College**; a Florida non-profit corporation (“**Rollins College**”), whose address is 1000 Holt Avenue, Winter Park, Florida 32789 and **Holt Properties LLC**, a Florida limited liability company (“**Holt Properties**”), whose address is 1000 Holt Avenue, Winter Park, Florida 32789.

WHEREAS, Rollins College is a not-for-profit university located in the City which owns approximately fifty-six (56) acres which is used as its main campus (the “Main Campus”);

WHEREAS, Rollins College and Holt Properties own the properties generally located south of W. Welbourne Avenue, west of S. New York Avenue, north of W. New England Avenue and east of N. Virginia Avenue as set forth on **Exhibit “A”** attached hereto (“Subject Property”);

WHEREAS, the Subject Property is partially vacant and partially developed as fourteen (14) dwelling units (“Daniel Hunter Apartments”);

WHEREAS, Rollins College desires to redevelop the Subject Property as thirty (30) new dwelling units for Rollins faculty and professional staff;

WHEREAS, the City desires to ensure the orderly redevelopment of the Subject Property;

WHEREAS, Rollins College has submitted a request for a Final Conditional Use Permit for approvals to build thirty (30) units;

NOW, THEREFORE, in consideration of the premises thereof, the promises and provisions contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City, Rollins College and Holt Properties LLC agree as follows:

1. Incorporation of Recitals. The foregoing recitals shall be and are hereby incorporated into and made a part of this Agreement.

2. Conditional Use Permit. The following are conditions of approval:

(a) Rollins College and Holt Properties agree to prohibit the use of the dwelling units as undergraduate or graduate student housing or use for classroom instruction. Persons who are not Rollins College faculty or professional staff will not be permitted to lease dwelling units for a period of at least 30 years from the Effective Date of this Agreement.

(b) The Subject Property to remain subject to ad valorem taxes unless otherwise permitted by Florida Statutes.

(c) That a final landscape plan be approved by City staff with no drainage swales along Welbourne Avenue frontage to inhibit the landscape design.

(d) Rollins College shall provide to a Methods of Transportation and Construction Plan for staff approval prior to breaking ground on the Subject Property, in no event will construction staging or laydown area be placed on W. Welbourne Avenue right of way.

(e) No short-term rentals are permitted. Leases for dwelling units shall be a minimum of six (6) months. Each lease shall state that only plants and patio furniture are allowed on patios and balconies.

(f) During the initial construction of the building upon the Subject Property, Rollins College shall include solar energy panels on the roof.

(g) Rollins College shall work with the City in order to relocate the existing powerlines on the south side of W. Welbourne Avenue between Virginia Avenue and New York Avenue to underground locations within public right-of-way in coordination with the City prior to the final Certificate of Occupancy for the project.

(h) The project shall be constructed, operated and maintained upon the Subject Property consistent with the architectural drawings and site plan reviewed and approved by the City Commission on _____, 2024 as part of the conditional use permit and special permit approval process.

3. Workforce Housing Use Restriction. Rollins College and Holt Properties agree to only rent the proposed thirty (30) dwelling units to be constructed upon the Subject Property for workforce and attainable housing to Rollins College faculty and professional staff for a period of at least thirty (30) years from the Effective Date of this Agreement. For the purpose of this Agreement “professional staff” shall include full time employees of the following departments: Administration, Admissions, Finance, IT, Alumni Engagement, Student Services, Athletic Department and Career and Life Planning. Faculty and professional staff will be as screened by the Provost and VP for Business & Finance and Treasurer.

4. Welbourne Avenue. Rollins College agrees to reserve five feet (5’) along the West Welbourne Avenue frontage of the Subject Property for the City to install on-street parking. When requested by the City, Rollins College shall grant a five-foot (5’) City Services and Sidewalk

Easement to the City over said area. Such easement will be granted at no charge and without credit against any fee charged pursuant to the City of Winter Park Code of Ordinances.

5. Special Permit for Continuance of Non-Conforming Use. Pursuant to Land Development Code section 58-64(g), state that there are limited and special circumstances where overall community and public policy objectives of the city encourage, and shall be served by, the continuation of some nonconforming uses, provided said uses are not detrimental to the surrounding neighborhood and to the community values established in the city's comprehensive plan and city codes. In order to allow the continuation of a nonconforming use, the applicant must demonstrate, in this instance, that: (a) The use is capable of contributing in a positive way to the character and serves the need of the community, (b) Is compatible with, and not detrimental to, the surrounding neighborhood in terms of traffic, noise, parking, odor, light, intensity and land uses, hours of operation, landscaping, aesthetics, structural design, and density; and (c) Is consistent with the community values, objectives, and policies established in the city's comprehensive plan and City Code.

The City has reviewed the Conditional Use Permit application and the back-up material provided by Rollins College. The City hereby determines that following based on the competent and substantial evidence provided for consideration: (a) the proposed use of maintaining a portion of the non-conforming use of residential density will contribute in a positive way to the community by providing housing at below market rents in order to encourage Rollins faculty and professional staff (as defined herein) to live in the Central Business District proximate to their place of employment and within walking distance of the Central Business District's retail and restaurants. Further, this serves a need in the community of providing housing at workforce and attainable rents within the Community Redevelopment Agency (CRA) which encourage workforce housing options; (b) the proposed use is compatible with surrounding uses, to the north is a four-story mixed use project (condominiums at 25 units an acre and commercial) with a large parking garage, to the east and south are commercial uses and to the west is a mix of 2 and 3 story residential.; and (c) the Comprehensive Plan Housing Element section 3-2.0 and 3-1.1. together encourage the City to partner with private development to provide workforce and attainable housing in the City.

6. Conditional Use Permit. In exchange for the obligations set forth herein, the City agrees that the Preliminary Conditional Use Permit shall be valid for a term of five (5) years from the Effective Date of this Agreement.

7. Effective Date. This Agreement shall become effective upon City Commission approval of the Final Conditional Use Permit and the expiration of all appeal periods.

8. Notices. Any notice delivered with respect to this Agreement shall be in writing and shall be deemed to be delivered (whether or not actually received) (i) when hand delivered to the person(s) hereinafter designated, or (ii) upon deposit of such notice in the United States Mail, postage prepaid, certified mail, return receipt requested, addressed to the person at the address set forth opposite the Party's name below, or at such other address or to such other person as the party shall have specified by written notice to the other Party delivered in accordance herewith.

As to City: City of Winter Park
Attn: City Manager
401 Park Avenue South
Winter Park, Florida 32789

And a Copy to: Fishback Dominick LLP
Attn: Kurt Ardaman
1947 Lee Road
Winter Park, Florida 32789

As to Rollins and Holt Properties: Rollins College
Attn: Ed Kania
1000 Holt Avenue
Winter Park, Florida 32789

And a Copy to: Lowndes, Drosdick, Doster, Kantor & Reed, P.A.
Attn: M. Rebecca Wilson
215 N. Eola Drive
Orlando, Florida 32801

9. Amendment. This Agreement was required as a condition of approval for a Conditional Use Permit. Except as expressly provided herein, this Agreement contains the entire agreement between the parties and may not be changed, modified, amended, waived, or cancelled except by an amendment in writing and executed by each of the parties hereto after approval by the City Commission during a public hearing process amending the conditions of a Conditional Use Permit approval. Rollins agrees not to apply for or seek any amendments to this Agreement for at least five years from the Effective Date of this Agreement. Rollins agrees not apply for or seek any amendment to this Agreement that would delete the prohibition of use of the dwelling units as undergraduate or graduate student housing or use for classroom instruction.

10. Recording. This Development Agreement may be recorded in the official records of Orange County, Florida, at the time and expense of Rollins College.

11. Counterparts and Facsimile Signatures. This Agreement may be executed in one or more counterparts each of which shall be deemed an original but all of which together shall constitute one and the same instrument. This Agreement may be executed by facsimile or .pdf electronic signature by any party and such signature will be deemed binding for all purposes hereof without delivery of an original signature being thereafter required

12. Applicable Law and Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Each party agrees that any action or proceeding with respect to this Agreement may only be brought in a federal or state court situated in Orange County, Florida, and by execution and delivery of this Agreement, such party irrevocably consents to jurisdiction and venue in each such court

13. Binding Nature. This Agreement inures to the benefit of and is binding upon the successors or assigns in interest or the legal representatives of the parties hereto.

(SIGNATURES ON FOLLOWING PAGES)

WITNESSES:

CITY OF WINTER PARK, FLORIDA, a
Florida municipality

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization, this _____ day of _____, 2024, by
_____, as _____ of the City of Winter Park, a Florida
municipality, on behalf of the municipality. He (She) ☐ is personally known to me or ☐ has
produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

WITNESSES:

ROLLINS COLLEGE, a Florida non-profit corporation

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024, by _____, as _____ of Rollins College, a Florida non-profit corporation, on behalf of the corporation. He (She) ☐ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

WITNESSES:

HOLT PROPERTIES LLC, a Florida
limited liability company

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization, this _____ day of _____, 2024, by
_____, as _____ of Hold Properties, LLC, a Florida
limited liability company, on behalf of the company. He (She) ☐ is personally known to me or
☐ has produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

EXHIBIT “A”

Lots 4 through 12, and the north half of the vacated alley within Block 40 lying south thereof, Revised Map of the Town of Winter Park, as recorded in Plat Book “A”, Pages 67-72 and Plat Book “B”, Page 86 and Misc. Book 3, Page 220 of the Public Records of Orange County, Florida



STAFF AND FACULTY HOUSING

APRIL 2024

Staff and Faculty Housing

In Rollins College's Winter Park and metropolitan Orlando area, as in many cities across the United States, buying or renting housing near to where they work is becoming increasingly difficult for middle-income workers such as many Rollins employees. This is due in part to wages not keeping up with increasing costs of living but is due also to the limited supply of housing affordable to these workers. In response to limited affordable housing options in the areas where they work, many middle-income workers move to the outer fringes of a region, leading to longer commute times for the worker, higher levels of traffic, and other negative externalities for the surrounding area (Parlow, Matthew J. "Whither Workforce Housing?" *Journal of Affordable Housing & Community Development Law*; Chicago, Vol. 23, Iss 3/4 (2015): 373-391).

Access to stable and affordable housing options allows households to prioritize other important household expenses, grow their savings, and engage in long-term financial planning. It can also increase employee availability and reliability and support better job performance and career advancement opportunities. In today's economy, where competition for workers is strong, access to housing near one's place of work provides a competitive advantage for employers (*Economic Benefits of Affordable and Workforce Housing Options*, Ulster County (NY) Housing Smart Communities Initiative, July 2022).

Recognizing the challenges and benefits, several years ago Rollins College established a faculty housing program (<https://www.rollins.edu/property-management/faculty-housing/>). However, to date the challenges have outpaced the College's ability to meet them. "We have struggled in my tenure at Rollins to find enough availability (of staff and faculty housing) to meet the needs of incoming tenure track faculty," said Edward Kania, Vice President for Business & Finance and Treasurer. Dr. Donald Davison, Vice President for Academic Affairs and Provost, added, "It is becoming increasingly difficult to hire faculty, for many reasons, and the cost of living/housing is prominent among those reasons. Affordable housing close to campus contributes to faculty being able to attend campus events."

Students and their families choose Rollins because they value living and learning in a community grounded in close relationships between students, faculty, and staff. Faculty and staff having to live further and further away from campus is coming increasingly closer to constituting an existential threat to the College. The proposed staff and faculty housing project will situate several dozen faculty or staff members within walking or bicycling

distance from campus, not only connecting them with students (and one another) more closely and more frequently but also taking their motor vehicles largely off the local roads and aiding the economy in Winter Park's central business district.

A Strategy that Meets Multiple Needs

Rollins College has begun pursuing approval from the City of Winter Park to construct a staff and faculty housing apartment complex on a portion of the property the College owns three blocks north and two and one-half blocks west of the Rollins campus, in downtown Winter Park's Hannibal Square shopping and dining district, which also is only two blocks west of downtown Winter Park's Park Avenue shopping and dining district. The property is bounded on the north by West Welbourne Avenue, on the west by South Virginia Avenue.

Rollins plans to direct net leasing revenue from the housing to support scholarships to Rollins students with demonstrated financial need, and thereby execute on a second College strategic effort: filling a critical need to fund more of our unfunded financial aid. Doing that secures the economic viability of Rollins' core business plan.

Meeting the Moment

While momentum in academic and mission reputation and market position makes Rollins College an increasingly attractive place to teach, mentor, or otherwise serve, there is no denying or escaping "the other side" of Rollins' being situated near the epicenter of the dynamic Greater Orlando/Winter Park economy/milieu. The other side: unaffordable housing costs relative to one's income. The price per square foot for a single-family home in Rollins College's ZIP code in Winter Park (32789) is 44% higher than in the rest of Rollins' county (Orange County, Florida). Most of the rental product that both is near the Rollins campus and would appeal to Rollins employees rents for a minimum of \$1,800 to \$2,000 per month for a one-bedroom, one-bathroom unit, or for \$2,300+ per month for a two-bedroom, one-bathroom unit.

Although the high cost prevents most middle- and lower-income Rollins employees from living near the College, demand for staff and faculty housing near campus remains high. Students and their families choose Rollins because they value the students' living and Additionally, many of those who have been able to avail themselves of Rollins' faculty housing program extoll the virtues of living near campus.

Dr. Walter Mswaka, Associate Professor of Social Entrepreneurship, who currently is living in Rollins faculty housing, explained that his being able to move into a furnished apartment near campus upon his entry into this country from England for work "was great, because it made everything seamless and so much more convenient." Dr. Mswaka also said that being neighbors with some faculty members from different departments throughout the College has been not only wonderful for social purposes but also useful for building special connections; it even has helped those faculty members become more comfortable reaching across academic disciplinary boundaries for ideas and partnerships in their teaching, service, and research. Dr. Victoria Machado, Visiting Assistant Professor of Environmental

Studies, another current tenant in faculty housing, cited the availability of it as “one of the main reasons that I decided to accept a position at Rollins. I have found friendships there, and I really appreciate how close it is to campus.” Other tenants of the housing have also emphasized that living so close to campus facilitated their ability to engage more in the Rollins community beyond their teaching and advising. “Connection” has become a real thing for several faculty members who otherwise might never have assimilated so well into our living learning community.



April 23, 2024

City of Winter Park
401 Park Avenue South
Winter Park, FL 32789

Mr. John Harbilas:

A preliminary drainage analysis has been conducted for the proposed Rollins Faculty Apartments project located at 262 W Welbourne Ave, Winter Park to determine an approximate size for a dry detention stormwater vault storage system. This would be in the form of a stormwater exfiltration vault such as a StormTrap vault system. The vault system would provide the storage necessary for water attenuation and water quality treatment.

The site consists of 1.34 acres with type A soils throughout. The seasonal high groundwater table is assumed to be roughly at an 84' elevation or 8' deep, based on geotechnical borings done on the site. The approximate percent impervious area existing on site is 14.77% with a curve number of 47.7. It is assumed that the entire site drains to an existing storm inlet on the North-West corner of the property along S Virginia Ave. Based on Google Earth elevations, the site ranges from 91' to 93' in elevation with the relative slope draining from East to West.

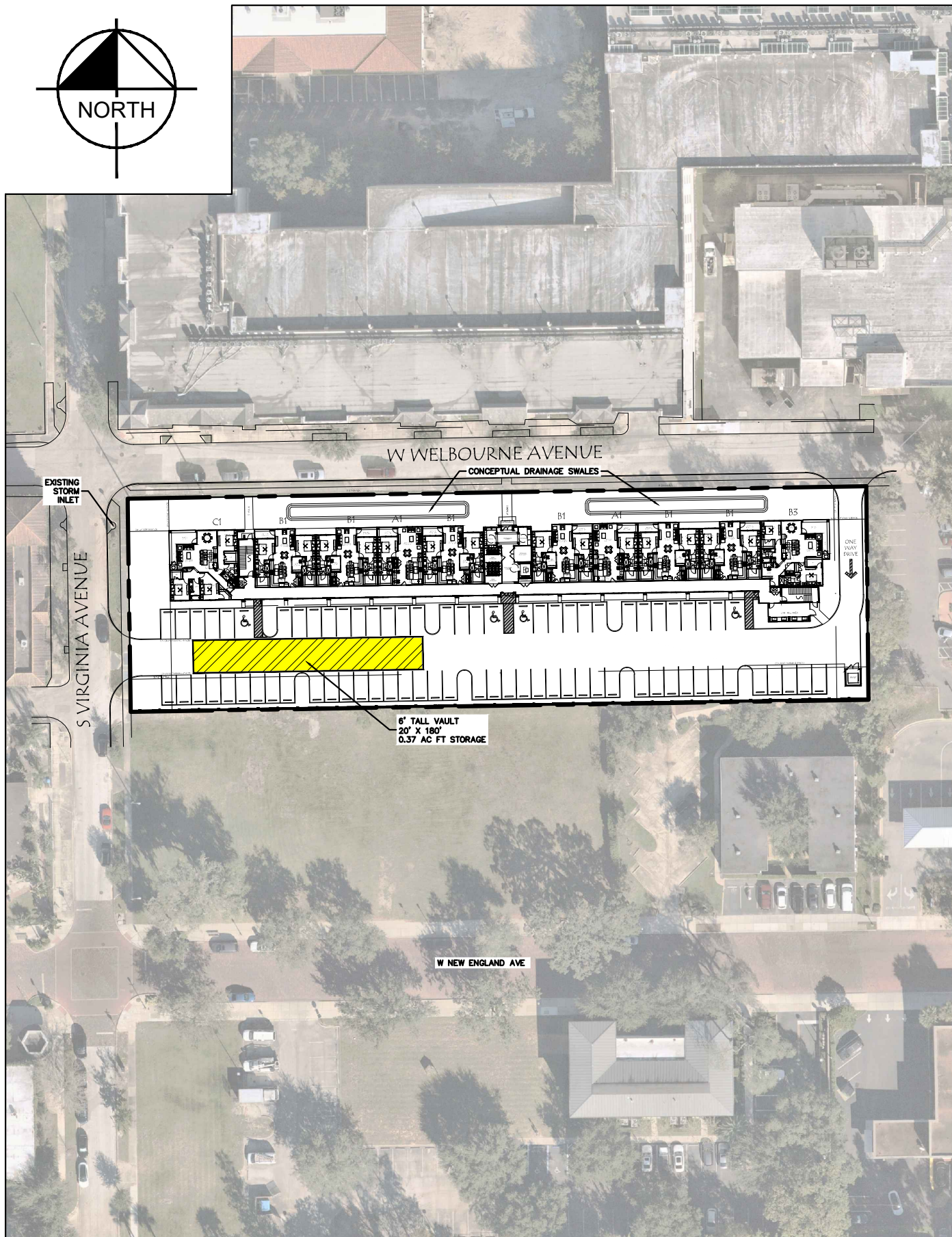
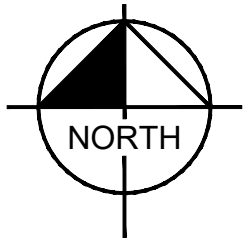
Per the City of Winter Park, Section 58 – Land Development Code, Article V, Division 1 – Stormwater Management, all City of Winter Park underground stormwater systems must meet the following requirements:

1. Two inches of runoff for all contributing impervious area.
2. Bottom of stormwater treatment system shall be constructed a minimum of one foot above the estimated seasonal high ground water elevation.
3. Proposed design shall now allow or permit the grade of the site to be elevated above two feet from the existing grade of the adjoining properties along right-of-ways.

Per the above requirements, a vault storage system has been preliminarily designed to treat and store the additional runoff from the post development. The proposed site has an approximate percent impervious area of 69.88% (or 0.94 Ac) with a curve number of 80.4. A treatment volume size of 0.16 Ac-Ft (0.94 total impervious area x 2") was determined to meet City requirements. The bottom of the vault is set at an elevation of 85' to provide one foot of clearance above the estimated seasonal high water table. In addition to storing the 2" of runoff from the City's requirement, the vault would also need to be sized to discharge equal to or less than the pre-development condition per the St. John's River Water Management District. Therefore, the vault would be sized appropriately to handle the limiting discharge rate. A 0.37 Ac-Ft storage vault size would provide enough storage to limit the discharge rate to match the existing discharge rate conditions for the design storm event defined by the Water Management District. This would be a 6' tall by 180' long by 20' wide concrete vault system that would sit on a rock layer. This all would need to be discussed and approved with the St. John's River Water Management District, but a preliminary analysis has determined that the site can handle the underground vault system and would allow this development to be constructed on this property.

Furthermore, swales around the proposed trees would be implemented along the northern property line to add some above ground dry detention storage in addition to the vault.

Please see **Exhibit A** attached for the approximate size and location of the stormwater vault system.



SCALE	N.T.S.
DESIGNED BY	VNT
DRAWN BY	VNT
CHECKED BY	JRS

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801
PHONE (407) 898-1511
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

DATE	04/22/2024
PROJECT NO.	249517000

**ROLLINS FACULTY
APARTMENTS
PRELIMINARY DRAINAGE**

DESIGN ENGINEER:	JEFFREY R. SWISHER
FLORIDA P.E. LICENSE NUMBER:	60275

SHEET NUMBER	EX-A
--------------	------

If you have any further questions, please do not hesitate to contact our office, or email me at jeff.swisher@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read "Jeff Swisher".

Jeffrey Swisher, P.E.
Project Manager

**Douglas Grand / Rollins
Community Engagement Meeting
June 24, 2024
5:00 p.m.
Alfond Inn- 2nd Floor Boardroom**

A G E N D A

- I. **Purpose of the Meeting:** To provide Rollins with the opportunity to understand and try to mitigate any real or perceived impacts the conditional use application for Staff and Faculty attainable housing have on the Douglas Grand community. The meeting is not intended to produce complete consensus but to encourage Rollins to be a good neighbor and to allow for informed decision making.
- II. **Introductions/Sign-in Sheet**
- III. **Status of Application Overview- Rollins Team**
- IV. **Topics for Discussion**
 - Comments/suggestions on Building Appearance
 - On-street recessed parking Welbourne Ave.- proposed agreement with City, treed bumpouts, 5' vs. 7' easement
 - On site parking spaces- pocket park detail, grassed parking detail
 - Unit entitlement- 22, 26, 30?
 - Identification of Community Benefits- Rollins/City
 - 2.5 stories on Welbourne Ave.
 - Landscape plan
 - Tax exemption/PILOT agreement
 - Other
- V. **Meeting Follow-up**
 - Summary of concerns
 - Description of how Rollins has addressed or intends to address DG input
 - Identification of input Rollins is unwilling to or unable to address and statement as to why
- VI. **Adjourn**

D R A F T Douglas Grand / Rollins
Community Engagement Meeting Summary
June 24, 2024

At its June 11, 2024 meeting, one of the reasons the Planning & Zoning Board tabled the Rollins Welbourne Ave. Staff and Faculty attainable housing application was to allow the owners of Douglas Grand Condominium and the Rollins team a second opportunity to meet. On June 24, 2024, 9 DG owners representing 7 units and 3 Rollins team members met at the Alford Inn as indicated by the attached attendee sign-in sheet. The meeting lasted 1 ¾ hours and the attached agenda reflects the topics discussed.

Status of Application- Overview

Rollins' Sam Stark welcomed the attendees and offered a brief history of the application from the first DG/Rollins meeting on December 19, 2023 through the current building rendering with two site plan options. He then introduced new architect Rob Schaeffer who provided an overview of the current application which includes the third and newest building appearance facade and elevation conceptual renderings abutting Welbourne Ave., the two site plan options and landscape details.

Topics for Discussion

Michael Dick provided an opening statement to structure the meeting along the goals of the proposed "Community Engagement" ordinance approved by P&Z and to be considered by the City Commission. He highlighted meeting protocol and presented the Topics for Discussion with the essentials as follows:

- Building Appearance- Attendees agreed that the current building appearance meets the code required threshold of compatibility with other buildings in the neighborhood. DG attendees praised the new appearance and two DG owners suggested three possible additions to the elevation- inclusion of partial facades with real stone or etched stone along with the textured stucco, adding some arched windows intermixed with the square window frames and window banding, all within the Mediterranean architectural theme.

Rollins believes that the proposed architecture is attractive and will be an enhancement to the neighborhood. Rollins already made significant and costly revisions and does not intend to revise the architecture again.

- On-street Recessed Parking- Sam confirmed Rollins was offering the City the 5' easement so the City could implement the recessed parking and treed bumpouts. Rob stated that a 5' easement is all that's needed when asked whether a 7' easement would be preferable.

Rollins agreed that no new parking spaces would be added on Welbourne due to the addition of recessed parking and that some existing parking availability could be lost due to the bumpouts.

- Onsite Parking Spaces- It was acknowledged that while Rollins had provided for the code required 2.5 spaces per unit or 75 spaces in its second site plan submission with the linear, monolithic building, DG owners agreed that 2.5 spaces per unit was not possible to achieve with the new articulated building design. A majority of DG owners, all facing Welbourne Ave., favored the Option 2 site plan which included the passive pocket park and provides 1.9 parking spaces per unit or 58 spaces. These majority attendees felt the proposed parking spaces were adequate. Another DG owner pointed out it was his perception in meetings with individual P&Z and Commission decision makers that a higher number of parking spaces were needed and that the number of Option 2 spaces was less than 2 per unit as proposed by Staff. He inquired whether another 2 spaces could be found in the pocket park or elsewhere on the site to at least meet the 2 per unit threshold or 60 spaces. Rob stated they had looked for other areas within the site but couldn't find room for any more spaces under Option 2. Rob also shared that the number of 2 spaces per unit was in alignment with other districts and jurisdictions under similar circumstances.

Rollins has offered the City 2 options for parking and will defer to City decision. Once the project is approved, Rollins can and will work with the City to refine the parking and, if possible, add more spaces.

- Unit Entitlement/Community Benefits- It was pointed out that the site is zoned R-3 allowing for 22 units but that Rollins had subsequently been successful in securing R-4 zoning intensity for a few lots entitling the site for 26 units. One DG owner stated Rollins had not "earned" the extra 4 units and requested that Rollins provide justification for the extra 4-unit request.

The Settlement Agreement grants 25 u/a for a portion of the property. Rollins is not required to "earn" those units. Rollins is seeking to vest 4 of the 14 Daniel Hunter apartments which will be demolished. Rollins has set forward its belief that providing housing for faculty and staff proximate to the College and downtown Winter Park is a benefit to the City.

Specifically related to "community benefit," it is hard to imagine the City enjoying such successes (vibrant business district, high property values, brand reputation, etc.) without the existence of Rollins College. And similarly, Rollins enjoys success that would not be actualized in other cities. The history of the City and College are inextricably connected and must be acknowledged that one thrives, in many ways, because of the other. Through support from other educational partners, business owners, community organizations, and non-profits, Rollins is, undeniably, a community benefit and this small

but significant request only helps the academic reputation of Rollins while helping attract students to sustain our business model.

- 2.5 Stories on Welbourne- Rob detailed Rollins' efforts to comply with the 2.5 story limitation on Welbourne Ave. and the consensus of DG owners found the Welbourne elevation treatment to be acceptable.

Acknowledged

- Landscape Plan- Rob offered greater detail on the proposed landscape plan and that it exceeded City specifications and attempted to emulate the layers of landscaping found on the Rollins campus. He also committed to buying trees early in the process and allowing them to grow to mitigate the costs of purchasing higher caliper trees. Alan stated the plan was prepared by Kimley Horne's landscape division and far exceeded what's required. DG attendees were pleased with the conceptual landscape plan and, while acknowledging that it couldn't go "hard" until the application was approved by the Commission, Rollins was urged to provide a "final" plan prior to the second approval reading.

At this time final landscape plans are not required, and we are pleased that the DG attendees like the conceptual landscape plan.

- Tax Exemption/PILOT Agreement- Sam reiterated Rollins previous public representations that Rollins will take advantage of any available tax exemption status allowed for the property. One attendee felt that even with a property tax exemption, the cost of basic City provided services for the developed site (fire, police, stormwater) should be borne by Rollins under a separate PILOT agreement. This was not a matter of being punitive to Rollins but simply Rollins paying its share of basic city services which will be provided.

The application pending before the City is not related to property taxes. It should also be pointed out that Rollins pays approximately \$1.2M annually property taxes (top 2 or 3 tax payer in the City). In addition, for the demographic occupying the units, it is unlikely there will be an excessive or frequent burden on police or fire departments.

Attendees on both sides felt this meeting was amicable and beneficial to both sides. A DG attendee commented that the first and only meeting back in December was cordial yet yielded no results on concerns brought forward by DG yet was hopeful that this meeting would advance remaining concerns.

Content approved and respectfully submitted:

8-82

7/16/24

Rollins

Date

Douglas Grand

Date

Prepared by and return to:
Catherine D. Reichmann, Esq.
Brown, Garganese, Weiss & D'Agresta, P.A.
P.O. Box 2873
Orlando, FL 32802-2873

DOC# 20110106240 B 10178 P 8948
03/01/2011 08 36 10 AM Page 1 of 16
Rec Fee \$137 50
Deed Doc Tax \$0 00
DOR Admin Fee \$0 00
Intangible Tax \$0 00
Mortgage Stamp \$0 00
Martha O. Haynie, Comptroller
Orange County, FL
SA - Ret To BROWN GARGANESE WEISS & D
SA

SETTLEMENT AGREEMENT

This Settlement Agreement ("Agreement") is entered into this 14th day of February, 2011, between the **City of Winter Park, Florida**, a municipality, 401 Park Avenue South, Winter Park, FL 32789, ("City"), and **New England Partners, LLC**, a Florida limited liability company, P.O. Box 2456, Winter Park, FL 32790, ("New England"), as follows

WITNESSETH

WHEREAS, New England is the owner of certain real property (the "Property") on Welbourne Avenue and New England Avenue in the City, being more particularly described in Exhibit "A" attached hereto

WHEREAS, for purposes of this Agreement, the Property will be referred to as the property at 316 W Welbourne Ave. (the "Welbourne Property"), and the property abutting New England Ave. (the "New England Property")

WHEREAS, in the 1991 Comprehensive Plan, the Welbourne Property was designated Multi-Family Residential with R-3 zoning, and this Comprehensive Plan designation allowed either R-3 or R-4 zoning, and had no limitation on the location of parking garages. If New England had requested and received approval for rezoning the Welbourne Property to R-4 before the 2009

Comprehensive Plan amendments then up to 25 units/acre would have been allowed

WHEREAS in the 2009 Comprehensive Plan and the 2010 Land Development Code the Welbourne Property was designated Medium Density Residential and zoned R 3 which allows a maximum of 110% FAR and a maximum of 17 units/acre The only compatible zoning is R-3

WHEREAS in 2010 the City adopted Land Development Code Sections 58-71(jj) and 58-84(bb) which provide that any above grade parking garage or parking deck shall be setback at least 100 feet from any property used for single family or low density residential

WHEREAS in a 1995 amendment to the Comprehensive Plan the New England Property was designated Commerce as the future land use designation and under the 1991 Comprehensive Plan this designation allowed 45% FAR

WHEREAS in the 2009 Comprehensive Plan the New England Property was designated Commercial which now allows up to 17 units/acre and up to 100% FAR and C 3 is the only compatible zoning district

WHEREAS for the New England Property in the 2010 Land Development Code the third floor must be residential

WHEREAS the City is unable to determine the actual impact on New England of any of the changes to the Comprehensive Plan and the Land Development Code without the benefit of an actual development application which demonstrates the actual achievable density for the Property

WHEREAS on May 10 2010 the parties entered into a Tolling Agreement tolling New England's claim under Fla Stat 70 001 the Bert Harris claim to allow the parties time to discuss possible settlement of the matter

WHEREAS New England seeks damages as a result of a burden New England has alleged on its ability to develop the Property as originally contemplated prior to the City's 2009 Comprehensive Plan and 2010 Land Development Code changes The City denies both the existence of a valid Bert Harris Claim and all liability that may arise from any Bert Harris claims raised by New England

WHEREAS the parties desiring to amicably resolve the issues in the Bert Harris claim have engaged in settlement negotiations relative to same

WHEREAS after having consulted with attorneys and consultants of their choice the parties desire to amicably resolve their differences to avoid expensive and protracted litigation

WHEREAS New England and the City agree to enter into this Agreement as full and complete resolution of all issues regarding the Bert Harris claim and to provide for the mutually acceptable redevelopment of the Property

WHEREAS this Agreement is authorized by the Charter and code of the City and by Fla Stat 70 001 even though suit has not yet been filed *Charlotte County Park of Commerce LLC v Charlotte County* 927 So 2d 236 (Fla 2d DCA 2006)

WHEREAS the City has determined with New England's agreement that the terms of this Agreement protect the public interest served by the City's

Comprehensive Plan and Land Development Code and this Agreement allows the City to avoid protracted expensive litigation and the possibility of a large judgment including the payment of New England's attorneys' fees the cost of which would be a burden on all taxpayers in the City

WHEREAS the City has determined with New England's agreement that the terms of this Agreement constitute the appropriate relief necessary to prevent the 2009 Comprehensive Plan and the 2010 Land Development Code amendments from inordinately burdening the Property

NOW, THEREFORE, in consideration of the terms and conditions set forth herein the parties agree as follows

1 **Incorporation of Recitals** The recitals set forth above are true and accurate and are hereby incorporated herein

2 **New England Property Land Use** Regarding the New England Property the City agrees to process New England's application to change the future land use to CBD and the zoning to C-2 The parties agree that the application shall follow the standard notice and hearing procedures The future land use shall be processed first The City agrees to waive all application fees The City acknowledges that C-2 is the only zoning category consistent with CBD land use per Table 2 Chapter 1 of the City's Comprehensive Plan

3 **Welbourne Property Land Use** Regarding the Welbourne Property the City agrees to an interpretation of Sections 58-71(jj) and 58-84(bb) of the City's Land Development Code That Section's reference to parking garage shall mean a multi-level parking garage structure designed for

commercial use and not a parking garage that is one level and part of a residential dwelling

4 **Welbourne Property Intensity** Regarding the Welbourne Property in light of New England's expenditures toward development of the Property prior to the recent Comprehensive Plan Change the City Agrees in order to settle the claim to allow maximum density of 25 units per acre so long as the R 3 zoning standards are met in all other respects In other words the Welbourne Property may develop with R-4 density (25 units/acre) subject to R 3 development standards

5 **Conditions of Effectiveness of Agreement** If approval of the Comprehensive Plan amendment and rezoning for the New England Property is not granted by the City or is challenged by an independent third party then this Agreement will be null and void and of no force and effect and the parties shall return to their former positions under the Tolling Agreement Further the parties rights positions defenses and claims in the Bert Harris Claim shall not be affected by having entered into this Agreement or by the Agreement having been voided pursuant to the provisions of this paragraph

6 **Tolling Agreement** The Tolling Agreement shall remain in effect during the pendency of the approval process for the New England Property If the approval is not granted the Tolling Agreement shall continue in accordance with its terms

7 **Release and Waiver** As a material inducement for the City to execute this Agreement New England for and on behalf of themselves and their

respective existing past and/or future partners managers employees and independent agents shareholders members officers directors including their respective successors and assigns do hereby now and forever jointly and severally release relinquish waive discharge acquit satisfy and forever discharge the City from any and all claims actions causes of action damages and costs and liability whatsoever in law or in equity whether presently known or hereafter discovered absolute or contingent which New England ever had now has or hereafter may have against the City based upon pertaining to relating to or arising out of the City's 2009 Comprehensive Plan or the 2010 amendments to the Land Development Code the application of the plan and code changes to New England's Property or the validity constitutionality or enforceability of the City's 2009 Comprehensive Plan or the 2010 amendments to the Land Development Code New England acknowledges that it is signing this Agreement with full knowledge of any and all rights it may have and that it is not relying upon any representations or warranties made by the City and New England hereby assumes the risk of any mistake of fact now known or unknown to New England

8 **Effective Date** This Agreement shall become effective as of the date it is approved by the City Commission of the City and is executed by the appropriate official of the City and New England Properties (the Effective Date)

9 **Enforcement** In the event of a default of this Agreement and as a condition of any party exercising any enforcement remedies the non defaulting party shall provide written notice of the default to the defaulting party The

defaulting party shall have ninety (90) days from receipt of such notice to cure such default. If the defaulting party fails to cure within ninety (90) days, then the non defaulting party shall be entitled to seek specific performance and injunctive relief and shall be entitled to an order of the court to enforce this Agreement and other equitable relief as the court may deem just.

10 **Notices** All notices and other communication as required or permitted to be given hereunder shall be in writing and shall be mailed by certified or registered mail, postage prepaid, or by Federal Express Airborne Express or similar overnight delivery service, addressed as follows:

If to City
City of Winter Park
401 Park Avenue South
Winter Park, FL 32789
Attn: City Manager
Telephone: 407-599-3245

With copies to
Brown, Garganese, Weiss & D'Agresta, P.A.
111 N. Orange Ave., Suite 2000
Orlando, FL 32801
Attn: City Attorney
Telephone: 407-425-9566

If to New England
New England Partners, LLC
P.O. Box 2456
Winter Park, FL 32790
Attn: Managing Member

With copies to
Rebecca Furman, Esq.
215 North Eola Drive
Orlando, FL 32801

11 **Further Representations and Warranties** New England hereby represents and warrants that (a) New England and its general partners are each

in good standing under the laws of the State of their formation (b) New England is duly authorized to transact business in the State of Florida and (c) New England and its general partners have taken corporate and partnership action necessary to authorize this Agreement The City hereby represents and warrants that the City has the power to enter into this Agreement The parties mutually represent and warrant that this Agreement has been duly authorized by the City pursuant to the City Charter City Code and is in accord with Florida law in effect as of the Effective Date

12 **Miscellaneous**

a **Construction and Governing Law** This Agreement was drafted by all parties and therefore any ambiguity shall not be construed against any party In addition this Agreement has been executed and delivered in and should be interpreted construed and enforced pursuant to and in accordance with the laws of the State of Florida

b **Counterparts** If multiple counterparts of this Agreement are executed each shall be deemed an original but all counterparts together shall constitute one and the same instrument

c **Headings** The section and paragraph headings contained in this Agreement are for reference purposes only and shall not affect in any way the meaning or interpretation of this Agreement

d **Entire Agreement** This Agreement sets forth all the promises agreements conditions and understandings among the parties hereto as to the subject matters referenced herein and supersedes all

prior and contemporaneous agreements understandings inducements or conditions expressed or implied oral or written except as herein contained

e **Assignments/Binding Nature** This Agreement will be binding upon and shall inure to the benefit of the City and New England and each party's subsidiaries affiliates successors and assigns Further the parties agree that they will not challenge the adoption of or the validity constitutionality or enforceability of the provisions contained within this Agreement New England shall have a right of assignment of rights and obligations under this Agreement but New England agrees not to assign its rights and obligations under this Agreement unless the transferee shall execute and deliver to the City a consent to be bound by the terms and conditions of this Agreement which consent shall be in substantially the form attached hereto as Exhibit B

f **Amendments** No change in or addition to this Agreement shall be enforceable unless evidenced by a writing executed by the parties Any such enforceable amendment(s) shall become effective on the date stipulated therein

g **Release and Waiver** Any condition to a party's obligation hereunder may be waived by that party provided such waiver is in writing However the waiver by any party of a breach or violation of any provision of this Agreement shall not operate as or be construed to be a waiver of any subsequent breach of the same or any other provision hereof The

failure by any party to timely enforce any of the provisions of this Agreement shall not be deemed a waiver thereof

h **Invalidity** If any section phrase or portion of this Agreement 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 hereof In the event this Agreement is invalidated by a third party then the parties hereto shall be returned to their respective legal positions as such existed on the date on day prior to the Effective Date of this Agreement

i **Integrated Agreement** Each party's obligations hereunder are dependent upon performance of the material obligations of the other party

j **Third Party Challenges** In the event that this Agreement is invalidated by a court of competent jurisdiction as a result of a challenge instituted by a third party all the rights of obligations of the parties hereto shall terminate and be of no further force and effect including without limitation any claim by New England for vested rights arising under this Agreement Further in the event this Agreement is terminated under this provision the parties hereto shall then be returned to their respective legal positions as existing on the Effective Date

k **Compromise of Disputed Claims** The parties acknowledge that this Agreement is a compromise and resolution of the

disputed claims and agree that neither this Agreement nor any action taken in furtherance of this Agreement shall ever be treated as an admission or evidence of liability by any of them for any purpose whatsoever nor shall it be admissible in Court

l **No Third Party Beneficiaries** This Agreement is intended for the sole benefit of the parties and their subsidiaries affiliates successors or assigns No other person or entity shall have any right of action hereunder or be deemed to be a third party beneficiary of any provision contained herein

m **Attorneys' Fees and Costs** Each party agrees to bear the expense of its own attorneys fees and costs in connection with the settlement of New England's Bert Harris claim and with the negotiation and preparation of this Agreement In the event a dispute or litigation arises in connection with this Agreement neither party shall be entitled to the recovery of attorneys fees or costs incurred in connection therewith whether suit be brought or not It is the specific intent of both the City and New England that each party to this Agreement bear its own attorneys fees and costs Should this Agreement become null and void under Paragraph 4 then Fla Stat §70.001 shall govern the award of attorneys fees

n **No Precedent** This Agreement does not create a precedent obligating the City to enter any other contract as to settle any other matter consistent with subsection l hereinabove

IN WITNESS WHEREOF, the parties hereto have executed this Agreement
this 15th day of FEBRUARY 2011

WITNESSES

Troy Stevens
Printed name Troy Stevens

NEW ENGLAND PARTNERS, LLC
a Florida limited liability company

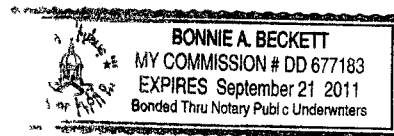
By Robert P. Hold
Printed name ROBERT P HOLD
Title MANAGING MEMBER

Jean Ferland
Printed name Jean Ferland

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this 15th day
of FEBRUARY 2011 by ROBERT P HOLD the
MANAGING MEMBER of NEW ENGLAND PARTNERS LLC a Florida limited
liability company (check one) ☒ who is personally known to me or ☐ who
produced _____ as identification

Bonnie A. Beckett
Notary Public – State of Florida
Print Name BONNIE A BECKETT
My Commission expires 09/21/2011



CITY OF WINTER PARK

Kenneth W. Bradley
Kenneth W Bradley Mayor

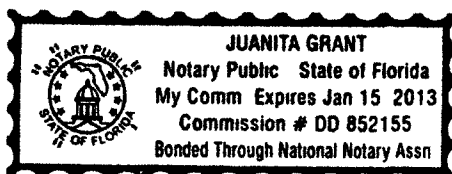
ATTEST

Cynthia Bonham
Cynthia Bonham
City Clerk

Date 2-15-11

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this 15th day of FEBRUARY 2011 by Kenneth W Bradley Mayor of the CITY OF WINTER PARK a Florida municipal corporation (check one) ☒ who is personally known to me or ☐ who produced _____ as identification



Juanita Grant
Notary Public – State of Florida
Print Name JUANITA GRANT
My Commission expires _____

G:\D ICty fW t P k\La d Development\Legal Challenge to La d D l pme t Code & Comp Plan\Tolling Agr em t W w E gl d Part s\Settlement Agreement 2 10 11 clean d

LEGAL DESCRIPTION

Lots 9 10 11 and 16 Block 40 REVISED MAP OF THE TOWN OF WINTER PARK according to the plat thereof as recorded in Plat Book A Pages 67 through 72 inclusive Public Records of Orange County Florida together with the North half of the alley vacated by the City of Winter Park by instrument recorded in Official Records Book 3663 Pages 2787 and 2788 abutting the South lot line of Lots 9 10 11 and 16

EXHIBIT "A"

EXHIBIT B
[Proposed Consent by Transferee]

AGREEMENT OF TRANSFeree

Under this Agreement of Transferee made this _____ day of _____

(Transferee) acknowledges and agrees as follows

1 Transferee acknowledges that _____
[New England Partners LLC or identity of New England Partners LLC successor in interest who owns the property at the time of this agreement of Transferee] is transferring the property located at 316 W Welbourne Avenue Winter Park Florida ('Property ') to Transferee as reflected in Exhibit _____

2 Transferee acknowledges that New England Partners LLC and the City of Winter Park have entered into an Settlement Agreement dated as of _____ (copy attached) and recorded in O R Book _____ Page _____ Public Records of Orange County Florida which related to the settlement of a Bert Harris claim concerning the Property Transferee acknowledges having received a copy of said Settlement Agreement and understands all of the terms provisions conditions and limitations of that Settlement Agreement

3 In consideration for receiving the benefits of the transfer of the Property and for other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged Transferee agrees to be bound by all of the terms provisions conditions and limitations of that Settlement Agreement as the same may apply to the Property owned by me or in which I have an interest including the condition that the undersigned Transferee obtain this same agreement from any subsequent transferee

(print name)

After Recording Return to:
 Rebecca Wilson, Esq.
 215. N. Eola Drive
 Orlando, Florida 32801

ASSIGNMENT OF SETTLEMENT AGREEMENT

THIS ASSIGNMENT OF SETTLEMENT AGREEMENT (“**Assignment**”) is made as of AUGUST 1, 2024 (the “**Assignment Date**”), by and between **NEW ENGLAND PARTNERS, LLC**, a Florida limited liability company, whose address is P.O. Box 2456, Winter Park, FL 32790, (“**New England**”), and **ROLLINS COLLEGE**, a Florida non-profit corporation whose address is 1000 Holt Avenue, Winter Park, Florida 32789 (“**Rollins College**”) and **HOLT PROPERTIES, LLC**, a Florida limited liability company, whose address is 1000 Holt Avenue, Winter Park, FL 32789 (“**Holt Properties**”), with reference to the following facts:

RECITALS:

A. New England is a party to that certain Settlement Agreement with the **City of Winter Park, Florida**, a municipality, whose address is 401 Park Avenue South, Winter Park, FL 32789 (the “**City**”), dated February 14, 2011, recorded in Orange County Official Records Book 10178, Page 8948 (the “**Settlement Agreement**”).

B. The Settlement Agreement amicably resolved the issues between New England and the City related to a Bert Harris Act claim impacting Lots 9, 10, 11 (“**Welbourne Property**”) and 16 (“**New England Property**”) as further described in Exhibit “A” to the Settlement Agreement.

C. On or about February 16, 2011 New England sold the New England Property and the Welbourne Property to Rollins College along with all “tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.”

D. On or about May 17, 2018 Rollins College transferred the Welbourne Property to its affiliate entity Holt Properties.

E. The Settlement Agreement states that it shall “inure to the benefit of the City and New England and each party’s subsidiaries, affiliates, successors and assigns.”

F. The Settlement Agreement permits New England to assign its rights and obligations under the Settlement Agreement, provided New England obtains a consent from the assignee in the form of consent attached hereto as Exhibit A (the “**City Consent**”).

G. In order to remove any confusion or misunderstanding, New England affirms its intent to assign its rights and obligations arising from the Settlement Agreement to Rollins College and its subsidiaries, affiliates, successors and assigns.

H. Further, Rollins College affirms its intent to assign its rights and obligations arising from the Settlement Agreement to Holt Properties which is a limited liability company owned by Rollins College.

NOW, THEREFORE, for and in consideration of the sum of Ten Dollars (\$10.00), and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, New England, Rollins College and Holt Properties, intending to be legally bound, agree as set forth below:

1. Recitals. The above recitals are true and correct and are incorporated herein by this reference.

2. Assignment and Assumption. New England hereby assigns and transfers to Rollins College and Holt Properties, and Rollins College and Holt Properties hereby accept and assume, all of New England's right, title, interest and obligations, to perform under the Settlement Agreement.

3. City Consent. Concurrent with the execution of this Assignment, Rollins College and Holt Properties shall execute the City Consent and deliver such consent to the City of Winter Park, Florida as set forth in the Settlement Agreement.

4. Authority. Each individual executing this Assignment represents and warrants that it has the lawful right and authority to execute this Assignment on behalf of the party for which such individual is signing.

5. Notices. Notices associated with the Settlement Agreement, which previously would be sent to New England, shall be sent to Rollins College and Holt Properties at the following address:

To Rollins College and Holt Properties:

Rollins College
Attn: Ed Kania
1000 Holt Avenue
Winter Park, Florida 32789

With a copy to:

Lowndes, Drosdick, Doster, Kantor & Reed,
P.A.
Attn: Rebecca Wilson, Esq.
215 North Eola Drive
Orlando, Florida 32801
Tel (407) 418-6250
Fax (407) 843-4444
Email: rebecca.wilson@lowndes-law.com

6. Counterparts; Recording; Notification of Third-Parties. This Assignment may be executed in separate counterparts, each of which shall be deemed an original, and all of which when taken together, shall constitute one and the same instrument. Electronic and facsimile signatures to this Assignment shall have the same force and effect as originals.

[Signatures begin on following page.]

[New England Signature Page – Assignment of Settlement Agreement]

IN WITNESS WHEREOF, the parties have executed this Assignment to be effective as of the Assignment Date.

WITNESSES:

NEW ENGLAND PARTNERS, LLC, a
Florida limited liability company

Robin C. Drier
Print Name: Robin C. Drier
Address: 1031 W. Morse Blvd. Ste 150
Winter Park, FL 32789

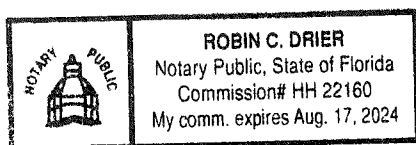
By: *James T. Barnes*
Name: Jim Barnes
Title: Managing Member

Hung T. Nguyen
Print Name: Hung T. Nguyen
Address: 1031 W. Morse Blvd Suite 150
Winter park FL 32789

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 31 day of July, 2024, by Jim Barnes, as authorized agent of New England Partners, LLC, a Florida limited liability company, on behalf of the company. He (She) ☒ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)



Robin C. Drier
Notary Public Signature
ROBIN C. DRIER
(Name typed, printed or stamped)

[Signatures continue on following page]

[Rollins College Signature Page – Assignment of Settlement Agreement]

WITNESSES:

ROLLINS COLLEGE, a Florida non-profit corporation

Claudia Naranyo
 Print Name: Claudia Naranyo
 Address: 1000 Holt Ave.
Winter Park FL 32789

DocuSigned by:
Ed Kania
 By: 4A88CAD7C28344E...
 Name: Ed Kania
 Title: Vice President

K.M. Currie
 Print Name: K.M. Currie
 Address: 1000 Holt Ave, 2117
Winter Park, FL 32789

STATE OF FLORIDA
 COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☒ online notarization, this 1 day of August, 2024, by *Ed Kania*, as VP of Rollins College, a Florida non-profit corporation, on behalf of the company. He (She) ☒ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)



Kathleen M. Currie
 Notary Public Signature

Kathleen M. Currie
 (Name typed, printed or stamped)

[Signatures continue on following page]

[Holt Properties Signature Page – Assignment of Settlement Agreement]

WITNESSES:

HOLT PROPERTIES, LLC, a Florida
limited liability company

Claudia Naranyo
Print Name: Claudia Naranyo
Address: 1000 Holt Ave
Winter Park FL 32789

DocuSigned by:
Ed Kania
By: _____
Name: Ed Kania
Title: Vice President

K.M. Currie
Print Name: K.M. Currie
Address: 100 Holt Ave, 2717
Winter Park, FL 32789

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☒ online notarization, this 1st day of August, 2024, by
Ed Kania, as VP of Holt Properties, LLC, a Florida
limited liability company, on behalf of the company. He (She) ☒ is personally known to me or
☐ has produced _____ as identification.

(NOTARY SEAL)



Kathleen M. Currie
Notary Public Signature

Kathleen M. Currie
(Name typed, printed or stamped)

EXHIBIT A

FORM OF CITY CONSENT

AGREEMENT OF TRANSFeree

Under this Agreement of Transferee, made this ____ day of _____, _____, _____
_____, ("Transferee") acknowledges and agrees as follows:

1. Transferee acknowledges that _____ *[New England Partners, LLC, or identity of New England Partners LLC successor in interest who owns the property at the time of this agreement of Transferee]* is transferring the property located at 316 W. Welbourne Avenue, Winter Park, Florida ("Property") to Transferee as reflected in Exhibit ____.

2. Transferee acknowledges that New England Partners, LLC, and the City of Winter Park have entered into an Settlement Agreement dated as of _____, (copy attached) and recorded in O.R. Book ___, Page ___, Public Records of Orange County, Florida, which related to the settlement of a Bert Harris claim concerning the Property. Transferee acknowledges having received a copy of said Settlement Agreement and understands all of the terms, provisions, conditions, and limitations of that Settlement Agreement.

3. In consideration for receiving the benefits of the transfer of the Property and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Transferee agrees to be bound by all of the terms, provisions, conditions, and limitations of that Settlement Agreement as the same may apply to the Property owned by me or in which I have an interest, including the condition that the undersigned Transferee obtain this same agreement from any subsequent transferee.

(print name)

EXHIBIT A

FORM OF CITY CONSENT

AGREEMENT OF TRANSFEREE

Under this Agreement of Transferee, made this 5th day of August, 2024, Rollins College ("Rollins") and Holt Properties LLC ("Holt") (together "Transferees") acknowledge and agree as follows:

1. Rollins acknowledges that New England Partners LLC transferred the property located at 316 W. Welbourne Avenue, Winter Park, Florida ("Property") to Rollins as reflected in Exhibit A.

2. Holt is an affiliate of Rollins and Holt acknowledges that Rollins transferred a portion of the property located at Lots 9, 10 and 11 W. Welbourne ("Welbourne Property") to Holt as reflected in Exhibit B.

3. Transferees acknowledge that New England Partners, LLC, and the City of Winter Park have entered into a Settlement Agreement dated as of February 14, 2011, (copy attached) and recorded in O.R. Bok 10178, Page 8948, Public Records of Orange County, Florida, which related to the settlement of a Bert Harris claim concerning the Property. Transferees acknowledge having received a copy of said Settlement Agreement and understand all of the terms, provisions, conditions, and limitations of that Settlement Agreement.

4. In consideration for receiving the benefits of the transfer of the Property and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Transferees agree to be bound by all terms, provisions, conditions and limitations of that Settlement Agreement as the same may apply to the Property owned by me or in which I have an interest, including the condition that the undersigned Transferees obtain this same agreement from any subsequent transferee.

ROLLINS COLLEGE, a Florida non-profit corporation

DocuSigned by:
By: Ed Kania
4A38FAE7C2984E
Its: Vice President

HOLT PROPERTIES, LLC, a Florida limited liability company

By: Rollins College, a Florida not-for-profit corporation,
Its managing member

DocuSigned by:
By: Ed Kania
4A38FAE7C2984E
Its: Vice President

Exhibit A

This Instrument Prepared by and Return To:
Victor E. Woodman, Esquire
Winderweedle, Haines, Ward & Woodman, P.A.
P. O. Box 880
Winter Park, FL 32790

DOC# 20110097155 B: 10176 P: 8584
02/23/2011 03:02:30 PM Page 1 of 3
Rec Fee: \$27.00
Deed Doc Tax: \$5,460.00
DOR Admin Fee: \$0.00
Intangible Tax: \$0.00
Mortgage Stamp: \$0.00
Martha O. Haynie, Comptroller
Orange County, FL
PU - Ret To: WINDERWEEDLE HAINES WARD


Property Folio Number: 05-22-30-9400-40-090

(Space Above This Line for Recording Data)

This Special Warranty Deed Made and executed the 16th day of February A.D. 2011

by **NEW ENGLAND PARTNERS, LLC**, a Florida limited liability company

and having its principal place of business at 301 S. New York Ave., Suite 200, Winter Park, FL 32789

hereinafter called the grantor, to **ROLLINS COLLEGE**, a Florida not-for-profit corporation

whose post office address is 1000 Holt Avenue, #2717, Winter Park, FL 32789

hereinafter called the grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth: That said grantor, for and in consideration of the sum of TEN AND NO/100 COLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Orange** County, Florida, to-wit:

New England Property:

Lot 16, Block 40, REVISED MAP OF THE TOWN OF WINTER PARK, according to the plat thereof as recorded in Plat Book "A", Pages 67 through 72, inclusive, Public Records of Orange County, Florida; together with the South half of the alley vacated by the City of Winter Park, by instrument recorded in Official Records Book 3663, Pages 2787 and 2788, abutting the North lot line of lot 16.

Welbourne Property:

Lots 9, 10, and 11, Block 40, REVISED MAP OF THE TOWN OF WINTER PARK, according to the plat thereof as recorded in Plat Book "A", Pages 67 through 72, inclusive, Public Records of Orange County, Florida; together with the North half of the alley vacated by the City of Winter Park, by instrument recorded in Official Records Book 3663, Pages 2787 and 2788, abutting the South lot line of lots 9, 10, and 11.

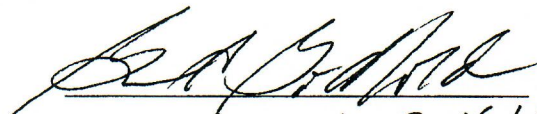
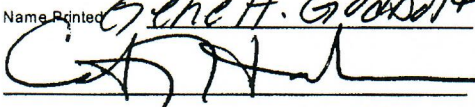
Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that it is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under grantors.

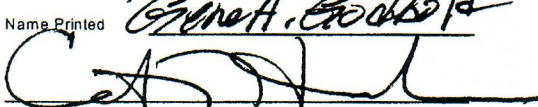
In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

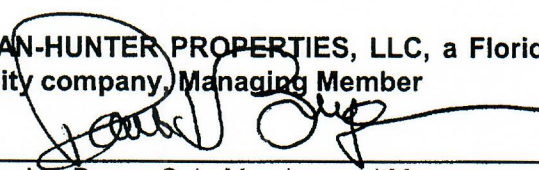

Name Printed Gene H. Godbold

Name Printed CATHY HAHN

NEW ENGLAND PARTNERS, a Florida limited liability company

By: 
Robert P. Hold, Managing Member


Name Printed Gene H. Godbold

Name Printed CATHY HAHN

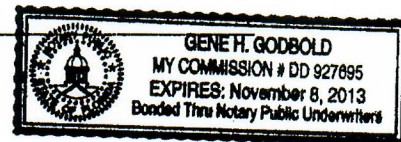
BRYAN-HUNTER PROPERTIES, LLC, a Florida limited liability company, Managing Member

By: 
Paul F. Bryan, Sole Member and Manager

**STATE OF FLORIDA
COUNTY OF ORANGE**

The foregoing instrument was acknowledged before me this 15th day of February, 2011 by ROBERT P. HOLD as Managing Member of NEW ENGLAND PARTNERS, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced _____ as identification.


Notary Public
Print Name: _____
My Commission Expires: _____



STATE OF FLORIDA
COUNTY OF ORANGE

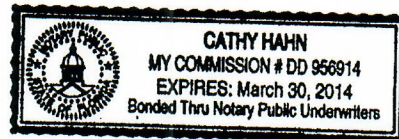
The foregoing instrument was acknowledged before me this 15th day of February, 2011 by PAUL F. BRYAN as **Sole Member and Manager** of **BRYAN-HUNTER PROPERTIES, LLC**, a Florida limited liability company, a **Managing Member** of NEW ENGLAND PARTNERS, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced _____ as identification.



Notary Public

Print Name: _____

My Commission Expires: _____



R:\ROLLINS\Hold\Closing Docs - Both\deed-rc.wpd
2/14/11 (2:13 pm)

DOC# 20180298760
 05/18/2018 03:39:23 PM Page 1 of 2
 Rec Fee: \$18.50
 Deed Doc Tax: \$0.70
 DOR Admin Fee: \$0.00
 Intangible Tax: \$0.00
 Mortgage Stamp: \$0.00
 Phil Diamond, Comptroller
 Orange County, FL
 PU - Ret To: SWANN & HADLEY PA

Return To and Prepared By:

Ralph V. Hadley III, Esquire
 Swann Hadley Stump Dietrich & Spears, P.A.
 200 E. New England Avenue, Suite 300
 Winter Park, FL 32789

Property Appraiser Parcel
 Identification (Folio Number(s))
05-22-30-9400-40-090

THIS SPECIAL WARRANTY DEED is made the 17th day of May, 2018, by **ROLLINS COLLEGE**, a Florida not-for-profit corporation, and whose address is 1000 Holt Avenue, #2717, Winter Park, Florida 32789, (hereinafter called Grantor) to **HOLT PROPERTIES, LLC**, a Florida limited liability company, and having its principal place of business at 1000 Holt Avenue #2717, Winter Park, Florida 32789 (hereinafter called Grantee*):

WITNESSETH: That the Grantor, for and in consideration of the sum of \$10.00 and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, all that certain land situate in **ORANGE** County, Florida, to-wit:

Lots 9, 10 and 11, Block 40, REVISED MAP OF THE TOWN OF WINTER PARK, according to the plat thereof, as recorded in Plat Book A, Page 67 through 72, inclusive, Public Records of Orange County, Florida, together with the North half of alley vacated by the City of Winter Park, by instrument recorded in Official Records Book 3663, Pages 2787 and 2788, abutting the South lot line of lots 9, 10, and 11.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have And To Hold, the same in fee simple forever.

And the Grantor hereby covenants with said Grantee that it is lawfully seized of said land in fee simple; that it has good right and lawful authority to sell and convey said land; that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under the said Grantor; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2017, and restrictions and easements of record, if any, however, this reference does not operate to reimpose the same.

(*Wherever used herein, the term "Grantee/Grantor" shall include all the parties to this instrument and the heirs, personal representatives, and assigns of individuals and the successors and/or assigns of the corporations; the use of the singular number shall include the plural and the plural the singular; the use of any gender shall include all genders.)

This transfer is to a limited liability company that is owned by Grantor.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed in its name, by its proper officers thereunto duly authorized, the day and year first above written.

Signed, sealed and delivered
in the presence of:

Gail K. Meserve
Print Name: GAIL K. MESERVE

Leslie A. Rose
Print Name: Leslie A. Rose

ROLLINS COLLEGE, a Florida
not-for-profit corporation

By: [Signature]
Jeffrey G. Eisenbarth
Its: Vice President/Treasurer

STATE OF FLORIDA)
) s.s.:
COUNTY OF ORANGE)

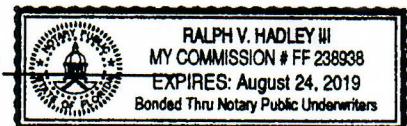
The foregoing instrument was subscribed, sworn to and acknowledged before me this 17th day of May, 2018, by JEFFREY G. EISENBARTH, as Vice President/Treasurer of ROLLINS COLLEGE, a Florida not-for-profit corporation, on behalf of the corporation. He is personally known to me or has produced N/A (type of identification) as identification.

[Signature]
Notary Public

Print or Type Name

My Commission Expires:

(NOTARY SEAL)



**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

August 28, 2024

prepared by

Jeffrey Briggs

approved by

Randy Knight, City Manager

subject

Request of DI Partners LLLP for: Conditional Use approval to construct 26,210 square feet of one-story retail and restaurant space on the properties at 805, 801, 771 W. Fairbanks Avenue and 555 S. Capen Avenue, with vested Commercial (C-3) zoning together with a Community Benefit Agreement that includes transportation, storm water retention and flood control improvements.

motion | recommendation

The Planning and Zoning Board, by a 7-0 vote, recommends approval of the Conditional Use subject to the Community Benefit Agreement and the plans/elevations provided and with the condition that the applicant landscapes and maintains the ten-foot land donation on the north side of W. Fairbanks Avenue until such time as the turn lane traffic improvement project can be implemented.

background

The owners of 805, 801, 771 W. Fairbanks Avenue and 555 S. Capen Avenue are requesting Conditional Use approval to build a one-story commercial redevelopment on those four properties to hold 26,210 sq. ft. of commercial building space with approximately 106 parking spaces. That available parking would allow a mix of retail and restaurant tenants

Traffic access to the project includes a right turn exit only onto Fairbanks Avenue mid-block with all other existing driveways on Fairbanks Avenue being closed, and the principal access to occur from the side streets of Denning Drive and Capen Avenue. A traffic study is included in the agenda materials.

Generally, the project meets the code requirements of C-3 zoning with respect to parking, traffic circulation and access, storm water retention, impervious coverage and floor area ratio. In order to fit the parking and building on a reduced site area after the donation of property along Fairbanks, there are variances for rear setback of the parking lot and for the front of the building to be 7 feet from the future property line in lieu of 10 feet. There will be a six-foot

masonry wall on the property line to screen the parking lot from the homes to the north.

Community Benefit Agreement: As discussed in more detail below, a Community Benefit Agreement conceptually approved by the City Commission on July 10th provides for a donation of 10 feet along the W. Fairbanks Avenue frontage in order to provide land for the future traffic congestion and safety improvement of a westbound left turn lane southbound onto Denning Drive and the donation of the three vacant lots at 882; 872 and 862 W. Comstock Avenue for a joint stormwater retention and flood control improvement. The design of the storm water area provides for the volume of runoff from this project and adjacent city street sections as well as added capacity for flood control.

Vesting of the Property Under Commercial (C-3) Zoning: At the July 10, 2024, City Commission meeting, approval was granted by a 5-0 vote to allow this project to be vested under the previous Commercial (C-3) zoning versus the Orange Avenue Overlay (OAO) regulations. That vesting for C-3 zoning applies to this project site, as well as the neighboring properties at 860, 710, 711, 670, 666 and 660 West Fairbanks Avenue. At the adoption of the Orange Avenue Overlay, a “vesting” provision was added to the Ordinance to allow property owners who could demonstrate that they would lose economic value due to the regulations included in the Orange Avenue Overlay versus their previous underlying zoning (Commercial (C-3) in this case) to petition to request the ability to develop under the previous C-3 zoning. In particular, the impact of the required 25% meaningful open space in the OAO was identified as the limiting factor when applied to projects over 1.25 acres in size, that significantly reduces the building yield.

As a term and condition of the approval for “vesting”, the property owners making this request are committing that none of the properties specified will have a parking garage, that none will have any building higher than three stories and all the properties will only have surface parking lots. The net result will be that the C-3 development rules will be the exact same for these properties as all the other C-3 zoned properties in the City, such as on Fairbanks, Orlando, and Aloma Avenues.

Community Benefit Agreement: In the review of a project to redevelop the former ‘truck lot’ property on the northeast corner of Denning Drive and Fairbanks Avenue (805/801/771 W. Fairbanks), the City expressed interest in acquiring land along Fairbanks Avenue in order to construct a left turn lane, heading west on Fairbanks at Denning Drive in order to remove the current bottleneck that now exists. The City also expressed interest in acquiring the vacant residential properties on the southeast corner of Comstock and Denning Drive for a regional stormwater and flood control retention area to help with the flooding that occurs at MLK Jr. Park. This has resulted in the Community Benefit Agreement, between the property owners, DI Partners LLLC and the City, as follows:

DI Partners LLLP commitments to the City of Winter Park:

a. Donation of the south 10.4 feet of 805 and 801 W. Fairbanks Avenue and a triangular transition parcel from eastern line of 801 W. Fairbanks Avenue starting at 10.4 feet and transitioning down to Zero feet at the eastern boundary of 771 W. Fairbanks Avenue altogether for the purpose of providing for a transportation safety and mobility improvement to create a left-hand turn lane heading westbound at the intersection of Fairbanks and

Denning Drive. Such improvements shall be at no expense to DI Partners LLLP and shall be the responsibility of the City and/or FDOT.

b. Donation of the north 2 feet of 860 W. Fairbanks Avenue and a triangular transition parcel from 710 W. Fairbanks starting at 2 feet at the western boundary and transitioning down to Zero feet at a point 100 feet from the eastern boundary of 710 W. Fairbanks Avenue for the purpose of providing for a transportation safety and mobility improvement to widen the travel lanes from 9 feet wide to 10 feet wide.

c. Donation of the properties at 882; 872 and 862 W. Comstock Avenue for stormwater treatment of roadway and parking lot drainage and runoff as may be accommodated. City to attractively landscape such stormwater retention and flood control area with perimeter hedging and interior cypress tree plantings. City to pay for construction of the stormwater retention and flood control project including design, Geotech and permitting expenses along with actual constructions costs for the facility including landscaping and irrigation.

d. Sale to the City of Winter Park or it's non-profit partner assigns of the vacant single-family lot/property at 809 W. Comstock Avenue for development as attainable housing for \$250,000 with the City to cover all closing costs and provide written confirmation as to the charitable contribution of any such value confirmed by appraisal above that cost.

City of Winter Park commitments to DI Partners LLLP:

a. The application of vested C-3 zoning (without exception or carveout except as set forth below) for construction on 805; 801; 771; 860, 718, 711, 670, 666 and 660 West Fairbanks provided that:

i. No building would exceed 3 stories anywhere on the properties;

ii. No parking garage would be built on any of the properties;

iii. The existing landscape islands and live oak trees at the two corners of W. Fairbanks and Denning Drive and Capen Avenue will be preserved and maintained in any redevelopment plan and consistent with current code, credits applied for any parking that otherwise could occur in those two locations.

iv. No type of motor vehicle use (sales, service, rental) would be requested on the redeveloped property except as a continuation of a current business, to the extent it may still be allowable in C-3 zoning;

v. Parking standards of the Orange Avenue Overlay to apply but no variances from the C-3 zoning requirements would be requested and no conditional uses for any special business type would be requested.

b. The City to vacate (subject to reservation of underground utility easements) the north 6 feet of the right-of-way of Holt Avenue from its intersection with South Denning Drive east to its intersection with Capen Avenue.

c. Consistent with Section 59-9 of the City's Transportation Impact Fee ordinance and in recognition of the aforementioned donations, the City will provide credit for such and waive transportation impact fees on any development on 860/805/801/771/711 West Fairbanks Avenue, in conformance with the Transportation Impact Fee ordinance provisions for contributions toward roadway improvement projects in lieu of fees paid.

d. The City to preserve the public parking on West Comstock Avenue immediately in front of the proposed stormwater retention improvement and allow the properties at 805, 801 and 771 W. Fairbanks to access the stormwater retention area for development on the aforementioned properties, if feasible.

Summary and Recommendation: The City's transportation impact fee ordinance provides for land contributions/donations toward traffic improvements to function as credits toward those fees. In this case, the donations of land on the north side of Fairbanks Avenue for the left-hand turn lane on Fairbanks Avenue at Denning Drive, the widening of the roadway width on the south side of Fairbanks Avenue, and the provision of storm water retention for roadway drainage all such land donations qualify for such transportation impact fee credits. Given the self-imposed limitations on the scale of future redevelopment by DI Partners LLLP, the provisions of the Orange Avenue Overlay need not apply. The Conditional Use generally meets the requirements of the C-3 zoning and the two setback variances result from the city's request for the land donation. Traffic circulation and access/egress maximizes traffic safety. The development scale and intensity and architectural images are compatible with this location on a State arterial highway with 30,000 cars/day. The two parties functioning as partners in allowing for this redevelopment and redevelopment credits/contributions will improve traffic flow and traffic safety along with much-needed storm water and flood control improvements.

alternatives | other considerations

fiscal impact

attachments

1. Location Maps and existing pictures
2. Site and Landscape plan
3. Fairbanks Retail Rendering-view 1
4. Fairbanks Retail Rendering-view 2
5. Community Benefit Agreement (DI Partners LLLP)
6. FBS Winter Park Plans and Elevations_June 2024_B
7. FBS Winter Park Traffic Impact Analysis

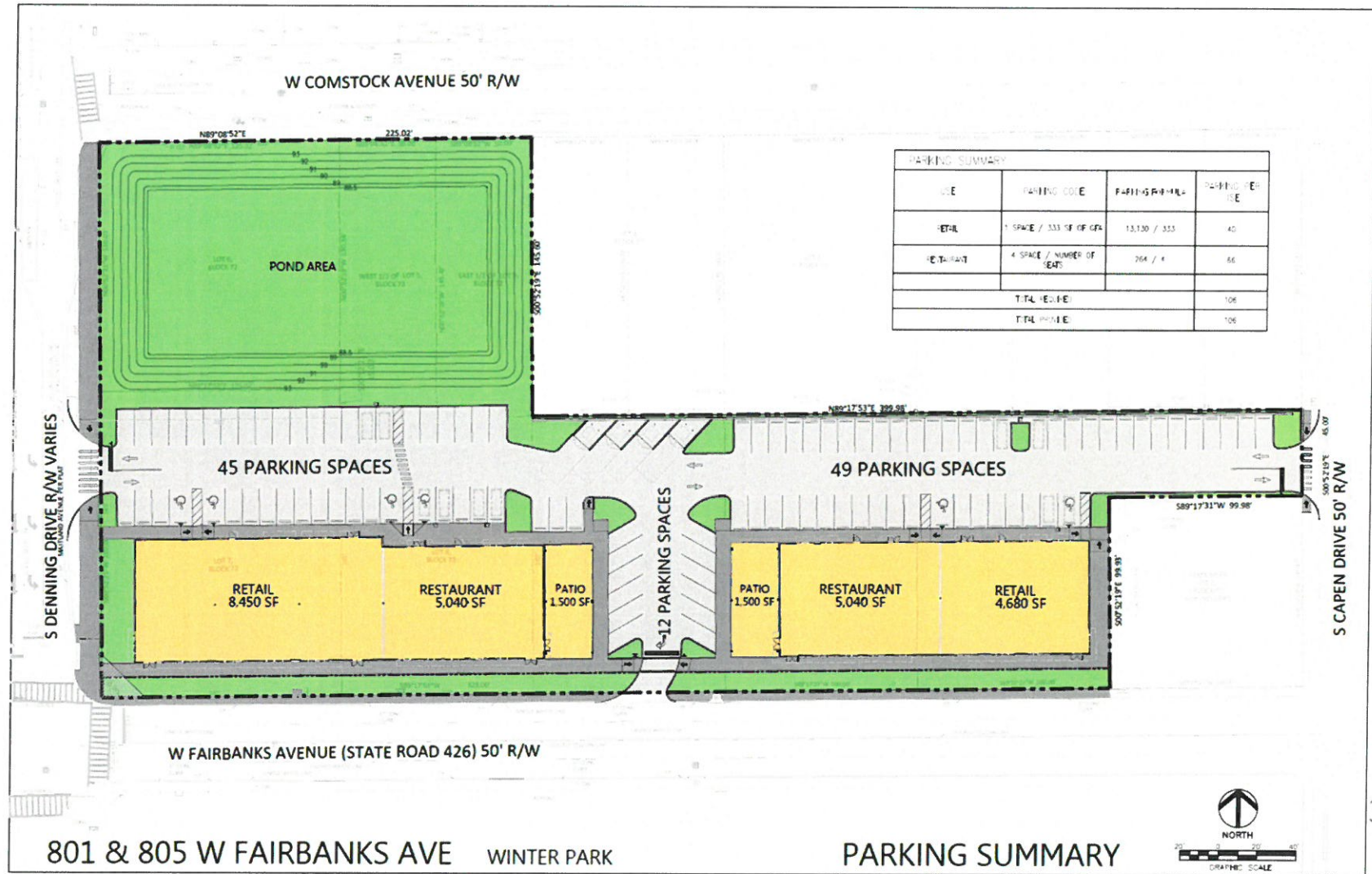




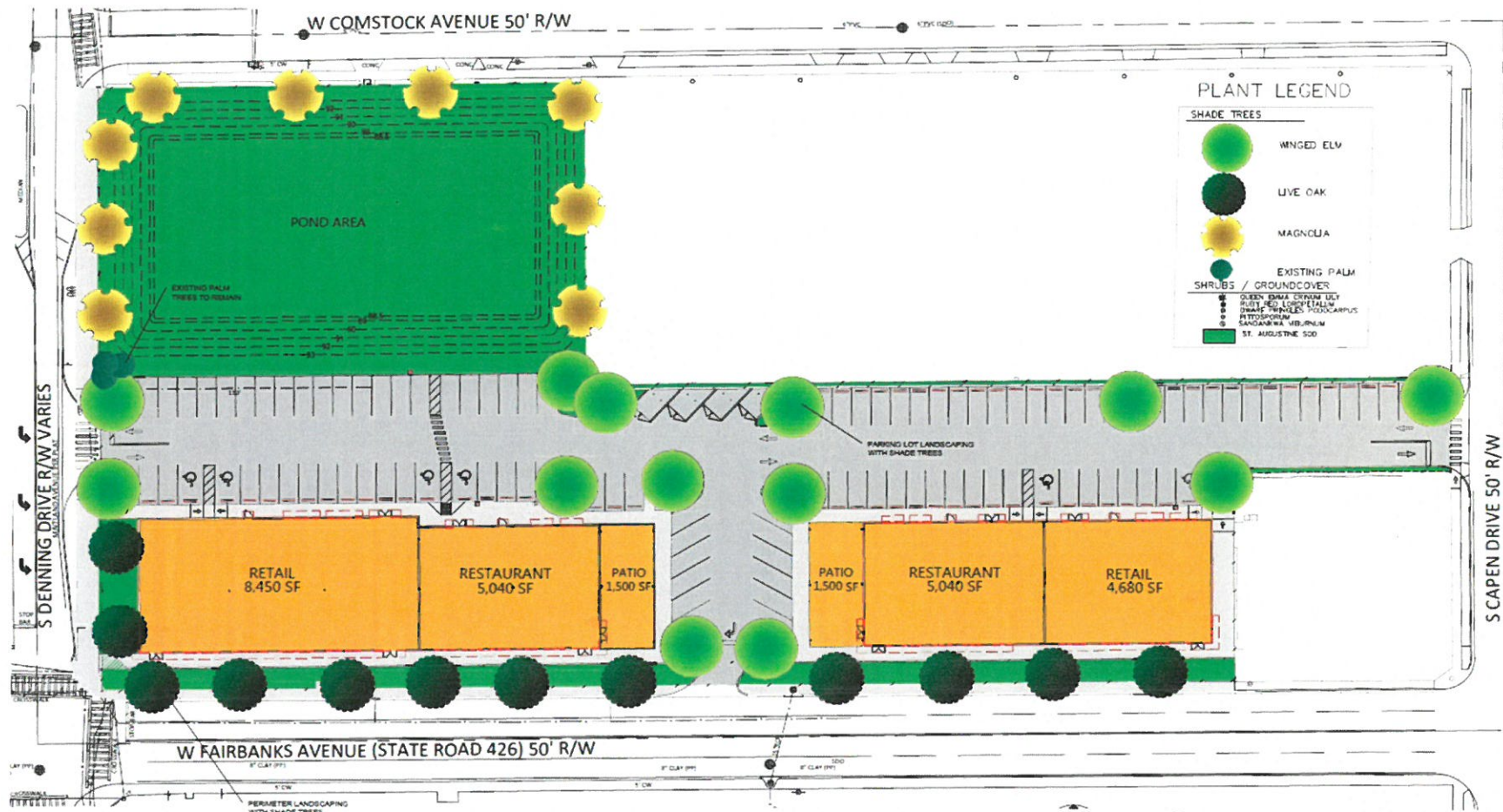




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A000

After Recording Return to:
City of Winter Park
Attn: City Clerk
401 S. Park Ave.
Winter Park, FL 32789

COMMUNITY BENEFIT AGREEMENT (DI Partners)

This **COMMUNITY BENEFIT AGREEMENT** (the “Agreement”) is made and entered into the ____ day of _____, 2024, between the **City of Winter Park, Florida**, a Florida municipality (“**City**”), whose address is 401 Park Avenue South, Winter Park, Florida 32789; and **DI Partners LLLP**; whose address is 1011 Wymore Road, Winter Park, Florida 32789 and **CVJCR Properties Ltd. LLLP**, whose address is both 1011 Wymore Road, Winter Park, Florida 32789 and PO Box 1720, Winter Park, Florida 32790, and **WP1, LLC**, whose address is PO Box 1720, Winter Park, Florida 32790, and the **Comstock Land Trust** whose address is PO Box 1720, Winter Park, Florida 32790 that all collectively will be referred to as (“**DI Partners**”).

WHEREAS, DI Partners in all forms of collective ownership outlined above are the fee simple owners of properties located at 805 W. Fairbanks Avenue (05-22-30-9400-72-070) and 801 W. Fairbanks Avenue (05-22-30-9400-72-100) and 771 W. Fairbanks Avenue (05-22-30-9400-72-110) and 555 S. Capen Avenue (05-22-30-9400-72-121) and 711 W. Fairbanks Avenue (05-22-30-9400-73-071) and 860 W. Fairbanks Avenue (05-22-30-9400-92-020) and 710 W. Fairbanks Avenue (05-22-30-9400-91-052) and 670 W. Fairbanks Avenue (07-22-30-2824-00-010) and 666 W. Fairbanks Avenue (07-22-30-2824-00-021) and 660 W. Fairbanks Avenue (07-22-30-2824-00-022) and 882 W. Comstock Avenue (07-22-30-9400-72-060) and 872 W. Comstock Avenue (07-22-30-9400-72-052) and 862 W. Comstock Avenue (07-22-30-9400-72-051) and 809 W. Comstock Avenue (07-22-30-9400-71-162); as set forth on **Exhibit “A”** attached hereto (“Subject Property”); and

WHEREAS, DI Partners and City wish to partner in simplifying land use and zoning entitlements, clarifying vested rights, providing for traffic safety improvements, storm water and flood control improvements, provide for consideration of land donations as fee in lieu for transportation impact fees and storm water requirements, provide for street right-of-way realignments, street right-of-way vacations and attainable housing as set forth herein; and

WHEREAS, such agreements as provided for herein have been advertised and subject to public hearings by the Planning and Zoning Board and City Commission with legal notice provided for as required;

NOW, THEREFORE, in consideration of the premises thereof, the promises and provisions contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City, and DI Partners agree as follows:

1. Incorporation of Recitals. The foregoing recitals shall be and are hereby incorporated into and made a part of this Agreement.

2. City of Winter Park commitments to DI Partners:

a. The application of vested C-3 zoning (without exception or carveout except as set forth below) for construction on 805; 801; 771; 711; 860; 710; 670; 666 and 660 West Fairbanks provided that:

- i. No building would exceed 3 stories anywhere on the properties;
- ii. No parking garage would be built on any of the properties;
- iii. The existing landscape islands and live oak trees at the two corners of W. Fairbanks and Denning Drive and Capen Avenue will be preserved and maintained in any redevelopment plan and consistent with current code, credits applied for any parking that otherwise could occur in those two locations.
- iv. No type of motor vehicle use (sales, service, rental) would be requested on the redeveloped property except as a continuation of a current business, to the extent it may still be allowable in C-3 zoning;
- iv. Parking standards of the Orange Avenue Overlay to apply but no variances from the C-3 zoning requirements would be requested and no conditional uses for any special business type would be requested.

b. The City to vacate (subject to potential reservation of underground utility easements) the north six feet of the right-of-way of Holt Avenue from its intersection with South Denning Drive east to its intersection with Capen Avenue. This would leave five feet in the right-of-way north of the curb line for a future sidewalk, if desired.

c. Consistent with Section 59-9 of the City's Transportation Impact Fee ordinance and in recognition of the aforementioned donation provided for in the Agreement, the City to provide credit for such and waive transportation impact fees on any development or redevelopment on 860/805/801/771/711/710/670/666/660 W. Fairbanks Avenue, in conformance with the Transportation Impact Fee ordinance provisions for contributions toward roadway improvement projects in lieu of fees paid.

d. City to reimburse DI Partners for the design, geotech and permitting expenses and for the construction of the stormwater retention area adjacent to Denning and Comstock including engineering design and permitting on the properties at 882, 872 and 862 W. Comstock Avenue inclusive of landscaping. DI Partners to agree to maintain landscaping with City to maintain proper functioning of the stormwater retention area

e. The City to preserve the public parking on West Comstock Avenue immediately in front of the proposed stormwater retention improvement and allow the properties at 805, 801 and 771 W. Fairbanks to access the stormwater retention area for development proposed on the aforementioned properties.

3. DI Partners commitments to the City.

a. Donation of the south 10.4 feet of 805 and 801 W. Fairbanks Avenue and a triangular transition parcel starting at the eastern boundary of 801 W. Fairbanks Avenue and transitioning down to Zero feet at the eastern boundary of 771 W. Fairbanks Avenue altogether for the purpose of providing for a transportation safety and mobility improvement to create a left-hand turn lane heading westbound at the intersection of Fairbanks and Denning Drive. Such improvements shall be at no expense to DI Partners and shall be the responsibility of the City and/or FDOT. Until such improvement is implemented, DI Partners shall landscape and maintain such area.

b. Donation of the north 2 feet of 860 W. Fairbanks Avenue and a triangular transition parcel from 710 W. Fairbanks starting at 2 feet at the western boundary and transitioning down to Zero feet at a point 100 feet east from Capen Avenue for the purpose of providing for a transportation safety and mobility improvement to widen the travel lanes of W. Fairbanks Avenue.

c. Donation of the properties at 882; 872 and 862 W. Comstock Avenue for stormwater treatment of roadway and parking lot drainage and runoff as may be accommodated. Implementation to include the design, geotech and permitting expenses and the expenses for construction of the storm water retention area with attractive landscaping to include perimeter hedging and interior cypress tree plantings, to be at City's expense. Future major maintenance necessary for the continued functioning of the retention pond and replacement of landscape plantings shall be at City's expense but typical regular maintenance of mowing, edging and trimming of landscape plantings including proper functioning of any irrigation system shall be the responsibility and at the expense of the ownership of 805, 801 and 771 W. Fairbanks Avenue.

d. Sale to the City of Winter Park of the vacant single-family lot/property at 809 W. Comstock Avenue for development as attainable housing by the City or its' non-profit partners for \$250,000 with the City to cover all closing costs and provide written confirmation as to the charitable contribution of any such value confirmed by appraisal above that cost. Upon sale to the City of Winter Park or its' assigns to a non-profit 501 (c) (3) partner, such property shall no further and no longer be incumbered by any aspects of this Agreement

4. Conditional Use Permit. In exchange for the obligations set forth herein, the City agrees that any Conditional Use Permit granted for any portion of the redevelopment on the Subject properties shall be valid for a term of five (5) years from the Effective Date of any Conditional Use approval.

5. Effective Date. This Agreement shall become effective upon the adoption by the City Commission of this Community Benefit Agreement and the expiration of all appeal periods.

6. Notices. Any notice delivered with respect to this Agreement shall be in writing and shall be deemed to be delivered (whether or not actually received) (i) when hand delivered to the person(s) hereinafter designated, or (ii) upon deposit of such notice in the United States Mail, postage prepaid, certified mail, return receipt requested, addressed to the person at the address set forth opposite the Party's name below, or at such other address or to such other person as the party shall have specified by written notice to the other Party delivered in accordance herewith.

As to City: City of Winter Park
Attn: City Manager
401 Park Avenue South
Winter Park, Florida 32789

And a Copy to: Fishback Dominick LLP
Attn: Kurt Ardaman
1947 Lee Road
Winter Park, Florida 32789

As to DI Partners: DI Partners
1100 N. Wymore
Road
Winter Park, Florida 32789

7. Amendment. Except as expressly provided herein, this Agreement contains the entire agreement between the parties and may not be changed, modified, amended, waived, or cancelled except by an amendment in writing and executed by each of the parties hereto.

8. Recording. This Development Agreement may be recorded in the official records of Orange County, Florida, at the time and expense of Rollins College.

9. Counterparts and Facsimile Signatures. This Agreement may be executed in one or more counterparts each of which shall be deemed an original but all of which together shall constitute one and the same instrument. This Agreement may be executed by facsimile or .pdf electronic signature by any party and such signature will be deemed binding for all purposes hereof without delivery of an original signature being thereafter required

10. Applicable Law and Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Each party agrees that any action or proceeding with respect to this Agreement may only be brought in a federal or state court situated in Orange County, Florida, and by execution and delivery of this Agreement, such party irrevocably consents to jurisdiction and venue in each such court

11. Binding Nature. This Agreement inures to the benefit of and is binding upon the successors or assigns in interest or the legal representatives of the parties hereto.

(SIGNATURES ON FOLLOWING PAGES)

WITNESSES:

CITY OF WINTER PARK, FLORIDA, a
Florida municipality

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization, this _____ day of _____, 2024, by
_____, as _____ of the City of Winter Park, a Florida
municipality, on behalf of the municipality. He (She) ☐ is personally known to me or ☐ has
produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

WITNESSES:

DI PARTNERS LLLP, a Florida limited liability company

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2024, by _____, as _____ of DI Partners LLLP, a Florida limited liability company, on behalf of the company. He (She) ☐ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

WITNESSES:

CVJCR PROPERTIES LTD. LLLP, a
Florida limited liability company

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization, this _____ day of _____, 2024, by
_____, as _____ of CVJCR Properties Ltd. LLLP, a
Florida limited liability company, on behalf of the company. He (She) ☐ is personally known to
me or ☐ has produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

WITNESSES:

WP1, LLC, a Florida limited liability
company

Print Name: _____
Address: _____

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization, this _____ day of _____, 2024, by
_____, as _____ of WP1, LLC, a Florida limited
liability company, on behalf of the company. He (She) ☐ is personally known to me or ☐ has
produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

WITNESSES:

COMSTOCK LAND TRUST, a Florida
limited liability company

Print Name: _____

Address: _____

By: _____

Name: _____

Title: _____

Print Name: _____

Address: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence
or ☐ online notarization, this _____ day of _____, 2024, by
_____, as _____ of Comstock Land Trust, a Florida
limited liability company, on behalf of the company. He (She) ☐ is personally known to me or
☐ has produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature

(Name typed, printed or stamped)

EXHIBIT “A”

805 W. Fairbanks Avenue (05-22-30-9400-72-070) and
801 W. Fairbanks Avenue (05-22-30-9400-72-100) and
771 W. Fairbanks Avenue (05-22-30-9400-72-110) and
555 S. Capen Avenue (05-22-30-9400-72-121) and
711 W. Fairbanks Avenue (05-22-30-9400-73-071) and
860 W. Fairbanks Avenue (05-22-30-9400-92-020) and
710 W. Fairbanks Avenue (05-22-30-9400-91-052) and
670 W. Fairbanks Avenue (07-22-30-2824-00-010) and
666 W. Fairbanks Avenue (07-22-30-2824-00-021) and
660 W. Fairbanks Avenue (07-22-30-2824-00-022) and
882 W. Comstock Avenue (07-22-30-9400-72-060) and
872 W. Comstock Avenue (07-22-30-9400-72-052) and
862 W. Comstock Avenue (07-22-30-9400-72-051) and
809 W. Comstock Avenue (07-22-30-9400-71-162);



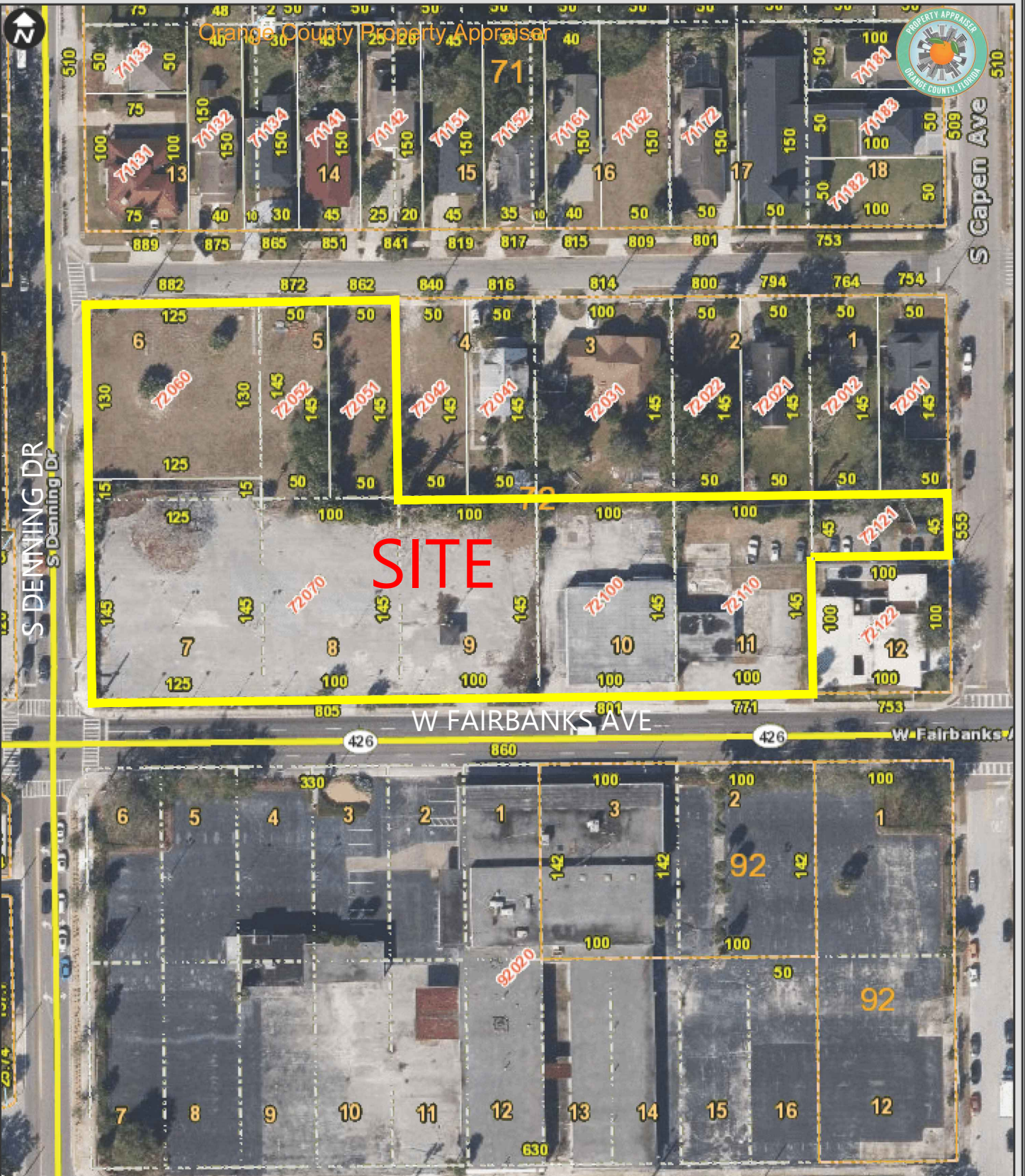
801 & 805 W FAIRBANKS AVE
Winter Park



Project Location

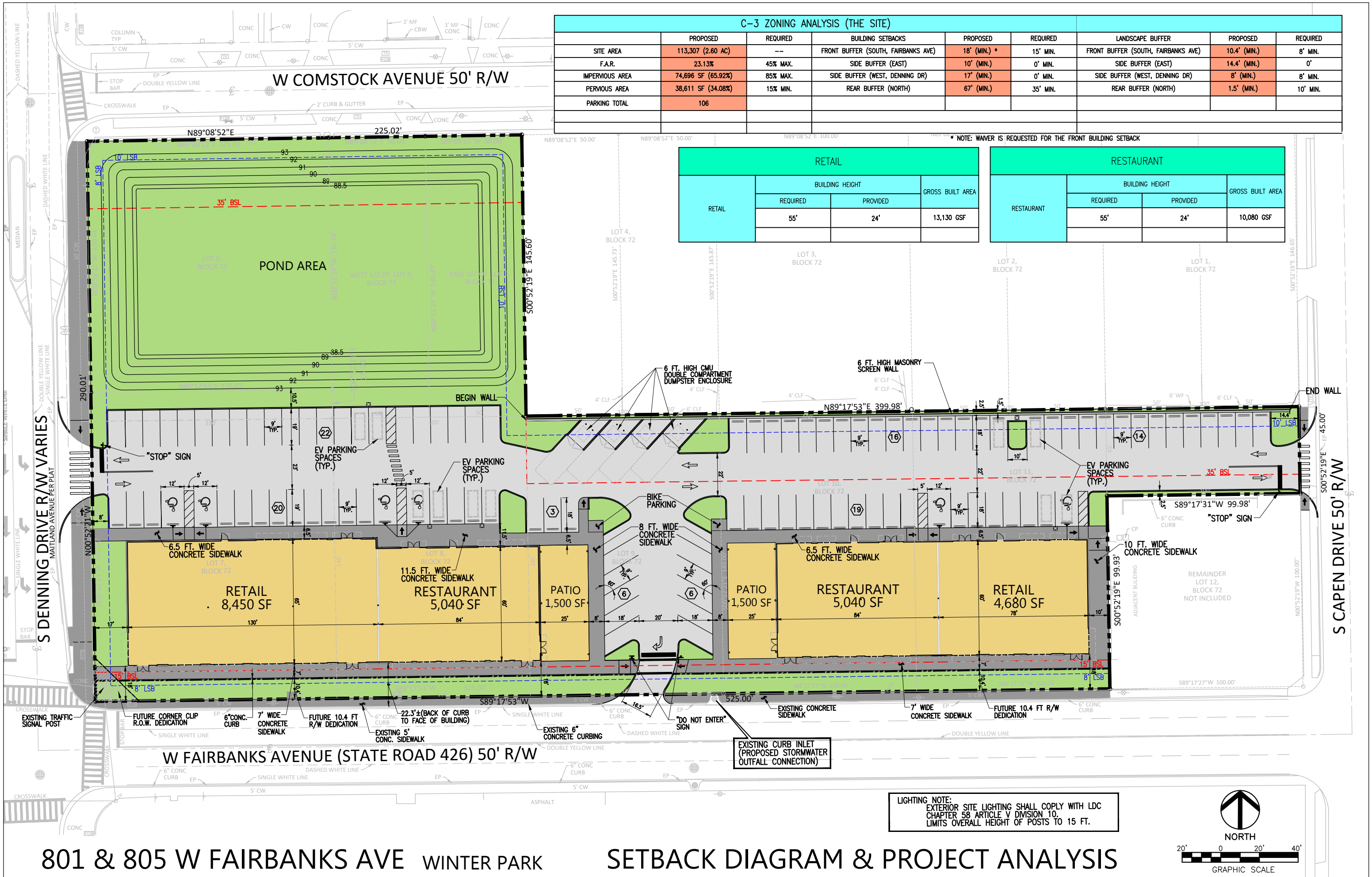
OCPA Web Map

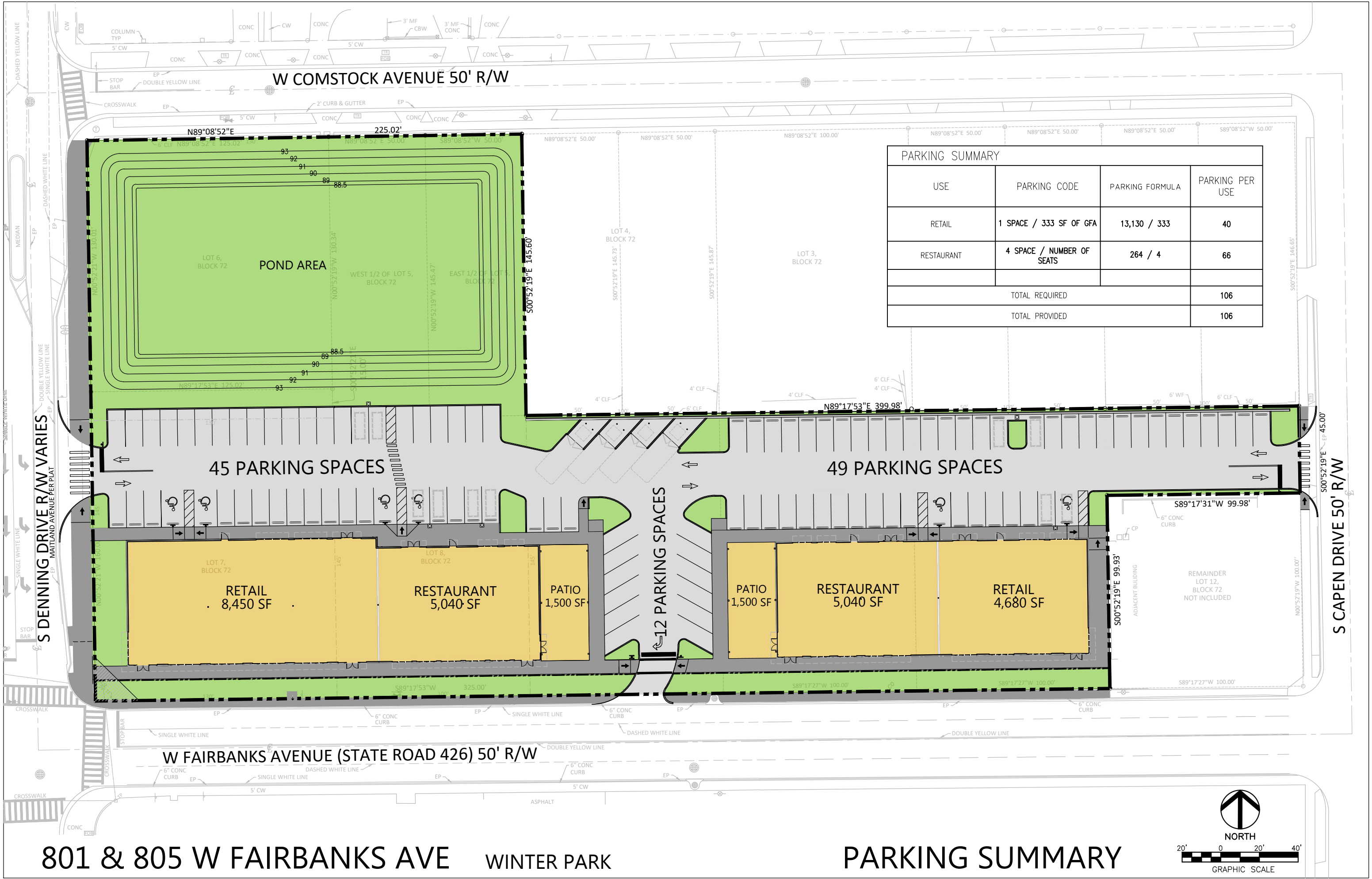
OCPA Web Map			Major Roads		Proposed Road		Residential		Commercial/Industrial/Vacant Land		Parks	6	Lot Number
	Florida Turnpike		Public Roads		Brick Road		Agriculture		Agricultural Curtilage		Lakes and Rivers	06060	Parcel Number
	Interstate 4		Gated Roads		Block Line		Commercial/Institutional		Hydro		Building	3106	Parcel Address
	Toll Road		Road Under Construction		Lot Line		Governmental/Institutional/Misc		Waste Land		Block Number	111.9	Parcel Dimension



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This map is for reference only and is not a survey

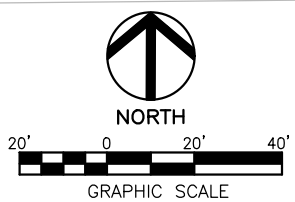




PARKING SUMMARY			
USE	PARKING CODE	PARKING FORMULA	PARKING PER USE
RETAIL	1 SPACE / 333 SF OF GFA	13,130 / 333	40
RESTAURANT	4 SPACE / NUMBER OF SEATS	264 / 4	66
TOTAL REQUIRED			106
TOTAL PROVIDED			106

801 & 805 W FAIRBANKS AVE WINTER PARK

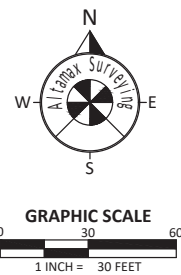
PARKING SUMMARY







BOUNDARY & TOPOGRAPHIC SURVEY



Tree ID#	DBH Size	Tree Type	Tree ID#	DBH Size	Tree Type
1	15"	PALM	16	15"	PALM
2	15"	PALM	17	15"	PALM
3	16"	PALM	18	6"	RAIN
4	20"	PALM	19	16"	CHINABERRY
5	20"	PALM	20	7"	OAK
6	12"	RAIN	21	2-6"	OAK
7	14"	PALM	22	9"	OAK
8	20"	PALM	23	12"	OAK
9	16"	PALM	24	12"	OAK
10	16"	PALM	25	14"	PALM
11	14"	PALM	26	12"	PALM
12	17"	PALM	27	12"	PINE
13	17"	PALM	28	18"	PALM
14	18"	PALM	29	14"	PALM
15	18"	PALM	30	13"	PALM

DESCRIPTION:

LOTS 7, 8 AND 9, AND THE SOUTH 15 FEET OF LOT 6, BLOCK 72, OF THE REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, AS PER PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67-72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

(LESS WEST 5 FEET FOR ROAD RIGHT-OF-WAY)

AND: LOT 10, BLOCK 72, REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGES 67 THROUGH 72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND: LOT 11, BLOCK 72, REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67 THROUGH 72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND: THE NORTH 45 FEET OF LOT 12, BLOCK 72, REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67 THROUGH 72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND: ALL OF LOT 6, BLOCK 72 (LESS THE SOUTH 15 FEET), REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67 THROUGH 72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. LESS THE WEST 5 FEET FOR ROAD RIGHT-OF-WAY.

AND: THE WEST HALF OF LOT 5, BLOCK 72, REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67 THROUGH 72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND: THE EAST 1/2 OF LOT 5, BLOCK 72, REVISED MAP OF THE TOWN OF WINTER PARK, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67 THROUGH 72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

VICINITY MAP (Not to Scale)



AC	AIR CONDITIONER
AB	BOTTOM OF BANK
BHM	BUILDING HEIGHT MEASUREMENT
BP	BACK FLOW PREVENTER
BR	BENCHMARK
B	BOLLARD
E	BURIED ELECTRIC LINE
C	BURIED CABLE TELEVISION LINE
CALC	CALCULATED
CA	CALCULATED & MEASURED
CA	CENTRAL ANGLE
CBM	CONCRETE BLOCK WALL
CC	COVERED CONCRETE
CCR	CERTIFIED CORNER RECORD
CF	CONCRETE FLUME
CHW	CONCRETE HEADWALL
CLF	CHAIN LINK FENCE
C	CENTERLINE
CM	CONCRETE MONUMENT
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
CONC	CONCRETE
COVD	COVERED
CP	CONCRETE PAD
CI	CURB INLET
CW	CONCRETE WALKWAY
DI	BURIED DRAINAGE LINE
(D)	DESCRIBED
DR	DEED BOOK
DE	DEED EASEMENT
DI	DOT INLET
DP	DUMPSTER PAD
DW	DRAINWAY
E	EASEMENT NUMBER
EB	ELECTRIC BOX
EMT	ELECTRIC METER
EL	ELEVATION
EMT	EASEMENT
EP	EDGE OF PAVEMENT
FD	FLORIDA DEPARTMENT OF TRANSPORTATION
FRM	FLORIDA PERMANENT REFERENCE NETWORK
FIR	FLOOD INSURANCE RATE MAP
FE	FENCED FLOOR ELEVATION
FI	FIRE HYDRANT
FM	BURIED FORCE MAIN LINE
FND	FOUND
FO	BURIED FIBER OPTIC CABLE LINE
FO	FIBER OPTIC CABLE BOX
FP	FLAG POLE
GA	GAS METER
GV	GAS VALVE
GM	GREAT TRAP MANHOLE
GY	GUY WIRE ANCHOR
H	HANDICAP PARKING
HDP	HIGH DENSITY POLYETHYLENE PIPE
INT	RECORD INSTRUMENT
INV	INVERT ELEVATION
IP	IRON PIPE
IR	IRON ROD
L	ARC LENGTH
LB	LICENSED BUSINESS
LS	LICENSED SURVEYOR
LSA	LANDSCAPE AREA
MF	METAL FENCE
MS	METAL SHED
MTS	MITERED END SECTION
MW	MONITORING WELL
NAD	NORTH AMERICAN VERTICAL DATUM
NAV	NAVIGATIONAL
NAD	NORTH AMERICAN DATUM
NOVD	NATIONAL GEODETIC VERTICAL DATUM
NTS	NOT TO SCALE
ORB	OFFICIAL RECORDS BOOK
OW	OVERHEAD WIRE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PP	PER PLANS
PS	PAGE
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PRC	POINT OF REVERSE CURVATURE
PS	PARKING SPACES
PSM	PROFESSIONAL SURVEYOR & MAPPER
PSP	PEDESTRIAN SIGNAL POLE
PT	POINT OF TANGENCY
R	CURVE RADIUS
RCF	REINFORCED CONCRETE PIPE
RE	REUSE WATER LINE
RE	REUSE WATER METER
RE	REUSE WATER VALVE
RAM	RAMP
R/W	RIGHT-OF-WAY
S	SANITARY MANHOLE
S	BURIED SANITARY LINE
(S)	SURVEY
SF	SQUARE FEET
SP	STATE PLANE
SP	SHOW FOR DIRECTION ONLY
SQ	SQ
SN	STOCK WIRE FENCE
SW	SEWER VALVE
SN	SPOT ELEVATION
SW	STORM MANHOLE
SW	BURIED TELECOMMUNICATIONS LINE
SW	TELECOMMUNICATIONS MANHOLE
SW	STORM INLET
TR	TOP OF BANK
TR	TRAFFIC SIGNAL POLE
TR	TRANSFORMER/JUNCTION BOX
TR	TRAFFIC SIGNAL POLE
TR	TRAFFIC SIGNAL BOX
TR	TRAFFIC SIGNAL BOX
TR	TRAFFIC SIGNAL WIRE
TR	TYPICAL
U	UNKNOWN UTILITY
UE	UTILITY EASEMENT
UP	UTILITY POLE
UM	UTILITY MARKER
VF	VITRIFIED CLAY PIPE
VF	VIRAL FENCE
VF	BURIED WATER LINE
WF	WOOD FENCE
WS	WOOD SHED
WV	WATER VALVE
WV	WATER METER
YD	YARD DRAIN

GENERAL SURVEY NOTES:

- BEARING STRUCTURE IS BASED ON THE MONUMENTED NORTH R/W LINE OF W FAIRBANKS AVENUE, BEING S89°17'53"W ASSUMED.
- THIS SURVEY REFLECTS ONLY MATTERS OF RECORD AS PROVIDED BY THE CLIENT OR CLIENTS REPRESENTATIVE.
- THIS SURVEY WAS MADE ON THE GROUND. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION (MCKIM & CREED AND NVS) AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ENGINEER AND CONTRACTOR SHALL VERIFY MEASUREMENTS OF CONNECTIONS TO EXISTING UTILITIES BEFORE ORDERING MATERIALS AND BEFORE COMMENCEMENT OF CONSTRUCTION. IF THERE IS A DISCREPANCY BETWEEN THE MEASUREMENTS SHOWN HEREON AND THE VERIFYING MEASUREMENTS, THIS SURVEYOR SHALL BE CONTACTED IMMEDIATELY TO FURTHER VERIFY THE DISCREPANCY.
- THIS SITE LIES IN ZONE X PER FLOOD INSURANCE RATE MAP NO. 12095C0255F, COMMUNITY NO. 120188, CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA, EFFECTIVE SEPTEMBER 25, 2009.
- ACCORDING TO FLORIDA STATUTES, CHAPTER 472.025, A LAND SURVEYOR SHALL NOT AFFIX HIS SEAL OR NAME TO ANY PLAN OR DRAWING WHICH DEPICTS WORK WHICH HE IS NOT LICENSED TO PERFORM OR WHICH IS BEYOND HIS PROFESSION OR SPECIALTY THEREIN. THEREFORE, WE ARE UNABLE TO CERTIFY AS TO MUNICIPAL ZONING COMPLIANCE, INTERPRETATION OF ZONING CODES OR THE DETERMINATION OF VIOLATIONS THEREOF.
- THIS SURVEY IS VALID ONLY TO THE PARTIES TO WHOM IT IS CERTIFIED AND IS NON-TRANSFERABLE.
- THIS SURVEY MADE WITHOUT BENEFIT OF COMMITMENT FOR TITLE OR SEARCH OF PUBLIC RECORDS FOR EASEMENTS AND/OR ENCUMBRANCES THAT MAY AFFECT THIS SUBJECT PROPERTY.
- ELEVATIONS ARE BASED ON BENCHMARK DESIGNATION 75048010, BEING: 89.726 FEET, (NAVD 1988), PUBLISHED BY FLORIDA DEPARTMENT OF TRANSPORTATION.
- THE MAPPED FEATURES SHOWN HEREON ARE RELATIVE TO FLORIDA STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD(83)-(2011)-(EPOCH 2010.0000), ESTABLISHED PER FOOT FFRN.

ADDRESS:

805 W FAIRBANKS AVENUE
WINTER PARK, FL 32789

Job Information

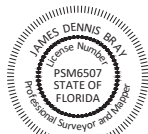
JOB NO. 905664
CF NO. ORG-A-67-LOTS7-9-SPC
FIELD DATE: 05/04/2023
DRAWN BY: GLT

Revisions

DATE:	DESCRIPTION:	BY:
5/21/23	SANITARY MANHOLES	GLT
12/29/23	ADD ADDITIONAL BOUNDARY & TOPO	GLT

Altamax Surveying

910 Belle Avenue, Suite 1100
Casselberry, FL 32708
Phone: 407-677-0200
Licensed Business No. 7833
www.altamaxsurveying.com
James@altamaxsurveying.com



QR Code.png

This Survey is "NOT VALID" without the original signature and seal of this Florida licensed Surveyor and Mapper, unless provided with electronic signature. The seal appearing on this document was authorized by the signing Professional Surveyor and Mapper on the Date of the electronic signature.

LAND AREA:

CONTAINS 113,307 SQUARE FEET OR 2.6012 ACRES MORE OR LESS.

CERTIFIED TO:
Z DEVELOPMENT SERVICES

TRAFFIC IMPACT ANALYSIS

805 W FAIRBANKS AVENUE
WINTER PARK, FLORIDA



Prepared for:

Z Development Services
1201 E. Robinson St
Orlando, FL 32801

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

April 2024

TPD № 5810.1

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: 805 W Fairbanks Avenue

LOCATION: Winter Park, Florida

CLIENT: Z Development Services

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.
P.E. No.: 20400
DATE: April 16th, 2024
SIGNATURE: 

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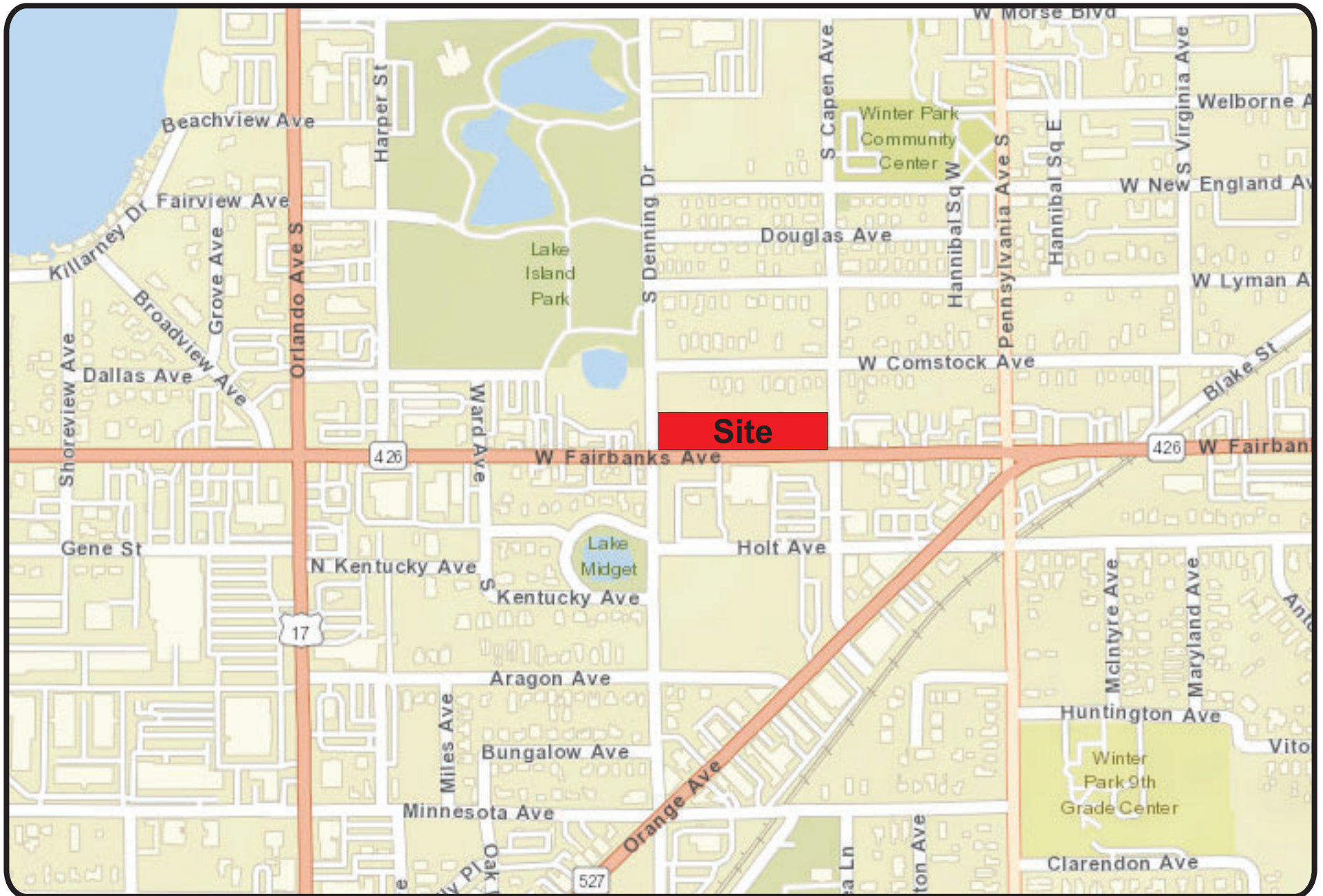
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INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed retail and restaurant development to be located at 805 W Fairbanks Avenue, in the northeast corner of the intersection of Fairbanks Avenue (SR 426) and Denning Drive in Winter Park, Florida. The proposed development will consist of 10,080 square feet of restaurant space and 13,130 square feet of retail space. **Figure 1** depicts the site location and the area roadways. Access to the site will be provided via two full access driveways on Denning Drive and Capen Avenue, as well as a right-out-only driveway on Fairbanks Avenue. **Figure 2** depicts its site plan and its access configuration.

This analysis was conducted according to the City of Winter Park's Traffic Impact Analysis guidelines, which were provided by the City and are included in **Appendix A**. Data utilized in the analysis consisted of a site plan provided by Project Engineers and A.M. and P.M. peak hour turning movement counts obtained by Traffic Planning and Design (TPD) at the study intersections. Reference data were obtained from the Florida Department of Transportation (FDOT) and the Institute of Transportation Engineers (ITE).





805 W Fairbanks Avenue
Project № 5810.1
Figure 1

Site Location



EXISTING CONDITIONS ANALYSIS

A capacity analysis was performed for the adjacent roadway segments and intersections in order to establish their current operating conditions.

Roadway Segment Analysis

The adjacent roadway segments were analyzed by comparing their existing daily and P.M. peak hour traffic volumes with the corresponding capacities at the adopted LOS standard. The existing traffic volumes were obtained from FDOT count stations and intersection counts, and peak hour directional capacities were obtained from FDOT's 2023 Quality/Level of Service Handbook. A summary of the daily roadway capacity analysis is presented in **Table 1**, and a summary of the P.M. peak hour roadway capacity analysis is presented in **Table 2**. The existing condition analyses reveal that the study segments are currently operating at satisfactory Levels of Service within their adopted LOS standards for both the daily and P.M. peak hour conditions.

Table 1
Existing Daily Roadway Capacity Analysis

Count Station	Segment	Lanes	Daily Capacity*	Existing Volume**	Existing v/c	LOS
Fairbanks Avenue (SR 426)						
755072	Orlando Ave to Orange Ave	4	40,800	19,032	0.47	C
Denning Drive						
758038	Morse Blvd to Orange Ave	2	21,600	4,368	0.20	D

* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables

** Volumes obtained from FDOT Count Stations, grown to existing year

Table 2
Existing P.M. Peak Hour Roadway Capacity Analysis

Segment	Lanes	Dir. Capacity*	Dir	Existing Volume**	Existing v/c	LOS
Fairbanks Avenue (SR 426)						
Orlando Ave to Orange Ave	4	2,020	EB	1,180	0.58	C
		2,020	WB	1,311	0.65	D
Denning Drive						
Morse Blvd to Orange Ave	2	1,071	NB	396	0.37	D
		1,071	SB	317	0.30	D

* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables

** Volumes obtained from intersection counts; Highest volume on segment used



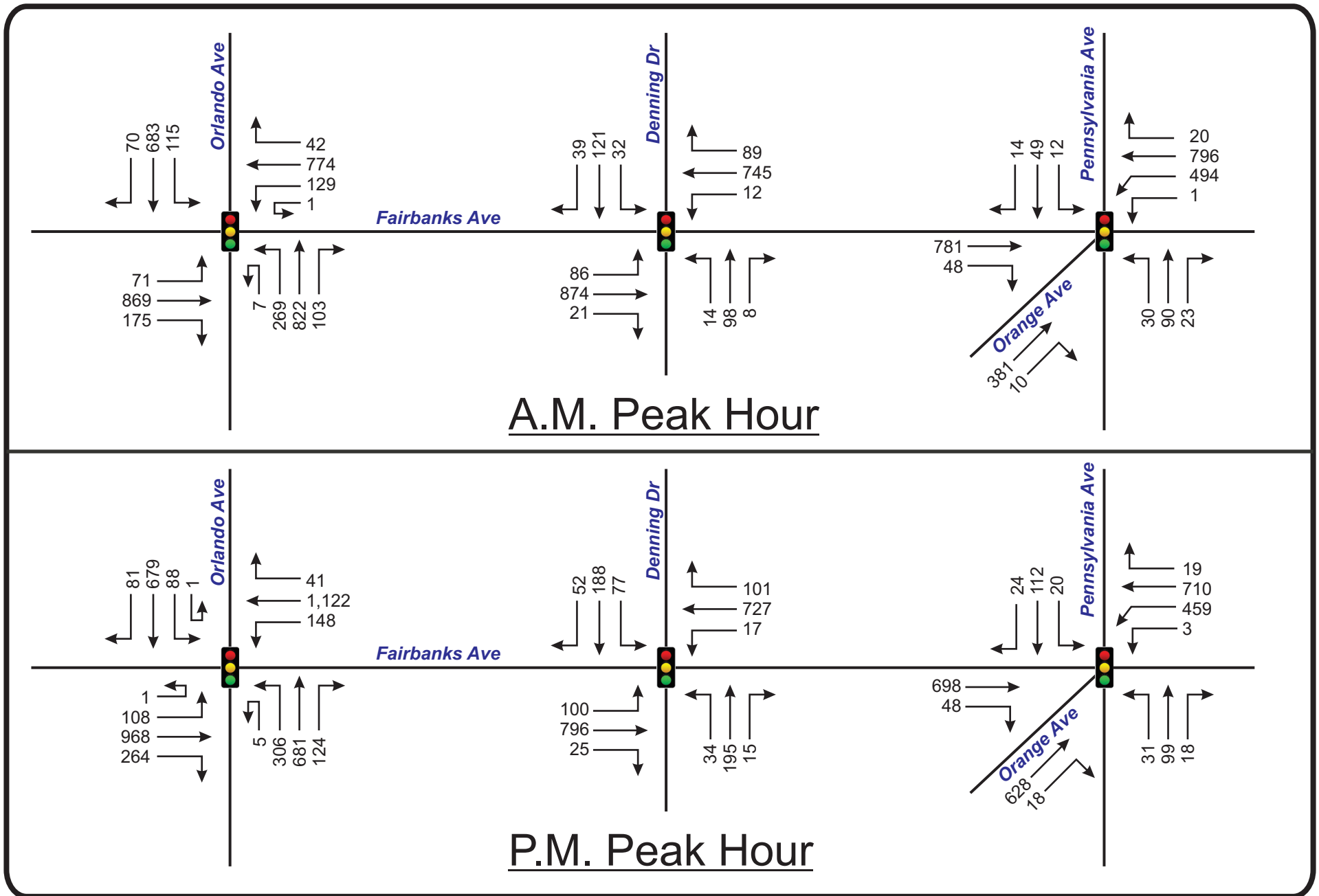
Intersection Analysis

Intersection capacity analyses were conducted for the A.M. and P.M. peak hours for the study intersections with *Synchro* software in accordance with the procedures of the *Highway Capacity Manual (HCM)*. Existing turning movement counts were taken on May 18th, 2023, when the FDOT Seasonal Factor for Orange County was 0.99, and therefore were not adjusted. The existing intersection volumes are illustrated in **Figure 3**, and the turning movement counts, FDOT Seasonal Factor report, and signal timing data are included in **Appendix B**. The intersection capacity analysis is summarized in **Table 3**. As shown, the study intersections currently operate at satisfactory overall Levels of Service, except for the intersection of Orlando Avenue and Fairbanks Avenue, which is failing in the P.M. peak hour. Additionally, each study intersection has minor approach movements that are failing in either the A.M. or the P.M. peak hour due to the existing traffic volumes. Detailed printouts of the existing capacity analyses are included in **Appendix C**.

Table 3
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave	Signal	A.M.	64.5	E	78.4	E	64.8	E	61.6	E	67.6	E
		P.M.	82.4	F	48.1	D	66.9	E	68.2	E	60.7	E
Fairbanks Ave & Denning Dr	Signal	A.M.	8.8	A	5.5	A	82.5	F	83.4	F	18.3	B
		P.M.	16.2	B	12.1	B	54.4	D	47.2	D	22.9	C
Fairbanks Ave & Orlando Ave	Signal	A.M.	71.1	E	53.2	D	98.1	F	63.8	E	73.3	E
		P.M.	88.1	F	68.3	E	128.8	F	76.5	E	90.2	F





805 W Fairbanks Avenue
Project № 5810.1
Figure 3

**Existing A.M./P.M.
Peak Hour Volumes**



PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development will consist of 10,080 square feet of restaurant space and 13,130 square feet of retail space. To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated as well as their distribution and assignment to the area roadway segments.

Trip Generation

Trip generation rates were obtained from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. The trip generation calculation of daily, A.M., and P.M. peak hour volumes is summarized in **Table 4**, and the trip generation graphs are included in **Appendix D**. As shown, the project will generate 1,045 net new daily trips, of which 73 will occur in the A.M. peak hour and 104 in the P.M. peak hour.

Table 4
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (<40K)	13.13 KSF	54.45**	715	2.36**	19	12	31	6.59**	43	44	87
932	High-Turnover (Sit-Down) Restaurant	10.08 KSF	107.20**	1,081	9.57**	53	43	96	9.05**	56	35	91
Total Trips:				1,796	--	72	55	127	--	99	79	178
Retail Pass-by (40%***):				286	--	8	5	13	--	17	18	35
Restaurant Pass-by (43%):				465	--	23	18	41	--	24	15	39
Net New Trips:				1,045	--	41	32	73	--	58	46	104

* KSF = 1,000 sq ft

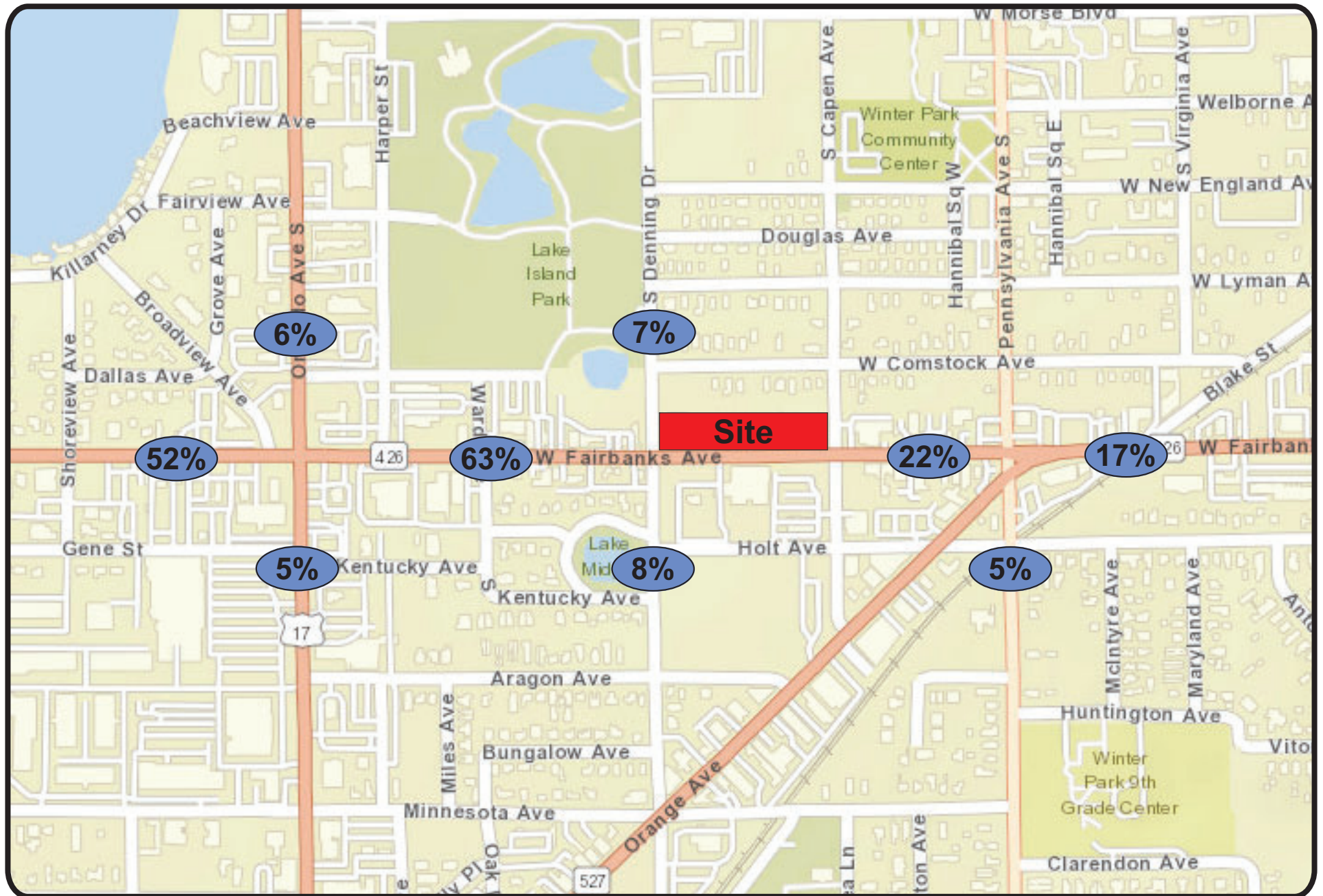
** Less than 20 studies performed, no Equation provided, or $R^2 < 0.75$; therefore, Average Rate used

*** No pass-by rates provided for LUC 822, therefore rates for LUC 821 used

Trip Distribution / Trip Assignment

A trip distribution pattern was estimated using the currently adopted Central Florida Regional Planning Model (CFRPM). A Select Zone Analysis (SZA) was conducted by modifying the 2030 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The trip distribution obtained from the model is provided in **Figure 4**. Utilizing this distribution, the development project trips were assigned to the study roadways and intersections. The model output is included in **Appendix E**.





805 W Fairbanks Avenue
Project No 5810.1
Figure 4

Trip Distribution



PROJECTED CONDITIONS ANALYSIS

Traffic conditions were analyzed for the study roadway segments and intersections to assess the operations at the project buildout in 2026. Projected traffic volumes consist of background traffic combined with site generated traffic.

Background Traffic Volumes

A historical trends analysis was conducted using the available Annual Average Daily Traffic (AADT) from the nearest FDOT traffic count locations on Fairbanks Avenue and Denning Drive. The analysis revealed an average growth trend of -8.10%; therefore, a minimum 2.00% annual growth rate was used to determine the projected background volumes for the project buildout. The trends analysis worksheets are included in **Appendix F**.

Roadway Segment Analysis

A roadway segment analysis was performed for the adjacent roadway segments by comparing their projected daily and peak hour segment volumes with their respective capacities at the adopted Level of Service standard, similarly to the existing conditions analysis. The analyses, summarized in **Table 5** and **Table 6**, revealed that the study roadway segments will continue to operate at satisfactory Levels of Service within their adopted capacities during both the daily and peak hour conditions.

Table 5
Projected Daily Roadway Capacity Analysis

Count Station	Segment	Lanes	Daily Capacity	Bkgd Volume	Project Trips*		Total Traffic	Projected v/c	LOS
					%	Trips			
Fairbanks Avenue (SR 426)									
755072	Orlando Ave to Orange Ave	4	40,800	19,793	63%	658	20,451	0.50	C
Denning Drive									
758038	Morse Blvd to Orange Ave	2	21,600	4,543	93%	972	5,515	0.26	D

* Highest on Segment



Table 6
Projected P.M. Peak Hour Roadway Capacity Analysis

Segment	Lanes	Dir. Capacity	Dir	Bkgd Volume	Project Trips*		Total Traffic	Projected v/c	LOS
					%	Trips			
Fairbanks Avenue (SR 426)									
Orlando Ave to Orange Ave	4	2,020	EB	1,251	63%	37	1,288	0.64	D
		2,020	WB	1,390	63%	29	1,419	0.70	D
Denning Drive									
Morse Blvd to Orange Ave	2	1,071	NB	420	93%	43	463	0.43	D
		1,071	SB	336	93%	54	390	0.36	D

* Highest on Segment

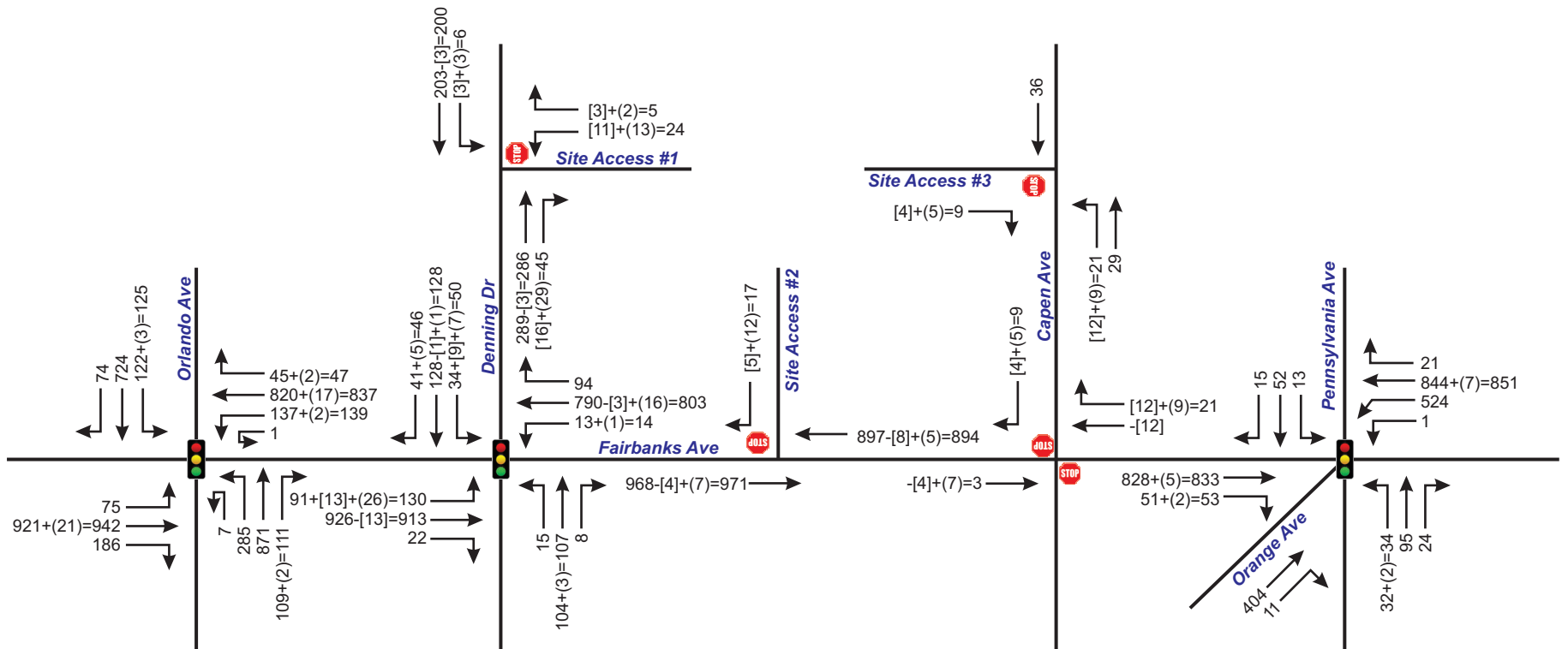
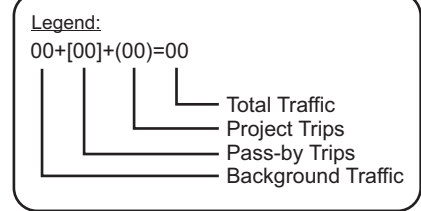
Intersection Analysis

To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using both the background traffic growth alone and the total projected traffic volumes, as shown in **Figures 5a** and **5b**. The intersections were analyzed using *Synchro* software, and the results for the background analyses are summarized in **Table 7**. As can be seen from the table, the intersections will operate similarly to the existing conditions. The movements that are failing in the existing conditions will continue to fail, as well as the westbound approach and overall Level of Service of Fairbanks Avenue and Orange Avenue/Pennsylvania Avenue in the A.M. peak hour, as well as the overall Level of Service for Fairbanks Avenue and Orlando Avenue in both peak hours. Detailed printouts of the background capacity analysis worksheets are included in **Appendix G**.

Table 7
Projected Background Traffic Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave	Signal	A.M.	61.3	E	112.8	F	65.7	E	62.0	E	83.5	F
		P.M.	81.0	F	63.7	E	67.8	E	68.9	E	67.9	E
Fairbanks Ave & Denning Dr	Signal	A.M.	11.4	B	9.8	A	80.7	F	83.4	F	21.1	C
		P.M.	17.8	B	12.2	B	57.6	E	50.1	D	24.4	C
Fairbanks Ave & Orlando Ave	Signal	A.M.	75.2	E	64.0	E	133.1	F	64.0	E	87.1	F
		P.M.	113.5	F	73.3	E	160.9	F	73.7	E	106.2	F

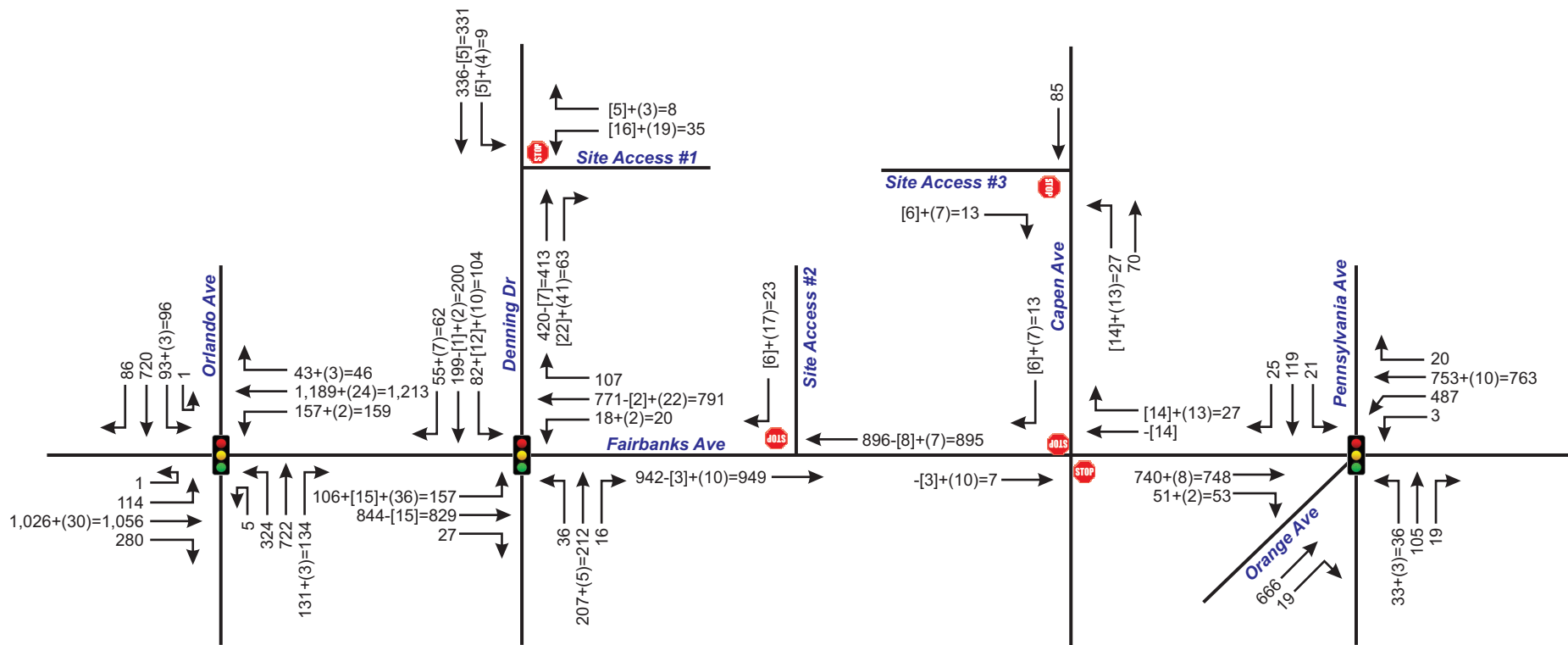




805 W Fairbanks Avenue
 Project № 5810.1
Figure 5a

**Projected A.M. Peak
 Hour Volumes**





805 W Fairbanks Avenue
 Project № 5810.1
Figure 5b

**Projected P.M. Peak
 Hour Volumes**



The results for the total projected traffic analyses are summarized in **Table 8**. As can be seen from the table, the study intersections will continue to operate with failing approaches and failing overall Levels of Service. It should be noted, however, that the addition of the project traffic will not cause any deficiencies to the study intersections that are not caused by the background growth of the existing traffic. The failing approaches and intersections will continue to fail regardless of the addition of the project trips. The site access driveways, however, are projected to operate satisfactorily upon the addition of the project trips. Detailed printouts of the projected capacity analysis worksheets are included in **Appendix H**.

The site of the proposed development is located in a built-out area with no available right-of-way for geometric improvements to the study intersections. Therefore, the signalized study intersections were analyzed once more using optimized signal timings in order to improve their operations. Summarized in **Table 9** are the results of the analysis. As can be seen from the table, the study intersections will still operate with failing approaches upon signal timing optimization. While there are approaches that will continue to operate with failing Levels of Service at the study intersections, the overall delays are significantly reduced with optimization.

Internal Traffic Flow Analysis

An analysis of the internal traffic flow was conducted to determine if the site plan provides adequate stacking areas and if the queue lengths will impact site ingress and egress. To conduct this analysis, the detailed *Synchro* analysis worksheets for the site access driveways were reviewed. The analysis revealed that the maximum 95th percentile queue length for each site access driveway was 25 feet or less. The site plan provides more than 200 feet of space for vehicle stacking for Site Access #1, 75 feet of space for Site Access #2, and more than 295 feet of space for Site Access #3. Therefore, it was determined that the site plan provides adequate stacking area and that the queue lengths will not impact site ingress or egress due to the short lengths.



Table 8
Total Projected Traffic Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave	Signal	A.M.	57.6	E	115.9	F	66.0	E	62.0	E	84.0	F
		P.M.	80.1	F	66.6	E	68.3	E	68.9	E	69.1	E
Fairbanks Ave & Denning Dr	Signal	A.M.	15.2	B	9.4	A	81.1	F	81.9	F	23.1	C
		P.M.	23.9	C	12.9	B	65.9	E	48.0	D	27.7	C
Fairbanks Ave & Orlando Ave	Signal	A.M.	76.9	E	67.5	E	136.9	F	65.1	E	89.6	F
		P.M.	122.6	F	74.8	E	166.3	F	73.3	E	110.4	F
Denning Dr & Site Access #1	Stop	A.M.	--	--	12.5	B	0.0	A	0.2	A	0.7	A
		P.M.	--	--	16.9	C	0.0	A	0.2	A	0.9	A
Fairbanks Ave & Site Access #2	Stop	A.M.	0.0	A	0.0	A	--	--	12.1	B	0.1	A
		P.M.	0.0	A	0.0	A	--	--	12.2	B	0.2	A
Capen Ave & Site Access #3	Stop	A.M.	8.5	A	--	--	3.1	A	0.0	A	2.4	A
		P.M.	8.8	A	--	--	2.1	A	0.0	A	1.6	A

Table 9
Total Projected Traffic Intersection Capacity Analysis – Optimized Signal Timings

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave - Optimized	Signal	A.M.	98.4	F	30.8	C	146.0	F	95.9	F	57.8	E
		P.M.	96.0	F	28.0	C	110.4	F	99.7	F	55.6	E
Fairbanks Ave & Denning Dr - Optimized	Signal	A.M.	15.1	B	8.9	A	83.4	F	83.1	F	23.1	C
		P.M.	--	--	--	--	--	--	--	--	--	--
Fairbanks Ave & Orlando Ave - Optimized	Signal	A.M.	84.3	F	66.1	E	74.9	E	82.4	F	77.0	E
		P.M.	102.8	F	82.6	F	87.5	F	96.2	F	92.2	F



STUDY CONCLUSIONS

This analysis was undertaken in order to assess the traffic impact of the proposed retail and restaurant development to be located at 805 W Fairbanks Avenue, in the northeast corner of the intersection of Fairbanks Avenue (SR 426) and Denning Drive in Winter Park, Florida. The proposed development will consist of 10,080 square feet of restaurant space and 13,130 square feet of retail space. Access to the site will be provided via full access driveways on Denning Drive and Capen Avenue, as well as a right-turn-only exit on Fairbanks Avenue. The results of the study as documented herein are summarized below:

- The proposed development will generate 1,045 net new daily trips, of which 73 will occur in the A.M. peak hour and 104 in the P.M. peak hour.
- The analysis indicated that the adjacent roadway segments currently operate at satisfactory Levels of Service and will continue to do so with the addition of project trips.
- The analysis indicated that the study intersections currently operate at satisfactory Levels of Service, except for the intersection of Orlando Avenue and Fairbanks Avenue, which fails during the P.M. peak hour. Each study intersection has minor approach movements that are failing during the A.M. or P.M. peak hour in the existing condition. Background traffic growth will cause the intersection of Orlando Avenue and Fairbanks Avenue to fail during the A.M. peak hour, as well as additional failing approaches at the other study intersections. The addition of the project trips will not cause any additional deficiencies. Signal timing optimization will reduce the overall delays at the study intersections.
- The proposed development will be accessed via two full access driveways, one on Denning Drive and one on Capen Avenue, as well as a right-out-only driveway on Fairbanks Avenue. All three site access driveways are projected to operate satisfactorily upon completion of the project.
- Based upon a review of the site plan and the detailed *Synchro* analysis worksheets, the site plan provides adequate space for stacking vehicles. The queues formed by vehicles exiting the site will not impact site ingress or egress.



APPENDICES

APPENDIX A

City of Winter Park TIA Guidelines

Sean Smith

From: Rita Merhi
Sent: Friday, May 19, 2023 11:30 AM
To: Sean Smith
Subject: FW: Traffic Impact Analysis Guidelines

From: Nicholas Lewis <nlewis@cityofwinterpark.org>
Sent: Tuesday, May 16, 2023 9:52 AM
To: Rita Merhi <rita@tpdtraffic.com>
Cc: Allison McGillis <amcgillis@cityofwinterpark.org>; Hongmyung Lim <hlim@cityofwinterpark.org>
Subject: RE: Traffic Impact Analysis Guidelines

Good Morning Rita,

The City's traffic impact analysis guidelines are as follows:

Traffic Data and a Transportation Impact Analysis: including but not limited to the current average daily traffic on adjacent streets and the current peak hour(s) traffic on adjacent streets. This data shall also include estimated daily and a.m. and p.m. peak-hour traffic generation to and from the site utilizing current Institute of Transportation Engineers (ITE) data or data collected specifically for the site, as well as the documented distribution of trips to the various entrances and exits. The peak hour analysis shall be for the peak hour(s) of the business as well as the peak hours of the adjacent roadways. This data shall also include a detailed analysis of internal traffic flow including a queuing analysis completed with a city approved methodology, an analysis of the nature and adequacy of stacking areas on site for average and peak periods, and an analysis of the impact of vehicle queuing on site ingress and egress. Relevant accident history data near the proposed site and at sites with similar uses shall also be presented by the Applicant and considered by the City.

Best,
Nick

 City of Winter Park 401 Park Ave. South Winter Park, FL. 32789 cityofwinterpark.org	Nicholas W. Lewis Planner II Planning & Zoning 407.599.3508 nlewis@cityofwinterpark.org
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From: Rita Merhi <rita@tpdtraffic.com>
Sent: Monday, May 15, 2023 5:08 PM
To: Nicholas Lewis <nlewis@cityofwinterpark.org>
Subject: [External] Traffic Impact Analysis Guidelines

APPENDIX B

Intersection Turning Movement Counts, Signal Timings, and FDOT SF Report

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

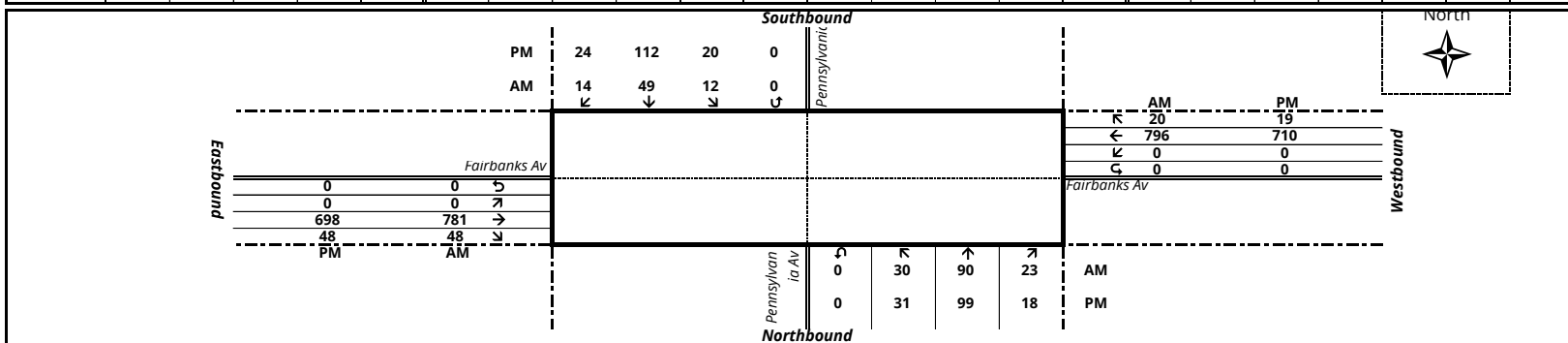
Pennsylvania Av

Pennsylvania Av

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL																
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL																		
07:00 AM	8	20	11	0	39	2	11	2	0	15	54	0	138	5	0	143	0	170	0	0	170	313	367																
07:15 AM	10	13	6	0	29	4	8	1	0	13	42	0	186	8	0	194	0	246	5	0	251	445	487																
07:30 AM	12	20	2	0	34	4	4	5	0	13	47	0	161	15	0	176	0	201	4	0	205	381	428																
07:45 AM	8	14	2	0	24	3	9	3	0	15	39	1	228	7	0	236	1	199	2	0	202	438	477																
TOTAL	38	67	21	0	126	13	32	11	0	56	182	1	713	35	0	749	1	816	11	0	828	1,577	1,759																
08:00 AM	9	17	5	0	31	1	16	4	0	21	52	0	178	10	0	188	0	201	1	0	202	390	442																
08:15 AM	8	21	7	0	36	2	11	3	0	16	52	0	201	18	0	219	0	199	4	0	203	422	474																
08:30 AM	9	31	5	0	45	8	11	3	0	22	67	0	193	10	0	203	0	179	5	0	184	387	454																
08:45 AM	4	21	6	0	31	1	11	4	0	16	47	0	209	10	0	219	0	217	10	0	227	446	493																
TOTAL	30	90	23	0	143	12	49	14	0	75	218	0	781	48	0	829	0	796	20	0	816	1,645	1,863																
04:00 PM	8	28	10	0	46	8	17	8	0	33	79	0	135	12	0	147	0	153	9	0	162	309	388																
04:15 PM	5	20	6	0	31	6	18	5	0	29	60	0	203	8	0	211	0	159	9	0	168	379	439																
04:30 PM	8	16	2	0	26	4	18	3	0	25	51	0	164	8	0	172	0	170	3	1	174	346	397																
04:45 PM	12	21	4	0	37	8	19	6	0	33	70	1	157	6	0	164	0	167	9	0	176	340	410																
TOTAL	33	85	22	0	140	26	72	22	0	120	260	1	659	34	0	694	0	649	30	1	680	1,374	1,634																
05:00 PM	3	26	6	0	35	6	47	10	0	63	98	0	163	7	0	170	0	186	6	0	192	362	460																
05:15 PM	5	29	5	0	39	4	21	7	0	32	71	0	174	10	0	184	0	179	3	0	182	366	437																
05:30 PM	10	22	0	0	32	6	21	3	0	30	62	0	177	20	0	197	0	165	7	0	172	369	431																
05:45 PM	13	22	7	0	42	4	23	4	0	31	73	0	184	11	0	195	0	180	3	0	183	378	451																
TOTAL	31	99	18	0	148	20	112	24	0	156	304	0	698	48	0	746	0	710	19	0	729	1,475	1,779																
AM Peak																							Peak Hour Factor: 0.945																
08:00 AM to 09:00 AM					30	90	23	0	143	12					49	14	0	75	218	0					781	48	0	829	0					796	20	0	816	1,645	1,863
PM Peak																							Peak Hour Factor: 0.967																
05:00 PM to 06:00 PM					31	99	18	0	148	20					112	24	0	156	304	0					698	48	0	746	0					710	19	0	729	1,475	1,779



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

Pennsylvania Av

Pennsylvania Av

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	4	0	0	4	0	1	0	0	1	5	6
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	5	2	0	7	0	5	0	0	5	12	13
07:30 AM	1	2	1	0	4	0	0	0	0	0	4	0	3	0	0	3	0	0	0	0	0	3	7
07:45 AM	1	0	0	0	1	1	0	0	0	1	2	0	4	0	0	4	0	5	0	0	5	9	11
TOTAL	3	2	1	0	6	2	0	0	0	2	8	0	16	2	0	18	0	11	0	0	11	29	37
08:00 AM	1	0	0	0	1	0	1	0	0	1	2	0	3	0	0	3	0	2	0	0	2	5	7
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	6	0	0	6	0	2	0	0	2	8	9
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	4	0	0	4	0	2	0	0	2	6	7
08:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	10	0	0	10	0	2	1	0	3	13	14
TOTAL	1	2	0	0	3	0	2	0	0	2	5	0	23	0	0	23	0	8	1	0	9	32	37
04:00 PM	0	1	1	0	2	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
TOTAL	0	1	1	0	2	0	0	0	0	0	2	0	7	0	0	7	0	4	0	0	4	11	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8	8
AM Peak																							
08:00 AM to 09:00 AM	1	2	0	0	3	0	2	0	0	2	5	0	23	0	0	23	0	8	1	0	9	32	37
PM Peak																							
05:00 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8	8

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

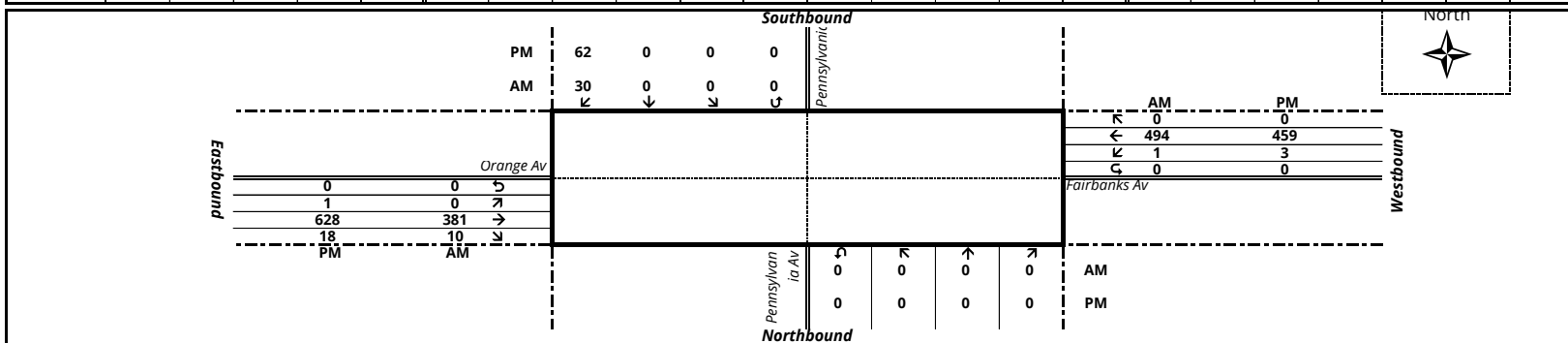
LOCATION: Pennsylvania Av & Orange Av/Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

Pennsylvania Av						Pennsylvania Av						Orange Av						Fairbanks Av					
TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	2	0	2	2	0	39	0	0	39	3	110	0	0	113	152	154
07:15 AM	0	0	0	0	0	0	0	3	0	3	3	0	52	0	0	52	1	107	0	0	108	160	163
07:30 AM	0	0	0	0	0	0	0	4	0	4	4	0	78	0	0	78	0	140	0	0	140	218	222
07:45 AM	0	0	0	0	0	0	0	7	0	7	7	0	84	0	0	84	0	132	0	0	132	216	223
TOTAL	0	0	0	0	0	0	0	16	0	16	16	0	253	0	0	253	4	489	0	0	493	746	762
08:00 AM	0	0	0	0	0	0	0	5	0	5	5	0	69	2	0	71	1	126	0	0	127	198	203
08:15 AM	0	0	0	0	0	0	0	13	0	13	13	0	95	6	0	101	0	129	0	0	129	230	243
08:30 AM	0	0	0	0	0	0	0	6	0	6	6	0	115	0	0	115	0	107	0	0	107	222	228
08:45 AM	0	0	0	0	0	0	0	6	0	6	6	0	102	2	0	104	0	132	0	0	132	236	242
TOTAL	0	0	0	0	0	0	0	30	0	30	30	0	381	10	0	391	1	494	0	0	495	886	916
04:00 PM	0	0	0	0	0	0	0	18	0	18	18	0	130	4	0	134	0	86	0	0	86	220	238
04:15 PM	0	0	0	0	0	0	0	7	0	7	7	0	142	5	0	147	0	91	0	0	91	238	245
04:30 PM	0	0	0	0	0	0	0	13	0	13	13	0	114	5	0	119	1	84	1	0	86	205	218
04:45 PM	0	0	0	0	0	0	0	15	0	15	15	0	129	4	0	133	0	106	0	0	106	239	254
TOTAL	0	0	0	0	0	0	0	53	0	53	53	0	515	18	0	533	1	367	1	0	369	902	955
05:00 PM	0	0	0	0	0	0	0	22	0	22	22	0	145	4	0	149	0	102	0	0	102	251	273
05:15 PM	0	0	0	0	0	0	0	15	0	15	15	1	124	4	0	129	1	136	0	0	137	266	281
05:30 PM	0	0	0	0	0	0	0	9	0	9	9	0	169	2	0	171	0	89	0	0	89	260	269
05:45 PM	0	0	0	0	0	0	0	16	0	16	16	0	190	8	0	198	2	132	0	0	134	332	348
TOTAL	0	0	0	0	0	0	0	62	0	62	62	1	628	18	0	647	3	459	0	0	462	1,109	1,171

AM Peak																					Peak Hour Factor: 0.942		
08:00 AM to 09:00 AM	0	0	0	0	0	0	0	30	0	30	30	0	381	10	0	391	1	494	0	0	495	886	916
PM Peak																					Peak Hour Factor: 0.841		
05:00 PM to 06:00 PM	0	0	0	0	0	0	0	62	0	62	62	1	628	18	0	647	3	459	0	0	462	1,109	1,171



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Orange Av/Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

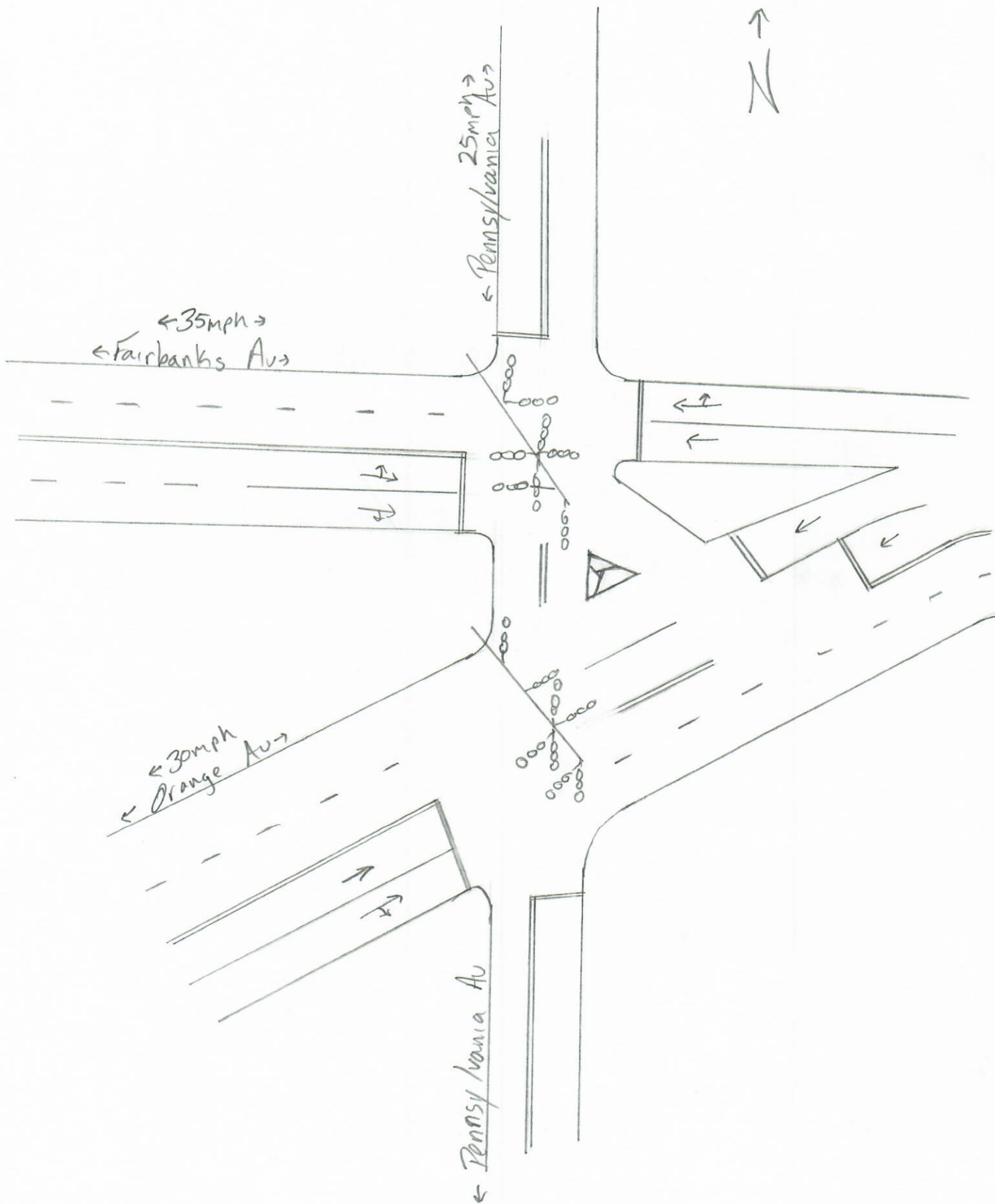
Pennsylvania Av

Pennsylvania Av

Orange Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4
AM Peak																							
08:00 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13	13
PM Peak																							
05:00 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4



MaxTime Basic Default Timing Sheet

Controller Number	3055
Controller Name	SR 426 & Pennsylvania / Orange Ave
Main St.	SR 426
Side St.	Pennsylvania / Orange Ave
IP Address	10.32.29.22:81
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Enable
Grn Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
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Schedules

Day Plan	1	Description	SUN															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	MON															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	TUE															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	WED															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	5	Description	THU															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	6	Description	FRI															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	7	Description	SAT															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	8	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan	9	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan	10	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan	11	Description																
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Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan		12	Description																									
Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan		13		Description																								
Month of Year					Days of Week								Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan		14		Description																										
Month of Year					Days of Week								Days of Month																	
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.		
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.		
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.		

Day Plan		15		Description																												
Month of Year					Days of Week								Days of Month																			
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.				
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.				
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.				

Day Plan 1				
Event	Hour	Min.	Act	
1	0	0	99	
2	8	0	6	
3	21	0	99	
4	0	0	0	
5	0	0	0	

Day Plan 2				
Event	Hour	Min.	Act	
1	0	0	99	
2	6	30	1	
3	10	0	3	
4	15	15	4	
5	19	30	99	

Day Plan 3				
Event	Hour	Min.	Act	
1	0	0	99	
2	6	30	1	
3	10	0	3	
4	15	15	4	
5	19	30	99	

Day Plan 4				
Event	Hour	Min.	Act	
1	0	0	99	
2	6	30	1	
3	10	0	3	
4	15	15	4	
5	19	30	99	

Day Plan 1				
Event	Hour	Min.	Act	
6	0	0	0	
7	0	0	0	
8	0	0	0	
9	0	0	0	
10	0	0	0	

Day Plan 2				
Event	Hour	Min.	Act	
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 3				
Event	Hour	Min.	Act	
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 4				
Event	Hour	Min.	Act	
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 5				
Event	Hour	Min.	Act	
1	0	0	99	
2	6	30	1	
3	10	0	3	
4	15	15	4	
5	19	30	99	
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 6				
Event	Hour	Min.	Act	
1	0	0	99	
2	6	30	1	
3	10	0	3	
4	13	0	4	
5	19	30	99	
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 7				
Event	Hour	Min.	Act	
1	0	0	99	
2	8	0	6	
3	21	0	99	
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 8				
Event	Hour	Min.	Act	
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Day Plan 9				
Event	Hour	Min.	Act	
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		

Day Plan 10				
Event	Hour	Min.	Act	
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		

Day Plan 11				
Event	Hour	Min.	Act	
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		

Day Plan 12				
Event	Hour	Min.	Act	
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	EB
2	Red Clear	1	5,6		0	NEB / WB O2
3	Phase Not On	1	7,8		0	
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	2,1		0	
6	Red Clear	2	2,1		0	WB
7	Phase Not On	2	3,4		0	
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

105	0	0	0	0	105	1	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	106	1	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	107	1	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	108	1	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	109	1	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	110	1	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	111	1	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	112	1	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	113	1	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	114	1	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	115	1	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	116	1	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	117	1	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	118	1	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	119	1	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	120	1	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	121	1	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	122	1	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	123	1	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	124	1	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	125	1	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	126	1	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	127	1	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	128	1	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	80	.	.	None
2	55	X	.	None
3	0	.	.	None
4	45	.	.	None
5	0	.	.	None
6	135	X	X	None
7	0	.	.	None
8	45	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	62	.	.	None
2	63	X	.	None
3	0	.	.	None
4	55	.	.	None
5	0	.	.	None
6	125	X	X	None
7	0	.	.	None
8	55	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	78	.	.	None
2	76	X	.	None
3	0	.	.	None
4	66	.	.	None
5	0	.	.	None
6	154	X	X	None
7	0	.	.	None
8	66	.	.	None

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	13	0	8	0	10	0	22	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	8	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Passage	5	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	25	25	0	30	0	25	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	25	25	0	30	0	25	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.1	3.7	3	3.4	3	3.7	3	3.4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2.1	4.4	3	4.5	0	2	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Denning Dr & Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

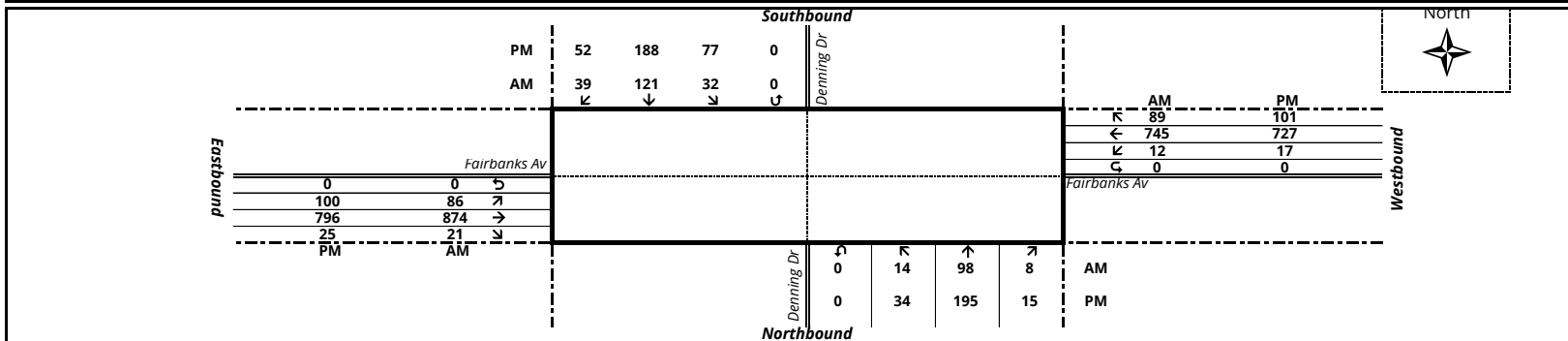
Denning Dr

Denning Dr

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	4	9	1	0	14	5	7	5	0	17	31	9	152	1	0	162	2	191	6	0	199	361	392
07:15 AM	0	10	0	0	10	4	20	6	0	30	40	3	173	4	0	180	0	234	23	0	257	437	477
07:30 AM	2	20	1	0	23	7	20	10	0	37	60	19	209	6	0	234	3	201	19	0	223	457	517
07:45 AM	2	26	0	0	28	6	32	13	0	51	79	28	225	6	0	259	5	217	26	0	248	507	586
TOTAL	8	65	2	0	75	22	79	34	0	135	210	59	759	17	0	835	10	843	74	0	927	1,762	1,972
08:00 AM	3	28	0	0	31	8	26	9	0	43	74	22	227	5	0	254	3	179	25	0	207	461	535
08:15 AM	5	22	5	0	32	10	31	11	0	52	84	16	207	3	0	226	4	166	20	0	190	416	500
08:30 AM	4	22	3	0	29	8	32	6	0	46	75	20	215	7	0	242	0	183	18	0	201	443	518
08:45 AM	3	28	4	0	35	7	35	9	0	51	86	14	240	13	0	267	5	201	19	0	225	492	578
TOTAL	15	100	12	0	127	33	124	35	0	192	319	72	889	28	0	989	12	729	82	0	823	1,812	2,131
04:00 PM	3	35	1	0	39	16	41	14	0	71	110	28	178	6	0	212	2	185	15	0	202	414	524
04:15 PM	6	44	3	0	53	18	51	14	0	83	136	15	177	5	0	197	7	163	20	0	190	387	523
04:30 PM	7	47	2	0	56	19	39	6	0	64	120	12	144	7	0	163	9	183	22	1	215	378	498
04:45 PM	10	56	1	0	67	20	52	13	0	85	152	30	166	5	0	201	2	178	27	0	207	408	560
TOTAL	26	182	7	0	215	73	183	47	0	303	518	85	665	23	0	773	20	709	84	1	814	1,587	2,105
05:00 PM	10	46	2	0	58	21	55	13	0	89	147	37	165	9	0	211	4	184	25	0	213	424	571
05:15 PM	9	54	5	0	68	20	48	10	0	78	146	23	180	6	0	209	2	170	29	0	201	410	556
05:30 PM	8	42	2	0	52	19	49	13	0	81	133	22	245	4	0	271	7	184	21	0	212	483	616
05:45 PM	7	53	6	0	66	17	36	16	0	69	135	18	206	6	0	230	4	189	26	0	219	449	584
TOTAL	34	195	15	0	244	77	188	52	0	317	561	100	796	25	0	921	17	727	101	0	845	1,766	2,327
AM Peak																							Peak Hour Factor: 0.913
07:45 AM to 08:45 AM	14	98	8	0	120	32	121	39	0	192	312	86	874	21	0	981	12	745	89	0	846	1,827	2,139
PM Peak																							Peak Hour Factor: 0.944
05:00 PM to 06:00 PM	34	195	15	0	244	77	188	52	0	317	561	100	796	25	0	921	17	727	101	0	845	1,766	2,327



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Denning Dr & Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

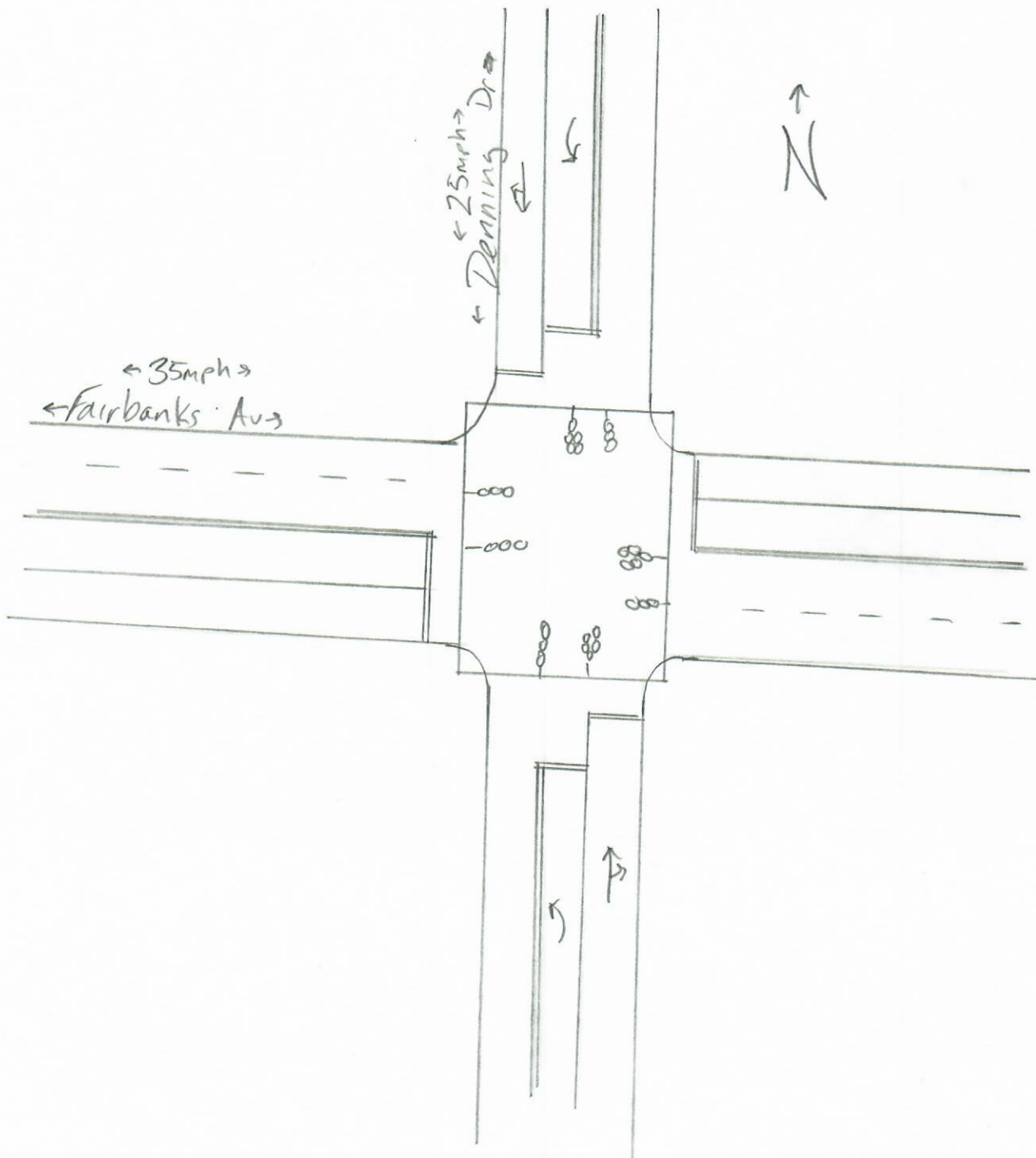
Denning Dr

Denning Dr

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	7	7
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	6	0	0	6	0	3	2	0	5	11	12
07:30 AM	0	0	0	0	0	0	0	1	0	1	1	1	3	0	0	4	0	1	0	0	1	5	6
07:45 AM	0	0	0	0	0	1	1	0	0	2	2	0	2	0	0	2	0	5	0	0	5	7	9
TOTAL	0	0	0	0	0	2	1	1	0	4	4	1	17	0	0	18	0	10	2	0	12	30	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
08:15 AM	0	0	2	0	2	1	0	0	0	1	3	0	4	1	0	5	0	1	1	0	2	7	10
08:30 AM	0	0	0	0	0	1	0	1	0	2	2	0	8	0	0	8	0	3	0	0	3	11	13
08:45 AM	0	0	0	0	0	1	1	0	0	2	2	0	7	1	0	8	0	3	0	0	3	11	13
TOTAL	0	0	2	0	2	3	1	1	0	5	7	0	21	2	0	23	0	10	1	0	11	34	41
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	1	0	2	0	0	2	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5	5
04:45 PM	1	0	0	0	1	1	0	1	0	2	3	0	1	0	0	1	0	0	0	0	0	1	4
TOTAL	1	0	0	0	1	2	0	1	0	3	4	0	6	0	0	6	0	4	0	0	4	10	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
05:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	2	0	0	2	3	4
TOTAL	2	0	0	0	2	0	0	2	0	2	4	0	3	0	0	3	0	6	0	0	6	9	13
AM Peak																							
07:45 AM to 08:45 AM	0	0	2	0	2	3	1	1	0	5	7	0	16	1	0	17	0	12	1	0	13	30	37
PM Peak																							
05:00 PM to 06:00 PM	2	0	0	0	2	0	0	2	0	2	4	0	3	0	0	3	0	6	0	0	6	9	13



MaxTime Basic Default Timing Sheet

Controller Number	3050
Controller Name	SR 426 & Denning Dr
Main St.	SR 426
Side St.	Denning Dr
IP Address	10.32.29.39:81
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Enable
Grn Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
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Schedules

Day Plan	1	Description	SUN															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	MON															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	. X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	TUE															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	. . X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	WED															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	. . . X . . .		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	5	Description	THU															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	 X . .		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	6	Description	FRI															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	 X .		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	7	Description	SAT															
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	 X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	8	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.																		
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.																		

Day Plan	9	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.																		
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.																		

Day Plan	10	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S M T W T F S		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.																		
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.																		

Day Plan	11	Description																
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Schedules

Day Plan	1	Description	SUN															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	MON															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	TUE															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	WED															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	5	Description	THU															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	6	Description	FRI															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	7	Description	SAT															
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
X X X X X X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
X X X X X X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	8	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan	9	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan	10	Description																
Month of Year		Days of Week	Days of Month															
J F M A M J	S	M T W T F S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J A S O N D			17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan	11	Description																
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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	
2	Green No Walk	1	5,6		0	EB
3	Phase Not On	1	7,8		0	NBL
4	Phase Not On	1	7,8		0	SB
5	Phase Not On	2	1,2		0	EBL
6	Green No Walk	2	1,2		0	WB
7	Phase Not On	2	3,4		0	SBL
8	Phase Not On	2	3,4		0	NB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

105	0	0	0	0	105	1	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	106	1	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	107	1	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	108	1	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	109	1	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	110	1	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	111	1	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	112	1	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	113	1	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	114	1	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	115	1	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	116	1	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	117	1	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	118	1	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	119	1	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	120	1	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	121	1	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	122	1	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	123	1	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	124	1	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	125	1	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	126	1	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	127	1	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	128	1	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	130	X	X	None
3	15	.	.	None
4	35	.	.	None
5	15	.	.	None
6	115	X	.	None
7	15	.	.	None
8	35	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	128	X	X	None
3	20	.	.	None
4	32	.	.	None
5	15	.	.	None
6	113	X	.	None
7	20	.	.	None
8	32	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	72	X	X	None
3	15	.	.	None
4	23	.	.	None
5	15	.	.	None
6	57	X	.	None
7	15	.	.	None
8	23	.	.	None

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	12	0	15	0	14	0	13	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	4	10	4	15	4	10	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	4	3	3	3	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	55	10	25	15	55	10	25	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	40	15	15	10	40	15	15	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	4	3.4	3.4	4	4	3.4	3.4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: US 1792 & Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

US 1792

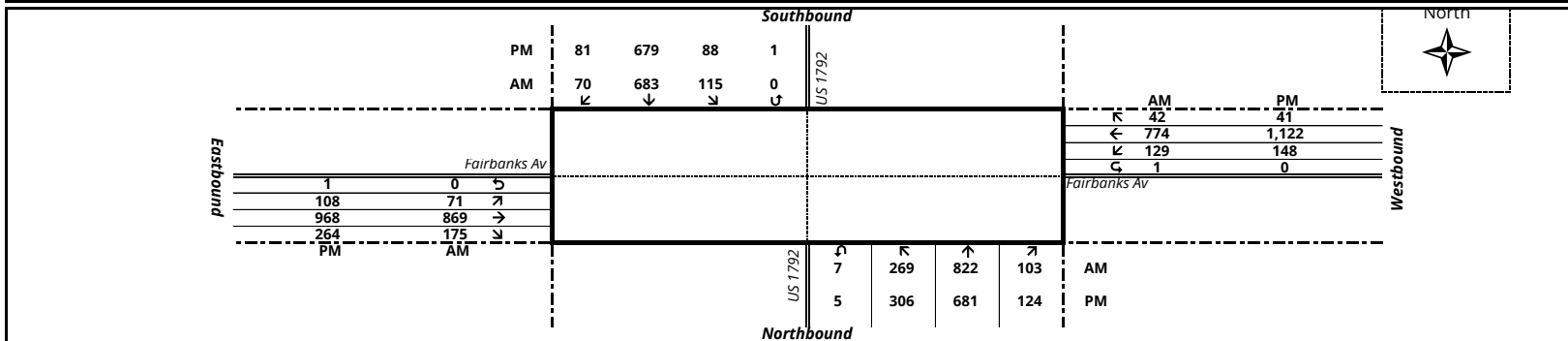
US 1792

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	42	123	21	0	186	16	163	12	0	191	377	10	172	37	3	222	17	94	4	0	115	337	714
07:15 AM	52	162	17	1	232	12	160	7	0	179	411	11	194	34	3	242	28	126	5	0	159	401	812
07:30 AM	56	168	25	0	249	18	174	15	1	208	457	19	207	29	0	255	31	150	4	0	185	440	897
07:45 AM	66	210	23	1	300	30	174	14	0	218	518	19	228	44	0	291	34	194	8	1	237	528	1,046
TOTAL	216	663	86	2	967	76	671	48	1	796	1,763	59	801	144	6	1,010	110	564	21	1	696	1,706	3,469
08:00 AM	60	201	33	5	299	30	179	20	0	229	528	14	227	47	0	288	27	166	11	0	204	492	1,020
08:15 AM	68	191	17	1	277	22	138	18	0	178	455	16	192	39	0	247	33	206	11	0	250	497	952
08:30 AM	75	220	30	0	325	33	192	18	0	243	568	22	222	45	0	289	35	208	12	0	255	544	1,112
08:45 AM	68	186	29	0	283	23	124	26	0	173	456	22	194	64	0	280	29	203	13	0	245	525	981
TOTAL	271	798	109	6	1,184	108	633	82	0	823	2,007	74	835	195	0	1,104	124	783	47	0	954	2,058	4,065
04:00 PM	70	162	19	2	253	32	139	20	0	191	444	26	215	64	0	305	46	289	18	0	353	658	1,102
04:15 PM	68	160	28	3	259	26	157	20	0	203	462	31	209	58	0	298	51	275	6	0	332	630	1,092
04:30 PM	85	170	41	2	298	28	200	27	0	255	553	23	233	73	1	330	29	286	10	0	325	655	1,208
04:45 PM	73	137	31	1	242	13	124	14	1	152	394	26	249	61	0	336	40	290	5	0	335	671	1,065
TOTAL	296	629	119	8	1,052	99	620	81	1	801	1,853	106	906	256	1	1,269	166	1,140	39	0	1,345	2,614	4,467
05:00 PM	88	180	28	1	297	26	171	17	0	214	511	32	254	60	0	346	38	270	12	0	320	666	1,177
05:15 PM	60	194	24	1	279	21	184	23	0	228	507	27	232	70	0	329	41	276	14	0	331	660	1,167
05:30 PM	69	162	26	1	258	32	147	20	0	199	457	29	254	53	0	336	40	286	8	0	334	670	1,127
05:45 PM	79	176	27	0	282	23	101	22	0	146	428	28	248	57	0	333	31	284	12	0	327	660	1,088
TOTAL	296	712	105	3	1,116	102	603	82	0	787	1,903	116	988	240	0	1,344	150	1,116	46	0	1,312	2,656	4,559

AM Peak																						Peak Hour Factor: 0.929	
07:45 AM to 08:45 AM	269	822	103	7	1,201	115	683	70	0	868	2,069	71	869	175	0	1,115	129	774	42	1	946	2,061	4,130
PM Peak																						Peak Hour Factor: 0.956	
04:30 PM to 05:30 PM	306	681	124	5	1,116	88	679	81	1	849	1,965	108	968	264	1	1,341	148	1,122	41	0	1,311	2,652	4,617



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: US 1792 & Fairbanks Av

COUNTY: Seminole County

LONGITUDE: 0

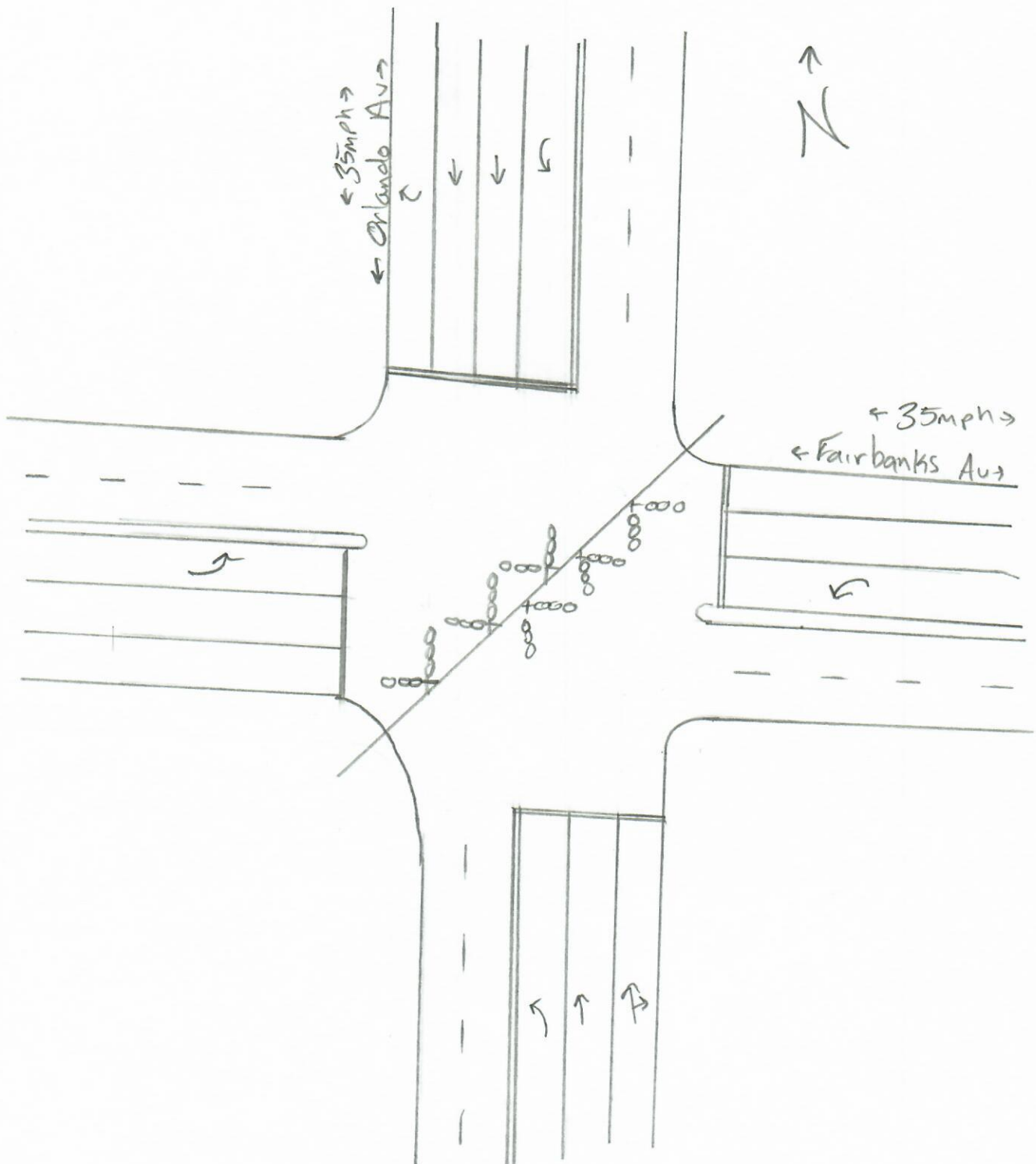
US 1792

US 1792

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	4	4	0	0	8	0	4	0	0	4	12	0	0	0	0	0	0	0	1	0	1	1	13
07:15 AM	1	0	1	0	2	1	1	0	0	2	4	1	1	1	0	3	1	1	0	0	2	5	9
07:30 AM	1	4	0	0	5	0	0	0	0	0	5	0	1	1	0	2	0	0	0	0	0	2	7
07:45 AM	1	3	0	0	4	0	1	0	0	1	5	2	3	2	0	7	0	1	0	0	1	8	13
TOTAL	7	11	1	0	19	1	6	0	0	7	26	3	5	4	0	12	1	2	1	0	4	16	42
08:00 AM	4	6	1	0	11	0	1	0	0	1	12	1	0	0	0	1	0	2	0	0	2	3	15
08:15 AM	2	3	0	0	5	0	4	1	0	5	10	1	2	0	0	3	2	2	0	0	4	7	17
08:30 AM	1	6	1	0	8	0	7	1	0	8	16	1	1	0	0	2	0	5	1	0	6	8	24
08:45 AM	3	2	0	0	5	0	2	0	0	2	7	2	3	0	0	5	0	2	0	0	2	7	14
TOTAL	10	17	2	0	29	0	14	2	0	16	45	5	6	0	0	11	2	11	1	0	14	25	70
04:00 PM	0	2	1	0	3	0	1	0	0	1	4	1	0	0	0	1	1	1	0	0	2	3	7
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	0	1	2
04:30 PM	1	4	1	0	6	0	3	0	0	3	9	0	0	0	0	0	0	1	0	0	1	1	10
04:45 PM	1	0	0	0	1	0	2	0	0	2	3	0	1	0	0	1	0	0	0	0	0	1	4
TOTAL	2	6	2	0	10	0	7	0	0	7	17	1	2	0	0	3	1	2	0	0	3	6	23
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	1	1	0	0	2	3	4
05:15 PM	0	0	0	0	0	0	2	0	0	2	2	1	1	0	0	2	0	0	0	0	0	2	4
05:30 PM	0	3	0	0	3	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	1	0	0	0	1	1	6
TOTAL	0	5	0	0	5	0	9	0	0	9	14	1	2	0	0	3	2	1	0	0	3	6	20
AM Peak																							
07:45 AM to 08:45 AM	8	18	2	0	28	0	13	2	0	15	43	5	6	2	0	13	2	10	1	0	13	26	69
PM Peak																							
04:30 PM to 05:30 PM	2	4	1	0	7	0	8	0	0	8	15	1	3	0	0	4	1	2	0	0	3	7	22



MaxTime Basic Default Timing Sheet

Controller Number	3020
Controller Name	US 17/92 & SR 426 (Fairbanks Ave)
Main St.	US 17/92
Side St.	SR 426 (Fairbanks Ave)
IP Address	10.32.80.131
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Enable
Grn Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
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[illegible][illegible][illegible]

Day Plan	4	Description	WED															
Month of Year	Days of Week	Days of Month																
J F M A M J	S M T W T F S	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16																
X X X X X X	. . . X . . .	X X X X X X X X X X X X X X X X X																
J A S O N D		17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																
X X X X X X		X X X X X X X X X X X X X X X																

[illegible][illegible][illegible][illegible][illegible][illegible]

Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan		12	Description																									
Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan		13		Description																								
Month of Year					Days of Week								Days of Month															
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan		14		Description																									
Month of Year					Days of Week								Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan		15		Description																									
Month of Year					Days of Week								Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
J	A	S	O	N	D	.	.	.	.	.	.	.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	.	
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Day Plan 1			
Event	Hour	Min.	Act
1	0	0	99
2	9	0	6
3	20	0	99
4	0	0	
5	0	0	

Day Plan 2			
Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5

Day Plan 3			
Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5

Day Plan 4			
Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5

Day Plan 1			
Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2			
Event	Hour	Min.	Act
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3			
Event	Hour	Min.	Act
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4			
Event	Hour	Min.	Act
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5			
Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 6			
Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	13	0	4
5	19	30	5
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 7			
Event	Hour	Min.	Act
1	0	0	99
2	9	0	6
3	20	0	99
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 8			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan 10			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan 11			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan 12			
Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Clr Ped Clr	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Start Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ed Clr During OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	NBL
2	Green No Walk	1	5,6		0	SB
3	Phase Not On	1	7,8		0	EBL
4	Phase Not On	1	7,8		0	WB
5	Phase Not On	2	1,2		0	SBL
6	Green No Walk	2	1,2		0	NB
7	Phase Not On	2	3,4		0	WBL
8	Phase Not On	2	3,4		0	EB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

105	0	0	0	0	105	1	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	106	1	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	107	1	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	108	1	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	109	1	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	110	1	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	111	1	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	112	1	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	113	1	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	114	1	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	115	1	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	116	1	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	117	1	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	118	1	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	119	1	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	120	1	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	121	1	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	122	1	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	123	1	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	124	1	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	125	1	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	126	1	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	127	1	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	128	1	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	25	.	.	None
2	65	X	.	None
3	38	.	.	None
4	52	.	.	None
5	20	.	.	None
6	70	X	X	None
7	20	.	.	None
8	70	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	32	.	.	None
2	73	X	.	None
3	35	.	.	None
4	60	.	.	None
5	22	.	.	None
6	83	X	X	None
7	25	.	.	None
8	70	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	30	.	.	None
2	90	X	.	None
3	43	.	.	None
4	57	.	.	Min Veh Recall
5	28	.	.	None
6	92	X	X	None
7	25	.	.	None
8	75	.	.	Min Veh Recall

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	24	0	26	0	24	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	7	5	15	5	7	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	4	3	3	3	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	30	60	34	45	30	60	34	45	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	25	40	25	30	25	40	25	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4	4	4	4.1	4	4	4.1	4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2	2	2	2.5	2	2	2.1	2	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2022 - 01/01/2022	1.01	1.03
2	01/02/2022 - 01/08/2022	1.03	1.05
3	01/09/2022 - 01/15/2022	1.05	1.07
4	01/16/2022 - 01/22/2022	1.04	1.06
5	01/23/2022 - 01/29/2022	1.03	1.05
6	01/30/2022 - 02/05/2022	1.01	1.03
7	02/06/2022 - 02/12/2022	1.00	1.02
8	02/13/2022 - 02/19/2022	0.98	1.00
* 9	02/20/2022 - 02/26/2022	0.98	1.00
*10	02/27/2022 - 03/05/2022	0.98	1.00
*11	03/06/2022 - 03/12/2022	0.97	0.99
*12	03/13/2022 - 03/19/2022	0.97	0.99
*13	03/20/2022 - 03/26/2022	0.97	0.99
*14	03/27/2022 - 04/02/2022	0.97	0.99
*15	04/03/2022 - 04/09/2022	0.97	0.99
*16	04/10/2022 - 04/16/2022	0.98	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.00
*19	05/01/2022 - 05/07/2022	0.98	1.00
*20	05/08/2022 - 05/14/2022	0.98	1.00
*21	05/15/2022 - 05/21/2022	0.98	1.00
22	05/22/2022 - 05/28/2022	0.99	1.01
23	05/29/2022 - 06/04/2022	0.99	1.01
24	06/05/2022 - 06/11/2022	1.00	1.02
25	06/12/2022 - 06/18/2022	1.01	1.03
26	06/19/2022 - 06/25/2022	1.02	1.04
27	06/26/2022 - 07/02/2022	1.02	1.04
28	07/03/2022 - 07/09/2022	1.03	1.05
29	07/10/2022 - 07/16/2022	1.04	1.06
30	07/17/2022 - 07/23/2022	1.03	1.05
31	07/24/2022 - 07/30/2022	1.02	1.04
32	07/31/2022 - 08/06/2022	1.01	1.03
33	08/07/2022 - 08/13/2022	1.00	1.02
34	08/14/2022 - 08/20/2022	0.99	1.01
35	08/21/2022 - 08/27/2022	1.00	1.02
36	08/28/2022 - 09/03/2022	1.02	1.04
37	09/04/2022 - 09/10/2022	1.03	1.05
38	09/11/2022 - 09/17/2022	1.05	1.07
39	09/18/2022 - 09/24/2022	1.03	1.05
40	09/25/2022 - 10/01/2022	1.01	1.03
41	10/02/2022 - 10/08/2022	0.99	1.01
42	10/09/2022 - 10/15/2022	0.97	0.99
43	10/16/2022 - 10/22/2022	0.98	1.00
44	10/23/2022 - 10/29/2022	0.99	1.01
45	10/30/2022 - 11/05/2022	1.00	1.02
46	11/06/2022 - 11/12/2022	1.01	1.03
47	11/13/2022 - 11/19/2022	1.03	1.05
48	11/20/2022 - 11/26/2022	1.02	1.04
49	11/27/2022 - 12/03/2022	1.02	1.04
50	12/04/2022 - 12/10/2022	1.01	1.03
51	12/11/2022 - 12/17/2022	1.01	1.03
52	12/18/2022 - 12/24/2022	1.03	1.05
53	12/25/2022 - 12/31/2022	1.05	1.07

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_7500_PKSEASON.TXT

APPENDIX C

Existing Intersection Capacity Analysis Worksheets

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing AM
05/30/2023

	→	↘	↙	←	↖	↗	↘	↙	↖	↗	↘	↙
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑			↖↗	↑↑			↖↗			↖↗	
Traffic Volume (vph)	781	48	1	494	796	20	30	90	23	12	49	14
Future Volume (vph)	781	48	1	494	796	20	30	90	23	12	49	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.996			0.979			0.975	
Flt Protected				0.950				0.990			0.992	
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1807	0	0	1791	0
Flt Permitted				0.322				0.915			0.937	
Satd. Flow (perm)	3479	0	0	1187	3557	0	0	1670	0	0	1692	0
Right Turn on Red						Yes			Yes			
Satd. Flow (RTOR)					3			5				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1331				543			770			658	
Travel Time (s)	25.9				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	831	51	1	526	847	21	32	96	24	13	52	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	882	0	0	527	868	0	0	152	0	0	80	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	80.0		55.0	55.0	135.0		45.0	45.0		45.0	45.0	
Total Split (%)	44.4%		30.6%	30.6%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	73.8		46.9	46.9	129.3		37.1	37.1		37.1	37.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	58.5			62.2	129.3			37.1			37.1	
Actuated g/C Ratio	0.32			0.35	0.72			0.21			0.21	
v/c Ratio	0.78			1.29	0.34			0.44			0.23	
Control Delay	64.5			191.3	9.8			64.8			61.6	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	64.5			191.3	9.8			64.8			61.6	
LOS	E			F	A			E			E	
Approach Delay	64.5				78.4			64.8			61.6	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing AM
05/30/2023

		
Lane Group	NER	NER2
Lane Configurations	RT	
Traffic Volume (vph)	381	10
Future Volume (vph)	381	10
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	405	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	416	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	55.0	
Total Split (%)	30.6%	
Maximum Green (s)	46.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	62.2	
Actuated g/C Ratio	0.35	
v/c Ratio	0.41	
Control Delay	39.9	
Queue Delay	0.0	
Total Delay	39.9	
LOS	D	
Approach Delay		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing AM
05/30/2023

	→	↘	↙	←	←	↖	↗	↑	↘	↙	↓	↘
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E				E			E			E	
Queue Length 50th (ft)	564			~405	187			154			80	
Queue Length 95th (ft)	590			#572	219			234			135	
Internal Link Dist (ft)	1251				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1426			410	2555			348			348	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.62			1.29	0.34			0.44			0.23	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 67.6

Intersection LOS: E

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

→ Ø1	↖ Ø2 (R)	↑ Ø4
80 s	55 s	45 s
← Ø6		↓ Ø8
135 s		45 s



Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	178	
Queue Length 95th (ft)	257	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1016	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.41	
Intersection Summary		

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing PM
05/30/2023

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	698	48	3	459	710	19	31	99	18	20	112	24
Future Volume (vph)	698	48	3	459	710	19	31	99	18	20	112	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.996			0.983			0.979	
Flt Protected				0.950				0.990			0.994	
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1849	0	0	1849	0
Flt Permitted				0.360				0.893			0.943	
Satd. Flow (perm)	3574	0	0	1327	3561	0	0	1668	0	0	1754	0
Right Turn on Red						Yes			Yes			
Satd. Flow (RTOR)					3			3				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1331				543			770			658	
Travel Time (s)	25.9				10.6			21.0			17.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	720	49	3	473	732	20	32	102	19	21	115	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	769	0	0	476	752	0	0	153	0	0	161	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	78.0		76.0	76.0	154.0		66.0	66.0		66.0	66.0	
Total Split (%)	35.5%		34.5%	34.5%	70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	71.8		67.9	67.9	148.3		58.1	58.1		58.1	58.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	58.5			81.2	148.3			58.1			58.1	
Actuated g/C Ratio	0.27			0.37	0.67			0.26			0.26	
v/c Ratio	0.81			0.97	0.31			0.35			0.35	
Control Delay	82.4			100.2	15.2			66.9			68.2	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	82.4			100.2	15.2			66.9			68.2	
LOS	F			F	B			E			E	
Approach Delay	82.4				48.1			66.9			68.2	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing PM
05/30/2023

		
Lane Group	NER	NER2
Lane Configurations	RT	
Traffic Volume (vph)	628	18
Future Volume (vph)	628	18
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	647	19
Shared Lane Traffic (%)		
Lane Group Flow (vph)	666	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	76.0	
Total Split (%)	34.5%	
Maximum Green (s)	67.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	81.2	
Actuated g/C Ratio	0.37	
v/c Ratio	0.61	
Control Delay	55.6	
Queue Delay	0.0	
Total Delay	55.6	
LOS	E	
Approach Delay		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing PM
05/30/2023

	→	↘	↙	←	↖	↗	↘	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				D			E			E	
Queue Length 50th (ft)	556			353	227			179			192	
Queue Length 95th (ft)	603			#530	263			259			274	
Internal Link Dist (ft)	1251				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1166			489	2401			442			463	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.66			0.97	0.31			0.35			0.35	

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 60.7

Intersection LOS: E

Intersection Capacity Utilization 94.7%

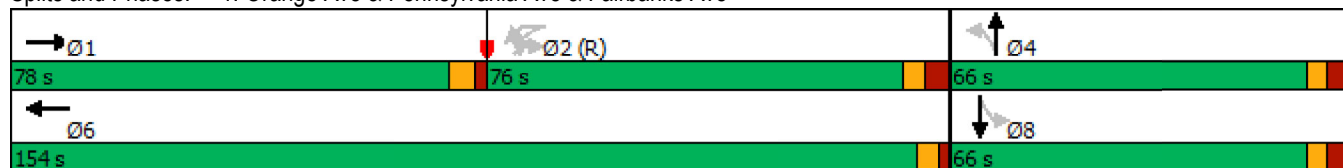
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	417	
Queue Length 95th (ft)	532	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1083	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.61	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing AM
05/30/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	874	21	12	745	89	14	98	8	32	121	39
Future Volume (vph)	86	874	21	12	745	89	14	98	8	32	121	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.984			0.988			0.963	
Flt Protected		0.996			0.999		0.950			0.950		
Satd. Flow (prot)	0	3518	0	0	3484	0	1805	1842	0	1656	1803	0
Flt Permitted		0.697			0.928		0.381			0.429		
Satd. Flow (perm)	0	2462	0	0	3236	0	724	1842	0	748	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			13			2			8	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			1331			1173			1331	
Travel Time (s)		25.6			25.9			32.0			36.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	95	960	23	13	819	98	15	108	9	35	133	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1078	0	0	930	0	15	117	0	35	176	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	15.0	130.0		115.0	115.0		15.0	35.0		15.0	35.0	
Total Split (%)	8.3%	72.2%		63.9%	63.9%		8.3%	19.4%		8.3%	19.4%	
Maximum Green (s)	9.0	124.0		109.0	109.0		9.6	29.6		9.6	29.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effect Green (s)		137.2			137.2		25.2	19.6		29.7	23.7	
Actuated g/C Ratio		0.76			0.76		0.14	0.11		0.16	0.13	
v/c Ratio		0.57			0.38		0.11	0.58		0.21	0.72	
Control Delay		8.8			5.5		57.9	85.6		60.9	87.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

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Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing AM
05/30/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		8.8			5.5		57.9	85.6		60.9	87.8	
LOS		A			A		E	F		E	F	
Approach Delay		8.8			5.5			82.5			83.4	
Approach LOS		A			A			F			F	
Queue Length 50th (ft)		156			116		15	131		35	196	
Queue Length 95th (ft)		68			297		36	198		67	278	
Internal Link Dist (ft)		1234			1251			1093			1251	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1877			2470		167	304		174	303	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.57			0.38		0.09	0.38		0.20	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 82 (46%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 18.3

Intersection LOS: B

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Denning Dr & Fairbanks Ave

 Ø2 (R)	 Ø3	 Ø4
130 s	15 s	35 s
 Ø5	 Ø6	 Ø7
15 s	115 s	15 s
		35 s

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing PM
05/30/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	796	25	17	727	101	34	195	15	77	188	52
Future Volume (vph)	100	796	25	17	727	101	34	195	15	77	188	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.982			0.989			0.968	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3578	0	0	3511	0	1703	1879	0	1805	1823	0
Flt Permitted		0.682			0.922		0.386			0.325		
Satd. Flow (perm)	0	2452	0	0	3241	0	692	1879	0	618	1823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			18			3			11	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			1331			1173			1331	
Travel Time (s)		25.6			25.9			32.0			36.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	0%	0%	0%	0%	4%
Adj. Flow (vph)	106	847	27	18	773	107	36	207	16	82	200	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	980	0	0	898	0	36	223	0	82	255	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0		15.0	15.0		4.0	10.0		4.0	5.0	
Minimum Split (s)	16.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	16.0	72.0		57.0	57.0		15.0	23.0		15.0	23.0	
Total Split (%)	14.4%	64.9%		51.4%	51.4%		13.5%	20.7%		13.5%	20.7%	
Maximum Green (s)	10.0	66.0		51.0	51.0		9.6	17.6		9.6	17.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effect Green (s)		69.9			69.9		24.0	17.9		27.3	21.5	
Actuated g/C Ratio		0.63			0.63		0.22	0.16		0.25	0.19	
v/c Ratio		0.63			0.44		0.17	0.73		0.33	0.70	
Control Delay		16.2			12.1		29.6	58.4		32.9	51.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

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Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing PM
05/30/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.2			12.1		29.6	58.4		32.9	51.8	
LOS		B			B		C	E		C	D	
Approach Delay		16.2			12.1			54.4			47.2	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		233			174		18	148		42	164	
Queue Length 95th (ft)		297			214		44	#262		82	#312	
Internal Link Dist (ft)		1234			1251			1093			1251	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1573			2048		246	320		256	372	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.62			0.44		0.15	0.70		0.32	0.69	

Intersection Summary

Area Type: Other

Cycle Length: 111

Actuated Cycle Length: 111

Offset: 20 (18%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 22.9

Intersection LOS: C

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Denning Dr & Fairbanks Ave

											
Ø2 (R)						Ø3			Ø4		
72 s						15 s			23 s		
											
Ø5			Ø6			Ø7			Ø8		
16 s			57 s			15 s			23 s		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing AM
05/30/2023

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	71	869	175	1	129	774	42	7	269	822	103	115
Future Volume (vph)	71	869	175	1	129	774	42	7	269	822	103	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		14				3				8		
Link Speed (mph)		35				35				35		
Link Distance (ft)		1558				1314				1656		
Travel Time (s)		30.4				25.6				32.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	76	934	188	1	139	832	45	8	289	884	111	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1122	0	0	140	877	0	0	297	995	0	124
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	38.0	70.0		20.0	20.0	52.0		25.0	25.0	70.0		20.0
Total Split (%)	21.1%	38.9%		11.1%	11.1%	28.9%		13.9%	13.9%	38.9%		11.1%
Maximum Green (s)	32.0	64.0		13.8	13.8	45.4		19.0	19.0	64.0		14.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	13.5	62.1			17.3	65.5			23.2	62.1		14.3
Actuated g/C Ratio	0.08	0.34			0.10	0.36			0.13	0.34		0.08
v/c Ratio	0.60	0.93			0.82	0.68			1.32	0.83		0.87
Control Delay	99.4	69.2			122.0	42.2			224.4	60.3		126.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing AM
05/30/2023



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	683	70
Future Volume (vph)	683	70
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	734	75
Shared Lane Traffic (%)		
Lane Group Flow (vph)	734	75
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	65.0	65.0
Total Split (%)	36.1%	36.1%
Maximum Green (s)	59.0	59.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	53.3	53.3
Actuated g/C Ratio	0.30	0.30
v/c Ratio	0.70	0.13
Control Delay	59.7	0.5
Queue Delay	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing AM
05/30/2023

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	99.4	69.2			122.0	42.2			224.4	60.3		126.3
LOS	F	E			F	D			F	E		F
Approach Delay		71.1				53.2				98.1		
Approach LOS		E				D				F		
Queue Length 50th (ft)	89	656			173	470			~500	568		148
Queue Length 95th (ft)	147	756			#337	566			#708	645		#281
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	299	1248			170	1291			225	1243		144
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.25	0.90			0.82	0.68			1.32	0.80		0.86

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 73.3

Intersection LOS: E

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
25 s	65 s	38 s	52 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
20 s	70 s	20 s	70 s



Lane Group	SBT	SBR
Total Delay	59.7	0.5
LOS	E	A
Approach Delay	63.8	
Approach LOS	E	
Queue Length 50th (ft)	398	0
Queue Length 95th (ft)	463	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	1160	602
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.63	0.12
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM
05/30/2023

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	108	968	264	148	1122	41	5	306	681	124	1
Future Volume (vph)	1	108	968	264	148	1122	41	5	306	681	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.968			0.995				0.977		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16			2				11		
Link Speed (mph)			35			35				35		
Link Distance (ft)			1558			1314				1656		
Travel Time (s)			30.4			25.6				32.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	113	1008	275	154	1169	43	5	319	709	129	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	1283	0	154	1212	0	0	324	838	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	43.0	43.0	75.0		25.0	57.0		30.0	30.0	92.0		28.0
Total Split (%)	19.5%	19.5%	34.1%		11.4%	25.9%		13.6%	13.6%	41.8%		12.7%
Maximum Green (s)	37.0	37.0	69.0		18.8	50.4		24.0	24.0	86.0		22.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effect Green (s)		19.4	81.8		28.1	90.1			27.9	69.4		
Actuated g/C Ratio		0.09	0.37		0.13	0.41			0.13	0.32		
v/c Ratio		0.73	0.98		0.68	0.82			1.43	0.76		
Control Delay		122.2	85.0		106.8	63.4			276.0	71.8		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 7

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM
05/30/2023

			
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	88	679	81
Future Volume (vph)	88	679	81
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			108
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	92	707	84
Shared Lane Traffic (%)			
Lane Group Flow (vph)	93	707	84
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	28.0	90.0	90.0
Total Split (%)	12.7%	40.9%	40.9%
Maximum Green (s)	22.0	84.0	84.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effect Green (s)	16.5	58.0	58.0
Actuated g/C Ratio	0.08	0.26	0.26
v/c Ratio	0.69	0.75	0.17
Control Delay	123.6	79.0	3.6
Queue Delay	0.0	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 8

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM
05/30/2023

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		122.2	85.0		106.8	63.4			276.0	71.8		
LOS		F	F		F	E			F	E		
Approach Delay			88.1			68.3				128.8		
Approach LOS			F			E				F		
Queue Length 50th (ft)		165	943		218	807			~680	587		
Queue Length 95th (ft)		240	#1283		307	#1102			#908	640		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		300	1309		228	1472			226	1371		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.38	0.98		0.68	0.82			1.43	0.61		

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 29 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay: 90.2

Intersection LOS: F

Intersection Capacity Utilization 99.6%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
30 s	90 s	43 s	57 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
28 s	92 s	25 s	75 s



Lane Group	SBL	SBT	SBR
Total Delay	123.6	79.0	3.6
LOS	F	E	A
Approach Delay	76.5		
Approach LOS	E		
Queue Length 50th (ft)	134	499	0
Queue Length 95th (ft)	204	533	23
Internal Link Dist (ft)	1013		
Turn Bay Length (ft)	175		125
Base Capacity (vph)	180	1364	683
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.52	0.12
Intersection Summary			

APPENDIX D

ITE Trip Generation Worksheets

Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

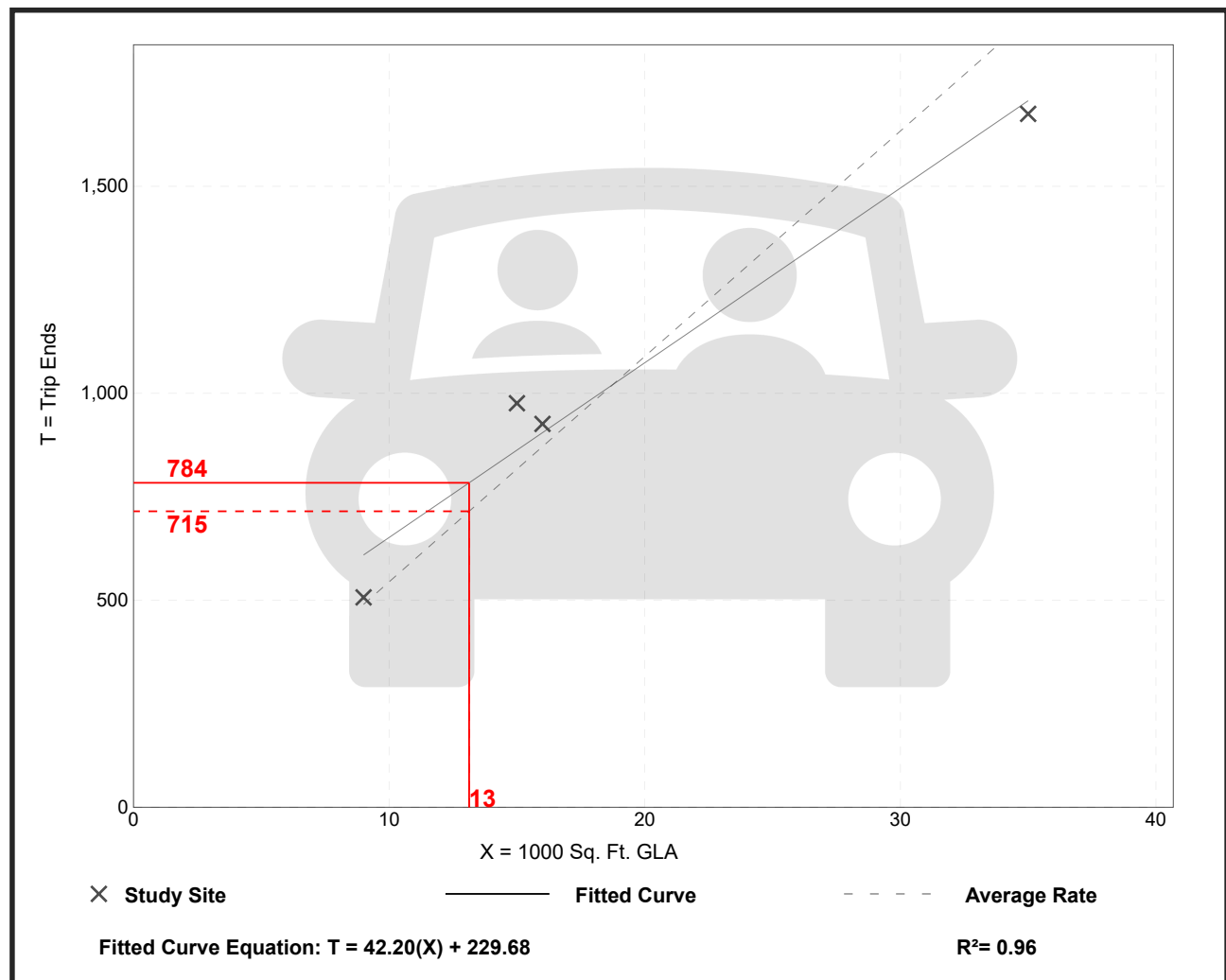
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

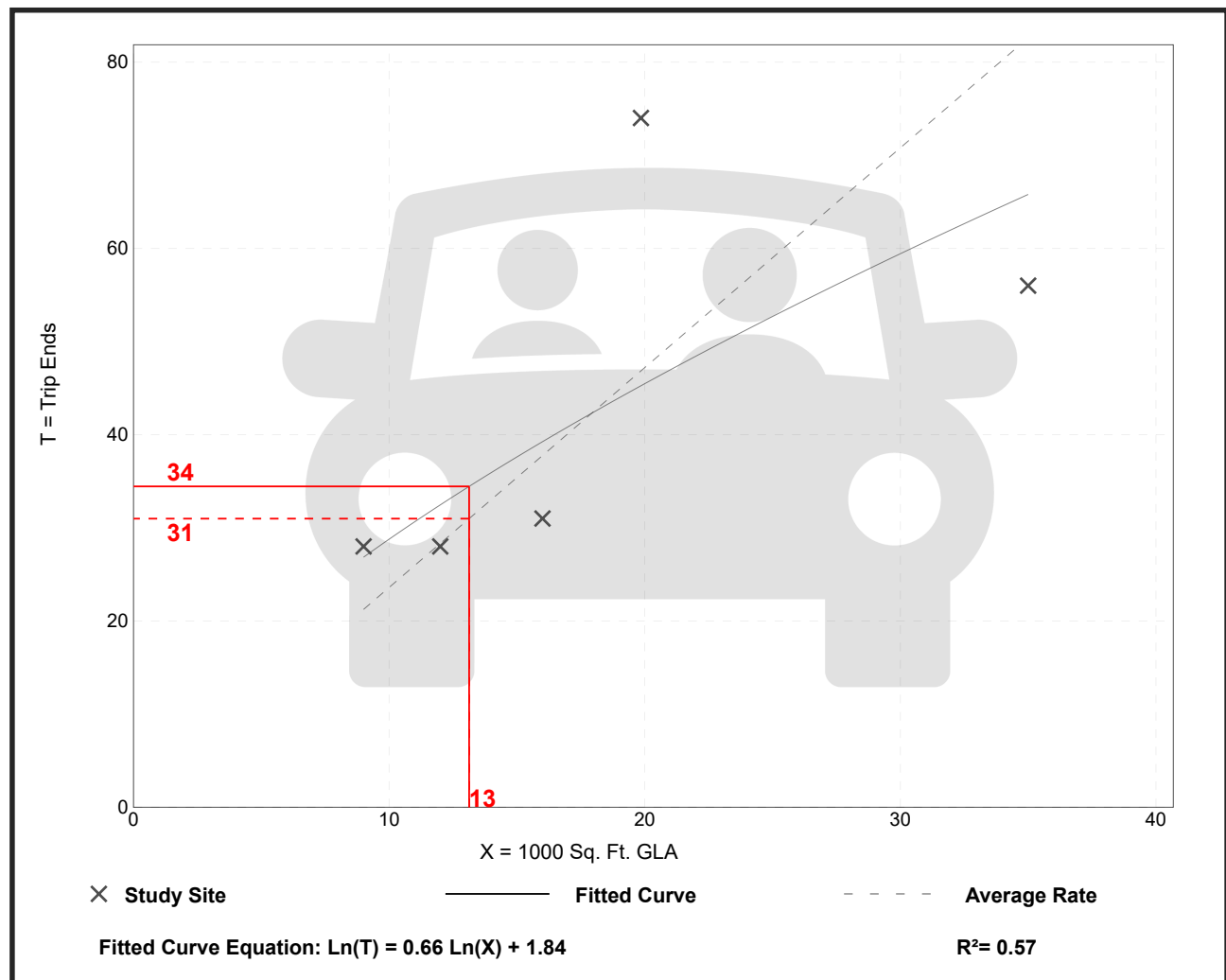
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



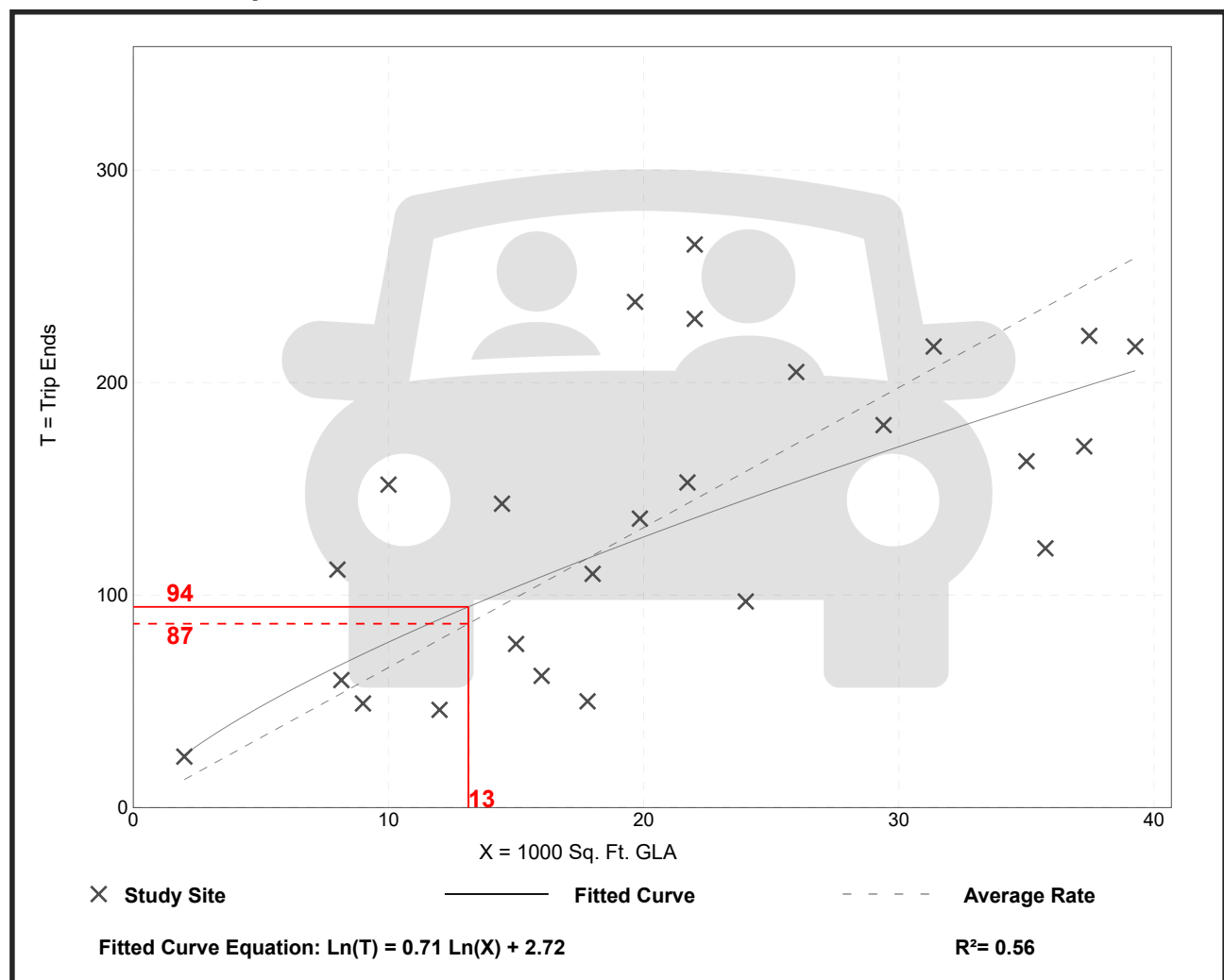
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

High-Turnover (Sit-Down) Restaurant (932)

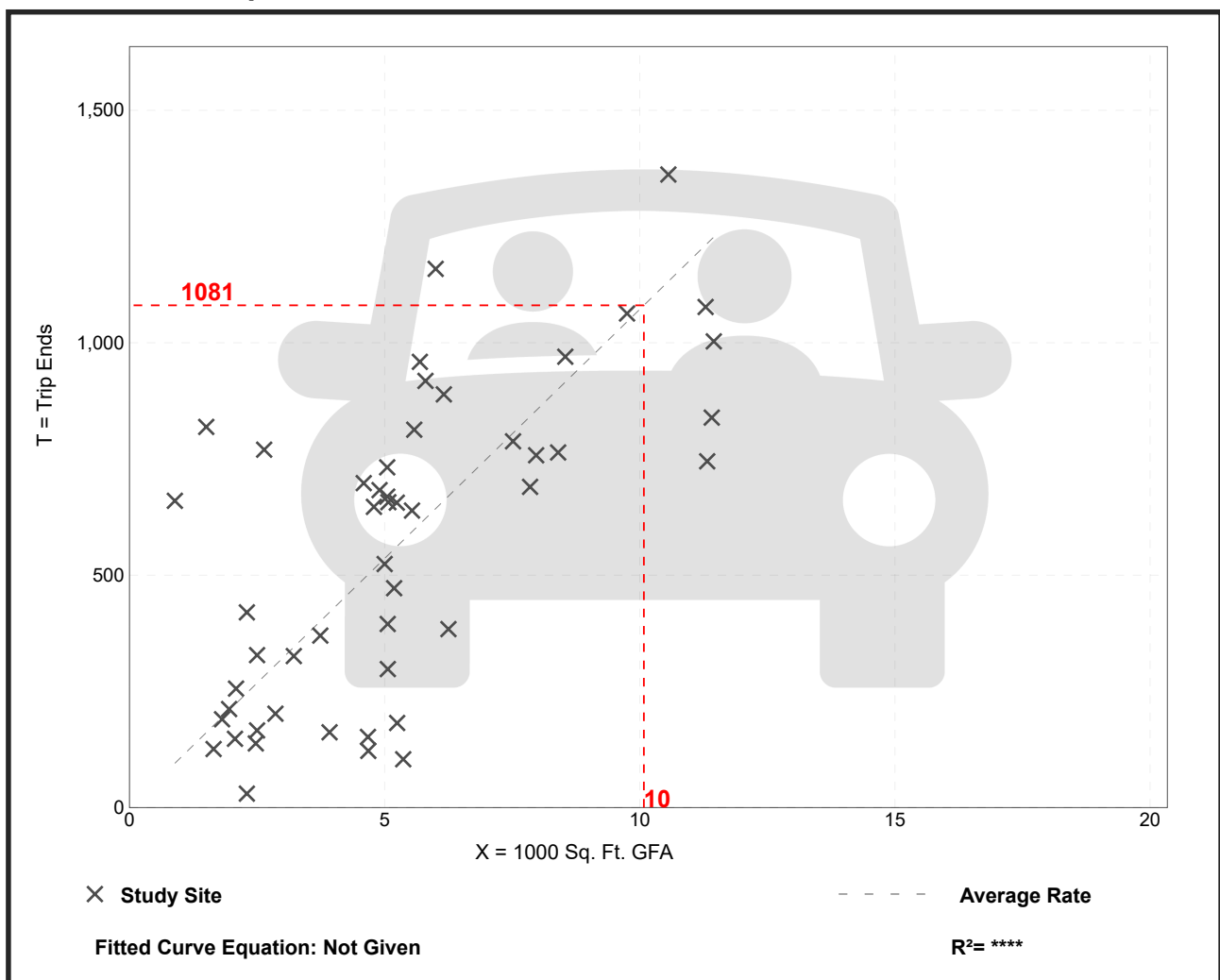
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



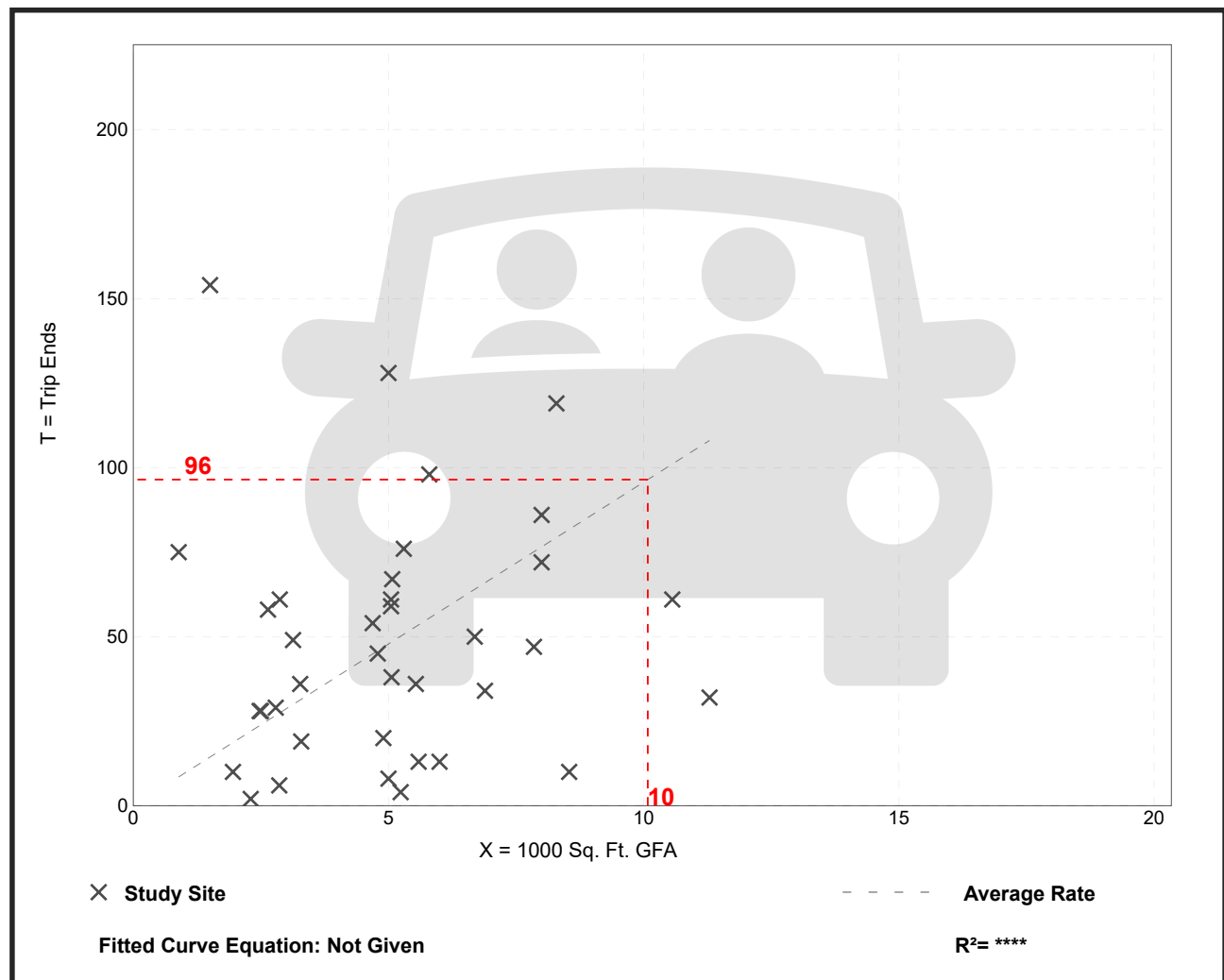
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



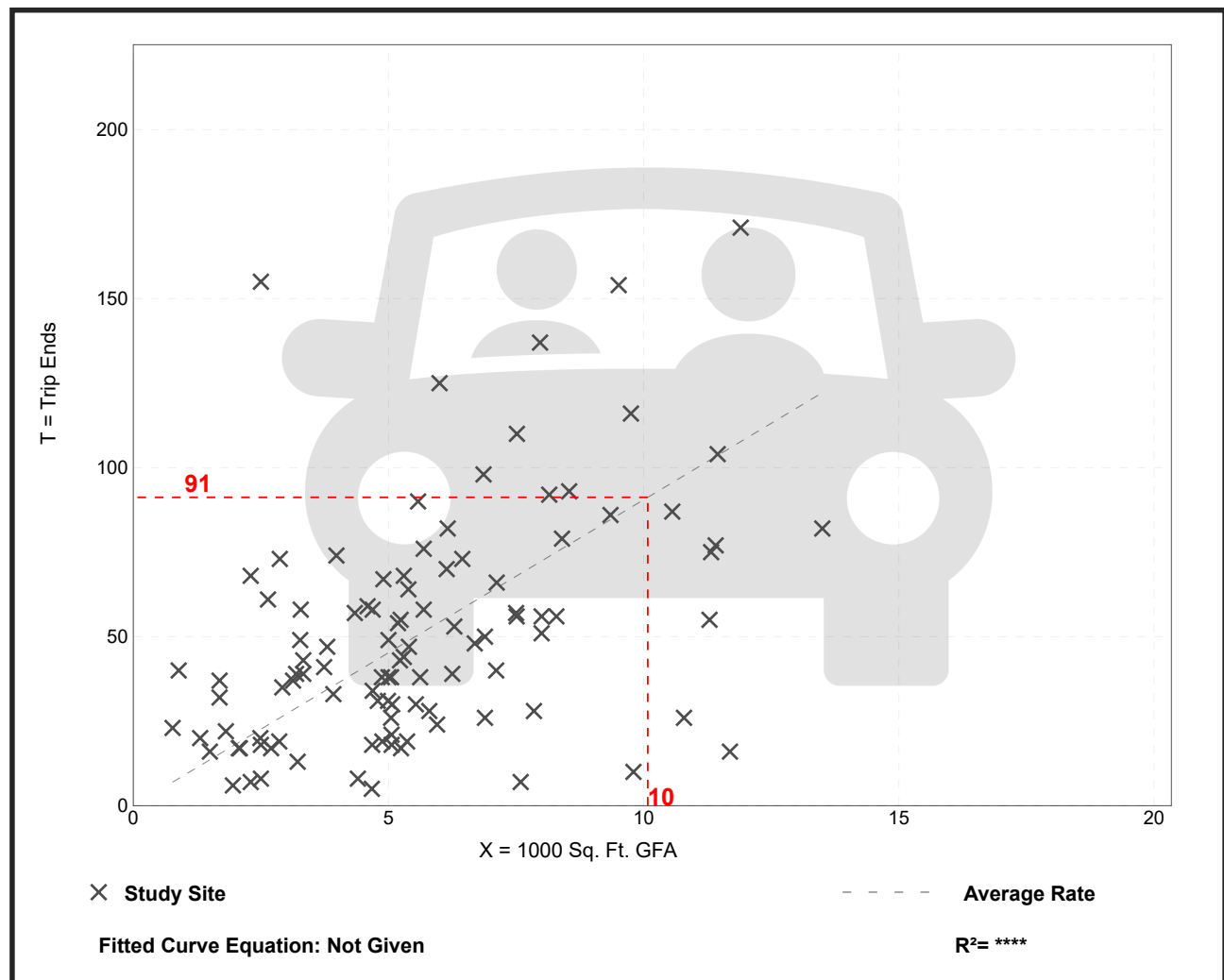
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



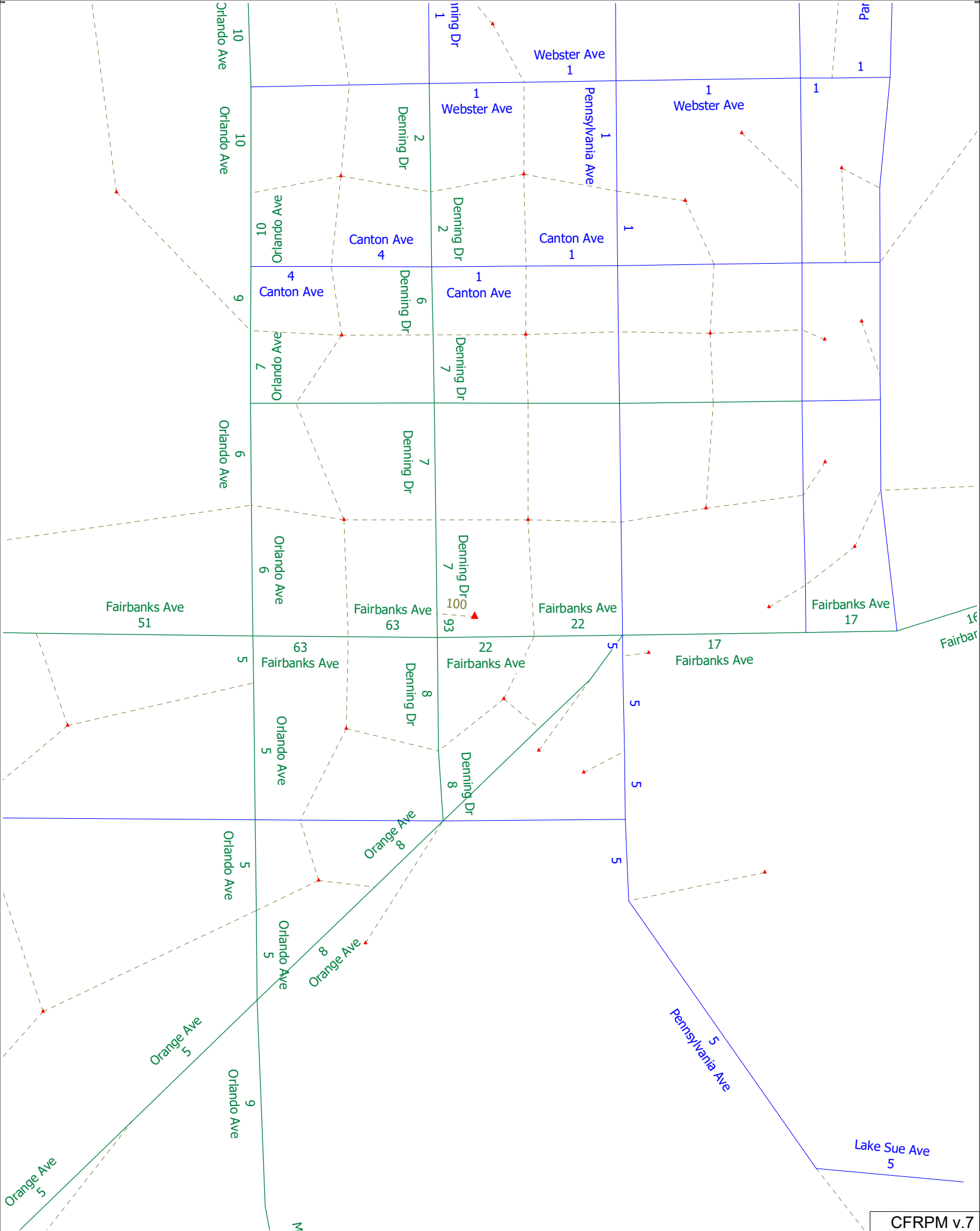
Vehicle Pass-By Rates by Land Use

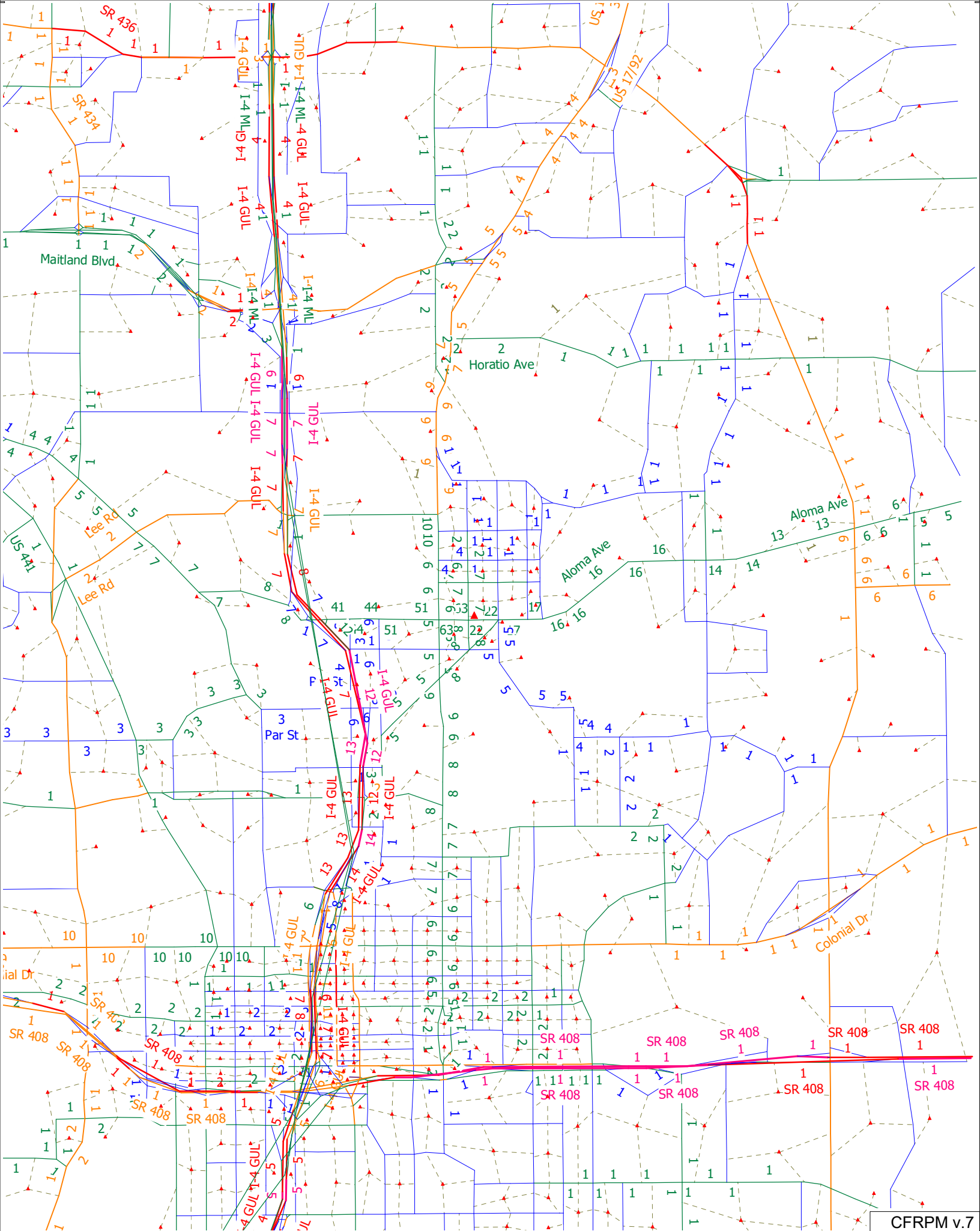
Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	932								
Land Use	High-Turnover (Sit-Down) Restaurant								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	12								
Average Pass-By Rate	43%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30

APPENDIX E

Model Output





APPENDIX F

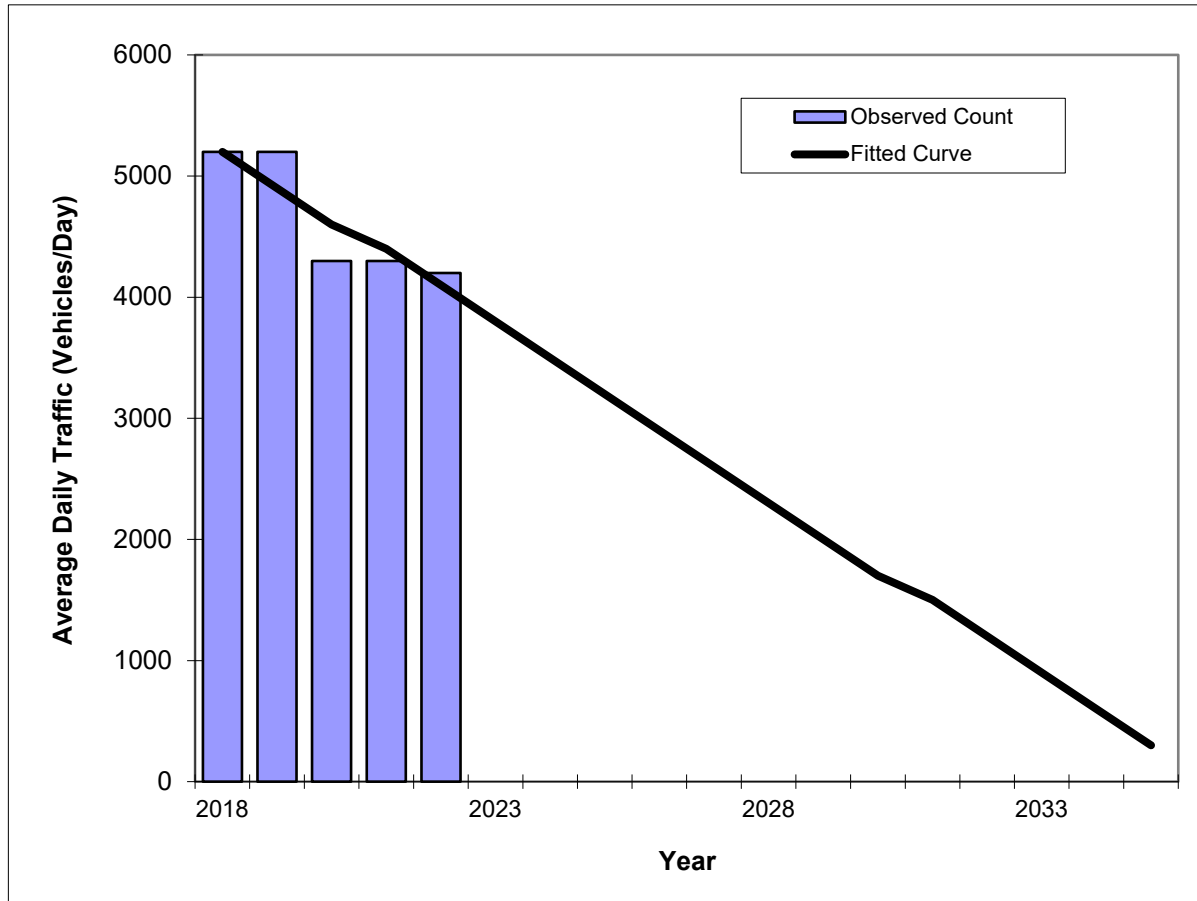
Trends Analysis Worksheets

Traffic Trends - V03.a

DENNING DR --

FIN#	1234
Location	1

County:	Orange (75)
Station #:	8038
Highway:	DENNING DR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	5200	5200
2019	5200	4900
2020	4300	4600
2021	4300	4400
2022	4200	4100
2025 Opening Year Trend		
2025	N/A	3200
2027 Mid-Year Trend		
2027	N/A	2600
2029 Design Year Trend		
2029	N/A	2000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-290
Trend R-squared:	79.94%
Trend Annual Historic Growth Rate:	-5.29%
Trend Growth Rate (2022 to Design Year):	-7.32%
Printed:	22-May-23
Straight Line Growth Option	

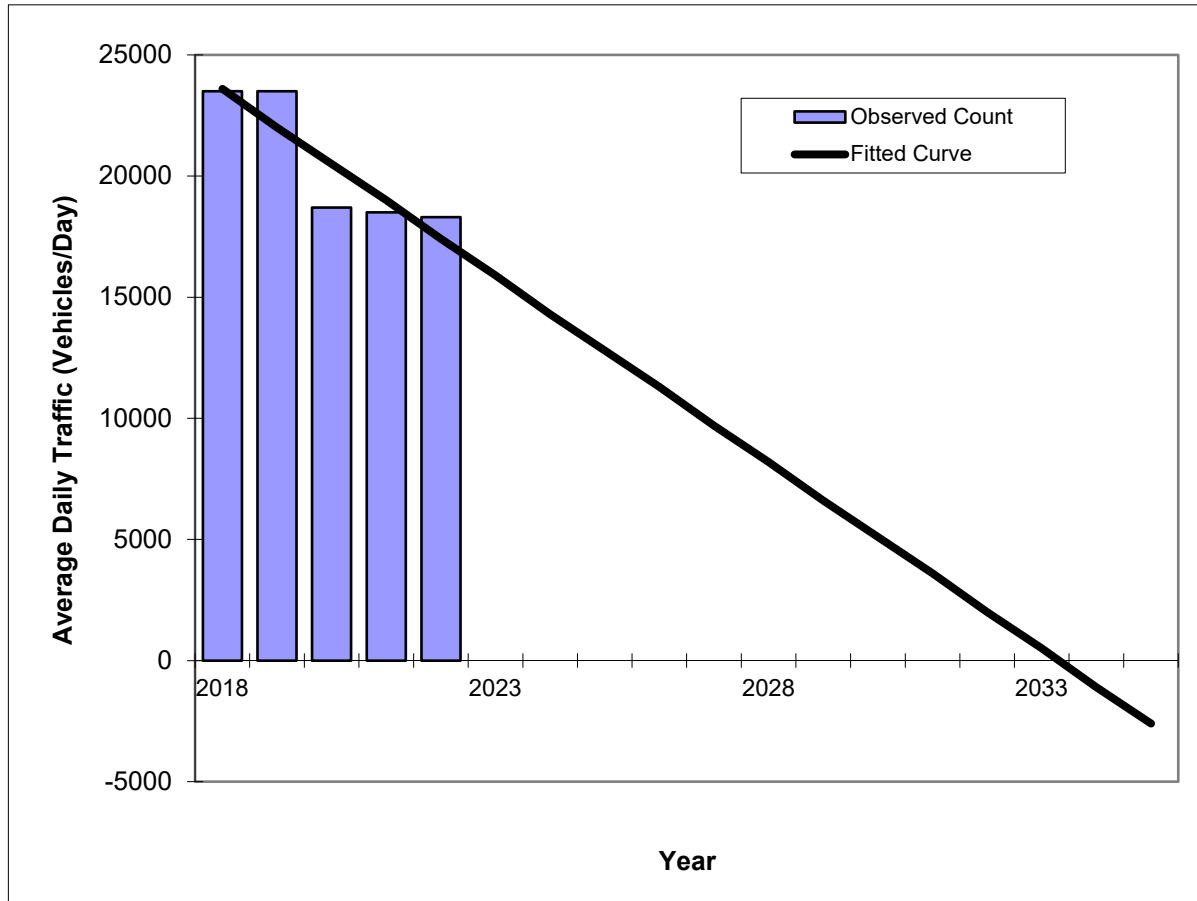
*Axle-Adjusted

Traffic Trends - V03.a

SR 426 --

FIN#	1234
Location	1

County:	Orange (75)
Station #:	5072
Highway:	SR 426



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	23500	23600
2019	23500	22000
2020	18700	20500
2021	18500	19000
2022	18300	17400
2025 Opening Year Trend		
2025	N/A	12800
2027 Mid-Year Trend		
2027	N/A	9700
2029 Design Year Trend		
2029	N/A	6600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,540
Trend R-squared:	78.84%
Trend Annual Historic Growth Rate:	-6.57%
Trend Growth Rate (2022 to Design Year):	-8.87%
Printed:	22-May-23
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX G

Background Intersection Capacity Analysis Worksheets

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Bkgd AM
04/03/2024

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	828	51	1	524	844	21	32	95	24	13	52	15
Future Volume (vph)	828	51	1	524	844	21	32	95	24	13	52	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.996			0.978			0.975	
Flt Protected				0.950				0.990			0.992	
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1806	0	0	1791	0
Flt Permitted				0.306				0.916			0.935	
Satd. Flow (perm)	3479	0	0	1128	3557	0	0	1671	0	0	1688	0
Right Turn on Red					Yes			Yes				
Satd. Flow (RTOR)					3			5				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1331				543			770			658	
Travel Time (s)	25.9				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	881	54	1	557	898	22	34	101	26	14	55	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	935	0	0	558	920	0	0	161	0	0	85	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	80.0		55.0	55.0	135.0		45.0	45.0		45.0	45.0	
Total Split (%)	44.4%		30.6%	30.6%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	73.8		46.9	46.9	129.3		37.1	37.1		37.1	37.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	61.6			59.1	129.3			37.1			37.1	
Actuated g/C Ratio	0.34			0.33	0.72			0.21			0.21	
v/c Ratio	0.79			1.51	0.36			0.46			0.24	
Control Delay	61.3			282.3	10.1			65.7			62.0	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	61.3			282.3	10.1			65.7			62.0	
LOS	E			F	B			E			E	
Approach Delay	61.3				112.8			65.7			62.0	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Bkgd AM
04/03/2024



Lane Group	NER	NER2
Lane Configurations	FF	
Traffic Volume (vph)	404	11
Future Volume (vph)	404	11
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	430	12
Shared Lane Traffic (%)		
Lane Group Flow (vph)	442	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	55.0	
Total Split (%)	30.6%	
Maximum Green (s)	46.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	59.1	
Actuated g/C Ratio	0.33	
v/c Ratio	0.46	
Control Delay	43.0	
Queue Delay	0.0	
Total Delay	43.0	
LOS	D	
Approach Delay		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Bkgd AM
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	→	↘	↙	↖	←	↗	↘	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E				F			E			E	
Queue Length 50th (ft)	550			~469	202			164			85	
Queue Length 95th (ft)	664			#636	235			247			143	
Internal Link Dist (ft)	1251				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1426			370	2555			348			347	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.66			1.51	0.36			0.46			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.51

Intersection Signal Delay: 83.5

Intersection LOS: F

Intersection Capacity Utilization 91.4%

ICU Level of Service F

Analysis Period (min) 15

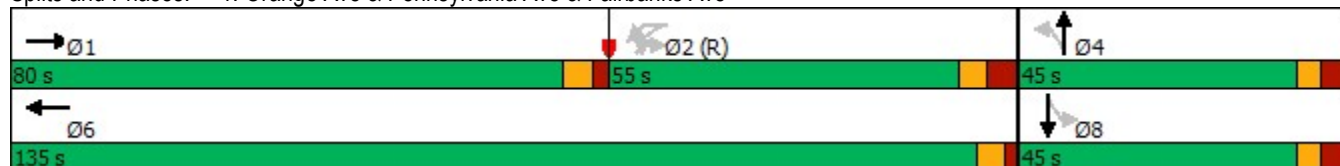
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	199	
Queue Length 95th (ft)	284	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	969	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.46	
Intersection Summary		

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Bkgd PM
04/03/2024

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	740	51	3	487	753	20	33	105	19	21	119	25
Future Volume (vph)	740	51	3	487	753	20	33	105	19	21	119	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.996			0.983			0.979	
Flt Protected				0.950				0.990			0.994	
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1849	0	0	1849	0
Flt Permitted				0.344				0.878			0.941	
Satd. Flow (perm)	3574	0	0	1268	3561	0	0	1640	0	0	1750	0
Right Turn on Red					Yes			Yes				
Satd. Flow (RTOR)					3			3				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1331				543			770			658	
Travel Time (s)	25.9				10.6			21.0			17.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	763	53	3	502	776	21	34	108	20	22	123	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	816	0	0	505	797	0	0	162	0	0	171	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	78.0		76.0	76.0	154.0		66.0	66.0		66.0	66.0	
Total Split (%)	35.5%		34.5%	34.5%	70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	71.8		67.9	67.9	148.3		58.1	58.1		58.1	58.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	61.5			78.2	148.3			58.1			58.1	
Actuated g/C Ratio	0.28			0.36	0.67			0.26			0.26	
v/c Ratio	0.82			1.12	0.33			0.37			0.37	
Control Delay	81.0			140.0	15.4			67.8			68.9	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	81.0			140.0	15.4			67.8			68.9	
LOS	F			F	B			E			E	
Approach Delay	81.0				63.7			67.8			68.9	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Bkgd PM
04/03/2024



Lane Group	NER	NER2
Lane Configurations	FF	
Traffic Volume (vph)	666	19
Future Volume (vph)	666	19
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	687	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	707	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	76.0	
Total Split (%)	34.5%	
Maximum Green (s)	67.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	78.2	
Actuated g/C Ratio	0.36	
v/c Ratio	0.68	
Control Delay	60.1	
Queue Delay	0.0	
Total Delay	60.1	
LOS	E	
Approach Delay		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Bkgd PM
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	→	↘	↙	←	↖	↗	↘	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				E			E			E	
Queue Length 50th (ft)	590			~431	245			191			205	
Queue Length 95th (ft)	631			#608	282			274			290	
Internal Link Dist (ft)	1251				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1166			450	2401			435			462	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.70			1.12	0.33			0.37			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 67.9

Intersection LOS: E

Intersection Capacity Utilization 99.0%

ICU Level of Service F

Analysis Period (min) 15

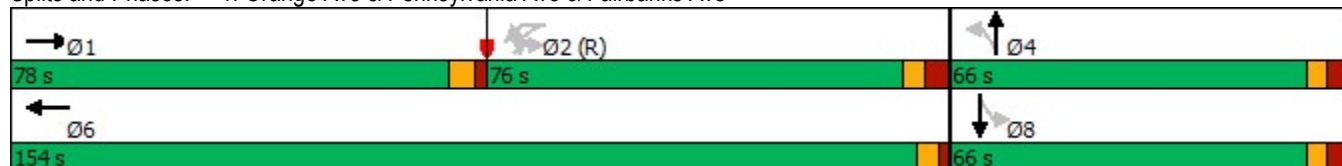
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	463	
Queue Length 95th (ft)	590	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1045	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.68	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Bkgd AM
04/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	926	22	13	790	94	15	104	8	34	128	41
Future Volume (vph)	91	926	22	13	790	94	15	104	8	34	128	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.984			0.989			0.964	
Flt Protected		0.996			0.999		0.950			0.950		
Satd. Flow (prot)	0	3518	0	0	3484	0	1805	1845	0	1656	1805	0
Flt Permitted		0.675			0.924		0.354			0.433		
Satd. Flow (perm)	0	2384	0	0	3222	0	673	1845	0	755	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			13			2			8	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			1331			1173			1331	
Travel Time (s)		25.6			25.9			32.0			36.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	100	1018	24	14	868	103	16	114	9	37	141	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1142	0	0	985	0	16	123	0	37	186	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	15.0	130.0		115.0	115.0		15.0	35.0		15.0	35.0	
Total Split (%)	8.3%	72.2%		63.9%	63.9%		8.3%	19.4%		8.3%	19.4%	
Maximum Green (s)	9.0	124.0		109.0	109.0		9.6	29.6		9.6	29.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		136.3			136.3		26.5	20.8		30.3	24.6	
Actuated g/C Ratio		0.76			0.76		0.15	0.12		0.17	0.14	
v/c Ratio		0.63			0.40		0.11	0.57		0.22	0.74	
Control Delay		11.4			9.8		57.3	83.7		60.4	88.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Bkgd AM
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		11.4			9.8		57.3	83.7		60.4	88.0	
LOS		B			A		E	F		E	F	
Approach Delay		11.4			9.8			80.7			83.4	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)		132			90		16	138		37	208	
Queue Length 95th (ft)		m716			499		38	204		70	289	
Internal Link Dist (ft)		1234			1251			1093			1251	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1805			2442		166	305		176	305	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.63			0.40		0.10	0.40		0.21	0.61	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 82 (46%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 21.1

Intersection LOS: C

Intersection Capacity Utilization 81.1%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Denning Dr & Fairbanks Ave

											
Ø2 (R)									Ø3	Ø4	
130 s									15 s	35 s	
											
Ø5	Ø6								Ø7	Ø8	
15 s	115 s								15 s	35 s	

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Bkgd PM
04/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	844	27	18	771	107	36	207	16	82	199	55
Future Volume (vph)	106	844	27	18	771	107	36	207	16	82	199	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.982			0.989			0.967	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3578	0	0	3511	0	1703	1879	0	1805	1821	0
Flt Permitted		0.656			0.919		0.342			0.300		
Satd. Flow (perm)	0	2359	0	0	3230	0	613	1879	0	570	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			18			3			11	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			1331			1173			1331	
Travel Time (s)		25.6			25.9			32.0			36.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	0%	0%	0%	0%	4%
Adj. Flow (vph)	113	898	29	19	820	114	38	220	17	87	212	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1040	0	0	953	0	38	237	0	87	271	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0		15.0	15.0		4.0	10.0		4.0	5.0	
Minimum Split (s)	16.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	16.0	72.0		57.0	57.0		15.0	23.0		15.0	23.0	
Total Split (%)	14.4%	64.9%		51.4%	51.4%		13.5%	20.7%		13.5%	20.7%	
Maximum Green (s)	10.0	66.0		51.0	51.0		9.6	17.6		9.6	17.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		69.9			69.9		24.2	18.0		27.2	21.5	
Actuated g/C Ratio		0.63			0.63		0.22	0.16		0.25	0.19	
v/c Ratio		0.70			0.47		0.19	0.77		0.37	0.75	
Control Delay		17.8			12.2		30.6	61.9		34.2	55.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Bkgd PM
04/03/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.8			12.2		30.6	61.9		34.2	55.2	
LOS		B			B		C	E		C	E	
Approach Delay		17.8			12.2			57.6			50.1	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)		278			198		19	156		44	173	
Queue Length 95th (ft)		342			233		46	#286		86	#342	
Internal Link Dist (ft)		1234			1251			1093			1251	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1500			2040		235	312		247	364	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.69			0.47		0.16	0.76		0.35	0.74	

Intersection Summary

Area Type: Other

Cycle Length: 111

Actuated Cycle Length: 111

Offset: 20 (18%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 24.4

Intersection LOS: C

Intersection Capacity Utilization 88.7%

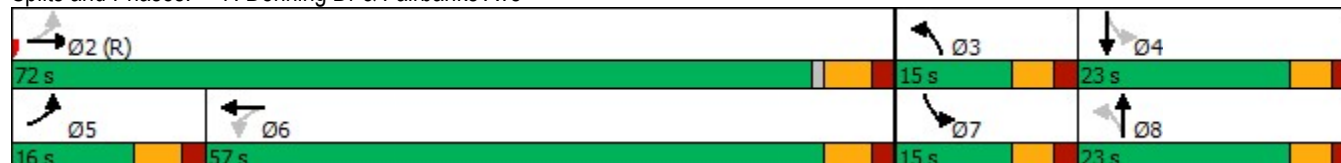
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Bkgd AM
04/03/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	75	921	186	1	137	820	45	7	285	871	109	122
Future Volume (vph)	75	921	186	1	137	820	45	7	285	871	109	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		15				3				8		
Link Speed (mph)		35				35				35		
Link Distance (ft)		1558				1314				1656		
Travel Time (s)		30.4				25.6				32.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	81	990	200	1	147	882	48	8	306	937	117	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	1190	0	0	148	930	0	0	314	1054	0	131
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	38.0	70.0		20.0	20.0	52.0		25.0	25.0	70.0		20.0
Total Split (%)	21.1%	38.9%		11.1%	11.1%	28.9%		13.9%	13.9%	38.9%		11.1%
Maximum Green (s)	32.0	64.0		13.8	13.8	45.4		19.0	19.0	64.0		14.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	14.0	63.5			16.8	65.9			19.5	61.3		14.2
Actuated g/C Ratio	0.08	0.35			0.09	0.37			0.11	0.34		0.08
v/c Ratio	0.62	0.96			0.90	0.72			1.65	0.89		0.92
Control Delay	99.7	73.5			132.6	53.1			360.4	65.4		136.4
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Bkgd AM
04/03/2024



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	724	74
Future Volume (vph)	724	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	778	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	778	80
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	65.0	65.0
Total Split (%)	36.1%	36.1%
Maximum Green (s)	59.0	59.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	56.0	56.0
Actuated g/C Ratio	0.31	0.31
v/c Ratio	0.71	0.14
Control Delay	58.4	0.5
Queue Delay	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 8

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Bkgd AM
04/03/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	99.7	73.5			132.6	53.1			360.4	65.4		136.4
LOS	F	E			F	D			F	E		F
Approach Delay		75.2				64.0				133.1		
Approach LOS		E				E				F		
Queue Length 50th (ft)	95	716			~189	520			~541	603		157
Queue Length 95th (ft)	154	#863			#361	588			#752	698		#303
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	299	1248			164	1298			190	1242		142
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.27	0.95			0.90	0.72			1.65	0.85		0.92

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.65

Intersection Signal Delay: 87.1

Intersection LOS: F

Intersection Capacity Utilization 95.4%

ICU Level of Service F

Analysis Period (min) 15

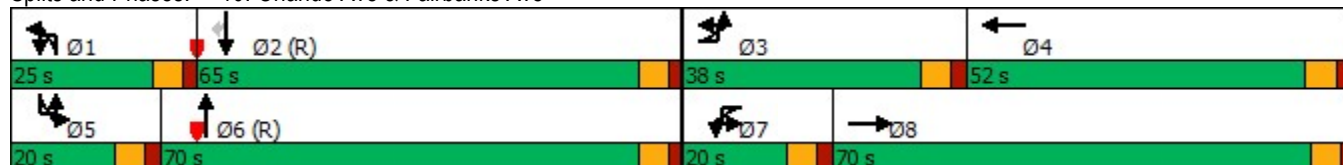
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBT	SBR
Total Delay	58.4	0.5
LOS	E	A
Approach Delay	64.0	
Approach LOS	E	
Queue Length 50th (ft)	418	0
Queue Length 95th (ft)	495	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	1160	602
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.67	0.13
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Bkgd PM
04/03/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	114	1026	280	157	1189	43	5	324	722	131	1
Future Volume (vph)	1	114	1026	280	157	1189	43	5	324	722	131	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.968			0.995				0.977		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16			2				11		
Link Speed (mph)			35			35				35		
Link Distance (ft)			1558			1314				1656		
Travel Time (s)			30.4			25.6				32.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	119	1069	292	164	1239	45	5	338	752	136	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	1361	0	164	1284	0	0	343	888	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	43.0	43.0	75.0		25.0	57.0		30.0	30.0	92.0		28.0
Total Split (%)	19.5%	19.5%	34.1%		11.4%	25.9%		13.6%	13.6%	41.8%		12.7%
Maximum Green (s)	37.0	37.0	69.0		18.8	50.4		24.0	24.0	86.0		22.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		20.1	78.6		30.0	88.0			24.8	70.3		
Actuated g/C Ratio		0.09	0.36		0.14	0.40			0.11	0.32		
v/c Ratio		0.74	1.08		0.67	0.89			1.72	0.79		
Control Delay		122.0	112.7		105.1	69.3			389.1	72.8		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Bkgd PM
04/03/2024



Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	93	720	86
Future Volume (vph)	93	720	86
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			108
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	97	750	90
Shared Lane Traffic (%)			
Lane Group Flow (vph)	98	750	90
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	28.0	90.0	90.0
Total Split (%)	12.7%	40.9%	40.9%
Maximum Green (s)	22.0	84.0	84.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	17.0	62.5	62.5
Actuated g/C Ratio	0.08	0.28	0.28
v/c Ratio	0.71	0.74	0.17
Control Delay	124.5	75.4	4.3
Queue Delay	0.0	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 8

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Bkgd PM
04/03/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		122.0	112.7		105.1	69.3			389.1	72.8		
LOS		F	F		F	E			F	E		
Approach Delay			113.5			73.3				160.9		
Approach LOS			F			E				F		
Queue Length 50th (ft)		173	~1143		231	914			~737	621		
Queue Length 95th (ft)		250	#1404		#333	#1275			#965	670		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		300	1257		243	1438			200	1371		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.40	1.08		0.67	0.89			1.72	0.65		

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 29 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.72

Intersection Signal Delay: 106.2

Intersection LOS: F

Intersection Capacity Utilization 104.3%

ICU Level of Service G

Analysis Period (min) 15

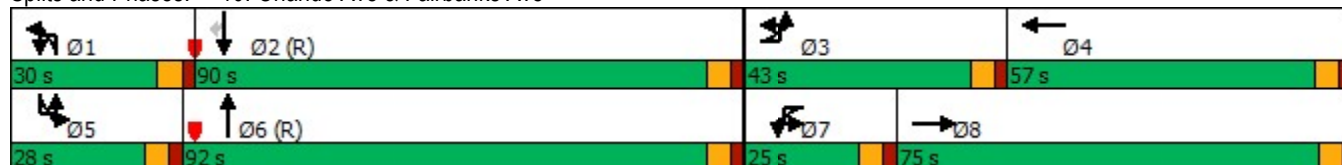
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBL	SBT	SBR
Total Delay	124.5	75.4	4.3
LOS	F	E	A
Approach Delay	73.7		
Approach LOS	E		
Queue Length 50th (ft)	142	524	0
Queue Length 95th (ft)	215	555	29
Internal Link Dist (ft)	1013		
Turn Bay Length (ft)	175		125
Base Capacity (vph)	180	1364	683
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.54	0.55	0.13
Intersection Summary			

APPENDIX H

Projected Intersection Capacity Analysis Worksheets

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected A.M.
04/15/2024

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	833	53	1	524	851	21	34	95	24	13	52	15
Future Volume (vph)	833	53	1	524	851	21	34	95	24	13	52	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.996			0.978			0.975	
Flt Protected				0.950				0.989			0.992	
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1803	0	0	1791	0
Flt Permitted				0.304				0.913			0.936	
Satd. Flow (perm)	3479	0	0	1121	3557	0	0	1665	0	0	1690	0
Right Turn on Red					Yes			Yes				
Satd. Flow (RTOR)					3			5				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	643				543			770			658	
Travel Time (s)	12.5				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	886	56	1	557	905	22	36	101	26	14	55	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	942	0	0	558	927	0	0	163	0	0	85	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	80.0		55.0	55.0	135.0		45.0	45.0		45.0	45.0	
Total Split (%)	44.4%		30.6%	30.6%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	73.8		46.9	46.9	129.3		37.1	37.1		37.1	37.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	62.1			58.6	129.3			37.1			37.1	
Actuated g/C Ratio	0.34			0.33	0.72			0.21			0.21	
v/c Ratio	0.79			1.53	0.36			0.47			0.24	
Control Delay	57.6			291.8	10.1			66.0			62.0	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	57.6			291.8	10.1			66.0			62.0	
LOS	E			F	B			E			E	
Approach Delay	57.6				115.9			66.0			62.0	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected A.M.
04/15/2024

		
Lane Group	NER	NER2
Lane Configurations	RT	
Traffic Volume (vph)	404	11
Future Volume (vph)	404	11
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	430	12
Shared Lane Traffic (%)		
Lane Group Flow (vph)	442	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	55.0	
Total Split (%)	30.6%	
Maximum Green (s)	46.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	58.6	
Actuated g/C Ratio	0.33	
v/c Ratio	0.46	
Control Delay	43.5	
Queue Delay	0.0	
Total Delay	43.5	
LOS	D	
Approach Delay		

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected A.M.
04/15/2024

	→	↘	↙	↖	←	↗	↘	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E				F			E			E	
Queue Length 50th (ft)	526			~474	204			166			85	
Queue Length 95th (ft)	560			#640	238			249			143	
Internal Link Dist (ft)	563				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1426			364	2555			347			348	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.66			1.53	0.36			0.47			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 84.0

Intersection LOS: F

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

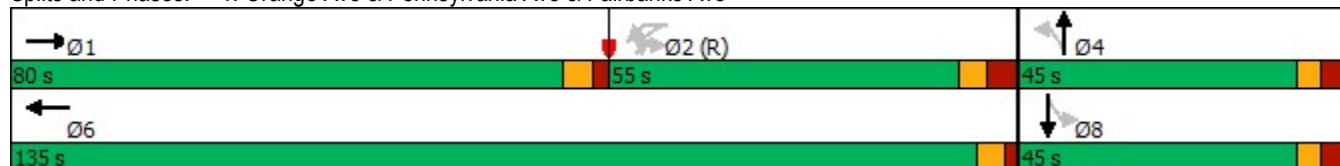
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	201	
Queue Length 95th (ft)	285	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	961	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.46	
Intersection Summary		

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected P.M.
04/15/2024

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	748	53	3	487	763	20	36	105	19	21	119	25
Future Volume (vph)	748	53	3	487	763	20	36	105	19	21	119	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.996			0.984			0.979	
Flt Protected				0.950				0.989			0.994	
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1849	0	0	1849	0
Flt Permitted				0.341				0.860			0.941	
Satd. Flow (perm)	3574	0	0	1257	3561	0	0	1608	0	0	1750	0
Right Turn on Red						Yes			Yes			
Satd. Flow (RTOR)					3			3				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	644				543			770			658	
Travel Time (s)	12.5				10.6			21.0			17.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	771	55	3	502	787	21	37	108	20	22	123	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	826	0	0	505	808	0	0	165	0	0	171	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	78.0		76.0	76.0	154.0		66.0	66.0		66.0	66.0	
Total Split (%)	35.5%		34.5%	34.5%	70.0%		30.0%	30.0%		30.0%	30.0%	
Maximum Green (s)	71.8		67.9	67.9	148.3		58.1	58.1		58.1	58.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	62.4			77.3	148.3			58.1			58.1	
Actuated g/C Ratio	0.28			0.35	0.67			0.26			0.26	
v/c Ratio	0.81			1.15	0.34			0.39			0.37	
Control Delay	80.1			148.4	15.5			68.3			68.9	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	80.1			148.4	15.5			68.3			68.9	
LOS	F			F	B			E			E	
Approach Delay	80.1				66.6			68.3			68.9	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected P.M.
04/15/2024



Lane Group	NER	NER2
Lane Configurations	FF	
Traffic Volume (vph)	666	19
Future Volume (vph)	666	19
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	687	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	707	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	76.0	
Total Split (%)	34.5%	
Maximum Green (s)	67.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	77.3	
Actuated g/C Ratio	0.35	
v/c Ratio	0.68	
Control Delay	61.0	
Queue Delay	0.0	
Total Delay	61.0	
LOS	E	
Approach Delay		

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected P.M.
04/15/2024

	→	↘	↙	↔	←	↗	↖	↑	↘	↙	↓	↘
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				E			E			E	
Queue Length 50th (ft)	594			~440	250			195			205	
Queue Length 95th (ft)	639			#612	286			279			290	
Internal Link Dist (ft)	564				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1166			441	2401			426			462	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.71			1.15	0.34			0.39			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 69.1

Intersection LOS: E

Intersection Capacity Utilization 100.0%

ICU Level of Service F

Analysis Period (min) 15

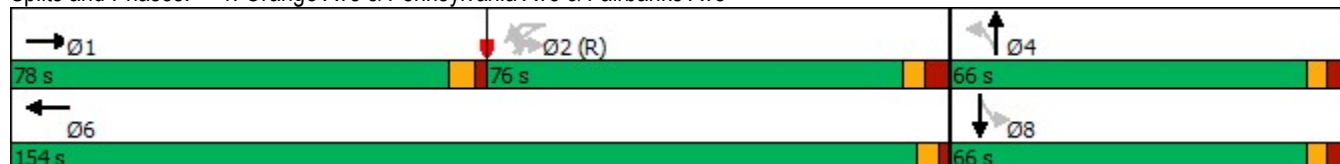
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	467	
Queue Length 95th (ft)	591	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1033	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.68	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected A.M.
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	913	22	14	803	94	15	107	8	50	128	46
Future Volume (vph)	130	913	22	14	803	94	15	107	8	50	128	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.985			0.989			0.960	
Flt Protected		0.994			0.999		0.950			0.950		
Satd. Flow (prot)	0	3514	0	0	3487	0	1805	1846	0	1656	1796	0
Flt Permitted		0.620			0.919		0.356			0.413		
Satd. Flow (perm)	0	2192	0	0	3208	0	676	1846	0	720	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			12			2			9	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			267			1173			161	
Travel Time (s)		25.6			5.2			32.0			4.4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	143	1003	24	15	882	103	16	118	9	55	141	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1170	0	0	1000	0	16	127	0	55	192	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	15.0	130.0		115.0	115.0		15.0	35.0		15.0	35.0	
Total Split (%)	8.3%	72.2%		63.9%	63.9%		8.3%	19.4%		8.3%	19.4%	
Maximum Green (s)	9.0	124.0		109.0	109.0		9.6	29.6		9.6	29.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		135.5			135.5		26.7	21.0		31.3	25.4	
Actuated g/C Ratio		0.75			0.75		0.15	0.12		0.17	0.14	
v/c Ratio		0.71			0.41		0.11	0.59		0.32	0.74	
Control Delay		15.2			9.4		56.8	84.2		63.3	87.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 5

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected A.M.
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		15.2			9.4		56.8	84.2		63.3	87.2	
LOS		B			A		E	F		E	F	
Approach Delay		15.2			9.4			81.1			81.9	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)		134			215		16	144		55	214	
Queue Length 95th (ft)		m755			306		38	209		95	298	
Internal Link Dist (ft)		1234			187			1093			81	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1651			2418		168	305		175	304	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.71			0.41		0.10	0.42		0.31	0.63	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 82 (46%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 23.1

Intersection LOS: C

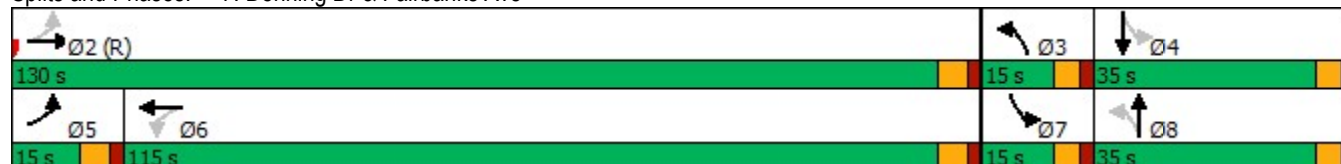
Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected P.M.
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	829	27	20	791	107	36	212	16	104	200	62
Future Volume (vph)	157	829	27	20	791	107	36	212	16	104	200	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.982			0.990			0.965	
Flt Protected		0.992			0.999		0.950			0.950		
Satd. Flow (prot)	0	3567	0	0	3511	0	1703	1881	0	1805	1816	0
Flt Permitted		0.591			0.912		0.383			0.264		
Satd. Flow (perm)	0	2125	0	0	3205	0	687	1881	0	502	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			3			12	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			357			1173			181	
Travel Time (s)		25.6			7.0			32.0			4.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	0%	0%	0%	0%	4%
Adj. Flow (vph)	167	882	29	21	841	114	38	226	17	111	213	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1078	0	0	976	0	38	243	0	111	279	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0		15.0	15.0		4.0	10.0		4.0	5.0	
Minimum Split (s)	16.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	16.0	72.0		57.0	57.0		15.0	23.0		15.0	23.0	
Total Split (%)	14.4%	64.9%		51.4%	51.4%		13.5%	20.7%		13.5%	20.7%	
Maximum Green (s)	10.0	66.0		51.0	51.0		9.6	17.6		9.6	17.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		68.3			68.3		24.1	16.8		28.9	23.1	
Actuated g/C Ratio		0.62			0.62		0.22	0.15		0.26	0.21	
v/c Ratio		0.82			0.49		0.18	0.85		0.47	0.72	
Control Delay		23.9			12.9		30.7	71.4		36.8	52.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected P.M.
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.9			12.9		30.7	71.4		36.8	52.4	
LOS		C			B		C	E		D	D	
Approach Delay		23.9			12.9			65.9			48.0	
Approach LOS		C			B			E			D	
Queue Length 50th (ft)		303			191		20	167		60	186	
Queue Length 95th (ft)		417			242		46	#296		106	#355	
Internal Link Dist (ft)		1234			277			1093			101	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1308			1978		251	300		243	387	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.82			0.49		0.15	0.81		0.46	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 111

Actuated Cycle Length: 111

Offset: 20 (18%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 27.7

Intersection LOS: C

Intersection Capacity Utilization 91.1%

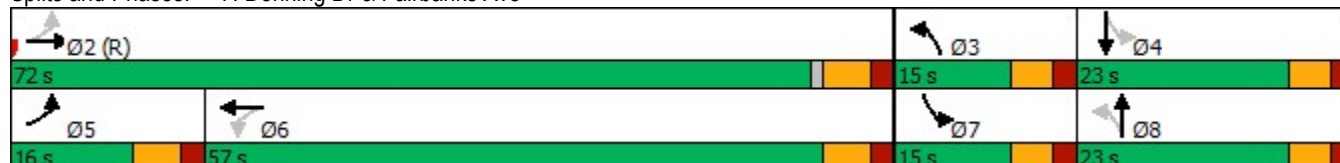
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected A.M.
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	75	942	186	1	139	837	47	7	285	871	111	125
Future Volume (vph)	75	942	186	1	139	837	47	7	285	871	111	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		14				3				8		
Link Speed (mph)		35				35				35		
Link Distance (ft)		1558				1314				1656		
Travel Time (s)		30.4				25.6				32.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	81	1013	200	1	149	900	51	8	306	937	119	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	1213	0	0	150	951	0	0	314	1056	0	134
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	38.0	70.0		20.0	20.0	52.0		25.0	25.0	70.0		20.0
Total Split (%)	21.1%	38.9%		11.1%	11.1%	28.9%		13.9%	13.9%	38.9%		11.1%
Maximum Green (s)	32.0	64.0		13.8	13.8	45.4		19.0	19.0	64.0		14.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	14.0	64.0			16.4	66.0			19.0	61.4		14.0
Actuated g/C Ratio	0.08	0.36			0.09	0.37			0.11	0.34		0.08
v/c Ratio	0.62	0.97			0.93	0.73			1.70	0.89		0.96
Control Delay	99.7	75.4			130.7	57.6			377.6	65.4		144.5
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 7

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected A.M.
04/15/2024



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	724	74
Future Volume (vph)	724	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	778	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	778	80
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	65.0	65.0
Total Split (%)	36.1%	36.1%
Maximum Green (s)	59.0	59.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	56.4	56.4
Actuated g/C Ratio	0.31	0.31
v/c Ratio	0.70	0.14
Control Delay	58.0	0.5
Queue Delay	0.0	0.0

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected A.M.
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	99.7	75.4			130.7	57.6			377.6	65.4		144.5
LOS	F	E			F	E			F	E		F
Approach Delay		76.9				67.5				136.9		
Approach LOS		E				E				F		
Queue Length 50th (ft)	95	738			~204	531			~541	604		161
Queue Length 95th (ft)	154	#893			#365	603			#752	700		#310
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	299	1248			161	1300			185	1242		140
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.27	0.97			0.93	0.73			1.70	0.85		0.96

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.70

Intersection Signal Delay: 89.6

Intersection LOS: F

Intersection Capacity Utilization 96.1%

ICU Level of Service F

Analysis Period (min) 15

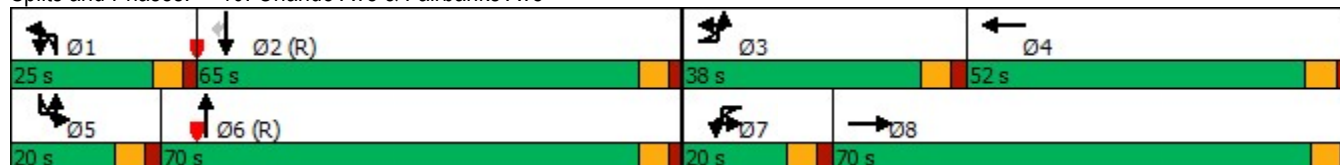
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBT	SBR
Total Delay	58.0	0.5
LOS	E	A
Approach Delay	65.1	
Approach LOS	E	
Queue Length 50th (ft)	418	0
Queue Length 95th (ft)	495	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	1160	602
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.67	0.13
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected P.M.
04/15/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	114	1056	280	159	1213	46	5	324	722	134	1
Future Volume (vph)	1	114	1056	280	159	1213	46	5	324	722	134	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.969			0.995				0.976		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3498	0	1787	3592	0	0	1787	3488	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3498	0	1787	3592	0	0	1787	3488	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16			2				11		
Link Speed (mph)			35			35				35		
Link Distance (ft)			1558			1314				1656		
Travel Time (s)			30.4			25.6				32.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	119	1100	292	166	1264	48	5	338	752	140	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	1392	0	166	1312	0	0	343	892	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	43.0	43.0	75.0		25.0	57.0		30.0	30.0	92.0		28.0
Total Split (%)	19.5%	19.5%	34.1%		11.4%	25.9%		13.6%	13.6%	41.8%		12.7%
Maximum Green (s)	37.0	37.0	69.0		18.8	50.4		24.0	24.0	86.0		22.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		20.1	78.1		30.4	88.0			24.1	70.0		
Actuated g/C Ratio		0.09	0.36		0.14	0.40			0.11	0.32		
v/c Ratio		0.74	1.11		0.67	0.91			1.76	0.80		
Control Delay		122.0	122.6		104.2	71.0			408.1	73.4		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected P.M.
04/15/2024

			
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	96	720	86
Future Volume (vph)	96	720	86
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			108
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	100	750	90
Shared Lane Traffic (%)			
Lane Group Flow (vph)	101	750	90
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	28.0	90.0	90.0
Total Split (%)	12.7%	40.9%	40.9%
Maximum Green (s)	22.0	84.0	84.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	17.2	63.2	63.2
Actuated g/C Ratio	0.08	0.29	0.29
v/c Ratio	0.72	0.73	0.17
Control Delay	125.2	74.6	4.2
Queue Delay	0.0	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 8

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected P.M.
04/15/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		122.0	122.6		104.2	71.0			408.1	73.4		
LOS		F	F		F	E			F	E		
Approach Delay			122.6			74.8				166.3		
Approach LOS			F			E				F		
Queue Length 50th (ft)		173	~1210		233	953			~737	622		
Queue Length 95th (ft)		250	#1452		#350	#1323			#965	673		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		300	1252		246	1438			195	1370		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.40	1.11		0.67	0.91			1.76	0.65		

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 29 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.76

Intersection Signal Delay: 110.4

Intersection LOS: F

Intersection Capacity Utilization 105.2%

ICU Level of Service G

Analysis Period (min) 15

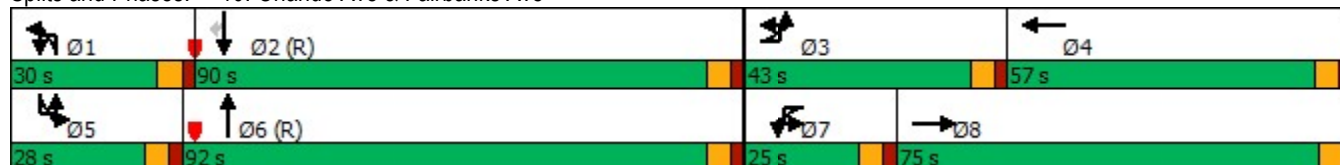
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBL	SBT	SBR
Total Delay	125.2	74.6	4.2
LOS	F	E	A
Approach Delay	73.3		
Approach LOS	E		
Queue Length 50th (ft)	146	521	0
Queue Length 95th (ft)	220	554	29
Internal Link Dist (ft)	1013		
Turn Bay Length (ft)	175		125
Base Capacity (vph)	180	1364	683
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.55	0.13
Intersection Summary			

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	5	286	45	6	200
Future Vol, veh/h	24	5	286	45	6	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	5	311	49	7	217

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	567	336	0
Stage 1	336	-	-
Stage 2	231	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	485	706	-
Stage 1	724	-	-
Stage 2	807	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	482	706	-
Mov Cap-2 Maneuver	482	-	-
Stage 1	724	-	-
Stage 2	801	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	1199
HCM Lane V/C Ratio	-	-	0.062	0.005
HCM Control Delay (s)	-	-	12.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	8	413	63	9	331
Future Vol, veh/h	35	8	413	63	9	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	9	449	68	10	360
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	863	483	0	0	517	0
Stage 1	483	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	325	584	-	-	1049	-
Stage 1	620	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	321	584	-	-	1049	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.9	0		0.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	350	1049	-	
HCM Lane V/C Ratio	-	-	0.134	0.009	-	
HCM Control Delay (s)	-	-	16.9	8.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	971	894	0	0	17
Future Vol, veh/h	0	971	894	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1055	972	0	0	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	486
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	527
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	527
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	527			
HCM Lane V/C Ratio	-	-	0.035			
HCM Control Delay (s)	-	-	12.1			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	949	895	0	0	23
Future Vol, veh/h	0	949	895	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1032	973	0	0	25
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	487
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	526
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	526			
HCM Lane V/C Ratio	-	-	0.048			
HCM Control Delay (s)	-	-	12.2			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	21	29	36	0
Future Vol, veh/h	0	9	21	29	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	23	32	39	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	117	39	39	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	879	1033	1571	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	866	1033	1571	-	-	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	3.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1571	-	1033	-	-	
HCM Lane V/C Ratio	0.015	-	0.009	-	-	
HCM Control Delay (s)	7.3	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	27	70	85	0
Future Vol, veh/h	0	13	27	70	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	29	76	92	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	226	92	92	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	762	965	1503	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	747	965	1503	-	-	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	2.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1503	-	965	-	-	
HCM Lane V/C Ratio	0.02	-	0.015	-	-	
HCM Control Delay (s)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

Optimized

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	833	53	1	524	851	21	34	95	24	13	52	15
Future Volume (vph)	833	53	1	524	851	21	34	95	24	13	52	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.996			0.978			0.975	
Flt Protected				0.950				0.989			0.992	
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1803	0	0	1791	0
Flt Permitted				0.304				0.862			0.771	
Satd. Flow (perm)	3479	0	0	1121	3557	0	0	1572	0	0	1392	0
Right Turn on Red					Yes			Yes				
Satd. Flow (RTOR)					5			4				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	643				543			770			658	
Travel Time (s)	12.5				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	886	56	1	557	905	22	36	101	26	14	55	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	942	0	0	558	927	0	0	163	0	0	85	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	54.0		99.8	99.8	153.8		26.2	26.2		26.2	26.2	
Total Split (%)	30.0%		55.4%	55.4%	85.4%		14.6%	14.6%		14.6%	14.6%	
Maximum Green (s)	47.8		91.7	91.7	148.1		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	47.8			91.7	148.1			18.3			18.3	
Actuated g/C Ratio	0.27			0.51	0.82			0.10			0.10	
v/c Ratio	1.02			0.98	0.32			1.00			0.60	
Control Delay	98.4			75.0	4.1			146.0			95.9	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	98.4			75.0	4.1			146.0			95.9	
LOS	F			E	A			F			F	
Approach Delay	98.4				30.8			146.0			95.9	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

		
Lane Group	NER	NER2
Lane Configurations		
Traffic Volume (vph)	404	11
Future Volume (vph)	404	11
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	430	12
Shared Lane Traffic (%)		
Lane Group Flow (vph)	442	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	99.8	
Total Split (%)	55.4%	
Maximum Green (s)	91.7	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	91.7	
Actuated g/C Ratio	0.51	
v/c Ratio	0.30	
Control Delay	22.0	
Queue Delay	0.0	
Total Delay	22.0	
LOS	C	
Approach Delay		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

	→	↘	↙	↔	←	↗	↖	↑	↘	↙	↓	↘
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				C			F			F	
Queue Length 50th (ft)	~617			327	117			192			98	
Queue Length 95th (ft)	#757			#470	137			#362			166	
Internal Link Dist (ft)	563				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	923			571	2927			163			141	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	1.02			0.98	0.32			1.00			0.60	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 57.8

Intersection LOS: E

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

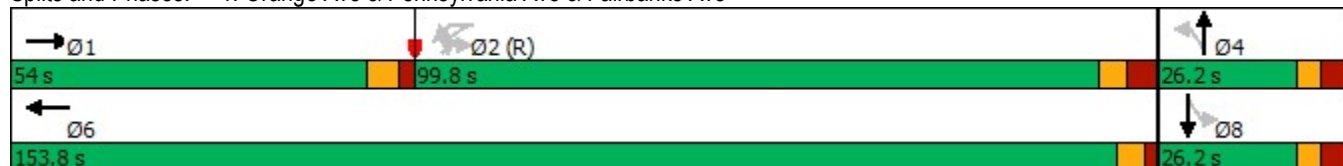
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	142	
Queue Length 95th (ft)	186	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1466	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.30	
Intersection Summary		

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Proj. P.M. - Optimized
04/15/2024

												
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	748	53	3	487	763	20	36	105	19	21	119	25
Future Volume (vph)	748	53	3	487	763	20	36	105	19	21	119	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.996			0.984			0.979	
Flt Protected				0.950				0.989			0.994	
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1849	0	0	1849	0
Flt Permitted				0.341				0.708			0.881	
Satd. Flow (perm)	3574	0	0	1257	3561	0	0	1324	0	0	1639	0
Right Turn on Red						Yes			Yes			
Satd. Flow (RTOR)					4			3				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	644				543			770			658	
Travel Time (s)	12.5				10.6			21.0			17.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	771	55	3	502	787	21	37	108	20	22	123	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	826	0	0	505	808	0	0	165	0	0	171	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	62.0		115.0	115.0	177.0		43.0	43.0		43.0	43.0	
Total Split (%)	28.2%		52.3%	52.3%	80.5%		19.5%	19.5%		19.5%	19.5%	
Maximum Green (s)	55.8		106.9	106.9	171.3		35.1	35.1		35.1	35.1	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effect Green (s)	55.2			107.5	171.3			35.1			35.1	
Actuated g/C Ratio	0.25			0.49	0.78			0.16			0.16	
v/c Ratio	0.92			0.82	0.29			0.77			0.66	
Control Delay	96.0			61.3	7.2			110.4			99.7	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	96.0			61.3	7.2			110.4			99.7	
LOS	F			E	A			F			F	
Approach Delay	96.0				28.0			110.4			99.7	

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Proj. P.M. - Optimized
04/15/2024



Lane Group	NER	NER2
Lane Configurations	FF	
Traffic Volume (vph)	666	19
Future Volume (vph)	666	19
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	687	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	707	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	115.0	
Total Split (%)	52.3%	
Maximum Green (s)	106.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	107.5	
Actuated g/C Ratio	0.49	
v/c Ratio	0.50	
Control Delay	36.3	
Queue Delay	0.0	
Total Delay	36.3	
LOS	D	
Approach Delay		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Proj. P.M. - Optimized
04/15/2024

	→	↘	↙	↖	←	↗	↘	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				C			F			F	
Queue Length 50th (ft)	621			323	162			230			237	
Queue Length 95th (ft)	#720			426	186			#351			336	
Internal Link Dist (ft)	564				463			690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	906			614	2773			213			261	
Starvation Cap Reductn	0			0	0			0			0	
Spillback Cap Reductn	0			0	0			0			0	
Storage Cap Reductn	0			0	0			0			0	
Reduced v/c Ratio	0.91			0.82	0.29			0.77			0.66	

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 55.6

Intersection LOS: E

Intersection Capacity Utilization 100.0%

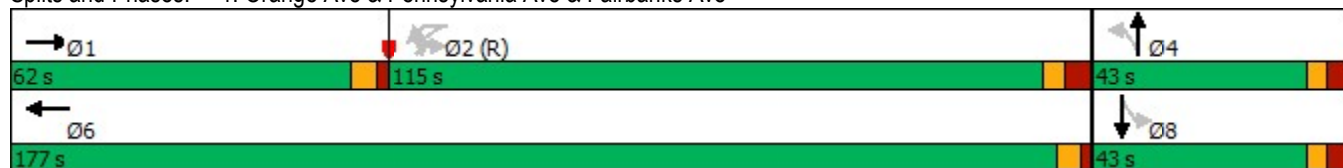
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	364	
Queue Length 95th (ft)	433	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1417	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.50	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↘		↗	↘	
Traffic Volume (vph)	130	913	22	14	803	94	15	107	8	50	128	46
Future Volume (vph)	130	913	22	14	803	94	15	107	8	50	128	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.985			0.989			0.960	
Flt Protected		0.994			0.999		0.950			0.950		
Satd. Flow (prot)	0	3514	0	0	3487	0	1805	1846	0	1656	1796	0
Flt Permitted		0.621			0.919		0.359			0.394		
Satd. Flow (perm)	0	2195	0	0	3208	0	682	1846	0	687	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			14			2			9	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			267			1173			161	
Travel Time (s)		25.6			5.2			32.0			4.4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	143	1003	24	15	882	103	16	118	9	55	141	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1170	0	0	1000	0	16	127	0	55	192	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	11.0	134.6		123.6	123.6		10.4	33.4		12.0	35.0	
Total Split (%)	6.1%	74.8%		68.7%	68.7%		5.8%	18.6%		6.7%	19.4%	
Maximum Green (s)	5.0	128.6		117.6	117.6		5.0	28.0		6.6	29.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		136.4			136.4		25.3	20.3		30.9	25.1	
Actuated g/C Ratio		0.76			0.76		0.14	0.11		0.17	0.14	
v/c Ratio		0.70			0.41		0.12	0.61		0.33	0.74	
Control Delay		15.1			8.9		58.7	86.5		65.5	88.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		15.1			8.9		58.7	86.5		65.5	88.1	
LOS		B			A		E	F		E	F	
Approach Delay		15.1			8.9			83.4			83.1	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)		205			215		16	144		55	214	
Queue Length 95th (ft)		m727			277		39	211		98	301	
Internal Link Dist (ft)		1234			187			1093			81	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1664			2434		134	288		165	302	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.70			0.41		0.12	0.44		0.33	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 82 (46%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 23.1

Intersection LOS: C

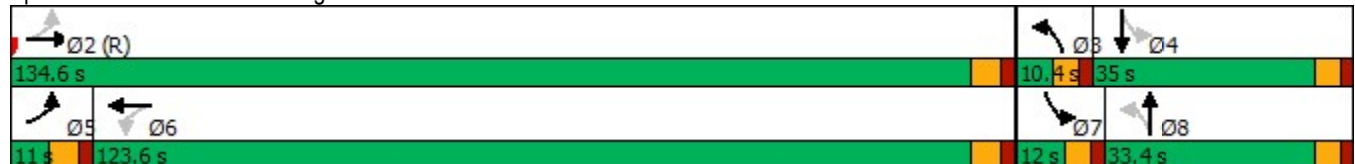
Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	75	942	186	1	139	837	47	7	285	871	111	125
Future Volume (vph)	75	942	186	1	139	837	47	7	285	871	111	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		14				3				8		
Link Speed (mph)		35				35				35		
Link Distance (ft)		1558				1314				1656		
Travel Time (s)		30.4				25.6				32.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	81	1013	200	1	149	900	51	8	306	937	119	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	1213	0	0	150	951	0	0	314	1056	0	134
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	22.0	67.0		23.0	23.0	68.0		39.0	39.0	70.0		20.0
Total Split (%)	12.2%	37.2%		12.8%	12.8%	37.8%		21.7%	21.7%	38.9%		11.1%
Maximum Green (s)	16.0	61.0		16.8	16.8	61.4		33.0	33.0	64.0		14.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	13.3	62.2			16.7	65.2			33.0	63.0		14.0
Actuated g/C Ratio	0.07	0.35			0.09	0.36			0.18	0.35		0.08
v/c Ratio	0.65	1.00			0.91	0.74			0.98	0.86		0.96
Control Delay	104.7	82.9			131.4	55.8			116.2	62.6		144.9
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	724	74
Future Volume (vph)	724	74
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		131
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	778	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	778	80
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	51.0	51.0
Total Split (%)	28.3%	28.3%
Maximum Green (s)	45.0	45.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	44.0	44.0
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.90	0.17
Control Delay	80.0	0.7
Queue Delay	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
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Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Proj. A.M. - Optimized
04/15/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	104.7	82.9			131.4	55.8			116.2	62.6		144.9
LOS	F	F			F	E			F	E		F
Approach Delay		84.3				66.1				74.9		
Approach LOS		F				E				E		
Queue Length 50th (ft)	95	~789			182	531			375	604		161
Queue Length 95th (ft)	157	#931			#328	673			#585	700		#310
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	149	1212			165	1285			321	1242		140
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.54	1.00			0.91	0.74			0.98	0.85		0.96

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 77.0

Intersection LOS: E

Intersection Capacity Utilization 96.1%

ICU Level of Service F

Analysis Period (min) 15

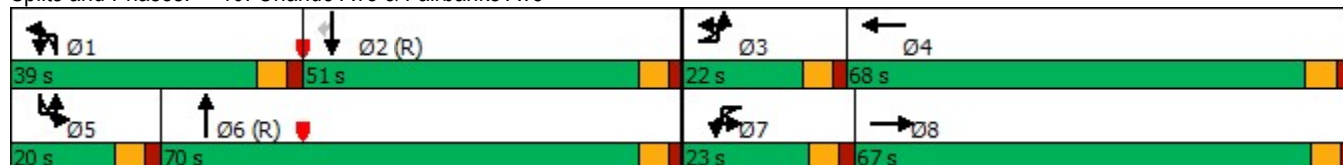
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBT	SBR
Total Delay	80.0	0.7
LOS	E	A
Approach Delay	82.4	
Approach LOS	F	
Queue Length 50th (ft)	470	0
Queue Length 95th (ft)	#556	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	884	490
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.88	0.16
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Proj. P.M. - Optimized
04/15/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	114	1056	280	159	1213	46	5	324	722	134	1
Future Volume (vph)	1	114	1056	280	159	1213	46	5	324	722	134	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.969			0.995				0.976		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3498	0	1787	3592	0	0	1787	3488	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3498	0	1787	3592	0	0	1787	3488	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			17			2				11		
Link Speed (mph)			35			35				35		
Link Distance (ft)			1558			1314				1656		
Travel Time (s)			30.4			25.6				32.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	119	1100	292	166	1264	48	5	338	752	140	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	1392	0	166	1312	0	0	343	892	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	24.0	24.0	89.0		27.3	92.3		47.0	47.0	81.7		22.0
Total Split (%)	10.9%	10.9%	40.5%		12.4%	42.0%		21.4%	21.4%	37.1%		10.0%
Maximum Green (s)	18.0	18.0	83.0		21.1	85.7		41.0	41.0	75.7		16.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		17.3	83.5		21.5	87.3			41.0	75.7		
Actuated g/C Ratio		0.08	0.38		0.10	0.40			0.19	0.34		
v/c Ratio		0.86	1.04		0.95	0.92			1.03	0.74		
Control Delay		143.1	99.3		150.5	74.0			140.4	67.1		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 7

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Proj. P.M. - Optimized
04/15/2024

			
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	96	720	86
Future Volume (vph)	96	720	86
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			107
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	100	750	90
Shared Lane Traffic (%)			
Lane Group Flow (vph)	101	750	90
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	22.0	56.7	56.7
Total Split (%)	10.0%	25.8%	25.8%
Maximum Green (s)	16.0	50.7	50.7
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	15.1	49.8	49.8
Actuated g/C Ratio	0.07	0.23	0.23
v/c Ratio	0.81	0.93	0.20
Control Delay	141.7	100.9	6.2
Queue Delay	0.0	0.0	0.0

Scenario 1 11:23 am 05/30/2023 Baseline

Synchro 11 Report
Page 8

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Proj. P.M. - Optimized
04/15/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		143.1	99.3		150.5	74.0			140.4	67.1		
LOS		F	F		F	E			F	E		
Approach Delay			102.8			82.6				87.5		
Approach LOS			F			F				F		
Queue Length 50th (ft)		175	~1140		245	967			~530	597		
Queue Length 95th (ft)		#303	#1274		#424	1071			#758	683		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		146	1337		175	1427			333	1208		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.82	1.04		0.95	0.92			1.03	0.74		

Intersection Summary

Area Type: Other

Cycle Length: 220

Actuated Cycle Length: 220

Offset: 29 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 92.2

Intersection LOS: F

Intersection Capacity Utilization 105.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
47 s	56.7 s	24 s	92.3 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
22 s	81.7 s	27.3 s	89 s



Lane Group	SBL	SBT	SBR
Total Delay	141.7	100.9	6.2
LOS	F	F	A
Approach Delay	96.2		
Approach LOS	F		
Queue Length 50th (ft)	147	566	0
Queue Length 95th (ft)	#256	#674	36
Internal Link Dist (ft)	1013		
Turn Bay Length (ft)	175		125
Base Capacity (vph)	131	823	454
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.77	0.91	0.20
Intersection Summary			

**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

August 28, 2024

prepared by

Allison McGillis, Director of Planning and Zoning

approved by

Randy Knight, City Manager

subject

Request of the City of Winter Park for:

- Ordinance 3310-24 - amending the existing Multi-family (high density R-4) District zoning to Public, Quasi-Public (PQP) District zoning on the former Winter Park Library property at 460 E. New England Avenue in conformance with the existing Comprehensive Plan Future Land Use designation of Institutional. (2nd Reading)
- Ordinance 3311-24 - amending the Public, Quasi-Public (PQP) zoning district to establish a new Permitted Use for "performance art venues together with ancillary gallery, educational, rehearsal, recording studios and offices to support the like, within a city-owned building". (2nd Reading)

This item must be heard at or after 5:00 p.m.

motion | recommendation

Recommendation to approve the Ordinances as presented.

background

The City Commission has approved an agreement to lease the former Winter Park Library property at 460 E. New England Avenue to the Blue Bamboo Center for the Arts. Currently, the property is designated as Institutional on the Comprehensive Plan future land use map, while its zoning classification is Multi-family (R-4) district.

For Blue Bamboo to utilize the property and building as outlined in the lease agreement, the existing R-4 zoning (designated for residential use) must be changed, as it does not permit the intended use either by right or through a conditional use permit. During the second reading of the lease agreement, city staff engaged in a discussion with the Commission to determine the best path forward for the necessary zoning changes. The Commission directed staff to rezone the property to Public and Quasi-Public (PQP) zoning, aligning it with the future land use designation and establishing a new permitted use category that accommodates Blue Bamboo's proposed activities. This new permitted use will encompass "performance art venues, along with ancillary gallery space, educational facilities, rehearsal and recording studios, and offices

to support these functions within a city-owned building."

The rezoning Ordinance does contain a reverter clause so that if the Blue Bamboo lease ends and there is no assignment of the lease or new lease to another similar third-party user, then the zoning will revert back to the R-4 designation

alternatives | other considerations

fiscal impact

attachments

1. Ord. PQP Zoning _WP Library_460 E. New England
2. Ordinance_ PQP Permitted Uses Addition

ORDINANCE 3310-24

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE FROM MULTI-FAMILY (HIGH DENSITY R-4) DISTRICT ZONING TO PUBLIC AND QUASI-PUBLIC (PQP) DISTRICT ZONING ON THE FORMER WINTER PARK LIBRARY PROPERTY AT 460 E. NEW ENGLND AVENUE, MORE PARTICULARLY DESCRIBED HEREIN.

WHEREAS, the City Commission intends to establish a municipal zoning designation on this property in compliance with the establishment of a similar Comprehensive Plan future land use designation for said property, in order to permit the transition in usage of the former Winter Park Library to the cultural usage by the Blue Bamboo Center for the Arts, limited to the period of time the property is being used by that entity; and

WHEREAS, on August 6, 2024, the Planning and Zoning Board held a public hearing on the rezoning set forth herein and made a recommendation to the City Commission regarding such rezoning, and

WHEREAS, the City Commission finds that the zoning set forth herein is consistent with the Comprehensive Plan and land development regulations for the uses intended, and

WHEREAS, the establishment of municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held.

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the existing zoning designation of Multi-Family (High Density R-4) district zoning to Public and Quasi-Public (PQP) district zoning on the former Winter Park Library property at 460 E. New England Avenue, more particularly identified with Orange County Parcel ID# 05-22-30-9400-60-010 in the Public Records of Orange County, Florida.

SECTION 2. This Ordinance shall only be effective for the term of the lease of the subject property to the Blue Bamboo Center for the Arts and any other period of time as the City Commission may assign such lease or shall lease to another third party via adoption of such Ordinance as may be required. However, if such third-party usage

of this property is discontinued for any reason, including expiration or termination of a lease, then this Ordinance shall become null and void and the zoning designation applicable to this property shall revert back to a Multi-Family (High Density R-4) district zoning designation.

SECTION 3. This Ordinance shall become effective immediately upon passage and adoption by the City Commission.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this 28th day of August, 2024.

Mayor Sheila DeCiccio

Attest:

Rene Cranis, City Clerk

ORDINANCE 3311-24

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" SECTION 58-79 "PUBLIC AND QUASI-PUBLIC (PQP) DISTRICT", TO ADD A NEW PERMITTED USE FOR PERFORMANCE ART VENUES TOGETHER WITH ANCILLARY GALLERY, EDUCATIONAL, REHEARSAL, RECORDING STUDIOS AND OFFICES TO SUPPORT THESE FUNCTIONS, WITHIN A CITY- OWNED BUILDING, PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Winter Park deems it necessary for the 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;

WHEREAS, the City Commission hereby finds that the land development regulations adopted herein are consistent with the Comprehensive Plan;

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" of the Code of Ordinances, Section 58-79 "Public and Quasi-Public (PQP)" is hereby amended as shown below (underlined language are additions; ~~stricken through~~ language are deletions; subsections not included are not being modified):

Sec. 58-79. Public and Quasi-Public (PQP) district.

(b) *Permitted uses.* The following buildings or uses and additions thereto are permitted uses:

(8) Performance art venues together with ancillary gallery, educational, rehearsal, recording studios and offices to support these functions, within a city-owned building.

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.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida held in City Hall, Winter Park, on this 28th day of August, 2024.

Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk



City Commission

agenda item 14.a

item type

Public Hearings: Non Quasi-Judicial Matters

meeting date

August 28, 2024

prepared by

Rene Cranis, City Clerk

approved by

Randy Knight, City Manager

subject

Ratification of Resolution 2288-24 Enacting Opt-Out for Live Local Act Property Tax Exemption

motion | recommendation

Ratify resolution previously adopted on July 10, 2024

background

Notice of the hearing adopting this resolution was not advertised as required by State Statute. As recommended by the City Attorney, the resolution was advertised on August 18th and is being presented for ratification by the commission.

alternatives | other considerations**fiscal impact****attachments**

1. RES2288-24 ratified

RESOLUTION NO. 2288-24

A RESOLUTION OF THE CITY OF WINTER PARK, FLORIDA, ELECTING TO NOT EXEMPT CERTAIN PROPERTY UNDER SECTION 196.1978(3)(0) AS ENACTED BY CHAPTER 2024-158, LAWS OF FLORIDA, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 196.1978(3), Florida Statutes, contains the "Live Local Act Property Tax Exemption," which requires the county property appraiser to exempt rental properties from ad valorem taxation if the properties meet certain requirements under the Live Local Act; and

WHEREAS, the Florida Legislature passed HB 7073 during the 2024 legislative session; and

WHEREAS, on May 7, 2024, Governor Ron Desantis signed HB 7073, which became Chapter 2024-158, Laws of Florida; and

WHEREAS, Chapter 2024-158, Laws of Florida, provides an exemption from ad valorem taxation for certain properties deemed affordable housing for persons or families whose annual household income is between 80 and 120 percent of the median annual adjusted gross income for households within the Orlando-Kissimmee, Florida Metropolitan Statistical Area (MSA); and

WHEREAS, Chapter 2024-158, Laws of Florida, provides that a taxing authority (the city) is authorized to opt out of providing the 80 to 120 tax exemption if certain conditions are met, starting with the 2025 tax roll, if the city finds that the latest Shimberg Center for Housing Studies Annual report identifies that the number of affordable and available units in the MSA is greater than the number of renter households in the MSA in the 80 to 120 income group; and

WHEREAS, the latest Shimberg Annual Report is provided as an attachment to this Resolution and is hereby incorporated by reference and

WHEREAS, the City Commission of the City of Winter Park hereby finds that the latest Shimberg Annual Report identifies a surplus of affordable and available units in the Orlando-Kissimmee, Florida MSA, which includes the City of Winter Park, for those households that meet the income criteria for the 80 to 120 tax exemption; and

WHEREAS, the City Commission of the City of Winter Park hereby finds that the city is a taxing authority that is eligible to adopt a resolution to not exempt properties that would otherwise be eligible for the Live Local Property Tax Exemption.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, THAT:

SECTION 1. The foregoing recitals are true and correct and are incorporated in this Resolution by reference.

SECTION 2. The City Commission finds that the City of Winter Park is within the Orlando-Kissimmee, Florida MSA, and that, based on the Shimberg Annual Report, the number of affordable and available units in the MSA is greater than the number of renter households in the MSA for the category entitled "0-120 percent AMI."

SECTION 3. Pursuant to Section 196.1978(3)(0), Florida Statutes, the City of Winter Park hereby elects not to exempt properties eligible for the 80 to 120 Tax Exemption otherwise allowed for under Section 196.1978(3)(d)1.a., Florida Statutes, and directs the Orange County Property Appraiser not to grant any such exemptions.

SECTION 4. This resolution applies to the ad valorem property tax levies imposed by the City of Winter Park only.

SECTION 5. This resolution shall take effect on January 1, 2025, and shall expire on January 1, 2027. This Resolution may be renewed prior to its expiration date in accordance with Florida law.

SECTION 6. This resolution has been duly advertised in accordance with Section 50.011(1), Florida Statutes. A copy of this Resolution shall be provided to the Orange County Property Appraiser prior to January 1, 2025.

SECTION 7. This resolution does not impact a property owner of a multifamily project which was granted an exemption pursuant to Section 196.1978(3)(d)1.a., Florida Statutes, prior to the adoption of this resolution. Such property owner may continue to receive the exemption for each consecutive year that the property owner applies for and is granted the exemption.

SECTION 8. SEVERABILITY. If any provision of this resolution or application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of this resolution which can be given effect without the invalid provision or application, and to this end the provisions of this resolution are declared severable.

ADOPTED by a 5-0 vote at a regular meeting of the City Commission of the City of Winter Park, Florida, this 10th day of July, 2024.



Mayor Sheila DeCiccio

Attest:



City Clerk Rene Cranis

Advertised: August 18, 2024

Ratified by City Commission: August 28, 2024

**item type**

Public Hearings: Non Quasi-Judicial Matters

meeting date

August 28, 2024

prepared by

Allison McGillis, Director of Planning and Zoning

approved by

Randy Knight, City Manager

subject

Request of the City of Winter Park for an Ordinance amending Chapter 59 of the city Code of Ordinances related to Multi-Modal Transportation Impact Fees. (1st Reading) **Tabled from August 14, 2024.**

motion | recommendation

Recommendation to approve the Ordinance as presented.

background

This Ordinance to amend Chapter 59 relating to Multi-Modal Transportation Impact Fees is a result of the following:

- The responsibilities for transportation have been transferred from the Planning & Zoning Department to the Public Works Department. Consequently, we need to update the definition of "Director" in the Ordinance from "Director of Planning and Transportation" to "Director of Public Works and Transportation."
- The language defining the types of developments exempt from these fees requires revision to accurately reflect the intended scope of exemption (4). Prior discussions before the second reading of the original adoption of Chapter 59 clarified that the original wording, which stated that exemption (4) applied to "any approvals," did not align with the intended purpose of the Ordinance. This broad definition was not meant to apply universally but rather to encompass projects that submitted permit applications before the effective date, as well as those that underwent the public hearing process and received conditional use approval or site plan approval through the city's Development Review Committee. The proposed amendments aim to clarify and narrow the language, ensuring that the exemptions are more precisely defined.

alternatives | other considerations

fiscal impact

attachments

1. City of Winter Park Ordinance amending Chapter 59 MMTIF

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA,
AMENDING CHAPTER 59 OF THE CITY CODE OF ORDINANCES
RELATING TO MULTI-MODAL TRANSPORTATION IMPACT
FEES; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN
EFFECTIVE DATE.**

WHEREAS, the City of Winter Park desires to amend Section 59-6 to clarify an exemption to the Multi-Modal Transportation Impact Fees concerning the construction of buildings and structures previously approved by the City; and

WHEREAS, the City Commission finds that this Ordinance is in the best interests of the citizens 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. Section 59-6 of the Winter Park Code of Ordinances is hereby amended to read as follows (words that are ~~stricken out~~ are deletions; words that are underlined are additions):

Sec. 59-3. Interpretations of this chapter.

Interpretation of the provisions of this chapter will be made by the director of planningpublic works and transportation.

Sec. 59-5. Definitions.

Director means the director of the planningpublic works and transportation department of the city or his/her designee.

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 construction of accessory buildings or structures approved by the historic preservation board qualifying as a "garage apartment" or "accessory cottage" determined to be conforming uses on designated historic landmarks or resources, or on properties in a designated historic district, pursuant to section 58-469(3).
- (4) The construction of a building or structure ~~that received, or any approvals in conjunction with an application filed with the City of Winter Park and approved by the city commission or other appropriate city body including but not limited to a~~ conditional use approval, site plan approval by the city's development review committee, ~~zoning approval or a building permit~~ prior to the effective date of this chapter. The effective date of this chapter shall be January 1, 2022.
- (5) Temporary uses; and
- (6) Essential public services.

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. Effective Dates. This Ordinance shall become effective upon its adoption by the City Commission of the City of Winter Park, Florida.

First Reading held on _____

Second Reading held on _____

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 _____.

Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk