city commission

agenda

City Commission Virtual
Regular Meeting
January 27, 2021
3:30 pm
Community Center
721 W. New England Avenue

mayor & commissioners				
seat 1 Marty Sullivan	seat 2 Sheila DeCiccio	Mayor Steve Leary	seat 3 Carolyn Cooper	seat 4 Todd Weaver

welcome

Welcome to the City of Winter Park City Commission meeting. The agenda for regularly scheduled Commission meetings is posted outside City Hall the Thursday before the meeting. Agendas and all backup material supporting each agenda item are available in the City Clerk's office or on the city's website at cityofwinterpark.org.

Virtual City Commission public comment procedures:

- **Please see the link below for instructions on providing public comment: https://cityofwinterpark.org/cclive.**
- **If you would like to provide comments prior to the meeting, please send them to MayorAndCommissioners@cityofwinterpark.org. These comments will be received by the City Commissioners and staff, however, will not be read publicly into the record during the meeting. This is consistent with our normal procedures for emails received prior to a City Commission meeting.**

meeting procedures

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agenda

*times are projected and subject to change

1. **Meeting Called to Order**

2. **Invocation**

   a. Young Muslim Sisters of Central Florida, Maariya Shamsi and Aminia Hassan — 3 minutes

   Pledge of Allegiance

3. **Approval of Agenda**

4. **Mayor's Report**

5. **City Manager's Report**

   a. City Manager Report — 5

6. **City Attorney's Report**

7. **Non-Action Items**

8. **Citizen Comments - 5 p.m. or soon thereafter**
   (if the meeting ends earlier than 5:00 p.m, citizen comments will be at the end of the meeting)
   (Three minutes are allowed for each speaker)

9. **Consent Agenda**

   a. Approve the minutes of the regular meeting, January 13, 2021 — 1 minute

   b. Approve the minutes of the work session, January 14, 2021 — 1 minute

   c. Approve Memorandum of Understanding (MOU) between City of Winter Park Fire Department and City of Orlando Fire Department. — 1 minute

   d. Approve the following Piggyback contract: — 1 minute
      1. Core & Main, LP - Pinellas County ITB#156-0035-B - Water & Sewer Materials; additional $750,000 for term.

   e. Approve the following contracts: — 1 minute
      1. Windstream Services, LLC - Managed Security Services for City Firewalls; $35,499.96 for 36 month term.

10. **Action Items Requiring Discussion**

    a. March 9, 2021 Election — 5 minutes

    b. Approval of 2021 State Legislative Priorities — 10 minutes

11. **Public Hearings**

a. Request of Goodlives, LLC for: — 5 minutes

- An Ordinance to amend the Comprehensive Plan Future Land Use Map to change from Commercial to Central Business District and to amend the Future Land Use Maximum Height Map to enable a three-story maximum height on the property at 301 N. New York Avenue (2nd Reading).
- An Ordinance to amend the Official Zoning Map to change from (C-3) to (C-2) on the property at 301 N. New York Avenue (2nd Reading).
- Conditional Use approval to construct a 11,245-square-foot (14,069 gross square feet including covered parking/front porch/balcony), three-story building at 301 N. New York Avenue with 22 surface parking spaces and four new public parking spaces on New York Avenue. (Approved at 1st Reading)

b. Request of Lazarus Development Group, LLC for: — 20 minutes

- Site plan approval, pursuant to the Commission condition tied to the Lake Killarney Shores replat to construct a new, two-story, 4,204 square foot, single-family home located at 520 Country Club Drive on Lake Killarney, zoned R-2.

c. Request of the Magruder Eye Institute: **Postponed to February 10, 2021 at applicant's request.** — 45 minutes

- To Annex the Properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court and establish Parking Lot (PL) Future Land Use and Zoning and for Conditional Use approval to build a two-story, 32,000 sq. ft. medical office building on the combined properties including 2245 W. Fairbanks Avenue. (1st Reading)

d. Request of Winter Park Historic Hotels Group for: — 4 hours

- Ordinance to vacate portions of Killarney Drive and Fairview Avenue, and in return, creating open space/park areas. (1st Reading)
- Ordinances amending the Comprehensive Plan Future Land Use policy text to add a new policy for the combine site (Policy 1-J-15), to amend the Zoning Code Commercial (C-3) and Open Space Recreational (PR) text to provide for the allowances above for only this specific property, and to amend the Future Land Use/Zoning

Map from Single Family (R-1A) and Office on 2.09 acres of this site to Commercial (C-3) and 0.88 acres to Open Space Recreational (PR). (1st Reading)

- Approval of a Conditional Use for the specific hotel project of a 5-story, 132-room hotel with associated restaurant, ballroom/meeting space, and 235-space parking garage with one floor of underground parking.

e. Ordinance - Vacating utility easement to establish additional Palm Cemetery spaces - Tantum Avenue (First Reading) — 5 minutes

12. City Commission Reports

13. Summary of Meeting Actions

appeals and assistance

"If a person decides to appeal any decision made by the Commission with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105)

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

City Commission **agenda item**

item type Invocation	meeting date January 27, 2021
prepared by Kim Breland	approved by
board approval	
strategic objective	

subject
Young Muslim Sisters of Central Florida, Maariya Shamsi and Aminia Hassan

motion / recommendation

background

alternatives / other considerations

fiscal impact

City Commission **agenda item**

item type City Manager's Report	meeting date January 27, 2021
prepared by Jennifer Guittard	approved by Peter Moore, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject
City Manager Report

motion / recommendation

background

alternatives / other considerations

fiscal impact

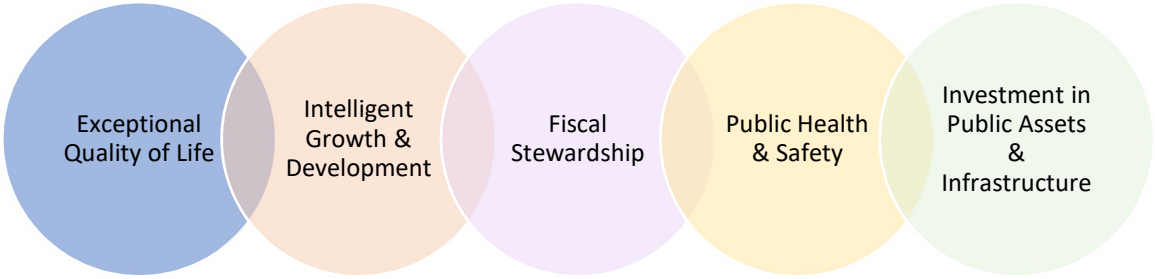
ATTACHMENTS:
90Day Report 1.27.21.pdf

city commission **city manager's**

90-Day Report

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

City of Winter Park Strategic Objectives



Upcoming Commission Items

Title 1: Exceptional Quality of Life

Item	Description	Item Department	Item Date
Electric Vehicle Readiness	The EV Building related ordinance was approved by the construction board and will be advanced along with the Planning related EV Ordinance as companion ordinances. Both are scheduled to be brought to commission in February.	Building & Permitting	Feb
MLK Park Plan	City has contracted professional services through Dix-Hite to conduct review of MLK master plan, assessment of neighborhood connectivity with MLK Park and Library/Event Center, and provide suitable options for replacement of Shady Park spray feature. Meetings are underway with Dix-Hite to determine concepts and cost. CRA has ability to address some improvements at this site with potential funding as part of the CRA CIP.	Parks	Mar

Item	Description	Item Department	Item Date
Tree Preservation Ordinance	Ordinance revisions from Tree Preservation Board is being worked on by staff. Once approved by the Tree Preservation Board it will go to Planning and Zoning board in Feb. After staff addresses comments it will be presented to Commission.	Parks	Mar

Title 2: Intelligent Growth & Development

Item	Description	Item Department	Item Date
Turf Ordinance	Ordinance to adopt regulations for the consideration of artificial turf as an impervious surface to residential lots will be reviewed by P&Z then brought back to Commission.	Public Works	Feb
Planning Public Hearings	Future Land Use/Zoning Amendment, and Conditional Use request for the Skycraft property on Fairbanks Avenue and annexation of properties to the North. Establish a commercial future land use and C-3 zoning on the annexed properties at 2269/2267/2265/2263/2261/2259/2257 Kentucky Avenue and to indicate the annexation on the other maps within the comprehensive plan.	Planning & Transportation	Feb
Progress Pointe Redevelopment	Presenting the contracted redevelopment plan to commission.	Planning & Transportation	Mar

Title 3: Investment in Public Assets & Infrastructure

Item	Description	Item Department	Item Date
City Private Fiber Network	Contract for design-build of the city's private fiber network in response to ITN-6-2019 Fiber Optic Connectivity.	Administration /IT	Feb

Item	Description	Item Department	Item Date
5G Cellular Master Agreement	Agreement with Extenet (Contractor for AT&T) to reach consensus regarding how 5G nodes can be designed, permitted, installed, and maintained in the city. Pursuant to the Commission interest at the December work session that AT&T consider 5G deployment now, the revised agreement will contain the design examples for the 5G enabled node locations.	Administration /IT	Feb
Sewer Capacity	Purchase of additional sewer capacity at Altamonte Springs.	Water & Sewer	Mar
Wastewater Interlocal Capital Contribution Payment	Finalize approval with the City of Orlando for waste water plant upgrades.	Water & Sewer	Mar
Wastewater Interlocal Contract	Renewal of Conserv II sewer treatment contract with Orlando.	Water & Sewer	Mar

Additional Items of City Interest

Title 4: Exceptional Quality of Life

Item	Description	Item Department
Library & Events Center	The Library/Events Center construction continues on schedule and on budget. The concrete precast skin and window glazing is complete on the Library and the building is considered "dried in" as the roof membrane is also complete. On the inside, the system rough-ins continue and installation of drywall has started where rough-in is complete. The roof top HVAC systems have been mounted and are currently being connected. On the events center, concrete precast installation is complete and window glazing has started on the north side. Interior framing is also underway with system rough-ins to start soon. The porte cochere steel framing has been erected with precast installation to start immediately after the Events center precast is finished. The outdoor amphitheater stage has been poured.	Public Works
Public Art for I-4	Design selection company, RLF, is currently negotiating contract with the city and finalizing construction costs to bring the project in at the $150k budget. This public art project, paid for by FDOT, is planned to be installed at the NE corner of W. Fairbanks and I-4, by June 30, 2021. The installation date was extended by four months due to COVID-19.	Administration

Title 5: Intelligent Growth & Development

Item	Description	Item Department
Sustainability Plan	The KWPB&S Board will review the current Sustainability Action and refresh it with updated goals in the shorter term (2025) and longer term (2050). These proposed updates will be presented to related City Boards for feedback and support.	Sustainability & Planning

Title 6: Investment in Public Assets & Infrastructure

Item	Description	Item Department
Electric Undergrounding	**Miles of Undergrounding performed** Project G: 4.1 miles 88% complete Project I: 6.9 miles 67% complete Project W: 0.26 miles 85% complete **TOTAL so far for FY 2021**: 1.5 miles	Electric
Fairbanks Transmission	Project is 99% complete. All old poles are removed. Street lights installed. Work is being performed on sidewalks and landscaping.	Electric
Lakes Health Analysis	The Natural Resources Division of Parks along with Public Works, is preparing a presentation detailing historic and existing lake water quality along with previously implemented improvement projects and proposed future projects for information and discussion. It will illustrate excellent, good and impaired water quality criteria and where the city lakes rank accordingly.	Parks

Upcoming Advisory Board Meetings

This report provides a summary of upcoming board meetings currently scheduled on the calendar for the next month. The full calendar is accessible on the City's website at: https://cityofwinterpark.org/government/board-public-meetings/

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

February Board Meetings

Advisory Board	Meeting Date	Meeting Time
Civil Service Board	2/2/21	4 p.m.
Planning and Zoning Board	2/2/21	6 p.m.
Economic Development Advisory Board	2/9/21	8:15 a.m.
Lakes and Waterways Advisory Board	2/9/21	Noon
Historic Preservation Board	2/10/21	9 a.m.
Public Art Advisory Board	2/15/21	Noon
Transportation Advisory Board	2/15/21	4 p.m.
Keep Winter Park Beautiful and Sustainable Advisory Board	2/16/21	11:45 a.m.
Board of Adjustments	2/16/21	5 p.m.
Parks & Recreation Advisory Board	2/17/21	5:30 p.m.
Utilities Advisory Board	2/23/21	11:30 a.m.
Tree Preservation Board	2/23/21	5 p.m.
Community Redevelopment Advisory Board	2/25/21	Noon

Note: This calendar does not include work sessions.

Filename:	90Day Report Template
Directory:	C:\Users\jkissel\Documents
Template:	C:\Users\jkissel\AppData\Roaming\Microsoft\Templates\Normal.dotm
Title:	
Subject:	
Author:	Jennifer Kissel Guittard
Keywords:	
Comments:	
Creation Date:	2/26/2020 2:17:00 PM
Change Number:	103
Last Saved On:	1/21/2021 1:39:00 PM
Last Saved By:	Jennifer Kissel Guittard
Total Editing Time:	1,973 Minutes
Last Printed On:	1/21/2021 1:42:00 PM

As of Last Complete Printing

Number of Pages:	6
Number of Words:	1,079 (approx.)
Number of Characters:	6,151 (approx.)

City Commission **agenda item**

item type Consent Agenda	meeting date January 27, 2021
prepared by Rene Cranis	approved by Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject

Approve the minutes of the regular meeting, January 13, 2021

motion / recommendation

background

alternatives / other considerations

fiscal impact

ATTACHMENTS:
0113.21.rs.pdf

City Commission
Regular Meeting Minutes

January 13, 2021 at 3:30 p.m.

Winter Park Community Center
721 W. New England Avenue | Winter Park, Florida

Present

Mayor Steve Leary
Commissioner Marty Sullivan
Commissioner Sheila DeCiccio
Commissioner Carolyn Cooper
Commissioner Todd Weaver

City Manager Randy Knight
City Attorney Kurt Ardaman
City Clerk Rene Cranis

1) Meeting Called to Order

Mayor Leary called the meeting to order at 3:50 p.m.

2) Invocation

Pastor Todd Haymans, Aloma Church, provided the invocation followed by the Pledge of Allegiance.

3) Approval of Agenda

Consensus was to remove Item 10a, Strategic Planning, and schedule a work session for complete discussion.

4) Mayor's Report

Mayor Leary appointed Elisha Gonzalez Bonnewitz to the CRA Advisory Board to replace one of his appointees who resigned (term ends 2020).

5) City Manager's Report

Mr. Knight advised that the city is working with Orange County and the State to get vaccination sites in Winter Park.

Responding to questions, he advised that staff has reached out to those who experienced difficulty registering for meetings and will follow up with Mrs. Daniels.

6) City Attorney's Report

Attorney Ardaman gave an update on the OAO and on the City of Pensacola pending litigation. In response to Commissioner Cooper, he advised that the re-adoption of the OAO puts the city in a better position.

7) Non-Action Items

8) Citizen Comments | 5 p.m. or soon thereafter (heard after Item 10c)

9) Consent Agenda

a. Approve the minutes of the work session, December 3, 2020
b. Approve the minutes of the work session, December 7, 2020
c. Approve the minutes of the regular meeting, December 9, 2020 **(Pulled for clarification by Mr. Knight)**
d. Approve the minutes of the work session, December 10, 2020
e. Approve the following contracts:
    1. Lewis Outdoor Solutions - IFB7-17 – Landscape Maintenance for City Facilities; Renew at $310,000 for year.
f. Approve the following purchases:
    1. Duval Ford - Utilizing Florida Sheriffs Association Contract# FSA20-VEL28.0 - Pursuit, Administrative, and Other Vehicles; $405,555.00. Contract term through 09/30/2022. **(Pulled by Commissioner Weaver)**
    2. Duval Ford - Utilizing Florida Sheriffs Association Contract# FSA20-VEH18.0 – Heavy Trucks; $247,208.00. Contract term through 09/30/2022.
g. Approve the following Piggyback contracts:
    1. Pioneer Manufacturing Company – Seminole County RFQ-603968-20.LNF – Parks and Recreation Athletic Field Marking Paint; $75,000 per year. Term through September 28, 2025;
    2. CDW Government - Sourcewell 081419-CDW - Technology Catalog Solutions; Additional $250,000 for year.

Mr. Knight asked that Item 9c be removed for clarification.

Commissioner Weaver pulled Item 9 f.1. for discussion.

Motion made by Commissioner Cooper to approve the Consent Agenda except for Items c and f.1, seconded by DeCiccio. There were no public comments. **Motion carried unanimously with a 5-0 vote.**

Mr. Knight advised that the minutes of December 9th were amended on Page 9 adding for clarification the criteria for conditional use approval under the ordinance.

Motion made by Commissioner Cooper to approve Item 9c with the addition of the criteria; seconded by Commissioner Weaver. There were no public comments. **Motion carried unanimously with a 5-0 vote.**

Commissioner Weaver addressed Item 9 f.1. and expressed questioned the need for the interceptor package and for high-acceleration and high-speed vehicles.

Police Chief Michael Deal advised that the inceptor is the name of the police package and is the same as in previously used and the uniform package of most agencies.

Commissioner Weaver said he would like the opportunity to obtain additional information on the vehicles and staff to research options.

Motion made by Commissioner Weaver to table to the next meeting; seconded by Commissioner Cooper. Upon a roll call vote, Commissioners Cooper and Weaver voted yes. Mayor Leary and Commissioners Sullivan and DeCiccio voted no. Motion failed with a 2 - 3 vote.

Motion made by Mayor Leary to approve Item 9 f.1; seconded by Commissioner DeCiccio. Upon a roll call vote, Mayor Leary and Commissioners DeCiccio, Cooper, and Sullivan voted yes. Commissioner Weaver voted no. Motion carried with a 4 - 1 vote.

10) Action Items Requiring Discussion

a. Strategic Planning

This item was removed from the agenda and scheduled for a work session.

b. Eminent Domain

Attorney Ardaman reviewed eminent domain procedures and responded to questions regarding cost to obtain property under eminent domain.

Mr. Knight gave an update on progress and attempts to negotiate with the property owners with only one owner expressing an interest in selling. The City has acquired half of one property behind the dry cleaners and will continue to contact owners.

Discussion followed on the need for intersection improvements and the cost to acquire the property. Commissioner Cooper asked for a list of the five worst intersections. There were no public comments. Consensus was that staff continue discussions and negotiations with property owners rather than pursuing eminent domain procedures at this time.

c. Affordable and Workforce Housing

Jeff Briggs, Principal Planner, stated the matter for discussion is not whether to re-implement the affordable/workforce housing fee but whether to move forward with an amendment to the fee schedule to adopt the fee. He provided the history of affordable

housing fee and stated the annual fees generated may only allow for the purchase of one lot per year in Winter Park.

Mayor Leary said he feels the city could keep doing single-family homes or use the funds improve The Plymouth or similar facilities in need of improvements. Mr. Briggs advised that the city has made significant contributions in the past to The Plymouth and funds can be used in a variety of ways.

Members of the Commission agreed that a plan is needed before re-implementing the fee and discussed potential uses of the fees such as maintenance and enhancement of existing affordable housing and Habitat for Humanity projects within the city and outside the city and the CRA but exclude high density, low quality projects.

Consensus was to bring forward a resolution outlining a plan and also a fee schedule.

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

11) Public Hearings

a. RESOLUTION 2242-21 A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, DESIGNATING THE PROPERTY LOCATED AT 1199 WASHINGTON AVENUE, WINTER PARK, FLORIDA AS A HISTORIC RESOURCE ON THE WINTER PARK REGISTER OF HISTORIC PLACES.

Attorney Ardaman read the resolution by title.
Mr. Briggs reviewed the request and plan to build a second home behind the existing home.

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

b. Request of Goodlives, LLC for:
- An Ordinance to amend the Comprehensive Plan Future Land Use Map to change from Commercial to Central Business District and to amend the Future Land Use Maximum Height Map to enable a three-story maximum height on the property at 301 N. New York Avenue (First Reading.
- An Ordinance to amend the Official Zoning Map to change from (C-3) to (C-2) on the property at 301 N. New York Avenue (First Reading).

- Conditional Use approval to construct a 11,245-squarefoot (14,069 gross square feet including covered parking/front porch/balcony), three-story building at 301 N. New York Avenue with 22 surface parking spaces and
- four new public parking spaces on New York Avenue.

A simultaneous public hearing was held on the above requests. Attorney Ardaman read the ordinances by title.

Allison McGillis, Planner, reviewed the requests for comp plan amendment, rezoning and conditional use to allow for a three-story building with surface parking and four on-street parking spaces on New York Avenue. She cited the provisions for maximum height and provided details on the proposed building and showed site and floor plans with retail use open to the public on the first floor and the second and third floors available for use by Goodlives members.

Mayor Leary disclosed that he has spoken to applicant.

Mrs. McGillis responded to questions and comments regarding C-2 zoning within the CBD and extension of retail uses beyond Park Avenue to New York Avenue to create a walkable environment. She provided information on landscaping and setbacks with a 12-foot planting strip along New York Avenue. Commissioner Cooper asked about the sidewalk width along New York Avenue.

Becky Wilson, attorney representing the applicant, explained the Goodlives business model. She provided additional details on the project and said that there will be no curb cuts on New York with only one curb cut on Garfield. She said she does not know the required sidewalk width on New York Avenue.

After clarification and discussion on the sidewalk width of 4 ½ feet, Mrs. Wilson stated they would donate property along New York to create a six-foot sidewalk, which would reduce the landscape buffer to 10 ½ feet.

Commissioner Cooper asked that close attention be given to sidewalk and setbacks along New York Avenue in conjunction with the New York Avenue streetscape plan. Mayor Leary suggested that the streetscape plan be provided at second reading.

There were no public comments.

Motion made by Commissioner Sullivan to approve ordinance amending the comp plan; seconded by Commissioner Weaver. Upon a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5 – 0 vote.

Motion made by Commissioner Sullivan to approve the zoning ordinance; seconded by Commissioner Weaver. Upon a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5 – 0 vote.

Motion made by Commissioner Sullivan to approve Conditional Use.; seconded by Commissioner Weaver. Upon a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5 – 0 vote.

c. Request of McLaren Orlando LLC for:
An Ordinance amending Article III "Zoning" of Chapter 58 "Land Development Code" to establish in the Commercial (C-3) District, a new Conditional Use and Definition for Specialty Transportation Business and for a Conditional Use to establish such business at 1111 S. Orlando Avenue (First Reading).

Attorney Ardaman read the ordinance by title.

Mr. Briggs provided a history of the use of this property and the difficulties finding a suitable buyer due to the inability to meet parking requirements. The proposed use is a low-traffic, low customer, and low employee base requiring fewer parking spaces and the applicant intends to eliminate parking spaces and create a green open space along Miller Avenue. Current code prohibits automobile dealerships along gateways to the city, including this location on 17-92. To consider this request, a zoning text amendment is required to allow for a specialty transportation business as a conditional use by creating a definition for specialty transportation business. Staff recommended and Planning and Zoning Board recommended denial. He responded to questions and discussion followed on the difference and definition of a specialty vehicles versus motor vehicle and the availability of more suitable locations in Winter Park.

Mary Solik, representing McLaren Orlando, introduced representatives of McLaren. She stated that the proposed definition reflects their business model and that the primary difference between their business and traditional car dealerships is the extremely low sales volume. She summarized the history of discussions with staff and McLaren's attempts to purchase other property in Winter Park. She said that the proposed changes to zoning text would allow a specialty transportation business for retail sale of specialty high-performance vehicles.

Tom Roach, General Manager, McLaren Orlando, explained that client interaction takes place inside the building with delivery of vehicles to buyers. He feels this would be an asset to Winter Park and they are committed to being a responsible neighbor.

Ms. Solik provided information on their community outreach efforts to create the lowest impact use on their community with additional screening and landscape buffering. They have received support from Harper Place residents and some residents of Orwin Manor.

Representatives responded to questions on their small quarterly events unveiling new models with valet parking off-site. Additional details were provided on their attempts to find and purchase a Winter Park property suitable for their needs.

Discussion followed on the suitability of this location for this type of business and the definition of vehicles and how business is conducted.

Commissioner Cooper suggesting tabling this item to allow applicant time to meet with staff to work on language.

The following spoke in favor of this request:

- Tony Benge, 1157 Tom Burney Drive
- Michael Van den Abbeel, 2209 Howard Drive
- Jeannie Stokes, 1253 Indiana Avenue

The following spoke in opposition of this request:

- Steven Pategas, Orwin Manor HOA board member
- Jim Schulte, 1602 Brookshire Avenue

Mayor Leary suggested to the applicant that they could consider pulling this from consideration in order to meet with staff to work on language or the Commission could vote to deny which would restrict re-application on this site for one year.

Mrs. Solik commented on the suitability of this property for their business and the restrictions on the purchase contract. Staff responded to questions regarding the process for a comp plan amendment if they elect to withdraw the application. Mrs. Solik advised they would like the Commission to take action now.

Commissioner Sullivan disclosed he has spoken with the applicant.

Motion made by Commissioner Sullivan to approve the ordinance with two conditions: modify the comprehensive plan to define motor vehicle use and motor vehicle sales and repairs such that the business may not exceed an inventory of 25 vehicles onsite and may be outside of the building and repair and maintenance vehicles may be stored outside the building.

Motion made by Mayor Leary to table this request with no time certain to give staff and the applicant the opportunity to consider new language or to find a suitable location; seconded by Commissioner Sullivan. Upon a roll call vote, Mayor

Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.

d. ORDINANCE 3194-21 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, RELATING TO BUILDINGS; AMENDING CHAPTER 22 TO INCORPORATE THE FLORIDA BUILDING CODE WITH CERTAIN ADMINISTRATIVE AND TECHNICAL AMENDMENTS; PROVIDING FOR A FIRE SPRINKLER REQUIREMENT AS PART OF THE WINTER PARK BUILDING CODE; DESIGNATING APPLICABLE WIND DESIGN CRITERIA; UPDATING THE PROPERTY AND BUILDING MAINTENANCE CODE WITH AMENDMENTS; AND PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, TRANSMITTAL AND AN EFFECTIVE DATE.

Attorney Ardaman read the ordinance by title.

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

e. ORDINANCE 3195-21 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 98 OF THE WINTER PARK CODE PROHIBITING MICROMOBILITY DEVICES AND THE OBSTRUCTION OF STREETS, RIGHT-OF-WAYS AND SIDEWALKS BY, AND REGULATING THE USE OF, BICYCLES, ELECTRIC BICYCLES, MICROMOBILITY DEVICES AND MOTORIZED SCOOTERS WITHIN THE CITY; PROVIDING FOR CONFLICTS, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

Attorney Ardaman read the ordinance by title.

Motion made by Mayor Leary to adopt the ordinance; seconded by Commissioner DeCiccio. There were no public comments. **Upon a roll call vote, Mayor Leary and Commissioners Sullivan and DeCiccio voted yes. Commissioners Cooper and Weaver voted no. Motion carried with a 3 - 2 vote.**

12) City Commission Reports

Commissioner Sullivan

- Commented on the dangers to cyclists on Brewer curves and suggested that staff research the feasibility of a bike lane.

- Commented in the rise in COVID cases and said he is uncomfortable being in meetings for an extended period of time due to the health risk. He believes the city needs to go back to virtual meetings until the threat is diminished.

Commissioner DeCiccio

- Asked that the topic of high-speed internet be discussed by Utilities Advisory Board and begin the process on how to proceed. Consensus was for Mr. Knight provide an update in the next meeting.
- Commented on the increase in homeless population. Police Chief reviewed available programs and the city's partnerships to help homeless and added that in their experience, some people they encounter do not want to go to shelters.

Commissioner Cooper

- Asked for information on St. Augustine's experience on 5G deployment.
- Asked for information on the requirements for renovation plans to be stamped by an architect.
- Spoke in favor of a resolution to begin discussion on the extension of the CRA. Mayor Leary said that he feels it is not appropriate at this time to take revenue from Orange County and offered to continue his discussions with Mayor Demings if requested after he leaves office in March.
- Expressed sympathy to the City Clerk on the loss of her father.
- Expressed sympathy to the family Sam Miner.

Commissioner Weaver

- Commented on the practice of hearing applicant and citizen comments and suggested allowing additional time for applicants, their representatives and professionals on either side of an issue. He suggested increasing the allotted time for paid professional witnesses up to 20 minutes. Discussion followed on granting additional time when needed.
- Addressed the posting of letters in support of the Henderson Hotel project on the website and suggested that these letters should be removed or letters of opposition should be posted as well to avoid appearance of bias. Mr. Knight advised a link was created for the Henderson Hotel project due to the large volume of letters and e-mails which would create a large agenda packet. Bronce Stephenson, Director of Planning and Transportation provided information on how staff manages or provides letters of support or opposition to a request.

Consensus was to remove the letters of support unless letters of opposition are posted as well.

- Expressed his concern about in-person meetings during the pandemic and feels the city should not meet in- person. He is also concerned about the Park Avenue closure/event which will increase the spread and suggested cancelling events and making Park Avenue one-way for ongoing sidewalk dining.

Mayor Leary – No report.

13) Summary of Meeting Actions

- Schedule a work session on strategic planning
- Contact Mrs. Daniels regarding virtual participation in meetings
- Continue to pursue the purchase of property on Fairbanks and identify costs
- Advertise a resolution outlining the plan for affordable housing and fee schedule
- Provide streetscape details for Goodlives project at second reading
- Research options to provide both letters of support and against to avoid appearance of bias.
- Tabled McLaren project to allow time for staff and applicant to work on acceptable language.
- Approve the building code and micromobility ordinances.

Mayor Leary adjourned the meeting at 7:46 p.m.

_____
Mayor Steve Leary

ATTEST:

_____
City Clerk Rene Cranis

City Commission **agenda item**

item type Consent Agenda	meeting date January 27, 2021
prepared by Rene Cranis	approved by Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject

Approve the minutes of the work session, January 14, 2021

motion / recommendation

background

alternatives / other considerations

fiscal impact

ATTACHMENTS:
0114.21.ws OAO.pdf

City Commission
Work Session Minutes

January 14, 2021 at 1:00 p.m.

Virtual

Present

Vice-Mayor Carolyn Cooper (Arrived at 1:12 p.m.)
Commissioner Marty Sullivan
Commissioner Sheila DeCiccio
Commissioner Todd Weaver (Arrived at 1:11 p.m.)
City Manager Randy Knight
City Clerk Rene Cranis

Absent

Mayor Steven Leary

Also Present

Planner Allison McGillis
Director of Planning and Transportation Bronce Stephenson
David Lamm, Lamm & Company
Bryan Canin, Canin Associates

1) Call to Order

The meeting was called to order at 1:03 p.m.

2) Discussion Item(s)

Orange Avenue Overlay Discussion

Mrs. McGillis stated this is an open discussion with Mr. Lamm and Mr. Canin.

Mr. Lamm explained that he has conducted an economic analysis for different parcels along Orange Avenue including Progress Point to understand what a developer or private sector might view as a worthy investment.

Commissioner DeCiccio stated that the city's intent is to maintain ownership of Progress Point with a long lease. She reviewed previously discussed preferences for Progress Point and vision for the development.

Mr. Canin said he feels Orange Avenue should be a gateway to the city. He reviewed the characteristics of the corridor and stated that the priority should be protecting and enhancing the existing businesses.

Commissioner Weaver arrived at 1:11 p.m.

Commissioner Cooper arrived via phone at 1:12 p.m.

The following points were raised and discussed:

- Walkability of Orange Avenue with parallel parking and café seating shielding pedestrians from cars.
- Building height, setbacks, third story stepback, build-to lines.
- Closing Holt between Orange and Capen to make a pedestrian walkway with some mixed-use development connecting Orange Avenue, Holt Avenue and the large Holler property on Fairbanks.
- Complexion and uses that would attract people to the corridor.
- Scenarios and ideas for activating Progress Point and existing businesses.
- Protecting the charm, scale and characteristics of the corridor and existing small businesses.
- Opportunities and challenges of mixed-use investments.
- Variables for economic viability and land value.
- Public surface parking vs. parking garages.
- Scope and type of development of larger parcels.

Commissioner Weaver left the meeting at 2:32.

Commissioner Cooper said she feels the commission needs to view this from a form-based code.

Commissioner DeCiccio said she feels the Commission needs to determine the charm and scale and needs for the area and also to finish the amendments to send to the state.

Commissioner Cooper thanked Mr. Canin and Mr. Lamm and stated that after the Commission has their conversation relative to character, they will need help with getting the specifications for FAR, density units per acre into the comp plan.

Commissioner Sullivan commented on the balance between character and economics which needs to be considered when looking at the future vision of the area.

Mrs. McGillis reviewed the schedule for the upcoming meetings:

- Virtual work session January 28th
- Virtual Public Forum February 16th on Land Design
- February 18 on Transportation

3) Adjournment

The meeting adjourned at 2:06 p.m.

_____

Mayor Steve Leary

ATTEST:

_____

City Clerk Rene Cranis

City Commission agenda item

item type Consent Agenda	meeting date January 27, 2021
prepared by Dan Hagedorn	approved by Michelle Neuner, Randy Knight
board approval Completed	
strategic objective The agreement provides predetermined operational framework for incidents that exceed the resources of the Winter Park Fire Department. MOU also provides for annual training provided by OFD for WPFD personnel.	

subject
Approve Memorandum of Understanding (MOU) between City of Winter Park Fire Department and City of Orlando Fire Department.

motion / recommendation
Approval

background
Renewal of existing agreement between WPFD and OFD. Orlando Fire Department to provide Special Rescue/Technical Rescue, explosive ordinance investigation/disposal and large scale hazardous material assistance. WPFD agrees to provide a closest unit response, as needed, into the Orlando VA and Baldwin Park complexes. Agreement will automatically renew for successive three year terms.

alternatives / other considerations

fiscal impact
None

ATTACHMENTS:
WPFD MOU.pdf

ATTACHMENTS:
Aid Agreement.pdf

FIRST AMENDMENT TO INTERLOCAL AID AGREEMENT
AND
MEMORANDUM OF UNDERSTANDING

This First Amendment to Interlocal Aid Agreement and Memorandum of Understanding (hereinafter "First Amendment") is entered into this 9 day of NOV, 2020, by and between the City of Winter Park, a municipal corporation organized and existing under the laws of the State of Florida (hereinafter "Winter Park"), and the City of Orlando, a municipal corporation organized and existing under the laws of the State of Florida (hereinafter "Orlando"). The cities of Winter Park and Orlando are collectively referred to herein as the "Parties."

WHEREAS, the Parties previously executed that certain Interlocal Aid Agreement for Fire Protection and Rescue Services between the City of Winter Park and the City of Orlando, effective on or about August 28, 2017 (hereinafter the "Interlocal Agreement"); and

WHEREAS, pursuant to the Interlocal Agreement, the Parties previously executed that certain Memorandum of Understanding Between the City of Witner Park Fire-Rescue Department and the City of Orlando Fire Department, effective on or about August 29, 2017 (hereinafter the "Memorandum of Understanding"), which provides additional terms governing the Parties' operations under the Interlocal Agreement; and

WHEREAS, the Interlocal Agreement and Memorandum of Understanding both provide for an expiration date of December 31, 2020, unless extended by written agreement; and

WHEREAS, the Parties wish to renew and amend the Interlocal Agreement and Memorandum of Understanding as provided in this First Amendment; and

NOW, THEREFORE, in consideration of the mutual terms, covenants, and conditions contained herein, and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties, intending to be legally bound, agree as follows:

1. **Recitals**. The foregoing recitals are hereby affirmed as true and correct and are incorporated into this First Amendment.

2. **Interlocal Agreement Renewal and Amendment**.

(a) The Parties hereby renew the Interlocal Agreement on all the same terms provided therein except where expressly modified in this First Amendment.

(b) The paragraph of the Interlocal Agreement entitled "Effective Date and Term" is hereby amended to read as follows:

City Council Meeting: 11-9-2020
Item: E-1 Document: 201109E01

The Agreement shall take effect as of the date last executed by the Parties. The Agreement shall continue in full force and effect through December 31, 2020, after which the Agreement shall automatically renew for successive three-year terms unless either Party informs the other Party of its intent not to renew at least thirty (30) days prior to expiration of the Agreement, or the Agreement is otherwise terminated in accordance with its terms.

3. **Memorandum of Understanding Renewal and Amendment**.

(a) The Parties hereby renew the Memorandum of Understanding on all the same terms provided therein except where expressly modified in this First Amendment.

(b) The paragraph of the Memorandum of Understanding entitled "Effective Date and Term" is hereby amended to read as follows:

The MOU shall take effect as of the date last executed by the Parties. The MOU shall continue in full force and effect for as long as that certain Interlocal Aid Agreement for Fire Protection and Rescue Services between the City of Winter Park and the City of Orlando, effective on or about August 28, 2017, remains in effect, unless the MOU is otherwise terminated or modified in writing.

4. **Effective Date**. This First Amendment shall become effective on the last date executed by the Parties (hereinafter the "Effective Date").

IN WITNESS WHEREOF, the parties have executed this First Amendment in a manner and form sufficient to bind them as of the Effective Date.

CITY OF WINTER PARK, FLORIDA

By: _____

Name: _____

Title: _____

Date: _____

ATTEST:

_____

Rene Cranis, City Clerk

_____

Date

CITY OF ORLANDO, FLORIDA

By: _____

Name: Robert F. Stuart

Title: Mayor Pro Tem

Date: 11-9-2020

ATTEST:

_____

Stephanie Herdocia, City Clerk

11-9-2020

Date

S:\AKA\CLIENTS\Winter Park\Fire Department W600-26043\Agreement between OFD and WPFD\Agreement extending interlocal agreement and MOU.docx

City Council Meeting: 11-9-2020
Item: E.1 Documentary: 20110 9E01

INTERLOCAL AID AGREEMENT

for Fire Protection and Rescue Services between the

City of Winter Park and the City of Orlando

THIS AGREEMENT, by and between the **CITY OF WINTER PARK,** a municipal Corporation organized and existing under the law of the State of Florida (hereinafter referred as Winter Park) and the **CITY OF ORLANDO,** a municipal corporation organized and existing under the law of the State of Florida (hereinafter referred to as Orlando).

WITNESSETH

WHEREAS, the cities have established and maintain Fire Departments with Firefighting equipment, emergency medical equipment and firefighting personnel; and

WHEREAS, the boundaries to the two named cities are adjacent; and

WHEREAS, the parties are desirous of providing an expeditious and efficient response in their respective jurisdictions in order to protect the public health, safety, and welfare; and

WHEREAS, such interlocal agreement is authorized by Florida Statute Chapter 163.01, The Florida Interlocal Cooperation Act of 1969; and

WHEREAS, the parties recognize the most effective response may be provided by the firefighting and rescue agency outside of, but contiguous to, the jurisdiction in which the emergency occurs; and

WHEREAS, the parties deem it desirable to make provisions for an initial response in case of emergency from the firefighting and rescue agency closest to such emergency.

NOW THEREFORE, it is agreed by and between the parties hereto that each will assist the other under the following stipulations, provisions and conditions:

1. **Definitions.** For the purposes of this agreement, the following definitions shall apply:

City Council Meeting: 8/28/17
Item: E-3 Documentary: 170828E03

(a) **Mutual Aid.** An immediate response of emergency personnel by the Responding Party at the request of and within the Receiving Party's jurisdiction on behalf of or with the Receiving Party.

(b) **Receiving Party.** The jurisdiction to which aid is rendered pursuant to this agreement.

(c) **Responding Party.** The Responding Party is the jurisdiction providing aid pursuant to this agreement.

(d) **Automatic Aid.** Assistance dispatched automatically by contractual agreement between two communities or fire districts. The specifics of such response will be agreed upon as provided in the Operational Plan in paragraph 5(c).

(e) **Joint Response.** Assistance established by predefined response area in which the responding party agrees to send available resources and/or aid to the receiving jurisdiction. This response shall be defined by CAD/GIS recommendations on behalf of both cities.

2. **Aid Assistance.** Aid assistance shall be based on a predefined area, as agreed upon by the Fire Chiefs pursuant to the Operational Plan in Paragraph 5(c), that results in the immediate response by the responding Party to the scene of an emergency in the Receiving Party's jurisdiction at the request of the Receiving Party. The process shall be initiated through the respective Fire Department Communications Center. The response to a request for assistance will be determined by the amount and the type of equipment staffed by the responding party. Joint Response and Automatic Aid: See Exhibit (A) attached hereto and incorporated by reference.

3. **Liability and Indemnification.** Each party shall be responsible for the acts, omission, and conduct of its agents, employees, and appointees that occur while said persons are engaged in providing services pursuant to this agreement, subject to the provisions of Florida Statute 768.28, where applicable.

4. **Reimbursement.** The responding party shall compensate its employees during the time such aid rendered and shall defray the actual travel and maintenance expenses of its employees while they are rendering such aid, including any amounts paid or due for compensation due to the personal injury or death while said employees are engaged in rendering such assistance. Nothing herein prevents either party from receiving reimbursements from any state or federal reimbursement programs. Each party furnishing equipment pursuant to this agreement must bear the

cost of loss or damage to that equipment and must pay any expense incurred in the operation and maintenance of that equipment.

5. **Miscellaneous**

(a) **Officer in Charge, Service Standard** – While providing aid in the area where the emergency exists, the Responding Party personnel shall be subject to the orders and directions of the officer in charge of the operations. If an officer of the Requesting Party is not available at the scene, the highest-ranking officer from the Responding Party will control the scene until its termination or an officer from the Requesting Party arrives and scene control is properly transferred. Both parties shall utilize National Fire Protection Standard 1500, as defined in Florida Statute 633.821, to ensure the Incident Command System, the Personnel Accountability System, and adherence to the Two In/Two Out standards. Requesting and responding personnel shall follow their respective agencies policies and procedures relating to fire response and conduct. Failure to comply with this service standard may be deemed a breach of this agreement and cause for termination.

(b) **Application of Agreement** – This agreement shall apply only to emergencies within the predefined areas of protection of the cities, made an addendum hereto (Exhibit "A").

(c) **Operational Plan** – The Chiefs of the Fire Departments, or designees, will develop a written plan for procedures and operations necessary to implement this Agreement. The operational plan will become effective when approved in a written Memorandum of Agreement signed by both Fire Chiefs.

(d) **Conflict Resolution** – Any disputes arising from this Agreement shall be resolved by the Fire Chiefs, or their authorized representatives.

(e) **Radio** – The requesting agency shall be responsible for recording radio communications. Upon request by the other party, the requesting or responding agency shall complete a detailed report and forward a copy to the other agency.

6. **Termination**. Either party may terminate this Agreement upon providing 90 days written notice to the other party. The liability provisions of this agreement shall survive any such termination.

7. **Effective Date and Term.** The Agreement shall take effect as of the date of this last signature herein below. This agreement shall continue in full force and effect through December 31, 2020. The term of this agreement may be extended for a period of up to 120 days by written agreement executed prior to December 31, 2020

by the Mayors of Winter Park and Orlando. This agreement may not be renewed or amended except in writing.

IN WITNESS WHEREOF, the parties have executed this Agreement in manner and form sufficient to bind them as of the day and year first above written.

CITY OF WINTER PARK, FLORIDA

Cynthia Bonham
ATTEST: Cynthia Bonham

By: _____
Name: Steve Leary
Title: Mayor
Date: 6-13-16

CITY OF ORLANDO, FLORIDA

By: _____
Mayor/Pro Tem
Date: 8/28/17

Attest:

Denise Aldridge
, City Clerk

Approved As To Form And Legality
(for the use and reliance of the
City of Orlando, Florida only)

July 14, 2017

Assistant City Attorney

City Commission agenda item

item type Consent Agenda	meeting date January 27, 2021
prepared by Amanda LeBlanc	approved by Jennifer Maier, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective Fiscal Stewardship.	

subject
Approve the following Piggyback contract:

item list
1. Core & Main, LP - Pinellas County ITB#156-0035-B - Water & Sewer Materials; additional $750,000 for term.

motion / recommendation
Commission to approve items as presented.

background
A formal solicitation process was conducted by the originating agency to award this contract.

alternatives / other considerations
N/A

fiscal impact
Total expenditures included in approved budgets.

City Commission agenda item

item type Consent Agenda	meeting date January 27, 2021
prepared by Amanda LeBlanc	approved by Jennifer Maier, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective Fiscal Stewardship.	

subject
Approve the following contracts:

item list
1. Windstream Services, LLC - Managed Security Services for City Firewalls; $35,499.96 for 36 month term.

motion / recommendation
Commission approve items as presented and authorize Mayor to execute.

background
Quotes were solicited by the IT Department for this service.

alternatives / other considerations
N/A

fiscal impact
Total expenditures included in approved budgets.

City Commission agenda item

item type Action Items Requiring Discussion	meeting date January 27, 2021
prepared by Rene Cranis	approved by Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject
March 9, 2021 Election

motion / recommendation
1. Approve polling places
2. Appoint three members to the Canvassing Board
3. Approve canvassing criteria established by the state and used by Orange County
4. Allow Orange County Supervisor of Elections to open and run all Vote by Mail ballots through the tabulator on March 9 after 9:00 a.m. that are not questionable without obtaining the results until 7:00 p.m.

background
1. Section 42-3 of the City Code requires the Commission to designate the polling places for all city elections. The polling places are the same as in previous years:

- PRECINCT 91: Winter Park Christian Church, 760 N. Lakemont Avenue
- PRECINCT 92: St. Andrews Methodist Church, 100 St. Andrews Blvd.
- PRECINCT 93: Winter Park Presbyterian Church, 400 S. Lakemont Avenue
- PRECINCT 94: First Baptist Church, 1021 New York Avenue
- PRECINCT 95: Azalea Lane Recreation Center, 1045 Azalea Lane

Note that precinct numbering was changed by the Supervisor of Elections to two-digit precincts for municipal elections. The first two digits remain unchanged but the second two digits were deleted.

2. City Charter requires the Commission to appoint three of its members as the Canvassing Board. The City Clerk may be selected as alternate if any member of the Commission is disqualified.

The Board will meet at the Supervisor of Elections Office on March 9 at 4:00 p.m. to conduct the Logic and Accuracy Test on the tabulating equipment, select the contest and precinct to be audited in accordance with Chapter 101.591, Florida Statutes and Rule 1 SER08-84, F.A.C. (conducted March 12), and to canvass Vote by Mail ballots and any provisional ballots needing review.

The Board must meet again on Friday, March 12 at 2:00 p.m. at the Supervisor of Elections Office to canvass any outstanding provisional ballots, certify the election results and perform the audit.
The City Clerk and Elections Office will guide the Board through the process.
3. Canvassing criteria used by Orange County, revised October 2020, is included
4. Allowing the Supervisor of Elections to open and run Vote by Mail ballots will save Canvassing Board time as this will be completed prior to the Board's arrival on election day. The Board will only need to accept or reject any Vote by Mail ballots that have issues based on the established/approved criteria.

alternatives / other considerations

fiscal impact

ATTACHMENTS:
Canvassing Board Criteria.pdf

Orange County Canvassing Board
2020 Criteria

Revised: October 2020

Vote-by-Mail	Accept	Reject	Case by Case	CB Review?
No Signature [101.68(2)(c)1], if left uncured		* X		
No signature, with cure affidavit [101.68(4)(b)]	X			
Signature does not match** [101.68(2)(c)1] [98.077(4)(a), 101.65-must match the signature on file upon return of ballot], if left uncured or incomplete cure		* X		
Signature does not match, received completed cure affidavit 101.68(2)(c)1]	X			
Signature printed and does not match the signature on file [101.68(2)(c)1] [98.077(4)(a), 101.65], if left uncured/or incomplete cure		* X		
Signature printed does not match, with completed cure affidavit [101.68(4)(b)]	X			
Voter signed envelope for someone else and both voters had a request on file	X			
Certificate envelope has two signatures and both voters requested ballots and both received the same card numbers	X			
Voter sends ballot in blank envelope that does not have the oath [101.64(2)]		X		
Voted wrong ballot card (voter has moved/party change) [101.045]			X	
Voter deceased or canceled since ballot returned [101.68(2)(c)2]	X			
Late return of vote-by-mail ballot (Except UOCAVA voters) [101.67(2)]		X		
Voted early or at the polls [101.69]		X		
Vote-by-Mail - Cure Affidavit				
Cure Affidavit received with Tier 1 Identification [101.68(3)(a)]	X			
Cure Affidavit received with Tier 2 Identification and the cure signature matches a signature on record. [101.68(3)(b)]	X			
Cure Affidavit received with Tier 2 Identification and the signature on the cure does not match** a signature on record.		* X		
Cure not received prior to 5PM on the 2nd day after the election.		X		

***Provisional Rejection:** Per F.S. 101.68(4) until 5pm on the 2nd day after the election, the supervisor shall allow an elector who has returned a vote by mail ballot that does not include the elector's signature or whose signature does not match to submit an affidavit with copy of identification to cure.

****Beyond reasonable doubt;** a finding by the Canvassing Board that an elector's signatures do not match must be by majority vote and beyond a reasonable doubt. [101.68 (2)(c)]

First time voters who registered by mail - Special Vote by Mail	Accept	Reject	Case by Case	
Voter provides proper identification or indicates exemption [101.6923]	X			
Voter does not provide proper identification or indicate an exemption by 7 pm [101.6923]		X		

Provisional Ballots [F.S. 101.048]	Accept	Reject	Case by Case	CB Review?
Voter is eligible, signature matches, correct precinct	X			
Voter is eligible but did not have proper ID - Signature matches that on file	X			
Voter given the provisional in error--should have voted a regular ballot	X			
Voter's application was not verified by State, voter furnished additional information prior to 5 p.m. of second day. Voter deemed eligible	X			
Ballot cast in wrong precinct		X		
Voter name not found - not registered to vote		X		
Voter moved into county- Eligible, signature matches, correct precinct [101.045]	X			
Voter moved out of county		X		
Voter was canceled as a Felon or for other reasons		X		
Voter registered after the books closed		X		
Voter's application was not verified by State, voter did not furnish additional identification by 5 p.m. of the second day		X		
Voter's application was incomplete so not eligible to vote		X		
Voter's signature does not match and voter does not sign "Signature Differs" Affidavit; but signature on Prov matches that on file in the SOE office	X			
Voter's signature does not match and voter does not sign "Signature Differs" Affidavit; but voter completes the cure affidavit	X			
Voter's signature does not match** and does not sign "Signature Differs" Affidavit; but left uncured/incomplete		X		
Voter had been sent a vote by mail ballot, did not surrender it, but vote by mail ballot not received by SOE	X			
Voter's right to vote has been challenged			X	
[PPP or Primary Only] Voter has disputed party affiliation; provisional ballot is the wrong party according to SOE research		X		
Voter has already voted by vote by mail or at an early voting center		X		
Voting hours extended - voter is eligible and in the correct precinct [101.049]	X			
Voting hours extended - voter is eligible and NOT in the correct precinct		X		
Absentees from Overseas Voters (10 days after the election)	**Accept**	**Reject**	**Case by Case**	
No Postmark or date [101.6952 and 1S-2.030]		X		
Dated or postmarked on or by election day [101.6952 and 1S-2.030]	X			

Dated on or before election day but postmarked later or no postmark	X			
Dated and postmarked after election or dated after election with no postmark		X		

State Write-In Ballot 101.6951	Accept	Reject	Case by Case	
Wait to see if we have requests - have never had one			X	
Special Instances				
Voter submitted a voted sample ballot with clear voter intent, inside of their Certificate Envelope that has a valid signature.	X			
Voters ballot delayed due to staff error.			X	
Voter changed address, sent two ballots; both ballots received, first correct ballot accepted	X			
[PPP or Primary only] Voter changed political affiliation, sent two ballots; both ballots received, first correct ballot accepted	X			
Voter leaves unscanned ballot at polling location***	X			

***any races marked with clear voter intent are counted as votes, any unmarked races are counted as undervotes

Federal Write-In Absentee Ballot [F.S. 101.6952, 102.166]	Accept	Reject	Case by Case	CB Review?
Not a registered voter in the county		X		
Signed the FWAB and the signature verified, no other issues	X			
No date and no postmark - received after election day		X		
Dated or postmarked on election day or earlier	X			
No request received but dated on or before election day and oath is signed.	X			
Challenge of overseas voter based on not meeting definition of [97.021(24)]			X	
Not registered by deadline - all voters		X		
Signature Issue - Refer to Vote by Mail Section				

10-Day Extension for Overseas Voters: A federal write-in absentee ballot may not be canvassed until 7 p.m. on the day of the election. A federal write-in absentee ballot from an overseas voter in a presidential preference primary or general election may not be canvassed until the conclusion of the 10-day period specified in subsection (5). Each federal write-in absentee ballot received by 7 p.m. on the day of the election shall be canvassed pursuant to ss. 101.5614(5) and 101.68, unless the elector's official absentee ballot is received by 7 p.m. on election day. 101.6952 (2)(a) An absent uniformed services voter or an overseas voter who makes timely application for but does not receive an official absentee ballot may use the federal write-in absentee ballot to vote in any federal, state, or local election.

Date Adopted:	**Orange County Canvassing Board**
County Judge	
County Commissioner	
Supervisor of Elections	

City Commission agenda item

item type Action Items Requiring Discussion	meeting date January 27, 2021
prepared by Randy Knight	approved by Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject
Approval of 2021 State Legislative Priorities

motion / recommendation
Modify list as deemed appropriate and approve forwarding to the City's state lobbyist.

background
The city is contracted with Peebles, Smith & Matthews and Gray Robinson to act as our state advocate throughout the year. The 2021 legislative process has begun. Each year the Commission approves the priority list for out lobbyist.

Attached is a draft list prepared by staff. The Commission can modify the list as it deems appropriate and staff will forward to the lobbyists.

alternatives / other considerations

fiscal impact

ATTACHMENTS:
State Legislative Priorities 2021.doc

City of Winter Park
2021 State Legislative Priorities
Draft

Projects/Funding:

- Funding for sustainability issues: Solar, electric vehicles, trees, park space, bike trails
- Support funding of Public Library Construction Grant Program.
- Broadband/Fiber Optics pilot project
- Acquire excess CSX ROW from State including that within Central Park
- Assist with widening of SR 426 between 17-92 and Pennsylvania Ave.
- Acquisition of post office property for expansion of Central Park
- Regional stormwater treatment and attenuation project on Winter Park Road
- Regional stormwater treatment and demonstration project in connection with Progress Point Park.
- Expansion of sewer infrastructure to eliminate septic tanks
- Expansion of reuse water system
- Mead Garden natural habitat restoration
- Support state funding for cyber security measures

Legislative matters:

- Allow home rule authority on virtual public meetings and what constitutes a quorum for voting purposes
- Dedicated Funding Source for Commuter Rail
- Pension Reform
- Remove statutory requirements for public employers to provide subsidized health, hospitalization and other insurance coverage for retirees (FS 112.0801)
- Protection of home rule authority including control of local planning issues, revenues and expenditures

- Oppose Public Service Commission regulation of municipal owned electric utilities
- Oppose negative modifications to CRA regulations
- Oppose vacation rental preemption

City Commission agenda item

item type Public Hearings	meeting date January 27, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject
Request of Goodlives, LLC for:

item list
- An Ordinance to amend the Comprehensive Plan Future Land Use Map to change from Commercial to Central Business District and to amend the Future Land Use Maximum Height Map to enable a three-story maximum height on the property at 301 N. New York Avenue (2nd Reading).
- An Ordinance to amend the Official Zoning Map to change from (C-3) to (C-2) on the property at 301 N. New York Avenue (2nd Reading).
- Conditional Use approval to construct a 11,245-square-foot (14,069 gross square feet including covered parking/front porch/balcony), three-story building at 301 N. New York Avenue with 22 surface parking spaces and four new public parking spaces on New York Avenue. (Approved at 1st Reading)

motion / recommendation
Recommendation by staff and the P&Z Board to approve the Ordinances. Conditional Use was approved at first reading.

background
*See attached for the New York Avenue streetscape plan (with this 301 N New York Property highlighted). Due to funding, the streetscape project ends at Morse Boulevard (south of this property). However, the applicant has agreed to add 4 additional on street parking spaces in front of their building and maintain the existing five foot sidewalk.

The subject property at 301 N New York Avenue is currently occupied by a one-story, 4,600 square foot building that was built in 1967, and is occupied by a laundromat and was formerly occupied by the Kwik Stop convenience store. This property is across the street from Central Park West Meadow and the US Post Office facility. While the laundromat provides an existing service to the surrounding area, redevelopment of this

property would be a welcomed improvement to New York Avenue corridor, as the current condition of the property detracts from the aesthetic appeal of the street.

The applicant desires to redevelop this property with an 11,245-square-foot (14,069 gross square feet including covered parking/front porch/balcony), three-story building with 22 surface parking spaces and four new public parking spaces on New York Avenue.

The applicant has the following requests for 301 N New York Avenue:

1. To change the Comprehensive Plan Future Land Use Map from Commercial to Central Business District;
2. To amend the Future Land Use Maximum Height map to allow a three-story building; and
3. To change the Zoning Map from Commercial (C-3) to Commercial (C-2);
4. Conditional Use approval to build 11,245-square-foot (14,069 gross square feet including covered parking/front porch/balcony), three-story building with 22 surface parking spaces and four new public parking spaces on New York Avenue.

Comprehensive Plan Future Land Use Map and Zoning Map Amendments

The subject property at 301 N New York Avenue is located adjacent to the United States Post Office property to the east, and office properties to the north, south and west. This property is also located within the Central Business District (CBD) boundaries, and within the area defined in the Comprehensive Plan as a potential candidate for the CBD Future Land Use and is appropriate for a C-2 Zoning designation.

In terms of permitted uses as part of this Future Land Use/Zoning amendment, the existing C-3 zoning that the property currently has would permit the proposed use of this property, the only benefit received as part of this requested change is a larger Floor Area Ratio (FAR) maximum. It should also be noted that the current C-3 Zoning allows certain uses that would not contribute to the charm and scale of the Central Business District, such as: Automotive Repair, Convenience Stores, Car Rental, etc. The redevelopment of this property as proposed would be consistent and compatible with the surrounding properties and provide a welcomed aesthetic upgrade, consistent with the scale and charm of the Central Business District.

Comprehensive Plan Maximum Height Map Amendment

The Comprehensive Plan Maximum Height Map currently limits 301 N New York Avenue to a two-story height maximum. This property and the property to the south (231 N New York Avenue) are the only properties limited to two-stories on the west side of New York Avenue. All of the other properties on the west side of New York Avenue have a three-

story height maximum. Immediately adjacent to the site is the three-story Synovus Bank building at 369 N New York Avenue, and 150 feet to the south is another three-story office building at 201 N New York Avenue. Staff feels that with nearby properties currently developed with three story heights, allowing this property to redevelop with the same height maximum would not be inconsistent with the New York Avenue streetscape. This amendment then only gives this property the same allowances as the neighboring properties.

It is also important to note that the proposed third story of this building is only a penthouse of 1,885 square feet, or 13% of the gross building size, and is stepped back an additional 18 feet from New York Avenue and 38 feet from Garfield Avenue.

Project Description

This property measures 13,397 square feet in size. The proposed three-story building is 14,069 gross square feet (FAR of 105%). The gross square footage is larger than the actual building due to the method the city uses to calculate FAR. Specifically, the code includes the 2,624 square feet of "floor area" that is ground-level parking spaces, which are under the building footprint. The code also includes in the FAR calculation, stairwells/elevator shafts, storage and mechanical space. Thus, the actual usable floor area within the building walls is 8,094 square feet. The building will include a first floor that is open to the public for wellness retail and nutritious food and beverages. The second and third floors will be available for use by members of the Goodlives platform for wellness components.

Stormwater retention will be provided via on-site exfiltration where none exists today, which is a welcomed improvement. The building meets all applicable height, rear and side setbacks, and coverage requirements. The front setback requirements for street frontages in C-2 are zero or the average, whichever is greater. This property has two street frontages (Garfield and New York Avenues). The proposed 12-foot New York Avenue setback meets the average setback requirement. However, the Garfield Avenue average setback is harder to determine because it is mostly developed with parking lots. The building itself along Garfield is within a few feet of the property line, but it located just over 17 feet from the Garfield right-of-way. Due to the existing conditions of Garfield, staff feels that the setback as proposed is acceptable for this street.

Parking Analysis

The code in the Central Business District requires parking for the "net" increases in building floor space. There are many factors that come into play when considering the "net" increase, including the programming of the building as outlined above.

A property owner can rebuild the existing square footage with the existing parking that exists, and just provide for the "net" increase. Thus, the applicant can rebuild the existing

4,600 square feet, maintaining the existing 12 parking spaces that now exist. Therefore, the "net" square footage increase (subtracting the existing square footage, covered parking areas, stairwells/elevator shafts, storage and mechanical rooms) is 3,494 square feet, which requires 10 parking spaces based on 1 per 333 square feet. When accounting back in the 12 spaces needed for the square footage that is being demolished, the total parking requirement is 22 spaces, as the applicant is provided.

The applicant is also proposing to construct four new public parallel parking spaces on New York Avenue that are not to be counted towards the minimum parking requirements of this project, but to help with peak-hour operations if needed. The impact on parking of this new use will actually be less than what occurred when the convenience store and laundromat were at peak demands.

Goodlives Vision for this Project

The applicant will explain in more detail at the public hearing, but this project is intended to bring opportunities for Winter Park residents to improve their physical and mental health and wellbeing. Their idea is to create through the learning and deployment of actionable ideas, they will improve patron's physical and mental well-being by illuminating healthy living components surrounding nutrition, exercise, relaxation, and overall wellness.

The City Commission is currently under negotiations with the Post Office to move their operations to another location in order to expand Central Park. Staff feels that this project is a welcomed upgrade to the CBD and the healthy living component of the building would fit seamlessly with the expansion of Central Park across the street in the future.

alternatives / other considerations

fiscal impact

ATTACHMENTS:
301 N New York Ave - Comp. Plan Ord.doc

ATTACHMENTS:
301 N New York Ave - Zoning Ord.doc

ATTACHMENTS:
2_Backup for Goodlives 301 N New York Ave.pdf

ATTACHMENTS:
20210120_NYA_Streetscape_Schematic_40scREDUCED.pdf

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE ELEMENT MAXIMUM HEIGHT MAP (FLUM-1-03) TO ENABLE A THREE-STORY HEIGHT MAXIMUM ON THE PROPERTY AT 301 N NEW YORK AVENUE AND TO AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP TO CHANGE FROM A COMMERCIAL FUTURE LAND USE DESIGNATION TO A CENTRAL BUSINESS DISTRICT FUTURE LAND USE DESIGNATION ON THE PROPERTY AT 301 N NEW YORK AVENUE, MORE PARTICULARLY DESCRIBED HEREIN PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Section 163.3184, Florida Statutes, establishes a process for adoption of comprehensive plans or plan amendments amending the future land use designation of property; and

WHEREAS, this Comprehensive Plan amendment meets the criteria established by Chapter 163 and 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; and

WHEREAS, the Winter Park Planning and Zoning Board, acting as the designated Local Planning Agency, has reviewed and recommended adoption of the proposed Comprehensive Plan amendment, having held an advertised public hearing on December 1, 2020, provided for participation by the public in the process, and rendered its recommendations to the City Commission; and

WHEREAS, the Winter Park City Commission has reviewed the proposed Comprehensive Plan amendment and held advertised public hearings on January 13, 2021 and on January 27, 2021 and provided for public participation in the process in accordance with the requirements of state law and the procedures adopted for public participation in the planning process.

WHEREAS, words with <u>single underline</u> shall constitute additions to the original text and ~~strike through~~ text shall constitute deletions to the original text.

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 I, "Comprehensive Plan" Maximum Height Map (FLUM-1-03) is hereby amended so as to enable a three-story height maximum on the property at 301 N New York Avenue as shown in Exhibit "A" to this Ordinance.

SECTION 2. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" Future Land Use plan map is hereby amended so as to change

the Future Land Use map designation of Commercial to Central Business District on the property at 301 N New York Avenue, more particularly described as follows:

TOWN OF WINTER PARK A/67, B/86, MISC BOOK 3/220 LOTS 23, 24 BLK 22 & THAT PT OF S1/2 VAC ALLEY LYING N THEREOF
Property Tax ID # 05-22-30-9400-22-230

SECTION 3. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 4. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 5. Effective Date. An amendment adopted under this paragraph does not become effective until 31 days after adoption. If timely challenged, an amendment may not become effective until the state land planning agency or the Administration Commission enters a final order determining that the adopted small-scale development amendment is in compliance.

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

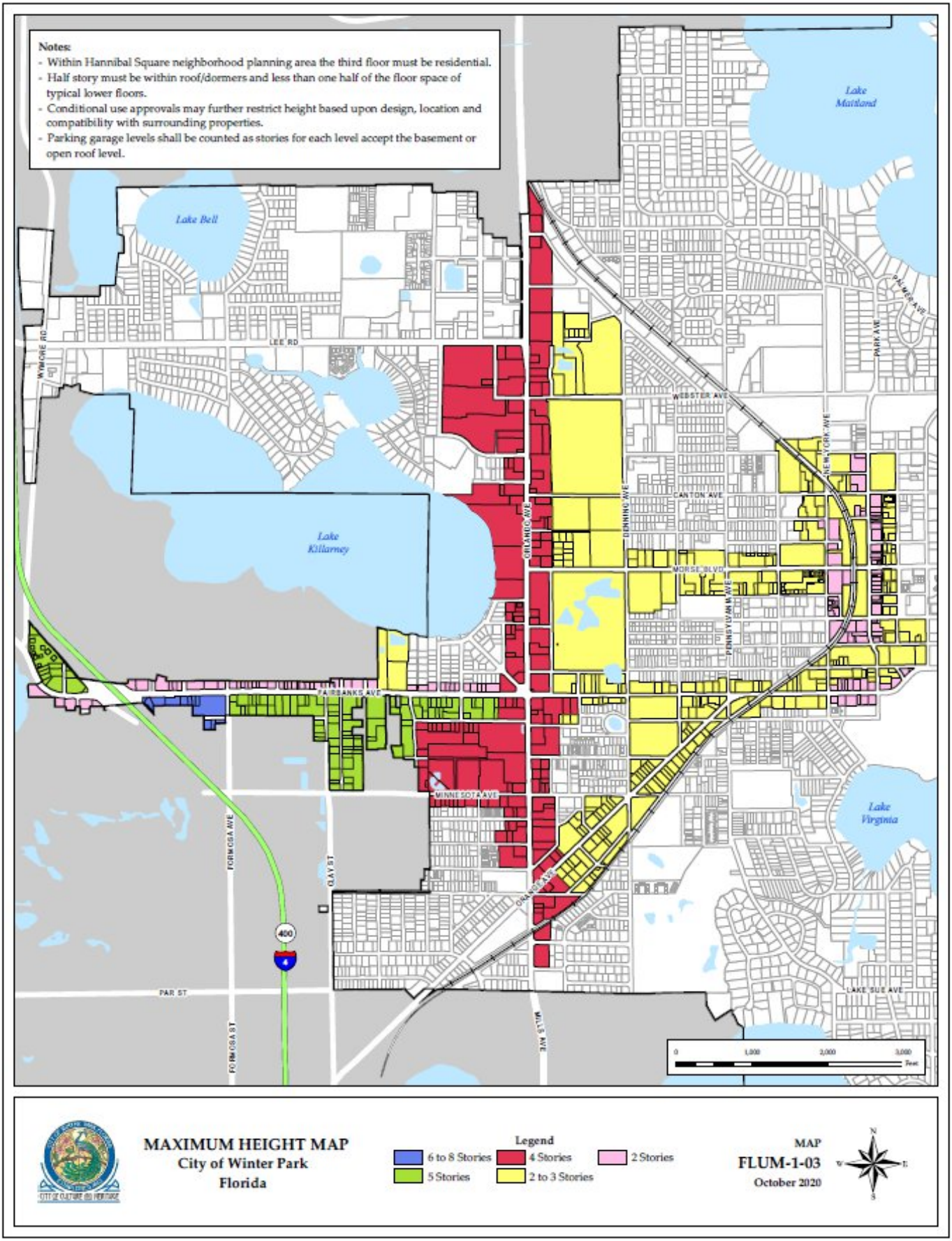
Mayor

_____
Mayor Steve Leary

Attest:

_____
City Clerk

Exhibit "A"


Notes:
- Within Hannibal Square neighborhood planning area the third floor must be residential.
- Half story must be within roof/dormers and less than one half of the floor space of typical lower floors.
- Conditional use approvals may further restrict height based upon design, location and compatibility with surrounding properties.
- Parking garage levels shall be counted as stories for each level accept the basement or open roof level.
Lake Maitland
Lake Bell
Lake Killarney
Lake Virginia
LEE RD
WYMORE RD
WEBSTER AVE
CANTON AVE
MORSE BLVD
FAIRBANKS AVE
MINNESOTA AVE
ORLANDO AVE
DENNING AVE
PENNSYLVANIA AVE
NEW YORK AVE
PARK AVE
PALMER AVE
FORMOSA AVE
OAK ST
ORANGE AVE
PAR ST
LAKE SUE AVE
WILLS AVE
400
4
0
1,000
2,000
3,000
Feet
MAXIMUM HEIGHT MAP
City of Winter Park
Florida
Legend
6 to 8 Stories
4 Stories
2 Stories
5 Stories
2 to 3 Stories
MAP
FLUM-1-03
October 2020
N
W
E
S

ORDINANCE NO. ____

AN ORDINANCE AMENDING CHAPTER 58 “LAND DEVELOPMENT CODE” ARTICLE III, "ZONING” AND THE OFFICIAL ZONING MAP SO AS TO CHANGE COMMERCIAL (C-3) DISTRICT ZONING TO COMMERCIAL (C-2) DISTRICT ZONING ON THE PROPERTY LOCATED AT 301 N NEW YORK AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, the owner of the subject property has requested a Zoning map amendment consistent with the Comprehensive Plan, and such municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the Planning and Zoning Board of the City of Winter Park has recommended approval of this Ordinance at their December 1, 2020 meeting; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on the proposed zoning change set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

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

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. Official Zoning Map Amendment. That Chapter 58 “Land Development Code”, Article III, “Zoning” and the Official Zoning Map is hereby amended so as to change the zoning designation of Commercial (C-3) District to Commercial (C-2) district on the property at 301 N New York Avenue, more particularly described as follows:

TOWN OF WINTER PARK A/67, B/86, MISC BOOK 3/220 LOTS 23, 24 BLK 22 & THAT PT OF S1/2 VAC ALLEY LYING N THEREOF
Property Tax ID # 05-22-30-9400-22-230

SECTION 2. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 3. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 4. Effective Date. This Ordinance shall become effective upon its passage and adoption.

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 _____, 2020.

_____
Mayor Steve Leary

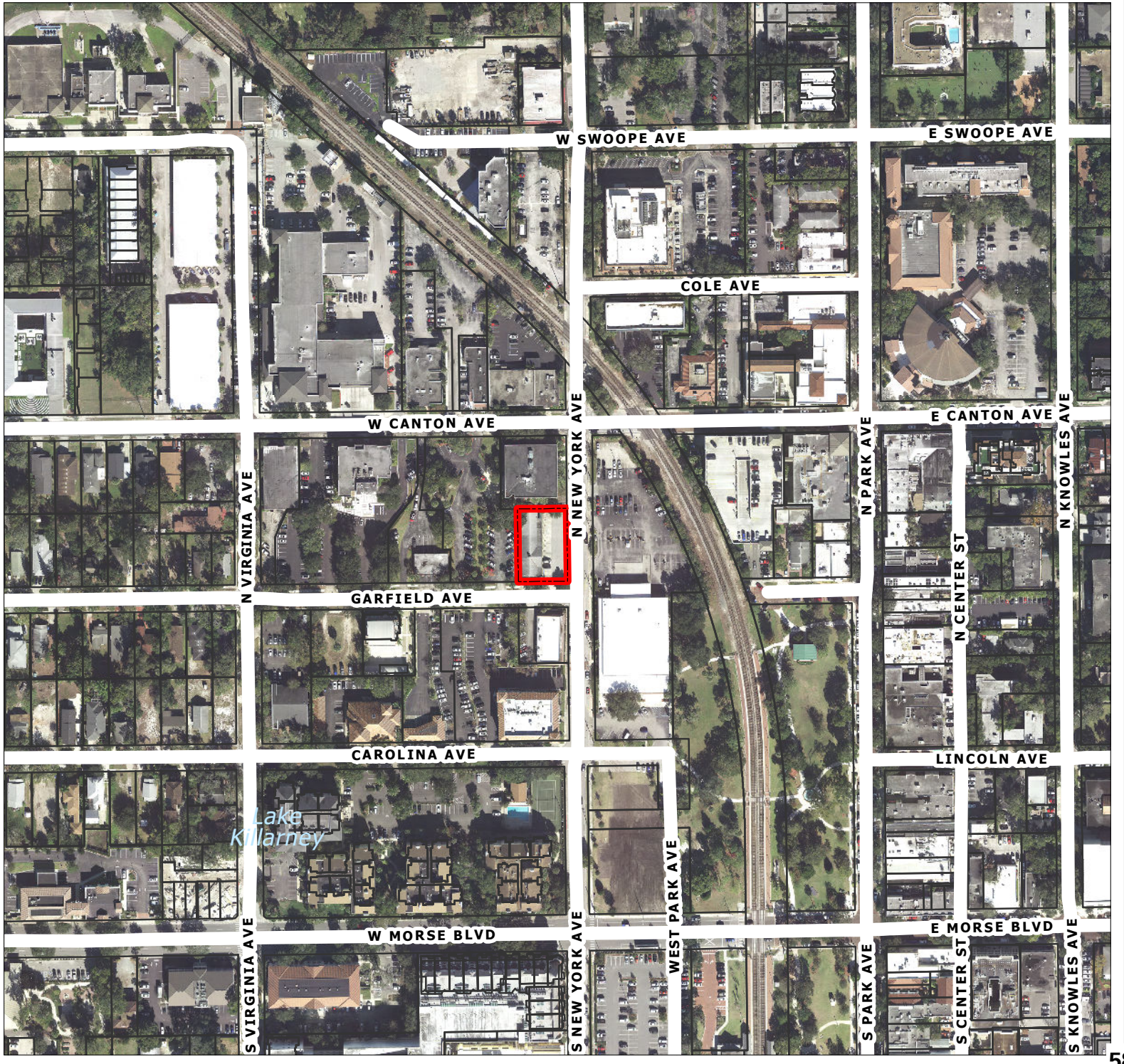
Attest:

_____
City Clerk

LOCATION MAP

301 N New York Ave

City of Winter Park
Florida



LOCATION MAP

301 N New York Ave

City of Winter Park
Florida



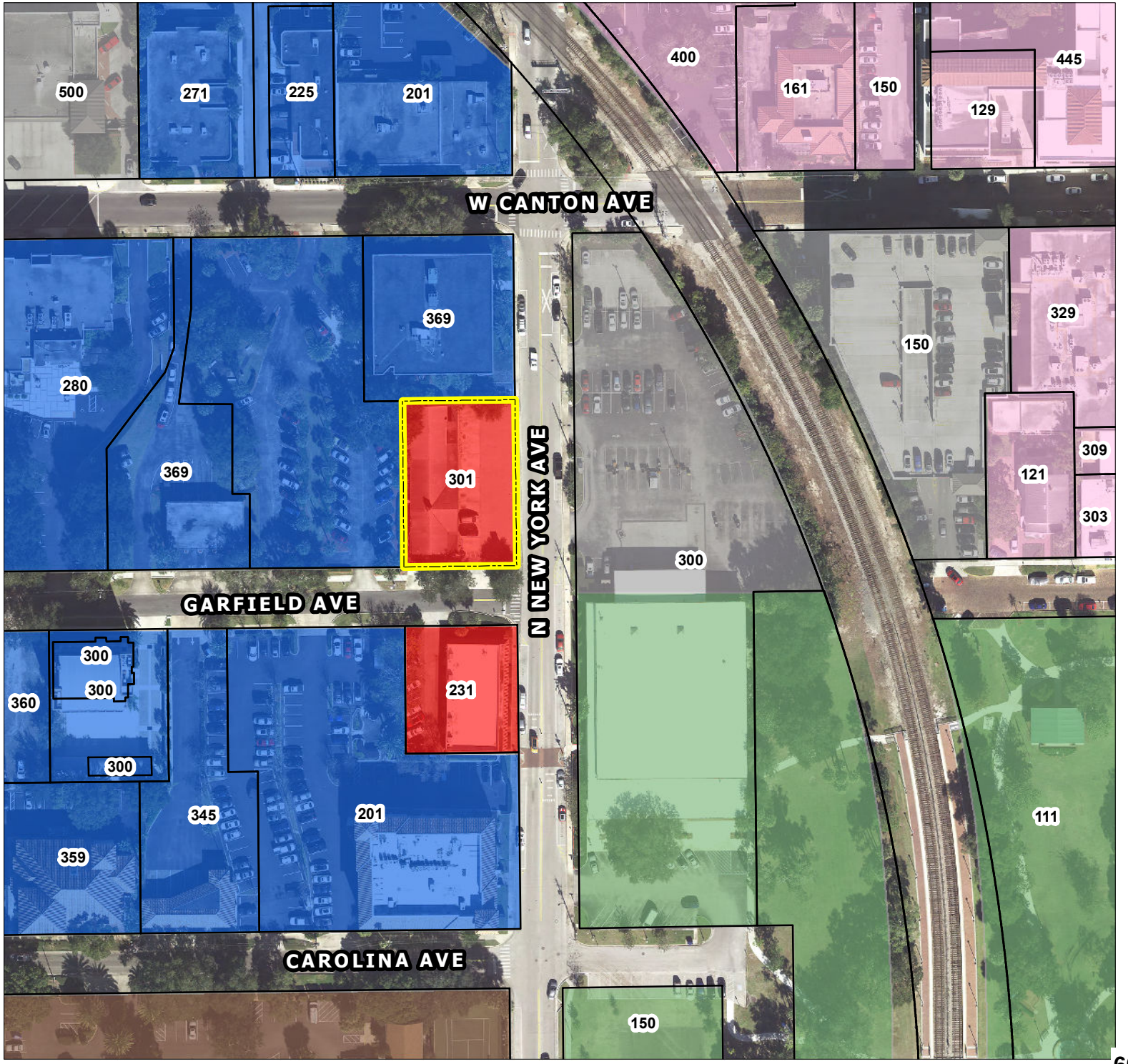
EXISTING FLU

301 N New York Ave

City of Winter Park
Florida

Legend

- Central Business District
- Commercial
- Office Professional
- Institutional
- High Density Residential
- Open Space Recreation



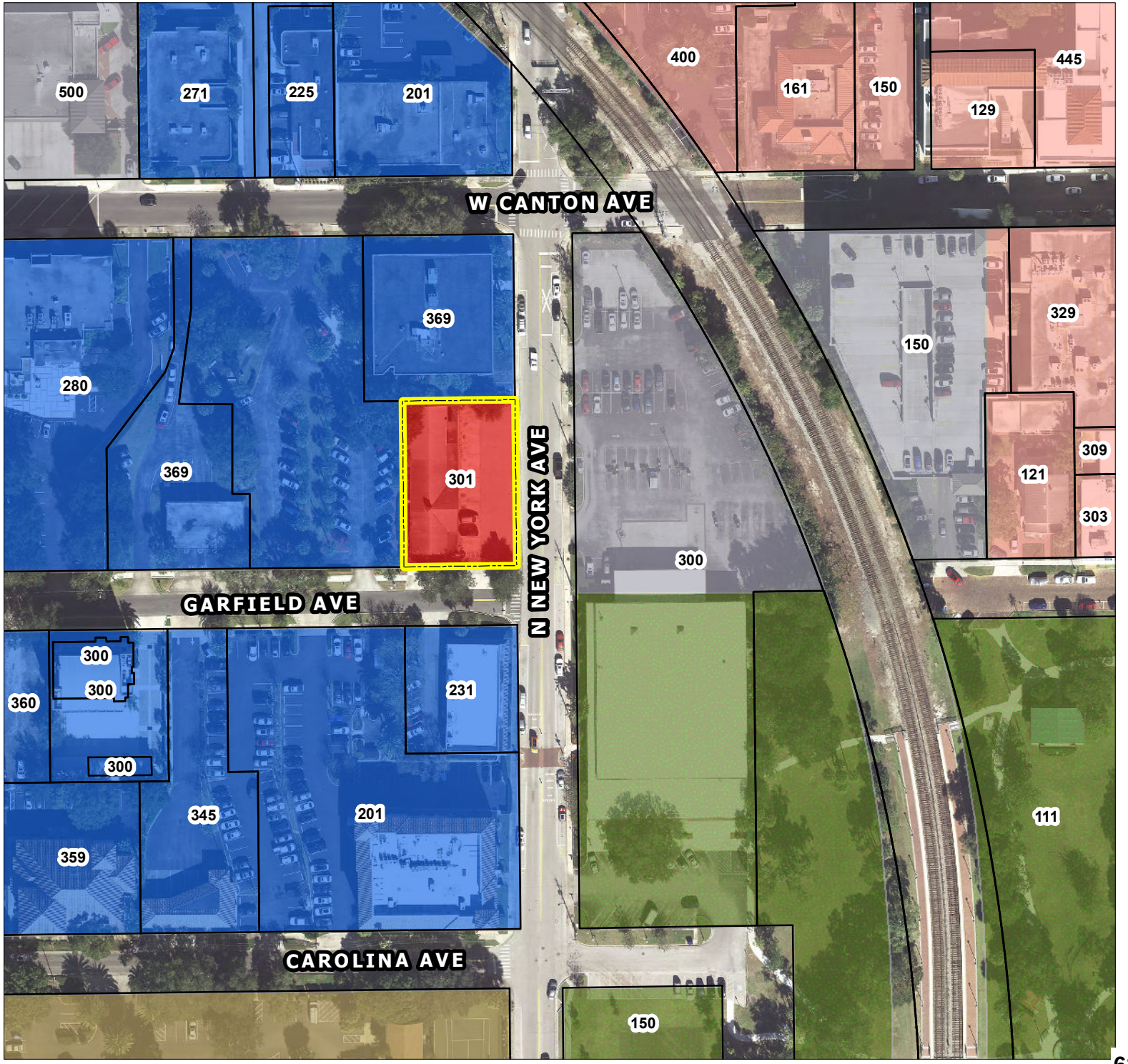
EXISTING ZONING

301 N New York Ave

City of Winter Park
Florida

Legend

- C-2
- C-3
- O-1
- PQP
- PR
- R-4



goodlives

WELLNESS STUDIO

CONDITIONAL USE PERMIT APPLICATION

10.05.2020

GOODLIVES LLC.

301 N NEW YORK AVE, WINTER PARK, FL 32789





LOCATION MAP

EXISTING CONDITIONS



1. LOOKING NORTH FROM NEW YORK AVE



2. LOOKING EAST OF ALLEY



3. LOOKING NORTH



4. LOOKING WEST OF ALLEY



5. LOOKING NORTH GARFIELD AVE



6. LOOKING SOUTH NEW YORK AVE

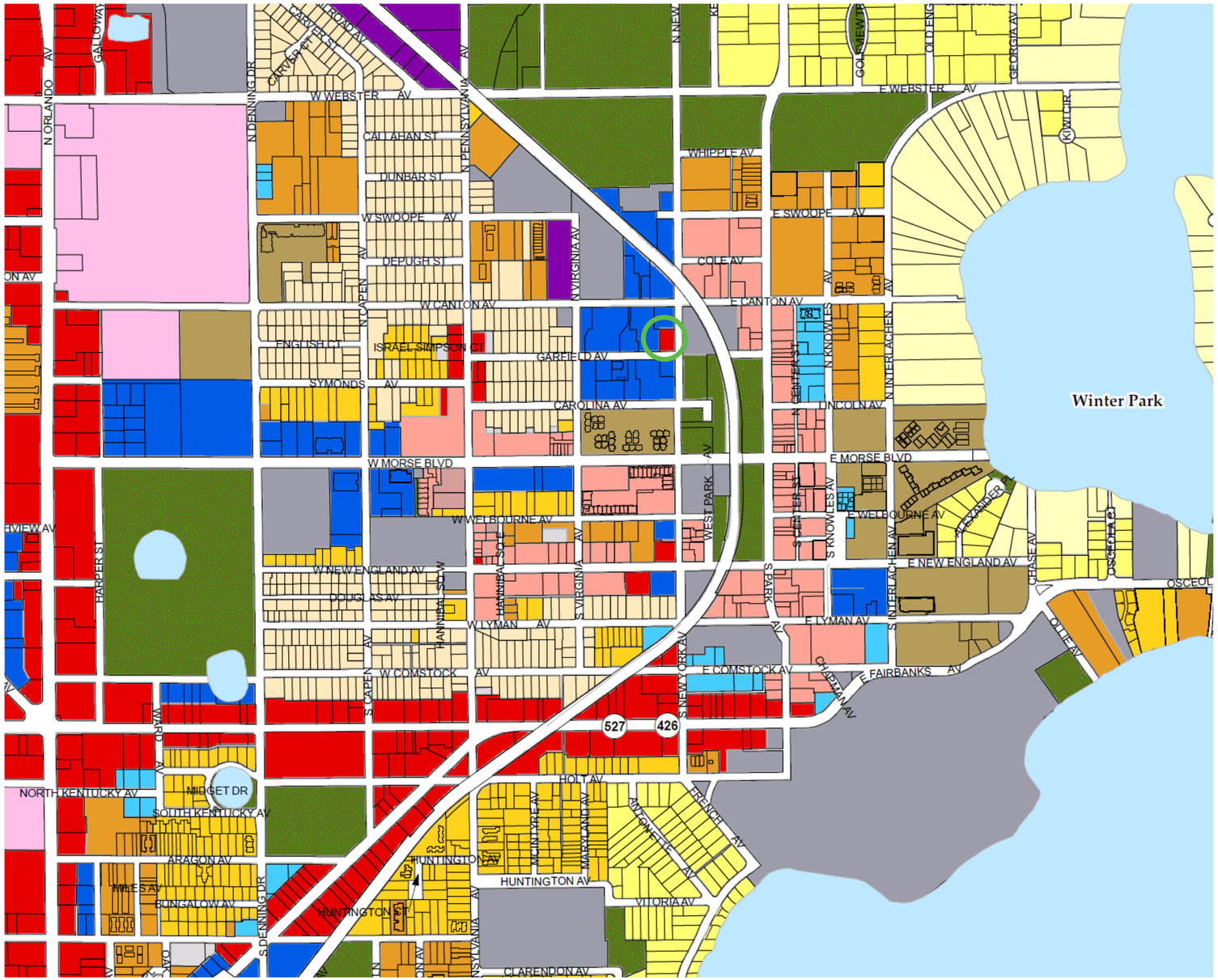
goodlives WELLNESS STUDIO
Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

LandDesign
100 S. Orange Ave.
Suite 700
Orlando, FL 32801
P: 407.270.7800
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DISCLAIMER
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P: 407.740.8405
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FL Reg. AA0002940
ACi ARCHITECTURE redefined

10.05.20



ZONING MAP

City of Winter Park, Florida

Legend

Zoning				
C-1	I-1	PD-1	R-1A	County Boundary
C-2	OC PD	PL	R-1AA	Winter Park
C-3	O-1	PQP	R-1AAA	Other Cities
C-3A	O-2	PR	R-2	City Map Sheets
	PD-2	PURD	R-3	Water
			R-4	Streets
			Parcel Ownership	

'This is to certify that this official Zoning Map was adopted April 12, 2010 as part of the Land Development Code of the City of Winter Park, Florida.'

Mayor: Honorable Steve Leary

Attested by City Clerk: Cindy Bonham

Zoning Map updated for ordinances adopted through 6/26/2019 by the City of Winter Park.

N W E S

Printed Date: 6/26/2019
Sources: City of Winter Park; Orange County Government

0 0.1 0.2 0.3 0.4 0.5 Miles Scale 1:10,000

goodlives WELLNESS STUDIO
Goodlives LLC.
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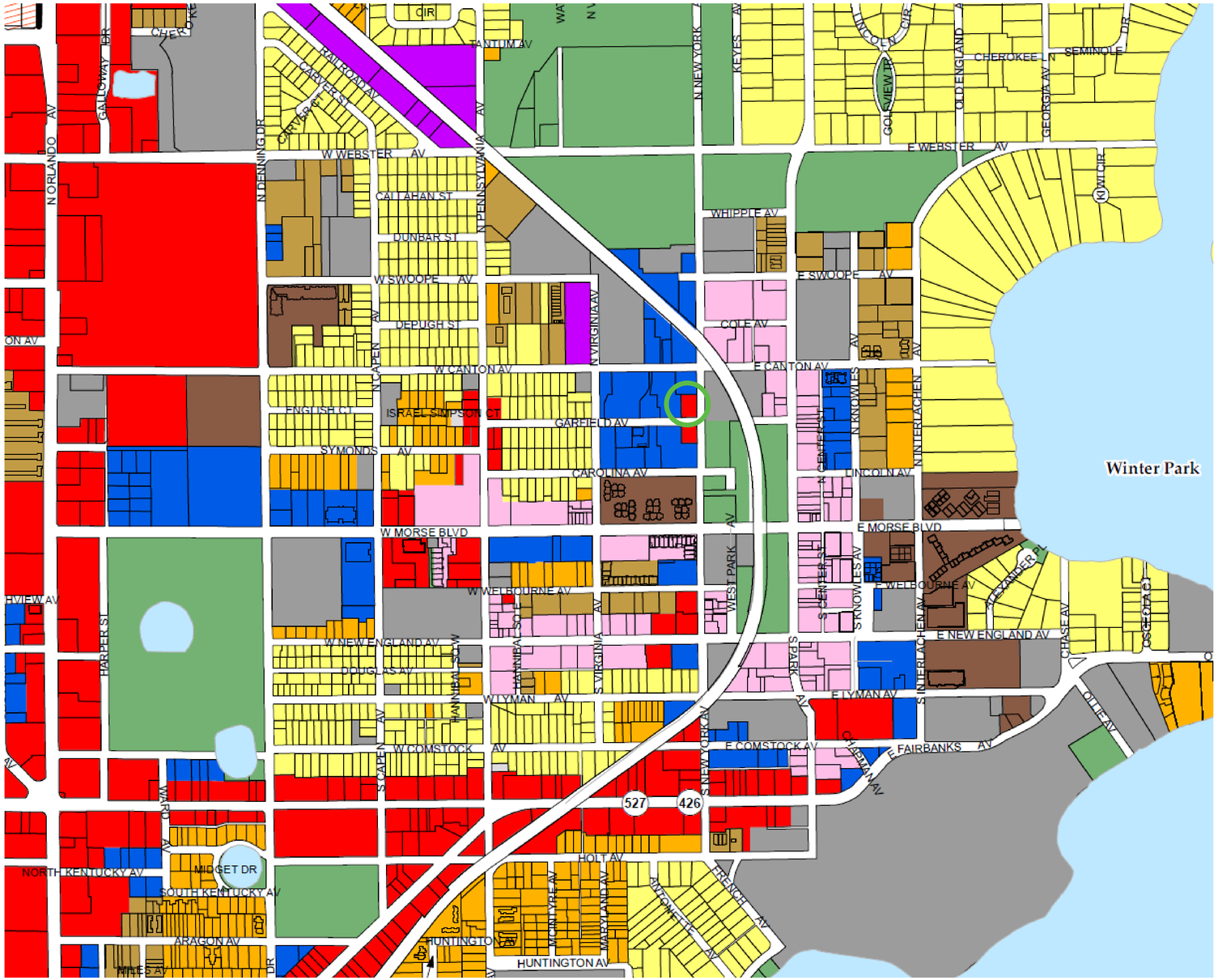
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10.05.20



FUTURE LAND USE MAP

City of Winter Park, Florida

Legend

- Central Business District
- High Density PD-2
- Medium Density PD1
- Commerce
- Office Professional
- Parking Lot
- Industrial
- Institutional
- OC PD
- High Density Residential
- Medium Density Residential
- Low Density
- Single Family
- Open Space Recreation
- Conservation Overlay
- Parcel Ownership
- County Boundary
- Winter Park
- Other Cities
- City Map Sheets
- Streets
- Water

This is to certify that this official FUTURE LAND USE MAP was adopted April 24, 2017 as part of the Comprehensive Plan of the City of Winter Park, Florida and approved by the State of Florida Department of Community Affairs on June 16, 2017

Mayor: Honorable Steve Leary

Attested by City Clerk: Cindy Bonham

Future Land Use Map updated for ordinances adopted through 6/26/2019 by the City of Winter Park.

N W E S

Printed Date: 6/26/2019
Sources: City of Winter Park; Orange County Government

0 0.1 0.2 0.3 0.4 0.5 Miles

Scale 1:10,000

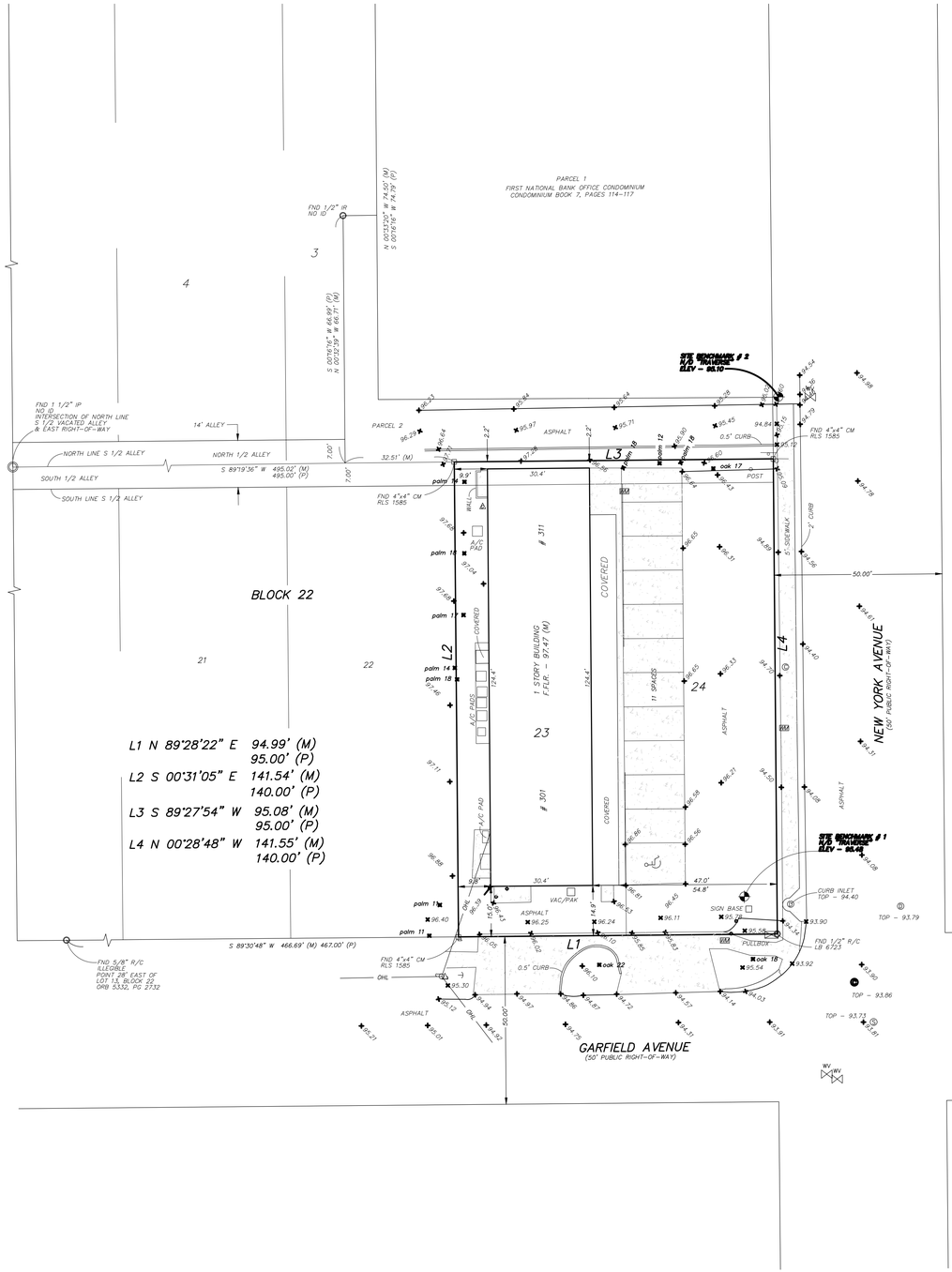
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ACi ARCHITECTURE redefined



LEGEND

FND = FOUND
I.R. = IRON ROD AND CAP
I.P. = IRON PIPE
I.R. = IRON ROD
N/D = NAIL AND 1" BRASS DISC
CM = CONCRETE MONUMENT
L.B. = LICENSED BUSINESS
(C) = CALC.
(M) = MEASURED
RLS = REGISTERED LAND SURVEYOR
F.F./F. = FINISH FLOOR
O.R.B. = OFFICIAL RECORDS BOOK
A/C = AIR CONDITIONER
ID = IDENTIFICATION
OHL = OVERHEAD UTILITY LINE
G.A. = GUY ANCHOR
= UTILITY POLE
= WATER METER
= SANITARY MANHOLE
= DRAINAGE MANHOLE
= COMMUNICATIONS MANHOLE
= UTILITY RISER
= GAS METER
= WATER VALVE

GRAPHIC SCALE
0 10 20 40
(IN FEET)
1 inch = 20 ft.

SURVEY REPORT/NOTES:

1) SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

2) DISTANCES SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.

3) UNLESS NOTED OTHERWISE, NO UNDERGROUND IMPROVEMENTS, FOUNDATIONS/FOOTERS OR ROOF OVERHANGS HAVE BEEN LOCATED. ENVIRONMENTAL CONDITIONS AND GOVERNMENTAL REQUIREMENTS NOT DETERMINED BY SURVEYOR.

4) SYMBOLS NOT TO SCALE.

5) OWNERSHIP OF SUBJECT PROPERTY AND IMPROVEMENTS UNDETERMINED BY SURVEYOR.

6) THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1" = 30'.

7) BUILDING TIES ARE NOT TO BE USED TO CONSTRUCT DEED OR PLATTED LINES

8) THE LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR EASEMENTS, RIGHTS OF WAY, RESTRICTIONS, USES OWNERSHIP OR MATTERS OF RECORD BY THIS FIRM. NO TITLE INSURANCE INFORMATION WAS PROVIDED.

9) THE RELATIVE ACCURACY OF FIELD MEASURED CONTROL EXCEEDS 1 FOOT IN 10,000 FEET.

10) RECORD PLAT CONTAINS NO BEARINGS OR ANGLES, BEARINGS SHOWN HEREON ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF NEW YORK AVENUE, HAVING AN ASSUMED BEARING OF N 00°28'48" W.

11) OBSERVED APPARENT PHYSICAL USE ON TO AND OFF OF PROPERTY: ABOVE GROUND EVIDENCE OF UTILITIES AND DRIVEWAY AS NOTED HEREON.

12) PROPERTY SHOWN HEREON LIES IN FLOOD ZONE "X" ACCORDING TO F.I.R.M. MAP PANEL No. 12095C0255 F, DATED SEPTEMBER 25, 2009. THE FLOOD INSURANCE RATE MAP IS NOT A SURVEY. FLOOD ZONE DETERMINATION IS AN OPINION ONLY.

13) POTENTIAL BOUNDARY INCONSISTENCIES OBSERVED: DIFFERENCES BETWEEN RECORD AND MEASURED COURSES AND DISTANCES AS NOTER HEREON.

14) TREES 8" AND LARGER WERE LCOATED FOR THE PURPOSES OF THIS SURVEY.

15) ELEVATIONS SHOWN HEREON ARE BASED ON ORANGE COUNTY BENCHMARK # L1161037, ELEVATION OF 90.269 (NAVD88 DATUM).

LEGAL DESCRIPTION: (PROVIDED BY CLIENT).

LOTS 23 AND 24 (AND THAT PART OF THE SOUTH 1/2 OF VACATED ALLEY LYING NORTH OF AND ADJACENT TO SAID LOTS 23 AND 24), BLOCK 22, REVISED MAP OF TOWN OF WINTER PARK, AS RECORDED INPLAT BOOK A, PAGES 67 THROUGH 72 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

ELECTRONIC FILE:
IF THIS FILE WAS SIGNED ELECTRONICALLY BY SURVEYOR AS NOTED IN SIGNATURE BLOCK, ON THE DATE AND/OR TIME STAMP SHOWN USING A DIGITAL SIGNATURE. PRINTED COPIES OF THIS ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPY.

LIMITATION OF LIABILITY:
RELIANCE ON THIS SURVEY IS RESTRICTED TO THOSE PARTIES LISTED AS "CERTIFIED TO" ON THE FACE OF THIS SURVEY.

NOTICE OF COPYRIGHT:
ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

BOUNDARY AND TOPOGRAPHIC SURVEY

LOTS 23 AND 24, BLOCK 22
REVISED MAP OF TOWN OF WINTER PARK
ORANGE COUNTY, FLORIDA

GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

SCALE: 1"=20'
DWG NO. 20093
JOB NO. 20093
SURVEY DATE: 9/17/2020

Associated Land Surveying & Mapping, Inc.
1681 POWELL ST. LONGWOOD, FLORIDA 32750
PH (407) 869-5002, FAX (407) 869-8393
CERTIFICATE OF AUTHORIZATION No. 6767. ALSM@ALSM.NET

LandDesign
100 S. Orange Ave.
Suite 700
Orlando, FL 32801
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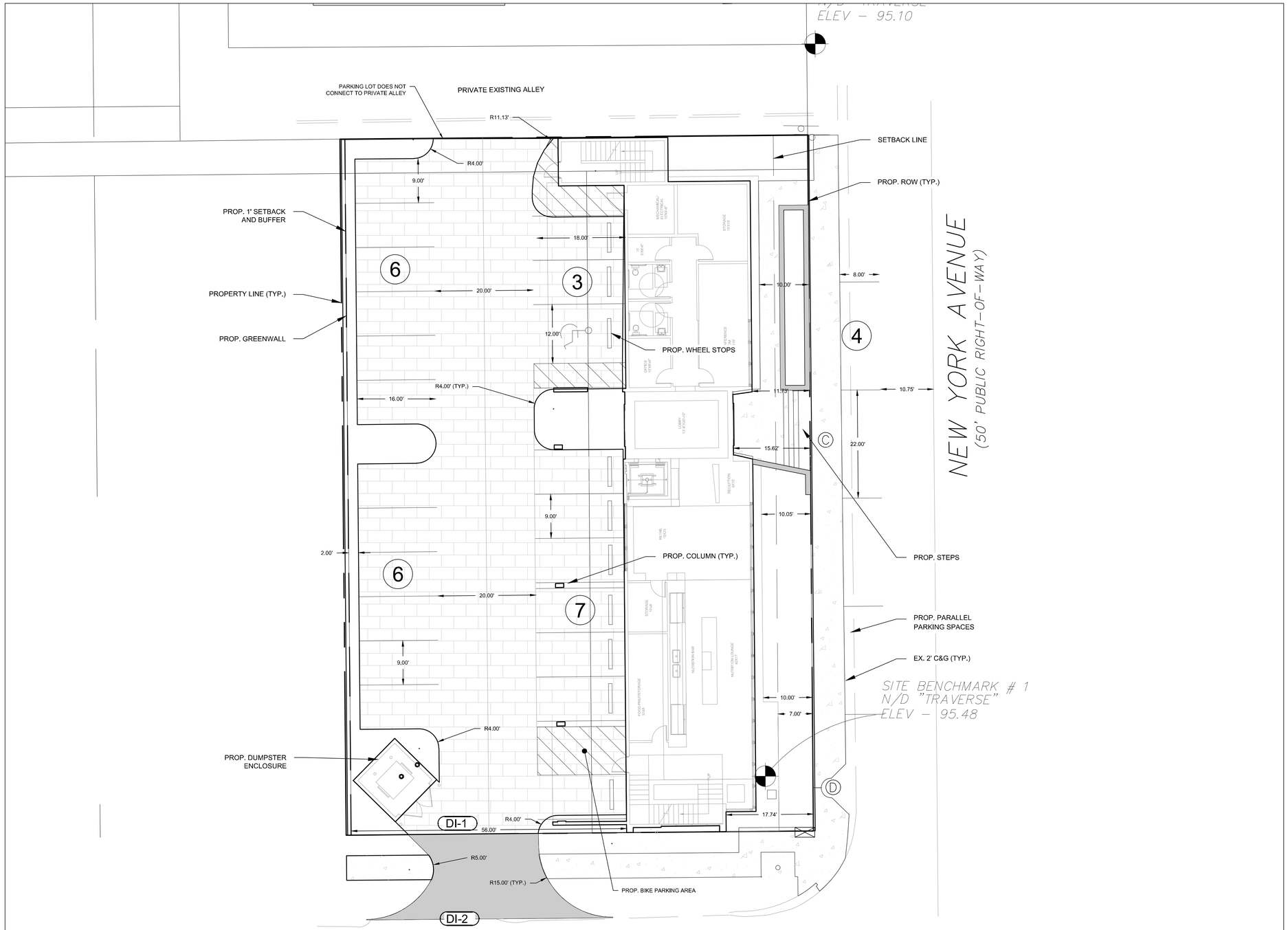
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FL Reg. AA0002940

ACi ARCHITECTURE redefined

10.05.20



LEGEND

PROPERTY BOUNDARY/ROW	
SET BACK	
BUFFER	
PROPOSED PERVIOUS PAVER	
PROPOSED ASPHALT PAVEMENT	
PROPOSED CONCRETE PAVEMENT	
PARKING COUNT	6

SITE DEVELOPMENT SUMMARY:

SITE AREA:
TOTAL SITE: 0.308 ACRES (13,397 SQ FT)

PARCEL ID:
05-22-30-9400-22-230

ZONING: C-3 COMMERCIAL
FUTURE LAND USE: COMMERCE

FLOOR AREA RATIO:
14,069 SF / 13,397 SF = *1.05*

BUFFER:
REAR BUFFER: 1'

BUILDING SQUARE FOOTAGE:
GROSS: 14,069
NET: 11,245

BUILDING HEIGHT:
MAXIMUM: 40'
PROPOSED MAX: 40'

BUILDING SETBACKS:

FRONT, N NEW YORK AVE:	7'
REAR:	1'
NORTH SIDE:	0'
SOUTH SIDE, GARFIELD AVE:	0'

SOLID WASTE:
TRASH DUMPSTER

PARKING:
CAR PARKING:
REQUIRED: 20 SPACES
ADA REQUIRED (2%): 1 SPACE
PROPOSED: 22 SPACES
(SEE TABLE BELOW)

BIKE PARKING:
REQUIRED: 2 (10%)
PROPOSED: 2

FLOOD PLAIN:
ZONE "X" PER FEMA FIRM MAP NUMBER #2095C0255F
DATED SEPTEMBER 25 2009

PROPOSED SQUARE FOOTAGE:

EXISTING BUILDING	NEW BLDG	GROSS SQUARE FOOT (SF)	COVERED PARKING (SF)	STAIRS WALLS ELEVATOR (SF)	STORAGE MECHANICAL BALCONY	NET SQUARE FOOT (SF)
(12) EXISTING PARKING SPACES ARE VESTED FOR CURRENT SQUARE FOOTAGE OF THE EXISTING BUILDING. EXISTING BUILDING TOTAL = 4,600 GSF	FIRST	6,168	-2,624	-890	-391	2,263
	SECOND	6,016		-927	-255	4,834
	THIRD	1,885		-685	-203	997
	TOTAL	14,069	-2,624	-2,502	-849	=8,094
	THE TOTAL PROPOSED NET AREA IS LARGER THAN THE EXISTING BUILDING GROSS BY 3,494 SF. THEREFOR THE ADDITIONAL PARKING REQUIRED WILL BE 10 SPACES FOR A TOTAL OF 22 SPACES					

goodlives

301 N NEW YORK AVE
WINTER PARK, FL 32789

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
RZ-2.0

DESIGNED BY: JNS
DRAWN BY: JNS
CHECKED BY: DGG

1"=10'
0 5' 10' 20'

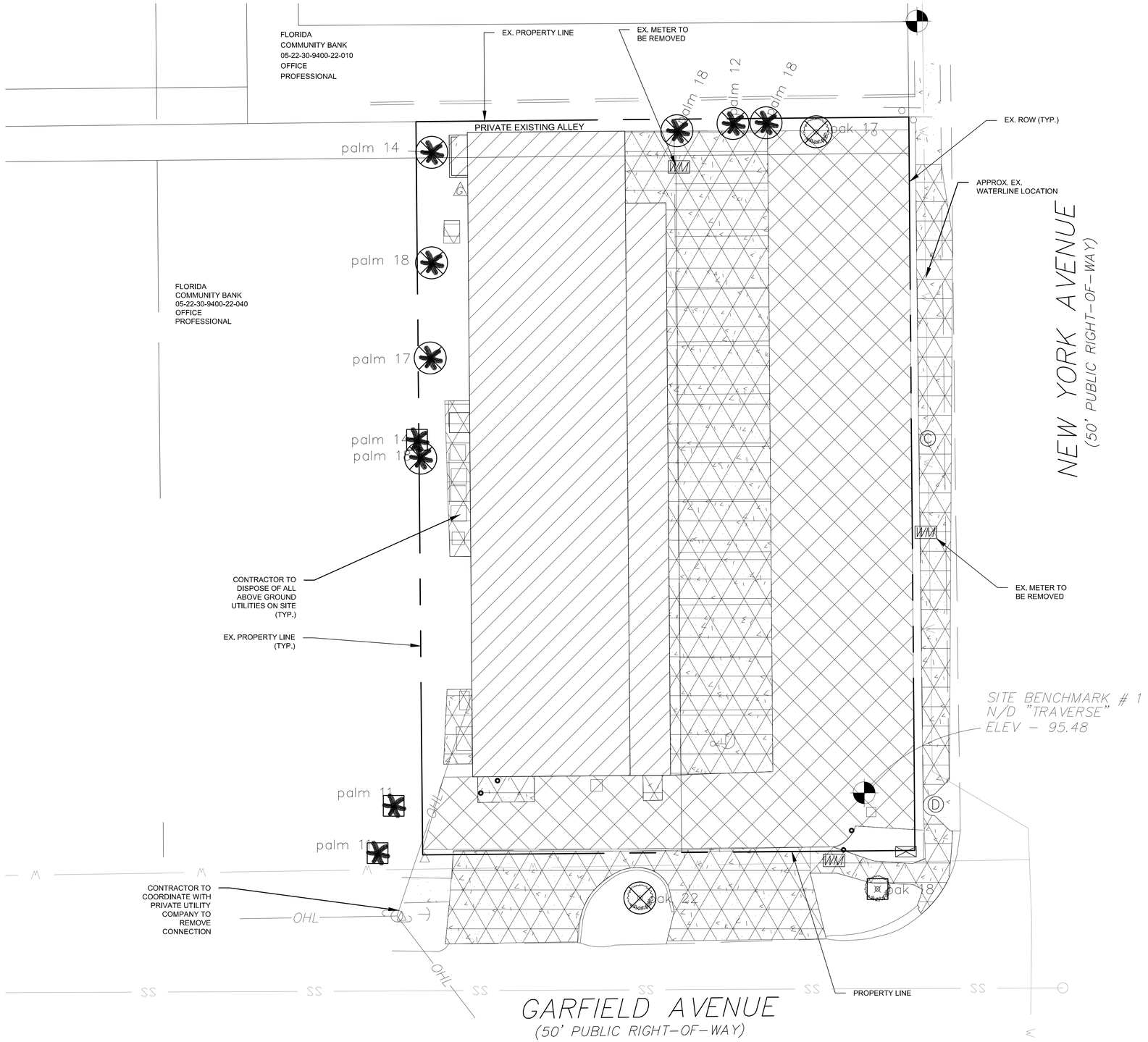
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09.30.20

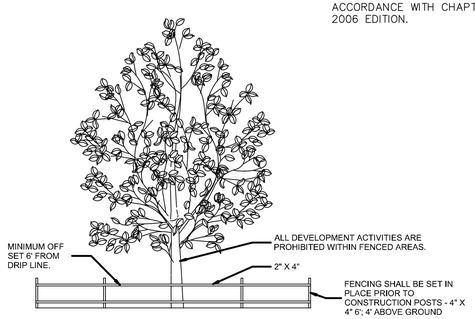


LEGEND

- PROPERTY BOUNDARY/ROW
- EX. STORM PIPE
- EX. SANITARY SEWER
- EX. WATER MAIN
- DEMO BUILDING
- DEMO ASPHALT
- DEMO CONCRETE
- DEMO TREES
- TREE PROTECTION
- PALM TREE
- OAK TREE
- STORM DRAINAGE

DEMOLITION NOTES

1. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION ACTIVITY FOR DIG PERMITS, ELECTRICAL PERMITS OR OTHER PERMITS AS APPLICABLE.
2. CONTRACTOR IS TO COORDINATE FULLY WITH UTILITY COMPANIES ON EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO EXCAVATION.
3. ALL DEBRIS AND WASTE MATERIALS GENERATED BY DEMOLITION OR SUBSEQUENT CONSTRUCTION ACTIVITIES SHALL BE DISPOSED OFF-SITE IN A LEGAL MANNER AT AN APPROVED DISPOSAL FACILITY.
4. THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS REQUIRED FOR DEMOLITION, CONSTRUCTION WORK AND HAULING WASTE MATERIAL. ALL ASSOCIATED COSTS AND PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE CONTRACTOR IS ADVISED THAT UNCHARTED UTILITIES MAY BE FOUND TO EXIST WITHIN THE CONSTRUCTION AREA AND THAT CONSTRUCTION OPERATIONS SHOULD BE CONDUCTED WITH CAUTION. PRIOR TO DEMOLISHING UTILITY LINES, CONTRACTOR SHALL VERIFY FLOW DIRECTIONS FROM EXISTING BUILDINGS WHICH ARE TO REMAIN.
6. REMOVE AND DISPOSE OF ALL EXISTING TREES PER THE DEMOLITION REQUIREMENTS, ALSO REFER TO DEMOLITION PLAN FOR TREES TO REMAIN UNDISTURBED.
7. CONTRACTOR IS RESPONSIBLE FOR PRODUCING A M.O.T. PLAN AND HAVING IT APPROVED BY THE CITY OF WINTER PARK PRIOR TO ANY OFF-SITE CONSTRUCTION.
8. TREE PROTECTION IS REQUIRED FOR ALL TREES NOT SHOWN AS TO BE REMOVED; SEE TREE PROTECTION BARRICADE DETAIL.
9. ALL EXISTING UTILITIES LOCATED WITHIN THE CONSTRUCTION LIMITS, THAT SERVE THE EXISTING FACILITIES, SHALL BE CAPPED AND REMOVED BEFORE ANY NEW CONSTRUCTION SHALL BEGIN.
10. SEE LANDSCAPE AND DEMOLITION PLANS FOR TREE PROTECTION DETAILS.
11. CONTRACTOR SHALL ABANDON EXISTING SEPTIC TANKS AND WELLS PER THE FLORIDA ADMINISTRATIVE CODE; PERMITS SHALL BE OBTAINED FROM ORANGE COUNTY HEALTH DEPARTMENT.
12. DURING CONSTRUCTION, WHEN COMBUSTIBLES ARE BROUGHT ON TO THE SITE, ACCESS ROADS AND A SUITABLE TEMPORARY OR PERMANENT SUPPLY OF WATER, ACCEPTABLE TO THE FIRE DEPARTMENT, SHALL BE PROVIDED AND MAINTAINED IN ACCORDANCE WITH CHAPTER 16 OF THE NFPA 1, 2006 EDITION.



NOTES:
1. FENCING SHALL BE AT LEAST 4' ABOVE GROUND AND MIN. OF 2' BELOW GRADE.
2. EACH TREE PROTECTION AREA SHALL HAVE A MINIMUM OF TWO SIGNS ATTACHED TO THE FENCE WHICH SHALL FACE TO THE EXTERIOR OF THE TREE PROTECTION AREA.

GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

T TITLE: DEMOLITION PLAN

T NUMBER: RZ-1.0

DESIGNED BY: JNS
DRAWN BY: JNS
CHECKED BY: DGG

1"=10'
0 5' 10' 20'

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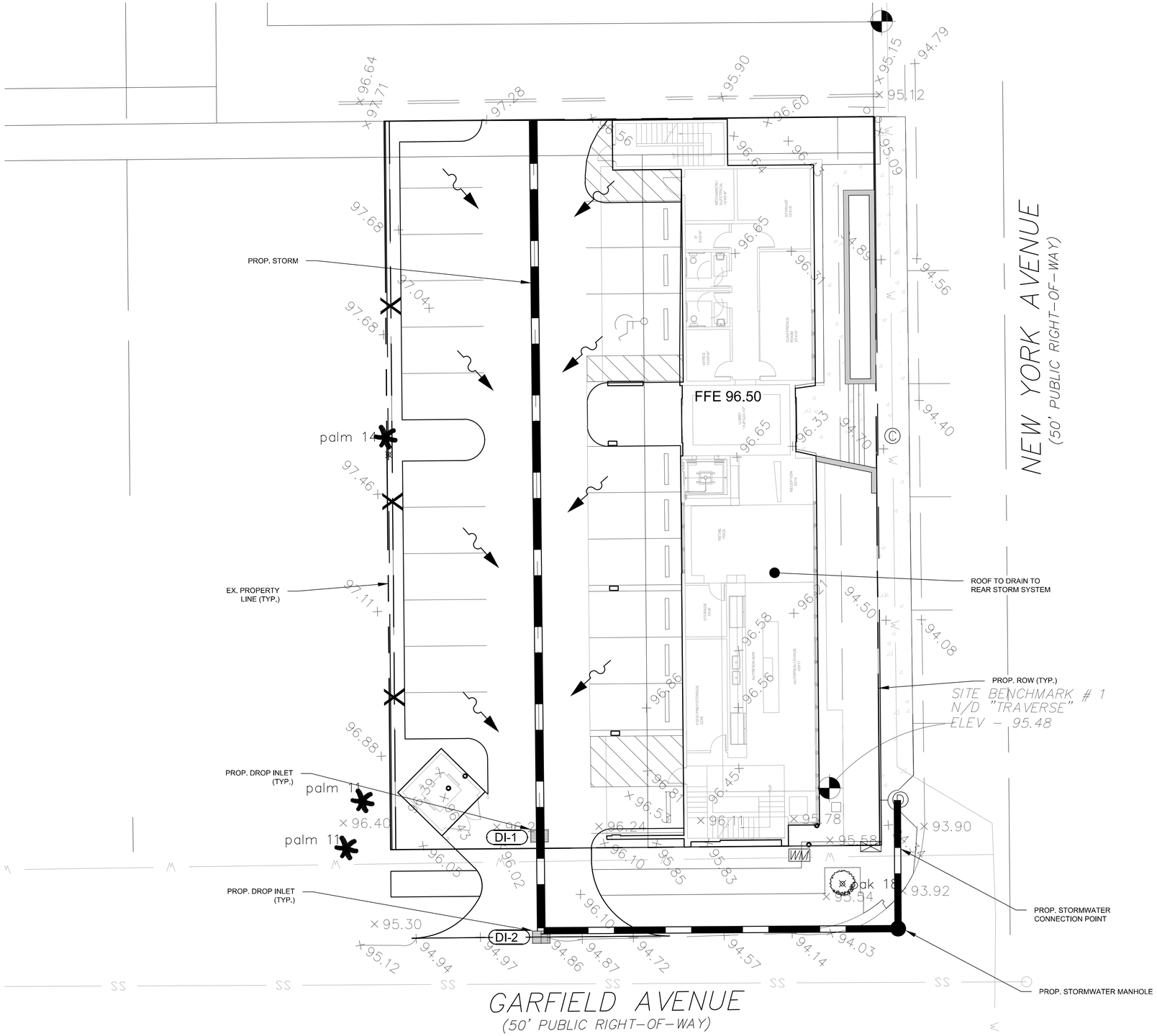
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ACi ARCHITECTURE redefined

10.05.20



LEGEND

- PROPERTY BOUNDARY/ROW
- SET BACK
- BUFFER
- PALM TREE
- OAK TREE
- STORM MANHOLE
- STORM SEWER
- EX. STORM SEWER (ST)
- DITCH BOTTOM INLET (DI)

GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

T TITLE:
GRADING AND DRAINAGE PLAN

T NUMBER:
RZ-3.0

DESIGNED BY: JNS
DRAWN BY: JNS
CHECKED BY: DGG

1"=10'
0 5' 10' 20'

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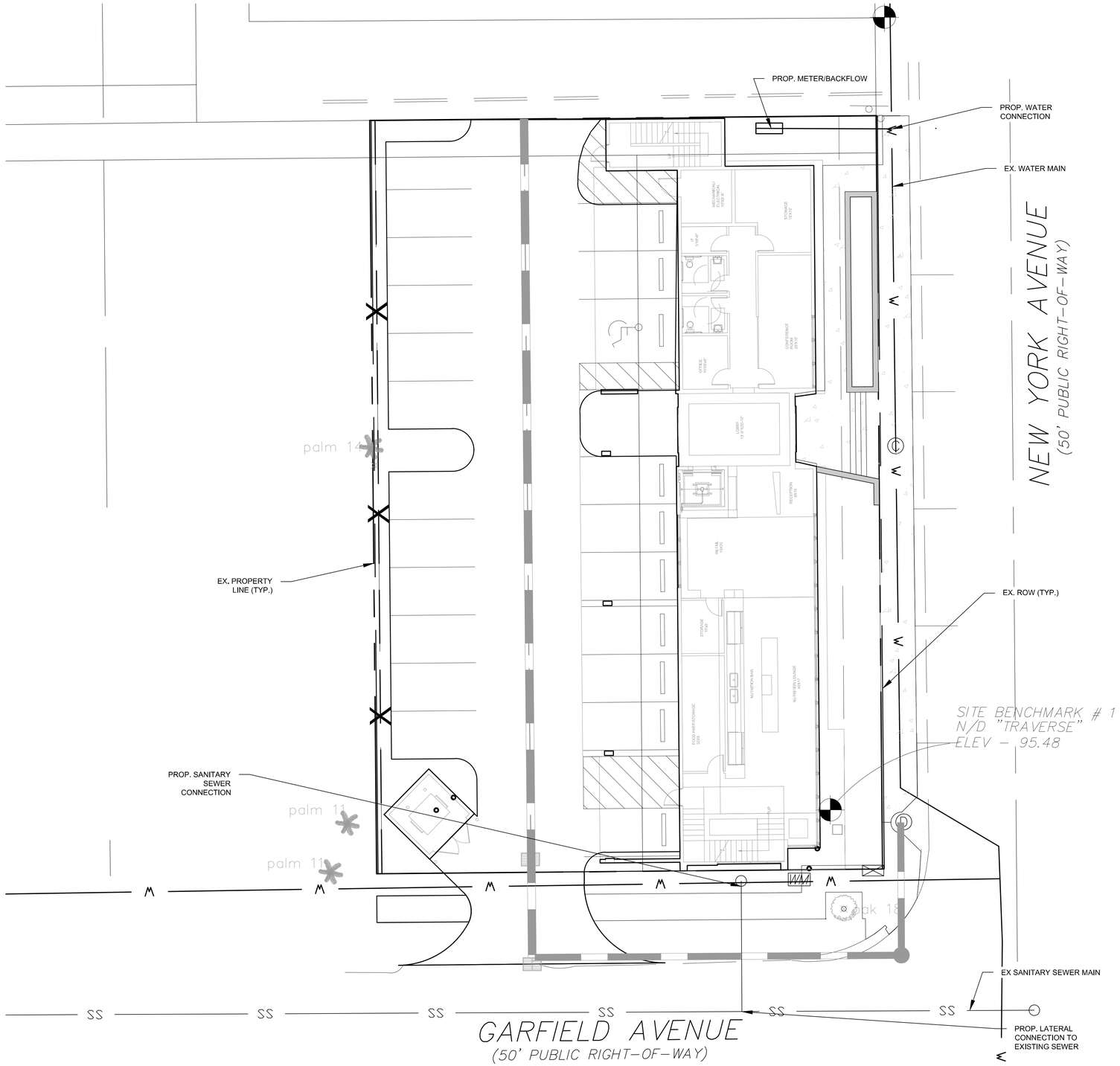
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ACi ARCHITECTURE redefined

10.05.20



LEGEND:

- PROPERTY BOUNDARY/ROW
- EX. STORM PIPE — ST
- EX. SANITARY SEWER — SS
- EX. WATER MAIN — W
- PROP. STORM SEWER
- EX. STORMWATER STRUCTURE
- EX. SANITARY SEWER MANHOLE
- PROP. WATER VALVE
- PROP. FIRE HYDRANT
- EX. CURB INLET

GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

T TITLE:

UTILITY PLAN

T NUMBER:

RZ-4.0

DESIGNED BY: JNS
DRAWN BY: JNS
CHECKED BY: DGG

1"=10'
0 5' 10' 20'

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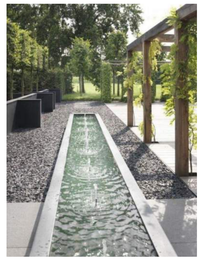
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PROPSOSED WATER FEATURE



TOP CASCADE



BOTTOM CASCADE

PROPOSED PROPERTY BARRIERS

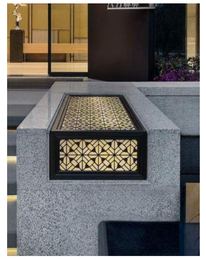


PROPERTY BARRIER A

PROPOSED MAIN ENTRY



ENTRY LIGHTING



ACCENT LIGHTING



ENTRY STAIRS

PROPOSED SEAT WALL



FRONT ENTRY



PROPOSED PARKING LOT



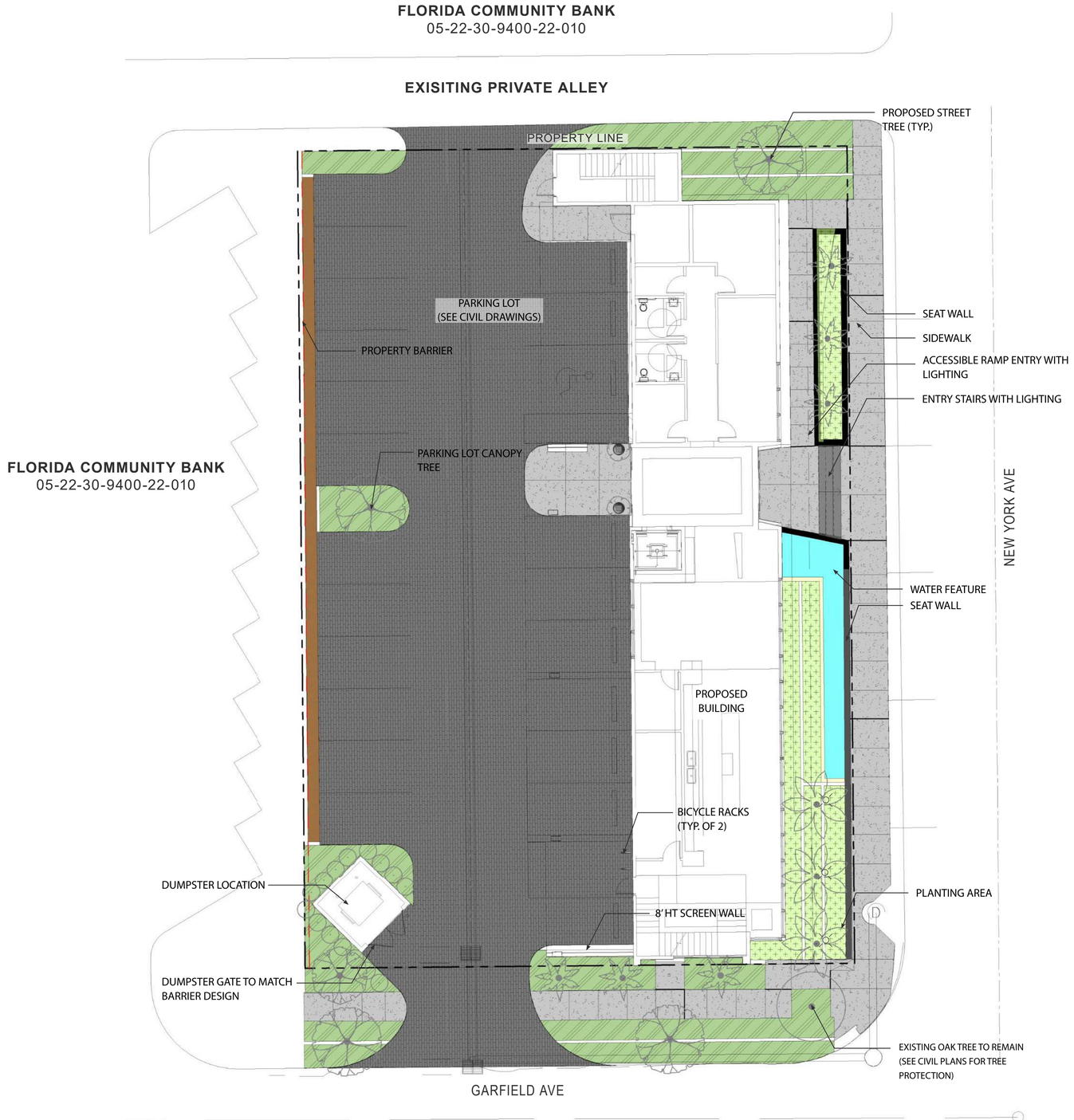
PAVERS

PROPOSED BICYCLE RACK



LANDSCAPE GENERAL LEGEND

- GROUND LEVEL NEW YORK ENTRY
- GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING
- LEVEL 3 BUTTERFLY + HERB PLANTERS
- LEVEL 3 GENERAL PLANTING AREA
- LIGHTING



GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

SHEET TITLE:
HARDSCAPE PLAN - GROUND LEVEL

SHEET NUMBER:
L - 1.0

DESIGNED BY: CK
DRAWN BY: BET
CHECKED BY: KMS

SCALE: 1" = 10'

5 0' 5 10 20

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ACi ARCHITECTURE redefined

10.05.20

SHRUB & GROUNDCOVER SCHEDULE

BOTANICAL NAME	COMMON NAME
GROUND LEVEL NEW YORK ENTRY	
AGAVE 'BLUE GLOW'	BLUE GLOW AGAVE
AGAVE PEDUNCULIFERA	SOFT TIP AGAVE
ARCHIA GLABRATA 'GOLDEN GLORY'	**PERENNIAL PEANUT**
ASPIDISTRA ELATIOR	CAST IRON PLANT
CALAMAGROSTIS ACUTIFLORA	FEATHER REED GRASS
CYPRUS PAPYRUS	PAPYRUS
MUHLENBERGIA CAPILLARIS	**PINK MUHLY GRASS**
OPHIOPOGON JAPONICUS	MONDO GRASS
OPHIOPOGON PLANISCAPUS 'NIGRESCENS'	BLACK MONDO GRASS
GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING	
LIRIOPE MUSCARI 'EMERALD GODDESS'	EMERALD GODDESS LIRIOPE
MIMOSA PUDICA	MIMOSA
PODOCARPUS MACROPHYLLUS	PODOCARPUS
RUSSESLIA EQUISETIFORMIS	FIRECRACKER PLANT
SPARTINA BAKERI	**SAND CORDGRASS**
TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE
LEVEL 3 BUTTERFLY + HERB PLANTERS	
ASCLEPIAS TUBEROSA	ORANGE MILKWEED
ASPARAGUS AETHIOPICUS	FOXTAIL FERN
BUDDLEJA DAVIDII	BUTTERFLY BUSH
CORIANDRUM SATIVUM	CILANTRO
ECHINACEA PURPUREA	**PURPLE CONEFLOWER**
GAILLARDIAPULCHELLA	**BLANKET FLOWER**
HIBISCUS COCCINEUS	**SCARLET ROSEMALLOW**
LAVANDULA ANGUSTIFOLIA	LAVENDER
LOBELIA CARDINALS	**CARDINAL FLOWER**
MENTHA SPICATA	MINT
OCIMIM BASILICUM	BASIL
SALVIA ROSMARINUS	ROSEMARY
SISTRINCHIUM ANGUSTIFOLIUM	**POINTED BLUE EYED-GRASS**
ZEPHYRANTHES ROSEA	RAIN LILY
LEVEL 3 GENERAL PLANTING AREA	
AGAVE PEDUNCULIFERA	SOFT TIP AGAVE
DRACAENA TRIFASCIATA	MOTHER-IN-LAW'S TONGUE
MIMOSA PUDICA	MIMOSA
PENSTEMON MULTIFLORUS	**MANYFLOWER BEARDTONGUE**
PODOCARPUS MACROPHYLLUS 'PRINGLES'	DWARF PRINGLES PODOCARPUS
RUSSESLIA EQUISETIFORMIS	FIRECRACKER PLANT
YUCCA FILAMENTOSA	**SILK GRASS**

NOTE:
1. PLANTS IN **BOLD** ARE **FLORIDA NATIVE**
2. SEE SHEET 5 & 6 FOR PLANT IMAGERY

TREE SCHEDULE

BOTANICAL NAME	COMMON NAME
GROUND LEVEL NEW YORK ENTRY	
ACOELORRHAPHE WRIGHTII	PAUROTIS PALM
ROYSTONEA REGIA	ROYAL PALM
GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING	
LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE
QUERCUS VIRGINIANA 'CATHEDRAL'	**CATHEDRAL LIVE OAK**
LEVEL 3 BUTTERFLY + HERB PLANTERS	
CASSIA FISTULA	CASSIA
LEVEL 3 GENERAL PLANTING AREA	
ELAEOCARPUS GANITRUS	ELAEOCARPUS
PRUNUS ANGUSTIFOLIA	**CHICKSAW PLUM**
VITEX AGNUS-CASTUS	VITEX

SPECIMEN SHRUB SCHEDULE

BOTANICAL NAME	COMMON NAME
GROUND LEVEL NEW YORK ENTRY	
STRELITZIA PARVIFOLIA	ORANGE BIRD OF PARADISE

GENERAL LEGEND

- GROUND LEVEL NEW YORK ENTRY
- GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING
- LEVEL 3 BUTTERFLY + HERB PLANTERS
- LEVEL 3 GENERAL PLANTING AREA
- LIGHTING

EXISTING SITE CANOPY TREES





GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

SHEET TITLE:
LANDSCAPE PLAN - GROUND LEVEL

SHEET NUMBER:
L - 2.0

DESIGNED BY: CK
DRAWN BY: BET
CHECKED BY: KMS

SCALE: 1" = 10'
5 0' 5 10 20

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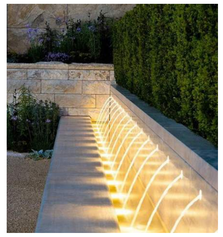
ACi ARCHITECTURE redefined

10.05.20

PROPOSED FIRE ELEMENT




PROPOSED WATER FEATURE




PROPOSED COUNTER SEATING



PROPOSED BUILT-IN SEATING





PROPOSED SURFACE MATERIALS


TILE


WOOD


SYNTHETIC TURF

PROPOSED GREEN WALL



PROPOSED SPA

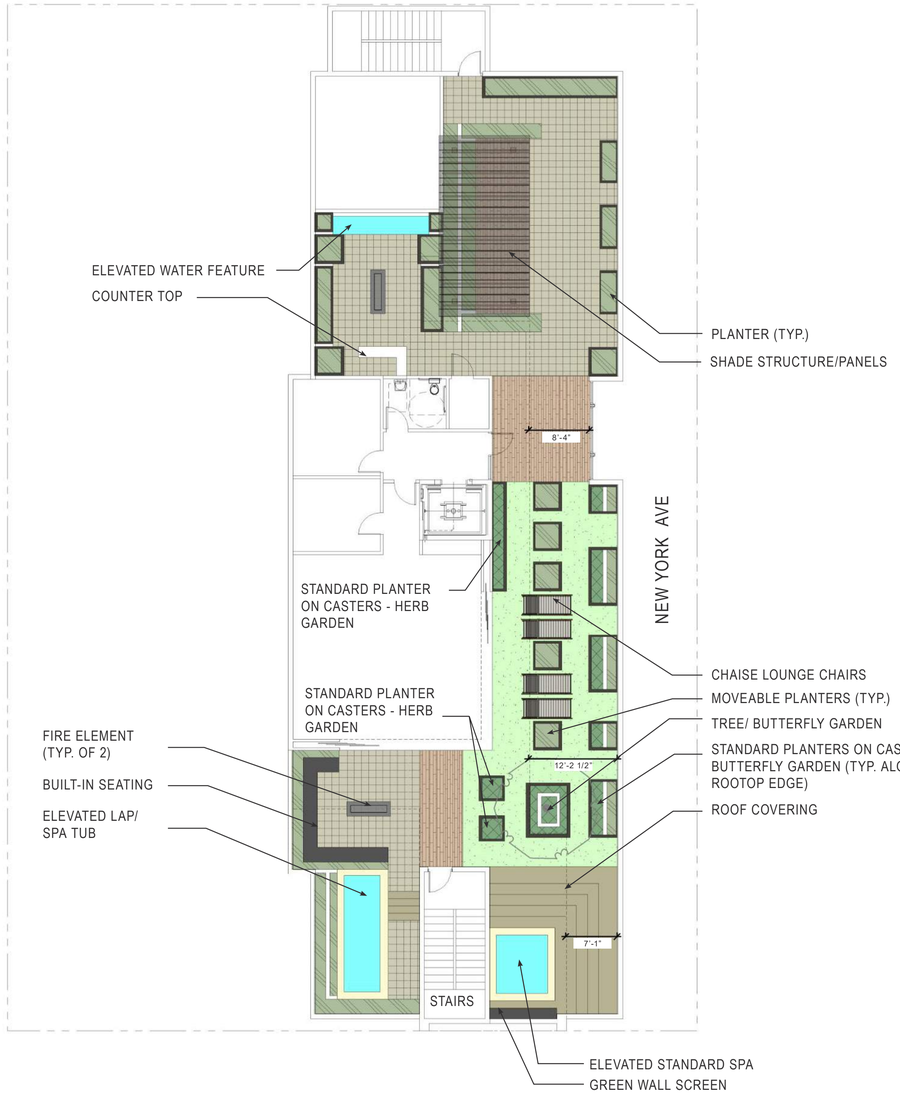



PROPOSED SHADE STRUCTURE




GENERAL LEGEND

- GROUND LEVEL NEW YORK ENTRY
- GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING
- LEVEL 3 BUTTERFLY + HERB PLANTERS
- LEVEL 3 GENERAL PLANTING AREA
- LIGHTING



GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

SHEET TITLE:
HARDSCAPE PLAN - LEVEL 3

SHEET NUMBER:
L - 3.0

DESIGNED BY: CK
DRAWN BY: BET
CHECKED BY: KMS

SCALE: 1" = 10'
5 0' 5 10 20

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ACi ARCHITECTURE redefined

10.05.20

SHRUB & GROUNDCOVER SCHEDULE

BOTANICAL NAME	COMMON NAME
GROUND LEVEL NEW YORK ENTRY	
AGAVE 'BLUE GLOW'	BLUE GLOW AGAVE
AGAVE PEDUNCULIFERA	SOFT TIP AGAVE
ARCHIA GLABRATA 'GOLDEN GLORY'	**PERENNIAL PEANUT**
ASPIDISTRA ELATIOR	CAST IRON PLANT
CALAMAGROSTIS ACUTIFLORA	FEATHER REED GRASS
CYPRUS PAPYRUS	PAPYRUS
MUHLENBERGIA CAPILLARIS	**PINK MUHLY GRASS**
OPHIOPOGON JAPONICUS	MONDO GRASS
OPHIOPOGON PLANISCAPUS 'NIGRESCENS'	BLACK MONDO GRASS
GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING	
LIRIOPE MUSCARI 'EMERALD GODDESS'	EMERALD GODDESS LIRIOPE
MIMOSA PUDICA	MIMOSA
PODOCARPUS MACROPHYLLUS	PODOCARPUS
RUSSESLIA EQUISETIFORMIS	FIRECRACKER PLANT
SPARTINA BAKERI	**SAND CORDGRASS**
TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE
LEVEL 3 BUTTERFLY + HERB PLANTERS	
ASCLEPIAS TUBEROSA	ORANGE MILKWEED
ASPARAGUS AETHIOPICUS	FOXTAIL FERN
BUDDLEJA DAVIDII	BUTTERFLY BUSH
CORIANDRUM SATIVUM	CILANTRO
ECHINACEA PURPUREA	**PURPLE CONEFLOWER**
GAILLARDIAPULCHELLA	**BLANKET FLOWER**
HIBISCUS COCCINEUS	**SCARLET ROSEMALLOW**
LAVANDULA ANGUSTIFOLIA	LAVENDER
LOBELIA CARDINALS	**CARDINAL FLOWER**
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SISTRINCHIUM ANGUSTIFOLIUM	**POINTED BLUE EYED-GRASS**
ZEPHYRANTHES ROSEA	RAIN LILY
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DRACAENA TRIFASCIATA	MOTHER-IN-LAW'S TONGUE
MIMOSA PUDICA	MIMOSA
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YUCCA FILAMENTOSA	**SILK GRASS**

TREE SCHEDULE

BOTANICAL NAME	COMMON NAME
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ROYSTONEA REGIA	ROYAL PALM
GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING	
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QUERCUS VIRGINIANA 'CATHEDRAL'	**CATHEDRAL LIVE OAK**
LEVEL 3 BUTTERFLY + HERB PLANTERS	
CASSIA FISTULA	CASSIA
LEVEL 3 GENERAL PLANTING AREA	
ELAEOCARPUS GANITRUS	ELAEOCARPUS
PRUNUS ANGUSTIFOLIA	**CHICKSAW PLUM**
VITEX AGNUS-CASTUS	VITEX

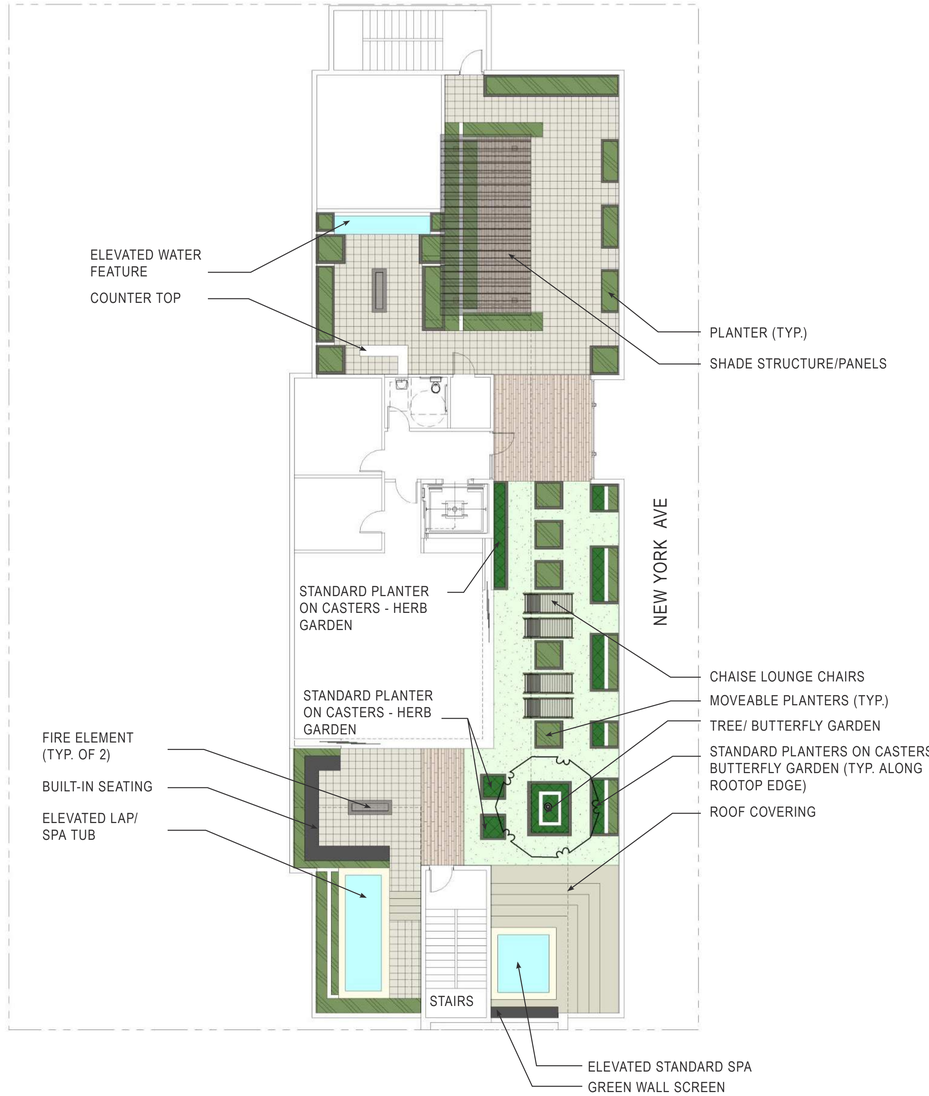
SPECIMEN SHRUB SCHEDULE

BOTANICAL NAME	COMMON NAME
GROUND LEVEL NEW YORK ENTRY	
STRELITZIA PARVIFOLIA	ORANGE BIRD OF PARADISE

NOTE:
1. PLANTS IN **BOLD** ARE **FLORIDA NATIVE**
2. SEE SHEET 5 & 6 FOR PLANT IMAGERY

GENERAL LEGEND

- GROUND LEVEL NEW YORK ENTRY
- GROUND LEVEL PARKING LOT + STREETSCAPE PLANTING
- LEVEL 3 BUTTERFLY + HERB PLANTERS
- LEVEL 3 GENERAL PLANTING AREA
- LIGHTING



PROPSED PLANTER POTS





GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

SHEET TITLE:
LANDSCAPE PLAN - LEVEL 3

SHEET NUMBER:
L - 4.0

DESIGNED BY: CK
DRAWN BY: BET
CHECKED BY: KMS

SCALE: 1" = 10'
5 0' 5 10 20

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GROUND LEVEL NEW YORK ENTRY

TREES



ACOELORRHAPHE WRIGHTII
PAUROTIS PALM



WODYETIA BIFURCATA
FOXTAIL PALM

SHRUBS



AGAVE ATTENUATA
BLUE GLOW AGAVE



AGAVE PEDUNCULIFERA
SOFT TIP AGAVE



ARACHIS GLABRATA
PERENNIAL PEANUT



ASPIDISTRA ELATIOR
CAST IRON PLANT



CALAMAGROSTIS ACUTIFLORA
FEATHER REED GRASS



CYPERUS PAPYRUS
PAPYRUS



MUHLENBERGIA CAPILLARIS
PINK MUHLY GRASS

SPECIMEN SHRUB



OPHIOPOGON JAPONICUS
MONDO GRASS



OPHIOPOGON PLANISCAPUS
BLACK MONDO GRASS



STRELITZIA REGINAE
ORANGE BIRD OF PARADISE

PARKING LOT + STREETSCAPE PLANTING

TREES



LAGERSTROEMIA NATCHEZ
WHITE CRAPE MYRTLE



QUERCUS VIRGINIANA
'CATHEDRAL'
CATHEDRAL LIVE OAK

SHRUBS



LIRIOPE MUSCARI ' EMERALD GODDESS'
EMERALD GODDESS LIRIOPE



MIMOSA PUDICA
MIMOSA



PODOCARPUS MACROPHYLUS
PODOCARPUS



CROSSANDRA INFUNDIBULIFORMIS
FIRECRACKER



SPARTINA BAKERI
SAND CORDGRASS



TRACHELOSPERMUM ASIATICUM
ASIATIC JASMINE

LEVEL 3 BUTTERFLY + HERB PLANTERS

TREES



CASSIA FISTULA
CASSIA

SHRUBS



ASCLEPIAS TUBEROSA
ORANGE MILKWEED



ASPARAGUS AETHIOPICUS
FOXTAIL FERN



BUDDLEJA DAVIDII
BUTTERFLY BUSH



CORIANDRUM SATIVUM
CILANTRO



ECHINACEA PURPUREA
PURPLE CONE FLOWER



GARILLARDIA ARISTATA
BLANKET FLOWER



HIBISCUS COCCINEUS
SCARLET ROSEMALLOW



LAVANDULA ANGUSTIFOLIA
LAVENDER



LOBELIA CARDINALIS
CARDINAL FLOWER



MENTHA SPICATA
MINT



OCIMUM BASILICUM
BASIL



SALVIA ROSMARINUS
ROSEMARY



SISYRINCHIUM ANGUSTIFOLIUM
POINTED BLUE EYED GRASS



ZEPHYRANTHES ROSEA
RAIN LILY

NOTE:
1. PLANTS IN **BOLD** ARE **FLORIDA NATIVE**

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PLANT IMAGERY

SHEET NUMBER:
L - 5.0

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DRAWN BY: BET
CHECKED BY: KMS

SCALE: 1" = 10'

5 0' 5 10 20

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LEVEL 3 GENERAL PLANTING AREA

TREES



ELAEOCARPUS GANITRUS
ELAEOCARPUS



PRUNUS ANGUSTIFOLIA
CHICKSAW PLUM



VITEX AGNUS-CASTUS
VITEX

SHRUBS



AGAVE PEDUNCULIFERA
SOFT TIP AGAVE



DRACAENA TRIFASCIATA
MOTHER IN LAW'S TONGUE



MIMOSA PUDICA
MIMOSA



PENSTEMON MULTIFLORUS
MANYFLOWER BEARDTONGUE



PODOCARPUS MACROPHYLLYS
'PRINGLES DWARF'
PRINGLES PODOCARPUS



CROSSANDRA INFUNDIBULIFORMIS
FIRECRACKER



YUCCA FILAMENTOSA
SILK GRASS

NOTE:
1. PLANTS IN **BOLD** ARE **FLORIDA NATIVE**

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SHEET TITLE:
PLANT IMAGERY

SHEET NUMBER:
L - 6.0

DESIGNED BY: CK
DRAWN BY: BET
CHECKED BY: KMS

SCALE: 1" = 10'

5 0' 5 10 20

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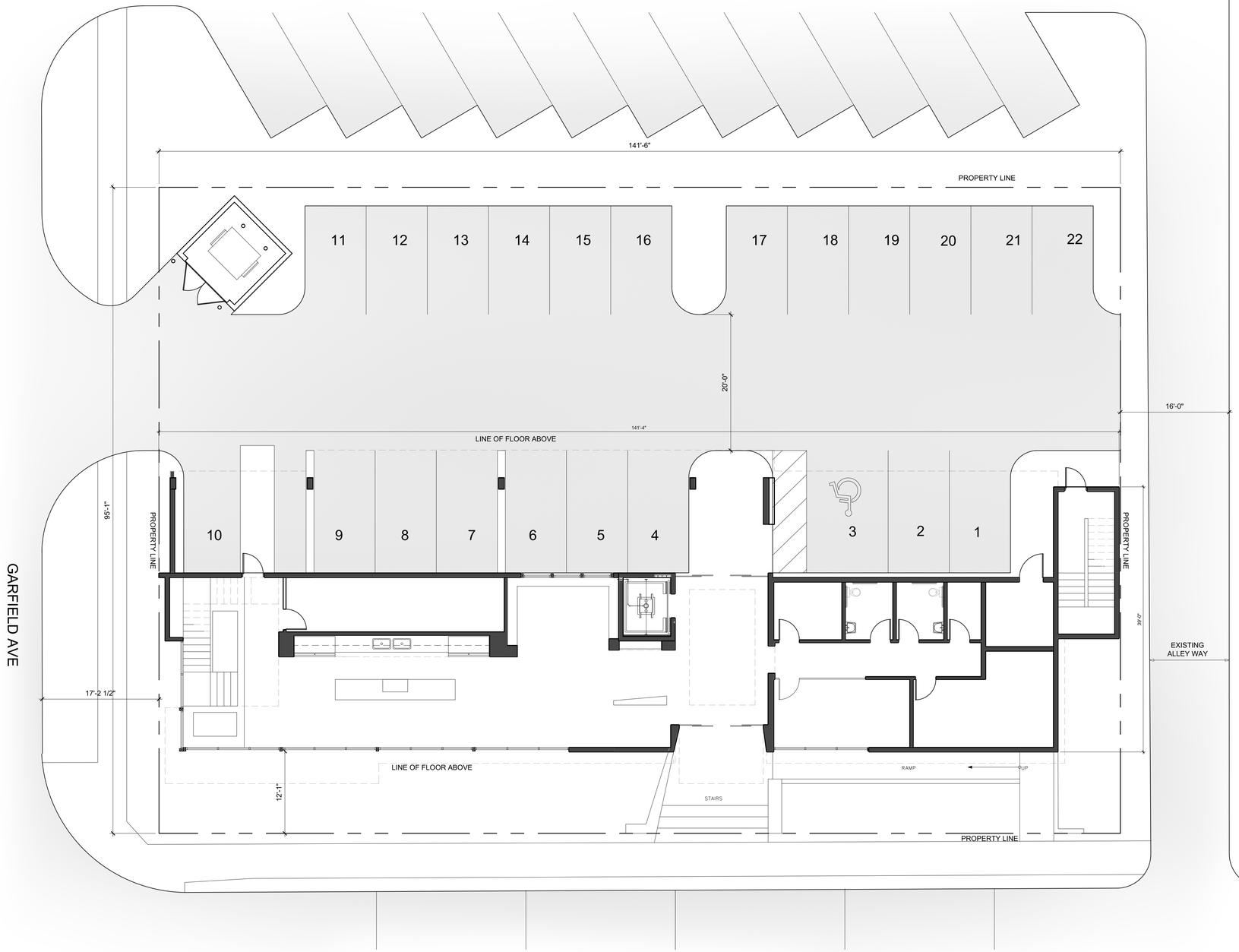
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ARCHITECTURAL SITE PLAN

SCALE: 1/8" = 1'-0"

0' 2' 4' 8' 16'

N

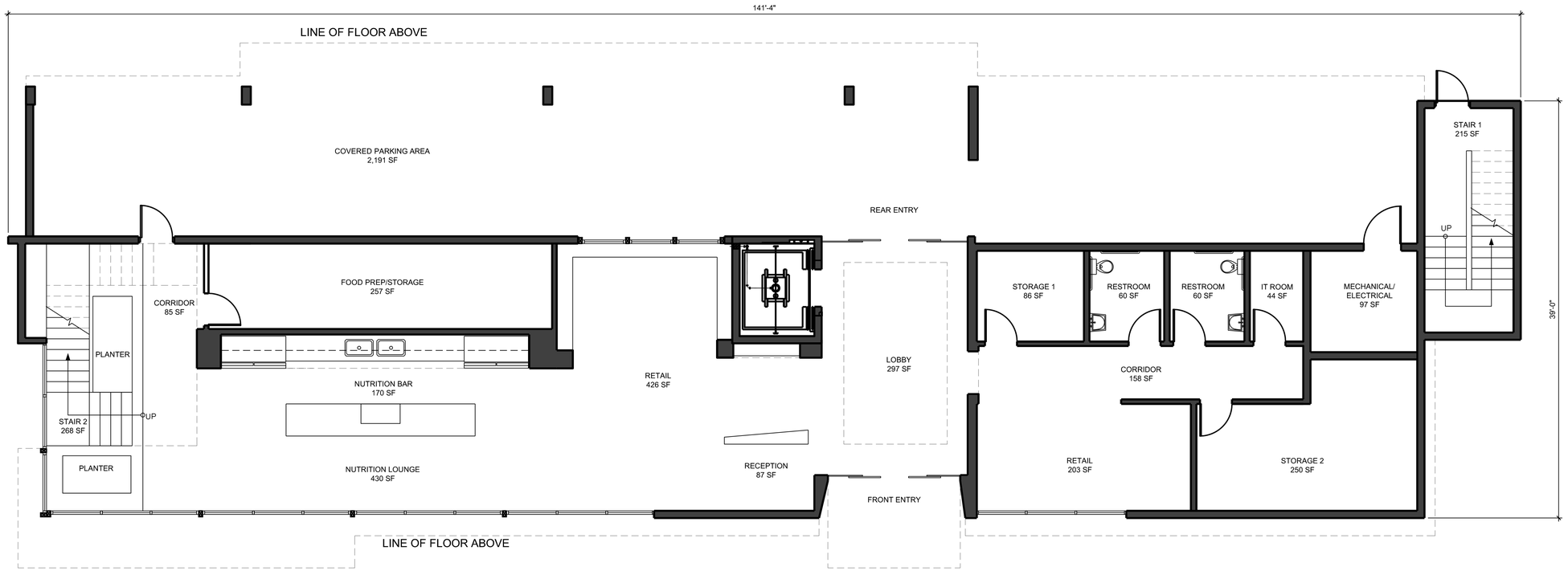
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1 GROUND FLOOR PLAN
SECONDARY TEXT (ERASE IF NOT NEEDED) 3/16"=1'-0"

N

0' 3' 6' 12'

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GROUND LEVEL

SCALE: 3/16" = 1'-0"

0' 3' 6' 12'

N

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1 SECOND FLOOR PLAN
3/16"=1'-0"

N

0' 3' 6' 12'

SECOND LEVEL

SCALE: 3/16" = 1'-0"

0' 3' 6' 12'

N

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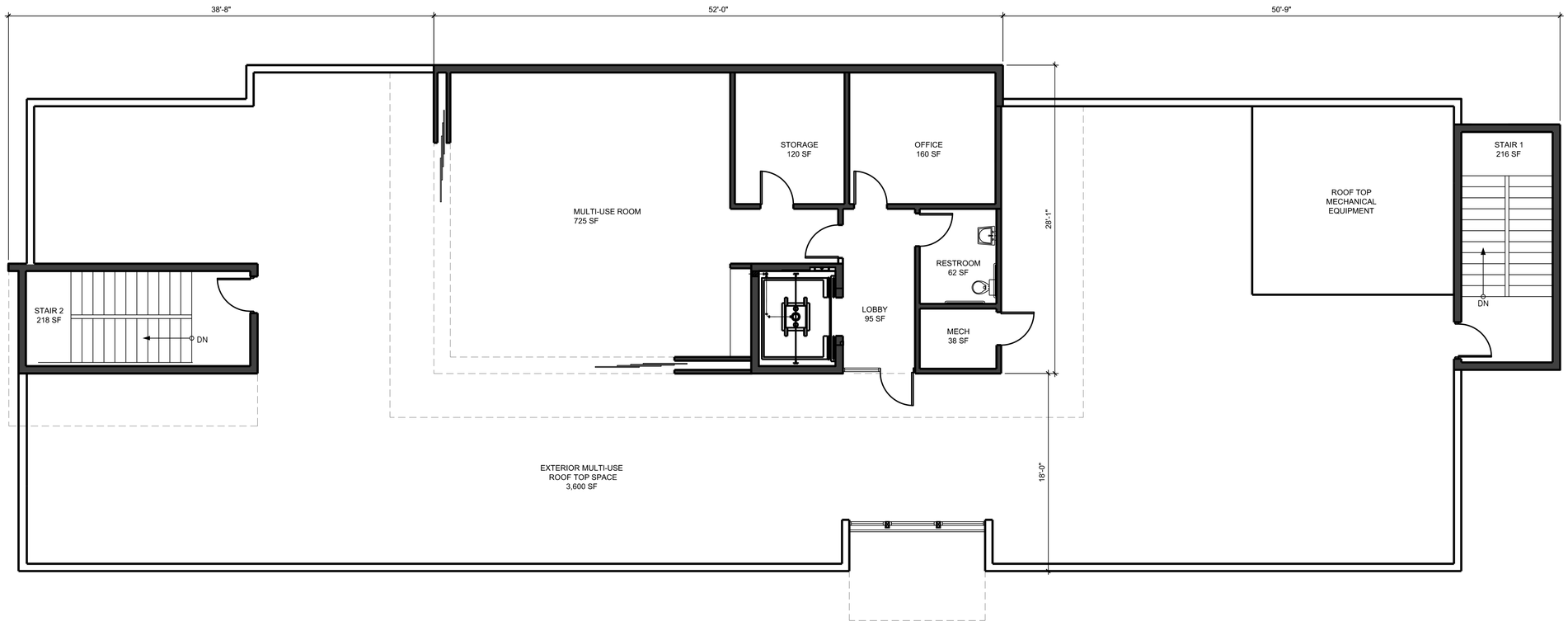
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1 ROOF LEVEL PLAN
3/16"=1'-0"

N

0' 3' 6' 12'

GOODLIVES WELLNESS STUDIO - CONDITIONAL USE PERMIT APPLICATION

ROOF LEVEL

SCALE: 3/16" = 1'-0"

0' 3' 6' 12'

N

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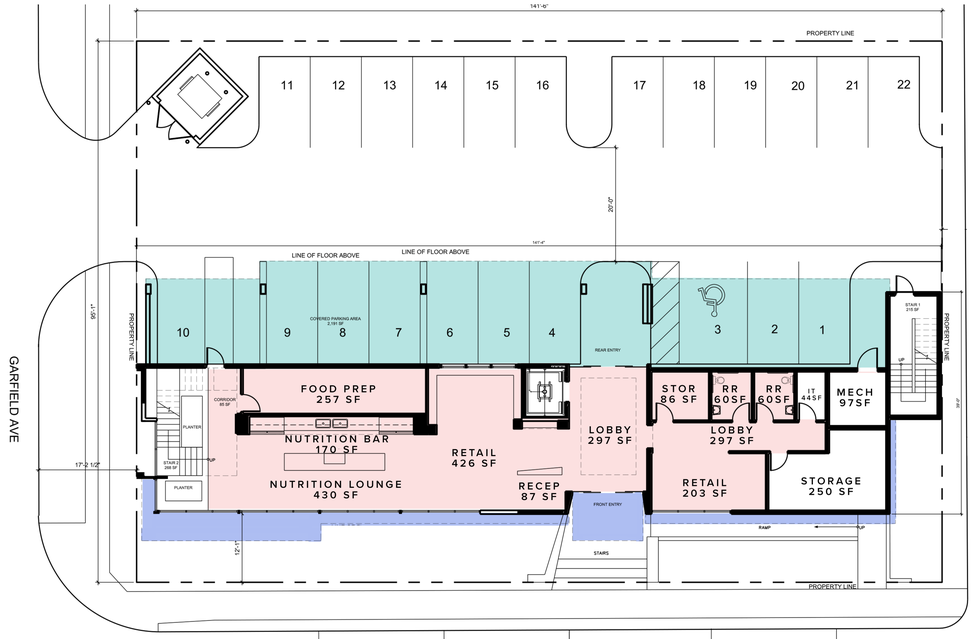
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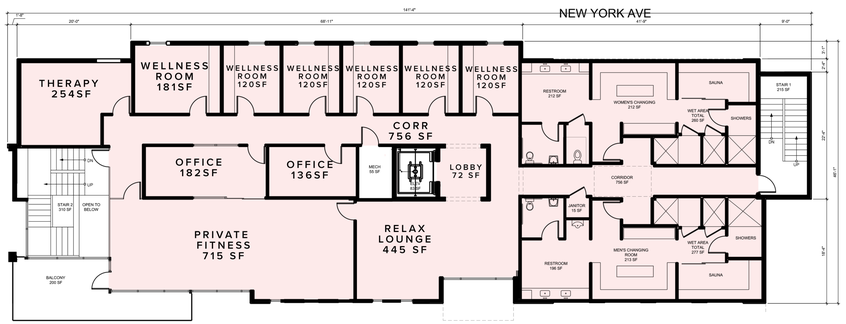
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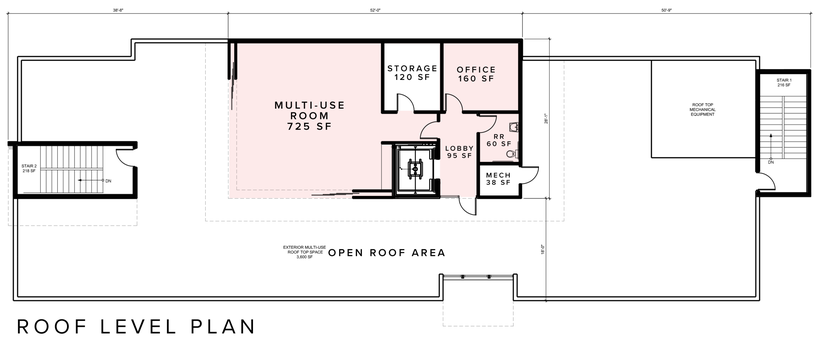
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GROUND LEVEL PLAN



SECOND LEVEL PLAN



ROOF LEVEL PLAN

AREA USED FOR PARKING REQUIREMENT

COVERED PARKING AREA 2,191 SF

COVERED AREA, FLOOR ABOVE 433 SF

PROPOSED SQUARE FOOTAGE	
FIRST LEVEL	6,168 INCLUDES COVERED AREA
SECOND LEVEL	6,016 INCLUDES BALCONY
THIRD LEVEL	1,885
TOTAL	14,069 GROSS SQUARE FOOT
	11,245 NET SQUARE FOOT

EXISTING BUILDING	NEW BLDG	GROSS SQUARE FOOT	COVERED PARKING & COVERED AREA	STAIRS, WALLS, ELEVATOR	STORAGE, MECHANICAL, BALCONY	NET SQUARE FOOT
(12)EXISTING PARKING SPACES ARE VESTED FOR CURRENT SQUARE FOOTAGE OF THE EXISTING BUILDING	FIRST	6,168	-2,624	-890	-391	2,263
	SECOND	6,016		-927	-255	4,834
	THIRD	1,885		-685	-203	997
EXISTING BUILDING TOTAL = 4,600 GSF	TOTAL	14,069	-2,624	-2,502	-849	=8,094
	THE TOTAL PROPOSED NET AREA IS LARGER THAN THE EXISTING BUILDING GROSS BY 3,494 SF. THEREFORE THE ADDITIONAL PARKING REQUIRED WILL BE 10 SPACES FOR A TOTAL OF 22 SPACES					

PARKING REQUIRED = 22 SPACES

PARKING PROPOSED = 22 SPACES

PARKING PLAN

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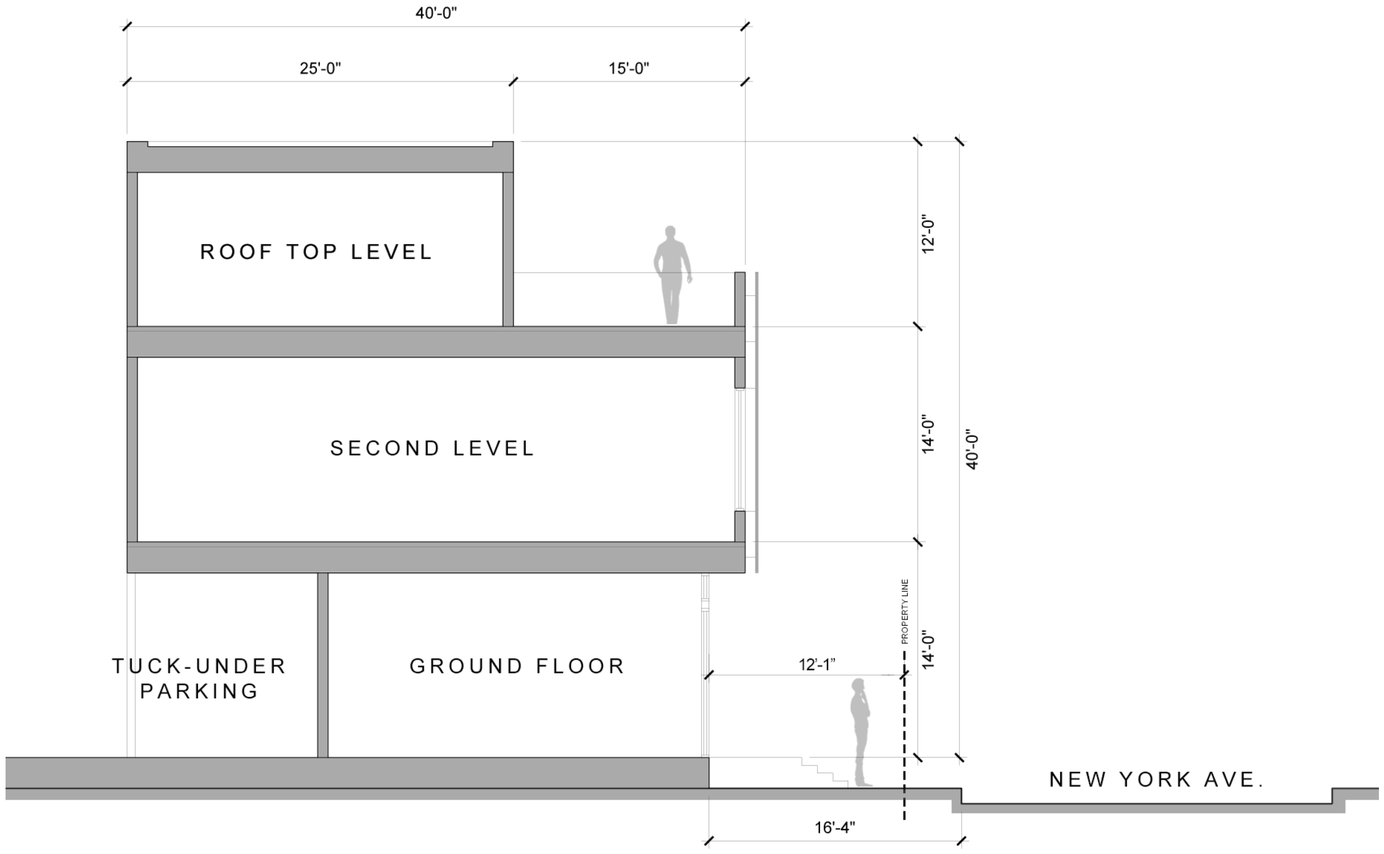
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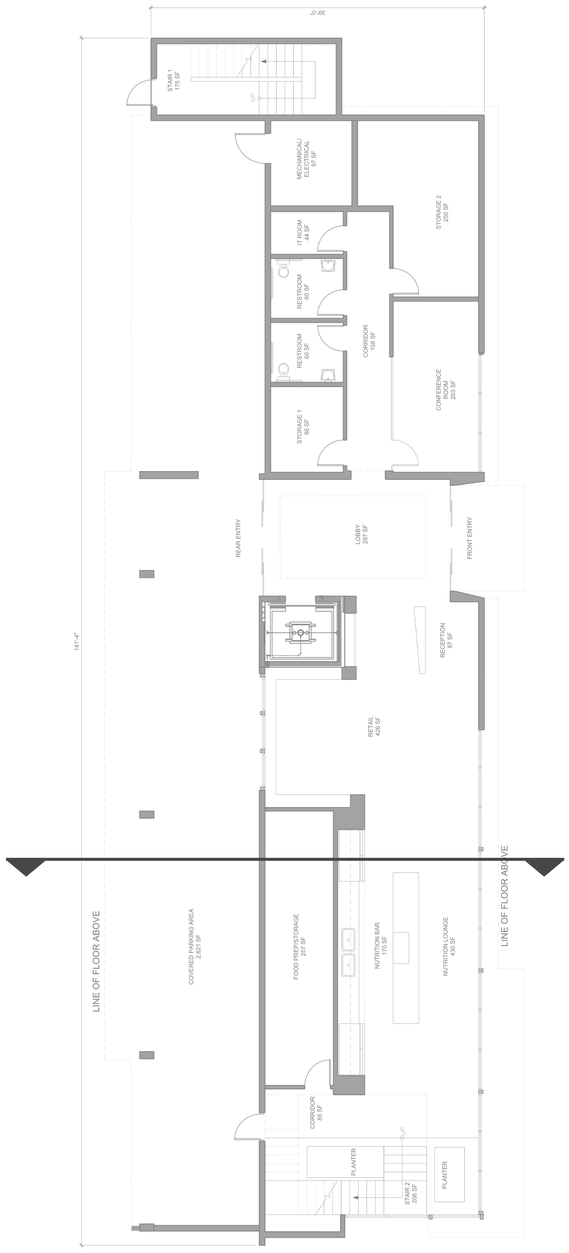
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CONCEPT SECTION

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CONCEPT EAST ELEVATION ALONG NEW YORK AVE

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CONCEPT WEST ELEVATION VIEW FROM GUEST PARKING

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CONCEPT SOUTH ELEVATION ALONG GARFIELD AVE & NORTH ELEVATION ALONG ALLEY

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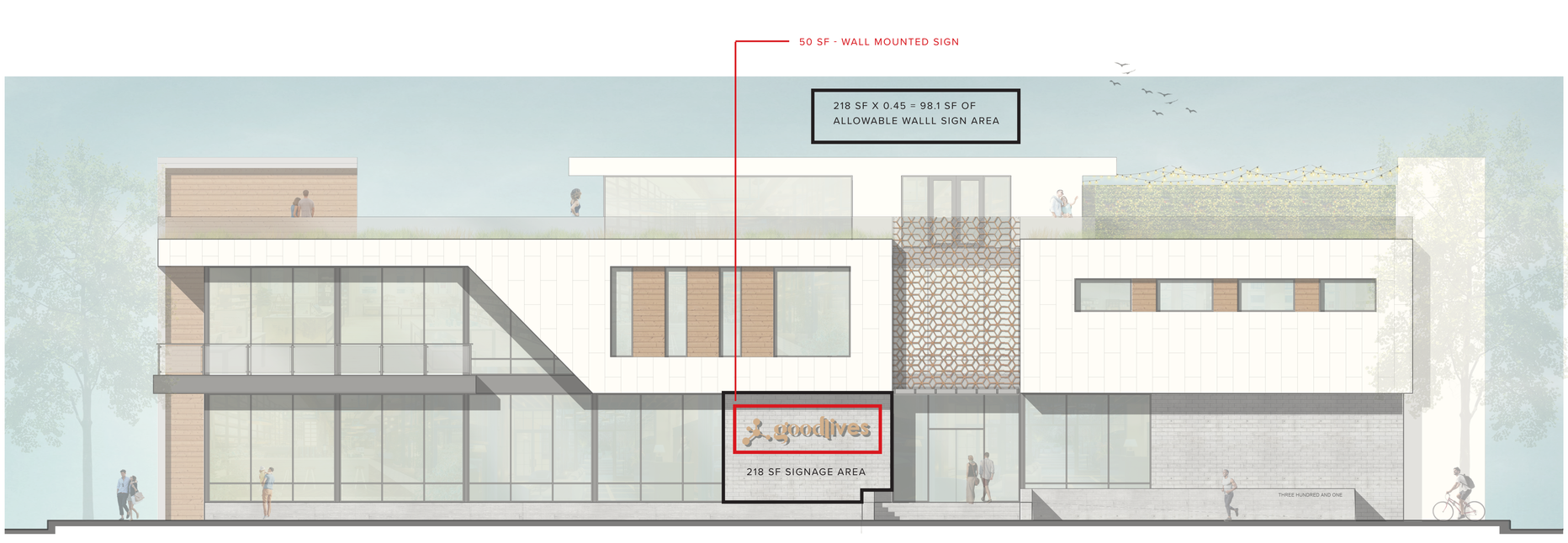
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PER CWP MUNICODE 58.124:
- C-2 DISTRICTS ARE PERMITTED A MAXIMUM OF TWO SIGNS INDICATING THE BUSINESS... WHERE ONE OCCUPANCY HAS TWO SIGNS, ONLY THE FOLLOWING COMBINATIONS OF SIGN TYPES SHALL BE PERMITTED: **ONE PROJECTING SIGN AND ONE WALL OR CANOPY SIGN**

PER CWP MUNICODE 58.126 WALL SIGNS:
- SIGNABLE AREA DETERMINATION: THE **OCCUPANCY DISPLAYING A WALL SIGN SHALL DETERMINE THE SIGNABLE AREA BY CHOOSING ONE SUCH AREA ON THE BUILDING FACADE AND BY THEN CALCULATING THE NUMBER OF SQUARE FEET WHICH ARE ENCLOSED BY AN IMAGINARY RECTANGLE OR SQUARE WHICH IS DRAWN AROUND THIS AREA.**

- AREA LIMITS: IN ALL CASES, WALL SIGN AREAS REFER TO THE AREA OF COPY RATHER THAN THE AREA OF THE BACKGROUND. ITEM 1) STATES, **WHERE AN OCCUPANCY HAS NO GROUND, ROOF OR PROJECTING SIGN ON THE SAME PREMISES, 45 PERCENT OF THE SIGNABLE AREA MAY BE USED FOR COPY.**

PER CWP MUNICODE 58.24, ITEM 6: BACK-LIT HALO SIGN LETTERING IS PERMITTED, HOWEVER, THE LIGHT COLOR MUST BE WHITE OR SUBDUED AND MUTED SUCH AS A PASTEL SHADE.

PER CWP MUNICODE 58-131. - SPECIAL SITUATIONS.
(B) MULTIPLE FRONTAGES. IF A BUILDING HAS FRONTAGE ON TWO OR MORE STREETS, EACH FRONTAGE SHALL BE SEPARATELY CONSIDERED FOR THE PURPOSES OF DETERMINING COMPLIANCE WITH THE PROVISIONS OF THESE REGULATIONS. HOWEVER, THE PERMITTED SIGN AREA FOR ONE FRONTAGE SHALL NOT BE COMBINED WITH ANOTHER FRONTAGE TO PLACE THE COMBINED SIGN AREA ON ONE FRONTAGE. NEITHER SHALL THIS SECTION BE CONSTRUED TO SUPERSEDE THE PROVISIONS LIMITING AND RESTRICTING THE USE OF TEMPORARY SIGNS FOR BUILDINGS WITH MULTIPLE FRONTAGES AFTER SEPTEMBER 1, 1983.

EAST & WEST ELEVATION SIGNAGE

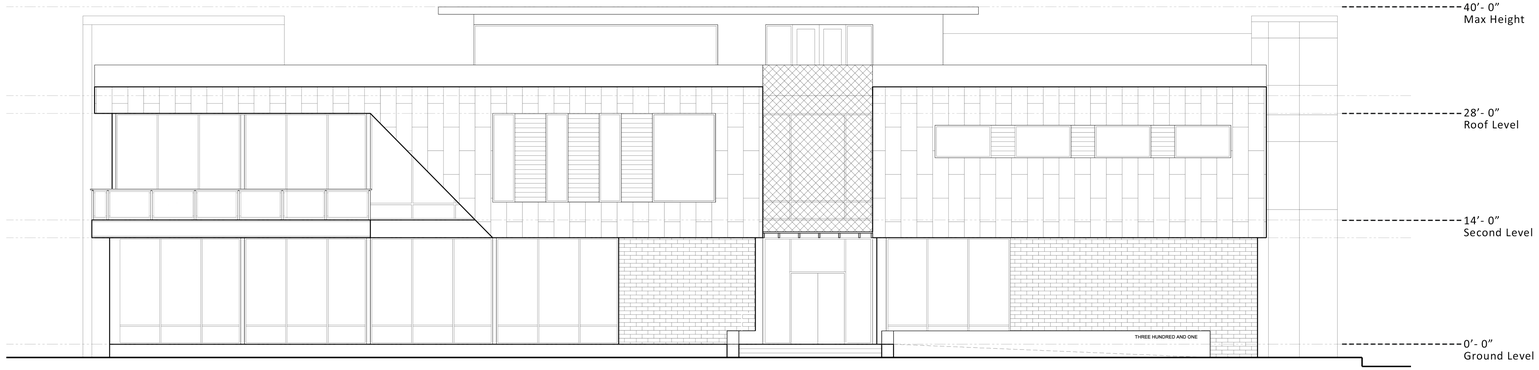
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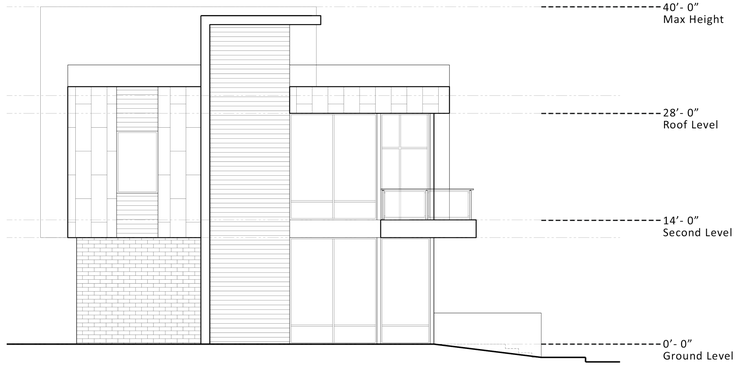
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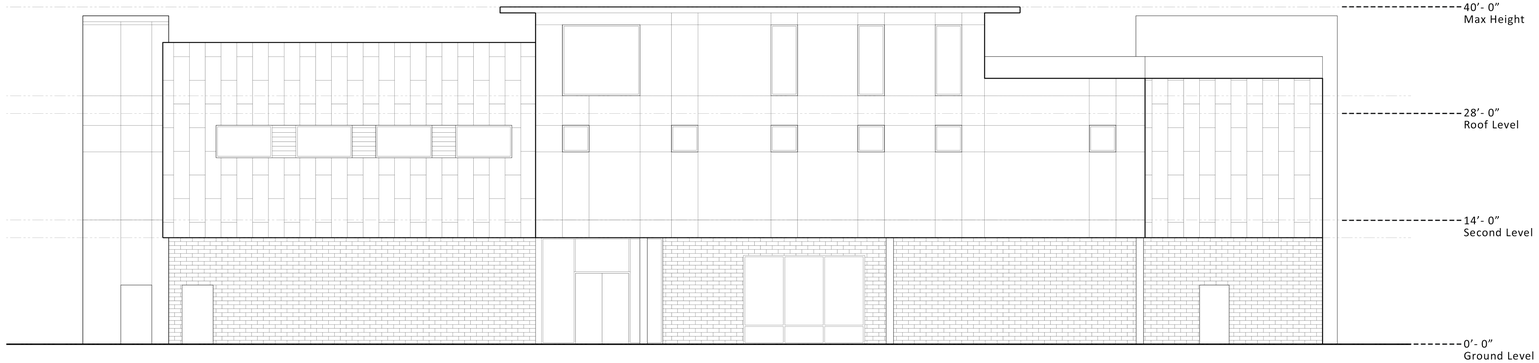
10.05.20



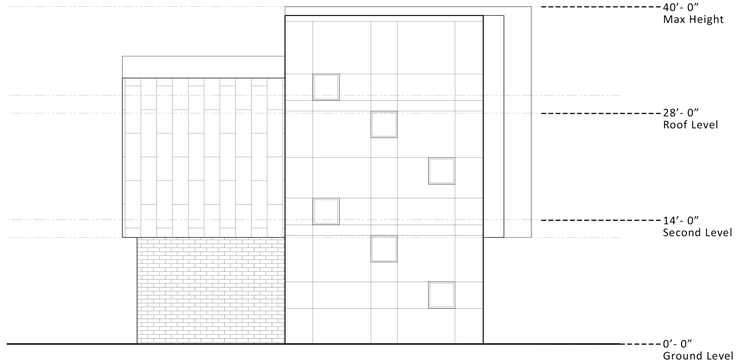
EAST ELEVATION ALONG NEW YORK AVENUE



SOUTH ELEVATION ALONG GARFIELD AVENUE



WEST ELEVATION VIEW FROM GUEST PARKING



NORTH ELEVATION ALONG ALLEY

BUILDING HEIGHTS

goodlives WELLNESS STUDIO

Goodlives LLC.
N New York Ave.
Winter Park, FL 32789

LandDesign
100 S. Orange Ave.
Suite 700
Orlando, FL 32801
P: 407.270.7800
www.landdesign.com

LandDesign.
CREATING PLACES THAT MATTER.

DISCLAIMER
Drawings are conceptual in nature based upon preliminary data provided by the Owner. This scheme has not been vetted or presented to state, local planning or transportation agencies which will have review and permitting authority over development. ACi provides no warranty to the accurateness of the presented drawings without a updated certified site survey.

ACI ARCHITECTS COPYRIGHT 2020. ALL RIGHTS RESERVED.
This drawing is the property of ACi Architects and an instrument of service to be used by the Owner for this project.

ACi Architects
955 N Pennsylvania Ave.
Winter Park, FL 32789.
P: 407.740.8405
www.acistudios.com
FL Reg. AA0002940

ACi ARCHITECTURE redefined



CONCEPT PERSPECTIVE

goodlives WELLNESS STUDIO
Goodlives LLC.
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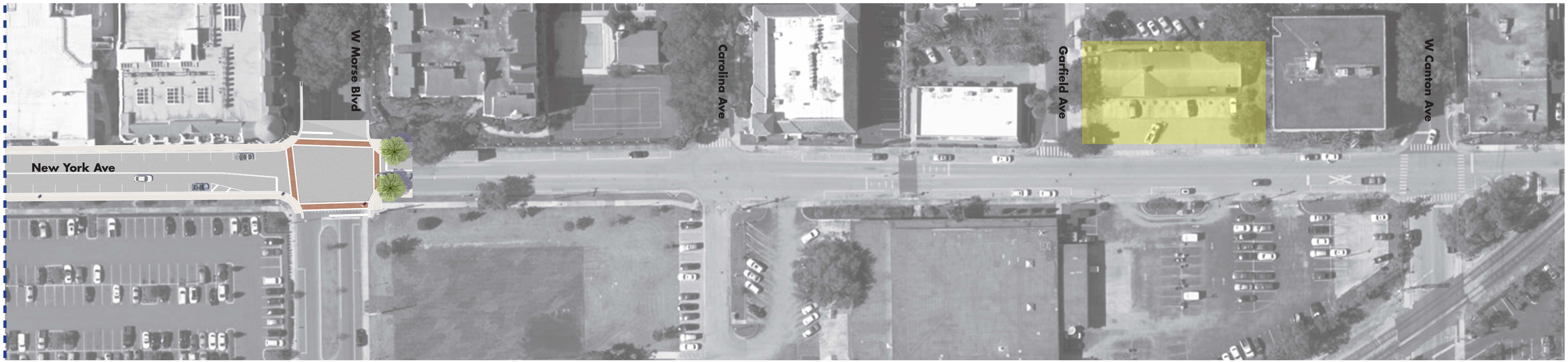
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ACi ARCHITECTURE redefined



MATCHLINE



MATCHLINE

City Commission agenda item

item type Public Hearings	meeting date January 27, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject
Request of Lazarus Development Group, LLC for:

item list
- Site plan approval, pursuant to the Commission condition tied to the Lake Killarney Shores replat to construct a new, two-story, 4,204 square foot, single-family home located at 520 Country Club Drive on Lake Killarney, zoned R-2.

motion / recommendation
Recommendation from staff and P&Z Board is for approval.

background
The City Commission does not usually approve lakefront site plan requests, however, this lot is part of the Lake Killarney shores replat that had a Commission condition that this lot (lot 9) and two other lots (lot 3 and 4) come before the Commission for final approval following a Planning & Zoning Board recommendation. Lots 3 and 4 have already been approved by the Commission, so this is the last remaining lot to be approved.

This request was heard at the November 2, 2020 Planning & Zoning Board meeting, but was denied to the concerns raised by the adjacent neighbor at 518 Country Club Drive (south of this lot). Following that meeting, the applicant and prospective property owners met with the adjacent neighbor at 518 Country Club Drive and submitted new plans based on their meeting to the Planning & Zoning Board for approval at their January 5, 2021 meeting. At that meeting the Planning & Zoning Board recommended approval of the updated plans. Conditions of approval based on their meeting with the neighbor were also recommended.

Summary of Request

Lazarus Development Group (representing the property owners) is requesting site plan approval to construct a new, two-story, 4,204 square-foot, single-family home at 520 Country Club Drive, which is located on Lake Killarney, and is zoned R-2. This property

measures 8,995 square feet, and is also known as Lot 9 of the Lake Killarney Shores replat that was approved by the Commission on April 9, 2018. Below is a table summarizing this request in comparison to the R-2 zoning/lakefront lot requirements.

Table 1:

	R-2/Lakefront Lot Requirements	**Proposed**
Floor Area Ratio	Max 55%	3,722 square feet/41%
Impervious Lot Coverage	Max 65%	4,947 square feet/55%
Lakefront Setback	64.3 feet	85 feet

***Total size is 4,204 square feet but the FAR excludes entry/balcony and outdoor living areas.**

Lakefront Lot Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible, and the appearance of the property and the shore when viewed from the water will be kept as natural as reasonably possible. As there are currently no trees located on this lot, the applicant is not proposing to remove any trees as part of this request. This criterion was not a concern at the November 2, 2020 meeting.

View from the Lake

The code limits walls and swimming pool decks facing the lake in excess of three feet in height. This lakefront review criterion was a concern of the neighbor at the November 2, 2020 meeting. Since then, the applicant has lowered the pool deck an additional 11 inches so that the deck is now approximately 0.7 inches above the existing grade, well below the three-foot height maximum.

Due to lowering their pool deck an additional 11 inches, this put their outdoor patio and pool deck on two different levels and made their outdoor patio narrower. In this current application, the applicants are requesting a five (5) foot front setback variance to add width onto their outdoor patio. This five (5) foot front setback variance is agreed to by the affected neighbor (518 Country Club Drive) in the attached letter. Staff does not see a

concern with this front setback variance as requested, as it ultimately moves the home further away from the lakefront on the side of the lot closest to 518 Country Club Drive due to the curvature of the lake, and the size of the home (FAR) remains the same.

View of Neighbors

The purpose and intent of the lakefront lots section of the code is to ensure that the views of the lake from adjoining properties will not be unduly impaired by new houses, additions, second story additions, etc. In order to achieve this, the code states that the lakefront setback shall be the average established by the adjacent lakefront properties within 200 feet of the subject property, or a 50-foot setback, whichever is greater. However, the P&Z Board does have the authority to approve setbacks less than the average determined, or impose more restrictive setbacks.

During the replat of this Lake Killarney Shores subdivision, there was significant discussion about the lakefront views of the adjoining neighbors to this subdivision at both the P&Z Board and City Commission meetings. At the Commission meeting, it was decided that the lakefront average setback will be established by the setback of the existing homes along the lake within 200 feet of each request (even though they have subsequently been demolished).

Staff has determined that the average lakefront setback for this lot (known as Lot 9 of the attached plat) is approximately 64.3 feet from the lake (see attached analysis). The applicant/builder is proposing an 85-foot setback at the closest point from the lake to the home, which is significantly more than the average setback determined by staff. Additionally, a 50-foot setback to the pool deck is requested.

The applicant has provided a letter signed by the developer/owner of the Lake Killarney replat properties nearest to this lot and also signed by the nearest affected (non-developer owned property) neighbor to this lot (owner of 518 Country Club Drive), that states an agreed-upon building setback of 85 feet from the lake, and a 50-foot pool/deck setback.

Another concern at the November 2, 2020 meeting was that the owner of these replatted properties had previously brought in fill dirt to this lot, and caused it to be noticeably higher than the neighboring property at 518 Country Club Drive. Attached is a signed affidavit stating that no fill dirt has been brought to this property.

Stormwater Retention

The code requires retention of stormwater so that stormwater flowing over a waterfront lawn area does not carry any fertilizers, herbicides, or other chemicals that into the canal or chain of lakes that may affect the water quality of our community's most precious assets. The amount of impervious surface on the lot determines the depth/size of the

retention needed. The applicant is proposing a storm water swale near the lakefront that is sized to meet code requirements.

Due to the concern of the neighboring property at 518 Country Club Drive regarding runoff from this property affecting their lot, the applicant has agreed to install roof drains and underground pipes to carry the stormwater runoff from their roof down to the stormwater swale near the lakefront.

alternatives / other considerations

fiscal impact

ATTACHMENTS:
2_backup for 520 Country Club Drive.pdf

LOCATION MAP

520 Country Club Drive

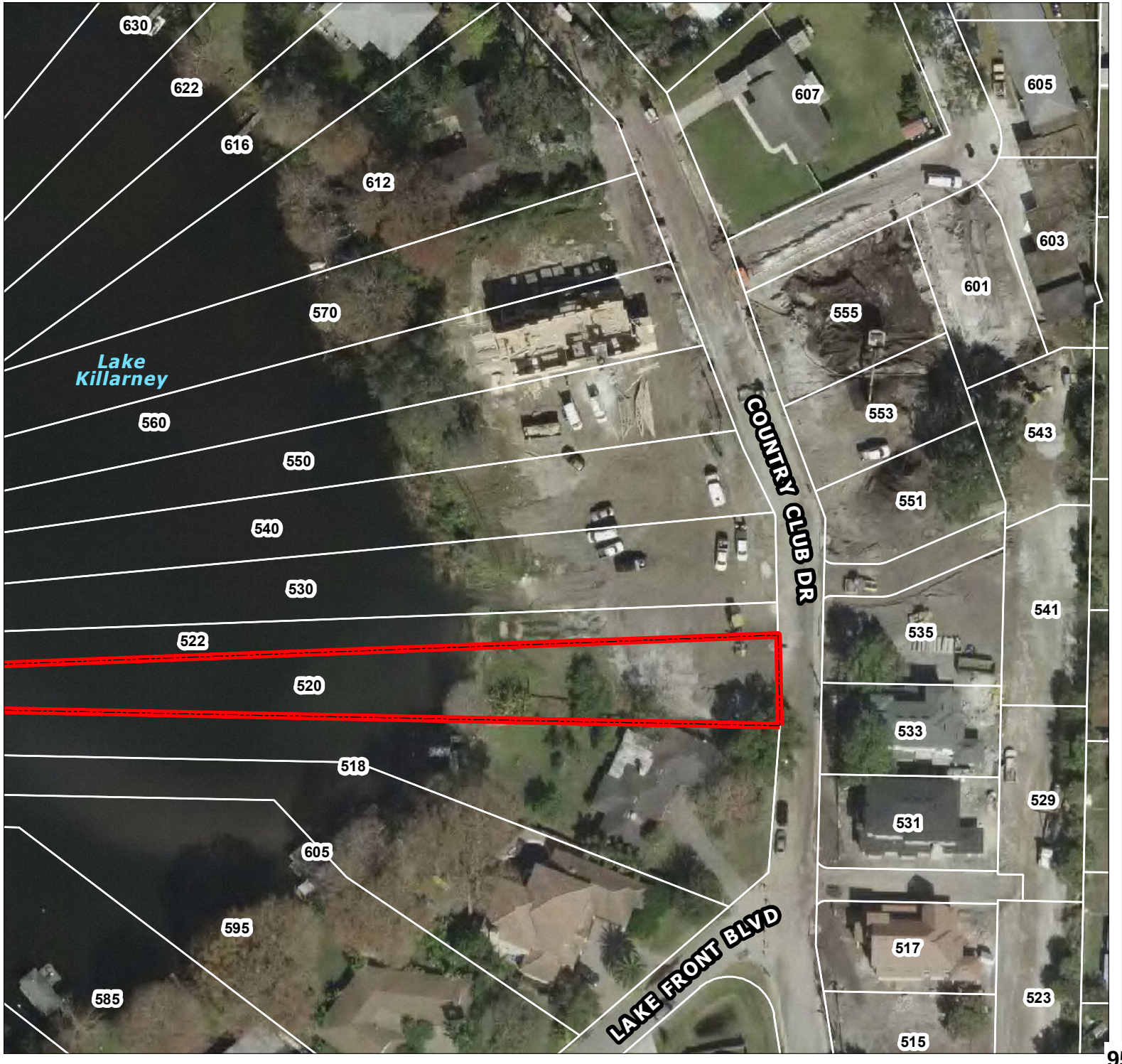
City of Winter Park
Florida



LOCATION MAP

520 Country Club Drive

City of Winter Park
Florida



RE: 520 Country Club Drive, Winter Park, FL 32789 November 17th, 2020

To the City of Winter Park Planning & Zoning Commission,

My name is Jennifer, I would like to introduce you to myself and my husband Alex. We have each lived in Central Florida for the past 15 years and love calling the community our home. Alex works in finance for Charles Schwab and I am in management for a technology company, Finastra, which is headquartered in Lake Mary. We were married in 2018.

We have always loved spending time in Winter Park and dreamt of the day that we would be able to call this beautiful city our home. We are both lovers of the arts, nature, and good food – which led us to fall further in love with and wanting to become part of your community. We are passionate about volunteering and have even started our own family foundation so we can one day give to enhance the community for future generations to come.

Alex and I are both planners. We have rigorously saved our entire lives to one day be able to afford building our dream home. We were over the moon when we discovered Lake Killarney Shores. We were even more excited to discover there was one last lakefront lot – a beautiful piece of land overlooking the cypress trees and serenity of Lake Killarney. We immediately listed our home in College Park and sold it within a few days, preparing for the big adventure.

Alex and I believe in conservation, respecting rules, and respecting community. We understand and appreciate that Winter Park takes extra consideration in ensuring new development does not encroach upon existing neighbors or nature (such as specified setbacks, building guidelines etc.). We also understand that our specific lot went under even further consideration to extend setbacks as a courtesy to the neighboring homeowner – approved at their request.

After months of planning, following the pre-established rules, and pouring our soul into the project we were saddened to hear our home was not approved at the Planning & Zoning meeting on November 2nd. We learned that the neighboring homeowner who owns the rental property next to our lot came forward with new considerations over and above what they originally asked for, understood, and agreed to. We want to have good relationships with all of our neighbors and have tried extremely hard to properly follow all rules so the neighborhood is enjoyed by all.

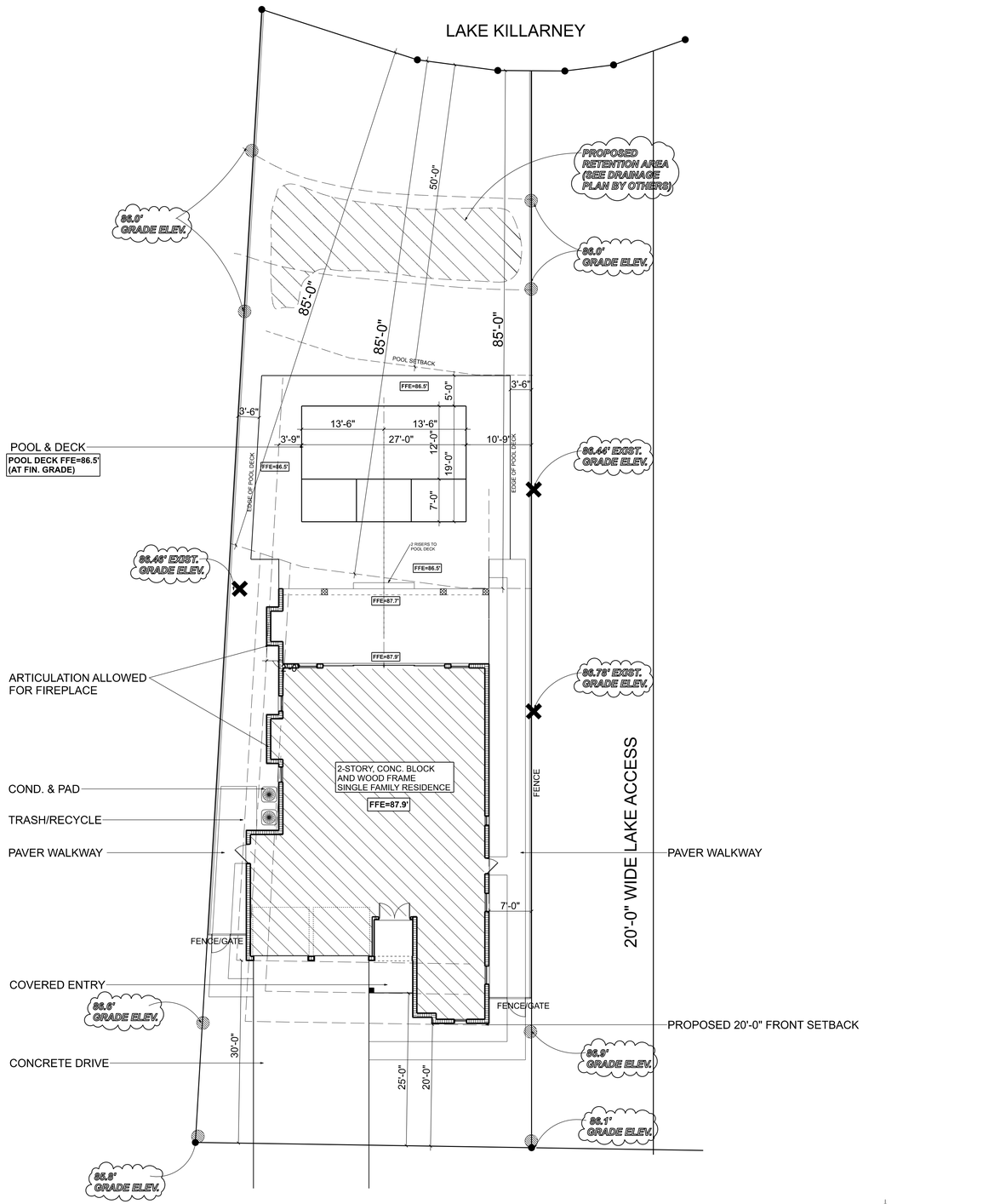
Our ask is that this committee and board recognize we have tried our best to follow the rules and be respectful Winter Park residents. We also ask you to recognize how challenging this is for us as we are chasing a *now* moving target that had already been agreed upon. We do not know how long the delays can go on for or where to go from here. We fear we, nor anyone else, may ever be able to make our neighbor 100% happy. Since the unexpected delay in approvals, we will begin facing a $600 weekly charge to delay our closing with our lender which is scheduled for December 22nd.

After following the rules and even agreeing to additional requests after the November 2nd meeting to keep our neighbor happy, we would like permission to move forward and build our dream home that fits within Winter Park guidelines.

Thank you for your consideration,

Jennifer & Alex Benedetti
Hopeful future 520 Country Club Drive, Winter Park, FL 32789 *residents*





PRELIMINARY SITE PLAN-VARIANCE APP

SCALE: 1" = 10'-0"

LOT 9 AREA TABULATIONS	
LOT AREA	8995 SF
FAR ALLOWED (55%)	4947 SF
FIRST FLOOR A/C	1424 SF
SECOND FLOOR A/C	1826 SF
TOTAL A/C	3250 SF
GARAGE/STORAGE	472 SF
TOTAL FAR	3722 SF
ENTRY	72 SF
COVERED LANAI	320 SF
COVERED BALCONY	90 SF
TOTAL UNDER ROOF	4204 SF

LOT AREA	8995 SF
SETBACKS	
FRONT-1ST FLOOR	25'
FRONT-2ND FLOOR	30'
FRONT-GARAGE	35'
REAR	70'
SIDE HOUSE	7'
SIDE-2ND FLOOR	10'
SIDE-GARAGE	5'
ALLOWED IMPERVIOUS (65%)	5846 SF
PROPOSED IMPERVIOUS (BELOW)	
HOUSE COVERAGE	2288 SF
DRIVE/WALK	1042 SF
POOL/DECK	1360 SF
A/C PADS	18 SF
TOTAL LOT COVERAGE	4808 SF

CHRIS GOODEN
DESIGNER
1009 SUMMER LAKES DRIVE; ORLANDO, FL 32835
PH: 407-701-6029 GOODENDESIGN@HOTMAIL.COM

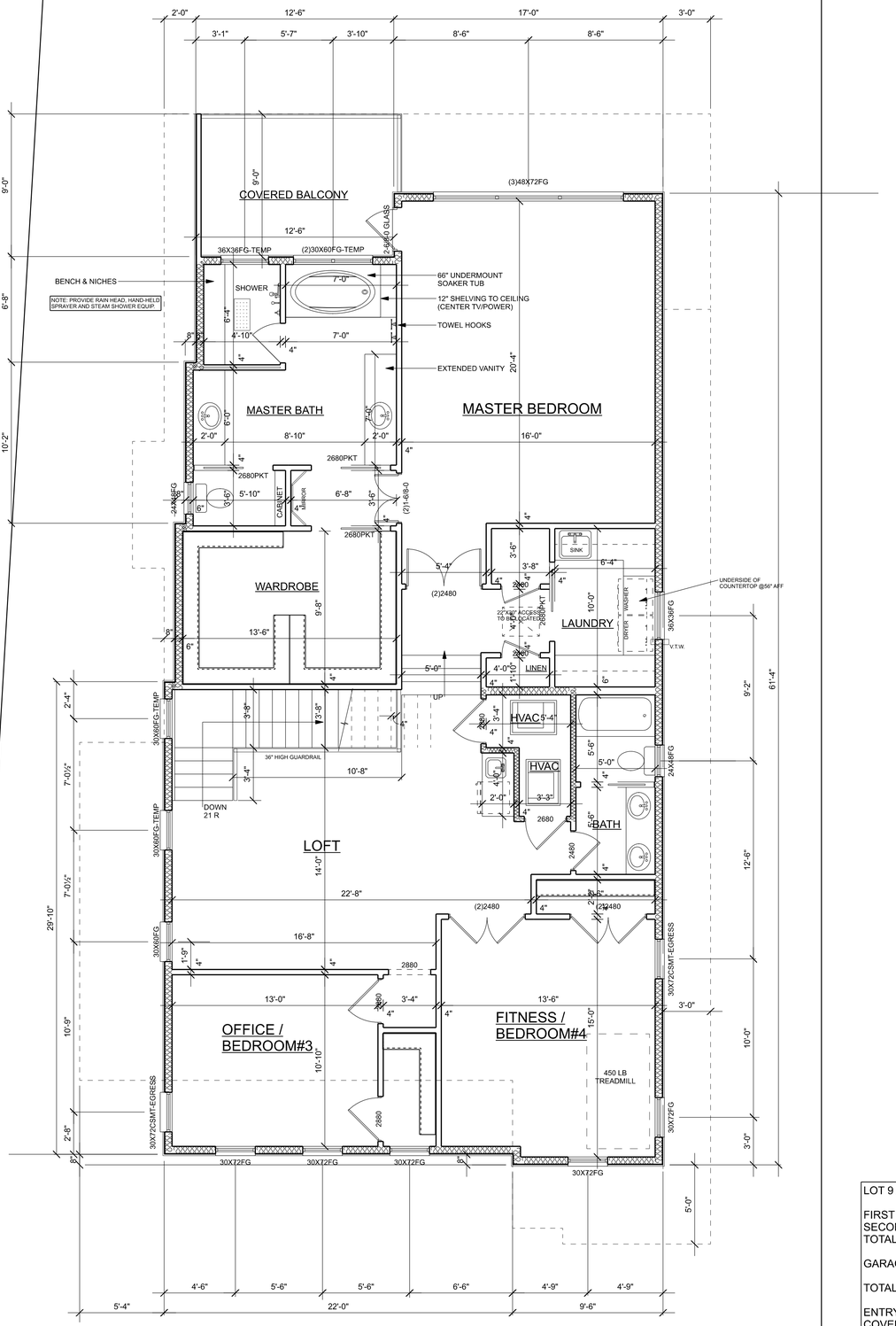
WINTER PARK DEVELOPMENT

SINGLE FAMILY RESIDENCE
LOT 9 LAKE KILLARNEY
WINTER PARK, FLORIDA

DRAWN: CMG
DATE: 12/07/20
REV: 12/10/20

A0

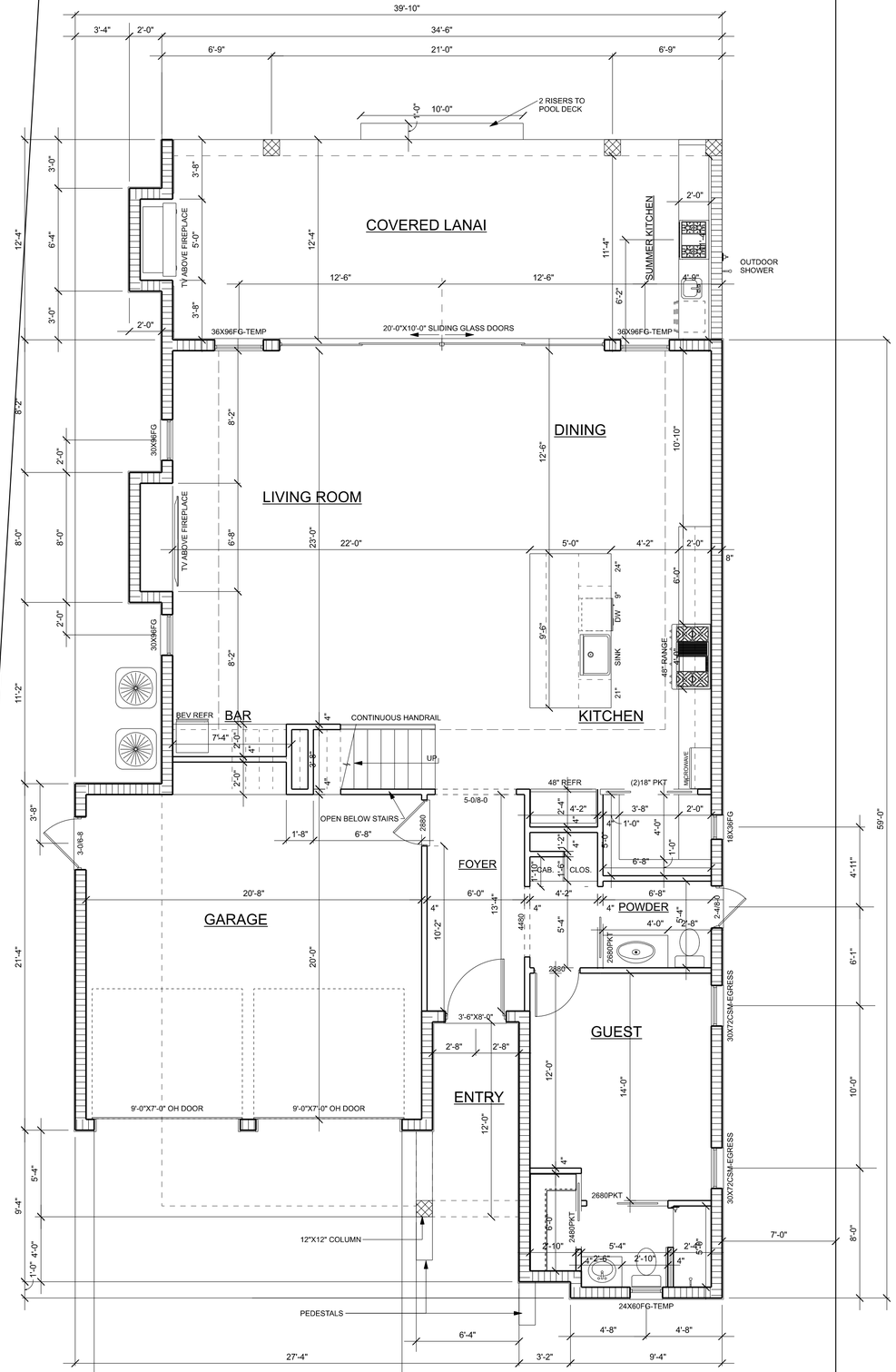
97



SECOND FLOOR PLAN-VARIANCE APP

SCALE: 1/4" = 1'-0"

LOT 9 AREA TABULATIONS	
FIRST FLOOR A/C	1459 SF
SECOND FLOOR A/C	1841 SF
TOTAL A/C	3300 SF
GARAGE/STORAGE	422 SF
TOTAL FAR	3722 SF
ENTRY	72 SF
COVERED LANAI	320 SF
COVERED BALCONY	90 SF
TOTAL UNDER ROOF	4204 SF



FIRST FLOOR PLAN-VARIANCE APP

SCALE: 1/4" = 1'-0"

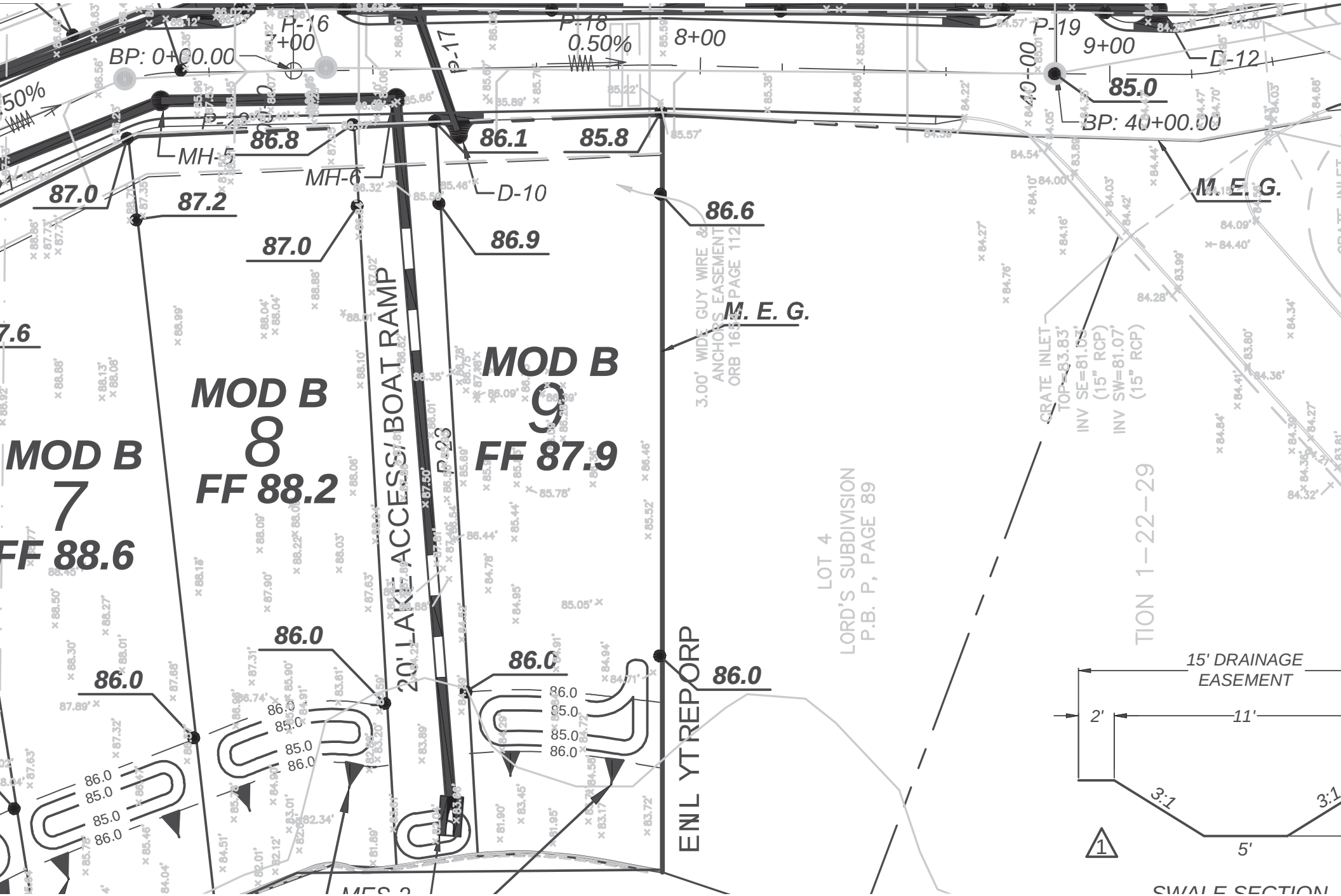
CHRIS GOODEN
DESIGNER
1009 SUMMER LAKES DRIVE, ORLANDO, FL. 32835
PH: 407-701-6629 CGOODENDESIGN@HOTMAIL.COM

WINTER PARK DEVELOPMENT

SINGLE FAMILY RESIDENCE
LOT 9 LAKE KILLARNEY
WINTER PARK, FLORIDA

DRAWN: CMG
DATE: 10/12/20
REV: 12/3/20

A1


P-16
7+00
BP: 0+00.00
P-17
P-18
0.50%
8+00
P-19
9+00
D-12
85.0
BP: 40+00.00
40+00
M. E. G.
MH-5
MH-6
D-10
86.8
86.1
85.8
87.0
87.2
87.0
86.9
86.6
M. E. G.
3.00' WIDE GUY WIRE & ANCHORS EASEMENT ORB 165 PAGE 112
CRATE INLET TOP=83.83' INV SE=81.03' (15" RCP) INV SW=81.07' (15" RCP)
MOD B
8
FF 88.2
MOD B
9
FF 87.9
MOD B
7
FF 88.6
20' LAKE ACCESS/BOAT RAMP
P-23
LOT 4
LORD'S SUBDIVISION
P.B. P, PAGE 89
TION 1–22–29
ENL YT REP ORP
86.0
15' DRAINAGE EASEMENT
2'
11'
3:1
3:1
5'
1
SWALE SECTION



LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"

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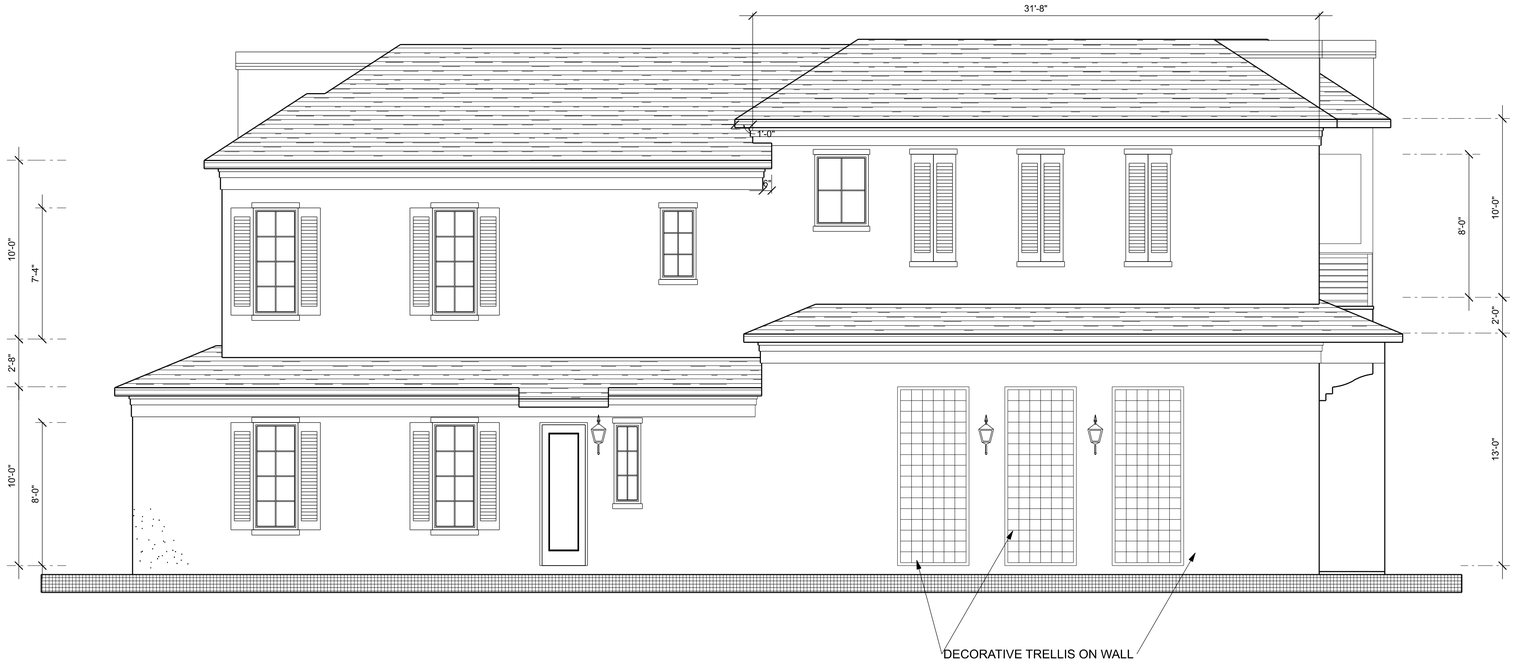
WINTER PARK DEVELOPMENT

SINGLE FAMILY RESIDENCE
LOT 9 LAKE KILLARNEY
WINTER PARK, FLORIDA

DRAWN: CMG
DATE: 9/16/20

A2

100



RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"

CHRIS GOODEN
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1009 SUMMER LAKES DRIVE, ORLANDO, FL 32835
PH: 407-701-8029 GOODENDESIGN@HOTMAIL.COM

WINTER PARK DEVELOPMENT

SINGLE FAMILY RESIDENCE
LOT 9 LAKE KILLARNEY
WINTER PARK, FLORIDA

DRAWN: CMG
DATE: 9/16/20

A3

101

AFFIDAVIT

STATE OF FLORIDA
COUNTY OF ORANGE

BEFORE ME, the undersigned authority, duly authorized to administer oaths and take acknowledgments, personally appeared **ANIL DESHPANDE,** who first being duly sworn, deposes and says:

1. That Affiant is over the age of eighteen (18) years and has personal knowledge of the facts herein contained.

2. Affiant is the developer of the property located at 520 County Club Drive, Winter Park, FL 32789, which is identified as Lot 9 within the Lake Killarney Shores Plat, Plat Book 95, Page 38, Orange County, FL (the "Property").

3. Affiant states that it is his knowledge and understanding that there was no dirt or fill brought onto the Property prior to or during the recent construction of the residential home on the Property.

4. That Affiant is familiar with the nature of an oath and with the penalties provided by the laws of the State of Florida for falsely swearing to a document.

FURTHER AFFIANT SAYETH NOT.

ANIL DESHPANDE
5401 S Kirkman Road, #640
Orlando, FL 32819

The foregoing instrument was sworn to and subscribed before me, by means of physical presence, this 9th day of DECEMBER, 2020, by Anil Deshpande, who ✓ is personally known to me ~~or who __ has produced _____ as identification~~.

NOTARY PUBLIC
MY COMMISSION EXPIRES:
NOTARY SEAL

NOTARY PUBLIC STATE OF FLORIDA

BRENDA FURBUSH
Commission # GG 986751
Expires September 3, 2024
Bonded Thru Budget Notary Services

LAKE KILLARNEY SHORES

BEING A REPLAT OF PORTIONS OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

LEGAL DESCRIPTION:

PARCELS OF LAND BEING A PORTION OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, LYING WITHIN SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

(1ST DESCRIBED)

BEGIN AT A IRON PIPE (NO ID) MARKING THE NORTHEAST CORNER OF THAT PARTICULAR PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 6449, PAGE 2972, (FOR A POINT OF REFERENCE, SAID POINT IS THE FOLLOWING THREE (3) COURSES FROM THE NORTHEAST CORNER OF SAID LOT 1, LORD'S SUBDIVISION: (1) SOUTH 88°48'25"WEST, A DISTANCE OF 192.85 FEET (2) SOUTH 00°08'22"EAST, A DISTANCE OF 270.14 FEET, AND (3) NORTH 88°48'25"EAST, A DISTANCE OF 165.00 FEET). THENCE, FROM SAID **POINT OF BEGINNING**, RUN SOUTH 00°51'00"EAST, ALONG THE WESTERLY LINE OF THOSE PARTICULAR PROPERTIES AS DESCRIBED IN OFFICIAL RECORDS BOOK 4184, PAGE 1708 AND BOOK 10684, PAGE 7897, FOR A DISTANCE OF 115.36 FEET; THENCE RUN SOUTH 00°00'00"EAST, ALONG THE WESTERLY LINE OF THOSE PARTICULAR PROPERTIES AS DESCRIBED IN OFFICIAL RECORDS BOOKS 10684, PAGE 7897; BOOK 7711, PAGE 4825; AND BOOK 9605, PAGE 2646, FOR A DISTANCE OF 199.59 FEET; THENCE CONTINUE SOUTH 20°28'36"EAST, ALONG SAID WESTERLY LINE, FOR A DISTANCE OF 12.83 FEET; THENCE CONTINUE SOUTH 69°08'54"WEST, FOR A DISTANCE OF 4.80 FEET; THENCE RUN SOUTH 00°00'00"EAST ALONG THE WESTERLY LINE OF THOSE PARTICULAR PROPERTIES AS DESCRIBED IN OFFICIAL RECORDS BOOKS 9605, PAGE 2646; BOOK 10658, PAGE 3768; BOOK 10450, PAGE 32; BOOK 9838, PAGE 8700; AND BOOK 9247, PAGE 4865, FOR A DISTANCE OF 506.96 FEET TO A POINT ON THE NORTH LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 4425, PAGE 366; THENCE RUN NORTH 89°32'17"WEST, ALONG SAID NORTH PROPERTY LINE, FOR A DISTANCE OF 27.80 FEET TO THE NORTHWEST CORNER OF SAID PROPERTY; THENCE SOUTH 00°01'28"WEST, ALONG THE WESTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 119.05 FEET TO A POINT ON THE NORTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORD BOOK 9126, PAGE 2378 (KNOWN AS COUNTRY CLUB DRIVE); THENCE RUN ALONG THE NORTHERLY AND EASTERLY LINES OF SAID PROPERTY (COUNTRY CLUB DRIVE) THE FOLLOWING EIGHT (8) COURSES: (1) NORTH 82°56'13"WEST, FOR A DISTANCE OF 43.61 FEET; (2) NORTH 67°02'46"WEST, FOR A DISTANCE OF 32.85 FEET; (3) NORTH 44°29'39"WEST, FOR A DISTANCE OF 29.31 FEET; (4) NORTH 19°26'25"WEST, FOR A DISTANCE OF 36.63 FEET; (5) NORTH 10°13'52"WEST, FOR A DISTANCE OF 160.05 FEET; (6) NORTH 00°07'50" EAST, FOR A DISTANCE OF 260.46 FEET; (7) NORTH 21°40'44"WEST, FOR A DISTANCE OF 80.00 FEET; (8) NORTH 19°29'40"WEST, FOR A DISTANCE OF 100.16 FEET TO THE MOST SOUTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9750, PAGE 4747; THENCE DEPARTING SAID EASTERLY PROPERTY LINE (COUNTRY CLUB DRIVE), RUN NORTH 63°30'30"EAST, ALONG THE SOUTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9750, PAGE 4747, FOR A DISTANCE OF 150.00 FEET TO THE SOUTHEAST CORNER OF SAID PROPERTY; THENCE NORTH 24°01'54"WEST, ALONG THE EASTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 138.85 FEET TO THE MOST NORTHERLY CORNER OF SAID PROPERTY; THENCE NORTH 55°10'58"WEST, FOR A DISTANCE OF 23.45 FEET TO A POINT ON THE EAST LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2925, PAGE 1746; THENCE RUN NORTH 00°08'22"WEST, ALONG THE EAST PROPERTY LINE OF THOSE PARTICULAR PROPERTIES AS DESCRIBED IN OFFICIAL RECORDS BOOK 2925, PAGE 1746 AND OFFICIAL RECORDS BOOK 10658, PAGE 4875, FOR A DISTANCE OF 83.56 FEET TO THE SOUTHWEST CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9126, PAGE 2378 (KNOWN AS ELLEN DRIVE), SAID POINT DESIGNATED HEREIN AS REFERENCE POINT 'A'; THENCE RUN NORTH 88°48'25"EAST, ALONG THE SOUTH LINE OF SAID PROPERTY (ELLEN DRIVE) AND THE SOUTH LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORD BOOK 10056, PAGE 9292, FOR A DISTANCE OF 165.00 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 145,116 SQUARE FEET OR 3.331 ACRES, MORE OR LESS.

ALONG WITH (2ND DESCRIBED):

COMMENCING AT THE AFOREMENTIONED REFERENCE POINT 'A', BEING THE SOUTHWEST CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9126, PAGE 2378 (KNOWN AS ELLEN DRIVE); THENCE RUN SOUTH 63°27'11"WEST, FOR A DISTANCE OF 75.47 FEET TO THE MOST NORTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10948, PAGE 2596, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, FOR A **POINT OF BEGINNING**, THENCE RUN SOUTH 48°02'57"WEST, ALONG THE NORTHWESTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 135.24 FEET TO THE NORTHEASTERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9126, PAGE 2378 (KNOWN AS COUNTRY CLUB DRIVE), SAID POINT DESIGNATED HEREIN AS REFERENCE POINT 'B'; THENCE NORTH 49°27'42"WEST, ALONG SAID NORTHEASTERLY PROPERTY LINE (COUNTRY CLUB DRIVE), FOR A DISTANCE OF 129.41 FEET, TO THE MOST SOUTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9744, PAGE 4872; THENCE NORTH 47°05'24"EAST, ALONG THE SOUTHEASTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 158.91 FEET TO THE MOST EASTERLY CORNER OF SAID PROPERTY, SAID POINT ALSO LYING ON THE WESTERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10658, PAGE 4875; THENCE SOUTH 37°51'42"EAST, ALONG SAID WESTERLY PROPERTY LINE, FOR A DISTANCE OF 112.20 FEET; THENCE SOUTH 47°41'20"EAST, CONTINUING ALONG SAID WESTERLY PROPERTY LINE, FOR A DISTANCE OF 19.19 FEET, TO THE **POINT OF BEGINNING**.

CONTAINING 18,880 SQUARE FEET, OR 0.433 ACRES, MORE OR LESS.

ALONG WITH (3RD DESCRIBED):

COMMENCING AT A 3/4-INCH IRON PIPE (NO ID) BEING THE AFOREMENTIONED REFERENCE POINT 'B', THENCE RUN SOUTH 53°05'10" WEST, CROSSING SAID COUNTRY CLUB DRIVE (AS DESCRIBED IN OFFICIAL RECORD BOOK 9126, PAGE 2378), FOR A DISTANCE OF 37.19 FEET, TO A POINT ON THE SOUTHWESTERLY LINE OF SAID PARCEL AND THE **POINT OF BEGINNING**, SAID POINT ALSO BEING THE MOST NORTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 6642, PAGE 2836; THENCE RUN SOUTH 53°00'00"WEST, ALONG THE NORTHERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 164.27 FEET, MORE OR LESS, TO THE ORDINARY HIGH WATER LINE OF LAKE KILLARNEY; THENCE RUN NORTHWESTERLY ALONG SAID ORDINARY HIGH WATER LINE, THE FOLLOWING TWELVE (12) COURSES: (1) NORTH 27°05'50"WEST, FOR A DISTANCE OF 13.65 FEET; (2) NORTH 34°46'51"WEST, FOR A DISTANCE OF 18.32 FEET; (3) NORTH 32°27'29"WEST, FOR A DISTANCE OF 15.62 FEET; (4) NORTH 47°13'16"WEST, FOR A DISTANCE OF 33.98 FEET; (5) NORTH 43°42'48"WEST, FOR A DISTANCE OF 8.91 FEET; (6) NORTH 20°25'43"WEST, FOR A DISTANCE OF 4.18 FEET; (7) NORTH 05°55'13"WEST, FOR A DISTANCE OF 5.45 FEET; (8) NORTH 16°07'19"WEST, FOR A DISTANCE OF 4.13 FEET; (9) NORTH 66°35'18"WEST, FOR A DISTANCE OF 3.37 FEET; (10) NORTH 51°55'47"WEST, FOR A DISTANCE OF 21.23 FEET; (11) NORTH 53°20'21"WEST, FOR A DISTANCE OF 15.41 FEET; (12) NORTH 58°23'34"WEST, FOR A DISTANCE OF 9.98 FEET TO A POINT ON THE SOUTHEASTERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 7445, PAGE 911; THENCE NORTH 38°11'00"EAST, ALONG SAID SOUTHEASTERLY PROPERTY LINE FOR A DISTANCE OF 142.84 FEET, MORE OR LESS, TO A POINT ON THE SOUTHWESTERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORD BOOK 9126, PAGE 2378 (KNOWN AS COUNTRY CLUB DRIVE);THENCE SOUTH 48°42'32"EAST, ALONG SAID SOUTHWESTERLY LINE, FOR A DISTANCE OF 190.16 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 25,008 SQUARE FEET, OR 0.574 ACRES, MORE OR LESS.

ALONG WITH (4TH DESCRIBED):

COMMENCING AT A 3/4-INCH IRON PIPE (NO ID) BEING THE AFOREMENTIONED REFERENCE POINT 'B', THENCE RUN SOUTH 53°05'10" WEST, CROSSING SAID COUNTRY CLUB DRIVE (AS DESCRIBED IN OFFICIAL RECORD BOOK 9126, PAGE 2378), FOR A DISTANCE OF 37.19 FEET, TO A POINT ON THE SOUTHWESTERLY LINE OF SAID PARCEL; THENCE SOUTH 43°49'00"EAST, ALONG SAID SOUTHWESTERLY PROPERTY LINE, FOR A DISTANCE OF 102.04 FEET; THENCE SOUTH 22°14'49"EAST, CONTINUING ALONG SAID PROPERTY LINE, FOR A DISTANCE OF 33.39 FEET TO THE **POINT OF BEGINNING**; THENCE RUN SOUTH 22°14'49"EAST, CONTINUING ALONG SAID PROPERTY LINE, FOR A DISTANCE OF 180.00 FEET TO AN ANGLE BREAK; THENCE SOUTH 26°43'08"EAST, CONTINUING ALONG SAID PROPERTY LINE, FOR A DISTANCE OF 45.70 FEET TO AN ANGLE BREAK; THENCE SOUTH 02°25'21"EAST, CONTINUING ALONG SAID PROPERTY LINE, FOR A DISTANCE OF 124.20 FEET TO A POINT ON THE NORTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 6538, PAGE 4203; THENCE DEPARTING SAID RIGHT OF WAY LINE, RUN NORTH 90°00'00"WEST, ALONG THE NORTHERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 186.31 FEET, MORE OR LESS, TO THE ORDINARY HIGH WATER LINE OF LAKE KILLARNEY; THENCE RUN NORTHWESTERLY ALONG SAID ORDINARY HIGH WATER LINE THE FOLLOWING SIXTEEN (16) COURSES: (1) NORTH 14°46'36"EAST, FOR A DISTANCE OF 26.86 FEET; (2) NORTH 04°48'08"EAST, FOR A DISTANCE OF 13.31 FEET; (3) NORTH 02°52'30"WEST, FOR A DISTANCE OF 11.03 FEET; (4) NORTH 10°29'47"WEST, FOR A DISTANCE OF 8.06 FEET; (5) NORTH 22°47'37"WEST, FOR A DISTANCE OF 12.48 FEET; (6) NORTH 01°03'57"WEST, FOR A DISTANCE OF 10.96 FEET; (7) NORTH 13°32'39" WEST, FOR A DISTANCE OF 15.09 FEET; (8) NORTH 18°51'49"WEST, FOR A DISTANCE OF 40.94 FEET; (9) NORTH 25°09'04"WEST, FOR A DISTANCE OF 14.95 FEET; (10) NORTH 30°03'30"WEST, FOR A DISTANCE OF 23.57 FEET; (11) NORTH 32°19'44"WEST, FOR A DISTANCE OF 24.01 FEET; (12) NORTH 20°34'10"WEST, FOR A DISTANCE OF 19.67 FEET; (13) NORTH 24°51'44"WEST, FOR A DISTANCE OF 29.29 FEET; (14) NORTH 23°52'10"WEST, FOR A DISTANCE OF 17.25 FEET; (15) NORTH 31°28'23"WEST, FOR A DISTANCE OF 24.16 FEET; (16) NORTH 27°05'50"WEST, FOR A DISTANCE OF 6.15 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 6642, PAGE 2836; THENCE RUN NORTH 71°31'12"EAST, ALONG SAID SOUTHERLY PROPERTY LINE, FOR A DISTANCE OF 190.51 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 58,782 SQUARE FEET, OR 1.349 ACRES, MORE OR LESS.

FOR AN AGGREGATE TOTAL OF 247,786 SQUARE FEET, OR 5.688 ACRES, MORE OR LESS.

TOGETHER WITH THAT CERTAIN EASEMENT RECORDED IN O.R. BOOK 3282, PAGE 2096, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

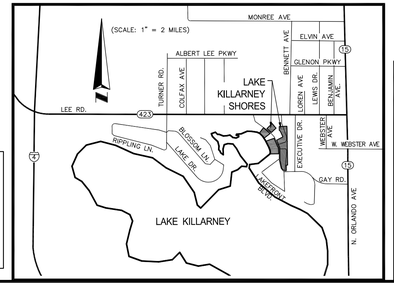
AND

TOGETHER WITH THAT DECLARATION OF ACCESS AND UTILITY EASEMENT RECORDED IN O.R. BOOK 7464, PAGE 1949, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. THE BEARINGS SHOWN HEREON ARE BASED ON A PORTION OF THE MONUMENTED WESTERLY LINE OF COUNTRY CLUB DRIVE (SEE MAP SHEET 2 OF 3), PER OFFICIAL RECORDS BOOK 9126, PAGE 2378, AS HAVING A BEARING OF S 48°42'32" E, AND AS PER SURVEY MAP PROVIDED BY THE CITY OF WINTER PARK, PREPARED BY: HENRICH, TROTTER, CARTER & AYERS, INC., DATED 12/17/99, CERTIFIED BY: G.L.CARTER, REGISTERED LAND SURVEYOR NO. 2435, DATE: 5/15/01.
2. ALL PLATTED UTILITY EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION. (SECTION 177.091 (28), FLORIDA STATUTES).
3. DRAINAGE EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED TO THE LAKE KILLARNEY SHORES HOMEOWNERS' ASSOCIATION, INC. FOR THE OPERATION, MAINTENANCE AND REPAIR OF THE SUBDIVISION'S STORMWATER MANAGEMENT AND DRAINAGE SYSTEM.
4. UTILITY EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED TO THE CITY OF WINTER PARK AND TO OTHER PUBLIC UTILITY SERVICE PROVIDERS FOR THE OPERATION, INSTALLATION, MAINTENANCE AND REPAIR OF UTILITIES OF EVERY TYPE. THE CITY OF WINTER PARK SHALL ONLY BE RESPONSIBLE FOR THE MAINTENANCE OF UTILITIES IT INSTALLS OR ACCEPTS WITHIN ANY OF THE UTILITY EASEMENTS DEPICTED ON THIS PLAT, AND THE CITY SHALL NOT HAVE ANY RESPONSIBILITY FOR MAINTENANCE OF THE EASEMENTS FOR ANY OTHER PURPOSE, INCLUDING IN REGARD TO THE SURFACE IMPROVEMENTS, SOD AND LANDSCAPING AND UTILITIES OWNED BY OTHERS. THE CITY OF WINTER PARK'S UTILITY EASEMENT RIGHTS SHALL BE SUPERIOR TO THAT OF OTHER UTILITY OWNERS IN THE EVENT OF A CONFLICT.
5. THE CITY OF WINTER PARK AND THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO ACCESS, MAINTAIN, REPAIR, REPLACE OR OTHERWISE CARE FOR OR CAUSE TO BE CARED FOR, TRACT "A" AND DRAINAGE EASEMENTS INCLUDING, WITHOUT LIMITATION THE DRAINAGE SYSTEMS CONSTRUCTED THEREON. A BLANKET INGRESS/EGRESS EASEMENT IS GRANTED IN FAVOR OF THE CITY OF WINTER PARK AND/OR THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT FOR SAID PURPOSE OVER SAID DRAINAGE EASEMENTS, AND OVER TRACT "A".
6. SIDEWALK EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED TO THE CITY OF WINTER PARK FOR THE OPERATION, REPAIR AND MAINTENANCE OF PUBLIC SIDEWALKS AND FOR THE GENERAL PUBLIC'S PEDESTRIAN ACCESS AND USE OF SIDEWALK IMPROVEMENTS THERIN. THE CITY OF WINTER PARK SHALL ONLY BE RESPONSIBLE FOR THE MAINTENANCE OF THE SIDEWALK IMPROVEMENTS IT INSTALLS OR ACCEPTS WITHIN ANY OF THE SIDEWALK EASEMENTS DEPICTED ON THIS PLAT, AND THE CITY SHALL NOT HAVE ANY RESPONSIBILITY FOR MAINTENANCE OF THE EASEMENTS FOR ANY OTHER PURPOSE.
7. LOT OWNERS SHALL BE RESPONSIBLE TO MAINTAIN THEIR LOTS AS SET FORTH IN THE DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR LAKE KILLARNEY.
8. TRACT "E" (PUBLIC RIGHT-OF-WAY), AN EXTENSION OF THE ELLEN DRIVE RIGHT-OF-WAY, IS HEREBY DEDICATED TO THE CITY OF WINTER PARK FOR THE OPERATION, REPAIR AND MAINTENANCE OF THE RIGHT-OF-WAY FOR THE GENERAL PUBLIC'S VEHICULAR AND PEDESTRIAN ACCESS AND USE OF THE ROADWAY IMPROVEMENTS THEREON.
9. THIS SUBDIVISION IS SUBJECT TO AND GOVERNED BY THE DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS FOR LAKE KILLARNEY SHORES.
10. TRACT "A" (STORMWATER MANAGEMENT) AND TRACT "B" (LAKE ACCESS) SHALL BE OWNED AND MAINTAINED BY THE LAKE KILLARNEY SHORES HOMEOWNERS' ASSOCIATION, INC. FOR THE BENEFIT OF THE OWNERS OF LOTS 1-30 AND FOR THE OTHER PURPOSES AS SET FORTH IN THE DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS TO BE RECORDED IN THE PUBLIC RECORDS. A NON-EXCLUSIVE DRAINAGE EASEMENT IS HEREBY GRANTED TO THE CITY OF WINTER PARK OVER, UNDER, AND THROUGH TRACT "A" AND THE DRAINAGE EASEMENTS ADJACENT TO THE PUBLIC RIGHTS-OF-WAY. THE CITY OF WINTER PARK SHALL NOT HAVE ANY OPERATION, MAINTENANCE AND REPAIR OBLIGATIONS CONCERNING TRACT "A", TRACT "B" OR ANY DRAINAGE EASEMENTS DEDICATED HEREON.
11. EACH DRAINAGE EASEMENT AREA ON LOTS 1-11 AND 26-30 MUST BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS.
12. THE CITY OF WINTER PARK AND ITS OFFICERS, EMPLOYEES AND AGENTS ARE HEREBY DEDICATED A NON-EXCLUSIVE, PERPETUAL EASEMENT OVER AND THROUGH TRACT "B" (20' WIDE LAKE ACCESS) AND IMPROVEMENTS THEREON FOR PEDESTRIAN, VEHICULAR AND BOAT ACCESS TO AND FROM LAKE KILLARNEY AND PUBLIC RIGHTS-OF-WAY FOR MAINTENANCE, SEARCH AND RESCUE, PATROLLING AND RELATED MATTERS. THIS DOES NOT CREATE A PUBLIC RIGHT OF USE AND ACCESS IN TRACT "B". THE CITY SHALL HAVE NO MAINTENANCE AND REPAIR OBLIGATIONS CONCERNING TRACT "B".
13. DOCKS/BOATHOUSES SHALL BE LOCATED ONLY WHERE INDICATED ON THIS PLAT (BY ASTERISK SYMBOL, SEE LEGEND). PURSUANT TO CITY COMMISSION APPROVAL, SUCH DOCKS/BOATHOUSES MAY BE LOCATED WITH ZERO SIDE SETBACKS AND NO MORE THAN THREE FEET. SIZE, HEIGHT AND DIMENSIONS SHALL BE PERMITTED BY THE CITY OF WINTER PARK LAKES AND WATERWAYS BOARD.
14. ACCESS EASEMENT TRACT "C" AND "D" SHALL BE CONVEYED TO THE LAKE KILLARNEY SHORES HOMEOWNER'S ASSOCIATION, INC. AND OPERATED, REPAIRED AND MAINTAINED FOR INGRESS AND EGRESS TO AND FROM CERTAIN LOTS AND THE PUBLIC RIGHT-OF-WAY AS FURTHER SET FORTH IN THE DECLARATION OF COVENANTS, CONDITIONS, EASEMENTS AND RESTRICTIONS TO BE RECORDED IN THE PUBLIC RECORDS.
15. THE DEDICATOR/PROPERTY OWNER FOR ITSELF AND ITS SUCCESSORS AND ASSIGNS HEREBY DISCLAIMS, RELEASES AND QUIT CLAIMS TO THE CITY OF WINTER PARK AND ANY AND ALL RIGHTS, TITLE AND INTERESTS DEDICATOR/PROPERTY OWNER MAY HAVE IN COUNTRY CLUB DRIVE AND TO ANY GAPS AND GORES THAT MAY EXIST BETWEEN THE PROPERTY BEING SUBDIVIDED BY THIS PLAT AND COUNTRY CLUB DRIVE, WHETHER BEING INSIDE OR OUTSIDE THE BOUNDARIES OF THIS PLAT.
16. REGARDLESS OF THE TRACT AND LOT BOUNDARIES ADJACENT TO LAKE KILLARNEY SHOWN HEREON, THE STATE OF FLORIDA INTERNAL IMPROVEMENT TRUST FUND OWNS TITLE, AS SOVEREIGN LANDS, TO THOSE LANDS OF LAKE KILLARNEY LYING WATERWARD OF THE ORDINARY HIGH WATER LINE (OHWL). ORDINARY HIGH WATER ELEVATION IS BASED ON A PUBLICATION BY CITY OF WINTER PARK, DEPARTMENT OF PUBLIC WORKS (LAKES DIVISION), WHICH LISTS THE ORDINARY HIGH WATER ELEVATION AS: 82.0 NAVD-1988 (82.8 NGVD-1929).
17. ALL SITE CONSTRUCTION AND TREE REMOVAL ACTIVITIES MUST BE IN ACCORDANCE WITH APPLICABLE CITY OF WINTER PARK CODES OF ORDINANCES AND THE CONDITIONS OF APPROVAL FOR THIS PLAT AND ALL OTHER DEVELOPMENT ORDERS AND BUILDING PERMITS ISSUED CONCERNING THIS SUBDIVISION. AMONG OTHER THINGS, THERE ARE SPECIFIC CONDITIONS OF APPROVAL FOR THIS SUBDIVISION CONCERNING BUILDING SETBACKS, TREE PRESERVATION AND RESTRICTING THE REMOVAL OF TREES FROM THE LOTS WHICH SHALL BE BINDING UPON THE LOTS AND MUST BE COMPLIED WITH BY ALL LOT OWNERS, AS SET FORTH IN THE CONDITIONS OF PLAT APPROVAL, WHEN DEEMED NECESSARY BY CITY'S URBAN FORESTRY PERSONNEL IN ORDER TO PRESERVE TREE(S) AND TREE CANOPY, THE BUILDING SETBACK TO AN INTERIOR (SAME SUBDIVISION) PROPERTY LINE CONCERNING LOTS #10, 11, 13, 14, 15, 19, 20 22, 23, 26, AND 28 MAY BE REDUCED TO A 5 FOOT ONE STORY AND 8 FOOT TWO STORY SIDE SETBACK IN LIEU OF THE REQUIRED 7 FOOT ONE STORY AND 10 FOOT TWO STORY SIDE SETBACKS AND A 15 FOOT SECOND STORY REAR IN LIEU OF THE REQUIRED 25 FOOT REAR SETBACK. ALL OTHER LOTS SHALL MEET THE NORMAL R-2 ZONING DISTRICT SETBACK REQUIREMENTS. NO PERMIT FOR REMOVAL OF TREES ON THE "TREES TO BE SAVED" PLAN ON FILE WITH THE CITY WILL BE GRANTED BY THE CITY FOR A PERIOD OF AT LEAST 25 YEARS FROM THE DATE OF RECORDING OF THIS PLAT UNLESS THE CITY ARBORIST DETERMINES THAT THEIR CONDITION, HEALTH OR OTHER NON-ECONOMIC FACTORS WARRANT THEIR REMOVAL.

VICINITY MAP



ASM
AMERICAN SURVEYING & MAPPING INC.
CERTIFICATION OF AUTHORIZATION NUMBER LB#6393
3191 MAGUIRE BOULEVARD, SUITE 200
ORLANDO, FLORIDA 32803
(407) 426-7979

NOTICE

THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY, AS PER 177.091 (27) F.A.C.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE HEREON DESCRIBED LAND WHICH WAS RECENTLY SURVEYED AND PLATTED UNDER MY DIRECTION AND SUPERVISION, AND THAT PERMANENT REFERENCE MONUMENTS AND PERMANENT CONTROL POINTS HAVE BEEN SET IN ACCORDANCE WITH CHAPTER 177, FLORIDA STATUTES, AND THAT SURVEY DATA COMPLIES WITH ALL REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

SURVEYOR'S NAME: JAMES D. FLICK, PSM DATE
Registration Number: LS 6088
Florida Registration Number of Legal Entity: LB 6393
3191 Maguire Boulevard, Suite 200, Orlando FL 32803

PLAT BOOK PAGE

LAKE KILLARNEY SHORES DEDICATION

KNOW ALL MEN BY THESE PRESENTS, That the limited liability company named below, being the owner in fee simple of the lands shown hereon, does hereby dedicate said lands and plat for the uses and purposes therein expressed, including as set forth in the Surveyor's Notes.

IN WITNESS WHEREOF, has caused these presents to be signed and attested to by the officers named below on the_____day of_____, 2018.
Owner:
Turner Real Property Investments, LLC,
a Florida limited liability company

BY: _____ _____
TITLE

SIGNED AND SEALED IN THE PRESENCE OF:

_____ _____
SIGNATURE PRINTED NAME

_____ _____
SIGNATURE PRINTED NAME

ACKNOWLEDGEMENT

STATE OF FLORIDA
ORANGE COUNTY

THIS IS TO CERTIFY, That on _____, 2018, before me, an officer duly authorized to take acknowledgments in the State and County aforesaid, personally appeared

_____, _____
(title)

of Turner Real Property Investments, LLC, a limited liability company under the laws of the State of Florida, to me know to be the individual and officer described in and who executed the foregoing dedication and severally acknowledged the execution thereof to be his free act and deed as such officer there unto duly authorized; and that the said dedication for the uses and purposes therein expressed is the act and deed of said limited liability company.

IN WITNESS WHEREOF, I have hereto set my hand and seal on the above date

_____

NOTARY PUBLIC
My Commission Expires _____

CERTIFICATE OF APPROVAL, BY THE CITY OF WINTER PARK

THIS IS TO CERTIFY, That on _____, the City Commission of the City of Winter Park, Florida approved the foregoing plat.

_____
Steve Leary Mayor

Attest:

_____
Cindy Bonham City Clerk

CERTIFICATE OF APPROVAL BY CITY ENGINEER

Examined & Approved: _____ Date _____

City Engineer _____

Florida Registration No: _____

CERTIFICATE OF REVIEW BY CITY SURVEYOR

I have reviewed this plat and find it be in conformity with Chapter 177, Florida Statutes.

_____ _____
Signed Date
Florida Registration Number

CERTIFICATE OF COUNTY COMPTROLLER

I HEREBY CERTIFY that the foregoing plat was recorded in the Orange County Official Records on _____ as File No. _____.

County Comptroller in and for Orange County, Florida

_____

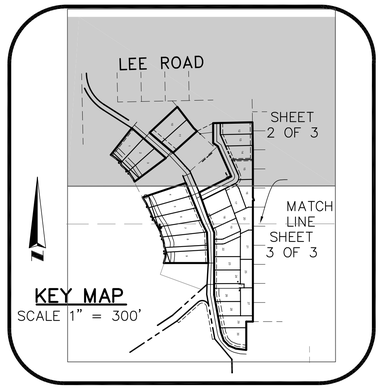
LAKE KILLARNEY SHORES

SHEET 2 OF 3

PLAT BOOK ____ PAGE ____

BEING A REPLAT OF PORTIONS OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

NOTE:
FOR LEGAL DESCRIPTION AND NOTES SEE SHEET 1 OF 3.



Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord
C1	4.17'	10.00'	023°53'31"	S12°05'08"E	4.14'
C2	30.56'	20.00'	087°32'23"	S19°44'18"W	27.67'
C3	22.46'	30.00'	042°53'42"	S02°35'03"E	21.94'
C4	20.65'	30.00'	039°25'45"	S38°34'40"W	20.24'
C5	45.84'	30.00'	087°32'23"	S19°44'18"W	41.51'
C6	2.61'	25.00'	005°59'07"	N46°06'31"W	2.61'
C7	12.60'	36.00'	020°02'52"	N33°03'59"W	12.53'
C8	4.11'	200.00'	001°10'42"	S21°26'01"E	4.11'
C23	31.78'	160.18'	011°21'59"	N30°43'49"W	31.72'
C24	28.83'	145.18'	011°22'36"	N30°55'42"W	28.78'
C25	47.26'	254.94'	010°37'21"	N27°00'29"W	47.20'
C26	50.50'	269.94'	010°43'06"	N27°04'43"W	50.42'
C27	31.73'	288.20'	006°18'28"	N28°47'38"W	31.71'
C28	33.27'	273.20'	006°58'38"	N29°12'50"W	33.25'
C29	3.24'	10.00'	018°35'05"	S09°25'55"E	3.23'
C30	0.93'	10.00'	005°18'27"	S21°22'40"E	0.93'
C31	2.73'	30.00'	005°12'57"	N60°54'01"E	2.73'

Line Table		
Line #	Direction	Length
L1	S22°01'22"E	18.87'
L5	N86°49'37"W	26.07'
L6	N38°11'00"E	29.39'
L7	N38°11'00"E	99.61'
L8	S00°01'17"E	16.12'
L9	N38°11'00"E	13.84'
L13	S00°08'22"E	45.70'

1" = 40'
GRAPHIC SCALE
0 20' 40' 80'

LEGEND

- (C) CALCULATED DATA
- C# CURVE NUMBER (SEE CURVE TABLE)
- CB CHORD BEARING
- CCR CERTIFIED CORNER RECORD
- CHD CHORD LENGTH
- ℄ CENTER LINE
- CM CONCRETE MONUMENT
- DE DRAINAGE EASEMENT
- ID. IDENTIFICATION
- EW EDGE OF WATER
- F.A.C FLORIDA ADMINISTRATIVE CODE
- FIP FOUND IRON PIPE
- FNLD FOUND NAIL & DISK
- FPC FLORIDA POWER CORPORATON
- L# LINE NUMBER (SEE LINE TABLE)
- LB # LICENSE BUSINESS NUMBER
- LS LICENSED SURVEYOR
- NAVD NORTH AMERICAN VERTICAL DATUM
- NGVD NATIONAL GEODETIC VERTICAL DATUM
- (NR) NON RADIAL
- OHWL ORDINARY HIGH WATER LINE
- ORB OFFICIAL RECORDS BOOK
- PB PLAT BOOK
- PC POINT OF CURVATURE
- PG PAGE
- PI POINT OF INTERSECTION
- PRM PERMANENT REFERENCE MONUMENT
- PSM PROFESSIONAL SURVEYOR AND MAPPER
- PT POINT OF TANGENCY
- (R2) PER ORB 9126, PAGE 2378
- R/W RIGHT OF WAY
- SEC SECTION
- S/W SIDEWALK
- ESMT. SIDEWALK EASEMENT
- TYP. TYPICAL
- UE UTILITY EASEMENT
- SET PRM (PERMANENT REFERENCE MONUMENT) 4"X4" CONCRETE MONUMENT, LB#6393 IN ACCORDANCE WITH CHAPTER 177.091(7), FLORIDA STATUTES (UNLESS OTHERWISE NOTED)
- SET PCP NAIL AND DISK, STAMPED LB# 6393 IN ACCORDANCE WITH CHAPTER 177.091, F.S.
- FOUND CONCRETE MONUMENT AS NOTED
- INDICATES CHANGE OF DIRECTION
- 29-27-27 SECTION, TOWNSHIP, RANGE
- PROPOSED LOCATION OF BOAT DOCK.
- SET 1/2" IRON ROD AND CAP (LB#6393) IN ACCORDANCE WITH CHAPTER 177.091(9), FS
- FOUND IRON PIPE MONUMENT AS NOTED
- SET PRM (PERMANENT REFERENCE MONUMENT) 1/8" DIAMETER MAG NAIL WITH 1 1/4" BRASS DISK INSCRIBED "PRM LB# 6393" IN ACCORDANCE WITH CHAPTER 177.091(8), FLORIDA STATUTES.

ASM
AMERICAN SURVEYING & MAPPING INC.
CERTIFICATION OF AUTHORIZATION NUMBER LB#6393
3191 MAGUIRE BOULEVARD, SUITE 200
ORLANDO, FLORIDA 32803
(407) 426-7979

NOTICE

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LAKE KILLARNEY SHORES

SHEET 3 OF 3

PLAT BOOK ____ PAGE ____

BEING A REPLAT OF PORTIONS OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

NOTE:
FOR LEGAL DESCRIPTION AND NOTES SEE SHEET 1 OF 3.
FOR LEGEND SEE SHEET 2 OF 3.

NOTICE

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1" = 40' GRAPHIC SCALE
0 20' 40' 80'

SEE SHEET 2 OF 3 MATCH LINE

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord
C1	4.17'	10.00'	023°53'31"	S12°05'08"E	4.14'
C6	2.61'	25.00'	005°59'07"	N46°06'31"W	2.61'
C9	13.69'	34.00'	023°03'50"	N12°40'18"W	13.59'
C10	6.61'	34.00'	011°08'38"	S04°39'33"E	6.60'
C11	47.47'	85.00'	031°59'54"	S26°13'49"E	46.86'
C12	51.01'	85.00'	034°22'53"	S59°25'12"E	50.24'
C13	6.97'	7.94'	050°20'50"	S65°09'53"W	6.75'
C14	7.63'	7.99'	054°44'04"	S62°49'27"E	7.35'
C15	6.79'	9.99'	038°54'32"	S70°39'53"E	6.66'
C16	8.49'	20.03'	024°17'24"	N77°43'04"E	8.43'
C17	11.46'	27.00'	024°19'34"	N77°43'04"E	11.38'
C18	5.64'	8.00'	040°25'01"	S70°43'46"W	5.53'
C19	33.33'	152.51'	012°31'13"	N03°44'48"E	33.26'
C20	29.83'	137.51'	012°25'52"	N03°47'28"E	29.78'
C21	29.27'	52.26'	032°05'10"	N04°48'58"W	28.89'
C22	23.19'	37.26'	035°39'47"	N02°57'42"W	22.82'
C29	3.24'	10.00'	018°35'05"	S09°25'55"E	3.23'
C30	0.93'	10.00'	005°18'27"	S21°22'40"E	0.93'

Line Table		
Line #	Direction	Length
L14	S00°01'05"E	20.00'
L15	S89°58'55"W	3.00'
L16	N00°01'05"W	20.00'

Line Table		
Line #	Direction	Length
L2	N42°13'46"W	18.37'
L4	N76°36'39"W	19.06'
L5	N86°49'37"W	26.07'
L6	N38°11'00"E	29.39'
L8	S00°01'17"E	16.12'
L10	N90°00'00"W	26.35'
L11	N88°18'01"E	20.00'
L12	S01°41'59"E	3.00'

DETAIL "C"
SCALE 1"=10'

DETAIL "E"
SCALE 1"=5'

DETAIL "A"
SCALE 1"=10'

DETAIL "B"
SCALE 1"=6'

DETAIL "D"
SCALE 1"=10'

DETAIL "F"
SCALE 1"=10'

KEY MAP
SCALE 1" = 300'

ASM
AMERICAN SURVEYING & MAPPING INC.
CERTIFICATION OF AUTHORIZATION NUMBER LB#6393
3191 MAGUIRE BOULEVARD, SUITE 200
ORLANDO, FLORIDA 32803
(407) 426-7979

Existing Buildings Inside and Within 200' of Killarney Shores

Property Address	Existing Setback (ft)
638 Country Club Drive	52
632 Country Club Drive	50
624/626 Country Club Drive	51.8
618/620 Country Club Drive	75.6
612 Country Club Drive	79.7
604/606 Country Club Drive	71.4
600/602 Country Club Drive	55
532/534 Country Club Drive	85.8
524 Country Club Drive	99.5
518 Country Club Drive	85.5
605 Lakefront Boulevard	50
595 Lakefront Boulevard	45

Existing Lakefront Setback Averages within 200' Per Lot

Lot 1

Property Address	Existing Setback (ft)
612 Country Club Drive	79.7
618/620 Country Club Drive	75.6
624/626 Country Club Drive	51.8
632 Country Club Drive	50
638 Country Club Drive	52
Average	**61.82**

Lot 2

Property Address	Existing Setback (ft)
604/606 Country Club Drive	71.4
612 Country Club Drive	79.7
618/620 Country Club Drive	75.6
624/626 Country Club Drive	51.8
632 Country Club Drive	50
638 Country Club Drive	52
Average	**63.4**

Lot 3

Property Address	Existing Setback (ft)
604/606 Country Club Drive	71.4
612 Country Club Drive	79.7
618/620 Country Club Drive	75.6
624/626 Country Club Drive	51.8
632 Country Club Drive	50
Average	**65.7**

Lot 4

Property Address	Existing Setback (ft)
600/602 Country Club Drive	55
604/606 Country Club Drive	71.4
612 Country Club Drive	79.7
618/620 Country Club Drive	75.6
Average	**70.4**

Lot 5

Property Address	Existing Setback (ft)
524 Country Club Drive	99.5
600/602 Country Club Drive	55
604/606 Country Club Drive	71.4
612 Country Club Drive	79.7
618/620 Country Club Drive	75.6
Average	**76.2**

Lots 6 & 7

Property Address	Existing Setback (ft)
518 Country Club Drive	85.5
524 Country Club Drive	99.5
600/602 Country Club Drive	55
604/606 Country Club Drive	71.4
612 Country Club Drive	79.7
Average	**78.2**

Lot 8

Property Address	Existing Setback (ft)
605 Lakefront Boulevard	50
518 Country Club Drive	85.5
524 Country Club Drive	99.5
600/602 Country Club Drive	55
604/606 Country Club Drive	71.4
Average	**72.3**

Lot 9

Property Address	Existing Setback (ft)
605 Lakefront Boulevard	50
518 Country Club Drive	85.5
532/534 Country Club Drive	85.8
600/602 Country Club Drive	55
595 Lakefront Boulevard	45
Average	**64.3**

Letter of Agreement

Lake Killarney, LLC (the Developer of Lake Killarney Shores) and David Robold (owner of 612 and 518 Country Club Drive, Winter Park, 32789) agree to the following regarding the setbacks and characteristics of the homes to be built on Lake Killarney as part of the Lake Killarney Shores development:

- Lot 1: Rear Setback 60'
- Lot 2: Rear Setback 61'
- Lot 3: Rear setback of 70' on the side adjacent to 612 Country Club Drive. Front setback reduced to 20'. Pool will be located furthest from 612 Country Club Drive and shall be at an elevation even to or recessed below ground level to avoid obstruction of views from 612 Country Club Drive.
- Lot 4: Rear setback 70'. Front setback reduced to 20'. Pool will be placed furthest from 612 Country Club Drive to avoid obstruction of views from 612 Country Club Drive.
- Lots 5-8: Rear setback of 70'.
- Lot 9: Rear setback of 85'. Front setback reduced to 20'. Pool will be located furthest from 518 Country Club Drive and shall be even to or recessed below ground level to avoid obstruction of views from 518 Country Club Drive.
- Pools can be placed between the agreed rear setback and the 50' lakefront setback.
- Pools on lots 3, 4, 8, and 9 will be at an elevation even to or recessed below ground level as necessary to insure those backyards are not at higher elevation compared to 612 and 518 Country Club Drive.
- Solid fence or privacy fence shall not extend beyond the rear corners of the house indoor living area at rear setback line. Beyond that point, the fence will be see-through picket fence.
- There will be no pool enclosures, cabanas, summer-kitchens, or similar type construction in the pool area or beyond the rear corners of the house indoor living area.
- Underground utilities will be attached to 518 and 612 Country Club Drive at no additional cost.
- All curbing will be replaced along right-of-way.
- Speed humps will be located in right-of-way north of the intersection of Country Club Drive and Lake Front Drive. However, they will not obstruct ingress/egress to the driveways located at 518 and 612 Country Club Drive.
- This agreement is subject to final approval by the Winter Park City Commission.

Date: 9/6/2018

Anil Deshpande
Lake Killarney, LLC
5401 S. Kirkman Road, Suite 640
Orlando, Florida 32819

Date: 9-11-18

David Robold
612 Country Club Drive
Winter Park, Florida 32789

City Commission agenda item

item type Public Hearings	meeting date January 27, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject

Request of the Magruder Eye Institute: **Postponed to February 10, 2021 at applicant's request.**

item list

- To Annex the Properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court and establish Parking Lot (PL) Future Land Use and Zoning and for Conditional Use approval to build a two-story, 32,000 sq. ft. medical office building on the combined properties including 2245 W. Fairbanks Avenue. (1st Reading)

motion / recommendation

Staff and P&Z Board recommendation is for approval of all of the requests with the following conditions related to the conditional use:

1. That the applicant partner with the City to implement a landscape pedestrian safety zone along the Fairbanks Avenue frontage, provide a pedestrian easement for the sidewalk improvements to be implemented along the Fairbanks Avenue frontage and add some architectural styling to the east facing wall.
2. That modifications be made to the driveway design to discourage traffic exiting onto Cambridge Blvd. heading south toward Wymore Road and open a driveway onto Orange Terrace Drive to facilitate exiting onto W. Fairbanks Avenue.

background

Description of the Requests

This public hearing is to consider four requests made by the Magruder Eye Institute for 1) annexation of 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court; 2) establishing Parking Lot future land use and 3) Parking Lot (PL) zoning on those properties and 4) Conditional Use approval to build a two-story, 32,000 sq. ft.

medical office building on the combined properties including the former Skycraft business at 2245 W. Fairbanks Avenue.

Background

Skycraft Surplus has been at 2245 W. Fairbanks Avenue since 1974. Over the years, the Skycraft owners purchased the four adjacent rental homes with the idea that someday they might want to rebuild a larger store and would need more land for the new building and parking. However, Skycraft has decided to transition to more of an on-line platform and about a year ago listed their combined properties for sale. The applicant, the Magruder Eye Institute has those collective properties under contract with the desire to build a new 32,000 square foot medical building in order to move from their current leased facilities at 1911 Mills Avenue to ownership at this new location. To achieve that result, they have also added two other adjacent residential properties to their redevelopment proposal.

Request for Annexation and to Establish Parking Lot Zoning

In order to utilize this combined redevelopment site, the applicants are seeking annexation of 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court and for the City to establish, a Parking Lot future land use designation and Parking Lot (PL) zoning on those annexed properties. This would allow for the proposed redevelopment of a new two-story, 32,000 square foot medical office building on the commercially zoned frontage at 2245 West Fairbanks Avenue, where the Skycraft building now is located with the associated required patient parking to the rear and employee parking across the street. In order for the entire project area to be annexed into the City, there is also included the small portion of the right-of-way of Cambridge Blvd. within the area to be annexed.

Comprehensive Plan/Zoning Code Conformance

Redevelopment of this West Fairbanks gateway corridor has been a long-term project pursued by the City Commissions over the past 15 years. The first step was the annexation of this corridor 15 years ago and then over time, major investments in the public infrastructure. The City has invested over $20 million to install a sanitary sewer system along this West Fairbanks corridor in order to allow for redevelopment. The City has done repaving, installed new mast arm traffic signals and street lights. The City has just recently completed the project to underground the electric lines (both the major transmission and service lines).

All of this financial investment along with the removal of several billboards has been done to help encourage the redevelopment of this gateway corridor. Like it or not, the City's image is defined by this major gateway entrance and the transformation of that entry experience to a quality experience is the long-term goal of the City.

To that end, redevelopment must occur along this corridor. That redevelopment will not occur along the north side of the corridor unless owners can increase their values with new buildings. In this particular instance, the Skycraft building sits on a parcel that is only 131 feet deep. Redevelopment cannot happen without parking for the new development which must occur on the residentially zoned properties to the rear.

Protections for the Adjacent Residential Neighborhood

The Comprehensive Plan contains the policy (below) that specifically encourages redevelopment on the North side of West Fairbanks Avenue in the manner as dictated by the City and in full compliance by the applicant. This Comprehensive Plan policy mandates the protections and screening necessary to protect the adjacent residential homes. This includes a six-foot brick perimeter wall with column/cap and a landscape program outside the wall to soften that appearance including street trees to buffer the view of the building. Dumpsters must be up by the buildings. Lighting is low profile poles with shielding for downlighting only. There can be no driveway curb cuts near the neighborhood with the driveways as close to Fairbanks avenue as possible. All traffic then is intended to come and goes via the side street of Cambridge Blvd.

Policy 1-L-11: Provide for & Encourage the Redevelopment of the North Side of Fairbanks Avenue Given the shallow lot depths on the north side of Fairbanks Avenue, the City shall consider the annexation of properties to the rear/north and land use designations for parking usage provided that the parking is screened from view by a brick wall, landscape, and ligustrum tree buffer per the template provided by the City; that no driveways are permitted that allow access onto the rear streets and that any lighting has no negative impact on nearby homes.

Medical Office Building Conditional Use Request

The specific request by the Magruder Eye Institute anticipates a two-story, 32,000 medical office building. Parking (one per 200 sf for medical use) and setbacks are provided to meet code. No variances are requested. The building itself is a 40% FAR, which does not count the land area of the parking lot across the street. This FAR reflects the land needed to meet the medical parking requirements of one space per 200 sf versus the general business office requirement of one space for each 250 sf. The building height, other than for rooftop elevator, mechanical and architectural elements is 30 feet. The building is contemporary or modern architectural style which is typical for the medical industry. There is ample articulation to break up the mass of the walls except for the east facing wall where staff would ask for some added architectural styling.

The plans submitted include the commitments, as described above, for the brick perimeter wall, landscape buffering and the other design requirements for the parking lot. If you are driving in or out via Orange Terrace Drive, you will only see the parking lot through the proposed driveway. Otherwise, you will see a brick wall with landscaping

and street trees on the exterior of the wall. If you are driving in or out via Cambridge Blvd. you will not see the parking lots unless you look down the driveways which are within 150 feet of Fairbanks Avenue where the existing driveway to the Skycraft parking lot now exists.

It is important to note that several driveways are being removed along the Fairbanks Avenue frontage. In addition, the applicant is partnering with the City to improve the pedestrian sidewalk along Fairbanks to add a wider sidewalk, oak trees and a landscape pedestrian safety zone by pulling the sidewalk back from the edge of the roadway.

Traffic Impacts

This redevelopment from a 6,000 square foot retail store and seven single family homes to a 32,000 square foot medical office will generate some additional traffic over the volumes experienced today, but not as much as one would think. A traffic study has been provided by the applicant which indicates that 116 more cars per day will visit this site. The daily traffic generation increase is not that large because retail stores, like Skycraft have a higher volume of customers than most other types of uses.

The applicant indicates that the patient base for the Eye Institute is drawn from across the Orlando metro area. As such, the predominate and overwhelming volume of daily traffic will be coming from and going to Interstate-4 or going to/from the east on Fairbanks/Aloma or going to/from the west on Fairbanks Avenue. The driving direction websites will direct traffic to the I-4/Fairbanks intersection as the site is addressed at 2245 W. Fairbanks Avenue. It is true that some patients may discover an alternative route through the neighborhood to Wymore Road just as some percentage of Skycraft customers have also discovered that route. This is just a fraction of the 116 cars per weekday and spread over the length of the day. The City can to some degree discourage the exiting of traffic toward Wymore Road through the design of the driveway exit.

There is however, a significant bottleneck on Cambridge Blvd. for those vehicles wanting to exit turning left onto Fairbanks Avenue due to the backup que of cars from the I-4 traffic lights. The solution is to open up a driveway onto Orange Terrace Drive so that vehicles can exit out to Fairbanks and safely make those left turns.

Alternatives to Consider

When there is opposition to a project, it is often helpful to think about the alternatives that are achievable. Skycraft is a 6,000 sq. ft building that is easily converted to a full-service restaurant. If only one or two of these residential lots were rezoned for parking then the site would have parking for a 250+ plus seat restaurant. The upside for the neighborhood is that the Eye Institute is almost exclusively weekday and daytime operations. At nights and on weekends there is no traffic. A restaurant however, is lunch and dinner and after-hours lounge activity. It is seven days a week and would generate

traffic for greater number of hours. Skycraft being redeveloped into another retail store is not a likely option. The options tend to be medical office or restaurant in today's economic marketplace.

Summary and Recommendation

This project will continue upon the template set by the Paco's redevelopment for the redevelopment desired by the City along the North side of the West Fairbanks Avenue corridor. The planning staff is very pleased to have this project pave the way for others at the very entrance to this gateway corridor adjacent to interstate Four.

All of the design elements required by the City for the rear parking lot to be harmonious with the adjacent residential properties have been implemented. The building will be a great addition to the street image and again set the tone for redevelopment along the corridor.

alternatives / other considerations

fiscal impact

ATTACHMENTS:
Ord._Magruder Eye_Comp. Plan FLU.doc

ATTACHMENTS:
Ord._Magruder Eye_Zoning.doc

ATTACHMENTS:
Magruder Backup.pdf

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I, "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO ESTABLISH PARKING LOT FUTURE LAND USE ON THE ANNEXED PROPERTIES AT 279/283 ORANGE TERRACE DRIVE; 450/460/470 CAMBRIDGE BOULEVARD AND 2310 DEVON COURT AND TO INDICATE THE ANNEXATION ON THE OTHER MAPS WITHIN THE COMPREHENSIVE PLAN, MORE PARTICULARLY DESCRIBED HEREIN.

WHEREAS, the City Commission intends to amend its Comprehensive Plan to establish a municipal Comprehensive Plan future land use map designation as a small-scale amendment to the Comprehensive Plan on the recently annexed properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court, and

WHEREAS, this annexation and establishment of a Comprehensive Plan future land use designation is being done in concert with the redevelopment of other property under the same ownership at 2245 W. Fairbanks Avenue, as one unified redevelopment project that has been approved by Conditional Use, in conformance with the Comprehensive Plan policies for redevelopment of such properties and as such is viewed in its' totality of the commercial land to be redeveloped with respect the floor area ratio and to the other applicable land development regulations.

WHEREAS, the amendment of the Comprehensive Plan maps and the establishment of a future land use designation meets the criteria established by Chapter 163, Florida Statutes and pursuant to and in compliance with law.

NOW THEREFORE BE IT ENACTED, AS FOLLOWS:

SECTION 1. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" future land use plan map is hereby amended so as to establish a Parking Lot future land use designation on the annexed properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court and that all other maps in the Comprehensive Plan reflect the annexation of this property into the City of Winter Park, said property being more particularly described as follows:

LOTS 4, 5, 6 AND 7, BLOCK "A", GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, AND ALL OF LOT 6, BLOCK "B", AND LOT 7, BLOCK "B", LESS THE WEST 15 FEET OF SAID LOT 7, GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA., TOGETHER WITH LOTS 1 AND 2, BLOCK "E", ORANGE TERRACE, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "S", PAGE 58, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SECTION 2. This ordinance shall become effective 31 days after adoption but shall not become effective if this Ordinance is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. In that case it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance, in compliance, with Chapter 163, Florida Statutes.

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

_____
Mayor Steve Leary

Attest:

_____
City Clerk

ORDINANCE NO. _____

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 ESTABLISH PARKING LOT (PL) ZONING ON THE ANNEXED PROPERTY AT 279/283 ORANGE TERRACE DRIVE; 450/460/470 CAMBRIDGE BOULEVARD AND 2310 DEVON COURT, 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 the recently annexed properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court, and

WHEREAS, this annexation and establishment of a Zoning Map designation is being done in concert with the redevelopment of other property under the same ownership at 2245 W. Fairbanks Avenue, as one unified redevelopment project that has been approved by Conditional Use, in conformance with the Comprehensive Plan policies for redevelopment of such properties and as such is viewed in its' totality as commercial land with respect to floor area ratio to be redeveloped with respect to the applicable land development regulations.

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 establish Parking Lot (PL) district zoning on the annexed property at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court, more particularly described as follows:

LOTS 4, 5, 6 AND 7, BLOCK "A", GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, AND ALL OF LOT 6, BLOCK "B", AND LOT 7, BLOCK "B", LESS THE WEST 15 FEET OF SAID LOT 7, GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA., TOGETHER WITH LOTS 1 AND 2, BLOCK "E", ORANGE TERRACE, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "S", PAGE 58, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SECTION 2. This ordinance shall become effective 31 days after adoption. If this Ordinance or the related companion Ordinance amending the Comprehensive Plan for this property is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption, it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance in compliance with Chapter 163, Florida Statutes.

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

_____
Mayor Steve Leary

Attest:

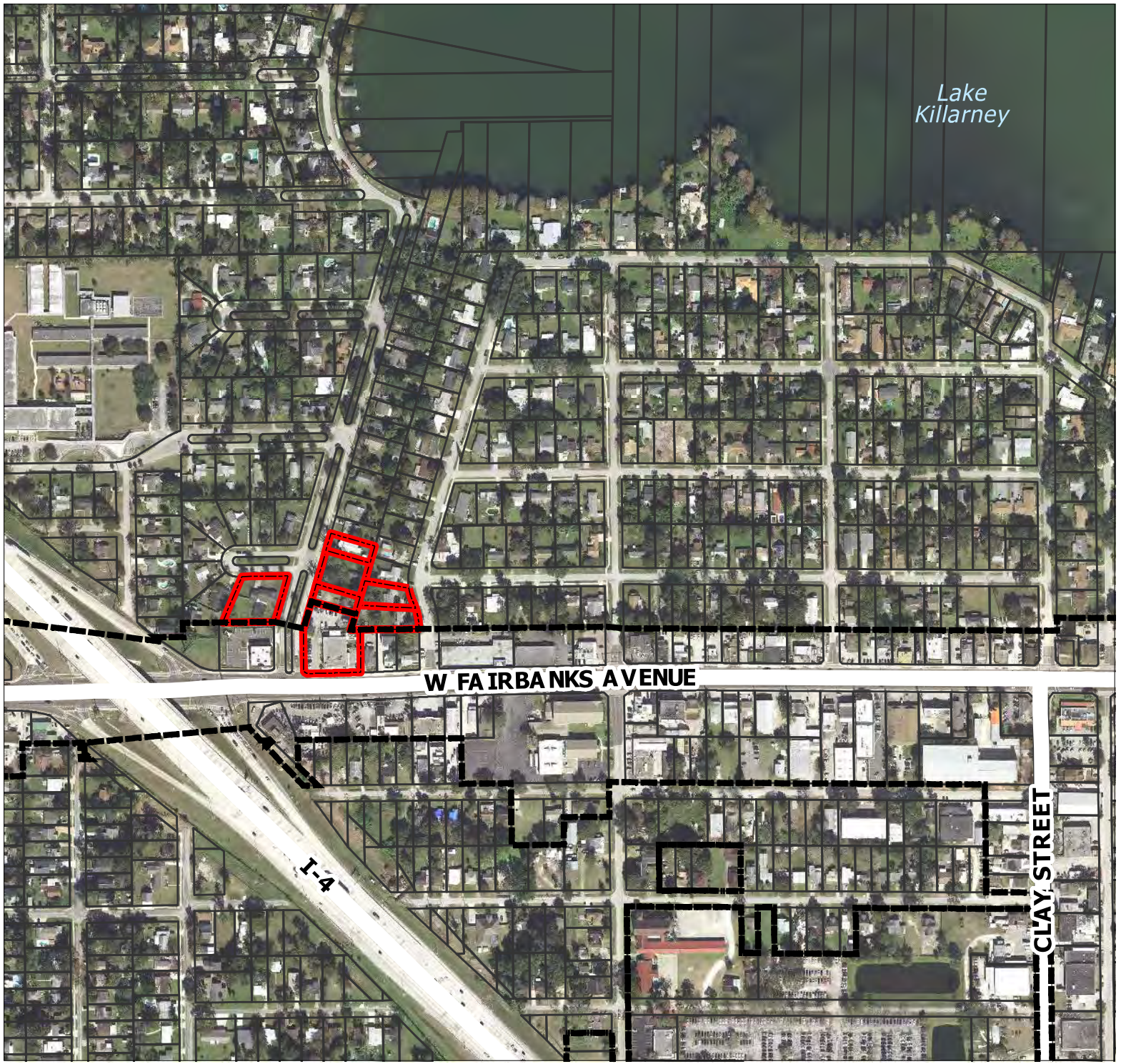
_____
City Clerk

MAGRUDER EYE INSTITUTE WP
MAGRUDER PARK
FLORIDA
SITE PLAN
SHEET NUMBER DP1.0
KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JLS
DRAWN BY EGS
CHECKED BY RMD
DATE 10/28/2020
LICENSED PROFESSIONAL
JENNIFER J. STOCKER, P.E.
FLORIDA LICENSE NUMBER 76118
Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM CA 00000696
No. REVISIONS DATE BY
ORANGE TERRACE DR
CAMBRIDGE BOULEVARD
DEVON COURT
FAIRBANKS AVENUE
MEDICAL OFFICE BUILDING
32,000 SF
1ST FLOOR: 18,960 SF
2ND FLOOR: 13,040 SF
GRAPHIC SCALE IN FEET
0 10 20 40
NORTH
SITE DATA
BUILDING COVERAGE
SETBACKS
LANDSCAPE
REQUIRED PARKING
PROVIDED PARKING
IMPERVIOUS CALCULATIONS
STORMWATER MANAGEMENT
LANDSCAPING
GENERAL NOTES
LEGEND
PROPERTY BOUNDARY
RIGHT OF WAY

LOCATION MAP

Proposed Magruder Eye Institute

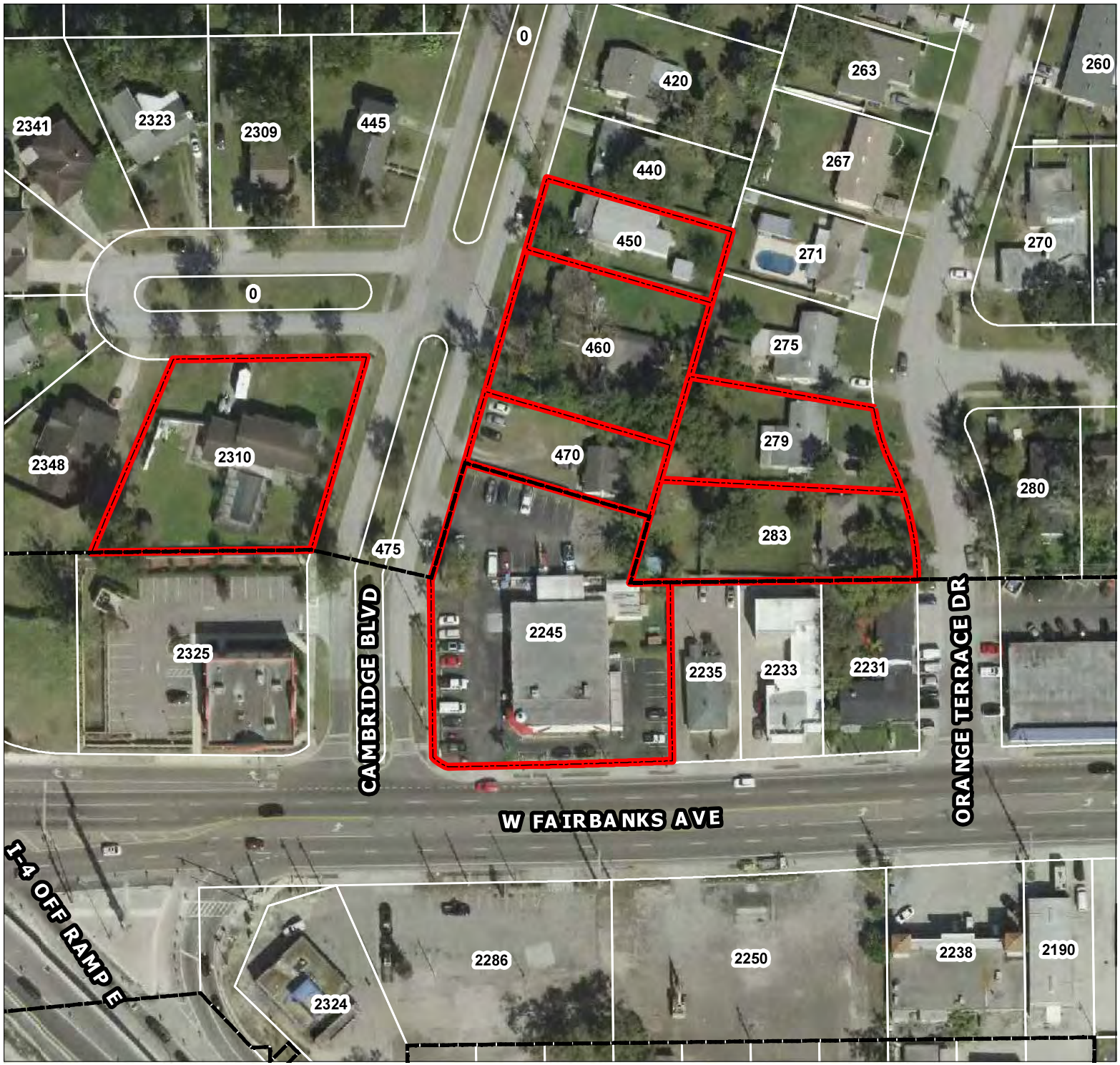
City of Winter Park
Florida



LOCATION MAP

Proposed Magruder Eye Institute

City of Winter Park
Florida



ANNEXATION MAP

Proposed Magruder Eye Institute

City of Winter Park
Florida





Corner Street View

ECKERT WORDELL

Magruder Eye Institute

© ECKERT WORDELL LLC



Parking Lot View

ECKERT WORDELL

Magruder Eye Institute

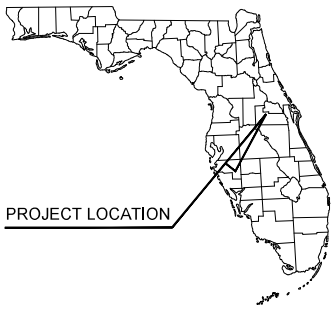
© ECKERT WORDELL LLC



Inside Parking Lot View

Magruder Eye Institute

© ECKERT WORDELL LLC

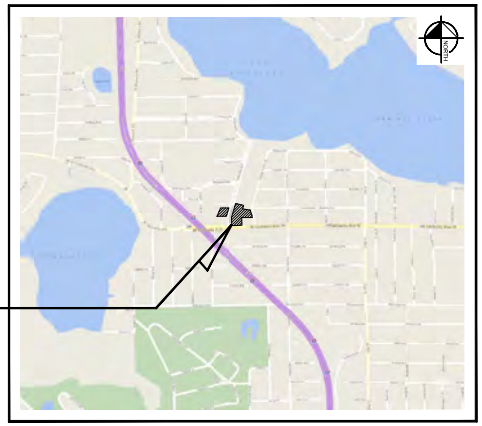


MAGRUDER EYE INSTITUTE OF WINTER PARK

CONDITIONAL USE

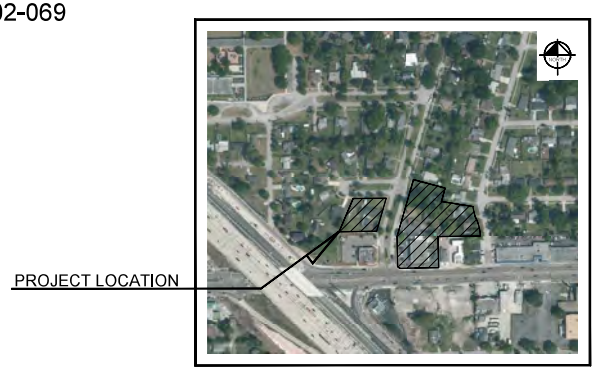
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02-22-29-2996-01-050, 02-22-29-2996-02-060, 02-22-29-2996-02-069
11-22-29-6260-05-020 & 11-22-29-6260-05-010

2245 W. FAIRBANKS AVENUE
WINTER PARK, FLORIDA
NOVEMBER 2, 2020



SECTION 02, TOWNSHIP 22S, RANGE 29E
SECTION 11, TOWNSHIP 22S, RANGE 29E

VICINITY MAP



AERIAL PHOTOGRAPH
N.T.S.

PROJECT TEAM

OWNER/DEVELOPER	ENGINEER	SURVEYOR
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PREPARED BY

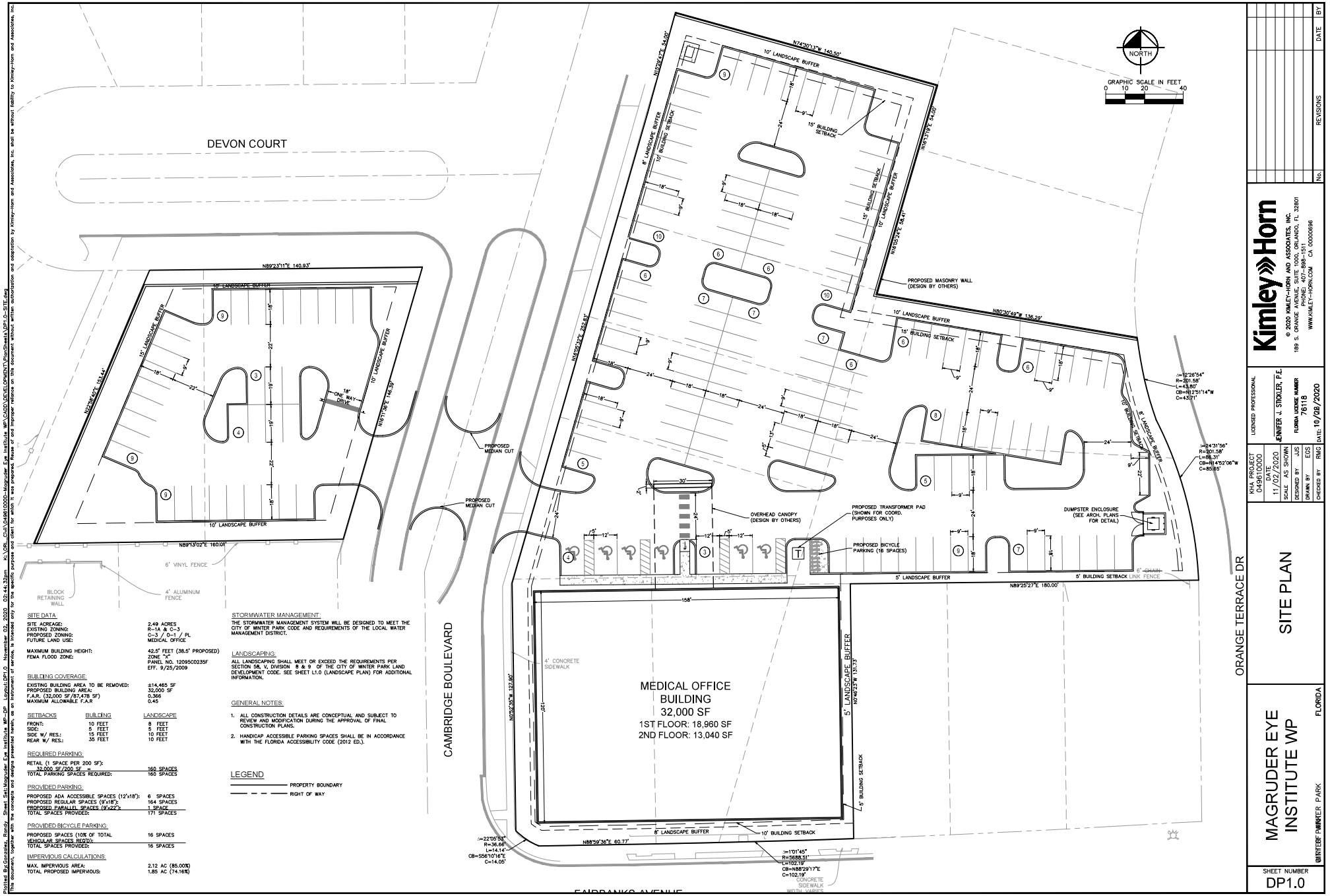
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Drawing name: K:\ORL_Civil\049610000-Magruder Eye Institute WP\CADD\DEVELOPMENT\PlanSheets\DP0.0-COVER.dwg DP0.0 Nov 02, 2020 4:03pm by: Randy.Gonzalez
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SITE DATA

SITE ACREAGE:	2.49 ACRES
EXISTING ZONING:	R-1A & C-3
PROPOSED ZONING:	C-3 / O-1 / PL
FUTURE LAND USE:	MEDICAL OFFICE
MAXIMUM BUILDING HEIGHT:	42.5' FEET (38.5' PROPOSED)
FEMA FLOOD ZONE:	ZONE "X" PANEL NO. 12095C0235F EFF. 9/25/2009

BUILDING COVERAGE:

EXISTING BUILDING AREA TO BE REMOVED:	±14,465 SF
PROPOSED BUILDING AREA:	32,000 SF
F.A.R. (32,000 SF/87,478 SF)	0.366
MAXIMUM ALLOWABLE F.A.R	0.45

SETBACKS	BUILDING	LANDSCAPE
FRONT:	10 FEET	8 FEET
SIDE:	5 FEET	5 FEET
SIDE W/ RES.:	15 FEET	10 FEET
REAR W/ RES.:	35 FEET	10 FEET

REQUIRED PARKING:

RETAIL (1 SPACE PER 200 SF):	
32,000 SF/200 SF =	160 SPACES
TOTAL PARKING SPACES REQUIRED:	160 SPACES

PROVIDED PARKING:

PROPOSED ADA ACCESSIBLE SPACES (12'x18'):	6 SPACES
PROPOSED REGULAR SPACES (9'x18'):	164 SPACES
PROPOSED PARALLEL SPACES (9'x22'):	1 SPACE
TOTAL SPACES PROVIDED:	171 SPACES

PROVIDED BICYCLE PARKING:

PROPOSED SPACES (10% OF TOTAL VEHICULAR SPACES REQ'D):	16 SPACES
TOTAL SPACES PROVIDED:	16 SPACES

IMPERVIOUS CALCULATIONS:

MAX. IMPERVIOUS AREA:	2.12 AC (85.00%)
TOTAL PROPOSED IMPERVIOUS:	1.85 AC (74.16%)

STORMWATER MANAGEMENT:

THE STORMWATER MANAGEMENT SYSTEM WILL BE DESIGNED TO MEET THE CITY OF WINTER PARK CODE AND REQUIREMENTS OF THE LOCAL WATER MANAGEMENT DISTRICT.

LANDSCAPING:

ALL LANDSCAPING SHALL MEET OR EXCEED THE REQUIREMENTS PER SECTION 58, V, DIVISION 8 & 9 OF THE CITY OF WINTER PARK LAND DEVELOPMENT CODE. SEE SHEET L1.0 (LANDSCAPE PLAN) FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
2. HANDICAP ACCESSIBLE PARKING SPACES SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE (2012 ED.).

LEGEND

PROPERTY BOUNDARY

RIGHT OF WAY

No.	REVISIONS	DATE	BY

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LICENSED PROFESSIONAL
JENNIFER L STICKLER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE: 10/28/2020

KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY EGS
CHECKED BY RMG

SITE PLAN

MAGRUDER EYE INSTITUTE WP

WINTER PARK, FLORIDA

SHEET NUMBER DP1.0

Plotted By: Gonzalez, Randy Sheet Set: Magruder Eye Institute WP Layout: DP1.0 November 02, 2020 02:44:32pm K:\ORL_Civil\049610000-Magruder Eye Institute\WP\CADD\DEVELOPMENT\PlanSheets\DP1.0-SITE.dwg
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MAGRUDER EYE INSTITUTE WP
FLORIDA
PAVING, GRADING AND DRAINAGE PLAN
SHEET NUMBER DP2.0
KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY EOS
CHECKED BY RMG
DATE 10/28/2020
LICENSED PROFESSIONAL
JENNIFER J. STOCKLER, P.E.
FLORIDA LICENSE NUMBER 76118
Kimley»Horn
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NO. REVISIONS DATE BY
ORANGE TERRACE DR
CAMBRIDGE BOULEVARD
FAIRBANKS AVENUE
DEVON COURT
MEDICAL OFFICE BUILDING
32,000 SF
1ST FLOOR: 16,960 SF
2ND FLOOR: 13,040 SF
FFE = 99.00
EXFILTRATION TRENCH
OUTFALL POP OFF
6' CHAIN LINK FENCE
4' CONCRETE SIDEWALK
6' VINYL FENCE
4' ALUMINUM FENCE
BLOCK RETAINING WALL
GRAPHIC SCALE IN FEET
0 10 20 40
NORTH
LEGEND
PROPERTY BOUNDARY
RIGHT OF WAY
DIRECTION OF SURFACE WATER RUNOFF
PROPOSED SPOT ELEVATION
PROPOSED STORM PIPE
PROPOSED STORM STRUCTURE
PROPOSED CONTOUR
PROPOSED STORM MANHOLE
EXISTING SPOT ELEVATION
EXISTING CONTOUR
DRAINAGE NOTES
THE SIZE, LOCATION AND POINTS OF CONNECTION FOR STORM SEWER AS WELL AS GRADING OF THE SITE IS SUBJECT TO CHANGE DURING FINAL ENGINEERING REVIEW.
NOTES
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE CONSTRUCTION PLAN REVIEW PROCESS. ALL SITE AND STORMWATER DESIGN WILL MEET THE CITY AND SJRWMD STANDARDS.
Plotted By Gonzalez, Randy Sheet Set Magruder Eye Institute WP-DP Layout DP2.0 November 02, 2020 02:57:20PM K:\ORL_Civil\049610000-Magruder Eye Institute WP\Sheets\DP2.0-PAD.dwg
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MAGRUDER EYE INSTITUTE WP
UNIVERSITY PARKWAY PARK FLORIDA
UTILITY PLAN
SHEET NUMBER DP3.0
KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY EGS
CHECKED BY RMG
LICENSED PROFESSIONAL
JENNIFER J. STOCKLER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE 10/28/2020
Kimley»Horn
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PHONE: 407-898-1511
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No. REVISIONS DATE BY
ORANGE TERRACE DR
EXIST. FIRE HYDRANT
4' CHAIN LINK FENCE
GRAPHIC SCALE IN FEET
0 20 40
NORTH
PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY WITH F.D.C. MOUNTED ON DOWNSTREAM END
PROPOSED FIRE LINE
PROPOSED FIRE HYDRANT
MEDICAL OFFICE BUILDING
32,000 SF
1ST FLOOR: 18,960 SF
2ND FLOOR: 13,040 SF
PROPOSED SANITARY SEWER SERVICE
CONNECT TO EXISTING GRAVITY SANITARY SEWER STUB
CONCRETE SIDEWALK WIDTH VARIES
4' CONCRETE SIDEWALK
CONNECT TO EXISTING WATER SERVICE STUB
FAIRBANKS AVENUE
EXISTING 8" PVC FORCE MAIN
EXISTING GRAVITY SEWER
EXISTING 12" PVC WATER MAIN
EXISTING 12" AC PIPE
CAMBRIDGE BOULEVARD
CONNECT TO EXISTING WATER LINE
EXISTING 8" PVC FORCE MAIN
DEVON COURT
6' VINYL FENCE
4' ALUMINUM FENCE
BLOCK RETAINING WALL
LEGEND
PROPOSED PROPERTY LINE
PROPOSED WATER PIPE
PROPOSED FIRE PIPE
PROPOSED HYDRANT
PROPOSED SANITARY SEWER PIPE
PROPOSED SANITARY SEWER MANHOLE
PROPOSED STORM PIPE
PROPOSED STORM MANHOLE
PROPOSED STORM INLET
EXISTING WATER PIPE
EXISTING SANITARY SEWER PIPE
EXISTING FORCE MAN PIPE
UTILITY NOTES:
THE SIZE, LOCATION, AND POINTS OF CONNECTION FOR WATER, WASTEWATER AND RECLAIMED WATER MAINS SHALL BE FINALIZED AT TIME OF CONSTRUCTION PLAN REVIEW.
NOTES
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
Plotted By Constance Prandy Sheet Set Magruder Eye Institute WP Layout DP3.0 November 02, 2020 02:52:50pm K:\ORL_Civil\046100000-Magruder Eye Institute WP\CAD\DEVELOPMENT\PlanSheets\DP3.0-UTILITY.dwg
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TREE NUMBER	TREE SPECIES	DBH	MITIGATION INCHES	REQUIRED REPLACEMENT TREES	STATUS
69711	LIVE OAK	14			REMAIN
69712	LIVE OAK	18			REMAIN
69715	LIVE OAK	8			REMOVE
69930	CAMPHOR	42			REMOVE
69934	CAMPHOR	24			REMOVE
69935	PALM	9			REMOVE
69936	PALM	9			REMOVE
69937	PALM	9			REMAIN
69900	PALM	12			REMAIN
69902	LIVE OAK	24	24	2	REMOVE
69903	PALM	14			REMAIN
69348	PALM	12			REMAIN
69349	PALM	12			REMAIN
69350	PALM	14	14	1	REMOVE
69351	PALM	14			REMAIN
69352	LIVE OAK	7	12	1	REMOVE
69322	LIVE OAK	12	12	1	REMOVE
69323	CHINUSDRP	15			REMOVE
69353	PALM	10			REMOVE
69354	PALM	10			REMOVE
69355	PALM	10			REMOVE
69771	CAMPHOR	30			REMOVE
69772	CAMPHOR	42			REMOVE
69774	PALM	10			REMOVE
69798	PALM	12			REMOVE
69318	PALM	13			REMAIN
69319	LIVE OAK	26	26	2	REMOVE
69320	LIVE OAK	10	10	1	REMOVE
69324	LIVE OAK	10	10	1	REMOVE
69323	CHINUSDRP	20	20	2	REMOVE
69324	PALM	12			REMOVE
69325	PALM	12			REMOVE
69326	CHINUSDRP	11			REMOVE
69334	LIVE OAK	6			REMOVE
69335	PALM	14			REMOVE
69336	CHINUSDRP	8			REMOVE
69337	LIVE OAK	6			REMOVE
69338	BAY	6			REMOVE
69339	CHINUSDRP	20			REMOVE
69340	PALM	12			REMOVE
69341	PALM	12			REMOVE
69342	CHINUSDRP	11			REMOVE
69343	PALM	7			REMOVE
69344	LIVE OAK	11	11	1	REMOVE
69345	LIVE OAK	14	14	1	REMOVE
69344	LIVE OAK	9	9	1	REMOVE
69345	LIVE OAK	6			REMOVE
69346	LIVE OAK	30	30	3	REMOVE
69348	CHINUSDRP	14			REMOVE
69349	CHINUSDRP	14			REMOVE
69350	CHINUSDRP	14			REMOVE
69351	CHINUSDRP	14			REMOVE
69352	CHINUSDRP	14			REMOVE
69353	CHINUSDRP	16			REMOVE
69355	CHINUSDRP	9			REMOVE
190105	LIVE OAK CLUSTER				REMAIN
190111	PINE	10	10	1	REMOVE
190112	PINE	10	10	1	REMOVE
190113	CEDAR	10			REMOVE
190100	CHINUSDRP	6			REMOVE
190104	LIVE OAK	36	36	1	REMOVE
190105	LIVE OAK CLUSTER				REMOVE
190106	LIVE OAK CLUSTER				REMOVE
190107	CAMPHOR	4			REMOVE
190108	CAMPHOR	4			REMOVE
190109	LIVE OAK	7			REMOVE
190110	LIVE OAK	10	10	1	REMOVE
190138	LIVE OAK	30			REMOVE
190139	LIVE OAK	6			REMOVE
190140	9" CAMPHR	9			REMOVE
190141	CAMPHOR	7			REMOVE
190142	PALM	14			REMOVE
TOTAL NUMBER OF REPLACEMENT TREES				19	
TOTAL NUMBER OF TREES TO BE PLANTED				19 - 3" CAL. TREES MIN.	

NOTES:
1. Replacement of protected trees shall require replacement by one or two trees, while 48-inch or greater than three inches transition the caliper inch measurement of the trees to be removed. If the 48-inch tree to be removed is less than 19 inches, then one replacement tree is required. If the 48-inch tree to be removed is greater than 19 inches, then two replacement trees are required to be replanted.
2. Replacement tree(s) shall be maintained and warranted to survive for a period of one(1) year from the date of the issuance of the certificate of occupancy. Any replacement tree(s) that die within one year of the issuance. Replacement trees shall comply with the same maintenance and replacement warranty as the original replacement tree(s) and the warranty period will restart at the date of replacement. Failure to maintain replacement trees in accordance with the approved landscape maintenance plan as established by the city commission may be assessed as part of the permit process.

KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY EGS
CHECKED BY RKG

TREE MITIGATION PLAN

MAGRUDER EYE INSTITUTE WP

WINTER PARK FLORIDA

SHEET NUMBER L0.50

LICENSED PROFESSIONAL
JENNIFER J. STOCKER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE: 10/28//2020

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NO.	REVISIONS	DATE	BY

Plotted By:Kirk.Kolenyn, Kolenyn, Sheet Set:Magruder Eye Institute WP–DP Layout:L0.50 November 02, 2020 01:09:49pm K:\ORL_CNL\049610000–Magruder Eye Institute WP\CADD\DEVELOPMENT\PlanSheets\L0.50 – TREE MITIGATION.dwg

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TREE MITIGATION SPECIFICATIONS

A. GENERAL

1. CONTRACTOR SHALL ADHERE TO ALL TREE PROTECTION REQUIREMENTS LISTED IN THESE SPECIFICATIONS AND/OR THOSE LISTED IN THE CITY OR COUNTY ZONING CODE, TREE PROTECTION (LATEST EDITION), WHICHEVER IS MORE STRINGENT SHALL APPLY.
2. CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION PROCEDURES WITH THE PROJECT ARBORIST PRIOR TO BEGINNING WORK.
3. ANY AREAS SUBJECT TO EROSION MUST BE ADEQUATELY STABILIZED WITH VEGETATION MATERIAL THAT WILL, WITHIN A REASONABLE TIME FRAME, DETER SOIL DISTURBANCE.
4. NO SIGNS, BUILDING PERMITS, WIRES OR OTHER ATTACHMENTS OF ANY KIND SHALL BE ATTACHED TO ANY TREE OR PALM. GUY WIRES DESIGNED TO PROTECT TREES ARE EXCLUDED FROM THIS PROHIBITION.
5. EXISTING TREE LOCATIONS AND SIZES ARE ESTIMATES AND ARE BASED ON A SURVEY PROVIDED BY THE OWNER SELECTED SURVEYOR.
6. CONTRACTOR SHALL COORDINATE TREE REMOVAL WITH PERMITTING AGENCY AND PROJECT ARBORIST PRIOR TO CONSTRUCTION. NO PERSON MAY REMOVE OR CAUSE TO BE REMOVED ANY PROTECTED TREE OR PALM WITHOUT FIRST HAVING PROCURED A PERMIT AS PROVIDED BY THE APPROPRIATE PERMITTING AGENCY.
7. FOR PROTECTED TREES OR PALMS BEING REMOVED, THE CONTRACTOR MUST GIVE THE PERMITTING AGENCY REASONABLE OPPORTUNITY TO RELOCATE TREES DESIGNATED FOR REMOVAL TO ANOTHER SITE AT THE PERMITTING AGENCY'S EXPENSE.
8. CONTRACTOR IS RESPONSIBLE FOR POSSESSING ALL REQUIRED APPLICATOR LICENSES, BUSINESS REGISTRATIONS AND INSURANCE. PESTICIDE LABELS, AND MATERIAL DATA SAFETY SHEETS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR HAVING ALL SPILL CONTAINMENT MATERIALS AND REQUIRED PERSONAL PROTECTIVE EQUIPMENT FOR PESTICIDE APPLICATIONS AND ACCIDENTAL SPILLS ON SITE AT ALL TIMES. THE OWNER RESERVES THE RIGHT TO INSPECT EACH APPLICATOR AND HAVE THESE MATERIALS PRESENTED BEFORE AND DURING ANY PESTICIDE TREATMENT.
9. WHERE TRAFFIC AREAS ARE PROPOSED WITHIN THE DRIP LINE OF PROTECTED TREES AND LESS THAN FOUR (4) INCHES OF GRADE CHANGE ARE PROPOSED, PERMEABLE SURFACES THAT ALLOW AIR AND WATER INTO THE SOIL SHOULD BE USED IN LIEU OF ASPHALT OR OTHER SUCH IMPERVIOUS SURFACES.
10. TREE WELLS OF AN APPROVED DESIGN SHALL BE CONSTRUCTED AROUND ALL TREES TO BE PRESERVED WHEN MORE THAN FOUR INCHES OF FILL IS TO BE DEPOSITED WITHIN THE DRIP LINE AREA OF THOSE TREES. COORDINATE WITH PROJECT ARBORIST.
11. THE SEQUENCE OF TREE MITIGATION AND PRESERVATION MEASURES IS IMPERATIVE TO THE HEALTH AND SURVIVABILITY OF THE SUBJECT TREES AND SHALL BE COORDINATED WITH THE OWNER SELECTED PROJECT ARBORIST. THE DESIRED SEQUENCE IS OUTLINED BELOW:
    a. TREE PROTECTION FENCING.
    b. ROOT PRUNING AND ROOT BARRIERS.
    c. CLEARING.
    d. TREE CANOPY PRUNING.
    e. FERTILIZATION.
    f. INSECTICIDE.
    g. IRRIGATION.

B. TREE PROTECTION FENCING

1. PRIOR TO THE ERECTION OF ANY TREE PROTECTION FENCING, ALL FOREIGN SURFACE MATERIAL, TRASH OR DEBRIS SHALL BE REMOVED FROM THE AREA TO BE ENCLOSED BY THE FENCING. AFTER ERECTION OF THE FENCING NO SUCH MATERIAL OR LITTER SHALL BE PERMITTED TO REMAIN WITHIN THE PROTECTED AREA.
2. TREE PROTECTION FENCING SHALL BE PLACED AROUND ALL PROTECTED TREES TO CREATE A PROTECTIVE ROOT ZONE AND SHALL REMAIN IN PLACE UNTIL SITE CLEARING, LAND ALTERATION, AND CONSTRUCTION ACTIVITIES ARE COMPLETE.
3. NATIVE GROUND COVER AND UNDERSTORY VEGETATION EXISTING WITHIN THE PROTECTED AREA SHALL REMAIN THROUGHOUT CONSTRUCTION. OTHER DESIGNATED VEGETATION AND INVASIVE PLANT SPECIES SHALL BE REMOVED ONLY BY MANUAL LABOR UTILIZING HAND TOOLS, OR BY OTHER METHODS APPROVED BY THE PROJECT ARBORIST.
4. TREE PROTECTION FENCING TYPES AND LOCATIONS SHALL BE ERECTED AS SHOWN ON THE TREE MITIGATION PLANS AND DETAILS, OR AS REQUESTED BY LOCAL AGENCY.
5. FINAL LOCATIONS SHALL BE COORDINATED WITH AND APPROVED BY THE PROJECT ARBORIST.
6. NO MATERIALS, EQUIPMENT, SPOIL, WASTE OR WASHOUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN 20 FEET OF THE TREE PROTECTION ZONE.
7. EROSION CONTROL DEVICES SUCH AS SILT FENCING, DEBRIS BASINS, AND WATER DIVERSION STRUCTURES SHALL BE INSTALLED TO PREVENT SILTATION AND/OR EROSION WITHIN THE TREE PROTECTION ZONE.
8. CONSTRUCTION ACTIVITY SHALL NOT DESTROY OR IRREVERSIBLY HARM THE ROOT SYSTEM OF PROTECTED TREES. POST HOLES AND TRENCHES LOCATED CLOSE TO PROTECTED TREES SHALL BE ADJUSTED TO AVOID DAMAGE TO MAJOR ROOTS.
9. DO NOT INSTALL CONDUIT, DRAIN OR IRRIGATION LINES, OR ANY UTILITY LINE WITHIN THE TREE PROTECTION ZONE WITHOUT THE APPROVAL OF THE PROJECT ARBORIST. IF LINES MUST TRAVERSE THE PROTECTION AREA, THEY SHALL BE TUNNELED OR BORED UNDER THE TREE.
10. CONTRACTOR'S ACCESS TO FENCED TREE PROTECTION AREAS WILL BE PERMITTED ONLY WITH APPROVAL OF THE PROJECT ARBORIST.
11. EXCAVATION OR GRADING REQUIRED WITHIN THE PROTECTED AREA SHALL BE LIMITED TO THREE (3) INCHES OF CUT OR FILL. COORDINATE WITH PROJECT ARBORIST.
12. STRUCTURES AND UNDERGROUND FEATURES TO BE REMOVED WITHIN THE TREE PROTECTION ZONE SHALL BE COORDINATED WITH THE PROJECT ARBORIST.
13. TREE PROTECTION FENCING AROUND TREES TO BE RELOCATED SHALL BE ERECTED UNTIL THE TREE IS READY TO BE RELOCATED AND NEW FENCING SHALL BE ERECTED AT THE TREES NEW LOCATION AND WILL REMAIN IN PLACE UNTIL ALL CONSTRUCTION ACTIVITIES ARE COMPLETE.
14. IF ANY DAMAGE TO TREE PROTECTION FENCING SHOULD OCCUR BY ACCIDENT OR NEGLIGENCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATE REPAIRS.
15. IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE PROTECTED AREA OF TREES TO BE PRESERVED, A ROAD BED OF SIX (6) INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROAD BED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A SIX (6) INCH ROAD BED AT ALL TIMES. CONTRACTOR SHALL REMOVE ALL SUCH MATERIALS FROM THE SITE AS SOON AS TEMPORARY ACCESS IS NO LONGER NECESSARY.
16. CONTRACTOR SHALL COORDINATE WITH THE PROJECT ARBORIST PRIOR TO THE REMOVAL OF ALL TREE PROTECTION FENCING.

C. ROOT PRUNING/TRENCHING

1. TRENCHING LOCATIONS SHALL BE APPROVED IN THE FIELD BY THE PROJECT ARBORIST.
2. TRENCHING EQUIPMENT THAT WILL TURN AT HIGH RPM'S IS PREFERRED, AND SHALL BE APPROVED BY THE PROJECT ARBORIST. APPROVED EQUIPMENT WILL BE USED TO PERFORM ALL ROOT PRUNING OPERATIONS. A MINIMUM DEPTH OF THREE FEET IS REQUIRED.
3. INSTALL ROOT BARRIER WHERE DESIGNATED. SEE TREE MITIGATION PLAN AND DETAIL SHEETS.
4. THE TRENCH SHALL BE BACKFILLED WITH PREVIOUSLY EXCAVATED SOIL AND COMPACTED IMMEDIATELY.
5. TREES TO BE RELOCATED SHALL BE ROOT PRUNED A MINIMUM OF TWELVE (12) WEEKS PRIOR TO TREE RELOCATION.
6. WHEN THE TREE ROOT ZONE WILL BE DISTURBED, AFFECTED ROOTS MUST BE SEVERED BY CLEAN PRUNING CUTS AT THE POINT WHERE CONSTRUCTION IMPACTS THE ROOTS.

D. CLEARING

1. ANY BRUSH CLEARING REQUIRED WITHIN THE TREE PROTECTION ZONE SHALL BE ACCOMPLISHED WITH HAND-OPERATED EQUIPMENT.
2. CONTRACTOR SHALL CLEAR ALL TREE PROTECTION AREAS OF VINES, SHRUBS, GROUND COVERS, WEEDS, SAPLINGS, AND INVASIVES LISTED ON THE LATEST EDITION OF THE FLORIDA EXOTIC PEST PLANT COUNCIL'S LIST OF INVASIVE SPECIES.
3. PROJECT ARBORIST MUST APPROVE METHODS OTHER THAN HAND CLEARING.
4. A TWO (2) INCH LAYER OF MULCH SHALL BE APPLIED OVER THE SURFACE OF EXPOSED ROOTS OF PROTECTED TREES DURING THE SITE CLEARING PHASE.

E. TREE CANOPY PRUNING

1. TREE PRUNING SPECIFICATIONS SHALL BE DEFINED BASED ON SPECIFIC RECOMMENDATIONS OF THE PROJECT ARBORIST. INFORMATION PRESENTED BELOW SHOULD BE USED AS A GUIDELINE.
2. CONTRACTOR SHALL VISIT THE SITE WITH THE PROJECT ARBORIST TO VERIFY THE EXTENT OF REQUIRED PRUNING.
3. ALL PRUNING SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS OF A QUALIFIED INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST OR AN AMERICAN SOCIETY OF CONSULTING ARBORISTS (ASCA) REGISTERED CONSULTING ARBORIST (RCA).
4. AT LEAST ONE MEMBER OF THE PRUNING CREW SHALL BE AN ISA CERTIFIED ARBORIST.
5. WHILE IN THE TREE, THE ARBORIST SHALL PERFORM AN AERIAL INSPECTION TO IDENTIFY DEFECTS THAT REQUIRE TREATMENT. ANY ADDITIONAL WORK NEEDED SHALL BE REPORTED TO THE OWNER.
6. PRUNING CUTS SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE ANSI A300 PRUNING STANDARD (AMERICAN NATIONAL STANDARD FOR TREE CARE OPERATIONS) AND WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI Z133.1 SAFETY STANDARD, PRUNING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF ISA'S "BEST MANAGEMENT PRACTICES: TREE PRUNING".
7. WHERE TEMPORARY CLEARANCE IS NEEDED FOR ACCESS, BRANCHES SHALL BE TIED BACK TO HOLD THEM OUT OF THE CLEARANCE ZONE.
8. NO MORE THAN 20 PERCENT OF LIVE FOLIAGE SHALL BE REMOVED WITHIN ANY TREE.
9. ALL TREES WITHIN THE PROJECT AREA SHALL BE PRUNED AS FOLLOWS:
    a. LIVE BRANCH PRUNING SHOULD BE PERFORMED ONLY WHEN THE DANGER OF INSECT OR DISEASE INFESTATION IS NOT PRESENT.
    b. REMOVE STUBS, CUTTING OUTSIDE THE WOUND WOOD TISSUE THAT HAS FORMED AROUND THE BRANCH.
    c. CLEANING, FOR THE SELECTIVE REMOVAL OF DEAD, DISEASED, BROKEN, OR CROSSING BRANCHES DOWN TO ONE INCH IN DIAMETER OR AS DIRECTED BY THE PROJECT ARBORIST.
    d. PRUNING CUTS LARGER THAN 4 INCHES IN DIAMETER, EXCEPT FOR DEAD WOOD, SHALL BE AVOIDED.
    e. PRUNING CUTS THAT EXPOSE HEARTWOOD SHALL BE AVOIDED WHENEVER POSSIBLE.
    f. ALL TREES WITH CROWNS THAT PROJECT INTO PARKING LOT/ROADWAY AREAS SHALL BE RAISED TO 14 FEET ABOVE FINISHED GRADE.
    g. ALL TREES WITH CROWNS THAT PROJECT INTO SIDEWALK AREAS SHALL BE RAISED TO A HEIGHT OF 8 FEET ABOVE FINISHED GRADE.
9. TREES, WHO'S ROOT SYSTEMS WILL BE IMPACTED SHALL RECEIVE THE FOLLOWING PRUNING TO COMPENSATE FOR ROOT LOSS:
    a. THE LOCATION AND SIZE OF BRANCHES FOR REDUCTION SHALL BE DEFINED BY THE PROJECT ARBORIST.
    b. REDUCTION, OR THE SELECTIVE PRUNING TO REDUCE TREE HEIGHT OR SPREAD.
    c. REDUCE END WEIGHT ON HEAVY, HORIZONTAL BRANCHES BY SELECTIVELY REMOVING SMALL DIAMETER BRANCHES, NO GREATER THAN 2 TO 3 INCHES, NEAR THE ENDS OF SCAFFOLD BRANCHES.
    d. RAISING SHALL CONSIST OF SELECTIVE PRUNING TO PROVIDE VERTICAL CLEARANCE.
10. PROPOSED/REPLACEMENT TREES
    a. PRUNING SHALL BE LIMITED TO CLEANING.
11. BRUSH SHALL BE CHIPPED AND SPREAD (ONLY WHEN DISEASE OR INSECT INFESTATION IS NOT PRESENT) UNDERNEATH TREES WITHIN THE TREE PROTECTION ZONE TO A MAXIMUM DEPTH OF THREE (3) INCHES, LEAVING THE TRUNK CLEAR OF MULCH.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL EXCESS DEBRIS ON A DAILY BASIS.

F. FERTILIZATION

1. CONTRACTOR SHALL COORDINATE FERTILIZATION PLAN, FOLLOWING BEST MANAGEMENT PRACTICES WITH THE PROJECT ARBORIST PRIOR TO COMMENCEMENT OF WORK.
2. EVERY EFFORT SHALL BE MADE TO UTILIZE CHEMICALS OF AN ORGANIC OR BIODEGRADABLE NATURE IN ORDER TO OFFER THE LEAST IMPACT TO THE NATURAL ENVIRONMENT. CONTRACTOR IS RESPONSIBLE FOR MIXING, APPLYING, AND DISPOSAL OF ALL CHEMICALS IN ACCORDANCE WITH STRICT ADHERENCE TO MANUFACTURER'S SPECIFICATIONS. COORDINATE WITH PROJECT ARBORIST FOR FURTHER INSTRUCTION.
3. ONLY TREES AFFECTED BY CONSTRUCTION OR AS SHOWN ON THE TREE MITIGATION PLAN AND TREE INVENTORY SCHEDULE SHALL BE TREATED.
4. TREES SPECIFIED TO RECEIVE FERTILIZER SHALL BE TREATED AS FOLLOWS.
    a. MIX FERTILIZER ACCORDING TO MANUFACTURER'S SPECIFICATIONS INTO A TANK WITH AGITATION CAPABILITY.
    b. MIX WETTING AGENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS INTO SAME TANK WITH FERTILIZER. AGITATE MIX.
    c. INJECT THE MIXTURE WITH A HYDRAULIC INJECTION SYSTEM INTO THE UPPER 6-12 INCHES OF SOIL WITH A SOIL PROBE. INJECT AT THE RATE OF ONE THIRD (1/3) GALLON AT EACH INJECTION SITE.
    d. THE CRITICAL ROOT ZONE AREA PLUS 3' BEYOND THE CRITICAL ROOT ZONE SHALL BE INJECTED, BUT NOT BEYOND ROOT PRUNING LOCATIONS.
    e. FERTILIZER SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF ANY AERATION SYSTEMS.
    f. EMPTY PRODUCT CONTAINERS SHALL BE STOCKPILED FOR INSPECTION BY THE PROJECT ARBORIST PRIOR TO DISPOSAL.

G. INSECTICIDE

7. NOTIFY PROJECT ARBORIST IF ANY INFESTATION IS NOTICED.
8. FOLLOW PROJECT ARBORIST'S RECOMMENDED PROCEDURES.
9. FOLLOW ALL MANUFACTURERS' RECOMMENDATIONS CONCERNING APPLICATION. READ ALL WARNING LABELS.
10. ANY PETS, AS WELL AS, THE PETS FOOD AND WATER BOWLS SHOULD BE REMOVED FROM THE AREA AND ANY SWIMMING POOLS SHOULD BE COVERED. COORDINATE WITH PROJECT ARBORIST FOR FURTHER INSTRUCTION.
11. ENSURE COMPLETE COVERAGE AND REAPPLY 2-3 MONTHS AFTER INITIAL APPLICATION UTILIZING SAME PROCEDURE.

H. IRRIGATION

1. EVERY EFFORT SHALL BE MADE TO WATER THE PRESERVED TREES AND TRANSPLANTS, CONTRACTOR SHALL IRRIGATE BY HAND OR BY TEMPORARY IRRIGATION.
2. IRRIGATE AS REQUIRED BY PROJECT ARBORIST UNTIL PERMANENT IRRIGATION IS INSTALLED AND OPERATING.
3. UNDERGROUND IRRIGATION SHALL NOT BE INSTALLED WITHIN THE DRIP LINES OF EXISTING TREES UNLESS ROOT PROTECTION MEASURES ARE PROVIDED AND APPROVED BY PROJECT ARBORIST.

I. TREE REMOVALS

1. PRIOR TO AND DURING LAND CLEARING, INCLUDING GRUBBING, ALL TREES TO BE REMOVED SHALL BE CLEARLY MARKED BY PROJECT ARBORIST WITH RED SURVEY RIBBONS AT 36 INCHES MINIMUM ABOVE GRADE.
2. CONTRACTOR SHALL REMOVE ALL TREES AS SHOWN ON THE TREE MITIGATION PLANS AFTER THE TREE PROTECTION FENCING IS INSTALLED.
3. ALL TREES SHOWN TO BE REMOVED SHALL BE FELLED WITH A CHAIN SAW AND STUMP GROUND 6" BELOW SURFACE. ANY TREE SHOWN TO BE REMOVED THAT IS IN AN AREA WHERE COMPACTION IS CRITICAL SHALL BE FELLED WITH A CHAIN SAW AND STUMP REMOVED BY CONTRACTOR.
4. ALL WOOD AND STUMPS FROM REMOVALS SHALL BE HAULED FROM THE SITE THE SAME DAY, EXCEPT FOR TOPS, ALL TOPS ARE TO BE MULCHED AND STOCKPILED OR HAULED DIRECTLY TO MULCHED AREAS FOR RELOCATED TREES IF SCHEDULING PERMITS. TOPS SHALL BE CHIPPED AND PLACED IN THE TREE PROTECTION ZONE TO A DEPTH OF THREE (3) INCHES. ALL EXCESS WOOD CHIPS SHOULD BE HAULED OFF SITE AFTER TRANSPLANTING IS COMPLETE.
5. ALL BURN PITS IF APPLICABLE MUST BE APPROVED BY THE PROJECT ARBORIST AND OWNER.
6. TREES TO BE REMOVED THAT HAVE BRANCHES EXTENDING INTO THE CANOPY OF TREES TO REMAIN MUST BE REMOVED BY A QUALIFIED ISA CERTIFIED ARBORIST AND NOT BY DEMOLITION OR CONSTRUCTION CONTRACTORS. THE QUALIFIED ARBORIST SHALL REMOVE THE TREE IN A MANNER THAT CAUSES NO DAMAGE TO THE TREES AND UNDERSTORY VEGETATION TO REMAIN.
7. TREES TO BE REMOVED LOCATED WITHIN THE TREE PROTECTION ZONE SHALL BE REMOVED BY A QUALIFIED ISA CERTIFIED ARBORIST. THE TREES SHALL BE CUT NEAR GROUND LEVEL AND THE STUMP GROUND OUT.

L. TOPSOIL

10. CONTRACTOR SHALL COORDINATE ALL EARTHWORK OPERATIONS WITHIN TREE PROTECTION AREAS WITH THE PROJECT ARBORIST PRIOR TO BEGINNING WORK.
11. ALL TOPSOIL SHALL BE NATURAL, FRIABLE, FERTILE, FINE LOAMY SOIL POSSESSING CHARACTERISTICS OF REPRESENTATIVE TOPSOIL IN THE VICINITY THAT PRODUCES HEAVY GROWTH.
12. TOPSOIL: PH RANGE OF 5.5 TO 7.0, 3-5 PERCENT ORGANIC MATERIAL MINIMUM, FREE FROM SUBSOIL, OBJECTIONABLE WEEDS, LITTER, SODS, STIFF CLAY, STONES LARGER THAN ONE (1) INCH IN DIAMETER, STUMPS, ROOTS, TRASH, TOXIC SUBSTANCES, OR ANY OTHER MATERIAL WHICH MAY BE HARMFUL TO PLANT GROWTH.
13. VERIFY AMOUNT STOCKPILED IF ANY, AND SUPPLY ADDITIONAL AS NEEDED FROM NATURALLY WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT LEAST FOUR (4) INCHES DEEP. DO NOT OBTAIN TOPSOIL FROM BOGS OR MARSHES.
14. PROJECT ARBORIST SHALL APPROVE ALL TOPSOIL PRIOR TO PLACEMENT.

M. REPAIR OF DAMAGED TREES

1. IF DAMAGE TO ANY TREE SHOULD OCCUR BY ACCIDENT OR NEGLIGENCE DURING THE CONSTRUCTION PERIOD, THE PROJECT ARBORIST SHALL APPRAISE THE DAMAGE AND MAKE RECOMMENDATIONS TO THE OWNER FOR REPAIR BY THE CONTRACTOR.
2. IF ANY TREE DESIGNATED TO BE SAVED IS REMOVED FROM THE SITE WITHOUT PERMISSION OF THE OWNER'S REPRESENTATIVE, THE PROJECT ARBORIST SHALL APPRAISE THE TREE AND MAKE RECOMMENDATIONS TO THE OWNER FOR REPLACEMENT BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE TREE AND ANY FEES THAT MAY BE ASSESSED TO THE OWNER BY THE GOVERNING AGENCY.

1 / L0.51 TYPICAL TREE MITIGATION NOTES

Plotted By:McKenna, Katelyn Sheet Set:Magruder Eye Institute WP--DP Layout:L0.51 November 02, 2020 01:05:54pm K:\ORL-Civil\049610000-Magruder Eye Institute WP\CAD\DEVELOPMENT\PlanSheets\L0.50 - TREE MITIGATION.dwg
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No.	REVISIONS	DATE	BY

KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY ECS
CHECKED BY RMG

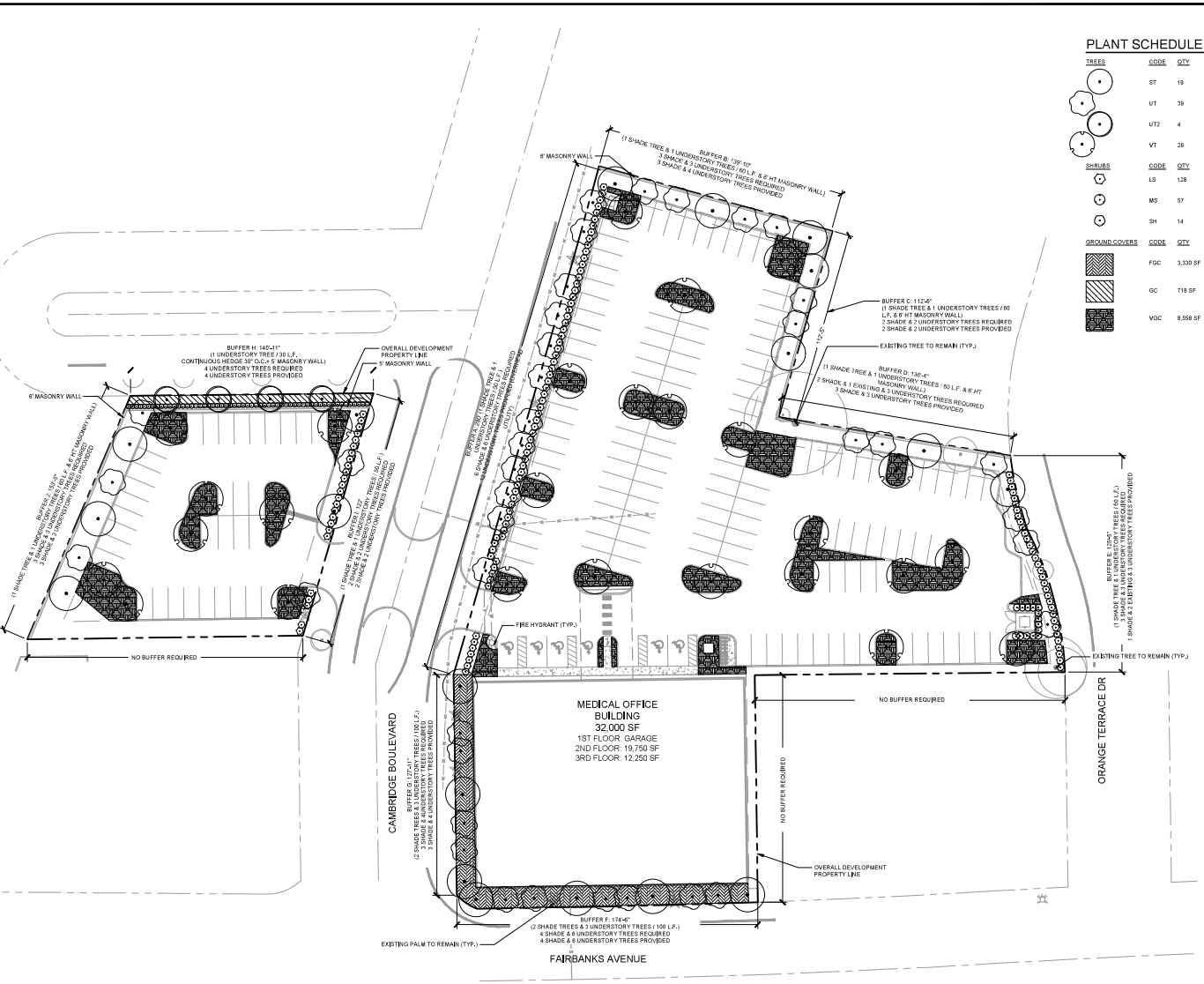
LICENSED PROFESSIONAL
JENNIFER J. STICKLER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE: 11/02/2020

TREE MITIGATION SPECIFICATIONS

MAGRUDER EYE INSTITUTE WP

WINTER PARK FLORIDA

SHEET NUMBER L0.51



PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
	ST	19	SHADE TREE FL #1	SHADE TREE	FG	3" CAL MIN	12' HT MIN
	UT	39	UNDERSTORY TREE FL #1	UNDERSTORY TREE	FG	2" CAL MIN	8' HT., 4' SPR.
	UT2	4	UNDERSTORY TREE FL #1	UNDERSTORY TREE	FG	3" CAL MIN	8' HT., 4' SPR.
	VT	26	VUA SHADE TREE	VUA SHADE TREE	FG	3" CAL MIN	12' HT MIN
SHRUBS	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**SPACING**	**SIZE**
	LS	128	LARGE SHRUB	LARGE SHRUB	3 GAL	36" OC	30" HT MIN
	MS	57	MEDIUM SHRUB	MEDIUM SHRUB	7 GAL	30" OC	30" HT MIN
	SH	14	SCREENING HEDGE	SCREENING HEDGE	30 GAL	48" OC	6' HT MIN
GROUND COVERS	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**SIZE**	**SPACING**
	FGC	3,330 SF	FACADE LANDSCAPE SHRUB & GROUNDCOVER	FACADE LANDSCAPE SHRUB & GROUNDCOVER	1 GAL	12" FULL	18" OC
	GC	718 SF	GROUNDCOVER	GROUNDCOVER	1 GAL	12" FULL	18" OC
	VGC	8,558 SF	VUA INTERIOR GROUNDCOVER	VUA INTERIOR GROUNDCOVER	1 GAL	12" FULL	18" OC

LANDSCAPE REQUIREMENTS		
CODE	REQUIRED	PROPOSED
SECTION 58-336 (c) BUFFER 6W ROW: 2 SHADE TREES AND 3 UNDERSTORY TREES / 100 LF	BUFFER F: 175 LF 4 SHADE & 6 UNDERSTORY TREES REQUIRED BUFFER G: 127 LF 3 SHADE & 4 UNDERSTORY TREES REQUIRED	BUFFER F: 4 SHADE & 6 UNDERSTORY TREES PROVIDED BUFFER G: 3 SHADE & 4 UNDERSTORY TREES PROVIDED
SECTION 58-336 (E)(1) VUA ADJACENT TO ROW 1 SHADE TREE / 50 LF 1 UNDERSTORY TREE / 50 LF	BUFFER A: 280 LF 6 SHADE & 6 UNDERSTORY TREES BUFFER E: 125 LF 3 SHADE & 3 UNDERSTORY TREES BUFFER I: 122 LF 3 SHADE & 3 UNDERSTORY TREES	BUFFER A: 280 LF 12 UNDERSTORY TREES (UTILITY CONFLICT) BUFFER E: 135 LF 1 SHADE & 2 EXISTING & 3 UNDERSTORY TREES BUFFER I: 122 LF 3 SHADE & 3 UNDERSTORY TREES
SECTION 58-336 (E) (2) (A) VUA ADJACENT TO SINGLE FAMILY 1 SHADE TREE / 60 LF 1 UNDERSTORY TREE / 60 LF 6' HT MASONRY WALL	BUFFER B: 139 LF 3 SHADE & 3 UNDERSTORY TREES BUFFER C: 112 LF 2 SHADE & 2 UNDERSTORY TREES BUFFER D: 136 LF 3 SHADE & 3 UNDERSTORY TREES BUFFER J: 153 LF 3 SHADE & 3 UNDERSTORY TREES	BUFFER B: 139 LF 3 SHADE & 4 UNDERSTORY TREES BUFFER C: 112 LF 2 SHADE & 2 UNDERSTORY TREES BUFFER D: 136 LF 2 SHADE & 1 EXISTING & 3 UNDERSTORY TREES BUFFER J: 153 LF 3 SHADE & 3 UNDERSTORY TREES
SECTION 58-336 (E) (2) (B) VUA ACROSS TO SINGLE FAMILY 1 UNDERSTORY TREE / 30 LF CONTINUOUS HEDGE 30" O.C., 5' MASONRY WALL	BUFFER H: 140 LF 4 UNDERSTORY TREES	BUFFER H: 140 LF 4 UNDERSTORY TREES

NOTES:
1. ALL PROPOSED LANDSCAPE TO BE IRRIGATED PER SEC.58-338
2. ALL PROTECTED TREES TO BE REMOVED SHALL BE REPLACED PER SEC.58-287 CALIPER INCHES NOT PLANTED AS REPLACEMENT TREES ARE TO BE COMPENSATED BY PAYMENT TO THE TREE REPLACEMENT TRUST FUND"
3. ALL LANDSCAPE TO BE IN COMPLIANCE WITH SEC.58-336 AND 58-337
4. THE LANDSCAPE PLAN WILL HEREAFTER BE MAINTAINED IN COMPLIANCE WITH THIS CODE BY THE PROPERTY OWNER.

CONCEPT PLANT SELECTION

SHADE TREES:
- QUERCUS VIRGINIANA 'HIGH RISE' / SOUTHERN LIVE OAK
- ACER RUBRUM 'FLORIDA FLAME' / FLORIDA FLAME RED MAPLE
- MAGNOLIA GRANDIFLORA 'BRACKEN'S BROWN BEAUTY' / SOUTHERN MAGNOLIA

PALM TREES:
- SABAL PALMETTO / CABBAGE PALMETTO
- PHOENIX SYLVESTRIS / WILD DATE PALM

UNDERSTORY TREE:
- LAGERSTROEMIA INDICA / CREPE MYRTLE
- ILEX CASSINE/ DAHOON HOLLY
- MAGNOLIA GRANDIFLORA 'LITTLE GEM' / LITTLE GEM MAGNOLIA

SCREENING SHRUBS:
- NERIUM OLEANDER / OLEANDER
- VIBURNUM ODORATISSIMUM 'AWABUKI' / AWABUKI VIBURNUM
- PODOCARPUS MACROPHYLLUS / PODOCARPUS

LARGE SHRUBS:
- VIBURNUM ODORATISSIMUM / SWEET VIBURNUM
- PHILODENDRON BIPINNATIFIDUM / SELLOUM
- ZAMIA FURFURACEA / CARDBOARD PALM
- HYDRANGEA MACROPHYLLA / LARGE LEAF HYDRANGEA
- LOROPETULUM CHINENSE RUBRUM / LOROPETULUM

SMALL SHRUBS:
- HAMELIA PATENS 'COMPACTA' / DWARF SCARLET BUSH
- MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS
- PLUMBAGO AURICULATA / BLUE PLUMBAGO
- RHAPHIOLEPIS INDICA 'ALBA' / WHITE INDIAN HAWTHORN
- ALLAMANDA CATHARTICA / ALLAMANDA

GROUND COVERS:
- JUNIPERUS HORIZONTALIS / CREEPING JUNIPER
- PANICUM VIRGATUM / PANIC GRASS (SWITCH GRASS)
- TRACHELOSPERMUM JASMINOIDES 'MINIMA' / MINIMA JASMINE
- VARIEGATED BULBINE FRUTESCENS / STALKED BULBINE
- ARACHIS GLABRATA / PERENNIAL PEANUT

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

No.	REVISIONS	DATE	BY

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KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY ECS
CHECKED BY RMG

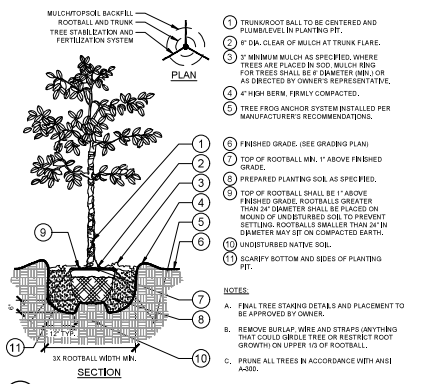
LICENSED PROFESSIONAL
JENNIFER J. STICKLER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE: 11/25/2020

MAGRUDER EYE INSTITUTE WP
WINTER PARK FLORIDA

LANDSCAPE PLAN

SHEET NUMBER
L1.00

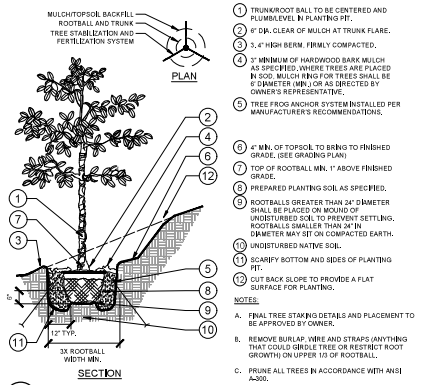
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1. TRUNK/ROOT BALL TO BE CENTERED AND PLUMB/LEVEL IN PLANTING PIT.
2. 6" DIA. CLEAR OF MULCH AT TRUNK FLARE.
3. 3" MINIMUM MULCH AS SPECIFIED. WHERE TREES ARE PLACED IN SOD, MULCH RING FOR TREES SHALL BE 6' DIAMETER (MIN.) OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
4. 4" HIGH BERM, FIRMLY COMPACTED.
5. TREE FROG ANCHOR SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
6. FINISHED GRADE. (SEE GRADING PLAN)
7. TOP OF ROOTBALL MIN. 1" ABOVE FINISHED GRADE.
8. PREPARED PLANTING SOIL AS SPECIFIED.
9. TOP OF ROOTBALL SHALL BE 1" ABOVE FINISHED GRADE. ROOTBALLS GREATER THAN 24" DIAMETER SHALL BE PLACED ON MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING. ROOTBALLS SMALLER THAN 24" IN DIAMETER MAY SIT ON COMPACTED EARTH.
10. UNDISTURBED NATIVE SOIL.
11. SCARIFY BOTTOM AND SIDES OF PLANTING PIT.

NOTES:
A. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.
B. REMOVE BURLAP, WIRE AND STRAPS (ANYTHING THAT COULD GIRDLE TREE OR RESTRICT ROOT GROWTH) ON UPPER 1/3 OF ROOTBALL.
C. PRUNE ALL TREES IN ACCORDANCE WITH ANSI A-300.

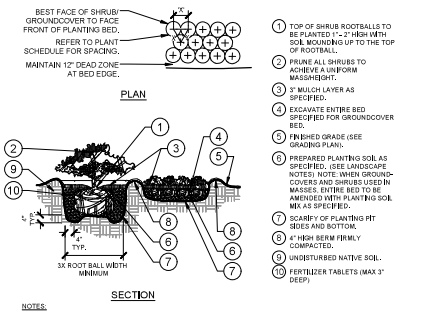
1 L1.50 TREE PLANTING
SECTION / PLAN NTS



1. TRUNK/ROOT BALL TO BE CENTERED AND PLUMB/LEVEL IN PLANTING PIT.
2. 6" DIA. CLEAR OF MULCH AT TRUNK FLARE.
3. 3, 4" HIGH BERM, FIRMLY COMPACTED.
4. 3" MINIMUM OF HARDWOOD BARK MULCH AS SPECIFIED. WHERE TREES ARE PLACED IN SOD, MULCH RING FOR TREES SHALL BE 6' DIAMETER (MIN.) OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
5. TREE FROG ANCHOR SYSTEM INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
6. 4" MIN. OF TOPSOIL TO BRING TO FINISHED GRADE, (SEE GRADING PLAN)
7. TOP OF ROOTBALL MIN. 1" ABOVE FINISHED GRADE.
8. PREPARED PLANTING SOIL AS SPECIFIED.
9. ROOTBALLS GREATER THAN 24" DIAMETER SHALL BE PLACED ON MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING. ROOTBALLS SMALLER THAN 24" IN DIAMETER MAY SIT ON COMPACTED EARTH.
10. UNDISTURBED NATIVE SOIL.
11. SCARIFY BOTTOM AND SIDES OF PLANTING PIT.
12. CUT BACK SLOPE TO PROVIDE A FLAT SURFACE FOR PLANTING.

NOTES:
A. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.
B. REMOVE BURLAP, WIRE AND STRAPS (ANYTHING THAT COULD GIRDLE TREE OR RESTRICT ROOT GROWTH) ON UPPER 1/3 OF ROOTBALL.
C. PRUNE ALL TREES IN ACCORDANCE WITH ANSI A-300.

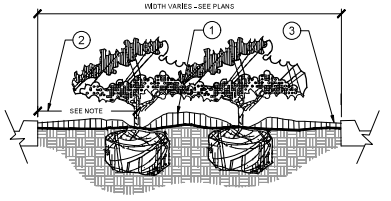
2 L1.50 TREE PLANTING ON A SLOPE
SECTION / PLAN NTS



1. TOP OF SHRUB ROOTBALLS TO BE PLANTED 1"-2" HIGH WITH SOIL MOUNDING UP TO THE TOP OF ROOTBALL.
2. PRUNE ALL SHRUBS TO ACHIEVE A UNIFORM MASS/HEIGHT.
3. 3" MULCH LAYER AS SPECIFIED.
4. EXCAVATE ENTIRE BED SPECIFIED FOR GROUNDCOVER BED.
5. FINISHED GRADE (SEE GRADING PLAN).
6. PREPARED PLANTING SOIL AS SPECIFIED. (SEE LANDSCAPE NOTES) NOTE: WHEN GROUNDCOVERS AND SHRUBS USED IN MASSES, ENTIRE BED TO BE AMENDED WITH PLANTING SOIL MIX AS SPECIFIED.
7. SCARIFY OF PLANTING PIT SIDES AND BOTTOM.
8. 4" HIGH BERM FIRMLY COMPACTED.
9. UNDISTURBED NATIVE SOIL.
10. FERTILIZER TABLETS (MAX 3" DEEP)

NOTES:
A. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
B. WHEN SHRUBS ARE PRUNED IN MASSES, PRUNE ALL SHRUBS TO ACHIEVE UNIFORM MASS / HEIGHT.
C. ALL SHRUBS AND GROUNDCOVERS SHALL BE PLUMB VERTICALLY, UNLESS OTHERWISE DIRECTED BY OWNERS REPRESENTATIVE.

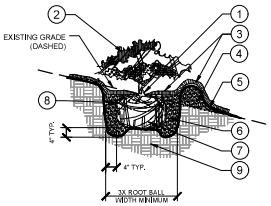
3 L1.50 SHRUB/GROUNDCOVER PLANTING
SECTION / PLAN NTS



1. CROWN ISLANDS @ 5:1 SLOPES (OR AS SPECIFIED ON THE LANDSCAPE PLANS).
2. CLEAR ZONE: 36" MIN. FROM BACK OF CURB TO CENTER OF NEAREST SHRUB. CLEAR ZONE SHALL CONTAIN 3" CONTINUOUS MULCH OR TURF. SEE PLANS.
3. 2" MIN VERTICAL CLEARANCE, TOP OF CURB TO TOP OF MULCH.

NOTES:
A. EXCAVATE A CONTINUOUS 24" DEEP PIT (FROM TOP OF CURB) FOR ENTIRE LENGTH AND WIDTH OF ISLAND & BACKFILL WITH APPROVED PLANTING MIX.
B. PROTECT AND RETAIN ALL CURBS AND BASE. COMPACTED SUBGRADE TO REMAIN FOR STRUCTURAL SUPPORT OF CURB SYSTEM (TYP).
C. ALL ISLANDS SHALL UTILIZE POOR DRAINAGE DETAIL WHEN PERCOLATION RATES ARE 2" PER HOUR OR LESS.

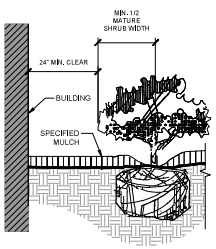
4 L1.50 PLANTED PARKING LOT ISLANDS/MEDIANS
SECTION NTS



1. TOP OF SHRUB ROOTBALLS TO BE PLANTED 1"- 2" HIGH WITH SOIL MOUNDING UP TO THE TOP OF ROOTBALL.
2. PRUNE SHRUBS AS DIRECTED BY OWNER'S REPRESENTATIVE.
3. 3" MINIMUM OF MULCH AS SPECIFIED. WHERE SHRUBS ARE PLACED IN MASSES, MULCH SHALL BE SPREAD IN A CONTINUOUS BED.
4. SOIL BERM TO HOLD WATER. TOP OF PLANTING PIT BERM TO BE LEVEL ACROSS PIT. SLOPE DOWNHILL PORTION OF BERM AS REQUIRED TO MEET EXISTING GRADE. MULCH OVER EXPOSED TOPSOIL.
5. FINISHED GRADE (SEE GRADING PLAN)
6. PREPARED PLANTING SOIL AS SPECIFIED. (SEE LANDSCAPE NOTES).
7. SCARIFY SIDES AND BOTTOM OF PLANTING PIT.
8. FERTILIZER TABLETS (MAX 3" DEEP).
9. UNDISTURBED NATIVE SOIL

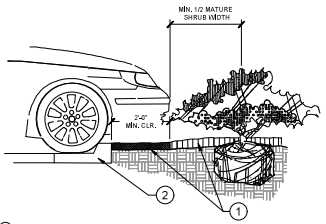
NOTES:
A. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
B. WHEN SHRUBS ARE PRUNED IN MASSES, PRUNE ALL SHRUBS TO ACHIEVE UNIFORM MASS / HEIGHT.
C. ALL SHRUBS AND GROUNDCOVERS SHALL BE PLUMB VERTICALLY, UNLESS OTHERWISE DIRECTED BY OWNERS REPRESENTATIVE.

5 L1.50 SHRUB/GROUNDCOVER PLANTING ON A SLOPE
SECTION NTS



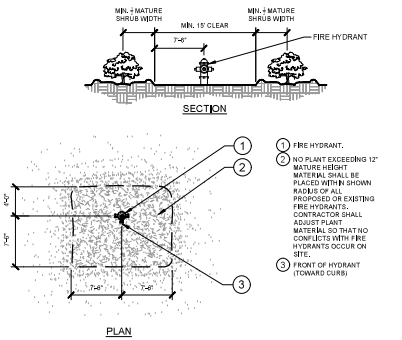
NOTES:
1. CLEAR ZONE: 36" MIN. FROM BUILDING TO CENTER OF NEAREST SHRUB.
2. INSTALL SPECIFIED MULCH: 24" MIN. FROM BUILDING. SPECIFIED MULCH TO BE INSTALLED AT A DEPTH OF 3" (MIN.)

6 L1.50 PLANTINGS ADJACENT TO BUILDINGS
SECTION NTS



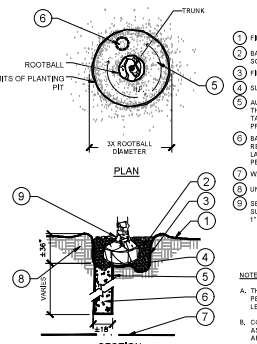
1. INSTALL CONTINUOUS MULCH BED ADJACENT TO PARKING SPACES AS SHOWN. MULCH SHALL BE MIN. 3" DEEP. NO POP-UP IRRIGATION HEADS SHALL BE LOCATED WITHIN 24" OF A PARKING SPACE ON ANY SIDE.
2. CURB / PARKING LOT EDGE.

7 L1.50 PARKING SPACE/CURB PLANTING
SECTION NTS



1. FIRE HYDRANT.
2. NO PLANT EXCEEDING 12" MATURE HEIGHT MATERIAL SHALL BE PLACED WITHIN SHOWN RADIUS OF ALL PROPOSED OR EXISTING FIRE HYDRANTS. CONTRACTOR SHALL ADJUST PLANT MATERIAL SO THAT NO CONFLICTS WITH FIRE HYDRANTS OCCUR ON SITE.
3. FRONT OF HYDRANT (TOWARD CURB)

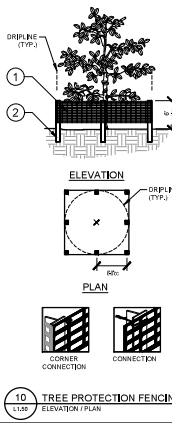
8 L1.50 SHRUB PLANTING AT FIRE HYDRANT
SECTION / PLAN NTS



1. FINISH GRADE (SEE GRADING PLANS).
2. BACKFILL WITH PREPARED PLANTING SOIL MIX AS SPECIFIED.
3. FILTER CLOTH, MIRAFI 500X OR BETTER.
4. SLOPE BOTTOM TO DRAIN.
5. AUGURED HOLE @ 1'-0" PENETRATE THROUGH OCCLUDING LAYER TO WATER TABLE OR TO A DEPTH OF 7' TO ASSURE PROPER PERCOLATION.
6. BACKFILL WITH 1/2"- 3/4" GRAVEL TO REQUIRED DEPTH THROUGH OCCLUDING LAYER TO ASSURE PROPER PERCOLATION.
7. WATER TABLE. (DEPTH VARIES)
8. UNDISTURBED NATIVE SOIL.
9. SET ROOTBALL ON UNDISTURBED STABLE SUBSOIL SO THAT TOP OF ROOT BALL IS 1" ABOVE FINISHED GRADE.

NOTES:
A. THIS DETAIL SHALL BE IMPLEMENTED WHERE PERCOLATION RATES ARE 2" PER HOUR OR LESS.
B. CONTRACTOR TO PERFORM PERCOLATION TEST AS REQUIRED, AND NOTIFY OWNER/LANDSCAPE ARCHITECT.
C. SEE TYPICAL TREE PLANTING DETAIL THIS SHEET FOR PLANT STAKING.

9 L1.50 POOR DRAINAGE CONDITION
SECTION / PLAN NTS

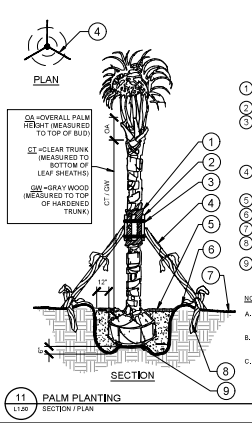


1. 6'H "PERIMETER PLUS" CONSTRUCTION FENCE BY CONWED PLASTICS OR OWNER'S REPRESENTATIVE APPROVED EQUAL. SUBMIT PRODUCT INFORMATION FOR APPROVAL PRIOR TO INSTALLATION.
2. 8' TALL METAL "T" POSTS OR 2" x 2" X 8' PRESSURE TREATED WOOD POSTS WITH 24" BURIAL BELOW GRADE.

INSTALLATION NOTES:
A. POST SELECTION SHOULD BE BASED ON EXPECTED STRENGTH NEEDS AND THE LENGTH OF TIME FENCE WILL BE IN PLACE. FLEXIBLE FIBERGLASS ROD POSTS ARE RECOMMENDED FOR PARKS, ATHLETIC EVENTS AND CROWD CONTROL INSTALLATIONS. METAL "T" POSTS OR TREATED WOOD POSTS ARE TYPICALLY USED FOR CONSTRUCTION AND OTHER APPLICATIONS.
B. POSTS SHOULD BE DRIVEN INTO THE GROUND TO A DEPTH OF 1/3 OF THE HEIGHT OF THE POST. FOR EXAMPLE, A 6' POST SHOULD BE SET AT LEAST 2' INTO THE GROUND.
C. SPACE POSTS EVERY 6' (MIN.) TO 8' (MAX.).
D. SECURE FENCING TO POST WITH NYLON CABLE TIES (AVAILABLE FROM CONWED PLASTICS). WOOD STRIPS MAY BE ALSO BE USED TO PROVIDE ADDITIONAL SUPPORT AND PROTECTION BETWEEN TIES AND POSTS.

NOTE: IF WIRE TIES ARE USED, AVOID DIRECT CONTACT WITH FENCE, WIRE MAY DAMAGE FENCE OVER TIME.

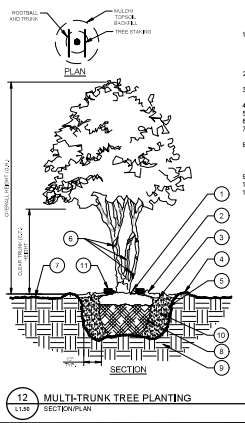
10 L1.50 TREE PROTECTION FENCING
ELEVATION / PLAN NTS



1. 5 LAYERS OF BURLAP TO PROTECT TRUNK.
2. FIVE 2" X 4" X 18" WOOD BATTENS.
3. SECURE BATTENS WITH 2- 3/4" CARBON STEEL BANDS TO HOLD BATTENS IN PLACE, NO NAILS SHALL BE DRIVEN INTO PALM. HEIGHT OF BATTENS SHALL BE LOCATED IN RELATION TO THE HEIGHT OF THE PALM FOR ADEQUATE BRACING.
4. (3) 2"X4"X8' SUPPORTS, NAIL (DRILL AN NAIL IF NECESSARY) TO BATTENS AND 2" 4" STAKES. STAIN DARK BROWN.
5. 3" SPECIFIED MULCH
6. BERM SOIL TO HOLD WATER.
7. FINISH GRADE
8. 2X4X24" (MIN.) P.T. WOOD STAKES (TYP.) NAIL TO SUPPORT POLES.
9. PREPARED PLANTING SOIL AS SPECIFIED. (SEE LANDSCAPE NOTES).

NOTES:
A. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.
B. ALL TREE STAKING IS TO BE WITHIN MULCH BED AREA OUTSIDE TREE PIT.
C. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION - REFER TO POOR DRAINAGE CONDITION DETAIL.

11 L1.50 PALM PLANTING
SECTION / PLAN NTS



1. BASE OF TREE SHALL BE PLANTED SLIGHTLY ABOVE (1" MIN.) ADJACENT FINISH GRADE. REMOVE ALL TWINE & STRAPS & CUT BURLAP FROM TOP 1/3 OF ROOT BALL. NO SYNTHETIC BURLAP WILL BE ACCEPTED.
2. 4" SHREDDED HARDWOOD MULCH OR APPROVED EQUAL.
3. DIAMETER OF TREE PIT TO BE TWICE THE DIAMETER OF ROOT BALL-ROUGHEN SIDES OF TREE PIT.
4. 3" HIGH SOIL BERM TO HOLD WATER.
5. TOPSOIL MIX BACKFILL.
6. TREE WRAP.
7. 4" MIN. OF TOPSOIL TO BRING TO FINISHED GRADE (SEE GRADING PLAN).
8. ROOT BALLS GREATER THAN 24" DIAMETER SHALL BE PLACED ON MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING ROOT BALLS SMALLER THAN 24" IN DIA. MAY SIT ON COMPACTED EARTH.
9. UNDISTURBED SUBSOIL.
10. PREPARE PLANTING SOIL AS SPECIFIED.
11. **Tree Frog® RBK48pt** FOR UP TO 4" TREE CALIPER OR **Tree Frog® RBK60pt** FOR GREATER THAN 4" AND UP TO 6" TREE CALIPER, REFER TO SITEWORK SPECIFICATIONS FOR APPROVED MATERIALS AND INSTALLATION REQUIREMENTS.

NOTES:
A. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.
B. SEE TYPICAL TREE PLANTING DETAIL, REMOVE BURLAP, WIRE AND STRAPS (ANYTHING THAT COULD GIRDLE TREE OR RESTRICT ROOT GROWTH) ON UPPER 1/3 OF ROOTBALL.
C. SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO USE.
D. PRUNE TREE AS DIRECTED BY LANDSCAPE ARCHITECT
E. ASSURE PERCOLATION OF ALL PLANTING PITS

12 L1.50 MULTI-TRUNK TREE PLANTING
SECTION/PLAN NTS

Plotted By:McKenna, Katelyn Sheet Set:Magruder Eye Institute WP-DP Layout:L1.50 November 02, 2020 01:06:20pm K:\ORL-Civil\049610000-Magruder Eye Institute WP\CADD\DEVELOPMENT\PlanSheets\L1.50 - LANDSCAPE DETAILS & SPECIFICATION.dwg
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LICENSED PROFESSIONAL
JENNIFER J. STICKLER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE: 11/02/2020

KHA PROJECT	049610000
DATE	11/02/2020
SCALE	AS SHOWN
DESIGNED BY	JJS
DRAWN BY	EGS
CHECKED BY	RMG

LANDSCAPE DETAILS

MAGRUDER EYE INSTITUTE WP
WINTER PARK FLORIDA

SHEET NUMBER
L1.50

GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

A. SCOPE OF WORK

1. THE WORK CONSISTS OF: FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS SPECIFIED HEREIN.

2. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL CONTRACT PLANTING AREAS UNTIL CERTIFICATION OF ACCEPTANCE BY THE OWNER.

B. PROTECTION OF EXISTING STRUCTURES

1. ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, OTHER SITE CONSTRUCTION ITEMS, AND PLANTING ALREADY COMPLETED OR ESTABLISHED AND DESIGNATED TO REMAIN SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER, AT NO COST TO THE OWNER.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL NECESSARY BMP DEVICES ACCORDING TO ALL REGULATORY AGENCY'S STANDARDS THROUGH THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

3. THE CONTRACTOR SHALL SUBMIT A DETAILED PROJECT SPECIFIC WORK ZONE TRAFFIC CONTROL PLAN UNLESS THE WORK REQUIRES NOTHING MORE THAN A DIRECT APPLICATION OF FDOT DESIGN STANDARDS, INDEX 600. IF A DIRECT APPLICATION OF INDEX 600 IS PROPOSED, THE CONTRACTOR SHALL SUBMIT IN WRITING A STATEMENT INDICATING THE STANDARD INDEX AND PAGE NUMBER NO LESS THAN 10 BUSINESS DAYS PRIOR TO START OF CONSTRUCTION. WHEN A DIRECT APPLICATION OF FDOT STANDARD INDEX 600 IS NOT ACCEPTABLE A PROJECT SPECIFIC WORK ZONE TRAFFIC CONTROL PLAN SHALL BE PREPARED BY A FLORIDA PROFESSIONAL ENGINEER WHO HAS SUCCESSFULLY COMPLETED ADVANCED TRAINING IN MAINTENANCE OF TRAFFIC, AS DEFINED BY FDOT FOR APPROVAL BY THE COUNTY ENGINEER'S REPRESENTATIVE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, WHETHER PUBLIC OR PRIVATE, PRIOR TO EXCAVATION. THE INFORMATION AND DATA SHOWN WITH RESPECT TO EXISTING UNDERGROUND FACILITIES AT OR CONTIGUOUS TO THE SITE IS APPROXIMATE AND BASED ON INFORMATION FURNISHED BY THE OWNER OF SUCH UNDERGROUND FACILITIES OR ON PHYSICAL APPURTENANCES OBSERVED IN THE FIELD. THE OWNER AND DESIGN PROFESSIONAL SHALL NOT BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF ANY SUCH INFORMATION OR DATA. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR: REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA; LOCATING ALL UNDERGROUND FACILITIES DURING CONSTRUCTION; THE SAFETY AND PROTECTION THEREOF; REPAIRING ANY DAMAGE THERETO RESULTING FROM THE WORK, THE COST OF ALL WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE. THE CONTRACTOR SHALL NOTIFY ANY AFFECTED UTILITY COMPANIES OR AGENCIES IN WRITING AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

C. PROTECTION OF EXISTING PLANT MATERIALS

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS EXISTING OR OTHERWISE, CAUSED BY CARELESS EQUIPMENT OPERATION, MATERIAL STOCKPILING, ETC., THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE AND SPILLING OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE. NO MATERIALS SHALL BE BURNED ON SITE. EXISTING TREES KILLED OR DAMAGED SO THAT THEY ARE NOT NORMALLY AND/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF THREE HUNDRED DOLLARS ($300) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY (20) PERCENT PER INCH OVER FOUR (4) INCHES CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES, CALIPER SHALL BE MEASURED SIX (6) INCHES ABOVE GROUND LEVEL FOR TREES UP TO AND INCLUDING FOUR (4) INCHES IN CALIPER AND TWELVE (12) INCHES ABOVE GROUND LEVEL FOR TREES OVER FOUR (4) INCHES IN CALIPER.

2. SEE TREE MITIGATION PLAN AND NOTES, IF APPLICABLE.

D. MATERIALS

1. GENERAL

MATERIAL SAMPLES LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL ON SITE OR AS DETERMINED BY THE OWNER, UPON APPROVAL, DELIVERY OF MATERIALS MAY COMMENCE.

MATERIAL	SAMPLE SIZE
MULCH	ONE (1) CUBIC FOOT
TOPSOIL MIX	ONE (1) CUBIC FOOT
PLANTS	ONE (1) OF EACH VARIETY (OR TAGGED IN NURSERY)

2. PLANT MATERIALS

a. PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS, LATEST EDITION, PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. ALL PLANTS SHALL BE FLORIDA GRADE NO. 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY. ALL PLANTS SHALL BE HEALTHY, VIGOROUS, WELL-BRANCHED, AND FREE OF DISEASE AND INSECTS. INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER, WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY WITH APPROVAL FROM OWNER OR OWNER'S REPRESENTATIVE. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE OWNER'S REPRESENTATIVE.

b. MEASUREMENTS. THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE GROUND OR ACROSS THE NORMAL SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THE MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER, IF THE USE OF LARGER PLANTS IS APPROVED, THE BALL OF EARTH OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.

c. INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE AND VARIETY. SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

E. SOIL MIXTURE (PLANTING MEDIUM, PLANTING MIX, TOPSOIL MIX)

1. CONTRACTOR SHALL TEST EXISTING SOIL AND AMEND AS NECESSARY IN ACCORDANCE WITH THE GUIDELINES BELOW:

2. SOIL MIXTURE (PLANTING MEDIUM FOR PLANT PITS) SHALL CONSIST OF TWO PARTS OF TOPSOIL AND ONE PART SAND, AS DESCRIBED BELOW, CONTRACTOR TO SUBMIT SAMPLES AND PH TESTING RESULTS OF SOIL MIXTURE FOR OWNER'S REPRESENTATIVE APPROVAL PRIOR TO PLANT INSTALLATION OPERATIONS COMMENCE.

a. TOPSOIL FOR USE IN PREPARING SOIL MIXTURE FOR BACKFILLING PLANT PITS SHALL BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER; FREE OF ROOTS, STUMPS, STONES LARGER THAN 2" IN ANY DIRECTION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND HAVE A PH BETWEEN 5.5 AND 7.0.

b. SAND SHALL BE COARSE, CLEAN, WELL-DRAINING, NATIVE SAND.

2. TREES SHALL BE PLANTED IN THE EXISTING NATIVE SOIL ON SITE UNLESS DETERMINED TO BE UNSUITABLE - AT WHICH POINT THE CONTRACTOR SHALL CONTACT OWNER'S REPRESENTATIVE TO DISCUSS ALTERNATE RECOMMENDATION PRIOR TO PLANTING.

F. WATER

1. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN ADEQUATE PLANT GROWTH AND SHALL NOT CONTAIN HARMFUL, NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY METERS, HOSES, SPRINKLERS, ETC.... IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

* WATER/IRRIGATION RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.

G. FERTILIZER

CONTRACTOR SHALL PROVIDE FERTILIZER APPLICATION SCHEDULE TO OWNER, AS APPLICABLE TO SOIL TYPE, PLANT INSTALLATION TYPE, AND SITE'S PROPOSED USE. SUGGESTED FERTILIZER TYPES SHALL BE ORGANIC OR OTHERWISE NATURALLY-DERIVED.

* FERTILIZER RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.

H. MULCH

1. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A DEPTH OF THREE (3) INCHES. CLEAR MULCH FROM EACH PLANT'S CROWN (BASE). MULCH SHALL BE "FLORMULCH," EUCALYPTUS MULCH, OR SIMILAR SUSTAINABLY HARVESTED MULCH UNLESS SPECIFIED OTHERWISE.

2. PROVIDE A THREE (3) INCH MINIMUM LAYER OF SPECIFIED MULCH OVER THE ENTIRE AREA OF EACH SHRUB BED, GROUND COVER, VINE BED, AND TREE PIT (IF MINIMUM) PLANTED UNDER THIS CONTRACT.

I. DIGGING AND HANDLING

1. PROTECT ROOTS OR ROOT BALLS OF PLANTS AT ALL TIMES FROM SUN, DRYING WINDS, WATER AND FREEZING, AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT DAMAGE DURING TRANSIT. TREES TRANSPORTED MORE THAN TEN (10) MILES OR WHICH ARE NOT PLANTED WITHIN THREE (3) DAYS OF DELIVERY TO THE SITE SHALL BE SPRAYED WITH AN ANTITRANSPIRANT PRODUCT ("VAPOR-TRUP" OR EQUAL) TO MINIMIZE TRANSPIRATIONAL WATER LOSS.

2. BALLED AND BURLAPPED (B&B), AND FIELD GROWN (FG) PLANTS SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS. NO PLANTS MOVED WITH A ROOT BALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS SHALL NOT BE HANDLED BY STEMS.

3. PLANTS MARKED "BR" IN THE PLANT LIST SHALL BE DUG WITH BARE ROOTS. CARE SHALL BE EXERCISED THAT THE ROOTS DO NOT DRY OUT DURING TRANSPORTATION AND PRIOR TO PLANTING.

4. PROTECTION OF PALMS: ONLY A MINIMUM OF FRONDS SHALL BE REMOVED FROM THE CROWN OF THE PALM TREES TO FACILITATE MOVING AND HANDLING. CLEAR TRUNK (CT) SHALL BE AS SPECIFIED AFTER THE MINIMUM OF FRONDS HAVE BEEN REMOVED. ALL PALMS SHALL BE BRACED PER PALM PLANTING DETAIL.

5. EXCAVATION OF TREE PITS SHALL BE PERFORMED USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS AND PREPARED SUB-BASES.

J. CONTAINER GROWN STOCK

1. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.

2. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

3. ROOT BOUND PLANTS ARE NOT ACCEPTABLE AND WILL BE REJECTED.

4. RPG= "ROOTS PLUS GROWER" CONTAINER PRODUCTS SHALL BE USED WHERE SPECIFIED.

K. COLLECTED STOCK

WHEN THE USE OF COLLECTED STOCK IS PERMITTED AS INDICATED BY THE OWNER OR OWNER'S REPRESENTATIVE, THE MINIMUM SIZES OF ROOTBALLS SHALL BE EQUAL TO THAT SPECIFIED FOR THE NEXT LARGER SIZE OF NURSERY GROWN STOCK OF THE SAME VARIETY.

L. NATIVE STOCK

PLANTS COLLECTED FROM WILD OR NATIVE STANDS SHALL BE CONSIDERED NURSERY GROWN WHEN THEY HAVE BEEN SUCCESSFULLY RE-ESTABLISHED IN A NURSERY ROW AND GROWN UNDER REGULAR NURSERY CULTURAL PRACTICES FOR A MINIMUM OF TWO (2) GROWING SEASONS AND HAVE ATTAINED ADEQUATE ROOT AND TOP GROWTH TO INDICATE FULL RECOVERY FROM TRANSPLANTING INTO THE NURSERY ROW.

M. MATERIALS LIST

QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED BY THE CONTRACTOR. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS, SHOULD A DISCREPANCY OCCUR BETWEEN THE PLANS AND THE PLANT LIST QUANTITY, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED FOR CLARIFICATION PRIOR TO BIDDING OR INSTALLATION. ALL DIMENSIONS AND/OR SIZES SPECIFIED SHALL BE THE MINIMUM ACCEPTABLE SIZE.

N. FINE GRADING

1. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN ROUGH GRADED BY OTHERS, BERMING AS SHOWN ON THE DRAWINGS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS OTHERWISE NOTED.

2. THE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH. CONTRACTOR SHALL FINE GRADE BY HAND AND/OR WITH ALL EQUIPMENT NECESSARY INCLUDING A GRADING TRACTOR WITH FRONT-END LOADER FOR TRANSPORTING SOIL WITHIN THE SITE.

3. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED FOR POSITIVE DRAINAGE TO SURFACE/SUBSURFACE STORM DRAIN SYSTEMS, AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS. REFER TO CIVIL ENGINEER'S PLANS FOR FINAL GRADES, IF APPLICABLE.

O. PLANTING PROCEDURES

1. CLEANING UP BEFORE COMMENCING WORK: THE CONTRACTOR SHALL CLEAN WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER DAILY. ALL MORTAR, CEMENT, AND TOXIC MATERIAL SHALL BE REMOVED FROM THE SURFACE OF ALL PLANT BEDS. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS BENEATH THE SOIL WHICH WILL IN ANY WAY ADVERSELY AFFECT THE PLANT GROWTH, HE SHALL IMMEDIATELY CALL IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. FAILURE TO DO SO BEFORE PLANTING SHALL MAKE THE CORRECTIVE MEASURES THE RESPONSIBILITY OF THE CONTRACTOR.

2. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES, INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER SYSTEMS, CABLE, AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES. CALL SUNSHINE STATE ONE CALL OF FLORIDA, INC. (811) TO LOCATE UTILITIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.

3. SUBGRADE EXCAVATION: CONTRACTOR IS RESPONSIBLE TO REMOVE ALL EXISTING AND IMPORTED LIMEROCK AND LIMEROCK SUB-BASE FROM ALL LANDSCAPE PLANTING AREAS TO A MINIMUM DEPTH OF 36" OR TO NATIVE SOIL. CONTRACTOR IS RESPONSIBLE TO BACKFILL THESE PLANTING AREAS TO ROUGH FINISHED GRADE WITH CLEAN TOPSOIL FROM AN ON-SITE SOURCE OR AN IMPORTED SOURCE. IF LIMEROCK OR OTHER ADVERSE CONDITIONS OCCUR IN PLANTED AREAS AFTER 36" DEEP EXCAVATION BY THE CONTRACTOR, AND POSITIVE DRAINAGE CAN NOT BE ACHIEVED, CONTRACTOR SHALL UTILIZE "POOR DRAINAGE CONDITION" PLANTING DETAIL.

4. FURNISH NURSERY'S CERTIFICATE OF COMPLIANCE WITH ALL REQUIREMENTS AS SPECIFIED HEREIN. INSPECT AND SELECT PLANT MATERIALS BEFORE PLANTS ARE DUG AT NURSERY OR GROWING SITE.

5. COMPLY WITH APPLICABLE FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE. UPON ARRIVAL AT THE SITE, PLANTS SHALL BE THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS STORED ONSITE SHALL NOT REMAIN UNPLANTED OR APPROPRIATELY HEALED IN FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES WORKMANLIKE METHODS CUSTOMARY IN GOOD HORTICULTURAL PRACTICES SHALL BE EXERCISED.

6. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE PLANTING WITH IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION APPURTENANCES AND PLANTS.

7. ALL PLANTING PITS SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH THE USA STANDARD FOR NURSERY STOCK Z60.1, UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACK FILLED WITH THE PREPARED PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION E. TEST ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE. IF POOR DRAINAGE EXISTS, UTILIZE "POOR DRAINAGE CONDITION" PLANTING DETAIL. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES AND UNDER THE SUPERVISION OF A QUALIFIED LANDSCAPE FOREMAN. PROPER "JETTING IN" SHALL BE ASSURED TO ELIMINATE AIR POCKETS AROUND THE ROOTS. "JET STICK" OR EQUAL IS RECOMMENDED.

8. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS AND BUILDING STRUCTURES WHILE INSTALLING TREES.

9. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION E OF THESE SPECIFICATIONS.

10. TREES AND SHRUBS SHALL BE SET STRAIGHT AT AN ELEVATION THAT, AFTER SETTLEMENT, THE PLANT CROWN WILL STAND ONE (1) TO TWO (2) INCHES ABOVE GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PIT. PLANTING SOIL MIXTURE SHALL BE BACK FILLED, THOROUGHLY TAMPED AROUND THE BALL, AND SETTLED BY WATER (AFTER TAMPING).

11. AMEND PINE AND OAK PLANT PITS WITH ECTOMYCORRHIZAL SOIL APPLICATION PER MANUFACTURER'S RECOMMENDATION. ALL OTHER PLANT PITS SHALL BE AMENDED WITH ENDOMYCORRHIZAL SOIL APPLICATION PER MANUFACTURER'S RECOMMENDATION. PROVIDE PRODUCT INFORMATION SUBMITTAL PRIOR TO INOCULATION.

12. FILL HOLE WITH SOIL MIXTURE, MAKING CERTAIN ALL SOIL IS SATURATED, TO DO THIS, FILL HOLE WITH WATER AND ALLOW TO SOAK MINIMUM TWENTY (20) MINUTES, STIRRING IF NECESSARY TO ENSURE SOIL IS THOROUGHLY WET. PACK LIGHTLY WITH FEET, ADD MORE WET SOIL MIXTURE, DO NOT COVER TOP OF BALL WITH SOIL MIXTURE, ALL BURLAP, ROPE, WIRES, BASKETS, ETC... SHALL BE REMOVED FROM THE SIDES AND TOPS OF BALLS, BUT NO BURLAP SHALL BE PULLED FROM UNDERNEATH.

13. TREES SHALL BE PRUNED, AT THE DIRECTION OF THE OWNER OR OWNER'S REPRESENTATIVE, TO PRESERVE THE NATURAL CHARACTER OF THE PLANT. ALL SOFT WOOD OR SUCKER GROWTH AND ALL BROKEN OR BADLY DAMAGED BRANCHES SHALL BE REMOVED WITH A CLEAN CUT. ALL PRUNING TO BE PERFORMED BY CERTIFIED ARBORIST, IN ACCORDANCE WITH ANSI A-300.

14. SHRUBS AND GROUND COVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED ON THE PLANT LIST. MATERIALS INSTALLED SHALL MEET MINIMUM SPECIMEN REQUIREMENTS OR QUANTITIES SHOWN ON PLANS, WHICHEVER IS GREATER. CULTIVATE ALL PLANTING AREAS TO A MINIMUM DEPTH OF 6". REMOVE AND DISPOSE ALL DEBRIS, MIX TOP 4" THE PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION E. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

15. TREE GUYING AND BRACING SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. IF THE CONTRACTOR AND OWNER DECIDE TO WAIVE THE TREE GUYING AND BRACING, THE OWNER SHALL NOTIFY THE PROJECT LANDSCAPE ARCHITECT IN WRITING AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE PROJECT LANDSCAPE ARCHITECT IN THE EVENT UNSUPPORTED TREES PLANTED UNDER THIS CONTRACT FALL AND DAMAGE PERSON OR PROPERTY.

16. ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK. IF DIRECTED BY THE OWNER, "ROUND-UP" SHALL BE APPLIED FOR WEED CONTROL BY QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S PRECAUTIONS AND SPECIFICATIONS, PRIOR TO FINAL INSPECTION. TREAT ALL PLANTING BEDS WITH AN APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER, (AS ALLOWED BY JURISDICTIONAL AUTHORITY)

P. LAWN SODDING

1. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE, IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A TURF GRASS LAWN ACCEPTABLE TO THE OWNER.

2. ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS BY MEANS OF A SOD CUTTER TO A DEPTH OF THREE (3) INCHES, AND THE GROUND BROUGHT TO AN EVEN GRADE. THE ENTIRE SURFACE SHALL BE ROLLED WITH A ROLLER WEIGHING NOT MORE THAN ONE-HUNDRED (100) POUNDS PER FOOT OF WIDTH, DURING THE ROLLING, ALL DEPRESSIONS CAUSED BY SETTLEMENT SHALL BE FILLED WITH ADDITIONAL SOIL, AND THE SURFACE SHALL BE REGRADED AND ROLLED UNTIL PRESENTING A SMOOTH AND EVEN FINISH TO THE REQUIRED GRADE.

3. PREPARE LOOSE BED FOUR (4) INCHES DEEP. HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WET PREPARED AREA THOROUGHLY.

4. SODDING

a. THE CONTRACTOR SHALL SOD ALL AREAS THAT ARE NOT PAVED OR PLANTED AS DESIGNATED ON THE DRAWINGS WITHIN THE CONTRACT LIMITS, UNLESS SPECIFICALLY NOTED OTHERWISE.

b. THE SOD SHALL BE CERTIFIED TO MEET FLORIDA STATE PLANT BOARD SPECIFICATIONS, ABSOLUTELY TRUE TO VARIETAL TYPE, AND FREE FROM WEEDS, FUNGUS, INSECTS AND DISEASE OF ANY KIND.

c. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS, ADJACENT TO BUILDINGS. A 24 INCH STONE MULCH STRIP SHALL BE PROVIDED, IMMEDIATELY FOLLOWING SOD LAYING. THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN, FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.

5. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.

6. LAWN MAINTENANCE

a. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK (INCLUDING REGRADING IF NECESSARY).

b. CONTRACTOR RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER, OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

Q. CLEANUP

UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S REPRESENTATIVE.

R. PLANT MATERIAL MAINTENANCE

ALL PLANTS AND PLANTING INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE-STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY PLANT CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTANCE BY THE OWNER'S REPRESENTATIVE.

S. FINAL INSPECTION AND ACCEPTANCE OF WORK

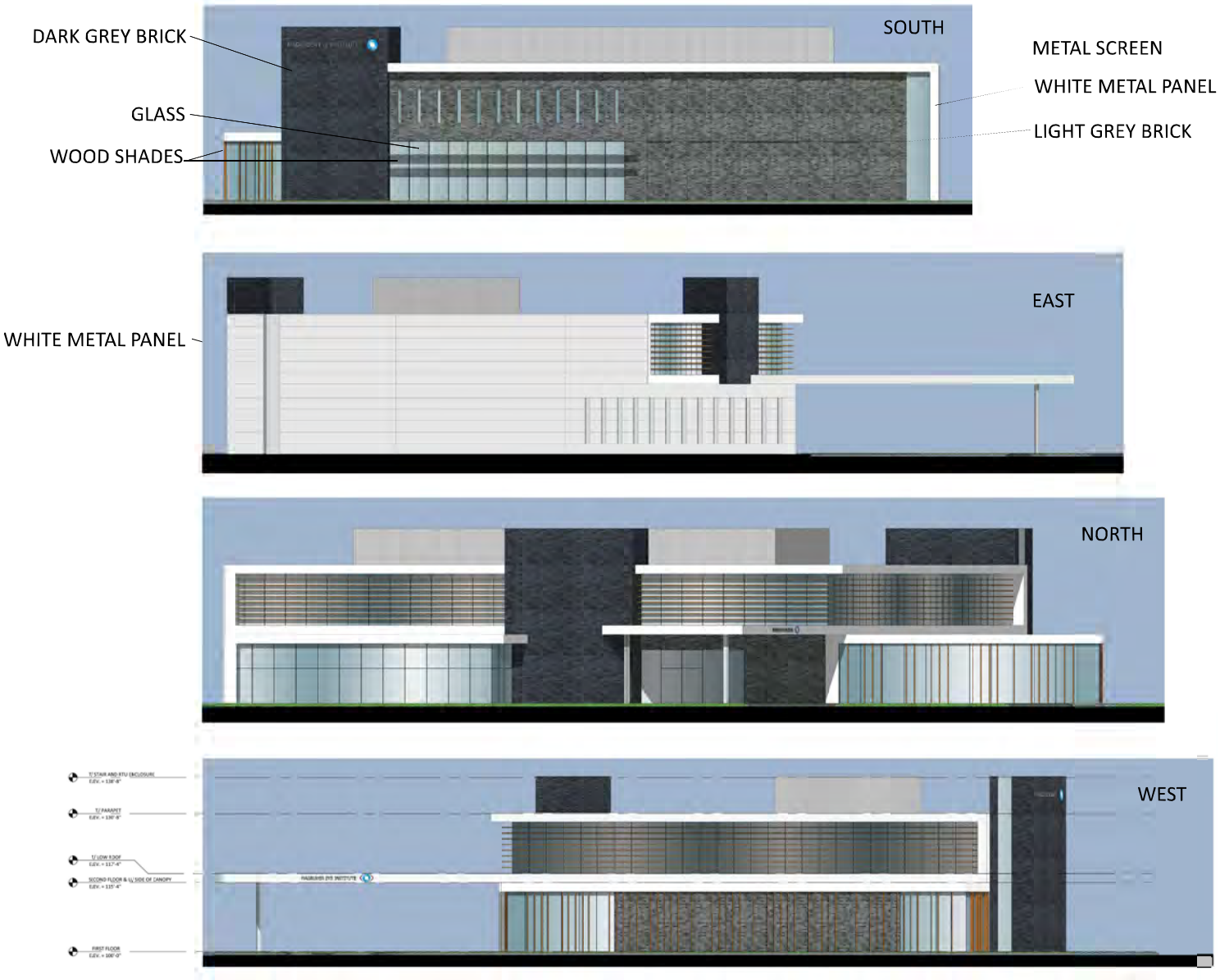
FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

T. WARRANTY

1. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED (INCLUDING SOD) BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTANCE BY THE OWNER'S REPRESENTATIVE.

2. ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION AT THE END OF THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED AS SOON AS WEATHER CONDITIONS PERMIT, ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED PLANTED AND MULCHED AS SPECIFIED AT NO ADDITIONAL COST TO THE OWNER.

3. IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE AND IRRIGATION MAINTENANCE, THE CONTRACTOR SHOULD VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER. CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR COND


DARK GREY BRICK
GLASS
WOOD SHADES
SOUTH
METAL SCREEN
WHITE METAL PANEL
LIGHT GREY BRICK
WHITE METAL PANEL
EAST
NORTH
WEST

MAGRUDER EYE INSTITUTE

Traffic Impact Analysis

December 2020

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

Magruder Eye Institute

City of Winter Park, FL

Prepared for:

G. Brock Magruder, M.D., P.A.

Prepared by:

Kimley-Horn and Associates, Inc.



James M. Taylor, P.E.

PE #69979

December 2020

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1.0 INTRODUCTION

Kimley-Horn has been retained by G. Brock Magruder, M.D., P.A., to analyze and document the traffic impacts associated with the development of Magruder Eye Institute, a proposed site redevelopment of several parcels generally located on the northeast corner of W Fairbanks Avenue and Cambridge Boulevard in the City of Winter Park, Florida.

Current zoning of the parcels to be redeveloped include Commercial (C-3) and Single Family Residential (R-1A). Proposed zoning is C-3, Office (O-1) and parking lot (PL). The site is composed of seven (7) separate parcels (Parcel ID #02-22-29-2996-01-010, 11-22-29-6260-05-010, 11-22-29-6260-05-020, 02-22-29-2996-01-040, 02-22-29-2996-01-050, 02-22-29-2996-01-069, and 02-22-29-2996-02-060. The project location and study area are shown in **Figure 1**.

Based on 2020 property records from the Orange County Property Appraiser, the site is currently occupied by seven (7) single family homes and 6,492 square feet of retail. The applicant is proposing to redevelop the site to consist of a 32,000 square foot medical office building and off-site parking. The total area of the site being redeveloped is approximately 2.01 acres. The conceptual site plan is provided in **Appendix A**.

1.1 STUDY AREA

The study area includes the project driveway and the intersection of W Fairbanks Avenue and Cambridge Boulevard, as shown in **Figure 1**.



Figure 1: Project Location and Study Area

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2.0 EXISTING CONDITIONS ANALYSIS

2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersection on Wednesday, November 4, 2020 during the AM (7:00AM – 9:00AM) and PM (4:00PM – 6:00PM) peak periods. Raw turning movement counts are provided in **Appendix B**.

Traffic counts were adjusted using the seasonal factor (SF) from FDOT's Florida Traffic Online (FTO) publication. To achieve pre-COVID-19 traffic conditions, an adjustment factor, which compares Year 2019 AADT along W Fairbanks Avenue to recently collected Year 2020 ADT, was also applied to the raw turning movement counts along W Fairbanks Avenue. AADT data provided by Orange County and seasonal factor data provided by FDOT are included in **Appendix C**.

Table 1 shows the COVID-19 adjustment factor and the parameters used to develop it. The adjusted turning movement volume worksheet for the study intersection can be found in **Appendix D**.

Table 1: COVID-19 Adjustment Factor

Year 2019 AADT [1]	32,220
Year 2020 Observed ADT	28,496
COVID 19 Adjustment Factor	1.13

[1] *AADT from Orange County Traffic Counts online database*

2.2 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing (2020) conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual,* 6th Edition (HCM 6) with *Synchro* (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the existing AM and PM peak hour conditions are provided in **Tables 2 and 3**, respectively. Synchro outputs are provided in **Appendix E**.

As shown in **Tables 2 and 3**, all study area intersection approaches are shown to operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during existing peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak period.

Table 2: Existing Intersection Conditions (AM Peak Hour)

Existing Condition - 2020					
Intersection	**Control Type**	**Approach**	**AM Peak Hour**		
			Level of Service (*overall delay*)	**Max V/C Movement**	**Max V/C Ratio**
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	B	EBL	0.09
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.12
		SB	F	SBL	1.40
		Overall	**-**	**SBL**	**1.40**

Table 3: Existing Intersection Conditions (PM Peak Hour)

Existing Condition - 2020					
Intersection	**Control Type**	**Approach**	**PM Peak Hour**		
			Level of Service (*overall delay*)	**Max V/C Movement**	**Max V/C Ratio**
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	C	EBL	0.05
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.26
		SB	F	SBL	0.92
		Overall	**-**	**SBL**	**0.92**

3.0 PROJECT DEVELOPMENT

The applicant is proposing to redevelop the site to consist of a 32,000 square foot medical office building and off-site parking. The total area of the site being redeveloped is approximately 2.01 acres. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout.

3.1 SITE ACCESS

Access to the site is proposed via one (1) full-access driveway along Cambridge Avenue, as shown in the site plan.

3.2 TRIP GENERATION

Trip generation rates for the existing and proposed development scenarios were calculated using the 10th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land Use Codes (LUCs) used for the existing and proposed development scenarios include:

Existing Development
- LUC 210 – Single-Family Detached Housing
- LUC 820 – Shopping Center (Retail)

Proposed Redevelopment
- LUC 720 – Medical-Dental Office Building

Per City code requirement, **Table 4** provides the Daily, AM peak hour, and PM peak hour trip generation summaries for the existing and proposed development scenarios to the net new vehicle trips anticipated to be added to the roadway network.

As shown in **Table 4**, the proposed redevelopment of the site is anticipated to generate 116 net new daily trips, 65 net new AM peak hour trips (56 inbound and 9 outbound), and 31 net new PM peak hour trips (-9 inbound and 40 outbound) to the external roadway network at buildout.

Table 4: Magruder Eye Institute Trip Generation

PROPOSED REDEVELOPMENT																					
Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate[1]	AM ITE Trip Rate[1]	PM ITE Trip Rate[1]	Daily Trip Generation					AM Peak Hour Trip Generation					PM Peak Hour Trip Generation				
							Total	In[1]		Out[1]		Total	In[1]		Out[1]		Total	In[1]		Out[1]	
Medical-Dental Office Building	720	32.0	KSF	35.68	2.53	3.46	1,142	50%	571	50%	571	81	78%	63	22%	18	111	28%	31	72%	80
				New External Trips			1,142	571		571		81	63		18		111	31		80	
EXISTING DEVELOPMENT																					
Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate[1]	AM ITE Trip Rate[1]	PM ITE Trip Rate[1]	Daily Trip Generation					AM Peak Hour Trip Generation					PM Peak Hour Trip Generation				
							Total	In[1]		Out[1]		Total	In[1]		Out[1]		Total	In[1]		Out[1]	
Single Family Detached Housing	210	7	DU	12.86	1.40	1.13	90	50%	45	50%	45	10	25%	3	75%	7	8	63%	5	37%	3
Retail	820	6.49	KSF	144.23	0.94	11.06	936	50%	468	50%	468	6	62%	4	38%	2	72	48%	35	52%	37
				External Trips			1,026	513		513		16	7		9		80	40		40	
NET NEW EXTERNAL TRIPS																					
							Daily Trip Generation					AM Peak Hour Trip Generation					PM Peak Hour Trip Generation				
							Total	In[1]		Out[1]		Total	In[1]		Out[1]		Total	In[1]		Out[1]	
				Net New External Trips			116	58		58		65	56		9		31	-9		40	

[1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation Manual, 10th Edition

3.3 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v6) model set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting CFRPM v6 model plot showing percent of daily project distribution is provided in **Appendix F**.

Figure 2 displays the anticipated trip distribution for the proposed Magruder Eye Institute and the existing development. Thirty percent (30%) of ingress and egress existing development traffic is assumed to access the south driveways east of Cambridge Boulevard.

3.4 TRIP ASSIGNMENT

Site distribution percentages were used to assign anticipated project trips to the study area intersection and driveway. **Figures 3 and 4** show the anticipated net new project movements at the study area intersection and driveway during the AM and PM peak hours, respectively.



Figure 2: Project Distribution

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Figure 3: AM Peak Hour Project Assignment

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Figure 4: PM Peak Hour Project Assignment

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4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2021

4.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for Year 2021 background conditions. Background volumes at the study area intersections were derived by applying 2% annual growth to existing traffic counts. The adjusted turning movement volume worksheet for the study intersection can be found in **Appendix D.**

4.2 BACKGROUND INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2021 background conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual,* 6th Edition (HCM 6) with *Synchro* (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the background AM and PM peak hour conditions are provided in **Tables 5 and 6**, respectively. Synchro outputs are provided in **Appendix E**.

As shown in **Tables 5 and 6**, all study area intersection approaches are shown to operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during background peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which are expected to continue to operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods.

Table 5: Background Intersection Conditions (AM Peak Hour)

Background Condition - 2021					
Intersection	**Control Type**	**Approach**	**AM Peak Hour**		
			Level of Service (*overall delay*)	**Max V/C Movement**	**Max V/C Ratio**
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	B	EBL	0.10
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.13
		SB	F	SBL	1.58
		Overall	**-**	**SBL**	**1.58**

Table 6: Background Intersection Conditions (PM Peak Hour)

Background Condition - 2021					
Intersection	**Control Type**	**Approach**	**PM Peak Hour**		
			Level of Service (*overall delay*)	**Max V/C Movement**	**Max V/C Ratio**
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	C	EBL	0.06
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.28
		SB	F	SBL	1.03
		Overall	**-**	**SBL**	**1.03**

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2021

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for Year 2021 conditions. Buildout volumes were developed by adding anticipated project trips to background volumes. **Figures 5 and 6** illustrate turning movement volumes for AM and PM peak hour buildout conditions, respectively. Adjusted turning movement volume worksheets can be found in **Appendix D.**

5.2 BUILDOUT INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2021 buildout conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual,* 6th Edition (HCM 6) with *Synchro* (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the background AM and PM peak hour conditions are provided in **Tables 7 and 8**, respectively. Synchro outputs are provided in **Appendix E**.

As shown in **Tables 7 and 8**, all study area intersection and project driveway approaches are shown to operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during buildout peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which are expected to continue to operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods.

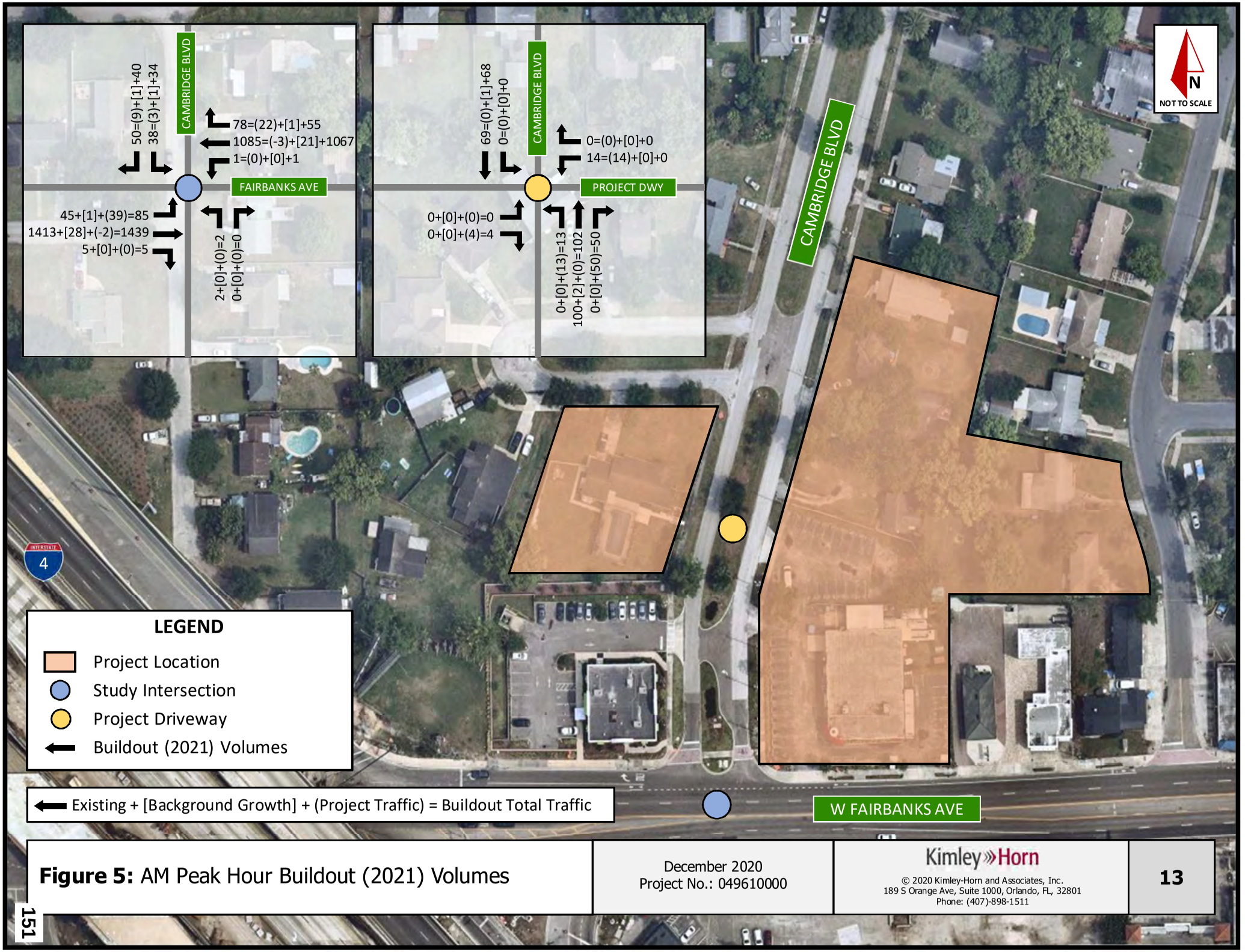


Figure 5: AM Peak Hour Buildout (2021) Volumes

December 2020
Project No.: 049610000

Kimley»Horn

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Phone: (407)-898-1511



Figure 6: PM Peak Hour Buildout (2021) Volumes

December 2020
Project No.: 049610000

Kimley»Horn

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Table 7: Buildout Intersection Conditions (AM Peak Hour)

Buildout Condition - 2021					
Intersection	**Control Type**	**Approach**	**AM Peak Hour**		
			Level of Service (*overall delay*)	**Max V/C Movement**	**Max V/C Ratio**
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	B	EBL	0.18
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.17
		SB	F	SBL	2.10
		Overall	**-**	**SBL**	**2.10**
Cambridge Boulevard & Project Driveway	Unsignalized (TWSC)	EB	A	EBR	0.00
		WB	B	WBL	0.02
		NB (L)	A	NBL	0.01
		SB (L)	-	-	-
		Overall	**-**	**WBL**	**0.02**

Table 8: Buildout Intersection Conditions (PM Peak Hour)

Buildout Condition - 2021					
Intersection	**Control Type**	**Approach**	**PM Peak Hour**		
			Level of Service (*overall delay*)	**Max V/C Movement**	**Max V/C Ratio**
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	C	EBL	0.07
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.34
		SB	F	SBL	2.02
		Overall	**-**	**SBL**	**2.02**
Cambridge Boulevard & Project Driveway	Unsignalized (TWSC)	EB	A	EBR	0.02
		WB	A	WBL	0.09
		NB (L)	A	NBL	0.00
		SB (L)	-	-	-
		Overall	**-**	**WBL**	**0.09**

6.0 CONCLUSION

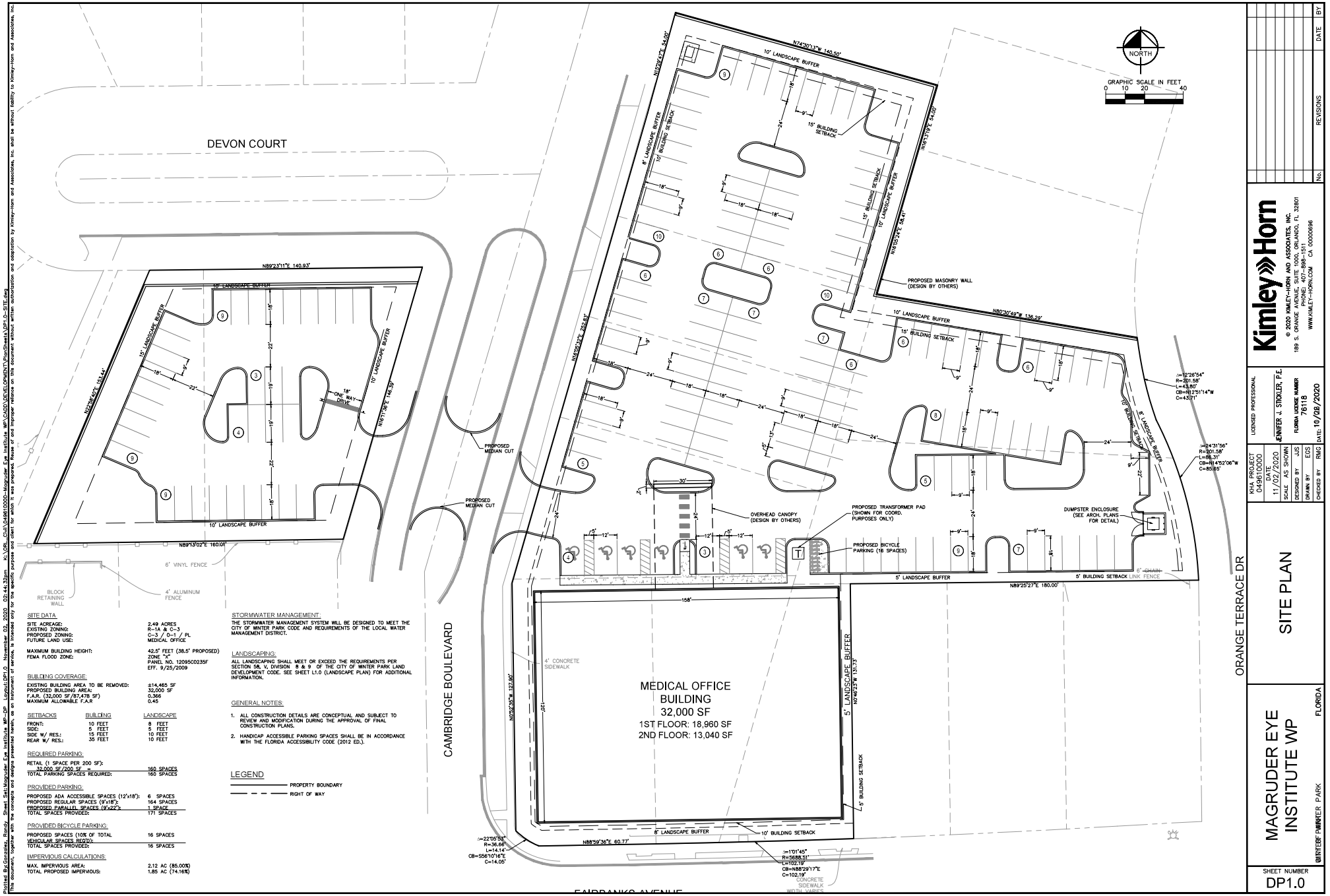
This traffic impact analysis was performed to assess the transportation impacts of Magruder Eye Institute, a proposed site redevelopment of several parcels generally located on the northeast corner of W Fairbanks Avenue and Cambridge Boulevard in the City of Winter Park, Florida. The site is currently occupied by seven (7) single family homes and 6,492 square feet of retail. The redevelopment, proposed for buildout in 2021, will consist of a 32,000 square foot medical office building and off-site parking.

The proposed redevelopment of the site is anticipated to generate 116 net new daily trips, 65 net new AM peak hour trips (56 inbound and 9 outbound), and 31 net new PM peak hour trips (-9 inbound and 40 outbound) to the external roadway network at buildout. Access to the site is proposed via one (1) full-access driveway along Cambridge Avenue.

An operational analysis was performed at the project driveway and the intersection of W Fairbanks Avenue and Cambridge Boulevard for future background conditions (without project) and future buildout (with project) conditions. The analysis showed that the study area intersection and project driveway operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during background peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which are expected to continue to operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods.

No new deficiencies are anticipated as a result of project traffic.

APPENDIX A
Conceptual Site Plan



SITE DATA

SITE ACREAGE:	2.49 ACRES
EXISTING ZONING:	R-1A & C-3
PROPOSED ZONING:	C-3 / O-1 / PL
FUTURE LAND USE:	MEDICAL OFFICE
MAXIMUM BUILDING HEIGHT:	42.5' FEET (38.5' PROPOSED)
FEMA FLOOD ZONE:	ZONE "X" PANEL NO. 12095C0235F EFF. 9/25/2009

BUILDING COVERAGE:

EXISTING BUILDING AREA TO BE REMOVED:	±14,465 SF
PROPOSED BUILDING AREA:	32,000 SF
F.A.R. (32,000 SF/87,478 SF)	0.366
MAXIMUM ALLOWABLE F.A.R	0.45

SETBACKS	BUILDING	LANDSCAPE
FRONT:	10 FEET	8 FEET
SIDE:	5 FEET	5 FEET
SIDE W/ RES.:	15 FEET	10 FEET
REAR W/ RES.:	35 FEET	10 FEET

REQUIRED PARKING:

RETAIL (1 SPACE PER 200 SF):	
32,000 SF/200 SF =	160 SPACES
TOTAL PARKING SPACES REQUIRED:	160 SPACES

PROVIDED PARKING:

PROPOSED ADA ACCESSIBLE SPACES (12'x18'):	6 SPACES
PROPOSED REGULAR SPACES (9'x18'):	164 SPACES
PROPOSED PARALLEL SPACES (9'x22'):	1 SPACE
TOTAL SPACES PROVIDED:	171 SPACES

PROVIDED BICYCLE PARKING:

PROPOSED SPACES (10% OF TOTAL VEHICULAR SPACES REQ'D):	16 SPACES
TOTAL SPACES PROVIDED:	16 SPACES

IMPERVIOUS CALCULATIONS:

MAX. IMPERVIOUS AREA:	2.12 AC (85.00%)
TOTAL PROPOSED IMPERVIOUS:	1.85 AC (74.16%)

STORMWATER MANAGEMENT:

THE STORMWATER MANAGEMENT SYSTEM WILL BE DESIGNED TO MEET THE CITY OF WINTER PARK CODE AND REQUIREMENTS OF THE LOCAL WATER MANAGEMENT DISTRICT.

LANDSCAPING:

ALL LANDSCAPING SHALL MEET OR EXCEED THE REQUIREMENTS PER SECTION 58, V, DIVISION 8 & 9 OF THE CITY OF WINTER PARK LAND DEVELOPMENT CODE. SEE SHEET L1.0 (LANDSCAPE PLAN) FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
2. HANDICAP ACCESSIBLE PARKING SPACES SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE (2012 ED.).

LEGEND

PROPERTY BOUNDARY

RIGHT OF WAY

No.	REVISIONS	DATE	BY

Kimley»Horn
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189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL
JENNIFER L STICKLER, P.E.
FLORIDA LICENSE NUMBER 76118
DATE: 10/28/2020

KHA PROJECT 049610000
DATE 11/02/2020
SCALE AS SHOWN
DESIGNED BY JJS
DRAWN BY EGS
CHECKED BY RMG

SITE PLAN

MAGRUDER EYE INSTITUTE WP

WINTER PARK, FLORIDA

SHEET NUMBER DP1.0

Plotted By: Gonzalez, Brandy Sheet Set: Magruder Eye Institute WP Layout: DP1.0 November 02, 2020 02:44:32pm K:\ORL_Civil\049610000-Magruder Eye Institute\WP\CADD\DEVELOPMENT\PlanSheets\DP1.0-SITE.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

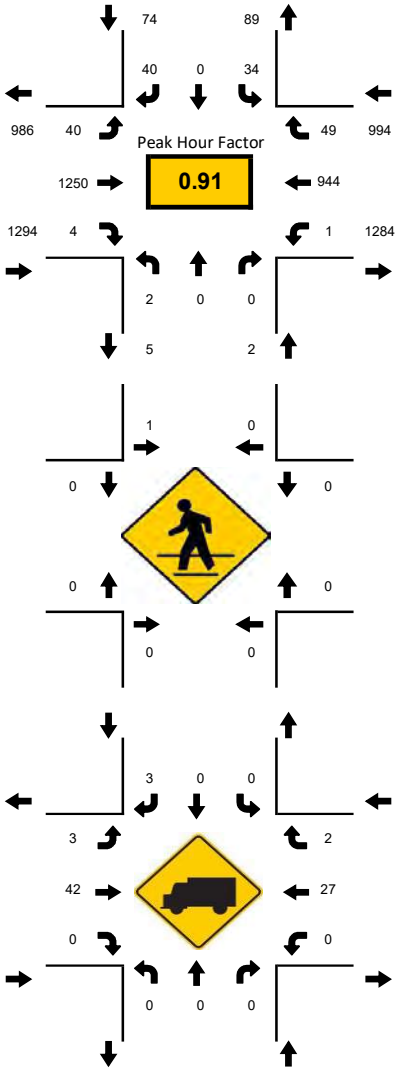
APPENDIX B
Turning Movement Counts

LOCATION: Cambridge Blvd & W Fairbanks Ave
CITY/STATE: Winter Park, FL

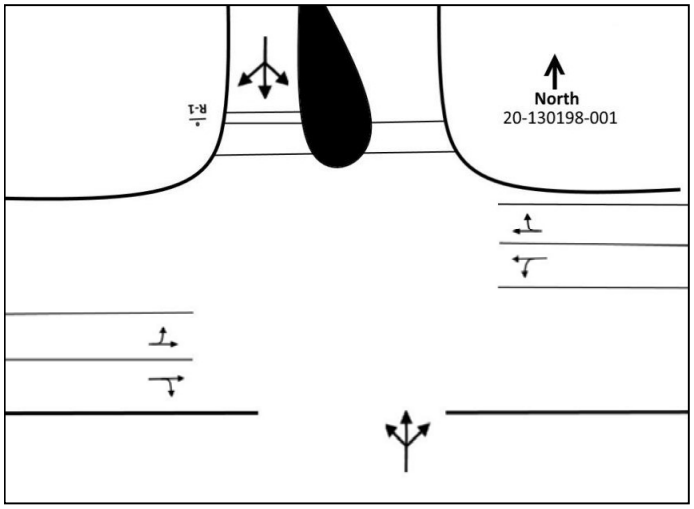
PROJECT ID: 20-130198-001
DATE: 11/04/2020

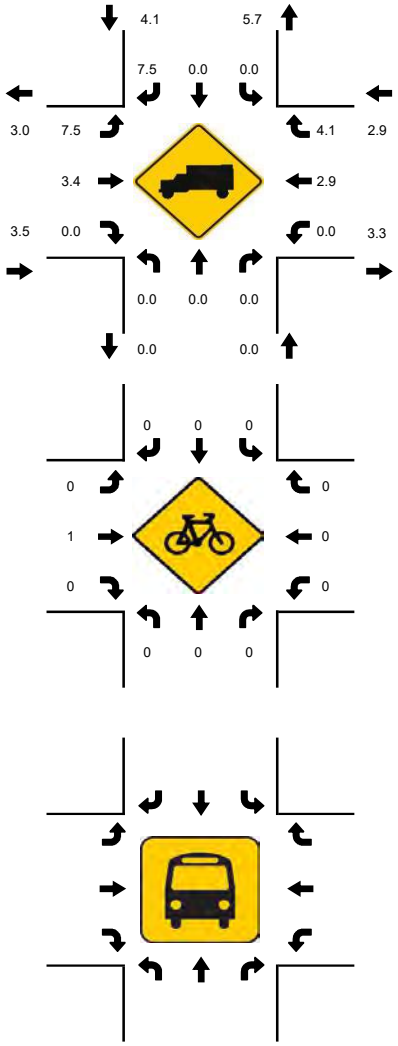
Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

Peak Hour Factor: **0.91**



National Data & Surveying Services



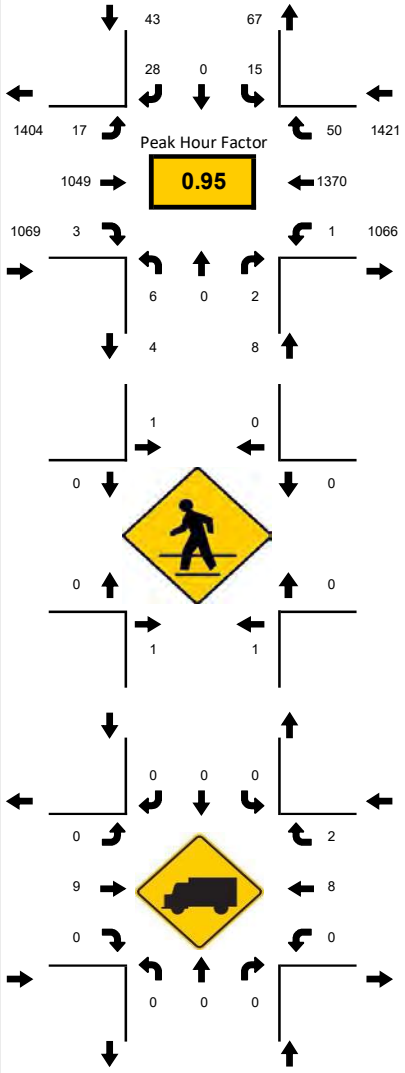


15-Min Count Period Beginning At	Cambridge Blvd Northbound					Cambridge Blvd Southbound					W Fairbanks Ave Eastbound					W Fairbanks Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		3	0	7	0		6	191	0	0		0	183	4	0		394	2114
07:15 AM	0	0	0	0		3	0	5	0		4	260	0	1		0	234	6	0		513	2271
07:30 AM	0	0	0	0		5	0	8	0		7	312	0	0		0	236	10	0		578	2347
07:45 AM	0	0	0	0		3	0	7	0		11	350	0	0		1	246	11	0		629	2347
08:00 AM	0	0	0	0		7	0	3	0		9	272	3	0		0	243	14	0		551	2364
08:15 AM	0	0	0	0		12	0	17	0		10	299	1	0		1	236	13	0		589	1813
08:30 AM	2	0	0	0		10	0	17	0		13	320	0	2		0	205	9	0		578	1224
08:45 AM	0	0	0	0		5	0	3	0		6	359	0	0		0	260	13	0		646	646
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	0	0	0		48	0	68	0		52	1436	12	8		4	1040	56	0		**2732**	
Heavy Trucks	0	0	0			0	0	12			8	64	0			0	32	4			**120**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			**4**	
Railroad																						
Stopped Buses																						

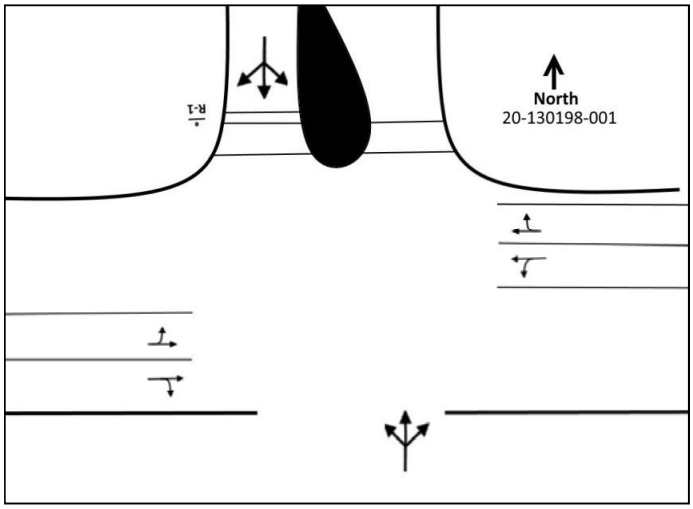
LOCATION: Cambridge Blvd & W Fairbanks Ave
CITY/STATE: Winter Park, FL

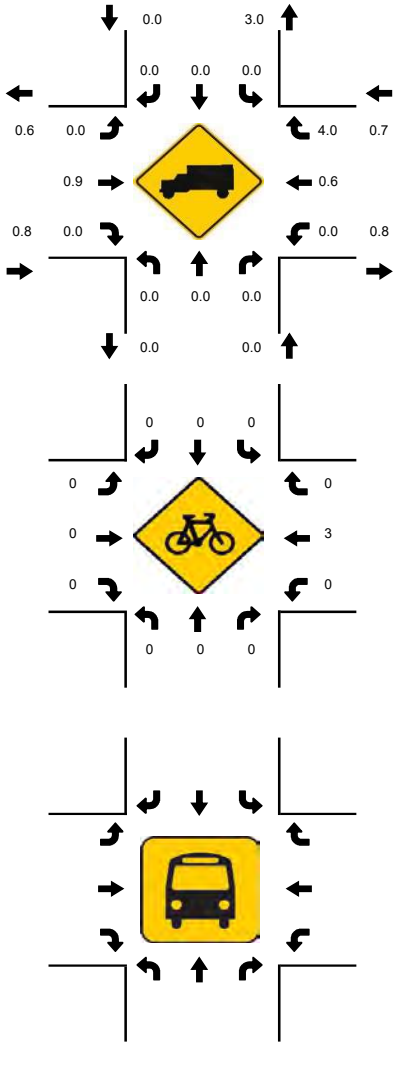
PROJECT ID: 20-130198-001
DATE: 11/04/2020

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Cambridge Blvd Northbound					Cambridge Blvd Southbound					W Fairbanks Ave Eastbound					W Fairbanks Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	1	0		6	0	7	0		9	218	0	0		0	307	14	0		562	2396
04:15 PM	1	0	0	0		7	1	7	0		7	254	2	0		0	336	8	0		623	2495
04:30 PM	1	0	0	0		4	0	7	0		5	246	0	0		0	336	10	0		609	2541
04:45 PM	0	0	0	0		5	0	10	0		3	263	1	0		0	313	7	0		602	2503
05:00 PM	1	0	0	0		3	0	6	0		7	250	1	0		1	379	13	0		661	2460
05:15 PM	4	0	2	0		3	0	5	0		2	290	1	0		0	342	20	0		669	1799
05:30 PM	0	0	0	0		3	0	1	0		7	241	0	1		0	309	9	0		571	1130
05:45 PM	0	0	0	0		7	0	3	0		5	240	0	0		0	291	13	0		559	559

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	16	0	8	0		20	0	40	0		28	1160	4	0		4	1516	80	0		**2876**
Heavy Trucks	0	0	0			0	0	0			0	20	0			0	12	8			**40**
Pedestrians		4					4					0					0				**8**
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			**4**
Railroad Stopped Buses																					

Prepared by National Data & Surveying Services

VOLUME

W Fairbanks Ave 1,000' W/O Orlando Ave

Day: Wednesday
Date: 11/4/2020

City: Winter Park
Project #: FL20_130199_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,906	14,590	28,496

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			24		14		38		12:00			239		248		487	
00:15			13		17		30		12:15			255		283		538	
00:30			11		9		20		12:30			295		259		554	
00:45			10	58	16	56	26	114	12:45			263	1052	258	1048	521	2100
01:00			10		14		24		13:00			250		254		504	
01:15			2		7		9		13:15			253		271		524	
01:30			8		7		15		13:30			234		232		466	
01:45			5	25	6	34	11	59	13:45			213	950	278	1035	491	1985
02:00			5		15		20		14:00			234		276		510	
02:15			7		15		22		14:15			249		290		539	
02:30			7		2		9		14:30			243		264		507	
02:45			6	25	1	33	7	58	14:45			205	931	287	1117	492	2048
03:00			7		8		15		15:00			226		228		454	
03:15			5		11		16		15:15			204		279		483	
03:30			7		13		20		15:30			242		268		510	
03:45			15	34	8	40	23	74	15:45			243	915	273	1048	516	1963
04:00			7		11		18		16:00			219		262		481	
04:15			9		5		14		16:15			271		249		520	
04:30			14		16		30		16:30			260		278		538	
04:45			17	47	14	46	31	93	16:45			291	1041	236	1025	527	2066
05:00			19		23		42		17:00			264		269		533	
05:15			37		29		66		17:15			307		268		575	
05:30			63		48		111		17:30			261		233		494	
05:45			53	172	63	163	116	335	17:45			222	1054	252	1022	474	2076
06:00			90		63		153		18:00			194		242		436	
06:15			142		93		235		18:15			242		244		486	
06:30			173		129		302		18:30			231		194		425	
06:45			201	606	160	445	361	1051	18:45			165	832	200	880	365	1712
07:00			166		180		346		19:00			162		179		341	
07:15			223		235		458		19:15			136		219		355	
07:30			255		229		484		19:30			115		178		293	
07:45			273	917	265	909	538	1826	19:45			98	511	147	723	245	1234
08:00			268		225		493		20:00			116		165		281	
08:15			279		209		488		20:15			109		141		250	
08:30			284		219		503		20:30			81		148		229	
08:45			295	1126	231	884	526	2010	20:45			78	384	128	582	206	966
09:00			252		199		451		21:00			59		129		188	
09:15			220		218		438		21:15			53		129		182	
09:30			239		214		453		21:30			43		124		167	
09:45			243	954	234	865	477	1819	21:45			60	215	115	497	175	712
10:00			164		205		369		22:00			57		97		154	
10:15			206		193		399		22:15			62		67		129	
10:30			249		190		439		22:30			47		57		104	
10:45			200	819	221	809	421	1628	22:45			46	212	53	274	99	486
11:00			196		224		420		23:00			30		54		84	
11:15			203		193		396		23:15			36		40		76	
11:30			262		242		504		23:30			24		31		55	
11:45			239	900	241	900	480	1800	23:45			36	126	30	155	66	281
TOTALS				5683		5184		10867	TOTALS				8223		9406		17629
SPLIT %				52.3%		47.7%		38.1%	SPLIT %				46.6%		53.4%		61.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,906	14,590	28,496

AM Peak Hour			08:00	11:45	11:45	PM Peak Hour		16:45	14:00	16:30
AM Pk Volume			1126	1031	2059	PM Pk Volume		1123	1117	2173
Pk Hr Factor			0.954	0.911	0.929	Pk Hr Factor		0.914	0.963	0.945
7 - 9 Volume	0	0	2043	1793	3836	4 - 6 Volume	0	2095	2047	4142
7 - 9 Peak Hour			08:00	07:15	07:45	4 - 6 Peak Hour		16:45	16:30	16:30
7 - 9 Pk Volume	0	0	1126	954	2022	4 - 6 Pk Volume	0	1123	1051	2173
Pk Hr Factor	0.000	0.000	0.954	0.900	0.940	Pk Hr Factor	0.000	0.914	0.945	0.945

APPENDIX C

Data from Orange County and FDOT's Florida Traffic Online (FTO)

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.02	1.04
2	01/06/2019 - 01/12/2019	1.03	1.05
3	01/13/2019 - 01/19/2019	1.04	1.06
4	01/20/2019 - 01/26/2019	1.03	1.05
5	01/27/2019 - 02/02/2019	1.02	1.04
6	02/03/2019 - 02/09/2019	1.00	1.02
7	02/10/2019 - 02/16/2019	0.99	1.01
8	02/17/2019 - 02/23/2019	0.99	1.01
* 9	02/24/2019 - 03/02/2019	0.98	1.00
*10	03/03/2019 - 03/09/2019	0.98	1.00
*11	03/10/2019 - 03/16/2019	0.97	0.99
*12	03/17/2019 - 03/23/2019	0.97	0.99
*13	03/24/2019 - 03/30/2019	0.97	0.99
*14	03/31/2019 - 04/06/2019	0.97	0.99
*15	04/07/2019 - 04/13/2019	0.97	0.99
*16	04/14/2019 - 04/20/2019	0.97	0.99
*17	04/21/2019 - 04/27/2019	0.98	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.00
*19	05/05/2019 - 05/11/2019	0.98	1.00
*20	05/12/2019 - 05/18/2019	0.98	1.00
*21	05/19/2019 - 05/25/2019	0.99	1.01
22	05/26/2019 - 06/01/2019	0.99	1.01
23	06/02/2019 - 06/08/2019	1.00	1.02
24	06/09/2019 - 06/15/2019	1.00	1.02
25	06/16/2019 - 06/22/2019	1.01	1.03
26	06/23/2019 - 06/29/2019	1.01	1.03
27	06/30/2019 - 07/06/2019	1.01	1.03
28	07/07/2019 - 07/13/2019	1.02	1.04
29	07/14/2019 - 07/20/2019	1.02	1.04
30	07/21/2019 - 07/27/2019	1.01	1.03
31	07/28/2019 - 08/03/2019	1.01	1.03
32	08/04/2019 - 08/10/2019	1.00	1.02
33	08/11/2019 - 08/17/2019	0.99	1.01
34	08/18/2019 - 08/24/2019	1.01	1.03
35	08/25/2019 - 08/31/2019	1.02	1.04
36	09/01/2019 - 09/07/2019	1.03	1.05
37	09/08/2019 - 09/14/2019	1.04	1.06
38	09/15/2019 - 09/21/2019	1.05	1.07
39	09/22/2019 - 09/28/2019	1.04	1.06
40	09/29/2019 - 10/05/2019	1.03	1.05
41	10/06/2019 - 10/12/2019	1.01	1.03
42	10/13/2019 - 10/19/2019	1.00	1.02
43	10/20/2019 - 10/26/2019	1.00	1.02
44	10/27/2019 - 11/02/2019	1.00	1.02
45	11/03/2019 - 11/09/2019	1.00	1.02
46	11/10/2019 - 11/16/2019	1.00	1.02
47	11/17/2019 - 11/23/2019	1.01	1.03
48	11/24/2019 - 11/30/2019	1.01	1.03
49	12/01/2019 - 12/07/2019	1.01	1.03
50	12/08/2019 - 12/14/2019	1.01	1.03
51	12/15/2019 - 12/21/2019	1.02	1.04
52	12/22/2019 - 12/28/2019	1.03	1.05
53	12/29/2019 - 12/31/2019	1.04	1.06

* PEAK SEASON

14-FEB-2020 15:39:29 830UPD 5_7500_PKSEASON.TXT

Roadway Count Summary

Start Date	12-Nov-19	Start Time	00:00
Stop Date	13-Nov-19	Stop Time	24:00
County	Orange	Station ID	435
Location	Fairbanks Av : Interstate 4 to Orlando Av (0.27 Miles W. of Orlando Av)		

12-Nov-19 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	8	8	15	37	107	193	279	262	255	219
30	23	21	10	9	14	52	142	243	317	270	240	246
45	24	14	1	10	20	49	155	262	297	262	251	255
00	24	17	12	14	30	80	218	269	293	280	264	236
Hr Total	94	64	31	41	79	218	622	967	1186	1074	1010	956

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	250	225	257	253	308	262	177	113	107	72	38
30	281	233	237	225	253	318	272	175	105	107	63	40
45	246	275	220	268	267	308	240	151	124	88	55	31
00	251	238	240	256	282	280	231	138	88	73	42	29
Hr Total	1022	996	922	1006	1055	1214	1005	641	430	375	232	138

24 Hour Total	15,378				
AM Peak Hour Begins	8:00	AM Peak Volume	1,186	AM Peak Hour Factor	0.94
PM Peak Hour Begins	16:45	PM Peak Volume	1,216	PM Peak Hour Factor	0.96

12-Nov-19 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	41	23	12	6	15	26	101	243	251	241	199	266
30	37	15	17	10	18	40	106	285	244	223	207	243
45	27	13	20	16	19	78	185	259	205	201	218	254
00	17	9	16	13	30	76	176	249	230	248	238	256
Hr Total	122	60	65	45	82	220	568	1036	930	913	862	1019

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	270	274	308	310	316	283	222	203	156	134	80
30	293	287	317	315	286	279	273	228	185	170	76	68
45	271	275	295	294	269	265	255	194	188	131	86	49
00	310	266	299	325	302	287	214	204	171	108	59	48
Hr Total	1131	1098	1185	1242	1167	1147	1025	848	747	565	355	245

24 Hour Total	16,677				
AM Peak Hour Begins	12:00	AM Peak Volume	1,131	AM Peak Hour Factor	0.91
PM Peak Hour Begins	15:15	PM Peak Volume	1,244	PM Peak Hour Factor	0.96

12-Nov-19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	35	20	14	30	63	208	436	530	503	454	485
30	60	36	27	19	32	92	248	528	561	493	447	489
45	51	27	21	26	39	127	340	521	502	463	469	509
00	41	26	28	27	60	156	394	518	523	528	502	492
Hr Total	216	124	96	86	161	438	1190	2003	2116	1987	1872	1975

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	501	520	499	565	563	624	545	399	316	263	206	118
30	574	520	554	540	539	597	545	403	290	277	139	108
45	517	550	515	562	536	573	495	345	312	219	141	80
00	561	504	539	581	584	567	445	342	259	181	101	77
Hr Total	2153	2094	2107	2248	2222	2361	2030	1489	1177	940	587	383

24 Hour Total	32,055				
AM Peak Hour Begins	12:00	AM Peak Volume	2,153	AM Peak Hour Factor	0.94
PM Peak Hour Begins	16:45	PM Peak Volume	2,378	PM Peak Hour Factor	0.95

Roadway Count Summary

Start Date	13-Nov-19	Start Time	00:00
Stop Date	14-Nov-19	Stop Time	24:00
County	Orange	Station ID	435
Location	Fairbanks Av : Interstate 4 to Orlando Av (0.27 Miles W. of Orlando Av)		

13-Nov-19 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	21	9	3	19	27	113	178	294	264	240	207
30	9	12	7	8	8	54	147	215	302	268	238	251
45	16	12	6	3	19	68	180	254	291	301	245	270
00	12	8	7	10	28	85	213	296	331	319	237	282
Hr Total	62	53	29	24	74	234	653	943	1218	1152	960	1010

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	256	274	241	254	337	277	260	119	103	84	52
30	258	257	289	245	243	286	291	213	121	108	71	43
45	260	267	264	244	240	290	278	171	104	96	64	47
00	253	233	249	246	282	287	287	148	124	86	43	35
Hr Total	1001	1013	1076	976	1019	1200	1133	792	468	393	262	177

24 Hour Total	15,922				
AM Peak Hour Begins	8:00	AM Peak Volume	1,218	AM Peak Hour Factor	0.92
PM Peak Hour Begins	17:00	PM Peak Volume	1,200	PM Peak Hour Factor	0.89

13-Nov-19 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	17	16	9	9	44	88	247	224	219	224	278
30	22	21	14	8	16	47	132	285	260	239	238	271
45	20	22	18	15	24	63	138	266	209	188	237	250
00	16	16	7	10	22	71	182	275	230	230	222	283
Hr Total	95	76	55	42	71	225	540	1073	923	876	921	1082

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	261	286	314	262	282	299	228	194	199	172	128	78
30	276	264	286	322	318	314	279	201	165	197	149	78
45	252	291	309	297	309	261	213	206	140	145	104	73
00	271	264	264	287	315	244	204	170	163	151	83	46
Hr Total	1060	1105	1173	1168	1224	1118	924	771	667	665	464	275

24 Hour Total	16,593				
AM Peak Hour Begins	11:00	AM Peak Volume	1,082	AM Peak Hour Factor	0.96
PM Peak Hour Begins	16:15	PM Peak Volume	1,241	PM Peak Hour Factor	0.98

13-Nov-19 — Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	38	25	12	28	71	201	425	518	483	464	485
30	31	33	21	16	24	101	279	500	562	507	476	522
45	36	34	24	18	43	131	318	520	500	489	482	520
00	28	24	14	20	50	156	395	571	561	549	459	565
Hr Total	157	129	84	66	145	459	1193	2016	2141	2028	1881	2092

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	491	542	588	503	536	636	505	454	318	275	212	130
30	534	521	575	567	561	600	570	414	286	305	220	121
45	512	558	573	541	549	551	491	377	244	241	168	120
00	524	497	513	533	597	531	491	318	287	237	126	81
Hr Total	2061	2118	2249	2144	2243	2318	2057	1563	1135	1058	726	452

24 Hour Total	32,515				
AM Peak Hour Begins	7:30	AM Peak Volume	2,171	AM Peak Hour Factor	0.95
PM Peak Hour Begins	16:45	PM Peak Volume	2,384	PM Peak Hour Factor	0.94

Roadway Count Summary

Start Date	14-Nov-19	Start Time	00:00
Stop Date	15-Nov-19	Stop Time	24:00
County	Orange	Station ID	435
Location	Fairbanks Av : Interstate 4 to Orlando Av (0.27 Miles W. of Orlando Av)		

14-Nov-19 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	9	14	10	8	33	96	156	283	252	248	229
30	14	17	5	10	18	52	149	210	275	291	234	228
45	22	17	13	12	15	55	182	276	291	273	270	255
00	13	21	17	14	23	85	187	275	308	302	218	264
Hr Total	75	64	49	46	64	225	614	917	1157	1118	970	976

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	246	219	237	261	304	287	223	117	188	47	30
30	264	230	254	244	273	308	299	210	148	141	60	26
45	233	245	215	258	268	275	261	188	122	119	37	27
00	248	250	264	272	307	295	241	178	91	88	30	23
Hr Total	986	971	952	1011	1109	1182	1088	799	478	536	174	106

24 Hour Total	15,667				
AM Peak Hour Begins	8:00	AM Peak Volume	1,157	AM Peak Hour Factor	0.94
PM Peak Hour Begins	16:45	PM Peak Volume	1,194	PM Peak Hour Factor	0.97

14-Nov-19 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	22	18	9	18	34	91	271	255	214	220	237
30	36	20	19	10	15	39	122	286	215	240	223	246
45	29	9	16	21	20	63	160	237	223	231	195	256
00	27	17	15	22	26	70	186	253	266	260	212	257
Hr Total	126	68	68	62	79	206	559	1047	959	945	850	996

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	298	238	306	272	303	236	207	212	198	135	79
30	287	264	291	273	258	299	240	203	209	220	103	75
45	245	283	280	312	274	289	205	197	193	155	92	54
00	281	250	267	250	322	229	199	187	198	143	88	45
Hr Total	1028	1095	1076	1141	1126	1120	880	794	812	716	418	253

24 Hour Total	16,424				
AM Peak Hour Begins	7:00	AM Peak Volume	1,047	AM Peak Hour Factor	0.92
PM Peak Hour Begins	16:45	PM Peak Volume	1,213	PM Peak Hour Factor	0.94

14-Nov-19 — Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	31	32	19	26	67	187	427	538	466	468	466
30	50	37	24	20	33	91	271	496	490	531	457	474
45	51	26	29	33	35	118	342	513	514	504	465	511
00	40	38	32	36	49	155	373	528	574	562	430	521
Hr Total	201	132	117	108	143	431	1173	1964	2116	2063	1820	1972

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	456	544	457	543	533	607	523	430	329	386	182	109
30	551	494	545	517	531	607	539	413	357	361	163	101
45	478	528	495	570	542	564	466	385	315	274	129	81
00	529	500	531	522	629	524	440	365	289	231	118	68
Hr Total	2014	2066	2028	2152	2235	2302	1968	1593	1290	1252	592	359

24 Hour Total	32,091				
AM Peak Hour Begins	8:00	AM Peak Volume	2,116	AM Peak Hour Factor	0.92
PM Peak Hour Begins	16:45	PM Peak Volume	2,407	PM Peak Hour Factor	0.96

Roadway Count Summary

Start Date	12-Nov-19	Start Time	00:00
Stop Date	14-Nov-19	Stop Time	24:00
County	Orange	Station ID	435
Location	Fairbanks Av : Interstate 4 to Orlando Av (0.27 Miles W. of Orlando Av)		

12-Nov-19 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	14	10	7	14	32	105	176	285	259	248	218
30	15	17	7	9	13	53	146	223	298	276	237	242
45	21	14	7	8	18	57	172	264	293	279	255	260
00	16	15	12	13	27	83	206	280	311	300	240	261
Hr Total	77	60	36	37	72	226	630	942	1187	1115	980	981

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	251	239	245	256	316	275	220	116	133	68	40
30	268	240	260	238	256	304	287	199	125	119	65	36
45	246	262	233	257	258	291	260	170	117	101	52	35
00	251	240	251	258	290	287	253	155	101	82	38	29
Hr Total	1003	993	983	998	1061	1199	1075	744	459	435	223	140

24 Hour Total	15,656				
AM Peak Hour Begins	8:00	AM Peak Volume	1,187	AM Peak Hour Factor	0.96
PM Peak Hour Begins	16:45	PM Peak Volume	1,202	PM Peak Hour Factor	0.95

12-Nov-19 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	21	15	8	14	35	93	254	243	225	214	260
30	32	19	17	9	16	42	120	285	240	234	223	253
45	25	15	18	17	21	68	161	254	212	207	217	253
00	20	14	13	15	26	72	181	259	242	246	224	265
Hr Total	114	68	63	50	77	217	556	1052	937	911	878	1032

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	285	275	292	288	306	249	208	205	175	132	79
30	285	272	298	303	287	297	264	211	186	196	109	74
45	256	283	295	301	284	272	224	199	174	144	94	59
00	287	260	277	287	313	253	206	187	177	134	77	46
Hr Total	1073	1099	1145	1184	1172	1128	943	804	742	649	412	258

24 Hour Total	16,565				
AM Peak Hour Begins	12:00	AM Peak Volume	1,073	AM Peak Hour Factor	0.93
PM Peak Hour Begins	16:30	PM Peak Volume	1,200	PM Peak Hour Factor	0.96

12-Nov-19 — Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	35	26	15	28	67	199	429	529	484	462	479
30	47	35	24	18	30	95	266	508	538	510	460	495
45	46	29	25	26	39	125	333	518	505	485	472	513
00	36	29	25	28	53	156	387	539	553	546	464	526
Hr Total	191	128	99	87	150	443	1185	1994	2124	2026	1858	2013

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	483	535	515	537	544	622	524	428	321	308	200	119
30	553	512	558	541	544	601	551	410	311	314	174	110
45	502	545	528	558	542	563	484	369	290	245	146	94
00	538	500	528	545	603	541	459	342	278	216	115	75
Hr Total	2076	2093	2128	2181	2233	2327	2018	1548	1201	1083	635	398

24 Hour Total	32,220				
AM Peak Hour Begins	8:00	AM Peak Volume	2,124	AM Peak Hour Factor	0.96
PM Peak Hour Begins	16:45	PM Peak Volume	2,390	PM Peak Hour Factor	0.96

APPENDIX D
Turning Movement Volume Worksheet

INTERSECTION VOLUME DEVELOPMENT SHEET

Cambridge Blvd & **W Fairbanks Ave**

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.95

Weekday AM Peak Hour	Cambridge Blvd						W Fairbanks Ave					
	Northbound			Southbound			Eastbound			Westbound		
08:00 AM - 09:00 AM	L	T	R	L	T	R	L	T	R	L	T	R
TMC	2	0	0	34	0	40	40	1,250	4	1	944	49
Seasonal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle	0%	-	-	0%	-	8%	8%	3%	0%	0%	3%	4%
COVID-19 Adjustment Factor	-	-	-	-	-	-	1.13	1.13	1.13	1.13	1.13	1.13
Existing Volume (2020)	**2**	**0**	**0**	**34**	**0**	**40**	**45**	**1,413**	**5**	**1**	**1,067**	**55**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
Background (2021)	**2**	**0**	**0**	**35**	**0**	**41**	**46**	**1,441**	**5**	**1**	**1,088**	**56**
Project Trips												
Existing Development Traffic												
Distribution [1]				*35%*		*35%*	*35%*	*30%*			*30%*	
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	**IN**	**IN**	*N/A*	*N/A*	**OUT**	*N/A*
Trips	*0*	*0*	*0*	*3*	*0*	*3*	*2*	*2*	*0*	*0*	*3*	*0*
Project Redevelopment Traffic												
Project Distribution				*35%*		*65%*	*65%*					*35%*
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**
Project Trips	*0*	*0*	*0*	*6*	*0*	*12*	*41*	*0*	*0*	*0*	*0*	*22*
Net New Project Trips	0	0	0	3	0	9	39	-2	0	0	-3	22
Project Buildout	**2**	**0**	**0**	**38**	**0**	**50**	**85**	**1,439**	**5**	**1**	**1,085**	**78**

Weekday PM Peak Hour	Cambridge Blvd						W Fairbanks Ave					
	Northbound			Southbound			Eastbound			Westbound		
04:30 PM - 05:30 PM	L	T	R	L	T	R	L	T	R	L	T	R
TMC	6	0	2	15	0	28	17	1,049	3	1	1,370	50
Seasonal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle	0%	-	0%	0%	-	0%	0%	1%	0%	0%	1%	4%
COVID-19 Adjustment Factor	-	-	-	-	-	-	1.13	1.13	1.13	1.13	1.13	1.13
Existing Volume (2020)	**6**	**0**	**2**	**15**	**0**	**28**	**19**	**1,186**	**3**	**1**	**1,549**	**57**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
Background (2021)	**6**	**0**	**2**	**15**	**0**	**29**	**19**	**1,210**	**3**	**1**	**1,580**	**58**
Project Trips												
Existing Development Traffic												
Distribution [1]				*35%*		*35%*	*35%*	*30%*			*30%*	
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	**IN**	**IN**	*N/A*	*N/A*	**OUT**	*N/A*
Trips	*0*	*0*	*0*	*14*	*0*	*14*	*14*	*12*	*0*	*0*	*12*	*0*
Project Redevelopment Traffic												
Project Distribution				*35%*		*65%*	*65%*					*35%*
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**
Project Trips	*0*	*0*	*0*	*28*	*0*	*52*	*20*	*0*	*0*	*0*	*0*	*11*
Net New Project Trips	0	0	0	14	0	38	6	-12	0	0	-12	11
Project Buildout	**6**	**0**	**2**	**29**	**0**	**67**	**25**	**1,198**	**3**	**1**	**1,568**	**69**

1. Existing development traffic distribution assumes 30% of vehicles use the south driveway to/from Fairbanks Avenue, and the remaining 35% uses Cambridge Boulevard.

INTERSECTION VOLUME DEVELOPMENT SHEET

Cambridge Blvd & **Project Driveway**

Weekday AM Peak Hour	Cambridge Blvd						Project Driveway					
	Northbound			Southbound			Eastbound			Westbound		
08:00 AM - 09:00 AM	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted TMCs	0	100	0	0	68	0	0	0	0	0	0	0
Heavy Vehicle	-	12%	-	-	8%	-	-	-	-	-	-	-
Existing Volume (2020)	**0**	**100**	**0**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
Background (2021)	**0**	**102**	**0**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment	20%		80%						20%	80%		
Direction	IN	N/A	IN	N/A	N/A	N/A	N/A	N/A	OUT	OUT	N/A	N/A
Project Trips	13	0	50	0	0	0	0	0	4	14	0	0
Project Buildout	**13**	**102**	**50**	**0**	**69**	**0**	**0**	**0**	**4**	**14**	**0**	**0**

Weekday PM Peak Hour	Cambridge Blvd						Project Driveway					
	Northbound			Southbound			Eastbound			Westbound		
04:30 PM - 05:30 PM	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted TMCs	0	76	0	0	15	0	0	0	0	0	0	0
Seasonal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle	-	4.00%	-	-	0.00%	-	-	-	-	-	-	-
Existing Volume (2020)	**0**	**76**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
Background (2021)	**0**	**78**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Assignment	20%		80%						20%	80%		
Direction	IN	N/A	IN	N/A	N/A	N/A	N/A	N/A	OUT	OUT	N/A	N/A
Project Trips	6	0	25	0	0	0	0	0	16	64	0	0
Project Buildout	**6**	**78**	**25**	**0**	**15**	**0**	**0**	**0**	**16**	**64**	**0**	**0**

APPENDIX E
Synchro Outputs

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1413	5	1	1067	55	2	0	0	34	0	40
Future Vol, veh/h	45	1413	5	1	1067	55	2	0	0	34	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	3	2	2	3	4	2	2	2	2	2	8
Mvmt Flow	49	1553	5	1	1173	60	2	0	0	37	0	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1233	0	0	1558	0	0	2243	2889	779	2080	2861	617
Stage 1	-	-	-	-	-	-	1654	1654	-	1205	1205	-
Stage 2	-	-	-	-	-	-	589	1235	-	875	1656	-
Critical Hdwy	4.26	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.28	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	529	-	-	421	-	-	23	16	339	~ 31	16	418
Stage 1	-	-	-	-	-	-	102	154	-	195	255	-
Stage 2	-	-	-	-	-	-	461	247	-	310	154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	529	-	-	421	-	-	19	14	339	~ 29	14	418
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	14	-	~ 29	14	-
Stage 1	-	-	-	-	-	-	93	140	-	177	254	-
Stage 2	-	-	-	-	-	-	412	247	-	281	140	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	217.9	$ 375.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	529	-	-	421	-	-	58
HCM Lane V/C Ratio	0.116	0.093	-	-	0.003	-	-	1.402
HCM Control Delay (s)	217.9	12.5	-	-	13.6	-	-	$ 375.1
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0	-	-	7.2

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1186	3	1	1549	57	6	0	2	15	0	28
Future Vol, veh/h	19	1186	3	1	1549	57	6	0	2	15	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	20	1248	3	1	1631	60	6	0	2	16	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1691	0	0	1251	0	0	2108	2983	626	2327	2954	846
Stage 1	-	-	-	-	-	-	1290	1290	-	1663	1663	-
Stage 2	-	-	-	-	-	-	818	1693	-	664	1291	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	374	-	-	552	-	-	29	14	427	20	14	306
Stage 1	-	-	-	-	-	-	173	232	-	101	152	-
Stage 2	-	-	-	-	-	-	336	147	-	416	232	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	374	-	-	552	-	-	25	13	427	19	13	306
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	13	-	19	13	-
Stage 1	-	-	-	-	-	-	164	220	-	96	152	-
Stage 2	-	-	-	-	-	-	303	147	-	392	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	148	236.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	374	-	-	552	-	-	49
HCM Lane V/C Ratio	0.255	0.053	-	-	0.002	-	-	0.924
HCM Control Delay (s)	148	15.2	-	-	11.5	-	-	236.9
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	3.9

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	1441	5	1	1088	56	2	0	0	35	0	41
Future Vol, veh/h	46	1441	5	1	1088	56	2	0	0	35	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	3	2	2	3	4	2	2	2	2	2	8
Mvmt Flow	51	1584	5	1	1196	62	2	0	0	38	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1258	0	0	1589	0	0	2289	2949	795	2123	2920	629
Stage 1	-	-	-	-	-	-	1689	1689	-	1229	1229	-
Stage 2	-	-	-	-	-	-	600	1260	-	894	1691	-
Critical Hdwy	4.26	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.28	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	517	-	-	409	-	-	21	14	330	~ 28	15	411
Stage 1	-	-	-	-	-	-	97	148	-	188	248	-
Stage 2	-	-	-	-	-	-	455	240	-	302	148	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	517	-	-	409	-	-	17	13	330	~ 26	13	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	13	-	~ 26	13	-
Stage 1	-	-	-	-	-	-	87	133	-	169	248	-
Stage 2	-	-	-	-	-	-	404	240	-	272	133	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	246	$ 457.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	17	517	-	-	409	-	-	53
HCM Lane V/C Ratio	0.129	0.098	-	-	0.003	-	-	1.576
HCM Control Delay (s)	246	12.7	-	-	13.8	-	-	$ 457.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	7.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1210	3	1	1580	58	6	0	2	15	0	29
Future Vol, veh/h	19	1210	3	1	1580	58	6	0	2	15	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	20	1274	3	1	1663	61	6	0	2	16	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1724	0	0	1277	0	0	2150	3042	639	2373	3013	862
Stage 1	-	-	-	-	-	-	1316	1316	-	1696	1696	-
Stage 2	-	-	-	-	-	-	834	1726	-	677	1317	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	363	-	-	540	-	-	27	13	419	18	13	298
Stage 1	-	-	-	-	-	-	166	226	-	96	147	-
Stage 2	-	-	-	-	-	-	329	142	-	409	225	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	363	-	-	540	-	-	23	12	419	17	12	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	12	-	17	12	-
Stage 1	-	-	-	-	-	-	157	214	-	91	147	-
Stage 2	-	-	-	-	-	-	295	142	-	385	213	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	166.5	284.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	363	-	-	540	-	-	45
HCM Lane V/C Ratio	0.281	0.055	-	-	0.002	-	-	1.029
HCM Control Delay (s)	166.5	15.5	-	-	11.7	-	-	284.2
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.9	0.2	-	-	0	-	-	4.3

Intersection	
Int Delay, s/veh	22.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	1439	5	1	1085	78	2	0	0	38	0	50
Future Vol, veh/h	85	1439	5	1	1085	78	2	0	0	38	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	3	2	2	3	4	2	2	2	2	2	8
Mvmt Flow	93	1581	5	1	1192	86	2	0	0	42	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1278	0	0	1586	0	0	2368	3050	793	2214	3009	639
Stage 1	-	-	-	-	-	-	1770	1770	-	1237	1237	-
Stage 2	-	-	-	-	-	-	598	1280	-	977	1772	-
Critical Hdwy	4.26	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.28	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	508	-	-	410	-	-	18	12	331	~ 24	13	405
Stage 1	-	-	-	-	-	-	86	135	-	186	246	-
Stage 2	-	-	-	-	-	-	456	235	-	269	135	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	508	-	-	410	-	-	13	10	331	~ 21	11	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	10	-	~ 21	11	-
Stage 1	-	-	-	-	-	-	70	110	-	152	246	-
Stage 2	-	-	-	-	-	-	393	235	-	220	110	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	$ 331.7	$ 699.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	508	-	-	410	-	-	46
HCM Lane V/C Ratio	0.169	0.184	-	-	0.003	-	-	2.102
HCM Control Delay (s)	$ 331.7	13.7	-	-	13.8	-	-	$ 699.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.5	0.7	-	-	0	-	-	10

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	14	0	0	13	102	50	0	69	0
Future Vol, veh/h	0	0	4	14	0	0	13	102	50	0	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	8	2
Mvmt Flow	0	0	4	15	0	0	14	111	54	0	75	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	241	268	75	243	241	138	75	0	0	165	0	0
Stage 1	75	75	-	166	166	-	-	-	-	-	-	-
Stage 2	166	193	-	77	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	713	638	986	711	660	910	1524	-	-	1413	-	0
Stage 1	934	833	-	836	761	-	-	-	-	-	-	0
Stage 2	836	741	-	932	833	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	707	632	986	702	653	910	1524	-	-	1413	-	-
Mov Cap-2 Maneuver	707	632	-	702	653	-	-	-	-	-	-	-
Stage 1	925	833	-	828	753	-	-	-	-	-	-	-
Stage 2	828	734	-	928	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	10.2	0.6	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1524	-	-	986	702	1413	-
HCM Lane V/C Ratio	0.009	-	-	0.004	0.022	-	-
HCM Control Delay (s)	7.4	-	-	8.7	10.2	0	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

Intersection	
Int Delay, s/veh	21.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1198	3	1	1568	69	6	0	2	29	0	67
Future Vol, veh/h	25	1198	3	1	1568	69	6	0	2	29	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	26	1261	3	1	1651	73	6	0	2	31	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1724	0	0	1264	0	0	2143	3041	632	2373	3006	862
Stage 1	-	-	-	-	-	-	1315	1315	-	1690	1690	-
Stage 2	-	-	-	-	-	-	828	1726	-	683	1316	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	363	-	-	546	-	-	27	13	423	~ 18	13	298
Stage 1	-	-	-	-	-	-	167	226	-	97	148	-
Stage 2	-	-	-	-	-	-	332	142	-	405	226	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	363	-	-	546	-	-	19	12	423	~ 17	12	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	12	-	~ 17	12	-
Stage 1	-	-	-	-	-	-	155	210	-	90	148	-
Stage 2	-	-	-	-	-	-	253	142	-	374	210	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	209.8	$ 650.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	25	363	-	-	546	-	-	50
HCM Lane V/C Ratio	0.337	0.072	-	-	0.002	-	-	2.021
HCM Control Delay (s)	209.8	15.7	-	-	11.6	-	-	$ 650.6
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1	0.2	-	-	0	-	-	10.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.9

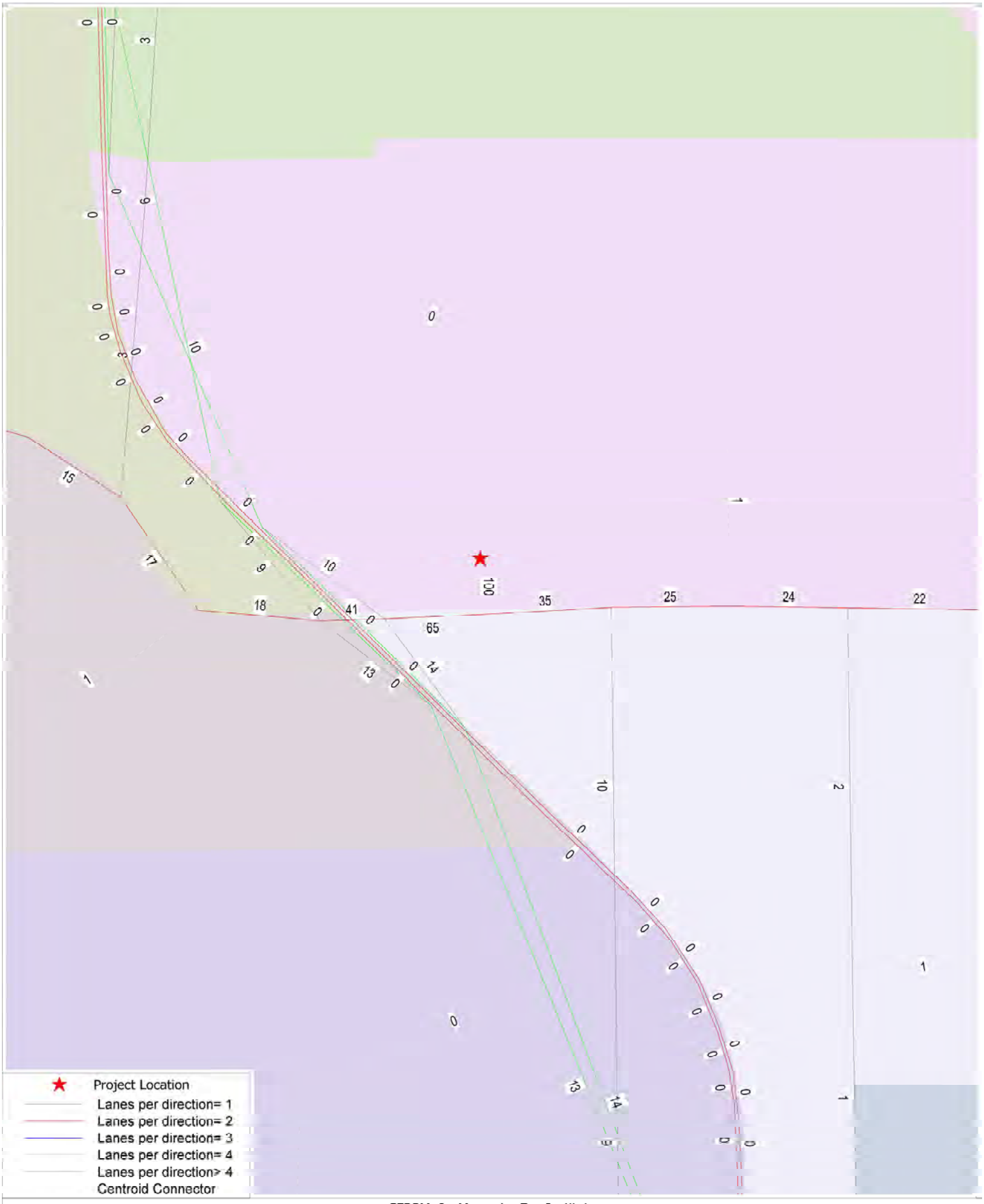
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	16	64	0	0	6	78	25	0	15	0
Future Vol, veh/h	0	0	16	64	0	0	6	78	25	0	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	0	0	17	70	0	0	7	85	27	0	16	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	129	142	16	138	129	99	16	0	0	112	0	0
Stage 1	16	16	-	113	113	-	-	-	-	-	-	-
Stage 2	113	126	-	25	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	844	749	1063	833	762	957	1602	-	-	1478	-	0
Stage 1	1004	882	-	892	802	-	-	-	-	-	-	0
Stage 2	892	792	-	993	882	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	841	745	1063	816	758	957	1602	-	-	1478	-	-
Mov Cap-2 Maneuver	841	745	-	816	758	-	-	-	-	-	-	-
Stage 1	999	882	-	888	798	-	-	-	-	-	-	-
Stage 2	888	788	-	977	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.8	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1602	-	-	1063	816	1478	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.085	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.8	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-

APPENDIX F
CFRPM Model Plot



CFRPMv6 - Magruder Eye Institute
2020 Base Run
C:\FSUTMS\D5\CFRPMV61_Daily\Base\CF_2020\MagruderEye_20\Output\HWYLOAD_C20.NET 10/29/2020

City Commission agenda item

item type Public Hearings	meeting date January 27, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject

Request of Winter Park Historic Hotels Group for:

item list

- Ordinance to vacate portions of Killarney Drive and Fairview Avenue, and in return, creating open space/park areas. (1st Reading)
- Ordinances amending the Comprehensive Plan Future Land Use policy text to add a new policy for the combine site (Policy 1-J-15), to amend the Zoning Code Commercial (C-3) and Open Space Recreational (PR) text to provide for the allowances above for only this specific property, and to amend the Future Land Use/Zoning Map from Single Family (R-1A) and Office on 2.09 acres of this site to Commercial (C-3) and 0.88 acres to Open Space Recreational (PR). (1st Reading)
- Approval of a Conditional Use for the specific hotel project of a 5-story, 132-room hotel with associated restaurant, ballroom/meeting space, and 235-space parking garage with one floor of underground parking.

motion / recommendation

The P&Z Board voted 4-3 to recommend approval and staff recommendation is for approval of the requests with the elements outlined in the Development Agreement (attached) and the following conditions:

1. Without cost to the City, the property owner shall grant to the City for the benefit of the public, perpetual public access and recreational use easements for the Grove Avenue Park area (portion designated Open Space and Recreation FLU) and the open space /green area between Lake Killarney and the rear of the main hotel building, which includes the full portion of Lake Killarney Drive to be vacated at the developer's request. The easements must be in a form and with terms acceptable to the City Manager with counsel from the City Attorney. The easement for the Grove Avenue Park area shall include public rights of use of the park's associated vehicular parking spaces. The easement for the open space/green area between Lake

Killarney and the hotel building will be non-exclusive and may retain to the hotel property owner certain rights of use that do not interfere with non-vehicular access by the public. The open space and public access easements required of the project must be executed and recorded prior to or simultaneously with the recording of the final plat and before any building permits are issued for vertical construction. The open space/park area improvements shown on the project plans shall be in place and ready for public use before any certificate of occupancy is issued for the hotel building. The property owner shall, at its cost, bear the full responsibility for the operation, maintenance and repair of the public access and use easement areas and the sod, landscaping and improvements thereon. Because the project is in part made up of the proposed vacated public right-of-way, staff recommends that this above described area should remain open for public recreational enjoyment and shall be open from sunrise to sunset.

2. The dock be only for pedestrian access with no boat or other vessel slips or moorings allowed. There shall only be one dock not to exceed 600 square feet in size and such will not extend further than 25 feet into Lake Killarney. All existing docks shall be removed prior to issuance of a certificate of occupancy. Restaurant and/or bar service is prohibited on the dock.
3. No watersports or watersports rentals be allowed.
4. Recommend adding the following language to the Proposed New Policy 1-J-15: Except for the permitted uses of hotel and park/open space, the ancillary uses of a restaurant and meeting rooms for the hotel, and the customary principal structures and accessory structures (such as a parking garage, hardscaping, stormwater facilities and a pedestrian dock) for the permitted uses, all other uses and structures are prohibited on the property regardless of the permitted uses and conditional uses of the underlying future land use map and zoning designations for the property.
5. The hotel provides shuttle service available for guests to reduce parking demand.
6. Prior to issuance of building permits for any building(s) to be developed upon the property, a final plat (replat) of such property meeting the requirements of Chapter 177, Florida Statutes and Chapter 58 of the Winter Park Code of Ordinances shall be submitted by the property owner and approved by the City and recorded in the Orange County public records.
7. The project shall be developed consistent with engineered drawings, elevations and architectural renderings submitted with the conditional use application and considered by the City Commission.
8. Due to the age and historic nature of some of the structures proposed to be demolished, the applicant shall make available any home that would meet the City of Winter Park Historic Preservation criteria proposed to be demolished to any party, who at their own expense, may move the structure to a site where it can be restored. Any interested party shall make arrangements with the applicant for the removal of the structure within 60 days of approval of the project.

9. The parking garage shall include at least two (2) EV charging spaces. The parking garage shall have at least 20% of the parking spaces wired for EV charging spaces.
10. The developer/property owner will remove invasive species along the lake shoreline in front of its property and will replant with species appropriate for littoral zones. In addition, property owner/developer as part of an approved Landscape Plan will save the existing four Cypress trees along the lakefront and will add an additional four Bald Cypress.
11. The exterior lighting shall use zero lot line lighting technology and directional lighting. The project shall use directional sound technology for all exterior speakers.
12. In addition to meeting all federal, state, City and St. Johns Water Management District requirements for retention and treatment of stormwater, property owner/developer shall: (a) at property owner's/developer's expense, construct a baffle box in the stormwater utility line running under Beachview Avenue in order to treat the existing stormwater run-off from the City's streets into Lake Killarney; (b) after the City's acceptance of the baffle box construction described above, property owner/developer, at its sole cost and expense, remove the chain link fence in Lake Killarney which is currently located at the outfall of the stormwater utility line; and (c) enter into a Maintenance Schedule Agreement with City prior to issuance of certificate of occupancy to ensure the proper maintenance for the exfiltration system.
13. The property owner/developer shall cause the cessation of the motel operation at 271 S. Orlando Avenue prior to commencement of construction of the project. The property owner/developer will demolish and remove the buildings at 271 S. Orlando Avenue prior to receipt of Certificate of Occupancy for the Henderson Hotel main building.
14. In accordance with Comprehensive Plan Future Land Use Policy 1-J-15, except for the hotel, open space and ancillary uses to the hotel stated herein, all other uses are prohibited on the property. There shall be a maximum of 132 Hotel Rooms. Ancillary uses of Ballroom/Meeting Space up to 7,500 square feet and Restaurant up to 220 seats.
15. 235 vehicle parking spaces shall be provided between the sub-surface parking garage and the first floor drop off area. 30 vehicle parking spaces shall be installed in the Grove Avenue Park area.
16. That the City Commission to approve the developer's agreement and that the developer to execute the same as part of the conditional use approval.

background

This agenda item has multiple requests for Comprehensive Plan amendments, Zoning Code amendments, right-of-way vacations and Conditional Use approval for a proposed 132 room, 5-story, hotel project. This Hotel project (known as the Henderson Hotel) is proposed on approximately 2.97 acres, adjacent to Lake Killarney between Beachview Avenue and Fairview Avenue. The Hotel project and associated outdoor areas are

proposed on multiple properties that would be aggregated into one redevelopment site. The properties associated with this project currently hold two commercial/office buildings and four single family lakefront homes. The applicant is also proposing a park/open space area to the south of the hotel that is currently occupied by three single-family homes, totaling 0.88 acres. Additionally, the right-of-way proposed to be vacated would be combined with all other properties to create the 2.97 acre development site. Additionally, a property that is under the ownership of one of the development group partners is a part of the application materials submitted, but is not proposed for any new development and the acreage or available FAR of that site is not being used in any calculations towards the hotel project. Per the materials submitted by the applicant, this property was included in the submittal materials to show the developers intent to remove the blighted motel that is on the site. No entitlements outside of what would be allowed per the existing C-3 Zoning would be considered for any future development/re-development of the site. This staff report will explain and assess the requests in the order outlined above, which is also the sequence of votes required.

History & Background:

The project proposal is comprised of lots that are a part of the Killarney Estates Plat (attached). Of note is that Block 8 of the subdivision has had the Killarney Drive portion vacated and the lots have been combined into one developable parcel. That property currently has the Hillstone Restaurant, though it has been a number of uses over the years, including a hotel when this property and the subject property were part of the "Golden Mile" of hotels and motels that once were a regular sight along this portion of 17-92.

Process:

The following sections consist of the requests that will be considered as a part of the Commission's review process. The presentations by staff and the applicant will consist of an overview of the whole project and the various aspects of the applications, but the Commission will need to consider the applications in a specific order once the public hearing is closed. During the voting process, if any item is not successfully approved, the subsequent item(s) then cannot be heard and the project would be denied.

Proposed Vacating of Killarney Drive/Fairview Avenue:

The initial request is for the City to vacate the public right-of-way of the portion of Killarney Drive that exists between Beachview Avenue and Fairview Avenue, and a portion of Fairview Avenue (exhibits attached). When the City vacates a roadway, the public right-of-way becomes private land split between the property owners on each side of the right-

of-way. The total area that is requested to be vacated measures approximately 24,659 square feet (0.57 acres).

All of the right-of-way proposed to be vacated would be utilized as open space or waterfront park area, which will all be available to the public via easements, which will prevent any future development on the open space area.

Comprehensive Plan:

One of the primary concerns voiced in opposition to the project is the proximity to single-family homes and the conversion of single family lots to a non-residential use. There are numerous policies within the Comprehensive Plan that discuss the protection of residential areas and neighborhoods, such as the following:

***Policy 1-J-9**: Protect Single-Family Residential Use in the Killarney Neighborhood from Non-Residential Land Use Encroachment: The City shall preserve and protect the single-family residential land use within the Killarney neighborhood from commercial and office encroachment, excluding parcels that have or obtain Parking Lot (PL) zoning designation along the edges where commercial, office and residential meet. All development should include appropriate landscape buffers, including walls if necessary, so as not to have a negative impact on the residential neighborhood.*

***Policy 1-5.3.2**: Protect Single Family & Low-Density Residential Property from Parking Garages: The City shall prohibit above grade parking garages within 100 feet of a single family or low-density residential property.*

There are also existing Policies of the Comprehensive Plan that could be interpreted as support for this proposal of this type:

***Policy 1-5.1.6**: Development of Large Lakefront Tracts to Provide Adequate Public Access for Public Purposes. The development of large un-platted lakefront tracts shall include provisions for public access of a passive nature and public visual access along with agreements for the proper maintenance of these areas.*

**it should be noted that these lots are platted, but would be re-platted (if approved) as one single large lakefront tract.*

Most importantly, the following policy states the procedure for the conversion of residential lots, giving 4 criteria that should be met in order to support to change.

Policy 1-5.3.1*: Criteria for Managing Encroachment of Nonresidential Uses into Established Residential Neighborhoods. The City shall require that any change in land use designation from residential to nonresidential comply with all of the following:*

1. *That this change shall not be a precedent toward other similar applications for change requesting similar land use as a matter of equity or fairness;*
2. *That the change can be demonstrated to be in the best interests of the City at large;*
3. *That the change can be demonstrated to be in the best interests of the adjacent residential area;*
4. *That residential use of the property is no longer a viable use.*

The Winter Park Comp Plan gets amended quite often, but it is typically in relation to smaller-scale projects. This particular request is quite significant, but special Comp Plan Policies have been considered before, resulting in projects such as the Winter Park Wellness Center. These projects are typically unique in nature and require thorough analysis and consideration of the location.

Comprehensive Plan Policy Amendment Proposed by the Applicant:

The applicant is requesting that the City consider adopting the additional Comprehensive Plan amendment written by the applicant as outlined below:

Policy 1-J-15*: In order to encourage appropriate redevelopment with additional open space, traffic calming improvements and architectural quality, the following standards shall apply to the redevelopment of the property defined in Map FLUM-1-21a as a hotel and park with ancillary uses such as parking, restaurant and meeting rooms.*

- *Minimum of 44% Open Space which shall include walking/biking path;*
- *Impervious Surface up to 59%;*
- *FAR up to 0.99;*

- *Maximum height fifty-five feet (55') (with mansard/parapet roof up to 65');*
- *Up to four (4) architectural features seventy-three feet (73') in height;*
- *The building shall be at least seventy-five feet (75') setback from Lake Killarney at a height of only thirty-five feet (35'). Additional height must also meet the lakeside setback requirements in the City's Land Development Code;*
- *Public Use of Grove Avenue Park (designated Open Space and Recreation FLU) and associated surface parking spaces;*
- *The parking garage shall be concealed from view of single-family homes. A portion of the parking garage serving the hotel and the hotel's ancillary uses may be located underneath the Grove Avenue Park;*
- *Final traffic calming to be approved by City Commission at Conditional Use Permit;*
- *Final architecture and massing to be approved by City Commission at Conditional Use Permit; and*
- *Except for the permitted uses of hotel and park/open space, the ancillary uses of a restaurant and meeting rooms for the hotel, and the customary principal structures and accessory structures (such as a parking garage, hardscaping, stormwater facilities and a pedestrian dock) for the permitted uses, all other uses and structures are prohibited on the property regardless of the permitted uses and conditional uses of the underlying future land use map and zoning designations for the property*.

In the event of a conflict between this Subarea Policy and any other policies of this Comprehensive Plan, this Subarea Policy shall prevail to govern the development of the property defined in Map FLUM-1-21a to the extent of the conflict.

Impact of the Comprehensive Plan Policy change:

This proposed Comprehensive Plan policy would allow for the rezoning from residential to commercial that would otherwise be prohibited. It also permits increased Floor Area Ratio (FAR) from a current 60% maximum on the office zoned properties and a current 43% FAR on the single-family zoned properties, to up to 99% and the increase in building height from a 4-story maximum to 5-stories, though the overall allowable height of 55 feet would be maintained.

Assessment of the Proposed Comprehensive Plan Policy:

The new proposed Comprehensive Plan policy text contains two qualifiers for the proposed new development standards. The policy states that 44% of the site will be dedicated to open space that includes a walking/biking path and is accessible to the public. Currently, there are no open space requirements in the Land Development Code.

The second provision is that traffic calming will be provided that will aid in the significant cut-through traffic that is occurring the area.

The Killarney Estates area has become a very serious traffic concern due to cut-through traffic. On two separate occasions, staff has observed the cut-through traffic during rush hour periods. The cut-through traffic is quite significant and also creates a great deal of speeding, illegal turns, and driving the wrong-way down one-way streets. It has been determined that the increased traffic is primarily due to mapping applications that direct drivers through these cut-through routes. The applicant performed a traffic study for the Killarney Estates neighborhood, which suggested some traffic calming measures. Staff and the Killarney Estates neighborhood worked together to find a solution that has been test fit for many months and has solved the cut-through traffic issues. Final plans for the improvements are at 90% completion and will be ready to be installed soon. The Henderson Hotel applicant offered to purchase the planter bollards that will block off Killarney Drive and Hill-Gray, the developers of the former Ranch Mall site, offered significant financial contributions toward the cost of a traffic calming area that will also be used as a parklet. The purchase of the planter bollards by the applicant, which will replace the temporary barricades, was not related to any request from the City and was one of the solutions that was discussed by the Traffic Study performed for the Killarney Estates residents by the applicant. The City also had no part of that traffic study and did not request that the applicant perform this study for the neighborhood. If any concern exists over the applicant having purchased these planter bollards for the Killarney Traffic Calming Project, the City will happily reimburse the cost of the planters to the applicant.

Proposed new Policy 1-J-15 provides that the community is being granted open space. A portion of the open space will result from the vacation of a portion of Killarney Drive and Fairview Avenue. No building is being proposed in the area requested to be vacated, just open space granted to the public for use and access.

At an earlier work session on this project, there were discussions by the City Commission about the concept of a “Hotel Zoning” district. A “Hotel Zoning” district would benefit a “class” of users versus just one property ownership group so this method of addressing hotel applications did not move forward.

Conditional Use Application:

This Henderson Hotel project is a five-story, 129,100 square foot building that also has one level of underground parking. Floor plans have been provided for each of the floor levels. The parking garage is planned to be "valet" parking only, with no self-parking, similar to the Alfond Inn. The first floor includes the typical elements of a hotel including the lobby, restaurant/bar, meeting rooms/event space and areas for various 'back-of-house' hotel functions. Generally, the second through fifth floor will hold the hotel rooms and amenity space.

These hotel plans have been reviewed by all city departments via our Technical Advisory Committee (TAC). The functional elements of Fire Department access, storm water retention, building code compliance, etc. have been satisfied. There is one exception or variance that related to the lack of setbacks required for the upper floors. The Zoning Code requires additional setback for the upper floors (above the 2nd floor) in order to mitigate (break-up) the mass of the building and to avoid a flat vertical building wall.

This project, when originally submitted, did not have the required terracing and setbacks facing Orlando Avenue. This was a significant issue to planning staff as this is the view from Orlando Avenue to the 35,000 cars/day. This project is now setback from Orlando Avenue and the elevation façade has been significantly changed to incorporate articulations needed to break up the mass of the five-story façade. The planning staff is very appreciative of the significant changes in the plans to enhance the view from all sides of the building and look just as attractive as the rear (Lake Killarney). However, there is still an exception or variance required because the upper floors are not setback from the lower floors as required by code. The applicant has used various architectural treatments to soften the facades in these areas.

Parking Compliance:

The City's Code requires that a Hotel provide parking for the cumulative uses in the building based on one space for each hotel room (132 spaces), one space for each 3 seats in the restaurant/bar (with 220 seats = 73 spaces), and one space for each 250 square feet of meeting/ballroom room area (with 7,500 square feet = 30). That total is 235 spaces. The plans submitted show 235 parking spaces provided, thus no variances to the city's parking requirements are requested. The applicant is also proposing an additional 31 parking spaces exclusively for the open/park space, which were not used towards meeting the hotel parking requirements. These 31 spaces are open for the public to use to recreate in the open space parkland or the waterfront open space area.

Traffic Impact:

The Henderson Hotel applicant submitted a Traffic Impact Analysis (TIA) completed by Kimley-Horn. The Planning & Transportation Department reviewed the TIA and provided comments to the applicant during the Technical Advisory Committee Meeting held on October 14, 2020. A revised TIA was submitted to the City that incorporated and addressed the comments of City Staff.

The TIA shows that the proposed redevelopment would generate 917 new trips (when compared to the trips generated by the existing development). Of these 917 new trips, 59 of these trips would be during the PM peak hour (31 in/28 out). The TIA also shows the trip distribution at the three intersections included in the impact analysis. The three intersections analyzed are as follows:

- 17-92 & Beachview Avenue (unsignalized)
- 17-92 & Fairview Avenue (unsignalized)
- 17-92 & W Fairbanks Avenue (signalized)

As shown in the TIA (attached), the intersection of 17-92 & W Fairbanks Avenue would continue to operate at a Level of Service (LOS) F and the delay per vehicle at the intersection will increase 2.1 seconds (from 90 seconds/vehicle during Background Conditions to 92.1 seconds/vehicle during Buildout Conditions). While the eastbound approaches at the intersection of 17-92 & Fairview Avenue and the intersection of 17-92 & Beachview Avenue would continue to operate at LOS F, there is still capacity on both minor approaches. Under Buildout Conditions, the eastbound delay at Beachview Avenue is 66.2 seconds per vehicle with a 95 percentile queue of 2.7 vehicles during the PM peak hour (less than 75 feet if we assume 25 feet per vehicle). During the PM peak hour at Fairview Avenue, the eastbound delay under Buildout Conditions is 65.8 seconds per vehicle with a 95th percentile queue of 3.8 vehicles (less than 100 feet). While these are both increases in delay from 2021 background growth conditions, both approaches would be operating with Volume to Capacity Ratios (v/c) ratios of less than 1.0.

Why isn't a traffic signal being proposed as part of the project?

FDOT has a minimum spacing for traffic signals; along this stretch of roadway the minimum would be 1,320 ft between signals (FDOT is typically willing to look at a variance of up to 10 percent). 17-92 is an FDOT roadway and, near the proposed project, the two

closest signals are at 17-92 & Fairbanks Ave and 17-92 & Morse Boulevard. The distance between these two signals is approximately 1,665 ft. Hypothetically, if a signal were placed smack in the middle of these two intersections, we would be at a spacing of around 830 ft between each signal; and this would be less than the minimum FDOT spacing (even with the 10 percent variance). The intersection of Fairview Avenue & 17-92 is approximately 960 ft from Fairbanks and approximately 705 ft from Morse Boulevard. And while the intersection of Beachview Avenue & 17-92 is approximately 1,255 ft from Fairbanks, it is only approximately 410 ft from Morse Boulevard. So, based on the FDOT criteria outlined above, signalizing one of these intersections doesn't meet FDOT standards.

Development Agreement:

Per the attached Development Agreement, there are additional conditions set forth in Section 3 and Section 4 of this agreement. Staff and the developer are proposing additional conditions of approval for the Conditional Use providing for the developer holding the City harmless concerning the restriction of uses on the property to hotel and park/open space and ancillary uses as set forth in proposed Comprehensive Plan Future Land Use Policy 1-J-15, and irrevocable consent by the developer to allow the City to administratively change the Commercial FLU map and C-3 zoning designations of the property to Single Family Residential future land use and R-1A zoning and to revoke the Conditional Use approval for the Henderson Hotel Project if the Henderson Hotel project is not constructed by February 28, 2025.

Submittal Requirements for Conditional Use applications:

There have been a number of very valid questions about submittals and what is required to be provided by the applicant as a part of a unique application such as the Henderson Hotel. Staff has determined that the submittal requirements have been met. There are a number of questions that have been raised by staff and members of the community that are important and very valid, but are not a required part of this step of the development process. The applications being considered are to request that the applicant be allowed to construct the proposed hotel. Site plans, existing conditions plans, landscape plans, preliminary drainage plans, renderings of the facades and other similar plans are required at this point. In-depth geotechnical reports, structural engineering plans, building blueprints and more in-depth engineering plans are not a part of the Conditional Use process. Those plans are provided to be reviewed by City engineers, building plan reviewers and by the appropriate State agencies if a Conditional Use is approved and the applicant applies for a building permit. If any of the plans are not approved, the project would not be able to be constructed. The main concerns from the public and staff are in regard to the use of underground parking in a location that is close to Lake Killarney and in a region with a high seasonal water level. Though not yet

required in the Conditional Use application process, staff requested that Geotechnical Analyses be performed, showing that the project and the use of underground parking would be possible and would not cause any adverse impact. The applicant provided three (3) separate reports from Universal Engineering Sciences, a Geotechnical Engineering Firm. The Geotechnical reports determined that the hotel and underground parking could be constructed on the site. These items are provided in the backup materials.

Standards for Consideration of Conditional Use Requests:

The Zoning Code provides standards for the consideration of Conditional Use applications and read as follows:

Before any proposed conditional use may be approved or approved with conditions by the City Commission, they shall conclude that the following applicable standards are satisfied. All actions to approve conditional uses by the City Commission shall presume as a matter of fact that the following applicable standards have been met by the applicant regardless of whether they are specifically enumerated in writing or in discussion as part of the motion for approval.

(1) That the proposed plan is consistent with all applicable goals, objectives, policies and standards in the city comprehensive plan;

(2) That the proposed plan meets or exceeds all other applicable minimum standards and requirements as set forth in this section and this article;

(3) That the proposed site plan and proposed use, business type, operating hours, noise, parking and traffic impact will be compatible with existing and anticipated land use activities in the immediate neighborhood and that such application will be compatible with the character of the surrounding area;

(4) That adequate facilities and services necessary to service the development associated with the proposed site plan will be available and in place at the time of impact of the development or phase thereof;

(5) That the building size, floor area ratio, height and mass are compatible with the zoning code requirements and consistent with the scale and character of the immediate neighborhood;

(6) That the proposed site is properly landscaped and irrigated in and around buildings, along sidewalks, and buffering neighboring land. The topographical and natural features

of the site shall be given priority consideration, thus assuring the retention of the trees. The developer, furthermore, shall make provisions for the continued maintenance of landscaped areas, open spaces, and recreational areas. Other screening and buffering may also be required when necessary to protect the integrity of the surrounding area;

(7) That traffic generated from the proposed uses shall not, on a daily or peak-hour basis, degrade the level of service on adjacent roads or intersections or raise any traffic safety hazards; that driveway and curb cut access directs traffic onto more heavily traveled roadways and away from residential neighborhoods;

(8) That the site plan provides onsite parking to meet the Code required and expected demands of the proposed use;

(9) That adequate provisions have been made for light, air, access, and privacy in the arrangement of buildings, one to another and to neighbors;

(10) That the architectural design and aesthetic features of the building plans are compatible with the surrounding area;

(11) That adequate light shall be provided in all parking areas and interior streets. This shall include the replacement of light poles with appropriate illumination appropriately spaced;

(12) That the proposed use does not create through noise, intensity of activity, traffic, overflow, parking, stormwater runoff, etc., any conditions that degrade the value of adjacent properties, the peaceful use of adjacent properties, degrade the economy of adjacent businesses or negatively impacts the existing character or future use of the surrounding neighborhood or adjacent properties.

Summary

This Henderson Hotel project is a very unique project that would create a transformative change along the shores of Lake Killarney and would certainly change the aesthetics for this portion of the 17-92 corridor that hadn't seen substantial re-investment until the last few years. The proposed hotel is to be built in an architectural style reminiscent of the 1880's historic lakefront hotels of the early days of Winter Park. The hotel proposal pays homage to the history and architecture of Winter Park's lakefront hotels of the past, and the numerous motels that once existed along Orlando Avenue. The proposal combines architectural design not often seen in modern development and significant open space that gives the public access to Lake Killarney.

The proposal also incorporates requests that would be in conflict with elements of the Winter Park Comprehensive Plan. The applicant has proposed a new Comprehensive Plan policy that would address these conflicts by creating a new policy specific to their project, which does create concern about this method of modifying the Comp Plan for large-scale projects being used in the future on other projects.

Staff feels that this unique project and all the proposed elements of the development should be considered and vetted by the City Commission in open, public-hearings where the applicant can present their vision and their proposal and the community can provide their input as well. Staff has thoroughly vetted the proposal and provided constructive criticism to the applicant for each iteration of the hotel proposal. Staff is therefore providing an overall recommendation for approval (given that there are multiple requests as a part of this project proposal that will have to be voted on individually), which is intended to allow this project and the various elements to be fairly and publicly considered by the City Commission. Staff also recommends that the City Commission take each of the elements of the project proposal and consider them as a whole project, but also consider the individual requests and the impacts or benefits. For this project to be approved as proposed, it would be dependent on approval of the elements listed below in the order shown. The project proposal package has the following requests:

- Vacation of right-of-way for portions of Killarney Drive and Fairview Avenue. The benefit to the vacation, as stated by the applicant, is the creation of protected open space/park areas.
- Amending the Comprehensive Plan to add the following Policy specific only to the subject property:

***"Policy 1-J-15**: In order to encourage appropriate redevelopment with additional open space, traffic calming improvements and architectural quality, the following standards shall apply to the redevelopment of the property defined in Map FLUM-1-21a as a hotel and park with ancillary uses such as parking, restaurant and meeting rooms.*

- *Minimum of 44% Open Space which shall include walking/biking path;*
- *ISR up to 59%;*
- *FAR up to 0.99;*
- *Maximum height fifty-five feet (55') (with mansard/parapet roof up to 65');*
- *Up to four (4) architectural features seventy-three feet (73') in height;*
- *The building shall be at least seventy-five feet (75') setback from Lake Killarney at a height of only thirty-five feet (35'). Additional height must also meet the lakeside setback requirements in the City's Land Development Code;*
- *Public Use of Grove Avenue Park (designated Open Space and Recreation FLU) and*

associated surface parking spaces;

- *The parking garage shall be concealed from view of single-family homes. A portion of the parking garage serving the hotel and the hotel's ancillary uses may be located underneath the Grove Avenue Park;*
- *Final traffic calming to be approved by City Commission at Conditional Use Permit;*
- *Final architecture and massing to be approved by City Commission at Conditional Use Permit; and*
- *Except for the permitted uses of hotel and park/open space, the ancillary uses of a restaurant and meeting rooms for the hotel, and the customary principal structures and accessory structures (such as a parking garage, hardscaping, stormwater facilities and a pedestrian dock) for the permitted uses, all other uses and structures are prohibited on the property regardless of the permitted uses and conditional uses of the underlying future land use map and zoning designations for the property.*

In the event of a conflict between this Subarea Policy and any other policies of this Comprehensive Plan, this Subarea Policy shall prevail to govern the development of the property defined in Map FLUM-1-21a to the extent of the conflict.

This proposed policy is in further of the City's Visions Statement to "Plan our growth through a collaborative process that protects our City's timeless scale and character."

This proposed policy "recognize[s] unique areas of the city and provide[s] a collaborative planning process that ensures quality development while reflecting the context and heritage of the area." The project will "enhance walking, biking, and recreational activities through a connected and integrated network of open space." It will "foster sustainable public and private parks and open spaces using state of the art practices and techniques" and "increase the connection to nature by incentivizing public and private green space through the design and development process." The proposed project will also "invest in innovative infrastructure to ensure that our means to get around is safe and efficient, through prioritization of pedestrians, bicyclist, and transit users."

- Amending the Future Land Use/Zoning Map of the Comprehensive Plan from Single Family (R-1A) and Office on 2.09 acres of this site to Commercial (C-3) and 0.88 acres to Open Space Recreational (PR).
- Rezoning of properties from Single Family (R-1A) and Office on 2.09 acres of this site to Commercial (C-3) and 0.88 acres to Open Space Recreational (PR).
- Conditional Use to construct a 5-story, 132-room hotel with associated restaurant, ballroom/meeting space, and 235-space parking garage with one floor of underground parking. The Conditional Use request would require that the project be built as depicted in the submitted plans.

alternatives / other considerations

fiscal impact

ATTACHMENTS:
Ordinance - Zoning (Henderson) 01-13-2021.doc

ATTACHMENTS:
Ordinance - ROW Vacates (Henderson) 01-13-2021.doc

ATTACHMENTS:
Ordinance - Comp Plan (Henderson) 01-20-2021.doc

ATTACHMENTS:
Henderson Hotel - Developers Agreement 01-20-2021.DOCX

ATTACHMENTS:
Henderson Hotel TIA_11.04.2020.pdf

ATTACHMENTS:
HENDERSON HOTEL_Civil.pdf

ATTACHMENTS:
Henderson Hotel UES Karst Evaluation 1-4-21.pdf

ATTACHMENTS:
Henderson Hotel UES Response Letter 1-4-21.pdf

ATTACHMENTS:
Henderson Hotel UES Geotech Report 12-23-20.pdf

ATTACHMENTS:
20201106_ConditionalUse_Henderson_reduced.pdf

ATTACHMENTS:
Owners Spreadsheet.XLSX

ORDINANCE NO. ____

AN ORDINANCE TO AMEND CHAPTER 58, LAND DEVELOPMENT CODE, ARTICLE III, "ZONING", SO AS TO AMEND THE TEXT OF SECTION 58-76 COMMERCIAL (C-3) DISTRICT AND SECTION 58-81 PARKS AND RECREATION (PR) DISTRICT, TO IMPLEMENT COMPREHENSIVE PLAN FUTURE LAND USE POLICY 1-J-15 AND PROVIDE PERMITTED USES, INCREASED INTENSITIES, BUILDING HEIGHTS AND OTHER DEVELOPMENT STANDARDS APPLYING ONLY TO THE BLOCK BOUNDED BY BEACHVIEW, ORLANDO, FAIRVIEW AVENUES AND LAKE KILLARNEY; AMEND THE OFFICIAL ZONING MAP TO CHANGE FROM OFFICE (O-1) ZONING AND SINGLE FAMILY RESIDENTIAL (R-1A) ZONING TO COMMERCIAL (C-3) DISTRICT ZONING ON THE PROPERTIES AT 1298 BEACHVIEW AVENUE, 1201/1321 FAIRVIEW AVENUE AND 230/240/250 KILLARNEY DRIVE, AND FROM SINGLE FAMILY RESIDENTIAL (R-1A) TO PARK AND RECREATION (PR) ON THE PROPERTIES AT 1310 FAIRVIEW AVENUE AND 337/349 GROVE AVENUE; AMEND THE OFFICIAL ZONING MAP TO CHANGE FROM NO DESIGNATION TO COMMERCIAL (C-3) DISTRICT ZONING FOR A VACATED PORTION OF KILLARNEY DRIVE; AMEND THE OFFICIAL ZONING MAP TO CHANGE FROM NO DESIGNATION TO PARK AND RECREATION (PR) ZONING DISTRICT FOR A VACATED PORTION OF FAIRVIEW AVENUE; PROVIDING FOR SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, the owner of the subject property has requested a Zoning map amendment consistent with the Comprehensive Plan, and such municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, on January 5, 2021, the Planning and Zoning Board of the City of Winter Park held a public hearing and made a recommendation to the City Commission concerning the adoption of this Ordinance; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on the proposed zoning change set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

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

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. Official Zoning Map Amendment. That Chapter 58 "Land

Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the zoning designation of Office (O-1) and Single Family Residential (R-1A) to Commercial (C-3) on the properties at 1298 Beachview Avenue, 1201/1321 Fairview Avenue And 230/240/250 Killarney Drive, more particularly described as follows:

Orange County Property Tax ID #s: 12-22-29-4172-07-040, 12-22-29-4172-07-030, 12-22-29-4172-07-020, 12-22-29-4172-07-011, 12-22-29-4172-07-080, 12-22-29-4172-07-001 and 12-22-29-4172-07-060 as identified on the map attached hereto as Exhibit "1".

SECTION 2. Official Zoning Map Amendment. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the zoning designation of Single Family Residential (R-1A) to Parks and Recreation (PR) on the properties at 1310 Fairview Avenue and 337/349 Grove Avenue, more particularly described as follows:

Orange County Property Tax ID #s: 12-22-29-4172-05-110, 12-22-29-4172-05-170, and 12-22-29-4172-05-160 as identified on the map attached hereto as Exhibit "2".

SECTION 3. Official Zoning Map Amendment. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change from no zoning designation to Commercial (C-3) zoning district for the vacated portion of Killarney Drive identified as Tract A and legally described on Exhibit "3" attached hereto.

SECTION 4. Official Zoning Map Amendment. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change from no zoning designation to Parks and Recreation (PR) zoning district for the vacated portion of Fairview Avenue identified as Tract B and legally described on Exhibit "3" attached hereto.

SECTION 5. Zoning Text Amendment. That Chapter 58, Land Development Code, Article III, Zoning Regulations, Section 58-76 "Commercial (C-3) District" and Section 58-81 "Parks and Recreation (PR) District" are hereby amended to read as follows (words that are underlined are additions; words that are ~~stricken~~ are deletions; and all other provisions of such sections not included shall remain unchanged):

Sec. 58-76. - Commercial (C-3) district.

(j) *Specific property development standards.* In order to encourage appropriate redevelopment with additional open space, traffic calming improvements and architectural quality, the standards, intensities and permitted uses as defined in the Comprehensive Plan Future Land Use Policy 1-J-15 shall apply to govern the development of the property defined in the Comprehensive Plan Future Land Use Map FLUM-1-21a. Notwithstanding its underlying C-3 zoning designation, only those uses specifically permitted by Comprehensive Plan Future Land Use Policy 1-J-15 are allowed for the property defined in the Comprehensive Plan Future Land Use Map FLUM-1-21a. In the event of a conflict between this subsection and other provisions of this chapter, the provisions of this

subsection shall control to the extent of the conflict. Prior to developing the hotel use upon the property defined in the Comprehensive Plan Future Land Use Map FLUM-1-21a, a conditional use approval is required for a specific development project and such approval may be subject to conditions of approval. Prior to issuance of building permits for any building(s) to be developed upon the property defined in the Comprehensive Plan Future Land Use Map FLUM-1-21a, a replat of such property meeting the requirements of Chapter 177, Florida Statutes and this chapter shall be submitted by the property owner and approved by the city and recorded in the Orange County public records. It is the intent of this subsection to implement Comprehensive Plan Future Land Use Policy 1-J-15.

Sec. 58-81. - Parks and recreation (PR) district.

(f) *Specific property development standards.* In order to encourage appropriate redevelopment with additional open space, traffic calming improvements and architectural quality, the standards, intensities and permitted uses as defined in the Comprehensive Plan Future Land Use Policy 1-J-15 shall apply to govern the development of the property defined in the Comprehensive Plan Future Land Use Map FLUM-1-21a. In the event of a conflict between this subsection and other provisions of this chapter, the provisions of this subsection shall control to the extent of the conflict. It is the intent of this subsection to implement Comprehensive Plan Future Land Use Policy 1-J-15.

SECTION 6. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 7. Conflicts. In the event of a conflict between this Ordinance and any other ordinance of the City of Winter Park or part thereof, this Ordinance shall control to the extent of the conflict.

SECTION 8. Effective Date. After its adoption, this Ordinance shall become effective simultaneously with the effective date of the ordinance adopting a comprehensive plan amendment to add Comprehensive Plan Future Land Use Policy 1-J-15 governing the properties subject to the rezonings set forth in Sections 1, 2, 3 and 4 of this Ordinance.

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

_____
Mayor Steve Leary

Attest:

_____
City Clerk

Exhibit “1”


Lake
Killarney
BEACHVIEW AVE
S ORLANDO AVE
FAIRVIEW AVE
KILLARNEY DR
GROVE AVE
BROADVIEW AVE
EXHIBIT "1"
City of Winter Park
Florida

Exhibit “2”

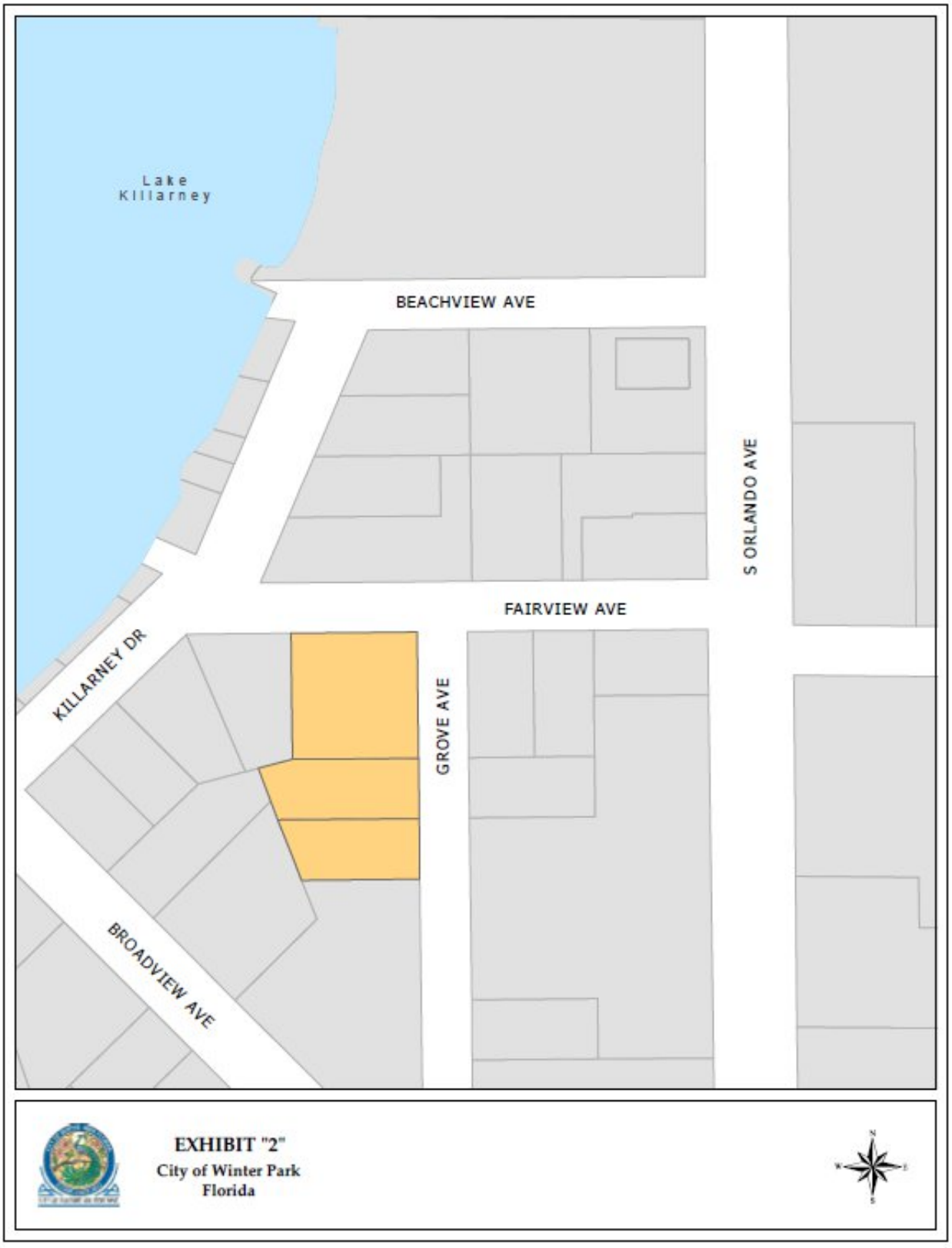
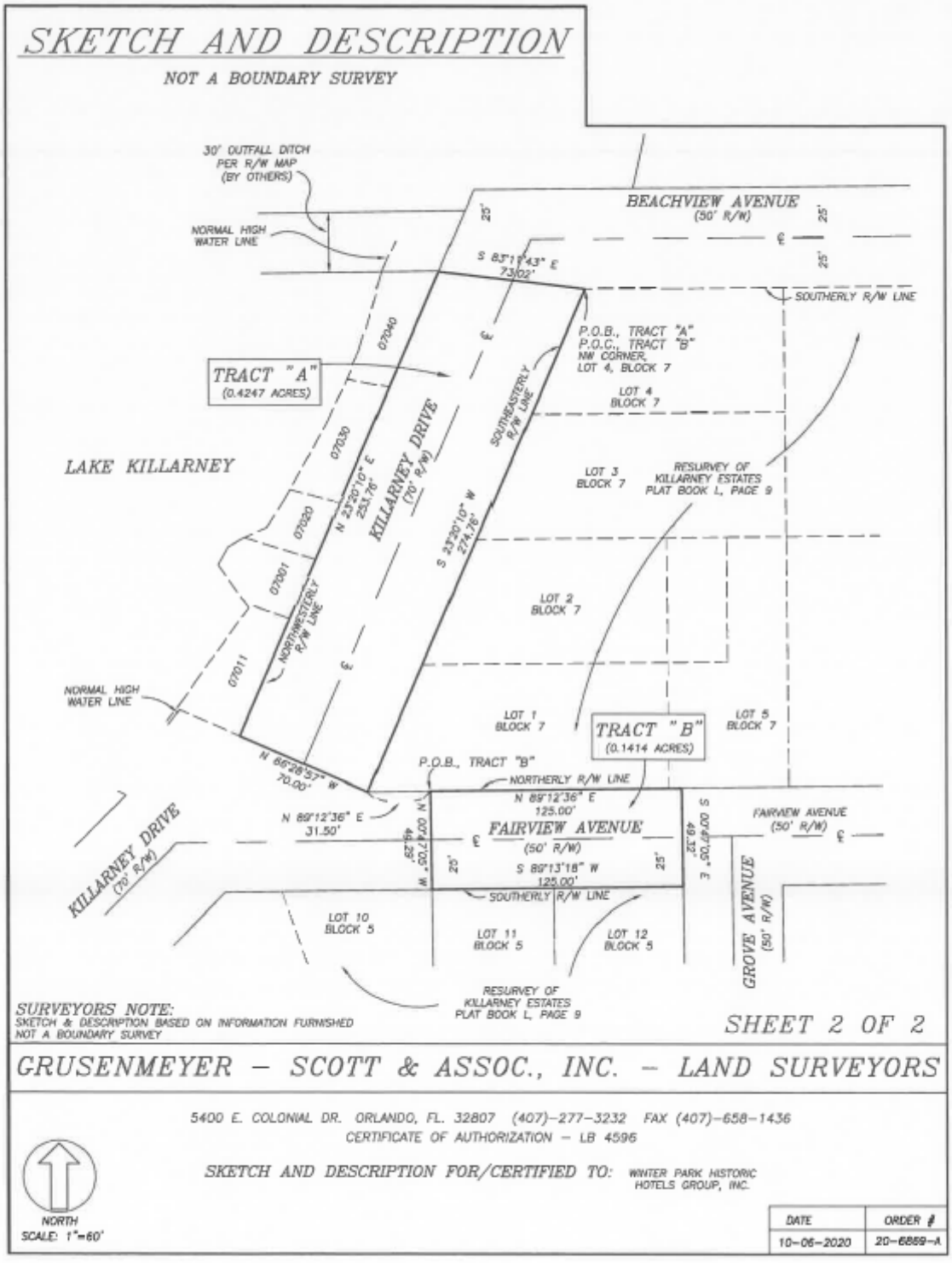

Lake
Killarney
BEACHVIEW AVE
S ORLANDO AVE
FAIRVIEW AVE
KILLARNEY DR
GROVE AVE
BROADVIEW AVE
EXHIBIT "2"
City of Winter Park
Florida

Exhibit “3”


SKETCH AND DESCRIPTION
NOT A BOUNDARY SURVEY
30' OUTFALL DITCH PER R/W MAP (BY OTHERS)
NORMAL HIGH WATER LINE
BEACHVIEW AVENUE (50' R/W)
S 83°11'43" E 73.02'
SOUTHERLY R/W LINE
P.O.B., TRACT "A"
P.O.C., TRACT "B"
NW CORNER, LOT 4, BLOCK 7
TRACT "A" (0.4247 ACRES)
LOT 4 BLOCK 7
LAKE KILLARNEY
KILLARNEY DRIVE (70' R/W)
SOUTHEASTERLY R/W LINE
N 23°20'10" E 253.76'
S 23°20'10" W 274.76'
LOT 3 BLOCK 7
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
LOT 2 BLOCK 7
NORTHWESTERLY R/W LINE
NORMAL HIGH WATER LINE
LOT 1 BLOCK 7
TRACT "B" (0.1414 ACRES)
LOT 5 BLOCK 7
N 86°28'57" W 70.00'
P.O.B., TRACT "B"
NORTHERLY R/W LINE
N 89°12'36" E 125.00'
N 89°12'36" E 31.50'
FAIRVIEW AVENUE (50' R/W)
FAIRVIEW AVENUE (50' R/W)
S 89°13'18" W 125.00'
SOUTHERLY R/W LINE
KILLARNEY DRIVE (70' R/W)
LOT 10 BLOCK 5
LOT 11 BLOCK 5
LOT 12 BLOCK 5
GROVE AVENUE (50' R/W)
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
SURVEYORS NOTE:
SKETCH & DESCRIPTION BASED ON INFORMATION FURNISHED
NOT A BOUNDARY SURVEY
SHEET 2 OF 2
GRUSENMEYER – SCOTT & ASSOC., INC. – LAND SURVEYORS
5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)-277-3232 FAX (407)-658-1436
CERTIFICATE OF AUTHORIZATION – LB 4596
SKETCH AND DESCRIPTION FOR/CERTIFIED TO: WINTER PARK HISTORIC HOTELS GROUP, INC.
NORTH
SCALE: 1"=60'
DATE 10-06-2020
ORDER # 20-6859-A

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, TO VACATE AND ABANDON PORTIONS OF THE KILLARNEY DRIVE AND FAIRVIEW AVENUE PUBLIC RIGHTS-OF-WAY DEDICATED BY THE RESURVEY OF KILLARNEY ESTATES, ACCORDING TO THE PLAT THEREOF RECORDED AT PLAT BOOK L, PAGE 9, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; PROVIDING FOR THE RESERVATION BY THE CITY OF A UTILITY AND DRAINAGE EASEMENT OVER THE ENTIRE AREA BEING VACATED AND ABANDONED; PROVIDING FOR CONFLICTS, CORRECTION OF ERRORS, RECORDING AND AN EFFECTIVE DATE.

WHEREAS, the City Commission desires to foster the development of the proposed Henderson Hotel redevelopment project (the "Hotel Project") encompassing the properties at 1201, 1310 & 1321 Fairview Avenue, 230,240 & 250 Killarney Drive, and 337 & 349 Grove Avenue so that an alternate mobility system can be developed to better serve the economic growth of this area and provide open space for residents; and

WHEREAS, the fee simple owner(s) of the properties adjacent to the public rights-of-way sought to be vacated and abandoned by this Ordinance made application to the City of Winter Park requesting the vacation and abandonment of certain portions of the Killarney Drive and Fairview Avenue public rights-of-way dedicated by the Resurvey of Killarney Estates, according to the plat thereof recorded at Plat Book L, Page 9, Public Records of Orange County, Florida as more specifically described in Exhibit "A" attached hereto; and

WHEREAS, this Ordinance meets the criteria established by Chapter 166 and Chapter 177, Florida Statutes and pursuant to and in compliance with law, notice has been given to abutting property owners 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; and

WHEREAS, the City Public Works Department has provided for participation by the public in the process by providing information as requested and has also rendered its recommendations to the City Commission; and

WHEREAS, the Winter Park City Commission has reviewed the proposed Ordinance and held advertised public hearings at which the City Commission has provided for public participation in the process in accordance with the requirements of state law; and

WHEREAS, the Winter Park City Commission finds that this Ordinance is in the best interest of the public safety, health and welfare.

NOW, THEREFORE, BE IT ENACTED as follows:

Section 1. Right-of-Way Vacation and Abandonment. The City Commission of the City of Winter Park hereby finds and declares that those portions of the Killarney Drive public right-of-way between Fairview Avenue and Beachview Avenue, as more particularly described in Exhibit "A" as Tract "A" are no longer necessary for a public right-of-way and said lands are vacated and abandoned as a public right-of-way subject to the easement reservation set forth in Section 3.

Section 2. Right-of-Way Vacation and Abandonment. The City Commission of the City of Winter Park hereby finds and declares that those portions of the Fairview Avenue public right-of-way between Killarney Drive and South Orlando Avenue, as more particularly described in Exhibit "A" as Tract "B" are no longer necessary for a public right-of-way and said lands are vacated and abandoned as a public right-of-way subject to the easement reservation set forth in Section 3.

Section 3. Easement Reservation. That the City of Winter Park hereby reserves and retains over, under and through the lands vacated and abandoned in Section 1 and Section 2 of this Ordinance, a utility and drainage easement until such time as existing utilities and drainage improvements are relocated as directed by the City and the street improvements are removed and an acceptable replacement utility and drainage easements are granted to the City. The City of Winter Park City Manager shall have the authority to record a notice of termination of this easement reservation on behalf of the City upon the City becoming satisfied that the conditions for termination of this easement reservation have occurred.

Section 4. Conflicts. In the event of any conflict between this Ordinance and any other ordinance or portions of ordinances, this Ordinance controls to the extent of the conflict.

Section 5. Correction of Errors. If it is discovered that there is any error or omission in legal description or in depiction of the portion of the rights-of-way vacated and abandoned by this Ordinance, such error may be corrected by subsequent curative document to be executed and approved by the City of Winter Park City Manager.

Section 6. Recording. This Ordinance is to be recorded in the public records of Orange County, Florida, but only after: (i) the proposed City of Winter Park ordinances adopting a comprehensive plan amendment and rezonings relating to the Hotel Project ("Hotel Project Ordinances") have been adopted and are effective; (ii) the developer obtains conditional use approval for the Hotel Project and enters into a non-statutory developer's agreement

with the City agreeing to the conditions of Hotel Project approval; (iii) the developer submits for approval and obtains City approval of a final plat (replat) incorporating all parcels of land being developed with the Hotel Project (including the required open space) with said final plat satisfying all requirements for its recording in the public records; and (iv) the developer provides, to the satisfaction of the City, the open space and public access dedications required by the Hotel Project conditions of approval.

If the Hotel Project Ordinances are not adopted and/or do not become effective within sixty (60) days of the City Commission's adoption of this Ordinance, the City Commission may at any time thereafter rescind this Ordinance by adopting a resolution at a public meeting. If one or more of the Hotel Project Ordinances or the conditional use approval for the Hotel Project are denied by vote of the City Commission, this Ordinance (even if adopted) shall not become effective and will not be recorded in the public records.

If the final plat approval and open space and public access dedications required by the Hotel Project conditions of approval do not occur within six (6) months from the adoption of this Ordinance, this Ordinance shall automatically be rescinded. It is intended that this Ordinance be recorded close in time with the recording of the final plat required for the Hotel Project.

In addition, if the Hotel Project does not have building permits and commence construction within two (2) years of the adoption of this Ordinance (tolling any time which the Hotel Project Ordinances are subject to an appeal or administrative challenge) the public right-of-way being vacated and abandoned herein shall, at the City's option, revert back to the City upon the recording of a resolution of the City Commission electing such reversion option by reference to this Ordinance.

Section 7. Effective Date. Subject to the provisions of Section 6 of this Ordinance, this Ordinance shall become effective upon its recording in the Public Records of Orange County after its adoption by the City Commission.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, on the _____ day of _____, 2021.

City of Winter Park

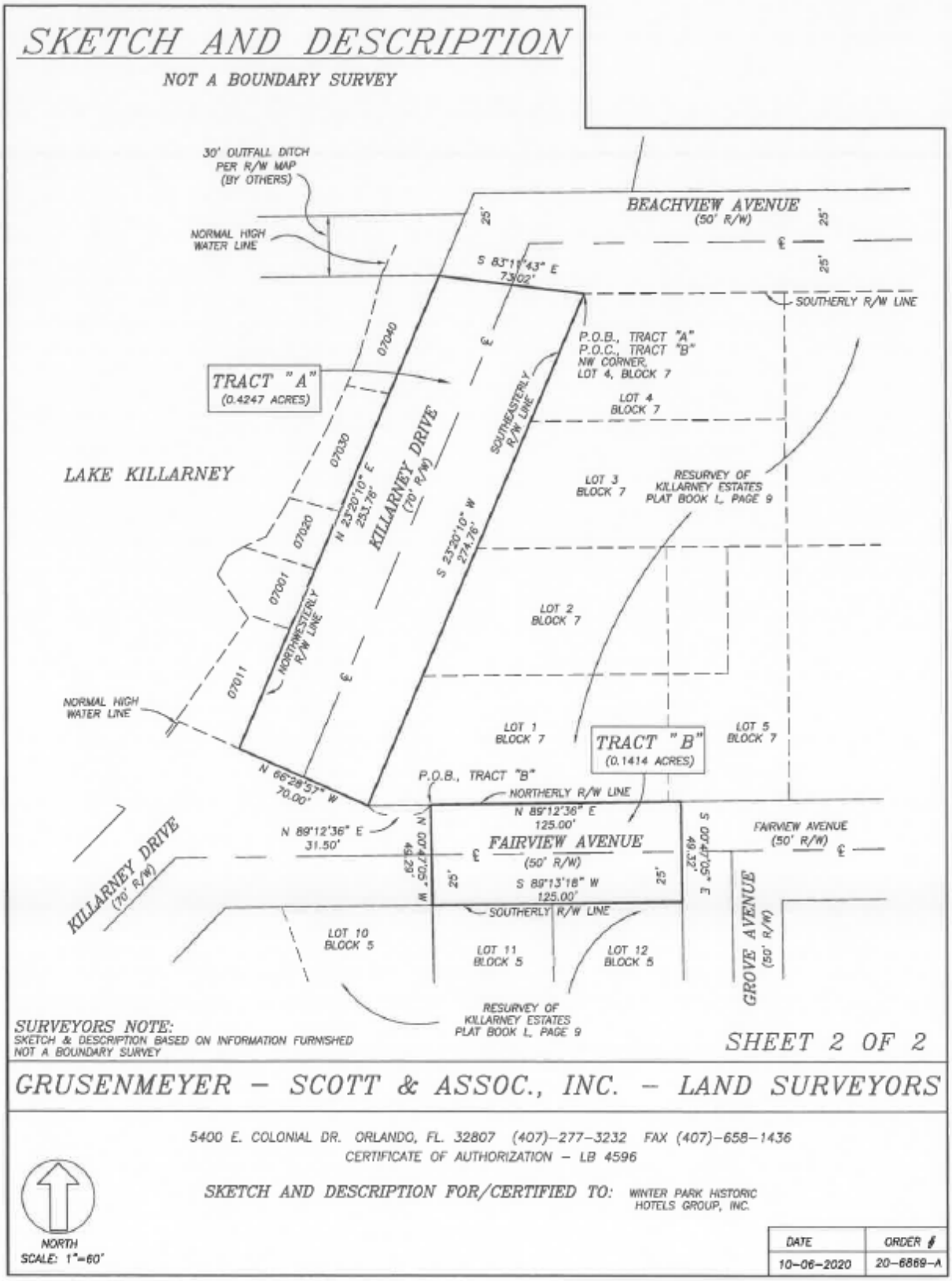
_____

Mayor Steve Leary

ATTEST:

_____
Rene Cranis, City Clerk

Exhibit "A"


SKETCH AND DESCRIPTION
NOT A BOUNDARY SURVEY
30' OUTFALL DITCH PER R/W MAP (BY OTHERS)
NORMAL HIGH WATER LINE
BEACHVIEW AVENUE (50' R/W)
25'
S 83°11'43" E 73.02'
SOUTHERLY R/W LINE
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S 89°13'18" W 125.00'
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S 00°47'05" E 49.37'
FAIRVIEW AVENUE (50' R/W)
GROVE AVENUE (50' R/W)
KILLARNEY DRIVE (70' R/W)
LOT 10 BLOCK 5
LOT 11 BLOCK 5
LOT 12 BLOCK 5
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
SURVEYORS NOTE:
SKETCH & DESCRIPTION BASED ON INFORMATION FURNISHED
NOT A BOUNDARY SURVEY
SHEET 2 OF 2
GRUSENMEYER – SCOTT & ASSOC., INC. – LAND SURVEYORS
5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)–277–3232 FAX (407)–658–1436
CERTIFICATE OF AUTHORIZATION – LB 4596
SKETCH AND DESCRIPTION FOR/CERTIFIED TO: WINTER PARK HISTORIC HOTELS GROUP, INC.
NORTH
SCALE: 1"=60'
DATE 10–06–2020
ORDER # 20–6869–A

SKETCH AND DESCRIPTION

NOT A BOUNDARY SURVEY

LEGAL DESCRIPTION

Part of Killarney Drive and Fairview Avenue, RESURVEY OF KILLARNEY ESTATES, as recorded in Plat Book L, Page 9, of the Public Records of Orange County, Florida, lying in Section 12, Township 22 South, Range 29 East, being Tracts "A" & "B" described as follows:

TRACT "A"
Begin at the Northwest corner of Lot 4, Block 7, said Resurvey of Killarney Estates; thence S.23°20'10"W., along the Southeasterly right-of-way line of said Killarney Drive, a distance of 274.76 feet to the Northerly right-of-way line of said Fairview Avenue; thence N.66°28'57"W., to the Northwesterly right-of-way line of said Killarney Drive; thence N.23°20'10"E., along said Northwesterly right-of-way line, a distance of 253.76 feet; thence S.83°11'43"E., a distance of 73.02 feet to the POINT OF BEGINNING.
Containing 18,498 square feet or 0.42 acres, more or less.
AND
TRACT "B"
Commence at the Northwest corner of Lot 4, Block 7, said Resurvey of Killarney Estates; thence S.23°20'10"W., along the Southeasterly right-of-way line of said Killarney Drive, a distance of 274.76 feet to the Northerly right-of-way line of said Fairview Avenue; thence N.89°12'36"E., along said Northerly right-of-way line, 31.50 feet to the POINT OF BEGINNING; thence continue N.89°12'36"E., along said Northerly right-of-way line, a distance of 125.00 feet; thence S.00°47'05"E., a distance of 49.32 feet to the Southerly right-of-way line of said Fairview Avenue; thence S.89°13'18"W., a distance of 125.00 feet; thence N.00°47'05"W., a distance of 49.29 feet to the POINT OF BEGINNING. Containing 6,163 square feet or 0.14 acres, more or less.

SURVEYORS NOTE:
SKETCH & DESCRIPTION BASED ON INFORMATION FURNISHED
NOT A BOUNDARY SURVEY

SHEET 1 OF 2

GRUSENMEYER – SCOTT & ASSOC., INC. – LAND SURVEYORS

5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)-277-3232 FAX (407)-658-1436
CERTIFICATE OF AUTHORIZATION – LB 4596

LEGEND –

P	= PLAT
F	= FIELD
I.P.	= IRON PIPE
I.R.	= IRON ROD
C.M.	= CONCRETE MONUMENT
SET I.R.	= 1/2" I.R. w/#LB 4596
REC.	= RECOVERED
P.O.B.	= POINT OF BEGINNING
P.O.C.	= POINT OF COMMENCEMENT
℄	= CENTERLINE
N&D	= NAIL & DISK
R/W	= RIGHT-OF-WAY
ESMT.	= EASEMENT
DRAIN.	= DRAINAGE
UTIL.	= UTILITY
CL.FC.	= CHAIN LINK FENCE
WD.FC.	= WOOD FENCE
C/B	= CONCRETE BLOCK
P.C.	= POINT OF CURVATURE
P.T.	= POINT OF TANGENCY
DESC.	= DESCRIPTION

LEGEND –

R	= RADIUS
L	= ARC LENGTH
D	= DELTA
C	= CHORD
C.B.	= CHORD BEARING
P.O.L.	= POINT ON LINE
TYP.	= TYPICAL
P.R.C.	= POINT OF REVERSE CURVATURE
P.C.C.	= POINT OF COMPOUND CURVATURE
RAD.	= RADIAL
N.R.	= NON-RADIAL
W.P.	= WITNESS POINT
CALC.	= CALCULATED
P.R.M.	= PERMANENT REFERENCE MONUMENT
F.F.	= FINISHED FLOOR ELEVATION
B.S.L.	= BUILDING SETBACK LINE
B.M.	= BENCHMARK
B.B.	= BASE BEARING
CONC.	= CONCRETE
FIRM	= FLOOD INSURANCE RATE MAP
I.D.	= IDENTIFICATION

NOTES:
1. THE UNDERSIGNED DOES HEREBY CERTIFY THAT THIS SKETCH MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 61G17-6 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027 FLORIDA STATUTES.
2. UNLESS EMBOSSED WITH SURVEYOR'S SEAL, THIS SKETCH IS NOT VALID AND IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY.
3. THIS SKETCH WAS PREPARED FROM TITLE INFORMATION FURNISHED TO THE SURVEYOR. THERE MAY BE OTHER RESTRICTIONS OR EASEMENTS THAT AFFECT THIS PROPERTY.
4. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN.
5. THIS SKETCH IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON BY ANY OTHER ENTITY.
6. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES.
7. BEARINGS, IF SHOWN, ARE BASED ASSUMED DATUM AND ON THE LINE SHOWN AS BASE BEARING (B.B.)
8. ELEVATIONS, IF SHOWN, ARE BASED ON NGVD 1929, UNLESS OTHERWISE NOTED.

CERTIFIED BY:

R.L.S. #

JAMES W. SCOTT, R.L.S # 4801 TOM X. GRUSENMEYER, R.L.S. # 4714

SKETCH AND DESCRIPTION FOR/CERTIFIED TO: WINTER PARK HISTORIC HOTELS GROUP, INC.

DATE	ORDER #
10-06-2020	20-6869-A

SCALE: 1" = 60'

NORTH

ORDINANCE NO. _____

AN ORDINANCE TO AMEND CHAPTER 58, LAND DEVELOPMENT CODE, ARTICLE I, "COMPREHENSIVE PLAN" SO AS TO ADOPT IN THE FUTURE LAND USE ELEMENT, A NEW POLICY OUTLINING PERMITTED USES, INCREASED INTENSITIES, BUILDING HEIGHTS AND OTHER DEVELOPMENT STANDARDS APPLYING ONLY TO THE BLOCK BOUNDED BY BEACHVIEW AVENUE, ORLANDO AVENUE, GROVE AVENUE, FAIRVIEW AVENUE AND LAKE KILLARNEY DRIVE AND AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATIONS OF OFFICE AND SINGLE FAMILY RESIDENTIAL TO COMMERCIAL FUTURE LAND USE FOR THE PROPERTIES AT 1298 BEACHVIEW AVENUE, 1201/1321 FAIRVIEW AVENUE AND 230/240/250 KILLARNEY DRIVE FROM SINGLE FAMILY RESIDENTIAL TO OPEN SPACE AND RECREATION FUTURE LAND USE ON THE PROPERTIES AT 1310 FARIVIEW AVE AND 337/349 GROVE AVENUE, FROM NO DESIGNATION TO COMMERCIAL FUTURE LAND USE FOR A VACATED PORTION OF KILLARNEY DRIVE, AND FROM NO DESIGNATION TO OPEN SPACE AND RECREATION FUTURE LAND USE FOR A VACATED PORTION OF FAIRVIEW AVENUE; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, Sections 163.3184 and 163.3187, Florida Statutes, establishes a process for adoption of comprehensive plans or plan amendments amending the future land use designation of property along with text amendments relating thereto; and

WHEREAS, this Comprehensive Plan amendment meets the requirements and criteria established by Chapter 163 and 166, Florida Statutes, including without limitation, the small-scale comprehensive plan amendment provisions of Section 163.3187, Florida Statutes; and

WHEREAS, 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; and

WHEREAS, the Winter Park Planning and Zoning Board, acting as the designated Local Planning Agency, has reviewed and recommended adoption of the proposed Comprehensive Plan amendment, having held an advertised public hearing on January 5, 2021, provided for participation by the public in the process, and rendered its recommendations to the City Commission; and

WHEREAS, the Winter Park City Commission has reviewed the proposed Comprehensive Plan amendment and held advertised public hearings on January 27, 2021 and on February 10, 2021 and provided for public participation in the process in accordance with the requirements of state law and the procedures adopted for public participation in the planning process.

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. FLU MAP AMENDMENT. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" Future Land Use plan map is hereby amended so as to change the Future Land Use map designation of Office and Residential to Commercial on the properties at 1298 Beachview Avenue, 1201/1321 Fairview Avenue And 230/240/250 Killarney Drive, more particularly described as follows:

Orange County Property Tax ID #s: 12-22-29-4172-07-040, 12-22-29-4172-07-030, 12-22-29-4172-07-020, 12-22-29-4172-07-011, 12-22-29-4172-07-080, 12-22-29-4172-07-001 and 12-22-29-4172-07-060 as identified on the map attached hereto as Exhibit "1".

SECTION 2. FLU MAP AMENDMENT That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" Future Land Use plan map is hereby amended so as to change the Future Land Use map designation of Single Family Residential to Open Space and Recreation on the properties at 1310 Fairview Avenue and 337/349 Grove Avenue, more particularly described as follows:

Orange County Property Tax ID #s: 12-22-29-4172-05-110, 12-22-29-4172-05-170, and 12-22-29-4172-05-160 as identified on the map attached hereto as Exhibit "2".

SECTION 3. FLU MAP AMENDMENT. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" Future Land Use plan map is hereby amended so as to change from no designation to Commercial Future Land Use for the vacated portion of Killarney Drive identified as Tract A and legally described on Exhibit "3" attached hereto.

SECTION 4. FLU MAP AMENDMENT. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" Future Land Use plan map is hereby amended so as to change from no designation to Open Space and Recreation Future Land Use for the vacated portion of Fairview Avenue identified as Tract B and legally described on Exhibit "3" attached hereto.

SECTION 5. TEXT AMENDMENT. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan", is hereby amended by adding a new Future Land Use map , FLUM-1-21a as shown in Exhibit "A" relating to a new policy, and a new Future Land Use text Policy 1-J-15 within the U.S. Highway 17-92 Corridor Planning Area "J" of the Goals, Objectives and Policies to read as follows (words that are <u>underlined</u> are additions; words that are ~~stricken~~ are deletions; and all other provisions of such sections not included shall remain unchanged):

PLANNING AREA J: U.S. HIGHWAY 17-92 CORRIDOR

> <u>Policy 1-J-15: In order to encourage appropriate redevelopment with additional open space, traffic calming improvements and architectural quality, the following standards shall apply to the redevelopment of the property defined in Map FLUM-1-21a as a hotel and park with ancillary uses such as parking, restaurant and meeting rooms.</u>
>
> - <u>Minimum of 44% Open Space which shall include walking/biking</u>

path;

- ISR up to 59%;
- FAR up to 0.99;
- Maximum height fifty-five feet (55') (with mansard/parapet roof up to 65');
- Up to four (4) architectural features seventy-three feet (73') in height;
- The building shall be at least seventy-five feet (75') setback from Lake Killarney at a height of only thirty-five feet (35'). Additional height must also meet the lakeside setback requirements in the City's Land Development Code;
- Public Use of Grove Avenue Park (designated Open Space and Recreation FLU) and associated surface parking spaces;
- The parking garage shall be concealed from view of single-family homes. A portion of the parking garage serving the hotel and the hotel's ancillary uses may be located underneath the Grove Avenue Park;
- Final traffic calming to be approved by City Commission at Conditional Use Permit;
- Final architecture and massing to be approved by City Commission at Conditional Use Permit; and
- Except for the permitted uses of hotel and park/open space, the ancillary uses of a restaurant and meeting rooms for the hotel, and the customary principal structures and accessory structures (such as a parking garage, hardscaping, stormwater facilities and a pedestrian dock) for the permitted uses, all other uses and structures are prohibited on the property regardless of the permitted uses and conditional uses of the underlying future land use map and zoning designations for the property.

In the event of a conflict between this Subarea Policy and any other policies of this Comprehensive Plan, this Subarea Policy shall prevail to govern the development of the property defined in Map FLUM-1-21a to the extent of the conflict.

SECTION 6. Codification. Sections 1 through 5 of Ordinance shall be incorporated into the Winter Park Comprehensive Plan. Any section, paragraph number, letter and/or any heading may be changed or modified as necessary to effectuate the foregoing intent. 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 Comprehensive Plan may be freely made. The legal description of the properties described in FLUM-1-21a as shown in Exhibit "A" of this Ordinance that are subject to Future Land Use Element Policy 1-J-15 adopted by Section 5 of this Ordinance is set forth in Exhibit "4" of this Ordinance.

SECTION 7. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 8. Conflicts. In the event of a conflict between this Ordinance and any other ordinance of the City of Winter Park or part thereof, this Ordinance shall control to the extent of the conflict.

SECTION 9. Effective Date of Ordinance. The effective date of this Ordinance shall be 31 days after its adoption unless the comprehensive plan amendment(s) set forth herein is/are timely challenged in accordance with general law. If timely challenged, this Ordinance shall become effective in accordance with general 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 _____ day of _____, 2021.

_____
Mayor Steve Leary

Attest:

_____
Rene Cranis, City Clerk

Exhibit “A”

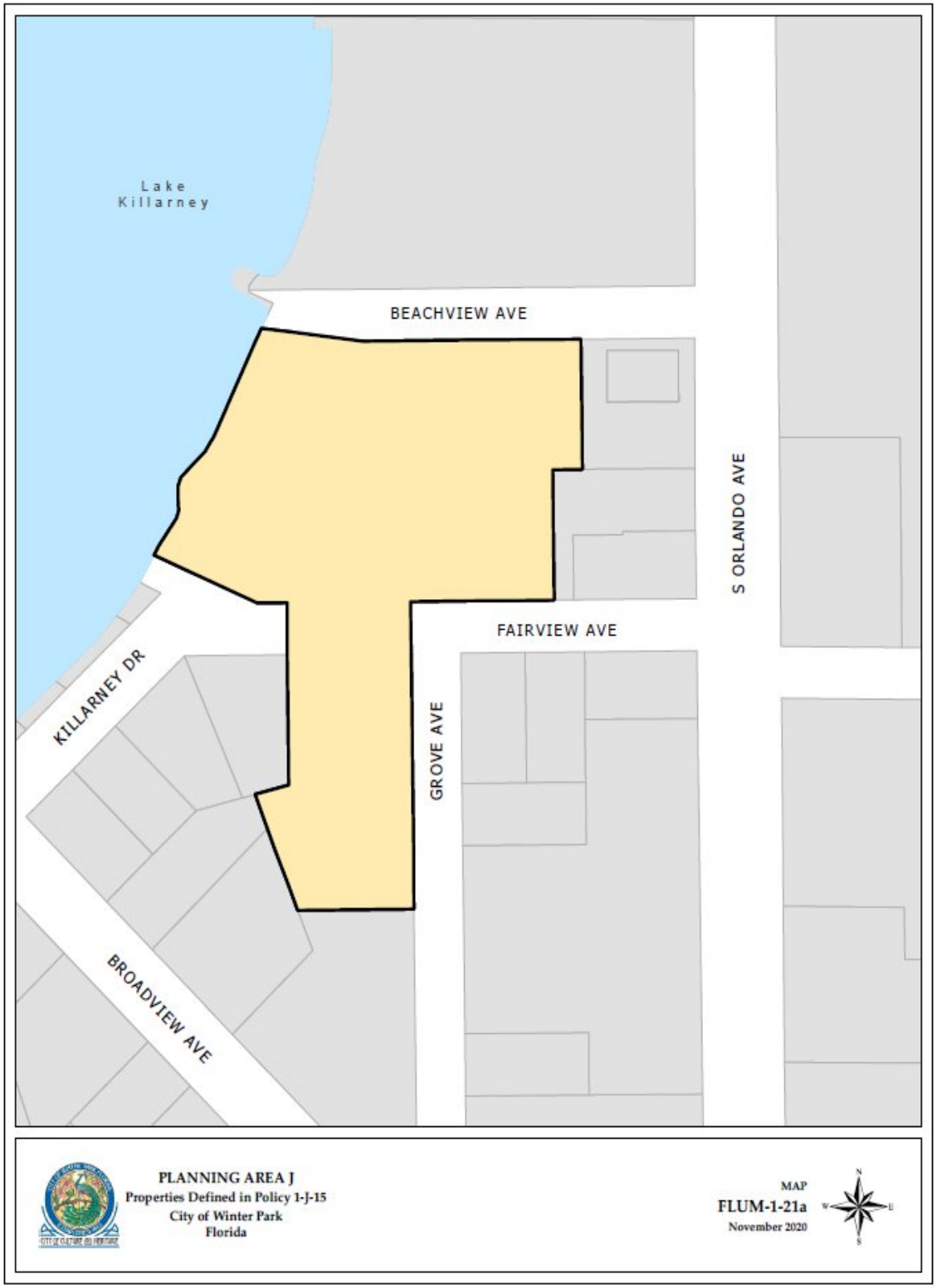

Lake
Killarney
BEACHVIEW AVE
S ORLANDO AVE
FAIRVIEW AVE
KILLARNEY DR
GROVE AVE
BROADVIEW AVE
PLANNING AREA J
Properties Defined in Policy 1-J-15
City of Winter Park
Florida
MAP
FLUM-1-21a
November 2020

Exhibit “1”


Lake
Killarney
BEACHVIEW AVE
S ORLANDO AVE
FAIRVIEW AVE
KILLARNEY DR
GROVE AVE
BROADVIEW AVE
EXHIBIT "1"
City of Winter Park
Florida

Exhibit “2”

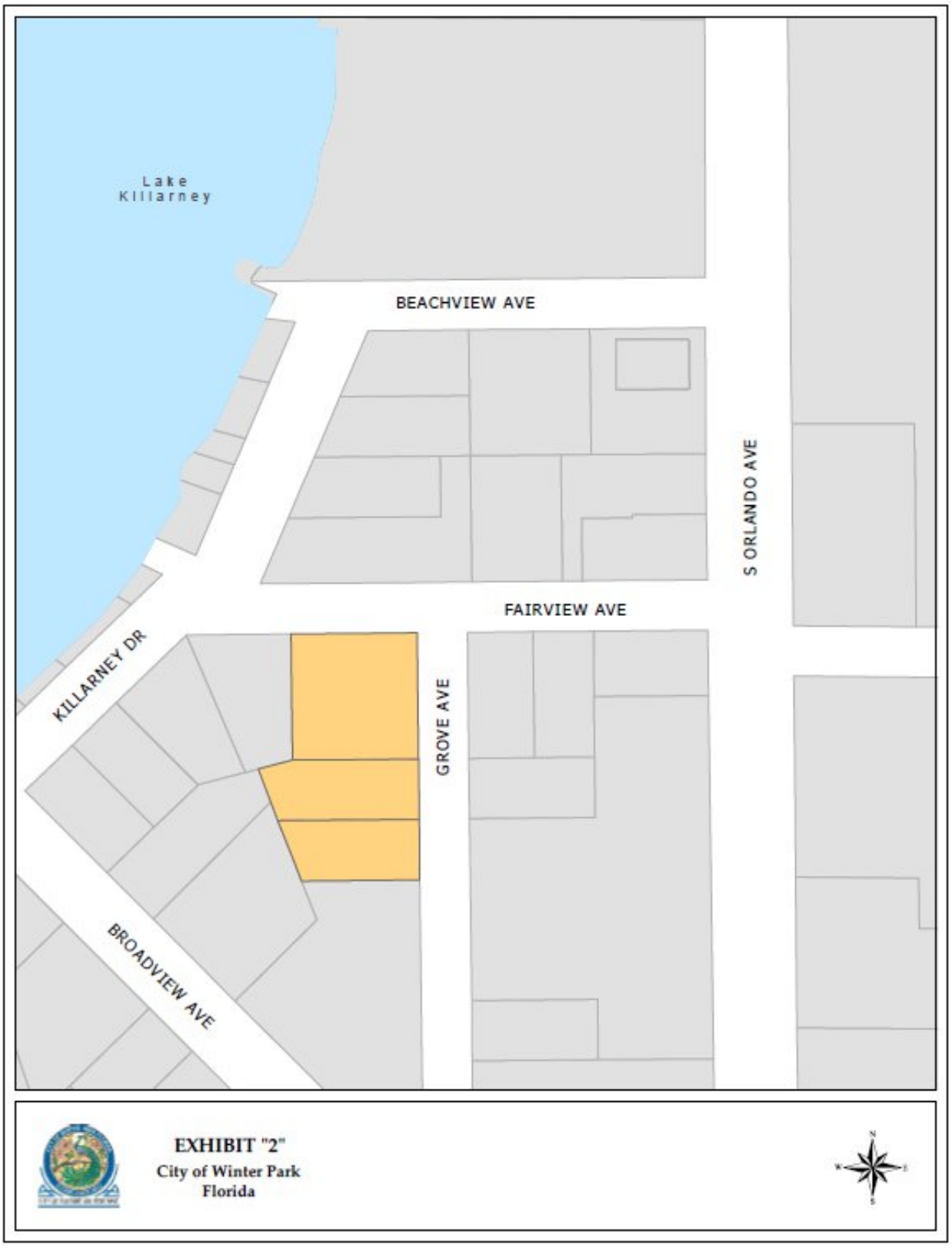

Lake
Killarney
BEACHVIEW AVE
S ORLANDO AVE
FAIRVIEW AVE
KILLARNEY DR
GROVE AVE
BROADVIEW AVE
EXHIBIT "2"
City of Winter Park
Florida

Exhibit “3”

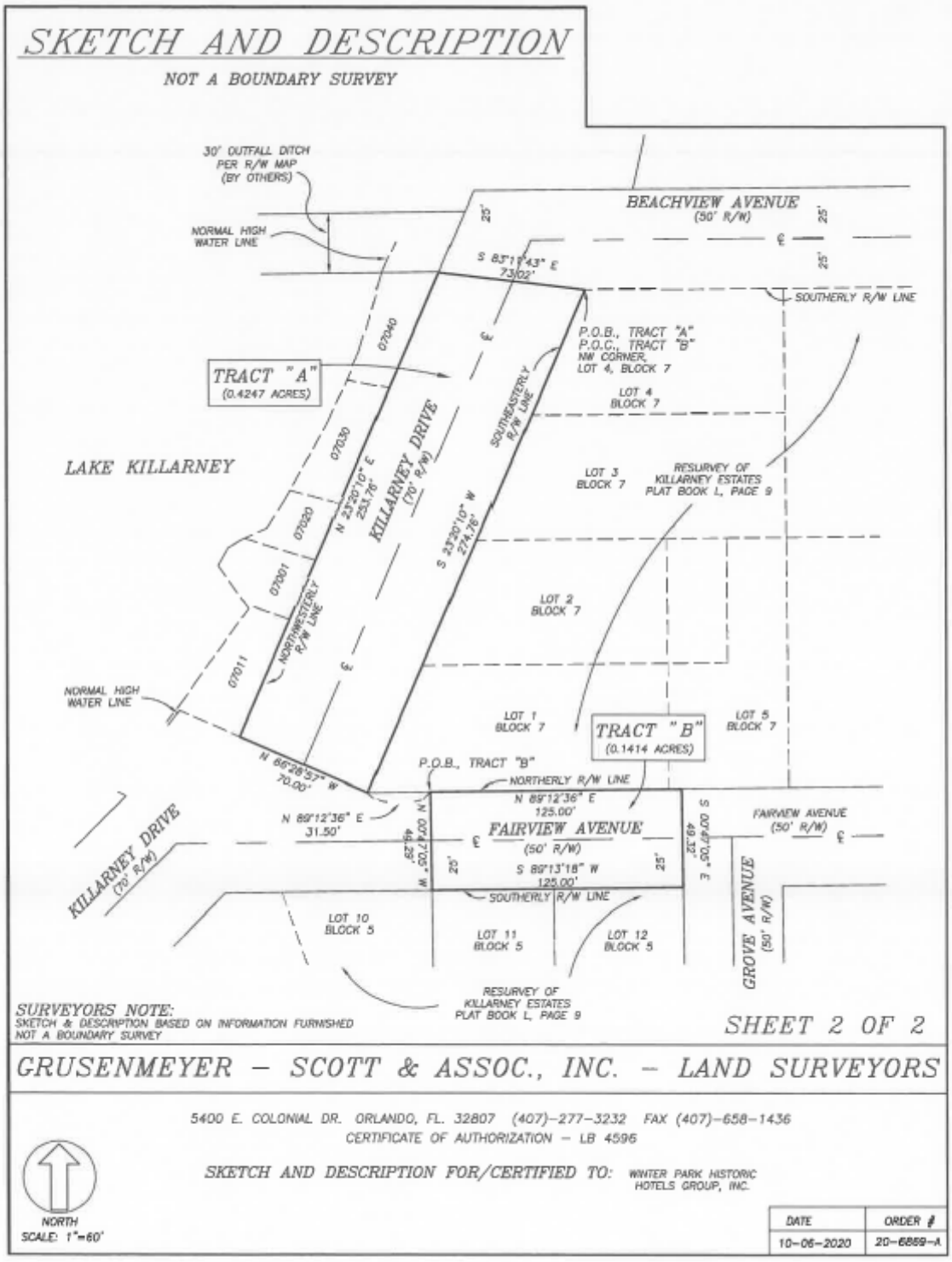
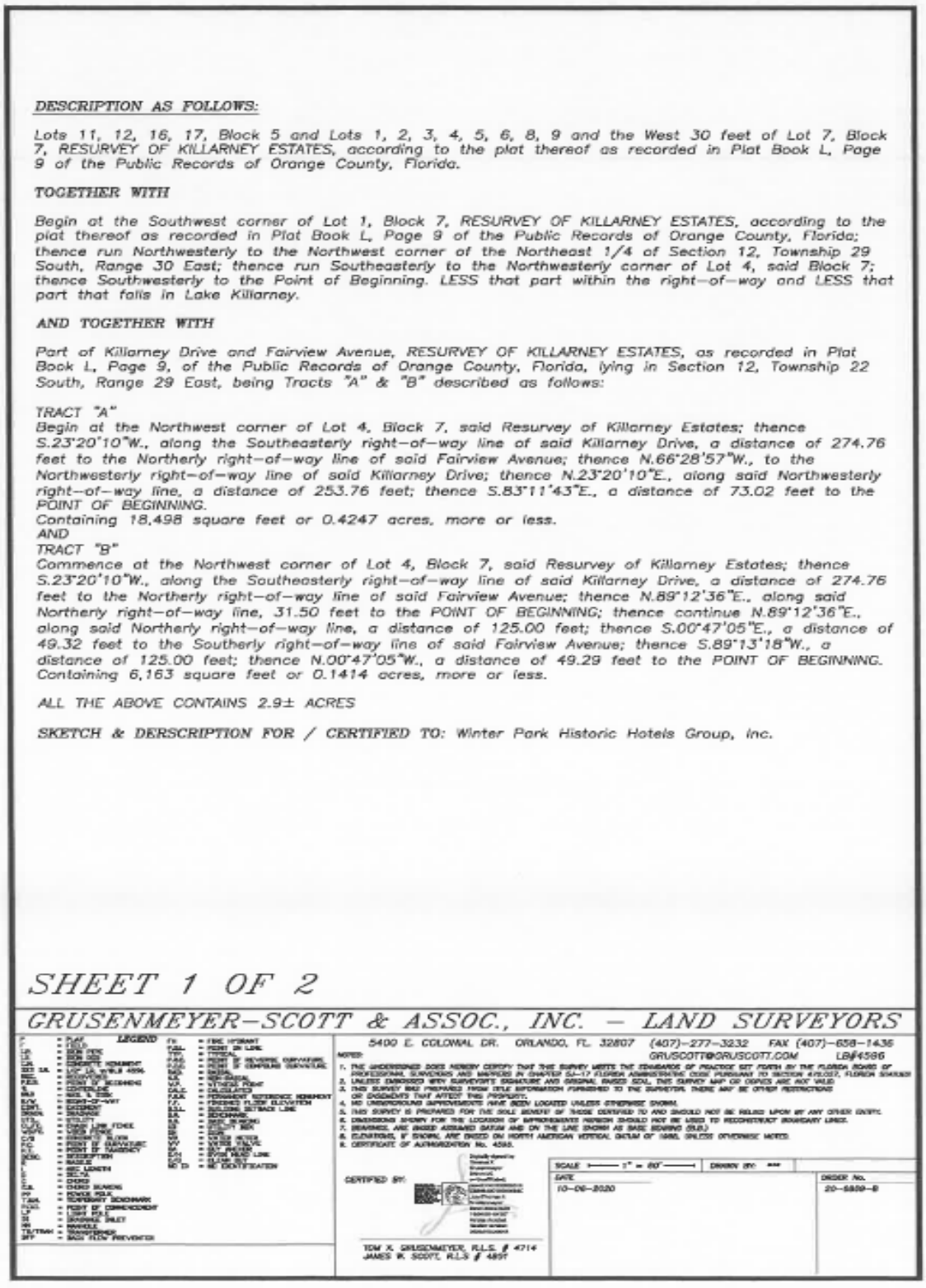

SKETCH AND DESCRIPTION
NOT A BOUNDARY SURVEY
30' OUTFALL DITCH PER R/W MAP (BY OTHERS)
NORMAL HIGH WATER LINE
BEACHVIEW AVENUE (50' R/W)
S 83°11'43" E 73.02'
SOUTHERLY R/W LINE
P.O.B., TRACT "A" P.O.C., TRACT "B" NW CORNER, LOT 4, BLOCK 7
TRACT "A" (0.4247 ACRES)
LOT 4 BLOCK 7
LAKE KILLARNEY
KILLARNEY DRIVE (70' R/W)
SOUTHEASTERLY R/W LINE
N 23°20'10" E 253.76'
S 23°20'10" W 274.76'
LOT 3 BLOCK 7
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
LOT 2 BLOCK 7
NORTHWESTERLY R/W LINE
NORMAL HIGH WATER LINE
LOT 1 BLOCK 7
TRACT "B" (0.1414 ACRES)
LOT 5 BLOCK 7
N 86°28'57" W 70.00'
P.O.B., TRACT "B"
NORTHERLY R/W LINE
N 89°12'36" E 125.00'
N 89°12'36" E 31.50'
FAIRVIEW AVENUE (50' R/W)
S 89°13'18" W 125.00'
S 00°47'05" E 49.32'
N 00°47'05" W 49.29'
FAIRVIEW AVENUE (50' R/W)
SOUTHERLY R/W LINE
KILLARNEY DRIVE (70' R/W)
LOT 10 BLOCK 5
LOT 11 BLOCK 5
LOT 12 BLOCK 5
GROVE AVENUE (50' R/W)
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
SURVEYORS NOTE:
SKETCH & DESCRIPTION BASED ON INFORMATION FURNISHED
NOT A BOUNDARY SURVEY
SHEET 2 OF 2
GRUSENMEYER – SCOTT & ASSOC., INC. – LAND SURVEYORS
5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)-277-3232 FAX (407)-658-1436
CERTIFICATE OF AUTHORIZATION – LB 4596
SKETCH AND DESCRIPTION FOR/CERTIFIED TO: WINTER PARK HISTORIC HOTELS GROUP, INC.
NORTH
SCALE: 1"=60'
DATE 10-06-2020
ORDER # 20-6859-A

EXHIBIT “4”

Legal Description of Properties described in FLUM-1-21a (Exhibit “A”) adopted by Section 5 of this Ordinance



DESCRIPTION AS FOLLOWS:

Lots 11, 12, 16, 17, Block 5 and Lots 1, 2, 3, 4, 5, 6, 8, 9 and the West 30 feet of Lot 7, Block 7, RESURVEY OF KILLARNEY ESTATES, according to the plat thereof as recorded in Plat Book L, Page 9 of the Public Records of Orange County, Florida.

TOGETHER WITH

Begin at the Southwest corner of Lot 1, Block 7, RESURVEY OF KILLARNEY ESTATES, according to the plat thereof as recorded in Plat Book L, Page 9 of the Public Records of Orange County, Florida; thence run Northwesterly to the Northwest corner of the Northeast 1/4 of Section 12, Township 29 South, Range 30 East; thence run Southeasterly to the Northwesterly corner of Lot 4, said Block 7; thence Southwesterly to the Point of Beginning. LESS that part within the right-of-way and LESS that part that falls in Lake Killarney.

AND TOGETHER WITH

Part of Killarney Drive and Fairview Avenue, RESURVEY OF KILLARNEY ESTATES, as recorded in Plat Book L, Page 9, of the Public Records of Orange County, Florida, lying in Section 12, Township 22 South, Range 29 East, being Tracts "A" & "B" described as follows:

TRACT "A"
Begin at the Northwest corner of Lot 4, Block 7, said Resurvey of Killarney Estates; thence S.23°20'10"W., along the Southeasterly right-of-way line of said Killarney Drive, a distance of 274.76 feet to the Northerly right-of-way line of said Fairview Avenue; thence N.66°28'57"W., to the Northwesterly right-of-way line of said Killarney Drive; thence N.23°20'10"E., along said Northwesterly right-of-way line, a distance of 253.76 feet; thence S.83°11'43"E., a distance of 73.02 feet to the POINT OF BEGINNING.
Containing 18,498 square feet or 0.4247 acres, more or less.
AND
TRACT "B"
Commence at the Northwest corner of Lot 4, Block 7, said Resurvey of Killarney Estates; thence S.23°20'10"W., along the Southeasterly right-of-way line of said Killarney Drive, a distance of 274.76 feet to the Northerly right-of-way line of said Fairview Avenue; thence N.89°12'36"E., along said Northerly right-of-way line, 31.50 feet to the POINT OF BEGINNING; thence continue N.89°12'36"E., along said Northerly right-of-way line, a distance of 125.00 feet; thence S.00°47'05"E., a distance of 49.32 feet to the Southerly right-of-way line of said Fairview Avenue; thence S.89°13'18"W., a distance of 125.00 feet; thence N.00°47'05"W., a distance of 49.29 feet to the POINT OF BEGINNING.
Containing 6,163 square feet or 0.1414 acres, more or less.

ALL THE ABOVE CONTAINS 2.9± ACRES

SKETCH & DERSCRIPTION FOR / CERTIFIED TO: Winter Park Historic Hotels Group, Inc.

SHEET 1 OF 2

GRUSENMEYER-SCOTT & ASSOC., INC. – LAND SURVEYORS

LEGEND

5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)-277-3232 FAX (407)-658-1436
GRUSCOTT@GRUSCOTT.COM LB#4586

NOTES:
1. THE UNDERSIGNED DOES HEREBY CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA STATUTES
2. UNLESS EMBOSSED WITH SURVEYOR'S SIGNATURE AND ORIGINAL RAISED SEAL, THIS SURVEY MAP OR COPIES ARE NOT VALID
3. THIS SURVEY WAS PREPARED FROM TITLE INFORMATION FURNISHED TO THE SURVEYOR. THERE MAY BE OTHER RESTRICTIONS OR EASEMENTS THAT AFFECT THIS PROPERTY.
4. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN.
5. THIS SURVEY IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON BY ANY OTHER ENTITY.
6. DIMENSIONS SHOWN FOR THE LOCATION OF APPROXIMATE PERIMETER SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES.
7. BEARINGS, ARE BASED ASSUMED DATUM AND ON THE LINE SHOWN AS BASIS BEARING (S.D.)
8. ELEVATIONS, IF SHOWN, ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988, UNLESS OTHERWISE NOTED.
9. CERTIFICATE OF AUTHORIZATION No. 4586.

CERTIFIED BY:

TOM A. GRUSENMEYER, P.L.S. # 4714
JAMES R. SCOTT, P.L.S. # 4897

SCALE: 1" = 80' | DRAWN BY: ***
DATE: 10-06-2020
ORDER No.: 20-5859-B


BEACHVIEW AVENUE
(50' R/W)
FAIRVIEW AVENUE
(50' R/W)
TRACT "B"
FAIRVIEW AVENUE
(50' R/W)
CROVE AVENUE
(50' R/W)
KILLARNEY DRIVE
(70' R/W)
TRACT "A"
LAKE KILLARNEY
(LESS OUT)
NW CORNER, NE1/4, SECTION 12-29-30
30' OUTFALL DITCH PER R/W MAP (BY OTHERS)
SOUTHEASTERLY TO NW CORNER, LOT 4, BLOCK 7
NORMAL HIGH WATER LINE
NORTHEASTERLY ALONG N.H.W.L. 266'±
P.O.B., TRACT "A"
P.O.C., TRACT "B"
NW CORNER, LOT 4, BLOCK 7
SOUTHERLY R/W LINE
SOUTHEASTERLY R/W LINE
NORTHERLY R/W LINE
LESS OUT (TOGETHER WITH)
P.O.B. TOGETHER WITH
TO NW CORNER, NE1/4, SECTION 12-29-30
SW CORNER LOT 1, BLOCK 7
P.O.B., TRACT "B"
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
KILLARNEY OAKS BUILDING A CONDOMINIUM CONDO BOOK 7, PAGE 53
LOT 1 BLOCK 7
LOT 2 BLOCK 7
LOT 3 BLOCK 7
LOT 4 BLOCK 7
LOT 5 BLOCK 7
LOT 6 BLOCK 7
LOT 7 BLOCK 7
LOT 8 BLOCK 7
LOT 9 BLOCK 7
LOT 9 BLOCK 5
LOT 10 BLOCK 5
LOT 11 BLOCK 5
LOT 12 BLOCK 5
LOT 15 BLOCK 5
LOT 16 BLOCK 5
LOT 17 BLOCK 5
LOT 3 BLOCK 5
LOT 4 BLOCK 5
LOT 5 BLOCK 5
WEST 30'
SHEET 2 OF 2
1"=60'
NORTH
Prepared by:
GRUSENMEYER-SCOTT & ASSOCIATES, INC. - LAND SURVEYORS
3400 EAST COLONIAL DRIVE - ORLANDO, FLORIDA 32803
Phone (407) 277-3232 - Fax (407) 658-1436
DATE
10-06-2020
ORDER #
20-6669-B

PREPARED BY AND RETURN TO:

City of Winter Park
Attn: City Clerk
401 Park Avenue
Winter Park, FL 32789
(407) 599-3440

DEVELOPER'S AGREEMENT

THIS DEVELOPER'S AGREEMENT ("Agreement") entered into and made as of the _____ day of _____, 2021 by and between the **CITY OF WINTER PARK, FLORIDA**, 401 S. Park Avenue, Winter Park, Florida, 32789 (hereinafter referred to as the "City"), and **Winter Park Historic Hotels Group, LLC**, a Florida limited liability company**,** whose address is as set forth in section 14 below (herein referred to as the "Developer").

W I T N E S S E T H

WHEREAS, Developer is the fee simple owner and/or is the contract purchaser of approximately 2.97 acres (inclusive of vacated Right-of-Way) generally bounded by Beachview Avenue to the north, Fairview Avenue to the south and Lake Killarney to the west, a legal description is set forth in Exhibit "A" attached hereto and incorporated into this Agreement (hereinafter referred to as "**Hotel and Park Property**"); and

WHEREAS, Developer or its affiliate also owns approximately 0.18 acres of land at the intersection of S. Orlando Avenue and Fairview Avenue, a legal description of which is set forth in Exhibit "B" attached hereto and incorporated into this Agreement ("**271 S. Orlando Avenue Property**");

WHEREAS, the Developer desires to desires to redevelop the Hotel and Park Property as a 132-room hotel with ancillary uses of restaurant, meeting space, ballroom, underground parking and a public park with parking spaces subject to the conditions of approval ("**Henderson Hotel Project**" or "project"); and

WHEREAS, the City desires to ensure the orderly redevelopment of the Hotel and Park Property in a manner compatible with the surrounding uses;

WHEREAS, the Developer has submitted a request to amend the City's Comprehensive Plan from Low Density Residential and Office to Commercial and Open Space/Recreational along with an associated text amendment; amend the Official Zoning Map from R-1A/O-1 to C-3 and receive a Final Conditional Use Permit for approvals to build the Henderson Hotel Project;

WHEREAS, the Developer desires to facilitate the development of the Henderson Hotel Project, in compliance with the laws and regulations of the City and of other governmental authorities, as well as provide assurances that the Project will be compatible with surrounding properties; and

WHEREAS, on February __, 2021 the City Commission approved the Henderson Hotel Project, provided that Developer abide by the conditions mutually agreed upon for the operation and future use of the Hotel and Park Property, and that this Agreement shall set out the development entitlements, exceptions, conditions and terms of the City's approvals; and

WHEREAS, this Agreement is not a statutory development agreement pursuant to Chapter 163, Florida Statutes (Florida Local Government Development Agreement Act), and is being entered into by the

City pursuant to the City's home rule authority as a condition of development approvals and based on concessions voluntarily agreed upon by the Developer.

NOW THEREFORE, in consideration of the mutual promises and covenants herein contained, the City and the Developer agree as follows:

SECTION 1. RECITALS
The above recitals are true and correct and form a material part of the Agreement.

SECTION 2. CONDITIONS OF APPROVAL

Developer agrees to develop and maintain the Hotel and Park Property in accordance with the conditions of approval imposed by the City Commission concerning the CU#20-0XX approval of the Henderson Hotel Project, which are outlined as follows:

a. Approved Use

Pursuant to the Conditional Use approval and subject to all the conditions of approval, the Henderson Hotel Project is approved for up to a maximum of 132 Hotel Rooms and 235 Parking Spaces, provided both in a sub-surface parking garage and in the first floor drop off area. The Henderson Hotel Project also includes ancillary uses of ballroom/meeting space up to 7,500 square feet and sit-down full-service restaurant up to 220 seats; rooftop pool amenity, and approximately 0.88 acres of public use park with associated vehicular parking as further described herein.

b. Development Standards:

Maximum Floor Area Ratio: 99%

Maximum Impervious Surface Ratio: 59%

Required Open Space: 44%

c. Stormwater Retention

The Developer will retrofit the Hotel and Park Property to conform to the storm water retention requirements of federal, state, City and the St. Johns River Water Management District for retention and treatment of stormwater. Developer agrees to the following:

1. At the sole cost of Developer, it will construct a baffle box in the stormwater utility line running under Beachview Avenue in order to collect the existing stormwater run-off from the City's streets to prevent the trash from going into Lake Killarney.

2. After the City's acceptance of the baffle box construction described above, Developer will, at its sole cost and expense, remove the chain link in Lake Killarney which is currently located at the outfall of the stormwater utility line. City maintains the baffle box after acceptance of construction.

3. Developer will enter into a Maintenance Schedule Agreement with City prior to building permit to ensure the proper maintenance for the exfiltration system for the Hotel and The Park.

d**.** Restricted Use of Lake Killarney. The Henderson Hotel Project will be limited to one dock not to exceed 600 square feet in size and will not extend further than 25 feet into Lake Killarney. All existing docks shall be removed prior to Certificate of Occupancy. Food service, including all bar service shall be prohibited on the dock. No motorized or non-motorized boat access shall be permitted from the hotel dock.

No watersports or watersports rentals are permitted on the Hotel and Park Property.

e. Lake Killarney Beautification. The Developer will remove invasive species along the shoreline in front of its property and will replant with species appropriate for littoral zones. In addition, the Developer as part of the approved landscape plan for the Henderson Hotel Project will save the existing four Cypress trees along the lakefront and will add an additional four Bald Cypress trees.

f. Public Use Park on Grove Avenue and Lake Killarney Open Space. The Developer will restrict approximately 0.88 acres on Grove Ave that is designated with the Open Space and Recreation Future Land Use ("The Park") for a passive park with public access from sunrise to sunset. The Park shall include 30 vehicular parking spaces. The Developer agrees to offer a perpetual public access and recreational use easement to the Winter Park Land Trust and/or City of Winter Park for public use of The Park. The Developer will maintain The Park at its cost and expense. The Park will be treated as part of the Henderson Hotel for purposes of security, maintenance and insurance. In addition, the open space /green area between Lake Killarney and the rear of the main hotel building, which includes the full portion of Lake Killarney Drive to be vacated shall be the subject of a public access easement. The easements must be in a form and with terms acceptable to the City Manager with counsel from the City Attorney. The easement for The Park shall include public rights of use of The Park's associated vehicular parking spaces. The easement for the open space/green area between Lake Killarney and the hotel building will be non-exclusive and shall retain to the Developer certain rights of use for Hotel private events, but otherwise shall provide non-vehicular access by the public. The open space and public access easements described herein must be executed and recorded prior to or simultaneously with the recording of the final plat and before any building permits are issued for vertical construction. The open space/park area improvements shown on the Henderson Hotel Project plans shall be in place and ready for public use before any certificate of occupancy is issued for the Henderson Hotel building. The Developer shall, at its cost, bear the full responsibility for the operation, maintenance and repair of the Henderson Hotel Project and The Park and the landscaping and improvements thereon.

g. Noise and Sound. Henderson Hotel Project exterior lighting will use zero lot line lighting technology and directional lighting. Henderson Hotel will use directional sound technology for all exterior speakers.

h. Electric Vehicle (EV) Parking. The parking garage shall include at least two (2) EV charging spaces. The parking garage shall have at least 20% of the parking spaces wired for EV charging spaces.

i. 271 S. Orlando Avenue Property. The Developer must cease the operation of motel located upon 271 S. Orlando Avenue Property prior to the commencement of construction of the Henderson Hotel. The Developer will demolish and remove the current buildings upon 271 S. Orlando Avenue Property prior to receiving any final Certificate(s) of Occupancy for the Henderson Hotel Project. The Developer, its affiliates and their respective successors and assigns agree that any redevelopment of the 271 S. Orlando Avenue Property shall be limited to a one-story structure. The Henderson Hotel Project conditional use approval and this Agreement do not grant any development approvals or otherwise vest development entitlements to the 271 S. Orlando Avenue Property. The Developer agrees that the City may withhold building permits and certificate(s) of occupancy for the Henderson Hotel Project as needed and intended to enforce the requirements of this subsection.

j. Shuttle Service and Ride Share Services. The hotel shall provide an area for pick up and drop off for ride share services. The hotel shall also provide a shuttle/car service available for guests.

k. Replat. Prior to issuance of building permits for any building(s) to be developed upon the property, a final plat (replat) of such property meeting the requirements of Chapter 177, Florida Statutes and Chapter 58 of the Winter Park Code of Ordinances shall be submitted by the Developer and approved by the City and recorded in the Orange County public records.

l. Consistency with plans. The Henderson Hotel Project shall be developed consistent with engineered drawings, elevations and architectural renderings submitted with the conditional use application and considered by the City Commission.

m. Relocation. The Developer shall make available any home that would meet the City of Winter Park Historic Preservation criteria proposed to be demolished to any party, who at their own expense, may move the structure to a site where it can be restored. Any interested party notify the Developer of its interest to relocate the home within 60 days of approval of the Henderson Hotel with evidence of its ability to fund the removal of the structure. The Developer shall then advise said interested party of the date that such home is ready to be relocated (which may not be until the Developer has the construction permit in hand and is ready to commence construction) and give said interested party 30 days written notice to remove the home, at their sole cost and expense.

In addition to the requirements and obligations of the Developer herein, the development of the Hotel and Park Property and the Henderson Hotel Project and The Park shall be subject to the City of Winter Park Code of Ordinances requirements and any other development orders, approvals and permits for the Henderson Hotel and The Park and Hotel and Park Property, including the conditions of such development orders, approvals and permits.

SECTION 3. HOLD HARMLESS

Developer acknowledges and agrees that the Developer voluntarily and without duress requested and agreed to limit the uses of the Hotel and Park Property as set forth in the Comprehensive Plan Future Land Use Map and Text Amendment adopted on _____, 2021 by Ordinance #_____ and the conditions of the conditional use approval, which restricts the development of the Hotel and Park Property as shown on City approved plans to the permitted uses of hotel and park/open space, the ancillary uses of a restaurant and meeting rooms for the hotel, and the customary principal structures and accessory structures (such as a parking garage, hardscaping, stormwater facilities and a pedestrian dock) for the permitted uses ("Use Restrictions"). The Developer accepts the inherent risk of the Use Restrictions, including the inability to develop the Hotel and Park Property for other uses that are typically permitted or conditionally permitted by the future land use map and zoning designations held by the Hotel and Park Property, including in a situation where the Henderson Hotel Project is not developed for any reason and the property is left without any viable development opportunities. The Developer hereby agrees to waive, release and hold the City and its officials and employees harmless from any and all causes of action, damages and claims relating to or arising out of the Use Restrictions and the risks assumed by Developer relating thereto, including without limitation, Bert J. Harris Act and inverse condemnation claims. This provision shall survive termination of this Agreement.

SECTION 4. CONSENT TO ADMINISTRATIVE FLU MAP AMENDMENT & REZONING.

Developer hereby agrees that if by February 28, 2025 ("Completion Deadline") the Henderson Hotel project is not completely constructed in a manner consistent with the Use Restrictions, the conditional use approval, development orders and building permits and obtains a certificate of occupancy, that the Developer and its successors and assigns hereby give their irrevocable consent to the City allowing the City, at the City's option, to administratively amend the City of Winter Park Comprehensive Plan, land development regulations and zoning map to redesignate the Commercial future land use and C-3 zoning designated portions of Hotel and Park Property to Single Family Residential future land use and R-1A zoning and to revoke the conditional use approval for the Henderson Hotel Project. The Developer hereby agrees to waive, release and hold the City and its officials and employees harmless from any and all causes of action, damages and claims relating to or arising out of the City's administrative comprehensive plan amendment and rezoning and revocation of the conditional use approval for the Henderson Hotel Project contemplated by this section, including without limitation, Bert J. Harris Act and inverse condemnation claims.

This Agreement is not a "permit" within the meaning of Section 252.363, Florida Statutes, and as such, Developer agrees that a declaration of a state of emergency by the Governor pursuant to Section 252.363, Florida Statutes shall not toll or extend the Completion Deadline. Provided however, if the approvals for the Henderson Hotel Project are timely challenged by an administrative proceeding or litigation in court, the Completion Date will be extended a day for each day that such administrative proceeding or litigation remains active until a final order is rendered.

This provision shall survive termination of this Agreement.

SECTION 5. AMENDMENTS TO THIS AGREEMENT

Amendments to this Agreement, if requested by the Developer, may be permitted if approved following review by the City in conformance with the City's Land Development Code and other applicable requirements of the City.

SECTION 6. AGREEMENT TO BE BINDING

This Agreement, including any and all supplementary orders and resolutions, together with the approved development plan, the master sign plan, and all final site plans, shall be binding upon the Developer and their successors and assigns in title or interest. The provisions of this Agreement and all approved plans shall run with the Hotel and Park Property and shall be administered in a manner consistent with Florida Statutes and local law.

SECTION 7. ENFORCEMENT

This Agreement may be enforced by specific performance by either party. In no event shall the City be liable for monetary damages arising out of or concerning this Agreement. In the event that enforcement of this Agreement by the City becomes necessary, and the City is successful in such enforcement, the Developer shall be responsible for all costs and expenses, including attorney's fees, whether or not litigation is necessary, and if necessary, both at trial and on appeal, incurred in enforcing or ensuring compliance with the terms and conditions of this Agreement, which costs, expenses and fees shall also be a lien upon the Hotel and Park Property superior to all others. In addition to the foregoing, the City shall be permitted with prior written notice to Developer and thirty (30) days opportunity to cure any such alleged default, to immediately withhold the issuance of certificates of occupancy and building permits associated with the Henderson Hotel Project and The Park in the event Developer is in violation of any provision of this Agreement until such violation is cured to the City's satisfaction. Further, if Developer fails to timely pay the City any monies due pursuant to this Agreement, the City may record a Notice of Lien against the Hotel and The Park Property in the amount owed to the City. Interest on unpaid overdue sums shall accrue at the rate of eighteen percent (18%) compounded annually or at the maximum rate allowed by law if lower than 18%. A copy of such Notice of Lien shall also be delivered to Developer in the same manner as required under this Agreement for delivery of written notices. The recorded Notice of Lien shall constitute a lien upon the Hotel and Park Property and the lien may be foreclosed upon for the benefit of the City any time after fifteen (15) days after the Notice of Lien has been recorded in the public records. City may foreclose the lien in accordance with the procedures established in Chapter 702, Florida Statutes, or successor or other statute providing for lien foreclosure procedures. Developer may obtain a release from the lien by paying the amount stated in the lien, plus accrued interest, plus attorney's fees and costs incurred by the City in filing and collecting upon the lien.

SECTION 8. GOVERNING LAW; VENUE

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. The exclusive venue for purpose of litigation in any action to construe or enforce the provisions of this Agreement shall be in a court of competent jurisdiction in and for Orange County, 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.

SECTION 9. RECORDING

This Agreement shall be recorded, at Developer's expense, among the Public Records of Orange County, Florida no later than fourteen (14) days after full execution. Notwithstanding the foregoing, the same shall not constitute any lien or encumbrance on title to the Hotel and Park Property and shall instead constitute record notice of governmental regulations, which regulates the use and enjoyment of the Hotel and Park Property.

SECTION 10. TIME IS OF THE ESSENCE

Time is hereby declared of the essence as to the lawful performance of all duties and obligations set forth in this Agreement.

SECTION 11. SEVERABILITY

If any part of this Agreement is found invalid or unenforceable in any court, such invalidity or unenforceability shall not affect the other parts of this Agreement, if the rights and obligations of the parties contained herein are not materially prejudiced and if the intentions of the parties can be affected. To that end, this Agreement is declared severable.

SECTION 12. DEVELOPMENT PERMITS

Nothing herein shall limit the City's authority to grant or deny any development permit applications or requests subsequent to the effective date of this Agreement. The failure of this Agreement to address any particular City, County, State and/or Federal permit, condition, term or restriction shall not relieve Developer or the City of the necessity of complying with the law governing said permitting requirement, condition, term or restriction. Unless expressly authorized or granted herein, nothing in this Agreement shall constitute or be deemed to constitute or require the City to issue any approval by the City of any rezoning, Comprehensive Plan amendment, variance, special exception, final site plan, preliminary subdivision plan, final plat or subdivision plan, building permit, grading, stormwater drainage, engineering, or any other land use or development approval. These and any other required City development approvals and permits shall be processed and issued by the City in accordance with procedures with respect to same as otherwise set forth in the City's Code of Ordinances and subject to any conditions of approval thereof. This Agreement is approved under the City's home rule authority and is not a statutory development agreement under Chapter 163, Florida Statutes.

SECTION 13. SUBORDINATION/JOINDER

Developer represents and warrants to City that it is the fee simple owner of the Hotel and Park Property. Unless otherwise agreed to by the City, all liens, mortgages and other encumbrances not satisfied or released of record, must be subordinated to the terms of this Agreement or the lienholder join in this Agreement. It shall be the responsibility of the Developer to promptly obtain the said subordination or joinder, if necessary, in form and substance acceptable to the City Attorney, prior to the City's execution of the Agreement.

SECTION 14. NOTICE

Any notices required or permitted under this Agreement shall be addressed to the City, the Developer and its counsel at the addresses listed below, or at such other addresses designated in writing by the party to receive notice. Notices shall be either: (i) personally delivered (including without limitation, delivery by UPS, Federal Express or other commercial courier service), in which case they shall be deemed delivered on the date of delivery; or (ii) sent by certified mail, return receipt requested, in which case they shall be deemed delivered on the date shown on the receipt unless delivery is refused or intentionally delayed by the addressee, in which event they shall be deemed delivered on the date of deposit in the U.S. Mail.

As to City:

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

And a Copy to:	Fishback Dominick Law Firm Attn: Kurt Ardaman 1947 Lee Road Winter Park, Florida 32789
As to Henderson Hotel:	Winter Park Historic Hotels Group, LLC. c/o Atrium Management Company Attn: Adam Wonus awonus@atriummanagement.com 1509 S Orange Avenue Orlando, FL 32806 And Winter Park Historic Hotels Group, LLC Attn: Nancy A. Rossman 3200 S. Hiawassee Road, Suite 205 Orlando, Fl. 32835 Email: NARossman@NARossman.com
And a Copy to:	Lowndes, Drosdick, Doster, Kantor & Reed, P.A. Attn: M. Rebecca Wilson 215 N. Eola Drive Orlando, Florida 32801

SECTION 15. MISCELLANEOUS

a. Nothing contained in this Agreement nor in any instruments executed pursuant to the terms of this Agreement shall be construed as a waiver or attempted waiver by the City of its home rule authority, police power, zoning authority and sovereign immunity under the Constitution and laws of the State of Florida or any other privilege, immunity or defense afforded to the City or the City's officials, officers, employees and agents under the law.

b. This Agreement is entered into voluntarily by the Developer without duress and after full review, evaluation and consideration by the Developer. Developer is represented by counsel, or alternatively, has been afforded an opportunity to retain counsel for review of this Agreement.

c. The captions or section headings of this Agreement are provided for convenience only and shall not be deemed to explain, modify, amplify or aid in the interpretation, or meaning of this Agreement.

d. City and Developer are not partners and this Agreement is not a joint venture and nothing in this Agreement shall be construed to authorize the Developer to represent or bind the City to matters not expressly authorized or provided in this Agreement.

e. None of the parties shall be considered the drafter of all or any portion of this Agreement for the purposes of interpreting all or any portion of this Agreement, it being recognized that all parties have contributed substantially and materially to the preparation of this Agreement.

SECTION 16. TERM; EFFECTIVE DATE

This Agreement shall become effective upon the adoption of Ordinance _____ (Comp Plan Amendment); Ordinance _____ (Zoning Ordinance) and City Commission approval of the Preliminary Conditional Use Permit submitted on _____, and the expiration of all appeal periods.

IN WITNESS WHEREOF, the Developer and the City have executed this Agreement as of the day and year first above written.

Witnesses

DEVELOPER

WINTER PARK HOTELS GROUP, LLC. a Florida limited liability company

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

Date: _____

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2021, by _____, as _____ of Winter Park Hotels Group, LLC, a 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)

CITY OF WINTER PARK, FLORIDA

ATTEST:

By: _____
Mayor Steve Leary

By: _____
Rene Cranis, City Clerk

STATE OF FLORIDA)
COUNTY OF ORANGE)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 2021, by Steve Leary, as Mayor of the City of Winter Park, Florida, who is personally known to me.

_____
Notary Public
Printed Name: _____
My commission expires: _____

DESCRIPTION AS FOLLOWS:

Lots 11, 12, 16, 17, Block 5 and Lots 1, 2, 3, 4, 5, 6, 8, 9 and the West 30 feet of Lot 7, Block 7, RESURVEY OF KILLARNEY ESTATES, according to the plat thereof as recorded in Plat Book L, Page 9 of the Public Records of Orange County, Florida.

TOGETHER WITH

Begin at the Southwest corner of Lot 1, Block 7, RESURVEY OF KILLARNEY ESTATES, according to the plat thereof as recorded in Plat Book L, Page 9 of the Public Records of Orange County, Florida; thence run Northwesterly to the Northwest corner of the Northeast 1/4 of Section 12, Township 29 South, Range 30 East; thence run Southeasterly to the Northwesterly corner of Lot 4, said Block 7; thence Southwesterly to the Point of Beginning. LESS that part within the right-of-way and LESS that part that falls in Lake Killarney.

AND TOGETHER WITH

Part of Killarney Drive and Fairview Avenue, RESURVEY OF KILLARNEY ESTATES, as recorded in Plat Book L, Page 9, of the Public Records of Orange County, Florida, lying in Section 12, Township 22 South, Range 29 East, being Tracts "A" & "B" described as follows:

TRACT "A"
Begin at the Northwest corner of Lot 4, Block 7, said Resurvey of Killarney Estates; thence S.23°20'10"W., along the Southeasterly right-of-way line of said Killarney Drive, a distance of 274.76 feet to the Northerly right-of-way line of said Fairview Avenue; thence N.66°28'57"W., to the Northwesterly right-of-way line of said Killarney Drive; thence N.23°20'10"E., along said Northwesterly right-of-way line, a distance of 253.76 feet; thence S.83°11'43"E., a distance of 73.02 feet to the POINT OF BEGINNING.
Containing 18,498 square feet or 0.4247 acres, more or less.
AND
TRACT "B"
Commence at the Northwest corner of Lot 4, Block 7, said Resurvey of Killarney Estates; thence S.23°20'10"W., along the Southeasterly right-of-way line of said Killarney Drive, a distance of 274.76 feet to the Northerly right-of-way line of said Fairview Avenue; thence N.89°12'36"E., along said Northerly right-of-way line, 31.50 feet to the POINT OF BEGINNING; thence continue N.89°12'36"E., along said Northerly right-of-way line, a distance of 125.00 feet; thence S.00°47'05"E., a distance of 49.32 feet to the Southerly right-of-way line of said Fairview Avenue; thence S.89°13'18"W., a distance of 125.00 feet; thence N.00°47'05"W., a distance of 49.29 feet to the POINT OF BEGINNING.
Containing 6,163 square feet or 0.1414 acres, more or less.

ALL THE ABOVE CONTAINS 2.9± ACRES

SKETCH & DERSCRIPTION FOR / CERTIFIED TO: Winter Park Historic Hotels Group, Inc.

SHEET 1 OF 2

GRUSENMEYER-SCOTT & ASSOC., INC. – LAND SURVEYORS

LEGEND

5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)-277-3232 FAX (407)-658-1436
GRUSCOTT@GRUSCOTT.COM LB#4586

NOTES:
1. THE UNDERSIGNED DOES HEREBY CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA STATUTES.
2. UNLESS EMBOSSED WITH SURVEYOR'S SIGNATURE AND ORIGINAL EMBOSSED SEAL, THIS SURVEY MAP OR REPORT ARE NOT VALID.
3. THIS SURVEY WAS PREPARED FROM TITLE INFORMATION FURNISHED TO THE SURVEYOR. THERE MAY BE OTHER RESTRICTIONS OR EASEMENTS THAT AFFECT THIS PROPERTY.
4. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN.
5. THIS SURVEY IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON BY ANY OTHER ENTITY.
6. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES.
7. BEARINGS ARE BASED ASSUMED DATUM AND ON THE LINE SHOWN AS BASE BEARING (B.B.).
8. ELEVATIONS, IF SHOWN, ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988, UNLESS OTHERWISE NOTED.
9. CERTIFICATE OF AUTHORIZATION No. 4586.

CERTIFIED BY:

TOM X. GRUSENMEYER, P.L.S. # 4714
JAMES R. SCOTT, P.L.S. # 4897

SCALE 1" = 80' DRAWN BY: ***
DATE 10-06-2020
ORDER No. 20-5859-B

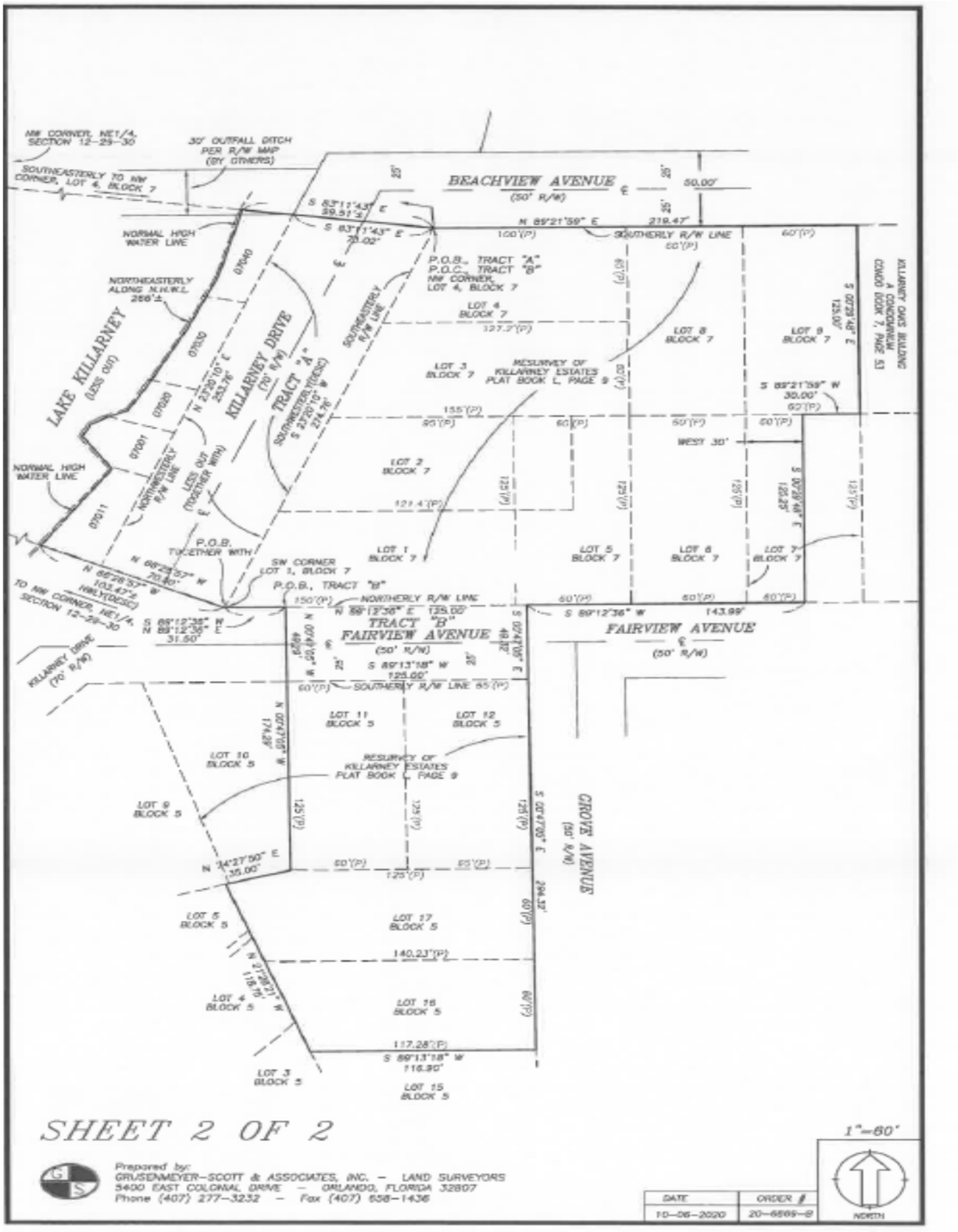

BEACHVIEW AVENUE
(50' R/W)
FAIRVIEW AVENUE
(50' R/W)
TRACT "B"
FAIRVIEW AVENUE
(50' R/W)
CROVE AVENUE
(50' R/W)
KILLARNEY DRIVE
(70' R/W)
LAKE KILLARNEY
(LESS OUT)
TRACT "A"
KILLARNEY DRIVE
(70' R/W)
RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PAGE 9
KILLARNEY OAKS BUILDING A CONDOMINIUM CONDO BOOK 7, PAGE 53
P.O.B., TRACT "A"
P.O.C., TRACT "B"
NW CORNER, LOT 4, BLOCK 7
P.O.B., TRACT "B"
SW CORNER LOT 1, BLOCK 7
P.O.B. TOGETHER WITH
NW CORNER, NE1/4, SECTION 12-29-30
30' OUTFALL DITCH PER R/W MAP (BY OTHERS)
NORMAL HIGH WATER LINE
NORTHEASTERLY ALONG N.H.W.L. 269'±
NORTHWESTERLY R/W LINE
SOUTHEASTERLY R/W LINE
SOUTHERLY R/W LINE
NORTHERLY R/W LINE
LOT 1 BLOCK 7
LOT 2 BLOCK 7
LOT 3 BLOCK 7
LOT 4 BLOCK 7
LOT 5 BLOCK 7
LOT 6 BLOCK 7
LOT 7 BLOCK 7
LOT 8 BLOCK 7
LOT 9 BLOCK 7
LOT 5 BLOCK 5
LOT 9 BLOCK 5
LOT 10 BLOCK 5
LOT 11 BLOCK 5
LOT 12 BLOCK 5
LOT 17 BLOCK 5
LOT 16 BLOCK 5
LOT 15 BLOCK 5
LOT 4 BLOCK 5
LOT 3 BLOCK 5
N 89°21'59" E 219.47'
S 89°21'59" W 30.00'
WEST 30'
S 89°12'36" W 143.99'
N 89°13'36" E 125.00'
S 89°13'18" W 125.00'
N 89°12'36" E 31.50'
N 66°28'57" W 70.90'
N 66°28'57" W 103.47'± (MEAS)(DEED)
TO NW CORNER, NE1/4, SECTION 12-29-30
N 34°27'50" E 35.00'
140.23'(P)
117.28'(P)
S 89°13'18" W 116.90'
1"=60'
NORTH
SHEET 2 OF 2
Prepared by:
GRUSENMEYER-SCOTT & ASSOCIATES, INC. - LAND SURVEYORS
5400 EAST COLONIAL DRIVE - ORLANDO, FLORIDA 32807
Phone (407) 277-3232 - Fax (407) 658-1436
DATE
10-06-2020
ORDER #
20-6669-B

EXHIBIT "A"

EXHIBIT "B"
271 S. Orlando Avenue Property

LOT 10, (LESS the North 3.0 feet of the West 40 feet and LESS the East 10.0 feet and Rights-of-way across the Southeast corner) and The East 10 feet of the South 62 feet of Lot 7, Block 7, RESURVEY OF KILLARNEY ESTATES, as per plat thereof, recorded in Plat Book L, Page 9, of the Public Records of Orange County, Florida.

HENDERSON HOTEL

Traffic Impact Analysis

November 2020

Kimley»Horn

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1.0 INTRODUCTION

Kimley-Horn has been retained by Winter Park Historic Hotel to analyze and document the traffic impacts associated with the development of Henderson Hotel, a proposed site redevelopment of several parcels generally located north of Fairview Avenue, south of Beachview Avenue, and west of US 17-92/Orlando Avenue in the City of Winter Park, Florida.

Current zoning of the parcels to be redeveloped include Commercial (C-3), Single Family Residential (R-1A) and Office (O-1). Proposed zoning is C-3 on all parcels. The site is composed of ten (10) separate parcels (Parcel ID #12-22-29-4172-07-001, 12-22-29-4172-07-011, 12-22-29-4172-07-020, 12-22-29-4172-07-030, 12-22-29-4172-07-040, 12-22-29-4172-07-060, 12-22-29-4172-07-080, 12-22-29-4172-05-110, 12-22-29-4172-05-160, and 12-22-29-4172-05-170). Project location is shown in Figure 1.

Based on 2020 property records from the Orange County Property Appraiser, the site is currently occupied by seven (7) single family homes and 4,920 square feet of office space. The applicant is proposing to redevelop the site to consist of 132 hotel rooms with structured parking onsite. The existing office and motel along S Orlando Avenue are planned to remain. The total area of the site being redeveloped is approximately 2.97 acres. The current conceptual site plan is included as Appendix A.

1.1 STUDY AREA

The study area includes the following offsite intersections as shown in Figure 1:

- US 17-92/Orlando Avenue & Beachview Avenue
- US 17-92/Orlando Avenue & Fairview Avenue
- US 17-92/Orlando Avenue & W Fairbanks Avenue



Figure 1 - Project Location Map & Study Area Intersections

Henderson Hotel | Traffic Impact Analysis

Kimley»Horn
© 2020 Kimley-Horn and Associates, Inc.
189 S Orange Ave, Suite 1000, Orlando FL 32801
Phone: (407) 898-1511

Date: November 2020

0 35 70 140 210 Feet

2.0 EXISTING CONDITIONS ANALYSIS

2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersections on Tuesday, May 21, 2019 during the PM (4:00PM – 6:00PM) peak period. Raw TMCs are provided in Appendix B.

Traffic counts were adjusted using the seasonal factor (SF) from FDOT's Florida Traffic Online (FTO) publication. Seasonal factor data is included in Appendix C. Figure 2 illustrates turning movement volumes for existing conditions at the study intersections. Adjusted turning movement volume worksheets for all intersections can be found in Appendix D.

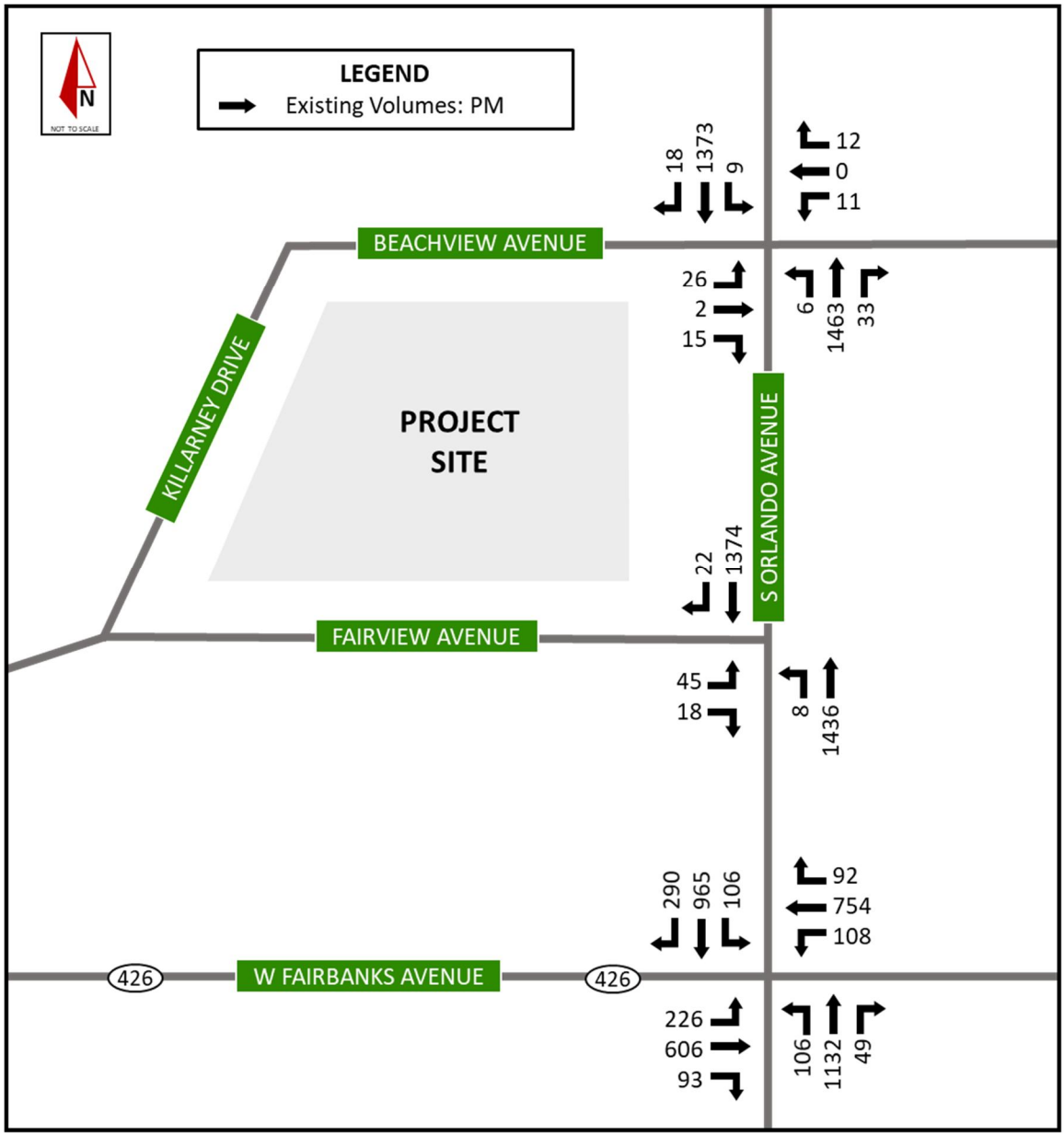


Figure 2: Existing Intersection Volumes

2.2 EXISTING INTERSECTION CONDITIONS

Intersection capacity analysis was performed for existing (2019) conditions using the operational analysis procedures outlined in the *Highway Capacity Manual 2010*. Specifically, *Synchro* (v10) software was used to evaluate existing operational conditions at study area intersections by reporting volume to capacity (v/c) ratios, delay, and queue length demands. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the existing conditions are provided in Table 1. Synchro outputs are provided in Appendix E and existing signal timings are provided in Appendix H.

Table 1: Existing Intersection Conditions (PM Peak Hour)

Existing Condition - 2019					
Intersection	Control Type	Approach	PM Peak		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 17-92 (Orlando Avenue) & Beachview Avenue	Unsignalized (TWSC)	EB	E	EBL	0.40
		WB	E	WBL	0.22
		NB (L)	B	NBL	0.01
		SB (L)	B	SBL	0.02
		Overall	-	EBL	0.40
US 17-92 (Orlando Avenue) & Fairview Avenue	Unsignalized (TWSC)	EB	E	EBL	0.51
		WB	-	-	-
		NB (L)	B	NBL	0.02
		SB (L)	-	-	-
		Overall	-	EBL	0.51
US 17-92 (Orlando Avenue) & W Fairbanks Avenue	Signalized	EB	F	EBL	0.89
		WB	F	WBT	1.08
		NB	E	NBT	0.88
		SB	E	SBL	0.74
		Overall	F *(84.8 sec)*	EBL	1.08

All study area intersections are shown to operate at an acceptable LOS with v/c ratios less than 1.0 in the existing PM peak hour conditions with the exception of US 17-92/Orlando Avenue and W Fairbanks Avenue, which currently operates with LOS 'F'. As provided in the Synchro outputs, the signalized intersection also shows all left turn movements operating at LOS 'F' with peak hour queue lengths in the eastbound, westbound, and northbound left turn lanes exceeding storage capacity.

3.0 PROJECT DEVELOPMENT

The applicant is proposing to redevelop the site to consist of 132 hotel rooms and amenity uses ancillary to the hotel use. The existing office and hotel along S Orlando Avenue are to remain. The total area of the site being redeveloped is approximately 2.97 acres. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout.

3.1 SITE ACCESS

Access to the site is proposed via two (2) driveways (one at Fairview Avenue and one at Beachview Avenue) as shown in the site plan. It is anticipated that the existing segment of Killarney Drive between Beachview Avenue and Fairview Avenue will be vacated.

Additionally, connectivity to Killarney Drive south of the project will be vacated. This design is anticipated to reduce existing and future cut-through traffic through the adjacent Killarney Estates neighborhood. Existing cut-through traffic and proposed solutions were studied in conjunction with neighborhood residents' concerns with the Killarney Estates Neighborhood Cut-through Traffic Study. The study recommended vacating connectivity to Killarney Drive as a solution to reducing cut-through traffic through Killarney Estates. The Killarney Estates Neighborhood Cut-through Traffic Study is located in Appendix F.

3.2 TRIP GENERATION

Trip generation rates for the existing and proposed development scenarios were calculated using the 10th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land Use Codes (LUCs) used for the existing and proposed development scenarios include:

Existing

- LUC 210 – Single Family Detached Housing
- LUC 710 – General Office Building

Proposed

- LUC 310 – Hotel

Per City code requirement, Table 2 provides the Daily and PM peak hour trip generation summary for the existing and proposed development scenarios to show the additional vehicle trips anticipated to be added to the roadway network by the proposed redevelopment.

As shown in Table 2, the proposed redevelopment of the site is anticipated to generate 917 additional daily trips and 59 additional PM peak hour trips (31 inbound and 28 outbound) to the external roadway network at buildout.

Table 2: Trip Generation

PROPOSED REDEVELOPMENT																
Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate[1]	PM ITE Trip Rate[1]	Daily Trip Generation					PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		Total	In[1]		Out[1]		
Hotel	310	132	Rooms	8.06	0.55	1,064	50%	532	50%	532	73	51%	37	49%	36	
New External Trips						1,064	532		532		73	37		36		
EXISTING DEVELOPMENT																
Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate[1]	PM ITE Trip Rate[1]	Daily Trip Generation					PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		Total	In[1]		Out[1]		
Single Family Detached Housing	210	7	DU	12.86	1.13	90	50%	45	50%	45	8	63%	5	37%	3	
Office	710	4.92	KSF	11.61	1.32	57	50%	29	50%	28	6	16%	1	84%	5	
Total Generated Trips						147	74		73		14	6		8		
ADDITIONAL NEW EXTERNAL TRIPS																
						Daily Trip Generation					PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		Total	In[1]		Out[1]		
Net New External Trips						917	458		459		59	31		28		

[1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation Manual, 10th Edition

3.3 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v6) model set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing percent of daily project distribution is provided in Appendix G.

Figure 3 displays the anticipated trip distribution for Henderson Hotel at buildout. Trip distribution percentages were used to assign new external project trips to the roadway network, as shown in Figure 4.

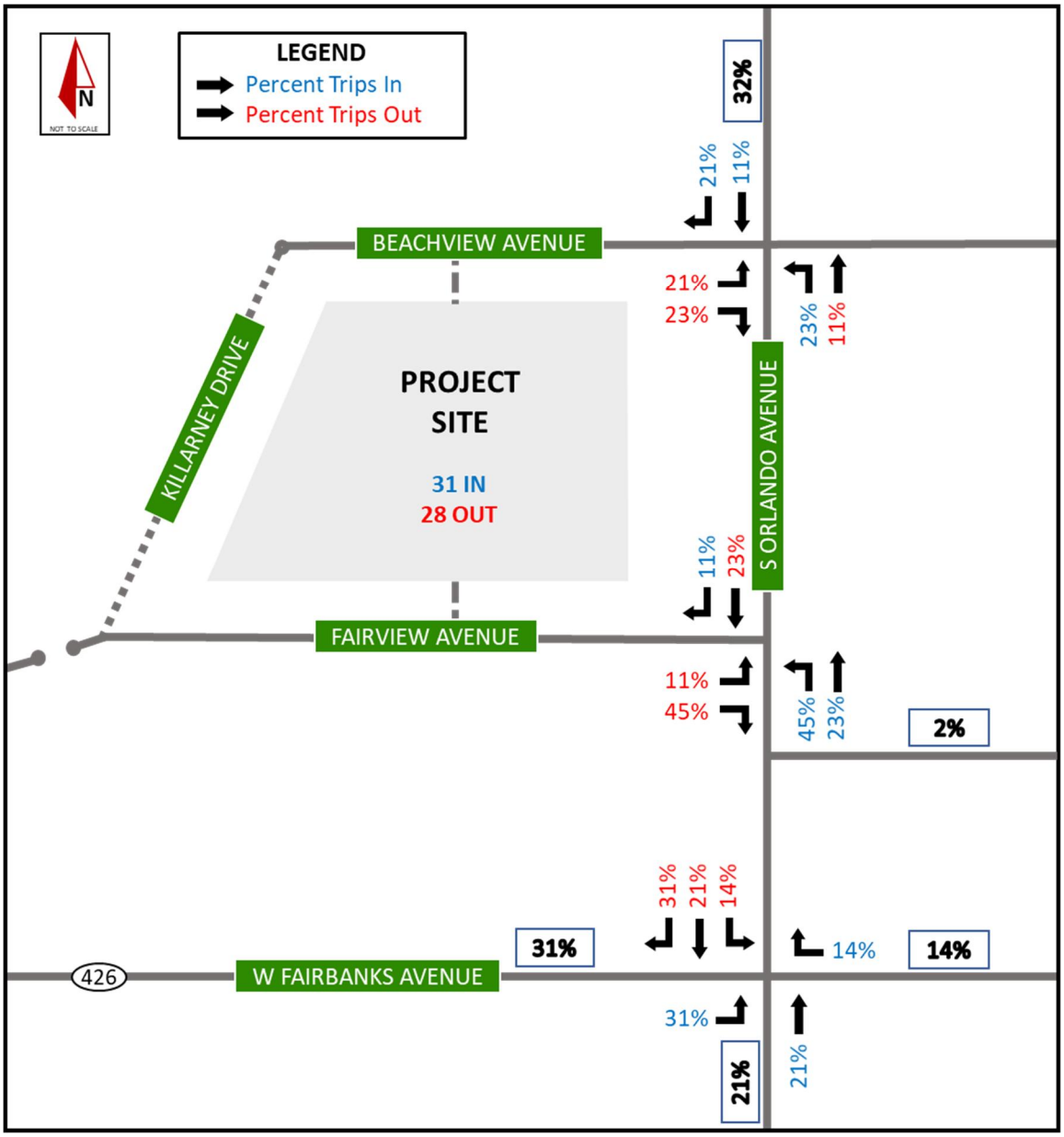


Figure 3: Trip Distribution

3.4 TRIP ASSIGNMENT

Site distribution percentages were used to assign anticipated project trips to the study area intersections and driveways. Figure 4 shows the anticipated PM peak hour project movements at study area intersections and driveways.

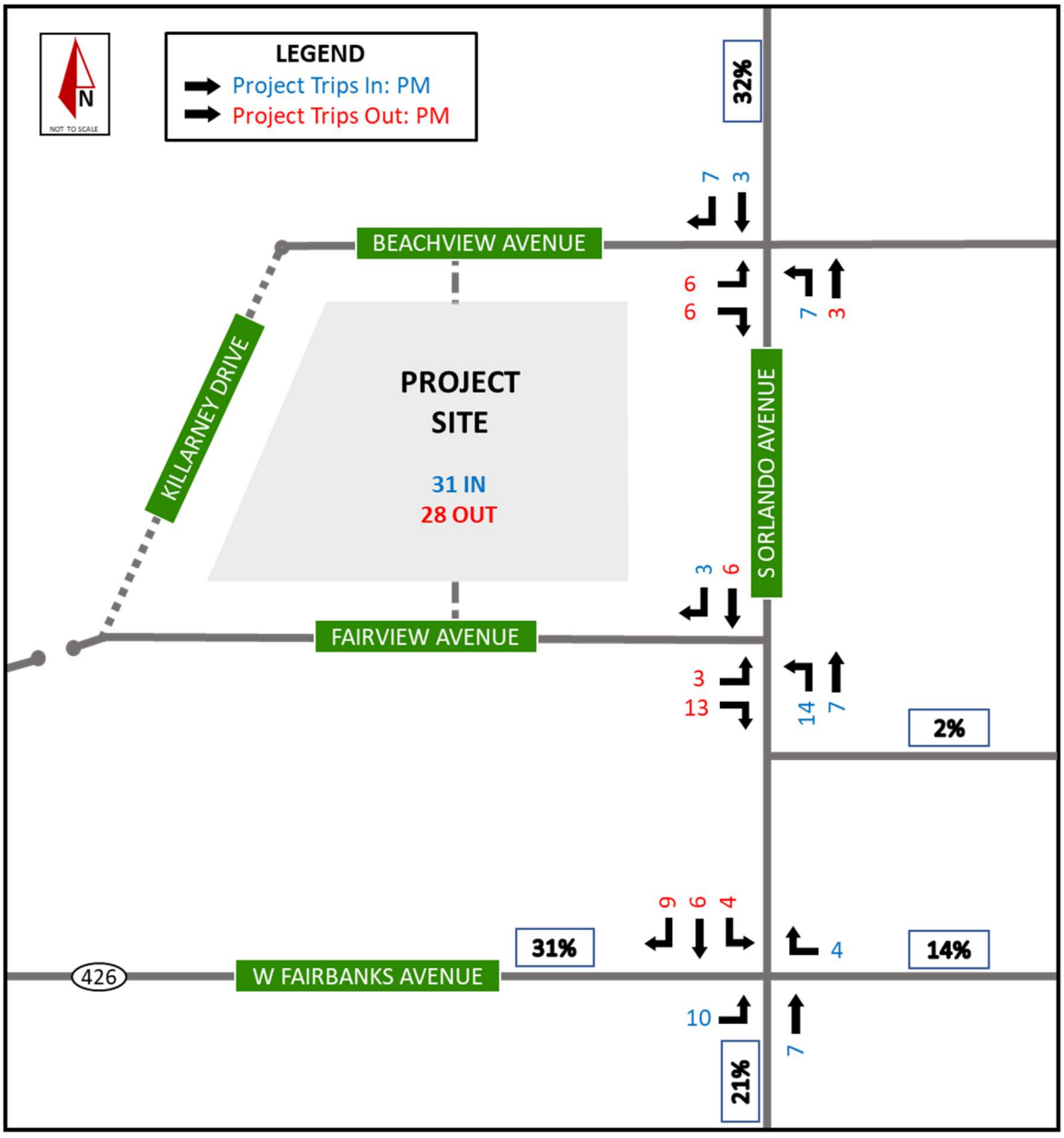


Figure 4: Trip Assignment

4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2021

4.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for year 2021 background conditions. Background volumes on study area intersections were derived by applying 2% annual growth to existing traffic counts. Figure 5 illustrates turning movement volumes for background conditions at the study intersections. Adjusted turning movement volume worksheets for all intersections can be found in Appendix D.

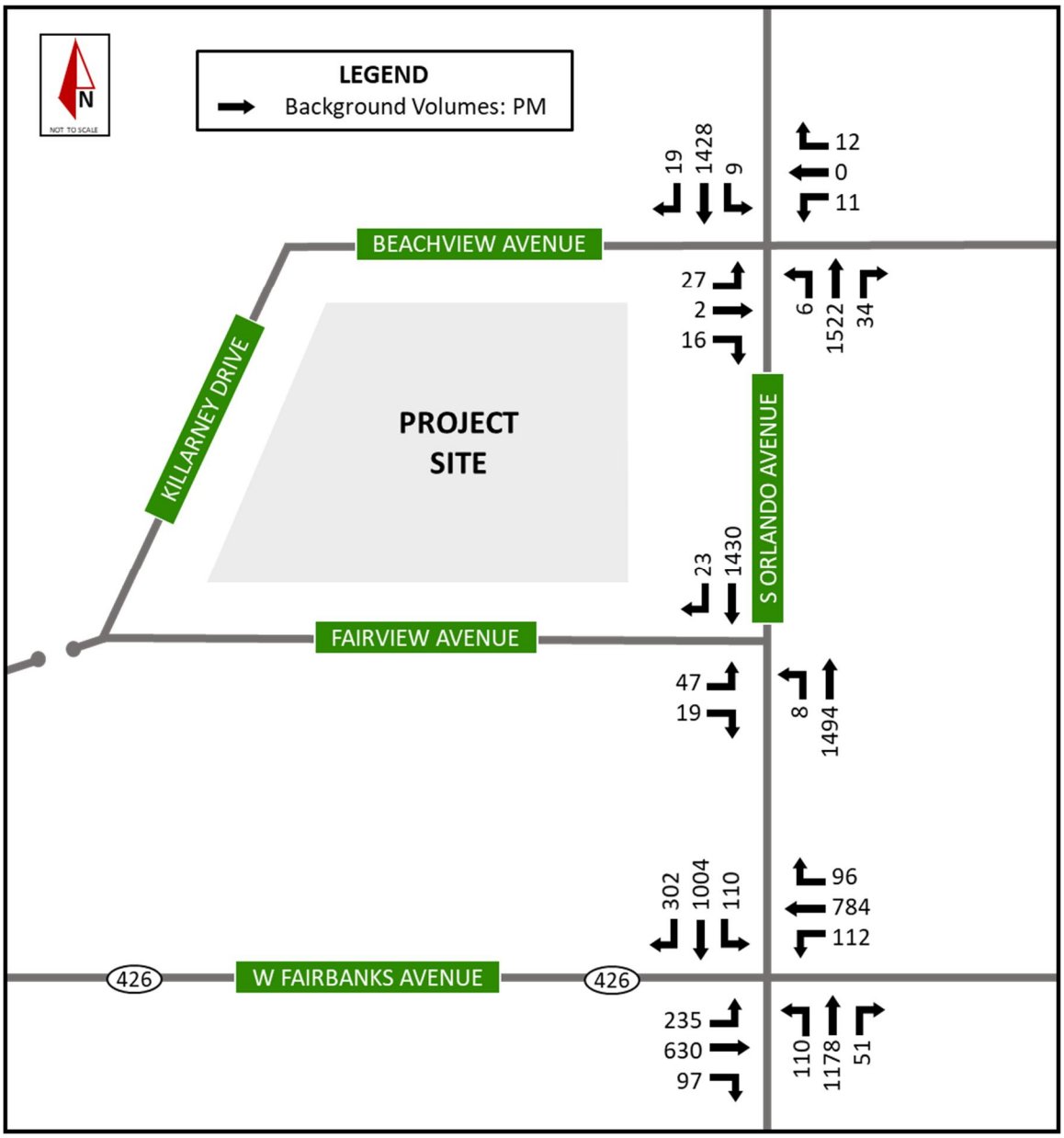


Figure 5: Background Intersection Volumes

4.2 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analysis was performed for 2021 background conditions in the PM peak hour using procedures outlined in the *Highway Capacity Manual 2010* with *Synchro* (v10) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the background conditions are provided in Table 3. Synchro outputs are provided in Appendix E and existing signal timings are provided in Appendix H.

Table 3: Background Intersection Conditions (PM Peak Hour)

Background Condition - 2021					
Intersection	Control Type	Approach	PM Peak		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 17-92 (Orlando Avenue) & Beachview Avenue	Unsignalized (TWSC)	EB	F	EBL	0.44
		WB	E	WBL	0.24
		NB (L)	B	NBL	0.01
		SB (L)	B	SBL	0.02
		Overall	-	EBL	0.44
US 17-92 (Orlando Avenue) & Fairview Avenue	Unsignalized (TWSC)	EB	F	EBL	0.56
		WB	-	-	-
		NB (L)	B	NBL	0.02
		SB (L)	-	-	-
		Overall	-	EBL	0.56
US 17-92 (Orlando Avenue) & W Fairbanks Avenue	Signalized	EB	F	EBL	0.90
		WB	F	WBT	1.14
		NB	E	NBT	0.92
		SB	E	SBL & SBT	0.75
		Overall	F *(90.0 sec)*	EBL	1.14

All study area intersections are anticipated to operate at an acceptable LOS with v/c ratios less than 1.0 in the background PM peak hour conditions with the exception of US 17-92/Orlando Avenue and W Fairbanks Avenue, which is anticipated to operate with LOS 'F'. As provided in the Synchro outputs, the signalized intersection also shows all left turn movements are expected to operate at LOS 'F' with peak hour queue lengths in the eastbound, westbound, and northbound left turn lanes exceeding storage capacity.

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2021

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for year 2021 conditions. Buildout volumes were developed by adding anticipated project trips to background volumes. A determination of the impact of project traffic on the roadway network was made, including LOS conditions for the intersections and roadway segments within the study area. Figure 6 illustrates turning movement volumes for buildout conditions at the study intersections. Adjusted turning movement volume worksheets for all intersections can be found in Appendix D.

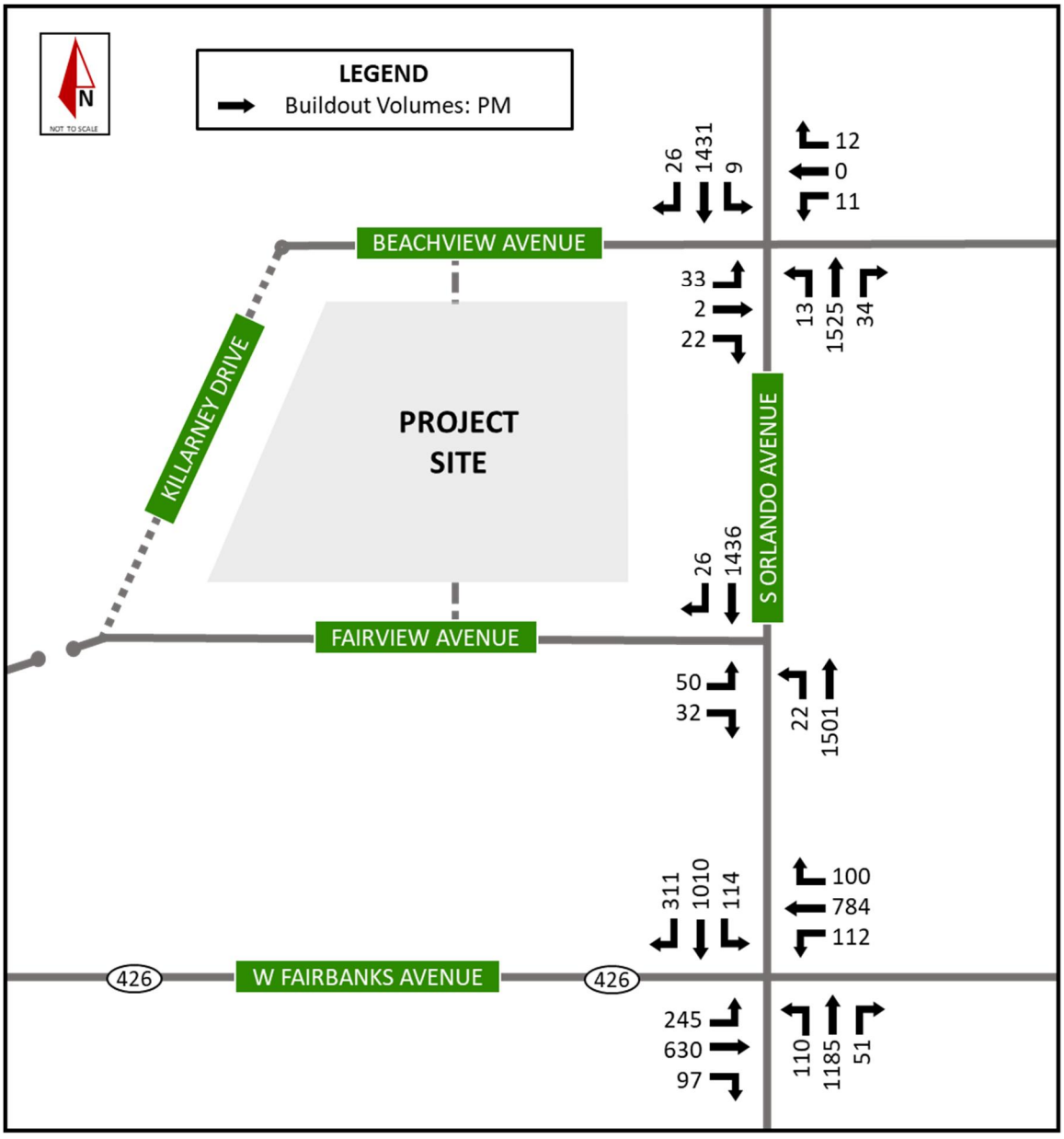


Figure 6: Buildout Intersection Volumes

5.2 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analysis was performed for 2021 buildout conditions in the PM peak hour using procedures outlined in the *Highway Capacity Manual 2010* with *Synchro* (v10) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the buildout conditions are provided in Table 4. Synchro outputs are provided in Appendix E and existing signal timings are provided in Appendix H.

Table 4: Buildout Intersection Conditions (PM Peak Hour)

Buildout Condition - 2021					
Intersection	Control Type	Approach	PM Peak		
			Level of Service (*overall delay*)	Max V/C Movement	Max V/C Ratio
US 17-92 (Orlando Avenue) & Beachview Avenue	Unsignalized (TWSC)	EB	F	EBL	0.56
		WB	E	WBL	0.24
		NB (L)	B	NBL	0.03
		SB (L)	B	SBL	0.02
		Overall	-	EBL	0.56
US 17-92 (Orlando Avenue) & Fairview Avenue	Unsignalized (TWSC)	EB	F	EBL	0.67
		WB	-	-	-
		NB (L)	B	NBL	0.05
		SB (L)	-	-	-
		Overall	-	EBL	0.67
US 17-92 (Orlando Avenue) & W Fairbanks Avenue	Signalized	EB	F	EBL	0.92
		WB	F	WBT	1.16
		NB	E	NBT	0.93
		SB	E	SBL	0.77
		Overall	F *(92.1 sec)*	EBL	1.16

No deficiencies are anticipated during the buildout PM peak hour with the exception of those mentioned in the background conditions intersection analysis. Project trips are not anticipated to add significant delay to the signalized intersection during the PM peak hour; delay per vehicle is expected to increase by only 2.1 seconds.

No new deficiencies were identified in the buildout condition as a result of project impact.

6.0 CONCLUSION

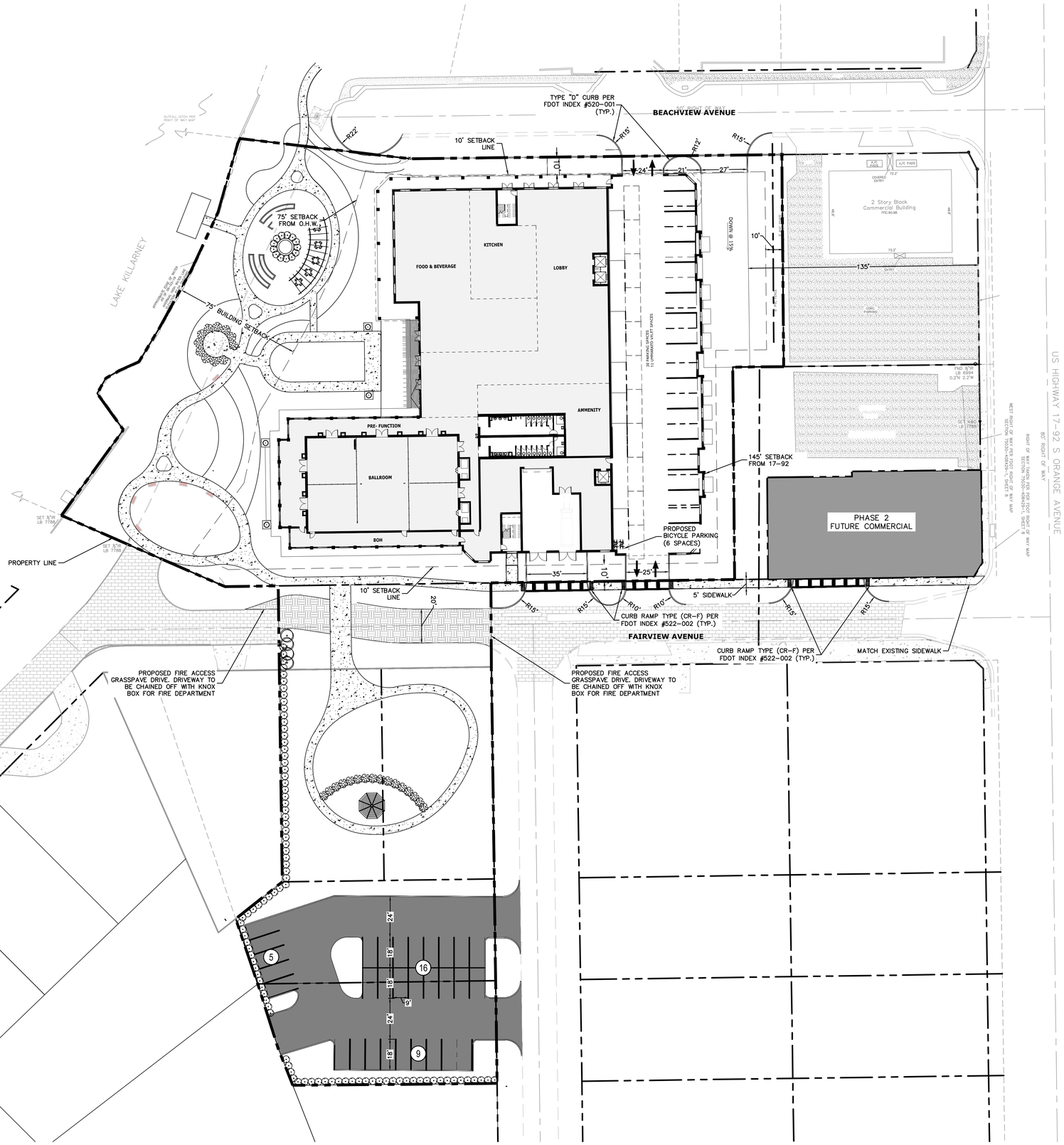
This traffic impact analysis was performed to assess the transportation impacts of Henderson Hotel, a proposed site redevelopment located northwest of US 17-92 and SR 426 (W Fairbanks Avenue) in the City of Winter Park, Florida. The site is currently occupied by seven (7) single family homes and 26,250 square feet of office space. The redevelopment, proposed for buildout in 2021, will consist of 132 hotel rooms with structured parking onsite. The proposed redevelopment of the site is anticipated to generate 917 additional daily trips and 59 additional PM peak hour trips (31 inbound and 28 outbound) to the external roadway network at buildout.

The site is to be accessed via two (2) driveways (one at Fairview Avenue and one at Beachview Avenue). Additionally, connectivity to Killarney Drive south of the project will be vacated, thus reducing cut-through traffic through the neighboring Killarney Estates.

An operational analysis performed for future background conditions (without project) show that all study area intersections are anticipated to operate at an acceptable LOS with v/c ratios less than 1.0 in the background PM peak hour conditions with the exception of US 17-92/Orlando Avenue and W Fairbanks Avenue, which is expected to operate with LOS 'F'.

No additional deficiencies were identified in the buildout condition as a result of project impact.

APPENDIX A
Conceptual Site Plan



NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

SITE DATA: HENDERSON HOTEL

TOTAL AREA:	±2.97 ACRES
EXISTING ZONING:	C-3/O-1/R-1A
EXISTING USE:	COMMERCIAL, OFFICE, AND SINGLE FAMILY HOMES
PROPOSED LANDUSE:	HOTEL/PARK
PROPOSED BUILDING HEIGHT:	5 STORIES (55')
PROPOSED TOP OF PARAPET HEIGHT:	65'
PROPOSED ARCHITECTURAL FEATURES HEIGHT:	73'
IMPERVIOUS AREA:	1.76 AC
PERVIOUS:	1.21 AC
PROPOSED ISR:	0.59
PROPOSED OPEN SPACE:	35%
PROPOSED FAR:	0.99

REQUIRED BUILDING SETBACKS:

EXISTING COMMERCIAL PROPERTY (SIDE):	10 FT
BEACHVIEW AVE. (FRONT-STREET):	10 FT
FAIRVIEW AVE. (REAR-STREET):	10 FT
LAKESIDE (SIDE):	75 FT

PROPOSED BUILDING SETBACKS:

S. ORLANDO AVE. (SIDE):	115/145 FT
BEACHVIEW AVE. (FRONT-STREET):	10 FT
FAIRVIEW AVE. (REAR-STREET):	10 FT
LAKESIDE (SIDE):	75 FT

REQUIRED PARKING:

STANDARD:	235 SPACES

PROVIDED PARKING:

STANDARD (9'X18'):	229 SPACES
ADA PARKING (12'X18'):	6 SPACES
TOTAL PROVIDED:	235 SPACES

REQUIRED BICYCLE PARKING:

1 SPACE/30 ROOMS:	132 ROOMS/30 =	5 SPACES
1 SPACE/50 EMPLOYEES:		1 SPACE
TOTAL REQUIRED:		6 SPACES

PROVIDED BICYCLE PARKING:

TOTAL PROVIDED:	6 SPACES

PHASING:

THIS PROJECT WILL BE CONSTRUCTED IN TWO (2) PHASES.

STORMWATER MANAGEMENT:

ALL STORMWATER RUNOFF ON-SITE WILL BE TREATED IN IN AN UNDERGROUND EXFILTRATION SYSTEM.

100 YEAR FLOODPLAIN:

100-YEAR FLOODPLAIN ELEVATION IS 84.4' PER FEMA PANEL #12095C0255F

SITE DATA: PHASE 2 COMMERCIAL

TOTAL AREA:	±0.18 ACRES
EXISTING ZONING:	C-3
EXISTING USE:	COMMERCIAL, HOTEL/MOTEL
PROPOSED LANDUSE:	COMMERCIAL

REQUIRED BUILDING SETBACKS:

S. ORANGE AVE. (US 17-92):	5 FT
EXISTING COMMERCIAL PROPERTY (SIDE):	5 FT
FAIRVIEW AVE.:	10 FT
EXISTING COMMERCIAL PROPERT (REAR):	30 FT

LEGEND

- PROPERTY LINE
- BUILDING SETBACK
- PROPOSED EASEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED BRICK ROAD
- PROPOSED PAVEMENT
- PROPOSED GRAVEPAVE FIRE ACCESS

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No.	REVISIONS	DATE	BY

Kimley»Horn

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PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL
BROOKS A. STICKLER, P.E.
FLORIDA LICENSE NUMBER
74031

KHA PROJECT
149309001
DATE
07/07/2020
SCALE AS SHOWN
DESIGNED BY C.J.W
DRAWN BY C.J.W
CHECKED BY B.A.S
DATE: - - - -

SITE PLAN

HENDERSON HOTEL

WINTER PARK FLORIDA

SHEET NUMBER
C2.0

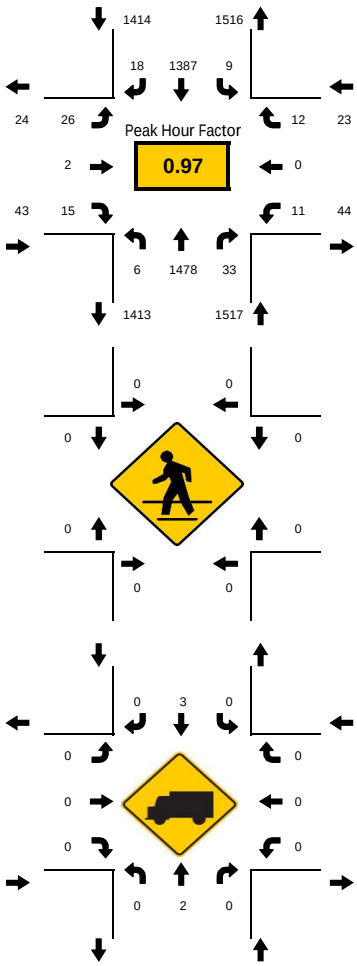
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APPENDIX B
Turning Movement Counts

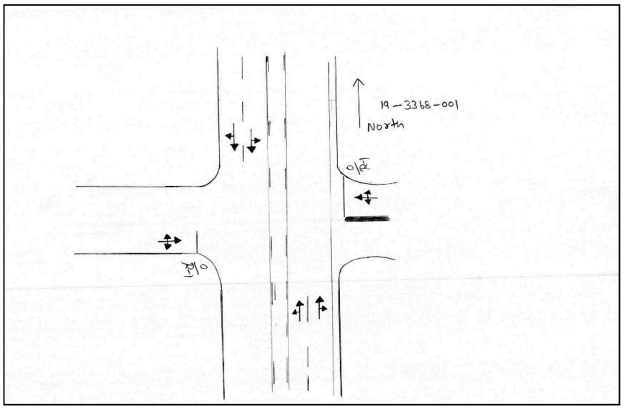
LOCATION: US 17/92/ Orlando Ave & Beachview Ave
CITY/STATE: Winter Park, FL

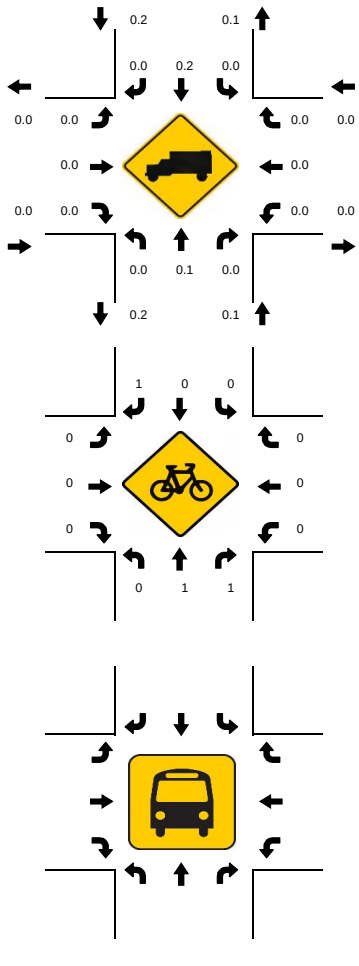
PROJECT ID: 19-03368-001
DATE: 05/21/2019

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





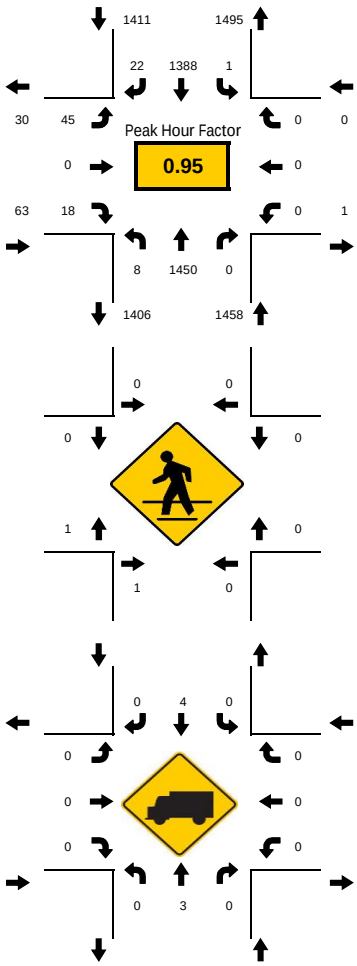
15-Min Count Period Beginning At	US 17/92/ Orlando Ave Northbound					US 17/92/ Orlando Ave Southbound					Beachview Ave Eastbound					Beachview Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	322	5	1		0	317	2	0		1	0	4	0		2	0	3	0		659	2787
04:15 PM	2	375	6	0		2	307	6	0		9	0	1	0		0	0	0	0		708	2848
04:30 PM	0	322	5	0		1	325	2	0		4	1	4	0		2	0	5	0		671	2913
04:45 PM	2	377	12	0		1	342	2	0		6	1	2	0		1	0	3	0		749	2997
05:00 PM	0	358	8	0		3	335	1	0		7	0	2	0		3	0	3	0		720	2985
05:15 PM	1	382	7	0		3	357	5	0		8	1	4	0		2	0	3	0		773	2265
05:30 PM	3	361	6	0		2	353	10	0		5	0	7	0		5	0	3	0		755	1492
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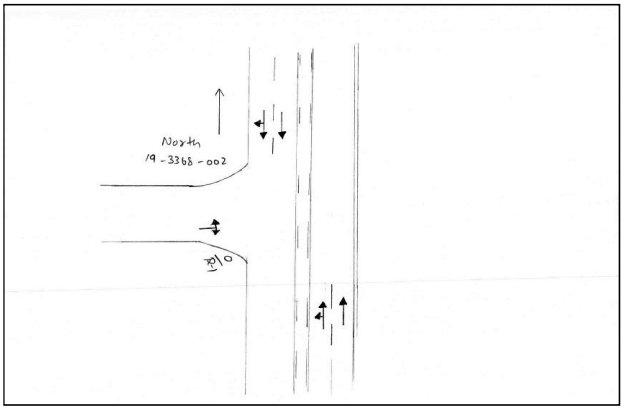
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	12	1528	48	0		12	1428	40	0		32	4	28	0		20	0	12	0		**3164**
Heavy Trucks	0	4	0			0	8	0			0	0	0			0	0	0			**12**
Pedestrians		0					0					0					0				**0**
Bicycles	0	4	4			0	0	4			0	0	0			0	0	0			**12**
Railroad																					
Stopped Buses																					

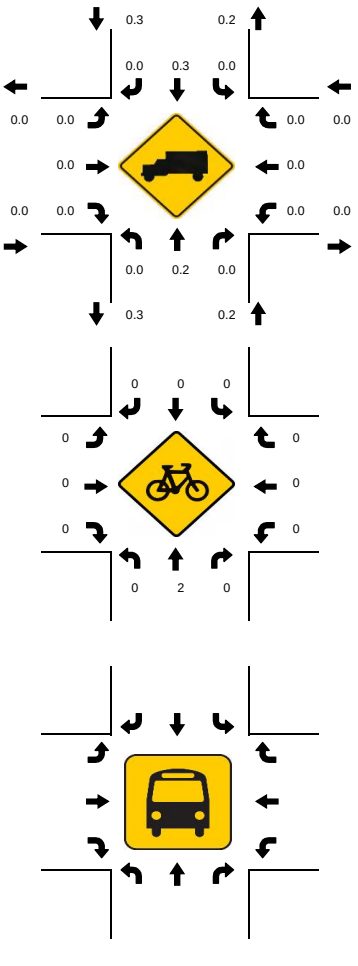
LOCATION: US 17/92/ Orlando Ave & Fairview Ave
CITY/STATE: Winter Park, FL

PROJECT ID: 19-03368-002
DATE: 05/21/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







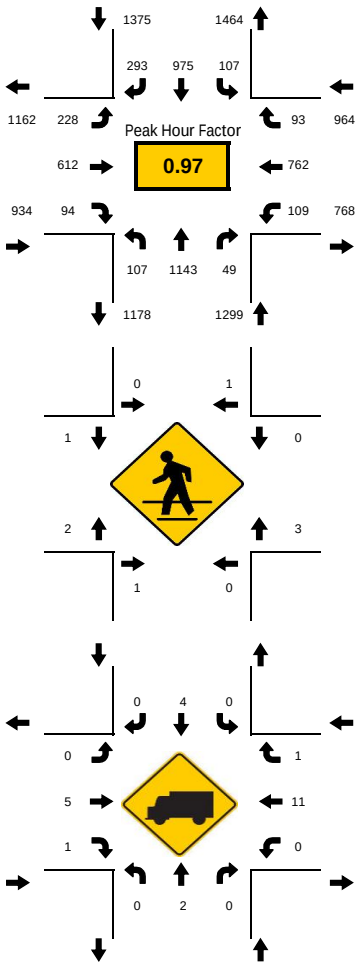
15-Min Count Period Beginning At	US 17/92/ Orlando Ave Northbound					US 17/92/ Orlando Ave Southbound					Fairview Ave Eastbound					Fairview Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	328	0	0		0	324	2	0		6	0	3	0		0	0	0	0		663	2764
04:15 PM	3	384	0	1		0	302	3	0		5	0	8	0		0	0	0	0		706	2798
04:30 PM	1	316	0	0		0	332	3	0		4	0	1	0		0	0	0	0		657	2864
04:45 PM	3	384	0	0		0	334	4	1		9	0	3	0		0	0	0	0		738	2915
05:00 PM	2	343	0	0		0	330	5	0		14	0	3	0		0	0	0	0		697	2932
05:15 PM	1	385	0	0		0	365	5	1		11	0	4	0		0	0	0	0		772	2235
05:30 PM	2	349	0	0		0	342	4	0		6	0	5	0		0	0	0	0		708	1463
05:45 PM	3	373	0	0		0	351	8	0		14	0	6	0		0	0	0	0		755	755

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	12	1540	0	0		0	1460	32	4		56	0	24	0		0	0	0	0		**3128**
Heavy Trucks	0	8	0			0	8	0			0	0	0			0	0	0			**16**
Pedestrians		4					0					4					0				**8**
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			**4**
Railroad Stopped Buses																					

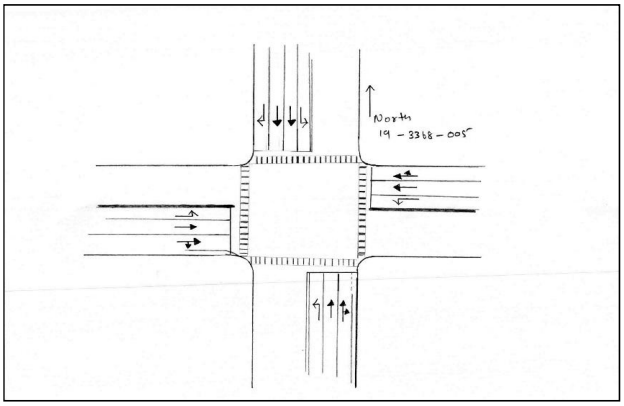
LOCATION: US 17/92/ Orlando Ave & Fairbanks Ave
CITY/STATE: Winter Park, FL

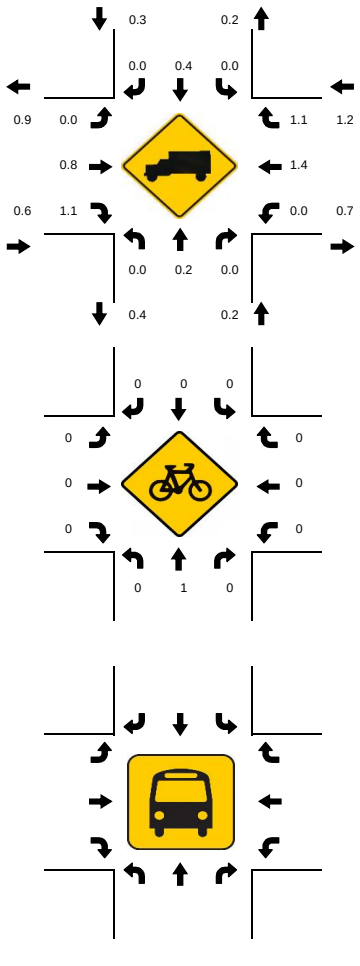
PROJECT ID: 19-03368-005
DATE: 05/21/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





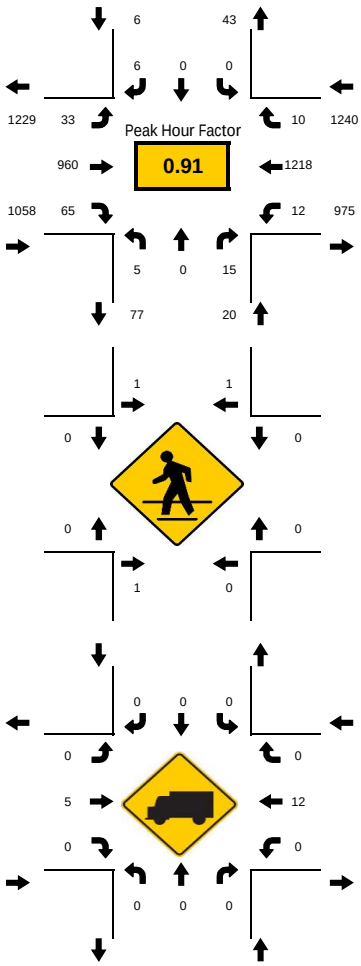
15-Min Count Period Beginning At	US 17/92/ Orlando Ave Northbound					US 17/92/ Orlando Ave Southbound					Fairbanks Ave Eastbound					Fairbanks Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	32	282	17	0	2	27	228	77	0	26	61	133	25	1	2	12	160	19	0	1	1074	4278
04:15 PM	17	244	13	0	0	34	213	65	0	6	48	119	27	0	0	30	183	39	0	1	1032	4352
04:30 PM	36	295	19	0	0	21	225	79	0	23	63	152	22	0	3	32	141	24	0	1	1109	4457
04:45 PM	22	262	14	0	1	27	214	65	0	11	55	113	21	0	2	31	216	23	0	3	1063	4528
05:00 PM	29	316	11	0	0	28	231	82	0	22	62	152	26	1	2	29	166	15	0	1	1148	4572
05:15 PM	27	266	12	0	0	30	242	68	0	21	51	149	24	0	4	25	208	35	0	2	1137	3424
05:30 PM	31	307	15	0	1	22	244	89	0	29	63	159	26	1	3	20	185	18	0	1	1180	2287
05:45 PM	20	254	11	0	0	27	258	54	0	12	50	152	18	0	4	35	203	25	0	3	1107	1107

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	124	1264	60	0	4	120	1032	356	0	116	252	636	104	4	16	140	832	140	0	12	**5064**
Heavy Trucks	0	4	0			0	8	0			0	12	4			0	24	4			**56**
Pedestrians		4						4				8					8				**24**
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			**4**
Railroad																					
Stopped Buses																					

LOCATION: Shoreview Ave & Fairbanks Ave
CITY/STATE: Winter Park, FL

PROJECT ID: 19-03368-003
DATE: 05/21/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM


6
43
6
0
0
1229
33
10
1240
960
1218
1058
65
12
975
5
0
15
77
20
1
1
0
0
0
0
1
0
0
0
0
5
12
0
0
0
0

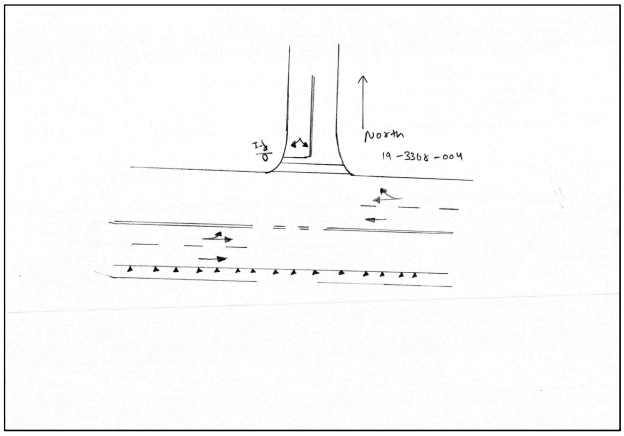
LOCATION: Lakeview Ave & Fairbanks Ave
CITY/STATE: Winter Park, FL

PROJECT ID: 19-03368-004
DATE: 05/21/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

Peak Hour Factor
0.91

National Data & Surveying Services



15-Min Count Period Beginning At	Lakeview Ave Northbound					Lakeview Ave Southbound					Fairbanks Ave Eastbound					Fairbanks Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	0	0		0	0	0	0		0	212	0	0		0	311	2	1		526	2116
04:15 PM	0	0	0	0		0	0	2	0		4	252	0	1		0	247	2	0		508	2165
04:30 PM	0	0	0	0		0	0	1	0		13	253	0	0		0	304	0	0		571	2243
04:45 PM	0	0	0	0		0	0	2	0		9	226	0	0		0	274	0	0		511	2310
05:00 PM	0	0	0	0		1	0	2	0		7	251	0	0		0	314	0	0		575	2331
05:15 PM	0	0	0	0		0	0	2	0		7	278	0	0		0	298	1	0		586	1756
05:30 PM	0	0	0	0		1	0	3	0		4	263	0	0		0	363	4	0		638	1170
05:45 PM	0	0	0	0		0	0	4	0		14	257	0	0		0	257	0	0		532	532
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		4	0	16	0		56	1112	0	0		0	1452	16	0		**2656**	
Heavy Trucks	0	0	0			0	0	0			0	12	0			0	24	0			**36**	
Pedestrians		0					8					0					0				**8**	
Bicycles	0	0	0			0	0	4			0	4	0			0	0	0			**8**	
Railroad																						
Stopped Buses																						

APPENDIX C
FDOT's Florida Traffic Online (FTO) Data

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	1.01	1.03
2	01/08/2017 - 01/14/2017	1.03	1.05
3	01/15/2017 - 01/21/2017	1.04	1.06
4	01/22/2017 - 01/28/2017	1.03	1.05
5	01/29/2017 - 02/04/2017	1.02	1.04
6	02/05/2017 - 02/11/2017	1.00	1.02
7	02/12/2017 - 02/18/2017	0.99	1.01
8	02/19/2017 - 02/25/2017	0.99	1.01
* 9	02/26/2017 - 03/04/2017	0.98	1.00
*10	03/05/2017 - 03/11/2017	0.98	1.00
*11	03/12/2017 - 03/18/2017	0.97	0.99
*12	03/19/2017 - 03/25/2017	0.97	0.99
*13	03/26/2017 - 04/01/2017	0.97	0.99
*14	04/02/2017 - 04/08/2017	0.97	0.99
*15	04/09/2017 - 04/15/2017	0.97	0.99
*16	04/16/2017 - 04/22/2017	0.97	0.99
*17	04/23/2017 - 04/29/2017	0.97	0.99
*18	04/30/2017 - 05/06/2017	0.98	1.00
*19	05/07/2017 - 05/13/2017	0.98	1.00
*20	05/14/2017 - 05/20/2017	0.98	1.00
*21	05/21/2017 - 05/27/2017	0.99	1.01
22	05/28/2017 - 06/03/2017	1.00	1.02
23	06/04/2017 - 06/10/2017	1.00	1.02
24	06/11/2017 - 06/17/2017	1.01	1.03
25	06/18/2017 - 06/24/2017	1.01	1.03
26	06/25/2017 - 07/01/2017	1.01	1.03
27	07/02/2017 - 07/08/2017	1.01	1.03
28	07/09/2017 - 07/15/2017	1.02	1.04
29	07/16/2017 - 07/22/2017	1.01	1.03
30	07/23/2017 - 07/29/2017	1.00	1.02
31	07/30/2017 - 08/05/2017	1.00	1.02
32	08/06/2017 - 08/12/2017	0.99	1.01
33	08/13/2017 - 08/19/2017	0.99	1.01
34	08/20/2017 - 08/26/2017	1.01	1.03
35	08/27/2017 - 09/02/2017	1.04	1.06
36	09/03/2017 - 09/09/2017	1.06	1.08
37	09/10/2017 - 09/16/2017	1.09	1.11
38	09/17/2017 - 09/23/2017	1.07	1.09
39	09/24/2017 - 09/30/2017	1.05	1.07
40	10/01/2017 - 10/07/2017	1.03	1.05
41	10/08/2017 - 10/14/2017	1.01	1.03
42	10/15/2017 - 10/21/2017	0.99	1.01
43	10/22/2017 - 10/28/2017	0.99	1.01
44	10/29/2017 - 11/04/2017	0.99	1.01
45	11/05/2017 - 11/11/2017	1.00	1.02
46	11/12/2017 - 11/18/2017	1.00	1.02
47	11/19/2017 - 11/25/2017	1.00	1.02
48	11/26/2017 - 12/02/2017	1.01	1.03
49	12/03/2017 - 12/09/2017	1.01	1.03
50	12/10/2017 - 12/16/2017	1.01	1.03
51	12/17/2017 - 12/23/2017	1.02	1.04
52	12/24/2017 - 12/30/2017	1.03	1.05
53	12/31/2017 - 12/31/2017	1.04	1.06

* PEAK SEASON

02-MAR-2018 15:35:06 830UPD 5_7500_PKSEASON.TXT

APPENDIX D
Turning Movement Volume Worksheet

INTERSECTION VOLUME SHEET

US 17-92 / S Orlando Avenue & **Beachview Avenue**

Weekday PM Peak Hour	**US 17-92 / S Orlando Avenue**						**Beachview Avenue**					
	Northbound			Southbound			Eastbound			Westbound		
04:45 PM - 05:45 PM	L	T	R	L	T	R	L	T	R	L	T	R
TMC	6	1,478	33	9	1,387	18	26	2	15	11	0	12
Seasonal Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicle	0.00%	0.14%	0.00%	0.00%	0.22%	0.00%	0.00%	0.00%	0.00%	0.00%	-	0.00%
Peak Hour Factor		0.97			0.97			0.83			0.72	
Existing Volume (2019)	**6**	**1,463**	**33**	**9**	**1,373**	**18**	**26**	**2**	**15**	**11**	**0**	**12**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2
Background (2021)	**6**	**1,522**	**34**	**9**	**1,428**	**19**	**27**	**2**	**16**	**11**	**0**	**12**
Project Assignment	23%	11%	0%	0%	11%	21%	21%	0%	23%	0%	0%	0%
Direction	**IN**	**OUT**	N/A	N/A	**IN**	**IN**	**OUT**	N/A	**OUT**	N/A	N/A	N/A
Project Trips	7	3	0	0	3	7	6	0	6	0	0	0
Project Buildout (2021)	**13**	**1,525**	**34**	**9**	**1,431**	**26**	**33**	**2**	**22**	**11**	**0**	**12**

INTERSECTION VOLUME SHEET

US 17-92 / S Orlando Avenue & **Fairview Avenue**

Weekday PM Peak Hour	**US 17-92 / S Orlando Avenue**						**Fairview Avenue**					
	Northbound			Southbound			Eastbound			Westbound		
05:00 PM - 06:00 PM	L	T	R	L	T	R	L	T	R	L	T	R
TMC	8	1,450	0	1	1,388	22	45	0	18	0	0	0
Seasonal Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicle	0.00%	0.21%	-	0.00%	0.29%	0.00%	0.00%	-	0.00%	-	-	-
Peak Hour Factor		0.94			0.95			0.79				
Existing Volume (2019)	**8**	**1,436**	**0**	**1**	**1,374**	**22**	**45**	**0**	**18**	**0**	**0**	**0**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2
Background (2021)	**8**	**1,494**	**0**	**1**	**1,430**	**23**	**47**	**0**	**19**	**0**	**0**	**0**
Project Assignment	45%	23%	0%	0%	23%	11%	11%	0%	45%	0%	0%	0%
Direction	**IN**	**IN**	N/A	N/A	**OUT**	**IN**	**OUT**	N/A	**OUT**	N/A	N/A	N/A
Project Trips	14	7	0	0	6	3	3	0	13	0	0	0
Project Buildout (2021)	**22**	**1,501**	**0**	**1**	**1,436**	**26**	**50**	**0**	**32**	**0**	**0**	**0**

INTERSECTION VOLUME SHEET

US 17-92 / S Orlando Avenue & **W Fairbanks Avenue**

Weekday PM Peak Hour	**US 17-92 / S Orlando Avenue**						**W Fairbanks Avenue**					
	Northbound			Southbound			Eastbound			Westbound		
05:00 PM - 06:00 PM	L	T	R	L	T	R	L	T	R	L	T	R
TMC	107	1,143	49	107	975	293	228	612	94	109	762	93
Seasonal Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicle	0.00%	0.17%	0.00%	0.00%	0.41%	0.00%	0.00%	0.82%	1.06%	0.00%	1.44%	1.08%
Peak Hour Factor		0.91			0.97			0.94			0.90	
Existing Volume (2019)	**106**	**1,132**	**49**	**106**	**965**	**290**	**226**	**606**	**93**	**108**	**754**	**92**
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2
Background (2021)	**110**	**1,178**	**51**	**110**	**1,004**	**302**	**235**	**630**	**97**	**112**	**784**	**96**
Project Assignment	0%	21%	0%	14%	21%	31%	31%	0%	0%	0%	0%	14%
Direction	N/A	**IN**	N/A	**OUT**	**OUT**	**OUT**	**IN**	N/A	N/A	N/A	N/A	**IN**
Project Trips	0	7	0	4	6	9	10	0	0	0	0	4
Project Buildout (2021)	**110**	**1,185**	**51**	**114**	**1,010**	**311**	**245**	**630**	**97**	**112**	**784**	**100**

APPENDIX E
Synchro Outputs

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	2	15	11	0	12	6	1463	33	9	1373	18
Future Vol, veh/h	26	2	15	11	0	12	6	1463	33	9	1373	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	72	72	72	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	2	18	15	0	17	6	1508	34	9	1415	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2209	2997	717	2264	2989	771	1434	0	0	1542	0	0
Stage 1	1443	1443	-	1537	1537	-	-	-	-	-	-	-
Stage 2	766	1554	-	727	1452	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 25	14	377	23	14	347	480	-	-	436	-	-
Stage 1	141	199	-	124	179	-	-	-	-	-	-	-
Stage 2	366	176	-	386	197	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 23	14	377	21	14	347	480	-	-	436	-	-
Mov Cap-2 Maneuver	98	88	-	90	89	-	-	-	-	-	-	-
Stage 1	139	195	-	123	177	-	-	-	-	-	-	-
Stage 2	344	174	-	355	193	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.4	36.2	0.1	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	480	-	-	131	147	436	-	-
HCM Lane V/C Ratio	0.013	-	-	0.395	0.217	0.021	-	-
HCM Control Delay (s)	12.6	-	-	49.4	36.2	13.4	-	-
HCM Lane LOS	B	-	-	E	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.8	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	18	8	1436	1374	22
Future Vol, veh/h	45	18	8	1436	1374	22
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	94	94	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	23	9	1528	1446	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2240	735	1469	0	-	0
Stage 1	1458	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 37	367	465	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 36	367	465	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	158	-	-
HCM Lane V/C Ratio	0.018	-	0.505	-	-
HCM Control Delay (s)	12.9	-	49	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	-	-

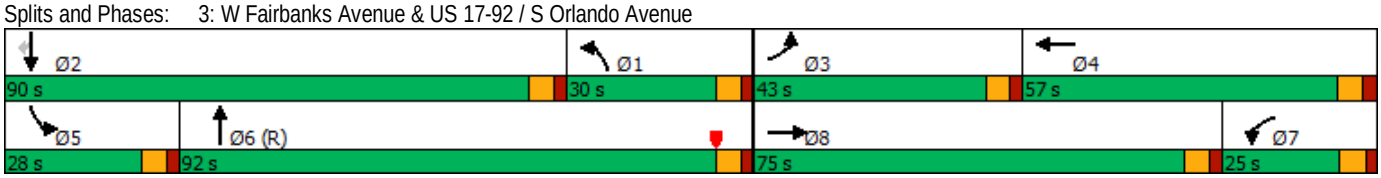
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	606	93	108	754	92	106	1132	49	106	965	290
Future Volume (vph)	226	606	93	108	754	92	106	1132	49	106	965	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	240		0	170		0	190		60
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.980			0.984			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3503	0	1805	3517	0	1805	3588	0	1805	3610	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3503	0	1805	3517	0	1805	3588	0	1805	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			2				107
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		996			708			620			950	
Travel Time (s)		19.4			13.8			12.1			18.5	
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	240	645	99	120	838	102	116	1244	54	109	995	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	240	744	0	120	940	0	116	1298	0	109	995	299
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases												2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.1	42.3		11.2	39.6		11.3	36.2		11.0	38.1	38.1
Total Split (s)	43.0	75.0		25.0	57.0		30.0	92.0		28.0	90.0	90.0
Total Split (%)	19.5%	34.1%		11.4%	25.9%		13.6%	41.8%		12.7%	40.9%	40.9%
Maximum Green (s)	37.0	69.0		18.8	50.4		24.0	86.0		22.0	84.0	84.0
Yellow Time (s)	4.0	4.0		4.1	4.1		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.1	2.5		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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.2	6.6		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	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	4.0		3.0	4.0	4.0
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		29.0			26.0			23.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	33.0	53.6		34.2	54.4		24.0	90.0		18.0	84.0	84.0
Actuated g/C Ratio	0.15	0.24		0.16	0.25		0.11	0.41		0.08	0.38	0.38
v/c Ratio	0.89	0.87		0.43	1.08		0.59	0.88		0.74	0.72	0.44
Control Delay	122.7	89.8		91.6	125.9		106.5	68.4		126.7	61.7	33.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	122.7	89.8		91.6	125.9		106.5	68.4		126.7	61.7	33.5
LOS	F	F		F	F		F	E		F	E	C
Approach Delay		97.8			122.0			71.6			60.7	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	344	546		161	~815		164	924		157	652	207
Queue Length 95th (ft)	#472	597		253	#986		246	1053		234	737	307
Internal Link Dist (ft)		916			628			540			870	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	500			240			170			190		60
Base Capacity (vph)	303	1104		280	873		196	1469		180	1378	682
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.79	0.67		0.43	1.08		0.59	0.88		0.61	0.72	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 220			
Actuated Cycle Length: 220			
Offset: 29 (13%), Referenced to phase 6:NBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 84.8		Intersection LOS: F	
Intersection Capacity Utilization 95.5%		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: 3: W Fairbanks Avenue & US 17-92 / S Orlando Avenue



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	2	16	11	0	12	6	1522	34	9	1428	19
Future Vol, veh/h	27	2	16	11	0	12	6	1522	34	9	1428	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	72	72	72	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	2	19	15	0	17	6	1569	35	9	1472	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2297	3116	746	2354	3109	802	1492	0	0	1604	0	0
Stage 1	1500	1500	-	1599	1599	-	-	-	-	-	-	-
Stage 2	797	1616	-	755	1510	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 21	12	360	19	12	331	456	-	-	413	-	-
Stage 1	130	187	-	113	167	-	-	-	-	-	-	-
Stage 2	351	164	-	371	185	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 19	12	360	17	12	331	456	-	-	413	-	-
Mov Cap-2 Maneuver	90	81	-	82	83	-	-	-	-	-	-	-
Stage 1	128	183	-	112	165	-	-	-	-	-	-	-
Stage 2	329	162	-	339	181	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.2	39.7	0	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	456	-	-	122	135	413	-	-
HCM Lane V/C Ratio	0.014	-	-	0.444	0.237	0.022	-	-
HCM Control Delay (s)	13	-	-	56.2	39.7	13.9	-	-
HCM Lane LOS	B	-	-	F	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	0.9	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	19	8	1494	1430	23
Future Vol, veh/h	47	19	8	1494	1430	23
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	94	94	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	24	9	1589	1505	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2330	765	1529	0	-	0
Stage 1	1517	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 32	350	441	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 31	350	441	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	402	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	57	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	441	-	148	-	-
HCM Lane V/C Ratio	0.019	-	0.564	-	-
HCM Control Delay (s)	13.3	-	57	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	-	-

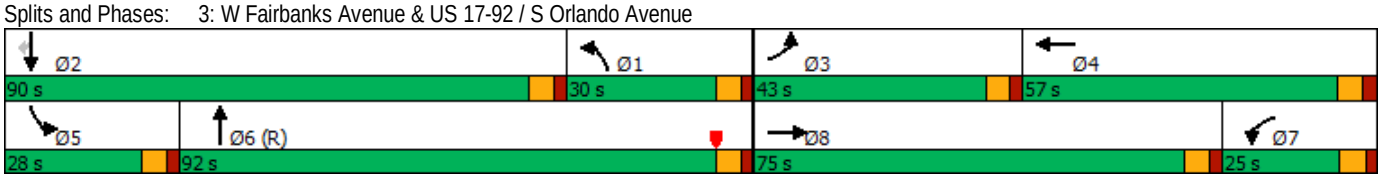
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	630	97	112	784	96	110	1178	51	110	1004	302
Future Volume (vph)	235	630	97	112	784	96	110	1178	51	110	1004	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	240		0	170		0	190		60
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.980			0.984			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3503	0	1805	3517	0	1805	3588	0	1805	3610	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3503	0	1805	3517	0	1805	3588	0	1805	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			2				107
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		996			708			620			950	
Travel Time (s)		19.4			13.8			12.1			18.5	
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	250	670	103	124	871	107	121	1295	56	113	1035	311
Shared Lane Traffic (%)												
Lane Group Flow (vph)	250	773	0	124	978	0	121	1351	0	113	1035	311
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases												2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.1	42.3		11.2	39.6		11.3	36.2		11.0	38.1	38.1
Total Split (s)	43.0	75.0		25.0	57.0		30.0	92.0		28.0	90.0	90.0
Total Split (%)	19.5%	34.1%		11.4%	25.9%		13.6%	41.8%		12.7%	40.9%	40.9%
Maximum Green (s)	37.0	69.0		18.8	50.4		24.0	86.0		22.0	84.0	84.0
Yellow Time (s)	4.0	4.0		4.1	4.1		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.1	2.5		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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.2	6.6		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	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	4.0		3.0	4.0	4.0
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		29.0			26.0			23.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	33.9	55.5		32.3	53.5		24.0	89.7		18.3	84.0	84.0
Actuated g/C Ratio	0.15	0.25		0.15	0.24		0.11	0.41		0.08	0.38	0.38
v/c Ratio	0.90	0.87		0.47	1.14		0.62	0.92		0.75	0.75	0.46
Control Delay	123.8	88.8		94.6	144.9		108.0	72.7		127.5	63.1	34.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	123.8	88.8		94.6	144.9		108.0	72.7		127.5	63.1	34.6
LOS	F	F		F	F		F	E		F	E	C
Approach Delay		97.3			139.3			75.6			62.0	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	358	567		168	~895		171	989		163	689	223
Queue Length 95th (ft)	#505	618		262	#1045		256	#1158		244	775	324
Internal Link Dist (ft)		916			628			540			870	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	500			240			170			190		60
Base Capacity (vph)	303	1104		264	860		196	1463		180	1378	682
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	0.70		0.47	1.14		0.62	0.92		0.63	0.75	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 220			
Actuated Cycle Length: 220			
Offset: 29 (13%), Referenced to phase 6:NBT, Start of Yellow			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 90.0		Intersection LOS: F	
Intersection Capacity Utilization 98.5%		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: 3: W Fairbanks Avenue & US 17-92 / S Orlando Avenue



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	2	22	11	0	12	13	1525	34	9	1431	26
Future Vol, veh/h	33	2	22	11	0	12	13	1525	34	9	1431	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	72	72	72	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	2	27	15	0	17	13	1572	35	9	1475	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2319	3140	751	2373	3136	804	1502	0	0	1607	0	0
Stage 1	1507	1507	-	1616	1616	-	-	-	-	-	-	-
Stage 2	812	1633	-	757	1520	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 21	11	358	19	11	330	452	-	-	412	-	-
Stage 1	129	185	-	110	164	-	-	-	-	-	-	-
Stage 2	343	161	-	370	183	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 19	10	358	17	10	330	452	-	-	412	-	-
Mov Cap-2 Maneuver	88	79	-	79	79	-	-	-	-	-	-	-
Stage 1	125	181	-	107	159	-	-	-	-	-	-	-
Stage 2	316	156	-	331	179	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	66.2	41.1	0.1	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	452	-	-	123	131	412	-	-
HCM Lane V/C Ratio	0.03	-	-	0.558	0.244	0.023	-	-
HCM Control Delay (s)	13.2	-	-	66.2	41.1	13.9	-	-
HCM Lane LOS	B	-	-	F	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	0.9	0.1	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	32	22	1501	1436	26
Future Vol, veh/h	50	32	22	1501	1436	26
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	94	94	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	41	23	1597	1512	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2371	770	1539	0	-	0
Stage 1	1526	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 30	348	438	-	-	-
Stage 1	169	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 28	348	438	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	65.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	438	-	155	-	-
HCM Lane V/C Ratio	0.053	-	0.67	-	-
HCM Control Delay (s)	13.7	-	65.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	3.8	-	-

Notes

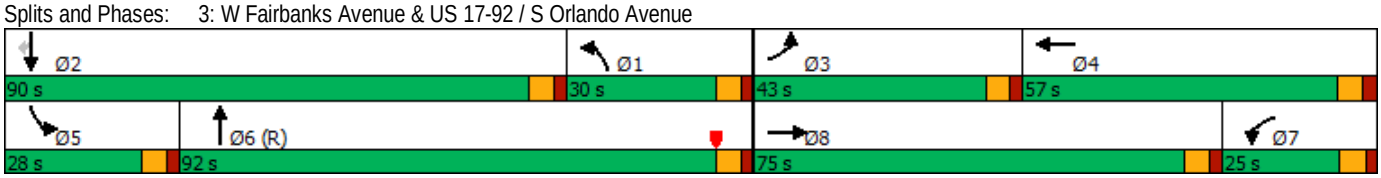
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	630	97	112	784	100	110	1185	51	114	1010	311
Future Volume (vph)	245	630	97	112	784	100	110	1185	51	114	1010	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	240		0	170		0	190		60
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.980			0.983			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3503	0	1805	3513	0	1805	3588	0	1805	3610	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3503	0	1805	3513	0	1805	3588	0	1805	3610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			2				107
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		996			1275			620			950	
Travel Time (s)		19.4			24.8			12.1			18.5	
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	261	670	103	124	871	111	121	1302	56	118	1041	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	773	0	124	982	0	121	1358	0	118	1041	321
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases												2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.1	42.3		11.2	39.6		11.3	36.2		11.0	38.1	38.1
Total Split (s)	43.0	75.0		25.0	57.0		30.0	92.0		28.0	90.0	90.0
Total Split (%)	19.5%	34.1%		11.4%	25.9%		13.6%	41.8%		12.7%	40.9%	40.9%
Maximum Green (s)	37.0	69.0		18.8	50.4		24.0	86.0		22.0	84.0	84.0
Yellow Time (s)	4.0	4.0		4.1	4.1		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.1	2.5		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		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.2	6.6		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead	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	4.0		3.0	4.0	4.0
Recall Mode	None	None		None	None		None	C-Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		29.0			26.0			23.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	34.7	55.5		32.3	52.7		24.0	89.3		18.7	84.0	84.0
Actuated g/C Ratio	0.16	0.25		0.15	0.24		0.11	0.41		0.08	0.38	0.38
v/c Ratio	0.92	0.87		0.47	1.16		0.62	0.93		0.77	0.76	0.47
Control Delay	125.8	88.8		94.6	153.0		108.0	74.0		129.1	63.4	35.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	125.8	88.8		94.6	153.0		108.0	74.0		129.1	63.4	35.5
LOS	F	F		F	F		F	E		F	E	D
Approach Delay		98.1			146.5			76.8			62.6	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	375	567		168	~910		171	1002		171	695	235
Queue Length 95th (ft)	#541	618		262	#1053		256	#1170		252	781	340
Internal Link Dist (ft)		916			1195			540			870	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	500			240			170			190		60
Base Capacity (vph)	303	1104		264	846		196	1457		180	1378	682
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.86	0.70		0.47	1.16		0.62	0.93		0.66	0.76	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 220			
Actuated Cycle Length: 220			
Offset: 29 (13%), Referenced to phase 6:NBT, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 92.1		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: 3: W Fairbanks Avenue & US 17-92 / S Orlando Avenue



APPENDIX F
Killarney Estates Neighborhood Traffic Study

Kimley»Horn

MEMORANDUM

To: Adam Wonus
Atrium Management Company

From: James M. Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: June 6, 2019

Subject: Killarney Estates Neighborhood Cut-through Traffic Study
City of Winter Park

Purpose

The following study was conducted to determine the amount of cut-through traffic occurring through the Killarney Estates neighborhood in Winter Park, FL during a typical weekday PM peak hour. Additionally, impacts of proposed solutions being considered to reduce the cut-through behavior were analyzed. The study was performed at the request of the developer of the proposed Henderson Hotel, located adjacent to the neighborhood, to facilitate discussions with the residents of Killarney Estates and the City of Winter Park regarding implementation of solutions to reduce cut-through traffic through the neighborhood.

Project Description

The Killarney Estates Subdivision is generally defined by the Orange County Property Appraiser as mixed-used parcels located in the northwest quadrant of the intersection at Fairbanks Avenue & US 17-92 in Winter Park, Florida. The neighborhood is bound in the west by lots along Lakeview Avenue and in the north by lots along Beachview Avenue. Retail and office uses are generally located along Fairbanks Avenue and US 17-92, while residential uses are located along internal local roads.

To avoid congestion on W Fairbanks Avenue and US 17-92, vehicles regularly use the local roads within the residential portion of Killarney Estates as a cut-through route. As shown in **Figure 1**, traffic generally accesses the residential portion of Killarney Estates from US 17-92 at Beachview Avenue (#1) and Fairview Avenue (#2). Traffic accesses the residential portion of Killarney Estates from W Fairbanks Avenue at Shoreview Avenue (#3) and Lakeview Avenue (#4). Several portions of the local roads within Killarney Estates are currently designated as one-way facilities.

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Figure 1: Project Location Map & Study Area Intersections



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Data Collection Methodology

To quantify the existing amount of cut-through traffic that occurs through Killarney Estates between W Fairbanks Avenue to US 17-92 in the PM peak hour, intersection count data was collected at the following four (4) primary access points during a typical weekday PM peak period (4 PM to 6 PM) as identified in **Figure 1**:

1. US 17-92 & Beachview Avenue
2. US 17-92 & Fairview Avenue
3. W Fairbanks Avenue & Shoreview Avenue
4. W Fairbanks Avenue & Lakeview Avenue

License plates were inventoried at the four (4) locations to isolate cut-through traffic from local traffic. The raw origin-destination data was collected on May 21, 2019 during the peak period (4 PM to 6 PM) and is provided in **Attachment A.**

Existing Cut-through Volumes

PM peak period (4 PM – 6 PM) origin-destination data at the four (4) access points was reviewed to determine PM peak hour cut-through behavior. A summary of the PM peak hour cut-through volumes is summarized by origin and destination in **Table 1** below.

Table 1: Summary of PM Peak Hour Cut-through Traffic Volumes

TO (Destination) / FROM (Origin)	1. Beachview Ave	2. Fairview Ave	3. Shoreview Ave	4. Lakeview Ave
1. Beachview Ave		-	1	0
2. Fairview Ave	-		2	2
3. Shoreview Ave	5	9		-
4. Lakeview Ave	13	9	-	

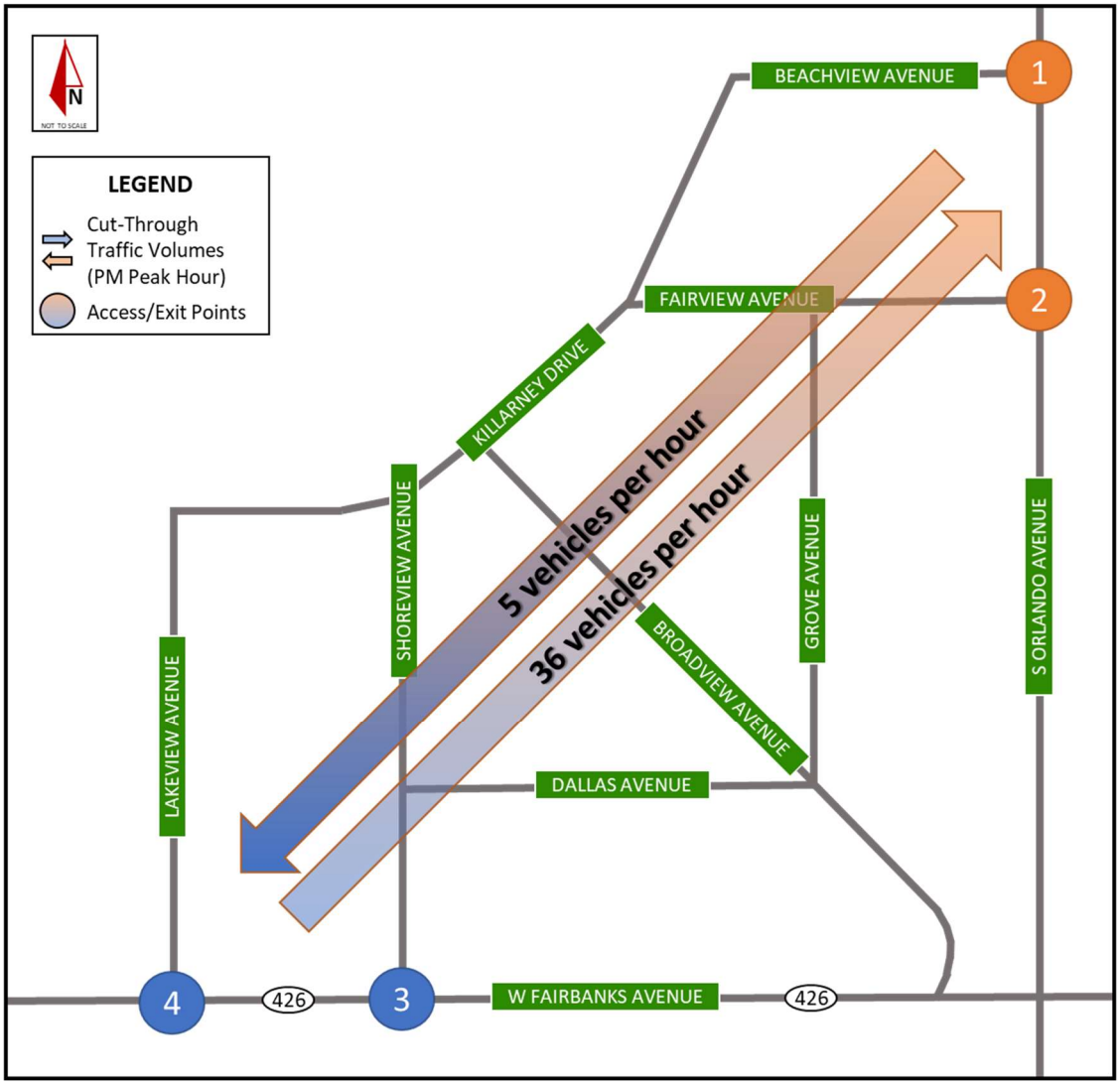
Notes: Values are cumulative number of vehicles per hour by direction.

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As shown in the table, 5 vehicles were observed cutting through Killarney Estates during the PM peak hour in the westbound direction (from US 17-92 to W Fairbanks Avenue) using the study area intersections. 36 vehicles were observed cutting through Killarney Estates during the PM peak hour in the eastbound direction (from W Fairbanks Avenue to US 17-92) using the study area intersections.

The primary direction of cut-through traffic through Killarney Estates is eastbound for, presumably, two major reasons. First, eastbound cut-through traffic avoids excessive delay at the eastbound approach at the intersection of W Fairbanks & US 17-92. Second, eastbound cut-through traffic is not restricted by one-way facilities in Killarney Estates in the same manner westbound cut-through traffic is. Compared to eastbound cut-through activity, westbound cut-through traffic observed was minimal. Overall cut-through behavior is shown in **Figure 2.**

Figure 2: PM Peak Hour Cut-Through Traffic Volumes



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Proposed Solutions

As shown in **Figure 3**, the following solutions are proposed to reduce the amount of cut-through traffic through the Killarney Estates neighborhood:

1. **Fairview Avenue Cul-de-sac** – As part of site development at the Henderson Hotel, it is proposed that Fairview Avenue be improved with a cul-de-sac design at the existing intersection of Fairview Avenue & Killarney Drive. Implementation of the cul-de-sac would remove existing connectivity at intersection, thus eliminating the cut-through route from W Fairbanks Avenue to US 17-92 via Killarney Drive. Killarney Drive (Broadview Avenue to the proposed dead end at Fairview Avenue) would be returned to two-way operation to allow for local access. The Fairbanks Avenue Cul-de-sac would be considered a permanent solution to reducing the Killarney Estates neighborhood cut-through route concerns.

2. **Killarney Drive Temporary Closure** – Prior to the more permanent Fairview Avenue Cul-de-sac solution, it is proposed that Killarney Drive be closed as a cut-through route by installing temporary roadway barriers on Killarney Drive between Shoreview Avenue and Broadview Avenue. As with the Fairview Avenue Cul-de-sac, implementation of the barriers would eliminate the cut-through route from W Fairbanks Avenue to US 17-92 via Killarney Drive.

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Figure 3: Proposed Solutions



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Solutions Analysis

As shown in the **Figure 3**, the proposed solutions would not completely shut off opportunities for cut-through traffic to occur through the Killarney Estates neighborhood. However, it would generally increase length and complexity of cut-through routes, which is anticipated to reduce the amount of traffic willing to divert through the neighborhood, as follows:

- Today, 61% of eastbound cut-through traffic in the peak hour access the neighborhood at Lakeview Avenue (22 eastbound vehicles per hour at Lakeview of 36 eastbound vehicles per hour total) to make a +/-0.4-mile trip to US 17-92 presumably via Killarney Drive. Without Killarney Drive connectivity, the same vehicle would increase the complexity of its cut-through route by adding several turns and add 50% to route distance.
- Today, 39% of eastbound cut-through traffic in the peak hour access the neighborhood at Shoreview Avenue (14 eastbound vehicles per hour at Lakeview of 36 eastbound vehicles per hour total) to make a +/-0.3-mile trip to US 17-92 presumably via Killarney Drive. Without Killarney Drive connectivity, the same vehicle would increase the complexity of its cut-through route by adding several turns and add 25% to route distance.

In addition to the anticipated reduction in eastbound cut-through traffic, the proposed improvements would also reduce safety concerns in the neighborhood. Eliminating the existing one-way control at Killarney Drive from Broadview Avenue and Fairview Avenue (in conjunction with the Fairview Avenue Cul-de-sac) would reduce the potential for head-on collisions with wrong-way drivers. As reported by residents of Killarney Estates, traffic is regularly observed traveling westbound on the eastbound-only segment. Additionally, reducing cut-through traffic on Killarney Drive will reduce the amount of traffic conflicts at the many all-way stop controlled intersections where cut-through vehicles are regularly observed not coming to a complete stop (or in some cases not slowing at all) at stop signs along the route.

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Conclusion

Data collected at the primary access points of the residential portions of the Killarney Estates neighborhood show that a significant amount of cut-through traffic occurs during a typical PM peak hour, primarily in the eastbound direction (from W Fairbanks Avenue to US 17-92). To reduce the amount of cut-through traffic through the neighborhood, it is proposed that Fairview Avenue be permanently improved with a cul-de-sac design at the existing intersection of Fairview Avenue & Killarney Drive in conjunction with the development of the Henderson Hotel site. In the interim, it is proposed that Killarney Drive be temporarily closed by installing roadway barriers on Killarney Drive between Shoreview Avenue and Broadview Avenue. These improvements are anticipated to reduce cut-through traffic volumes by increasing the length and complexity of cut-through routes through the neighborhood. The improvements would also reduce safety concerns associated with existing one-way control along a segment of Killarney Drive and cut-through drivers not obeying stop-control at intersections along Killarney Drive.

ATTACHMENT A
Origin-Destination Data

Prepared by National Data & Surveing Services

Origin and Destination Study

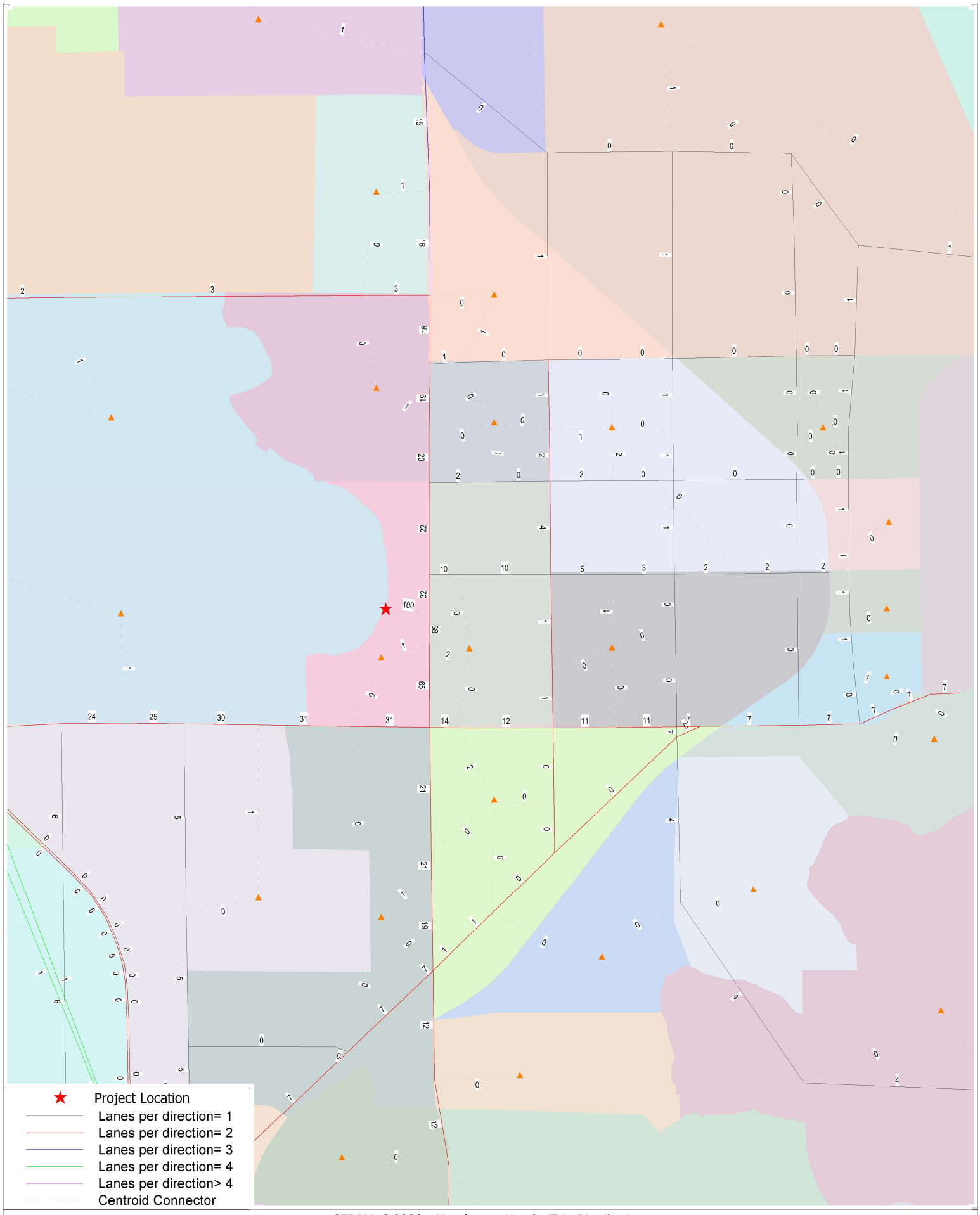
Project: 19-3369
Location: Winter Park, FL

Date: 5/21/2019
Day: Tuesday

Time	1->2	1->3	2->1	2->3	2->4	3->1	3->2	4->1	4->2	4->3	Grand Total
4:00:00 PM										1	1
4:15:00 PM	1	1			1	3		4	1		11
4:30:00 PM							2	5	5	1	13
4:45:00 PM			3	2	1	2	5	1	2	1	17
5:00:00 PM							2	3	1		6
5:15:00 PM						4	4		1		9
5:30:00 PM		1	1	2		3	2	2			11
5:45:00 PM						1	5	4	2	1	13
Grand Total	1	2	4	4	2	13	20	19	12	4	81

ID	Location
1	Vehicles entering & Exiting on Beachview Ave from/to S Orlando Ave
2	Vehicles entering & Exiting on Fairview Ave from/to S Orlando Ave
3	Vehicles Entering & exiting on Shoreview Ave from/to Fairbanks Ave
4	Vehicles Entering & exiting on Lakeview Ave from/to Fairbanks Ave

APPENDIX G
CFRPM Model Plot



CFRPMv6 2020 - Henderson Hotel - Trip Distribution
C:\FSUTMS\D5\CFRPMV61_Daily\Base\CF_2020\Henderson_20\Output\HWYLOAD_C20.NET 5/31/2019

APPENDIX H
Signal Timings

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																				

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

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Ent.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Actuated II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Lock Mem	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sim Gap Dis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Additional Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Ped Clr During Yel	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr During Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yel Min Override	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Startup Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Adv. Warn Flasher	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Ped Str Up Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr OVTG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Ped Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min2 Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min3 Vehicle Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped2 Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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	8,7		0	EBL
4	Phase Not On	1	8,7		0	WB
5	Phase Not On	2	2,1		0	SBL
6	Green No Walk	2	2,1		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	

37	None	0			0	
38	None	0			0	
39	None	0			0	
40	None	0			0	

Overlaps

OLP	Type	Included Phases	Modifier Phases	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Descriptions
1	Off			0	0	0	0	0	0	0	0	Off	
2	Off			0	0	0	0	0	0	0	0	Off	
3	Off			0	0	0	0	0	0	0	0	Off	
4	Off			0	0	0	0	0	0	0	0	Off	
5	Off			0	0	0	0	0	0	0	0	Off	
6	Off			0	0	0	0	0	0	0	0	Off	
7	Off			0	0	0	0	0	0	0	0	Off	
8	Off			0	0	0	0	0	0	0	0	Off	
9	Off			0	0	0	0	0	0	0	0	Off	
10	Off			0	0	0	0	0	0	0	0	Off	
11	Off			0	0	0	0	0	0	0	0	Off	
12	Off			0	0	0	0	0	0	0	0	Off	
13	Off			0	0	0	0	0	0	0	0	Off	
14	Off			0	0	0	0	0	0	0	0	Off	
15	Off			0	0	0	0	0	0	0	0	Off	
16	Off			0	0	0	0	0	0	0	0	Off	
17	Off			0	0	0	0	0	0	0	0	Off	
18	Off			0	0	0	0	0	0	0	0	Off	
19	Off			0	0	0	0	0	0	0	0	Off	
20	Off			0	0	0	0	0	0	0	0	Off	
21	Off			0	0	0	0	0	0	0	0	Off	
22	Off			0	0	0	0	0	0	0	0	Off	
23	Off			0	0	0	0	0	0	0	0	Off	
24	Off			0	0	0	0	0	0	0	0	Off	
25	Off			0	0	0	0	0	0	0	0	Off	
26	Off			0	0	0	0	0	0	0	0	Off	
27	Off			0	0	0	0	0	0	0	0	Off	
28	Off			0	0	0	0	0	0	0	0	Off	
29	Off			0	0	0	0	0	0	0	0	Off	
30	Off			0	0	0	0	0	0	0	0	Off	
31	Off			0	0	0	0	0	0	0	0	Off	
32	Off			0	0	0	0	0	0	0	0	Off	

Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 9

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 10

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 11

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 12

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

15	
16	

15	
16	

15	
16	

15	
16	

Sequence 13

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 14

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 15

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 16

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 17

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 18

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 19

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 20

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Coordination Parameters

Operational Mode	Correction Mode	Maximum Mode	Force Mode	Max Cyc Limit %	Min Cyc Limit %
Automatic	Shortway (Auto)	Max Inhibit	Floating	22	12

Patterns

Patt.	Cycle	Offset 1	Offset 2	Offset 3	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	180	149	0	0	1	2	Yellow	Max Inhibit	1	1	1
2	0	0	0	0	2	1	Yellow	Max Inhibit	1	1	1
3	200	28	0	0	3	2	Yellow	Max Inhibit	1	1	1
4	220	29	0	0	4	2	Yellow	Max Inhibit	1	1	1
5	140	18	0	0	5	4	Yellow	Max Inhibit	1	1	1
6	180	67	0	0	6	2	Yellow	Max Inhibit	1	1	1
7	0	0	0	0	7	1	Yellow	Max Inhibit	1	1	1
8	0	0	0	0	8	1	Yellow	Max Inhibit	1	1	1
9	0	0	0	0	9	1	Yellow	Max Inhibit	1	1	1
10	0	0	0	0	10	1	Yellow	Max Inhibit	1	1	1
11	0	0	0	0	11	1	Yellow	Max Inhibit	1	1	1
12	0	0	0	0	12	1	Yellow	Max Inhibit	1	1	1
13	0	0	0	0	13	1	Yellow	Max Inhibit	1	1	1
14	0	0	0	0	14	1	Yellow	Max Inhibit	1	1	1
15	0	0	0	0	15	1	Yellow	Max Inhibit	1	1	1
16	0	0	0	0	16	1	Yellow	Max Inhibit	1	1	1
17	0	0	0	0	17	1	Yellow	Max Inhibit	1	1	1
18	0	0	0	0	18	1	Yellow	Max Inhibit	1	1	1
19	0	0	0	0	19	1	Yellow	Max Inhibit	1	1	1
20	0	0	0	0	20	1	Yellow	Max Inhibit	1	1	1
21	190	136	0	0	21	10	Yellow	Max Inhibit	1	1	1
22	0	0	0	0	22	1	Yellow	Max Inhibit	1	1	1
23	195	190	0	0	23	2	Yellow	Max Inhibit	1	1	1
24	220	127	0	0	24	2	Yellow	Max Inhibit	1	1	1
25	0	0	0	0	25	1	Yellow	Max Inhibit	1	1	1
26	0	0	0	0	26	1	Yellow	Max Inhibit	1	1	1
27	0	0	0	0	27	1	Yellow	Max Inhibit	1	1	1
28	0	0	0	0	28	1	Yellow	Max Inhibit	1	1	1
29	0	0	0	0	29	1	Yellow	Max Inhibit	1	1	1
30	0	0	0	0	30	1	Yellow	Max Inhibit	1	1	1
31	0	0	0	0	31	1	Yellow	Max Inhibit	1	1	1
32	0	0	0	0	32	1	Yellow	Max Inhibit	1	1	1
33	0	0	0	0	33	1	Yellow	Max Inhibit	1	1	1
34	0	0	0	0	34	1	Yellow	Max Inhibit	1	1	1
35	0	0	0	0	35	1	Yellow	Max Inhibit	1	1	1
36	0	0	0	0	36	1	Yellow	Max Inhibit	1	1	1
37	0	0	0	0	37	1	Yellow	Max Inhibit	1	1	1
38	0	0	0	0	28	1	Yellow	Max Inhibit	1	1	1
39	0	0	0	0	39	1	Yellow	Max Inhibit	1	1	1
40	0	0	0	0	40	1	Yellow	Max Inhibit	1	1	1
41	0	0	0	0	41	1	Yellow	Max Inhibit	1	1	1
42	0	0	0	0	42	1	Yellow	Max Inhibit	1	1	1
43	0	0	0	0	43	1	Yellow	Max Inhibit	1	1	1
44	0	0	0	0	44	1	Yellow	Max Inhibit	1	1	1
45	0	0	0	0	45	1	Yellow	Max Inhibit	1	1	1
46	0	0	0	0	46	1	Yellow	Max Inhibit	1	1	1
47	0	0	0	0	47	1	Yellow	Max Inhibit	1	1	1
48	0	0	0	0	48	1	Yellow	Max Inhibit	1	1	1

49	0	0	0	0	49	1	Yellow	Max Inhibit	1	1	1
50	0	0	0	0	50	1	Yellow	Max Inhibit	1	1	1
51	0	0	0	0	51	1	Yellow	Max Inhibit	1	1	1
52	0	0	0	0	52	1	Yellow	Max Inhibit	1	1	1
53	0	0	0	0	53	1	Yellow	Max Inhibit	1	1	1
54	0	0	0	0	54	1	Yellow	Max Inhibit	1	1	1
55	0	0	0	0	55	1	Yellow	Max Inhibit	1	1	1
56	0	0	0	0	56	1	Yellow	Max Inhibit	1	1	1
57	0	0	0	0	57	1	Yellow	Max Inhibit	1	1	1
58	0	0	0	0	58	1	Yellow	Max Inhibit	1	1	1
59	0	0	0	0	59	1	Yellow	Max Inhibit	1	1	1
60	0	0	0	0	60	1	Yellow	Max Inhibit	1	1	1
61	0	0	0	0	61	1	Yellow	Max Inhibit	1	1	1
62	0	0	0	0	62	1	Yellow	Max Inhibit	1	1	1
63	0	0	0	0	63	1	Yellow	Max Inhibit	1	1	1
64	0	0	0	0	64	1	Yellow	Max Inhibit	1	1	1
65	0	0	0	0	65	1	Yellow	Max Inhibit	1	1	1
66	0	0	0	0	66	1	Yellow	Max Inhibit	1	1	1
67	0	0	0	0	67	1	Yellow	Max Inhibit	1	1	1
68	0	0	0	0	68	1	Yellow	Max Inhibit	1	1	1
69	0	0	0	0	69	1	Yellow	Max Inhibit	1	1	1
70	0	0	0	0	70	1	Yellow	Max Inhibit	1	1	1
71	0	0	0	0	71	1	Yellow	Max Inhibit	1	1	1
72	0	0	0	0	72	1	Yellow	Max Inhibit	1	1	1
73	0	0	0	0	73	1	Yellow	Max Inhibit	1	1	1
74	0	0	0	0	74	1	Yellow	Max Inhibit	1	1	1
75	0	0	0	0	75	1	Yellow	Max Inhibit	1	1	1
76	0	0	0	0	76	1	Yellow	Max Inhibit	1	1	1
77	0	0	0	0	77	1	Yellow	Max Inhibit	1	1	1
78	0	0	0	0	78	1	Yellow	Max Inhibit	1	1	1
79	0	0	0	0	79	1	Yellow	Max Inhibit	1	1	1
80	0	0	0	0	80	1	Yellow	Max Inhibit	1	1	1
81	0	0	0	0	81	1	Yellow	Max Inhibit	1	1	1
82	0	0	0	0	82	1	Yellow	Max Inhibit	1	1	1
83	0	0	0	0	83	1	Yellow	Max Inhibit	1	1	1
84	0	0	0	0	84	1	Yellow	Max Inhibit	1	1	1
85	0	0	0	0	85	1	Yellow	Max Inhibit	1	1	1
86	0	0	0	0	86	1	Yellow	Max Inhibit	1	1	1
87	0	0	0	0	87	1	Yellow	Max Inhibit	1	1	1
88	0	0	0	0	88	1	Yellow	Max Inhibit	1	1	1
89	0	0	0	0	89	1	Yellow	Max Inhibit	1	1	1
90	0	0	0	0	90	1	Yellow	Max Inhibit	1	1	1
91	0	0	0	0	91	1	Yellow	Max Inhibit	1	1	1
92	0	0	0	0	92	1	Yellow	Max Inhibit	1	1	1
93	0	0	0	0	93	1	Yellow	Max Inhibit	1	1	1
94	0	0	0	0	94	1	Yellow	Max Inhibit	1	1	1
95	0	0	0	0	95	1	Yellow	Max Inhibit	1	1	1
96	0	0	0	0	96	1	Yellow	Max Inhibit	1	1	1
97	0	0	0	0	97	1	Yellow	Max Inhibit	1	1	1
98	0	0	0	0	98	1	Yellow	Max Inhibit	1	1	1
99	0	0	0	0	99	1	Yellow	Max Inhibit	1	1	1
100	220	128	0	0	100	3	Yellow	Max Inhibit	1	1	1
101	220	128	0	0	101	3	Yellow	Max Inhibit	1	1	1
102	220	128	0	0	102	5	Yellow	Max Inhibit	1	1	1

103	0	0	0	0	103	1	Yellow	Max Inhibit	1	1	1
104	0	0	0	0	104	1	Yellow	Max Inhibit	1	1	1
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	
PH.	Time	PH	PH	Mode
1	25	.	.	None
2	65	X	.	None
3	38	.	.	None
4	52	.	.	Max Veh Recall
5	20	.	.	None
6	70	X	X	None
7	20	.	.	None
8	70	.	.	Max Veh Recall
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	
PH.	Time	PH	PH	Mode
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	
PH.	Time	PH	PH	Mode
1	32	.	.	None
2	73	X	.	None
3	35	.	.	None
4	60	.	.	None
5	22	.	.	None

Split 4		Coord	Ref	
PH.	Time	PH	PH	Mode
1	30	.	.	None
2	90	X	.	None
3	43	.	.	None
4	57	.	.	None
5	28	.	.	None

6	83	X	X	None
7	25	.	.	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

6	92	X	X	None
7	25	.	.	None
8	75	.	.	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 5		Coord	Ref	
PH.	Time	PH	PH	Mode
1	18	.	.	None
2	55	X	.	None
3	27	.	.	None
4	40	.	.	None
5	18	.	.	None
6	55	X	X	None
7	24	.	.	None
8	43	.	.	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 6		Coord	Ref	
PH.	Time	PH	PH	Mode
1	30	.	.	None
2	70	X	.	None
3	35	.	.	None
4	45	.	.	None
5	30	.	.	None
6	70	X	X	None
7	35	.	.	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 7		Coord	Ref	
PH.	Time	PH	PH	Mode
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 8		Coord	Ref	
PH.	Time	PH	PH	Mode
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 9		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
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

3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None

Split 9		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 10		Coord	Ref	
PH.	Time	PH	PH	Mode
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 11		Coord	Ref	
PH.	Time	PH	PH	Mode
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 12		Coord	Ref	
PH.	Time	PH	PH	Mode
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 13		Coord	Ref	
PH.	Time	PH	PH	Mode
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

Split 14		Coord	Ref	
PH.	Time	PH	PH	Mode
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

16	0	.	.	None

Split 15		Coord	Ref	
PH.	Time	PH	PH	Mode
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 16		Coord	Ref	
PH.	Time	PH	PH	Mode
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 17		Coord	Ref	
PH.	Time	PH	PH	Mode
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 18		Coord	Ref	
PH.	Time	PH	PH	Mode
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 19		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None

Split 19		Coord	Ref	
PH.	Time	PH	PH	Mode
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None

Split 20		Coord	Ref	
PH.	Time	PH	PH	Mode
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

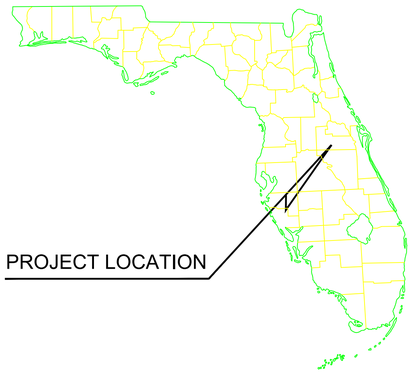
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16	0	.	.	None

Ring	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Offset																

Prioritor Settings

Prioritor	Priority Ph	Output Dly
1		0
2		20
3		0
4		15
5		0
6		0
7		0
8		0

Enabled	Lock Out Time
	0



CONDITIONAL USE PLANS

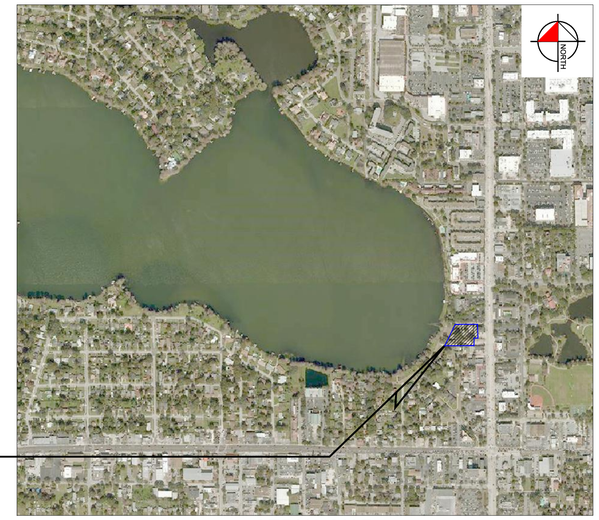
FOR

HENDERSON HOTEL

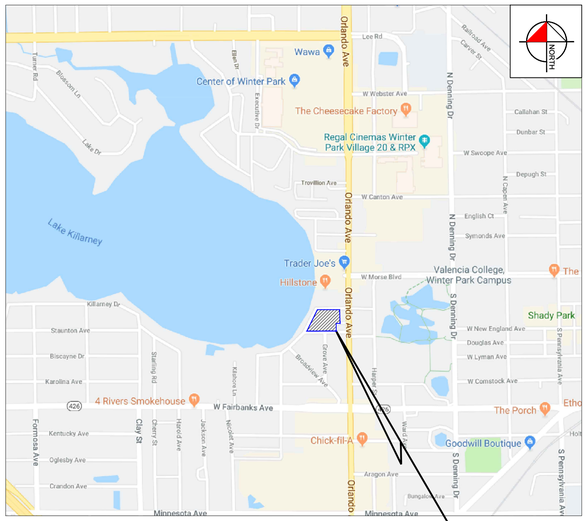
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12-22-29-4172-07-020
12-22-29-4172-07-030
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12-22-29-4172-07-060
12-22-29-4172-07-080
12-22-29-4172-05-110
12-22-29-4172-05-160
12-22-29-4172-05-170

CITY OF WINTER PARK, FLORIDA

NOVEMBER 5, 2020



AERIAL MAP
N.T.S.



VICINITY MAP
N.T.S.

PROJECT LOCATION

SHEET INDEX

Sheet Number	Sheet Title
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS AND DEMOLITION PLAN
C2.0	SITE PLAN
C3.0	PAVING, GRADING, AND DRAINAGE PLAN
C4.0	UTILITY PLAN
C5.0	TRUCK ROUTE

LEGAL DESCRIPTION

LOTS 1-11, BLOCK 7, RESURVEY OF KILLARNEY ESTATES, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK L, PAGE 9, PUBLIC RECORD OF ORANGE COUNTY, FLORIDA, TOGETHER WITH THAT PARCEL DESCRIBED AS KILLARNEY OAKS BUILDING, A CONDOMINIUM, ACCORDING TO CONDOMINIUM BOOK 7, PAGE 53, PUBLIC RECORDS OF ORANGE COUNTY FLORIDA, AND TOGETHER WITH BEGINNING AT THE SOUTHWEST CORNER OF LOT 1, BLOCK 7, RESURVEY OF KILLARNEY ESTATES, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK L, PAGE 9, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, THENCE RUN NORTHWESTERLY TO THE NORTHWEST CORNER OF NORTHEAST 1/4 OF SECTION 12, TOWNSHIP 29 SOUTH, RANGE 30 EAST; THENCE RUN SOUTHEASTERLY TO THE NORTHWESTERLY CORNER OF SAID LOT 4, BLOCK 7; THENCE SOUTHWESTERLY TO THE POINT OF BEGINNING, LESS THAT PART WITHIN THE RIGHT OF WAY AND LESS THAT PART FALLS IN LAKE KILLARNEY.

PROJECT TEAM

OWNER/DEVELOPER
ATRIUM MANAGEMENT COMPANY
3256 W. LAKE MARY BLVD, SUITE 1110
LAKE MARY, FL 32746
CONTACT: ADAM WONUS

SURVEYOR
VISIONLAND SERVICES
941 S. PENNSYLVANIA AVE,
WINTER PARK, FL 32789
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FL. P.E. NO. 74031

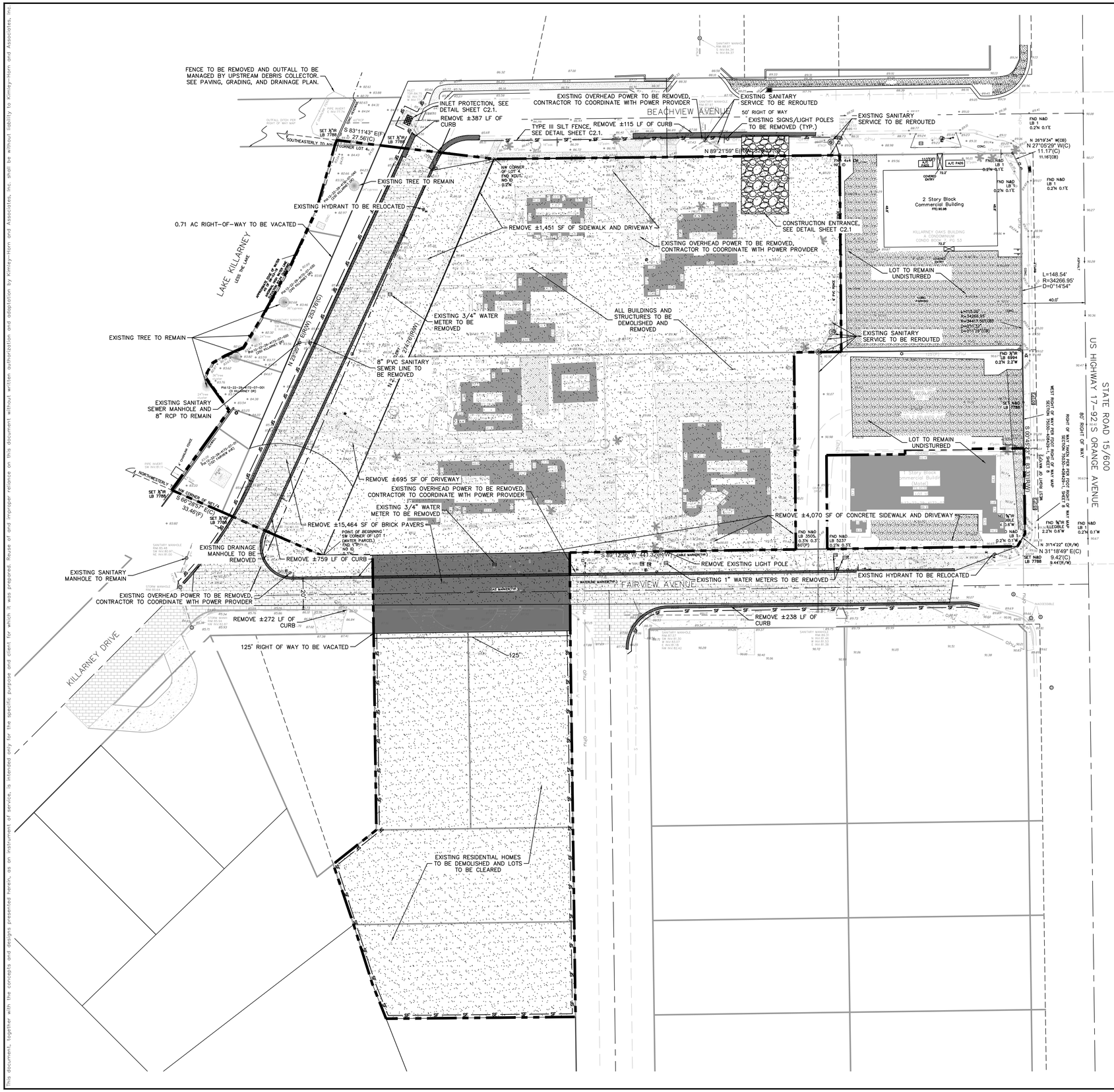
HENDERSON HOTEL
NOVEMBER 5, 2020
ENGINEER'S PROJECT No. 149309001

REVISIONS:

No.	DESCRIPTION	DATE	BY

Drawing name: K:\orl_civil\149309001-henderson hotel\CADD\conditional use\PlanSheets\C0.0 - COVER SHEET.dwg C0.0 COVER SHEET Nov 06, 2020 7:41am by: joshua.conradi

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NOTES:

1. ALL WATER UTILITIES AND SANITARY UTILITIES LOCATED USING CITY OF WINTER PARK INFORMATION. CONTRACTOR TO FIELD LOCATE UTILITIES FOR EXACT LOCATIONS.
2. INSTALL AND MAINTAIN SILT FENCE AT LIMITS OF CONSTRUCTION. SEE DETAIL SHEET.
3. PROVIDE SOIL TRACKING PREVENTION DEVICE AT ALL CONSTRUCTION ACCESS POINTS. SEE DETAIL SHEET.
4. UTILIZE PERFORATED SOCK DRAIN (OR EQUIVALENT) IN FRONT OF EXISTING/PROPOSED CURB INLETS ADJACENT TO CONSTRUCTION ACTIVITIES. SEE DETAIL SHEET.
5. INSTALL AND MAINTAIN FILTER FABRIC UNDER GRATES OF EXISTING/PROPOSED INLETS, SEE SHEET.
6. ALL EXISTING ON-SITE INFRASTRUCTURE AND UTILITIES SHALL BE DEMOLISHED AND REMOVED COMPLETELY UNLESS OTHERWISE NOTED. CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS PRIOR TO DEMOLITION. THERE MAY BE ON-SITE UNDERGROUND UTILITIES (SUCH AS IRRIGATION, SANITARY SEWER, POTABLE WATER LINES, NATURAL GAS LINES, ELECTRIC, TELEPHONE AND CABLE LINES) THAT WERE NOT LOCATED OR IDENTIFIED BY THE PROJECT SURVEYOR. PRIOR TO CONSTRUCTION START, CONTRACTOR SHALL FIELD VERIFY ALL EXISTING ON-SITE UTILITIES.
7. CONTRACTOR TO VERIFY THAT THERE ARE NO EXISTING FLOWS CONTRIBUTING TO THE EXISTING ON-SITE SANITARY SYSTEM PRIOR TO REMOVAL.
8. ALL STREET BRICKS SHALL BE REMOVED, SALVAGED, AND PALLETIZED.
9. SELECTED AREAS TO BE OVERLAYED ARE INDICATED ON PAVING GRADING AND DRAINAGE PLANS.

CONSTRUCTION FENCE:

THE CONTRACTOR SHALL INSTALL A CONSTRUCTION FENCE AROUND THE PERIMETER OF THE SITE, ADJACENT TO THE SILT FENCE, AS NEEDED.

LEGEND

- PROPERTY LINE
- 60.00 EXISTING SPOT ELEVATION
- SF SF TYPE III SILT FENCE
- SOIL TRACKING PREVENTION DEVICE (SEE SHEET C2.1 FOR DETAIL)
- INLET PROTECTION (SEE SHEET C2.1 FOR DETAIL)
- AREA TO BE DEMOLISHED
- RIGHT-OF-WAY TO BE VACATED (0.43 AC)

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BROOKS A. STICKLER, P.E.
FLORIDA LICENSE NUMBER 74031
DATE: ----

KHA PROJECT	149309001
DATE	11/05/2020
SCALE	AS SHOWN
DESIGNED BY	JAC
DRAWN BY	JAC
CHECKED BY	BAS

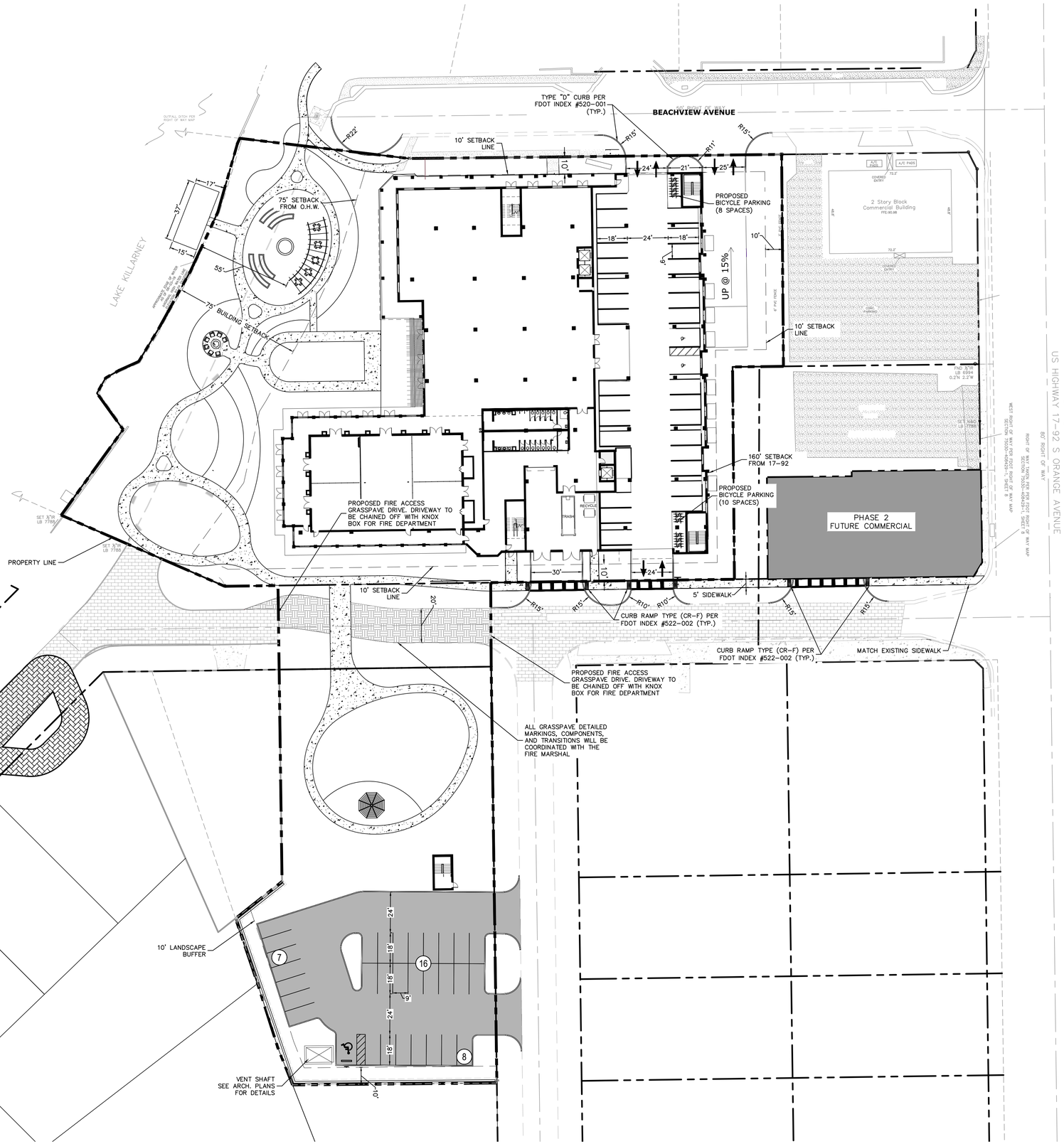
EXISTING CONDITIONS AND DEMOLITION PLAN

HENDERSON HOTEL

WINTER PARK FLORIDA

SHEET NUMBER
C1.0

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GRAPHIC SCALE IN FEET
0 15 30 60

SITE DATA: HENDERSON HOTEL

TOTAL AREA:	±2.97 ACRES
EXISTING ZONING:	C-3/O-1/R-1A
EXISTING USE:	COMMERCIAL, OFFICE, AND SINGLE FAMILY HOMES
PROPOSED LANDUSE:	HOTEL/PARK
PROPOSED BUILDING HEIGHT:	5 STORIES (55')
PROPOSED TOP OF PARAPET WALL HEIGHT:	65'
PROPOSED ARCHITECTURAL FEATURES HEIGHT:	73'
IMPERVIOUS AREA:	1.76 AC
PERVIOUS:	1.21 AC
PROPOSED ISR:	0.59
PROPOSED OPEN SPACE:	44%
PROPOSED FAR:	0.99
PROPOSED R.O.W TO BE VACATED:	0.56 ACRES
PROPOSED PARK AREA:	0.88 ACRES

BUILDING SETBACKS:	REQUIRED:	PROPOSED
EXISTING COMMERCIAL:	10 FT	10 FT
BEACHVIEW AVE.:	10 FT	10 FT
FAIRVIEW AVE.:	10 FT	15 FT
LAKESIDE:	75 FT	84 FT

REQUIRED PARKING:

HOTEL ROOMS (132)	1 SPACE/ROOM
RESTAURANT (220 SEATS)	1SPACE/3 SEATS
BALLROOM (7500SF):	1 SPACE/250 SF
TOTAL REQUIRED:	235 SPACES

PROVIDED PARKING:

STANDARD (9'X18'):	229 SPACES
ADA PARKING (12'X18'):	6 SPACES
TOTAL PROVIDED:	235 SPACES

REQUIRED BICYCLE PARKING:

1 SPACE/30 ROOMS:	132 ROOMS/30 = 5 SPACES
1 SPACE/50 EMPLOYEES:	1 SPACE
TOTAL REQUIRED:	6 SPACES

PROVIDED BICYCLE PARKING:

TOTAL PROVIDED:	18 SPACES

PHASING:
THIS PROJECT WILL BE CONSTRUCTED IN TWO (2) PHASES.

STORMWATER MANAGEMENT:
ALL STORMWATER RUNOFF ON-SITE WILL BE TREATED IN IN AN UNDERGROUND EXFILTRATION SYSTEM.

100 YEAR FLOODPLAIN:
100-YEAR FLOODPLAIN ELEVATION IS 84.4' PER FEMA PANEL #12095C0255F

SITE DATA: PHASE 2 COMMERCIAL

TOTAL AREA:	±0.18 ACRES
EXISTING ZONING:	C-3
EXISTING USE:	COMMERCIAL, HOTEL/MOTEL
PROPOSED LANDUSE:	COMMERCIAL

REQUIRED BUILDING SETBACKS:

S. ORANGE AVE. (US 17-92):	5 FT
EXISTING COMMERCIAL PROPERTY (SIDE):	5 FT
FAIRVIEW AVE.:	10 FT
EXISTING COMMERCIAL PROPERT (REAR):	30 FT

LEGEND
- PROPERTY LINE
- BUILDING SETBACK
- PROPOSED EASEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED BRICK ROAD
- PROPOSED PAVEMENT
- PROPOSED GRAVEPAVE FIRE ACCESS

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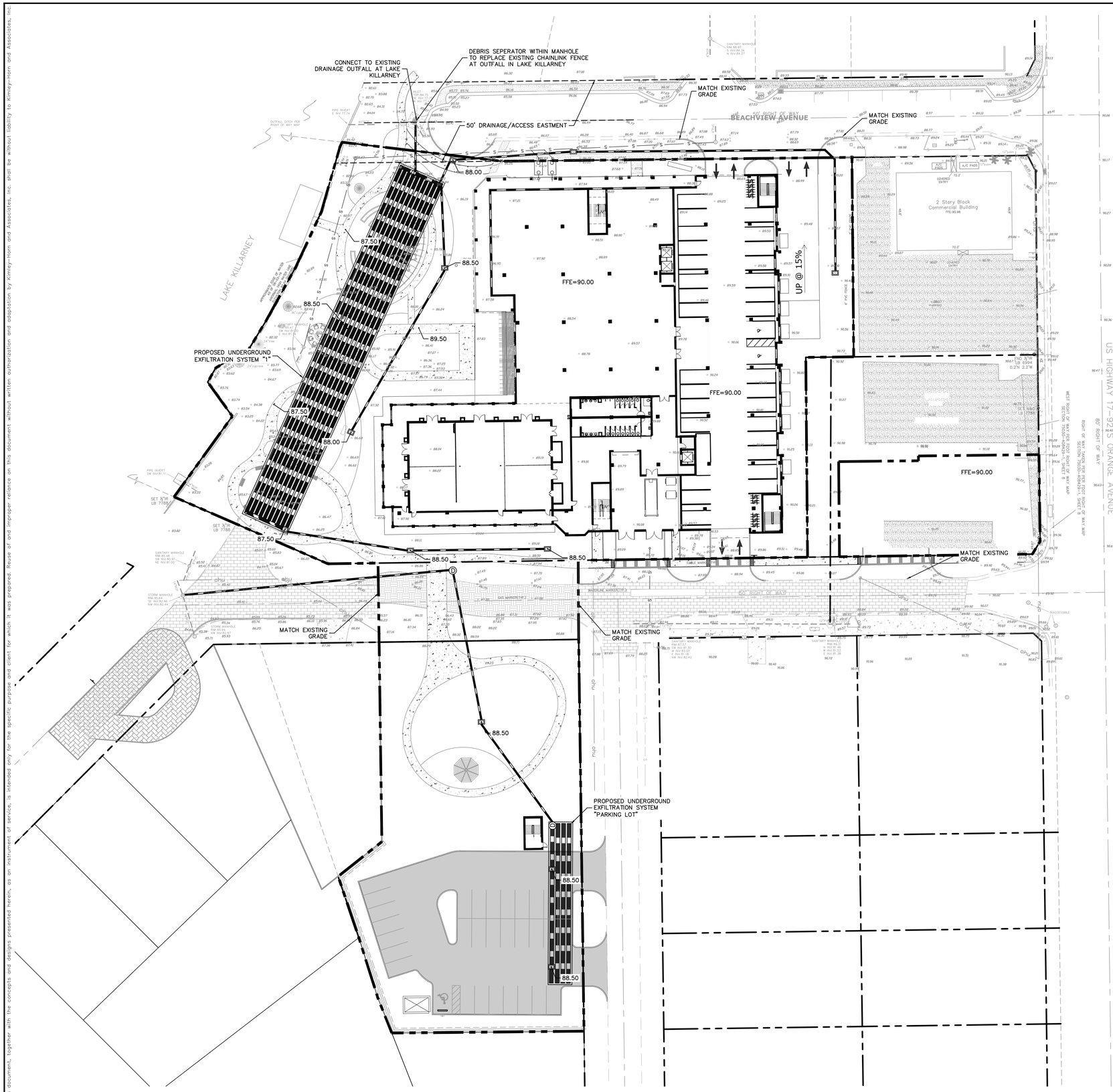
KHA PROJECT
149309001
DATE
11/05/2020
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY JAC
CHECKED BY BAS

SITE PLAN

HENDERSON HOTEL
FLORIDA
WINTER PARK

SHEET NUMBER
C2.0

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GRAPHIC SCALE IN FEET
0 15 30 60

WET DETENTION PROPOSED EXFILTRATION 1

Littoral Zone Provided?	NO		
Discharge Directly to Class I, II, III or OFW?	NO		
Basin Area =		2.30	acres
Impervious Area (Excluding pond area) =		1.44	acres
TV = 1" of runoff over site = [(Basin Area)(1")]/12" =		0.19	acre-ft.
OR			
TV = 2.5" of runoff from imp. area = [(Imp Area)(2.5")]/12" =		0.30	acre-ft.

EXFILTRATION 1 STAGE STORAGE

	Stage (ft)	Area (sq.-ft.)	Volume (cu.-ft.)	Volume (ac.-ft.)
Trench Bottom	83.5	3,100.00	0.00	0.000
Bottom of Pipe	83.5	3,100.00	0.00	0.000
	83.7	4,898.56	865.06	0.020
	83.9	5,498.08	1,910.41	0.044
	84.1	5,847.35	3,048.06	0.070
	84.3	6,037.04	4,238.81	0.097
Middle of Pipe	84.5	6,097.60	5,454.31	0.125
	84.7	6,037.04	6,669.81	0.153
	84.9	5,847.35	7,860.56	0.180
	85.1	5,498.08	8,998.21	0.207
	85.3	4,898.56	10,043.56	0.231
Top of Pipe	85.5	3,100.00	10,908.62	0.250
Top of Trench	86.5	3,100.00	14,008.62	0.322

PROPOSED EXFILTRATION "PARKING LOT"

Littoral Zone Provided?	NO		
Discharge Directly to Class I, II, III or OFW?	NO		
Basin Area =		0.80	acres
Impervious Area (Excluding pond area) =		0.25	acres
TV = 1" of runoff over site = [(Basin Area)(1")]/12" =		0.07	acre-ft.
OR			
TV = 2.5" of runoff from imp. area = [(Imp Area)(2.5")]/12" =		0.05	acre-ft.

EXFILTRATION "PARKING LOT" STAGE STORAGE

	Stage (ft)	Area (sq.-ft.)	Volume (cu.-ft.)	Volume (ac.-ft.)
Trench Bottom	84.0	630.00	0.00	0.000
Bottom of Pipe	84	630.00	0.00	0.000
	84.3	989.55	218.74	0.005
	84.5	1,109.40	482.53	0.011
	84.8	1,179.22	769.38	0.018
	85.0	1,217.14	1,069.50	0.025
Middle of Pipe	85.3	1,229.25	1,375.81	0.032
	85.5	1,217.14	1,682.12	0.039
	85.8	1,179.22	1,982.24	0.046
	86.0	1,109.40	2,269.10	0.052
	86.3	989.55	2,532.89	0.058
Top of Pipe	86.5	630.00	2,751.62	0.063
Top of Trench	87.5	630.00	3,381.62	0.078

NOTES:

1. ALL PEDESTRIAN SIDEWALKS, PATHWAYS, AND CROSSWALKS SHALL BE CONSTRUCTED NOT TO EXCEED 2.0% CROSS SLOPE NOR 5% LONGITUDINALLY. GRADES IN ACCESSIBLE PARKING SPACES SHALL NOT EXCEED 2% IN ANY DIRECTION. IN CASES OF SIDEWALK LANDINGS AT BUILDING ENTRANCES, GRADES SHALL NOT EXCEED 2% IN ANY DIRECTION. ACCESSIBLE CURB RAMPS SHALL NOT EXCEED 6" IN LENGTH AND 1:12 SLOPE. LANDINGS AT CHANGES IN DIRECTION SHALL BE MINIMUM 60"x60" AND SHALL NOT EXCEED 2% SLOPE IN ANY DIRECTION
2. GRADES TO MATCH EXISTING ELEVATIONS AT PROPERTY LINE UNLESS OTHERWISE NOTED.
3. 100-YEAR FLOODPLAIN ELEVATION IS 84.4' PER FEMA PANEL #12095C0255F

LEGEND

XX.XX	PROPOSED SPOT ELEVATION
	PROPOSED STORM PIPE
	PROPOSED STORM STRUCTURE
D	PROPOSED STORM MANHOLE
◦ 60.00	EXISTING SPOT ELEVATION
	PROPOSED PAVEMENT
	PROPOSED BRICK ROAD
	PROPOSED DRAINAGE/ACCESS EASMENT

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DATE
11/05/2020
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY JAC
CHECKED BY BAS
DATE: ----

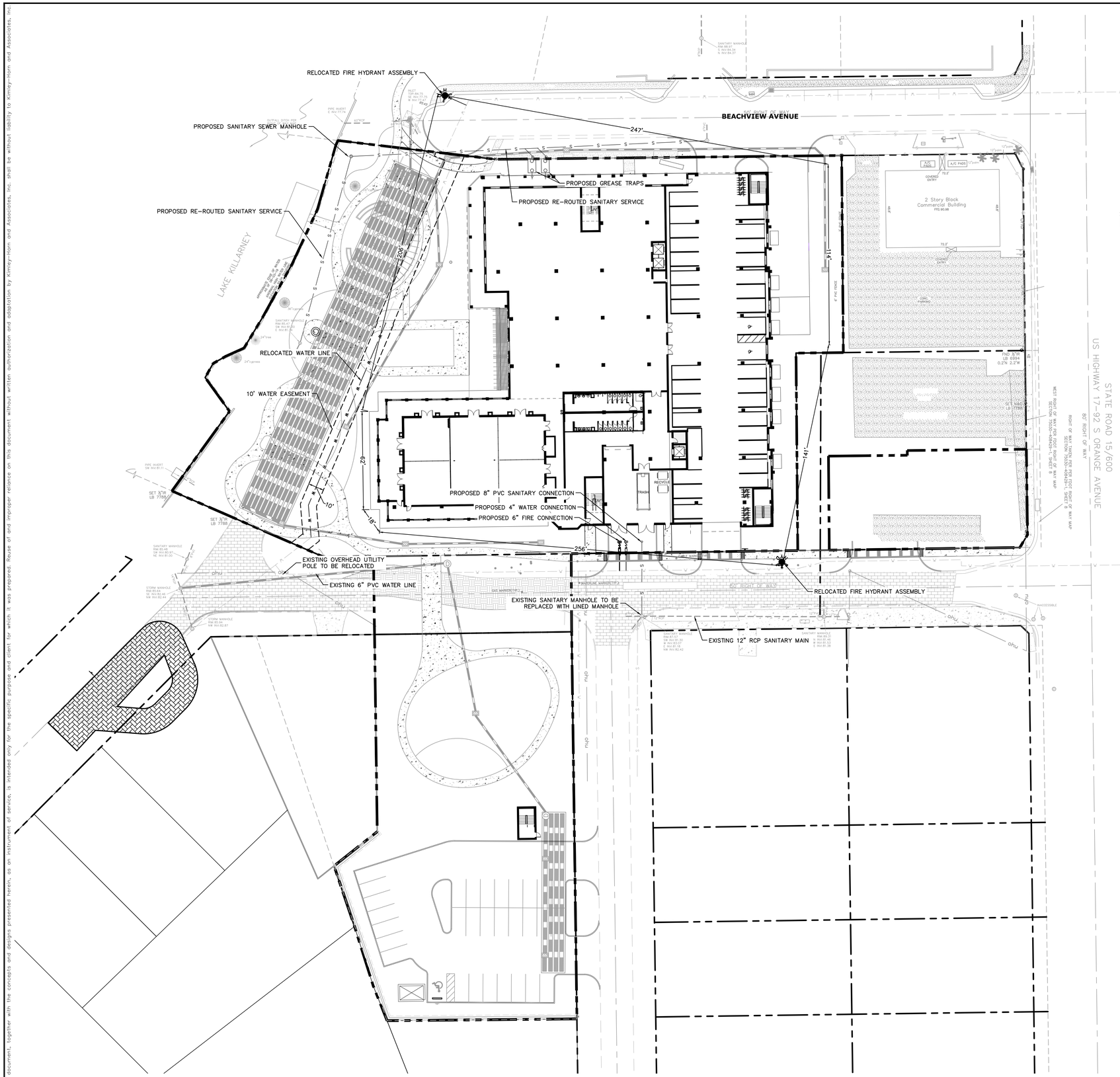
PAVING, GRADING, AND DRAINAGE PLAN

HENDERSON HOTEL

WINTER PARK FLORIDA

SHEET NUMBER
C3.0

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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

NOTE:

1. ALL WATER MAINS ARE TO MEET DEP REQUIRED CLEARANCES AT CROSSINGS OF SANITARY AND STORM SEWER.
2. ALL WATER MAINS TO BE INSTALLED WITH MINIMUM 3' OF COVER FROM PROPOSED GRADES.
3. WATER MAIN OVER STORM/SANITARY WHERE POSSIBLE BUT STILL NEEDS TO HAVE MINIMUM 3' COVER.
4. ALL PRIVATE COMBINATION FIRE & WATER MAINS SHALL MEET REQUIREMENTS OF NFPA 24, 2013 EDITION & 6TH EDITION OF THE FLORIDA FIRE PREVENTION CODE. CONTRACTOR TO COORDINATE WITH THE CITY OF WINTER PARK FOR INSPECTION AND PERMITTING OF COMBINATION MAINS.
5. CONTRACTOR TO FOLLOW ALL SITE REQUIREMENTS OUTLINED IN NFPA 1-16.1 AND NFPA 241

CITY OF WINTER PARK NOTES:

CONTINUOUS SERVICE OF CITY OF WINTER WATER AND WASTEWATER UTILITIES IS REQUIRED. CONTRACTOR SHALL COORDINATE WITH CITY OF WINTER PARK UTILITIES INSPECTOR PRIOR TO PRE-APPROVED INTERRUPTIONS 7 DAYS IN ADVANCE. CITY OF WINTER PARK UTILITIES PERSONNEL SHALL OPERATE ALL CITY-OWNED VALVES AND EQUIPMENT. PROVIDE WRITTEN PROCEDURE FOR DISINFECTION AND TESTING FOR APPROVAL.

CONNECTIONS:

THE EXISTING WATER MAINS SHALL REMAIN ACTIVE DURING CONSTRUCTION AND SHALL NOT BE TAKEN OUT OF SERVICE UNTIL THE NEWLY CONSTRUCTED LINES ARE INSTALLED AND CLEARED BY DEP.

AT CONNECTION POINTS, CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY ON CONNECTIONS VIA WET TAPS AND LINESTOPS AND/OR TEMPORARY JUMPERS FOR INSTALLATION AND CONNECTION OF NEW WATER MAINS AND FORCEMAINS.

LEGEND

- PROPOSED WATER PIPE
- PROPOSED FIRE PIPE (BY OTHERS)
- PROPOSED HYDRANT
- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM PIPE
- PROPOSED STORM MANHOLE
- PROPOSED STORM INLET
- EXISTING WATER PIPE
- EXISTING SANITARY SEWER PIPE
- PROPERTY LINE
- RIGHT OF WAY LINE
- PROPOSED WATER EASEMENT
- PROPOSED GREASE TRAP

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FLORIDA LICENSE NUMBER
74031
DATE: ----

KHA PROJECT
149309001
DATE
11/05/2020
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY JAC
CHECKED BY BAS

UTILITY PLAN

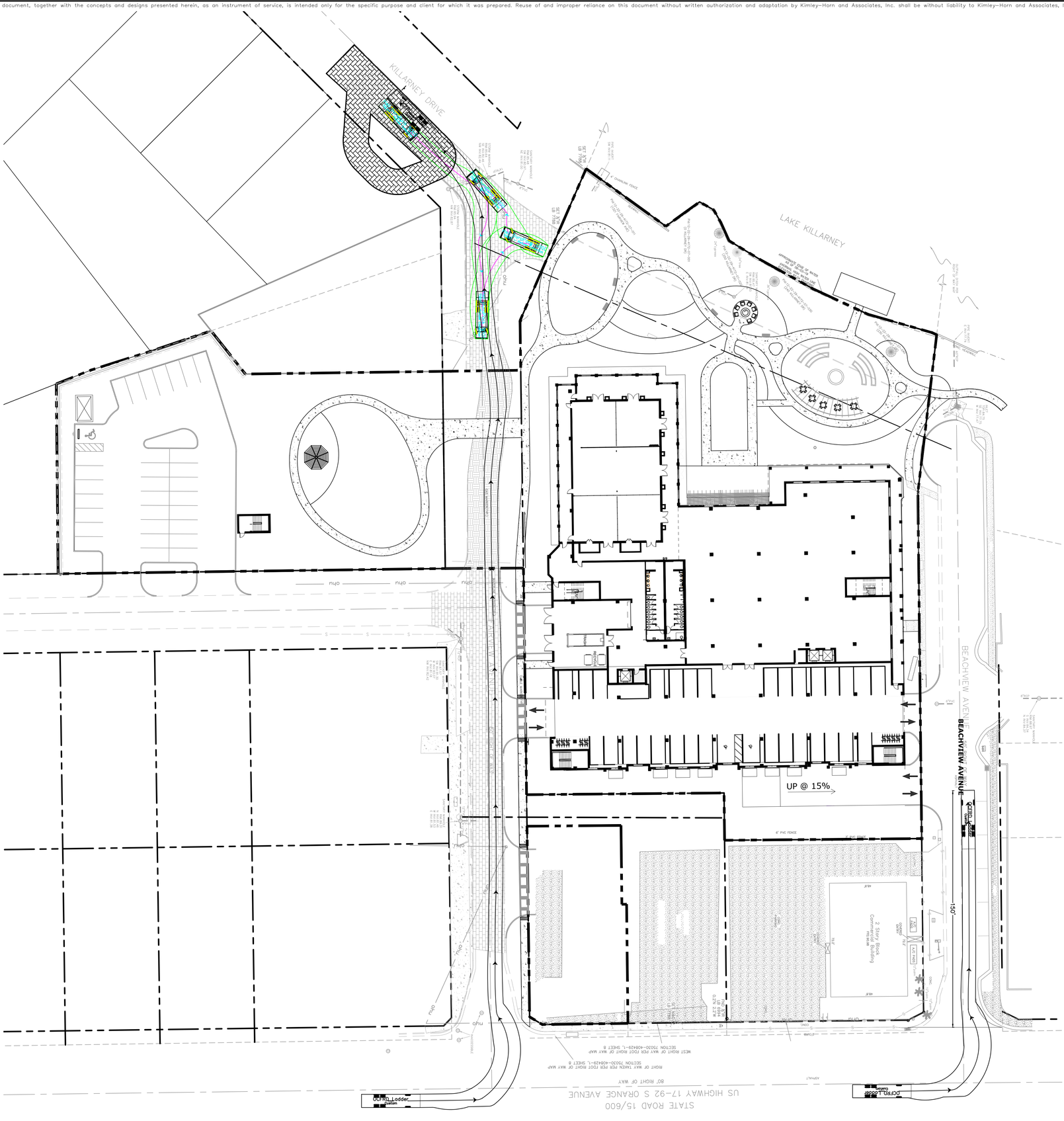
HENDERSON HOTEL

FLORIDA
WINTER PARK

SHEET NUMBER
C4.0

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HENDERSON HOTEL

WINTER PARK FLORIDA

TRUCK ROUTE

KHA PROJECT	1493090001
DATE	11/05/2020
SCALE	AS SHOWN
DESIGNED BY	JAC
DRAWN BY	JAC
CHECKED BY	BAS

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BROOKS A. STICKLER, P.E.

FLORIDA LICENSE NUMBER 74031

DATE: ----

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No.	REVISIONS	DATE	BY

UNIVERSAL ENGINEERING SCIENCES

KARST EVALUATION

HENDERSON HOTEL @ LAKE KILLARNEY
WEST OF US HIGHWAY 17/92 & FAIRVIEW AVENUE
WINTER PARK, ORANGE COUNTY, FLORIDA

UES PROJECT NO. 0130.2000488.0000
UES REPORT NO. 1826951

PREPARED FOR:

Winter Park Historic Hotels Group, Inc.
3200 S. Hiawassee Road, Suite 205
Orlando, Florida 32835

Attention: Ms. Nancy Rossman

PREPARED BY:

Universal Engineering Sciences
3532 Maggie Boulevard
Orlando, Florida 32811
(407) 423-0504

January 4, 2020

UNIVERSAL ENGINEERING SCIENCES
Consultants In: Geotechnical Engineering • Environmental Sciences
Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

LOCATIONS:
- Atlanta, GA
- Chantilly, VA
- Daytona Beach, FL
- Fort Myers, FL
- Fort Pierce, FL
- Gainesville, FL
- Hagerstown, MD
- Jacksonville, FL
- Miami, FL
- Ocala, FL
- Orlando, FL (Headquarters)
- Palm Coast, FL
- Panama City, FL
- Pensacola, FL
- Rockledge, FL
- Sarasota, FL
- St. Petersburg, FL
- Tampa, FL
- Tifton, GA
- West Palm Beach, FL

January 4, 2020

Winter Park Historic Hotels Group, Inc.
3200 S. Hiawassee Road, Suite 205
Orlando, Florida 32835

Attention: Ms. Nancy Rossman
narossman@narossman.com

Reference: **Karst Evaluation**
Henderson Hotel @ Lake Killarney
West of US Highway 17/92 & Fairview Avenue
Winter Park, Orange County, Florida
UES Project No. 0130.2000488.0000
UES Report No. 1826951

Dear Ms. Rossman:

As requested, Universal Engineering Sciences, LLC (UES) has completed a geotechnical exploration and karst evaluation at the above referenced project in Winter Park, Florida. The results of our exploration and evaluation are included in the following sections.

PROJECT DESCRIPTION

We understand that the proposed project will include the development of a new hotel in Winter Park, Florida. UES has previously performed a geotechnical exploration at this site (UES Report No. 1823872v3 dated December 3, 2020). Our previous exploration included three (3) deep SPT borings in order to evaluate the stability of the underlying geology and assess the relative potential for future sinkhole formation.

FIELD EXPLORATION

As part of our previous exploration, UES performed three (3) SPT borings across the site to depths of 85 to 115 feet below existing land surface (bls). The SPT borings, designated B-01, B-02 and B-03 on the attached Boring Location Plan, were performed in general accordance with the procedures of ASTM D 1586 “Standard Method for Penetration Test and Split-Barrel Sampling of Soils”.

USGS TOPOGRAPHIC MAP

According to information obtained from the United States Geologic Survey (USGS) “Orlando East, Florida” quadrangle map, and partially topographic information provided by the client, the native ground surface elevation across the site area is approximately +85 to +90 feet National Geodetic Vertical Datum (NGVD). The subject site is located immediately east of Lake Killarney. Based on review of the USGS map and historical data, Lake Killarney has a normal high water elevation ranging from about +83 to +84 feet NGVD (roughly +82 to +83 feet NAVD). A copy of a portion of the USGS Map is included in Appendix A.

SUBSURFACE FINDINGS

Generalized Soil Profile

The results of our field exploration, together with pertinent information obtained from the SPT borings, such as soil profiles, penetration resistance and groundwater levels are shown on the boring logs included in Appendix B. The Key to Boring Logs, Soil Classification Chart is also included in Appendix B. The soil profiles were prepared from field logs after the recovered soil samples were examined by a Geotechnical Engineer. The stratification lines shown on the boring logs represent the approximate boundaries between soil types, and may not depict exact subsurface soil conditions. The actual soil boundaries may be more transitional than depicted. A generalized soil profile encountered at our deep boring locations is presented in Table I. For detailed soil profiles, please refer to the attached boring logs in Appendix B.

TABLE I
GENERALIZED SOIL PROFILE (BORINGS B-01, B-02 AND B-03)

Typical Depth (feet, bls)		Soil Description	Range of SPT "N" Values (blows/ft)
From	To		
Surface	43 to 58	Very loose to very dense fine SAND [SP, SP-SM] and silty fine SAND [SM]	1 to 50+
43 to 58	70 to 100	Very loose to medium dense silty-clayey fine SAND [SC-SM, SC]	2 to 16
70 to 100	115*	Medium dense to very dense silty-clayey fine SAND [SC, SC-SM] with varying amounts of cemented sands and phosphate nodules	11 to 50+

* denotes maximum termination depth of the boring

No loss of drilling fluid circulation occurred within the drilled depths at the boring locations. The boreholes were grouted upon completion.

Groundwater Conditions

The groundwater was encountered at depths of approximately 3½ to 8 feet bls at the deep boring locations. The encountered and estimated seasonal high groundwater levels at each boring are shown on the boring logs in Appendix B. Fluctuations in groundwater levels should be anticipated throughout the year, primarily due to seasonal variations in rainfall, surface runoff, and other factors that may vary from the time the borings were conducted.

KARST EVALUATION AND SINKHOLE POTENTIAL

In order to evaluate the stability of the underlying geology and assess the relative potential for future sinkhole formation, we performed three (3) deep SPT borings to depths of 85 to 115 feet bls. The following paragraphs outline our discussions on general geology, mechanisms of sinkhole formations and potential for future sinkhole activity based on the subsurface conditions encountered at our boring location.

"Karst" Geology

The surface topography of much of the Central Florida bears the characteristics of karst geology. Most of this area including the subject site is underlain by a surficial deposit of sands with varying concentrations of silt, followed by clayey sands to sandy clays, and then limestone deposits. The clay layer just above the limestone deposit is referred to as the "Hawthorn" Formation. The clay layer generally acts as a confining layer, reducing the potential of the surface sands to erode into voids in the limestone. Generally, the thicker and denser the "Hawthorn" Formation, the less susceptible the site is to sinkhole development.

Mechanisms of a Sinkhole

A "sinkhole" is defined as a depression caused by the soil and other materials subsiding into an open hole or void below the ground surface. Sinkholes generally occur from the collapse of subsurface voids or from the erosion of overburden soil into the voids. The resulting surface expression of these karst features consists of depressional areas often circular in shape and commonly referred to as "sinkholes."

This phenomenon is common in karst geology such as in regions of Central Florida. The surficial sandy soils and intermediate clayey sands and sandy clays are underlain by limestone deposits. Due to the soluble nature of carbonates, the limestone deposit partially dissolves in water resulting in formation of voids, or underground caverns.

Typically, the soils existing immediately above the limestone consists of greenish-gray, sandy clays, clayey sands, and other low permeability soils commonly referred to as the Hawthorn Formation. The thicker and denser the Hawthorn Formation, the less susceptible the site is to sinkhole development. However, in areas where the limestone deposits include voids and where the Hawthorn Formation is relatively thin and weak, breaching of the Hawthorn Formation occurs under the overburden pressure. Occasionally, these voids or caverns collapse under overburden, resulting in the dramatic formation of sinkholes. In other instances, through geologic time, the resulting voids in the limestone bedrock provide paths through which groundwater travels, taking erodible soil with it. In these cases, the surficial relatively sandy soils "ravel" into the cavities and fractures in the limestone.

Generally Accepted Indicators of Sinkhole Activity

Based on the results of a geotechnical exploration, sinkhole activity at a given site may be indicated by the presence of some or all of the following conditions:

- A zone of very loose or raveled sandy soil, indicating movement of the soils into voids through the confining layer into the limestone below;
- The presence of an opening in the confining layer, as indicated by boring to the limestone and finding either little or no thickness of Hawthorn Formation;
- The presence of voids or fissures within the confining layer, possibly further evidenced by low or decreasing moisture content in the confining layer with increasing depth;
- Reduced water pressure in the soil voids ("pore pressure") with increasing depth, indicating downward flow of water;

- Loss of drilling fluid circulation during drilling. In the process of drilling, dense slurry of bentonite and water is circulated through the drilling rod to the rotary bit to stabilize the soil in the walls of the boring and to convey the soil cuttings to the surface. When loose zones of soil or voids in the soil or bedrock are encountered, a sudden loss of drilling fluid (slurry) occurs as the dense fluid enters the voids or expands against the loose soil;

- The presence of a deep buried deposit of organic soils consisting of fibrous or non- fibrous peat. These are evidence of an ancient sinkhole in the site's past geologic history. The steep side slopes of the ancient sinkhole caused the surficial vegetation and root mat to slough off into the bottom of the depression. This organic material over a long period of time decomposes and consolidates under overburden pressure from subsequent deposits of sandy material on top. The organic matter may be buried under subsequent deposition and erosion of the sides; and

Assessment of Site Subsurface Conditions

In general, the deep SPT borings indicated very loose to very dense sands and silty sands within the upper 50 feet followed by very loose to medium dense silty-clayey sands to depths of 70 to 100 feet. These layers were followed by medium dense to very dense silty-clayey sands with varying amounts of cemented sands and phosphate nodules to the termination depth of the borings. We did not find any significant very loose or raveled sandy soil zones within the boring termination depth. In addition, no loss of drilling fluid circulation occurred during drilling operations.

Assessment

Based upon our findings of our exploration, it is our opinion, within a reasonable professional probability, that borings B-01, B-02 and B-03 did not encounter subsurface conditions which would indicate typical high-risk “sinkhole” potential. **We believe that overall, the sinkhole potential on this site is no greater than that of the adjacent existing developments due to similar underlying geology.**

Evaluation of Subsurface Stability

In summary, the deep borings performed within the mapped karst areas did not encounter soil conditions which would indicate potential imminent sinkhole activity. Based upon the findings of our limited field testing program, **it our opinion that the subsurface conditions found at the boring locations appears relatively stable for the proposed development and construction with normal, site preparation techniques.**

Potential Risk of Induced Ground Subsidence

The proposed hotel is planned to include an underground parking garage (basement) which will have a bottom elevation of approximately 6 to 11 feet below current grade. Temporary dewatering will be necessary during construction to achieve the required excavation depths. Based on the results of our exploration, **it is our opinion that the temporary dewatering, basement excavation and construction of the hotel will not increase the risk of ground subsidence within or adjacent to the subject site.**

CLOSURE

We appreciate the opportunity to be working with you on this project and look forward to a continued association. Please note that all other provisions and recommendations listed in our previous report, which were not changed in this addendum report, still remain in effect. Please do not hesitate to contact us if you should have any questions, or if we may further assist you as your plans proceed.

Respectfully Submitted,
UNIVERSAL ENGINEERING SCIENCES, LLC
Certificate of Authorization No. 549

Andrew S. Wilderotter, P.E.
Geotechnical Project Manager

RICARDO C. KIRIAKIDIS LICENSE No. 70602 STATE OF FLORIDA PROFESSIONAL ENGINEER

1/4/2021

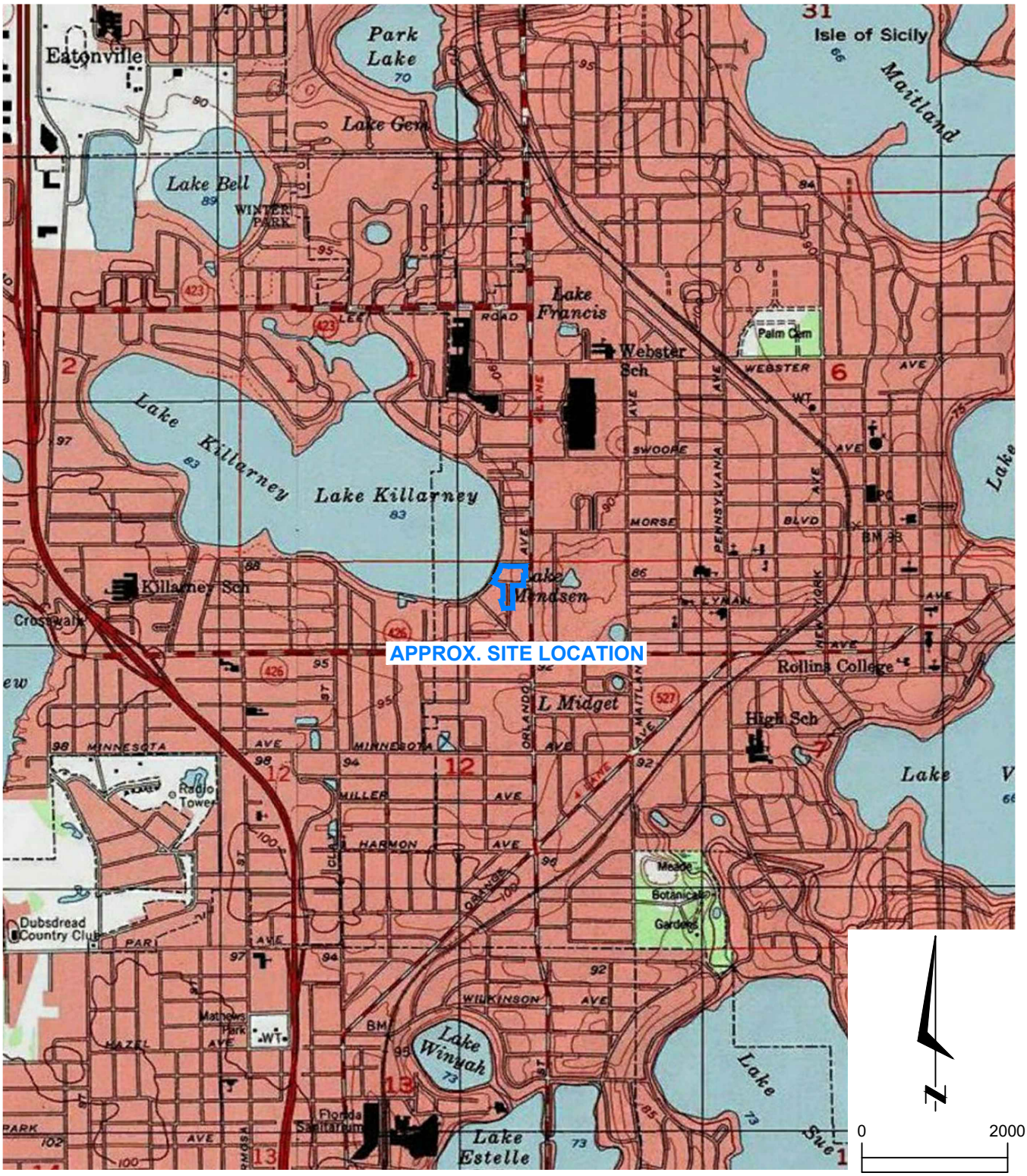
Ricardo C. Kiriakidis L.S., PhD., P.E.
Geotechnical Department Manager
Florida Registration No. 70602

Attachments:

Appendix A: USGS Topographic Map
Appendix B: Boring Location Plan, Boring Logs, Key to Boring Log

APPENDIX A





SOURCE: USGS QUADRANGLE MAP OF "ORLANDO EAST, FLORIDA".

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GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WEST OF US HIGHWAY 17/92 & FAIRVIEW AVENUE
WINTER PARK, ORANGE COUNTY, FLORIDA

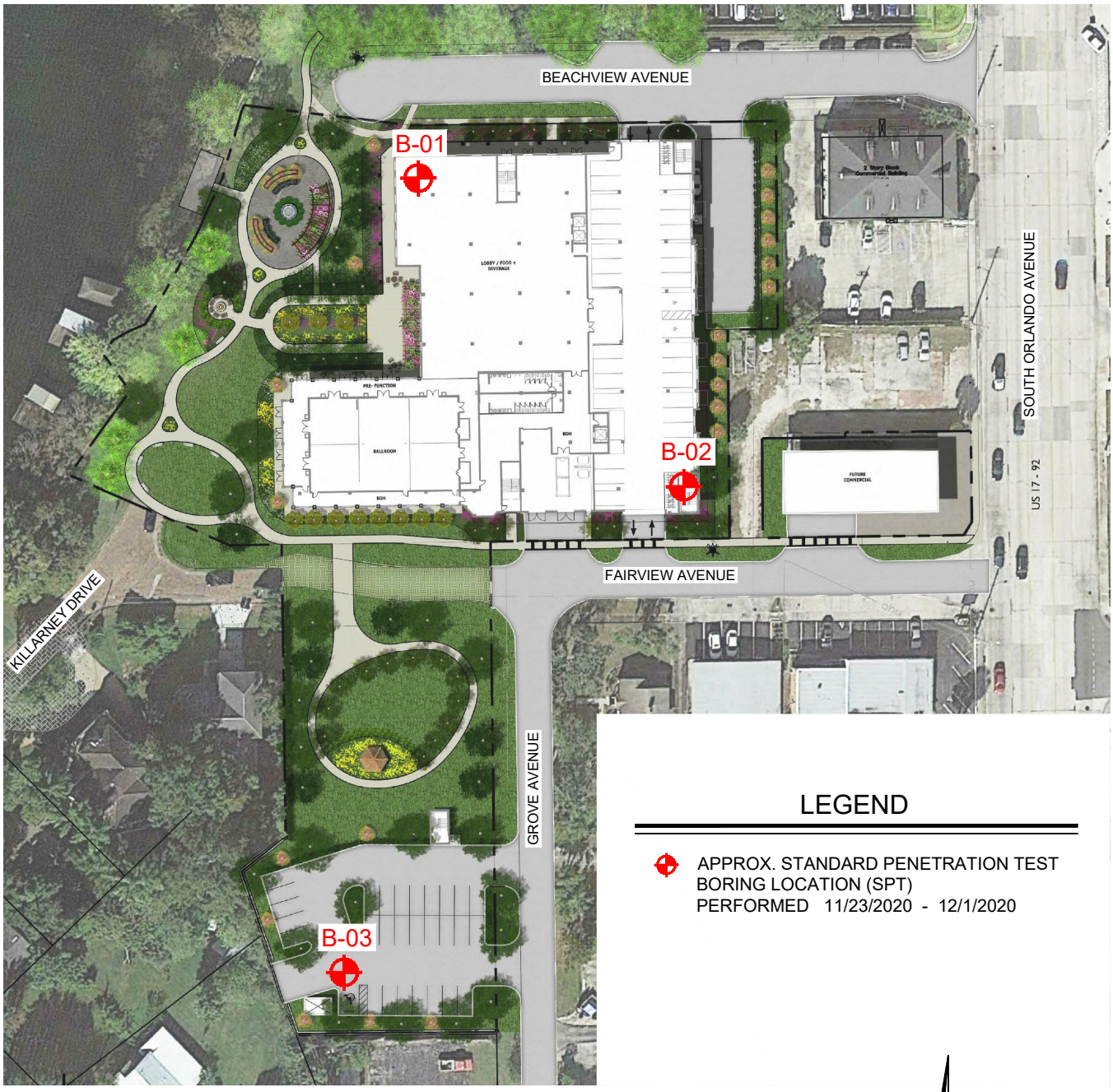
USGS TOPOGRAPHIC MAP

DRAWN BY:	N.F.	DATE:	12 - 28 - 20	CHECKED BY:	A.S.W.	DATE:	12 - 28 - 20
SCALE:	AS SHOWN	PROJECT NO:	0130.2000488.0000	REPORT NO:	1826951	PAGE NO:	A-1

20-0786-02

APPENDIX B

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LEGEND

APPROX. STANDARD PENETRATION TEST BORING LOCATION (SPT)
PERFORMED 11/23/2020 - 12/1/2020

0 100
SCALE (FT.)

N

THIS DRAWING CREATED USING PLAN PROVIDED BY CLIENT.

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ENGINEERING SCIENCES

GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WEST OF US HIGHWAY 17/92 & FAIRVIEW AVENUE
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING LOCATION PLAN

DRAWN BY:	N.F.	**DATE:**	12 - 28 - 20	**CHECKED BY:**	A.S.W.	**DATE:**	12 - 28 - 20
SCALE:	AS SHOWN	**PROJECT NO:**	0130.2000488.0000	**REPORT NO:**	1826951	**PAGE NO:**	B-1

20-0786-02

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.1

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-01** SHEET: **1 of 2**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

CLIENT: WINTER PARK HOTEL GROUP
LOCATION: SEE BORING LOCATION PLAN
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

G.S. ELEVATION (ft): N.S.
WATER TABLE (ft): 3.5
DATE OF READING: 11/23/2020
EST. SHGWT (ft): 3

DATE STARTED: 11/23/20
DATE FINISHED: 11/23/20
DRILLED BY: ORL - KR/DM/CM
TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0												
		4-3-3	6			Loose brown fine SAND with silt [SP-SM]						
		3-3-3	6	▽			6	20			13	
5		3-2-1	3			-- dark brown -- very loose						
		1-1-1	2				6	29			13	
		1-1-1	2									
10		3-5-3	8			-- loose						
15		4-4-4	8			Loose brown silty fine SAND [SM]						
20		7-7-7	14			-- medium dense, very light brown						
25		4-5-6	11			-- brown	18	24				
30		7-6-6	12									
35		6-9-9	18			-- light brown						
40		7-7-9	16									
45		3-2-2	4			-- loose, grey brown						
50		5-4-4	8			-- brown						
55		2-2-2	4									
60		2-2-3	5			Loose dark grey green silty clayey fine SAND [SC-SM]						

W-11391.GPJ

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.2

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-01**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

SHEET: **2 of 2**

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
65		1-2-2	4									
70		2-2-2	4									
75		3-3-4	7				13	30				
80		3-3-4	7									
85		3-2-4	6									
90		2-2-2	4									
95		1-2-2	4									
100		3-4-3	7			-- trace of cemented sand						
105		4-5-6	11			-- medium dense						
110		9-18-22	40			-- dense						
115		7-14-10	24			-- medium dense BORING TERMINATED AT 115.0 FEET						
120												

W-11391.GPJ

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.2

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-02** SHEET: **1 of 2**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

CLIENT: WINTER PARK HOTEL GROUP
LOCATION: SEE BORING LOCATION PLAN
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

G.S. ELEVATION (ft): N.S.
WATER TABLE (ft): 8
DATE OF READING: 11/30/2020
EST. SHGWT (ft): 7

DATE STARTED: 11/30/20
DATE FINISHED: 11/30/20
DRILLED BY: ORL - KR/JB
TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0						3" CONCRETE						
		3-3-3	6			Loose brown fine SAND [SP]	4	5				
		2-3-2	5			-- light brown						
5		3-5-8	13			-- medium dense						
		9-15-17	32	▽		Dense very dark brown fine SAND with silt, partially cemented "hardpan" [SP-SM]						
		20-19-24	43	▼								
10		33-50/5"	50/5"			-- very dense						
						Medium dense brown silty fine SAND [SM]						
15		8-6-6	12									
20		7-9-10	19			-- grey brown	22	21				
25		3-4-4	8			-- loose, light brown						
30		7-7-8	15			-- medium dense, brown						
35		10-14-15	29			-- light brown						
40		6-4-2	6			-- loose	14	30				
45		3-4-4	8									
50		4-9-9	18			-- medium dense, dark grey green						
55		1-1-2	3			Very loose dark grey green silty clayey fine SAND [SC-SM]						
60		4-2-2	4			-- loose						

W-11391.GPJ

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.3

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-02**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

SHEET: **2 of 2**

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
65		2-2-3	5				14	33				
70		6-5-6	11			-- medium dense						
75		4-3-4	7			-- loose						
80		2-2-2	4			Loose dark grey green clayey fine SAND [SC]						
85		3-2-2	4				32	54				
90		3-3-11	14			-- medium dense						
95		16-20-21	41			-- dense, with cemented sand & phosphates nodules						
100		44-24-18	42			BORING TERMINATED AT 100.0 FEET						
105												
110												
115												
120												

W-11391.GPJ

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.3

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-03** SHEET: **1 of 2**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

CLIENT: WINTER PARK HOTEL GROUP
LOCATION: SEE BORING LOCATION PLAN
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

G.S. ELEVATION (ft): N.S.
WATER TABLE (ft): 5.5
DATE OF READING: 12/1/2020
EST. SHGWT (ft): 4.5

DATE STARTED: 12/1/20
DATE FINISHED: 12/1/20
DRILLED BY: ORL - KR/JB/CM
TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0												
		4-3-3	6			Loose brown fine SAND with silt [SP-SM]	9	9			8	
		2-2-2	4									
5		2-1-0	1	▽								
		1-1-1	2			Very loose brown silty fine SAND [SM]	20	25				
		1-2-3	5			-- dark brown -- loose, with roots						
		3-1-2	3			-- very loose, brown						
10												
15		3-3-4	7			-- loose, light brown						
20		4-4-4	8									
25		3-4-5	9			-- very light brown						
30		2-2-3	5			-- light brown	14	29				
35		2-3-3	6									
40		1-0-1	1			-- very loose						
45		1-1-1	2			Very loose dark grey green silty clayey fine SAND [SC-SM]						
50		2-3-4	7			-- loose						
55		5-6-7	13			-- medium dense	13	30				
60		5-7-9	16									

W-11391.GPJ

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.4

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-03**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

SHEET: **2 of 2**

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
65		5-6-9	15									
70		3-2-3	5			-- loose						
75		10-12-33	45			Dense dark grey green clayey fine SAND with cemented sand & phosphate nodules [SC]						
80		40-50/2"	50/2"			-- very dense						
85		38-41-40	81			BORING TERMINATED AT 85.0 FEET						
90												
95												
100												
105												
110												
115												
120												

W-11391.GPJ

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KEY TO BORING LOGS

SYMBOLS AND ABBREVIATIONS

SYMBOL	DESCRIPTION
N-Value	No. of Blows of a 140-lb. Weight Falling 30 Inches Required to Drive a Standard Spoon 1 Foot
WOR	Weight of Drill Rods
WOH	Weight of Drill Rods and Hammer
	Sample from Auger Cuttings
	Standard Penetration Test Sample
	Thin-wall Shelby Tube Sample (Undisturbed Sampler Used)
RQD	Rock Quality Designation
	Stabilized Groundwater Level
	Seasonal High Groundwater Level (also referred to as the W.S.W.T.)
NE	Not Encountered
GNE	Groundwater Not Encountered
BT	Boring Terminated
-200 (%)	Fines Content or % Passing No. 200 Sieve
MC (%)	Moisture Content
LL	Liquid Limit (Atterberg Limits Test)
PI	Plasticity Index (Atterberg Limits Test)
NP	Non-Plastic (Atterberg Limits Test)
K	Coefficient of Permeability
Org. Cont.	Organic Content
G.S. Elevation	Ground Surface Elevation

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES
COARSE GRAINED SOILS More than 50% retained on the No. 200 sieve*	GRAVELS 50% or more of coarse fraction retained on No. 4 sieve	CLEAN GRAVELS	GW	Well-graded gravels and gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels and gravel-sand mixtures, little or no fines
		GRAVELS WITH FINES	GM	Silty gravels and gravel-sand-silt mixtures
			GC	Clayey gravels and gravel-sand-clay mixtures
	SANDS More than 50% of coarse fraction passes No. 4 sieve	CLEAN SANDS 5% or less passing No. 200 sieve	SW**	Well-graded sands and gravelly sands, little or no fines
			SP**	Poorly graded sands and gravelly sands, little or no fines
		SANDS with 12% or more passing No. 200 sieve	SM**	Silty sands, sand-silt mixtures
			SC**	Clayey sands, sand-clay mixtures
FINE-GRAINED SIOLS 50% or more passes the No. 200 sieve*	SILTS AND CLAYS Liquid limit 50% or less		ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS Liquid limit greater than 50%		MH	Inorganic silts, micaceous or diamicaceous fine sands or silts, elastic silts
			CH	Inorganic clays or clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity
			PT	Peat, muck and other highly organic soils

*Based on the material passing the 3-inch (75 mm) sieve
** Use dual symbol (such as SP-SM and SP-SC) for soils with more than 5% but less than 12% passing the No. 200 sieve

RELATIVE DENSITY
(Sands and Gravels)
Very loose – Less than 4 Blow/Foot
Loose – 4 to 10 Blows/Foot
Medium Dense – 11 to 30 Blows/Foot
Dense – 31 to 50 Blows/Foot
Very Dense – More than 50 Blows/Foot

CONSISTENCY
(Silts and Clays)
Very Soft – Less than 2 Blows/Foot
Soft – 2 to 4 Blows/Foot
Firm – 5 to 8 Blows/Foot
Stiff – 9 to 15 Blows/Foot
Very Stiff – 16 to 30 Blows/Foot
Hard – More than 30 Blows/Foot

RELATIVE HARDNESS
(Limestone)
Soft – 100 Blows for more than 2 Inches
Hard – 100 Blows for less than 2 Inches

MODIFIERS

These modifiers Provide Our Estimate of the Amount of Minor Constituents (Silt or Clay Size Particles) in the Soil Sample
Trace – 5% or less
With Silt or With Clay – 6% to 11%
Silty or Clayey – 12% to 30%
Very Silty or Very Clayey – 31% to 50%

These Modifiers Provide Our Estimate of the Amount of Organic Components in the Soil Sample
Trace – Less than 3%
Few – 3% to 4%
Some – 5% to 8%
Many – Greater than 8%

These Modifiers Provide Our Estimate of the Amount of Other Components (Shell, Gravel, Etc.) in the Soil Sample
Trace – 5% or less
Few – 6% to 12%
Some – 13% to 30%
Many – 31% to 50%

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Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

LOCATIONS:
- Atlanta, GA
- Chantilly, VA
- Daytona Beach, FL
- Fort Myers, FL
- Fort Pierce, FL
- Gainesville, FL
- Hagerstown, MD
- Jacksonville, FL
- Miami, FL
- Ocala, FL
- Orlando, FL (Headquarters)
- Palm Coast, FL
- Panama City, FL
- Pensacola, FL
- Rockledge, FL
- Sarasota, FL
- St. Petersburg, FL
- Tampa, FL
- Tifton, GA
- West Palm Beach, FL

January 4, 2021

Winter Park Historic Hotels Group, Inc.
3200 S. Hiawassee Road, Suite 205
Orlando, Florida 32835

Attention: Ms. Nancy Rossman
narossman@narossman.com

Reference: **Response to Document Review Letter**
Henderson Hotel @ Lake Killarney
West of US Highway 17/92 & Fairview Avenue
Winter Park, Orange County, Florida
UES Project No. 0130.2000488.0000
UES Report No. 1828039

Dear Ms. Rossman:

As requested, we have completed a review of the document review letter prepared by Pillar Engineering (Pillar Engineering Project ORA2020.12.07 dated December 18, 2020). Universal Engineering Sciences has performed a geotechnical exploration for the proposed development (UES Report No. 1823872v3 dated December 23, 2020). Based on our review of the Pillar letter, there were two geotechnical concerns addressed regarding the proposed development. The concerns and our responses are listed below.

Risk of excavation soil failure:

"Any analysis of this project should seriously consider the risk to Lake Killarney and neighboring properties should dewatering or excavation efforts fail while this below grade parking garage is constructed."

UES Response: Temporary dewatering and excavation will be necessary for construction of the garage/basement structure. These earthwork procedures are common in the Central Florida area for similar projects. The dewatering operations will be temporary and only be performed during construction of the garage. Our geotechnical exploration did not encounter any evidence indicating a potential risk for slope/soil failure. Provided that the excavation is properly sloped or braced, as recommended in our geotechnical report and following common construction practices, the risk for soil failure is no greater at this project site than other similar projects successfully constructed within the area.

Potential risk of induced ground subsidence:

"Extensive excavation and mechanically induced fluctuations of the groundwater table in this geographically sensitive area greatly increase the risk of ground subsidence within or near the project site."

UES Response: Based upon our findings of our exploration, it is our opinion, within a reasonable professional probability, that our borings did not encounter subsurface conditions which would indicate the presence of unstable soils typically associated with high-risk "sinkhole" potential. We believe that overall, the sinkhole potential on this site is no greater than that of the adjacent existing developments due to similar underlying geology. Therefore, it is our opinion that the temporary dewatering, basement excavation and construction of the hotel will not increase the risk of ground subsidence within or adjacent to the subject site.

We appreciate the opportunity to be working with you on this project and look forward to a continued association. Please do not hesitate to contact us if you should have any questions, or if we may further assist you as your plans proceed.

Respectfully Submitted,
UNIVERSAL ENGINEERING SCIENCES, LLC
Certificate of Authorization No. 549

Ricardo C. Kiriakidis L., PhD., P.E.
Geotechnical Department Manager

ANDREW S. WILDEROTTER LICENSE NO. 65727 STATE OF FLORIDA PROFESSIONAL ENGINEER

Andrew S. Wilderotter, P.E.
Date: 11/4/24
Geotechnical Project Manager
Florida Registration No. 65727

UNIVERSAL ENGINEERING SCIENCES

GEOTECHNICAL EXPLORATION

HENDERSON HOTEL AT LAKE KILLARNEY
WEST OF US HIGHWAY 17/92 & FAIRVIEW AVENUE
WINTER PARK, ORANGE COUNTY, FLORIDA

UES PROJECT NO. 0130.2000488.0000
UES REPORT NO. 1823872v3

PREPARED FOR:

Winter Park Historic Hotels Group, Inc.
3200 S. Hiawassee Road, Suite 205
Orlando, Florida 32835

Attention: Ms. Nancy Rossman

PREPARED BY:

Universal Engineering Sciences
3532 Maggie Boulevard
Orlando, Florida 32811
(407) 423-0504

December 23, 2020

UNIVERSAL ENGINEERING SCIENCES
Consultants In: Geotechnical Engineering • Environmental Sciences
Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

LOCATIONS:
- Atlanta, GA
- Chantilly, VA
- Daytona Beach, FL
- Fort Myers, FL
- Fort Pierce, FL
- Gainesville, FL
- Hagerstown, MD
- Jacksonville, FL
- Miami, FL
- Ocala, FL
- Orlando, FL (Headquarters)
- Palm Coast, FL
- Panama City, FL
- Pensacola, FL
- Rockledge, FL
- Sarasota, FL
- St. Petersburg, FL
- Tampa, FL
- Tifton, GA
- West Palm Beach, FL

December 23, 2020

Winter Park Historic Hotels Group, Inc.
3200 S. Hiawassee Road, Suite 205
Orlando, Florida 32835

Attention: Ms. Nancy Rossman
narossman@narossman.com

Reference: **Geotechnical Exploration**
Henderson Hotel at Lake Killarney
West of US Highway 17/92 & Fairview Avenue
Winter Park, Orange County, Florida
UES Project No. 0130.2000488.0000
UES Report No. 1823872v3

Dear Ms. Rossman:

Universal Engineering Sciences, LLC (UES) has completed a geotechnical exploration at the above referenced site in Winter Park, Florida. The scope of our exploration was planned in conjunction with and authorized by you. This exploration was performed in general accordance with UES Proposal No. 1815558 dated November 3, 2020 and generally accepted soil and foundation engineering practices. No other warranty, express or implied, is made.

The following report presents the results of our field exploration with a geotechnical engineering interpretation of those results with respect to the project characteristics as provided to us. We have included our estimates of the seasonal high groundwater level at the boring locations and geotechnical recommendations for foundation design, basement wall/slab design, stormwater system design and site preparation. ***Based on the results of our exploration, the site is suitable for the proposed development provided that the basement walls are properly designed and waterproofed and the site is prepared as recommended in this report.***

We appreciate the opportunity to have worked with you on this project and look forward to a continued association. Please do not hesitate to contact us if you should have any questions, or if we may further assist you as your plans proceed.

Respectfully Submitted,
UNIVERSAL ENGINEERING SCIENCES, LLC
Certificate of Authorization No. 549

Ricardo C. Kiriakidis L., PhD., P.E.
Geotechnical Department Manager

ANDREW S. WILDEROTTER LICENSE NO. 65727 STATE OF FLORIDA PROFESSIONAL ENGINEER

Andrew S. Wilderotter, P.E.
Date: 12/23/20
Geotechnical Project Manager
Florida Registration No. 65727

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1.0 PROJECT DESCRIPTION

UES understands that the proposed project will include the construction of a new hotel development in Winter Park, Florida. We were provided with a conceptual site plans showing the property and the planned improvements. The plans indicated a five-story hotel with 1 level underground parking, a single-story ballroom and a scenic park with underground parking. Stormwater will be collected within a series of underground exfiltration systems.

Should any of the above information or assumptions made by UES be inconsistent with the planned development and construction, we request that you contact us immediately to allow us the opportunity to review the new information in conjunction with our report and revise or modify our engineering recommendations accordingly, as needed.

No site or project facilities/improvements, other than those described herein, should be designed using the soil information presented in this report. Moreover, UES will not be responsible for the performance of any site improvement so designed and constructed.

2.0 PURPOSE

The purposes of this exploration were:

- to explore and evaluate the subsurface conditions at the site with special attention to potential problems that may impact the proposed development,
- to provide our estimates of the seasonal high groundwater level at the boring locations and
- to provide geotechnical engineering recommendations for foundation design, basement wall/slab design, stormwater system design and site preparation

This report presents an evaluation of site conditions on the basis of geotechnical procedures for site characterization. The recovered samples were not examined, either visually or analytically, for chemical composition or environmental hazards. We would be glad to provide you with a proposal for these services at your request.

3.0 SITE DESCRIPTION

The subject site is located within Section 12, Township 22 South, Range 29 East in Orange County, Florida. More specifically, the site is located on the north and south sides of Fairview Avenue, west of US Highway 17/92, as shown on the attached Figures A-1 and B-1. At the time of drilling, the site was occupied by existing residences and office buildings.

3.1 SOIL SURVEY

The site is mapped as Urban Land (50) according to the USDA NRCS Soil Survey of Orange County. Sites mapped as Urban land are typically occupied by structures, pavements, and other improvements. No specific subsurface data are included in the soil survey for this soil type due to previous development.

3.2 TOPOGRAPHY

According to information obtained from the United States Geologic Survey (USGS) "Orlando East, Florida" quadrangle map, and partially topographic information provided by the client, the native ground surface elevation across the site area is approximately +85 to +90 feet National Geodetic Vertical Datum (NGVD). The subject site is located immediately east of Lake Killarney. Based on review of the USGS map and historical data, Lake Killarney has a normal high water elevation ranging from about +83 to +84 feet NGVD (roughly +82 to +83 feet NAVD). A copy of a portion of the USGS Map is included in Appendix A.

4.0 SCOPE OF SERVICES

The services conducted by UES during our geotechnical exploration were as follows:

- Drilled three (3) deep Standard Penetration Test (SPT) borings across the site area to depths 85 to 115 feet below existing land surface (bls).
- Drilled three (3) SPT borings within the park and potential exfiltration system areas to a depth of 20 feet bls.
- Performed four (4) Cone Pentrometer Test (CPT) soundings within the hotel footprint to depths of approximately 20 to 60 feet bls.
- Installed three (3) temporary piezometers at CPT locations B-05, B-06 and B-07 for subsequent stabilized water table readings.
- Secured samples of representative soils encountered in the soil borings for review, laboratory analysis and classification by a Geotechnical Engineer.
- Measured the existing site groundwater levels and provide an estimate of the seasonal high groundwater level at the boring locations.
- Conducted laboratory testing on selected soil samples obtained in the field to determine their engineering properties.
- Assessed the existing soil conditions with respect to the proposed construction.
- Prepared a report which documents the results of our exploration and analysis with geotechnical engineering recommendations.

5.0 FIELD EXPLORATION

The SPT soil borings and CPT soundings were performed with a truck and ATV mounted drilling rigs. Horizontal and vertical survey control was not provided for the test locations prior to our field exploration program. UES located the test borings by using the provided site plan, measuring from existing on-site landmarks shown on an aerial photograph, and by using handheld GPS devices. The indicated test locations should be considered accurate to the degree of the methodologies used. The approximate boring locations are shown in Appendix B.

5.1 SPT BORINGS

The SPT borings, designated B-01 through B-03 and B-08 through B-10 on the attached Boring Location Plan in Appendix B, were performed in general accordance with the procedures of ASTM D 1586 "Standard Method for Penetration Test and Split-Barrel Sampling of Soils". SPT sampling was performed continuously to 10 feet to detect variations in the near surface soil profile and on approximate 5 feet centers thereafter.

5.2 CPT SOUNDINGS

The four (4) Cone Penetrometer Test (CPT) Soundings, designated B-4 through B-7 in Appendix A, were performed in general accordance with the procedures of ASTM D-5778. The CPT essentially consists of continuously pushing a cylindrical rod with conical tip followed by a friction sleeve through the soil at a constant rate. For a standard cone the conical tip has a surface area of 10 square centimeters (1.55 square inches) and a friction sleeve surface area of 150 square centimeters (23.25 square inches). A typical friction cone test directly measures end bearing resistance on the tip and skin friction resistance on the sleeve.

6.0 LABORATORY TESTING

The soil samples recovered from the test borings were returned to our laboratory and visually classified in general accordance with ASTM D 2487 "Standard Classification of Soils for Engineering Purposes" (Unified Soil Classification System). We selected representative soil samples from the borings for laboratory testing to aid in classifying the soils and to help to evaluate the general engineering characteristics of the site soils. The results of these tests are shown on the boring logs in Appendix B. A summary of the tests performed is shown in Table I.

TABLE I
LABORATORY METHODOLOGIES

Test Performed	Number Performed	Reference
Grain Size Analysis (#200 wash only)	15	ASTM D 1140 "Amount of Material in Soils Finer than the No. 200 (75 - µm) sieve"
Soil Sieve Analysis	7	ASTM D 6913 "Standard Test Methods for Particle-Size Distribution (Gradation) of Soils Using Sieve Analysis"
Moisture Content	22	ASTM D 2216 "Laboratory Determination of Water (Moisture) Content of Soil by Mass"

7.0 SUBSURFACE CONDITIONS

7.1 GENERALIZED SOIL PROFILE

The results of our field exploration and laboratory analysis, together with pertinent information obtained from the SPT borings and CPT soundings, such as soil profiles, penetration resistance and groundwater levels are shown on the boring logs included in Appendix B. The Key to Boring Logs, Soil Classification Chart is also included in Appendix B. The soil profiles were prepared from field logs after the recovered soil samples were examined by a Geotechnical Engineer. The stratification lines shown on the boring logs represent the approximate boundaries between soil types, and may not depict exact subsurface soil conditions. The actual soil boundaries may be more transitional than depicted. A generalized profile of the soils encountered at our boring

locations is presented in Table II. For detailed soil profiles, please refer to the attached boring logs.

TABLE II
GENERALIZED SOIL PROFILE

Typical Depth (feet, bls)		Soil Description	Range of SPT "N" Values (blows/ft)	Average Tip Resistance "Qt" (tsf)
From	To			
Surface	12	Variable strata consisting of very loose to medium dense fine SAND [SP, SP-SM] and silty fine SAND [SM] with layers of medium dense to very dense partially cemented hardpan.	1 to 50+	30 to 95
12	45 to 55	Very loose to loose silty fine SAND [SM]	1 to 29	70 to 1115
45 to 55	75 to 100	Very loose to medium dense silty-clayey fine SAND [SC-SM]	2 to 15	45 to 80
75 to 100	115*	Medium dense to very dense clayey fine SAND [SC] with cemented sands and phosphate nodules	24 to 50+	N/A

* denotes maximum termination depth of the borings

7.2 NOTABLE FINDINGS

Medium dense to very dense partially cemented "hardpan" soils were encountered between the depths of roughly 4 ½ and 12 feet at borings B-02, B-08 and B-09. The earthwork contract documents should stipulate methods of how excavations will be addressed.

8.0 GROUNDWATER CONDITIONS

8.1 EXISTING GROUNDWATER LEVEL

We measured the water levels in the SPT boreholes on November 23 through December 1, 2020 during drilling operations. The encountered groundwater levels at the boring locations ranged approximately 3½ to 8 feet bls. In addition, temporary piezometers were installed at CPT locations B-5, B-6 and B-7 for subsequent stabilized water level readings. On December 9, 2020, the measured water levels at B-5, B-6 and B-7 were 7 feet, 7½ feet and 5 feet, respectively. The encountered water levels at the boring locations are shown on the individual boring logs in Appendix B. Fluctuations in groundwater levels should be anticipated throughout the year, primarily due to seasonal variations in rainfall, surface runoff, and other factors that may vary from the time the borings were conducted.

8.2 SEASONAL HIGH GROUNDWATER LEVEL

Based on historical data, the rainy season in Central Florida is between June and October of the year. In order to estimate the seasonal high water level at the boring locations, many factors are examined, including the following:

- Measured groundwater level
- Drainage characteristics of existing soil types
- Current & historical rainfall data
- Natural relief points (such as lakes, rivers, wetlands, etc.)
- Man-made drainage systems (ditches, canals, retention basins, etc.)
- On-site types of vegetation
- Review of available data (soil surveys, USGS maps, etc.)
- Redoximorphic features (mottling, stripping, etc.)

Based on the results of our field exploration and the factors listed above, we estimate that the seasonal high groundwater level at the boring locations should occur roughly 3 to 6½ feet bls. The estimated seasonal high groundwater table at each boring location is shown on the attached boring logs in Appendix B. The estimated seasonal high water table can be estimated at 1 foot above the measured levels at the piezometers location.

Based on review of partial topographic information provided by the project civil engineer, the estimated seasonal high groundwater levels across the site vary between roughly +82½ to +84½ feet NAVD.

It should be noted that the estimated seasonal high water levels provided should be considered accurate to approximately ±½ foot and do not provide any assurance that groundwater levels will not exceed these estimated levels during any given year in the future. Should the impediments to surface water drainage be present, or should rainfall intensity and duration, or total rainfall quantities, exceed the normally anticipated rainfall quantities, groundwater levels might exceed our seasonal high estimates. Further, it should be understood that changes in the surface hydrology and subsurface drainage from on-site and/or off-site improvements could have significant effects on the normal and seasonal high groundwater levels.

9.0 FOUNDATION DESIGN RECOMMENDATIONS

The following recommendations are made based upon a review of the attached soil test data, our understanding of the proposed construction, and experience with similar projects and subsurface conditions. The applicability of geotechnical recommendations is very dependent upon project characteristics such as improvement locations, and grade alterations. UES must review the final site and grading plans to validate all recommendations rendered herein.

Additionally, if subsurface conditions are encountered during construction, which were not encountered in the borings, report those conditions immediately to us for observation and recommendations.

9.1 STRUCTURAL AND GRADING INFORMATION

It is our understanding that the project will include a five-story hotel with attached single story ballroom and underground basement/garage in Winter Park, Florida. Although detailed loading conditions were not provided, we have assumed that the maximum loadings for the hotel building will not exceed 350 kips for individual columns and 15 kips per linear foot for structural walls. Based on review of conceptual plans, we have estimated that the finished floor elevation of the underground garage will be roughly +79 feet, about 7 to 11 feet below current grades.

As is good management practice that is typically done and always recommended, the structural/grading information outlined above should be confirmed by the project structural/civil engineers prior to finalizing design. This is crucial to our evaluation and estimates of settlements. If any of this information is incorrect or if you anticipate any changes, please inform UES immediately so that we may review and modify our recommendations as appropriate.

9.2 ANALYSIS

Based on the results of our exploration, the subsoils within the proposed building areas appear to be mostly very loose to very dense sands and silty sands to a depth of 50 feet below grade. It is our opinion that the proposed structure can be supported on properly designed and constructed shallow foundation systems. Provided that the site preparation recommendations outlined in this report are followed, the parameters outlined below may be used for foundation design.

9.3 BEARING PRESSURE

Provided our suggested site preparation procedures are followed, we recommend designing shallow footing foundations for each structure using a **maximum allowable net soil bearing pressure of 3,500 pounds per square foot (psf).** The allowable net bearing pressure is that pressure that may be transmitted to the soil in excess of the minimum surrounding overburden pressure. The allowable bearing pressure should include dead load plus sustained live load. Per the Florida Building Code (FLBC), the foundations should be designed for the most unfavorable effects due to the combinations of loads specified in the FLBC.

9.4 FOUNDATION SIZE

The minimum width recommended for an isolated column footing is 24 inches. For continuous wall or slab on grade foundations, the minimum footing width should comply with the current FLBC, but under no circumstances should be less than 12 inches. Even though the maximum allowable soil bearing pressure may not be achieved, these width recommendations should control the size of the foundations.

9.5 BEARING DEPTH

The base of all footings should be at least 12 inches below finished grade elevation in accordance with the FLBC. We recommend stormwater and surface water be diverted away from the building exterior, both during and after construction.

9.6 BEARING MATERIAL

The foundations may bear on either the compacted suitable native soils or compacted structural backfill. The bearing level soils should exhibit a density of at least 95 percent of the maximum dry density as determined by ASTM D 1557 (Modified Proctor) **to a depth of at least 2 feet below foundation level**. In addition to compaction, the bearing soils must exhibit stability and be free of "pumping" conditions.

9.7 SETTLEMENT ESTIMATES

Post-construction settlement of the structures will be influenced by several interrelated factors, such as (1) subsurface stratification and strength/compressibility characteristics of the bearing soils to a depth of approximately twice the width of the footing; (2) footing size, bearing level, applied loads, and resulting bearing pressures beneath the foundation; (3) site preparation and earthwork construction techniques used by the contractor, and (4) external factors, including but not limited to vibration from offsite sources and groundwater fluctuations beyond those normally anticipated for the naturally-occurring site and soil conditions which are present.

Our settlement estimates for the structures are based upon adherence to our recommended site preparation procedures presented in this report. Any deviation from these recommendations could result in an increase in the estimated post-construction settlement of the structures. Furthermore, should building loads change from those assumed by us, greater settlements may be expected.

Due to the sandy nature of the surficial soils, following the compaction operations we expect the majority of settlement to be elastic in nature and occur relatively quickly, on application of the loads, during and immediately following construction. Using the recommended maximum allowable bearing pressure, the assumed maximum structural loads, and the field and laboratory test data which we have correlated into the strength and compressibility characteristics of the subsurface soils, **we estimate the total vertical settlement of the proposed structures to be on the order of 1 inch or less.**

Differential settlement results from differences in applied bearing pressures and the variations in the compressibility characteristics of the subsurface soils. Assuming our site preparation recommendations are followed, **we anticipate post-construction differential settlement of less than ½ inch.**

9.8 FLOOR SLABS

Conventional floor slabs may be supported upon the compacted subgrade and should be structurally isolated from other foundation elements or adequately reinforced to prevent distress due to differential movements. For the slab design, we recommend using a subgrade modulus (k) of 100 pounds per cubic inch, which can be achieved by compacting the subgrade soils as recommended in this report. We recommend using a sheet vapor barrier (in accordance with Florida Building Code requirements) beneath the building slab-on-grade to help control moisture migration through the slab.

10.0 BASEMENT CONSTRUCTION RECOMMENDATIONS

We understand that the finished floor of the basement will be roughly 11 feet below first floor grade (Basement FFE assumed to be roughly +79 feet NAVD). Based on the results of our site explorations and analyses, the estimated seasonal high GWT across the site ranges from approximate elevation +82½ to +84½ feet NAVD. Therefore, we anticipate that the basement will be 5+ feet below the groundwater table during the wet season and after significant storm events. Following is a list of our recommendations for basement construction.

1. Use poured reinforced concrete walls as opposed to hollow block construction. Poured concrete offers higher compressive and flexural strength. A continuous, joint free surface and greater density which allows for better protection against water intrusion and fire and leads to longer life of the structure.

2. The basement walls and the floor slab must be designed to account for lateral pressures from the surrounding soils and moisture protection in the basement floor slab and walls due to the seasonal high groundwater conditions. There should be no penetrations in the walls or floor slabs below the seasonal high groundwater level. The below ground portion of the basement must be provided with an adequate waterproofing barrier to prevent groundwater intrusion into the basement. The barrier should be placed on all exterior walls of the basement as **well as under the floor slab**. UES highly recommends the use of W.R. Grace Preprufe Plus waterproofing membrane for this project. The waterproofing membrane shall be installed in strict accordance with the manufacturers specifications.

3. Properly place and consolidate the concrete with a pencil vibrator. Properly consolidating the concrete will help prevent the development of surface defects caused by trapped air bubbles within the forms.

4. It is very important that the basement walls and floor slab waterproofing be designed and installed by an experienced contractor to prevent adverse effects from water intrusion.

5. Basements often can have higher indoor humidity levels. We recommend proper ventilation and vapor barriers be provided to reduce moisture levels.

The basement walls/slab and foundations will need to be designed to withstand the uplift (buoyant) forces imposed by the water table. Based on the borings, and review of the historic lake elevations, we recommend that the uplift forces be calculated using a high water elevation of at least +85 feet NAVD.

The groundwater level should be maintained at least 2 feet below the bottom of the compaction/excavation during compaction and concrete placement, and waterproofing of the slabs and walls.

The parameters shown in Table III on the following page may be used for estimating lateral earth pressures on the basement walls and design of retaining structures during excavation.

TABLE III
LATERAL EARTH PRESSURE PARAMETERS

Design Parameter	Recommended Value
Soil Internal Angle of Friction (ϕ) for **compacted** backfill	30°
K_p (coef. of passive earth pressure) Resistive pressure that counter acts active & at-rest pressures - Use for stability analysis*	3.0
K_0 (coef. of earth pressure at rest) Use for rigid, unyielding basement walls*	0.5
Angle of Wall Friction between soil and concrete (δ)	20°
Assumed Wall Backfill Slope Angle (β)	0°
Compacted Moist Soil Unit Weight (γ_{moist})	115 pcf
Saturated Soil Unit weight (γ_{sat})	120 pcf
Submerged Unit Weight (γ_{sub})	58 pcf

* Factor of safety should be used in design calculations

"At-rest" earth pressures should be used to design walls that are rigid and unyielding and resist lateral deflection, such as the basement walls on this project. "Passive" earth pressure is a resistive pressure that counter-acts the "active" or "at-rest" earth pressure. Passive earth pressure occurs when a wall moves toward the soil. Passive earth pressures are only used for stability analysis of retaining walls.

The equivalent fluid pressure is determined by the effective unit weight of the soil multiplied by the coefficient of earth pressure, plus any surcharge load such as traffic loading, hydrostatic pressures or nearby structures.

Please note that other factors, such as surcharge loads imposed by equipment, internal structures or vehicular traffic, may significantly increase lateral earth pressures. We have not accounted for any additional loads in our equivalent fluid pressures or wall design parameters for such cases. We recommend that the final wall design plans be reviewed by UES, to ensure that appropriate surcharge loads and parameters were taken into consideration.

11.0 SITE PREPARATION

We recommend normal, good practice site preparation procedures for the building/garage areas. These procedures include: stripping/demolition of the site to remove existing structures/foundations, utilities, vegetation, old pavements, debris, etc. and excavation to basement level. Following stripping/excavation, the foundation subgrade soils and all subsequent backfill soils will need to be properly densified. A more detailed description of this work is as follows:

1. Prior to construction, existing underground utility lines and other underground improvements within the construction area should be located. If underground pipes/tanks are located, they should be properly removed and abandoned.

2. Strip the proposed construction limits of vegetation, topsoil, existing improvements, roots, debris and other deleterious materials within and 5 feet beyond the perimeter of the new construction areas. Expect clearing and grubbing to depths of 6 to 12 inches. Deeper grubbing/undercutting may be necessary within the developed areas to remove buried improvements. We strongly recommend that the stripped/excavated surfaces be observed and probed by representatives of UES.

3. Excavate the building/garage footprints to bottom of basement elevation. We strongly recommend that the excavated surface be observed and probed by representatives of Universal. Excavations should be properly sloped/braced as recommended in Section 13.0.

   As typically needed for projects in the Central Florida area, temporary dewatering will be required to achieve the necessary excavation depth and compaction requirements. We recommend that the groundwater be lowered to at least 2 feet below the bottom of any excavation, or compacted surface.

4. After approval of the excavated surface, compact the exposed subgrade soils (including the 5 feet margin) to at least 95 percent of the Modified Proctor test maximum dry density (ASTM D 1557). **Subgrade compaction should be achieved to a depth of at least 2 feet below the bottom of foundation/slab level.**

5. All backfill should consist of clean sand with less than 12 percent soil fines and be free of organics, debris and other deleterious materials. Fill soils containing between 5 and 12 percent fines may require strict moisture control. Place fill in maximum 12-inch loose, uniform lifts and compact each lift at least 95 percent of the Modified Proctor maximum dry density. Backfill up next to the basement walls should be performed using small hand guided plate compactors.

6. Test the subgrade and each lift of fill for compaction at a frequency of not less than one test per 2,500 square feet in the building with a minimum of 4 tests.

7. Prior to the placement of reinforcing steel and concrete, verify compaction within the footing trenches to a depth of 2 feet. We recommend testing every column footing and at least one test every 50 feet of wall footing, with a minimum of 4 tests. Re-compaction of the foundation excavation bearing level soils, if loosened by the excavation process, can typically be achieved by making several passes with a walk-behind vibratory sled or jumping jack.

Stability of the compacted soils is essential and independent of compaction and density control. Pumping conditions occur when there is too much water present in the soil-water matrix. Earthwork activities are actually attempting to compact the water and not the soil. The disturbed soils should be dried in place by scarification and aeration prior to any additional earthwork activities.

Provisions should be made to monitor construction vibrations so that any necessary modifications in the compaction operations can be made in the field before potential damages occur. UES can provide vibration monitoring services to help document and evaluate the effects of the surface compaction operation on existing structures. It is recommended that large

vibratory rollers remain a minimum of 50 feet from existing structures. Within this zone, the use of a static roller or small hand guided plate compactors is recommended.

12.0 STORMWATER SYSTEM DESIGN RECOMMENDATIONS

We understand that the stormwater management system at this site will consist of a series of underground exfiltration systems. Five (5) SPT borings (designated B-01, B-03, B-08, B-09 and B-10 on the attached boring plan) were performed within the potential exfiltration areas. Our recommended stormwater management design parameters are shown in Table IV.

TABLE IV
STORMWATER POND DESIGN PARAMETERS

Design Parameter	Estimated Values				
Relevant Boring Logs	B-01	B-03	B-08	B-09	B-10
Estimated Depth to Base of Surficial Aquifer (feet)	13	5	5½	4½	5
Estimated Fillable Porosity of Surficial in-situ sands (percent)	20	20	20	20	20
Estimated Seasonal High Groundwater Level (feet)	3	4½	3½	4½	5
Estimated Horizontal Saturated Hydraulic Conductivity of Surficial Aquifer (feet per day)	13	8	11	17	8
Estimated Vertical Unsaturated Hydraulic Conductivity of Surficial Aquifer (feet per day)	9	6	8	12	6

Please note that survey control was not provided at our boring locations. The estimated depths in Table VI are referenced to the existing ground surface at the time of our exploration. Appropriate factors of safety should be included in the design. UES can provide a drawdown/recovery analysis once final system geometry and treatment volumes have been established.

13.0 DEWATERING AND EXCAVATION CONSIDERATIONS

Based on the groundwater level conditions encountered, temporary dewatering will be required during construction of this project. This is not uncommon for properties where a basement or underground garage will be constructed. Where excavations will extend only a few feet below the groundwater table, a sump pump will likely be sufficient to control the groundwater table. Deeper excavations may require well points and/or sock drains to control the groundwater table during construction period only. Regardless of the method(s) used, we recommend drawing down the water level at least 2 feet below the bottom of the excavation. The actual method(s) of dewatering should be determined by the contractor. The design and discharge of the dewatering system must be performed in accordance with applicable regulatory criteria (i.e. water management district, etc.) and compliance with such criteria is the sole responsibility of the contractor.

Excavations should be sloped as necessary to allow backfilling. As a minimum, temporary excavations below 4-foot depth should be sloped in accordance with OSHA regulations. Where lateral confinement will not permit slopes to be laid back, the excavation should be shored in accordance with OSHA requirements. During excavation, excavated material should not be stockpiled at the top of the slope within a horizontal distance equal to the excavation depth. Provisions for maintaining workman safety within excavations is the sole responsibility of the contractor.

14.0 CONSTRUCTION RELATED SERVICES

We recommend the owner retain UES to provide inspection services during the site preparation procedures for confirmation of the adequacy of the earthwork operations. Field tests and observations include verification of foundation and pavement subgrades by monitoring earthwork operations and performing quality assurance tests of the placement of compacted structural fill courses.

The geotechnical engineering design does not end with the advertisement of the construction documents. The design is an on-going process throughout construction. Because of our familiarity with the site conditions and the intent of the engineering design, we are most qualified to address site problems or construction changes, which may arise during construction, in a timely and cost-effective manner.

15.0 LIMITATIONS

This report has been prepared for the exclusive use of ***Winter Park Historic Hotel Group*** and other designated members of their design/construction team associated with the proposed construction for the specific project discussed in this report. No other site or project facilities should be designed using the soil information contained in this report. As such, UES will not be responsible for the performance of any other site improvement designed using the data in this report.

This report should not be relied upon for final design recommendations or professional opinions by unauthorized third parties without the expressed written consent of UES. Unauthorized third parties that rely upon the information contained herein without the expressed written consent of UES assume all risk and liability for such reliance.

The recommendations submitted in this report are based upon the data obtained from the soil borings performed at the locations indicated on the Boring Location Plan and from other information as referenced. This report does not reflect any variations which may occur between the boring locations. The nature and extent of such variations may not become evident until the course of construction. If variations become evident, it will then be necessary for a re-evaluation of the recommendations of this report after performing on-site observations during the construction period and noting the characteristics of the variations.

Borings for a typical geotechnical report are widely spaced and generally not sufficient for reliably detecting the presence of isolated, anomalous surface or subsurface conditions, or reliably estimating unsuitable or suitable material quantities. Accordingly, UES does not recommend relying on our boring information for estimation of material quantities unless our contracted services ***specifically*** include sufficient exploration for such purpose(s) and within the report we so state that the level of exploration provided should be sufficient to detect anomalous

conditions or estimate such quantities. Therefore, UES will not be responsible for any extrapolation or use of our data by others beyond the purpose(s) for which it is applicable or intended.

All users of this report are cautioned that there was no requirement for UES to attempt to locate any man-made buried objects or identify any other potentially hazardous conditions that may exist at the site during the course of this exploration. Therefore, no attempt was made by UES to locate or identify such concerns. UES cannot be responsible for any buried man-made objects or environmental hazards which may be subsequently encountered during construction that are not discussed within the text of this report. We can provide this service if requested.

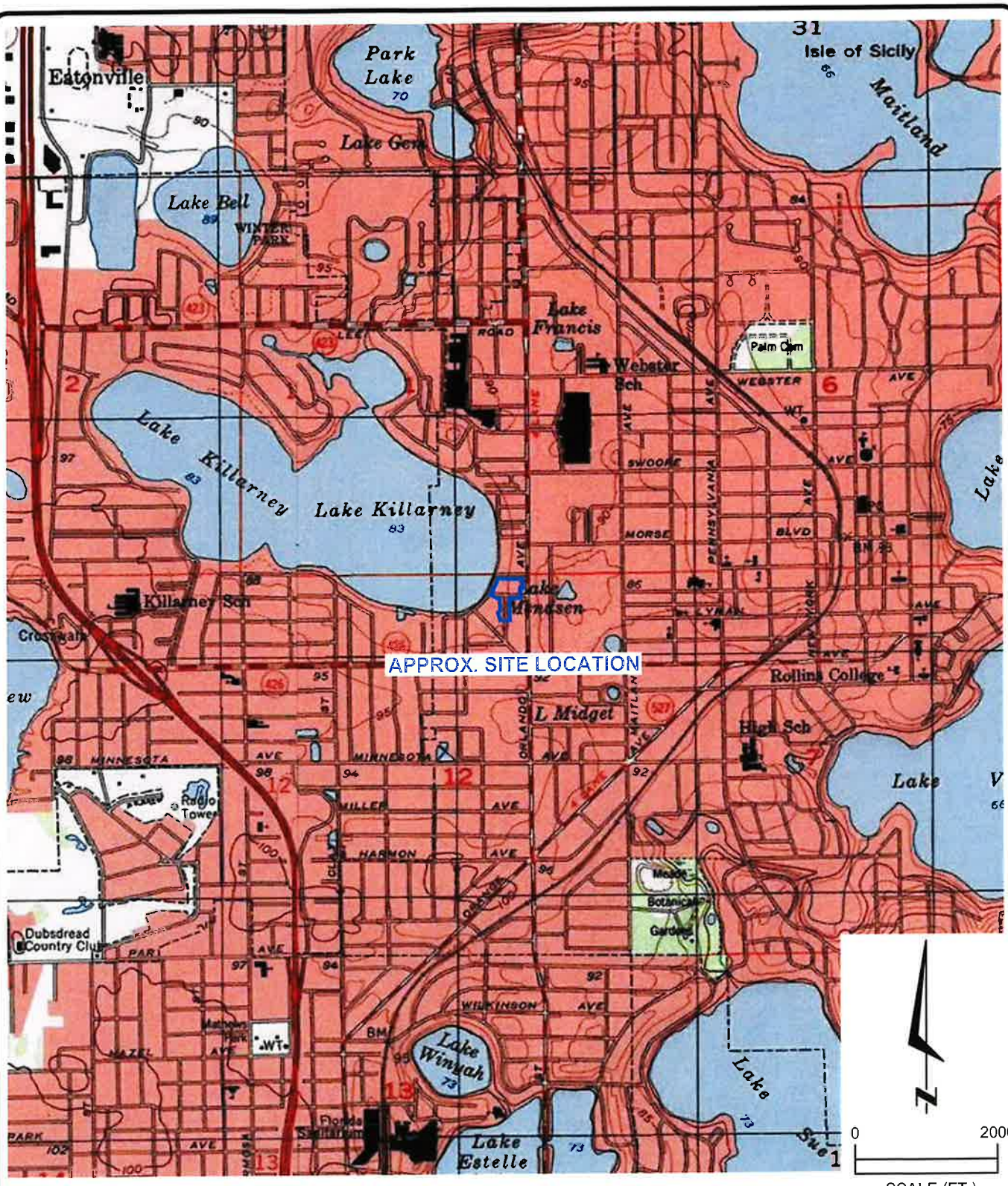
During the early stages of most construction projects, geotechnical issues not addressed in this report may arise. Because of the natural limitations inherent in working with the subsurface, it is not possible for a geotechnical engineer to predict and address all possible problems. A Geotechnical Business Council (GBC) publication, "Important Information About This Geotechnical Engineering Report" appears in Appendix C, and will help explain the nature of geotechnical issues.

Further, we present documents in Appendix C: Constraints and Restrictions, to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.

*** * * * * * * * ***

APPENDIX A

UNIVERSAL
ENGINEERING SCIENCES



SOURCE: USGS QUADRANGLE MAP OF "ORLANDO EAST, FLORIDA".

UNIVERSAL
ENGINEERING SCIENCES

GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WEST OF US HIGHWAY 17/92 & FAIRVIEW AVENUE
WINTER PARK, ORANGE COUNTY, FLORIDA

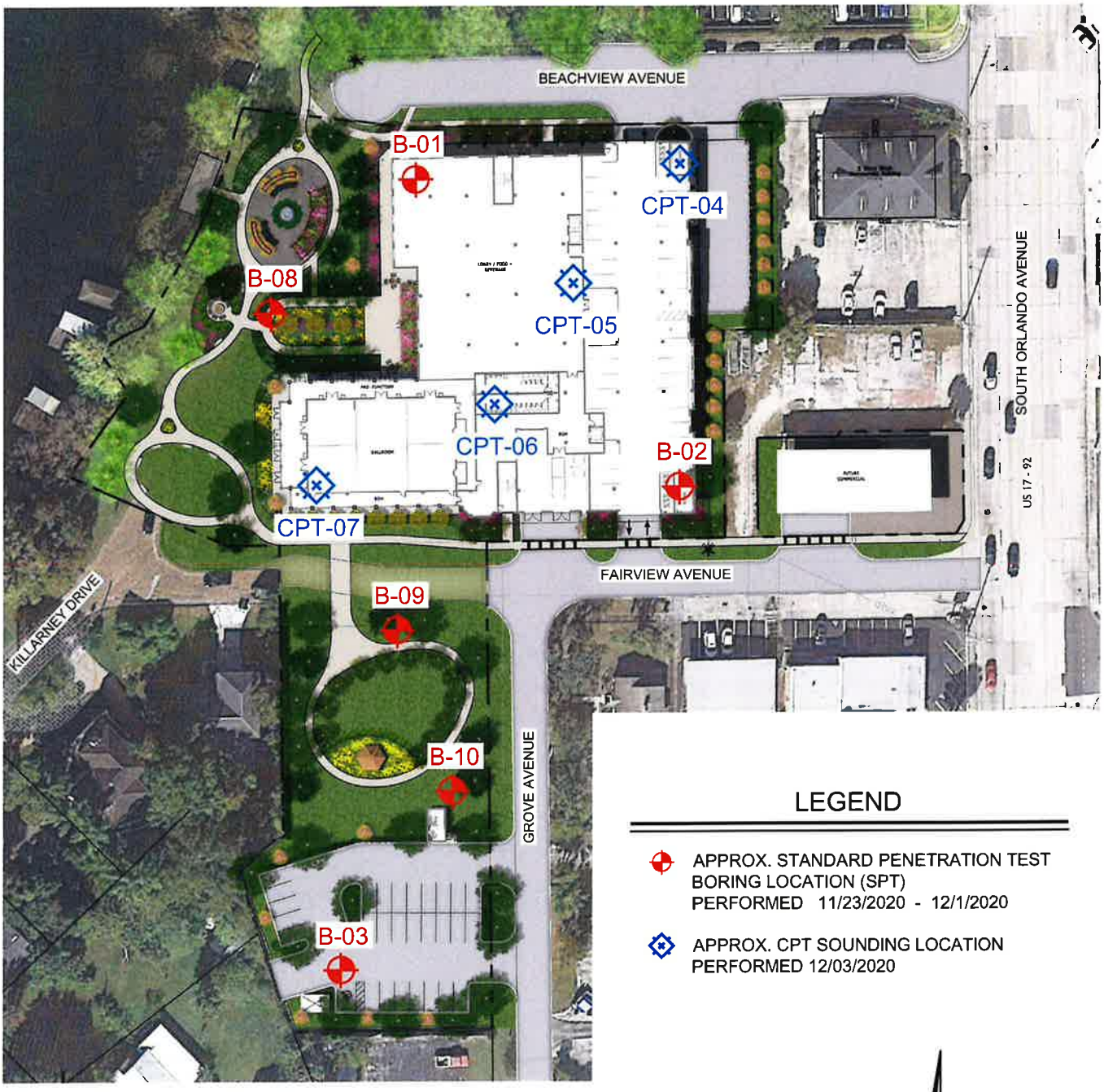
USGS TOPOGRAPHIC MAP

DRAWN BY:	N.F.	DATE:	12 - 4 - 2020	CHECKED BY:	A.S.W.	DATE:	12 - 14 - 2020
SCALE:	AS SHOWN	PROJECT NO:	0130.2000488.0000	REPORT NO:	1823872	PAGE NO:	A-1

20-0786-01

APPENDIX B

UNIVERSAL
ENGINEERING SCIENCES



LEGEND

- APPROX. STANDARD PENETRATION TEST BORING LOCATION (SPT) PERFORMED 11/23/2020 - 12/1/2020
- APPROX. CPT SOUNDING LOCATION PERFORMED 12/03/2020

0 100

SCALE (FT.)

N

THIS DRAWING CREATED USING PLAN PROVIDED BY CLIENT.

UNIVERSAL ENGINEERING SCIENCES

GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WEST OF US HIGHWAY 17/92 & FAIRVIEW AVENUE
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING LOCATION PLAN

DRAWN BY:	N.F.	**DATE:**	12 - 4 - 2020	**CHECKED BY:**	A.S.W.	**DATE:**	12 - 14 - 2020
SCALE:	AS SHOWN	**PROJECT NO:**	0130.2000488.0000	**REPORT NO:**	1823872	**PAGE NO:**	B-1

20-0786-01

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.1

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

CLIENT: WINTER PARK HOTEL GROUP

LOCATION: SEE BORING LOCATION PLAN

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

BORING I.D.: **B-01** SHEET: **1 of 2**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

G.S. ELEVATION (ft): N.S. DATE STARTED: 11/23/20
WATER TABLE (ft): 3.5 DATE FINISHED: 11/23/20
DATE OF READING: 11/23/2020 DRILLED BY: ORL - KR/DM/CM
EST. SHGWT (ft): 3 TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0						Loose brown fine SAND with silt [SP-SM]						
		4-3-3	6									
		3-3-3	6	▽		-- dark brown	6	20			13	
5		3-2-1	3			-- very loose						
		1-1-1	2				6	29			13	
		1-1-1	2									
10		3-5-3	8			-- loose						
						Loose brown silty fine SAND [SM]						
15		4-4-4	8									
						-- medium dense, very light brown						
20		7-7-7	14									
						-- brown	18	24				
25		4-5-6	11									
30		7-6-6	12									
						-- light brown						
35		6-9-9	18									
40		7-7-9	16									
						-- loose, grey brown						
45		3-2-2	4									
						-- brown						
50		5-4-4	8									
55		2-2-2	4									
60		2-2-3	5			Loose dark grey green silty clayey fine SAND [SC-SM]						

W-11391.GPJ

UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.2

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-01**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

SHEET: **2 of 2**

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
65		1-2-2	4									
70		2-2-2	4									
75		3-3-4	7				13	30				
80		3-3-4	7									
85		3-2-4	6									
90		2-2-2	4									
95		1-2-2	4									
100		3-4-3	7			-- trace of cemented sand						
105		4-5-6	11			-- medium dense						
110		9-18-22	40			-- dense						
115		7-14-10	24			-- medium dense BORING TERMINATED AT 115.0 FEET						
120												

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.2

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

CLIENT: WINTER PARK HOTEL GROUP

LOCATION: SEE BORING LOCATION PLAN

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

BORING I.D.: **B-02** SHEET: **1 of 2**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

G.S. ELEVATION (ft): N.S. DATE STARTED: 11/30/20
WATER TABLE (ft): 8 DATE FINISHED: 11/30/20
DATE OF READING: 11/30/2020 DRILLED BY: ORL - KR/JB
EST. SHGWT (ft): 7 TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0						3" CONCRETE						
	X	3-3-3	6			Loose brown fine SAND [SP]	4	5				
	X	2-3-2	5			-- light brown						
5	X	3-5-8	13			-- medium dense						
	X	9-15-17	32	▽		Dense very dark brown fine SAND with silt, partially cemented "hardpan" [SP-SM]						
	X	20-19-24	43									
10	X	33-50/5"	50/5"			-- very dense						
						Medium dense brown silty fine SAND [SM]						
15	X	8-6-6	12									
20	X	7-9-10	19			-- grey brown	22	21				
25	X	3-4-4	8			-- loose, light brown						
30	X	7-7-8	15			-- medium dense, brown						
35	X	10-14-15	29			-- light brown						
40	X	6-4-2	6			-- loose	14	30				
45	X	3-4-4	8									
50	X	4-9-9	18			-- medium dense, dark grey green						
55	X	1-1-2	3			Very loose dark grey green silty clayey fine SAND [SC-SM]						
60	X	4-2-2	4			-- loose						

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.3

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-02**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

SHEET: **2 of 2**

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
65		2-2-3	5				14	33				
70		6-5-6	11			-- medium dense						
75		4-3-4	7			-- loose						
80		2-2-2	4			Loose dark grey green clayey fine SAND [SC]						
85		3-2-2	4				32	54				
90		3-3-11	14			-- medium dense						
95		16-20-21	41			-- dense, with cemented sand & phosphates nodules						
100		44-24-18	42			BORING TERMINATED AT 100.0 FEET						
105												
110												
115												
120												

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.3

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

CLIENT: WINTER PARK HOTEL GROUP

LOCATION: SEE BORING LOCATION PLAN

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

BORING I.D.: **B-03** SHEET: **1 of 2**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

G.S. ELEVATION (ft): N.S. DATE STARTED: 12/1/20
WATER TABLE (ft): 5.5 DATE FINISHED: 12/1/20
DATE OF READING: 12/1/2020 DRILLED BY: ORL - KR/JB/CM
EST. SHGWT (ft): 4.5 TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0												
	X	4-3-3	6			Loose brown fine SAND with silt [SP-SM]	9	9			8	
	X	2-2-2	4									
5	X	2-1-0	1	▽		Very loose brown silty fine SAND [SM]	20	25				
	X	1-1-1	2			-- dark brown						
	X	1-2-3	5			-- loose, with roots						
10	X	3-1-2	3			-- very loose, brown						
15	X	3-3-4	7			-- loose, light brown						
20	X	4-4-4	8									
25	X	3-4-5	9			-- very light brown						
30	X	2-2-3	5			-- light brown	14	29				
35	X	2-3-3	6									
40	X	1-0-1	1			-- very loose						
45	X	1-1-1	2			Very loose dark grey green silty clayey fine SAND [SC-SM]						
50	X	2-3-4	7			-- loose						
55	X	5-6-7	13			-- medium dense	13	30				
60	X	5-7-9	16									

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.4

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-03**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

SHEET: **2 of 2**

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
65		5-6-9	15									
70		3-2-3	5			-- loose						
75		10-12-33	45			Dense dark grey green clayey fine SAND with cemented sand & phosphate nodules [SC]						
80		40-50/2"	50/2"			-- very dense						
85		38-41-40	81			BORING TERMINATED AT 85.0 FEET						
90												
95												
100												
105												
110												
115												
120												

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.4

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

CLIENT: WINTER PARK HOTEL GROUP

LOCATION: SEE BORING LOCATION PLAN

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

BORING I.D.: **B-08** SHEET: **1 of 1**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

G.S. ELEVATION (ft): N.S. DATE STARTED: 11/23/20
WATER TABLE (ft): 4.5 DATE FINISHED: 11/23/20
DATE OF READING: 11/23/2020 DRILLED BY: ORL - DW/TA
EST. SHGWT (ft): 3.5 TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0						Very loose dark grey brown fine SAND with silt [SP-SM]						
		1-2-1	3				7	13			9	
						-- loose						
		3-4-5	9	▽								
				▼		-- brown	5	19			13	
5		4-4-5	9									
		26-46-41	87			Very dense dark red brown fine SAND with silt, partially cemented "hardpan" [SP-SM]						
						-- dense						
		16-16-16	32			-- brown						
10		6-18-20	38									
						Medium dense light brown silty fine SAND [SM]						
15		9-6-6	12				15	18				
		7-6-7	13									
20						BORING TERMINATED AT 20.0 FEET						
25												
30												
35												

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
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PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-09** SHEET: **1 of 1**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

CLIENT: WINTER PARK HOTEL GROUP
LOCATION: SEE BORING LOCATION PLAN
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

G.S. ELEVATION (ft): N.S.
WATER TABLE (ft): 6
DATE OF READING: 11/23/2020
EST. SHGWT (ft): 4.5

DATE STARTED: 11/23/20
DATE FINISHED: 11/23/20
DRILLED BY: ORL - TA/DW
TYPE OF SAMPLING: ASTM D 1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0						Very loose brown fine SAND with silt [SP-SM]						
		2-1-1	3									
		2-2-3	5			-- loose, light brown	4	12			17	
5		12-14-14	28	▽		Medium dense very dark red brown silty fine SAND, lightly cemented "hardpan" [SM]	13	23				
		12-12-12	24	▼								
		5-8-10	18			Medium dense grey brown silty fine SAND [SM]						
		6-7-6	13			-- light brown						
10												
						-- grey brown						
15		2-4-5	9				24	19				
20		3-4-5	9			BORING TERMINATED AT 20.0 FEET						
25												
30												
35												

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UNIVERSAL ENGINEERING SCIENCES
BORING LOG

PROJECT NO.:	0130.2000488.0000
REPORT NO.:	1823872
PAGE:	B-2.6

PROJECT: GEOTECHNICAL EXPLORATION
HENDERSON HOTEL AT LAKE KILLARNEY
WINTER PARK, ORANGE COUNTY, FLORIDA

BORING I.D.: **B-10** SHEET: **1 of 1**
SECTION: 12 TOWNSHIP: 22 RANGE: 29

CLIENT: WINTER PARK HOTEL GROUP

LOCATION: SEE BORING LOCATION PLAN

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED

G.S. ELEVATION (ft): N.S.
WATER TABLE (ft): 6
DATE OF READING: 11/23/2020
EST. SHGWT (ft): 5

DATE STARTED: 11/23/20
DATE FINISHED: 11/23/20
DRILLED BY: ORL - TA/DW
TYPE OF SAMPLING: ASTM D 1586

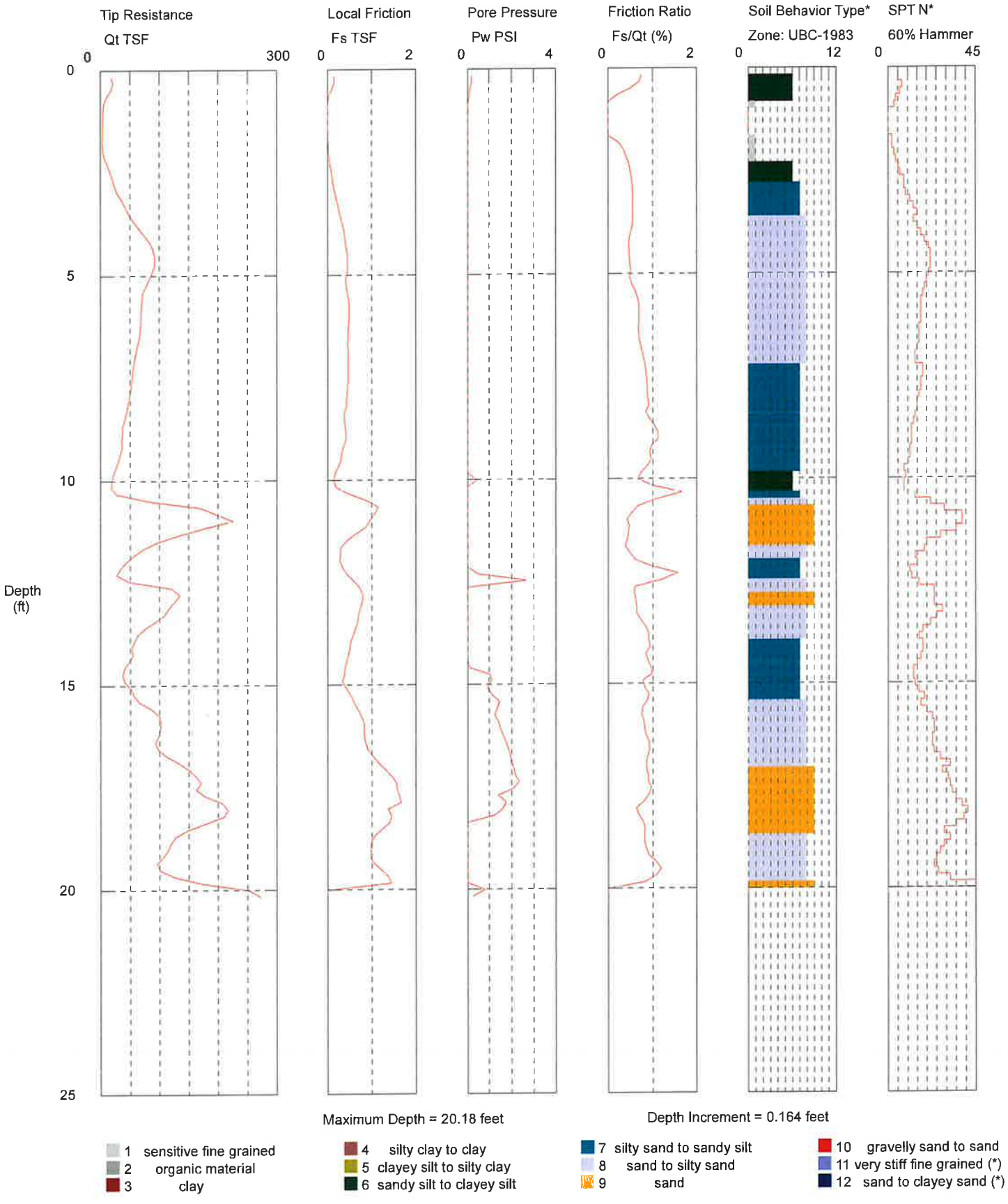
DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N BLOWS / FT	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS LL	ATTERBERG LIMITS PI	K (FT/ DAY)	ORG. CONT. (%)
0						Very loose brown fine SAND with silt [SP-SM]						
		1-2-1	3									
						-- loose	10	10			8	
		1-2-2	4									
5		4-6-6	12	▽		Medium dense light brown silty fine SAND [SM]						
				▼			21	21				
		5-6-6	12			-- loose						
		3-3-3	6			-- brown						
10		2-3-4	7									
15		3-5-5	10				16	20				
						-- medium dense, very light brown						
20		4-5-6	11			BORING TERMINATED AT 20.0 FEET						
25												
30												
35												

W-11391.GPJ

HENDERSON HOTEL

Operator: KYLE R.
Sounding: B-4
Cone Used: DDG1322
GPS Data: NO GPS

CPT Date/Time: 12/3/2020 10:24:31 AM
Location: WINTER PARK
Job Number: 0130.2000488.0000

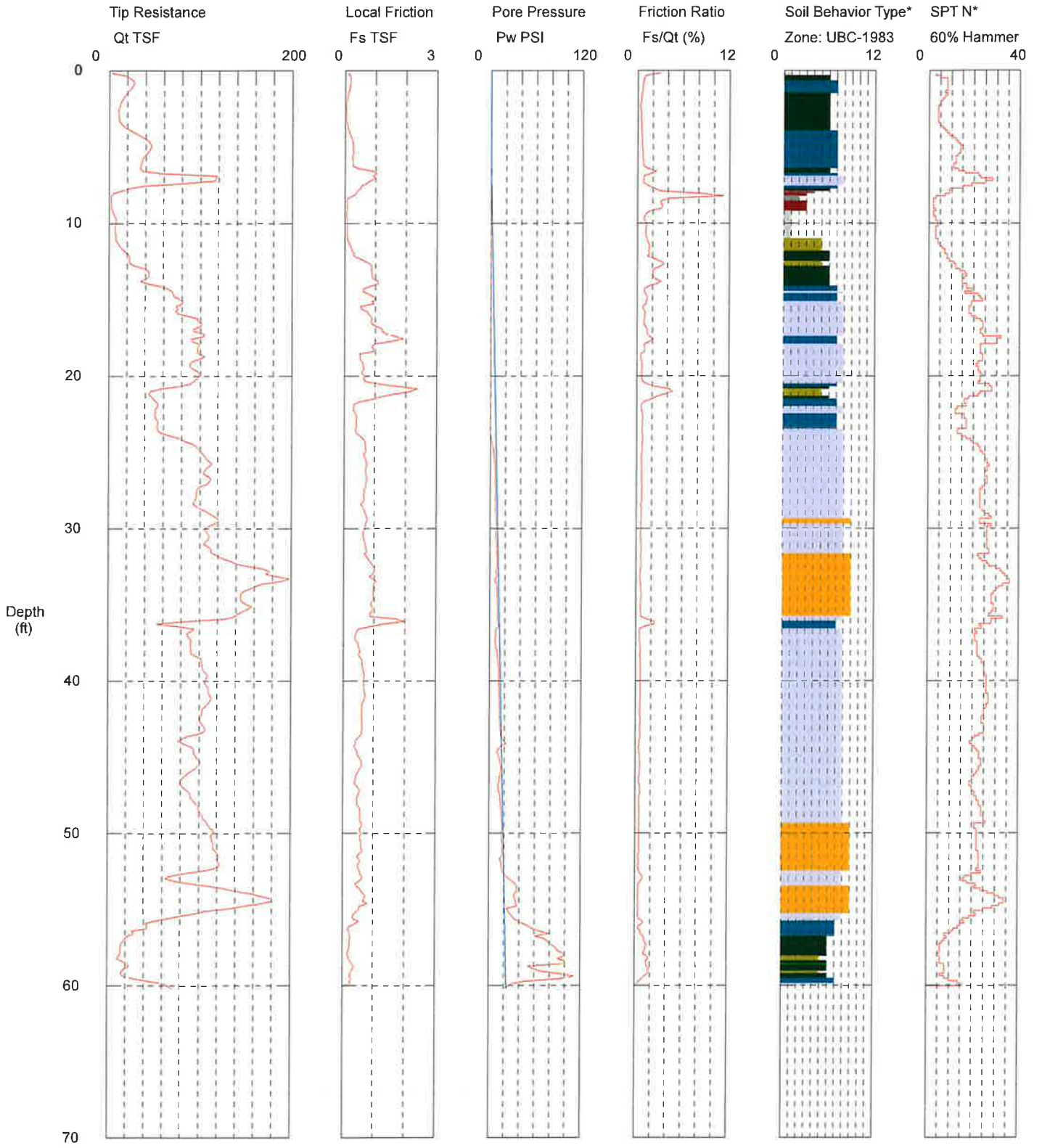


*Soil behavior type and SPT based on data from UBC-1983

HENDERSON HOTEL

Operator: KYLE R.
Sounding: B-5
Cone Used: DDG1322
GPS Data: NO GPS

CPT Date/Time: 12/3/2020 11:16:12 AM
Location: WINTER PARK
Job Number: 0130.2000488.0000



Maximum Depth = 60.20 feet

Depth Increment = 0.164 feet

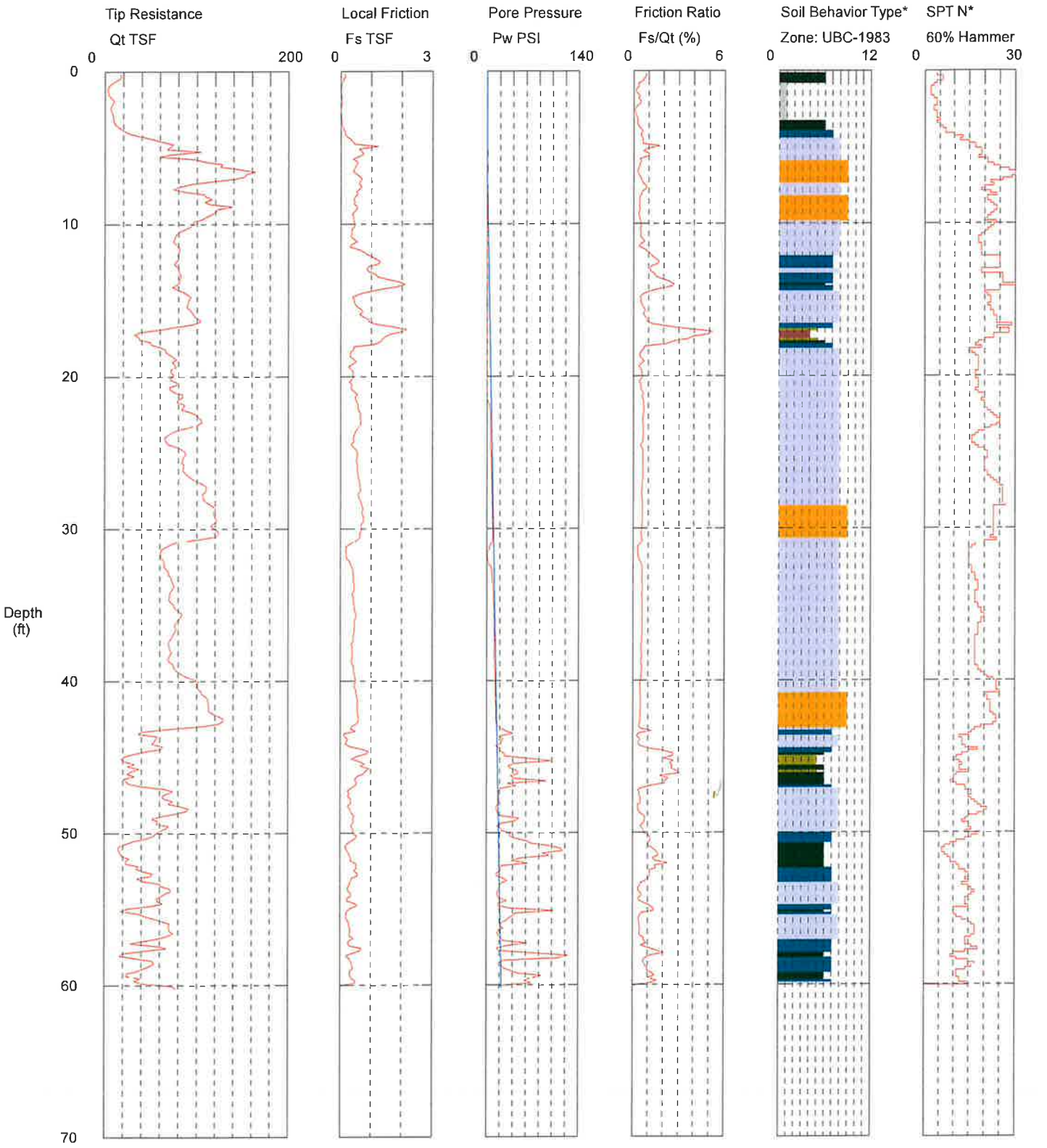
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

HENDERSON HOTEL

Operator: KYLE R.
Sounding: B-6
Cone Used: DDG1322
GPS Data: NO GPS

CPT Date/Time: 12/3/2020 1:40:03 PM
Location: WINTER PARK
Job Number: 0130.2000488.0000



Maximum Depth = 60.20 feet

Depth Increment = 0.164 feet

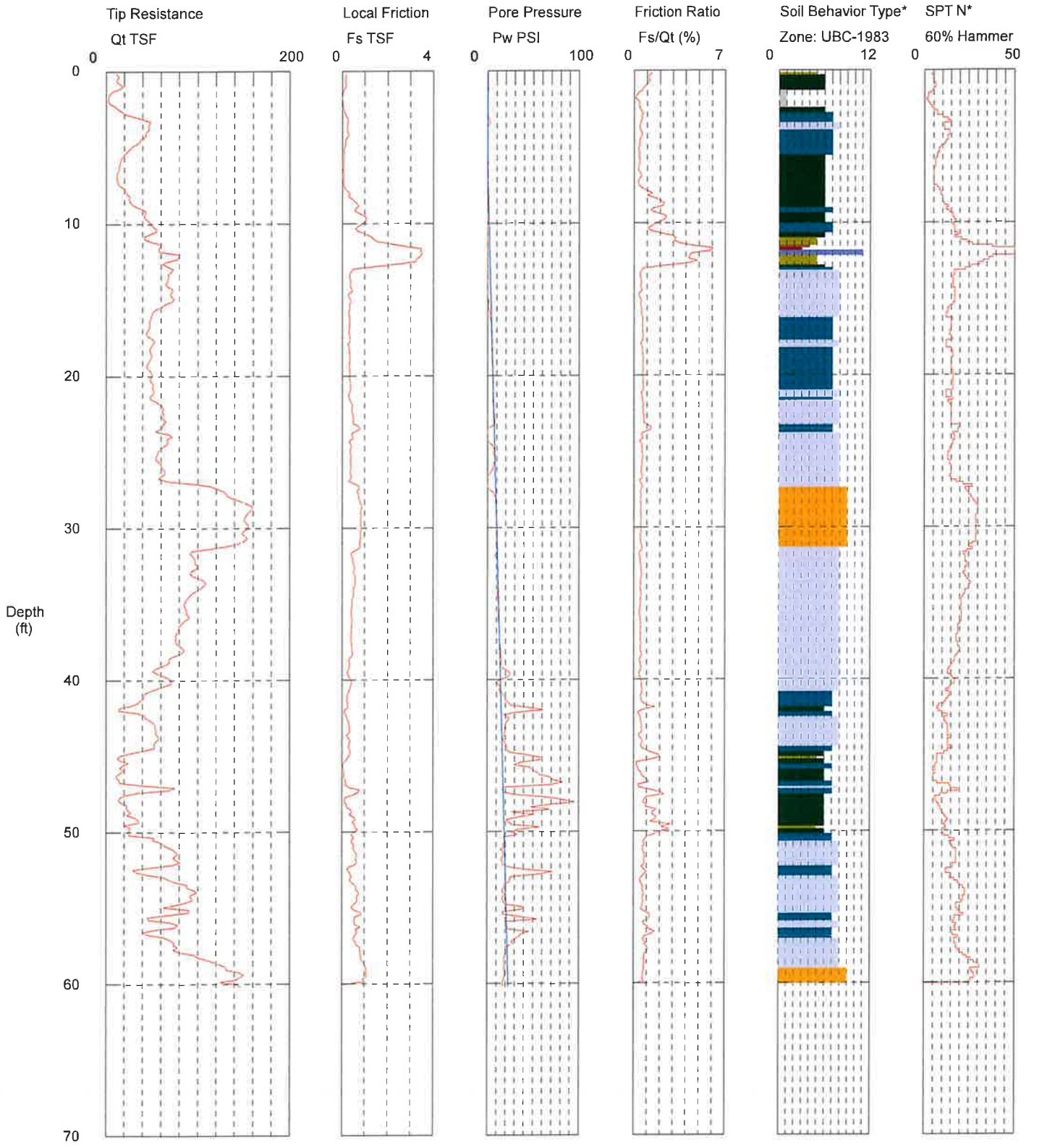
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

HENDERSON HOTEL

Operator: KYLE R.
Sounding: B-7
Cone Used: DDG1322
GPS Data: NO GPS

CPT Date/Time: 12/3/2020 2:48:01 PM
Location: WINTER PARK
Job Number: 0130.2000488.0000



Maximum Depth = 60.20 feet

Depth Increment = 0.164 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

UNIVERSAL ENGINEERING SCIENCES

KEY TO BORING LOGS

SYMBOLS AND ABBREVIATIONS

SYMBOL	DESCRIPTION
N-Value	No. of Blows of a 140-lb. Weight Falling 30 Inches Required to Drive a Standard Spoon 1 Foot
WOR	Weight of Drill Rods
WOH	Weight of Drill Rods and Hammer
	Sample from Auger Cuttings
	Standard Penetration Test Sample
	Thin-wall Shelby Tube Sample (Undisturbed Sampler Used)
RQD	Rock Quality Designation
	Stabilized Groundwater Level
	Seasonal High Groundwater Level (also referred to as the W.S.W.T.)
NE	Not Encountered
GNE	Groundwater Not Encountered
BT	Boring Terminated
-200 (%)	Fines Content or % Passing No. 200 Sieve
MC (%)	Moisture Content
LL	Liquid Limit (Atterberg Limits Test)
PI	Plasticity Index (Atterberg Limits Test)
NP	Non-Plastic (Atterberg Limits Test)
K	Coefficient of Permeability
Org. Cont.	Organic Content
G.S. Elevation	Ground Surface Elevation

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES
COARSE GRAINED SOILS More than 50% retained on the No. 200 sieve*	GRAVELS 50% or more of coarse fraction retained on No. 4 sieve	CLEAN GRAVELS	GW	Well-graded gravels and gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels and gravel-sand mixtures, little or no fines
		GRAVELS WITH FINES	GM	Silty gravels and gravel-sand-silt mixtures
			GC	Clayey gravels and gravel-sand-clay mixtures
	SANDS More than 50% of coarse fraction passes No. 4 sieve	CLEAN SANDS 5% or less passing No. 200 sieve	SW**	Well-graded sands and gravelly sands, little or no fines
			SP**	Poorly graded sands and gravelly sands, little or no fines
		SANDS with 12% or more passing No. 200 sieve	SM**	Silty sands, sand-silt mixtures
			SC**	Clayey sands, sand-clay mixtures
FINE-GRAINED SIOLS 50% or more passes the No. 200 sieve*	SILTS AND CLAYS Liquid limit 50% or less		ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS Liquid limit greater than 50%		MH	Inorganic silts, micaceous or diamicaceous fine sands or silts, elastic silts
			CH	Inorganic clays or clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity
			PT	Peat, muck and other highly organic soils

*Based on the material passing the 3-inch (75 mm) sieve
** Use dual symbol (such as SP-SM and SP-SC) for soils with more than 5% but less than 12% passing the No. 200 sieve

RELATIVE DENSITY
(Sands and Gravels)
Very loose – Less than 4 Blow/Foot
Loose – 4 to 10 Blows/Foot
Medium Dense – 11 to 30 Blows/Foot
Dense – 31 to 50 Blows/Foot
Very Dense – More than 50 Blows/Foot

CONSISTENCY
(Silts and Clays)
Very Soft – Less than 2 Blows/Foot
Soft – 2 to 4 Blows/Foot
Firm – 5 to 8 Blows/Foot
Stiff – 9 to 15 Blows/Foot
Very Stiff – 16 to 30 Blows/Foot
Hard – More than 30 Blows/Foot

RELATIVE HARDNESS
(Limestone)
Soft – 100 Blows for more than 2 Inches
Hard – 100 Blows for less than 2 Inches

MODIFIERS

These modifiers Provide Our Estimate of the Amount of Minor Constituents (Silt or Clay Size Particles) in the Soil Sample
Trace – 5% or less
With Silt or With Clay – 6% to 11%
Silty or Clayey – 12% to 30%
Very Silty or Very Clayey – 31% to 50%

These Modifiers Provide Our Estimate of the Amount of Organic Components in the Soil Sample
Trace – Less than 3%
Few – 3% to 4%
Some – 5% to 8%
Many – Greater than 8%

These Modifiers Provide Our Estimate of the Amount of Other Components (Shell, Gravel, Etc.) in the Soil Sample
Trace – 5% or less
Few – 6% to 12%
Some – 13% to 30%
Many – 31% to 50%

APPENDIX C

UNIVERSAL
ENGINEERING SCIENCES

Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a civil engineer may not fulfill the needs of a constructor — a construction contractor — or even another civil engineer. Because each geotechnical- engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. No one except you should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you* — should apply this report for any purpose or project except the one originally contemplated.

Read the Full Report

Serious problems have occurred because those relying on a geotechnical-engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

Geotechnical Engineers Base Each Report on a Unique Set of Project-Specific Factors

Geotechnical engineers consider many unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk-management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical-engineering report that was:

- not prepared for you;
- not prepared for your project;
- not prepared for the specific site explored; or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical-engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light-industrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical-engineering report is based on conditions that existed at the time the geotechnical engineer performed the study. *Do not rely on a geotechnical-engineering report whose adequacy may have been affected by*: the passage of time; man-made events, such as construction on or adjacent to the site; or natural events, such as floods, droughts, earthquakes, or groundwater fluctuations. *Contact the geotechnical engineer before applying this report to determine if it is still reliable.* A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ — sometimes significantly — from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide geotechnical-construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are Not Final

Do not overrely on the confirmation-dependent recommendations included in your report. *Confirmation-dependent recommendations are not final,* because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations *only* by observing actual subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's confirmation-dependent recommendations if that engineer does not perform the geotechnical-construction observation required to confirm the recommendations' applicability.*

A Geotechnical-Engineering Report Is Subject to Misinterpretation

Other design-team members' misinterpretation of geotechnical-engineering reports has resulted in costly

problems. Confront that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Constructors can also misinterpret a geotechnical-engineering report. Confront that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing geotechnical construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical-engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make constructors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give constructors the complete geotechnical-engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise constructors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure constructors have sufficient time* to perform additional study. Only then might you be in a position to give constructors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and constructors fail to recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Environmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform an *environmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical-engineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold-prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, many mold- prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical- engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; *none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.*

Rely, on Your GBC-Member Geotechnical Engineer for Additional Assistance

Membership in the Geotechnical Business Council of the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project. Confer with you GBC-Member geotechnical engineer for more information.



8811 Colesville Road/Suite G106, Silver Spring, MD 20910
Telephone: 301/565-2733 Facsimile: 301/589-2017
e-mail: info@geoprofessional.org www.geoprofessional.org

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CONSTRAINTS & RESTRICTIONS

The intent of this document is to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.

WARRANTY

Universal Engineering Sciences has prepared this report for our client for his exclusive use, in accordance with generally accepted soil and foundation engineering practices, and makes no other warranty either expressed or implied as to the professional advice provided in the report.

UNANTICIPATED SOIL CONDITIONS

The analysis and recommendations submitted in this report are based upon the data obtained from soil borings performed at the locations indicated on the Boring Location Plan. This report does not reflect any variations which may occur between these borings.

The nature and extent of variations between borings may not become known until excavation begins. If variations appear, we may have to re-evaluate our recommendations after performing on-site observations and noting the characteristics of any variations.

CHANGED CONDITIONS

We recommend that the specifications for the project require that the contractor immediately notify Universal Engineering Sciences, as well as the owner, when subsurface conditions are encountered that are different from those present in this report.

No claim by the contractor for any conditions differing from those anticipated in the plans, specifications, and those found in this report, should be allowed unless the contractor notifies the owner and Universal Engineering Sciences of such changed conditions. Further, we recommend that all foundation work and site improvements be observed by a representative of Universal Engineering Sciences to monitor field conditions and changes, to verify design assumptions and to evaluate and recommend any appropriate modifications to this report.

MISINTERPRETATION OF SOIL ENGINEERING REPORT

Universal Engineering Sciences is responsible for the conclusions and opinions contained within this report based upon the data relating only to the specific project and location discussed herein. If the conclusions or recommendations based upon the data presented are made by others, those conclusions or recommendations are not the responsibility of Universal Engineering Sciences.

CHANGED STRUCTURE OR LOCATION

This report was prepared in order to aid in the evaluation of this project and to assist the architect or engineer in the design of this project. If any changes in the design or location of the structure as outlined in this report are planned, or if any structures are included or added that are not discussed in the report, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions modified or approved by Universal Engineering Sciences.

USE OF REPORT BY BIDDERS

Bidders who are examining the report prior to submission of a bid are cautioned that this report was prepared as an aid to the designers of the project and it may affect actual construction operations.

Bidders are urged to make their own soil borings, test pits, test caissons or other investigations to determine those conditions that may affect construction operations. Universal Engineering Sciences cannot be responsible for any interpretations made from this report or the attached boring logs with regard to their adequacy in reflecting subsurface conditions which will affect construction operations.

STRATA CHANGES

Strata changes are indicated by a definite line on the boring logs which accompany this report. However, the actual change in the ground may be more gradual. Where changes occur between soil samples, the location of the change must necessarily be estimated using all available information and may not be shown at the exact depth.

OBSERVATIONS DURING DRILLING

Attempts are made to detect and/or identify occurrences during drilling and sampling, such as: water level, boulders, zones of lost circulation, relative ease or resistance to drilling progress, unusual sample recovery, variation of driving resistance, obstructions, etc.; however, lack of mention does not preclude their presence.

WATER LEVELS

Water level readings have been made in the drill holes during drilling and they indicate normally occurring conditions. Water levels may not have been stabilized at the last reading. This data has been reviewed and interpretations made in this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, tides, and other factors not evident at the time measurements were made and reported. Since the probability of such variations is anticipated, design drawings and specifications should accommodate such possibilities and construction planning should be based upon such assumptions of variations.

LOCATION OF BURIED OBJECTS

All users of this report are cautioned that there was no requirement for Universal Engineering Sciences to attempt to locate any man-made buried objects during the course of this exploration and that no attempt was made by Universal Engineering Sciences to locate any such buried objects. Universal Engineering Sciences cannot be responsible for any buried man-made objects which are subsequently encountered during construction that are not discussed within the text of this report.

TIME

This report reflects the soil conditions at the time of exploration. If the report is not used in a reasonable amount of time, significant changes to the site may occur and additional reviews may be required.

UNIVERSAL
ENGINEERING SCIENCES

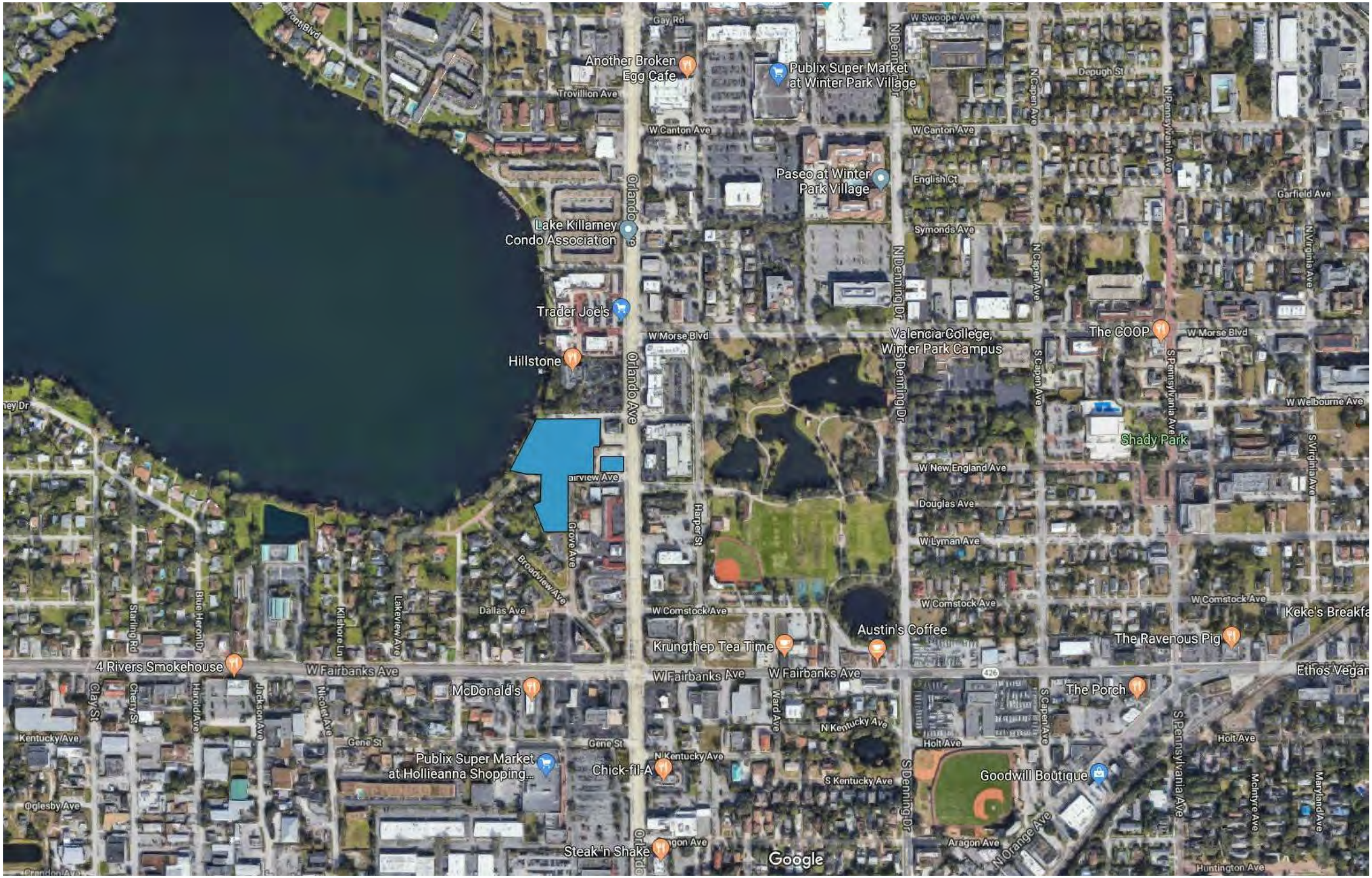
HENDERSON HOTEL

WINTER PARK, FLORIDA

CONDITIONAL USE PACKAGE
11/06/2020

COVER SHEET

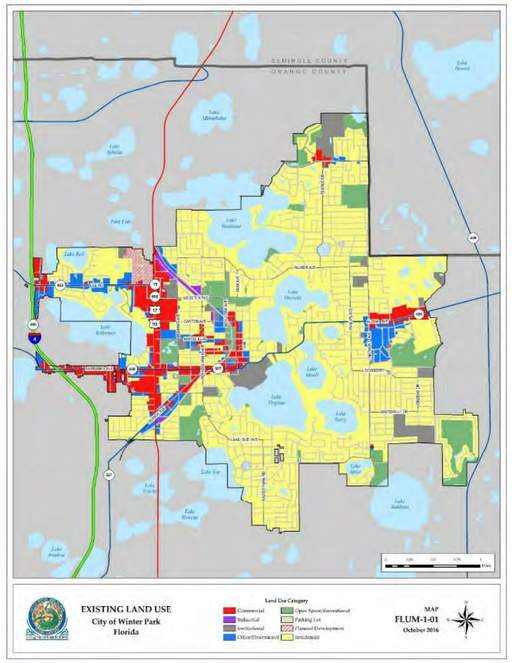
NOT FOR CONSTRUCTION



PROJECT SITE

N

NOT FOR CONSTRUCTION



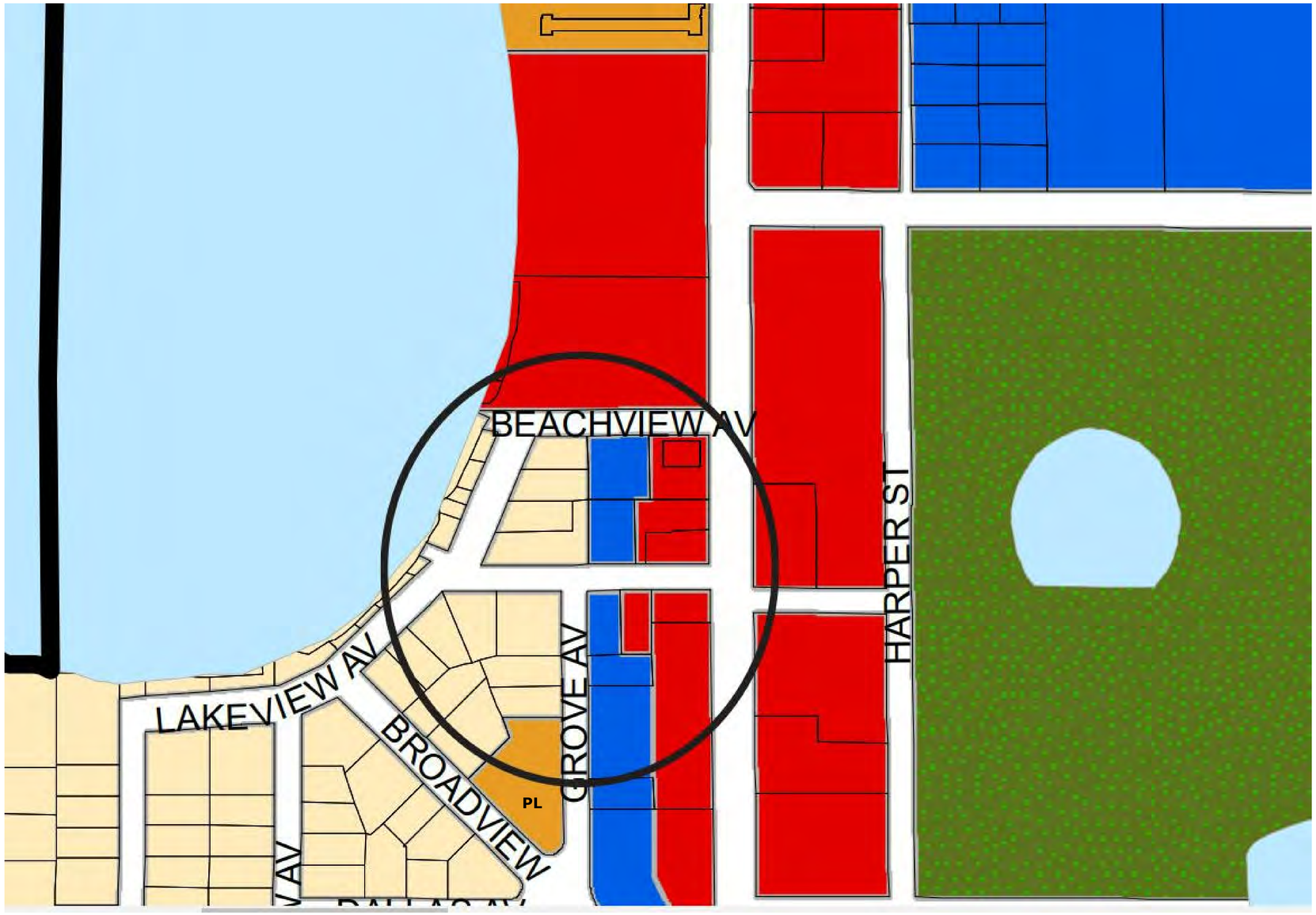
EXISTING LAND USE
City of Winter Park
Florida

Land Use Category

- Commercial
- Industrial
- Institutional
- Office/Professional
- Open Space/Recreational
- Parking Lot
- Planned Development
- Residential

MAP
FLUM-1-01
October 2016

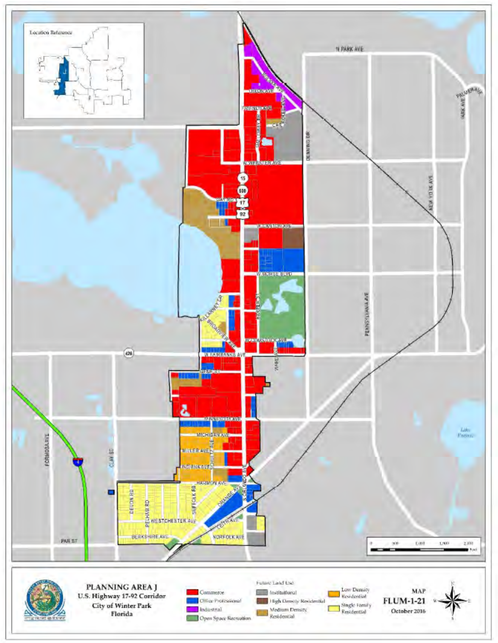
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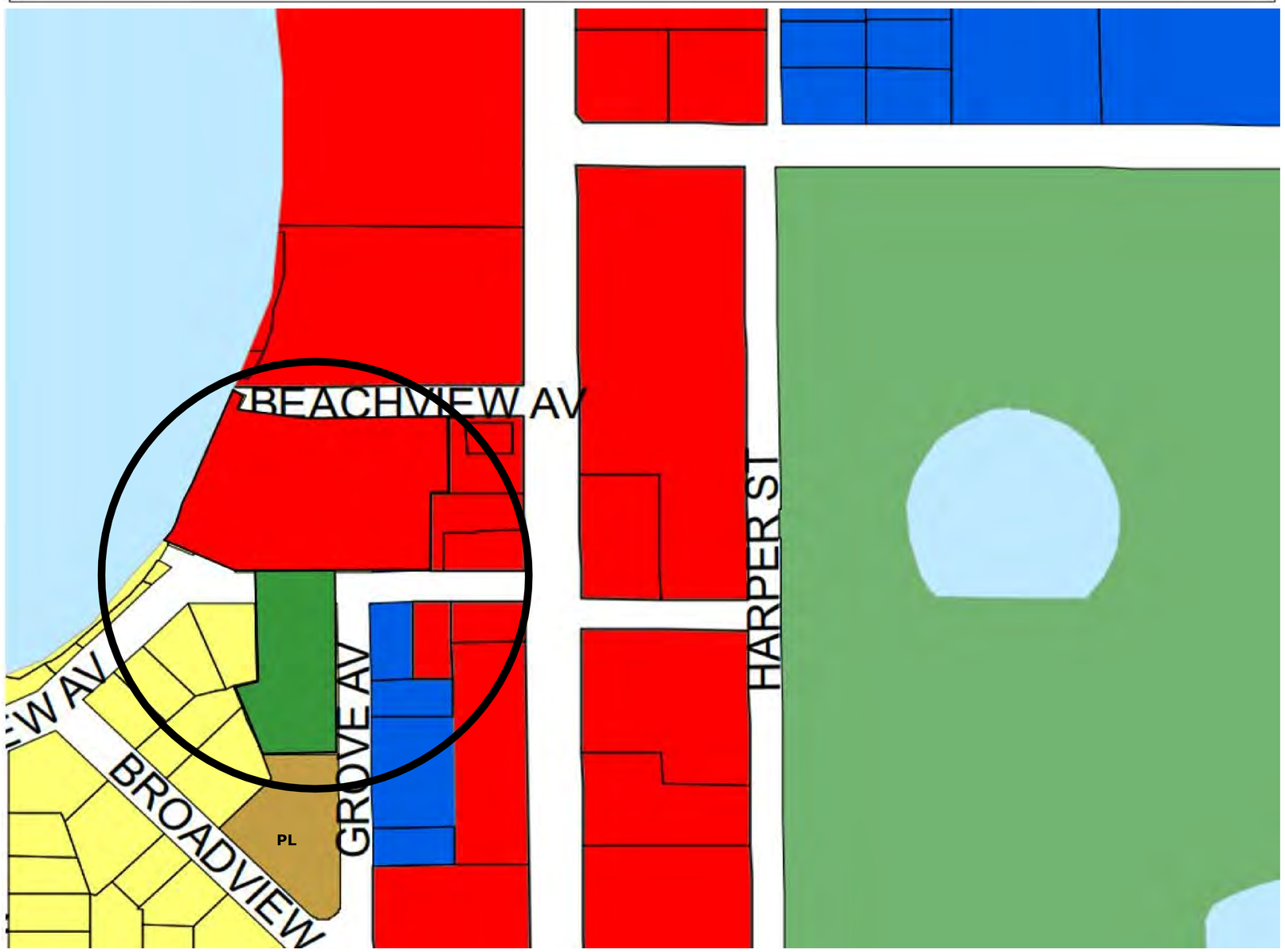


EXISTING LAND USE MAP

N

NOT FOR CONSTRUCTION

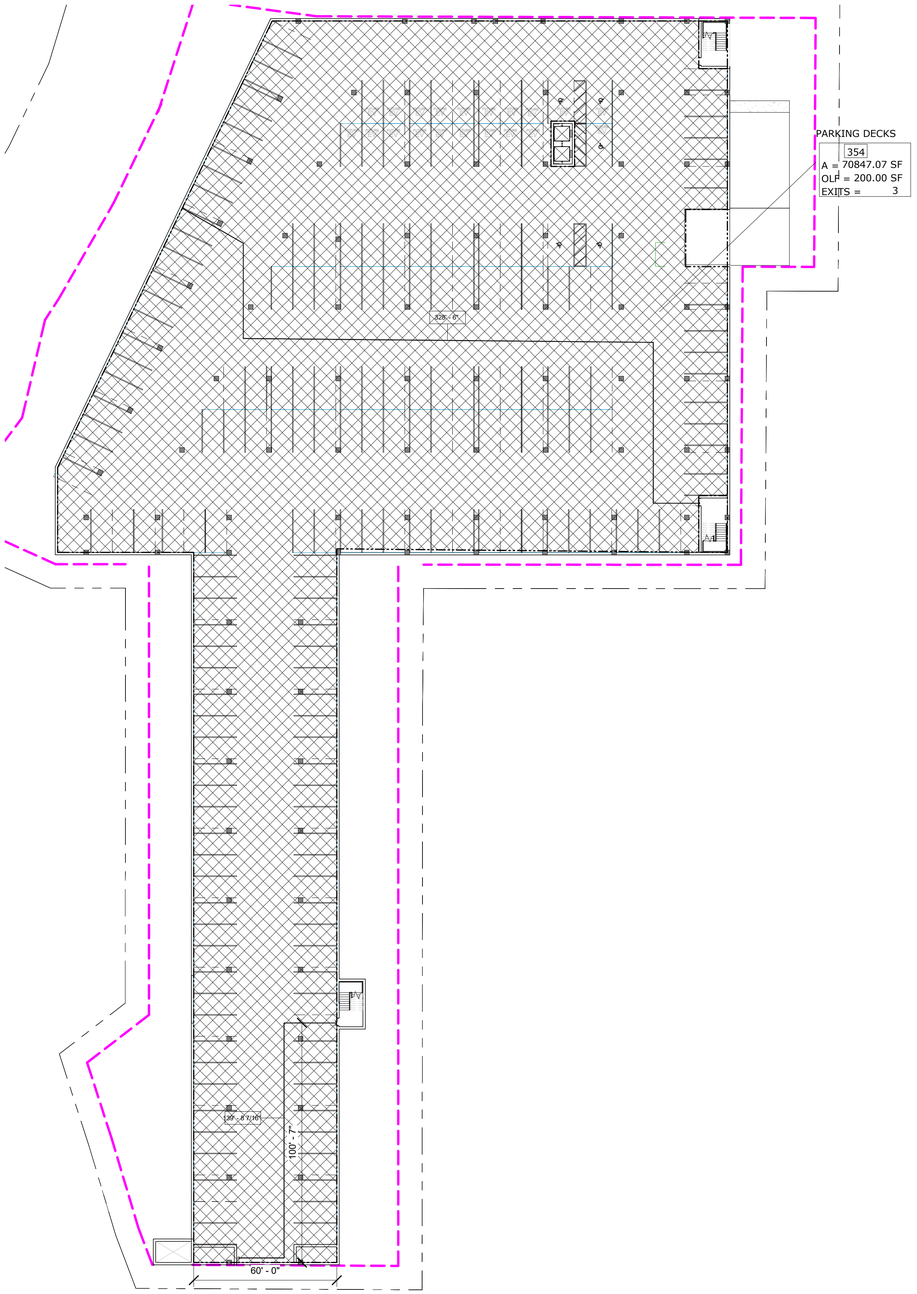




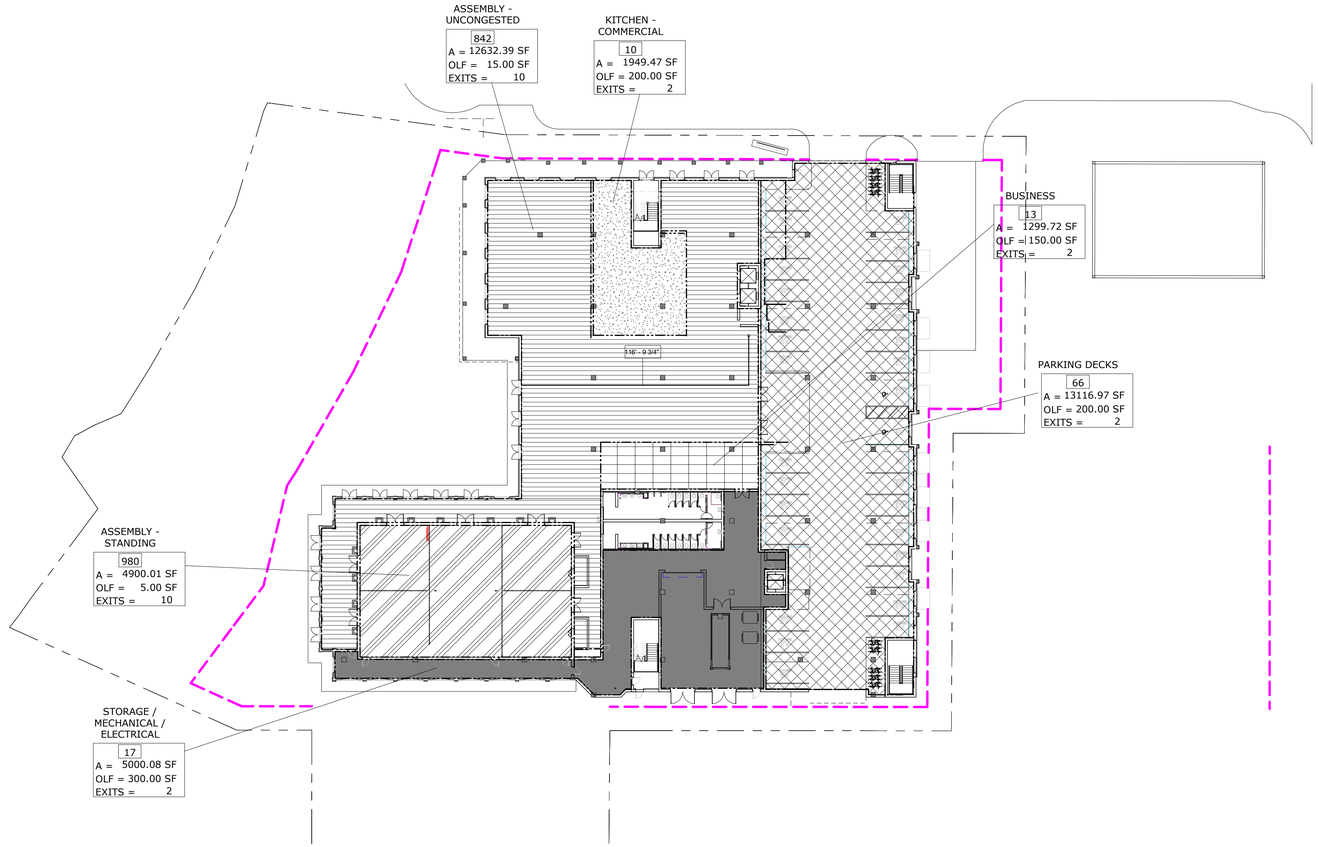
PROPOSED FUTURE LAND USE MAP

N

NOT FOR CONSTRUCTION



BASEMENT



LEVEL 01

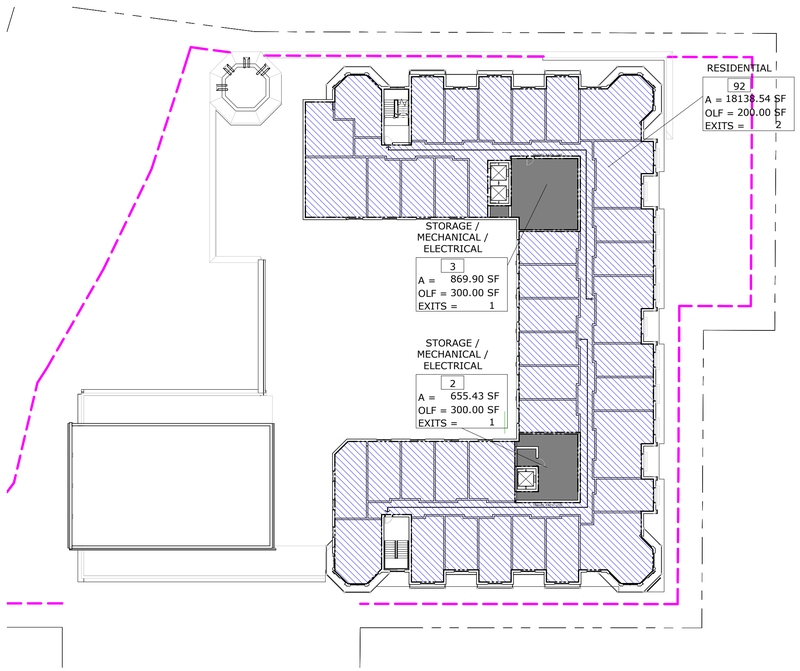
LIFE SAFETY PLAN

N

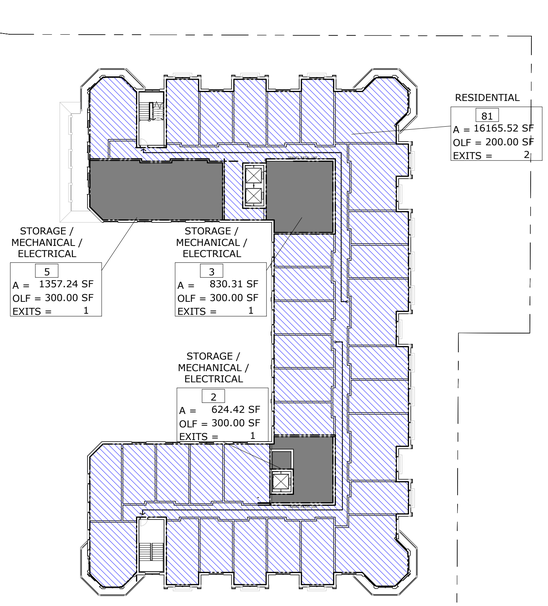
SCALE: 1" = 30'

0 15 30 75 120'

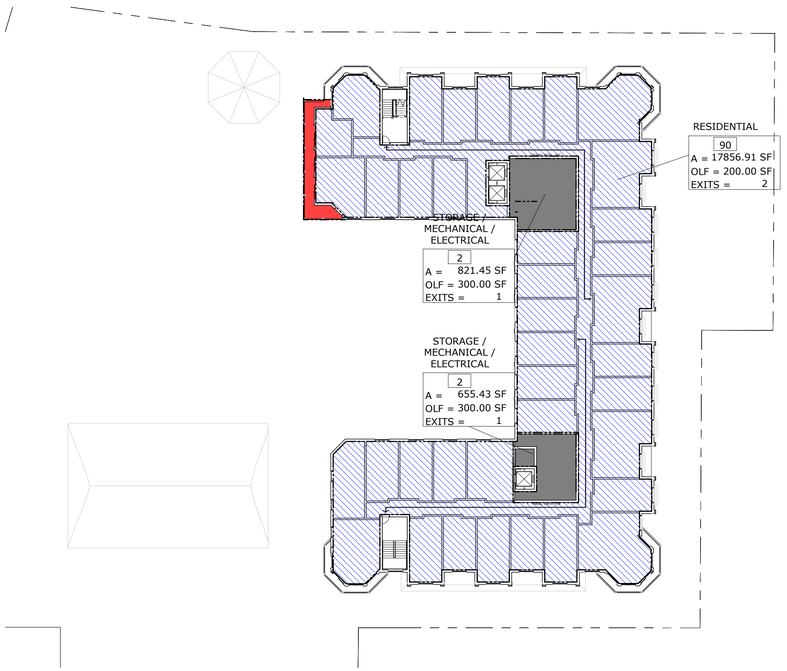
NOT FOR CONSTRUCTION



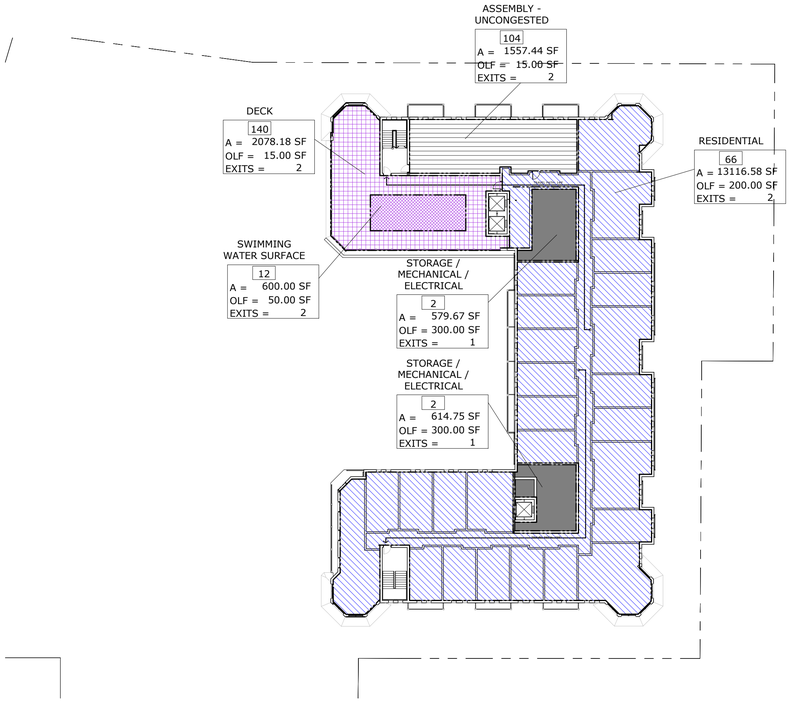
LEVEL 02



LEVEL 04



LEVEL 03



LEVEL 05

LIFE SAFETY PLAN

N

SCALE: 1" = 30'

0 15 30 75 120'

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

G.104

Baker Barrios
The shape of things to come.
AA0002981 + LC26000427

Boundary Survey



ADDRESS

240 Killarney Drive, 250 Killarney Drive, 1321 Fairview Avenue, 230 Killarney Drive, 1201 Fairview Avenue, 231 S Orlando Avenue, 271 S Orlando Avenue, 1298 Beachview Avenue and 0 Killarney Drive (Pid:12-22-29-4172-07-001)
Winter Park, FL 32789

SCALE: 1"=20'

LEGEND

- □ = Concrete Monument (CM)
- ⌖ = Drill Hole (DH)
- ● = Iron Pipe & Cap (IP)
- ○ = Iron Rod & Cap (IR)
- ⊙ = Nail & Disk (N&D)
- PCP = Permanent Control Point
- PRM = Permanent Reference Monument
- OR Book = Official Record Book
- PB = Plat Book
- Pg = Page
- CONC = Concrete
- D = Central Angle
- L = Arc Length
- R = Radius
- CB = Chord Bearing
- CH = Chord Length
- FND = Found
- ID = Identification
- LB = Licensed Business
- LS = Licensed Surveyor
- PVC = Polyvinyl Chloride
- TYP. = Typical
- = Backflow Preventor
- = Cable TV Riser
- = Catch Basin/Inlet
- = Drainage Manhole
- = Electric Box
- = Fire Hydrant
- = Guy Wire
- = Light Pole
- = Mitered End Section
- = Sanitary Cleanout
- = Sanitary Manhole
- = Sign
- = Telephone Riser
- = Transformer
- = Power Pole
- ohu = Overhead Utilities
- = Well
- WM = Water Meter
- = Water Valve
- (C) = Calculated Distance
- (D) = Deed Dimension
- (F) = Field Measurement
- (R) = Radial
- (R/W) = Right of Way Map
- (P) = Plat Measurement
- (CB) = Condominium Book
- RCP = Reinforced Concrete Pipe
- on/off = On Site/Off Site
- = Grade Shot

BEACHVIEW AVENUE — 50' RIGHT OF WAY

FAIRVIEW AVENUE — 50' RIGHT OF WAY

STATE ROAD 15/600 S ORANGE AVENUE — 80' RIGHT OF WAY

LAKE KILLARNEY — LESS THE LAKE

KILLARNEY DRIVE — LESS THE RIGHT OF WAY — 70' RIGHT OF WAY

S 83°11'43" E(F) 27.56'(C)

N 89°21'59" E(R/W) 329.53'(C)

S 66°28'57" E(C) 33.46'(F)

N 23°20'10" E(R/W) 253.76'(C)

N 23°20'10" E 274.76'(R/W)

S 89°12'36" W 441.32'(R/W)

N 31°18'49" E(C) 9.42'(C) 9.44'(R/W)

S 00°45'23" E 83.33'(R/W)

N 26°19'34" W(CB) N 27°05'29" W(C) 11.17'(C) 11.16'(CB)

L=148.54' R=34266.95' D=0°14'54"

L=115.00' R=34266.95' R=34417.50'(CB) D=0°11'32" D=0°11'29"(CB)

NW CORNER OF LOT 4 — FND XCUT — NO ID — 0.2'N

SW CORNER OF LOT 1 (WATER PARCEL) — FND 1"IP — NO ID — 0.4'N

FND 1"IP NO ID 2.4'S 1.3'W

FND 1"IP NO ID 4.0'S 0.1'E

FND ½"IR LB 3505 0.2'S 0.3'W

FND ½"IR NO ID 0.4'S 0.3'W

FND ½"IR NO ID 1.5'N 0.2'E

SET ½"IR LB 7788

FND N&D LB 1 0.2'N 0.1'E

FND N&D LB 3505 0.3'N 0.3'E

FND N&D LB 5237 0.2'N 0.3'E

FND ½"IR ILLEGIBLE 2.2'N 0.6'W

FND N&D LB 1 0.2'N 0.1'W

FND ½"IR LB 6994 0.2'N 2.2'W

SET N&D LB 7788

SITE BENCHMARK#1 ELEV: 89.59 (NAVD88)

SITE BENCHMARK#2 ELEV: 89.90 (NAVD88)

SITE BENCHMARK#3 ELEV: 86.36 (NAVD88)

SITE BENCHMARK#4 ELEV: 88.93 (NAVD88)

FND 4x4 CM NO ID

LOT 1 — Pid:12-22-29-4172-07-030 (240 KILLARNEY DR)

LOT 2 — Pid:12-22-29-4172-07-020 (250 KILLARNEY DR)

LOT 3 — Pid:12-22-29-4172-07-011 (1321 FAIRVIEW AVE)

LOT 4 — Pid:12-22-29-4172-07-040 (230 KILLARNEY DR)

LOT 5

LOT 6

LOT 7

LOT 8

LOT 9

LOT 10 — Pid:12-22-29-4172-07-101 (271 S ORLANDO AVE)

LOT 11 — Pid:12-22-29-4172-07-110 (231 S ORLANDO AVE)

Pid:12-22-29-4172-07-001 (0 KILLARNEY DR)

Pid:12-22-29-4172-07-060 (1201 FAIRVIEW AVE)

Pid:12-22-29-4172-07-080 (1298 BEACHVIEW AVE)

KILLARNEY OAKS BUILDING A CONDOMINIUM CONDO BOOK 7, PG 53

BLOCK 7 RESURVEY OF KILLARNEY ESTATES PLAT BOOK L, PG 9

OUTFALL DITCH PER RIGHT OF WAY MAP

SOUTHEASTERLY TO NW CORNER LOT 4

NORTHWESTERLY TO NW CORNER OF NE1/4

SOUTHWESTERLY

WATERLINE MARKER(TYP.)

GAS MARKER(TYP.)

CABLE MARKER(TYP.)

4' CHAINLINK FENCE

6' WOOD FENCE

CONC. REVEAL

2'CURB

4'CURB

BRICK

ASPHALT

WEST RIGHT OF WAY PER FDOT RIGHT OF WAY MAP SECTION 75030-408429-1, SHEET 8

RIGHT OF WAY TAKEN PER FDOT RIGHT OF WAY MAP SECTION 75030-408429-1, SHEET 8

24"cypress; 36"cypress; 24"tree; 36"tree cluster; 24"tree cluster; 12"magnolia; 12"oak; 6"oak; 14"oak; 16"oak; 12"palm; 8"palm; 10"palm; 18"palm; 20"palm; 6"camphor; 20"camphor; twin 12"camphor; 30"camphor

Legal Description (as furnished)

Lots 1-11, Block 7, Resurvey of Killarney Estates, according to the plat thereof as recorded in Plat Book L, Page 9, Public Records of Orange County, Florida.
Together with that parcel described as Killarney Oaks Building, a Condominium, according to Condominium Book 7, Page 53, Public Records of Orange County, Florida,
and Together with Beginning at the Southwest corner of Lot 1, Block 7, Resurvey of Killarney Estates, according to the plat thereof as recorded in Plat Book L, Page 9, Public Records of Orange County, Florida, thence run Northwesterly to the Northwest corner of Northeast ¼ of Section 12, Township 29 South, Range 30 East; thence run Southeasterly to the Northwesterly corner of said Lot 4, Block 7; thence Southwesterly to the Point of Beginning, LESS that part within the right of way and LESS that part that falls in Lake Killarney.

NOTE:
INTERIOR IMPROVEMENTS ARE NOT SHOWN HEREON, AT THE CLIENT'S REQUEST

NOTE:
ELEVATIONS SHOWN HEREON ARE BASED ON COUNTY BENCHMARK# I010004, ELEVATION 90.378 (NAVD88)

NOTE:
NORMAL HIGH WATER ELEVATION IS BASED ON ORANGE COUNTY LAKE FACT SHEET

ADDITIONAL NOTES:
3. Additions or deletions to this survey by anyone other than the signing party or parties is prohibited without the written consent of the signing party or parties.
4. The property shown hereon is subject to all easements, restrictions and reservations which may be shown or noted on the record plat and within the public records of the county the subject property is located. This survey only depicts survey related information such as easements and setbacks that are shown on a record plat or have been furnished to the Surveyor.
5. Building ties and dimensions for improvements should not be used to reconstruct boundary lines.

JOB #:	VLSR19-34237
CLIENT #:	
FIELD DATE: 05-13-19 / 06-03-19	CREW: 2100
DRAFTER:	BT
APPROVED:	JEW
SCALE:	1" = 20'

COPYRIGHT 2011

X Borrower's Acknowledgment and Acceptance

X Borrower's Acknowledgment and Acceptance

CERTIFIED TO (AS FURNISHED):
Peter Davis Neto
Attorney at Law
Chicago Title Insurance Company
Ronnie Landing, LLC

FLOOD ZONE:
SUBJECT PROPERTY SHOWN HEREON IS NOT LOCATED IN FLOOD ZONE "X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP NUMBER 12095C0535F, EFFECTIVE DATE 9/25/2009 F.I.R.M. PANEL NUMBER 12095C0535F, LAST REVISION DATE 09/25/09. THE SURVEYOR MAKES NO GUARANTEES, EXPRESSED OR IMPLIED, AS TO THE ACCURACY OF THE ABOVE INFORMATION. THE LOCAL FEMA AGENT SHOULD BE CONSULTED FOR INFORMATION.

LIST OF POSSIBLE ENCROACHMENTS:
SEAWALL AND DOCK CROSSES PROPERTY LINES
FENCES CROSS PROPERTY LINES AS SHOWN, EXTENT NOT DETERMINED
SOME UTILITIES LIE WITHIN THE SUBJECT PROPERTY

BASIS OF BEARING:
ASSUMED BEARING ON THE WEST RIGHT OF WAY OF S ORLANDO AVENUE WHICH HAS A BEARING OF S 00°45'23" E PER FOOT RIGHT OF WAY MAP SECTION 75030-2408429-1, SHEET 8

NOTES:
1. UNDERGROUND UTILITY INSTALLATIONS, UNDERGROUND IMPROVEMENTS AND FOUNDATIONS WERE NOT LOCATED BY THIS SURVEY.
2. THE PURPOSE OF THIS SURVEY IS FOR USE BY THE CLIENT AND THOSE LISTED HEREON AND IS NOT TO BE USED BY ANY OTHER PERSON OR ENTITY FOR ANY PURPOSE WHATSOEVER.
THIS SURVEY IS PREPARED FOR THE EXCLUSIVE USE AND BENEFIT OF THE PARTIES LISTED HEREON AND IS NOT TRANSFERABLE TO ANY OTHER PERSON OR ENTITY. ANY UNAUTHORIZED USE OF THIS SURVEY IS AT YOUR OWN RISK.

VISIONLAND
541 E Pennsylvania Ave, Winter Park, FL 32789 | (888) 996-8474
LB 7788

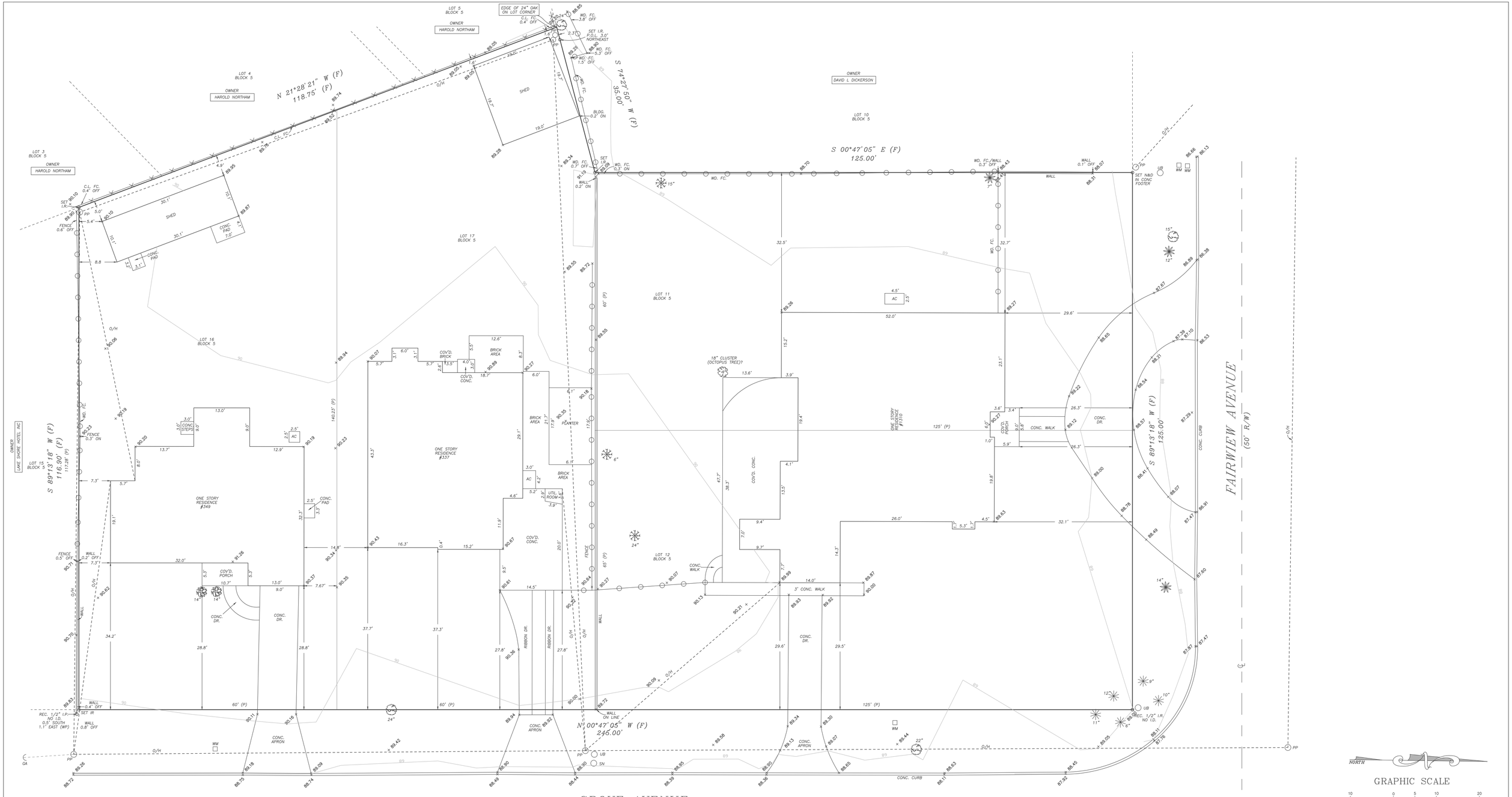
SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THIS SURVEY IS A TRUE AND ACCURATE REPRESENTATION OF THE LAND HEREIN DESCRIBED AS SURVEYED.

DATE	REVISION	DATE	REVISION
06/10/19	ADD TOPO		
06/20/19	ADD WOOD FENCE		
06/26/19	ADD TREES		

DATED: 05-14-19

STATE OF FLORIDA — JOSEPH E. WILLIAMSON — No. 6879

Joseph E. Williamson, PLS
PROFESSIONAL LAND SURVEYOR
FLORIDA REGISTRATION NO. 6879
NOT VALID WITHOUT THE ELECTRONIC SIGNATURE AND/OR ORIGINAL RAISED SEAL OF THE LISTED FLORIDA LICENSED SURVEYOR AND MAPPER.



DESCRIPTION AS FURNISHED: Lots 11, 12, 16 and 17, Block 5, KILLARNEY ESTATES, as recorded in Plat Book L, Page 9 of the Public Records of Orange County, Florida.

BOUNDARY SURVEY FOR / CERTIFIED TO: Winter Park Historic Hotels Group, Inc.

ALTA/NSPS Land Title Survey

To: Winter Park Historic Hotels Group, Inc.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6a, 7a, 8, 9, 13 and 16 of Table A thereof. The field work was completed on (11–27–2019)

Date: 12–03–2019

Thomas X. Grusenmeyer, RLS #4714
State of Florida

SURVEYOR'S NOTES

1) SUBJECT SITE CONTAINS: 32,206 SQ.FT. OR 0.7393 ACRES MORE OR LESS

ALTA TABLE A COMMENTS

ITEM 6: NO ZONING INFORMATION FURNISHED TO SURVEYOR

ITEM 9: NO STRIPED PARKING OBSERVED

ITEM 16: NO EVIDENCE OF RECENT EARTH WORK AND/OR CONSTRUCTION OBSERVED

TREE LEGEND

= OAK
= CEDAR
= CAMPHOR
= PALM
= PINE

GRUSENMEYER – SCOTT & ASSOC., INC. – LAND SURVEYORS

5400 E. COLONIAL DR. ORLANDO, FL. 32807 (407)–277–3232 FAX (407)–658–1436
CERTIFICATE OF AUTHORIZATION – LB 4596

LEGEND:
B.M.=BENCHMARK
℄=CENTERLINE
CALC=CALCULATED
CM=CONCRETE MONUMENT
C.L. FC.=CHAIN LINK FENCE
CONC.=CONCRETE
C/B=CONCRETE BLOCK
A/C=AIR CONDITIONER
COV'D.=COVERED
DE=DRAINAGE EASEMENT
ELEC.=ELECTRIC BOX
ELEV.=ELEVATION
EP=EDGE OF PAVEMENT
FH=FIRE HYDRANT
F.F.=FINISHED FLOOR ELEVATION
FND=FOUND
FH=FIRE HOSE CONNECTOR
FM=FIRE METER
GA=GUY ANCHOR
GM=GAS METER
GP=GUARD POST
GV=GAS VALVE
INV=INVERT
IR=IRON ROD
LP=LIGHT POLE
LP#=LIGHT POLE
WM=WATER METER
MH=MAN HOLE
N&D=NAIL AND DISK
OHL=OVERHEAD LINE
P=PLAT
U/P=UTILITY POLE
MES=MITERED END SECTION
SV=SEWER VALVE
FO=FIBER OPTIC MARKER

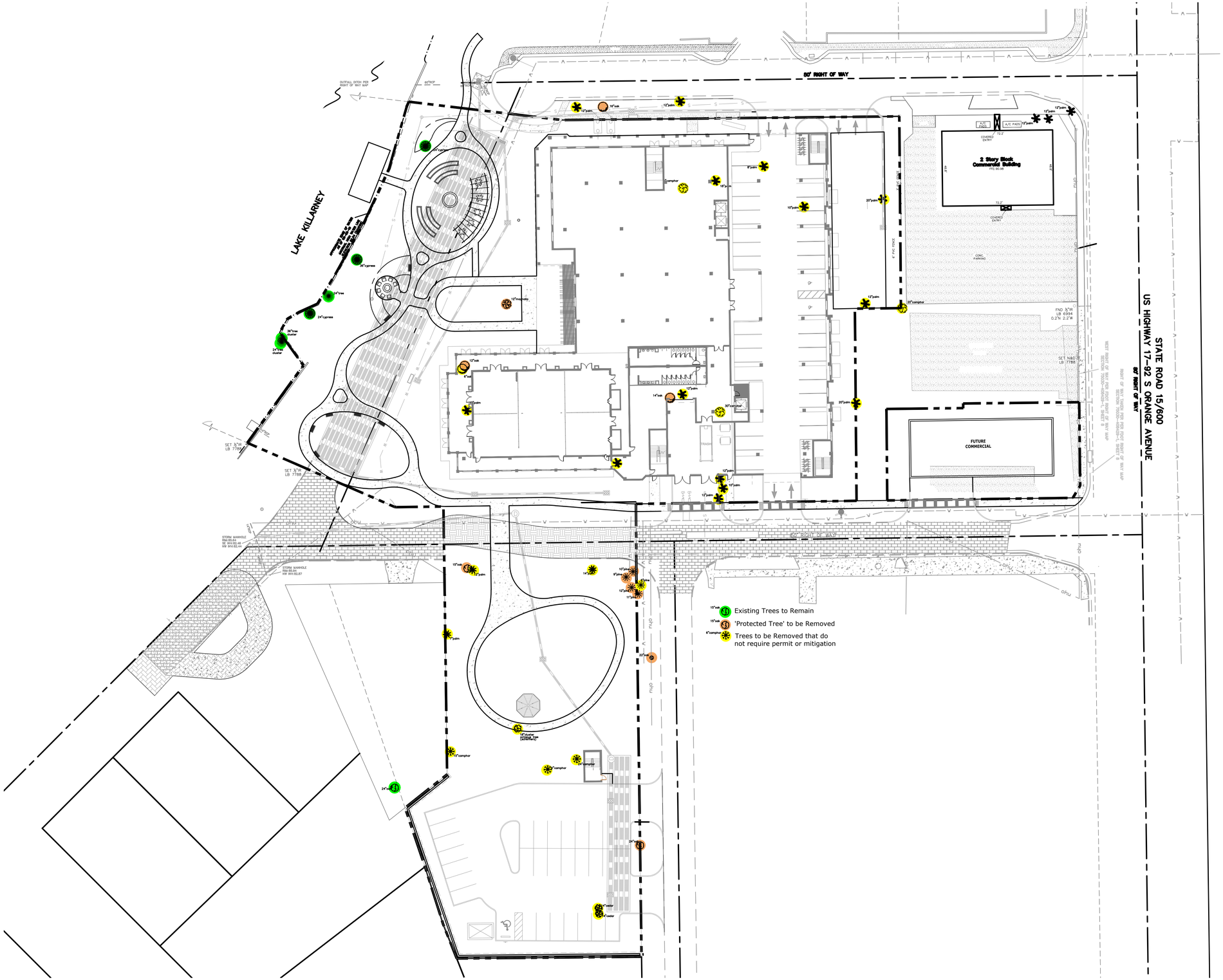
THIS BUILDING/PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA PER "FIRM" ZONE X MAP # 12095C0325F (09–25–2009)

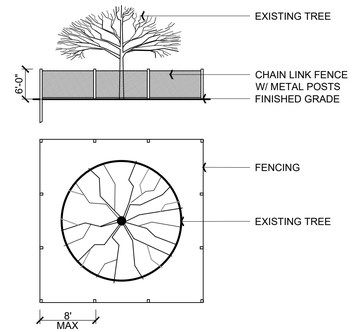
LEGEND:
POC=POINT OF COMMENCEMENT
POB=POINT OF BEGINNING
RCP=REINFORCED CONC PIPE
R/W=RIGHT OF WAY
REC.=RECOVERED
SET N&D=NAIL #4596
SET I.R.=5/8" X 24" IRON ROD W/CAP STAMPED "GRUSENMEYER LB 4596"
TB=TELEPHONE BOX
TYP=TYPICAL
WF=WOOD FENCE
WP=WITNESS POINT
WV=WATER VALVE
WM=WATER METER
TRANS(TR)=TRANSFORMER
TOB=TOP OF BANK
L = ARC LENGTH
CB = CHORD BEARING
Δ = DELTA
R = RADIUS
C = CHORD LENGTH
DI = DRAINAGE INLET
ID = IDENTIFICATION
BM = BENCHMARK
BRG = BASE BEARING
TBM = TEMPORARY BENCHMARK
(NO I.D.) = NO CAP IDENTIFICATION
UB = UTILITY BOX
UV=UTILITY VAULT
± = MORE OR LESS
N/A=NOT APPLICABLE
BFP=BACK FLOW PREVENTER
SB=SIGNAL BOX
PM=PARKING METER
PP=POWER POLE

NOTES:
1. THE UNDERSIGNED DOES HEREBY CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J–17 (FLORIDA ADMINISTRATIVE CODE) PURSUANT TO SECTION 472.027 FLORIDA STATUTES.
2. UNLESS EMBOSSED WITH SURVEYOR'S SIGNATURE AND SEAL, THIS SURVEY IS NOT VALID AND IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY.
3. THIS SURVEY WAS PREPARED FROM TITLE INFORMATION FURNISHED TO THE SURVEYOR. THERE MAY BE OTHER RESTRICTIONS OR EASEMENTS THAT AFFECT THIS PROPERTY.
4. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN.
5. THIS SURVEY IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON BY ANY OTHER ENTITY.
6. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES.
7. BEARINGS, IF SHOWN, ARE BASED ASSUMED DATUM AND ON THE LINE SHOWN AS BASE BEARING (B.B.)
8. ELEVATIONS, IF SHOWN, ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988(UNLESS OTHERWISE NOTED)
9. BENCHMARK USED: ORANGE COUNTY # 1645020 ELEV.=94.555 (NAVD88)

CERTIFIED BY:
JAMES W. SCOTT, REGISTERED LAND SURVEYOR #4801
TOM X. GRUSENMEYER, REGISTERED LAND SURVEYOR #4714

FIELD DATE	ORDER #
BOUNDARY SURVEY 11–27–2019	7770–19
ADDED TREES 07–07–2020	20–4406





NOTES:
1. NO PARKING OR USE OF VEHICLES, EQUIPMENT OR MACHINERY INSIDE FENCED AREA.
2. NO STORING OR DUMPING ANY MATERIALS OR LIQUIDS INSIDE FENCED AREA.
3. NO CONSTRUCTION, EXCAVATION OR TRENCHING INSIDE FENCED AREA.
4. TREE PROTECTION TO REMAIN UNTIL SUBSTANTIAL COMPLETION OR AS DIRECTED BY THE LANDSCAPE ARCH.
5. TREE PROTECTION SIGNS PLACED EVERY 35' MIN.

EXISTING TREE PROTECTION DETAIL

SCALE: NTS

TREE PROTECTION & PRESERVATION PLAN

N

0 30 60 90 feet

1" = 30'

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

SCHEMATIC PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

L050

Baker Barrios
The shape of things to come.
AA0002981 + LC26000427



LANDSCAPE PLAN

SCALE: 1" = 30'

0' 15' 30' 75' 120'

N

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

L.101

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374

TREE REPLACEMENT REQUIREMENTS

11 PROTECTED TREES ARE BEING REMOVED FROM THE SITE
PROTECTED TREES WITH DBH BETWEEN 9-19 INCHES = 1 REPLACEMENT TREE IS REQUIRED
PROTECTED TREES WITH DBH LARGER THAN 19 INCHES = 2 REPLACEMENT TREES REQUIRED
TREES TO BE REMOVED:

- 9 TREES BETWEEN 9-19 INCHES = 9 REPLACEMENT TREES
- 2 TREES LARGER THAN 19 INCES = 4 REPLACEMENT TREES
- TOTAL REPLACEMENT TREES REQUIRED: 13

REPLACEMENT TREES GUIDELINES:

- 1 SHADE TREE WITH A CALIPER OF 3" OR GREATER
- 3 UNDERSTORY TREES WITH A CALIPER OF 2" OR GREATER FOR TOTAL OF 6" CALIPER

REPLACEMENT TREES PROVIDED:
SHADE TREES WITH A CALIPER OF 3" OR GREATER: 43
UNDERSTORY TREES WITH A CALIPER OF 2" OR GREATER: 60 = 20 REPLACEMENT TREES

TOTAL REPLACEMENT TREES PROVIDED: 63

LANDSCAPE CODE REQUIREMENTS

BUILDING FACADE LANDSCAPING

NORTH: 189 LF OF BUILDING FACADE FACING R.O.W.
8' WIDE REQUIRED LANDSCAPE

- 1512 SF LANDSCAPE REQUIRED
- 1538 SF LANDSCAPE PROVIDED

5 UNDERSTORY TREES FOR EVERY 100 LF

- 10 TREES REQUIRED
- 10 TREES PROVIDED

SOUTH: 125 LF OF BUILDING FACADE FACING R.O.W.
8' WIDE REQUIRED LANDSCAPE

- 1000 SF LANDSCAPE REQUIRED
- 1064 SF LANDSCAPE PROVIDED

5 UNDERSTORY TREES FOR EVERY 100 LF

- 7 TREES REQUIRED
- 7 TREES PROVIDED

VEHICLE USE AREA LANDSCAPING - AT RESIDENTIAL

MIN 10' WIDE REQUIRED LANDSCAPE BETWEEN VEHICLE USE AREAS AND R.O.W.

- 260 LF OF VEHICULAR USE AREA ADJACENT TO RESIDENTIAL TOTAL
- 6' HEIGHT MASONRY WALL PROVIDED

1 SHADE TREE EVERY 60 LF

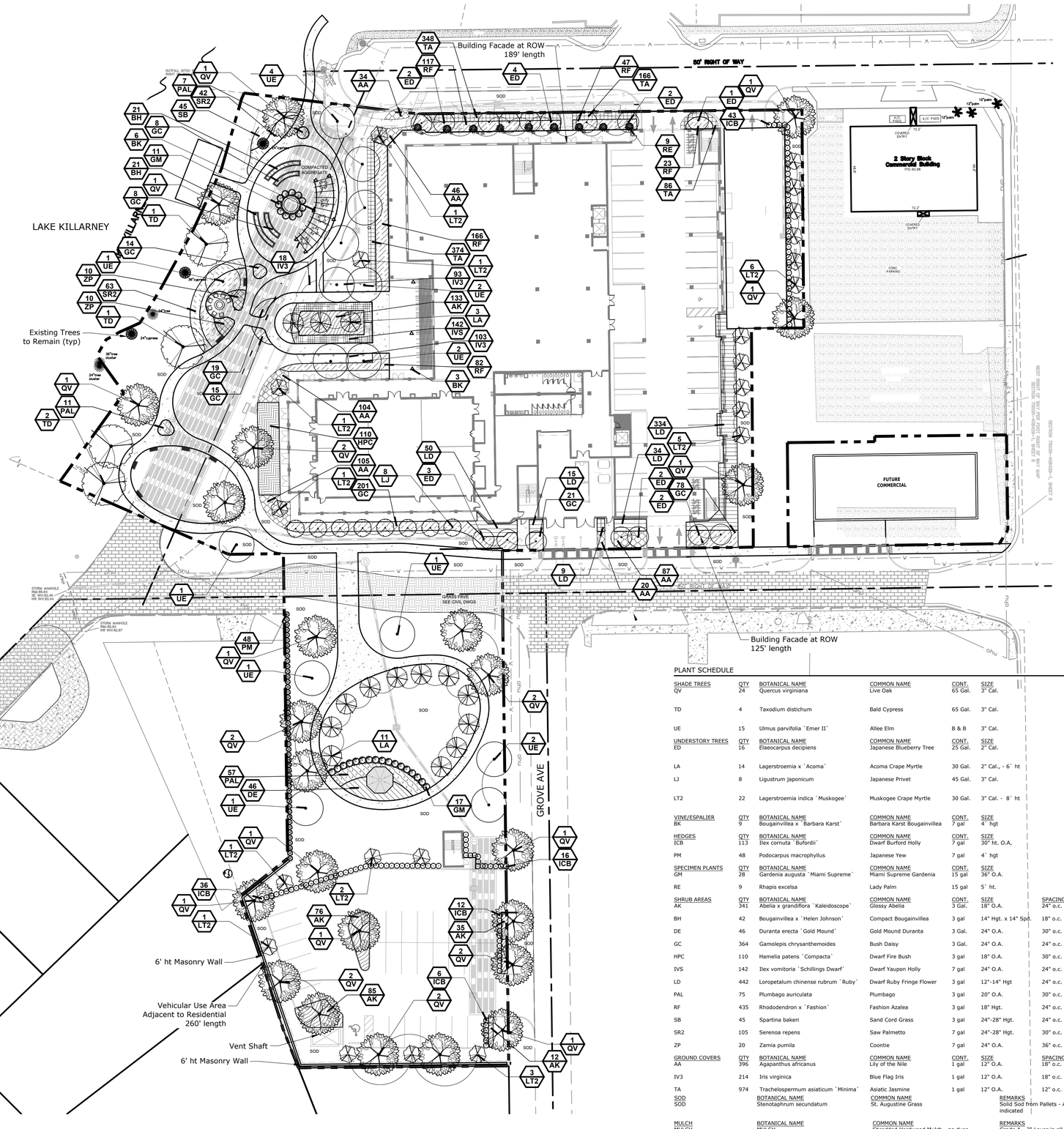
- 5 SHADE TREES REQUIRED
- 5 SHADE TREES PROVIDED

1 UNDERSTORY TREE EVERY 60 LF

- 5 UNDERSTORY TREES REQUIRED
- 5 UNDERSTORY TREES PROVIDED

NOTES

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM WITH A RAIN SENSOR.
2. ALL LANDSCAPE MATERIAL SHALL BE 'FLORIDA NO. 1' OR GREATER AS ESTABLISHED IN THE LATEST FLORIDA GRADES ANDS TANDARDS MANUAL FOR NURSERY PLANTS BY STATE OF FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, DIVISION OF PLANT INDUSTRIES.
3. TREE REMOVAL PERMIT REQUIRED BEFORE REMOVING AN 'PROTECTED' TREES AS DESIGNATED BY CITY OF WINTER PARK LAND DEVELOPMENT CODE.
4. ALL TREES LOCATED ON TOP OF UNDERGROUND PARKING WILL BE INSTALLED IN PLANTERS COORDINATED WITH THE STRUCTURAL ENGINEERING OF THE PARKING GARAGE.



PLANT SCHEDULE

SHADE TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	REMARKS
QV	24	Quercus virginiana	Live Oak	65 Gal.	3" Cal.	Single / straight trunk / full, 12` hgt.min.
TD	4	Taxodium distichum	Bald Cypress	65 Gal.	3" Cal.	Single / straight trunk / full, 12` hgt. min.
UE	15	Ulmus parvifolia `Emer II`	Allee Elm	B & B	3" Cal.	12` hgt/ Single / straight trunk / full
UNDERSTORY TREES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT.**	**SIZE**	**REMARKS**
ED	16	Elaeocarpus decipiens	Japanese Blueberry Tree	25 Gal.	2" Cal.	8` hgt x 4` spd/ Single straight trunk / full
LA	14	Lagerstroemia x `Acoma`	Acoma Crape Myrtle	30 Gal.	2" Cal., - 6` ht	Standard, 4` spread
LJ	8	Ligustrum japonicum	Japanese Privet	45 Gal.	3" Cal.	7` hgt./ 7-9 main trunks; well developed specimen form, 3` CT,
LT2	22	Lagerstroemia indica `Muskogee`	Muskogee Crape Myrtle	30 Gal.	3" Cal. - 8` ht	Multi-trunk, 4-5 trunks / full, 4` spread
VINE/ESPALIER	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT.**	**SIZE**	**REMARKS**
BK	9	Bougainvillea x `Barbara Karst`	Barbara Karst Bougainvillea	7 gal	4` hgt	Full
HEDGES	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT.**	**SIZE**	**REMARKS**
ICB	113	Ilex cornuta `Bufordii`	Dwarf Burford Holly	7 gal	30" ht. O.A,	Full
PM	48	Podocarpus macrophyllus	Japanese Yew	7 gal	4` hgt	Full
SPECIMEN PLANTS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT.**	**SIZE**	**REMARKS**
GM	28	Gardenia augusta `Miami Supreme`	Miami Supreme Gardenia	15 gal	36" O.A.	Full
RE	9	Rhapis excelsa	Lady Palm	15 gal	5` ht.	Full / 7 canes min. / staggered hts.
SHRUB AREAS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT.**	**SIZE**	**SPACING** / **REMARKS**
AK	341	Abelia x grandiflora `Kaleidoscope`	Glossy Abelia	3 Gal.	18" O.A.	24" o.c. / Full
BH	42	Bougainvillea x `Helen Johnson`	Compact Bougainvillea	3 gal	14" Hgt. x 14" Spd.	18" o.c. / Bush
DE	46	Duranta erecta `Gold Mound`	Gold Mound Duranta	3 Gal.	24" O.A.	30" o.c. / Full
GC	364	Gamolepis chrysanthemoides	Bush Daisy	3 Gal.	24" O.A.	24" o.c. / Full
HPC	110	Hamelia patens `Compacta`	Dwarf Fire Bush	3 gal	18" O.A.	30" o.c. / Full
IVS	142	Ilex vomitoria `Schillings Dwarf`	Dwarf Yaupon Holly	7 gal	24" O.A.	24" o.c. / Full
LD	442	Loropetalum chinense rubrum `Ruby`	Dwarf Ruby Fringe Flower	3 gal	12`-14" Hgt	24" o.c. / very full
PAL	75	Plumbago auriculata	Plumbago	3 gal	20" O.A.	30" o.c. / Full
RF	435	Rhododendron x `Fashion`	Fashion Azalea	3 gal	18" Hgt.	24" o.c. / Full
SB	45	Spartina bakeri	Sand Cord Grass	3 gal	24"-28" Hgt.	24" o.c. / Full
SR2	105	Serenoa repens	Saw Palmetto	7 gal	24"-28" Hgt.	30" o.c. / Full
ZP	20	Zamia pumila	Coontie	7 gal	24" O.A.	36" o.c. / Full
GROUND COVERS	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONT.**	**SIZE**	**SPACING** / **REMARKS**
AA	396	Agapanthus africanus	Lily of the Nile	1 gal	12" O.A.	18" o.c. / Full
IV3	214	Iris virginica	Blue Flag Iris	1 gal	12" O.A.	18" o.c. / Full
TA	974	Trachelospermum asiaticum `Minima`	Asiatic Jasmine	1 gal	12" O.A.	12" o.c. / Full / 6 runners.
SOD		BOTANICAL NAME	COMMON NAME		REMARKS	
SOD		Stenotaphrum secundatum	St. Augustine Grass		Solid Sod from Pallets - All disturbed areas unless otherwise indicated	
MULCH		BOTANICAL NAME	COMMON NAME		REMARKS	
MULCH		MULCH	Shredded Hardwood Mulch - no dyes		Grade A - 3" Layer in all landscape areas excluding sod. Provide 6' diameter tree rings for trees planted in sod areas.	

CONCEPTUAL LANDSCAPE PLAN & PLANT SCHEDULE

0 30 60 90 feet
1" = 30'

N

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

SCHEMATIC PACKAGE
PROJ. #180264.00

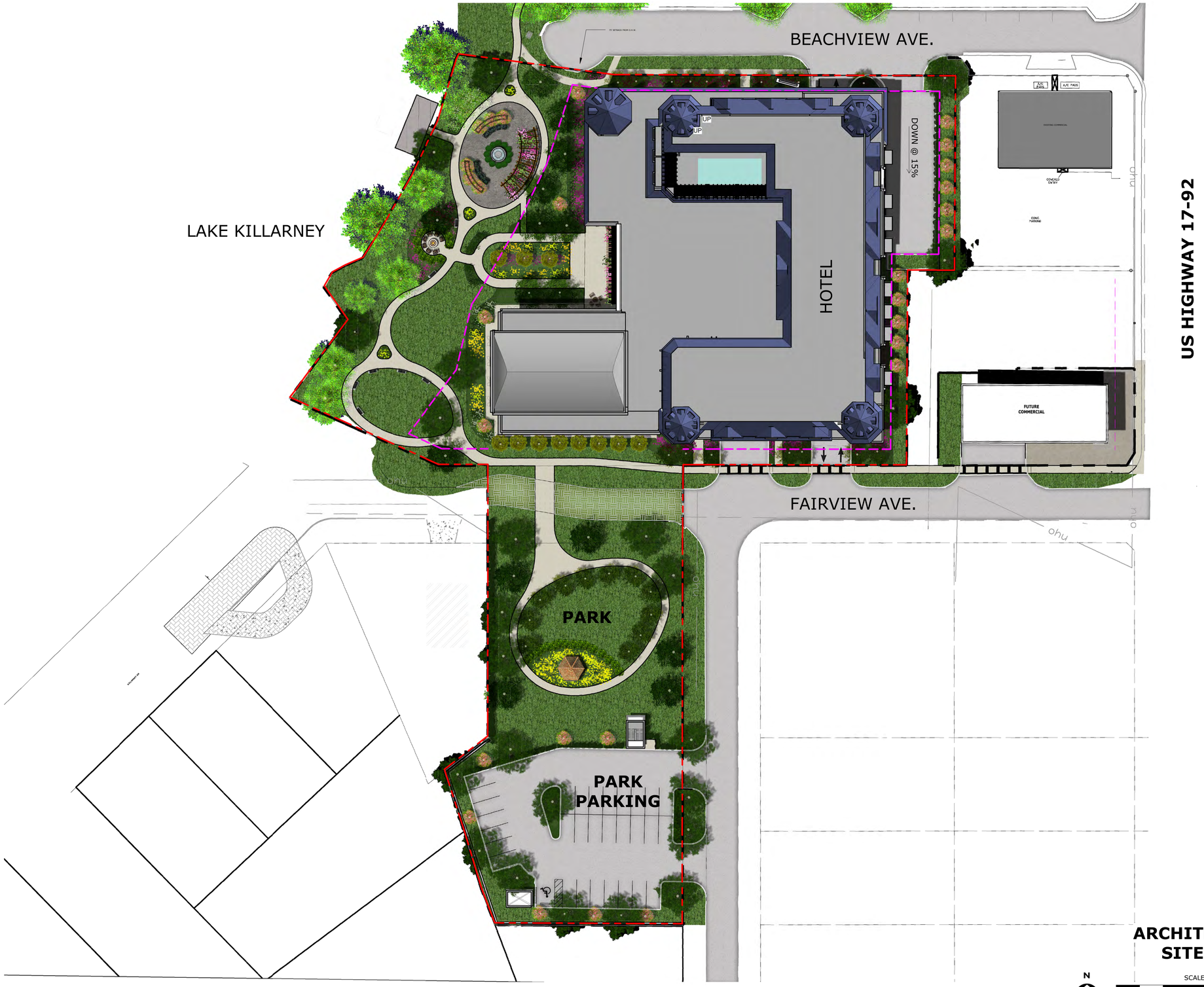
HENDERSON HOTEL
11.06.2020

L300

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The shape of things to come.
AA0002981 + LC26000427

BUILDING AREA SUMMARY

LEVEL 01	44,690 SF
LEVEL 02	22,235 SF
LEVEL 03	22,235 SF
LEVEL 04	21,650 SF
LEVEL 05	18,290 SF
TOTAL	129,100 SF



ARCHITECTURAL SITE PLAN

N

SCALE: 1" = 30'

0 15 30 75 120'

NOT FOR CONSTRUCTION

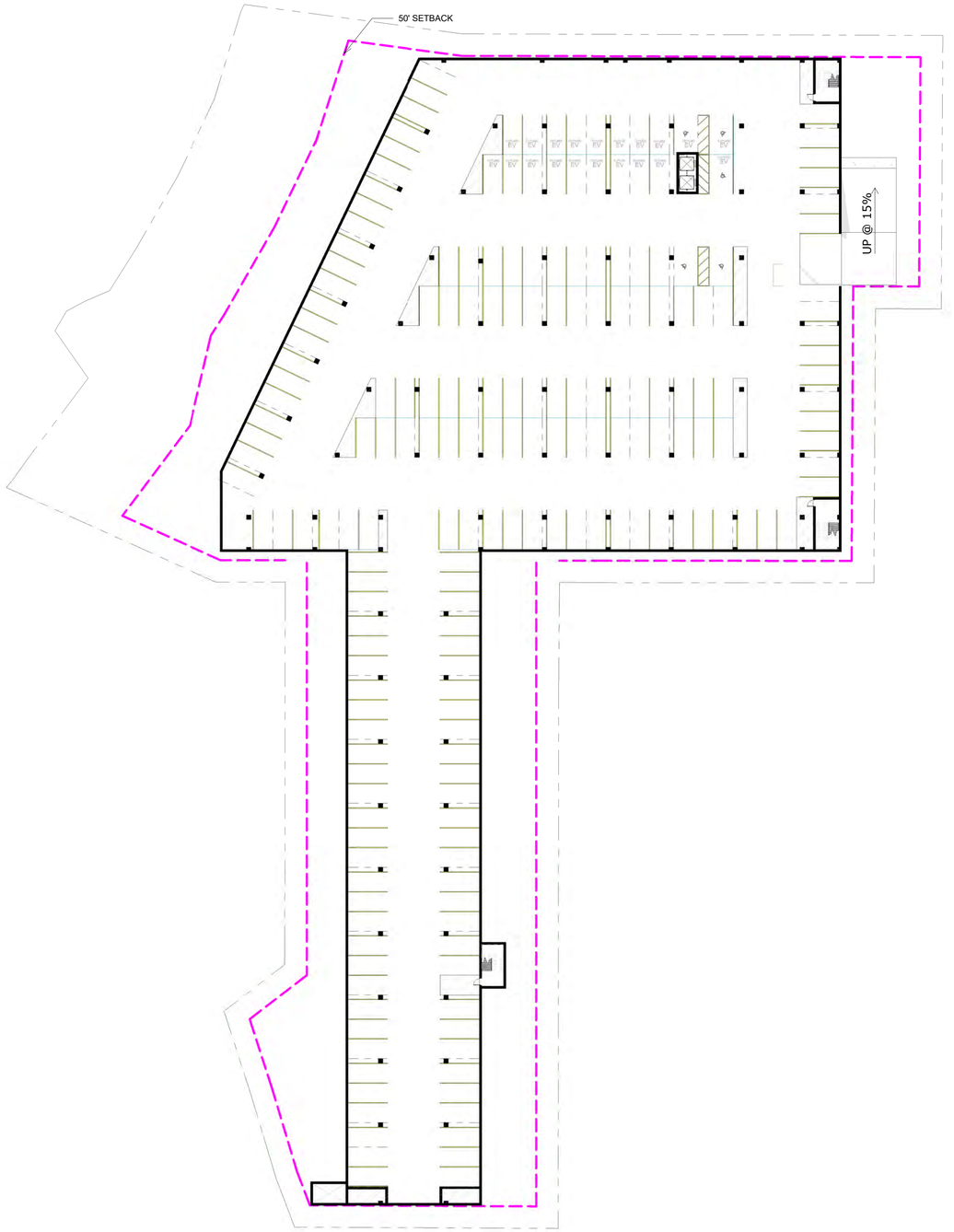
ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
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HENDERSON HOTEL
11.06.2020

A.001

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AA0002981 + LC26000427



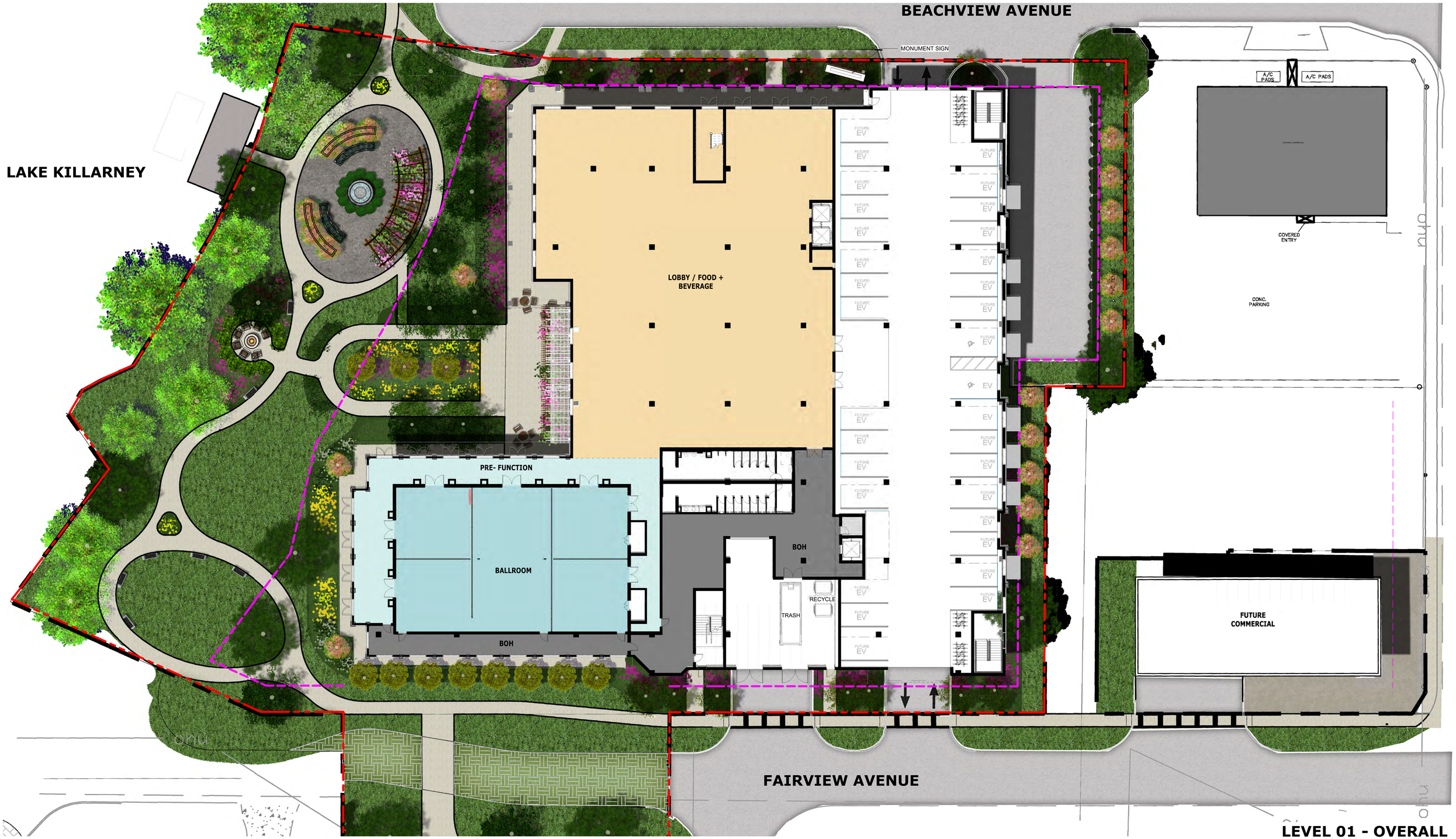
BASEMENT - OVERALL FLOOR PLAN

N

SCALE: 1" = 30'

0 15 30 75 120'

NOT FOR CONSTRUCTION



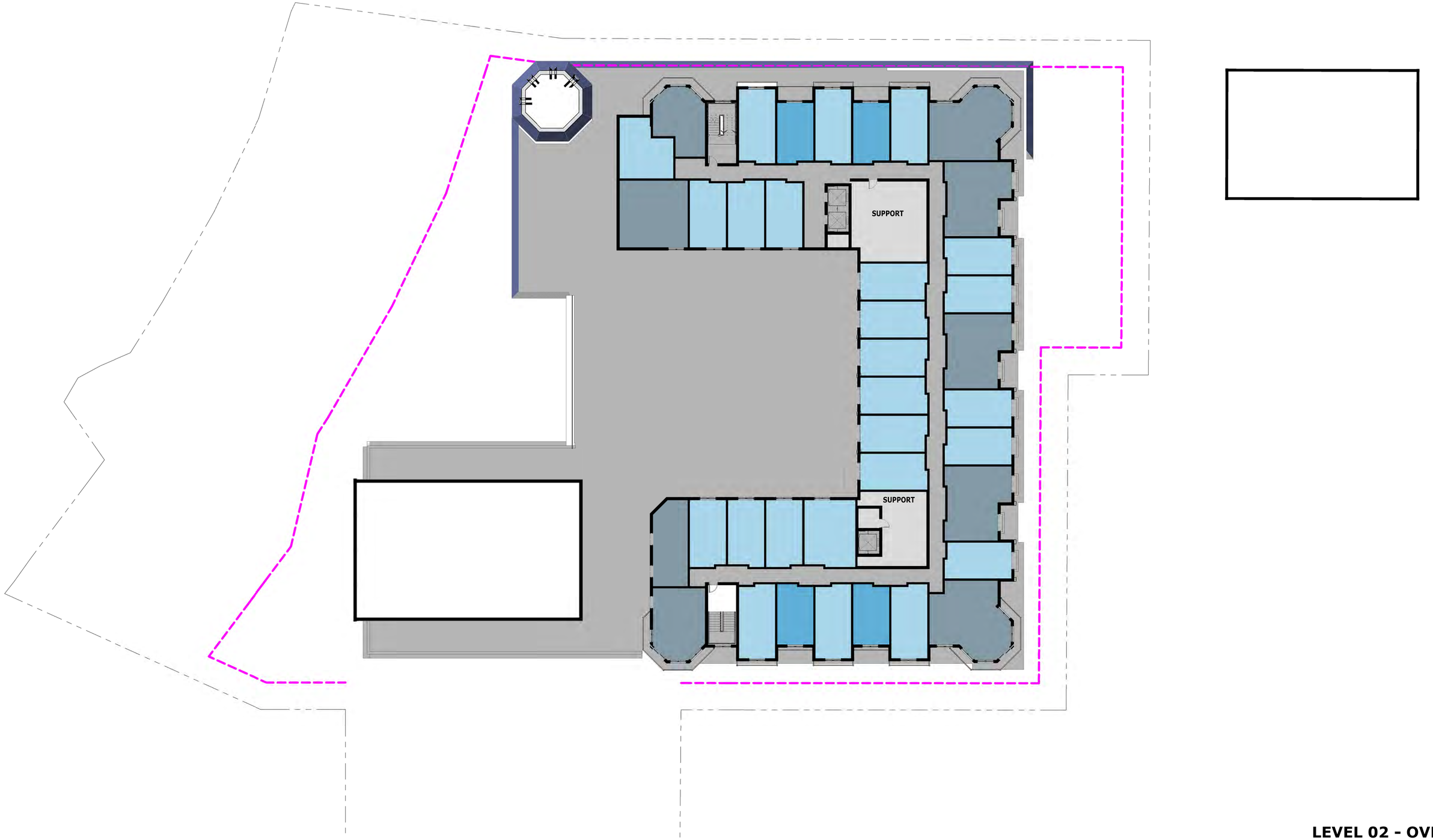
LEVEL 01 - OVERALL FLOOR PLAN

N

SCALE: 1/16" = 1'

0 8 16 40 64'

NOT FOR CONSTRUCTION



LEVEL 02 - OVERALL FLOOR PLAN

N

SCALE: 1/16" = 1'

0 8 16 40 64'

NOT FOR CONSTRUCTION

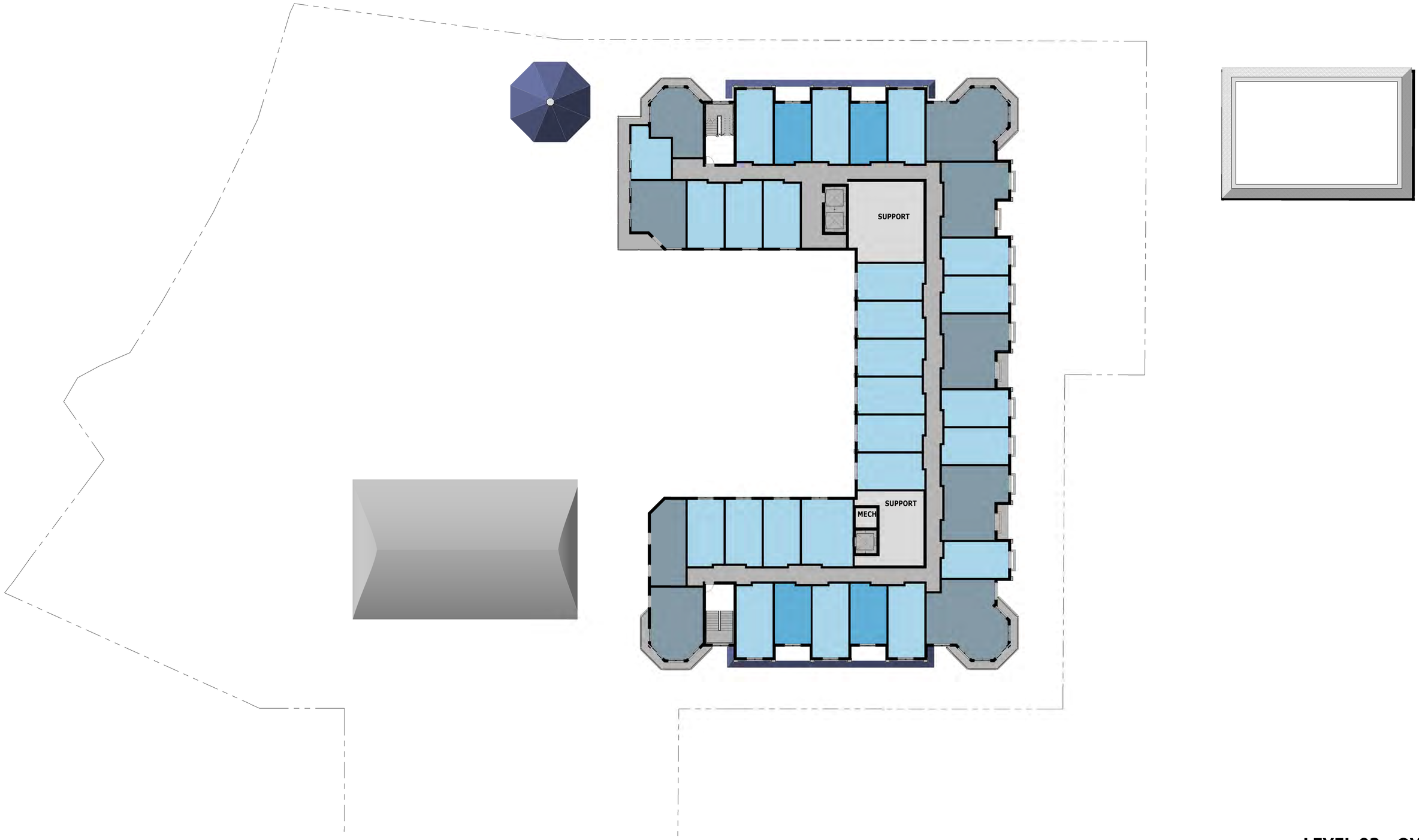
ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

A.102

Baker Barrios
The shape of things to come.
AA0002981 + LC26000427



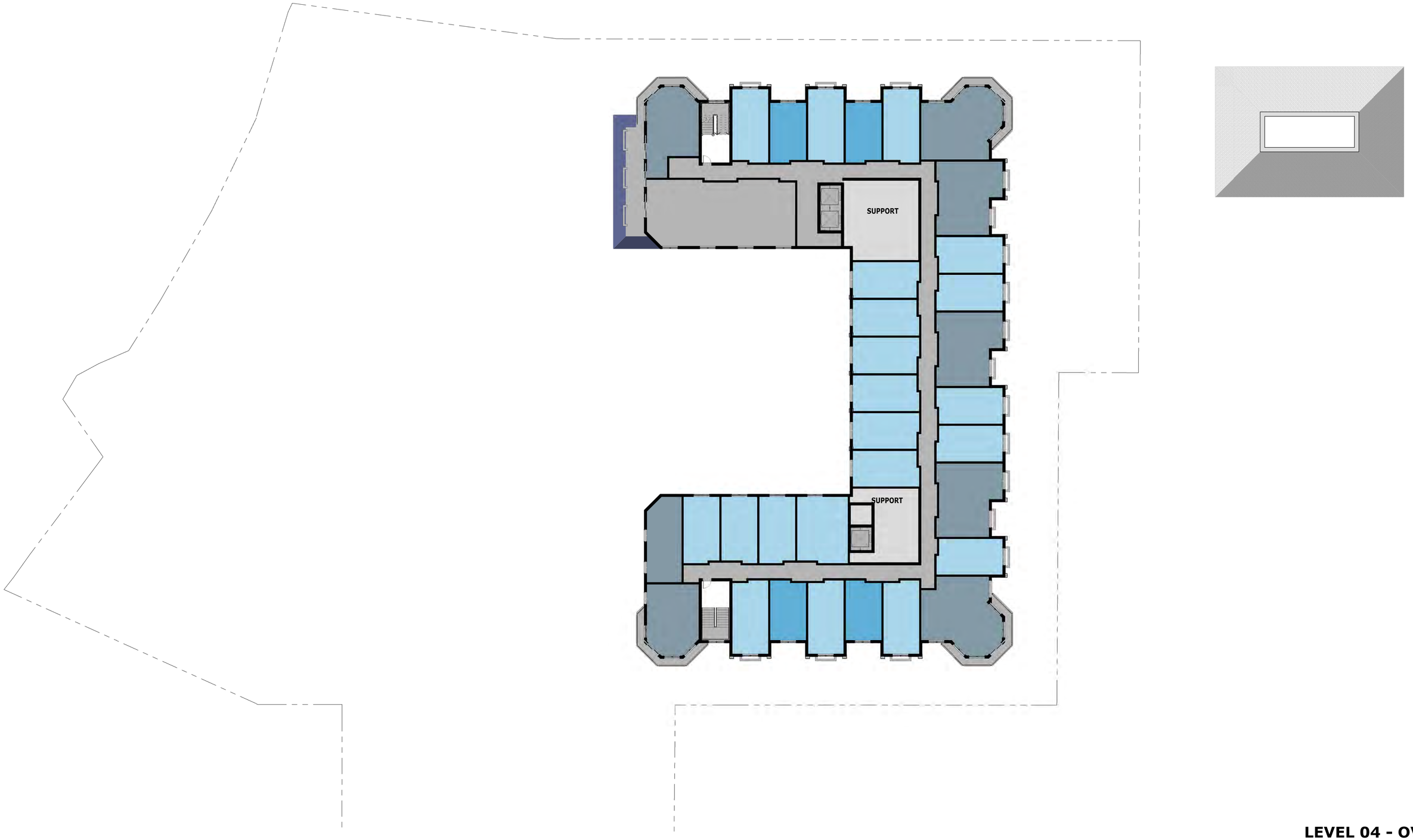
LEVEL 03 - OVERALL FLOOR PLAN

N

SCALE: 1/16" = 1'

0 8 16 40 64'

NOT FOR CONSTRUCTION



LEVEL 04 - OVERALL FLOOR PLAN

N

SCALE: 1/16" = 1'

0 8 16 40 64'

NOT FOR CONSTRUCTION



LEVEL 05 - OVERALL FLOOR PLAN

N

SCALE: 1/16" = 1'

0 8 16 40 64'

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

A.105

Baker Barrios
The shape of things to come.
AA0002981 + LC26000427



2 NORTH / FRONT ELEVATION
1/16" = 1'-0"



1 SOUTH / BACK ELEVATION
1/16" = 1'-0"

BUILDING ELEVATIONS

N

SCALE: 1/16" = 1'
0 8 16 40 64'

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

A.201

Baker Barrios
The shape of things to come.
AA000298 | LC26000427



2 EAST / 17-92 STREET ELEVATION
1/16" = 1'-0"



1 WEST / LAKE ELEVATION
1/16" = 1'-0"

BUILDING ELEVATIONS

N

SCALE: 1/16" = 1'
0 8 16 40 64'

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

A.202

Baker Barrios
The shape of things to come.
AA0002981 + LC26000427



NORTH EAST CORNER (MILLS + BEACHVIEW)
2 PERSPECTIVE



SOUTH EAST PERSPECTIVE (MILLS + FAIRVIEW)
1 PERSPECTIVE

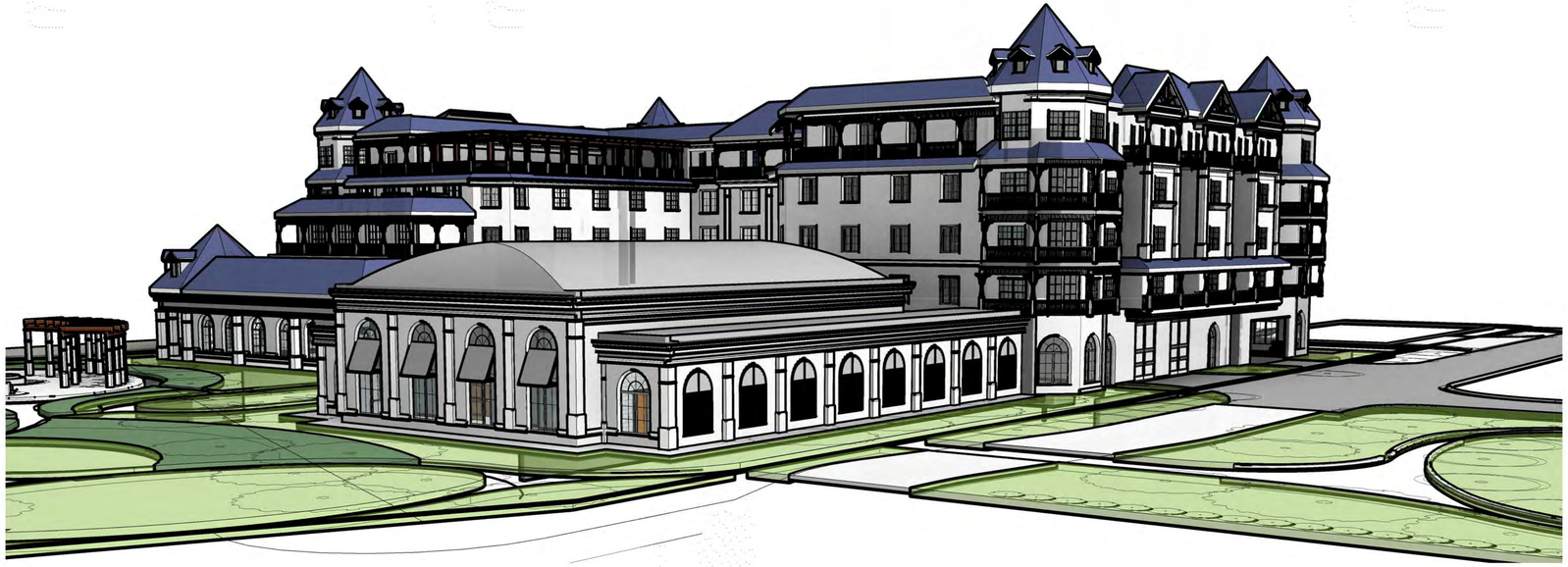
3D PERSPECTIVES

N

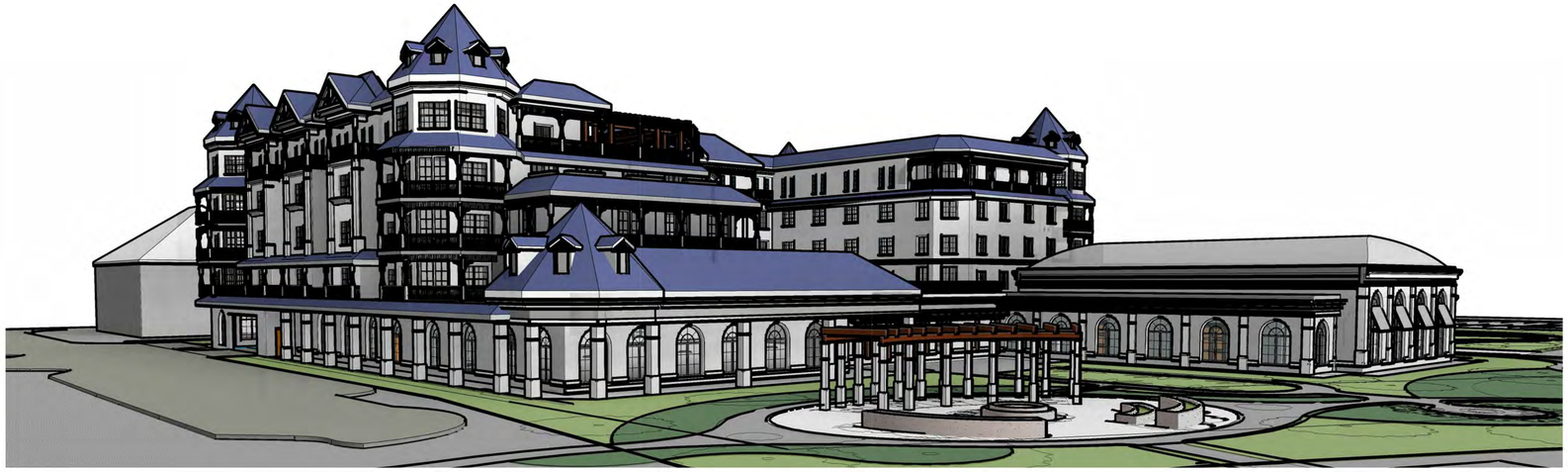
SCALE: 1" = 30'

0 15 30 75 120'

NOT FOR CONSTRUCTION



2 **SOUTH WEST CORNER PERSPECTIVE**



1 **NORTH WEST CORNER PERSPECTIVE**

3D PERSPECTIVES

N

SCALE: 1" = 30'

0 15 30 75 120'

NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

A.302

Baker Barrios
The shape of things to come.
AA000298I + LC26000427



NOT FOR CONSTRUCTION

ATRIUM MANAGEMENT COMPANY

CONDITIONAL USE PACKAGE
PROJ. #180264.00

HENDERSON HOTEL
11.06.2020

A.402

Baker Barrios
The shape of things to come.
AA000298I + LC26000427



SOUTH EAST PERSPECTIVE

Baker Barrios
AA000298I + LC26000427

NOT FOR CONSTRUCTION



NOT FOR CONSTRUCTION


PARK RENDER
Baker Barrios
NOT FOR CONSTRUCTION AA0000427

Address	*Owner*	*Acres*	*Existing Zoning*
271 S Orlando Ave.	3014 Kilgore LLC	0.18	C-3
1298 Beachview Dr.	Lake Shore Motel Inc.	0.344	O-1
230 Killarney Dr.	Lake Shore Motel Inc.	0.22	R1-A
240 Killarney Dr.	Lake Shore Motel Inc.	0.24	R1-A
250 Killarney Dr.	Centrecorp Inc.	0.21	R1-A
1321 Fairview Ave.	David Henderson Trust	0.393	R1-A
1201 Fairview Ave.	Holm Investments WP LLC	0.26	O-1
1310 Fairview Ave.	Transtek International Co. Inc.	0.358	R1-A
337 Grove Ave.	Transtek International Co. Inc.	0.204	R1-A
349 Grove Ave.	Transtek International Co. Inc.	0.177	R1-A
Killarney Drive	Transtek International Co. Inc.	0.03	R1-A

Existing FLU	*Proposed zoning*	*Proposed FLU*
Commerce	No Change	No Change
Office Professional	C-3	Commerce
Single Family	C-3	Commerce
Single Family	C-3	Commerce
Single Family	C-3	Commerce
Single Family	C-3	Commerce
Office Professional	C-3	Commerce
Single Family	PR	Open Space Recreation
Single Family	PR	Open Space Recreation
Single Family	PR	Open Space Recreation
Single Family	C-3	Commerce

City Commission **agenda item**

item type Public Hearings	meeting date January 27, 2021
prepared by Brenda Moody	approved by Troy Attaway, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

subject
Ordinance - Vacating utility easement to establish additional Palm Cemetery spaces - Tantum Avenue (First Reading)

motion / recommendation
Approve easement vacation to establish additional availability of 200 burial spaces in Palm Cemetery

background
Tantum Avenue is not used for vehicular traffic and is basically an access area between the golf course and the cemetery. This is an ideal area to expand the burial spaces.

alternatives / other considerations

fiscal impact
Will generate revenue for sale of 200 spaces.

ATTACHMENTS:
ORDINANCE TO VACATE A PORTION OF TANTUM AVENUE UTILITY EASEMENT APPROVED BY CITY ATTORNEY.pdf.pdf

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AUTHORIZING THE VACATION OF AN 8.00 FEET WIDE BY 478.00 FEET LONG PORTION OF AN UTILITY EASEMENT RESERVED OVER FORMER TANTUM AVENUE WITHIN TRACT 1, CITY OF WINTER PARK GOLF COURSE, AS RECORDED IN PLAT BOOK 44, PAGE 102, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED ON EXHIBIT "A"; PROVIDING FOR CONFLICTS, RECORDING AND AN EFFECTIVE DATE.

WHEREAS, the City of Winter Park is the owner of that certain 50.00 feet wide Utility Easement dedicated by the plat of CITY OF WINTER PARK GOLF COURSE reserved over the former Tantum Avenue right of way vacated by said CITY OF WINTER PARK GOLF COURSE;

WHEREAS, as the fee simple owner of the underlying lands, the City of Winter Park desires to vacate a portion of the easement, said portion being described on Exhibit "A" attached hereto, for purposes of establishing additional burial plots for the adjacent city owned Palm Cemetery;

WHEREAS, this Ordinance is not intended to and does not abandon the City of Winter Park's fee simple interest in the lands subject hereto;

WHEREAS, the plat of CITY OF WINTER PARK GOLF COURSE reserved the 50.00 feet wide Utility Easement for the benefit of the City, however allowed existing utilities to remain and the City has contacted those applicable utility vendors as provided by "Sunshine 811" as established by Florida Statute 556 and obtained letters of no objection to this vacation;

WHEREAS, the City of Winter Park has authority to adopt this Ordinance by virtue of its home rule powers and Charter with respect to abandoning and vacating easements and rights of way no longer needed for municipal or public purposes; and

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, HEREBY ORDAINS AS FOLLOWS

SECTION 1. RECITALS. The above recitals are incorporated herein by reference and made a part of this Ordinance.

SECTION 2. ADOPTION. The City Commission of the City of Winter Park hereby vacates and abandons that portion of the utility easement described in that certain legal description and sketch of description attached hereto as **Exhibit "A"**.

SECTION 3. CONFLICTS. In the event of any conflict between this Ordinance and any other ordinance or portions of ordinances, this Ordinance controls.

SECTION 4. RECORDATION. After adoption, this Ordinance shall be recorded in the public records of Orange County, Florida.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective immediately upon its passage and adoption.

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_____, 2021.

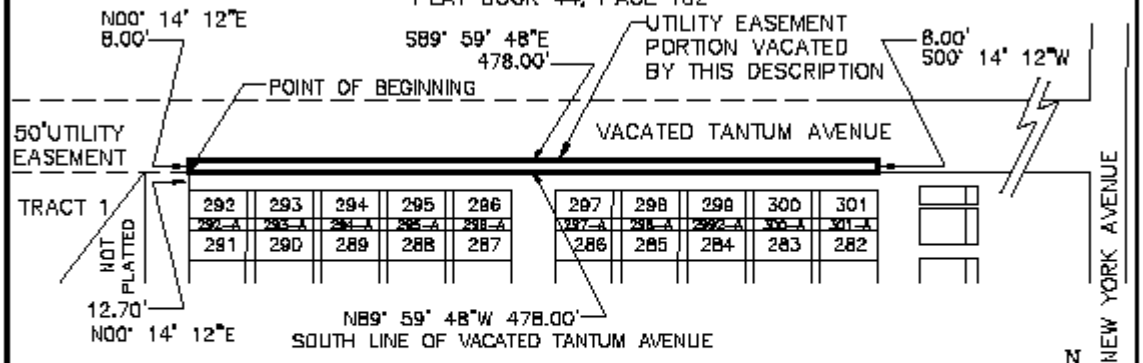
_____
Mayor Steven Leary

ATTEST:

_____
City Clerk, Rene Cranis

EXHIBIT "A"

TRACT 1
CITY OF WINTER PARK GOLF COURSE
PLAT BOOK 44, PAGE 102



PALM CEMETERY REPLAT
PLAT BOOK "Y", PAGE 81

LEGAL DESCRIPTION:

PROPOSED EASEMENT VACATION / FORMER TANTUM AVENUE

A PORTION OF THE 50.00 FEET WIDE UTILITY EASEMENT SHOWN OVER THE VACATED RIGHT OF WAY FOR TANTUM AVENUE WITHIN TRACT 1, CITY OF WINTER PARK GOLF COURSE, AS RECORDED IN PLAT BOOK 44, PAGE 102, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF LOT 292, PALM CEMETERY REPLAT, AS RECORDED IN PLAT BOOK "Y", PAGE 81, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE RUN N00°12'14"E 12.70 FEET FOR A POINT OF BEGINNING ON THE SOUTH LINE OF THE VACATED RIGHT OF WAY FOR TANTUM AVENUE, AS SHOWN ON SAID PALM CEMETERY REPLAT AND RESERVED AS AN EASEMENT ON CITY OF WINTER PARK GOLF COURSE, AS RECORDED IN PLAT BOOK 44, PAGE 102, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE CONTINUE N00°12'14"E 8.00 FEET; THENCE RUN S89°59'48"E 478.00 FEET; THENCE S00°14'12"W 8.00 FEET TO THE AFOREMENTIONED SOUTH LINE OF THE VACATED RIGHT OF WAY FOR TANTUM AVENUE; THENCE N89°59'48"W ALONG SAID SOUTH LINE 478.00 FEET TO THE POINT OF BEGINNING.

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NOTES:

1) BEARINGS ARE BASED ON THE SOUTH RIGHT OF WAY OF VACATED TANTUM AVENUE AS BEING N89°59'48"W ACCORDING TO CITY OF WINTER PARK GOLF COURSE, PLAT BOOK 44, PAGE 102.
2) SKETCH AND DESCRIPTION ONLY; NOT A BOUNDARY SURVEY.
3) THIS SKETCH AND DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4) THIS SKETCH AND DESCRIPTION WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE SET FORTH IN FLORIDA ADMINISTRATIVE CODE RULE 5J-17.05 PURSUANT TO FLORIDA STATUTE 472.

THOMAS L. CONNER
LICENSE NUMBER
4340
STATE OF FLORIDA
PROFESSIONAL SURVEYOR & MAPPER

The seal appearing on this document was authorized by Thomas L. Conner

CITY OF WINTER PARK
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
SURVEY SECTION
600 N. Virginia Avenue
Winter Park, Florida 32789
Phone: (407) 599-3333

CITY OF CULTURE AND NATURE

PREPARED BY THOMAS L. CONNER, CITY SURVEYOR FLORIDA LICENSED SURVEYOR AND MAPPER LS4340

SKETCH AND DESCRIPTION
PARTIAL EASEMENT VACATION
PALM CEMETERY
SECTION 06, TWP 22 S, RGE 30 E
CITY OF WINTER PARK, ORANGE COUNTY, FL
SCALE : 1" = 100' DATE : 12/01/20
TANTUM AVENUE EASEMENT PORTION TO BE VACATED.DWG

This item has been electronically signed & sealed by Thomas L. Conner Florida Licensed Surveyor and Mapper on the date and time shown. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.