



# Planning & Zoning Board Regular Meeting

## Agenda

**April 7, 2026 @ 5:00 PM**

City Hall Commission Chambers  
401 S. Park Avenue

### welcome

Agendas and all backup material supporting each agenda item are accessible via the city's website at [cityofwinterpark.org/meetings/](http://cityofwinterpark.org/meetings/) and include virtual meeting instructions.

### decorum

As a courtesy to those present, please silence your mobile devices. If you must take a phone call, please excuse yourself and step outside.

Members of the public shall observe the same rules of propriety, decorum and good conduct applicable to members of the Board. Persons making remarks or exhibiting behavior that disrupts the orderly conduct of this meeting will be subject to removal from the meeting.

### assistance & appeals

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

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

### board member compliance

Board/Committee members when acting within the scope of their public duties are subject to the Florida Sunshine Law (Ch. 286, F.S.), Florida Public Records Act (Ch. 119, F.S.) and state ethics laws (Ch. 112, F.S.). All discussions with any other board member(s) regarding public items that are likely to come before the board/committee must occur on the record during a public meeting. No member shall vote upon, and no appointed member shall attempt to influence, any item considered which would inure to the special private gain or loss of the member, any principal/parent/subsidiary retaining the member, or any relative or business associate of the member. Members must announce their conflict and file a written conflict disclosure with the City Clerk within 15 days of the meeting.

**1. Call to Order**

**2. Consent Agenda**

- a. Minutes of March 3, 2026. 1 minute

**3. Public Comments (for items not on the agenda): Three minutes allowed for each speaker**

**4. Public Hearings (Public participation and comment on these matters must be in person.)**

- a. SPR #26-03. Request of Levent Balkir for approval to construct a new, two-story, 3,251 square-foot, single-family home located at 2837 Wright Avenue on Lake Forest, zoned R-1A. 10 minutes
- b. ZTA #26-01. Request of the City of Winter Park for an Ordinance amending Chapter 58, "Land Development Code", Article III, "Zoning" Section 58-79 "Public and Quasi-Public (PQP) District", to add a new permitted use for detached single-family dwelling units developed in accordance with the R-1A development standards set forth in Section 58-65(f). 10 minutes
- c. CU #26-02. Request of Z Development Services for Conditional Use approval to construct four one-story buildings totaling 29,760 square feet at 860 West Fairbanks Avenue (former Orlando RV property), including approval for alcohol sales within 300 feet of residential properties, on property with vested Commercial (C-3) zoning, together with a Community Benefit Agreement. 45 minutes

**5. Action Items**

**6. Non-Action Items**

**7. Staff Updates**

**8. Board Comments**

**9. Upcoming Agenda Items**

**10. Adjournment**



# Planning & Zoning Board

# agenda item 2.a

**item type**

Consent Agenda

**meeting date**

April 7, 2026

**prepared by**

Mary Jean, Administrative Coordinator IV

**approved by****subject**

Minutes of March 3, 2026.

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

1. Draft Planning & Zoning Board Regular Meeting Minutes



# Planning & Zoning Board Regular Meeting Minutes

March 3, 2026 at 5:00 PM

City Hall Commission Chambers  
401 S. Park Avenue

## Present

Alex Stringfellow, David Bornstein, Jason Johnson, Bill Segal, Charles Steinberg, Michael Dick, Vashon Sarkisian

## Absent

None

## Staff Present

City Attorney Dan Langley, Director of Planning & Zoning Allison McGillis, Asst. Director of Planning & Zoning/Zoning Official John Harbilas, Planner II Nicholas Lewis, Planner I Corrinna Lundgren, Administrative Coordinator Mary Jean

### 1. Call to Order

Vice-Chair Bornstein called the meeting to order at 5:00 p.m.

### 2. Consent Agenda

- a. Minutes of February 3, 2026.

No one from the public wished to speak. The public hearing was closed.

Motion made by David Bornstein, seconded by Alex Stringfellow, to approve the February 3, 2026, regular meeting minutes.

The motion carried unanimously by a 7-0 vote.

### 3. Public Comments {for items not on the agenda}: Three minutes allowed for each speaker

No one from the public wished to speak. The public hearing was closed.

### 4. Public Hearings {Public participation and comment on these matters must be in person.}

- a. SPR #26-02. Request of Redmon Design Company for approval to construct a new, two-story, 11,426 square-foot, single-family home located at 1308 Green Cove Road on Lake Maitland, zoned R-IAAA.

Mr. Lewis provided a summary of the request. He reviewed the area map, aerial, survey, proposed site plan, grading plan, floor plans, and elevations for the request. He indicated that the request met the requirements for floor area ratio, impervious coverage, front and side setbacks, and storm water retention. He also indicated that all trees on the property would be preserved. He added that views from the lake and neighbor views would not be affected.

Staff recommendation was for approval.

The Board asked for clarification of any variances being requested.

**Motion made by Bill Segal, seconded by Charles Steinberg, for approval to construct a new, two-story, 11,426 square-foot, single-family home located at 1308 Green Cove Road on Lake Maitland, zoned R-1AAA.**

**The motion carried unanimously by a 7-0 vote.**

- b. SPR #26-01. Request of Dillon Muto with Floridian Construction Group for approval to construct a new, two-story, 5,119 square-foot, single-family home located at 313 Sylvan Drive on Lake Sylvan, zoned R-IA.

Mr. Lewis provided a summary of the request. He noted that a letter of approval had been received from the neighbor to the north of the applicant's lot. He also noted that the applicant's lot is the narrowest lakefront lot on the east side of Sylvan Drive. He then added that the applicant was seeking a front setback matching the 35-foot setback of the neighbor to the south and a 9-foot side setback in lieu of 11 feet to make room for a side entry garage. Mr. Lewis went on to note that of the six specimen trees on the lot, the applicant was proposing to remove the 28" laurel oak in the front yard and the smaller 10" sycamore in the rear yard. He indicated that the city's Urban Forestry department had assessed and recommended that both trees were candidates for removal. He also indicated that views from the lake would not be affected, and the request would not severely impact either neighbor's traditional lake view. He added that there are multiple shallow swales along the lakefront portion of the lot and two other proposed swales in the front yard to meet the required stormwater retention.

Staff recommendation was for approval with the following condition:

- That the trees requested for removal be fully mitigated through the City's Urban Forestry Tree Removal Permit Program.

Discussion ensued about why staff did not consider the detached accessory structure when determining the effects on neighbor views, the age of the 32" sycamore tree that will remain on the property, clarification of the setbacks for the applicant's lot and the

adjacent lots, code requirements for the lot's setbacks, neighbor responses to the request, extending the tree barricade limit to accommodate the full root system of the remaining sycamore tree, whether Urban Forestry considered the proposed site plan in respect to the remaining sycamore tree, and clarification of the amount of clearance around the root system of the remaining sycamore tree.

The applicant, Dillon Muto of Floridian Construction Group at 1521 Harris Circle, Winter Park, FL 32789, addressed the Board and noted that he was available to answer any questions.

Discussion then ensued about the applicant's flexibility regarding adjustments to the tree barricade around the remaining sycamore tree or the location of the pool. Clarification of the applicant's statement of where the hardscape could end at the rear porch and the type of retaining wall that might be built were also discussed.

The Board heard public comment from the following resident in favor of the request:

Paul Conway of 301 Sylvan Drive, Winter Park, FL 32789.

No one else wished to speak. The public hearing was closed.

**Motion made by Alex Stringfellow, seconded by Michael Dick, for approval to construct a new, two-story, 11,426 square-foot, single-family home located at 1308 Green Cove Road on Lake Maitland, zoned R-1AAA, with the following conditions:**

- **That the two trees requested for removal be fully mitigated through the City's Urban Forestry Tree Removal Permit Program; and**
- **That the remaining sycamore tree be protected pursuant to conditions to be imposed by the City's Urban Forestry Department at time of permitting, which may require adjusting the location of the pool retaining walls, decking, and other hardscaping.**

**The motion carried unanimously by a 7-0 vote.**

- c. SUB #26-02. Request of Z Properties for subdivision approval, to divide the property at 436 North Knowles Avenue, zoned R-3, into two single family lots. Based on proposed lot size, each home to be developed under the R-2 provisions. Setback and lot coverage variances are also being requested.

Mr. Harbilas provided a summary of the request. The existing parcel measures 70 feet in width by 150 feet in depth. Mr. Harbilas indicated that under the property's R-3 zoning and Medium Density Residential Future Land Use designation, the code specifies

that R-2 standards for development of single-family would apply. He added that the applicant had used R-2 standards but was seeking three variances. The first variance was for the required 7-foot setback for the interior property line between the two proposed homes, where the stair towers for each home would be at 1.5 feet from the interior lot line. The next variance was due to most of the structure for each home being on the first floor. The applicant asked for 45% rather than the maximum 40% building coverage. The third variance requested was a reduced front setback of 25 feet in lieu of the required 35 feet to incorporate front-facing garages due to the narrowness of the new lots.

Staff recommendation was for approval.

Discussion ensued about the style and appearance of the proposed homes and their uniformity with the neighborhood, what staff discusses with applicants about the architectural style of their projects before their hearings, the removal of the existing 3 street trees on the property, whether the front yard or the full lot is taken into consideration regarding permeability on R-2 lots, if any artificial turf was included in the application, and clarification of the requested garage side setback. Discussion continued about the setback between the two proposed homes, clarification of the required first floor and second floor setbacks, the city's code regarding variance requests for lot dimensions, requiring the applicant to plant street trees, the accuracy of the applicant's renderings, and concerns with the closeness of the two proposed homes.

The applicant, Zane Williams of 219 West Comstock Avenue, Winter Park, FL 32789, addressed the Board and noted that he was available to answer any questions.

Discussion ensued about the proposed material to be used for the driveway of the homes, the aesthetics of the proposed buildings, whether the rendering details would exactly match what is actually built, what is proposed between the two homes, and if there would be any windows on the walls facing each home.

The Board heard public comment from the following residents:

Opposed: Linda Kulmann of 257 E. Canton Avenue, Winter Park, FL 32789.

Did not confirm favor of or opposition to the request: Mary Hines of 237 E. Canton Avenue, Winter Park, FL 32789; and Linda Eriksson of 535 N. Interlachen Avenue #303, Winter Park, FL 32789.

No one else wished to speak. The public hearing was closed.

Discussion ensued about the code requirements for street trees, the location of the existing trees to be removed, what could be permitted on the lot without needing

Planning & Zoning Board approval, the size of the proposed lots in comparison with neighboring lots, whether staff provides architectural style recommendations to applicants, if just the act of splitting a lot necessitates a Planning & Zoning Board hearing, and adding canopy trees into the proposed design.

**Motion made by David Bornstein, seconded by Vashon Sarkisian, for subdivision approval, to divide the property at 436 North Knowles Avenue, zoned R-3, into two single family lots, with requested setback and lot coverage variances and each home to be developed under the R-2 provisions, with the following conditions:**

- a minimum of two canopy trees or understory trees be placed on the property as may be necessary,
- and the design should remain substantially as presented.

**The motion carried by a 6-1 vote. (In Favor: Jason Johnson, David Bornstein, Vashon Sarkisian, Alex Stringfellow, Bill Segal, and Charles Steinberg. Opposed: Michael Dick.)**

## **5. Action Items**

## **6. Non-Action Items**

## **7. Staff Updates**

- a. Discuss joint work session with Historic Preservation Board on April 28th at noon regarding 1020 Palmer Avenue, and if P&Z wants the applicant to be a speaking participant.

Mr. Harbilas indicated that the Historic Preservation Board had requested a joint work session with the Planning & Zoning Board to discuss the 1020 Palmer Avenue request.

Discussion ensued and the value of the joint work session was questioned. It was noted that the Planning & Zoning Board and the Historic Preservation Board have different roles-one focused on policy and land use (including a proposed comprehensive plan amendment), and the other on preservation. Concerns were raised that the meeting could become unfocused, redundant, or turn into an informal decision-making setting.

Board members did see potential value in a discussion only if it produced concrete information- specifically, whether there is a realistic plan or resources to preserve the house in the request. Without that, many felt the meeting would not be productive.

There was a consensus not to proceed with a joint work session with the Historic Preservation Board unless that Board can present a clear, concrete plan or viable option

for preserving the structure. Staff indicated that they would inform the Historic Preservation Board that a joint work session is unnecessary unless substantive new information is available.

## **8. Board Comments**

Mr. Dick expressed satisfaction with staff's updated permitting checklists for Building & Permitting and Planning & Zoning, which address issues with transformer placement and screening. He believes these improvements should prevent similar problems in the future and do not need to be formalized into code. He indicated that his only remaining concern is the maintenance of existing transformers across the city, which falls outside the Planning & Zoning Board's responsibilities. Mr. Dick plans to follow up with the Electric Utility department on that issue but considers the matter effectively resolved for the Board.

## **9. Upcoming Agenda Items**

## **10. Adjournment**

The meeting adjourned at 6:49 p.m.

ATTEST:

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/s/ Mary Jean, Board Secretary



**item type**

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

**meeting date**

April 7, 2026

**prepared by**

Corinna Lundgren, Planner I

**approved by**

Allison McGillis, Director of Planning and Zoning

**subject**

SPR #26-03. Request of Levent Balkir for approval to construct a new, two-story, 3,251 square-foot, single-family home located at 2837 Wright Avenue on Lake Forest, zoned R-1A.

**motion | recommendation**

Staff recommendation is for approval.

**background**

The applicant, Levent Balkir, is requesting approval to construct a new, two-story, 3,251 square-foot home located at 2837 Wright Avenue on Lake Forest. The property is zoned R-1A, and the unsubmerged portion of the property is 10,032 square feet in size. The proposed impervious lot coverage of 3,767 square feet is 37.5% of the total lot, which is under the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties 12,500 square feet or less is 40% of the lot area. The applicant's proposal is 3,251 square feet, which is under the maximum 4,012 square feet, meeting this requirement.

The applicant is requesting a front setback of 24 feet, 10 inches, which is roughly in line with both neighbors. The previous structure had a 28-foot setback to the carport post. This request allows for a consistent street-scape and a few extra feet of space for the pool and rear yard areas, which are restricted by the existing retaining walls.

**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. All specimen trees on the lot are being preserved, and therefore, the applicant meets this requirement.

**View from the Lake**

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in

excess of three (3) feet in height. In this case, the slope of the lot is relatively flat up to the existing retaining walls along the lakefront. These existing retaining walls are each four feet in height and are necessary to maintain the existing grade progression of the property towards the lake, which matches that of the neighbors. New retaining walls would be required to meet the three-foot maximum height requirement. However, demolition of existing and construction of new retaining walls would impact and potentially destroy the existing oak tree and cypress trees' root systems along the lakefront; therefore, staff is supporting maintaining the existing retaining walls on site to preserve the trees. Additionally, the proposed pool deck elevation is within code requirements.

### **View of Neighbors**

The code direction is to minimize the degradation of traditional views across properties by new houses, additions, second-story additions, etc., alongside property lines toward the lake that may block traditional views of the neighbors.

The required lakefront setback is made up of the average of the two waterfront structures neighboring the subject property. In this instance, the average setback of the two neighbors is 55 feet. The applicants are proposing a 66-foot setback, located behind both neighbors. Therefore, there are no impacts on the traditional lake views of either neighbor. Additionally, the proposed swimming pool meets the required 50-foot setback requirement.

### **Stormwater Retention**

The Code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicants are proposing a large swale area of 880 square feet with a capacity of 2,410 gallons on the west and rear of the property to meet this requirement.

### **Summary**

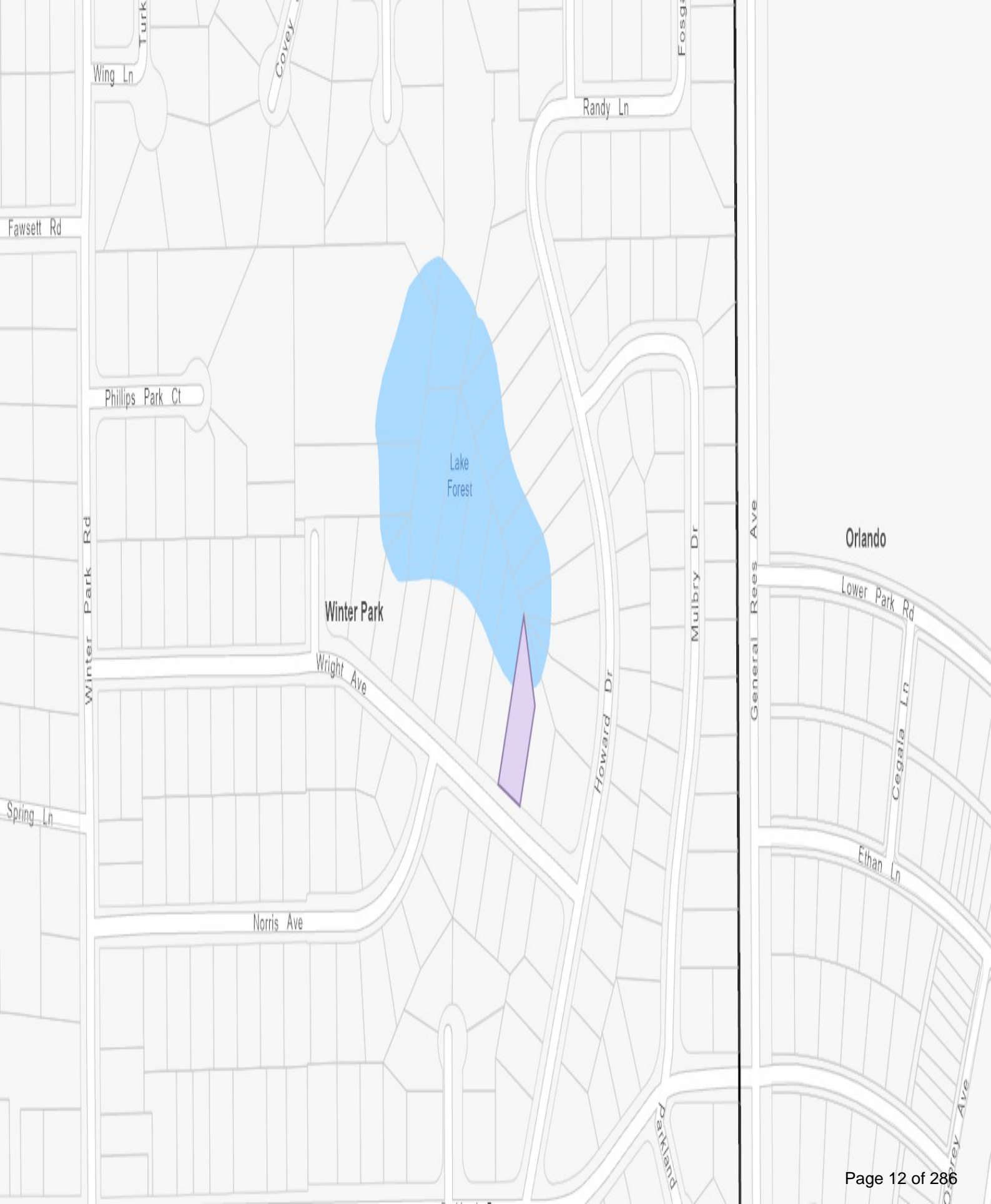
Overall, the plans meet the intent of the lakefront review criteria.

## **alternatives | other considerations**

### **fiscal impact**

### **attachments**

1. 2837 Wright Ave - Area Map
2. 2837 Wright Ave - Aerial Map
3. WRIGHT AVE - SURVEY
4. WRIGHT AVE- FLOOR & SITE PLANS



Winter Park

Lake Forest

Orlando



Lake Forest

Orange County

Winter Park

MORRIS AVE

WRIGHT AVE

HOWARD DR

# MAP OF SURVEY

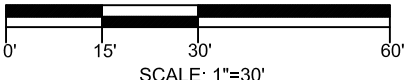
## LAKE FOREST

LOT 18 BLOCK A

LOT 17 BLOCK A

LOT 16 BLOCK A

### GRAPHIC SCALE



SCALE: 1"=30'

- SITE BENCHMARK -

SET N&D "CFLS LB 8573"  
 4' ± SOUTH AND 120' ± WEST  
 OF THE SW WITNESS  
 CORNER OF LOT 13 BLOCK A  
 ELEVATION: 116.73'

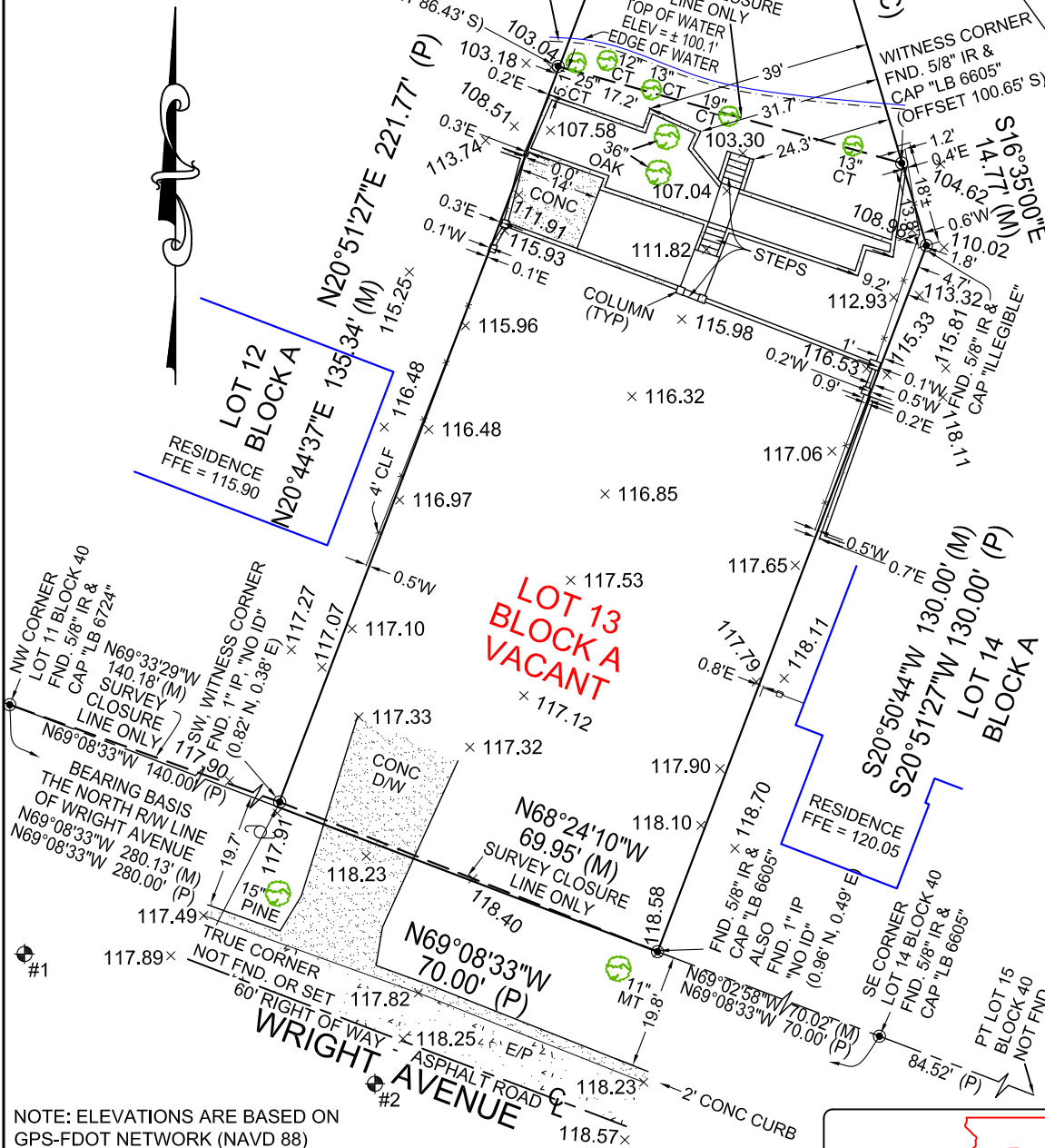
SET N&D "CFLS LB 8573"  
 48' ± SOUTH AND 16' ± EAST  
 OF THE SW WITNESS  
 CORNER OF LOT 13 BLOCK A  
 ELEVATION: 118.13'

### GENERAL SURVEY NOTES:

1. SURVEY IS BASED UPON THE LEGAL DESCRIPTION RECORDED IN INSTRUMENT # 20240336559, ORANGE COUNTY, FLORIDA.
2. ABUTTING PROPERTIES DEEDS HAVE NOT BEEN RESEARCHED FOR GAPS, OVERLAPS AND/OR HIATUS.
3. SUBJECT TO ANY EASEMENTS AND/OR RESTRICTIONS OF RECORD.
4. BEARING BASIS SHOWN IS BASED ON THE NORTH R/W LINE OF WRIGHT AVENUE, BEING: N69°08'33"W, PER PLAT.
5. BUILDING TIES ARE NOT TO BE USED TO RECONSTRUCT PROPERTY LINES.
6. FENCE OWNERSHIP IS NOT DETERMINED.
7. ROOF OVERHANGS, UNDERGROUND UTILITIES AND/OR FOOTERS HAVE NOT BEEN LOCATED UNLESS OTHERWISE NOTED.
8. SEPTIC TANKS AND/OR DRAINFIELD LOCATIONS ARE APPROXIMATE AND MUST BE VERIFIED BY APPROPRIATE UTILITY LOCATION COMPANIES.
9. USE OF THIS SURVEY FOR PURPOSES OTHER THAN INTENDED, WITHOUT WRITTEN VERIFICATION, WILL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO THE SURVEYOR. NOTHING HEREON SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED.
10. THIS PROPERTY IS IN ZONE X, BASED ON FLOOD INSURANCE RATE MAP NO. 12095C0255F, WITH AN EFFECTIVE DATE OF 09/25/2009, CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA.
11. FLOOD ZONE DETERMINATION SHOWN HERON IS SUBJECT TO FINAL APPROVAL BY F.E.M.A. THIS DETERMINATION MAY BE AFFECTED BY FLOOD FACTORS AND/OR OTHER INFORMATION NEITHER KNOWN BY NOR GIVEN TO THIS SURVEYING COMPANY AT THE TIME OF THIS ENDEAVOR. CENTRAL FLORIDA LAND SURVEYING AND THE SIGNING SURVEYOR ASSUME NO LIABILITY FOR THE ACCURACY OF THIS DETERMINATION.
12. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF AN ABSTRACT, TITLE SEARCH, OR TITLE COMMITMENT. A TITLE SEARCH MAY REVEAL ADDITIONAL INFORMATION AFFECTING THE PARCEL AS SHOWN.

### LEGAL DESCRIPTION:

LOT 13, BLOCK A, LAKE FOREST PARK, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK S, PAGE 20, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. PARCEL ID # 17-22-30-4436-01-130 CONTAINS 12,312 SF OR 0.283 ACRES ±



NOTE: ELEVATIONS ARE BASED ON GPS-FDOT NETWORK (NAVD 88)

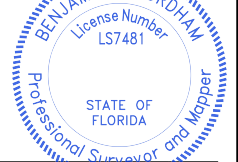
JOB # 155	FILE: OCS-20LOT13BLKA-155
SIGNED DATE: 07/11/2024	FIELD DATE: 07/09/2024
SCALE: 1" = 30'	DRAWN BY: DCM
REVISIONS:	
ADD TOPO, REMOVE IMPROVEMENTS 06-09-25	

CERTIFIED TO:  
 BALKIR INC  
 ADDRESS:  
 2837 WRIGHT AVE  
 WINTER PARK, FL 32789

### LEGEND:

A/C - AIR CONDITIONER	FOC <sub>o</sub> - FIBER OPTIC CABLE	N.H.W.L. - NORMAL HIGH WATER LINE
BM - BENCHMARK	FFE - FINISHED FLOOR ELEVATION	ORB - OFFICIAL RECORDS BOOK
(C) - CALCULATED	FIRM - FLOOD INSURANCE RATE MAP	PRC - POINT OF REVERSE CURVATURE
CL - CENTERLINE	GUY - GUY ANCHOR	R - RADIUS
CBW - CONC BLOCK WALL	ID - IDENTIFICATION	RP - RADIUS POINT
CR <sub>o</sub> - CABLE RISER	IP - IRON PIPE	R/W - RIGHT OF WAY
CLF - CHAIN LINK FENCE	IR - IRON REBAR	SM <sub>o</sub> - SANITARY MANHOLE
°C <sub>o</sub> - CLEANOUT	L - ARC LENGTH	S - SOUTH
CONC - CONCRETE	MF - METAL FENCE	S.E. - SIDEWALK EASEMENT
CM - CONCRETE MONUMENT	MS - METAL SHED	SE - SOUTHEAST
CC - COVERED CONC	MT - MAGNOLIA TREE	SF - SQUARE FEET
C/P - CONC PAD	☆ - LIGHT POLE	SW - SWATHWEST
C/S - CONC STEPS	N - NORTH	SM - SANITARY MANHOLE
CT - CYPRESS TREE	NE - NORTHEAST	T - TRANSFORMER
CW - CONCRETE SIDEWALK	NW - NORTHWEST	TR <sub>o</sub> - TELEPHONE RISER
DE - DRAINAGE EASEMENT	N&D - NAIL & DISK	TV <sub>o</sub> - TELEPHONE VAULT
DP - DUMPSTER PAD	O/W - OVERHEAD WIRE	TYF - TYPICAL
D/W - DRIVEWAY	(P) - PLAT	VF - VINYL FENCE
E - EAST	PB - PLAT BOOK	W - WATER METER
[EB] - ELECTRIC BOX	PG - PAGE	WV - WATER VALVE
E/P - EDGE OF PAVEMENT	P.E. - POOL EQUIPMENT	UE - UTILITY EASEMENT
ELEV - ELEVATION	PT - POINT OF TANGENCY	W - WEST
FND - FOUND	PCP - PERMANENT CONTROL POINT	WF - WOOD FENCE
FEMA - FEDERAL EMERGENCY MANAGEMENT AGENCY		WU <sub>o</sub> - WOOD UTILITY POLE

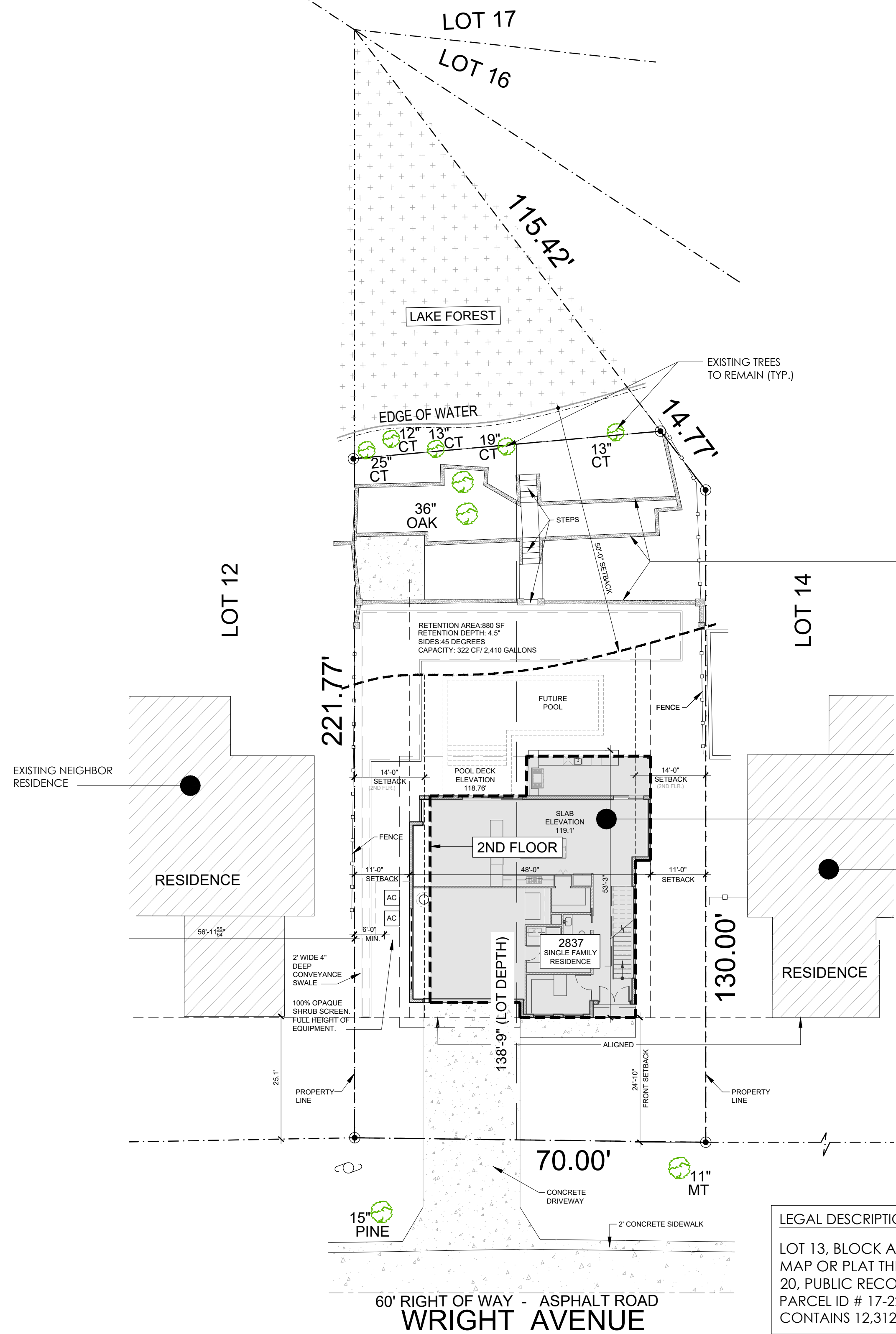
I HEREBY CERTIFY THAT THIS BOUNDARY AND TREE SURVEY OF THE ABOVE DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS RECENTLY SURVEYED UNDER MY DIRECTION ON THE DATE SHOWN, BASED ON INFORMATION FURNISHED TO ME AS NOTED AND CONFORMS TO THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN THE STATE OF FLORIDA IN ACCORDANCE WITH CHAPTER 5J-17.052 FLORIDA ADMINISTRATIVE CODES, PURSUANT TO SECTION 472.027 FLORIDA STATUTES.



PSM 7481 LB 8573 BENJAMIN E. FORDHAM  
 THIS SURVEY IS INTENDED ONLY FOR THE USE OF SAID CERTIFIED PARTIES. THIS SURVEY NOT VALID UNLESS SIGNED AND SEALED BY ABOVE LISTED SURVEYOR.

# WRIGHT AVE.

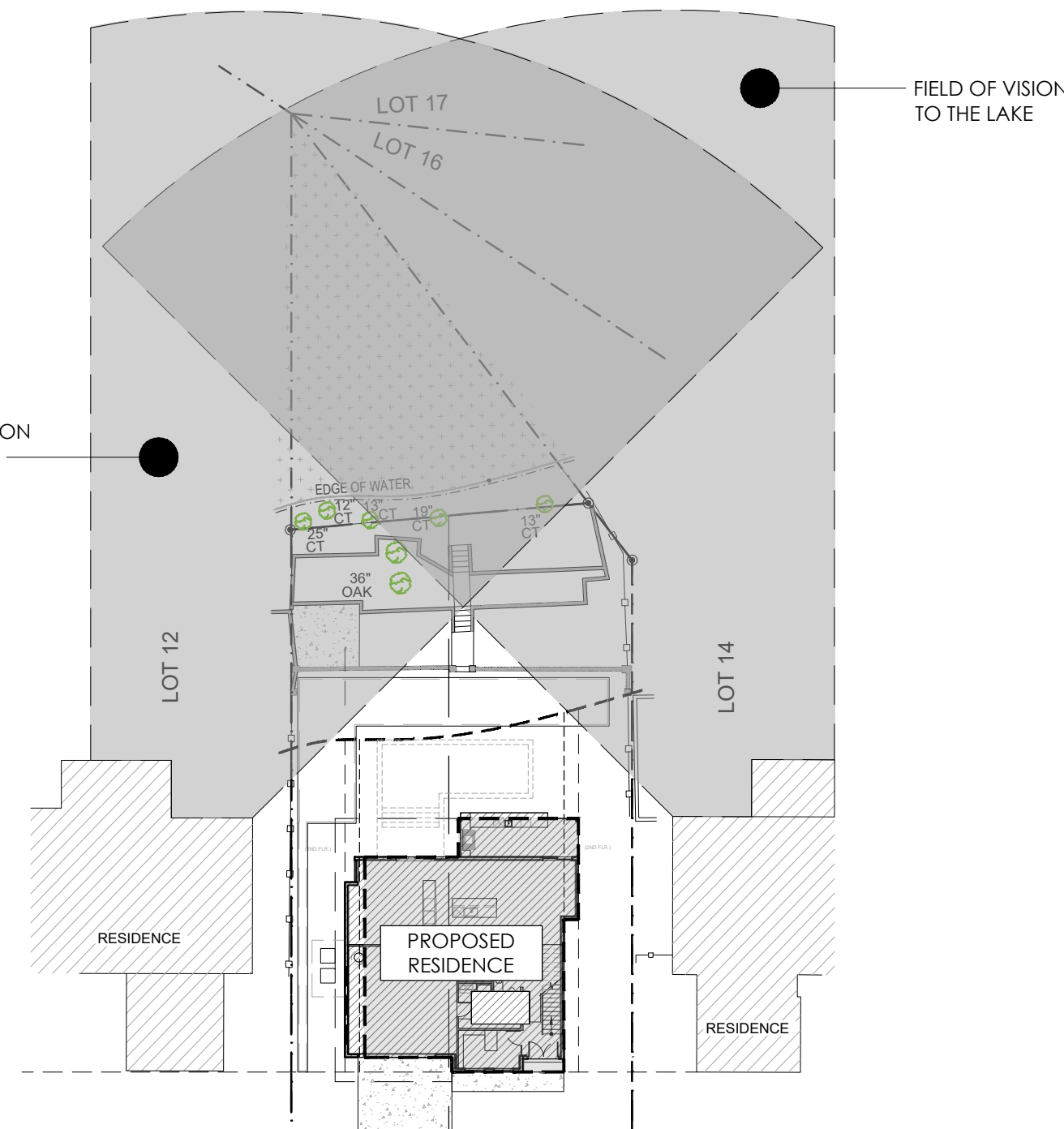
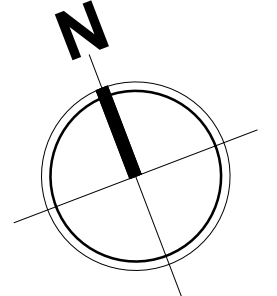
2837 Wright Ave.  
Winter Park - FL 32789



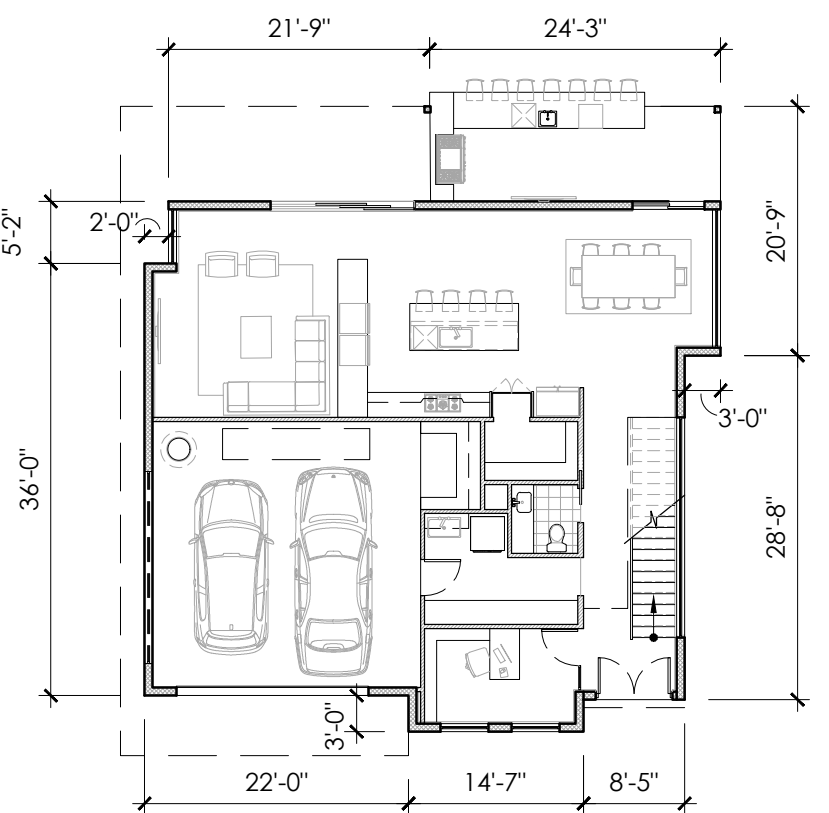
**LEGAL DESCRIPTION:**  
LOT 13, BLOCK A, LAKE FOREST PARK, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK S, PAGE 20, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. PARCEL ID # 17-22-30-4436-01-130 CONTAINS 12,312 SF OR 0.283 ACRES ±

**SURVEY PROVIDED UNDER SEPARATE COVER, IF REQUIRED**

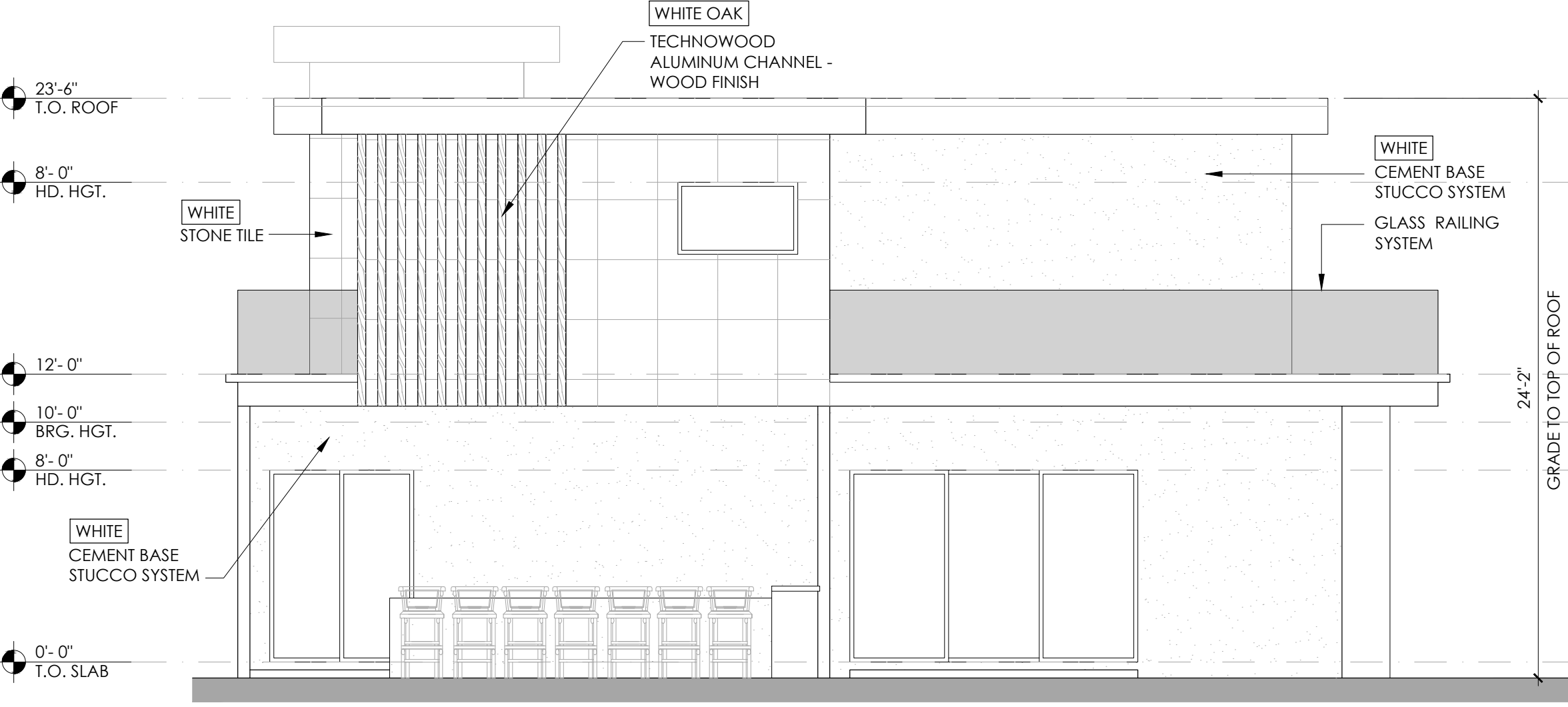
**1 ARCHITECTURAL SITE PLAN**  
SCALE: 1/16" = 1'-0"



**FIELD OF VISION DIAGRAM**



**3 FLOOR PLAN - 1ST FLOOR**  
SCALE: 1/16" = 1'-0"



**2 NORTHEAST ELEVATION - (REAR VIEW) - FACING THE LAKE**  
SCALE: 3/16" = 1'-0"

**PROPERTY INFORMATION**

ZONED: R-1A  
 LOT AREA: 12,226 SF (TOTAL)  
 10,032 SF (Dry area)  
 MAX. HGT: 32'  
 SETBACKS:  
 Front yard = 24'-10" (Aligned to most restrictive adjacent house)  
 Side Yards = 21' total (30% of 70') 11' (ea. side)  
 Rear Setback = 50' from Lake edge of water

2nd FLR SETBACKS:  
 Side Yards = 28' total (40% of 70') 14' (ea. side)  
 Rear Setback = 50' from Lake edge of water

FAR: Max. 40% (4,012 sf)  
 ISR: Max. 50% (5,016 sf)

**WIND LOAD DATA**

DESIGN WIND LOADS ARE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE (8th EDITION) & ASCE 7-22.

ULTIMATE WIND SPEED,  $V_{ult}$  = 139 MPH  
 NOMINAL WIND SPEED,  $V_{sfd}$  = 108 MPH  
 EXPOSURE = B  
 INTERNAL PRESSURE COEFFICIENT = ± 0.18 (ENCLOSED)  
 RISK CATEGORY = II  
 COMPONENT & CLADDING PRESSURE = + 20.8 PSF / - 27.2 PSF

**CODE SUMMARY**

APPLICABLE CODES:

- FLORIDA RESIDENTIAL BUILDING CODE - 8th EDITION
- FLORIDA PLUMBING CODE - 8th EDITION
- FLORIDA MECHANICAL CODE - 8th EDITION
- FLORIDA ENERGY CONSERVATION CODE - 8th EDITION

**CLASSIFICATION: RESIDENTIAL**

**FAR REQUIREMENT = MAX. 40%**

**FAR PROVIDED = 38.0%**

**CALCULATION:**

LOT AREA : 12,226 SF (± 0.28 acre)  
 LOT AREA: (Dry Area) 10,032 SF  
 Total Gross Building Area : 4,684 SF  
 Open Rear Porch Area = 195 SF  
 Roof Terrace = 673 SF

FAR Calculation:  
 Area: 4,684 - (195 + 673) = 3,816  
 FAR = 3,816 SF / 10,032 SF  
**FAR = 38%**

**SITE COVERAGE**

SITE COVERAGE = MAX. 50% (2-STORY)  
 FRONT YARD COVERAGE = MAX. 50%

**IMPERVIOUS SURFACES = 33%**

**OVERALL AREAS:**

- PERVIOUS SURFACES: 6,265 SF (62.5%)
- IMPERVIOUS SURFACES: 3,767 SF (37.5%)
- LOT AREA = 10,032 SF

FRONT YARD SEPARATION

FRONT YARD TOTAL AREA = 1,710 SF  
 FRONT YARD IMPERVIOUS AREA = 561 SF (33%)

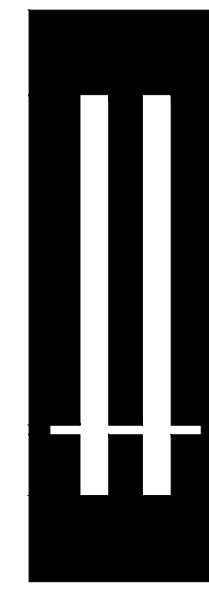
**AREAS**

AREA	SQUARE FEET
<b>1ST FLOOR</b>	
A/C AREA :	1,366 SF
BACK PORCH :	195 SF
GROSS AREA :	2,126 SF
<b>2ND FLOOR</b>	
A/C AREA :	1,885 SF
ROOF TERRACE :	673 SF
GROSS AREA :	2,558 SF
<b>TOTAL A/C AREA :</b>	<b>3,251 SF</b>
<b>TOTAL GROSS AREA :</b>	<b>4,684 SF</b>

Thomas R. Hurley  
AR97884

**WRIGHT AVE.**  
2837 Wright Ave  
Winter Park - FL 32789

LAKEFRONT SITE PLAN REVIEW



group  
ARCHITECTURE & PLANNING LLC  
AA26003213  
110 N. Orlando Ave. Suite # 12  
Winter Park, FL 32789  
Phone: (407) 719-2278

JOB NUMBER: 2502-305

ISSUE DATE: 03/02/2026

Drawing Issue:  
**PROGRESS SET**  
**NOT FOR CONSTRUCTION**  
Drawn by:

**REVISIONS**

#	DATE	DESCRIPTION
-	-	-
-	-	-
-	-	-
-	-	-

SHEET:  
**A-1**



# Planning & Zoning Board

# agenda item 4.b

## item type

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

## meeting date

April 7, 2026

## prepared by

Allison McGillis, Director of Planning and Zoning

## approved by

Allison McGillis, Director of Planning and Zoning

## subject

ZTA #26-01. Request of the City of Winter Park for an Ordinance amending Chapter 58, "Land Development Code", Article III, "Zoning" Section 58-79 "Public and Quasi-Public (PQP) District", to add a new permitted use for detached single-family dwelling units developed in accordance with the R-1A development standards set forth in Section 58-65(f).

## motion | recommendation

Staff recommendation is for approval.

## background

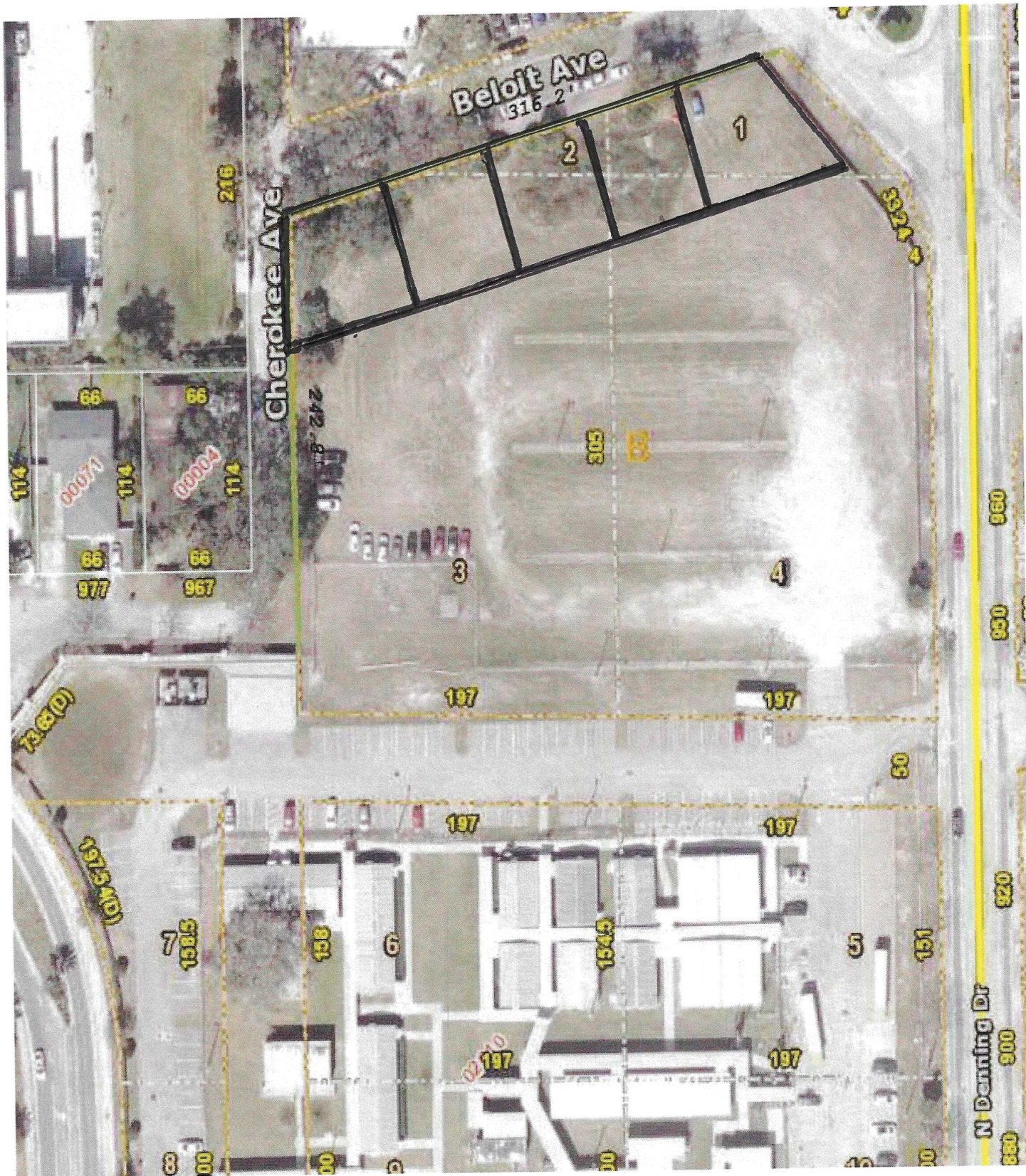
This proposed amendment to the Public and Quasi-Public (PQP) zoning district is prompted by an opportunity for the Orange County School Board to partner with Habitat for Humanity to develop single-family homes on the northern portion of the former Orange Technical College property located at 901 W. Webster Avenue. A conceptual sketch illustrating the proposed single-family lot layout has been prepared for discussion purposes and is attached. The subject property is currently zoned PQP, which does not permit residential uses except as accessory accommodations to permitted institutional uses, such as dormitories, hospital beds, nursing homes, and assisted living facilities. Earlier this year, Habitat for Humanity and the Orange County School Board presented this partnership concept to the City Commission, which expressed support for a text amendment to facilitate the provision of affordable housing for teachers and school staff. Accordingly, the proposed amendment would introduce a new permitted use within the PQP district to allow detached single-family dwelling units, provided they are developed in accordance with the R-1A development standards set forth in Section 58-65(f) of the code.

## alternatives | other considerations

## fiscal impact

## **attachments**

1. OCPS Partnership Map
2. Ordinance\_ PQP Permitted Uses Addition



**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" SECTION 58-79 "PUBLIC AND QUASI-PUBLIC (PQP) DISTRICT", TO ADD A NEW PERMITTED USE FOR DETACHED SINGLE-FAMILY DWELLING UNITS DEVELOPED IN ACCORDANCE WITH THE R-1A DEVELOPMENT STANDARDS SET FORTH IN SECTION 58-65(F), PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission of the City of Winter Park deems it necessary for the general welfare of the City to amend the City of Winter Park Land Development Code as set forth in this Ordinance;

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

**WHEREAS**, the City Commission hereby finds that the land development regulations adopted herein are consistent with the Comprehensive Plan;

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

**SECTION 1.** That Chapter 58 "Land Development Code", Article III, "Zoning" of the Code of Ordinances, Section 58-79 "Public and Quasi-Public (PQP)" is hereby amended as shown below (underlined language are additions; ~~stricken through~~ language are deletions; subsections not included are not being modified):

**Sec. 58-79. Public and Quasi-Public (PQP) district.**

(b) *Permitted uses.* The following buildings or uses and additions thereto are permitted uses:

(9) Detached single-family dwelling units developed in accordance with the R-1A development standards set forth in Section 58-65(f).

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

**SECTION 3. SEVERABILITY.** The divisions, sections, subsections, paragraphs, sentences, clauses and phrases of this Ordinance are severable, and if any phrase, clause, sentence, paragraph, subsection, section, or division of this Ordinance shall be declared invalid, unconstitutional or unenforceable by the valid judgment or decree of a court of competent jurisdiction, such invalidity, unconstitutionality or unenforceability shall not affect any of the remaining phrases, clauses, sentences, paragraphs, subsections,

sections, and divisions of this Ordinance. The City Clerk is given liberal authority to ensure proper codification of this Ordinance, including the right to correct scrivener's errors.

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

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

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida held in City Hall, Winter Park, on this \_\_\_\_ day of \_\_\_\_\_, 2026.

By: \_\_\_\_\_  
Mayor Sheila DeCiccio

ATTEST:

By: \_\_\_\_\_  
Rene Cranis, City Clerk



**item type**

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

**meeting date**

April 7, 2026

**prepared by**

Allison McGillis, Director of Planning and Zoning

**approved by**

Allison McGillis, Director of Planning and Zoning

**subject**

CU #26-02. Request of Z Development Services for Conditional Use approval to construct four one-story buildings totaling 29,760 square feet at 860 West Fairbanks Avenue (former Orlando RV property), including approval for alcohol sales within 300 feet of residential properties, on property with vested Commercial (C-3) zoning, together with a Community Benefit Agreement.

**motion | recommendation**

Staff recommends approval of the requested Conditional Use for buildings exceeding 10,000 square feet and alcohol sales within 300 feet of residential properties, subject to the following conditions:

1. That the Community Benefit Agreement be fully executed prior to issuance of a Certificate of Occupancy.
2. That the identified oak trees in the CBA at the Fairbanks/Denning and Fairbanks/Capen intersections be preserved until future transportation improvements commence on Fairbanks Avenue.
3. That the design of the pond be refined to incorporate a more naturalized shape, rather than rigid edges, given its visibility from the exterior of the site and its role as a visual component of the overall development.
4. That the applicant enhance the streetscape along Holt Avenue between Denning Drive and Capen Avenue to incorporate dedicated on-street parking with landscaped tree islands. This improvement shall be completed prior to a Certificate of Occupancy for the project.

**background**

The applicant, Z Development Services, on behalf of the property owner, DI Partners LLLP, is requesting Conditional Use approval for redevelopment of the property located at 860 West Fairbanks Avenue. The subject property is the location of the former Holler Orlando RV, located at the southeast intersection of Fairbanks Avenue and Denning Drive and is currently proposed to be redeveloped as a mixed retail and restaurant commercial center. The

application specifically seeks Conditional Use approval for buildings exceeding 10,000 square feet and for alcohol sales, which are conditional uses within the C-3 zoning district if they are within 300 feet of residential properties, as is the case here.

At the July 10, 2024, City Commission meeting, approval was granted by a 5-0 vote to allow this project to be vested under the previous Commercial (C-3) zoning versus the Orange Avenue Overlay (OAO) regulations. At the adoption of the Orange Avenue Overlay, a "vesting" provision was added to the Ordinance to allow property owners who could demonstrate that they would lose economic value due to the regulations included in the Orange Avenue Overlay versus their previous underlying zoning (Commercial (C-3) in this case) to petition to request the ability to develop under the previous C-3 zoning. In particular, the impact of the required 25% meaningful open space in the OAO was identified as the limiting factor when applied to projects over 1.25 acres in size, that significantly reduces the building yield.

The proposed development consists of a new multi-building commercial project totaling approximately 29,760 square feet of mixed retail and restaurant uses in four buildings, organized along the Fairbanks Avenue frontage with parking behind the buildings, pedestrian circulation, and a central plaza environment. In terms of floor area ratio, the project is at 19.4%, well below the 45% allowed. The project is proposed as a pedestrian-oriented retail and restaurant development with a coordinated urban design concept that includes storefronts facing Fairbanks Avenue, covered patio areas, internal pedestrian connections, landscaped common areas, and plaza space intended to activate the site and complement the previously approved north parcel development. However, it is important to note that the north development that was approved by the Commission on August 28, 2024, is not dependent upon this project and all necessary infrastructure needs and required parking are provided onsite. The proposed redevelopment provides access from Holt Avenue and Capen Avenue, intentionally avoiding direct vehicular access to Fairbanks Avenue and Denning Drive.

As part of the vesting approval, a Community Benefit Agreement (CBA) was conceptually approved by the City Commission on July 10, 2024, which provides for a donation of approximately 10.4 feet along the Fairbanks Avenue frontage of the property to the north, and two feet of the subject property frontage, in order to provide land for the future traffic congestion and safety improvement of a westbound left turn lane southbound onto Denning Drive and the donation of the three vacant lots at 882; 872 and 862 West Comstock Avenue for a joint stormwater retention and flood control improvement. The stormwater design accommodates runoff from the north project and adjacent public rights-of-way, with additional capacity for flood mitigation. However, it does not serve the subject property due to grading constraints that prevent flow in that direction. Additional provisions within the CBA include a commitment that no buildings on the Holler properties in this area will exceed three stories or include structured parking, which is reflected in this proposal for one-story buildings and surface parking, as well as an agreement to sell the vacant property at 809 West Comstock Avenue to the City for \$250,000 for attainable housing development. The applicant has acknowledged that the CBA remains in draft form and will be finalized and executed prior to issuance of a Certificate of Occupancy for this project.

Stormwater retention for the proposed development is planned through a combination of a surface pond located in the southwest corner of the property and an underground exfiltration

system. While this approach meets functional requirements, staff is recommending that the design of the pond be refined to incorporate a more naturalized shape, rather than rigid edges, given its visibility from the exterior of the site and its role as a visual component of the overall development.

As a condition of approval, the city is requesting that the applicant enhance the streetscape along Holt Avenue between Denning Drive and Capen Avenue to incorporate dedicated on-street parking with landscaped tree islands. This improvement is important to help calm traffic, provide additional convenient parking for patrons, and create a safer and more comfortable pedestrian environment. The inclusion of tree islands will also enhance the visual character of the corridor by providing shade and reinforcing a more walkable, urban streetscape along this edge of the development.

The architectural elevations present a cohesive design characterized by textured stucco, brick detailing, fabric and framed canopies, and anodized aluminum storefront systems, with building heights generally ranging from approximately 22 to 25 feet. The submittal also references a potential future Phase 2 office building of approximately 6,135 square feet. This Phase 2 building will require subsequent Conditional Use approval.

A community meeting was held on March 23, 2026, following proper noticing mailed on March 6, 2026, with a subsequent revision sent on March 16, 2026, to include public hearing dates that were left out of the original notice by the applicant. According to the applicant, discussion topics included traffic, solid waste, building scale, stormwater, and overall project design. A full summary of the community meeting is included in the application materials. Staff has received correspondence from one of the neighbors in attendance at the meeting that is attached.

With respect to landscaping and buffering, staff identified several issues during the initial review, including parking lot island dimensions, missing tree inventory information, tree preservation, and buffering adjacent to nearby residential properties. In response, the applicant has revised the landscape and tree disposition plans, added previously omitted trees to the inventory, and acknowledged that the two oak trees at the corner of Fairbanks/Denning and the two oak trees at the corner of Fairbanks/Capen will be preserved until future transportation improvements on Fairbanks, including a new turn lane from Fairbanks onto Denning is implemented. The only waiver requested as part of this application is to allow 9-foot minimum width parking lot landscape islands in certain locations in lieu of the 12-foot minimum width required by code, in order to improve parking efficiency while still accommodating required shade trees. Several of the proposed landscape islands do meet the minimum requirements.

Architecturally, the project incorporates a higher-quality commercial redevelopment pattern along a major corridor and at a prominent gateway intersection. The submitted elevations and renderings present a coordinated building composition with enhanced material articulation, covered patios, a pedestrian plaza, and streetscape elements intended to create a more urban, walkable frontage along Fairbanks Avenue.

In terms of parking, the project has been evaluated based on the city's code requirements for each use. For the restaurant components, the code requires one parking space for every four

seats since the CBA permits this project to follow the Orange Avenue Overlay restaurant code. With 388 proposed seats, 97 parking spaces are required and provided. Retail uses are required to provide one space per 333 square feet, and the plan includes 60 spaces to serve those tenants. For the future office component (which requires a subsequent Conditional Use approval), the applicant is actually exceeding the minimum requirement by parking at a higher ratio of one space per 250 square feet (where one per 333 square feet is required), resulting in 25 spaces for office use. Therefore, some of those parking spaces may be converted to be used for extra seating for the restaurant users, if needed. Overall, the project provides a total of 199 parking spaces, which exceeds the minimum code requirement of 175 spaces.

Overall, staff recommends approval of the requested Conditional Use for buildings exceeding 10,000 square feet and alcohol sales within 300 feet of residential properties, subject to the following conditions:

1. That the Community Benefit Agreement be fully executed prior to issuance of a Certificate of Occupancy.
2. That the identified oak trees in the CBA at the Fairbanks/Denning and Fairbanks/Capen intersections be preserved until future transportation improvements commence on Fairbanks Avenue.
3. That the design of the pond be refined to incorporate a more naturalized shape, rather than rigid edges, given its visibility from the exterior of the site and its role as a visual component of the overall development.
4. That the applicant enhance the streetscape along Holt Avenue between Denning Drive and Capen Avenue to incorporate dedicated on-street parking with landscaped tree islands. This improvement shall be completed prior to a Certificate of Occupancy for the project.

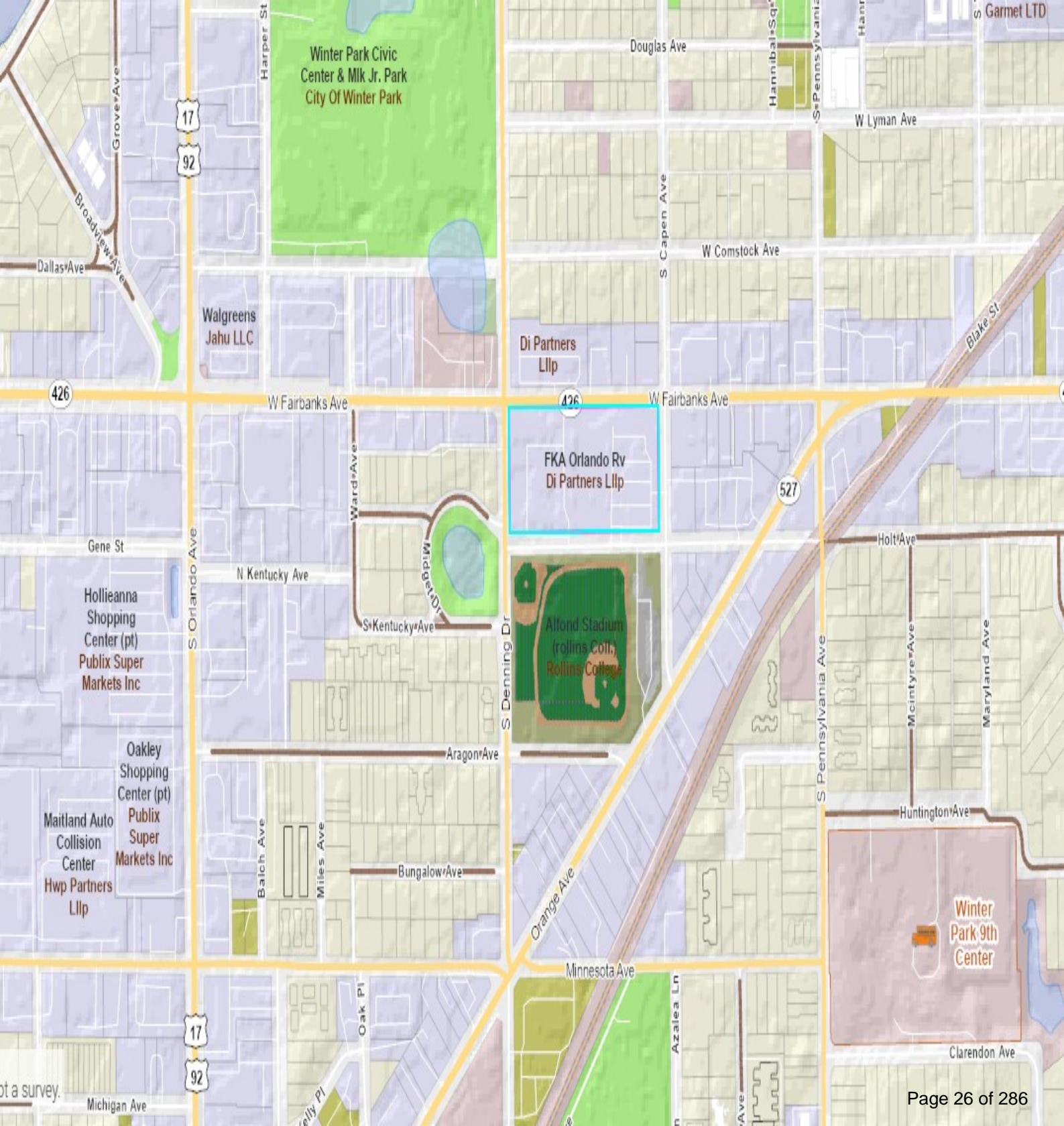
## **alternatives | other considerations**

## **fiscal impact**

## **attachments**

1. Location Map
2. Aerial Map
3. 05012025 DRAFT FINAL Community Benefit Agreement (DI Partners LLLP)(2)
4. FBS South-CUP App-revised
5. FBS South-Transmittal-3-9-26
6. FBS South-Updated Addresses 3-5-26
7. FBS South-W Fairbanks Ave Site Plan-w-Addresses
8. FBS South Affidavit of Mailing-3-6-26
9. FBS South-Comment-Response Letter-3-9-26
10. 05 Landscape & Irrigation Plans-11x17

11. 06 Preliminary Stormwater & Drainage Plan-11x17
12. 07 Preliminary Utility Plan-11x17
13. 08 Building Elevations
14. 08 Building Elevations\_
15. 09 Lighting and Signage Plans-11x17
16. 01 Appraiser Map Exhibit-8.5x11
17. 02 Location Map Exhibit-8.5X11
18. 03 Survey & Tree Survey Plans-11x17
19. 04 Proposed Development Plans-11x17
20. 6162 - FBS South 860 W Fairbanks Avenue
21. FBS South - TIA RTC - Supplemnt-3-3-26
22. Notice envelope
23. Power Point Presentation
24. Sign-in Sheet-6-23-26
25. Notice
26. Revised Community Meeting Notice-3-16-26
27. Community Meeting 2nd Mailing-3-17-26
28. Community Meeting Notice-3-16-26
29. Community Meeting Notice-3-6-26
30. FBS South Community Mtg Recap-3-25-26
31. Re\_ [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Com
32. RE2\_ [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Co
33. [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstoc
34. Staff Report for NORTH development
35. Staff Report for Vesting Agreement



Winter Park Civic Center & Mlk Jr. Park  
City Of Winter Park

17  
92

Walgreens  
Jahu LLC

Di Partners  
Llp

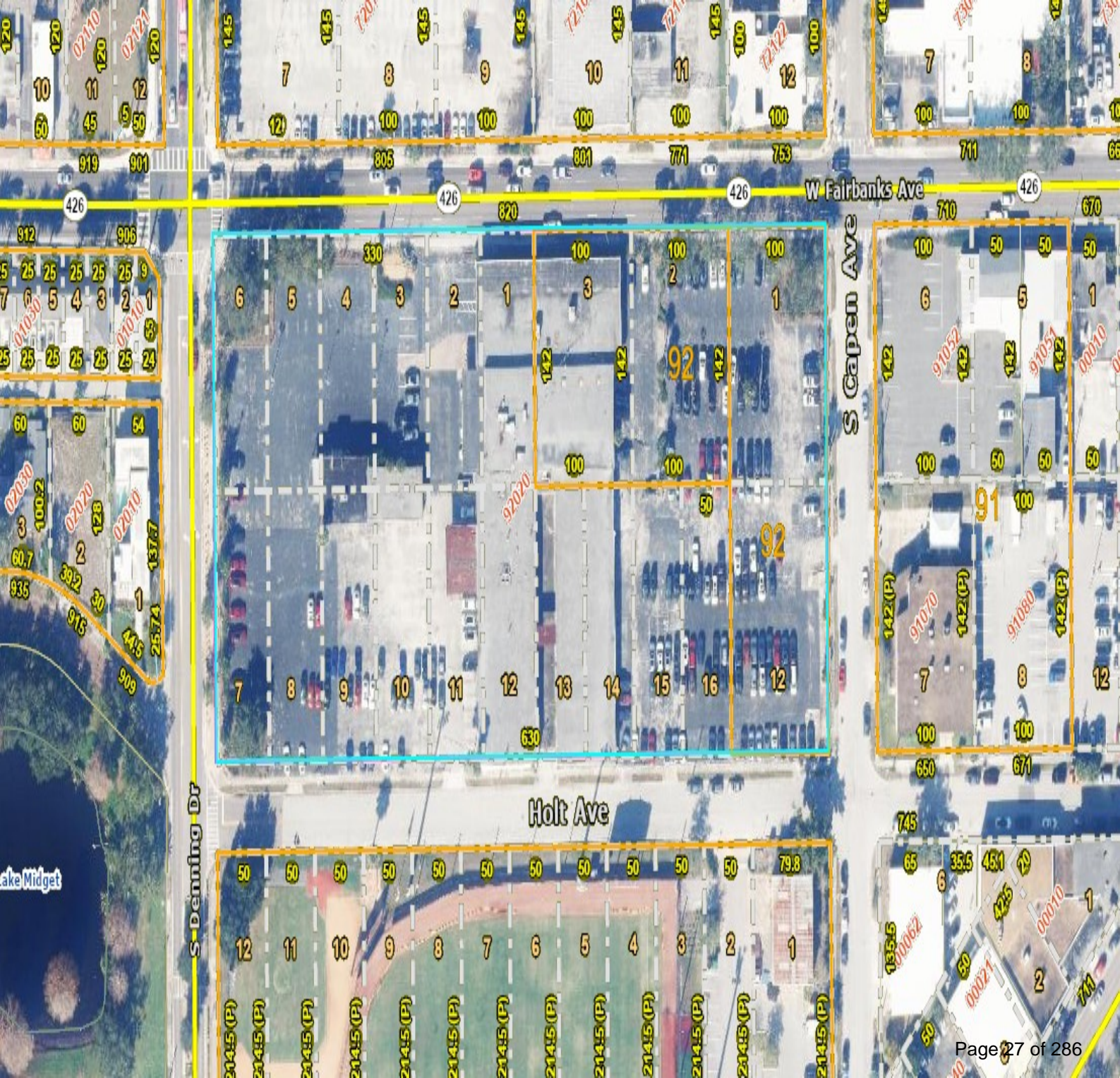
FKA Orlando Rv  
Di Partners Llp

Alford Stadium  
(rollins Coll.,  
Rollins College)

Holieanna  
Shopping  
Center (pt)  
Publix Super  
Markets Inc

Oakley  
Shopping  
Center (pt)  
Publix  
Super  
Markets Inc  
Maitland Auto  
Collision  
Center  
Hwp Partners  
Llp

Winter  
Park 9th  
Center



426

426

426

426

W Fairbanks Ave

S Capen Ave

Holt Ave

S Denning Dr

Lake Midget

Large cyan-outlined lot containing several smaller orange-outlined lots. Lot numbers include 330, 100, 92, 142, 50, 630, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 12, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 12.

Large orange-outlined lot containing several smaller orange-outlined lots. Lot numbers include 100, 50, 50, 50, 6, 5, 1, 142, 91, 100, 142(P), 91070, 142(P), 91080, 142(P), 7, 8, 12, 100, 650, 671.

Large orange-outlined lot containing several smaller orange-outlined lots. Lot numbers include 50, 79.8, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P), 214.5 (P).

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

**COMMUNITY BENEFIT AGREEMENT  
(DI Partners)**

This **COMMUNITY BENEFIT AGREEMENT** (the “Agreement”) is made and entered into the \_\_\_\_ day of \_\_\_\_\_, 2025, between the **City of Winter Park, Florida**, a Florida municipality (“**City**”), whose address is 401 Park Avenue South, Winter Park, Florida 32789; and **DI Partners LLLP**; whose address is 1011 Wymore Road, Winter Park, Florida 32789 and **CVJCR Properties Ltd. LLLP**, whose address is both 1011 Wymore Road, Winter Park, Florida 32789 and PO Box 1720, Winter Park, Florida 32790, and **WPI, LLC**, whose address is PO Box 1720, Winter Park, Florida 32790, and the **Comstock Land Trust** whose address is PO Box 1720, Winter Park, Florida 32790 that all collectively will be referred to as (“**DI Partners**”).

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

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

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

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

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

2. City of Winter Park commitments to DI Partners:

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

- i. No building would exceed 3 stories anywhere on the properties;
- ii. No parking garage would be built on any of the properties;
- iii. The existing landscape islands and live oak trees at the two corners of W. Fairbanks and Denning Drive and Capen Avenue will be preserved and maintained in any redevelopment plan but may be reduced in size in internal width and length by up to 15 feet and consistent with current code, credits applied for any parking that otherwise could occur in those two locations. The obligation to maintain the islands and trees shall cease at such time as the City widens Fairbanks Avenue in the locations adjacent to the islands and trees;
- iv. No type of motor vehicle use (sales, service, rental) would be requested on the redeveloped property except as a continuation of a current business, to the extent it may still be allowable in C-3 zoning however, DI Partners shall be allowed to open a boutique area for the display of no more than two (2) vehicles in the development of the property south of Fairbanks Avenue so long as no sales of any vehicles occur on the property;
- iv. Parking standards of the Orange Avenue Overlay to apply but no variances from the C-3 zoning requirements would be requested and no conditional uses for any special business type would be requested other than for restaurants and restaurant alcoholic beverage sale and consumption within 300 feet of residential for which such business uses have deemed to be granted on August 28, 2024 for the Subject Property, subject to normal zoning code compliance for parking, etc.

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

c. Consistent with Section 59-9 of the City's Transportation Impact Fee ordinance and in recognition of the aforementioned donation provided for in the Agreement, the City to provide credit for such and waive transportation impact fees on any development or redevelopment on 860/805/801/771/711/710/670/666/660 W. Fairbanks Avenue and 555 S. Capen Avenue, in

conformance with the Transportation Impact Fee ordinance provisions for contributions toward roadway improvement projects in lieu of fees paid.

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

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

f. Consistent with the Affordable Housing Linkage fee ordinance provisions, the voluntary sale of the vacant building lot at 809 W. Comstock shall allow the waiver of the housing linkage fee as may be applied to all Subject Property.

g. The redevelopment of the Subject Property shall not be charged any impact fees or other fee that does not exist within the City fee schedule at the time of execution of this Agreement.

### 3. DI Partners commitments to the City.

a. Donation of the south 10.4 feet of 805 and 801 W. Fairbanks Avenue and a triangular transition parcel starting at the eastern boundary of 801 W. Fairbanks Avenue and transitioning down to Zero feet at the eastern boundary of 771 W. Fairbanks Avenue altogether for the purpose of providing for a transportation safety and mobility improvement to create a left-hand turn lane heading westbound at the intersection of Fairbanks and Denning Drive. Such improvements shall be at no expense to DI Partners and shall be the total responsibility of the City and/or FDOT including costs of infrastructure removal and replacement and including any costs for work necessary on Subject Property in order to implement the turn lane and road widening, such that no costs are incurred by the owners of Subject Property for any reason. Until such improvement is implemented, DI Partners shall landscape and maintain such area.

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

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

proper functioning of any irrigation system shall be the responsibility and at the expense of the ownership of 805, 801 and 771 W. Fairbanks Avenue.

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

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

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

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

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

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

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

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

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

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

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

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

*(SIGNATURES ON FOLLOWING PAGES)*

WITNESSES:

**CITY OF WINTER PARK, FLORIDA**, a  
Florida municipality

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

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

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

WITNESSES:

**DI PARTNERS LLLP**, a Florida limited liability company

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

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

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

WITNESSES:

**CVJCR PROPERTIES LTD. LLLP**, a  
Florida limited liability company

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

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

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

WITNESSES:

**WP1, LLC**, a Florida limited liability company

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

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

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

WITNESSES:

**COMSTOCK LAND TRUST,** a Florida  
limited liability company

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

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

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

**EXHIBIT "A"**

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



CITY OF WINTER PARK
APPLICATION FOR CONDITIONAL USE

CU # \_\_\_\_\_

FEE PAID
ck # \_\_\_\_\_
amt. \$ \_\_\_\_\_
date \_\_\_\_\_

General Instructions: To request approval of a Conditional Use, complete this application and submit it to the Planning Department along with a fee of \$500 for applications with 500 ft notice requirement, \$1,000 for applications with 1,500 ft notice requirement, and \$6,000 for applications with city-wide notice requirement, and any additional information necessary to be presented for the public hearings before the Planning and Zoning Board and City Commission. Please submit one (1) electronic copy and one (1) paper copy (11" by 17") of the required documents with this application. Digital copies may be submitted via flash drive, CD-ROM, etc. or through the wplcloud. Please contact the Planning Department for instructions to upload to the wplcloud. Additional information for Conditional Use requirements can be found in Chapter 58-90 of the City's Land Development Code.

I. APPLICANT OWNER
Name Robert Ziegenfuss / Z Development Services Roger W Holler III / Di Partners LLLP
Address 1201 E Robinson Street 1011 N Wymore Road
Orlando, FL 32801 Winter Park, FL 32789
Phone 407-271-8910 x501 407-621-2210
Email Address: permits@zdevelopmentsservices.com Email Address dyar.mccomb@galminc.com

Is the property under contract for purchase or lease? [ ] Yes [X] No

If the applicant is NOT the owner, attach a copy of the purchase or lease contract or option on the property, or a letter signed by the owner of record authorizing the applicant to act as agent for the owner. This information is requested to establish the legal status of the applicant and will be held in confidence, except as the information pertains to the zoning application.

Is the contract for purchase or lease contingent upon this approval? [ ] Yes [X] No

II. PROPERTY
Street Address: 860 W Fairbanks Avenue, Winter Park, FL 32789
Zoning Classification: C-3 Comprehensive Plan Future Land Use Designation: Commerce
PARCEL # 05-22-30-9400-92-020 (same as tax ID number of Orange County property tax records)

Legal Description: Provide complete and accurate legal description below including Plat Book and Page Number OR attach a copy of the legal description to this application:
TOWN OF WINTER PARK A/67 & B/86 & MISC BOOK 3/220 LOTS 2 & 3 BLK 92 & LOTS 1 THRU 16 JE HARPER SUB K/89 (SUBJECT TO ESMT PER 164/323) & LOTS 1 & 12 BLK 92 OVERSTREET TURPENTINE CO F/73

III. CONDITIONAL USE REQUESTED: The applicant requests Conditional Use Approval for:
Square footage of buildings above 10,000 sf and also alcohol sales. We are also requesting a waiver to allow a 9 ft minimum width landscape island, in lieu of the code required 12 ft minimum width. This is to allow for a more efficient parking layout, while still allowing for the code required shade trees.

IV. CERTIFICATION
I certify that, to the best of my knowledge and belief, all information supplied with this application is true and accurate, and that I am:
[ ] the owner of the property described herein
[ ] a party to an agreement for purchase or lease of this property
[X] an agent for the owner or purchaser/lessee of this property

If applicable, it is understood and agreed that approval of this application by the Planning and Zoning Commission is contingent upon the recording of restrictive covenants designating the terms and conditions of an approval. These restrictive covenants will be executed by the owner of the property and recorded by the City of Winter Park. Said owner will be responsible for all fees associated with the recording of this document.

SIGNATURE [Signature] DATE 12.11.25

# Appendix A: OWNER AUTHORIZATION FORM



FOR PROJECTS LOCATED IN WINTER PARK, FLORIDA

I/WE, (PRINT PROPERTY OWNER NAME) DI Partners LLLP, AS THE  
 OWNER(S) OF THE REAL PROPERTY DESCRIBED AS FOLLOWS,  
 860 W Fairbanks Avenue, Winter Park, FL 32789, DO HEREBY ACT AS MY/OUR OWN  
 AUTHORIZED AGENT, TO EXECUTE ANY PETITIONS OR OTHER DOCUMENTS NECESSARY TO AFFECT THE  
 APPLICATION APPROVAL REQUESTED AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS,  
All Permitting, AND TO APPEAR ON MY/OUR OWN BEHALF  
 BEFORE ANY ADMINISTRATIVE OR LEGISLATIVE BODY IN THE COUNTY CONSIDERING THIS APPLICATION AND  
 TO ACT IN ALL RESPECTS AS MY/OUR OWN AUTHORIZED AGENT IN MATTERS PERTAINING TO THE APPLICATION.

Date: 12.11.25

*[Handwritten Signature]*

Signature of Property Owner

Roger W Holler III

Print Name Property Owner

Date: \_\_\_\_\_

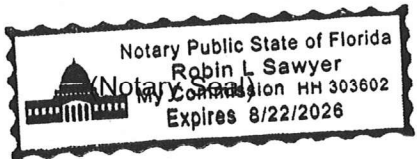
Signature of Property Owner

Print Name Property Owner

STATE OF FLORIDA :  
 COUNTY OF ORANGE :

I certify that the foregoing instrument was acknowledged before me this 11 day of December,  
 2025 by Roger W Holler III. He/she is personally known to me or has produced  
 \_\_\_\_\_ as identification and did/did not take an oath.

Witness my hand and official seal in the county and state stated above on the 11 day of  
December, in the year 2025.



*[Handwritten Signature: Robin L. Sawyer]*

Signature of Notary Public  
 Notary Public for the State of Florida

My Commission Expires: 8.22.26

Legal Description(s) or Parcel Identification Number(s) are required:
PARCEL ID #:
05-22-30-9400-92-020
LEGAL DESCRIPTION:
TOWN OF WINTER PARK A/67 & B/86 & MISC BOOK 3/220 LOTS 2 & 3 BLK 92 & LOTS 1 THRU 16 JE HARPER SUB K/89 (SUBJECT TO ESMT PER (164/323) & LOTS 1 & 12 BLK 92 OVERSTREET TURPENTINE CO F/73

# Appendix B: AGENT AUTHORIZATION FORM



FOR PROJECTS LOCATED IN WINTER PARK, FLORIDA

I/WE, (PRINT PROPERTY OWNER NAME) DI Partners LLLP, AS  
 THE OWNER(S) OF THE REAL PROPERTY DESCRIBED AS FOLLOWS,  
860 W Fairbanks Avenue, Winter Park, FL 32789, DO HEREBY AUTHORIZE TO ACT AS MY/OUR  
 AGENT (PRINT AGENT'S NAME), Robert Ziegenfuss and/or Julie Farr, TO EXECUTE ANY PETITIONS OR  
 OTHER DOCUMENTS NECESSARY TO AFFECT THE APPLICATION APPROVAL REQUESTED AND MORE SPECIFICALLY  
 DESCRIBED AS FOLLOWS, All Permitting, AND TO APPEAR ON MY/OUR  
 BEHALF BEFORE ANY ADMINISTRATIVE OR LEGISLATIVE BODY IN THE COUNTY CONSIDERING THIS APPLICATION AND  
 TO ACT IN ALL RESPECTS AS OUR AGENT IN MATTERS PERTAINING TO THE APPLICATION.

Date: 12.11.25

*[Handwritten Signature]*

Signature of Property Owner

Roger W Holler III

Print Name Property Owner

Date: \_\_\_\_\_

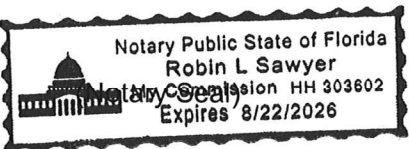
Signature of Property Owner

Print Name Property Owner

STATE OF FLORIDA :  
 COUNTY OF Orange :

I certify that the foregoing instrument was acknowledged before me this 11 day of December,  
2025 by Roger W Holler III. He/she is personally known to me or has produced  
 \_\_\_\_\_ as identification and did/did not take an oath.

Witness my hand and official seal in the county and state stated above on the 11 day of  
December, in the year 2025.



*[Handwritten Signature: Robin L Sawyer]*  
 Signature of Notary Public  
 Notary Public for the State of Florida

My Commission Expires: 8.22.26

<b>Legal Description(s) or Parcel Identification Number(s) are required:</b>
<b>PARCEL ID #:</b>
05-22-30-9400-92-020
<b>LEGAL DESCRIPTION:</b>
TOWN OF WINTER PARK A/67 & B/86 & MISC BOOK 3/220 LOTS 2 & 3 BLK 92 & LOTS 1 THRU 16 JE HARPER SUB K/89 (SUBJECT TO ESMT PER (164/323) & LOTS 1 & 12 BLK 92 OVERSTREET TURPENTINE CO F/73



Date: March 9, 2026

RE: FBS South – CUP Resubmittal

To:

Planning & Zoning  
City of Winter Park  
401 Park Ave. South  
Winter Park, FL. 32789

From:

Julie Farr  
Z Development Services  
1201 E. Robinson Street  
Orlando, FL 32801

Please find enclosed the following:

- USB - Documents, Plans & Elevations and Report for CUP Resubmittal

1201 E. Robinson Street  
Orlando, Florida 32801

Phone: (407) 271-8910

Providing **commercial development** services with an emphasis on **client satisfaction**  
[www.zdevelopmentservices.com](http://www.zdevelopmentservices.com)

## Julie Farr

---

**From:** Daniel Ball <dball@cityofwinterpark.org>  
**Sent:** Thursday, March 5, 2026 10:01 AM  
**To:** Julie Farr; permits  
**Cc:** City of Winter Park Addressing  
**Subject:** Re: Address Review/Determination W Fairbanks Ave.  
**Attachments:** W Fairbanks Ave Site Plan.png

Hello All,

I forgot to update the suite numbers for the units! Here is an updated list with all the correct unit numbers.

BUILDING & UNIT	NEW ADDRESS
Building A	880 W FAIRBANKS AVE
Tenant 1	880 W FAIRBANKS AVE STE 133
Tenant 2	880 W FAIRBANKS AVE STE 131
Tenant 3	880 W FAIRBANKS AVE STE 129
Tenant 4	880 W FAIRBANKS AVE STE 127
Tenant 5	880 W FAIRBANKS AVE STE 125
Tenant 6	880 W FAIRBANKS AVE STE 123
Building B	860 W FAIRBANKS AVE
Tenant 7	860 W FAIRBANKS AVE STE 121
Tenant 8	860 W FAIRBANKS AVE STE 119
Building C	840 W FAIRBANKS AVE
Tenant 9	840 W FAIRBANKS AVE STE 117
Tenant 10	840 W FAIRBANKS AVE STE 115
Tenant 11	840 W FAIRBANKS AVE STE 113
Building D	820 W FAIRBANKS AVE
Tenant 12	820 W FAIRBANKS AVE STE 111
Tenant 13	820 W FAIRBANKS AVE STE 109
Tenant 14	820 W FAIRBANKS AVE STE 107
Tenant 15	820 W FAIRBANKS AVE STE 105
Tenant 16	820 W FAIRBANKS AVE STE 103
Tenant 17	820 W FAIRBANKS AVE STE 101

Thanks, Daniel.

906  
KEAN

880

860

840

820

710  
BRIDAL



March 6, 2025

Allison McGillis  
City of Winter Park Planning  
401 Park Avenue South  
Winter Park, FL 32789

RE: FBS South, 860 W Fairbanks Avenue, Winter Park, Florida – Affidavit of Mailing

Dear Allison,

Please accept this affidavit regarding the Community Meeting Notice for the above-mentioned project.

I certify that:

- The attached notice was mailed, via the USPS, on Friday, March 6, 2026.
- The attached notice was mailed to properties within 500' of the subject site at 860 W Fairbanks Avenue, Winter Park, Florida, as per the list obtained from the Orange County Property Appraiser's Office.
- The Community Meeting will be held on March 23, 2026, at the Winter Park Community Center.

Sincerely,

  
Robert Ziegenfuss

State of Florida  
County of Orange

Sworn and subscribed before me this 9<sup>th</sup> day of March, 2026, by Robert Ziegenfuss, who is personally known to me or produced \_\_\_\_\_ as identification.

  
\_\_\_\_\_  
Notary Public

My Commission Expires: 7/28/26



1201 E. Robinson St.  
Orlando, Florida 32801

Phone: (407) 271-8910

March 6, 2026

To Whom It May Concern

RE: Neighborhood Meeting

To Whom It May Concern,

The owner of 860 W Fairbanks Avenue, Winter Park, Florida 32789 (Parcel 05-22-30-9400-92-020) has submitted a Conditional Use Permit Application to the City of Winter Park to allow for (a) one (1) building over 10,000 square feet in size (out of four (4) buildings) and (b) to allow the sale of alcohol in conjunction with a restaurant use. These are requested in conjunction with the proposed redevelopment of the property.

You are being notified as per Sec. 58-97 Community engagement of the City of Winter Park's Land Development Code.

For reference, the image below is an aerial map noting the site location and we will provide the proposed site plan and building/architectural elevations for the development at the upcoming meeting.



**When:** March 23, 2026, from 6:00 p.m. to 8:00 p.m.

**Where:** Winter Park Community Center (Cedar Room-B), 721 West New England Ave, Winter Park, FL 32789

Please come and learn more about the project, ask any questions you may have about the project.

Should you have any questions or need to discuss the project in the interim, I can be reached via phone at (407) 271-8910 or via email at [bob@zdevelopmentsservices.com](mailto:bob@zdevelopmentsservices.com) or you may also send any correspondence to the address below.

Sincerely,



Bob Ziegenfuss, PE, LEED AP

**1201 E. Robinson St.  
Orlando, Florida 32801**

**Phone: (407) 271-8910**

FullName	FullName2	Address	CityZip	State
REYNAUD JEANNE M LIFE ESTATE	REM: JOHN DOUGLAS REYNAUD BILLS	721 W COMSTOCK AVE	WINTER PARK	FL 32789
DRUID INVESTMENTS LLC		2269 LEE RD STE 100	WINTER PARK	FL 32789
DAWSON DARLYN		510 S CAPEN AVE	WINTER PARK	FL 32789
PATAKI STEVEN LOUIS	PATAKI ROBIN	701 W COMSTOCK AVE	WINTER PARK	FL 32789
ZUNIGA FERNANDO		673 W COMSTOCK AVE	WINTER PARK	FL 32789
KARL INVESTMENTS LLC		12517 PARK AVE	WINDERMERE	FL 34786
TEAMER ERIC	TEAMER FATMATA	889 W COMSTOCK AVE	WINTER PARK	FL 32789
ROUNTREE JUANITA		875 W COMSTOCK AVE	WINTER PARK	FL 32789
SCOTT EMILY M LIFE ESTATE	REM: RICHARD SCOTT	510 S DENNING DR	WINTER PARK	FL 32789
WILSON MARY LOUISE		674 W COMSTOCK AVE	WINTER PARK	FL 32789
MORSE WHITNEY ALICE	GOEDKEN JASON MICHAEL	704 W COMSTOCK AVE	WINTER PARK	FL 32789
ULLA RUPP CROFTON FAMILY TRUST		1410 RIVERSIDE DR	TITUSVILLE	FL 32780
TAYLOR CHERYL JACKSON	JACKSON LEO ESTATE	722 W COMSTOCK AVE	WINTER PARK	FL 32789
COMSTOCK LAND TRUST		PO BOX 1720	WINTER PARK	FL 32790
SULLIVAN EMMA B		503 PITT ST	CLERMONT	FL 34711
DI PARTNERS LLLP		1011 N WYMORE RD	WINTER PARK	FL 32789
GERACI JANE M 1/2 INT	GERACI MICHELE L 1/4 INT	1143 S KANSAS AVE	GROVELAND	FL 34736
KAMINA FAIRBANKS LLC		3 ISLE OF SICILY	WINTER PARK	FL 32789
631 FAIRBANKS LLC		910 N FERN CREEK AVE	ORLANDO	FL 32803
HANNIBAL SQUARE COMMUNITY LAND TRU: STALLWORTH LASHANDA		PO BOX 364	WINTER PARK	FL 32790
HANNIBAL SQUARE COMMUNITY LAND TRU: JOHNSON MOYESHEA		PO BOX 364	WINTER PARK	FL 32790
HANNIBAL SQUARE COMMUNITY LAND TRU: THOMPSON ALEXIS 25% INT		646 WEST COMSTOCK AVE	WINTER PARK	FL 32789
FIGUEROA KRIZIA LIZ MATOS		865 W COMSTOCK AVE	WINTER PARK	FL 32789
HAINES DORIAH F	HAINES ETHEL MAE	851 W COMSTOCK AVE	WINTER PARK	FL 32789
CLEVELAND ARTHUR BYRON	CLEVELAND ROSEMARY	841 W COMSTOCK AVE	WINTER PARK	FL 32789
ONTIVERO CARLOS ALBERTO	GASQUET VERONICA	819 W COMSTOCK AVE	WINTER PARK	FL 32789
PINKNEY KATHY		817 W COMSTOCK AVE	WINTER PARK	FL 32789
MALDONADO BUCHANAN HENRY LIFE ESTA	THOMAS TIANA ASHANTE LIFE ESTATE	4630 S KIRKMAN RD UNIT 203	ORLANDO	FL 32811
RICH SCOTT MICHAEL LIFE ESTATE	REM: SCOTT MICHAEL RICH LIVING TRUST	801 W COMSTOCK AVE	WINTER PARK	FL 32789
MAXWELL TAMEKA		507 S CAPEN AVE	WINTER PARK	FL 32789
LEARY STEVEN J		753 W CANTON AVE	WINTER PARK	FL 32789
FIGUEROA JENNIFER		754 W COMSTOCK AVE	WINTER PARK	FL 32789
VIGNETTI VIVIAN A		115 CLATTER BRIDGE RD	PONTE VEDRA	FL 32081
WALKER LINDA		794 W COMSTOCK AVE	WINTER PARK	FL 32789
814 W COMSTOCK AVE LLC		2128 PIEDMONT ST	ORLANDO	FL 32805
PERRY BETTY LINDA JOHNSON 1/9 INT	JOHNSON BENJAMIN 1/9 INT	816 W COMSTOCK AVE	WINTER PARK	FL 32789
VINER TIMOTHY	VINER JENNIFER	840 W COMSTOCK AVE	WINTER PARK	FL 32789
WP1 LLC		PO BOX 1720	WINTER PARK	FL 32790
CVJCR PROPERTIES LTD LLLP		PO BOX 1720	WINTER PARK	FL 32790
CVJCR PROPERTIES LTD LLLP		1011 N WYMORE RD STE 100	WINTER PARK	FL 32789
LJK INVESTMENTS LLC		705 E MARKS ST	ORLANDO	FL 32803
RESTORE WINTER PARK LLC		118 W COMSTOCK AVE	WINTER PARK	FL 32789
BM FAIRBANKS LLC		1516 E COLONIAL DR STE 107	ORLANDO	FL 32803
FOCUSED STRATEGIES INC		1019 W FAIRBANKS AVE	WINTER PARK	FL 32789
CITY OF WINTER PARK		401 S PARK AVE	WINTER PARK	FL 32789
CITY OF WINTER PARK 1/2 INT	GREENBERG HAROLD L 1/2 INT	401 S PARK AVE	WINTER PARK	FL 32789
CENTRAL BANK		20701 BRUCE B DOWNS BLVD	TAMPA	FL 33647
HOLLER ROGER W III TR	HOLLER JULIETTE A TR	PO BOX 1720	WINTER PARK	FL 32790
LUMBER YARD LLC		600 NORTHLAKE BLVD STE 130	ALTAMONTE SPRINGS	FL 32701
AJZ LLC		660 ORANGE AVE	WINTER PARK	FL 32789
DANN WARREN FRANKS AND MARY NELLE FRANKS REVOCABLE LIVING TRUST		7185 SUMMER ST	ENGLEWOOD	FL 34224
ENTWINED CAPITAL LLC		PO BOX 580	WINTER PARK	FL 32790
JBR GLOBAL HOLDINGS LLC		600 NORTHLAKE BLVD STE 130	ALTAMONTE SPRINGS	FL 32701
BRITANNIA SERVICES INC		2726 PEMBERTON DR	APOPKA	FL 32703
ROLLINS COLLEGE		CAMPUS BOX 2715   1000 HOLT A	WINTER PARK	FL 32789
ARBORS ON ARAGON CONDOMINIUM ASSN INC		1836 SUNNINGDALE CT	OVIDO	FL 32765
HIJAZ FADI S		915 ARAGON AVE	WINTER PARK	FL 32789
RICE FRANCES		777 S DENNING DR UNIT B	WINTER PARK	FL 32789
JASON AND ALISAN SMITH LIVING TRUST		755 S DENNING DR UNIT C	WINTER PARK	FL 32789
JUSTICE MELODY HOPE	JUSTICE LINDA JOY	702 E 6TH ST	APOPKA	FL 32703
BUSH JEFFREY C	BUSH LASHARN C	201 HUNTERS TRL	LONGWOOD	FL 32779
PHIL KEAN REAL ESTATE LLC		912 W FAIRBANKS AVE	WINTER PARK	FL 32789
PHIL KEAN DESIGNS INC 50% INT	ARCHITECTURE BY PHIL KEAN LLC 50% INT	912 W FAIRBANKS AVE	WINTER PARK	FL 32789

PKD STUDIO LLC 50% INT	PHIL KEAN KITCHENS AND BATH LLC 50% IN	912 W FAIRBANKS AVE	WINTER PARK	FL 32789
1014 W FAIRBANKS HOLDINGS LLC		1014 W FAIRBANKS AVE	WINTER PARK	FL 32789
SURFSIDE REALTY GROUP LLC		42 BOSTON POST RD E	MARLBOROUGH	MA 01752
PETTY SHEA WALKER	PETTY SAMANTHA WOEHLER	915 N KENTUCKY AVE	WINTER PARK	FL 32789
MCCLAIN KEITH A	MCCLAIN SONIA G	935 N KENTUCKY AVE	WINTER PARK	FL 32789
PEREZ OLIVIER PHILLIPPE		947 N KENTUCKY AVE	WINTER PARK	FL 32789
BARNARD BRIAN	BARNARD JANET	961 N KENTUCKY AVE	WINTER PARK	FL 32789
CHRISTINE J BENSON TRUST		3362 SURREY DR	SALINE	MI 48176
STEIN BRUCE C	STEIN SUZANNE R	1035 N KENTUCKY AVE	WINTER PARK	FL 32789
PAREDES JULIO J		1045 N KENTUCKY AVE	WINTER PARK	FL 32789
RAAA INVESTMENTS LLC		1437 LONG MEADOW WAY	WINDERMERE	FL 34786
TRAVAGLINI NICHOLAS R		1040 N KENTUCKY AVE	WINTER PARK	FL 32789
ST CLAIR STEPHEN M LIFE ESTATE	ST CLAIR CAROL LIFE ESTATE	1001 S KENTUCKY AVE	WINTER PARK	FL 32789
SIEGFRIED STEVEN		1041 S KENTUCKY AVE	WINTER PARK	FL 32789
OWENS DANA NICOLE		1003 S KENTUCKY AVE	WINTER PARK	FL 32789
DUBOIS ROBERT E ESTATE		900 S KENTUCKY AVE	WINTER PARK	FL 32789
CHAD BEARDEN AND TINA BEARDEN REVOCABLE TRUST		920 S KENTUCKY AVE	WINTER PARK	FL 32789
GEERS MATTHEW JAMES	GEERS BRANDON MICHAEL	930 S KENTUCKY AVE	WINTER PARK	FL 32789
ROBERTS JANNETT		940 S KENTUCKY AVE	WINTER PARK	FL 32789
POLLOCK SANDRA L	WATSON CYNTHIA J	1408 BLUEBIRD PL	ORLANDO	FL 32803
971 ARAGON AVE (RR REAL ESTATE LLC SERIES 1)		PO BOX 833	WINTER PARK	FL 32790
SANFORD BARRY P		606 SAINT DUNSTAN WAY	WINTER PARK	FL 32792
SCUPPER CORP		401 COUNTRY CLUB DR	WINTER PARK	FL 32789
939 ARAGON LLC		2603 78TH AVE NE	MEDINA	WA 98039
CROSSTOWN LLC		504 98TH AVE NE	BELLEVUE	WA 98004



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Grand Total:			\$68.64
Credit Card Remit			\$68.64
Card Name: AMEX			
Account #: XXXXXXXXXXXX2032			
Approval #: 864197			
Transaction #: 765			
AID: A000000025010801 Contactless			
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March 9, 2026

Allison McGillis  
City of Winter Park Planning  
401 Park Avenue South  
Winter Park, FL 32789

Re: FBS South (860 W Fairbanks Ave) - Conditional Use Request

Dear Allison,

Please accept the following responses to the comments issued during the construction plan review for the above referenced project.

**Any of the following notes that require amendments to your plans prior to your scheduled public hearings are due no later than March 9, 2026.**

**Planning and Zoning:**

Allison McGillis ([amcgillis@cityofwinterpark.org](mailto:amcgillis@cityofwinterpark.org))

John Harbilas ([jharbilas@cityofwinterpark.org](mailto:jharbilas@cityofwinterpark.org))

**Comment:** 1. A community meeting is required. Follow city guidelines.

**Response:** **Acknowledged. See enclosed community meeting package that was mailed March 6, 2026, for the meeting that will be held on March 23, 2026.**

**Comment:** 2. Ensure staff has the most recent version of the draft Community Benefit Agreement.

**Response:** **The Community Benefit Agreement is still in draft format. We acknowledge the Community Benefit Agreement will need to be finalized and executed with the City of Winter Park.**

**Comment:** 3. Phase two building will require another conditional use application.

**Response:** **Acknowledged.**

**Comment:** 4. Clarify how the common area seats will be handled regarding parking requirements.

**Response:** **Any seating devoted to a specific restaurant will be included in the parking calculations when a tenant is solidified. However, some seating will be public seating and not assigned to a specific restaurant.**

**Comment:** 5. Roof top mechanical units must be properly screened from the rights-of-way.

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- Response:** **Acknowledged. This submission is for a shell building, so there will be no rooftop equipment in this scope. However, we have included a ROW site diagram to communicate the strategy that will be employed under future tenant buildouts.**
- Comment:** 6. Add call outs to where the various materials will be located. (Particularly the brick articulation and the planter walls)
- Response:** **Elevations with the requested information have been added to the submission.**
- Comment:** 7. Tenant signs should be wall signs – we can work together to figure this one out prior to the public hearings.
- Response:** **Acknowledged. An updated signage package has been included.**
- Comment:** 8. Identify the materials that will be used for the pavement of the common areas.
- Response:** **The common areas will be concrete that is either stained, sandblasted, or stamped. Since we are still early in the design process, this has not been fully established.**
- Comment:** 9. Not all of the islands on the civil plan meet the 12'x18' code requirement.
- Response:** **We are requesting a waiver to allow a 9 ft minimum width landscape island, in lieu of the code required 12 ft minimum width. This is to allow for a more efficient parking layout, while still allowing for the code required shade trees. See attached updated CUP Application.**
- Comment:** 10. Confirm whether tree #21 can be saved.
- Response:** **Due to the grades in the area, this tree cannot be saved.**
- Comment:** 11. There seems to be missing trees on the northwest corner of the survey.
- Response:** **Missing trees (#43 & #44) have been added to the Tree Disposition Plan and included in the Tree Inventory & Disposition Table.**
- Comment:** 12. Revise landscape plan to match civil plan for pond area and increase landscaping in this corner to buffer the adjacent single-family homes.
- Response:** **Landscape and Tree Disposition Plans have been updated with the current Civil base file. Additional landscape has been added to the SW corner of the property. See Landscape Plan.**



**Comment:** 13. Other notes from the department discussions – easement for the center pipe will need to be done prior to CO (work with Public Works) and no more than 2’ of fill from existing grade

**Response:** **Acknowledged. Proposed grade is less than 2 ft of fill from the existing grade.**

**Building & Permitting Services:**

Gary Hiatt ([ghiatt@cityofwinterpark.org](mailto:ghiatt@cityofwinterpark.org))

Ashley Ong ([aong@cityofwinterpark.org](mailto:aong@cityofwinterpark.org))

Renata Minoga ([rminoga@cityofwinterpark.org](mailto:rminoga@cityofwinterpark.org))

**Comment:** 1. Exterior walls shall be fire-resistance rated in accordance with Table 601 based on the type of construction and Table 705.5 based on the fire separation distance - FBC 705.5.

**Response:** **Acknowledged. All buildings are Type II-B and will be Business, Mercantile, or assembly occupancy types. The building separation distances are within the allowances.**

**Comment:** 2. Illumination (1.0 f.c. Minimum) shall be provided along the path of travel for the exit discharge from each exit to the public way (along Fairbanks Ave.) - FBC 1008.2.2.

**Response:** **Acknowledged. Since we are still early in the design process, exact exit locations and lighting strategies have not been finalized. This will be included in the Construction Document/Permit Set.**

**Comment:** 3. There are multiple buildings in this development. The required accessible parking spaces with aisles shall be dispersed and located on the shortest accessible route to the accessible building entrances. This will require adding accessible parking spaces in addition to the minimum requirement. FBC Accessibility 208.3.1.

**Response:** **The proposed accessible parking spaces were distributed and located on the shortest accessible route to each accessible building entrance.**

**Comment:** 4. Preapplication meeting is highly recommended with all applicable departments in the review process.

**Response:** **A pre-application meeting was already held on July 22, 2025.**

**Fire Rescue/Marshal:**

Scott Donovan ([sdonovan@cityofwinterpark.org](mailto:sdonovan@cityofwinterpark.org))

Jim Santoro ([jsantoro@cityofwinterpark.org](mailto:jsantoro@cityofwinterpark.org))

**Comment:** 1. Prove hydrant distances are 400’ from the nearest part of any new building(s). May need additional hydrants for needed fire flows.

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**Response:** Please refer to the Utility Plan Exhibit showing the proposed fire hydrant located along the south side of Building "B" and "C". The proposed fire hydrant meets the 400' requirement.

**Comment:** 2. Show proposed locations of fire underground lines, backflows, and FDCs.

**Response:** Please refer to the Utility Plan Exhibit showing the proposed locations of the fire underground lines, backflows and FDC's. The existing fire line BFP along the southwest corner of the site will be removed and replaced with an 8" fire line BFP. Five (5) FDC's are shown on the Utility Plan Exhibit, one (1') FDC for each building adjacent to the proposed fire hydrant location. The farthest FDC has a distance of 83 LF from the hydrant.

**Comment:** 3. Fire protection subs get separate permits for all fire protection systems.

**Response:** Acknowledged.

**Comment:** 4. Request a separate meeting with Fire/Building when floor and LS plans are ready.

**Response:** Acknowledged.

**Comment:** 5. Have addressing issue correct building addresses and suite numbers and submit permits under those addresses/suites.

**Response:** An addressing permit request has been obtained under permit #ADD-26-0005. See enclosed new addresses for buildings and suites.

**Comment:** 6. If canopies over any outside non-transient seating, they are FSS protected. Shows outdoor seating. Fire sprinkler protection for these was acknowledged.

**Response:** Acknowledged. A note will be added to the CD/Permitting Set giving the GC direction on this.

**Public Works & Transportation:**

Charles Ramdatt ([cramdatt@cityofwinterpark.org](mailto:cramdatt@cityofwinterpark.org))

Don Marcotte ([dmarcotte@cityofwinterpark.org](mailto:dmarcotte@cityofwinterpark.org))

Shannon Monahan ([smonahan@cityofwinterpark.org](mailto:smonahan@cityofwinterpark.org))

Jamel Hibbert ([jhibbert@cityofwinterpark.org](mailto:jhibbert@cityofwinterpark.org))

**1. Stormwater**

**Comment:** Provide a video inspection of the existing 24inch RCP to determine if it should be replaced or upgraded

**Response:** It was discussed that this would be required prior to site plan approval and would not be a condition of the CUP approval.

**Comment:** Is the underground system crossing pipe designed to be installed over the 24inch RCP?

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**Response:**        **The proposed 15" HDPE Storm Pipe is designed to be installed over the existing 24" RCP Storm Pipe as shown on the Stormwater Plan Exhibit.**

**Comment:**        Confirm that there is a proper drainage easement agreement for the 24inch RCP and provide the City a copy.

**Response:**        **We will provide an easement prior to CO.**

**Comment:**        Make sure the underground stormwater treatment system follows City code design standards, including media type, inspection, maintenance and testing procedures and forms, etc.

**Response:**        **We will provide an underground stormwater treatment system that follows City code design standards, including media type, inspection, maintenance and testing procedures and forms, etc.**

**Comment:**        Underground system overflow to above ground pond, correct? We like this.

**Response:**        **The proposed Stormtech underground drainage system is designed to overflow to the above ground pond.**

**Comment:**        Provide a detail for the connection to the City storm sewer on Holt Ave.

**Response:**        **This detail will be provided during construction plans submittal.**

## **2. Transportation:**

**Comment:**        a. The applicant should supplement the Traffic Impact Analysis and site plan to provide the following:

- Trip distribution at the roadway network level broken down to each individual site driveway.
- Analysis of internal site circulation, including vehicle flow patterns, circulation routes, and potential conflict points.
- Queue analysis at all site driveways and internal circulation areas, including evaluation of stacking capacity and the potential for spillback onto adjacent roadways.
- Detailed ingress and egress operational analysis demonstrating the adequacy and functionality of each access point.
- Evaluation of driveway and internal circulation design, including curb return radii, access spacing, turn movements, and overall operational effectiveness consistent with City standards.
- Analysis of parking access operations and confirmation of safe and efficient vehicle circulation within the site.
- Crash history analysis for adjacent roadways and intersections, including evaluation of safety impacts associated with proposed access locations.
- Overall operational and safety evaluation demonstrating safe and adequate site access and internal circulation

**Response:** **Comment 1. Trip distribution at the roadway network level broken down to each individual site driveway.**

**Response – See Figures A and B in the attachment**

**Comment 2. Analysis of internal site circulation, including vehicle flow patterns, circulation routes, and potential conflict points.**

**Response – See Figure C in the attachment and refer to the Civil Site Design Plans for more details.**

**Comment 3. Queue analysis at all site driveways and internal circulation areas, including evaluation of stacking capacity and the potential for spillback onto adjacent roadways.**

**Response – See Figures A and B in the attachment which list the queue length for all the driveways.**

**Comment 4. Detailed ingress and egress operational analysis demonstrating the adequacy and functionality of each access point.**

**Response – See Appendix F of the TIA, which is attached, for the detail HCS worksheets that indicate that the site access driveway function at an acceptable Level of Service.**

**Comment 5. Evaluation of driveway and internal circulation design, including curb return radii, access spacing, turn movements, and overall operational effectiveness consistent with City standards.**

**Response – Please refer to the Civil Site Design Plans. The Civil engineer of record will verify that the driveway and parking lot design meets the City of Winter Park Guidelines.**

**Comment 6. Analysis of parking access operations and confirmation of safe and efficient vehicle circulation within the site.**

**Response – Please refer to the Civil Site Design Plans. The Civil engineer of record will verify that the driveway and parking lot design meets the City of Winter Park Guidelines.**

**Comment 7. • Crash history analysis for adjacent roadways and intersections, including evaluation of safety impacts associated with proposed access locations.**

**Response – See Table A in the Attachment for a summary of the crash reports from the Florida Department of Transportation, Safety Office. The data is from January 1, 2015 to December 31, 2019, which was the last completed**

years available. The project does not have direct access to Fairbanks Avenue, which is where the majority of the crashes are recorded. The project driveways on Denning Drive, Holt Avenue and Capen Avenue will provide adequate access to the site.

**Comment 8. Overall operational and safety evaluation demonstrating safe and adequate site access and internal circulation.**

**Response – The access driveways are located on Denning Drive, Holt Avenue and Capen Avenue, which as shown in Comment 7, have relatively few crashes. Most of the crashes are vehicles hitting parked cars. With the design of the parking lot, the site generated trips will not have to park on the street but have adequate space on site to park. In addition, refer to the Civil Site Design Plans for additional details.**

**Comment:** b. With respect to the site plan, please include the driveway curb return radii, the effective pedestrian crossing width at each driveway entry point, and revise the ADA parking stall and accessible aisle dimensions to ensure compliance with applicable ADA standards. The site design should also minimize the offset angle of pedestrian paths where they cross driveway aisles to improve pedestrian visibility, accessibility, and safety. Additionally, please coordinate with the City's Transportation Division regarding potential off-site improvements related to ADA curb ramp retrofit upgrades at all corners of the site within the public right-of-way.

**Response:** **Please refer to the revised site plan showing all the above-mentioned information being added to the plan. The pedestrian paths were revised to avoid the offset angle when they cross driveway isles. In addition, an ADA Curb Ramp upgrade is being proposed at the existing sidewalk intersection along the southwest corner of Fairbanks Avenue and S. Capen Avenue. A 10' x 10' triangular easement is being proposed to be dedicated to the City of Winter Park for the proposed curb ramp upgrade.**

**Comment:** c. Denning & Fairbanks intersection – Review concept in more detail with staff.

**Response:** **As per our conversation at the TAC meeting, the City of Winter Park Transportation Department will get with Turgut regarding the TIA.**

### **Urban Forestry:**

Joseph Smirti ([jsmirti@cityofwinterpark.org](mailto:jsmirti@cityofwinterpark.org))

Josh Nye ([jnye@cityofwinterpark.org](mailto:jnye@cityofwinterpark.org))

Jorden Hinrichsen ([jhinrichsen@cityofwinterpark.org](mailto:jhinrichsen@cityofwinterpark.org))

**Comment:** 1. All protected trees proposed for removal require submittal of tree removal permit application.

**Response:** **Acknowledged.**

**Comment:** 2. Vehicle use area landscape shall also include understory trees.

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Orlando, Florida 32801

Phone: (407) 271-8910

**Response:** Understory trees have been added as shown on the plan markup.

**Comment:** 3. Include calculations for total parking area and parking lot landscape area.

**Response:** Calculations are included on the Landscape Plan

**Comment:** 4. Parking lot islands must be at minimum 12' wide.

**Response:** We are requesting a waiver to allow a 9 ft minimum width landscape island, in lieu of the code required 12 ft minimum width. This is to allow for a more efficient parking layout, while still allowing for the code required shade trees. See attached updated CUP Application.

**Comment:** 5. Shrubs and groundcovers must be shown on the plan.

**Response:** All shrubs and groundcovers are shown on Landscape Plan.

### **Water & Wastewater Utilities:**

David Zusi ([dzusi@cityofwinterpark.org](mailto:dzusi@cityofwinterpark.org))

Wayland Paxman ([wpaxman@cityofwinterpark.org](mailto:wpaxman@cityofwinterpark.org))

**Comment:** 1. Water:

- For potable water service connections, there is a 6-inch cast iron main on the north side of W. Fairbanks Ave., and an 8-inch cast iron main on the west side of S. Denning Dr.
- Use a bank of meters located in an accessible area. Near one of the entrances would be preferable.
- There is an existing fire line DCDA (likely 6-inch) at the southwest corner of the property. It can be reused or removed, and the line capped.
- For irrigation the Water & Wastewater Department recommends a well.

**Response:** Please refer to the Utility Plan showing a proposed 8" water / fire line connection to the existing 8" DI water main located on the west side of S Denning Drive. The existing 6" fire line BFP will be removed and replaced with a new 8" DCDA fire line BFP, bank of proposed domestic water meters and BFP's will be located adjacent to the proposed fire line BFP along the southwest corner of the site. The proposed well for irrigation is located at the rear of the west dumpster enclosure.

**Comment:** 2. Sanitary Sewer:

- 8-inch VC sewer main on the south side of Fairbanks, and a 8-inch VC main on the north side of Holt Ave to the south of the property.
- There are various existing laterals stubbed out to the property.
- Size grease traps for restaurants per Sec. 102 of the City's ordinance.

**Response:** Please refer to the Utility Plan showing the proposed sanitary sewer connection to the existing 8" VC sewer main on the north side of Holt

**Avenue. An 8" PVC sewer main (and 3 manholes) are proposed on the south side of the buildings including the lateral connection to each tenant space for all buildings.**

**Comment:** 3. Please provide demolition plans for use in assessing impact fee credits.

**Response:** **We will provide this at a later date. Two (2) – 1,250 gallon grease traps (in series) is proposed for all restaurant space.**

### **Electric Utilities:**

Jamie England ([jengland@cityofwinterpark.org](mailto:jengland@cityofwinterpark.org))

Mourad Belfakih ([mbelfakih@cityofwinterpark.org](mailto:mbelfakih@cityofwinterpark.org))

Genie Brown ([gbrown@cityofwinterpark.org](mailto:gbrown@cityofwinterpark.org))

**Comment:** 1. Identify the proposed transformer locations. Transformers must be accessible. Ensure enough space around them for screening from the right-of-way.

**Response:** **Two (2) transformers are proposed and shown on the utility plan (one at the southwest corner of Building "B" and the second one at the southeast corner of Building "C").**

**Comment:** 2. Depending on when permanent power will be needed, consideration needs to be taken since due to manufacturer supply chain challenges, we are experiencing delays with the delivery of utility transformers.

**Response:** **Acknowledged.**

**Comment:** 3. Recommend two pad-mounted transformers rather than four pad-mounted transformers.

**Response:** **Two (2) transformers are proposed and shown on the utility plan (one at the southwest corner of Building "B" and the second one at the southeast corner of Building "C").**

**Comment:** 4. Provide project's electrical load calculations.

**Response:** **This will be provided with construction plans.**

**Comment:** 5. Provide voltage and phase requirements.

**Response:** **This will be provided with construction plans.**

### **Sustainability:**

Gloria Eby ([geby@cityofwinterpark.org](mailto:geby@cityofwinterpark.org))

Regina Caronia w/WastePro ([rcaronia@wasteprousa.com](mailto:rcaronia@wasteprousa.com))

**Comment:** 1. Utilize Water Pro services for C&D and general solid waste services per city code. Recycling can be any service- we recommend recycling!

**Response: Acknowledged.**

**Comment:** 2. Support PW stormwater concerns and include exfiltration system maintenance agreement/plan.

**Response: This will be provided with construction plans.**

**Comment:** 3. Increase vegetation buffer on SW corner providing protection to house west of Denning.



**Response: Additional landscape has been added to the SW corner of the property. See Landscape Plan. A 10 ft. wide buffer was provided along the southwest corner (west side of pond) to provide the required plantings.**

**Comment:** 4. Please know about our Green Business Recognition Program if future businesses would like to participate:  
<https://cityofwinterpark.org/departments/natural-resources-sustainability/sustainability-division/community-engagement-green-economy/green-business-recognition-program/>

**Response: Acknowledged.**

**Police Department/CPTED:**

Javier Rodriguez ([jrodriguez@cityofwinterpark.org](mailto:jrodriguez@cityofwinterpark.org))

**Comment:** No comments at this time.

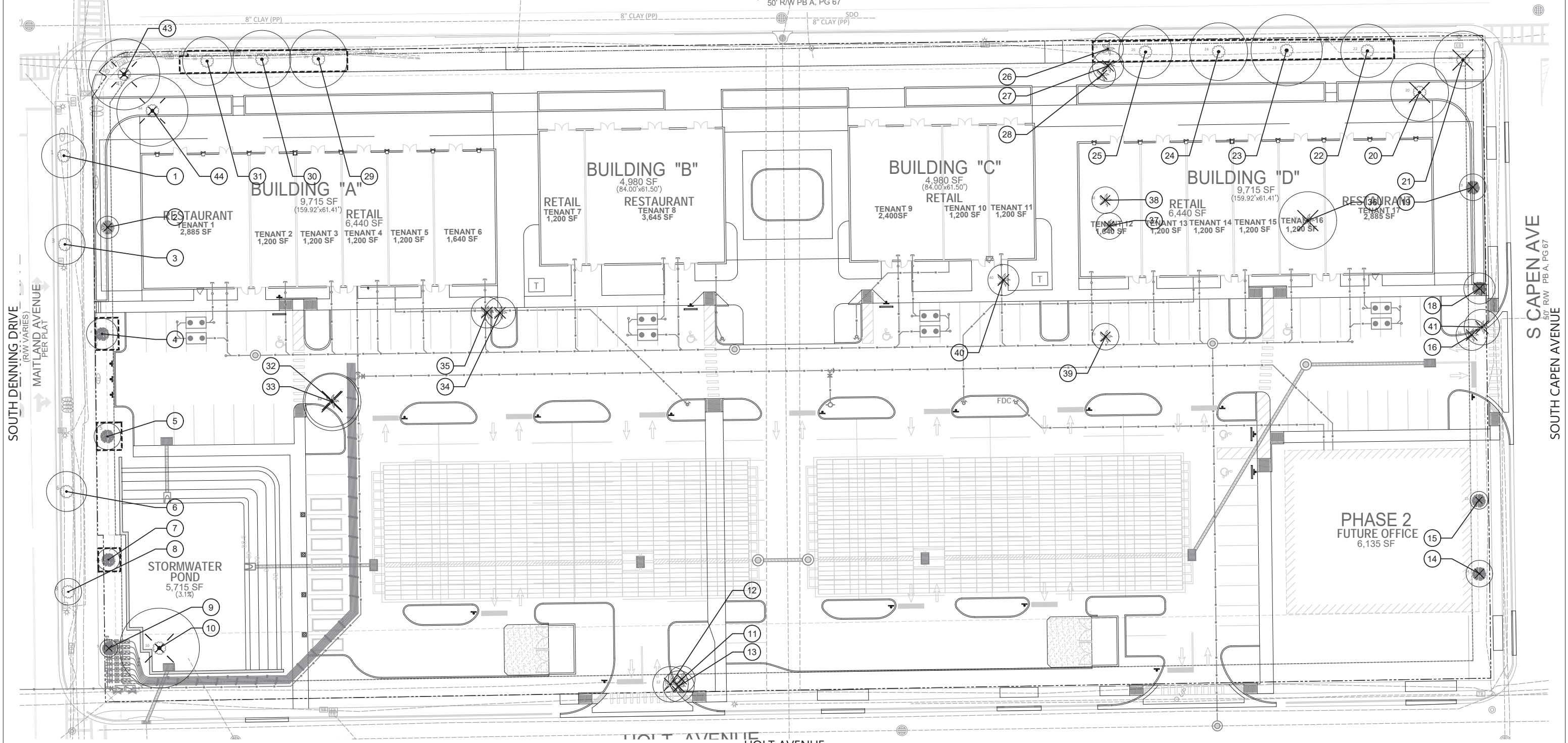
**Response: Acknowledged.**

Sincerely,

Bob Ziegenfuss, PE, LEED AP

1201 E. Robinson Street  
Orlando, Florida 32801

Phone: (407) 271-8910



TREE INVENTORY & DISPOSITION TABLE

TREE NO.	SPECIES	D.B.H. INCHES	DISPOSITION	NOTES	REPLACEMENT	
					TREES	DBH
1	OAK	10	REMAIN			
2	CAMPHOR	5	REMOVE	UNDER 6", INVASIVE		
3	OAK	9	REMAIN			
4	MAGNOLIA	7	REMAIN			
5	MAGNOLIA	6	REMAIN			
6	OAK	9	REMAIN			
7	MAGNOLIA	5	REMAIN			
8	OAK	6	REMAIN			
9	MAGNOLIA	4	REMOVE		1	4
10	OAK	18	REMOVE		1	18
11	PALM	6	REMOVE	NOT PROTECTED		
12	PALM	8	REMOVE	NOT PROTECTED		
13	PALM	7	REMOVE	NOT PROTECTED		
14	MAGNOLIA	6	REMOVE		1	6
15	MAGNOLIA	4	REMOVE	UNDER 6"		
16	PALM	7	REMOVE	NOT PROTECTED		

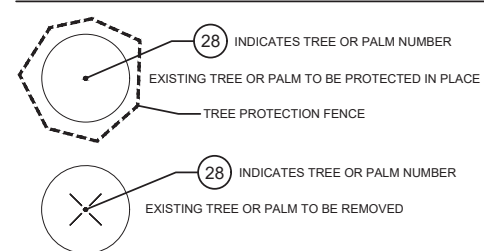
TREE NO.	SPECIES	D.B.H. INCHES	DISPOSITION	NOTES	REPLACEMENT	
					TREES	DBH
18	MAGNOLIA	7	REMOVE		1	7
19	MAGNOLIA	6	REMOVE		1	6
20	OAK	13	REMOVE		1	13
21	OAK	13	REMOVE			
22	OAK	12	REMAIN			
23	OAK	16	REMAIN			
24	OAK	13	REMAIN			
25	OAK	12	REMAIN			
26	PALM	7	REMAIN			
27	PALM	7	REMOVE	NOT PROTECTED		
28	PALM	6	REMOVE	NOT PROTECTED		
29	OAK	13	REMAIN			
30	OAK	13	REMAIN			
31	OAK	11	REMAIN			
32	PALM	12	REMOVE	NOT PROTECTED		
33	PALM	13	REMOVE	NOT PROTECTED		

TREE NO.	SPECIES	D.B.H. INCHES	DISPOSITION	NOTES	REPLACEMENT	
					TREES	DBH
34	PALM	7	REMOVE	NOT PROTECTED		
35	PALM	7	REMOVE	NOT PROTECTED		
36	PALM	13	REMOVE	NOT PROTECTED		
37	PALM	6	REMOVE	NOT PROTECTED		
38	PALM	6	REMOVE	NOT PROTECTED		
39	PALM	6	REMOVE	NOT PROTECTED		
40	PALM	7	REMOVE	NOT PROTECTED		
41	PALM	8	REMOVE	NOT PROTECTED		
42	PALM	7	REMOVE	NOT PROTECTED		
43	OAK	16	REMOVE		1	16
44	OAK	16	REMOVE		1	16

TOTAL REPLACEMENT TREES: 9 DBH: 99

REPLACEMENT SHALL BE EITHER PLANTING NINE (9) SHADE TREES AT 3" CAL. EACH (IN ADDITION TO THE LANDSCAPE REQUIREMENTS OF SEC. 58-336) OR 99 INCHES PAID INTO THE CITY TREE REPLACEMENT TRUST FUND OR A COMBINATION OF BOTH.

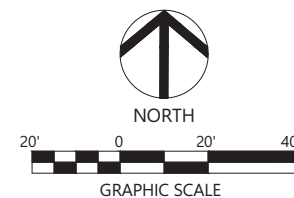
LEGEND



W FAIRBANKS AVE

WINTER PARK

TREE DISPOSITION PLAN





**VEHICLE USE AREA INTERIOR LANDSCAPE AREA CALCULATION**  
 VEHICLE USE AREA: +/- 72,919 SF  
 7.5% LANDSCAPE AREA REQUIRED: 5,469 SF  
 LANDSCAPE AREA PROVIDED: 5,693 SF

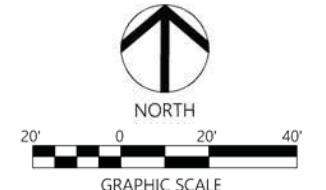
**PLANT SCHEDULE**

SYMBOL	BOTANICAL / COMMON NAME	SYMBOL	BOTANICAL / COMMON NAME	SYMBOL	BOTANICAL / COMMON NAME	SYMBOL	BOTANICAL / COMMON NAME	SYMBOL	BOTANICAL / COMMON NAME
	<b>PALM TREES</b>		<b>SHADE TREES</b>		<b>UNDERSTORY TREES</b>		<b>ACCENT PLANTS</b>		<b>GROUND COVERS</b>
	LIVISTONA DECIPIENS RIBBON PALM		MAGNOLIA GRANDIFLORA SOUTHERN MAGNOLIA		CITHAREXYLUM SPINOSUM SPINY FIDDLEWOOD		CRINUM ASIATICUM CRINUM LILY JUNIPERUS CHINENSIS 'PARSONII' PARSONI JUNIPER MUEHLBERGIA SERICEA 'WHITE CLOUD' WHITE CLOUD DUNE HAIRGRASS RHAPIS EXCELSA LADY PALM SORGHASTRUM SECUNDUM LOPSIDED INDIAN GRASS STRELITZIA NICOLAI GIANT BIRD OF PARADISE THALMATOPHYLLUM XANADU XANADU PHILODENDRON		ARACHIS GLABRATA PERENNIAL PEANUT ASPARAGUS DENSIFLORUS 'MYERSII' MYERS ASPARAGUS FERN BULBINE FRUTESCENS 'YELLOW' YELLOW BULBINE ERAGROSTIS SPECTABILIS PURPLE LOVEGRASS JUNIPERUS CONFERTA 'BLUE PACIFIC' BLUE PACIFIC SHORE JUNIPER LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILYTURF MUEHLBERGIA CAPILLARIS PINK MUHLY GRASS PHYLLODENDRON TURKEY TANGLE FROGFRUIT TRACHELOSPERMUM ASIATICUM 'MINIMA' MINIMA ASIATIC JASMINE TRIPSACUM DACTYLOIDES FAKAHATCHEE GRASS
	WODYETIA BIFURCATA FOXTAIL PALM		QUERCUS VIRGINIANA SOUTHERN LIVE OAK		ILEX VOMITORIA 'PENDULA' WEeping YAUPON HOLLY LAGERSTROEMIA INDICA X FAURIEI 'ACOMA' ACOMA CRAPE MYRTLE MULT-TRUNK MYRSINANTHES FRAGRANS SIMPSON'S STOPPER PODOCARPUS GRACILIOR FERN PINE VITEX AGNUS-CASTUS 'SHOAL CREEK' SHOAL CREEK CHASTE TREE		ACCA SELLOWIANA PINEAPPLE GUAVA ILEX CORNUTA 'DWARF BURFORD' DWARF BURFORD HOLLY PODOCARPUS MACROPHYLLUS YEW PODOCARPUS		STENOTAPHRUM SECUNDATUM 'FLORATAM' FLORATAM ST. AUGUSTINE GRASS
	<b>SHADE TREES</b>		TAXODIUM DISTICHUM BALD CYPRESS		ULMUS ALATA WINGED ELM		<b>HEDGE SHRUBS</b>		
	JUNIPERUS SILICICOLA SOUTHERN RED CEDAR								







W FAIRBANKS AVE

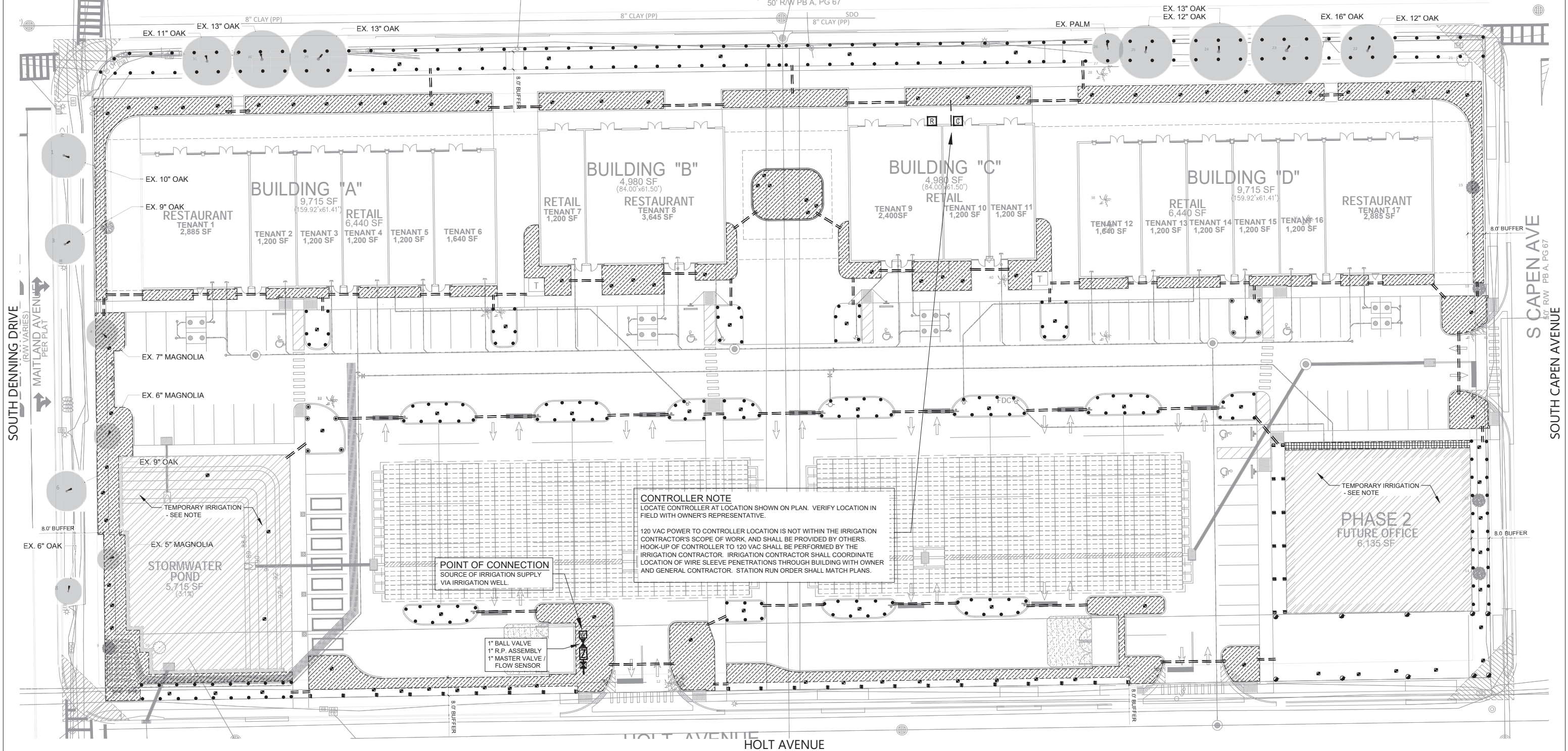
WINTER PARK

LANDSCAPE CONCEPT PLAN



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	
<b>PALM TREES</b>											<b>GROUND COVERS</b>											
	LD	10	LIVISTONA DECIPIENS	RIBBON PALM	CONT.		12'-14' CT		NO	HIGH		AG	1,905	ARACHIS GLABRATA	PERENNIAL PEANUT	1 GAL. MIN.	12" OC	FULL	FULL IN POT	NO	HIGH	
	WB	2	WODYETIA BIFURCATA	FOXTAIL PALM	CONT.	TRIPLE TRUNK	MIN 14' CT		NO	MODERATE		AM	355	ASPARGUS DENSIFLORUS 'MYERSII'	MYERS ASPARAGUS FERN	1 GAL. MIN.	18" OC	FULL	FULL IN POT	NO	MODERATE	
<b>SHADE TREES</b>												BY	180	BULBINE FRUTESCENS 'YELLOW'	YELLOW BULBINE	1 GAL. MIN.	12" OC	FULL	FULL IN POT	NO	MODERATE	
	JS	8	JUNIPERUS SILICICOLA	SOUTHERN RED CEDAR	CONT.	3" CAL. MIN.	12' MIN.		YES	HIGH		ES	248	ERAGROSTIS SPECTABILIS	PURPLE LOVEGRASS	3 GAL. MIN.	24" OC	12" MIN		YES	HIGH	
	MG	5	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	CONT.	3" CAL. MIN.	12' MIN.		YES	MODERATE		JB	175	JUNIPERUS CONFERTA 'BLUE PACIFIC'	BLUE PACIFIC SHORE JUNIPER	3 GAL. MIN.	24" OC	FULL	FULL IN POT	NO	HIGH	
	QV	23	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	CONT.	3" CAL. MIN.	12' MIN.		YES	HIGH		LB	616	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF	1 GAL. MIN.	18" OC	FULL	6-8 PIPS / POT	NO	MODERATE	
	TD	3	TAXODIUM DISTICHUM	BALD CYPRESS	CONT.	3" CAL. MIN.	12' MIN.		YES	HIGH		MC	158	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	3 GAL. MIN.	30" OC	12" MIN		YES	HIGH	
	UA	8	ULMUS ALATA	WINGED ELM	CONT.	3" CAL. MIN.	12' MIN.		YES	HIGH		PN	689	PHYLA NODIFLORA	TURKEY TANGLE FROGFRUIT	1 GAL. MIN.	12" OC	FULL	FULL IN POT	YES	MODERATE	
<b>UNDERSTORY TREES</b>												TM	926	TRACHELOSPERMUM ASIATICUM 'MINIMA'	MINIMA ASIATIC JASMINE	1 GAL. MIN.	18" OC	FULL	3-4 RUNNERS OVERHANGING POT MIN	NO	MODERATE	
	CS	20	CITHAREXYLUM SPINOSIUM	SPINY FIDDLEWOOD	CONT.	1" CAL. MIN.	6' MIN.		NO	MODERATE		TF	59	TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	3 GAL. MIN.	36" OC	12" MIN		YES	HIGH	
	IP	10	ILEX VOMITORIA 'PENDULA'	WEEPING YAUPON HOLLY	CONT.	1" CAL. MIN.	6' MIN.		YES	HIGH	<b>SOD/SEED</b>											
	LA	6	LAGERSTROEMIA INDICA X FAURIEI 'ACOMA'	ACOMA GRAPE MYRTLE MULT-TRUNK	CONT.	1" CAL. MIN.	6' MIN.		NO	HIGH		SOD1	27,710 SF	STENOTAPHRUM SECUNDATUM 'FLORATAM'	FLORATAM ST. AUGUSTINE GRASS	SOLID SOD					NO	LOW
	MF	4	MYRCIANTHES FRAGRANS	SIMPSON'S STOPPER	CONT.	1" CAL. MIN.	6' MIN.		YES	HIGH												
	PG	6	PODOCARPUS GRACILIOR	FERN PINE	CONT.	1" CAL. MIN.	6' MIN.		NO	HIGH												
	VS	8	VITEX AGNIIS-CASTUS 'SHOAL CREEK'	SHOAL CREEK CHASTE TREE	CONT.	1" CAL. MIN.	6' MIN.		NO	HIGH												
<b>ACCENT PLANTS</b>																						
	CA	26	CRINUM ASIATICUM	CRINUM LILY	7 GAL. MIN.	AS SHOWN	FULL	FULL IN POT	NO	MODERATE												
	JP	28	JUNIPERUS CHINENSIS 'PARSONII'	PARSONI JUNIPER	7 GAL. MIN.	AS SHOWN	FULL	FULL IN POT	NO	MODERATE												
	ML	73	MUHLENBERGIA SERICEA 'WHITE CLOUD'	WHITE CLOUD DUNE HAIRGRASS	3 GAL. MIN.	30" OC	12" MIN		YES	HIGH												
	RE	6	RHAPIS EXCELSA	LADY PALM	7 GAL. MIN.	AS SHOWN	FULL	FULL	NO	MODERATE												
	SS	27	SORGHASTRUM SECUNDUM	LOPSIDED INDIAN GRASS	3 GAL. MIN.	AS SHOWN	12" MIN		YES	HIGH												
	SN	10	STRELITZIA NICOLAI	GIANT BIRD OF PARADISE	7 GAL. MIN.	AS SHOWN	FULL	FULL IN POT	NO	MODERATE												
	TX	46	THAUMATOPHYLLUM XANADU	XANADU PHILODENDRON	3 GAL. MIN.	AS SHOWN	FULL	FULL IN POT	NO	MODERATE												
<b>HEDGE SHRUBS</b>																						
	AS	30	ACCA SELLOWIANA	PINEAPPLE GUAVA	7 GAL. MIN.	42" OC	30" MIN.		NO	HIGH												
	ID	146	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY	7 GAL. MIN.	42" OC	30" MIN.		NO	HIGH												
	PM	34	PODOCARPUS MACROPHYLLUS	YEW PODOCARPUS	7 GAL. MIN.	30" OC	30" MIN.		NO	HIGH												



**CONTROLLER NOTE**  
 LOCATE CONTROLLER AT LOCATION SHOWN ON PLAN. VERIFY LOCATION IN FIELD WITH OWNER'S REPRESENTATIVE.  
 120 VAC POWER TO CONTROLLER LOCATION IS NOT WITHIN THE IRRIGATION CONTRACTOR'S SCOPE OF WORK, AND SHALL BE PROVIDED BY OTHERS. HOOK-UP OF CONTROLLER TO 120 VAC SHALL BE PERFORMED BY THE IRRIGATION CONTRACTOR. IRRIGATION CONTRACTOR SHALL COORDINATE LOCATION OF WIRE SLEEVE PENETRATIONS THROUGH BUILDING WITH OWNER AND GENERAL CONTRACTOR. STATION RUN ORDER SHALL MATCH PLANS.

**POINT OF CONNECTION**  
 SOURCE OF IRRIGATION SUPPLY VIA IRRIGATION WELL.

1\"/>

**NOTE:**  
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN DRAWINGS, RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE DESIGNER DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES, AS SUCH. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND UNCOVERING EXISTING UTILITIES IN THE VICINITY OF THE PROPOSED IMPROVEMENTS AND UTILITY CONNECTION POINTS PRIOR TO THE START OF CONSTRUCTION TO ASCERTAIN EXACT MATERIALS, LOCATIONS, ELEVATIONS, ETC. AND THEIR POTENTIAL CONFLICT WITH PROPOSED IMPROVEMENTS. GC SHALL CONSULT WITH CONSTRUCTION MANAGER AND ENGINEER AS APPROPRIATE BEFORE PROCEEDING WITH WORK.

**SEE SHEET LI-3 FOR IRRIGATION LEGEND**

**SLEEVING / WIRING NOTES:**  
 IN ADDITION TO PROVIDING SLEEVES FOR ALL PIPING UNDER ROADWAYS AND WALKWAYS, THE IRRIGATION CONTRACTOR SHALL PROVIDE AND INSTALL SCH. 40 PVC SLEEVES FOR ALL CONTROLLER WIRES OCCURRING UNDER ALL ROADWAYS AND WALKWAYS. SLEEVES FOR CONTROLLER WIRES SHALL BE 2\"/>

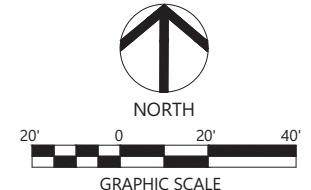
**COORDINATION WITH EXISTING TREES**  
 NO MACHINE TRENCHING SHALL BE PERMITTED WITHIN THE ROOT ZONE OF EXISTING TREES. HAND-DIG ONLY, WITHIN THE ROOT ZONES OF EXISTING TREES. NO ROOTS OVER 1\"/>

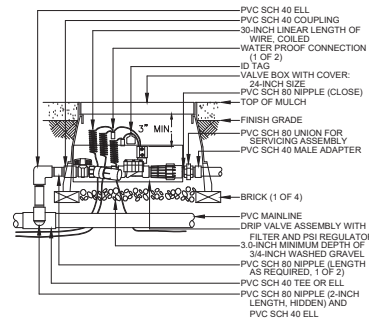
**TEMPORARY IRRIGATION**  
 THE CONTRACTOR SHALL COORDINATE WITH THE PLANTING PLAN AND PROVIDE TEMPORARY IRRIGATION FOR THE ESTABLISHMENT OF ALL PROPOSED PLANT MATERIALS LOCATED OUTSIDE THE LIMITS OF COVERAGE PROVIDED BY THE PERMANENT SYSTEM.

**IRRIGATION DISCLAIMER**  
 THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, AND OTHER EQUIPMENT SHOWN WITHIN PAVED AREAS OR OUT OF PROPERTY BOUNDARIES ARE FOR DESIGN CLARIFICATION ONLY, AND SHALL BE INSTALLED IN PLANTING AREAS WITHIN THE PROPERTY LINES OR LIMITS INDICATED ON PLAN. THE IRRIGATION CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL ABOVE-GRADE IRRIGATION EQUIPMENT WITH THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION, OR IRRIGATION CONTRACTOR MAY BE REQUIRED TO MOVE SUCH ITEMS AT HIS OWN COST.

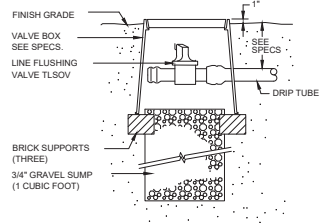
IRRIGATION CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL FINAL QUANTITIES PER DRAWINGS AND SPECIFICATIONS. ANY QUANTITIES PROVIDED ARE PROVIDED AS A CONVENIENCE TO THE CONTRACTOR ONLY AND SHALL NOT BE CONSIDERED ABSOLUTE.

**AUTOMATIC DRAIN VALVES AND AIR RELIEF VALVES**  
 INSTALL AUTOMATIC DRAIN VALVES AT THE LOW POINTS OF EACH LATERAL LINE (MIN. 2 PER VALVE) AS PER DETAIL ON SHEET LI-2. INSTALL AIR RELIEF VALVES ON DRIP SYSTEMS AT THE LOCATIONS SHOWN ON THE PLANS, AS PER DETAILS.

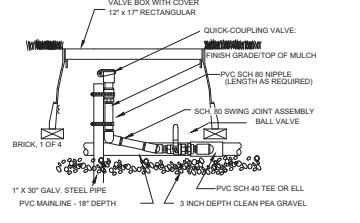




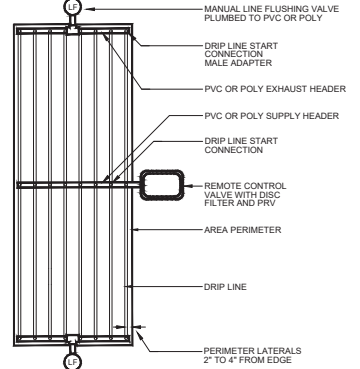
**CONTROL ZONE KIT** N.T.S.



**MANUAL LINE FLUSH VALVE** N.T.S.

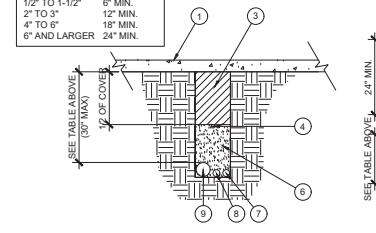
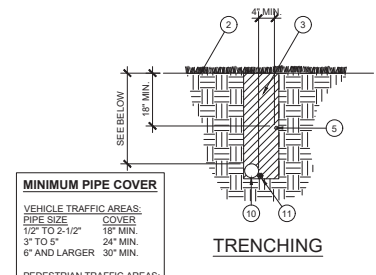


**QUICK COUPLER VALVE WITH PVC BALL VALVE** N.T.S.



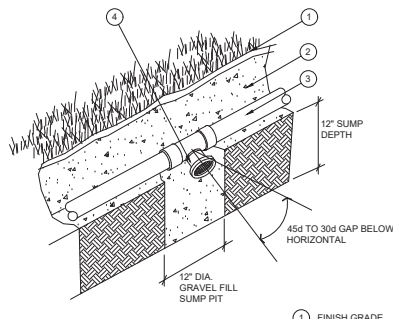
SUPPLY AND EXHAUST HEADERS SHALL BE CLASS 200 PVC PIPE, OF THE SAME DIAMETER AS THE ZONE VALVE SIZE.  
 USE DRIP TUBE FOR SUPPLY AND EXHAUST HEADERS ON GRIDS WITH FLOW SMALLER THAN 5 GPM ONLY.

**DRIP CENTER FEED LAYOUT** N.T.S.



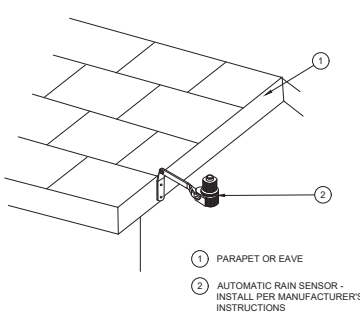
**SLEEIVING**

**PIPE AND SLEEVE INSTALLATION** N.T.S.

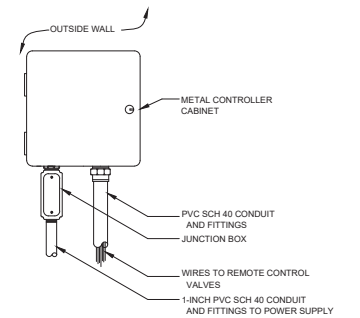


**AUTOMATIC DRAIN VALVE** N.T.S.

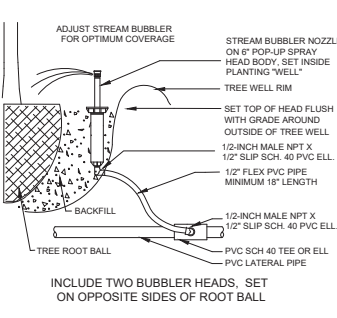
NOTE: AUTOMATIC VALVES ARE TO BE LOCATED AT LOW POINTS OF LATERAL LINES. LOCATE END DRAIN VALVE 12" UPSTREAM FROM LAST HEAD.



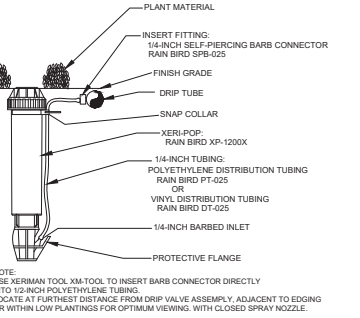
**RAIN SENSOR, ROOF MOUNT** N.T.S.



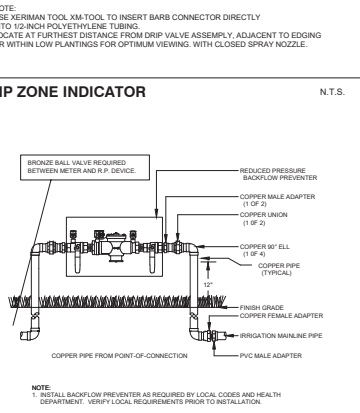
**WALL MOUNT CONTROLLER** N.T.S.



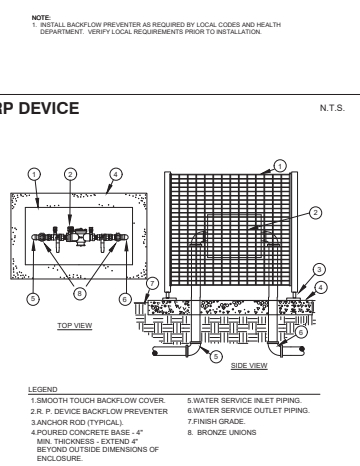
**TREE BUBBLER** N.T.S.



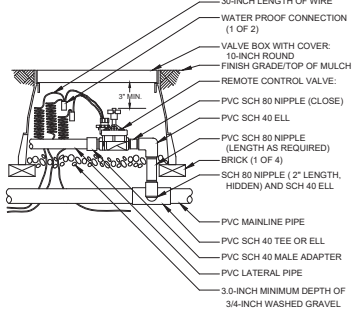
**DRIP ZONE INDICATOR** N.T.S.



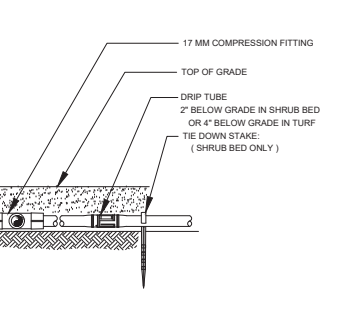
**RP DEVICE** N.T.S.



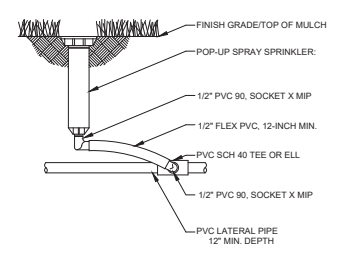
**RP DEVICE WITH ENCLOSURE** N.T.S.



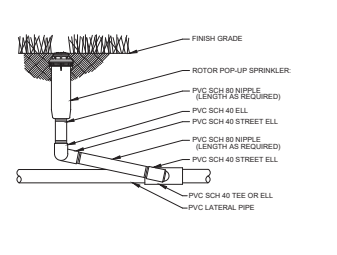
**REMOTE CONTROL VALVE** N.T.S.



**DRIP TUBE** N.T.S.



**POP-UP SPRAY HEAD** N.T.S.



**ROTOR POP-UP SPRINKLER** N.T.S.

# IRRIGATION SPECIFICATIONS

## GENERAL

- A. QUALIFICATIONS OF IRRIGATION CONTRACTOR
  1. ALL WORK SHOWN ON THESE PLANS SHALL BE PERFORMED BY A SINGLE IRRIGATION CONTRACTING FIRM SPECIALIZING IN IRRIGATION SYSTEMS. SEE THE IRRIGATION PLAN FOR SPECIFIC EQUIPMENT AND SYSTEM LAYOUT.
  2. THE IRRIGATION CONTRACTOR MUST HAVE ON ITS STAFF A LICENSED IRRIGATION INSTALLER, AS REGULATED BY THE APPROPRIATE LOCAL JURISDICTION. A LICENSED IRRIGATION INSTALLER SHALL BE AT THE PROJECT SITE AT ALL TIMES AS WORK IS IN PROGRESS. THE OWNER MAY DEMAND THAT WORK STOP UNTIL THE CONTRACTOR PROVIDES FOR A LICENSED IRRIGATION INSTALLER TO BE PRESENT AT THE PROJECT SITE AND SUPERVISING ALL IRRIGATION WORK.
  3. A LIST OF SUCCESSFULLY COMPLETED PROJECTS OF THIS TYPE, SIZE AND NATURE MAY BE REQUESTED BY THE OWNER FOR FURTHER QUALIFICATION MEASURES.
- B. SCOPE OF WORK
  1. WORK COVERED BY THESE SECTIONS INCLUDES THE FURNISHING AND PAYMENT OF ALL MATERIALS, LABOR, SERVICES, EQUIPMENT, LICENSES, TAXES, FEES, AND ANY OTHER ITEMS THAT ARE NECESSARY FOR THE EXECUTION, INSTALLATION AND COMPLETION OF ALL WORK SPECIFIED HEREIN AND/OR SHOWN ON THE IRRIGATION PLANS, NOTES, AND DETAILS.
  2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE LAWS, CODES AND REGULATIONS REQUIRED BY AUTHORITIES HAVING JURISDICTION OVER SUCH WORK, INCLUDING ALL INSPECTIONS AND PERMITS REQUIRED BY FEDERAL, STATE AND LOCAL AUTHORITIES IN SUPPLY, TRANSPORTATION AND INSTALLATION OF MATERIALS. IN CASE OF CONFLICT BETWEEN THESE PLANS AND LOCAL AND/OR STATE CODES, CODES SHALL PREVAIL.
  3. THE INTENT OF THE IRRIGATION SYSTEM IS TO PROVIDE 100% COVERAGE OF ALL LANDSCAPE AREAS. THE IRRIGATION PLAN IS GENERALLY DIAGRAMMATIC AND COORDINATE IRRIGATION INSTALLATION WITH UTILITY INSTALLATIONS. ACTUAL LOCATION OF CONTROLLER, BACKFLOW DEVICE, PIPING, VALVES, SPRAY HEADS, DRIP IRRIGATION, AND RELATED EQUIPMENT MAY NEED TO BE ADJUSTED BASED ON ACTUAL SITE CONDITIONS.
  4. FOR CLARITY PURPOSES, SOME IRRIGATION LINES AND EQUIPMENT ARE SHOWN IN HARDSCAPE AREAS WITHOUT ACCESS SLEEVES; THESE LINES SHALL BE INSTALLED IN A COMMON TRENCH OR AT THE BACK OF CURBS IN LANDSCAPE AREAS. MINOR FIELD ADJUSTMENTS SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.

## PRODUCTS

- A. ALL MATERIALS SHALL BE NEW AND WITHOUT FLAWS OR DEFECTS OF ANY TYPE AND SHALL BE THE BEST OF THEIR CLASS AND KIND. ALL MATERIALS SHALL HAVE A MINIMUM GUARANTEE OF ONE YEAR AGAINST MATERIAL DEFECTS OR DEFECTIVE WORKMANSHIP. ALL MATERIALS SHALL BE OF THE BRANDS AND TYPES NOTED ON THE DRAWINGS OR AS SPECIFIED HEREIN, OR APPROVED EQUAL. THE CONTRACTOR MUST FIRST OBTAIN APPROVAL FROM THE IRRIGATION DESIGNER FOR AN APPROVED EQUAL BEFORE INSTALLING SUCH MATERIALS IN THE FIELD. OR THE CONTRACTOR MAY BE REQUIRED TO REPLACE SUCH MATERIALS AT HIS OWN COST.
- B. BACKFLOW PREVENTION DEVICES SHALL BE OF THE SIZE AND TYPE INDICATED ON THE DRAWINGS. INSTALL BACKFLOW PREVENTION UNITS IN ACCORDANCE WITH IRRIGATION CONSTRUCTION DETAILS AND ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES.
- C. PIPING
  1. PRESSURE SUPPLY LINES, DOWNSTREAM OF THE POINT-OF-CONNECTION:
    - a. SCHEDULE 40 PVC FOR ALL PIPE 1-1/2" OR LESS
    - b. CLASS 315 PVC FOR ALL PIPE 2" TO 2-1/2"
    - c. CLASS 200 PVC, GASKETED, FOR ALL PIPE 3" AND LARGER
  2. SLEEVING AND NON-PRESSURE LATERAL LINES (DOWNSTREAM FROM VALVES): CLASS 200 PVC
  3. FITTINGS: SCH. 40 PVC, EXCEPT AS NOTED OTHERWISE.
- D. VALVES AND DRIP VALVE ASSEMBLIES: TYPE AND SIZE AS NOTED ON PLANS. EACH VALVE SHALL BEAR A PRE-MANUFACTURED, NUMBERED WATERPROOF TAG BEARING A NUMBER CORRESPONDING TO ITS VALVE SEQUENCE OF OPERATION ON THE CONTROLLER. THE OPERATION SEQUENCE SHALL MATCH THAT AS SHOWN ON THE PLANS.
- E. QUICK COUPLERS, BALL VALVES, AND GATE VALVES: TYPE AND SIZE PER PLANS.
- F. VALVE BOXES: TYPE AND SIZE AS NOTED ON DETAILS. ALL VALVE BOXES SHALL BE LOCKING BOLT-DOWN TYPE, FURNISHED WITH LIDS AND BOLTS. BOXES SHALL BE OF A SIZE TO CONTAIN THE ENTIRE VALVE AND/OR VALVE ASSEMBLY. THE VALVE BOX LID SHALL HAVE THE VALVE STATION NUMBER HEAT-BRANDED INTO THE LID WITH 2" HIGH LETTERS.
- G. FIXED SPRAY HEADS AND ROTORS: PLASTIC BODY POP-UP, WITH A REMOVABLE PLASTIC SPRAY NOZZLE. EXACT TYPE, MODEL, AND NOZZLE SHALL BE AS INDICATED ON PLANS.
- H. INTEGRAL EMITTER DRIP TUBING: TUBING MODEL AND FLOW RATE AS NOTED ON PLANS, WITH INTEGRAL EMITTERS WELDED TO THE INSIDE WALL OF THE TUBING AS AN INTEGRAL PART OF THE TUBING ASSEMBLY.
- I. AUTOMATIC CONTROLLER: TYPE AND MODEL PER PLANS. PROVIDE VANDAL-PROOF ENCLOSURE FOR ALL EXTERIOR INSTALLATIONS. PROVIDE VOLTAGE DISCONNECT SWITCH WITH GROUND FAULT PROTECTION.
- J. 24 VOLT VALVE WIRE SHALL BE A MINIMUM OF #14 GAUGE. U.F. APPROVED FOR DIRECT BURIAL, SINGLE CONDUCTOR IRRIGATION WIRE. EACH CONTROLLER SHALL HAVE A DIFFERENT COLOR STATION AND COMMON WIRE.
  1. STATION WIRE- ANY COLOR EXCEPT WHITE OR BLUE
  2. COMMON WIRE- WHITE
  3. EXTRA COMMON WIRES - BLUE
- K. WIRE SPLICES SHALL BE ENCASED IN A WATERPROOF COMPOUND OR GEL. ALL FIELD SPLICES SHALL BE LOCATED IN A 6 INCH ROUND VALVE BOX.
- L. RAIN SENSOR: TYPE AND MODEL PER PLANS.

## METHODS

- A. THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, AND OTHER EQUIPMENT SHOWN WITHIN PAVED AREAS OR OUT OF PROPERTY BOUNDARIES ARE FOR DESIGN CLARIFICATION ONLY, AND SHALL BE INSTALLED IN PLANTING AREAS WITHIN THE PROPERTY LINES OR LIMITS INDICATED ON PLAN. THE IRRIGATION CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL ABOVE-GRADE IRRIGATION EQUIPMENT WITH THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION, OR IRRIGATION CONTRACTOR MAY BE REQUIRED TO MOVE SUCH ITEMS AT HIS OWN COST. ENSURE FIELD COORDINATION IS MADE EARLY ON IN THE CONSTRUCTION PHASE SO PLACEMENT LOCATION IS CORRECT.
- B. THE IRRIGATION CONTRACTOR SHALL MEET WITH THE OWNER'S REPRESENTATIVE PRIOR TO COMMENCEMENT OF WORK, AND SHALL OBTAIN ALL ENGINEERING, LANDSCAPE, AND OTHER APPLICABLE PLANS & DOCUMENTS. THE CONTRACTOR SHALL THOROUGHLY REVIEW THE PLANS AND REPORT ANY CONFLICTS OR DISCREPANCIES TO THE LANDSCAPE ARCHITECT AND OWNER'S REPRESENTATIVE IMMEDIATELY.
- C. THE IRRIGATION CONTRACTOR SHALL NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADES OR DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHALL BE BROUGHT TO THE ATTENTION OF THE IRRIGATION DESIGNER. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS AND NECESSARY COSTS.
- D. THE IRRIGATION CONTRACTOR SHALL PAY ANY AND ALL FEES AND PERMITS ASSOCIATED WITH THE INSTALLATION OF THE IRRIGATION SYSTEM.
- E. AT LEAST SEVEN DAYS BEFORE BEGINNING WORK, CONFIRM THE STATIC WATER PRESSURE IS AT LEAST 65 PSI. IF STATIC WATER PRESSURE IS OUTSIDE OF THE STATED RANGE, DO NOT PROCEED WITHOUT FIRST NOTIFYING THE IRRIGATION DESIGNER AND OWNER IN WRITING, AND OBTAINING SUBSEQUENT DIRECTION FOR CORRECTIVE MEASURES. SHOULD THE IRRIGATION CONTRACTOR CHOOSE TO BEGIN THE INSTALLATION WITHOUT SUCH NOTIFICATION, THE IRRIGATION CONTRACTOR WILL ASSUME THE RESPONSIBILITY FOR ALL COSTS INCURRED TO ENSURE THE SYSTEM IS WORKING PROPERLY. NO CHANGE ORDERS WILL BE AUTHORIZED IN SUCH CIRCUMSTANCES.
- F. THE IRRIGATION CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITY LINES (WATER, SEWER, ELECTRICAL, TELEPHONE, GAS, CABLE, TELEVISION, ETC.) PRIOR TO THE START OF ANY WORK. THE CONTRACTOR SHALL BE FAMILIAR WITH ALL GRADE DIFFERENCES, LOCATIONS OF WALLS, STRUCTURES AND UTILITIES.
- G. COORDINATE WITH THE OWNER THE PROPOSED LOCATIONS OF THE AUTOMATIC CONTROLLER AND ANY REQUIRED SLEEVES THROUGH THE BUILDING FOR CONTROL WIRES.
- H. TRENCHING NEAR EXISTING TREES
  1. CONTRACTOR SHALL NOT DISTURB ROOTS 1-1/2" AND LARGER IN DIAMETER WITHIN THE CRITICAL ROOT ZONE (CRZ) OF EXISTING TREES, AND SHALL EXERCISE ALL POSSIBLE CARE AND PRECAUTIONS TO AVOID INJURY TO TREE ROOTS, TRUNKS, AND BRANCHES. THE CRZ IS DEFINED AS A CIRCULAR AREA EXTENDING OUTWARD FROM THE TREE TRUNK, WITH A RADIUS EQUAL TO 1" FOR EVERY 1" OF TRUNK DIAMETER-AT-BREAST-HEIGHT (4.5 ABOVE THE AVERAGE GRADE AT THE TRUNK).
  2. ALL EXCAVATION WITHIN THE CRZ SHALL BE PERFORMED USING HAND TOOLS. NO MACHINE EXCAVATION OR TRENCHING OF ANY KIND SHALL BE ALLOWED WITHIN THE CRZ.
  3. ALTER ALIGNMENT OF PIPE TO AVOID TREE ROOTS 1-1/2" AND LARGER IN DIAMETER. WHERE TREE ROOTS 1-1/2" AND LARGER IN DIAMETER ARE ENCOUNTERED IN THE FIELD, TUNNEL UNDER SUCH ROOTS. WRAP EXPOSED ROOTS WITH SEVERAL LAYERS OF BURLAP AND KEEP MOIST. CLOSE ALL TRENCHES WITHIN THE CANOPY DRIP LINES WITHIN 24 HOURS.
  4. ALL SEVERED ROOTS SHALL BE HAND PRUNED WITH SHARP TOOLS AND ALLOWED TO AIR-DRY. DO NOT USE ANY SORT OF SEALERS OR WOUND PAINTS.

## BACKFILL

- 1. ALL BACKFILL MATERIAL SHALL BE SUBJECT TO APPROVAL BY THE OWNER. BACKFILL MATERIAL SHALL BE FREE FROM RUBBISH, ROCK LARGER THAN 1", LARGE STONES, BRUSH, SOIL, FROZEN MATERIAL OR OTHER UNSUITABLE SUBSTANCES THAT MAY DAMAGE PIPE DURING THE BACKFILL OPERATIONS. SEPARATE OUT ROCKS LARGER THAN 1 INCH IN ANY DIRECTION FROM EXCAVATED MATERIAL, AND REMOVE FROM AREAS TO RECEIVE LANDSCAPING. COVER FOR BOTH TOP AND SIDES OF PIPE SHALL BE A MINIMUM OF 2 INCHES OF ROCK-FREE SOIL, SAND, OR OTHER APPROVED MATERIAL.
- 2. IN THE EVENT THAT THE MATERIAL FROM EXCAVATION OR TRENCHING IS FOUND TO BE UNSUITABLE FOR USE IN BACKFILL, IT SHALL BE REMOVED FROM THE SITE AND PROPERLY AND LEGALLY DISPOSED OF BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL THEN PURCHASE AND FURNISH SUITABLE BACKFILL MATERIAL CONSISTING OF EARTH, LOAM, SANDY CLAY, SAND OR OTHER APPROVED MATERIALS FREE OF DEBRIS.

- J. BACKFLOW PREVENTER INSTALLATION: CONTRACTOR SHALL MAKE CONNECTIONS TO EXISTING WATER SOURCES AT LOCATION SHOWN ON PLANS AND AS APPROVED BY THE OWNER, AND SHALL MAKE ANY MINOR CHANGES IN LOCATION AS MAY BE NECESSARY DUE TO ACTUAL SITE CONDITIONS. BACKFLOW PREVENTER HEIGHT SHALL BE AS PER LOCAL CODES AND IRRIGATION DETAILS. INSTALL A BRASS BALL VALVE IMMEDIATELY UPSTREAM OF THE BACKFLOW DEVICE TO SERVE AS AN ISOLATION VALVE. TO EVERY EXTENT POSSIBLE, INSTALL BACKFLOW PREVENTER ON A LOCATION SCREENED FROM PUBLIC VIEW (SUCH AS BEHIND A SHRUB ROW).
- K. PIPING:
  1. PIPE SIZE SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED, BUT SUBSTITUTIONS FOR LARGER SIZES MAY BE APPROVED.
  2. MAINLINE PIPE AND WIRES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18 INCHES (24" FOR MAINLINE 3" & 4", AND 30" FOR MAINLINE 6" AND GREATER). LATERAL PIPE SHALL BE INSTALLED WITH A MINIMUM COVER OF 12 INCHES.
  3. ASSEMBLE ALL THREADED FITTINGS WITH TEFLON TAPE, WHICH SHALL BE APPLIED TO MALE THREADS ONLY.
  4. ALL SOLVENT-WELD CONNECTIONS SHALL BE MADE WITH APPROVED SOLVENT-WELD PRIMER AND GLUE.
  5. PIPE SHALL BE INSTALLED WITH A MINIMUM OF 4" HORIZONTAL CLEARANCE FROM ANY OTHER PIPE AND 2" VERTICAL CLEARANCE FROM ANY PIPES THAT CROSS OVER OR UNDER.

- L. VALVES
  1. VALVES SHALL BE INSTALLED PER MANUFACTURER'S DIRECTIONS AND THE IRRIGATION DETAILS.
  2. VALVE BOXES SHALL BE INSTALLED FLUSH WITH THE GRADE, WITH CLEAN PEA GRAVEL LOCATED BELOW THE VALVE AS NOTED ON THE DETAILS. LOCATE BOXES WITHIN 12 TO 24" OF SIDEWALKS OR LANDSCAPE EDGES, WITH TOPS OF BOXES 1" ABOVE FINISH GRADE IN TURF, AND 3" ABOVE FINISH GRADE IN SHRUB AREAS (TO AVOID BEING COVERED BY MULCH).
  3. EACH VALVE BOX COVER SHALL BE HEAT-BRANDED WITH THE CONTROLLER STATION NUMBER.
  4. DO NOT INSTALL MORE THAN TWO VALVES IN A JUMBO BOX.

- M. DRIP IRRIGATION
  1. SUBSURFACE DRIP LINES SHALL BE BURIED NO MORE THAN 2" BELOW FINISH GRADE.
  2. DRIP LINES MOUNTED ON GRADE SHALL BE LOCATED BENEATH FABRIC AND SECURED IN PLACE WITH WIRE STAPLES AT A MAXIMUM OF 24"-36" ON CENTER.

- N. SPRAY, ROTOR, AND BUBBLER HEADS
  1. ALL SPRAY AND ROTOR HEAD LOCATIONS SHALL BE STAKED, FLAGGED AND/OR OTHERWISE CLEARLY MARKED ON THE GROUND PRIOR TO INSTALLATION. SPRINKLER HEAD STAKING SHALL BE INSPECTED AND APPROVED BY THE OWNER'S REPRESENTATIVE BEFORE INSTALLATION.
  2. ALL SPRAY HEADS SHALL BE CONNECTED WITH A 12 INCH MINIMUM LENGTH OF 3/8 INCH FLEX PVC. THE FLEX PVC SHALL BE SOLVENT WELDED TO SCHEDULE 40 PVC FITTINGS WITH WELD ON #78 SOLVENT AND #910 PRIMER. ALL ROTORS SHALL BE CONNECTED TO LATERAL LINES WITH PRE-MANUFACTURED SWING JOINTS.
  3. ALL ROTOR, SPRAY AND BUBBLER HEADS SHALL BE SET PERPENDICULAR AND FLUSH TO FINISH GRADE AND WITH A CLEARANCE OF FOUR INCHES (MINIMUM) FROM THE EDGE OF ANY BUILDINGS, WALLS, BOLDERS, AND HARDSCAPE, WITH A CLEARANCE OF TWELVE INCHES (MINIMUM) FROM BUILDINGS, UNLESS OTHERWISE SPECIFIED.
  4. ALL ROTOR, SPRAY AND BUBBLER HEADS AND VALVES SHALL BE FLUSHED AND ADJUSTED FOR OPTIMUM COVERAGE WITH MINIMUM OVERSPRAY ON WALKS, STREETS, WALLS, ETC.
  5. LATERAL PIPE TO TREE STREAM BUBBLER HEADS IS OMITTED FOR GRAPHIC CLARITY. CONNECT TREE BUBBLER HEADS TO VALVES AS SHOWN WITH CLASS 200 PVC PIPE SIZED TO ALLOW A MAXIMUM FLOW VELOCITY OF 5 FEET PER SECOND.

- O. AUTOMATIC CONTROLLER
  1. INSTALL THE CONTROLLER AT THE LOCATION INDICATED BY THE OWNER. INSTALL CONTROLLER WITH A BACKUP BATTERY AS RECOMMENDED BY THE MANUFACTURER.
  2. THE IRRIGATION CONTRACTOR SHALL COORDINATE 120 V A.C. ELECTRICAL POWER TO CONTROLLER AND DEDICATE ONE (1) 25-AMP BREAKER FOR EACH CONTROLLER. IT SHALL BE THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO MAKE THE FINAL HOOK-UP FROM THE ELECTRICAL SOURCE TO THE CONTROLLER UNIT ONLY.
  3. ALL VALVE CONTROL WIRE SHALL BE AWG 14 TYPE UF, 600 VOLT TEST, DIRECT BURIAL. NO SPLICES SHALL BE ALLOWED EXCEPT AT VALVES AND CONTROLLER. WHERE SPLICES MAY BE NECESSARY DUE TO EXCESSIVELY LONG WIRE RUNS, THE CONTRACTOR SHALL MAKE ALL SPLICES IN 4" ROUND VALVE BOXES WITH 3MS "DBY-DIRECT BURIAL SPLICE KIT". THE CONTRACTOR SHALL LABEL ALL WIRES WITH WATERPROOF TAGS AND MARKERS AT ALL SPLICES AND VALVE MANIFOLDS, AND SHALL LEAVE A 24" COIL OF EXCESS WIRE AT EACH CONNECTION.
  4. PROVIDE #10 COMMON WIRE, DIRECT BURIAL, TO ALL REMOTE CONTROL VALVES.
  5. CONNECT ALL DIRECT BURIAL WIRES TO VALVES USING 3MS "DBY-DIRECT BURIAL SPLICE KIT" (UNLESS OTHERWISE SPECIFIED).
  6. PROVIDE THREE ADDITIONAL IRRIGATION CONTROL WIRES ALONG EACH BRANCH OF MAINLINE FOR FUTURE EXPANSION. STUB ADDITIONAL CONTROL WIRES INTO BACK OF IRRIGATION CONTROLLERS.

- P. THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ALL CONTROL WIRE SLEEVES AND PIPE SLEEVES UNDER PAVED AREAS PRIOR TO PAVING - SEE SLEEVING NOTES.
- Q. INSTALL THE RAIN SENSOR IN THE VICINITY OF THE CONTROLLER, AND COORDINATE LOCATION WITH THE OWNER. PROVIDE MINIMUM 5' CLEARANCE FROM OTHER OUTDOOR EQUIPMENT, FREE AND CLEAR OF ANY TREE CANOPY OR OTHER OVERHEAD OBSTRUCTIONS, AND ABOVE THE HEIGHT OF THE SPRINKLER COVERAGE. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO ENSURE THE RAIN SENSOR IS PLACED IN A LOCATION WHERE IT CAN RECEIVE ADEQUATE RAINFALL WITHOUT OBSTRUCTIONS. IF IT IS PLACED IN AN INADEQUATE LOCATION, THE IRRIGATION CONTRACTOR MAY BE REQUIRED TO RELOCATE IT AT NO ADDITIONAL COST TO THE OWNER.
- R. ALL IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.

- T. CLEAN UP
  1. DURING IRRIGATION EXCAVATION AND INSTALLATION, KEEP ALL PAVEMENT CLEAN AND ALL WORK AREAS IN A NEAT, ORDERLY CONDITION.
  2. DISPOSED LEGALLY OF ALL EXCAVATED MATERIALS OFF THE PROJECT SITE.
- U. INSPECTION AND ACCEPTANCE
  1. UPON COMPLETION OF THE WORK, THE IRRIGATION CONTRACTOR SHALL PROVIDE THE SITE CLEAN, FREE OF DEBRIS AND TRASH, AND SUITABLE FOR USE AS INTENDED. THE IRRIGATION CONTRACTOR SHALL THEN REQUEST AN INSPECTION BY THE OWNER TO DETERMINE FINAL ACCEPTABILITY.
  2. WHEN THE INSPECTED WORK DOES NOT COMPLY WITH THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL REPAIR AND/OR REPAIR THE REJECTED WORK TO THE OWNER'S SATISFACTION WITHIN 24 HOURS.
  3. THE MAINTENANCE PERIOD WILL NOT COMMENCE UNTIL THE WORK HAS BEEN RE-INSPECTED BY THE OWNER AND FOUND TO BE ACCEPTABLE. AT THAT TIME, A WRITTEN NOTICE OF FINAL ACCEPTANCE WILL BE ISSUED BY THE OWNER, AND THE MAINTENANCE AND GUARANTEE PERIODS WILL COMMENCE.

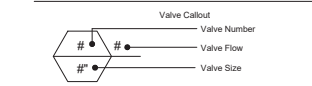
- V. REFER TO THE PLANTING SPECIFICATIONS FOR ADDITIONAL CONDITIONS OF FINAL ACCEPTANCE AND START OF THE MAINTENANCE PERIOD.
- W. WARRANTY
  1. THE IRRIGATION SYSTEM SUPPLIED AND INSTALLED SHALL BE WARRANTED (LABOR AND MATERIALS) TO REMAIN OPERATIONAL FOR A PERIOD OF 12 MONTHS AFTER THE DATE OF FINAL ACCEPTANCE. DURING THIS PERIOD, THE CONTRACTOR SHALL ALSO REPAIR ANY SETTLEMENT OF THE IRRIGATION TRENCHES.
  2. BY THE END OF THE WARRANTY PERIOD, ANY IRRIGATION PART THAT IS EITHER NON-OPERATIONAL OR THAT IS OPERATING BELOW STANDARDS AS DETERMINED BY THE OWNER, SHALL BE REMOVED FROM THE SITE AND SHALL BE REPLACED. REPLACEMENTS SHALL BE OF THE SAME KIND AS SPECIFIED IN THE IRRIGATION LEGEND, AND SHALL BE INSTALLED AS ORIGINALLY SPECIFIED.
  3. IRRIGATION PARTS DAMAGED OR IMPAIRED DUE TO ACTS OF GOD, VANDALISM, AND/OR THE OWNER'S IMPROPER MAINTENANCE SHALL NOT BE COVERED BY THIS WARRANTY.
- X. SHOULD THE PERMITTING JURISDICTION REQUIRE AN IRRIGATION AUDIT, THE IRRIGATION CONTRACTOR SHALL RETAIN THE SERVICES OF A THIRD-PARTY CERTIFIED LANDSCAPE IRRIGATION AUDITOR, AT NO ADDITIONAL COST TO THE OWNER.

# PROPOSED IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL
	RAIN BIRD R-VAN-STRIP 1806-SAM-P45, TURF ROTARY, 5' X15' (LCS AND RCS), 5' X30' (SST) HAND ADJUSTABLE MULTI-STREAM ROTARY W/ 1800 TURF SPRAY BODY ON 6.0" POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR, 1/2" NPT FEMALE THREADED INLET
	RAIN BIRD R-VAN14 1806-SAM-P45, TURF ROTARY, 8'-14' 45'-270" AND 360" HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 6.0" POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR, 1/2" NPT FEMALE THREADED INLET.
	RAIN BIRD R-VAN18 1806-SAM-P45, TURF ROTARY, 13'-18' 45'-270" AND 360" HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 6.0" POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR, 1/2" NPT FEMALE THREADED INLET.
	RAIN BIRD R-VAN24 1806-SAM-P45, TURF ROTARY, 17'-24' 45'-270" AND 360" HAND ADJUSTABLE MULTI-STREAM ROTARY W/1800 TURF SPRAY BODY ON 6.0" POP-UP, WITH CHECK VALVE AND 45 PSI IN-STEM PRESSURE REGULATOR, 1/2" NPT FEMALE THREADED INLET.
	RAINBIRD 1806-SAM-PRS SERIES POP UP SPRAY HEADS WITH ADAPTER AND RAINBIRD #1402 SERIES BUBBLER NOZZLES. (TWO PER TREE) SEE INSTALLATION NOTE #N-5 REGARDING TREE BUBBLER LATERAL PIPE
	RAINBIRD 5004PCSAMR, ADJUSTABLE ARC 4" POP UP ROTARY HEAD, PART CIRCLE, #2.5 NOZZLE UNLESS NOTED OTHERWISE
	RAINBIRD XCZ-100-PRB-COM / 150-PRB-COM SERIES AUTOMATIC DRIP VALVE ASSEMBLY WITH 40 PSI PRESSURE REGULATOR XCZ-100-PRB-COM - 1" BALL VALVE WITH 1" PESB VALVE AND 1" PRESSURE REGULATING 40PSI QUICK-CHECK BASKET FILTER, 0.3GPM TO 20GPM.
	RAINBIRD PEB SERIES ELECTRIC REMOTE CONTROL, "TREE BUBBLER ZONE" VALVE SEE INSTALLATION NOTE #N-5 REGARDING TREE BUBBLER LATERAL PIPE
	RAINBIRD PEB SERIES 1", 1-1/2", 2" PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.
	TEMPORARY IRRIGATION
	AREA TO RECEIVE DRIPLINE RAINBIRD XFS-CV-06-12 SERIES DRIP TUBE IN SHRUB BED INSTALLED AT 2" DEPTH
	AREA TO RECEIVE DRIPLINE RAINBIRD XFS-CV-06-12 SERIES DRIP TUBE IN NARROW TURF AREAS INSTALLED AT 4" DEPTH
	PIPE TRANSITION POINT ABOVE GRADE PIPE TRANSITION POINT FROM PVC LATERAL TO DRIP TUBING WITH RISER TO ABOVE GRADE INSTALLATION.
	ZURN / WILKINS 375XLB SERIES REDUCED PRESSURE TYPE BACKFLOW PREVENTOR INSTALLED PER CITY CODE WITH SAME SIZE BRONZE BALL VALVE INSTALLED ON THE UP-STREAM SIDE, MOUNTED IN STRONGBOX SMOOTH TOUCH ENCLOSURE.
	LASCO "V" SERIES SCH. 80 PVC TRUE UNION BALL VALVE, MAINLINE SIZE
	IRRIGATION WELL (BY OTHERS)
	RAINBIRD 33-DNP QUICK COUPLING VALVE WITH LOCKING PURPLE COVER AND 3/4" PVC BALL VALVE
	RAINBIRD ESP-12LXMEF2P SERIES AUTOMATIC WALL MOUNT CONTROLLER WITH TWO ESPLXMSM12 STATION MODULES
	RAINBIRD WR2-RFC RAIN / FREEZE SENSOR - CONFIRM SENSOR LOCATION WITH OWNERS REPRESENTATIVE
	1" MASTER VALVE MODEL # 100-EFB-CP WITH RAINBIRD FLOW SENSOR MODEL #FS100P SERIES

- IRRIGATION LATERAL LINE: CLASS 200 PVC
- IRRIGATION MAINLINE: SCHEDULE 40 PVC
- IRRIGATION SLEEVES, SCH. 40 PVC, MIN. TWICE SIZE OF PIPE TO BE INSERTED

## VALVE KEY



## IRRIGATION NOTE:

1. I.L.C. SHALL SELECT R-VAN SPRAY NOZZLES FOR "HEAD-TO-HEAD" COVERAGE, ADJUSTED FOR NO OVERSPRAY ONTO WALLS AND WALKS. NO OVERSPRAY INTO STREETS IS PERMITTED.
2. ALL PIPE TO BE SIZED SUCH THAT FLOWS WILL NOT EXCEED VELOCITY OF 5 FPS

## WATER CONSERVATION

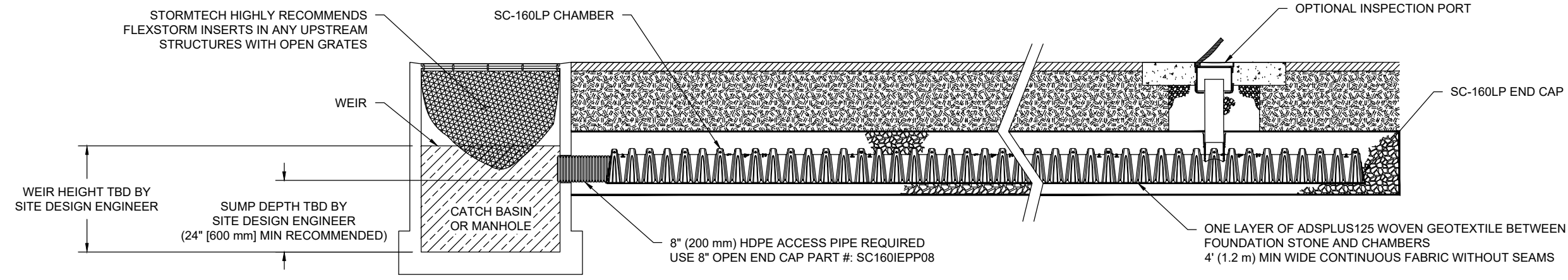
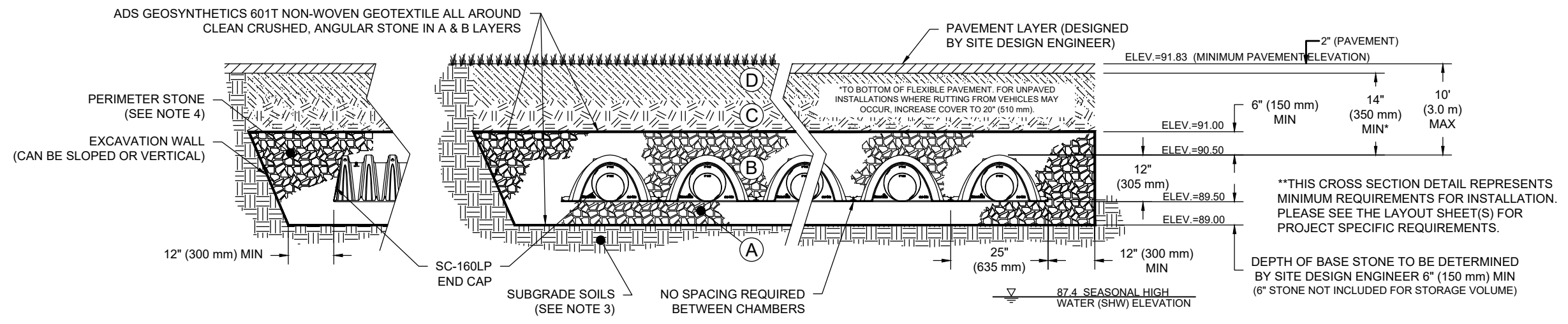
- IRRIGATION WATER CONSERVATION SHALL BE ACCOMPLISHED THROUGH THE FOLLOWING EFFORTS:
1. SEPARATE TURF / SHRUB ZONES FOR SCHEDULING ADJUSTMENT
  2. NO OVERSPRAY ONTO PAVEMENT PERMITTED
  3. USE OF RAIN SENSOR SHUT OFF OVER-RIDE DEVICE

## LATERAL PIPE SIZE CHART

LATERAL PIPE SHALL BE SIZED TO ALLOW A MAXIMUM FLOW VELOCITY OF FIVE FEET PER SECOND ACCORDING TO THE FOLLOWING CHART:

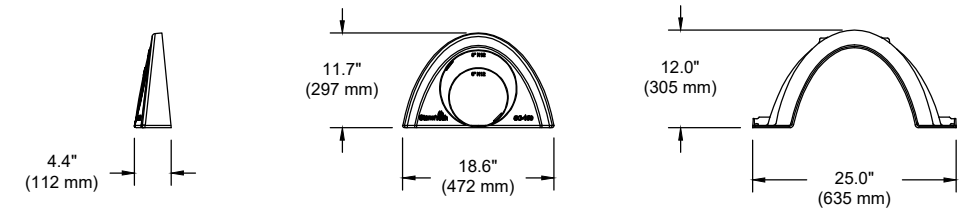
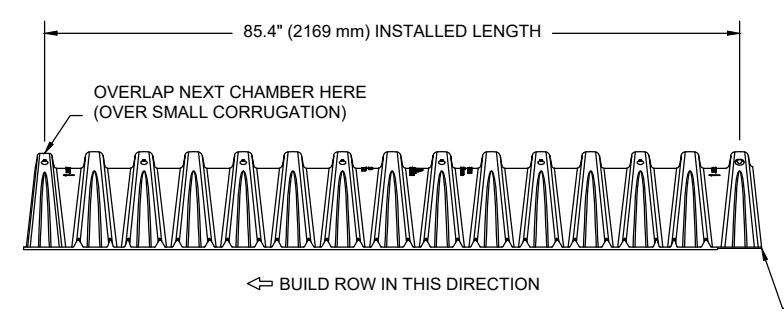
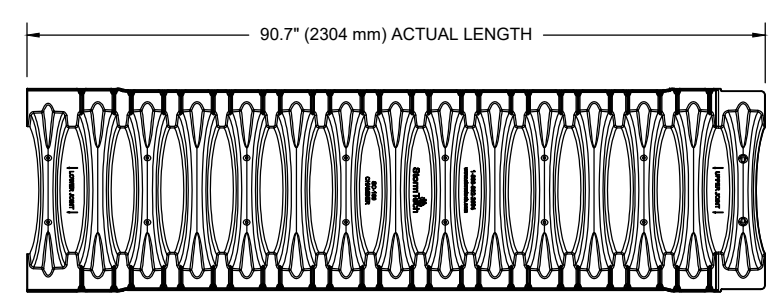
FLOW IN GPM	LATERAL PIPE SIZE
UP TO 5 GPM	3/4" CLASS 200
6 - 10 GPM	3/4" CLASS 200
11 - 15 GPM	1" CLASS 200
16 - 28 GPM	1 1/4" CLASS 200
29 - 35 GPM	1 1/2" CLASS 200
36 - 54 GPM	2" CLASS 200
55 - 81 GPM	2 1/2" CLASS 200
82 - 120 GPM	3" CLASS 200





**SC-160LP ISOLATOR ROW PLUS DETAIL**  
NTS

**SC-160LP TECHNICAL SPECIFICATION**  
NTS



**NOMINAL CHAMBER SPECIFICATIONS**

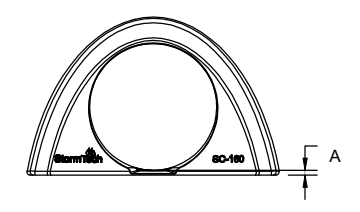
SIZE (W X H X INSTALLED LENGTH)	25.0" X 12.0" X 85.4"	(635 mm X 305 mm X 2169 mm)
CHAMBER STORAGE	6.85 CUBIC FEET	(0.19 m <sup>3</sup> )
MINIMUM INSTALLED STORAGE*	16.0 CUBIC FEET	(0.45 m <sup>3</sup> )
WEIGHT	24.0 lbs.	(10.9 kg)

\*ASSUMES 6" (152 mm) ABOVE, 6" (152 mm) BELOW, AND STONE BETWEEN CHAMBERS WITH 40% STONE POROSITY.

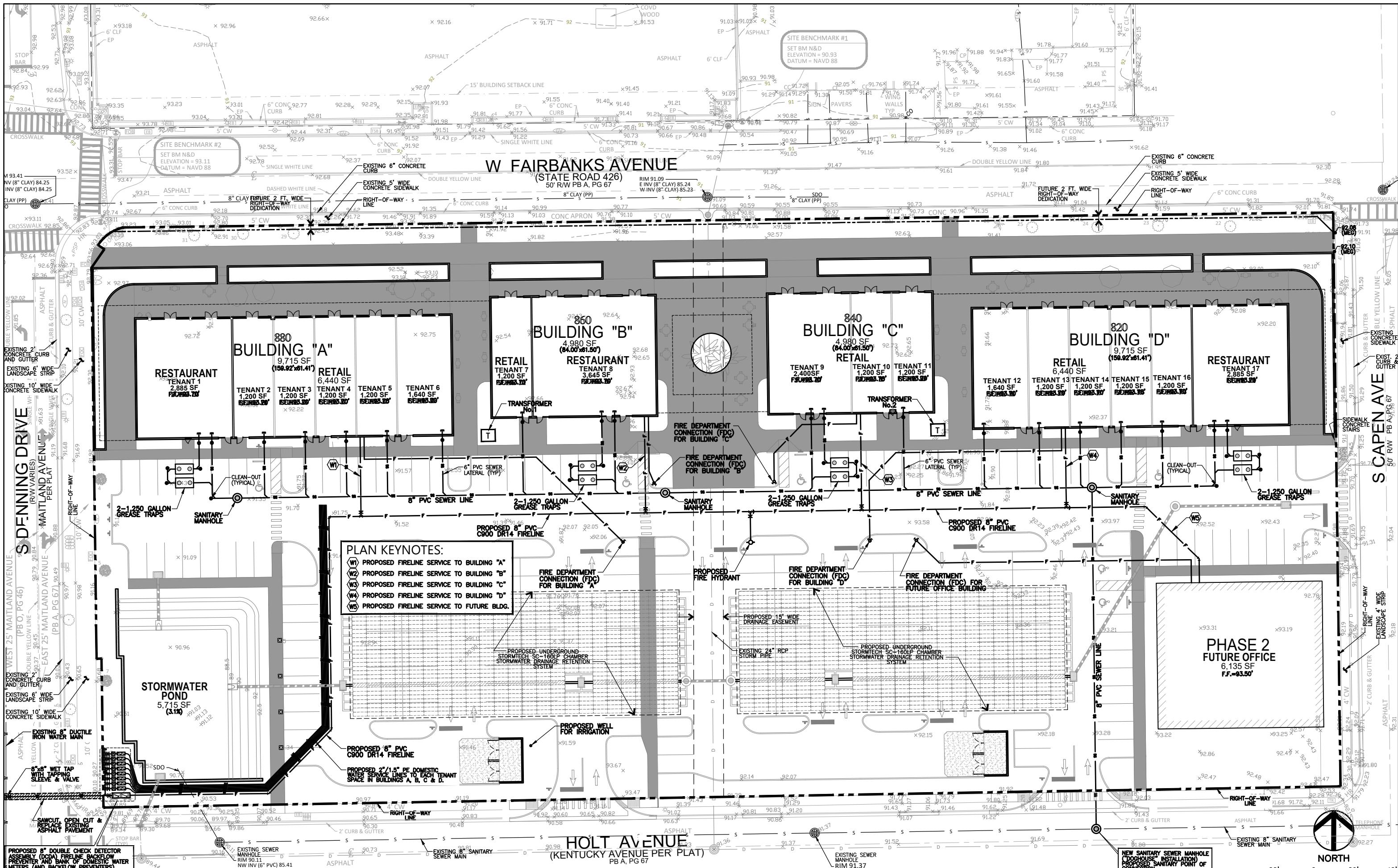
PART #	STUB	A
SC160EPP	6" (150 mm)	0.66" (16 mm)
SC160EPP08	8" (200 mm)	0.80" (20 mm)
	8" (200 mm)	0.96" (24 mm)

ALL STUBS ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

NOTE: ALL DIMENSIONS ARE NOMINAL

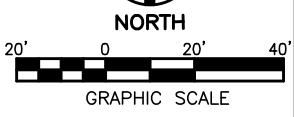


**SC-160LP STORMTECH CHAMBER DETAILS**



880, 860, 840 & 820 W FAIRBANKS AVENUE WINTER PARK

UTILITY PLAN EXHIBIT



PROPOSED 8" DOUBLE CHECK DETECTOR ASSEMBLY (DCA) FIRELINE BACKFLOW PREVENTER AND BANK OF DOMESTIC WATER METERS (AND BACKFLOW PREVENTERS)

NOTE: EXISTING 6" FIRELINE BFP AND 6" WATER SERVICE LINE FROM WEST SIDE OF S DENNING STREET TO BE REMOVED AND REPLACED.

NEW SANITARY SEWER MANHOLE (DOUGHOUSE INSTALLATION) PROPOSED SANITARY POINT OF CONNECTION

EXISTING SEWER MANHOLE  
RIM 91.37  
W INV (8" PVC) 84.21  
E INV (8" PVC) 84.14

EXISTING 8" SANITARY SEWER MAIN

EXISTING 8" SANITARY SEWER MAIN

**FAIRBANKS AND DENNING - SOUTH PARCEL**

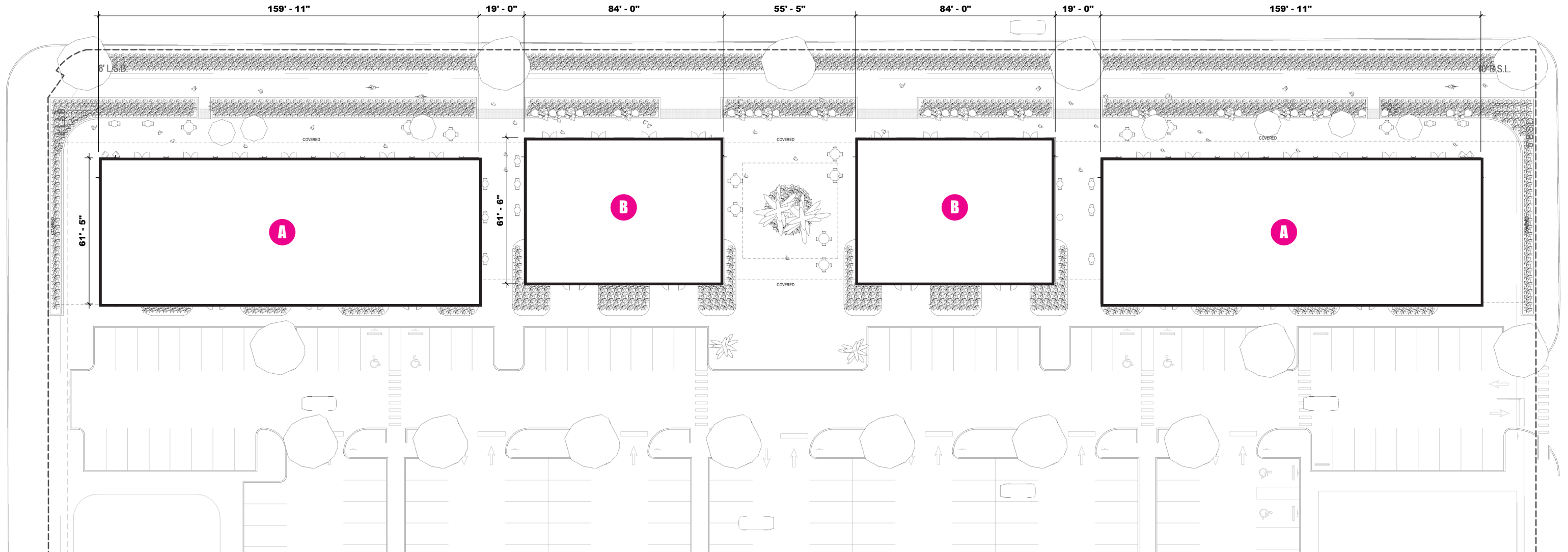
Conceptual Architectural Design - Planning and Zoning Submission

03.06.2026

# FBS - SOUTH

## Building Types Summary

FAIRBANKS AVE



### Summary

#### **Building Type A**

- 9,715 GSF
- 9,325 Leasable SF (Preliminary)
- 2,150 sf Covered Patio

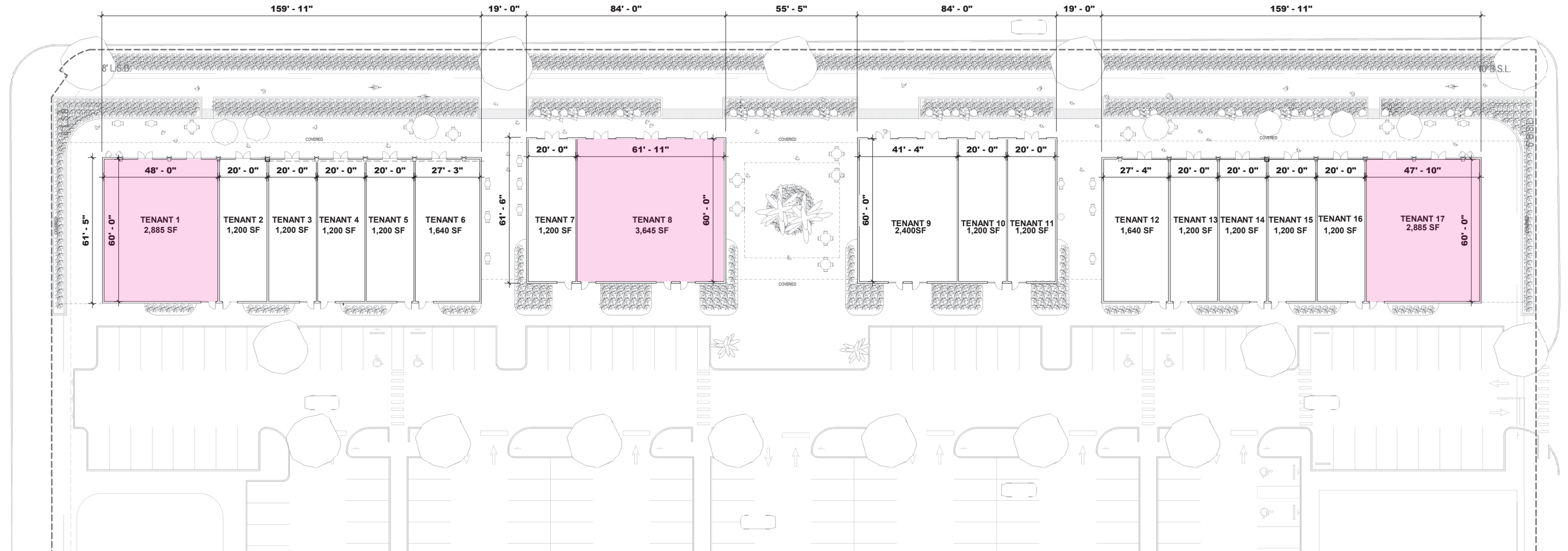
#### **Building Type B**

- 5,165 GSF
- 4,845 Leasable SF (Preliminary)
- Adjacent to Plaza

# FBS - SOUTH

## Tenant Plan

FAIRBANKS AVE

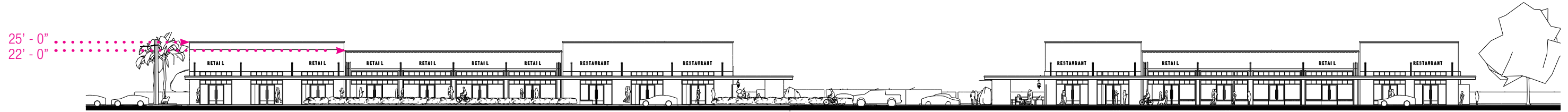


### Summary

- Food and Beverage
- Retail

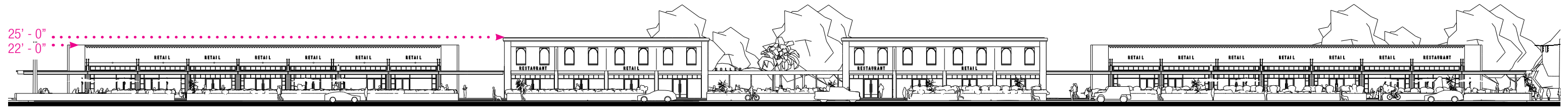
# FBS - SOUTH

## Fairbanks Elevation - North and South Development Comparison



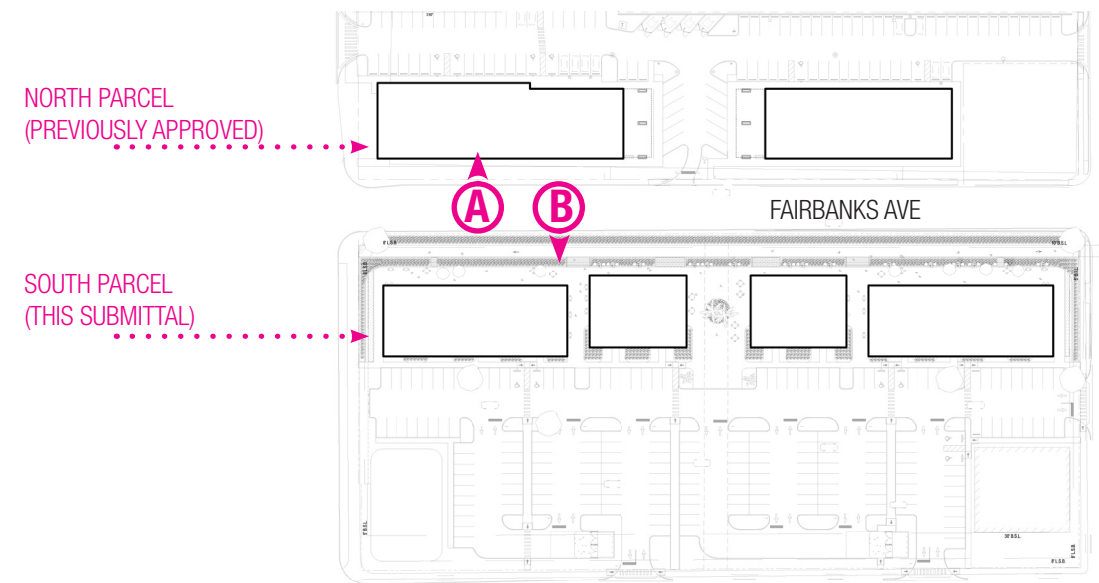
### **(A)** Fairbanks Elevation - North Parcel (Previously Approved)

High Portion Elevation - 25' - 0"  
Low Portion Elevation - 22' - 0"



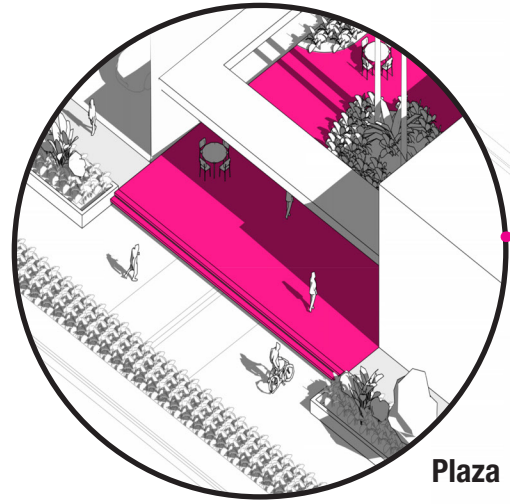
### **(B)** Fairbanks Elevation - South Parcel (This Submittal)

High Building Elevation - 25' - 0"  
Low Building Elevation - 22' - 0"

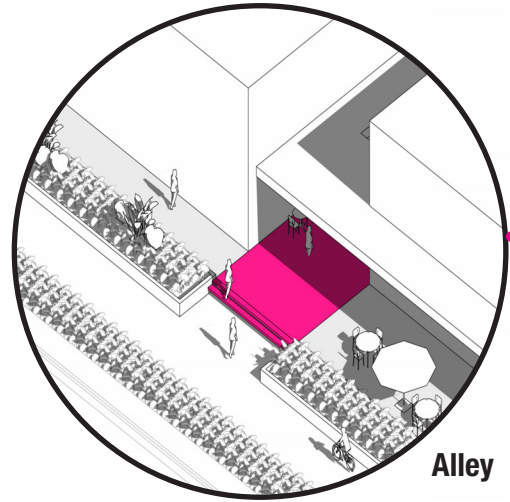


# FBS - SOUTH

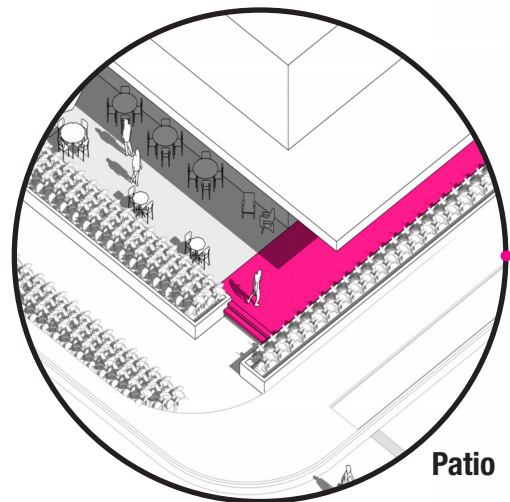
Site Axonometric - Plaza, Alley, and Patio



Plaza

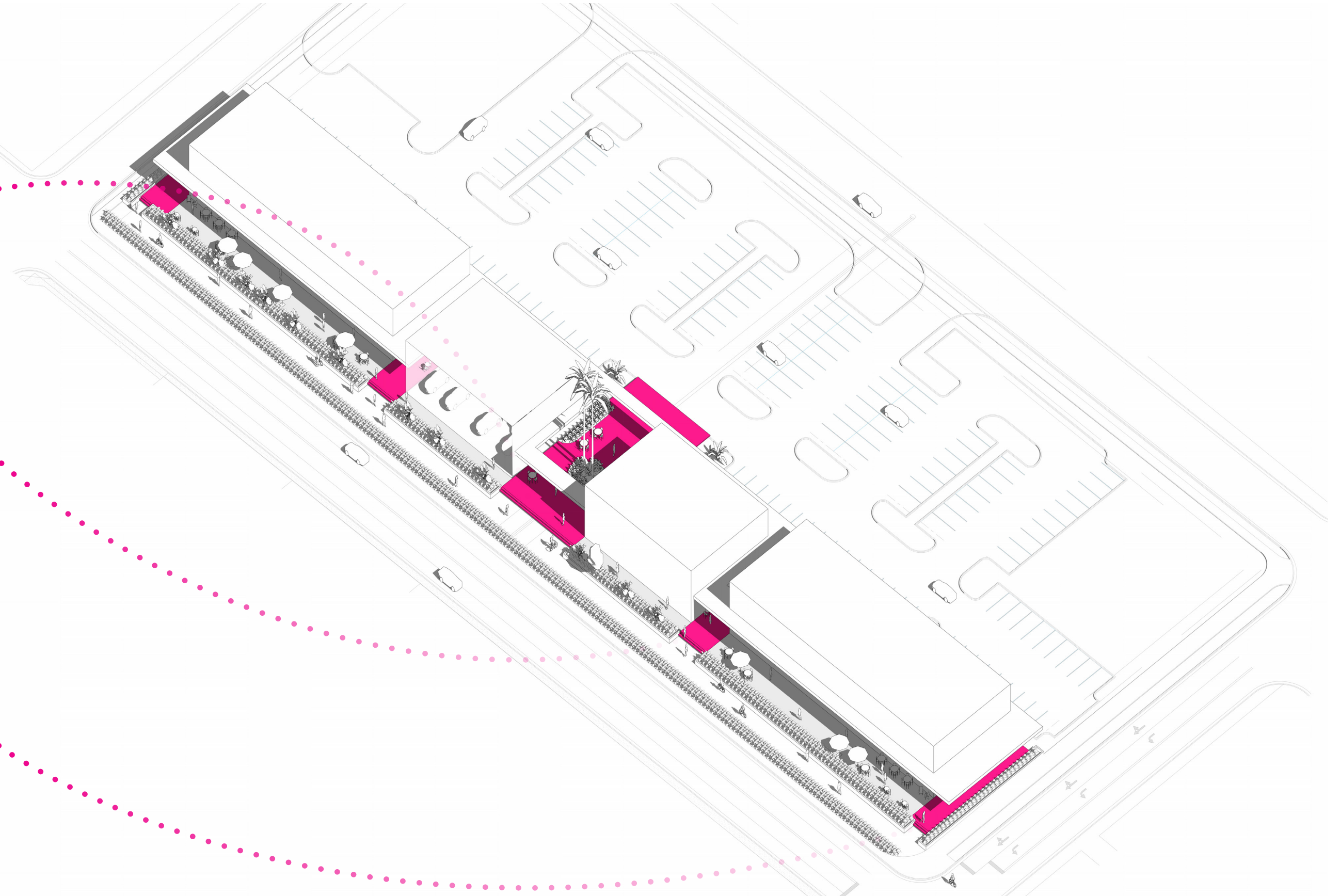


Alley



Patio

dap





**Scale + Materiality**



**TEXTURED STUCCO**



**BRICK ARTICULATION**



**FABRIC CANOPIES**



**FRAMED CANOPY**

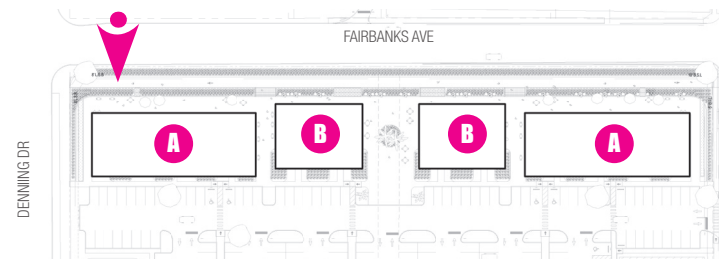


**ANNODIZED ALUMINUM BRONZE  
STOREFRONT SYSTEM**

**dap**

# FBS - SOUTH

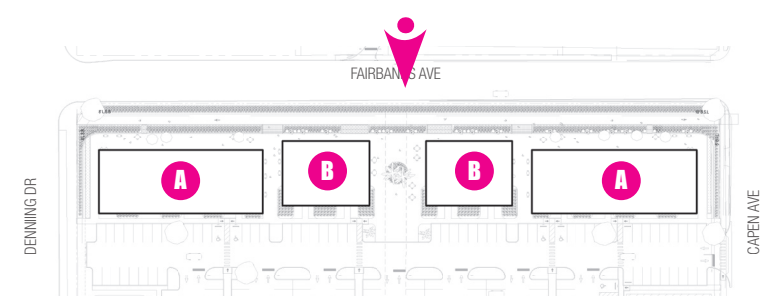
Rendering - Fairbanks and Denning



dap

# FBS - SOUTH

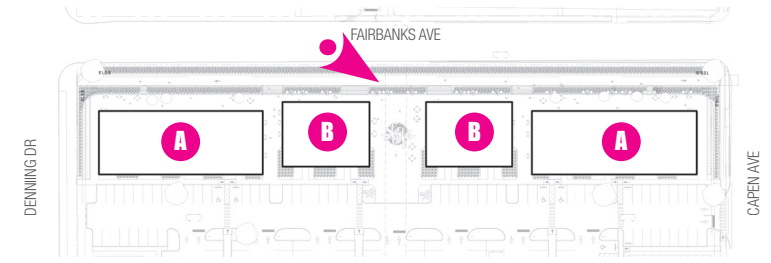
Rendering - View of Plaza From North Parcel



dap

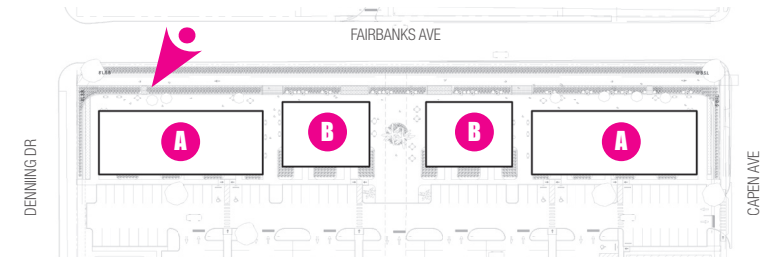
# FBS - SOUTH

Rendering - View of Plaza and Audi Showroom



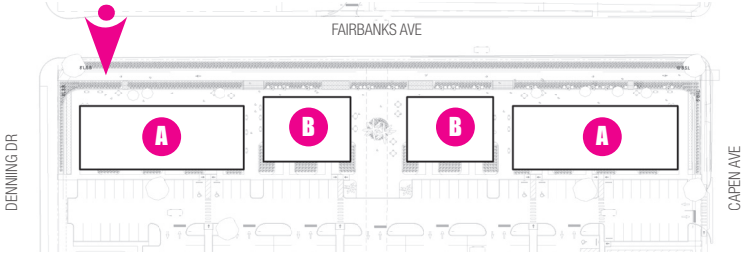
# FBS - SOUTH

Rendering - Covered Patio and Landscape Buffer



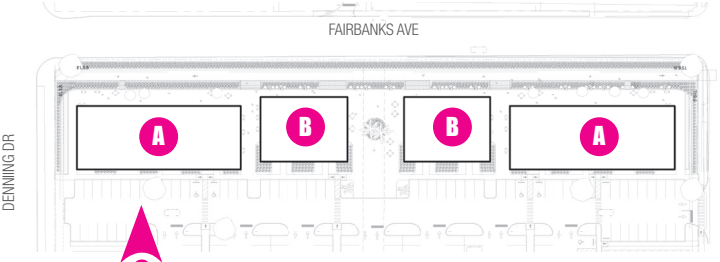
# FBS - SOUTH

Fairbanks Elevation - Building Type A



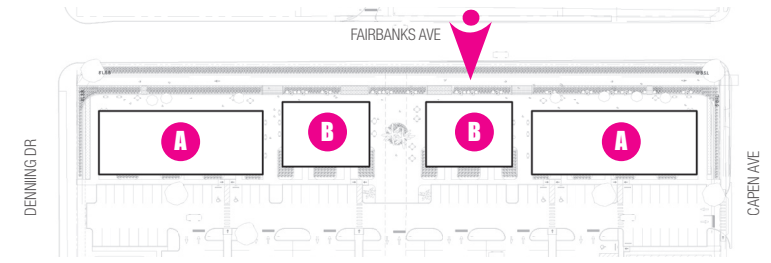
# FBS - SOUTH

Parking Area Elevation - Building Type A



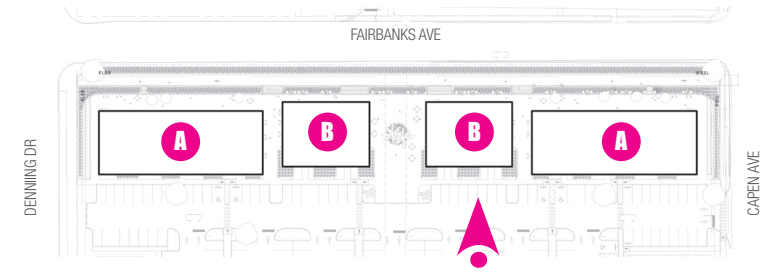
# FBS - SOUTH

Fairbanks Elevation - Building Type B



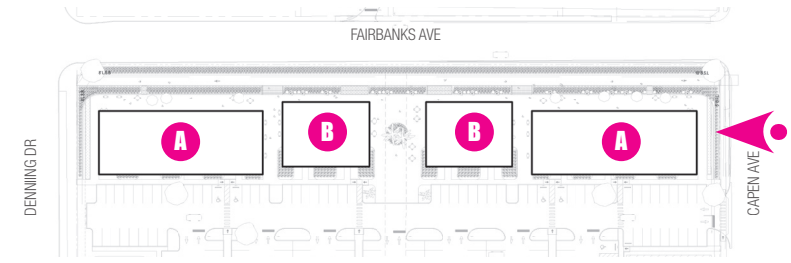
# FBS - SOUTH

Parking Area Elevation - Building Type B



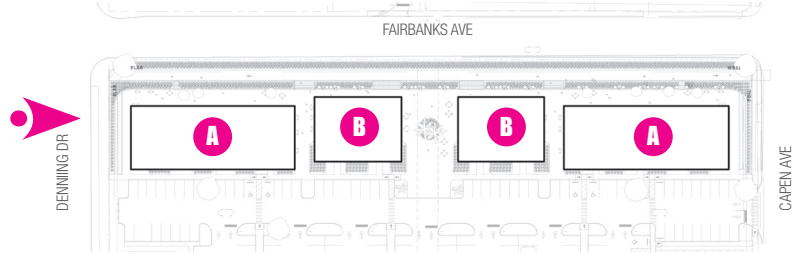
# FBS - SOUTH

Capen Ave Elevation - Building Type A



# FBS - SOUTH

Denning Dr. Elevation - Building Type A



**ELEVATIONS**  
MATERIALITY





TEXTURED STUCCO



BRICK ARTICULATION



FABRIC CANOPIES



FRAMED CANOPY



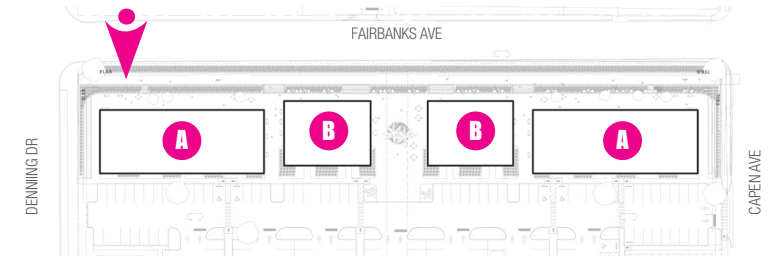
ANNODIZED ALUMINUM BRONZE STORE-FRONT SYSTEM

# FAIRBANKS AND DENNING - SOUTH PARCEL

NORTH ELEVATION - BUILDING TYPE A

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

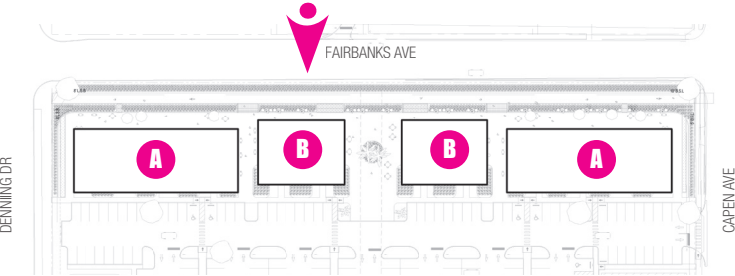


# FAIRBANKS AND DENNING - SOUTH PARCEL

## NORTH ELEVATION - BUILDING TYPE B

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

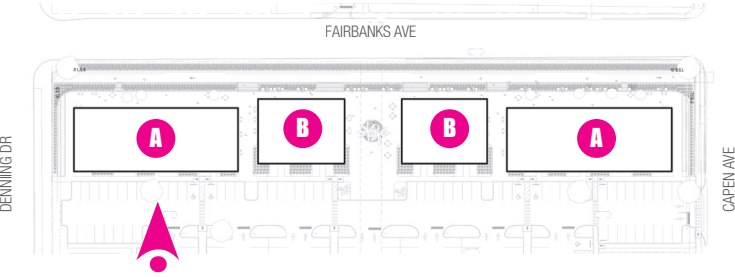


# FAIRBANKS AND DENNING - SOUTH PARCEL

## SOUTH ELEVATION - BUILDING TYPE A

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

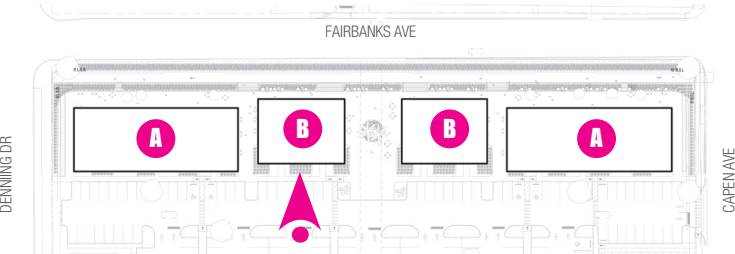


# FAIRBANKS AND DENNING - SOUTH PARCEL

SOUTH ELEVATION - BUILDING TYPE B

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

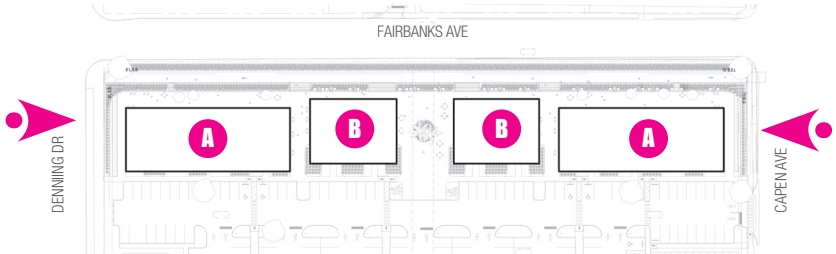


# FAIRBANKS AND DENNING - SOUTH PARCEL

## EAST AND WEST ELEVATIONS - BUILDING TYPE A

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)



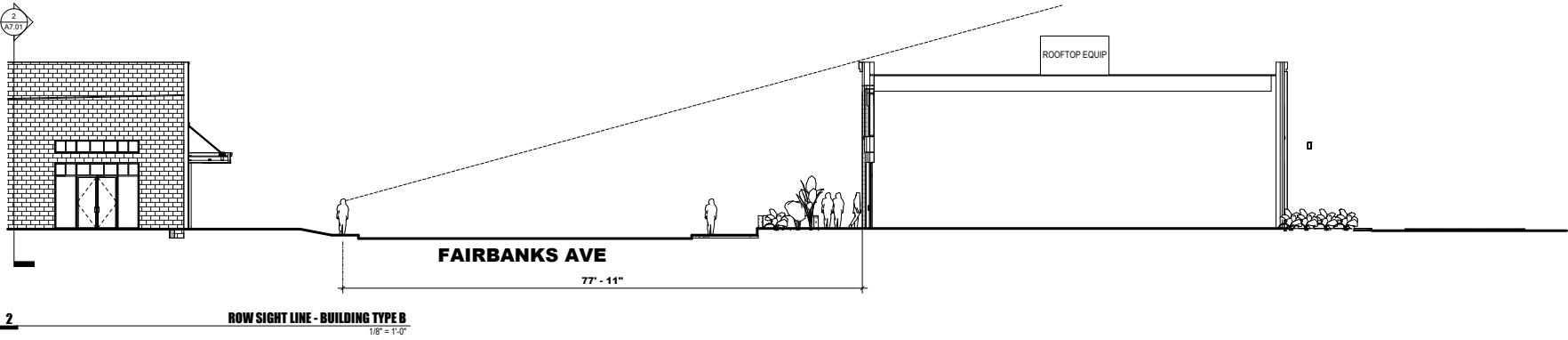
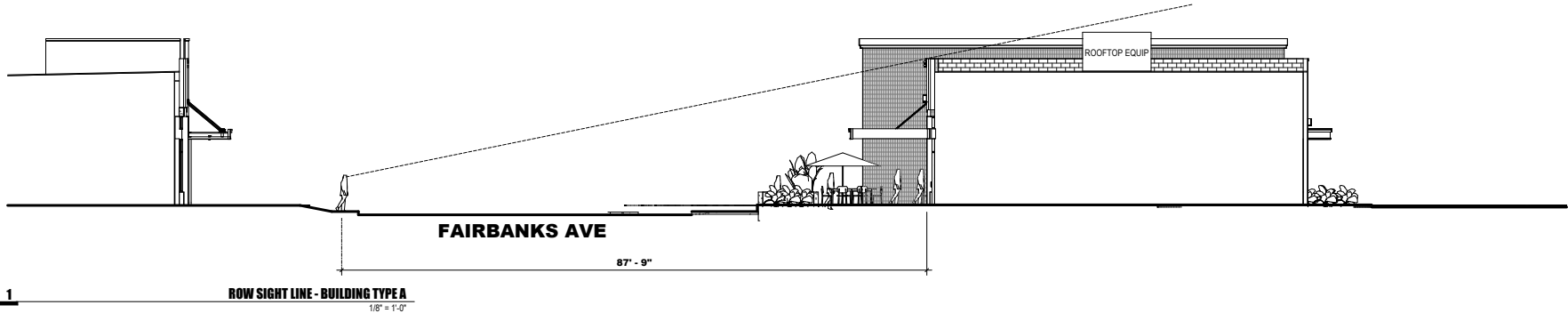
West Elevation



East Elevation

# FAIRBANKS AND DENNING - SOUTH PARCEL

## ROW SIGHT LINES



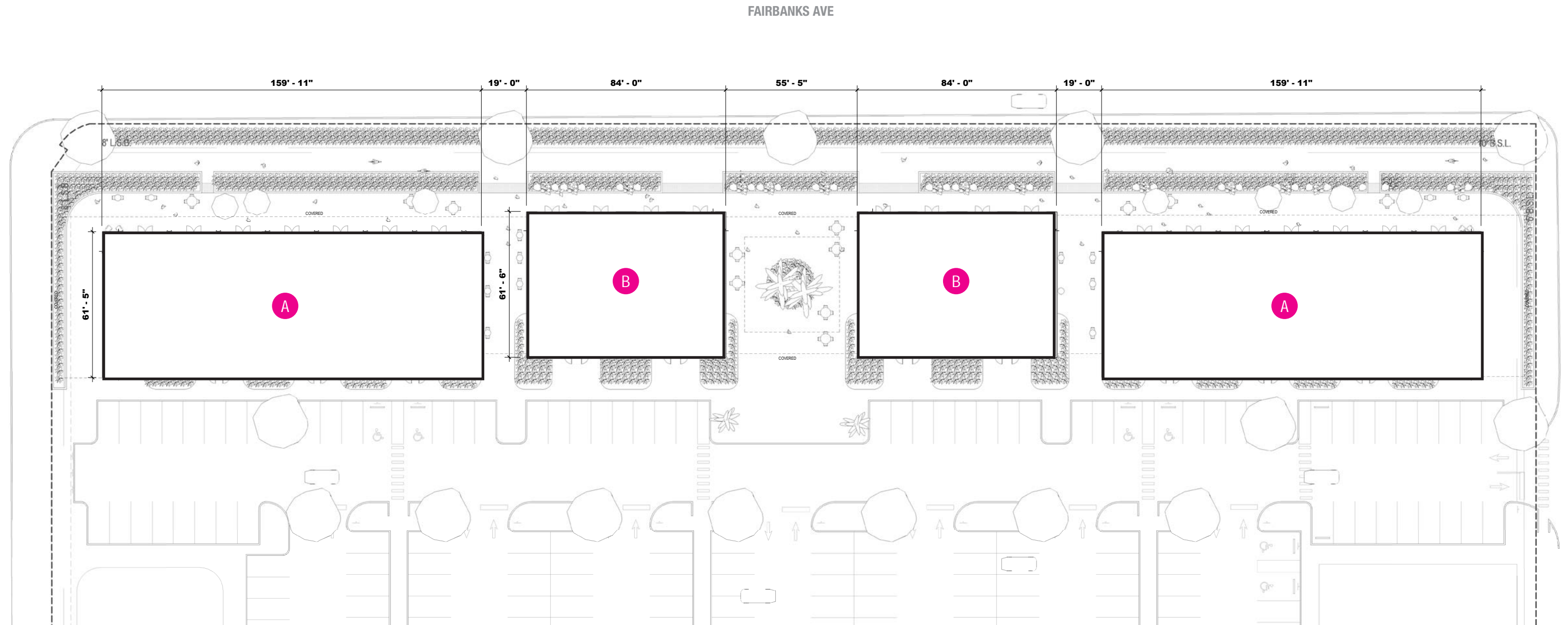
**FAIRBANKS AND DENNING - SOUTH PARCEL**

Conceptual Architectural Design - Planning and Zoning Submission

03.06.2026

# FBS - SOUTH

## Building Types Summary



### Summary

#### Building Type A

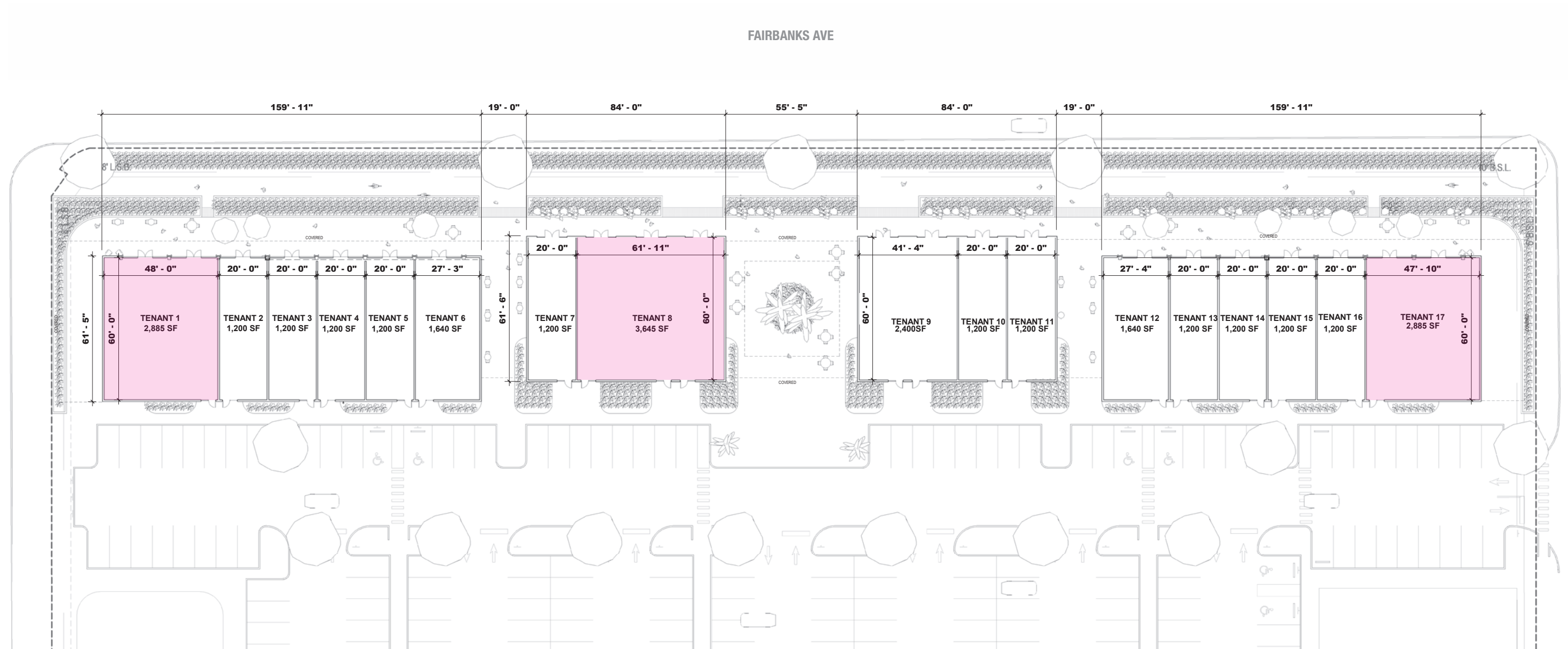
- 9,715 GSF
- 9,325 Leasable SF (Preliminary)
- 2,150 sf Covered Patio

#### Building Type B

- 5,165 GSF
- 4,845 Leasable SF (Preliminary)
- Adjacent to Plaza

# FBS - SOUTH

## Tenant Plan

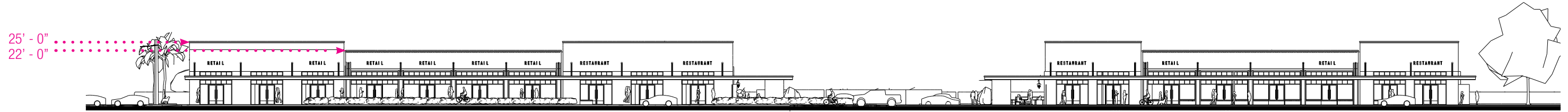


### Summary

- Food and Beverage
- Retail

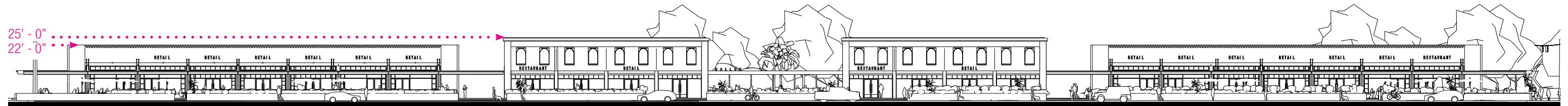
# FBS - SOUTH

## Fairbanks Elevation - North and South Development Comparison



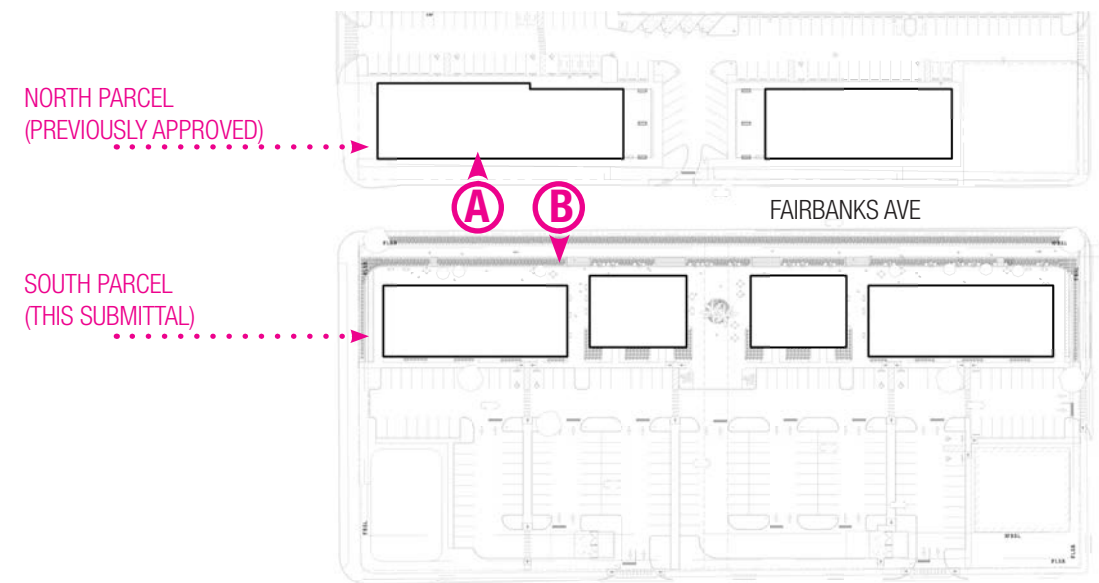
### **(A)** Fairbanks Elevation - North Parcel (Previously Approved)

High Portion Elevation - 25' - 0"  
Low Portion Elevation - 22' - 0"



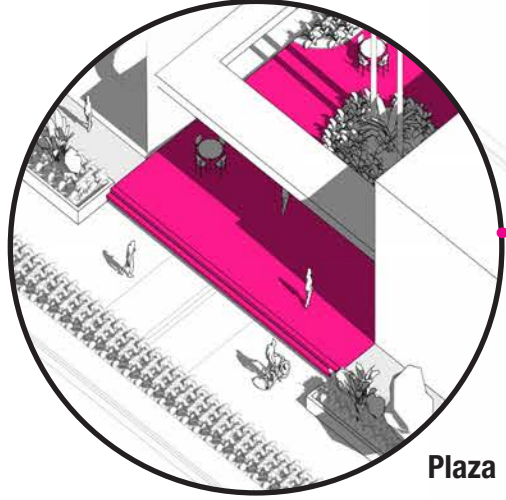
### **(B)** Fairbanks Elevation - South Parcel (This Submittal)

High Building Elevation - 25' - 0"  
Low Building Elevation - 22' - 0"

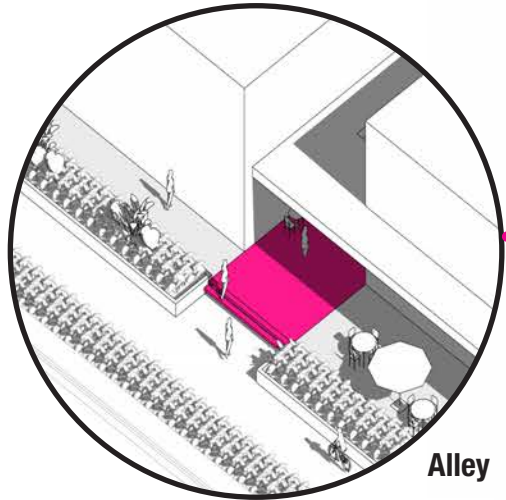


# FBS - SOUTH

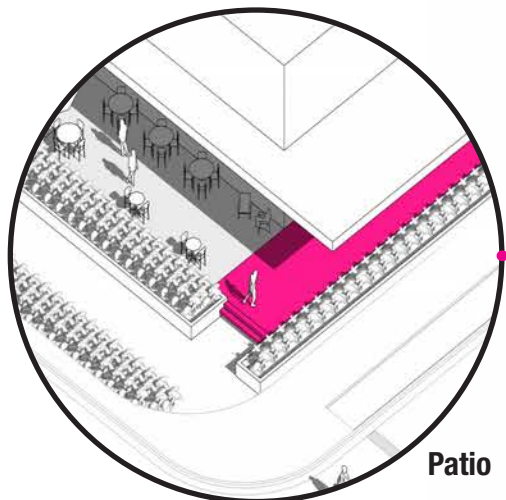
Site Axonometric - Plaza, Alley, and Patio



Plaza

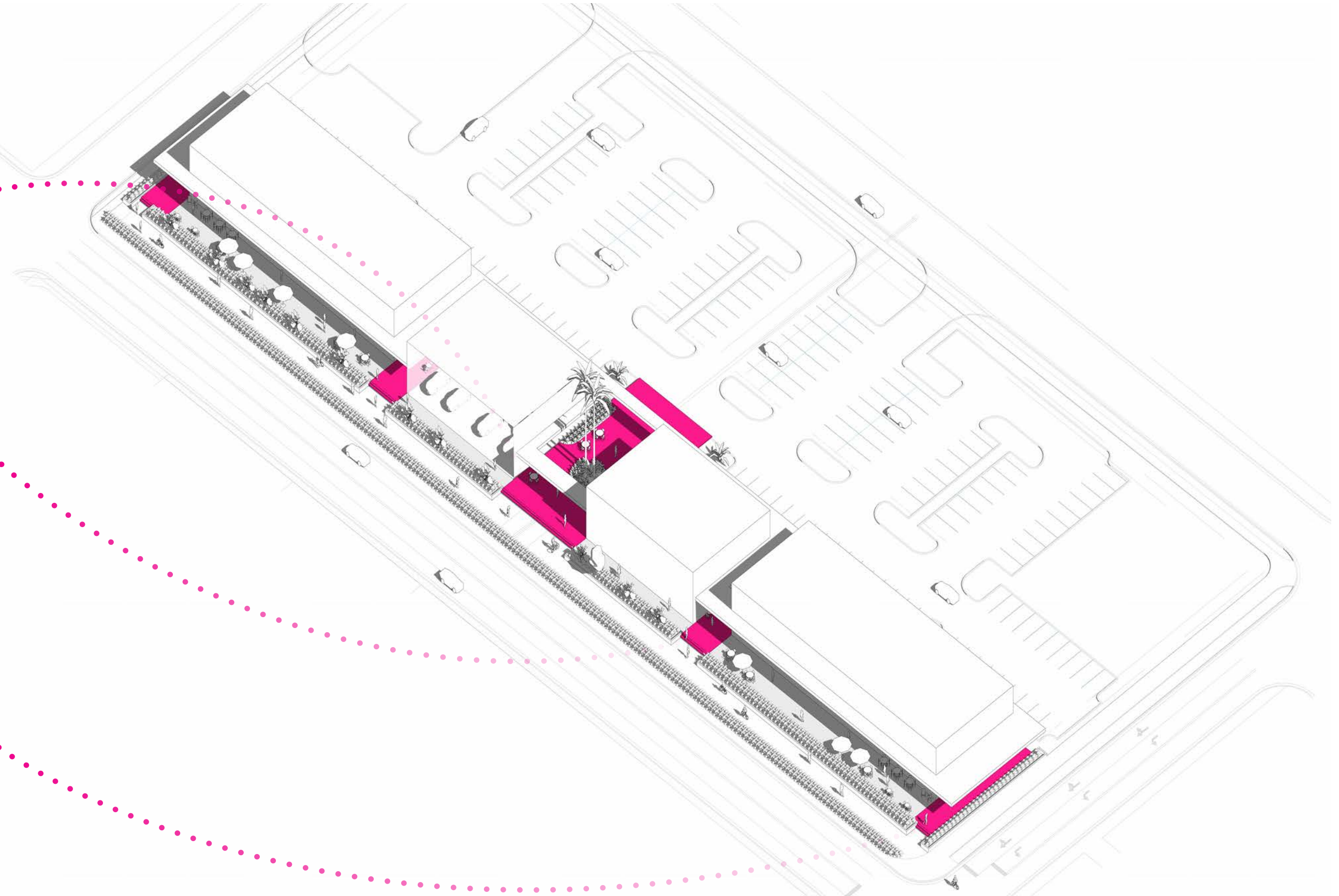


Alley



Patio

dap





**Scale + Materiality**



**TEXTURED STUCCO**



**BRICK ARTICULATION**



**FABRIC CANOPIES**



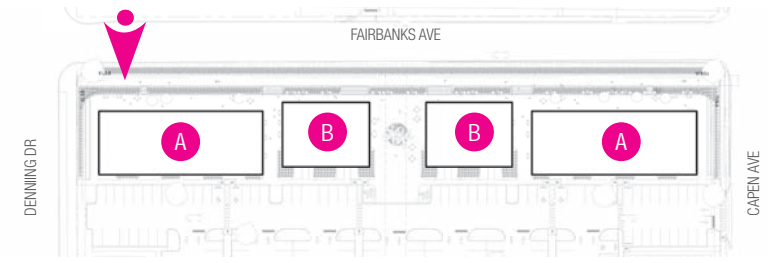
**FRAMED CANOPY**



**ANNODIZED ALUMINUM BRONZE  
STOREFRONT SYSTEM**

# FBS - SOUTH

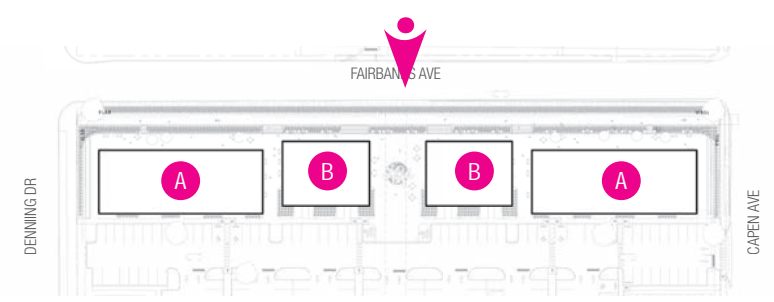
Rendering - Fairbanks and Denning



dap

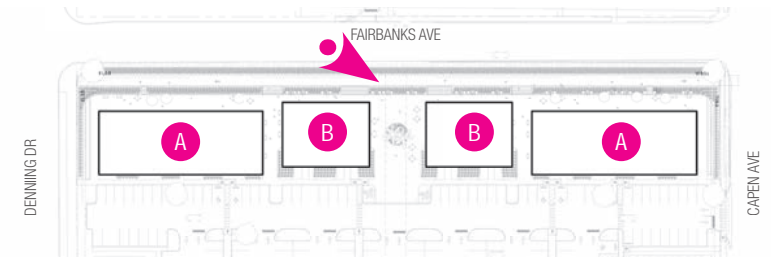
# FBS - SOUTH

Rendering - View of Plaza From North Parcel



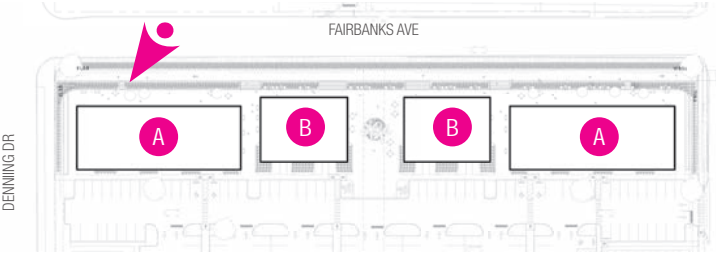
# FBS - SOUTH

Rendering - View of Plaza and Audi Showroom



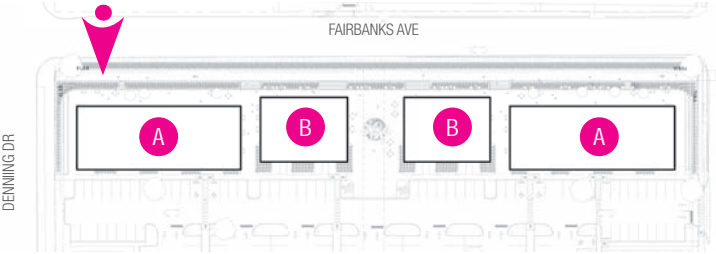
# FBS - SOUTH

Rendering - Covered Patio and Landscape Buffer



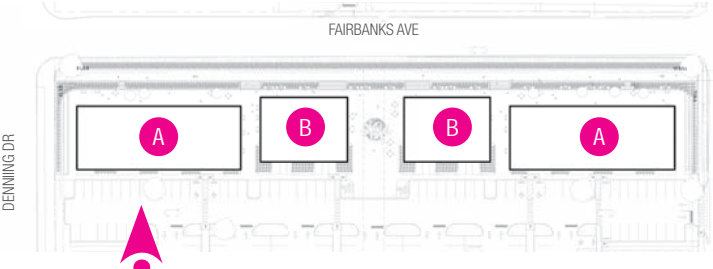
# FBS - SOUTH

Fairbanks Elevation - Building Type A



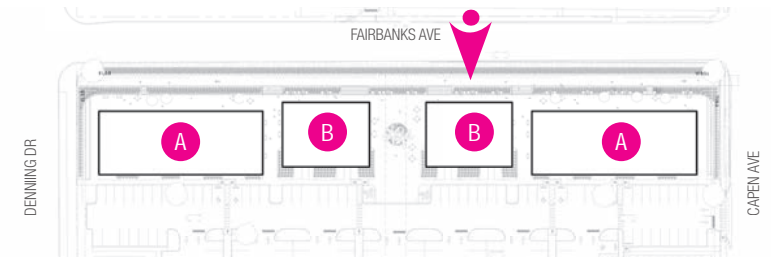
# FBS - SOUTH

Parking Area Elevation - Building Type A



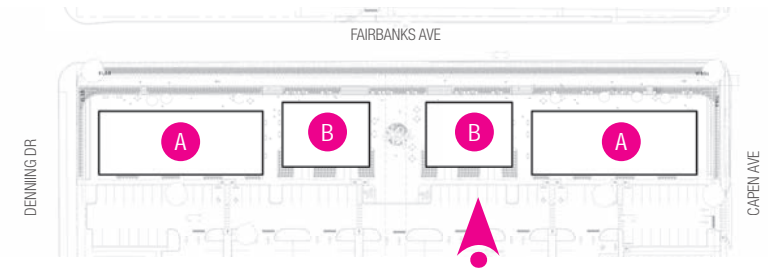
# FBS - SOUTH

Fairbanks Elevation - Building Type B



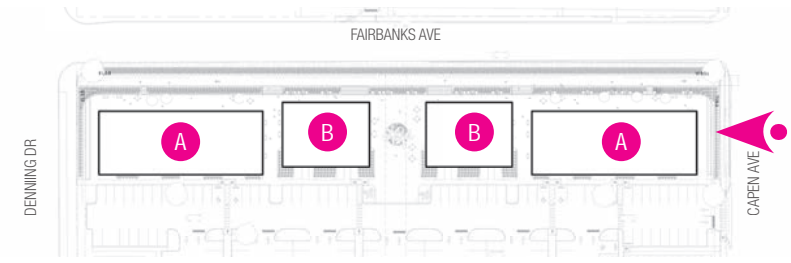
# FBS - SOUTH

Parking Area Elevation - Building Type B



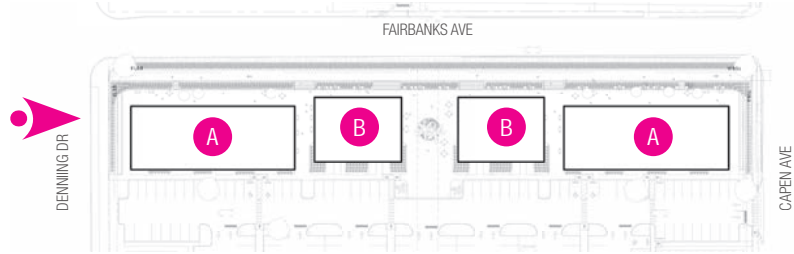
# FBS - SOUTH

Capen Ave Elevation - Building Type A



# FBS - SOUTH

Denning Dr. Elevation - Building Type A



**ELEVATIONS**  
MATERIALITY





TEXTURED STUCCO



BRICK ARTICULATION



FABRIC CANOPIES



FRAMED CANOPY



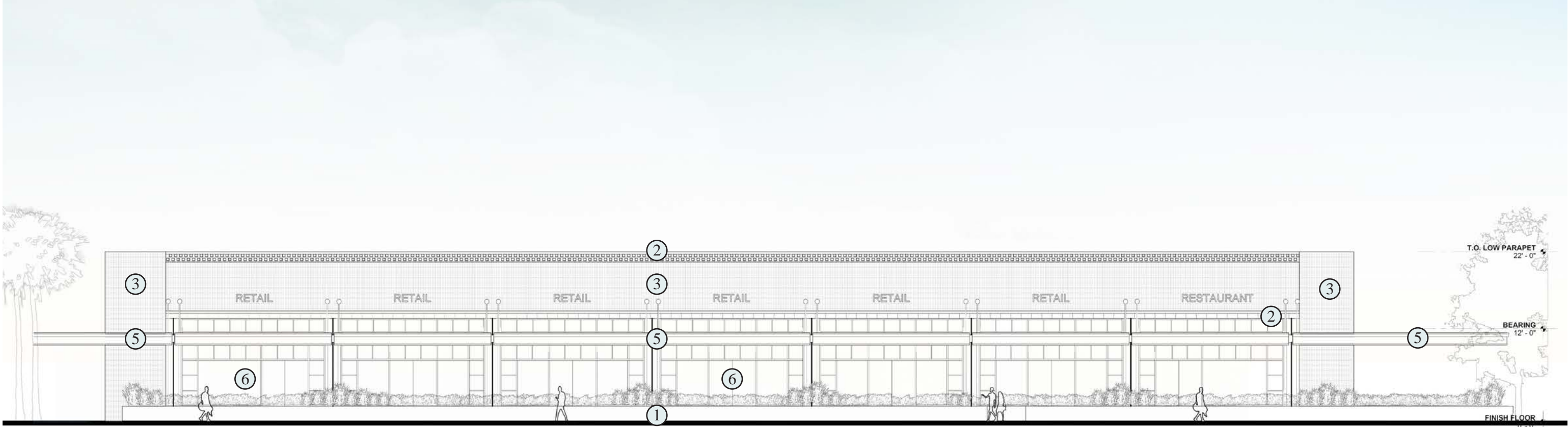
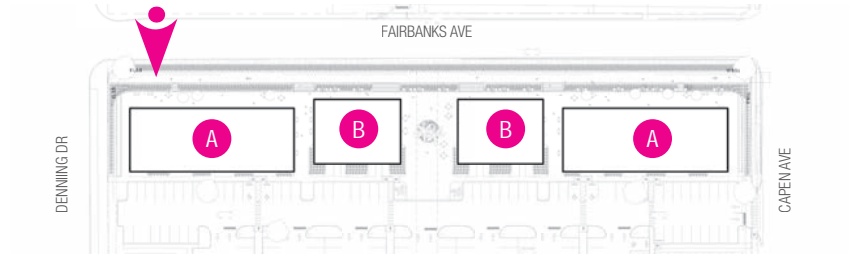
ANNODIZED ALUMINUM BRONZE STORE-FRONT SYSTEM

# FAIRBANKS AND DENNING - SOUTH PARCEL

NORTH ELEVATION - BUILDING TYPE A

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

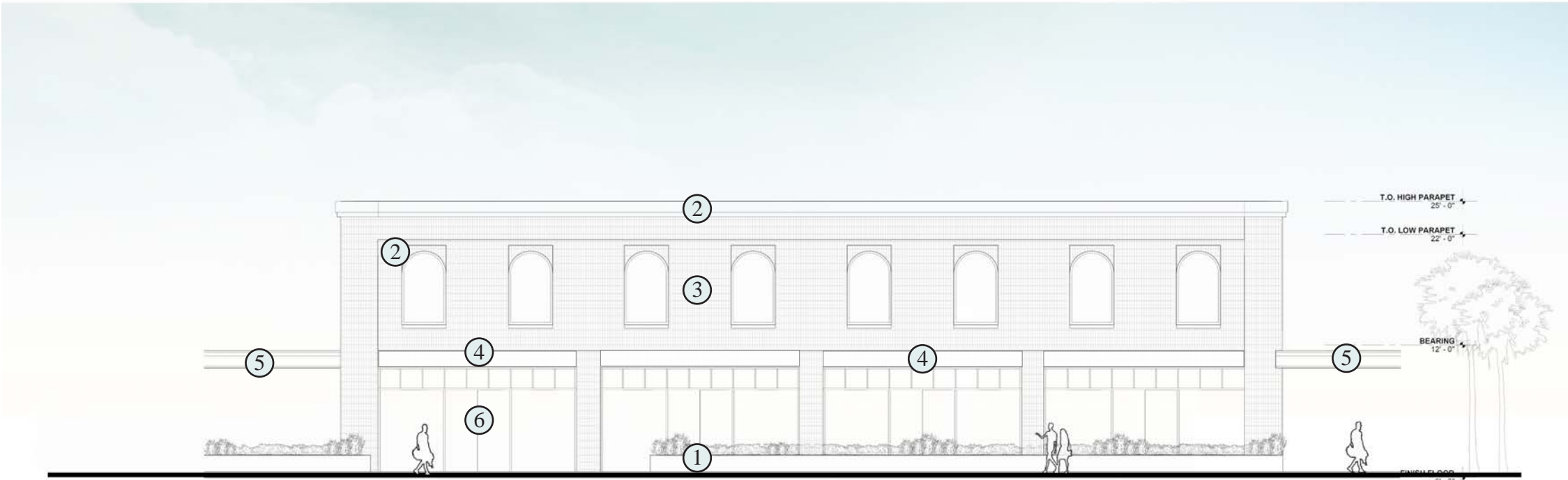
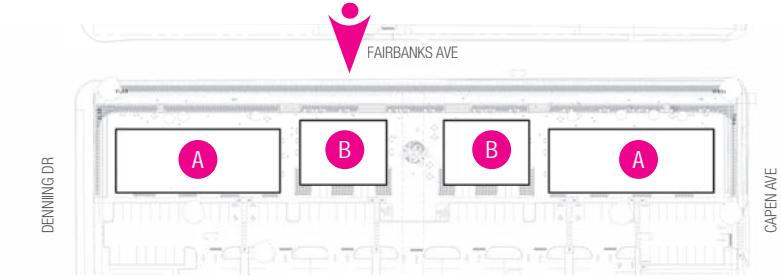


# FAIRBANKS AND DENNING - SOUTH PARCEL

## NORTH ELEVATION - BUILDING TYPE B

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

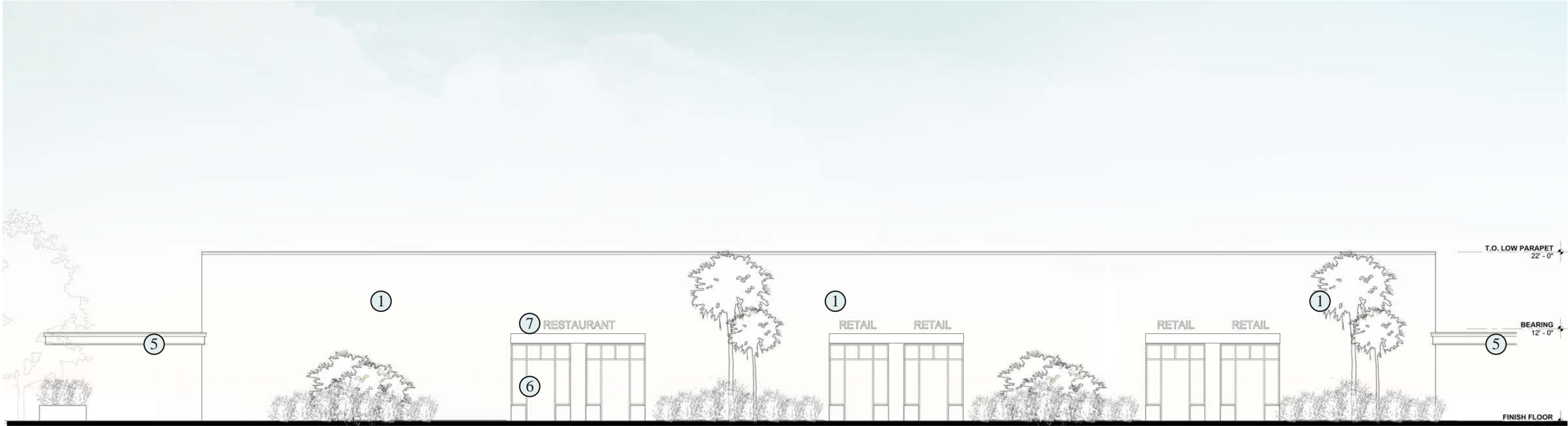
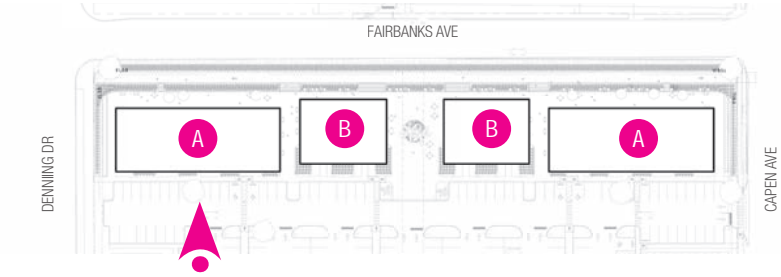


# FAIRBANKS AND DENNING - SOUTH PARCEL

## SOUTH ELEVATION - BUILDING TYPE A

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

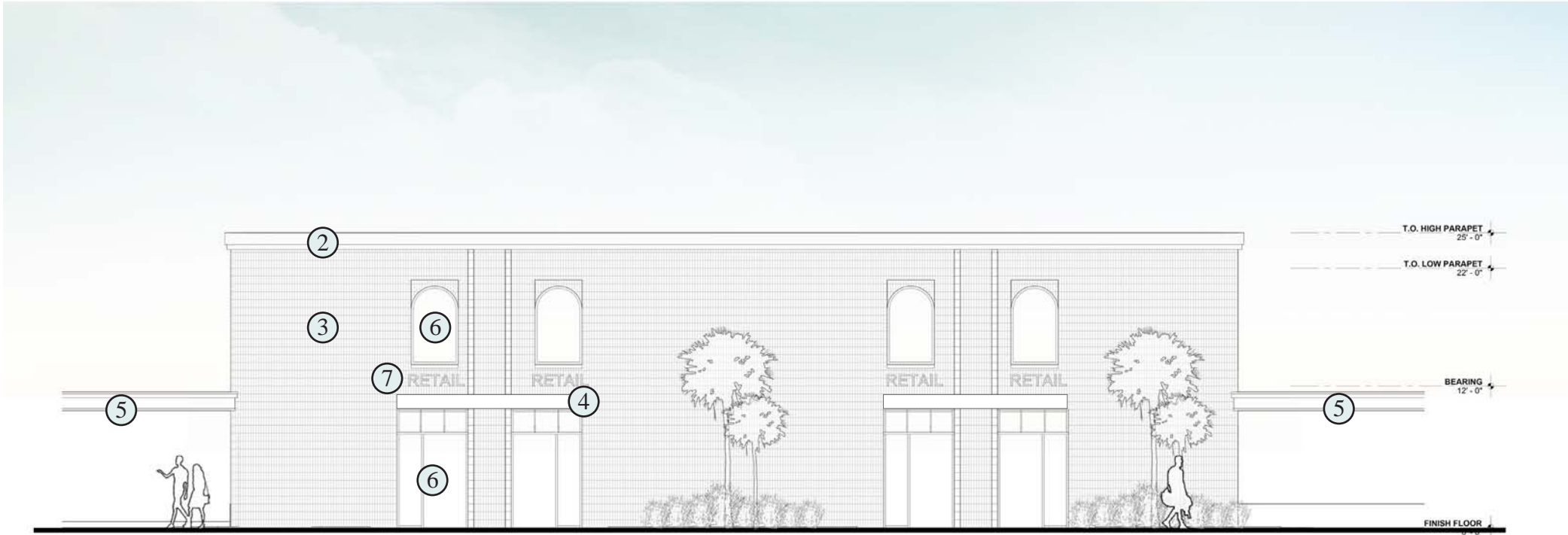
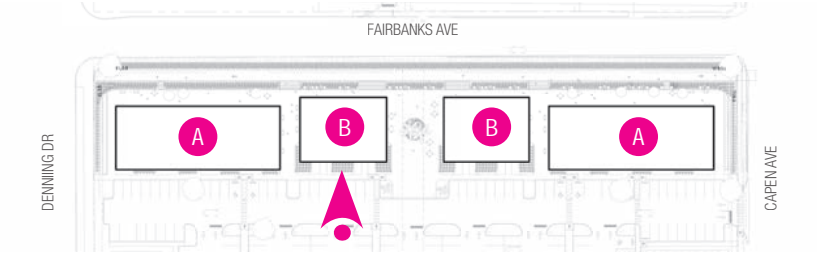


# FAIRBANKS AND DENNING - SOUTH PARCEL

SOUTH ELEVATION - BUILDING TYPE B

**Legend:**

- 1. Painted Stucco
- 2. Brick Articulation
- 3. Stack Bond Brick
- 4. Fabric Canopies
- 5. Framed Canopy
- 6. Anodized Aluminum Bronze Store-Front system
- 7. Signage Letters (see signage package)

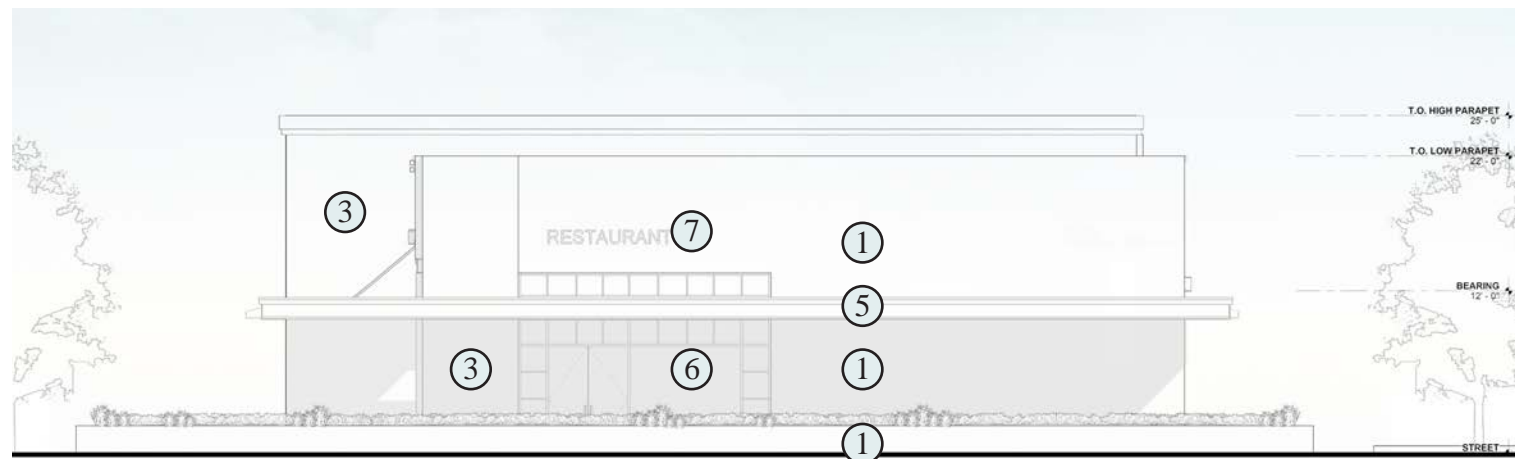
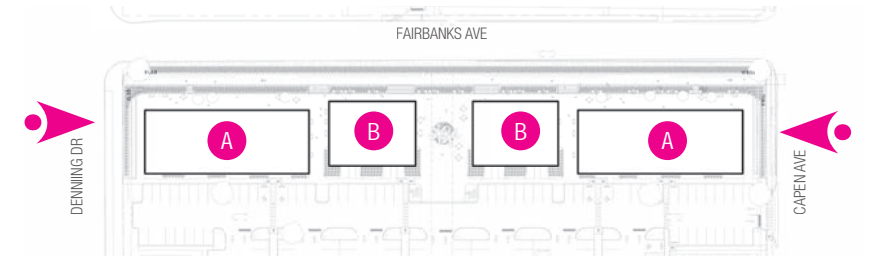


# FAIRBANKS AND DENNING - SOUTH PARCEL

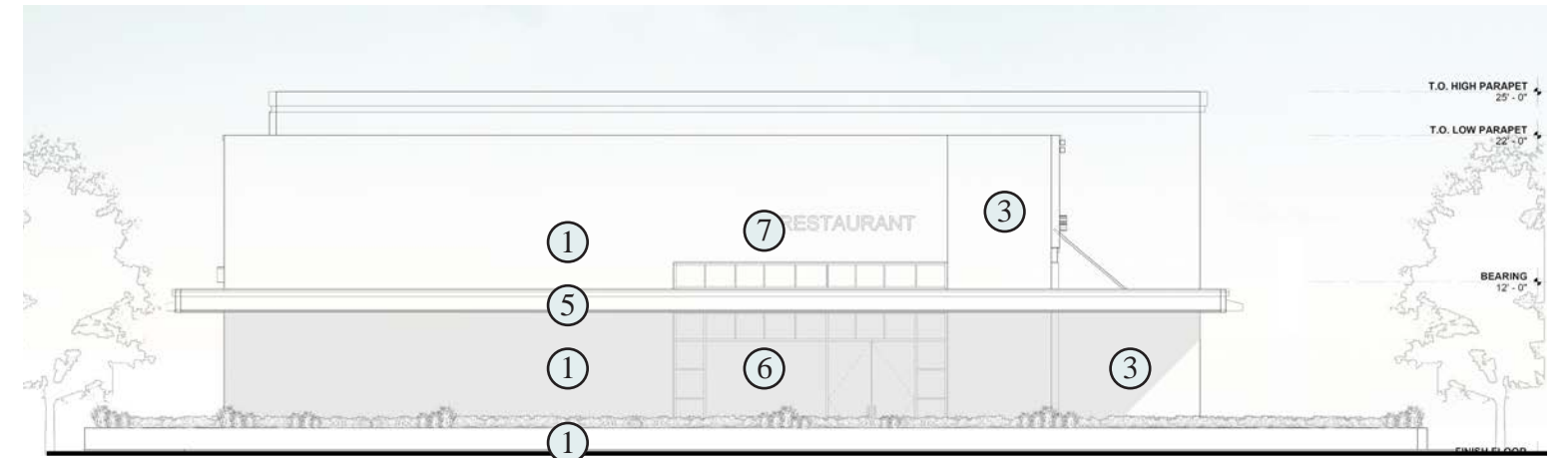
## EAST AND WEST ELEVATIONS - BUILDING TYPE A

**Legend:**

1. Painted Stucco
2. Brick Articulation
3. Stack Bond Brick
4. Fabric Canopies
5. Framed Canopy
6. Anodized Aluminum Bronze Store-Front system
7. Signage Letters (see signage package)



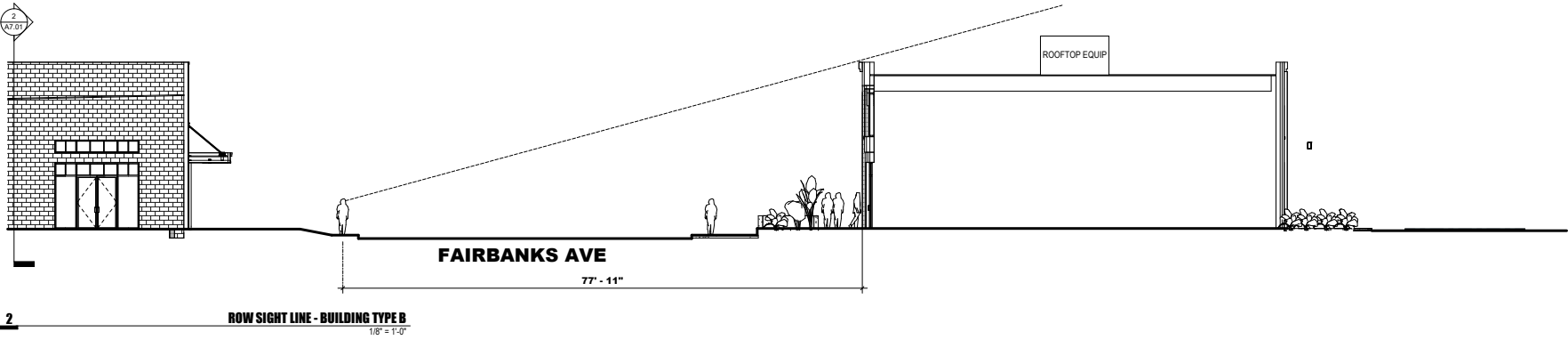
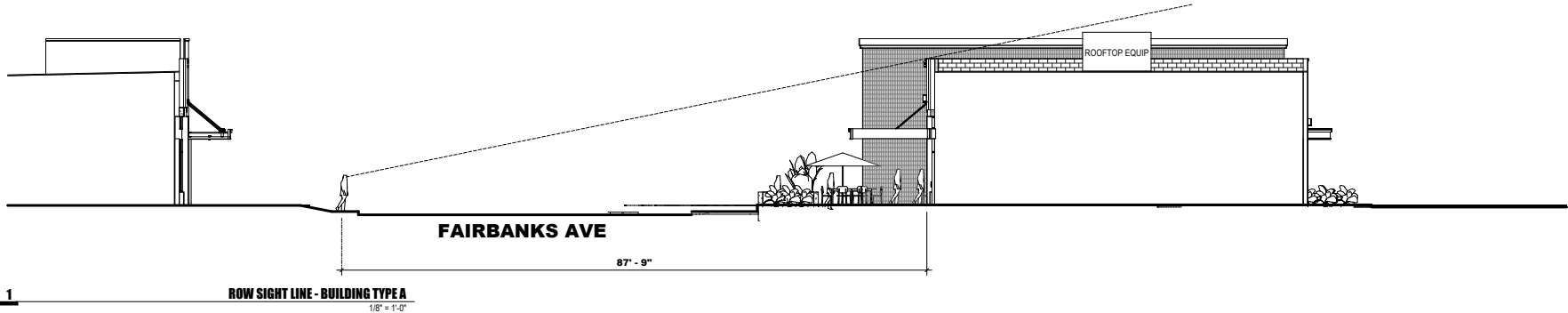
West Elevation



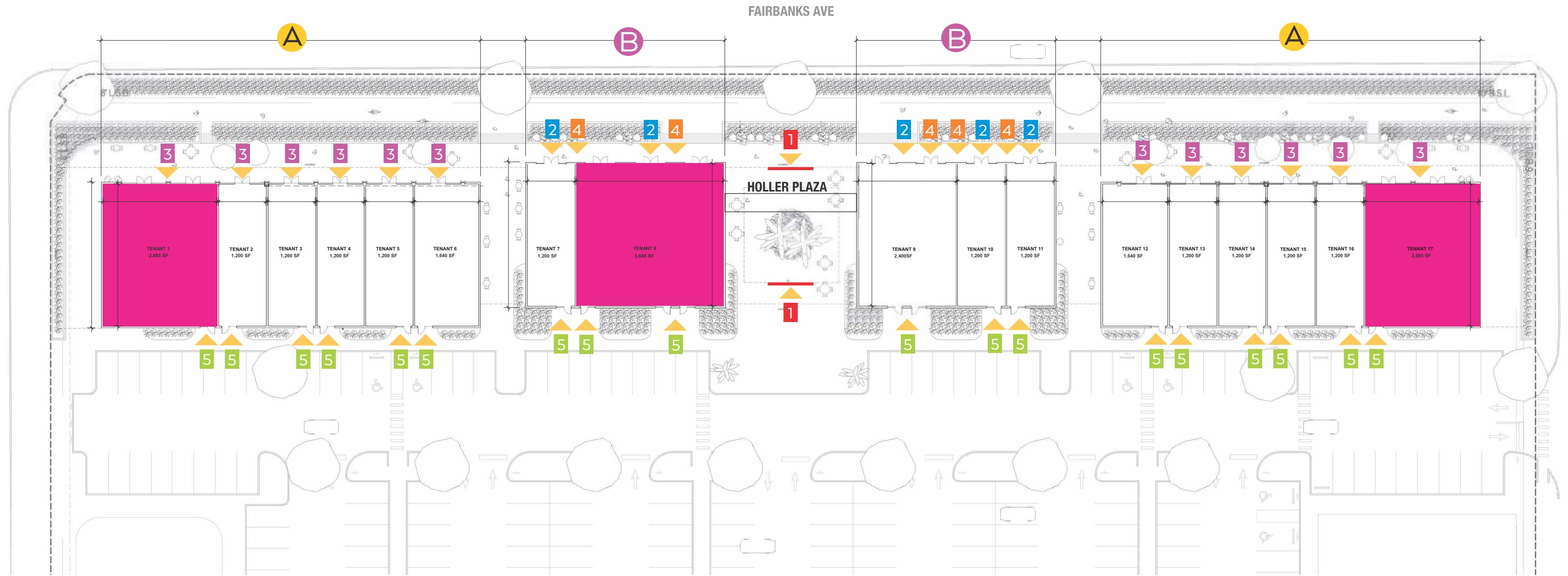
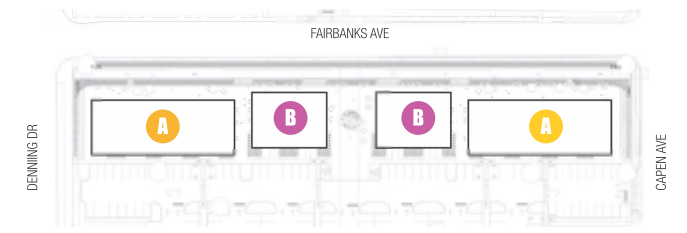
East Elevation

# FAIRBANKS AND DENNING - SOUTH PARCEL

## ROW SIGHT LINES



# Site Plan



## Summary

- Food and Beverage
- Retail

## Signage Key

- Sign Location
- 1 Primary Project Identity
- 2 Street Oriented Tenant Identity: Bldg B
- 3 Street Oriented Tenant Identity: Bldg A
- 4 Street Oriented Awning Message Identity Bldg B
- 5 Parking Oriented Tenant Identity



Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com  
 website: gwaw.com  
 3200 N FEDERAL HIGHWAY, SUITE 206-09  
 BOCA RATON FL 33431

project name:  
 Sw 27th Street  
 Upgrade Campaign

project address:  
 281-298 SW 27th Street  
 Fort Lauderdale FL

Project Identity Number:  
 X

date:  
 12/01/25

sales associate:  
 GW

project team:  
 GW/DS/GAW

project designer:  
 GAW

### notes / project updates

1. 03/09/26: Updated Building A Signage to facade mounted / up lit
2. x
3. x
4. x
5. x

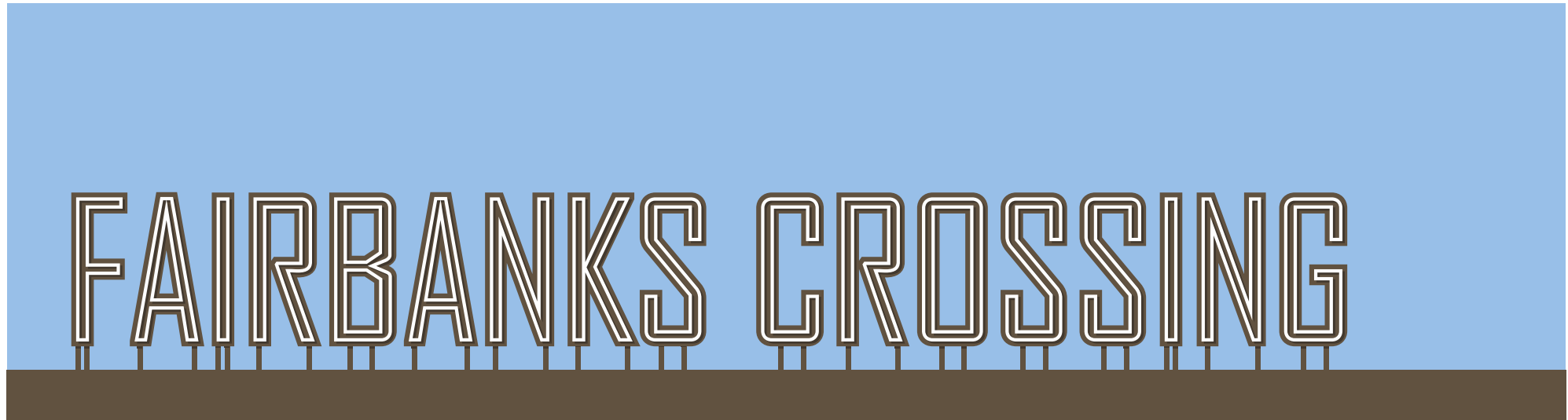
architect  
**dap**  
 architect  
 dap design, llc  
 1800 north orange avenue suite a  
 orlando florida 32804

client:  
**JENKINS**  
 CAPITAL

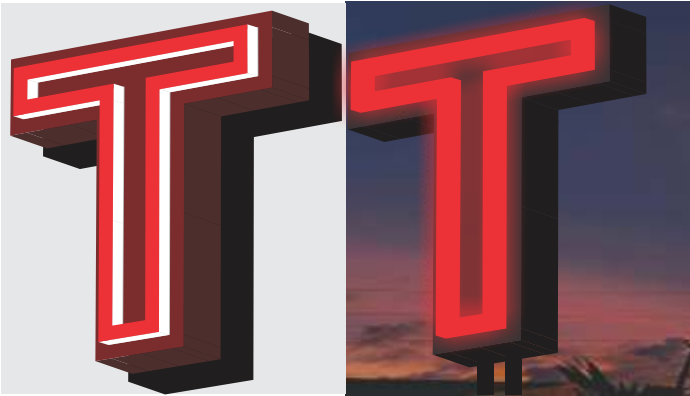
environmental graphic design  
**GWA**  
 Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com  
 website: gwaw.com

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# 1 Primary Project Identity



Decorative multi-dimensional channel letters, pin mounted from hidden bearing structure. Faux Neon Fabrication to pay homage to Holler Family Heritage



Front Lit / Push-Thru "Outline" Style Face



Primary Property Identity centered on architectural canopy system facing Fairbanks with an additional display facing internally, viewed from the parking oriented side of the property



Inspiration



Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com website: gwaw.com  
 3200 N FEDERAL HIGHWAY, SUITE 206-09 BOCA RATON FL 33431

project name:  
 Sw 27th Street Upgrade Campaign

project address:  
 281-298 SW 27th Street Fort Lauderdale FL

date:  
 12/01/25  
 sales associate:  
 GW  
 project team:  
 GW/DS/GAW  
 project designer:  
 GAW

Project Identity Number:  
 X

notes / project updates  
 1. 03/09/26: Updated Building A Signage to facade mounted / up lit  
 2. x  
 3. x  
 4. x  
 5. x

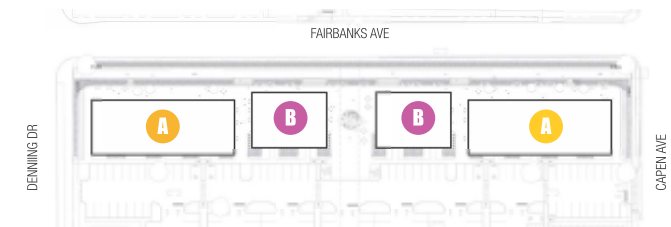
architect  
**dap**  
 architect  
 dap design, llc  
 1800 north orange avenue suite a orlando florida 32804

client:  
**JENKINS**  
 CAPITAL

environmental graphic design  
**GWA**  
 Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
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## 2 Street Oriented Tenant Identity: Building B



Continuous linear lighting system with perforated aluminum base and solid aluminum face to shield direct lighting source

Dimensional aluminum plate letter and logo forms, spacer mounted to an aluminum contour backer system. Contour system mounts behind lighting system onto a continuous aluminum bearing structure. Contour backgrounds fabricated to "stand" above the lighting for a "floating" effect.

Typical Street Oriented Elevation: Building B Architecture



Glen Welden & Associates, LLC  
 3295 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com  
 website: gwelden.com  
 3200 N FEDERAL HIGHWAY, SUITE 206-09 BOCA RATON FL 33431

project name:  
 Sw 27th Street Upgrade Campaign

project address:  
 281-298 SW 27th Street Fort Lauderdale FL

date:  
 12/01/25

sales associate:  
 GW

project team:  
 GW/DS/GAW

project designer:  
 GAW

Project Identity Number:  
 X

notes / project updates

1. 03/09/26: Updated Building A Signage to facade mounted / up lit
2. x
3. x
4. x
5. x

architect

**dap**  
 architect

dap design, llc  
 1800 north orange avenue suite a orlando florida 32804

client:

**JENKINS**  
 CAPITAL

environmental graphic design

**GWA**

Glen Welden & Associates, LLC  
 3295 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com  
 website: gwelden.com

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# 2 Street Oriented Tenant Lighting System: Building B

SHOWCASE LINEAR WHITE  
Exterior LED liner

## Features

- Slim size – easy fit in different architectural structures
- Dedicated optic design – even washing effect
- On/Off control
- Easy installation and maintenance – auto-addressing and reliable connection by self-locking water-proof connectors

## Optical Specifications

Luminous flux	Short	900 lm
	Long	2880 lm
Efficacy		80 lm/W
CCT		4000 K
CRI		80
Beam angle		15° x 55°

## Electrical/Mechanical Specifications

Input voltage	24 VDC
Power consumption	Short: 12 W Long: 36 W
Dimensions L x W x H	Short: 11.81" x 1.61" x 1.14" Long: 39.37" x 1.61" x 1.14" (Excluding mounting bracket)
Weight	Short: 1.76 lbs. Long: 4.41 lbs.
Cover lenses	Semi-tempered glass cover
Housing	Aluminum

## System Specifications

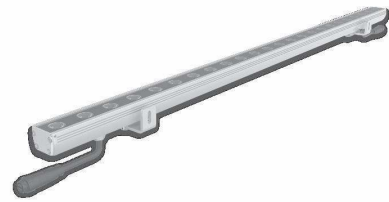
Control	On/Off
Max. interconnection	Short: 8 units Long: 2 units
Adjustment options	±90° tilt
Operating temperature	-4° F - 122° F
Storage temperature	-40° F - 176° F
Environment	Outdoor (IP66)
Lumen maintenance	L <sub>70</sub> @ 25° C - 50,000 hours
Safety approval	Electrical Protection Class III, CE, CB, UL
Warranty	3-year parts only



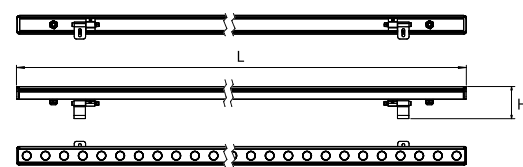
Specifications subject to change without notice.

## Specifications

## SHOWCASE SERIES



## Dimensions

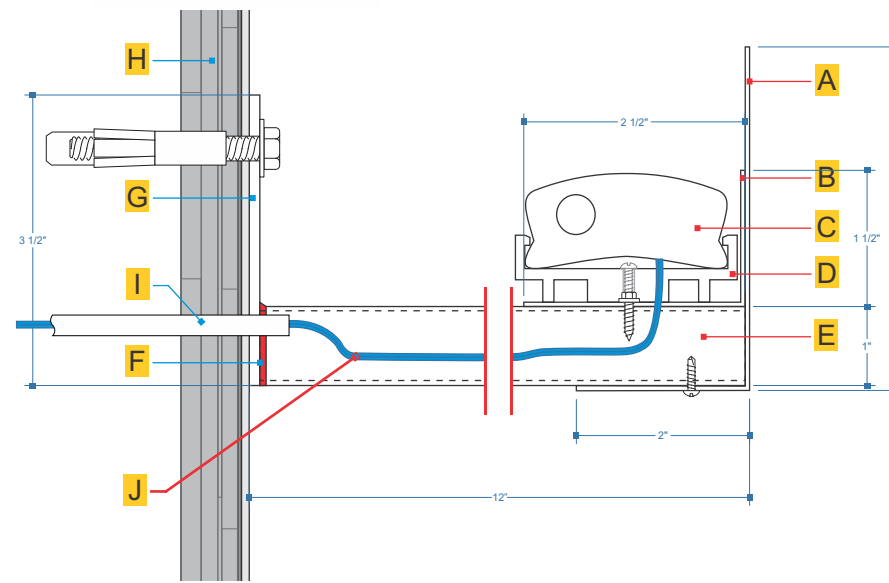


	Linear Short	Linear Long
L	11.81"	39.37"
W	1.61"	1.61"
H	2.83"	2.83"
H1	1.10"	1.10"
H2	1.69"	1.69"

## Product Options

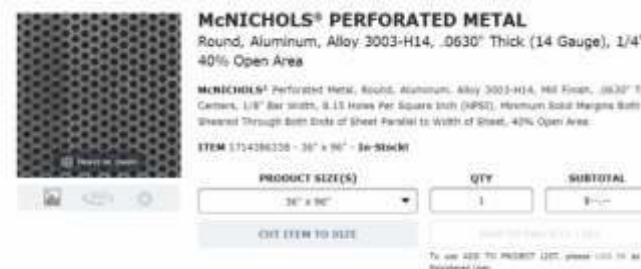
Showcase Linear White Fixtures	Part number
Showcase Linear 12 W On/Off 15 x 55 4000 K Short	P-LN1555-12W-40
Showcase Linear 36 W On/Off 15 x 55 4000 K Long	P-LN1555-36W-40

Showcase Linear White Cables	Part number
Showcase Linear White 2-pin DC Power Starter Cable 6-ft	P-LN-2SC-2000
Showcase Linear White 2-pin DC Interconnection CAB 3-ft	P-LN-2IC-CAB-1000
Showcase Linear White 2/3-pin Connector Socket End Cap	P-LN-3PC-EC

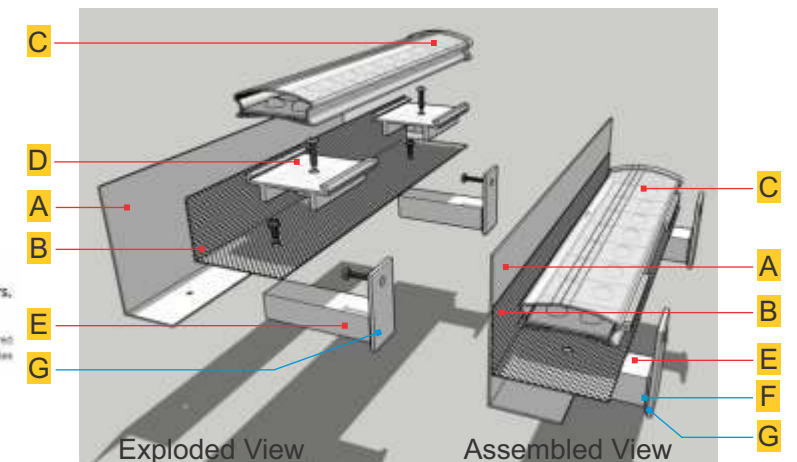
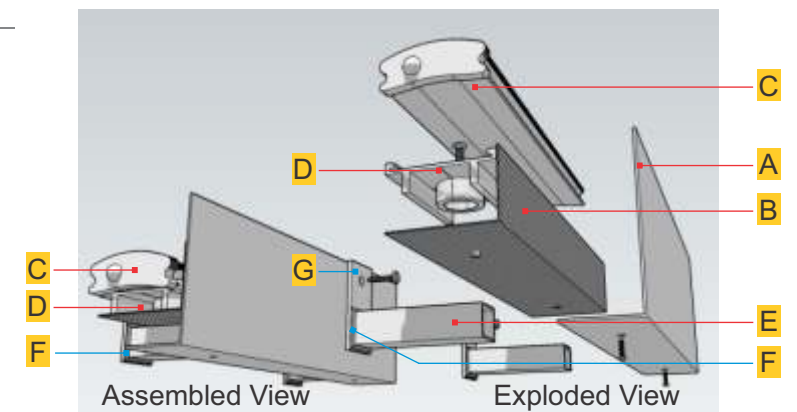
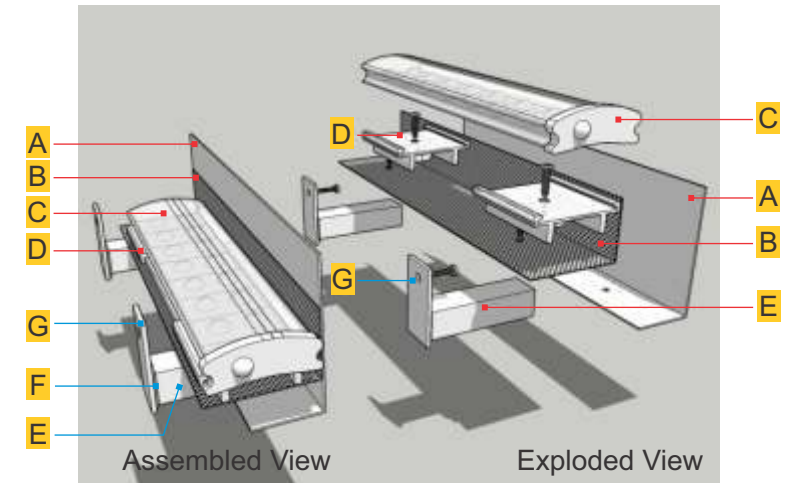
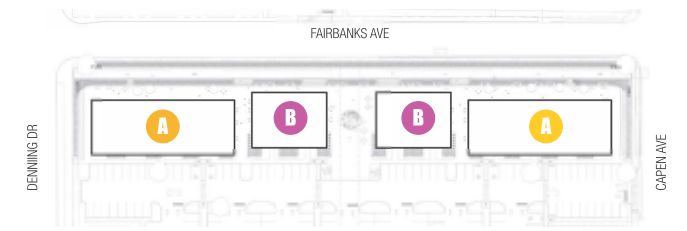


## Section Detail: Building B Architectural Decorative Up Lighting

- A** 4" x 2" x .125" Machine Bent Aluminum Front Cover. Secured to 1" x 1" aluminum square tubes with 1/4" diameter pan head stainless steel self tap fasteners.
- B** McNichols Perforated Aluminum, machine bent, Alloy 3003-H14, .063 Thick, 1/4" round on 3/8" staggered centers, 40% open area. Secured to 1" x 1" aluminum square tubes with 1/4" diameter hex head stainless steel self tap fasteners.
- C** Principle/Sloan Showcase Linear 36W linear LED lighting system. Nominal 36" in length per unit. Secured to perforated aluminum with stainless steel self tap fasteners and mounting clips.
- D** Principle/Sloan mounting clips: Principle/Sloan Showcase Linear 36W linear LED lighting system snaps into clips. Clips at 18" c/c. Secured to perforated aluminum with 1/4" diameter pan head stainless steel self tap fasteners
- E** 1" x 1" x .125" horizontal aluminum square tube supports. 12" in length, tubes include a vertical aluminum plate for mounting to wall surface, welded to tube.
- F** Continuous weld of 1" x 1" x .125" horizontal aluminum square tube supports to aluminum mounting plate.
- G** 3 3/4" tall x 2" wide x .125" thick vertical aluminum mounting plates. Continuous welded to 1" x 1" x .125" horizontal aluminum square tube supports.
- H** Brick-Faced Facade
- I** Low Voltage Wiring Feed to 120V Power Supply
- J** Low Voltage Wiring Concealed Within Square Tube Armature (Typical)



## Perforated Aluminum Material Specifications



Glen Welden & Associates, LLC  
3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
email: gwadesign@gmail.com  
website: gwelden.com  
3200 N FEDERAL HIGHWAY, SUITE 206-09  
BOCA RATON FL 33431

project name:  
Sw 27th Street  
Upgrade Campaign

project address:  
281-298 SW 27th Street  
Fort Lauderdale FL

Project Identity Number:  
X

date:  
12/01/25

sales associate:  
GW

project team:  
GW/DS/GAW

project designer:  
GAW

notes / project updates

- 03/09/26: Updated Building A Signage to facade mounted / up lit
- x
- x
- x
- x

architect

dap  
architect

dap design, llc  
1800 north orange avenue suite a  
orlando florida 32804

client:

JENKINS  
CAPITAL

environmental graphic design

GWA

Glen Welden & Associates, LLC  
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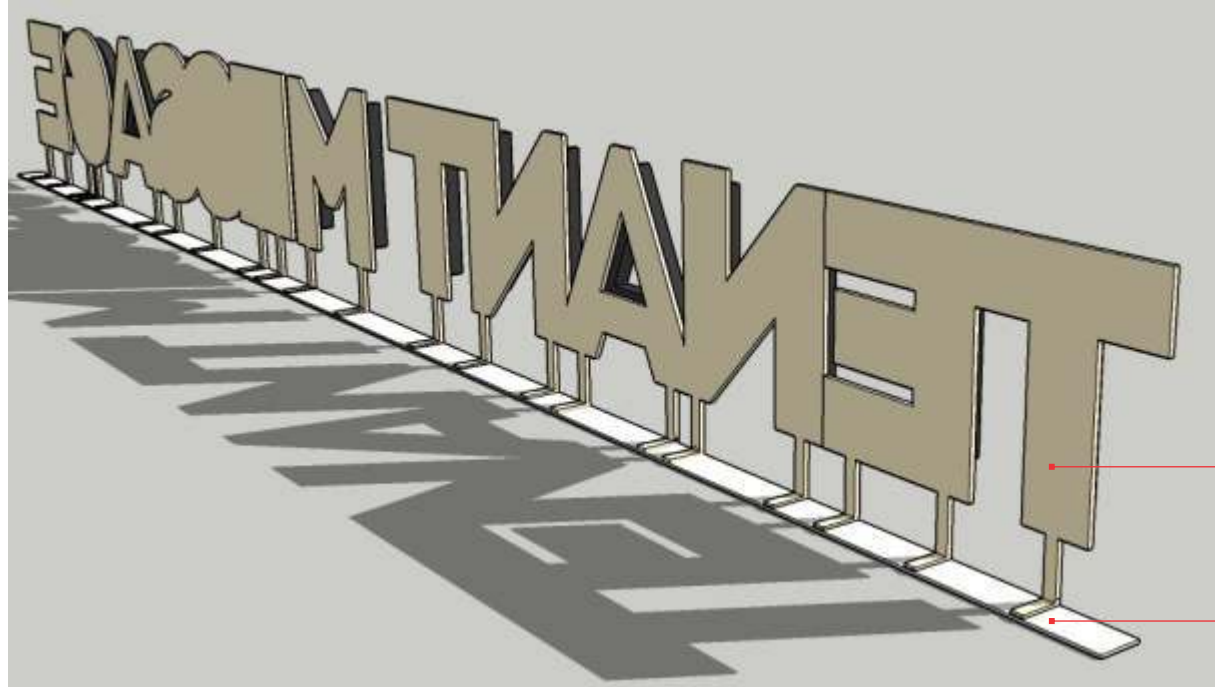
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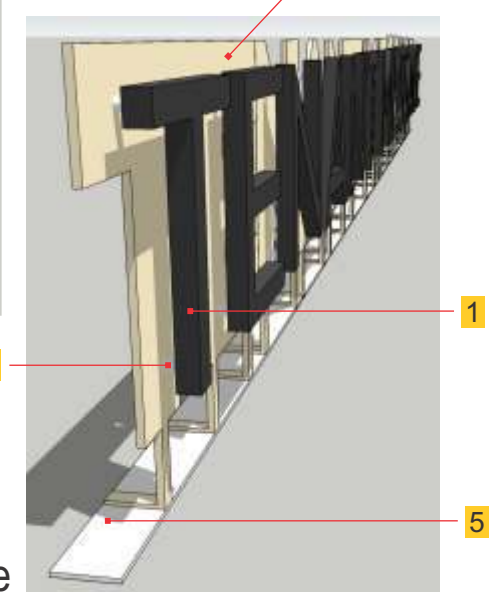
## 2 Street Oriented Tenant Signage System Building B



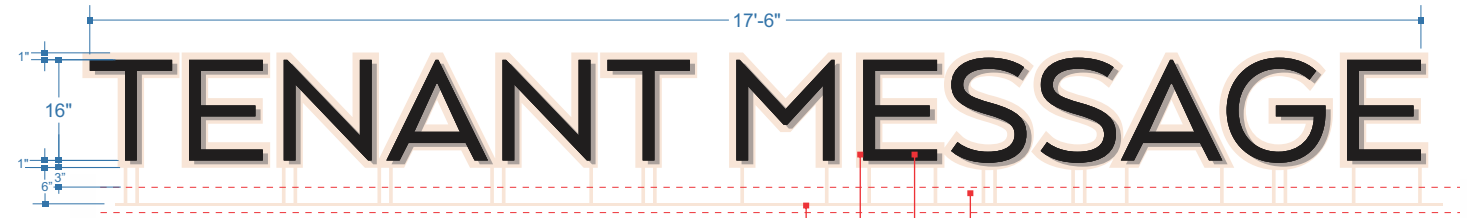
Isometric A: Back



Isometric B: Front

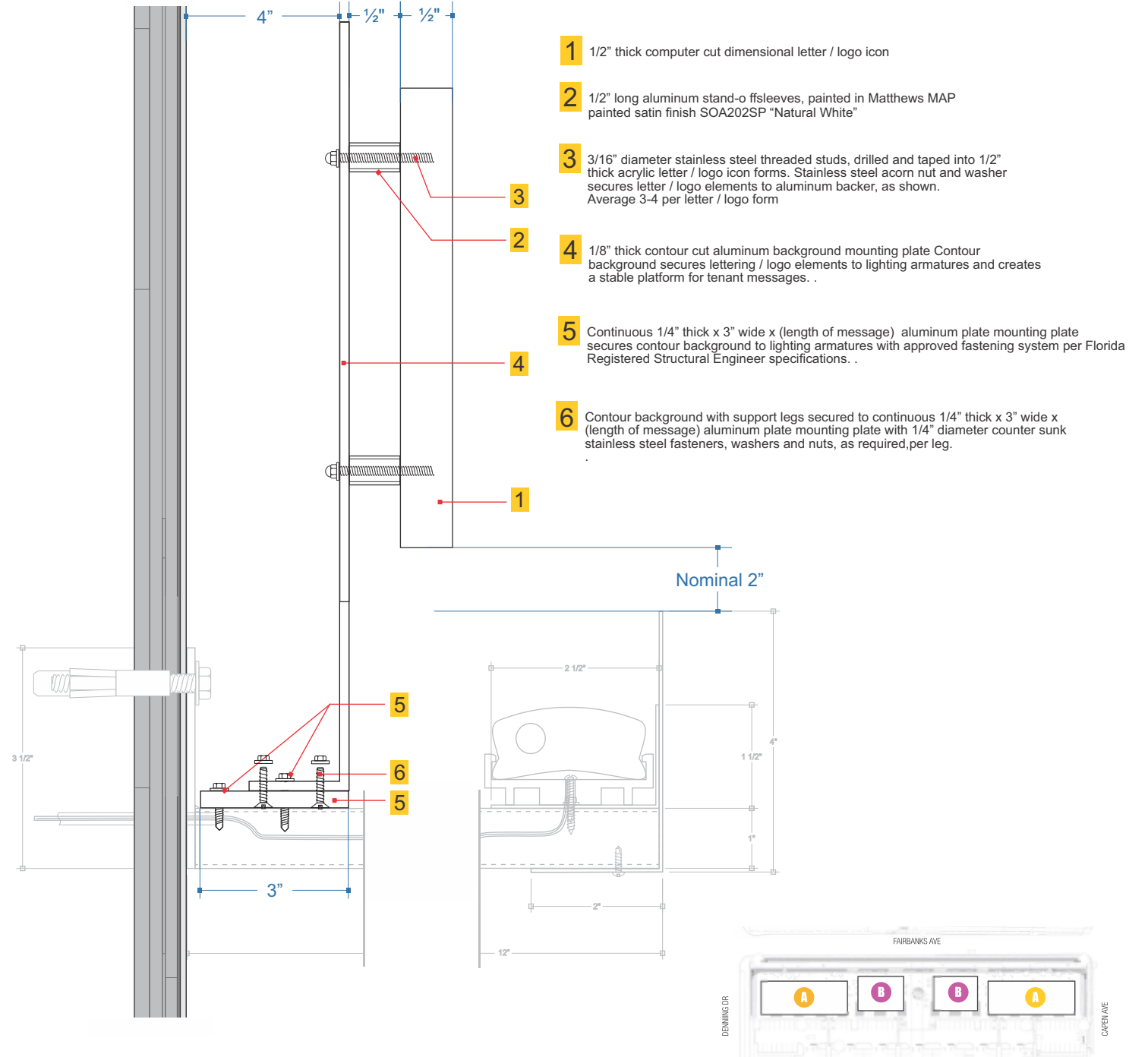


Isometric C: Mounting Plate



Typical: Default Tenant Message

Multi-Dimensional Tenant Identity affixed to a fabricated lighting / armature system, mounted to Building B Style architectural frontages



Glen Welden & Associates, LLC  
3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
email: gwadesign@gmail.com  
website: gwelden.com  
3200 N FEDERAL HIGHWAY, SUITE 206-09  
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Fort Lauderdale FL

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12/01/25

sales associate:  
GW

project team:  
GW/DS/GAW

project designer:  
GAW

Project Identity Number:  
X

notes / project updates

- 03/09/26: Updated Building A Signage to facade mounted / up lit
- x
- x
- x
- x

architect

dap  
architect

dap design, llc  
1800 north orange avenue suite a  
orlando florida 32804

client:

JENKINS  
CAPITAL

environmental graphic design

GWA

Glen Welden & Associates, LLC  
3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
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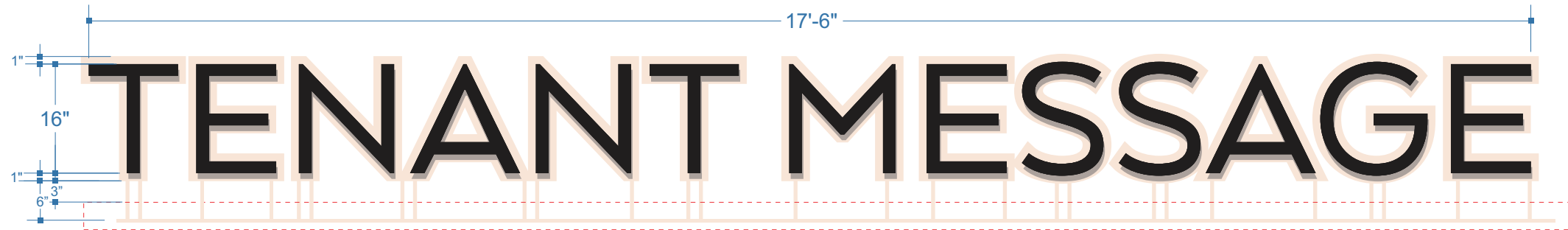
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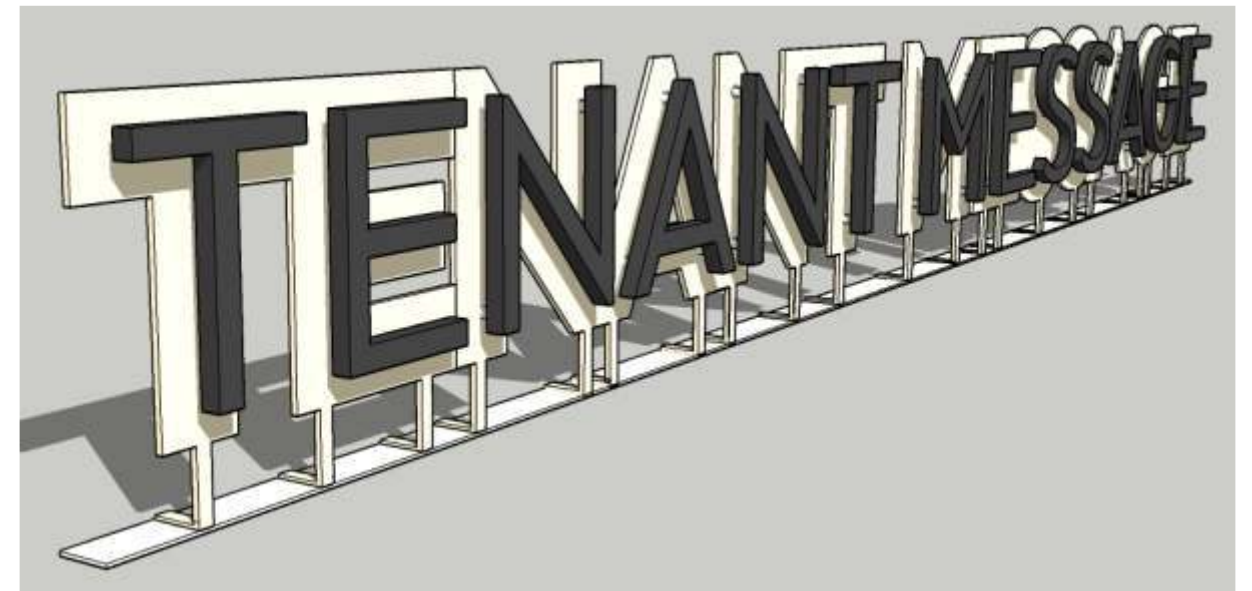
Page 121 of 286

### 3 Street Oriented Tenant Identity: Building A



#### Typical: Default Tenant Message

Multi-Dimensional Tenant Identity affixed to a fabricated lighting / armature system, mounted to Building A Style Facade area. Tenant Identity spans between awning bracket and armature supports, as shown below.



#### Typical Street Oriented Elevation: Building A Architecture



Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com  
 website: gwelden.com  
 3200 N Federal Highway, Suite 206-09  
 Boca Raton, FL 33431

project name:  
 Sw 27th Street  
 Upgrade Campaign

project address:  
 281-298 SW 27th Street  
 Fort Lauderdale, FL

date:  
 12/01/25

sales associate:  
 GW

project team:  
 GW/DS/GAW

project designer:  
 GAW

Project Identity Number:  
 X

#### notes / project updates

1. 03/09/26: Updated Building A Signage to facade mounted / up lit
2. x
3. x
4. x
5. x

#### architect

**dap**  
 architect  
 dap design, llc  
 1800 north orange avenue suite a  
 orlando florida 32804

#### client:

**JENKINS**  
 CAPITAL

#### environmental graphic design

**GWA**  
 Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
 email: gwadesign@gmail.com  
 website: gwelden.com

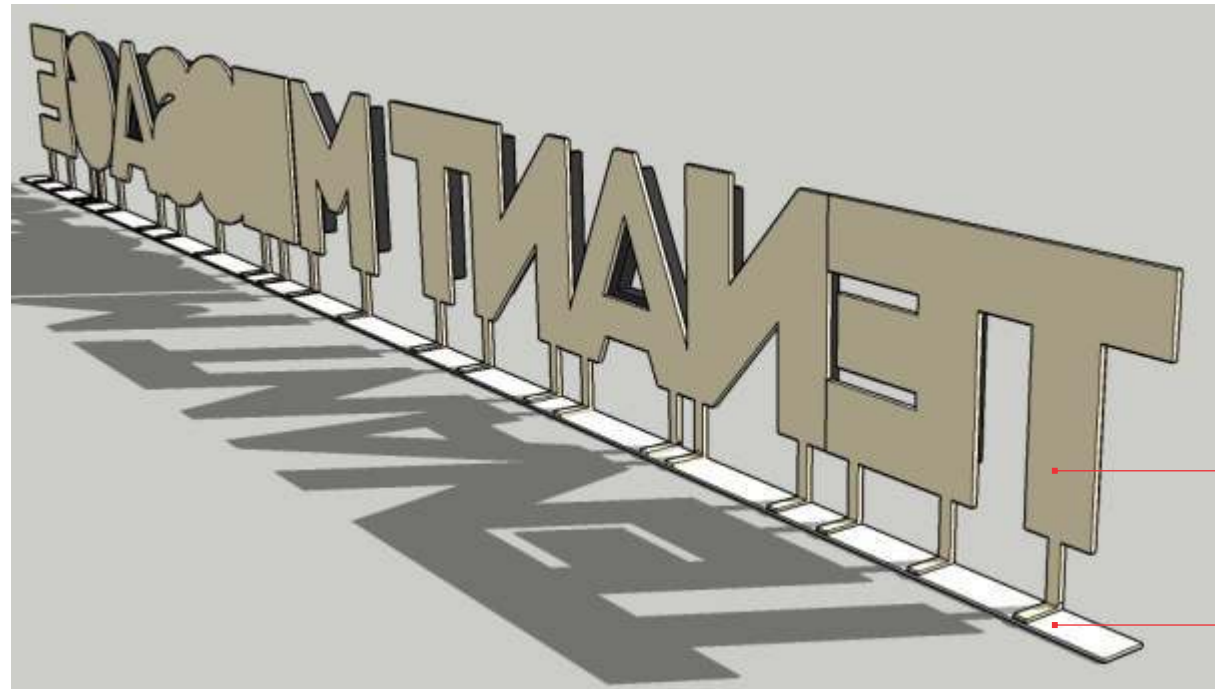
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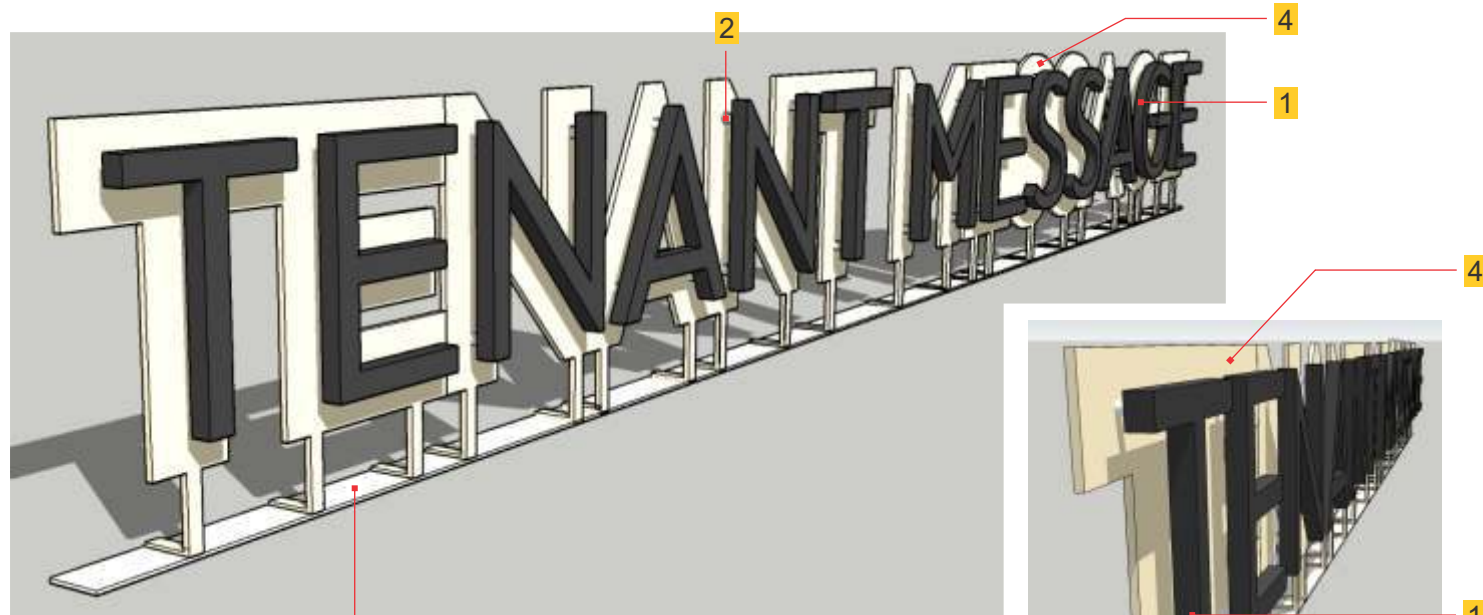
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Page 122 of 286

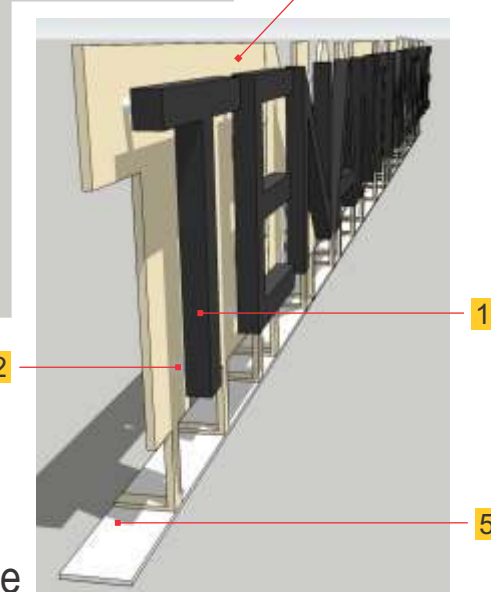
### 3 Street Oriented Tenant Lighting System: Building A



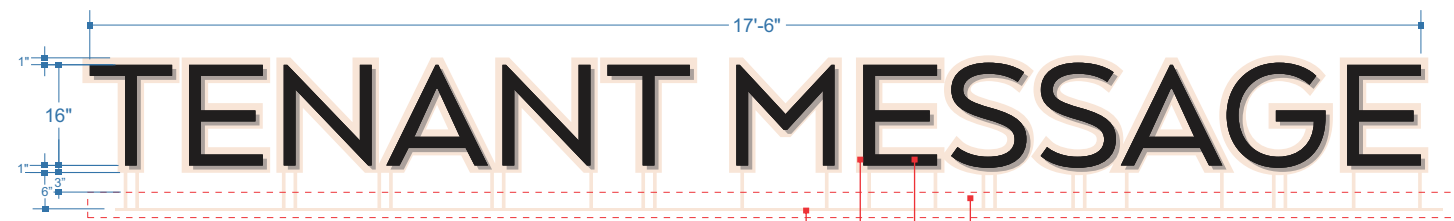
Isometric A: Back



Isometric B: Front

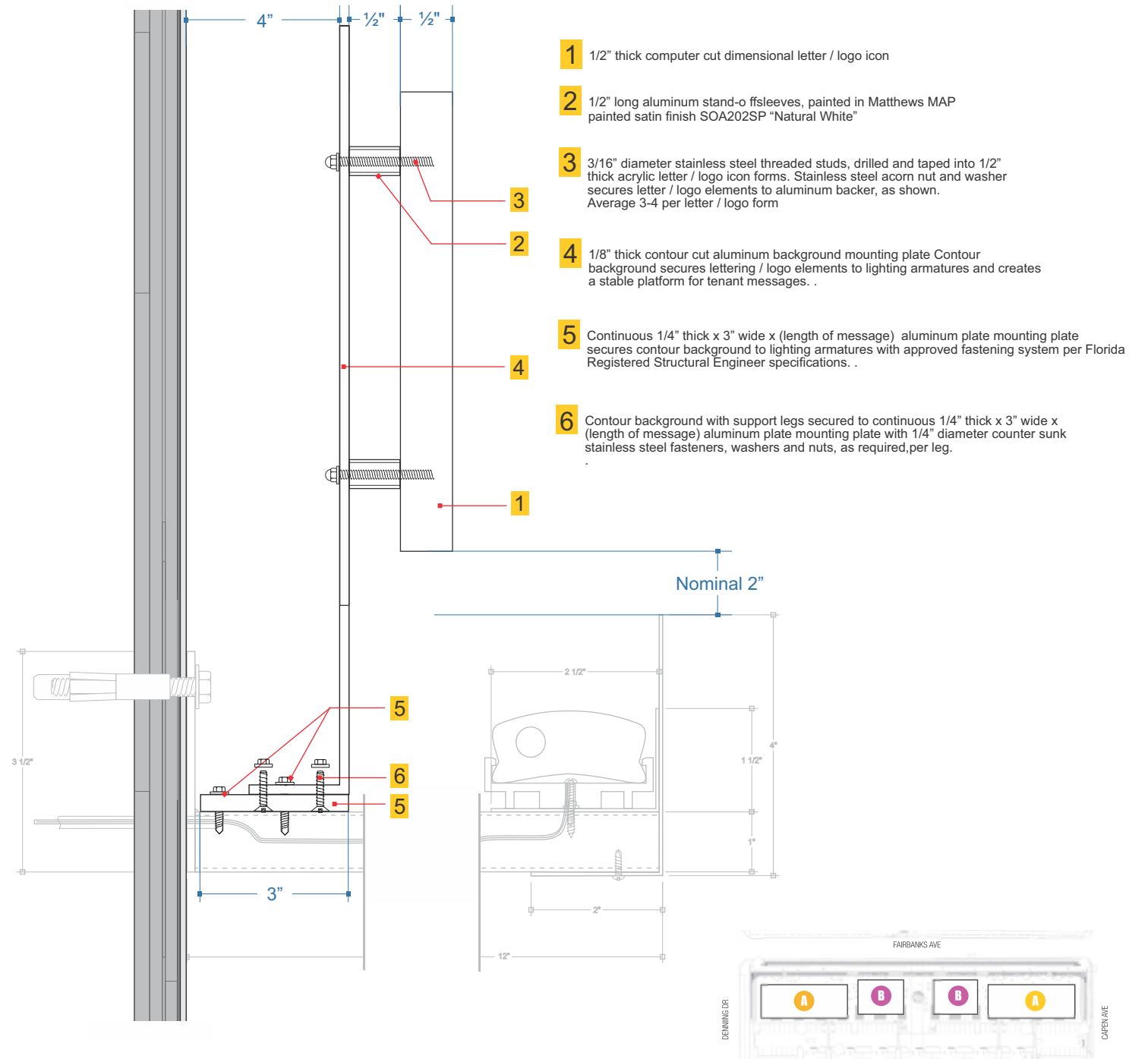


Isometric C: Mounting Plate



Typical: Default Tenant Message

Multi-Dimensional Tenant Identity affixed to a fabricated lighting / armature system, mounted to Building B Style architectural frontages



Glen Welden & Associates, LLC  
 3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
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sales associate:  
 GW

project team:  
 GW/DS/GAW

project designer:  
 GAW

Project Identity Number:  
 X

notes / project updates

- 1. 03/09/26: Updated Building A Signage to facade mounted / up lit
- 2. x
- 3. x
- 4. x
- 5. x

architect  
**dap**  
 architect  
 dap design, llc  
 1800 north orange avenue suite a  
 orlando florida 32804

client:  
**JENKINS**  
 CAPITAL

environmental graphic design  
**GWA**  
 Glen Welden & Associates, LLC  
 gwadesign@gmail.com  
 website: gwelden.com

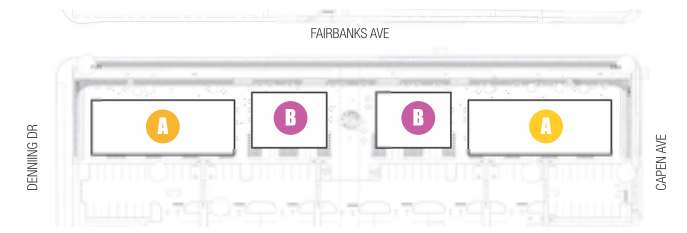
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# 4 Street Oriented Awning Message System: Building B

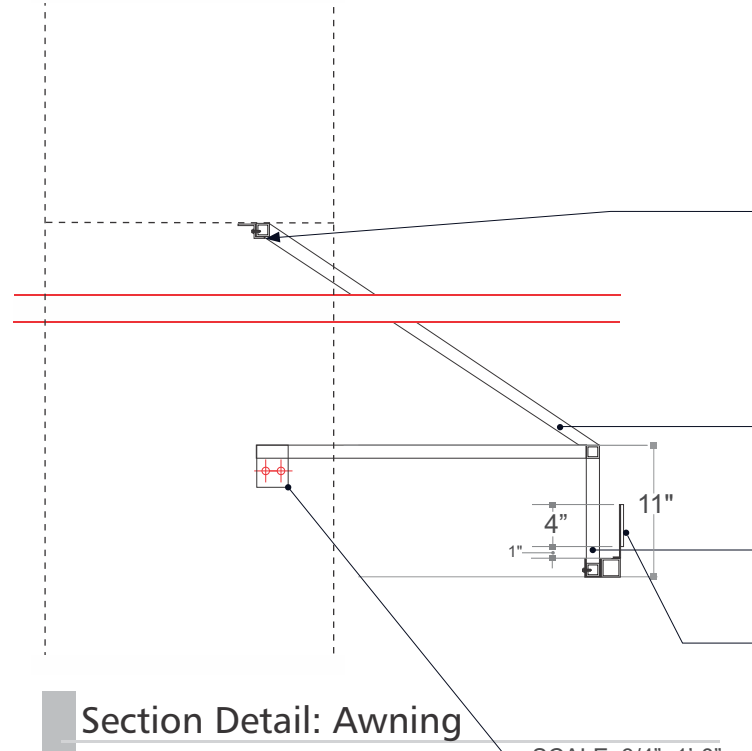


## Detail: Awning Messages for Tenant Elevations

Weatherlyte Plus Waterproof Awning Fabric

**Awning Lettering: ALL AWNINGS**  
 Awning lettering from 4" tall "ARQUITECTA" letter style, exclusively, in Matthews MAP SOA 202SP "Natural White" Gloss finish for all awnings. All lettering CLIP MOUNTED to a 1.5"x 1.5" square aluminum tube "bearing structure" with computer cut aluminum "pin" mounting system to provide for a "Free Floating" effect. Pins and backers painted in a satin Matthews paint finish to match awning color.

SCALE: TBD



## Section Detail: Awning

SCALE: 3/4"=1'-0"

Aluminum "Z" Clips secure awning to CBS wall

**Typical:**  
 Weatherlyte Plus Waterproof Awning Fabric cover, stapled to square tube aluminum frame. Poly cover. SOLID COLORS ONLY. Note: Same color of awning, per tenant space.

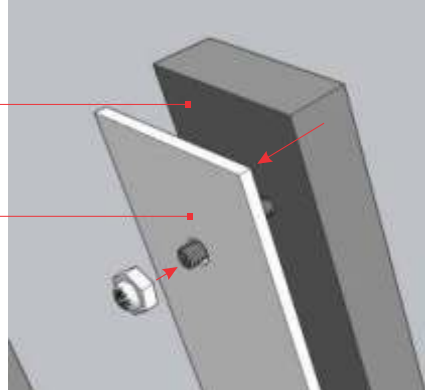
1" square tube aluminum fabricated staple-frame with RAL 9023 "Brushed Silver Metallic" powder coated finish.

**Awning Lettering: ALL AWNINGS**  
 Awning lettering from 4" tall x 1/2" thick "ARQUITECTA" letter style, exclusively, in Matthews MAP SOA 202SP "Natural White" Gloss finish for all awnings. All lettering tab mounted to a 1.5" x 1.5" square aluminum tube "bearing structure" with computer cut .090 aluminum "pin" mounting system to provide for a "Free Floating" effect. Pins and backers painted in a satin Matthews paint finish to match awning color. Note: Awning message will not repeat primary tenant message and may only be used to amplify goods and / or services.

1" square tube aluminum fabricated staple-frame secured to inside of vertical column with 1/4" thick welded aluminum plates, as shown.

message letter

.090 backer "pin"

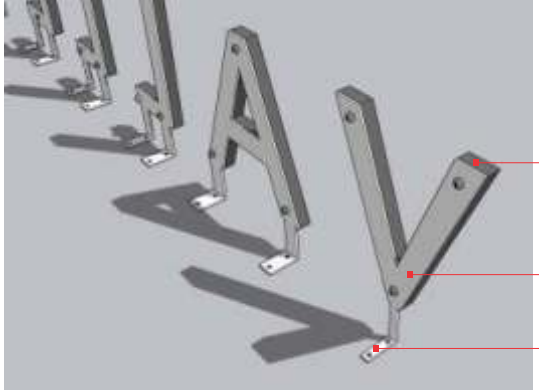


Typical: Fabric Awning Message Fabrication

message letter

.090 backer "pin"

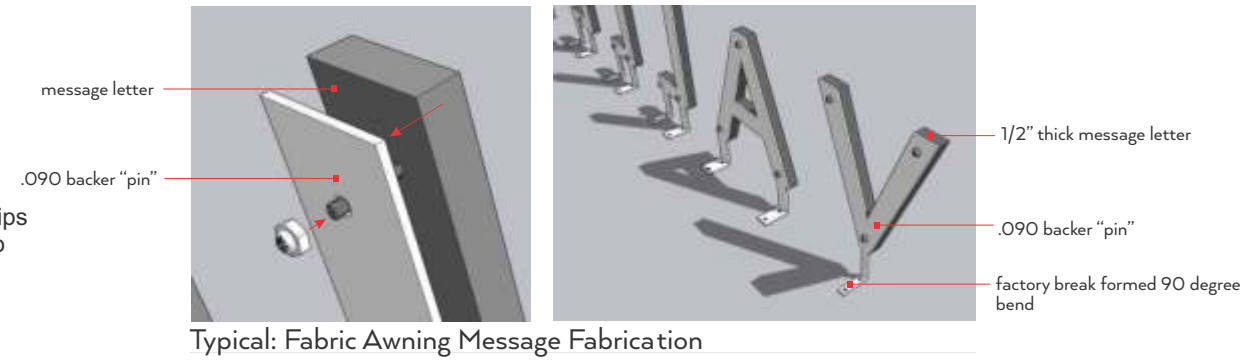
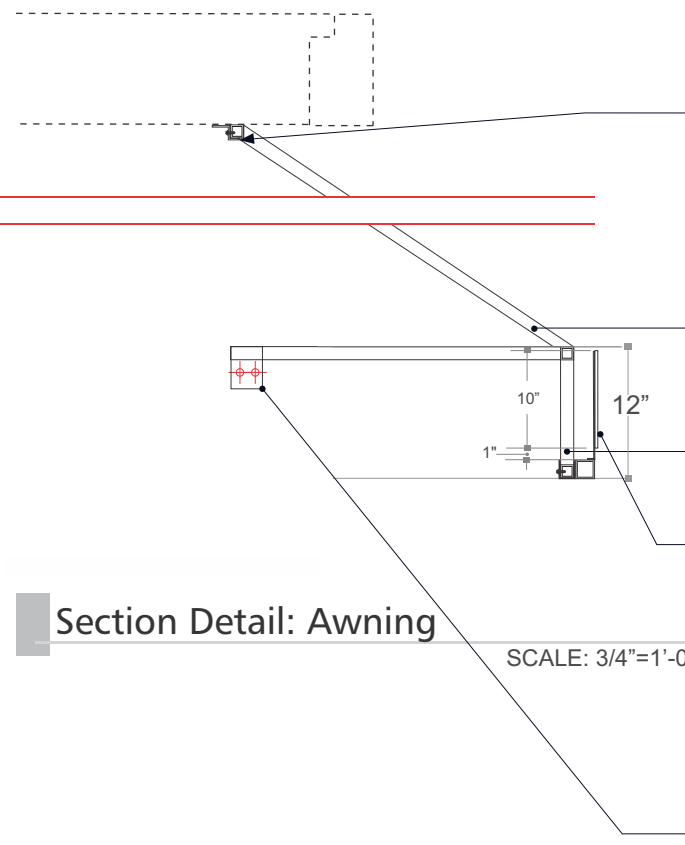
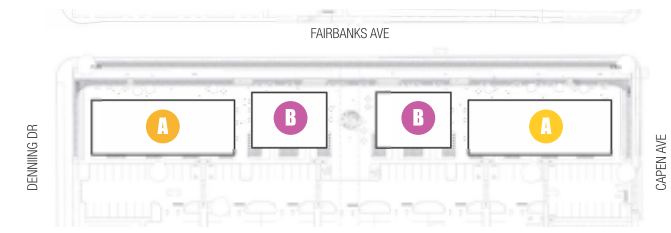
factory break formed 90 degree bend



ABCDEFGHIJKLMNOPQRSTUVWXYZ  
 abcdefghijklmnopqrstuvwxyz  
 1234567890

## Default Letter Style "Arquitectura"

# 5 Parking Oriented Tenant Identity: Buildings A & B



Typical: Fabric Awning Message Fabrication

Typical: Weatheryte Plus Waterproof Awning Fabric cover, stapled to square tube aluminum frame. Poly cover. SOLID COLORS ONLY. Note: Same color of awning, per tenant space.

1" square tube aluminum fabricated staple-frame with RAL 9023 "Brushed Silver Metallic" powder coated finish.

Awning Lettering: ALL AWNINGS  
Awning lettering from 10" tall x 1/2" thick "AGENCY" letter style, exclusively, in Matthews MAP SOA 202SP "Natural White" Gloss finish for all awnings. All lettering tab mounted to a 1.5" x 1.5" square aluminum tube "bearing structure" with computer cut .090 aluminum "pin" mounting system to provide for a "Free Floating" effect. Pins and backers painted in a satin Matthews paint finish to match awning color.  
Note: Awning message will not repeat primary tenant message and may only be used to amplify goods and / or services.

1" square tube aluminum fabricated staple-frame secured to inside of vertical column with 1/4" thick welded aluminum plates, as shown.

Section Detail: Awning

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz  
1234567890

Detail: Default Letter Style "AGENCY"



Detail: Awning Messages for Tenant Elevations

Weatheryte Plus Waterproof Awning Fabric

Awning Lettering: ALL AWNINGS  
Awning lettering from 4" tall "AGENCY" letter style, exclusively, in Matthews MAP SOA 202SP "Natural White" Gloss finish for all awnings. All lettering CLIP MOUNTED to a 1.5" x 1.5" square aluminum tube "bearing structure" with computer cut aluminum "pin" mounting system to provide for a "Free Floating" effect. Pins and backers painted in a satin Matthews paint finish to match awning color.



Typical Elevation: Parking oriented Tenant Branding

Glen Welden & Associates, LLC  
3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
email: gwadesign@gmail.com  
website: gwelden.com  
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project name:  
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project designer:  
GAW

notes / project updates

- 03/09/26: Updated Building A Signage to facade mounted / up lit
- x
- x
- x
- x

architect

dap architect  
dap design, llc  
1800 north orange avenue suite a orlando florida 32804

client:

environmental graphic design

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3200 N FEDERAL HIGHWAY, SUITE 206-11 BOCA RATON, FLORIDA 33431  
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OCPA Web Map		Major Roads	Proposed Road	Residential	Commercial/Industrial/Vacant Land	Parks	6	Lot Number
Florida Turnpike	Public Roads	Brick Road	Block Line	Agriculture	Agricultural Curtilage	Lakes and Rivers	06060	Parcel Number
Interstate 4	Gated Roads	Block Line	Lot Line	Commercial/Institutional	Hydro	Building	3106	Parcel Address
Toll Road	Road Under Construction	Lot Line		Governmental/Institutional/Misc	Waste Land	E	111.9	Parcel Dimension



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This map is for reference only and is not a survey

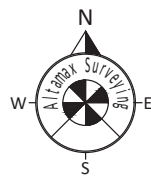


880, 860, 840 & 820 W FAIRBANKS AVE  
WINTER PARK



Project Location

# BOUNDARY & TOPOGRAPHIC SURVEY



## OWNERSHIP AND ENCUMBRANCE REPORT:

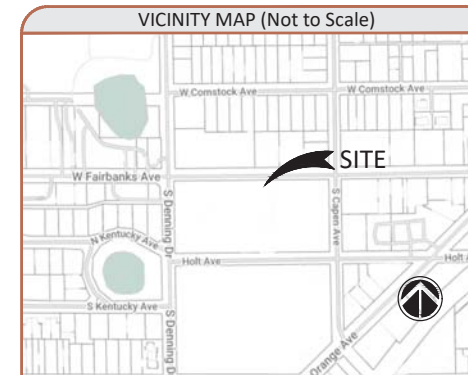
LOTS 1 THROUGH 16, INCLUSIVE, J.E. HARPER'S SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK K, PAGE 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA (LESS THAT PART OF LOT 6 AND LOT 7 DEED FOR RIGHT OF WAY FOR MAITLAND AVENUE AND RECORDED IN OFFICIAL RECORDS BOOK 1641, PAGE 323, AND IN OFFICIAL RECORDS BOOK 1641, PAGE 325, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA)

AND

LOTS 1, 2, 3 AND 12, BLOCK 92, REVISED MAP OF THE TOWN OF WINTER PARK, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK "A", PAGES 67 THROUGH 72, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, (SAID LOTS 1, 2, 3 AND 12, BLOCK 92, BEING ALSO SHOWN ON THE PLAT OF OVERSTREET TURPENTINE COMPANY'S REVISED DIVISION AS RECORDED IN PLAT BOOK F, PAGE 93, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.)

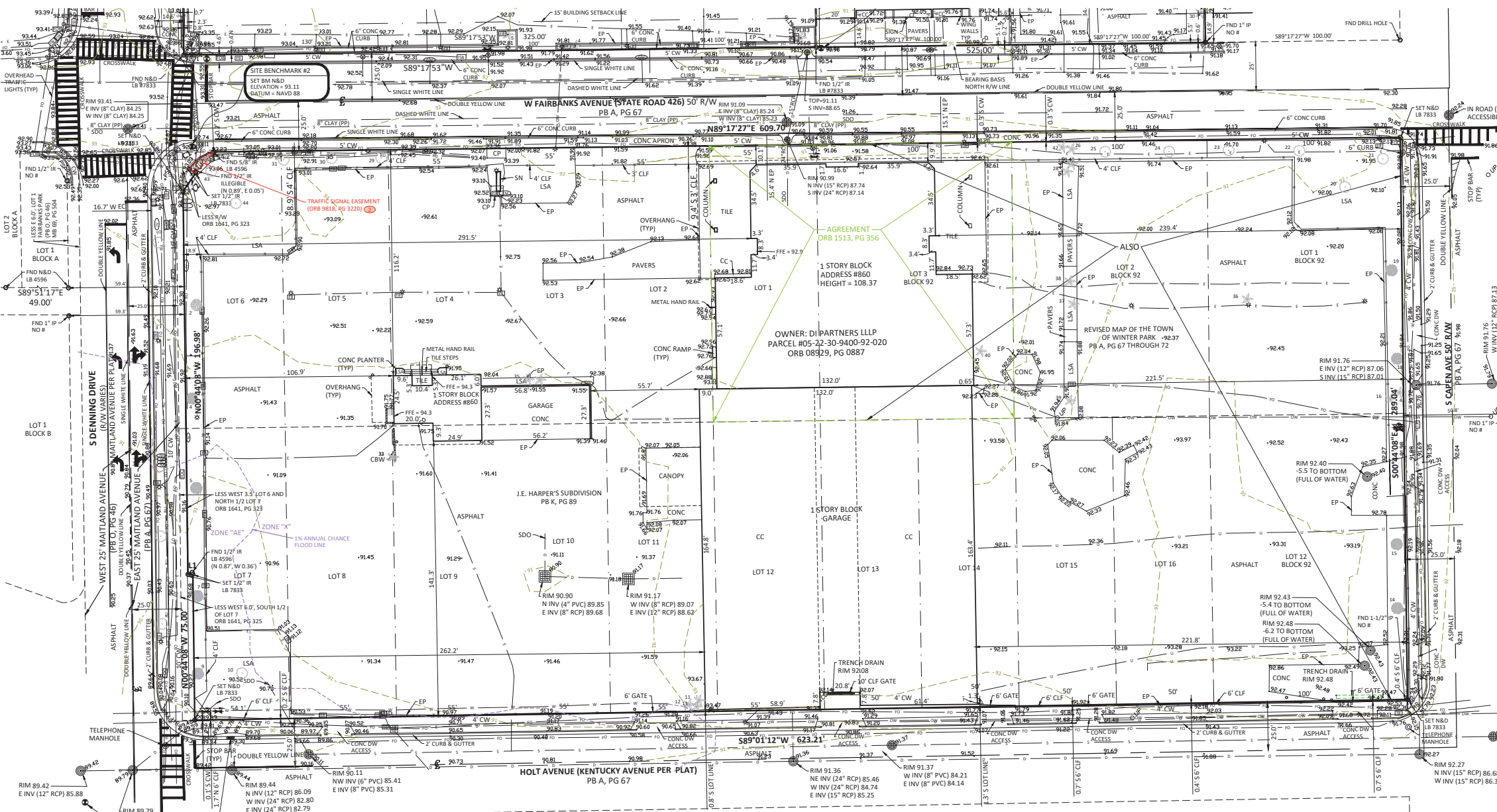
## ENCUMBRANCE NOTES:

- Holler Chevrolet Co., a Florida corporation agrees at such time to widen Fairbanks Avenue at it's own expense in that Agreement recorded in ORB 1513, PG 356 IN THE Official Records Book of Orange County, Florida. (BLANKET IN NATURE OVER THE PORTION OF THE SUBJECT PROPERTY SHOWN HEREON.)
- Traffic Signalization Easement between DI Partners, LLP, a limited liability limited partnership, and the City of Winter Park recorded in ORB 9818, PG 3220 of the Official Public Records Book of Orange County, Florida. (ON SUBJECT PROPERTY AS SHOWN)
- Modification to Settlement and Use Agreement and to Vehicle Sales Agreement recorded in ORB 10234, Pg 7533 of the Official Public Records Book of Orange County, Florida. (ON SUBJECT PROPERTY-BLANKET IN NATURE)



### LEGEND

- AC - AIR CONDITIONER
- BB - BOTTOM OF BANK
- BHM - BUILDING HEIGHT MEASUREMENT
- BP - BACK FLOW PREVENTER
- CBM - CALCULATED
- CBM - CALCULATED & MEASURED
- CC - CENTRAL ANGLE
- CCW - CONCRETE BLOCK WALL
- CC - COVERED CONCRETE
- CC - CERTIFIED CORNER RECORD
- CF - CONCRETE FLAME
- CHW - CONCRETE HEADWALL
- CLF - CHAIN LINK FENCE
- CL - CENTERLINE
- CM - CONCRETE MOUNTMENT
- CMP - CORRUGATED METAL PIPE
- CO - CLEAN OUT
- CONC - CONCRETE
- COVD - COVERED
- CP - CONCRETE PAD
- CP - CURB PAINT
- CW - CONCRETE WALKWAY
- CS - BURIED STORM/DRAIN LINE
- (D) - DESCRIBED
- DB - DEED BOOK
- DE - DRAINAGE EASEMENT
- DI - DOT INLET
- DP - DUMPSTER PAD
- DR - DRIVEWAY
- EN - EASEMENT NUMBER
- ER - ELECTRIC BOX
- EC - EDGE OF CONCRETE
- EM - ELECTRICAL METER
- EL - ELEVATION
- EMT - EASEMENT
- EP - EDGE OF PAVEMENT
- FR - FEDERAL STATEMENT OF TRANSPORTATION
- FN - FINISHED FLOOR REFERENCE NETWORK
- FRM - FLOOD INSURANCE RATE MAP
- FFE - FINISHED FLOOR ELEVATION
- FI - FIRE HYDRANT
- FM - BURIED FIBER OPTIC CABLE
- FND - FOUND
- FND - BURIED FIBER OPTIC CABLE LINE
- FO - FLOOR FINISH
- FP - FLAG POLE
- FS - BURIED GAS LINE
- GM - GAS METER
- GV - GAS VALVE
- GM - GREASE TRAP MANHOLE
- GUY - GUY WIRE ANCHOR
- HP - HANDICAP PARKING
- HDPE - HIGH DENSITY POLYETHYLENE PIPE
- INSTR - RECORD INSTRUMENT OF SURVEY
- IN - INVERT ELEVATION
- IR - IRON PIPE
- IR - IRON ROD
- LA - ARC LENGTH
- LB - LICENSED BUSINESS
- LS - LICENSED SURVEYOR
- LSA - LANDSCAPED AREA
- LF - METAL FENCE
- LS - METAL SHED
- MI - MITERED END SECTION
- MON - MONITORING WELL
- TRK - TRAIL END
- NAVD - NORTH AMERICAN VERTICAL DATUM
- NAD - NORTH AMERICAN DATUM
- NGVD - NATIONAL GEODETIC VERTICAL DATUM
- NTS - NOT TO SCALE
- OR - OFFICIAL RECORDS BOOK
- OV - OVERHEAD WIRE
- PB - PLAY BOOK
- PC - POINT OF CURVATURE
- PC - POINT OF COMPOUND CURVATURE
- PF - PERMITS
- PF - PAGE
- PI - POINT OF INTERSECTION
- PR - POINT OF BEGINNING
- PC - POINT OF COMMENCEMENT
- PR - POINT OF REVERSE CURVATURE
- PS - PARKING SPACES
- PSM - PROFESSIONAL SURVEYOR & MAPPER
- PS - PROFESSIONAL SIGNAL POLE
- PT - POINT OF TANGENCY
- PVC - POLYVINYL CHLORIDE PIPE
- R - REINFORCED CONCRETE PIPE
- RWC - REUSE WATER LINE
- RWC - REUSE WATER METER
- RWC - REUSE WATER METER
- SB - SHED
- R/W - RIGHT-OF-WAY
- SM - SANITARY MANHOLE
- SB - BURIED SANITARY LINE
- (S) - SURVEY
- SF - SQUARE FEET
- SP - START PLANE
- SDO - SHOWN FOR DIRECTION ONLY
- SN - SIGN
- SW - STOCK WIRE FENCE
- SE - SEWER VALVE
- SP - SPOT ELEVATION
- ST - STORM MANHOLE
- TEL - BURIED TELECOMMUNICATIONS LINE
- TEL - TELECOMMUNICATIONS MANHOLE
- ST - STORM DRAIN
- TR - TOP OF BANK
- TR - TRAFFIC SIGNAL POLE
- TR - TRANSFORMER/JUNCTION BOX
- TR - TELEPHONE ROSE
- TR - TRAFFIC SIGNAL BOX
- TR - TELEPHONE BOX
- TR - TRAFFIC SIGNAL WIRE
- TR - TYPICAL
- UN - UNKNOWN UTILITY
- UE - UTILITY EASEMENT
- UP - UTILITY POLE
- UM - UTILITY MARKER
- VCP - VITRIFIED CLAY PIPE
- VF - VIBRO FENCE
- WL - BURIED WATER LINE
- WF - WOOD FENCE
- WS - WOOD SHED
- WV - WATER VALVE
- WM - WATER METER
- YD - YARD DRAIN



## GENERAL SURVEY NOTES:

- BEARING STRUCTURE IS BASED ON THE MONUMENTED SOUTH R/W LINE OF W FAIRBANKS AVENUE, BEING N89°17'27"E ASSUMED.
- THIS SURVEY REFLECTS ONLY MATTERS OF RECORD AS PROVIDED BY THE CLIENT OR CLIENTS REPRESENTATIVE.
- THIS SURVEY WAS MADE ON THE GROUND. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION (MIKIM & CREED AND NVO) AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ENGINEER AND CONTRACTOR SHALL VERIFY MEASUREMENTS OF CONNECTIONS TO EXISTING UTILITIES BEFORE ORDERING MATERIALS AND BEFORE COMMENCEMENT OF CONSTRUCTION. IF THERE IS A DISCREPANCY BETWEEN THE MEASUREMENTS SHOWN HEREON AND THE VERIFYING MEASUREMENTS, THIS SURVEYOR SHALL BE CONTACTED IMMEDIATELY TO FURTHER VERIFY THE DISCREPANCY.
- THIS SITE LIES IN ZONES X & AE PER FLOOD INSURANCE RATE MAP NO. 120295C025F, COMMUNITY NO. 120188, CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA, EFFECTIVE SEPTEMBER 25, 2009.
- ACCORDING TO FLORIDA STATUTES, CHAPTER 472.025, A LAND SURVEYOR SHALL NOT AFFIX HIS SEAL OR NAME TO ANY PLAN OR DRAWING WHICH DEPICTS WORK WHICH HE IS NOT LICENSED TO PERFORM OR WHICH IS BEYOND HIS PROFESSION OR SPECIALTY THEREIN. THEREFORE, WE ARE UNABLE TO CERTIFY AS TO MUNICIPAL ZONING COMPLIANCE, INTERPRETATION OF ZONING CODES OR THE DETERMINATION OF VIOLATIONS THEREOF.
- THIS SURVEY MADE WITH BENEFIT OF OWNERSHIP AND ENCUMBRANCE REPORT, FILE NO. 11084994, SEARCH DATE THROUGH AUGUST 6, 2025, ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY. THE PROPERTY DESCRIBED HEREON IS A PORTION OF THE PROPERTY DESCRIBED IN THE REPORT.
- THIS SURVEY IS VALID ONLY TO THE PARTIES TO WHOM IT IS CERTIFIED AND IS NON-TRANSFERABLE.
- THIS SURVEY MADE WITHOUT BENEFIT OF COMMITMENT FOR TITLE OR SEARCH OF PUBLIC RECORDS FOR EASEMENTS AND/OR ENCUMBRANCES THAT MAY AFFECT THIS SUBJECT PROPERTY.
- ELEVATIONS ARE BASED ON BENCHMARK DESIGNATION 7504B010, BEING 89.726 FEET, (NAVD 1988), PUBLISHED BY FLORIDA DEPARTMENT OF TRANSPORTATION.
- THE MAPPED FEATURES SHOWN HEREON ARE RELATIVE TO FLORIDA STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD(83)-(2011)-(EPOCH 2010.0000), ESTABLISHED PER FOOT FPRN.

### TREE CHART

Tree ID#	DBH Size	Tree Type
1	10"	OAK
2	6"	CAMPBOR
3	9"	OAK
4	7"	MAGNOLIA
5	6"	MAGNOLIA
6	9"	OAK
7	5"	MAGNOLIA
8	6"	OAK
9	4"	MAGNOLIA
10	18"	OAK
11	6"	PALM
12	8"	PALM
13	7"	PALM
14	6"	MAGNOLIA
15	4"	MAGNOLIA
16	7"	PALM
18	7"	MAGNOLIA
19	6"	MAGNOLIA
20	13"	OAK
21	13"	OAK
22	12"	OAK
23	16"	OAK
24	13"	OAK
25	12"	OAK
26	7"	PALM
27	7"	PALM
28	6"	PALM
29	13"	OAK
30	13"	OAK
31	11"	OAK
32	12"	PALM
33	13"	PALM
34	7"	PALM
35	7"	PALM
36	13"	PALM
37	6"	PALM
38	6"	PALM
39	6"	PALM
40	7"	PALM
41	8"	PALM
42	7"	PALM
43	16"	OAK
44	16"	OAK

**LAND AREA:**  
CONTAINS 181,481 SQUARE FEET OR 4.1662 ACRES MORE OR LESS.

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	20.50'	43°54'57"	15.71'	N54°34'32"E	15.33'

LINE	BEARING	DISTANCE
L1	S88°59'00"W	2.50'
L2	N34°45'52"E	11.30'
L3	N57°19'08"W	3.79'

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



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

**CERTIFIED TO:**  
Z DEVELOPMENT SERVICES

**ADDRESS:**  
860 W FAIRBANKS AVENUE  
WINTER PARK, FL 32789

**Job Information**  
JOB NO. 906880  
JOB OF: ORG. K-89-LOTS1-16  
FIELD DATE: 05/12/2025  
DRAWN BY: GL

### Revisions

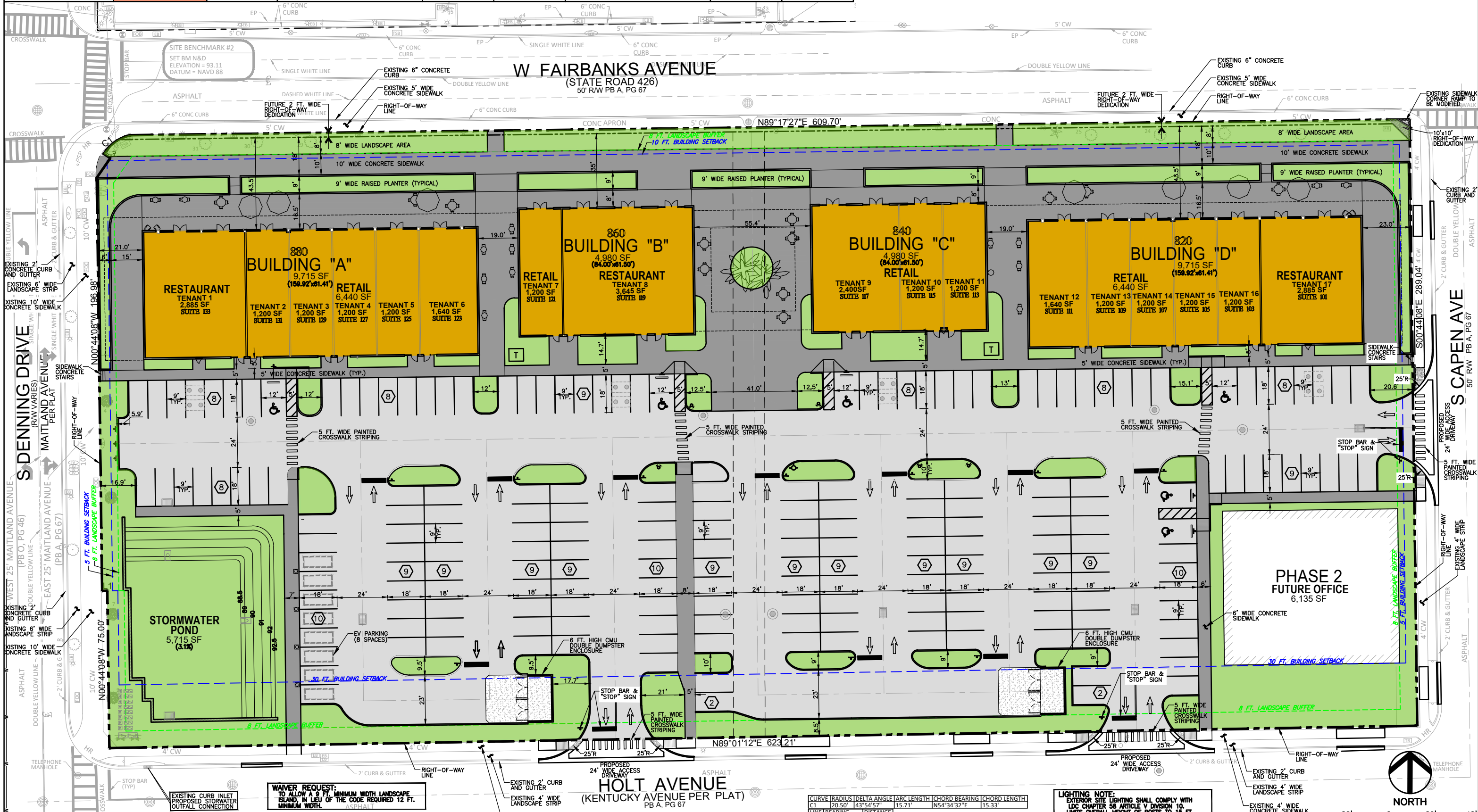
DATE:	DESCRIPTION:	BY:
9/18/25	OWNERSHIP & ENCUMBRANCE	GL
2/27/26	TREES	JB

C-3 ZONING ANALYSIS (THE SITE)

SITE AREA	PROPOSED	REQUIRED	BUILDING SETBACKS		LANDSCAPE BUFFER		PROPOSED	REQUIRED
	181,481 (4.17 AC)	---	FRONT BUFFER (NORTH/FAIRBANKS AVE)	35' (MIN.)	10' MIN.	FRONT BUFFER (NORTH/FAIRBANKS AVE)	8'	8' MIN.
F.A.R.	19.4%	45% MAX.	SIDE BUFFER (EAST/S CAPEN AVE)	23' (MIN.)	8' MIN.	SIDE BUFFER (EAST/S CAPEN AVE)	5.6' (MIN.)	8' MIN.
IMPERVIOUS AREA	142,949 SF (78.8%)	85% MAX.	SIDE BUFFER (WEST/S DENNING DR)	21' (MIN.)	5' MIN.	SIDE BUFFER (WEST/S DENNING DR)	5.6' (MIN.)	8' MIN.
PERVIOUS AREA	38,532 SF (20.2%)	15% MIN.	REAR BUFFER (SOUTH/HOLT AVE)	30' (MIN.)	30' MIN.	REAR BUFFER (SOUTH/HOLT AVE)	8'	8' MIN.
PARKING TOTAL	199							

RETAIL			
RETAIL	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	25'/22'	19,795 GSF

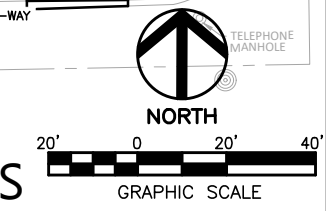
RESTAURANT			
RESTAURANT	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	25'/22'	9,965 GSF



WAIVER REQUEST:  
TO ALLOW A 9 FT. MINIMUM WIDTH LANDSCAPE ISLAND, IN LIEU OF THE CODE REQUIRED 12 FT. MINIMUM WIDTH.

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	20.50'	43°54'57"	15.71'	N54°34'32"E	15.33'
LINE BEARING	DISTANCE				
L1	N88°59'00"E	2.50'			
L2	S34°45'52"W	11.30'			
L3	S57°19'08"E	13.79'			

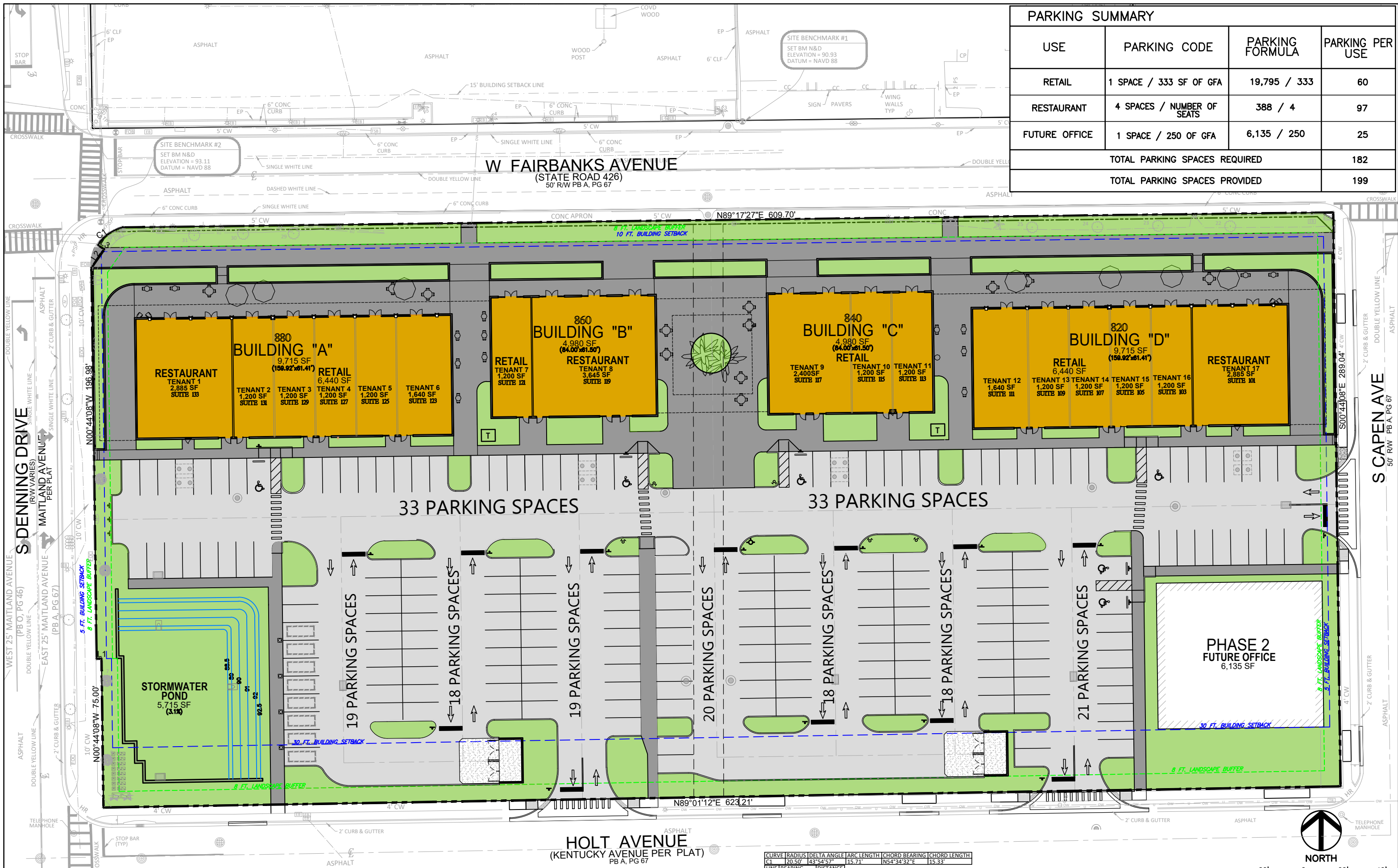
LIGHTING NOTE:  
EXTERIOR SITE LIGHTING SHALL COMPLY WITH LDC CHAPTER 58 ARTICLE V DIVISION 10. LIMITS OVERALL HEIGHT OF POSTS TO 15 FT.



880, 860, 840 & 820 W FAIRBANKS AVENUE WINTER PARK

SETBACK DIAGRAM & PROJECT ANALYSIS

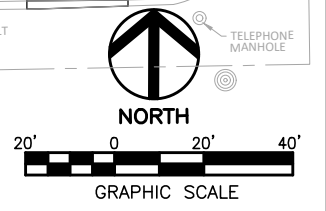
PARKING SUMMARY			
USE	PARKING CODE	PARKING FORMULA	PARKING PER USE
RETAIL	1 SPACE / 333 SF OF GFA	19,795 / 333	60
RESTAURANT	4 SPACES / NUMBER OF SEATS	388 / 4	97
FUTURE OFFICE	1 SPACE / 250 OF GFA	6,135 / 250	25
TOTAL PARKING SPACES REQUIRED			182
TOTAL PARKING SPACES PROVIDED			199



880, 860, 840 & 820 W FAIRBANKS AVENUE WINTER PARK

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	20.50'	43°54'57"	15.71'	N54°34'32"E	15.33'
LINE BEARING	DISTANCE				
L1	N88°59'00"E	2.50'			
L2	S34°45'52"W	11.30'			
L3	S57°19'08"E	13.79'			

# PARKING SUMMARY



TRAFFIC IMPACT ANALYSIS

**FBS SOUTH - 860 W FAIRBANKS AVENUE**  
WINTER PARK, FLORIDA



Prepared for:

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

Prepared by:

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

December 2025

TPD № 6162

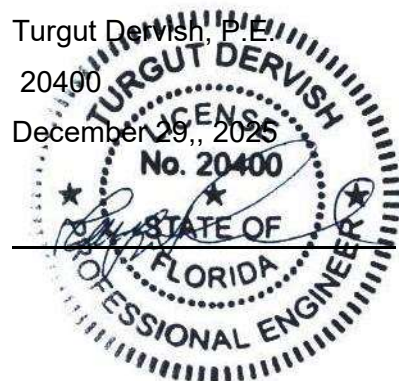
**PROFESSIONAL ENGINEERING CERTIFICATION**

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

**PROJECT:** FBS South - 860 W Fairbanks Avenue  
**LOCATION:** Winter Park, Florida  
**CLIENT:** Z Development Services

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

**NAME:** Turgut Dervish, P.E.  
**P.E. No.:** 20400  
**DATE:** December 29, 2025  
**SIGNATURE:** \_\_\_\_\_



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## INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed FBS South development to be located at 860 W Fairbanks Avenue, in the southeast corner of the intersection of Fairbanks Avenue (SR 426) and Denning Drive in Winter Park, Florida. The proposed development when fully constructed will consist of a total of 35,175 mixed retail / restaurant square feet in five buildings. **Figure 1** depicts the site location and the area roadways. Access to the site will be provided via access driveways on Denning Drive, Capen Avenue and Holt Avenue. **Figure 2** depicts its conceptual site plan and its access locations.

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

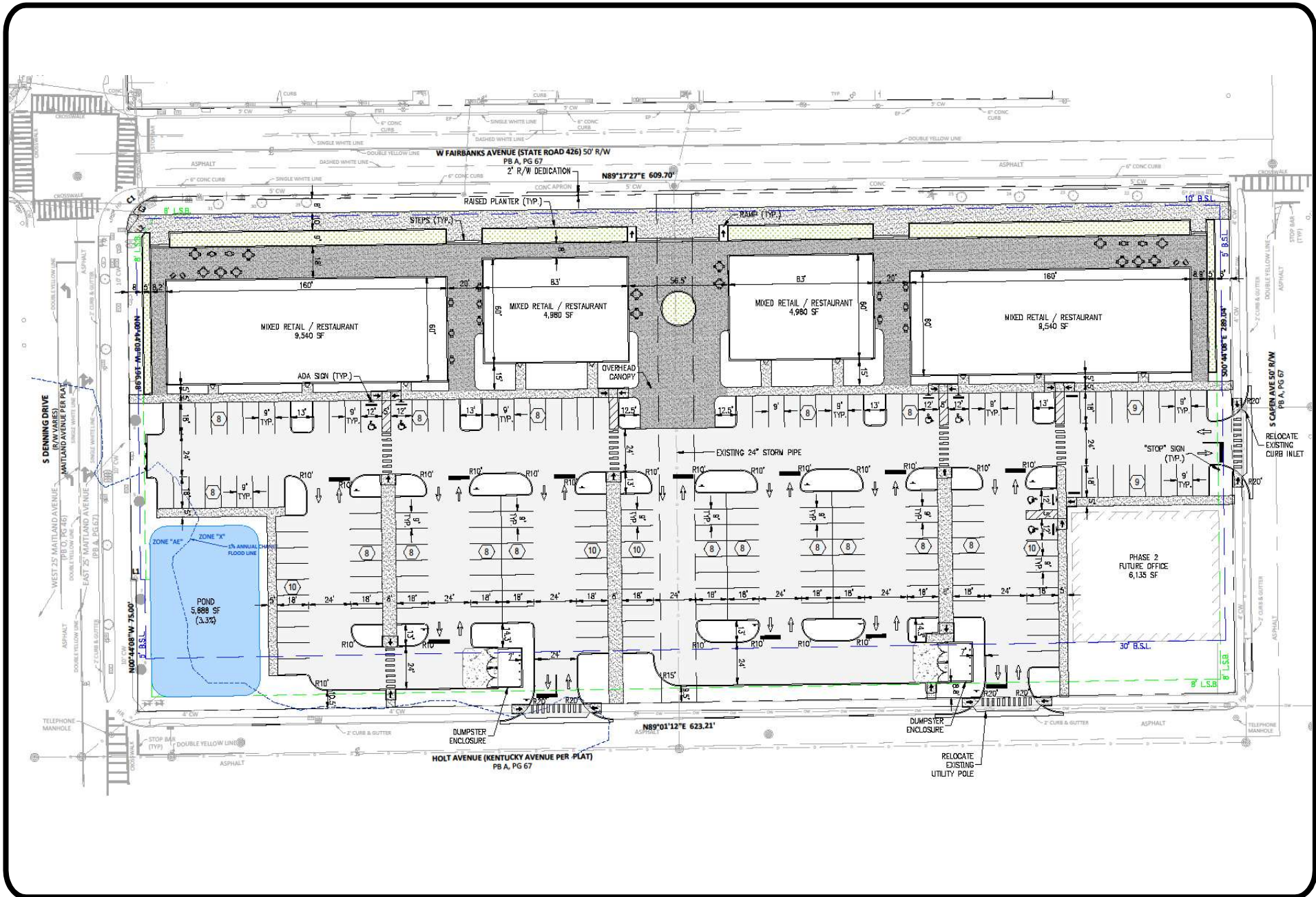




FBS South - 860 W Fairbanks Avenue  
 Project № 6162  
**Figure 1**  
**Page 2**

**Site Location**





7-11- Narcossee Road  
 Project №  
**Figure 2**  
**Page 3**

# Conceptual Site Plan



## EXISTING CONDITIONS ANALYSIS

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

### Roadway Segment Analysis

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

**Table 1  
Existing Daily Roadway Capacity Analysis**

Count Station	Segment	Lanes	Daily Capacity*	Existing Volume**	Existing v/c	LOS
<b>Fairbanks Avenue (SR 426)</b>						
755072	Orlando Ave to Orange Ave	4	40,800	21,200	0.52	C
<b>Denning Drive</b>						
758038	Morse Blvd to Orange Ave	2	21,600	8,300	0.38	C

\* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables, C-4

\*\* Volumes obtained from FDOT Count Stations, 2024

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

Segment	Lanes	Dir. Capacity*	Dir	Existing Volume**	Existing v/c	LOS
<b>Fairbanks Avenue (SR 426)</b>						
Orlando Ave to Orange Ave	4	2,020	EB	931	0.46	C
		2,020	WB	833	0.41	C
<b>Denning Drive</b>						
Morse Blvd to Orange Ave	2	1,071	NB	366	0.34	C
		1,071	SB	317	0.30	D

\* Capacities obtained from the 2023 FDOT Generalized Service Volume Table, C-4

\*\* Volumes obtained from intersection counts (2025); Highest volume on segment used



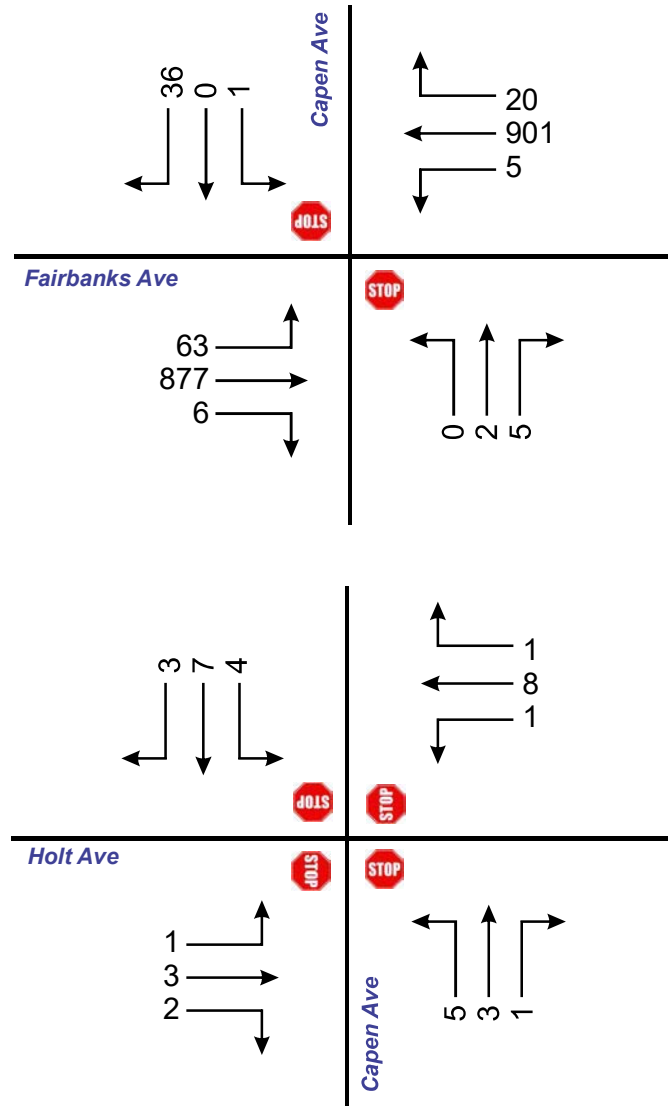
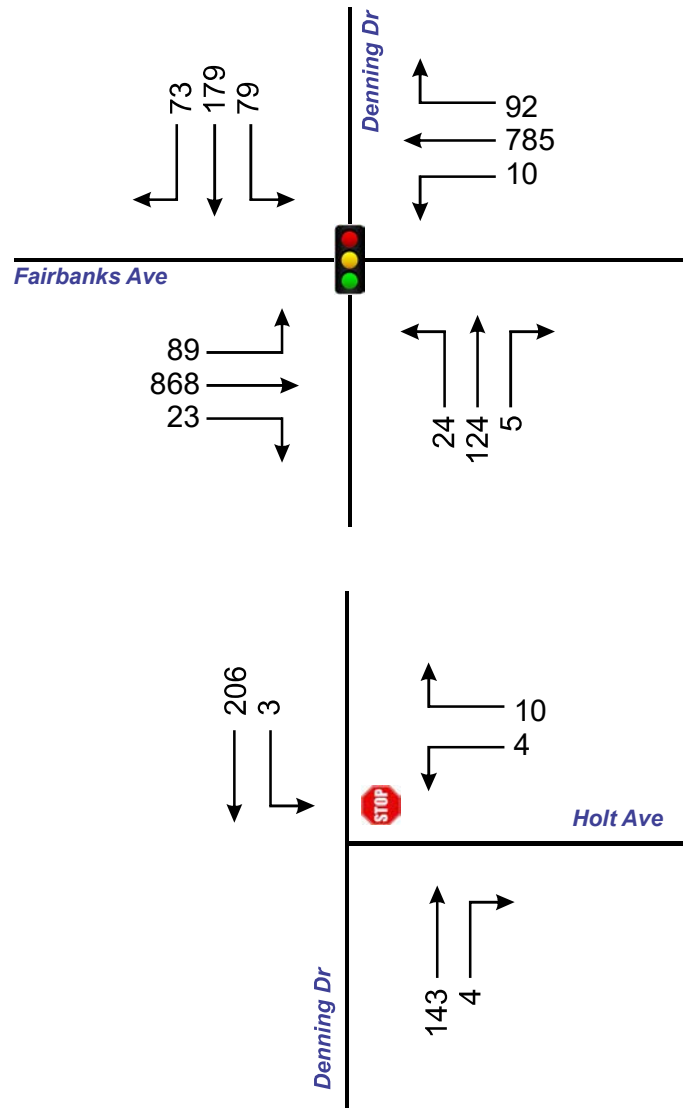
Intersection Analysis

Intersection capacity analyses were conducted for the A.M. and P.M. peak hours for the study intersections with the latest version of the Highway Capacity Software (HCS) in accordance with the procedures of the *Highway Capacity Manual (HCM)*. Existing turning movement counts were taken on December 16, 2025, when the FDOT Seasonal Factor for Orange County was 1.01, and therefore the counts were adjusted. The existing intersection volumes are illustrated in **Figures 3a and 3b**, and the turning movement counts, FDOT Seasonal Factor report, and signal timing data are included in **Appendix A**. The intersection capacity analysis is summarized in **Table 3**. As shown, the study intersections currently operate at satisfactory overall Levels of Service. Detailed printouts of the existing capacity analyses are included in **Appendix B**.

**Table 3  
Existing Intersection Capacity Analysis**

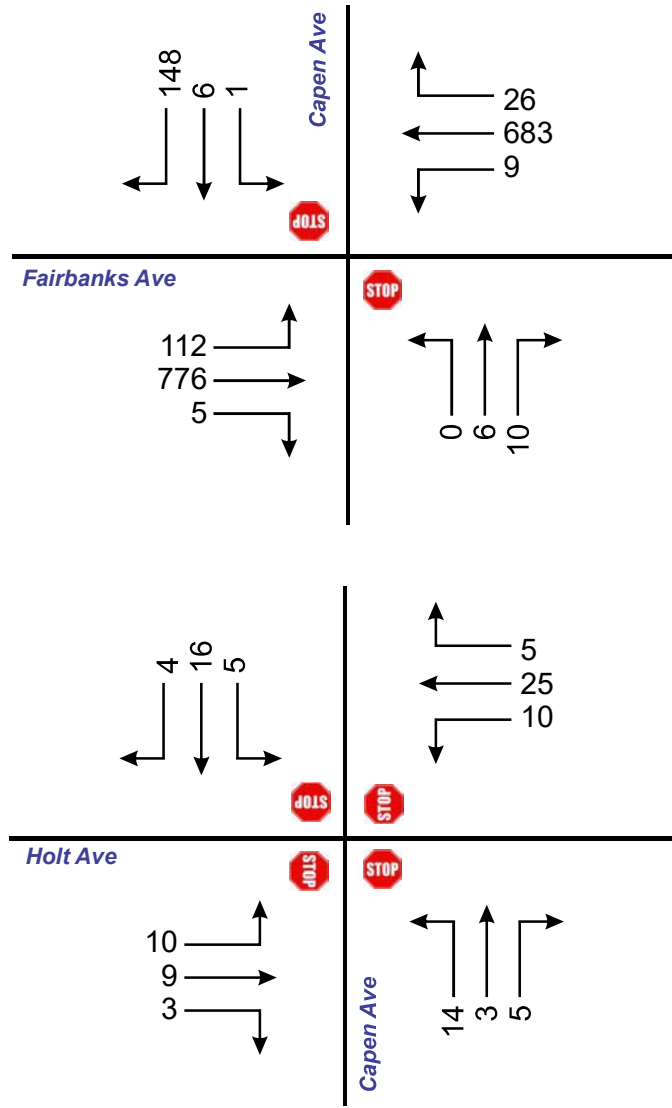
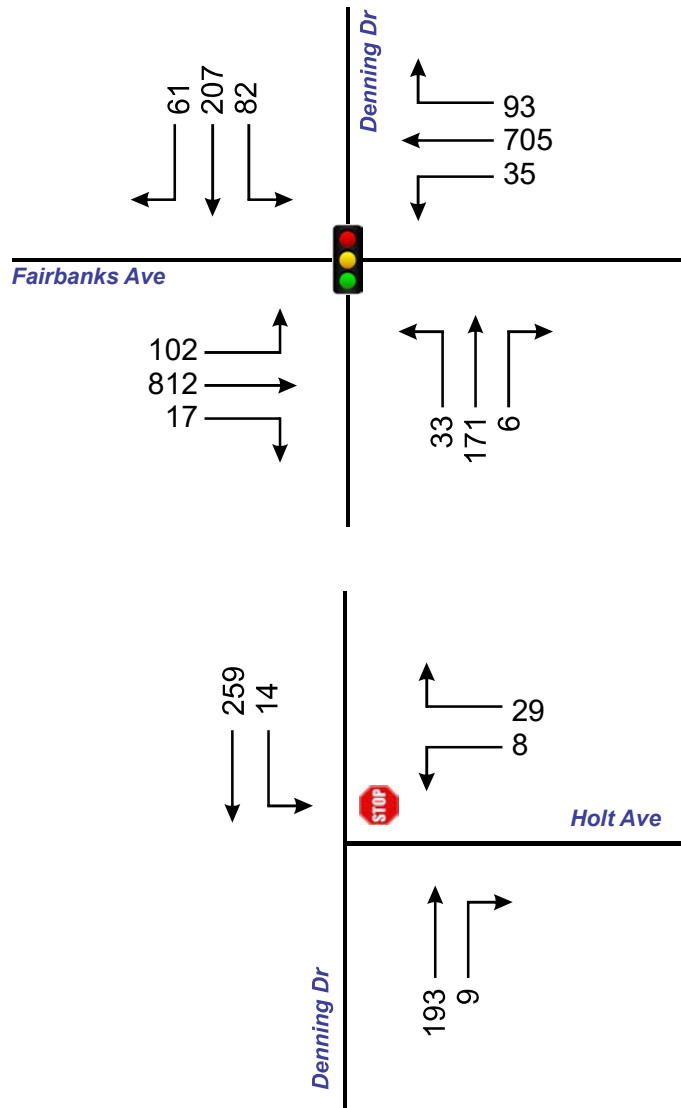
Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave & Denning Dr	Signal	A.M.	9.1	A	7.9	A	50.3	D	48.0	D	16.8	B
		P.M.	11.7	B	9.5	A	48.7	D	46.9	D	19.5	B
Fairbanks Ave & Capen Ave	Stop	A.M.	1.7	A	0.1	A	30.9	D	13.8	B	--	--
		P.M.	2.4	A	0.3	A	34.2	D	18.0	C	--	--
Denning Dr & Holt Ave	Stop	A.M.	--	--	9.5	A	--	--	0.1	A	--	--
		P.M.	--	--	10.1	B	--	--	0.5	A	--	--
Capen Ave & Holt Ave	All-Stop	A.M.	6.9	A	7.0	A	7.1	A	7.0	A	7.0	A
		P.M.	7.2	A	7.2	A	7.2	A	7.1	A	7.2	A





**Existing A.M. Peak Hour**  
**Turning Movements**





**Existing P.M. Peak Hour  
 Turning Movements**



## PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development will consist of a total of 35,175 mixed retail / restaurant square feet in five buildings. To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated as well as their distribution and assignment to the area roadway segments.

### Trip Generation

Trip generation rates were obtained from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 12<sup>th</sup> Edition*. The trip generation calculation of daily, A.M., and P.M. peak hour volumes are summarized in **Table 4**, and the trip generation graphs are included in **Appendix C**. As shown, the project will generate 1,150 net new daily trips, of which 83 will occur in the A.M. peak hour and 108 in the P.M. peak hour.

**Table 4**  
**Trip Generation Summary**

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
822	Strip Retail Plaza (<40K)	35.175 KSF	54.45**	1,916	3.93**	76	62	138	5.117**	90	90	180
Retail Pass-by (40%***):				766	--	30	25	55	--	36	36	72
<b>Net New Trips:</b>				<b>1,150</b>	<b>--</b>	<b>46</b>	<b>37</b>	<b>83</b>	<b>--</b>	<b>54</b>	<b>54</b>	<b>108</b>

\* KSF = 1,000 sq ft

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

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

### Trip Distribution / Trip Assignment

A trip distribution pattern was estimated using the currently adopted Central Florida Regional Planning Model (CFRPM). A Select Zone Analysis (SZA) was conducted by modifying the 2035 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The trip distribution obtained from the model is provided in **Figure 4**. Utilizing this distribution, the development project trips were assigned to the study roadways and intersections. The model output is included in **Appendix D**.





**Legend:**  
 Percent Distribution



FBS South - 860 W Fairbanks Avenue  
 Project № 6162  
**Figure 4**  
**Page 9**

**Trip Distribution**



## PROJECTED CONDITIONS ANALYSIS

Traffic conditions were analyzed for the study roadway segments and intersections to assess the operations at the project buildout in 2027. Projected traffic volumes consist of background traffic combined with site generated traffic.

### Background Traffic Volumes

A historical trends analysis was conducted using the available Annual Average Daily Traffic (AADT) from the nearest FDOT traffic count locations on Fairbanks Avenue. The analysis revealed an average growth trend ranging from 0.84% to 3.55%. Therefore, an average of 2.20% annual growth rate was used to determine the projected background volumes for the project buildout. The trends analysis worksheets are included in **Appendix E**.

### Roadway Segment Analysis

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

**Table 5  
Projected Daily Roadway Capacity Analysis**

Count Station	Segment	Lanes	Daily Capacity	Bkgd Volume <sup>1</sup>	Project Trips <sup>2</sup>		Total Traffic	Projected v/c	LOS
					%	Trips			
<b>Fairbanks Avenue (SR 426)</b>									
755072	Orlando Ave to Orange Ave	4	40,800	22,599	41%	472	23,071	0.57	C
<b>Denning Drive</b>									
758038	Morse Blvd to Orange Ave	2	21,600	8,848	43%	495	9,343	0.43	C

<sup>1</sup>Existing volume \* 1.066 (3-year projection from 2024) <sup>2</sup> Highest on Segment



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

Segment	Lanes	Dir. Capacity	Dir	Bkgd Volume	Project Trips*		Total Traffic	Projected v/c	LOS
					%	Trips			
<b>Fairbanks Avenue (SR 426)</b>									
Orlando Ave to Orange Ave	4	2,020	EB	972	41%	22	994	0.49	C
		2,020	WB	870	41%	22	892	0.44	C
<b>Denning Drive</b>									
Morse Blvd to Orange Ave	2	1,071	NB	382	43%	23	405	0.38	C
		1,071	SB	331	43%	23	354	0.33	C

<sup>1</sup>Existing volume \* 1.044 (2-year projection from 2025) <sup>2</sup> Highest on Segment

Intersection Analysis

To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using both the background traffic growth alone and the total projected traffic volumes, as shown in **Figures 5a** and **5b**. The intersections were analyzed similar to existing conditions using *HCS* software, and the results for the total traffic analyses are summarized in **Table 7**. As can be seen from the table, the intersections will operate at satisfactory Levels of Service similarly to the existing conditions when the project is completed. Detailed printouts of the total traffic capacity analysis worksheets are included in **Appendix F**.

Queue Analysis

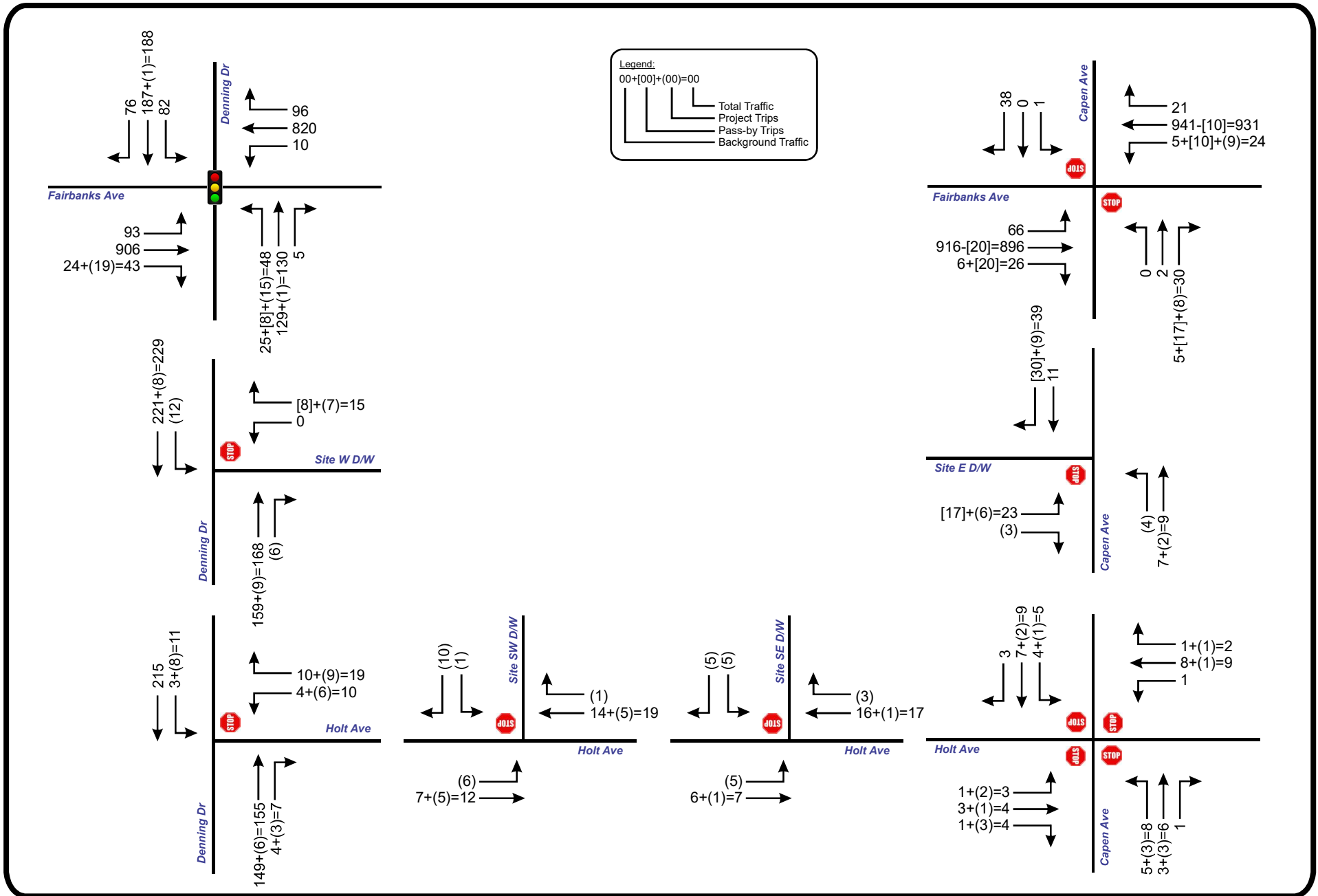
An analysis of the queue length for the northbound left turn lane at the intersection of Fairbanks Avenue and Denning Drive was conducted. This was to determine if the proposed driveway location is adequate to allow the movements onto Denning Drive. Utilizing the 95 percentile back of queue calculated from the HCS analysis, the projected queue length for the northbound left turn lane during the A.M. and P.M. peak hour is 55 and 75 feet, respectively. The driveway is located approximately 100 feet from the northbound left turn lane stop bar, which is adequate to allow the movements needed for the project.



**Table 7  
Projected Total Traffic Intersection Capacity Analysis**

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave & Denning Dr	Signal	A.M.	10.0	A	8.3	A	49.3	D	49.8	D	17.7	B
		P.M.	12.9	B	10.0	A	48.3	D	50.9	D	21.1	C
Fairbanks Ave & Capen Ave	Stop	A.M.	1.8	A	0.7	A	18.1	C	14.5	B	--	--
		P.M.	2.4	A	0.9	A	21.7	C	19.3	C	--	--
Denning Dr & Holt Ave	Stop	A.M.	--	--	9.8	A	--	--	0.4	A	--	--
		P.M.	--	--	10.6	B	--	--	0.9	A	--	--
Capen Ave & Holt Ave	All-Stop	A.M.	6.9	A	7.1	A	7.2	A	7.1	A	7.1	A
		P.M.	7.2	A	7.2	A	7.2	A	7.1	A	7.2	A
Denning Dr & West Site D/W	Stop	A.M.	--	--	9.3	A	--	--	0.5	A	--	--
		P.M.	--	--	9.7	A	--	--	0.4	A	--	--
Capen Ave & East Site D/W	Stop	A.M.	8.8	A	--	--	1.8	A	--	--	--	--
		P.M.	9.0	A	--	--	1.5	A	--	--	--	--
Holt Ave & SW Site D/W	Stop	A.M.	2.4	A	--	--	--	--	8.5	A	--	--
		P.M.	1.7	A	--	--	--	--	8.6	A	--	--
Holt Ave & SE Site D/W	Stop	A.M.	3.0	A	--	--	--	--	8.6	A	--	--
		P.M.	1.5	A	--	--	--	--	8.8	A	--	--



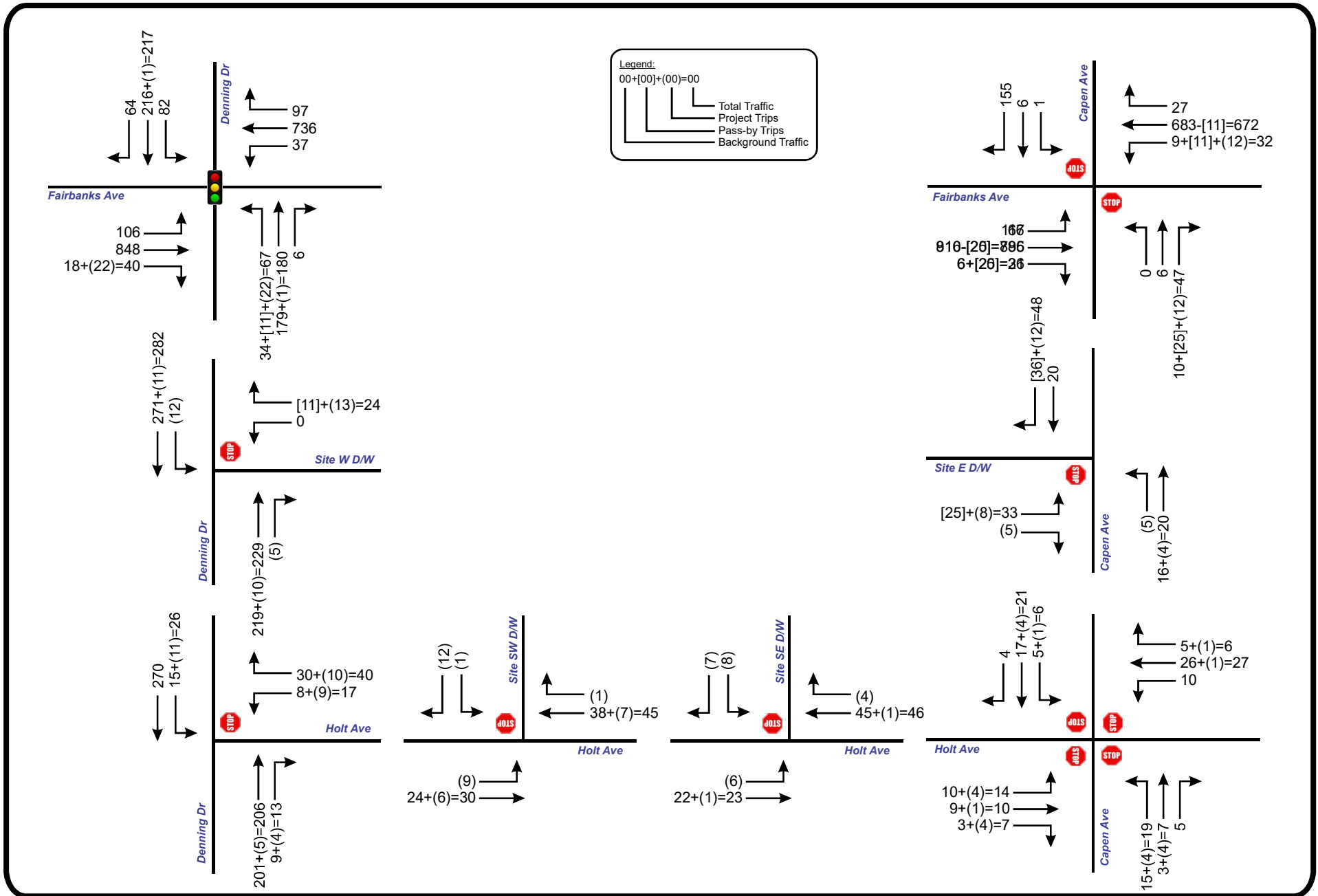


FBS South - 860 W Fairbanks Avenue  
 Project № 6162

Figure 5a  
 Page 13

# Projected A.M. Peak Hour Turning Movements





**Projected P.M. Peak Hour  
 Turning Movements**



## STUDY CONCLUSIONS

This analysis was undertaken in order to assess the traffic impact of the proposed FBS South development to be located at 860 W Fairbanks Avenue, in the southeast corner of the intersection of Fairbanks Avenue (SR 426) and Denning Drive in Winter Park, Florida. The proposed development when fully constructed will consist of a total of 35,175 mixed retail / restaurant square feet in five buildings. Access to the site will be provided via access driveways on Denning Drive, Capen Avenue and Holt Avenue. The results of the study as documented herein are summarized below:

- The proposed development will generate 1,150 net new daily trips, of which 83 will occur in the A.M. peak hour and 108 in the P.M. peak hour.
- The analysis indicated that the adjacent roadway segments currently operate at satisfactory Levels of Service and will continue to do so with the addition of project trips.
- The analysis indicated that the study intersections currently operate at satisfactory Levels of Service and will continue to do so upon completion of the project.
- The proposed development will be accessed via access driveways on Denning Drive, Capen Avenue and Holt Avenue. Capacity analysis revealed that the site access driveways are projected to operate satisfactorily upon completion of the project.



## **APPENDICES**

## **APPENDIX A**

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

# S Denning Dr & W Fairbanks Ave/SR 426

## Peak Hour Turning Movement Count

ID: 25-130405-001  
City: Winter Park

Day: Tuesday  
Date: 12/16/2025

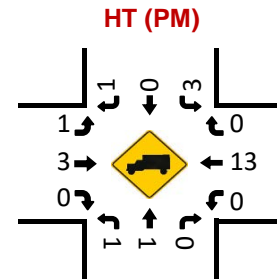
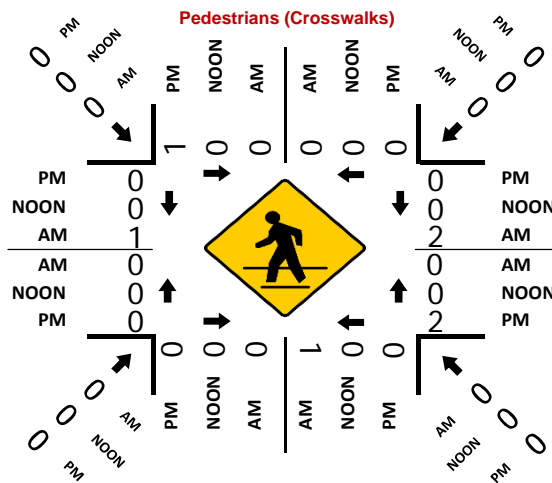
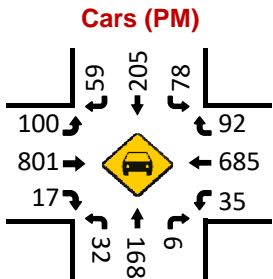
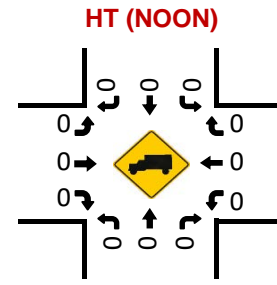
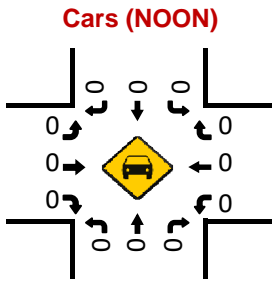
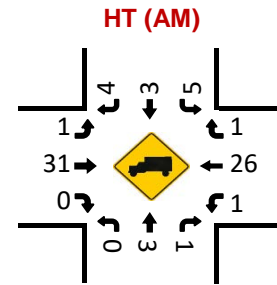
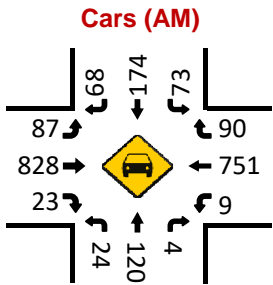
PEAK HOURS	S Denning Dr					COUNT PERIODS		
	SOUTHBOUND							
08:00 AM - 09:00 AM	AM	72	177	78	0	302	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:45 PM - 05:45 PM	PM	60	205	81	0	362	PM	4:00 PM - 06:00 PM

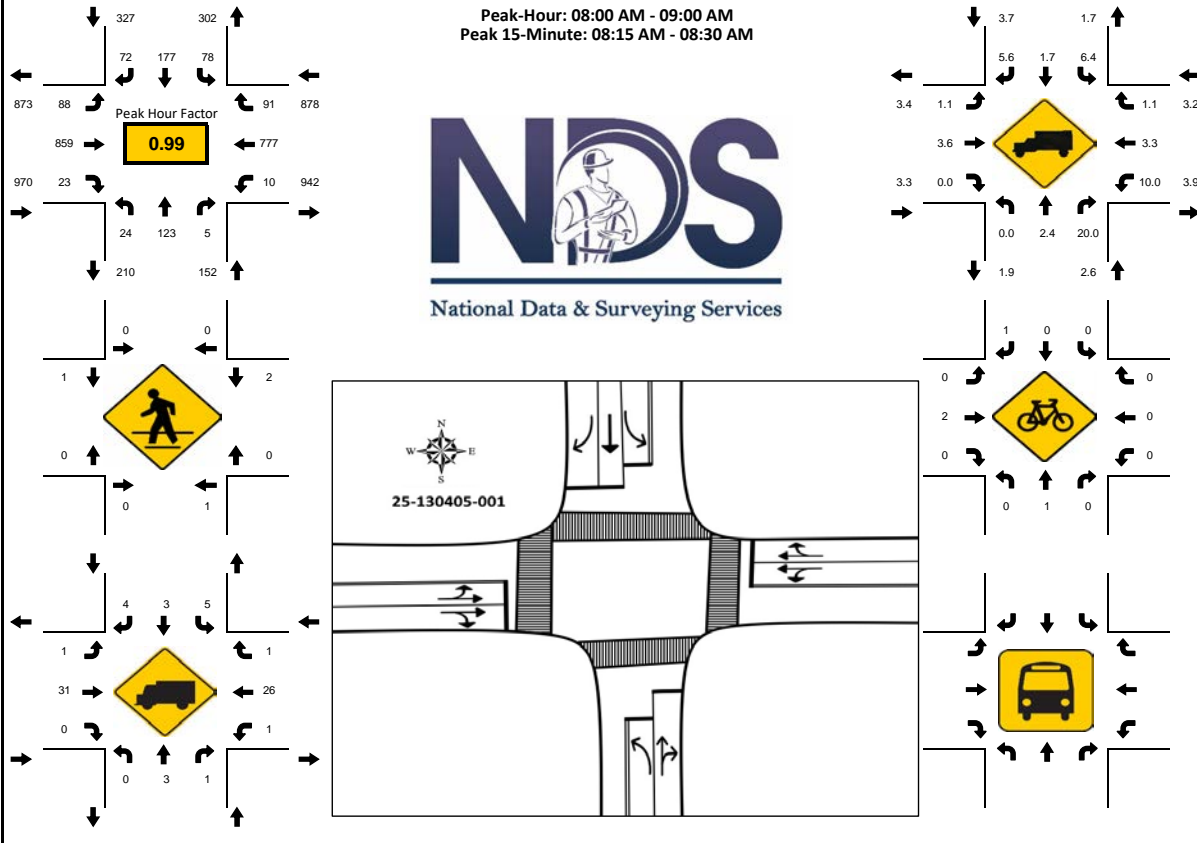
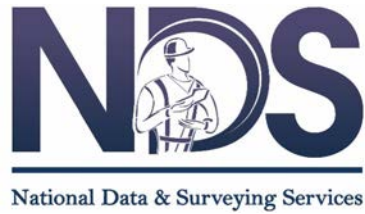
W Fairbanks Ave/SR 426	EASTBOUND			CONTROL	Signalized	WESTBOUND		
	AM	NOON	PM					
	873	0	791	TEV	2327	0	2301	
	0	0	0	PHF	0.99	0	0.95	
	88	0	101					
	859	0	804					
	23	0	17					

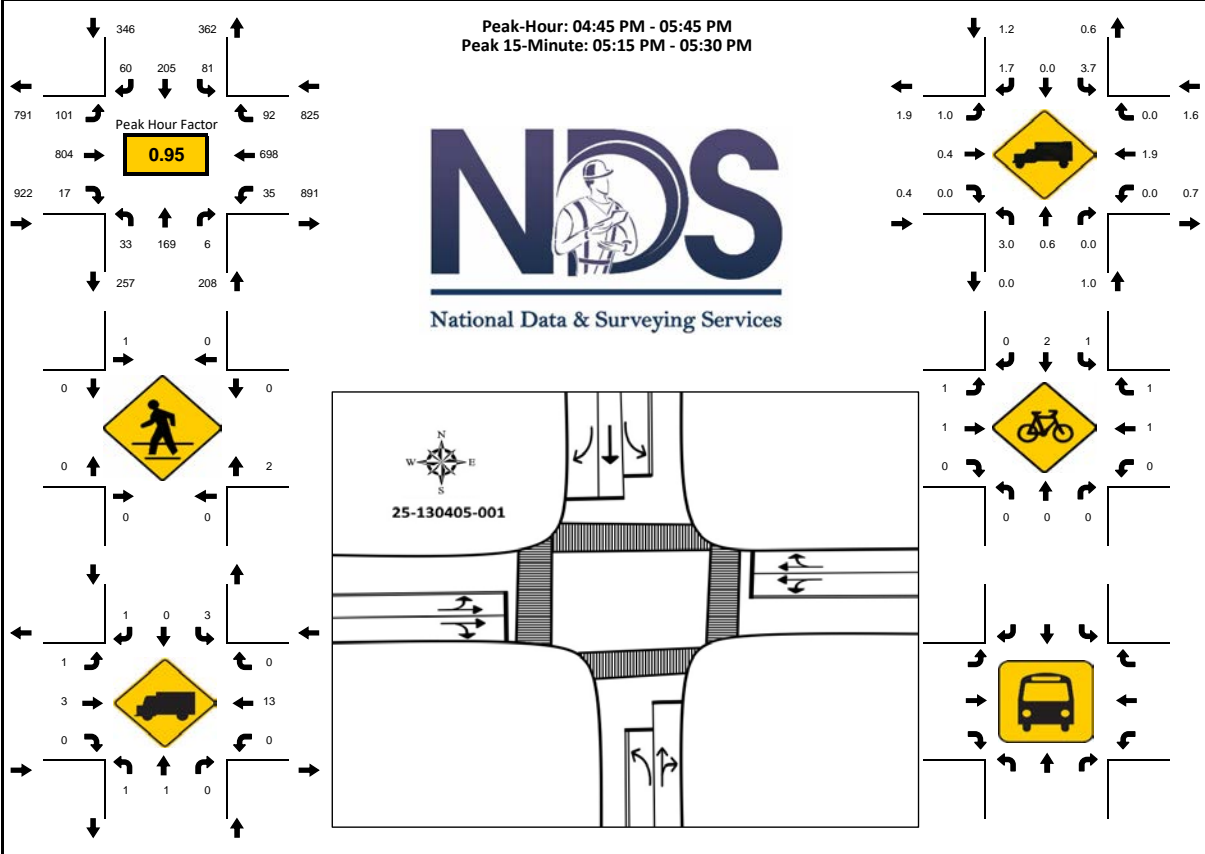
NORTHBOUND						
PM	257	0	33	169	6	PM
NOON	0	0	0	0	0	NOON
AM	210	0	24	123	5	AM



Peak-Hour: 08:00 AM - 09:00 AM  
 Peak 15-Minute: 08:15 AM - 08:30 AM



15-Min Count Period Beginning At	S Denning Dr Northbound					S Denning Dr Southbound					W Fairbanks Ave/SR 426 Eastbound					W Fairbanks Ave/SR 426 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	6	15	2	0		4	12	7	0		16	200	4	0		1	196	11	0		474	2078
7:15 AM	2	15	0	0		5	20	11	0		9	165	3	0		1	240	11	0		482	2180
7:30 AM	2	19	2	0		11	19	11	0		11	226	5	0		1	224	17	0		548	2286
7:45 AM	2	17	2	0		9	28	16	0		20	226	8	0		1	223	22	0		574	2322
8:00 AM	8	33	0	0		20	43	17	0		18	207	6	0		5	195	24	0		576	2327
8:15 AM	4	23	1	0		18	50	27	0		28	219	6	0		1	191	20	0		588	1751
8:30 AM	4	32	1	0		26	43	16	0		19	216	4	0		1	194	28	0		584	1163
8:45 AM	8	35	3	0		14	41	12	0		23	217	7	0		3	197	19	0		579	579
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	32	140	12	0		104	200	108	0		112	876	28	0		20	788	112	0		2532	
Heavy Trucks	0	8	4	0		8	8	16	0		4	40	0	0		4	32	4	0		128	
Pedestrians		4					0					4					8				16	
Bicycles	0	4	0	0		0	0	4	0		0	4	0	0		0	0	0	0		12	
Buses																					0	
Stopped Buses																					0	



15-Min Count Period Beginning At	S Denning Dr Northbound					S Denning Dr Southbound					W Fairbanks Ave/SR 426 Eastbound					W Fairbanks Ave/SR 426 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	39	2	0		9	57	16	0		26	195	6	0		5	183	26	0		566	2207
4:15 PM	2	44	2	0		19	62	21	0		26	170	6	0		8	152	19	0		531	2187
4:30 PM	6	44	2	0		28	62	15	0		38	180	7	0		8	130	10	0		530	2263
4:45 PM	10	37	2	0		15	49	17	0		27	205	6	0		5	187	20	0		580	2301
5:00 PM	11	43	1	0		17	48	11	0		24	186	4	0		4	179	18	0		546	2264
5:15 PM	7	43	2	0		25	61	15	0		26	221	4	0		13	157	33	0		607	1718
5:30 PM	5	46	1	0		24	47	17	0		24	192	3	0		13	175	21	0		568	1111
5:45 PM	16	43	2	0		9	49	18	0		36	177	14	0		4	152	23	0		543	543
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	44	184	8	0		100	244	68	0		108	884	24	0		52	748	132	0		2596	
Heavy Trucks	4	4	0	0		8	0	4	0		4	8	0	0		0	28	0	0		60	
Pedestrians	0	0	0	0		0	4	0	0		0	0	0	0		8	0	0	0		12	
Bicycles	0	0	0	0		4	8	0	0		4	4	0	0		0	4	4	0		28	
Buses																					0	
Stopped Buses																					0	



National Data & Surveying Services

Site Code: 25-130405-001

Date: 12/16/2025

Weather: Sunny

City: Winter Park

County: Orange

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

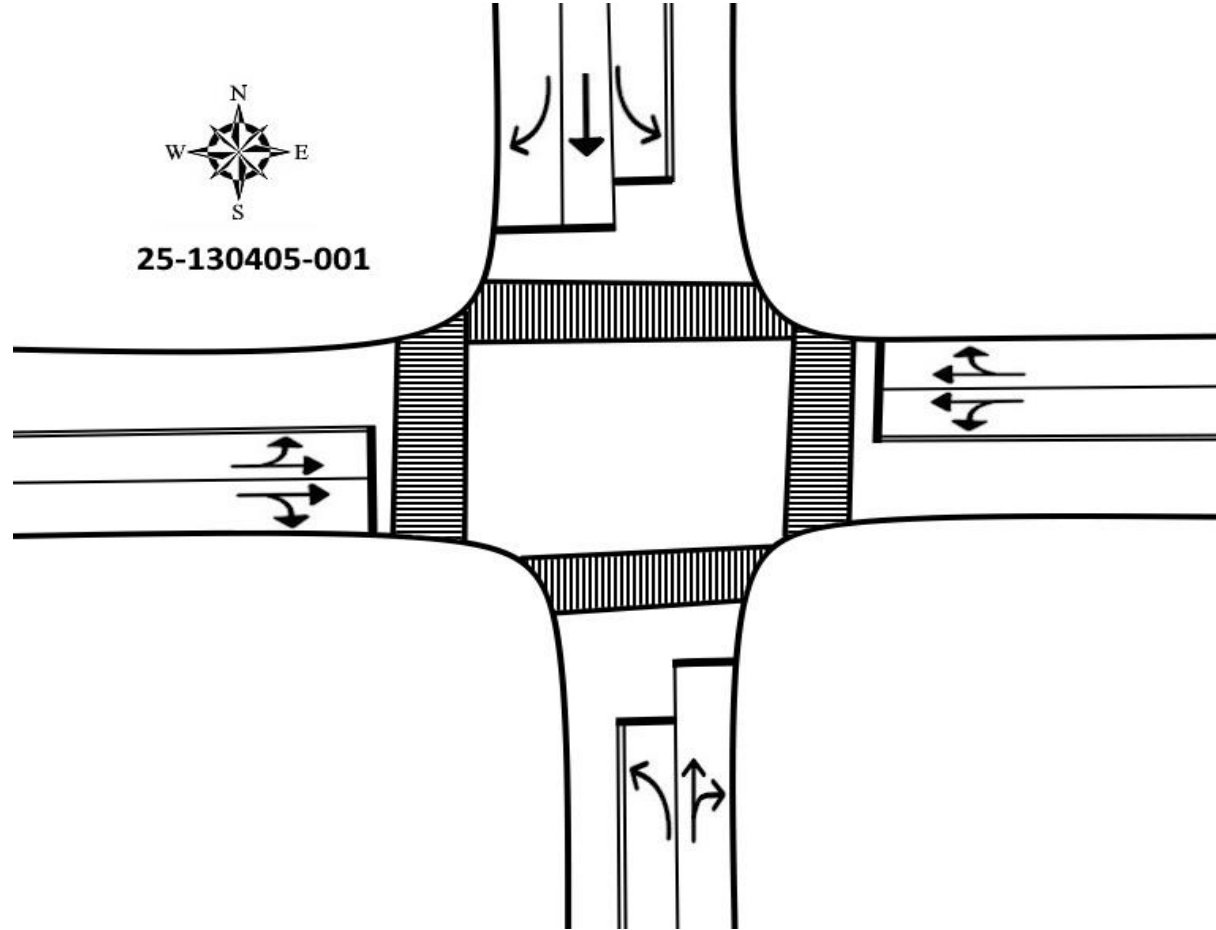


N/S Street: S Denning Dr

Speed: 25 MPH



25-130405-001

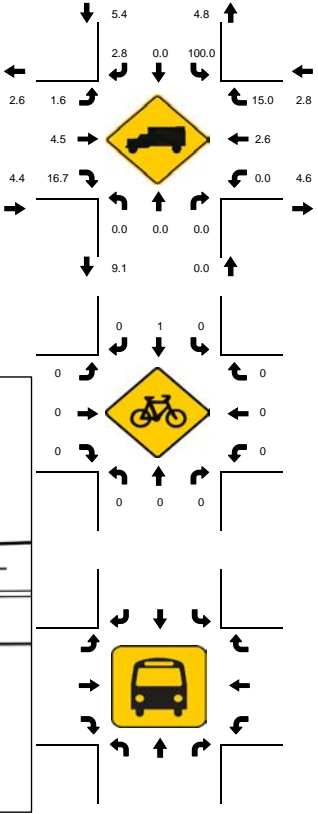
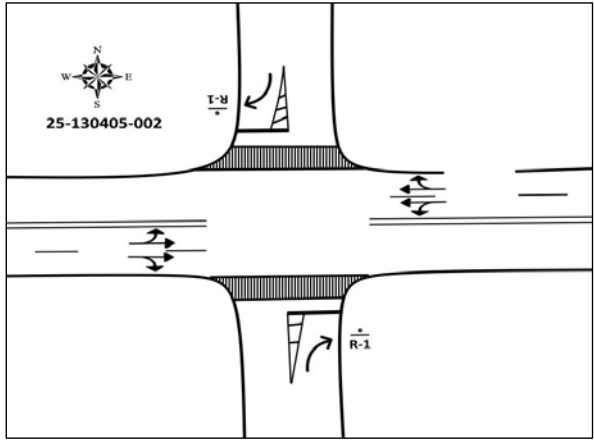
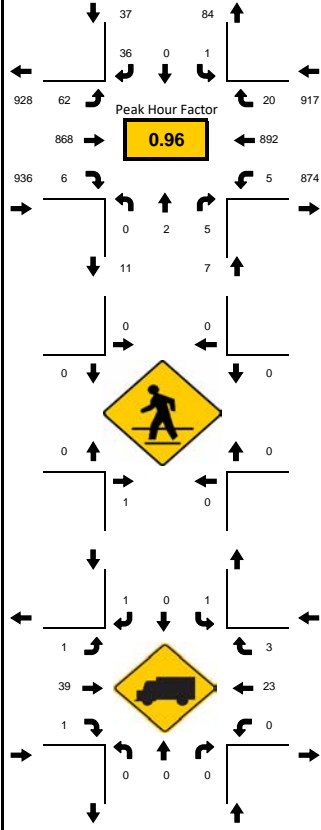
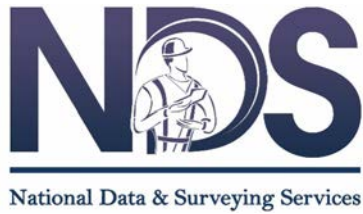


E/W Street: W Fairbanks Ave/SR 426

Speed: 35 MPH

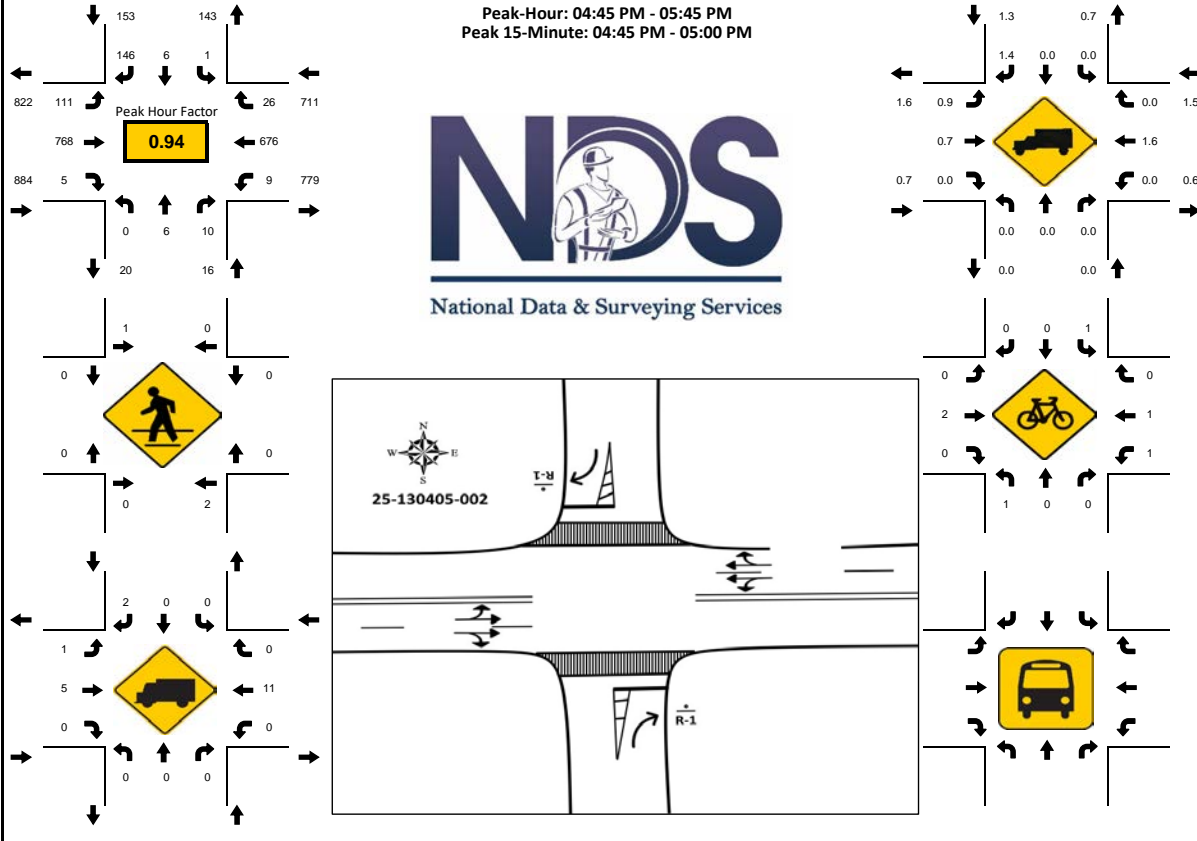
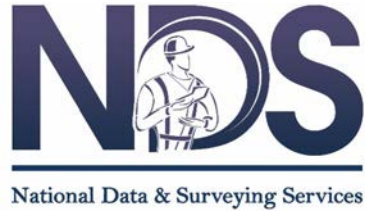


Peak-Hour: 07:30 AM - 08:30 AM  
 Peak 15-Minute: 07:30 AM - 07:45 AM



15-Min Count Period Beginning At	S Capen Ave Northbound					S Capen Ave Southbound					W Fairbanks Ave/SR 426 Eastbound					W Fairbanks Ave/SR 426 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	1	1	6	0	0	16	184	4	0	0	2	209	2	0	0	425	1838
7:15 AM	0	0	0	0	0	0	0	3	0	0	4	165	1	0	0	2	254	4	0	0	433	1881
7:30 AM	0	0	2	0	0	0	0	5	0	0	12	224	2	0	0	1	247	2	0	0	495	1897
7:45 AM	0	0	3	0	0	0	0	11	0	0	14	220	0	0	0	3	226	8	0	0	485	1883
8:00 AM	0	1	0	0	0	1	0	9	0	0	16	206	3	0	0	1	224	7	0	0	468	1850
8:15 AM	0	1	0	0	0	0	0	11	0	0	20	218	1	0	0	0	195	3	0	0	449	1382
8:30 AM	0	0	0	0	0	0	0	15	0	0	14	229	2	0	0	2	210	9	0	0	481	933
8:45 AM	0	1	2	0	0	0	0	15	0	0	35	192	3	0	0	3	196	5	0	0	452	452
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	4	12	0	0	4	0	44	0	0	80	896	12	0	0	12	988	32	0	0	2084	
Heavy Trucks	0	0	0	0	0	4	0	4	0	0	4	52	4	0	0	0	32	8	0	0	108	
Pedestrians	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	S Capen Ave Northbound					S Capen Ave Southbound					W Fairbanks Ave/SR 426 Eastbound					W Fairbanks Ave/SR 426 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	1	3	0		0	0	29	0		39	163	2	0		3	193	5	0		438	1653
4:15 PM	1	1	1	0		0	0	15	0		24	169	2	0		4	154	12	0		383	1609
4:30 PM	0	0	1	0		0	2	18	0		23	188	0	0		1	125	2	1		361	1685
4:45 PM	0	0	3	0		0	0	25	0		33	185	1	0		4	208	12	0		471	1764
5:00 PM	0	1	4	0		0	2	37	0		19	180	0	0		3	144	4	0		394	1671
5:15 PM	0	3	3	0		1	2	51	0		37	207	2	0		2	148	3	0		459	1277
5:30 PM	0	2	0	0		0	2	33	0		22	196	2	0		0	176	7	0		440	818
5:45 PM	0	1	3	0		0	1	19	0		35	159	1	0		1	154	4	0		378	378
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	12	16	0		4	8	204	0		148	828	8	0		16	832	48	0		2124	
Heavy Trucks	0	0	0	0		0	0	4	0		4	8	0	0		0	24	0	0		40	
Pedestrians		8					4					0					0				12	
Bicycles	4	0	0	0		4	0	0	0		0	8	0	0		0	4	0	4		20	
Buses																					0	
Stopped Buses																					0	



National Data & Surveying Services

Site Code: 25-130405-002

Date: 12/16/2025

Weather: Sunny

City: Winter Park

County: Orange

Count Times: 07:00 - 09:00

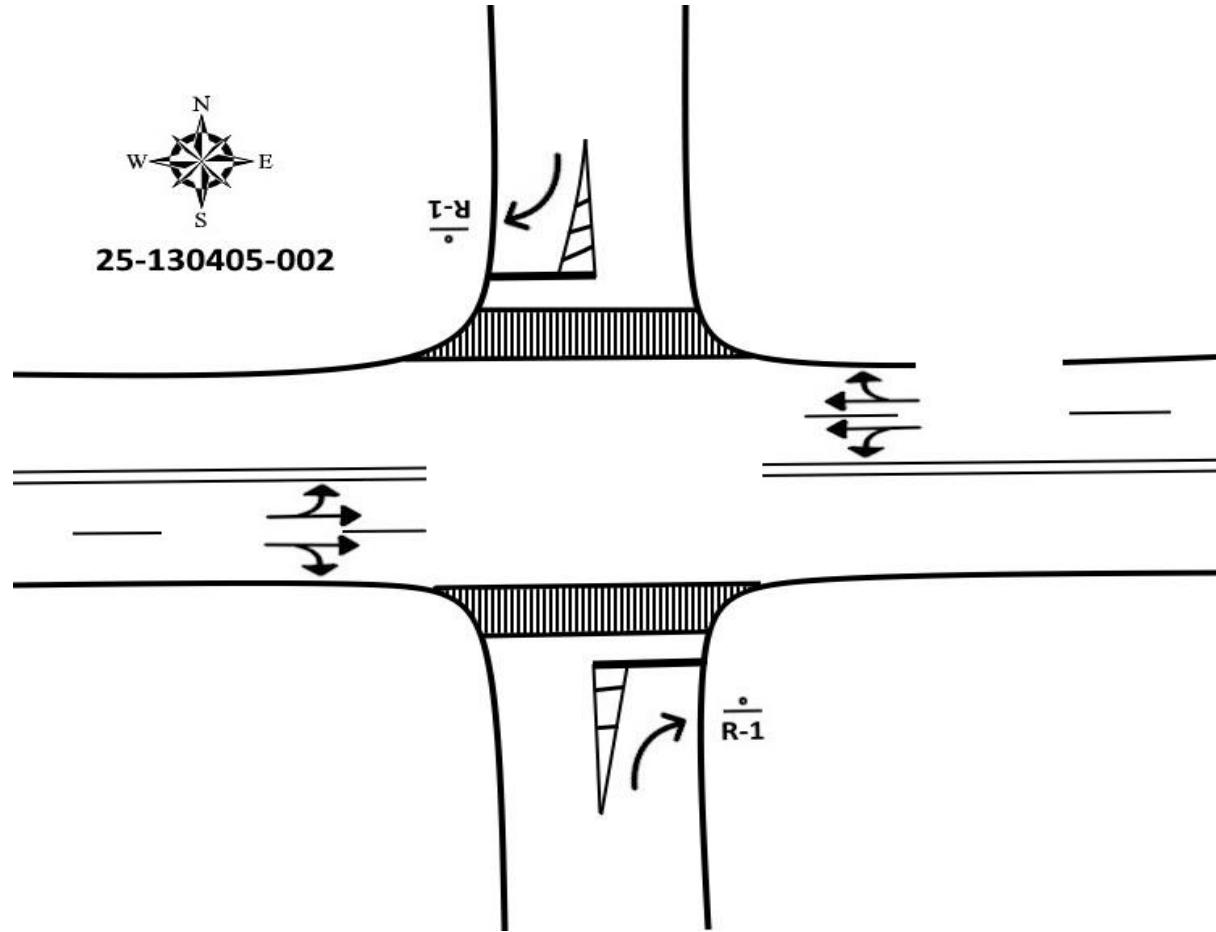
16:00 - 18:00

Control: 2-Way Stop(NB/SB)



N/S Street: S Capen Ave

Speed: 25 MPH



E/W Street: W Fairbanks Ave/SR 426

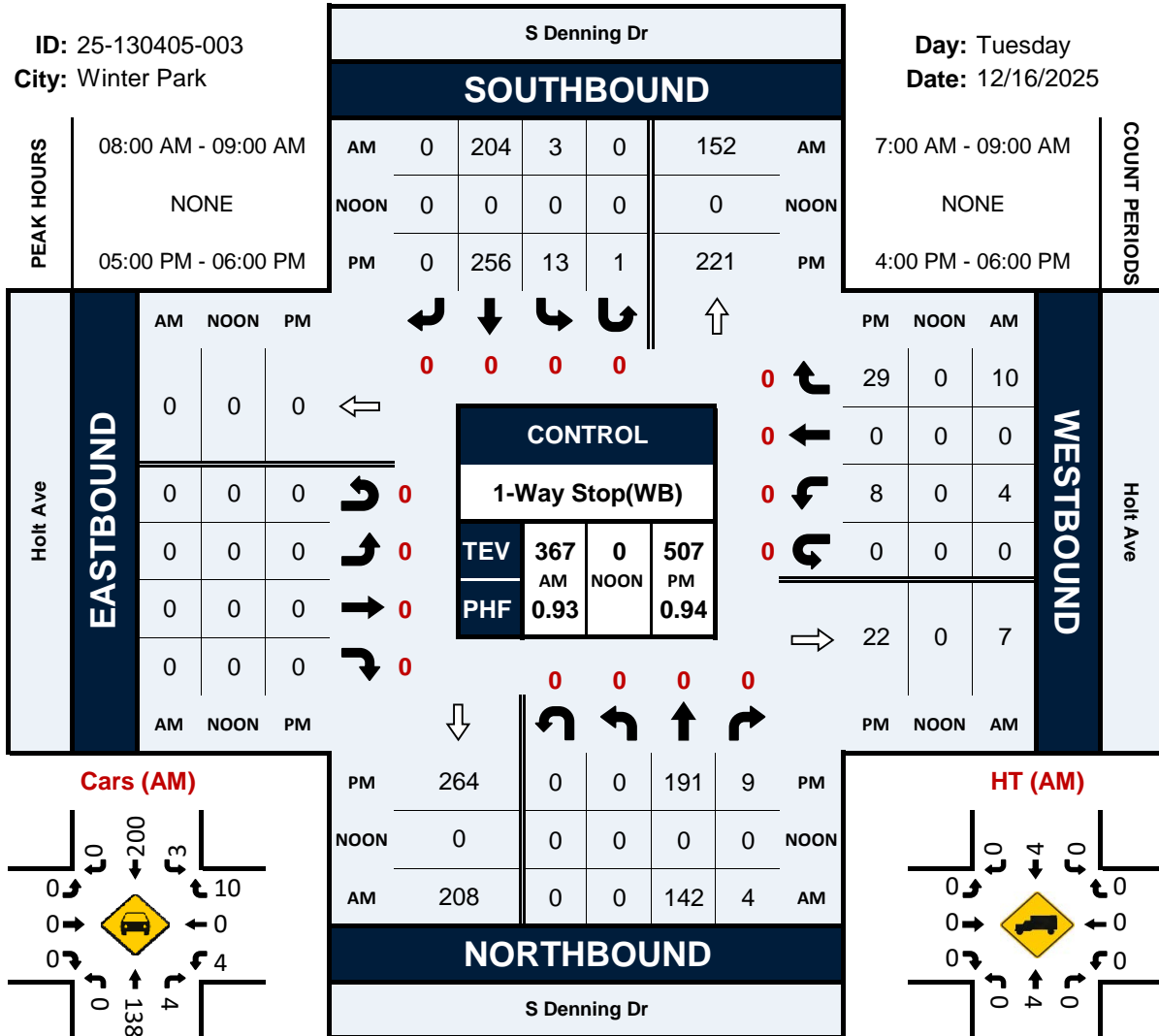
Speed: 35 MPH

# S Denning Dr & Holt Ave

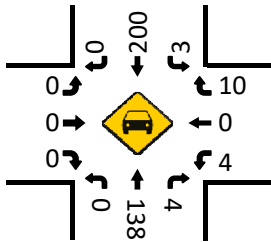
## Peak Hour Turning Movement Count

ID: 25-130405-003  
City: Winter Park

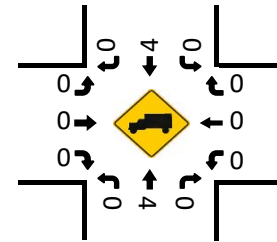
Day: Tuesday  
Date: 12/16/2025



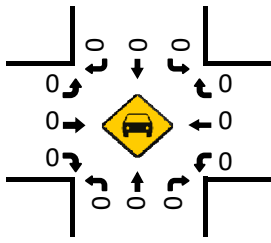
Cars (AM)



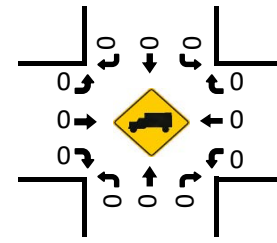
HT (AM)



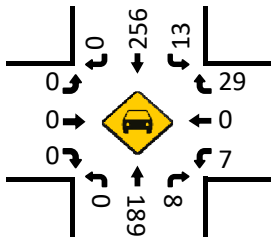
Cars (NOON)



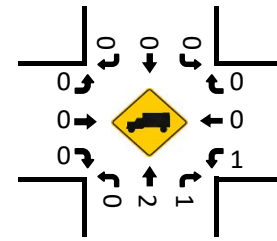
HT (NOON)



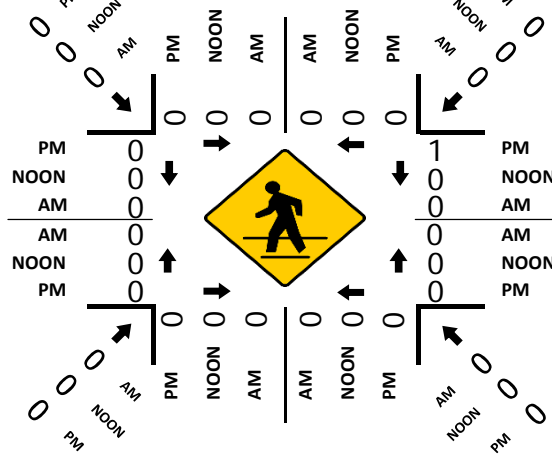
Cars (PM)



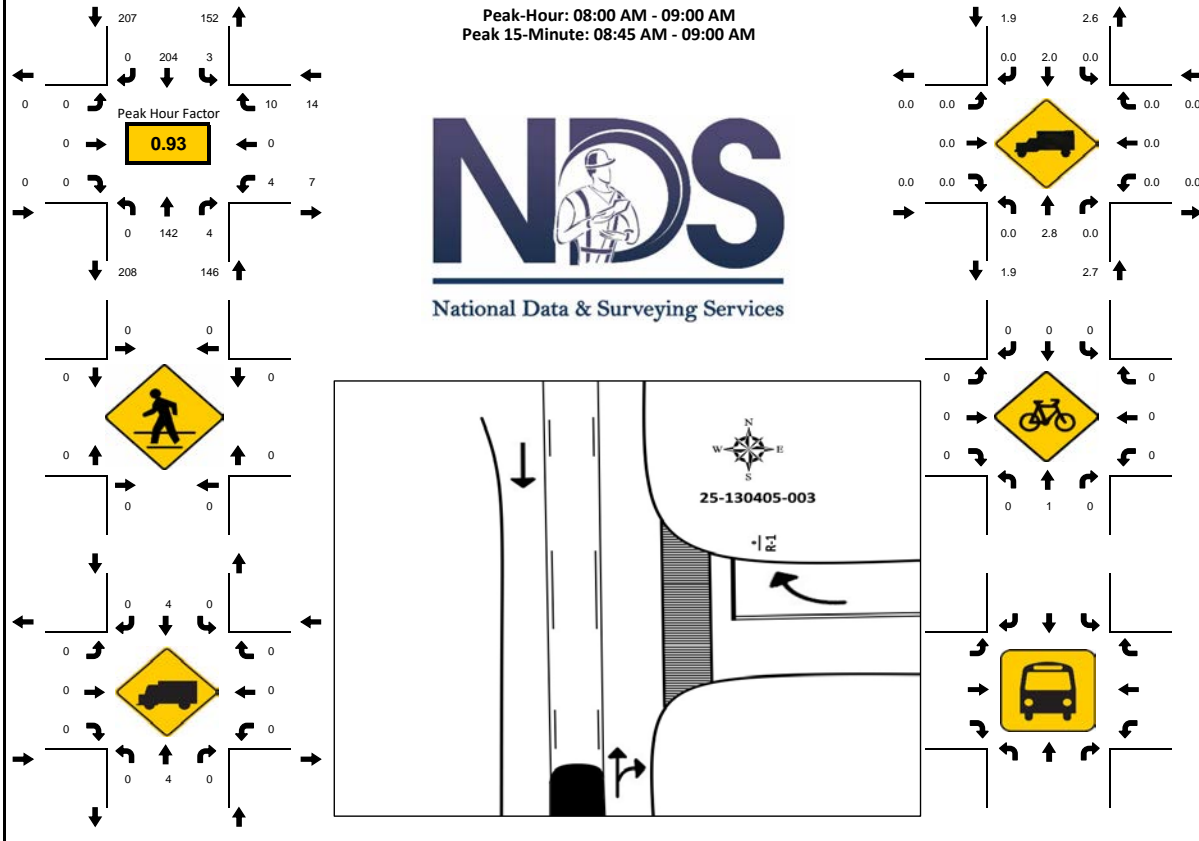
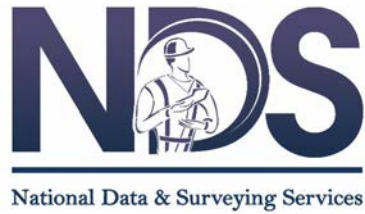
HT (PM)



Pedestrians (Crosswalks)

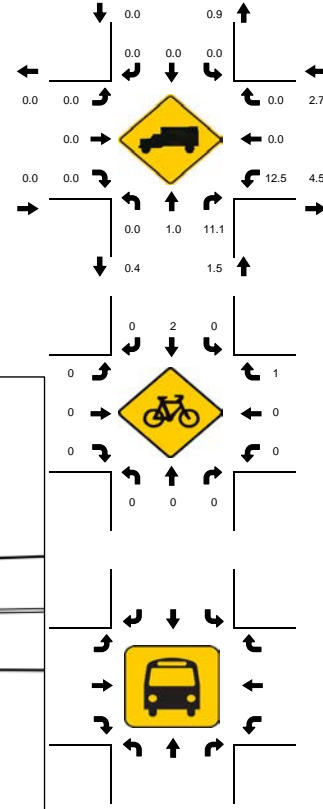
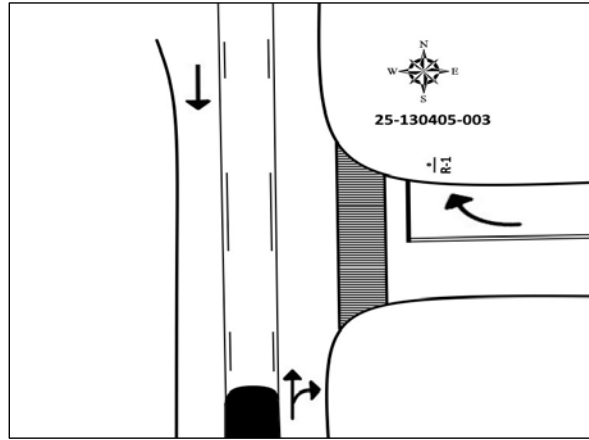
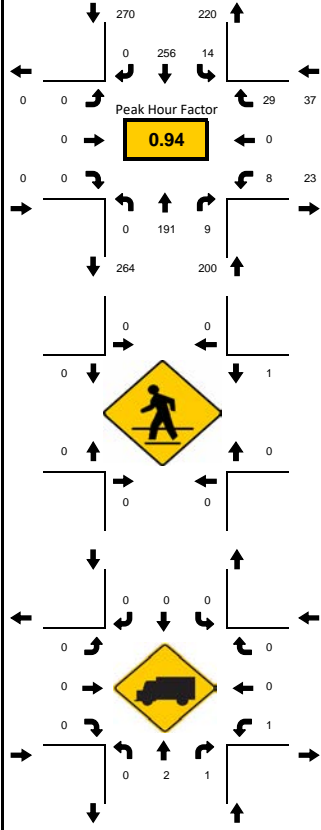
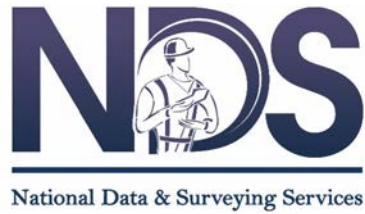


Peak-Hour: 08:00 AM - 09:00 AM  
Peak 15-Minute: 08:45 AM - 09:00 AM



15-Min Count Period Beginning At	S Denning Dr Northbound					S Denning Dr Southbound					Holt Ave Eastbound					Holt 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*		
7:00 AM	0	19	0	0	0	0	16	0	0	0	0	0	0	0	0	1	0	5	0	0	41	196
7:15 AM	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	1	0	0	41	250
7:30 AM	0	21	1	0	0	1	23	0	0	0	0	0	0	0	0	1	0	2	0	0	49	295
7:45 AM	0	24	2	0	0	3	33	0	0	0	0	0	0	0	0	1	0	2	0	0	65	333
8:00 AM	0	38	1	0	0	1	52	0	0	0	0	0	0	0	0	0	0	3	0	0	95	367
8:15 AM	0	27	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	2	0	0	86	272
8:30 AM	0	37	2	0	0	2	43	0	0	0	0	0	0	0	0	1	0	2	0	0	87	186
8:45 AM	0	40	1	0	0	0	52	0	0	0	0	0	0	0	0	3	0	3	0	0	99	99
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	160	8	0	0	8	228	0	0	0	0	0	0	0	0	12	0	12	0	0	428	
Heavy Trucks	0	12	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak-Hour: 05:00 PM - 06:00 PM  
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	S Denning Dr Northbound					S Denning Dr Southbound					Holt Ave Eastbound					Holt 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*		
4:00 PM	0	39	2	0		3	68	0	0		0	0	0	0		1	0	5	0		118	493
4:15 PM	0	41	2	0		5	72	0	0		0	0	0	0		2	0	11	0		133	496
4:30 PM	0	35	0	0		3	73	0	0		0	0	0	0		4	0	6	0		121	498
4:45 PM	0	46	2	0		5	55	0	0		0	0	0	0		2	0	11	0		121	502
5:00 PM	0	54	2	0		1	59	0	0		0	0	0	0		1	0	4	0		121	507
5:15 PM	0	45	1	0		5	72	0	0		0	0	0	0		3	0	9	0		135	386
5:30 PM	0	50	2	0		4	59	0	0		0	0	0	0		3	0	7	0		125	251
5:45 PM	0	42	4	0		3	66	0	1		0	0	0	0		1	0	9	0		126	126
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	216	16	0		20	288	0	4		0	0	0	0		12	0	36	0		592	
Heavy Trucks	0	4	4	0		0	0	0	0		0	0	0	0		4	0	0	0		12	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		4	0	0	0		4	
Bicycles	0	0	0	0		0	8	0	0		0	0	0	0		0	0	4	0		12	
Buses																					0	
Stopped Buses																					0	



National Data & Surveying Services

Site Code: 25-130405-003

Date: 12/16/2025

Weather: Sunny

City: Winter Park

County: Orange

Count Times: 07:00 - 09:00

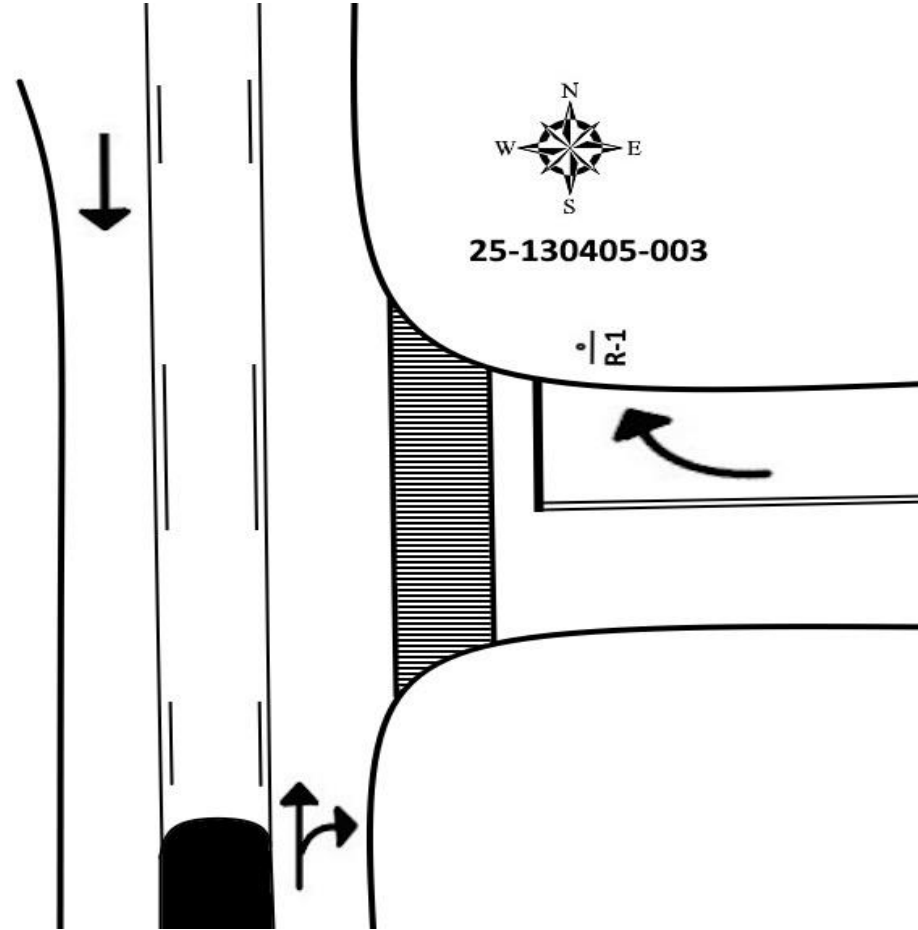
16:00 - 18:00

Control: 1-Way Stop(WB)



N/S Street: S Denning Dr

Speed: 25 MPH



E/W Street: Holt Ave

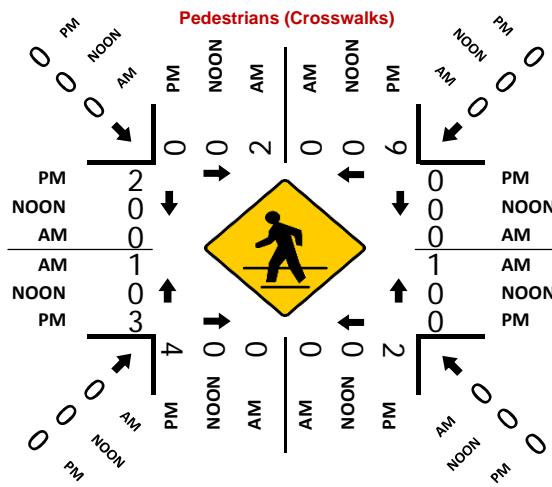
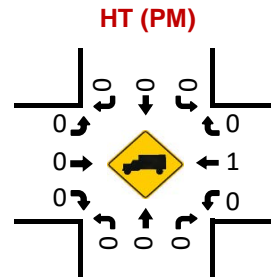
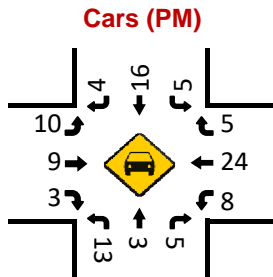
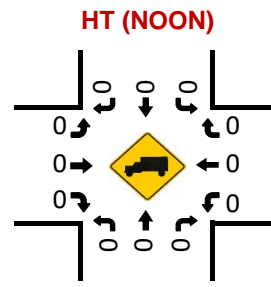
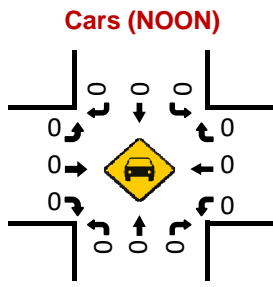
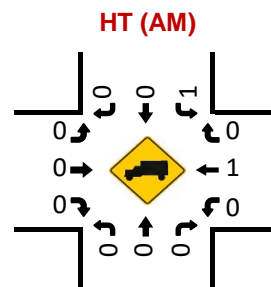
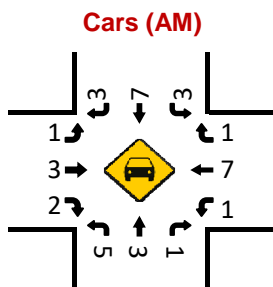
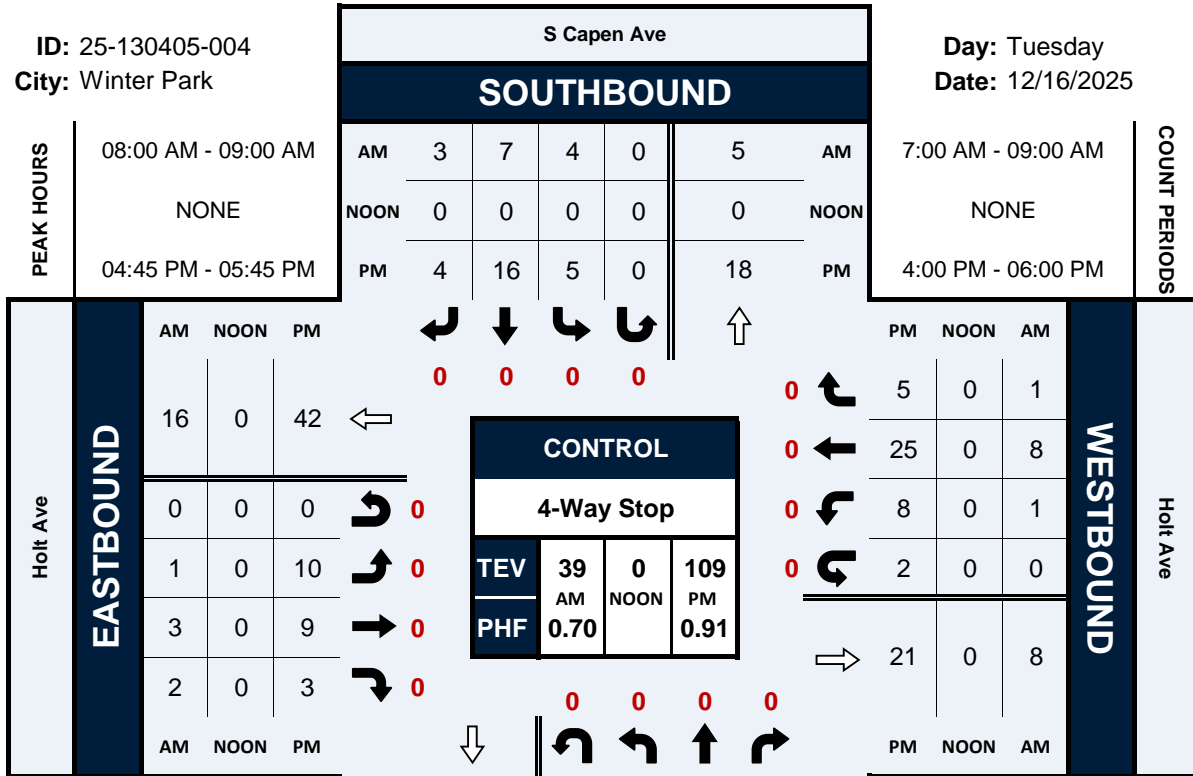
Speed: N/A

# S Capen Ave & Holt Ave

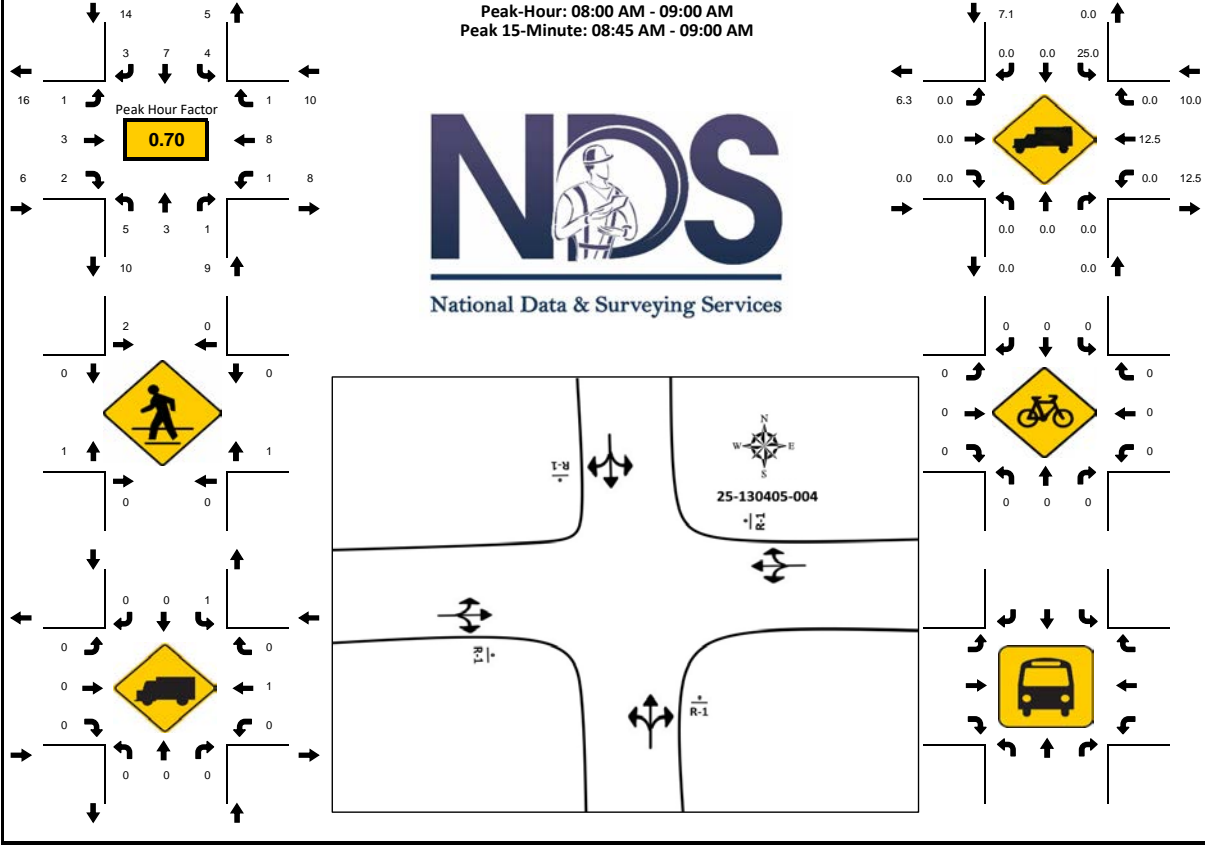
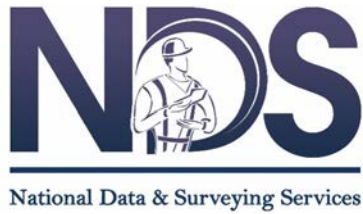
## Peak Hour Turning Movement Count

ID: 25-130405-004  
City: Winter Park

Day: Tuesday  
Date: 12/16/2025

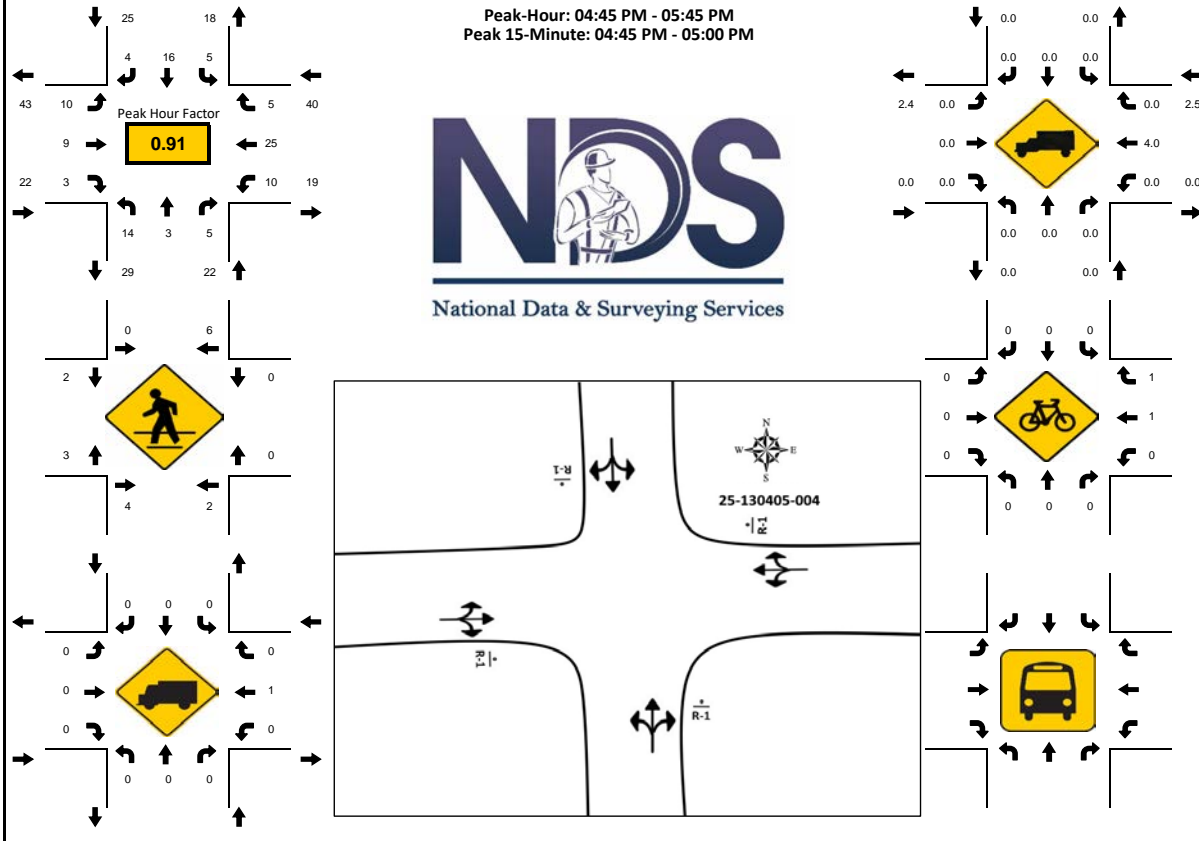
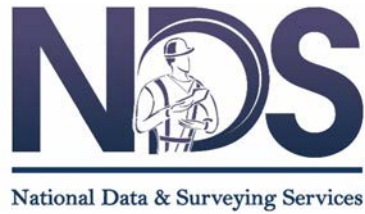


Peak-Hour: 08:00 AM - 09:00 AM  
 Peak 15-Minute: 08:45 AM - 09:00 AM



15-Min Count Period Beginning At	S Capen Ave Northbound					S Capen Ave Southbound					Holt Ave Eastbound					Holt 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*		
7:00 AM	1	0	0	0	0	3	5	0	0	0	0	0	0	0	0	1	5	0	0	0	15	39
7:15 AM	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4	33
7:30 AM	1	1	0	0	0	1	2	0	0	0	1	0	1	0	0	0	2	0	0	0	9	35
7:45 AM	2	0	0	0	0	0	2	0	0	0	2	3	0	0	0	0	1	1	0	0	11	36
8:00 AM	0	1	0	0	0	2	1	1	0	0	0	1	1	0	0	0	2	0	0	0	9	39
8:15 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	30
8:30 AM	3	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	1	0	0	0	10	24
8:45 AM	2	1	0	0	0	1	3	2	0	0	1	0	0	0	0	1	2	1	0	0	14	14
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	4	4	0	0	8	12	8	0	0	4	8	4	0	0	4	12	4	0	0	84	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	
Pedestrians	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	S Capen Ave Northbound					S Capen Ave Southbound					Holt Ave Eastbound					Holt 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*		
4:00 PM	3	2	1	0		1	3	1	0		2	2	0	0		0	4	0	0		19	94
4:15 PM	2	0	0	0		0	4	1	0		2	4	1	0		1	10	1	0		26	100
4:30 PM	0	0	0	0		1	1	3	0		0	3	0	0		3	7	1	0		19	102
4:45 PM	1	1	2	0		1	4	2	0		2	2	1	0		1	10	1	2		30	109
5:00 PM	5	1	1	1		2	5	1	0		3	0	1	0		2	2	1	0		25	101
5:15 PM	5	0	2	0		2	3	1	0		3	3	0	0		2	4	3	0		28	76
5:30 PM	2	1	0	0		0	4	0	0		2	4	1	0		3	9	0	0		26	48
5:45 PM	2	0	0	0		0	3	4	0		3	1	0	0		1	5	3	0		22	22
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	20	4	8	4		8	20	8	0		12	16	4	0		12	40	12	8		176	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		4	
Pedestrians		16					8					12					0				36	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	4	0		8	
Buses																					0	
Stopped Buses																					0	



National Data & Surveying Services

Site Code: 25-130405-004

Date: 12/16/2025

Weather: Sunny

City: Winter Park

County: Orange

Count Times: 07:00 - 09:00

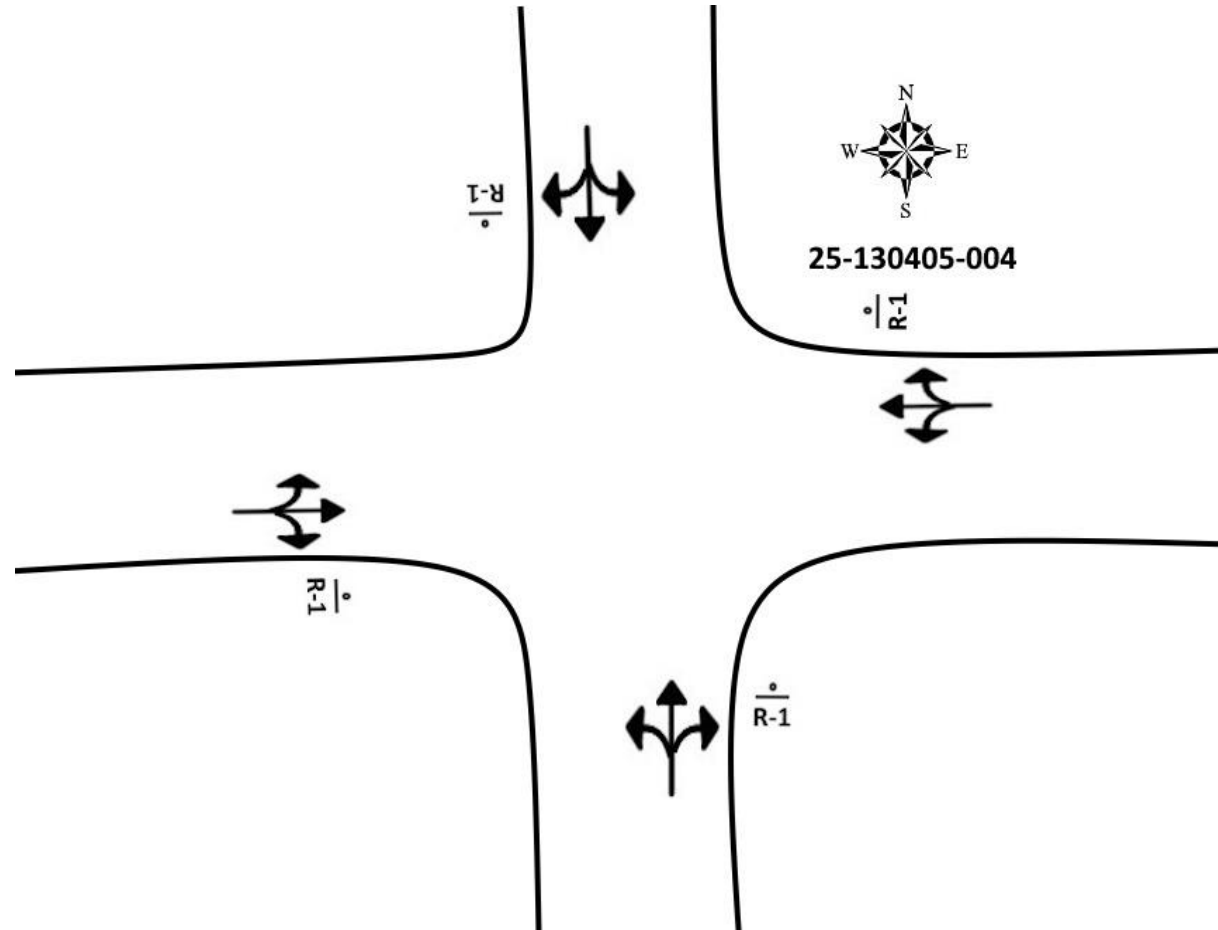
16:00 - 18:00

Control: 4-Way Stop



N/S Street: S Capen Ave

Speed: 25 MPH



E/W Street: Holt Ave

Speed: N/A

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2024 - 01/06/2024	1.01	1.03
2	01/07/2024 - 01/13/2024	1.01	1.03
3	01/14/2024 - 01/20/2024	1.02	1.04
4	01/21/2024 - 01/27/2024	1.01	1.03
5	01/28/2024 - 02/03/2024	1.00	1.02
6	02/04/2024 - 02/10/2024	0.99	1.01
7	02/11/2024 - 02/17/2024	0.99	1.01
8	02/18/2024 - 02/24/2024	0.99	1.01
9	02/25/2024 - 03/02/2024	0.99	1.01
10	03/03/2024 - 03/09/2024	0.99	1.01
*11	03/10/2024 - 03/16/2024	0.99	1.01
*12	03/17/2024 - 03/23/2024	0.98	1.00
*13	03/24/2024 - 03/30/2024	0.98	1.00
*14	03/31/2024 - 04/06/2024	0.97	0.99
*15	04/07/2024 - 04/13/2024	0.97	0.99
*16	04/14/2024 - 04/20/2024	0.97	0.99
*17	04/21/2024 - 04/27/2024	0.97	0.99
*18	04/28/2024 - 05/04/2024	0.97	0.99
*19	05/05/2024 - 05/11/2024	0.97	0.99
*20	05/12/2024 - 05/18/2024	0.98	1.00
*21	05/19/2024 - 05/25/2024	0.98	1.00
*22	05/26/2024 - 06/01/2024	0.99	1.01
*23	06/02/2024 - 06/08/2024	0.99	1.01
24	06/09/2024 - 06/15/2024	1.00	1.02
25	06/16/2024 - 06/22/2024	1.00	1.02
26	06/23/2024 - 06/29/2024	1.00	1.02
27	06/30/2024 - 07/06/2024	1.01	1.03
28	07/07/2024 - 07/13/2024	1.01	1.03
29	07/14/2024 - 07/20/2024	1.02	1.04
30	07/21/2024 - 07/27/2024	1.01	1.03
31	07/28/2024 - 08/03/2024	1.01	1.03
32	08/04/2024 - 08/10/2024	1.00	1.02
33	08/11/2024 - 08/17/2024	1.00	1.02
34	08/18/2024 - 08/24/2024	1.00	1.02
35	08/25/2024 - 08/31/2024	1.00	1.02
36	09/01/2024 - 09/07/2024	1.00	1.02
37	09/08/2024 - 09/14/2024	1.00	1.02
38	09/15/2024 - 09/21/2024	1.01	1.03
39	09/22/2024 - 09/28/2024	1.02	1.04
40	09/29/2024 - 10/05/2024	1.03	1.05
41	10/06/2024 - 10/12/2024	1.04	1.06
42	10/13/2024 - 10/19/2024	1.06	1.08
43	10/20/2024 - 10/26/2024	1.05	1.07
44	10/27/2024 - 11/02/2024	1.04	1.06
45	11/03/2024 - 11/09/2024	1.04	1.06
46	11/10/2024 - 11/16/2024	1.03	1.05
47	11/17/2024 - 11/23/2024	1.03	1.05
48	11/24/2024 - 11/30/2024	1.02	1.04
49	12/01/2024 - 12/07/2024	1.02	1.04
50	12/08/2024 - 12/14/2024	1.01	1.03
51	12/15/2024 - 12/21/2024	1.01	1.03
52	12/22/2024 - 12/28/2024	1.01	1.03
53	12/29/2024 - 12/31/2024	1.02	1.04

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

5\_7500\_PKSEASON.TXT

### MaxTime Basic Default Timing Sheet

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

#### Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

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

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
----------	---------

**Schedules**

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

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

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

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

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

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

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

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

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

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

Day Plan	11	Description																
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**Schedules**

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

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

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

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

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

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

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

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

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

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

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

**Phase Configuration**

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

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

**Split Parameters**

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

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

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

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

**Phase Parameters**

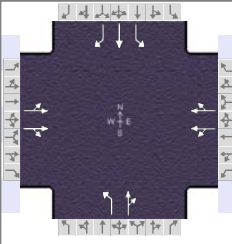
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	12	0	15	0	14	0	13	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	4	10	4	15	4	10	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	4	3	3	3	4	3	3	0	0	0	0	0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

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

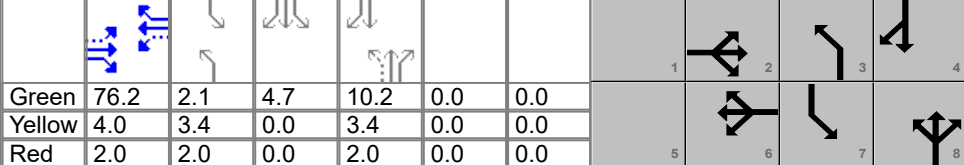
## **APPENDIX B**

Existing Intersection Capacity Analysis Worksheets

## HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	TPD Inc.			Duration, h	0.250	
Analyst	TPD/jd	Analysis Date	Dec 23, 2025	Area Type	Other	
Jurisdiction	Winter Park	Time Period	AM peak Hour	PHF	0.99	
Urban Street	Fairbanks Avenue	Analysis Year	2025	Analysis Period	1 > 7:00	
Intersection	Fairbanks Avenue & De...	File Name	1a Fairbanks & Denning Existing AM Peak.xus			
Project Description	Existing AM Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	89	868	23	10	785	92	24	124	5	79	179	73

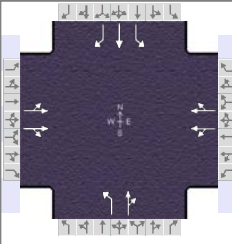
Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	76.2	2.1	4.7	10.2	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.0	3.4	0.0	3.4	0.0	0.0	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	2.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8	7	4
Case Number		8.0		8.0	1.1	4.0	2.0	3.0
Phase Duration, s		82.2		82.2	7.5	15.6	12.2	20.3
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.0	5.4	5.4	5.4	5.4
Max Allow Headway ( MAH ), s		0.0		0.0	3.1	3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s					3.4	9.6	6.8	12.4
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0	0.0	0.6	0.0	0.6
Phase Call Probability					0.52	1.00	1.00	1.00
Max Out Probability					0.00	0.00	1.00	0.00

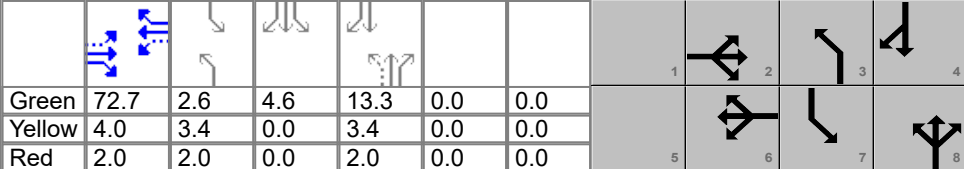
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	450		540	475		421	24	130		80	181	74
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1318		1676	1829		1624	1767	1843		1810	1841	1610
Queue Service Time ( g <sub>s</sub> ), s	6.4		16.1	0.0		11.8	1.4	7.6		4.8	10.4	4.6
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	18.3		16.1	11.6		11.8	1.4	7.6		4.8	10.4	4.6
Green Ratio ( g/C )	0.69		0.69	0.69		0.69	0.11	0.09		0.06	0.14	0.14
Capacity ( c ), veh/h	952		1161	1301		1125	126	171		112	249	218
Volume-to-Capacity Ratio ( X )	0.472		0.465	0.365		0.374	0.192	0.763		0.715	0.726	0.338
Back of Queue ( Q ), ft/ln ( 95 th percentile)	188		231	192		174	28	165		101	216	82
Back of Queue ( Q ), veh/ln ( 95 th percentile)	7.5		9.2	7.7		7.0	1.1	6.4		4.0	8.4	3.3
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00		0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	7.5		7.7	7.0		7.0	44.3	48.7		50.7	45.6	43.1
Incremental Delay ( d <sub>2</sub> ), s/veh	1.7		1.3	0.8		1.0	0.3	2.7		3.5	1.5	0.3
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Control Delay ( d ), s/veh	9.2		9.0	7.8		8.0	44.5	51.4		54.2	47.1	43.4
Level of Service ( LOS )	A		A	A		A	D	D		D	D	D
Approach Delay, s/veh / LOS	9.1		A	7.9		A	50.3	D		48.0		D
Intersection Delay, s/veh / LOS	16.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.05	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	1.30	A	1.23	A	0.74	A	1.04	A

## HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	TPD Inc.			Duration, h	0.250	
Analyst	TPD/jd	Analysis Date	Dec 23, 2025	Area Type	Other	
Jurisdiction	Winter Park	Time Period	PM peak Hour	PHF	0.95	
Urban Street	Fairbanks Avenue	Analysis Year	2025	Analysis Period	1 > 7:00	
Intersection	Fairbanks Avenue & De...	File Name	1b Fairbanks & Denning Existing PM Peak.xus			
Project Description	Existing PM Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	102	812	17	35	705	93	33	171	6	82	207	61

Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	72.7	2.6	4.6	13.3	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.0	3.4	0.0	3.4	0.0	0.0	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	2.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8	7	4
Case Number		8.0		8.0	1.1	4.0	2.0	3.0
Phase Duration, s		78.7		78.7	8.0	18.7	12.6	23.3
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.0	5.4	5.4	5.4	5.4
Max Allow Headway ( MAH ), s		0.0		0.0	3.1	3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s					3.9	12.7	7.2	14.0
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0	0.0	0.7	0.0	0.7
Phase Call Probability					0.65	1.00	1.00	1.00
Max Out Probability					0.01	0.02	1.00	0.00

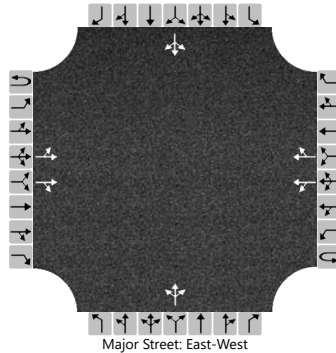
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	434		546	446		431	35	186		86	218	64
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1213		1705	1687		1635	1795	1874		1810	1885	1610
Queue Service Time ( g <sub>s</sub> ), s	12.3		17.6	0.0		13.3	1.9	10.7		5.2	12.0	3.8
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	25.6		17.6	11.7		13.3	1.9	10.7		5.2	12.0	3.8
Green Ratio ( g/C )	0.66		0.66	0.66		0.66	0.15	0.12		0.07	0.16	0.16
Capacity ( c ), veh/h	842		1127	1150		1081	149	227		118	307	262
Volume-to-Capacity Ratio ( X )	0.516		0.484	0.388		0.399	0.233	0.820		0.731	0.711	0.245
Back of Queue ( Q ), ft/ln ( 95 th percentile)	254		260	202		202	37	222		113	240	68
Back of Queue ( Q ), veh/ln ( 95 th percentile)	10.2		10.4	8.1		8.1	1.5	8.8		4.5	9.5	2.7
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00		0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	10.5		9.3	8.3		8.6	41.4	47.2		50.5	43.6	40.2
Incremental Delay ( d <sub>2</sub> ), s/veh	2.3		1.5	1.0		1.1	0.3	2.8		6.5	1.1	0.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Control Delay ( d ), s/veh	12.8		10.8	9.3		9.7	41.7	50.0		57.0	44.7	40.3
Level of Service ( LOS )	B		B	A		A	D	D		E	D	D
Approach Delay, s/veh / LOS	11.7		B	9.5		A	48.7	D		46.9		D
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	2.06	B	2.14	B	2.13	B
Bicycle LOS Score / LOS	1.30	A	1.21	A	0.85	A	1.10	A

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Fairbanks & Capen		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/23/2025			East/West Street	Fairbanks Avenue		
Analysis Year	2025			North/South Street	Capen Avenue		
Time Analyzed	Existing AM Peak Hour			Peak Hour Factor	0.96		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume (veh/h)		63	877	6		5	901	20		0	2	5		1	0	36
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

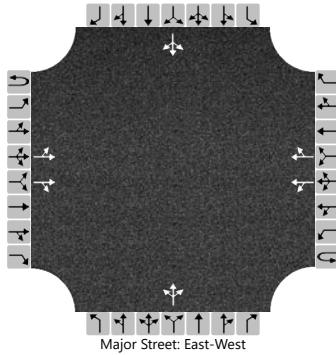
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		66				5					7					39	
Capacity, c (veh/h)		725				750					146					450	
v/c Ratio		0.09				0.01					0.05					0.09	
95% Queue Length, Q <sub>95</sub> (veh)		0.3				0.0					0.2					0.3	
95% Queue Length, Q <sub>95</sub> (ft)		7.5				0.0					5.0					7.5	
Control Delay (s/veh)		10.5	1.1			9.8	0.1				30.9					13.8	
Level of Service (LOS)		B	A			A	A				D					B	
Approach Delay (s/veh)		1.7				0.1				30.9				13.8			
Approach LOS		A				A				D				B			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Fairbanks & Capen		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/23/2025			East/West Street	Fairbanks Avenue		
Analysis Year	2025			North/South Street	Capen Avenue		
Time Analyzed	Existing PM Peak Hour			Peak Hour Factor	0.94		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0	0	0	1	0	
Configuration		LT		TR		LT		TR		LTR				LTR		
Volume (veh/h)		112	776	5		9	683	26		0	6	10		1	6	148
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	5
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	7.00
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.35

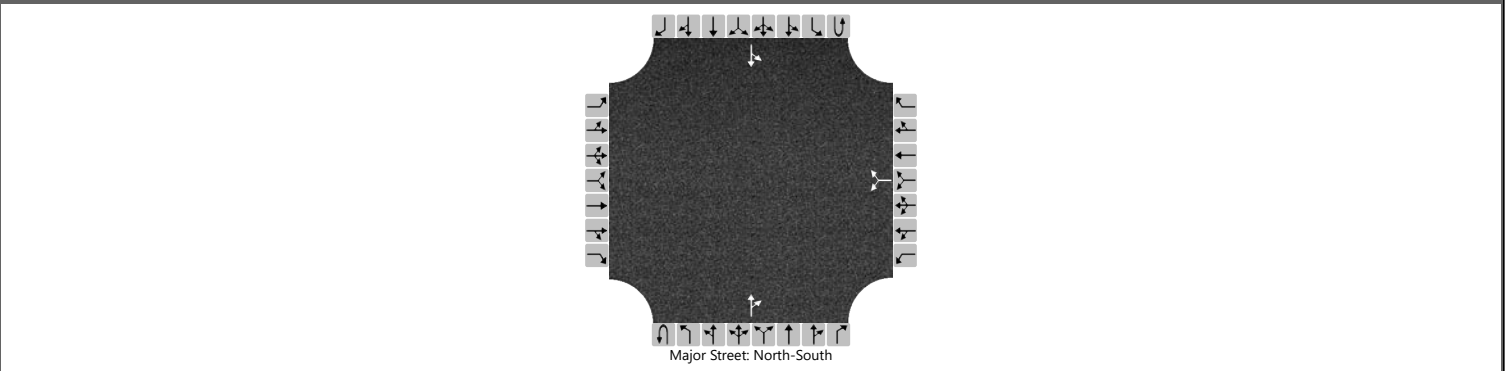
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		119				10					17					165	
Capacity, c (veh/h)		865				810					140					441	
v/c Ratio		0.14				0.01					0.12					0.37	
95% Queue Length, Q <sub>95</sub> (veh)		0.5				0.0					0.4					1.7	
95% Queue Length, Q <sub>95</sub> (ft)		12.5				0.0					10.0					44.1	
Control Delay (s/veh)		9.8	1.4			9.5	0.1				34.2					18.0	
Level of Service (LOS)		A	A			A	A				D					C	
Approach Delay (s/veh)		2.4				0.3				34.2				18.0			
Approach LOS		A				A				D				C			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd	Intersection	Denning & Holt				
Agency/Co.	TPD Inc.	Jurisdiction	Winter Park				
Date Performed	12/23/2025	East/West Street	Denning Drive				
Analysis Year	2025	North/South Street	Holt Avenue				
Time Analyzed	Existing AM Peak Hour	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						4		10			143	4		3	206		
Percent Heavy Vehicles (%)						0		0						0			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type   Storage						Left Only								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.40		6.20							4.10		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.50		3.30							2.20		

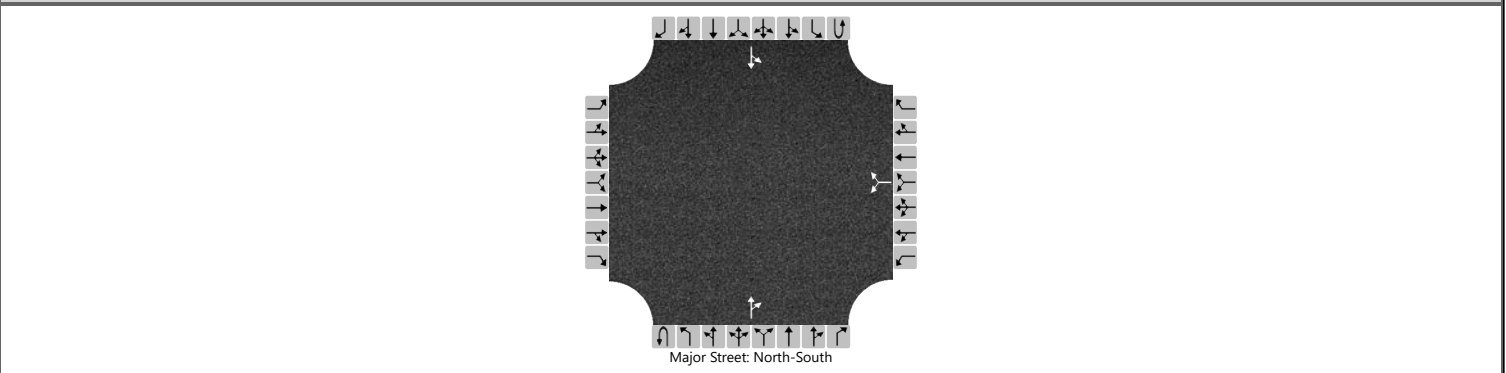
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						15									3		
Capacity, c (veh/h)						815									1434		
v/c Ratio						0.02									0.00		
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0		
95% Queue Length, Q <sub>95</sub> (ft)						2.5									0.0		
Control Delay (s/veh)						9.5									7.5	0.0	
Level of Service (LOS)						A									A	A	
Approach Delay (s/veh)						9.5								0.1			
Approach LOS						A								A			

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TPD/jd	Intersection	Denning & Holt
Agency/Co.	TPD Inc.	Jurisdiction	Winter Park
Date Performed	12/23/2025	East/West Street	Denning Drive
Analysis Year	2025	North/South Street	Holt Avenue
Time Analyzed	Existing PM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	FBS South - TPD # 6162		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						8		29			193	9		14	259	
Percent Heavy Vehicles (%)						0		13						0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left Only								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.33						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.42						2.20		

## Delay, Queue Length, and Level of Service

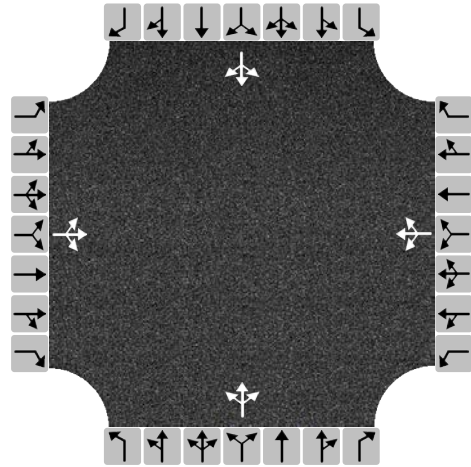
Flow Rate, v (veh/h)						39								15		
Capacity, c (veh/h)						745								1367		
v/c Ratio						0.05								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.2								0.0		
95% Queue Length, Q <sub>95</sub> (ft)						5.4								0.0		
Control Delay (s/veh)						10.1								7.7	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)						10.1								0.5		
Approach LOS						B								A		

# HCS All-Way Stop Control Report

## General and Site Information

Analyst	TPD/jd
Agency/Co.	TPD Inc.
Date Performed	12/23/2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Existing AM Peak Hour
Project Description	FBS South TPD # 6162
Intersection	Capen Avenue & Holt Avenue
Jurisdiction	Winter Park
East/West Street	Holt Avenue
North/South Street	Capen Avenue
Peak Hour Factor	0.70

## Lanes



## Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	1	3	2	1	8	1	5	3	1	4	7	3
% Thrus in Shared Lane												

## Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	9			14			13			20		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, $h_d$ (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.008			0.013			0.011			0.018		
Final Departure Headway, $h_d$ (s)	3.82			3.94			4.01			3.89		
Final Degree of Utilization, x	0.009			0.016			0.014			0.022		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, $t_s$ (s)	1.82			1.94			2.01			1.89		

## Capacity, Delay and Level of Service

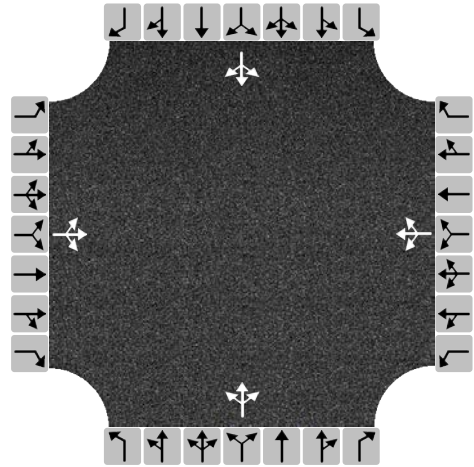
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	9			14			13			20		
Capacity (veh/h)	944			914			898			926		
95% Queue Length, $Q_{95}$ (veh)	0.0			0.0			0.0			0.1		
95% Queue Length, $Q_{95}$ (ft)	0.0			0.0			0.0			2.5		
Control Delay (s/veh)	6.9			7.0			7.1			7.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)   LOS	6.9		A	7.0		A	7.1		A	7.0		A
Intersection Delay (s/veh)   LOS	7.0						A					

# HCS All-Way Stop Control Report

## General and Site Information

Analyst	TPD/jd
Agency/Co.	TPD Inc.
Date Performed	12/23/2025
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Existing PM Peak Hour
Project Description	FBS South TPD # 6162
Intersection	Capen Avenue & Holt Avenue
Jurisdiction	Winter Park
East/West Street	Holt Avenue
North/South Street	Capen Avenue
Peak Hour Factor	0.91

## Lanes



## Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	10	9	3	10	25	5	14	3	5	5	16	4
% Thrus in Shared Lane												

## Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	24			44			24			27		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, h <sub>d</sub> (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.021			0.039			0.021			0.024		
Final Departure Headway, h <sub>d</sub> (s)	4.06			4.01			4.06			4.01		
Final Degree of Utilization, x	0.027			0.049			0.027			0.031		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t <sub>s</sub> (s)	2.06			2.01			2.06			2.01		

## Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	24			44			24			27		
Capacity (veh/h)	886			898			886			897		
95% Queue Length, Q <sub>95</sub> (veh)	0.1			0.2			0.1			0.1		
95% Queue Length, Q <sub>95</sub> (ft)	2.5			5.0			2.5			2.5		
Control Delay (s/veh)	7.2			7.2			7.2			7.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)   LOS	7.2		A	7.2		A	7.2		A	7.1		A
Intersection Delay (s/veh)   LOS	7.2						A					

## **APPENDIX C**

### ITE Trip Generation Worksheets

# Strip Retail Plaza (<40k) (822)

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

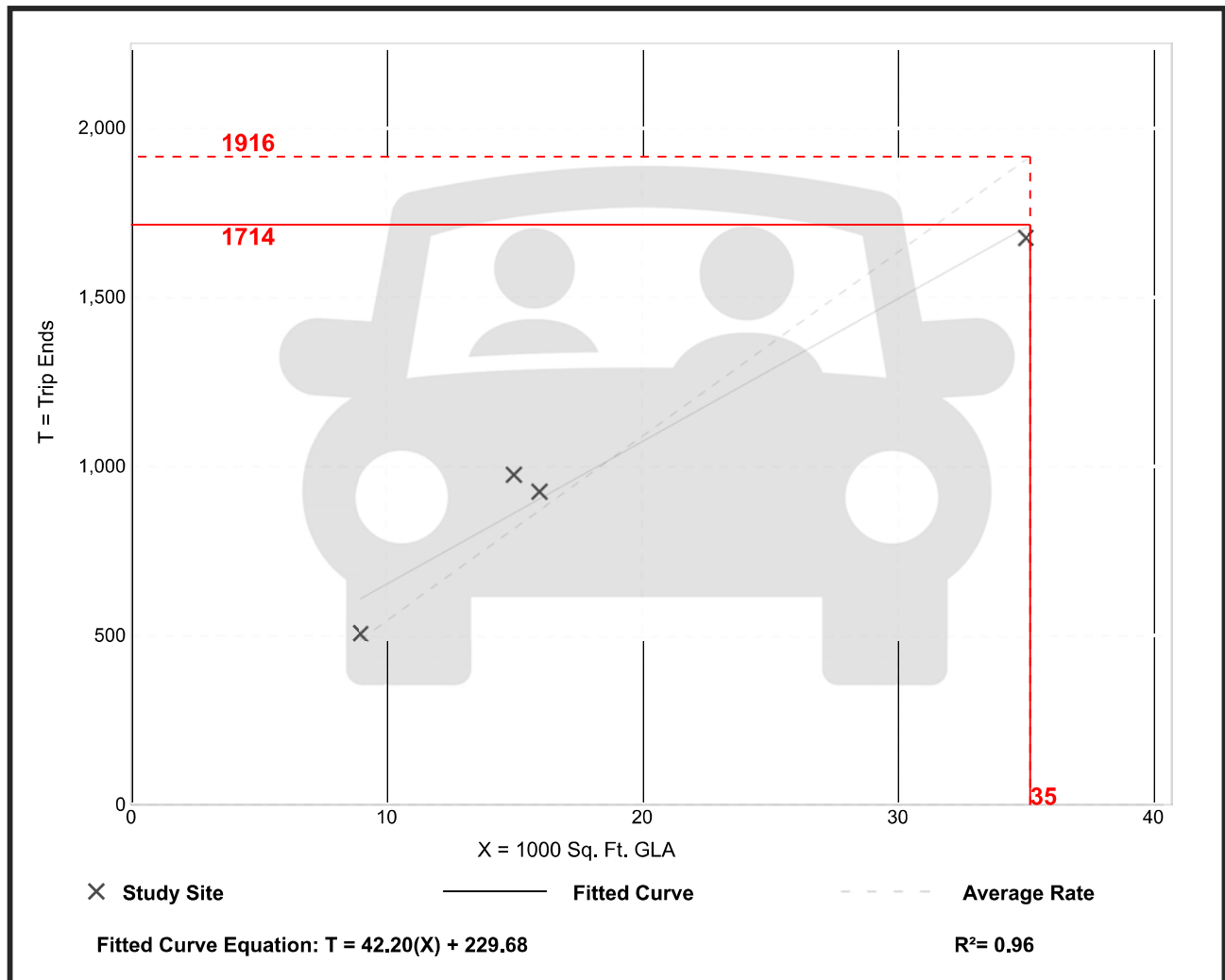
**Setting/Location: General Urban/Suburban**  
Number of Studies: 4  
Avg. 1000 Sq. Ft. GLA: 19  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

## Data Plot and Equation

*Caution – Small Sample Size*



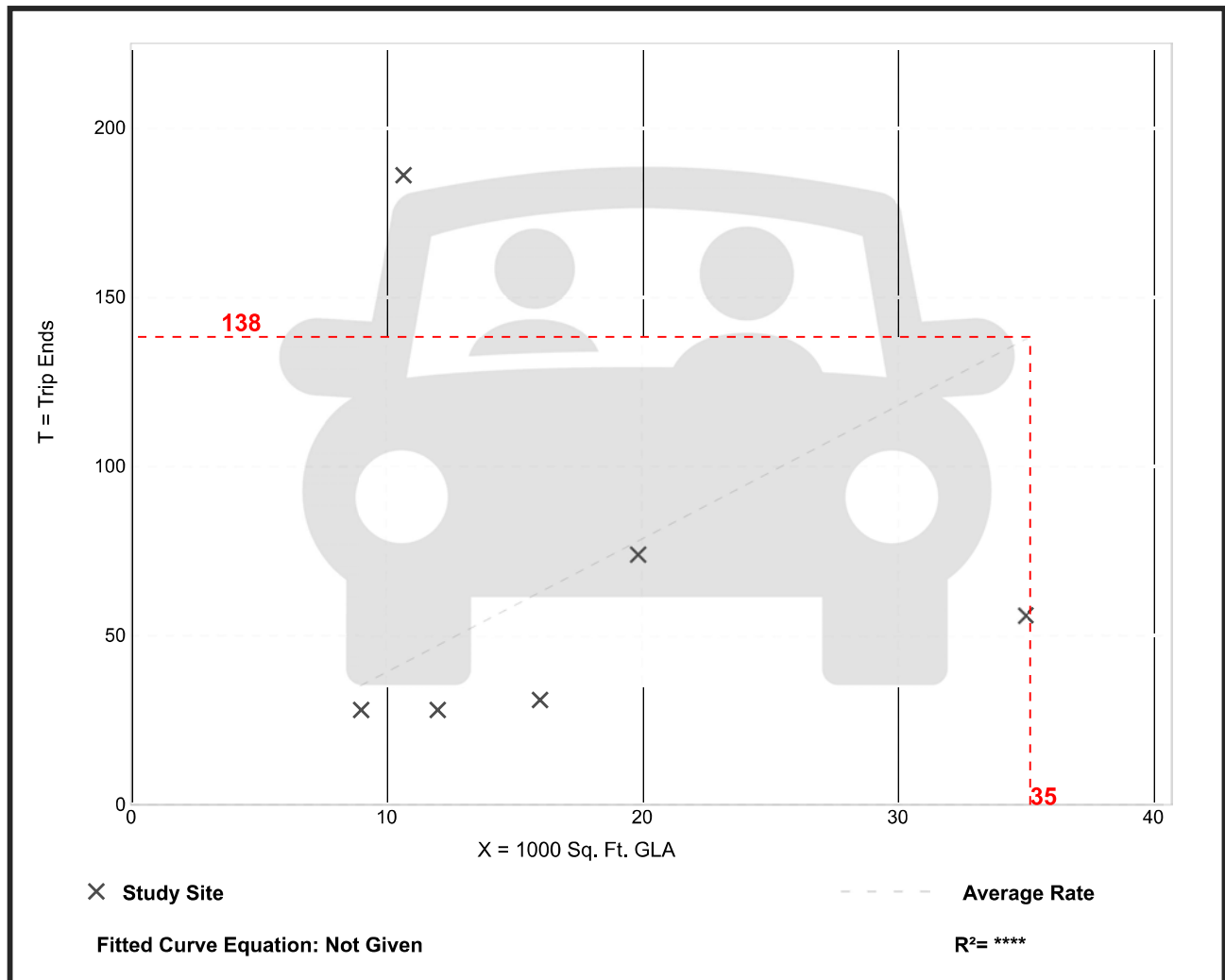
# Strip Retail Plaza (<40k) (822)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 6  
 Avg. 1000 Sq. Ft. GLA: 17  
 Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

## Data Plot and Equation



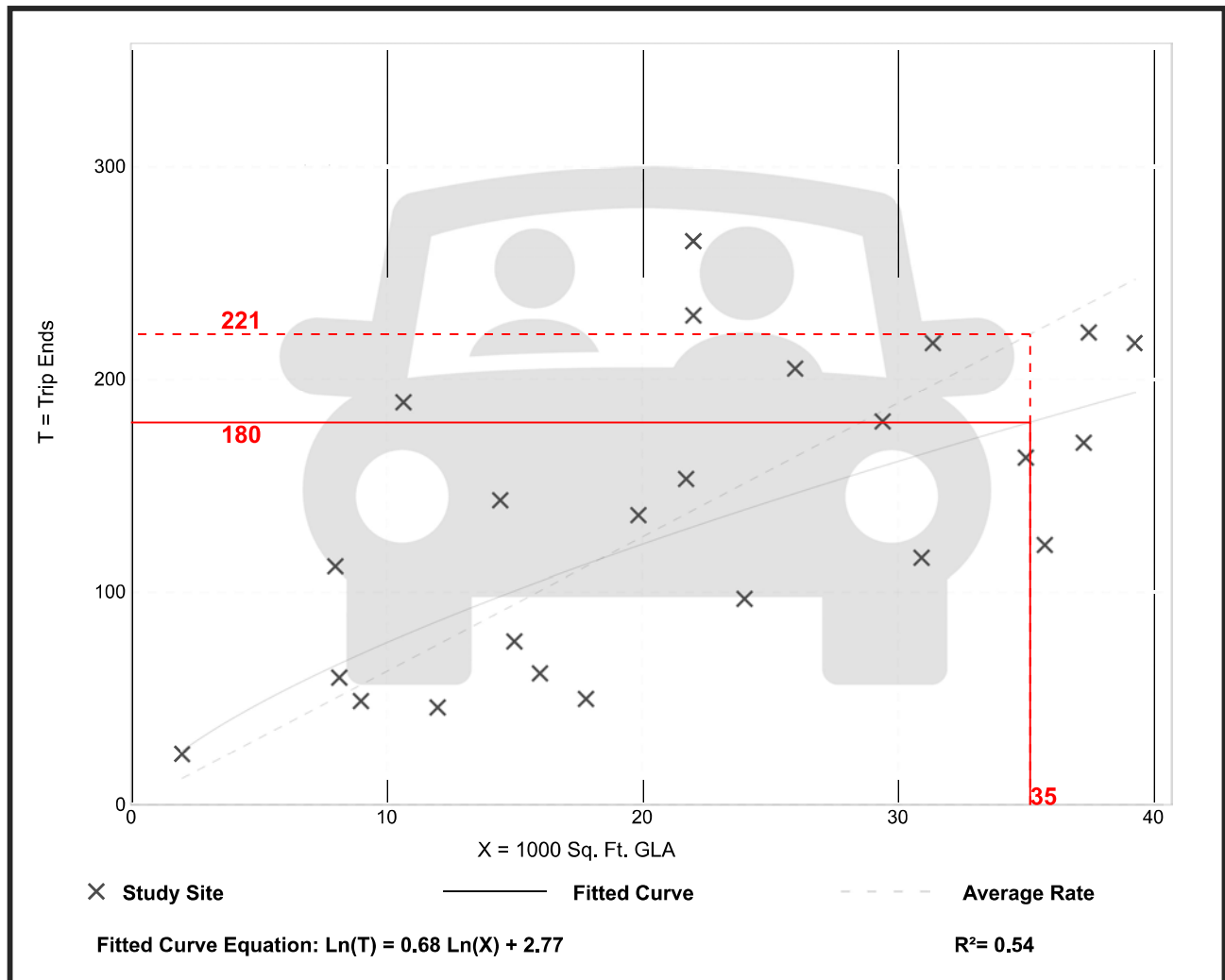
# Strip Retail Plaza (<40k) (822)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 24  
 Avg. 1000 Sq. Ft. GLA: 22  
 Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

## Data Plot and Equation



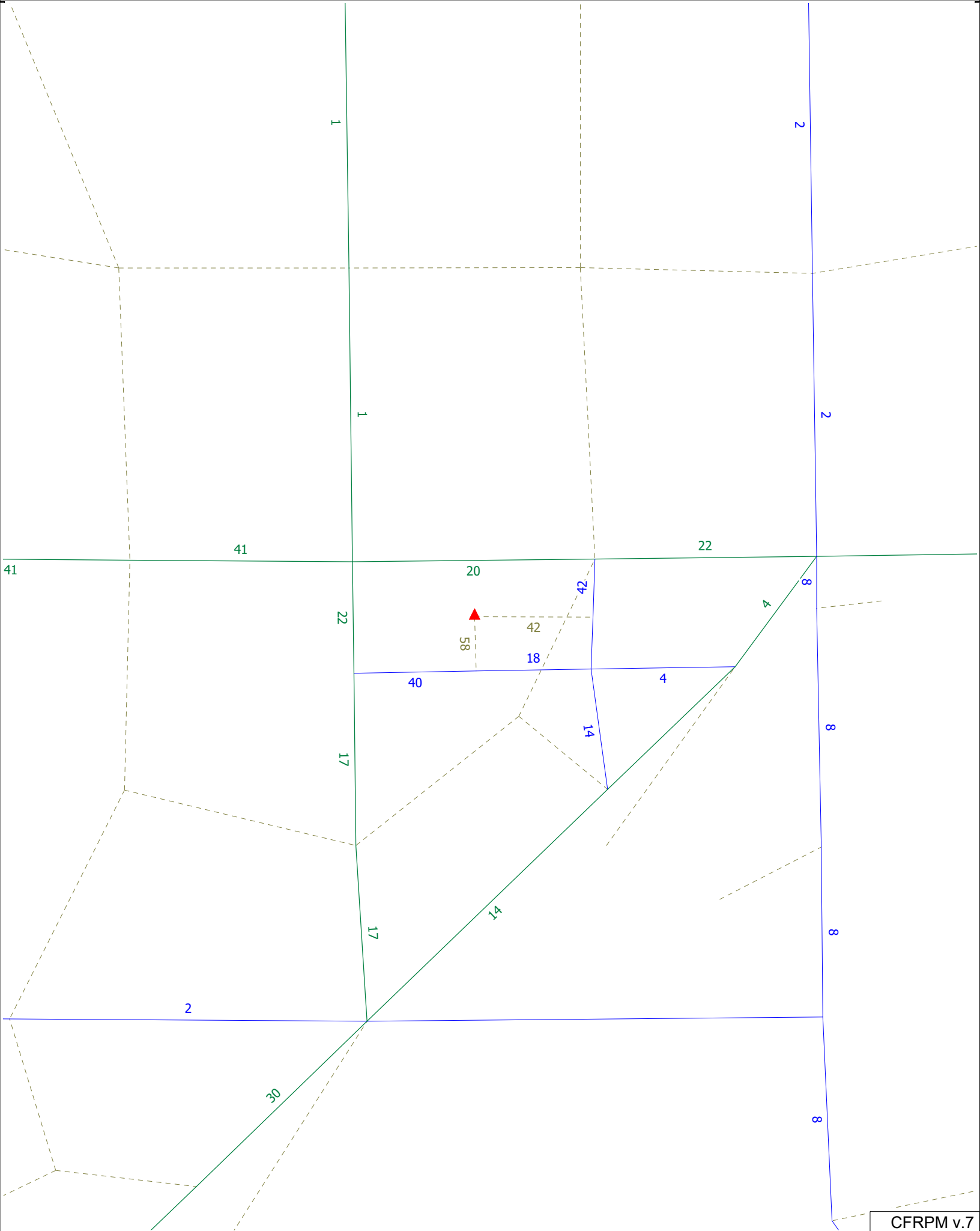
### Vehicle Pass-By Rates by Land Use

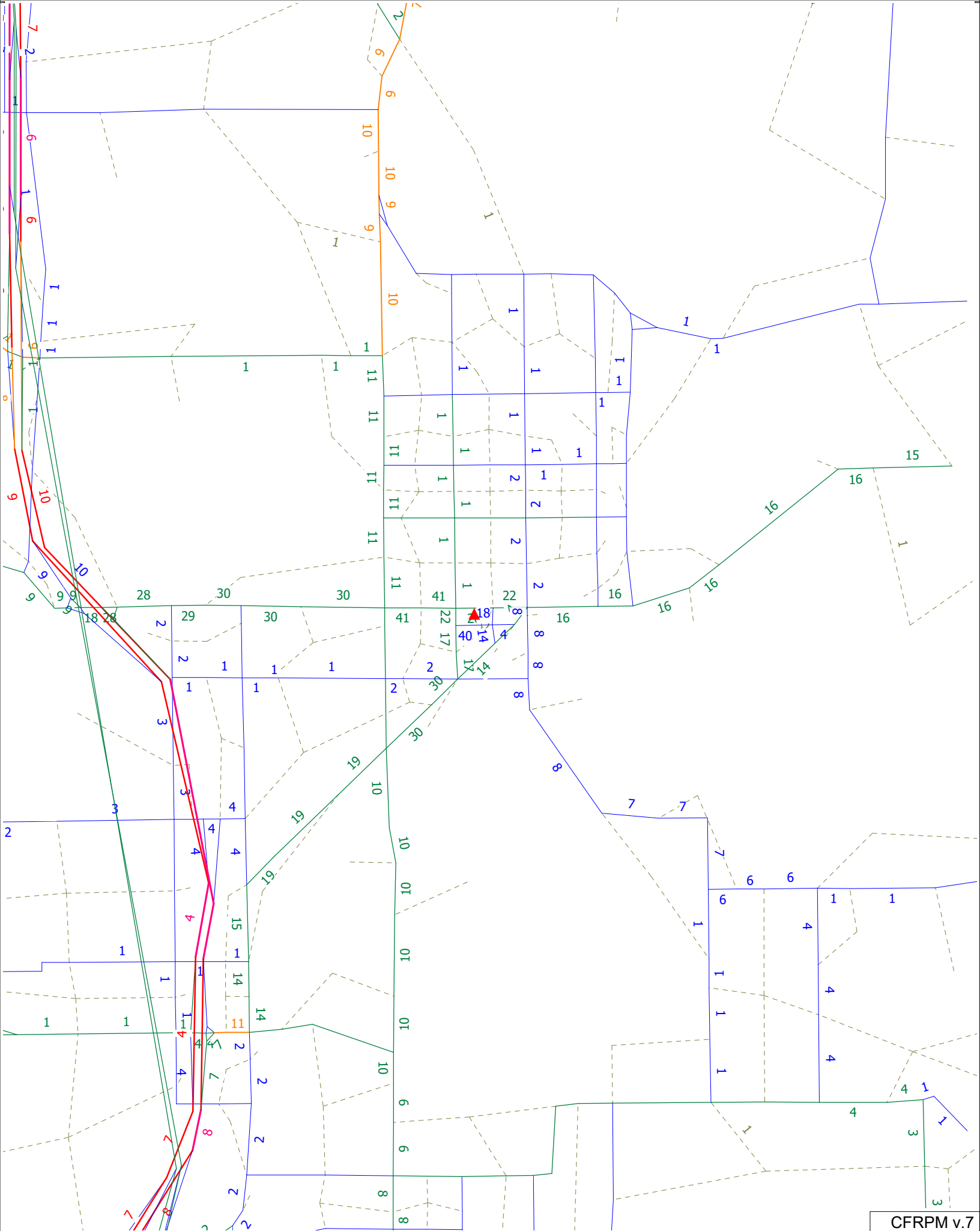
Source: ITE Trip Generation Manual, 12th Edition

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

## **APPENDIX D**

Model Output





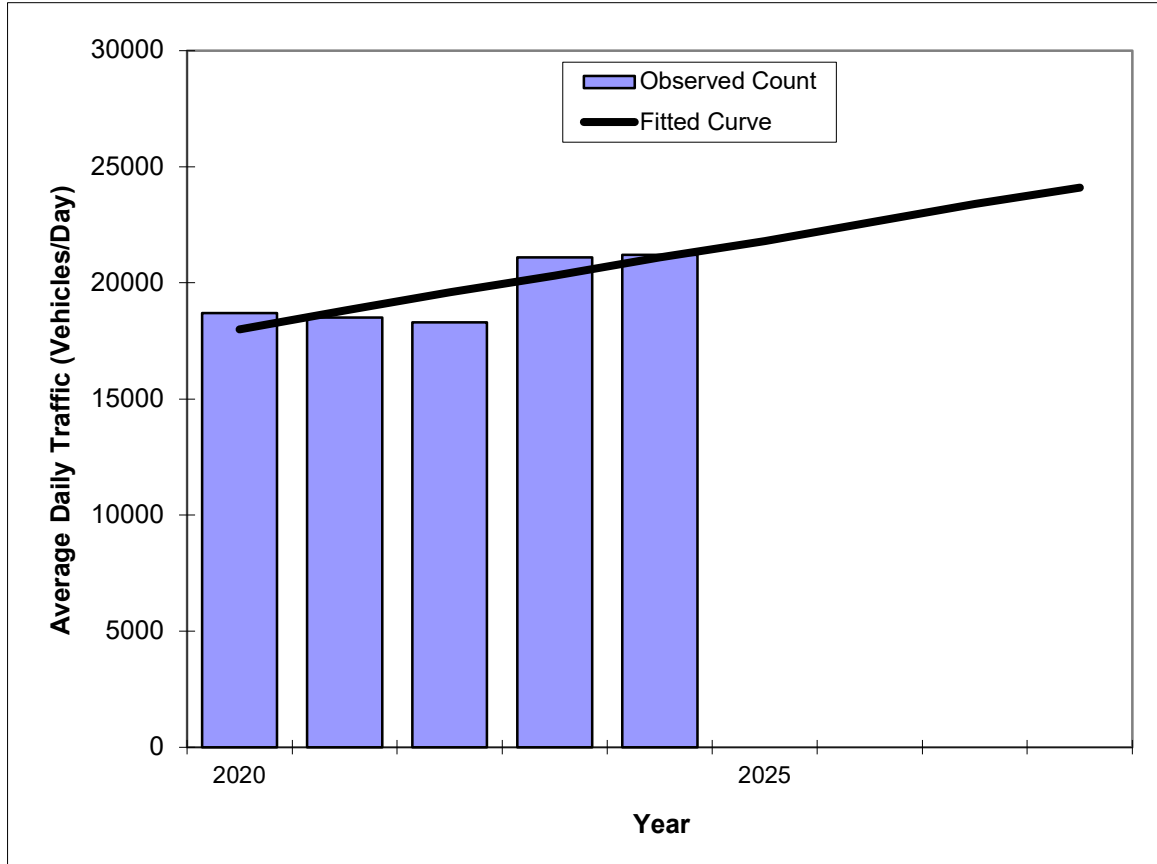
## **APPENDIX E**

### Trends Analysis Worksheets

## Traffic Trends - V3.0 FAIRBANKS AV --

FIN#	1234
Location	1

County:	Orange (75)
Station #:	755072
Highway:	FAIRBANKS AV



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	18700	18000
2021	18500	18800
2022	18300	19600
2023	21100	20300
2024	21200	21100
<b>2026 Opening Year Trend</b>		
2026	N/A	22600
<b>2027 Mid-Year Trend</b>		
2027	N/A	23400
<b>2028 Design Year Trend</b>		
2028	N/A	24100
<b>TRANPLAN Forecasts/Trends</b>		

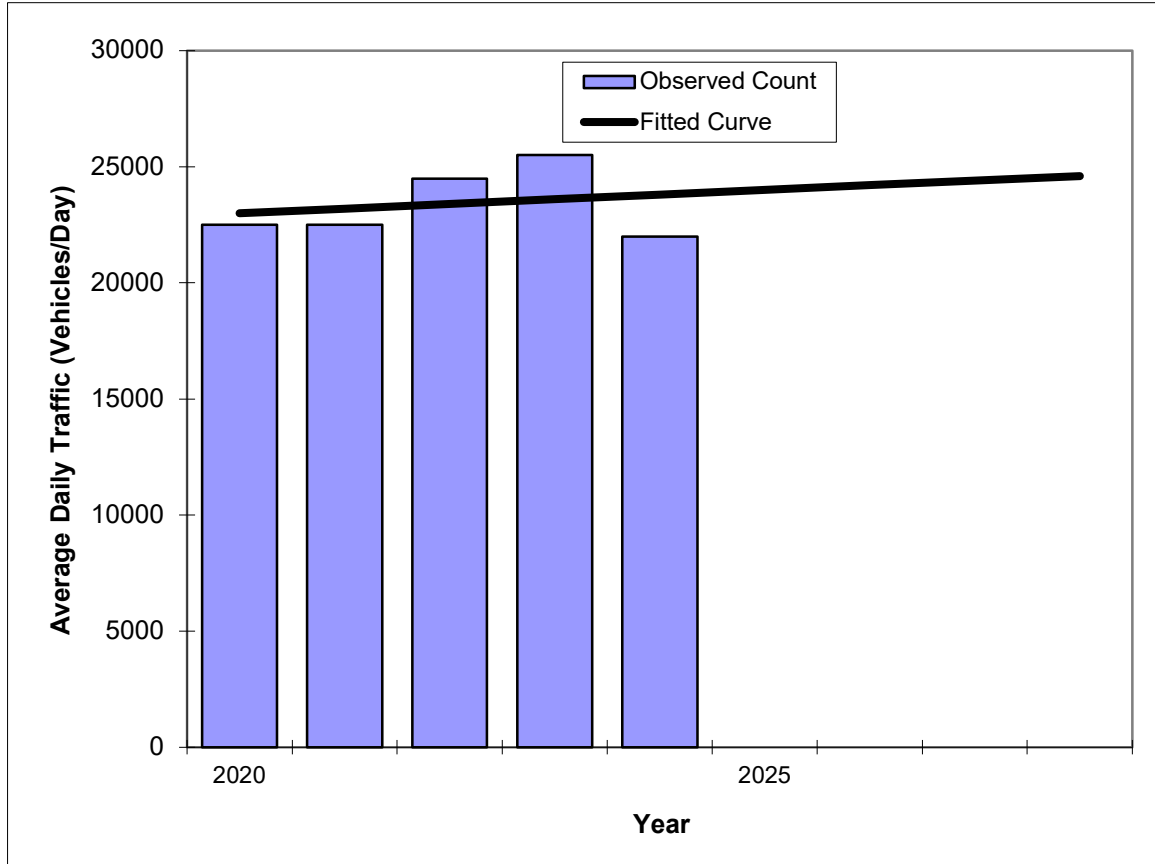
** Annual Trend Increase:	760
Trend R-squared:	67.86%
Trend Annual Historic Growth Rate:	4.31%
Trend Growth Rate (2024 to Design Year):	3.55%
Printed:	23-Dec-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends - V3.0 FAIRBANKS AV --

FIN#	1234
Location	1

County:	Orange (75)
Station #:	755071
Highway:	FAIRBANKS AV



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	22500	23000
2021	22500	23200
2022	24500	23400
2023	25500	23600
2024	22000	23800
<b>2026 Opening Year Trend</b>		
2026	N/A	24200
<b>2027 Mid-Year Trend</b>		
2027	N/A	24400
<b>2028 Design Year Trend</b>		
2028	N/A	24600
<b>TRANPLAN Forecasts/Trends</b>		

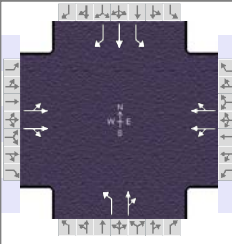
** Annual Trend Increase:	200
Trend R-squared:	4.35%
Trend Annual Historic Growth Rate:	0.87%
Trend Growth Rate (2024 to Design Year):	0.84%
Printed:	23-Dec-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

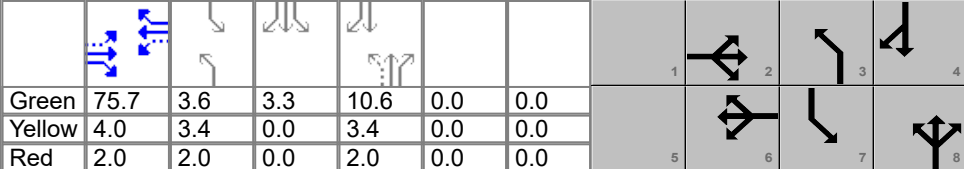
**APPENDIX F**

Projected Intersection Capacity Analysis Worksheets

## HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	TPD Inc.			Duration, h	0.250	
Analyst	TPD/jd	Analysis Date	Dec 26, 2025	Area Type	Other	
Jurisdiction	Winter Park	Time Period	AM peak Hour	PHF	0.99	
Urban Street	Fairbanks Avenue	Analysis Year	2027	Analysis Period	1 > 7:00	
Intersection	Fairbanks Avenue & De...	File Name	1a Fairbanks & Denning Projected AM Peak.xus			
Project Description	Projected AM Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	93	906	43	10	820	96	48	130	5	82	188	76

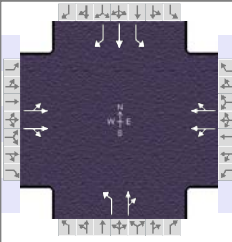
Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	75.7	3.6	3.3	10.6	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.0	3.4	0.0	3.4	0.0	0.0	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	2.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8	7	4
Case Number		8.0		8.0	1.1	4.0	2.0	3.0
Phase Duration, s		81.7		81.7	9.0	16.0	12.4	19.3
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.0	5.4	5.4	5.4	5.4
Max Allow Headway ( MAH ), s		0.0		0.0	3.1	3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s					4.7	9.9	6.9	13.1
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0	0.0	0.6	0.0	0.6
Phase Call Probability					0.77	1.00	1.00	1.00
Max Out Probability					0.05	0.00	1.00	0.00

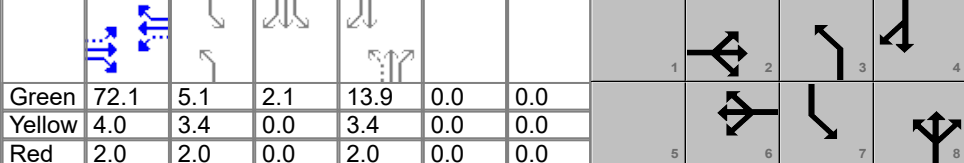
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	478		575	495		440	48	136		83	190	77
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1293		1666	1828		1624	1767	1843		1810	1841	1610
Queue Service Time ( g <sub>s</sub> ), s	8.8		18.1	0.0		12.8	2.7	7.9		4.9	11.1	4.8
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	21.5		18.1	12.5		12.8	2.7	7.9		4.9	11.1	4.8
Green Ratio ( g/C )	0.69		0.69	0.69		0.69	0.13	0.10		0.06	0.13	0.13
Capacity ( c ), veh/h	929		1146	1291		1117	133	177		115	232	203
Volume-to-Capacity Ratio ( X )	0.515		0.501	0.384		0.394	0.365	0.770		0.723	0.817	0.378
Back of Queue ( Q ), ft/ln ( 95 th percentile)	205		255	205		189	55	172		107	230	87
Back of Queue ( Q ), veh/ln ( 95 th percentile)	8.2		10.2	8.2		7.6	2.1	6.7		4.3	8.9	3.5
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00		0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	8.2		8.2	7.3		7.3	43.3	48.5		50.6	46.8	44.1
Incremental Delay ( d <sub>2</sub> ), s/veh	2.0		1.6	0.9		1.0	0.6	2.7		4.9	2.7	0.4
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Control Delay ( d ), s/veh	10.2		9.7	8.2		8.4	44.0	51.2		55.5	49.5	44.5
Level of Service ( LOS )	B		A	A		A	D	D		E	D	D
Approach Delay, s/veh / LOS	10.0		A	8.3		A	49.3	D		49.8		D
Intersection Delay, s/veh / LOS	17.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	1.36	A	1.26	A	0.79	A	1.06	A

## HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	TPD Inc.			Duration, h	0.250	
Analyst	TPD/jd	Analysis Date	Dec 26, 2025	Area Type	Other	
Jurisdiction	Winter Park	Time Period	PM peak Hour	PHF	0.95	
Urban Street	Fairbanks Avenue	Analysis Year	2027	Analysis Period	1 > 7:00	
Intersection	Fairbanks Avenue & De...	File Name	1b Fairbanks & Denning Projected PM Peak.xus			
Project Description	Projected PM Peak Hour					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	106	848	40	37	736	97	67	180	6	82	217	64

Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	72.1	5.1	2.1	13.9	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.0	3.4	0.0	3.4	0.0	0.0	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	0.0	2.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6	3	8	7	4
Case Number		8.0		8.0	1.1	4.0	2.0	3.0
Phase Duration, s		78.1		78.1	10.5	19.3	12.6	21.4
Change Period, ( Y+R <sub>c</sub> ), s		6.0		6.0	5.4	5.4	5.4	5.4
Max Allow Headway ( MAH ), s		0.0		0.0	3.1	3.1	3.1	3.1
Queue Clearance Time ( g <sub>s</sub> ), s					5.7	13.2	7.2	15.0
Green Extension Time ( g <sub>e</sub> ), s		0.0		0.0	0.0	0.7	0.0	0.7
Phase Call Probability					0.88	1.00	1.00	1.00
Max Out Probability					0.32	0.03	1.00	0.02

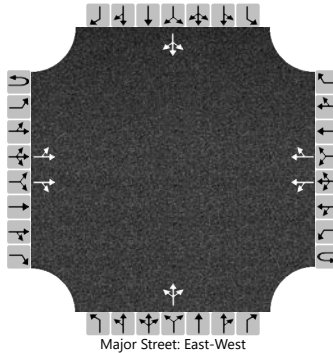
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	464		582	463		453	71	196		86	228	67
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1190		1693	1669		1636	1795	1874		1810	1885	1610
Queue Service Time ( g <sub>s</sub> ), s	15.2		19.8	0.0		14.5	3.7	11.2		5.2	13.0	4.1
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	29.6		19.8	12.5		14.5	3.7	11.2		5.2	13.0	4.1
Green Ratio ( g/C )	0.66		0.66	0.66		0.66	0.17	0.13		0.07	0.15	0.15
Capacity ( c ), veh/h	821		1110	1130		1073	159	237		118	274	234
Volume-to-Capacity Ratio ( X )	0.566		0.524	0.410		0.422	0.443	0.827		0.731	0.834	0.288
Back of Queue ( Q ), ft/ln ( 95 th percentile)	286		287	213		217	75	233		113	266	74
Back of Queue ( Q ), veh/ln ( 95 th percentile)	11.5		11.5	8.5		8.7	3.0	9.3		4.5	10.5	2.9
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00		0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay ( d <sub>1</sub> ), s/veh	11.7		9.9	8.7		9.0	40.0	46.9		50.5	45.7	41.9
Incremental Delay ( d <sub>2</sub> ), s/veh	2.8		1.8	1.1		1.2	0.7	4.1		6.5	5.4	0.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Control Delay ( d ), s/veh	14.5		11.7	9.8		10.2	40.7	51.0		57.0	51.1	42.2
Level of Service ( LOS )	B		B	A		B	D	D		E	D	D
Approach Delay, s/veh / LOS	12.9		B	10.0		A	48.3	D		50.9		D
Intersection Delay, s/veh / LOS	21.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	2.06	B	2.14	B	2.14	B
Bicycle LOS Score / LOS	1.35	A	1.24	A	0.93	A	1.12	A

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Fairbanks & Capen		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	Fairbanks Avenue		
Analysis Year	2027			North/South Street	Capen Avenue		
Time Analyzed	Projected AM Peak Hour			Peak Hour Factor	0.96		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	1	0	
Configuration		LT		TR		LT		TR		LTR				LTR		
Volume (veh/h)		66	896	26		24	931	21		0	2	30		1	0	38
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

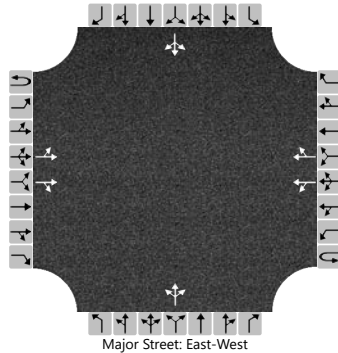
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		69				25				33				41		
Capacity, c (veh/h)		705				725				308				421		
v/c Ratio		0.10				0.03				0.11				0.10		
95% Queue Length, Q <sub>95</sub> (veh)		0.3				0.1				0.4				0.3		
95% Queue Length, Q <sub>95</sub> (ft)		7.5				2.5				10.0				7.5		
Control Delay (s/veh)		10.7	1.2			10.1	0.5			18.1				14.5		
Level of Service (LOS)		B	A			B	A			C				B		
Approach Delay (s/veh)	1.8				0.7				18.1				14.5			
Approach LOS	A				A				C				B			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Fairbanks & Capen		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	Fairbanks Avenue		
Analysis Year	2027			North/South Street	Capen Avenue		
Time Analyzed	Projected PM Peak Hour			Peak Hour Factor	0.94		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	1	0	
Configuration		LT		TR		LT		TR		LTR				LTR		
Volume (veh/h)		117	785	31		32	672	27		0	6	47		1	6	155
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	5
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	6.90		7.50	6.50	7.00
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.35

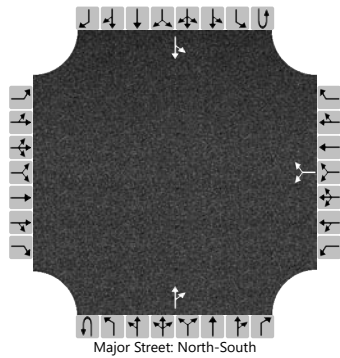
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		124				34				56				172		
Capacity, c (veh/h)		873				785				271				423		
v/c Ratio		0.14				0.04				0.21				0.41		
95% Queue Length, Q <sub>95</sub> (veh)		0.5				0.1				0.8				1.9		
95% Queue Length, Q <sub>95</sub> (ft)		12.5				2.5				20.0				49.3		
Control Delay (s/veh)		9.8	1.4			9.8	0.5			21.7				19.3		
Level of Service (LOS)		A	A			A	A			C				C		
Approach Delay (s/veh)		2.4				0.9				21.7				19.3		
Approach LOS		A				A				C				C		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Denning & Holt		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	Denning Drive		
Analysis Year	2027			North/South Street	Holt Avenue		
Time Analyzed	Projected AM Peak Hour			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						10		19			155	7		11	215		
Percent Heavy Vehicles (%)						0		0						0			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type   Storage						Left Only								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.40		6.20							4.10		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.50		3.30							2.20		

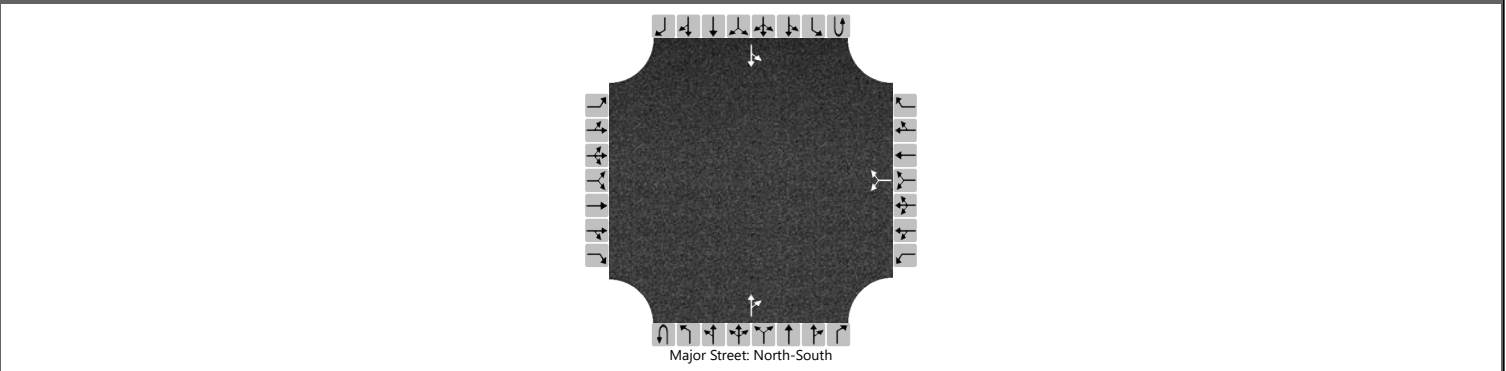
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31									12		
Capacity, c (veh/h)						778									1415		
v/c Ratio						0.04									0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0		
95% Queue Length, Q <sub>95</sub> (ft)						2.5									0.0		
Control Delay (s/veh)						9.8									7.6	0.1	
Level of Service (LOS)						A									A	A	
Approach Delay (s/veh)						9.8								0.4			
Approach LOS						A								A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd	Intersection	Denning & Holt				
Agency/Co.	TPD Inc.	Jurisdiction	Winter Park				
Date Performed	12/26/2025	East/West Street	Denning Drive				
Analysis Year	2027	North/South Street	Holt Avenue				
Time Analyzed	Projected PM Peak Hour	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						17		40			206	13		26	270	
Percent Heavy Vehicles (%)						0		10						0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left Only								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.30						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.39						2.20		

## Delay, Queue Length, and Level of Service

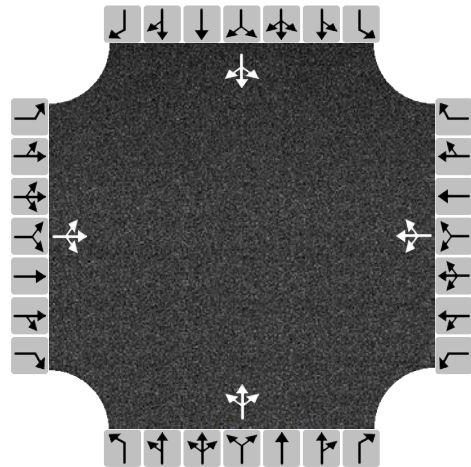
Flow Rate, v (veh/h)						61								28		
Capacity, c (veh/h)						706								1346		
v/c Ratio						0.09								0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.3								0.1		
95% Queue Length, Q <sub>95</sub> (ft)						7.9								2.5		
Control Delay (s/veh)						10.6								7.7	0.2	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)						10.6								0.9		
Approach LOS						B								A		

# HCS All-Way Stop Control Report

## General and Site Information

Analyst	TPD/jd
Agency/Co.	TPD Inc.
Date Performed	12/26/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	Projected AM Peak Hour
Project Description	FBS South TPD # 6162
Intersection	Capen Avenue & Holt Avenue
Jurisdiction	Winter Park
East/West Street	Holt Avenue
North/South Street	Capen Avenue
Peak Hour Factor	0.70

## Lanes



## Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	3	4	4	4	9	2	8	6	1	5	9	3
% Thrus in Shared Lane												

## Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	16			21			21			24		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, $h_d$ (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.014			0.019			0.019			0.022		
Final Departure Headway, $h_d$ (s)	3.85			3.99			4.07			3.95		
Final Degree of Utilization, x	0.017			0.024			0.024			0.027		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, $t_s$ (s)	1.85			1.99			2.07			1.95		

## Capacity, Delay and Level of Service

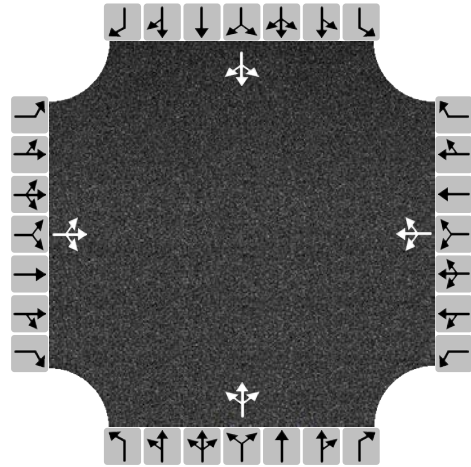
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	16			21			21			24		
Capacity (veh/h)	934			903			885			911		
95% Queue Length, $Q_{95}$ (veh)	0.1			0.1			0.1			0.1		
95% Queue Length, $Q_{95}$ (ft)	2.5			2.5			2.5			2.5		
Control Delay (s/veh)	6.9			7.1			7.2			7.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)   LOS	6.9		A	7.1		A	7.2		A	7.1		A
Intersection Delay (s/veh)   LOS	7.1						A					

# HCS All-Way Stop Control Report

## General and Site Information

Analyst	TPD/jd
Agency/Co.	TPD Inc.
Date Performed	12/26/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	Projected PM Peak Hour
Project Description	FBS South TPD # 6162
Intersection	Capen Avenue & Holt Avenue
Jurisdiction	Winter Park
East/West Street	Holt Avenue
North/South Street	Capen Avenue
Peak Hour Factor	0.91

## Lanes



## Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	10	9	3	10	25	5	14	3	5	5	16	4
% Thrus in Shared Lane												

## Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	24			44			24			27		
Percent Heavy Vehicles	0			0			0			0		
Initial Departure Headway, $h_d$ (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.021			0.039			0.021			0.024		
Final Departure Headway, $h_d$ (s)	4.06			4.01			4.06			4.01		
Final Degree of Utilization, x	0.027			0.049			0.027			0.031		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, $t_s$ (s)	2.06			2.01			2.06			2.01		

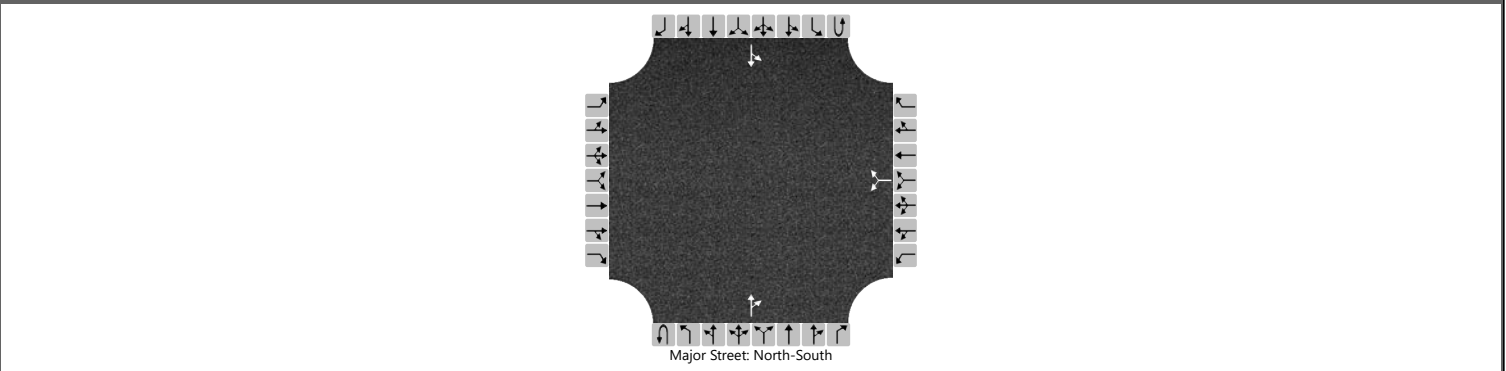
## Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	24			44			24			27		
Capacity (veh/h)	886			898			886			897		
95% Queue Length, $Q_{95}$ (veh)	0.1			0.2			0.1			0.1		
95% Queue Length, $Q_{95}$ (ft)	2.5			5.0			2.5			2.5		
Control Delay (s/veh)	7.2			7.2			7.2			7.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)   LOS	7.2		A	7.2		A	7.2		A	7.1		A
Intersection Delay (s/veh)   LOS	7.2						A					

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TPD/jd	Intersection	Denning & West Site D/W
Agency/Co.	TPD Inc.	Jurisdiction	Winter Park
Date Performed	12/26/2025	East/West Street	Denning Drive
Analysis Year	2027	North/South Street	West Site Driveway
Time Analyzed	Projected AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	FBS South - TPD # 6162		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		15			168	6		12	229	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

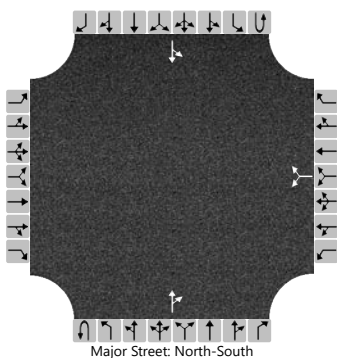
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						16								13		
Capacity, c (veh/h)						861								1397		
v/c Ratio						0.02								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.0		
95% Queue Length, Q <sub>95</sub> (ft)						2.5								0.0		
Control Delay (s/veh)						9.3								7.6	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						9.3								0.5		
Approach LOS						A								A		

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TPD/jd	Intersection	Denning & West Site D/W
Agency/Co.	TPD Inc.	Jurisdiction	Winter Park
Date Performed	12/26/2025	East/West Street	Denning Drive
Analysis Year	2027	North/South Street	West Site Driveway
Time Analyzed	Projected PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	FBS South - TPD # 6162		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		24			229	5		12	282	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

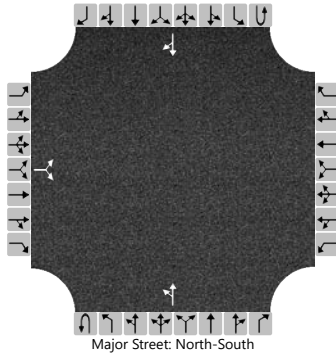
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								13		
Capacity, c (veh/h)						792								1322		
v/c Ratio						0.03								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.0		
95% Queue Length, Q <sub>95</sub> (ft)						2.5								0.0		
Control Delay (s/veh)						9.7								7.7	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)						9.7								0.4		
Approach LOS						A								A		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Capen & East Site D/W		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	East Site Driveway		
Analysis Year	2027			North/South Street	Capen Avenue		
Time Analyzed	Projected AM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		23		3						3	9					11 39
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

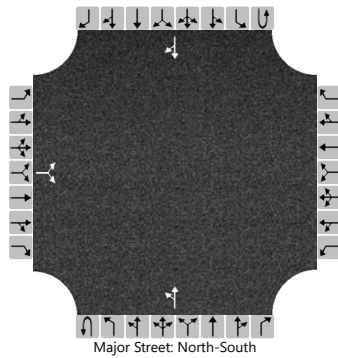
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			28							3						
Capacity, c (veh/h)			972							1564						
v/c Ratio			0.03							0.00						
95% Queue Length, Q <sub>95</sub> (veh)			0.1							0.0						
95% Queue Length, Q <sub>95</sub> (ft)			2.5							0.0						
Control Delay (s/veh)			8.8							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.8								1.8						
Approach LOS		A								A						

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Capen & East Site D/W		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	East Site Driveway		
Analysis Year	2027			North/South Street	Capen Avenue		
Time Analyzed	Projected PM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		33		5						5	20					20 48
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

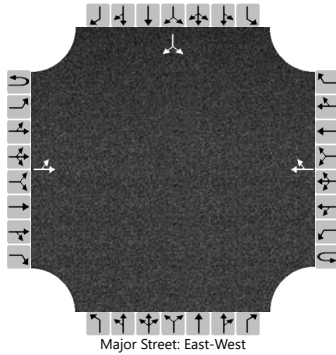
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41							5						
Capacity, c (veh/h)			936							1538						
v/c Ratio			0.04							0.00						
95% Queue Length, Q <sub>95</sub> (veh)			0.1							0.0						
95% Queue Length, Q <sub>95</sub> (ft)			2.5							0.0						
Control Delay (s/veh)			9.0							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.0								1.5						
Approach LOS		A								A						

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Holt & SW Site D/W		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	Holt Avenue		
Analysis Year	2027			North/South Street	SW Site Driveway		
Time Analyzed	Projected AM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration		LT						TR						LR		
Volume (veh/h)		6	12				19	1					1		10	
Percent Heavy Vehicles (%)		0											0		0	
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

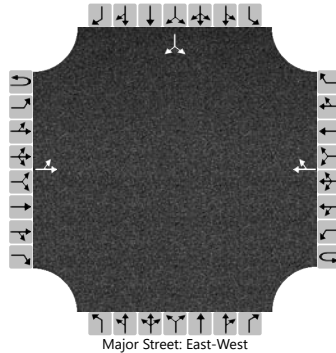
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7													12	
Capacity, c (veh/h)		1607													1052	
v/c Ratio		0.00													0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.0	
95% Queue Length, Q <sub>95</sub> (ft)		0.0													0.0	
Control Delay (s/veh)		7.2	0.0												8.5	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)	2.4												8.5			
Approach LOS	A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Holt & SW Site D/W		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	Holt Avenue		
Analysis Year	2027			North/South Street	SW Site Driveway		
Time Analyzed	Projected PM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		9	30				45	1						1		12
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

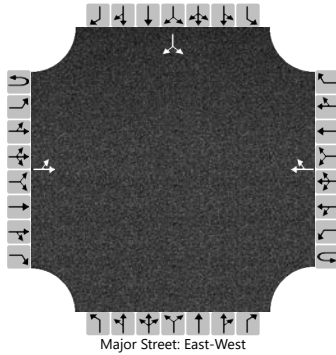
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10														14	
Capacity, c (veh/h)		1570														1014	
v/c Ratio		0.01														0.01	
95% Queue Length, Q <sub>95</sub> (veh)		0.0														0.0	
95% Queue Length, Q <sub>95</sub> (ft)		0.0														0.0	
Control Delay (s/veh)		7.3	0.0													8.6	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		1.7												8.6			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd	Intersection	Holt & SE Site D/W				
Agency/Co.	TPD Inc.	Jurisdiction	Winter Park				
Date Performed	12/26/2025	East/West Street	Holt Avenue				
Analysis Year	2027	North/South Street	SE Site Driveway				
Time Analyzed	Projected AM Peak Hour	Peak Hour Factor	0.92				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	
Configuration		LT						TR							LR	
Volume (veh/h)		5	7				17	3						5		5
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

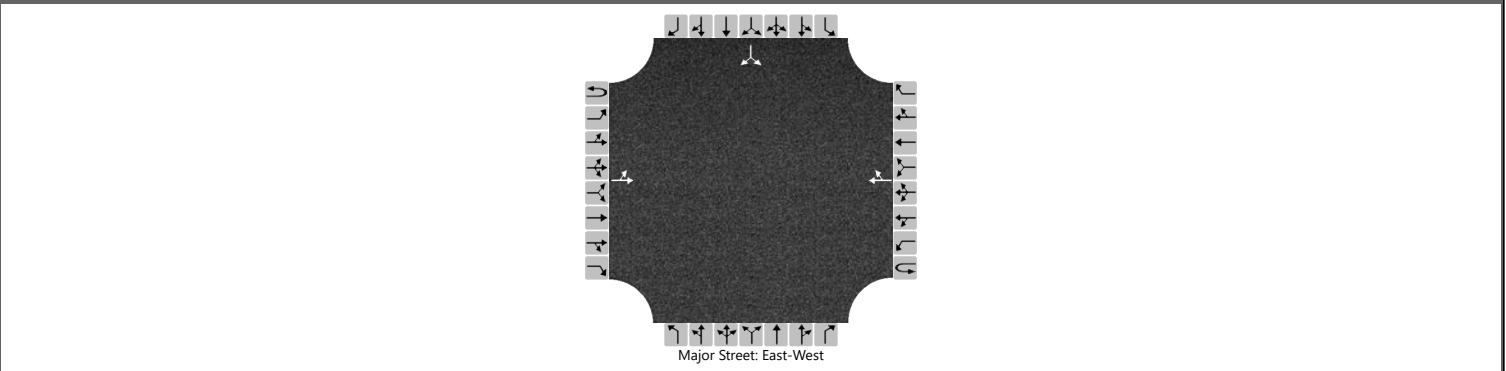
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5													11		
Capacity, c (veh/h)		1607													1017		
v/c Ratio		0.00													0.01		
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.0		
95% Queue Length, Q <sub>95</sub> (ft)		0.0													0.0		
Control Delay (s/veh)		7.2	0.0												8.6		
Level of Service (LOS)		A	A												A		
Approach Delay (s/veh)		3.0												8.6			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	TPD/jd			Intersection	Holt & SE Site D/W		
Agency/Co.	TPD Inc.			Jurisdiction	Winter Park		
Date Performed	12/26/2025			East/West Street	Holt Avenue		
Analysis Year	2027			North/South Street	SE Site Driveway		
Time Analyzed	Projected PM Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	FBS South - TPD # 6162						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	
Configuration		LT						TR							LR	
Volume (veh/h)		6	23				46	4						8		7
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7														16	
Capacity, c (veh/h)		1564														959	
v/c Ratio		0.00														0.02	
95% Queue Length, Q <sub>95</sub> (veh)		0.0														0.1	
95% Queue Length, Q <sub>95</sub> (ft)		0.0														2.5	
Control Delay (s/veh)		7.3	0.0													8.8	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		1.5								1.5				8.8			
Approach LOS		A								A				A			



**RESPONSE TO CITY OF WINTER PARK COMMENTS  
FBS SOUTH – 860 FAIRBANKS AVENUE  
TRAFFIC IMPACT ANALYSIS SUPPLEMENT**

The following is our response to the City of Winter Parks comments dated February 18, 2026, regarding the TIA for FBS South – 860 W Fairbanks Avenue located in the southeast quadrant of the intersection of Fairbanks Avenue and Denning Drive. The comments are listed first in **bold** followed by our responses.

**The applicant should supplement the Traffic Impact Analysis and site plan to provide the following:**

**Comment 1. Trip distribution at the roadway network level broken down to each individual site driveway.**

Response – See Figures A and B in the attachment.

**Comment 2. Analysis of internal site circulation, including vehicle flow patterns, circulation routes, and potential conflict points.**

Response – See Figure C in the attachment and refer to the Civil Site Design Plans for more details.

**Comment 3. Queue analysis at all site driveways and internal circulation areas, including evaluation of stacking capacity and the potential for spillback onto adjacent roadways.**

Response – See Figures A and B in the attachment which list the queue length for all the driveways.

**Comment 4. Detailed ingress and egress operational analysis demonstrating the adequacy and functionality of each access point.**

Response – See Appendix F of the TIA, which is attached, for the detail HCS worksheets that indicate that the site access driveway function at an acceptable Level of Service.

**Comment 5. Evaluation of driveway and internal circulation design, including curb return radii, access spacing, turn movements, and overall operational effectiveness consistent with City standards.**

Response – Please refer to the Civil Site Design Plans. The Civil engineer of record will verify that the driveway and parking lot design meets the City of Winter Park Guidelines.

**Comment 6. Analysis of parking access operations and confirmation of safe and efficient vehicle circulation within the site.**

Response – Please refer to the Civil Site Design Plans. The Civil engineer of record will verify that the driveway and parking lot design meets the City of Winter Park Guidelines.

**Comment 7. • Crash history analysis for adjacent roadways and intersections, including evaluation of safety impacts associated with proposed access locations.**

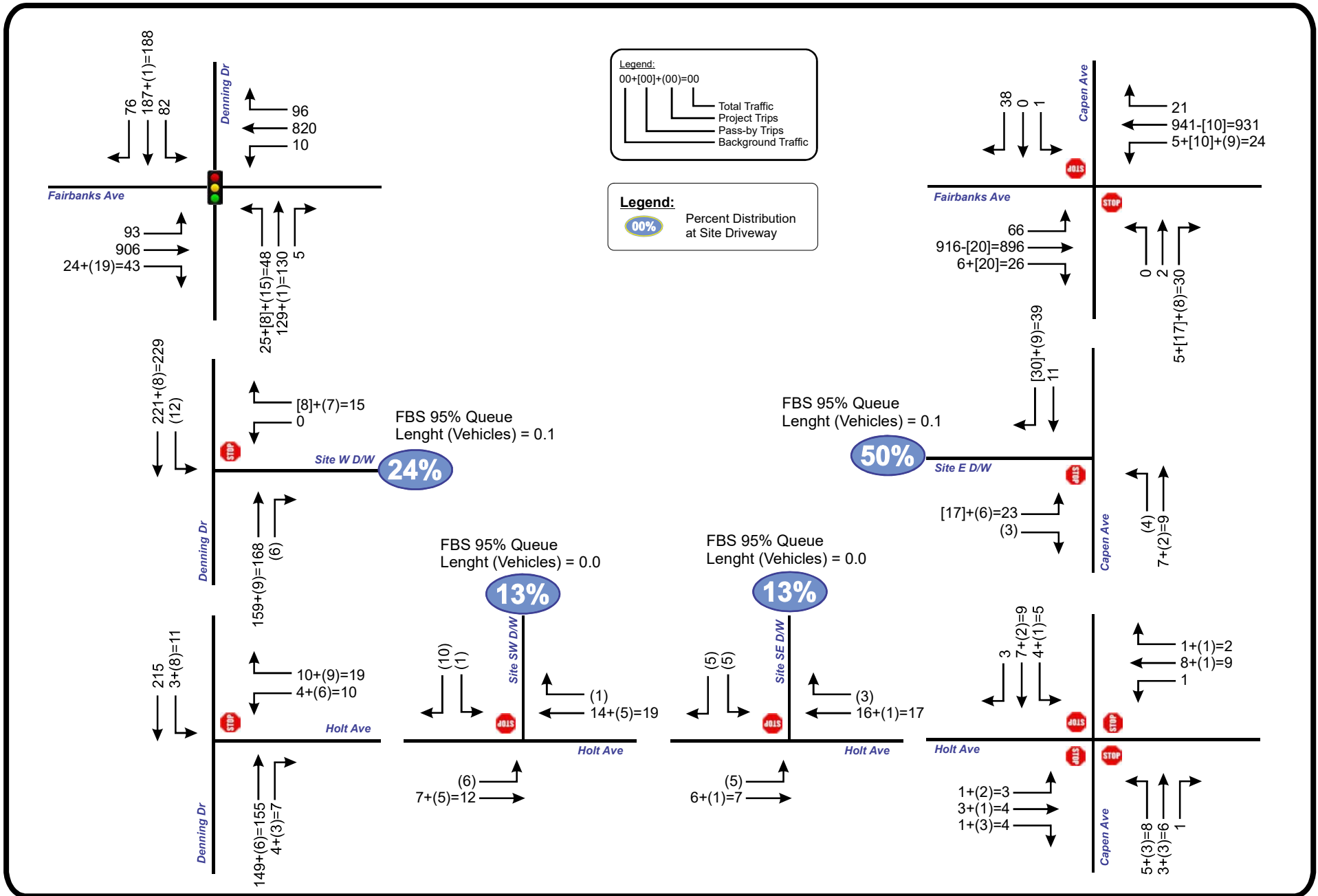
Response – See Table A in the Attachment for a summary of the crash reports from the Florida Department of Transportation, Safety Office. The data is from January 1, 2015 to December 31, 2019, which was the last completed years available. The project does not have direct access to Fairbanks Avenue, which is where the majority of the crashes are recorded. The project driveways on Denning Drive, Holt Avenue and Capen Avenue will provide adequate access to the site.

**Comment 8. Overall operational and safety evaluation demonstrating safe and adequate site access and internal circulation.**

Response – The access driveways are located on Denning Drive, Holt Avenue and Capen Avenue, which as shown in Comment 7, have relatively few crashes. Most of the crashes are vehicles hitting parked cars. With the design of the parking lot, the site generated trips will not have to park on the street but have adequate space on site to park. In addition, refer to the Civil Site Design Plans for additional details.

**TPD No. 6162  
March 3, 2026**

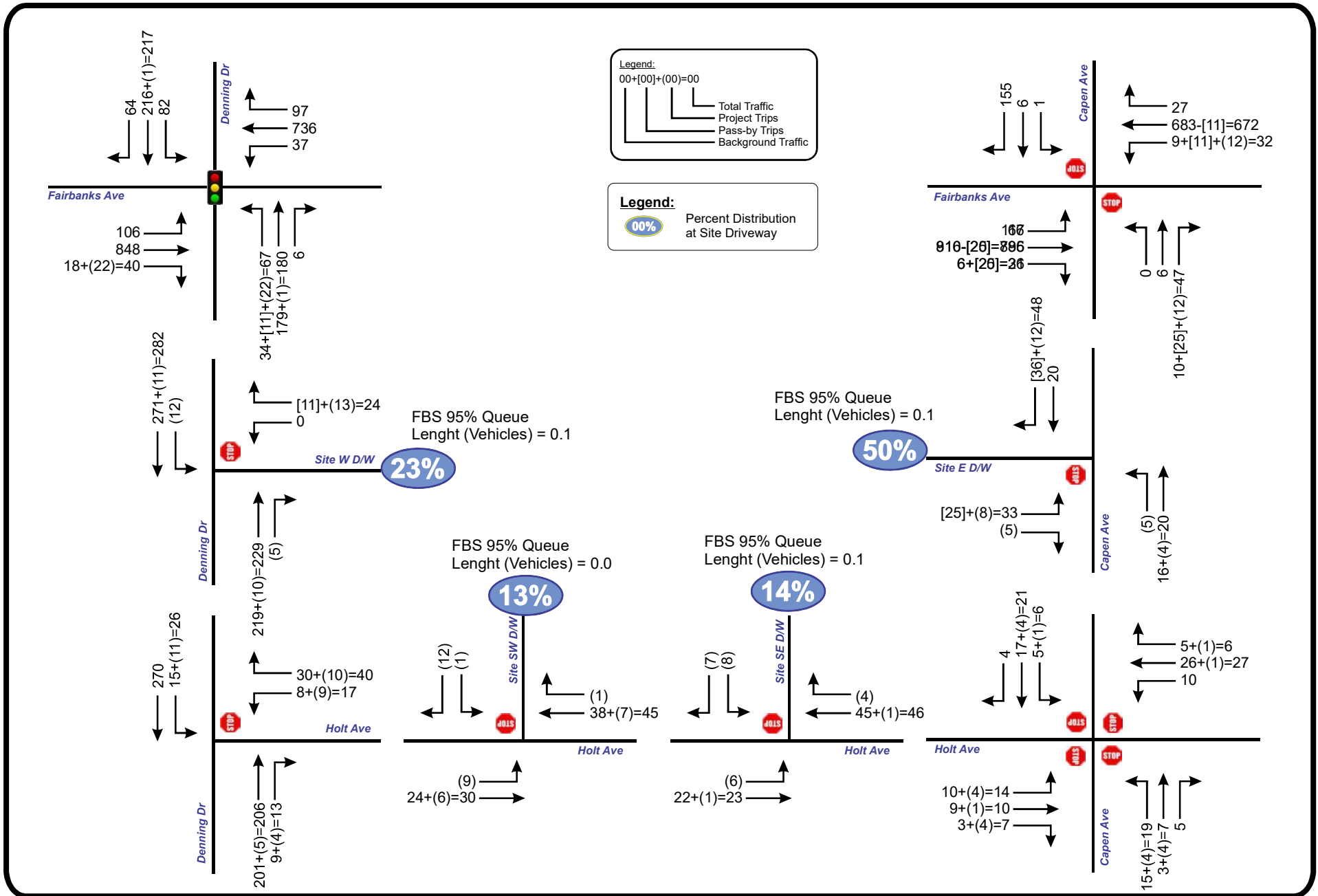
**ATTACHMENT**



FBS South - 860 W Fairbanks Avenue  
 Project № 6162  
**Figure A**  
**Page Attachment**

## Projected A.M. Peak Hour Turning Movements - With Site Driveway Distribution

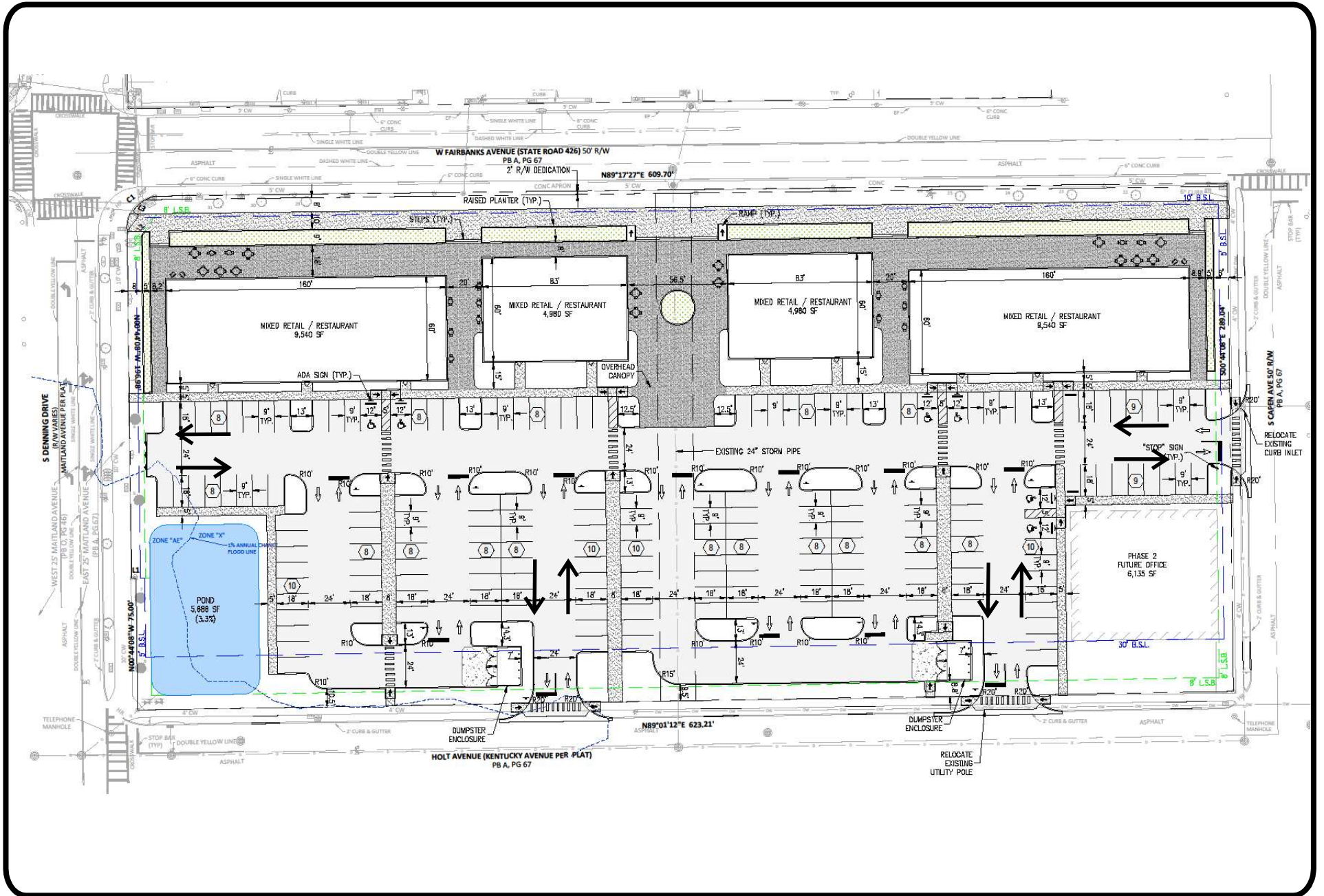




FBS South - 860 W Fairbanks Avenue  
 Project № 6162  
**Figure B**  
**Page Attachment**

## Projected P.M. Peak Hour Turning Movements - With Site Driveway Distribution





7-11- Narcoossee Road  
 Project №  
**Figure C**  
 Page Attachment

**Conceptual Site Plan -  
 With Additional Directional Arrows**



## Jay Davoll

---

**From:** Lynn, Jessica <Jessica.Lynn@dot.state.fl.us> on behalf of FDOT Crash Data Requests <FDOT.CrashData@dot.state.fl.us>  
**Sent:** Wednesday, February 25, 2026 6:57 AM  
**To:** Rita Merhi; Lynn, Jessica  
**Cc:** Jay Davoll; FDOT Crash Data Requests; Jacobs, Benjamin; Nosse, Anthony  
**Subject:** RE: Crash Data Request / TPD #6162  
**Attachments:** crash\_event.csv; FDOT-S4\_Crash-LevelExtract\_DataDictionary\_2024-06.xlsx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Morning Rita,

The requested crash data for the locations listed below, from 1/1/2015 - 12/31/2019 is attached.

- Fairbanks Avenue & Denning Drive
- Fairbanks Avenue & Capen Avenue
- Denning Drive & Holt Avenue
- Capen Avenue & Holt Avenue
- Denning Avenue- Fairbanks Avenue to Holt Avenue
- Capen Avenue- Fairbanks Avenue to Holt Avenue
- Holt Avenue- Denning Avenue to Capen Avenue

[Signal Four Analytics data dictionary](#)

Please feel free to contact our office if we may be of further assistance.

Have a great day!

Pursuant to Title 23 U.S.C. Section 407, the information provided to you is not subject to discovery and it is not admissible into evidence.

Thanks,

*Jessica Lynn*

**Crash Records and Research Specialist**

Florida Department of Transportation  
State Safety Office

605 Suwannee St. - MS 53  
Tallahassee, FL 32399-0450  
Phone: (850) 414-4024 FAX: (850) 414-4221  
E-mail: [jessica.lynn@dot.state.fl.us](mailto:jessica.lynn@dot.state.fl.us)

Data extracted from S4 on 2/25/2026 by specialist KNKAIRM.

NOTE: Crash reports that reveal the personal information concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from the provisions of Section 119.07(1), F.S. (Section 316.066 (2)(a), F.S.)

The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 407. Pursuant to Title 23 U.S.C Section 407, the information provided to you is not subject to discovery and is not admissible into evidence.

For agencies or individuals who are eligible to receive the confidential crash data and documents, and their legal representatives, the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) is the responsible custodian for supplying copies of the crash report documents. You can purchase a .pdf of a crash report from FLHSMV online at [www.FloridaCrashPortal.gov](http://www.FloridaCrashPortal.gov). If you are requesting data or reports from FLHSMV, they have a Crash Public Records Unit which handles the requests for reports and data. Their public crash report portal is at [www.FloridaCrashPortal.gov](http://www.FloridaCrashPortal.gov). Their Crash Public Records Unit can be contacted at [CrashPRR@flhsmv.gov](mailto:CrashPRR@flhsmv.gov) or by phone at 850-617-3416: option 1 to see if a crash report is available, option 2 for driver license records, option 3 for Florida Highway Patrol traffic homicide report information, photographs or offense records, and option 4 for auto insurance information. If you have questions related to the FLHSMV crash data then please contact Ms. Melissa Gonzalez at [MelissaGonzalez@flhsmv.gov](mailto:MelissaGonzalez@flhsmv.gov) or by phone at 850-617-3290 for more information.

Because the FLHSMV is the official custodian of the crash reports, their database is the official crash records database for Florida and the numbers that they report are the official numbers for the state. The FDOT State Safety Office works with Signal Four Analytics to maintain a warehouse database with crash data from FLHSMV, roadway data from FDOT, and additional, verified location coordinates and crash data analysis generated by the FDOT in connection with the crash record. Signal Four Analytics performs an initial automated location step and then editors review the data and verify or correct the initial coordinates as needed. The output from Signal Four may include both preliminary and verified locations. The verification status is noted in the output. Because we have different databases and we manage the databases differently, and different technicians extract the data, the State Safety Office (SSO) counts may not be an exact match with the numbers provided by FLHSMV. FLHSMV, however, does not perform crash location processing.

The areas in which the SSO can and should provide data rather than FLHSMV are when crash data or statistics are needed for locations narrower than area-wide for county/counties or the state. For example, the SSO can provide listings of crashes on state-maintained roadways (the State Highway System (SHS)) only, or can limit crash data (for the SHS) based on roadway characteristic data that are not reported on the Florida Traffic Crash Report (FTCR) long form. The SSO also can provide geo-located crash data both for crashes on the SHS and for crashes on public roads that are not maintained by the state of Florida.

---

**From:** Rita Merhi <[rita@tpdtraffic.com](mailto:rita@tpdtraffic.com)>  
**Sent:** Tuesday, February 24, 2026 12:30 PM  
**To:** Lynn, Jessica <[Jessica.Lynn@dot.state.fl.us](mailto:Jessica.Lynn@dot.state.fl.us)>  
**Cc:** Jay Davoll <[jay@tpdtraffic.com](mailto:jay@tpdtraffic.com)>; FDOT Crash Data Requests <[FDOT.CrashData@dot.state.fl.us](mailto:FDOT.CrashData@dot.state.fl.us)>  
**Subject:** RE: Crash Data Request / TPD #6162

Jessica,

I understand, please provide us with 2015-2019 reports.

Thank you.

Regards,

Rita Merhi

**Traffic Planning and Design, Inc.**  
535 Versailles Drive  
Maitland, Florida 32751  
407.628.9955

## [Traffic Planning | Design | Engineering | Management](#)

Traffic Planning and Design, Inc. (TPD) is a premiere transportation planning and traffic engineering company that has been extending consultancy services to its ...

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**From:** Lynn, Jessica <[Jessica.Lynn@dot.state.fl.us](mailto:Jessica.Lynn@dot.state.fl.us)>

**Sent:** Tuesday, February 24, 2026 12:09 PM

**To:** Rita Merhi <[rita@tpdtraffic.com](mailto:rita@tpdtraffic.com)>

**Cc:** Jay Davoll <[jay@tpdtraffic.com](mailto:jay@tpdtraffic.com)>; FDOT Crash Data Requests <[FDOT.CrashData@dot.state.fl.us](mailto:FDOT.CrashData@dot.state.fl.us)>

**Subject:** RE: Crash Data Request / TPD #6162

Ms. Merhi,

The Last 5 Complete Years we have are 2015-2019. We can provide what we have processed in years 2020-present with the understanding that what we provide is only what has been completed meaning that there could be other crashes out there but because they have not been finalized by our processing, they will not show up. Also, please note that query results from my office are preliminary and subject to change. Some records may not have been submitted by the reporting agencies. Some records plotted by the automated location steps in the system may have been plotted incorrectly. It is also possible that other crashes that have occurred at or near this location will not be returned by the query because the system has been unable to map or plot them. The FDOT reviews crash reports and verifies their association with the public roads network. Crashes may be added or removed at this location according to the findings during FDOT's review process. Please let me know how you would like to proceed.

Have a great day!

Pursuant to Title 23 U.S.C. Section 407, the information provided to you is not subject to discovery and it is not admissible into evidence.

*Jessica Lynn*

**Crash Records and Research Specialist**

Florida Department of Transportation

State Safety Office

605 Suwannee St. - MS 53  
Tallahassee, FL 32399-0450  
Phone: (850) 414-4024 FAX: (850) 414-4221  
E-mail: [jessica.lynn@dot.state.fl.us](mailto:jessica.lynn@dot.state.fl.us)



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**From:** Rita Merhi <[rita@tpdtraffic.com](mailto:rita@tpdtraffic.com)>  
**Sent:** Tuesday, February 24, 2026 12:05 PM  
**To:** Lynn, Jessica <[Jessica.Lynn@dot.state.fl.us](mailto:Jessica.Lynn@dot.state.fl.us)>  
**Cc:** Jay Davoll <[jay@tpdtraffic.com](mailto:jay@tpdtraffic.com)>  
**Subject:** RE: Crash Data Request / TPD #6162

**EXTERNAL SENDER: Use caution with links and attachments.**

Good afternoon Jessica,

We would like to request crash data for the past five years for the following intersections :

- Fairbanks Avenue & Denning Drive
- Fairbanks Avenue & Capen Avenue
- Denning Drive & Holt Avenue
- Capen Avenue & Holt Avenue

We also need for the following segments

- Denning Avenue- Fairbanks Avenue to Holt Avenue
- Capen Avenue- Fairbanks Avenue to Holt Avenue
- Holt Avenue- Denning Avenue to Capen Avenue

Thank you for your assistance.

Regards,

Rita Merhi

**Traffic Planning and Design, Inc.**  
535 Versailles Drive  
Maitland, Florida 32751  
407.628.9955  
[www.tpdtraffic.com](http://www.tpdtraffic.com)

**Table A  
Crash Summary Table**

Intersections	Crash Type								Crash Severity	
	Angle – Right	Left Turn	Rear end	Sideswipe	Head-on	Unknown	Other	Total	Fatal	Injury
Fairbanks Ave & Denning Dr	26	17	12	5	0	1	2	63	0	24
Fairbanks Ave & Capen Ave	11	24	30	19	0	4	5	93	0	27
Denning Dr & Holt Ave	0	1	1	1	0	0	2	5	0	1
Capen Ave & Holt Ave	0	0	1	1	0	0	2	13	0	1

REPORT_N UMBER	CRASH _YEAR	CRASH_DATE_AND _TIME	ON_STREET_ROAD_HI GHWAY	FEET_FR OM_INTE RSECTION	DIRECTI ON_FRO M_INTER SECTION	FROM_INTERSEC TION_OF	TYPE_OF_INTERSECTI ON	LIGHT_CONDITIO N	ROAD_SU RFACE_C ONDITION	S4_CRASH_TYPE	S4_CRASH_TYPE_ SIMPLIFIED	S4_CRASH_SEVERIT Y	S4_CRASH_SEVERITY_DETAI L	S4_DAY_O R_NIGHT	S4_LATITUDE	S4_LONGITUDE
86692119	2016	10/28/2016 8:49	FAIRBANKS AVE	0		CAPEN AVENUE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
86467901	2016	5/10/2016 14:10	W FAIRBANKS AVE	0		S CAPEN AVE	T-Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
86468589	2016	9/20/2016 12:27	S.R. 426 (W FAIRBANKS	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59309977	-81.35876221
86253841	2017	8/24/2017 9:18	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
87588758	2018	9/10/2018 18:13	CAPEN AVE S	0		W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59309977	-81.35876221
87588617	2018	8/2/2018 12:05	SR 426	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Rear	Left Turn	No Injury	No Injury	DAY	28.59309977	-81.35876221
87588340	2018	5/29/2018 8:46	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
87588490	2018	6/28/2018 15:10	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Unknown	Unknown	Injury	Possible Injury	DAY	28.59309977	-81.35876221
88834307	2019	2/28/2019 11:57	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
88834146	2019	1/24/2019 9:43	S CAPEN AVE	0		W FAIRBANKS AVE	T-Intersection	Daylight	Wet	Right Angle	Angle	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
88834902	2019	7/30/2019 14:38	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
88835270	2019	10/30/2019 13:37	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
88835376	2019	11/21/2019 15:01	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
88834439	2019	4/4/2019 2:20	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Dark - Lighted	Dry	Right Angle	Angle	Injury	Possible Injury	NIGHT	28.59309977	-81.35876221
88834706	2019	6/6/2019 13:08	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59309977	-81.35876221
85628856	2015	1/15/2015 23:11	FAIRBANKS AVE	0		CAPEN AVE	T-Intersection	Dark - Lighted	Wet	Right Angle	Angle	Injury	Possible Injury	NIGHT	28.59309977	-81.35876221
85630528	2017	8/6/2017 19:03	W. FAIRBANKS AVE & CA	0		W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Unknown	Unknown	No Injury	No Injury	NIGHT	28.59309977	-81.35876221
85630398	2017	6/9/2017 8:49	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
85630437	2017	6/7/2017 15:51	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Wet	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
84297788	2017	3/25/2017 15:00	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
86692445	2017	4/27/2017 11:38	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59309977	-81.35876221
87588694	2018	8/25/2018 1:00	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	Serious Injury	Incapacitating Injury	NIGHT	28.59309977	-81.35876221
87588388	2018	6/7/2018 14:42	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59309977	-81.35876221
87551235	2018	1/15/2018 21:59	FAIRBANKS AVE	0		CAPEN AVE	Four-Way Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	No Injury	No Injury	NIGHT	28.59309977	-81.35876221
87588574	2018	7/21/2018 12:41	FAIRBANKS AVE W	0		CAPEN AVE S	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59309977	-81.35876221
87588156	2018	4/25/2018 8:02	W FAIRBANKS AVE	0		CAPEN AVE S	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59309977	-81.35876221
87588438	2018	6/15/2018 11:55	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
87588955	2018	10/29/2018 13:51	S CAPEN AVE	0		W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59309977	-81.35876221
88834332	2019	3/10/2019 3:20	S CAPEN AVE	0		W FAIRBANKS AVE	Four-Way Intersection	Dark - Lighted	Dry	Right Angle	Angle	No Injury	No Injury	NIGHT	28.59309977	-81.35876221
88834154	2019	1/27/2019 12:42	S CAPEN AVE	13	East	W FAIRBANKS AVE	Four-Way Intersection	Other	Wet	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59309977	-81.35876221
88835143	2019	9/26/2019 15:07	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59309977	-81.35876221
88835240	2019	10/17/2019 9:07	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Rear	Left Turn	Serious Injury	Incapacitating Injury	DAY	28.59309977	-81.35876221
88835431	2019	12/7/2019 16:36	S CAPEN AVE	0		W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59309977	-81.35876221
85629298	2015	2/24/2015 13:33	W FAIRBANKS AVE	0		S CAPEN AVE	Not at Intersection	Daylight	Wet	Rear End	Rear End	No Injury	No Injury	DAY	28.59309996	-81.35874558
88834371	2019	3/19/2019 12:28	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Wet	Right Angle	Angle	No Injury	No Injury	DAY	28.59312089	-81.35881993
88834292	2019	2/28/2019 16:13	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right/Through	Right Turn	No Injury	No Injury	DAY	28.59312837	-81.35884068
85630003	2017	5/12/2017 20:30	SR 426	45	East	S CAPEN AVE	Not at Intersection	Dark - Lighted	Dry	Same Direction Sideswipe	Sideswipe	Injury	Possible Injury	NIGHT	28.59310093	-81.3588624
88834838	2019	7/17/2019 20:43	S CAPEN AVE	0		W FAIRBANKS AVE	Other	Dark - Lighted	Wet	Backed Into	Other	No Injury	No Injury	NIGHT	28.59317052	-81.35882435
88835051	2019	9/10/2019 16:56	W FAIRBANKS AVE	130	East	S CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59311987	-81.35840134
85629571	2015	4/21/2015 16:54	W FAIRBANKS AVE	172	East		Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59311086	-81.35826936
88835168	2019	10/5/2019 10:50	S CAPEN AVE	112	North	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Backed Into	Other	No Injury	No Injury	DAY	28.59341211	-81.35879636
86691983	2016	9/28/2016 14:48	W FAIRBANKS AVE	98	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59310032	-81.35911417
86468061	2016	6/17/2016 12:27	W FAIRBANKS AVE	84	West		Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59310095	-81.3590695
84299314	2015	1/16/2015 14:11	W FAIRBANKS AVE	20	West	CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59310373	-81.35886833
85629330	2015	3/4/2015 9:33	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Other	Other	No Injury	No Injury	DAY	28.5931046	-81.35880687
85630370	2015	8/18/2015 7:48	S.R. 426	0		CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59310464	-81.3588069
86253900	2016	1/22/2016 16:53	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Leaving	Left Turn	No Injury	No Injury	DAY	28.59310464	-81.3588069
86468428	2016	8/29/2016 9:35	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59310464	-81.3588069
86468347	2016	8/1/2016 16:00	S.R. 426 (W. FAIRBANKS	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Rear	Left Turn	No Injury	No Injury	DAY	28.59310464	-81.3588069

86468088	2016	7/1/2016 9:45	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59310464	-81.3588069
87551290	2017	12/27/2017 18:14	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Dusk	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59310464	-81.3588069
85628945	2017	3/16/2017 18:50	W FAIRBANKS AVE	0			Four-Way Intersection	Daylight	Dry	Right/Left	Right Turn	No Injury	No Injury	DAY	28.59310464	-81.3588069
85630279	2017	6/14/2017 14:59	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59310464	-81.3588069
86692303	2017	10/23/2017 8:42	W FAIRBANKS AVE (SR	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59310464	-81.3588069
87551524	2018	2/23/2018 15:35	W FAIRBANKS AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59310464	-81.3588069
85629577	2015	5/6/2015 9:05	W FAIRBANKS AVE & S C	2	North	W FAIRBANKS AVE	T-Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59311122	-81.35881442
86468248	2016	7/19/2016 9:35	W FAIRBANKS AVE	110	East	S DENNING DR	Not at Intersection	Daylight	Dry	Opposing Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307411	-81.36059127
85629083	2017	3/28/2017 14:30	W FAIRBANKS AVE	131	East	S DENNING DR	Not at Intersection	Daylight	Dry	Unknown	Unknown	Injury	Possible Injury	DAY	28.59307505	-81.36052476
84298040	2017	2/20/2017 11:00	W FAIRBANKS AVE	158	East	S DENNING DR	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307622	-81.36044161
87588708	2018	8/27/2018 12:14	WEST FAIRBANKS AVEN	265	East	S DENNING DR	Not at Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.5930809	-81.36010906
88835252	2019	10/18/2019 10:45	W FAIRBANKS AVE	318	East	S DENNING DR	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59308325	-81.35994279
88834092	2019	1/12/2019 16:41	W FAIRBANKS AVE	264	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.5930877	-81.35962686
85629535	2017	4/22/2017 12:03	W FAIRBANKS AVE	184	West	S DENNING DR	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59309657	-81.35938002
87588928	2018	10/22/2018 13:10	FAIRBANKS AVE W	174	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59305597	-81.35934893
86253460	2017	7/28/2017 13:48	W FAIRBANKS AVE (SR	88	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	Injury	Possible Injury	DAY	28.59309542	-81.35907815
88835267	2019	10/25/2019 17:30	W FAIRBANKS AVE	56	West	S CAPEN AVE	Not at Intersection	Dusk	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59309683	-81.35897839
88834724	2019	6/13/2019 20:00	W FAIRBANKS AVE	40	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	NIGHT	28.59309753	-81.3589285
84298474	2017	2/20/2017 14:00	W FAIRBANKS AVE	19	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59309846	-81.35886199
87551431	2018	3/4/2018 13:50	W FAIRBANKS AVE	26	East	S DENNING DR	Not at Intersection	Daylight	Dry	Backed Into	Other	No Injury	No Injury	DAY	28.5930758	-81.36085495
85629418	2017	4/17/2017 6:47	W FAIRBANKS AVE	30	East	DENNING DRIVE	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	28.59307594	-81.36084471
88835457	2019	12/12/2019 15:52	S DENNING DR	48	East	W FAIRBANKS AVE	Four-Way Intersection	Daylight	Wet	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59308901	-81.3607886
86254083	2017	9/5/2017 12:45	W FAIRBANKS AVE	49	East	S DENNING DR	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307681	-81.36078326
87588828	2018	9/28/2018 13:36	W FAIRBANKS AVE	53	East	S DENNING DR	Not at Intersection	Daylight	Dry	Unknown	Unknown	No Injury	No Injury	DAY	28.59311179	-81.36077257
85629737	2015	5/6/2015 14:11	W FAIRBANKS AVE	0		S DENNING DR	Not at Intersection	Daylight	Wet	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307177	-81.36075754
86468056	2017	9/15/2017 17:18	W FAIRBANKS AVE	57	East	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307177	-81.36075754
83577048	2016	12/15/2016 13:44	S.R. 426 (W FAIRBANKS	98	East	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307897	-81.36062962
86254283	2015	11/9/2015 10:25	STATE ROAD 426 (W. FA	110	East	S DENNING DR	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	Injury	Non-Incapacitating Injury	DAY	28.59307411	-81.36059127
86467774	2016	5/5/2016 14:29	W FAIRBANKS AVE	110	East	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59307411	-81.36059127
85629196	2015	2/21/2015 13:00	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59306966	-81.36090719
85629935	2015	6/19/2015 18:00	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Wet	Right Angle	Angle	No Injury	No Injury	DAY	28.59306966	-81.36090719
86253933	2016	1/18/2016 23:15	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	No Injury	No Injury	NIGHT	28.59306966	-81.36090719
87588464	2018	6/23/2018 19:00	FAIRBANKS AVE	0		DENNING DR	Four-Way Intersection	Daylight	Wet	Left Entering	Left Turn	No Injury	No Injury	NIGHT	28.59306966	-81.36090719
88834475	2019	4/13/2019 9:12	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59306966	-81.36090719
85407990	2019	12/4/2019 11:41	595 S DENNING DR	9	East	FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59306966	-81.36090719
87588764	2018	9/12/2018 16:40	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59307284	-81.36095158
83577281	2015	10/12/2015 9:20	SR 426 (WEST FAIRBANKS	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307464	-81.36093689
85630692	2015	8/20/2015 18:12	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307464	-81.36093689
86253420	2015	11/16/2015 14:45	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307464	-81.36093689
86467880	2016	7/1/2016 8:15	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307464	-81.36093689
86467981	2016	8/22/2016 8:28	S DENNING DR			W FAIRBANKS AVE				Unknown	Unknown	No Injury	No Injury	DAY	28.59307464	-81.36093689
86254384	2017	9/7/2017 12:20	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307464	-81.36093689
86253551	2017	12/2/2017 19:34	W FAIRBANKS AVE	0		S DENNING DR	Not at Intersection	Dark - Lighted	Dry	Other	Other	No Injury	No Injury	NIGHT	28.59307464	-81.36093689
86692079	2017	10/22/2017 14:55	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307464	-81.36093689
85630093	2017	4/21/2017 15:42	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59307464	-81.36093689
85629075	2017	5/17/2017 19:14	STATE ROAD 426	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	28.59307464	-81.36093689
85630294	2017	5/18/2017 13:22	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59307464	-81.36093689
85629307	2015	3/7/2015 18:38	DENNING DR	2	North	W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59308124	-81.36093688
88834801	2019	7/9/2019 13:04	S DENNING DR	11	North	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59310447	-81.36093252
86254249	2016	2/22/2016 13:11	DENNING DRIVE	74	South	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59287144	-81.36093186
84299194	2017	3/17/2017 16:00	N DENNING DR	69	South	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59288524	-81.36092259
84297791	2015	9/28/2015 9:45	FAIRBANKS AVENUE	0		DENNING DRIVE	Four-Way Intersection	Daylight	Wet	Left Rear	Left Turn	No Injury	No Injury	DAY	28.59306928	-81.3609338
88833930	2018	12/6/2018 16:41	W FAIRBANKS AVE	2	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Leaving	Left Turn	Injury	Possible Injury	DAY	28.59306932	-81.36094044
83577014	2015	10/10/2015 15:22	S DENNING DR	0		W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	No Injury	No Injury	DAY	28.59306966	-81.36090719

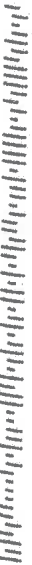
86253826	2015	11/30/2015 9:10	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59306966	-81.36090719
86253507	2015	8/24/2015 21:11	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	No Injury	No Injury	NIGHT	28.59306966	-81.36090719
86253868	2016	1/17/2016 14:39	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury	DAY	28.59306966	-81.36090719
86254189	2016	6/17/2016 19:18	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury	NIGHT	28.59306966	-81.36090719
86254370	2016	6/9/2016 18:52	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Wet	Right/Through	Right Turn	No Injury	No Injury	DAY	28.59306966	-81.36090719
86467778	2016	5/27/2016 19:57	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	NIGHT	28.59306966	-81.36090719
86468013	2016	7/14/2016 22:20	W FAIRBANKS AVE	0		N DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Right Angle	Angle	No Injury	No Injury	NIGHT	28.59306966	-81.36090719
86467637	2016	3/22/2016 11:37	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Other	Other	Injury	Non-Incapacitating Injury	DAY	28.59306966	-81.36090719
85630255	2017	5/12/2017 17:33	S DENNING DR	9	East	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59306966	-81.36090719
83577448	2017	1/3/2017 12:19	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Possible Injury	DAY	28.59306966	-81.36090719
87588206	2018	5/1/2018 8:27	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Other	Other	No Injury	No Injury	DAY	28.59306966	-81.36090719
87551106	2018	3/23/2018 20:40	S DENNING DR	0		W FAIRBANKS AVE	Four-Way Intersection	Dark - Lighted	Dry	Rear End	Rear End	Injury	Possible Injury	NIGHT	28.59306966	-81.36090719
87588315	2018	5/23/2018 10:10	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Right Angle	Angle	Injury	Possible Injury	DAY	28.59306966	-81.36090719
88833893	2018	11/29/2018 16:02	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Opposing Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59306966	-81.36090719
88833801	2018	11/4/2018 12:05	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Rear	Left Turn	Injury	Non-Incapacitating Injury	DAY	28.59306966	-81.36090719
87185916	2018	3/28/2018 16:00	S DENNING DRIVE	0		W FAIRBANKS AVE	Four-Way Intersection	Daylight	Dry	Left Rear	Left Turn	Serious Injury	Incapacitating Injury	DAY	28.59306966	-81.36090719
87551364	2018	1/2/2018 12:48	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	No Injury	No Injury	DAY	28.59306966	-81.36090719
87551377	2018	1/10/2018 23:13	SR 426	0		S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	No Injury	No Injury	NIGHT	28.59306966	-81.36090719
87588017	2018	3/1/2018 10:26	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Possible Injury	DAY	28.59306966	-81.36090719
86692302	2018	1/2/2018 8:39	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Left Entering	Left Turn	Injury	Possible Injury	DAY	28.59306966	-81.36090719
88834344	2019	3/12/2019 19:30	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	No Injury	No Injury	NIGHT	28.59306966	-81.36090719
88834982	2019	8/23/2019 20:46	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury	NIGHT	28.59306966	-81.36090719
86467604	2016	3/11/2016 9:10	W FAIRBANKS AVE	55	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59307015	-81.3611067
88834776	2019	6/29/2019 18:40	W FAIRBANKS AVE	52	West	S DENNING DR	Four-Way Intersection	Dusk	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307546	-81.3611008
88834387	2019	3/23/2019 9:44	W FAIRBANKS AVE	45	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59306998	-81.36107344
85628820	2015	1/30/2015 12:48	W FAIRBANKS AVE	0		W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59306999	-81.36105682
83578317	2017	1/24/2017 15:10	S.R. 426 (W FAIRBANKS	39	West	S DENNING DR	Not at Intersection	Daylight	Dry	Left Leaving	Left Turn	Serious Injury	Incapacitating Injury	DAY	28.59306999	-81.36105682
87551646	2018	3/23/2018 15:30	SR 426 (W FAIRBANKS A	39	West	S DENNING DR	Not at Intersection	Daylight	Dry	Rollover	Rollover	No Injury	No Injury	DAY	28.59306999	-81.36105682
85629122	2015	2/17/2015 10:12	W FAIRBANKS AVE	30	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307508	-81.36102907
87588056	2018	3/14/2018 13:35	W FAIRBANKS AVE	52	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59309491	-81.36109844
86468482	2016	10/9/2016 21:33	W FAIRBANKS AVE	23	West	S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Rear End	Rear End	Injury	Possible Injury	NIGHT	28.59306965	-81.36100695
87551636	2018	3/24/2018 13:38	W FAIRBANKS AVE	18	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59306957	-81.36099031
83578523	2015	10/20/2015 9:50	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59306948	-81.3609737
85628849	2015	1/7/2015 18:20	FAIRBANKS AVE	16	West	DENNING DRIVE	Not at Intersection	Dark - Lighted	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307488	-81.3609881
86467974	2016	5/28/2016 0:20	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Dark - Lighted	Dry	Rear End	Rear End	No Injury	No Injury	NIGHT	28.5930694	-81.36095707
87588702	2018	8/27/2018 8:00	S DENNING DR	106	North	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59336368	-81.36096788
86468586	2016	9/28/2016 12:04	DENNING DRIVE	106	North	W FAIRBANKS AVE	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59336655	-81.36094251
85630685	2015	11/21/2015 12:51	W FAIRBANKS AVE	98	West	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307617	-81.36124421
85629160	2017	4/4/2017 14:18	S.R. 426 (W FAIRBANKS	98	West	S DENNING DR	Not at Intersection	Daylight	Wet	Left Rear	Left Turn	No Injury	No Injury	DAY	28.59307617	-81.36124421
87551376	2018	1/10/2018 22:00	SR 426	98	West	S DENNING DR	Not at Intersection	Dark - Lighted	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	NIGHT	28.59307617	-81.36124421
87217235	2018	5/13/2018 23:45	STATE ROAD 426 (FAIRB	93	West	DENNING DRIVE	T-Intersection	Dark - Lighted	Dry	Left Entering	Left Turn	Injury	Possible Injury	NIGHT	28.59307072	-81.36122307
87588149	2018	4/16/2018 18:05	W FAIRBANKS AVE	85	West	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59306589	-81.36120148
87587991	2018	2/9/2018 7:12	W FAIRBANKS AVE	77	West	S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	Injury	Possible Injury	DAY	28.59307048	-81.36117319
88835069	2019	9/12/2019 9:12	W FAIRBANKS AVE	45	West	S DENNING DR	Not at Intersection	Daylight	Dry	Unknown	Unknown	No Injury	No Injury	DAY	28.59305302	-81.36107649
87588317	2018	5/23/2018 17:13	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59303402	-81.3610022
88835399	2019	11/20/2019 14:40	W FAIRBANKS AVE	61	West	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	Injury	Possible Injury	DAY	28.59307023	-81.36112331
87588736	2018	9/4/2018 9:56	W FAIRBANKS AVE	0		S DENNING DR	Four-Way Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59306143	-81.3610812
85629598	2015	4/16/2015 12:10	W FAIRBANKS AVE	220	West	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307806	-81.36162321
87551631	2018	4/5/2018 20:27	W FAIRBANKS AVE	145	West	DENNING AVE	Not at Intersection	Dusk	Dry	Rear End	Rear End	No Injury	No Injury	NIGHT	28.59305389	-81.36139139
86253540	2015	12/22/2015 11:05	W FAIRBANKS AVE	141	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59307147	-81.36137269
87551345	2017	12/20/2017 9:10	W FAIRBANKS AVE	299	West	S DENNING DR	Not at Intersection	Daylight	Dry	Rear End	Rear End	No Injury	No Injury	DAY	28.59307928	-81.36186908
86253851	2016	4/23/2016 22:15	W FAIRBANKS AVE	295	West	N DENNING DR	Not at Intersection	Dark - Lighted	Dry	Other	Other	Serious Injury	Incapacitating Injury	NIGHT	28.59307387	-81.36185483
87588390	2018	6/7/2018 16:10	W FAIRBANKS AVE	290	West	S DENNING DR	Not at Intersection	Daylight	Dry	Left Rear	Left Turn	No Injury	No Injury	DAY	28.59307756	-81.36184328
86692045	2017	10/10/2017 11:08	S DENNING DR	0		HOLT AVE	T-Intersection	Daylight	Dry	Left Rear	Left Turn	No Injury	No Injury	DAY	28.59213464	-81.3609269

84299120	2017	3/10/2017 12:54	S DENNING DR	49	South	HOLT AVE	T-Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59199469	-81.36092643
86254254	2016	3/18/2016 11:43	HOLT AVE	0		S DENNING DR	T-Intersection	Daylight	Dry	Rear End	Rear End	Injury	Non-Incapacitating Injury	DAY	28.59212945	-81.36088888
86254210	2016	2/16/2016 11:45	HOLT AVE	336	West	DENNING DR	Not at Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59213444	-81.3598309
86253802	2016	1/28/2016 16:01	HOLT AVE	301	West	S CAPEN AVE	Not at Intersection	Daylight	Wet	Parked Vehicle	Other	Injury	Possible Injury	DAY	28.59213491	-81.3597209
87551205	2017	12/15/2017 16:20	HOLT AVE	187	West	S DENNING DR	Not at Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59214192	-81.35936985
86692101	2016	11/19/2016 16:15	HOLT AVE	151	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Backed Into	Other	No Injury	No Injury	DAY	28.59213709	-81.3592549
86254340	2017	10/5/2017 7:46	HOLT AVE	101	West		Not at Intersection	Daylight	Wet	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59213781	-81.35909891
86467678	2016	3/24/2016 12:10	HOLT AVE	51	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59213854	-81.35894391
87588869	2018	10/8/2018 9:25	S CAPEN AVE	54	North	HOLT AVE	Not at Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59229307	-81.35884347
87551207	2017	12/16/2017 12:43	HOLT AVE	20	West	S CAPEN AVE	Not at Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59214436	-81.35884836
86468541	2016	9/23/2016 15:26	S CAPEN AVE	0		HOLT AVE	Four-Way Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59220672	-81.3587852
85630441	2017	6/24/2017 15:25	S CAPEN AVE	7	North	HOLT AVE	Four-Way Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59216265	-81.35878727
86253755	2016	2/4/2016 15:25	HOLT AVE	0		S CAPEN AVE	Four-Way Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59214464	-81.3587869
86467781	2016	7/28/2016 17:54	HOLT AVE	16	East	S CAPEN AVE	Not at Intersection	Daylight	Dry	Same Direction Sideswipe	Sideswipe	No Injury	No Injury	DAY	28.59214552	-81.35873569
88835522	2019	12/28/2019 19:00	HOLT AVE	62	East	S CAPEN AVE	Not at Intersection	Dark - Not Lighted	Dry	Parked Vehicle	Other	No Injury	No Injury	NIGHT	28.59216834	-81.35859512
88834377	2019	3/20/2019 19:00	HOLT AVE	122	East	S CAPEN AVE	Not at Intersection	Daylight	Dry	Single Vehicle	Other	No Injury	No Injury	NIGHT	28.59219149	-81.35840579
86467752	2017	9/21/2017 14:26	HOLT AVE	150	East	S CAPEN AVE	Not at Intersection	Daylight	Dry	Parked Vehicle	Other	No Injury	No Injury	DAY	28.59214727	-81.35831691

Julie Farr  
Z Development Services  
1201 E Robinson Street  
Orlando, FL 32801

CITY OF WINTER PARK  
401 S PARK AVE  
WINTER PARK, FL 32789

32789-49889



(Parcel 05-22-30-9400-92-020) has submitted a Conditional Use (1) building over 10,000 square feet in size (out of four (4) buildings) for use. These are requested in conjunction with the proposed

of the City of Winter Park's Land Development Code.

ication and we will provide the proposed site plan and upcoming meeting.



West New England Ave, Winter Park, FL 32789

is you may have about the project.

In the interim, I can be reached via phone at (407) 271-8910 or via email correspondence to the address below.



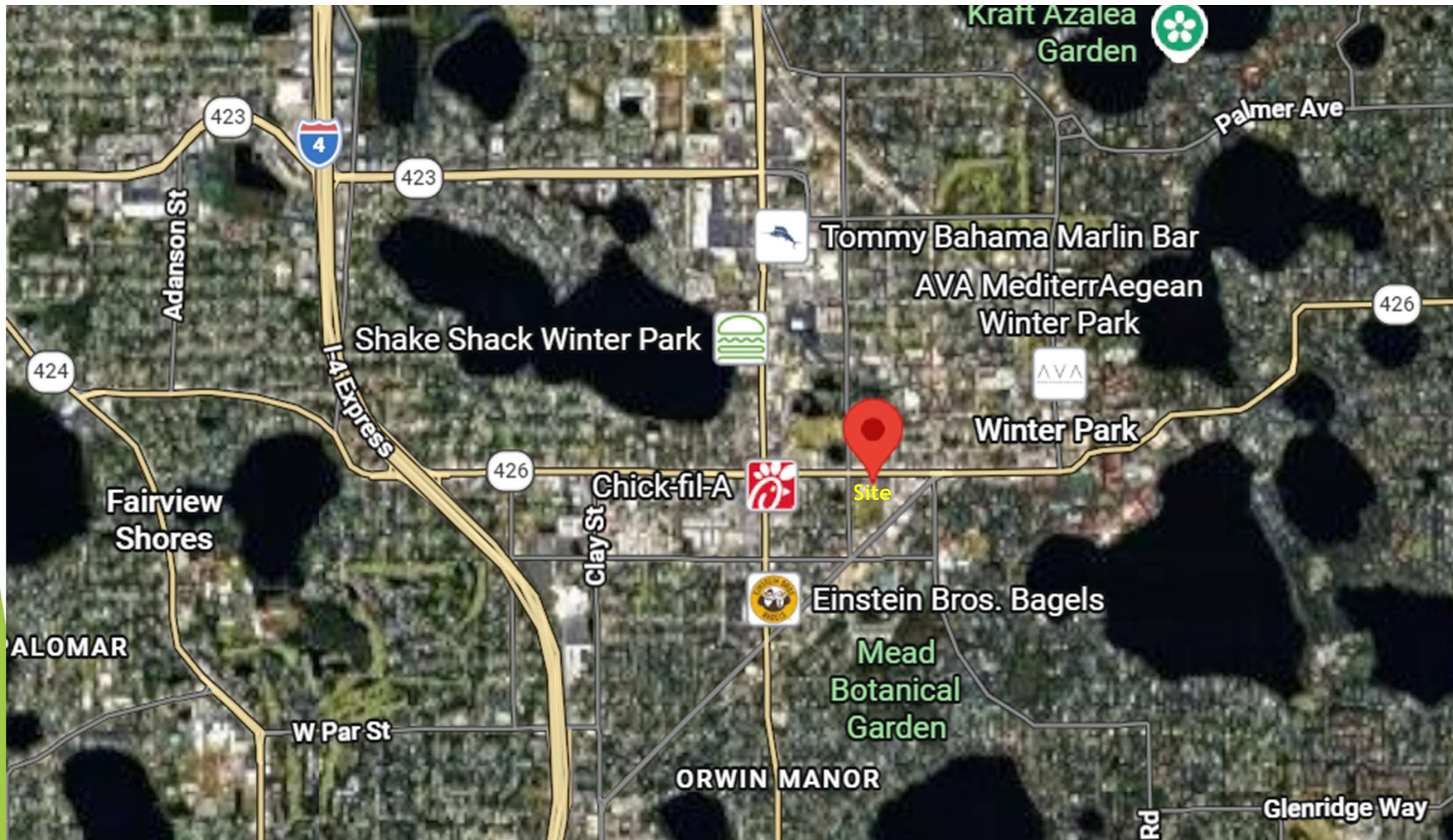
1201 E. Robinson St.  
Orlando, Florida 32801

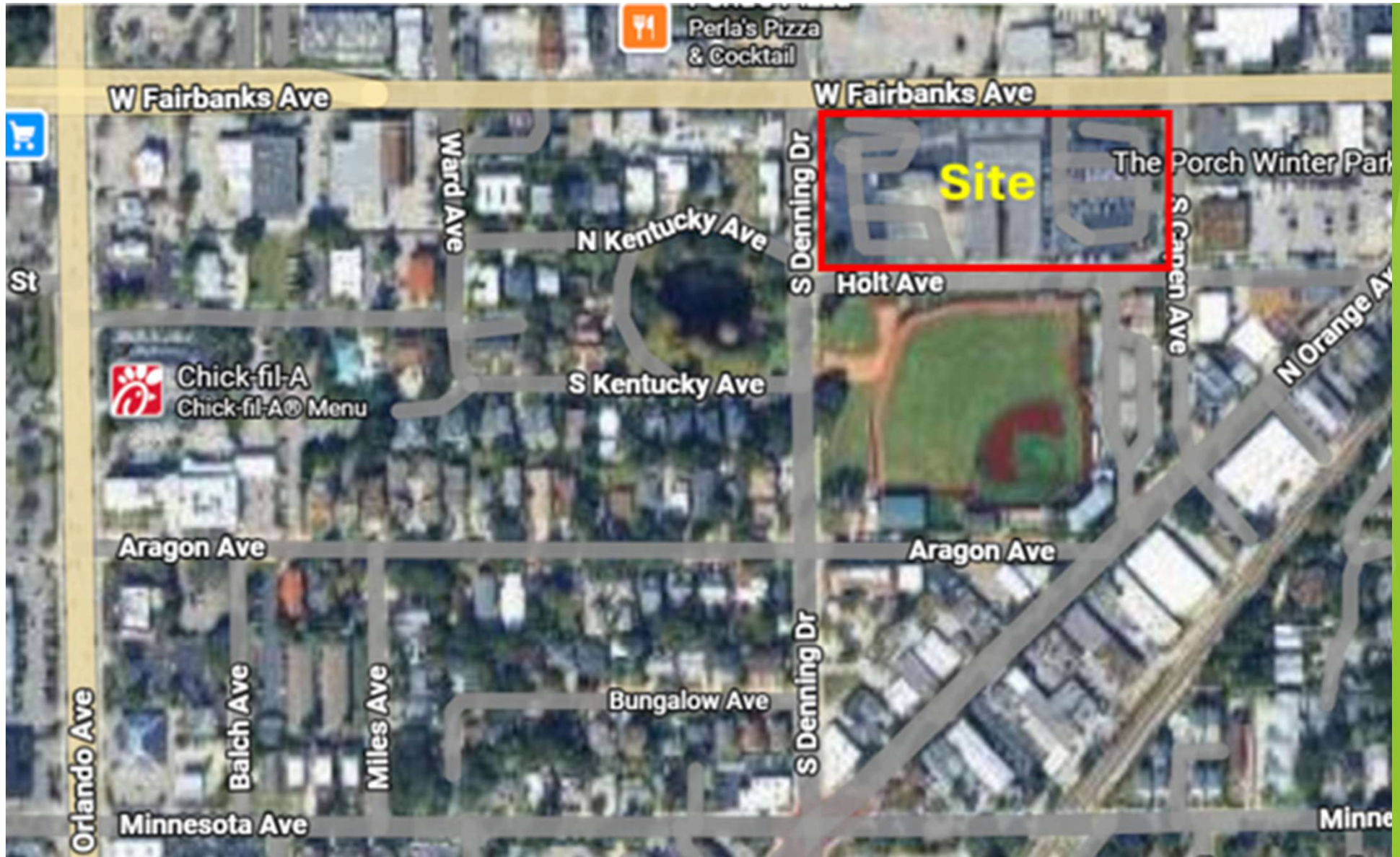
Phone: (407) 271-8910

Providing civil engineering services with an emphasis on client satisfaction  
[www.zdevelopmentservices.com](http://www.zdevelopmentservices.com)

# Fairbanks Crossing

820, 840, 860, 880 W. Fairbanks Avenue  
Winter Park, FL 32789







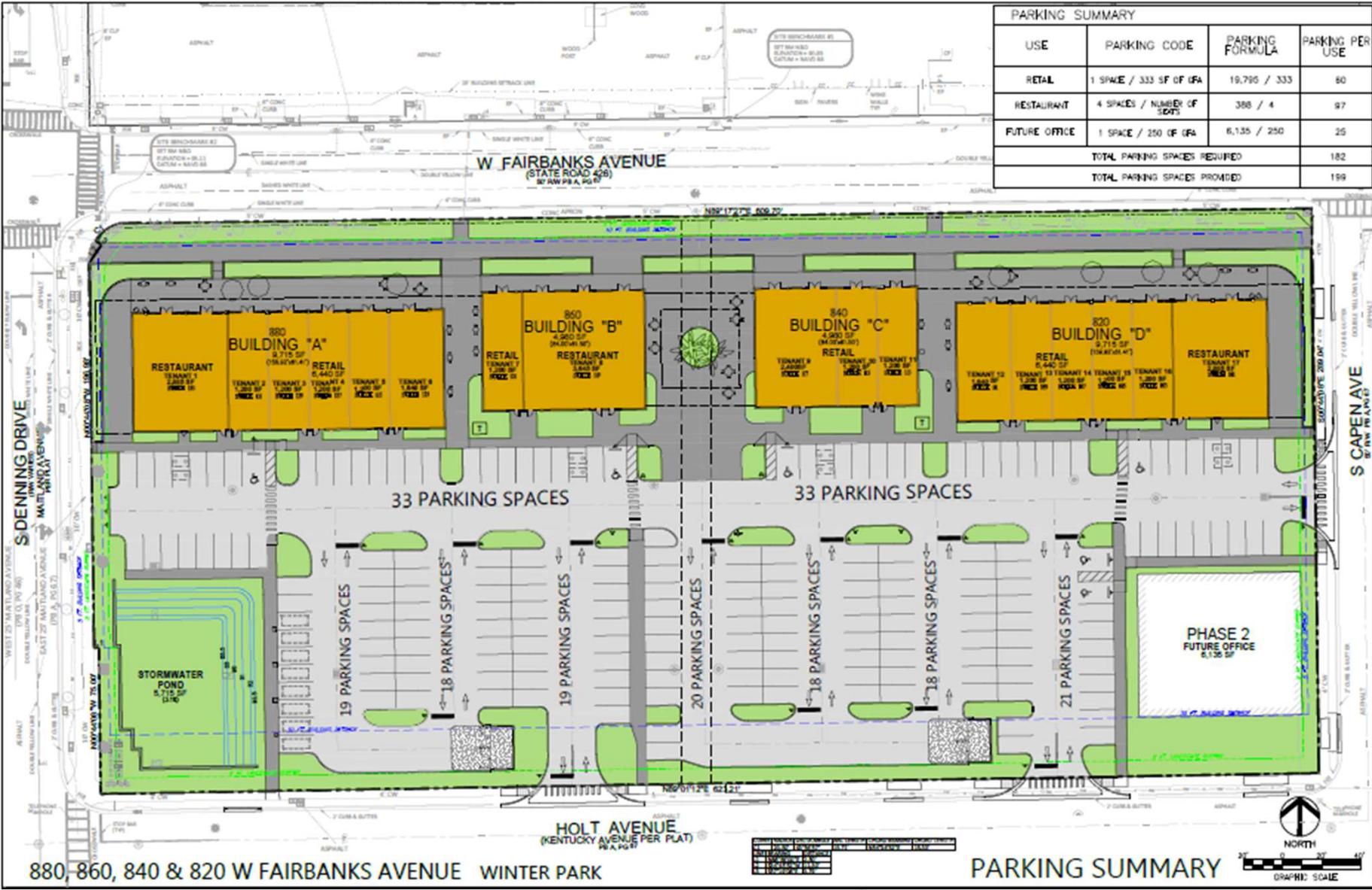
PROPERTY APPRAISER MAP



880, 860, 840 & 820 W FAIRBANKS AVE  
WINTER PARK



Project Location



USE	PARKING CODE	PARKING FORMULA	PARKING PER USE
RETAIL	1 SPACE / 333 SF OF GFA	19,795 / 333	60
RESTAURANT	4 SPACES / NUMBER OF SEATS	388 / 4	97
FUTURE OFFICE	1 SPACE / 250 SF OF GFA	6,135 / 250	25
TOTAL PARKING SPACES REQUIRED			182
TOTAL PARKING SPACES PROVIDED			199

USE	SPACES	PERCENTAGE
RETAIL	60	30.15%
RESTAURANT	97	48.74%
FUTURE OFFICE	25	12.56%
<b>TOTAL</b>	<b>182</b>	<b>91.45%</b>
PHASE 2 FUTURE OFFICE	17	8.55%
<b>TOTAL</b>	<b>199</b>	<b>100.00%</b>

880, 860, 840 & 820 W FAIRBANKS AVENUE WINTER PARK



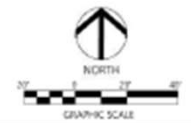


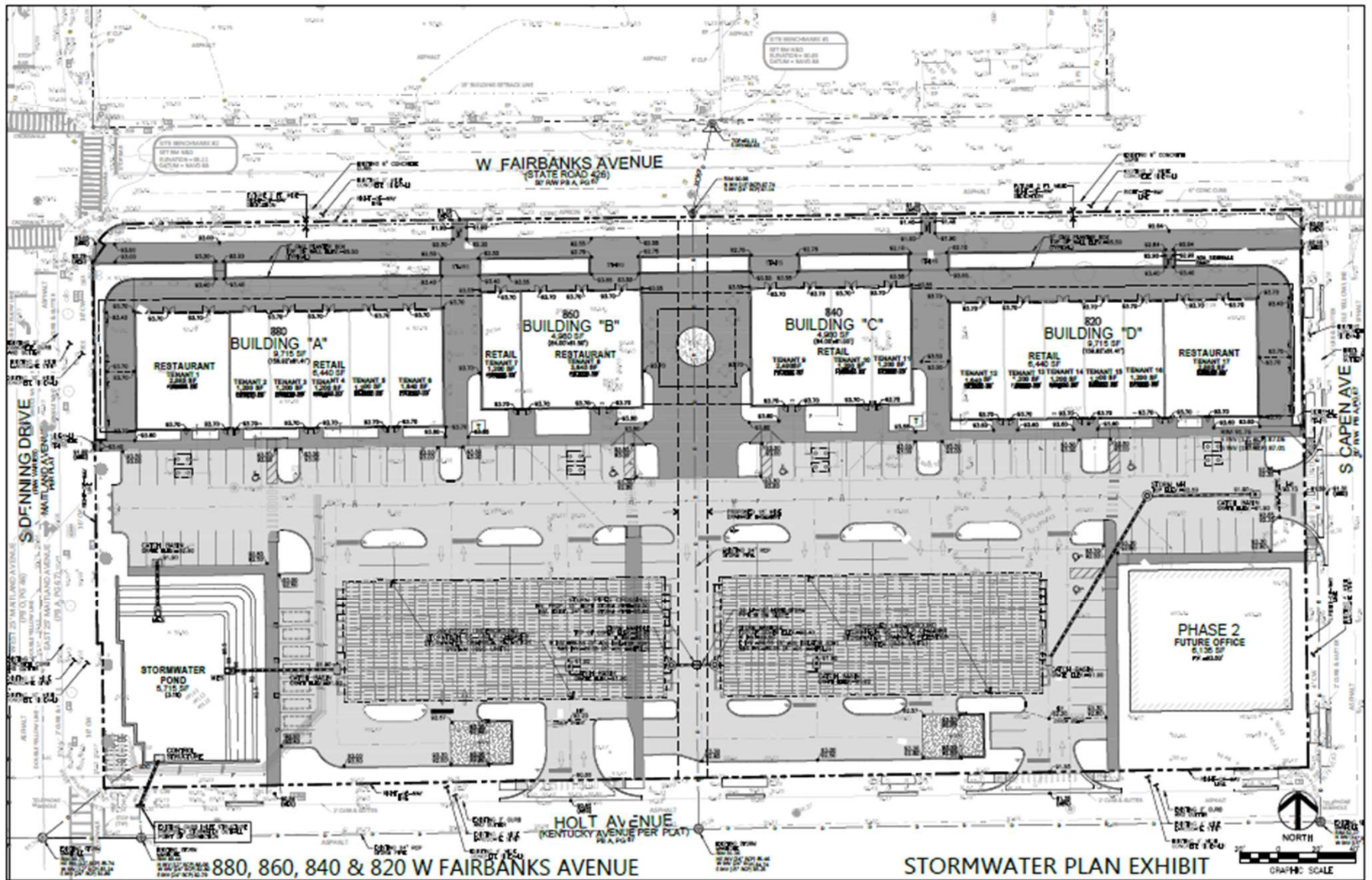
**VEHICLE USE AREA INTERIOR LANDSCAPE AREA CALCULATION**  
 VEHICLE USE AREA = 7,239 SF  
 75% LANDSCAPE AREA REQUIRED = 5,429 SF  
 LANDSCAPE AREA PROVIDED = 5,882 SF

**PLANT SCHEDULE**

ANNUAL PALM TREES	BIENNIAL/CLIMACLIAN	ETERNAL BLOSSOM TREES	BIENNIAL/CLIMACLIAN	ANNUAL PERENNIAL TREES	BIENNIAL/CLIMACLIAN	BIENNIAL/CLIMACLIAN	ETERNAL BLOSSOM TREES
<ul style="list-style-type: none"> <li>LYSTIUM SCOPULUM</li> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>	<ul style="list-style-type: none"> <li>YUCCA SPURCA</li> <li>YUCCA FOXTAIL PALM</li> <li>YUCCA SERRATA</li> </ul>

**W FAIRBANKS AVE**      **WINTER PARK**      **LANDSCAPE CONCEPT PLAN**





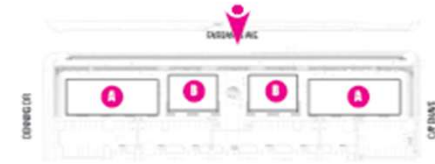
# FBS - SOUTH

Rendering - Fairbanks and Denning



# FBS - SOUTH

Rendering - View of Plaza From North Parcel



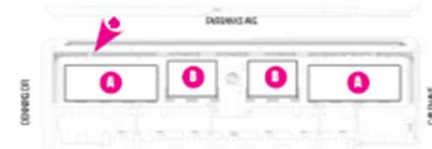
# FBS - SOUTH

Rendering - View of Plaza and Audi Showroom

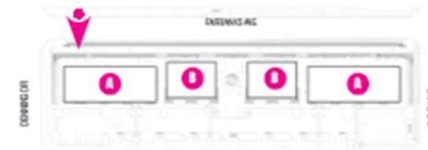


# FBS - SOUTH

Rendering - Covered Patio and Landscape Buffer

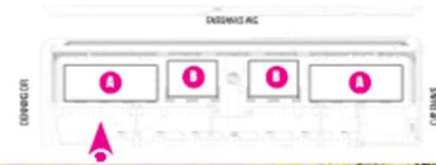


**FBS - SOUTH**  
Fairbanks Elevation - Building Type A



# FBS - SOUTH

Parking Area Elevation - Building Type A

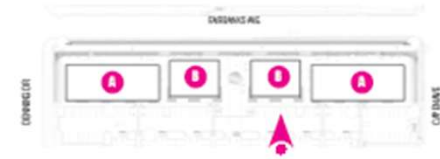


**FBS - SOUTH**  
Fairbanks Elevation - Building Type B

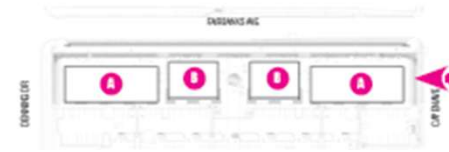


## FBS - SOUTH

Parking Area Elevation - Building Type B



**FBS - SOUTH**  
Capen Ave Elevation - Building Type A



**FBS - SOUTH**  
Denning Dr. Elevation - Building Type A



dap

# Sign-In Sheet

Date: 6/23/26



Meeting Purpose: Community Meeting for Conditional Use for a building over 10,000 sf and serving alcohol in conjunction with a Restaurant Use

Meeting Location: Winter Park Community Center (Cedar Room-B), 721 West New England Ave, Winter Park, FL 32789

Name (Please Print)	Phone # (Optional)	Questions
JASON HENDREN		
Sonia McClain		many
Keith McClain		
Ken Brown		
OLIVIER PEREZ		YES.
James Kieve		
Vicky D'Amico		<del>NO</del>
SRIAT		NO
<del>Chirag Kabrawala</del>		
CHIRAG Kabrawala		<del>NO</del> No
Arti Kafidas		No

March 6, 2026

To Whom It May Concern

RE: Neighborhood Meeting

To Whom It May Concern,

The owner of 860 W Fairbanks Avenue, Winter Park, Florida 32789 (Parcel 05-22-30-9400-92-020) has submitted a Conditional Use Permit Application to the City of Winter Park to allow for (a) one (1) building over 10,000 square feet in size (out of four (4) buildings) and (b) to allow the sale of alcohol in conjunction with a restaurant use. These are requested in conjunction with the proposed redevelopment of the property.

You are being notified as per Sec. 58-97 Community engagement of the City of Winter Park's Land Development Code.

For reference, the image below is an aerial map noting the site location and we will provide the proposed site plan and building/architectural elevations for the development at the upcoming meeting.



**When:** March 23, 2026, from 6:00 p.m. to 8:00 p.m.

**Where:** Winter Park Community Center (Cedar Room-B), 721 West New England Ave, Winter Park, FL 32789

Please come and learn more about the project, ask any questions you may have about the project.

Should you have any questions or need to discuss the project in the interim, I can be reached via phone at (407) 271-8910 or via email at [bob@zdevelopmentservices.com](mailto:bob@zdevelopmentservices.com) or you may also send any correspondence to the address below.

Sincerely,

Bob Ziegenfuss, PE, LEED AP

**1201 E. Robinson St.  
Orlando, Florida 32801**

**Phone: (407) 271-8910**



March 16, 2026

To Whom It May Concern

RE: Neighborhood Meeting – Updated with Public Hearing Dates Added

To Whom It May Concern,

The owner of 860 W Fairbanks Avenue, Winter Park, Florida 32789 (Parcel 05-22-30-9400-92-020) has submitted a Conditional Use Permit Application to the City of Winter Park to allow for (a) one (1) building over 10,000 square feet in size (out of four (4) buildings) and (b) to allow the sale of alcohol in conjunction with a restaurant use. These are requested in conjunction with the proposed redevelopment of the property. The request also includes a community benefit agreement that allows the developer to create a project that is less dense than what is permitted by the City of Winter Park overlay district, known as the OAO. We will discuss the development and any questions related to impact to the surrounding community at our upcoming meeting. The time and location of the meeting is noted below. You are being notified as per Sec. 58-97 Community engagement of the City of Winter Park’s Land Development Code. For reference, the image below is an aerial map noting the site location and we will provide the proposed site plan and building/architectural elevations for the development at the upcoming meeting.



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March 17, 2026

Allison McGillis  
City of Winter Park Planning  
401 Park Avenue South  
Winter Park, FL 32789

RE: FBS South, 860 W Fairbanks Avenue, Winter Park, Florida – Affidavit of Mailing

Dear Allison,

Please accept this affidavit regarding the Community Meeting Notice for the above-mentioned project.

I certify that:

- The attached notice was mailed, via the USPS, on Tuesday, March 17, 2026.
- The attached notice was mailed to properties within 500' of the subject site at 860 W Fairbanks Avenue, Winter Park, Florida, as per the list obtained from the Orange County Property Appraiser's Office, with the addition of the neighbor at 909 N Kentucky Avenue.
- The Community Meeting will be held on March 23, 2026, at the Winter Park Community Center.

Sincerely,



Robert Ziegenfuss

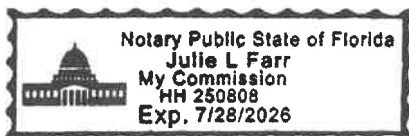
State of Florida  
County of Orange

Sworn and subscribed before me this 17<sup>th</sup> day of March, 2026, by Robert Ziegenfuss, who is personally known to me or produced \_\_\_\_\_ as identification.



\_\_\_\_\_  
Notary Public

My Commission Expires:



**1201 E. Robinson St.  
Orlando, Florida 32801**

**Phone: (407) 271-8910**

March 16, 2026

To Whom It May Concern

RE: Neighborhood Meeting – Updated with Public Hearing Dates Added

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Sincerely,



Bob Ziegenfuss, PE, LEED AP

**1201 E. Robinson St.  
Orlando, Florida 32801**

**Phone: (407) 271-8910**

FullName	FullName2	Address	CityZip	State
REYNAUD JEANNE M LIFE ESTA	REM: JOHN DOUGLAS REYNAU	721 W COMSTOCK AVE	WINTER PARK	FL 32789
DRUID INVESTMENTS LLC		2269 LEE RD STE 100	WINTER PARK	FL 32789
DAWSON DARLYN		510 S CAPEN AVE	WINTER PARK	FL 32789
PATAKI STEVEN LOUIS	PATAKI ROBIN	701 W COMSTOCK AVE	WINTER PARK	FL 32789
ZUNIGA FERNANDO		673 W COMSTOCK AVE	WINTER PARK	FL 32789
KARL INVESTMENTS LLC		12517 PARK AVE	WINDERMERE	FL 34786
TEAMER ERIC	TEAMER FATMATA	889 W COMSTOCK AVE	WINTER PARK	FL 32789
ROUNTREE JUANITA		875 W COMSTOCK AVE	WINTER PARK	FL 32789
SCOTT EMILY M LIFE ESTATE	REM: RICHARD SCOTT	510 S DENNING DR	WINTER PARK	FL 32789
WILSON MARY LOUISE		674 W COMSTOCK AVE	WINTER PARK	FL 32789
MORSE WHITNEY ALICE	GOEDKEN JASON MICHAEL	704 W COMSTOCK AVE	WINTER PARK	FL 32789
ULLA RUPP CROFTON FAMILY TRUST		1410 RIVERSIDE DR	TITUSVILLE	FL 32780
TAYLOR CHERYL JACKSON	JACKSON LEO ESTATE	722 W COMSTOCK AVE	WINTER PARK	FL 32789
COMSTOCK LAND TRUST		PO BOX 1720	WINTER PARK	FL 32790
SULLIVAN EMMA B		503 PITT ST	CLERMONT	FL 34711
DI PARTNERS LLLP		1011 N WYMORE RD	WINTER PARK	FL 32789
GERACI JANE M 1/2 INT	GERACI MICHELE L 1/4 INT	1143 S KANSAS AVE	GROVELAND	FL 34736
KAMINA FAIRBANKS LLC		3 ISLE OF SICILY	WINTER PARK	FL 32789
631 FAIRBANKS LLC		910 N FERN CREEK AVE	ORLANDO	FL 32803
HANNIBAL SQUARE COMMUNI	STALLWORTH LASHANDA	PO BOX 364	WINTER PARK	FL 32790
HANNIBAL SQUARE COMMUNI	JOHNSON MOYESHEA	PO BOX 364	WINTER PARK	FL 32790
HANNIBAL SQUARE COMMUNI	THOMPSON ALEXIS 25% INT	646 WEST COMSTOCK AVE	WINTER PARK	FL 32789
FIGUEROA KRIZIA LIZ MATOS		865 W COMSTOCK AVE	WINTER PARK	FL 32789
HAINES DORIAH F	HAINES ETHEL MAE	851 W COMSTOCK AVE	WINTER PARK	FL 32789
CLEVELAND ARTHUR BYRON	CLEVELAND ROSEMARY	841 W COMSTOCK AVE	WINTER PARK	FL 32789
ONTIVERO CARLOS ALBERTO	GASQUET VERONICA	819 W COMSTOCK AVE	WINTER PARK	FL 32789
PINKNEY KATHY		817 W COMSTOCK AVE	WINTER PARK	FL 32789
MALDONADO BUCHANAN HEN	THOMAS TIANA ASHANTE LIFE	4630 S KIRKMAN RD UNIT 203	ORLANDO	FL 32811
RICH SCOTT MICHAEL LIFE EST	REM: SCOTT MICHAEL RICH LI	801 W COMSTOCK AVE	WINTER PARK	FL 32789
MAXWELL TAMEKA		507 S CAPEN AVE	WINTER PARK	FL 32789
LEARY STEVEN J		753 W CANTON AVE	WINTER PARK	FL 32789
FIGUEROA JENNIFER		754 W COMSTOCK AVE	WINTER PARK	FL 32789
VIGNETTI VIVIAN A		115 CLATTER BRIDGE RD	PONTE VEDRA	FL 32081
WALKER LINDA		794 W COMSTOCK AVE	WINTER PARK	FL 32789
814 W COMSTOCK AVE LLC		2128 PIEDMONT ST	ORLANDO	FL 32805
PERRY BETTY LINDA JOHNSON	JOHNSON BENJAMIN 1/9 INT	816 W COMSTOCK AVE	WINTER PARK	FL 32789
VINER TIMOTHY	VINER JENNIFER	840 W COMSTOCK AVE	WINTER PARK	FL 32789
WP1 LLC		PO BOX 1720	WINTER PARK	FL 32790
CVJCR PROPERTIES LTD LLLP		PO BOX 1720	WINTER PARK	FL 32790
CVJCR PROPERTIES LTD LLLP		1011 N WYMORE RD STE 100	WINTER PARK	FL 32789
LJK INVESTMENTS LLC		705 E MARKS ST	ORLANDO	FL 32803
RESTORE WINTER PARK LLC		118 W COMSTOCK AVE	WINTER PARK	FL 32789
BM FAIRBANKS LLC		1516 E COLONIAL DR STE 107	ORLANDO	FL 32803
FOCUSED STRATEGIES INC		1019 W FAIRBANKS AVE	WINTER PARK	FL 32789
CITY OF WINTER PARK		401 S PARK AVE	WINTER PARK	FL 32789
CITY OF WINTER PARK 1/2 INT	GREENBERG HAROLD L 1/2 INT	401 S PARK AVE	WINTER PARK	FL 32789
CENTRAL BANK		20701 BRUCE B DOWNS BLVD	TAMPA	FL 33647
HOLLER ROGER W III TR	HOLLER JULIETTE A TR	PO BOX 1720	WINTER PARK	FL 32790

LUMBER YARD LLC		600 NORTHLAKE BLVD STE 130 ALTAMONTE SPRING	FL 32701
AJZ LLC		660 ORANGE AVE	WINTER PARK FL 32789
DANN WARREN FRANKS AND MARY NELLE FRANKS REVOCABLE TRUST		7185 SUMMER ST	ENGLEWOOD FL 34224
ENTWINED CAPITAL LLC		PO BOX 580	WINTER PARK FL 32790
JBR GLOBAL HOLDINGS LLC		600 NORTHLAKE BLVD STE 130 ALTAMONTE SPRING	FL 32701
BRITANNIA SERVICES INC		2726 PEMBERTON DR	APOPKA FL 32703
ROLLINS COLLEGE		CAMPUS BOX 2715   1000 HOLLAND AVE	WINTER PARK FL 32789
ARBORS ON ARAGON CONDOMINIUM ASSN INC		1836 SUNNINGDALE CT	OVIEDO FL 32765
HIJAZ FADI S		915 ARAGON AVE	WINTER PARK FL 32789
RICE FRANCES		777 S DENNING DR UNIT B	WINTER PARK FL 32789
JASON AND ALISAN SMITH LIVING TRUST		755 S DENNING DR UNIT C	WINTER PARK FL 32789
JUSTICE MELODY HOPE	JUSTICE LINDA JOY	702 E 6TH ST	APOPKA FL 32703
BUSH JEFFREY C	BUSH LASHARN C	201 HUNTERS TRL	LONGWOOD FL 32779
PHIL KEAN REAL ESTATE LLC		912 W FAIRBANKS AVE	WINTER PARK FL 32789
PHIL KEAN DESIGNS INC 50%   ARCHITECTURE BY PHIL KEAN		912 W FAIRBANKS AVE	WINTER PARK FL 32789
PKD STUDIO LLC 50% INT	PHIL KEAN KITCHENS AND BATHS	912 W FAIRBANKS AVE	WINTER PARK FL 32789
1014 W FAIRBANKS HOLDINGS LLC		1014 W FAIRBANKS AVE	WINTER PARK FL 32789
SURFSIDE REALTY GROUP LLC		42 BOSTON POST RD E	MARLBOROUGH MA 01752
PETTY SHEA WALKER	PETTY SAMANTHA WOEHLER	915 N KENTUCKY AVE	WINTER PARK FL 32789
MCCLAIN KEITH A	MCCLAIN SONIA G	935 N KENTUCKY AVE	WINTER PARK FL 32789
PEREZ OLIVIER PHILLIPPE		947 N KENTUCKY AVE	WINTER PARK FL 32789
BARNARD BRIAN	BARNARD JANET	961 N KENTUCKY AVE	WINTER PARK FL 32789
CHRISTINE J BENSON TRUST		3362 SURREY DR	SALINE MI 48176
STEIN BRUCE C	STEIN SUZANNE R	1035 N KENTUCKY AVE	WINTER PARK FL 32789
PEREDES JULIO J		1045 N KENTUCKY AVE	WINTER PARK FL 32789
RAAA INVESTMENTS LLC		1437 LONG MEADOW WAY	WINDERMERE FL 34786
TRAVAGLINI NICHOLAS R		1040 N KENTUCKY AVE	WINTER PARK FL 32789
ST CLAIR STEPHEN M LIFE ESTATE	ST CLAIR CAROL LIFE ESTATE	1001 S KENTUCKY AVE	WINTER PARK FL 32789
SIEGFRIED STEVEN		1041 S KENTUCKY AVE	WINTER PARK FL 32789
OWENS DANA NICOLE		1003 S KENTUCKY AVE	WINTER PARK FL 32789
DUBOIS ROBERT E ESTATE		900 S KENTUCKY AVE	WINTER PARK FL 32789
CHAD BEARDEN AND TINA BEARDEN REVOCABLE TRUST		920 S KENTUCKY AVE	WINTER PARK FL 32789
GEERS MATTHEW JAMES	GEERS BRANDON MICHAEL	930 S KENTUCKY AVE	WINTER PARK FL 32789
ROBERTS JANNETT		940 S KENTUCKY AVE	WINTER PARK FL 32789
POLLOCK SANDRA L	WATSON CYNTHIA J	1408 BLUEBIRD PL	ORLANDO FL 32803
971 ARAGON AVE (RR REAL ESTATE LLC SERIES 1)		PO BOX 833	WINTER PARK FL 32790
SANFORD BARRY P		606 SAINT DUNSTAN WAY	WINTER PARK FL 32792
SCUPPER CORP		401 COUNTRY CLUB DR	WINTER PARK FL 32789
939 ARAGON LLC		2603 78TH AVE NE	MEDINA WA 98039
CROSTOWN LLC		504 98TH AVE NE	BELLEVUE WA 98004
OLSON GARY	QUINTANILLA VICKY	909 N KENTUCKY AVE	WINTER PARK FL 32789



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03/17/2026

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Credit Card Remit			\$69.42
Card Name: AMEX			
Account #: XXXXXXXXXXXX2032			
Approval #: 849818			
Transaction #: 437			
AID: A000000025010801 Contactless			
AL: AMERICAN EXPRESS			
PIN: Not Required			

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 Clerk: 10



March 16, 2026

To Whom It May Concern

RE: Neighborhood Meeting – Updated with Public Hearing Dates Added

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**Where:** Winter Park Community Center (Cedar Room-B), 721 West New England Ave, Winter Park, FL 32789

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March 6, 2026

To Whom It May Concern

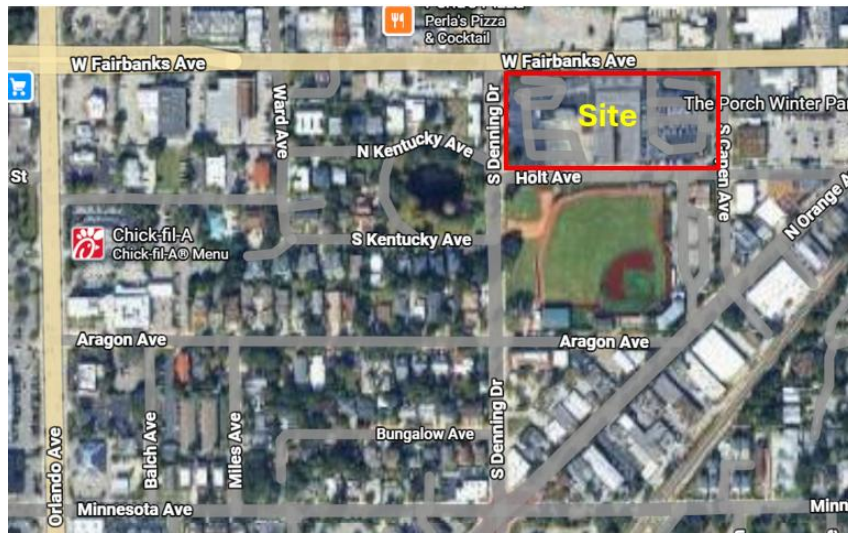
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Sincerely,

Bob Ziegenfuss, PE, LEED AP

**1201 E. Robinson St.  
Orlando, Florida 32801**

**Phone: (407) 271-8910**



March 25, 2026

Allison McGillis, Planning & Zoning Director  
City of Winter Park  
401 Park Ave. South  
Winter Park, FL. 32789

RE: FBS South CUP (860 W Fairbanks Avenue) Community Meeting

Dear Allison,  
Please accept this recap of our Community Engagement Meeting as per Sec. 58-97. Community engagement.

The meeting highlights are as follows:

When: March 23, 2026, from 6:00 p.m. to 8:00 p.m.

Where: Winter Park Community Center (Cedar Room-B), 721 West New England Ave, Winter Park, FL 32789

Neighbors that attended: See attached Sign-in Sheet

Items Presented: See attached Power Point Presentation

Items Discussed: There were many items that were discussed at the meeting, including the following:

- Traffic from both vehicles and pedestrians was raised as a concern. 2 of the neighbors in attendance were interested in the Holt being closed to vehicular traffic. The development team let them know that this right of way is required for access, since the site access is not permitted on Denning or Fairbanks.
- There was concern about trash from the development and it was discussed that the proposed development would actually help reduce the amount of trash that could potentially be "blown off" the site, since it will now be better maintained.
- There was discussion about the OAO and the fact that the development could be much more dense and even contain a parking garage that would be permitted at 3-4 stories in height. There were many of the neighbors that were speaking very positively about this fact. They were happy to see the scale of the development and the fact that the buildings will be one story in height.
- Stormwater management was also discussed. The development team let the neighbors know that the runoff from this site will be greatly decreased. The site has 100% sheet flow to the surrounding right of ways and the proposed development will decrease both the impervious area and runoff, there will also be a significant amount of storage provided in a new onsite stormwater management system. We also discussed the community benefit agreement and the pond on the north side that the city will have access to that will also decrease stormwater runoff in the area.
- The development team also discussed the donation of right of way to the city that will allow for a turn lane on Fairbanks to help relieve traffic in the area.

Please feel free to contact me with questions or for additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bob Ziegenfuss'.

Bob Ziegenfuss, PE, LEED AP

**1201 E. Robinson St.  
Orlando, Florida 32801**

**Phone: (407) 271-8910**

**From:** [VICKY QUINTANILLA](#)  
**To:** [Planning](#); [Allison McGillis](#)  
**Cc:** [Rene S.Cranis](#); [Marty Sullivan](#); [Craig Russell](#); [Kristopher Cruzada](#); [Warren Lindsey](#); [bob@zdevelopmentservices.com](#); [OLSON GARY](#); [Sheila DeCiccio](#)  
**Subject:** Re: [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstock Ave (NORTH)  
**Date:** Friday, March 27, 2026 1:06:43 AM  
**Attachments:** [Conditional use.pdf](#)  
[image005.png](#)  
[image006.png](#)  
[image003.png](#)  
[image004.png](#)  
[image002.png](#)

---

Dear Allison,

Please include this correspondence in the official record for the April 7, 2026 Planning & Zoning Board hearing and the April 22, 2026 City Commission hearing.

We are writing in response to the City's March 26, 2026 written response regarding the relationship between the SOUTH project at 860 W. Fairbanks Avenue (Parcel 05-22-30-9400-92-020) and the NORTH project at 872 W. Comstock Avenue (Parcel 05-22-30-9400-72-052).

We are formally requesting a Motion for Continuance of both the April 7, 2026 P&Z hearing and the April 22, 2026 City Commission hearing for the reasons set forth below.

The City's March 26 response states that the only relationship between these projects is common ownership and that they "do not share infrastructure" and are not coordinated or interdependent.

That statement is not consistent with City Commission Agenda Item 13.b, dated August 28, 2024, prepared by Jeffrey Briggs and approved by City Manager Randy Knight. That document is attached.

The City's own agenda item establishes the following:

1. SHARED INFRASTRUCTURE: The Community Benefit Agreement specifies the donation of the properties at 882, 872, and 862 W. Comstock Avenue — including the NORTH parcel at 872 — for stormwater treatment of roadway and parking lot drainage associated with the Fairbanks Avenue development. The agenda item describes this as a regional stormwater and flood control retention area. The NORTH parcel is the stormwater infrastructure serving the SOUTH project.

2. FINANCIAL INTERDEPENDENCE: The City committed to waiving transportation impact fees for development at 860 W. Fairbanks Avenue — the SOUTH project — "in recognition of the aforementioned donations." Those donations are the Comstock parcels. The SOUTH project's approval

terms are directly contingent on the NORTH parcel donation.

3. JOINT EVALUATION: At the July 10, 2024 City Commission meeting, by a 5-0 vote, the vesting determination for Commercial (C-3) zoning was applied to both the Comstock parcels and 860 W. Fairbanks Avenue together, under the same Community Benefit Agreement. The NORTH and SOUTH parcels were evaluated jointly by the City Commission.

The NORTH and SOUTH projects share stormwater infrastructure, share an executed legal agreement, and were jointly evaluated and jointly vested by the City Commission. That is what the City's own documents show. The Planning Director's March 26 statement that these projects are independent is not consistent with the City's own August 28, 2024 report, which proves they are functionally and legally interdependent.

Evaluating the SOUTH project in isolation on April 7 — without disclosing this infrastructure relationship to the Planning & Zoning Board — does not provide decision-makers or the public with an accurate or complete picture of this development.

We also note that our address was excluded from the City's mailing list due to its confidential status under Chapter 119, Florida Statutes. As a direct result, we were not notified about the NORTH project at all, and we received inaccurate information about the relationship between these two projects in the City's official written response. The combination of deficient notice and an inaccurate characterization of the project relationship in the official record makes a continuance the only way to ensure our due process rights are protected.

The City's suggestion that we resolve this by requesting removal of our confidentiality designation through the Orange County Property Appraiser is not a feasible solution. Florida Statute §119.071 provides address confidentiality protections for individuals who have legitimate and often legally necessary reasons for maintaining them. Requiring a protected resident to waive a statutory privacy protection as a condition of receiving notice and participating meaningfully in a public land use proceeding is not an adequate remedy — it is an impossible choice. The City's notice process must account for confidential addresses, not require their disclosure.

We request the following:

- That the April 7, 2026 P&Z hearing and April 22, 2026 City Commission hearing be continued until cumulative impact studies are completed and proper notice is issued reflecting the full scope of this development
- That this correspondence and City Commission Agenda Item 13.b be provided to the Planning & Zoning Board as part of the April 7, 2026 hearing materials
- That the City correct, in writing, its March 26 statement regarding shared

infrastructure and project interdependence

- That Records Request No. 26-634 include the fully executed Community Benefit Agreement, all legal descriptions of the donated Comstock parcels, and all City Commission materials from the July 10, 2024 vesting determination

Respectfully,

Vicky Quintanilla, LCSW, CAP  
Gary Olson, CLU, ChFC, MBA  
909 North Kentucky Avenue  
Winter Park, FL 32789  
vizibara@yahoo.com  
407-949-2446

Attachment: City Commission Agenda Item 13.b — August 28, 2024

On Thursday, March 26, 2026 at 02:24:59 PM EDT, Allison McGillis <amcgillis@cityofwinterpark.org> wrote:

Vicky,

Please see responses to your request below:

- The applicant states in writing, for the official record, whether the NORTH and SOUTH projects are related, coordinated, phased, contingent, or interdependent, and whether they share planning, infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing – [The city cannot speak on behalf of the applicant. However, based on the submitted materials and city review, the only relationship between the NORTH and SOUTH projects is common ownership. The projects are not coordinated, phased, contingent, or interdependent, and they do not share infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing. Each project is reviewed independently in accordance with applicable Land Development Code requirements. The NORTH project was also approved prior to the city's Community Meeting requirements.](#)
- The City provides, pursuant to Chapter 119, Florida Statutes, by email and in electronic format, all records related to both the NORTH and SOUTH projects, including but not limited to all applications, revisions, site plans, elevations, renderings, staff reports, traffic studies, parking analyses, lighting studies, noise analyses if any, correspondence, notices, mailing lists, affidavits, zoning approvals, permits, and records showing when project materials were posted or made available online – [The City Clerk's Office has initiated a public records request on your behalf. All responsive documents related to both the NORTH and SOUTH projects will be provided through Records Request No. 26-634, in accordance with Chapter 119, Florida Statutes. Furthermore, all the details surrounding the SOUTH project will be available when the P&Z Board agenda is posted next week.](#)

- The City confirms in writing the full zoning, permitting, and approval status of the NORTH project, including all approvals granted, all dates of approval, all hearings already held, and whether any approval referenced, anticipated, or depended on the SOUTH project – [The NORTH project received approval from the City Commission in 2023/2024 and is not dependent upon the SOUTH project. The only discussion referencing both projects occurred during the Commission’s vesting determination, which allowed each project to proceed under the underlying C-3 zoning rather than the OAO standards, again because they are in common ownership, in exchange for a Community Benefit Agreement that includes stormwater improvements and right-of-way dedication for Fairbanks Avenue improvements, as well as forfeiting certain entitlements related to height and development size. Beyond this policy determination, the projects were not evaluated as a single development.](#)
- New written notice is issued to all affected property owners for both the NORTH and SOUTH projects simultaneously, clearly stating that the projects are related and must be evaluated together as one coordinated development with cumulative impacts – [The projects are separate and are not processed or reviewed as a unified development. Therefore, combined noticing is not applicable. As previously stated, the NORTH project already received approval from the Commission.](#)
- That notice includes all hearing dates, times, and locations, together with written instructions stating exactly where and how the public can access the complete project files and supporting materials - [Required public notice was provided to all property owners within 500 feet, consistent with city requirements \(see attached\). Please note that your property address is classified as confidential under Chapter 119, Florida Statutes, and therefore was not included in the city’s mailing list. If you wish to receive future notices, you may request removal of this confidentiality designation through the Orange County Property Appraiser.](#)
- Updated and comprehensive studies are prepared evaluating both projects together as one coordinated development, including traffic, circulation, parking demand, lighting, noise, delivery activity, hours of operation, alcohol-related use, buffering, and compatibility with adjacent residences – [All application materials and supporting documentation submitted by the applicant for both projects will be included as part of Records Request No. 26-634. Furthermore, all the details surrounding the SOUTH project will be available when the P&Z Board agenda is posted next week.](#)

**Please confirm in writing:**

- whether the April 7, 2026 and April 22, 2026 hearings will be postponed – [Any decision to continue or postpone these hearings will be made by the Planning & Zoning Board and the City Commission, respectively, at the time of the scheduled meetings.](#)
- whether new notice will be issued for both projects [The NORTH project has already received final approval and is going through the city’s permitting process. Public notice requirements have been satisfied for both projects in accordance with city regulations. As noted above, your address was not included in the mailing due to its confidential status under Chapter 119, Florida Statutes.](#)
- whether the relationship between the NORTH and SOUTH projects will be formally disclosed in writing - [Please refer to the response above regarding the relationship between the NORTH and SOUTH projects.](#)
- when the complete project materials and records will be emailed to us - [All responsive documents will be provided through Records Request No. 26-634, and all documents related to the SOUTH project will be posted next week along with the P&Z Board agenda.](#)

Thank you, please let me know if you have any additional questions.





Under Florida law, email addresses and written correspondence with the city become public record and must be made available to the public and media upon request (unless otherwise exempt). If you do not want your email address to be public record, please contact our office by phone.

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**From:** VICKY QUINTANILLA <[vizibara@yahoo.com](mailto:vizibara@yahoo.com)>  
**Sent:** Wednesday, March 25, 2026 2:12 PM  
**To:** Allison McGillis <[amcgillis@cityofwinterpark.org](mailto:amcgillis@cityofwinterpark.org)>; Planning <[planning@cityofwinterpark.org](mailto:planning@cityofwinterpark.org)>  
**Cc:** Rene S Cranis <[RCranis@cityofwinterpark.org](mailto:RCranis@cityofwinterpark.org)>; Marty Sullivan <[MSullivan@cityofwinterpark.org](mailto:MSullivan@cityofwinterpark.org)>; Craig Russell <[crussell@cityofwinterpark.org](mailto:crussell@cityofwinterpark.org)>; Kristopher Cruzada <[kcruzada@cityofwinterpark.org](mailto:kcruzada@cityofwinterpark.org)>; Warren Lindsey <[wlindsey@cityofwinterpark.org](mailto:wlindsey@cityofwinterpark.org)>; bob@zdevelopmentservices.com; OLSON GARY <[garyolson@allstate.com](mailto:garyolson@allstate.com)>  
**Subject:** [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstock Ave (NORTH)

Dear City of Winter Park Planning & Zoning Department and City Commissioners,

Please include this correspondence in the official record.

We, Vicky Quintanilla and Gary Olson of 909 North Kentucky Avenue, Winter Park, Florida, formally request that the April 7, 2026 Planning & Zoning hearing and the April 22, 2026 City Commission hearing for the **SOUTH project** be postponed.

We make this request because, at the March 23, 2026 community meeting, residents learned for the first time that the **SOUTH project (Orange Avenue Overlay Subarea J), located at 860 W Fairbanks Avenue, Winter Park, Florida 32789 (Parcel 05-22-30-9400-92-020)**, is tied to, contingent upon, or otherwise coordinated with a separate **NORTH project (Orange Avenue Overlay Subarea B), located at 872 W. Comstock Avenue (Parcel ID# 05-22-30-9400-72-052)**, which had not previously been disclosed to affected residents through any notice or community meeting.

Residents cannot participate meaningfully when one project is presented for review, a second related project is not disclosed, and the connection between them is revealed only at the community meeting.

That is the central problem. Residents were asked to evaluate one project, and only at the community meeting did it become clear that there are two related projects with combined impacts.

**SOUTH PROJECT (Orange Avenue Overlay Subarea J)**

860 W Fairbanks Avenue, Winter Park, Florida 32789

Parcel 05-22-30-9400-92-020

**NORTH PROJECT (Orange Avenue Overlay Subarea B)**

872 W. Comstock Avenue

Parcel ID# 05-22-30-9400-72-052

We were only notified about the SOUTH project. Based on that notice, we attended the March 23, 2026 community meeting. At that meeting, residents learned for the first time that the SOUTH project is related to the NORTH project and that the NORTH project had already been progressing separately without being disclosed to affected residents before that meeting.

The original notice for the SOUTH project was also deficient and was only corrected after we requested clarification. The original notice did not include the City hearing dates and did not adequately describe the impacts on surrounding properties. This confirms that the notice did not initially satisfy the requirements of Sec. 58-97.

More specifically, the original SOUTH project notice did not:

- include the dates and times of the City public hearings
- adequately describe impacts including traffic, circulation, parking, noise, lighting, alcohol-related use, delivery activity, and hours of operation
- disclose the existence of a related NORTH project

We were never notified about the NORTH project at all.

A community meeting is not the place to first reveal that a noticed project is only part of a larger coordinated development. By the time residents attended the March 23, 2026 meeting, they should already have been given fair written notice of the true scope of what was being advanced.

If the SOUTH and NORTH projects are related, they should not be evaluated as though they are independent developments. Treating them as separate applications prevents meaningful evaluation of cumulative impacts and obscures the true scale and intensity of the overall development.

**Both projects are located within the Orange Avenue Overlay District but fall within different subareas, underscoring the need for coordinated review of their combined impacts rather than segmented evaluation of each project in isolation.**

That includes combined impacts related to traffic, circulation, parking demand, lighting, noise, delivery activity, alcohol-related use, hours of operation, buffering, and compatibility with adjacent residential properties.

At the March 23, 2026 community meeting, **it was disclosed that the NORTH project may already be approved or is in a significantly more advanced stage of zoning or permitting**, while the SOUTH project is only now being presented for

public review. If that is accurate, it raises serious concerns. The NORTH project may have progressed through approvals without notice to directly affected residents, and the public is now being asked to evaluate the SOUTH project without understanding the full development context.

The sequencing also creates the appearance that one project is being used to support, justify, or normalize the other.

The public should not be placed in a position where one component of a coordinated development is already approved or substantially advanced, while the related component is only then presented for public review.

This area also already has documented concerns. Prior to this proposal, I requested two traffic studies from the City of Winter Park for N. Kentucky Avenue, one in December 2022 and a second in February 2023. In addition, police have previously been called to our property due to individuals entering or taking items from our yard, and I have experienced a peeping incident at my window. These existing neighborhood conditions matter. Any proposal that may increase traffic, activity, late-hour presence, and alcohol-related use must be evaluated in full context, not in isolation.

At the community meeting, residents were also told that project materials were available on the City's website. Despite a diligent search, those materials could not be located. That further limited meaningful public participation and made it more difficult for affected residents to review the applications intelligently before the hearings.

#### **Request for Action**

We respectfully request that the City **postpone the April 7, 2026 Planning & Zoning hearing and the April 22, 2026 City Commission hearing for the SOUTH project until the following issues are addressed:**

- The applicant states in writing, for the official record, whether the NORTH and SOUTH projects are related, coordinated, phased, contingent, or interdependent, and whether they share planning, infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing
- The City provides, pursuant to Chapter 119, Florida Statutes, by email and in electronic format, all records related to both the NORTH and SOUTH projects, including but not limited to all applications, revisions, site plans, elevations, renderings, staff reports, traffic studies, parking analyses, lighting studies, noise analyses if any, correspondence, notices, mailing lists, affidavits, zoning approvals, permits, and records showing when project materials were posted or made available online
- The City confirms in writing the full zoning, permitting, and approval status of the NORTH project, including all approvals granted, all dates of approval, all hearings already held, and whether any approval referenced, anticipated, or depended on the SOUTH project
- New written notice is issued to all affected property owners for both the NORTH and SOUTH projects simultaneously, clearly stating that the projects are related and must be evaluated together as one coordinated development with cumulative impacts
- That notice includes all hearing dates, times, and locations, together with written instructions stating exactly where and how the public can access the complete project files and supporting materials
- Updated and comprehensive studies are prepared evaluating both projects together as one coordinated

development, including traffic, circulation, parking demand, lighting, noise, delivery activity, hours of operation, alcohol-related use, buffering, and compatibility with adjacent residences

Two projects that function as one development must be evaluated as one. Separate studies for what is effectively a coordinated project do not provide an accurate or fair basis for public review.

The public cannot be expected to comment intelligently on a project whose full scope was not disclosed until after the community meeting.

**Please confirm in writing:**

- whether the April 7, 2026 and April 22, 2026 hearings will be postponed
- whether new notice will be issued for both projects
- whether the relationship between the NORTH and SOUTH projects will be formally disclosed in writing
- when the complete project materials and records will be emailed to us

Respectfully,  
Vicky Quintanilla, LCSW, CAP  
Gary Olson, CLU, ChFC, MBA  
909 North Kentucky Avenue  
Winter Park, FL  
[vizibara@yahoo.com](mailto:vizibara@yahoo.com)  
407-949-2446

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**Attachments:**

- Original Community Notice (as received)
- Revised Community Notice
- Orange Avenue Overlay District Subarea Map (J and B)

**From:** [Allison McGillis](#)  
**To:** [VICKY QUINTANILLA](#); [Planning](#)  
**Cc:** [Rene S.Cranis](#); [Marty Sullivan](#); [Craig Russell](#); [Kristopher Cruzada](#); [Warren Lindsey](#); [bob@zdevelopmentsservices.com](#); [OLSON GARY](#); [Sheila DeCiccio](#)  
**Subject:** RE: [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstock Ave (NORTH)  
**Date:** Friday, March 27, 2026 8:16:00 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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Vicky,

Please see responses below:

- That the April 7, 2026 P&Z hearing and April 22, 2026 City Commission hearing be continued until cumulative impact studies are completed and proper notice is issued reflecting the full scope of this development - [Any decision to continue or postpone these hearings will be made by the Planning & Zoning Board and the City Commission, respectively, at the time of the scheduled meetings.](#)
- That this correspondence and City Commission Agenda Item 13.b be provided to the Planning & Zoning Board as part of the April 7, 2026 hearing materials – [This correspondence, along with the relevant history of the former RV properties, will be included in the Planning & Zoning Board materials as part of the April 7, 2026 hearing. Many current P&Z Board members and Commissioners were in office at the time of prior approvals, and staff is not omitting any relevant historical context. Not sure why you are inferring that. My intent is to ensure that all relevant historical context is fully provided for consideration.](#)
- That the City correct, in writing, its March 26 statement regarding shared infrastructure and project interdependence – [Each project is designed to function independently, with its own supporting infrastructure. The City Commission’s approval of the NORTH project was based on its ability to operate independently. The two projects do not share stormwater systems, parking, or other critical infrastructure components, and the development of one is not dependent on the construction of the other. The NORTH project has already proceeded into the permitting phase. Additionally, stormwater associated with the SOUTH project does not drain toward the NORTH project, and the additional stormwater capacity provided within the NORTH project is intended to address runoff from areas north of Fairbanks Avenue.](#)
- That Records Request No. 26-634 include the fully executed Community Benefit Agreement, all legal descriptions of the donated Comstock parcels, and all City Commission materials from the July 10, 2024 vesting determination – [Yes, I stated previously that all the materials will be included in the records request.](#)

[Thank you for your interest in this project. I am happy to provide any](#)

additional information or clarification as needed, as the full context will become clearer upon review of all related materials.

 <p>City of Winter Park 401 Park Ave. South Winter Park, FL. 32789 <a href="http://cityofwinterpark.org">cityofwinterpark.org</a></p>	<p><b>Allison McGillis</b> AICP Director Planning &amp; Zoning</p> <p>407.599.3665</p>
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Under Florida law, email addresses and written correspondence with the city become public record and must be made available to the public and media upon request (unless otherwise exempt). If you do not want your email address to be public record, please contact our office by phone.

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**From:** VICKY QUINTANILLA <vizibara@yahoo.com>  
**Sent:** Friday, March 27, 2026 1:05 AM  
**To:** Planning <planning@cityofwinterpark.org>; Allison McGillis <amcgillis@cityofwinterpark.org>  
**Cc:** Rene S Cranis <RCranis@cityofwinterpark.org>; Marty Sullivan <msullivan@cityofwinterpark.org>; Craig Russell <crussell@cityofwinterpark.org>; Kristopher Cruzada <kcruzada@cityofwinterpark.org>; Warren Lindsey <wlindsey@cityofwinterpark.org>; bob@zdevelopmentservices.com; OLSON GARY <garyolson@allstate.com>; Sheila DeCiccio <SDeCiccio@cityofwinterpark.org>  
**Subject:** Re: [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstock Ave (NORTH)

Dear Allison,

Please include this correspondence in the official record for the April 7, 2026 Planning & Zoning Board hearing and the April 22, 2026 City Commission hearing.

We are writing in response to the City's March 26, 2026 written response regarding the relationship between the SOUTH project at 860 W. Fairbanks Avenue (Parcel 05-22-30-9400-92-020) and the NORTH project at 872 W. Comstock Avenue (Parcel 05-22-30-9400-72-052).

We are formally requesting a Motion for Continuance of both the April 7, 2026 P&Z hearing and the April 22, 2026 City Commission hearing for the reasons set forth below.

The City's March 26 response states that the only relationship between these projects is common ownership and that they "do not share

infrastructure" and are not coordinated or interdependent.

That statement is not consistent with City Commission Agenda Item 13.b, dated August 28, 2024, prepared by Jeffrey Briggs and approved by City Manager Randy Knight. That document is attached.

The City's own agenda item establishes the following:

1. SHARED INFRASTRUCTURE: The Community Benefit Agreement specifies the donation of the properties at 882, 872, and 862 W. Comstock Avenue — including the NORTH parcel at 872 — for stormwater treatment of roadway and parking lot drainage associated with the Fairbanks Avenue development. The agenda item describes this as a regional stormwater and flood control retention area. The NORTH parcel is the stormwater infrastructure serving the SOUTH project.

2. FINANCIAL INTERDEPENDENCE: The City committed to waiving transportation impact fees for development at 860 W. Fairbanks Avenue — the SOUTH project — "in recognition of the aforementioned donations." Those donations are the Comstock parcels. The SOUTH project's approval terms are directly contingent on the NORTH parcel donation.

3. JOINT EVALUATION: At the July 10, 2024 City Commission meeting, by a 5-0 vote, the vesting determination for Commercial (C-3) zoning was applied to both the Comstock parcels and 860 W. Fairbanks Avenue together, under the same Community Benefit Agreement. The NORTH and SOUTH parcels were evaluated jointly by the City Commission.

The NORTH and SOUTH projects share stormwater infrastructure, share an executed legal agreement, and were jointly evaluated and jointly vested by the City Commission. That is what the City's own documents show. The Planning Director's March 26 statement that these projects are independent is not consistent with the City's own August 28, 2024 report, which proves they are functionally and legally interdependent.

Evaluating the SOUTH project in isolation on April 7 — without disclosing this infrastructure relationship to the Planning & Zoning Board — does not provide decision-makers or the public with an accurate or complete picture of this development.

We also note that our address was excluded from the City's mailing list due to its confidential status under Chapter 119, Florida Statutes. As a direct result, we were not notified about the NORTH project at all, and we received inaccurate information about the relationship between these two projects in the City's official written response. The combination of deficient notice and an inaccurate characterization of the project relationship in the official record makes a continuance the only way to ensure our due process rights are protected.

The City's suggestion that we resolve this by requesting removal of our confidentiality designation through the Orange County Property Appraiser is not a feasible solution. Florida Statute §119.071 provides address confidentiality protections for individuals who have legitimate and often legally necessary reasons for maintaining them. Requiring a protected resident to waive a statutory privacy protection as a condition of receiving notice and participating meaningfully in a public land use proceeding is not an adequate remedy — it is an impossible choice. The City's notice process must account for confidential addresses, not require their disclosure.

We request the following:

- That the April 7, 2026 P&Z hearing and April 22, 2026 City Commission hearing be continued until cumulative impact studies are completed and proper notice is issued reflecting the full scope of this development
- That this correspondence and City Commission Agenda Item 13.b be provided to the Planning & Zoning Board as part of the April 7, 2026 hearing materials
- That the City correct, in writing, its March 26 statement regarding shared infrastructure and project interdependence
- That Records Request No. 26-634 include the fully executed Community Benefit Agreement, all legal descriptions of the donated Comstock parcels, and all City Commission materials from the July 10, 2024 vesting determination

Respectfully,

Vicky Quintanilla, LCSW, CAP  
Gary Olson, CLU, ChFC, MBA  
909 North Kentucky Avenue  
Winter Park, FL 32789  
[vizibara@yahoo.com](mailto:vizibara@yahoo.com)  
407-949-2446

Attachment: City Commission Agenda Item 13.b — August 28, 2024

On Thursday, March 26, 2026 at 02:24:59 PM EDT, Allison McGillis <[amcgillis@cityofwinterpark.org](mailto:amcgillis@cityofwinterpark.org)> wrote:

Vicky,

Please see responses to your request below:

- The applicant states in writing, for the official record, whether the NORTH and SOUTH projects are related, coordinated, phased, contingent, or interdependent, and whether they share planning, infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing – The city cannot speak on behalf of the applicant. However, based on the submitted materials and city review, the only relationship between the NORTH and SOUTH projects is common ownership. The projects are not coordinated, phased, contingent, or interdependent, and they do not share infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing. Each project is reviewed independently in accordance with applicable Land Development Code requirements. The NORTH project was also approved prior to the city's Community Meeting requirements.

- The City provides, pursuant to Chapter 119, Florida Statutes, by email and in electronic format, all records related to both the NORTH and SOUTH projects, including but not limited to all applications, revisions, site plans, elevations, renderings, staff reports, traffic studies, parking analyses, lighting studies, noise analyses if any, correspondence, notices, mailing lists, affidavits, zoning approvals, permits, and records showing when project materials were posted or made available online – The City Clerk's Office has initiated a public records request on your behalf. All responsive documents related to both the NORTH and SOUTH projects will be provided through Records Request No. 26-634, in accordance with Chapter 119, Florida Statutes. Furthermore, all the details surrounding the SOUTH project will be available when the P&Z Board agenda is posted next week.

- The City confirms in writing the full zoning, permitting, and approval status of the NORTH project, including all approvals granted, all dates of approval, all hearings already held, and whether any approval referenced, anticipated, or depended on the SOUTH project – The NORTH project received approval from the City Commission in 2023/2024 and is not dependent upon the SOUTH project. The only discussion referencing both projects occurred during the Commission's vesting determination, which allowed each project to proceed under the underlying C-3 zoning rather than the OAO standards, again because they are in common ownership, in exchange for a Community Benefit Agreement that includes stormwater improvements and right-of-way dedication for Fairbanks Avenue improvements, as well as forfeiting certain entitlements related to height and development size. Beyond this policy determination, the projects were not evaluated as a single development.

- New written notice is issued to all affected property owners for both the NORTH and SOUTH projects simultaneously, clearly stating that the projects are related and must be evaluated together as one coordinated development with cumulative impacts – The projects are separate and are not processed or reviewed as a unified development. Therefore, combined noticing is not applicable. As previously stated, the NORTH project already received approval from the Commission.

- That notice includes all hearing dates, times, and locations, together with written instructions stating exactly where and how the public can access the complete project files and supporting materials - Required public notice was provided to all property owners within 500 feet, consistent with city requirements (see attached). Please note that your property address is classified as confidential under Chapter 119, Florida Statutes, and therefore was not included in the city's mailing list. If you wish to receive future notices, you may request removal of this confidentiality designation through the Orange County Property Appraiser.

- Updated and comprehensive studies are prepared evaluating both projects together as one coordinated development, including traffic, circulation, parking demand, lighting, noise, delivery activity, hours of operation, alcohol-related use, buffering, and compatibility with adjacent residences – All application materials and supporting documentation submitted by the applicant for both projects will be included as part of Records Request No. 26-634. Furthermore, all the details surrounding the SOUTH project will be available when the P&Z Board agenda is posted next week.

**Please confirm in writing:**

- whether the April 7, 2026 and April 22, 2026 hearings will be postponed – Any decision to continue or postpone these hearings will be made by the Planning & Zoning Board and the City Commission, respectively, at the time of the scheduled meetings.
- whether new notice will be issued for both projects The NORTH project has already received final approval and is going through the city's permitting process. Public notice requirements have been satisfied for both projects in accordance with city regulations. As noted above, your address was not included in the mailing due to its confidential status under Chapter 119, Florida Statutes.
- whether the relationship between the NORTH and SOUTH projects will be formally disclosed in writing - Please refer to the response above regarding the relationship between the NORTH and SOUTH projects.
- when the complete project materials and records will be emailed to us - All responsive documents will be provided through Records Request No. 26-634, and all documents related to the SOUTH project will be posted next week along with the P&Z Board agenda.

Thank you, please let me know if you have any additional questions.

 <p>City of Winter Park 401 Park Ave. South Winter Park, FL. 32789 <a href="http://cityofwinterpark.org">cityofwinterpark.org</a></p>	<p><b>Allison McGillis</b> AICP Director Planning &amp; Zoning</p> <p>407.599.3665</p>
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**Sent:** Wednesday, March 25, 2026 2:12 PM  
**To:** Allison McGillis <[amcgillis@cityofwinterpark.org](mailto:amcgillis@cityofwinterpark.org)>; Planning <[planning@cityofwinterpark.org](mailto:planning@cityofwinterpark.org)>  
**Cc:** Rene S Cranis <[RCranis@cityofwinterpark.org](mailto:RCranis@cityofwinterpark.org)>; Marty Sullivan <[MSullivan@cityofwinterpark.org](mailto:MSullivan@cityofwinterpark.org)>; Craig Russell <[crussell@cityofwinterpark.org](mailto:crussell@cityofwinterpark.org)>; Christopher Cruzada <[kcruzada@cityofwinterpark.org](mailto:kcruzada@cityofwinterpark.org)>; Warren Lindsey <[wilindsey@cityofwinterpark.org](mailto:wilindsey@cityofwinterpark.org)>; [bob@zdevelopmentservices.com](mailto:bob@zdevelopmentservices.com); OLSON GARY <[garyolson@allstate.com](mailto:garyolson@allstate.com)>  
**Subject:** [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstock Ave (NORTH)

Dear City of Winter Park Planning & Zoning Department and City Commissioners,

Please include this correspondence in the official record.

We, Vicky Quintanilla and Gary Olson of 909 North Kentucky Avenue, Winter Park, Florida, formally request that the April 7, 2026 Planning & Zoning hearing and the

April 22, 2026 City Commission hearing for the **SOUTH project** be postponed.

We make this request because, at the March 23, 2026 community meeting, residents learned for the first time that the **SOUTH project (Orange Avenue Overlay Subarea J), located at 860 W Fairbanks Avenue, Winter Park, Florida 32789 (Parcel 05-22-30-9400-92-020)**, is tied to, contingent upon, or otherwise coordinated with a separate **NORTH project (Orange Avenue Overlay Subarea B), located at 872 W. Comstock Avenue (Parcel ID# 05-22-30-9400-72-052)**, which had not previously been disclosed to affected residents through any notice or community meeting.

Residents cannot participate meaningfully when one project is presented for review, a second related project is not disclosed, and the connection between them is revealed only at the community meeting.

That is the central problem. Residents were asked to evaluate one project, and only at the community meeting did it become clear that there are two related projects with combined impacts.

**SOUTH PROJECT (Orange Avenue Overlay Subarea J)**  
860 W Fairbanks Avenue, Winter Park, Florida 32789  
Parcel 05-22-30-9400-92-020

**NORTH PROJECT (Orange Avenue Overlay Subarea B)**  
872 W. Comstock Avenue  
Parcel ID# 05-22-30-9400-72-052

We were only notified about the SOUTH project. Based on that notice, we attended the March 23, 2026 community meeting. At that meeting, residents learned for the first time that the SOUTH project is related to the NORTH project and that the NORTH project had already been progressing separately without being disclosed to affected residents before that meeting.

The original notice for the SOUTH project was also deficient and was only corrected after we requested clarification. The original notice did not include the City hearing dates and did not adequately describe the impacts on surrounding properties. This confirms that the notice did not initially satisfy the requirements of Sec. 58-97.

More specifically, the original SOUTH project notice did not:

- include the dates and times of the City public hearings
- adequately describe impacts including traffic, circulation, parking, noise, lighting, alcohol-related use, delivery activity, and hours of operation
- disclose the existence of a related NORTH project

We were never notified about the NORTH project at all.

A community meeting is not the place to first reveal that a noticed project is only part of a larger coordinated development. By the time residents attended the March 23, 2026 meeting, they should already have been given fair written notice of the true scope of what was being advanced.

If the SOUTH and NORTH projects are related, they should not be evaluated as though they are independent developments. Treating them as separate applications prevents meaningful evaluation of cumulative impacts and obscures the true scale and intensity of the overall development.

**Both projects are located within the Orange Avenue Overlay District but fall within different subareas, underscoring the need for coordinated review of their combined impacts rather than segmented evaluation of each project in isolation.**

That includes combined impacts related to traffic, circulation, parking demand, lighting, noise, delivery activity, alcohol-related use, hours of operation, buffering, and compatibility with adjacent residential properties.

At the March 23, 2026 community meeting, **it was disclosed that the NORTH project may already be approved or is in a significantly more advanced stage of zoning or permitting**, while the SOUTH project is only now being presented for public review. If that is accurate, it raises serious concerns. The NORTH project may have progressed through approvals without notice to directly affected residents, and the public is now being asked to evaluate the SOUTH project without understanding the full development context.

The sequencing also creates the appearance that one project is being used to support, justify, or normalize the other.

The public should not be placed in a position where one component of a coordinated development is already approved or substantially advanced, while the related component is only then presented for public review.

This area also already has documented concerns. Prior to this proposal, I requested two traffic studies from the City of Winter Park for N. Kentucky Avenue, one in December 2022 and a second in February 2023. In addition, police have previously been called to our property due to individuals entering or taking items from our yard, and I have experienced a peeping incident at my window. These existing neighborhood conditions matter. Any proposal that may increase traffic, activity, late-hour presence, and alcohol-related use must be evaluated in full context, not in isolation.

At the community meeting, residents were also told that project materials were available on the City's website. Despite a diligent search, those materials could not be located. That further limited meaningful public participation and made it more difficult for affected residents to review the applications intelligently before the hearings.

#### **Request for Action**

We respectfully request that the City **postpone the April 7, 2026 Planning & Zoning hearing and the April 22, 2026 City Commission hearing for the SOUTH project until the following issues are addressed:**

- The applicant states in writing, for the official record, whether the NORTH and SOUTH projects are

related, coordinated, phased, contingent, or interdependent, and whether they share planning, infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing

- The City provides, pursuant to Chapter 119, Florida Statutes, by email and in electronic format, all records related to both the NORTH and SOUTH projects, including but not limited to all applications, revisions, site plans, elevations, renderings, staff reports, traffic studies, parking analyses, lighting studies, noise analyses if any, correspondence, notices, mailing lists, affidavits, zoning approvals, permits, and records showing when project materials were posted or made available online
- The City confirms in writing the full zoning, permitting, and approval status of the NORTH project, including all approvals granted, all dates of approval, all hearings already held, and whether any approval referenced, anticipated, or depended on the SOUTH project
- New written notice is issued to all affected property owners for both the NORTH and SOUTH projects simultaneously, clearly stating that the projects are related and must be evaluated together as one coordinated development with cumulative impacts
- That notice includes all hearing dates, times, and locations, together with written instructions stating exactly where and how the public can access the complete project files and supporting materials
- Updated and comprehensive studies are prepared evaluating both projects together as one coordinated development, including traffic, circulation, parking demand, lighting, noise, delivery activity, hours of operation, alcohol-related use, buffering, and compatibility with adjacent residences

Two projects that function as one development must be evaluated as one. Separate studies for what is effectively a coordinated project do not provide an accurate or fair basis for public review.

The public cannot be expected to comment intelligently on a project whose full scope was not disclosed until after the community meeting.

**Please confirm in writing:**

- whether the April 7, 2026 and April 22, 2026 hearings will be postponed
- whether new notice will be issued for both projects
- whether the relationship between the NORTH and SOUTH projects will be formally disclosed in writing
- when the complete project materials and records will be emailed to us

Respectfully,  
Vicky Quintanilla, LCSW, CAP  
Gary Olson, CLU, ChFC, MBA  
909 North Kentucky Avenue  
Winter Park, FL  
[vizibara@yahoo.com](mailto:vizibara@yahoo.com)  
407-949-2446

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**Attachments:**

- Original Community Notice (as received)
- Revised Community Notice
- Orange Avenue Overlay District Subarea Map (J and B)



**From:** [VICKY QUINTANILLA](#)  
**To:** [Allison McGillis; Planning](#)  
**Cc:** [Rene S.Cranis; Marty Sullivan; Craig Russell; Kristopher Cruzada; Warren Lindsey; bob@zdevelopmentsservices.com; OLSON GARY](#)  
**Subject:** [EXTERNAL] Request to Postpone April 7 and April 22 Hearings – 860 W Fairbanks Ave (SOUTH) Due to Newly Disclosed Related Development at 872 W Comstock Ave (NORTH)  
**Date:** Wednesday, March 25, 2026 2:12:50 PM  
**Attachments:** [Orange Avenue Overlay District Subarea Map \(J and B\).pdf](#)  
[Original Community Notice \(as received\).pdf](#)  
[Revised Community Notice.pdf](#)

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Dear City of Winter Park Planning & Zoning Department and City Commissioners,

Please include this correspondence in the official record.

We, Vicky Quintanilla and Gary Olson of 909 North Kentucky Avenue, Winter Park, Florida, formally request that the April 7, 2026 Planning & Zoning hearing and the April 22, 2026 City Commission hearing for the **SOUTH project** be postponed.

We make this request because, at the March 23, 2026 community meeting, residents learned for the first time that the **SOUTH project (Orange Avenue Overlay Subarea J), located at 860 W Fairbanks Avenue, Winter Park, Florida 32789 (Parcel 05-22-30-9400-92-020)**, is tied to, contingent upon, or otherwise coordinated with a separate **NORTH project (Orange Avenue Overlay Subarea B), located at 872 W. Comstock Avenue (Parcel ID# 05-22-30-9400-72-052)**, which had not previously been disclosed to affected residents through any notice or community meeting.

Residents cannot participate meaningfully when one project is presented for review, a second related project is not disclosed, and the connection between them is revealed only at the community meeting.

That is the central problem. Residents were asked to evaluate one project, and only at the community meeting did it become clear that there are two related projects with combined impacts.

**SOUTH PROJECT (Orange Avenue Overlay Subarea J)**

860 W Fairbanks Avenue, Winter Park, Florida 32789  
Parcel 05-22-30-9400-92-020

**NORTH PROJECT (Orange Avenue Overlay Subarea B)**

872 W. Comstock Avenue  
Parcel ID# 05-22-30-9400-72-052

We were only notified about the SOUTH project. Based on that notice, we attended the March 23, 2026 community meeting. At that meeting,

residents learned for the first time that the SOUTH project is related to the NORTH project and that the NORTH project had already been progressing separately without being disclosed to affected residents before that meeting.

The original notice for the SOUTH project was also deficient and was only corrected after we requested clarification. The original notice did not include the City hearing dates and did not adequately describe the impacts on surrounding properties. This confirms that the notice did not initially satisfy the requirements of Sec. 58-97.

More specifically, the original SOUTH project notice did not:

- include the dates and times of the City public hearings
- adequately describe impacts including traffic, circulation, parking, noise, lighting, alcohol-related use, delivery activity, and hours of operation
- disclose the existence of a related NORTH project

We were never notified about the NORTH project at all.

A community meeting is not the place to first reveal that a noticed project is only part of a larger coordinated development. By the time residents attended the March 23, 2026 meeting, they should already have been given fair written notice of the true scope of what was being advanced.

If the SOUTH and NORTH projects are related, they should not be evaluated as though they are independent developments. Treating them as separate applications prevents meaningful evaluation of cumulative impacts and obscures the true scale and intensity of the overall development.

**Both projects are located within the Orange Avenue Overlay District but fall within different subareas, underscoring the need for coordinated review of their combined impacts rather than segmented evaluation of each project in isolation.**

That includes combined impacts related to traffic, circulation, parking demand, lighting, noise, delivery activity, alcohol-related use, hours of operation, buffering, and compatibility with adjacent residential properties.

At the March 23, 2026 community meeting, **it was disclosed that the NORTH project may already be approved or is in a significantly more advanced stage of zoning or permitting**, while the SOUTH project is only now being presented for public review. If that is accurate, it raises serious concerns. The NORTH project may have progressed through approvals without notice to directly affected residents, and the public is now being asked to evaluate the SOUTH project without understanding the full development context.

The sequencing also creates the appearance that one project is being used

to support, justify, or normalize the other.

The public should not be placed in a position where one component of a coordinated development is already approved or substantially advanced, while the related component is only then presented for public review.

This area also already has documented concerns. Prior to this proposal, I requested two traffic studies from the City of Winter Park for N. Kentucky Avenue, one in December 2022 and a second in February 2023. In addition, police have previously been called to our property due to individuals entering or taking items from our yard, and I have experienced a peeping incident at my window. These existing neighborhood conditions matter. Any proposal that may increase traffic, activity, late-hour presence, and alcohol-related use must be evaluated in full context, not in isolation.

At the community meeting, residents were also told that project materials were available on the City's website. Despite a diligent search, those materials could not be located. That further limited meaningful public participation and made it more difficult for affected residents to review the applications intelligently before the hearings.

### **Request for Action**

We respectfully request that the City **postpone the April 7, 2026 Planning & Zoning hearing and the April 22, 2026 City Commission hearing for the SOUTH project until the following issues are addressed:**

- The applicant states in writing, for the official record, whether the NORTH and SOUTH projects are related, coordinated, phased, contingent, or interdependent, and whether they share planning, infrastructure, access, circulation, parking, utilities, operational assumptions, or development sequencing
- The City provides, pursuant to Chapter 119, Florida Statutes, by email and in electronic format, all records related to both the NORTH and SOUTH projects, including but not limited to all applications, revisions, site plans, elevations, renderings, staff reports, traffic studies, parking analyses, lighting studies, noise analyses if any, correspondence, notices, mailing lists, affidavits, zoning approvals, permits, and records showing when project materials were posted or made available online
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The public cannot be expected to comment intelligently on a project whose full scope was not disclosed until after the community meeting.

**Please confirm in writing:**

- whether the April 7, 2026 and April 22, 2026 hearings will be postponed
- whether new notice will be issued for both projects
- whether the relationship between the NORTH and SOUTH projects will be formally disclosed in writing
- when the complete project materials and records will be emailed to us

Respectfully,  
Vicky Quintanilla, LCSW, CAP  
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**Attachments:**

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**item type**

Public Hearings: Quasi-Judicial Matters

**meeting date**

August 28, 2024

**prepared by**

Jeffrey Briggs

**approved by**

Randy Knight, City Manager

**subject**

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

**motion | recommendation**

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

**background**

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

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

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

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

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

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

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

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

DI Partners LLLP commitments to the City of Winter Park:

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

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

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

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

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

City of Winter Park commitments to DI Partners LLLP:

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

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

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

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

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

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

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

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

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

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

## **alternatives | other considerations**

## **fiscal impact**

## **attachments**

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



**item type**

Public Hearings: Quasi-Judicial Matters

**meeting date**

July 10, 2024

**prepared by**

Jeffrey Briggs

**approved by**

Randy Knight, City Manager

**subject**

Vesting of certain West Fairbanks properties under C-3 zoning.

**motion | recommendation**

Agree to the Vesting under C-3 zoning.

**background**

The owners of the properties at 805; 801; 771; 860, 718, 711, 670, 666 and 660 West Fairbanks are requesting to be vested under the provisions of the Commercial (C-3) zoning that was in place prior to the inclusion of these properties within the Orange Avenue Overlay (OAO).

With the adoption of the Orange Avenue Overlay, a “vesting” provision was added to the Ordinance to allow property owners who could demonstrate that they would lose economic value due to the regulations included in the Orange Avenue Overlay versus their previous underlying Commercial (C-3) zoning. The vesting excerpt in the Ordinance is copied below:

*SECTION 2. Vesting. In order to not adversely affect development projects that are in process and for which expenditures have been made in reliance upon the existing code provisions, the City will allow such development projects to be subject to the underlying zoning and future land use of the property, land development regulations and conditions of development approval existing prior to the adoption of this Ordinance provided such development's site and building floor plans and/ or conditional use have been received and approved by the City prior to the effective date of this Ordinance. However, for any development project that received a conditional use approval from the City Commission prior to the effective date of this Ordinance, the expiration of that conditional use approval per Section 58-90 shall apply, and the City Commission will not approve any Conditional Use extensions of those development projects that have been approved prior to the effective date of this Ordinance. Further, to address claims of an inordinate burden to an existing use of real property or a vested right to a specific use of property, the City Commission may adopt land development regulations to allow, upon further City Commission approval, development of property within the OAO pursuant to the underlying zoning and future land use of the property existing prior to the*

*adoption of this Ordinance and other applicable land development regulations without compliance with or the benefit of the goals, objectives and policies of this Ordinance and its implementing land development regulations.*

In particular, the impact of the required 25% open space mandate in the OAO, applies to projects over 1.25 acres in size. As the table below indicates, when one takes away 25% of a property for use only and exclusively as 'open space', then that land (25% of the overall site) is not available for use for building space or parking.

805/801/771 W. Fairbanks	Orange Avenue Overlay	Commercial (C-3)
Developable Property	62,015 sq. ft.	82,686 sq. ft.
One-Story Building Yield	19,658 sq. ft.	26,210 sq. ft.
860 W. Fairbanks	Orange Avenue Overlay	Commercial (C-3)
Developable Property	137,927 sq. ft.	183,902 sq. ft.
Building Yield with no parking garage	46,511 sq. ft.	62,067 sq. ft.

**Staff Conclusion and Recommendation on the Request to be Vested:** There is no question that providing 25% of a site as open space reduces land available for building or parking, which will in turn yield less square footage and economic value with the OAO regulations than under the C-3 zoning regulations. This would not be the case for OAO projects that have a parking garage. A project with a parking garage component has parking that is stacked vertically versus providing parking horizontally on a surface parking lot. The OAO code requirement for 25% open space works well for projects with parking garages because the added building density of the parking garage structure can be offset by the increased open space.

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

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

**DI Partners LLLP commitments to the City of Winter Park:**

- a. Donation of the south 10.4 feet of 805 W. Fairbanks Avenue and a triangular transition

parcel from 801 W. Fairbanks Avenue starting at 10.4 feet at the western boundary and transitioning down to Zero feet at the eastern boundary of 801 W, Fairbanks Avenue altogether for the purpose of providing for a transportation safety and mobility improvement to create a left-hand turn lane heading westbound at the intersection of Fairbanks and Denning Drive. Such improvements shall be at no expense to DI Partners LLLP and shall be the responsibility of the City and/or FDOT.

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

c. Donation of the properties at 882; 872 and 862 W. Comstock Avenue for storm water treatment and flood control of roadway and parking lot drainage as may be accommodated. City to attractively landscape such storm water retention area with perimeter hedging and interior cypress tree plantings.

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

**City of Winter Park commitments to DI Partners LLLP:**

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

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

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

c. Consistent with Section 59-9 of the City's Transportation Impact Fee ordinance and in recognition of the aforementioned donations, the City provide credit for such and waive

transportation impact fees on any development on 860/805/801/771/711 West Fairbanks Avenue, in conformance with the Transportation Impact Fee ordinance provisions for contributions toward roadway improvement projects in lieu of fees paid.

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

**Summary and Recommendation:**

This City's transportation impact fee ordinance allows for contributions towards traffic improvements to function as credits towards those fees. In this case, the donations of land for the left-hand turn lane on Fairbanks at Denning Drive, the widening of the roadway widths on Fairbanks, and the provision of storm water retention for roadway drainage all qualify for such credits. Given the self-imposed limitations on the scale of future redevelopment by DI Partners LLLP, the provisions of the Orange Avenue Overlay would not apply and the use of the underlying C-3 zoning is appropriate. To transition from two parties in an adversarial legal disagreement to now becoming partners in allowing for redevelopment and redevelopment credits/contributions that will improve traffic flow and traffic safety along with storm water improvement is noteworthy.

**alternatives | other considerations**

**fiscal impact**

**attachments**

1. Community Benefit Agreement Map
2. Site Plan, Street View, Aerial