Planning & Zoning Board
Regular Meeting

Agenda
May 5, 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/ 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) 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 April 7, 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. 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. 30 minutes

   b. SPR #26-04. Request of Verge Properties for approval to construct additions to the existing, single-family home, totaling 652 square feet, located on Lake Berry, at 673 Balmoral Rd, zoned R-1AAA. 10 minutes

   c. CU# 26-03. Request of El Car Wash Florida, LLC for Conditional Use approval to construct a new, 3,700 square-foot automated car wash facility at 2011 Aloma Avenue and 416 Lander Road, zoned C-3. 30 minutes

   d. SUB 26-01. Request by William R. Prather to split the lot at 210 Stirling Ave into two single-family lots, zoned R-1AA, inclusive of lot dimension variances, located within the Virginia Heights East Historic District. 30 minutes
   REQUEST WITHDRAWN BY THE APPLICANT

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
May 5, 2026

prepared by
Mary Jean, Administrative Coordinator IV

approved by

subject
Minutes of April 7, 2026.

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
1. Draft Planning & Zoning Board Regular Meeting Minutes

Planning & Zoning Board
Regular Meeting Minutes

April 7, 2026 at 5:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present
Alex Stringfellow, Jason Johnson, Charles Steinberg, Michael Dick, Vashon Sarkisian

Absent
David Bornstein, Bill Segal

Staff Present
City Attorney Katherine Ruiz, Director of Planning & Zoning Allison McGillis, Asst. Director of Planning and Zoning/Zoning Official John Harbilas, Planner II Nicholas Lewis, Planner I Corrinna Lundgren, Administrative Coordinator Mary Jean

1. Call to Order

Chairman Johnson called the meeting to order at 5:00 p.m.

2. Consent Agenda

a. Minutes of March 3, 2026.

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

Motion made by Vashon Sarkisian, seconded by Michael Dick, to approve the March 3, 2026, meeting minutes.

The motion carried unanimously by a 5-0 vote. (David Bornstein and Bill Segal were absent from the meeting.)

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 #26-03. 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.

Ms. Lundgren provided a summary of the item. She noted that the request meets all R-1A requirements except for the front setback. She explained that the applicant was asking for 24 feet 10 inches, which is roughly in line with the neighboring properties. Shen then indicated that all 8 specimen trees on the property would be preserved. She also indicated that neighbor views and the views from the lake would not be affected and that the proposed pool deck elevation was within code requirements. Ms. Lundgren then specified that there is a large swale along the lakefront and other swales around the property to meet the required stormwater retention. She went on to explain that demolition of the existing retaining walls and construction of new retaining walls would impact and potentially destroy certain existing tree root systems.

Staff recommendation was for approval.

Discussion ensued about clarification of the requested variances, whether there would be a retaining wall for the stormwater pond on the pool side, if staff had received any comments from neighbors, a concern with the front-loaded garage on the front elevation, and clarification of how close the front setback is in line with the setbacks of the adjacent neighbors.

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

The Board shared their thoughts about the item and were overall in support of it.

Motion made by Michael Dick, seconded by Alex Stringfellow, 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, with the following condition:

- **That the applicant ensures all provisions of the land development code, specifically the provision referring to front-facing garages (Sec. 58-71(h)(7)) are met at the time of building permit.**

The motion carried unanimously by a 5-0 vote. (David Bornstein and Bill Segal were absent from the meeting.)

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).

Mrs. McGillis provided a summary of the item. She explained that the amendment was 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. She also explained that 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. Shen indicated that earlier this year, Habitat for Humanity and the Orange County School Board presented this partnership concept to the City Commission at their March 11, 2026, meeting, which expressed support for a text amendment to facilitate the provision of affordable housing for teachers and school staff. She noted that 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. She then reviewed the requirements of PQP zoning and how they relate to the request.

Staff recommendation was for approval.

Discussion ensued about whether the applicant could just apply for a conditional use or a one-time authorization, whether R-1A zoning applies to all other PQP parcels in the city, and how the ownership of the homes would work.

Habitat for Humanity's Treasurer, Jeff Briggs of 1140 South Orlando Avenue, Maitland, FL 32751, addressed the Board. Mr. Briggs discussed how the ownership of the homes would work.

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

A brief discussion ensued about the land restriction and how it would be enforced. The Board then shared their thoughts on the item and were overall in support of it.

Motion made by Charles Steinberg, seconded by Alex Stringfellow, for approval of 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).

The motion carried unanimously by a 5-0 vote. (David Bornsetin and Bll Segal were absent from the meeting.)

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.

Mrs. McGillis provided a summary of the item. She noted that 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 proposed to be redeveloped as a mixed retail and restaurant commercial center. She explained that 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.

At the July 10, 2024, City Commission meeting, approval was granted by a 5-0 vote to allow the applicant's project to be vested under the previous Commercial (C-3) zoning versus the Orange Avenue Overlay (OAO) regulations. At the same meeting, as part of the vesting approval, a Community Benefit Agreement (CBA) was conceptually approved by the City Commission. This agreement 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. It also provides for the donation of the three vacant lots at 882; 872 and 862 West Comstock Avenue for a joint stormwater retention and flood control improvement.

Mrs. McGillis then reviewed additional provisions within the CBA and the plans for the project. She indicated that 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. She also indicated that the proposed redevelopment provides access from Holt Avenue and Capen Avenue, intentionally avoiding direct vehicular access to Fairbanks Avenue and Denning Drive. She pointed out that in terms of parking, the project has been evaluated based on the city's code requirements for each use, and the project provides a total of 199 parking spaces, which exceeds the minimum code requirement of 175 spaces. She then went on to note that, in response to staff issues identified during the initial review, the applicant 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 Avenue. This would include a new turn lane from Fairbanks onto Denning being implemented.

Mrs. McGillis indicated that the only waiver requested as part of the application was 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. She also indicated that the stormwater design includes a stormwater pond in the southwest corner of the site as well as underground exfiltration under the parking lot, and that the two transformers on the property would be hidden from the rights of way and screened with landscaping. She

then reviewed the elevations for the property.

Staff recommendation was for approval with the following conditions:

- That the Community Benefit Agreement be fully executed prior to issuance of a Certificate of Occupancy.
- 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.
- 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.
- 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.

Discussion ensued about the reason for the restricted ingress and egress off Fairbanks Avenue and Denning Drive and whether it could be changed without going back to the Planning & Zoning Board.

The applicant's representative, Bob Ziegenfuss, of Z Development Services at 1201 East Robinson Street, Orlando FL 32801, addressed the Board. Mr. Ziegenfuss discussed the conditions of approval. He provided details about the plans for the oak trees on the property, the proposed walls around the pond, and the proposed streetscape enhancements.

Discussion ensued about how the proposed streetscape enhancements might impact the intended traffic-calming efforts, how the streets could be made more pedestrian friendly, whether the retention pond would be wet or dry, the expected pop off frequency of the exfiltration system, the code required elevation articulations for the project, and the right of way sight lines being consistent with code. Discussion also ensued about the under story tree selections being consistent with the reduction of the landscaped tree islands from 12 feet to 9 feet, the street trees having a minimum 6-inch caliber, whether compensation would be made for the proposed tree removals, how the traffic count was determined for the project's phase two office building, whether phase one of the project stands alone regarding compliance with the required parking, parking accommodations for electric scooters and bikes, and preventing line of sight issues due to on street parking.

The applicant's legal counsel, Frank Hamner at 1011 Wymore Rd, Winter Park, FL 32789, addressed the Board. Mr. Hamner spoke about the history of the project and the applicant's goal for the property. He also discussed how the project incorporates the OAO design standards, alleviates the city's stormwater issues in the area, provides extra parking, utilizes minimal massing, and has provided land for the creation of a left turn lane desired by the city. He then spoke about other written commitments that the applicant had agreed to within the CBA. He also asked for a slight adjustment to staff's fourth condition of approval: to add that Holt Avenue would be further treated to enhance pedestrian safety in that area.

The Board heard public comment from the following residents:

In Favor:

Damien Madsen of 400 S. Park Avenue, Winter Park, FL 32789.

Opposed:

Janet Barnard of 961 N. Kentucky Avenue, Winter Park, FL 32789.

Did not confirm their favor of or opposition to the item:
Vicky Quintanilla of 909 N. Kentucky Avenue, Winter Park, FL 32789; Gary Olson of 909 N. Kentucky Avenue, Winter Park, FL 32789; Sonia McLain of 935 N. Kentucky Avenue, Winter Park, FL 32789; Keith McClain of 935 N. Kentucky Avenue, Winter Park, FL 32789; Olivier Perez of 947 N. Kentucky Avenue, Winter Park, FL 32789; Brian Barnard of 961 N. Kentucky Avenue, Winter Park, FL 32789; Suzy Stein of 1035 N. Kentucky Avenue, Winter Park, FL 32789; and Steve Siegfried of 1041 S. Kentucky Avenue, Winter Park, FL 32789.

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

Discussion ensued about whether westbound turns are allowed northbound on Capen Avenue at Fairbanks Avenue, whether the idea of shutting down Holt Avenue at Denning Drive would be beyond the Board's purview, how impact fees would apply to the project, access to Holt Avenue, having more visual concepts of the project and its potential impacts on the community, finding resolutions for the project's traffic concerns, and the reason for restricting entrance to the property off of Fairbanks Avenue. A brief discussion ensued about what the Board specifically wanted to have the applicant address regarding revisions to the project and the Board having a work session to discuss the project's traffic concerns with staff.

Motion made by Alex Stringfellow, seconded by Michael Dick, to table the item to the May 5, 2026, regular meeting.

The motion carried unanimously by a 5-0 vote. (David Bornstein and Bll Segal were absent from the meeting.)

5. Action Items

6. Non-Action Items

7. Staff Updates

8. Board Comments

9. Upcoming Agenda Items

10. Adjournment

The meeting adjourned at 7:33 p.m.

ATTEST:

_____

/s/ Mary Jean, Recording Secretary

Planning & Zoning Board

agenda item 4.a

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

meeting date
May 5, 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 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 P&Z Board tabled this request at its April 7, 2026 meeting and directed the applicant to

address two primary items prior to resubmittal: (1) revise the architectural design to incorporate additional building articulation, and (2) prepare a streetscape plan for Holt Avenue, which could include either a striping plan demonstrating dedicated on-street parking or enhancements such as a widened sidewalk and improved pedestrian buffer.

Since that meeting, the applicant has submitted revised materials addressing both items, including updated architectural elevations with enhanced articulation and a conceptual streetscape plan for Holt Avenue. These materials have been included in the backup provided with this request. Upon review, staff finds that the applicant has sufficiently responded to the Board's direction and provided the requested level of detail to support further consideration of the application.

Staff report from April 7, 2026 meeting:

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 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 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. FBS South - Presentation 5.0
2. 05 Proposed Setback Diagram-11x17
3. FBS South Holt Avenue (East)(04-27-26)
4. FBS South Holt Avenue (West)(04-27-26)
5. FBS South Site Plan (04-20-26)
6. Building A Facade Adjustment
7. FBS South - Winter Park FL - W Fairbanks & S Denning - CUP LP-1
8. 05012025 DRAFT FINAL Community Benefit Agreement (DI Partners LLLP)(2)

FAIRBANKS AND DENNING - SOUTH PARCEL

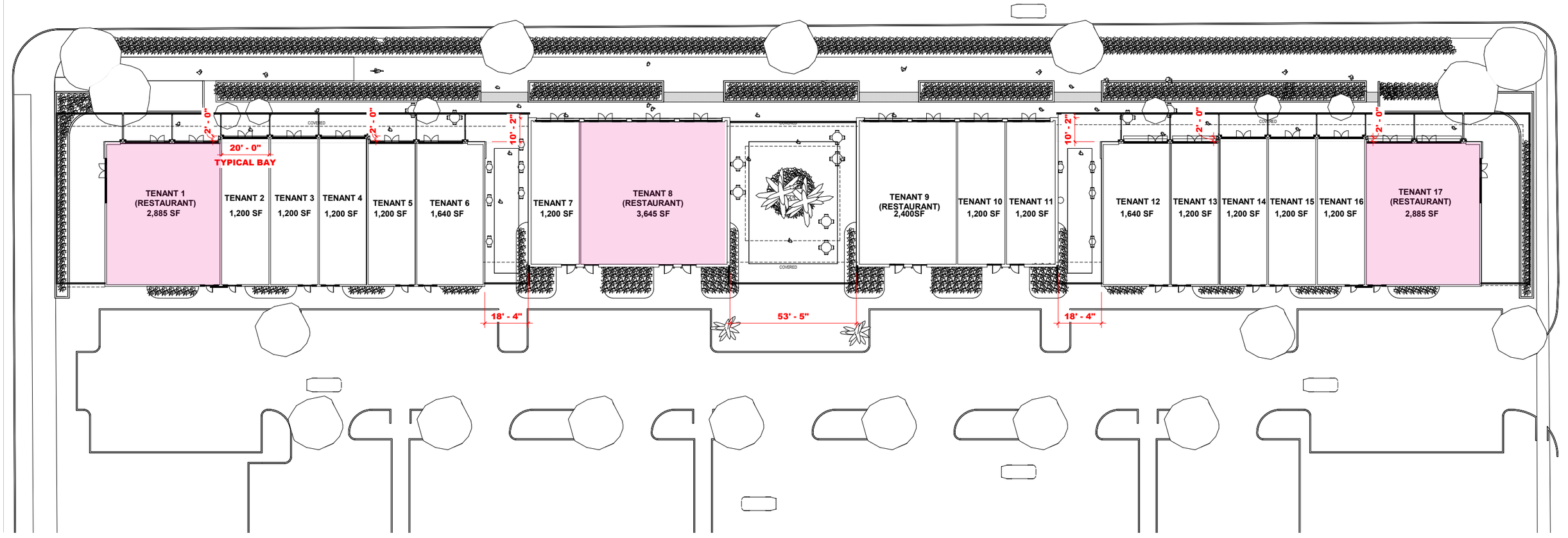
Conceptual Architectural Design - Planning and Zoning Submission Update

04.28.2026

dap

FBS - SOUTH

Tenant Plan



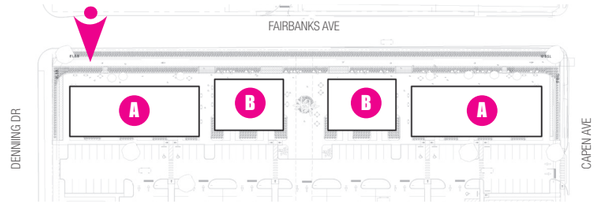
Summary

- Food and Beverage
- Retail

dap

FBS - SOUTH

Fairbanks Elevation - Building Type A



dap

C-3 ZONING ANALYSIS (THE SITE)

	PROPOSED	REQUIRED	BUILDING SETBACKS	PROPOSED	REQUIRED	LANDSCAPE BUFFER	PROPOSED	REQUIRED
SITE AREA	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 DENNINGS DR)	21' (MIN.)	5' MIN.	SIDE BUFFER (WEST/S DENNINGS 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

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

RESTAURANT

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

W FAIRBANKS AVENUE
(STATE ROAD 426)
50' R/W PB A, PG 67

880
BUILDING "A"
9,715 SF
(159.92'x61.41')
RESTAURANT TENANT 1 2,885 SF SUITE 133
RETAIL 6,440 SF
TENANT 2 1,200 SF SUITE 131
TENANT 3 1,200 SF SUITE 129
TENANT 4 1,200 SF SUITE 127
TENANT 5 1,200 SF SUITE 125
TENANT 6 1,640 SF SUITE 123

860
BUILDING "B"
4,980 SF
(84.00'x61.50')
RETAIL TENANT 7 1,200 SF SUITE 121
RESTAURANT TENANT 8 3,645 SF SUITE 119

840
BUILDING "C"
4,980 SF
(84.00'x61.50')
RETAIL
TENANT 9 2,400SF SUITE 117
TENANT 10 1,200 SF SUITE 115
TENANT 11 1,200 SF SUITE 113

820
BUILDING "D"
9,715 SF
(159.92'x61.41')
TENANT 12 1,640 SF SUITE 111
RETAIL 6,440 SF
TENANT 13 1,200 SF SUITE 109
TENANT 14 1,200 SF SUITE 107
TENANT 15 1,200 SF SUITE 105
TENANT 16 1,200 SF SUITE 103
RESTAURANT TENANT 17 2,885 SF SUITE 101

PHASE 2
FUTURE OFFICE
6,135 SF

STORMWATER POND
5,715 SF
(3.1%)

S DENNINGS DRIVE (R/W VARIES) PER PLAT (PB O, PG 46)
MAITLAND AVENUE (PB A, PG 67)
S CAPEN AVE 50' R/W PB A, PG 67
HOLT AVENUE (KENTUCKY AVENUE PER PLAT) PB A, PG 67

SITE BENCHMARK #2
SET BM N&D
ELEVATION = 93.11
DATUM = NAVD 88

8' WIDE LANDSCAPE AREA
10' WIDE CONCRETE SIDEWALK
9' WIDE RAISED PLANTER (TYPICAL)
5' WIDE CONCRETE SIDEWALK (TYP.)
8' FT. LANDSCAPE BUFFER
10 FT. BUILDING SETBACK
30 FT. BUILDING SETBACK
8 FT. LANDSCAPE BUFFER
5 FT. BUILDING SETBACK
5 FT. LANDSCAPE BUFFER
EXISTING 6" CONCRETE CURB
EXISTING 5' WIDE CONCRETE SIDEWALK
RIGHT-OF-WAY LINE
FUTURE 2 FT. WIDE RIGHT-OF-WAY DEDICATION
EXISTING 2' CONCRETE CURB AND GUTTER
EXISTING 6' WIDE LANDSCAPE STRIP
EXISTING 10' WIDE CONCRETE SIDEWALK
SIDEWALK CONCRETE STAIRS
5 FT. WIDE PAINTED CROSSWALK STRIPING
EV PARKING (8 SPACES)
6 FT. HIGH CMU DOUBLE DUMPSTER ENCLOSURE
STOP BAR & "STOP" SIGN
PROPOSED 24' WIDE ACCESS DRIVEWAY
EXISTING 2' CURB AND GUTTER
NEW CONCRETE SIDEWALK
NEW 24" WIDE STOP BAR
NEW 6" DOUBLE YELLOW CENTERLINE STRIPING
6" WIDE WHITE 10-30 SKIP LINE
EXISTING SIDEWALK CORNER RAMP TO BE MODIFIED
10'x10' RIGHT-OF-WAY DEDICATION
NEW PEDESTRIAN CROSSWALK
NEW 6" DOUBLE YELLOW CENTERLINE STRIPING
NEW 24" WIDE STOP BAR
PROPOSED 24' WIDE ACCESS DRIVEWAY

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

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

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD
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	3.79'

N89°17'27"E 609.70'
N00°44'08"W 106.98'
N00°44'08"W 75.00'
S00°44'08"E 289.04'

NORTH
20' 0 20' 40'
GRAPHIC SCALE

880, 860, 840 & 820 W FAIRBANKS AVENUE WINTER PARK SETBACK DIAGRAM & PROJECT ANALYSIS

5 FT. WIDE PAINTED CROSSWALK STRIPING

24'

STOP BAR & "STOP" SIGN

PROPOSED 24' WIDE ACCESS DRIVEWAY

5 FT. WIDE PAINTED CROSSWALK STRIPING

25'R

18'

9' TYP.

5'

RIGHT-OF-WAY LINE

EXISTING 4' WIDE LANDSCAPE STRIP

10' TYP.

18' 18' 24' 18' 18' 24' 18' 18' 24' 18' 6'

9' TYP.

PHASE 2
FUTURE OFFICE
6,135 SF

8 FT. LANDSCAPE BUFFER

5 FT. BUILDING SETBACK

6' WIDE CONCRETE SIDEWALK

30 FT. BUILDING SETBACK

NORTH

20' 0 20' 40'

GRAPHIC SCALE

6 FT. HIGH CMU DOUBLE DUMPSTER ENCLOSURE

9'

23'

8.5'

STOP BAR & "STOP" SIGN

5 FT. WIDE PAINTED CROSSWALK STRIPING

8 FT. LANDSCAPE BUFFER

RIGHT-OF-WAY LINE

9.7'

9' (TYP)

22' (TYP)

PROPOSED 24' WIDE ACCESS DRIVEWAY

2' CURB & GUTTER

EXISTING 2' CURB AND GUTTER

NEW CONCRETE SIDEWALK

10.75'

23'

32'

ASPHALT

NEW PEDESTRIAN CROSSWALK

TELEPHONE MANHOLE

NEW 6" DOUBLE YELLOW CENTERLINE STRIPING

NEW 24" WIDE STOP BAR

4' CW

2' CURB & GUTTER

ASPHALT

HR

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	3.79'

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

ANDSCAPE RED 12 FT.

SETBACK DIAGRAM & PROJECT ANALYSIS

S DENNING
(R/W VARIE
MAITLAND A
PER PLAT
RIGHT-OF-WAY LINE
10' CW
5.9'
9' TYP.
8
18'
12'
5'
12'
24'
16.9'
5'
5 FT. WIDE PAINTED CROSSWALK STRIPING
5 FT. BUILDING SETBACK
8 FT. LANDSCAPE BUFFER
WEST 25' MAITLAND AVENUE
(PB O, PG 46)
EAST 25' MAITLAND AVENUE
(PB A, PG 67)
DOUBLE YELLOW LINE
EXISTING 2' CONCRETE CURB AND GUTTER
EXISTING 6' WIDE LANDSCAPE STRIP
EXISTING 10' WIDE CONCRETE SIDEWALK
N00°44'08"W 75.00'
STORMWATER POND
5,715 SF
(3.1%)
88.5
89
90
91
92
92.5
7'
18'
24'
9
10
EV PARKING
(8 SPACES)
6 FT. HIGH CMU DOUBLE DUMPSTER ENCLOSURE
9.5'
17.7'
23'
30 FT. BUILDING SETBACK
STOP BAR & "STOP" SIGN
21'
5'
10'
5 FT. WIDE PAINTED CROSSWALK STRIPING
ASPHALT
2' CURB & GUTTER
10' CW
FOC
EB
HR
4' CW
RIGHT-OF-WAY LINE
25'R
PROPOSED 24' WIDE ACCESS DRIVEWAY
TELEPHONE MANHOLE
STOP BAR (TYP)
NEW 24" WIDE STOP BAR
CROSSWALK
NEW 6" DOUBLE YELLOW CENTERLINE STRIPING
9' (TYP)
9.1'
22' (TYP)
10.75'
23'
32'
EXISTING 2' CURB AND GUTTER
NEW CONCRETE SIDEWALK
6" WIDE WHITE 10-30 SKIP LINE
HOLT AVENU
(KENTUCKY AVENUE PER
PB A, PG 67
WAIVER REQUES
TO ALLOW A 9 FT
ISLAND, IN LIEU O
MINIMUM WIDTH.

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

W FAIRBANKS AVENUE
(STATE ROAD 426)
50' R/W PB A, PG 67

SITE BENCHMARK #1
SET BM N&D
ELEVATION = 90.93
DATUM = NAVD 88

SITE BENCHMARK #2
SET BM N&D
ELEVATION = 93.11
DATUM = NAVD 88

N89°17'27"E 609.70'

880
BUILDING "A"
9,715 SF
(159.92'x61.41')
RESTAURANT
TENANT 1
2,885 SF
SUITE 133
RETAIL
6,440 SF
TENANT 2
1,200 SF
SUITE 131
TENANT 3
1,200 SF
SUITE 129
TENANT 4
1,200 SF
SUITE 127
TENANT 5
1,200 SF
SUITE 125
TENANT 6
1,640 SF
SUITE 123

860
BUILDING "B"
4,980 SF
(84.00'x61.50')
RETAIL
TENANT 7
1,200 SF
SUITE 121
RESTAURANT
TENANT 8
3,645 SF
SUITE 119

840
BUILDING "C"
4,980 SF
(84.00'x61.50')
RETAIL
TENANT 9
2,400SF
SUITE 117
TENANT 10
1,200 SF
SUITE 115
TENANT 11
1,200 SF
SUITE 113

820
BUILDING "D"
9,715 SF
(159.92'x61.41')
RETAIL
6,440 SF
TENANT 12
1,640 SF
SUITE 111
TENANT 13
1,200 SF
SUITE 109
TENANT 14
1,200 SF
SUITE 107
TENANT 15
1,200 SF
SUITE 105
TENANT 16
1,200 SF
SUITE 103
RESTAURANT
TENANT 17
2,885 SF
SUITE 101

PHASE 2
FUTURE OFFICE
6,135 SF

STORMWATER
POND
5,715 SF
(3.1%)

N00°44'08"W 196.98'

N00°44'08"W 75.00'

S00°44'08"E 289.04'

N89°01'12"E 623.21'

S DENNING DRIVE
(R/W VARIES)

WEST 25' MAITLAND AVENUE
(PB O, PG 46)

EAST 25' MAITLAND AVENUE
(PB A, PG 67)

S CAPEN AVE
50' R/W PB A, PG 67

HOLT AVENUE
(KENTUCKY AVENUE PER PLAT)
PB A, PG 67

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	3.79'

RETAIL
RETAIL
RETAIL
RETAIL
RETAIL
RETAIL
RESTAURANT

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
PALM TREES	
	LIVISTONA DECIPIENS RIBBON PALM
	WODYETIA BIFURCATA FOXTAIL PALM
SHADE TREES	
	JUNIPERUS SILICICOLA SOUTHERN RED CEDAR

SYMBOL	BOTANICAL / COMMON NAME
SHADE TREES	
	MAGNOLIA GRANDIFLORA SOUTHERN MAGNOLIA
	QUERCUS VIRGINIANA SOUTHERN LIVE OAK
	TAXODIUM DISTICHUM BALD CYPRESS
	ULMUS ALATA WINGED ELM

SYMBOL	BOTANICAL / COMMON NAME
UNDERSTORY TREES	
	CITHAREXYLUM SPINOSUM SPINY FIDDLEWOOD
	ILEX VOMITORIA `PENDULA` WEEPING YAUPON HOLLY
	LAGERSTROEMIA INDICA X FAURIEI `ACOMA` ACOMA CRAPE MYRTLE MULIT-TRUNK
	MYRCIANTHES FRAGRANS SIMPSON`S STOPPER
	PODOCARPUS GRACILIOR FERN PINE
	VITEX AGNUS-CASTUS `SHOAL CREEK` SHOAL CREEK CHASTE TREE

SYMBOL	BOTANICAL / COMMON NAME
ACCENT PLANTS	
	CRINUM ASIATICUM CRINUM LILY
	JUNIPERUS CHINENSIS `PARSONII` PARSONI JUNIPER
	MUHLENBERGIA SERICEA `WHITE CLOUD` WHITE CLOUD DUNE HAIRGRASS
	RHAPIS EXCELSA LADY PALM
	SORGHASTRUM SECUNDUM LOPSIDED INDIAN GRASS
	STRELITZIA NICOLAI GIANT BIRD OF PARADISE
	THAUMATOPHYLLUM XANADU XANADU PHILODENDRON
HEDGE SHRUBS	
	ACCA SELLOWIANA PINEAPPLE GUAVA
	ILEX CORNUTA `DWARF BURFORD` DWARF BURFORD HOLLY
	PODOCARPUS MACROPHYLLUS YEW PODOCARPUS

SYMBOL	BOTANICAL / COMMON NAME
GROUND COVERS	
	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
	MUHLENBERGIA CAPILLARIS PINK MUHLY GRASS
	PHYLA NODIFLORA TURKEY TANGLE FROGFRUIT
	TRACHELOSPERMUM ASIATICUM 'MINIMA' MINIMA ASIATIC JASMINE
	TRIPSACUM DACTYLOIDES FAKAHATCHEE GRASS

SYMBOL	BOTANICAL / COMMON NAME
SOD/SEED	
	STENOTAPHRUM SECUNDATUM 'FLORATAM' FLORATAM ST. AUGUSTINE GRASS

NORTH

20' 0 20' 40'
GRAPHIC SCALE

W FAIRBANKS AVE WINTER PARK LANDSCAPE CONCEPT PLAN

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 **WP1, LLC**, whose address is PO Box 1720, Winter Park, Florida 32790, and the **Comstock Land Trust** whose address is PO Box 1720, Winter Park, Florida 32790 that all collectively will be referred to as ("**DI Partners**").

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

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

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

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

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

2. City of Winter Park commitments to DI Partners:

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

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

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

iii. The existing landscape islands and live oak trees at the two corners of W. Fairbanks and Denning Drive and Capen Avenue will be preserved and maintained in any redevelopment plan 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 incumbered by any aspects of this Agreement

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

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

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

As to City:	City of Winter Park Attn: City Manager 401 Park Avenue South Winter Park, Florida 32789
And a Copy to:	Fishback Dominick LLP Attn: Kurt Ardaman 1947 Lee Road Winter Park, Florida 32789
As to DI Partners:	DI Partners 1100 N. Wymore Road Winter Park, Florida 32789

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

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

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

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

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

(SIGNATURES ON FOLLOWING PAGES)

WITNESSES:

CITY OF WINTER PARK, FLORIDA, a Florida municipality

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____
_____

_____
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

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____
_____

_____
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

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____
_____

_____
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

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____
_____

_____
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

By: _____
Name: _____
Title: _____

Print Name: _____
Address: _____
_____

_____
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);

Planning & Zoning Board

agenda item 4.b

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

meeting date
May 5, 2026

prepared by
Corinna Lundgren, Planner I

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-04. Request of Verge Properties for approval to construct additions to the existing, single-family home, totaling 652 square feet, located on Lake Berry, at 673 Balmoral Rd, zoned R-1AAA.

motion | recommendation
Staff recommendation is for approval of the request subject.

background
The applicant, Chris Barnes with Verge Properties representing the owner Chris Pashley, is requesting approval to construct a total of 652 square feet of additions, located at 673 Balmoral Road on Lake Berry. The property is zoned R-1AAA, and the unsubmerged portion of the property is 20,160 square feet in size. The proposed impervious lot coverage of 7,945 square feet equals 39%, which is under the maximum 50% that the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet in size is 35% of the lot area or 5,000 square feet, whichever is greater. The applicant is proposing 652 square feet in additions, totaling 3,799 square feet, which equates to a FAR of 19%, and under the 7,056 allowable square footage, meeting this requirement.

Lakefront Lot Review Criteria:

Tree Preservation
The purpose and intent of the lakefront lots of section of the code states that existing trees shall be preserved to the degree reasonably possible. No trees are being removed as part of this proposal, and therefore, the applicant meets this requirement.

View from the Lake
The code direction is to minimizing large stem walls, large swimming pool/patio walls, terraces, or retaining walls facing the lake. Generally, the policy does not permit such walls/swimming pool decks facing the lake in excess of three (3) feet in height.

The applicant is proposing new pool in place of the existing pool. There is a gradual slope of the property by about 10 feet. The grade where the proposed new pool at its lowest point is 77.98 and the elevation of the new pool deck is 80.65. Not exceeding the 3 feet maximum, the applicant meets this requirement.

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 average lakefront setback is roughly 101 feet. The neighbor to the north has a lakefront setback of about 92 feet. The lakefront setback of the neighbor to the south was based off the recently demolished home, which had a setback of roughly 110 feet. The addition of the lanai in the rear of the home has the closest proposed lakefront setback of roughly 90 feet. Similar to recent lakefront approvals along this portion of Lake Berry, the curvature of the lake creates a southwestern-facing lake view and therefore, even if the prior home to the south still existed, there would not be any significant effect on the traditional view of the lake by the neighbor to the south. Additionally, the proposal puts the subject structure in line with the other existing properties to the north.

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 applicant is proposing an additional swale retention area of 100 cubic feet, and there is an existing swale in the rear of the lot, meeting the required retention, along the waterfront.

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

Staff recommendation is for approval of the request subject.

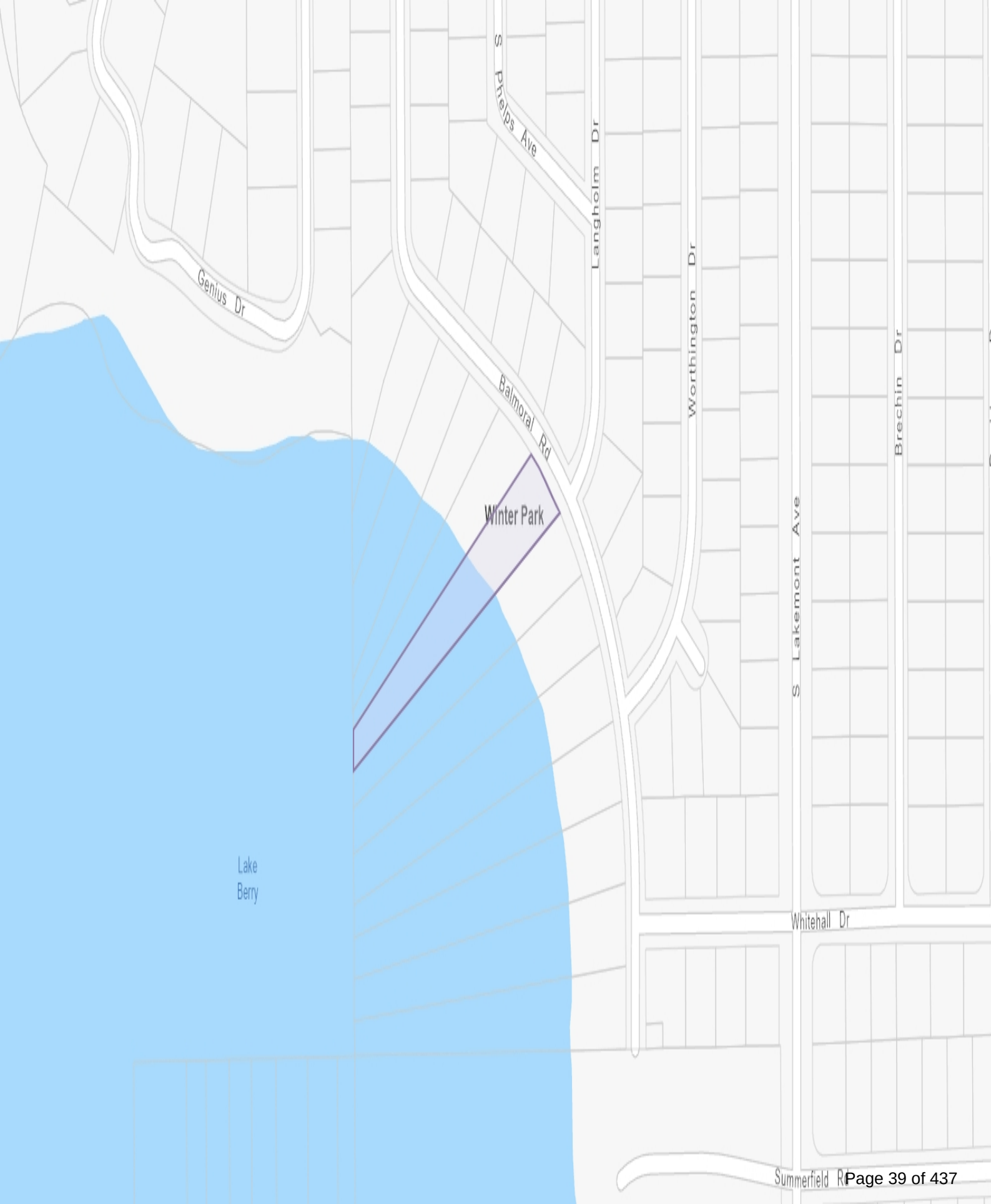
alternatives | other considerations

fiscal impact

attachments

1. 673 Balmoral Rd - Area Map
2. 673 Balmoral Rd - Areial Map
3. Survey - 673 Balmoral Rd
4. approval letter - 665 Balmoral Rd
5. approval letter - 681 Balmoral Rd
6. 673 Balmoral Rd - Plan Set

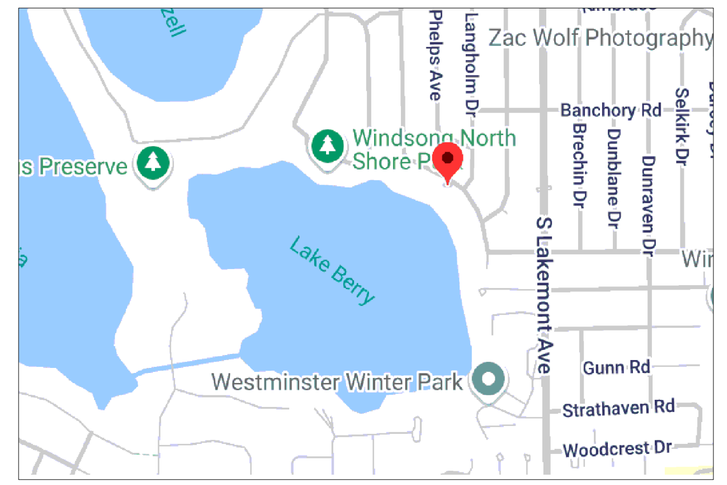
7. Final site plan revision - 673 Balmoral Rd
8. 673 Balmoral Rd- Lakefront Table


Genius Dr
S Phelps Ave
Langholm Dr
Worthington Dr
Balmoral Rd
Winter Park
S Lakemont Ave
Brechin Dr
Lake
Berry
Whitehall Dr
Summerfield Rd

Winter Park

LEGAL DESCRIPTION:

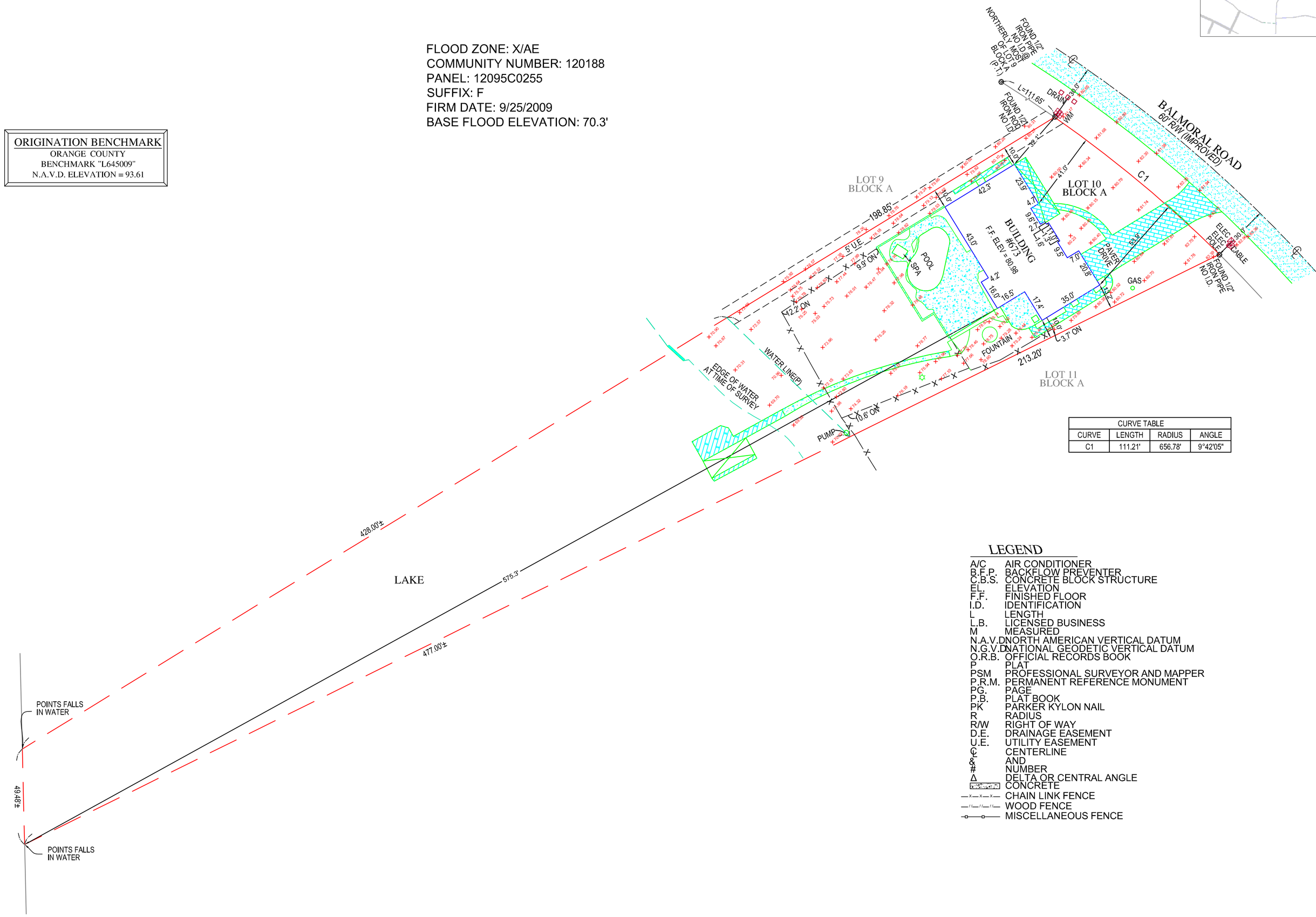
LOT 10, BLOCK A, KENILWORTH SHORES SECTION SIX, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK V, PAGE 111, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.



VICINITY MAP
NOT TO SCALE

FLOOD ZONE: X/AE
COMMUNITY NUMBER: 120188
PANEL: 12095C0255
SUFFIX: F
FIRM DATE: 9/25/2009
BASE FLOOD ELEVATION: 70.3'

ORIGINATION BENCHMARK
ORANGE COUNTY
BENCHMARK "L645009"
N.A.V.D. ELEVATION = 93.61



CURVE TABLE			
CURVE	LENGTH	RADIUS	ANGLE
C1	111.21'	656.78'	9°42'05"

SCALE: 1"=30'

LEGEND

A/C	AIR CONDITIONER
B.F.P.	BACKFLOW PREVENTER
C.B.S.	CONCRETE BLOCK STRUCTURE
EL.	ELEVATION
F.F.	FINISHED FLOOR
I.D.	IDENTIFICATION
L	LENGTH
L.B.	LICENSED BUSINESS
M	MEASURED
N.A.V.D.	NORTH AMERICAN VERTICAL DATUM
N.G.V.D.	NATIONAL GEODETIC VERTICAL DATUM
O.R.B.	OFFICIAL RECORDS BOOK
P	PLAT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
P.R.M.	PERMANENT REFERENCE MONUMENT
PG.	PAGE
P.B.	PLAT BOOK
PK	PARKER KYLON NAIL
R	RADIUS
R/W	RIGHT OF WAY
D.E.	DRAINAGE EASEMENT
U.E.	UTILITY EASEMENT
℄	CENTERLINE
&	AND
#	NUMBER
Δ	DELTA OR CENTRAL ANGLE
	CONCRETE
	CHAIN LINK FENCE
	WOOD FENCE
	MISCELLANEOUS FENCE

NOTES:

1. LEGAL DESCRIPTION PROVIDE BY CLIENT
2. NO SEARCH OF THE PUBLIC RECORD FOR THE PURPOSE OF ABSTRACTING TITLE WAS PERFORMED BY THIS OFFICE
3. NO SUBSURFACE IMPROVEMENTS WERE LOCATED AS PART OF THIS SURVEY
4. ALL ANGLES OR BEARINGS AND DISTANCES SHOWN HEREON ARE BOTH RECORD AND MEASURED UNLESS OTHERWISE NOTED
5. SOME FEATURES MAY NOT BE AT SCALE IN ORDER TO SHOW DETAIL.

DATE OF FIELD WORK: 5/19/25
DATE OF MAP: 6/2/25

ORIGINAL FIELD WORK COMPLETED BY
TARGET SURVEYING, LLC.
SURVEY # 686635

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THIS BOUNDARY SURVEY IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY PREPARED UNDER MY DIRECTION.
NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL, OR A RAISED EMBOSSED SEAL AND SIGNATURE.

(SIGNED)
DAVID G CUTLER
PROFESSIONAL SURVEYOR AND MAPPER #5593

TOPOGRAPHIC SURVEY OF
673 BALMORAL ROAD
WINTER PARK, FL 32789
PREPARED FOR:
CHRISTOPHER PASHLEY

Project	Sheet
C-690235	1 OF 1
Date	
06/03/25	
Scale	
1"=30	

6250 N. MILITARY TRAIL
SUITE 102
WEST PALM BEACH, FL
33407
PHONE: 561.640.4800
FAX: 561.640.0576
LB #7463
COMPASS SURVEYING
WWW.COMPASSSURVEYING.NET

Dear Winter Planning and Zoning,

I have reviewed the current plans dated Rev1 3/20/2026 and have no issue with the proposed addition, pool and hardscape in the rear yard of 673 Balmoral Rd. If you have any questions I can be reached at rtmercier@gmail.com or 321-229-5663.

Regards,

Rob Mercier
665 Balmoral Rd
Winter Park FL 32789

April 9, 2026

Dear Winter Park Planning and Zoning:

I have reviewed the current plans dated 04-09-2026 and have no issue with the proposed addition, pool and hardscape in the rear yard of 673 Balmoral Rd including the extension of the current garage.

If you have any questions I can be reached at charliefitzgerald3@gmail.com or 407-461-1878.

Regards,

Charles E Fitzgerald III
681 Balmoral Rd
Winter Park FL 32789

RESIDENTIAL ADDITION

673 BALMORAL RD., WINTER PARK, FLORIDA 32789

PARCEL ID: 08-22-30-4133-01-100

BUILDING DATA:

CONSTRUCTION TYPE:	V-B
OCCUPANCY TYPE:	R-3
EXISTING HEATED:	2,663 GSF
ADDITION HEATED:	280 GSF
TOTAL HEATED:	2,943 GSF
GARAGE:	414 GSF
TOTAL ENCLOSED:	3,357 GSF
REAR LANI:	357 GSF
TOTAL PROPOSED:	3,714 GSF
TOTAL FAR ALLOWED:	8,800 GSF

CODE DATA:

BUILDING CODE:	FLORIDA BUILDING CODE 8TH ED. 2023 RESIDENTIAL
MECHANICAL CODE:	FLORIDA BUILDING CODE 8TH ED. 2023
PLUMBING CODE:	FLORIDA BUILDING CODE 8TH ED. 2023
ELECTRICAL CODE:	NEC 2021 ED.
LIFE SAFETY CODE:	FLORIDA FIRE PREVENTION CODE 8TH ED. 2023 ED.
WINDSPEED:	140 MPH
WIND IMPORTANCE FACTOR:	1.0
EXPOSURE CATEGORY:	B
FLOOR LOADS:	LIVE 40PSF, DEAD 25 PSF
ROOF LOADS:	LIVE 20 PSF, DEAD 20 PSF

GENERAL CONTRACTOR TO VERIFY:
- MINIMUM SOIL DENSITY OF 95,
- 2000 PSF ASSUMED ALLOWABLE.
- CONTRACTOR TO REMOVE POOR SOIL "MUCK" FROM UNDER NEW CONSTRUCTION AND WITHIN 5'-0" FROM FOUNDATION

FASTENER SCHEDULE FOR STRUCTURAL MEMBERS

DESCRIPTION OF BUILDING ELEMENTS	NUMBER & TYPE OF FASTENER	SPACING OF FASTENERS
JOIST TO SILL OR GIRDER, TOE NAIL	3-8d	---
1" X 6" SUBFLOOR OR LESS TO EACH JOIST, FACE NAIL	2-8d 2 STAPLES, 1 3/4"	---
2" SUBFLOOR TO JOIST OR GIRDER, BLIND AND FACE NAIL	2-16d	---
SOLE PLATE TO JOIST OR BLOCKING, FACE NAIL	16d	16" O.C.
TOP OR SOLE PLATE TO STUD, END NAIL	2-16d	---
STUD TO SOLE PLATE, TOE NAIL	3-8d or 2-16d	---
DOUBLE STUDS, FACE NAIL	10d	24" O.C.
DOUBLE TOP PLATES, FACE NAIL	10d	24" O.C.
SOLE PLATE TO JOIST OR BLOCKING AT BRACED WALL PANELS	3-16d	16" O.C.
DOUBLE TOP PLATES, MIN 24" OFFSET OF END JOINTS, FACE NAIL IN LAPPED AREA	8-16d	---
BLOCKING BETWEEN JOISTS OR RAFTERS TO TOP PLATE, TOE NAIL	3-8d	---
RIM JOIST TO TOP PLATE, TOE NAIL	8d	6" O.C.
TOP PLATES, LAPS AT CORNERS AND INTERSECTIONS, FACE NAIL	2-10d	---
BUILT-UP HEADER, TWO PIECES WITH ½" SPACER	16d	16" O.C. ALONG EACH EDGE
CONTINUED HEADER, TWO PIECES	16d	16" O.C. ALONG EACH EDGE
CEILING JOISTS TO PLATE, TOE NAIL	3-8d	---
CONTINUOUS HEADER TO STUD, TOE NAIL	4-8d	---
CEILING JOIST, LAPS OVER PARTITIONS, FACE NAIL	3-10d	---
CEILING JOIST TO PARALLEL RAFTERS, FACE NAIL	3-10d	---
RAFTER TO PLATE, TOE NAIL	2-16d	---
1" BRACE TO EACH STUD AND PLATE, FACE NAIL	2-8d 2 STAPLES, 1 3/4"	---
1"x6" SHEATHING TO EACH BEARING, FACE NAIL	2-8d 2 STAPLES, 1 3/4"	---
1"x8" SHEATHING TO EACH BEARING, FACE NAIL	2-8d 3 STAPLES, 1 3/4"	---
WIDER THAN 1"x8" SHEATHING TO EACH BEARING, FACE NAIL	3-8d 4 STAPLES, 1 3/4"	---
BUILT-UP CORNER STUDS	10d	24" O.C.
BUILT-UP GIRDERS AND BEAMS, 2" LUMBER LAYERS	10d	NAIL EACH LAYER AS FOLLOWS: 32" O.C. @ TOP & BOTTOM & STAGGERED. (2) NAILS @ ENDS & @ EACH SPLICE.
2" PLANKS	2-16d	@ EACH BEARING
ROOF RAFTERS TO RIDGE, VALLEY OR HIP RAFTERS: TOE NAIL FACE NAIL	4-16d 3-16d	---
RAFTER TIES TO RAFTERS, FACE NAIL	3-8d	---

GENERAL NOTES:

1. DO NOT SCALE DRAWINGS. DIMENSIONS SHALL GOVERN. DETAILS SHALL GOVERN OVER PLAN AND ELEVATION DRAWINGS. SMALL SCALE DETAILS SHALL GOVERN OVER LARGE DETAILS.

2. THERE SHALL BE NO SUBSTITUTION OF MATERIALS WHERE A MANUFACTURER IS SPECIFIED. WHERE THE TERM "OR APPROVED EQUAL" IS USED, ARCHITECT ALONE SHALL DETERMINE EQUALITY BASED UPON INFORMATION SUBMITTED TO ARCHITECT BY THE CONTRACTOR.

3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE GOVERNMENTAL AGENCY HAVING JURISDICTION AND SHALL CONFORM TO ALL SAFETY AND SANITARY LAWS, CITY, COUNTY, SATE, AND / OR FEDERAL ORDINANCES WHICH APPLY.

4. ALL WORK SHALL BE PERFORMED BY SKILLED WORKERS AND IN ACCORDANCE WITH THE BEST PRACTICES OF THE TRADES INVOLVED FOLLOWING ALL TRADE STANDARD PRACTICES AND TRADE ASSOCIATION REGULATIONS / GUIDELINES.

5. ALL WORK SHALL BE ERECTED AND INSTALLED PLUMB, SQUARE, LEVEL, AND TRUE AND IN PROPER ALIGNMENT.

6. ALL MATERIALS SHALL BE NEW, UNUSED, AND OF THE HIGHEST QUALITY IN EVERY RESPECT UNLESS OTHERWISE NOTED. ALL MANUFACTURED EQUIPMENT, MATERIALS, AND FINISHES SHALL BE INSTALLED OR APPLIED ACCORDING TO THE MANUFACTURER'S WRITTEN RECOMMENDATIONS AND SPECIFICATIONS.

7. THE CONTRACTOR SHALL NOT CUT ANY EXISTING STRUCTURAL MEMBERS UNLESS APPROVED TO DO SO IN WRITING, SKETCHES, OR DRAWINGS SIGNED AND SEALED BY THE ARCHITECT.

8. USE JOINT SEALANT AND CLOSED CELL BACKER ROD TO SEAL ALL EXTERIOR PENETRATIONS TO MAKE BUILDING WATER TIGHT.

9. THE STRUCTURE IS DESIGNED TO BE SELF-SUPPORTING AND STABLE AFTER THE BUILDING IS COMPLETE. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE ERECTION PROCEDURES AND SEQUENCE TO INSURE SAFETY OF THE BUILDING AND ITS COMPONENTS DURING ERECTION. THIS INCLUDES THE ADDITION OF NECESSARY SHORING, SHEATHING, TEMPORARY BRACING, GUYS OR TIEDOWNS.

10. EACH WOOD TO WOOD CONNECTION PER FBC UNLESS NOTED OTHERWISE. ALL FASTENERS IN CONTACT WITH TREATED WOOD ARE TO BE GALVANIZED.

11. STRUCTURAL WOOD COMPONENTS (BEAMS, JOISTS, RAFTER, ETC.) SHALL HAVE THE FOLLOWING MINIMUM ALLOWABLE FIBER STRESSES OF NO. 2 SOUTHERN PINE CONFORMING TO 1997 NDS, AS FOLLOWS: SHEAR Fv=90 PSI, BENDING 2x6 Fb=1,250 PSI, BENDING 2X8 Fb = 1,200 PSI

INTERIOR LOAD BEARING STUD WALLS TO BE FRAMED WITH SPF #2 @ 16" O.C. W/ MID-SPAN BLOCKING.

12. ALL WOOD IN CONTACT WITH CONCRETE OR MASONRY IS TO BE PRESSURE TREATED, OR BE SEPARATED WITH GALVANIZED METAL MOISTURE BARRIER.

13. ALL GYPSUM BOARD TO BE 5/8" AND IN UN-AIRCONDITIONED OR DAMP LOCATIONS TO BE MOISTURE RESISTANT. ALL TILE TO BE OVER CEMENTITIOUS BACKER BOARD.

14. ALL AIR-CONDITIONED SPACE TO BE ENCAPSULATED WITH INSULATION, R-5 AT MASONRY AND CONCRETE WALLS, R-11 AT FRAME WALLS, R-22 AT ROOF MINIMUM

GENERAL SPECIFICATIONS:

Doors and Windows:

1. Window and door openings are to be installed per manufacture instructions.
2. Exterior doors are to be vinyl framed with double pane insulated glass and low-E coating.
3. Interior doors in insulated walls are to be solid core doors.

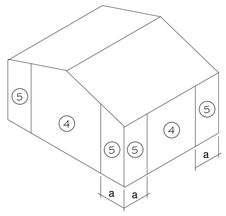
Mechanical:
1. Heat pump with hard duct from the air handling unit to the attic space or enclosed interstitial space.

Plumbing:
1. Supply piping is to be CPVC and all hot water piping is to be insulated. Waste pipe is to be PVC. Water hammer arresters are to be installed on both cold and hot water pipes for each plumbing fixture or shut off valve.

All adhesives and sealant used on the interior of the building (defined as inside of the weatherproofing system and applied on-site) shall comply with the requirements of the following reference standards:

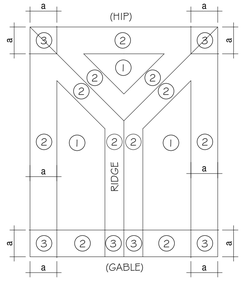
ADHESIVES AND SEALANT VOC REQUIREMENTS
Adhesives, Sealants and Sealant Primers: South Coast Air Quality Management District (SCAQMD) Rule#1168. VOC limits are listed in the table below and correspond to an effective date of July 1, 2005 and rule amendment date of January 7, 2005.
Aerosol Adhesives: Green Seal Standard for Commercial Adhesives GS-36 requirements in effect on October 19, 2000.

Architectural Applications VOC Limt Specialty Applications VOC Limt
(gL less water) (gL less water)
Indoor Carpet Adhesives 50 PVC Welding 510
Carpet Pad Adhesives 50 CPVC Welding 490
Wood Flooring Adhesives 100 ABS Welding 325
Rubber Floor Adhesives 60 Plastic Cement Welding 250
Subfloor Adhesives 50 Adhesive Primer for Plastic 550
Ceramic Tile Adhesives 65 Contact Adhesive 80
VCT & Asphalt Adhesives 50 Special Purpose Contact Adhesive 250
Drywall & Panel Adhesives 50 Structural Wood Member Adhesive 140
Cove Base Adhesives 50 Sheet Applied Rubber Lining Operations 850
Multipurpose Construction Adhesives 70 Top & Trim Adhesive 250
Structural Glazing Adhesives 100
Substrate Specific Applications VOC Limt Sealants VOC Limt
(gL less water) (gL less water)
Metal to Metal 30 Architectural 250
Plastic Foams 50 Nonmembrane Roof 300
Porous Material (except wood) 50 Roadway 250
Wood 30 Single-Ply Roof Membrane 450
Fiberglass 80 Other 420
Sealant Primers VOC Limt
(gL less water)
Architectural Non Porous 250
Architectural Porous 775
Other 750
Aerosol Adhesives: VOC Weight (gL minus water)
General purpose mist spray 65% VOCs by weight
General purpose web spray 55% VOCs by weight
Special purpose aerosol adhesives (all types) 70% VOCs by weight



WALL DESIGN WIND PRESSURES AND SUCTIONS

TRIB AREA (SQ FEET)	WIND PRESSURE AND SUCTION (PSF) (+) VALUE DENOTES PRESSURE (-) VALUE DENOTES SUCTION	
	④	⑤
10	(+) 35.3 (-) 38.2	(+) 35.3 (-) 47.2
20	(+) 33.7 (-) 36.7	(+) 33.7 (-) 44.0
50	(+) 31.6 (-) 34.6	(+) 31.6 (-) 39.8
100	(+) 30.0 (-) 33.0	(+) 30.0 (-) 36.7



PLAN VIEW
(ROOF)

ROOF GROSS UPLIFT DESIGN PRESSURES 140MPH

ROOF SLOPE 10° - 30°

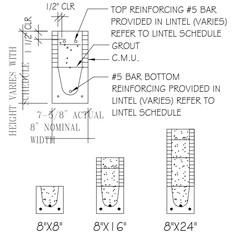
TRIB AREA (SQ FEET)	GROSS UPLIFT PRESSURE (PSF)					
	①		②		③	
10	(-)	35.3	(-)	59.2	(-)	89.0
20	(-)	34.4	(-)	52.9	(-)	73.8
50	(-)	33.2	(-)	44.5	(-)	53.5
100	(-)	32.3	(-)	38.2	(-)	38.2

NOTES:
1. a = 4 ft.

"CAST-CRETE" PRECAST LINTEL SCHEDULE

LINTEL #	LENGTH	SIZE	REINFORCING	GRAVITY LOAD	LATERAL LOAD
L1	2'-10"	8" x 8"	(1) #5 BOTTOM	3069 PLF	2021 PLF
L2	3'-6"	8" x 8"	(1) #5 BOTTOM	3069 PLF	1257 PLF
L3	4'-0"	8" x 16"	(1) #5 BOTTOM	3480 PLF	938 PLF
L4	4'-6"	8" x 8"	(1) #5 BOTTOM	2189 PLF	727 PLF
L5	5'-4"	8" x 12"	(1) #5 B, (1) #5 T	1663 PLF	505 PLF
L6	5'-10"	8" x 8"	(1) #5 BOTTOM	1451 PLF	418 PLF
L7	6'-6"	8" x 12"	(1) #5 B, (1) #5 T	2177 PLF	707 PLF
L8	7'-6"	8" x 8"	(1) #5 BOTTOM	1011 PLF	591 PLF
L8.2	7'-6"	8" x 16"	(1) #5 B, (1) #5 T	2661 PLF	591 PLF
L9	9'-4"	8" x 24"	(1) #5 B, (1) #5 T	3486 PLF	454 PLF
L10	10'-6"	8" x 24"	(1) #5 B, (1) #5 T	3486 PLF	396 PLF
L11	11'-4"	8" x 16"	(1) #5 B, (2) #5 T	1366 PLF	363 PLF
L12	12'-8"	8" x 16"	(1) #5 B, (2) #5 T	1254 PLF	340 PLF
L12.3	12'-8"	8" x 24"	(1) #5 B, (2) #5 T	1838 PLF	340 PLF
L13	13'-4"	8" x 16"	(1) #5 B, (2) #5 T	1075 PLF	302 PLF
L14	14'-0"	8" x 16"	(1) #5 B, (2) #5 T	1002 PLF	286 PLF
L15	14'-8"	8" x 16"	(1) #5 B, (2) #5 T	1370 PLF	714 PLF
L16	15'-4"	8" x 24"	(1) #5 B, (2) #5 T	2058 PLF	981 PLF
L17	17'-4"	8" x 24"	(1) #5 B, (2) #5 T	1609 PLF	765 PLF
L18	19'-4"	8" x 16"	(1) #5 B, (2) #5 T	750 PLF	612 PLF
L19	20'-4"	8" x 20"	(1) #5 B, (2) #5 T	845 PLF	713 PLF

NOTE: ABOVE LISTED VALUES ARE FOR "CAST-CRETE" PRECAST LINTELS. ANY SUBSTITUTIONS MUST MEET OR EXCEED THE ABOVE LISTED CAPACITIES.



NOTE:
SHORE PRECAST LINTEL PER MANUFACTURE RECOMMENDATIONS

MASONRY WALL CONSTRUCTION SPECIFICATIONS

1. HOLLOW LOAD BERING UNITS SHALL BE NORMAL WEIGHT, GRADE N, TYPE 2, CONFORMING TO ASTM C90, WITH A MINIMUM NET COMPRESSIVE STRENGTH OF 2000 PSI (fm = 1500 PSI).

2. MORTAR SHALL BE TYPE M OR S, CONFORMING TO ASTM C270.

3. COARSE GROUT SHALL CONFORM TO ASTM C476 WITH A MAXIMUM AGGREGATE SIZE OF 3/8". A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AND A SLUMP BETWEEN 8" TO 11". JOB SITE MIXING OF GROUT SHALL NOT BE PERMITTED. DO NOT USE MIX DESIGNS OTHER THAN THE GROUT MIX APPROVED FOR MASONRY CONSTRUCTION.

4. VERTICAL REINFORCEMENT SHALL BE AS NOTED ON THE DRAWINGS WITH THE CELLS FILLED WITH COARSE GROUT.

5. VERTICAL REINFORCEMENT SHALL BE HELD IN POSITION AT THE TOP AND BOTTOM AND AT A MAXIMUM SPACING OF 10'-0" OR 192 X BAR DIAMETER WHICHEVER IS LESS. ENFORCEMENT SHALL BE PLACED AT THE CENTER OF THE MASONRY CELL TYPICAL UNLESS OTHERWISE NOTED. SEE TYPICAL GROUTING DETAILS FOR ADDITIONAL INFORMATION.

6. REINFORCING STEEL SHALL BE LAPPED A MINIMUM 48 BAR DIAMETERS. EXTEND ALL VERTICAL REINFORCEMENT TO WITHIN 2" OF TOP OF WALL OR COLUMN UNLESS NOTED OTHERWISE.

7. HORIZONTAL WALL REINFORCEMENT SHALL BE STANDARD LADDER TYPE DUR-O-WAL (ASTM A-82 #9 GAGE WIRE) AT 16" O.C. UNLESS SHOWN OTHERWISE ON THE DRAWINGS.

8. SPLICED WIRE REINFORCEMENT SHALL BE LAPPED AT LEAST 6" AND CONTAIN AT LEAST ONE CROSS WIRE OF EACH PIECE OF REINFORCEMENT WITHIN THE 6" LAP WITH STANDARD 'T' AND 'L' SHAPED PIECES AT INTERSECTIONS AND CORNERS.

9. PROVIDE A MINIMUM OF 3 COURSES HIGH BY 2 COURSES WIDE GROUTED SOLID MASONRY AT BEAM BEARING POINTS.

10. WHEN A FOUNDATION DOWEL DOES NOT LINE UP WITH A VERTICAL CORE, IT SHALL NOT BE SLOPED MORE THAN ONE HORIZONTAL IN SIX VERTICALS. DOWELS SHALL BE GROUTED INTO A CORE IN VERTICAL ALIGNMENT, EVEN THOUGH IT IS IN AN ADJACENT CELL TO THE VERTICAL WALL REINFORCEMENT.

11. PROVIDE PRECAST CONCRETE LINTELS OVER ALL OPENINGS UNLESS NOTED OTHERWISE ON DRAWINGS. LINTELS SHALL BE OF SUFFICIENT SIZE AND REINFORCEMENT FOR THE GIVEN SPANS AND LOADING CONDITIONS. SUBMIT SHOP DRAWINGS WITH RATED LOAD CAPACITIES TO THE ARCHITECT FOR REVIEW.

12. PROVIDE A FULLY GROUTED KNOCK OUT LOCK OR U-BLOCK REINFORCED WITH (1) #6 CONTINUOUS AT THE SILL OF ALL WINDOW OPENINGS. EXTEND 8' BEYOND EACH SIDE OF THE OPENING TYPICALLY.

13. MORTAR PLACEMENT:
A. USE BED JOINT BETWEEN 1/4" AND 3/4" THICK AT FOUNDATIONS.
B. USE 3/8" THICK JOINTS BETWEEN UNITS.
C. TOOL ALL JOINTS WITH A ROUND JOINTER WHEN THE MORTAR IS THUMBPRINT HARD, UNLESS OTHERWISE REQUIRED BY THE CONTRACT DOCUMENTS.
D. PLACE MORTAR ON CLEAN UNITS WHILE THE MORTAR IS SOFT AND PLASTIC.
E. DO NOT DISTURB THE UNIT AFTER IT IS INITIALLY POSITIONED.
F. PLACE MORTAR SO THAT ALL JOINTS OF SOLID UNITS ARE FULLY FILLED WITH MORTAR.
G. FILL THE BED AND HEAD JOINTS OF HOLLOW UNITS WITH MORTAR SPREAD ACROSS THE WIDTH OF THE FACE SHELL.
H. MORTAR CROSS WEBS IN HOLLOW UNITS OF THE FOLLOWING SITUATIONS:
1) ADJACENT TO CELLS TO BE GROUTED FOR PARTIALLY GROUTED CONSTRUCTION.
2) STARTING COURSE ON FOUNDATIONS AND OTHER SUPPORTS.
3) ALL PIERS, COLUMNS AND PILASTERS THAT ARE TO BE FULLY FILLED WITH GROUT.
J. REMOVE PROTRUSIONS OF MORTAR INTO COLLAR JOINTS CAVITIES AND CELLS OF HOLLOW UNITS IF THEY PROJECT MORE THAN 1/2".
K. DO NOT SLUSH MORTAR INTO HEAD JOINTS.
L. FILL HOLES IN THE MORTAR.

14. PROVIDE ADEQUATE BRACING AND SUPPORT OF MASONRY UNTIL PERMANENT CONSTRUCTION IS IN PLACE.

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STATE OF FLORIDA
JOHN P. DRAKE
REGISTERED
ARCHITECT
John P. Drake
Date: 2026.01.28 22:08:10
JOHN P. DRAKE
AR91551

ISSUE DATE
01/22/26

SHEET INFORMATION
COVER

Scale

A000

STORM WATER RETAINAGE CALCULATION:

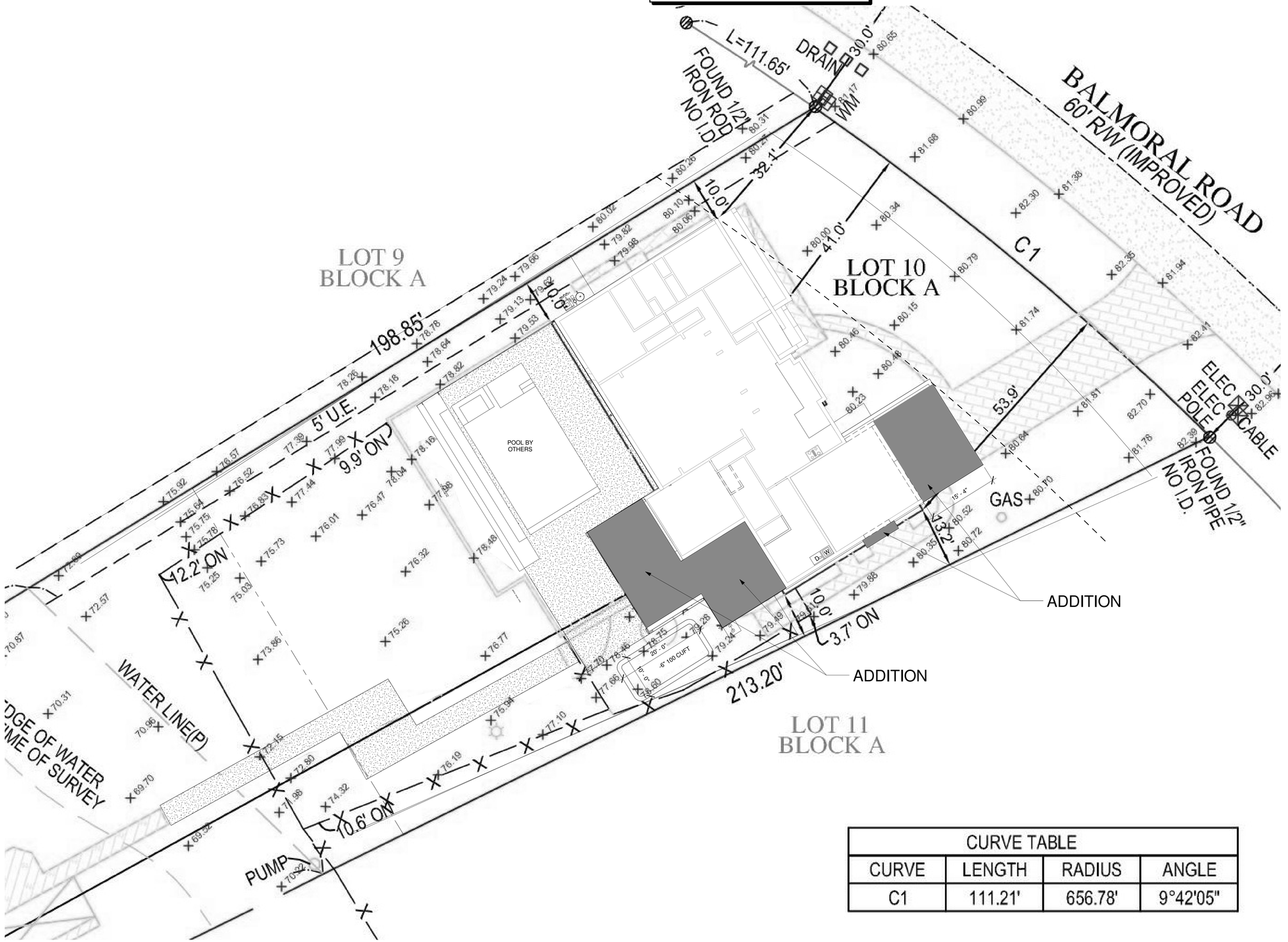
NEW SITE IMPERVIOUS ADDED	600 GSF
TOTAL SITE REQUIRED	600 GSF / 12 x 2 = 100 CF REQUIRED
TOTAL SITE PROVIDED	100 CF PROVIDED

LEGAL DESCRIPTION:

LEGAL DESCRIPTION:
KENILWORTH SHORES SECTION SIX V/I I I LOT 10 BLK A

SITE PLAN NOTES:

1. ARCHITECTURAL SITE PLAN IS BASED UPON A SURVEY PROVIDED BY THE OWNER.
2. LANDSCAPE AREAS SERVING AS RETENTION AREAS SHOULD NOT BE MULCHED.



CURVE TABLE			
CURVE	LENGTH	RADIUS	ANGLE
C1	111.21'	656.78'	9°42'05"

1 SITE PLAN
1" = 10'-0"

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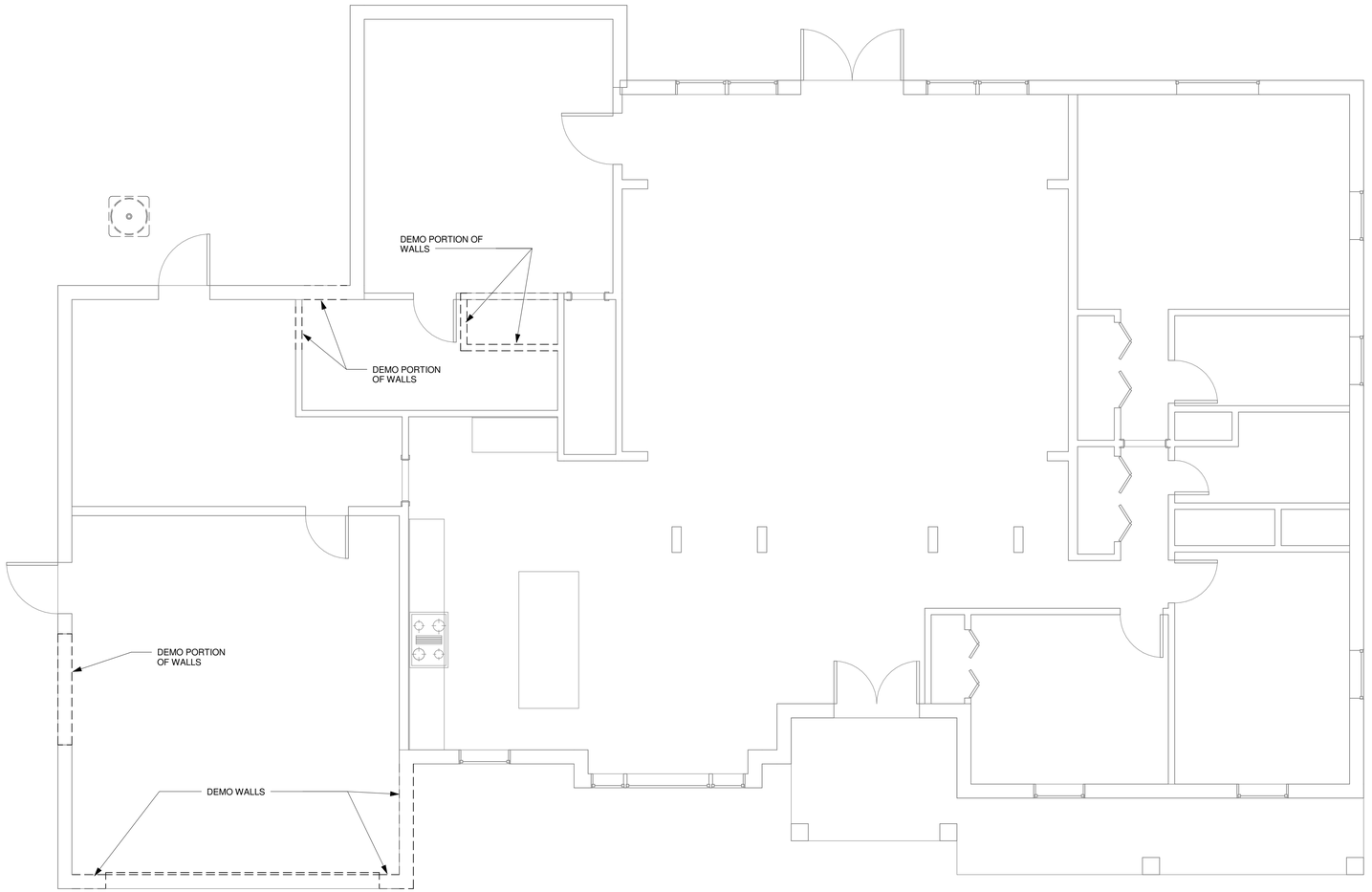
ISSUE DATE
01/22/26

SHEET INFORMATION
SITE PLAN
Scale 1" = 10'-0"

A101



1 DEMO PLAN
1/4" = 1'-0"

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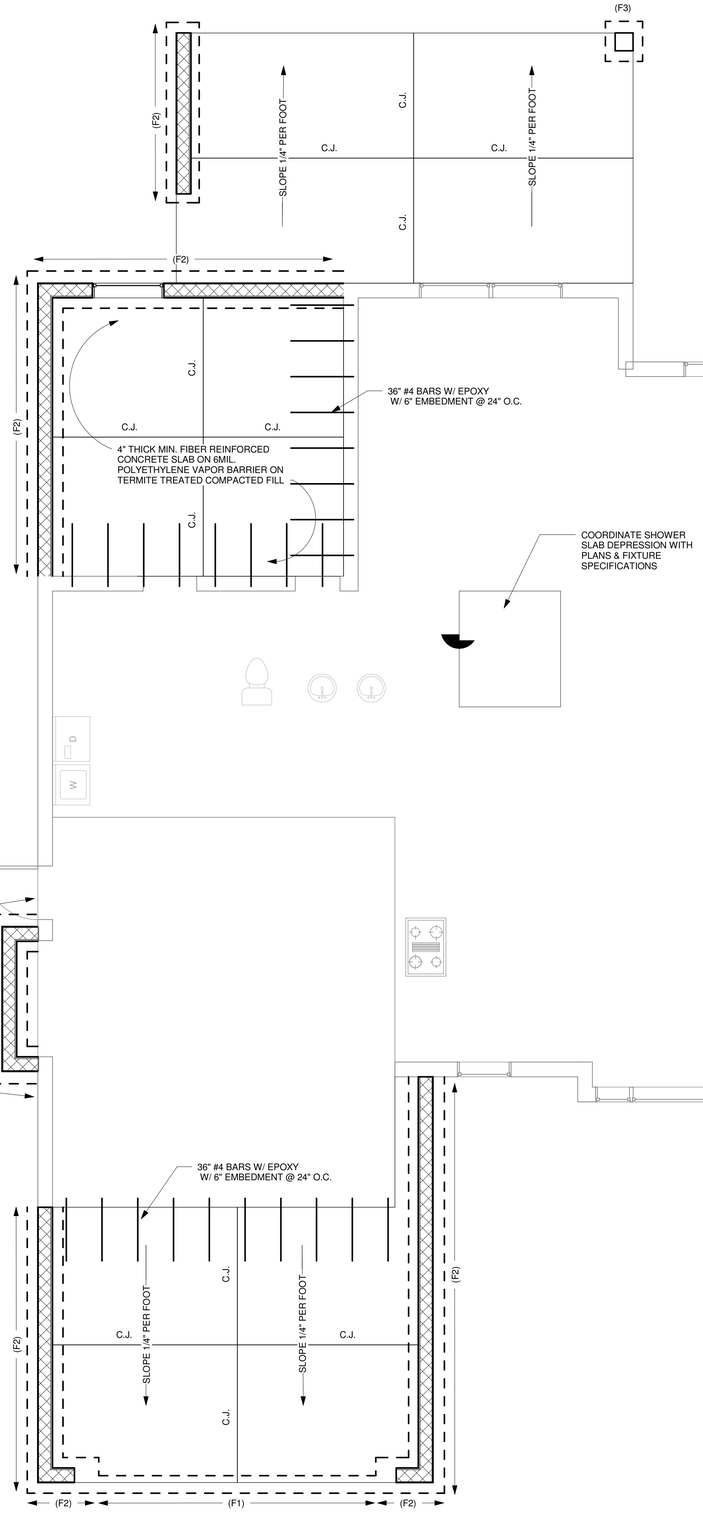
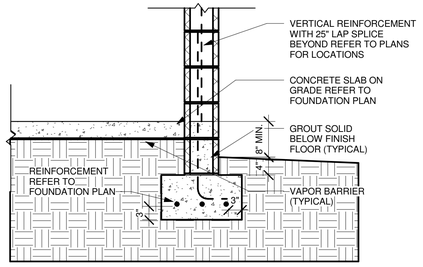
SHEET INFORMATION
1ST FLOOR DEMO PLAN
Scale 1/4" = 1'-0"

A150

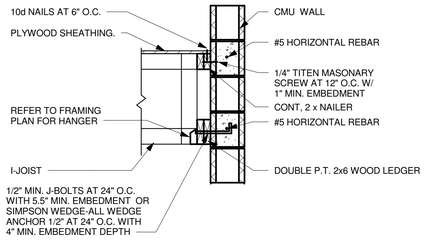


1 FOUNDATION PLAN
1/4" = 1'-0"

COORDINATE ALL FINAL PLUMBING LOCATIONS WITH THE FLOOR PLANS AND FIXTURE SPECIFICATIONS



2 FOUNDATION DETAIL
3/4" = 1'-0"



6 LEDGER TO CMU
3/4" = 1'-0"

FOUNDATION SCHEDULE

F1	CONT. X 0'-8"W X 1'-0"D	(1) #5 BOT LW	STEM
F2	CONT. X 1'-4"W X 1'-0"D	(2) #5 BOT LW	STEM
F3	2'-0" X 2'-0"W X 1'-0"D	(3) #5 BOT EW	STEM

COORDINATE WITH FOUNDATION DETAILS AND TYPICAL WALL SECTIONS.

FOUNDATION PLAN NOTES:

1. CONCRETE SLAB SHALL BE 4" THICK MIN. WITH FIBER REINFORCEMENT 1.5LBS PER CUBIC YARD OVER 6 MIL VAPOR BARRIER PLACED OVER CLEAN WELL COMPACTED TERMITE-TREATED FILL FILL (95% MODIFIED PROCTOR MAXIMUM DRY DENSITY). ALL 4" SLABS SHALL HAVE ULTIMATE COMPRESSIVE STRENGTH OF NOT LESS THAN 3000 PSI AT 28 DAYS.

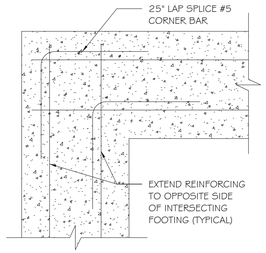
2. INTERIOR LOAD BEARING WOOD FRAME WALLS SHALL BE 2x6 SYP #2 @ 16" O.C. W/ 2x BLOCKING AT MID SPAN.

3. ALL POURED CONCRETE FOUNDATIONS SHALL HAVE ULTIMATE COMPRESSIVE STRENGTH OF NOT LESS THAN 2500 PSI AT 28 DAYS.

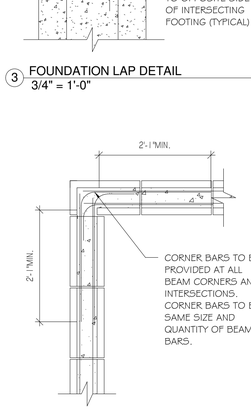
4. REINFORCE FOOTINGS WITH #5 REBARS AS INDICATED, ALL BARS SHALL BE DEFORMED AND SHALL CONFORM TO ASTM SERIAL DESIGNATION A305, BE CLEAN AND FREE FROM RUST AND SCALE.

5. RECESS SLAB AT EXTERIOR DOOR THRESHOLD (COORDINATE WITH DOOR MANUFACTURE'S INSTALLATION DRAWINGS.

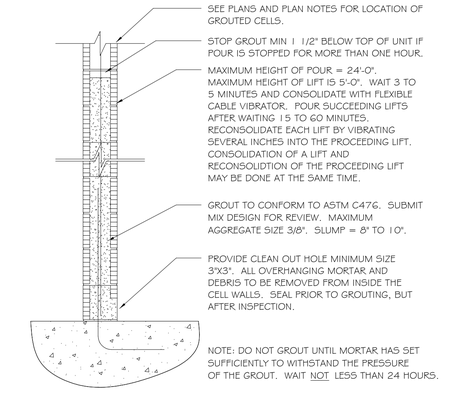
6. PROVIDE 3'x3' MIN. 4" THICK CONCRETE PAD AT ALL CONDENSING UNITS.



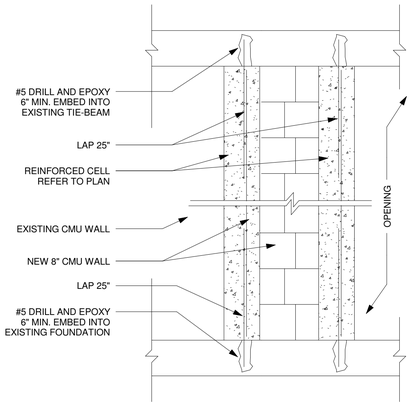
3 FOUNDATION LAP DETAIL
3/4" = 1'-0"



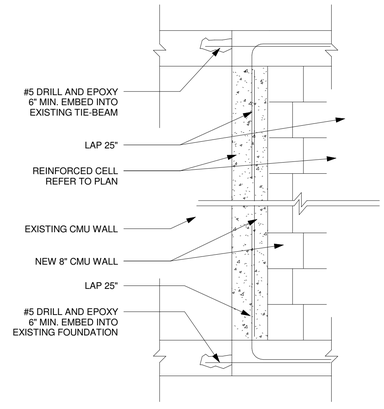
5 CMU BOND BEAM
3/4" = 1'-0"



4 CMU WALL DETAIL
3/4" = 1'-0"



7 EXISTING CMU & INFILL REINFORCMENT
3/4" = 1'-0"



8 EXISTING CMU TO NEW REINFORCMENT
3/4" = 1'-0"

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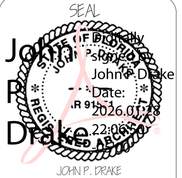

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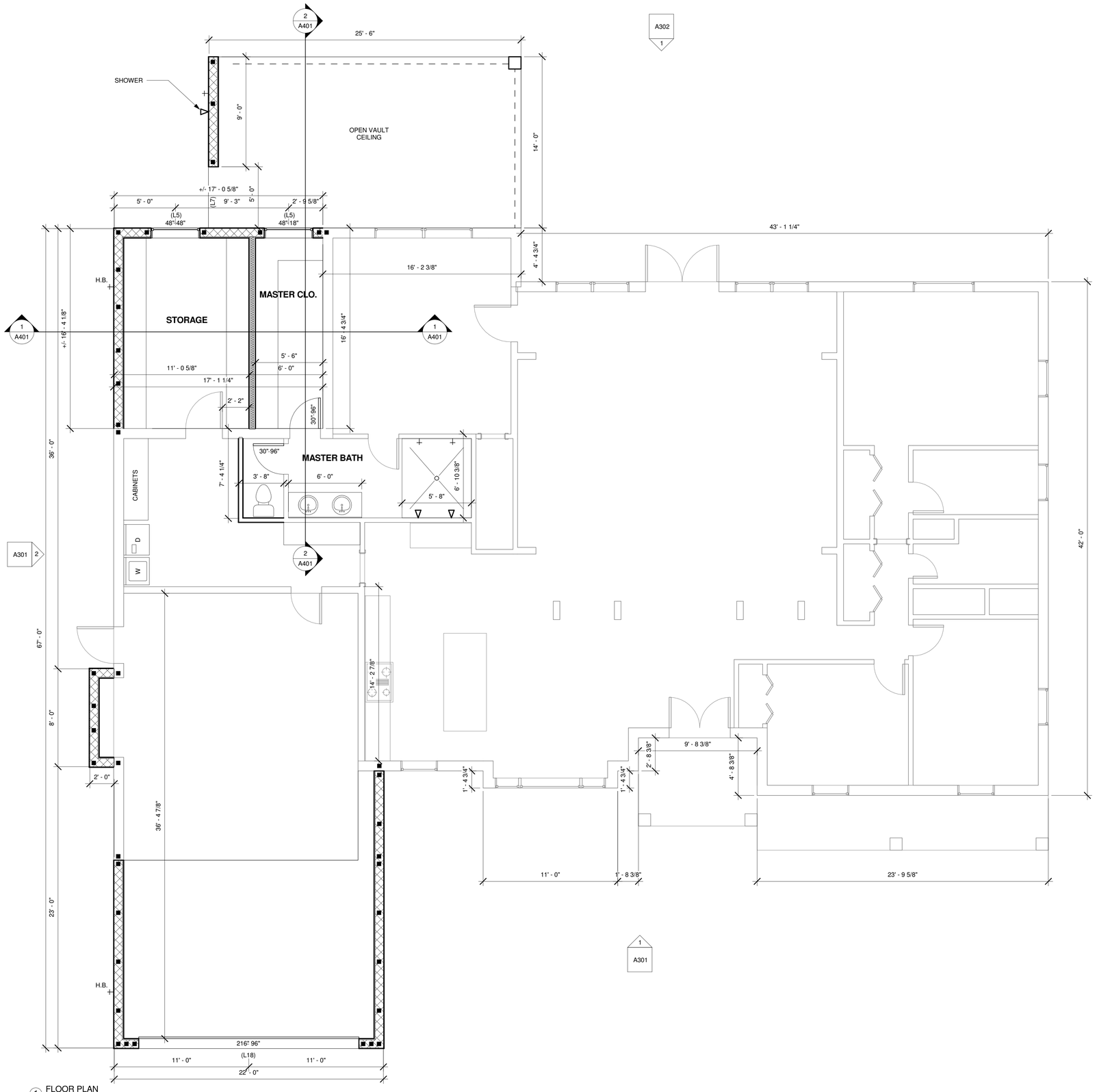
SHEET INFORMATION
FOUNDATION PLAN
Scale As indicated

A200

1/28/2026 9:13:41 PM



1 FLOOR PLAN
1/4" = 1'-0"

WALL TYPES:
CMU
WOOD FRAME
WOOD FRAME WITH ACOUSTIC INSULATION

NOTE: ALL ELECTRICAL OUTLETS IN BEDROOMS TO BE ON ARC FAULT CIRCUITS

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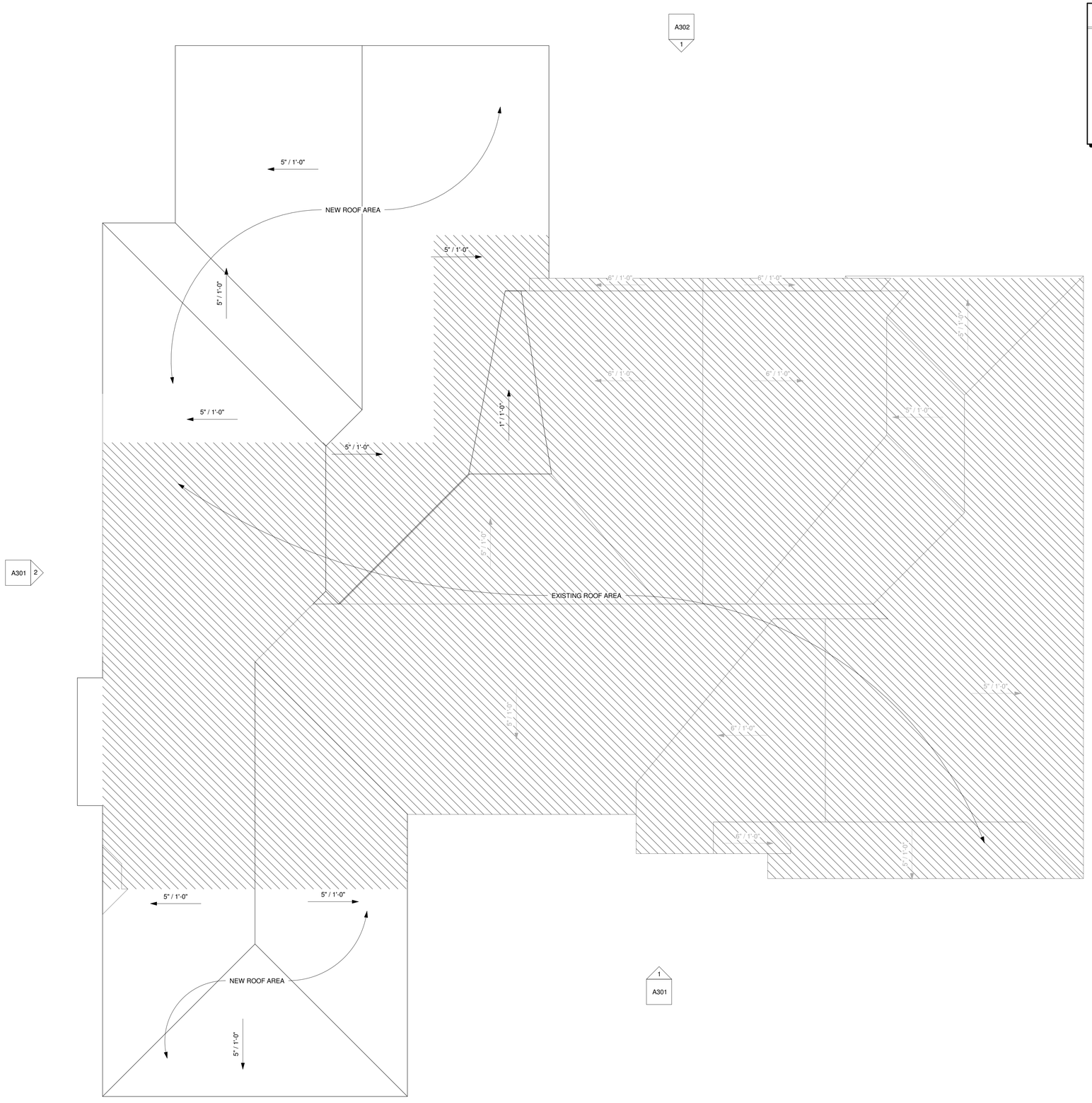
SHEET INFORMATION
FLOOR PLAN
Scale 1/4" = 1'-0"

A202



1 ROOF PLAN
1/4" = 1'-0"

ROOF PLAN NOTES:

1. ROOFING SHALL BE OVER 1/2" MIN. APA RATED, EXTERIOR SHEATHING W/ 32/16 SPAN RATING CONNECTED TO WOOD ROOF TRUSSES W/ 10d COMMON NAILS SPACED 6" O.C. EVERYWHERE. PROVIDE ONE PLYWOOD CLIP PER SPAN BETWEEN SHEET EDGES. PROVIDE SOLID 2X BLOCKING BETWEEN SUPPORTS AT ALL HIPS, RIDGES, VALLEYS, AND CHANGES IN ROOF SLOPES.
2. WALL SHEATING SHALL BE 1/2" MIN. APA RATED, EXTERIOR SHEATHING W/ 32/16 SPAN RATING CONNECTED TO STUDS W/ 10d COMMON NAILS SPACED 6" O.C. EVERYWHERE.
3. SEE SECTION DETAILS FOR UPLIFT CONNECTIONS.
4. SEE TRUSS WIND PRESSURE CHARTS FOR DESIGN REQUIREMENTS.

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JOHN P. DRAKE
AR91551

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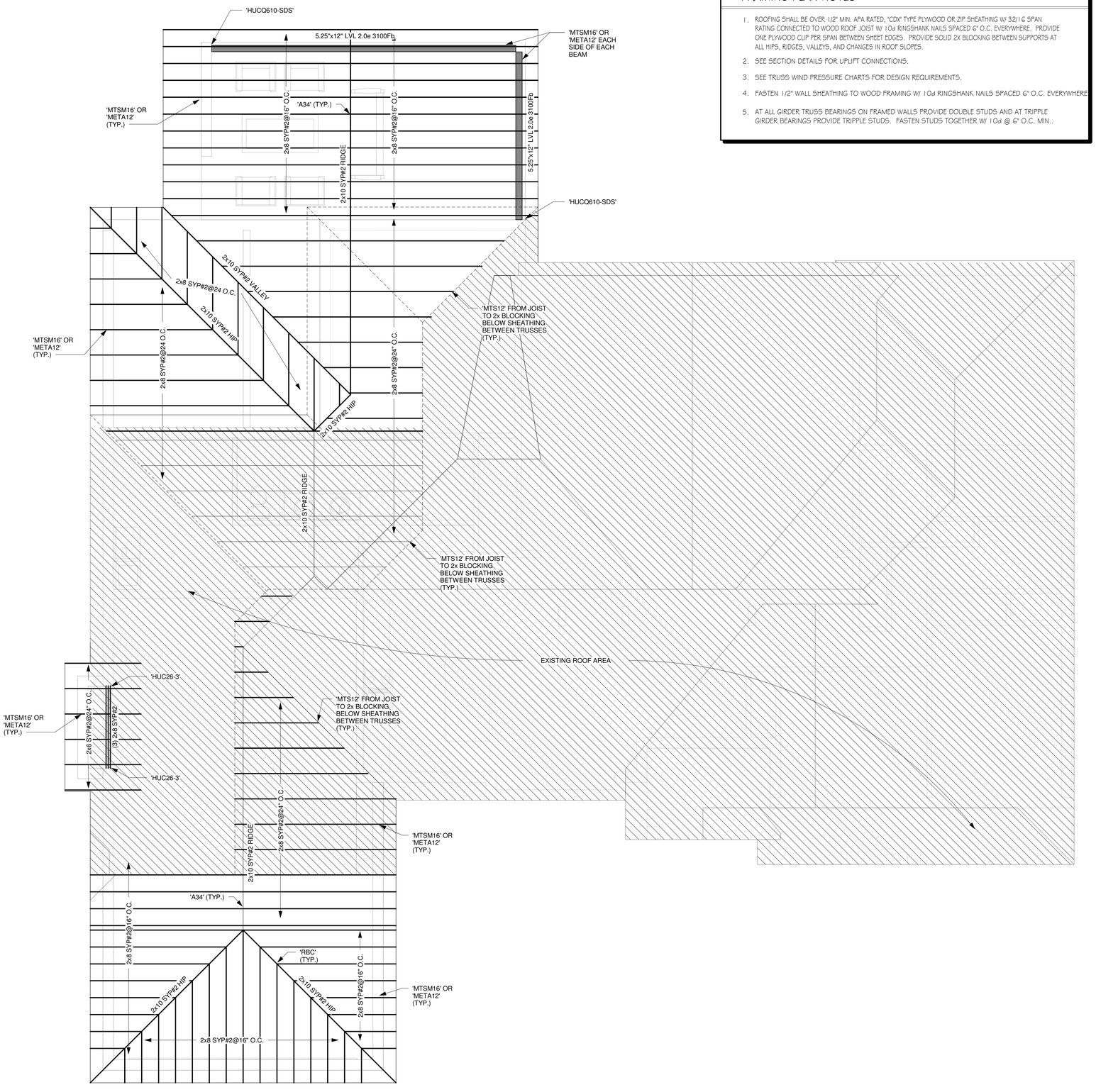
SHEET INFORMATION
ROOF PLAN
Scale 1/4" = 1'-0"

A210



1 FRAMING PLAN
1/4" = 1'-0"

FRAMING PLAN NOTES:

1. ROOFING SHALL BE OVER 1/2" MIN. APA RATED, "CDX" TYPE PLYWOOD OR ZIP SHEATHING W/ 32/16 SPAN RATING CONNECTED TO WOOD ROOF JOIST W/ 10d RINGSHANK NAILS SPACED 6" O.C. EVERYWHERE. PROVIDE ONE PLYWOOD CLIP PER SPAN BETWEEN SHEET EDGES. PROVIDE SOLID 2X BLOCKING BETWEEN SUPPORTS AT ALL HIPS, RIDGES, VALLEYS, AND CHANGES IN ROOF SLOPES.
2. SEE SECTION DETAILS FOR UPLIFT CONNECTIONS.
3. SEE TRUSS WIND PRESSURE CHARTS FOR DESIGN REQUIREMENTS.
4. FASTEN 1/2" WALL SHEATHING TO WOOD FRAMING W/ 10d RINGSHANK NAILS SPACED 6" O.C. EVERYWHERE
5. AT ALL GIRDER TRUSS BEARINGS ON FRAMED WALLS PROVIDE DOUBLE STUDS AND AT TRIPPLE GIRDER BEARINGS PROVIDE TRIPPLE STUDS. FASTEN STUDS TOGETHER W/ 10d @ 6" O.C. MIN..

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STATE OF FLORIDA
JOHN P. DRAKE
AR91551
REGISTERED ARCHITECT
John P. Drake
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Date: 2026.01.28 22:08:57 -05'00'

JOHN P. DRAKE
AR91551

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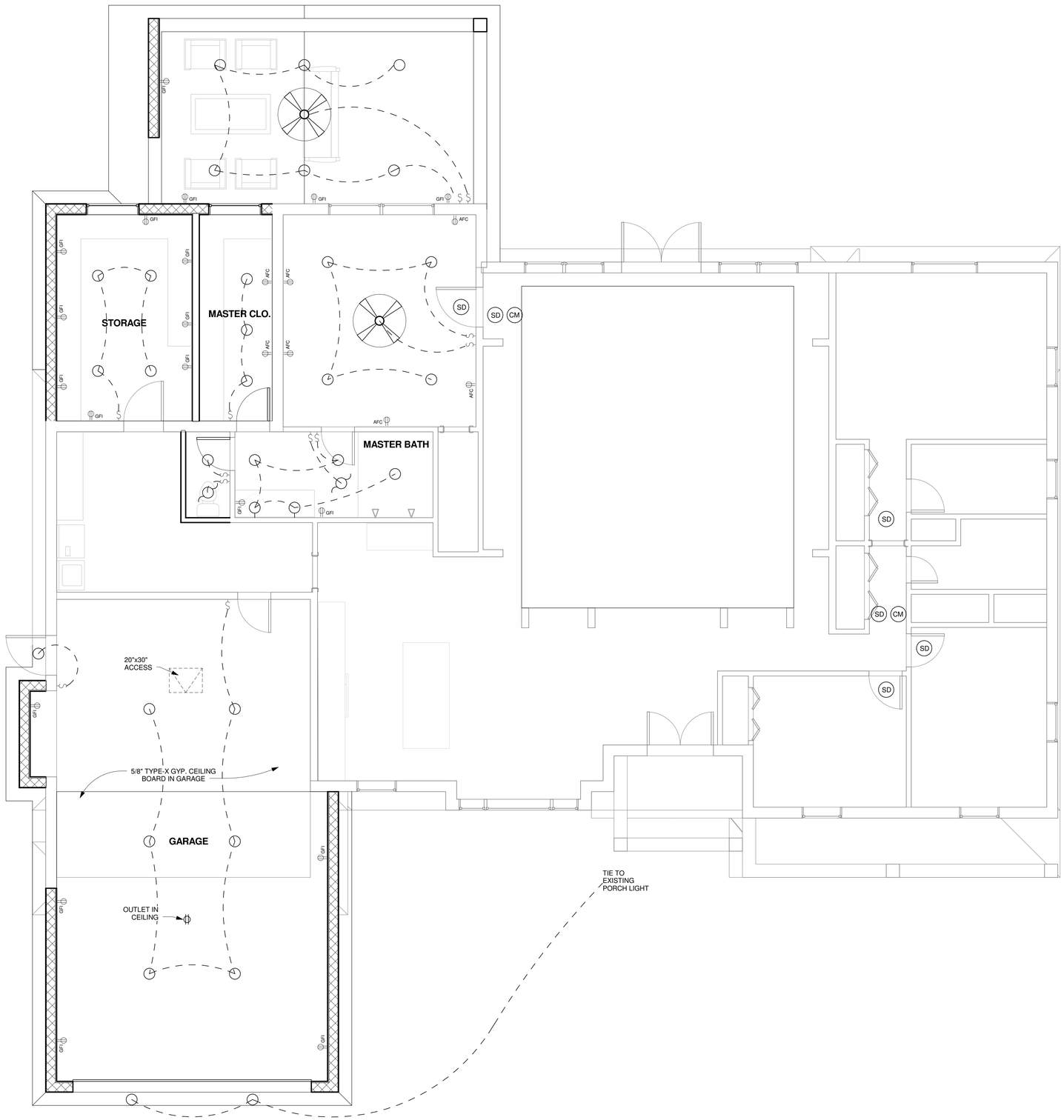
01/22/26

SHEET INFORMATION
FRAMING PLAN
Scale 1/4" = 1'-0"

A215



1 1ST FLOOR ELECTRICAL
1/4" = 1'-0"

ELECTRICAL LEGEND
- SCONCE LIGHT
- PENDANT LIGHT
S - INTERCONNECTED SMOKE DETECTOR
- EXHAUST FAN
- ELECTRICAL OUTLET 110
- ELECTRICAL OUTLET 220
- DATA
- DISCONNECT

2 ELECTRICAL LEGEND
1/4" = 1'-0"

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01/22/26

SHEET INFORMATION
FLR RCP/ELEC.
Scale 1/4" = 1'-0"

A231

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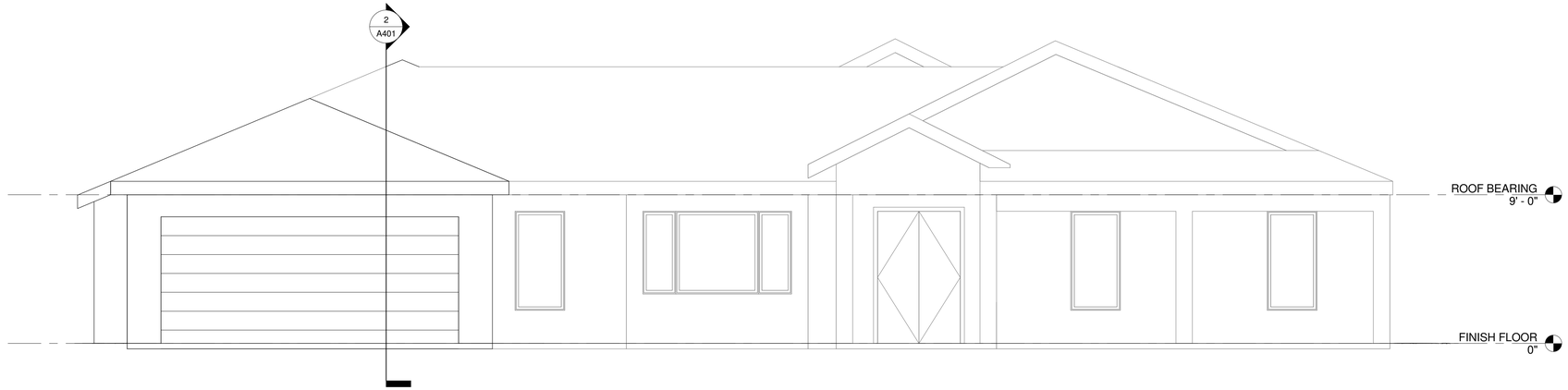
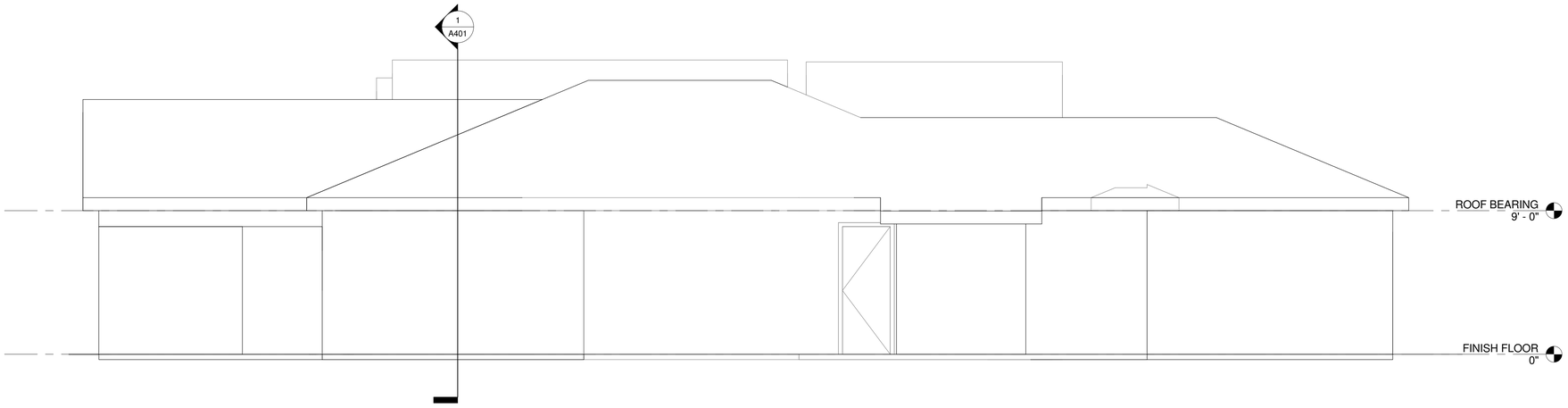


1 South
1/4" = 1'-0"



2 West
1/4" = 1'-0"

NOTE: STUCCO CONTROL JOINTS TO BE INSTALLED TO MEET 'ASTM C 1063' stress relief joints to be installed on framed structures with portland cement plaster cladding. Panel size should be limited to 144 square feet for walls and 100 square feet for ceilings. The distance between stress relief joints should not exceed 18 lineal feet. Panels should be kept as square as possible and not exceed a ratio of 21/2 to 1. Over masonary walls panel size should be limited to 200 squre feet.

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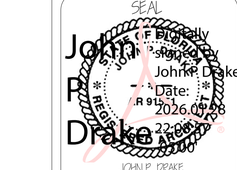

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AR91551

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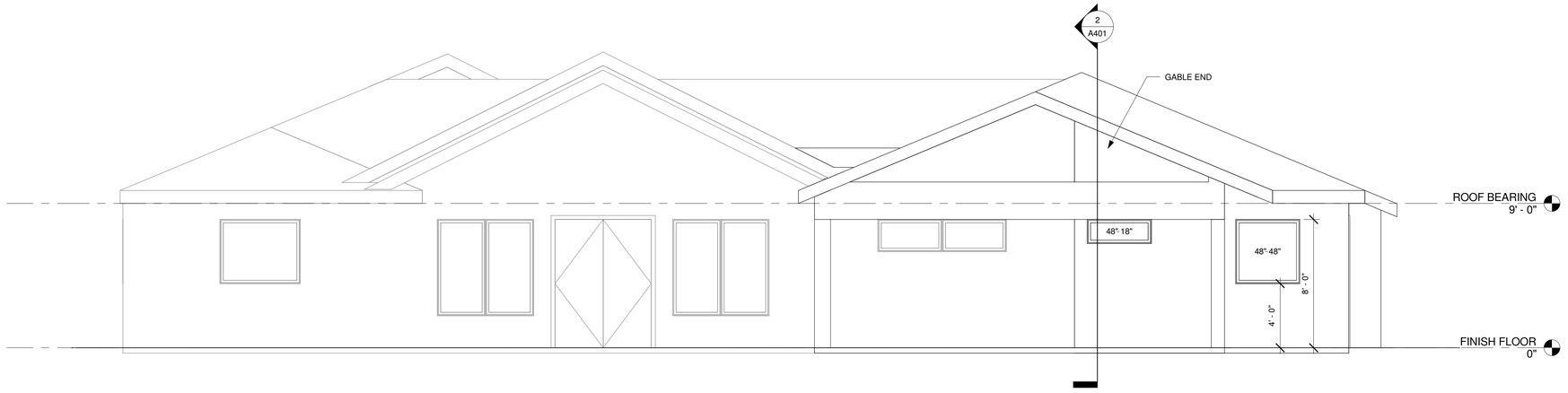
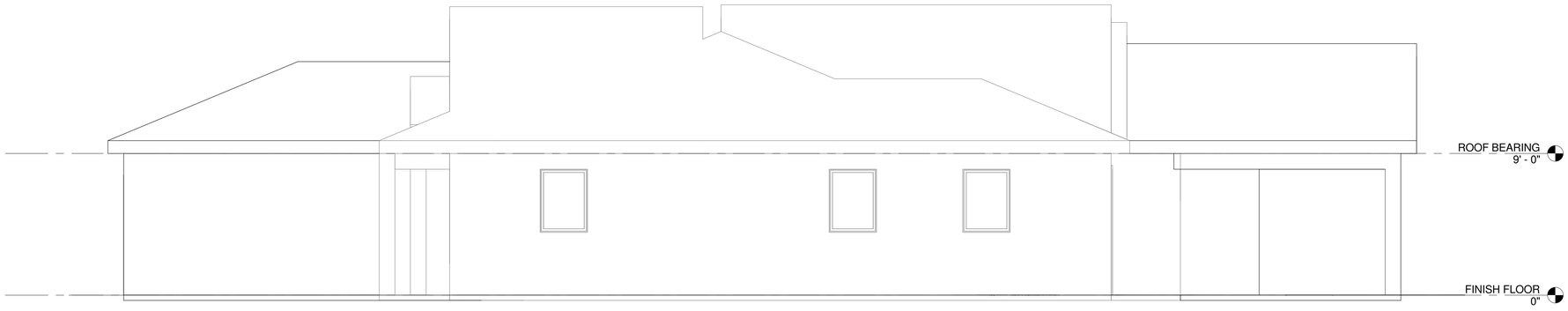
SHEET INFORMATION
ELEVATIONS
Scale 1/4" = 1'-0"

A301



1 North
1/4" = 1'-0"



2 East
1/4" = 1'-0"

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John P. Drake
STATE OF FLORIDA
REGISTERED ARCHITECT
Signature:
John P. Drake
Date:
2026.01.22
22:08:51
-05'00'

JOHN P. DRAKE
AR91551

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01/22/26

SHEET INFORMATION
ELEVATIONS
Scale 1/4" = 1'-0"

A302

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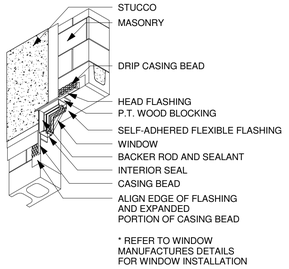
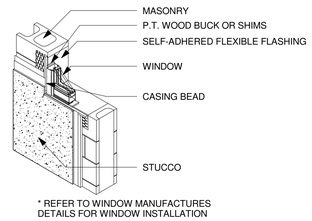
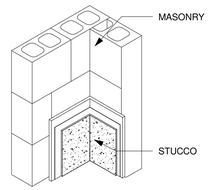


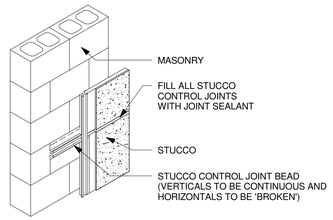
4 STUCCO CMU WINDOW HEAD
1 1/2" = 1'-0"



5 STUCCO CMU WINDOW SILL
1 1/2" = 1'-0"



6 STUCCO ON CMU INSIDE CORNER
1 1/2" = 1'-0"



7 STUCCO ON CMU JOINTS
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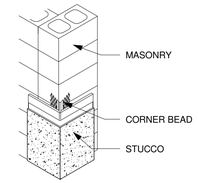
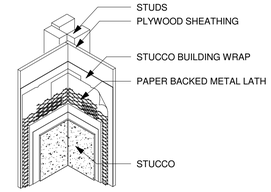
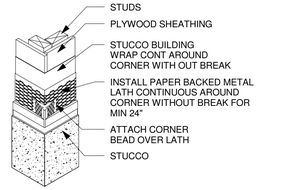


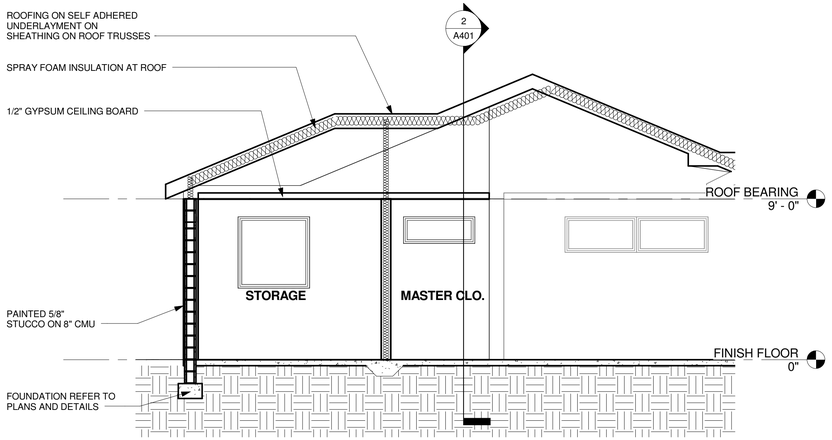
8 STUCCO ON CMU OUTSIDE CORNER
1 1/2" = 1'-0"



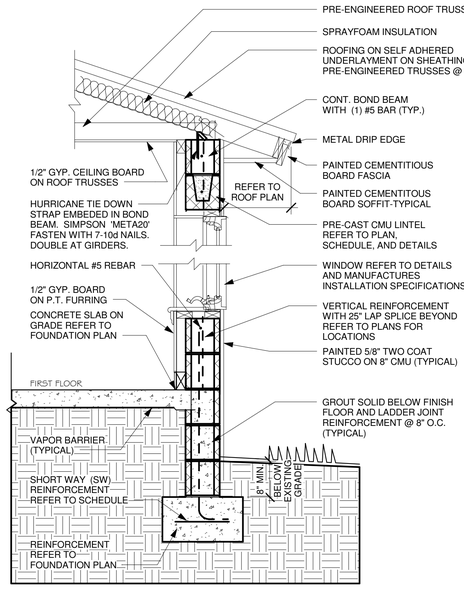
9 STUCCO ON STUD INSIDE CORNER
1 1/2" = 1'-0"



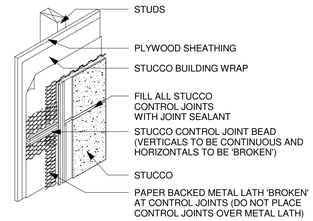
10 STUCCO ON STUD OUTSIDE CORNER
1 1/2" = 1'-0"



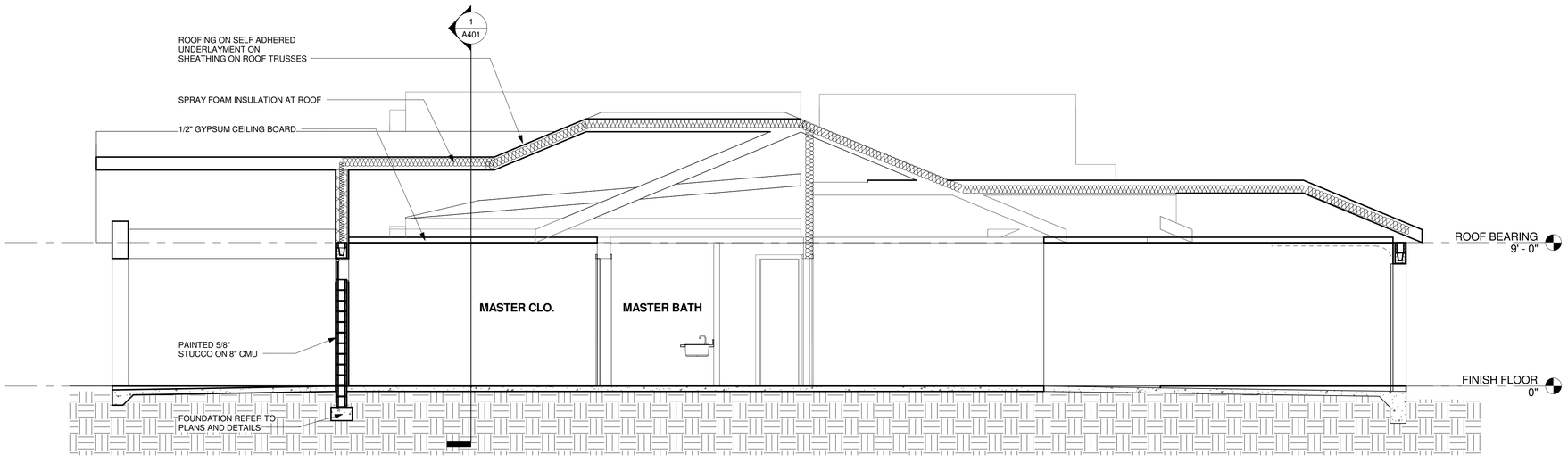
1 Section 1
1/4" = 1'-0"



3 ONE STORY WALL TYPICAL SECTION
3/4" = 1'-0"



11 STUCCO STUD JOINTS
1 1/2" = 1'-0"



2 Section 2
1/4" = 1'-0"

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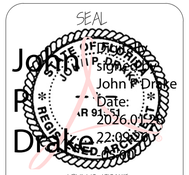
PHONE: 407.647.9894
AA26000707

673 BALMORAL RD
WINTER PARK, FLORIDA 32789

SEAL



John P. Drake
Digitally signed by John P. Drake
Date: 2026.01.22 22:09:39 -05'00'
JOHN P. DRAKE
AR91551

ISSUE DATE
01/22/26

SHEET INFORMATION
SECTIONS
Scale As indicated

A401

IMPERVIOUS CALCULATION:

SITE AREA UPLAND	20,160 GSF
EXISTING IMPERVIOUS	7,345 GSF
NEW IMPERVIOUS	7,945 GSF

STORM WATER RETAINAGE CALCULATION:

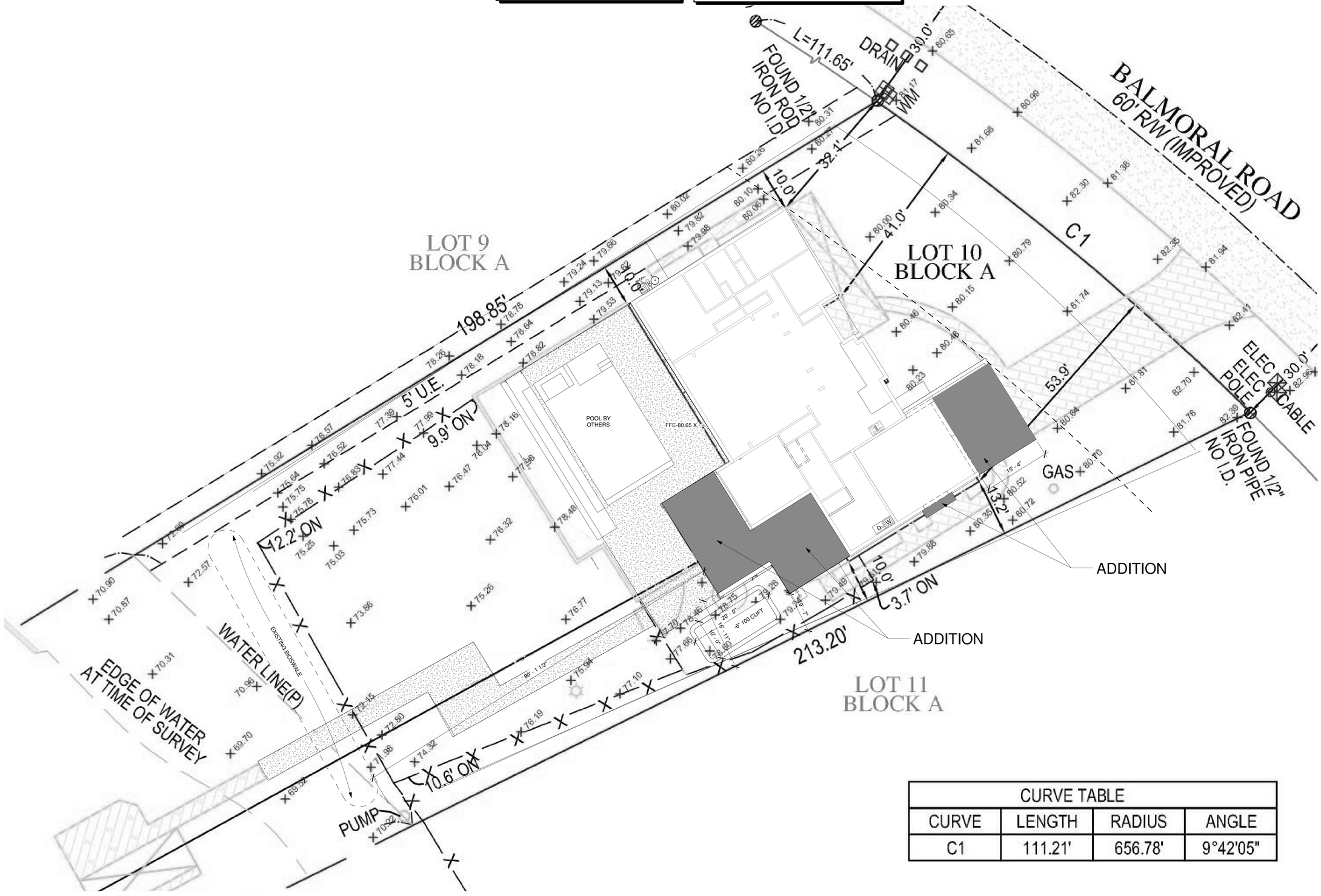
NEW SITE IMPERVIOUS ADDED	600 GSF
TOTAL SITE REQUIRED	600 GSF / 12 x 2 = 100 CF REQUIRED
TOTAL SITE PROVIDED	100 CF PROVIDED

LEGAL DESCRIPTION:

LEGAL DESCRIPTION:
KENILWORTH SHORES SECTION SIX V/1 1 1 LOT 10 BLK A

SITE PLAN NOTES:

1. ARCHITECTURAL SITE PLAN IS BASED UPON A SURVEY PROVIDED BY THE OWNER.
2. LANDSCAPE AREAS SERVING AS RETENTION AREAS SHOULD NOT BE MULCHED.



CURVE TABLE			
CURVE	LENGTH	RADIUS	ANGLE
C1	111.21'	656.78'	9°42'05"

1 SITE PLAN
1" = 10'-0"

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PHONE: 407.647.9894
AA26000707

673 BALMORAL RD
WINTER PARK, FLORIDA 32789

SEAL
STATE OF FLORIDA
JOHN P. DRAKE
AR 91551
REGISTERED ARCHITECT
JOHN P. DRAKE
AR91551

ISSUE DATE
01/22/26
04/24/26

SHEET INFORMATION
SITE PLAN
Scale 1" = 10'-0"

A101

4/27/2026 10:16:40 PM

Lakefront Site Plan Review: 673 Balmoral Rd

	R-1AAA Requirements	Existing	Proposed
Zoning	N/A	R-1AAA	R-1AAA
Future Land Use	N/A	SFR	SFR
Lot Width	150 ft.	111.21 ft.	111.21 ft.
Lot Depth	N/A	206 ft. (avg.)	206 ft. (avg.)
Lot Area	25,000 sf	20,160 sf (dryland)	20,160 sf (dryland)
Floor Area Ratio	7,056 sf	3,147 sf	3,799 sf
Impervious Lot Coverage	50% (10,080 sf)	7,345 sf	7,945 sf
Front Setback	32 ft.	32 ft.	32 ft.
Side Setbacks (1st floor)	17 ft.	**10 ft**	**9' 7"**
Side Setbacks (2nd floor)	N/A		
Lakefront Setbacks	**101 ft. (avg.)**	122.6 ft	**90 ft.**

Planning & Zoning Board

agenda item 4.c

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

meeting date
May 5, 2026

prepared by
Nicholas Lewis, Planner II

approved by
Allison McGillis, Director of Planning and Zoning

subject
CU# 26-03. Request of El Car Wash Florida, LLC for Conditional Use approval to construct a new, 3,700 square-foot automated car wash facility at 2011 Aloma Avenue and 416 Lander Road, zoned C-3.

motion | recommendation
Staff recommendation is for approval subject to the following condition(s):

1) That the driveway access be adjusted to a right-in, left-out only pattern with appropriate radius, directional signage, and raised curb to minimize the amount of potential illegal right-out turns and cut-through traffic through the neighborhood;

2) That the operational hours of the car wash and vacuum facilities cease at 8:00 pm, consistent with other local El Car Wash locations, and that all non-essential lighting related to the building and vacuum stations be cut off at 8:00 pm;

3) That all used/abandoned curb cuts have the apron removed and replaced with the appropriate curb and landscaping;

4) That the final sign package meets all sign requirements, specifically, size and illumination requirements, at the time of sign permit;

5) That all employees must be parked onsite; and

6) 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.

7) That the applicant provide additional understory trees where possible along the northern property line landscape buffer adjacent to the residential property.

background

The applicant, El Car Wash Florida, LLC, is seeking conditional use approval for its proposed automated car wash facility, including a 3,700-square-foot building and 16 vacuum parking spaces, on the combined property at 2011 Aloma Avenue and 416 Lander Road. The property is located between the Sprouts and Publix shopping centers and abuts single-family residential to the rear. Both parcels are zoned C-3, which requires conditional use approval for automated car wash facilities. The proposed FAR is 9%, well under the maximum 45%, and the proposed impervious coverage is 57.66%, also under the maximum 85% allowed per code. The proposal includes 17 parking spaces, which is equal to the minimum required. Sixteen of the spaces are standard and have vacuum facilities. The remaining space is dedicated to ADA parking and does not have a vacuum station.

Notable features of the plan include a left-out only directional movement for the only driveway leading back to Aloma Avenue, pay stations oriented towards the front of the property, a landscaped transformer location in the interior of the property, and the required six-foot wall and 10-foot landscape buffer along the rear property line facing the single-family properties to the rear.

The applicant's proposal meets all setback requirements and all other code requirements, and they are not seeking any variances for this request. The driveway sits approximately 45 feet from the rear property line. The proposed dumpster enclosure meets the 35-foot rear setback. The vacuum facilities are set back approximately 68 feet from the rear property line, and the building sits approximately 150 feet from the rear property line. Along with the required six-foot masonry wall and 10-foot landscape buffer, the applicant is also preserving a landmark oak tree in the rear of the property, further screening the structure from the view of the rear neighbor.

Existing Conditions

Currently, both sites are not being utilized. Notably, both previous uses included drive-thru components. The front parcel includes the former Fifth Third Bank building and the attached drive-thru component for the ATM and teller lanes. The rear parcel was previously a self-service car wash, which has been closed for over 10 years.

Stormwater Management

The proposal includes both a surface retention pond and an underground exfiltration system to handle the required stormwater retention. The underground exfiltration system is located within the drive aisles on the property, and the stormwater pond is in the southeastern corner of the property. Staff is proposing a condition that the pond retain a more natural shape as opposed to rigid features due to its location and visibility from the street and sidewalk.

Tree Management and Landscaping

There are currently seven specimen live oaks on the property. There is a landmark 46" live oak tree in the rear of the property that is being preserved. Also being preserved is the large 21" live oak on the portion of the property facing Lander Road, which is located on the property,

but not within the right-of-way. The applicant included tree protection details as well as pavement demolition procedures and showed the proposed tree fence locations on the tree mitigation plan for these two trees. The other five trees are proposed for removal. Three of these trees were located within the previous bank parking islands, and two sat along the property boundary between the two parcels. The applicant is proposing seven replacement trees on site, meeting the mitigation requirements for the trees being removed.

The applicants also provided a landscape plan, meeting all related requirements. Notably, the proposal includes the required six-foot wall with a 10-foot landscape buffer along the rear of the property. That landscape buffer includes one understory tree every 30 feet, a continuous hedge and ground cover, and sod for the remaining distance between the wall and rear property line.

Elevations and Signage

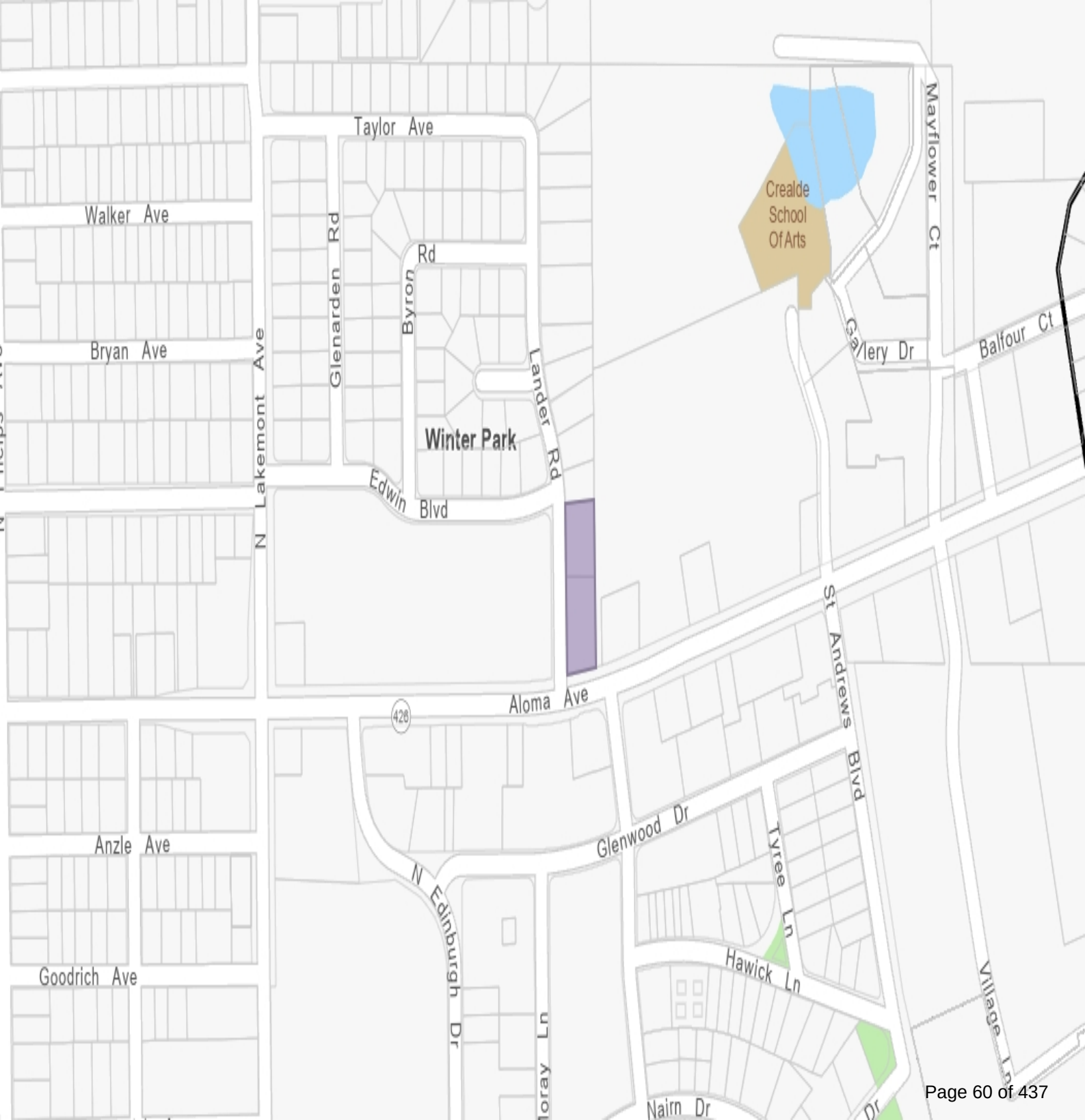
The proposed structure is single-story, and the front tower portion of the structure is around 35 feet tall. The majority of the structure is around 20 feet tall. The applicant submitted a preliminary sign plan to provide a general sense of sign types and locations. Staff is proposing a condition of approval that the final sign plan meets all sign code requirements at the time of the sign permit. Additionally, the proposal includes a faux facade on the Aloma-facing frontage to screen the pay stations from view from the street and sidewalk.

alternatives | other considerations

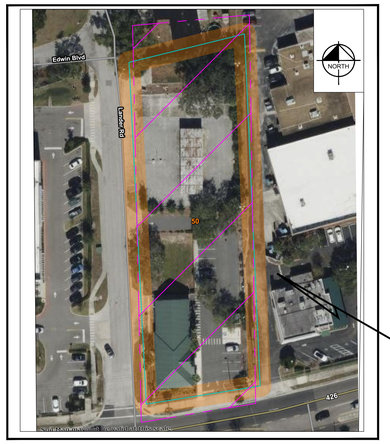
fiscal impact

attachments

1. El Car Wash - Area Map
2. El Car Wash Aerial Map
3. El Car Wash - Plan Set
4. El Car Wash - Floor Plan
5. El Car Wash - Elevations
6. El Car Wash - Renderings
7. El Car Wash - Neighbor Opposition Letter
8. El Car Wash - Community Meeting Summary
9. El Car Wash - Preliminary Sign Plan
10. El Car Wash - Drainage Report
11. El Car Wash - Traffic Study
12. El Car Wash - Traffic Analysis Comment Response


Taylor Ave
Walker Ave
Bryan Ave
Glenarden Rd
Byron Rd
Lander Rd
N Lakemont Ave
Winter Park
Edwin Blvd
Crealde School Of Arts
Mayflower Ct
Gallery Dr
Balfour Ct
St Andrews Blvd
Aloma Ave
426
Anzle Ave
Goodrich Ave
Glenwood Dr
N Edinburgh Dr
Tyree Ln
Hawick Ln
Village Ln
Moray Ln
Nairn Dr

GLENARDEN RD
BYRON RD
BELL PL
EDWIN BLVD
N LAKEMONT AVE
Orange County
Winter Park
LANDER RD
ALOMA AVE
426
STRATHYN LN
GLENWOOD DR
ST ANDREWS BLVD



SITE

SOILS MAP
N.T.S.

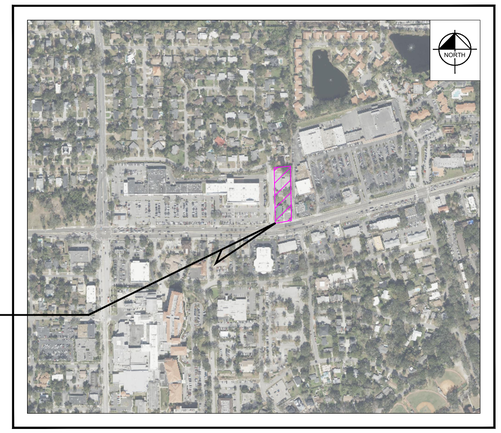
50 - URBAN LAND, 0 TO 2 PERCENT SLOPES

CONSTRUCTION PLANS
FOR
EL CAR WASH WINTER PARK

PARCEL #:
04-22-30-2316-04-290 & 04-22-30-2316-04-280

WINTER PARK, FLORIDA

April 7, 2026



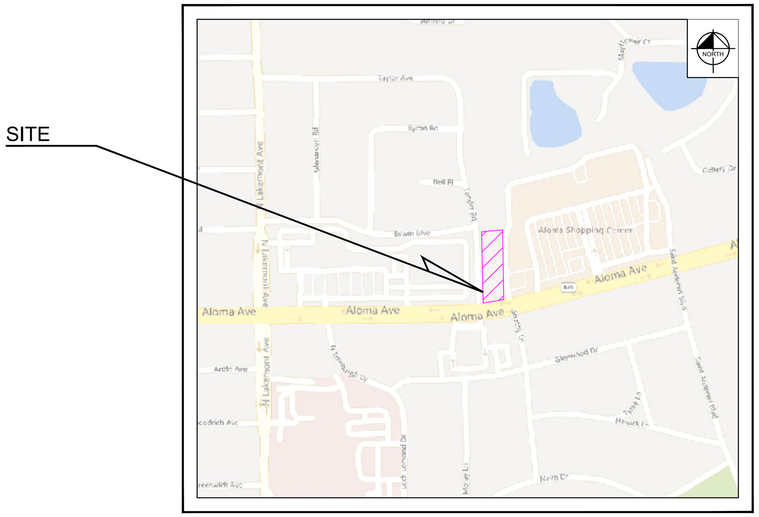
SITE

AERIAL PHOTOGRAPH
N.T.S.

LEGAL DESCRIPTION:

LOT 28 AND 29, BLOCK D, EASTGATE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK T, PAGE 127, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, LESS THAT PORTION CONVEYED TO THE STATE OF FLORIDA IN OFFICIAL RECORDS BOOK 91, PAGE 181, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, FOR RIGHT OF WAY.

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
C0.0	COVER
C3.0	EXISTING CONDITIONS AND DEMOLITION PLAN
C3.1	EROSION CONTROL DETAILS
C4.0	SITE PLAN
C5.0	PAVING, GRADING AND DRAINAGE PLAN
C6.0	UTILITY PLAN
C7.0	WASTE COLLECTION ROUTING PLAN
L0.50	TREE MITIGATION PLAN
L0.51	TREE MITIGATION NOTES
L1.00	LANDSCAPE PLAN



SITE

SECTION 04 , TOWNSHIP 22, RANGE 30
LOCATION MAP
N.T.S.

UTILITY PROVIDERS

WATER, SEWER, AND RECLAIMED WATER :
CITY OF WINTER PARK UTILITIES
401 S PARK AVE
WINTER PARK, FL 32789

TELEPHONE:
ORLANDO TELEPHONE COMPANY, INC
4558 SW 35TH ST
ORLANDO, FL 32811

GAS:
TECO/PEOPLES GAS
600 W. ROBINSON STREET
ORLANDO, FL 32801
PHONE: (407) 420-6609

ELECTRIC :
CITY OF WINTER PARK UTILITIES
401 S PARK AVE
WINTER PARK, FL 32789

PROJECT TEAM

DEVELOPER/OWNER
NATIONAL EXPRESS WASH, LLC
5201 SW 8TH ST.
CORAL GABLES, FL 3134
CONTACT: ALEJANDRO QUINTANA
PHONE: (404) 805-0797
EMAIL: ALEXQ@ELCARWASH.COM

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
200 S. ORANGE AVE., SUITE 600
ORLANDO, FL 32801
CONTACT: L. JORDAN DRAPER, P.E.
PHONE: (407) 412-7741
EMAIL: JORDAN.DRAPER@KIMLEY-HORN.COM

ARCHITECT
GBM ARCHITECTURE
330 HIMMARSHEE ST, SUITE 108
FT LAUDERDALE, FL 33312
CONTACT: JACK BROWN
PHONE: (954) 610-4747
EMAIL: JACKB@GMBARCHITECTURE.COM

LANDSCAPE ARCHITECT:
KIMLEY-HORN AND ASSOCIATES, INC.
200 S. ORANGE AVE., SUITE 600
ORLANDO, FL 32801
CONTACT: MATTHEW FRANKO, PLA
PHONE: (407) 898-1511
EMAIL: MATT.FRANKO@KIMLEY-HORN.COM

SURVEYOR
AMERICAN SURVEYING INC.
4847 NORTH FLORIDA AVENUE
TAMPA, FLORIDA 33603
CONTACT: VIVIAN PALACIOS
EMAIL: VPALACIOS@AMERICANSURVEYING.COM

PREPARED BY
Kimley»Horn

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200 S Orange Ave, Suite 600, Orlando, FL 32801
Phone: (407) 898-1511
WWW.KIMLEY-HORN.COM Registry No. 35106

No.	REVISIONS	DATE	BY

SHEET NUMBER
C0.0

Drawing name: K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\PlanSheets\C0.0-COVER.dwg C0.0 Apr 08, 2026 11:31am by: Cole.Sauer
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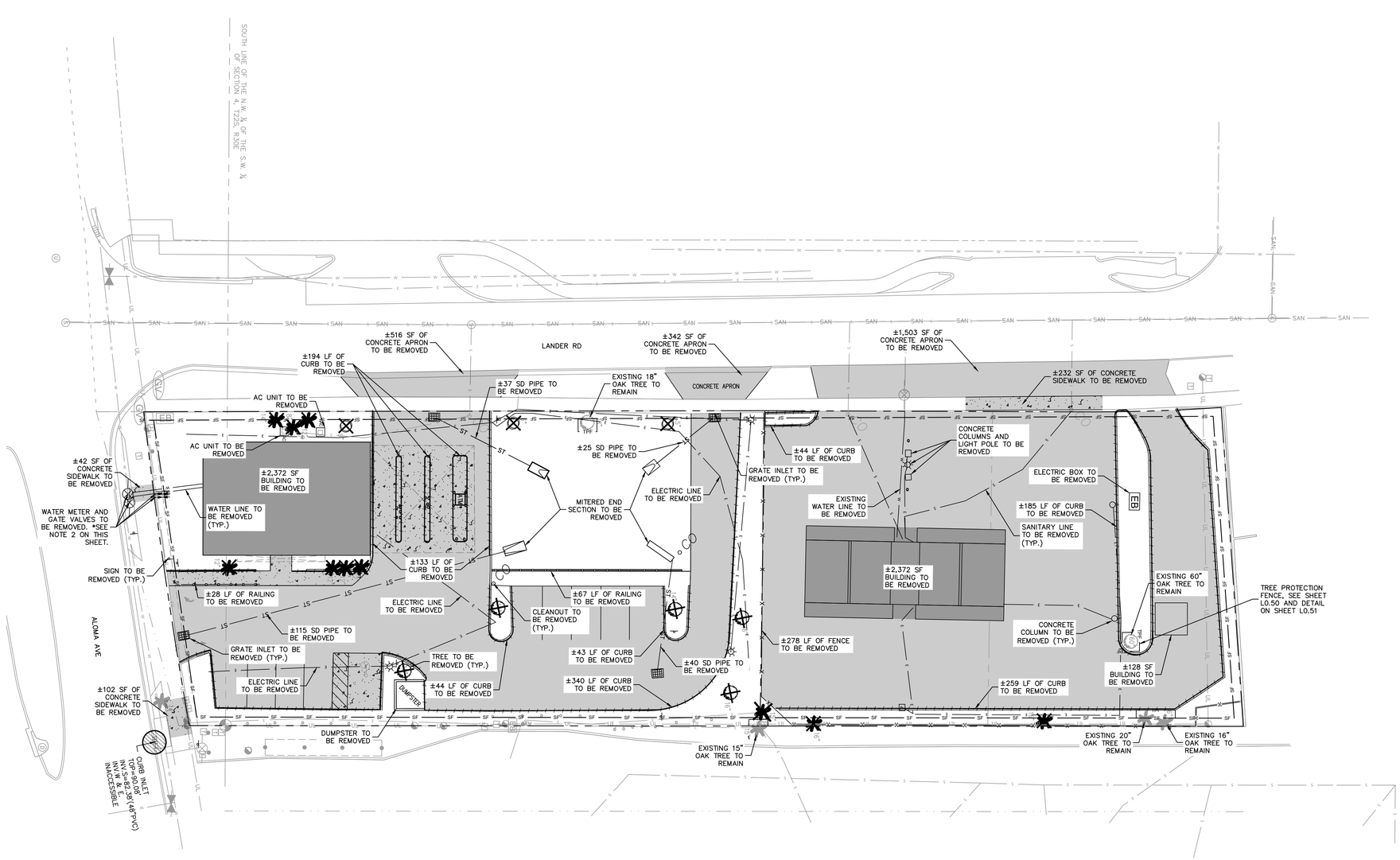

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND:

- PROPERTY BOUNDARY
- EXISTING BUILDING TO BE REMOVED
- EXISTING ASPHALT PAVEMENT TO BE REMOVED
- EXISTING CONCRETE PAVEMENT TO BE REMOVED
- EXISTING CURB TO BE REMOVED
- EXISTING TREE TO BE REMOVED
- TPF — TPF — TREE PROTECTION FENCE (SEE DETAIL, SHEET C3.1 & L0.51)
- SF — SF — TYPE III SILT FENCE (SEE DETAIL, SHEET C3.1)
- INLET PROTECTION (SEE DETAIL, SHEET C3.1)

NOTES:

1. CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES REGARDING LIMITS OF REMOVAL AND RELOCATION OF ALL ON-SITE AND OFF-SITE UTILITIES.
2. CONTRACTOR SHALL UTILIZE BEST MANAGEMENT PRACTICES AS NEEDED TO PREVENT SYSTEM POLLUTION DURING TIME OF CONSTRUCTION.
3. INSTALL AND MAINTAIN SILT FENCE AT LIMITS OF CONSTRUCTION.
4. PROVIDE SOIL TRACKING PREVENTION DEVICE AT ALL CONSTRUCTION ACCESS POINTS.
5. UTILIZE PERFORATED SOCK DRAIN (OR EQUIVALENT) IN FRONT OF EXISTING/PROPOSED CURB INLETS ADJACENT TO CONSTRUCTION ACTIVITIES.
6. INSTALL AND MAINTAIN FILTER FABRIC UNDER GRATES OF EXISTING/PROPOSED INLETS.
7. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES.
8. CONTRACTOR TO VERIFY EXISTING COVER OVER ALL UTILITIES BEFORE START OF CONSTRUCTION AND TO COORDINATE WITH THE ENGINEER OF RECORD PRIOR TO START OF CONSTRUCTION IF DESIGN DOES NOT PROVIDE 36" COVER.
9. CONTRACTOR TO VERIFY ALL EXISTING SANITARY SEWER INVERTS PRIOR TO CONSTRUCTION ACTIVITIES.
10. ANY SIDEWALKS OR CURBING DISTURBED BY THE WORK SHALL BE RESTORED TO THE CONDITION OF THE ORIGINAL STRUCTURE. SIDEWALK PANELS SHALL BE RESTORED TO FULL PANEL WIDTHS AND LENGTHS (DEFINED BY EDGES OF THE SIDEWALK AND THE NEAREST CONTROL JOINTS OR EXPANSION JOINTS.) PARTIAL PATCHING OF SIDEWALKS SHALL NOT BE ACCEPTABLE. PAVEMENT FINISHES, THICKNESS, AND GRADES SHALL MATCH EXISTING SIDEWALKS.
11. EXCESS FILL TO BE HAULED OFFSITE.
12. EXCAVATING MATERIAL SHALL NOT BE STOCKPILED IN A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE OR INTO ANY ADJACENT WATER BODY OR STORMWATER COLLECTION FACILITY.
13. CONTRACTOR INSPECTION TO DETERMINE EFFECTIVENESS OF EROSION/SEDIMENT CONTROL EFFORTS TO BE CONDUCTED DAILY AND WITHIN 24 HOURS AFTER EACH 0.50 INCH OF GREATER RAINFALL EVENT. NECESSARY REMEDIES TO BE PERFORMED IMMEDIATELY.
14. ALL TEMPORARY EROSION CONTROL MEASURES ARE TO REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION.
15. NO PERSON SHALL CAUSE, LET, SUFFER, ALLOW, OR PERMIT THE EMISSIONS OF UNCONFINED PARTICULATE MATTER FROM ANY ACTIVITY, INCLUDING VEHICULAR MOVEMENT; TRANSPORTATION OF MATERIALS; CONSTRUCTION, ALTERATION, DEMOLITION OR WRECKING; OR INDUSTRIALLY RELATED ACTIVITIES, SUCH AS LOADING, UNLOADING, STORING, OR HANDLING; WITHOUT TAKING REASONABLE PRECAUTIONS TO PREVENT SUCH EMISSIONS INCLUDING BUT NOT LIMITED TO APPLICATION OF WATER, DUST SUPPRESSANTS, PLANTING OF VEGETATION, POINT OF ACTIVITY CONTROLS (HOODS, FILTERS, ETC.) AND OTHER MEASURES.
16. *CONTRACTOR TO VERIFY IF EXISTING SERVICE CONNECTION IS A 2" LINE, IF SMALLER THAN 2", CONTRACTOR TO DEMO EXISTING AND PROVIDE NEW WATER SERVICE TAP AS SHOWN. IF 2" OR LARGER, UTILIZE EXISTING SERVICE TAP.

No.	REVISIONS	DATE	BY

Kimley»Horn
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PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

L. JORDAN DRAPER, P.E.
FLORIDA LICENSE NUMBER
81928

KHA PROJECT	249255006
DATE	4/8/2026
SCALE	AS SHOWN
DESIGNED BY	CS
DRAWN BY	CS
CHECKED BY	LJD

EXISTING CONDITIONS & DEMOLITION PLAN

EL CAR WASH WINTER PARK
WINTER PARK FLORIDA

SHEET NUMBER
C3.0

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:XCOND April 08, 2026 11:31:58am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\PlanSheets\C3.0-XCOND.dwg
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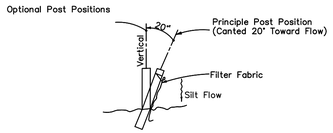
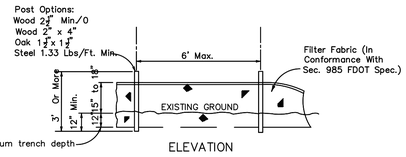


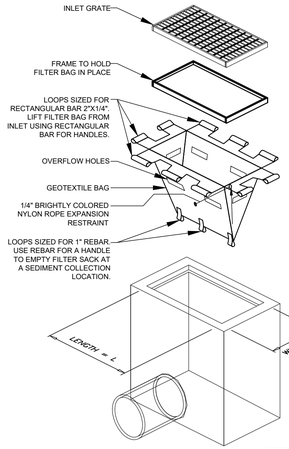
SECTION



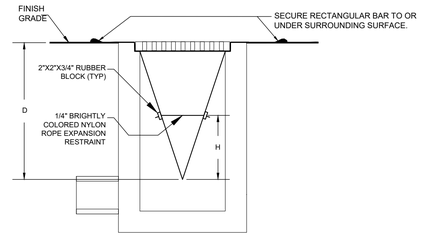
ELEVATION

TYPE III SILT FENCE

NTS



ISOMETRIC VIEW



SECTION VIEW
(FILTER SACK INSTALLED)

NOTES:

1. GEOTEXTILE SHALL BE A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS REQUIREMENTS IN THE SPECIFICATIONS TABLE.
2. PLACE AN OIL ABSORBENT PAD OR PILLOW OVER INLET GRATE WHEN OIL SPILLS ARE A CONCERN.
3. THE WIDTH, "W", OF THE FILTER SACK SHALL MATCH THE INSIDE WIDTH OF THE GRATED INLET BOX.
4. THE DEPTH, "D", OF THE FILTER SACK SHALL BE BETWEEN 18 INCHES AND 36 INCHES.
5. THE LENGTH, "L", OF THE FILTER SACK SHALL MATCH THE INSIDE LENGTH OF THE GRATED INLET BOX.

MAINTENANCE NOTES:

1. INLET PROTECTION DEVICES MUST BE INSPECTED FOR SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN. REMOVE TRAPPED SEDIMENT WHEN BRIGHTLY COLORED EXPANSION RESTRAINT CAN NO LONGER BE SEEN.
2. REMOVAL OF SEDIMENT ACCUMULATED IN OR ADJACENT TO A STORM DRAIN INLET MUST BEGIN IMMEDIATELY UPON DISCOVERY, WITH COMPLETION OF THE ACTIVITY OCCURRING NO LATER THAN THE END OF THE FOLLOWING BUSINESS DAY.
3. INLET PROTECTION DEVICES SHALL BE INSPECTED FOR UNINTENDED BYPASS OR IMPROPER FLOW-RATES THAT MAY CAUSE DOWNSTREAM FLOODING.
4. CONTACT THE CEC FOR ALTERNATE INLET PROTECTION IF THE DESIGNED PROTECTION MAY IMPACT DOWNSTREAM BMPS, ADJACENT SLOPES, ETC., DUE TO PONDING ISSUES. ENSURE THAT NO UNDERMINING OF INLET PROTECTION DEVICES HAS OCCURRED.
5. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.

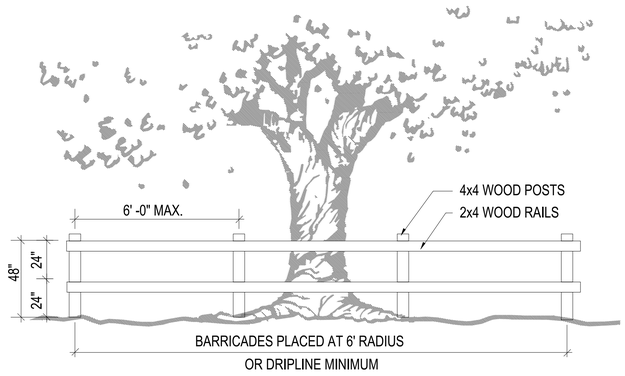
LOW TO MODERATE FLOW GEOTEXTILE FABRIC SPECIFICATION TABLE		
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80 %
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1

MODERATE TO HIGH FLOW GEOTEXTILE FABRIC SPECIFICATION TABLE		
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1

INLET PROTECTION FILTER SACK

N.T.S.

FOR USE ONLY IN PAVED AREAS WHERE SEDIMENT LOADS ARE EXPECTED TO BE VERY LOW. FILTER SACK MUST HAVE OVERFLOW HOLES TO PREVENT PONDING.



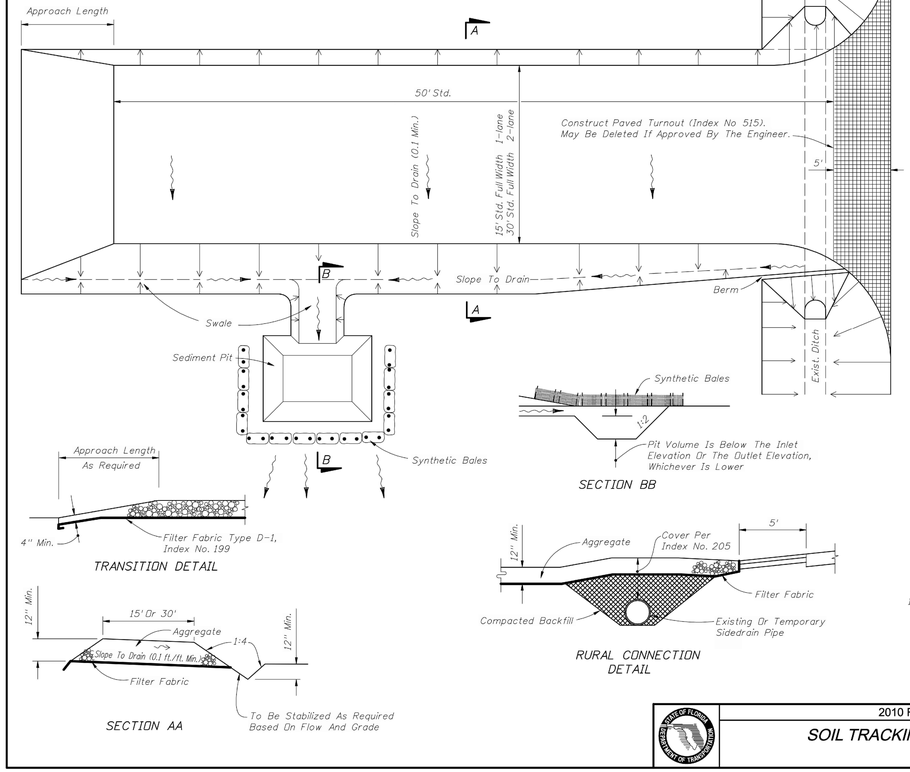
TREE PROTECTION DETAIL

NTS

SOCK DRAIN INLET SEDIMENT FILTER

NTS

NOTE: THE PERFORATED PIPE MUST EXTEND AT LEAST 1' BEYOND THE CURB OPENING ON EACH SIDE AND BE ANCHORED WITH GRAVEL BAGS, OR SIMILAR, ON EACH END. A SPACER MUST BE PROVIDED FOR BETWEEN THE INLET OPENING AND THE PIPE TO ALLOW FOR OVERFLOW, PREVENT FLOODING AND TO PREVENT THE PIPE FROM FALLING INTO THE INLET.



GENERAL NOTES

1. A Soil Tracking Prevention Device (STPD) shall be constructed at locations designated by the engineer for points of egress from unstabilized areas of the project to public roads where off-site tracking of mud could occur. Traffic from unstabilized areas of the construction project shall be directed thru a STPD. Barriers, flagging, or other positive means shall be used as required to limit and direct vehicular egress across the STPD.
2. The Contractor may propose an alternative technique to minimize off-site tracking of sediment. The alternative must be reviewed and approved by the Engineer prior to its use.
3. All materials spilled, dropped, or tracked onto public roads (including the STPD aggregate and construction mud) shall be removed daily, or more frequently if so directed by the Engineer.
4. Aggregates shall be as described in Section 901 excluding 901-2.3. Aggregates shall be FDOT size #1. If this size is not available, the next available smaller size aggregate may be substituted with the approval of the Engineer. Sizes containing excessive small aggregate will track off the project and are unsuitable.
5. The sediment pit should provide a retention volume of 3600 cubic feet/acre of surface area draining to the pit. When the STPD is isolated from other drainage areas, the following pit volumes will satisfy this requirement:
   15' x 50'=100 ft.³ 30' x 50'=200 ft.³
   As an option to the sediment pit, the width of the swale bottom can be increased to obtain the volume. When the sediment pit or swale volume has been reduced to one half, it shall be cleaned. When a swale is used, synthetic bales or silt fence shall be placed along the entire length.
6. The swale ditch draining the STPD shall have a 0.02% minimum and a 1.0% maximum grade along the STPD and to the sediment pit.
7. Mitered end sections are not required when the sidedrain pipe satisfies the clear zone requirements.
8. The STPD shall be maintained in a condition that will allow it to perform its function. To prevent off-site tracking, the STPD shall be rinsed (daily when in use) to move accumulated mud downward thru the stone. Additional stabilization of the vehicular route leading to the STPD may be required to limit the mud tracked.
9. A STPD shall be paid for under the contract unit price for Soil Tracking Prevention Device, EA. The unit price shall constitute full compensation for construction, maintenance, replacement of materials, removal, and restoration of the area utilized for the STPD: including but not limited to excavation, grading, temporary pipe (including MES when required), filter fabric, aggregate, paved turnout (including asphalt and base construction), ditch stabilization, approach route stabilization, sediment removal and disposal, water, rinsing and cleaning of the STPD and cleaning of public roads, grassing and sod. Synthetic Bale or Bale Type Barrier shall be paid for under the contract unit price for Synthetic Bales, LF. Silt fence shall be paid for under the contract unit price for Staked Silt Fence, LF.
10. The nominal size of a standard STPD is 15' x 50' unless otherwise shown in the plans. If the volume of entering and existing vehicles warrant, a 30' width STPD may be used if approved by the Engineer. When a double width (30') STPD is used, the pay quantity shall be 2 for each location.

2010 FDOT Design Standards

SOIL TRACKING PREVENTION DEVICE TYPE A

Last Revision	Sheet No.
07/01/07	1 of 1
Index No.	
106	

No.	REVISIONS	DATE	BY

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L. JORDAN DRAPER, P.E.
FLORIDA LICENSE NUMBER
81928
01/28/2026

KHA PROJECT 249255006			
DATE	4/8/2026	DESIGNED BY	CS
SCALE	AS SHOWN	DRAWN BY	CS
		CHECKED BY	LJD

EROSION CONTROL DETAILS

EL CAR WASH WINTER PARK

WINTER PARK FLORIDA

SHEET NUMBER
C3.1

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:C2.1 April 08, 2026 11:32:08am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\PlanSheets\C2.0-SWPPP.dwg
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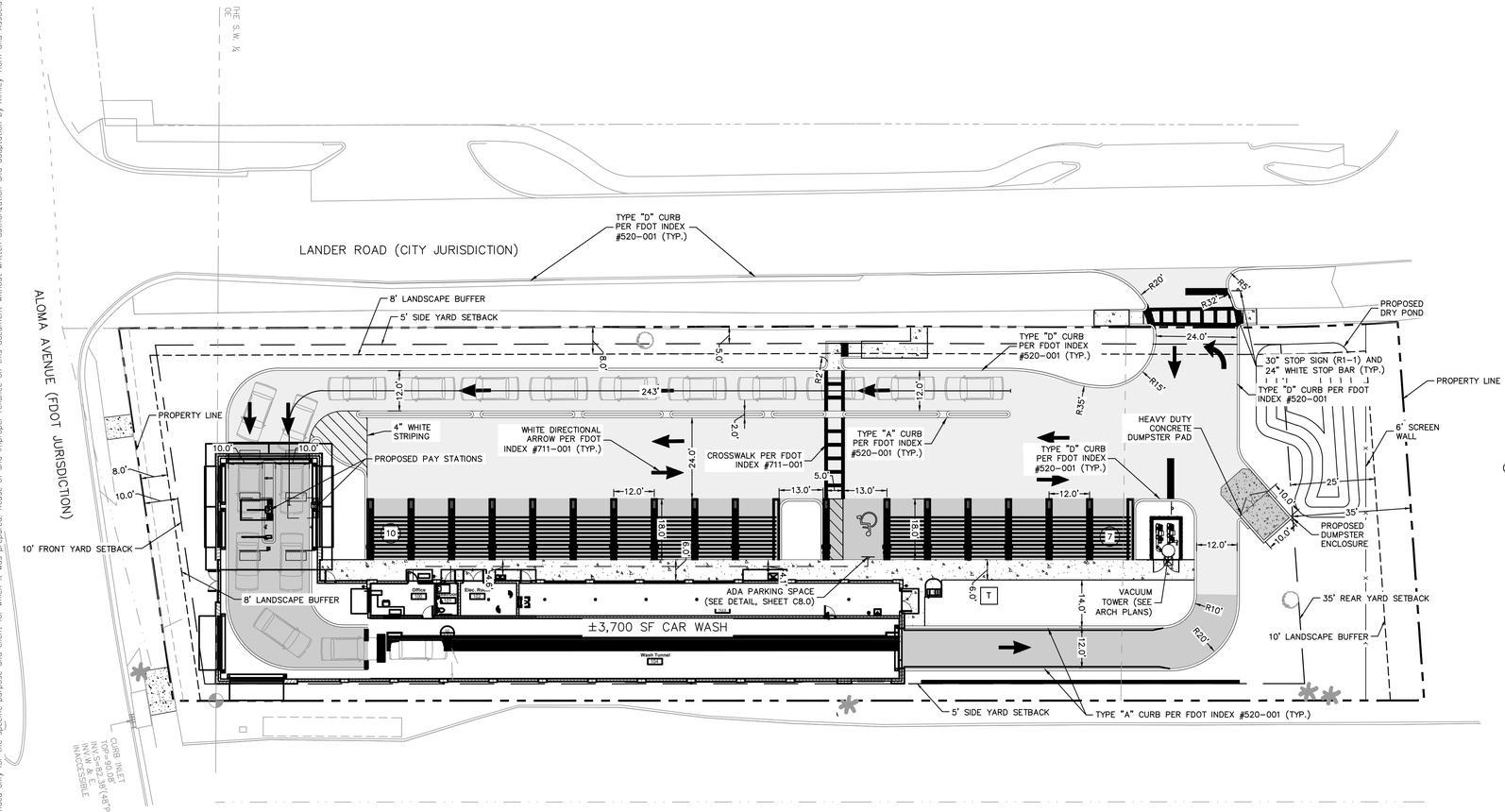

PARCEL ID:
04-22-30-0000-00-022
ZONING: C-3
FLU: RETAIL/RESTAURANT

PARCEL ID:
04-22-30-0000-00-023
ZONING: C-1
FLU: RETAIL

PARCEL ID:
04-22-30-2316-04-260
ZONING: R-1A
FLU: SINGLE FAMILY

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND:

- PROPERTY LINE
- BUILDING SETBACK
- ADA PATH
- CONCRETE SIDEWALK (SEE DETAIL, SHEET C8.0)
- HEAVY DUTY CONCRETE PAVEMENT (SEE DETAIL, SHEET C8.0)
- STANDARD DUTY CONCRETE PAVEMENT (SEE DETAIL, SHEET C8.0)
- ASPHALT PAVEMENT (SEE DETAIL, SHEET C8.0)
- (7) PROPOSED PARKING COUNT

GENERAL STATEMENT:

THE EXISTING DEVELOPMENT CONSISTS OF A 3,700± SQUARE FOOT COMMERCIAL BUILDING. THE EXISTING BUILDING, PAVING, PARKING AREA, AND ANY OTHER ASSOCIATED STRUCTURES AND UTILITIES WILL BE REMOVED FROM THE SITE PRIOR TO NEW DEVELOPMENT.

THE PROPOSED SITE PLAN IS FOR THE DEVELOPMENT OF A 3,700 ± SQUARE FOOT SINGLE BAY, FULL SERVICE CAR WASH FACILITY WITH 17 VACUUM STATIONS AND ACCESSORY AIR COMPRESSOR, INCLUDING ALL ASSOCIATED INFRASTRUCTURE (PARKING, DUMPSTER, LANDSCAPING, ETC.). THE SITE HAS EXISTING STORMWATER INFRASTRUCTURE THAT WILL BE MODIFIED AS PART OF THIS PROJECT.

SITE DATA:

SITE ACREAGE:	0.95 AC (41,382 SF)
PROPOSED BUILDING AREA:	3,700 SF
SITE ADDRESS:	416 LANDER ROAD, WINTER PARK, FL 32792
PARCEL ID:	04-22-30-2316-04-280 & 04-22-30-2316-04-290
JURISDICTION:	CITY OF WINTER PARK
ZONING:	C3, GENERAL COMMERCIAL DISTRICT
FUTURE LAND USE:	COMMERCIAL DISTRICT
EXISTING USE:	RETAIL
PROPOSED USE:	CAR WASH

BUILDING INFO:

NUMBER OF STRUCTURES:	1	
	MAX. ALLOWABLE	PROPOSED
BUILDING HEIGHT:	55'	35' 2" (1 STORY)
	MIN. REQUIRED	PROPOSED
BUILDING FRONTAGE (ALOMA AVE.):	50'	71'

BUILDING SETBACKS:

	REQUIRED	PROVIDED
FRONT (ALOMA AVE.) (SOUTH)	10 FT	10 FT
SIDE (COMMERCIAL – RETAIL/RESTAURANT)(EAST)	5 FT	5 FT
SIDE (LANDER ROAD) (WEST)	5 FT	5 FT
REAR (EXISTING RESIDENTIAL,) (NORTH)	35 FT	35 FT

REQUIRED PARKING:
PER CITY OF WINTER PARK PARKING SPACE REQUIREMENTS, SECTION 58-86, THE PARKING REQUIREMENTS ARE AS FOLLOWS:

CAR WASH (AUTOMATED)	
– 1 SPACES PER 333 SF	12 SPACES
– 1 SPACE PER EMPLOYEE (5 EMPLOYEES)	5 SPACES
TOTAL PARKING REQUIRED:	17 SPACES
REQUIRED ADA PARKING PER 25 SPACES:	1 SPACES

PARKING PROVIDED:

– ADA PARKING (12 FT X 18 FT):	1 SPACES
– VACUUM PARKING (12 FT X 18 FT):	16 SPACES
TOTAL PARKING PROVIDED:	17 SPACES

SITE AREA BREAKDOWN:

	EXISTING	PROPOSED
IMPERVIOUS AREA:	30,056 SF (0.69 AC, 65.55%)	26,440 SF (0.61 AC, 57.66%)
PERVIOUS AREA:	11,326 SF (0.26 AC, 34.45%)	14,942 SF (0.34 AC, 42.34%)
TOTAL AREAS:	41,382 SF (0.95 AC)	41,382 SF (0.95 AC)

No.	REVISIONS	DATE	BY

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L. JORDAN DRAPER, P.E.
FLORIDA LICENSE NUMBER 81928
01/28/2026

KHA PROJECT 249255006			
DATE	4/8/2026		
SCALE	AS SHOWN		
DESIGNED BY	CS	CS	
DRAWN BY	CS	CS	
CHECKED BY	LJD	LJD	

SITE PLAN

EL CAR WASH WINTER PARK

FLORIDA
WINTER PARK

SHEET NUMBER
C4.0

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:C4.0 April 08, 2026 11:56:01am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\PlanSheets\C4.0-SITE PLAN.dwg
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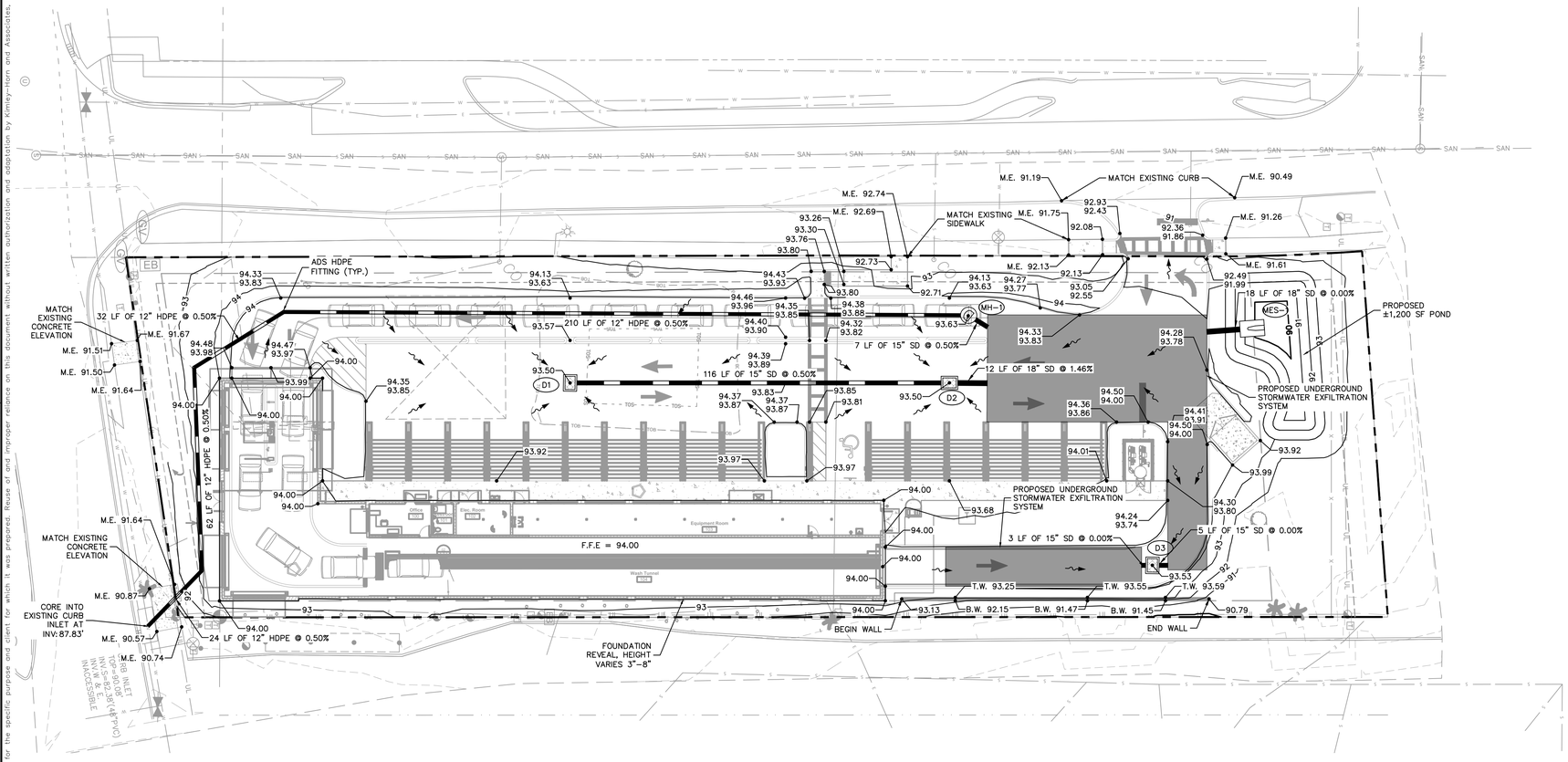
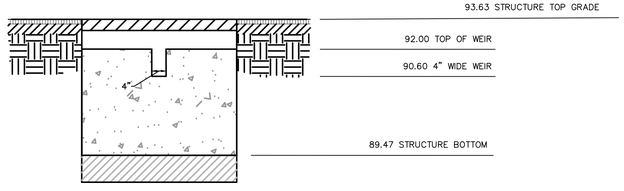
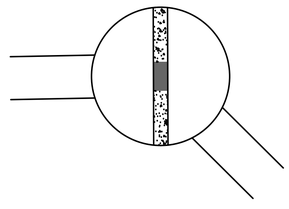




DETAIL A – STRUCTURE MH–1
EXFILTRATION CONTROL STRUCTURE
NTS



DETAIL B – STRUCTURE MH–1
EXFILTRATION CONTROL STRUCTURE (PLAN VIEW)

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D1	TYPE "D" INLET PER FDOT INDEX #425–052 TOP: 93.50 N. INV OUT: 90.25 (15" SD)
D2	TYPE "D" INLET PER FDOT INDEX #425–052 TOP: 93.50 S. INV IN: 89.67 (15" SD) N. INV OUT: 89.67 (18" SD)
D3	TYPE "D" INLET PER FDOT INDEX #425–052 TOP: 93.53 N. INV IN: 89.50 (15" SD) S. INV IN: 89.50 (15" SD)
MH–1	MH TOP: 93.63 NE. INV IN: 89.47 (15" SD) S. INV OUT: 89.47 (12" HDPE)

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
MES–1	MITERED END SECTION PER FDOT INDEX #430–021 S. INV IN: 89.50 (18" SD)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND:

- PROPERTY BOUNDARY
- DIRECTION OF SURFACE RUNOFF
- XX.XX — PROPOSED SPOT ELEVATION
- PROPOSED STORM PIPE
- PROPOSED STORM STRUCTURE
- EXISTING STORM PIPE
- EXISTING STORM STRUCTURE
- EXISTING STORM INLET
- UNDERGROUND EXFILTRATION SYSTEM

NOTES:

1. STORM PIPE MATERIALS SHALL BE A–2000 PVC, N–12 HP STORM, RIGID WALL WATER TIGHT HDPE, OR RCP, AND CONFORM WITH THE LATEST EDITION OF THE FDOT STANDARD FOR ROAD AND BRIDGE CONSTRUCTION AS WELL AS CITY OF WINTER PARK REQUIREMENTS.
2. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT–OF–WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.
3. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
4. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.
5. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.
6. ALL PEDESTRIAN SIDEWALKS, PATHWAYS, AND CROSSWALKS SHALL BE CONSTRUCTED NOT TO EXCEED MAX. 2.0% CROSS SLOPE, MAX. 5.0% RUNNING SLOPE.
7. ALL HANDICAP ACCESSIBLE PARKING SPACES SHALL BE CONSTRUCTED NOT TO EXCEED MAX. 2.0% CROSS SLOPE IN ALL DIRECTIONS.
8. PROPOSED GRADES TO MATCH EXISTING ELEVATIONS AT PROPERTY LINE.
9. CONTRACTOR TO FIELD VERIFY ELEVATIONS AT ALL EXISTING SIDEWALK AND ROAD CONNECTION POINTS WITH ENGINEER OF RECORD BEFORE CONSTRUCTION OF ANY IMPROVEMENTS.
10. ALL DRAINAGE PIPES SHALL BE FILTER FABRIC WRAPPED PER FDOT STANDARD PLAN #430–001.
11. ALL FINAL STORM DRAIN MATERIALS SHALL BE APPROVED BY THE ENGINEER OF RECORD AND NOTED ON THE RECORD DRAWINGS.
12. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING ON ALL SIDES.
13. CRUSHED GRANITE IS TO BE USED IN THE UNDERGROUND STORMWATER SYSTEM, PER CITY OF WINTER PARK STANDARDS.

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KHA PROJECT 249255006
DATE 4/8/2026
SCALE AS SHOWN
DESIGNED BY CS
DRAWN BY CS
CHECKED BY LJD

PAVING, GRADING, AND DRAINAGE PLAN

EL CAR WASH WINTER PARK
WINTER PARK FLORIDA

SHEET NUMBER
C5.0

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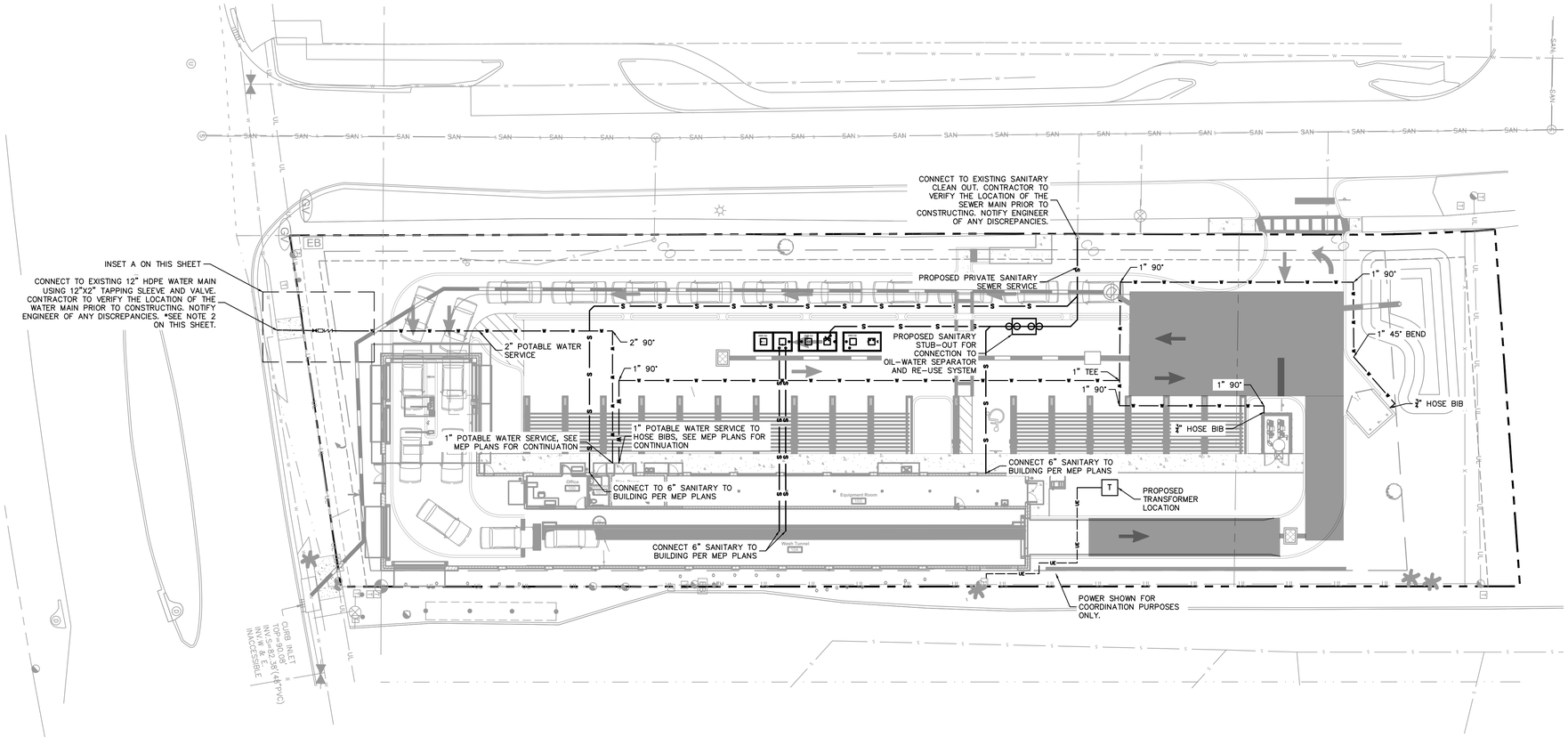
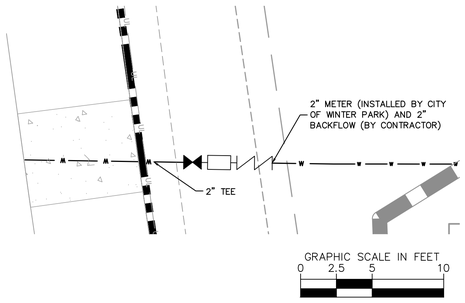
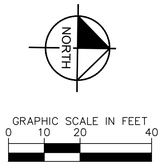


INSET A





LEGEND:

- PROPERTY BOUNDARY
- PROPOSED WATER MAIN
- PROPOSED FIRE MAIN
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER MAIN
- PROPOSED STORM PIPE
- PROPOSED STORM MANHOLE
- PROPOSED STORM INLET
- EXISTING STORM INLET
- EXISTING SANITARY MANHOLE
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- PROPOSED UTILITY CROSSING

UTILITY NOTES:

1. ALL UTILITIES LOCATED OUTSIDE PUBLIC RIGHTS-OF-WAY AND PUBLIC EASEMENTS SHALL BE PRIVATELY OWNED AND MAINTAINED.
2. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
3. THE SIZE, LOCATION, AND POINTS OF CONNECTION FOR WATER, WASTEWATER, AND RECLAIMED WATER MAINS SHALL BE FINALIZED AT TIME OF CONSTRUCTION PLAN REVIEW.
4. DURING CONSTRUCTION, WHEN COMBUSTIBLES ARE BROUGHT ON TO THE SITE, ACCESS ROAD AND A SUITABLE TEMPORARY OR PERMANENT SUPPLY OF WATER ACCEPTABLE TO THE FIRE DEPARTMENT SHALL BE PROVIDED AND MAINTAINED, NFPA 1 (LATEST EDITION).

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DESIGNED BY CS
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CHECKED BY LJD

UTILITY PLAN

EL CAR WASH WINTER PARK
WINTER PARK FLORIDA

SHEET NUMBER
C6.0

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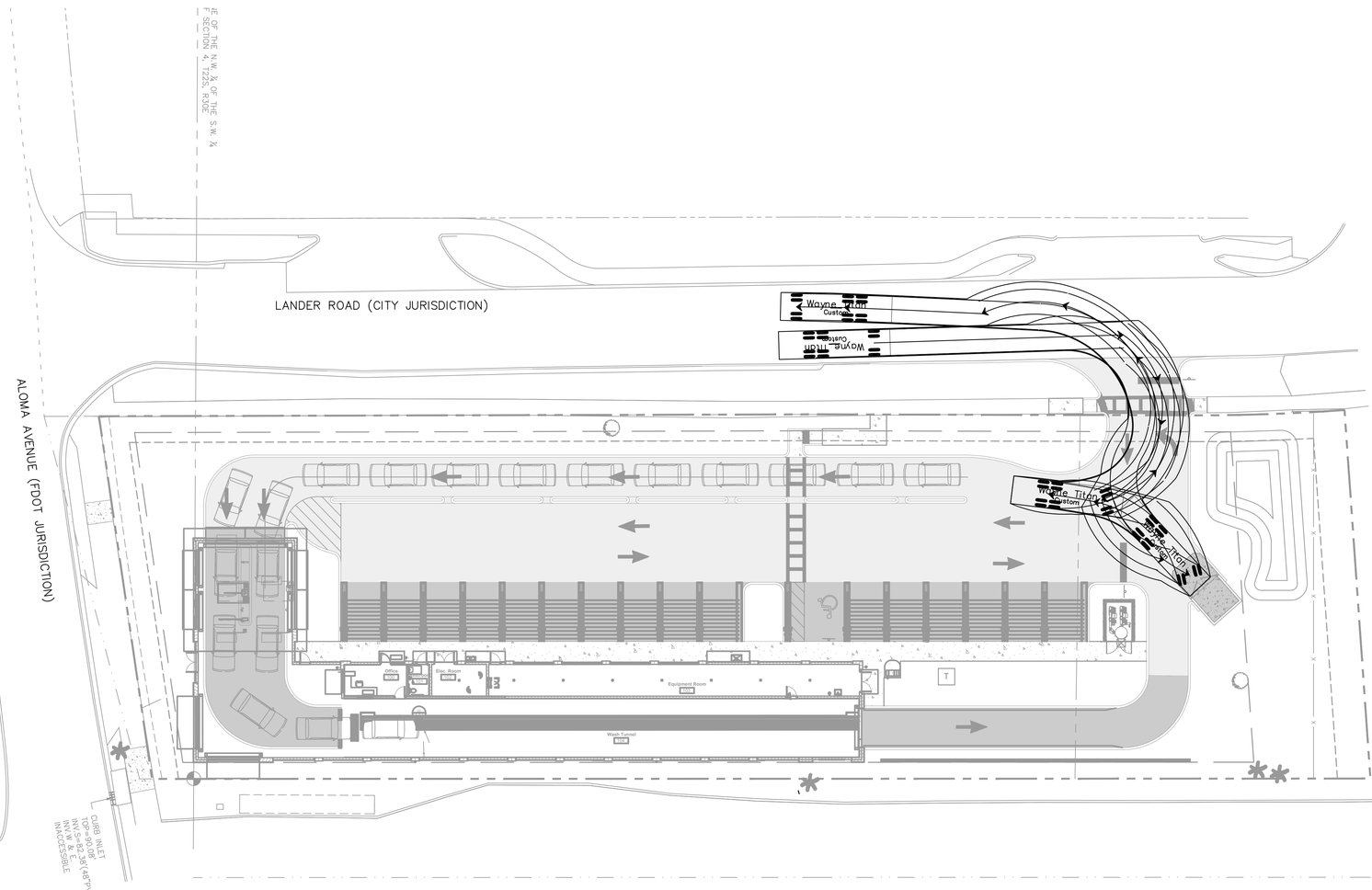
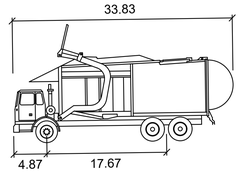


NORTH

GRAPHIC SCALE IN FEET
0 10 20 40



Wayne Titan

	feet
Width	: 8.46
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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01/28/2026

KHA PROJECT	249255006
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CHECKED BY	LJD

WASTE COLLECTION ROUTING PLAN

EL CAR WASH WINTER PARK
WINTER PARK FLORIDA

SHEET NUMBER
C7.0

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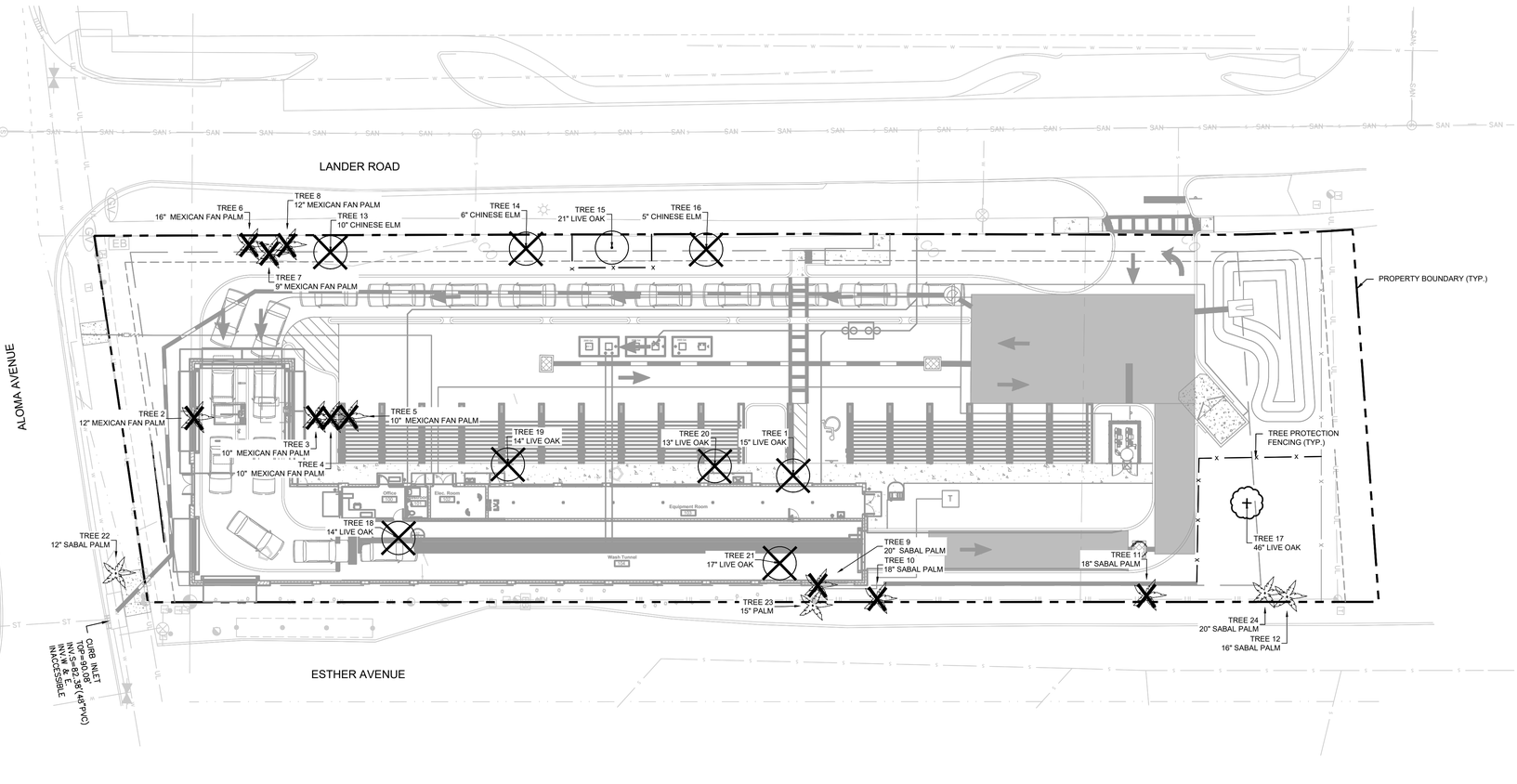

TOTAL TREES PRESERVED (EXCLUDES UNDER 6" DBH, AND PALMS)	2
TOTAL TREES REMOVED (EXCLUDES UNDER 6" DBH, AND PALMS)	7
REPLACEMENT TREES REQUIRED	7
REPLACMENT TREES PROVIDED	7

Point Number	Common Name	DBH	Classification	Designation
1	LIVE OAK	15	Demo	Protected
2	MEXICAN FAN PALM	12	Demo	Exempt
3	MEXICAN FAN PALM	10	Demo	Exempt
4	MEXICAN FAN PALM	10	Demo	Exempt
5	MEXICAN FAN PALM	10	Demo	Exempt
6	MEXICAN FAN PALM	16	Demo	Exempt
7	MEXICAN FAN PALM	9	Demo	Exempt
8	MEXICAN FAN PALM	12	Demo	Exempt
9	SABAL PALM	20	Demo	Exempt
10	SABAL PALM	18	Demo	Exempt
11	SABAL PALM	18	Demo	Exempt
12	SABAL PALM	16	PIP	Exempt
13	CHINESE ELM	10	Demo	Protected
14	CHINESE ELM	6	Demo	Protected
15	LIVE OAK	21	PIP	Protected
16	CHINESE ELM	5	Demo	Exempt
17	LIVE OAK	46	PIP	Landmark
18	LIVE OAK	14	Demo	Protected
19	LIVE OAK	14	Demo	Protected
20	LIVE OAK	13	Demo	Protected
21	LIVE OAK	17	Demo	Protected
22	SABAL PALM	12	PIP	Exempt
23	PALM	15	PIP	Exempt
24	SABAL PALM	20	PIP	Exempt

LEGEND:

- PALM TO BE PRESERVED
- SITE PALM TO BE REMOVED
- SITE TREE TO BE PRESERVED
- SITE TREE TO BE REMOVED
- LANDMARK SITE TREE TO BE PRESERVED
- TREE PROTECTION FENCING

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

No.	REVISIONS	DATE	BY

Kimley»Horn
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FLORIDA LICENSE NUMBER
4/8/2026

KHA PROJECT 249255006
DATE 01/28/2026
SCALE AS SHOWN
DESIGNED BY AMG
DRAWN BY AMG
CHECKED BY ZLH

TREE MITIGATION PLAN

EL CAR WASH WINTER PARK
FLORIDA
WINTER PARK

SHEET NUMBER
L0.50

Plotted By: Sauer, Cole Sheet Set: EL CARWASH-WINTER PARK Layout: L0.50 April 08, 2026 11:33:23am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\Plan Sheet\L0.50-TREE MITIGATION PLAN.dwg
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TREE MITIGATION SPECIFICATIONS

A. GENERAL

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

B. TREE PROTECTION FENCING

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

C. ROOT PRUNING/TRENCHING

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

D. CLEARING

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

E. TREE CANOPY PRUNING

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

F. FERTILIZATION

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

G. INSECTICIDE

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

H. IRRIGATION

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

I. TREE REMOVALS

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

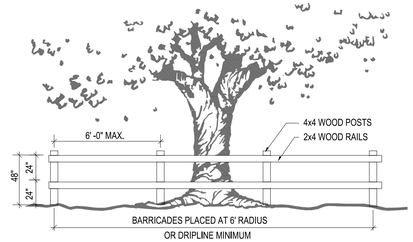
L. TOPSOIL

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

M. REPAIR OF DAMAGED TREES

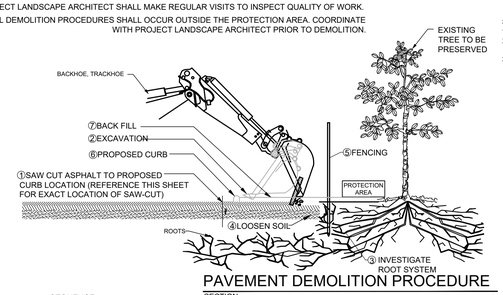
1. IF DAMAGE TO ANY TREE SHOULD OCCUR BY ACCIDENT OR NEGLIGENCE DURING THE CONSTRUCTION PERIOD, THE PROJECT ARBORIST SHALL APPRAISE THE DAMAGE AND MAKE RECOMMENDATIONS TO THE OWNER FOR REPAIR BY THE CONTRACTOR.
2. IF ANY TREE DESIGNATED TO BE SAVED IS REMOVED FROM THE SITE WITHOUT PERMISSION OF THE OWNER'S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

1 L0.51 TYPICAL TREE MITIGATION NOTES



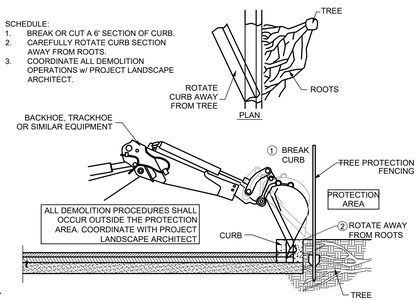
TREE PROTECTION DETAIL
NTS

2 L0.51 TREE PROTECTION FENCING
ELEVATION / PLAN NTS



PAVEMENT DEMOLITION PROCEDURE
SECTION N.T.S.

SEQUENCE
1. SAW-CUT A LINEAR SECTION OF ASPHALT (REFERENCE THIS SHEET).
2. CAREFULLY EXCAVATE PAVING TO SUBGRADE.
3. INVESTIGATE TO DETERMINE EXTENT OF ROOT SYSTEM.
    A-NO ROOT GROWTH-EXCAVATE FROM BACK OF CURB TO EXTENT OF NEW ISLAND
    B-ROOT GROWTH-ROOT PRUNE TO EXTENT OF PROPOSED LIMIT OF LANDSCAPE ISLAND. INSTALL 20 MIL ROOT BARRIER AT ROOT PRUNE LINE. LOOSEN SOIL (IF VIABLE ROOTS PRESENT) WITH HAND TOOLS/ EQUIPMENT THOUGHOUT EXTENT OF EXPANDED PLANTING AREA.
4. INSTALL PROTECTION FENCING, AS SHOWN.
5. NEW CURB ADDED.
6. BACK FILL



CURB DEMOLITION PROCEDURE
SECTION

3 L0.51 PAVEMENT AND CURB DEMOLITION PROCEDURE

No.	REVISIONS	DATE	BY

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FLORIDA LICENSE NUMBER
4/8/2026

KHA PROJECT	249255006
DATE	01/28/2026
SCALE	AS SHOWN
DESIGNED BY	AMG
DRAWN BY	AMG
CHECKED BY	ZLH

TREE MITIGATION NOTES

EL CAR WASH WINTER PARK
FLORIDA
WINTER PARK

SHEET NUMBER
L0.51

Plotted By: Sawyer Cole Sheet Set: EL CARWASH-WINTER PARK Layout: L0.51 April 08, 2026 11:33:29am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONSTR\PlanSheet\L0.50-TREE MITIGATION PLAN.dwg
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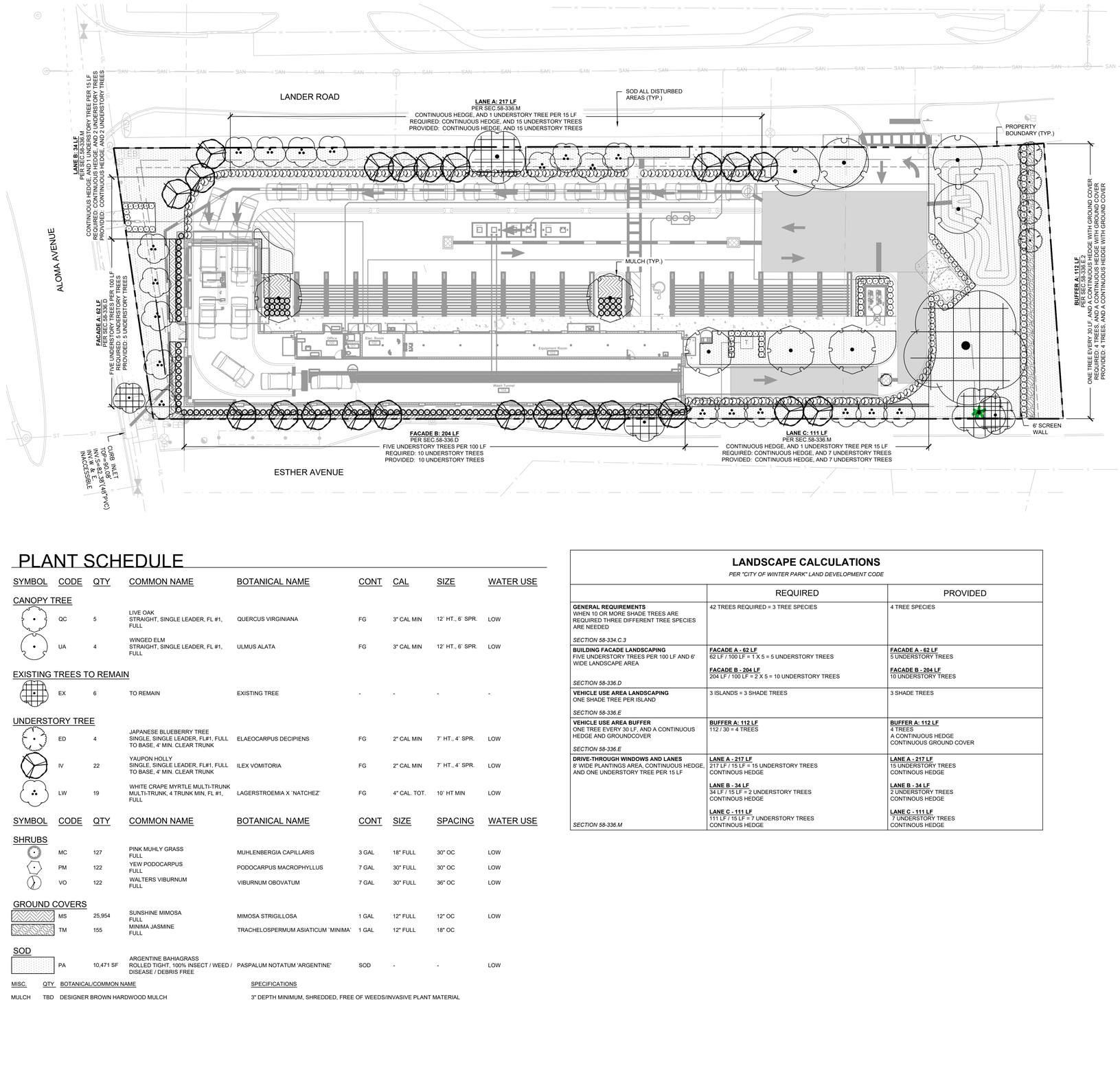

LANDSCAPE NOTES:

1. ALL LANDSCAPE MATERIAL TO BE FLORIDA GRADE #1 OR BETTER QUALITY
2. ALL LANDSCAPED AREAS ARE TO RECEIVE A MINIMUM OF 4" OF TOPSOIL.
3. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
4. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
5. ALL TREES MUST BE GUYED OR STAKED AS SHOWN IN THE DETAILS.
6. ALL PLANTING AREAS SHALL BE COMPLETELY MULCHED AS SPECIFIED.
7. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR 1) TO VERIFY THE LOCATIONS OF UTILITY LINES ADJACENT TO THE WORK AREA 2) TO PROTECT ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD 3) TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING TO MAINTAIN HEALTHY PLANT CONDITIONS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) ALL OF THE PLANT MATERIALS AND LAWN FOR THE WARRANTY PERIOD.
11. ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, DEAD, OR REJECTED (PRIOR TO SUBSTANTIAL COMPLETION) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
12. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR WARRANTY PERIOD. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS DURING THE NORMAL PLANTING SEASON.
13. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
14. ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND NURSERY PRACTICES, AND SHALL BE FLORIDA NO. 1 OR BETTER AS GIVEN IN "GRADES AND STANDARDS FOR NURSERY PLANTS, PARTS I AND II," STATE OF FLORIDA, DEPARTMENT OF AGRICULTURE.
15. ALL INVASIVE / EXOTIC SPECIES AND PROHIBITED TREE SPECIES SHALL BE REMOVED FROM SITE, INCLUDING ROOT BALLS TO THE EXTENT POSSIBLE WITH NO DAMAGE TO ADJACENT EXISTING TREES.
16. ALL LANDSCAPE AREAS WILL BE PROVIDED WITH PERMANENT AUTOMATIC IRRIGATION SYSTEM.
17. TREE SUPPORT MATERIALS ARE TO BE REMOVED FROM EACH TREE ONCE IT IS "ESTABLISHED" (AS APPROVED BY THE LANDSCAPE ARCHITECT).
18. ALL PLANT SPECIFICATIONS IN THE PLANT SCHEDULE SHALL BE CONSIDERED THE MINIMUM ALLOWABLE SPECIFICATIONS. CONTRACTOR SHALL PROCURE PLANT MATERIALS AND UPSIZE AS NECESSARY TO MEET THE MOST STRINGENT SPECIFICATION.
19. ALL PLANTED LANDSCAPE AREAS TO HAVE 3" DEEP DESIGNER BROWN HARDWOOD MULCH TO FULLY COVER DRIP IRRIGATION & AMENDED SOILS. REPAIR AS NEEDED DURING CONSTRUCTION. SUBMIT ALTERNATIVE MULCH SPECIFICATION FOR LANDSCAPE ARCHITECT APPROVAL.

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT	CAL	SIZE	WATER USE
CANOPY TREE								
	QC	5	LIVE OAK STRAIGHT, SINGLE LEADER, FL #1, FULL	QUERCUS VIRGINIANA	FG	3" CAL MIN	12' HT., 6' SPR.	LOW
	UA	4	WINGED ELM STRAIGHT, SINGLE LEADER, FL #1, FULL	ULMUS ALATA	FG	3" CAL MIN	12' HT., 6' SPR.	LOW
EXISTING TREES TO REMAIN								
	EX	6	TO REMAIN	EXISTING TREE	-	-	-	-
UNDERSTORY TREE								
	ED	4	JAPANESE BLUEBERRY TREE SINGLE, SINGLE LEADER, FL#1, FULL TO BASE, 4' MIN. CLEAR TRUNK	ELAEOCARPUS DECIPIENS	FG	2" CAL MIN	7' HT., 4' SPR.	LOW
	IV	22	YAUPON HOLLY SINGLE, SINGLE LEADER, FL#1, FULL TO BASE, 4' MIN. CLEAR TRUNK	ILEX VOMITORIA	FG	2" CAL MIN	7' HT., 4' SPR.	LOW
	LW	19	WHITE CRAPE MYRTLE MULTI-TRUNK MULTI-TRUNK, 4 TRUNK MIN, FL #1, FULL	LAGERSTROEMIA X 'NATCHEZ'	FG	4" CAL. TOT.	10' HT MIN	LOW

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT	SIZE	SPACING	WATER USE
SHRUBS								
	MC	127	PINK MUHLY GRASS FULL	MUHLENBERGIA CAPILLARIS	3 GAL	18" FULL	30" OC	LOW
	PM	122	YEW PODOCARPUS FULL	PODOCARPUS MACROPHYLLUS	7 GAL	30" FULL	30" OC	LOW
	VO	122	WALTERS VIBURNUM FULL	VIBURNUM OBOVATUM	7 GAL	30" FULL	36" OC	LOW
GROUND COVERS								
	MS	25,954	SUNSHINE MIMOSA FULL	MIMOSA STRIGILLOSA	1 GAL	12" FULL	12" OC	LOW
	TM	155	MINIMA JASMINE FULL	TRACHELOSPERMUM ASIATICUM 'MINIMA'	1 GAL	12" FULL	18" OC	
SOD								
	PA	10,471 SF	ARGENTINE BAHIAGRASS ROLLED TIGHT, 100% INSECT / WEED / DISEASE / DEBRIS FREE	PASPALUM NOTATUM 'ARGENTINE'	SOD	-	-	LOW

MISC.	QTY	BOTANICAL/COMMON NAME	SPECIFICATIONS
MULCH	TBD	DESIGNER BROWN HARDWOOD MULCH	3" DEPTH MINIMUM, SHREDDED, FREE OF WEEDS/INVASIVE PLANT MATERIAL

LANDSCAPE CALCULATIONS

PER "CITY OF WINTER PARK" LAND DEVELOPMENT CODE

	REQUIRED	PROVIDED
GENERAL REQUIREMENTS WHEN 10 OR MORE SHADE TREES ARE REQUIRED THREE DIFFERENT TREE SPECIES ARE NEEDED *SECTION 58-334.C.3*	42 TREES REQUIRED = 3 TREE SPECIES	4 TREE SPECIES
BUILDING FACADE LANDSCAPING FIVE UNDERSTORY TREES PER 100 LF AND 6' WIDE LANDSCAPE AREA *SECTION 58-336.D*	**FACADE A - 62 LF** 62 LF / 100 LF = 1 X 5 = 5 UNDERSTORY TREES **FACADE B - 204 LF** 204 LF / 100 LF = 2 X 5 = 10 UNDERSTORY TREES	**FACADE A - 62 LF** 5 UNDERSTORY TREES **FACADE B - 204 LF** 10 UNDERSTORY TREES
VEHICLE USE AREA LANDSCAPING ONE SHADE TREE PER ISLAND *SECTION 58-336.E*	3 ISLANDS = 3 SHADE TREES	3 SHADE TREES
VEHICLE USE AREA BUFFER ONE TREE EVERY 30 LF, AND A CONTINUOUS HEDGE AND GROUNDCOVER *SECTION 58-336.E*	**BUFFER A: 112 LF** 112 / 30 = 4 TREES	**BUFFER A: 112 LF** 4 TREES A CONTINUOUS HEDGE CONTINUOUS GROUND COVER
DRIVE-THROUGH WINDOWS AND LANES 8' WIDE PLANTINGS AREA, CONTINUOUS HEDGE, AND ONE UNDERSTORY TREE PER 15 LF *SECTION 58-336.M*	**LANE A - 217 LF** 217 LF / 15 LF = 15 UNDERSTORY TREES CONTINOUS HEDGE **LANE B - 34 LF** 34 LF / 15 LF = 2 UNDERSTORY TREES CONTINOUS HEDGE **LANE C - 111 LF** 111 LF / 15 LF = 7 UNDERSTORY TREES CONTINOUS HEDGE	**LANE A - 217 LF** 15 UNDERSTORY TREES CONTINOUS HEDGE **LANE B - 34 LF** 2 UNDERSTORY TREES CONTINOUS HEDGE **LANE C - 111 LF** 7 UNDERSTORY TREES CONTINOUS HEDGE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
811 Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
200 S. ORANGE AVENUE, SUITE 600, ORLANDO, FL 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

FLORIDA LICENSE NUMBER
4/8/2026

KHA PROJECT 249255006
DATE 01/28/2026
SCALE AS SHOWN
DESIGNED BY AMG
DRAWN BY AMG
CHECKED BY ZLH

LANDSCAPE PLAN

EL CAR WASH WINTER PARK
WINTER PARK FLORIDA

SHEET NUMBER
L1.00

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:L1.00 April 08, 2026 11:33:41am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\PlanSheets\L1.00-LANDSCAPE PLAN.dwg
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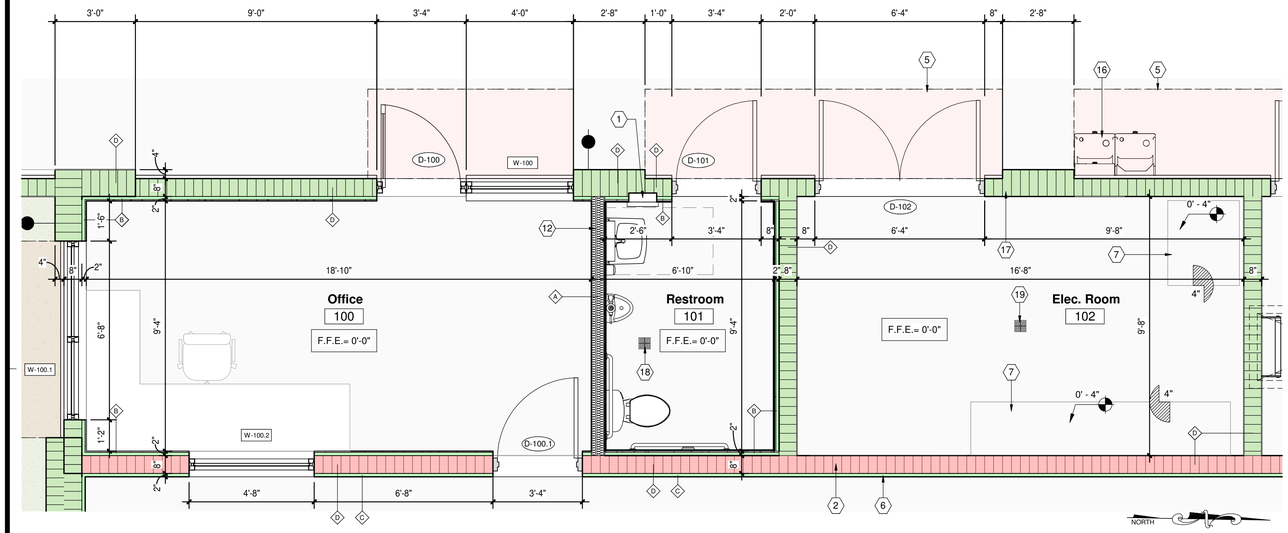


Enlarged Floor Plan

SCALE: 3/8" = 1'-0"

05

Keynote Legend

No.	Keynote
1	FRAME OUT FOR HAND DRYER
2	MASONRY WATER PROOFER TO BE APPLIED TO TUNNEL SIDE OF C.M.U. SEPERATION WALL WHERE INDICATED, PRIOR TO ROYAL PANEL INSTALLATION- REFER TO DETAIL 02/A-2.4)
3	ROLL UP OVERHEAD ENTRY DOOR. DOOR TO REMAIN OPEN DURING HOURS OF OPERATION
4	FIXED VENTILATION LOUVERS,REFER TO EXTERIOR ELEVATIONS & WINDOW SCHEDULE
5	DASHED LINES INDICATE PREFAB METAL AWNING.REFER TO SHEET A-2.10 FOR DETAILS
6	PVC PANELS INSTALLED ON WALLS THROUGHOUT WASH TUNNEL.SPECS & COORDINATE COLOR WITH OWNER PRIOR TO PURCHASE/ORDER/INSTALLATION
7	4" HIGH CONCRETE HOUSEKEEPING PAD AROUND CONDUIT UNDER PANELS. VERIFY SIZE WITH EQUIPMENT
8	FLOOR MOUNTED MOP SERVICE SINK WITH FAUCET.REFER TO PLUMBING DRAWINGS
9	LAUNDRY SINK.REFER TO PLUMBING DRAWINGS
10	ROOF ACCESS STEEL LADDER.REFER TO SHEET A-9.2 FOR DETAILS
11	DASHED LINES INDICATE BILCO TYPE S ROOF ACCESS HATCH ABOVE.REFER TO SHEET A-9.2 FOR DETAILS
12	INSTALL CONTINUOUS 3.50" (R-11) FIBERGLASS BATT INSULATION WITH VAPOR BARRIER TO WARM SIDE, FS-25 VAPOR BARRIER WHERE EXPOSED.
13	BRUSH FINISHED HANDICAP ACCESSIBLE MINIMUM 4" THICK POURED CONCRETE WALKWAYS - PROVIDE EXPANSION AND CONTROL JOINTS AS REQUIRED -SEE CIVIL ENGINEERING DRAWINGS FOR DESIGN DETAILS AND DESCRIPTION.
14	LOCATION OF MANUFACTURED MULTI-STATION CAR WASH TUNNEL IN THE WASH TUNNEL AND SUPPORT/CONTROL EQUIPMENT IN THE EQUIPMENT ROOM. EQUIPMENT NOT SHOWN. SEE SHOP DRAWINGS BY THE EQUIPMENT MANUFACTURER FOR FULL LAYOUT, DETAILED EQUIPMENT DESCRIPTION, DIMENSIONS, LOCATIONS, AND DRAWINGS FOR ALL REQUIRED ELECTRICAL AND PLUMBING CONNECTIONS.
15	ENTRY SLAB EXTENSION.REFER TO CIVIL DRAWINGS.
16	W ELVEL EXTERIOR DRINKING FOUNTAIN.REFER TO PLUMBING SCHEDULE FOR DETAILS
17	HOSE BIBB.REFER TO PLUMBING DRAWINGS FOR EXACT LOCATION.
18	FLOOR DRAIN TYPE-1.REFER TO PLUMBING DRAWINGS FOR EXACT LOCATION.
19	FLOOR DRAIN TYPE-2.REFER TO PLUMBING DRAWINGS FOR EXACT LOCATION.

Keynotes

04

CONSTRUCTION PLAN LEGEND

X — DENOTES: PARTITION TYPES - REFER TO SHEET A-3.1

W-101 — WINDOW INDICATOR: WINDOW NUMBER - REFER TO WINDOW SCHEDULE A-5.2

D-101 — DOOR INDICATOR: DOOR NUMBER - REFER TO DOOR SCHEDULE FOR DIMENSIONS AND DESCRIPTION ON SHEET A-5.2

1 / A101 SIM — SECTION/DETAIL MARK: INDICATES 'CUT LINE' FOR WALL SECTION, OR DETAIL NUMBER. SEE DETAIL NUMBER (TOP NUMBER) ON SHEET INDICATED (BOTTOM NUMBER).

1 / A-3.1 — INTERIOR ELEVATION: INDICATES INTERIOR ELEVATION. SEE DETAIL NUMBER (TOP NUMBER) ON SHEET INDICATED (BOTTOM NUMBER).

FE — WALL MOUNTED FIRE EXTINGUISHER: FIRE EXTINGUISHER MOUNTED TO WALL W/ WALL BRACKET W/ MP5 2A-10 BC FIRE EXTINGUISHER

1" STEP DN — DENOTED: CHANGE IN FLOOR ELEVATION.

Room name / 101 — DENOTES: ROOM NAME AND NUMBER.

CONC. SLAB +0'-0" — DENOTES: SLAB ELEVATIONS.

Legends

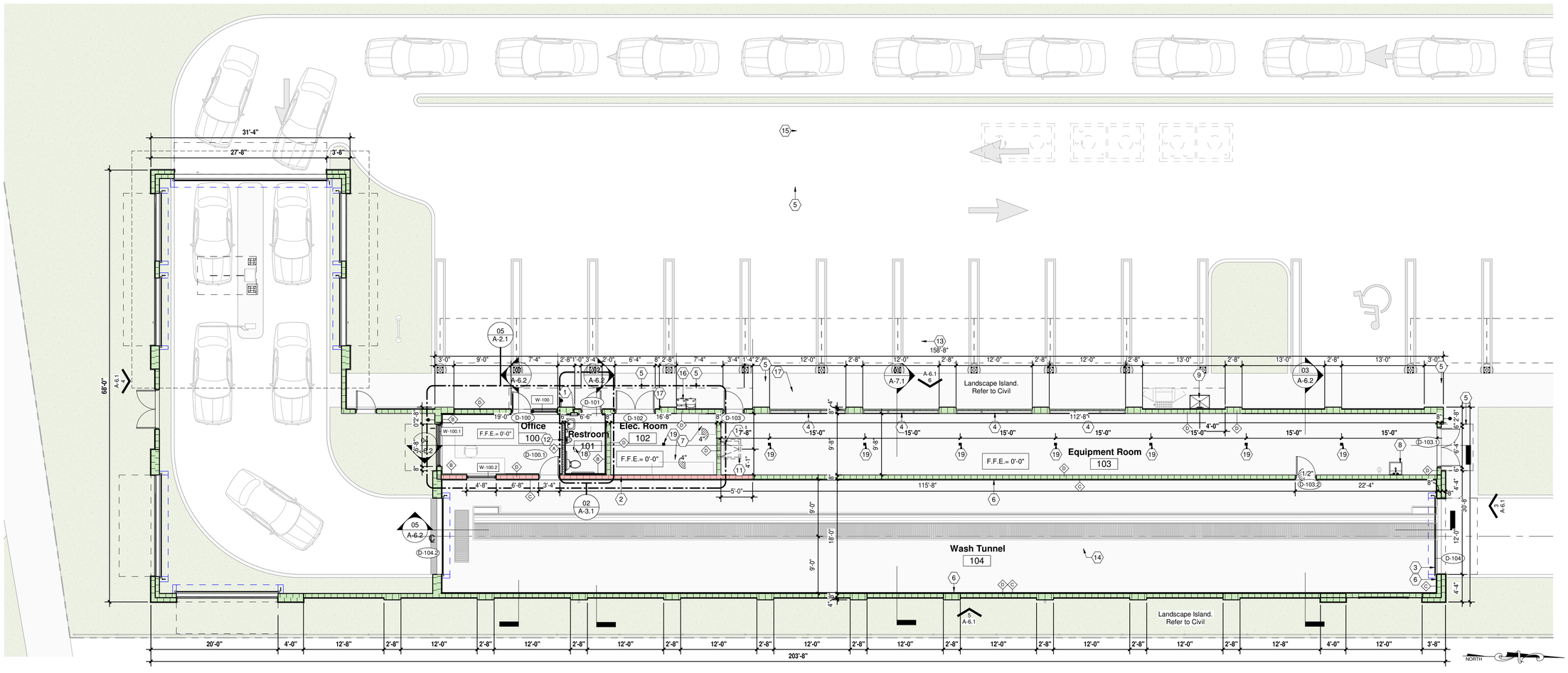
03

General Notes

SAFEGUARD DURING CONSTRUCTION

- THIS PROJECT SHALL CONFORM TO ALL SAFEGUARD CONSTRUCTION REQUIREMENTS AS PER CHAPTER 33 OF THE 2010 F.B.C AND ALL PREVAILING CODES UNDER THIS JURISDICTION.
- STRUCTURES UNDERGOING CONSTRUCTION,ALTERATION, OR DEMOLATION OPERATIONS, INCLUDING THOSE IN UNDERGROUND LOCATIONS,SHALL COMPLY WITH NATIONAL FIRE PROTECTION ASSOCIATION 241,STANDARD FOR SAFEGUARDING CONSTRUCTION ,ALTERATIONS AND DEMOLATION OPERATIONS.
- IN BUILDINGS UNDER CONSTRUCTION ,ADEQUATE ESCAPE FACILITIES SHALL BE MAINTAINED AT ALL TIMES FOR THE USE OF CONSTRUCTION WORKERS.ESCAPE FACILITIES SHALL CONSIST OF DOORS,WALKERS, STAIRS,RAMPS, FIRE ESCAPES, LADDERS,OR OTHER APPROVED MEANS OR DEVICES, ARRANGED IN ACCORDANCE WITH THE GENERAL PRINCIPLES OF NATIONAL FIRE PROTECTION ASSOCIATION 101,LIFE SAFETY CODE ,INSOFAR AS THEY CAN REASONABLY BE APPLIED TO BUILDING UNDER CONSTRUCTION.
- PER N.F.P.A. 1141 SECTION 3-9.6 AT LEAST ONE PORTABLE FIRE EXTINGUISHER HAVING A RATING OF AT LEAST 4-A, 30-BC SHALL BE WITHIN A TRAVEL DISTANCE OF 75 FT OR LESS TO ANY POINT OF A STRUCTURE UNDER CONSTRUCTION. PERSONELL NORMALLY ON THE CONSTRUCTION SITE SHALL BE INSTRUCTED IN THE USE OF THE FIRE EXTINGUISHER PROVIDED.

02



Ground Floor Plan

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

01

CONSULTANT

STATE OF FLORIDA — REGISTERED ARCHITECT

Gregory b. Molina

FL. REG. # AR93354

DATE: 03-31-26

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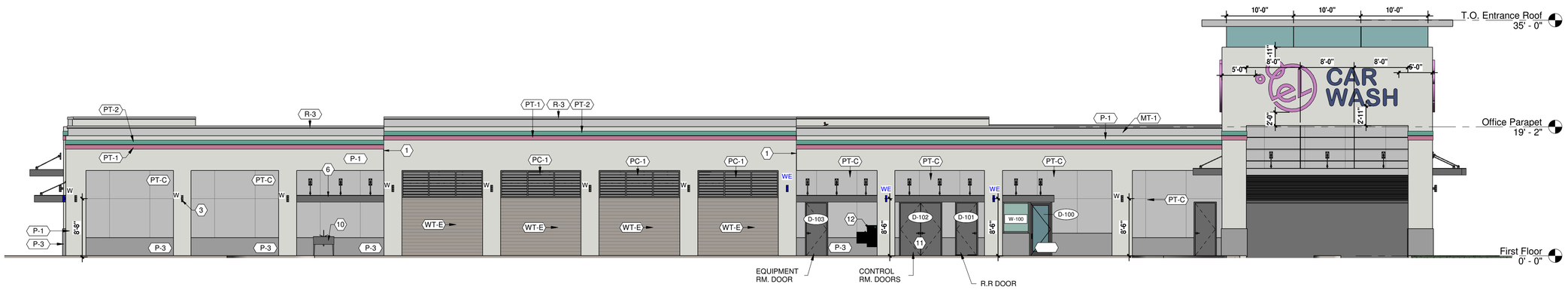
EL CAR WASH
416 LANDER ROAD & 2011 ALOMA AVENUE
CITY OF WINTER PARK, ORANGE COUNTY, FL

DRAWING ISSUE DATES:

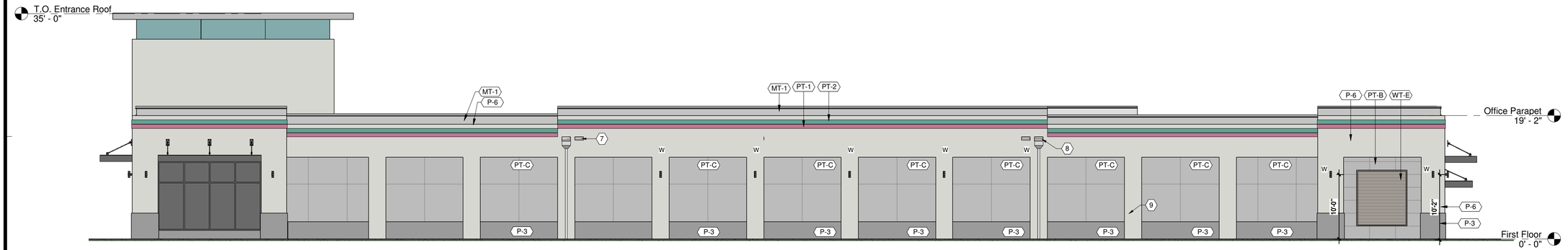
FLOOR PLAN

SHEET
A-2.1

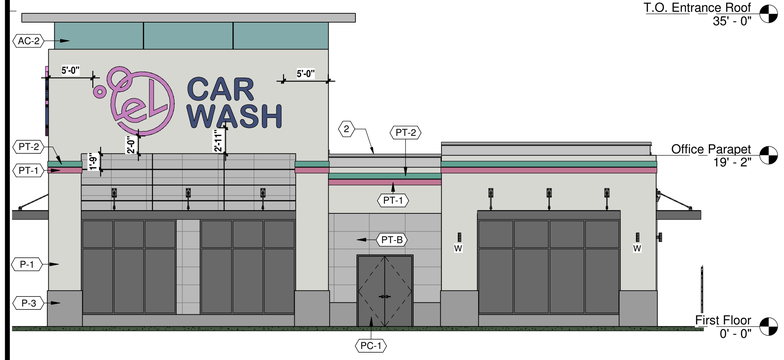
PROJECT 251029
DATE 03-31-26
PERMIT NO.



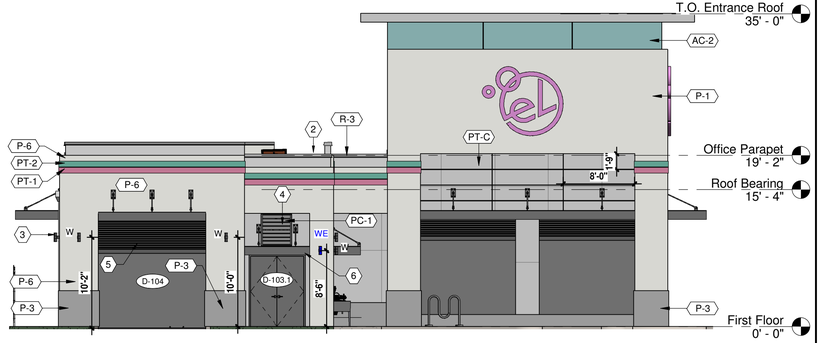
West Elevation SCALE: 1/8" = 1'-0" 06



East Elevation SCALE: 1/8" = 1'-0" 05



South Elevation SCALE: 1/8" = 1'-0" 04



North Elevation SCALE: 1/8" = 1'-0" 03

XX FINISH SCHEDULE			
CODE	COLOR	SPECS	SWATCH
P-1	HIGH REFLECTIVE WHITE	S.W # 7757	
P-2	EVENING SHADOW (LIGHT GRAY)	S.W # 7662	
P-3	GAUNLET GRAY (DARK GRAY)	S.W # 7019	
P-4	VIVACIOUS PINK ACCENT STRIPE	S.W # 6850	
P-5	LARCHMERE ACCENT STRIPE	S.W # 6752	
P-6	RHINESTONE LIGHTEST GRAY ACCENT	S.W # 7656	
WT-1	ACCENT TILE WOOD LOOK	DAL TILE RESEMBLANCE MEDIUM GRAY	
PC-1	DARK GRAY	RAL # 850-M	
PC-2	TELEGRAPHY 4	RAL # 7047	
PC-3	SIGNAL WHITE	RAL # 9003	
R-1	WHITE	TPO ROOFING MEMBRANE	
R-2	BRILLIANT SILVER	ALUCO BOND METAL PARAPET CAP FLASHING & (EAVE) FACIA/DRIP	
R-3	TELEGRAPHY 4	GALV. ALUMINUM PARAPET WALL CAP-FLASHING	
WT-2	SILVER MIRROR	ALUCO BOND REFLECTIVE PANELS TOWER CLERESTORY	

Finish Schedule 02

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY ALL EXTERIOR MATERIAL COLORS AND FINISHESWITH THE ARCHITECT. ANY DISCREPANCIES NOTED SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION.
2. REFER TO LIGHTING PLANS FOR LIGHTING FIXTURE LOCATION AND SCHEDULE.
3. SEPEREATE BUILDING PERMIT MUST BE OBTAINED FOR ALL SIGNS

Elevation Notes 01

Elevation Keynotes

No.	Keynote
1	PLASTIC COMPONENTS MEDIUM FLANGE CASING BEAD (WF1058) OR EQUAL
2	POWDERCOATED ALUMINIUM PARAPET WALL CAPING & FLASHING
3	WALL MOUNT GOOSE NECKS LIGHT FIXTURE.REFER TO LIGHTING FIXTURE SCHEDULE.
4	PANEL MOUNTED TYPE EXHAUST FAN.REFER TO SHEET A-2.9 FOR SPECIFICATION & DETAIL
5	ROLL UP OVERHEAD ENTRY DOOR. DOOR TO REMAIN OPEN DURING HOURS OF OPERATION
6	PREFABRICATED METAL BLADE AWNING. REFER TO SHEET A-2.10 FOR DETAIL.
7	16"X6" SECONDARY (EMERGENCY) SCUPPER.REFER TO ROOF PLUMBING PLAN P-2.4
8	16"X8" PRIMARY SCUPPER WITH DOWNSPOUT.REFER TO ROOF PLUMBING PLAN P-2.4
9	6". SQUARE RWL ATTACHED TO WALL WITH BRACKETS, DOWN TO SPLASH BLOCKS. REFER TO CIVIL DRAWINGS FOR RETENTION AREA"
10	LAUNDRY SINK.REFER TO PLUMBING DRAWINGS
11	PAIR OF 3' W X 8' H HOLLOW METAL IMPACT DOORS. PC-1 SEMI GLOSS PAINT
12	BI LEVEL EXTERIOR DRINKING FOUNTAIN.REFER TO PLUMBING SCHEDULE FOR DETAILS

CONSULTANT

STATE OF FLORIDA
REGISTERED ARCHITECT

Gregory b. Molina

FL. REG. # AR93354

DATE: 04-06-26

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EL CAR WASH
416 LANDER ROAD & 2011 ALOMA AVENUE
CITY OF WINTER PARK, ORANGE COUNTY, FL

DRAWING ISSUE DATES:

EXTERIOR ELEVATIONS

SHEET
A-6.1

PROJECT 251029
DATE 04-06-26
PERMIT NO.

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Page 80 of 437

From:	Brett Bissey
To:	Planning
Cc:	amcgillis@citofwinterpark.org; Mary Jean
Subject:	[EXTERNAL] Opposition to Conditional Use Permit for Car Wash (Lander and Aloma)
Date:	Friday, April 17, 2026 12:05:07 PM

Hi Ms. McGillis and Planning & Zoning Department,

I'm writing about my household's opposition to the Conditional Use permit application for an "El Car Wash" development at 416 Lander Road and 2011 Aloma Avenue. I will be present at the public hearings on this matter, but I wanted to write you beforehand regarding my household's perspective. I attended the developer's required community meeting on April 15 and shared my findings with neighbors. Our concerns are not mitigated by their detailed plans; and we believe this development would fundamentally change the character of our neighborhood.

I have spoken with neighbors about this, and I've also set up a petition to gather their signatures in opposition of this proposal (https://c.org/S46xDRHp6r). The petition explains the concerns in more detail; but in short, we are concerned about this development increasing cut-thru traffic and affecting our neighborhood's safety, livability, and walkability. ***This would be the only car wash in Winter Park directly bordering a residential area.*** The vacuum stations of the car wash would be visible from over 10 homes in the east-side of the subdivision, and audible from even more. This high-traffic development is incompatible with adjacent residential zoning. Aloma can be an extremely busy road, and our neighborhood is already used by many (illegally) as a cut-thru. While the developers informed me of the proposed "left-turn-only" traffic flow onto Lander, this will not be enough to deter some drivers from cutting thru; and it would still be a safety risk, clogging up the entrances and exits of our subdivision. We are not anti-development, we are pro-appropriate-development; and we believe a car wash is an inappropriate use of this land.

I love living in Winter Park and the Eastgate subdivision. My wife and I bought our first home in 2024 (530 Lander Rd), and we cherish the walkability and community within this small subdivision. We kindly ask you to consider our concerns.

Best Regards,

Brett Bissey
407-459-6427
530 Lander Rd
Winter Park, 32792

April 15, 2026
6:00 to 7:00 p.m.
Aloma Elementary School

Community Meeting Summary Report

I. Overview

A community meeting was held regarding the CUP application filed with the City of Winter Park for a proposed Car Wash on property located at 416 Lander Rd., and 2011 Aloma Ave, Winter Park, Florida 32792, parcel ID #'s 04-22-30-2316-04-820 and 04-22-30-2316-04-290 (the "Property").

II. List of affected parties (with addresses) that were notified of the proposed project and invited to the Community Meeting.

Please see Exhibit A.

III. Number of Community Meeting Notices distributed.

Notices were mailed to property owners within 500 feet of the Property and the Winter Park Planning and Zoning Department. This information was found on the Orange County Property Appraiser.

IV. A copy of the Community Meeting Notice.

Please see Exhibit B.

V. Community Meeting Notice distribution date and method.

The notices were mailed via USPS mail on March 31, 2026. Updated notices including the public hearing dates were mailed via USPS on April 9, 2026 to the same addresses as above, attached as Exhibit C.

VI. The date and location of the Neighborhood Meeting.

The meeting was held on April 15, 2026 in the cafeteria at Aloma Elementary School, 2949 Scarlet Rd., Winter Park, FL 32792 from 6:00 p.m. – 7:00 p.m.

VII. The number of people that participated in the Neighborhood Meeting.

Two members of the community attended, one of which is the Property owner. The sign-in sheet

is attached as Exhibit D. Additionally, in attendance were Alex Quintana, El Car Wash, on behalf of the Applicant, and Jordan Draper, Kimley Horn, on behalf of the Applicant.

VIII. A record of all phone calls and e-mails received, with a description of concerns, issues or problems discussed and contact information of caller.

We received an e-mail from Brett Bissey, who also attended the meeting, inquiring about the general nature of the project. He requested a copy of the application and the supporting documents which were provided on April 15, 2026.

XI. A summary of items discussed at the community meeting.

Questions were asked about the following items:

- What will the hours of operation be?
    - Tentatively, 7:00 a.m. – 9:00 p.m., consistent hours throughout the Greater Orlando market

- How will Stormwater be handled?
    - There is a mix of dry pond, as well as underground retention. The proposed system will meet state standards and be designed to match the pre-development discharge rates.

- How will Wastewater be handled?
    - Proposed sanitary connection made to the existing stub out. The proposed wash water will be cycled through a re-use system and an oil-water separator prior to discharging to public sewer.

- What landscaping will be installed and what will be preserved?
    - The landscaping plan was shown. We will be improving the landscaping along Lander Rd., and preserving certain Oaks.

- What kind of traffic generation will result from this?
    - The traffic is calculated not only based on the TIA but also on other El Car Wash's in similar markets. Additionally, the exit on Lander Rd. will be a left-out exit only, as per City of Winter Parks request.

- What will the noise be like?
    - El Car Wash designs our site to meet municipality standards of sound. All vac producers are in 8' CMU block enclosures to mitigate the sound.

EXHIBIT A

WAALEWYN BEVERLY R
2836 LIGHTWOOD ST
DELTONA, FL 32738

SBUX ALAFAYA LLC
3818 BIBB LN
ORLANDO, FL 32817

ANN J CLEMENT REVOCABLE TRUST 1/
INT
WILLIAM G JENKINS TRUST 1/2 INT
311 E MORSE BLVD APT 3-4
WINTER PARK, FL 32789

GAGLIANO VINCENT
GAGLIANO DURTSON
113 BELL PL
WINTER PARK, FL 32792

WP2 HOMES LLC
8275 LOOKOUT POINTE DR
WINDERMERE, FL 34786

MILLER ROBERT LEE
MILLER JEAN NEAL
1636 WOOD DUCK DR
WINTER SPRINGS, FL 32708

ORLO ENTERPRISES LLC
4585 LAKE HOLDEN HILLS DR
ORLANDO, FL 32839

PATRICK DAVID ALLEN
PATRICK LALA ELIZABETH
2019 EDWIN BLVD
WINTER PARK, FL 32792

FISCHBACH DEBORAH N
EVANS DAVID L
600 AVALON BLVD
ORLANDO, FL 32806

SOUTH ALOMA PROPERTIES INC
3333 S ORANGE AVE STE 217
ORLANDO, FL 32806

FOOR JENNA
FOOR LARRY JR
118 BELL PL
WINTER PARK, FL 32792

NGUYEN THU
NGUYEN DANH
405 AVONDALE CT
WINTER SPRINGS, FL 32708

SAAAJ ENTERPRISES LLC
780 PINETREE RD
WINTER PARK, FL 32789

2102 BYRON ROAD REVOCABLE TRUST
1302 HILL ST
NEW SMYRNA BEACH, FL 32169

MEADORS FAMILY TRUST
1691 OAKHURST AVE
WINTER PARK, FL 32789

2015 ALOMA AVENUE CORPORATION
5858 CENTRAL AVE
SAINT PETERSBURG, FL 33707

2015 ALOMA AVENUE CORPORATION
5858 CENTRAL AVE FL 2
SAINT PETERSBURG, FL 33707

KIMCO REALTY CORP
500 N BROADWAY STE 201
JERICHO, NY 11753

GIBBS BRIAN CHRISTOPHER
GIBBS ANDREA TIMKO
516 LANDER RD
WINTER PARK, FL 32792

HUYNH KIET
510 LANDER RD
WINTER PARK, FL 32792

BURNS DANIEL GEORGE LIFE ESTATE
REM: DANIELLE BURNS
506 LANDER RD
WINTER PARK, FL 32792

RIVERA JOSE FRANCISCO
707 CANOPY ESTATES DR
WINTER GARDEN, FL 34787

BISSEY BRETT D
ISRAEL ALLYSON J
530 LANDER RD
WINTER PARK, FL 32792

BOSWELL ROBERT B JR
ROBINSON CAROLINE G
524 LANDER RD
WINTER PARK, FL 32792

D AND U 88 LLC
1605 S MARY ST
EUSTIS, FL 32726

SBKWHFL005 LLC
30 N LA SALLE ST STE 4140
CHICAGO, IL 60602

KO-AM REALTY L L C
2225 GLENWOOD DR
WINTER PARK, FL 32792

BRIDGESTONE RETAIL OPERATIONS
200 4TH AVE S
NASHVILLE, TN 37201

ADVENTIST HEALTH SYSTEM
600 E ROLLINS ST
ORLANDO, FL 32803

SOUTH ALOMA PROPERTIES INC
5858 CENTRAL AVE LBBY
SAINT PETERSBURG, FL 33707

POTTIER LAURENT LIFE ESTATE
POTTIER DINNA LIFE ESTATE
131 VARIETY TREE CIR
ALTAMONTE SPRINGS, FL 32714

HR ACQUISITION I CORP
PO BOX 92129
SOUTHLAKE, TX 76092

HOLT NANCY J
PO BOX 161224
ALTAMONTE SPRINGS, FL 32716

MAYFLOWER RETIREMENT CENTER INC
1620 MAYFLOWER CT OFC
WINTER PARK, FL 32792

ANN J CLEMENT REVOCABLE TRUST 1/2
WILLIAM G JENKINS TRUST 1/2 INT
311 E MORSE BLVD APT 3-4
WINTER PARK, FL 32789

2015 ALOMA AVENUE CORPORATION
5858 CENTRAL AVE LBBY
SAINT PETERSBURG, FL 33707

PRITCHARD DOUGLAS H
GESSINGER-PRITCHARD JULIA M
106 BELL PL
WINTER PARK, FL 32792

TRAVIS SEAN C
TRAVIS STEFANI D
2108 BYRON RD
WINTER PARK, FL 32792

OVERTON LD III
112 BELL PL
WINTER PARK, FL 32792

CRUZ FRANCISCO III
CRUZ BEVERLY
10333 NE 1ST ST APT 320
BELLEVUE, WA 98004

WINTER PARK PLANNING AND ZONING
DEPARTMENT
401 S. PARK AVE.,
WINTER PARK, FL 32789

EXHIBIT B

COMMUNITY MEETING NOTICE

A conditional use permit application has been filed with the City of Winter Park for property located at 416 Lander Rd. and 2011 Aloma Ave., Winter Park, Florida 32792, parcel ID numbers: 04-22-30-2316-04-280 and 04-22-30-2316-04-290 (the "Property").

The Applicant is seeking to redevelop the existing defunct car wash into a new, fully functional car wash.

The development team is hosting a community meeting to present information about the proposed project on April 15, 2026 beginning at 6:00 p.m. until 7:00 p.m. in the Cafeteria at Aloma Elementary School, located at 2949 Scarlet Rd., Winter Park, Florida 32792.

If you have any questions and/or cannot attend, please contact Kathryn Johnston via email at kathryn.johnston@lowndes-law.com. We look forward to talking to you.

PROPOSED PROJECT SITE

EXHIBIT C

COMMUNITY MEETING NOTICE

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If you have any questions and/or cannot attend, please contact Kathryn Johnston via email at kathryn.johnston@lowndes-law.com. We look forward to talking to you.

PROPOSED PROJECT SITE

Please note this matter will be heard at the following Public Hearings:

P&Z May 5, 2026, 5:00 P.M.

City Commission May 27, 2026, 3:30

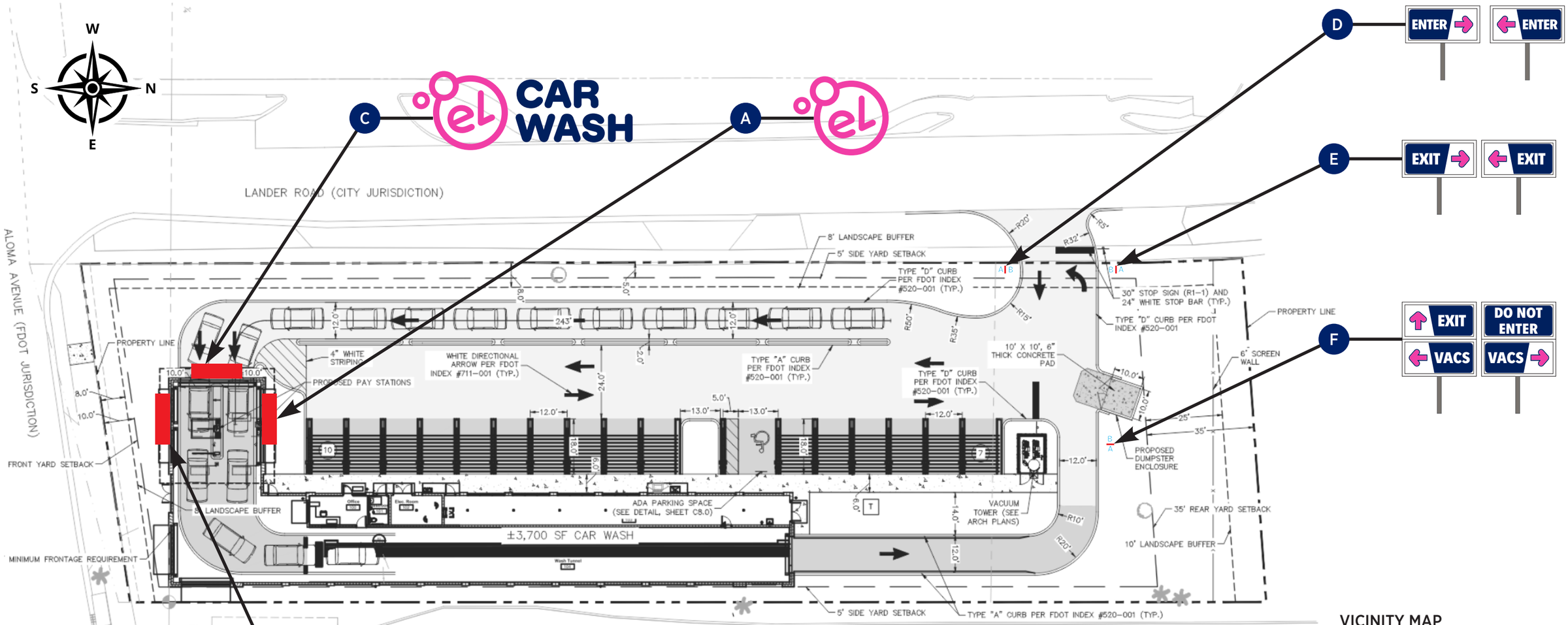
Both will be heard at – City Hall Commission Chambers, 401 S. Park Ave. Winter Park, FL 32789

EXHIBIT D

COMMUNITY MEETING SIGN-IN SHEET

Meeting Location: Aloma Elementary School, 2949 Scarlet Road, Winter Park, Florida 32792
Date/Time: April 15, 2026; 6:00 – 7:00 PM

Name	Address	Email	Phone
BRETT BISSEY	530 ZANDER RD.	brettbissey@gmail.com	407-459-6487
Ann Clement	311 E. Morse Blvd, WP	gardensbycle@et.com	407 832-4180

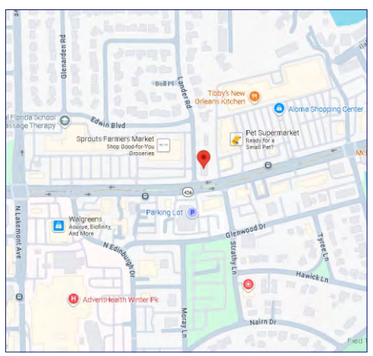


SP Site & Sign Location Plan

Scale: 1/32" = 1'-0"

SIGN	SQ FT	QTY	TOTAL	SQ FT ALLOWED
A	120	1	120	- -
B	278.3	1	278.3	- -
C	278.3	1	278.3	- -
D	4.5	1	4.5	- -
E	4.5	1	4.5	- -
F	9	1	9	- -

VICINITY MAP



EGAN SIGN

222 NORTH KENHORST BOULEVARD, READING, PA 19607
PHONE: 844.460.6631 | FAX: 610.478.1332 | WWW.EGANSIGN.COM

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CAR WASH

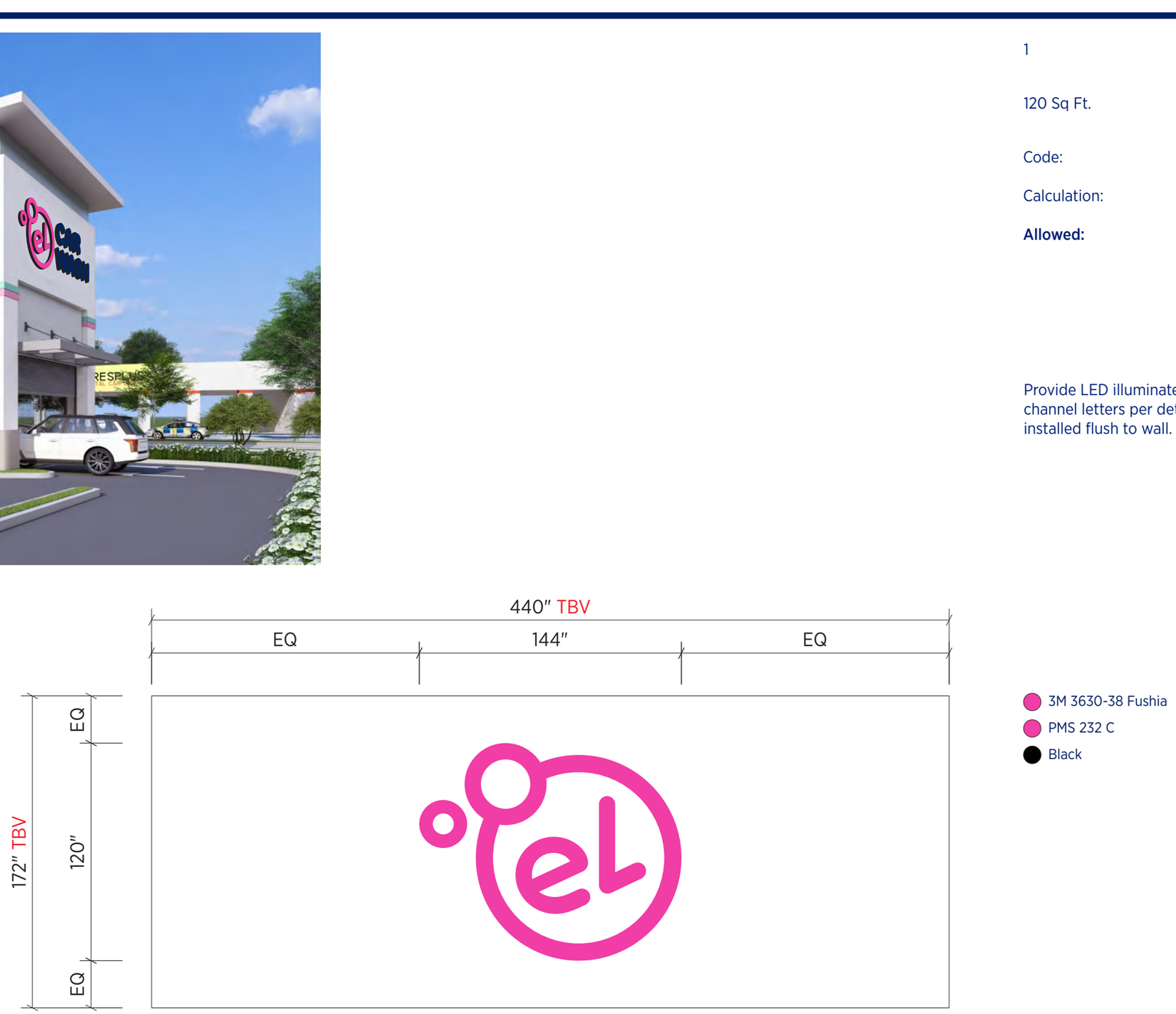
CLIENT
El Car Wash
2753 NW 87th Ave
Doral, FL 33172

LOCATION ADDRESS
El Car Wash- #177- Aloma Ave
2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

PROJECT NO.
35746

Proposed



3M 3630-38 Fushia
PMS 232 C
Black

1

120 Sq Ft.

Code:

Calculation:

Allowed:

Provide LED illuminated channel letters per detail; installed flush to wall.

A Illuminated Channel Letters

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

NOT FOR PRODUCTION

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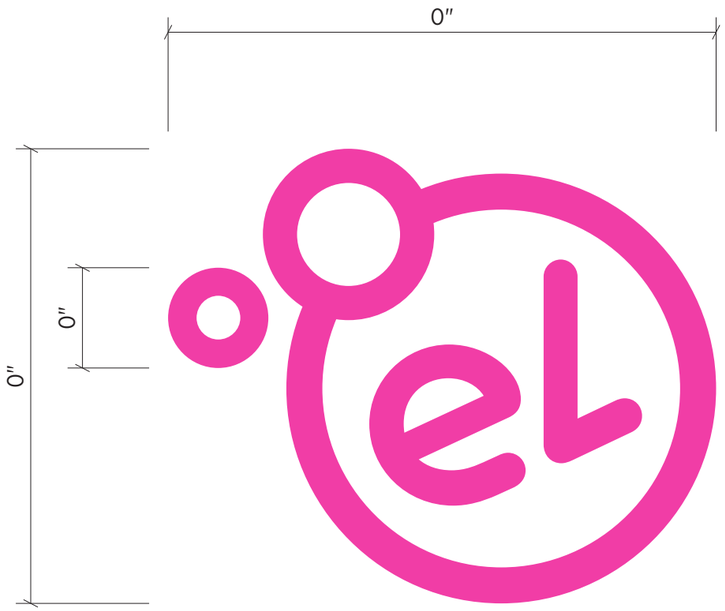
03/24/2026 - BS

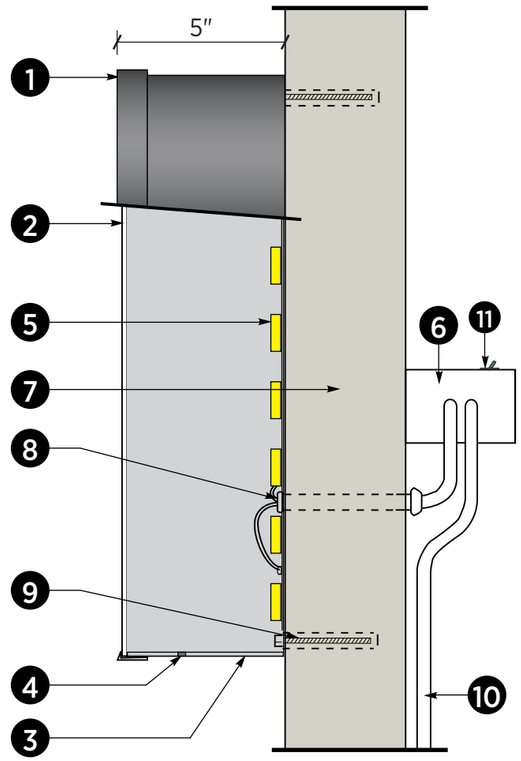
PROJECT NO.
35746



CROSS SECTION OF UL LISTED CHANNEL LETTERS w/ LEDS

(1) 1" BLACK PLASTIC TRIM CAP
(2) 3/16 PLEXIGLAS FACE W/ DIGITALLY PRINTED GRAPHICS TO MATCH COLOR KEY
(3) .040 ALUMINUM RETURN PAINTED TO MATCH BLACK (.063 BACK)
(4) 1/4" DRAIN HOLES (Min. 2 per letter)
(5) LED ILLUMINATION
(6) LED POWER SUPPLY
(7) FACADE
(8) LOW VOLTAGE CLASS 2 POWER LINE
(9) MOUNTING HARDWARE (3/8"x5" Bolts)
(10) EXISTING 120 VOLT SERVICE
(11) WATERPROOF DISCONNECT SWITCH PER NEC 600-6

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes.
This includes proper grounding and bonding of the sign.



1

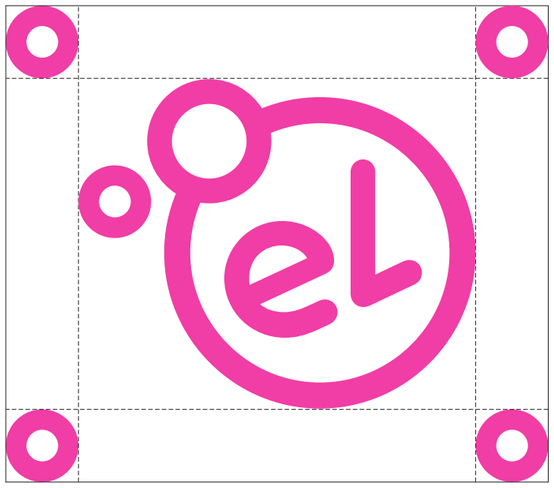
120 Sq Ft.

Code:

Calculation:

Allowed:

Provide LED illuminated channel letters per detail; installed flush to wall.



LOGO - CLEAR SPACE DETAIL
SCALE: NTS

NIGHT RENDERING

- 3M 3630-38 Fushia
- PMS 232 C
- Black

A Illuminated Channel Letters

Scale: 0" = 1'-0"
NOT FOR PRODUCTION

EGAN SIGN
222 NORTH KENHORST BOULEVARD, READING, PA 19607
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CAR WASH

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2753 NW 87th Ave
Doral, FL 33172

LOCATION ADDRESS
El Car Wash- #177- Aloma Ave
2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

PROJECT NO.
35746

Proposed

1

278.3 Sq Ft.

Code:

Calculation:

Allowed:

Provide LED illuminated channel letters per detail; installed flush to wall.

- 3M 3630-38 Fushia
- PMS 232 C
- PMS 2757 C
- Black
- Paint to match PMS 2757 C

B Illuminated Channel Letters

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

NOT FOR PRODUCTION

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el CAR WASH

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Doral, FL 33172

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2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

PROJECT NO.
35746

Proposed

1

278.3 Sq Ft.

Code:

Calculation:

Allowed:

Provide LED illuminated channel letters per detail; installed flush to wall.

- 3M 3630-38 Fushia
- PMS 232 C
- PMS 2757 C
- Black
- Paint to match PMS 2757 C

C Illuminated Channel Letters

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

NOT FOR PRODUCTION

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Doral, FL 33172

LOCATION ADDRESS
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2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

PROJECT NO.
35746

NIGHT RENDERING

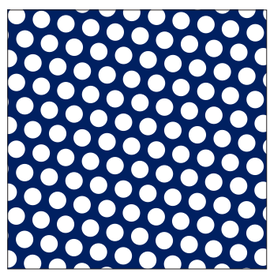
LOGO - CLEAR SPACE DETAIL
SCALE: NTS

B/C

Illuminated Channel Letters

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

NOT FOR PRODUCTION



Day/Night Vinyl Printed to Match PMS 2757 C

EL LOGO ONLY

CROSS SECTION OF UL LISTED CHANNEL LETTERS w/ LEDS

(1) 1" BLACK PLASTIC TRIM CAP
(2) 3/16 POLYCARBONATE FACE W/ SURFACE APPLIED DIGITALLY PRINTED GRAPHICS TO MATCH COLOR KEY
(3) .040 ALUMINUM RETURN PAINTED BLACK (.063 BACK)
(4) 1/4" DRAIN HOLES (Min. 2 per letter)
(5) LED ILLUMINATION
(6) LED POWER SUPPLY
(7) FACADE
(8) LOW VOLTAGE CLASS 2 POWER LINE
(9) MOUNTING HARDWARE (3/8"x5" Bolts)
(10) EXISTING 120 VOLT SERVICE

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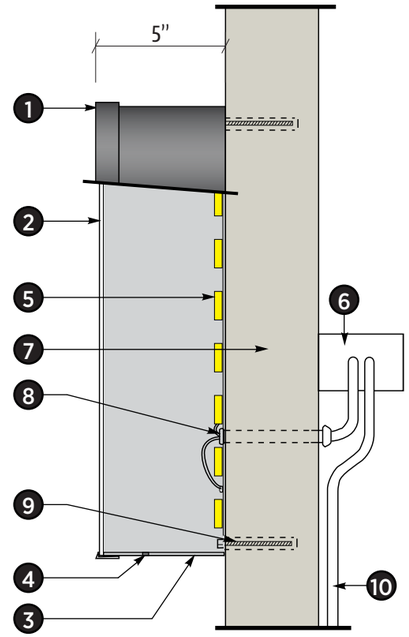
This includes proper grounding and bonding of the sign.



2

278.3 Sq Ft.

Provide LED illuminated channel letters per detail; installed flush to wall.

CAR WASH LETTERS

CROSS SECTION OF UL LISTED CHANNEL LETTERS w/ LEDS

(1) 1" BLACK PLASTIC TRIM CAP
(2) 3/16" THK ACRYLIC FACE w/ PERFORATED DAY/NIGHT VINYL TO MATCH COLOR KEY
(3) .040 PRE-FINISHED ALUMINUM RETURN (.040 BACK)
(4) 1/4" DRAIN HOLES (Min. 2 per letter)
(5) LED ILLUMINATION
(6) LED POWER SUPPLY
(7) FACADE
(8) LOW VOLTAGE CLASS 2 POWER LINE
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(10) EXISTING 120 VOLT SERVICE

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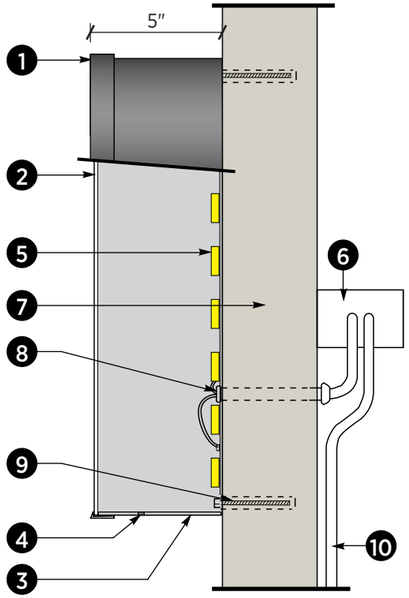

- 3M 3630-38 Fushia
- PMS 232 C
- PMS 2757 C
- Black
- Paint to match PMS 2757 C

EGAN SIGN
222 NORTH KENHORST BOULEVARD, READING, PA 19607
PHONE: 844.460.6631 | FAX: 610.478.1332 | WWW.EGANSIGN.COM

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CAR WASH

CLIENT
El Car Wash
2753 NW 87th Ave
Doral, FL 33172

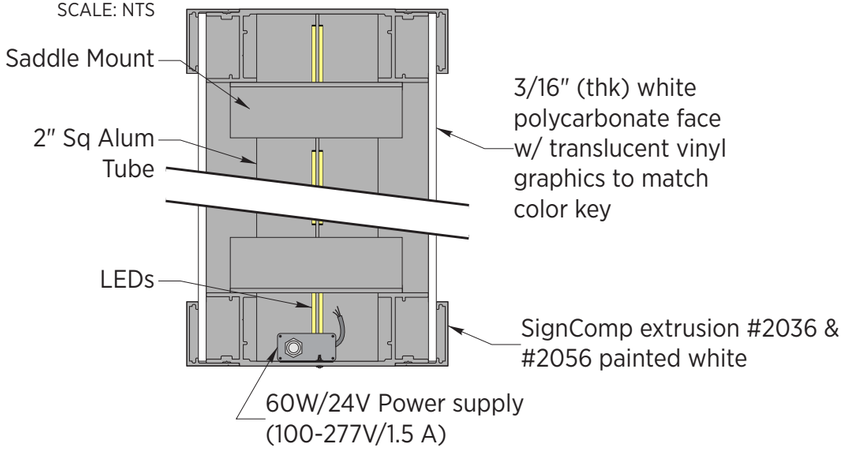
LOCATION ADDRESS
El Car Wash- #177- Aloma Ave
2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

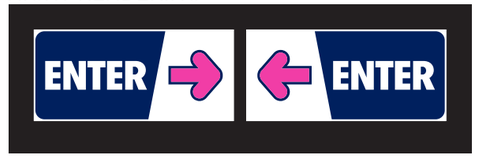
PROJECT NO.
35746

SECTION DETAIL DETAIL

SCALE: NTS



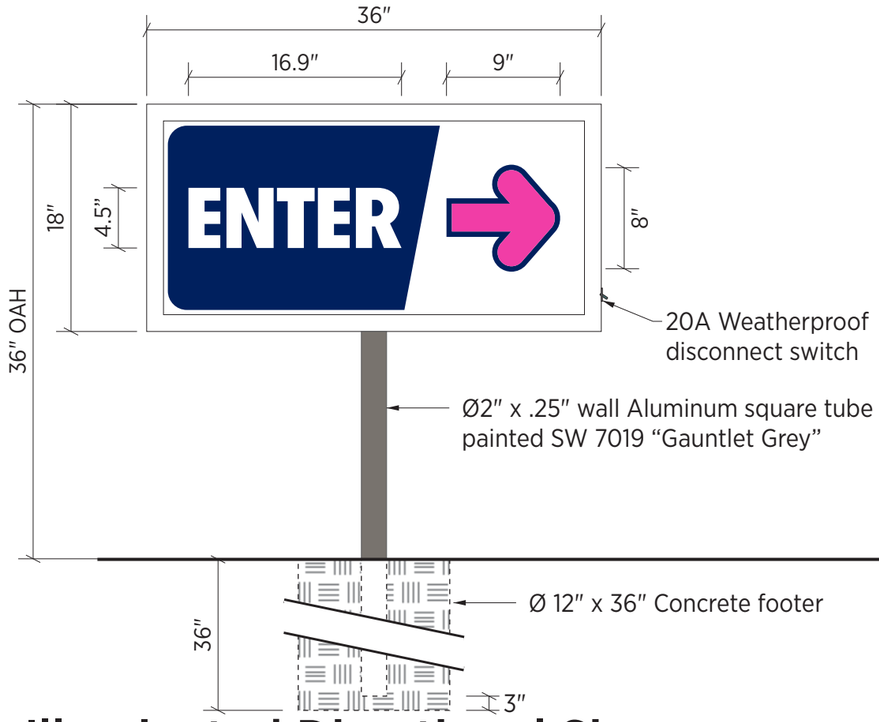
NIGHT RENDERING

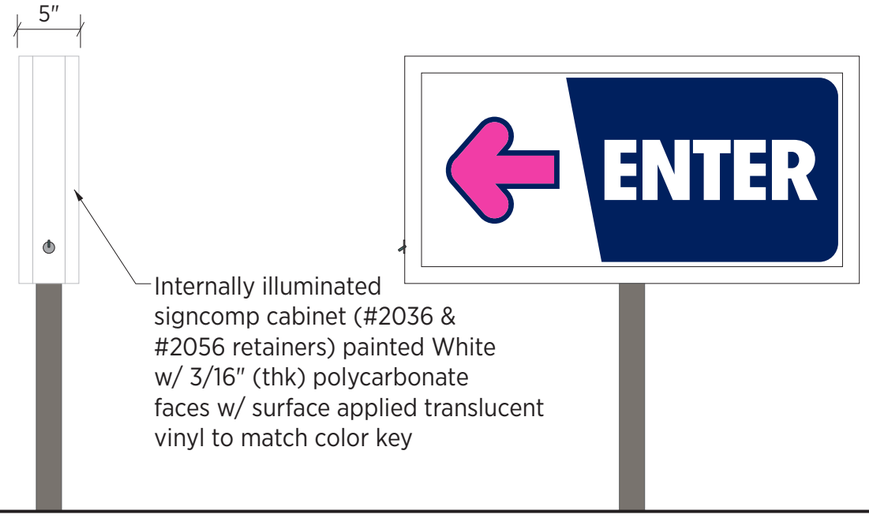


1

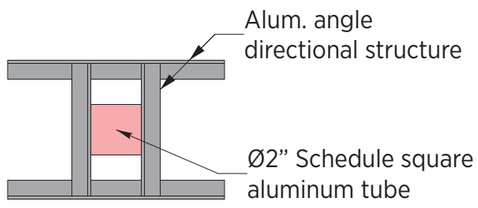
4.5 Sq Ft

Provide D/F illuminated directional sign per layout and detail.





- 3630-187 Infinity Blue
- 3M 3630-38 Fushia
- White
- SW 7019 "Gauntlet Grey"



SADDLE ATTACHMENT DETAIL

SCALE: NTS

D Illuminated Directional Sign

Scale: 1" = 1'-0"

EGAN SIGN

222 NORTH KENHORST BOULEVARD, READING, PA 19607
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EL CAR WASH

CLIENT
El Car Wash
2753 NW 87th Ave
Doral, FL 33172

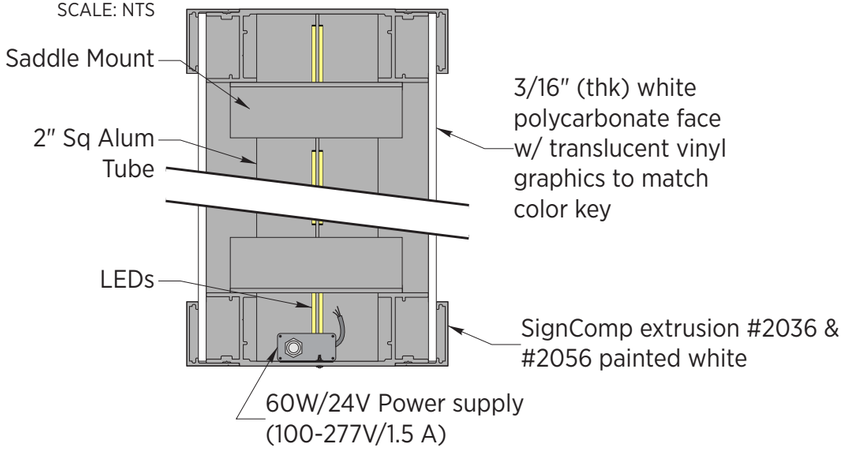
LOCATION ADDRESS
El Car Wash- #177- Aloma Ave
2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

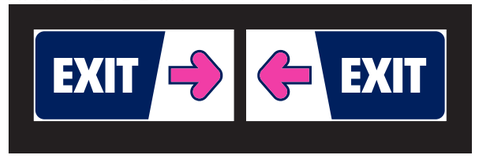
PROJECT NO.
35746

SECTION DETAIL DETAIL

SCALE: NTS



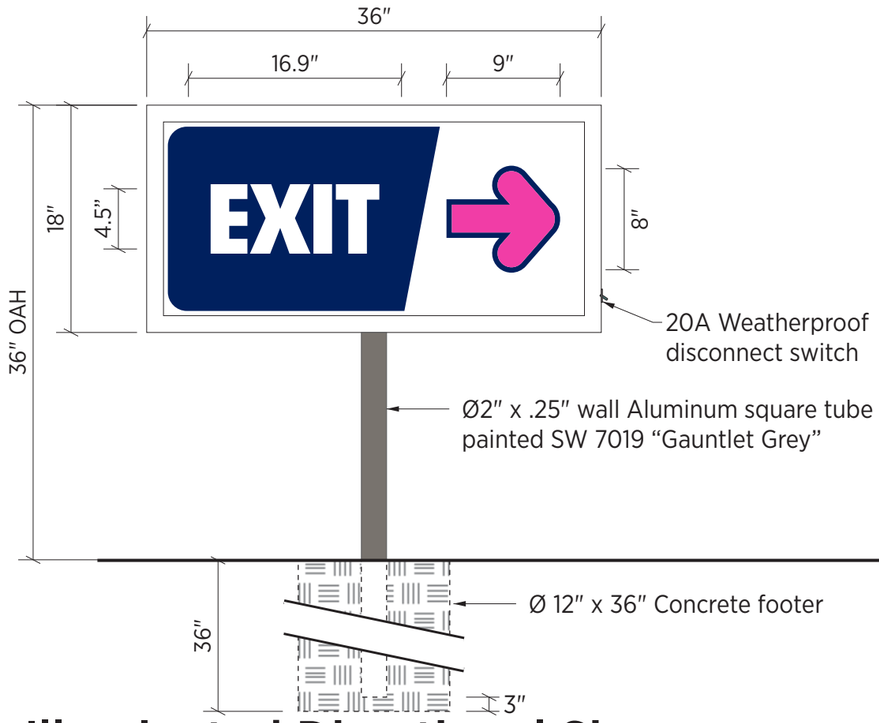
NIGHT RENDERING

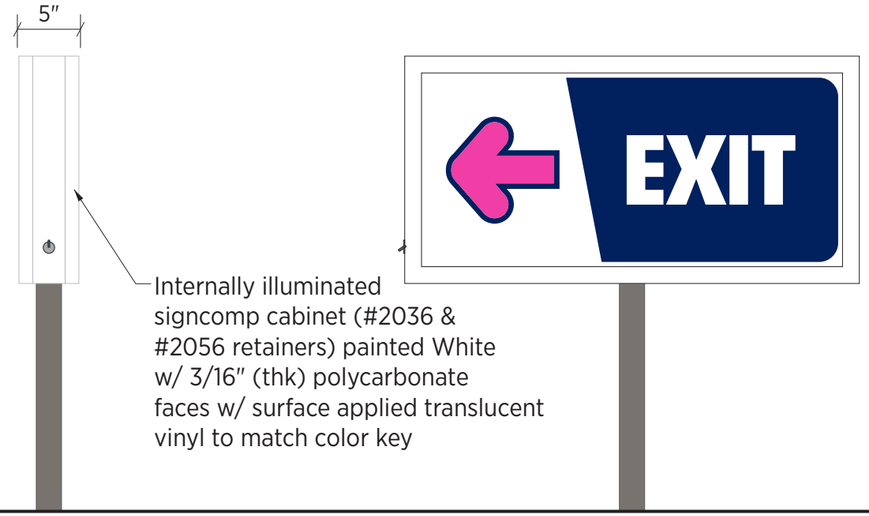


1

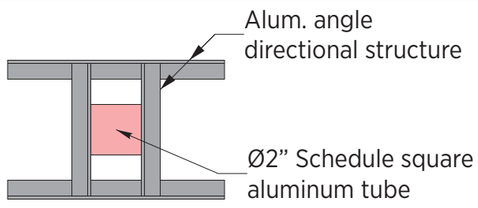
4.5 Sq Ft

Provide D/F illuminated directional sign per layout and detail.





- 3630-187 Infinity Blue
- 3M 3630-38 Fushia
- White
- SW 7019 "Gauntlet Grey"



SADDLE ATTACHMENT DETAIL

SCALE: NTS

E Illuminated Directional Sign

Scale: 1" = 1'-0"

EGAN SIGN

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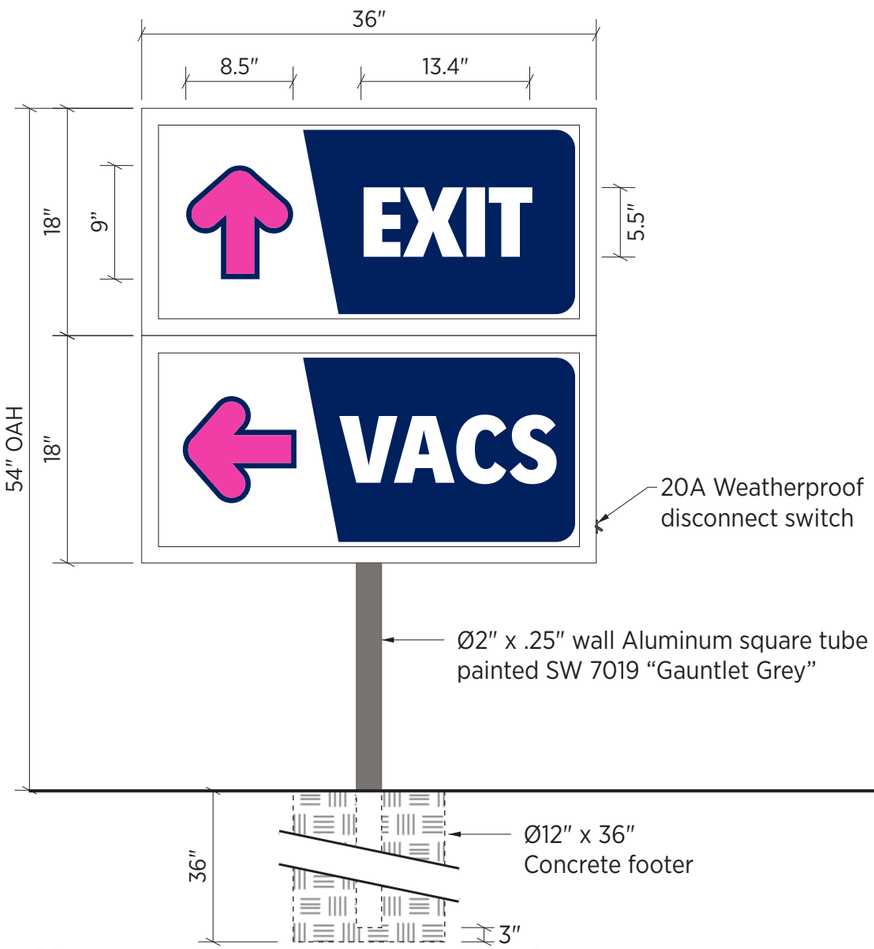
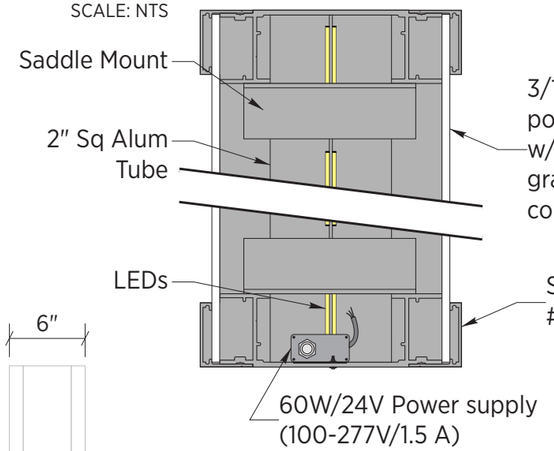
35746

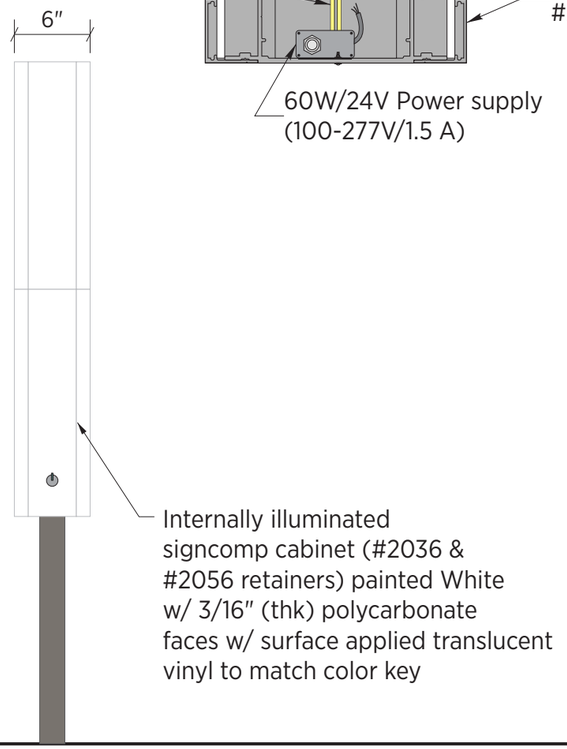
NIGHT RENDERING

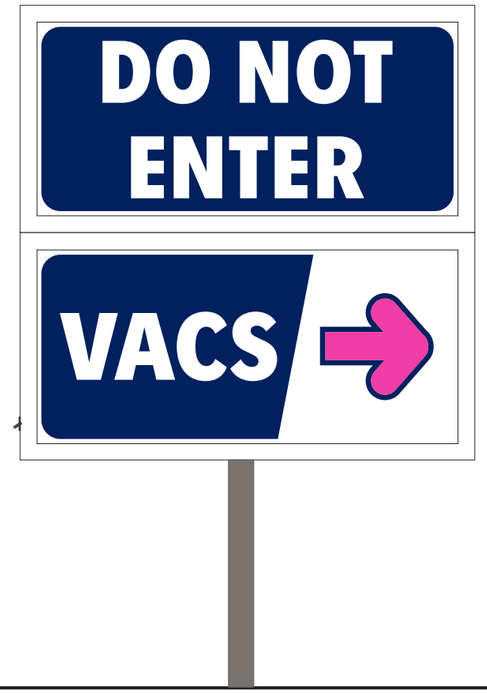


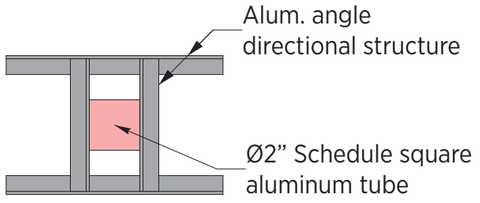
SECTION DETAIL DETAIL

SCALE: NTS









SADDLE ATTACHMENT DETAIL

SCALE: NTS

1

9 Sq Ft

Provide D/F illuminated directional sign per layout and detail.

- 3630-187 Infinity Blue
- 3M 3630-38 Fushia
- White
- SW 7019 "Gauntlet Grey"

F Illuminated Directional Sign

Scale: 1" = 1'-0"

EGAN SIGN
222 NORTH KENHORST BOULEVARD, READING, PA 19607
PHONE: 844.460.6631 | FAX: 610.478.1332 | WWW.EGANSIGN.COM

This design/engineering proposal will remain the exclusive property of Egan Sign until approved & accepted through purchase by client named directly on drawing and may not be duplicated by other parties or design fee will apply @ $95 per hour.

CAR WASH

CLIENT
El Car Wash
2753 NW 87th Ave
Doral, FL 33172

LOCATION ADDRESS
El Car Wash- #177- Aloma Ave
2011 Aloma Ave
Winter Park, FL 32792

LAYOUT DATES
03/24/2026 - BS

PROJECT NO.
35746

Drainage Calculations for
City of Winter Park & SJRWMD

EI Car Wash Winter Park

City of Winter Park

Prepared by:

Kimley-Horn and Associate, Inc.
Orlando, FL 32801
249255006

April 7, 2025

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Kimley»Horn

Drainage Calculations for
City of Winter Park, & SJRWMD

El Car Wash Winter Park
City of Winter Park

Prepared for:
National Express Wash II, LLC

Prepared by:
Kimley-Horn and Associates, Inc.
Orlando, FL 32801
249255006

April 7, 2026

I hereby certify that to the best of my knowledge and belief, the design of Stormwater Management System for the project known as “El Car Wash Winter Park”, meets all the requirements and has been designed substantially in accordance with City of Winter Park, and SJRWMD Stormwater Management Criteria.

L. Jordan Draper, P.E.
FL P.E. #81928

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Existing SJRWMD Permit #42-095-65614-1

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Geotechnical Report

1 SUMMARY

El Car Wash Winter Park is a proposed development in Winter Park, FL – Section 04, Township 22, and Range 30 east. The 0.95-acre site is located northeast of the intersection of Aloma Ave and Lander RD. In **Appendix A**, the limits of the project site have been superimposed on a general location map, an aerial photograph, the USGS Quad map, and Map No. 12095C0255F of the FEMA Flood Insurance Rate Map (FIRM), effective date September 25, 2009.

The project scope includes developing a single bay, full-service car wash facility with associated parking, infrastructure, and a dry pond and underground dry retention stormwater management system.

It should be noted that all elevations within this report are based upon the 1988 North American Vertical Datum (NAVD 88). The proposed stormwater management system has been designed to meet or exceed all the requirements of the City of Winter Park and St. Johns River Water Management District (SJRWMD).

2 EXISTING CONDITIONS

The subject property consists of two parcels, 04-22-30-2316-04-290 & 04-22-30-2316-04-280 and is made up of two basins. Pre-Basin 2 is under existing SJRWMD permit #42-095-65614-1 and discharges to one detention pond via a pipe system. The pond discharges to an existing inlet located along Aloma Ave via an 8” PVC pipe. Pre Basin-1 currently has no existing stormwater system and sheet flows off-site to Lander Road. The property is bordered on the west by Lander Road and to the south by Aloma Ave. The subject property is currently a bank and abandoned open bay concrete block building.

2.1 SOILS

Soil types were mapped by the United States Department of Agriculture Soil Conservation Service, August 2024 Soil Survey for Orange County, Florida. Per the soils maps, the site consists of type “B” soils. The SCS Soil Survey for the proposed site can be found in **Appendix A**.

2.2 GROUNDWATER

The groundwater levels were determined by existing SJRWMD permit #42-095-65614-1. Please refer to **Appendix B** for details.

2.3 BASINS

The existing site was analyzed using two pre-development drainage basins. Please refer to the Pre-Development Basin Map in **Appendix B** for details.

Table 1: Pre-Development Basin Summary Table

	Pre-Basin 1	Pre-Basin 2
Drainage Area	0.53 AC	0.42 AC
Impervious Area	0.33 AC	0.36 AC
Percent Impervious	62.3%	85.7%
Time of Concentration, Tc	10 min.	10 min
Curve Number, CN	84.0	92.7

2.3.1 CN CALCULATIONS

Pre-Basin 1 and Pre-Basin 2 is developed with pervious areas considered open space in good condition and a hydrologic soil group classification B. Please see **Appendix B** for the Pre-Basin CN calculations.

2.3.2 TIME OF CONCENTRATION

The time of concentration for Pre-Basin 1 and Pre-Basin 2 was assumed to be 10 minutes. This is consistent with the time of concentration calculations from the existing SJRWMD permit #42-095-65614-1 shown in **Appendix B**.

2.3.3 EXISTING DEVELOPMENT RUNOFF

See **Table 2**, below, for Pre-Development Basin runoff. Refer to **Appendix B** for the input report, drainage analysis summary.

Table 2: Basin Runoff

	Pre-Basin 2 Runoff (cfs)
25YR / 24HR	1.172
MEAN-24	0.4762

3 PROPOSED DEVELOPMENT

The project scope includes the redevelopment of two existing commercial sites to a single bay, full-service car wash facility with associated parking, infrastructure, and a dry pond and underground dry retention stormwater management system. The 0.95-acre site consists of parcels, 04-22-30-2316-04-290 & 04-22-30-2316-04-280. The site consists of 1 post development basin. The project's stormwater management system is designed to accommodate the entire site's development, which includes a maximum impervious area of 0.61 acres. The stormwater management system is designed to accommodate the 25-year 24-hour and mean annual storm events as well as provide an 80% reduction of the average annual loading of total phosphorous (TP) and a 45% percent reduction of the average annual loading of total Nitrogen (TN) per SJRWMD Code section 8.3.5 and City of Winter Park Stormwater requirements. The system has also been designed to recover the treatment volume within 72 hours of a storm event.

REQUIRED PERMITS AND REVIEWS

- City of Winter Park
- St. Johns River Water Management District

3.1 STORMWATER MANAGEMENT

The proposed stormwater management system will be analyzed and designed to accommodate a total impervious area, excluding the proposed pond, of 0.61 acres (64.21%). The proposed stormwater system will utilize one dry retention pond and a ±3,472 SF underground dry retention system, to treat stormwater runoff. The proposed dry pond and underground system will provide treatment and attenuation for the post-development basin and will discharge to the same curb inlet on Aloma Ave as it does in the pre-development condition. Please see the stage/storage calculations for the proposed pond and underground system within **Appendix C**.

Table 3: Post Development Basin Summary Table

	Post Basin 1
Drainage Basin Area	0.95 AC
Impervious Area	0.61 AC
Percent Impervious	64.2%
Time of Conc., Tc	10 min.
Curve Number, CN	84.6

3.1.1 CN CALCULCATIONS

As mentioned in the existing conditions section of this report, the site contains type “B” soils. CN calculations for the post-development conditions can be found in **Appendix C.**

3.1.3 TAILWATER CONDITIONS

Tailwater conditions for the post development was assumed to be at the elevation of 86.38’. This elevation is the top of the 48” pipe exiting the existing curb inlet along Aloma Ave.

3.1.4 GROUNDWATER ELEVATIONS

The groundwater levels were estimated by Dynamic Earth, Inc. and included as part of their Geotechnical Exploration Report. The estimated seasonal high water table depth was found to be 4.5’ below existing grade. The horizontal hydraulic conductivity and vertical infiltration rate was found to be 4.37 ft/day and 2.92 ft/day respectively. Applying a factor of safety of 2 brings the horizontal hydraulic conductivity to 2.185 ft/day and the vertical infiltration rate to 1.46 ft/day . Please see the table below and refer to **Appendix D** for the geotechnical report.

Table 4: Geotech Parameters

Stormwater Management Facility Parameters	
Estimated Confining Layer Depth (feet)[1]	10.0
Estimated Seasonal High Water Table Depth (feet) [1]	4.5
Horizontal Saturated Hydraulic Conductivity (feet per day) [2]	1.42 to 4.37
Unsaturated Vertical Infiltration Rate (feet per day) [2]	0.95 to 2.92
Fillable Porosity (percent)	20

[1]Depth below existing grade

3.1.5 NUTRIENT REMOVAL CALCULATIONS

The proposed project falls within the Middle St. Johns basin and is located upstream of impaired water. The Crane Strand Drain Stream is impaired for nitrogen. However, the project does classify itself as a redevelopment. Therefore, the following performance standards under section 8.3.5 is the nutrient load reduction criteria:

A level of treatment sufficient to accomplish a post-development condition average annual loading, of those pollutants not meeting water quality standards, that is less than that of the predevelopment condition.

&

80% reduction of the average annual loading of total phosphorous (TP) and a 45 percent reduction of the average annual loading of total Nitrogen (TN).

The nutrient removal analysis was conducted using the BMPTrains software. The project utilizing the proposed dry detention pond was determined to require 0.087 ac-ft of retention volume to achieve a removal efficiency of 80% TP and 45% TN removal efficiency. Additionally, it was determined that the post-development average annual loading is less than the pre-development annual loading. The proposed dry detention pond provides 0.088 ac-ft of detention volume. Therefore, the proposed system's efficiencies exceed the nutrient removal requirements. Refer to **Appendix C** for the complete BMPTrains report.

Table 5: Nutrient Loading Rates

	Actual Reduction	Required Reduction	Pre Load (kg/yr)	Post Load (kg/yr)
Nitrogen Loading	83%	45%	0.56	0.08
Phosphorus Loading	83%	80%	0.08	0.012

3.1.6 RUNOFF ANALYSIS

The proposed development pond stages were determined using Interconnected Channel & Pond Routing (ICPR v4) by Streamline Technologies, Inc. Please refer to **Appendix C** for the nodal diagram, input report, basin summary, and drainage analysis summary. Please also refer to *Table 7* below for a summary of the proposed ponds maximum stages.

Table 6: Basin Analysis

Storm Event	Pond Max Stage (ft)	Underground System Max Stage (ft)
25yr-24hr	92.00	92.00
Mean Annual	90.87	90.87
Top of Bank / System	93.00	92.00

Table 7: Runoff Analysis

Storm Event	Pre-Basin 1 Max Q (cfs)	Post Basin Max Q (cfs)
25yr-24hr	1.172	1.16
Mean Annual	0.4762	0.15

APPENDIX A

VICINITY MAPS

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

AERIAL MAP

CITY OF WINTER PARK, FLORIDA
SECTION 04, TOWNSHIP 22S, RANGE 30E

SCALE N.T.S. DESIGNED BY DRAWN BY CHECKED BY	Kimley»Horn © 2026 KIMLEY-HORN AND ASSOCIATES, INC. 200 S ORANGE AVE., SUITE 600, ORLANDO FL, 32801 PHONE (407) 898-1511 WWW.KIMLEY-HORN.COM REGISTRY NO. 696	DATE 4-7-2026 PROJECT NO. 249255006	EL CARWASH WINTER PARK AERIAL MAP	DESIGN ENGINEER: FLORIDA P.E. LICENSE NUMBER:	SHEET NUMBER A-1

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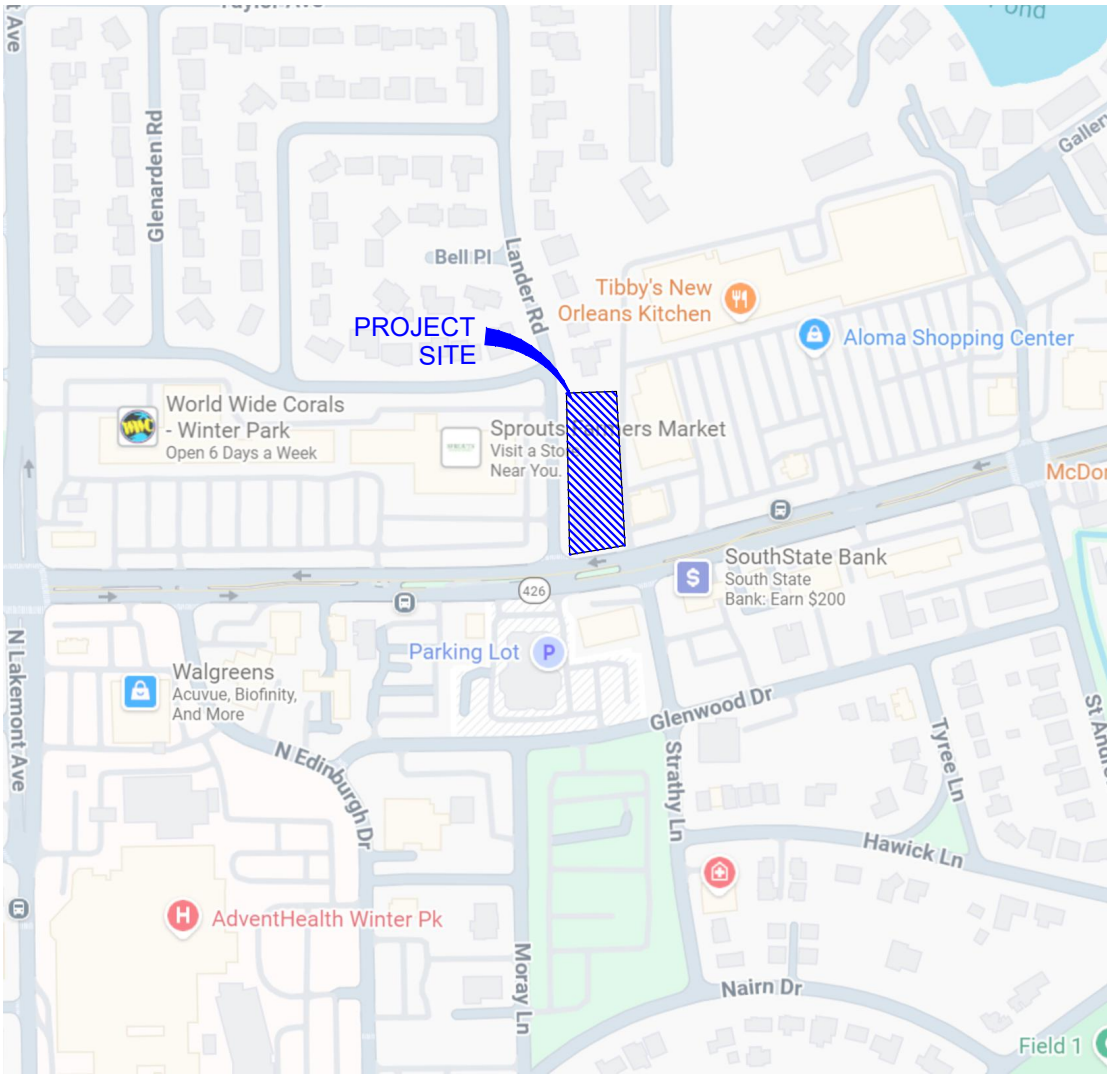

LOCATION MAP

BREVARD COUNTY, FLORIDA
SECTION 19, TOWNSHIP 27S, RANGE 37E

SCALE N.T.S. DESIGNED BY DRAWN BY CHECKED BY	Kimley»Horn © 2026 KIMLEY-HORN AND ASSOCIATES, INC. 200 S ORANGE AVE., SUITE 600, ORLANDO FL, 32801 PHONE (407) 898-1511 WWW.KIMLEY-HORN.COM REGISTRY NO. 696	DATE 4-7-2026 PROJECT NO. 249255006	EL CARWASH WINTER PARK LOCATION MAP	DESIGN ENGINEER: FLORIDA P.E. LICENSE NUMBER:	SHEET NUMBER A-2

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QUADRANGLE MAP

SCALE N.T.S. DESIGNED BY DRAWN BY CHECKED BY	Kimley»Horn © 2026 KIMLEY-HORN AND ASSOCIATES, INC. 200 S ORANGE AVE., SUITE 600, ORLANDO FL, 32801 PHONE (407) 898-1511 WWW.KIMLEY-HORN.COM REGISTRY NO. 696	DATE 4-7-2026 PROJECT NO. 249255006	EL CARWASH WINTER PARK QUAD MAP	DESIGN ENGINEER: FLORIDA P.E. LICENSE NUMBER:	SHEET NUMBER A-3

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SOILS MAP

HYDROLOGICAL SOIL GROUP SUMMARY		
SOIL TYPE	SOIL NAME	SOIL RATING
50	URBAN LAND, 0 TO 2 PERCENT SLOPES	B

SCALE N.T.S. DESIGNED BY DRAWN BY CHECKED BY	Kimley»Horn © 2026 KIMLEY-HORN AND ASSOCIATES, INC. 200 S ORANGE AVE., SUITE 600, ORLANDO FL, 32801 PHONE (407) 898-1511 WWW.KIMLEY-HORN.COM REGISTRY NO. 696	DATE 4-7-2026 PROJECT NO. 249255006	EL CARWASH WINTER PARK SOILS MAP	DESIGN ENGINEER: FLORIDA P.E. LICENSE NUMBER:	SHEET NUMBER A-4

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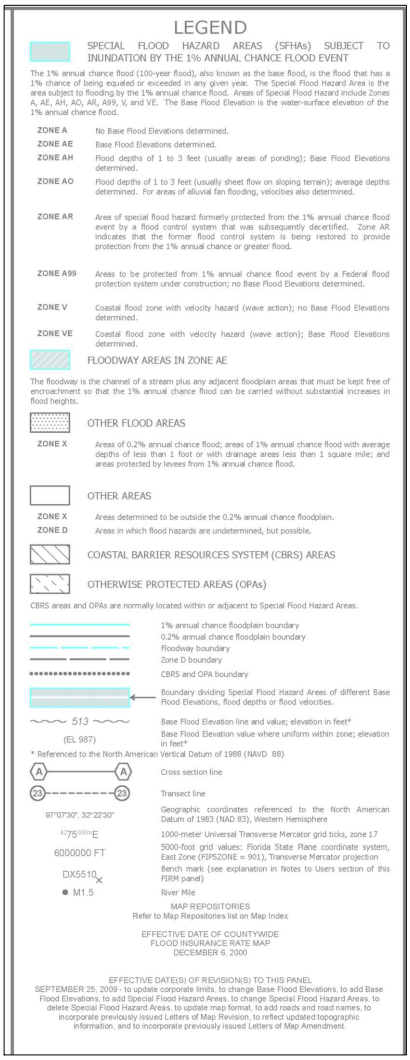

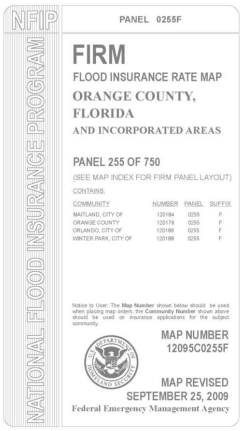

SCALE N.T.S. DESIGNED BY DRAWN BY CHECKED BY	Kimley»Horn © 2026 KIMLEY-HORN AND ASSOCIATES, INC. 200 S ORANGE AVE., SUITE 600, ORLANDO FL, 32801 PHONE (407) 898-1511 WWW.KIMLEY-HORN.COM REGISTRY NO. 696	DATE 4-7-2026 PROJECT NO. 249255006	EL CARWASH WINTER PARK FEMA MAP	DESIGN ENGINEER: FLORIDA P.E. LICENSE NUMBER:	SHEET NUMBER A-5

APPENDIX B

PRE DEVELOPMENT SUPPORTING DOCCUMENTATION

PRE DEVELOPMENT BASIN MAP

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PRE BASIN 2
AREA: 0.53 AC
0.36 AC IMPERVIOUS AREA
CN: 84.00
TC: 10 MIN
PRE BASIN 1
AREA: 0.42 AC
0.33 AC IMPERVIOUS AREA
CN: 92.7
TC: 10 MIN
LANDER ROAD
ESTHER AVENUE
ALOMA AVENUE
SITE BENCHMARK
TBM#1
TBM
N 89°57'16" E 110.81'(F)
S 00°52'47" E 169.80'(F)
N 00°42'58" W 115.78'(F)
S 01°00'00" E 234.89'(P)
N 01°00'56" W 218.24'(F)
S 89°57'16" W 112.34'(F)
N 85°07'00" E 111.86'(P)
N 84°55'00" E
S 89°57'16" E 110.81'(F)
S 00°52'47" E 200.55'(F)
S 01°00'00" E 234.89'(P)
N 00°42'58" W 115.78'(F)
N 01°00'56" W 218.24'(F)
S 89°21'30" W
N 89°21'30" E
(F)RADIUS = 624.06'
DELTA = 4°05'41"
ARC = 44.60'
CHORD = 44.59'
CHORD BEARING: N 02°55'52" W
(P)RADIUS = 624.06'
ARC = 44.51'
PARCEL NO. 04-22-30-2316-04-250
ANN WILLIAM G JENKINS TRUST 1/2 INT
PARCEL NO. 04-22-30-2316-04-260
BURNS DANIEL GEORGE LIFE ESTATE
PARCEL NO. 04-22-30-2316-04-270
ANN WILLIAM G JENKINS TRUST 1/2 INT
PARCEL NO. 04-22-30-2316-04-280
BURNS DANIEL GEORGE LIFE ESTATE
(NOT INCLUDED)
BLOCK E
EASTGATE
COMMERCIAL DISTRICT
(P.B. 1, PG. 127)
LOT 28
BLOCK D
EASTGATE
(P.B. 1, PG. 127)
LOT 27
BLOCK D
EASTGATE
(P.B. 1, PG. 127)
LOT 26
BLOCK D
EASTGATE
(P.B. 1, PG. 127)
ONE STORY MASONRY BUILDING
AREA=1,040 SQ FT
(FOOTPRINT)
ONE STORY MASONRY BUILDING
AREA=1,230 SQ FT
(FOOTPRINT)
ONE STORY MASONRY BUILDING
AREA=928 SQ FT
(FOOTPRINT)
ASPHALT PAVEMENT
CONCRETE SIDEWALK
CONCRETE APRON
OTHER'S ASPHALT APRON
EAST R/W LINE
WEST R/W LINE
NORTHERLY R/W LINE
PREVIOUS R/W LINE
60' PUBLIC R/W
VARIABLE WIDTH ASPHALT PAVEMENT
30' PRIVATE R/W
ASPHALT PAVEMENT
SANITARY SEWER MANHOLE
RIM=93.07'
INV.N=88.61'
INV.S=88.61'
INV.E=88.61'
INV.W=88.61'
(ALL 8"PVC)
UNKNOWN MANHOLE
RIM=93.19'
INACCESSIBLE
(PAVED OVER)
SANITARY SEWER MANHOLE
RIM=92.02'
INACCESSIBLE
(PAVED OVER)
SANITARY SEWER MANHOLE
RIM=90.91'
INV.N=86.11'(8"PVC)
INV.S=86.17'(8"PVC)
INV.W=86.19'(8"PVC)
CURB INLET
RIM=92.57'
INV.N=88.57'(48"PVC)
INV.S=88.53'(48"PVC)
CURB INLET
RIM=91.67'
INV.N=83.57'(48"PVC)
INV.S=83.47'(48"PVC)
CURB INLET
RIM=92.18'
INV.N=88.93'(48"PVC)
INV.S=88.83'(48"PVC)
CURB INLET
TOP=90.08'
INV.S=82.38'(48"PVC)
INV.W & E
INACCESSIBLE
SNAG
ELEV=93.17'
CROSS ISLAND
SNAG
ELEV=90.18'
SNAG
ELEV=93.00'
SNAG
ELEV=92.87'
SNAG
ELEV=92.87'
SNAG
ELEV=92.87

PRE DEVELOPMENT CURVE NUMBER

CURVE NUMBER WORKSHEET

PRE-DEVELOPMENT BASIN 1

Basin Area = 0.42 acres

AREA	SCS SOIL TYPE	COVER TYPE AND CONDITIONS	CURVE NUMBER	SUB TOTAL
		Grass (Lawns, Parks, Golf Courses, etc.)		
	A	Cover < 50%	68	0.0
	A	Cover 50% to 75%	49	0.0
	A	Cover > 75%	39	0.0
		Grass (Lawns, Parks, Golf Courses, etc.)		
	B	Cover < 50%	79	0.0
	B	Cover 50% to 75%	69	0.0
0.060	B	Cover > 75%	61	3.7
		Grass (Lawns, Parks, Golf Courses, etc.)		
	C	Cover < 50%	86	0.0
	C	Cover 50% to 75%	79	0.0
	C	Cover > 75%	74	0.0
		Grass (Lawns, Parks, Golf Courses, etc.)		
	D	Cover < 50%	89	0.0
	D	Cover 50% to 75%	84	0.0
	D	Cover > 75%	80	0.0
		Woods(Forest, Orchard)		
	A	Cover < 50%	45	0.0
	A	Cover 50% to 75%	35	0.0
	A	Cover > 75%	25	0.0
		Woods(Forest, Orchard)		
	B	Cover < 50%	66	0.0
	B	Cover 50% to 75%	60	0.0
	B	Cover > 75%	55	0.0
		Woods(Forest, Orchard)		
	C	Cover < 50%	77	0.0
	C	Cover 50% to 75%	74	0.0
	C	Cover > 75%	70	0.0
		Woods(Forest, Orchard)		
	D	Cover < 50%	83	0.0
	D	Cover 50% to 75%	80	0.0
	D	Cover > 75%	77	0.0
	A,B,C,D	Impervious (Pond)	98	0.0
0.360	A,B,C,D	Impervious (Pavement, Concrete, Roofs)	98	35.3
			WEIGHTED CURVE NUMBER =	**92.7**

WEIGHTED CURVE NUMBER = SUM (CN*AREA) / TOTAL AREA

CURVE NUMBER WORKSHEET

PRE-DEVELOPMENT BASIN 2

Basin Area = 0.53 acres

AREA	SCS SOIL TYPE	COVER TYPE AND CONDITIONS	CURVE NUMBER	SUB TOTAL
		Grass (Lawns, Parks, Golf Courses, etc.)		
	A	Cover < 50%	68	0.0
	A	Cover 50% to 75%	49	0.0
	A	Cover > 75%	39	0.0
		Grass (Lawns, Parks, Golf Courses, etc.)		
	B	Cover < 50%	79	0.0
	B	Cover 50% to 75%	69	0.0
0.200	B	Cover > 75%	61	12.2
		Grass (Lawns, Parks, Golf Courses, etc.)		
	C	Cover < 50%	86	0.0
	C	Cover 50% to 75%	79	0.0
	C	Cover > 75%	74	0.0
		Grass (Lawns, Parks, Golf Courses, etc.)		
	D	Cover < 50%	89	0.0
	D	Cover 50% to 75%	84	0.0
	D	Cover > 75%	80	0.0
		Woods(Forest, Orchard)		
	A	Cover < 50%	45	0.0
	A	Cover 50% to 75%	35	0.0
	A	Cover > 75%	25	0.0
		Woods(Forest, Orchard)		
	B	Cover < 50%	66	0.0
	B	Cover 50% to 75%	60	0.0
	B	Cover > 75%	55	0.0
		Woods(Forest, Orchard)		
	C	Cover < 50%	77	0.0
	C	Cover 50% to 75%	74	0.0
	C	Cover > 75%	70	0.0
		Woods(Forest, Orchard)		
	D	Cover < 50%	83	0.0
	D	Cover 50% to 75%	80	0.0
	D	Cover > 75%	77	0.0
	A,B,C,D	Impervious (Pond)	98	0.0
0.330	A,B,C,D	Impervious (Pavement, Concrete, Roofs)	98	32.3
			WEIGHTED CURVE NUMBER =	**84.0**

WEIGHTED CURVE NUMBER = SUM (CN*AREA) / TOTAL AREA

EXISTING SJRWMD PERMIT #42-095-65614-1

Bound Reports
1720

Subsurface Soil Exploration and
Geotechnical Engineering Evaluation
Proposed Bank
2011 Aloma Avenue
Winter Park, Orange County, Florida

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42-095-0561 4-1
PDS
ORLANDO
SJR WMD

Ardaman & Associates, Inc.

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MEMBERS:
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American Concrete Institute
American Society for Testing and Materials
Florida Institute of Consulting Engineers

Ardaman & Associates, Inc.

Geotechnical, Environmental and
Materials Consultants

November 17, 1999
File No. 99-6520

Florida Concepts, Inc.
804 North Beecher Road
Suite 200
Clearwater, Florida 33765

Attention: Mr. Tom Corbett

Subject: Subsurface Soil Exploration and
Geotechnical Engineering Evaluation
Proposed Bank
2011 Aloma Avenue
Winter Park, Orange County, Florida

Gentlemen:

As requested and authorized by you, we have completed a shallow subsurface soil exploration for the subject project. The purposes of performing this exploration were to evaluate the general subsurface conditions within the building and parking/drive areas and to provide recommendations for site preparation, foundation support, and pavement design. In addition, we have estimated the normal seasonal high groundwater level at the boring locations and provided the results of a permeability test within the proposed retention pond. This report documents our findings and presents our engineering recommendations.

SITE LOCATION AND SITE DESCRIPTION

The subject site is located at 2011 Aloma Avenue in Winter Park, Orange County, Florida in the southwest quarter of Section 4, Township 22 South, Range 30 East. The site location is superimposed on the 1956 Orlando East, Florida (photorevised 1980) USGS Quadrangle Map, presented on Figure 1. The subject site is currently developed with an unoccupied restaurant facility.

PROPOSED CONSTRUCTION AND GRADING

It is our understanding that the proposed development includes a single-story bank building structure approximately 2,700 square feet in plan area. The proposed building will consist of load bearing masonry walls and interior columns with slab-on-grade floors. For the purposes of our analysis, we have assumed the maximum loading conditions for the single-story structure are on the order of 3 to 5 kips per lineal foot for wall foundations and 75 kips compression for individual column foundations. Floor loads are assumed to be less than 100 pounds per square foot. Grading plans are not complete at this time, therefore, we have assumed that approximately 0 to 2 feet of fill is required to raise the bank structure and parking/drive areas to final elevation(s). If

actual building loads or fill heights exceed our assumptions, then the recommendations in this report may not be valid.

REVIEW OF SOIL SURVEY MAPS

Based on the 1960 Soil Survey for Orange County, Florida, as prepared by the U.S. Department of Agriculture Soil Conservation Service, the predominate soil type at the site is identified as the "Leon Fine Sand" soil series. The "Leon Fine Sand" is level or nearly level. The water table for the "Leon Fine Sand" soil series is near the surface after heavy rains in summer and is at an approximate depth of 50 inches during the dry months of spring.

FIELD EXPLORATION PROGRAM

SPT and Auger Borings

The field exploration program consisted of performing two Standard Penetration Test (SPT) borings and five auger borings.

The SPT borings were performed within the proposed "footprint" of the building. The borings were advanced to a depth of 20 feet below the ground surface using the methodology outlined in ASTM D-1586. A summary of this field procedure is included in the Appendix. Split-spoon soil samples recovered during performance of the borings were visually classified in the field and representative portions of the samples were transported to our laboratory in sealed sample jars for further classification and laboratory testing.

The auger borings were performed in the proposed stormwater pond and parking/drive areas. They were drilled using a truck-mounted, 4-inch diameter, continuous flight auger to a depths ranging from 6 to 15 feet. A summary of this field procedure is also included in the Appendix. Representative soil samples were also recovered from the auger borings and returned to our laboratory for further analysis.

The groundwater level at each of the boring locations was measured upon completion of drilling.

Field Permeability Test

A field permeability test was performed at the location of the proposed retention pond. The field permeability test was performed by installing a solid-walled PVC casing, snugly fit, into a 4-inch diameter 5-foot deep auger borehole. The bottom of the pipe was open and raised 1 foot above the bottom of the borehole. The bottom 1 foot of the borehole was gravel-packed. The pipe was then filled to the top with water. The test was conducted as a "constant head" test by measuring the quantity of water added over a period of time to maintain the water level at the top of casing level.

The locations of the borings and permeability test are schematically illustrated on a site plan shown on Figure 1 (the permeability test was conducted adjacent to Boring AB-1). These locations were determined in the field by tape measurements from existing property boundaries/site features and

other points of reference, and should be considered accurate only to the degree implied by the method of measurement used.

LABORATORY TESTING PROGRAM

Representative soil samples obtained during our field sampling operation were packaged and transferred to our laboratory for further visual examination and classification. The soil samples were visually classified in general accordance with the Unified Soil Classification System (ASTM D-2488). The resulting soil descriptions are shown on the soil boring profiles presented on Figure 1.

In addition, we conducted two percent fines tests (percent by dry weight passing No. 200 standard sieve) and one organic content test on representative soil samples obtained from Borings TH-1, and AB-1. The results of the tests are presented on Figure 1 adjacent to the soil profiles at the respective depths from which the tested samples were recovered.

GENERAL SUBSURFACE CONDITIONS

General Soil Profile

The results of the field exploration and laboratory testing programs are graphically summarized on the soil boring profiles presented on Figure 1. The stratification of the boring profiles represents our interpretation of the field boring logs and the results of laboratory examinations of the recovered samples. The stratification lines represent the approximate boundary between soil types. The actual transitions may be more gradual than implied.

The borings typically encountered approximately 5 to 6 inches of organic topsoil or asphalt pavement and limerock. This was underlain by very loose to medium dense fine sand (SP), fine sand with silt (SP-SM) and silty fine sand (SM) to approximately 19 feet. This was underlain by medium dense to dense fine sand with clay (SP-SC) to the termination depth of the borings (20 feet). The auger borings encountered fine sand, fine sand with silt and silty fine sand.

It is noted that the thickness of asphalt and limerock base should be considered rough approximations. If more accurate measurements are needed, the pavement would need to be cored.

Groundwater Level

The groundwater level was measured in the boreholes on the day drilled after stabilization of the downhole water level. As shown on Figure 1, the measured groundwater levels were encountered at depths that ranged from 3.3 to 5.1 feet below the ground surface on the dates indicated. Fluctuations in groundwater levels should be anticipated throughout the year primarily due to seasonal variations in rainfall and other factors that may vary from the time the borings were conducted.

NORMAL SEASONAL HIGH GROUNDWATER LEVEL

The normal seasonal high groundwater level each year is the level in the August-September period at the end of the rainy season. The water table elevations associated with a 100-year flood level would be much higher than the normal seasonal high groundwater level. The normal high water levels would more approximate the normal seasonal high groundwater levels.

The seasonal high groundwater level is affected by a number of factors. The drainage characteristics of the soils, the land surface elevation, relief points such as drainage ditches, lakes, rivers, swamp areas, etc., and distance to relief points are some of the more important factors influencing the seasonal high groundwater level.

Based on our interpretation of the site conditions using our boring logs, we estimate the normal seasonal high groundwater level at the boring locations to be at a depth approximately ½ foot above the groundwater levels measured at the time of our field exploration.

ENGINEERING EVALUATION AND RECOMMENDATIONS

General

The results of our exploration indicate that with proper site preparation as recommended in this report, the encountered soils are suitable for supporting the proposed structure on conventional shallow foundations. Spread footings should provide an adequate support system for the 1-story structure.

The following are our recommendations for overall site preparation, foundation support, and pavement construction which we feel best suited for the proposed facility and encountered soil conditions. The recommendations are made as a guide for the design engineer and/or architect, parts of which should be incorporated into the project's specifications.

Stripping and Grubbing

The "footprint" of the proposed building and the parking/drive area, plus a minimum margin of five feet, should be stripped of all pavement, concrete, surface vegetation, stumps, debris, organic topsoil or other deleterious materials, as encountered.

During the grubbing operation, roots with a diameter greater than ½ inch, stumps, or small roots in a dense state, should be grubbed and completely removed. The actual depth(s) of stripping and grubbing must be determined by visual observation and judgment during the earthwork operation.

Special care should be taken to ascertain that all existing foundations, slabs, asphalt, and any other underground structures are removed from the proposed construction area. If pipes or any collapsible or leak prone utilities are not removed or completely filled (with grout or concrete), they may serve as conduits for subsurface erosion resulting in excessive settlements. Over-excavated areas resulting from the removal of underground structures and unsuitable materials should be backfilled in accordance with the fill soils section of this report. This excavation must not

undermine the existing building foundations. Provide shoring, bracing, and/or underpinning of existing footings as necessary to protect from failure.

It has been our experience that soils surrounding existing buildings sometimes contain pockets construction debris or other deleterious materials requiring removal and replacement with compacted clean fine sands. Therefore, we strongly recommend that the stripped surface be inspected and approved by Ardaman & Associates, Inc.

Proof-rolling

We recommend proof-rolling the cleared surface to locate any unforeseen soft areas or unsuitable surface or near-surface soils, to increase the density of the very loose and loose fine sand soils within the top 3 to 4 feet, and to prepare the existing surface for the addition of the fill soils (as required). Proof-rolling of the building area should consist of at least 10 passes of a self-propelled compactor capable of achieving the degree of compaction specified below. Each pass should overlap the preceding pass by 30 percent to achieve complete coverage. If deemed necessary, in areas that continue to "yield", remove all deleterious material and replace with clean, compacted sand backfill. The proof-rolling should occur after cutting and before filling. The number of passes can be reduced to 3 within the proposed parking/drive areas.

A density equivalent to or greater than 95 percent of the modified Proctor (ASTM D-1557) maximum dry density value for a depth of 2 feet in the building area and 1 foot in the parking/drive areas must be achieved beneath the stripped and grubbed ground surface. Additional passes and/or overexcavation and recompaction may be required if these minimum density requirements are not achieved. The soil moisture should be adjusted as necessary during compaction.

Care should be exercised to avoid damaging any neighboring structures while the compaction operation is underway. Prior to commencing compaction, occupants of adjacent structures should be notified and the existing conditions (i.e. cracks) of the structures documented with photographs and survey (if deemed necessary). Compaction should cease if deemed detrimental to adjacent structures and Ardaman & Associates notified immediately.

Suitable Fill Material and the Compaction of Fill Soils

All fill materials should be free of organic materials, such as roots and vegetation. As a general guide to aid the contractor, we recommend using fill with 3 to 10 percent by dry weight of material passing the U.S. Standard No. 200 sieve size. The fine sand and fine sand with silt (Strata No. 1 and 2 without roots, as shown on Figure 1) are suitable as fill materials and, with proper moisture control, should densify using conventional compaction methods. Soils with more than 10 percent passing the No. 200 sieve will be more difficult to compact due to their inherent nature to retain soil moisture.

All structural fill should be placed in level lifts not to exceed 12 inches in uncompacted thickness. Soils with more than approximately 10 to 12 percent fines may require thinner lifts, i.e., 6 inches or less, and alternative compaction equipment such as sheepsfoot rollers. Each lift should be compacted to at least 95 percent of the modified Proctor (ASTM D-1557) maximum dry density

value. The filling and compaction operations should continue in lifts until the desired elevation(s) is achieved. If hand-held compaction equipment is used, the lift thickness should be reduced to 6 inches.

Foundation Support by Spread Footings and Foundation Compaction Criteria

Excavate the foundations to the proposed bottom of footing elevations and, thereafter, verify the in-place compaction for a depth of 2 feet below the footing bottoms. If necessary, compact the bottom of the excavations to achieve a minimum dry density equivalent to 95 percent of the modified Proctor maximum dry density (ASTM D-1557) for a depth of 2 feet below the footing bottoms. Based on the encountered soil conditions and, assuming the above outlined proof-rolling and compaction criteria is implemented, an allowable soil bearing pressure of 2,000 pounds per square foot (psf) may be used in the foundation design. This bearing pressure should result in foundation settlement within tolerable limits (i.e., 1 inch or less).

All bearing wall foundations and column foundations should be a minimum of 18 inches wide. A minimum soil cover of 24 inches should be maintained from the bottom of the exterior foundations to the adjacent outside finished grades.

Floor Slab Vapor Barrier and Slab Compaction Requirements

Compaction beneath all floor slabs should be verified for a depth of 12 inches and meet the 95 percent criteria (modified Proctor, ASTM D-1557).

Precautions should be taken during the slab construction to minimize moisture entry from the underlying subgrade soils. This can be achieved through the installation of an impervious membrane (vapor barrier) between the subgrade soils and floor slab. A six-mil thick polyethylene film is commonly used for this purpose. Care should be exercised when placing the reinforcing steel (or mesh) and slab concrete such that the membrane is not punctured.

If interior columns are isolated from the floor slab, an expansion joint should be provided around the columns and sealed with a water-proof sealant.

Dewatering

Based on the groundwater conditions encountered, the control of groundwater may be required to achieve the necessary stripping and subsequent construction, backfilling, and compaction requirements presented in the preceding sections, the actual method(s) of dewatering should be determined by the contractor. However, regardless of the method(s) used, we suggest drawing down the water table sufficiently, say 2 to 3 feet, below the bottom of any excavation or compaction surface to preclude "pumping" and/or compaction-related problems with the foundation soils.

Dewatering should be accomplished with the knowledge that the permeability of soil decreases with an increasing silt and clay content. Therefore, a silty fine sand is less permeable than a fine sand. The SP and SP-SM type soils can usually be dewatered by well pointing or ditch/sump methods.

Typical Pavement Section

Site Preparation

All areas to be paved should be stripped, grubbed, proof-rolled, and filled as previously outlined. Prior to placing the pavement section, the subgrade should be compacted to achieve a density equivalent to 95 percent of the modified Proctor (ASTM D-1557, AASHTO T-180) maximum dry density value for a depth of 12 inches.

Limerock Base

A limerock base course 6 inches thick overlying an 8-inch thick stabilized subbase can be used provided that grading and drainage plans preclude periodic saturation of the base material. The periodic saturation of a limerock base material could lead to premature pavement distress. A minimum clearance of 18 inches must be maintained between the bottom of the limerock base and the seasonal high groundwater table.

The limerock should be compacted to 98 percent of the modified Proctor (ASTM D-1557, AASHTO) maximum density value. For truck parking and drive areas, the base thickness should be a minimum of 8 inches.

An 8-inch thick subbase having a minimum Limerock Bearing Ratio (LBR) of 40 percent must be achieved beneath the limerock base. The natural soils may have to be stabilized with suitable clayey soil in order to achieve the required LBR value. The stabilized subbase must be compacted to 98 percent of the modified Proctor maximum dry density (ASTM D-1557, AASHTO T-180).

Soil-Cement Base (Optional)

Install a 6-inch (minimum) thick soil-cement base compacted to 95 percent of the standard Proctor maximum dry density (AASHTO T-134). The soil cement should have a minimum laboratory compressive strength of 300 pounds per square inch (psi) in 7 days. For truck parking and drive areas, increase the minimum thickness to 8 inches. A minimum clearance of 12 inches should be maintained between the bottom of the soil cement base and the normal seasonal high groundwater level.

The term soil-cement applies to a type of base material that utilizes cement mixed with a select soil to develop its strength. We recommend conducting a laboratory soil-cement design to determine the actual cement content necessary. Because of the shrinkage cracking which normally occurs during the hydration of a soil-cement base, we strongly recommend a curing time period of at least 14 days before applying the overlying asphaltic concrete wearing surface. An approved tack coat should be applied on a clean (swept) soil-cement surface to develop a sufficient bond before the paving begins. The base should be inspected prior to paving operations.

Wearing Surface

A 1½ (minimum) inch layer of Type S-III asphaltic concrete should be used for a wearing surface in automobile parking areas. For truck parking and drive areas, 2 inches of Type S-III asphaltic concrete should be used. Specific requirements for the Type S-III asphaltic concrete wearing surface are outlined in Section 331 in the Florida Department of Transportation, Standard Specifications for Road and Bridge Construction, 1996 Edition.

The latest specifications of Florida Department of Transportation shall govern the design and placement of the base and asphaltic concrete wearing surface. The above minimum requirements will satisfactorily support Class D vehicular traffic (Class C for truck parking).* If a heavier traffic pattern is anticipated, the design section should be increased accordingly.

Retention Pond

We understand that one wet retention pond on the northeast portion of the property is planned. For this study, soil conditions were explored in the proposed pond area with one auger boring to a depth of 15 feet. Soils encountered in the top 7 feet of the soil profile consisted of relatively permeable fine sand and fine sand with silt (Strata 1 and 2 on Figure 1). This was underlain by less permeable silty fine sand (Stratum 3 on Figure 1) which should be considered an aquitard for the purpose of retention pond drainage calculations.

Soil Permeability

The results of the constant head field permeability test are presented in the following table:

Test Location	Test Depth (feet)	Measured Permeability (inches/hour)
AB-1	5	9

Other Retention Pond Considerations

The wet retention pond should be excavated to a depth necessary to obtain a sufficient water depth to limit growth of aquatic vegetation. For the purpose of wet retention pond design, we estimate normal water levels to be 1 foot below the level encountered in the boring at the time of drilling. The normal low water levels would be 1 to 2 feet lower than the normal water levels.

Ardaman & Associates, Inc. would be pleased to assist in evaluating the design exfiltration rates, underdrains and/or groundwater baseflow as pond geometry and stormwater volume requirements become available.

---

* Reference: "Flexible Pavement Design Manual for New Construction and Pavement Rehabilitation" Florida Department of Transportation. (1993)

QUALITY ASSURANCE

We recommend establishing a comprehensive quality assurance program to verify that all site preparation and foundation and pavement construction is conducted in accordance with the appropriate plans and specifications. Materials testing and inspection services should be provided by Ardaman & Associates.

As a minimum, an on-site engineering technician should monitor all stripping and grubbing to verify that all deleterious materials have been removed and should observe the proof-rolling operation to insure that the appropriate number of passes are applied to the subgrade. In-situ density tests should be conducted during backfilling activities and below all footings and floor slabs to verify that the required densities have been achieved. In-situ density values should be compared to laboratory Proctor moisture-density results for each of the different natural and fill soils encountered.

Additionally for the pavements, Limerock Bearing Ratio tests should be performed. The base course should be tested for density and thickness. Samples of the asphaltic concrete should be obtained and tested in the laboratory for Marshall stability, flow, asphalt content, and aggregate gradation. Also, the asphaltic concrete thickness should be verified in the field.

Finally, we recommend inspecting and testing the construction materials for the foundations and other structural components.

IN-PLACE DENSITY TESTING FREQUENCY

In Central Florida, the practice of testing during earthwork construction is typically done on an on-call basis when the contractor has completed a portion of the work. The test result from a specific location is only representative of a larger area if the contractor has used consistent means and methods and the soils are practically uniform throughout. The frequency of testing can be increased and full-time construction inspection can be provided to account for variations. We recommend that the following minimum testing frequencies be utilized.

In proposed parking areas, a minimum test frequency of one in-place density test for each 2,000 square feet of area should be used. The existing, natural ground should be tested to a depth of 12 inches at the prescribed frequency. Each 12-inch lift of fill, as well as the stabilized subgrade (where applicable) and base should be tested at this frequency. Utility backfills should be tested at a minimum frequency of one in-place density test for each 12-inch lift for each 150 linear feet of pipe. Additional tests should be performed in backfill for manholes, inlets, etc.

In proposed structural areas, the minimum frequency of in-place density testing should be reduced to one test for each 2,500 square feet of structural area. In-place density testing should be performed at this minimum frequency for a depth of 2 feet below natural ground and for every 1-foot lift of fill placed in the structural area. In addition, density tests should be performed at each column footing location for a depth of 2 feet below the bearing surface. For continuous or wall footings, density tests should be performed at a minimum frequency of one test for every 50 lineal feet of footing, and for a depth of 2 feet below the bearing surface.

Representative samples of the various natural ground and fill soils, as well as stabilized subgrade (where applicable) and base materials should be obtained and returned to our laboratory for Proctor compaction tests. These tests will determine the maximum dry density and optimum moisture content for the materials tested and will be used in conjunction with the results of the in-place density tests to determine the degree of compaction achieved.

CLOSURE

The analyses and recommendations submitted herein are based upon the data obtained from the soil borings presented on Figure 1 and the provided loading conditions. This report does not reflect any variations which may occur adjacent to or between the borings. The nature and extent of the variations between the borings may not become evident until during construction. If variations then appear evident, it will be necessary to re-evaluate the recommendations presented in this report after performing on-site observations during the construction period and noting the characteristics of the variations.

This study is based on a relatively shallow exploration and is not intended to be an evaluation for sinkhole potential. Based on the results of all borings conducted for this exploration, no soil conditions resembling sinkhole activity were encountered. Additionally, this report does not include an evaluation of the environmental (ecological or hazardous/toxic material related) condition of the site and subsurface.

This report has been prepared for the exclusive use of Florida Concepts, Inc. in accordance with generally accepted soil and foundation engineering practices. In the event any changes occur in the design, nature, or location of the proposed facility, we should review the applicability of conclusions and recommendations in this report. We also recommend a general review of final design and specifications by our office to make sure that earthwork and foundation recommendations are properly interpreted and implemented in the design specifications.

We are pleased to be of assistance to you on this phase of your project. When we may be of further service to you or should you have any questions, please contact us.

Very truly yours,
ARDAMAN & ASSOCIATES, INC.

Robert P. Ryall, E.I.
Assistant Project Engineer

Charles H. Cunningham, P.E.
Division Manager
Florida Registration No. 38189

RPR/CHC/ks
99-6520.sse (RPR #2)

APPENDIX

Standard Penetration Testing and Auger Boring Procedures

STANDARD PENETRATION TEST

The standard penetration test is a widely accepted test method of *in situ* testing of foundation soils (ASTM D-1586). A 2-foot long, 2-inch O.D. split-barrel sampler attached to the end of a string of drilling rods is driven 18 inches into the ground by successive blows of a 140-pound hammer freely dropping 30 inches. The number of blows needed for each 6 inches of penetration is recorded. The sum of the blows required for penetration of the second and third 6-inch increments of penetration constitutes the test result or N-value. After the test, the sampler is extracted from the ground and opened to allow visual examination and classification of the retained soil sample. The N-value has been empirically correlated with various soil properties allowing a conservative estimate of the behavior of soils under load.

The tests are usually performed at 5-foot intervals. However, more frequent or continuous testing is done by our firm through depths where a more accurate definition of the soils is required. The test holes are advanced to the test elevations by rotary drilling with a cutting bit, using circulating fluid to remove the cuttings and hold the fine grains in suspension. The circulating fluid, which is a bentonitic drilling mud, is also used to keep the hole open below the water table by maintaining an excess hydrostatic pressure inside the hole. In some soil deposits, particularly highly pervious ones, NX-size flush-coupled casing must be driven to just above the testing depth to keep the hole open and/or prevent the loss of circulating fluid.

Representative split-spoon samples from the soils at every 5 feet of drilled depth and from every different stratum are brought to our laboratory in air-tight jars for further evaluation and testing, if necessary. Samples not used in testing are stored for 30 days prior to being discarded. After completion of a test boring, the hole is kept open until a steady state groundwater level is recorded. The hole is then sealed, if necessary, and backfilled.

AUGER BORINGS

Auger borings are used when a relatively large, continuous sampling of soil strata close to ground surface is desired. A 4-inch diameter, continuous flite, helical auger with a cutting head at its end is screwed into the ground in 5-foot sections. It is powered by the rotating action of the Kelly bar of a rotary drill rig. The sample is recovered by withdrawing the auger out of the ground without rotating it. The soil sample so obtained, is classified and representative samples put in bags or jars and brought back to the laboratory for classification testing.

CROWN BANK
WINTER PARK

STORMWATER MANAGEMENT REPORT

For

St. Johns River Water Management District & City of Winter Park

May 30, 2000

Prepared For:

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Project # 297-04-201

This Report has been prepared by Commonwealth Engineering, Inc., Consulting Civil Engineers, Altamonte Springs, Florida, under the direct supervision of the undersigned. This Report contains documentation demonstrating compliance with the stormwater design requirements of St. Johns River Water Management District and the City of Winter Park.

John D. Froschcr, P.E.: 28789
Senior Project Engineer

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I. Introduction

This is an existing developed site that will be re-developed. This Crown Bank is located in Winter Park, Florida at the northeast corner of State Road 426 (Aloma Avenue) and Landers Road. The site, shown in Exhibit 1 of Appendix A, is approximately 0.53 acres lying in Section 4, Township 22 South, Range 30 East. The site is currently a restaurant and was developed in the mid-1970's and, therefore, not previously permitted by St. Johns River Water Management District (SJRWMD).

Currently the site has no stormwater system, the site overland flows to Landers Road to the west, State Road 426 to the south and onto an adjacent shopping center to the east where it enters each respective drainage system. All three drainage systems ultimately discharge into the Little Econ Basin and, therefore, have a "riverine outfall".

The proposed re-development of this site will consist of a bank building, drive-through tellers, parking and landscaping. The re-developed site will route all stormwater into one pond designed to meet all current stormwater requirements for the site.

The purpose of this report is to demonstrate that the stormwater design of the site meets the City of Winter Park's stormwater requirements and SJRWMD's stormwater requirements for a Standard General Stormwater Permit. In this report is a review of the jurisdictional regulatory agencies and their requirements, stormwater calculations, tables, exhibits and stormwater analysis necessary for the required stormwater permit.

II. Applicable Regulatory Agencies and Criteria

Three regulatory agencies have jurisdiction over the stormwater design of Crown Bank. Below is a description of each regulatory agency's regulations as they apply to Crown Bank. It is necessary to design the system for the most stringent criteria that applies.

City of Winter Park requires that the following minimum stormwater design criteria be met prior to plan approval.

Table IA

City of Winter Park Stormwater Design Requirements	
Design storm	25-year, 24-hour storm for pre- / post-development rate difference
Pond depth	4 feet maximum
Side slopes	3 to 1 maximum
Pond recovery requirements	3 days
Freeboard requirements	6 inches above peak stage
Pollution abatement volume	1 inch over the impervious area
Pre-development condition	From existing condition of property prior to proposed construction
Secondary system design	10-year, 24-hour (7.5 inches per Tuan Huynh Winter Park Stormwater)

St. Johns River Water Management District (SJRWMD) requires that the following minimum criteria be meet to receive a 40C-42 Standard General Stormwater Permit.

Table IB

St. Johns River Water Management Districts Stormwater Design Requirements	
Design storm(s) / Pond retention requirements	Mean Annual storm event for pre- / post-development rate difference
Side slopes	2 to 1 maximum unless vertical walls are used
Fencing requirements for dry bottom ponds	Shall be fenced for all ponds steeper than 4 to 1 side slopes
Minimum pond bottom depth to seasonal high groundwater surface	2 feet
Pollution abatement volume (PAV) for on-line dry retention	Computed as the greater of 1.25 inches over the impervious area or 0.5 inches over the entire site, plus 0.5 inches over the entire drainage basin
Pond recovery requirements	PAV must infiltrate within 72-hours / Entire pond volume must infiltrate in 14 days
Pre-development condition	Condition of the property prior to proposed construction.
Underdrain depth	Minimum 2 feet below bottom of Pond
Underdrain size	Minimum 6 inches
Underdrain recovery	Use safety factor of 2, therefore, PAV has to recover in 36-hours
Secondary system design	Use the Mean Annual storm event, using the rational method

FDOT requires a drainage connection permit for any new construction over 5,000 square feet of impervious that will ultimately discharge stormwater to its right-of-way. FDOT requires that the following minimum criteria must be met to receive a Drainage Connection Permit. The FDOT requirements are provided for informational purposes.

Table IC

Florida Department of Transportation Stormwater Design Requirements	
Design storm(s)	FDOT 48-storm matrix
Pond retention requirements	The post-development stormwater system's discharge cannot exceed the pre-development rate for any of the FDOT 48-storm matrix.
Other retention requirements	If the site is to connect directly into an FDOT storm structure, the pro-rata share of the site cannot be exceeded.
Freeboard requirements	1 foot above peak stage for the critical storm event of the 48-storm matrix unless pond discharges over impervious surface before reaching FDOT system
Pollution abatement volume for on-line dry retention	Defaults to SJRWMD requirements
Pond recovery requirements	One-half the volume has to be available in 7-days and the entire volume available in 30-days
Pre-development condition	FDOT defines the pre-development condition as the site condition on or before November 12, 1986.

The stormwater system is designed to meet the more stringent of the applicable agency's requirements. The following sections describe the calculations, stormwater modeling parameters and

results of the analysis used to design this stormwater system. The site was modeled to meet the more stringent requirements of the applicable agencies, however only the information required by Winter Park and SJRWMD are presented for reviewer's convenience.

III. Sample Stormwater Calculations

These calculations show the method used in determining the input data for the stormwater-modeling program. All calculations were performed on a spreadsheet and in Appendix B of this report. The following sample calculations where not calculated to the same level of precision as the spreadsheet, therefore, calculating the values given will not necessarily match the final answer shown.

A. Weighted Curve Number Calculations Used in PONDS

PONDS is used for basins that only have one basin contributing to one pond (See Computer Modeling Analysis section for further details on the PONDS program.). PONDS uses a weighted CN that combines the pervious area and non-directly connected impervious area (NDCIA). PONDS calculates the directly connected impervious area (DCIA) separately. The percent DCIA calculations are shown in Section III, B. The weighted CN for the post-development basin 100 pervious area and the NDCIA is calculated as follows.

The DCIA of the basin is subtracted from the total area of the basin.

0.129 ac – 0.08 ac = 0.05 ac

The weighted CN is calculated as follows:

	Area (ac)		Curve Number		Product
Pervious	0.05	x	61*	=	2.81
NDCIA	0.0	x	98	=	0.00
Total	0.58			=	2.81

2.81 / 0.05 = 61 Weighted CN

The site information, including total basin area, pervious area and impervious area, was determined from the plans and is shown in Table 1 of Appendix B. The Curve Numbers (CN) where found in TR-55, Tables 2.2 a-d. A pre-development pervious CN of 69 was used for open spaces in fair condition, type B hydrological soils. A post-development pervious CN of 61 was used for open space in good condition, type B hydrological soils, since the site will be landscaped and irrigated. A pre-development and post-development CN of 98 was used for impervious area, paved parking lots, roofs, ect.

*The soil types for this site, according to the geotechnical report, are Leon Fine Sand. These soils are HSG type "B/D" soils. According to the geotechnical engineer, type B soils should be used for the stormwater calculations.

B. Percent Directly Connected Impervious Area (%DCIA)

The following %DCIA calculation was taken from the post-development basin 100. The % DCIA is used by PONDS in its modeling analysis and is calculated as follows:

%DCIA = DCIA / Total area * 100
= 0.08 ac / 1.20 ac * 100 = 64.33 %

C. Pollution Abatement Volume (PAV)

The following PAV calculation was taken from the post-development basin 100.

PAV = the greater of 1.25 inches x impervious area
or 0.5 inches x total site area
+ 0.5 inches over the entire drainage basin area.

= greater of 1.25 inches x 0.08 acres	= 0.009 ac-ft
or 0.5 inches x 1.29 acres	= 0.005 ac-ft
+ 0.5 inches x 1.29 acres	= 0.005 ac-ft
= 0.009 ac-ft + 0.005 ac-ft	= 0.014 ac-ft
	= 612 ft^3

Therefore, a minimum 0.014 ac-ft of PAV will be treated on-site.

The PAV calculations can be found in Appendix B, Table 2 and the pond volume information can be found in Table 3.

D. Time of Concentration (Tc)

The Tc is the longest length of time that it takes the stormwater to travel to the collection point. The following Tc calculation was taken from the pre-development basin 100.

Sheet Flow (SF) is calculated for up to the first 300 feet.

Starting in grass:

SF $= (0.007 \times (n \times L)^{0.8}) / ((P)^{0.5} \times (s)^{0.4})$
$= (0.007 \times (0.3 \times 30)^{0.8}) / ((4.75)^{0.5} \times (0.03)^{0.4})$ = 4.5 min.

Where: n = Manning's roughness coefficient taken from Table 3-1 in TR-55.
L = flow length in feet.
P = 2-year, 24-hour rainfall amount taken from FDOT Drainage Manual, Volume 2 Procedures, Page 84, Figure 5-13.
s = slope of land surface in ft / ft.

Tc = 4.5 min.

This is a small previously developed site, therefore, all Tcs are below 10-minutes in the pre-development and post-development conditions, therefore, a minimum 10-minute Tc was used.

IV. Computer Modeling Analysis

The Crown Bank stormwater analysis was modeled using PONDS. PONDS models the hydrology of a single basin and the pond recovery of a single pond. The site will utilize underdrains for the pond recovery due to the relatively high groundwater table. The underdrain analysis is preformed by PONDS. PONDS is accepted by SJRWMD for stormwater and underdrain analysis.

A. Pre-development Stormwater Analysis

The pre-development Mean Annual storm event was modeled as required by the SJRWMD for a 40C-42 Standard General Stormwater Permit. Please see printout for pre-development analysis found in Appendix C. The 25-year, 24-hour and 10-year, 24-hour where also modeled per City of Winter Parks requirements and are also shown in Appendix C.

B. Post-development Stormwater Analysis

The post-development Mean Annual storm event was modeled as required by the SJRWMD for a 40C-42 Standard General Stormwater Permit. The 25-year, 24-hour and 10-year, 24-hour storm events where also modeled per City of Winter Parks requirements. Please see printout for the post-development analysis found in Appendix D.

C. PONDS Underdrain Analysis

The underdrain analysis is shown in Appendix E and includes a seepage analysis for the pond. The underdrains are designed to draw the groundwater table to half a foot below the pond bottom. The underdrains are also designed to recover the pond within 36 hours after the storm event. The underdrains discharge directly to a FDOT structure located in the FDOT right-of-way at the eastern corner of the site at a rate less than the pro-rata share.

V. Geotechnical Data

The geotechnical data was provided by Ardaman and Associates, Inc. and is shown in *Subsurface Soil Exploration and Geotechnical Engineering Evaluation, Proposed Bank, 2011 Aloma Avenue, Winter Park, Orange County, Florida, File No. 99-6520*, dated November 17, 1999.

VI. Results

The following table lists the results for the required design parameters listed in Tables IA and IB of this report. The results for Table IC are not presented for reviewer's convenience.

Table IIA.

City of Winter Park Stormwater Design Requirements			
Design Item	**Minimum Requirement**	**Modeling / Criteria Results**	
Design storms	25-year, 24-hour Storm Event	See Appendix C and Appendix D for pre-development and post-development hydrograph information.	
Site discharge requirements	The post-development stormwater system's discharge cannot exceed the pre-development rate for the design storm. See Table 4 of Appendix B for Peak rate of discharge for each basin.	Pre-development Rate = 3.101 cfs	Post-Development Rate = 1.172 cfs
Side slopes	3 to 1 max unless vertical walls are used	4 to 1 on three sides and a vertical wall with handrail along the sidewalk	
Pond depth	4 feet maximum	4 feet	
Freeboard requirements	6 inches from peak stage	0.7 foot and the pond is designed with an emergency overflow that discharges to Landers Road.	
Pollution abatement volume for on-line dry retention	1 inch over the impervious area	Required 2,318 ft^3	Provided 5,481 ft^3
Underdrain depth	Minimum 2 feet below bottom of Pond	2 feet	
Underdrain size	Minimum 6 inches	6 inches	
Pond recovery	3 days (72 hours)	Pond recovers within 36 hours after the storm event	
Underdrain recovery	Use safety factor of 2, therefore, PAV has to recover in 36 hours	Pond recovers within 36 hours after the storm event	
Secondary system design	10-year, 24-hour (7.5 inches per Tuan Huynh Winter Park Stormwater)	10-year, 24-hour (7.5 inches per Tuan Huynh Winter Park Stormwater)	

Table IIB.

St. Johns River Water Management Districts Stormwater Design Requirements			
Design Item	**Minimum Requirement**	**Modeling / Criteria Results**	
Design storms	Mean Annual, 24-hour storm event	See Appendix C and Appendix D for pre-development and post-development hydrograph information.	
Site discharge requirements	The post-development stormwater system's discharge cannot exceed the pre-development rate for the design storm. See Table 4 of Appendix B for peak rate of discharge for each basin.	Pre-development Rate = 1.5724 cfs	Post-Development Rate = 0.4762 cfs
Side slopes	2 to 1 maximum unless vertical walls are used	4 to 1 on three sides and a vertical wall with handrail along the sidewalk	
Freeboard requirements	None	0.7 foot and the pond is designed with an emergency overflow that discharges to Landers Road.	
Pollution abatement volume for on-line dry retention	Computed as the greater of 1.25 inches over the impervious area or 0.5 inches over the entire site. Plus 0.5 inches over the entire drainage basin discharging across the site	Required 3,123 ft^3	Provided 5,481 ft^3
Underdrain depth	Minimum 2 feet below bottom of pond	2 feet	
Underdrain size	Minimum 6 inches	6 inches	
Pond recovery	One-half the volume has to be available in 72 hours and the entire volume available in 14 days	Pond recovers within 36 hours after the storm event	

Underdrain recovery	Use safety factor of 2, therefore, PAV has to recover in 36-hours	Pond recovers within 36 hours after the storm event
Secondary system design	Use the Mean Annual storm event, using the rational method	10-year, 24-hour storm event per Winter Park requirements

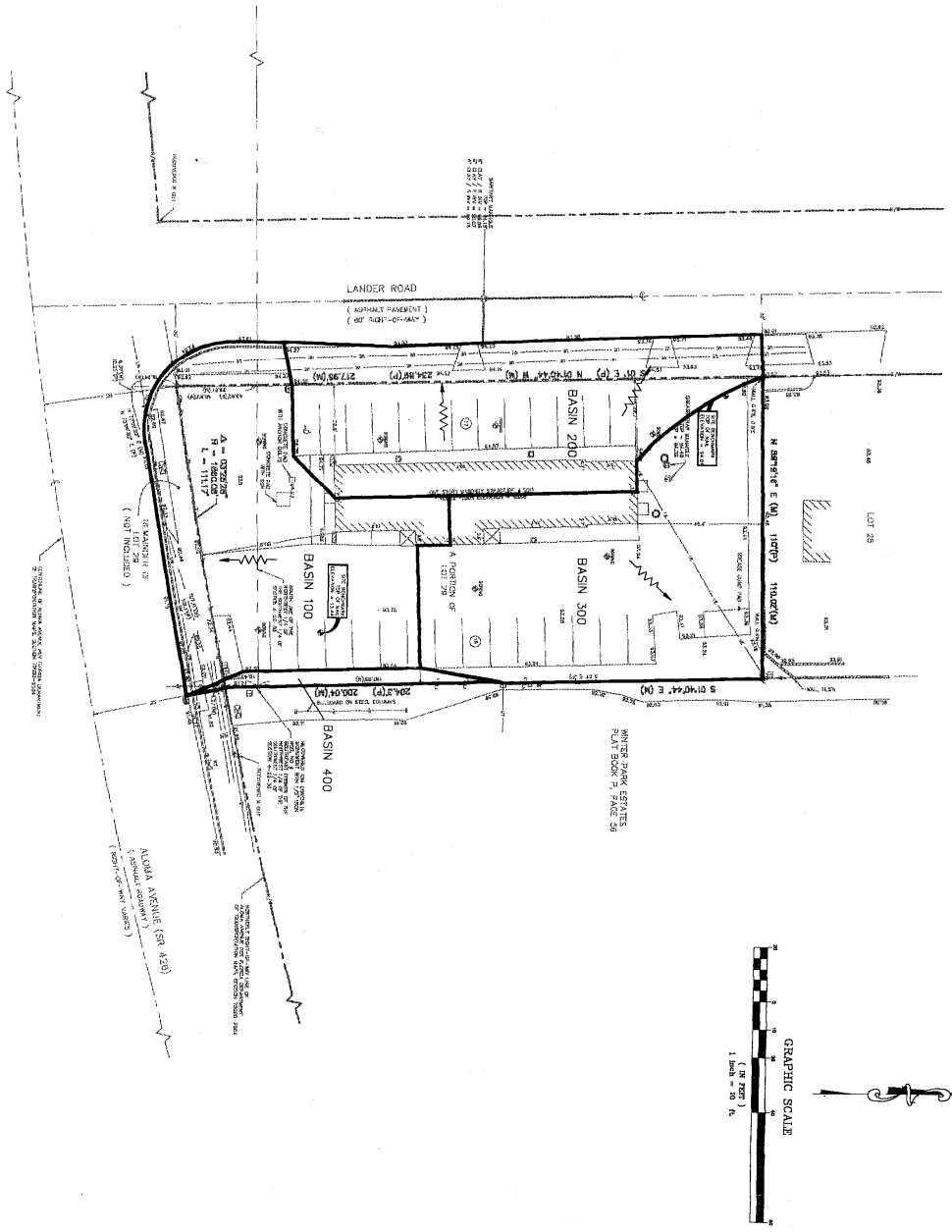
VIII. Conclusion

The previous information demonstrates that the system has been designed to meet the more stringent of the applicable City of Winter Park, FDOT and SJRWMD requirements. The stormwater system meets all of the requirements to receive a 40C-42 Standard General Stormwater Permit. All other applicable City of Winter Park and FDOT requirements have been met.

Between this report and the engineering plans provided for review, it is clear that all applicable stormwater requirements have been met for this site.

APPENDIX A

Exhibits



CROWN BANK
IN WINTER PARK, FLORIDA

PRE-DEVELOPMENT BASINS

Drawing Scale	File Date	Exhibit
1"= 20'	APRIL 2000	1

(407) 788-8111 • FAX (407) 774-4002
CERTIFICATION & SIGNATURE

Commonwealth
ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE

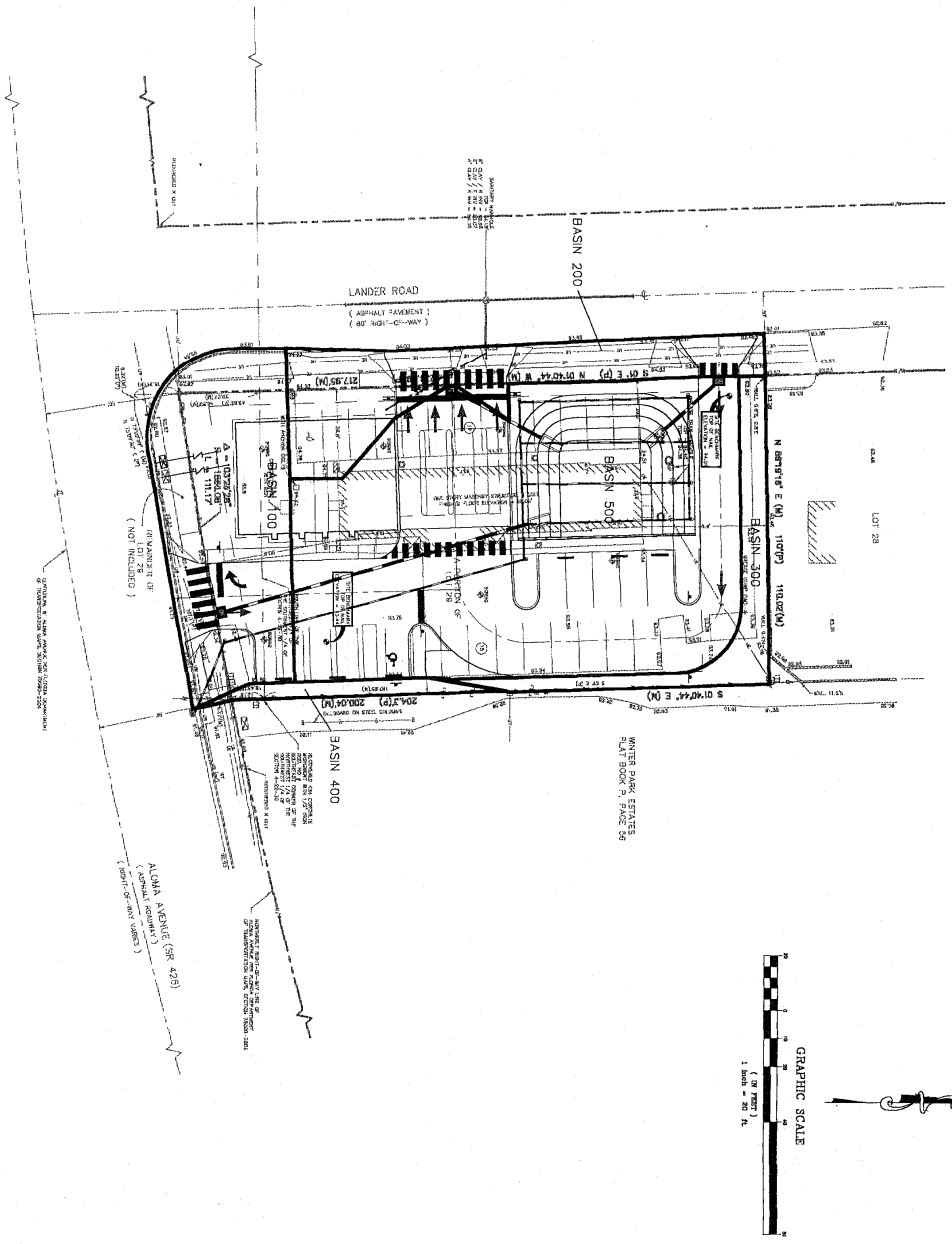
222 S. WESTMONTE DRIVE, SUITE 209
ALTAMONTE SPRINGS, FL. 32714-4255

Prepared By	Designed By	Checked By
JAP	JAP	JDF

Prep. By	Chkd.	Date	No.	Revision

THIS PLAN IS FOR INFORMATIONAL PURPOSES ONLY.
NOT VALID FOR CONSTRUCTION UNLESS SIGNED
AND SEALED BY THE PROFESSIONAL OF RECORD.

concept.dwg 03/06/00 02:05:39 PM EST



CROWN BANK
IN WINTER PARK, FLORIDA

POST-DEVELOPMENT BASINS

Drawing Scale	File Date	Exhibit
1" = 20'	APRIL 2000	2

(407) 786-8111 • FAX (407) 774-4002
CERTIFICATION & SIGNATURE

Commonwealth
ENGINEERING • PLANNING • LANDSCAPE ARCHITECTURE

222 S. WESTMONTE DRIVE, SUITE 205
ALTAMONTE SPRINGS, FL. 32714-4268

THIS PLAN IS FOR INFORMATIONAL PURPOSES ONLY.
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AND SEALED BY THE PROFESSIONAL OF RECORD.

Prepared By	Designed By	Checked By
JAP	JAP	JDP

Prep. By	Chkd.	Date	No.	Revision

Postdevelopmentbasins.dwg 05/30/00 04:30:33 PM EDT

APPENDIX B

Stormwater Calculation Tables

Commonwealth Engineering, Inc.

Project Name: FCI Crown Bank, Winter Park
Project#: 297-04-201
Date: 5/5/00
Description: Site Information to Perform Stormwater Calculations for Stormwater Permit.
Initials: JAP

Table 1

Watersheds	Basin	Total Area (ft^2)	Total Area (acres)	Pervious Area (ft^2)	Pervious Area (acres)	Non-Directly Connected Impervious Area (ft^2)	Non-Directly Connected Impervious Area (acres)	% NDCIA	Directly Connected Impervious Area DCIA (ft^2)	Directly Connected Impervious Area DCIA (acres)	% DCIA	Total Area that's not DCIA (acres)
Pre-development	100	9137.00	0.210	2093.00	0.05	0.00	0.00	0.00	7044.00	0.16	77.09	0.05
	200	8317.00	0.191	312.00	0.01	0.00	0.00	0.00	8005.00	0.18	96.25	0.01
	300	9850.00	0.226	1013.00	0.02	0.00	0.00	0.00	8837.00	0.20	89.72	0.02
	400	508.00	0.012	508.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	Total	27812.00	0.638	3926.00	0.09	0.00	0.00		23886.00	0.55	85.88	0.09
Post-development	100	5627.00	0.129	2007.00	0.05	0.00	0.00	0.00	3620.00	0.08	64.33	0.05
	200	3842.00	0.088	1202.00	0.03	0.00	0.00	0.00	2640.00	0.06	68.71	0.03
	300	1731.00	0.040	1731.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.04
	400	509.00	0.012	509.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	500	16103.00	0.370	4403.00	0.10	0.00	0.00	0.00	11700.00	0.27	72.66	0.10
	Total	27812.00	0.638	9852.00	0.23	0.00	0.00		17960.00	0.41	64.58	0.23

Project Name: FCI Crown Bank, Winter Park
Project#: 297-04-201
Date: 5/5/00
Description: Pollution Abatement Volume Calculations for Stormwater Permit.
Initials: JAP

Table 2

Watersheds	Pond	Total Area (acres)	Impervious Area (acres)	1.25 Inches Over Impervious Area (acre-feet)	0.5 inches over entire site (acre-feet)	1.25 Inches Over Impervious Area + 0.5 inches over entire site (acre-feet)	1.0 inches over entire site (acre-feet)	PAV Required to be Retained (acre-feet)	PAV Required to be Retained (ft^3)	Total Pond Volume Provided to Weir Elevation (ft^3) *
Post-development	100	0.13	0.08	0.009	0.005	0.014	0.011	0.014	612	
	200	0.09	0.06	0.006	0.004	0.010	0.007	0.010	435	
	300	0.04	0.00	0.000	0.002	0.002	0.003	0.003	144	
	400	0.01	0.00	0.000	0.000	0.000	0.001	0.001	42	
	500	0.37	0.27	0.028	0.015	0.043	0.031	0.043	1890	
Totals			0.41	0.04				0.072	3123	5481

* The Total PAV Provided to Weir Elevation column is taken from Table 3.

Commonwealth Engineering, Inc.

Project Name FCI Crown Bank, Winter Park
Project#: 297-04-201
Date: 5/5/00
Description: Pond Stage Storages for Stormwater Permit.
Initials: JAP

Table 3

Pond			
Pond Elevation	Area (ft^2)	Stage Storage Volumes (ft^3)	Volume to Elevation (ft^3)
93	3135		
92	2565	2305	5481 *
91	2045	1810	3176
90	1575	1366	1366
89	1156		0
Total Vol. (ft^3)		5481	
Total Vol. (acre ft)		0.126	

* Volume provided to weir elevation of 92 5481 ft^3.

Commonwealth Engineering, Inc.

Project Name: FCI Crown Bank, Winter Park
Project#: 297-04-201
Date: 5/5/00
Description: Basin Pre-development / Post-development Comparison Tables
Initials: JAP

Table 4
SJRWMD Mean Annual 24-hour Storm Event Modeled for SJRWMD

Basin	Pre-development Discharge Rate (cfs)	Post-development Discharge Rate (cfs)
100	0.4889	0.2554
200	0.5	0.1817
300	0.5693	0.0301
400	0.0142	0.009
500		0.0000
Totals	1.5724	0.4762

SJRWMD 25-year 24-hour Storm Event Modeled for Winter Park

Basin	Pre-development Discharge Rate (cfs)	Post-development Discharge Rate (cfs)
100	0.9902	0.5510
200	0.9581	0.3846
300	1.1105	0.1138
400	0.0422	0.0341
500		0.0885
Totals	3.101	1.1720

SJRWMD 10-year 24-hour Storm Event Modeled for Winter Park

Basin	Pre-development Discharge Rate (cfs)	Post-development Discharge Rate (cfs)
100	0.8006	0.4375
200	0.7862	0.3069
300	0.9069	0.08
400	0.0312	0.024
500		0.0000
Totals	2.5249	0.8484

APPENDIX C

PONDS Pre-development Stormwater Analysis

Project Data

Project Name:	Crown Bank Winter Park Basin 100
Simulation Description:	Basin 100 Pre-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.210
Time Of Concentration (minutes)	10.0
DCIA (%)	77.1
Curve Number	69
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 2 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.210
Time Of Concentration (minutes)	10.0
DCIA (%)	77.1
Curve Number	69
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 3 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.210
Time Of Concentration (minutes)	10.0
DCIA (%)	77.1
Curve Number	69
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	0.9902	12.000	SJRWMD 25-year 24-hour Storm Event
2	3	0.8006	12.000	SJRWMD 10-year 24-hour Storm Event
3	2	0.4889	12.000	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 200
Simulation Description:	Basin 200 Pre-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.191
Time Of Concentration (minutes)	10.0
DCIA (%)	96.3
Curve Number	69
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.191
Time Of Concentration (minutes)	10.0
DCIA (%)	96.3
Curve Number	69
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.191
Time Of Concentration (minutes)	10.0
DCIA (%)	96.3
Curve Number	69
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	0.9581	12.000	SJRWMD 25-year 24-hour Storm Event
2	2	0.7862	12.000	SJRWMD 10-year 24-hour Storm Event
3	3	0.5000	12.000	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 300
Simulation Description:	Basin 300 Pre-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.226
Time Of Concentration (minutes)	10.0
DCIA (%)	89.7
Curve Number	69
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.226
Time Of Concentration (minutes)	10.0
DCIA (%)	89.7
Curve Number	69
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.226
Time Of Concentration (minutes)	10.0
DCIA (%)	89.7
Curve Number	69
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	1.1105	12.000	SJRWMD 25-year 24-hour Storm Event
2	2	0.9069	12.000	SJRWMD 10-year 24-hour Storm Event
3	3	0.5693	12.000	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 400
Simulation Description:	Basin 400 Pre-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.012
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	69
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.012
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	69
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.012
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	69
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 90.00

No times after storm specified.

APPENDIX D

PONDS Post-development Stormwater Analysis

Project Data

Project Name:	Crown Bank Winter Park Basin 100
Simulation Description:	Basin 100 Post-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.129
Time Of Concentration (minutes)	10.0
DCIA (%)	64.3
Curve Number	61
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.129
Time Of Concentration (minutes)	10.0
DCIA (%)	64.3
Curve Number	61
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.129
Time Of Concentration (minutes)	10.0
DCIA (%)	64.3
Curve Number	61
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	0.5510	12.000	SJRWMD 25-year 24-hour Storm Event
2	2	0.4375	12.000	SJRWMD 10-year 24-hour Storm Event
3	3	0.2554	12.000	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 200
Simulation Description:	Basin 200 Post-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.088
Time Of Concentration (minutes)	10.0
DCIA (%)	68.7
Curve Number	61
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.088
Time Of Concentration (minutes)	10.0
DCIA (%)	68.7
Curve Number	61
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.088
Time Of Concentration (minutes)	10.0
DCIA (%)	68.7
Curve Number	61
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	0.3846	12.000	SJRWMD 25-year 24-hour Storm Event
2	2	0.3069	12.000	SJRWMD 10-year 24-hour Storm Event
3	3	0.1817	12.000	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 300
Simulation Description:	Basin 300 Post-development Stormwater Analysis for I SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type: Inline SCS
• **Modflow Routing:** **Not routed**
Repetitions: 1

Basin Area (acres)	0.040
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	61
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type: Inline SCS
• **Modflow Routing:** **Not routed**
Repetitions: 1

Basin Area (acres)	0.040
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	61
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type: Inline SCS
• **Modflow Routing:** **Not routed**
Repetitions: 1

Basin Area (acres)	0.040
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	61
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	0.1138	12.022	SJRWMD 25-year 24-hour Storm Event
2	2	0.0800	12.022	SJRWMD 10-year 24-hour Storm Event
3	3	0.0301	12.044	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 400
Simulation Description:	Basin 400 Post-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.012
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	61
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.012
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	61
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Not routed**
Repetitions:	1

Basin Area (acres)	0.012
Time Of Concentration (minutes)	10.0
DCIA (%)	0.0
Curve Number	61
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 89.40

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Inflow - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Inflow Rate (ft^3/s)	Time (hours)	Description
1	1	0.0341	12.022	SJRWMD 25-year 24-hour Storm Event
2	2	0.0240	12.022	SJRWMD 10-year 24-hour Storm Event
3	3	0.0090	12.044	SJRWMD Mean Annual 24-hour Storm ...

Project Data

Project Name:	Crown Bank Winter Park Basin 500
Simulation Description:	Basin 500 Post-development Stormwater Analysis for SJRWMD & Winter Park
Project Number:	297-04-201
Engineer :	James A. Potter, E.I.
Supervising Engineer:	John D. Froscher, P.E.
Date:	04-29-2000

Scenario Input Data

Scenario 1 :: SJRWMD 25-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Routed without infiltration**
Repetitions:	1

Basin Area (acres)	0.370
Time Of Concentration (minutes)	10.0
DCIA (%)	72.7
Curve Number	61
Design Rainfall Depth (inches)	8.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 88.50

No times after storm specified.

Scenario 2 :: SJRWMD 10-year 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Routed without infiltration**
Repetitions:	1

Basin Area (acres)	0.370
Time Of Concentration (minutes)	10.0
DCIA (%)	72.7
Curve Number	61
Design Rainfall Depth (inches)	7.0
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 88.50

No times after storm specified.

Scenario 3 :: SJRWMD Mean Annual 24-hour Storm Event

Hydrograph Type:	Inline SCS
• **Modflow Routing:**	**Routed without infiltration**
Repetitions:	1

Basin Area (acres)	0.370
Time Of Concentration (minutes)	10.0
DCIA (%)	72.7
Curve Number	61
Design Rainfall Depth (inches)	4.5
Design Rainfall Duration (hours)	24.0
Shape Factor	UHG 484
Rainfall Distribution	SCS Type II Florida Modified

Initial ground water level (ft datum) default, 88.50

No times after storm specified.

Sort-By-Category Report

Scenarios Considered: 1 to 3

Stage - Maximum

Rank	Scenario Number	Maximum Stage (ft datum)	Time (hours)	Description
1	1	92.790	15.178	SJRWMD 25-year 24-hour Storm Event
2	2	92.760	24.422	SJRWMD 10-year 24-hour Storm Event
3	3	91.627	24.467	SJRWMD Mean Annual 24-hour Storm Event

Discharge - Rate - Maximum Positive

Rank	Scenario Number	Maximum Positive Discharge Rate (ft^3/s)	Time (hours)	Description
1	1	0.0885	15.178	SJRWMD 25-year 24-hour Storm Event
2	2	None	N.A.	SJRWMD 10-year 24-hour Storm Event
3	3	None	N.A.	SJRWMD Mean Annual 24-hour Storm ...

APPENDIX E

PONDS Underdrain Analysis

PONDS - Version 2.26
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Written By Devo Seereeram, Ph.D., P.E.
And Robert D. Casper

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Underdrain Design Calculations

I. Job Information

Job Name: FCI Crown Bank Winter Park
Engineer: John D. Froscher, P.E.
Date: 3/22/00

II. Input Data

Area At Top Of Pond, [ATOP] (Sq Ft):	3135.0
Depth of Basin, [d] (Feet):	4.00
Aquifer Depth Below Pond Bottom, [B] (Feet):	3.00
Desired Depth To Water Table Below Pond Bottom, [R] (Feet):	0.50
Hydraulic Conductivity of Soil, [K] (Ft/Day):	18.00
Drain Diameter, [D] (Inches):	6.00
Thickness Of Gravel Envelope, [t] (in):	0.00
Thickness Of Soil Cover, [H] (Feet):	2.00
Treatment Volume, [PAV] (Cubic Feet):	5481.0
Recovery Time, [T] (Days):	3.00
Factor Of Safety, [FS]:	2.00
Background Seepage, [qb] (gpm):	2.16

III. Results

Computed Underdrain Spacing, [S] (ft):	17.76
Computed Total Length Of Laterals, [L] (ft):	176.50
Computed Flow Rate Through Outfall, [Q] (cfs):	4.70955E-02
Computed Flow Rate Per Foot Of Lateral, [ql] (cfs/ft):	2.66834E-04

Underdrain Design Calculations

IV. Notes:

1. Laterals should be no farther than S/2 from the top of the basin.
2. A gravel envelope at least 3 inches thick is recommended around the underdrain pipes. If a gravel envelope is used, a filter fabric will be required around this envelope.
3. The underdrain pipe should have a filter fabric sock to prevent fines from moving into and clogging the perforated pipe.
4. Ensure outfall elevation for system will allow gravity flow without tailwater backpressure to the underdrains.
5. Theory is applicable where ground water flow is largely in a horizontal direction (i.e., natural gradients less than 1%).
6. Capped and sealed inspection and cleanout ports which extend to the ground surface are recommended at the following locations for each drain pipe:
    a. the terminus
    b. at every 400 feet or every bend of 45 or more degress, whichever is shortest
7. Underdrain basin should be stabilized with permanent vegaetative cover.

V. Warnings:

1. Thickness of gravel envelope [t] is less than the recommended minimum 3.0 inches.

PONDS - Version 2.26
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And Robert D. Casper

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Background Seepage Analysis

I. Job Information

Job Name: FCI Crown Bank Winter Park
Engineer: John D. Froscher, P.E.
Date: 3/22/00

II. Input Data

Pond Control Elevation, [O] (ft above datum):	88.25
Bottom Of Aquifer Elevation, [B] (ft above datum):	85.40
Seasonal High Groundwater Elevation, [H] (ft above datum):	89.40
Seasonal Fluctuation Of Water Table, [F] (ft):	1.50
Hydraulic Conductivity Of Aquifer, [k] (ft/day) :	18.00
Specific Yield Of Aquifer, [S] (%):	30.00
Duration of Wet Season, [T] (days):	120.00
Length of Pond, [L] (ft):	65.00
Width of Pond, [W] (ft):	50.00

III. Results

Background Seepage Rate, [Q] (ft^3/day):	415.05
Background Seepage Rate, [Q] (gpm):	2.16

Groundwater Drawdown Profile:

Distance From Edge Of Pond (feet)	Water Table Drawdown (feet)
1150.0	0.00
950.0	0.00
750.0	0.00
550.0	0.00
400.0	0.00
300.0	0.01
200.0	0.06
125.0	0.19
75.0	0.37
37.5	0.64
18.8	0.85
6.3	1.04
0.0	1.15

APPENDIX C

POST DEVELOPMENT SUPPORTING DOCUMENTATION

POST DEVELOPMENT CURVE NUMBER

CURVE NUMBER WORKSHEET

POST-DEVELOPMENT BASIN 1

Basin Area = 0.95 acres

AREA	SCS SOIL TYPE	COVER TYPE AND CONDITIONS	CURVE NUMBER	SUB TOTAL
		Grass (Lawns, Parks, Golf Courses, etc.)		
	A	Cover < 50%	68	0.0
	A	Cover 50% to 75%	49	0.0
	A	Cover > 75%	39	0.0
		Grass (Lawns, Parks, Golf Courses, etc.)		
	B	Cover < 50%	79	0.0
	B	Cover 50% to 75%	69	0.0
0.343	B	Cover > 75%	61	20.9
		Grass (Lawns, Parks, Golf Courses, etc.)		
	C	Cover < 50%	86	0.0
	C	Cover 50% to 75%	79	0.0
	C	Cover > 75%	74	0.0
		Grass (Lawns, Parks, Golf Courses, etc.)		
	D	Cover < 50%	89	0.0
	D	Cover 50% to 75%	84	0.0
	D	Cover > 75%	80	0.0
		Woods(Forest, Orchard)		
	A	Cover < 50%	45	0.0
	A	Cover 50% to 75%	35	0.0
	A	Cover > 75%	25	0.0
		Woods(Forest, Orchard)		
	B	Cover < 50%	66	0.0
	B	Cover 50% to 75%	60	0.0
	B	Cover > 75%	55	0.0
		Woods(Forest, Orchard)		
	C	Cover < 50%	77	0.0
	C	Cover 50% to 75%	74	0.0
	C	Cover > 75%	70	0.0
		Woods(Forest, Orchard)		
	D	Cover < 50%	83	0.0
	D	Cover 50% to 75%	80	0.0
	D	Cover > 75%	77	0.0
0.00	A,B,C,D	Impervious (Pond)	98	0.0
0.607	A,B,C,D	Impervious (Pavement, Concrete, Roofs)	98	59.5
			WEIGHTED CURVE NUMBER =	**84.6**

WEIGHTED CURVE NUMBER = SUM (CN*AREA) / TOTAL AREA

POST DEVELOPMENT BASIN MAP

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:C5.0 April 08, 2026 08:40:19am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\EXHIBITS\Post Basin Exhibit.dwg
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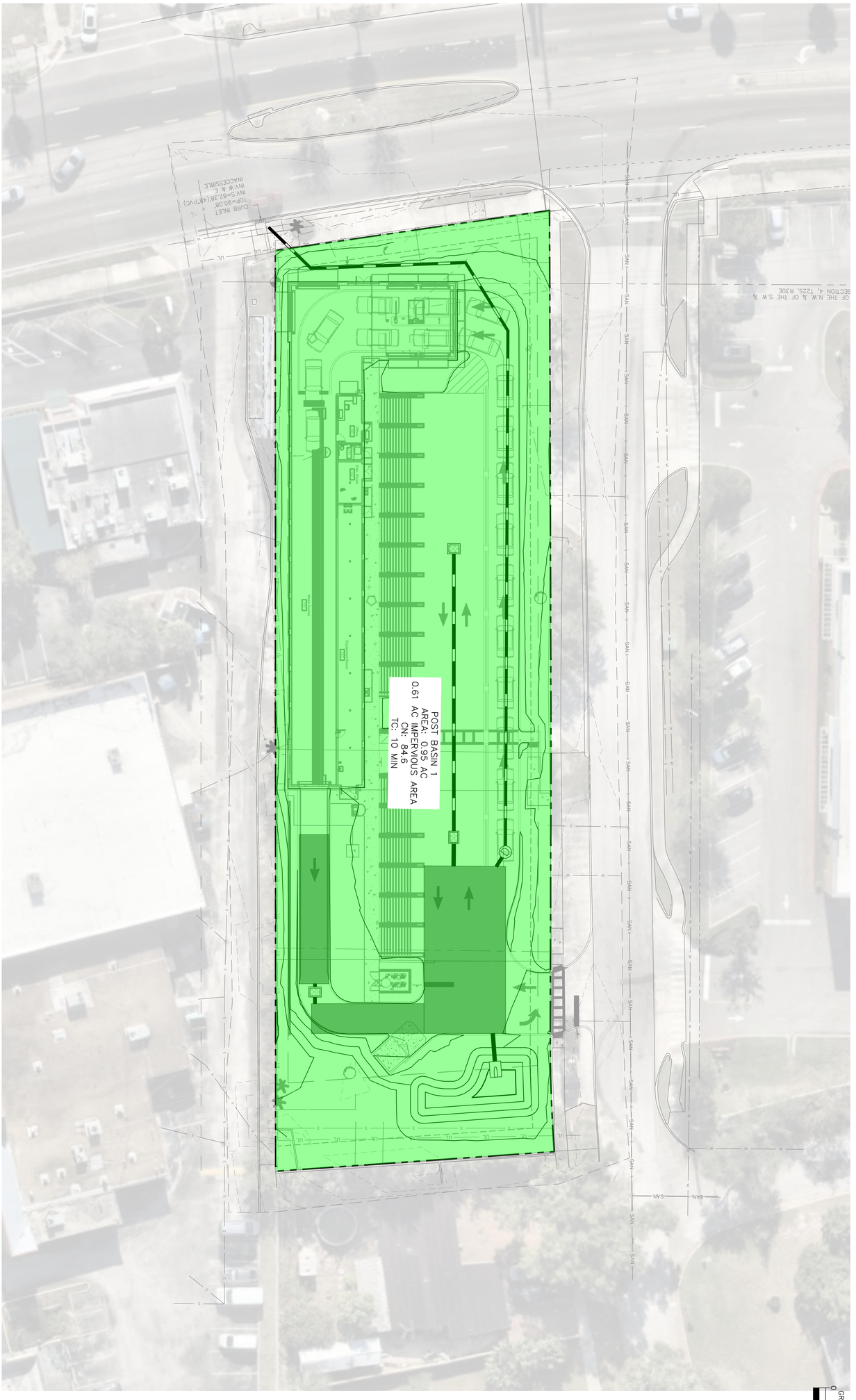

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

SHEET NUMBER

EL CAR WASH WINTER PARK

WINTER PARK FLORIDA

POST BASIN EXHIBIT

KHA PROJECT	249255006
DATE	01/28/2026
SCALE	AS SHOWN
DESIGNED BY	JDB
DRAWN BY	JDB
CHECKED BY	LJD

L. JORDAN DRAPER , P.E.

FLORIDA LICENSE NUMBER
81928

Kimley»Horn

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PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

No.	REVISIONS	DATE	BY

POST DEVELOPMENT TREATMENT VOLUME & STAGE STORAGE CALCULATIONS

REQUIRED TREATMENT VOLUME & STAGE/STORAGE

UNDERGROUND DRY RETENTION

Littoral Zone Provided?	**NO**
Discharge Directly to Class I, II, III or OFW?	**NO**
Offline or Online?	**Offline**

Basin Area =	0.95	acres
Impervious Area =	0.61	acres

Provided Treatment Volume =	**0.088**	**acre-ft.**
	3,819	**CF**
Provided Treatment Volume at Elevation =	90.60	ft

	Elevation (FT)	Feet	Area (SF)	Area (AC)	Volume Sum (CF)	Volume Sum (Ac-Ft)
T.O.B.	92	2.5	3,472	0.080	8,679	0.20
	91.5	2	3,472	0.080	6,943	0.16
	90.5	1	3,472	0.080	3,472	0.08
BOTTOM	89.5	0	3,472	0.080	0	0.00

REQUIRED TREATMENT VOLUME & STAGE/STORAGE

DRY RETENTION POND

Littoral Zone Provided?	**NO**
Discharge Directly to Class I, II, III or OFW?	**NO**
Offline or Online?	**Offline**

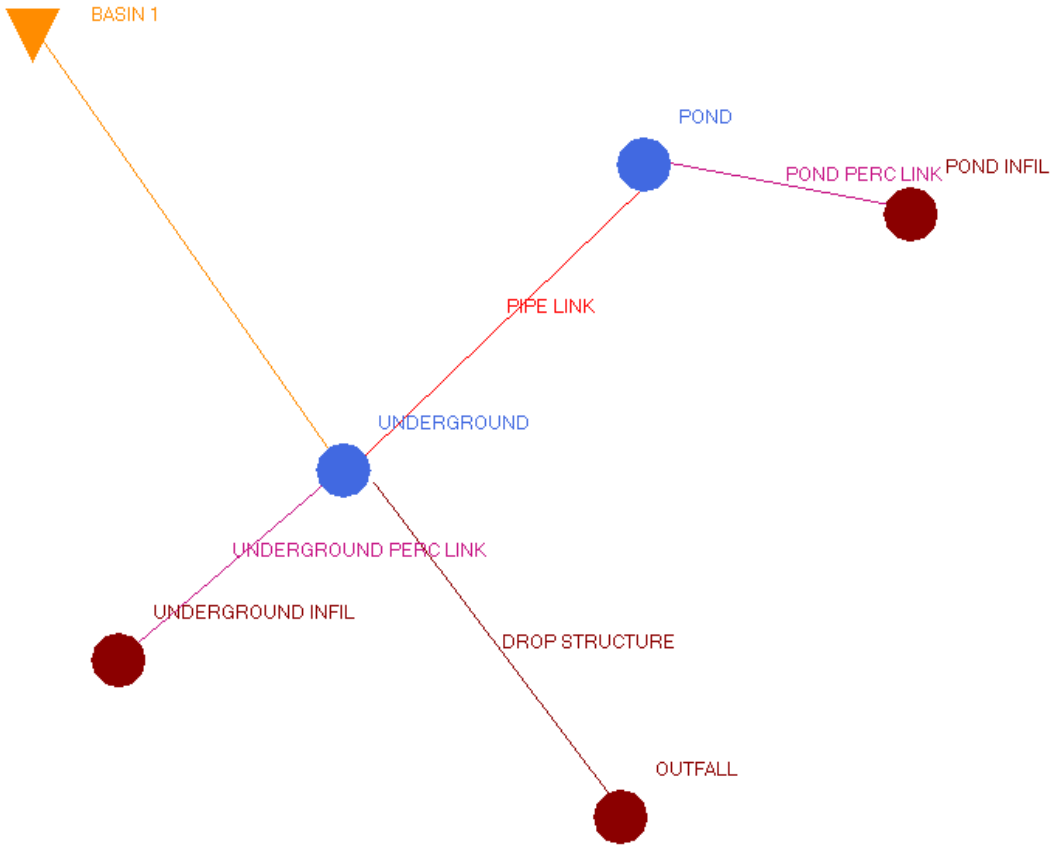
Basin Area = 0.95 acres

Impervious Area = 0.61 acres

Provided Treatment Volume =	**0.004**	**acre-ft.**
	162	**CF**
Provided Treatment Volume at Elevation =	90.60	ft

	Elevation (FT)	Feet	Area (SF)	Area (AC)	Volume Sum (CF)	Volume Sum (Ac-Ft)
T.O.B.	93	3	1,182	0.027	1,854	0.043
	92	2	763	0.018	852	0.02
	91	1	402	0.009	270	0.01
BOTTOM	90	0	137	0.003	0	0.00

POST DEVELOPMENT ICPR NODAL DIAGRAM


BASIN 1
POND
POND PERC LINK
POND INFIL
PIPE LINK
UNDERGROUND
UNDERGROUND PERC LINK
UNDERGROUND INFIL
DROP STRUCTURE
OUTFALL

POST DEVELOPMENT ICPR INPUT REPORT

Simple Basin: BASIN 1

Scenario:	Scenario1
Node:	UNDERGROUND
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	999999.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	0.9500 ac
Curve Number:	84.6
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

Node: OUTFALL

Scenario:	Scenario1
Type:	Time/Stage
Base Flow:	0.00 cfs
Initial Stage:	86.38 ft
Warning Stage:	86.38 ft
Boundary Stage:	

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	86.38
0	0	0	12.0000	86.38
0	0	0	336.0000	86.38

Comment:

Node: POND

Scenario:	Scenario1
Type:	Stage/Area
Base Flow:	0.00 cfs
Initial Stage:	90.00 ft
Warning Stage:	93.00 ft

Stage [ft]	Area [ac]	Area [ft2]
93.00	0.0220	958
92.00	0.0140	610
91.00	0.0070	305

Stage [ft]	Area [ac]	Area [ft2]
90.00	0.0030	131

Comment:

Node: POND INFIL

Scenario: Scenario1
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 87.50 ft
Warning Stage: 87.50 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	87.50
0	0	0	12.0000	87.50
0	0	0	336.0000	87.50

Comment:

Node: UNDERGROUND

Scenario: Scenario1
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 89.50 ft
Warning Stage: 91.00 ft

Stage [ft]	Area [ac]	Area [ft2]
92.00	0.0800	3485
91.50	0.0800	3485
90.50	0.0800	3485
89.50	0.0800	3485

Comment:

Node: UNDERGROUND INFIL

Scenario: Scenario1
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 87.50 ft
Warning Stage: 87.50 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	87.50
0	0	0	12.0000	87.50
0	0	0	336.0000	87.50

Comment:

Drop Structure Link: DROP STRUCTURE		Upstream Pipe		Downstream Pipe	
Scenario:	Scenario1	Invert:	89.50 ft	Invert:	87.83 ft
From Node:	OUTFALL	Manning's N:	0.0130	Manning's N:	0.0130
To Node:	UNDERGROUND	Geometry: Circular		Geometry: Circular	
Link Count:	1	Max Depth:	1.00 ft	Max Depth:	1.00 ft
Flow Direction:	Both	Bottom Clip			
Solution:	Combine	Default:	0.00 ft	Default:	0.00 ft
Increments:	0	Op Table:		Op Table:	
Pipe Count:	1	Ref Node:		Ref Node:	
Damping:	0.0000 ft	Manning's N:	0.0000	Manning's N:	0.0000
Length:	326.00 ft	Top Clip			
FHWA Code:	0	Default:	0.00 ft	Default:	0.00 ft
Entr Loss Coef:	0.00	Op Table:		Op Table:	
Exit Loss Coef:	0.00	Ref Node:		Ref Node:	
Bend Loss Coef:	0.00	Manning's N:	0.0000	Manning's N:	0.0000
Bend Location:	0.00 dec				
Energy Switch:	Energy				

Pipe Comment:

Weir Component		Bottom Clip	
Weir:	1	Default:	0.00 ft
Weir Count:	1	Op Table:	
Weir Flow Direction:	Both	Ref Node:	
Damping:	0.0000 ft	Top Clip	
Weir Type:	Sharp Crested Vertical	Default:	0.00 ft
Geometry Type:	Rectangular	Op Table:	
Invert:	90.60 ft	Ref Node:	
Control Elevation:	90.60 ft	Discharge Coefficients	
Max Depth:	1.40 ft	Weir Default:	3.200
Max Width:	0.33 ft	Weir Table:	
Fillet:	0.00 ft	Orifice Default:	0.600
		Orifice Table:	

Weir Comment:

Drop Structure Comment:

Pipe Link: PIPE LINK		Upstream		Downstream	
Scenario:	Scenario1	Invert:	89.50 ft	Invert:	89.50 ft
From Node:	POND	Manning's N:	0.0130	Manning's N:	0.0130
To Node:	UNDERGROUND	Geometry: Circular		Geometry: Circular	
Link Count:	1	Max Depth:	1.50 ft	Max Depth:	1.50 ft
Flow Direction:	Both	Bottom Clip			
Damping:	0.0000 ft	Default:	0.00 ft	Default:	0.00 ft
Length:	15.00 ft	Op Table:		Op Table:	
FHWA Code:	0	Ref Node:		Ref Node:	
Entr Loss Coef:	0.00	Manning's N:	0.0000	Manning's N:	0.0000
Exit Loss Coef:	0.00	Top Clip			
Bend Loss Coef:	0.00	Default:	0.00 ft	Default:	0.00 ft
Bend Location:	0.00 dec	Op Table:		Op Table:	
Energy Switch:	Energy	Ref Node:		Ref Node:	
		Manning's N:	0.0000	Manning's N:	0.0000

Comment:

Percolation Link: POND PERC LINK			
Scenario:	Scenario1	Surface Area Option:	Vary Based on Stage/Area Table
From Node:	POND		
To Node:	POND INFIL	Vertical Flow Termination:	Horizontal Flow Algorithm
Link Count:	1	Perimeter 1:	149.00 ft
Flow Direction:	Both	Perimeter 2:	413.06 ft
Aquifer Base Elevation:	82.00 ft	Perimeter 3:	2509.81 ft
Water Table Elevation:	87.50 ft	Distance P1 to P2:	28.50 ft
Annual Recharge Rate:	0 ipy	Distance P2 to P3:	231.60 ft
Horizontal Conductivity:	2.185 fpd	# of Cells P1 to P2:	2
Vertical Conductivity:	1.460 fpd	# of Cells P2 to P3:	23
Fillable Porosity:	0.200		
Layer Thickness:	0.00 ft		

Comment:

Percolation Link: UNDERGROUND PERC LINK			
Scenario:	Scenario1	Surface Area Option:	Vary Based on Stage/Area Table
From Node:	UNDERGROUND		
To Node:	UNDERGROUND INFIL	Vertical Flow Termination:	Horizontal Flow Algorithm
Link Count:	1	Perimeter 1:	436.70 ft
Flow Direction:	Both	Perimeter 2:	674.22 ft
Aquifer Base Elevation:	82.00 ft	Perimeter 3:	3159.94 ft
Water Table Elevation:	87.50 ft	Distance P1 to P2:	31.00 ft
Annual Recharge Rate:	0 ipy	Distance P2 to P3:	225.50 ft
Horizontal Conductivity:	2.185 fpd	# of Cells P1 to P2:	3
Vertical Conductivity:	1.460 fpd	# of Cells P2 to P3:	22
Fillable Porosity:	0.200		
Layer Thickness:	0.00 ft		

Comment:

Simulation: 25YR - 24HR

Scenario: Scenario1
Run Date/Time: 4/7/2026 3:49:00 PM
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	24.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder: Rainfall
Reference ET Folder:
Unit Hydrograph Folder: Unit Hydrograph

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set:
Green-Ampt Set:

Vertical Layers Set:	
Impervious Set:	
Roughness Set:	
Crop Coef Set:	
Fillable Porosity Set:	
Conductivity Set:	
Leakage Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6	ET for Manual Basins:	False
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~FLMOD
		Rainfall Amount:	7.59 in
Edge Length Option:	Automatic	Storm Duration:	24.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area (2D):	100 ft2	Min Node Srf Area (1D):	100 ft2
Energy Switch (2D):	Energy	Energy Switch (1D):	Energy

Comment:

Simulation: MEAN ANNUAL

Scenario:	Scenario1
Run Date/Time:	4/7/2026 3:49:02 PM
Program Version:	ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	24.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:	Rainfall
Reference ET Folder:	
Unit Hydrograph Folder:	Unit Hydrograph

Lookup Tables

Boundary Stage Set:	
Extern Hydrograph Set:	
Curve Number Set:	
Green-Ampt Set:	
Vertical Layers Set:	
Impervious Set:	
Roughness Set:	
Crop Coef Set:	
Fillable Porosity Set:	
Conductivity Set:	
Leakage Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6	ET for Manual Basins:	False
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~FLMOD
		Rainfall Amount:	4.20 in
Edge Length Option:	Automatic	Storm Duration:	24.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area (2D):	100 ft2	Min Node Srf Area (1D):	100 ft2

Energy Switch (2D): Energy

Energy Switch (1D): Energy

Comment:

POST DEVELOPMENT ICPR BASIN SUMMARY

Simple Basin Runoff Summary [Scenario1]

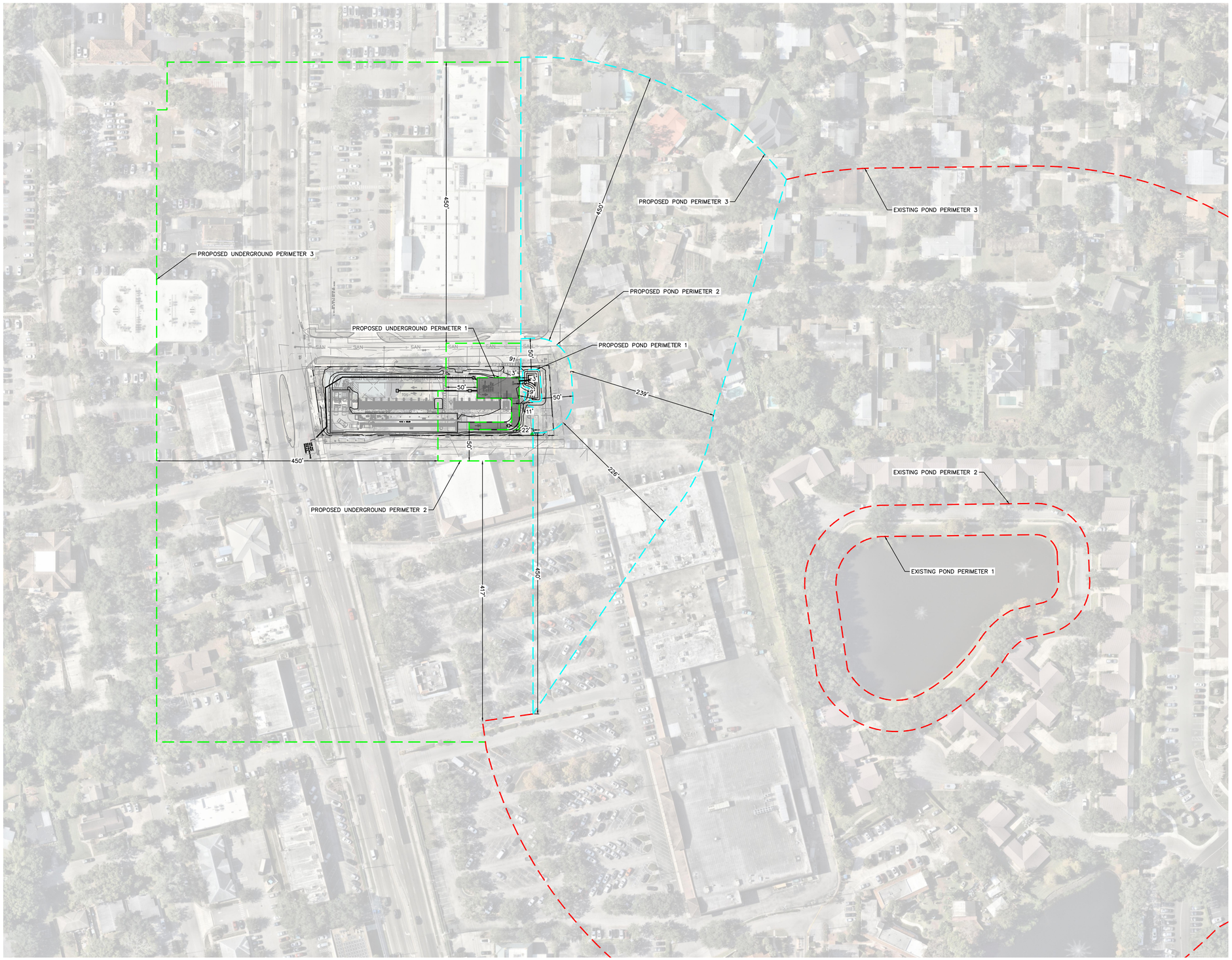
Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
BASIN 1	25YR - 24HR	4.15	12.0333	7.59	5.77	0.9500	84.6	0.00	0.00
BASIN 1	MEAN ANNUAL	1.92	12.0500	4.20	2.60	0.9500	84.6	0.00	0.00

POST DEVELOPMENT ICPR NODE MIN./MAX. SUMMARY

Node Max Conditions [Scenario1]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
OUTFALL	25YR - 24HR	86.38	86.38	0.0000	1.16	0.00	0
POND	25YR - 24HR	93.00	92.00	-0.0011	0.38	1.09	611
POND INFIL	25YR - 24HR	87.50	87.50	0.0000	0.01	0.00	0
UNDERGROUND	25YR - 24HR	92.00	92.00	0.0010	4.15	1.31	3496
UNDERGROUND INFIL	25YR - 24HR	87.50	87.50	0.0000	0.06	0.00	0
OUTFALL	MEAN ANNUAL	86.38	86.38	0.0000	0.15	0.00	0
POND	MEAN ANNUAL	93.00	90.87	-0.0011	0.10	1.09	289
POND INFIL	MEAN ANNUAL	87.50	87.50	0.0000	0.00	0.00	0
UNDERGROUND	MEAN ANNUAL	92.00	90.87	0.0010	1.92	0.20	3496
UNDERGROUND INFIL	MEAN ANNUAL	87.50	87.50	0.0000	0.04	0.00	0

POST DEVELOPMENT PERCOLATION EXHIBIT



NORTH

GRAPHIC SCALE IN FEET
0 37.5 75 150

INFILTRATION PERIMETER EXHIBIT ASSUMPTIONS

THE MIDPOINT BETWEEN THE OVERLAPPING PERIMETERS 50' & 450' OFFSETS WAS USED TO DETERMINE THE PERIMETER LIMITS.

SINCE THE FULL 50' AND 450' PERIMETERS CANNOT BE OBTAINED DUE TO OVERLAP, THE AVERAGE OFFSET WAS DETERMINED AND THE CALCULATION IS PROVIDED BELOW.

AVERAGE PERIMETERS OFFSET CALCULATIONS

PROPOSED POND PERIMETER 2:
(50'+50'+50'+3'+9+9)/6=28.5'

PROPOSED POND PERIMETER 3:
(450'+450'+239'+3'+22'+226')/7 = 231.6'

PROPOSED UNDERGROUND PERIMETER 2:
(22'+50'+50'+50'+3'+11')/6 = 31'

PROPOSED UNDERGROUND PERIMETER 3:
(450'+450'+417'+22'+11'+3')/6 = 225.5'

No.	REVISIONS	DATE	BY

Kimley»Horn

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L. JORDAN DRAPER, P.E.
FLORIDA LICENSE NUMBER
81928

KHA PROJECT	249255006
DATE	01/28/2026
SCALE	AS SHOWN
DESIGNED BY	JDB
DRAWN BY	JDB
CHECKED BY	LJD

PERCOLATION EXHIBIT

EL CAR WASH WINTER PARK
WINTER PARK FLORIDA

SHEET NUMBER
EX-1

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:C5.0 April 07, 2026 09:17:56pm K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\EXHIBITS\PERC EXHIBIT.dwg
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POST DEVELOPMENT REQUIRED TREATMENT VOLUME RECOVERY INPUT REPORT

Simple Basin: BASIN 1

Scenario:	Scenario1
Node:	UNDERGROUND
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	999999.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	0.9500 ac
Curve Number:	84.6
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

Node: OUTFALL

Scenario:	Scenario1
Type:	Time/Stage
Base Flow:	0.00 cfs
Initial Stage:	86.38 ft
Warning Stage:	86.38 ft
Boundary Stage:	

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	86.38
0	0	0	12.0000	86.38
0	0	0	336.0000	86.38

Comment:

Node: POND

Scenario:	Scenario1
Type:	Stage/Area
Base Flow:	0.00 cfs
Initial Stage:	90.60 ft
Warning Stage:	93.00 ft

Stage [ft]	Area [ac]	Area [ft2]
93.00	0.0220	958
92.00	0.0140	610
91.00	0.0070	305

Stage [ft]	Area [ac]	Area [ft2]
90.00	0.0030	131

Comment:

Node: POND INFIL

Scenario: Scenario1
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 87.50 ft
Warning Stage: 87.50 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	87.50
0	0	0	12.0000	87.50
0	0	0	336.0000	87.50

Comment:

Node: UNDERGROUND

Scenario: Scenario1
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 90.60 ft
Warning Stage: 92.00 ft

Stage [ft]	Area [ac]	Area [ft2]
92.00	0.0800	3485
91.50	0.0800	3485
90.50	0.0800	3485
89.50	0.0800	3485

Comment:

Node: UNDERGROUND INFIL

Scenario: Scenario1
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 87.50 ft
Warning Stage: 87.50 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	87.50
0	0	0	12.0000	87.50
0	0	0	336.0000	87.50

Comment:

Drop Structure Link: DROP STRUCTURE		Upstream Pipe		Downstream Pipe	
Scenario:	Scenario1	Invert:	89.50 ft	Invert:	87.83 ft
From Node:	OUTFALL	Manning's N:	0.0130	Manning's N:	0.0130
To Node:	UNDERGROUND	Geometry: Circular		Geometry: Circular	
Link Count:	1	Max Depth:	1.00 ft	Max Depth:	1.00 ft
Flow Direction:	Both	Bottom Clip			
Solution:	Combine	Default:	0.00 ft	Default:	0.00 ft
Increments:	0	Op Table:		Op Table:	
Pipe Count:	1	Ref Node:		Ref Node:	
Damping:	0.0000 ft	Manning's N:	0.0000	Manning's N:	0.0000
Length:	326.00 ft	Top Clip			
FHWA Code:	0	Default:	0.00 ft	Default:	0.00 ft
Entr Loss Coef:	0.00	Op Table:		Op Table:	
Exit Loss Coef:	0.00	Ref Node:		Ref Node:	
Bend Loss Coef:	0.00	Manning's N:	0.0000	Manning's N:	0.0000
Bend Location:	0.00 dec				
Energy Switch:	Energy				

Pipe Comment:

Weir Component		Bottom Clip	
Weir:	1	Default:	0.00 ft
Weir Count:	1	Op Table:	
Weir Flow Direction:	Both	Ref Node:	
Damping:	0.0000 ft	Top Clip	
Weir Type:	Sharp Crested Vertical	Default:	0.00 ft
Geometry Type:	Rectangular	Op Table:	
Invert:	90.60 ft	Ref Node:	
Control Elevation:	90.60 ft	Discharge Coefficients	
Max Depth:	1.40 ft	Weir Default:	3.200
Max Width:	0.33 ft	Weir Table:	
Fillet:	0.00 ft	Orifice Default:	0.600
		Orifice Table:	

Weir Comment:

Drop Structure Comment:

Pipe Link: PIPE LINK		Upstream		Downstream	
Scenario:	Scenario1	Invert:	89.50 ft	Invert:	89.50 ft
From Node:	POND	Manning's N:	0.0130	Manning's N:	0.0130
To Node:	UNDERGROUND	Geometry: Circular		Geometry: Circular	
Link Count:	1	Max Depth:	1.50 ft	Max Depth:	1.50 ft
Flow Direction:	Both	Bottom Clip			
Damping:	0.0000 ft	Default:	0.00 ft	Default:	0.00 ft
Length:	15.00 ft	Op Table:		Op Table:	
FHWA Code:	0	Ref Node:		Ref Node:	
Entr Loss Coef:	0.00	Manning's N:	0.0000	Manning's N:	0.0000
Exit Loss Coef:	0.00	Top Clip			
Bend Loss Coef:	0.00	Default:	0.00 ft	Default:	0.00 ft
Bend Location:	0.00 dec	Op Table:		Op Table:	
Energy Switch:	Energy	Ref Node:		Ref Node:	
		Manning's N:	0.0000	Manning's N:	0.0000

Comment:

Percolation Link: POND PERC LINK			
Scenario:	Scenario1	Surface Area Option:	Vary Based on Stage/Area Table
From Node:	POND		
To Node:	POND INFIL	Vertical Flow Termination:	Horizontal Flow Algorithm
Link Count:	1	Perimeter 1:	149.00 ft
Flow Direction:	Both	Perimeter 2:	413.06 ft
Aquifer Base Elevation:	82.00 ft	Perimeter 3:	2509.81 ft
Water Table Elevation:	87.50 ft	Distance P1 to P2:	28.50 ft
Annual Recharge Rate:	0 ipy	Distance P2 to P3:	231.60 ft
Horizontal Conductivity:	2.185 fpd	# of Cells P1 to P2:	2
Vertical Conductivity:	1.460 fpd	# of Cells P2 to P3:	23
Fillable Porosity:	0.200		
Layer Thickness:	2.50 ft		

Comment:

Percolation Link: UNDERGROUND PERC LINK			
Scenario:	Scenario1	Surface Area Option:	Vary Based on Stage/Area Table
From Node:	UNDERGROUND		
To Node:	UNDERGROUND INFIL	Vertical Flow Termination:	Horizontal Flow Algorithm
Link Count:	1	Perimeter 1:	436.70 ft
Flow Direction:	Both	Perimeter 2:	674.22 ft
Aquifer Base Elevation:	82.00 ft	Perimeter 3:	3159.94 ft
Water Table Elevation:	87.50 ft	Distance P1 to P2:	31.00 ft
Annual Recharge Rate:	0 ipy	Distance P2 to P3:	225.50 ft
Horizontal Conductivity:	2.185 fpd	# of Cells P1 to P2:	3
Vertical Conductivity:	1.460 fpd	# of Cells P2 to P3:	22
Fillable Porosity:	0.200		
Layer Thickness:	2.00 ft		

Comment:

Simulation: RECOVERY

Scenario: Scenario1
Run Date/Time: 4/7/2026 3:55:03 PM
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	72.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder: Rainfall
Reference ET Folder:
Unit Hydrograph Folder: Unit Hydrograph

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set:
Green-Ampt Set:

Vertical Layers Set:	
Impervious Set:	
Roughness Set:	
Crop Coef Set:	
Fillable Porosity Set:	
Conductivity Set:	
Leakage Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	72.0000 hr
Max Iterations:	6	ET for Manual Basins:	False
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~FLMOD
		Rainfall Amount:	0.00 in
Edge Length Option:	Automatic	Storm Duration:	24.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area (2D):	100 ft2	Min Node Srf Area (1D):	100 ft2
Energy Switch (2D):	Energy	Energy Switch (1D):	Energy

Comment:

POST DEVELOPMENT REQUIRED TREATMENT VOLUME RECOVERY

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	POND	0.0000	90.60
RECOVERY	POND	0.2511	90.58
RECOVERY	POND	0.5050	90.57
RECOVERY	POND	0.7527	90.55
RECOVERY	POND	1.0027	90.54
RECOVERY	POND	1.2527	90.52
RECOVERY	POND	1.5027	90.51
RECOVERY	POND	1.7527	90.49
RECOVERY	POND	2.0027	90.48
RECOVERY	POND	2.2527	90.46
RECOVERY	POND	2.5027	90.45
RECOVERY	POND	2.7527	90.43
RECOVERY	POND	3.0027	90.42
RECOVERY	POND	3.2527	90.40
RECOVERY	POND	3.5027	90.39
RECOVERY	POND	3.7527	90.37
RECOVERY	POND	4.0027	90.36
RECOVERY	POND	4.2527	90.34
RECOVERY	POND	4.5027	90.33
RECOVERY	POND	4.7527	90.31
RECOVERY	POND	5.0027	90.30
RECOVERY	POND	5.2527	90.28
RECOVERY	POND	5.5027	90.27
RECOVERY	POND	5.7527	90.25
RECOVERY	POND	6.0027	90.24
RECOVERY	POND	6.2527	90.22
RECOVERY	POND	6.5027	90.21
RECOVERY	POND	6.7527	90.19
RECOVERY	POND	7.0027	90.18
RECOVERY	POND	7.2527	90.17
RECOVERY	POND	7.5027	90.16
RECOVERY	POND	7.7527	90.15
RECOVERY	POND	8.0027	90.14
RECOVERY	POND	8.2527	90.12
RECOVERY	POND	8.5027	90.11
RECOVERY	POND	8.7527	90.10
RECOVERY	POND	9.0027	90.09
RECOVERY	POND	9.2527	90.08
RECOVERY	POND	9.5027	90.07
RECOVERY	POND	9.7527	90.06
RECOVERY	POND	10.0027	90.05
RECOVERY	POND	10.2527	90.05

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	POND	10.5027	90.04
RECOVERY	POND	10.7527	90.03
RECOVERY	POND	11.0027	90.02
RECOVERY	POND	11.2527	90.01
RECOVERY	POND	11.5027	90.00

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	UNDERGROUND	0.0000	90.60
RECOVERY	UNDERGROUND	0.2511	90.58
RECOVERY	UNDERGROUND	0.5050	90.57
RECOVERY	UNDERGROUND	0.7527	90.55
RECOVERY	UNDERGROUND	1.0027	90.54
RECOVERY	UNDERGROUND	1.2527	90.52
RECOVERY	UNDERGROUND	1.5027	90.51
RECOVERY	UNDERGROUND	1.7527	90.49
RECOVERY	UNDERGROUND	2.0027	90.48
RECOVERY	UNDERGROUND	2.2527	90.46
RECOVERY	UNDERGROUND	2.5027	90.45
RECOVERY	UNDERGROUND	2.7527	90.43
RECOVERY	UNDERGROUND	3.0027	90.42
RECOVERY	UNDERGROUND	3.2527	90.40
RECOVERY	UNDERGROUND	3.5027	90.39
RECOVERY	UNDERGROUND	3.7527	90.37
RECOVERY	UNDERGROUND	4.0027	90.36
RECOVERY	UNDERGROUND	4.2527	90.34
RECOVERY	UNDERGROUND	4.5027	90.33
RECOVERY	UNDERGROUND	4.7527	90.31
RECOVERY	UNDERGROUND	5.0027	90.30
RECOVERY	UNDERGROUND	5.2527	90.28
RECOVERY	UNDERGROUND	5.5027	90.27
RECOVERY	UNDERGROUND	5.7527	90.25
RECOVERY	UNDERGROUND	6.0027	90.24
RECOVERY	UNDERGROUND	6.2527	90.22
RECOVERY	UNDERGROUND	6.5027	90.21
RECOVERY	UNDERGROUND	6.7527	90.19
RECOVERY	UNDERGROUND	7.0027	90.18
RECOVERY	UNDERGROUND	7.2527	90.17
RECOVERY	UNDERGROUND	7.5027	90.16
RECOVERY	UNDERGROUND	7.7527	90.15
RECOVERY	UNDERGROUND	8.0027	90.14
RECOVERY	UNDERGROUND	8.2527	90.13
RECOVERY	UNDERGROUND	8.5027	90.11
RECOVERY	UNDERGROUND	8.7527	90.10
RECOVERY	UNDERGROUND	9.0027	90.09
RECOVERY	UNDERGROUND	9.2527	90.08
RECOVERY	UNDERGROUND	9.5027	90.07
RECOVERY	UNDERGROUND	9.7527	90.06
RECOVERY	UNDERGROUND	10.0027	90.06
RECOVERY	UNDERGROUND	10.2527	90.05

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	UNDERGROUND	10.5027	90.04
RECOVERY	UNDERGROUND	10.7527	90.03
RECOVERY	UNDERGROUND	11.0027	90.02
RECOVERY	UNDERGROUND	11.2527	90.01
RECOVERY	UNDERGROUND	11.5027	90.00
RECOVERY	UNDERGROUND	11.7527	89.99
RECOVERY	UNDERGROUND	12.0027	89.99
RECOVERY	UNDERGROUND	12.2527	89.98
RECOVERY	UNDERGROUND	12.5027	89.97
RECOVERY	UNDERGROUND	12.7527	89.96
RECOVERY	UNDERGROUND	13.0027	89.96
RECOVERY	UNDERGROUND	13.2527	89.95
RECOVERY	UNDERGROUND	13.5027	89.94
RECOVERY	UNDERGROUND	13.7527	89.94
RECOVERY	UNDERGROUND	14.0027	89.93
RECOVERY	UNDERGROUND	14.2527	89.92
RECOVERY	UNDERGROUND	14.5027	89.92
RECOVERY	UNDERGROUND	14.7527	89.91
RECOVERY	UNDERGROUND	15.0027	89.90
RECOVERY	UNDERGROUND	15.2527	89.90
RECOVERY	UNDERGROUND	15.5027	89.89
RECOVERY	UNDERGROUND	15.7527	89.89
RECOVERY	UNDERGROUND	16.0027	89.88
RECOVERY	UNDERGROUND	16.2527	89.87
RECOVERY	UNDERGROUND	16.5027	89.87
RECOVERY	UNDERGROUND	16.7527	89.86
RECOVERY	UNDERGROUND	17.0027	89.86
RECOVERY	UNDERGROUND	17.2527	89.85
RECOVERY	UNDERGROUND	17.5027	89.85
RECOVERY	UNDERGROUND	17.7527	89.84
RECOVERY	UNDERGROUND	18.0027	89.84
RECOVERY	UNDERGROUND	18.2527	89.83
RECOVERY	UNDERGROUND	18.5027	89.83
RECOVERY	UNDERGROUND	18.7527	89.82
RECOVERY	UNDERGROUND	19.0027	89.82
RECOVERY	UNDERGROUND	19.2527	89.81
RECOVERY	UNDERGROUND	19.5027	89.81
RECOVERY	UNDERGROUND	19.7527	89.80
RECOVERY	UNDERGROUND	20.0027	89.80
RECOVERY	UNDERGROUND	20.2527	89.79
RECOVERY	UNDERGROUND	20.5027	89.79
RECOVERY	UNDERGROUND	20.7527	89.78

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	UNDERGROUND	21.0027	89.78
RECOVERY	UNDERGROUND	21.2527	89.78
RECOVERY	UNDERGROUND	21.5027	89.77
RECOVERY	UNDERGROUND	21.7527	89.77
RECOVERY	UNDERGROUND	22.0027	89.76
RECOVERY	UNDERGROUND	22.2527	89.76
RECOVERY	UNDERGROUND	22.5027	89.75
RECOVERY	UNDERGROUND	22.7527	89.75
RECOVERY	UNDERGROUND	23.0027	89.75
RECOVERY	UNDERGROUND	23.2527	89.74
RECOVERY	UNDERGROUND	23.5027	89.74
RECOVERY	UNDERGROUND	23.7527	89.73
RECOVERY	UNDERGROUND	24.0027	89.73
RECOVERY	UNDERGROUND	24.2527	89.73
RECOVERY	UNDERGROUND	24.5027	89.72
RECOVERY	UNDERGROUND	24.7527	89.72
RECOVERY	UNDERGROUND	25.0027	89.72
RECOVERY	UNDERGROUND	25.2527	89.71
RECOVERY	UNDERGROUND	25.5027	89.71
RECOVERY	UNDERGROUND	25.7527	89.71
RECOVERY	UNDERGROUND	26.0027	89.70
RECOVERY	UNDERGROUND	26.2527	89.70
RECOVERY	UNDERGROUND	26.5027	89.70
RECOVERY	UNDERGROUND	26.7527	89.69
RECOVERY	UNDERGROUND	27.0027	89.69
RECOVERY	UNDERGROUND	27.2527	89.69
RECOVERY	UNDERGROUND	27.5027	89.68
RECOVERY	UNDERGROUND	27.7527	89.68
RECOVERY	UNDERGROUND	28.0027	89.68
RECOVERY	UNDERGROUND	28.2527	89.67
RECOVERY	UNDERGROUND	28.5027	89.67
RECOVERY	UNDERGROUND	28.7527	89.67
RECOVERY	UNDERGROUND	29.0027	89.66
RECOVERY	UNDERGROUND	29.2527	89.66
RECOVERY	UNDERGROUND	29.5027	89.66
RECOVERY	UNDERGROUND	29.7527	89.65
RECOVERY	UNDERGROUND	30.0027	89.65
RECOVERY	UNDERGROUND	30.2527	89.65
RECOVERY	UNDERGROUND	30.5027	89.65
RECOVERY	UNDERGROUND	30.7527	89.64
RECOVERY	UNDERGROUND	31.0027	89.64
RECOVERY	UNDERGROUND	31.2527	89.64

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	UNDERGROUND	31.5027	89.63
RECOVERY	UNDERGROUND	31.7527	89.63
RECOVERY	UNDERGROUND	32.0027	89.63
RECOVERY	UNDERGROUND	32.2527	89.63
RECOVERY	UNDERGROUND	32.5027	89.62
RECOVERY	UNDERGROUND	32.7527	89.62
RECOVERY	UNDERGROUND	33.0027	89.62
RECOVERY	UNDERGROUND	33.2527	89.61
RECOVERY	UNDERGROUND	33.5027	89.61
RECOVERY	UNDERGROUND	33.7527	89.61
RECOVERY	UNDERGROUND	34.0027	89.61
RECOVERY	UNDERGROUND	34.2527	89.60
RECOVERY	UNDERGROUND	34.5027	89.60
RECOVERY	UNDERGROUND	34.7527	89.60
RECOVERY	UNDERGROUND	35.0027	89.60
RECOVERY	UNDERGROUND	35.2527	89.59
RECOVERY	UNDERGROUND	35.5027	89.59
RECOVERY	UNDERGROUND	35.7527	89.59
RECOVERY	UNDERGROUND	36.0027	89.59
RECOVERY	UNDERGROUND	36.2527	89.58
RECOVERY	UNDERGROUND	36.5027	89.58
RECOVERY	UNDERGROUND	36.7527	89.58
RECOVERY	UNDERGROUND	37.0027	89.58
RECOVERY	UNDERGROUND	37.2527	89.57
RECOVERY	UNDERGROUND	37.5027	89.57
RECOVERY	UNDERGROUND	37.7527	89.57
RECOVERY	UNDERGROUND	38.0027	89.57
RECOVERY	UNDERGROUND	38.2527	89.57
RECOVERY	UNDERGROUND	38.5027	89.56
RECOVERY	UNDERGROUND	38.7527	89.56
RECOVERY	UNDERGROUND	39.0027	89.56
RECOVERY	UNDERGROUND	39.2527	89.56
RECOVERY	UNDERGROUND	39.5027	89.55
RECOVERY	UNDERGROUND	39.7527	89.55
RECOVERY	UNDERGROUND	40.0027	89.55
RECOVERY	UNDERGROUND	40.2527	89.55
RECOVERY	UNDERGROUND	40.5027	89.54
RECOVERY	UNDERGROUND	40.7527	89.54
RECOVERY	UNDERGROUND	41.0027	89.54
RECOVERY	UNDERGROUND	41.2527	89.54
RECOVERY	UNDERGROUND	41.5027	89.54
RECOVERY	UNDERGROUND	41.7527	89.53

Sim	Node Name	Relative Time [hrs]	Stage [ft]
RECOVERY	UNDERGROUND	42.0027	89.53
RECOVERY	UNDERGROUND	42.2527	89.53
RECOVERY	UNDERGROUND	42.5027	89.53
RECOVERY	UNDERGROUND	42.7527	89.53
RECOVERY	UNDERGROUND	43.0027	89.52
RECOVERY	UNDERGROUND	43.2527	89.52
RECOVERY	UNDERGROUND	43.5027	89.52
RECOVERY	UNDERGROUND	43.7527	89.52
RECOVERY	UNDERGROUND	44.0027	89.52
RECOVERY	UNDERGROUND	44.2527	89.51
RECOVERY	UNDERGROUND	44.5027	89.51
RECOVERY	UNDERGROUND	44.7527	89.51
RECOVERY	UNDERGROUND	45.0027	89.51
RECOVERY	UNDERGROUND	45.2527	89.51
RECOVERY	UNDERGROUND	45.5027	89.50

NUTRIENT REMOVAL CALCULATIONS

Complete Report (not including cost) Ver 4.3.5

Project: El Carwash Winter Park
Date: 4/7/2026 7:22:27 PM

Site and Catchment Information

Analysis: Specified Removal Efficiency

Catchment Name	Basin 1
Rainfall Zone	Florida Zone 2
Annual Mean Rainfall	4.00

Pre-Condition Landuse Information

Landuse	High-Intensity Commercial: TN=2.40 TP=0.345
Area (acres)	0.95
Rational Coefficient (0-1)	0.60
Non DCIA Curve Number	61.00
DCIA Percent (0-100)	72.63
Nitrogen EMC (mg/l)	2.400
Phosphorus EMC (mg/l)	0.345
Runoff Volume (ac-ft/yr)	0.189
Groundwater N (kg/yr)	0.000
Groundwater P (kg/yr)	0.000
Nitrogen Loading (kg/yr)	0.560
Phosphorus Loading (kg/yr)	0.080

Post-Condition Landuse Information

Landuse	High-Intensity Commercial: TN=2.40 TP=0.345
Area (acres)	0.95
Rational Coefficient (0-1)	0.53
Non DCIA Curve Number	61.00
DCIA Percent (0-100)	63.89
Wet Pond Area (ac)	0.00
Nitrogen EMC (mg/l)	2.400
Phosphorus EMC (mg/l)	0.345
Runoff Volume (ac-ft/yr)	0.168
Groundwater N (kg/yr)	0.000

Groundwater P (kg/yr)	0.000
Nitrogen Loading (kg/yr)	0.496
Phosphorus Loading (kg/yr)	0.071

Catchment Number: 1 Name: Basin 1

Project: El Carwash Winter Park
Date: 4/7/2026

Retention Design

Retention Depth (in)	1.100
Retention Volume (ac-ft)	0.087

Watershed Characteristics

Catchment Area (acres)	0.95
Contributing Area (acres)	0.950
Non-DCIA Curve Number	61.00
DCIA Percent	63.89
Rainfall Zone	Florida Zone 2
Rainfall (in)	4.00

Surface Water Discharge

Required TN Treatment Efficiency (%)	45
Provided TN Treatment Efficiency (%)	83
Required TP Treatment Efficiency (%)	80
Provided TP Treatment Efficiency (%)	83

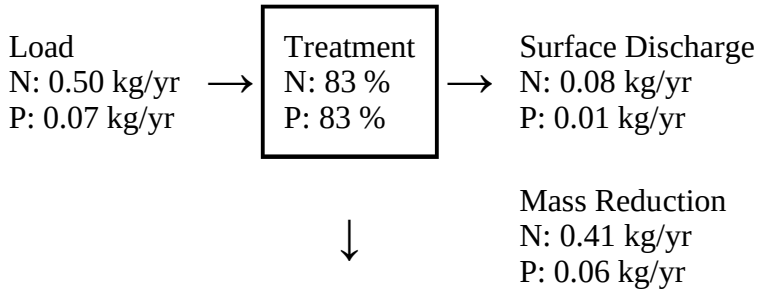
Media Mix Information

Type of Media Mix	Not Specified
Media N Reduction (%)	
Media P Reduction (%)	

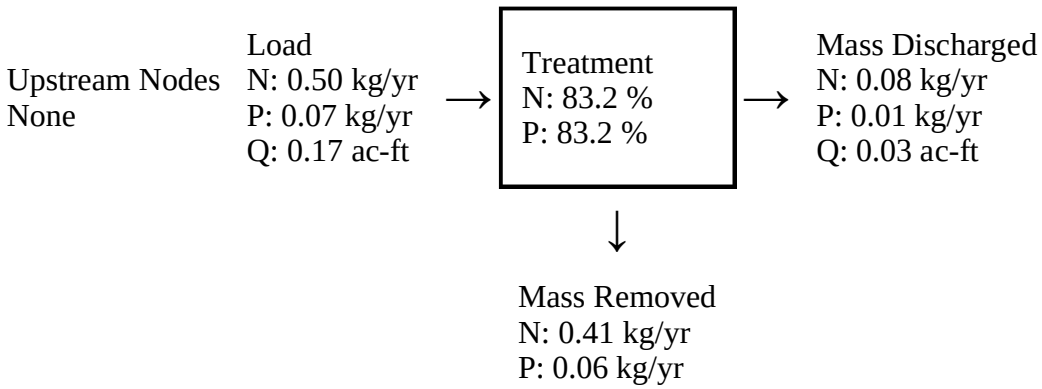
Groundwater Discharge (Stand-Alone)

Treatment Rate (MG/yr)	0.000
TN Mass Load (kg/yr)	0.412
TN Concentration (mg/L)	0.000
TP Mass Load (kg/yr)	0.059
TP Concentration (mg/L)	0.000

Load Diagram for Retention (stand-alone)



Load Diagram for Retention (As Used In Routing)



Summary Treatment Report Version: 4.3.5

Project: El Carwash Winter Park

Analysis Type: Specified Removal Efficiency

Date:4/7/2026

BMP Types:

Catchment 1 - (Basin 1) Retention

Based on % removal values to the nearest percent

Routing Summary

Catchment 1 Routed to Outlet

Total nitrogen target removal met? **Yes**

Total phosphorus target removal met? **Yes**

Summary Report

Nitrogen

Surface Water Discharge	
Total N pre load	.56 kg/yr
Total N post load	.5 kg/yr

Target N load reduction	45 %	
Target N discharge load	.27 kg/yr	
Percent N load reduction	83 %	
Provided N discharge load	.08 kg/yr	.18 lb/yr
Provided N load removed	.41 kg/yr	.91 lb/yr

Phosphorus

Surface Water Discharge

Total P pre load	.08 kg/yr	
Total P post load	.071 kg/yr	
Target P load reduction	80 %	
Target P discharge load	.014 kg/yr	
Percent P load reduction	83 %	
Provided P discharge load	.012 kg/yr	.03 lb/yr
Provided P load removed	.059 kg/yr	.131 lb/yr

APPENDIX D

GEOTECHNICAL REPORT

REPORT OF GEOTECHNICAL AND STORMWATER FACILITY INVESTIGATION

PROPOSED CAR WASH
2011 Aloma Avenue & 416 Lander Road
Parcel ID 04-22-30-2316-04-290 & 04-22-30-2316-04-280
Winter Park, Orange County, Florida

Prepared for:

EL CAR WASH FLORIDA, LLC
C/O EL CAR WASH, LLC
2753 NW 87th Avenue
Doral, Florida 33172

PATRICK JEAN GRANITZKI LICENSE No. PE85911 STATE OF FLORIDA PROFESSIONAL ENGINEER

Patrick J Granitzki
2026.04.03 13:53:39-04'00'

Prepared by:

DYNAMIC EARTH

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Division Manager/Senior Principal
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Project Manager
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THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY PATRICK J. GRANIZKI THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VARIFIED ON ANY ELECTRONIC COPIES

Project No. 5350 26-00226
April 3, 2026

REPORT OF GEOTECHNICAL AND STORMWATER FACILITY INVESTIGATION

PROPOSED CAR WASH
2011 Aloma Avenue & 416 Lander Road
Parcel ID 04-22-30-2316-04-290 &
04-22-30-2316-04-280
Winter Park, Orange County, Florida

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1.0 SUMMARY OF FINDINGS

Dynamic Earth, LLC (Dynamic Earth) has completed an exploration and evaluation for the proposed Car Wash Facility development to be located at 2011 Aloma Avenue and 416 Lander Road in Winter Park, Orange County, Florida. The site is further identified as Parcel ID Numbers: 04-22-30-2316-04-290 and 04-22-30-2316-04-280. The site of the proposed redevelopment is shown on the *Test Location Plan* included in the appendix of this report.

At the time of Dynamic Earth's investigation, the subject site was developed with existing unoccupied commercial properties including a one-story bank building and one-story Car Wash facility, including associated storage building, pavement, utilities and stormwater management facilities. Based on a January 28, 2026 *Site Plan* prepared by Kimley-Horn and Associates, INC., the proposed site redevelopment will include the demolition of the existing structures and the construction of a Car Wash Facility which will include a 3,700 square foot (sf) car wash tunnel, drive through with menu boards/canopies, pavement, utilities, and vacuum stations. While not included on the referenced Site Plan, the car wash may include underground storage tanks for the water reclamation system. The proposed building is expected to be constructed near existing site elevations and earth retaining walls are not anticipated at this time. Site grades will include minor earth cuts and fills.

The subsurface exploration included reconnaissance of the project site, drilling soil borings, and evaluating the geotechnical conditions relevant to the proposed construction details provided. A summary of Dynamic Earth's findings and recommendations is presented below:

- **Generalized Subsurface Conditions:** Test location performed in existing asphalt areas encountered up to four inches of asphaltic concrete at the surface underlain by up to approximately six inches of apparent limerock subbase material. One test location was performed in an existing landscape area encountered up to six inches of topsoil at the surface. Beneath the surficial cover, existing fill material was encountered that generally consisted of sand with variable amounts of silt. The existing fill material was encountered to depth ranging between approximately one foot and three feet below the ground surface. Beneath the surficial cover and/or existing fill material (where encountered), natural coastal plain deposits were encountered that generally consisted of sand (USCS: SP and SP-SM) with variable amounts of silt. The natural coastal plain deposits were encountered to termination depths ranging between approximately ten feet and 20 feet below the ground surface.

- **Seasonal High Groundwater and Groundwater:** Groundwater was encountered at depths ranging between approximately six feet and seven feet below the ground surface; corresponding to elevation ranging between approximately 87.3 feet and 85.1 feet. We estimate the seasonal high groundwater is approximately 1.5 feet above the groundwater

levels encountered. Groundwater levels are expected to fluctuate seasonally and following periods of precipitation.

- **Foundations:** Properly prepared and inspected on-site soils are anticipated to be suitable to support the proposed conventional shallow foundations. **Due to the potential variability of the existing fill material, at least partial overexcavation and replacement and/or in-place densification should be expected.** Foundations bearing within approved natural soils or compacted structural fill material may be designed to exert a maximum allowable net bearing pressure of 2,000 pounds per square foot (psf).

- **Floor Slabs and Pavement:** Properly prepared and inspected on-site soils are anticipated to be suitable to support proposed floor slabs and pavements. **Due to the potential variability of the existing fill material, at least partial overexcavation and replacement and/or in-place densification should be expected.**

- **Groundwater Control:** The contractor should anticipate the need for temporary dewatering control measures for surface runoff, perched conditions and infiltrating water. Permanent groundwater control measures should be reviewed by the project structural engineer and architect based on final site plans.

- **Use of Site Soils as Structural Fill:** The on-site soils are expected to be suitable for reuse as structural fill material, provided moisture contents are within tolerable limits for compaction and oversized/objectionable material (if encountered) is segregated. Special handling of the existing fill materials should be expected, and organic materials (if encountered) are not suitable for reuse.

- **Final Design, Supplemental Evaluation and Construction Phase Monitoring:** The initial geotechnical considerations herein were evaluated during the early phase of the project. Dynamic Earth should remain involved during the design phase to review the final site plans to evaluate if the recommendations included herein should remain unchanged. **In addition, supplemental evaluation following the demolition of existing structures should be performed to evaluate if the subsurface conditions in presently inaccessible areas are consistent with those encountered during this investigation.** The recommendations presented herein are contingent on the owner retaining Dynamic Earth to perform inspection, testing and consultation during construction as described in previous sections of this report.

Detailed design criteria and construction recommendations for proposed foundations, floor slabs, pavements, stormwater management facilities and related earthwork are discussed in the following report. Dynamic Earth should remain involved to provide consultation and review during final design.

2.0 INTRODUCTION

2.1 Authorization

Dynamic Earth was authorized to conduct a geotechnical and stormwater facility investigation in general accordance with our February 19, 2026 proposal and authorized by Alejandro (Alex) Quintana as the Director of Development of El Car Wash Florida, LLC c/o El Car Wash, LLC, authorized on March 6, 2026.

2.2 Purpose

The purpose of this subsurface exploration and analysis was to:

- ascertain the subsurface profile information at test locations;
- estimate the engineering characteristics of the recommended foundation bearing and subgrade materials;
- provide geotechnical criteria for use by the design engineers in preparing the site for foundations, floor slab, and pavement designs;
- provide recommendations for required earthwork and subgrade preparation;
- document groundwater levels at the time of the investigation, estimate potential seasonal high groundwater levels and discuss the potential impact on the proposed construction; and,
- recommend additional investigation, if necessary.

2.3 Scope

The scope of the exploration and analysis included site geologic research and evaluation, subsurface exploration, field testing and sampling, and geotechnical engineering analysis and evaluation of the subsurface materials. This *Report of Geotechnical and Stormwater Facility Investigation* is limited to addressing the site conditions as they relate to the physical support of the proposed construction.

Dynamic Earth also provided environmental consulting services including an Asbestos Survey which was issued separately.

2.3.1 Field Exploration

The field exploration was conducted by means of five soil borings (identified as B-1 through B-5), two hydraulic conductivity tests (identified as EX-1 and EX-2), and one double-ring infiltrometer

test (identified as DRI-1). The borings were drilled using mud-rotary techniques using a track-mounted drill-rig and were backfilled with the excavated materials upon completion. Test locations are summarized in the following table and are shown on the *Test Location Plan* (refer to the Appendix).

TEST LOCATION SUMMARY TABLE		
Number	**Location**	**Final Depth (feet)**
B-1	Southeastern Building Corner	20.0
B-2	Northwestern Building Corner	20.0
B-3/DRI-1	Northwestern SWM Area	10.0
B-4/EX-1	Northeastern Pavement/ SWM Area	10.0
B-5/EX-1	Northwestern Pavement/ SWM Area	10.0
B-6	Menu Board	10.0

The soil borings and hydraulic conductivity tests were completed in the presence of a Dynamic Earth engineer who performed field tests, documented visual classifications, and collected representative samples of the subsurface strata encountered. Test locations were identified in the field by Dynamic Earth personnel using GPS techniques prior to mobilization of the drilling equipment. Ground surface elevations noted on our boring logs were interpolated from published topographic information and should be considered approximate.

Soil borings and standard penetration tests (SPTs) were conducted in general accordance with ASTM D5783 (*Standard Guide for Use of Direct Rotary Drilling with water-based drilling fluid for Geoenvironmental Exploration and the installation of subsurface water quality monitoring devices)* and ASTM D1586 (*Standard Test Method for Standard Penetration Test and Split Barrel Sampling of Soils)*, respectively. The N-value for various soil types can be correlated with the engineering behavior of earthworks and foundations.

Hydraulic conductivity testing was performed in general accordance with the Saint Johns River Water Management District (SJRWMD), Permit Information Manual.

The seasonal high groundwater was estimated based on the SJRWMD, Permit Information Manual, where the seasonal high groundwater is defined as the highest level of saturated zone in the soil in a year with normal rainfall. Also known as the Normal Seasonal High Groundwater Table (NSHGWT). The rainy/wet season is reported as between June and October.

Groundwater level observations were recorded during and at the completion of field operations prior to backfilling the borings. Observations were made for potential redoximorphic features for the seasonal high groundwater table and the depth to potential restrictive and/or confining soil stratums at testing locations within proposed stormwater management facilities. If redoximorphic features were not observed, the seasonal high groundwater was estimated based on our experience in the area, rainfall data, neighboring development (if present) and adjacent water

bodies (if present). Seasonal variations, temperature, anthropogenic, seasonality, soil permeability, and precipitation will influence the actual and observed groundwater levels. Estimated seasonal high groundwater and groundwater elevations derived from sources other than seasonally observed groundwater monitoring wells may not be representative of true seasonal/groundwater levels.

3.0 SITE DESCRIPTION

3.1 Location and Description

The subject property is located at 2011 Aloma Avenue and 416 Lander Road in Winter Park, Orange County, Florida. The site is further identified as Parcel ID Numbers: 04-22-30-2316-04-290 and 04-22-30-2316-04-280. The site is bound to the north by residential properties; to the south by Aloma Avenue and commercial properties beyond; to the east by a commercial development (Aloma Shopping Center); and to the west by Lander Road. The proposed construction is shown on the *Test Location Plan* in the Appendix of this report.

3.2 Existing Conditions

Surface Cover/Development: At the time of Dynamic Earth's investigation, the subject site was developed with an existing commercial property on southern portion, an existing car wash facility on northern portion, and a retention pond in central portion of the site with associated storage building, pavement, utilities and stormwater management facilities.

Topography: Topographic information was provided on a November 15, 2025 *Map of ALTA/NSPS Land Title Survey,* prepared by American Surveying INC. Based on the survey provided, site elevations general range between 91 feet within the north western portion of the site and 93 feet within the central portion of the site. A retention pond is located the central western portion of the site with a basin bottom elevation of 88.40 feet. The finish floor elevation of the existing one-story bank building is reported to be 93.77 feet and the finished floor elevation of the existing car wash structure is reported to be 92.09 feet. The elevations referenced in the survey are given in 1988 North American Vertical Datum (NAVD 88).

Site Drainage: Surface runoff generally appears to follow existing site topography toward stormwater drains located across the site.

3.3 Proposed Construction

The proposed site redevelopment will include the demolition of the existing structures and the construction of a Car Wash Facility which will include a 3,700 sf car wash tunnel, drive through with menu boards/canopies, pavement, utilities, vacuum stations and reclamation tanks. While not included on the attached plan, the car wash may include underground storage tanks for the water reclamation system. Site grades will include minor earth cuts and fills. Site redevelopment plans were provided on a January 28, 2026, *Site Plan* prepared by Kimley-Horn and Associated, INC.

The proposed building is expected to be a masonry and metal framed structure constructed with a concrete slab-on-grade and no basement. The maximum anticipated loads were preliminarily

assumed based on similar projects and are expected to be as follows:

- column load – 60 kips,
- wall load – 2.0 kips/linear foot,
- floor load –125pounds per square foot, and
- pavement load – 100,000 (18) kip equivalent single axle loads (ESALs).

The scope of Dynamic Earth's investigation and the professional advice contained in this report were generated based on the project details and loading noted herein. Any revisions or additions to the design details enumerated in this report should be brought to the attention of Dynamic Earth for additional evaluation as warranted.

4.0 SUBSURFACE CONDITIONS

4.1 Site Geology

The subject site is located in the Lakes District geographic region of Florida specifically known as the Orlando Ridge Province. The site is underlain by Oligocene-Pliocene Hawthorn ground, the Pliocene-Pleistocene Cypresshead Sediments and Tertiary-Quaternary undifferentiated sediments. Undifferentiated sediment is generally composed of siliciclastic are light gray, tan, brown to black sands to blue green to olive green, poorly to moderately consolidated, sandy, silty clays.

Based on a cursory reviewed the 1985 Sinkhole Type, Development and Distribution in Florida map prepared by the U.S. Geological Survey, the site is mapped within the area identified as Area III. This area includes overburden materials which are generally 30 feet to 200 feet thick. In areas where limestone is covered by unconsolidated materials, the unconsolidated materials are relatively cohesive clayey sediments of low permeability. Area III reportedly has the greatest number of sinkhole occurrences in the state, which are various sizes and develop abruptly. Based on Florida's integrative subsidence map, sinkholes are not reported within the immediate area of the site. The closest reported incidents are about a mile east of the site, with approximately ten incidents reported within two miles of the site. The incidents reported in the database may or may not be verified information reported to the Florida Geological Survey and do not necessarily reflect the number of sinkholes confirmed by public or private industry.

If site specific sinkhole potential/risk evaluation is required, Dynamic Earth recommends a supplemental geotechnical investigation including deeper soil borings as well as geophysical investigations are performed.

4.2 United States Department of Agriculture (USDA) Soil Survey

Based on a review of the United States Department of Agriculture – Natural Resources Conservation Services (USDA-NRCS) soil survey the following soil resources are mapped underlying the site within the area of the proposed site improvements, are shown on the *NRCS-USDA Web Soil Survey* included in the appendix of this report and are described below:

Urban Land, zero to two percent slopes (50): This soil series is mapped for the entirety of the site and the typical soil profile and depth to groundwater is not reported.

4.3 Subsurface Soil Profile

The following sections provide generalized characterizations of the strata encountered during our

subsurface exploration. The subsurface soil conditions encountered in the soil borings consisted of the following generalized strata in order of increasing depth.

Surface Cover Material: Test location performed in existing asphalt area encountered up to four inches of asphaltic concrete at the surface underlain by up to approximately six inches of apparent limerock subbase material. One test location was performed in an existing landscape area encountered up to six inches of topsoil at the surface

Existing Fill: Beneath the surficial cover, existing fill material was encountered that generally consisted of sand with variable amounts of silt. The existing fill material was encountered to depth ranging between approximately one foot and three feet below the ground surface; corresponding to elevations ranging between 91.3 feet and 89.1 feet. Standard Penetration Test (SPT) N-values ranged between eight blows per foot (bpf) and ten bpf.

Coastal Plain Deposits: Beneath the surficial cover and/or existing fill material (where encountered), natural coastal plain deposits were encountered that generally consisted of sand (USCS: SP and SP-SM) with variable amounts of silt. The natural coastal plain deposits were encountered to termination depths ranging between approximately ten feet and 20 feet below the ground surface; corresponding to elevations ranging between 83.3 feet and 72.1 feet. SPT N-values ranged between five bpf and 26 bpf and averaged 12 bpf; generally indicating a relatively medium dense condition.

4.4 Estimated Seasonal High Groundwater and Groundwater

Groundwater was encountered at depths ranging between approximately six feet and seven feet below the ground surface; corresponding to elevation ranging between approximately 87.3 feet and 85.1 feet.

Generally, the rainy season in the subject region of Florida is between June and October. In order to estimate the typical seasonal high groundwater level, we reviewed the measured groundwater levels, season of the year (wet/dry season), redoximorphic soil conditions (if observed), and current and historical rainfall data. The groundwater levels during our investigation were taken in the middle of March 2026. According to the National Weather Service, the total rainfall for 2026 (January and February) for the Winter Park area was 1.4 inches, which is roughly 2.4 inches below the average level for this time period. **As such, we estimate the seasonal high groundwater is approximately 1.5 feet above the groundwater levels encountered.** Groundwater levels are expected to fluctuate seasonally and following periods of precipitation

The estimated seasonal high groundwater above should be reviewed in conjunction with considerations from the previous subsurface investigation for design considerations for proposed stormwater management facilities. If a more accurate representation of the potential seasonal high

groundwater level is required, additional testing during the wet season and the installation of monitoring wells for long term monitoring is recommended. Groundwater levels are expected to fluctuate seasonally and following periods of precipitation.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 General

Properly prepared and inspected on-site soils are anticipated to be suitable to support conventional shallow foundations, ground supported floor slabs and pavement for the proposed car wash facility. Due to the potential for variability of fill material, at least partial overexcavation and replacement and in-place densification should be expected.

Following demolition of the existing structure, supplemental testing should be performed to evaluate that the conditions in presently inaccessible areas are consistent with this investigation and/or if supplemental recommendations are warranted.

The recommendations presented herein are sufficient to support the initial design and planning phase. These recommendations are contingent on the assumption that Dynamic Earth will remain involved in the final design process and review the final site plans and loading conditions to confirm if the recommendations included herein are consistent with the intended loading requirement, and if additional recommendations are required. Also, Dynamic Earth should be engaged with the site preparation and construction phase aspects of the development to conduct the necessary geotechnical testing and inspections that ensure the recommendations are properly implemented.

5.2 Site Preparation and Earthwork

Demolition and Surface Cover Stripping: Prior to the start of construction, all utilities should be identified and secured. Dynamic Earth understands that the existing buildings and appurtenances will be demolished. Existing structural elements, such as concrete foundations, slabs, and remnant basement walls (if encountered), should be removed entirely from below proposed foundations and slabs and excavated to at least two feet below pavement subgrades. Remnant structural elements may remain in place below these depths below pavements provided they do not interfere with future construction. Any slabs left in-place should be thoroughly fractured to promote vertical drainage in the presence of a qualified Geotechnical Engineer. Subgrades should be inspected by Dynamic Earth prior to backfilling and backfilling should be performed with structural fill as detailed herein.

The subgrade preparation should consist of stripping all vegetation, trees, tree stumps rootmat, topsoil, existing fill, and any soft or unsuitable materials (if encountered). The topsoil material should be completely removed and replaced with structural fill within the proposed building footprints and at least 5 feet beyond, including new pavement areas, along with any other area which will require fill placement. If encountered, deeper root mats, topsoil and/or tree stumps should be removed and backfilled with compacted structural fill material by the contractor as

detailed in subsequent sections of this report.

Surface Preparation/Proofrolling: Post stripping and prior to placing any fill or subbase materials to raise or restore grades to the desired building pad or pavement subgrade elevations, the existing exposed soils should be graded relatively flat and compacted to a firm and unyielding working surface with several passes of a minimum 20-ton total weight vibratory, smooth drum roller in perpendicular directions while the material is near or at its optimum moisture content. The surface then should be proofrolled with a loaded tandem axle truck in the presence of Dynamic Earth to help identify soft or loose pockets which may require removal and replacement or further investigation. This procedure is intended to assist in identifying any localized yielding materials. Any fill or backfill should be placed and compacted in accordance with Section 5.3.

Where proofrolling identifies areas that are unstable or "pumping" subgrade those areas should be repaired prior to the placement of any subsequent structural fill or other construction materials. Methods of stabilization include undercutting, moisture conditioning, and discing.

Subgrade Protection and Inspection: Every effort should be made to minimize disturbance of the on-site soils by construction traffic and surface runoff. The predominantly sandy soils typically dry quickly and can require wetting during hot, dry periods to attain proper compaction. Therefore, the contractor should be responsible for maintaining and protecting exposed subgrade soils during construction. Fill materials should not be placed on excessively wet soil. Excessively wet soils or aggregates should be scarified, aerated, and moisture conditioned.

At the end of each workday, all fill areas should be graded to facilitate drainage of any precipitation, and the surface should be sealed by use of a smooth-drum roller to limit infiltration of surface water. During placement and compaction of new fill at the beginning of each workday, the Contractor may need to scarify existing subgrades to a depth on the order of four inches so that a weak plane will not be formed between the new fill and the existing subgrade soils.

Drying and compaction of wet soil is typically difficult during the rainy season. Accordingly, earthwork should be performed during the drier times of the year, if practical. Proper drainage should be maintained during the earthwork phases of construction to prevent ponding of water which tends to degrade subgrade soils.

The fill materials should not be placed on excessive wet soils. Excessive wet soils will require moisture conditioning techniques, such as drying during periods of favorable weather. If construction timelines do not allow for drying, alternative moisture conditioning methods such as chemical treatment (lime and/or cement) or partial overexcavation and replacement with suitable structural fill should be expected. The contractor should include a unit rate budget for moisture conditioning, particularly if construction is proposed during the rainy season.

In some areas, particularly low-lying, wet areas of the site, undercutting of excessively soft materials may be considered inefficient. In such areas the use of a reinforcing geotextile or geogrid may be used, under consultation with Dynamic Earth. The suitability and employment of reinforcing or stabilization products should be determined in the field by Dynamic Earth personnel, in accordance with project specifications.

Dynamic Earth should be retained as the Geotechnical Engineer of Record to inspect soil conditions during construction and verify the suitability of prepared foundation, floor slab and pavement subgrades for support of design loads.

Erosion Control: The surface soils are anticipated to be relatively sandy and could be erodible. Therefor the contractor should provide and maintain good site drainage during earthwork operations to maintain the integrity of the surface soils. All erosion and sediment controls should be in accordance with sound engineering practices, local requirements and project plans and specifications.

5.3 Structural Fill and Backfill

Import/On-site Structural Fill Material: Soils placed as structural fill material should consist of well graded sand, crushed stone, crushed concrete and crushed limestone with a maximum particle size of three inches in diameter and less than 15 percent of material passing the number 200 sieve. These materials should be environmentally clean material free of objectionable materials (organic and/or deleterious material, etc.) and within moisture contents suitable for compaction. Alternative soil types with higher percentages of silt and clay may be considered, provided that the contractor is able to achieve proper compaction and maintain a suitable subgrade upon placement of the material. Fine-grained soils and/or granular soils with higher percentages of silt and clay are extremely moisture sensitive and will only be suitable for reuse as structural fill material under ideal weather conditions. Materials wetted beyond the optimum moisture content; contain oversized rock or debris; or with increased amounts of objectionable debris will not be suitable for reuse as structural fill material without special handling. As such, the contractor should be responsible for importing structural fill material and/or processing on-site soils as required so that these materials are suitable for structural fill placement.

The following table provides guidance for structural fill index properties, as mentioned above in a tabular format:

STRUCTURAL FILL INDEX PROPERTIES	
Subject	**Property**
Liquid Limit and Plastic Index	LL < 40, PI<6
Max. Particle Size	3 inches

STRUCTURAL FILL INDEX PROPERTIES	
Subject	**Property**
Fines Content	Max. 15 % > #200 sieve
Max. organic content	<5% by dry weight

If encountered, cobbles/boulders and debris greater than three inches in diameter will need to be separated from on-site soils to be placed as structural fill. Approved material between three to 12 inches in diameter may be crushed or individually placed in fill layers deeper than two feet below proposed subgrade levels. Care must be taken to individually seat any large particles and to compact soil around large particles with hand operated equipment to minimize the risk of void formation. The larger material should not be placed near areas of the proposed utility or planned excavation. Boulders larger than approximately 12 inches are not expected to be adequate for use as fill or backfill and should be removed from the site or crushed to an adequate size.

The on-site soils are expected to be suitable for reuse as structural fill material, provided moisture contents are within tolerable limits to achieve compaction and deleterious and oversized material (if encountered) are separated. On-site material proposed for reuse below saturated levels will require moisture conditioning to be suitable for reuse. Reuse of these materials if contingent upon further evaluation during construction.

Compaction and Placement Requirements: Structural fill and backfill should be placed in maximum 12-inch loose lifts and compacted to 95 percent of the maximum dry density within a targeted two percent of the optimum moisture content as determined by ASTM D 1557 (Modified Proctor). Variations in moisture content may be acceptable subject to Dynamic Earth's on-site Geotechnical Engineer's approval if the contractor is able to achieve the necessary compaction. Dynamic Earth recommends using a smooth drum roller to compact subgrade soils beneath larger areas such as pavements or slabs. Hand operated vibratory jumping jacks and plate compactors should be used in confined excavations for foundations or utilities. Fill material compacted with relatively light weight equipment or in the static mode may require additional passes and/or the material may need to be placed in thinner, loose lifts.

The following tables provides guidance detailed above for structural fill compaction testing requirements in a tabular format:

STRUCTURAL FILL COMPACTION REQUIREMENTS	
Subject	**Requirement**
Compaction Standard	Modified Proctor, ASTM D1557
Required Compaction	95% of Max. Dry Density
	98% of Max. Dry Density (see pavement section)
Moisture Content	-2 to +3 % points of the soil's optimum value

STRUCTURAL FILL COMPACTION REQUIREMENTS	
Subject	**Requirement**
Maximum Loose Lift Thickness	12 inches prior to compaction[1]

[1]Fill material compacted with relatively light weight equipment or in the static mode may require additional passes and/or the material may need to be placed in thinner, loose lifts.

The expanded limits of the proposed construction areas should be well defined by the site contractor, including the limits for buildings, fills, and slopes during earthwork operations.

Structural Fill Testing: Before filling operations begin, representative samples of each proposed fill material (on-site and imported) should be collected. The samples should be tested to determine the maximum dry density, optimum moisture content, natural moisture content, gradation, and plasticity of the soil. These tests are needed for quality control during compaction and also to determine if the fill material is acceptable. The placement of all fill and backfill should be monitored by Dynamic Earth's geotechnical engineer or technician to ensure that the specified material and lift thicknesses are properly installed. A sufficient number of in-place density tests should be performed during fill placement to ensure that the specified compaction is achieved throughout the height of the fill or backfill.

Submerged Fill: If required, backfill at excavations that extend below the groundwater level (in conjunction with dewatering methods) may consist of nominally ¾ inch, crushed stone (such as AASHTO #57 Stone) placed to raise grade above water levels before subsequent lifts of structural fill. Submerged fill should be separated from surrounding soils with a geotextile, such as Mirafi FW700 or equivalent to prevent future migration of surrounding finer materials into the submerged fill matrix.

5.4 Groundwater Control

Finished floor elevations are expected to be above the seasonal high groundwater levels estimated, so the need for permanent groundwater control is not required. However, the project's structural engineer and architect should review the need for permanent groundwater control based on the final plans for the site. The contractor should at least expect the need for construction phase groundwater control. While the means of groundwater control will ultimately be determined by the contractor, the use of gravity fed sump pumps are typically suitable for dewatering of surface runoff, perched and infiltrating water. Surface water runoff must be controlled and diverted away from construction areas by grading and limiting the exposure of excavations to rainfall.

The discharge of produced groundwater to surface waters of the state from dewatering operations or other site activities is regulated and would require temporary dewatering permits from the local county and the State of Florida Department of Environmental Protection (FDEP). This permit is termed a Generic Permit for the Discharge of Produced Groundwater from Any Non-Contaminated

Site Activity. If discharge of produced groundwater is anticipated, we recommend sampling and testing of the groundwater early in the site design phase to prevent project delays during construction. Dynamic Earth can provide the sampling, testing, and professional consulting required to evaluate compliance with the regulations.

5.5 Foundation Recommendations

Anticipated Bearing Strata: Proposed foundations are expected to bear within existing Fill, and/or natural soils. **Due to the potential variability of fill material, at least partial overexcavation and replacement and/or in-place densification should be included as part of project planning**. The depth and amount of overexcavation should be reviewed via a supplemental investigation following the demolition of the existing structure.

Shallow Foundation Design Criteria: Following overexcavation and replacement, Dynamic Earth recommends supporting the proposed structure on a conventional shallow foundation bearing within approved compacted structural fill material and/or approved on-site soils. Foundations may be designed to impart a maximum allowable net bearing pressure of 2,000 pounds per square foot (psf). Regardless of loading conditions, proposed foundations should be sized no less than minimum dimensions of 24 inches for continuous wall footings and 42 inches for isolated column footings.

Any footings subject to tension loads should be designed so that the maximum toe pressure due to the combined effect of vertical loads and overturning moment does not exceed the recommended maximum allowable net bearing pressure recommended above. In addition, positive contact pressure should be maintained throughout the base of the footings such that no uplift or tension exists between the base of the footings and the supporting soil. Uplift loads should be resisted by the weight of the soil and concrete, side friction (vertical along the footer) should be neglected. If additional uplift forces are required, footing sizes can be enlarged to appropriately counteract them.

Lateral resistance should be provided by friction on the base of the footing. The following coefficients of friction against sliding may be considered as part of the structural design.

- Cast-in-place concrete on limerock base material – 0.50; and
- Cast-in-place concrete on on-site soils - 0.35.

Inspection/Overexcavation Criteria: The suitability of the bearing soils along and below the footing bottoms must be verified by Dynamic Earth's geotechnical engineer prior to placing concrete. Any overexcavation to be restored with structural fill (on-site or imported) will need to extend at least one foot laterally beyond footing edges for each vertical foot of overexcavation. The bottom of overexcavations should be compacted with smooth drum rollers, walk-behind

compactors, vibrating plates or plate tampers ("jumping jacks") to compact locally disturbed materials and densify underlying natural soil zones. Alternatively, lean concrete/Controlled Low-Strength Material (CLSM) or light-weight flowable fill material may be used if lateral overexcavation or compacting of the bottom of the excavation is not possible or practical due to property boundary limitations and/or adjacent structures.

Settlement: Dynamic Earth estimates post construction settlements of proposed building foundations on the order of one inch if the recommendations outlined in this report are properly implemented. Differential settlements of building foundations should be less than ½ inch. Settlement estimates should be confirmed following the development of final loading conditions and site grading.

Embedment of Footings: The bottom of the footings should be embedded at least 18 inches below surrounding grade in order to provide confinement, or as required by local building code requirements.

5.6 Floor Slab

Dynamic Earth anticipates that approved on-site soils and/or compacted structural fill material placed over approved subgrades will be suitable for support of slab-on-grade construction provided these materials are properly evaluated, compacted and proofrolled in accordance with this report. **Due to the variability of fill material, at least partial overexcavation and replacement with structural fill and/or in-place densification should be included as part of project planning.** Any areas that become softened or disturbed as a result of wetting and/or repeated exposure to construction traffic should be removed and replaced with compacted structural fill.

Subgrade Modulus: Provided the structural fill and granular drainage layer are constructed in accordance with our recommendations, the slab may be designed assuming a modulus of subgrade reaction, k_1 of 125 pci. The modulus of subgrade reaction value is based on a one foot by one foot plate load test basis.

Vapor Barrier: A minimum four-inch layer of material suitable to provide a capillary break should be installed below the floor slabs to provide a capillary break and drainage layer. This may include material such as clean gravel (USCS: GP, GW) or sands (USCS: SP, SW) with less than 5% fines.

We recommend that the floor slab bearing soils be covered with an impervious membrane to act as a vapor barrier. Before the placement of concrete, the vapor barrier may be placed on top of the granular drainage layer to provide additional protection against moisture penetration through the floor slab. The vapor barrier should be determined by the project's structural engineer or the architect. Care should be exercised not to tear large sections of the membrane during placement

of reinforcing steel and concrete. When a vapor barrier is used, special attention should be given to surface curing of the slab to reduce the potential for uneven drying, curling and/or cracking of the slab. Depending on proposed flooring material types, the structural engineer and/or the architect may choose to eliminate the vapor barrier.

Slab Isolation: Soil-supported slabs should be isolated from the foundations and foundation-supported elements of the structure so that differential movement between the foundations and slab will not induce excessive shear and bending stresses in the floor slab. Where the structural configuration prevents the use of a free-floating slab such as in a drop-down footing/monolithic slab configuration, the slab should be designed with suitable reinforcement and load transfer devices to preclude overstressing of the slab.

Estimated Settlements: Total and post-construction settlements of floor slabs installed in accordance with the recommendations outlined in this report are estimated to be less than 1/2 inch. Settlement estimates should be confirmed following the development of final loading conditions and site grading.

5.7 Pavement Design Criteria

General: Dynamic Earth anticipates that the on-site soils will be suitable for support of proposed pavements provided these materials are properly evaluated, compacted and proofrolled in accordance with Sections 5.2 and 5.3 of this report. **Due to the existing fill material encountered, at least partial overexcavation, and/or subgrade stabilization should be anticipated below proposed pavements.** This pavement design is based on the assumed traffic, which consists of automobile parking and a few lightly loaded delivery/box trucks. If heavier traffic is anticipated, such as more extensive truck traffic, Dynamic Earth should be contacted to provide a specific heavy duty pavement section. If encountered, existing fill material may need to be overexcavated and replaced below pavement subgrades.

Design Criteria: A design Limerock Bearing Ratio (LBR) value of 40 has been assigned to the anticipated properly prepared fill soils for pavement design purposes. This value was correlated with pertinent soil support values and assumed traffic loads to prepare flexible and rigid pavement designs per the AASHTO *Guide for the Design of Pavement Structures.*

Pavement Sections: The recommended flexible pavement section is presented below in tabular format:

RECOMMENDED FLEXIBLE PAVEMENT SECTION		
Layer	**Material**	**Thickness (Inches)**
Surface	PG 67-22 SP 9.5	2.0
Base	Lime Rock, (minimum LBR=100) or Recycled Concrete Aggregate (minimum LBR=150), compacted to 98% of the maximum dry density of a modified proctor	6.0
Subbase	Stabilized Subbase fill (minimum LBR=40) compacted to 95% maximum dry density of a modified proctor	12.0

A rigid concrete pavement should be used to provide suitable support at areas of high traffic or severe turns (such as driveway aprons or loading areas). The recommended rigid pavement is presented below in tabular format:

RECOMMENDED PRELIMINARY RIGID PAVEMENT SECTION		
Layer	**Material**	**Thickness (inches)**
Surface	4,000 psi air-entrained concrete	5.0
Subbase	Compacted to 98% maximum dry density of a modified proctor	12.0

Asphalt Surface Course (flexible): Prime and tack coats should be applied during the construction of the pavement sections in accordance with Florida Department of Transportation (FDOT) Standard Specifications for Road and Bridge Construction (current edition). Before applying any bituminous material, all loose dust, dirt, and other foreign material which might prevent proper bond with the existing surface should be removed. Care should be taken in cleaning the outer edges, to ensure that the prime or tack coat will adhere. Prior to applying prime coat, the moisture content of the base should be checked to make sure that it does not exceed the optimum moisture.

The asphaltic concrete pavement should consist of a Superpave mix Type SP as per FDOT Standard Specifications for Road and Bridge Construction (current edition). Recycled Asphalt Pavement (RAP) and other recycled materials may be used in accordance with FDOT.

Concrete Surface Course (rigid): This section would be placed over the compacted limerock base course atop the stabilized subgrade. Appropriate steel reinforcing and jointing should also be incorporated into the design.

Base Course: Typically, the most prevalent flexible or rigid pavement base material in South Florida is limerock. Limerock is readily available from FDOT approved mines in South Florida. As an alternative base course, crushed concrete could be used, but will need to be reviewed by Dynamic Earth. Limerock should have a minimum LBR of 100 and should be mined from an FDOT approved source. **Limerock base should be placed in maximum six-inch lifts and compacted to 98 percent of the Modified Proctor (ASTM D 1557) maximum dry density.** Limerock pavement base shall be in accordance with FDOT Specifications for Road and Bridge Construction (Current Edition).

Stabilized Subgrade: Stabilized subgrade soil material should be stabilized with rock to a minimum Limerock Bearing Ratio (LBR) of 40 percent, as specified by FDOT requirements for Type B or Type C Stabilized Subgrade. All stabilized subgrade materials should be compacted to 98 percent of the Modified Proctor (ASTM D1557) maximum dry density. **An LBR laboratory test should be performed on the materials utilized for the proposed subbase to determine if they are suitable.** The stabilized subgrade may be imported material or a blend of on-site soils and imported materials. If a blend is proposed, Dynamic Earth will need to perform laboratory testing on the contractor's proposed mix design.

Additional Design Considerations: The pavement section thickness designs presented in this report are based on the design parameters detailed herein and are contingent on proper construction, inspection, and maintenance. The designs are contingent on achieving the minimum soil support value in the field. To accomplish this requirement, all subgrade soil and supporting fill or backfill must be placed, prepared, and evaluated as detailed in Sections 5.2 and 5.3 of this report. Proper drainage must be provided for the pavement structure including appropriate grading and surface water control, as well as measures to drain water from the subgrade such as bleeder drains at inlets.

The performance of the pavement also will depend on the quality of materials and workmanship. Dynamic Earth recommends that Florida State Department of Transportation (FDOT) standards for materials, workmanship, and maintenance be applied to this site. Project specifications should include verifying that the installed asphaltic concrete material composition is within tolerance for the specified materials and that the percentage of air voids of the installed pavement is within specified ranges for the respective materials. All rigid concrete pavements should be suitably air-entrained, jointed, and reinforced.

While grading plans have not been developed, typical pavement sections design is based on a separation of at least 24 inches between the bottom of the subbase material and the seasonal

high groundwater level.

5.8 Temporary Excavations

The natural granular soils encountered during the investigation are consistent with Type C Soil Conditions as defined by 29 CFR Part 1926 (OSHA) which require a maximum unbraced excavation angle of 1.5:1 (horizontal: vertical). Actual conditions encountered during construction should be evaluated by a competent person (as defined by OSHA) to ensure that safe excavation methods and/or shoring and bracing requirements are implemented.

The contractor is solely responsible for designing, constructing, and maintaining stable temporary excavations and slopes. The contractor's competent person, as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations. Dynamic Earth provides this information solely as a service to our client. Dynamic Earth is not assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

5.9 Utility Installations

Utility Subgrades: The soils encountered in our exploration are expected to be generally suitable for support of utility pipes. The pipe subgrades should be observed and probed for stability by Dynamic Earth. Any loose or unsuitable materials encountered should be removed and replaced with suitable compacted Structural Fill, or pipe stone bedding material.

Utility Backfilling: The granular bedding material should be at least 4 inches thick, but not less than that specified by the civil engineer's project drawings and specifications. We recommend that the bedding materials be placed up to the spring line of the pipe. Fill placed for support of the utilities, as well as backfill over the utilities, should satisfy the requirements for Structural Fill and Fill Placement.

5.10 UST Installation

General: While the installation of underground tanks is currently unknown, car wash developments typically include the installation of water reclamation systems that include underground tanks. As such, initial considerations are included below, but should be reviewed based on final design plans.

Embedment: The tanks may be located at least partially below groundwater during their design life. As such, all tanks should be tied down and embedded to counteract potential buoyancy, based on the estimated seasonal high groundwater levels or as required by local building code requirements. The maximum anticipated buoyancy force should be calculated considering empty tanks which are completely submerged below maximum flood level. Typical optional tie down methods include the following:

- **Deadmen:** Concrete deadmen may be designed such that the weight of the concrete compensates buoyancy forces.

- **Mat Foundation:** A mat foundation may be designed such that the weight of the mat compensates buoyancy forces.

Proper temporary dewatering in accordance with local and state regulations should be followed to facilitate installation. In addition, any permanent water control systems for the tank should be reviewed by the tank designer and/or manufacturer. The buoyancy calculations and design of the tank tie-down system is beyond our current scope of work; however, we would be pleased to provide our services if requested. It is expected that the tank installation will result in a negative net change in stress at the bearing level and therefore, settlement of the tanks should be negligible.

5.11 Stormwater Management Facilities

The design of the stormwater management system has not been completed yet. Dynamic Earth performed two field horizontal hydraulic conductivity tests and one double ring infiltration test in general accordance with the SJRWMD manual. The results of the field testing are generally summarized below:

SUMMARY OF STORMWATER MANAGEMENT FACILITY SOIL PARAMETERS				
Number	**Approximate Depth (feet)**	**Approximate Elevation (feet)**	**Horizontal Hydraulic Conductivity (feet/day) [1]**	**Vertical Unsaturated Hydraulic Conductivity (ft/day)[1]**
B-3/DRI-1	0.5	91.7	--	49.37
B-4/EX-1	10.0	82.1	1.42	--
B-5/EX-2	10.0	82.3	4.37	--

[1]without a factor of safety applied

The double ring testing was performed near the surface within relatively loose sands and trace amounts of silt. The horizontal hydraulic conductivity was performed for a mobilized aquifer of 10 feet to evaluate a weighted horizontal hydraulic conductivity value. As such, if stormwater management facilities are not limited to the upper one to two feet below the ground surface, we recommend the stormwater parameters are utilized based on the field horizontal hydraulic conductivity testing completed.

Experience with the observed soil types has shown that horizontal permeability may be on the order of 1.5 to 2 times the vertical permeability in undisturbed materials. The SJRWMD typically limits hydraulic conductivity values to no greater than 40 feet per day for fine-grained sands and 60 feet per day for medium grained sands. Also, it has been our experience that the SJRWMD requires the use of a factor of safety of 2. The design engineer should confirm the appropriate factor of safety based on the design and SJRWMD requirements.

Please see below for the initial recommended stormwater facility parameters:

Stormwater Management Facility Parameters	
Estimated Confining Layer Depth (feet)[1]	10.0
Estimated Seasonal High Water Table Depth (feet) [1]	4.5
Horizontal Saturated Hydraulic Conductivity (feet per day) [2]	1.42 to 4.37
Unsaturated Vertical Infiltration Rate (feet per day) [2]	0.95 to 2.92
Fillable Porosity (percent)	20

[1]Depth below existing grade

[2]Does not include a factor of safety

5.12 Supplemental Post-Investigation Services

Final Design: Since these initial geotechnical investigation activities have been completed during the initial design phase, many critical assumptions or preliminarily details regarding assumed structural loads, proposed elevations, etc. affect the geotechnical analysis. The initial considerations presented herein should be considered to help develop the optimum site design and grading, and Dynamic Earth should remain involved during final design.

Construction Phase Inspection of Existing Fill Soils: The conditions disclosed by the soil borings preliminarily indicate that the existing fill materials may be suitable for support of the proposed building and pavement; however partial overexcavation and replacement should be expected. There is a potential risk of variability in existing fill, which may not be disclosed solely by soil borings because conventional augering and split-spoon sampling only reveal a very limited cross section of subsurface materials. Therefore, the composition of the existing fill should be verified by visual observation and test pit excavations prior to or during the early phase of site preparation or construction to enable further assessment of the depth, possible presence of voids, uncontrolled conditions, or possible deleterious materials. If unsuitable conditions are encountered, alternative recommendations, possibly including additional overexcavation and replacement, may be required.

Construction Monitoring and Testing: The recommendations presented herein are contingent on the owner retaining Dynamic Earth to perform inspection, testing and consultation during

construction as described in previous sections of this report. **Construction phase evaluation by means of proofroll inspections, soil probes, soil compaction testing and/or dynamic cone penetrometer (DCP) testing should be performed on the foundation subgrade soils to confirm design bearing capacities for the proposed structure.** Monitoring and testing should also be performed to verify that suitable materials are used for controlled fill, and that they are properly placed and compacted over suitable subgrade soils. Testing of fill placement will also be critical to limiting differential settlement.

6.0 GENERAL COMMENTS

Supplemental recommendations may be required upon finalization of construction plans or if significant changes are made in the characteristics or location of the proposed structure. Dynamic Earth should be included as a consultant to the design team and final plans for review should be provided to confirm these criteria apply or to modify recommendations as necessary.

The recommendations presented herein should be utilized by a qualified engineer in preparing the project plans and specifications. The engineer should consider these recommendations as minimum physical standards that may be superseded by local and regional building codes and structural considerations. These recommendations are prepared for the use of the client for the specific project detailed and should not be used by any third party. These recommendations are relevant to the design phase and should not be substituted for construction specifications.

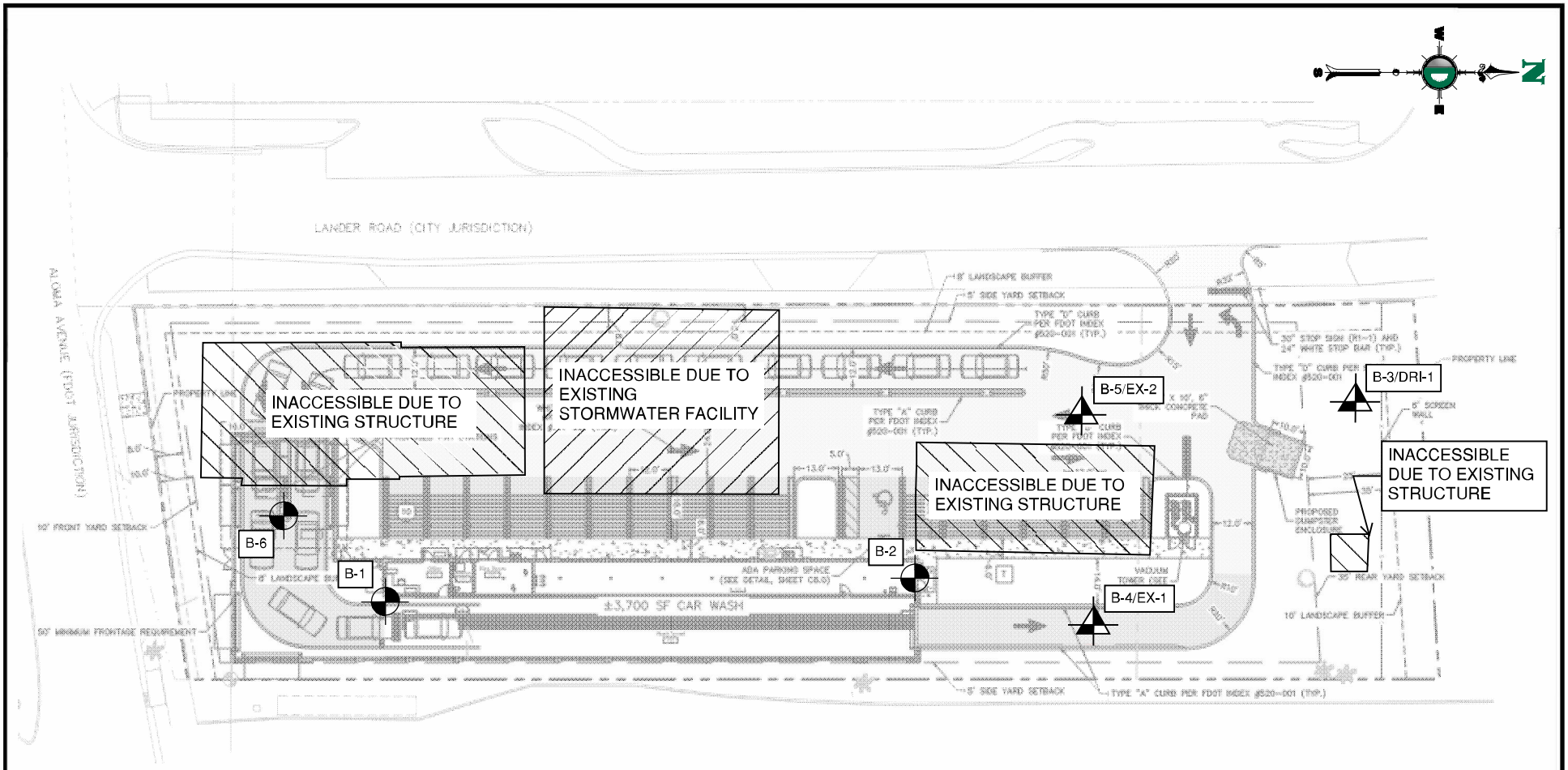
The possibility exists that conditions between borings may differ from those at specific boring locations, and conditions may not be as anticipated by the designers or contractors. In addition, the construction process may itself alter soil conditions. Therefore, Dynamic Earth's Geotechnical Engineers or their representatives should observe and document the construction procedures used and the conditions encountered, as well as conduct testing and inspection to ensure the design criteria are met or recommendations to address deviations are implemented.

Dynamic Earth assumes that a qualified contractor will be employed to perform the construction work, and that the contractor will be required to exercise care to ensure all excavations are performed in accordance with applicable regulations and good practice. Particular attention should be paid to avoiding damaging or undermining adjacent properties and maintaining slope stability.

The exploration and analysis of the foundation conditions reported herein are presented to form a reasonable basis for foundation design. The recommendations submitted for the proposed construction are based on the available soil information and the preliminary design details furnished or assumed. Deviations from the noted subsurface conditions encountered during construction should be brought to the attention of the geotechnical engineer.

The geotechnical engineer warrants that the findings, recommendations, specifications, or professional advice contained herein have been promulgated after being prepared in accordance with generally accepted professional engineering practice in the fields of foundation engineering, soil mechanics, and engineering geology. No other warranties are implied or expressed.

Test Location Plan



SCALE: N.T.S.	JOB No: 5350 26-00226	
SHEET No: 1 OF 1	DRAWN BY: BH	
	DESIGNED BY: --	
	CHECKED BY: PG	
	DATE: 3/24/2026	

TITLE:

TEST LOCATION PLAN

PROJECT: **EL CAR WASH, LLC**
PROPOSED CAR WASH
2011 ALOMA AVENUE & 416 LANDER ROAD
PARCEL ID 04-22-30-2316-04-290 & 04-22-30-2316-04-280
WINTER PARK, ORANGE COUNTY, FLORIDA

Rev. # 0 | DEC Client Code: 5350

LEGEND:

B-X — APPROXIMATE LOCATION OF BORING

B-X/EX-X/DRI-X — APPROXIMATE LOCATION OF SOIL BORING AND EXFILTRATION TEST OR DOUBLE RINT INFILTRATION TEST

NOTES:
1. THIS PLAN IS NOT FOR CONSTRUCTION AND WAS PREPARED TO ILLUSTRATE TEST LOCATIONS ONLY AND MAY NOT REFLECT THE MOST CURRENT REVISION OF THE BASE PLAN.
2. BASE PLAN OBTAINED FROM A JANUARY 28, 2026 SITE PLAN PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC.

DYNAMIC EARTH, LLC
421 Main Street, Office Building, 1st Floor
Dunedin, FL 34695
T: 727-474-4000
www.dynamic-earth.com

Records of Subsurface Exploration

DYNAMIC EARTH

BOREHOLE LOG

Boring No : B-1

Project:	Proposed Car Wash	**Proj. No.:**	5350 26-00226
Location:	2011 Aloma Avenue, City of Winter Park, Orange County, Florida	**Client:**	El Car Wash, LLC

Surface Elevation:	93.1 feet	**Date Started:**	03-19-2026	**Groundwater Data**	**Depth (ft)**	**El. (ft)**	**Additional Groundwater Data**	**Depth (ft)**	**El. (ft)**
Termination Depth:	20.0 feet	**Date Completed:**	03-19-2026						
Proposed Location:	Southeastern Building Corner	**Logged by:**	B. Hertzig	**While Drilling:** ▽	7.0	86.1			
Drill/Test Method:	Mud Rotary/SPT	**Contractor:**	J&R Precision Drilling	**At Completion:** ▼	7.0	86.1			
Hammer Type:	Auto	**Rig Type:**	CME 55						

Sample Information							Depth (ft)	Strata	DESCRIPTION OF MATERIALS (Classification)	Remarks
Depth (Feet)	Number	Type	Rec (in)	RQD %	Blows per 6" or drill time (mm:ss)	N				
								Surface Cover	4 inches of asphalt, underlain by 6 inches of limerock subbase	
0.5-2.0	S-1	SS	18	--	-- 6 6 12	18			White medium to fine sand, trace silt, moist, medium dense (SP)	
2.0-4.0	S-2	SS	12	--	12 12 14 12	26			As above (SP)	
4.0-6.0	S-3	SS	14	--	6 6 5 5	11	5		As above (SP)	
6.0-8.0	S-4	SS	18	--	4 6 6 8	12	▼		Dark brown medium to fine sand, trace silt, moist to wet, medium dense (SP-SM)	
8.0-10.0	S-5	SS	18	--	6 10 11 11	21	10	Coastal Plain Deposits	As above, wet (SP-SM)	
13.0-15.0	S-6	SS	20	--	5 5 8 10	13	15		As above (SP-SM)	
18.0-20.0	S-7	SS	18	--	8 9 9 11	18	20		Tan medium to fine sand, trace silt, wet, medium dense (SP)	
									Boring B-1 was terminated at approximately 20 feet below the ground surface.	

DYNAMIC EARTH

BOREHOLE LOG

Boring No : B-2

Project:	Proposed Car Wash	**Proj. No.:**	5350 26-00226
Location:	2011 Aloma Avenue, City of Winter Park, Orange County, Florida	**Client:**	El Car Wash, LLC

Surface Elevation:	92.1 feet	**Date Started:**	03-19-2026	**Groundwater Data**	**Depth (ft)**	**El. (ft)**	**Additional Groundwater Data**	**Depth (ft)**	**El. (ft)**
Termination Depth:	20.0 feet	**Date Completed:**	03-19-2026						
Proposed Location:	Northwestern Building Corner	**Logged by:**	B. Hertzig	**While Drilling:** ▽	7.0	85.1			
Drill/Test Method:	Mud Rotary/SPT	**Contractor:**	J&R Precision Drilling	**At Completion:** ▼	7.0	85.1			
Hammer Type:	Auto	**Rig Type:**	CME 55						

Sample Information							Depth (ft)	Strata	DESCRIPTION OF MATERIALS (Classification)	Remarks
Depth (Feet)	Number	Type	Rec (in)	RQD %	Blows per 6" or drill time (mm:ss)	N				
								Surface Cover	2 inches of asphalt, underlain by 4 inches of limerock subbase	
								FILL	Light gray medium to fine sand, trace silt, moist (FILL)	
0.5-2.0	S-1	SS	16	--	-- 5 5 7	12			White medium to fine sand, trace silt, moist, medium dense (SP)	
2.0-4.0	S-2	SS	14	--	4 4 4 5	8			White medium to fine sand, trace silt, moist, loose (SP)	
4.0-6.0	S-3	SS	18	--	3 2 3 5	5	5		Light gray medium to fine sand, trace silt, moist, loose (SP)	
6.0-8.0	S-4	SS	16	--	4 4 4 5	8	▼		As above (SP)	
8.0-10.0	S-5	SS	16	--	3 4 3 6	7	10		Dark brown medium to fine sand, trace silt, wet, loose (SP-SM)	
								Coastal Plain Deposits	As above (SP-SM)	
13.0-15.0	S-6	SS	16	--	5 7 8 10	15	15		Dark brown medium to fine sand, trace silt, wet, medium dense (SP-SM)	
18.0-20.0	S-7	SS	18	--	5 6 8 8	14	20		Tan medium to fine sand, trace silt, wet, medium dense (SP)	
									Boring B-2 was terminated at approximately 20 feet below the ground surface.	

DYNAMIC EARTH

BOREHOLE LOG

Boring No : B-3

Project:	Proposed Car Wash	**Proj. No.:**	5350 26-00226
Location:	2011 Aloma Avenue, City of Winter Park, Orange County, Florida	**Client:**	El Car Wash, LLC

Surface Elevation:	91.2 feet	**Date Started:**	03-19-2026	**Groundwater Data**	**Depth**	**El.**	**Additional Groundwater Data**	**Depth**	**El.**
Termination Depth:	10.0 feet	**Date Completed:**	03-19-2026		**(ft)**	**(ft)**		**(ft)**	**(ft)**
Proposed Location:	Northwestern SWM Area	**Logged by:**	B. Hertzig	**While Drilling:** ▽	6.0	85.2			
Drill/Test Method:	Mud Rotary/SPT	**Contractor:**	J&R Precision Drilling	**At Completion:** ▼	6.0	85.2			
Hammer Type:	Auto	**Rig Type:**	CME 55						

Sample Information								Depth (ft)	Strata	DESCRIPTION OF MATERIALS (Classification)	Remarks
Depth (Feet)	Number	Type	Rec (in)	RQD %	Blows per 6" or drill time (mm:ss)	N					
0.0-2.0	S-1	SS	16	--	1 5 / 7 8	12			Surface Cover	6 inches of topsoil	
										Light gray medium to fine sand, trace silt, moist, medium dense (SP)	
2.0-4.0	S-2	SS	18	--	4 5 / 6 5	11				White medium to fine sand, trace silt, moist, medium dense (SP)	
4.0-6.0	S-3	SS	12	--	3 3 / 3 5	6		5	Coastal Plain Deposits	Tan medium to fine sand, trace silt, moist, loose (SP)	
6.0-8.0	S-4	SS	18	--	5 8 / 13 14	21				Dark brown medium to fine sand, trace silt, wet, medium dense (SP-SM)	
8.0-10.0	S-5	SS	18	--	7 8 / 11 11	19				As above (SP-SM)	
								10		Boring B-3 was terminated at approximately 10 feet below the ground surface.	
								15			
								20			

DYNAMIC EARTH

BOREHOLE LOG

Boring No : B-4

Project:	Proposed Car Wash	**Proj. No.:**	5350 26-00226
Location:	2011 Aloma Avenue, City of Winter Park, Orange County, Florida	**Client:**	El Car Wash, LLC

				Groundwater Data	Depth (ft)	El. (ft)	Additional Groundwater Data	Depth (ft)	El. (ft)
Surface Elevation:	92.1 feet	**Date Started:**	03-13-2026						
Termination Depth:	10.0 feet	**Date Completed:**	03-13-2026						
Proposed Location:	Northeastern Pavement/SWM Area	**Logged by:**	B. Hertzig	**While Drilling:** ▽	7.0	85.1			
Drill/Test Method:	Mud Rotary/SPT	**Contractor:**	J&R Precision Drilling	**At Completion:** ▼	7.0	85.1			
Hammer Type:	Auto	**Rig Type:**	CME 55						

Sample Information								Strata	DESCRIPTION OF MATERIALS (Classification)	Remarks
Depth (Feet)	Number	Type	Rec (in)	RQD %	Blows per 6" or drill time (mm:ss)	N	Depth (ft)			
								Surface Cover	2 inches of asphalt, underlain by 4 inches of limerock subbase	
0.5-2.0	S-1	SS	18	--	-- 3 7 7	14		FILL	Gray medium to fine sand, trace silt, moist (FILL)	
2.0-4.0	S-2	SS	18	--	9 5 5 6	10		FILL	As above (FILL)	
4.0-6.0	S-3	SS	18	--	3 4 3 4	7	5	Coastal Plain Deposits	White medium to fine sand, trace silt, moist, medium dense (SP)	
6.0-8.0	S-4	SS	18	--	4 5 5 7	10	▼	Coastal Plain Deposits	Tan medium tof ine sand, trace silt, moist, loose (SP)	
8.0-10.0	S-5	SS	16	--	3 4 4 5	8		Coastal Plain Deposits	As above (SP)	
							10	Coastal Plain Deposits	Dark brown medium to fine sand, trace silt, trace roots, wet, medium dense (SP)	
								Coastal Plain Deposits	Dark brown medium to fine sand, trace silt, wet, loose (SP)	
									Boring B-4 was terminated at approximately 10 feet below the ground surface.	
							15			
							20			

DYNAMIC EARTH

BOREHOLE LOG

Boring No : B-5

Project:	Proposed Car Wash	**Proj. No.:**	5350 26-00226
Location:	2011 Aloma Avenue, City of Winter Park, Orange County, Florida	**Client:**	El Car Wash, LLC

				Groundwater Data	Depth (ft)	El. (ft)	Additional Groundwater Data	Depth (ft)	El. (ft)
Surface Elevation:	92.3 feet	**Date Started:**	03-13-2026						
Termination Depth:	10.0 feet	**Date Completed:**	03-13-2026						
Proposed Location:	Northwestern Pavement/SWM Area	**Logged by:**	B. Hertzig	**While Drilling:** ▽	6.0	86.3			
Drill/Test Method:	Mud Rotary/SPT	**Contractor:**	J&R Precision Drilling	**At Completion:** ▼	6.0	86.3			
Hammer Type:	Auto	**Rig Type:**	CME 55						

Sample Information							Depth (ft)	Strata	DESCRIPTION OF MATERIALS (Classification)	Remarks
Depth (Feet)	Number	Type	Rec (in)	RQD %	Blows per 6" or drill time (mm:ss)	N				
								Surface Cover	2 inches of asphalt, underlain by 4 inches of limerock subbase	
								FILL	Brown coarse to fine sand, trace silt, moist (FILL)	
0.5-2.0	S-1	SS	18	--	-- 3 5 6	11		Coastal Plain Deposits	White medium to fine sand, trace silt, moist, loose (SP)	
2.0-4.0	S-2	SS	16	--	4 4 4 5	8			White medium to fine sand, trace silt, moist, loose (SP)	
4.0-6.0	S-3	SS	18	--	5 5 5 4	10	5 ▼		White to light gray medium to fine sand, trace silt, moist, medium dense (SP)	
6.0-8.0	S-4	SS	18	--	4 6 8 8	14			Dark brown medium to fine sand, trace silt, wet, medium dense (SP)	
8.0-10.0	S-5	SS	20	--	3 5 6 7	11	10		As above (SP)	
									Boring B-5 was terminated at approximately 10 feet below the ground surface.	
							15			
							20			

DYNAMIC EARTH

BOREHOLE LOG

Boring No : B-6

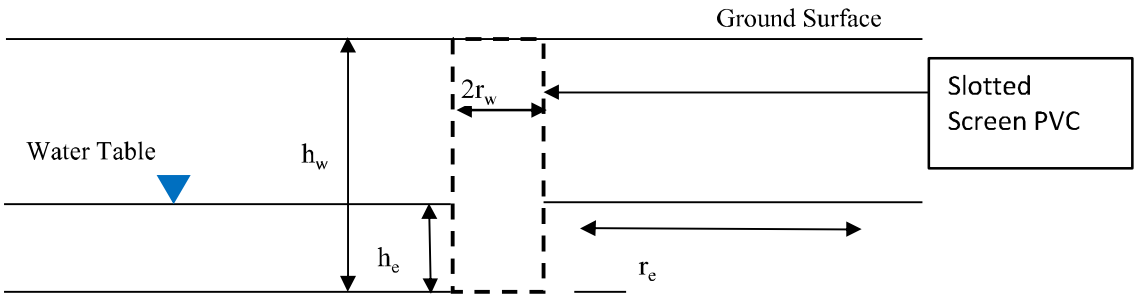
Project:	Proposed Car Wash	**Proj. No.:**	5350 26-00226
Location:	2011 Aloma Avenue, City of Winter Park, Orange County, Florida	**Client:**	El Car Wash, LLC

				Groundwater Data	Depth (ft)	El. (ft)	Additional Groundwater Data	Depth (ft)	El. (ft)
Surface Elevation:	93.3 feet	**Date Started:**	03-19-2026						
Termination Depth:	10.0 feet	**Date Completed:**	03-19-2026						
Proposed Location:	Menu Board	**Logged by:**	B. Hertzig	**While Drilling:** ▽	NE	-			
Drill/Test Method:	Mud Rotary/SPT	**Contractor:**	J&R Precision Drilling	**At Completion:** ▼	NE	-			
Hammer Type:	Auto	**Rig Type:**	CME 55						

Sample Information							Depth (ft)	Strata	DESCRIPTION OF MATERIALS (Classification)	Remarks
Depth (Feet)	Number	Type	Rec (in)	RQD %	Blows per 6" or drill time (mm:ss)	N				
								Surface Cover	4 inches of asphalt, underlain by 6 inches of limerock subbase	
0.5-2.0	S-1	SS	18	--	-- 8 15 12	27		Coastal Plain Deposits	White medium to fine sand, trace silt, moist, medium dense (SP)	
2.0-4.0	S-2	SS	16	--	5 9 9 8	18			As above (SP)	
4.0-6.0	S-3	SS	16	--	3 5 5 3	10	5		As above (SP) Light gray medium to fine sand, trace silt, moist, medium dense (SP)	
6.0-8.0	S-4	SS	18	--	3 5 4 4	9			Dark brown medium to fine sand, trace silt, wet, loose (SP-SM)	
8.0-10.0	S-5	SS	18	--	4 7 8 11	15	10		As above, medium dense (SP-SM)	
									Boring B-6 was terminated at approximately 10 feet below the ground surface.	
							15			
							20			

Hydraulic Conductivity Test(s)

SAINT JOHNS RIVER WATER MANAGEMENT DISTRICT
HYDRAULIC CONDUCTIVITY TEST



Q =	Flow Rate =	0.000980 CFS
r_e =	Radius of Influence =	20.00 feet
r_w =	Radius of Borehole =	0.2 feet
h_w =	Total Hole Depth =	10.0 feet
h_e =	Saturated Hole Depth =	3.0 feet

$KV = Q\ln(r_e/r_w)/pi(h_w^2 - h_e^2)]$

1.64E-05 FT/SEC
1.42 Ft/Day

SOIL PROFILE :

NOTE: The soil profile was determined by soil cuttings.

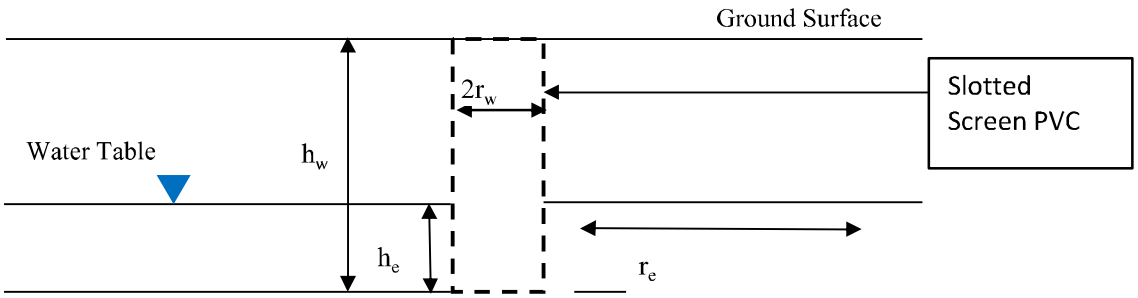
HYDRAULIC CONDUCTIVITY TEST	Test Date	Project No.	Test No.	Tested By	Checked by:
	03/13/26	5350 26-00226	EX-1	B. Hertzig	PG

Project Number: **5350 26-00226**

Proposed Car Wash

2011 Aloma Avenue & 416 Lander Road
Winter Park, Orange County, FL

SAINT JOHNS RIVER WATER MANAGEMENT DISTRICT
HYDRAULIC CONDUCTIVITY TEST



Q =	Flow Rate =	0.002785 CFS
r_e =	Radius of Influence =	20.00 feet
r_w =	Radius of Borehole =	0.2 feet
h_w =	Total Hole Depth =	10.0 feet
h_e =	Saturated Hole Depth =	4.0 feet

$KV = Qln(r_e/r_w)/pi(h_w^2 - h_e^2)]$

5.05E-05 FT/SEC
4.37 Ft/Day

SOIL PROFILE :

0 0

NOTE: The soil profile was determined by soil cuttings.

HYDRAULIC CONDUCTIVITY TEST	Test Date	Project No.	Test No.	Tested By	Checked by:
	03/13/26	5350 26-00226	EX-2	B. Hertzig	PG

Project Number: **5350 26-00226**

Proposed Car Wash

2011 Aloma Avenue & 416 Lander Road
Winter Park, Orange County, FL

DYNAMIC EARTH

DOUBLE RING INFILTROMETER TESTING

(ASTM D3385)

Test Number #:	DRI-1
Date	3/13/2026

Project	Proposed Car Wash
Location	2011 Aloma Avenue & 416 Lander Road, Winter Park FL
Surface Elevation (ft):	91.2
Depth of Test (ft):	0.5
Elevation of Test (ft):	90.7

Project Number:	26-00226
Client:	El Car Wash, LLC
Weather:	Clear, 75 Degrees
Logged By:	B. Hertzig

Notes				1	1						2	3	4	5	6			
Total Time (Minutes)	Elapsed Time (Minutes)	Volume of water added to inner ring - ΔV_{IR} (ml)	Volume of water added to outer ring - ΔV_A (ml)	Volume of water added to inner ring - ΔV_{IR} (in^3)	Volume of water added to outer ring - ΔV_A (in^3)	Test Head (in)	Inner Ring Interior Diameter - D_I (in)	Thickness of Inner Rig T_{IR} (in)	Outer Ring Interior Diameter D_O (in)	Thickness of Outer Rig T_{OR} (in)	Inner Ring Interior Area- A_{IR} (in^2)	Inner Ring Exterior Area- A_{IRE} (in^2)	Annular Area A_A (in^2)	Infiltration rate: Inner Ring - V_{IR} (in/hr)	Infiltration rate: Annular area - V_A (in/hr)	Infiltration rate: Inner Ring - V_{IR} (ft/day)	Infiltration rate: Annular area - V_A (ft/day)	Comments
10	10	7500.00	37854.00	457.68	2309.99	4	12	0.125	24	0.125	113.1	115.5	336.9	24.28	41.1	48.56	82.3	
20	10	7500.00	20820.00	457.68	1270.51	4	12	0.125	24	0.125	113.1	115.5	336.9	24.28	22.6	48.56	45.3	
30	10	7500.00	18927.00	457.68	1155.00	4	12	0.125	24	0.125	113.1	115.5	336.9	24.28	20.6	48.56	41.1	
40	10	7500.00	18927.00	457.68	1155.00	4	12	0.125	24	0.125	113.1	115.5	336.9	24.28	20.6	48.56	41.1	
50	10	7500.00	18927.00	457.68	1155.00	4	12	0.125	24	0.125	113.1	115.5	336.9	24.28	20.6	48.56	41.1	
												AVERAGE:		24.69		49.37		

Notes:

1 Conversion from ml to in^3, I.E. 1 ml = 0.0610237in^3

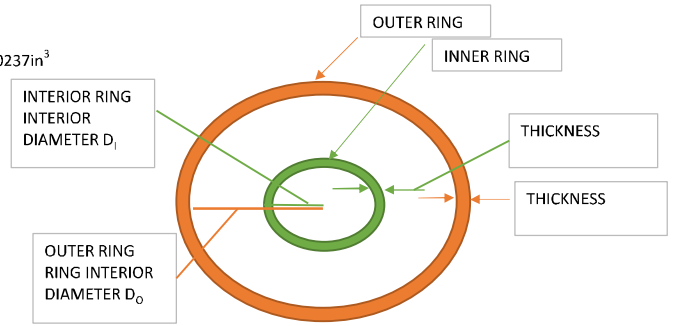
2 $A_{IR} = PI*(D_I/2)^2$

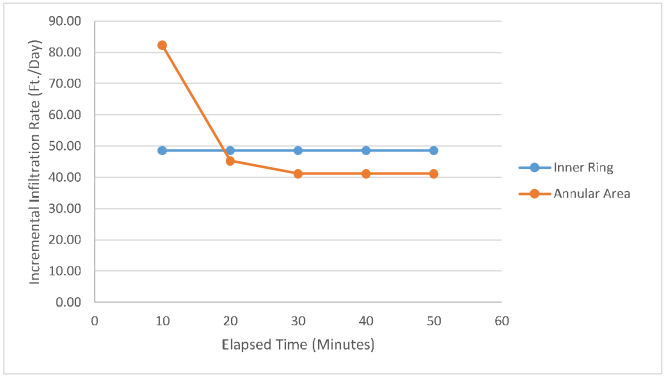
3 $A_{IRE} = PI*((D_I+T_{IN})/2)^2$

4 $A_A = (PI*(D_O/2)^2) - A_{IRE}$

5 $V_{IR}=\Delta V_{IR}/(A_{IR}*\Delta Time)$

6 $V_A=\Delta V_A/(A_A*\Delta Time)$





USDA-NCRS Custom Soil Resource Report of Orange County, NY

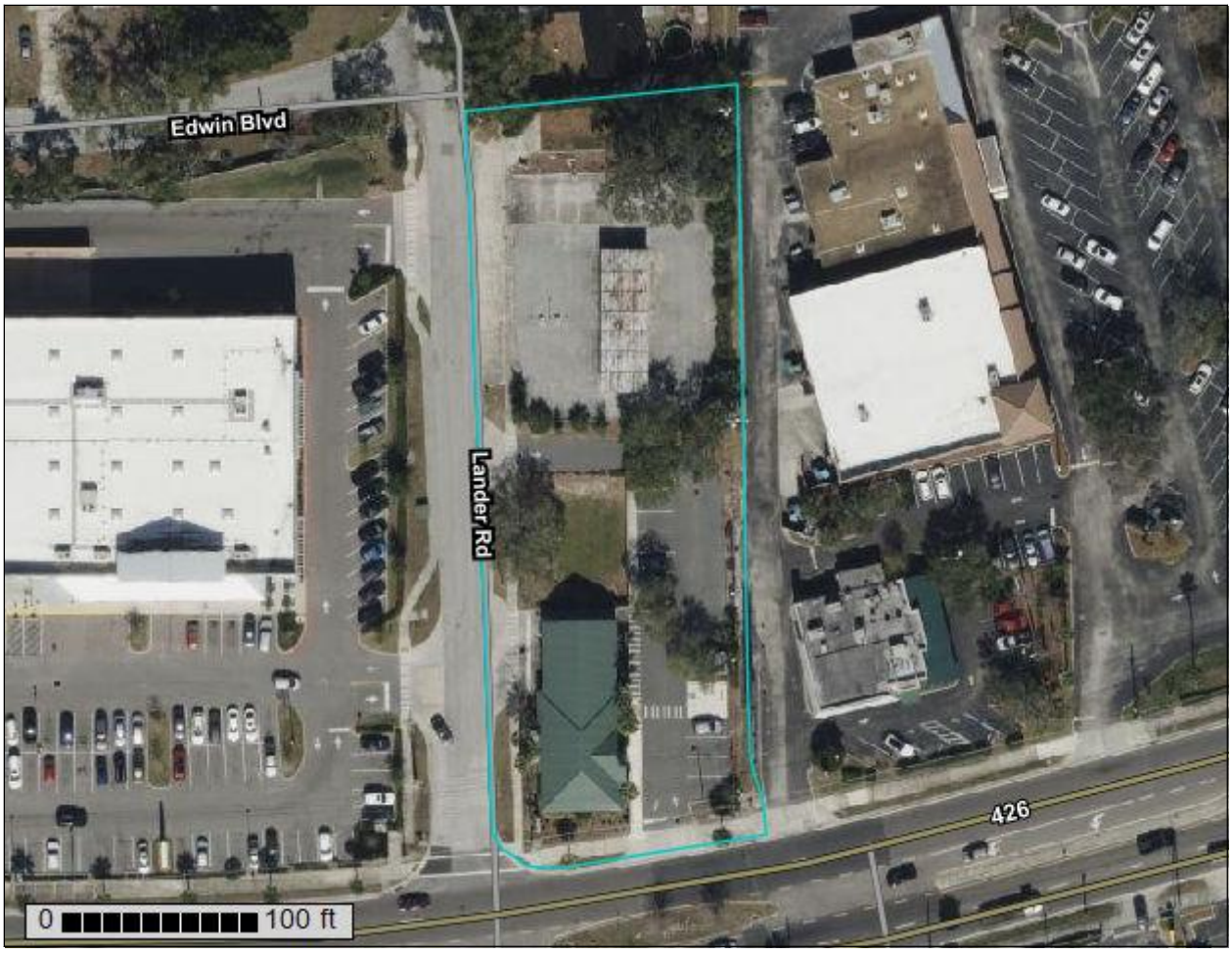
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Orange County, Florida



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

Map Scale: 1:707 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 10 20 40 60

Feet
0 30 60 120 180

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Orange County, Florida
Survey Area Data: Version 22, Sep 2, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2023—Sep 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
50	Urban land, 0 to 2 percent slopes	1.2	100.0%
Totals for Area of Interest		**1.2**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Orange County, Florida

50—Urban land, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2x9fc
Landscape: Coastal plains
Elevation: 0 to 200 feet
Mean annual precipitation: 40 to 68 inches
Mean annual air temperature: 68 to 79 degrees F
Frost-free period: 345 to 365 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Setting

Landscape: Coastal plains
Landform: Hills on marine terraces, Ridges on marine terraces, Knolls on marine terraces, Rises on marine terraces, Flatwoods on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Interfluve, side slope, riser, rise, talf
Down-slope shape: Linear, convex
Across-slope shape: Linear
Parent material: No parent material

Interpretive groups

Land capability classification (irrigated): None specified
Forage suitability group: Forage suitability group not assigned (G155XB999FL)
Other vegetative classification: Forage suitability group not assigned (G155XB999FL)
Hydric soil rating: Unranked

Minor Components

St. augustine

Percent of map unit: 3 percent
Landscape: Coastal plains
Landform: Marine terraces
Landform position (three-dimensional): Tread, rise
Anthropogenic features: Fills
Down-slope shape: Linear
Across-slope shape: Convex
Other vegetative classification: Forage suitability group not assigned (G155XB999FL)
Hydric soil rating: No

Matlacha

Percent of map unit: 3 percent
Landscape: Coastal plains
Landform: Flats on marine terraces

Landform position (three-dimensional): Tread, talf
Anthropogenic features: Fills
Down-slope shape: Convex, linear
Across-slope shape: Linear
Other vegetative classification: Forage suitability group not assigned (G155XB999FL)
Hydric soil rating: No

Myakka

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Drainageways on flatwoods on marine terraces
Landform position (three-dimensional): Tread, dip, talf
Down-slope shape: Linear
Across-slope shape: Linear, concave
Other vegetative classification: South Florida Flatwoods (R155XY003FL), Sandy soils on flats of mesic or hydric lowlands (G155XB141FL)
Hydric soil rating: No

Paola

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Ridges on marine terraces, Knolls on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Interfluve, side slope, riser
Down-slope shape: Linear, convex
Across-slope shape: Linear
Other vegetative classification: Sand Pine Scrub (R155XY001FL), Sandy soils on ridges and dunes of xeric uplands (G155XB111FL)
Hydric soil rating: No

Pomello

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Ridges on marine terraces, Knolls on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Interfluve, side slope, riser
Down-slope shape: Linear, convex
Across-slope shape: Linear
Other vegetative classification: Sand Pine Scrub (R155XY001FL), Sandy soils on rises and knolls of mesic uplands (G155XB131FL)
Hydric soil rating: No

Eaugallie

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Tread, talf
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: South Florida Flatwoods (R155XY003FL), Sandy soils on flats of mesic or hydric lowlands (G155XB141FL)
Hydric soil rating: No

Adamsville

Percent of map unit: 1 percent
Landscape: Coastal plains

Landform: Rises on marine terraces, Knolls on marine terraces
Landform position (three-dimensional): Tread, rise
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Upland Hardwood Hammock (R155XY008FL), Sandy soils on rises and knolls of mesic uplands (G155XB131FL)
Hydric soil rating: No

Apopka

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Hills on marine terraces, Ridges on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Interfluve, side slope, riser
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Longleaf Pine-Turkey Oak Hills (R155XY002FL), Sandy soils on ridges and dunes of xeric uplands (G155XB111FL)
Hydric soil rating: No

Immokalee

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Riser, talf
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: South Florida Flatwoods (R155XY003FL), Sandy soils on flats of mesic or hydric lowlands (G155XB141FL)
Hydric soil rating: No

Cypress lake

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Flats on marine terraces, Drainageways on marine terraces
Landform position (three-dimensional): Tread, talf, dip
Down-slope shape: Convex, linear
Across-slope shape: Linear, concave
Other vegetative classification: South Florida Flatwoods (R155XY003FL), Sandy over loamy soils on flats of hydric or mesic lowlands (G155XB241FL)
Hydric soil rating: Yes

Brynwood

Percent of map unit: 1 percent
Landscape: Coastal plains
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Tread, talf
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: South Florida Flatwoods (R155XY003FL), Sandy soils on flats of mesic or hydric lowlands (G155XB141FL)
Hydric soil rating: Yes

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Geotechnical Terms and Symbols

GEOTECHNICAL TERMS AND SYMBOLS

SAMPLE IDENTIFICATION

The Unified Soil Classification System is used to identify the soil unless otherwise noted.

SOIL PROPERTY SYMBOLS

N:	Standard Penetration Value: Blows per ft. or a 140 lb. hammer falling 30" on a 2" O.D. split-spoon.
Qu:	Unconfined compressive strength, TSF.
Qp:	Penetrometer value, unconfined compressive strength, TSF.
Mc:	Moisture content, %
LL:	Liquid limit, %
PI:	Plasiticity index, %
δd:	Natural dry density, PCF.
▼:	Apparent groundwater level at time noted after completion of boring.
=	

DRILLING AND SAMPLING SYMBOLS

NE:	Not Encountered (Groundwater was not encountered)
SS:	Split-Spoon – 1⅜" I.D., 2" O.D., except where noted
ST:	Shelby Tube – 3" O.D., except where noted
AU:	Auger Sample
OB:	Diamond Bit
CB:	Carbide Bit
WS:	Washed Sample

RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

Term (Non-Cohesive Soils)	Standard Penetration Resistance
Very Loose	0-4
Loose	4-10
Medium Dense	10-30
Dense	30-50
Very Dense	Over 50

Term (Cohesive Soils)	Qu (TSF)
Very Soft	0-0.25
Soft	0.25-0.50
Firm (Medium)	0.50-1.00
Stiff	1.00-2.00
Very Stiff	2.00-4.00
Hard	4.00 +

PARTICLE SIZE

Boulders	8 in. +	Coarse Sand	5mm-0.6mm	Silt	0.074mm-0.005mm
Cobbles	8 in. – 3 in.	Medium Sand	0.6mm-0.2mm	Clay	- 0.005mm
Gravel	3 in. – 5mm	Fine Sand	0.2mm – 0.074mm		

USCS Standard Classification System

UNIFIED SOIL CLASSIFICATION SYSTEM - ASTM D2488

MAJOR DIVISION			GROUP SYMBOL	LETTER SYMBOL	GROUP NAME
COARSE GRAINED SOILS CONTAINS MORE THAN 50% FINES	GRAVEL AND GRAVELLY SOILS MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	GRAVEL WITH * 5% FINES		GW	Well-graded GRAVEL
				GP	Poorly graded GRAVEL
		GRAVEL WITH BETWEEN 5% AND 15% FINES		GW-GM	Well-graded GRAVEL with silt
				GW-GC	Well-graded GRAVEL with clay
				GP-GM	Poorly graded GRAVEL with silt
				GP-GC	Poorly graded GRAVEL with clay
		GRAVEL WITH ≥ 15% FINES		GM	Silty GRAVEL
				GC	Clayey GRAVEL
	SAND AND SANDY SOILS MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE	SAND WITH * 5% FINES		SW	Well-graded SAND
				SP	Poorly graded SAND
		SAND WITH BETWEEN 5% AND 15% FINES		SW-SM	Well-graded SAND with silt
				SW-SC	Well-graded SAND with clay
				SP-SM	Poorly graded SAND with silt
				SP-SC	Poorly graded SAND with clay
		SAND WITH ≥ 15% FINES		SM	Silty SAND
				SC	Clayey SAND
FINE GRAINED SOILS CONTAINS MORE THAN 50% FINES	SILT AND CLAY	LIQUID LIMIT LESS THAN 50		ML	Inorganic SILT with low plasticity
				CL	Lean inorganic CLAY with low plasticity
				OL	Organic SILT with low plasticity
		LIQUID LIMIT GREATER THAN 50		MH	Elastic inorganic SILT with moderate to high plasticity
				CH	Fat inorganic CLAY with moderate to high plasticity
				OH	Organic SILT or CLAY with moderate to high plasticity
HIGHLY ORGANIC SOILS				PT	PEAT soils with high organic contents

NOTES:

1) Sample descriptions are based on visual field and laboratory observations using classification methods of ASTM D2488. Where laboratory data are available, classifications are in accordance with ASTM D2487.

2) Solid lines between soil descriptions indicate change in interpreted geologic unit. Dashed lines indicate stratigraphic change within the unit.

3) Fines are material passing the U.S. Std. #200 Sieve.

Traffic Engineering Services

Traffic Impact Statement

EI Car Wash
416 Lander Road, Winter Park, FL

Prepared for:

National Express Wash, LLC
5201 SW 8th Street
Miami, FL 33134

Prepared by:

HBC Engineering Company

9675 NW 117th Ave, Suite 305
Miami, FL - 33178

April 10, 2026

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APPENDIX J – Driveway Conflict Points

Engineer's Certification

I, Claudia P. Bustamante, MS, PE, with Florida PE License No. 87381, certify that I currently hold an active Professional Engineer's License in the State of Florida and that I am competent, through education and experience, to provide engineering services for the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as defined in Chapter 61G15-18.001 of the Florida Administrative Code (F.A.C.), and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

Claudia Bustamante, MS, PE

Claudia Bustamante

CLAUDIA P. BUSTAMANTE LICENSE No 87381 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Claudia bustamante Claudia bustamante Cbustamante@hbcengineeringco.com 2026.04.10 13:53:32-04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED IN THE ELECTRONIC DOCUMENTS.

HBC ENGINEERING COMPANY
8935 NW 35TH LANE, SUITE 201
DORAL, FLORIDA 33172
CLAUDIA P. BUSTAMANTE PE. 87381

April 10, 2026

State of Florida
Professional Engineer
License No. 87381

The official record of this document is the electronic file digitally signed and sealed under Rule 61G15-23 of the Florida Administrative Code (F.A.C.).

1. INTRODUCTION

National Express Wash, LLC proposes to redevelop a parcel located at 416 Lander Road and 2011 Aloma Avenue in Winter Park, Florida (Orange County). The site consists of two parcels (Property IDs: 04-22-30-2316-04-280 and 04-22-30-2316-04-290) totaling approximately 41,382 square feet (0.95 acres). The proposed development will replace an existing vacant financial institution (Fifth Third Bank), with a gross floor area of 3,770 square feet, and an existing vacant self-service car wash facility totaling 1,661 square feet. The proposed car wash will feature a single attended wash tunnel, two gated entry lanes, and sixteen (16) vacuum spaces. The site layout is designed to efficiently accommodate customer demand while maintaining smooth internal circulation. To ensure adequate on-site operations and minimize off-site traffic impacts, a queuing analysis was conducted using data from two surrogate car wash locations. The analysis determined that the proposed site can accommodate up to sixteen (16) vehicles within the main stacking area, with an additional capacity of three (3) vehicles between the control gates and the tunnel entrance. This total stacking capacity exceeds the observed maximum queue length of 12 vehicles and is sufficient to prevent queues from spilling back onto adjacent roadways.

This traffic statement evaluates the anticipated transportation impacts of the proposed car wash redevelopment on the surrounding roadway network, including trip generation, turn-lane adequacy, and queuing conditions. All analyses have been prepared in accordance with the City of Winter Park Traffic Impact Analysis Guidelines and Application Submittal Checklist, the City Code of Ordinances, and applicable City traffic study requirements. **Figure 1** illustrates the location map of the proposed development and **Appendix A** shows the site plan for the proposed development.

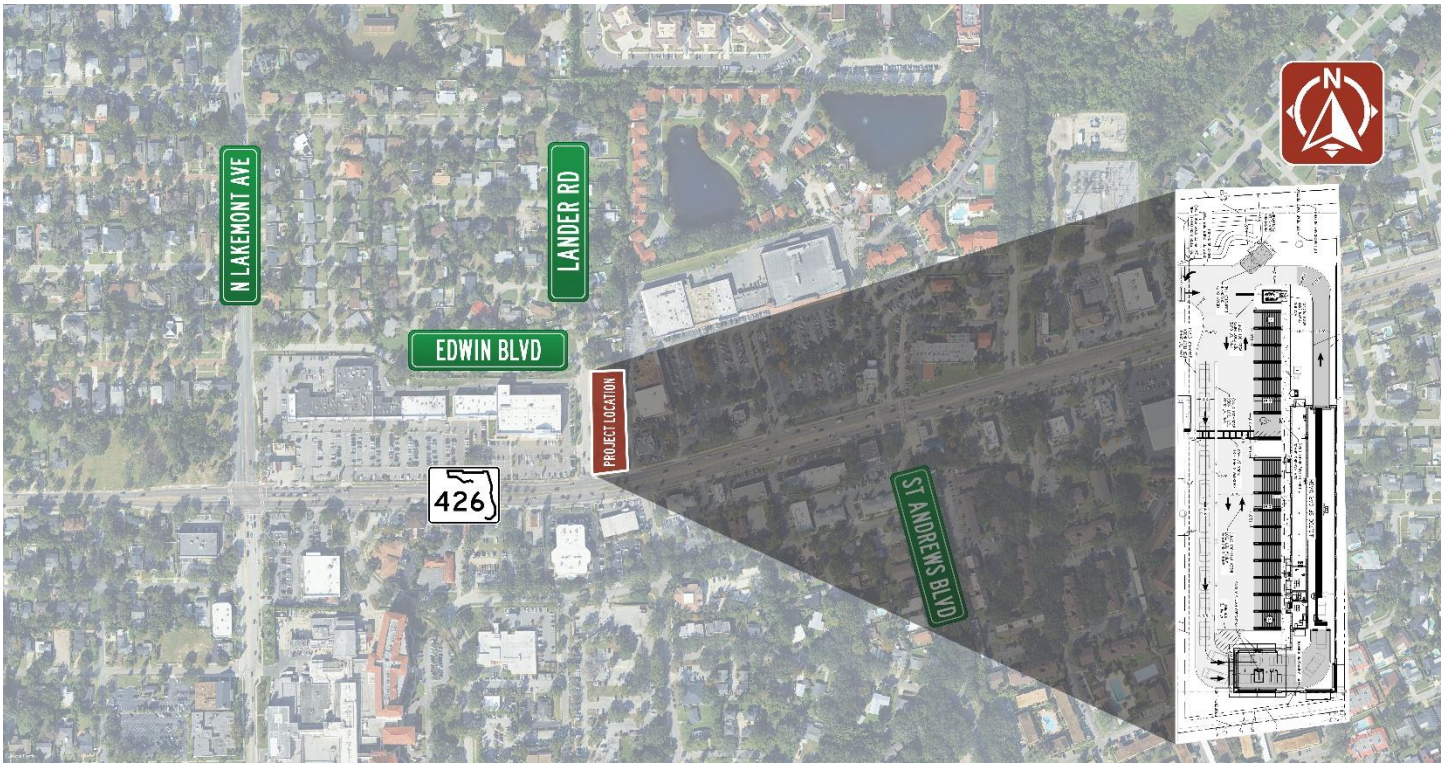


Figure 1: Project Location Map – El Car Wash, 416 Lander Road, Winter Park, FL

2. METHODOLOGY

HBC developed a Traffic Impact Statement methodology for submittal to the City of Winter Park. As stipulated in the City of Winter Park Transportation Impact Assessment Guidelines, a methodology letter may be submitted prior to a Traffic Impact Analysis (TIA), in lieu of an exemption letter, to request that a project be considered a Level 1 study. The methodology defines the proposed scope of the Traffic Impact Statement, including the study area, trip generation and distribution, queue analysis, and evaluation criteria, all consistent with City standards. The methodology document, along with applicable guidelines from the City of Winter Park Code of Ordinances, is provided in **Appendix B**.

3. EXISTING CONDITIONS

The project site is located in the northeast corner of the intersection of SR 426/Aloma Avenue and Lander Road, within the northeast quadrant of the signalized intersection of North Lakemont Avenue and Aloma Avenue. Aloma Avenue functions as a major east west arterial roadway and consists of a four-lane divided cross-section with sidewalks, curbs, and gutters on both sides. The posted speed limit along Aloma Avenue is 35 mph.

Site access is provided via a full-access driveway along Lander Road. The surrounding area is classified as C4 (Urban General) Context Classification, which is characterized predominantly by Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

According to the Florida Traffic Online (FTO) database, Aloma Avenue carries an Annual Average Daily Traffic (AADT) volume of approximately 40,500 vehicles, at monitoring station 750434. In the vicinity of the project site, Aloma Avenue is equipped with dedicated left-turn lanes, which support efficient vehicular circulation and traffic operations near the site.

4. TRIP GENERATION

To assess the traffic characteristics of the proposed project, a trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, and ITE's Trip Generation Handbook, 3rd Edition. Additionally, an Origin-Destination survey was carried out at three surrogate sites to evaluate the potential pass-by rate for the proposed car wash. Additionally, an Origin-Destination survey was conducted at three surrogate sites to evaluate the potential pass-by rate for the proposed "El Car Wash", with the selected sites representing a range of conditions to ensure consistency with real-world operations of comparable El Car Wash facilities. The first site is EL Car Wash - Bird Road located at 6901 Bird Rd, Miami, FL 33155, the second site is EL Car Wash - FIU/West Miami located at 12170 SW 8th St, Miami, FL 33184, the third site is EL Car Wash - Coral Reef (South Kendall) located at 12970 SW 152nd St, Miami, FL 33177. **Table 1** presents a comparison of key criteria, including AADT, daily generated trips, population, and available storage capacity. The results demonstrate that the characteristics of the three El Car Wash surrogate sites are comparable to those of the proposed El Car Wash Winter Park location, supporting the validity of using these sites in the analysis. **Table 2** shows the summary of the Origin-Destination survey at the different surrogate sites. The detailed survey documents can be found in **Appendix C**.

Table 1: Data Comparison of ECW Winter Park with Surrogate Sites

Location	Address	Population	Storage Capacity (Feet)	AADT		Trips Generated (Daily)	
				Value	% Diff	Value	% Diff
EL Car Wash Winter Park (Proposed)	416 Lander Rd, Winter Park, FL 32792	29,795	410	40,500	-	938	-
EL Car Wash Bird Road	6901 Bird Rd, Miami, FL 33155	23,142	195	66,500	64%	829	-12%
EL Car Wash FIU/West Miami	12170 SW 8th St, Miami, FL 33184	54,212	335	47,500	17%	659	-30%
EL Car Wash Coral Reef	12970 SW 152nd St, Miami, FL 33177	16,540	245	67,500	67%	989	5%

Table 2: Pass-by Trips Based on Surrogate Sites (O-D) Survey

El-Car Wash	AM				PM			
	Total	Primary Trips	Pass-by Trips	Pass-by Trips %	Total	Primary Trips	Pass-by Trips	Pass-by Trips %
EL Car Wash Bird Road	31	8	23	74%	30	6	24	80%
EL Car Wash FIU/West Miami	77	20	57	74%	61	17	44	72%
EL Car Wash Coral Reef/South Kendall	49	20	29	59%	21	8	13	62%
Average Pass-by Trips %	69%				71%			

The proposed car wash operation is classified under the Institute of Transportation Engineers (ITE) Land Use Code (LUC) 948 - Automated Car Wash, as defined in the ITE Trip Generation Manual. Trip generation estimates for both existing and proposed conditions were calculated based on gross floor area (GFA) for the respective land uses. According to the site plan, the proposed automated car wash will have a GFA of approximately 3,700 square feet. The existing vacant land uses consist of a former financial institution (Fifth Third Bank) with a GFA of 2,360 square feet and a former self-service car wash facility totaling 1,495 square feet. Additional details are provided in **Appendix A**.

Based on ITE trip generation rates for LUC 948, the proposed automated car wash is projected to generate approximately 938 daily vehicle trips, including 55 trips during the AM peak hour and 90 trips during the PM peak hour. As the existing land uses are currently vacant, they generate no traffic. Therefore, the proposed redevelopment is projected to result in a net increase of approximately 291 daily trips, including 17 AM peak-hour trips and 26 PM peak-hour trips. Given the relatively low daily and peak-hour traffic volumes, the proposed development is anticipated to have minimal impact on the local transportation network and is not expected to adversely affect traffic flow or roadway capacity in the surrounding area.

The trip generation characteristics for the proposed El Car Wash development are summarized in **Table 3**. Detailed trip generation calculations and applicable ITE excerpts are provided in **Appendix D**.

Table 3: Trip Generation for El Car Wash

ITE Land Use Code		Daily			AM			PM		
	GFA (K. Sqft)	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
Proposed LUC										
948 – Automated Car Wash	**3.70**	938	469	469	55	30	25	90	44	46
Pass-by Trips		647	324	324	38	21	17	64	31	33
Net Trips		**291**	**145**	**145**	**17**	**9**	**8**	**26**	**13**	**13**
Existing LUC										
947 – Car Wash Self-Serve (Vacant)	**1.50**	0	0	0	0	0	0	0	0	0
912 – Drive-in Bank	**2.36**	0	0	0	0	0	0	0	0	0
Net Trips										
Car Wash Net New Trips (Vacant)		291	145	145	**17**	9	8	**26**	13	13

5. TRIP DISTRIBUTION AND ASSIGNMENT

No specific trip distribution data was available from the Orange County Long Range Transportation Plan for the project area. Therefore, project trips were distributed based on nearby population centers, the existing transportation network, and the location of the proposed development. Trip distribution percentages were developed using cardinal direction data derived from historical Annual Average Daily Traffic (AADT) information obtained from the Florida Department of Transportation (FDOT) Florida Traffic Online (FTO) database. Daily traffic volumes, peak-hour factors (K-factors), and traffic characteristics recorded at FTO monitoring stations 750434 and 750647 were utilized to establish the adopted cardinal distribution rates. A summary of these distribution rates is provided in **Table 4**, with supporting FTO historical data included in **Appendix E**.

Table 4: Cardinal Trip Distribution

	750434	750647	Daily Critical Peak (VPH)	Distribution
	Peak	Peak		
NB	1,890			24.7%
SB	2,115			27.7%
EB		1,800		23.5%
WB		1,845		24.1%
Total			**7,650**	

6. TRIP ASSIGNMENT

Using the interpolated directional percentages, inbound and outbound trips were assigned to the proposed site driveways and the adjacent roadway network. The resulting trip assignment is illustrated in **Figure 2**.

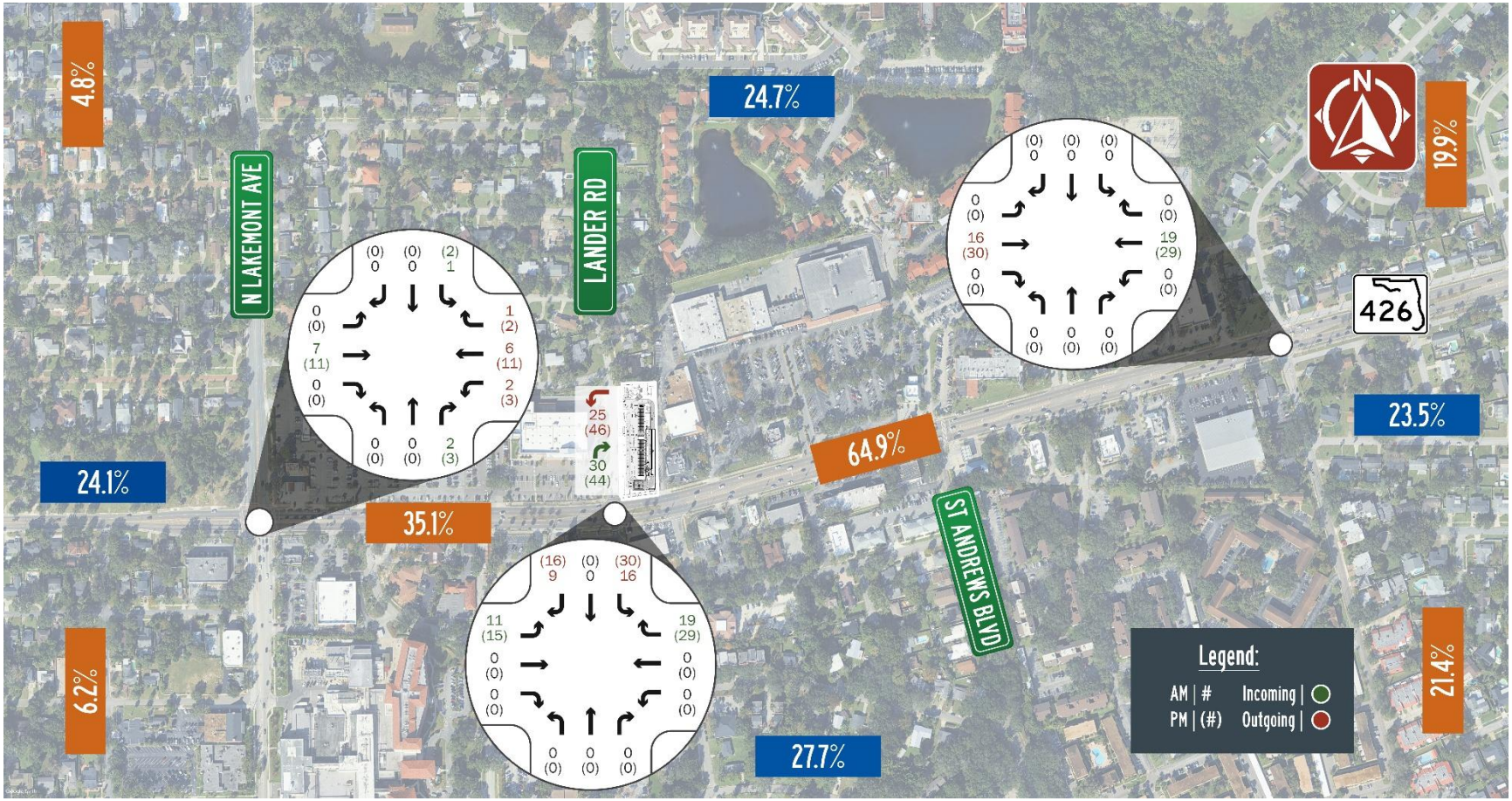


Figure 2: Project Trip Assignment

7. ROADWAY SEGMENT ANALYSIS

The project area and its surroundings are classified as C4 - Urban General according to the FDOT Context Classification system. The Annual Average Daily Traffic (AADT) from the Florida Department of Transportation (FDOT) Florida Traffic Online (FTO) database is 40,500 VPD on Aloma Avenue **(Appendix E)**. Based on the FDOT Generalized Service Volume Tables, the LOS E daily volume threshold for a four-lane roadway within a C4 - Urban General context is 40,800 vehicles per day (VPD) (refer to **Appendix F**). The proposed development is estimated to generate 291 daily trips, as determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition.

The trips generated by the proposed El Car Wash development represent approximately 0.72 percent of the existing Annual Average Daily Traffic (AADT), thereby maintaining regular Levels of Service. Accordingly, the adjacent roadway network is expected to have sufficient reserve capacity to accommodate the additional traffic generated by the project.

8. QUEUEING ANALYSIS

Queueing data were collected from two surrogate car wash sites using video cameras installed on Friday, May 19, 2023, and Saturday, May 20, 2023. **Table 5** presents a comparison of key criteria, including AADT, daily generated trips, population, and available storage capacity. The results demonstrate that the characteristics of the two El Car Wash surrogate sites are comparable to those of the proposed El Car Wash Winter Park location, supporting the validity of their use in the analysis.

Table 5: Data Comparison of ECW Winter Park with Surrogate Sites

Location	Address	Population	Storage Capacity (Feet)	AADT		Trips Generated (Daily)	
				Value	% Diff	Value	% Diff
EL Car Wash Winter Park (Proposed)	416 Lander Rd, Winter Park, FL 32792	29,795	410	40,500	-	938	-
EL Car Wash North Hialeah	1270 W 49th St, Hialeah, FL 33012	223,109	258	48,500	20%	776	-17%
EL Car Wash West Hialeah	2851 W Okeechobee Rd, Hialeah, FL 33012	223,109	240	58,000	43%	558	-41%

Car wash management provided sales data for two weeks (all seven days of the week) as shown in **Appendix G.** The sales data were reviewed, analyzed, and summarized to determine the peak hour demand occurrence at both sites. The weekday peak period was determined to be Friday from 2:00 PM to 7:00 PM, while the weekend peak period was determined to be Saturday from 8:00 AM to 2:00 PM. Videos were captured at both surrogate sites on Friday and Saturday. The videos were later observed continuously by Engineering Technicians in a controlled environment who recorded the maximum queues occurring during each 5-minute period.

For the West Hialeah site, **nine (9)** vehicles and **twelve (12)** vehicles were observed to be the maximum queue for Friday and Saturday, respectively. For the North Hialeah site, **ten (10)** and **eight (8)** vehicles were observed to be the maximum queue for Friday and Saturday, respectively. However, all the queues dissipated within five minutes. **Table 6** shows the maximum queues observed at the surrogate sites, while
Table 7 lists details of the observed queue data in 5-minute intervals.

Table 6: Summary of the Queue Data for The Two Surrogate Sites

			West Hialeah	North Hialeah
Day	Date	Time	Max Queue	Max Queue
Friday	5/19/2023	2:00 PM - 7:00 PM	9 vehicles	**10 vehicles**
Saturday	5/20/2023	8:00 AM - 2:00 PM	**12 vehicles**	8 vehicles

Table 7: 5-Minute Interval Queue Data for The Two Surrogate Sites

	Friday 5/19/2023			Saturday 5/20/2023	
Time	North Hialeah	West Hialeah	Time	North Hialeah	West Hialeah
	Vehicles	Vehicles		Vehicles	Vehicles
2:00:00 PM	1	1	8:00:00 AM	2	2
2:05:00 PM	3	1	8:05:00 AM	3	2
2:10:00 PM	1	2	8:10:00 AM	4	1
2:15:00 PM	1	1	8:15:00 AM	2	1
2:20:00 PM	1	1	8:20:00 AM	2	1
2:25:00 PM	1	1	8:25:00 AM	2	3
2:30:00 PM	2	1	8:30:00 AM	4	4
2:35:00 PM	1	1	8:35:00 AM	3	5
2:40:00 PM	1	2	8:40:00 AM	2	5
2:45:00 PM	1	1	8:45:00 AM	5	4
2:50:00 PM	1	1	8:50:00 AM	5	4
2:55:00 PM	1	1	8:55:00 AM	3	2
3:00:00 PM	1	2	9:00:00 AM	3	4
3:05:00 PM	1	1	9:05:00 AM	2	6
3:10:00 PM	4	1	9:10:00 AM	2	5
3:15:00 PM	3	2	9:15:00 AM	5	3
3:20:00 PM	1	1	9:20:00 AM	3	4
3:25:00 PM	2	3	9:25:00 AM	3	3
3:30:00 PM	5	1	9:30:00 AM	7	2
3:35:00 PM	5	1	9:35:00 AM	6	3
3:40:00 PM	3	2	9:40:00 AM	3	6
3:45:00 PM	4	2	9:45:00 AM	3	5
3:50:00 PM	2	6	9:50:00 AM	3	3
3:55:00 PM	3	2	9:55:00 AM	4	4

Time	Friday 5/19/2023		Time	Saturday 5/20/2023	
	North Hialeah	West Hialeah		North Hialeah	West Hialeah
	Vehicles	Vehicles		Vehicles	Vehicles
4:00:00 PM	1	1	10:00:00 AM	4	7
4:05:00 PM	2	2	10:05:00 AM	1	6
4:10:00 PM	5	3	10:10:00 AM	3	5
4:15:00 PM	4	2	10:15:00 AM	3	8
4:20:00 PM	2	1	10:20:00 AM	4	7
4:25:00 PM	3	3	10:25:00 AM	3	5
4:30:00 PM	3	1	10:30:00 AM	5	4
4:35:00 PM	1	1	10:35:00 AM	7	5
4:40:00 PM	5	3	10:40:00 AM	5	7
4:45:00 PM	6	4	10:45:00 AM	4	**12**
4:50:00 PM	5	5	10:50:00 AM	5	7
4:55:00 PM	2	5	10:55:00 AM	7	6
5:00:00 PM	8	2	11:00:00 AM	5	6
5:05:00 PM	7	2	11:05:00 AM	6	6
5:10:00 PM	5	2	11:10:00 AM	5	4
5:15:00 PM	4	4	11:15:00 AM	4	4
5:20:00 PM	2	5	11:20:00 AM	5	7
5:25:00 PM	2	3	11:25:00 AM	6	9
5:30:00 PM	2	2	11:30:00 AM	6	5
5:35:00 PM	5	1	11:35:00 AM	4	3
5:40:00 PM	5	2	11:40:00 AM	6	4
5:45:00 PM	2	2	11:45:00 AM	5	4
5:50:00 PM	7	1	11:50:00 AM	4	6
5:55:00 PM	2	4	11:55:00 AM	5	5
6:00:00 PM	4	4	12:00:00 PM	6	4
6:05:00 PM	3	5	12:05:00 PM	5	3
6:10:00 PM	2	7	12:10:00 PM	3	5
6:15:00 PM	2	8	12:15:00 PM	4	4
6:20:00 PM	2	6	12:20:00 PM	5	3
6:25:00 PM	2	6	12:25:00 PM	7	5

Time	Friday 5/19/2023		Time	Saturday 5/20/2023	
	North Hialeah	West Hialeah		North Hialeah	West Hialeah
	Vehicles	Vehicles		Vehicles	Vehicles
6:30:00 PM	2	7	12:30:00 PM	2	5
6:35:00 PM	3	8	12:35:00 PM	3	6
6:40:00 PM	2	5	12:40:00 PM	3	4
6:45:00 PM	**10**	6	12:45:00 PM	2	2
6:50:00 PM	6	7	12:50:00 PM	2	3
6:55:00 PM	8	9	12:55:00 PM	3	3
-	-	-	1:00:00 PM	4	2
-	-	-	1:05:00 PM	6	6
-	-	-	1:10:00 PM	5	5
-	-	-	1:15:00 PM	5	2
-	-	-	1:20:00 PM	8	3
-	-	-	1:25:00 PM	7	4
-	-	-	1:30:00 PM	4	5
-	-	-	1:35:00 PM	2	4
-	-	-	1:40:00 PM	2	4
			1:45:00 PM	2	3
-	-	-	1:50:00 PM	3	3
-	-	-	1:55:00 PM	2	2

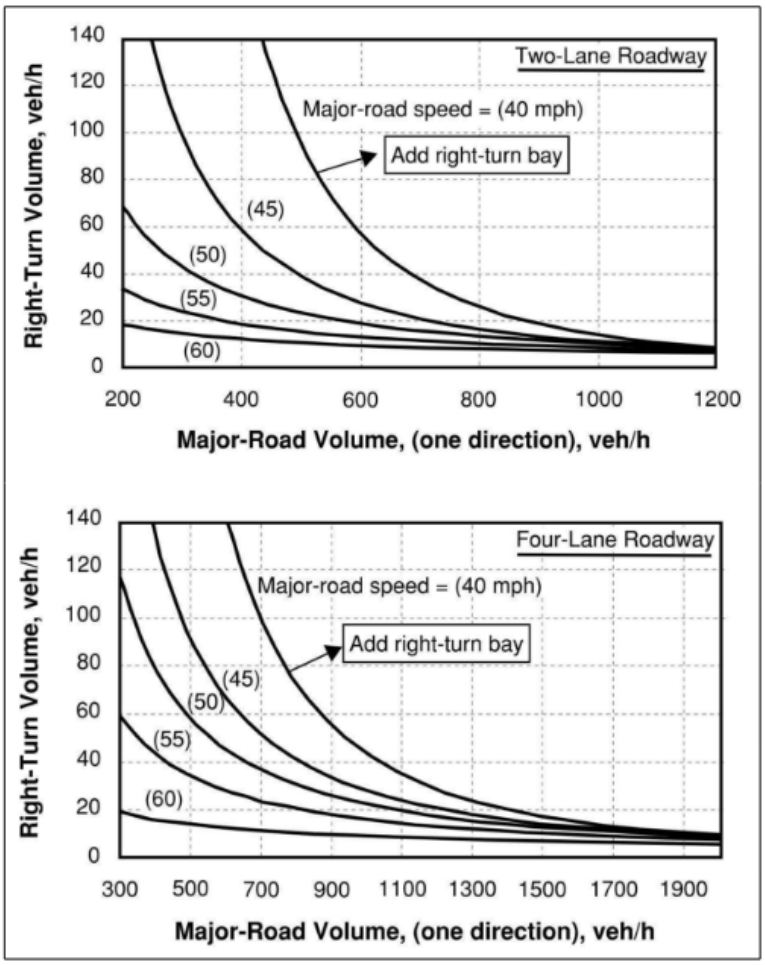
Based on the site plan provided for El Car Wash (**Appendix A**), the designated storage lane can accommodate up fourteen (14) vehicles, exceeding the maximum observed queue length of twelve (12) vehicles identified in the study. Additionally, five (5) vehicles can be queued in the drive-in lane between the car wash control gates and the tunnel entrance, bringing the total on-site storage capacity to nineteen (19) vehicles. Therefore, the site provides ample on-site storage, and off-site queuing is not anticipated.

9. TURN LANE ANALYSIS

According to the latest (2023) FDOT Multimodal Access Management Guidebook (Chapter 6) guidelines and considerations to assist in the decision-making process for the need for exclusive right and left turn lanes are proposed as follows:

Considerations for Exclusive Right-Turn Lanes:

Exclusive right-turn lanes are recommended where higher roadway speeds or significant right-turn volumes occur, as well as in areas with recurring congestion. Figure 74 (as shown below) of the guidebook provides criteria for two-lane and four-lane roadways based on major-road speed and approach volumes. Accordingly, exclusive right-turn lanes are proposed as follows:



The proposed site is expected to generate a maximum of 29 right-turning vehicles entering via the main access driveway, which is located along Lander Road. The posted speed limit on Aloma Avenue is 35 mph, while the speed limit on Lander Road is 25 mph. Therefore, no significant traffic impacts to the major roadway are anticipated from the right-turning vehicles. Based on the criteria illustrated in Figure 74 of the guidebook, the installation of an exclusive right-turn lane is not warranted.

Considerations for Exclusive Left-Turn Lanes:

- When left-turn volumes exceed 100 vph at signalized intersections
- Along multi-lane roadways with speeds in excess of 45 mph and a median opening serving a driveway
- Driveways located on curved roadways with speeds of 45 mph or higher
- Driveways located on two-lane roadways with posted speeds of 40 mph or higher that meet the Advancing and Opposing volume guidelines outlined in the AASHTO Greenbook (and the NCHRP Report 457)

Following AASHTO 7th edition, a left turn lane in compliance with Florida's Green Book shall be provided at each access point with an average peak hour inbound left turn volume of 50 vehicles or more if oncoming through traffic generates 50 or more vehicles. The site is accessed via the driveway along Lander Road. The maximum left-turn volume from the major roadway is expected to be 15 vehicles, and a dedicated left-turn lane is already provided along Aloma Avenue. Therefore, based on the roadway configuration and site access design, the implementation of an exclusive left-turn lane is not warranted.

10. CRASH DATA

Historical crash data for the 2021–2025 period was collected for the study area and for a comparable facility, the Caliber Car Wash with vacuum stations located along Aloma Avenue, approximately 1.7 miles from the project site. Detailed crash data for both the project area and the surrogate site are provided in **Appendix H**.

11. PEDESTRIAN CONNECTIVITY PLAN

A pedestrian connectivity plan was developed to evaluate existing pedestrian facilities and identify potential improvements to enhance connectivity and safety around the development. The plan includes recommendations for a continuous sidewalk system, marked crosswalks, and other potential measures to support safe, accessible, and efficient movement. **Appendix I** illustrates the existing conditions and proposed enhancements to improve pedestrian connectivity.

12. CONFLICT POINTS EVALUATION

A conflict points evaluation was conducted to evaluate interactions between site driveway operations and existing users along Lander Road, including both vehicular traffic and pedestrians. This assessment focused on identifying locations within the project surroundings where vehicles entering and egressing movements interact with through traffic and non-motorized users. **Appendix J** illustrates the identified driveway conflict points associated with the proposed development driveway, including interactions with vehicular traffic and pedestrians along Lander Road.

13. CONCLUSION AND RECOMMENDATION

This traffic statement evaluates the potential transportation impacts associated with the proposed redevelopment of the El Car Wash site. A trip generation analysis conducted in accordance with Institute of Transportation Engineers (ITE) standards estimates that the proposed car wash facility will generate approximately 938 daily trips, including 55 trips during the AM peak hour and 90 trips during the PM peak hour.

The proposed development will replace an existing vacant drive-in bank and a vacant self-service car wash. Accounting for pass-by trips commonly associated with car wash facilities, as estimated using data from surrogate sites, the resulting traffic volumes associated with the proposed redevelopment remain approximately 291 daily trips, 17 AM peak-hour trips, and 26 PM peak-hour trips.

The proposed development is anticipated to have minimal traffic impacts on the surrounding roadway network. As the maximum peak-hour trip generation (26 trips) falls at the lower threshold for a Level 2 Traffic Impact Study (TIS) per the City of Winter Park requirements, a methodology was submitted to the City for review and approval to allow the study to be evaluated as a Level 1 TIS. Accordingly, a Level 1 Traffic Impact Study, including all necessary analyses demonstrating minimal to no traffic impacts, was prepared.

A pedestrian connectivity analysis identified the need for continuous sidewalks, marked crosswalks, and appropriate signage to improve safety and accessibility. A conflict points assessment also identified key interaction points between driveway operations, through traffic, and pedestrians along Lander Road.

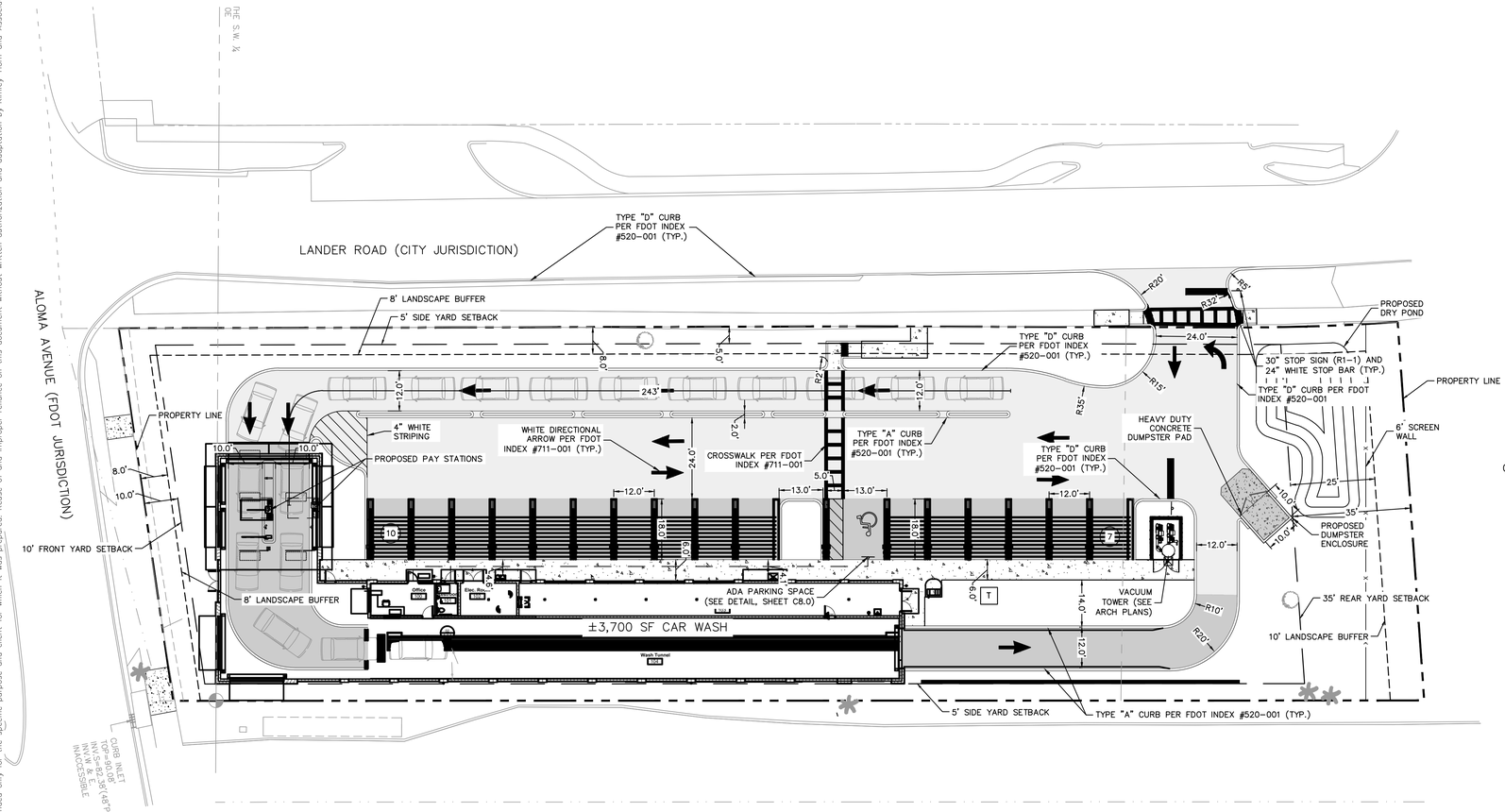
The queuing analysis, utilizing data from surrogate sites, indicates a maximum expected queue of 12 vehicles, which is within the site's total dedicated stacking capacity of 14 vehicles. This confirms that all queuing demands can be safely accommodated on-site without spillback onto adjacent roadways.

Based on the existing roadway configuration, site access design and location, and projected traffic volumes, the implementation of exclusive turn lanes at the site driveways is not warranted. Additionally, no adverse operational impacts are anticipated at the site access points. Therefore, neither exclusive left-turn nor right-turn lanes are warranted at the proposed site driveways.

Based on the trip generation analysis, field observations, and applicable design criteria, the proposed El Car Wash redevelopment is expected to have minimal to no impact on the adjacent roadway network. Under buildout conditions, Aloma Avenue is projected to operate well within its available capacity, as the trips generated by the proposed development represent approximately 0.72 percent of the existing Annual Average Daily Traffic (AADT), thereby maintaining acceptable Levels of Service. Therefore, approval of the proposed development is recommended.

APPENDIX A

SITE PLAN


LANDER ROAD (CITY JURISDICTION)
ALOMA AVENUE (FDOT JURISDICTION)
TYPE "D" CURB PER FDOT INDEX #520-001 (TYP.)
8' LANDSCAPE BUFFER
5' SIDE YARD SETBACK
PROPERTY LINE
10' FRONT YARD SETBACK
4" WHITE STRIPING
PROPOSED PAY STATIONS
WHITE DIRECTIONAL ARROW PER FDOT INDEX #711-001 (TYP.)
CROSSWALK PER FDOT INDEX #711-001
TYPE "A" CURB PER FDOT INDEX #520-001 (TYP.)
TYPE "D" CURB PER FDOT INDEX #520-001 (TYP.)
HEAVY DUTY CONCRETE DUMPSTER PAD
PROPOSED DRY POND
30" STOP SIGN (R1-1) AND 24" WHITE STOP BAR (TYP.)
TYPE "D" CURB PER FDOT INDEX #520-001
PROPERTY LINE
6' SCREEN WALL
PROPOSED DUMPSTER ENCLOSURE
35' REAR YARD SETBACK
10' LANDSCAPE BUFFER
8' LANDSCAPE BUFFER
ADA PARKING SPACE (SEE DETAIL, SHEET C8.0)
±3,700 SF CAR WASH
VACUUM TOWER (SEE ARCH PLANS)
5' SIDE YARD SETBACK
TYPE "A" CURB PER FDOT INDEX #520-001 (TYP.)
243'
180'
24.0'
12.0'
13.0'
R20'
R32'
R5'
R15'
R35'
R10'
R20'
10
7
T
Office
Elec. Room
Wash Tunnel
EXISTING 18" RCP
EXISTING 24" RCP
EXISTING 18" RCP
EXISTING 24" RCP
EXISTING 18" RCP
EXISTING 24" RCP

APPENDIX B

METHODOLOGY

Traffic Engineering Services

Traffic Impact Study Methodology

El Car Wash
416 Lander Road, Winter Park, FL

Prepared for:

National Express Wash, LLC
5201 SW 8th Street
Miami, FL 33134

Prepared by:

HBC Engineering Company

9675 NW 117th Ave, Suite 305
Miami, FL - 33178

April 10, 2026

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ATTACHMMENT B – ITE Trip Generation and Origin-Destination Survey
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Engineer's Certification

I, Claudia P. Bustamante, MS, PE, with Florida PE License No. 87381, certify that I currently hold an active Professional Engineer's License in the State of Florida and that I am competent, through education and experience, to provide engineering services for the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as defined in Chapter 61G15-18.001 of the Florida Administrative Code (F.A.C.), and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

Claudia Bustamante, MS, PE

April 10, 2026

State of Florida
Professional Engineer
License No. 87381

The official record of this document is the electronic file digitally signed and sealed under Rule 61G15-23 of the Florida Administrative Code (F.A.C.).

1. INTRODUCTION

HBC Engineering, on behalf of National Express Wash, LLC, proposes to redevelop a parcel located at 416 Lander Road and 2011 Aloma Avenue in Winter Park, Florida (Orange County). The 0.95-acre site consists of two parcels and will replace an existing vacant bank and self-service car wash with a new attended car wash facility featuring a single wash tunnel, two gated entry lanes, and sixteen (16) vacuum spaces. A queuing analysis based on surrogate sites confirms that the proposed layout provides sufficient on-site stacking capacity to accommodate peak demand and prevent queue spillback onto adjacent roadways.

As stipulated by the City of Winter Park Transportation Impact Assessment Guidelines, a methodology letter may be submitted as an option prior to the submittal of a Traffic Impact Analysis (TIA), in lieu of an exemption letter, to request that the project be considered a Level 1 study. Presented below is a summary of the proposed methodology for conducting the traffic impact analysis for the EL Car Wash Winter Park.

2. METHODOLOGY

1. Project Description

The proposed development is located at 416 Lander Road and 2011 Aloma Avenue in Winter Park, Florida (Orange County), under Folio No. 04-22-30-2316-04-280 and 04-22-30-2316-04-290. The project involves the replacement of an existing vacant financial institution (Fifth Third Bank), with a gross floor area of 3,770 square feet, and an existing vacant self-service car wash facility totaling 1,661 square feet, with a new automated car wash. For a visual depiction of the specific project location, refer to Figure 1, and the corresponding site plan is provided in Attachment A.

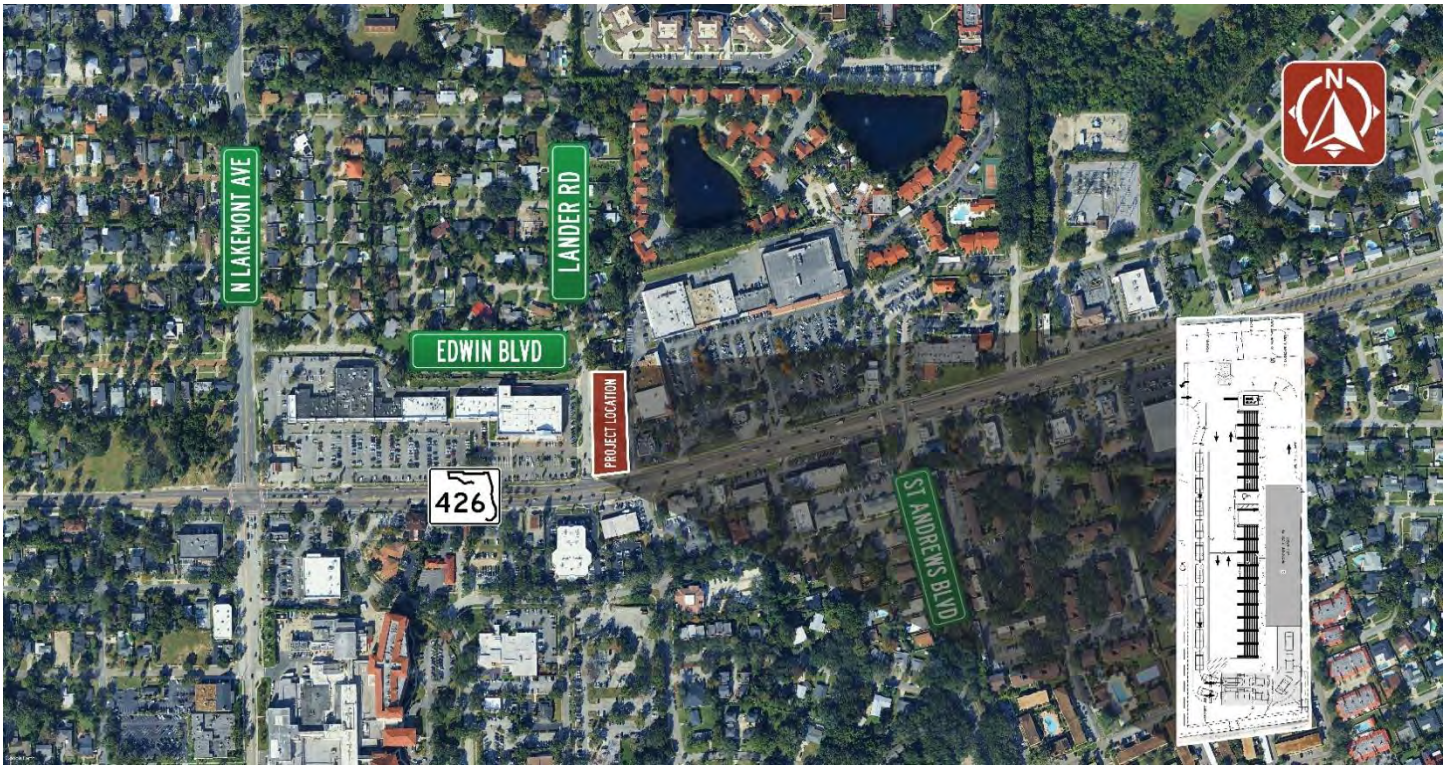


Figure 1: Project Location Map – El Car Wash, 416 Lander Road, Winter Park, FL

2. Existing Background Data

HBC will investigate and compile existing relevant data, technical resources, and studies. HBC will research the City of Winter Park Administrative Codes and Florida Statutes to determine areas of special exemptions or allowances. Geometric configuration, speed limit, context classification, and traffic characteristics will be detailed in the report.

3. Trip Generation

Trip generation analysis for the proposed development was conducted utilizing the 12th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual and ITE's Trip Generation Handbook, 3rd Edition based on the Generator Trips. Additionally, an Origin-Destination survey was carried out at three surrogate sites to evaluate the potential pass-by rate for the proposed car wash. The survey was conducted during the morning and afternoon peak hours at three different "El Car Wash" sites. The first site is EL Car Wash - Bird Road located at 6901 Bird Rd, Miami, FL 33155, the second site is EL Car Wash - FIU/West Miami located at 12170 SW 8th St, Miami, FL 33184, the third site is EL Car Wash - Coral Reef (South Kendall) located at 12970 SW 152nd St, Miami, FL 33177. The survey revealed that a typical automated car wash has AM and PM peak hour pass-by trip rates of 69% and 71%, respectively. Table 1 presents a comparison of key criteria, including AADT, daily generated trips, population, and available storage capacity. The results demonstrate that the characteristics of the three El Car Wash surrogate sites are comparable to those of the proposed El Car Wash Winter Park location, supporting the validity of using these sites in the analysis. Table 2 shows the summary of the Origin-Destination survey at the different surrogate sites. The detailed survey documents can be found in Attachment B.

Table 1: Data Comparison of ECW Winter Park with Surrogate Sites

Location	Address	Population	Storage Capacity (Feet)	AADT		Trips Generated (Daily)	
				Value	% Diff	Value	% Diff
EL Car Wash Winter Park (Proposed)	416 Lander Rd, Winter Park, FL 32792	29,795	410	40,500	-	938	-
EL Car Wash Bird Road	6901 Bird Rd, Miami, FL 33155	23,142	195	66,500	64%	829	-12%
EL Car Wash FIU/West Miami	12170 SW 8th St, Miami, FL 33184	54,212	335	47,500	17%	659	-30%
EL Car Wash Coral Reef	12970 SW 152nd St, Miami, FL 33177	16,540	245	67,500	67%	989	5%

Table 2: Pass-by Trips Based on Surrogate Sites (O-D) Survey

El-Car Wash	AM				PM			
	Total	Primary Trips	Pass-by Trips	Pass-by Trips %	Total	Primary Trips	Pass-by Trips	Pass-by Trips %
EL Car Wash Bird Road	31	8	23	74%	30	6	24	80%
EL Car Wash FIU/West Miami	77	20	57	74%	61	17	44	72%
EL Car Wash Coral Reef/South Kendall	49	20	29	59%	21	8	13	62%
Average Pass-by Trips %	69%				71%			

The proposed car wash operation is classified under Institute of Transportation Engineers (ITE) Land Use Code (LUC) 948 - Automated Car Wash, as defined in the ITE Trip Generation Manual. Trip generation estimates for both existing and proposed conditions were calculated based on gross floor area (GFA) for the respective land uses. According to the site plan, the proposed automated car wash will have a GFA of approximately 3,700 square feet. The existing vacant land uses consist of a former financial institution (Fifth Third Bank) with a GFA of 2,360 square feet and a former self-service car wash facility totaling 1,495 square feet. Additional details are provided in Attachment A.

Based on ITE trip generation rates for LUC 948, the proposed automated car wash is projected to generate approximately 938 daily vehicle trips, including 55 trips during the AM peak hour and 90 trips during the PM peak hour. As the existing land uses are currently vacant, they generate no traffic. Therefore, the proposed redevelopment is projected to result in a net increase of approximately 291 daily trips, including 17 AM peak-hour trips and 26 PM peak-hour trips. Given the relatively low daily and peak-hour traffic volumes, the proposed development is anticipated to have minimal impact on the local transportation network and is not expected to adversely affect traffic flow or roadway capacity in the surrounding area.

The trip generation characteristics for the proposed El Car Wash development are summarized in Table 3. Detailed trip generation calculations and applicable ITE excerpts are provided in Attachment B.

Table 3: Trip Generation Calculations

ITE Land Use Code		Daily			AM			PM		
	GFA (K. Sqft)	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
Proposed LUC										
948 – Automated Car Wash	3.70	938	469	469	55	30	25	90	44	46
Pass-by Trips		647	324	324	38	21	17	64	31	33
Net Trips		291	145	145	17	9	8	26	13	13
Existing LUC										
947 – Car Wash Self-Serve (Vacant)	1.50	0	0	0	0	0	0	0	0	0
912 – Drive-in Bank	2.36	0	0	0	0	0	0	0	0	0
Net Trips										
Car Wash Net New Trips (Vacant)		291	145	145	17	9	8	26	13	13

4. Concurrency Analysis/Traffic Impact Study (TIS) Level

According to the City of Winter Park Department of Transportation and Public Works (DTPW) Traffic Division, the preliminary analysis indicates that the proposed development is expected to generate 26 peak-hour trips, which meets the minimum threshold for a Level 2 transportation impact study. However, as 26 trips represent the lower bound of the Level 2 criteria and the project is anticipated to result in no to minimal impacts on the surrounding roadway network, we are submitting that methodology, requesting that the City consider processing this project as a Level 1 study, consistent with the discretionary option provided in the City of Winter Park Transportation Impact Assessment Guidelines.

5. Trip Distribution

No specific trip distribution data were available from the Orange County Long Range Transportation Plan for the project area. Therefore, project trips were distributed based on nearby population centers, the existing transportation network, and the

location of the proposed development. Trip distribution percentages were developed using cardinal direction data derived from historical Annual Average Daily Traffic (AADT) information obtained from the Florida Department of Transportation (FDOT) Florida Traffic Online (FTO) database. Daily traffic volumes, peak-hour factors (K-factors), and traffic characteristics recorded at FTO monitoring stations 750434 and 750647 were utilized to establish the adopted cardinal distribution rates. A summary of these distribution rates is provided in Table 4, with supporting FTO historical data included in Attachment C.

Table 4: Cardinal Trip Distribution

	750434	750647	Daily Critical Peak (VPH)	Distribution
	Peak	Peak		
NB	1,890			24.7%
SB	2,115			27.7%
EB		1,800		23.5%
WB		1,845		24.1%
Total			7,650	

6. Trip Assignment

The project trips assignment to individual approaches and traffic movements at affected intersections are determined based on the trip generation and distribution data.

7. Turn Lane Analysis

The analysis will be conducted based on the 2023 FDOT Access Management Guidebook criteria to determine the need for a right-turn deceleration lane, and the AASHTO 7th Edition guidelines to assess the need for a left-turn lane at the proposed project access driveways. In cases where left-turn or right-turn access already exists, a 95th percentile queue length analysis will be conducted to evaluate whether the existing turn lanes provide sufficient storage capacity to accommodate the additional traffic generated by the proposed development.

8. Queuing & Internal Traffic Flow Analysis

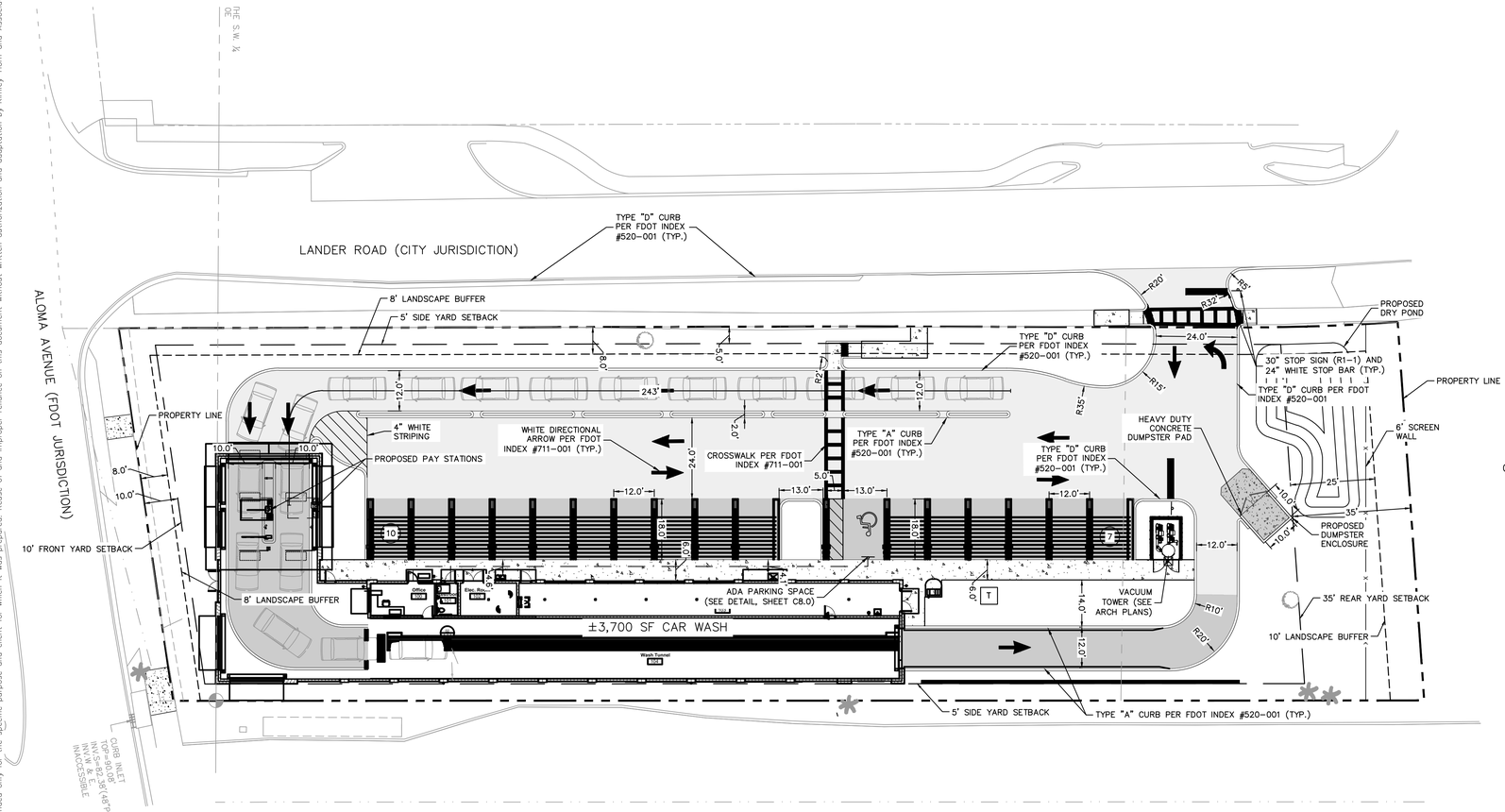
A queuing analysis utilizing the results of a previously performed study at two similar surrogate sites will be conducted. A queuing analysis memorandum showing the adequacy of the storage lanes to support the vehicular demand will be included in the report. Internal Traffic Flow analysis will also be conducted for the projected vehicular movements within the site.

9. Report

A full report will be generated for submission to the City of Winter Park Department of Transportation and Public Works (DTPW) detailing the procedures and results.

ATTACHMENT A

SITE PLAN



PARCEL ID:
04-22-30-0000-00-022
ZONING: C-3
FLU: RETAIL/RESTAURANT

PARCEL ID:
04-22-30-0000-00-023
ZONING: C-1
FLU: RETAIL

PARCEL ID:
04-22-30-2316-04-260
ZONING: R-1A
FLU: SINGLE FAMILY

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND:

- PROPERTY LINE
- BUILDING SETBACK
- ADA PATH
- CONCRETE SIDEWALK (SEE DETAIL, SHEET C8.0)
- HEAVY DUTY CONCRETE PAVEMENT (SEE DETAIL, SHEET C8.0)
- STANDARD DUTY CONCRETE PAVEMENT (SEE DETAIL, SHEET C8.0)
- ASPHALT PAVEMENT (SEE DETAIL, SHEET C8.0)
- (7) PROPOSED PARKING COUNT

GENERAL STATEMENT:

THE EXISTING DEVELOPMENT CONSISTS OF A 3,700± SQUARE FOOT COMMERCIAL BUILDING. THE EXISTING BUILDING, PAVING, PARKING AREA, AND ANY OTHER ASSOCIATED STRUCTURES AND UTILITIES WILL BE REMOVED FROM THE SITE PRIOR TO NEW DEVELOPMENT.

THE PROPOSED SITE PLAN IS FOR THE DEVELOPMENT OF A 3,700 ± SQUARE FOOT SINGLE BAY, FULL SERVICE CAR WASH FACILITY WITH 17 VACUUM STATIONS AND ACCESSORY AIR COMPRESSOR, INCLUDING ALL ASSOCIATED INFRASTRUCTURE (PARKING, DUMPSTER, LANDSCAPING, ETC.). THE SITE HAS EXISTING STORMWATER INFRASTRUCTURE THAT WILL BE MODIFIED AS PART OF THIS PROJECT.

SITE DATA:

SITE ACREAGE:	0.95 AC (41,382 SF)
PROPOSED BUILDING AREA:	3,700 SF
SITE ADDRESS:	416 LANDER ROAD. WINTER PARK, FL 32792
PARCEL ID:	04-22-30-2316-04-280 & 04-22-30-2316-04-290
JURISDICTION:	CITY OF WINTER PARK
ZONING:	C3, GENERAL COMMERCIAL DISTRICT
FUTURE LAND USE:	COMMERCIAL DISTRICT
EXISTING USE:	RETAIL
PROPOSED USE:	CAR WASH

BUILDING INFO:

NUMBER OF STRUCTURES:	1	
	MAX. ALLOWABLE	PROPOSED
BUILDING HEIGHT:	55'	35' 2" (1 STORY)
	MIN. REQUIRED	PROPOSED
BUILDING FRONTAGE (ALOMA AVE.):	50'	71'

BUILDING SETBACKS:

	REQUIRED	PROVIDED
FRONT (ALOMA AVE.) (SOUTH)	10 FT	10 FT
SIDE (COMMERCIAL – RETAIL/RESTAURANT)(EAST)	5 FT	5 FT
SIDE (LANDER ROAD) (WEST)	5 FT	5 FT
REAR (EXISTING RESIDENTIAL,) (NORTH)	35 FT	35 FT

REQUIRED PARKING:
PER CITY OF WINTER PARK PARKING SPACE REQUIREMENTS, SECTION 58-86, THE PARKING REQUIREMENTS ARE AS FOLLOWS:

CAR WASH (AUTOMATED)	
– 1 SPACES PER 333 SF	12 SPACES
– 1 SPACE PER EMPLOYEE (5 EMPLOYEES)	5 SPACES
TOTAL PARKING REQUIRED:	17 SPACES
REQUIRED ADA PARKING PER 25 SPACES:	1 SPACES

PARKING PROVIDED:

– ADA PARKING (12 FT X 18 FT):	1 SPACES
– VACUUM PARKING (12 FT X 18 FT):	16 SPACES
TOTAL PARKING PROVIDED:	17 SPACES

SITE AREA BREAKDOWN:

	EXISTING	PROPOSED
IMPERVIOUS AREA:	30,056 SF (0.69 AC, 65.55%)	26,440 SF (0.61 AC, 57.66%)
PERVIOUS AREA:	11,326 SF (0.26 AC, 34.45%)	14,942 SF (0.34 AC, 42.34%)
TOTAL AREAS:	41,382 SF (0.95 AC)	41,382 SF (0.95 AC)

No.	REVISIONS	DATE	BY

Kimley»Horn

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L. JORDAN DRAPER, P.E.
FLORIDA LICENSE NUMBER 81928
01/28/2026

KHA PROJECT	249255006
DATE	4/8/2026
SCALE	AS SHOWN
DESIGNED BY	CS
DRAWN BY	CS
CHECKED BY	LJD

SITE PLAN

EL CAR WASH WINTER PARK

FLORIDA
WINTER PARK

SHEET NUMBER
C4.0

Plotted By:Sauer, Cole Sheet Set:EL CARWASH-WINTER PARK Layout:C4.0 April 08, 2026 11:56:01am K:\ORL_Civil\249255006-El Car Wash Winter Park\CADD\CONST\PlanSheets\C4.0-SITE PLAN.dwg
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ATTACHMENT B

ITE TRIP GENERATION AND ORIGIN-DESTINATION SURVEY

ORIGIN-DESTINATION SURVEY

CAR WASH SURVEY - FIU (AM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1		✓		41		✓
2		✓		42		✓
3	✓			43		✓
4		✓		44		✓
5	✓			45		✓
6		✓		46		✓
7		✓		47		✓
8		✓		48		✓
9	✓			49	✓	
10		✓		50		✓
11		✓		51	✓	
12		✓		52		✓
13		✓		53	✓	
14		✓		54	✓	
15		✓		55		✓
16		✓		56	✓	
17		✓		57	✓	
18	✓			58		✓
19		✓		59		✓
20		✓		60		✓
21		✓		61		✓
22		✓		62		✓
23		✓		63		✓
24		✓		64		✓
25	✓			65		✓
26		✓		66		✓
27	✓			67		✓
28		✓		68	✓	
29		✓		69		✓
30	✓			70		✓
31		✓		71	✓	
32		✓		72		✓
33	✓			73		✓
34		✓		74	✓	
35		✓		75	✓	
36	✓			76		✓
37		✓		77		✓
38		✓		78		
39	✓			79		
40		✓		80		

CAR WASH SURVEY - FIU (PM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1	✓			41	✓	
2		✓		42		✓
3		✓		43	✓	
4	✓			44		✓
5	✓			45		✓
6		✓		46		✓
7		✓		47		✓
8		✓		48	✓	
9		✓		49		✓
10		✓		50		✓
11		✓		51	✓	
12		✓		52		✓
13		✓		53		✓
14	✓			54		✓
15	✓			55	✓	
16	✓			56		✓
17		✓		57		✓
18	✓			58		✓
19		✓		59	✓	
20		✓		60		✓
21		✓		61		✓
22		✓		62		
23	✓			63		
24		✓		64		
25		✓		65		
26		✓		66		
27		✓		67		
28		✓		68		
29		✓		69		
30		✓		70		
31		✓		71		
32	✓			72		
33		✓		73		
34		✓		74		
35	✓			75		
36		✓		76		
37		✓		77		
38		✓		78		
39	✓			79		
40		✓		80		

CAR WASH SURVEY - CORAL REEF (AM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1	✓	✓		41		
2	✓	✓		42		
3	✓	✓		43		
4	✓	✓		44		
5	✓	✓		45		
6	✓	✓		46		
7	✓	✓		47		
8	✓	✓		48		
9	✓	✓		49		
10	✓	✓		50		
11	✓	✓		51		
12	✓	✓		52		
13	✓	✓		53		
14	✓	✓		54		
15	✓	✓		55		
16	✓	✓		56		
17	✓	✓		57		
18	✓	✓		58		
19	✓	✓		59		
20	✓	✓		60		
21		✓		61		
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25		✓		65		
26		✓		66		
27		✓		67		
28		✓		68		
29		✓		69		
30				70		
31				71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

CAR WASH SURVEY - CORAL REEF (PM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1	✓	✓		41		
2	✓	✓		42		
3	✓	✓		43		
4	✓	✓		44		
5	✓	✓		45		
6	✓	✓		46		
7	✓	✓		47		
8	✓	✓		48		
9		✓		49		
10		✓		50		
11		✓		51		
12		✓		52		
13		✓		53		
14				54		
15				55		
16				56		
17				57		
18				58		
19				59		
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22				62		
23				63		
24				64		
25				65		
26				66		
27				67		
28				68		
29				69		
30				70		
31				71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

CAR WASH SURVEY - BIRD ROAD (AM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1		✓		41		
2	✓			42		
3	✓			43		
4		✓		44		
5		✓		45		
6		✓		46		
7		✓		47		
8		✓		48		
9	✓			49		
10	✓			50		
11		✓		51		
12		✓		52		
13		✓		53		
14		✓		54		
15		✓		55		
16	✓			56		
17		✓		57		
18	✓			58		
19		✓		59		
20	✓			60		
21		✓		61		
22		✓		62		
23		✓		63		
24		✓		64		
25		✓		65		
26		✓		66		
27		✓		67		
28		✓		68		
29	✓			69		
30		✓		70		
31		✓		71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

CAR WASH SURVEY - BIRD ROAD (PM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1		✓		41		
2		✓		42		
3	✓			43		
4		✓		44		
5	✓			45		
6		✓		46		
7	✓			47		
8		✓		48		
9		✓		49		
10		✓		50		
11	✓			51		
12		✓		52		
13		✓		53		
14	✓			54		
15		✓		55		
16		✓		56		
17		✓		57		
18		✓		58		
19		✓		59		
20		✓		60		
21		✓		61		
22		✓		62		
23		✓		63		
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25		✓		65		
26	✓			66		
27		✓		67		
28		✓		68		
29		✓		69		
30		✓		70		
31				71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

ITE TRIP GENERATION

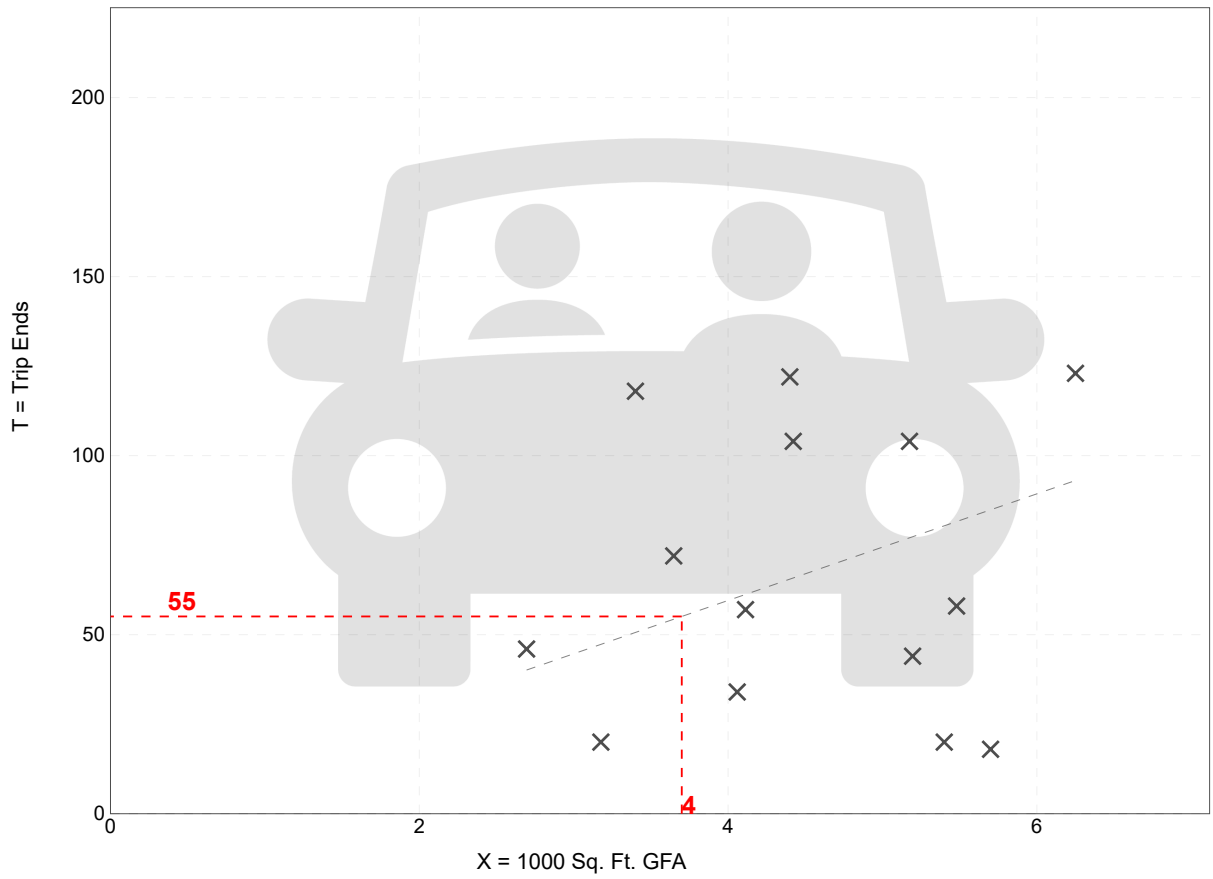
Automated Car Wash
(948)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.89	3.16 - 34.71	9.20

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

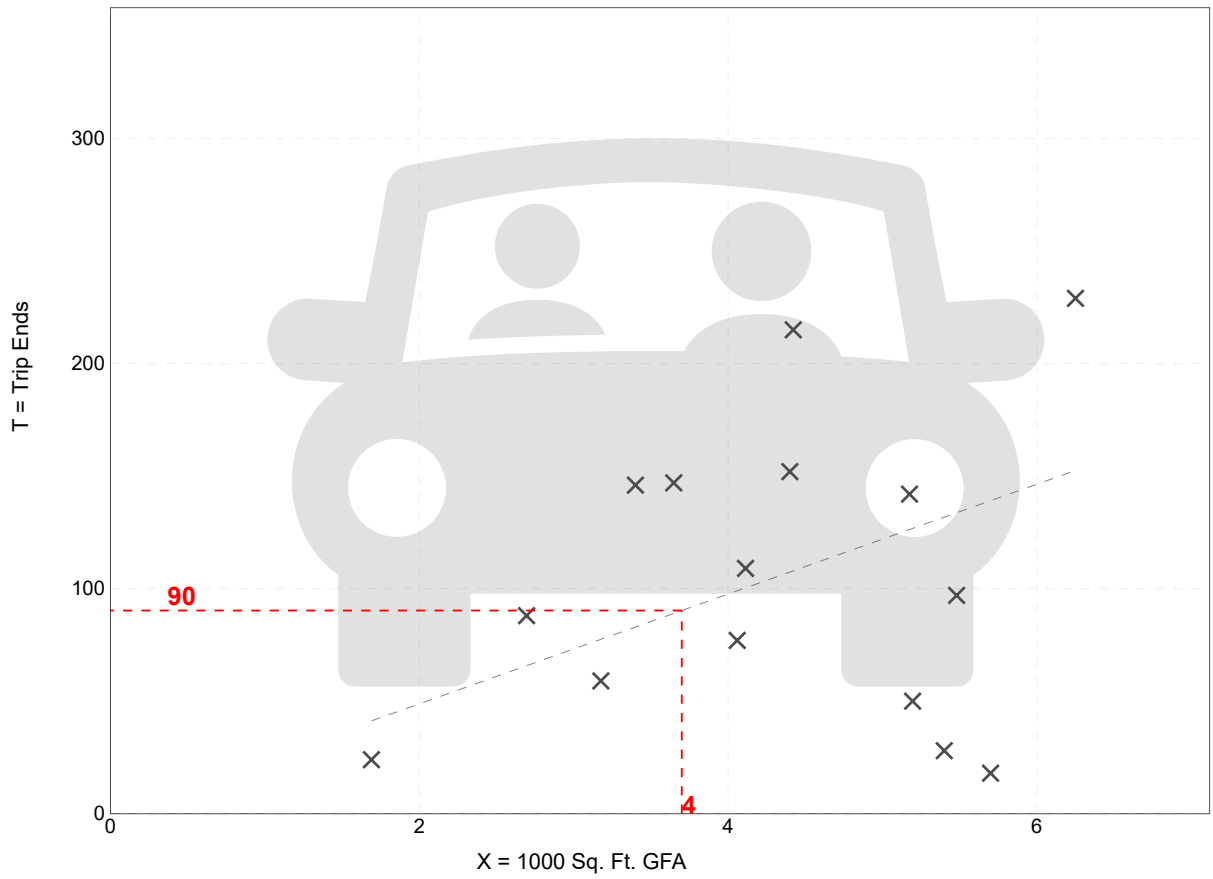
Automated Car Wash
(948)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	15
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.40	3.16 - 48.62	14.47

Data Plot and Equation



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Automated Car Wash
(948)

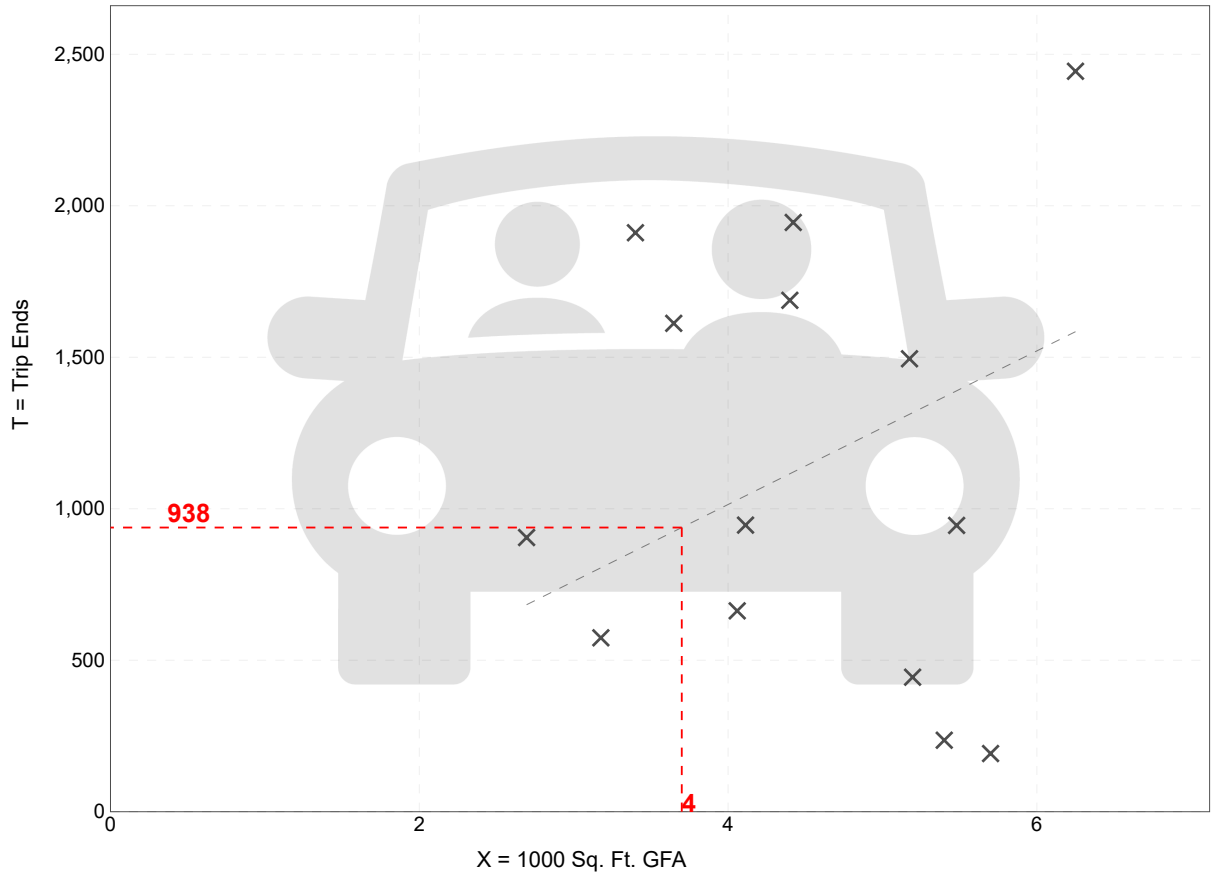
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
253.51	33.68 - 562.06	163.78

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

ATTACHMENT C

FTO HISTORICAL DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0434 - ON SR-426, 0.419 MI. W OF SR-436

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	40500 F	E 20000	W 20500	9.00	52.90	2.70
2023	40500 C	E 20000	W 20500	9.00	53.20	2.70
2022	39500 F	E 19500	W 20000	9.00	53.50	3.00
2021	40500 C	E 20000	W 20500	9.00	53.20	3.00
2020	39000 F	E 21500	W 17500	9.00	53.00	3.60
2019	41000 C	E 22500	W 18500	9.00	52.60	3.60
2018	44000 C	E 21500	W 22500	9.00	53.20	3.00
2017	46000 C	E 23000	W 23000	9.00	52.60	2.40
2016	45000 C	E 22500	W 22500	9.00	52.50	2.80
2015	45500 C	E 22500	W 23000	9.00	53.20	2.60
2014	46000 C	E 22500	W 23500	9.00	53.20	2.00
2013	44000 C	E 22000	W 22000	9.00	53.30	1.70
2012	42000 C	E 21000	W 21000	9.00	52.90	6.50
2011	37500 C	E 21000	W 16500	9.00	52.70	10.90
2010	44000 C	E 23000	W 21000	8.87	52.83	7.60
2009	42000 C	E 21000	W 21000	8.79	53.70	11.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0647 - ON SR-436, 0.336 MI. N OF SR-426 (UCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	44500 F	N 21000	S 23500	9.00	52.90	6.50
2023	44500 C	N 21000	S 23500	9.00	53.20	6.50
2022	47000 S	N 21000	S 26000	9.00	53.50	8.60
2021	48000 F	N 21500	S 26500	9.00	53.20	8.60
2020	49000 C	N 22000	S 27000	9.00	53.00	8.60
2019	61000 F	N 30000	S 31000	9.00	52.60	2.10
2018	60000 C	N 29500	S 30500	9.00	53.20	2.10
2017	55500 C	N 28000	S 27500	9.00	52.60	3.30
2016	53000 C	N 26500	S 26500	9.00	52.50	2.90
2015	44500 C	N 20500	S 24000	9.00	53.20	6.90
2014	46000 C	N 22500	S 23500	9.00	53.20	6.40
2013	51500 C	N 24500	S 27000	9.00	53.30	5.70
2012	50500 C	N 24000	S 26500	9.00	52.90	1.60
2011	54000 C	N 27000	S 27000	9.00	52.70	3.80
2010	55000 C	N 27500	S 27500	8.87	52.83	3.70
2009	50000 C	N 24500	S 25500	8.79	53.70	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX C

SURROGATE SITES

ORIGIN-DESTINATION SURVEY

CAR WASH SURVEY - FIU (AM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1		✓		41		✓
2		✓		42		✓
3	✓			43		✓
4		✓		44		✓
5	✓			45		✓
6		✓		46		✓
7		✓		47		✓
8		✓		48		✓
9	✓			49	✓	
10		✓		50		✓
11		✓		51	✓	
12		✓		52		✓
13		✓		53	✓	
14		✓		54	✓	
15		✓		55		✓
16		✓		56	✓	
17		✓		57	✓	
18	✓			58		✓
19		✓		59		✓
20		✓		60		✓
21		✓		61		✓
22		✓		62		✓
23		✓		63		✓
24		✓		64		✓
25	✓			65		✓
26		✓		66		✓
27	✓			67		✓
28		✓		68	✓	
29		✓		69		✓
30	✓			70		✓
31		✓		71	✓	
32		✓		72		✓
33	✓			73		✓
34		✓		74	✓	
35		✓		75	✓	
36	✓			76		✓
37		✓		77		✓
38		✓		78		
39	✓			79		
40		✓		80		

CAR WASH SURVEY - FIU (PM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1	✓			41	✓	
2		✓		42		✓
3		✓		43	✓	
4	✓			44		✓
5	✓			45		✓
6		✓		46		✓
7		✓		47		✓
8		✓		48	✓	
9		✓		49		✓
10		✓		50		✓
11		✓		51	✓	
12		✓		52		✓
13		✓		53		✓
14	✓			54		✓
15	✓			55	✓	
16	✓			56		✓
17		✓		57		✓
18	✓			58		✓
19		✓		59	✓	
20		✓		60		✓
21		✓		61		✓
22		✓		62		
23	✓			63		
24		✓		64		
25		✓		65		
26		✓		66		
27		✓		67		
28		✓		68		
29		✓		69		
30		✓		70		
31		✓		71		
32	✓			72		
33		✓		73		
34		✓		74		
35	✓			75		
36		✓		76		
37		✓		77		
38		✓		78		
39	✓			79		
40		✓		80		

CAR WASH SURVEY - CORAL REEF (AM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1	✓	✓		41		
2	✓	✓		42		
3	✓	✓		43		
4	✓	✓		44		
5	✓	✓		45		
6	✓	✓		46		
7	✓	✓		47		
8	✓	✓		48		
9	✓	✓		49		
10	✓	✓		50		
11	✓	✓		51		
12	✓	✓		52		
13	✓	✓		53		
14	✓	✓		54		
15	✓	✓		55		
16	✓	✓		56		
17	✓	✓		57		
18	✓	✓		58		
19	✓	✓		59		
20	✓	✓		60		
21		✓		61		
22		✓		62		
23		✓		63		
24		✓		64		
25		✓		65		
26		✓		66		
27		✓		67		
28		✓		68		
29		✓		69		
30				70		
31				71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

CAR WASH SURVEY - CORAL REEF (PM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1	✓	✓		41		
2	✓	✓		42		
3	✓	✓		43		
4	✓	✓		44		
5	✓	✓		45		
6	✓	✓		46		
7	✓	✓		47		
8	✓	✓		48		
9		✓		49		
10		✓		50		
11		✓		51		
12		✓		52		
13		✓		53		
14				54		
15				55		
16				56		
17				57		
18				58		
19				59		
20				60		
21				61		
22				62		
23				63		
24				64		
25				65		
26				66		
27				67		
28				68		
29				69		
30				70		
31				71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

CAR WASH SURVEY - BIRD ROAD (AM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1		✓		41		
2	✓			42		
3	✓			43		
4		✓		44		
5		✓		45		
6		✓		46		
7		✓		47		
8		✓		48		
9	✓			49		
10	✓			50		
11		✓		51		
12		✓		52		
13		✓		53		
14		✓		54		
15		✓		55		
16	✓			56		
17		✓		57		
18	✓			58		
19		✓		59		
20	✓			60		
21		✓		61		
22		✓		62		
23		✓		63		
24		✓		64		
25		✓		65		
26		✓		66		
27		✓		67		
28		✓		68		
29	✓			69		
30		✓		70		
31		✓		71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

CAR WASH SURVEY - BIRD ROAD (PM)

After your car wash are you going back to where you just came from?

Veh #	Yes	No		Veh #	Yes	No
1		✓		41		
2		✓		42		
3	✓			43		
4		✓		44		
5	✓			45		
6		✓		46		
7	✓			47		
8		✓		48		
9		✓		49		
10		✓		50		
11	✓			51		
12		✓		52		
13		✓		53		
14	✓			54		
15		✓		55		
16		✓		56		
17		✓		57		
18		✓		58		
19		✓		59		
20		✓		60		
21		✓		61		
22		✓		62		
23		✓		63		
24		✓		64		
25		✓		65		
26	✓			66		
27		✓		67		
28		✓		68		
29		✓		69		
30		✓		70		
31				71		
32				72		
33				73		
34				74		
35				75		
36				76		
37				77		
38				78		
39				79		
40				80		

APPENDIX D

ITE TRIP GENERATION

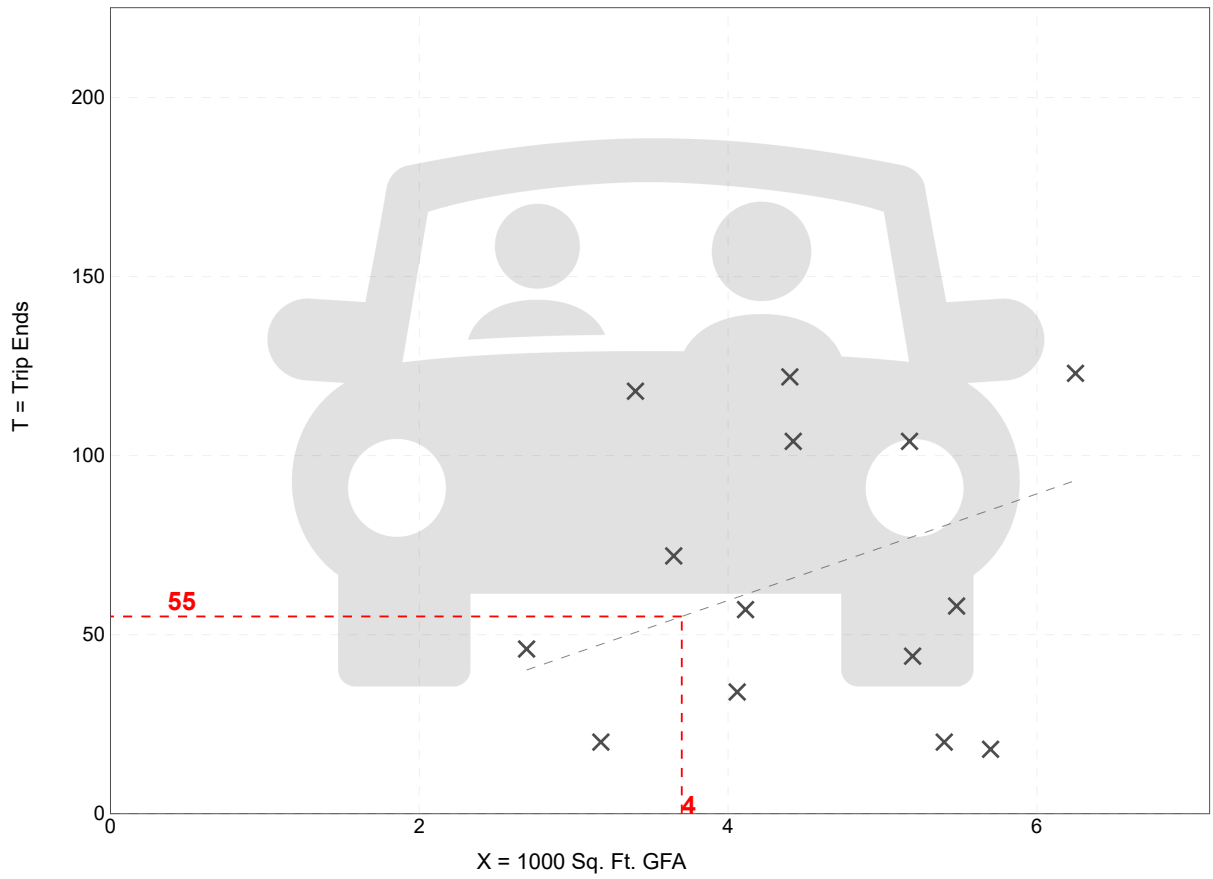
Automated Car Wash
(948)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	14
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.89	3.16 - 34.71	9.20

Data Plot and Equation



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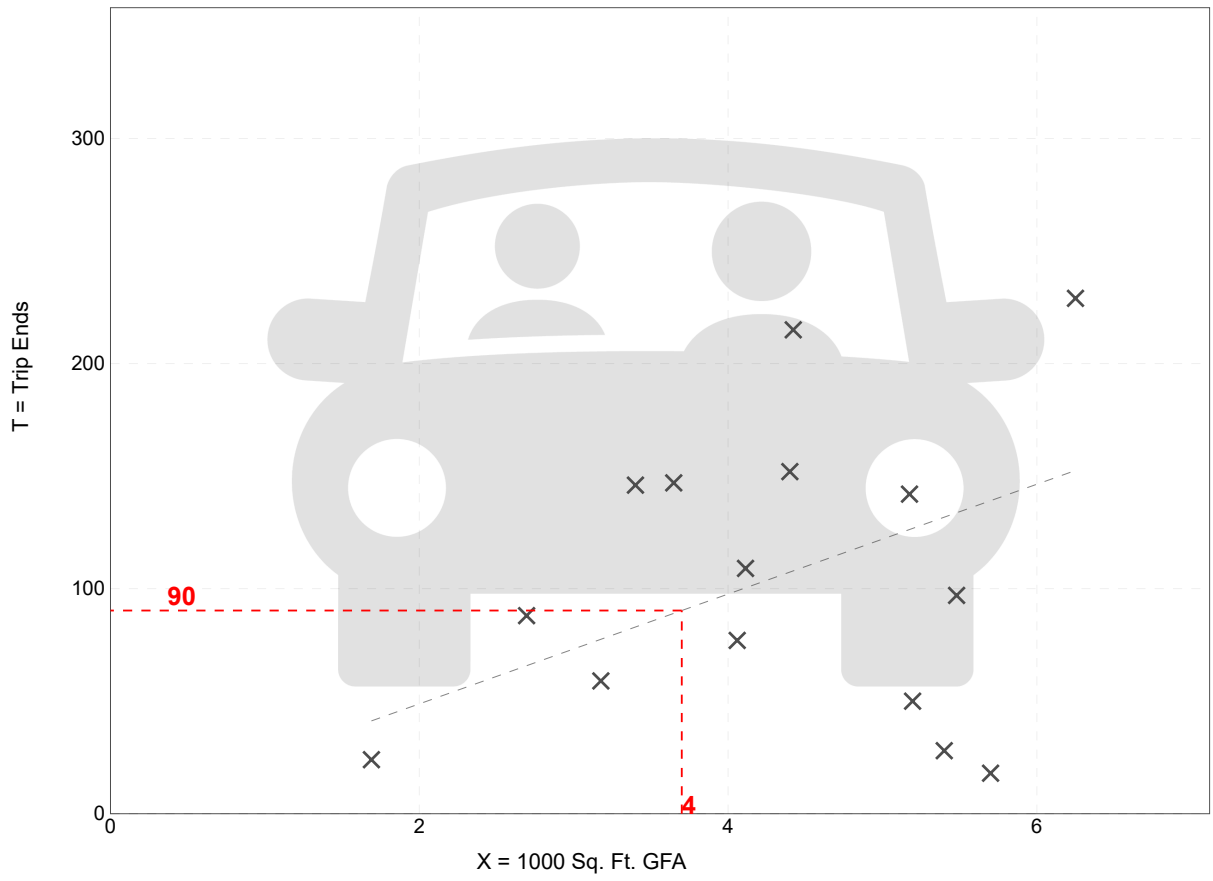
Automated Car Wash
(948)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	15
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.40	3.16 - 48.62	14.47

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Automated Car Wash
(948)

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

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
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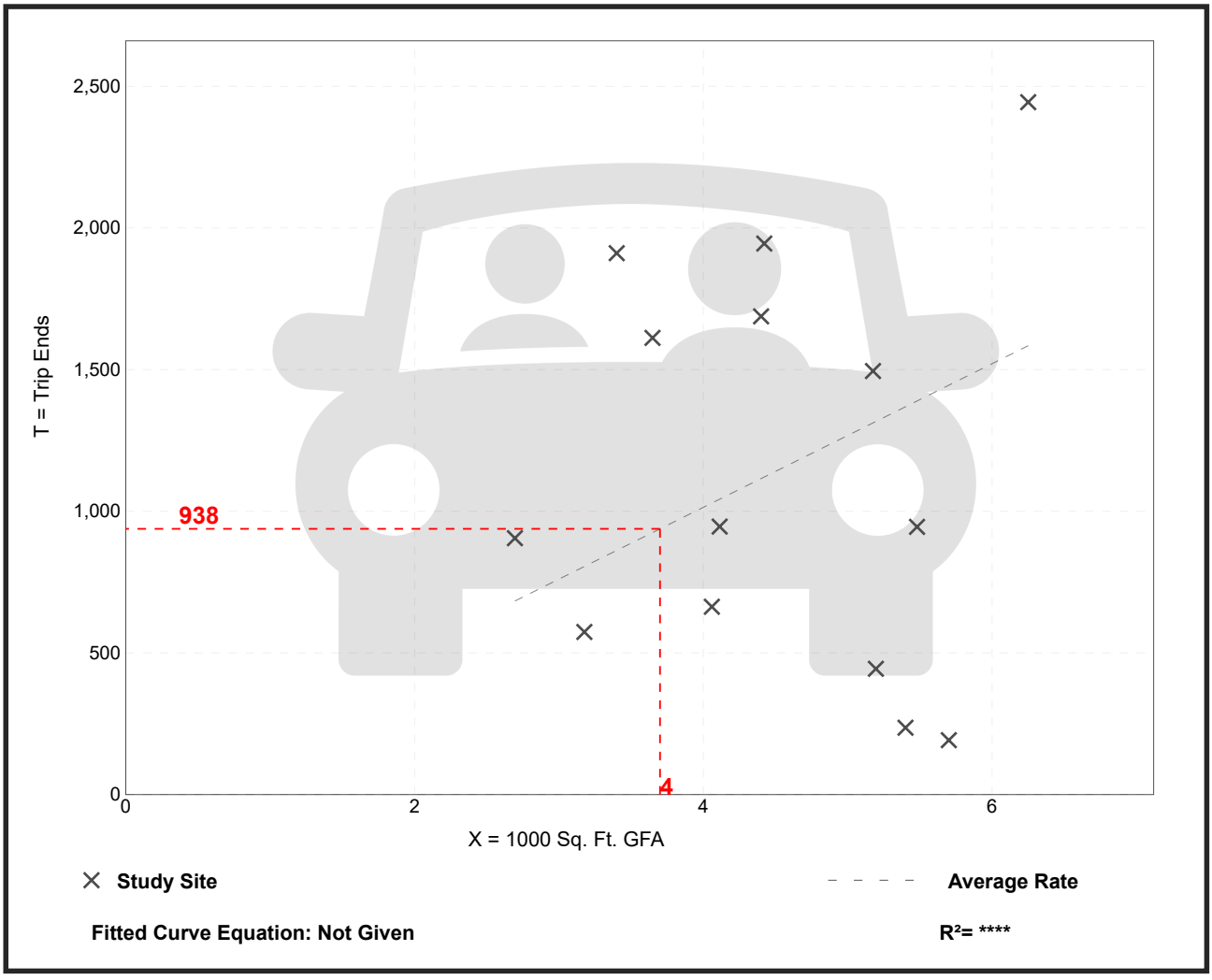
Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

APPENDIX E

FTO HISTORICAL DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0434 - ON SR-426, 0.419 MI. W OF SR-436

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	40500 F	E 20000	W 20500	9.00	52.90	2.70
2023	40500 C	E 20000	W 20500	9.00	53.20	2.70
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2021	40500 C	E 20000	W 20500	9.00	53.20	3.00
2020	39000 F	E 21500	W 17500	9.00	53.00	3.60
2019	41000 C	E 22500	W 18500	9.00	52.60	3.60
2018	44000 C	E 21500	W 22500	9.00	53.20	3.00
2017	46000 C	E 23000	W 23000	9.00	52.60	2.40
2016	45000 C	E 22500	W 22500	9.00	52.50	2.80
2015	45500 C	E 22500	W 23000	9.00	53.20	2.60
2014	46000 C	E 22500	W 23500	9.00	53.20	2.00
2013	44000 C	E 22000	W 22000	9.00	53.30	1.70
2012	42000 C	E 21000	W 21000	9.00	52.90	6.50
2011	37500 C	E 21000	W 16500	9.00	52.70	10.90
2010	44000 C	E 23000	W 21000	8.87	52.83	7.60
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AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0647 - ON SR-436, 0.336 MI. N OF SR-426 (UCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2023	44500 C	N 21000	S 23500	9.00	53.20	6.50
2022	47000 S	N 21000	S 26000	9.00	53.50	8.60
2021	48000 F	N 21500	S 26500	9.00	53.20	8.60
2020	49000 C	N 22000	S 27000	9.00	53.00	8.60
2019	61000 F	N 30000	S 31000	9.00	52.60	2.10
2018	60000 C	N 29500	S 30500	9.00	53.20	2.10
2017	55500 C	N 28000	S 27500	9.00	52.60	3.30
2016	53000 C	N 26500	S 26500	9.00	52.50	2.90
2015	44500 C	N 20500	S 24000	9.00	53.20	6.90
2014	46000 C	N 22500	S 23500	9.00	53.20	6.40
2013	51500 C	N 24500	S 27000	9.00	53.30	5.70
2012	50500 C	N 24000	S 26500	9.00	52.90	1.60
2011	54000 C	N 27000	S 27000	9.00	52.70	3.80
2010	55000 C	N 27500	S 27500	8.87	52.83	3.70
2009	50000 C	N 24500	S 25500	8.79	53.70	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX F

FDOT GENERALIZED SERVICE VOLUME TABLES

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

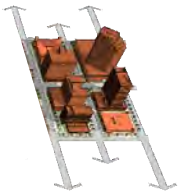
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

APPENDIX G

SURROGATES SITES SALES DATA

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Fri, 05/12/2023
Thru Fri, 05/12/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.08	0.00	94862.30	0.68	0.00	0.0%
6:00 am	0	0.00	2.50	0.00	0.00	34.54	0.00	0.0%
7:00 am	42	1.27	3.22	13.06	16.64	36.30	0.86	67.8%
8:00 am	73	1.25	4.05	18.02	22.47	42.64	0.58	46.9%
9:00 am	62	2.15	5.00	12.40	26.70	42.64	0.69	31.9%
10:00 am	85	2.68	5.00	17.00	45.59	42.64	0.50	18.7%
11:00 am	87	1.70	5.00	17.40	29.55	42.64	0.49	28.9%
12:00 pm	81	3.16	4.28	18.91	59.83	42.64	0.53	16.8%
1:00 pm	79	2.36	4.82	16.40	38.72	42.78	0.54	22.9%
2:00 pm	81	2.70	4.90	16.53	44.64	41.70	0.51	19.1%
3:00 pm	76	0.99	5.13	14.81	14.61	34.54	0.45	46.1%
4:00 pm	101	1.71	5.00	20.20	34.60	34.54	0.34	20.0%
5:00 pm	89	1.22	4.17	21.36	26.16	34.54	0.39	31.7%
6:00 pm	108	2.08	4.13	26.13	54.37	16.47	0.15	7.3%
7:00 pm	99	2.41	3.50	28.29	68.07	8.10	0.08	3.4%
8:00 pm	77	2.88	4.00	19.25	55.50	8.10	0.11	3.6%
9:00 pm	0	0.00	2.18	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	1.38	0.00	0.00	5.67	0.00	0.0%
Average Hour:	63	9.00	3.80	16.68	150.10	28.85	0.46	5.1%
Average Day:	1140	9.00	68.35	16.68	150.10	519.24	0.46	5.1%
Range Total:	1140	9.00	68.35	16.68	150.10	519.24	0.46	5.1%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Thu, 05/11/2023
Thru Thu, 05/11/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	1	236.51	1.60	0.63	147.82	6.48	6.48	2.7%
7:00 am	37	0.81	2.20	16.82	13.64	9.72	0.26	32.4%
8:00 am	61	2.05	3.93	15.51	31.78	40.88	0.67	32.7%
9:00 am	65	0.95	4.00	16.25	15.50	42.64	0.66	68.8%
10:00 am	70	2.59	4.00	17.50	45.31	42.64	0.61	23.5%
11:00 am	86	1.81	4.00	21.50	38.88	42.64	0.50	27.4%
12:00 pm	78	1.33	3.52	22.18	29.43	42.64	0.55	41.2%
1:00 pm	61	1.47	4.00	15.25	22.38	42.64	0.70	47.6%
2:00 pm	47	2.61	4.28	10.97	28.66	37.38	0.80	30.4%
3:00 pm	77	0.55	4.03	19.09	10.41	33.87	0.44	80.6%
4:00 pm	91	1.79	4.00	22.75	40.75	34.54	0.38	21.2%
5:00 pm	103	0.94	3.45	29.86	28.06	20.00	0.19	20.7%
6:00 pm	94	2.42	3.00	31.33	75.92	8.10	0.09	3.6%
7:00 pm	97	1.54	3.00	32.33	49.83	8.10	0.08	5.4%
8:00 pm	82	1.57	3.00	27.33	42.83	8.10	0.10	6.3%
9:00 pm	0	0.00	2.43	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	1.70	0.00	0.00	6.89	0.00	0.0%
Average Hour:	62	10.07	3.30	18.70	188.36	25.61	0.41	4.1%
Average Day:	1050	10.07	56.15	18.70	188.36	435.34	0.41	4.1%
Range Total:	1050	10.07	56.15	18.70	188.36	435.34	0.41	4.1%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Leader, Maint. Dept., Management, New Site Opening, Off)

From Wed, 05/10/2023
Thru Wed, 05/10/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	1	453.94	1.82	0.55	249.87	7.43	7.43	1.6%
7:00 am	35	0.00	2.17	16.15	0.00	9.45	0.27	0.0%
8:00 am	70	1.46	3.00	23.33	34.11	16.20	0.23	15.8%
9:00 am	81	1.48	4.00	20.25	29.88	16.20	0.20	13.6%
10:00 am	80	1.14	4.97	16.11	18.32	41.76	0.52	45.9%
11:00 am	62	1.88	5.00	12.40	23.25	42.64	0.69	36.7%
12:00 pm	72	3.54	4.08	17.63	62.39	42.64	0.59	16.7%
1:00 pm	76	2.32	5.05	15.05	34.92	42.78	0.56	24.3%
2:00 pm	70	1.63	5.32	13.17	21.49	44.40	0.63	38.9%
3:00 pm	62	1.74	4.27	14.53	25.33	34.54	0.56	32.0%
4:00 pm	85	1.10	4.82	17.65	19.46	34.54	0.41	36.8%
5:00 pm	100	2.11	4.33	23.08	48.72	16.91	0.17	8.0%
6:00 pm	107	1.16	4.00	26.75	31.13	8.10	0.08	6.5%
7:00 pm	107	1.86	4.00	26.75	49.69	8.10	0.08	4.1%
8:00 pm	66	2.47	4.00	16.50	40.75	8.10	0.12	5.0%
9:00 pm	1	0.00	2.22	0.45	0.00	8.10	8.10	0.0%
10:00 pm	0	0.00	1.67	0.00	0.00	6.75	0.00	0.0%
Average Hour:	63	9.75	3.81	16.62	161.96	22.86	0.36	3.7%
Average Day:	1075	9.75	64.70	16.62	161.96	388.63	0.36	3.7%
Range Total:	1075	9.75	64.70	16.62	161.96	388.63	0.36	3.7%

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Tue, 05/09/2023
Thru Tue, 05/09/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	1.20	0.00	5996.21	12.32	0.00	0.2%
6:00 am	0	0.00	3.00	0.00	141.49	34.54	0.00	8.1%
7:00 am	24	1.95	3.13	7.66	14.92	35.62	1.48	76.2%
8:00 am	73	1.67	4.03	18.10	30.20	42.64	0.58	35.0%
9:00 am	90	1.59	5.00	18.00	28.70	42.64	0.47	29.7%
10:00 am	85	3.11	5.85	14.53	45.26	49.53	0.58	18.7%
11:00 am	76	1.64	6.00	12.67	20.83	50.74	0.67	40.6%
12:00 pm	80	2.70	5.42	14.77	39.92	35.32	0.44	16.3%
1:00 pm	87	2.80	4.20	20.71	58.08	17.69	0.20	7.3%
2:00 pm	65	3.38	4.30	15.12	51.05	18.90	0.29	8.6%
3:00 pm	64	1.42	3.30	19.39	27.58	8.10	0.13	8.9%
4:00 pm	88	1.26	3.78	23.26	29.25	8.10	0.09	7.3%
5:00 pm	88	1.08	4.00	22.00	23.65	8.10	0.09	8.6%
6:00 pm	94	1.23	3.35	28.06	34.48	8.10	0.09	7.0%
7:00 pm	105	0.59	3.95	26.58	15.63	8.10	0.08	13.1%
8:00 pm	79	1.10	3.50	22.57	24.86	4.18	0.05	4.8%
9:00 pm	0	0.00	2.58	0.00	0.00	10.13	0.00	0.0%
Average Hour:	65	8.71	3.92	16.49	143.57	23.22	0.36	4.1%
Average Day:	1098	8.71	66.60	16.49	143.57	394.74	0.36	4.1%
Range Total:	1098	8.71	66.60	16.49	143.57	394.74	0.36	4.1%

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept. Management, New Site Opening, Off)

From Mon, 05/08/2023
Thru Mon, 05/08/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.07	0.00	117468.82	0.54	0.00	0.0%
6:00 am	1	823.96	1.03	0.97	797.41	8.10	8.10	1.0%
7:00 am	31	0.65	2.00	15.50	10.00	8.10	0.26	40.5%
8:00 am	73	1.02	2.07	35.32	36.08	8.10	0.11	10.9%
9:00 am	84	1.92	3.00	28.00	53.75	8.10	0.10	5.0%
10:00 am	86	1.23	3.00	28.67	35.33	8.10	0.09	7.6%
11:00 am	89	1.77	3.00	29.67	52.53	8.10	0.09	5.1%
12:00 pm	78	1.77	2.53	30.79	54.38	8.10	0.10	5.9%
1:00 pm	78	1.18	2.70	28.89	33.98	8.10	0.10	8.8%
2:00 pm	99	0.67	3.18	31.10	20.73	8.24	0.08	12.5%
3:00 pm	80	0.83	4.15	19.28	16.09	8.10	0.10	12.1%
4:00 pm	86	1.79	4.00	21.50	38.44	8.10	0.09	5.3%
5:00 pm	101	1.82	3.03	33.30	60.66	8.10	0.08	4.4%
6:00 pm	103	1.76	3.95	26.08	45.89	8.10	0.08	4.5%
7:00 pm	112	1.19	4.00	28.00	33.44	8.10	0.07	6.1%
8:00 pm	89	2.67	3.02	29.50	78.88	8.10	0.09	3.4%
9:00 pm	0	0.00	2.05	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	0.17	0.00	0.00	0.68	0.00	0.0%
Average Hour:	66	8.77	2.61	25.35	222.19	7.28	0.11	1.3%
Average Day:	1190	8.77	46.95	25.35	222.18	130.95	0.11	1.3%
Range Total:	1190	8.77	46.95	25.35	222.18	130.95	0.11	1.3%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Sun, 05/07/2023
Thru Sun, 05/07/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.08	0.00	94208.04	0.68	0.00	0.0%
6:00 am	0	0.00	1.87	0.00	0.00	8.10	0.00	0.0%
7:00 am	17	2.06	3.00	5.67	11.67	8.10	0.48	23.1%
8:00 am	39	2.49	3.93	9.92	24.66	8.10	0.21	8.4%
9:00 am	54	0.37	4.00	13.50	5.00	8.10	0.15	40.5%
10:00 am	62	1.63	4.00	15.50	25.25	8.10	0.13	8.0%
11:00 am	86	1.96	4.00	21.50	42.19	8.10	0.09	4.8%
12:00 pm	97	2.40	3.60	26.94	64.63	8.10	0.08	3.5%
1:00 pm	101	3.31	3.95	25.57	84.65	8.10	0.08	2.4%
2:00 pm	105	2.08	4.40	23.86	49.55	9.99	0.10	4.6%
3:00 pm	98	2.24	4.00	24.50	54.94	8.10	0.08	3.7%
4:00 pm	89	2.59	3.62	24.61	63.80	8.10	0.09	3.5%
5:00 pm	107	1.95	4.00	26.75	52.19	8.10	0.08	3.9%
6:00 pm	108	2.67	3.50	30.86	82.29	8.10	0.08	2.8%
7:00 pm	113	1.61	3.53	31.98	51.51	8.10	0.07	4.5%
8:00 pm	68	2.47	4.00	17.00	41.94	8.10	0.12	4.8%
9:00 pm	1	10.00	2.40	0.42	4.17	8.10	8.10	81.0%
10:00 pm	0	0.00	1.00	0.00	0.00	8.10	0.00	0.0%
11:00 pm	0	0.00	0.70	0.00	0.00	5.67	0.00	0.0%
Average Hour:	60	9.05	3.14	19.22	173.89	7.68	0.13	1.4%
Average Day:	1145	9.05	59.58	19.22	173.90	145.94	0.13	1.4%
Range Total:	1145	9.05	59.58	19.22	173.90	145.94	0.13	1.4%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Sat, 05/06/2023
Thru Sat, 05/06/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	0.08	0.00	0.00	0.68	0.00	0.0%
7:00 am	47	2.53	3.48	13.49	34.09	21.76	0.46	18.3%
8:00 am	96	2.65	4.97	19.33	51.31	34.54	0.36	13.6%
9:00 am	102	2.92	5.00	20.40	59.55	34.54	0.34	11.6%
10:00 am	105	2.35	5.38	19.50	45.79	34.54	0.33	14.0%
11:00 am	100	3.10	6.00	16.67	51.67	34.54	0.35	11.1%
12:00 pm	101	3.55	5.55	18.20	64.68	34.54	0.34	9.6%
1:00 pm	91	1.96	5.63	16.15	31.63	35.35	0.39	19.8%
2:00 pm	100	3.57	7.07	14.15	50.48	35.49	0.35	9.9%
3:00 pm	102	2.32	6.12	16.68	38.72	34.54	0.34	14.6%
4:00 pm	99	2.66	5.43	18.22	48.45	28.81	0.29	10.9%
5:00 pm	74	3.31	4.82	15.36	50.86	8.10	0.11	3.3%
6:00 pm	100	1.78	4.23	23.62	42.00	8.10	0.08	4.6%
7:00 pm	77	2.31	4.00	19.25	44.50	8.10	0.11	4.6%
8:00 pm	53	2.42	4.00	13.25	32.13	8.10	0.15	6.3%
9:00 pm	1	0.00	2.02	0.50	0.00	8.10	8.10	0.0%
10:00 pm	0	0.00	0.13	0.00	0.00	0.54	0.00	0.0%
Average Hour:	73	9.11	4.35	16.88	153.80	21.79	0.30	3.3%
Average Day:	1248	9.11	73.92	16.88	153.79	370.36	0.30	3.3%
Range Total:	1248	9.11	73.92	16.88	153.79	370.36	0.30	3.3%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Fri, 05/05/2023
Thru Fri, 05/05/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.12	0.00	71909.08	0.95	0.00	0.0%
6:00 am	0	0.00	1.32	0.00	735.45	8.10	0.00	0.8%
7:00 am	34	1.38	2.00	17.00	23.38	8.10	0.24	17.3%
8:00 am	67	1.49	3.93	17.03	25.42	8.10	0.12	8.1%
9:00 am	75	1.41	4.62	16.25	22.96	24.40	0.33	23.0%
10:00 am	81	1.08	5.00	16.20	17.49	34.54	0.43	39.5%
11:00 am	84	2.47	4.35	19.31	47.70	29.28	0.35	14.1%
12:00 pm	84	3.51	4.73	17.75	62.22	34.54	0.41	11.7%
1:00 pm	94	2.50	5.03	18.68	46.74	34.81	0.37	14.8%
2:00 pm	109	1.83	5.42	20.12	36.82	37.51	0.34	18.8%
3:00 pm	87	2.49	5.07	17.17	42.68	34.54	0.40	16.0%
4:00 pm	114	2.01	5.00	22.80	45.75	34.54	0.30	15.1%
5:00 pm	90	1.46	4.13	21.77	31.88	11.63	0.13	8.8%
6:00 pm	115	2.08	3.90	29.49	61.22	8.10	0.07	3.4%
7:00 pm	115	2.66	3.15	36.51	97.22	8.10	0.07	2.6%
8:00 pm	69	0.29	3.05	22.62	6.56	8.10	0.12	40.5%
9:00 pm	4	8.03	2.37	1.69	13.56	8.10	2.03	25.2%
10:00 pm	0	0.00	0.82	0.00	0.00	3.38	0.00	0.0%
Average Hour:	68	9.67	3.56	19.09	184.54	18.71	0.28	2.9%
Average Day:	1222	9.67	64.00	19.09	184.55	336.81	0.28	2.9%
Range Total:	1222	9.67	64.00	19.09	184.55	336.81	0.28	2.9%

CamScanner

All/Paid Labor Statistics

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Fri, 05/05/2023
Thru Fri, 05/05/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.12	0.00	71909.08	0.95	0.00	0.0%
6:00 am	0	0.00	1.32	0.00	735.45	8.10	0.00	0.8%
7:00 am	34	1.38	2.00	17.00	23.38	8.10	0.24	17.3%
8:00 am	67	1.49	3.93	17.03	25.42	8.10	0.12	8.1%
9:00 am	75	1.41	4.62	16.25	22.96	24.40	0.33	23.0%
10:00 am	81	1.08	5.00	16.20	17.49	34.54	0.43	39.5%
11:00 am	84	2.47	4.35	19.31	47.70	29.28	0.35	14.1%
12:00 pm	84	3.51	4.73	17.75	62.22	34.54	0.41	11.7%
1:00 pm	94	2.50	5.03	18.68	46.74	34.81	0.37	14.8%
2:00 pm	109	1.83	5.42	20.12	36.82	37.51	0.34	18.8%
3:00 pm	87	2.49	5.07	17.17	42.68	34.54	0.40	16.0%
4:00 pm	114	2.01	5.00	22.80	45.75	34.54	0.30	15.1%
5:00 pm	90	1.46	4.13	21.77	31.88	11.63	0.13	8.8%
6:00 pm	115	2.08	3.90	29.49	61.22	8.10	0.07	3.4%
7:00 pm	115	2.66	3.15	36.51	97.22	8.10	0.07	2.6%
8:00 pm	69	0.29	3.05	22.62	6.56	8.10	0.12	40.5%
9:00 pm	4	8.03	2.37	1.69	13.56	8.10	2.03	25.2%
10:00 pm	0	0.00	0.82	0.00	0.00	3.38	0.00	0.0%
Average Hour:	68	9.67	3.56	19.09	184.54	18.71	0.28	2.9%
Average Day:	1222	9.67	64.00	19.09	184.55	336.81	0.28	2.9%
Range Total:	1222	9.67	64.00	19.09	184.55	336.81	0.28	2.9%

CamScanner

All/Paid Labor Statistics

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Thu, 05/04/2023
Thru Thu, 05/04/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	1	505.44	1.45	0.69	348.58	6.89	6.89	1.4%
7:00 am	23	0.70	2.17	10.62	7.38	9.45	0.41	59.1%
8:00 am	69	0.58	3.50	19.71	11.43	29.42	0.43	73.6%
9:00 am	71	2.17	4.00	17.75	38.44	42.64	0.60	27.7%
10:00 am	64	2.49	4.00	16.00	39.88	42.64	0.67	26.7%
11:00 am	93	2.16	4.00	23.25	50.31	42.64	0.46	21.2%
12:00 pm	75	1.29	3.30	22.73	29.32	42.64	0.57	44.1%
1:00 pm	87	2.14	3.15	27.62	59.12	42.78	0.49	23.0%
2:00 pm	79	2.60	6.32	12.51	32.53	44.80	0.57	21.8%
3:00 pm	80	2.35	5.65	14.16	33.23	37.40	0.47	19.9%
4:00 pm	97	1.72	4.00	24.25	41.82	8.10	0.08	4.8%
5:00 pm	118	1.50	4.62	25.56	38.28	8.10	0.07	4.6%
6:00 pm	95	1.56	4.88	19.45	30.41	8.10	0.09	5.5%
7:00 pm	103	2.02	4.62	22.31	45.08	8.10	0.08	3.9%
8:00 pm	99	1.56	5.00	19.80	30.95	8.10	0.08	5.2%
9:00 pm	1	0.00	3.40	0.29	0.00	8.10	8.10	0.0%
10:00 pm	0	0.00	0.42	0.00	0.00	1.76	0.00	0.0%
Average Hour:	68	10.12	3.79	17.92	181.36	23.04	0.34	3.3%
Average Day:	1155	10.12	64.47	17.92	181.36	391.64	0.34	3.3%
Range Total:	1155	10.12	64.47	17.92	181.36	391.64	0.34	3.3%

CamScanner

All/Paid Labor Statistics

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Wed, 05/03/2023
Thru Wed, 05/03/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
12:00 am	0	0.00	0.85	0.00	0.00	0.00	0.00	0.0%
1:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
2:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
3:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
4:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
5:00 am	0	0.00	0.55	0.00	14622.20	7.51	0.00	0.1%
6:00 am	0	0.00	2.92	0.00	0.00	34.54	0.00	0.0%
7:00 am	19	1.37	3.30	5.76	7.88	36.97	1.95	142.2%
8:00 am	69	1.52	4.00	17.25	26.30	42.64	0.62	40.5%
9:00 am	73	1.96	4.90	14.90	29.13	42.64	0.58	29.9%
10:00 am	71	2.10	5.00	14.20	29.75	42.64	0.60	28.7%
11:00 am	74	3.88	5.00	14.80	57.37	42.64	0.58	14.9%
12:00 pm	71	1.89	4.67	15.21	28.82	42.64	0.60	31.7%
1:00 pm	73	1.27	5.23	13.95	17.72	44.53	0.61	48.0%
2:00 pm	63	2.42	4.43	14.21	34.35	26.34	0.42	17.3%
3:00 pm	83	2.44	3.27	25.41	61.97	8.10	0.10	4.0%
4:00 pm	83	1.14	4.00	20.75	23.71	8.10	0.10	8.5%
5:00 pm	81	1.89	4.00	20.25	38.25	8.10	0.10	5.3%
6:00 pm	101	1.08	3.82	26.46	28.69	8.10	0.08	7.4%
7:00 pm	80	1.96	3.20	25.00	49.02	8.10	0.10	5.2%
8:00 pm	79	1.58	3.80	20.79	32.76	8.10	0.10	6.5%
9:00 pm	0	0.00	2.43	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	2.00	0.00	0.00	8.10	0.00	0.0%
11:00 pm	0	0.00	0.70	0.00	0.00	2.84	0.00	0.0%
Average Hour:	43	9.78	2.84	14.99	146.51	17.95	0.42	4.3%
Average Day:	1020	9.78	68.07	14.99	146.51	430.72	0.42	4.3%
Range Total:	1020	9.78	68.07	14.99	146.51	430.72	0.42	4.3%

Report Generated on 05/17/2023 5:46:26 pm by BURGOS, GLORY at ECW 10 - S Kendall/Zoo Miami

CamScanner

S Kendall/Zoo Miami
North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Mon, 05/01/2023
Thru Mon, 05/01/2023

Total Cars	Sales $/ Total Cars	Labor Hours	Cars/	Sales $/	Labor	Labor $/

All/Paid Labor Statistics

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Tue, 05/02/2023
Thru Tue, 05/02/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.45	0.00	18756.98	0.00	0.00	0.0%
6:00 am	0	0.00	0.82	0.00	1593.57	0.41	0.00	0.0%
7:00 am	25	2.11	1.65	15.15	31.99	22.84	0.91	43.3%
8:00 am	58	1.21	3.00	19.33	23.33	42.64	0.74	60.9%
9:00 am	74	1.82	3.93	18.81	34.20	42.64	0.58	31.7%
10:00 am	69	2.41	4.00	17.25	41.56	42.64	0.62	25.6%
11:00 am	84	3.34	4.00	21.00	70.19	45.50	0.54	16.2%
12:00 pm	73	1.89	4.00	18.25	34.53	57.28	0.78	41.5%
1:00 pm	76	1.26	4.00	19.00	23.88	59.91	0.79	62.7%
2:00 pm	70	2.35	4.63	15.11	35.56	58.29	0.83	35.4%
3:00 pm	79	1.30	4.13	19.11	24.92	47.76	0.60	46.4%
4:00 pm	82	2.16	5.00	16.40	35.45	47.76	0.58	26.9%
5:00 pm	101	1.20	4.38	23.04	27.60	23.30	0.23	19.3%
6:00 pm	93	2.29	4.00	23.25	53.19	8.10	0.09	3.8%
7:00 pm	82	2.29	3.45	23.77	54.35	8.10	0.10	4.3%
8:00 pm	16	1.25	3.58	4.47	5.58	11.95	0.75	59.7%
9:00 pm	0	0.00	2.82	0.00	0.00	12.15	0.00	0.0%
10:00 pm	0	0.00	2.00	0.00	0.00	12.15	0.00	0.0%
Average Hour:	55	11.88	3.33	16.41	194.92	30.19	0.55	4.7%
Average Day:	982	11.88	59.85	16.41	194.93	543.42	0.55	4.7%
Range Total:	982	11.88	59.85	16.41	194.93	543.42	0.55	4.7%

Report Generated on 05/17/2023 5:45:55 pm by BURGOS, GLORY at ECW 10 - S Kendall/Zoo Miami

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Mon, 05/01/2023
Thru Mon, 05/01/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	1.30	0.00	0.00	7.29	0.00	0.0%
7:00 am	35	1.51	2.22	15.79	23.80	9.86	0.28	18.7%
8:00 am	65	1.73	3.00	21.67	37.58	16.20	0.25	14.4%
9:00 am	68	1.13	3.93	17.29	19.58	16.20	0.24	21.0%
10:00 am	83	1.93	4.00	20.75	40.07	16.20	0.20	10.1%
11:00 am	97	3.40	4.00	24.25	82.50	16.20	0.17	4.9%
12:00 pm	71	1.30	3.48	20.38	26.41	16.20	0.23	17.6%
1:00 pm	78	2.53	2.98	26.15	66.24	10.53	0.14	5.3%
2:00 pm	78	1.51	3.83	20.35	30.72	13.77	0.18	11.7%
3:00 pm	81	2.18	3.93	20.59	44.94	8.10	0.10	4.6%
4:00 pm	98	1.74	4.00	24.50	42.69	8.10	0.08	4.7%
5:00 pm	84	1.43	3.47	24.23	34.62	8.10	0.10	6.8%
6:00 pm	92	1.44	3.47	26.54	38.29	8.10	0.09	6.1%
7:00 pm	108	0.82	3.88	27.81	22.85	8.10	0.08	9.1%
8:00 pm	80	1.53	3.07	26.09	40.03	8.10	0.10	6.6%
9:00 pm	0	0.00	2.42	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	2.00	0.00	0.00	8.10	0.00	0.0%
11:00 pm	0	0.00	0.60	0.00	0.00	2.43	0.00	0.0%
Average Hour:	62	9.58	3.09	20.11	192.66	10.54	0.17	1.8%
Average Day:	1118	9.58	55.58	20.11	192.66	189.68	0.17	1.8%
Range Total:	1118	9.58	55.58	20.11	192.66	189.68	0.17	1.8%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, OP

From Sun, 04/30/2023
Thru Sun, 04/30/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	1.05	0.00	0.00	7.56	0.00	0.0%
7:00 am	26	0.77	2.02	12.89	9.92	8.10	0.31	40.5%
8:00 am	64	1.97	3.45	18.55	36.52	8.10	0.13	6.4%
9:00 am	58	1.41	4.00	14.50	20.44	8.10	0.14	9.9%
10:00 am	46	1.80	3.75	12.27	22.07	8.10	0.18	9.8%
11:00 am	26	0.00	3.20	8.13	0.00	8.10	0.31	0.0%
12:00 pm	43	1.28	3.67	11.73	15.00	8.10	0.19	14.7%
1:00 pm	49	1.73	3.00	16.33	28.33	8.10	0.17	9.5%
2:00 pm	56	2.59	4.25	13.18	34.18	9.18	0.16	6.3%
3:00 pm	72	1.84	4.00	18.00	33.06	8.10	0.11	6.1%
4:00 pm	94	1.90	4.00	23.50	44.75	8.10	0.09	4.5%
5:00 pm	100	2.08	3.78	26.43	54.87	8.10	0.08	3.9%
6:00 pm	93	1.72	4.00	23.25	39.88	8.10	0.09	5.1%
7:00 pm	99	1.44	3.83	25.83	37.24	8.10	0.08	5.7%
8:00 pm	59	0.61	3.63	16.24	9.91	8.10	0.14	22.5%
9:00 pm	1	0.00	2.07	0.48	0.00	8.10	8.10	0.0%
10:00 pm	0	0.00	1.50	0.00	0.00	6.08	0.00	0.0%
Average Hour:	52	2.18	3.25	16.05	35.02	8.01	0.15	7.0%
Average Day:	886	2.18	55.20	16.05	35.02	136.22	0.15	7.0%
Range Total:	886	2.18	55.20	16.05	35.02	136.22	0.15	7.0%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Sat, 04/29/2023
Thru Sat, 04/29/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.17	0.00	4238.93	0.81	0.00	0.1%
6:00 am	0	0.00	2.75	0.00	0.00	26.61	0.00	0.0%
7:00 am	37	1.65	4.00	9.25	15.25	34.54	0.93	56.6%
8:00 am	75	2.30	4.97	15.10	34.78	34.54	0.46	20.0%
9:00 am	98	2.35	5.12	19.15	45.02	34.54	0.35	15.0%
10:00 am	92	2.78	6.00	15.33	42.59	34.54	0.38	13.5%
11:00 am	98	2.15	5.55	17.66	37.97	34.54	0.35	16.4%
12:00 pm	84	3.10	5.82	14.44	44.83	33.87	0.40	13.0%
1:00 pm	99	2.50	5.13	19.29	48.17	30.76	0.31	12.4%
2:00 pm	89	2.55	6.42	13.87	35.42	35.81	0.40	15.8%
3:00 pm	93	2.15	4.00	23.25	49.94	8.10	0.09	4.1%
4:00 pm	92	3.02	4.00	23.00	69.50	8.10	0.09	2.9%
5:00 pm	91	2.17	3.55	25.63	55.63	8.10	0.09	4.1%
6:00 pm	92	2.39	3.23	28.45	67.89	8.10	0.09	3.7%
7:00 pm	95	1.44	3.00	31.67	45.58	8.10	0.09	5.9%
8:00 pm	26	2.57	2.75	9.45	24.27	8.10	0.31	12.1%
9:00 pm	0	0.00	1.25	0.00	0.00	2.03	0.00	0.0%
10:00 pm	0	0.00	0.28	0.00	0.00	0.00	0.00	0.0%
Average Hour:	65	2.99	3.78	17.08	51.05	19.51	0.30	10.1%
Average Day:	1161	2.99	67.98	17.08	51.05	351.18	0.30	10.1%
Range Total:	1161	2.99	67.98	17.08	51.05	351.18	0.30	10.1%

Report Generated on 05/17/2023 5:43:38 pm by BURGOS, GLORY at ECW 10 - S Kendall/Zoo Miami

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 03 - North Hialeah

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Fri, 04/28/2023
Thru Fri, 04/28/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	1.45	0.00	17555.45	17.14	0.00	0.1%
7:00 am	36	9.38	3.05	11.80	110.76	34.95	0.97	10.3%
8:00 am	56	1.36	4.85	11.55	15.73	42.64	0.76	55.9%
9:00 am	81	3.05	5.00	16.20	49.45	42.64	0.53	17.2%
10:00 am	69	1.78	5.00	13.80	24.55	42.64	0.62	34.7%
11:00 am	64	1.62	5.00	12.80	20.70	42.64	0.67	41.2%
12:00 pm	72	2.26	5.00	14.40	32.60	42.64	0.59	26.2%
1:00 pm	46	1.93	5.00	9.20	17.75	42.64	0.93	48.0%
2:00 pm	86	0.87	6.45	13.33	11.63	46.42	0.54	61.9%
3:00 pm	91	1.24	5.48	16.60	20.61	36.57	0.40	32.4%
4:00 pm	90	2.00	4.45	20.22	40.39	34.54	0.38	19.2%
5:00 pm	116	1.77	4.00	29.00	51.40	8.10	0.07	3.9%
6:00 pm	104	2.18	3.52	29.57	64.41	8.10	0.08	3.6%
7:00 pm	92	1.76	3.77	24.42	43.07	8.10	0.09	5.0%
8:00 pm	84	1.48	3.20	26.25	38.75	8.10	0.10	6.5%
9:00 pm	0	0.00	2.13	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	0.62	0.00	0.00	5.00	0.00	0.0%
Average Hour:	64	26.93	4.00	15.99	430.76	27.70	0.43	1.6%
Average Day:	1087	26.93	67.97	15.99	430.76	470.94	0.43	1.6%
Range Total:	1087	26.93	67.97	15.99	430.76	470.94	0.43	1.6%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Fri, 04/28/2023
Thru Fri, 04/28/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.45	0.00	8523.56	0.00	0.00	0.0%
6:00 am	0	0.00	2.87	0.00	7614.93	0.00	0.00	0.0%
7:00 am	41	0.73	2.98	13.74	10.06	0.00	0.00	0.0%
8:00 am	95	0.63	3.00	31.67	20.00	0.00	0.00	0.0%
9:00 am	99	1.45	3.50	28.29	41.07	4.05	0.04	2.8%
10:00 am	103	1.99	4.00	25.75	51.31	8.10	0.08	3.9%
11:00 am	88	1.53	4.00	22.00	33.63	8.10	0.09	6.0%
12:00 pm	75	1.33	4.00	18.75	24.88	8.10	0.11	8.1%
1:00 pm	97	1.87	4.08	23.76	44.51	8.10	0.08	4.5%
2:00 pm	107	0.77	5.28	20.25	15.52	8.10	0.08	9.9%
3:00 pm	113	1.25	4.97	22.75	28.49	12.57	0.11	8.9%
4:00 pm	126	1.17	5.00	25.20	29.45	13.00	0.10	8.8%
5:00 pm	94	0.53	4.63	20.29	10.79	13.00	0.14	26.0%
6:00 pm	106	1.74	5.00	21.20	36.90	13.00	0.12	7.0%
7:00 pm	128	1.39	5.00	25.60	35.50	13.00	0.10	7.3%
8:00 pm	101	0.44	5.00	20.20	8.86	13.00	0.13	29.3%
9:00 pm	0	0.00	3.63	0.00	0.00	13.00	0.00	0.0%
10:00 pm	0	0.00	0.10	0.00	0.00	0.43	0.00	0.0%
Average Hour:	76	19.92	3.75	20.34	405.14	7.53	0.10	0.5%
Average Day:	1373	19.92	67.50	20.34	405.14	135.55	0.10	0.5%
Range Total:	1373	19.92	67.50	20.34	405.14	135.55	0.10	0.5%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Sat, 04/29/2023
Thru Sat, 04/29/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	1.67	0.00	0.00	0.00	0.00	0.0%
7:00 am	72	2.22	2.92	24.69	54.81	0.00	0.00	0.0%
8:00 am	130	2.00	4.00	32.50	65.13	0.00	0.00	0.0%
9:00 am	118	1.45	4.00	29.50	42.64	0.00	0.00	0.0%
10:00 am	131	3.25	4.83	27.10	88.15	6.75	0.05	1.6%
11:00 am	128	1.56	5.00	25.60	39.95	8.10	0.06	4.1%
12:00 pm	126	2.55	5.00	25.20	64.27	8.10	0.06	2.5%
1:00 pm	119	2.48	5.10	23.33	57.96	8.32	0.07	2.8%
2:00 pm	106	2.06	6.87	15.44	31.80	21.10	0.20	9.7%
3:00 pm	123	2.03	6.00	20.50	41.54	21.10	0.17	8.5%
4:00 pm	116	1.32	6.00	19.33	25.50	21.10	0.18	13.8%
5:00 pm	124	2.13	6.00	20.67	44.06	21.10	0.17	8.0%
6:00 pm	117	2.28	4.50	26.00	59.17	14.89	0.13	5.6%
7:00 pm	117	1.40	4.00	29.25	40.88	13.00	0.11	8.0%
8:00 pm	81	1.15	4.00	20.25	23.19	13.00	0.16	14.0%
9:00 pm	0	0.00	3.00	0.00	0.00	13.00	0.00	0.0%
10:00 pm	0	0.00	0.95	0.00	0.00	4.12	0.00	0.0%
Average Hour:	95	2.39	4.34	21.78	52.11	10.22	0.11	4.5%
Average Day:	1608	2.39	73.83	21.78	52.11	173.67	0.11	4.5%
Range Total:	1608	2.39	73.83	21.78	52.11	173.67	0.11	4.5%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Sun, 04/30/2023
Thru Sun, 04/30/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	2	0.00	2.25	0.89	0.00	9.75	4.88	0.0%
7:00 am	39	0.92	3.62	10.78	9.95	13.00	0.33	36.1%
8:00 am	61	1.01	4.58	13.31	13.47	13.00	0.21	21.1%
9:00 am	58	1.17	5.00	11.60	13.60	13.00	0.22	19.1%
10:00 am	43	1.51	5.00	8.60	13.00	13.00	0.30	20.0%
11:00 am	53	1.34	5.00	10.60	14.20	13.00	0.25	18.3%
12:00 pm	52	0.19	4.07	12.79	2.46	13.00	0.25	130.0%
1:00 pm	67	0.54	4.02	16.68	8.96	13.00	0.19	36.1%
2:00 pm	99	2.04	3.75	26.40	53.80	12.06	0.12	6.0%
3:00 pm	117	2.81	3.00	39.00	109.67	8.10	0.07	2.5%
4:00 pm	121	1.47	3.00	40.33	59.33	8.10	0.07	4.6%
5:00 pm	114	1.57	3.00	38.00	59.50	8.10	0.07	4.5%
6:00 pm	122	1.73	3.00	40.67	70.20	8.10	0.07	3.8%
7:00 pm	116	1.27	3.00	38.67	48.92	8.10	0.07	5.5%
8:00 pm	74	0.58	3.00	24.67	14.25	8.10	0.11	18.9%
9:00 pm	0	0.00	3.00	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	1.72	0.00	0.00	6.75	0.00	0.0%
Average Hour:	67	1.77	3.53	18.97	33.60	10.37	0.15	8.7%
Average Day:	1138	1.77	60.00	18.97	33.60	176.26	0.15	8.7%
Range Total:	1138	1.77	60.00	18.97	33.60	176.26	0.15	8.7%

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Tue, 05/02/2023
Thru Tue, 05/02/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.17	0.00	45781.94	0.00	0.00	0.0%
6:00 am	0	0.00	1.98	0.00	0.00	0.00	0.00	0.0%
7:00 am	39	0.64	3.12	12.51	8.02	0.00	0.00	0.0%
8:00 am	96	1.12	4.42	21.74	24.24	3.38	0.04	3.2%
9:00 am	91	2.07	5.00	18.20	37.62	8.10	0.09	4.3%
10:00 am	96	1.14	5.00	19.20	21.90	8.10	0.08	7.4%
11:00 am	94	2.31	5.00	18.80	43.45	8.10	0.09	3.7%
12:00 pm	98	1.99	5.00	19.60	39.10	8.10	0.08	4.1%
1:00 pm	101	1.75	5.18	19.49	34.15	9.45	0.09	5.3%
2:00 pm	99	0.92	5.47	18.11	16.65	29.20	0.29	32.1%
3:00 pm	107	1.77	4.00	26.75	47.25	21.10	0.20	11.2%
4:00 pm	94	0.76	4.00	23.50	17.94	21.10	0.22	29.4%
5:00 pm	110	0.86	4.00	27.50	23.75	21.10	0.19	22.2%
6:00 pm	128	1.07	4.00	32.00	34.23	21.10	0.16	15.4%
7:00 pm	110	1.60	4.00	27.50	43.88	22.79	0.21	13.0%
8:00 pm	97	0.74	4.00	24.25	17.94	25.15	0.26	35.1%
9:00 pm	2	0.00	4.00	0.50	0.00	25.15	12.58	0.0%
10:00 pm	0	0.00	2.60	0.00	0.00	13.41	0.00	0.0%
11:00 pm	0	0.00	1.00	0.00	0.00	0.00	0.00	0.0%
Average Hour:	72	6.96	3.79	18.93	131.82	12.91	0.18	2.6%
Average Day:	1362	6.96	71.93	18.93	131.82	245.33	0.18	2.6%
Range Total:	1362	6.96	71.93	18.93	131.82	245.33	0.18	2.6%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Mon, 05/01/2023
Thru Mon, 05/01/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.43	0.00	16311.22	0.00	0.00	0.0%
6:00 am	0	0.00	2.95	0.00	0.00	7.70	0.00	0.0%
7:00 am	39	0.94	3.00	13.00	12.26	8.10	0.21	22.0%
8:00 am	116	1.04	3.58	32.37	33.77	12.83	0.11	10.6%
9:00 am	86	0.66	4.00	21.50	14.19	16.20	0.19	28.5%
10:00 am	98	0.62	4.00	24.50	15.25	16.20	0.17	26.6%
11:00 am	100	1.23	4.00	25.00	30.69	16.20	0.16	13.2%
12:00 pm	102	1.47	4.00	25.50	37.38	16.20	0.16	10.8%
1:00 pm	99	1.65	4.10	24.15	39.76	16.20	0.16	9.9%
2:00 pm	87	1.31	3.78	23.00	30.07	14.31	0.16	12.6%
3:00 pm	84	1.51	3.70	22.70	34.32	6.08	0.07	4.8%
4:00 pm	113	2.54	3.67	30.82	78.41	0.00	0.00	0.0%
5:00 pm	102	0.86	4.00	25.50	21.94	0.00	0.00	0.0%
6:00 pm	131	1.39	4.00	32.75	45.38	0.00	0.00	0.0%
7:00 pm	133	1.57	4.00	33.25	52.19	0.00	0.00	0.0%
8:00 pm	105	0.71	4.90	21.43	15.31	0.00	0.00	0.0%
9:00 pm	0	0.00	3.00	0.00	0.00	0.00	0.00	0.0%
10:00 pm	0	0.00	2.03	0.00	0.00	0.00	0.00	0.0%
Average Hour:	78	6.35	3.51	22.09	140.30	7.22	0.09	1.5%
Average Day:	1395	6.35	63.15	22.09	140.30	130.01	0.09	1.5%
Range Total:	1395	6.35	63.15	22.09	140.30	130.01	0.09	1.5%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off)

From Thu, 05/04/2023
Thru Thu, 05/04/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.37	0.00	20496.70	0.00	0.00	0.0%
6:00 am	0	0.00	1.52	0.00	0.00	0.00	0.00	0.0%
7:00 am	54	0.67	2.72	19.88	13.38	0.00	0.00	0.0%
8:00 am	90	0.89	3.00	30.00	26.67	0.00	0.00	0.0%
9:00 am	100	1.51	3.00	33.33	50.33	0.00	0.00	0.0%
10:00 am	109	1.89	3.00	36.33	68.58	0.00	0.00	0.0%
11:00 am	91	1.05	3.00	30.33	32.00	0.00	0.00	0.0%
12:00 pm	94	1.62	3.00	31.33	50.66	0.00	0.00	0.0%
1:00 pm	107	2.02	3.05	35.08	70.91	0.00	0.00	0.0%
2:00 pm	85	1.31	2.45	34.69	45.51	3.33	0.04	3.0%
3:00 pm	104	0.98	4.00	26.00	25.44	21.10	0.20	20.7%
4:00 pm	92	1.27	4.00	23.00	29.19	21.10	0.23	18.1%
5:00 pm	112	1.72	4.00	28.00	48.06	21.10	0.19	11.0%
6:00 pm	112	1.36	4.00	28.00	38.00	21.10	0.19	13.9%
7:00 pm	108	1.92	4.00	27.00	51.81	21.10	0.20	10.2%
8:00 pm	7	0.00	4.00	1.75	0.00	21.10	3.01	0.0%
9:00 pm	1	0.00	3.00	0.33	0.00	13.00	13.00	0.0%
Average Hour:	74	7.37	3.06	24.30	179.17	8.41	0.11	1.5%
Average Day:	1266	7.37	52.10	24.30	179.17	142.93	0.11	1.5%
Range Total:	1266	7.37	52.10	24.30	179.17	142.93	0.11	1.5%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Wed, 05/03/2023
Thru Wed, 05/03/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.23	0.00	32920.19	0.00	0.00	0.0%
6:00 am	0	0.00	1.72	0.00	0.00	0.00	0.00	0.0%
7:00 am	49	0.33	3.00	16.33	5.33	0.00	0.00	0.0%
8:00 am	87	2.19	4.00	21.75	47.56	8.10	0.09	4.3%
9:00 am	83	1.87	4.03	20.58	38.49	8.10	0.10	5.2%
10:00 am	97	0.88	5.00	19.40	17.00	8.10	0.08	9.5%
11:00 am	103	0.83	5.00	20.60	17.20	8.10	0.08	9.4%
12:00 pm	84	1.46	5.00	16.80	24.60	8.10	0.10	6.6%
1:00 pm	87	1.41	5.00	17.40	24.52	8.10	0.09	6.6%
2:00 pm	102	1.73	5.28	19.31	33.33	15.53	0.15	8.8%
3:00 pm	84	0.38	5.98	14.04	5.35	16.20	0.19	50.6%
4:00 pm	106	1.43	6.00	17.67	25.25	16.20	0.15	10.7%
5:00 pm	107	0.93	5.75	18.61	17.30	14.18	0.13	14.2%
6:00 pm	124	1.23	4.82	25.74	31.71	17.42	0.14	11.4%
7:00 pm	114	1.37	5.00	22.80	31.23	21.10	0.19	13.5%
8:00 pm	99	0.66	5.00	19.80	13.00	21.10	0.21	32.5%
9:00 pm	0	0.00	4.00	0.00	0.00	21.10	0.00	0.0%
10:00 pm	0	0.00	2.73	0.00	0.00	12.66	0.00	0.0%
Average Hour:	74	7.01	4.31	17.10	119.81	11.34	0.15	2.2%
Average Day:	1326	7.01	77.55	17.10	119.81	204.08	0.15	2.2%
Range Total:	1326	7.01	77.55	17.10	119.81	204.08	0.15	2.2%

Report Generated on 05/17/2023 6:00:20 pm by BURGOS, GLORY at ECW 10 - S Kendall/Zoo Miami

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Thu, 05/11/2023
Thru Thu, 05/11/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.63	0.00	12378.15	0.00	0.00	0.0%
6:00 am	0	0.00	2.67	0.00	0.00	0.00	0.00	0.0%
7:00 am	43	0.81	3.00	14.33	11.67	0.00	0.00	0.0%
8:00 am	84	1.04	3.98	21.09	21.95	0.00	0.00	0.0%
9:00 am	82	1.81	4.00	20.50	37.19	0.00	0.00	0.0%
10:00 am	88	1.34	4.00	22.00	29.49	0.00	0.00	0.0%
11:00 am	82	2.35	4.00	20.50	48.22	0.00	0.00	0.0%
12:00 pm	87	1.53	4.00	21.75	33.25	0.00	0.00	0.0%
1:00 pm	92	1.73	4.08	22.53	39.09	0.00	0.00	0.0%
2:00 pm	89	2.19	4.18	21.27	46.49	10.63	0.12	5.5%
3:00 pm	97	1.23	5.43	17.85	21.99	34.10	0.35	28.5%
4:00 pm	108	1.38	5.00	21.60	29.90	34.10	0.32	22.8%
5:00 pm	112	1.70	4.78	23.41	39.92	34.10	0.30	17.9%
6:00 pm	120	0.89	4.85	24.74	22.11	34.10	0.28	31.8%
7:00 pm	110	1.59	5.00	22.00	35.00	34.10	0.31	19.5%
8:00 pm	90	1.66	5.00	18.00	29.90	34.10	0.38	22.8%
9:00 pm	0	0.00	4.07	0.00	0.00	25.40	0.00	0.0%
10:00 pm	0	0.00	1.10	0.00	0.00	4.77	0.00	0.0%
Average Hour:	71	7.63	3.88	18.40	140.44	13.63	0.19	2.5%
Average Day:	1284	7.63	69.78	18.40	140.43	245.40	0.19	2.5%
Range Total:	1284	7.63	69.78	18.40	140.43	245.40	0.19	2.5%

Report Generated on 05/17/2023 6:05:58 pm by BURGOS, GLORY at ECW 10 - S Kendall/Zoo Miami

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okeo

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Wed, 05/10/2023
Thru Wed, 05/10/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.57	0.00	13938.64	0.00	0.00	0.0%
6:00 am	0	0.00	2.72	0.00	0.00	0.00	0.00	0.0%
7:00 am	51	0.71	3.00	17.00	12.00	0.00	0.00	0.0%
8:00 am	87	0.98	3.67	23.73	23.18	5.40	0.06	6.4%
9:00 am	76	2.93	4.98	15.25	44.75	8.10	0.11	3.6%
10:00 am	87	1.81	5.00	17.40	31.52	8.10	0.09	5.1%
11:00 am	110	1.02	5.00	22.00	22.55	8.10	0.07	7.2%
12:00 pm	85	1.01	5.00	17.00	17.20	8.10	0.10	9.4%
1:00 pm	85	1.94	5.00	17.00	32.90	8.10	0.10	4.9%
2:00 pm	103	1.54	4.43	23.23	35.70	18.75	0.18	11.8%
3:00 pm	95	1.37	4.18	22.71	31.05	11.21	0.12	8.6%
4:00 pm	110	1.16	4.00	27.50	31.94	8.10	0.07	6.3%
5:00 pm	99	1.19	3.10	31.94	37.98	8.10	0.08	6.9%
6:00 pm	121	0.77	3.00	40.33	30.92	8.10	0.07	8.7%
7:00 pm	123	1.63	3.00	41.00	66.98	8.10	0.07	4.0%
8:00 pm	74	2.30	3.00	24.67	56.67	8.10	0.11	4.8%
9:00 pm	0	0.00	2.00	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	1.07	0.00	0.00	4.32	0.00	0.0%
Average Hour:	73	7.47	3.48	20.82	155.64	7.15	0.10	1.3%
Average Day:	1306	7.47	62.72	20.82	155.64	128.77	0.10	1.3%
Range Total:	1306	7.47	62.72	20.82	155.64	128.77	0.10	1.3%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Tue, 05/09/2023
Thru Tue, 05/09/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
12:00 am	0	0.00	0.17	0.00	0.00	1.35	0.00	0.0%
1:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
2:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
3:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
4:00 am	0	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
5:00 am	0	0.00	0.12	0.00	55129.99	0.00	0.00	0.0%
6:00 am	0	0.00	2.08	0.00	0.00	0.00	0.00	0.0%
7:00 am	39	0.69	3.00	13.00	8.93	0.00	0.00	0.0%
8:00 am	82	0.45	4.73	17.32	7.76	7.02	0.09	19.1%
9:00 am	81	1.68	5.00	16.20	27.25	11.34	0.14	8.3%
10:00 am	99	2.22	5.00	19.80	43.90	12.15	0.12	5.5%
11:00 am	90	1.07	5.00	18.00	19.20	12.15	0.14	12.7%
12:00 pm	82	2.14	5.00	16.40	35.10	12.15	0.15	6.9%
1:00 pm	96	1.14	5.17	18.58	21.19	12.15	0.13	11.1%
2:00 pm	76	1.68	6.38	11.91	20.01	29.04	0.38	22.7%
3:00 pm	102	0.83	5.27	19.37	16.14	21.10	0.21	24.8%
4:00 pm	111	1.27	5.00	22.20	28.26	21.10	0.19	14.9%
5:00 pm	100	0.92	5.00	20.00	18.42	21.10	0.21	22.9%
6:00 pm	130	1.47	5.00	26.00	38.32	21.10	0.16	11.0%
7:00 pm	120	1.53	5.00	24.00	36.70	21.10	0.18	11.5%
8:00 pm	93	1.40	5.00	18.60	26.00	21.17	0.23	16.3%
9:00 pm	0	0.00	3.08	0.00	0.00	25.15	0.00	0.0%
10:00 pm	0	0.00	1.55	0.00	0.00	12.99	0.00	0.0%
Average Hour:	57	6.29	3.33	17.00	106.93	11.40	0.20	3.2%
Average Day:	1301	6.29	76.55	17.00	106.93	262.16	0.20	3.2%
Range Total:	1301	6.29	76.55	17.00	106.93	262.16	0.20	3.2%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Mon, 05/08/2023
Thru Mon, 05/08/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.60	0.00	13448.85	0.00	0.00	0.0%
6:00 am	0	0.00	2.92	0.00	0.00	7.83	0.00	0.0%
7:00 am	56	0.36	3.00	18.67	6.67	8.10	0.14	40.5%
8:00 am	109	0.97	3.83	28.44	27.47	14.85	0.14	14.1%
9:00 am	108	1.22	4.00	27.00	32.94	16.20	0.15	12.3%
10:00 am	90	1.32	4.00	22.50	29.63	16.20	0.18	13.7%
11:00 am	90	1.15	4.00	22.50	25.88	16.20	0.18	15.7%
12:00 pm	107	1.62	4.00	26.75	43.44	16.20	0.15	9.3%
1:00 pm	99	1.84	4.15	23.86	43.98	16.20	0.16	8.9%
2:00 pm	101	1.38	5.28	19.12	26.33	15.39	0.15	11.1%
3:00 pm	115	1.25	5.37	21.43	26.81	8.10	0.07	5.6%
4:00 pm	104	2.54	6.00	17.33	44.10	8.10	0.08	3.1%
5:00 pm	119	0.99	6.00	19.83	19.67	8.10	0.07	6.9%
6:00 pm	131	1.37	6.00	21.83	29.92	8.10	0.06	4.5%
7:00 pm	128	0.80	6.00	21.33	17.02	8.10	0.06	7.9%
8:00 pm	102	1.47	6.00	17.00	24.96	8.10	0.08	5.4%
9:00 pm	0	0.00	4.00	0.00	0.00	8.10	0.00	0.0%
10:00 pm	0	0.00	3.35	0.00	0.00	8.10	0.00	0.0%
11:00 pm	0	0.00	1.00	0.00	0.00	8.10	0.00	0.0%
Average Hour:	77	6.86	4.18	18.35	125.81	10.53	0.14	2.0%
Average Day:	1459	6.86	79.50	18.35	125.81	200.07	0.14	2.0%
Range Total:	1459	6.86	79.50	18.35	125.81	200.07	0.14	2.0%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Sun, 05/07/2023
Thru Sun, 05/07/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	0.88	0.00	0.00	7.58	0.00	0.0%
7:00 am	35	0.00	3.90	8.97	0.00	20.70	0.59	0.0%
8:00 am	62	1.37	5.00	12.40	17.00	21.10	0.34	24.8%
9:00 am	78	0.59	5.00	15.60	9.20	21.10	0.27	45.9%
10:00 am	96	0.97	5.00	19.20	18.55	21.10	0.22	22.7%
11:00 am	88	1.91	5.00	17.60	33.65	21.10	0.24	12.5%
12:00 pm	89	2.08	5.00	17.80	36.95	21.10	0.24	11.4%
1:00 pm	126	2.59	5.08	24.79	64.29	21.10	0.17	6.5%
2:00 pm	119	1.45	5.77	20.64	29.91	20.79	0.17	12.1%
3:00 pm	108	1.76	4.00	27.00	47.51	13.00	0.12	6.8%
4:00 pm	117	2.16	4.00	29.25	63.09	13.00	0.11	5.2%
5:00 pm	129	1.15	4.00	32.25	37.03	13.00	0.10	8.8%
6:00 pm	128	2.34	4.00	32.00	74.75	13.00	0.10	4.3%
7:00 pm	132	1.53	4.00	33.00	50.53	13.00	0.10	6.4%
8:00 pm	94	1.26	4.00	23.50	29.63	13.00	0.14	11.0%
9:00 pm	0	0.00	4.00	0.00	0.00	13.00	0.00	0.0%
10:00 pm	0	0.00	2.53	0.00	0.00	8.23	0.00	0.0%
Average Hour:	82	7.13	4.19	19.69	140.32	16.17	0.20	2.8%
Average Day:	1401	7.13	71.17	19.69	140.32	274.90	0.20	2.8%
Range Total:	1401	7.13	71.17	19.69	140.32	274.90	0.20	2.8%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Sat, 05/06/2023
Thru Sat, 05/06/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
6:00 am	0	0.00	2.57	0.00	0.00	10.40	0.00	0.0%
7:00 am	91	1.66	4.07	22.38	37.25	13.00	0.14	8.6%
8:00 am	123	1.45	5.00	24.60	35.75	13.00	0.11	7.3%
9:00 am	113	0.63	5.02	22.52	14.30	13.00	0.12	18.1%
10:00 am	125	2.56	6.00	20.83	53.29	13.00	0.10	4.1%
11:00 am	111	2.58	6.00	18.50	47.75	13.00	0.12	4.5%
12:00 pm	116	2.06	6.00	19.33	39.79	13.00	0.11	5.4%
1:00 pm	124	1.25	6.43	19.27	24.09	15.38	0.12	9.9%
2:00 pm	119	1.47	6.05	19.67	28.84	23.08	0.19	13.2%
3:00 pm	111	3.45	5.00	22.20	76.70	21.10	0.19	5.5%
4:00 pm	119	2.18	5.00	23.80	51.85	21.10	0.18	8.1%
5:00 pm	110	2.13	5.00	22.00	46.95	21.10	0.19	9.0%
6:00 pm	123	1.66	4.22	29.17	48.32	21.10	0.17	10.4%
7:00 pm	99	2.51	3.45	28.70	71.91	21.10	0.21	8.5%
8:00 pm	83	2.43	4.00	20.75	50.50	21.10	0.25	10.4%
9:00 pm	0	0.00	3.00	0.00	0.00	21.10	0.00	0.0%
10:00 pm	0	0.00	1.20	0.00	0.00	8.44	0.00	0.0%
Average Hour:	92	5.96	4.59	20.09	119.67	16.65	0.18	3.0%
Average Day:	1567	5.96	78.00	20.09	119.67	283.00	0.18	3.0%
Range Total:	1567	5.96	78.00	20.09	119.67	283.00	0.18	3.0%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Fri, 05/05/2023
Thru Fri, 05/05/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.53	0.00	15221.66	0.00	0.00	0.0%
6:00 am	0	0.00	2.55	0.00	0.00	0.00	0.00	0.0%
7:00 am	32	0.81	3.12	10.27	8.34	0.95	0.03	3.6%
8:00 am	96	2.03	4.00	24.00	48.63	8.10	0.08	4.2%
9:00 am	99	2.55	4.00	24.75	63.06	8.10	0.08	3.2%
10:00 am	106	2.32	4.00	26.50	61.59	8.10	0.08	3.3%
11:00 am	114	1.36	4.00	28.50	38.88	8.10	0.07	5.2%
12:00 pm	112	2.42	4.00	28.00	67.90	8.10	0.07	3.0%
1:00 pm	98	1.41	4.05	24.20	34.14	8.10	0.08	5.9%
2:00 pm	122	2.46	5.18	23.54	57.87	9.86	0.08	3.3%
3:00 pm	115	2.59	5.40	21.30	55.24	13.00	0.11	4.4%
4:00 pm	126	2.56	5.00	25.20	64.40	13.00	0.10	4.0%
5:00 pm	110	1.98	5.00	22.00	43.60	13.00	0.12	6.0%
6:00 pm	124	2.13	4.03	30.74	65.39	13.00	0.10	4.9%
7:00 pm	124	2.10	4.83	25.66	53.90	13.00	0.10	5.0%
8:00 pm	103	1.48	5.00	20.60	30.55	13.00	0.13	8.5%
9:00 pm	0	0.00	3.63	0.00	0.00	13.00	0.00	0.0%
10:00 pm	0	0.00	1.60	0.00	0.00	6.93	0.00	0.0%
Average Hour:	82	7.57	3.89	21.18	160.40	8.74	0.11	1.4%
Average Day:	1481	7.57	69.93	21.18	160.40	157.34	0.11	1.4%
Range Total:	1481	7.57	69.93	21.18	160.40	157.34	0.11	1.4%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Loader, Maint. Dept., Management, New Site Opening, Off

From Thu, 05/04/2023
Thru Thu, 05/04/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.37	0.00	20496.70	0.00	0.00	0.0%
6:00 am	0	0.00	1.52	0.00	0.00	0.00	0.00	0.0%
7:00 am	54	0.67	2.72	19.88	13.38	0.00	0.00	0.0%
8:00 am	90	0.89	3.00	30.00	26.67	0.00	0.00	0.0%
9:00 am	100	1.51	3.00	33.33	50.33	0.00	0.00	0.0%
10:00 am	109	1.89	3.00	36.33	68.58	0.00	0.00	0.0%
11:00 am	91	1.05	3.00	30.33	32.00	0.00	0.00	0.0%
12:00 pm	94	1.62	3.00	31.33	50.66	0.00	0.00	0.0%
1:00 pm	107	2.02	3.05	35.08	70.91	0.00	0.00	0.0%
2:00 pm	85	1.31	2.45	34.69	45.51	3.33	0.04	3.0%
3:00 pm	104	0.98	4.00	26.00	25.44	21.10	0.20	20.7%
4:00 pm	92	1.27	4.00	23.00	29.19	21.10	0.23	18.1%
5:00 pm	112	1.72	4.00	28.00	48.06	21.10	0.19	11.0%
6:00 pm	112	1.36	4.00	28.00	38.00	21.10	0.19	13.9%
7:00 pm	108	1.92	4.00	27.00	51.81	21.10	0.20	10.2%
8:00 pm	7	0.00	4.00	1.75	0.00	21.10	3.01	0.0%
9:00 pm	1	0.00	3.00	0.33	0.00	13.00	13.00	0.0%
Average Hour:	74	7.37	3.06	24.30	179.17	8.41	0.11	1.5%
Average Day:	1266	7.37	52.10	24.30	179.17	142.93	0.11	1.5%
Range Total:	1266	7.37	52.10	24.30	179.17	142.93	0.11	1.5%

CamScanner

ECW 10 - S Kendall/Zoo Miami
ECW 07 - West Hialeah / Okee

All/Paid Labor Statistics

(For Roles: Cashier, Detailer, Full Service, Leader, Maint. Dept. Management, New Site Opening, Off)

From Fri, 05/12/2023
Thru Fri, 05/12/2023

HOUR	Total Cars	Sales $/ Total Cars	Labor Hours	Cars/ Labor Hr	Sales $/ Labor Hr	Labor $	Labor $/Car	Labor $/ Sales $
5:00 am	0	0.00	0.53	0.00	14555.93	0.00	0.00	0.0%
6:00 am	0	0.00	2.67	0.00	0.00	0.00	0.00	0.0%
7:00 am	45	1.47	3.00	15.00	22.00	0.00	0.00	0.0%
8:00 am	90	1.73	3.02	29.83	51.66	0.14	0.00	0.1%
9:00 am	83	1.61	4.00	20.75	33.38	8.10	0.10	6.1%
10:00 am	97	1.42	4.00	24.25	34.44	8.10	0.08	5.9%
11:00 am	98	2.14	4.00	24.50	52.34	8.10	0.08	3.9%
12:00 pm	76	2.47	4.00	19.00	46.94	8.10	0.11	4.3%
1:00 pm	101	1.01	4.30	23.49	23.66	8.32	0.08	8.2%
2:00 pm	107	1.83	7.72	13.87	25.38	31.72	0.30	16.2%
3:00 pm	119	1.46	7.30	16.30	23.84	34.10	0.29	19.6%
4:00 pm	113	2.14	6.28	17.98	38.45	28.30	0.25	11.7%
5:00 pm	125	1.31	5.02	24.92	32.71	13.22	0.11	8.1%
6:00 pm	129	1.29	4.30	30.00	38.78	3.90	0.03	2.3%
7:00 pm	129	2.40	3.88	33.22	79.63	0.00	0.00	0.0%
8:00 pm	102	0.59	4.00	25.50	15.13	0.00	0.00	0.0%
9:00 pm	0	0.00	2.40	0.00	0.00	0.00	0.00	0.0%
Average Hour:	83	7.12	4.14	20.08	142.96	8.95	0.11	1.5%
Average Day:	1414	7.12	70.42	20.08	142.96	152.08	0.11	1.5%
Range Total:	1414	7.12	70.42	20.08	142.96	152.08	0.11	1.5%

CamScanner

APPENDIX H

CRASH DATA

PROJECT SITE CRASH DATA

Crash Number	Crash Year	Report Number	Date	Crash Type	Severity	Light	Weather	Surface Condition
1	2021	24125193	9/22/2021 19:58	Rear End	No Injury	Dark - Lighted	Rain	Wet
2	2021	24124963	7/12/2021 19:43	Rear End	No Injury	Dusk	Rain	Wet
3	2021	24124847	6/5/2021 10:55	Rear End	No Injury	Daylight	Clear	Dry
4	2021	24125226	10/1/2021 8:12	Rear End	No Injury	Daylight	Clear	Dry
5	2021	24124657	4/13/2021 13:25	Sideswipe	No Injury	Daylight	Clear	Dry
6	2021	24124611	3/30/2021 16:40	Sideswipe	No Injury	Daylight	Clear	Dry
7	2021	24124719	4/30/2021 20:33	Rear End	Possible Injury	Dark - Lighted	Clear	Dry
8	2021	24124539	3/7/2021 15:13	Other	Possible Injury	Daylight	Clear	Dry
9	2021	24125153	9/13/2021 8:57	Sideswipe	No Injury	Daylight	Clear	Dry
10	2021	24124902	6/22/2021 17:30	Sideswipe	No Injury	Daylight	Rain	Wet
11	2021	24124883	6/15/2021 19:00	Rear End	No Injury	Daylight	Cloudy	Wet
12	2021	24125117	9/1/2021 21:53	Rear End	No Injury	Dark - Lighted	Clear	Dry
13	2021	24124915	6/24/2021 17:11	Right Turn	No Injury	Daylight	Cloudy	Dry
14	2021	24124617	4/3/2021 17:05	Sideswipe	No Injury	Daylight	Clear	Dry
15	2021	24125154	9/13/2021 8:48	Rear End	Possible Injury	Daylight	Clear	Dry
16	2021	24124548	3/10/2021 6:50	Sideswipe	No Injury	Dawn	Clear	Dry
17	2021	24124843	6/4/2021 10:06	Angle	No Injury	Daylight	Cloudy	Dry
18	2021	24125011	7/29/2021 18:26	Rear End	No Injury	Dusk	Rain	Wet
19	2021	24124731	5/3/2021 14:57	Other	No Injury	Daylight	Clear	Dry
20	2021	24125055	8/12/2021 13:50	Left Turn	Possible Injury	Daylight	Clear	Dry
21	2021	24124616	4/3/2021 12:40	Left Turn	No Injury	Daylight	Clear	Dry
22	2021	24124803	5/21/2021 17:10	Angle	Possible Injury	Daylight	Clear	Dry
23	2021	24125215	9/28/2021 9:35	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
24	2021	24124604	3/30/2021 15:20	Other	No Injury	Daylight	Cloudy	Dry
25	2021	24125443	12/2/2021 16:00	Rear End	Possible Injury	Daylight	Clear	Dry
26	2021	24124903	6/23/2021 7:13	Angle	Fatal (within 30 days)	Daylight	Clear	Dry
27	2021	24124769	5/9/2021 17:01	Other	Non-Incapacitating Injury	Daylight	Clear	Dry
28	2021	24124653	4/13/2021 11:51	Other	No Injury	Daylight	Clear	Dry
29	2022	89847981	5/13/2022 15:51	Rear End	Possible Injury	Daylight	Clear	Dry
30	2022	24125815	3/18/2022 17:37	Angle	No Injury	Daylight	Clear	Dry
31	2022	89848242	7/29/2022 16:56	Head On	Non-Incapacitating Injury	Daylight	Clear	Dry
32	2022	89848089	6/13/2022 10:37	Left Turn	Possible Injury	Daylight	Clear	Dry
33	2022	89848612	11/7/2022 18:28	Rear End	Possible Injury	Dark - Lighted	Cloudy	Wet
34	2022	89848577	10/31/2022 17:23	Left Turn	No Injury	Daylight	Clear	Dry
35	2022	89848682	11/18/2022 15:18	Rear End	Possible Injury	Daylight	Clear	Dry
36	2022	89847980	5/13/2022 15:34	Rear End	No Injury	Daylight	Clear	Dry
37	2022	89848674	11/25/2022 17:52	Rear End	No Injury	Dark - Lighted	Clear	Dry
38	2022	24125710	2/22/2022 8:26	Rear End	Possible Injury	Daylight	Clear	Dry
39	2022	89848765	12/22/2022 15:53	Rear End	Possible Injury	Daylight	Cloudy	Dry
40	2022	24126002	5/1/2022 19:15	Rear End	No Injury	Daylight	Clear	Dry
41	2022	89848388	9/9/2022 10:35	Rear End	No Injury	Daylight	Clear	Dry
42	2022	89848413	9/15/2022 19:15	Rear End	No Injury	Dark - Lighted	Rain	Wet
43	2022	24125561	1/7/2022 20:40	Sideswipe	No Injury	Dark - Lighted	Clear	Dry
44	2022	89848726	12/9/2022 12:00	Rear End	No Injury	Daylight	Clear	Dry
45	2022	89848168	7/7/2022 10:50	Sideswipe	No Injury	Daylight	Clear	Dry
46	2022	24125921	4/21/2022 8:25	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
47	2022	24125739	2/28/2022 17:24	Rear End	No Injury	Daylight	Cloudy	Dry
48	2023	26030530	10/21/2023 15:30	Rear End	No Injury	Daylight	Clear	Dry
49	2023	26030721	12/5/2023 17:27	Rear End	No Injury	Dusk	Clear	Dry
50	2023	89848894	2/1/2023 13:32	Right Turn	No Injury	Daylight	Cloudy	Dry
51	2023	26030393	9/14/2023 12:31	Left Turn	No Injury	Daylight	Clear	Dry
52	2023	26030785	12/26/2023 13:32	Angle	Possible Injury	Daylight	Cloudy	Dry
53	2023	26030462	10/6/2023 8:53	Right Turn	No Injury	Daylight	Clear	Dry
54	2023	26030230	7/27/2023 13:25	Rear End	No Injury	Daylight	Rain	Wet
55	2023	89849327	6/9/2023 8:09	Left Turn	No Injury	Daylight	Clear	Dry
56	2023	26030353	9/1/2023 9:59	Sideswipe	No Injury	Daylight	Clear	Dry
57	2023	89848971	2/25/2023 13:20	Rear End	No Injury	Daylight	Clear	Dry
58	2023	26030239	7/30/2023 13:09	Rear End	No Injury	Daylight	Clear	Dry
59	2024	26031134	4/13/2024 10:20	Rear End	Possible Injury	Daylight	Clear	Dry
60	2024	26031692	10/3/2024 19:29	Left Turn	No Injury	Dark - Not Lighted	Clear	Dry
61	2024	26031171	4/23/2024 10:10	Rear End	No Injury	Daylight	Clear	Dry
62	2024	26031809	11/10/2024 9:15	Rear End	No Injury	Daylight	Clear	Dry
63	2024	26031294	6/5/2024 15:57	Rear End	Possible Injury	Daylight	Clear	Dry
64	2024	26031190	5/2/2024 7:37	Rear End	No Injury	Daylight	Clear	Dry
65	2024	26031698	10/1/2024 16:32	Left Turn	No Injury	Daylight	Cloudy	Wet
66	2024	26031420	7/16/2024 12:00	Right Turn	No Injury	Daylight	Cloudy	Dry
67	2024	26031251	5/17/2024 18:20	Right Turn	No Injury	Daylight	Clear	Dry
68	2024	26031042	3/13/2024 10:44	Rear End	No Injury	Daylight	Clear	Dry
69	2024	26031300	6/6/2024 13:28	Rear End	Possible Injury	Daylight	Cloudy	Dry
70	2024	26030918	2/8/2024 15:40	Right Turn	No Injury	Daylight	Clear	Dry
71	2024	26030943	2/14/2024 9:52	Sideswipe	No Injury	Daylight	Clear	Dry
72	2024	26031918	12/10/2024 21:50	Sideswipe	No Injury	Dark - Lighted	Clear	Dry
73	2024	26031217	5/10/2024 18:15	Left Turn	No Injury	Daylight	Cloudy	Dry
74	2024	26031897	12/5/2024 6:54	Left Turn	No Injury	Daylight	Clear	Dry
75	2024	26030917	2/8/2024 14:15	Left Turn	No Injury	Daylight	Cloudy	Dry
76	2024	26031962	12/27/2024 10:30	Angle	No Injury	Daylight	Cloudy	Dry
77	2024	26031268	5/28/2024 12:00	Left Turn	No Injury	Daylight	Clear	Dry
78	2024	26031961	12/27/2024 10:04	Sideswipe	No Injury	Daylight	Clear	Dry
79	2024	26031950	12/21/2024 9:52	Left Turn	No Injury	Daylight	Clear	Dry

80	2024	26031680	10/1/2024 16:01	Other	No Injury	Daylight	Cloudy	Dry
81	2024	26031524	8/19/2024 22:55	Rear End	No Injury	Dark - Lighted	Clear	Dry
82	2024	26031473	7/31/2024 21:40	Rear End	Possible Injury	Dark - Lighted	Clear	Dry
83	2024	26031567	8/29/2024 10:24	Left Turn	Non-Incapacitating Injury	Daylight	Cloudy	Wet
84	2025	27436303	4/1/2025 9:21	Rear End	No Injury	Daylight	Cloudy	Dry
85	2025	27436429	5/4/2025 12:16	Off Road	No Injury	Daylight	Clear	Dry
86	2025	27436402	4/28/2025 7:18	Rear End	No Injury	Daylight	Clear	Dry
87	2025	27436568	6/10/2025 17:24	Left Turn	No Injury	Daylight	Clear	Dry
88	2025	89849423	3/3/2025 16:20	Rear End	No Injury	Daylight	Clear	Dry
89	2025	27436978	10/7/2025 19:55	Angle	No Injury	Dark - Lighted	Clear	Dry
90	2025	27436678	7/14/2025 12:37	Rear End	No Injury	Daylight	Clear	Dry
91	2025	27436323	4/6/2025 20:14	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
92	2025	89849485	3/18/2025 17:28	Sideswipe	No Injury	Daylight	Clear	Dry
93	2025	27437006	10/14/2025 15:42	Rear End	No Injury	Daylight	Clear	Dry
94	2025	89849453	3/13/2025 6:08	Off Road	Possible Injury	Dark - Lighted	Clear	Dry
95	2025	26032049	1/24/2025 17:45	Unknown	No Injury	Dark - Lighted	Clear	Dry
96	2025	27437021	10/20/2025 19:04	Unknown	No Injury	Dark - Lighted	Clear	Dry
97	2025	27436495	5/19/2025 14:15	Right Turn	No Injury	Daylight	Cloudy	Dry
98	2025	27436928	9/22/2025 12:15	Left Turn	No Injury	Daylight	Clear	Dry
99	2025	27436538	6/3/2025 14:48	Sideswipe	No Injury	Daylight	Cloudy	Wet
100	2025	89849380	2/19/2025 18:30	Left Turn	Possible Injury	Dark - Lighted	Rain	Wet
101	2025	26032100	2/8/2025 12:16	Left Turn	Non-Incapacitating Injury	Daylight	Clear	Dry
102	2025	27436460	5/11/2025 20:00	Left Turn	No Injury	Dusk	Clear	Dry
103	2025	89849386	2/23/2025 14:20	Rear End	No Injury	Daylight	Clear	Dry
104	2025	27436687	7/17/2025 15:00	Angle	No Injury	Daylight	Cloudy	Dry
105	2025	26032110	2/11/2025 18:29	Rear End	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry

SURROGATE SITE CRASH DATA

Crash Number	Crash Year	Report Number	Date	Crash Type	Severity	Light	Weather	Surface Condition
1	2021	88588319	11/18/2021 18:41	Rear End	No Injury	Dark - Lighted	Rain	Wet
2	2021	89591393	12/9/2021 17:49	Sideswipe	No Injury	Dusk	Clear	Dry
3	2021	88469217	3/17/2021 13:30	Rear End	Possible Injury	Daylight	Clear	Dry
4	2021	88588318	11/18/2021 17:51	Rear End	No Injury	Dark - Lighted	Rain	Wet
5	2021	88517920	6/29/2021 7:34	Rear End	No Injury	Daylight	Clear	Dry
6	2021	89583358	12/10/2021 9:50	Sideswipe	Possible Injury	Daylight	Clear	Dry
7	2021	88433390	1/23/2021 14:05	Other	No Injury	Daylight	Clear	Dry
8	2021	88566380	9/19/2021 4:42	Off Road	Non-Incapacitating Injury	Dark - Lighted	Cloudy	Wet
9	2021	24885775	12/29/2021 7:20	Sideswipe	No Injury	Daylight	Clear	Dry
10	2021	88506255	6/9/2021 19:50	Other	No Injury	Dusk	Clear	Dry
11	2021	88526843	7/15/2021 13:51	Rear End	No Injury	Daylight	Clear	Dry
12	2021	88562773	10/8/2021 12:00	Rear End	Possible Injury	Daylight	Clear	Dry
13	2021	88528477	7/6/2021 18:00	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
14	2021	89571042	11/19/2021 19:05	Pedestrian	Fatal (within 30 days)	Dark - Lighted	Rain	Wet
15	2021	88513227	6/27/2021 15:37	Left Turn	Non-Incapacitating Injury	Daylight	Clear	Dry
16	2021	88548860	8/23/2021 8:27	Rear End	No Injury	Daylight	Clear	Dry
17	2021	88524367	7/7/2021 14:20	Left Turn	Non-Incapacitating Injury	Daylight	Clear	Dry
18	2021	88441809	1/20/2021 18:31	Rear End	No Injury	Dark - Lighted	Clear	Dry
19	2021	88539223	7/11/2021 14:50	Off Road	Non-Incapacitating Injury	Daylight	Clear	Dry
20	2021	88448380	2/16/2021 18:24	Rear End	Possible Injury	Dusk	Clear	Dry
21	2021	88442553	1/6/2021 10:10	Rear End	No Injury	Daylight	Clear	Dry
22	2021	88442554	1/6/2021 13:40	Sideswipe	Possible Injury	Daylight	Clear	Dry
23	2021	88552102	8/27/2021 22:45	Rear End	Possible Injury	Dark - Lighted	Clear	Dry
24	2021	88570988	10/4/2021 19:36	Rear End	No Injury	Dark - Lighted	Clear	Dry
25	2021	88535414	8/1/2021 14:39	Rear End	Possible Injury	Daylight	Cloudy	Wet
26	2022	24888777	2/11/2022 20:15	Other	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry
27	2022	24925230	11/21/2022 2:05	Off Road	No Injury	Dark - Lighted	Rain	Wet
28	2022	24933083	4/12/2022 15:28	Rear End	Possible Injury	Daylight	Clear	Dry
29	2022	24976587	8/2/2022 12:10	Sideswipe	No Injury	Daylight	Clear	Dry
30	2022	24955292	5/27/2022 13:44	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
31	2022	25030633	10/23/2022 16:27	Rear End	No Injury	Daylight	Clear	Dry
32	2022	25008432	9/12/2022 18:42	Sideswipe	No Injury	Daylight	Cloudy	Dry
33	2022	25054964	12/9/2022 22:51	Rear End	No Injury	Dark - Lighted	Clear	Dry
34	2022	25033871	11/20/2022 17:30	Other	No Injury	Daylight	Rain	Wet
35	2022	25052335	12/15/2022 17:13	Off Road	No Injury	Daylight	Cloudy	Wet
36	2022	24911895	2/25/2022 7:10	Rear End	No Injury	Daylight	Clear	Dry
37	2022	25034560	10/25/2022 15:09	Rear End	Possible Injury	Daylight	Clear	Dry
38	2022	25023802	10/23/2022 22:34	Rear End	No Injury	Dark - Not Lighted	Clear	Dry
39	2022	25035172	12/10/2022 20:40	Left Turn	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry
40	2022	24998432	8/18/2022 5:48	Left Turn	No Injury	Dark - Lighted	Clear	Dry
41	2022	24892351	2/23/2022 8:43	Rear End	No Injury	Daylight	Clear	Dry
42	2022	24964246	6/7/2022 14:30	Sideswipe	No Injury	Daylight	Clear	Dry
43	2022	88522365	5/13/2022 18:59	Rear End	No Injury	Daylight	Cloudy	Wet
44	2023	25047360	1/4/2023 16:45	Rear End	No Injury	Daylight	Clear	Dry
45	2023	25074002	2/1/2023 10:35	Rear End	No Injury	Daylight	Clear	Dry
46	2023	89729532	11/2/2023 13:21	Sideswipe	Possible Injury	Daylight	Clear	Dry
47	2023	89656825	5/26/2023 17:02	Rear End	Possible Injury	Daylight	Cloudy	Wet
48	2023	89705596	9/5/2023 13:45	Sideswipe	No Injury	Daylight	Clear	Dry
49	2023	25079552	2/6/2023 15:12	Angle	Non-Incapacitating Injury	Daylight	Clear	Dry
50	2023	89653373	7/12/2023 5:35	Rear End	No Injury	Dawn	Clear	Dry
51	2023	89654309	6/4/2023 16:57	Pedestrian	Fatal (within 30 days)	Daylight	Clear	Dry
52	2023	89657836	5/20/2023 20:34	Left Turn	Fatal (within 30 days)	Dark - Lighted	Clear	Dry
53	2023	25079806	1/31/2023 21:38	Rear End	Possible Injury	Dark - Not Lighted	Clear	Dry
54	2023	89717336	11/13/2023 10:10	Sideswipe	No Injury	Daylight	Cloudy	Dry
55	2023	89657809	6/30/2023 14:17	Rear End	No Injury	Daylight	Clear	Dry
56	2023	89626946	5/15/2023 21:10	Rear End	No Injury	Dark - Lighted	Clear	Dry
57	2023	89657650	6/16/2023 16:55	Rear End	No Injury	Daylight	Clear	Dry
58	2023	25077477	1/18/2023 12:36	Angle	No Injury	Daylight	Clear	Dry
59	2023	89648606	7/8/2023 9:36	Sideswipe	No Injury	Daylight	Clear	Dry
60	2024	26374059	6/18/2024 14:52	Rear End	No Injury	Daylight	Clear	Dry
61	2024	26371710	8/7/2024 21:50	Off Road	Possible Injury	Dark - Lighted	Clear	Dry
62	2024	26427731	11/20/2024 18:22	Rear End	Possible Injury	Dark - Lighted	Clear	Dry
63	2024	26288631	3/8/2024 20:30	Other	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry
64	2024	26286694	2/2/2024 7:46	Sideswipe	No Injury	Daylight	Clear	Dry
65	2024	26638570	10/31/2024 8:54	Angle	No Injury	Daylight	Clear	Dry
66	2024	26334713	4/13/2024 16:30	Off Road	No Injury	Daylight	Clear	Dry
67	2024	26638622	11/2/2024 14:01	Rear End	No Injury	Daylight	Rain	Wet
68	2024	26289283	1/7/2024 16:35	Sideswipe	No Injury	Daylight	Clear	Dry
69	2024	26316218	3/22/2024 10:40	Rear End	Possible Injury	Daylight	Cloudy	Wet
70	2024	26634052	6/5/2024 9:20	Rear End	No Injury	Daylight	Clear	Dry
71	2024	26332626	7/11/2024 5:53	Rear End	Possible Injury	Dark - Lighted	Clear	Dry
72	2024	26638069	10/16/2024 15:05	Rear End	Possible Injury	Daylight	Clear	Dry
73	2024	26303861	2/16/2024 17:27	Rear End	No Injury	Daylight	Clear	Dry
74	2024	26403302	12/22/2024 19:24	Rear End	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry
75	2024	26372340	7/13/2024 19:20	Rear End	No Injury	Daylight	Rain	Wet
76	2024	26430359	9/27/2024 15:05	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
77	2024	26634449	6/19/2024 11:30	Other	No Injury	Daylight	Cloudy	Dry
78	2024	26307698	3/30/2024 8:19	Sideswipe	No Injury	Daylight	Clear	Dry
79	2024	26286812	1/20/2024 0:10	Rear End	No Injury	Dark - Lighted	Clear	Dry

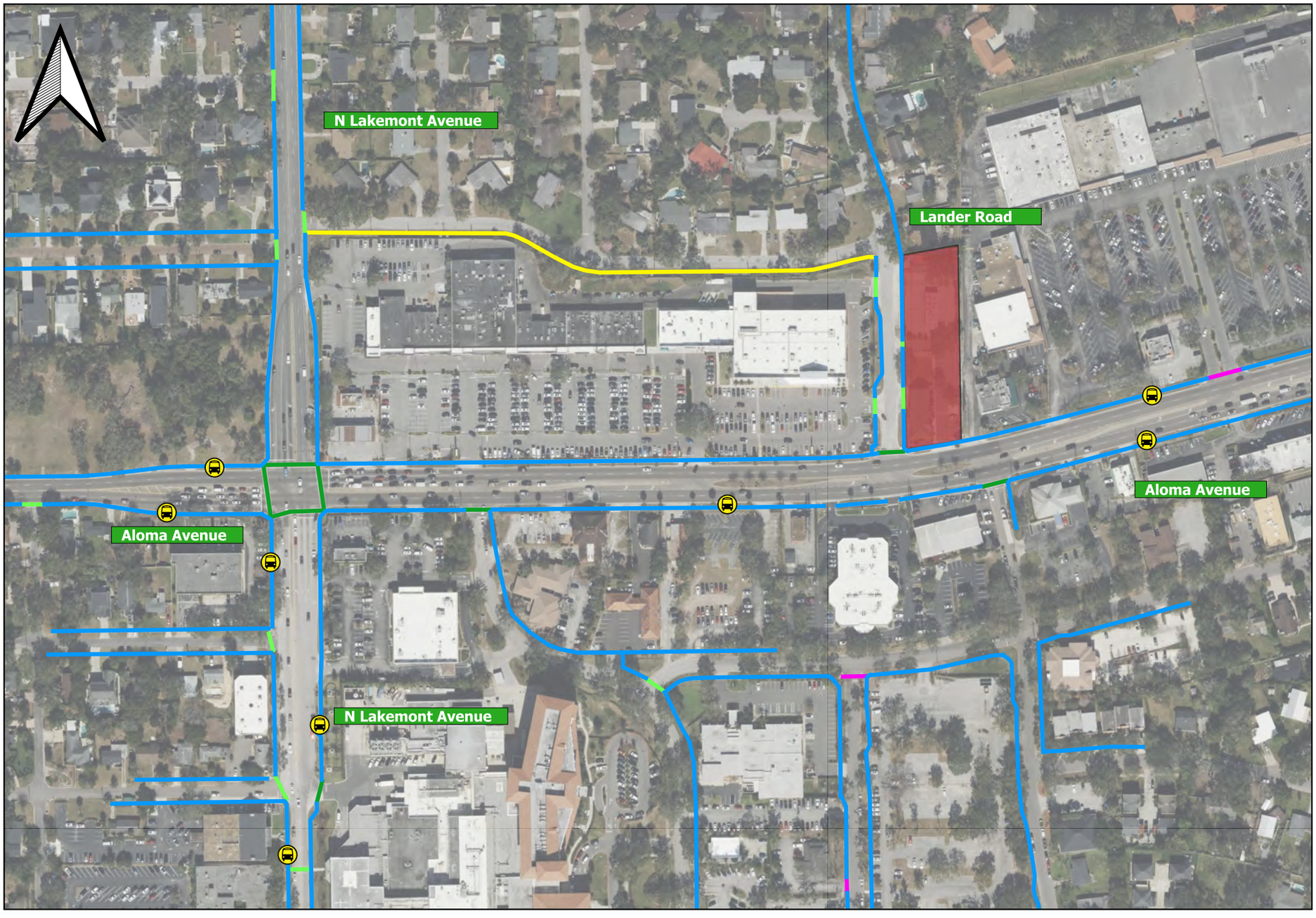
80	2024	26314752	2/25/2024 12:05	Rear End	No Injury	Daylight	Clear	Dry
81	2024	26339861	6/10/2024 20:10	Rear End	No Injury	Dark - Lighted	Rain	Wet
82	2025	27037198	10/19/2025 11:07	Other	No Injury	Daylight	Clear	Dry
83	2025	27392950	7/18/2025 10:53	Rear End	No Injury	Daylight	Clear	Dry
84	2025	27037192	10/15/2025 15:36	Rear End	Possible Injury	Daylight	Clear	Dry
85	2025	27391834	6/3/2025 23:25	Rear End	No Injury	Dark - Lighted	Clear	Dry
86	2025	26993899	5/10/2025 7:40	Sideswipe	No Injury	Daylight	Cloudy	Dry
87	2025	26974718	4/23/2025 14:55	Rear End	No Injury	Daylight	Clear	Dry
88	2025	26983668	5/4/2025 22:00	Off Road	No Injury	Dark - Lighted	Cloudy	Dry
89	2025	27393576	8/14/2025 7:22	Rear End	No Injury	Daylight	Clear	Dry
90	2025	26643847	4/22/2025 11:20	Sideswipe	No Injury	Daylight	Clear	Dry
91	2025	27033979	9/2/2025 6:20	Sideswipe	No Injury	Dark - Lighted	Clear	Dry
92	2025	27392660	7/3/2025 20:27	Rear End	Possible Injury	Dark - Lighted	Rain	Wet
93	2025	26643297	4/5/2025 5:54	Rear End	No Injury	Dark - Lighted	Clear	Dry
94	2025	27392110	6/10/2025 13:51	Rear End	No Injury	Daylight	Clear	Dry
95	2025	26973883	3/23/2025 12:31	Rear End	Possible Injury	Daylight	Clear	Dry
96	2025	26641863	2/10/2025 21:15	Rear End	No Injury	Dark - Lighted	Clear	Dry
97	2025	26643195	4/1/2025 13:04	Other	No Injury	Daylight	Clear	Dry
98	2025	27015843	9/18/2025 8:30	Right Turn	No Injury	Daylight	Clear	Dry
99	2025	27068629	11/18/2025 13:05	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
100	2025	26998496	7/3/2025 18:38	Rear End	No Injury	Daylight	Rain	Wet
101	2025	27396077	11/13/2025 7:39	Sideswipe	No Injury	Daylight	Clear	Dry
102	2025	26988212	4/30/2025 9:57	Sideswipe	No Injury	Daylight	Clear	Dry
103	2025	27024819	8/4/2025 18:15	Rear End	Non-Incapacitating Injury	Daylight	Clear	Dry
104	2025	27393591	8/14/2025 15:30	Head On	No Injury	Daylight	Cloudy	Dry
105	2025	26960903	2/28/2025 19:00	Rear End	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry
106	2025	26960904	2/28/2025 19:00	Rear End	No Injury	Dark - Lighted	Clear	Dry
107	2025	26643720	4/17/2025 12:10	Sideswipe	No Injury	Daylight	Clear	Dry
108	2025	26945542	2/12/2025 12:00	Rear End	No Injury	Daylight	Clear	Dry

APPENDIX I

PEDESTRIAN CONNECTIVITY PLAN

Mobility Plan - Pedestrian (Existing)

Bus_Stop
Existing Sidewalk
Existing Marked Crosswalks
Existing High Emphasis Crosswalks
Site Location

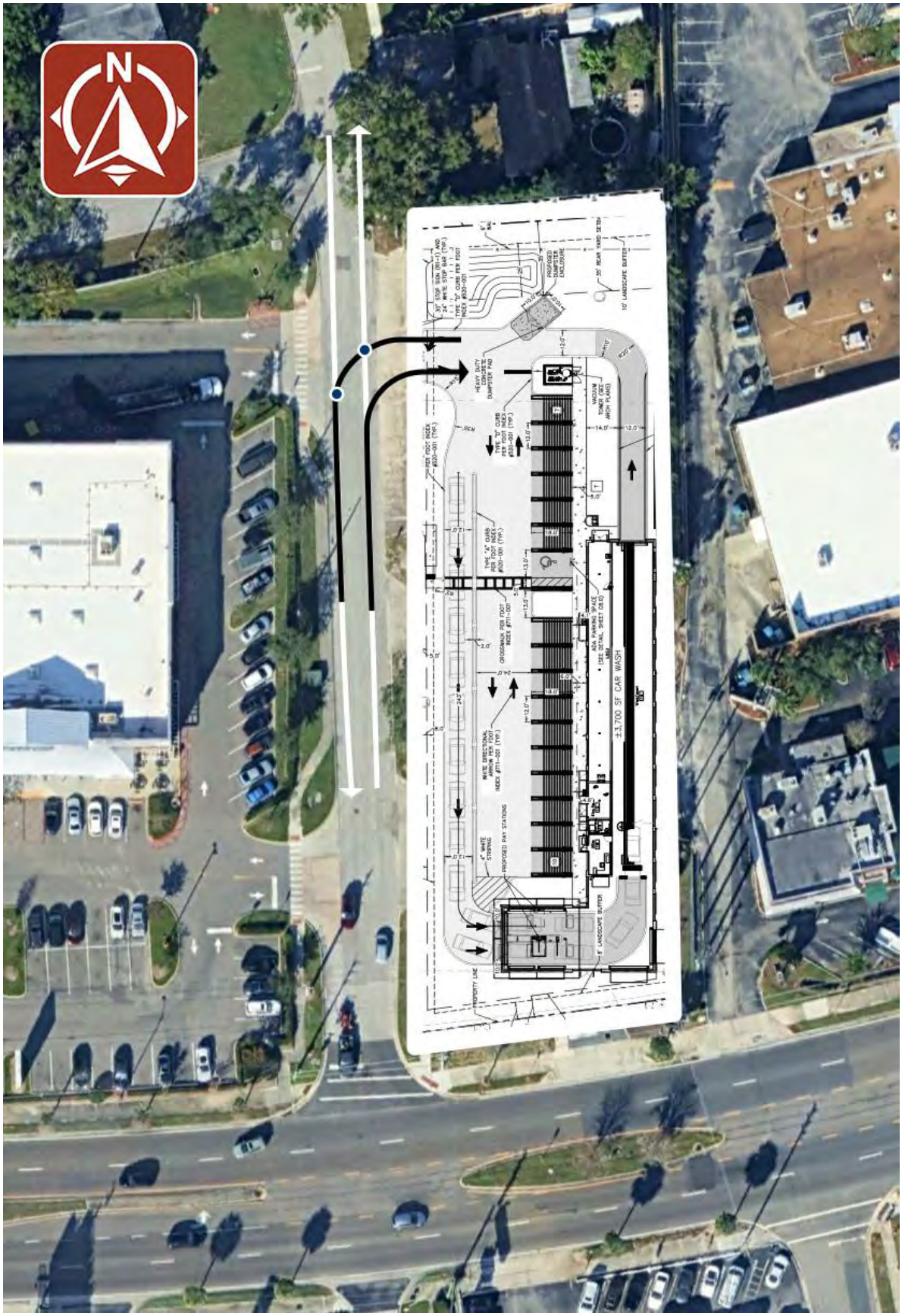


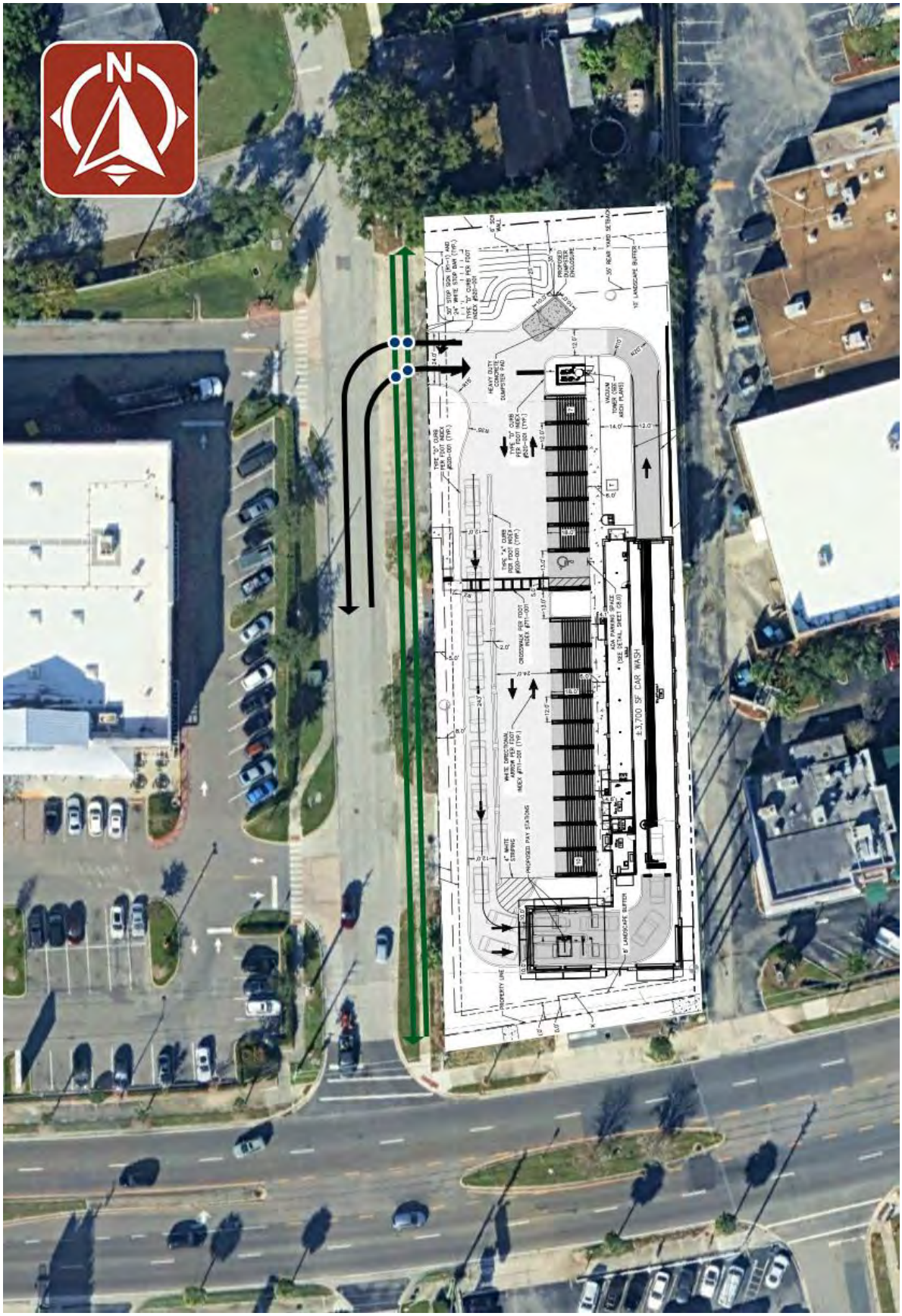
Mobility Plan - Pedestrian (Proposed)

- Bus_Stop
- Existing Sidewalk
- Existing Marked Crosswalks
- Existing High Emphasis Crosswalks
- Proposed Sidewalk
- Proposed High Emphasis Crosswalks
- Site Location

APPENDIX J

DRIVEWAY CONFLICT POINTS


N
±3,700 SF CAR WASH
HEAVY DUTY CONCRETE DUMPSTER PAD
PROPOSED PAY STATIONS
ADA PARKING SPACE
10' LANDSCAPE BUFFER
PROPERTY LINE


N
±3,700 SF CAR WASH
PROPOSED PAY STATIONS
HEAVY DUTY CONCRETE DUMPSTER PAD
ADA PARKING SPACE
CROSSWALK PER FDOT INDEX #711-001
WHITE DIRECTIONAL ARROW PER FDOT INDEX #711-001
4" WHITE STRIPING
6' LANDSCAPE BUFFER
10' LANDSCAPE BUFFER
50' REAR YARD SETBACK
PROPERTY LINE

HBC Engineering Company
9675 NW 117th Ave, #305
Miami, FL 33178

MEMORANDUM

Date: April 9, 2026

To: City of Winter Park
Planning & Zoning
401 South Park Avenue
Winter Park, FL 32789

From: Moatz Saad, Ph.D., P.E., PTOE, IMSA II
HBC Engineering Company

Subject: El Carwash Winter Park
416 Lander Road & 2011 Aloma Ave.
Traffic Impact Analysis Comments Round #1

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1. TIA Review

1. Reconcile the discrepancy in trip generation between the Traffic Impact Statement and the exemption request, and clearly explain the methodology used, including pass-by assumptions.
   Response: The methodology in Appendix B has been updated to be consistent with the Traffic Impact Statement, including the assumptions related to pass-by trips.

2. Provide justification for the use of South Florida surrogate data, or include a sensitivity analysis that better reflects local conditions.
   Response: The three surrogate data utilized in this trip generation analysis is based on comparable El Car Wash facilities, which represent comparable operational characteristics to the proposed development. The report has been updated to include additional language describing the use of surrogate sites and the sensitivity analysis.

3. Address how the proposed development may affect operations on Aloma Avenue, which is currently operating over capacity.
   Response: An evaluation of Aloma Avenue operations has been conducted using AADT data to assess the conditions with and without the proposed development. The analysis has been incorporated into the report to quantify the minimal impact of project traffic on the corridor.

4. Provide additional support for the queueing analysis using local or comparable data, including consideration of peak and seasonal demand and the potential for spillback.
   Response: The queueing analysis has been supported using data from two comparable El Car Wash facilities, which provide comparable operational characteristics for this type of development.

5. Provide a more detailed evaluation of driveway operations on Lander Road, including turning movements and overall access functionality.
   Response: The entering and exiting driveway trips along Lander Road is included in the report, as presented in Figure 2.

6. Expand the analysis to address multimodal and safety considerations, including pedestrian activity and potential conflict points.
   Response: The updated report includes an expanded analysis of multimodal and safety considerations. A pedestrian connectivity plan has been added, along with a conflict point analysis to identify and evaluate potential interaction areas between vehicles and pedestrians.

Best Regards,

Moatz Saad, Ph.D., P.E., PTOE, IMSA II

HBC Engineering Company

Planning & Zoning Board

agenda item 4.d

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

meeting date
May 5, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Allison McGillis, Director of Planning and Zoning

subject

SUB 26-01. Request by William R. Prather to split the lot at 210 Stirling Ave into two single-family lots, zoned R-1AA, inclusive of lot dimension variances, located within the Virginia Heights East Historic District.
REQUEST WITHDRAWN BY THE APPLICANT

motion | recommendation

Staff recommends approval, subject to the following conditions:

1. Contingent on the new home securing Certificate of Review approval from the Historic Preservation Board
2. The successful transfer of the additional lot area from 230 Stirling Avenue to meet the minimum lot area requirements for the new lot.
3. That the new home be limited to a maximum of 3,000 square feet in size (including the garage).

background

The property owners, Russ and Andi Prather, are requesting to split their lot located at 210 Stirling Avenue, which is zoned R-1AA and is located within the Viriginia Heights East Historic District. The lot split will require variances to the minimum lot dimension requirements of R-1AA.

This request first went to the Historic Preservation Board (HPB) on December 10, 2025, and received a unanimous recommendation for approval. During that time, the homeowners have reached out to their neighbors and have submitted 11 letters in support of this request. An attorney representing the neighbor to the south spoke in opposition of the request at the HPB meeting.

After 15 years of caring for and preserving their historic home, the owners are now looking to downsize, prompting their request to split the lot and build a smaller home on the new lot.

The minimum requirements for an R-1AA lot are 100 feet in width and 10,000 square feet of area. The new lot is proposed to meet the R-1AA lot width (177 feet at the widest point) in order to save the existing pool and garage on the main house lot, and will be just over the minimum lot area requirements at 10,010 square feet. The "Oklahoma-like" projection along Glencoe is needed to meet the minimum lot area requirements, without it, the lot doesn't pass the Comprehensive Plan test for lot dimension variances. The width and location of this projection is also intentional because it was very important to the owners and the HPB to preserve the detached structure in the rear of the existing home and as much of the yard/pool deck as possible. To make the proposed configuration possible, the applicant will be securing seven feet of width from the western neighbor (230 Stirling Avenue) to minimize these impacts. This transfer of ownership will need to be completed prior to the city's sign-off on the lot split, provided the lot split is approved. The projection area along Glencoe will remain undeveloped, as it becomes unbuildable once the required setbacks are applied. This also adds to the area that can be used for stormwater retention for the lot.

The resultant lot will need a lot width variance due to it being 96 feet wide in lieu of the required 100 feet, but will meet the 10,000 square feet area requirement. The Comprehensive Plan states that in cases of variance requests for lot dimensions, the City shall not approve such lot dimension variances unless the proposed lot sizes are equal to or exceed the median lot size as established for the properties with the same zoning classifications within 300 feet of the subject property in same block as the subject property. Staff has performed this analysis and has determined that the resultant lot at 96 feet wide meets the median lot size of the properties located within 300 feet. Once created, the lot split would also grandfather in the nonconforming setbacks of the existing lot.

While the proposed lot configuration is not ideal, both from a dimensional standpoint and due to the irregular "Oklahoma-like" projection in the lot layout, the request is fundamentally distinguishable because it involves the preservation of a historic home within the Virginia Heights East Historic District. Staff therefore finds that approval is appropriate in this instance and would not establish an undesirable precedent, as the City's Land Development Code expressly contemplates and authorizes flexibility in lot standards when tied to the preservation of historic resources. Specifically, Sec. 58-376(f) provides a clear and narrowly tailored basis for relief by allowing the Planning and Zoning Board and City Commission to consider the preservation of historic homes as a unique condition justifying variances from minimum lot size requirements in conjunction with lot splits. This framework limits applicability to qualifying historic resources and ties any variance directly to their long-term preservation. As such, this request is not indicative of a general relaxation of subdivision standards, but rather an implementation of a specific code provision intended to incentivize and secure the preservation of historic properties.

(f) Historic *homes and live oak trees.* The planning and zoning board and the city commission may consider the preservation and protection of historic homes and/or the preservation and protection of historic or specimen live oak trees as a special condition and circumstance pursuant to subsection (a)(1) for the purposes of granting variances to minimum lot sizes in conjunction with subdivisions or lot splits. In considering the preservation of an existing building, the historic preservation board shall first determine that the building is recommended for inclusion on the Winter Park Register of Historic Places and such listing and inclusion shall

be required as a condition of such lot size variance and related subdivision or lot split approval. In consideration of the preservation of historic live oak tree(s), any such variance approval and related subdivision or lot split approval shall be conditioned upon the granting of a tree preservation easement to the city, with terms acceptable to the city, to ensure the preservation of such tree(s).

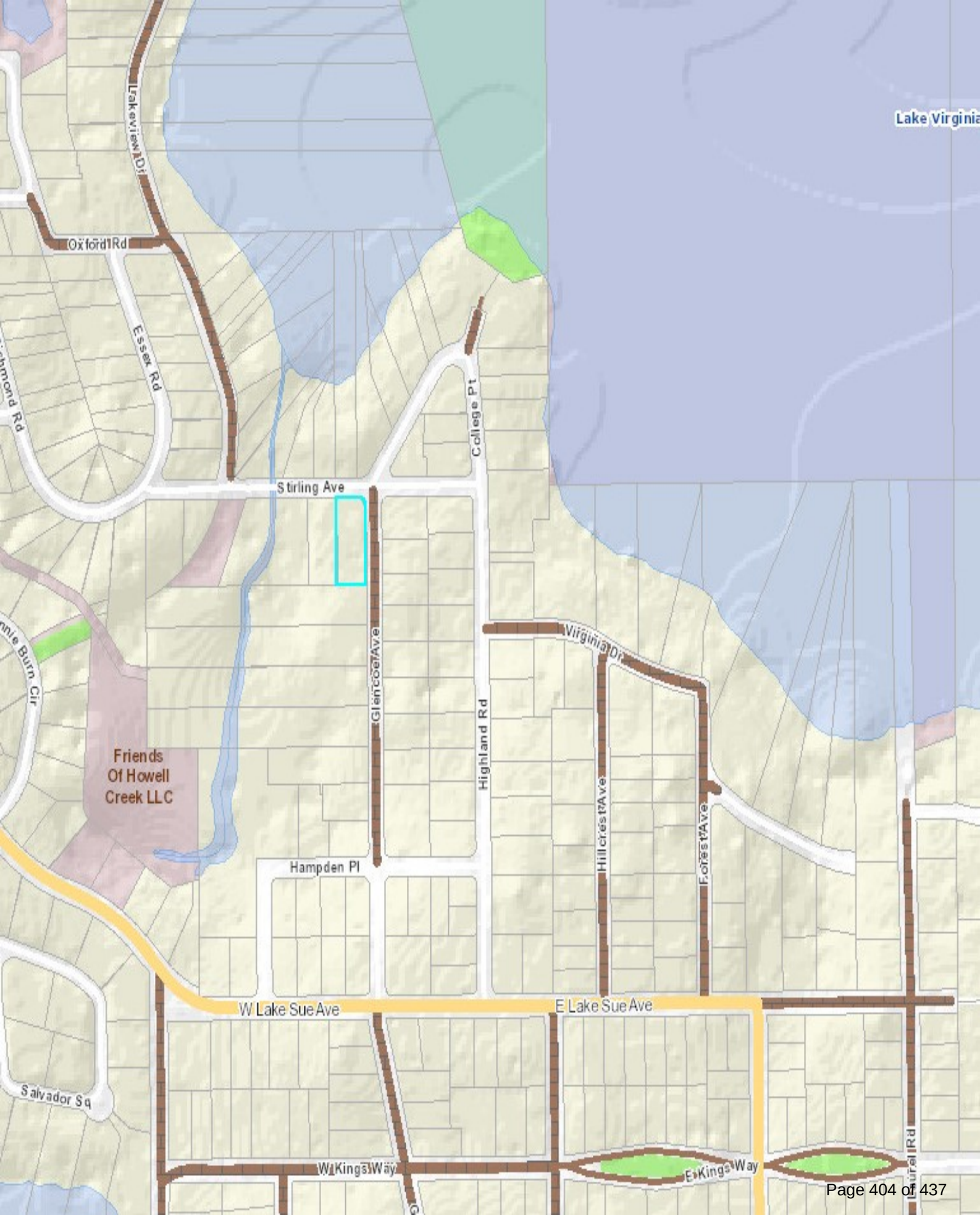
The homeowners have submitted a conceptual design for the proposed new home, which is a modestly scaled, architecturally compatible residence designed to complement the character of the district. The plans show a two-story structure with a front-facing gable and subordinate side gables, traditional window proportions, and a simple, well-balanced façade. Exterior materials include stucco walls, simulated shake shingles, wood clad windows with stone sills. The home's lower height for a two-story home, footprint, and overall massing are intentionally restrained to fit comfortably within the pattern of surrounding homes and to maintain the historic streetscape along Glencoe Avenue where the new home will face. The attached plans show a 2,544 square foot home, including the garage, where the maximum square footage of this new lot would be 4,004 square feet. To ensure compatibility with the surrounding context and prevent overdevelopment of the site, staff recommends a condition of approval that limits the final design of the new home to a maximum of 3,000 square feet (1,004 square feet less than max FAR).

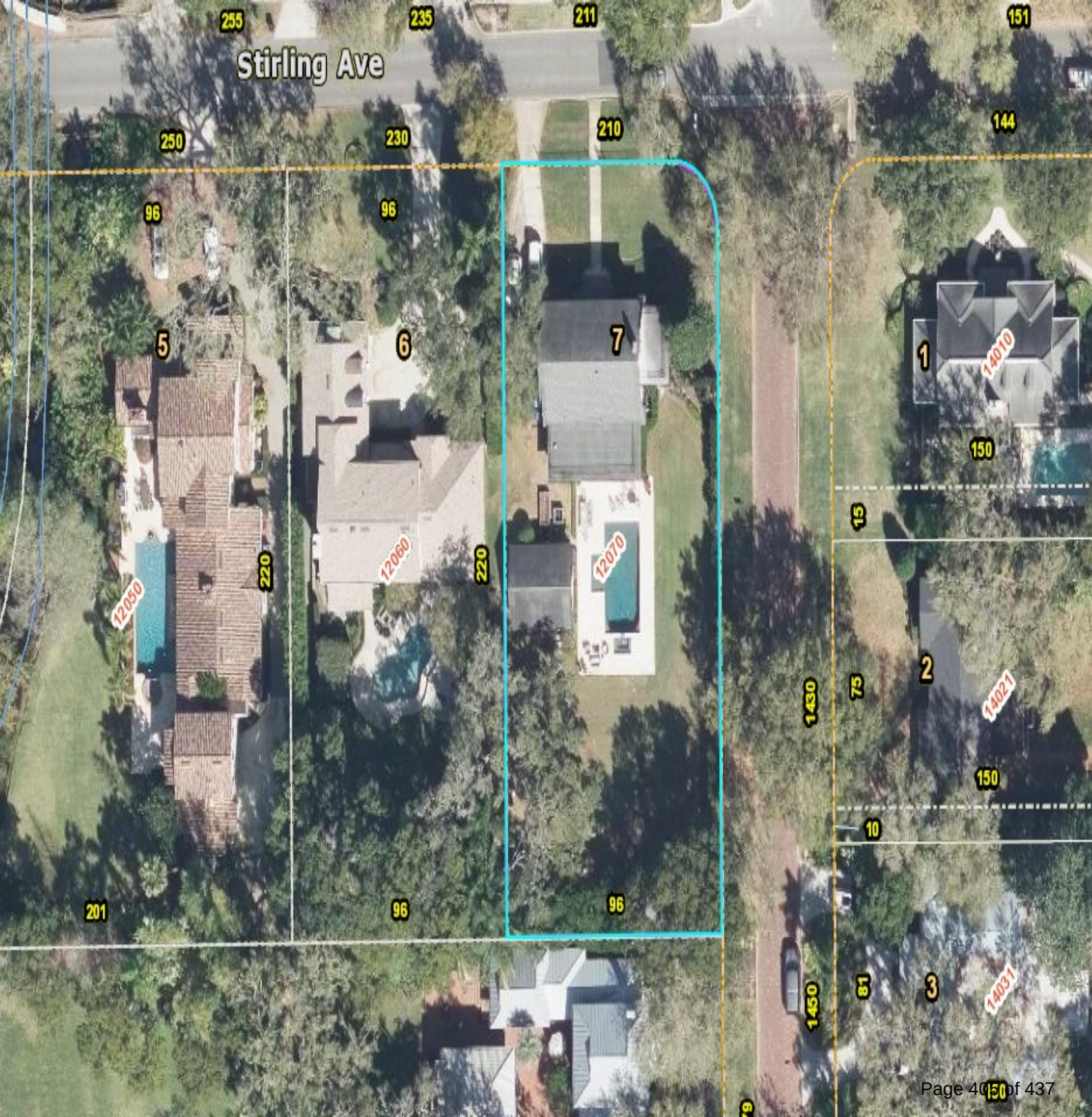
alternatives | other considerations

fiscal impact

attachments

1. Location Map
2. Aerial Map
3. s3ZV45_180816_survey_r2
4. Glencoe Rd Frontage
5. IMG_7129
6. IMG_7130
7. IMG_7131
8. IMG_7132
9. IMG_7133
10. Lot width analysis
11. Letter from Skolfield
12. Letters of Support (14)


Lake Virginia
Lakeview Dr
Oxford Rd
Essex Rd
Richmond Rd
Stirling Ave
College Pt
Glencoe Ave
Highland Rd
Virginia Dr
Hillcrest Ave
Forest Ave
Connie Burn Cir
Friends
Of Howell
Creek LLC
Hampden Pl
W Lake Sue Ave
E Lake Sue Ave
Salvador Sq
W Kings Way
E Kings Way
Laurel Rd


Stirling Ave
255
235
211
151
250
230
210
144
96
96
5
6
7
1
14010
150
12050
220
12060
220
12070
15
2
14021
75
150
430
10
201
96
96
3
14031
81
450
150

Boundary Survey

Legal Description:

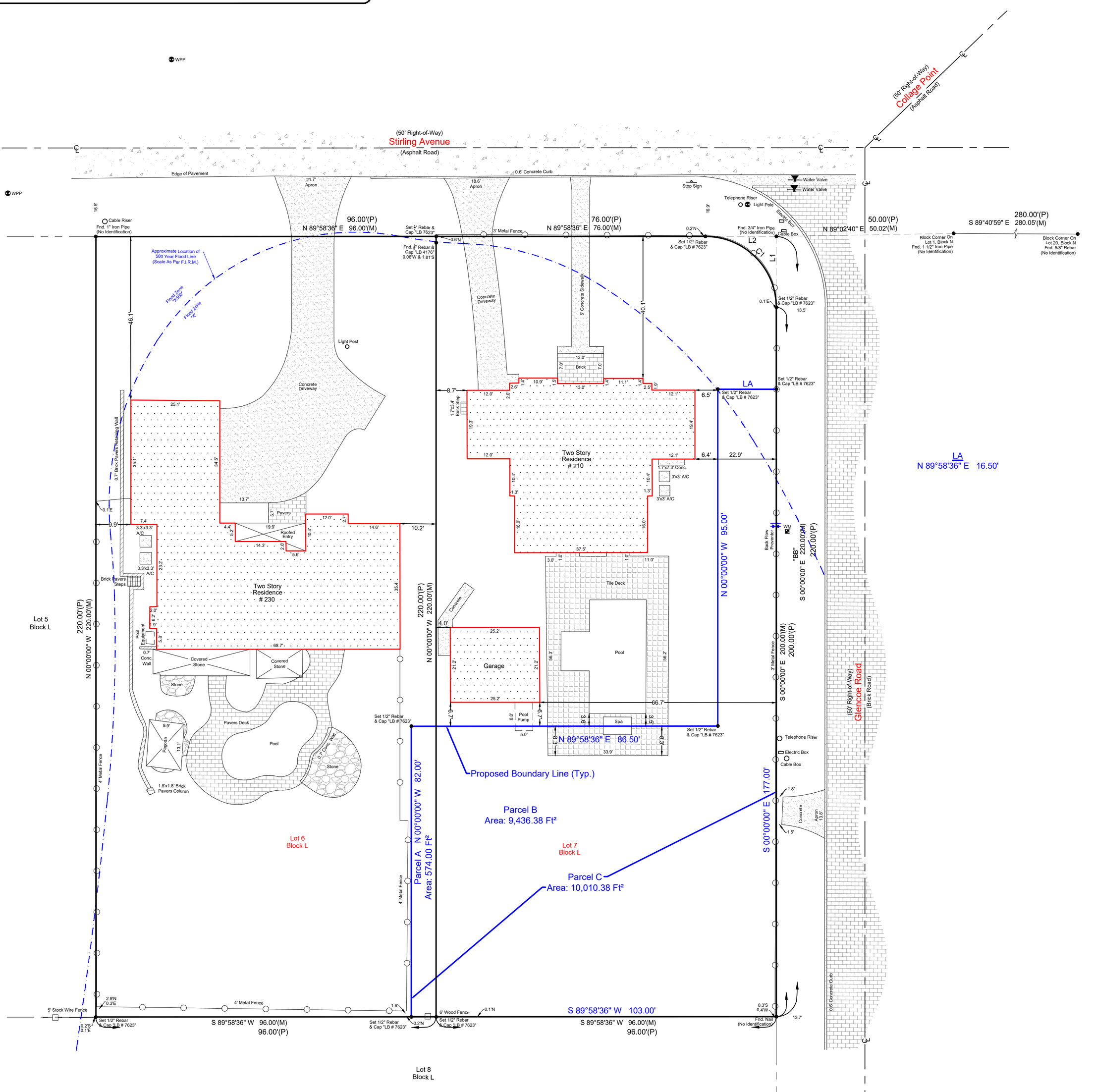
LOT 7, BLOCK L, VIRGINIA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK G, PAGE 107, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. AND LOT 6, BLOCK L, VIRGINIA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK G, PAGE 107, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

FLOOD DISCLAIMER:

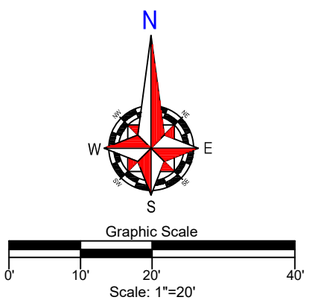
BY PERFORMING A SEARCH WITH THE LOCAL GOVERNING MUNICIPALITY OR WWW.FEMA.GOV, THE PROPERTY APPEARS TO BE LOCATED IN ZONES X, X500 & AE. THIS PROPERTY WAS FOUND IN ORANGE COUNTY, COMMUNITY NUMBER 120188, DATED 2014-03-07.

CERTIFIED TO:

RUSS PRATHER; EDWARD A STOREY III AND JAMIE L STOREY



OHE = Overhead Electric
WPP = Wood Power Pole
Note: Assumed Bearings.



L1
20.00'(P)
S 00°00'00" E 20.00'(M)

L2
20.00'(P)
S 89°58'36" W 20.00'(M)

C1
R=20.00'(P)
L=31.42'(C)
Δ=90°00'00"(P)
Chord Bearing=
S 45°00'42" E 28.28'(M)

Field Date: 11/10/25	Date Completed: 11/12/25
Drawn By: SR	File Number: IS-147603

-Legend-

C	- Calculated	PC	- Point of Curvature
℄	- Centerline	Pg.	- Page
CB	- Concrete Block	PI	- Point of Intersection
CM	- Concrete Monument	P.O.B.	- Point of Beginning
Conc.	- Concrete	P.O.L.	- Point on Line
D	- Description	PP	- Power Pole
DE	- Drainage Easement	PRM	- Permanent Reference Monument
Esmt.	- Easement	PT	- Point of Tangency
F.E.M.A.	- Federal Emergency Management Agency	R	- Radius
		Rad.	- Radial
FFE	- Finished Floor Elevation	R&C	- Rebar & Cap
Fnd.	- Found	Rec.	- Recovered
IP	- Iron Pipe	Rfd.	- Roofed
L	- Length (Arc)	Set	- Set ½" Rebar & Cap "LB 7623"
M	- Measured	Typ.	- Typical
N&D	- Nail & Disk	UE	- Utility Easement
N.R.	- Non-Radial	WM	- Water Meter
ORB	- Official Records Book	△	- Delta (Central Angle)
P	- Plat	–O–	- Chain Link Fence
P.B.	- Plat Book		
–□–	- Wood Fence		

-Notes-

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>Subject to any Easements and/or Restrictions of Record.
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>Building Ties are NOT to be used to reconstruct Property Lines.
>Fence Ownership is NOT determined.
>Roof Overhangs, Underground Utilities and/or Footers have NOT been located UNLESS otherwise noted.
>Septic Tanks and/or Drainfield locations are approximate and MUST be verified by appropriate Utility Location Companies.
>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.
>Flood Zone Determination Shown Heron is Given as a Courtesy, and 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. Ireland & Associates Surveying Inc. and the signing surveyor assume NO Liability for the Accuracy of this Determination.

Revisions
Revised Area Calculations -11/12/25

I hereby Certify that this Boundary 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 Standard 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.

Patrick K. Ireland PSM 6637 LB 7623
FOR THE FIRM
This Survey is intended ONLY for the use of Said Certified Parties.
This Survey NOT VALID UNLESS Signed and Embossed with Surveyor's Seal.

Ireland & Associates Surveying, Inc.
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165

Sketch of Description

Parcel A

Legal Description:

A PORTION OF LOT 6, BLOCK L, VIRGINIA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK G, PAGE 107, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS THE FOLLOWING:

BEGIN AT THE SOUTHEAST CORNER OF LOT 6, BLOCK L, VIRGINIA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK G, PAGE 107, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE, ALONG THE SOUTH LINE OF SAID LOT 6, SOUTH 89°58' 36" WEST 7.00 FEET; THENCE, NORTH 00°00'00" WEST 82.00 FEET; THENCE NORTH 89°58'36" EAST 7.00 FEET TO THE EAST LINE OF LOT 6; THENCE, ALONG SAID EAST LINE, SOUTH 00°00'00" EAST 82.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 574.00 SQUARE FEET MORE OR LESS.

-Legend-

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Esmt.	- Easement		
F.E.M.A.	- Federal Emergency Management Agency	PT	- Point of Tangency
		R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk	Typ.	- Typical
N.R.	- Non-Radial	UE	- Utility Easement
ORB	- Official Records Book	WM	- Water Meter
P	- Plat	△	- Delta (Central Angle)
P.B.	- Plat Book	-X-	- Chain Link Fence
-▫-	- Wood Fence		

This is NOT a Survey.
This is ONLY a Description.
This Sketch and Description consist of two sheets and is not full and or complete without both sheets.

Sketch Date: 11/12/25
Drawn By: JW
Approved By: PKI
Field: N/A

Sketch and Description Certified To:
RUSS PRATHER; EDWARD A STOREY III AND JAMIE L STOREY, CITY OF WINTER PARK

-Notes-

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PATRICK IRELAND CERTIFICATE NO. 6637 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

Patrick K. Ireland FOR THE FIRM

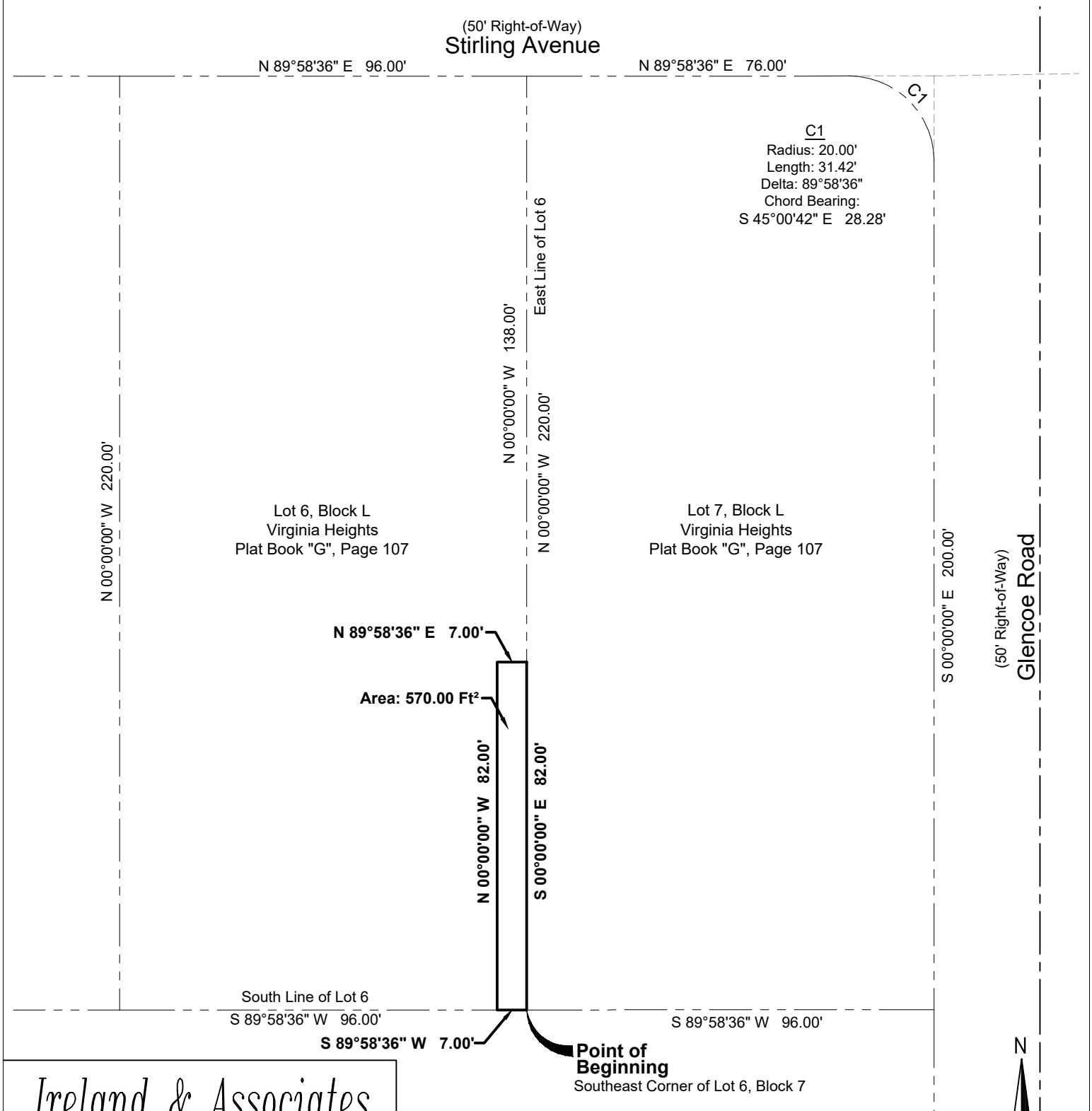
Patrick K. Ireland PSM 6637 LB 7623
Date Signed: 11/12/25

This Sketch is intended ONLY for the use of Said Certified Parties.
This Sketch NOT VALID UNLESS Signed and Embossed with Surveyor's Seal.
File No. IS-147603

Ireland & Associates Surveying, Inc.
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165

Sketch of Description

Parcel A



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Sketch of Description

Parcel B

Legal Description:

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BEGIN AT THE SOUTHEAST CORNER OF LOT 7, BLOCK L, VIRGINIA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK G, PAGE 107, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE, ALONG THE SOUTH LINE OF SAID LOT 7, SOUTH 89°58' 36" WEST 96.00 FEET TO THE SOUTHWEST CORNER OF LOT 7; THENCE, ALONG THE WEST LINE OF SAID LOT 7, NORTH 00°00'00" WEST 82.00 FEET; THENCE NORTH 89°58'36" EAST 79.50 FEET; THENCE NORTH 00°00'00" WEST 95.00 FEET; THENCE NORTH 89°58'36" EAST 16.50 FEET TO THE EAST LINE OF LOT 7; THENCE, ALONG SAID EAST LINE, SOUTH 00°00'00" EAST 177.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 9,436.38 SQUARE FEET MORE OR LESS.

-Legend-

C	- Calculated	PC	- Point of Curvature
℄	- Centerline	Pg.	- Page
CB	- Concrete Block	PI	- Point of Intersection
CM	- Concrete Monument	P.O.B.	- Point of Beginning
Conc.	- Concrete	P.O.L.	- Point on Line
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DE	- Drainage Easement	PRM	- Permanent Reference Monument
Esmt.	- Easement		
F.E.M.A.	- Federal Emergency Management Agency	PT	- Point of Tangency
		R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk	Typ.	- Typical
N.R.	- Non-Radial	UE	- Utility Easement
ORB	- Official Records Book	WM	- Water Meter
P	- Plat	△	- Delta (Central Angle)
P.B.	- Plat Book	-X-	- Chain Link Fence
-▫-	- Wood Fence		

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Sketch Date: 11/12/25
Drawn By: JW
Approved By: PKI
Field: N/A

Sketch and Description Certified To:
RUSS PRATHER; EDWARD A STOREY III AND JAMIE L STOREY, CITY OF WINTER PARK

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PATRICK IRELAND CERTIFICATE NO. 6637 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

Patrick K. Ireland FOR THE FIRM

Patrick K. Ireland PSM 6637 LB 7623
Date Signed: 11/12/25

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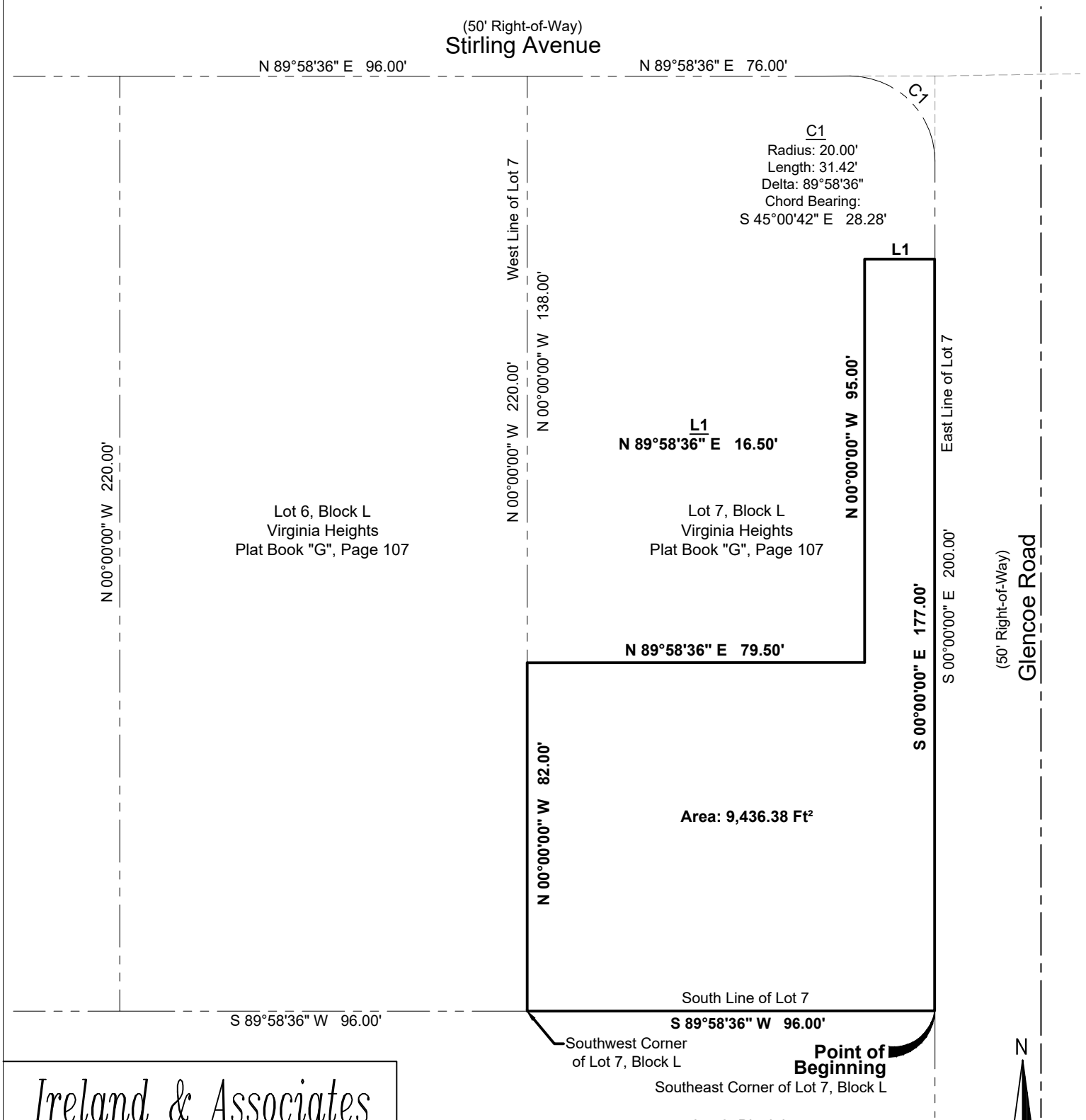
File No. IS-147603

Ireland & Associates Surveying, Inc.
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165

Sketch of Description

Parcel B



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Sketch of Description

Parcel C

Legal Description:

A PORTION OF LOTS 6 AND 7, BLOCK L, VIRGINIA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK G, PAGE 107, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS THE FOLLOWING:

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CONTAINING 10,010.38 SQUARE FEET MORE OR LESS OR 0.230 ACRES

-Legend-

C	- Calculated	PC	- Point of Curvature
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CM	- Concrete Monument	P.O.B.	- Point of Beginning
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		R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk	Typ.	- Typical
N.R.	- Non-Radial	UE	- Utility Easement
ORB	- Official Records Book	WM	- Water Meter
P	- Plat	△	- Delta (Central Angle)
P.B.	- Plat Book	-X-	- Chain Link Fence
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Sketch Date: 11/12/25
Drawn By: JW
Approved By: PKI
Field: N/A

Sketch and Description Certified To:
RUSS PRATHER; EDWARD A STOREY III AND JAMIE L STOREY, CITY OF WINTER PARK

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PATRICK IRELAND CERTIFICATE NO. 6637 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

Patrick K. Ireland FOR THE FIRM

Patrick K. Ireland PSM 6637 LB 7623
Date Signed: 11/12/25

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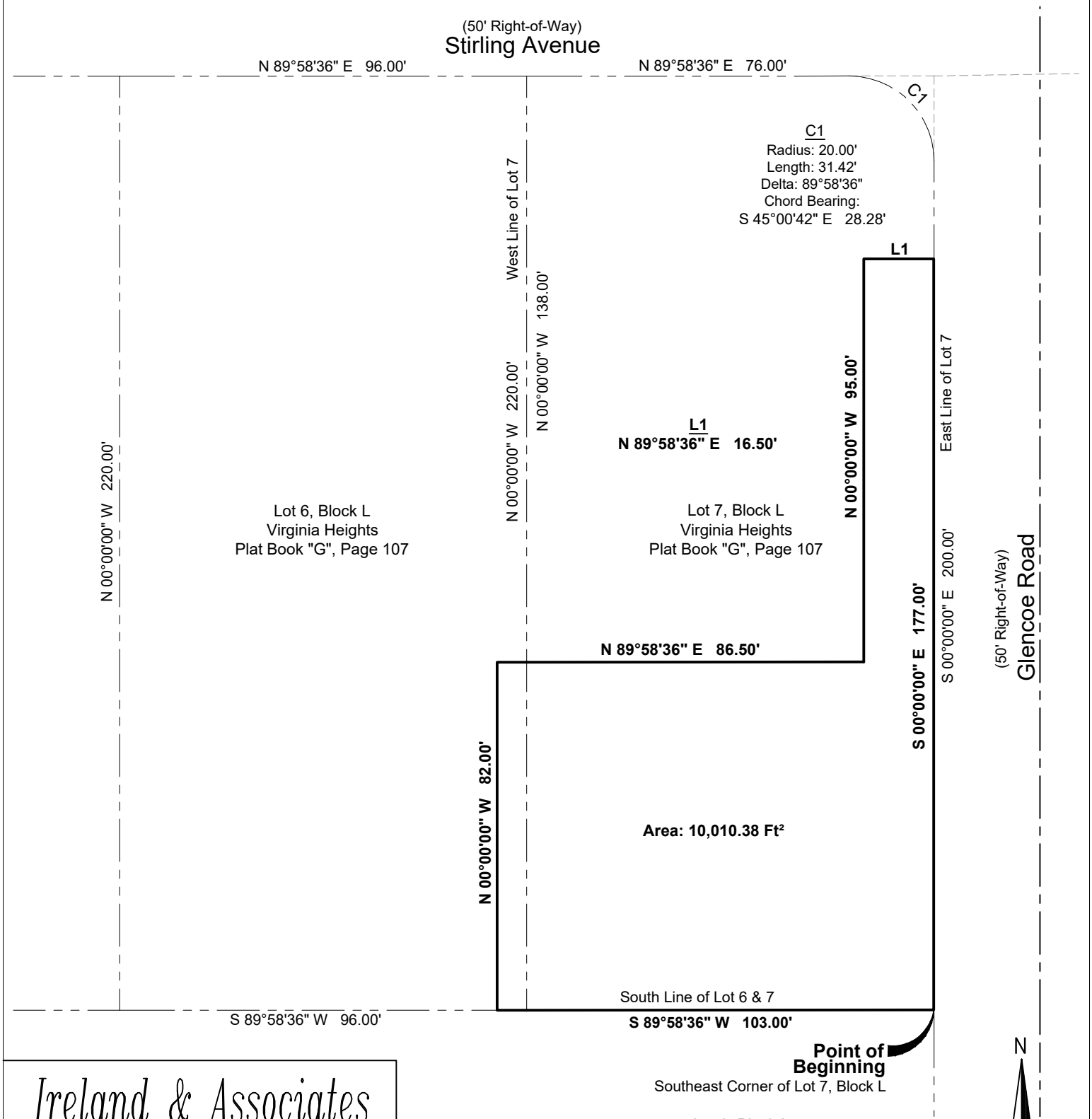
File No. IS-147603

Sketch of Description

Parcel C



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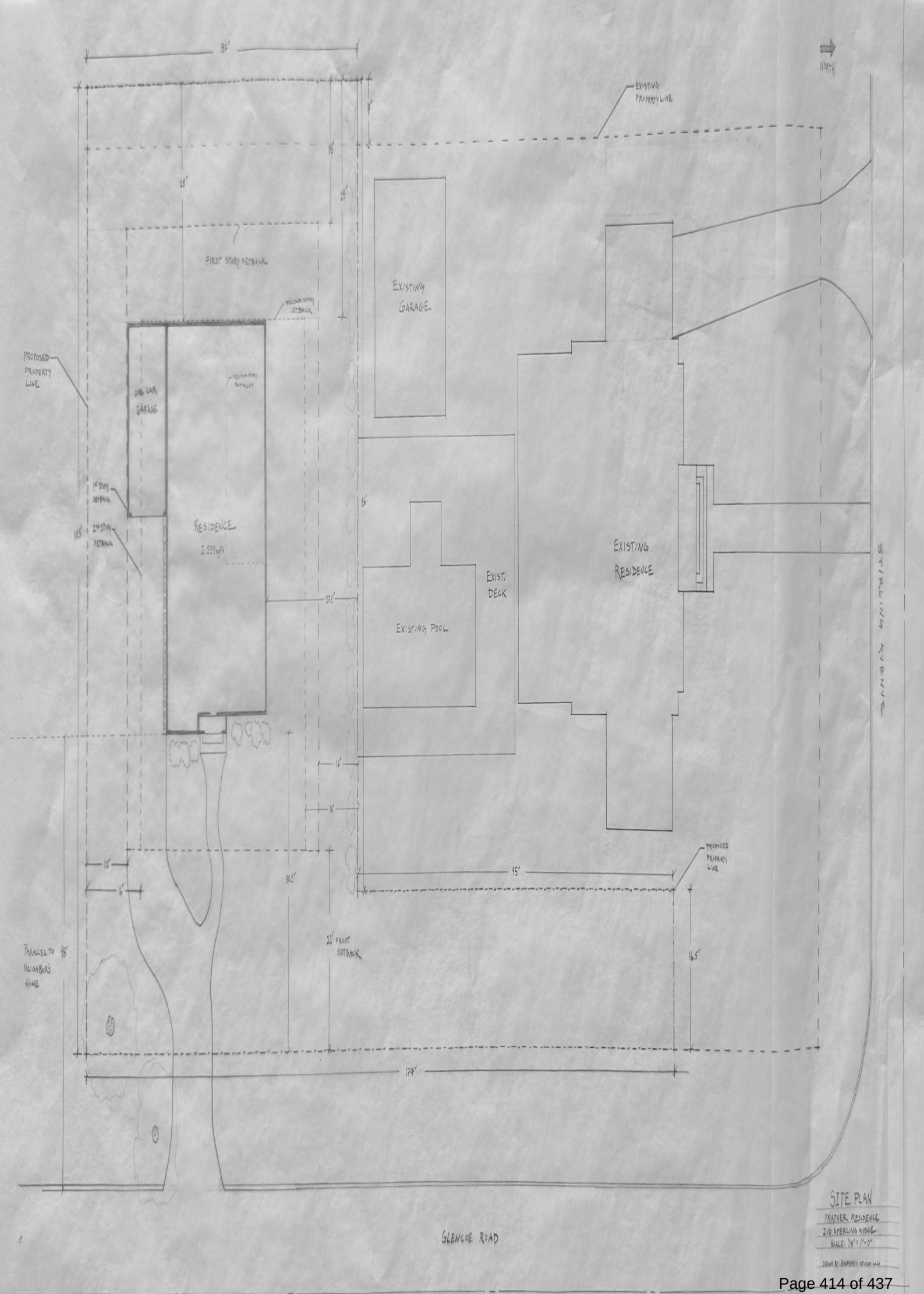

85'
NORTH
EXISTING PROPERTY LINE
7'
15'
25'
35'
FIRST STORY SETBACK
SECOND STORY SETBACK
EXISTING GARAGE
PROPOSED PROPERTY LINE
ONE CAR GARAGE
SECOND STORY OUTLINE
1ST STORY SETBACK
2ND STORY SETBACK
115'
RESIDENCE
2,551sq.ft.
55'
EXISTING RESIDENCE
EXIST. DECK
EXISTING POOL
23.5'
STIRLING AVENUE
11'
14'
15'
30.5'
PROPOSED PROPERTY LINE
15'
16'
PARALLEL TO 45° NEIGHBOR'S HOME
21' FRONT SETBACK
16.5'
177'
GLENCOE ROAD
SITE PLAN
PRATHER RESIDENCE
210 STERLING AVENUE
SCALE: 1/8" = 1'-0"

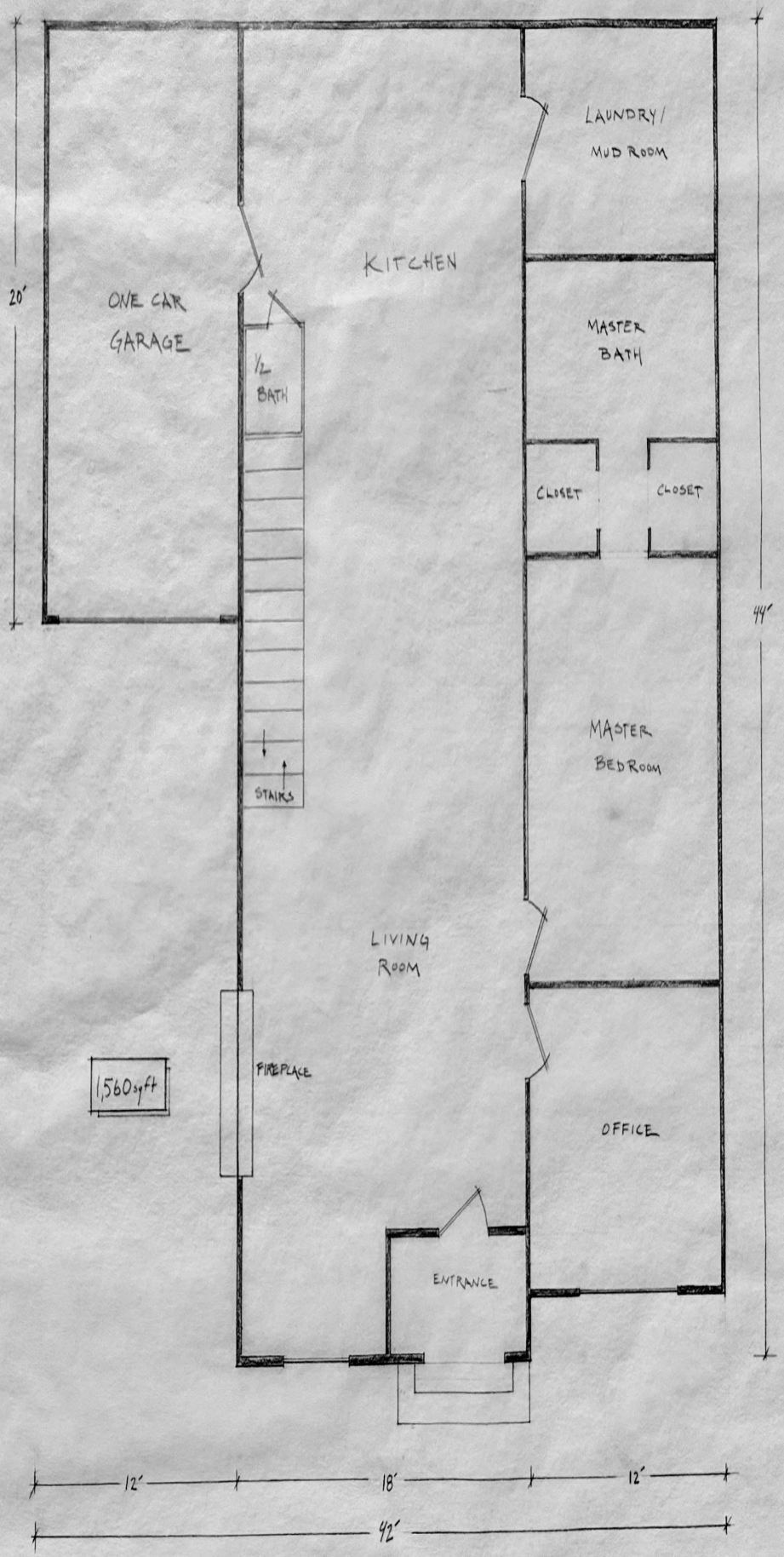
WADE MILLER
BAUHAUS STUDIO '25

FRONT ELEVATION

PRATHER RESIDENCE

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

DRAWN BY: BAUMHAUS STUDIO LLC

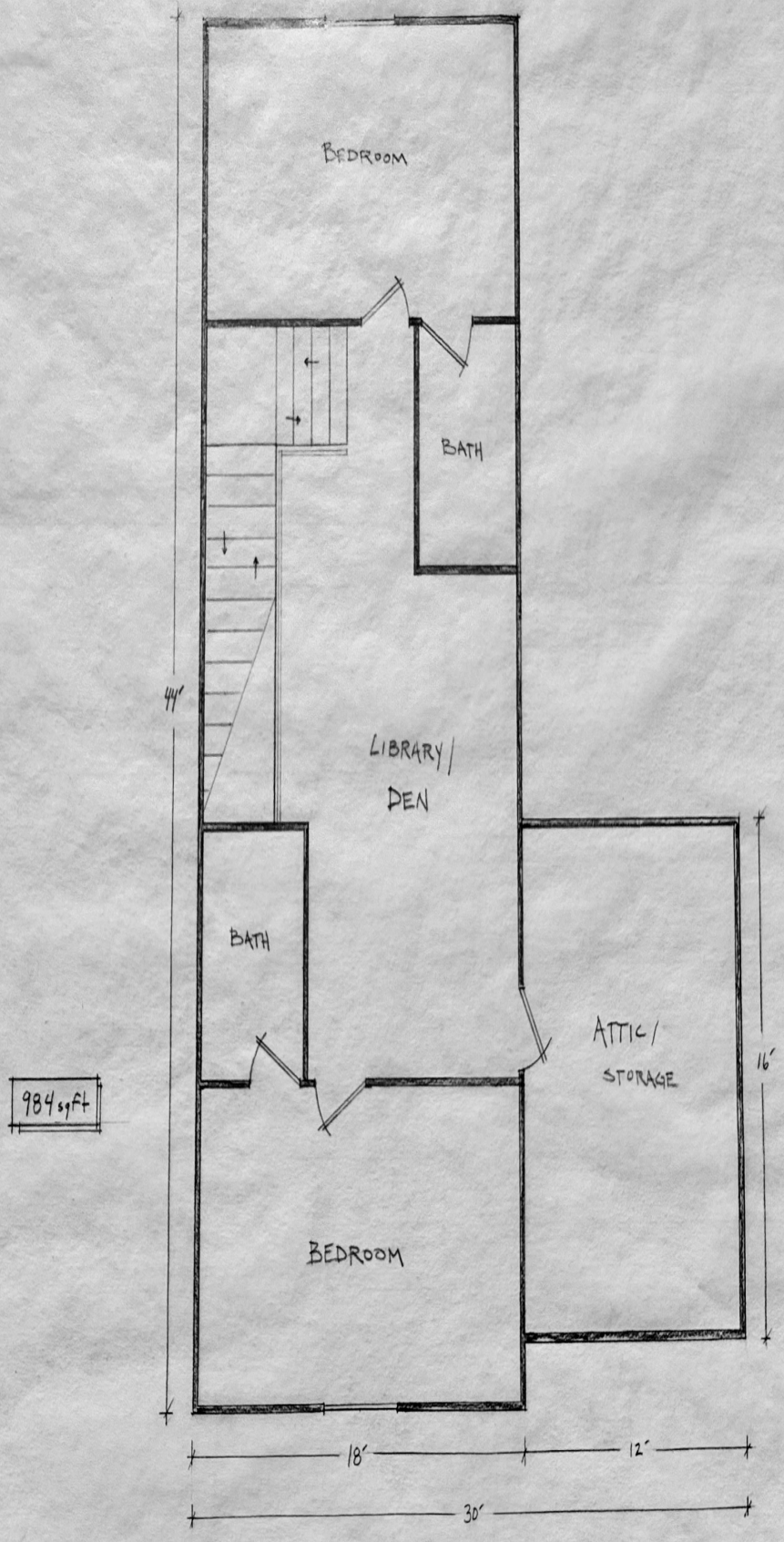


FIRST FLOOR PLAN

PRATHER RESIDENCE

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

DRAWN BY: BAUMANN STUDIO LLC



SECOND FLOOR PLAN

PRATHER RESIDENCE

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

DRAWN BY: BAUMHAUS STUDIO LLC

211 Stirling: 70’
235 Stirling: 70’
230 Stirling: 96’
250 Stirling: 96’
255 Stirling: 102’
280 Stirling: 110’
275 Stirling: 155’

Median = 96’

John Skolfield
358 Vitoria Avenue
Winter Park, FL 32789

April 27, 2026

City of Winter Park Planning and Zoning Board

Chair Jason Johnson
Vice-chair David Bornstein
Charles Steinberg
Bill Segal
Alex Stringfellow
Vashon Sarkisian
Michael Dick

Thank you for your time and service to the City of Winter Park, and for your consideration of the proposed lot split at 210 Stirling Avenue, following the Historic Preservation Board's unanimous approval.

This property is deeply personal to me. It is my childhood home, where my parents raised our family beginning in 1962. At that time, $29,000 was a meaningful stretch for a young family. Sixteen years ago, Russ and Andi Prather made a similar commitment when they purchased the home for $635,000 and raised their family there. Today, the home is likely valued north of $2 million. While the numbers have changed dramatically, the underlying story has not, families investing in a neighborhood they care about.

I share that, not for sentiment alone, but because it speaks directly to the decision before you.

Preservation and Compatibility: I currently serve as Chair of the Historic Preservation Board, while advocating as a citizen and neighbor. I currently own three designated properties including our office across the street. There have been a number of lot splits thoughtfully executed with positive outcomes.

The Prathers' application is one of the most thorough and community-supported I have encountered. They have spent significant time engaging neighbors and received broad support, with only one objection.

The core question here is not simply whether a lot can be split, but what outcome best preserves the character and scale of the neighborhood.

What can be built today: Under current zoning, this nearly half-acre lot allows for substantial expansion:

- Adding over 3,247 square by my calculations
- A detached accessory dwelling unit up to 1,000 square feet that can be rented
- A detached garage structure, limited only by overall floor area ratio

The garage and accessory dwelling could be located very close to adjacent property lines and would materially increase the mass and intensity of the site.

From a practical standpoint, in today's market, properties at this price point are typically purchased by buyers who fully maximize allowable development. This is not theoretical; it's happening all around us.

The lot shape: To preserve the current garage and create the minimum10,000 s.f. lot, a creative configuration was necessary. The willingness of the neighbor to the west to sell some of their land assisted in many ways, as well as being a testament to the support the Prathers have.

What the lot split achieves: Each lot is >10,000 square feet, consistent with the existing neighborhood pattern. To square off would make the back yard of the existing home smaller and require the demo/replacement of the garage, a contributing structure.

On Glencoe Road and throughout this area, the character is defined by:

- Modest-scale historic homes
- Frontages generally ranging from approximately 75 to 100 feet
- Human-scale architecture that presents well to the street

The proposed new home fronting Glencoe Road would align with this established pattern. This is not an introduction of outsized development, but rather a continuation of the existing streetscape.

Importantly, this approach distributes development in a way that is far more compatible than concentrating mass on a single oversized lot.

Community and long term outcome: There is also a human element worth acknowledging. The Prathers are well-regarded members of the community who wish to remain in the neighborhood they have contributed to for many years, but in a more modest home.

This proposal allows that to happen while also:

- Maintaining neighborhood scale
- Avoiding overdevelopment of a single parcel
- Increasing overall housing supply in a measured and context-sensitive way
- Generating additional long-term tax revenue for the City

Respectfully addressing concerns: It is understandable that the adjacent property owner prefers the status quo. That is a natural and reasonable perspective.

Perhaps a more important consideration is what best serves the broader neighborhood and community over time. When viewed in that context, the proposed lot split represents a balanced and compatible outcome.

This maintains the character of the neighborhood more effectively than what could otherwise be built, while allowing a respected family to remain part of the community.

I appreciate your consideration and would be happy to discuss with any of you at your convenience.

Thank you,

John T. Skolfield III

RANDALL BALL ROBERTSON

1350 COLLEGE POINT
WINTER PARK FLORIDA 32789

November 18, 2025

The City of Winter Park

Winter Park, FL 32789

Re: Russ & Andi Prather
210 Stirling Avenue

To Whom It May Concern:

We have been made aware of proposed plans from our dear neighbors, the Prathers, who wish to move into a new phase of their lives with a newly constructed cottage on their existing property. I wholeheartedly endorse their proposal.

Our home is three houses down from 210 Stirling Avenue. We have been in the neighborhood at an historic home twenty years and have witnessed conscientious renovation by the Prathers over time. There aren't many residents of our city who have demonstrated appropriate stewardship of such a landmark property. Andi & Russ renovated their home at Glencoe & Stirling a few years ago and took extraordinary steps to remain faithful to the original architectural elements of what we fondly refer to as the "Skolfield house."

I'm convinced the Prather's plans to build a small cottage on Glencoe Road using an existing curb cut for entry will blend in beautifully with the neighborhood. Their lot is deep and offers plenty of room for this addition.

With kind regards,

Cc: Russ & Andi Prather

Tom Miller
211 Stirling Ave
Winter Park, FL 32789

November 20, 2025

Historic Preservation Board
City of Winter Park
401 S Park Ave
Winter Park, FL 32789

To Whom It May Concern:

I am writing on behalf of my neighbors, Russ and Andi Prather, to offer my full support for their plan to split their residential lot.

I have lived directly across from the Prathers for many years. I have found them to be excellent neighbors. I have watched as they have diligently maintained and improved their historic home. I have full trust that they will bring that same level of care to the design and build of their new cottage home should this lot split be granted.

Sincerely,

Tom Miller.

Historic Preservation Board
City of Winter Park
401 S. Park Avenue
Winter Park, FL 32789

Re: Support for Lot Split – 210 Stirling Ave

Dear Historic Preservation Board Members,

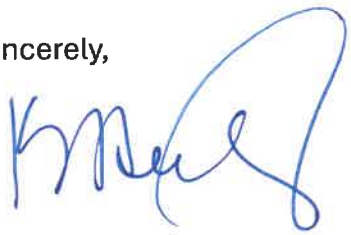
I am a longtime neighbor of Russ and Andi Prather, and I am writing in full support of their request to subdivide their lot to build a small home for themselves and allow a new family to join our neighborhood by moving into their current home.

Russ and Andi have been excellent neighbors who clearly love and respect our historic district. Their existing home is beautifully maintained, and I am confident their new home will be modest, tasteful, and in line with the character of the neighborhood.

The Prathers understand and share the Board's mission to protect and enhance our historic environment, and they can be trusted to create something that complements rather than detracts from the neighborhood we all love.

I strongly urge you to approve their application. This will allow them to stay in the community they cherish while adding another charming home and a new family to our historic city. Thank you for your consideration of this positive addition to our neighborhood.

Sincerely,



Kristen King
100 Stirling Ave
Winter Park, FL 32789

Ed Storey, Esq.
230 Stirling Avenue
Winter Park, FL 32789

November 21, 2025

City of Winter Park
Planning & Zoning Division
401 Park Avenue South
Winter Park, FL 32789

Re: Support for Residential Lot Split – 210 Stirling Avenue

Dear Members of the Planning & Zoning Board:

I am writing as the owner of 230 Stirling Avenue, directly next door to 210 Stirling Avenue, to express my strong support for the lot split application submitted by my neighbors, Russ and Andi Prather.

I know Russ and Andi personally and have discussed their plans with them. They have approached this process thoughtfully and with a clear desire to ensure that any future development remains consistent with the character and scale of our neighborhood. Based on our conversations and my understanding of the proposal, I believe the requested lot split is appropriate for the area and aligns well with the existing residential pattern along Stirling Avenue.

As the adjoining property owner, I have no concerns related to privacy, drainage, traffic, or neighborhood compatibility. To the contrary, I view their plans as a responsible and positive improvement that will help maintain the charm and quality of our street.

I respectfully encourage the City to approve the proposed lot split for 210 Stirling Avenue. Thank you for your time and consideration.

Sincerely,

Ed Storey, Esq.

Historic Preservation Board
City of Winter Park
401 S. Park Avenue
Winter Park, FL 32789

Re: Support for Lot Split – 210 Stirling Ave

Dear Historic Preservation Board Members,

I am writing to express my strong support for Andi and Russ Prather's proposal to subdivide their property in order to construct a small home while preserving their existing historic home in our neighborhood.

As a lifelong Winter Park resident and a current neighbor to the Prathers, I can proudly attest to Russ and Andi's thoughtful, considerate, and deep commitment to our neighborhood and the people who live here. They have always shown great respect for the historic character of our city, maintaining their home beautifully and taking an active interest in the broader Winter Park community.

I have spoken with Russ about their plans for the new cottage, and I am confident that anything they build will be modest in scale, high in quality, and entirely in keeping with the architectural spirit of the district we love.

Granting this lot split will allow Russ and Andi to remain in the community they care about while adding another carefully designed home that future residents will enjoy for generations.

I wholeheartedly support their application and urge the Board to approve it. Thank you for your time and for your ongoing work to preserve the unique character of Winter Park.

Respectfully,

Chris King

Chris King
100 Stirling Ave
Winter Park, FL 32789

Historic Preservation Board
City of Winter Park
401 S. Park Ave,
Winter Park, Fl. 32789

11/21/25

To Whom It May Concern,

My name is Tammy King, and I am reaching out on behalf of Russ and Andi Prather regarding their request to divide their property on Stirling Avenue in order to construct a new home. I want to express my strong support for their plans and my confidence that any home they develop will reflect the values and standards upheld by the Historic Preservation Board.

As homeowners of a historic property in Winter Park ourselves, my husband and I deeply appreciate the significance of maintaining the character of our community. We reside at 358 Virginia Drive—the home where my husband was raised and which we have recently restored with great care to honor its original charm while preparing it for the next chapter of our family's life. Our home, like the Prathers', dates back to the early 1940s, and we share a passion for preserving and enhancing the historic integrity of our neighborhood.

Russ and Andi have been exceptional neighbors and friends who value this community and contribute positively to its character. I have no doubt that the home they intend to build will be thoughtful, well-designed, and harmonious with the historic fabric of Winter Park.

If you have any questions or would like additional insight, I would be glad to speak further on their behalf. Thank you for your time and thoughtful consideration.

Warm regards,

Tammy L. King

Tammy King
358 Virginia Dr.
Winter Park, Fl. 32789

Jamie L. Storey, Esq.
230 Stirling Ave
Winter Park, FL 32789
Jamiestorey19@gmail.com
321-228-3396

November 23, 2025

City of Winter Park
Planning Department
401 S. Park Avenue
Winter Park, FL 32789

Re: Support for Lot Split – 210 Stirling Ave, Winter Park, FL 32789

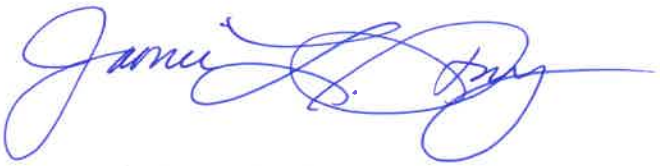
To Whom It May Concern,

I am writing as the homeowner at 230 Stirling Ave to express my full support for the proposed lot split at 210 Stirling Ave, submitted by my neighbors, Russ and Andi Prather. As an adjacent property owner, I believe this request is appropriate for our neighborhood and aligns well with the planning principles and zoning intentions for this area of Winter Park.

The proposed lot split will maintain the established character of Stirling Avenue and is consistent with the existing pattern of lot sizes in the surrounding blocks. I have no concerns regarding compatibility, privacy, traffic, or infrastructure impacts. In my view, the proposal represents a thoughtful improvement that will contribute positively to the long-term vitality and appearance of our community.

Thank you for your consideration of this request. Please feel free to contact me if any additional information is needed.

Sincerely,



Jamie L. Storey, Esq.

Historic Preservation Board
City of Winter Park
401 S. Park Ave,
Winter Park, Fl. 32789

11/21/25

To Whom It May Concern,

My name is Michael King, and I am writing on behalf of Russ and Andi Prather, who are seeking approval to split the lot on which they live on Stirling Avenue in order to build a home. I cannot overstate how strongly I feel that the home they intend to build would be one the Preservation Board would be proud to see added to our community.

Like my wife and me, the Prathers are stewards of historic homes in Winter Park. My wife and I live at 358 Virginia Drive—the home I grew up in and to which we have recently returned to thoughtfully renovate and prepare for a new season of life for our family. Like the Prathers' residence, our home was built in the early 1940s. We both share a deep appreciation for the charm, character, and responsibility that come with owning older homes here in Winter Park.

The Prathers have been wonderful neighbors, and they care profoundly about both our neighborhood and the broader Winter Park community. I am confident they are fully aligned with the mission of the Historic Preservation Board and that any home they build will reflect the character, quality, and complementary aesthetic that define our historic neighborhoods.

Should you have any questions, I would be more than happy to speak further on their behalf. Thank you in advance for your time and consideration.

Sincerely,

Michael King
358 Virginia Dr.
Winter Park, FL. 32789

Carol Miller
211 Stirling Ave
Winter Park, FL 32789

November 20, 2025

Historic Preservation Board
City of Winter Park
401 S Park Ave
Winter Park, FL 32789

Dear Historic Preservation Board Members,

My husband, Tom, and I have been neighbors of the Prather family for 15 years. We've watched their children grow up just across the street. They have been wonderful neighbors.

I am aware of their desire to split their current lot into two parcels. This would allow them to stay in the neighborhood, building a smaller home on the back lot. I am in favor of this plan. I would like them to remain neighbors and I believe they will build a home that will add to the character of the neighborhood.

I ask that you grant this request.

Sincerely,

Carol Miller

April 9, 2026

1361 College Point
Winter Park, FL
32789

Planning@cityofwinterpark.org

Dear Members of the Planning & Zoning Board,

I am writing in support of the Prather's proposed lot split. As my neighbors for the past 15 years, I can confidently say they are thoughtful and respectful of the character of the historic district. This family should be supported and encouraged to remain in my neighborhood. I want this family living next to me. They understand the history and integrity of Winter Park.

They have consistently demonstrated care for their property and the surrounding community, and I trust that this proposal reflects that same level of consideration.

Thank you for your time and for your service to our community.

Sincerely,

Christie McMorrow

1350 College Point
Winter Park, FL
32789

City of Winter Park,

To all those concerned with making the decision on dividing the property at 210 Sterling Avenue and ruling on the proposed plan to build a small home on the rear lot fronting Glencoe, I want you to know that I am in favor of this petition.

My name is Pat Robertson, and I have lived at 1350 College Point for 20 years and have been a lifelong resident of Winter Park. I served as board chair of Casa Feliz and grew up in the historic Chase/Schenck home at 950 Palmer Ave. I have a deep commitment to historic preservation in our city.

It has been hard for me to see the level of development in the city that has been inconsistent with the charm that has defined our city since it's beginnings. The homes on larger lots have too often led to remodels that are oversized for the lot with a blind eye to neighborhood scale and style. The proposal in front of you has my support because it will contribute in two important ways to the historic neighborhood of Virginia Heights.

1. It will protect us from a home owner that might seek to expand the house by building on the rear lot a garage or some other structure that is not aesthetically pleasing on a highly visible corner lot.
2. It will contribute to Glencoe Road a home that is consistent with the other historic homes on the street in scale and architectural relationship.

I personally know both Russ and Andi Prather and trust their devotion to our neighborhood as well as their alignment and commitment to the values of maintaining our neighborhood and city charm. Andy and Russ have been wonderful neighbors and excellent custodians of their current historic home and have earned my respect and vote on this project. I hope they will have yours.

Sincerely,

Pat Robertson

Dashiell Morris
1575 Glencoe Road
Winter Park, FL 32789
(954) 632-4161
DashiellMorris@gmail.com

April 23, 2025

City of Winter Park
401 S. Park Avenue
Winter Park, FL 32789

Dear City of Winter Park,

I am the owner of the residence at 1575 Glencoe Road and a neighbor of Russ and Andi Prather, who reside at 210 Stirling Avenue. I am aware of their plan to subdivide their residential lot into two parcels and fully support this project.

The Prathers are active members of the neighborhood and valued members of the Winter Park community.

Sincerely,

Dashiell Morris

Michelle Gardner
250 Stirling Ave | Winter Park, Fl 32789
M.pae2@icloud.com

April 23, 2026

Planning@cityofwinterpark.org

Dear Members of the Planning & Zoning Board:

I am writing in support of the Prather's proposed lot split on Stirling Ave. I have lived 2 doors down from the Prather's for 13 years and have no worries that splitting the lot would be bad for me or any of our neighbors. They have been nothing but conscientious about the historic district, the integrity of Winter Park and since living here have made our neighborhood better. We don't want this family moving out of our neighborhood and hope your take that into your consideration when reviewing their proposal.

Sincerely,

Michelle Gardner

Michelle Gardner

Rebecca and Rob Gallardo
1539 Glencoe Road
Winter Park, FL 32789
April 24, 2026

Board Members
Planning and Zoning Board

Re: Letter of Support – Lot Split Request, 210 Sterling Avenue (Russ and Andi Prather)

Dear Members of the Planning and Zoning Board,

We are writing as neighbors and fellow residents of the Virginia Heights Historic District to express our support for the lot split request submitted by Russ and Andi Prather at 210 Sterling Avenue. We reside at 1539 Glencoe Road, just four lots south of the Prathers' property, and we feel well-positioned to speak to the character of this request and its potential impact on our neighborhood. While we are unfortunately unable to attend the meeting due to work commitments, we want the Board to know that, if we could be there, we would speak in support of the Prathers' lot split in person.

The Prathers have been valued neighbors and exemplary stewards of one of our district's beautiful historic homes. Over the years, they have demonstrated a commitment to the values that make Virginia Heights such a treasured community, not only in the care they have devoted to their own property, but in the consistent support they have shown for other neighbors who are working to preserve and maintain their own historic homes in ways that honor the past while meeting the realities of modern family life.

We believe this is a reasonable request made by reasonable people. It is clear that Russ and Andi have thoughtfully weighed the implications of a lot split for the surrounding neighborhood. Their lot is sizable enough that, once divided, both resulting parcels would remain consistent in scale with the smaller lots that already exist throughout the historic district — meaning this request is well in keeping with the established character of Virginia Heights.

We are also supportive of the Prathers' intention to construct a modestly sized home on the newly created lot. The home they have proposed would be appropriately scaled to complement the historic homes that define our neighborhood's architectural identity. We believe the Board should actively encourage the construction of small, thoughtfully designed homes that are fitting in proportion and spirit to the historic fabric of our district.

Perhaps most importantly, this lot split offers the Prathers a meaningful path forward: the ability to preserve their beloved historic home and pass it on to someone who will care for it as they have, while allowing them to downsize affordably (without tearing down an existing home!) and remain in the neighborhood they have loved and enriched

for many years. That is an admirable goal, and one entirely in keeping with the spirit of historic preservation.

At its core, our support for this request rests on this belief: Russ and Andi Prather have shown themselves to be consistent stewards of Virginia Heights and historic homeownership. People like them—our neighbors who invest in these properties, maintain them with care, and advocate for their preservation—are exactly who we want to keep in our community. We should be making it easier, not harder, for owners of historic homes to afford to stay in and care for those homes and in those neighborhoods. When we do so, we protect the architectural diversity and beauty that historic neighborhoods like Virginia Heights bring to our entire city.

We respectfully urge the Board to approve the Prathers' lot split request and thank you for your time and consideration of this matter.

Sincerely,

Rebecca and Rob Gallardo