City Commission
Regular Meeting

Agenda
July 22, 2026 @ 3:30 PM
City Hall Commission Chambers
401 S. Park Avenue

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

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).

please note
Times are projected and subject to change.

1. **Meeting Called to Order**
2. **Invocation - Peter Moore, Director of Office of Management and Budget**
3. **Pledge of Allegiance**
4. **Approval of Agenda**
5. **Mayor's Report**
6. **Citizen Budget Comments**
7. **City Manager's Report**
   a. FY 27 Budget Presentations — 45 minutes
   b. Update on SR 426 (Aloma Avenue) Project and Schedule — 10 minutes
8. **City Attorney's Report**
9. **Non-Action Items**
10. **Public Comments | 5 p.m. or soon thereafter**
    (If the meeting ends earlier than 5 p.m., public comments will be at the end of the meeting. Three minutes are allowed for each speaker.)
11. **Consent Agenda**
    a. Approve the minutes of the regular meeting, July 8, 2026. — 1 minute
    b. Approve the minutes of the work session, July 9, 2026 — 1 minute
    c. Approve the following piggyback contracts: — 1 minute

       1. CDW Government, LLC - Sourcewell #121923-CDW - Technology Products and Services; Cisco Enterprise License Agreement. Contract Term: Through July 23, 2031; Not to Exceed: $507,905
       2. R2 Unified Technologies, LLC - NASPO #43220000-NASPO-19-ACS - Data Communication Products and Services; Local Area Network Hardware and Licensing Switch. Contract Term: Through July 23, 2031; Not to Exceed: $237,718.38

    d. Approve the following contracts: — 1 minute

1. Aetna - Medical Insurance Stop Loss and Administration Fees; To provide stop-loss coverage and administration services for the City's employee health plan. Contract Term: Through September 30, 2027; Not to Exceed: $1,840,000
2. RFQ6-23 - Geosyntec Consultants, Inc. - Professional Stormwater Management Engineering Services; Task Order for the Canton Avenue Water Quality and Drainage Improvement Project. Amount: $292,878.62
3. RFQ6-23 - Geosyntec Consultants, Inc. - Professional Stormwater Management Engineering Services; Task Order for the Shoreview Avenue Water Quality Improvement Project. Amount: $161,077.37

e. Revisions to the Community Benefit Agreement for the Holler properties at Denning/Fairbanks — 1 minute

12. Action Items Requiring Discussion

a. Budget Discussion & Set Tentative Millage Rate — 15 minutes

b. Proposed billboard swap deal with Clear Channel — 15 minutes

13. Public Hearings: Quasi-Judicial Matters

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

a. Ordinance- Partial Vacation of Holt Ave- FBC South Project (1st reading) — 5 minutes

b. CU #26-04. Request of Rebecca Wilson, Lowndes-Law, on behalf of WP Station Tower, LLC (property owner), for: Conditional Use approval to establish a 301-seat restaurant and 50-seat café within the existing office building located at 1560 North Orange Avenue, zoned O-1. — 60 minutes

14. Public Hearings: Non Quasi-Judicial Matters

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

15. City Commission Reports

16. Summary of Meeting Actions

17. Adjournment

City Commission

agenda item 7.a

item type
City Manager's Report

meeting date
July 22, 2026

prepared by
Peter Moore, Director of Office of Management and Budget

approved by
Randy Knight, City Manager

subject
FY 27 Budget Presentations

motion | recommendation

background
Each year, city staff presents the FY27 budget as well as department level budget overviews. With the issue of potential property tax reform, staff will be making a slight adjustment to past practice. A new law passed by the state asks all local governments to annually include a 90% level budget along with the proposed budget. The idea behind the law is that local governments will keep an eye on ways they could reduce cost growth over time. While a potentially useful exercise, it will have complexities in the future. While this law isn't required for the current budget year, because there will likely be revenue impacts from tax reform, staff would like to start the discussion early about how the city might approach a 10% reduction and what expenses and revenues could be adjusted to achieve this. The City Managers will provide the FY27 presentation of the proposed budget and this will be followed by the largest four departments in the General Fund providing a review of their services and their potential suggestions for how to reduce costs or raise revenues. Public Works will present immediately following the City Managers, and then Fire, Police, and Parks will all present the following day at the budget work session. The two utilities will provide their customary presentation at the July 22nd meeting.

The Proposed FY27 Budget Book is attached to this item.

July 8th Budget Presentations:
City FY27 Budget
Public Works

July 9th Budget Presentations:
Parks

Fire
Police

July 22nd Budget Presentations:
Water & Wastewater Utility
Electric Utility

alternatives | other considerations

fiscal impact

The city has a General Fund Budget of over $94 million and an All Funds Budget of $247 million.

attachments

None

City Commission

agenda item 7.b

item type
City Manager's Report

meeting date
July 22, 2026

prepared by
Randy Knight, City Manager

approved by
Kim Breland, City Clerk

subject
Update on SR 426 (Aloma Avenue) Project and Schedule

motion | recommendation
None

background
Public Works will present an update on the upcoming SR426 project and schedule.

alternatives | other considerations

fiscal impact

attachments
None

City Commission

agenda item 11.a

item type
Consent Agenda

meeting date
July 22, 2026

prepared by
Bahiyyah Muhammad-Layton, Deputy City Clerk

approved by
Randy Knight, City Manager

subject
Approve the minutes of the regular meeting, July 8, 2026.

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
1. CC-min-2026-07-08 DRAFT

City Commission
Regular Meeting Minutes

July 8, 2026 at 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio; Commissioners Elizabeth Ingram, Craig Russell, Kris Cruzada, and Warren Lindsey; City Manager Randy Knight; Assistant City Manager Michelle del Valle; City Attorney Kurt Ardaman; and City Clerk Kim Breland.

1. Meeting Called to Order

Mayor DeCiccio called the meeting to order at 3:30 p.m.

2. Invocation -Wes Hamil

3. Pledge of Allegiance

4. Community Partner Presentation - Melissa Schneider, Winter Park Library

Melissa Schneider from the Winter Park Library shared photos of patrons benefiting from the library's services, including John and Jan Recker, who have been regular visitors since 1981 and recently contributed to the library's endowment to support the children's collection in perpetuity. She also featured two struggling readers from Brookshire Elementary enrolled in the 15-week individualized tutoring program for first to third graders. Notably, improvements were seen in just four weeks, and she received positive feedback from parents, and she announced that the program will expand in the fall through collaborations with other Winter Park schools. Commissioner Lindsey commended Ms. Schneider and Library Board of Trustees member Bob McClelland.

5. Approval of Agenda

Motion made by Commissioner Cruzada to approve the agenda; seconded by Commissioner Russell. The motion carried unanimously by a 5-0 vote.

6. Mayor’s Report

Mayor DeCiccio attended the funeral service celebrating the life of former Commissioner General Doug Metcalf where his numerous accomplishments were acknowledged, which included assisting in the acquisition of the electric utility company and approval of the Sunrail train.

7. City Manager’s Report

a. FY 26 Q4 Schedule

Review of the Q4 schedule, highlighting work sessions. Approved by consensus.

Commissioner Lindsey inquired about the proposed e-bike ordinance. Commissioner Russell said he’s continuing to work with the City Attorney and Chief Volkerson to

develop the ordinance. The aim is to introduce it at the start of the school year, in alignment with Orange County's upcoming ordinance establishing a regional standard. The concern is that city-specific rules might confuse students crossing different jurisdictions. The discussion will proceed in the work session.

The Winter Park 9 greens are expected to reopen at the end of July.

b. FY 27 Budget Presentations

FY Budget presentations

City Manager Randy Knight presented the FY 2027 proposed balanced budget. His 36th budget for the City of Winter Park. This budget is status quo, keeping the high level of service provided by all of our departments, and it is the 19th consecutive year of a 4.0923 millage rate. Property tax is the backbone at 44% of the general fund revenue. At the July 22, 2026, meeting, the commission will be asked to adopt the tentative millage for the upcoming year. Mr. Knight explained the new legislative rule requires a supermajority vote of the commissioners to adopt the same millage rate as proposed. The growth in the money will go toward public safety costs, police and fire pensions, the fire collective bargaining agreement, and paving and road materials. Rate increases are being proposed in electric, water & wastewater utilities and stormwater.

He discussed the timing and impact of the property tax reform bill.

The timing and implications of the property tax reform bill were discussed. Beginning next year, the city must present to the Commission a budget demonstrating a 10% reduction or a 90% budget scenario. Although it is not mandatory for this year, the city has initiated this exercise, asking all departments to explore these options. The four key categories identified to address the challenge include service levels, capital timing, fees and charges, and new revenue sources. Mr. Knight reviewed the schedule for upcoming budget discussions.

Commissioner Cruzada inquired about reports that Tallahassee has a surplus, which might be allocated to cities or used as grant funds to address funding gaps. Mr. Knight stated that the state aid item for fiscally constrained counties was removed from the bill. Commissioner Cruzada also inquired about the allocation of sales tax revenue to the local municipalities and proposed establishing a discussion with the state legislature concerning the constraints on local revenue, particularly in relation to the transparency of locally generated revenues being appropriately returned to the respective localities.

Commissioner Lindsey inquired about the property tax revenue increase over last year. Mr. Moore advised that it is a 7% increase and clarified that to raise the millage rate up to 10% over the rollback rate, a supermajority vote is required. If the increase exceeds 10%, a unanimous vote is necessary. Conversely, lowering the millage rate requires a simple majority vote.

Commissioner Lindsey asked what was included in the 5% increase in city services for Fiscal Year 2027. These services encompass city administration, communications, procurement, finance, Office of Management and Budget (OMB), and primarily Information Technology (IT), due to the transition to cloud services. A detailed

breakdown will be provided. Regarding enterprise revenues, 6% of the electric revenue and 15% of the water service revenue are allocated to the general fund by ordinance.

He also inquired about the projected 4% increase, approximately $4 million, in personnel services within the general fund. Additionally, there was a discussion regarding the fire assessment fee. Mr. Knight explained how the fire fee could be assessed to compensate for the shortfall resulting from the millage rate and how a portion of the millage rate could be dedicated to specific services. Furthermore, Mr. Knight described the pay-by-plate parking system, which includes an exemption for residents.

Charles Ramdatt, Director of Public Works, examined his department's mission statement, responsibilities, organizational chart, key performance indicators across the general fund, stormwater fund, and facilities fund, as well as recent accomplishments in transportation, engineering, stormwater management, and facilities management. He also reviewed FY 27 capital improvement projects focused on stormwater management, transportation, and facilities, along with strategic priorities. Additionally, Mr. Ramdatt analyzed the budget reduction plan, which aims for a 10% cut—about $1 million—by reducing 47% of costs in facilities and 53% in public works and transportation.

Commissioner Ingram asked whether reducing street sweeping might harm the lakes. Mr. Ramdatt responded that city staff could adjust timing during heavy leaf fall to ensure lake quality remains unaffected.

Commissioner Russell commended the Public Works Department.

Commissioner Cruzada inquired about the escalation in material costs. Mr. Ramdatt informed that the staff proposed a piggyback contract with Seminole County, wherein the prices are secured.

Commissioner Lindsey asked about maintenance schedules and whether they were included in the 10% reduction. Mr. Ramdatt explained that staff have observed that properly trained operators using machinery tend to have fewer equipment breakdowns. As a result, more equipment training sessions have been implemented. Commissioner Lindsey then asked whether brick or asphalt roads are more costly to maintain. Mr. Ramdatt responded that the costs depend on the location of the roads and the traffic volume. Brick roads usually require more maintenance but contribute to the city's charm. Additional questions involved reductions in janitorial services, material costs, project timelines, and how these factors relate to the 90% exercise.

8. City Attorney’s Report

Attorney Ardaman stated that they anticipate presenting the micromobility ordinance issue to the Commission for the next reading. They also observed that, as of the most recent communication, Orange County attorneys and the Sheriff's Department have not yet provided a draft. The city may need to proceed independently, at least initially, contingent upon the direction of the Commission.

9. Non-Action Items

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

Lynn Darcey, 1390 Pelham, serves on the Board of Directors of Blue Bamboo, spoke on the organization's achievements and ongoing efforts to realize the founder Chris Cortez's vision following his passing in 2025.

Nancy Schutts, 2010 Brandywine Drive, spoke in support of incremental millage increases and suggested framing them around specific services to improve public acceptance.

11. Consent Agenda

a. Approve the minutes of the work session, June 22, 2026.
b. Approve the minutes of the regular meeting, June 24, 2026.
c. Approve the minutes of the work session, June 25, 2026.
d. Approve the following piggyback contracts:
    1. Stuart C. Irby, LLC - Orlando Utilities Commission #PR9071 - Wire & Cable; For the purchase of inventory to support Electric Utility operations. Contract Term: Through June 14, 2029; Not to Exceed: $500,000
    2. Ten-8 Fire Equipment Company - Lake County #22-730K - Fire Equipment, Supplies and Services; Requesting additional funds to support the Fire Department's operational needs. Contract Term: Through July 31, 2027; Not to Exceed: $145,000
    3. Atlantic Pipe Services, LLC - Amendment 3 - City of Orlando #IFB22-0161-3 - Sanitary Sewer Lining and Manhole Rehabilitation; For as-needed rehabilitation and maintenance of the City's sanitary sewer infrastructure. Contract Term: Through July 17, 2027; Not to Exceed: $300,000
e. Approve the following contracts:
    1. RFP8-24 - Amendment 2 - The Davey Tree Expert Company - Tree Pruning and Removal Services; For as-needed tree pruning and removal to support City operations. Contract Term: Through July 7, 2027; Not to Exceed: $750,000
    2. FB20-22 - Amendment 4 - Tom's Sod Services, Inc. - Purchase, Delivery, and Installation of Sod; For as-needed services throughout the city to support operational needs. Contract Term: Through July 13, 2027; Not to Exceed: $400,000
f. Employment Agreement — Michelle del Valle

Motion made by Commissioner Cruzada to approve the Consent Agenda; seconded by Commissioner Russell. The motion carried unanimously by a 5-0 vote.

12. Action Items Requiring Discussion

13. Public Hearings: Quasi-Judicial Matters

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

14. Public Hearings: Non Quasi-Judicial Matters

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

15. City Commission Reports

Commissioner Ingram –

- Toured the fire department and met with Chief Hagedorn, recommended the pulse point app.
- Met with Public Works Director Charles Ramdatt and spoke with staff.
- Commended the police officer at the Watermelon 5K who stood at the corner of Alabama and Via Tuscany encouraging the runners.
- Maitland Middle school achieved its **f**irst "A" rating since ~2019.
- Congratulations to the Winter Park Playhouse
- Mentioned the receipt of emails indicating additional offers to save Merrywood and articles that have been written.

Commissioner Russell –

- Congratulated the Police and Fire Department training at the 9th-grade center
- Spoke about the School Accountability report, highlighting several Winter Park schools with an "A" status.
- The OCPS referendum appears on the August ballot but is often mistaken for a tax increase.
- The micromobility ordinance is focused on promoting the legal e-bikes usage versus illegal vehicles and device usage.
- Congratulations to the Playhouse
- Congratulations on the successful 4th of July events; acknowledgments are extended to the Communications team for their efforts.

Vice Mayor Cruzada –

- Commended the July 4th event and the Public Works team for completing the second phase of the Gulfside improvements.

Commissioner Lindsey –

- Commended staff on the America 250 event.
- Thanked Michelle De Valle for accepting the contract to be the successor City Manager.
- Recognized Utility Director Jamie England's acceptance of the E.F. Scattergood System Achievement Award for sustained reliability performance, and the city's receipt of the Triple Crown Award for the city's financial stewardship under Wes Hamil and Peter Moore.
- Recognized the School accountability report.

With the assistance of Laura Zimmerman from the Writers Block bookstore, Commissioner Lindsey provided the sequel to the Winter Park-based novel Happy Wife, which came out yesterday, called The Perfect Life, by the same two authors, Kendall Shore and Meredith Lavender.

Mayor DeCiccio –

- Read a citizen's email commending the service of city workers for the Fourth of July 250 event.
- Recognized the big clean-up event at MLK park and mentioned that the sustainability department will be planting two vegetable garden beds at the Plymouth. Rollins was asked if students could assist with the maintenance.

The mayor explained to Commissioner Ingram that Merrywood must be included on the agenda to facilitate commission discussion, as it is subject to a vote.

16. Summary of Meeting Actions

- Melissa Schneder’s library presentation.
- Approved the FY 4th quarter schedule for special meetings and work sessions.
- City Manager Randy Knight's final balanced budget presentation.
- Started the discussion on tax reform if adopted by the state.
- Micromobility ordinance.
- Approved the Consent Agenda.
- Accolades for the great events and awards in Winter Park.

17. Adjournment

The meeting adjourned at 5:44 p.m.

_____
Mayor Sheila DeCiccio

ATTEST:

_____
City Clerk Kim Breland

City Commission

agenda item 11.b

item type
Consent Agenda

meeting date
July 22, 2026

prepared by
Bahiyyah Muhammad-Layton, Deputy City Clerk

approved by
Randy Knight, City Manager

subject
Approve the minutes of the work session, July 9, 2026

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
1. CC-min-2026-07-09 ws DRAFT

City Commission Work Session Minutes

July 9, 2026 at 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

Present
Commissioners Elizabeth Ingram, Craig Russell, Kris Cruzada, Warren Lindsey, Mayor Sheila DeCiccio, City Manager Randy Knight, Assistant City Manager Michelle del Valle and City Clerk Kim Breland.

Also present
Director of Office of Management and Budget Peter Moore, Police Chief Tim Volkerson, Fire Chief Dan Hagedorn, Director of Parks and Recreation Jason Seeley.

1. Meeting Called to Order

Mayor DeCiccio called the work session to order at 3:30 p.m.

2. Discussion Item

a. Department Budget Presentations

Director of Parks and Recreation Jason Seeley presented the 90% budget and demonstrated how a 10% cut would affect each division. He outlined each division's main roles, proposed reduction strategies, and their impact on service levels, summarizing the potential cost savings.

Police Chief Tim Volkerson discussed the department's mission, vision, values, organizational chart, Key Performance Indicators, last year's achievements, spending overview, 2027 budget proposal, 2027 goals, and the 10% reduction plan.

Fire Chief Dan Hagedorn reviewed the department's mission, vision, values, organizational chart, service levels, KPIs, recent accomplishments, FY27 goals, and the 90% budget independent of the collective bargaining agreement. He outlined options for implementing reductions and provided an estimate of the annual impact.

The reduction strategies will be presented to the Commission again for their review and feedback, enabling members to decide whether to implement them.

3. Adjournment

The work session adjourned at 5:30 p.m.

_____
Mayor Sheila DeCiccio

ATTEST:

_____
City Clerk Kim Breland

City Commission

agenda item 11.c

item type
Consent Agenda

meeting date
July 22, 2026

prepared by

approved by

subject
Approve the following piggyback contracts:

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
None

City Commission

agenda item 11.c.1

item type
Consent Agenda

meeting date
July 22, 2026

prepared by
Rebecca Watt, Contract Agent
Jennifer Maier, Procurement Manager

approved by
Randy Knight, City Manager

subject

1. CDW Government, LLC - Sourcewell #121923-CDW - Technology Products and Services; Cisco Enterprise License Agreement. Contract Term: Through July 23, 2031; Not to Exceed: $507,905
2. R2 Unified Technologies, LLC - NASPO #43220000-NASPO-19-ACS - Data Communication Products and Services; Local Area Network Hardware and Licensing Switch. Contract Term: Through July 23, 2031; Not to Exceed: $237,718.38

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. This item represents a 5-year Cisco Enterprise License Agreement utilizing the Sourcewell Cooperative Contract to ensure continuity of the City's Cisco software licensing and support, allowing for the uninterrupted operation of the City's technology infrastructure.
2. This item represents a 5-year Local Area Network hardware and licensing solution utilizing the NASPO Cooperative Contract to support the City's network infrastructure and ensure the continued reliability, security, and performance of City technology systems.

alternatives | other considerations

fiscal impact
1-2. General Fund

attachments
None

City Commission

agenda item 11.d

item type
Consent Agenda

meeting date
July 22, 2026

prepared by

approved by

subject
Approve the following contracts:

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
None

City Commission

agenda item 11.d.1

item type
Consent Agenda

meeting date
July 22, 2026

prepared by
Rebecca Watt, Contract Agent

approved by
Randy Knight, City Manager

subject

1. Aetna - Medical Insurance Stop Loss and Administration Fees; To provide stop-loss coverage and administration services for the City's employee health plan. Contract Term: Through September 30, 2027; Not to Exceed: $1,840,000
2. RFQ6-23 - Geosyntec Consultants, Inc. - Professional Stormwater Management Engineering Services; Task Order for the Canton Avenue Water Quality and Drainage Improvement Project. Amount: $292,878.62
3. RFQ6-23 - Geosyntec Consultants, Inc. - Professional Stormwater Management Engineering Services; Task Order for the Shoreview Avenue Water Quality Improvement Project. Amount: $161,077.37

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. The City's employee benefits consultant conducted a market evaluation and negotiated with multiple medical insurance providers. Based on the results, Aetna was selected to provide stop-loss coverage and administration services, offering the best overall value and employee benefit program.
2. Following the City's CRA Stormwater Master Plan and the subsequent expansion of the associated study, the City has identified the need to implement stormwater improvements along Canton Avenue to reduce flooding during storm events and prevent untreated stormwater runoff from discharging into Lake Osceola. This task order will initiate the design of these improvements, which include a new water quality treatment device, upgraded drainage inlets, and an upsized stormwater trunk line. The proposed improvements will extend along Canton Avenue east of Park Avenue to the existing stormwater outfall at Lake Osceola.
3. Following the City's CRA Stormwater Master Plan and the subsequent expansion of the

associated study, the City has identified the need to improve stormwater quality at the Shoreview Avenue outfall to Lake Killarney. This task order will initiate the design of a Continuous Deflective Separation (CDS) unit to be installed upstream of the outfall, reducing pollutants in stormwater runoff before it discharges into Lake Killarney.

alternatives | other considerations

fiscal impact

1. Employee Insurance Fund
2-3. CRA Fund

attachments

1. TO_Canton Ave Drainage Improvement_Geosyntec
2. TO_Shoreview Ave Water Quality Improvement_Geosyntec

Geosyntec consultants

11301 Corporate Blvd
Building 400, Suite 305
Orlando, Florida 32817
PH 407.321.7030
www.geosyntec.com

July 13, 2026

Ms. Shannon Monahan
Engineer II
City of Winter Park Public Works Department
401 Park Avenue South
Winter Park, Florida 32789

Subject: **Proposal for Canton Avenue Water Quality and Drainage Improvement Design**
Continuing Contract for Professional Stormwater Management & Design Services
City of Winter Park, Florida

Dear Ms. Monahan:

Geosyntec Consultants, Inc. (Geosyntec) is pleased to provide this proposal for providing our services for the above referenced project.

BACKGROUND

The City of Winter Park (City) is interested in having Geosyntec perform design and permitting services for the Canton Avenue Water Quality and Drainage Improvement Project. Canton Avenue is part of the City's Community Redevelopment Agency (CRA) area and its stormwater system discharges to Lake Osceola which lies within the Lake Jesup BMAP.

Following the City's CRA Stormwater Master Plan (Geosyntec, 2020) and subsequent study expansion (Geosyntec, 2024), the City is interested in implementing a series of improvements to Canton Avenue to reduce flooding during storm events and prevent untreated stormwater from entering Lake Osceola (**Exhibit 1**). The City has selected to implement the following improvements identified as part of the 2020 and 2024 studies in a phased approach:

Phase 1

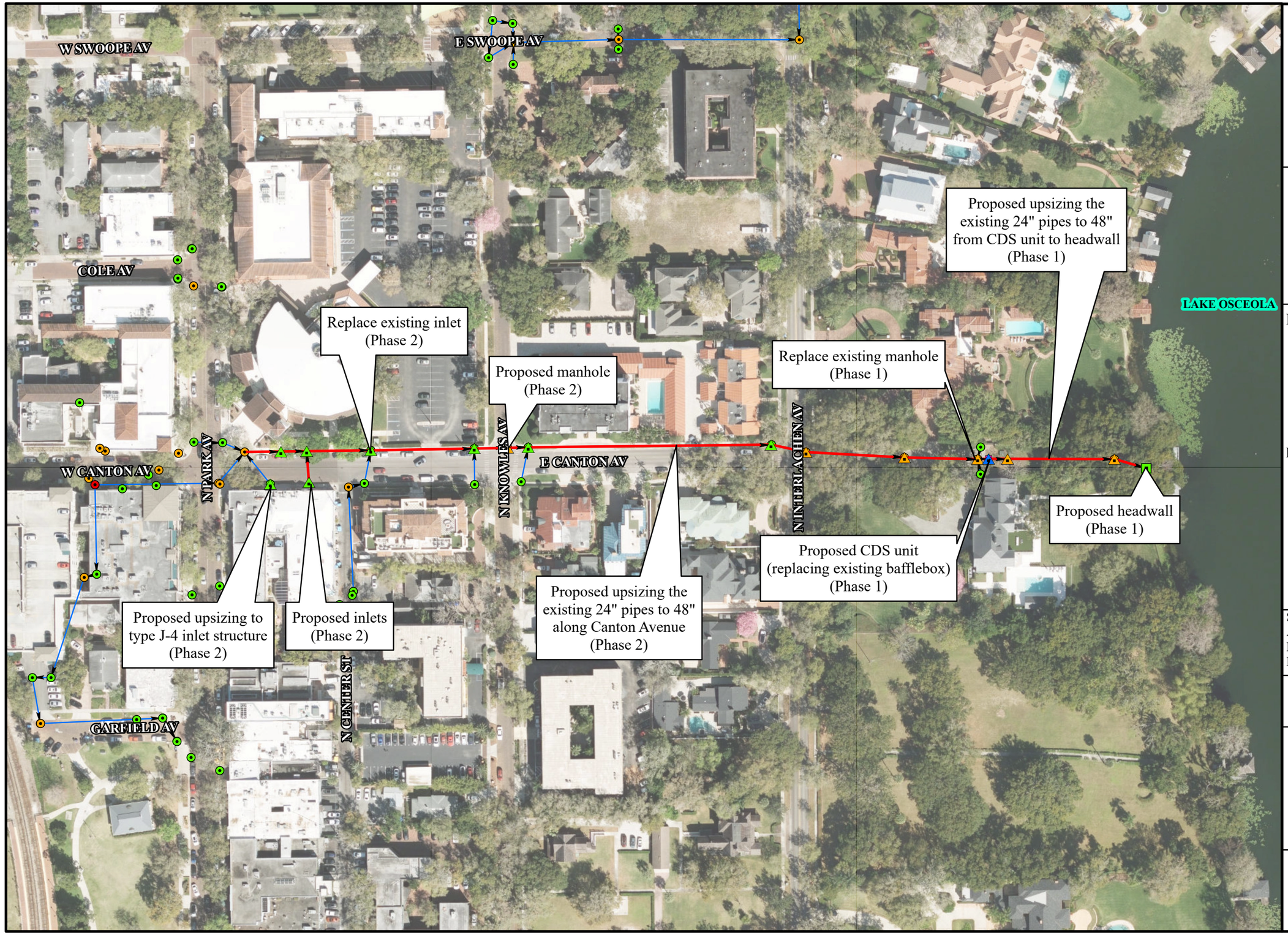
- Installation of a CDS until on Canton Avenue

Phase 2

- Upsizing the main trunkline along Canton Avenue

Design services will include development of design plans of sufficient detail to support construction, an ecological investigation, and a geotechnical investigation. At the 30% conceptual design phase, a review meeting will be conducted with the City, and a permit determination meeting will be conducted with the St. Johns River Water Management District (SJRWMD). Design submittals will include plans and cost estimates at the 60%, 90%, and final 100% phases. Any identified utility conflicts will be addressed as part of the final 100% design plans submittal.

The following scope of work is proposed to perform the remaining design and permitting services in support of the Canton Avenue Water Quality and Drainage Improvement Project.



CITY OF WINTER PARK, FLORIDA
ESTABLISHED 1882
CITY OF CULTURE AND HERITAGE

N

0 60 120
Feet

Legend

- Proposed Inlet
- Proposed Manhole
- Proposed Structure
- Proposed Headwall
- Proposed Pipe

Existing Stormwater Structures

- Inlet/Outlet
- Manhole
- Control Structure
- BMPs
- Existing Pipe

Sources:
Aerial: ESRI, 2023
Roads: Orange County, 2020
Lakes: Orange County, 2020

Exhibit 1

Canton Avenue: Water Quality and Drainage Improvement Concept Map

Winter Park Canton Avenue Water Quality and Drainage Improvement Project

Geosyntec consultants

SCOPE OF WORK

The consultant will perform the following engineering services under this task order. Estimated costs to perform these services are provided in **Attachment A**.

1. Project Kick-off Meeting

1.1. Project Kick-off Meeting – Geosyntec will schedule, coordinate, and attend a project kick-off meeting with City to discuss project scope, goals, and schedule. It is assumed that this will be performed remotely using Teams or some equivalent platform.

1.2. Prepare email meeting summary.

2. Field Investigation

2.1. Field Reconnaissance – one field visit by two staff for up to one day. This will include development of a low-hazard health and safety plan (HASP) and development of a field investigation plan. Field reconnaissance will include a conditions inspection including detailed inspection of the project area, mapping/measurement of pertinent drainage and infrastructure features, and photographic documentation. Notes regarding relative condition of the inspected drainage infrastructure will be made to support design of the proposed improvement.

2.2. Geotechnical Investigation – subsurface soil investigation and groundwater level determination within the project area. This work will be conducted by subconsultant *Terracon* in accordance with their subconsultant proposal included in **Attachment B**. Geosyntec will provide QA/QC review of subconsultant work product. The scope will include borings and soil laboratory tests to confirm field conditions. Construction recommendations will also be provided based on conditions. Geosyntec will prepare a summary of the geotechnical findings for the drainage report.

2.3. Ecological Investigation – ecological survey to delineate wetlands and surface water, delineate high-water elevations based on biological methods, and identify threatened and endangered species within the project area. Geosyntec will prepare a summary of the ecological findings for the drainage report.

3. Existing Conditions Assessment

3.1. Review Topographical Survey – Completed topographic survey of the project area will be reviewed to confirm it is sufficient for design.

3.2. Execute Simulations in H&H Model and Assess LOS – model simulations anticipated include the 2, 10, 25, and 100 year / 24 hour events and the 10 and 25 year / 6 hour events. Rainfall depths will be referenced from NOAA Atlas 14 (https://hdsc.nws.noaa.gov/). The anticipated 24 hour and 6 hour rainfall distributions are the SCSII FL Modified and FDOT 6 hour, respectively. Based on H&H model results, evaluate LOS of infrastructure to provide a baseline for evaluation of the proposed improvements.

3.3. Evaluate Water Quality Impacts – evaluate pollutant loading to Lake Osceola under existing conditions. A 10-year continuous simulation will be performed to estimate average annual loading for comparison against proposed conditions.

It is assumed that the model developed for the City's expanded CRA Stormwater Master Plan (Geosyntec, 2024) has sufficient detail and will not require updates. If model updates are required, this additional effort will be performed under a change order.

Phase 1

4. 30% (Conceptual) Design and Proposed Conditions Assessment

4.1. 30% Design Sketches – GIS or CADD based sketches (e.g., plan view, profile view, details) of the conceptual design will be developed depicting the Phase 1 proposed improvements for Canton Avenue.

4.2. Evaluate Improvement Concept in H&H model and Assess LOS – modify and parameterize H&H model to reflect improvement concept. Simulate proposed improvements to evaluate LOS by comparing the results of the existing conditions and the proposed conditions to determine if the improvement concept demonstrates no adverse flooding impacts.

4.3. Evaluate Water Quality Improvement – evaluate pollutant load impacts to receiving waters under proposed conditions. A 10-year continuous simulation will be performed to estimate average annual loading against existing conditions. The anticipated water quality benefit will be assessed by comparing the results of the existing conditions water quality analysis and the proposed conditions water quality analysis.

5. 30% Concept Review Meetings – Geosyntec will attend a 30% concept review meeting with the City to gain concurrence on design. A meeting with SJRWMD to discuss permitting needs will also occur at this stage.

5.1. City Review Meeting – Geosyntec will schedule and coordinate a meeting with City staff to review the 30% concept design, anticipated water quality improvement, and LOS impacts.

5.2. SJRWMD Permit Determination Meeting – Geosyntec will schedule and coordinate a meeting with SJRWMD to discuss permitting needs of the proposed improvements with regulatory staff. Geosyntec will also prepare the meeting agenda, exhibits, attend the meeting, and prepare a meeting summary.

6. 60% Design Documents, Cost Estimate, and Draft Drainage Report

6.1. 60% Construction Plans – plans are anticipated to include the following sheets:

- Cover Sheet with Location and Benchmark References – 1 sheet
- General Notes, Summary of Quantities, and Summary of Pay Items – 3 sheets
- Project Layout, Benchmark, and Reference Ties Sheets – 3 sheets
- Overall Site Plan – 1 Sheet
- Plan and Profile Sheets – 1 sheet @ 1"=20' scale
- Drainage & Miscellaneous Details – 3 sheets
- Stormwater Pollution Prevention and Control Plan (SWPPP) – 1 sheet
- Sediment and Erosion Control Plan – 1 sheet
- Geotechnical Data Sheets – 1 sheet

It is assumed that no additional sheets will be created beyond what is defined above and submitted as part of the 60% submittal based on City comments. Should efforts require the creation of additional sheets, this additional effort will be performed under a change order.

6.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 60% plans.

6.3. Draft Drainage Report – preparation of draft drainage report which will include a narrative, pre- and post-development model results, figures, and tables.

- Narrative will include the following:
  - *Introduction* - description of the study area, study goals and expectations, and apparent deficiencies.
  - *Data Collection and Review* - description of data collected including survey, ecological, and geotechnical.
  - *Existing Conditions* - discussion of efforts undertaken to evaluate the existing conditions. Included will be a discussion of H&H model revisions, results of the H&H water quality and flooding assessment, and a summary of deficiencies that warrant corrective action.
  - *Proposed Drainage Improvements* - discussion of the drainage improvement concept, a discussion of H&H model modifications, results of the H&H water quality and flooding assessment, and comparison of results to existing conditions.
  - *Pollutant Load Benefits* – discussion of water quality benefits from pond and drainage improvements and a comparison to existing conditions.
  - *Permitting Considerations* – discussion of criteria that the proposed improvement needs to satisfy to receive a permit from SJRWMD.
- Report exhibits will include the following:
  - *Project Site Map*
  - *Topographic, Soils and Land Cover, FEMA Floodplain Maps*
  - *Existing Conditions Map*
  - *Proposed Conditions Map*
  - *Existing Conditions Model Network and LOS Results Map*
  - *Proposed Conditions Model Network and LOS Results Map*
  - *Improvement Concept Maps - depicting improvement sketches with relevant feature details (cross-section, structure details, etc.).*

6.4. QA/QC – Peer and senior review of 60% design plans, cost estimates, and draft drainage report.

6.5. Assemble and Transmit 60% Plans, Cost Estimates, and Draft Drainage Report – plans, cost estimates, and draft drainage report will be submitted to the City for review. Submittals will be sent electronically in PDF format.

7. 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package

7.1. 90% Construction Plans – Incorporate 60% construction plan comments from the City. Prepare a response memo.

7.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 90% plans.

7.3. Technical Provisions and Specifications – Preparation of technical provisions and specifications based on 90% plans. It is assumed the technical provisions and specifications will be standard City

specification or standard FDOT specifications. Any non-standard pay item specifications for drainage improvements will be prepared by Geosyntec.

It is assumed that the technical specifications will be prepared at the 90% design level and will refer to FDOT specifications for standard items such as pipes, manholes, and weir structures. Technical specifications for non-standard items will follow City or Vendor's specifications or preferences.

7.4. Final Drainage Report – Incorporate comments from the City.

7.5. Utility Coordination – Geosyntec staff will forward copies of 60% plans after addressing City comments to identified utilities to solicit input on possible conflicts. Responses will be compiled and forwarded to the City. Utility markups will be incorporated into the 90% plans if necessary.

- Prepare Utility Coordination Correspondence – Identify utility companies and contacts by obtaining a design ticket from Sunshine State One Call of Florida for utilities in the vicinity of project. Prepare and send out coordination emails to identified utility company contacts. Attend up to 3 meetings with utility providers.
- Prepare Utility Coordination Summary Memo

7.6. Submit SJRWMD Permit Package – completion of permit application forms and compilation of necessary documentation. This will include application forms, drainage report, and 90% plans. The ePermit portal will be used to submit the application to SJRWMD. It is assumed that the City will pay the permit fee. This task includes provision for addressing 2 requests for additional information (RAI) from SJRWMD.

It is assumed that should any additional RAIs be required after the 2 assumed for this scope, they will be performed under a change order.

7.7. QA/QC – Peer and senior review of 90% plans, cost estimate, specifications, and permit documents.

7.8. Assemble and Transmit 90% Plans, Cost Estimates, and Specifications – plans, cost estimates, and technical specifications will be submitted to the City for review. Submittals will be sent electronically in PDF format.

8. 100% Design Documents, Cost Estimate, and Technical Specifications

8.1. 100% Construction Plans – Incorporate 90% construction plan comments from the City. Prepare a response memo.

8.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 100% plans.

8.3. Technical Provisions and Specifications – Preparation of technical provisions and specifications based on 100% plans.

8.4. QA/QC – Peer and senior review of 100% plans, cost estimate, and specifications.

8.5. Assemble and Transmit 100% Plans, Cost Estimates, and Specifications – plans, cost estimates, and technical specifications will be submitted to the City for review. Submittals will be sent electronically in PDF format.

9. Final Design Documents & Electronic Deliverables

9.1. Final Revisions to Plans, Cost Estimate, and Specifications – Incorporate City comments on 100% design documents.

9.2. QA/QC – Peer and senior review of 100% plans, cost estimate, and specifications.

9.3. Prepare and Submit Final Deliverables

It is assumed that any revisions to the 100% Construction Plans submittal will consist of minor updates based on optional permit review and nominal City comments. It is assumed that no significant design changes will be required after this submittal. Should efforts require more than 8 hours to address comments this additional effort will be performed under a change order.

Phase 2

10. 30% (Conceptual) Design and Proposed Conditions Assessment

10.1. 30% Design Sketches – GIS or CADD based sketches (e.g., plan view, profile view, details) of the conceptual design will be developed depicting the Phase 2 proposed improvements for Canton Avenue.

10.2. Evaluate Improvement Concept in H&H model and Assess LOS – modify and parameterize H&H model to reflect improvement concept. Simulate proposed improvements to evaluate LOS by comparing the results of the existing conditions and the proposed conditions to determine if the improvement concept demonstrates no adverse flooding impacts.

10.3. Evaluate Water Quality Improvement – evaluate pollutant load improvement to Lake Osceola under proposed conditions. A 10-year continuous simulation will be performed to estimate average annual loading against existing conditions. The anticipated water quality benefit will be assessed by comparing the results of the existing conditions water quality analysis and the proposed conditions water quality analysis.

11. 30% Concept Review Meetings – Geosyntec will attend a 30% concept review meeting with the City to gain concurrence on design. A meeting with SJRWMD to discuss permitting needs will also occur at this stage.

11.1. City Review Meeting – Geosyntec will schedule and coordinate a meeting with City staff to review the 30% concept design, anticipated water quality improvement, and LOS impacts.

It is assumed that discussion of the Phase 2 proposed improvements will occur during the SJRWMD permit determination meeting for Phase 1 (Task 5.2). If a separate meeting with SJRWMD is required for Phase 2, this additional effort will be performed under a change order.

12. 60% Design Documents, Cost Estimate, and Draft Drainage Report

12.1. 60% Construction Plans – plans are anticipated to include the following sheets:

- Cover Sheet with Location and Benchmark References – 1 sheet
- General Notes, Summary of Quantities, and Summary of Pay Items – 3 sheets
- Project Layout, Benchmark, and Reference Ties Sheets – 3 sheets
- Overall Site Plan – 1 Sheet
- Plan and Profile Sheets – 1 sheet @ 1"=20' scale
- Drainage & Miscellaneous Details – 3 sheets
- Stormwater Pollution Prevention and Control Plan (SWPPP) – 1 sheet
- Sediment and Erosion Control Plan – 1 sheet

- Geotechnical Data Sheets – 1 sheet

It is assumed that no additional sheets will be created beyond what is defined above and submitted as part of the 60% submittal based on City comments. Should efforts require the creation of additional sheets, this additional effort will be performed under a change order.

12.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 60% plans.

12.3. Draft Drainage Report – preparation of draft drainage report which will include a narrative, pre- and post-development model results, figures, and tables.

- Narrative will include the following:
  - *Introduction* - description of the study area, study goals and expectations, and apparent deficiencies.
  - *Data Collection and Review* - description of data collected including survey, ecological, and geotechnical.
  - *Existing Conditions* - discussion of efforts undertaken to evaluate the existing conditions. Included will be a discussion of H&H model revisions, results of the H&H water quality and flooding assessment, and a summary of deficiencies that warrant corrective action.
  - *Proposed Drainage Improvements* - discussion of the drainage improvement concept, a discussion of H&H model modifications, results of the H&H water quality and flooding assessment, and comparison of results to existing conditions.
  - *Pollutant Load Benefits* – discussion of water quality benefits from pond and drainage improvements and a comparison to existing conditions.
  - *Permitting Considerations* – discussion of criteria that the proposed improvement needs to satisfy to receive a permit from SJRWMD.
- Report exhibits will include the following:
  - *Project Site Map*
  - *Topographic, Soils and Land Cover, FEMA Floodplain Maps*
  - *Existing Conditions Map*
  - *Proposed Conditions Map*
  - *Existing Conditions Model Network and LOS Results Map*
  - *Proposed Conditions Model Network and LOS Results Map*
  - *Improvement Concept Maps - depicting improvement sketches with relevant feature details (cross-section, structure details, etc.).*

12.4. QA/QC – Peer and senior review of 60% design plans, cost estimates, and draft drainage report

12.5. Assemble and Transmit 60% Plans, Cost Estimates, and Draft Drainage Report – plans, cost estimates, and draft drainage report will be submitted to the City for review. Submittals will be sent electronically in PDF format.

13. 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package

13.1. 90% Construction Plans – Incorporate 60% construction plan comments from the City. Prepare a response memo.

13.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 90% plans.

13.3. Technical Provisions and Specifications – Preparation of technical provisions and specifications based on 90% plans. It is assumed the technical provisions and specifications will be standard City specification or standard FDOT specifications. Any non-standard pay item specifications for drainage improvements will be prepared by Geosyntec.

It is assumed that the technical specifications will be prepared at the 90% design level and will refer to FDOT specifications for standard items such as pipes, manholes, and weir structures. Technical specifications for non-standard items will follow City or Vendor's specifications or preferences.

13.4. Final Drainage Report – Incorporate comments from the City.

13.5. Utility Coordination – Geosyntec staff will forward copies of 60% plans after addressing City comments to identified utilities to solicit input on possible conflicts. Responses will be compiled and forwarded to the City. Utility markups will be incorporated into the 90% plans if necessary.

- Prepare Utility Coordination Correspondence – Identify utility companies and contacts by obtaining a design ticket from Sunshine State One Call of Florida for utilities in the vicinity of project. Prepare and send out coordination emails to identified utility company contacts. Attend up to 3 meetings with utility providers.
- Prepare Utility Coordination Summary Memo

13.6. Submit SJRWMD Permit Package – completion of permit application forms and compilation of necessary documentation. This will include application forms, drainage report, and 90% plans. The ePermit portal will be used to submit the application to SJRWMD. It is assumed that the City will pay the permit fee. This task includes provision for addressing 2 requests for additional information (RAI) from SJRWMD.

It is assumed that should any additional RAIs be required after the 2 assumed for this scope, they will be performed under a change order.

13.7. QA/QC – Peer and senior review of 90% plans, cost estimate, specifications, and permit documents

13.8. Assemble and Transmit 90% Plans, Cost Estimates, and Specifications – plans, cost estimates, and technical specifications will be submitted to the City for review. Submittals will be sent electronically in PDF format.

14. 100% Design Documents, Cost Estimate, and Technical Specifications

14.1. 100% Construction Plans – Incorporate 90% construction plan comments from the City. Prepare a response memo.

14.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 100% plans.

14.3. Technical Provisions and Specifications – Preparation of technical provisions and specifications based on 100% plans.

14.4. QA/QC – Peer and senior review of 100% plans, cost estimate, and specifications.

14.5. Assemble and Transmit 100% Plans, Cost Estimates, and Specifications – plans, cost estimates, and technical specifications will be submitted to the City for review. Submittals will be sent electronically in PDF format.

15. Final Design Documents & Electronic Deliverables

15.1. Final Revisions to Plans, Cost Estimate, and Specifications – Incorporate City comments on 100% design documents.

15.2. QA/QC – Peer and senior review of 100% plans, cost estimate, and specifications.

15.3. Prepare and Submit Final Deliverables

It is assumed that any revisions to the 100% Construction Plans submittal will consist of minor updates based on optional permit review and nominal City comments. It is assumed that no significant design changes will be required after this submittal. Should efforts require more than 8 hours to address comments this additional effort will be performed under a change order.

16. Project Management – includes efforts to ensure proper project administration, effective communication within the project team and to the City, as well as technical procedures and guidelines are followed throughout the project duration. This will allow for successful project delivery to the City. The following project management tasks will be completed:

16.1. Project setup & administration

16.2. Management of project staff

16.3. Management of subconsultants

16.4. Project tracking / status meetings & reports / schedule updates / miscellaneous correspondence

SCOPE ASSUMPTIONS

1. Stormwise (ICPR v4) will be the hydrologic/hydraulic model utilized to analyze the drainage systems for this study. The existing and proposed conditions models will be provided to the City with the project deliverables.
2. This scope of services has assumed that the consultant will not be involved in any public involvement meetings during the duration of the project.
3. Engineering and ecological services related to mitigation plans are assumed not to be necessary for this project and are not included in this proposal.
4. Additional assumptions are provided in the subconsultants proposals attached.
5. Permit fees will be paid for by the City.
6. Post design and construction support services are not included in this scope. If needed, these services can be provided under a supplemental scope of work.
7. It is assumed that no utility adjustments will be necessary for the construction of this project. No utility adjustment plans are included in the scope. If this service is determined necessary, it can be provided through an additional scope of work.

Geosyntec consultants

BUDGET ESTIMATE

Geosyntec proposes to provide the services discussed herein for **$292,878.62**, in accordance with the terms and conditions specified herein and pursuant to Geosyntec's April 2023 contract for professional services with the City. The not to exceed fee amount is based on our estimated budget for performing these services, which includes the labor, subconsultant fees, and other direct costs necessary to complete the work scope described in the proposal, as detailed in **Attachment A**.

Project efforts will be billed to the City on a task percent complete basis, based on the major tasks defined in the cost build-up spreadsheet in **Attachment A**. Invoices will be structured to list project tasks (and other direct cost) with accomplished percent complete, and then corresponding budget invoiced, overall budget expended and overall budget remaining. A separate status report will be provided to the City's project manager providing a narrative of work accomplished supporting the invoice.

SCHEDULE

Geosyntec can begin work immediately upon receipt of the Notice to Proceed (NTP). The following scope tasks are anticipated to be completed sequentially in the order and durations listed in the table below:

Task	Task Duration	Project Duration from NTP
1 – Project Kick-off	1 week	1 week
2 – Field Investigation	6 weeks	7 weeks
3 – Existing Conditions Assessment	0 weeks[1]	7 weeks
Phase 1		
4 – 30% (Conceptual) Design and Proposed Conditions Assessment	3 weeks	10 weeks
5 – 30% Concept Review Meeting	1 week	11 weeks
City Review	1 week	12 weeks
6 – 60% Design Documents, Cost Estimate, and Draft Drainage Report	5 weeks	17 weeks
City Review	2 weeks	19 weeks
7 – 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package	3 weeks	22 weeks
City and SJRWMD Review	3 weeks	25 weeks
8 – 100% Design Documents, Cost Estimate, and Technical Specifications	2 weeks	27 weeks
City Review	2 weeks	29 weeks
9 – Final Design Documents & Electronic Deliverables	2 weeks	31 weeks
Phase 2		
10 – 30% (Conceptual) Design and Proposed Conditions Assessment	3 weeks	34 weeks
11 – 30% Concept Review Meeting	1 week	35 weeks
City Review	1 week	36 weeks
12 – 60% Design Documents, Cost Estimate, and Draft Drainage Report	5 weeks	41 weeks
City Review	2 weeks	43 weeks
13 – 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package	3 weeks	46 weeks
City and SJRWMD Review	3 weeks	49 weeks
14 – 100% Design Documents, Cost Estimate, and Technical Specifications	2 weeks	51 weeks
City Review	2 weeks	53 weeks
15 – Final Design Documents & Electronic Deliverables	2 weeks	55 weeks
16 – Project Management	55 weeks	

[1]Task performed in parallel with Task 2

CLOSURE

We appreciate the opportunity to work with the City on this project. Should you have any questions or comments regarding this proposal, please do not hesitate to contact us at (407) 321-7030.

Sincerely,
Geosyntec Consultants, Inc.

Gloria Teague, PE, CFM
Senior Engineer – Project Manager
gteague@geosyntec.com

Thomas Amstadt, PE, CFM
Principal – Project Director
tamstadt@geosyntec.com

cc: Charles Ramdatt, Public Works Director and Don Marcotte, City Engineer

Attachments A – Project Budget Estimate
B – Subconsultant Proposals

NOTICE TO PROCEED

Geosyntec's budget request for the services described in Geosyntec's July 13, 2026 Proposal to the City of Winter Park is provided in the table below. Services will be billed on a task percent complete basis with a wage-cost-multiplier for a fee not to exceed the requested budget listed in the table below and are subject to the terms and conditions in the Continuing Contract for Professional Stormwater Management and Design Services (RFQ-6-2023) dated April 26, 2023.

Task	Requested Budget
1 – Project Kick-off	$2,432.00
2 – Field Investigation	$13,109.00
3 – Existing Conditions Assessment	$15,230.00
Phase 1	
4 – 30% (Conceptual) Design and Proposed Conditions Assessment	$15,388.00
5 – 30% Concept Review Meeting	$4,864.00
6 – 60% Design Documents, Cost Estimate, and Draft Drainage Report	$27,677.00
7 – 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package	$33,082.00
8 – 100% Design Documents, Cost Estimate, and Technical Specifications	$9,270.00
9 – Final Design Documents & Electronic Deliverables	$6,670.00
Phase 2	
10 – 30% (Conceptual) Design and Proposed Conditions Assessment	$15,388.00
11 – 30% Concept Review Meeting	$2,432.00
12 – 60% Design Documents, Cost Estimate, and Draft Drainage Report	$35,591.00
13 – 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package	$40,456.00
14 – 100% Design Documents, Cost Estimate, and Technical Specifications	$9,270.00
15 – Final Design Documents & Electronic Deliverables	$6,670.00
16 – Project Management	$29,125.00
Communications Fee	$7,999.62
Expenses	$370.00
Subconsultants	$17,855.00
TOTAL:	**$292,878.62**

This estimate is based on Geosyntec's current knowledge of the work assignment, and the estimated amount is believed sufficient to cover performing the services described herein. Our estimated cost for performing these services includes the labor and materials believed necessary to complete the work scope described in the proposal. Any deviation from this work scope resulting from additional requests by the Client, new information or other considerations may result in modification of the work scope and a request for additional budget.

By its signature below authorizing Geosyntec to proceed in accordance with this Proposal, Client agrees to and approves of this Proposal. Please return this executed Notice to Proceed to Geosyntec. Upon receipt of the executed Notice to Proceed and official City Purchase Order, Geosyntec will initiate performance of the services described herein.

Agreed and Accepted by Client's Authorized Representative:

By: _____ _____

Signature **Title**

_____ _____

Printed Name **Date**

ATTACHMENT A

PROJECT BUDGET ESTIMATE

ATTACHMENT A - PROJECT BUDGET ESTIMATE

Canton Avenue Water Quality and Drainage Improvement Design **Date:** 07/13/26

Winter Park, Florida

Activity	Principal Engineer Rate = $315.00 Manhours	Principal Engineer Cost	Senior Professional Engineer Rate = $290.00 Manhours	Senior Professional Engineer Cost	Project Professional Rate = $263.00 Manhours	Project Professional Cost	Professional Engineer Rate = $233.00 Manhours	Professional Engineer Cost	Sr. Staff Professional Rate = $205.00 Manhours	Sr. Staff Professional Cost	Sr. Drafter / CADD Operato Rate = $170.00 Manhours	Sr. Drafter / CADD Operato Cost	Project Administrator Rate = $99.00 Manhours	Project Administrator Cost	Clerical Rate = $81.00 Manhours	Clerical Cost	Basic Activity Amount	Man-hours by Activity	Average Hourly Rate
1 Project Kick-off																			
1.1 Project Kick-off meeting	2	$630.00	2	$580.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,676.00	6	$279.33
1.2 Prepare email meeting summary		$0.00	1	$290.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$756.00	3	$252.00
SUBTOTAL	**2**	**$630.00**	**3**	**$870.00**	**0**	**$0.00**	**4**	**$932.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$2,432.00**	**9**	**$270.22**
2 Field Investigation																			
2.1 Field Reconnaissance		$0.00		$0.00		$0.00	8	$1,864.00	12	$2,460.00				$0.00		$0.00	$4,324.00	20	$216.20
2.2 Geotechnical Investigation		$0.00	4	$1,160.00		$0.00	6	$1,398.00		$0.00				$0.00		$0.00	$2,558.00	10	$255.80
2.3 Ecological Investigation		$0.00		$0.00	19	$4,997.00		$0.00	6	$1,230.00		$0.00		$0.00		$0.00	$6,227.00	25	$249.08
SUBTOTAL	**0**	**$0.00**	**4**	**$1,160.00**	**19**	**$4,997.00**	**14**	**$3,262.00**	**18**	**$3,690.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$13,109.00**	**55**	**$238.35**
3 Existing Conditions Assessment																			
3.1 Review Topographical Survey		$0.00	2	$580.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$1,512.00	6	$252.00
3.2 Execute Simulations in H&H Model and Assess LOS		$0.00	1	$290.00		$0.00	4	$932.00	8	$1,640.00		$0.00		$0.00		$0.00	$2,862.00	13	$220.15
3.3 Evaluate Water Quality Impacts	2	$630.00	3	$870.00		$0.00	12	$2,796.00	32	$6,560.00		$0.00		$0.00		$0.00	$10,856.00	49	$221.55
SUBTOTAL	**0**	**$0.00**	**2**	**$580.00**	**0**	**$0.00**	**4**	**$932.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$15,230.00**	**68**	**$223.97**
Phase 1																			
4 30% (Conceptual) Design and Proposed Conditions Assessment																			
4.1 30% Design Sketches		$0.00	1	$290.00		$0.00	3	$699.00		$0.00	16	$2,720.00		$0.00		$0.00	$3,709.00	20	$185.45
4.2 Evaluate Improvement Concepts in H&H model and Assess LOS		$0.00	2	$580.00		$0.00	7	$1,631.00	19	$3,895.00		$0.00		$0.00		$0.00	$6,106.00	28	$218.07
4.3 Evaluate Water Quality Improvement	1	$315.00	2	$580.00		$0.00	6	$1,398.00	16	$3,280.00		$0.00		$0.00		$0.00	$5,573.00	25	$222.92
SUBTOTAL	**1**	**$315.00**	**5**	**$1,450.00**	**0**	**$0.00**	**16**	**$3,728.00**	**35**	**$7,175.00**	**16**	**$2,720.00**	**0**	**$0.00**	**0**	**$0.00**	**$15,388.00**	**73**	**$210.79**
5 30% Concept Review Meetings																			
5.1 City Review Meeting	2	$630.00	3	$870.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$2,432.00	9	$270.22
5.2 SJRWMD Permit Determination Meeting	2	$630.00	3	$870.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$2,432.00	9	$270.22
SUBTOTAL	**4**	**$1,260.00**	**6**	**$1,740.00**	**0**	**$0.00**	**8**	**$1,864.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$4,864.00**	**18**	**$270.22**
6 60% Design Documents, Cost Estimate, and Draft Drainage Report																			
6.1 60% Construction Plans	2	$630.00	4	$1,160.00		$0.00		$0.00	20	$4,100.00	55	$9,350.00		$0.00		$0.00	$15,240.00	81	$188.15
6.2 Cost Estimate and Construction Quantities Computation	2	$630.00	1	$290.00		$0.00		$0.00	5	$1,025.00	4	$680.00		$0.00		$0.00	$2,625.00	12	$218.75
6.3 Draft Drainage Report		$0.00	4	$1,160.00		$0.00	6	$1,398.00	16	$3,280.00		$0.00		$0.00		$0.00	$5,838.00	26	$224.54
6.4 QA/QC	3	$945.00	7	$2,030.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$3,441.00	12	$286.75
6.5 Assemble and Transmit 60% Plans, Cost Estimates, and Draft Drainage Report		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	3	$243.00	$533.00	4	$133.25
SUBTOTAL	**7**	**$2,205.00**	**17**	**$4,930.00**	**0**	**$0.00**	**8**	**$1,864.00**	**41**	**$8,405.00**	**59**	**$10,030.00**	**0**	**$0.00**	**3**	**$243.00**	**$27,677.00**	**135**	**$205.01**
7 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package																			
7.1 90% Construction Plans	1	$315.00	2	$580.00		$0.00		$0.00	8	$1,640.00	20	$3,400.00		$0.00		$0.00	$5,935.00	31	$191.45
7.2 Cost Estimate and Construction Quantities Computation		$0.00	1	$290.00		$0.00		$0.00	4	$820.00	3	$510.00		$0.00		$0.00	$1,620.00	8	$202.50
7.3 Technical Provisions and Specifications	1	$315.00	1	$290.00		$0.00	2	$466.00	8	$1,640.00	4	$680.00		$0.00		$0.00	$3,391.00	16	$211.94
7.4 Final Drainage Report	1	$315.00	1	$290.00		$0.00	3	$699.00	14	$2,870.00		$0.00		$0.00		$0.00	$4,174.00	19	$219.68
7.5 Utility Coordination		$0.00	4	$1,160.00		$0.00		$0.00	14	$2,870.00	2	$340.00		$0.00	1	$81.00	$4,451.00	21	$211.95
7.6 Submit SJRWMD Permit Package	1	$315.00	4	$1,160.00	0	$0.00	6	$1,398.00	24	$4,920.00	16	$2,720.00		$0.00		$0.00	$10,513.00	51	$206.14
7.7 QA/QC	2	$630.00	5	$1,450.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$2,546.00	9	$282.89
7.8 Assemble and Transmit 90% Plans, Cost Estimates, and Specifications		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	2	$162.00	$452.00	3	$150.67
SUBTOTAL	**6**	**$1,890.00**	**19**	**$5,510.00**	**0**	**$0.00**	**13**	**$3,029.00**	**72**	**$14,760.00**	**45**	**$7,650.00**	**0**	**$0.00**	**3**	**$243.00**	**$33,082.00**	**158**	**$209.38**
8 100% Design Documents, Cost Estimate, and Technical Specifications																			
8.1 100% Construction Plans	1	$315.00	2	$580.00		$0.00		$0.00	6	$1,230.00	15	$2,550.00		$0.00		$0.00	$4,675.00	24	$194.79
8.2 Cost Estimate and Construction Quantities Computation		$0.00		$0.00		$0.00		$0.00	2	$410.00	2	$340.00		$0.00		$0.00	$750.00	4	$187.50
8.3 Technical Provisions and Specifications		$0.00		$0.00		$0.00	1	$233.00	4	$820.00	2	$340.00		$0.00		$0.00	$1,393.00	7	$199.00
8.5 QA/QC	2	$630.00	2	$580.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,676.00	6	$279.33
8.6 Assemble and Transmit 100% Plans, Cost Estimates and Specifications		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	6	$486.00	$776.00	7	$110.86
SUBTOTAL	**3**	**$945.00**	**5**	**$1,450.00**	**0**	**$0.00**	**3**	**$699.00**	**12**	**$2,460.00**	**19**	**$3,230.00**	**0**	**$0.00**	**6**	**$486.00**	**$9,270.00**	**48**	**$193.13**

ATTACHMENT A - PROJECT BUDGET ESTIMATE

Canton Avenue Water Quality and Drainage Improvement Design **Date:** 07/13/26

Winter Park, Florida

Activity	Principal Engineer Rate = $315.00 Manhours	Principal Engineer Cost	Senior Professional Engineer Rate = $290.00 Manhours	Senior Professional Engineer Cost	Project Professional Rate = $263.00 Manhours	Project Professional Cost	Professional Engineer Rate = $233.00 Manhours	Professional Engineer Cost	Sr. Staff Professional Rate = $205.00 Manhours	Sr. Staff Professional Cost	Sr. Drafter / CADD Operato Rate = $170.00 Manhours	Sr. Drafter / CADD Operato Cost	Project Administrator Rate = $99.00 Manhours	Project Administrator Cost	Clerical Rate = $81.00 Manhours	Clerical Cost	Basic Activity Amount	Man-hours by Activity	Average Hourly Rate
9 Final Design Documents & Electronic Deliverables																			
9.1 Final Revisions to Plans, Cost Estimate, and Specifications		$0.00	1	$290.00		$0.00	3	$699.00	4	$820.00	8	$1,360.00		$0.00		$0.00	$3,169.00	16	$198.06
9.2 QA/QC	1	$315.00	3	$870.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,651.00	6	$275.17
9.3 Prepare and Submit Final Deliverables		$0.00	1	$290.00		$0.00	6	$1,398.00		$0.00		$0.00		$0.00	2	$162.00	$1,850.00	9	$205.56
SUBTOTAL	**1**	**$315.00**	**5**	**$1,450.00**	**0**	**$0.00**	**11**	**$2,563.00**	**4**	**$820.00**	**8**	**$1,360.00**	**0**	**$0.00**	**2**	**$162.00**	**$6,670.00**	**31**	**$215.16**
Phase 2																			
10 30% (Conceptual) Design and Proposed Conditions Assessment																			
10.1 30% Design Sketches		$0.00	1	$290.00		$0.00	3	$699.00		$0.00	16	$2,720.00		$0.00		$0.00	$3,709.00	20	$185.45
10.2 Evaluate Improvement Concepts in H&H model and Assess LOS		$0.00	2	$580.00		$0.00	7	$1,631.00	19	$3,895.00		$0.00		$0.00		$0.00	$6,106.00	28	$218.07
10.4 Evaluate Water Quality Improvement	1	$315.00	2	$580.00		$0.00	6	$1,398.00	16	$3,280.00		$0.00		$0.00		$0.00	$5,573.00	25	$222.92
SUBTOTAL	**1**	**$315.00**	**5**	**$1,450.00**	**0**	**$0.00**	**16**	**$3,728.00**	**35**	**$7,175.00**	**16**	**$2,720.00**	**0**	**$0.00**	**0**	**$0.00**	**$15,388.00**	**73**	**$210.79**
11 30% Concept Review Meetings																			
11.1 City Review Meeting	2	$630.00	3	$870.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$2,432.00	9	$270.22
SUBTOTAL	**2**	**$630.00**	**3**	**$870.00**	**0**	**$0.00**	**4**	**$932.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$2,432.00**	**9**	**$270.22**
12 60% Design Documents, Cost Estimate, and Draft Drainage Report																			
6.1 60% Construction Plans	2	$630.00	6	$1,740.00		$0.00		$0.00	36	$7,380.00	72	$12,240.00		$0.00		$0.00	$21,990.00	116	$189.57
6.2 Cost Estimate and Construction Quantities Computation	2	$630.00	3	$870.00		$0.00		$0.00	8	$1,640.00	6	$1,020.00		$0.00		$0.00	$4,160.00	19	$218.95
6.3 Draft Drainage Report		$0.00	4	$1,160.00		$0.00	6	$1,398.00	16	$3,280.00		$0.00		$0.00		$0.00	$5,838.00	26	$224.54
6.4 QA/QC	3	$945.00	6	$1,740.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$3,151.00	11	$286.45
6.5 Assemble and Transmit 60% Plans, Cost Estimates, and Draft Drainage Report		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	2	$162.00	$452.00	3	$150.67
SUBTOTAL	**7**	**$2,205.00**	**20**	**$5,800.00**	**0**	**$0.00**	**8**	**$1,864.00**	**60**	**$12,300.00**	**78**	**$13,260.00**	**0**	**$0.00**	**2**	**$162.00**	**$35,591.00**	**175**	**$203.38**
13 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package																			
7.1 90% Construction Plans	1	$315.00	3	$870.00		$0.00		$0.00	16	$3,280.00	30	$5,100.00		$0.00		$0.00	$9,565.00	50	$191.30
7.2 Cost Estimate and Construction Quantities Computation		$0.00	1	$290.00		$0.00		$0.00	8	$1,640.00	4	$680.00		$0.00		$0.00	$2,610.00	13	$200.77
7.3 Technical Provisions and Specifications	1	$315.00	2	$580.00		$0.00	3	$699.00	16	$3,280.00	8	$1,360.00		$0.00		$0.00	$6,234.00	30	$207.80
7.4 Final Drainage Report	1	$315.00	1	$290.00		$0.00	3	$699.00	14	$2,870.00		$0.00		$0.00		$0.00	$4,174.00	19	$219.68
7.5 Utility Coordination		$0.00	4	$1,160.00		$0.00		$0.00	14	$2,870.00	1	$170.00		$0.00	1	$81.00	$4,281.00	20	$214.05
7.6 Submit SJRWMD Permit Package	1	$315.00	4	$1,160.00	0	$0.00	6	$1,398.00	24	$4,920.00	16	$2,720.00		$0.00		$0.00	$10,513.00	51	$206.14
7.7 QA/QC	2	$630.00	5	$1,450.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$2,546.00	9	$282.89
7.8 Assemble and Transmit 90% Plans, Cost Estimates, and Specifications		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	3	$243.00	$533.00	4	$133.25
SUBTOTAL	**6**	**$1,890.00**	**21**	**$6,090.00**	**0**	**$0.00**	**14**	**$3,262.00**	**92**	**$18,860.00**	**59**	**$10,030.00**	**0**	**$0.00**	**4**	**$324.00**	**$40,456.00**	**196**	**$206.41**
14 100% Design Documents, Cost Estimate, and Technical Specifications																			
8.1 100% Construction Plans	1	$315.00	2	$580.00		$0.00		$0.00	6	$1,230.00	15	$2,550.00		$0.00		$0.00	$4,675.00	24	$194.79
8.2 Cost Estimate and Construction Quantities Computation		$0.00		$0.00		$0.00		$0.00	2	$410.00	2	$340.00		$0.00		$0.00	$750.00	4	$187.50
8.3 Technical Provisions and Specifications		$0.00		$0.00		$0.00	1	$233.00	4	$820.00	2	$340.00		$0.00		$0.00	$1,393.00	7	$199.00
8.5 QA/QC	2	$630.00	2	$580.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,676.00	6	$279.33
8.6 Assemble and Transmit 100% Plans, Cost Estimates and Specifications		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	6	$486.00	$776.00	7	$110.86
SUBTOTAL	**3**	**$945.00**	**5**	**$1,450.00**	**0**	**$0.00**	**3**	**$699.00**	**12**	**$2,460.00**	**19**	**$3,230.00**	**0**	**$0.00**	**6**	**$486.00**	**$9,270.00**	**48**	**$193.13**
15 Final Design Documents & Electronic Deliverables																			
9.1 Final Revisions to Plans, Cost Estimate, and Specifications		$0.00	1	$290.00		$0.00	3	$699.00	4	$820.00	8	$1,360.00		$0.00		$0.00	$3,169.00	16	$198.06
9.2 QA/QC	1	$315.00	3	$870.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,651.00	6	$275.17
9.3 Prepare and Submit Final Deliverables		$0.00	1	$290.00		$0.00	6	$1,398.00		$0.00		$0.00		$0.00	2	$162.00	$1,850.00	9	$205.56
SUBTOTAL	**1**	**$315.00**	**5**	**$1,450.00**	**0**	**$0.00**	**11**	**$2,563.00**	**4**	**$820.00**	**8**	**$1,360.00**	**0**	**$0.00**	**2**	**$162.00**	**$6,670.00**	**31**	**$215.16**

ATTACHMENT A - PROJECT BUDGET ESTIMATE

Canton Avenue Water Quality and Drainage Improvement Design **Date:** 07/13/26

Winter Park, Florida

Activity	Principal Engineer Rate = $315.00 Manhours	Principal Engineer Cost	Senior Professional Engineer Rate = $290.00 Manhours	Senior Professional Engineer Cost	Project Professional Rate = $263.00 Manhours	Project Professional Cost	Professional Engineer Rate = $233.00 Manhours	Professional Engineer Cost	Sr. Staff Professional Rate = $205.00 Manhours	Sr. Staff Professional Cost	Sr. Drafter / CADD Operato Rate = $170.00 Manhours	Sr. Drafter / CADD Operato Cost	Project Administrator Rate = $99.00 Manhours	Project Administrator Cost	Clerical Rate = $81.00 Manhours	Clerical Cost	Basic Activity Amount	Man-hours by Activity	Average Hourly Rate
16 Project Management																			
16.1 Project setup & administration		$0.00	2	$580.00		$0.00		$0.00		$0.00		$0.00	2	$198.00		$0.00	$778.00	4	$194.50
16.2 Management of project staff	6	$1,890.00	22	$6,380.00		$0.00	9	$2,097.00		$0.00		$0.00		$0.00		$0.00	$10,367.00	37	$280.19
16.3 Management of subconsultants	2	$630.00	4	$1,160.00			6	$1,398.00		$0.00		$0.00		$0.00		$0.00	$3,188.00	12	$265.67
16.4 Project tracking / status meetings & reports / schedule updates / miscellaneous correspondence	8	$2,520.00	24	$6,960.00		$0.00	16	$3,728.00		$0.00		$0.00	16	$1,584.00		$0.00	$14,792.00	64	$231.13
SUBTOTAL	16	**$5,040.00**	**52**	**$15,080.00**	**0**	**$0.00**	**31**	**$7,223.00**	**0**	**$0.00**	**0**	**$0.00**	**18**	**$1,782.00**	**0**	**$0.00**	**$29,125.00**	**117**	**$248.93**
GRAND TOTALS	**40**	**$12,600.00**	**118**	**$34,220.00**	**19**	**$4,997.00**	**112**	**$26,096.00**	**182**	**$37,310.00**	**147**	**$24,990.00**	**18**	**$1,782.00**	**14**	**$1,134.00**	**$266.654.00**	**712**	
Percent Breakdown	6%	5%	17%	13%	3%	2%	16%	10%	26%	14%	21%	9%	3%	1%	2%	0%	100%	100%	

SUBCONSULTANTS

	Name	*Amount*	*Percentage*
(1)	Terracon	$ 17,855.00	6.1%
(2)			0.0%
(3)			0.0%
(4)		$ -	0.0%
	Total Subconsultant Fees:	**$ 17,855.00**	6.1%

TOTAL NOT TO EXCEED FEE COMPUTATIONS

(1) Professional Fees (from above) =	$266,654.00
(2) Communications Fee (3% of Professional Fees) +	$7,999.62
(3) Direct Expenses (from attached sheet) +	$370.00
(4) Subtotal (Consultant's Fees) [(1)+(2)+(3)] =	$275,023.62
(5) Subconsultant's Fees (from left) +	$17,855.00
Proposed Total Not to Exceed Fee [(3)+(4)+(5)] =	**$292,878.62**

ATTACHMENT A - SCHEDULE OF DIRECT EXPENSES

Canton Avenue Water Quality and Drainage Improvement Design ***Date:*** **07/13/26**
Winter Park, Florida

Field Expenses	Unit	Rate per Unit	Quantity	Subtotal
Mobile Data GIS Tablet (iPad Pro + accessories)	Day	$75.00	2	$150.00
Drainage Structure Inventory (mahole popper, saftety c	Day	$20.00	1	$20.00
Specialty Field Truck	Day	$100.00	2	$200.00
Reproduction Costs	**Unit**	**Rate per Unit**	**Quantity**	**Subtotal**
Photocopies				
B/W Copies – 8½"x11"	copy	$0.10	0	$0.00
B/W Copies – 11"x17"	copy	$0.20	0	$0.00
Color Copies – 8½" x 11"	copy	$1.25	0	$0.00
Color Copies – 11" x 17"	copy	$3.00	0	$0.00
Scans				
Large Format B/W (17"x24", 24"x36", 36"x48")	sheet	$5.00	0	$0.00
Large Format Color (17"x24", 24"x36", 36"x48")	sheet	$15.00	0	$0.00
Full Size Plans and Plots (plans, public meetings, etc.)				
24"x36" B/W Plot	sheet	$25.00	0	$0.00
24"x36" Color Plot	sheet	$45.00	0	$0.00
36"x48" B/W Plot	sheet	$40.00	0	$0.00
36"x48" Color Plot	sheet	$70.00	0	$0.00
Miscellaneous Expenses	**Unit**	**Rate per Unit**	**Quantity**	**Subtotal**
Courier / Express Delivery Service				
EPD / Public Works	delivery	$25.00	0	$0.00
Laboratory Overnight (samples)	delivery	$100.00	0	$0.00
All other Central Florida areas (permits, etc.)	delivery	$30.00	0	$0.00
Digital Archiving (include burning and labeling)				
Flash Drive Data Burn and Transmittal	each	$20.00	0	$0.00
Cloud Storage of Project Data Files	month	$50.00	0	$0.00
Report Production				
Report Production - 1/2" to 1.5" binder, dividers, sleeve	each	$20.00	0	$0.00
Report Production - 2" to 3" binder, dividers, sleeve inse	each	$25.00	0	$0.00
Report Production - >3" binder, dividers, sleeve inserts	each	$30.00	0	$0.00
Mounting & Laminating (Presentation Materials)				
Gator Board (3/16") Mounting with Gloss/Matte Finish	sf	$30.00	0	$0.00
			TOTAL:	$370.00

Geosyntec consultants

ATTACHMENT B

SUBCONSULTANT PROPOSAL

1675 Lee Road
Winter Park, FL 32789
P (407) 740-6110
Terracon.com

June 25, 2026
Revised: July 6, 2026

Geosyntec Consultants, Inc.
1200 Riverplace Boulevard, Suite 710
Jacksonville, Florida 32207

Attn: Gloria Teague, P.E., Senior Water Resources Engineer
P: (904) 450-4280
E: GTeague@Geosyntec.com

RE: Proposal for Geotechnical Engineering Services
E. Canton Ave Drainage Improvements - Phase 1 and Phase 2
E. Canton Avenue at N. Knowles Avenue and N. Interlachen Avenue
Winter Park, Orange County, Florida
Terracon Proposal No. 1000022677_R.1

Dear Ms. Teague:

We appreciate the opportunity to submit this proposal to Geosyntec Consultants, Inc. (Geosyntec) to provide Geotechnical Engineering services for the above referenced project. The following are exhibits to the attached Task Order.

Exhibit A	Project Understanding
Exhibit B	Scope of Services
Exhibit C	Compensation and Project Schedule
Exhibit D	Site Location and Nearby Geotechnical Data
Exhibit E	Anticipated Exploration Plan

Our base fee to perform the Scope of Services described in this proposal is $17,855 (including subcontracted private utility location and MOT fees). Exhibit C includes details of our fees and consideration of additional services as well as a general breakdown of our anticipated schedule.

Your authorization for Terracon to proceed in accordance with this proposal can be issued by signing and returning a copy of the attached Task Order to our office. The Task Order refers to the previously signed Master Services Agreement between Terracon and Geosyntec Consultants, Inc. dated/on October 17, 2022.

Sincerely,
Terracon

Lorimar G. Rosario Rivera
Senior Staff Engineer

Jay W. Casper, P.E.
Senior Principal

Exhibit A – Project Understanding

Our Scope of Services is based on our understanding of the project as described by Geosyntec and the expected subsurface conditions as described below. We have not visited the project site to confirm the information provided. Aspects of the project, undefined or assumed, are highlighted as shown below. We request Geosyntec and/or the design team verify all information prior to our initiation of field exploration activities.

Planned Construction

Item	Description
Information Provided	An email with RFP sent by Gloria Teague, P.E. from Geosyntec Consultants, Inc. on June 17, 2026. The email included an aerial with prescribed boring locations for the proposed improvements and scope information.
Project Description	The project will be divided into the following two phases. ■ Phase 1 – Includes the installation of a Continuous Deflective Separation (CDS) unit east of Interlachen Avenue with a 48-inch pipe outfall. Head wall at Lake Osceola. ■ Phase 2 - Upsizing stormwater main from Knowles Avenue to CDS unit from 24-inch to 48-inch.
Proposed Structures	Phase 1 – Continuous Deflective Separation (CDS) unit, head wall at Lake Osceola and a 48-inch pipe. Phase 2 – Stormwater main We assume the pipes will be pre-cast concrete pipes.

Site Location and Anticipated Conditions

Item	Description
Parcel Information	The project is located at E. Canton Avenue at N. Knowles Avenue and N. Interlachen Avenue in Winter Park, Orange County, Florida. The site includes about 1 acre of land. The approximate center of the site is located latitude 28.6005474° N, longitude 81.3487166° W. (See Exhibit D)
Existing Improvements	Existing roadway with associated sidewalks.

Current Ground Cover	Flexible pavement and concrete.
Existing Topography	According to the Topographic Vicinity Map of Winter Park Florida the site ranges in elevation from about +70 to +75 feet from east to west. The adjacent Lake Osceola water level elevation is near +65 feet.
Site Access	We expect the site, and all exploration locations, are accessible with our truck-mounted drilling equipment and support vehicles.
Expected Subsurface Conditions	Our experience near the vicinity of the proposed development indicates subsurface conditions consist of sand with varying amounts of silt and clay and relatively high groundwater conditions. Stormwater is managed off site and collected by the current drainage system.

Exhibit B - Scope of Services

Our proposed Scope of Services consists of field exploration, laboratory testing, and engineering/project delivery. These services are described in the following sections.

Field Exploration

Based on input provided by Geosyntec, and our experience with similar projects in the vicinity of the project site, we propose the following field exploration program which is anticipated to be completed with 2 days of on-site activities as described below:

Number of Borings	Planned Boring Depth (feet) [1]	Planned Location [2]
4	2 to 15 (pipe) 1 to 25 (headwall) 1 to 40 (CDS unit)	Drainage Improvements Phase 1
2	15 (pipes)	Drainage Improvements Phase 2

1. Although not anticipated based on the geology in the vicinity of the project site, borings would be terminated at shallower depths if refusal is encountered.
2. The planned boring locations are shown on the attached Anticipated Exploration Plan.

Boring Layout and Elevations: We will use handheld GPS equipment to locate borings with an estimated horizontal accuracy of +/-20 feet. If available, approximate elevations will be obtained by interpolation from a site specific, surveyed topographic map. We can alternatively coordinate with your Project Surveyor to include locations and surface elevations in project information if requested.

Subsurface Exploration Procedures: Prior to drilling, we will perform private utility locate services in areas of suspected utility conflict. We will advance borings with a truck-mounted drill rig using rotary wash boring techniques. Five samples will be obtained in the upper 10 feet of each boring and at intervals of 5 feet thereafter. Soil sampling is typically performed using split-barrel sampling procedures. The split-barrel samplers are driven in accordance with the standard penetration test (SPT). The samples will be placed in appropriate containers, taken to our soil laboratory for testing, and classified by a Geotechnical Engineer. In addition, we will observe and record groundwater levels during drilling and sampling.

Our exploration team will prepare field boring logs as part of standard drilling operations including sampling depths, penetration distances, and other relevant sampling

information. Field logs include visual classifications of materials observed during drilling and our interpretation of subsurface conditions between samples. Final boring logs, prepared from field logs, represent the Geotechnical Engineer's interpretation and include modifications based on observations and laboratory tests.

Property Disturbance: Terracon will take reasonable efforts to reduce damage to the property. However, it should be understood that in the normal course of our work some disturbance could occur including rutting of the ground surface and damage to landscaping.

We will backfill borings with auger cuttings and bentonite pellets upon completion. Pavements will be patched with cold-mix asphalt and/or ready-mixed concrete, as appropriate. Our services do not include repair of the site beyond backfilling our boreholes and patching existing pavements. Excess auger cuttings will be dispersed in the general vicinity of the borehole. Because backfill material often settles below the surface after a period, we recommend boreholes to be periodically checked and backfilled, if necessary. We can provide this service or grout the boreholes for additional fees at your request.

Safety

Terracon is not aware of environmental concerns at this project site that would create health or safety hazards associated with our exploration program; thus, our Scope considers standard OSHA Level D Personal Protection Equipment (PPE) appropriate. Our Scope of Services does not include environmental site assessment services, but identification of unusual or unnatural materials observed while drilling will be noted on our logs.

Exploration efforts require borings into the subsurface, therefore Terracon will comply with local regulations to request a utility location service through Sunshine State One Call of Florida (SSOCOF). We will consult with the landowner/client regarding potential utilities or other unmarked underground hazards. Based upon the results of this consultation, we will consider the need for alternative subsurface exploration methods as the safety of our field crew is a priority.

Private utilities should be marked by the owner/client prior to commencement of field exploration. Terracon will not be responsible for damage to private utilities not disclosed to us.

Terracon proposes to perform a private utility locating service. Fees associated with this service are included in our Scope of Services.

The detection of underground utilities is dependent upon the composition and construction of the utility line; some utilities are comprised of non-electrically conductive materials and may not be readily detected. The use of a private utility locate service would not relieve the landowner/client of their responsibilities in identifying private underground utilities.

Site Access: Terracon must be granted access to the site by the property owner. Without information to the contrary, we consider acceptance of this proposal as authorization to access the property for conducting field exploration in accordance with the Scope of Services. Our proposed fees do not include time to negotiate and coordinate access with landowners or tenants. Terracon will conduct field services during normal business hours (Monday through Friday between 7:00am and 5:00pm). If our exploration must take place over a weekend or at night, please contact us so we can adjust our schedule and fee.

Traffic Control: For the work scope of this proposal we have budgeted for subcontracting traffic control services (signage and flagman) during our drilling activities, which is anticipated to take about 1 day. To limit the amount of MOT needed, the two 15 feet deep borings in Phase 1 will be performed concurrently with Phase 2 borings. This proposal is based on the assumption that one traffic lane can be closed temporarily within a hundred feet (+/-) of our drill rig during our drilling activities. Alternatively, others could provide all required traffic control as a cost savings measure.

Laboratory Testing

The project engineer will review field data and assign laboratory tests to understand the engineering properties of various soil strata. Exact types and number of tests cannot be defined until completion of fieldwork, but we anticipate the following laboratory testing may be performed:

- Water content
- Atterberg limits
- Grain size analysis
- Organic content

Our laboratory testing program often includes examination of soil samples by an engineer. Based on the results of our field and laboratory programs, we will describe and classify soil samples in accordance with the Unified Soil Classification System (USCS).

Engineering and Project Delivery

The results of our field and laboratory programs will be evaluated, and a geotechnical engineering report will be prepared under the supervision of a licensed professional engineer. The geotechnical engineering report will provide the following:

- Boring logs with field and laboratory data
- Stratification based on visual soil classification
- Groundwater levels observed during drilling
- Site Location and Exploration Plans
- Subsurface exploration procedures
- Description of subsurface conditions
- Existing pavement section observed in the pavement cores
- Construction recommendations for CDS (applies to phase 1)
- Construction recommendations for head wall to be designed by others (applies to phase 1)
- Pipe bedding and subgrade recommendations (applies to both phases)

In addition to an emailed report, your project will also be delivered using our Client Portal, Compass. Upon initiation, we provide you and your design team the necessary link and password to access the website (if not previously registered). Each project includes a calendar to track the schedule, an interactive site map, a listing of team members, access to the project documents as they are uploaded to the site, and a collaboration portal. We welcome the opportunity to have project kickoff conversations with the team to discuss key elements of the project and demonstrate features of the portal. The typical delivery process includes the following:

- Project Planning – Proposal information, schedule and anticipated exploration plan
- Site Characterization – Findings of the site exploration and laboratory results
- Geotechnical Engineering Report

When services are complete, we upload a printable version of our completed Geotechnical Engineering report, including the professional engineer's seal and signature, which documents our services. Previous submittals, collaboration, and the report are maintained in our system. This allows future reference and integration into subsequent aspects of our services as the project goes through final design and construction.

Exhibit C - Compensation and Project Schedule

Compensation

Based upon our understanding of the site, the project as summarized in Exhibit A, and our planned Scope of Services outlined in Exhibit B, our base fee is shown in the following table:

Task[1]	Lump Sum Fee[2]
Phase 1 - Subsurface Exploration, Private Utility Locates, Maintenance of Traffic (MOT)[3], Laboratory Testing, Geotechnical Consulting and Reporting	$9,440
Phase 2 - Subsurface Exploration, Private Utility Locates, Maintenance of Traffic (MOT), Laboratory Testing, Geotechnical Consulting and Reporting	$8,415
Total	$17,855

1. A detailed Scope of Services and Cost Estimate is attached, see Exhibit F.
2. Proposed fees noted above are effective for 90 days from the date of the proposal.
3. MOT included for borings to be performed concurrent with Phase 2.

Our Scope of Services does not include services associated with site clearing, wet ground conditions, tree or shrub clearing, or repair of/damage to existing landscape. If such services are desired by the owner/client, we should be notified so we can adjust our Scope of Services.

Unless instructed otherwise, we will submit our invoice(s) to the address shown at the beginning of this proposal. If conditions are encountered that require Scope of Services revisions and/or result in higher fees, we will contact you for approval, prior to initiating services. A supplemental proposal stating the modified Scope of Services as well as its effect on our fee will be prepared. We will not proceed without your authorization.

Project Schedule

We developed a schedule to complete the Scope of Services based upon our existing availability and understanding of your project schedule. However, our schedule does not account for delays in field exploration beyond our control, such as weather conditions, delays resulting from utility clearance, permit delays, or lack of permission to access the

boring locations. In the event the schedule provided is inconsistent with your needs, please contact us so we may consider alternatives.

Delivery on Client Portal	Schedule [1, 2]
Kickoff Call with Client	4 days after notice to proceed
Site Characterization	2 weeks after completion of field program
Geotechnical Engineering	3 weeks after completion of field program

1. Upon receipt of your notice to proceed we will activate the schedule component on our Client Portal, Compass with specific, anticipated dates for the delivery points noted above as well as other pertinent events.
2. Standard workdays. We will maintain an activities calendar within our Client Portal, Compass. The schedule will be updated to maintain a current awareness of our plans for delivery.

Exhibit D – Site Location

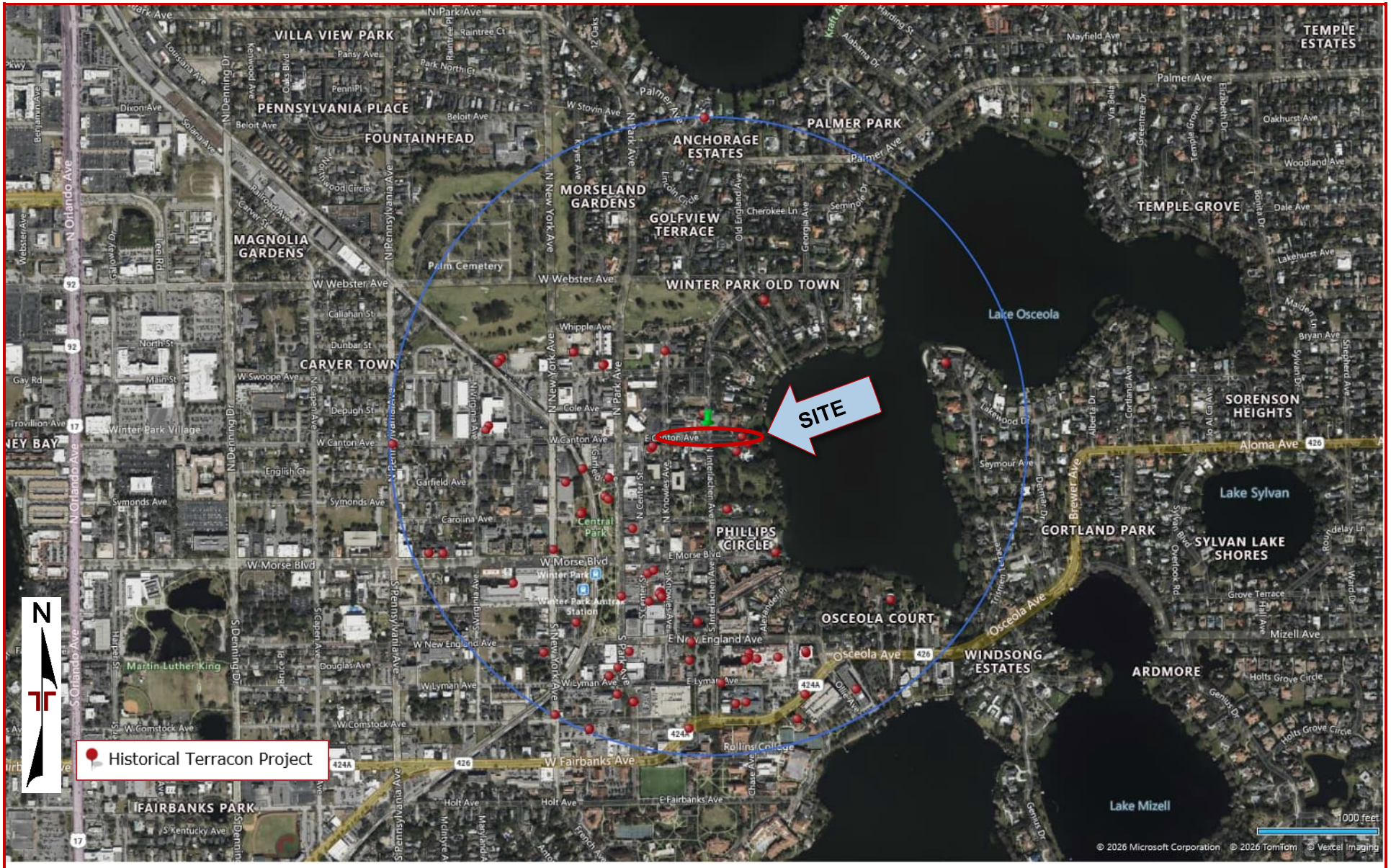


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

Exhibit E – Anticipated Exploration Plan Phase 1



DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

Exhibit E – Anticipated Exploration Plan Phase 2

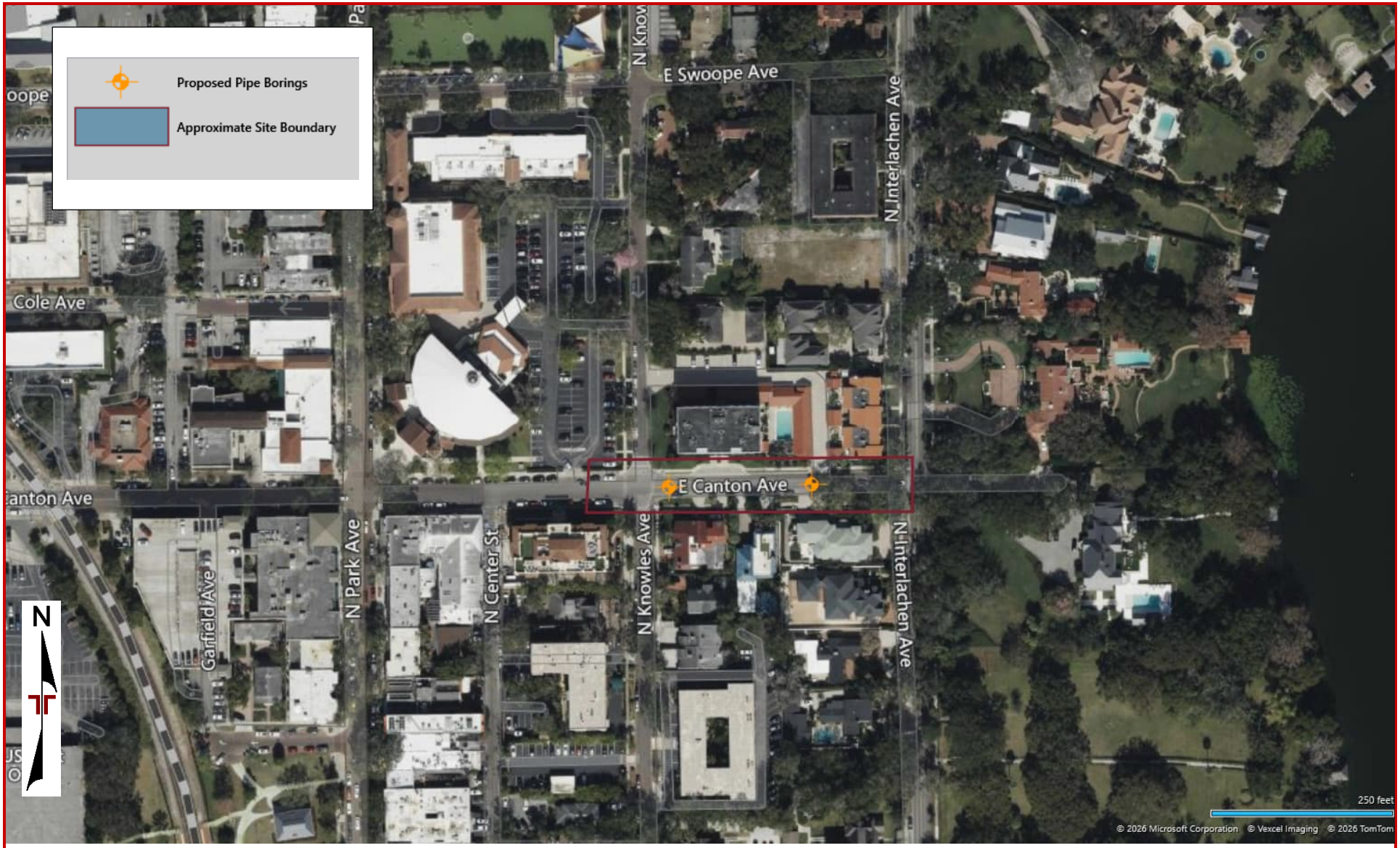


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

EXHIBIT F
SCOPE OF SERVICES AND FEE ESTIMATE
PHASE 1 - E. CANTON AVENUE and Interlachen Avenue
WINTER PARK, FLORIDA
TERRACON PROPOSAL NO. 1000022677

DESCRIPTION OF WORK	QTY.	RATE	UNIT	AMOUNT
I. FIELD EXPLORATION				
A. Mobilization of Crew and Equipment	1	$ -	lump sum	$ -
B. Pavement Cores	2	$ 300.00	per foot	$ 600.00
C. SPT Borings (2 to 15 ft. 1 to 25 ft and 1 to 40 ft)	95	$ 14.00	per foot	$ 1,330.00
	0	$ 16.00	per foot	$ -
D. Drill Crew Time (Standby Time)	6	$ 175.00	per hour	$ 1,050.00
E. Maintenance of Traffic (included with Phase 2)	0	$ 2,500.00	day	$ -
F. Ground Penetrating Radar (GPR) Utility Clearance	1	$ 1,000.00	Lump Sum	$ 1,000.00
G. Site Reconnaissance/Sunshine One Call				
-- Senior Engineering Technician	4	$ 75.00	per hour	$ 300.00
H. ROW Permitting				
-- Senior Geotechnical Engineer	3	$ 165.00	per hour	$ 495.00
Subtotal				$ 4,775.00
II. LABORATORY TESTING				
A. Wash Sieve No. 200 Grain Size Analysis	4	$ 70.00	per test	$ 280.00
B. Atterberg Limits	2	$ 110.00	per test	$ 220.00
C. Natural Moisture Content	8	$ 20.00	per test	$ 160.00
D. Organic Content	2	$ 60.00	per test	$ 120.00
Subtotal				$ 780.00
III. ENGINEERING AND TECHNICAL SERVICES				
A. Principal Engineer	4	$ 195.00	per hour	$ 780.00
B. Senior Geotechnical Engineer	16	$ 165.00	per hour	$ 2,640.00
C. CADD Operator	3	$ 90.00	per hour	$ 270.00
D. Administrative Assistant	3	$ 65.00	per hour	$ 195.00
Subtotal				$ 3,885.00
TOTAL BASIC GEOTECHNICAL SERVICES				**$ 9,440.00**

EXHIBIT F
SCOPE OF SERVICES AND FEE ESTIMATE
PHASE 2 - E. CANTON AVENUE and N. Knowles Avenue
WINTER PARK, FLORIDA
TERRACON PROPOSAL NO. 1000022677

DESCRIPTION OF WORK	QTY.	RATE	UNIT	AMOUNT
I. FIELD EXPLORATION				
A. Mobilization of Crew and Equipment	1	$ -	lump sum	$ -
B. Pavement Cores	2	$ 300.00	per foot	$ 600.00
C. SPT Borings (2 to 15 ft)	30	$ 14.00	per foot	$ 420.00
	0	$ 16.00	per foot	$ -
D. Drill Crew Time (Standby Time)	4	$ 175.00	per hour	$ 700.00
E. Maintenance of Traffic (cones, signs, flagmen)	1	$ 2,500.00	day	$ 2,500.00
F. Ground Penetrating Radar (GPR) Utility Clearance	1	$ 1,000.00	Lump Sum	$ 1,000.00
G. Site Reconnaissance/Sunshine One Call				
-- Senior Engineering Technician	4	$ 75.00	per hour	$ 300.00
H. ROW Permitting				
-- Senior Geotechnical Engineer	3	$ 165.00	per hour	$ 495.00
Subtotal				$ 6,015.00
II. LABORATORY TESTING				
A. Wash Sieve No. 200 Grain Size Analysis	4	$ 70.00	per test	$ 280.00
B. Atterberg Limits	1	$ 110.00	per test	$ 110.00
C. Natural Moisture Content	4	$ 20.00	per test	$ 80.00
Subtotal				$ 470.00
III. ENGINEERING AND TECHNICAL SERVICES				
A. Principal Engineer	2	$ 195.00	per hour	$ 390.00
B. Senior Geotechnical Engineer	8	$ 165.00	per hour	$ 1,320.00
C. CADD Operator	1	$ 90.00	per hour	$ 90.00
D. Administrative Assistant	2	$ 65.00	per hour	$ 130.00
Subtotal				$ 1,930.00
TOTAL BASIC GEOTECHNICAL SERVICES				**$ 8,415.00**

Geosyntec consultants

11301 Corporate Blvd
Building 400, Suite 305
Orlando, Florida 32817
PH 407.321.7030
www.geosyntec.com

July 8, 2026

Ms. Shannon Monahan, EI, CFM
Engineer II
City of Winter Park Public Works Department
401 Park Avenue South
Winter Park, Florida 32789

Subject: **Proposal for Shoreview Avenue Water Quality Improvement Design**
Continuing Contract for Professional Stormwater Management & Design Services
City of Winter Park, Florida

Dear Ms. Monahan:

Geosyntec Consultants, Inc. (Geosyntec) is pleased to provide this proposal for providing our services for the above referenced project.

BACKGROUND

The City of Winter Park (City) is interested in having Geosyntec perform design and permitting services for the Shoreview Avenue Water Quality Improvement Project. Shoreview Avenue is part of the City's Community Redevelopment Agency (CRA) area, and its stormwater system discharges to Lake Killarney which lies within the Lake Jesup BMAP.

Following the City's CRA Stormwater Master Plan (Geosyntec, 2020) and subsequent study expansion (Geosyntec, 2024), the City is interested in implementing a Continuous Deflective Separation (CDS) unit at the outfall to Lake Killarney along Shoreview Avenue (**Exhibit 1**). The City recently completed drainage improvements in this area including the consolidation of the two existing failing outfalls along Killarney Avenue between Lakeview Avenue and Shoreview Avenue. Addition of a CDS unit upstream of the Shoreview Avenue outfall will prevent untreated stormwater from entering Lake Killarney.

Design services will include development of design plans of sufficient detail to support construction, an ecological investigation, and a geotechnical investigation. At the 30% conceptual design phase, a review meeting will be conducted with the City, and a permit determination meeting will be conducted with the St. Johns River Water Management District (SJRWMD). Design submittals will include plans and cost estimates at the 60%, 90%, and final 100% phases. Any identified utility conflicts will be addressed as part of the final 100% design plans submittal.

The following scope of work is proposed to perform the design and permitting services in support of the Shoreview Avenue Water Quality Improvement Project.



CITY OF WINTER PARK, FLORIDA
ESTABLISHED 1882
CITY OF CULTURE AND HERITAGE

N

0 50 100
Feet

Legend

- Proposed Manhole
- Proposed Structure
- Proposed Pipe

Existing Stormwater Structures

- Inlet/Outlet
- Manhole
- Control Structure
- Existing Pipe

Sources:
Aerial: ESRI, 2023
Roads: Orange County, 2020
Lakes: Orange County, 2020

Exhibit 1

Shoreview Avenue: Water Quality Improvement Concept Map

Winter Park Shoreview Avenue Water Quality Improvement Project

Geosyntec consultants

SCOPE OF WORK

The consultant will perform the following engineering services under this task order. Estimated costs to perform these services are provided in **Attachment A**.

1. Project Kick-off

1.1. Project Kick-off Meeting – Geosyntec will schedule, coordinate, and attend a project kick-off meeting with City to discuss project scope, goals, and schedule. It is assumed that this will be performed remotely using Teams or some equivalent platform.

1.2. Prepare email meeting summary.

2. Field Investigation

2.1. Field Reconnaissance – one field visit by two staff for up to one day. This will include development of a low-hazard health and safety plan (HASP) and development of a field investigation plan. Field reconnaissance will include a conditions inspection including detailed inspection of the project area, mapping/measurement of pertinent drainage and infrastructure features, and photographic documentation. Notes regarding relative condition of the inspected drainage infrastructure will be made to support design of the proposed improvement.

2.2. Geotechnical Investigation – subsurface soil investigation and groundwater level determination within the project area. This work will be conducted by subconsultant *Terracon* in accordance with their subconsultant proposal included in **Attachment B**. Geosyntec will provide QA/QC review of subconsultant work product. The scope will include borings and soil laboratory tests to confirm field conditions. Construction recommendations will also be provided based on conditions. Geosyntec will prepare a summary of the geotechnical findings for the drainage report.

2.3. Ecological Investigation – ecological survey to delineate wetlands and surface water, delineate high-water elevations based on biological methods, and identify threatened and endangered species within the project area. Geosyntec will prepare a summary of the ecological findings for the drainage report.

3. Existing Conditions Assessment

3.1. Review Topographical Survey – Completed topographic survey of the project area will be reviewed to confirm it is sufficient for design.

3.2. Execute Simulations in H&H Model and Assess LOS – model simulations anticipated include the 2, 10, 25, and 100 year / 24 hour events and the 10 and 25 year / 6 hour events. Rainfall depths will be referenced from NOAA Atlas 14 (https://hdsc.nws.noaa.gov/). The anticipated 24 hour and 6 hour rainfall distributions are the SCSII FL Modified and Orange County, respectively. Based on H&H model results, evaluate LOS of infrastructure to provide a baseline for evaluation of the proposed improvements.

3.3. Evaluate Water Quality Impacts – evaluate pollutant loading to Lake Killarney under existing conditions. A 10-year continuous simulation will be performed to estimate average annual loading for comparison against proposed conditions.

It is assumed that the model developed for the City's expanded CRA Stormwater Master Plan (Geosyntec, 2024) has sufficient detail and will not require updates. If model updates are required, this additional effort will be performed under a change order.

4. 30% (Conceptual) Design and Proposed Conditions Assessment

4.1. Assess Feasibility of Site – Evaluation of the proposed site on Shoreview Avenue north of Fairbanks Avenue, as shown on **Exhibit 1**, to confirm CDS unit can operate as intended given site constraints (e.g., topography).

If the CDS unit cannot operate at the proposed site, additional effort to identify an alternative project site and supporting survey will be performed under a change order.

4.2. 30% Design Sketches – GIS or CADD based sketches (e.g., plan view, profile view, details) of the conceptual design will be developed depicting proposed improvements for Shoreview Avenue.

4.3. Evaluate Improvement Concept in H&H model and Assess LOS – modify and parameterize H&H model to reflect improvement concept. Simulate proposed improvements to evaluate LOS by comparing the results of the existing conditions and the proposed conditions to determine if the improvement concept demonstrates no adverse flooding impacts.

4.4. Evaluate Water Quality Improvement – evaluate pollutant load impacts to receiving waters under proposed conditions. A 10-year continuous simulation will be performed to estimate average annual loading against existing conditions. The anticipated water quality benefit will be assessed by comparing the results of the existing conditions water quality analysis and the proposed conditions water quality analysis.

5. 30% Concept Review Meetings – Geosyntec will attend a 30% concept review meeting with the City to gain concurrence on design. A meeting with SJRWMD and FDOT to discuss permitting needs will also occur at this stage.

5.1. City Review Meeting – Geosyntec will schedule and coordinate a meeting with City staff to review the 30% concept design, anticipated water quality improvement, and LOS impacts.

5.2. SJRWMD Permit Determination Meeting – Geosyntec will schedule and coordinate a meeting with SJRWMD to discuss permitting needs of the proposed improvements with regulatory staff. Geosyntec will also prepare the meeting agenda, exhibits, attend the meeting, and prepare a meeting summary.

5.3. FDOT Coordination Meeting – Geosyntec will schedule and coordinate a meeting with FDOT to coordinate and confirm that the proposed improvements would not impact road drainage on West Fairbanks Avenue (State Road 426). The discussion will include whether a drainage connection permit would be required. Geosyntec will also prepare the meeting agenda, exhibits, attend the meeting, and prepare a meeting summary.

It is assumed that no drainage connection permit will be required. If FDOT determines that a permit is required, this additional effort will be performed under a change order.

6. 60% Design Documents, Cost Estimate, and Draft Drainage Report

6.1. 60% Construction Plans – plans are anticipated to include the following sheets:

- Cover Sheet with Location and Benchmark References – 1 sheet
- General Notes, Summary of Quantities, and Summary of Pay Items – 3 sheets
- Project Layout, Benchmark, and Reference Ties Sheets – 3 sheets
- Overall Site Plan – 1 Sheet
- Plan and Profile Sheets – 1 sheet @ 1"=20' scale

- Drainage & Miscellaneous Details – 2 sheets
- Stormwater Pollution Prevention and Control Plan (SWPPP) – 1 sheet
- Sediment and Erosion Control Plan – 1 sheet
- Geotechnical Data Sheets – 1 sheet

It is assumed that no additional sheets will be created beyond what is defined above and submitted as part of the 60% submittal based on City comments. Should efforts require the creation of additional sheets, this additional effort will be performed under a change order.

6.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 60% plans.

6.3. Draft Drainage Report – preparation of draft drainage report which will include a narrative, pre- and post-development model results, figures, and tables.

- Narrative will include the following:
  - *Introduction* - description of the study area, study goals and expectations, and apparent deficiencies.
  - *Data Collection and Review* - description of data collected including survey, ecological, and geotechnical.
  - *Existing Conditions* - discussion of efforts undertaken to evaluate the existing conditions. Included will be a discussion of H&H model revisions, results of the H&H water quality and flooding assessment, and a summary of deficiencies that warrant corrective action.
  - *Proposed Drainage Improvements* - discussion of the drainage improvement concept, a discussion of H&H model modifications, results of the H&H water quality and flooding assessment, and comparison of results to existing conditions.
  - *Pollutant Load Benefits* – discussion of water quality benefits from pond and drainage improvements and a comparison to existing conditions.
  - *Permitting Considerations* – discussion of criteria that the proposed improvement needs to satisfy to receive a permit from SJRWMD.
- Report exhibits will include the following:
  - *Project Site Map*
  - *Topographic, Soils and Land Cover, FEMA Floodplain Maps*
  - *Existing Conditions Map*
  - *Proposed Conditions Map*
  - *Existing Conditions Model Network and LOS Results Map*
  - *Proposed Conditions Model Network and LOS Results Map*
  - *Improvement Concept Maps - depicting improvement sketches with relevant feature details (cross-section, structure details, etc.).*

6.4. QA/QC – Peer and senior review of 60% design plans, cost estimates, and draft drainage report.

6.5. Assemble and Transmit 60% Plans, Cost Estimates, and Draft Drainage Report – plans, cost estimates, and draft drainage report will be submitted to the City for review. Submittals will be sent electronically in PDF format.

7. 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package

7.1. 90% Construction Plans – Incorporate 60% construction plan comments from the City. Prepare a response memo.

7.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 90% plans.

7.3. Technical Provisions and Specifications – Preparation of technical provisions and specifications based on 90% plans. It is assumed the technical provisions and specifications will be standard City specification or standard FDOT specifications. Any non-standard pay item specifications for drainage improvements will be prepared by Geosyntec.

It is assumed that the technical specifications will be prepared at the 90% design level and will refer to FDOT specifications for standard items such as pipes, manholes, and weir structures. Technical specifications for non-standard items will follow City or Vendor's specifications or preferences.

7.4. Final Drainage Report – Incorporate comments from the City.

7.5. Utility Coordination – Geosyntec staff will forward copies of 60% plans after addressing City comments to identified utilities to solicit input on possible conflicts. Responses will be compiled and forwarded to the City. Utility markups will be incorporated into the 90% plans if necessary.

- Prepare Utility Coordination Correspondence – Identify utility companies and contacts by obtaining a design ticket from Sunshine State One Call of Florida for utilities in the vicinity of project. Prepare and send out coordination emails to identified utility company contacts. Attend up to 3 meetings with utility providers.
- Prepare Utility Coordination Summary Memo

7.6. Submit SJRWMD Permit Package – completion of permit application forms and compilation of necessary documentation. This will include application forms, drainage report, and 90% plans. The ePermit portal will be used to submit the application to SJRWMD. It is assumed that the City will pay the permit fee. This task includes provision for addressing 2 requests for additional information (RAI) from SJRWMD.

It is assumed that should any additional RAIs be required after the 2 assumed for this scope, they will be performed under a change order.

7.7. QA/QC – Peer and senior review of 90% plans, cost estimate, specifications, and permit documents.

7.8. Assemble and Transmit 90% Plans, Cost Estimates, and Specifications – plans, cost estimates, and technical specifications will be submitted to the City for review. Submittals will be sent electronically in PDF format.

8. 100% Design Documents, Cost Estimate, and Technical Specifications

8.1. 100% Construction Plans – Incorporate 90% construction plan comments from the City. Prepare a response memo.

8.2. Cost Estimate and Construction Quantities Computation – Estimation of costs and construction quantities computation based on the 100% plans.

8.3. Technical Provisions and Specifications – Preparation of technical provisions and specifications based on 100% plans.

8.4. QA/QC – Peer and senior review of 100% plans, cost estimate, and specifications.

8.5. Assemble and Transmit 100% Plans, Cost Estimates, and Specifications – plans, cost estimates, and technical specifications will be submitted to the City for review. Submittals will be sent electronically in PDF format.

9. Final Design Documents & Electronic Deliverables

9.1. Final Revisions to Plans, Cost Estimate, and Specifications – Incorporate City comments on 100% design documents.

9.2. QA/QC – Peer and senior review of 100% plans, cost estimate, and specifications.

9.3. Prepare and Submit Final Deliverables

It is assumed that any revisions to the 100% Construction Plans submittal will consist of minor updates based on optional permit review and nominal City comments. It is assumed that no significant design changes will be required after this submittal. Should efforts require more than 8 hours to address comments this additional effort will be performed under a change order.

10. Project Management – includes efforts to ensure proper project administration, effective communication within the project team and to the City, as well as technical procedures and guidelines are followed throughout the project duration. This will allow for successful project delivery to the City. The following project management tasks will be completed:

10.1. Project setup & administration

10.2. Management of project staff

10.3. Management of subconsultants

10.4. Project tracking / status meetings & reports / schedule updates / miscellaneous correspondence

SCOPE ASSUMPTIONS

1. Stormwise (ICPR v4) will be the hydrologic/hydraulic model utilized to analyze the drainage systems for this study. The existing and proposed conditions models will be provided to the City with the project deliverables.
2. This scope of services has assumed that the consultant will not be involved in any public involvement meetings during the duration of the project.
3. Engineering and ecological services related to mitigation plans are assumed not to be necessary for this project and are not included in this proposal.
4. Additional assumptions are provided in the subconsultants proposals attached.
5. Permit fees will be paid for by the City.
6. Post design and construction support services are not included in this scope. If needed, these services can be provided under a supplemental scope of work.

7. It is assumed that no utility adjustments will be necessary for the construction of this project. No utility adjustment plans are included in the scope. If this service is determined necessary, it can be provided through an additional scope of work.

BUDGET ESTIMATE

Geosyntec proposes to provide the services discussed herein for **$161,077.37**, in accordance with the terms and conditions specified herein and pursuant to Geosyntec's April 2023 contract for professional services with the City. The not to exceed fee amount is based on our estimated budget for performing these services, which includes the labor, subconsultant fees, and other direct costs necessary to complete the work scope described in the proposal, as detailed in **Attachment A**.

Project efforts will be billed to the City on a task percent complete basis, based on the major tasks defined in the cost build-up spreadsheet in **Attachment A**. Invoices will be structured to list project tasks (and other direct cost) with accomplished percent complete, and then corresponding budget invoiced, overall budget expended and overall budget remaining. A separate status report will be provided to the City's project manager providing a narrative of work accomplished supporting the invoice.

SCHEDULE

Geosyntec can begin work immediately upon receipt of the Notice to Proceed (NTP). The following scope tasks are anticipated to be completed sequentially in the order and durations listed in the table below:

Task	Task Duration	Project Duration from NTP
1 – Project Kick-off	1 week	1 week
2 – Field Investigation	6 weeks	7 weeks
3 – Existing Conditions Assessment	0 weeks[1]	7 weeks
4 – 30% (Conceptual) Design and Proposed Conditions Assessment	3 weeks	10 weeks
5 – 30% Concept Review Meeting	1 week	11 weeks
City Review	1 week	12 weeks
6 – 60% Design Documents, Cost Estimate, and Draft Drainage Report	5 weeks	17 weeks
City Review	2 weeks	19 weeks
7 – 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package	3 weeks	22 weeks
City and SJRWMD Review	3 weeks	25 weeks
8 – 100% Design Documents, Cost Estimate, and Technical Specifications	2 weeks	27 weeks
City Review	2 weeks	29 weeks
9 – Final Design Documents & Electronic Deliverables	2 weeks	31 weeks
10 – Project Management	31 weeks	

[1]Task performed in parallel with Task 2

CLOSURE

We appreciate the opportunity to work with the City on this project. Should you have any questions or comments regarding this proposal, please do not hesitate to contact us at (407) 321-7030.

Sincerely,
Geosyntec Consultants, Inc.

Gloria Teague, PE, CFM
Senior Engineer – Project Manager
gteague@geosyntec.com

Thomas Amstadt, PE, CFM
Principal – Project Director
tamstadt@geosyntec.com

cc: Charles Ramdatt, Public Works Director and Don Marcotte, City Engineer

Attachments A – Project Budget Estimate
B – Subconsultant Proposal

Geosyntec consultants

NOTICE TO PROCEED

Geosyntec's budget request for the services described in Geosyntec's July 8, 2026 Proposal to the City of Winter Park is provided in the table below. Services will be billed on a task percent complete basis with a wage-cost-multiplier for a fee not to exceed the requested budget listed in the table below and are subject to the terms and conditions in the Continuing Contract for Professional Stormwater Management and Design Services (RFQ-6-2023) dated April 26, 2023.

Task	Requested Budget
1 – Project Kick-off	$2,432.00
2 – Field Investigation	$12,583.00
3 – Existing Conditions Assessment	$15,230.00
4 – 30% (Conceptual) Design and Proposed Conditions Assessment	$16,403.00
5 – 30% Concept Review Meeting	$7,296.00
6 – 60% Design Documents, Cost Estimate, and Draft Drainage Report	$27,677.00
7 – 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package	$33,082.00
8 – 100% Design Documents, Cost Estimate, and Technical Specifications	$9,270.00
9 – Final Design Documents & Electronic Deliverables	$6,670.00
10 – Project Management	$16,136.00
Communications Fee	$4,403.37
Expenses	$370.00
Subconsultants	$9,525.00
TOTAL:	**$161,077.37**

This estimate is based on Geosyntec's current knowledge of the work assignment, and the estimated amount is believed sufficient to cover performing the services described herein. Our estimated cost for performing these services includes the labor and materials believed necessary to complete the work scope described in the proposal. Any deviation from this work scope resulting from additional requests by the Client, new information or other considerations may result in modification of the work scope and a request for additional budget.

By its signature below authorizing Geosyntec to proceed in accordance with this Proposal, Client agrees to and approves of this Proposal. Please return this executed Notice to Proceed to Geosyntec. Upon receipt of the executed Notice to Proceed and official City Purchase Order, Geosyntec will initiate performance of the services described herein.

Agreed and Accepted by Client's Authorized Representative:

By: _____ _____

Signature **Title**

_____ _____

Printed Name **Date**

ATTACHMENT A

PROJECT BUDGET ESTIMATE

ATTACHMENT A - PROJECT BUDGET ESTIMATE

Shoreview Avenue Water Quality Improvement Design **Date:** 07/08/26

Winter Park, Florida

Activity	Principal Engineer Rate = $315.00		Senior Professional Engineer Rate = $290.00		Project Professional Rate = $263.00		Professional Engineer Rate = $233.00		Sr. Staff Professional Rate = $205.00		Sr. Drafter / CADD Operato Rate = $170.00		Project Administrator Rate = $99.00		Clerical Rate = $81.00		Basic Activity Amount	Man-hours by Activity	Average Hourly Rate
	Manhours	Cost	Manhours	Cost	Manhours	Cost	Manhours	Cost	Manhours	Cost	Manhours	Cost	Manhours	Cost	Manhours	Cost			
1 Project Kick-off																			
1.1 Project Kick-off meeting	2	$630.00	2	$580.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,676.00	6	$279.33
1.2 Prepare email meeting summary		$0.00	1	$290.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$756.00	3	$252.00
SUBTOTAL	**2**	**$630.00**	**3**	**$870.00**	**0**	**$0.00**	**4**	**$932.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$2,432.00**	**9**	**$270.22**
2 Field Investigation																			
2.1 Field Reconnaissance		$0.00		$0.00		$0.00	8	$1,864.00	12	$2,460.00				$0.00		$0.00	$4,324.00	20	$216.20
2.2 Geotechnical Investigation		$0.00	4	$1,160.00		$0.00	6	$1,398.00		$0.00				$0.00		$0.00	$2,558.00	10	$255.80
2.3 Ecological Investigation		$0.00		$0.00	17	$4,471.00		$0.00	6	$1,230.00		$0.00		$0.00		$0.00	$5,701.00	23	$247.87
SUBTOTAL	**0**	**$0.00**	**4**	**$1,160.00**	**17**	**$4,471.00**	**14**	**$3,262.00**	**18**	**$3,690.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$12,583.00**	**53**	**$237.42**
3 Existing Conditions Assessment																			
3.1 Review Topographical Survey		$0.00	2	$580.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$1,512.00	6	$252.00
3.2 Execute Simulations in H&H Model and Assess LOS		$0.00	1	$290.00		$0.00	4	$932.00	8	$1,640.00		$0.00		$0.00		$0.00	$2,862.00	13	$220.15
3.3 Evaluate Water Quality Impacts	2	$630.00	3	$870.00		$0.00	12	$2,796.00	32	$6,560.00		$0.00		$0.00		$0.00	$10,856.00	49	$221.55
SUBTOTAL	**0**	**$0.00**	**2**	**$580.00**	**0**	**$0.00**	**4**	**$932.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$15,230.00**	**68**	**$223.97**
4 30% (Conceptual) Design and Proposed Conditions Assessment																			
4.1 Assess Feasibility of Site	1	$315.00	1	$290.00		$0.00		$0.00	2	$410.00		$0.00		$0.00		$0.00	$1,015.00	4	$253.75
4.2 30% Design Sketches		$0.00	1	$290.00		$0.00	3	$699.00		$0.00	16	$2,720.00		$0.00		$0.00	$3,709.00	20	$185.45
4.3 Evaluate Improvement Concepts in H&H model and Assess LOS		$0.00	2	$580.00		$0.00	7	$1,631.00	19	$3,895.00		$0.00		$0.00		$0.00	$6,106.00	28	$218.07
4.4 Evaluate Water Quality Improvement	1	$315.00	2	$580.00		$0.00	6	$1,398.00	16	$3,280.00		$0.00		$0.00		$0.00	$5,573.00	25	$222.92
SUBTOTAL	**2**	**$630.00**	**6**	**$1,740.00**	**0**	**$0.00**	**16**	**$3,728.00**	**37**	**$7,585.00**	**16**	**$2,720.00**	**0**	**$0.00**	**0**	**$0.00**	**$16,403.00**	**77**	**$213.03**
5 30% Concept Review Meetings																			
5.1 City Review Meeting	2	$630.00	3	$870.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$2,432.00	9	$270.22
5.2 SJRWMD Permit Determination Meeting	2	$630.00	3	$870.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$2,432.00	9	$270.22
5.3 FDOT Coordination Meeting	2	$630.00	3	$870.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$2,432.00	9	$270.22
SUBTOTAL	**6**	**$1,890.00**	**9**	**$2,610.00**	**0**	**$0.00**	**12**	**$2,796.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**0**	**$0.00**	**$7,296.00**	**27**	**$270.22**
6 60% Design Documents, Cost Estimate, and Draft Drainage Report																			
6.1 60% Construction Plans	2	$630.00	4	$1,160.00		$0.00		$0.00	20	$4,100.00	55	$9,350.00		$0.00		$0.00	$15,240.00	81	$188.15
6.2 Cost Estimate and Construction Quantities Computation	2	$630.00	1	$290.00		$0.00		$0.00	5	$1,025.00	4	$680.00		$0.00		$0.00	$2,625.00	12	$218.75
6.3 Draft Drainage Report		$0.00	4	$1,160.00		$0.00	6	$1,398.00	16	$3,280.00		$0.00		$0.00		$0.00	$5,838.00	26	$224.54
6.4 QA/QC	3	$945.00	7	$2,030.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$3,441.00	12	$286.75
6.5 Assemble and Transmit 60% Plans, Cost Estimates, and Draft Drainage Report		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	3	$243.00	$533.00	4	$133.25
SUBTOTAL	**7**	**$2,205.00**	**17**	**$4,930.00**	**0**	**$0.00**	**8**	**$1,864.00**	**41**	**$8,405.00**	**59**	**$10,030.00**	**0**	**$0.00**	**3**	**$243.00**	**$27,677.00**	**135**	**$205.01**
7 90% Design Documents, Cost Estimate, Technical Specifications, Final Drainage Report, Utility Coordination, and Permit Package																			
7.1 90% Construction Plans	1	$315.00	2	$580.00		$0.00		$0.00	8	$1,640.00	20	$3,400.00		$0.00		$0.00	$5,935.00	31	$191.45
7.2 Cost Estimate and Construction Quantities Computation		$0.00	1	$290.00		$0.00		$0.00	4	$820.00	3	$510.00		$0.00		$0.00	$1,620.00	8	$202.50
7.3 Technical Provisions and Specifications	1	$315.00	1	$290.00		$0.00	2	$466.00	8	$1,640.00	4	$680.00		$0.00		$0.00	$3,391.00	16	$211.94
7.4 Final Drainage Report	1	$315.00	1	$290.00		$0.00	3	$699.00	14	$2,870.00		$0.00		$0.00		$0.00	$4,174.00	19	$219.68
7.5 Utility Coordination		$0.00	4	$1,160.00		$0.00		$0.00	14	$2,870.00	2	$340.00		$0.00	1	$81.00	$4,451.00	21	$211.95
7.6 Submit SJRWMD Permit Package	1	$315.00	4	$1,160.00	0	$0.00	6	$1,398.00	24	$4,920.00	16	$2,720.00		$0.00		$0.00	$10,513.00	51	$206.14
7.7 QA/QC	2	$630.00	5	$1,450.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$2,546.00	9	$282.89
7.8 Assemble and Transmit 90% Plans, Cost Estimates, and Specifications		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	2	$162.00	$452.00	3	$150.67
SUBTOTAL	**6**	**$1,890.00**	**19**	**$5,510.00**	**0**	**$0.00**	**13**	**$3,029.00**	**72**	**$14,760.00**	**45**	**$7,650.00**	**0**	**$0.00**	**3**	**$243.00**	**$33,082.00**	**158**	**$209.38**

ATTACHMENT A - PROJECT BUDGET ESTIMATE

Shoreview Avenue Water Quality Improvement Design **Date:** 07/08/26

Winter Park, Florida

Activity	Principal Engineer Rate = $315.00 Manhours	Principal Engineer Cost	Senior Professional Engineer Rate = $290.00 Manhours	Senior Professional Engineer Cost	Project Professional Rate = $263.00 Manhours	Project Professional Cost	Professional Engineer Rate = $233.00 Manhours	Professional Engineer Cost	Sr. Staff Professional Rate = $205.00 Manhours	Sr. Staff Professional Cost	Sr. Drafter / CADD Operato Rate = $170.00 Manhours	Sr. Drafter / CADD Operato Cost	Project Administrator Rate = $99.00 Manhours	Project Administrator Cost	Clerical Rate = $81.00 Manhours	Clerical Cost	Basic Activity Amount	Man-hours by Activity	Average Hourly Rate
8 100% Design Documents, Cost Estimate, and Technical Specifications																			
8.1 100% Construction Plans	1	$315.00	2	$580.00		$0.00		$0.00	6	$1,230.00	15	$2,550.00		$0.00		$0.00	$4,675.00	24	$194.79
8.2 Cost Estimate and Construction Quantities Computation		$0.00		$0.00		$0.00		$0.00	2	$410.00	2	$340.00		$0.00		$0.00	$750.00	4	$187.50
8.3 Technical Provisions and Specifications		$0.00		$0.00		$0.00	1	$233.00	4	$820.00	2	$340.00		$0.00		$0.00	$1,393.00	7	$199.00
8.5 QA/QC	2	$630.00	2	$580.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,676.00	6	$279.33
8.6 Assemble and Transmit 100% Plans, Cost Estimates and Specifications		$0.00	1	$290.00		$0.00		$0.00		$0.00		$0.00		$0.00	6	$486.00	$776.00	7	$110.86
SUBTOTAL	**3**	**$945.00**	**5**	**$1,450.00**	**0**	**$0.00**	**3**	**$699.00**	**12**	**$2,460.00**	**19**	**$3,230.00**	**0**	**$0.00**	**6**	**$486.00**	**$9,270.00**	**48**	**$193.13**
9 Final Design Documents & Electronic Deliverables																			
9.1 Final Revisions to Plans, Cost Estimate, and Specifications		$0.00	1	$290.00		$0.00	3	$699.00	4	$820.00	8	$1,360.00		$0.00		$0.00	$3,169.00	16	$198.06
9.2 QA/QC	1	$315.00	3	$870.00		$0.00	2	$466.00		$0.00		$0.00		$0.00		$0.00	$1,651.00	6	$275.17
9.3 Prepare and Submit Final Deliverables		$0.00	1	$290.00		$0.00	6	$1,398.00		$0.00		$0.00		$0.00	2	$162.00	$1,850.00	9	$205.56
SUBTOTAL	1	**$315.00**	**5**	**$1,450.00**	**0**	**$0.00**	**11**	**$2,563.00**	**4**	**$820.00**	**8**	**$1,360.00**	**0**	**$0.00**	**2**	**$162.00**	**$6,670.00**	**31**	**$215.16**
10 Project Management																			
10.1 Project setup & administration		$0.00	2	$580.00		$0.00		$0.00		$0.00		$0.00	2	$198.00		$0.00	$778.00	4	$194.50
10.2 Management of project staff	3	$945.00	12	$3,480.00		$0.00	4	$932.00		$0.00		$0.00		$0.00		$0.00	$5,357.00	19	$281.95
10.2 Management of subconsultants	1	$315.00	2	$580.00			4	$932.00		$0.00		$0.00		$0.00		$0.00	$1,827.00	7	$261.00
10.3 Project tracking / status meetings & reports / schedule updates / miscellaneous correspondence	4	$1,260.00	14	$4,060.00		$0.00	8	$1,864.00		$0.00		$0.00	10	$990.00		$0.00	$8,174.00	36	$227.06
SUBTOTAL	8	**$2,520.00**	**30**	**$8,700.00**	**0**	**$0.00**	**16**	**$3,728.00**	**0**	**$0.00**	**0**	**$0.00**	**12**	**$1,188.00**	**0**	**$0.00**	**$16,136.00**	**66**	**$244.48**
GRAND TOTALS	**35**	**$11,025.00**	**100**	**$29,000.00**	**17**	**$4,471.00**	**101**	**$23,533.00**	**184**	**$37,720.00**	**147**	**$24,990.00**	**12**	**$1,188.00**	**14**	**$1,134.00**	**$146,779.00**	**672**	
Percent Breakdown	5%	8%	15%	20%	3%	3%	15%	16%	27%	26%	22%	17%	2%	1%	2%	1%	100%	100%	

SUBCONSULTANTS

	Name	*Amount*	*Percentage*
(1)	Terracon	$ 9,525.00	5.9%
(2)			0.0%
(3)			0.0%
(4)		$ -	0.0%
	Total Subconsultant Fees:	**$ 9,525.00**	5.9%

TOTAL NOT TO EXCEED FEE COMPUTATIONS

(1) Professional Fees (from above) =	$146,779.00
(2) Communications Fee (3% of Professional Fees) +	$4,403.37
(3) Direct Expenses (from attached sheet) +	$370.00
(4) Subtotal (Consultant's Fees) [(1)+(2)+(3)] =	$151,552.37
(5) Subconsultant's Fees (from left) +	$9,525.00
Proposed Total Not to Exceed Fee [(3)+(4)+(5)] =	**$161,077.37**

ATTACHMENT A - SCHEDULE OF DIRECT EXPENSES

Shoreview Avenue Water Quality Improvement Design ***Date:*** **07/08/26**
Winter Park, Florida

Field Expenses	Unit	Rate per Unit	Quantity	Subtotal
Mobile Data GIS Tablet (iPad Pro + accessories)	Day	$75.00	2	$150.00
Drainage Structure Inventory (mahole popper, saftety c	Day	$20.00	1	$20.00
Specialty Field Truck	Day	$100.00	2	$200.00
Reproduction Costs	**Unit**	**Rate per Unit**	**Quantity**	**Subtotal**
Photocopies				
B/W Copies – 8½"x11"	copy	$0.10	0	$0.00
B/W Copies – 11"x17"	copy	$0.20	0	$0.00
Color Copies – 8½" x 11"	copy	$1.25	0	$0.00
Color Copies – 11" x 17"	copy	$3.00	0	$0.00
Scans				
Large Format B/W (17"x24", 24"x36", 36"x48")	sheet	$5.00	0	$0.00
Large Format Color (17"x24", 24"x36", 36"x48")	sheet	$15.00	0	$0.00
Full Size Plans and Plots (plans, public meetings, etc.)				
24"x36" B/W Plot	sheet	$25.00	0	$0.00
24"x36" Color Plot	sheet	$45.00	0	$0.00
36"x48" B/W Plot	sheet	$40.00	0	$0.00
36"x48" Color Plot	sheet	$70.00	0	$0.00
Miscellaneous Expenses	**Unit**	**Rate per Unit**	**Quantity**	**Subtotal**
Courier / Express Delivery Service				
EPD / Public Works	delivery	$25.00	0	$0.00
Laboratory Overnight (samples)	delivery	$100.00	0	$0.00
All other Central Florida areas (permits, etc.)	delivery	$30.00	0	$0.00
Digital Archiving (include burning and labeling)				
Flash Drive Data Burn and Transmittal	each	$20.00	0	$0.00
Cloud Storage of Project Data Files	month	$50.00	0	$0.00
Report Production				
Report Production - 1/2" to 1.5" binder, dividers, sleeve	each	$20.00	0	$0.00
Report Production - 2" to 3" binder, dividers, sleeve inse	each	$25.00	0	$0.00
Report Production - >3" binder, dividers, sleeve inserts	each	$30.00	0	$0.00
Mounting & Laminating (Presentation Materials)				
Gator Board (3/16") Mounting with Gloss/Matte Finish	sf	$30.00	0	$0.00
			TOTAL:	$370.00

Geosyntec consultants

ATTACHMENT B

SUBCONSULTANT PROPOSAL

1675 Lee Road
Winter Park, FL 32789
P (407) 740-6110
Terracon.com

June 25, 2026
Revised: July 6, 2026

Geosyntec Consultants, Inc.
1200 Riverplace Boulevard, Suite 710
Jacksonville, Florida 32207

Attn: Gloria Teague, P.E., Senior Water Resources Engineer
P: (904) 450-4280
E: GTeague@Geosyntec.com

RE: Proposal for Geotechnical Engineering Services
Shoreview Avenue Drainage Improvements
Shoreview Avenue from N. of Fairbanks towards S. of Killarney Avenue
Winter Park, Orange County, Florida
Terracon Proposal No. 1000022975_R.1

Dear Ms. Teague:

We appreciate the opportunity to submit this proposal to Geosyntec Consultants, Inc. (Geosyntec) to provide Geotechnical Engineering services for the above referenced project. The following are exhibits to the attached Agreement for Services.

Exhibit A	Project Understanding
Exhibit B	Scope of Services
Exhibit C	Compensation and Project Schedule
Exhibit D	Site Location and Nearby Geotechnical Data
Exhibit E	Anticipated Exploration Plan

Our base fee to perform the Scope of Services described in this proposal is $9,525 (including subcontracted private utility location and MOT fees). Exhibit C includes details of our fees and consideration of additional services as well as a general breakdown of our anticipated schedule.

Your authorization for Terracon to proceed in accordance with this proposal can be issued by signing and returning a copy of the attached Task Order to our office. The Task Order refers to the previously signed Master Services Agreement between Terracon and Geosyntec Consultants, Inc. dated/on October 17, 2022.

Sincerely,
Terracon

Lorimar G. Rosario Rivera
Senior Staff Engineer

Jay W. Casper, P.E.
Senior Principal

Exhibit A – Project Understanding

Our Scope of Services is based on our understanding of the project as described by Geosyntec and the expected subsurface conditions as described below. We have not visited the project site to confirm the information provided. Aspects of the project, undefined or assumed, are highlighted as shown below. We request Geosyntec and/or the design team verify all information prior to our initiation of field exploration activities.

Planned Construction

Item	Description
Information Provided	An email with RFP sent by Gloria Teague, P.E. from Geosyntec Consultants, Inc. on June 17, 2026. The email included an aerial with prescribed boring locations for the proposed improvements and scope information.
Project Description	Includes the installation of a Continuous Deflective Separation (CDS) unit at Shoreview Avenue, north of Fairbanks Avenue.
Proposed Structures	Continuous Deflective Separation (CDS) unit.

Site Location and Anticipated Conditions

Item	Description
Parcel Information	The project is located at Shoreview Avenue from N. of Fairbanks towards S. of Killarney Avenue in Winter Park, Orange County, Florida. The site includes about 1 acre of land. The approximate center of the site is located latitude 28.5936315° N longitude -81.3678051° W°. (See Exhibit D)
Existing Improvements	Existing roadway with associated sidewalks.
Current Ground Cover	Flexible pavement and concrete.
Existing Topography	According to the Topographic Vicinity Map of Winter Park Florida the site ranges in elevation from about +85 to +90 feet from north to south. The adjacent Lake Killarney water level elevation is near +83 feet.

Site Access	We expect the site, and all exploration locations, are accessible with our truck-mounted drilling equipment and support vehicles.
Expected Subsurface Conditions	Our experience near the vicinity of the proposed development indicates subsurface conditions consist of sand with varying amounts of silt and clay and relatively high groundwater conditions. Stormwater is managed off site and collected by the current drainage system.

Exhibit B - Scope of Services

Our proposed Scope of Services consists of field exploration, laboratory testing, and engineering/project delivery. These services are described in the following sections.

Field Exploration

Geosyntec requested the following boring locations and depths:

Number of Borings	Planned Boring Depth (feet) [1]	Planned Location [2]
1	1 to 40	CDS unit

1. Although not anticipated based on the geology in the vicinity of the project site, borings would be terminated at shallower depths if refusal is encountered.
2. The planned boring locations are shown on the attached Anticipated Exploration Plan.

Boring Layout and Elevations: We will use handheld GPS equipment to locate borings with an estimated horizontal accuracy of +/-20 feet. If available, approximate elevations will be obtained by interpolation from a site specific, surveyed topographic map. We can alternatively coordinate with your Project Surveyor to include locations and surface elevations in project information if requested.

Subsurface Exploration Procedures: Prior to drilling, we will perform private utility locate services in areas of suspected utility conflict. We will advance borings with a truck-mounted drill rig using rotary wash boring techniques. Five samples will be obtained in the upper 10 feet of each boring and at intervals of 5 feet thereafter. Soil sampling is typically performed using split-barrel sampling procedures. The split-barrel samplers are driven in accordance with the standard penetration test (SPT). The samples will be placed in appropriate containers, taken to our soil laboratory for testing, and classified by a Geotechnical Engineer. In addition, we will observe and record groundwater levels during drilling and sampling.

Our exploration team will prepare field boring logs as part of standard drilling operations including sampling depths, penetration distances, and other relevant sampling information. Field logs include visual classifications of materials observed during drilling and our interpretation of subsurface conditions between samples. Final boring logs, prepared from field logs, represent the Geotechnical Engineer's interpretation and include modifications based on observations and laboratory tests.

Property Disturbance: Terracon will take reasonable efforts to reduce damage to the property. However, it should be understood that in the normal course of our work some disturbance could occur including rutting of the ground surface and damage to landscaping.

We will backfill borings with auger cuttings and bentonite pellets upon completion. Pavements will be patched with cold-mix asphalt and/or ready-mixed concrete, as appropriate. Our services do not include repair of the site beyond backfilling our boreholes and patching existing pavements. Excess auger cuttings will be dispersed in the general vicinity of the borehole. Because backfill material often settles below the surface after a period, we recommend boreholes to be periodically checked and backfilled, if necessary. We can provide this service or grout the boreholes for additional fees at your request.

Safety

Terracon is not aware of environmental concerns at this project site that would create health or safety hazards associated with our exploration program; thus, our Scope considers standard OSHA Level D Personal Protection Equipment (PPE) appropriate. Our Scope of Services does not include environmental site assessment services, but identification of unusual or unnatural materials observed while drilling will be noted on our logs.

Exploration efforts require borings into the subsurface, therefore Terracon will comply with local regulations to request a utility location service through Sunshine State One Call of Florida (SSOCOF). We will consult with the landowner/client regarding potential utilities or other unmarked underground hazards. Based upon the results of this consultation, we will consider the need for alternative subsurface exploration methods as the safety of our field crew is a priority.

Private utilities should be marked by the owner/client prior to commencement of field exploration. Terracon will not be responsible for damage to private utilities not disclosed to us.

Terracon proposes to perform a private utility locating service. Fees associated with this service are included in our Scope of Services.

The detection of underground utilities is dependent upon the composition and construction of the utility line; some utilities are comprised of non-electrically conductive materials and may not be readily detected. The use of a private utility locate service would not relieve the landowner/client of their responsibilities in identifying private underground utilities.

Site Access: Terracon must be granted access to the site by the property owner. Without information to the contrary, we consider acceptance of this proposal as authorization to access the property for conducting field exploration in accordance with the Scope of Services. Our proposed fees do not include time to negotiate and coordinate access with landowners or tenants. Terracon will conduct field services during normal business hours (Monday through Friday between 7:00am and 5:00pm). If our exploration must take place over a weekend or at night, please contact us so we can adjust our schedule and fee.

Traffic Control: For the work scope of this proposal we have budgeted for subcontracting traffic control services (signage and flagman) during our drilling activities, which is anticipated to take about 1 days. This proposal is based on the assumption that one traffic lane can be closed temporarily within a hundred feet (+/-) of our drill rig during our drilling activities. Alternatively, others could provide all required traffic control as a cost savings measure.

Laboratory Testing

The project engineer will review field data and assign laboratory tests to understand the engineering properties of various soil strata. Exact types and number of tests cannot be defined until completion of fieldwork, but we anticipate the following laboratory testing may be performed:

- Water content
- Atterberg limits
- Grain size analysis
- Organic content

Our laboratory testing program often includes examination of soil samples by an engineer. Based on the results of our field and laboratory programs, we will describe and classify soil samples in accordance with the Unified Soil Classification System (USCS).

Engineering and Project Delivery

The results of our field and laboratory programs will be evaluated, and a geotechnical engineering report will be prepared under the supervision of a licensed professional engineer. The geotechnical engineering report will provide the following:

- Boring logs with field and laboratory data
- Stratification based on visual soil classification
- Groundwater levels observed during drilling

- Site Location and Exploration Plans
- Subsurface exploration procedures
- Description of subsurface conditions
- Existing pavement section observed in the pavement cores
- Construction recommendations for CDS

In addition to an emailed report, your project will also be delivered using our Client Portal, Compass. Upon initiation, we provide you and your design team the necessary link and password to access the website (if not previously registered). Each project includes a calendar to track the schedule, an interactive site map, a listing of team members, access to the project documents as they are uploaded to the site, and a collaboration portal. We welcome the opportunity to have project kickoff conversations with the team to discuss key elements of the project and demonstrate features of the portal. The typical delivery process includes the following:

- Project Planning – Proposal information, schedule and anticipated exploration plan
- Site Characterization – Findings of the site exploration and laboratory results
- Geotechnical Engineering Report

When services are complete, we upload a printable version of our completed Geotechnical Engineering report, including the professional engineer's seal and signature, which documents our services. Previous submittals, collaboration, and the report are maintained in our system. This allows future reference and integration into subsequent aspects of our services as the project goes through final design and construction.

Exhibit C - Compensation and Project Schedule

Compensation

Based upon our understanding of the site, the project as summarized in Exhibit A, and our planned Scope of Services outlined in Exhibit B, our base fee is shown in the following table:

Task[1]	Lump Sum Fee[2]
Subsurface Exploration, Private Utility Locates, Maintenance of Traffic (MOT), Laboratory Testing, Geotechnical Consulting and Reporting	$9,525
Total	$9,525

1. A detailed Scope of Services and Cost Estimate is attached, see Exhibit F.
2. Proposed fees noted above are effective for 90 days from the date of the proposal.

Our Scope of Services does not include services associated with site clearing, wet ground conditions, tree or shrub clearing, or repair of/damage to existing landscape. If such services are desired by the owner/client, we should be notified so we can adjust our Scope of Services.

Unless instructed otherwise, we will submit our invoice(s) to the address shown at the beginning of this proposal. If conditions are encountered that require Scope of Services revisions and/or result in higher fees, we will contact you for approval, prior to initiating services. A supplemental proposal stating the modified Scope of Services as well as its effect on our fee will be prepared. We will not proceed without your authorization.

Project Schedule

We developed a schedule to complete the Scope of Services based upon our existing availability and understanding of your project schedule. However, our schedule does not account for delays in field exploration beyond our control, such as weather conditions, delays resulting from utility clearance, permit delays, or lack of permission to access the boring locations. In the event the schedule provided is inconsistent with your needs, please contact us so we may consider alternatives.

Delivery on Client Portal	Schedule [1, 2]
Kickoff Call with Client	4 days after notice to proceed

Delivery on Client Portal	Schedule [1, 2]
Site Characterization	2 weeks after completion of field program
Geotechnical Engineering	3 weeks after completion of field program

1. Upon receipt of your notice to proceed we will activate the schedule component on our Client Portal, Compass with specific, anticipated dates for the delivery points noted above as well as other pertinent events.
2. Standard workdays. We will maintain an activities calendar within our Client Portal, Compass. The schedule will be updated to maintain a current awareness of our plans for delivery.

Exhibit D – Site Location



DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

Exhibit E – Anticipated Exploration Plan

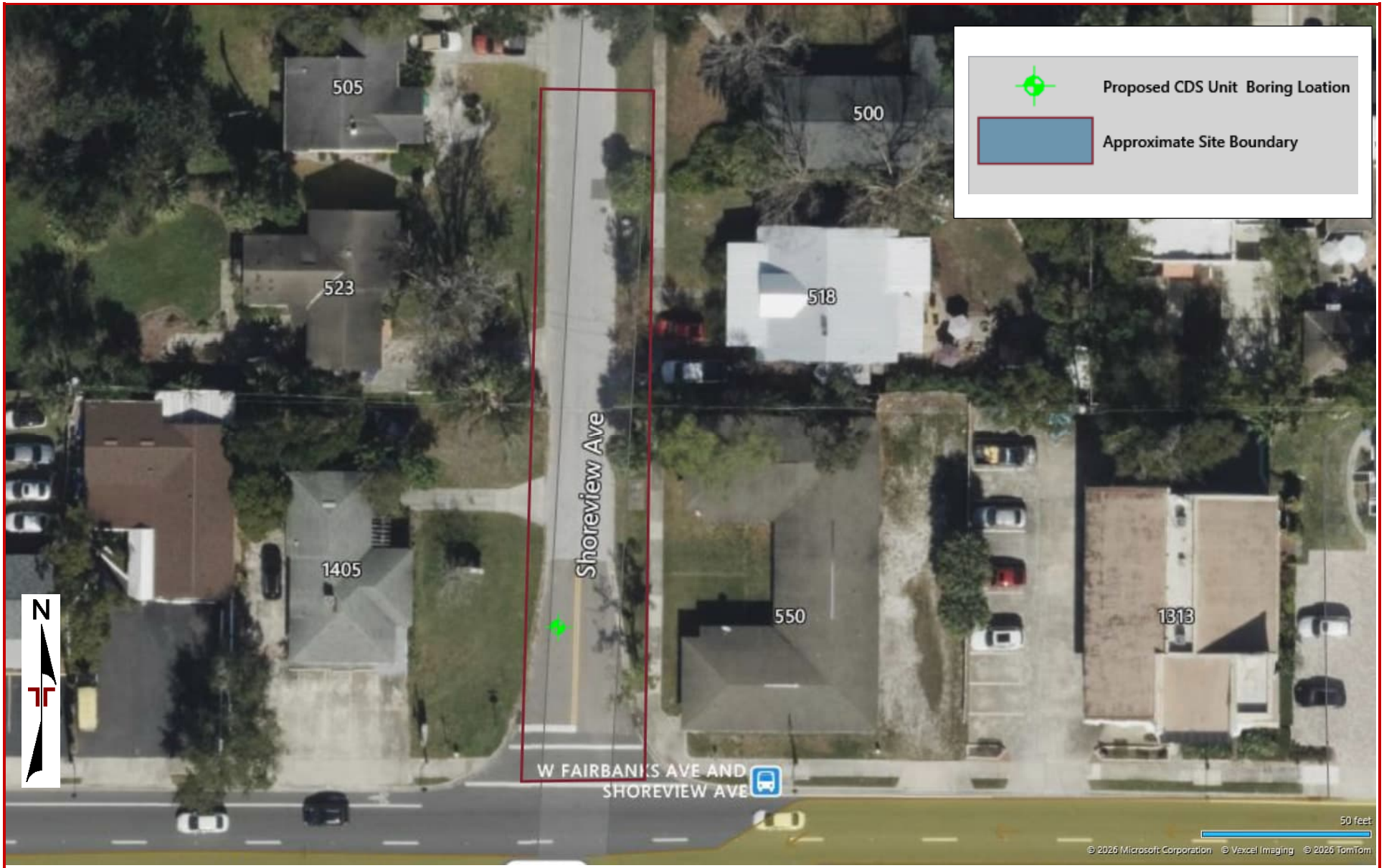


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EXHIBIT F
SCOPE OF SERVICES AND FEE ESTIMATE
SHOREVIEW AVENUE
WINTER PARK, FLORIDA
TERRACON PROPOSAL NO. 1000022975

DESCRIPTION OF WORK	QTY.	RATE	UNIT	AMOUNT
I. FIELD EXPLORATION				
A. Mobilization of Crew and Equipment	1	$ -	lump sum	$ -
B. Pavement Cores	1	$ 300.00	per foot	$ 300.00
C. SPT Borings (1 to 40 feet)	55	$ 14.00	per foot	$ 770.00
	0	$ 16.00	per foot	$ -
D. Drill Crew Time (Standby Time)	0	$ 175.00	per hour	$ -
E. Maintenance of Traffic (cones, signs, flagmen)	1	$ 2,500.00	day	$ 2,500.00
F. Ground Penetrating Radar (GPR) Utility Clearance	1	$ 1,000.00	Lump Sum	$ 1,000.00
G. Site Reconnaissance/Sunshine One Call				
-- Senior Engineering Technician	4	$ 75.00	per hour	$ 300.00
H. ROW Permitting				
-- Senior Geotechnical Engineer	4	$ 165.00	per hour	$ 660.00
Subtotal				$ 5,530.00
II. LABORATORY TESTING				
A. Wash Sieve No. 200 Grain Size Analysis	3	$ 70.00	per test	$ 210.00
B. Atterberg Limits	2	$ 110.00	per test	$ 220.00
C. Natural Moisture Content	5	$ 20.00	per test	$ 100.00
Subtotal				$ 530.00
III. ENGINEERING AND TECHNICAL SERVICES				
A. Principal Engineer	4	$ 195.00	per hour	$ 780.00
B. Senior Geotechnical Engineer	14	$ 165.00	per hour	$ 2,310.00
C. CADD Operator	2	$ 90.00	per hour	$ 180.00
D. Administrative Assistant	3	$ 65.00	per hour	$ 195.00
Subtotal				$ 3,465.00
TOTAL BASIC GEOTECHNICAL SERVICES				**$ 9,525.00**

City Commission

agenda item 11.e

item type
Consent Agenda

meeting date
July 22, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Randy Knight, City Manager

subject
Revisions to the Community Benefit Agreement for the Holler properties at Denning/Fairbanks

motion | recommendation
Recommendation is for approval.

background
The attached Community Benefit Agreement (CBA) for the Holler properties at Denning/Fairbanks has been amended per the language recommended by the city attorney at the approval of the public hearing for the Conditional Use request for 860 West Fairbanks, as well as the Hollers donating to the city an additional two (2) feet, for a total of four (4) feet on the south side of Fairbanks due to FDOT requirements for the turn lane improvements on Fairbanks. In return, the amended agreement also includes processing a right-of-way vacation on Holt Avenue for an additional two (2) feet on top of the previous version of the CBA, for a total of eight (8) feet as a trade-off for the right-of-way needed on Fairbanks to make the turn lanes possible.

alternatives | other considerations

fiscal impact

attachments
1. 06222026 FINAL Community Benefit Agreement (DI Partners LLLP) clean
2. 06222026 FINAL Community Benefit Agreement (DI Partners LLLP) strike-through and underline

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 and DI Partners agree 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 process the application (subject to potential reservation of underground utility easements) to vacate the north eight 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 4 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)

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Notary Public Signature

_____
(Name typed, printed or stamped)

EXHIBIT "A"

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809 W. Comstock Avenue (07-22-30-9400-71-162);

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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 and DI Partners agree 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~~ process the application (subject to potential reservation of underground utility easements) to vacate the north ~~six~~eight 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 ~~24~~ 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);

City Commission

agenda item 12.a

item type
Action Items Requiring Discussion

meeting date
July 22, 2026

prepared by
Peter Moore, Director of Office of Management and Budget

approved by
Randy Knight, City Manager

subject
Budget Discussion & Set Tentative Millage Rate

motion | recommendation
Adopt a tentative millage rate of 4.0923 mills. Adopt a voted debt service millage of 0.1937 required to service debt on the General Obligation Bonds, Series 2017 & 2020 (Library and Events Center Bonds).

background
The Commission must adopt and submit the tentative millage rate to the Property Appraiser by July 31st. This is the rate that the Property Appraiser will use in preparing the "Notice of Proposed Property Taxes" to all property owners in August. Once the tentative millage rate is set, it may not be exceeded unless an extensive notification to property owners is undertaken. The final millage may be lower than the tentative millage without additional notification requirements.

The proposed budget presented to the Commission on July 8th was based on keeping the current operating millage at 4.0923. This would mark the 19th year that the rate has remained unchanged. The combined operating and debt service millage represents a decrease (from 4.2985 to 4.2860 or a decrease of -0.3%) from the combined millage in FY26 as taxable values have risen, which reduces the millage necessary to fund the debt payments. Winter Park currently holds the lowest operating millage (including accounting for library millage) of any major jurisdiction in Orange County, and is the only municipality not to raise its millage since the great recession.

alternatives | other considerations
If the Commission chooses, it can adjust the millage rate within certain voting approval requirements at various millage thresholds. Below are the rolled-back rate, simple majority, super majority, and unanimous voting thresholds. Dollars are expressed as gross tax revenue and do not include discounts, collection loss, or interest.

As an important note, with the passage of SB4-F at the end of June this year and now effective for this tax year, the threshold rules have been changed by the State. In previous years, a majority vote would have allowed for a millage increase of up to 7 mills. Now a majority vote only approves the rolled-back rate. This means that to maintain the same tax rate the city has held for the last 18 years, it requires a super-majority vote. The city can now only increase its tax rate up to 10% above the rolled-back rate with a super-majority. In Winter Park's case, this means the city can only raise its tax rate to just over 1/5 a million. Anything beyond that is a unanimous vote or referendum. This is a significant new restriction on local government's ability to control their tax rate.

Millage Thresholds	Rate	Tax Revenue
Tentative Millage Rate (Proposed rate for adoption of FY27 budget)	4.0923	42,705,236
Rolled-Back Rate	3.8915	40,609,786
Majority Vote (Now only achieves the rolled-back rate)	3.8915	40,609,786
Super Majority Vote (110% above the Rolled Back Rate)	4.2807	44,670,765
Unanimous Vote (or referendum required for any amount above 4.2807)	10.0000 (max allowed by law)	104,355,097

fiscal impact

The proposed budget for FY27 is balanced at the same millage rate that has been in place for 18 years. Property tax revenue is the single largest contributor to General Fund revenues (44% of total revenues) and is the historical driver of revenue growth rates for the General Fund. Historically, Winter Park's property tax revenue has grown at a rate that is slower than its neighbors, who may have more room to add development and grow the tax base. Small adjustments to the rate can have large impacts on total revenues. As a simple way of considering incremental changes, every 1/4 mill increase or decrease in the rate would change total annual property tax revenue by about $2.5 million. Of the typical property owner's annual property tax bill, about 27% of what is paid comes to support city services. The remaining 3/4 is dedicated to Orange County Schools, St. Johns Water Management District, and to the County.

attachments

1. Winter Park DOR420 Forms

FLORIDA DEPARTMENT OF REVENUE

CERTIFICATION OF TAXABLE VALUE

DR-420
R. 5/12
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2026	County : Orange
Principal Authority : City of Winter Park	Taxing Authority : City of Winter Park - Operating

SECTION I : COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value of real property for operating purposes	$ 10,202,512,644			(1)
2.	Current year taxable value of personal property for operating purposes	$ 231,174,858			(2)
3.	Current year taxable value of centrally assessed property for operating purposes	$ 1,822,235			(3)
4.	Current year gross taxable value for operating purposes *(Line 1 plus Line 2 plus Line 3)*	$ 10,435,509,737			(4)
5.	Current year net new taxable value (Add new construction, additions, rehabilitative improvements increasing assessed value by at least 100%, annexations, and tangible personal property value over 115% of the previous year's value. Subtract deletions.)	$ 92,700,437			(5)
6.	Current year adjusted taxable value *(Line 4 minus Line 5)*	$ 10,342,809,300			(6)
7.	Prior year FINAL gross taxable value from prior year applicable Form DR-403 series	$ 9,784,761,978			(7)
8.	Does the taxing authority include tax increment financing areas? If yes, enter number of worksheets (DR-420TIF) attached. If none, enter 0	☑ YES	☐ NO	Number 3	(8)
9.	Does the taxing authority levy a voted debt service millage or a millage voted for 2 years or less under s. 9(b), Article VII, State Constitution? If yes, enter the number of DR-420DEBT, *Certification of Voted Debt Millage* forms attached. If none, enter 0	☑ YES	☐ NO	Number 1	(9)

SIGN HERE	**Property Appraiser Certification**	I certify the taxable values above are correct to the best of my knowledge.
	Signature of Property Appraiser: Electronically Certified by Property Appraiser	Date : 6/30/2026 11:24:19 AM

SECTION II : COMPLETED BY TAXING AUTHORITY

If this portion of the form is not completed in FULL your taxing authority will be denied TRIM certification and possibly lose its millage levy privilege for the tax year. If any line is not applicable, enter -0-.

10.	Prior year operating millage levy *(If prior year millage was adjusted then use adjusted millage from Form DR-422)*	4.0923 per $1,000	(10)
11.	Prior year ad valorem proceeds *(Line 7 multiplied by Line 10, divided by 1,000)*	$ 40,042,181	(11)
12.	Amount, if any, paid or applied in prior year as a consequence of an obligation measured by a dedicated increment value *(Sum of either Lines 6c or Line 7a for all DR-420TIF forms)*	$ 5,220,016	(12)
13.	Adjusted prior year ad valorem proceeds *(Line 11 minus Line 12)*	$ 34,822,165	(13)
14.	Dedicated increment value, if any *(Sum of either Line 6b or Line 7e for all DR-420TIF forms)*	$ 1,394,642,467	(14)
15.	Adjusted current year taxable value *(Line 6 minus Line 14)*	$ 8,948,166,833	(15)
16.	Current year rolled-back rate *(Line 13 divided by Line 15, multiplied by 1,000)*	3.8915 per $1000	(16)
17.	Current year proposed operating millage rate	4.0923 per $1000	(17)
18.	Total taxes to be levied at proposed millage rate *(Line 17 multiplied by Line 4, divided by 1,000)*	$ 42,705,236	(18)

Continued on page 2

19.	TYPE of principal authority (check one)	☐ County ☑ Municipality	☐ Independent Special District ☐ Water Management District	(19)
20.	Applicable taxing authority (check one)	☑ Principal Authority ☐ MSTU	☐ Dependent Special District ☐ Water Management District Basin	(20)
21.	Is millage levied in more than one county? (check one)	☐ Yes	☑ No	(21)

DEPENDENT SPECIAL DISTRICTS AND MSTUs STOP **STOP HERE - SIGN AND SUBMIT**

22.	Enter the total adjusted prior year ad valorem proceeds of the principal authority, all dependent special districts, and MSTUs levying a millage. *(The sum of Line 13 from all DR-420 forms)*	$ 34,822,165	(22)
23.	Current year aggregate rolled-back rate *(Line 22 divided by Line 15, multiplied by 1,000)*	3.8915 per $1,000	(23)
24.	Current year aggregate rolled-back taxes *(Line 4 multiplied by Line 23, divided by 1,000)*	$ 40,609,786	(24)
25.	Enter total of all operating ad valorem taxes proposed to be levied by the principal taxing authority, all dependent districts, and MSTUs, if any. *(The sum of Line 18 from all DR-420 forms)*	$ 42,705,236	(25)
26.	Current year proposed aggregate millage rate *(Line 25 divided by Line 4, multiplied by 1,000)*	4.0923 per $1,000	(26)
27.	Current year proposed rate as a percent change of rolled-back rate *(Line 26 divided by Line 23, **minus 1**, multiplied by 100)*	5.16 %	(27)

First public budget hearing	Date :	Time :	Place :
	9/9/2026	5:01 PM EST	401 S. Park Avenue Winter Park 32789

SIGN HERE

Taxing Authority Certification

I certify the millages and rates are correct to the best of my knowledge. The millages comply with the provisions of s. 200.065 and the provisions of either s. 200.071 or s. 200.081, F.S.

Signature of Chief Administrative Officer :		Date :
Title :	Contact Name and Contact Title :	
Mailing Address :	Physical Address :	
City, State, Zip :	Phone Number :	Fax Number :

Instructions on page 3

CERTIFICATION OF VOTED DEBT MILLAGE

DR-420DEBT
R. 6/10
Rule 12D-16.002
Florida Administrative Code
Effective 11/12

Year : 2026	County : Orange
Principal Authority : City of Winter Park	Taxing Authority : City of Winter Park (2017) - Voted, Debt
Levy Description : City of Winter Park (2017) - Voted, Debt	

SECTION I: COMPLETED BY PROPERTY APPRAISER

1.	Current year taxable value of real property for operating purposes	$ 10,207,403,199	(1)
2.	Current year taxable value of personal property for operating purposes	$ 231,174,858	(2)
3.	Current year taxable value of centrally assessed property for operating purposes	$ 1,822,235	(3)
4.	Current year gross taxable value for operating purposes *(Line 1 plus Line 2 plus Line 3)*	$ 10,440,400,292	(4)

SIGN HERE

Property Appraiser Certification — I certify the taxable values above are correct to the best of my knowledge.

Signature of Property Appraiser : Electronically Certified by Property Appraiser	Date : 6/30/2026 11:24:19 AM

SECTION II: COMPLETED BY TAXING AUTHORITY

5.	Current year proposed voted debt millage rate	0.1937 per $1,000	(5)
6.	Current year proposed millage voted for 2 years or less under s. 9(b) Article VII, State Constitution	-0- per $1,000	(6)

SIGN HERE

Taxing Authority Certification — I certify the proposed millages and rates are correct to the best of my knowledge.

Signature of Chief Administrative Officer :		Date :
Title :	Contact Name and Contact Title :	
Mailing Address :	Physical Address :	
City, State, Zip :	Phone Number :	Fax Number :

INSTRUCTIONS

Property appraisers must complete and sign Section I of this form with the DR-420, *Certification of Taxable Value*, and DR-420S, *Certification of School Taxable Value*, and provide it to all taxing authorities levying a

- Voted debt service millage levied under Section 12, Article VII of the State Constitution or
- Millage voted for two years or less under s. 9(b), Article VII of the State Constitution

Section I: Property Appraiser

Use a separate DR-420DEBT for each voted debt service millage that's levied by a taxing authority. The property appraiser should check the Yes box on Line 9 of DR-420, *Certification of Taxable Value,* or Line 8 of DR-420S, *Certification of School Taxable Value*. The property appraiser should provide the levy description and complete Section I, Lines 1 through 4 of this form, for each voted debt service millage levied.

Enter only taxable values that apply to the voted debt service millage indicated.

Sign, date, and forward the form to the taxing authority with the DR-420.

Section II: Taxing Authority

Each taxing authority levying a voted debt service millage requiring this form must provide the proposed voted debt millage rate on Line 5.

If a DR-420DEBT wasn't received for any
- Voted debt service millages or
- Millages voted for two years or less

contact the property appraiser as soon as possible and request a DR-420DEBT.

Sign, date, and return the form to your property appraiser with the DR-420 or DR-420S.

All TRIM forms for taxing authorities are available on our website at **http://floridarevenue.com/property/Pages/TRIM.aspx**

FLORIDA DEPARTMENT OF REVENUE

MAXIMUM MILLAGE LEVY CALCULATION
PRELIMINARY DISCLOSURE

For municipal governments, counties, and special districts

Year: 2026	County: Orange
Principal Authority Name: City of Winter Park	Taxing Authority Name: City of Winter Park - Operating

1.	Is your taxing authority a municipality or independent special district that has levied ad valorem taxes for less than 5 years?	☐ Yes	☑ No	(1)

IF YES, STOP ***STOP HERE. SIGN AND SUBMIT. You are not subject to a millage limitation.***

2.	Current year rolled-back rate from Current Year Form DR-420, Line 16	3.8915 per $1,000	(2)
	Calculate maximum millage levy		
3.	Majority vote maximum millage rate allowed *(Enter rolled-back rate from line 2)*	3.8915 per $1,000	(3)
4.	Two-thirds vote maximum millage rate allowed *(Multiply Line 3 by 1.10)*	4.2807 per $1,000	(4)
5.	Current year proposed millage rate (See page 3 for Instructions)	4.0923 per $1,000	(5)
6.	**Minimum vote required to levy proposed millage:** (Check one)		(6)

☐ a. Majority vote of the governing body: Check here if Line 5 is less than or equal to Line 3. The maximum millage rate is equal to the rolled-back rate. *Enter Line 3 on Line 7.*

☑ b. Two-thirds vote of governing body: Check here if Line 5 is less than or equal to Line 4, but greater than Line 3. The maximum millage rate is equal to proposed rate. *Enter Line 5 on Line 7.*

☐ c. Unanimous vote of the governing body, or 3/4 vote if nine members or more: Check here if Line 5 is greater than Line 4. The maximum millage rate is equal to the proposed rate. *Enter Line 5 on Line 7.*

☐ d. Referendum: The maximum millage rate is equal to the proposed rate. *Enter Line 5 on Line 7.*

7.	The selection on Line 6 allows a maximum millage rate of *(Enter rate indicated by choice on Line 6)*	4.0923 per $1,000	(7)
8.	Current year gross taxable value from Current Year Form DR-420, Line 4	$ 10,435,509,737	(8)
9.	Current year proposed taxes *(Line 5 multiplied by Line 8, divided by 1,000)*	$ 42,705,236	(9)
10.	Total taxes levied at the maximum millage rate *(Line 7 multiplied by Line 8, divided by 1,000)*	$ 42,705,236	(10)

DEPENDENT SPECIAL DISTRICTS AND MUNICIPAL SERVICE TAXING UNITS (MSTUs) STOP ***STOP HERE. SIGN AND SUBMIT.***

11.	Enter the current year proposed taxes of all dependent special districts & MSTUs levying a millage. *(The sum of all Lines 9 from each district's Form DR-420MM-P)*	$ 0	(11)
12.	Total current year proposed taxes *(Line 9 plus Line 11)*	$ 42,705,236	(12)
	Total Maximum Taxes		
13.	Enter the taxes at the maximum millage of all dependent special districts & MSTUs levying a millage *(The sum of all Lines 10 from each district's Form DR-420MM-P)*	$ 0	(13)
14.	Total taxes at maximum millage rate *(Line 10 plus line 13)*	$ 42,705,236	(14)
	Total Maximum Versus Total Taxes Levied		
15.	Are total current year proposed taxes on Line 12 equal to or less than total taxes at the maximum millage rate on Line 14? (Check one)	☑ YES ☐ NO	(15)

Continued on page 2

SIGN HERE	**Taxing Authority Certification** City of Winter Park - Operating	I certify the millages and rates are correct to the best of my knowledge. The millages comply with the provisions of s. 200.065 and the provisions of either s. 200.071 or s. 200.081, F.S.		
	Signature of Chief Administrative Officer :			Date :
	Title:	Contact Name and Contact Title:		
	Mailing Address:	Physical Address:		
	City, State, Zip:	Phone Number:	Fax Number:	

Complete, certify and submit this Form DR-420MM-P, Maximum Millage Levy Calculation-Preliminary Disclosure, to your property appraiser with a completed Form DR-420, Certification of Taxable Value.

Submit the forms electronically through the Department's Oversight and Assistance System (OASYS) electronic portal using the Truth in Millage (eTRIM) application at https://eportal.oasys.floridarevenue.com/.

All TRIM forms for taxing authorities are available at:
floridarevenue.com/property/forms

City Commission

agenda item 12.b

item type
Action Items Requiring Discussion

meeting date
July 22, 2026

prepared by
Randy Knight, City Manager

approved by
Randy Knight, City Manager

subject
Proposed billboard swap deal with Clear Channel

motion | recommendation
Approve moving forward with the billboard swap agreement with Clear Channel Outdoor, LLC.

background
At its December 10, 2025 meeting, the City Commission approved the terms included in an MOU between Clear Channel Outdoor, LLC (Clear Channel), The Lamar Company, LLC (Lamar) and Outfront Media, LLC (Outfront) that contemplated removing multiple billboards within the core of the City in exchange for rights to build digital billboards along I-4. A copy of that MOU is attached. The agreement called for several actions that had to occur to make each separate component of the deal work. The desire was to bring all the individual deals back to the Commission at the same time for concurrent approvals, however, there have been delays on some components of the Lamar and Outfront deals, which will be discussed below. Staff is now asking that we move forward with the Clear Channel portion of the deal separately, and bring the other components forward when they are ready.

The first component of the deal that all other parts rely upon to move forward is related to the current static billboard adjacent to our Wymore Road fire training facility site. That Clear Channel billboard needs to be relocated from its current location at the NW corner of our property to the SW corner of our property to create the necessary separation distances between I-4 billboards required by FDOT. We have an agreement with Mr. Cole Clayton and Clear Channel to swap equal-sized properties to make that happen. A formal property swap agreement will come to the Commission for approval in the near future.

The request before you today is to move forward with the Clear Channel deal now. This will help facilitate the other two deals when/if their remaining issues are resolved.

The Clear Channel deal is as follows:

Removal of Three Signs: Clear Channel shall remove three two-sided billboard structures in

the City of Winter Park. The billboards are located at 1873 W. Fairbanks Avenue, 2095 W. Fairbanks Avenue, and 2522 Aloma Avenue.

Northam Sign: Harold Northam owns property at 2600 W. Fairbanks Avenue (Northam Property). The City would issue Clear Channel a permit to construct a new sign on the Northam Property. The south face of the Northam sign shall be static as it abuts residential properties. The north face will be digital.

Relocation of the Clayton Property and Clayton Billboard: Mr. Clayton owns property at the south-east corner of Lee Road and I-4 (adjacent to the NE corner of the city's fire training faculty on Wymore and that property contains a three-sided static billboard owned by Mr. Clayton and managed by Clear Channel. Clear Channel will remove that billboard and construct a new digital billboard approximately 300 feet south of its current location to the southeast corner of the city's Wymore property. The City and Mr. Clayton will swap like-sized properties to accommodate the move. The City would issue Clear Channel a permit to construct a new sign on the new Clayton Property.

Technology Revision on Orlando Avenue/Gay Road Billboard: Clear Channel agrees to replace the billboard at Orlando Avenue and Gay Road with the new technology that directs the light toward the road to reduce light intrusion to unintended areas.

The representatives of the Lamar and Outfront billboard swap deals are still working through some issues. Each of those deals require a voluntary annexation. Those annexations are now part of our JPA with Orange County and will move through the approval process with the Cty Commission separately. One of those is scheduled to come before the Commission on August 26th. The Lamar deal is also contingent upon the above billboard relocation taking place. These deals should come forward in the near future and will result in 3 more two-sided static and 1 two-sided digital billboards being removed in the core of the city.

alternatives | other considerations

None.

fiscal impact

None

attachments

1. MOU Winter Parkpdf (006)
2. MOU Exhibit A

Docusign Envelope ID: 884100B2-310D-4EDD-AFE9-36908893D359

MEMORANDUM OF UNDERSTANDING BETWEEN AND AMONG CLEAR CHANNEL OUTDOOR, LLC THE LAMAR COMPANY, LLC, AND OUTFRONT MEDIA, LLC

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into this ___ day of September, 2025, by, between, and among CLEAR CHANNEL OUTDOOR, LLC ("Clear Channel"), THE LAMAR COMPANY, LLC ("Lamar), and OUTFRONT MEDIA, LLC ("Outfront")(collectively, the Parties).

Whereas, the Parties have a mutual interest in upgrading and beautifying the City of Winter Park (the "City") and in particular outdoor offsite advertising signs along the City's surface streets; and

Whereas, the Parties are all willing to take down and cease to operate existing offsite advertising signs which currently exist along the City's surface streets (as more particularly described on Exhibit "A"), and to exchange those existing locations for locations along the limited access interstate highway; and

Whereas, the Parties wish to memorialize their mutual understanding of their agreement regarding their expectations as to how these outdoor offsite advertising signs will be handled in the City;

NOW, THEREFORE, the Parties agree as follows:

Based upon and conditioned upon the City moving forward as set forth in Section D below, the following terms shall apply:

A. REGARDING CLEAR CHANNEL:

1. **Removal of Three Signs:** Clear Channel shall remove three billboard structures in the City of Winter Park. The billboards are located at 1873 W Fairbanks Avenue, 2095 W Fairbanks Avenue, and 2522 Aloma Avenue ("Three Clear Channel Billboards").

2. **Northam Sign:** Harold Northam owns property located at 2600 W Fairbanks Avenue, Winter Park ("Northam Property"). The parties anticipate and agree that the City of Winter Park (the "City") shall issue Clear Channel a permit to construct a new Sign on the Northam Property ("Northam Sign"). One face of the Northam Sign shall be static (the south face – face directed toward the residential area) and one face shall be digital (north face – face directed away from the residential area).

3. **Relocation of the Clayton Property & Clayton Billboard:** Clayton owns property located at the southeast corner of Interstate 4 and Lee Road (Orange County

Parcel ID Number 02-22-29-0000-00-082) (the "Clayton Property"). Clear Channel manages a billboard on the Clayton Property ("Clayton Billboard"). Clear Channel shall relocate the Clayton Billboard to a new location approximately 300 feet south of its current location (the "New Clayton Location" and the "New Clayton Sign"). The New Clayton Location shall be more than 1000 feet south of where the Summertime Sign, as defined below, shall be located. In other words, the New Clayton Sign shall be located such that there is sufficient separation to allow the local and state permitting of the Summertime Sign (as defined below). One face of the Clayton Sign shall be digital.

4. **Swap of Clayton Property for City Property:** In order to facility the locating of the New Clayton Property and New Clayton Sign as defined above, it is anticipated and agreed the City and Clayton will exchange fee title to their respective properties. The details of the exchange are to be further defined.

5. **Billboard Removal Agreement:** The Parties anticipate and agree that Clear Channel and the City shall enter into an agreement pursuant to Section 479.07(9), Florida Statutes so that the state will permit the New Clayton Sign.

B. REGARDING LAMAR:

1. **Removal of Double Digital Billboard:** Lamar shall remove a double digital billboard structure in the City of Winter Park. The double digital billboard is located at 1621 Lee Road (the "Lamar Double Digital Billboard").

2. **Summertime Sign:** Stacy J. Thornton Revocable Trust is under contract to purchase a billboard easement on the property located at 909 N Wymore Road, Winter Park ("Summertime Property"). The City shall issue Lamar a permit to construct a new sign on the Summertime Property ("Summertime Sign"). The City shall permit both faces of the Summertime Sign to have digital displays.

3. **Annexation of the Summertime Property:** The City shall annex a portion of the Summertime Property.

4. **Billboard Removal Agreement:** Lamar and the City shall enter into an agreement pursuant to Section 479.07(9), Florida Statutes so that the state will permit the New Clayton Sign.

C. REGARDING OUTFRONT:

1. **Removal of Three Billboards:** Outfront shall remove three billboard structures in the City of Winter Park. The billboards are located at 2090 Aloma Avenue, 2145 Aloma Avenue, and 2431 Aloma Avenue ("Three Outfront Billboards").

2. **Outfront Sign:** Par Pinehurst, LLC owns property located at 1885 Dartmouth Avenue, Winter Park ("Par Pinehurst Property"). It is anticipated that the City will issue Outfront a permit to construct a new digital billboard sign with two sign faces on the Par Pinehurst Property ("Outfront Sign") at such time as the Par Pinehurst Property is annexed into the City as contemplated in Section C.3 below, or as soon thereafter as possible.

3. **Annexation of the Par Pinehurst Property:** It is anticipated that the City will annex the Par Pinehurst Property and other properties located on Dartmouth Avenue between Pinehurst Avenue and Clay Street as the City deems necessary and appropriate into the City municipal limits.

4. Under no circumstances should this MOU be construed to require Outfront to remove the Three Outfront Billboards or take any other action contemplated in this MOU unless and until receipt of all necessary final agreements and final approvals, including but not limited to the City Actions outlined in Section D below, required for both the removal of the Three Outfront Billboards and construction and operation of the Outfront Sign.

D. CITY ACTIONS ANTICIPATED BY THE PARTIES HERETO:

1. The Parties anticipate and agree that the City will issue Clear Channel a permit to construct the Northam Sign as discussed above, and otherwise take the necessary steps to allow the Northam Sign to be constructed and operated.

2. The Parties anticipate and agree that the City will engage in the property swap discussed above with Clayton and issue a permit for construction of the New Clayton Sign, and otherwise take the necessary steps to allow the New Clayton Sign to be constructed and operated.

3. The Parties anticipate and agree that the City will annex that portion of the Summertime Property that is required for construction and operation of the Summertime Sign.

4. The Parties anticipate and agree that the City will issue Lamar a permit to construct the Summertime Sign as discussed above, and otherwise take the necessary steps to allow the Summertime Sign to be constructed and operated.

5. The parties anticipate and agree that the City will annex the Par Pinehurst Property and other properties located along Dartmouth Avenue between Pinehurst Avenue and Clay Street as the City deems necessary and appropriate into the City Municipal limits.

6. The Parties anticipate and agree that at the time of or shortly after annexation of the Par Pinehurst Property, the City will issue Outfront all necessary permits or other approvals required to construct and operate the Par Pinehurst Sign, and otherwise take the necessary steps to allow the Par Pinehurst Sign to be constructed and operated.

7. The Parties anticipate and agree that the City will issue Outfront all necessary permits or other approvals required to remove the Three Outfront Billboards.

8. The parties anticipate and agree that the City and Clear Channel will move forward with the Northam Sign matter and the New Clayton Sign matter; and that the City and Lamar will move forward with the Summertime Sign matter; even if the Par Pinehurst Property annexation has not yet occurred. The Par Pinehurst Sign matter will proceed at such time as the Par Pinehurst Property has been annexed into the City.

BINDING EFFECT: This MOU shall be NOT BE binding upon the Parties and their respective successors and assigns, until such time as the City approves and agrees to the terms herein. Notwithstanding the foregoing, each Party to this MOU separately has the authority to commence construction and operation when ready and need not rely on or wait for the other Parties' timing for commencement of their own respective construction.

IN WITNESS WHEREOF, the undersigned have executed this Memorandum of Understanding, effective as of the day first written above.

WITNESSES:

Name: Brian Bilicki

Name: Scott Clark

CLEAR CHANNEL OUTDOOR, LLC

By:

Name: Joe Garner

Title: SVP Real Estate

Sept 30, 2025

IN WITNESS WHEREOF, the undersigned have executed this Memorandum of Understanding, effective as of the day first written above.

WITNESSES:

Name: Rich Belnap

Name: Samantha Orban

THE LAMAR COMPANY, L.L.C.

By:

Name: Matt Howard

Title: Sr Vice President and General Manager

IN WITNESS WHEREOF, the undersigned have executed this Memorandum of Understanding, effective as of the day first written above.

WITNESSES:

Signed by:
Roy Milshtein
9F4B4BF8FB8B4DE...
Name: Roy Milshtein

Signed by:
Courtney Karolick
F16348CBEB984DC...
Name: Courtney Karolick

OUTFRONT MEDIA, LLC

Signed by:
Chris Steinbacher
E5F2894175724FF...
By:
Name: Chris Steinbacher

Title: EVP Real Estate

EXHIBIT "A"

MEMORANDUM OF UNDERSTANDING BETWEEN AND AMOUNG
CLEAR CHANNEL OUTDOOR, LLC
THE LAMAR COMPANY, LLC, AND OUTFRONT MEDIA, LLC

	Address	Parcel ID
1	2145 Aloma Ave	04-22-30-0000-00-023
2	2090 Aloma Ave	09-22-30-0120-01-060
3	2431 Aloma Ave	04-22-30-0000-00-003
4	2522 Aloma Ave	04-22-30-0000-00-044
5	1873 W Fairbanks Ave	12-22-29-4076-04-171
6	2095 W Fairbanks Ave	12-22-29-4076-05-130
7	1621 Lee Road	01-22-29-5040-00-040

EXHIBIT "A"

MEMORANDUM OF UNDERSTANDING BETWEEN AND AMOUNG
CLEAR CHANNEL OUTDOOR, LLC
THE LAMAR COMPANY, LLC, AND OUTFRONT MEDIA, LLC

	Address	Parcel ID
1	2145 Aloma Ave	04-22-30-0000-00-023
2	2090 Aloma Ave	09-22-30-0120-01-060
3	2431 Aloma Ave	04-22-30-0000-00-003
4	2522 Aloma Ave	04-22-30-0000-00-044
5	1873 W Fairbanks Ave	12-22-29-4076-04-171
6	2095 W Fairbanks Ave	12-22-29-4076-05-130
7	1621 Lee Road	01-22-29-5040-00-040

City Commission

agenda item 13.a

item type
Public Hearings: Quasi-Judicial Matters

meeting date
July 22, 2026

prepared by
Donald Marcotte, Assistant Director of Public Works/City Engineer

approved by
Randy Knight, City Manager

subject
Ordinance- Partial Vacation of Holt Ave- FBC South Project (1st reading)

motion | recommendation
Move to adopt ordinance approving the partial vacation of eight (8) feet of right of way along the northern portion of Holt Avenue.

background
As part of the Community Benefit Agreement (CBA) associated with the Conditional Use approvals for the Holler redevelopment projects located at the north-east and south-east corners of Fairbanks Avenue and Denning Drive, the Hollers agreed to dedicate the first two (2) feet of right of way along the Fairbanks Avenue frontage of their property at 860 West Fairbanks Avenue to accommodate a new turn lane from Fairbanks Avenue onto Denning Drive. This dedication, together with 10.4 feet of right of way on the north side of Fairbanks Avenue, was intended to provide the necessary width for the turn lane improvements. Following the Conditional Use approvals, however, the Florida Department of Transportation (FDOT) determined that an additional two (2) feet of right of way was needed along the south side of Fairbanks Avenue to meet its roadway design standards. The Hollers subsequently agreed to increase their dedication from two (2) feet to a total of four (4) feet. In exchange, the CBA was amended to provide for the vacation of an additional two (2) feet of right of way along Holt Avenue. This increased the anticipated Holt Avenue right of way vacation from six (6) feet to a total of eight (8) feet, serving as a tradeoff for the additional right of way dedication required to construct the Fairbanks Avenue turn lane improvements. The proposed Ordinance vacating the eight (8) feet of right of way along the northern portion of Holt Avenue implements the amended CBA and completes the agreed upon exchange of right of way between the city and the Hollers to facilitate the land needed for the turn lanes on Fairbanks.

alternatives | other considerations
deny request

fiscal impact

none

attachments

1. Holt Avenue Partial Vacation Ordinance 7-9-2026
2. Business Impact Estimate- HOLT AVE
3. Exhibit A - SOD- HOLT AVE

After Recording Return To:
City of Winter Park, City Clerk's Office
401 Park Avenue South
Winter Park, Florida 32789

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA VACATING AND ABANDONING A PORTION OF THE HOLT AVENUE RIGHT-OF-WAY, DEDICATED BY THE REVISED MAP OF THE TOWN OF WINTER PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "A", PAGES 67-72, OF THE PUBLIC RECORDS OF ORANGE COUNTY, MORE PARTICULARLY DESCRIBED IN EXHIBIT A; PROVIDING FOR CONFLICTS, RECORDING AND AN EFFECTIVE DATE.

WHEREAS, the City of Winter Park has authority to adopt this Ordinance by virtue of its home rule powers and Charter with respect to abandoning and vacating rights of way no longer needed for public purposes, and the City Commission has made such a determination; and

WHEREAS, the adjacent property owner has requested the right-of-way vacation and abandonment set forth herein and the City has determined that portion of Holt Avenue right-of-way being vacated and abandoned by this Ordinance is no longer needed by the City of Winter Park for public right-of-way purposes except for the easements reserved herein; and

WHEREAS, the public right-of-way vacation and abandonment set forth herein has been properly noticed and advertised and interested persons have had an opportunity to be heard concerning such matter.

BE IT ENACTED by the People of the City of Winter Park, Florida as follows:

Section 1. The City Commission of the City of Winter Park, Florida hereby vacates and abandons that certain portion of the Holt Avenue right-of-way (Kentucky Avenue per plat) legally described in that certain legal description and sketch of description attached hereto as **Exhibit "A"** ("Vacated Area"), subject to the City of Winter Park's reservation of a perpetual public sidewalk easement and public utility easement over, under, and through such Vacated Area for the construction, installation, repair, replacement, reconstruction, maintenance, control, operation, use, and modification of a public sidewalk and public and private utilities and facilities, including but not limited to sewer lines, water lines, reclaimed water lines, gas lines, electric lines, cable television lines, telecommunications lines, fiber optic cables and other utilities of every type, including the right of public use of sidewalk improvements and the City's right of access upon and to and from said area to effectuate the purposes of said

perpetual public sidewalk easement and public utility easement. The City of Winter Park shall only be responsible for the operation, maintenance and repair of any sidewalk or utilities that it installs within the Vacated Area.

Section 2. In the event of any conflict between this Ordinance and any other ordinance or portions of ordinances, this Ordinance controls.

Section 3. After adoption, this Ordinance shall be recorded in the public records of Orange County, Florida.

Section 4. This Ordinance shall take effect immediately upon its passage and adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, on the _____day of _____, 2026.

_____
Sheila DeCiccio, Mayor

ATTEST:

_____
Kim Breland, City Clerk

City of Winter Park, Florida
Business Impact Estimate

Posted Date: _____

Proposed ordinance's title/reference: **APPROVING THE PARTIAL VACATION OF EIGHT (8) FEET OF RIGHT OF WAY ALONG THE NOTHERN PORTION OF HOLT AVENUE.**

This Business Impact Estimate (BIE) is provided in accordance with Section 166.041(4*),* Florida Statutes. If one or more boxes are checked below, this means the City of Winter Park takes the position that a business impact estimate is not required by state law for the proposed ordinance.[1] The City of Winter Park may, at its discretion, complete a Business Impact Estimate even for a proposed ordinance that falls under one of the following exemptions. This Business Impact Estimate may be revised following its initial posting.

If the ordinance is exempt, please check the appropriate box below. Continue to Page 2, if a BIE is required.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;

☐ The proposed ordinance is an emergency ordinance;

☐ The ordinance relates to procurement; or

☒ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in s. 163.3164, and, development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243;

b. Comprehensive Plan Amendments and land development regulation amendments initiated by an application by a private party other than the City of Winter Park;

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

[1] See Section 166.041(4)(c), Florida Statutes.

In accordance with the provisions of controlling law, the City of Winter Park hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of Winter Park, if any:
(a) An estimate of direct compliance costs that businesses may reasonably incur;
(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and
(c) An estimate of the City of Winter Park regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

If any of the above are applicable, please explain:

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

4. Additional information the governing body deems useful (if any):

[You may wish to include in this section the methodology or data used to prepare the Business Impact Estimate. For example: “City of Winter Park staff solicited comments from businesses in the City of Winter Park as to the potential impact of the proposed ordinance by contacting the chamber of commerce, social media posting, direct mail or direct email, posting on City of Winter Park website, public workshop, etc.” You may also wish to include efforts made to reduce the potential fiscal impact on businesses. You may also wish to state here that the proposed ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed ordinance does not affect only businesses.]

LEGAL DESCRIPTION

EXHIBIT "A"

THE NORTH 8.00 FEET OF HOLT AVENUE (KENTUCKY AVENUE), REVISED MAP OF THE TOWN OF WINTER PARK, AS RECORDED IN PLAT BOOK "A", PAGES 67 THROUGH 72 INCLUSIVE, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS:

BEGIN AT THE SOUTHEAST CORNER OF LOT 12, BLOCK 92, REVISED MAP OF THE TOWN OF WINTER PARK, AS RECORDED IN PLAT BOOK "A", PAGES 67 THROUGH 72 INCLUSIVE, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, THENCE RUN S00°44'08"E ALONG THE SOUTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 12, BLOCK 92, A DISTANCE OF 8.00 FEET; THENCE S89°01'12"W ALONG A LINE PARALLEL TO THE SOUTH LINE OF SAID LOT 12, BLOCK 92, AND THE SOUTH LINE OF LOT 7 THROUGH LOT 16 INCLUSIVE, J.E. HARPER'S SUBDIVISION, AS RECORDED IN PLAT BOOK "K", PAGE 89, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, A DISTANCE OF 623.21 FEET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 6.00 FEET OF LOT 7, SAID J.E. HARPER'S SUBDIVISION, AS RECORDED IN OFFICIAL RECORDS BOOK 1641, PAGE 325; THENCE N00°44'08"W ALONG SAID EAST LINE, A DISTANCE OF 8.00 FEET TO THE SOUTH LINE OF SAID LOT 7, J.E. HARPER'S SUBDIVISION, BEING THE SOUTHEAST CORNER OF LANDS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 1641, PAGE 325; THENCE N89°01'12"E ALONG SAID SOUTH LINE OF LOT 7 THROUGH 16 AND SAID LOT 12, BLOCK 92 A DISTANCE OF 623.21 FEET TO THE POINT OF BEGINNING.

SYMBOLS AND ABBREVIATION LEGEND:

N	=	NORTH
E	=	EAST
S	=	SOUTH
W	=	WEST
ORB	=	OFFICIAL RECORDS BOOK
PB	=	PLAT BOOK
PG	=	PAGE
POC	=	POINT OF COMMENCEMENT
POB	=	POINT OF BEGINNING
R/W	=	RIGHT-OF-WAY
SR	=	STATE ROAD

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SKETCH OF DESCRIPTION IS TO DESCRIBE A VACATE THE NORTH 8 FEET OF HOLT AVENUE.
2. NO CORNERS WERE SET AS PART OF THIS SKETCH OF DESCRIPTION.
3. BEARINGS SHOWN HEREON ARE ASSUMED AND BASED ON THE SOUTH LINE OF J.E. HARPER'S SUBDIVISION, WINTER PARK, FLORIDA, AS RECORDED IN PLAT BOOK "K", PAGE 89 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA AS BEING NORTH 89°01'12" EAST (ASSUMED).

NOT A SURVEY

CERTIFIED TO:

1. THE CITY OF WINTER PARK
2.
3.
4.

PROPOSED R/W VACATION

PROJECT No.	241001.20	DRAWN DATE	2026.07.08
SURVEY BY	N/A	REVIEWED BY	R.SMITH
SURVEY DATE	N/A	APPROVED BY	R.SMITH
DRAWN BY	R. SMITH	CLIENT FILE No.	N/A

volerGROUP
Professional Surveyors and Mappers
4776 NEW BROAD ST| SUITE 100 | ORLANDO, FL | 32814
PHONE 407.681.3836 | WWW.VOLER.GROUP | INFO@VOLER.GROUP
PROFESSIONAL SURVEYOR & MAPPER BUSINESS LICENSE | LB#7829

SURVEYOR'S CERTIFICATION

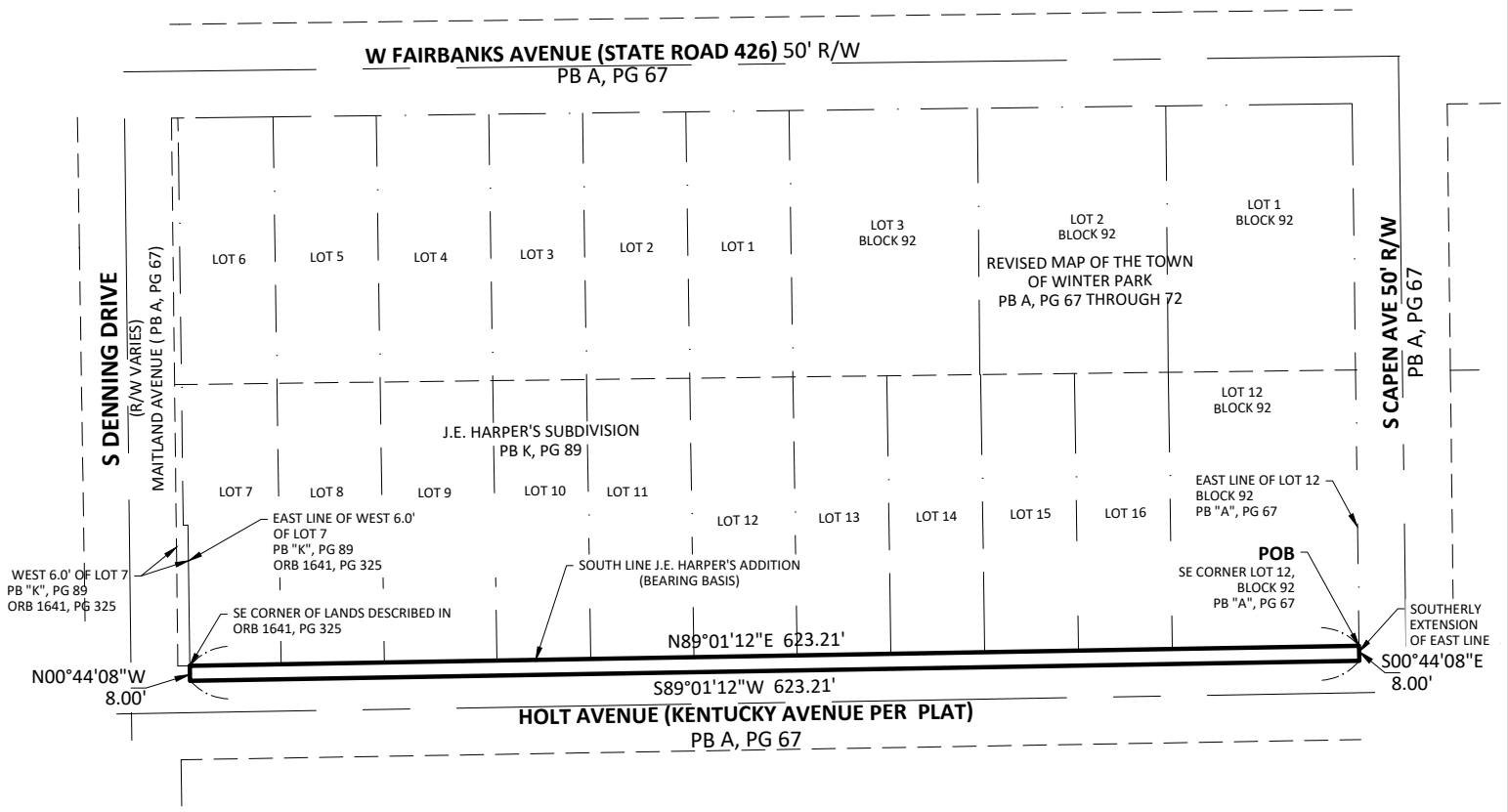
I HEREBY CERTIFY THAT THIS SKETCH REPRESENTED HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF. IT HAS BEEN PREPARED IN ACCORDANCE WITH THE STANDARDS SET FORTH IN CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE PURSUANT TO TO CHAPTERS 177 AND 472 OF THE FLORIDA STATUES. THIS SKETCH MAP AND/OR REPORT IS NOT VALID WITHOUT THE ELECTRONIC SIGNATURE IN COMPLIANCE WITH F.A.C. 5J-17.602(3)

RONALD A. SMITH, LICENSE NUMBER, PSM 5797, STATE OF FLORIDA, PROFESSIONAL SURVEYOR AND MAPPER

Digitally signed by Ron Smith
Date: 2026.07.08 10:32:03 -04'00'

RONALD K SMITH, PSM 5797

SKETCH OF DESCRIPTION



NOT A SURVEY

SEE SHEET 1 FOR LEGAL DESCRIPTION

PROPOSED R/W VACATION

PROJECT No.	241001.20	DRAWN DATE	2026.05.08
SURVEY BY	N/A	REVIEWED BY	R.SMITH
SURVEY DATE	N/A	APPROVED BY	R.SMITH
DRAWN BY	R.MSITH	CLIENT FILE No.	N/A

voler GROUP
Professional Surveyors and Mappers
4776 NEW BROAD STREET | SUITE 100 | ORLANDO, FL | 32707
PHONE 407.681.3836 | FAX 407.681.6541
WWW.LSSURVEYOR.COM | INFO@LSSURVEYOR.COM
PROFESSIONAL SURVEYOR & MAPPER BUSINESS LICENSE | LB#7829

GRAPHIC SCALE

100' 0 50' 100' 200'

1 INCH = 100 FEET

City Commission

agenda item 13.b

item type
Public Hearings: Quasi-Judicial Matters

meeting date
July 22, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Randy Knight, City Manager

subject

CU #26-04. Request of Rebecca Wilson, Lowndes-Law, on behalf of WP Station Tower, LLC (property owner), for: Conditional Use approval to establish a 301-seat restaurant and 50-seat café within the existing office building located at 1560 North Orange Avenue, zoned O-1.

motion | recommendation

P&Z Board recommendation is for approval with the following conditions:

1. Prior to issuance of permits associated with the restaurant/café use, the applicant shall execute and record the Community Benefit Agreement, in a form acceptable to the city, memorializing parking arrangements, maintenance obligations, and public improvements associated with the project.
2. The off-site parking parcel located across Orange Avenue shall remain available to support the approved use and shall not be sold, redeveloped, or converted to another use without prior review and approval by the city. Furthermore, it shall not be utilized for restaurant/café patrons or for valet use.
3. Valet parking services shall be provided during peak operating periods as necessary to ensure that parking demand does not adversely impact surrounding neighborhoods.
4. Prior to issuance of building permits, the applicant shall provide an acoustical analysis prepared by a qualified acoustical professional identifying any necessary noise mitigation measures associated with restaurant operations, outdoor seating areas, mechanical equipment, and amplified sound. The analysis shall identify any necessary noise mitigation measures, which shall be incorporated into the final construction plans and implemented prior to issuance of a Certificate of Occupancy. If, after opening, noise impacts associated with the use are identified, the applicant shall be required to implement additional reasonable noise mitigation measures to address the impacts.
5. The café shall be limited to a maximum of 50 seats with hours of operation limited to 7:00 a.m. to 4:00 p.m. daily, and the restaurant shall be limited to a maximum of 301 seats with hours of operation limited to 10:00 a.m. to 10:30 p.m. daily.

6. Use of outdoor restaurant and café seating is limited to the hours of 7:00 a.m. to 10:30 p.m.; there shall be no restaurant and café service outdoors outside of such hours.
7. That all signage shall comply with the city's sign regulations, except that existing signage may be replaced on a like-for-like basis with respect to size. Any request to further exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.
8. Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.
9. No outdoor speakers, music, projection screens, or televisions shall be allowed.
10. That the access point on Westchester Avenue be closed permanently and that one of the three access points on Vivian Avenue be closed.
11. That the applicant work with the city's Public Works & Transportation Department to explore impact fee creditable traffic calming measures in the neighborhood surrounding the project, including but not limited to, a speed hump on Leith Avenue and a stop sign at the Westchester/Norfolk intersection.

background

The subject property consists of approximately 4.74 acres located at the southwest corner of Orange Avenue and Orlando Avenue (17-92), commonly known as "The Hub" due to the existing signage at the top of the building. The site is currently developed with a seven-story office building with a basement, and associated surface parking areas. The property is zoned O-1 (Office), and restaurant uses within this zoning district require Conditional Use approval. The Commission added restaurants as a Conditional Use with restrictions in 2021 with the assumption that this office building would likely be the first one to take advantage. The applicant is requesting approval to convert the first floor of the office building into a restaurant and café operation while maintaining the existing office and is also proposing to use the basement as a medical office/spa, which is a permitted use in O-1 and isn't part of this Conditional Use, but necessary to mention due to the parking requirements.

The uses within the building is proposed to be office, medical office, restaurant/café uses, and will be rebranded as "The Plaza". If approved, the development will contain approximately 75,882 square feet of office space, 13,367 square feet of medical office/spa space, a 301-seat restaurant, and a 50-seat café. The restaurant component includes both indoor and outdoor dining areas, with 162 indoor seats and 139 outdoor seats, while the café will provide 34 indoor seats and 16 outdoor seats. Architectural improvements include new folding glass wall systems, retractable awnings, decorative lighting, water features, enhanced landscaping, and outdoor spaces integrated into the existing courtyard areas. While the project proposes new uses for the site, the existing office building is still the primary use.

The applicant is proposing limited site modifications focused on landscape enhancements and a new drop-off entry feature. Stormwater runoff generated by the proposed improvements will be accommodated through the existing and modified stormwater management infrastructure.

Parking

The site is served by two parking facilities. The primary parking lot located on the office parcel contains 258 parking spaces, while a secondary parking lot located across Orange Avenue contains an additional 57 parking spaces. Together, these facilities provide a total of 315 parking spaces available to serve the development. Based upon the city's parking requirements, the proposed mix of office (one parking space for each 333 square feet for the first 15,000 square feet and one space for each 400 square feet of floor space in the building for the area of the building exceeding 15,000 square feet in size), medical office (one space per 200 square feet), and restaurant/café uses (one parking space per four seats) would require 352 parking spaces before application of shared parking reductions permitted by the city's off-street parking code. As permitted, the applicant submitted a Shared Parking Analysis prepared by Kimley-Horn utilizing the Urban Land Institute shared parking methodology. The study concludes that the mixed-use development's peak parking demand is 315 spaces, which matches the parking supply available on the site and the adjacent parking parcel. The applicant has further committed that the off-site parking lot across Orange Avenue will remain available to support the project through the proposed Community Benefit Agreement, and will not be sold off unless the restaurant and café no longer exist, and will only be utilized by employees rather than restaurant patrons. Valet parking services are proposed during peak operating periods to improve parking efficiency and reduce impacts on surrounding neighborhoods, and will not use the parking lot across the street for valet operations. Staff is also proposing a condition of approval to ensure the restaurant/café operators follow this commitment.

Traffic Analysis

A Traffic Impact Analysis prepared by Kimley-Horn evaluated the effects of the proposed redevelopment on the surrounding roadway network. The analysis considered the transition of the existing office building into a mixed-use development consisting of office, medical office, restaurant, and café uses. The study evaluated Orange Avenue, Orlando Avenue, Harmon Avenue, Vivian Avenue, adjacent driveways, and nearby roadway segments. The analysis concluded that the surrounding transportation network can accommodate the anticipated traffic generated by the project and that no roadway capacity improvements are required as a result of the proposed development. The report also examined pedestrian activity associated with the parking lot across Orange Avenue, valet operations, rideshare activity, and loading operations associated with the restaurant use. The change from office to restaurant use and the medical office/spa will trigger the payment of multi-modal transportation impact fees.

Signage

As part of the Conditional Use application, the applicant has submitted a signage package. Staff notes that the proposed signage exceeds the maximum allowances permitted within the O-1 zoning district, and staff does not support the level of signage proposed. Therefore, staff recommends that all signage shall comply with the city's sign regulations, except that existing signage may be replaced on a like-for-like basis with respect to size. Any request to exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.

Community Meeting

A community meeting was conducted on May 27, 2026, at The Hub. Notices were mailed to 142 property owners located within 500 feet of the property. Nine residents attended the meeting. Discussion focused primarily on traffic, neighborhood cut-through traffic, noise associated with restaurant operations, valet parking, hours of operation, and proposed enhancements to nearby public spaces. The applicant indicated that deliveries and refuse collection would continue to occur beneath the south side of the building, valet services would be provided during peak evening periods, and additional landscaping would be installed to buffer adjacent residential areas. The project team also discussed potential improvements to nearby public park areas and gateway features serving the Orwin Manor neighborhood.

Landscaping and Site Improvements

The proposal includes significant landscape and site enhancements throughout the property to meet the code requirements since there are outdoor areas, delivery areas and dumpsters within 300 feet of residential properties. The O-1 code allows waivers to be granted for this with adequate buffers, as the applicant is proposing. The landscape plan preserves numerous existing canopy trees while introducing new understory trees, foundation plantings, pedestrian pathways, decorative lighting, gathering areas, and water features. The project also includes reconstruction of the Orwin Manor gateway arches, installation of benches and public amenities, improvements to adjacent park areas, and enhanced streetscape treatments intended to strengthen the visual identity of the corridor and create a more inviting pedestrian environment. Tree mitigation and replacement measures are included as part of the landscape plan and will be reviewed for compliance with city requirements by the city’s Urban Forestry division.

Community Benefit Agreement

The applicant has submitted a proposed Community Benefit Agreement that provides enhancements to two adjacent City-owned park properties and gateway features associated with the Orwin Manor neighborhood. Under the agreement, the applicant will be responsible, at its sole cost and expense, for the installation, maintenance, repair, and replacement of the park improvements, including matching decorative gates and other beautification features intended to reinforce the historic character of the neighborhood. The agreement grants the property owner ongoing access rights necessary to maintain these improvements and requires compliance with all applicable City permitting and contractor requirements. The agreement is intended to ensure preservation and enhancement of the neighborhood's historic character while providing long-term public improvements and maintenance commitments associated with the redevelopment. Additionally, the agreement memorializes the continued availability of the off-site parking parcel by requiring that a minimum of 315 parking spaces be maintained, restricting the 57-space parking lot across Orange Avenue to employee parking only, prohibiting valet operations in the lot, and prohibiting the sale or redevelopment of the off-site parking parcel for as long as the restaurant use remains in operation.

Summary

Overall, the proposal represents the adaptive reuse of a portion of an existing multi-story

office building within the O-1 Office zoning district and is consistent with the code's objective of integrating restaurants into larger office developments. The proposed restaurant and café are located on the ground floor, occupy less than 25 percent of the building's total floor area, and include a full-service commercial kitchen. The development does not include drive-through facilities, pickup windows, outdoor speakers, amplified music, televisions, or projection screens, and the applicant has submitted a parking management plan and shared parking analysis demonstrating that the existing parking supply can adequately accommodate the anticipated demand.

Several elements of the proposal, including portions of the outdoor dining area, parking facilities, service areas, and refuse collection facilities, are located within 300 feet of nearby residential properties and therefore require waiver consideration. Staff finds that the combination of existing building separation, perimeter planters, enhanced landscaping, screening improvements, and operational controls substantially mitigates potential impacts to adjacent residential uses. In addition, staff is recommending conditions of approval requiring an acoustical analysis and implementation of any necessary mitigation measures, continued screening of service and refuse areas, and restrictions on outdoor entertainment features. The proposed restaurant and café satisfy the Conditional Use standards of Section 58-72(d)(8), subject to the recommended conditions of approval to provide the appropriate protections for the nearby residential properties.

alternatives | other considerations

fiscal impact

attachments

1. Community Benefit Agreement(17848840.3) PZ clean 7-9-2026
2. Aerial Map
3. Location Map
4. 3-8-3 - L-3 The Hub
5. 3-8-3 - L-4 The Hub
6. 7 - The Hub_Conditional Use Arch_Revised
7. 1560 Orange Ave TIA_07.01.2026_S&S
8. 1560 Orange Ave_Cut-Through Traffic Study_07.01.2026v2
9. _2026-06-08 - CPC - Comments Responses
10. 0 - The Hub Restaurant Cover
11. 2-1 - The Hub at 1560 N Orange Ave - Civil Development Plan
12. 2-2 - 1560 N Orange Ave Parking Study_2026.06.05
13. 3-8-1 - L-1 The Hub
14. 3-8-2 - L-2 The Hub
15. Community Meeting Notices Mailed to City
16. Community Meeting Summary 5-27-2026

17. FW EXTERNAL Opposition to proposed change in use at 1560 Orange Ave
18. Re_ [EXTERNAL] 1560 North Orange Avenue, WP Station Tower, LLC Restaurant Proposal
19. [EXTERNAL] Letter of Opposition to the Proposed development 1560 Orange Ave
20. 6-26-2026 A Shah to PZ Board
21. Re_ [EXTERNAL] from WP resident regarding 1560 Orange Avenue

Prepared by and return to:

City of Winter Park
Attn: City Clerk
401 Park Avenue
Winter Park, FL 32789

COMMUNITY BENEFIT AGREEMENT

(The Hub at 1560 North Orange Avenue)

This **COMMUNITY BENEFIT AGREEMENT** (the "Agreement") is made and entered into the ____ day of _____, 20___, between the **City of Winter Park,** a Florida municipality ("**City**"), whose address is 401 Park Avenue South, Winter Park, Florida 32789 and **WP Station Tower, LLC**, a Florida Limited Liability Company ("**WP Station**"), whose address is 941 W. Morse Blvd Suite 315, Winter Park, FL 32789.

WHEREAS, WP Station owns four parcels totaling approximately 5.38 acres in the City of Winter Park, consisting of the following: Parcel A, comprising of Orange County Tax Parcel ID: 12-22-29-6432-08-010; and Parcel B, comprising of Orange County Tax Parcel IDs: 12-22-29-6432-07-010, 12-22-29-6432-07-030, and 12-22-29-6432-07-040, as more particularly described on **Exhibit "A"** attached hereto (collectively, the "Subject Property");

WHEREAS, Parcel A (the "Office Parcel") is currently zoned Office (O-1), and Parcel B (the "Parking Parcel") is currently zoned Medium Density Multiple-Family Residential (R-3);

WHEREAS, the Office Parcel is currently developed as an office building (the "Office Building") with surface parking;

WHEREAS, the Parking Parcel is currently developed as surface vehicle parking;

WHEREAS, WP Station has obtained Conditional Use Permit # CU-26-04, pursuant to Winter Park Code of Ordinances Section 58-72(d)(8), to allow restaurant use on the Office Parcel, consisting of a restaurant with 301 seats and a café with 50 seats;

WHEREAS, this Agreement is not a statutory development agreement pursuant to Chapter 163, Florida Statutes (Florida Local Government Development Agreement Act), and is being

entered into by the City pursuant to the City's home rule authority as a condition of approval for Conditional Use Permit # CU-26-04 and based on concessions voluntarily agreed upon by WP Station;

WHEREAS, the Parking Parcel will not change uses and shall continue to be used as surface vehicle parking for the benefit of uses and businesses upon the Office Parcel for so long as the Office Parcel is operated pursuant to Conditional Use Permit # CU-26-04;

WHEREAS, WP Station and its successors and assigns shall comply with all conditions of approval of Conditional Use Permit # CU-26-04;

WHEREAS, the City desires to ensure the orderly development and use of the Subject Property;

WHEREAS, the City and WP Station mutually desire to preserve and enhance the historic architectural character of the Orwin Manor neighborhood by causing certain improvements to be made to City owned park parcels adjacent to the Subject Property as set forth herein.

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 WP Station 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. Conditions of Approval. WP Station (and its successors and assigns) agrees that it shall comply with and operate the Subject Property in compliance with all conditions of approval of Conditional Use Permit # CU-26-04, including but not limited to the items set forth in this Agreement, those matters in the development order issued by the City, the commitments made by WP Station during the public hearing(s) and the following:

A. Prior to issuance of building permits, WP Station shall provide an acoustical analysis prepared by a qualified acoustical professional identifying any necessary noise mitigation measures associated with restaurant operations, outdoor seating areas, mechanical equipment, and amplified sound. The analysis shall identify any necessary noise mitigation measures, which shall

be incorporated into the final construction plans and implemented prior to issuance of a Certificate of Occupancy. If, after opening, noise impacts associated with the use are identified, WP Station shall be required to implement additional reasonable noise mitigation measures to address the impacts.

B. That all signage shall comply with the City's sign regulations, except that existing signage may be replaced on a like-for-like basis with respect to size. Any request to further exceed these standards may be pursued separately through a variance application to the Board of Adjustments at a later date.

C. Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.

D. Valet parking services shall be provided during peak operating periods as necessary to ensure that parking demand does not adversely impact surrounding neighborhoods.

3. Public Park Improvement and Beautification. Prior to commencing the restaurant and café use approved by Conditional Use Permit # CU-26-04 WP Station shall, at its sole cost and expense, install and repair improvements for the beautification of two City-owned parks adjacent to the Subject Property, as more particularly described in **Exhibit "B"** attached hereto ("Park Improvements"). Such Park Improvements shall include installing matching gates styled in the historic architectural style of Orwin Manor to be erected in each park, flanking North Orange Avenue, and installing new landscaping and irrigation. The City-owned parks referenced above are hereinafter referred to as follows:

a. "Park One" means the City-owned park located at 1411 Orange Avenue (PID 12-22-29-6432-07-360), which is adjacent to the Office Parcel.

b. "Park Two" means the City-owned park located at 1664 Orange Avenue (PID 12-22-29-6432-08-270), which is adjacent to the Parking Parcel.

After making the Park Improvements, WP Station (and its successors and assigns), at its expense, shall be responsible for the maintenance, mowing, irrigation, trimming and repair of the Park One and Park Two and all landscaping, signage, gates, and other improvements therein ("Park Maintenance Activities"). If at any time WP Station fails to perform the Park Maintenance Activities, upon the City giving WP Station at least ten (10) days' written notice and an opportunity

to cure, the City may self-perform the Park Maintenance Activities and invoice WP Station for the costs of the same in which WP Station shall pay the City such invoiced amount within ten (10) days of the receiving the invoice.

The City and its property are exempt from mechanics liens and construction liens. There shall be no claims of lien or liens recorded against Park One or Park Two by any persons or entities performing the Park Improvements or Park Maintenance Activities by and through WP Station.

4. Park Access. The City grants WP Station and its agents, employees, contractors, and authorized representatives a non-exclusive, revocable license to access Park One and Park Two for purposes of causing the completion of the Park Improvements and for performing the Park Maintenance Activities. WP Station shall: (a) exercise this access in a manner that minimizes public disruption and restore any disturbed areas to their prior condition; (b) provide reasonable prior notice before non-emergency work; and (c) ensure all persons exercising this access comply with applicable laws. This access right continues for so long as WP Station is obligated to perform the Park Maintenance Activities under this Agreement. The license granted under this Section does not grant any property rights in Park One or Park Two to WP Station; the City reserves all rights of ownership. After WP Station's completion of the Park Improvements, the City reserves the right at any time upon giving written notice to WP Station to terminate the license set forth in this Section without terminating the remainder of this Agreement and take over the maintenance and repair of Park One and Park Two.

5. Performance of Maintenance and Repairs. All Park Maintenance Activities performed by WP Station, its contractors, and subcontractors on the Park One and Park Two shall be performed in accordance with all applicable statutes, regulations, codes and the City of Winter Park Building and Permitting Services Department Contractor Guidelines, as may be amended from time to time, including all applicable registration, licensing, and permitting requirements set forth therein. WP Station shall ensure that all contractors and subcontractors engaged to perform work under this Agreement are properly registered with the City and maintain all licenses and permits required by the City of Winter Park prior to commencing any work.

6. Insurance. WP Station shall procure and maintain, at its sole cost and expense, and shall require all contractors and subcontractors performing work on the Park One and Park Two to

procure and maintain, throughout the term of this Agreement: (i) Commercial General Liability insurance for bodily injury and property damage liability, including premises and operations, independent contractors, products and completed operations, and contractual liability in amounts of not less than $1,000,000 per occurrence and $2,000,000 aggregate; and (ii) Workers' Compensation insurance at statutory limits pursuant to Chapter 440, Florida Statutes. The procurement of insurance shall not limit WP Station's liability or indemnification obligations under this Agreement. The required commercial general liability insurance shall name the City of Winter Park as an additional insured, be issued by an insurance company authorized to do business in the State of Florida and rated "B+" or higher by A.M. Best Company or a comparable nationally recognized rating agency, and shall provide that it may not be canceled or modified without at least thirty (30) days' prior written notice to City.

7. Indemnification & Hold Harmless. To the fullest extent permitted by law, WP Station hereby indemnifies, releases, and holds harmless the City, its officials, officers, agents and employees, from and against all claims, damages, losses and expenses, including reasonable attorney's fees (with attorneys selected by the City), arising out of or resulting from (i) the performance or installation of Park Improvements; (ii) the performance of the Park Maintenance Activities; (iii) any claims of lien or liens recorded against Park One, Park Two, the City, or the City's property interests arising from or related to the Park Maintenance Activities or Park Improvements, and (iv) for all risks assumed by WP Station under this Agreement. This Section 7 shall survive termination of this Agreement until the running of all applicable statutes of limitations concerning causes of action and claims that could have arisen during the term of this Agreement. Nothing in this Agreement waives, nor shall be construed to waive the City's sovereign immunity rights.

8. Parking Lots. WP Station shall operate and maintain the Subject Property with no fewer than 315 vehicle parking spaces.

a. The vehicle surface parking lot located on the Office Parcel (the "Primary Parking Lot") contains 258 parking spaces, which shall be available for supporting the restaurant and café uses upon the Office Parcel.

b. The vehicle surface parking lot located across Orange Avenue on the Parking Parcel contains 57 vehicle parking spaces, which shall be reserved for use by employees of businesses located on the Office Parcel. No valet parking operations shall occur on North Orange Avenue. For so long as the Office Parcel is used pursuant to Conditional Use Permit # CU-26-04, WP Station shall not sell, lease, convey, transfer, or otherwise dispose of the Parking Parcel, and the Parking Parcel shall be used exclusively for employee parking in support of the conditional uses permitted on the Office Parcel. The Parking Parcel shall not be used for customer parking for the restaurant or café use or for valet vehicle parking service.

9. Restaurant Use Limitations. WP Station (and its successors and assigns) covenants and agrees that, for so long as the Office Parcel is operated pursuant to Conditional Use Permit # CU-26-04, the 301-seat restaurant and 50-seat café authorized thereunder shall be located exclusively on the first floor of the Office Building; and all food deliveries for such restaurant and café uses shall be conducted solely on the south side of the Office Building within the recessed underground ramp accessed from Vivian Avenue. The café shall be limited to a maximum of 50 seats with hours of operation limited to 7:00 a.m. to 4:00 p.m. daily, and the restaurant shall be limited to a maximum of 301 seats with hours of operation limited to 10:00 a.m. to 10:30 p.m. daily, and all patrons shall vacate the premises by 10:30 p.m. Use of outdoor restaurant and café seating is limited to the hours of 7:00 a.m. to 10:30 p.m.; there shall be no restaurant and café service outdoors outside of such hours. There shall be no installation or use of televisions, projector screens, amplified sound equipment, music playing devices, and audio speakers on the exterior of the structure upon the Subject Property. If there is a performance of live music or use of amplified sound equipment in the interior of the building, all windows and exterior doors shall be closed except for normal use of doors for ingress and egress in order not to disturb occupants of surrounding properties.

10. Trash Collection. WP Station covenants and agrees that all trash and refuse generated by the restaurant and café uses on the Office Parcel shall be collected and removed exclusively from the recessed underground ramp located on the south side of the Office Building accessed from Vivian Avenue. No trash collection activities shall occur on North Orange Avenue or any other public right-of-way.

11. 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
	Copy to: City of Winter Park Attn: Planning Director 401 Park Avenue South Winter Park, Florida 32789
As to WP Station Tower, LLC:	WP Station Tower, LLC Attn: Title Manager 941 W. Morse Blvd., Suite 315 Winter Park, FL 32789
And a Copy to:	Lowndes Attn: Rebecca Wilson 215 N. Eola Drive Orlando, Florida 32801

12. 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.

13. Development Permits. Nothing herein shall limit the City's authority to grant or deny any development permit applications or requests subsequent to the effective date of this Agreement. The failure of this Agreement to address any particular City, County, State and/or Federal permit, condition, term or restriction shall not relieve WP Station of the necessity of complying with the law governing said permitting requirement, condition, term or restriction. Unless expressly authorized or granted herein, nothing in this Agreement shall constitute or be deemed to constitute or require the City to issue any approval by the City of any rezoning, comprehensive plan amendment, variance, special exception, final site plan, preliminary

subdivision plan, final plat or subdivision plan, building permit, grading, stormwater drainage, engineering, or any other land use or development approval. These and any other required City development approvals and permits shall be processed and issued by the City in accordance with procedures with respect to same as otherwise set forth in the City's Code of Ordinances and subject to any conditions of approval thereof. This Agreement is approved under the City's home rule authority and is not a statutory development agreement under Chapter 163, Florida Statutes.

14. Recording. Within fourteen days after its execution, this Agreement shall be recorded in the official records of Orange County, Florida, at the time and expense of WP Station, and a recorded copy thereof provided by WP Station to the City.

15. Enforcement. This Agreement may be enforced by specific performance by either party. In no event shall the City be liable for monetary damages arising out of or concerning this Agreement. In the event that enforcement of this Agreement by the City becomes necessary, and the City is successful in such enforcement, WP Station shall be responsible for all costs and expenses, including attorney's fees, whether or not litigation is necessary, and if necessary, both at trial and on appeal, incurred in enforcing or ensuring compliance with the terms and conditions of this Agreement, which costs, expenses and fees shall also be a lien upon the Property superior to all others. In addition to the foregoing, the City shall be permitted without notice to immediately withhold the issuance of certificates of occupancy and building permits associated with those uses approved by Conditional Use Permit # CU-26-04 in the event WP Station is in violation of any provision of this Agreement until such violation is cured to the City's satisfaction. Further, if WP Station fails to timely pay the City any monies due pursuant to this Agreement, the City may record a written notice of lien (the "Notice of Lien") against the Subject Property in the amount owed to the City. Interest on unpaid overdue sums shall accrue at the rate of twelve percent (12%) compounded annually or at the maximum rate allowed by law if lower than 12%. A copy of such Notice of Lien shall also be delivered to WP Station in the same manner as required under this Agreement for delivery of written notices. The recorded Notice of Lien shall constitute a lien upon the Subject Property and the lien may be foreclosed upon for the benefit of the City any time after fifteen (15) days after the Notice of Lien has been recorded in the public records. City may foreclose the lien in accordance with the procedures established in Chapter 702, Florida Statutes, or successor or other statute providing for lien foreclosure procedures. WP Station may obtain a

release from the lien by paying the amount stated in the lien, plus accrued interest, plus attorney's fees and costs incurred by the City in filing and collecting upon the lien.

16. Subordination/Joinder. WP Station represents and warrants to City that it is the fee simple owner of the Subject Property. Unless otherwise agreed to by the City, all liens, mortgages and other encumbrances not satisfied or released of record, must be subordinated to the terms of this Agreement or the lienholder join in this Agreement. It shall be the responsibility of WP Station to promptly obtain the said subordination or joinder, if necessary, in form and substance acceptable to the City Attorney, prior to the City's execution of the Agreement.

17. Severability. If any part of this Agreement is found invalid or unenforceable in any court, such invalidity or unenforceability shall not affect the other parts of this Agreement, if the rights and obligations of the parties contained herein are not materially prejudiced and if the intentions of the parties can be affected. To that end, this Agreement is declared severable.

18. 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.

19. 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.

20. 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 and shall run with the land of the Subject Property.

21. Miscellaneous.

a. Nothing contained in this Agreement nor in any instruments executed pursuant to the terms of this Agreement shall be construed as a waiver or attempted waiver by the City

of its home rule authority, police power, zoning authority and sovereign immunity under the Constitution and laws of the State of Florida or any other privilege, immunity or defense afforded to the City or the City's officials, officers, employees and agents under the law.

b. This Agreement is entered into voluntarily by WP Station without duress and after full review, evaluation and consideration by WP Station. WP Station is represented by counsel.

c. The captions or section headings of this Agreement are provided for convenience only and shall not be deemed to explain, modify, amplify or aid in the interpretation, or meaning of this Agreement.

d. City and WP Station are not partners and this Agreement is not a joint venture and nothing in this Agreement shall be construed to authorize WP Station to represent or bind the City to matters not expressly authorized or provided in this Agreement.

e. None of the parties shall be considered the drafter of all or any portion of this Agreement for the purposes of interpreting all or any portion of this Agreement, it being recognized that all parties have contributed substantially and materially to the preparation of this Agreement.

22. Effective Date. This Agreement shall become effective upon approval of Conditional Use Permit # CU-26-04 and its execution by the parties hereto.

WITNESSES:

CITY OF WINTER PARK, FLORIDA, a Florida municipality

_____
Print Name: _____

By: _____
Name: _____
Title: _____

_____
Print Name: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2026 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:

WP STATION TOWER, LLC, a Florida limited liability company

_____
Print Name: _____

By: _____
Name: _____
Title: _____

_____
Print Name: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2026, by _____, as _____ of WP STATION TOWER, LLC, a Florida limited liability company, on behalf of the company. He (She) ☐ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)

_____
Notary Public Signature

_____
(Name typed, printed or stamped)

EXHIBIT "A"

Legal Description of Subject Property

Parcel A:

Lots 1 through 26, Block 8, Orwin Manor, Westminster Section, less and except the East 15 feet of Lots 25 and 26, Block 8, for Road right-of-way, according to the plat thereof as recorded in Plat Book J, Page 118, of the Public Records of Orange County, Florida.

Parcel B:

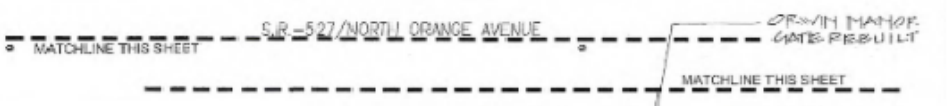
Lots 1, 2, 3 and 4, Block 7, Orwin Manor, Westminster Section, according to the plat thereof as recorded in Plat Book J, Page 118, of the Public Records of Orange County, Florida.

EXHIBIT "B"

Depiction of Public Park Beautification

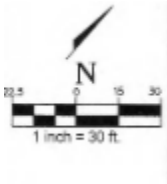
Park 2: 1664 Orange Avenue (PID 12-22-29-6432-08-270)



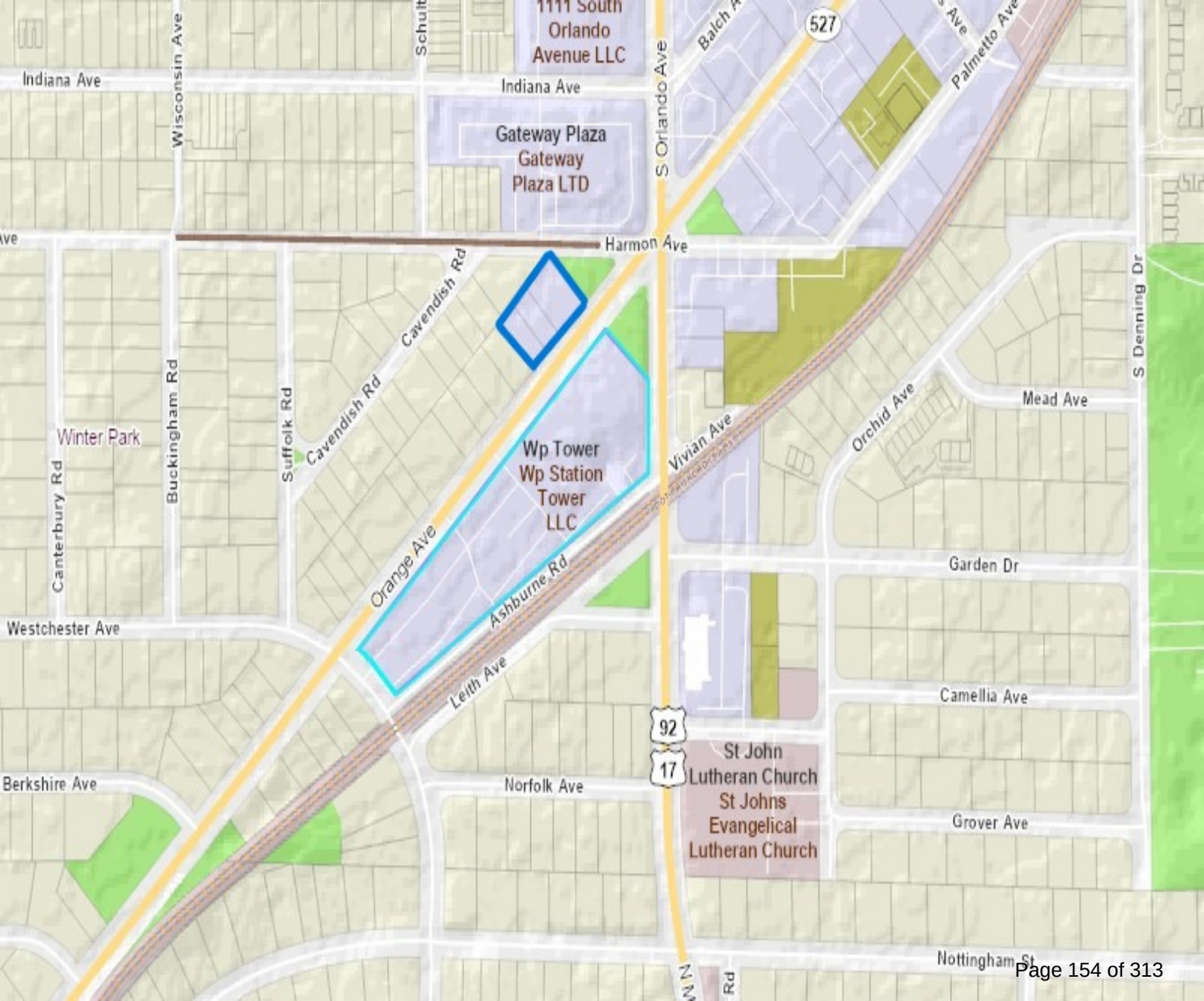


Park 1: 1411 Orange Avenue (PID 12-22-29-6432-07-360)



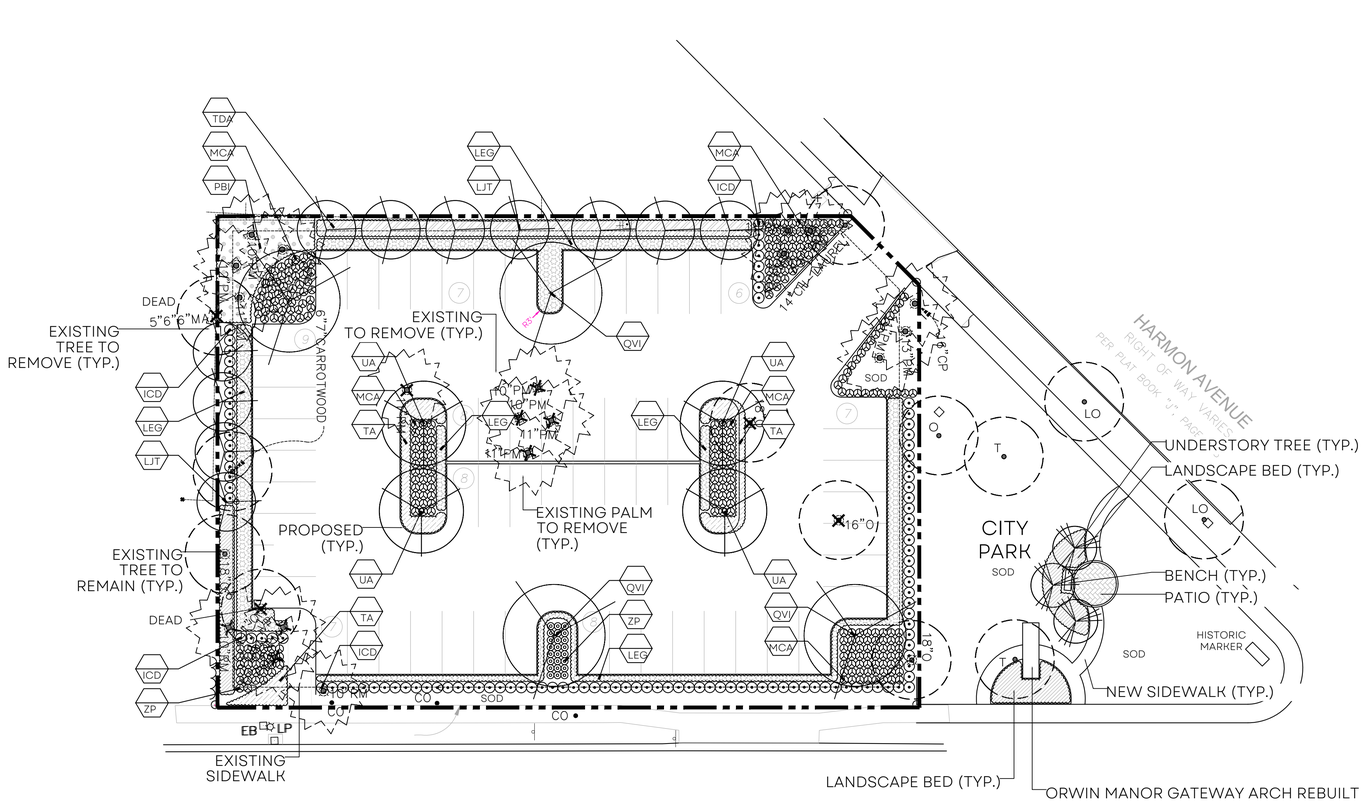





1111 South Orlando Avenue LLC
Indiana Ave
Wisconsin Ave
Gateway Plaza
Gateway Plaza LTD
S Orlando Ave
527
Palmetto Ave
Harmon Ave
Cavendish Rd
Buckingham Rd
Suffolk Rd
Winter Park
Canterbury Rd
Wp Tower
Wp Station Tower LLC
Vivian Ave
Orchid Ave
Mead Ave
S Denning Dr
Orange Ave
Ashburne Rd
Garden Dr
Westchester Ave
Leith Ave
Camellia Ave
92
17
St John Lutheran Church
St Johns Evangelical Lutheran Church
Berkshire Ave
Norfolk Ave
Grover Ave
Nottingham St

LANDSCAPE LEGEND - HO#225-021 The Hub 2025-05-18

QTY	CODE	BOTANICAL/COMMON NAME	SPECIFICATIONS
	AW	Acoelorrhaphe wrightii Paurotis palm	8-10'x 10-12', 5 tr
	AZV	Alpinia zerumbet 'Variegata' Variegated shell ginger	full, 7g, 4'oc
	ANN	annuals for sun seasonal color	full, 4" pot, 10"oc
	ADM	Asparagus densiflorus 'Meyersii' Foxtail fern	full, 3g, 24"oc
	BC	Butia capitata Pindo palm	6'ct, 12-15'oa, sst, full head, spec, matching
	CHS1	Camellia hiemalis 'Shishi-Gashira' Shishi-Gashira camellia (red, early)	full, 18-24" ht, 7g, 36"oc
	CME	Carissa macrocarpa 'Emerald Blanket' Emerald Blanket natal plum	18-24"oa, 3g, 30"oc
	CF	Cyrtomium falcatum Holly fern	full, 12"oa, 1g, 30"oc
	ED	Elaeocarpus decipiens Japanese blueberry as tree stilted hedge	10-12'x5-6', sst, 5' ct, spec
	ERP	Euryops pectinatus (Gamolepis chrysanthemoides) Silver-leafed bush daisy	full, 1g, 24"oc
	EHB	Evolvulus hybrid 'USEVO1201' Blue My Mind blue daze	full, 1g, 18"oc
	FJA	Farfugium japonicum var. giganteum Giant leopard plant	18"oa, 3g, 36"oc
	ICD	Ilex cornuta 'Dwarf Burford' Dwarf Burford holly	30-36" ht, 7g, 30"oc
	IVP	Ilex vomitoria 'Pendula' Weeping yaupon holly	9-10'x 4-5', 30g, mt, 3 tr, spec, female
	JSP	Justicia spicigera Orange justicia	full, 3g, 5'oc
	LJT	Ligustrum japonicum tree Ligustrum tree	8-10' x 8-10', 3 tr min, spec, hvy cnpy, spec
	LEG	Liriope 'Emerald Goddess' Emerald Goddess liriope	full, 1g, 3-4 bpp, 18"oc Plant 2" above grade!
	MGB	Magnolia grandiflora 'Bracken's Brown Beauty' Bracken's Brown Beauty southern magnolia	8-10'x4-5', 2-2½"c, 30g
	MCA	Muhlenbergia capillaris Muhly grass	full, 1g, 30"oc
	MDU	Muhlenbergia dumosa Bamboo muhly grass	full, 3g, 5'oc
	MYFR	Myrcianthes fragrans Simpson's stopper	full, 36-42"oa, 7g, 4'oc
	NCR	Neomarica caerulea 'Regina' Regina walking iris (blue)	full, 1g, 30"oc
	OJ	Ophiopogon japonicus Mondo grass	full, 4"pot, 10"oc
	PQU	Paspalum quadrifarium Evergreen paspalum grass	full, 3g, 4' oc
	PBI	Philodendron bipinnatifidum Split leaf selloum philodendron	24-30"oa, full, 3g, 4'oc
	PAU	Plumbago auriculata 'Imperial Blue' Imperial Blue plumbago	18-24" oa, 3g, 4'oc
	PMM	Podocarpus macrophyllus 'Maki' Shrubby Japanese yew	3 ½'-4 ½'x1-2', 1"c, 7g, 30"oc
	QV	Quercus virginiana Live oak	12-14' x 5-6', 2½-3½"c, 45g
	SP1	Sabal palmetto Sabal palm	8'ct w/o boots, sst
	SP2	Sabal palmetto Sabal palm	10'ct w/o boots, sst
	SP3	Sabal palmetto Sabal palm	12'ct w/o boots, sst
	TDIM	Taxodium distichum var. imbricum (syn. T. ascendens) Pond cypress	10-12' x 4-5', 2-3"c, 30g
	TDA	Tripsacum dactyloides Fakahatchee grass	12-18"oa, 1g, 36"oc
	TA	Trachelospermum asiaticum Dwarf Asian jasmine	full, 1g, 18"oc
	UA	Ulmus alata Winged elm	10-12' x 4-5', 3"c
	ZM	Zamia maritima (furfuracea) Cardboard plant	full, 36-42"oa, 15g, spec
	ZP	Zamia pumila Coontie	full, 24-30"oa, 7g, 36"oc Plant 2" above grade!
	SOD	Stenotaphrum secundatum 'Floratam' Floratam St. Augustine grass	whole, solid pieces, as required, denoted w/ graphic stippling and/or "sod"
		Pine bark mulch	½"-1 ½" size at 3" depth and as noted



EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

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FLORIDA LAW REQUIRES EXCAVATORS TO NOTIFY OWNERS OF UNDERGROUND FACILITIES NO LESS THAN TWO (2) DAYS PRIOR TO EXCAVATION

REVISIONS:

#1 06/02/2026

STEPHEN G. PATEGAS, BLA, ASLA
Landscape Architect - LC2600315
KRISTIN G. PATEGAS, APLD, FCLD
Landscape Designer
407.622.4886 fax 407.622.4887
1423 BERKSHIRE AVENUE
WINTER PARK, FL 32789
garden@hortusoasis.com
www.hortusoasis.com

HORTUS OASIS

GRAPHIC SCALE
0 15 20 40
(IN FEET)
1 inch = 20ft.

Conditional Use Landscape Plan, Legend

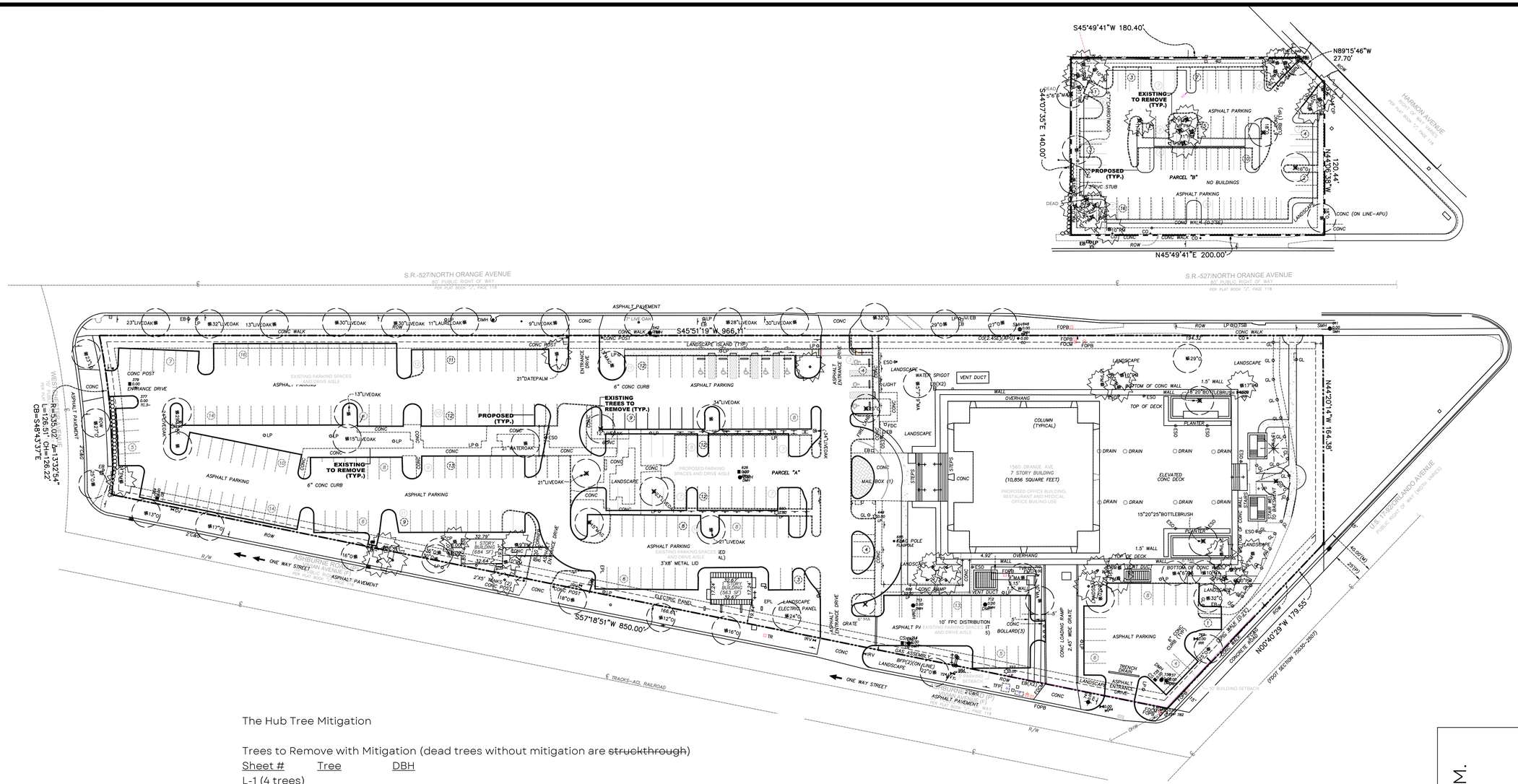
The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:20
SHEET: L-3
TOTAL: L-3 of L-4

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The Hub Tree Mitigation

Trees to Remove with Mitigation (dead trees without mitigation are ~~struckthrough~~)

Sheet #	Tree	DBH
L-1 (4 trees)		
	Live oak	12”
	Water oak	21”
	Live oak	23”
	Magnolia	15”
L-2 (6 trees)		
	Oak	25”
	Magnolia	6”
	Magnolia	6”
	Oak	20”
	Bottlebrush	18”/20” = 38”
	Bottlebrush	15’/20”/25” = 45”
L-3 (2 trees)		
	~~Magnolia~~	~~5”/5”/6”~~
	~~Oak~~	~~21”~~
	Live oak	18”
	Live oak	16”
	Total	245”

Replacement Trees
(6”-18” = 1 replacement tree) 6 x1 = 6 replacement trees
(19”+ = 2 replacement trees) 6 x 2 = 12 replacement trees
Total 18 replacement trees

AND/OR
Financial Compensation: 245” x $110.00 = $26,950.00

EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

TREE SURVEY FROM DONALD M. MCINTOSH DATED 03/02/26. REVISIONS BY HORTUS OASIS 6/2/26.

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#1 06/02/2026

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Landscape Architect - LC2600315
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Landscape Designer
407.622.4886 ✆ fax 407.622.4887
1420 BERKSHIRE AVENUE
WINTER PARK, FL 32789
gpnfl@hortusoasis.com
www.hortusoasis.com

HORTUS OASIS

GRAPHIC SCALE
0 20 40 80
(IN FEET)
1 inch = 40ft.

Conditional Use Tree Mitigation Plan

The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:40
SHEET: L-4
TOTAL: L-4 of L-4

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NOTES

1	EXISTING LOADING DOCK
2	NEW STONE PLANTER EDGE
3	NEW MEDICAL OFFICE ENTRY PATH AND PERGOLA (OPEN AIR)
4	EXISTING BUILDING SOFFIT (ABOVE)
5	NEW CANTILEVER (ABOVE), REFER TO ELEVATIONS
6	NEW PLANTERS WITH GUARDRAILS AND DECORATIVE LIGHTING
7	WATER FEATURE
8	EXISTING PYLON SIGN
9	NEW FOLDING GLASS WALL SYSTEM WITH FRAME
10	NEW RESTAURANT PATIO CANTILEVERED RETRACTABLE AWNING (ABOVE), TRELLIS (OPEN AIR) WITH DECORATIVE LIGHTING AND HEATERS
11	NEW PERIMETER PLANTERS SECURED TO EXISTING PRECAST BENCH
12	EXISTING LIGHTS TO REMAIN

MAIN ENTRANCE

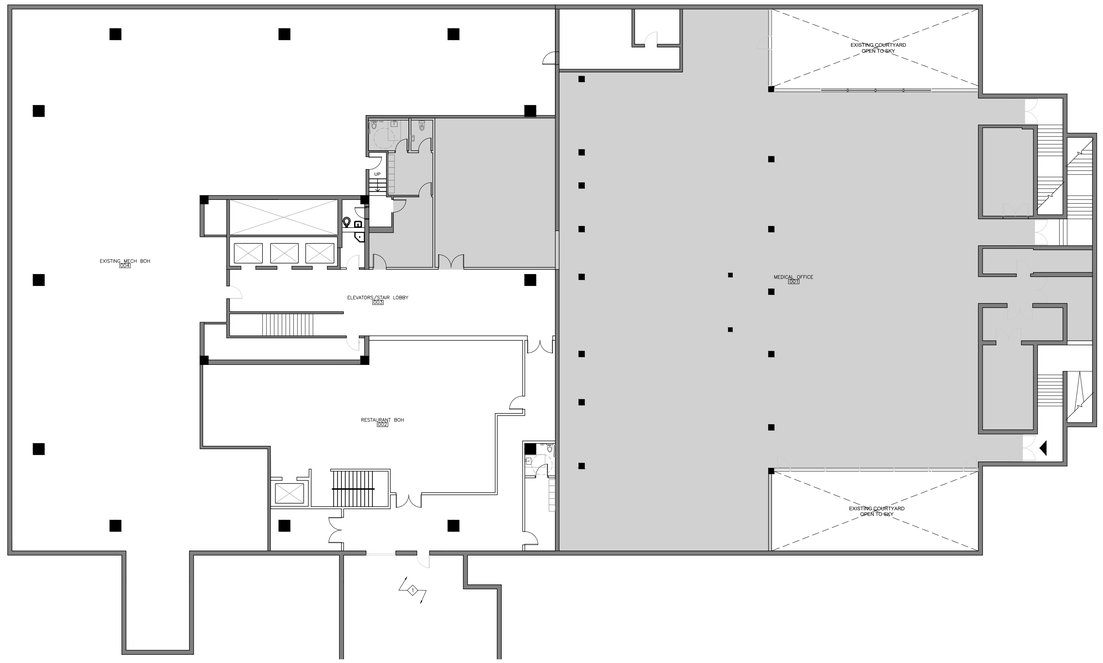
P-1 NEW PAVERS

LW1(EX) EXISTING STEP LIGHT

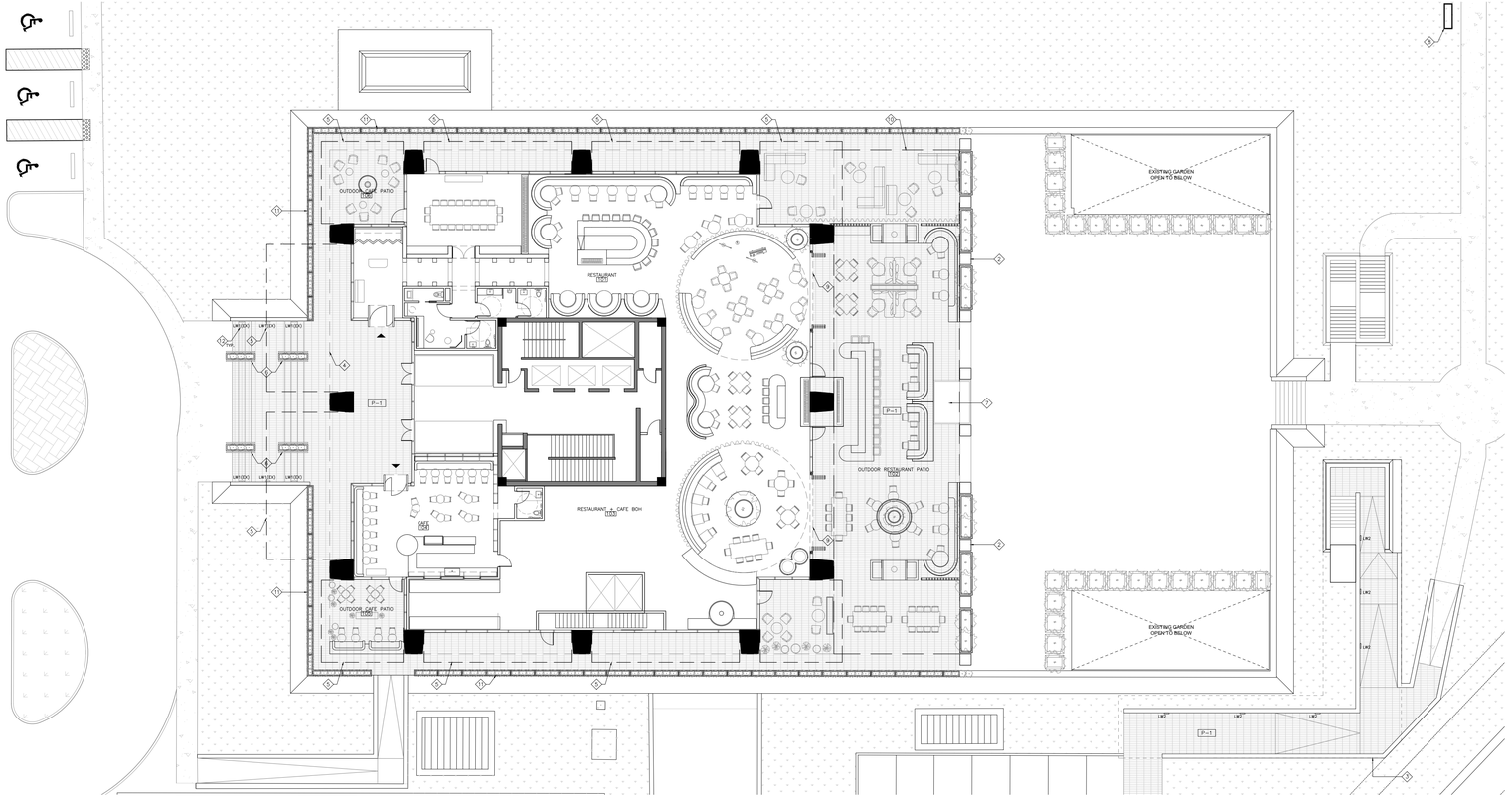
LW2 NEW LINEAR WALL RECESSED LIGHT

RESTAURANT SEAT COUNT
INTERIOR: 162 SEATS
EXTERIOR: 139 SEATS
TOTAL: 301 SEATS

CAFE SEAT COUNT
INTERIOR: 34 SEATS
EXTERIOR: 16 SEATS
TOTAL: 50 SEATS



2 1/8" = 1'-0" | Lower Level Plan



1 1/8" = 1'-0" | Ground Floor Plan

NORTH

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CONSULTANT

PROJECT NAME

THE HUB
RESTAURANT AT THE PLAZA
1560 N ORANGE AVE.
WINTER PARK, FL 32789

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		2026-05-04

PROJECT NUMBER

2505

SHEET NAME

FLOOR PLANS

SHEET NUMBER

SK01

LEGEND

E-PC	EXISTING PRECAST TO REMAIN (SAND BLASTED FINISH WHERE NOTED)
E-WW	EXISTING WINDOWS TO REMAIN
WDO1	NEW WOOD CLADDING
WDO2	NEW WOOD TRELLIS
STO1	NEW STONE PLANTER
CWO1	NEW STRUCTURAL SILICONE GLAZING (4 SIDES) WITH INSULATED GLAZED UNITS. VISION + BACK-PAINTED GLASS, OPERABLES AS INDCATED
	NEW VISION GLASS
	NEW BACK-PAINTED GLASS, (SHADOW BOX)
	NEW FOLDING GLASS WALL SYSTEM WITH FRAME

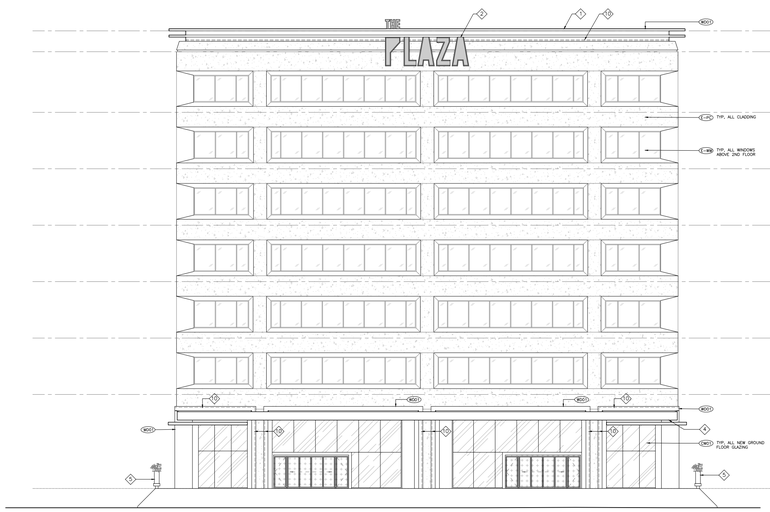
NOTES

1	CONTINUOUS PERIMETER ROOF CAP
2	NEW SIGNAGE ELEMENT, ILLUMINATED CHANNEL CUT, LETTERING
3	NEW TRELLIS (OPEN AIR) WITH DECORATIVE LIGHTING/HEATERS AND STONE PLANTER EDGE
4	NEW CANTILEVERED RETRACTABLE AWNING
5	NEW PERIMETER PLANTERS SECURED TO EXISTING PRECAST BENCH
6	NEW MEDICAL OFFICE ENTRY PATH AND PERGOLA (OPEN AIR) ABOVE
7	NEW PLANTERS WITH GUARDRAILS AND DECORATIVE LIGHTING
8	NEW CANTILEVER CANOPY
9	NEW MEDICAL OFFICE SIGNAGE
10	NEW CONCEALED LINEAR LIGHT STRIP (DECORATIVE)
11	REMOVED

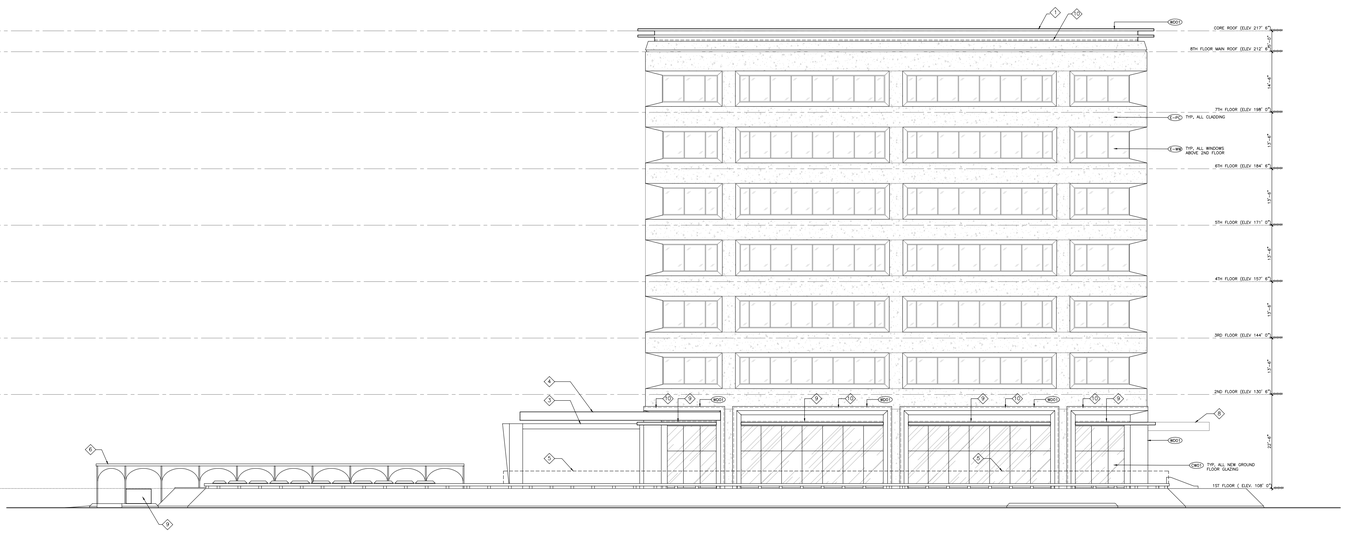
DECORATIVE LIGHTING NOTE:
ALL NEW EXTERIOR DECORATIVE LIGHTING IS INTEGRATED WITH EXISTING BUILDING ARCHITECTURE AND IS DESIGNED TO HIGHLIGHT NEW FACADE ELEMENTS WHILE MINIMIZING GLARE, HOT SPOTS, LIGHT TRESPASS AND SPILL LIGHT BEYOND THE PROPERTY LINE.



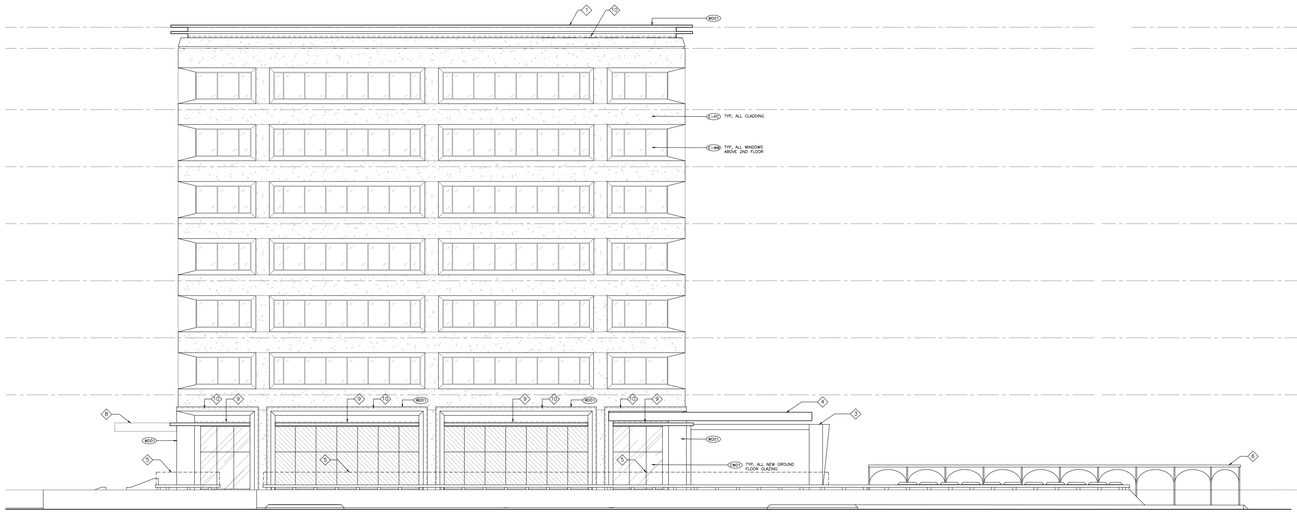
5 1/8" = 1'-0" | Elevation - North East (Patio)



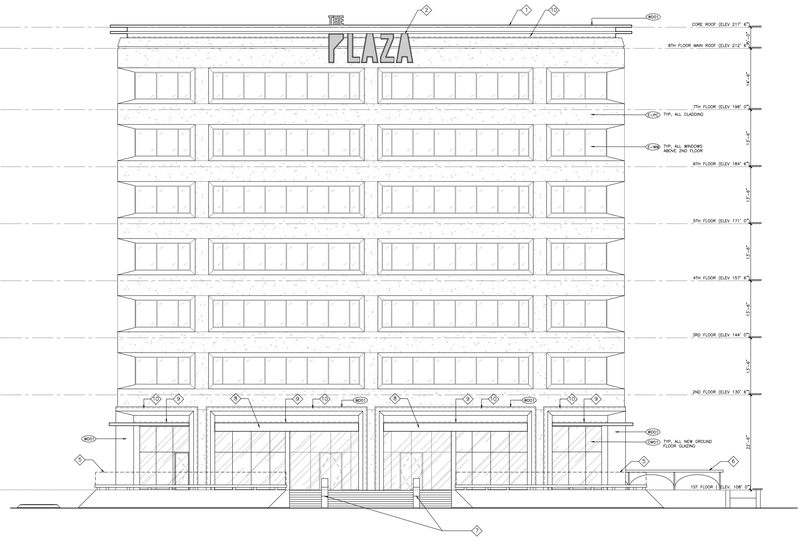
3 1/8" = 1'-0" | Elevation - North East



4 1/8" = 1'-0" | Elevation - North West



1 1/8" = 1'-0" | Elevation - South East



2 1/8" = 1'-0" | Elevation - South West

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WINTER PARK, FL 32789

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		2026-05-04

PROJECT NUMBER

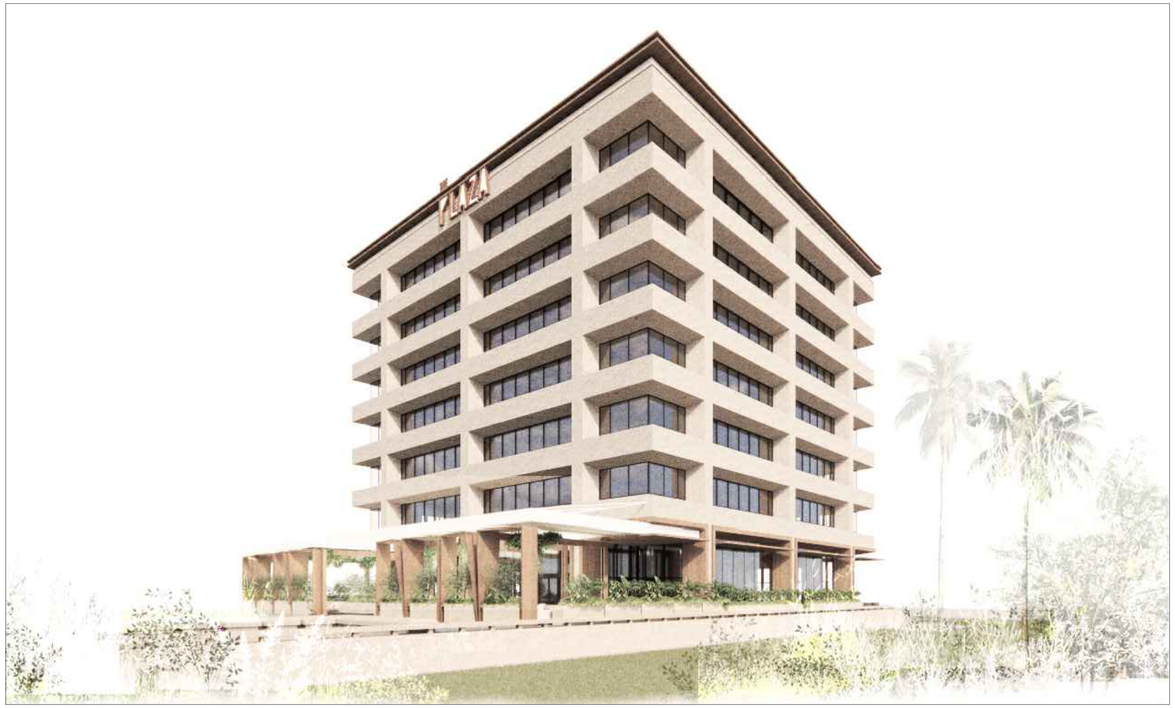
2505

SHEET NAME

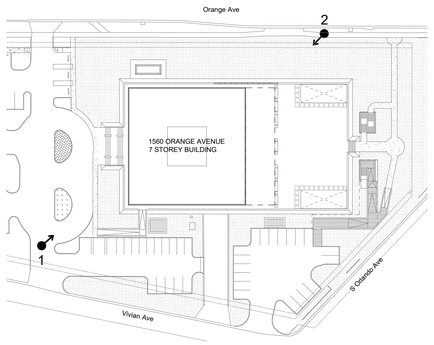
BUILDING ELEVATIONS

SHEET NUMBER

SK02



2 NTS | North View from Orange Ave



3 NTS | Key Plan



1 NTS | South View from Vivian Ave

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WINTER PARK, FL 32789

SEAL

REVISIONS

No.	DESCRIPTION	DATE
1		2026-05-04

PROJECT NUMBER

2505

SHEET NAME

BUILDING RENDERINGS

SHEET NUMBER

SK03

1560 Orange Avenue

City of Winter Park, FL

Traffic Impact Analysis

July 2026

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

1560 Orange Avenue

City of Winter Park, FL



This document has been digitally signed and sealed by James M. Taylor, P.E. on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Digitally signed by James M Taylor
Date: 2026.07.01 16:36:21 -04'00'

Prepared by:

Kimley-Horn and Associates, Inc.

July 2026

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Appendix C: FDOT Florida Traffic Online (FTO) Data

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Appendix F: Synchro Outputs

Appendix G: ITE Excerpt

Appendix H: CFRPMv7 Model Plot

Appendix I: Orange County Concurrency Segment LOS Summary

1.0 INTRODUCTION

Kimley-Horn has been retained by Demetree Global to analyze and document the traffic impacts associated with a proposed development in the City of Winter Park, Florida. The project is generally located in the southwest quadrant of the intersection of Orlando Avenue & Orange Avenue, as shown in **Figure 1**. This report has been performed based on the requirements of the City of Winter Park's Land Development Code, Article 3, Section 58-90 (k)(1).

Buildout for the proposed development is planned for 2028. The existing building on the project site is currently a 108,339 square-foot office building. The proposed development would make this building mixed-use with ±75,882 square feet of office, ±351 seats of restaurant (301 seats of fine dining and 50 seats of cafe), and ±13,367 square feet of medical office. There are two parking locations for this site:

1. Main Parking Lot – 258 Spaces
    - This lot is located on the same parcel adjacent to the existing building.
2. Lot Across Orange Avenue – 57 Spaces
    - The owner of the 1560 Orange Avenue parcel owns the lot across Orange Avenue. Access to this parking area is provided via Harmon Avenue.

Access to the 1560 Orange Avenue site will be provided via the following driveways:

- One (1) existing full access driveway on Orange Avenue
- One (1) existing right-in, right-out driveway on Orange Avenue
- Multiple driveways on Vivian Avenue
- One (1) existing full access driveway on Harmon Avenue (to access additional parking lot)

Project access locations are shown on the site plan provided in **Appendix A.**

1.1 STUDY AREA

Orange County's Concurrency Segment LOS Summary was used to review the roadway segments adjacent to the project location. The study area roadway segments include the following:

- Orange Ave from Clay Ave to Orlando Ave
- Orange Ave from Orlando Ave to Fairbanks Ave
- Orlando Ave from Orange Ave to Fairbanks Ave
- Mills Ave/Orlando Ave from Virginia Dr to Orange Ave

As stated in the methodology approved by the City of Winter Park, operational analysis at the following intersections, as shown in **Figure 1,** will be included in the analysis:

1. Orange Ave & Orlando Ave & Harmon Ave (Signal)
2. Orlando Ave & Vivian Ave (Full)
3. Orange Ave & Existing Driveway (Full)
4. Orange Ave & Existing Driveway (Right-In/Right-Out)
5. Harmon Ave & Parking Lot Driveway (Full)

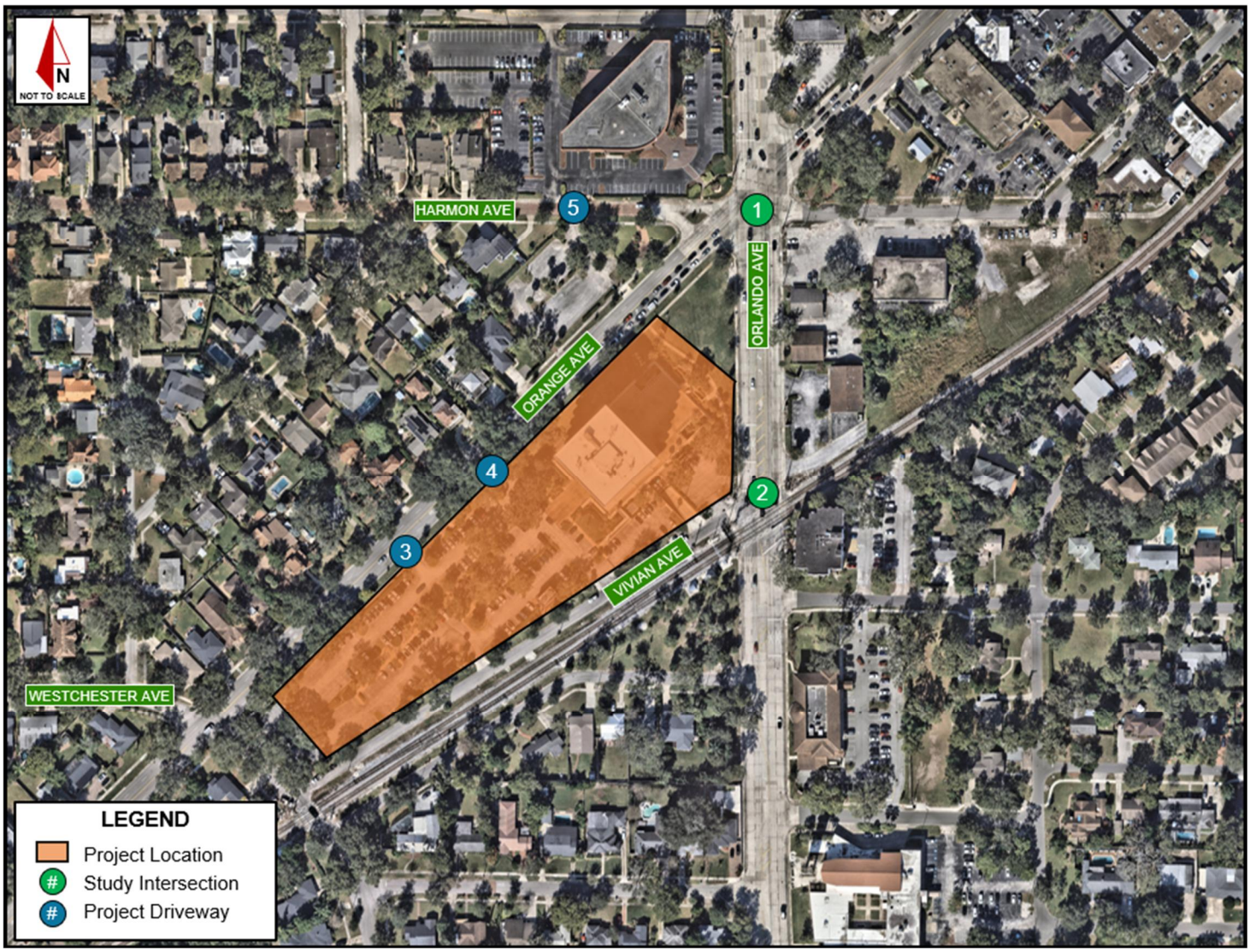


Figure 1: Project Location Map & Study Area Intersections

2.0 EXISTING ROADWAY CONDITIONS

The development is located in the southwest quadrant of Orlando Avenue (Section: 75030000), Orange Avenue (Section: 75040000), & Harmon Avenue. The posted speed at this intersection is 35 MPH. The FDOT Context Classification for Orlando Avenue & Orange Avenue is C4-Urban General. At this intersection, Orlando Avenue has an access classification of Class 6, while Orange Avenue is Class 7.

Based on the field-collected data at the intersection of Orlando Avenue & Orange Avenue, few vehicles on these roads are classified as heavy vehicles. Heavy vehicle percentages for both the northbound right and southwestbound through movements are 2% in the PM peak hour, and the heavy vehicle percentages for both the southbound and northeastbound through movements are 1% in the PM peak hour. All other approaches at this intersection had 0% heavy vehicles in the PM peak hour.

The intersection of Orlando Avenue & Orange Avenue is currently signalized, while Harmon Avenue is stop-controlled. The intersection currently operates with the following under existing conditions:

- Pedestrian facilities:
    - FDOT standard ladder-style crosswalks at both legs of Orlando Avenue
    - FDOT standard ladder-style crosswalks at both legs of Orange Avenue
    - FDOT standard ladder-style crosswalk at east leg of Harmon Ave and transverse-style crosswalk at west leg
    - Sidewalks on all approaches
- Turn Lanes:
    - 115-foot Northbound left-turn lane
    - 160-foot Southbound left-turn Lane
    - 315-foot Northeastbound left-turn Lane
    - 275-foot Southwestbound left-turn Lane

The intersection of Orlando Avenue & Vivian Avenue is currently stop-controlled, with a stop sign on the westbound approach of Vivian Avenue, which is one-way. There are also existing railroad signals on the north and southbound approaches of Orlando Avenue. The intersection currently operates with the following under existing conditions:

- Pedestrian facilities:
    - Sidewalks on the north and southbound approaches

3.0 FUTURE ROADWAY CONDITIONS

To assess future roadway conditions, the FDOT 2026-2030 Five-Year Work Program and the Orange County Accelerated Transportation Safety Program (ATSP) were reviewed. The following planned projects and improvements near the study area were identified:

- SR 527 from Clay Ave to S Orlando Ave: Safety Project (445691-1)
- SR 527/CR 527/SR 426 from North of Rollins St to Clay Ave: Pavement Only Resurface - Flex (452638-1)
- Clay St from W Fairbanks Ave to E Par St: Lighting (Orange County ATSP)

Because the listed projects do not change roadway capacity or geometry, they will not affect traffic operations at the study intersections and were excluded from the analysis.

4.0 EXISTING TRAFFIC CONDITIONS

4.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected on Tuesday, May 19, 2026 during the PM peak period (4:00 PM to 6:00 PM) at the following locations:

1. Orange Ave & Orlando Ave & Harmon Ave
2. Orlando Ave & Vivian Ave
3. Orange Ave & Existing Driveway (Full)

Raw TMC data is provided in **Appendix B**.

The counts were adjusted using 2025 seasonal factor data from Florida Department of Transportation's (FDOT) Florida Traffic Online (FTO) database. Relevant peak season conversion factor data is provided in **Appendix C**.

Turning movement volume development worksheets, which include adjusted existing (2026) turning movement volumes, are provided in **Appendix D.**

4.2 EXISTING INTERSECTION CONDITIONS

Intersection operational analyses were performed for existing (2026) conditions for the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM 7) with Synchro (v12) software procedures.

Signal timings for the intersection of Orange Avenue & Orlando Avenue & Harmon Avenue were provided by FDOT and incorporated into the operational analysis. The signal timing information is provided in **Appendix E**.

The intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for existing conditions during the PM peak hour are provided in **Table 1**. Synchro outputs are provided in **Appendix F**. **Figure 2** illustrates turning movement volumes for existing conditions at the study intersections.

All movements across the study intersections operate with movement volume-to-capacity (v/c) ratios under one (1.0) during the existing PM peak hour. However, deficient levels of service (LOS) were identified for the following approaches:

1. Orange Ave & Orlando Ave & Harmon Ave
   - Northeastbound Approach – LOS F
   - Southwestbound Approach – LOS F

Table 1: Existing (2026) Intersection Conditions (PM Peak Hour)

Existing Condition - 2026						
Intersection		**Control Type**	**Approach**	**PM Peak Hour**		
				Level of Service (overall delay)	**Max V/C Movement**	**Max V/C Ratio**
1	Orange Ave & Orlando Ave & Harmon Ave	Signalized	EB	A	EBR	0.01
			NB	D	NBT	0.48
			SB	D	SBL	0.83
			NEB	F	NEBT	0.92
			SWB	F	SWBL	0.75
			Overall	**E (64.8 s)**	**NEBT**	**0.92**
2	Orlando Ave & Vivian Ave	Unsignalized (TWSC)	EB	B	EBR	0.01
			WB	E	WBL/T/R	0.02
			NB(L)	B	NBL	0.01
			SB(L)	-	-	-
			Overall	**A (0.1 s)**	**WBL/T/R**	**0.02**
3	Orange Ave & Driveway #1	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.00
			NB	C	NBL/R	0.04
			Overall	**A (0.2 s)**	**NBL/R**	**0.04**
4	Orange Ave & Driveway #2	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	-	-	-
			NB	B	NBR	0.02
			Overall	**A (0.1 s)**	**NBR**	**0.02**

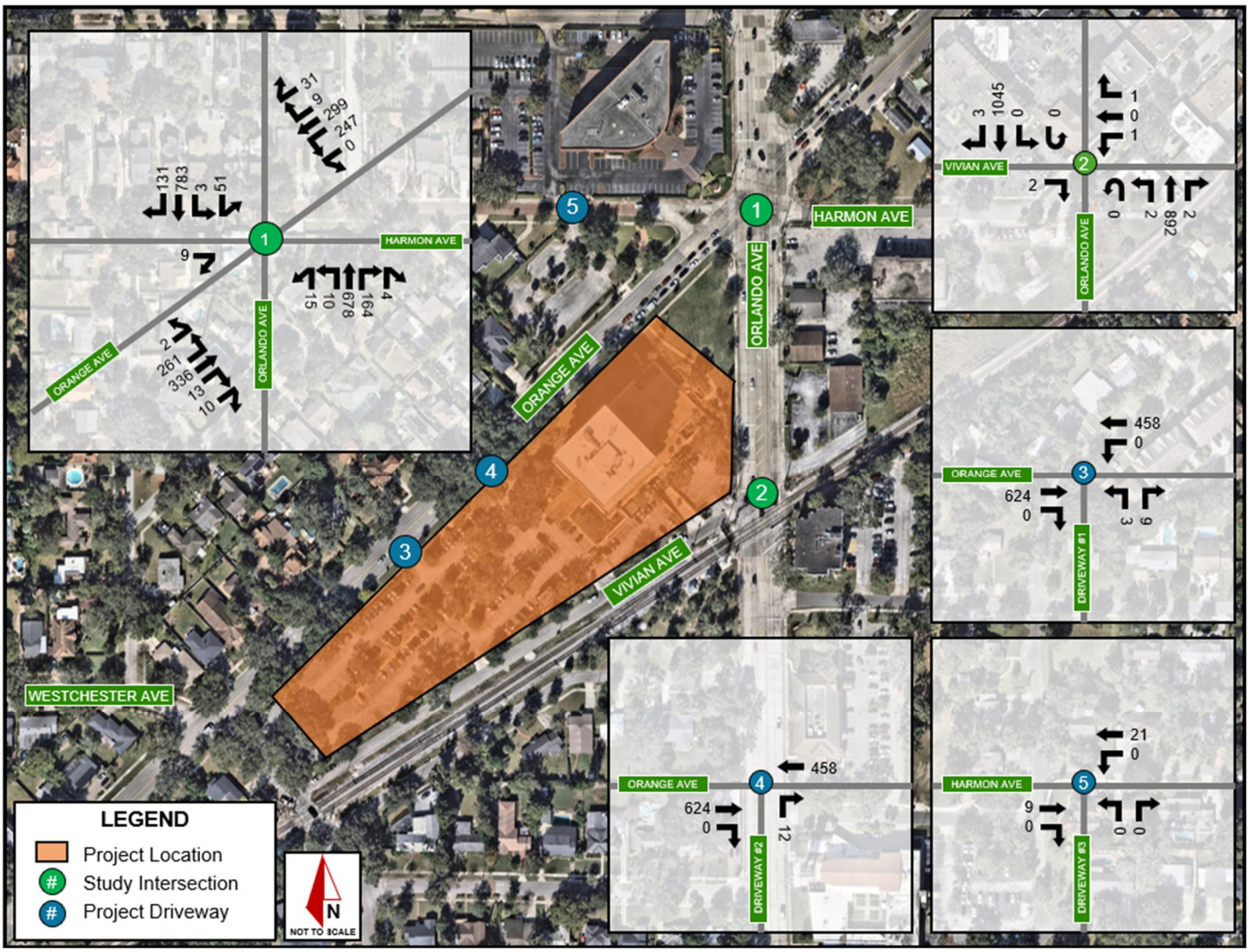


Figure 2: Existing (2026) Intersection Volumes

5.0 DEVELOPMENT TRAFFIC

The proposed development would make this building mixed-use, with ±75,882 square feet of office, ±351 seats of restaurant (301 seats of fine dining and 50 seats of cafe), and ±13,367 square feet of medical office. Buildout of the project is anticipated in year 2028. The latest industry standards were referenced to determine the new external trips to be generated by the site at buildout. The latest adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

5.1 TRIP GENERATION

Trip generation rates for the proposed development at buildout were calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition. The following land use codes (LUC) were used for the proposed development:

- LUC 710 – General Office Building
- LUC 931 – Fine Dining Restaurant
- LUC 720 – Medical-Dental Office Building.

Excerpts from the ITE Trip Generation Manual are provided in **Appendix G**.

At the request of City of Winter Park staff, no pass-by reduction was applied for the proposed Fine Dining land use.

The proposed development is anticipated to generate approximately 1,175 daily trips, 67 AM peak hour trips (10 inbound / 57 outbound), and 123 PM peak hour trips (83 inbound / 40 outbound). **Table 2** provides the daily, AM, and PM peak hour trip generation summaries for the project.

Table 2: Trip Generation Summary

Existing Land Use											
Daily	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	Daily Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**108.339**	KSF	T = 6.18 * X + 207.96	877	50%	439	50%	438	
	Total Generated Trips					**877**	**439**		**438**		
AM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	AM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**108.339**	KSF	T = 1.12 * X + 19.95	141	88%	124	12%	17	
	Total Generated Trips					**141**	**124**		**17**		
PM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**108.339**	KSF	T = 0.99 * X + 31.14	138	17%	23	83%	115	
	Total Generated Trips					**138**	**23**		**115**		

Proposed Redevelopment											
Daily	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	Daily Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**75.882**	KSF	T = 6.18 * X + 207.96	677	50%	339	50%	338	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = (0.33 * X) / 0.09	1,287	50%	644	50%	643	
	Medical-Dental Office Building	720	**13.367**	KSF	T = 40.60 * X - 75.15	468	50%	234	50%	234	
	Total Generated Trips					**2,432**	**1,217**		**1,215**		
	Internal Capture[3] =	15.6%	(see attached capture matrices)			380	190		190		
	Net External Trips					**2,052**	**1,027**		**1,025**		
AM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	AM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**75.882**	KSF	T = 1.12 * X + 19.95	105	88%	92	12%	13	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = 0.33 * X	116	33%	38	67%	78	
	Medical-Dental Office Building	720	**13.367**	KSF	ln (T) = 0.90 * ln (x) +1.33	39	78%	30	22%	9	
	Total Generated Trips					**260**	**160**		**100**		
	Internal Capture[3] =	20.0%	(see attached capture matrices)			52	26		26		
	Net External Trips					**208**	**134**		**74**		
PM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**75.882**	KSF	T = 0.99 * X + 31.14	106	16%	17	84%	89	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = 0.33 * X	116	67%	78	33%	38	
	Medical-Dental Office Building	720	**13.367**	KSF	T = 3.77 * X - 5.75	45	30%	14	70%	31	
	Total Generated Trips					**267**	**109**		**158**		
	Internal Capture[3] =	2.2%	(see attached capture matrices)			6	3		3		
	Net External Trips					**261**	**106**		**155**		

Difference of Trips (Proposed - Existing)			
Daily Net Trips	**1,175**	**588**	**587**
AM Peak Net Trips	**67**	**10**	**57**
PM Peak Net Trips	**123**	**83**	**40**

Notes: [1] *Vehicle trip rate and directional splits per ITE Trip Generation, 12th Edition.*

[2] *LUC 931 (Fine Dining Restaurant) does not provide a Daily and AM peak hour rate based on seats. The Daily rate was determined by multiplying the PM peak hour rate by 10 and having a 50/50 directional split. The AM peak hour rate utlized the same rate as the PM peak hour but the directional splits were switched.*

[3] *Internal Capture based on ITE Trip Generation Handbook, 3rd Edition, Internal Capture Reduction Calculation Spreadsheet.*

5.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with the use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the District 5 Regional Planning Model (CFRPMv7) model set and situated within the existing roadway network. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic based on engineering judgment. The resulting model plot showing percentage of daily project distribution is provided in **Appendix H**.

Daily model project distribution was referenced to manually assign project distribution at study area intersections in general accordance with the model output. **Figure 3** shows the project trip distribution for the proposed development within the study area. The distribution was provided to City Staff as part of the methodology correspondence, and no comments were received.

5.3 TRIP ASSIGNMENT

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 4** shows the project assignment generated by the proposed development within the study area.

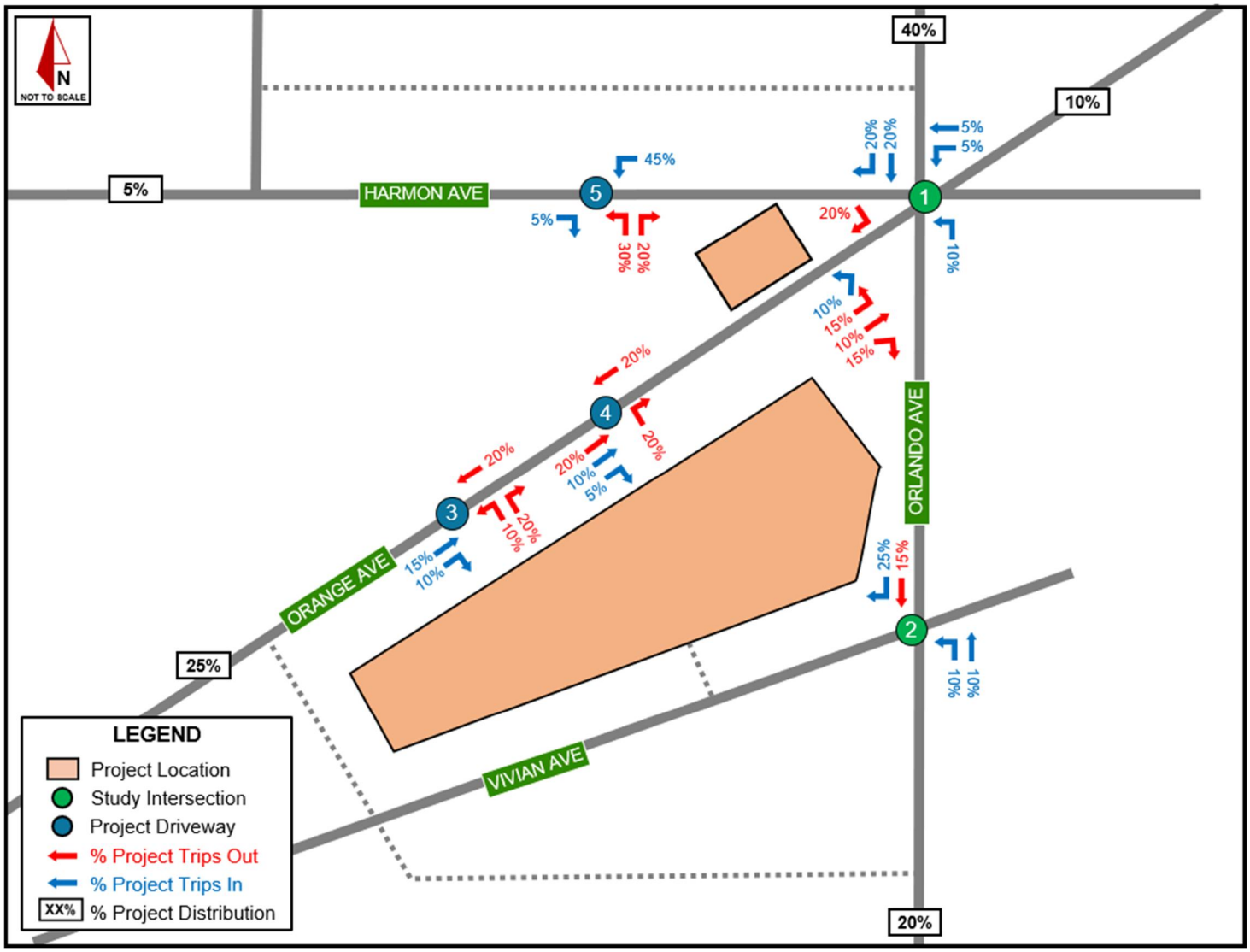


Figure 3: Project Trip Distribution

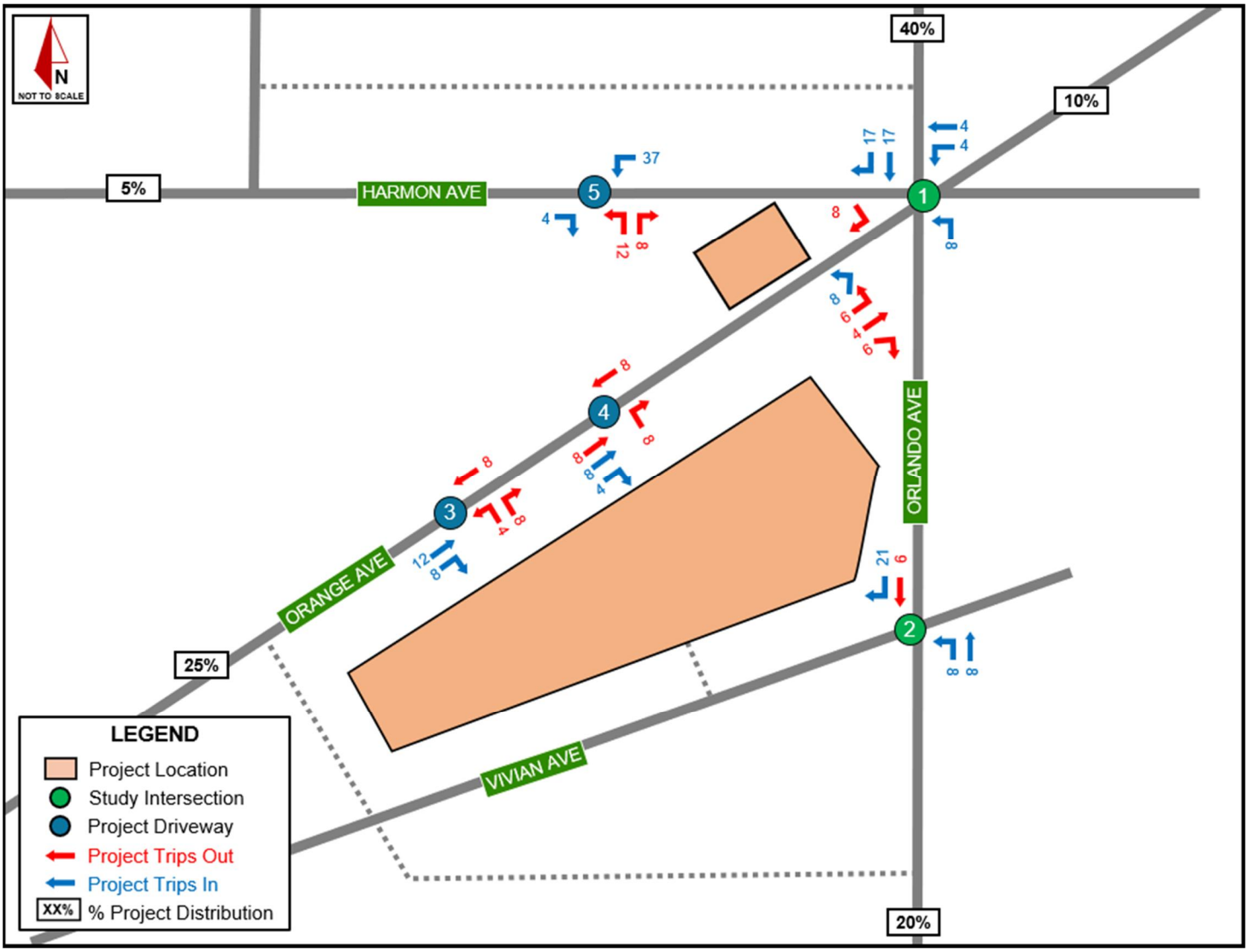


Figure 4: Project Trip Assignment

6.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2028

6.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for Year 2028 background conditions without the impact of project trips on the roadway network. An adjusted 1.0% growth rate was applied to the existing traffic volumes and segment analysis. This growth rate was calculated by using 10-year AADT data provided by FDOT's Florida Traffic Online (FTO) Database and taking the weighted average of four (4) road segment growth rates at the intersection of Orlando Avenue & Orange Avenue.

Background growth is shown in the intersection turning movement volume development worksheets provided in **Appendix D.**

6.2 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for background (2028) conditions for the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM 7) with Synchro (v12) software. **Figure 5** illustrates turning movement volumes for background conditions at the study intersections. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for background conditions during the PM peak hour are provided in **Table 3**. Synchro outputs are provided in **Appendix F**.

As shown in **Table 3**, the study intersections continue to operate with volume-to-capacity (v/c) ratios less than one (1.0) during the PM peak hour. However, deficient levels of service (LOS) continue at the following existing deficient approaches:

1. Orange Ave & Orlando Ave & Harmon Ave
    - Northeastbound Approach – LOS F
    - Southwestbound Approach – LOS F

All other movements across study intersections are anticipated to operate efficiently under background (2028) conditions in the PM peak hour.

Table 3: Background (2028) Intersection Conditions (PM Peak Hour)

Background Condition - 2028						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Ave & Orlando Ave & Harmon Ave	Signalized	EB	A	EBR	0.01
			NB	D	NBT	0.49
			SB	D	SBL	0.85
			NEB	F	NEBT	0.92
			SWB	F	SWBL	0.75
			Overall	**E (65.3 s)**	**NEBT**	**0.92**
2	Orlando Ave & Vivian Ave	Unsignalized (TWSC)	EB	B	EBR	0.01
			WB	E	WBL/T/R	0.03
			NB(L)	B	NBL	0.01
			SB(L)	-	-	-
			Overall	**A (0.1 s)**	**WBL/T/R**	**0.03**
3	Orange Ave & Driveway #1	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.00
			NB	C	NBL/R	0.04
			Overall	**A (0.2 s)**	**NBL/R**	**0.04**
4	Orange Ave & Driveway #2	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	-	-	-
			NB	B	NBR	0.02
			Overall	**A (0.1 s)**	**NBR**	**0.02**

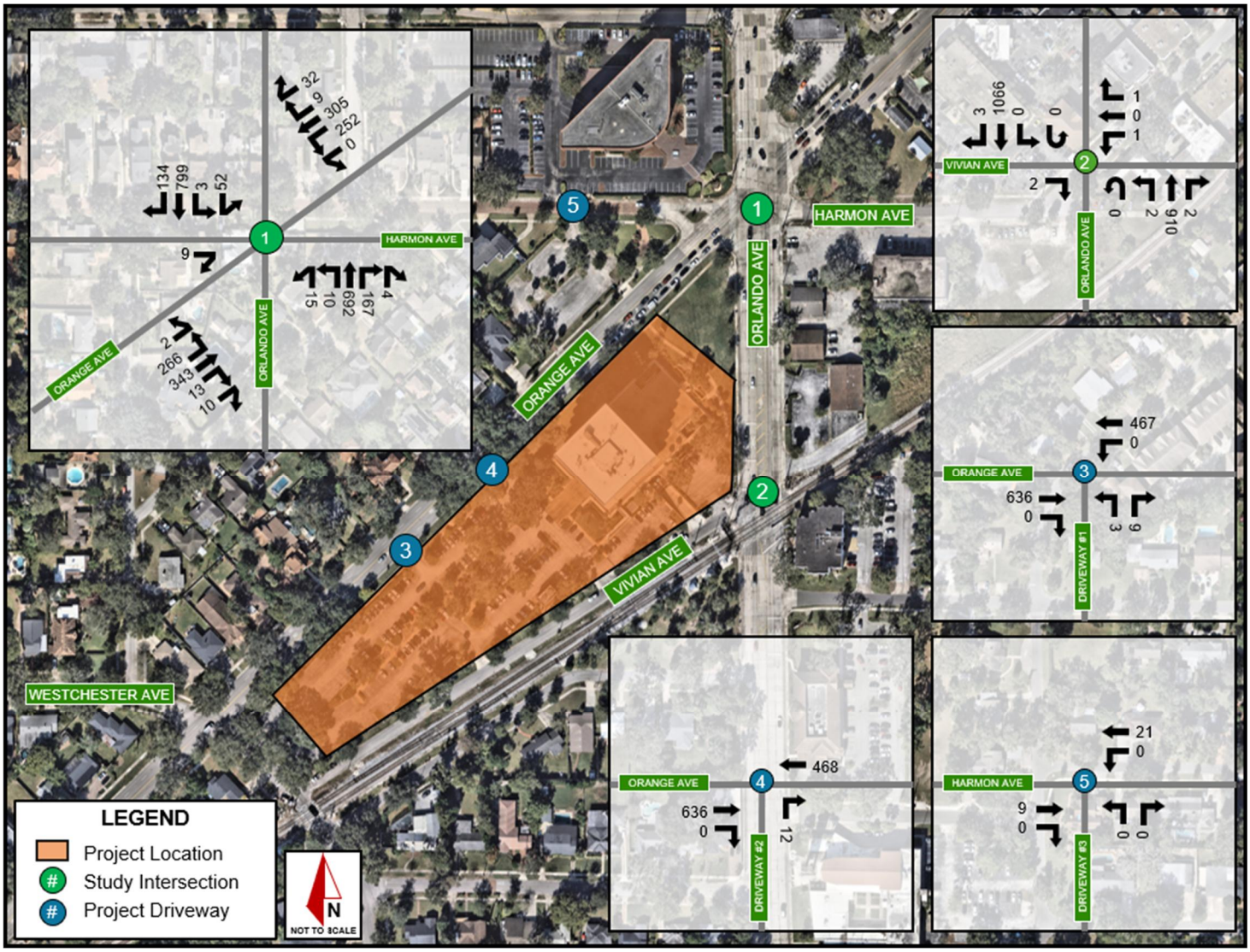


Figure 5: Background (2028) Intersection Volumes

7.0 FUTURE CONDITIONS ANALYSIS – YEAR 2028

7.1 FUTURE TRAFFIC

Future traffic conditions for the proposed development were evaluated for year 2028 buildout conditions. Buildout volumes were developed by adding anticipated project trips to year 2028 background volumes. Intersection turning movement volume development worksheets for all intersections are provided in **Appendix D.**

7.2 FUTURE INTERSECTION ANALYSIS

Intersection operational analyses were performed for buildout (2028) conditions for the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* (HCM 7) with Synchro (v12) software.

Figure 6 illustrates turning movement volumes for buildout conditions at the study intersections. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for buildout conditions during the PM peak hour are provided in **Table 4**. Synchro outputs are provided in **Appendix F**.

As shown in **Table 4**, the study intersections are anticipated to operate similarly to existing and background operations. The following approaches operate with a deficient level of service (LOS) under existing, background, and buildout conditions:

1. Orange Ave & Orlando Ave & Harmon Ave
- Northeastbound Approach – LOS F
- Southwestbound Approach – LOS F

No new deficiencies were identified at the study intersections as a result of project traffic.

Table 4: Buildout (2028) Intersection Conditions (PM Peak Hour)

Buildout Condition - 2028						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Ave & Orlando Ave & Harmon Ave	Signalized	EB	A	EBR	0.02
			NB	D	NBL	0.51
			SB	D	SBL	0.85
			NEB	F	NEBT	0.93
			SWB	F	SWBL	0.75
			Overall	**E (66.1 s)**	**NEBT**	**0.93**
2	Orlando Ave & Vivian Ave	Unsignalized (TWSC)	EB	B	EBR	0.01
			WB	E	WBL/T/R	0.03
			NB(L)	B	NBL	0.02
			SB(L)	-	-	-
			Overall	**A (0.3 s)**	**WBL/T/R**	**0.03**
3	Orange Ave & Driveway #1	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.00
			NB	C	NBL/R	0.08
			Overall	**A (0.4 s)**	**NBL/R**	**0.08**
4	Orange Ave & Driveway #2	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	-	-	-
			NB	B	NBR	0.03
			Overall	**A (0.2 s)**	**NBR**	**0.03**
5	Harmon Ave & Driveway #3	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL	0.02
			NB	A	NBL/R	0.02
			Overall	**A (4.9 s)**	**WBL**	**0.02**



Figure 6: Buildout (2028) Intersection Volumes

8.0 ROAD SEGMENT ANALYSIS

A PM peak hour roadway segment analysis was performed for segments adjacent to the project to determine existing, background, and buildout conditions. The following roadway segments were analyzed:

- Orange Ave from Clay Ave to Orlando Ave
- Orange Ave from Orlando Ave to Fairbanks Ave
- Orlando Ave from Orange Ave to Fairbanks Ave
- Mills Ave/Orlando Ave from Virginia Dr to Orange Ave

Existing volumes for the roadway segment listed above were referenced from the latest Orange County Concurrency Segment LOS Summary, included in **Appendix I**. Consistent with the intersection operational analysis, background (2028) peak hour volumes were derived by adding a 1.0% annual growth to existing (2026) volumes over two years. Buildout (2028) peak hour volumes were determined by applying project traffic to background (2028) directional peak hour volumes. The projected traffic volumes on the study roadway segments were compared to the adopted peak hour, peak direction service volume. The existing PM roadway segment analysis is detailed in **Table 5**. The background PM roadway segment analysis is detailed in **Table 6**. The total buildout PM roadway segment analysis is detailed in **Table 7**.

While both segments of Orange Avenue are expected to operate at acceptable levels of service under existing, background, and buildout conditions, the segments on Orlando Avenue and Mills Avenue/Orlando Avenue currently exceed capacity based on 2026 PM peak hour volumes.

No new roadway segment deficiencies were identified as a result of the proposed development.

Table 5: Existing Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Roadway Attributes [1]				Peak Hour Directional Capacity [2]	Existing PM Peak Traffic Conditions		
From	To	Capacity Group	Area Type	Min LOS	Number of Lanes		Peak Direction	Volume [3]	V/C Ratio
Orange Ave									
Clay Ave	Orlando Ave	Class II	U	E	2*	1,190	NB	773	0.65
Orlando Ave	Fairbanks Ave	Class II	U	E	4	1,700	SB	833	0.49
Orlando Ave									
Orange Ave	Fairbanks Ave	Class II	U	E	4	1,700	SB	1,768	1.04
Mills Ave / Orlando Ave									
Virginia Dr	Orange Ave	Class II	U	E	4	1,700	NB	1,976	1.16

Notes:

1. The roadway attributes were obtained from the latest OCCMS Roadway LOS Report 2026.

2. Peak hour directional service capacities were determined using the sources listed in Note 1.

3. Existing PM peak traffic volumes determined from source listed in Note 1.

**Number of lanes updated to reflect recent lane repurposings not included in OCCMS Roadway LOS Report. Peak hour directional capacity was determined from the FDOT 2023 Q/LOS Handbook .*

Table 6: Background Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Peak Hour Directional Capacity [1]	Existing PM Peak Traffic Conditions		Applied Growth Rate (2026 - 2028)[2]	2028 Background PM Peak Hour Traffic Conditions	
From	To		Peak Direction	Volume		Volume[3]	V/C Ratio
Orange Ave							
Clay Ave	Orlando Ave	1,190	NB	773	1.0%	788	0.66
Orlando Ave	Fairbanks Ave	1,700	SB	833	1.0%	850	0.50
Orlando Ave							
Orange Ave	Fairbanks Ave	1,700	SB	1,768	1.0%	1,803	1.06
Mills Ave / Orlando Ave							
Virginia Dr	Orange Ave	1,700	NB	1,976	1.0%	2,016	1.19

Notes:

1. Peak hour directional service capacities were obtained from the latest OCCMS Roadway LOS Report 2026 and FDOT 2023 Q/LOS Handbook.

2. A 1.0% growth rate was applied, as agreed upon with the City of Winter Park.

3. Future non-project traffic volumes are the summation of existing peak PM volumes and background growth.

Table 7: Buildout Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Peak Hour Directional Capacity [1]	2028 Background PM Peak Hour Traffic Conditions	PM Peak Hour Project Traffic		2028 Buildout PM Peak Traffic Conditions	
From	To		Volume	Assign[2]	Project Trips	Volumes[3]	V/C Ratio
Orange Ave							
Clay Ave	Orlando Ave	1,190	788	25%	31	819	0.69
Orlando Ave	Fairbanks Ave	1,700	850	10%	12	862	0.51
Orlando Ave							
Orange Ave	Fairbanks Ave	1,700	1,803	40%	49	1,852	1.09
Mills Ave / Orlando Ave							
Virginia Dr	Orange Ave	1,700	2,016	20%	25	2,041	1.20

Notes:

1. Peak hour directional service capacities were obtained from the latest OCCMS Roadway LOS Report 2026 and FDOT 2023 Q/LOS Handbook.

2. The percent project traffic assignment was calculated as the maximum across the segment.

3. The buildout project traffic volumes are the summation of background traffic and project traffic.

9.0 SITE OPERATIONS AND CONSIDERATIONS

9.1 USE OF PARKING LOT ACROSS ORANGE AVENUE

In addition to the main parking lot, which provides 258 spaces and is adjacent to the project building, the owner of the 1560 Orange Avenue parcel owns the lot across Orange Avenue. This parking lot is accessed via Harmon Avenue and provides 57 additional spaces, which will be used by the employees of the proposed restaurant at 1560 Orange Avenue. Meanwhile, restaurant patrons will be directed to use the on-site parking lot. The applicant will coordinate with the City on potential signage in each parking lot.

9.2 CROSSING ORANGE AVENUE FOR SECONDARY PARKING

Employees may cross Orange Avenue via the existing signalized crosswalk at the traffic signal of Orange Avenue & Orlando Avenue. After traveling north on this crosswalk, users would travel southwest on the unsignalized crosswalk on Harmon Avenue towards the employee parking lot. There are existing sidewalks on each of these approaches connecting the parking lots and crosswalks.

9.3 VALET OPERATION

Valet will operate as needed in the primary parking lot during peak periods. Rideshare can occur at the drop off area at the building's south entrance, as shown on site plan. Loading and delivery activities are not anticipated to conflict with valet or rideshare operations, as there is a dedicated loading zone and entrance off Vivian Avenue on the building's east side.

10.0 CONCLUSION

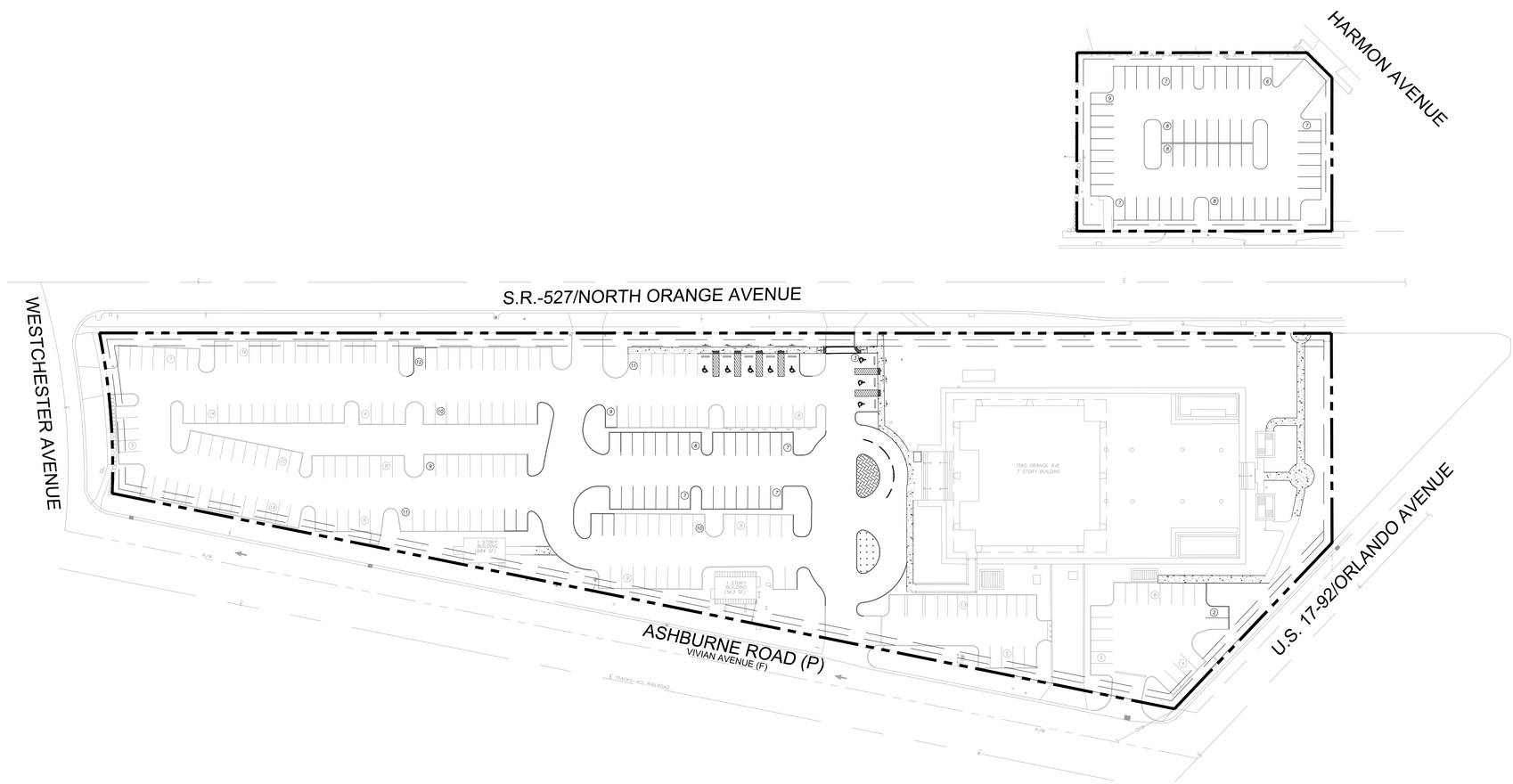
This analysis was performed to analyze the traffic impacts associated with the proposed development at the 1560 Orange Avenue building in the City of Winter Park, Florida. The project is generally located in the southwest quadrant of the intersection of Orlando Avenue & Orange Avenue. The proposed redevelopment would make this building mixed-use, with ±75,882 square feet of office, ±351 seats of restaurant (301 seats of fine dining and 50 seats of cafe), and ±13,367 square feet of medical office. Buildout of the project is anticipated in year 2028.

The proposed development is anticipated to generate approximately 1,175 daily trips, 67 AM peak hour trips (10 inbound / 57 outbound), and 123 PM peak hour trips (83 inbound / 40 outbound) based upon trip generation potential developed using ITE's *Trip Generation Manual, 12th Edition*. Project trips were distributed onto the surrounding existing roadway network using the latest adopted regional travel demand model with manual adjustments to account for trips traveling to and from the nearby residential development, as agreed upon with City of Winter Park staff.

A roadway segment analysis was performed on four segments along Orange Avenue and Orlando Avenue adjacent to the project site. While both segments of Orange Avenue are expected to operate at acceptable levels of service under existing, background, and buildout conditions, the segments on Orlando Avenue and Mills Avenue/Orlando Avenue currently exceed capacity based on 2026 PM peak hour volumes. Therefore, no new roadway segment deficiencies were identified as a result of the proposed development.

Operational analyses of existing, background, and buildout conditions were performed at intersections and driveways within the study area. Two approaches at the intersection of Orange Ave & Orlando Ave & Harmon Ave currently operate at LOS F under existing 2026 conditions. This failing LOS persists under background and buildout scenarios and is not due to new project trips. The remainder of movements across all intersections are anticipated to operate efficiently under buildout (2028) conditions in the PM peak hour. Therefore, no new operational deficiencies were identified as a result of the proposed development.

APPENDIX A
Site Plan



GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
- (9) EXISTING PARKING COUNT NUMBER

SITE DATA

TOTAL SITE AREA:	±5.32 AC (±231,739 SQFT)
PARCEL "A"	±4.67 AC (±203,425 SQFT)
PARCEL "B"	±0.65 AC (±28,314 SQFT)
PARCEL "A" ID:	12-22-29-6432-08-010
PARCEL "B" IDS:	12-22-29-6432-07-010 12-22-29-6432-07-030 12-22-29-6432-07-040
FUTURE LAND USE:	OFFICE PROFESSIONAL/SINGLE FAMILY
EXISTING ZONING:	O-1/R-3
EXISTING USE:	OFFICE/PARKING LOT
PROPOSED USE:	OFFICE/RESTAURANT/ MEDICAL OFFICE/PARKING LOT
EXISTING BUILDING HEIGHT:	7 STORIES
EXISTING TOTAL BUILDING AREA:	108,339 SQFT
PROPOSED TOTAL BUILDING AREA:	108,339 SQFT
OFFICE	78,022 SQFT
RESTAURANT	16,611 SQFT
MEDICAL OFFICE	13,706 SQFT
MAXIMUM ALLOWED IMPERVIOUS:	85% OF PROJECT TOTAL AREA
EXISTING PERVIOUS AREA:	1.74 AC (32.7% OF PROJECT TOTAL)
EXISTING IMPERVIOUS AREA:	3.58 AC (67.3% OF PROJECT TOTAL)
PROPOSED PERVIOUS AREA:	1.65 AC (31.0% OF PROJECT TOTAL)
PROPOSED IMPERVIOUS AREA:	3.67 AC (69.0% OF PROJECT TOTAL)

DIMENSION REGULATIONS

*(PER CITY OF WINTER PARK LDC CH. 58, ART. III, SEC. 58-72)

		REQUIRED	PROVIDED
BUILDING SETBACKS:			
FRONT	(SOUTH)	10'	95'
SIDE	(EAST)	0'	73'
SIDE	(WEST)	10'	665'
REAR	(NORTH)	10'	47'
PARKING SETBACK:			
FRONT	(SOUTH)	5'	5'
SIDE	(EAST)	5'	5'
SIDE	(WEST)	5'	5'
REAR	(NORTH)	5'	5'

NOTES

1. PLEASE REFER TO THE PARKING STUDY FOR PARKING RELATED INFORMATION.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: (407) 898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 05/12/2026

KHA PROJECT 249816000	DATE 05/12/2026	SCALE AS SHOWN	
DESIGNED BY	JW	DRAWN BY	JW
CHECKED BY	BS		

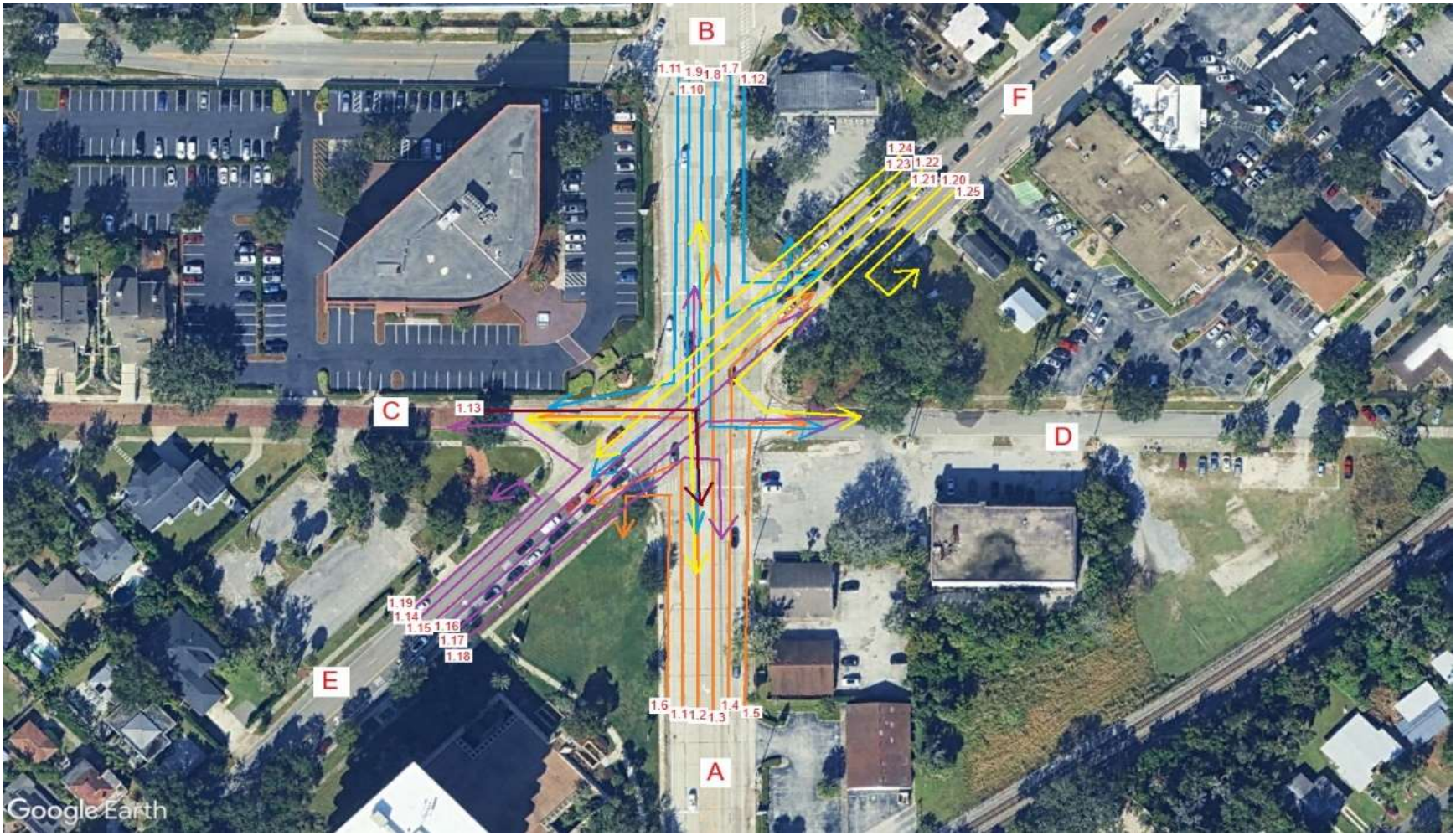
OVERALL DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-1

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B
1.11
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F
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E
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1.11.2
1.3
1.4
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A
Google Earth

APPENDIX B
Raw Turning Movement Count (TMC) Data

File Name: Winter Park, FL
Intersection: Orange Ave & Orlando Ave & Harmon Ave
Class: All Classes
Start Date: 5/19/2026
Start Time: 1600 - 1800
Weather: Mostly Cloudy & 81 F

	SB						WB						NB						EB						NE						SW					
	S Orlando Ave						Harmon Ave (East)						FL-15 S Orlando Ave						Harmon Ave (West)						FL-527 Orange Ave						FL-527 N Orange Ave					
	From North						From East						From South						From West						From Southwest						From Northeast					
Start Time	Left 1.7	Left 1.8	Thru 1.9	Right 1.10	Right 1.11	U-Turn 1.12							Left 1.1	Left 1.2	Thru 1.3	Right 1.4	Right 1.5	U-Turn 1.6					Right 1.13		Left 1.14	Left 1.15	Thru 1.16	Right 1.17	Right 1.18	U-Turn 1.19	Left 1.20	Left 1.21	Thru 1.22	Right 1.23	Right 1.24	U-Turn 1.25
04:00 PM	4	1	125	33	0	0	0	0	0	0	0	0	0	0	116	26	0	0	0	0	0	0	2	0	0	65	69	5	3	0	0	74	78	0	18	0
04:15 PM	6	5	273	48	0	0	0	0	0	0	0	0	2	1	218	60	1	0	0	0	0	0	5	0	0	69	74	0	4	0	0	56	51	0	4	0
04:30 PM	3	7	202	42	0	0	0	0	0	0	0	0	3	1	173	35	1	0	0	0	0	0	2	0	0	63	75	2	2	0	0	74	87	0	8	0
04:45 PM	12	2	192	44	1	0	0	0	0	0	0	0	2	1	175	38	1	0	0	0	0	0	3	0	0	69	104	3	2	0	0	55	61	1	12	0
05:00 PM	11	1	115	23	0	0	0	0	0	0	0	0	6	3	147	46	0	0	0	0	0	0	4	0	1	44	69	2	4	0	0	68	75	0	10	0
05:15 PM	15	2	234	37	0	0	0	0	0	0	0	0	4	5	210	42	0	0	0	0	0	0	3	0	1	90	116	3	0	0	0	60	74	4	11	0
05:30 PM	7	0	175	21	0	0	0	0	0	0	0	0	4	1	141	36	1	0	0	0	0	0	1	0	0	65	100	5	2	0	0	56	81	2	7	0
05:45 PM	18	0	259	50	0	0	0	0	0	0	0	0	1	1	180	40	3	0	0	0	0	0	1	0	0	62	51	3	4	0	0	63	69	3	3	0

Peak Hour Turning Movement Count

Winter Park, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 19, 2026		
Mostly Cloudy		81°F
Period	1600 - 1800	**APPLY**
Peak Hour	1615 - 1715	**APPLY**
Global PH	1615 - 1715	**APPLY**

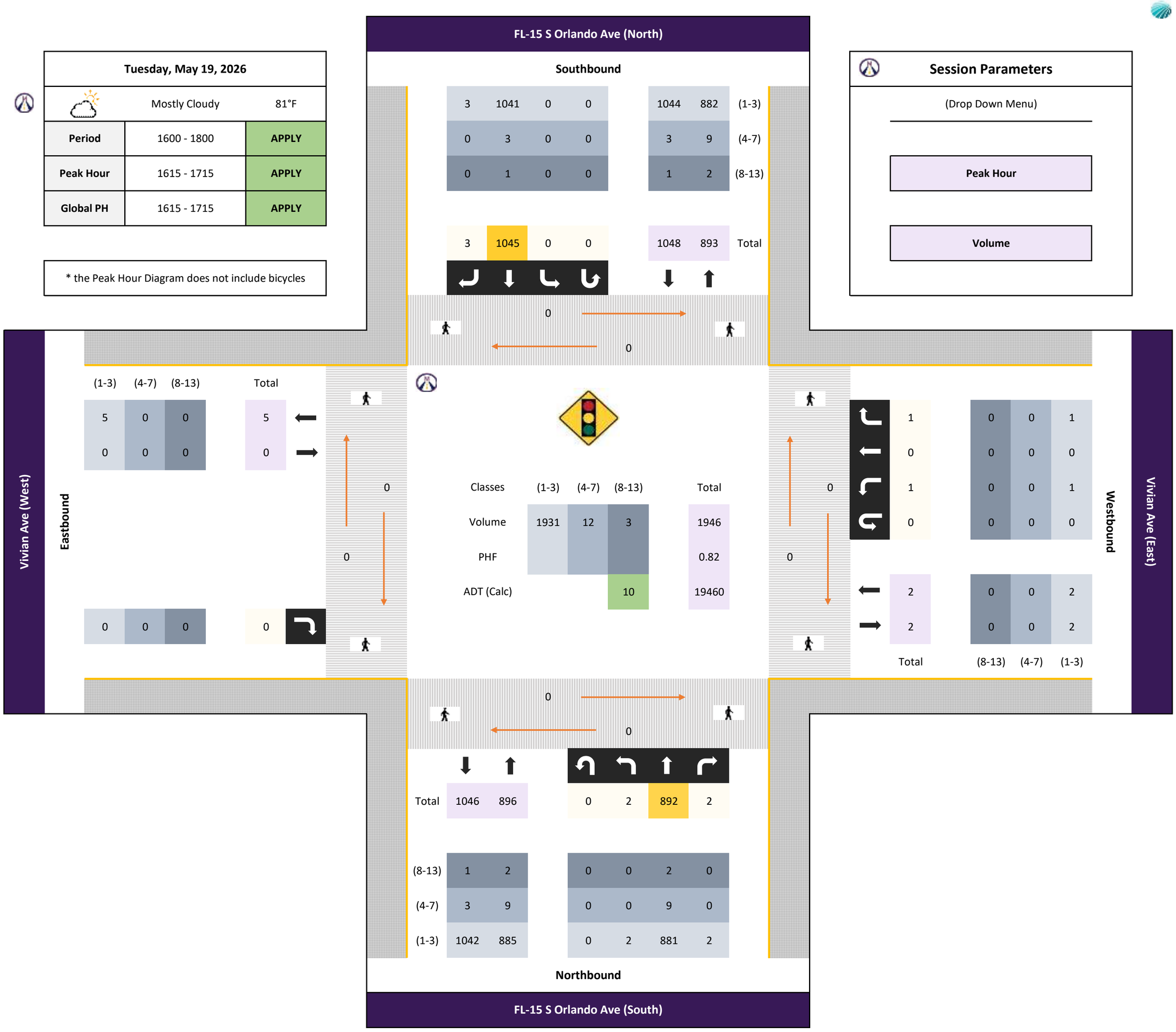
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Peak Hour Turning Movement Count

Click here for Map

Winter Park, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 19, 2026		
Mostly Cloudy		81°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1615 - 1715	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



APPENDIX C
FDOT Florida Traffic Online (FTO) Data

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

	WEEK	DATES	SF	PSCF
	1	01/01/2025 - 01/04/2025	1.02	1.04
	2	01/05/2025 - 01/11/2025	1.04	1.06
	3	01/12/2025 - 01/18/2025	1.06	1.08
	4	01/19/2025 - 01/25/2025	1.04	1.06
	5	01/26/2025 - 02/01/2025	1.02	1.04
	6	02/02/2025 - 02/08/2025	1.01	1.03
*	7	02/09/2025 - 02/15/2025	0.99	1.01
*	8	02/16/2025 - 02/22/2025	0.99	1.01
*	9	02/23/2025 - 03/01/2025	0.98	1.00
*	10	03/02/2025 - 03/08/2025	0.98	1.00
*	11	03/09/2025 - 03/15/2025	0.97	0.99
*	12	03/16/2025 - 03/22/2025	0.97	0.99
*	13	03/23/2025 - 03/29/2025	0.97	0.99
*	14	03/30/2025 - 04/05/2025	0.97	0.99
*	15	04/06/2025 - 04/12/2025	0.97	0.99
*	16	04/13/2025 - 04/19/2025	0.97	0.99
*	17	04/20/2025 - 04/26/2025	0.98	1.00
*	18	04/27/2025 - 05/03/2025	0.99	1.01
*	19	05/04/2025 - 05/10/2025	0.99	1.01
	20	05/11/2025 - 05/17/2025	1.00	1.02
	21	05/18/2025 - 05/24/2025	1.00	1.02
	22	05/25/2025 - 05/31/2025	1.00	1.02
	23	06/01/2025 - 06/07/2025	1.00	1.02
	24	06/08/2025 - 06/14/2025	1.00	1.02
	25	06/15/2025 - 06/21/2025	1.00	1.02
	26	06/22/2025 - 06/28/2025	1.00	1.02
	27	06/29/2025 - 07/05/2025	1.01	1.03
	28	07/06/2025 - 07/12/2025	1.01	1.03
	29	07/13/2025 - 07/19/2025	1.01	1.03
	30	07/20/2025 - 07/26/2025	1.01	1.03
	31	07/27/2025 - 08/02/2025	1.00	1.02
	32	08/03/2025 - 08/09/2025	1.00	1.02
	33	08/10/2025 - 08/16/2025	1.00	1.02
	34	08/17/2025 - 08/23/2025	1.00	1.02
	35	08/24/2025 - 08/30/2025	1.00	1.02
	36	08/31/2025 - 09/06/2025	1.00	1.02
	37	09/07/2025 - 09/13/2025	1.01	1.03
	38	09/14/2025 - 09/20/2025	1.01	1.03
	39	09/21/2025 - 09/27/2025	1.01	1.03
	40	09/28/2025 - 10/04/2025	1.00	1.02
	41	10/05/2025 - 10/11/2025	1.00	1.02
	42	10/12/2025 - 10/18/2025	1.00	1.02
	43	10/19/2025 - 10/25/2025	1.00	1.02
	44	10/26/2025 - 11/01/2025	1.01	1.03
	45	11/02/2025 - 11/08/2025	1.01	1.03
	46	11/09/2025 - 11/15/2025	1.02	1.04
	47	11/16/2025 - 11/22/2025	1.02	1.04
	48	11/23/2025 - 11/29/2025	1.02	1.04
	49	11/30/2025 - 12/06/2025	1.02	1.04
	50	12/07/2025 - 12/13/2025	1.02	1.04
	51	12/14/2025 - 12/20/2025	1.02	1.04
	52	12/21/2025 - 12/27/2025	1.04	1.06
	53	12/28/2025 - 12/31/2025	1.06	1.08

* PEAK SEASON

09-FEB-2026 17:18:55 830UPD 5_7500_PKSEASON.TXT

APPENDIX D
Volume Development Worksheets

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	1		*Existing Year:*	2026	*TMC Year:*	2026	
Major Street:	Orlando Ave	N/S	*Future Year:*	2028			
Minor Street:	Orange Ave	NE/SW	*Seasonal Factor:*	1.00	*PM Peak Hour Trips:*	IN = 83	OUT = 40
Minor Street:	Harmon Ave	E/W	*Pre-COVID 19 Factor:*	-			
			Annual Growth (%):	1.00%			

Weekday PM Peak Hour	Orlando Ave												Orange Ave												Harmon Ave							
	Northbound						Southbound						Northeastbound						Southwestbound						Eastbound				Westbound			
5:00 - 6:00	U	L1	L2	T	R1	R2	U	L1	L2	T	R1	R2	U	L1	L2	T	R1	R2	U	L1	L2	T	R1	R2	U	L	T	R	U	L	T	R
TMC (2026)	0	15	10	678	164	4	0	51	3	783	131	0	0	2	261	336	13	10	0	0	247	299	9	31	0	0	0	9				
Seasonal Factor			1.00						1.00						1.00						1.00					1.00						
Heavy Vehicle (%)	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Existing (2026)	**0**	**15**	**10**	**678**	**164**	**4**	**0**	**51**	**3**	**783**	**131**	**0**	**0**	**2**	**261**	**336**	**13**	**10**	**0**	**0**	**247**	**299**	**9**	**31**	**0**	**0**	**0**	**9**				
Growth Factor			*1.02*						*1.02*						*1.02*						*1.02*					*1.02*						
Background (2028)	**0**	**15**	**10**	**692**	**167**	**4**	**0**	**52**	**3**	**799**	**134**	**0**	**0**	**2**	**266**	**343**	**13**	**10**	**0**	**0**	**252**	**305**	**9**	**32**	**0**	**0**	**0**	**9**				
Project Assignment (Vehicles)																																
Ingress			10%							20%	20%			10%							5%	5%										
Egress															15%	10%		15%										20%				
Project Trips	0	0	8	0	0	0	0	0	0	17	17	0	0	8	6	4	0	6	0	0	4	4	0	0	0	0	0	8				
Future Year (2028)	**0**	**15**	**18**	**692**	**167**	**4**	**0**	**52**	**3**	**816**	**151**	**0**	**0**	**10**	**272**	**347**	**13**	**16**	**0**	**0**	**256**	**309**	**9**	**32**	**0**	**0**	**0**	**17**				

Intersection Development Worksheet

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Intersection #:	2		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orlando Ave	N/S	*Future Year:*	2028	
Minor Street:	Vivian Ave	E/W	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 4:15 - 5:15	Orlando Ave								Vivian Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	2	892	2	0	0	1,045	3	0	0	0	2	0	1	0	1
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Existing (2026)	**0**	**2**	**892**	**2**	**0**	**0**	**1,045**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**
Growth Factor		*1.02*				*1.02*				*1.02*				*1.02*		
Background (2028)	**0**	**2**	**910**	**2**	**0**	**0**	**1066**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**
Project Assignment (Vehicles)																
Ingress		10%	10%					25%								
Egress							15%									
Project Trips	0	8	8	0	0	0	6	21	0	0	0	0	0	0	0	0
Future Year (2028)	**0**	**10**	**918**	**2**	**0**	**0**	**1072**	**24**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**

Intersection Development Worksheet

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Intersection #:	3		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orange Ave	E/W	*Future Year:*	2028	
Minor Street:	Driveway #1	N/S	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 4:30 - 5:30	Driveway #1								Orange Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	3	0	9					0	0	624	0	0	0	458	0
Seasonal Factor		1.00								1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%					0%	0%	1%	0%	0%	0%	1%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing (2026)	**0**	**3**	**0**	**9**					**0**	**0**	**624**	**0**	**0**	**0**	**458**	**0**
Growth Factor		*1.02*								*1.02*				*1.02*		
Background (2028)	**0**	**3**	**0**	**9**					**0**	**0**	**636**	**0**	**0**	**0**	**467**	**0**
Project Assignment (Vehicles)																
Ingress											15%	10%				
Egress		10%		20%											20%	
Project Trips	0	4	0	8					0	0	12	8	0	0	8	0
Future Year (2028)	**0**	**7**	**0**	**17**					**0**	**0**	**648**	**8**	**0**	**0**	**475**	**0**

Intersection Development Worksheet

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Intersection #:	4		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Orange Ave	E/W	*Future Year:*	2028	
Minor Street:	Driveway #2	N/S	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 0:00 - 0:00	Driveway #2								Orange Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	0	0	12					0	0	624	0	0	0	458	0
Seasonal Factor			1.00								1.00				1.00	
Heavy Vehicle (%)	0%	0%	0%	0%					0%	0%	1%	0%	0%	0%	1%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing (2026)	**0**	**0**	**0**	**12**					**0**	**0**	**624**	**0**	**0**	**0**	**458**	**0**
Growth Factor			*1.02*								*1.02*				*1.02*	
Background (2028)	**0**	**0**	**0**	**12**					**0**	**0**	**636**	**0**	**0**	**0**	**467**	**0**
Project Assignment (Vehicles)																
Ingress											10%	5%				
Egress				20%							20%				20%	
Project Trips	0	0	0	8					0	0	16	4	0	0	8	0
Future Year (2028)	**0**	**0**	**0**	**20**					**0**	**0**	**652**	**4**	**0**	**0**	**475**	**0**

Intersection Development Worksheet

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Intersection #:	5		*Existing Year:*	2026	*TMC Year:* 2026
Major Street:	Harmon Ave	E/W	*Future Year:*	2028	
Minor Street:	Driveway #3	N/S	*Seasonal Factor:*	1.00	
			Pre-COVID 19 Factor:	-	*PM Peak Hour Trips:* IN = 83 OUT = 40
			Annual Growth (%):	1.00%	

Weekday PM Peak Hour 0:00 - 0:00	Driveway #3								Harmon Ave							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2026)	0	0	0	0					0	0	9	0	0	0	21	0
Seasonal Factor		1.00								1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%					0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	1.00	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing (2026)	**0**	**0**	**0**	**0**					**0**	**0**	**9**	**0**	**0**	**0**	**21**	**0**
Growth Factor		*1.02*								*1.02*				*1.02*		
Background (2028)	**0**	**0**	**0**	**0**					**0**	**0**	**9**	**0**	**0**	**0**	**21**	**0**
Project Assignment (Vehicles)																
Ingress												5%		45%		
Egress		30%		20%												
Project Trips	0	12	0	8					0	0	0	4	0	37	0	0
Future Year (2028)	**0**	**12**	**0**	**8**					**0**	**0**	**9**	**4**	**0**	**37**	**21**	**0**

APPENDIX E
Signal Timings

Intersection	US 17/92 & Orange Ave
Controller	3030
Date/Time	Wed May 27 2026 20:34:30 GMT+0000 (Coordinated Universal Time)
Device Database	6a12a35cf9e6f836f4430fe7

Phase Timing Plans - Timing Plan: 1

Phase	1	2	3	4	5	6	7	8				
Walk		7		7		7		7				
Ped Clear		27		25		27		32				
Min Green	5	15	5	7	5	15	5	7				
Passage	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0				
Max 1	30	70	30	40	8	70	35	35				
Max 2	30	30	30	30	8	30	30	30				
Yellow Change	5.0	4.0	3.7	4.1	4.0	5.0	4.1	3.7				
Red Clear	3.0	2.5	4.3	2.0	2.8	3.5	4.0	2.9				

Continued part of the table **Phase Timing Plans - Timing Plan: 1**...

Phase												
Walk												
Ped Clear												
Min Green												
Passage												
Max 1												
Max 2												
Yellow Change												
Red Clear												

Continued part of the table **Phase Timing Plans - Timing Plan: 1**...

Phase												

Pattern	Cycle Time	Offset 1	Split Number	Seq Number	Ref Point	Coord Mode	Force Off	Max Mode	Trans Ped Mode	Min Permissive Mode	Correction Mode
1	180	20	1	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
2			2	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
3	200	108	3	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
4	220	213	4	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
5	180	63	5	5	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
6	200	108	6	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
7			7	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
8			8	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
9			9	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
10			10	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
11			11	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
12			12	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
13			13	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
14			14	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
15			15	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
16					Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	Phase Only	Shortway (Auto)
17			17	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
18			18	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
19			19		Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
20			20	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
21	190	88	21	5	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
22			22	1	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
23	195	190	23	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
24	220	136	24	2	Yellow	Auto Permissive	Float	Max Inhibit	None	Phase Only	Shortway (Auto)
25			25		Yellow	Auto Permissive	Fixed	Max Inhibit	Phase	Phase Only	Shortway (Auto)

7	49			Float
8	51			Float

Split Parameters - Split: 4

Phase	Time	Coord Phase	Ref Point	Force Off Mode
1	17			Float
2	90	x		Float
3	43			Float
4	70			Float
5	15			Float
6	92	x	x	Float

7	54			Float
8	59			Float

Split Parameters - Split: 5

Phase	Time	Coord Phase	Ref Point	Force Off Mode
1	20			Float
2	77	x	x	Float
3	35			Float
4	48			Float
5	18			Float
6	79	x		Float

Day Plan Events - Day Plan: 2

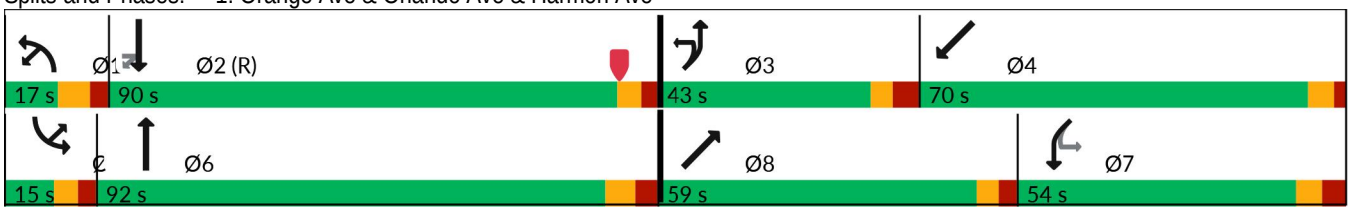
Event	Hour	Minute	Action	Description
1			99	FREE
2	6	30	1	AM
3	10		3	MD
4	14	30	4	PM
5	20	30	5	PO
6	22		99	FREE

APPENDIX F
Synchro Outputs

Lane Group	EBR2	NBL	NBT	SBL	SBT	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	9	10	678	3	783	261	336	247	299
Future Volume (vph)	9	10	678	3	783	261	336	247	299
Turn Type	Perm	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		1	6	5	2	3	8	7	4
Permitted Phases	2								
Detector Phase	2	1	6	5	2	3	8	7	4
Switch Phase									
Minimum Initial (s)	15.0	5.0	15.0	5.0	15.0	5.0	7.0	5.0	7.0
Minimum Split (s)	21.5	13.0	23.5	11.8	21.5	13.0	13.6	13.1	13.1
Total Split (s)	90.0	17.0	92.0	15.0	90.0	43.0	59.0	54.0	70.0
Total Split (%)	40.9%	7.7%	41.8%	6.8%	40.9%	19.5%	26.8%	24.5%	31.8%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	3.7	3.7	4.1	4.1
All-Red Time (s)	2.5	3.0	3.5	2.8	2.5	4.3	2.9	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	8.0	8.5	6.8	6.5	8.0	6.6	8.1	6.1
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None	None	None
Act Effct Green (s)	117.6	7.8	113.8	8.2	117.6	22.2	46.8	21.2	46.5
Actuated g/C Ratio	0.53	0.04	0.52	0.04	0.53	0.10	0.21	0.10	0.21
v/c Ratio	0.01	0.40	0.48	0.83	0.49	0.76	0.92	0.75	0.46
Control Delay (s/veh)	0.0	121.6	36.3	170.4	35.6	110.5	112.0	110.6	76.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.0	121.6	36.3	170.4	35.6	110.5	112.0	110.6	76.1
LOS	A	F	D	F	D	F	F	F	E
Approach Delay (s/veh)			38.8		43.1		111.4		90.6
Approach LOS			D		D		F		F

Intersection Summary	
Cycle Length: 220	
Actuated Cycle Length: 220	
Offset: 213 (97%), Referenced to phase 2:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 64.8	Intersection LOS: E
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Orange Ave & Orlando Ave & Harmon Ave



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	1	0	1	2	892	2	0	1045	3
Future Vol, veh/h	0	0	2	1	0	1	2	892	2	0	1045	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	1	0	1	2	1088	2	0	1274	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	639	1731	2372	545	1278	0	0	-	-	0
Stage 1	-	-	-	1094	1094	-	-	-	-	-	-	-
Stage 2	-	-	-	637	1278	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	419	56	34	482	539	-	-	0	-	-
Stage 1	0	0	-	228	288	-	-	-	-	0	-	-
Stage 2	0	0	-	432	235	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	419	56	34	482	539	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	56	34	-	-	-	-	-	-	-
Stage 1	-	-	-	227	286	-	-	-	-	-	-	-
Stage 2	-	-	-	429	235	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.65	41.88	0.1	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	8	-	-	419	100	-	-
HCM Lane V/C Ratio	0.005	-	-	0.006	0.024	-	-
HCM Ctrl Dly (s/v)	11.7	0.1	-	13.6	41.9	-	-
HCM Lane LOS	B	A	-	B	E	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	9	624	0	0	458
Future Vol, veh/h	3	9	624	0	0	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	678	0	0	498

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1176	678	0	0	678	0
Stage 1	678	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	211	452	-	-	914	-
Stage 1	504	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	452	-	-	914	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	15.62	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	352	914	-
HCM Lane V/C Ratio	-	-	0.037	-	-
HCM Ctrl Dly (s/v)	-	-	15.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	12	624	0	0	458
Future Vol, veh/h	0	12	624	0	0	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	678	0	0	498

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	339	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	658	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	658	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

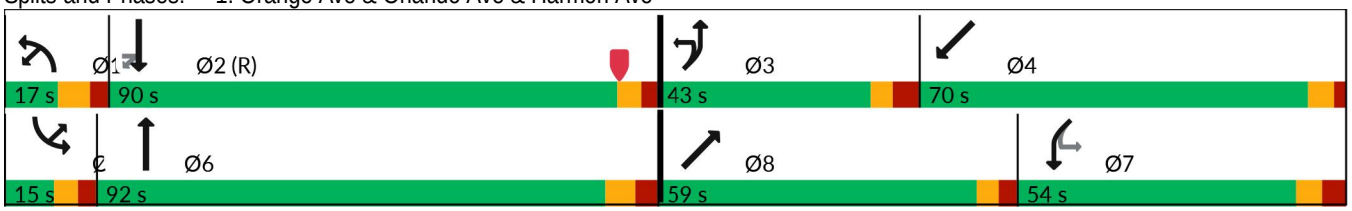
Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.59	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	658	-
HCM Lane V/C Ratio	-	-	0.02	-
HCM Ctrl Dly (s/v)	-	-	10.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Lane Group	EBR2	NBL	NBT	SBL	SBT	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	9	10	692	3	799	266	343	252	305
Future Volume (vph)	9	10	692	3	799	266	343	252	305
Turn Type	Perm	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		1	6	5	2	3	8	7	4
Permitted Phases	2								
Detector Phase	2	1	6	5	2	3	8	7	4
Switch Phase									
Minimum Initial (s)	15.0	5.0	15.0	5.0	15.0	5.0	7.0	5.0	7.0
Minimum Split (s)	21.5	13.0	23.5	11.8	21.5	13.0	13.6	13.1	13.1
Total Split (s)	90.0	17.0	92.0	15.0	90.0	43.0	59.0	54.0	70.0
Total Split (%)	40.9%	7.7%	41.8%	6.8%	40.9%	19.5%	26.8%	24.5%	31.8%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	3.7	3.7	4.1	4.1
All-Red Time (s)	2.5	3.0	3.5	2.8	2.5	4.3	2.9	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	8.0	8.5	6.8	6.5	8.0	6.6	8.1	6.1
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None	None	None
Act Effct Green (s)	116.8	7.8	112.9	8.2	116.8	22.5	47.3	21.5	47.0
Actuated g/C Ratio	0.53	0.04	0.51	0.04	0.53	0.10	0.22	0.10	0.21
v/c Ratio	0.01	0.40	0.49	0.85	0.51	0.76	0.92	0.75	0.46
Control Delay (s/veh)	0.0	121.6	37.1	173.4	36.4	110.4	112.4	110.5	75.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.0	121.6	37.1	173.4	36.4	110.4	112.4	110.5	75.9
LOS	A	F	D	F	D	F	F	F	E
Approach Delay (s/veh)			39.5		44.0		111.5		90.5
Approach LOS			D		D		F		F

Intersection Summary	
Cycle Length: 220	
Actuated Cycle Length: 220	
Offset: 213 (97%), Referenced to phase 2:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 65.3	Intersection LOS: E
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Orange Ave & Orlando Ave & Harmon Ave



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	1	0	1	2	910	2	0	1066	3
Future Vol, veh/h	0	0	2	1	0	1	2	910	2	0	1066	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	1	0	1	2	1110	2	0	1300	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	652	1766	2420	556	1304	0	0	-	-	0
Stage 1	-	-	-	1116	1116	-	-	-	-	-	-	-
Stage 2	-	-	-	650	1304	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	411	53	32	474	527	-	-	0	-	-
Stage 1	0	0	-	221	281	-	-	-	-	0	-	-
Stage 2	0	0	-	424	229	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	411	53	32	474	527	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	53	32	-	-	-	-	-	-	-
Stage 1	-	-	-	220	279	-	-	-	-	-	-	-
Stage 2	-	-	-	422	229	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.82	44.08	0.1	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	8	-	-	411	95	-	-
HCM Lane V/C Ratio	0.005	-	-	0.006	0.026	-	-
HCM Ctrl Dly (s/v)	11.9	0.1	-	13.8	44.1	-	-
HCM Lane LOS	B	A	-	B	E	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	9	636	0	0	467
Future Vol, veh/h	3	9	636	0	0	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	691	0	0	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1199	691	0	0	691	0
Stage 1	691	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	205	444	-	-	904	-
Stage 1	497	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	444	-	-	904	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	15.88	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	344	904	-
HCM Lane V/C Ratio	-	-	0.038	-	-
HCM Ctrl Dly (s/v)	-	-	15.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	12	636	0	0	467
Future Vol, veh/h	0	12	636	0	0	467
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	691	0	0	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	346	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	651	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	651	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

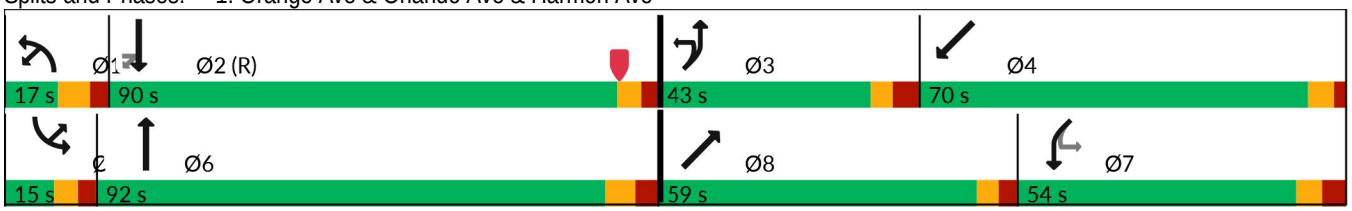
Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.64	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	651	-
HCM Lane V/C Ratio	-	-	0.02	-
HCM Ctrl Dly (s/v)	-	-	10.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Lane Group	EBR2	NBL	NBT	SBL	SBT	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	17	18	692	3	816	272	347	256	309
Future Volume (vph)	17	18	692	3	816	272	347	256	309
Turn Type	Perm	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases		1	6	5	2	3	8	7	4
Permitted Phases	2								
Detector Phase	2	1	6	5	2	3	8	7	4
Switch Phase									
Minimum Initial (s)	15.0	5.0	15.0	5.0	15.0	5.0	7.0	5.0	7.0
Minimum Split (s)	21.5	13.0	23.5	11.8	21.5	13.0	13.6	13.1	13.1
Total Split (s)	90.0	17.0	92.0	15.0	90.0	43.0	59.0	54.0	70.0
Total Split (%)	40.9%	7.7%	41.8%	6.8%	40.9%	19.5%	26.8%	24.5%	31.8%
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	3.7	3.7	4.1	4.1
All-Red Time (s)	2.5	3.0	3.5	2.8	2.5	4.3	2.9	4.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	8.0	8.5	6.8	6.5	8.0	6.6	8.1	6.1
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	None	None	None	C-Max	None	None	None	None
Act Effct Green (s)	115.3	8.2	111.7	8.2	115.3	23.4	48.3	21.8	47.3
Actuated g/C Ratio	0.52	0.04	0.51	0.04	0.52	0.11	0.22	0.10	0.22
v/c Ratio	0.02	0.51	0.50	0.85	0.53	0.77	0.93	0.75	0.47
Control Delay (s/veh)	0.0	129.4	37.9	173.4	37.9	110.1	113.0	110.4	75.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.0	129.4	37.9	173.4	37.9	110.1	113.0	110.4	75.8
LOS	A	F	D	F	D	F	F	F	E
Approach Delay (s/veh)			41.3		45.2		111.7		90.4
Approach LOS			D		D		F		F

Intersection Summary	
Cycle Length: 220	
Actuated Cycle Length: 220	
Offset: 213 (97%), Referenced to phase 2:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 66.1	Intersection LOS: E
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Orange Ave & Orlando Ave & Harmon Ave



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	1	0	1	10	918	2	0	1072	24
Future Vol, veh/h	0	0	2	1	0	1	10	918	2	0	1072	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	1	0	1	12	1120	2	0	1307	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	668	1799	2482	561	1337	0	0	-	-	0
Stage 1	-	-	-	1145	1145	-	-	-	-	-	-	-
Stage 2	-	-	-	654	1337	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	401	50	29	471	512	-	-	0	-	-
Stage 1	0	0	-	212	272	-	-	-	-	0	-	-
Stage 2	0	0	-	422	220	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	401	48	28	471	512	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	48	28	-	-	-	-	-	-	-
Stage 1	-	-	-	205	263	-	-	-	-	-	-	-
Stage 2	-	-	-	420	220	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.04	47.35	0.54	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	39	-	-	401	87	-	-
HCM Lane V/C Ratio	0.024	-	-	0.006	0.028	-	-
HCM Ctrl Dly (s/v)	12.2	0.4	-	14	47.4	-	-
HCM Lane LOS	B	A	-	B	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	7	17	648	8	0	475
Future Vol, veh/h	7	17	648	8	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	18	704	9	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1225	709	0	0	713	0
Stage 1	709	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	198	434	-	-	887	-
Stage 1	488	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	198	434	-	-	887	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	17.17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	322	887	-
HCM Lane V/C Ratio	-	-	0.081	-	-
HCM Ctrl Dly (s/v)	-	-	17.2	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	20	652	4	0	475
Future Vol, veh/h	0	20	652	4	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	709	4	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	357	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	641	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	641	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	10.82	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	641	-
HCM Lane V/C Ratio	-	-	0.034	-
HCM Ctrl Dly (s/v)	-	-	10.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	4	37	21	12	8
Future Vol, veh/h	9	4	37	21	12	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	37	21	12	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	106	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	892	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	871	1070
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	907	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.65	8.91
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1148	-
HCM Lane V/C Ratio	0.021	-	-	0.023	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

APPENDIX G
ITE Excerpts

Land Use: 710
General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Additional Data

If two or more general office buildings are in close physical proximity (within walking distance) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

The average building occupancy varies considerably among the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Connecticut, Georgia, Indiana, Kentucky, Maine, Minnesota, Montana, New Hampshire, New Jersey, Ontario (CAN), Texas, Utah, and Virginia.

Source Numbers

404, 407, 408, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061, 1219, 1221

General Office Building
(710)

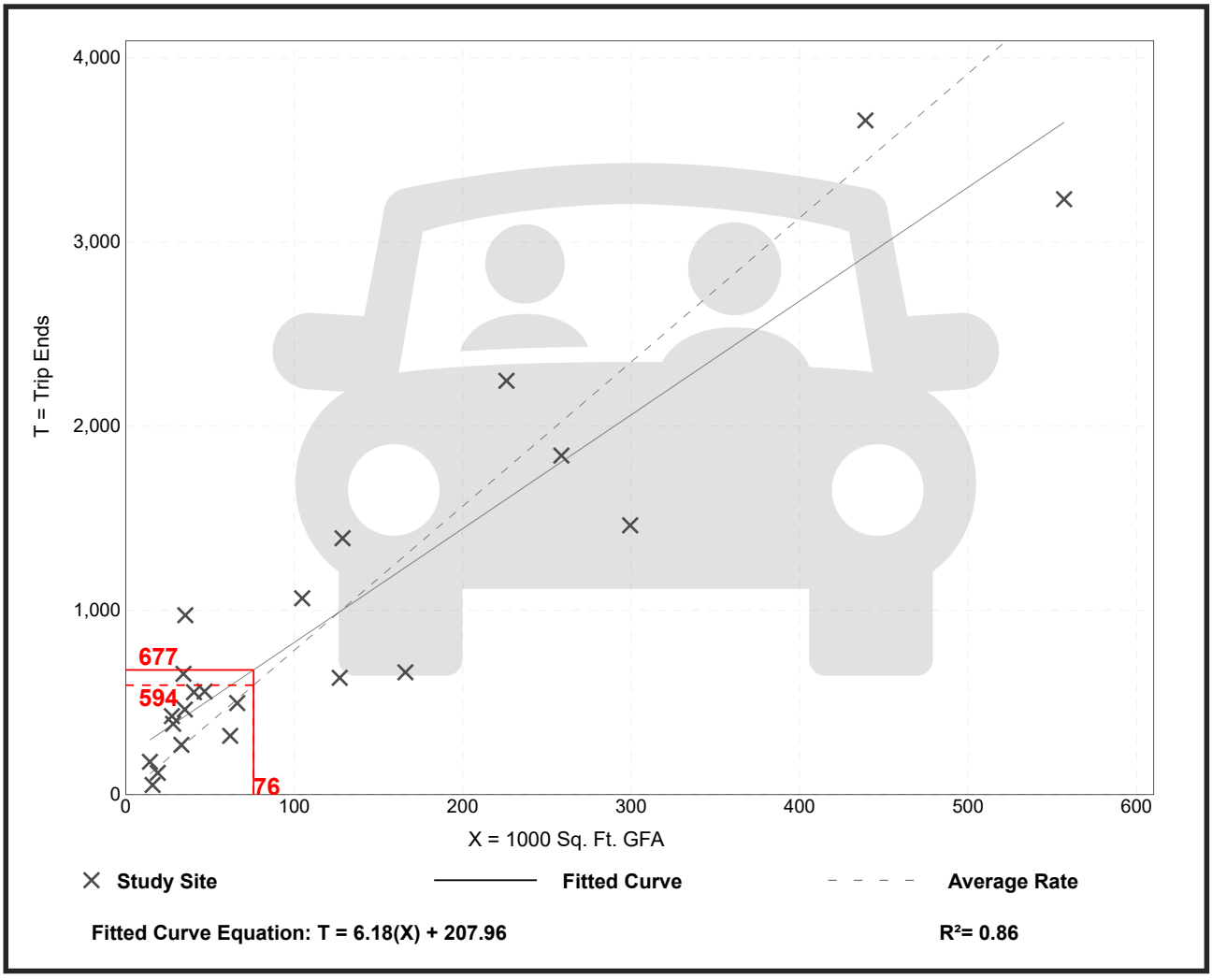
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



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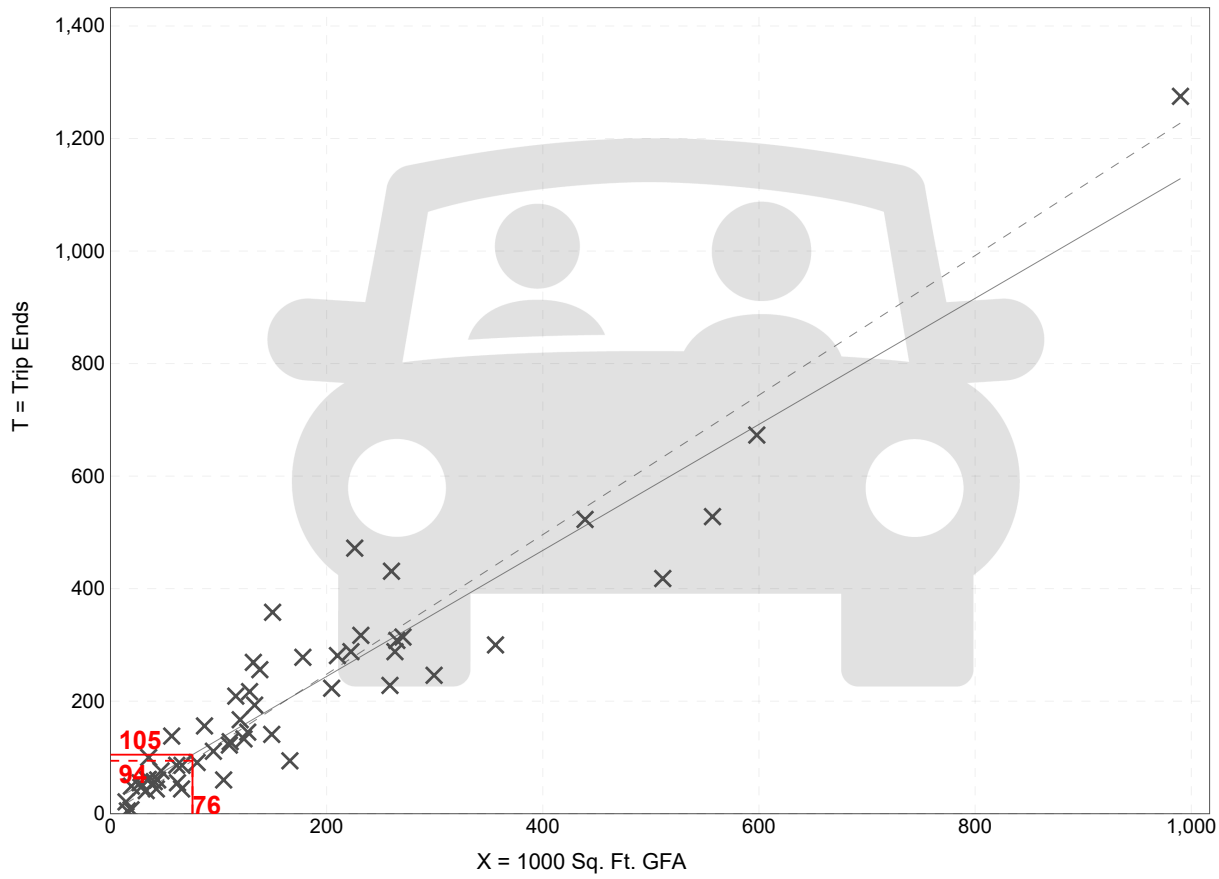
General Office Building
(710)

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: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 19.95

R^2= 0.89

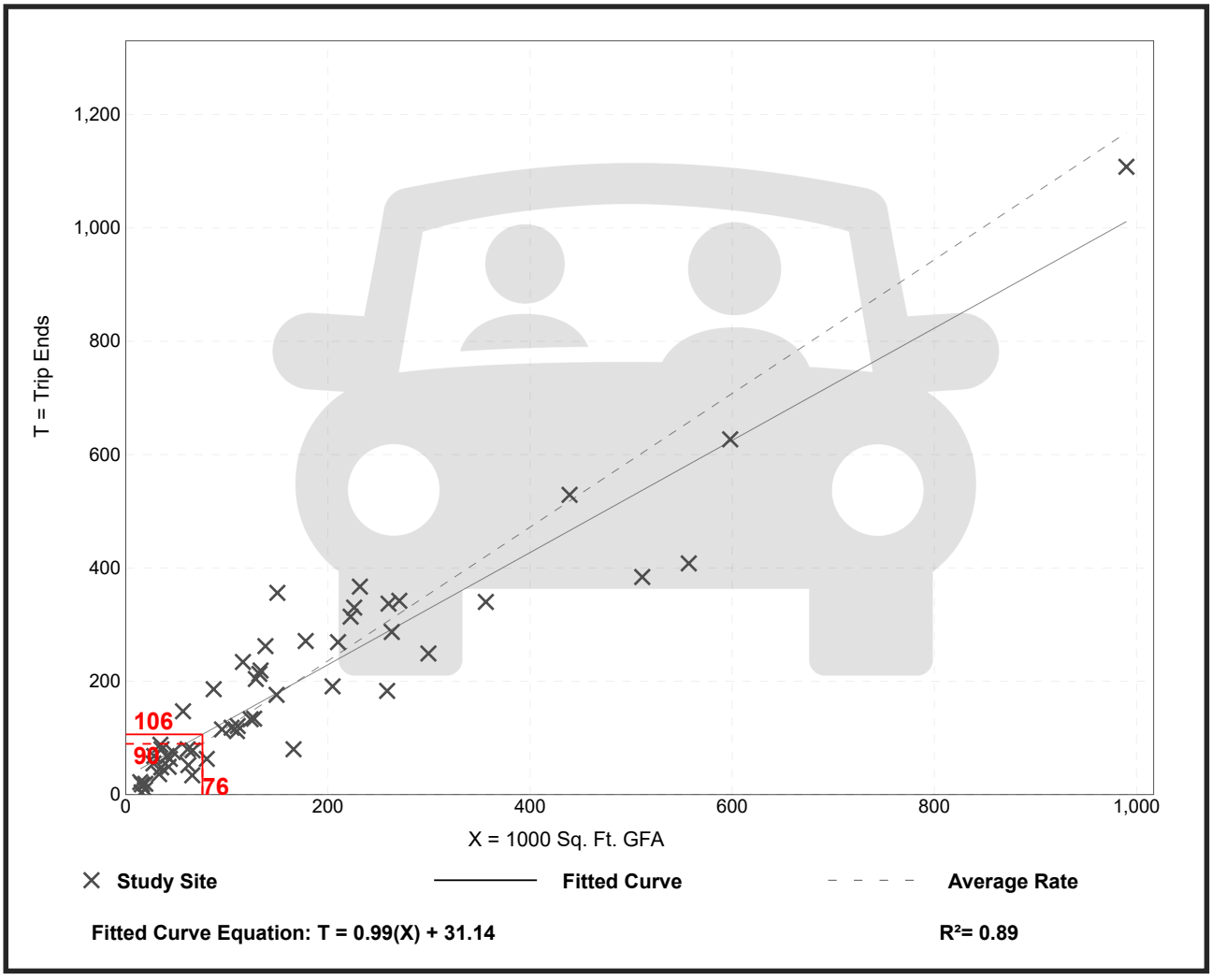
General Office Building
(710)

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: 53
Avg. 1000 Sq. Ft. GFA: 166
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



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Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility or clinic with one or more tenants that provides diagnoses and outpatient care on a routine basis. Tenants range from individual private physicians and dentists to large medical practices. Patient visits are by appointment only. Walk-in clinic (Land Use 630) is a related use.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates differ measurably between sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Connecticut, Hawaii, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Washington, and Wisconsin.

Source Numbers

357, 384, 444, 509, 601, 867, 879, 901, 902, 908, 959, 1208, 1219, 1241

Medical-Dental Office Building - Stand-Alone
(720)

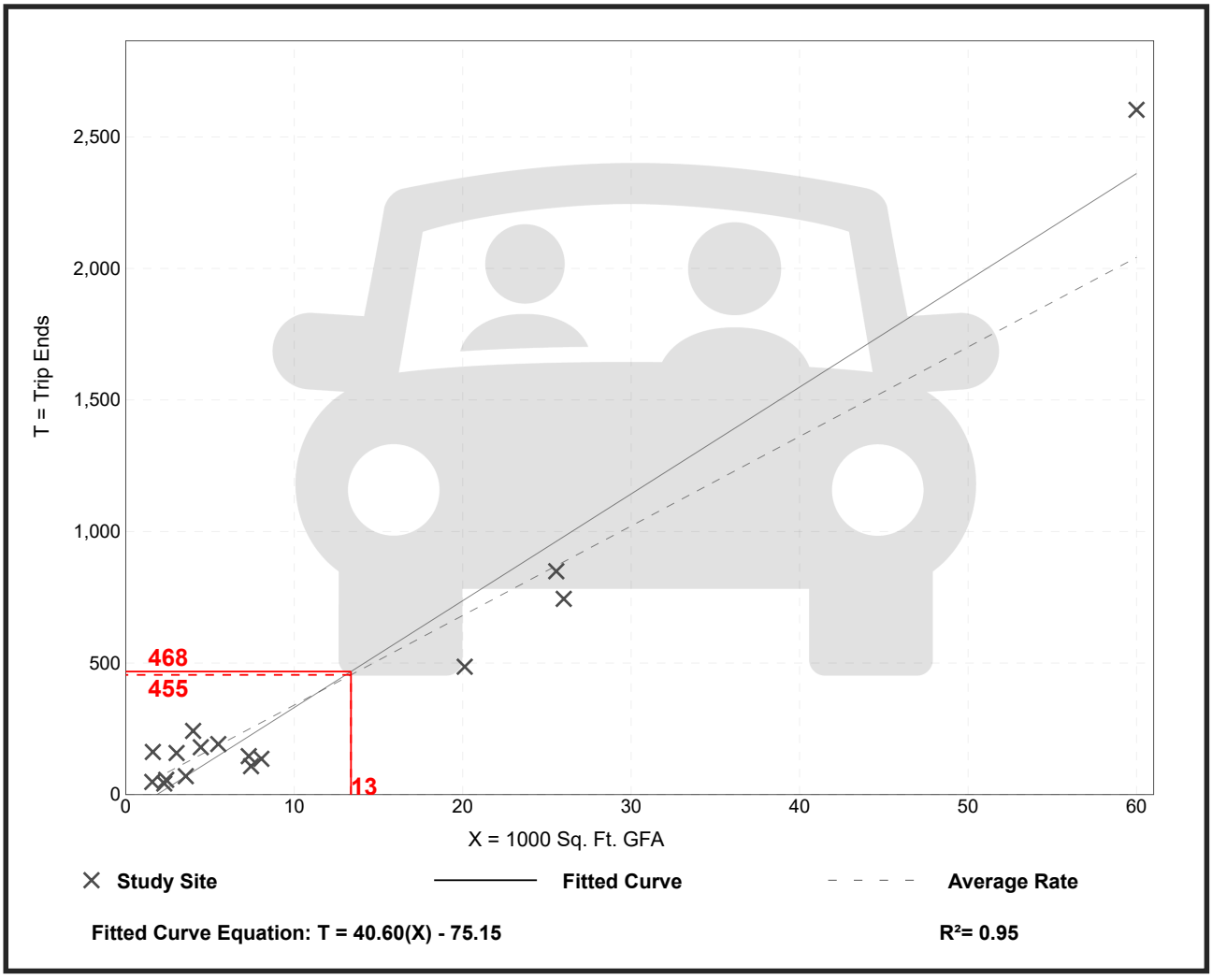
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.03	14.52 - 100.75	12.64

Data Plot and Equation



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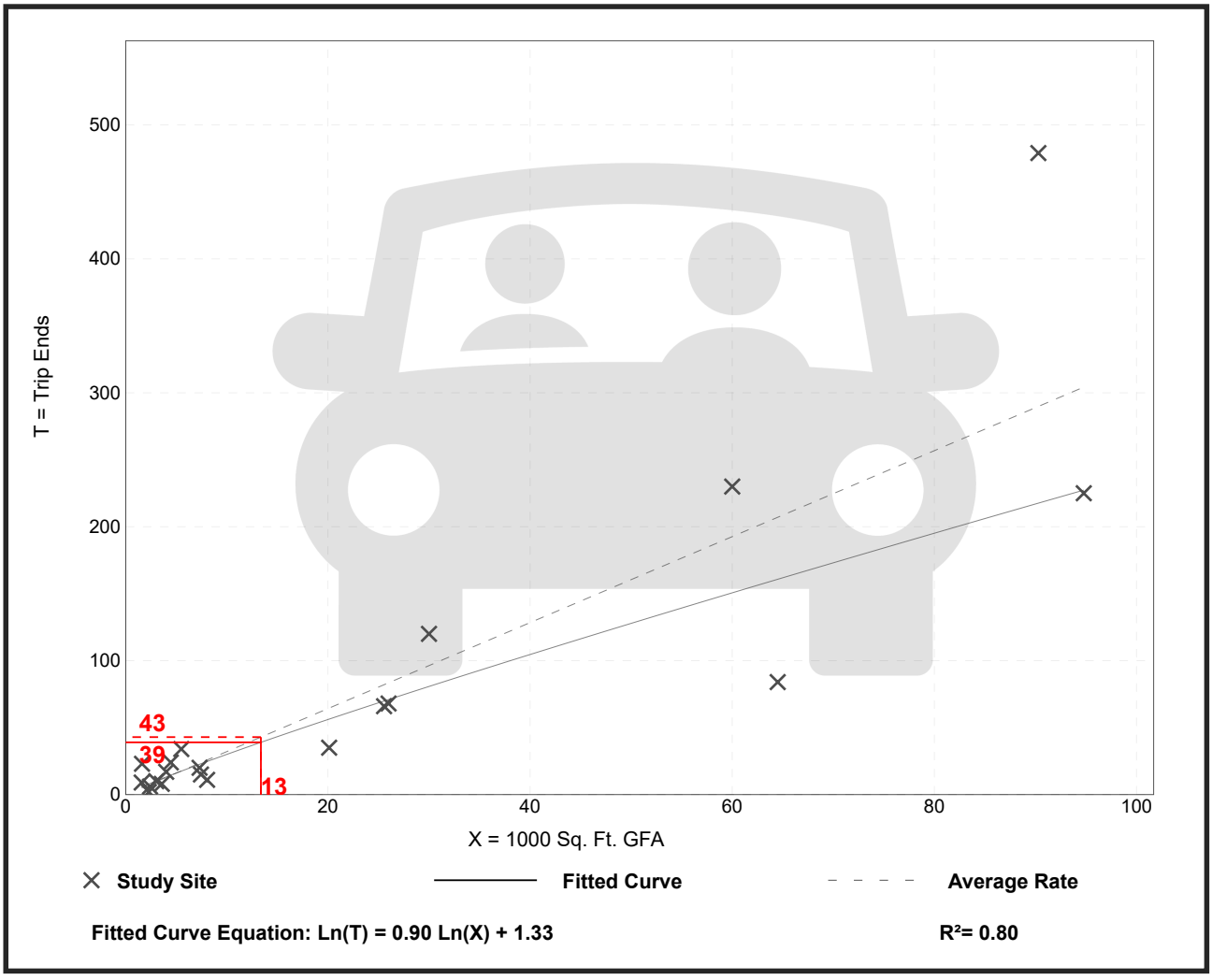
Medical-Dental Office Building - Stand-Alone
(720)

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: 20
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.21	0.87 - 14.30	1.61

Data Plot and Equation



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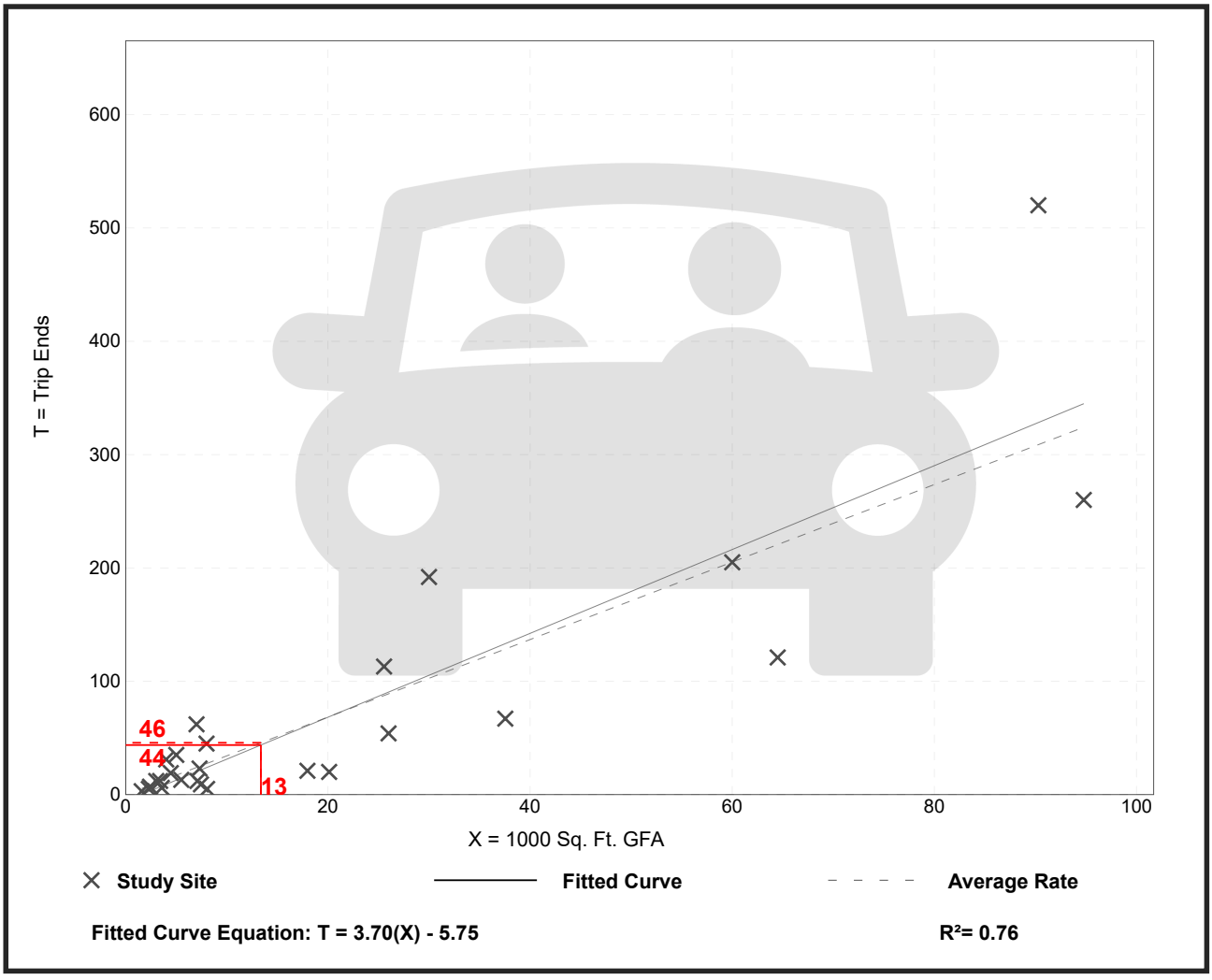
Medical-Dental Office Building - Stand-Alone
(720)

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: 26
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.42	0.62 - 8.86	1.89

Data Plot and Equation



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Land Use: 931
Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in Arizona, California, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

338, 339, 368, 437, 440, 976, 1053, 1204

Fine Dining Restaurant
(931)

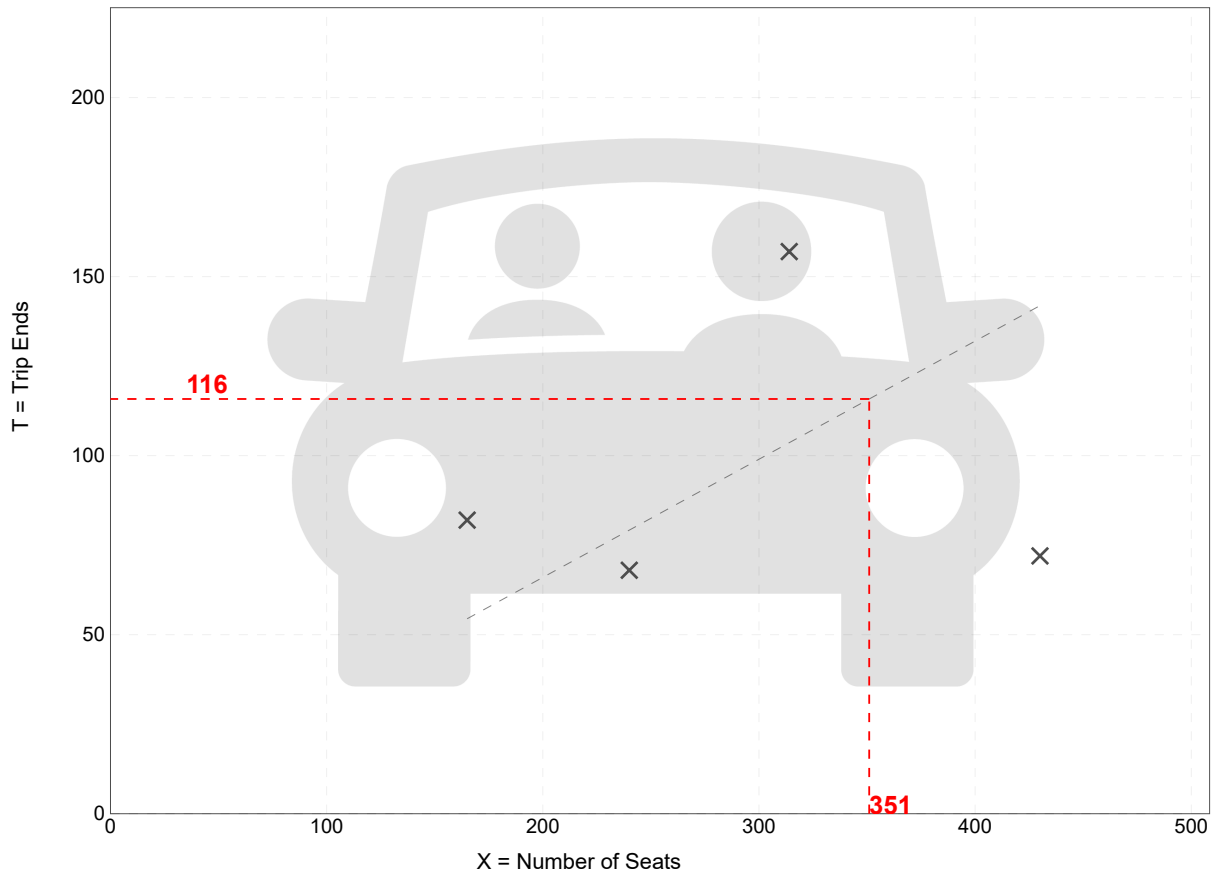
Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Seats: 287
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.33	0.17 - 0.50	0.17

Data Plot and Equation

Caution – Small Sample Size

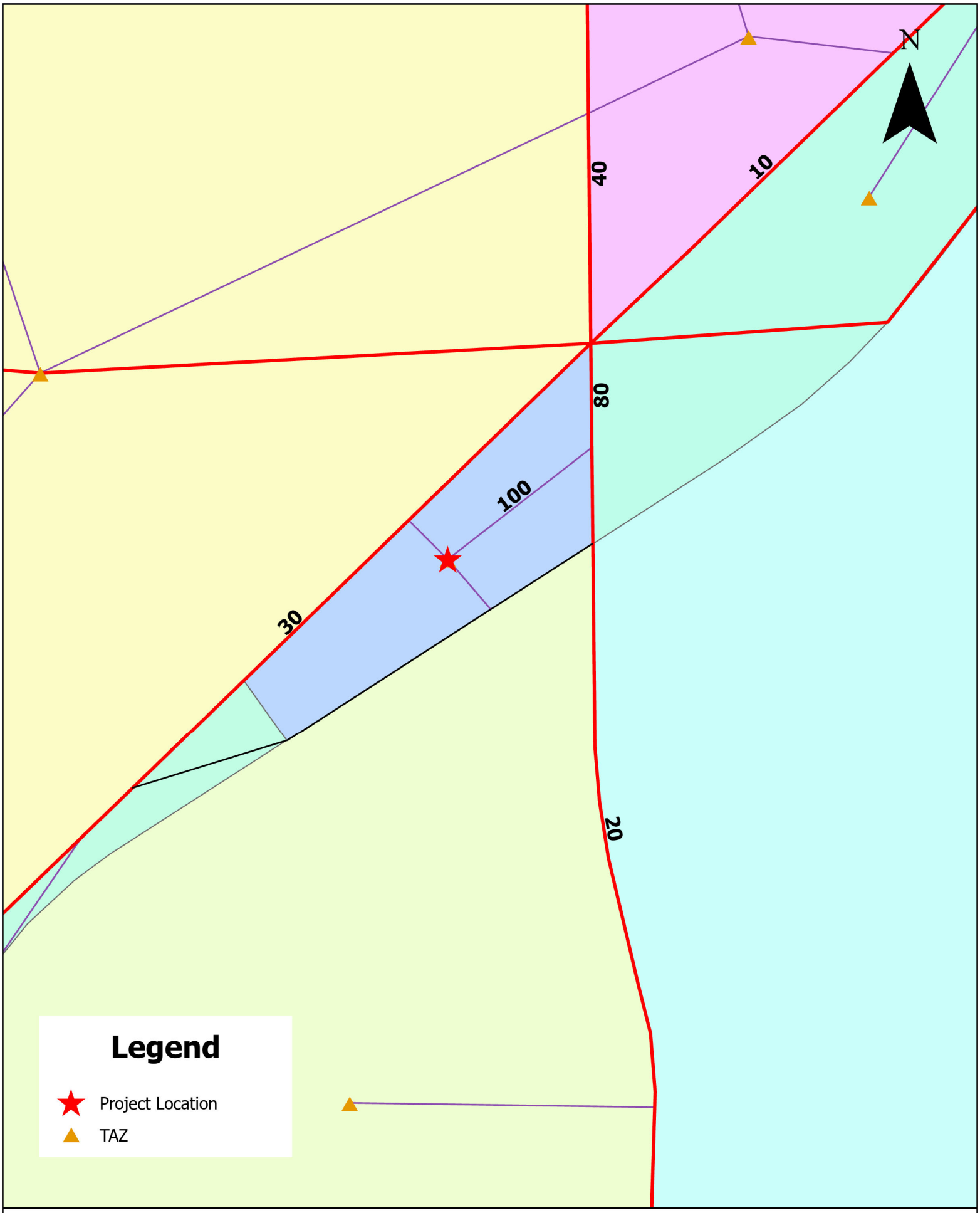


Fitted Curve Equation: Not Given

R^2= ****

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APPENDIX H
CFRMPv7 Model Output



Project Distribution - 1560 Orange Ave
CFRPMv7 - 2030 - 5/21/2026

APPENDIX I
Orange County Concurrency Segment LOS Summary

Orange County, Florida
Traffic Concurrency Management Program
Concurrency Segment LOS Summary

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
33rd St														
2	John Young Pkwy	Rio Grande Ave	1.06	Cnty	Urban - Class I	2	E	880	5,030	250	WB	0	630	C
6th Ave (Conroy Rd)														
1	Lake St	Main St	0.3	Windermere	Rural Signalized	2	D	740	22,537	966	WB	3	0	F
6th St (Windermere)														
1.1	Park Ridge-Gotha Rd / Sutter Ave	Hemple Ave	0.15	Cnty	Rural Signalized	2	D	740	13,624	751	WB	23	0	F
A.D. Mims Rd														
15	Apopka-Vineland Rd	Wurst Rd	1.68	Cnty	Rural Signalized	2	D	740	7,044	382	WB	6	352	C
Alafaya Tr														
3.1	Seminole County Line	University Blvd	0.97	ST	Urban - Class I	6	E	3,020	39,414	1,835	NB	47	1,138	C
3.5	University Blvd	Science Dr	1.02	ST	Urban - Class I	6	E	3,020	49,213	2,852	SB	214	0	F
4	Science Dr	Colonial Dr	1.12	ST	Urban - Class I	6	E	3,020	45,894	2,716	SB	292	12	D
5	Colonial Dr	Lake Underhill Rd	1.43	Cnty	Urban - Class I	5	E	2,510	51,695	2,600	0	384	0	F
5.1	Lake Underhill Rd	Curry Ford Rd	0.87	Cnty	Urban - Class I	4	E	2,000	41,394	2,006	SB	79	0	F
5.2	Curry Ford Rd	Golfway Blvd	1.36	Cnty	Urban - Class I	4	E	2,000	30,063	1,511	WB	161	328	C
5.24	Golfway Blvd	Avalon Park Blvd	2.66	Cnty	Urban - Class I	4	E	2,000	29,304	1,437	WB	232	331	C
5.26	Avalon Park Blvd	Curtis Staton Energy Cntr	0.85	Cnty	Rural Signalized	2	D	740	6,364	379	NB	28	333	C
All American Blvd														
6	Orange Blossom Tr	Forest City Rd	1.07	Cnty	Urban - Class II	2	E	800	10,345	591	0	3	206	D

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
Mills Ave														
276	Michigan St	Kaley Ave	0.5	Cnty	Urban - Class II	2	E	800	3,165	149	SB	0	651	C
276.8	Robinson St	Colonial Dr	0.51	ST	Urban - Class II	4	E	1,700	15,196	1,077	SB	0	623	D
277	Colonial Dr	Virginia Ave	0.75	ST	Urban - Class II	4	E	1,700	32,956	1,661	NB	0	39	E
Mills Ave / Orlando Ave														
278	Virginia Ave	Orange Ave	1.51	ST	Urban - Class II	4	E	1,700	34,510	1,976	NB	0	0	F
Moss Park Rd														
287	Narcoossee Rd	Lake Hart	1.84	Cnty	Rural Signalized	4	D	1,580	23,378	1,122	EB	473	0	F
288	Lake Hart	Lake Mary Jane Rd	2.34	Cnty	Urban Hwy	2	E	1,640	19,741	996	NB	182	462	D
Mott Ave / Beggs Rd														
285	Orange Blossom Tr	Eden Park Rd	0.75	Cnty	Urban - Class II	2	E	800	2,821	172	SB	12	616	C
Mt. Plymouth Rd														
286	Kelly Park Rd	Lake County Line	2.29	Cnty	Rural Undev. Hwy	2	D	740	8,014	456	NB	1	283	D
N Apopka-Vineland Rd / Clarcona Rd														
63	Clarcona-Ocoee Rd	Gilliam Rd	0.92	Cnty	Rural Signalized	2	D	740	16,567	736	SB	23	0	F
N Bluford Ave / N Lakewood Ave														
66	Silver Star Rd	Fuller's Cross Rd	1.53	Ocoee	Urban - Class II	2	E	800	7,531	389	NB	0	411	D
N Hiawassee Road														
353	Apopka Blvd	Orange Blossom Tr	0.45	Cnty	Urban - Class I	4	E	2,000	26,107	1,144	NB	0	856	C
N Lakewood Ave														
66.1	Fuller's Cross Rd	Clarcona-Ocoee Rd	0.31	Cnty	Rural Signalized	2	D	740	7,986	457	NB	0	283	C

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
Old US 441														
321	Orange Blossom Tr	Lake County Line	1.12	Cnty	Rural Signalized	2	D	740	5,140	266	NB	48	426	C
Old Wetherbee Rd														
457.05	Orange Ave	Wetherbee Rd	1.37	Cnty	Urban - Class I	2	E	880	9,222	435	SB	41	404	C
Old Winter Garden Rd														
321.8	Maguire Rd	S. Bluford Ave	0.49	Ocoee	Urban - Class I	4	E	2,000	26,262	1,544	WB	7	449	C
321.9	S. Bluford Ave	Good Homes Rd	1.86	Cnty	Urban - Class I	4	E	2,000	31,599	1,887	WB	25	88	D
322	Good Homes Rd	Apopka-Vineland Rd	0.43	Cnty	Urban - Class I	4	E	2,000	30,008	1,592	WB	17	391	C
323	Apopka-Vineland Rd	Hiawassee Rd	1.36	Cnty	Urban - Class I	4	E	2,000	32,342	1,358	EB	8	634	C
324	Hiawassee Rd	Kirkman Rd	1.08	Cnty	Urban - Class I	4	E	2,000	28,720	1,442	WB	15	543	C
325	Kirkman Rd	Ivey Lane	1.59	Cnty	Urban - Class I	4	E	2,000	28,321	1,450	EB	15	535	C
326	Ivey Lane	John Young Pkwy	1.3	Cnty	Urban - Class I	4	E	2,000	21,918	1,114	EB	10	876	C
Old YMCA Rd														
535	Lake Hickory Nut Dr	Avalon Rd	0.47	Cnty	Urban - Class II	2	E	800	1,353	75	EB	782	0	F
Orange Ave														
327	Osceola County Line	West of Turnpike Overpass	0.69	Cnty	Urban - Class I	2	E	880	33,255	1,584	NB	132	0	F
327.1	Town Center Blvd	Fairway Woods Blvd	1.61	Cnty	Urban - Class I	6	E	3,020	35,110	1,659	NB	77	1,284	C
327.2	Fairway Woods Blvd	E. Wetherbee Rd	1.64	Cnty	Urban - Class I	6	E	3,020	36,705	1,793	SB	54	1,173	C
327.5	West of Turnpike Overpass	Town Center Blvd	0.65	Cnty	Urban - Class I	4	E	2,000	33,255	1,584	NB	216	200	C
328	E. Wetherbee Rd	Taft-Vineland Rd	0.8	Cnty	Urban - Class I	6	E	3,020	42,898	2,044	SB	66	910	C
328.1	Taft-Vineland Rd	Landstreet Rd	1.08	Cnty	Urban - Class I	5	E	2,510	36,934	1,873	SB	49	588	C
329	Landstreet Rd	Sand Lake Rd	1.05	Cnty	Urban - Class I	5	E	2,510	43,254	1,817	NB	65	628	C
330	Sand Lake Rd	Hansel Ave (S)	1.14	ST	Urban - Class I	5	E	2,510	43,769	1,582	NB	39	889	C
331	Hansel Ave (S)	Hansel Ave (N)	1.22	ST	Urban - Class II (1-way)	2	E	2,040	25,702	2,313	NB	7	0	F
332	Hansel Ave (N)	Holden Ave	0.75	ST	Urban - Class I	5	E	2,510	51,260	2,607	NB	3	0	F

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
333	Holden Ave	Pineloch St	1.01	ST	Urban - Class I	5	E	2,510	42,749	1,529	SB	2	979	C
333.5	Pineloch St	Kaley Ave	0.76	ST	Urban - Class I	4	E	2,000	27,222	1,199	SB	1	800	C
334	Kaley Ave	Gore St	0.75	ST	Urban - Class II	4	E	1,700		0	SB	0	1,700	A
335	Gore St	South St	0.55	ST	Urban - Class II (1-way)	3	E	3,072	30,983	1,813	NB	0	1,259	D
335.5	South St	Robinson St	0.5	ST	Urban - Class II (1-way)	3	E	3,072	13,386	1,260	NB	0	1,812	C
336	Robinson St	Colonial Dr	0.51	ST	Urban - Class II (1-way)	4	E	4,104	12,648	811	NB	0	3,293	C
337	Colonial Dr	Garland Ave	0.34	ST	Urban - Class II (1-way)	3	E	3,072	10,340	955	NB	0	2,117	C
339	Garland Ave	Virginia St	0.61	ST	Urban - Class II	3	E	1,250	13,987	731	SB	0	519	D
340	Virginia Dr	Princeton St	0.5	ST	Urban - Class II	2	E	800	14,091	742	SB	0	58	D
341	Princeton St	Clay Ave	0.53	ST	Urban - Class II	4	E	1,700	21,091	1,008	NB	0	692	D
342	Clay Ave	Orlando Ave	0.68	ST	Urban - Class II	4	E	1,700	14,119	773	NB	0	927	D
343	Orlando Ave	Fairbanks Ave	0.74	ST	Urban - Class II	4	E	1,700	17,062	833	SB	0	867	D
Orange Ave / Hansel Ave														
176	Orange Ave	Orange Ave	1.23	ST	Urban - Class I (1-way)	2	E	2,400	24,827	1,586	SB	13	801	C
Orange Blossom Tr														
299	Osceola County Line	Central Florida Greeneway	1.89	ST	Urban - Class I	6	E	3,020	55,434	2,730	SB	121	169	C
299.1	Central Florida Greeneway	Wetherbee Rd / Ginger Mill Blvd	0.81	ST	Urban - Class I	6	E	3,020	48,568	1,785	SB	127	1,108	C
300	Wetherbee Rd / Ginger Mill Blvd	Central Florida Pkwy	1.4	ST	Urban - Class I	6	E	3,020	48,234	2,354	SB	196	470	C

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	Min LOS	Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*	LOS
314	Ponkan Rd	Sadler Rd	1.91	ST	Urban - Class I	4	D	2,000	31,447	1,574	NB	523	0	F
314.1	Sadler Rd	Earlwood Ave	1.06	ST	Urban - Class I	4	D	2,000	28,500	1,365	NB	695	0	F
314.15	Earlwood Ave	Lake County Line	1.57	ST	Urban - Class I	4	D	2,000	28,472	1,435	SB	499	66	D
Orangewood Blvd														
344	Beachline Expy	Central Florida Pkwy	0.96	Cnty	Urban - Class I	4	E	2,000	16,651	1,064	SB	38	898	C
Orlando Ave														
279	Orange Ave	Fairbanks Ave	0.5	ST	Urban - Class II	4	E	1,700	38,353	1,768	SB	0	0	F
280	Fairbanks Ave	Lee Rd	0.89	ST	Urban - Class II	4	E	1,700	38,463	1,623	SB	0	77	D
281	Lee Rd	Park Ave	0.5	ST	Urban - Class I	6	E	3,020	44,885	2,404	NB	0	616	C
282	Park Ave	Kennedy Blvd	0.37	ST	Urban - Class I	6	E	3,020	48,353	2,635	NB	0	385	C
283	Kennedy Blvd/ Lake Ave	Horatio Ave	0.64	ST	Urban - Class I	6	E	3,020	55,190	2,832	NB	0	188	C
284	Horatio Ave	Seminole County Line	0.93	ST	Urban - Class I	6	E	3,020	32,349	1,567	SB	0	1,453	C
Orlando Central Pkwy														
345	Lake Ellenor Dr	Orange Blossom Tr	0.25	Cnty	Urban - Class II	4	E	1,700	5,430	320	EB	1	1,379	C
Osceola Pkwy														
347.2	John Young Pkwy	Orange Blossom Tr	1.08	Out County	Urban - Class I	4	E	2,000	48,158	1,758	WB	0	242	C
347.5	Orange Blossom Tr	Orange Avenue	0.7	Out County	Urban - Class I	6	E	3,020	51,927	2,116	EB	20	884	C
Osceola St / Delaney Ave														
347	Baxter Ave	Michigan St	0.65	Cnty	Urban - Class II	2	E	800	15,004	774	0	0	26	E
Overstreet Rd														
347.8	Winter Garden-Vineland Rd	Londale Blvd	1.33	Cnty	Urban - Class II	2	E	800	5,344	351	WB	177	272	D
347.9	Londale Blvd	Ficquette Rd	0.54	Cnty	Urban - Class II	2	E	800	9,209	550	NB	134	116	D
Palm Pkwy / Turkey Lake Rd														
348.55	Winter Garden-Vineland Rd	Central Florida Pkwy	2.68	Cnty	Urban - Class I	4	E	2,000	35,879	1,558	NB	304	138	C

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MEMORANDUM

To: Allison McGillis, AICP
Director of Planning and Zoning
City of Winter Park

From: James M. Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: July 1, 2026

Subject: Westchester Avenue Cut-through Traffic Study
City of Winter Park

PURPOSE

The following study was conducted to understand existing travel patterns and operations at the intersection of Orange Avenue & Westchester Avenue in Winter Park, Florida. Residents near the intersection have expressed concerns with the existing volume of potential cut-through traffic using Westchester Avenue to avoid congestion on Orlando Avenue. With the proposed redevelopment of 1560 Orange Avenue, there are additional concerns that volumes on Westchester Avenue will significantly increase. This study was performed to quantify volumes along Westchester Avenue and operations at the intersection in both the existing and buildout condition.

PROJECT DESCRIPTION

A Traffic Impact Analysis (TIA) dated July 1, 2026 was performed separately to analyze the impacts of the proposed redevelopment of 1560 Orange Avenue. However, operations at the intersection of Orange Avenue & Westchester Avenue were not thoroughly evaluated at the time. This study is intended to supplement the TIA with an evaluation of resident concerns regarding Westchester Avenue.

Access to the proposed redevelopment is provided via one (1) full access and one (1) right-in/right-out driveway along Orange Avenue, multiple driveways along Vivian Avenue, one (1) access on Westchester Avenue that is typically closed with a gate, and one (1) full access driveway along Harmon Avenue to access an offsite parking lot. The potential cut-through traffic using Westchester Avenue to avoid congestion on Orlando Avenue, and the location of the site and driveways, are shown in **Figure 1**.

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Figure 1: Project Location Map & Study Area Intersections

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EXISTING DATA

To quantify the existing amount of peak hour traffic that occurs on Westchester Avenue near the project, turning movement counts (TMC's) for the AM peak (7:00 AM to 9:00 AM) and PM peak (4:00 PM to 6:00 PM) periods were collected at the intersection of Orange Avenue & Westchester Avenue on Wednesday, June 24, 2026. TMC data for the study intersection is provided in **Attachment A**.

The TMC data was reviewed to understand the magnitude of traffic on Westchester Avenue in the AM and PM peak hours, including the potential cut-through traffic volumes. A summary of the AM and PM peak hour volumes on Westchester Avenue are summarized in **Figures 2** and **3**, respectively. As shown, the two-way peak hour volumes on Westchester Avenue at the highest hour of the day are relatively low (116 vehicles/PM peak hour) when compared to Orlando Avenue (1956 vehicles/PM peak hour), which is the primary parallel facility. By comparison, Westchester Avenue only carries approximately 6% of the peak hour traffic using Orlando Avenue.

The through-movement volumes shown at the minor approaches of the intersection represent the maximum potential cut-through traffic which could be occurring via Westchester Avenue (52 vehicles/AM peak hour and 68 vehicles/PM peak hour). The actual amount of cut-through traffic is lower since the data includes local traffic on Westchester Avenue.

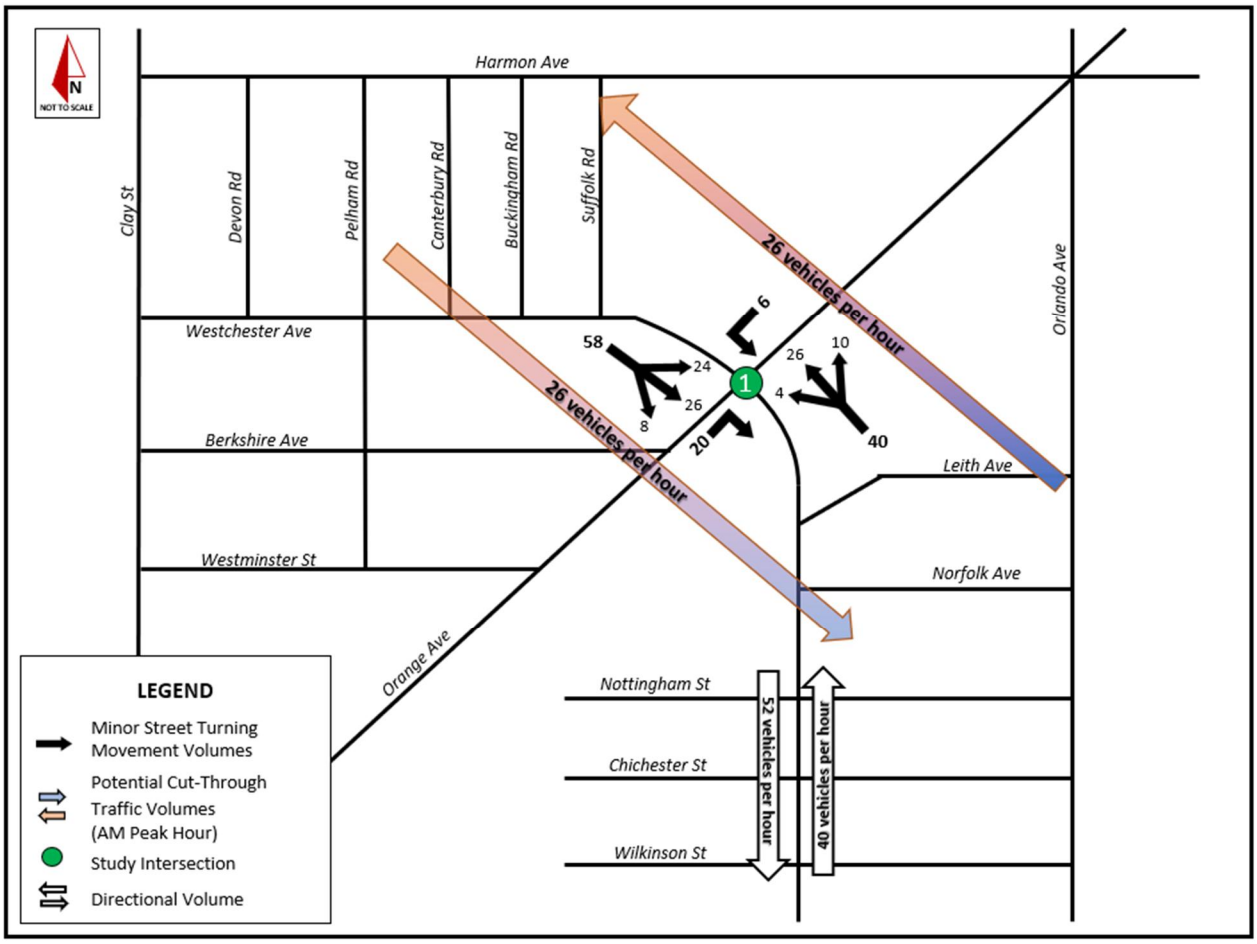


Figure 2: Existing AM Peak Hour Cut-Through Traffic Volumes

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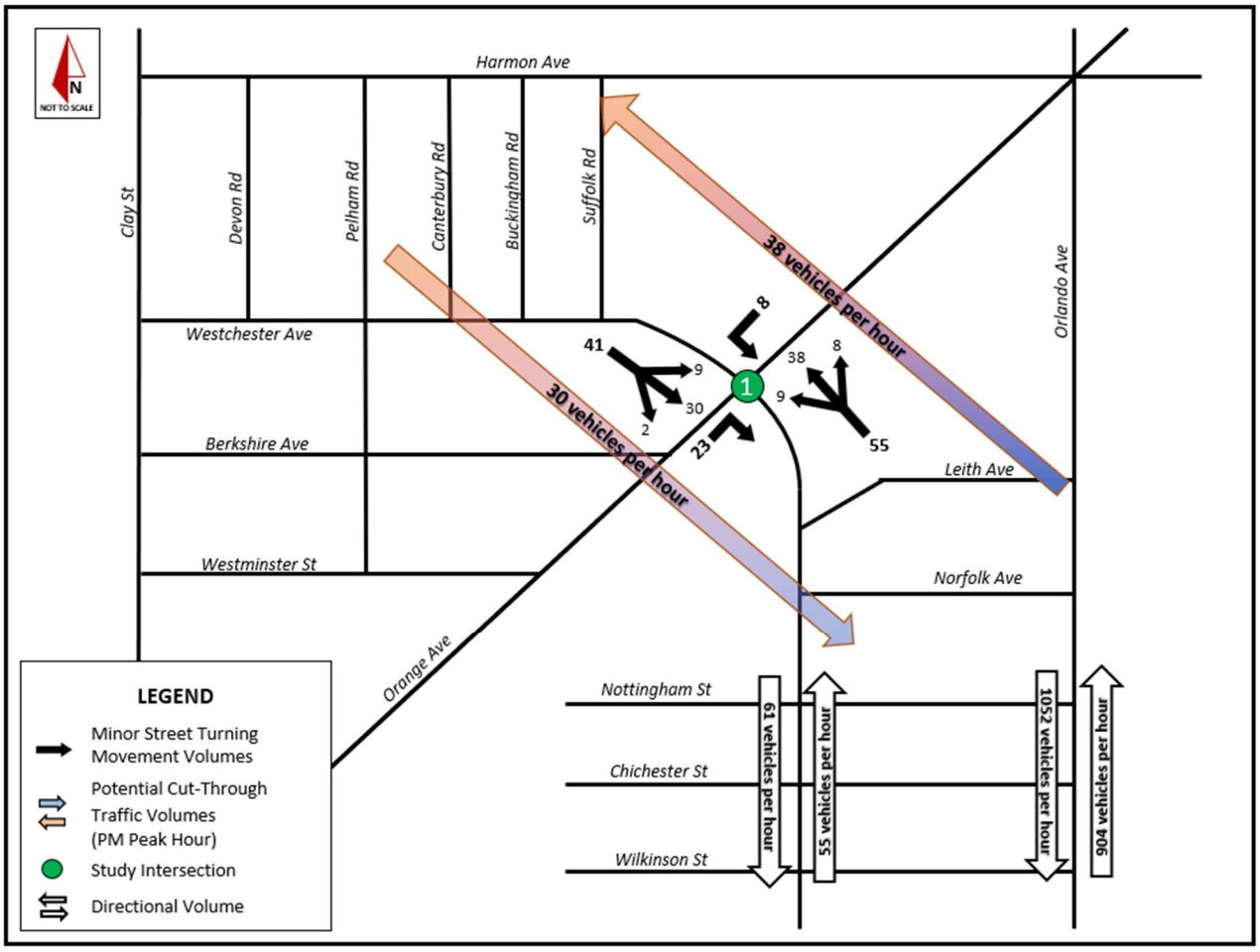


Figure 3: Existing PM Peak Hour Cut-Through Traffic Volumes

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EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed at the intersection of Orange Avenue & Westchester Avenue for existing AM and PM peak hour conditions using Synchro (v12) software. The analysis followed procedures outlined in the *Highway Capacity Manual, 7th Edition*. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for existing AM and PM peak hour conditions are provided in **Tables 1** and **2**, respectively. Synchro outputs are provided in **Attachment B**.

As shown in **Tables 1** and **2**, all study area intersections operate with an acceptable overall LOS and v/c ratios less than 1.00 under existing peak hour conditions. Therefore, regardless of the amount of cut-through traffic in the traffic volumes observed on Westchester Avenue, the intersection currently operates within adopted level of service standards at peak times and has sufficient capacity to accommodate existing demand.

Table 1: Existing Intersection Conditions (AM Peak Hour)

Existing Condition						
Intersection		Control Type	Approach	AM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Avenue & Westchester Avenue	Unsignalized (TWSC)	EB(L)	A	EBL	0.00
			WB(L)	A	WBL	0.01
			NB	C	NBL/T/R	0.14
			SB	C	SBL/T/R	0.23
			Overall	**-**	**SBL/T/R**	**0.23**

Table 2: Existing Intersection Conditions (PM Peak Hour)

Existing Condition						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Avenue & Westchester Avenue	Unsignalized (TWSC)	EB(L)	A	EBL	0.01
			WB(L)	A	WBL	0.01
			NB	D	NBL/T/R	0.30
			SB	D	SBL/T/R	0.25
			Overall	**-**	**NBL/T/R**	**0.30**

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FUTURE TRAFFIC

Future volumes were developed by adding anticipated project trips from the proposed redevelopment of the 1560 Orange Avenue building to the existing volumes. Project traffic from the proposed redevelopment was referenced from the Traffic Impact Analysis (TIA) dated July 1, 2026. The TIA anticipates twenty percent (20%) of site-generated trips from Orlando Avenue south of the site (14 AM peak hour trips, 24 PM peak hour trips) which have the option of accessing the site via Orlando Avenue or via Westchester Avenue. For a conservative analysis, it is assumed that 50% of these trips may access the site via Westchester Avenue. Project trips from other directions are not anticipated to reroute to Westchester Avenue. Relevant TIA excerpts are provided in **Attachment C**.

Project traffic was added to existing count data to determine potential future traffic volumes along Westchester Avenue and at the intersection with Orange Avenue in the AM and PM peak hours, including the potential cut-through traffic volumes. A summary of the AM and PM peak hour volumes on Westchester Avenue are summarized in **Figures 4** and **5**, respectively.

The through-movement volumes shown at the minor approaches of the intersection represent the maximum potential cut-through traffic which could be occurring via Westchester Avenue (52 vehicles/AM peak hour and 68 vehicles/PM peak hour). The actual amount of cut-through traffic is lower since the data includes local traffic on Westchester Avenue. Note that the project does not add to this existing potential cut-through quantity.

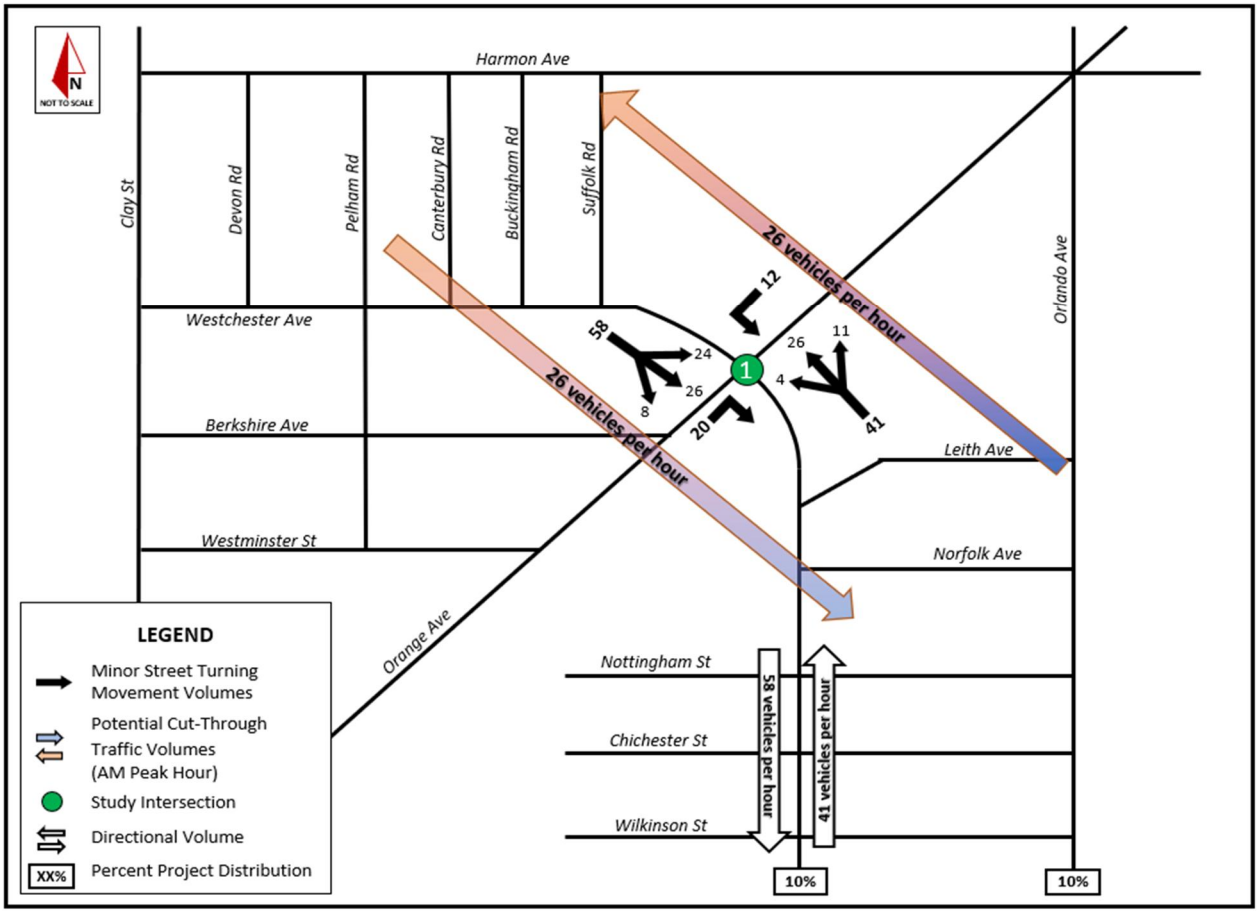


Figure 4: Future AM Peak Hour Cut-Through Traffic Volumes

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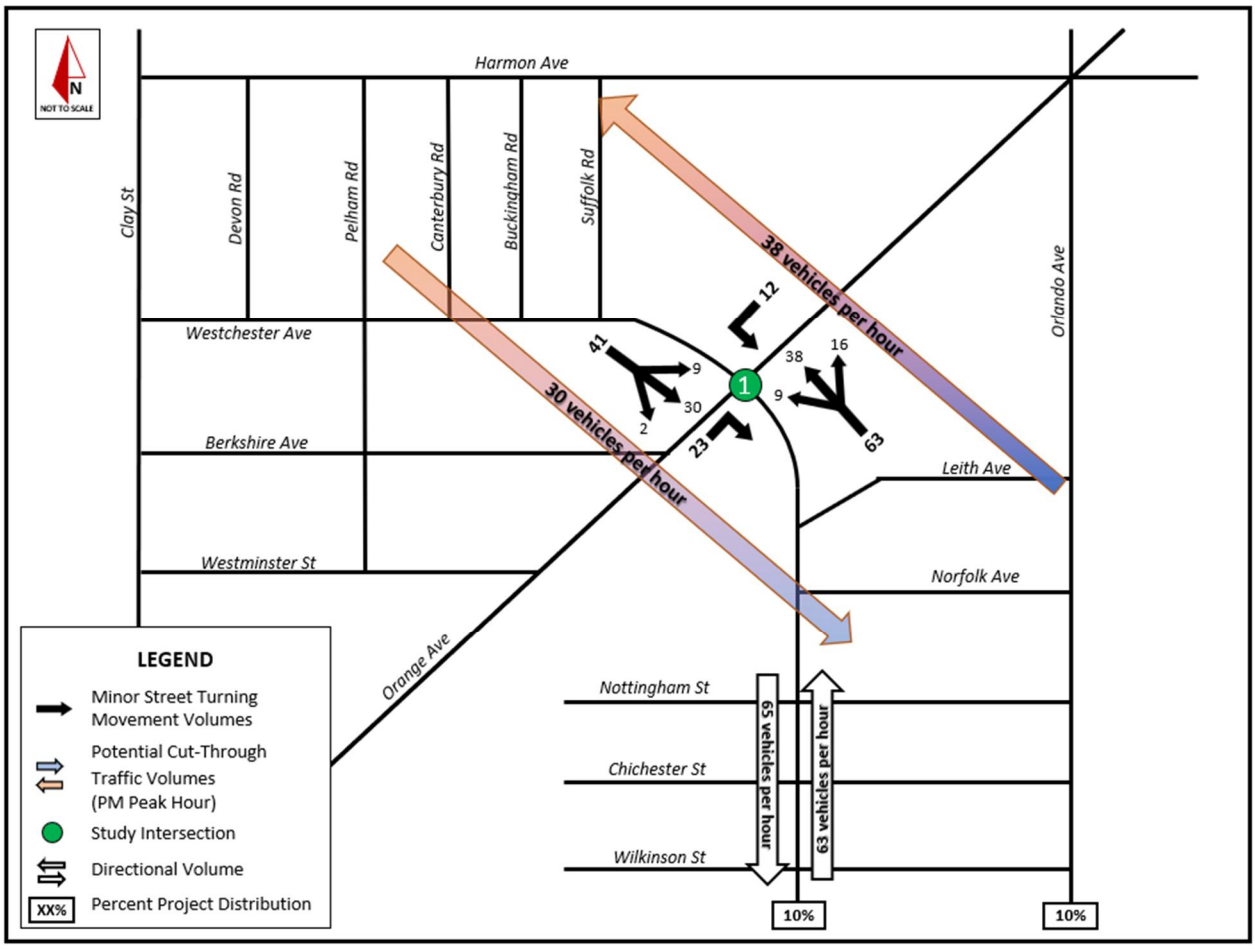


Figure 5: Future PM Peak Hour Cut-Through Traffic Volumes

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FUTURE INTERSECTION CONDITIONS

An intersection operational analysis was performed at the intersection of Orange Avenue & Westchester Avenue for future AM and PM peak hour conditions using Synchro (v12) software. The analysis followed procedures outlined in the *Highway Capacity Manual, 7th Edition*. Intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios for future AM and PM peak hour conditions are provided in **Tables 3** and **4**, respectively. Synchro outputs are provided in **Attachment B**.

As shown in **Tables 3** and **4**, all study area intersections are expected to continue to operate within adopted level of service standards at peak times and have sufficient capacity to accommodate future demand. No intersection deficiencies were identified with the addition of a conservative amount of project traffic at the intersection.

Table 3: Future Intersection Conditions (AM Peak Hour)

Future Condition						
Intersection		Control Type	Approach	AM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Avenue & Westchester Avenue	Unsignalized (TWSC)	EB(L)	A	EBL	0.00
			WB(L)	A	WBL	0.01
			NB	C	NBL/T/R	0.14
			SB	C	SBL/T/R	0.24
			Overall	**-**	**SBL/T/R**	**0.24**

Table 4: Future Intersection Conditions (PM Peak Hour)

Future Condition						
Intersection		Control Type	Approach	PM Peak Hour		
				Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
1	Orange Avenue & Westchester Avenue	Unsignalized (TWSC)	EB(L)	A	EBL	0.01
			WB(L)	A	WBL	0.01
			NB	D	NBL/T/R	0.32
			SB	D	SBL/T/R	0.25
			Overall	**-**	**NBL/T/R**	**0.32**

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CONCLUSION

This study was conducted to identify existing travel patterns and operations at the intersection of Orange Avenue & Westchester Avenue to address local resident concerns with the existing volume of potential cut-through traffic on Westchester Avenue. Additionally, the analysis is intended to supplement the Traffic Impact Analysis dated July 1, 2026 performed for the proposed redevelopment of 1560 Orange Avenue, by assessing existing and buildout operations at the intersection.

Turning movement counts collected at the intersection of Orange Avenue & Westchester Avenue indicate that traffic volumes on Westchester Avenue (98 vehicles/AM peak hour and 104 vehicles/PM peak hour) are not high enough to indicate a pronounced cut-through pattern. The maximum potential traffic cut-through which could be occurring via Westchester Avenue is 52 vehicles during the AM peak hour and 68 vehicles during the PM peak hour. The actual amount of cut-through traffic is lower since the count data includes local traffic.

Regardless of cut-through activity on Westchester Avenue, the intersection of Orange Avenue & Westchester Avenue is operating in the existing condition within acceptable level of service and capacity standards. The intersection is anticipated to continue operating within acceptable standards after site redevelopment and with a conservative 50% of project trips south of the site assumed to reroute from Orlando Avenue to Westchester Avenue. In this conservative analysis, only 7 vehicles during the AM peak hour and 12 vehicles during the PM peak hour would be anticipated as additional traffic on Westchester Avenue.

ATTACHMENT A
Turning Movement Counts

Peak Hour Turning Movement Count

Winter Park, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0800 - 0815	1	76	5	-	0	82	2	133	9	-	0	144	3	5	2	-	0	10	0	8	2	-	0	10	246
0815 - 0830	0	83	3	-	0	86	2	120	8	-	0	130	10	8	1	-	0	19	3	8	0	-	0	11	246
0830 - 0845	0	101	7	-	0	108	2	104	6	-	0	112	6	4	4	-	0	14	0	6	4	-	0	10	244
0845 - 0900	0	97	5	-	0	102	0	117	15	-	0	132	5	9	1	-	0	15	1	4	4	-	0	9	258
Total	1	357	20	0	0	378	6	474	38	0	0	518	24	26	8	0	0	58	4	26	10	0	0	40	994
Approach %	0.26	94.44	5.29	0.00	0.00	-	1.16	91.51	7.34	0.00	0.00	-	41.38	44.83	13.79	0.00	0.00	-	10.00	65.00	25.00	0.00	0.00	-	
PHF	0.25	0.88	0.71	0.00	0.00	**0.88**	0.75	0.89	0.63	0.00	0.00	**0.90**	0.60	0.72	0.50	0.00	0.00	**0.76**	0.33	0.81	0.63	0.00	0.00	**0.91**	**0.96**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0800 - 0815	1	76	5	-	0	82	2	132	9	-	0	143	3	5	2	-	0	10	0	7	2	-	0	9	244
0815 - 0830	0	81	3	-	0	84	2	119	8	-	0	129	10	8	1	-	0	19	3	8	0	-	0	11	243
0830 - 0845	0	97	7	-	0	104	2	102	6	-	0	110	5	4	4	-	0	13	0	5	3	-	0	8	235
0845 - 0900	0	97	5	-	0	102	0	116	12	-	0	128	5	9	1	-	0	15	1	4	4	-	0	9	254
Total	1	351	20	0	0	372	6	469	35	0	0	510	23	26	8	0	0	57	4	24	9	0	0	37	976
Approach %	0.27	94.35	5.38	0.00	0.00	-	1.18	91.96	6.86	0.00	0.00	-	40.35	45.61	14.04	0.00	0.00	-	10.81	64.86	24.32	0.00	0.00	-	
PHF	0.25	0.90	0.71	0.00	0.00	**0.89**	0.75	0.89	0.73	0.00	0.00	**0.89**	0.58	0.72	0.50	0.00	0.00	**0.75**	0.33	0.75	0.56	0.00	0.00	**0.84**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0800 - 0815	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	2
0815 - 0830	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
0830 - 0845	0	4	0	-	0	4	0	2	0	-	0	2	1	0	0	-	0	1	0	1	1	-	0	2	9
0845 - 0900	0	0	0	-	0	0	0	1	3	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	5	0	0	0	5	0	5	3	0	0	8	1	0	0	0	0	1	0	2	1	0	0	3	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	62.50	37.50	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	
PHF	0.00	0.31	0.00	0.00	0.00	**0.31**	0.00	0.63	0.25	0.00	0.00	**0.50**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.50	0.25	0.00	0.00	**0.38**	**0.47**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Click here for Map

Peak Hour Turning Movement Count

Winter Park, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	2	135	6	-	0	143	3	114	5	-	0	122	3	7	0	-	0	10	0	8	0	-	0	8	283
1700 - 1715	1	143	9	-	0	153	1	72	19	-	0	92	2	9	2	-	0	13	5	15	5	-	0	25	283
1715 - 1730	2	131	3	-	0	136	2	111	7	-	0	120	1	8	0	-	0	9	3	6	3	-	0	12	277
1730 - 1745	0	150	5	-	0	155	2	129	10	-	0	141	3	6	0	-	0	9	1	9	0	-	0	10	315
Total	5	559	23	0	0	587	8	426	41	0	0	475	9	30	2	0	0	41	9	38	8	0	0	55	1158
Approach %	0.85	95.23	3.92	0.00	0.00	-	1.68	89.68	8.63	0.00	0.00	-	21.95	73.17	4.88	0.00	0.00	-	16.36	69.09	14.55	0.00	0.00	-	
PHF	0.63	0.93	0.64	0.00	0.00	**0.95**	0.67	0.83	0.54	0.00	0.00	**0.84**	0.75	0.83	0.25	0.00	0.00	**0.79**	0.45	0.63	0.40	0.00	0.00	**0.55**	**0.92**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	66.67	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	2	135	5	-	0	142	3	112	5	-	0	120	3	7	0	-	0	10	0	8	0	-	0	8	280
1700 - 1715	1	143	9	-	0	153	1	72	19	-	0	92	2	9	2	-	0	13	5	15	5	-	0	25	283
1715 - 1730	2	127	3	-	0	132	2	108	7	-	0	117	1	8	0	-	0	9	3	6	3	-	0	12	270
1730 - 1745	0	148	5	-	0	153	2	128	10	-	0	140	2	6	0	-	0	8	1	9	0	-	0	10	311
Total	5	553	22	0	0	580	8	420	41	0	0	469	8	30	2	0	0	40	9	38	8	0	0	55	1144
Approach %	0.86	95.34	3.79	0.00	0.00	-	1.71	89.55	8.74	0.00	0.00	-	20.00	75.00	5.00	0.00	0.00	-	16.36	69.09	14.55	0.00	0.00	-	
PHF	0.63	0.93	0.61	0.00	0.00	**0.95**	0.67	0.82	0.54	0.00	0.00	**0.84**	0.67	0.83	0.25	0.00	0.00	**0.77**	0.45	0.63	0.40	0.00	0.00	**0.55**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
1730 - 1745	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	3	0	0	0	3	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.45**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-527 Orange Ave (South)						FL-527 Orange Ave (North)						Westchester Ave (West)						Westchester Ave (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	1	0	-	0	1	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	2
Total	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

ATTACHMENT B
Synchro Outputs

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	357	20	6	474	38	4	26	10	24	26	8
Future Vol, veh/h	1	357	20	6	474	38	4	26	10	24	26	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	8	25	2	2	2	8	13
Mvmt Flow	1	372	21	6	494	40	4	27	10	25	27	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	533	0	0	393	0	0	904	930	382	914	921	514
Stage 1	-	-	-	-	-	-	384	384	-	526	526	-
Stage 2	-	-	-	-	-	-	520	546	-	388	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.35	6.52	6.22	7.12	6.58	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.52	-	6.12	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.52	-	6.12	5.58	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.725	4.018	3.318	3.518	4.072	3.417
Pot Cap-1 Maneuver	1034	-	-	1166	-	-	235	267	665	254	264	540
Stage 1	-	-	-	-	-	-	595	611	-	535	519	-
Stage 2	-	-	-	-	-	-	500	518	-	636	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	1166	-	-	206	265	665	223	263	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	265	-	223	263	-
Stage 1	-	-	-	-	-	-	594	611	-	532	516	-
Stage 2	-	-	-	-	-	-	464	515	-	598	594	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	0.09	18.81	22.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	302	1034	-	-	1166	-	-	262
HCM Lane V/C Ratio	0.138	0.001	-	-	0.005	-	-	0.231
HCM Ctrl Dly (s/v)	18.8	8.5	-	-	8.1	-	-	22.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	559	23	8	426	41	9	38	8	9	30	2
Future Vol, veh/h	5	559	23	8	426	41	9	38	8	9	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	11	2	2
Mvmt Flow	5	608	25	9	463	45	10	41	9	10	33	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	508	0	0	633	0	0	1128	1156	620	1142	1146	485
Stage 1	-	-	-	-	-	-	631	631	-	503	503	-
Stage 2	-	-	-	-	-	-	497	525	-	639	643	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.21	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.599	4.018	3.318
Pot Cap-1 Maneuver	1057	-	-	950	-	-	182	197	488	170	199	582
Stage 1	-	-	-	-	-	-	469	474	-	535	542	-
Stage 2	-	-	-	-	-	-	555	529	-	449	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1057	-	-	950	-	-	149	194	488	130	196	582
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	194	-	130	196	-
Stage 1	-	-	-	-	-	-	467	472	-	530	537	-
Stage 2	-	-	-	-	-	-	515	524	-	401	466	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.15	30.23	31.08
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	1057	-	-	950	-	-	182
HCM Lane V/C Ratio	0.297	0.005	-	-	0.009	-	-	0.245
HCM Ctrl Dly (s/v)	30.2	8.4	-	-	8.8	-	-	31.1
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	357	20	12	474	38	4	26	11	24	26	8
Future Vol, veh/h	1	357	20	12	474	38	4	26	11	24	26	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	8	25	2	2	2	8	13
Mvmt Flow	1	372	21	13	494	40	4	27	11	25	27	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	533	0	0	393	0	0	917	943	382	926	933	514
Stage 1	-	-	-	-	-	-	384	384	-	539	539	-
Stage 2	-	-	-	-	-	-	532	558	-	388	395	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.35	6.52	6.22	7.12	6.58	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.52	-	6.12	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.52	-	6.12	5.58	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.725	4.018	3.318	3.518	4.072	3.417
Pot Cap-1 Maneuver	1034	-	-	1166	-	-	230	263	665	249	260	540
Stage 1	-	-	-	-	-	-	595	611	-	527	512	-
Stage 2	-	-	-	-	-	-	492	511	-	636	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	1166	-	-	201	260	665	217	257	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	260	-	217	257	-
Stage 1	-	-	-	-	-	-	594	611	-	521	507	-
Stage 2	-	-	-	-	-	-	453	506	-	597	594	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.02	0.19	18.98	23.36
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	1034	-	-	1166	-	-	256
HCM Lane V/C Ratio	0.142	0.001	-	-	0.011	-	-	0.236
HCM Ctrl Dly (s/v)	19	8.5	-	-	8.1	-	-	23.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	559	23	12	426	41	9	38	16	9	30	2
Future Vol, veh/h	5	559	23	12	426	41	9	38	16	9	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	11	2	2
Mvmt Flow	5	608	25	13	463	45	10	41	17	10	33	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	508	0	0	633	0	0	1136	1165	620	1151	1155	485
Stage 1	-	-	-	-	-	-	631	631	-	511	511	-
Stage 2	-	-	-	-	-	-	505	534	-	639	643	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.21	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.599	4.018	3.318
Pot Cap-1 Maneuver	1057	-	-	950	-	-	179	194	488	168	197	582
Stage 1	-	-	-	-	-	-	469	474	-	529	537	-
Stage 2	-	-	-	-	-	-	549	525	-	449	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1057	-	-	950	-	-	146	191	488	125	193	582
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	191	-	125	193	-
Stage 1	-	-	-	-	-	-	467	472	-	522	529	-
Stage 2	-	-	-	-	-	-	506	517	-	393	466	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.22	29.48	31.91
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	1057	-	-	950	-	-	178
HCM Lane V/C Ratio	0.319	0.005	-	-	0.014	-	-	0.251
HCM Ctrl Dly (s/v)	29.5	8.4	-	-	8.8	-	-	31.9
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.9

ATTACHMENT C

Signed and Sealed TIA Excerpts

Table 2: Trip Generation Summary

Existing Land Use											
Daily	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	Daily Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**108.339**	KSF	T = 6.18 * X + 207.96	877	50%	439	50%	438	
	Total Generated Trips					**877**	**439**		**438**		
AM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	AM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**108.339**	KSF	T = 1.12 * X + 19.95	141	88%	124	12%	17	
	Total Generated Trips					**141**	**124**		**17**		
PM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**108.339**	KSF	T = 0.99 * X + 31.14	138	17%	23	83%	115	
	Total Generated Trips					**138**	**23**		**115**		

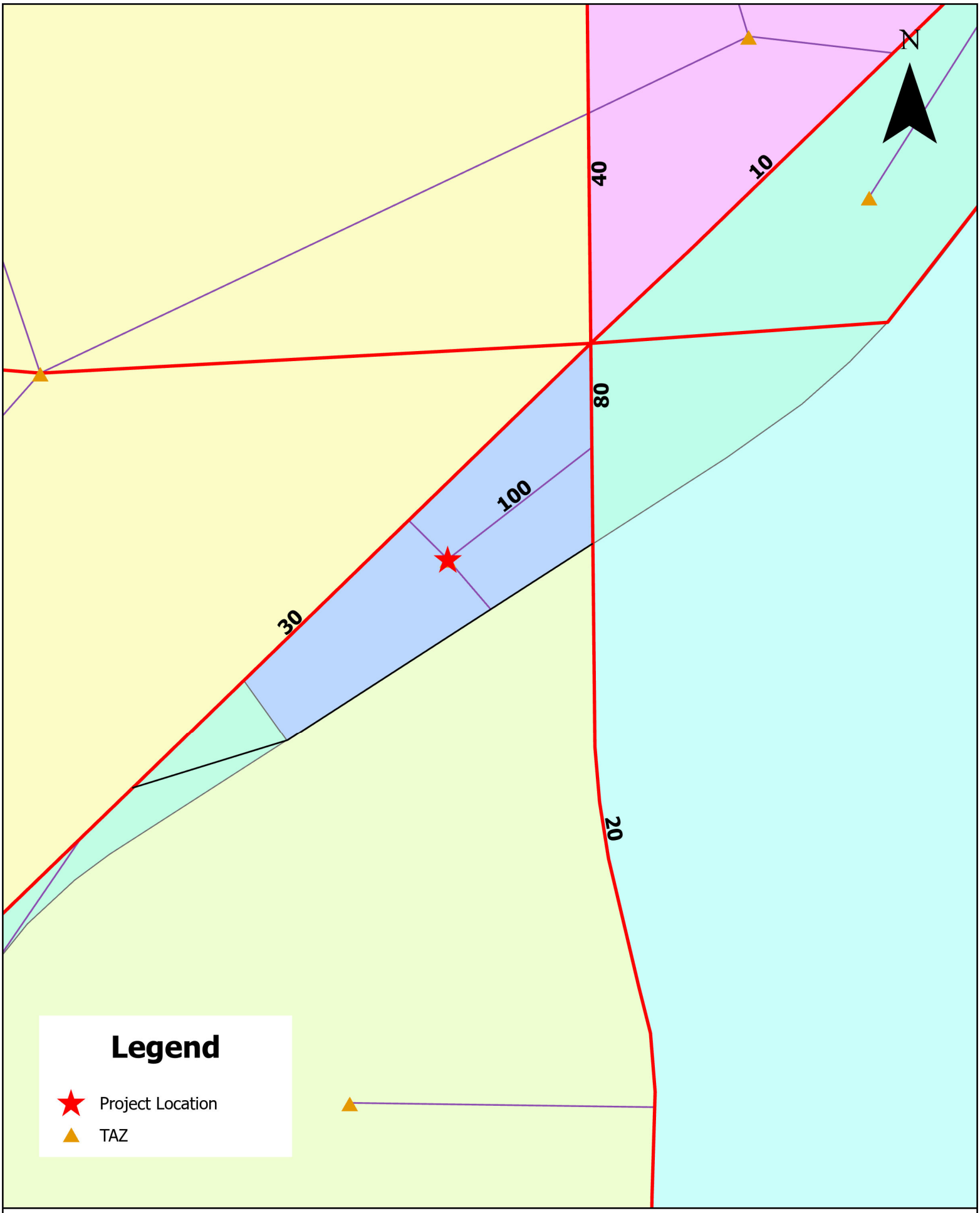
Proposed Redevelopment											
Daily	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	Daily Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**75.882**	KSF	T = 6.18 * X + 207.96	677	50%	339	50%	338	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = (0.33 * X) / 0.09	1,287	50%	644	50%	643	
	Medical-Dental Office Building	720	**13.367**	KSF	T = 40.60 * X - 75.15	468	50%	234	50%	234	
	Total Generated Trips					**2,432**	**1,217**		**1,215**		
	Internal Capture[3] =	15.6%	(see attached capture matrices)			380	190		190		
	Net External Trips					**2,052**	**1,027**		**1,025**		
AM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	AM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**75.882**	KSF	T = 1.12 * X + 19.95	105	88%	92	12%	13	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = 0.33 * X	116	33%	38	67%	78	
	Medical-Dental Office Building	720	**13.367**	KSF	ln (T) = 0.90 * ln (x) +1.33	39	78%	30	22%	9	
	Total Generated Trips					**260**	**160**		**100**		
	Internal Capture[3] =	20.0%	(see attached capture matrices)			52	26		26		
	Net External Trips					**208**	**134**		**74**		
PM Peak	Land Use	ITE LUC	Size	Units	ITE Trip Generation Equation [1]	PM Peak Hour Trip Generation					
						Total	In[1]		Out[1]		
	General Office Building	710	**75.882**	KSF	T = 0.99 * X + 31.14	106	16%	17	84%	89	
	Fine Dining Restaurant[2]	931	**351**	Seats	T = 0.33 * X	116	67%	78	33%	38	
	Medical-Dental Office Building	720	**13.367**	KSF	T = 3.77 * X - 5.75	45	30%	14	70%	31	
	Total Generated Trips					**267**	**109**		**158**		
	Internal Capture[3] =	2.2%	(see attached capture matrices)			6	3		3		
	Net External Trips					**261**	**106**		**155**		

Difference of Trips (Proposed - Existing)			
Daily Net Trips	**1,175**	**588**	**587**
AM Peak Net Trips	**67**	**10**	**57**
PM Peak Net Trips	**123**	**83**	**40**

Notes: [1] *Vehicle trip rate and directional splits per ITE Trip Generation, 12th Edition.*

[2] *LUC 931 (Fine Dining Restaurant) does not provide a Daily and AM peak hour rate based on seats. The Daily rate was determined by multiplying the PM peak hour rate by 10 and having a 50/50 directional split. The AM peak hour rate utlized the same rate as the PM peak hour but the directional splits were switched.*

[3] *Internal Capture based on ITE Trip Generation Handbook, 3rd Edition, Internal Capture Reduction Calculation Spreadsheet.*



Project Distribution - 1560 Orange Ave
CFRPMv7 - 2030 - 5/21/2026

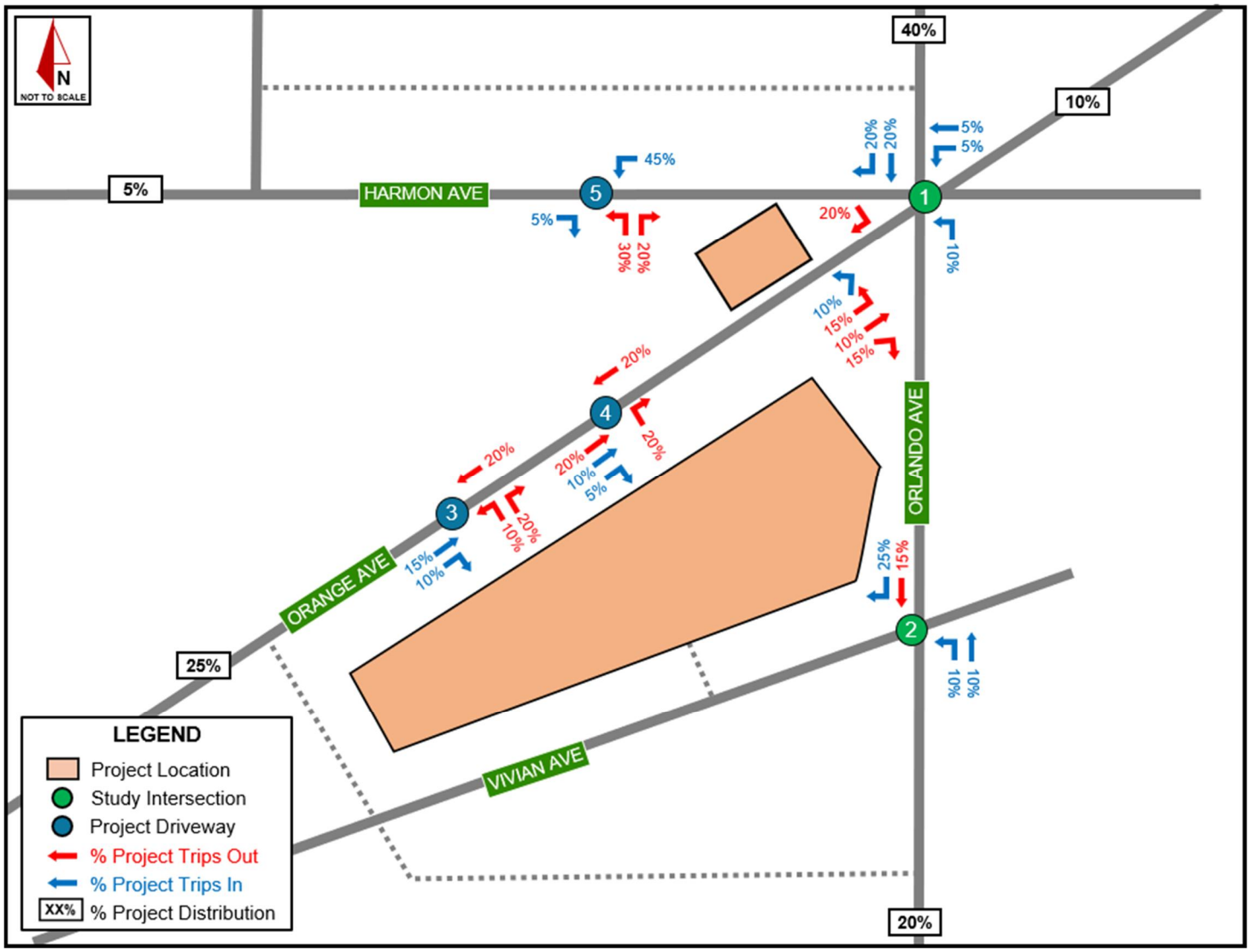


Figure 3: Project Trip Distribution

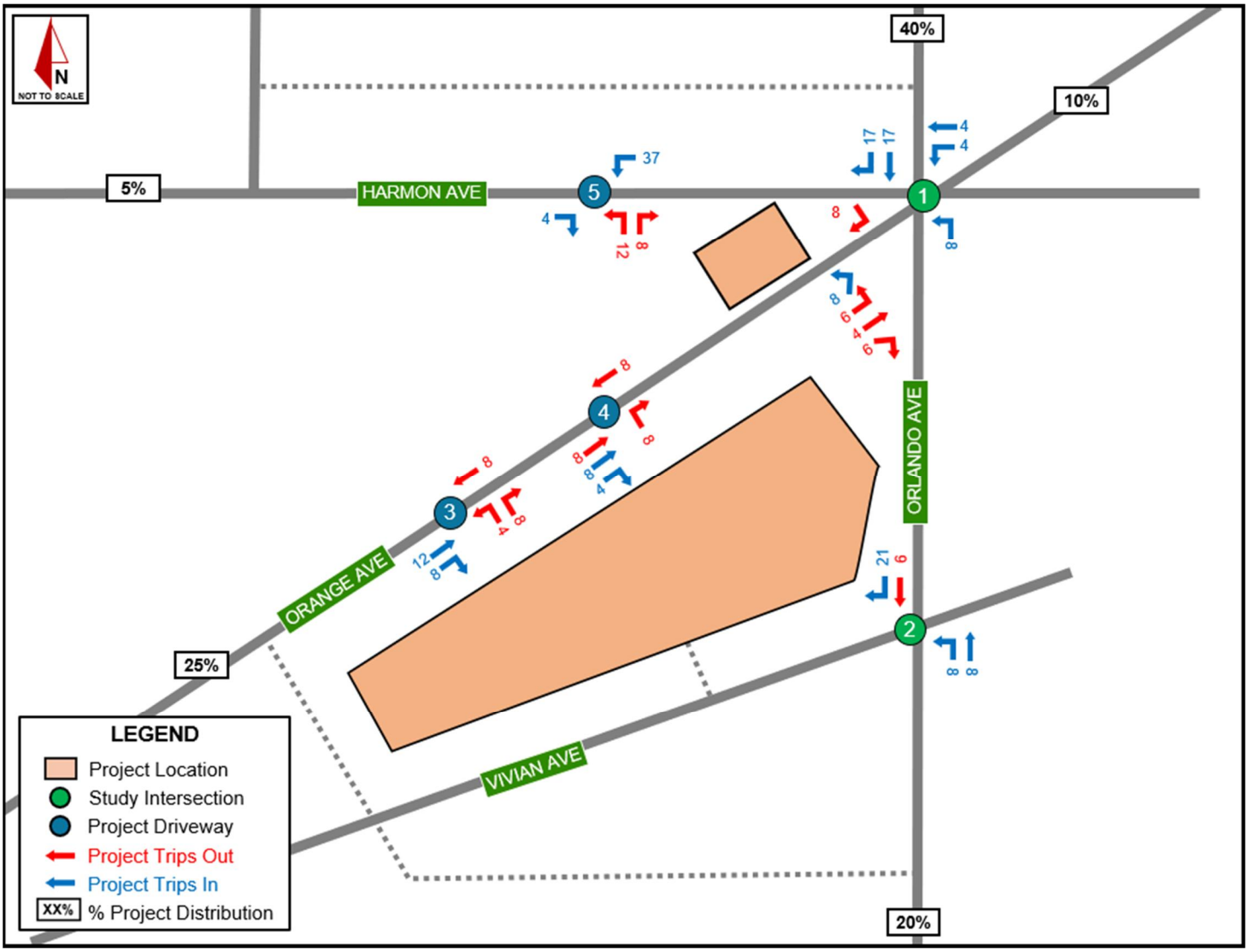


Figure 4: Project Trip Assignment

creative
project
consultants

June 8th, 2026

To: City of Winter Park Planning and Zoning

Attn: Allison McGillis, AICP
Planning and Zoning Director
City of Winter Park

Project: Conditional Use Request for 1560 N. Orange Avenue

TAC Meeting Notes Responses

Meeting Dated May 27th 2026

As Architect of Record, Creative Project Consultants Architecture respectfully submits the following responses to the City of Winter Park Planning and Zoning Department's comments regarding the Conditional Use (CU) application for the project in the subject line.

Planning & Zoning:

1. Need to formalize a development agreement that memorializes the details and maintenance new/improved park area and need for offsite parking that cannot be sold or used for another use.
   Demetree Global (DG) Response: Acknowledged. Our legal counsel will provide a draft Development Agreement.
2. Need to have a separate meeting to discuss the numerous signage variances requested
   Signage Vendor (SV) & Restaurant Operator (RO) Response: The signage package is being developed by the signage company with input from the City. We anticipate it will be completed by next week.
   Staff is going to recommend a condition:
   - Incorporate interior sound attenuation and acoustic mitigation measures designed by a qualified acoustical professional to minimize the transmission of amplified music, patron noise, kitchen operations, and other interior noise sources to adjacent properties.
     CPC Architecture Response: The project team intends to retain a qualified acoustical consultant during the Construction Document phase to evaluate potential noise impacts associated with the proposed development and to recommend appropriate mitigation measures, if warranted. The consultant's analysis will be incorporated into the final design as necessary to support compliance with applicable noise standards and regulations.
     Additionally, post-construction acoustical testing may be conducted to verify compliance with applicable noise criteria and to confirm that sound impacts to adjacent properties have been appropriately minimized.
   - Utilize valet services as needed at peak times to not need to utilize the parking lot across the street, or impact adjacent neighborhoods
     DG Response: Valet parking services will be provided on-site during peak operating periods as determined by the restaurant operator. A designated area within the main

site will be reserved for valet operations on an as-needed basis to accommodate customer demand and minimize off-site parking impacts.

- No use of parking lot across Orange Ave for restaurant patrons or valet services
  DG Response: The parking lot located across Orange Avenue is intended solely for restaurant and medical office building (MOB) employees. It will not be utilized by restaurant patrons or for valet parking operations.

3. Provide a traffic study – meet with Public Works prior to finalizing
   Civil Kimley-Horn (KH) Response: Traffic Impact Analysis (TIA) – The TIA includes the additional data and analysis the City has requested. See attached documents and narrative letter addressing additional comments generated.
4. Need to finalize the restaurant hours because that will also be a condition of approval – 9pm on weekdays and 10pm on weekends?
   RO Response: Please see below the proposed hours of operation for the restaurant. These hours are being submitted for review and will be finalized as part of the approval process, subject to operational needs and City approval.
   Monday - Thursday 11:30 AM to 10:00 PM
   Friday 11:30 AM to Midnight
   Saturday 10:00 AM to Midnight
   Sunday 10:00 AM to 9:00 PM
5. Provide a site plan that better outlines the added awnings and pergola areas and the extend they expand
   CPC Response: Please see sheet SK-01 - Floor Plans included in this submittal package for details.
6. Provide analysis on trees that are proposed to be removed
   Landscape Architect Hortus Oasis (LA) & KH Response: Sheet L-4 shows trees to be removed and notes tree mitigation options also sheet DP-8 – Tree Removal Exhibit included in the civil development plans for details.
7. Show trees that are within the city parks and must preserve all existing trees in city parks.
   HO Response: Sheets L-2 and L-3 include the trees in city parks. One small trumpet tree would be impacted by a Gateway Arch.
8. As it relates to ground signs
   - On Orange, we'd consider that a two lane road and therefore only allow up to 8ft tall and 36sf in size. Same would apply to any signs on Ashburne. 58-124(b) also limits height to 8ft.
     SV Response: Acknowledged. The signage package is being developed by the signage company with input from the City. We anticipate it will be completed by next week.
   - Be aware of 58-130e where ground signs are located in a commercial or industrial zone, but within 100 feet of premises zoned for residential use having frontage on the same public right-of-way, such signs shall be set back from the public right-of-way the same distance as is required for buildings in the residential zone. In this case that's 25ft.
     HO Response: Proposed sign location along Orange Avenue on the landscape plan is more than 100' from residential use zoning.
   - Any ground sign within 20ft of curb cut/driveway is limited to 3ft in height
     SV Response: Acknowledged. The signage package is being developed by the signage company with input from the City. We anticipate it will be completed by next week.

Dimensions are needed on wayfinding signage
SV Response: Dimensions will be included on the signage package being developed. We anticipate it will be completed by next week

9. Wall signs
   Office zoned parcels are allowed typically only allowed one wall and ground sign per parcel. Wall signs are capped at 50sf.
   SV Response: Acknowledged. The signage package is being developed by the signage company with input from the City. We anticipate it will be completed by next week.
10. Variances will be necessary to have 4 ground signs and the two larger wall signs. I should probably meet with them separately
    SV Response: Acknowledged. The signage package is being developed by the signage company with input from the City. We anticipate it will be completed by next week.

Contact Information:
Allison McGillis (amcgillis@cityofwinterpark.org)
John Harbilas (jharbilas@cityofwinterpark.org)
Nick Lewis (nlewis@cityofwinterpark.org)

Building & Permitting Services:

1. New Florida code takes effect December 31, 2026, that will change the 9th edition of the building code. It's recommended to submit permit documents prior to the change.
   CPC Response: We are planning to submit the building permit and tenant build-out drawings prior to the December 31, 2026 code change.
2. Schedule a pre-application meeting with the Building & Fire Departments to review code and life-safety issues.
   CPC Response: A pre-application meeting will be scheduled with the Building and Fire Departments prior to building permit submittal as noted.

Contact Information:
Gary Hiatt (ghiatt@cityofwinterpark.org)
Ashley Ong (aong@cityofwinterpark.org)

Fire Rescue/Marshal:

1. Plans show the removal of fire lane spots and an addition of a loop and new driveway to the front. Make sure that fire department access is still met within 50 feet of an exterior door per NFPA 1–18.2.3.2.1. If taking away fire lane spots, make sure to include good notes and narrative about it.
   KH Response: Comment acknowledged. The site plan has been revised to provide a fire lane which will be located 50 feet from a building door and abide by the relevant NFPA 1 codes and regulations. The curb abutting the fire lane and the fire lane's asphalt pavement will have the appropriate markings and signage for fire truck lane usage. Please see sheets DP-4 - Development Site Plan and DP-7 - Fire Truck Autoturn Plan for details.
2. Plans show exterior non-transient seating. If covered by canopies, it must be protected with the existing sprinkler system.

MEP Response: Acknowledged. Sprinkler protection will be provided beneath the proposed canopies in accordance with applicable code requirements.

3. Plans show patio heater information. Make sure it's per NFPA 1–69.3.1.3. Separate fire permits are required for any fire protection, alarm, sprinkler, and cooking hood suppression systems.
   MEP Response: Acknowledged. The proposed patio heaters will comply with NFPA 1–69.3.1.3. Separate permits will be obtained, as required, for fire protection, fire alarm, sprinkler, and cooking hood suppression systems.

   Contact Information:
   Scott Donovan (sdonovan@cityofwinterpark.org)
   Jim Santoro (jsantoro@cityofwinterpark.org)

Public Works & Transportation:

1. Please provide the supporting ITE internal capture calculations and assumptions used to develop the applied reductions (2.7% daily, 20.0% AM peak, and 2.2% PM peak), including how interaction between the proposed land uses was considered.
   KH Response: The trip generation section in the Parking Demand Study has been removed from that document. A new Parking Demand Study is provided and dated June 2026. At the request of staff, a Traffic Impact Analysis has been prepared and dated June 2026. With the TIA, trip generation and internal capture was calculated per ITE methodology. Internal capture is anticipated between office use and restaurant uses. Appendix G of the provided TIA provides excerpts from the ITE Manual and the internal capture supporting documentation.
2. Please provide additional information supporting the 44% vehicle pass-by rate applied to the restaurant use, including the basis for applying the PM peak-hour pass-by percentage to daily and AM conditions, as noted in the memorandum.
   KH Response: In the June 2026 TIA, no pass-by reduction was applied to the Fine Dining land use to address staff's concerns.
3. Please provide clarification on the Fine Dining Restaurant (LUC 931) trip generation assumptions, as the memorandum appears to reflect similar trip totals (~116 trips) for daily, AM peak-hour, and PM peak-hour conditions, which may warrant additional explanation regarding methodology and anticipated restaurant operations.
   KH Response: In the June 2026 TIA, the Fine Dining trip generation calculation has been updated.
4. As the shared parking analysis reflects peak parking demand equal to the proposed parking supply (315 spaces), please provide additional information regarding the assumptions supporting this conclusion, including how overlap between office, restaurant, and medical uses was considered during peak periods.
   KH Response: The shared parking analysis relies on ULI's Methodology for Shared Parking document as allowed for in the City's code. Excerpts from that analysis that were relied on for the site evaluation are provided in Attachment A of the updated Parking Demand Study dated June 2026. Table 2 of the shared parking analysis provides the hourly demand for each use and the cumulative for the site to determine the peak parking needs for the site (315 spaces at 2 PM).

5. Please also provide additional information regarding the 57-space off-site parking lot across North Orange Avenue, including long-term availability, ownership/control, pedestrian connectivity, and any proposed agreement or recorded instrument if these spaces are intended to count toward required parking.
   DG & KH Response: The 57-space lot is owned by the same owner of the building and is intended to provide for the cumulative parking demand of the site only. The common ownership ensures it will be managed to support the site. Section 9.2 of the provided TIA explains anticipated pedestrian crossing activity between the primary site and the off-site parking lot.
6. The existing stormwater exfiltration system that will continue to serve this property should be formally inspected to see that it meets the required performance. This report should include, at minimum, information on the systems construction including materials and methods used, the survey elevations of each component (top/ bottom of rock area, top/ bottom of storage area, etc.), locations of inspection points, and the overall condition of the system. This report must confirm the system's ability to perform for the life of the proposed development.
   - Any needed repairs should be noted in this report, and completion of these repairs will be required for permitting.
     KH Response: Comment acknowledged. A survey report of the existing stormwater system will be completed and accounted for in the engineering design.
7. Enter the City's standard underground stormwater management agreement.
   DG Response: The executed City standard underground stormwater management agreement has been submitted directly to the City by the Applicant's land use attorney for review and recording.
8. Provide Geotech noting the SHWT to confirm proper elevations for the exfiltration systems.
   DG & KH Response: Comment acknowledged. A geotechnical report will be completed for this property and the engineering design for the proposed improvements will account for all geotechnical investigation findings.
9. Provide calculations for retention volume provided by existing and proposed exfiltration systems. Confirm that these meet modern City design requirements.
   KH Response: Comment acknowledged. Stormwater calculations will be provided with the engineering design of the proposed improvements that will adhere to all City of Winter Park stormwater design requirements.
10. The drainage system's control structure and connection/overflow to the FDOT railroad right-of-way and Vivian Avenue must be inspected for full functionality.
    KH Response: Comment acknowledged. The mentioned drainage control structure will be inspected and accounted for in the engineering design of the proposed improvements.

Contact Information:
Charles Ramdatt (cramdatt@cityofwinterpark.org)
Don Marcotte (dmarcotte@cityofwinterpark.org)
Shannon Monahan (smonahan@cityofwinterpark.org)
Jamel Hibbert (jhibbert@cityofwinterpark.org)

Urban Forestry:

1. Submit a tree removal permit application for proposed tree removals.
   DG & HO Response: Acknowledged. A tree removal permit application will be submitted as required during the building permit process.
2. Make sure to meet the low water use portion of the code with emitters, etc., and in the landscaped areas.
   HO Response: Acknowledged. The irrigation system will be updated to improve efficiency and comply with applicable water conservation current code requirements.
3. Discuss plans with Urban Forestry to ensure efficiency with new irrigation installations for areas where none currently exist but will have new landscape upgrades, both on the private and city sides.
   HO Response: Acknowledged. The future irrigation plan will incorporate water saving design on private and public property to meet code.
4. When all trees are installed on the site, make sure that the landscape contractor cuts off all strapping ropes over the root balls of the trees and peels back the top, however much, of the wire baskets so that the trees have the ability to develop the roots properly and grow.
   HO Response: Acknowledged. Installation details and notes will include this information on Landscape permit drawings.
5. What are the expectations for maintenance of each individual property? From the private side versus what the city will be expected to do.
   DG Response: Building management will be responsible for maintenance of both the private landscape improvements and the City-owned public park areas identified within the agreement.

   Contact Information:
   Joseph Smirti (jsmirti@cityofwinterpark.org)
   Josh Nye (jnye@cityofwinterpark.org)
   Jorden Hinrichsen (jhinrichsen@cityofwinterpark.org)

Water & Wastewater Utilities:

1. To accommodate 351 total seats, please provide approximately 6,582 gallons of pretreatment volume in the associated grease trap(s). Calculation below assumes 12 hours operating time (prep through service).
   Exterior grease trap sizing, per Sec. 102-94:
   (S) x (GS) x (HR/12) x (LF) = Effective capacity of Grease Trap in Gallons
   S=Total Seating Number
   GS= 18.75
   HR= Hours of operation/12
   LF= (2.0 Interstate Highway, 1.5 other freeway, 1.25 recreational area, 1.0 **main highway**, 0.75 other roads)
   (351 seats) x (18.75) x (1) x (1) = 6581.25 gallons
   KH & MEP Response: Information acknowledged. The engineering design will propose sufficient grease traps to serve the restaurant use.

2. Please design pretreatment devices to be precast concrete, and to be a maximum of 1,250 gallons per device (in series).
   KH Response: Comment acknowledged. Proposed pretreatment devices will be designed to meet all applicable standards during the site work engineering permit phase.
3. Restaurant spaces are required to have a separate and unique water meter.
   KH & MEP Response: Comment acknowledged. The engineering design of the building will propose a separate and unique water meter dedicated for the restaurant space. Sizing and location will be determined during design.
4. Provide demo plans. Include plumbing fixtures – existing and those that will exist in the future.
   MEP Response: Demo Plans will be provided to document existing to be removed based on original construction drawings. Portion of spaces have already been demoed. New plumbing plans will be provide along with isometrics.

   Contact Information:
   David Zusi (dzusi@cityofwinterpark.org)
   Wayland Paxman (wpaxman@cityofwinterpark.org)

Electric Utilities:

1. No comments at this time.
   Response: Noted.

   Contact Information:
   Jamie England (jengland@cityofwinterpark.org)
   Mourad Belfakih (mbelfakih@cityofwinterpark.org)
   Genie Brown (gbrown@cityofwinterpark.org)

Sustainability:

NRS input:

1. Confirm area for solid waste servicing.
   KH Response: Please see the dumpster location called out on sheet DP-4 - Development Site Plan.
2. For C&D and solid waste services, must use Waste Pro per code.
   DG Response: Comment acknowledged.
3. Reservations on the pre/post impervious evaluation with no improvements to a 1988 system. There is a red box in the plans. Not sure what that represents but is more of a curious observation.
   KH Response: Comment acknowledged. Further evaluation will take place of the existing stormwater system and the project team will ensure that if portions of the existing system is not up to sufficient operating conditions, improvements to the stormwater system will be designed and installed.
   Red box were removed from updated swap drawings.

4. Landscape notes the redoing of Orwin Gates. Has this been or will it be vetted to the Orwin Community? Would like assurances community input would be taken into consideration. Would like for KWPBS Board to have input.
   DG & HO Response: The Orwin community and KWPBS Board will be engaged during the design and development of the two public parks, and their input will be considered as part of the planning process.
5. Also, there are notes of "city park proposed landscape". Just making sure Parks is aware of the language commitment. Have you had discussions with them and committed to replant this area. It is a focal area which improvements should be enhanced, especially for Orwin residents and increased traffic predicted in included study.
   HO Response: Jason Seeley with Parks and Recreation is aware of and in favor of the proposed redesign, installation, and maintenance by the applicant for these areas.
6. Sharing with those more closely tied to stormwater and landscape elements for awareness.
   HO Response: Stormwater and Parks and Recreation are aware of this project.

   Contact Information:
   Gloria Eby (geby@cityofwinterpark.org)
   Regina Caronia w/WastePro (rcaronia@wasteprousa.com)

Police Department/CPTED:

1. No comments at this time.
   Response: Noted.

   Contact Information:
   Javier Rodriguez (jrodriguez@cityofwinterpark.org)

Additionally please see attached the following for traffic items:

- Traffic Impact Analysis (TIA) – The TIA includes the additional data and analysis the City has requested. No roadway or intersection deficiencies are identified due to project trips. Where delays are increased due to project trips, increases are quantified and minimal.
- Updated Parking Demand Study – Updated to remove the trip generation section as that is now in the TIA and comments from the City prompted an update to the trip generation.
- Response Letter to comments received on the TIA Methodology

The responses provided herein are based on the information currently available and are, to the best of our knowledge, accurate and complete. The coordinated drawings and layouts submitted are intended to be schematic and interim in nature for plan review purposes. As the project progresses through subsequent design and coordination phases, revisions and refinements may be incorporated as necessary to address final design requirements, field conditions, and agency comments.

We trust that the enclosed responses adequately address the review comments. Should additional information or clarification be required, please do not hesitate to contact our office.

creative
project
consultants

Respectfully submitted,

Ray L. Scott, AIA, NCARB
(321) 972-2397
Ray@CPC-A.com
Creative Project Consultants Architecture
174 W. Comstock Ave. Suite 200, Winter Park, FL 32789

THE HUB

RESTAURANT AT THE PLAZA

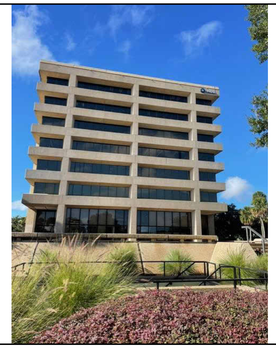
1560 N ORANGE AVE.
WINTER PARK, FL 32789

.

PARCEL ID#: 12-22-29-6432-08-010

CU Application

2026-05-04



CU - CODE ANALYSIS

I. OCCUPANCY TYPE:
- BUSINESS (EXISTING)

PROPOSSED: (MIXED USE)
- BUSINESS (EXISTING OFFICE)
- ASSEMBLY, GROUP A-2 (FBC-B 303.4) RESTAURANT
- MEDICAL OFFICE

III. CONSTRUCTION TYPE:
- TYPE I-A

IV. BUILDING HEIGHT AND AREA
PROVIDED / EXISTING:
- EXTERIOR HEIGHT: 109'-06"
- INTERIOR HEIGHT FROM BASEMENT FF: 125'-0"
- HEIGHT: 7 STORIES (PLUS A BASEMENT TOTAL 8)
- EXISTING BUILDING AREA: 108,339 SF

CONTACT INFORMATION

OWNER/DEVELOPER

WP Station Tower, LLC / Demetree Global
941 W Morse Blvd., Suite 315
Winter Park, FL 32789

Contact: Corey Dean
T: (914) 400-3029
cdean@demetreeglobal.com

ARCHITECT

Creative Project Consultants
174 W. Comstock Ave., Suite 200
Winter Park, FL 32789

Contact: Raymond L. Scott
T: (321) 972-2397
Ray@CPC-A.com

DESIGNER

Giannone Petricone Associates
96 Spadina Ave., Suite 900
Toronto, Canada M5V 2J6

Contact: Pina Petricone OAA, AAA, FRAIC
T: (416) 591-7788
pina@gpaia.com

LAND ATTORNEY

Lowndes
215 N. Eola Drive
Orlando, FL 32801

Contact: Rebecca Wilson
T: (407) 418-6250
rebecca.wilson@lowndes-law.com

ELECTRICAL

Construction Engineering Group
2651 W. Eau Gallie Blvd., Suite A
Melbourne, FL 32935

Contact: Dave Alley
T: (321) 610-1755
dalley@CEGengineering.com

MECHANICAL/PLUMBING

Construction Engineering Group
2651 W. Eau Gallie Blvd., Suite A
Melbourne, FL 32935

Contact: Keith Przeclawski
T: (321) 610-1749
kprzeclawski@CEGengineering.com

CIVIL

Kimley-Horn
6876 Marwick Lane, Suite 350
Orlando, FL 32827

Contact: James M. Taylor, P.E.
T: (813) 994-9198
James.Taylor@kimley-horn.com

LANDSCAPE ARCHITECT

Hortus Oasis, Inc. (FL0001090)
1425 Berkshire Avenue,
Winter Park, FL 32789

Contact: Stephen G. Pategas, RLA, ASLA
T: (407) 622-4886
spategas@hortusoasis.com

SURVEYOR

McIntosh Associates
1950 Summit Park Drive, Suite 600
Orlando, FL 32810

Contact: Scott E. Grossman, PSM
T: (407) 887-5321
sgrossman@jla.com

APPLICABLE CODES

ACCESSIBILITY CODE	**2023** FLORIDA BUILDING CODE, ACCESSIBILITY - 8TH EDITION **ADA STANDARDS**FOR ACCESSIBLE DESIGN - 2010 EDITION
BUILDING CODE	**2023** FLORIDA BUILDING CODE, BUILDING - 8TH EDITION **2023** FLORIDA BUILDING CODE, EXISTING BUILDING - 8TH EDITION
ELECTRICAL CODE	**2023** FLORIDA BUILDING CODE, ENERGY CONSERVATION - 8TH EDITION **NFPA 70**, NATIONAL ELECTRICAL CODE - 2021 EDITION
FIRE/LIFE SAFETY CODE	**2023** FLORIDA FIRE PREVENTION CODE - 8TH EDITION **NFPA 1**, UNIFORM FIRE CODE WITH AMENDMENTS - 2021 EDITION **NFPA 10**, STANDARD FOR PORTABLE FIRE EXTINGUISHERS - 2021 EDITION **NFPA 101**, LIFE SAFETY CODE WITH FLORIDA AMENDMENTS - 2021 EDITION
MECHANICAL CODE	**2023** FLORIDA BUILDING CODE, MECHANICAL - 8TH EDITION **2023** FLORIDA BUILDING CODE, FUEL GAS - 8TH EDITION
MUNICIPAL CODE	**CITY OF WINTER PARK** MUNICIPAL CODE - CURRENT EDITION
PLUMBING CODE	**2023** FLORIDA BUILDING CODE, PLUMBING - 8TH EDITION
STRUCTURAL CODE	**2023** FLORIDA BUILDING CODE, TEST PROTOCOLS - 8TH EDITION

SHEET INDEX CU

No.	SHEET NAME	REVISIONS 01	02	03	04	05	06	07	08	09	10	CUR
CU00	CU COVER SHEET	■										1
B2	SITE AND TREES SURVEY	■										1
DP-1	DEVELOPMENT PLAN - OVERALL	■										1
DP-1A	DEVELOPMENT PLAN - OVERALL AERIAL	■										1
DP-2	DEVELOPMENT PLAN - KEY MAP	■										1
DP-3	DEVELOPMENT PLAN - PARTIAL SITE PLAN	■										1
DP-4	DEVELOPMENT PLAN - PARTIAL SITE PLAN	■										1
DP-5	DEVELOPMENT PLAN - PARTIAL SITE PLAN	■										1
DP-6	PASSENGER VEHICLE AUTOTURN PLAN	■										1
DP-7	FIRE TRUCK AUTOTURN PLAN	■										1
DP-8	TREE REMOVAL EXHIBIT	■										1
L0a	CONCEPT LANDSCAPE PLAN	■										1
L1	LANDSCAPE PLAN	■										1
L2	LANDSCAPE PLAN	■										1
L3	LANDSCAPE PLAN RENDERING	■										1
L4	TREE MITIGATION ANALYSIS	■										1
SP1	PARTIAL SITE PHOTOMETRIC PLAN	■										1
SP2	PARTIAL SITE PHOTOMETRIC PLAN	■										1
SP3	FIXTURE CUT SHEETS	■										1
SK01	RESTAURANT FIRST FLOOR PLAN	■										1
SK02	BUILDING ELEVATIONS	■										1
SK03	BUILDING RENDERINGS	■										1

cpc creative project consultants ARCHITECTURE

407.491.2133
174 West Comstock Ave., Suite 200
Winter Park, FL 32789
www.cpc-a.com
L19000243226

SHEET SIZE: ARCH D (24" x 36")

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CONSULTANT

PROJECT NAME

THE HUB
RESTAURANT AT THE PLAZA
1560 N ORANGE AVE.
WINTER PARK, FL 32789

SEAL

RAYMOND L. SCOTT
Architect
05/19/26

REVISIONS

No.	DESCRIPTION	DATE
1	CU Application	2026-05-04

PROJECT NUMBER
2505

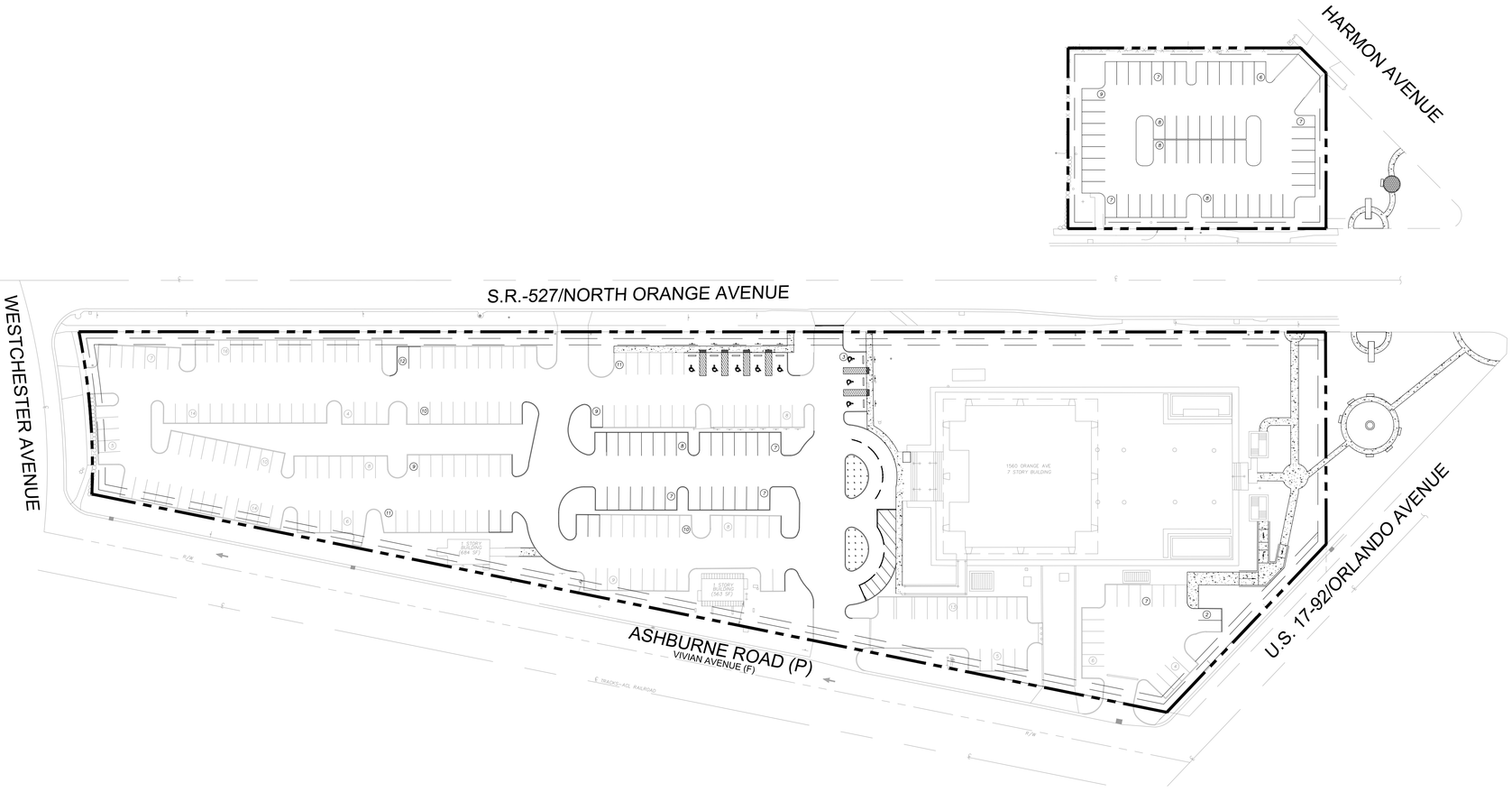
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OA

CHECKED BY
OA, RS

SHEET NAME
CU COVER SHEET

SHEET NUMBER
CU00

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GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
- (9) EXISTING PARKING COUNT NUMBER

SITE DATA

TOTAL SITE AREA:	±5.32 AC (±231,739 SQFT)
PARCEL "A"	±4.67 AC (±203,425 SQFT)
PARCEL "B"	±0.65 AC (±28,314 SQFT)
PARCEL "A" ID:	12-22-29-6432-08-010
PARCEL "B" IDS:	12-22-29-6432-07-010
	12-22-29-6432-07-030
	12-22-29-6432-07-040
FUTURE LAND USE:	OFFICE PROFESSIONAL/SINGLE FAMILY
EXISTING ZONING:	O-1/R-3
EXISTING USE:	OFFICE/PARKING LOT
PROPOSED USE:	OFFICE/RESTAURANT/ MEDICAL OFFICE/PARKING LOT
EXISTING BUILDING HEIGHT:	7 STORIES
EXISTING TOTAL BUILDING AREA:	108,339 SQFT
PROPOSED TOTAL BUILDING AREA:	108,339 SQFT
OFFICE	78,022 SQFT
RESTAURANT	16,611 SQFT
MEDICAL OFFICE	13,706 SQFT
MAXIMUM ALLOWED IMPERVIOUS:	85% OF PROJECT TOTAL AREA
EXISTING PERVIOUS AREA:	1.74 AC (32.7% OF PROJECT TOTAL)
EXISTING IMPERVIOUS AREA:	3.58 AC (67.3% OF PROJECT TOTAL)
PROPOSED PERVIOUS AREA:	1.65 AC (31.0% OF PROJECT TOTAL)
PROPOSED IMPERVIOUS AREA:	3.67 AC (69.0% OF PROJECT TOTAL)

DIMENSION REGULATIONS

*(PER CITY OF WINTER PARK LDC CH. 58, ART. III, SEC. 58-72)

BUILDING SETBACKS:		REQUIRED	PROVIDED
FRONT	(SOUTH)	10'	95'
SIDE	(EAST)	0'	73'
SIDE	(WEST)	10'	665'
REAR	(NORTH)	10'	47'
PARKING SETBACK:			
FRONT	(SOUTH)	5'	5'
SIDE	(EAST)	5'	5'
SIDE	(WEST)	5'	5'
REAR	(NORTH)	5'	5'

NOTES

1. PLEASE REFER TO THE PARKING STUDY FOR PARKING RELATED INFORMATION.

No.	REVISIONS	DATE	BY

Kimley»Horn
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200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: (407) 898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT
249816000
DATE
06/04/2026
SCALE AS SHOWN
DESIGNED BY JW
DRAWN BY JW
CHECKED BY BS

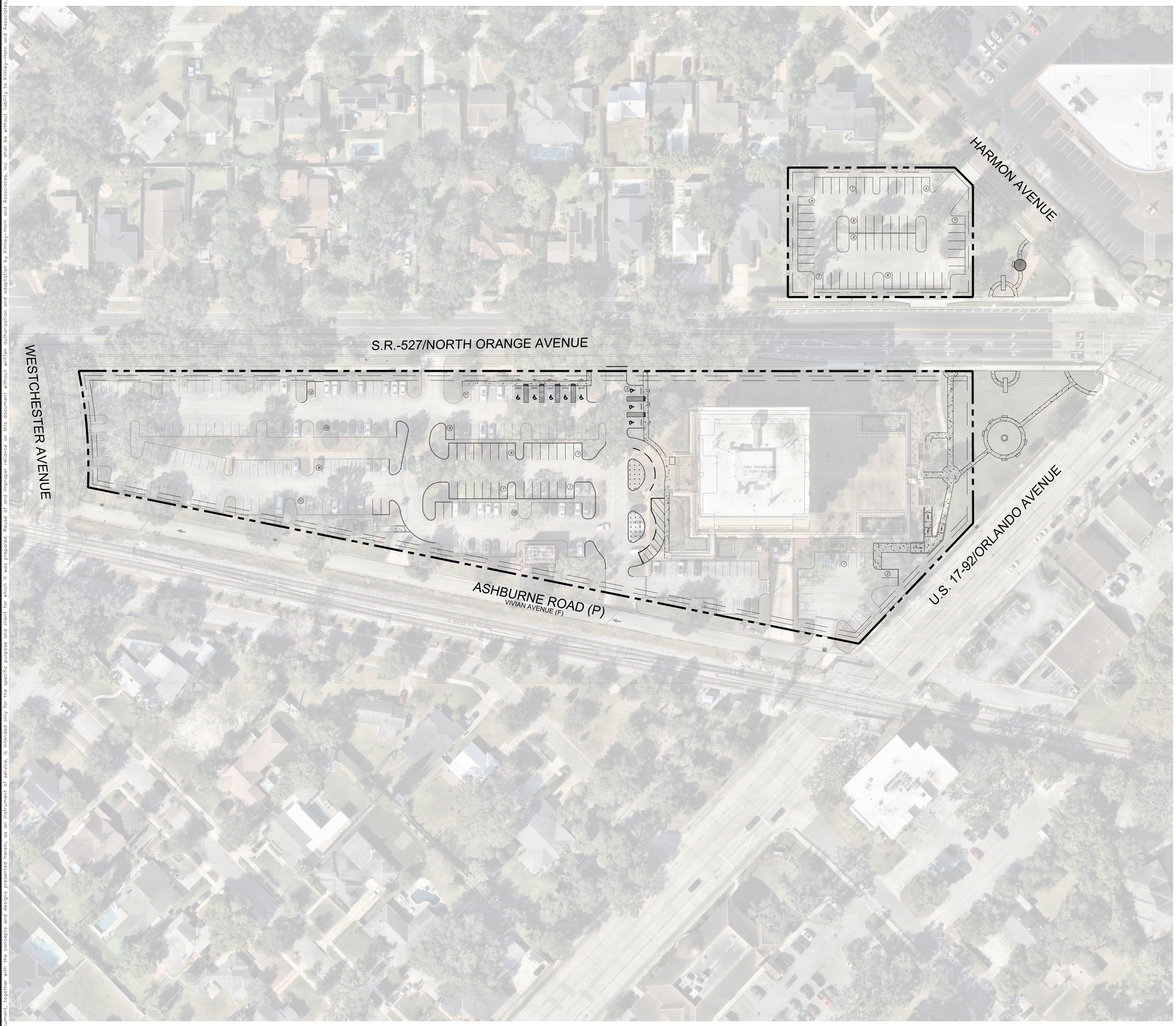
OVERALL DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-1

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GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

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FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT 249816000			
DATE 06/04/2026	SCALE AS SHOWN	DESIGNED BY JW	
		DRAWN BY JW	
		CHECKED BY BS	

OVERALL DEVELOPMENT PLAN (AERIAL)

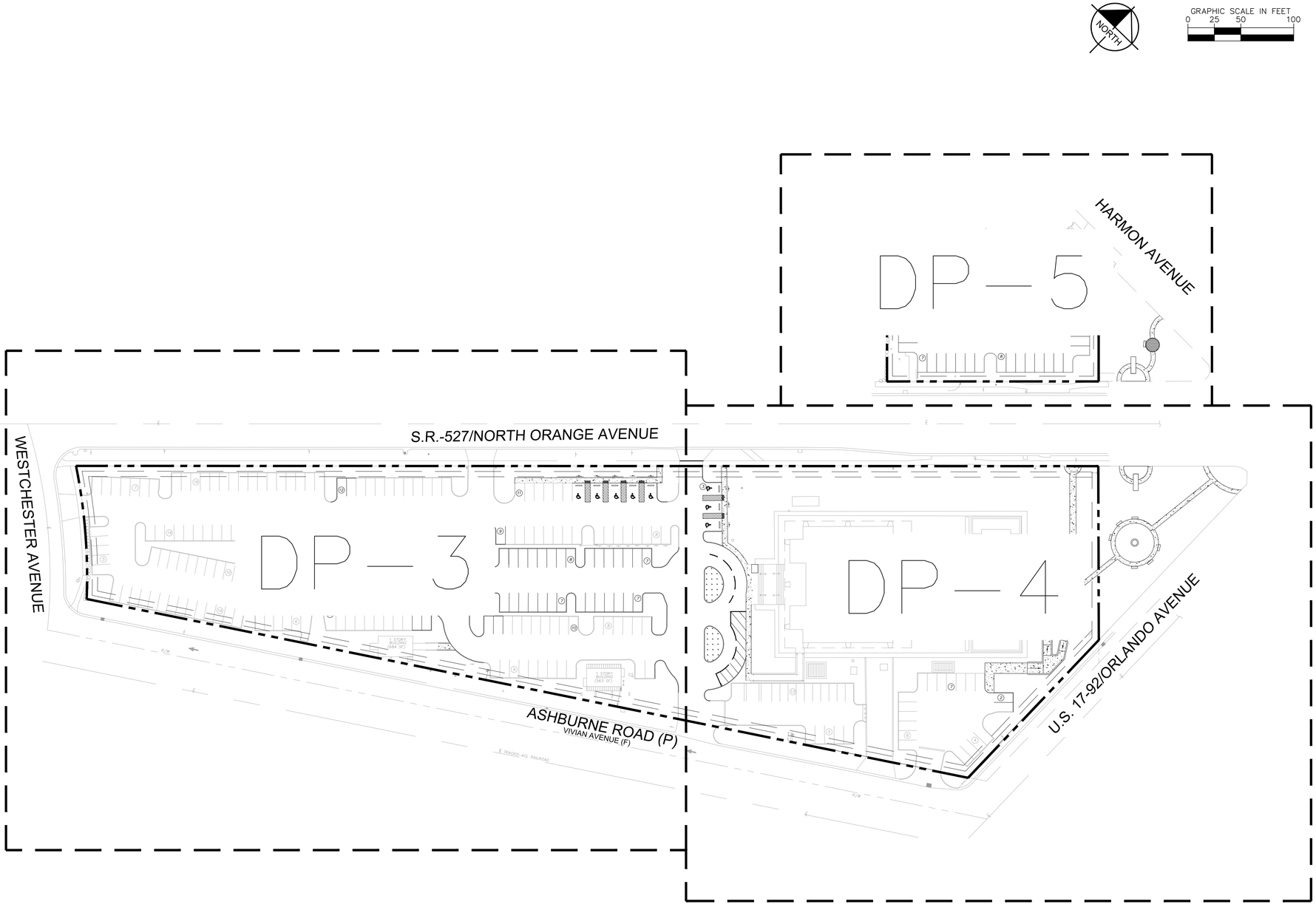
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CITY OF WINTER PARK FLORIDA

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88117
DATE: 06/04/2026

KHA PROJECT	249816000
DATE	06/04/2026
SCALE	AS SHOWN
DESIGNED BY	JW
DRAWN BY	JW
CHECKED BY	BS

DEVELOPMENT PLAN
KEY MAP

THE HUB AT
1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-2

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
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DATE: 06/04/2026

KHA PROJECT
249816000
DATE
06/04/2026
SCALE AS SHOWN
DESIGNED BY JW
DRAWN BY JW
CHECKED BY BS

DEVELOPMENT SITE PLAN

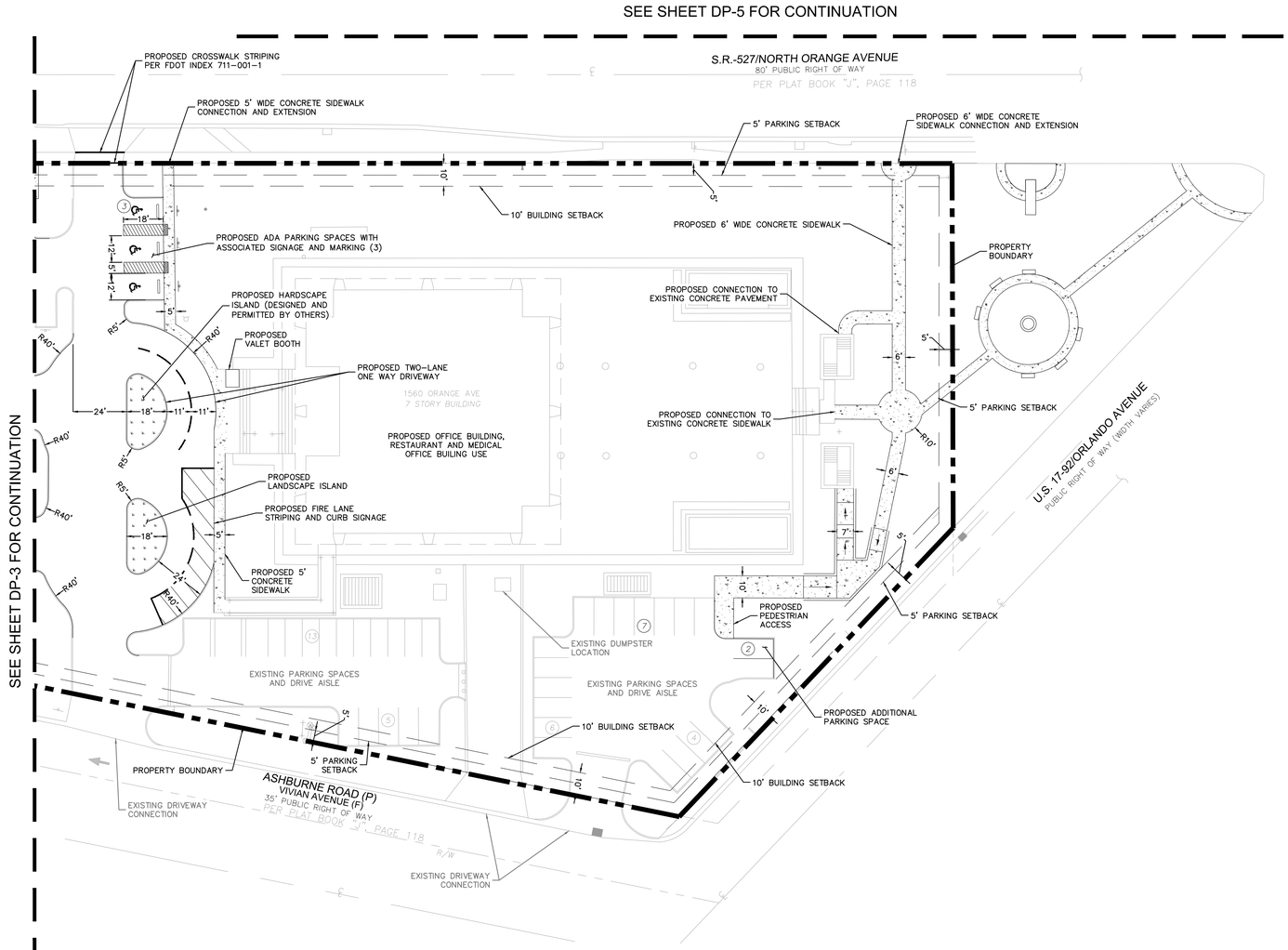
THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-3

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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK
- (5) PROPOSED PARKING COUNT NUMBER
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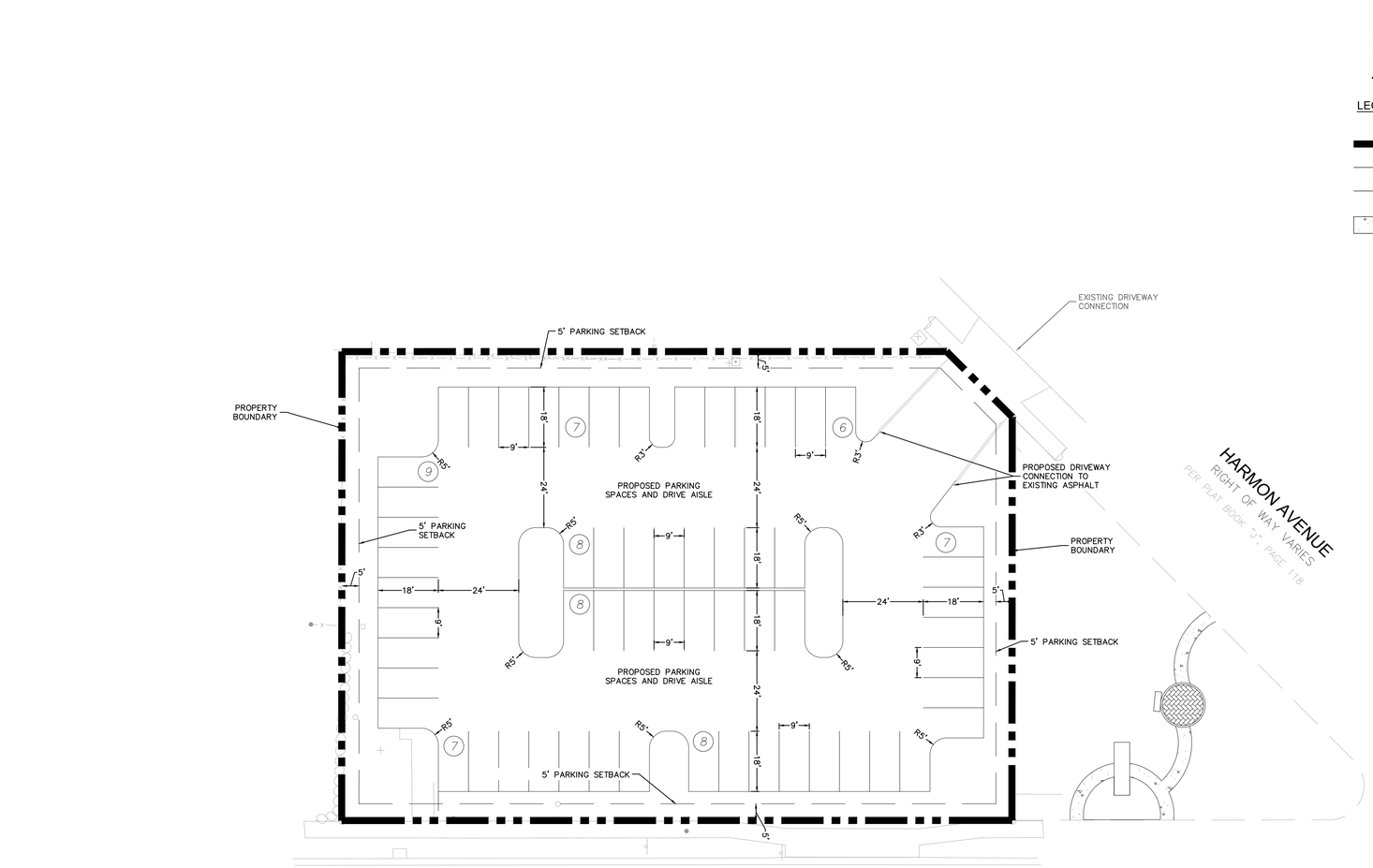
DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-4

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KHA PROJECT	249816000
DATE	06/04/2026
SCALE	AS SHOWN
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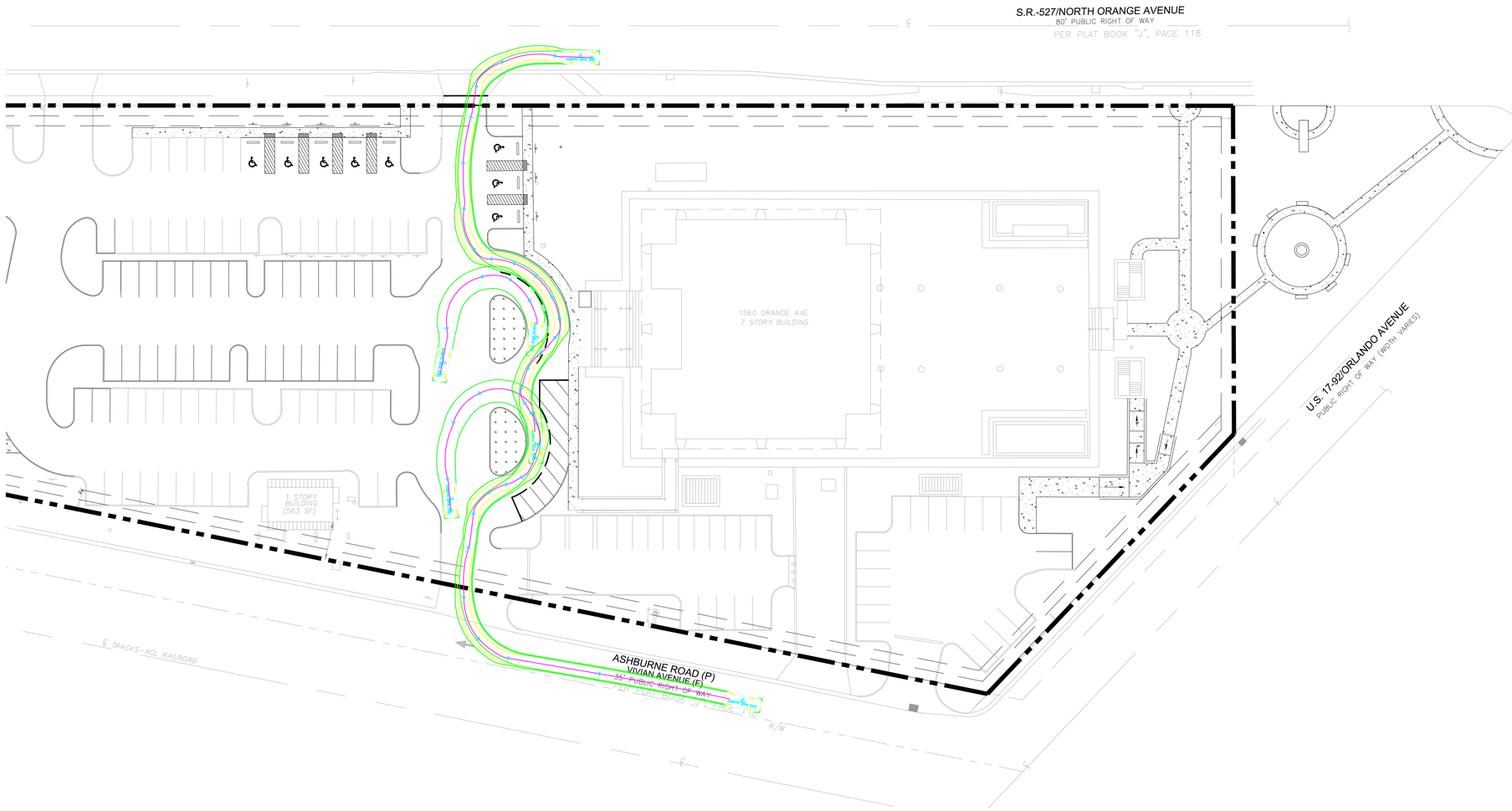
DEVELOPMENT SITE PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-5

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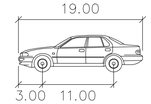


NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

- PROPERTY BOUNDARY
- BUILDING SETBACK
- PARKING SETBACK
- PROPOSED CONCRETE SIDEWALK



PASSENGER CAR (AASHTO)

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

No.	REVISIONS	DATE	BY

Kimley»Horn
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200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: (407) 898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT 249816000		DESIGNED BY	JW
DATE 06/04/2026		DRAWN BY	JW
SCALE AS SHOWN		CHECKED BY	BS

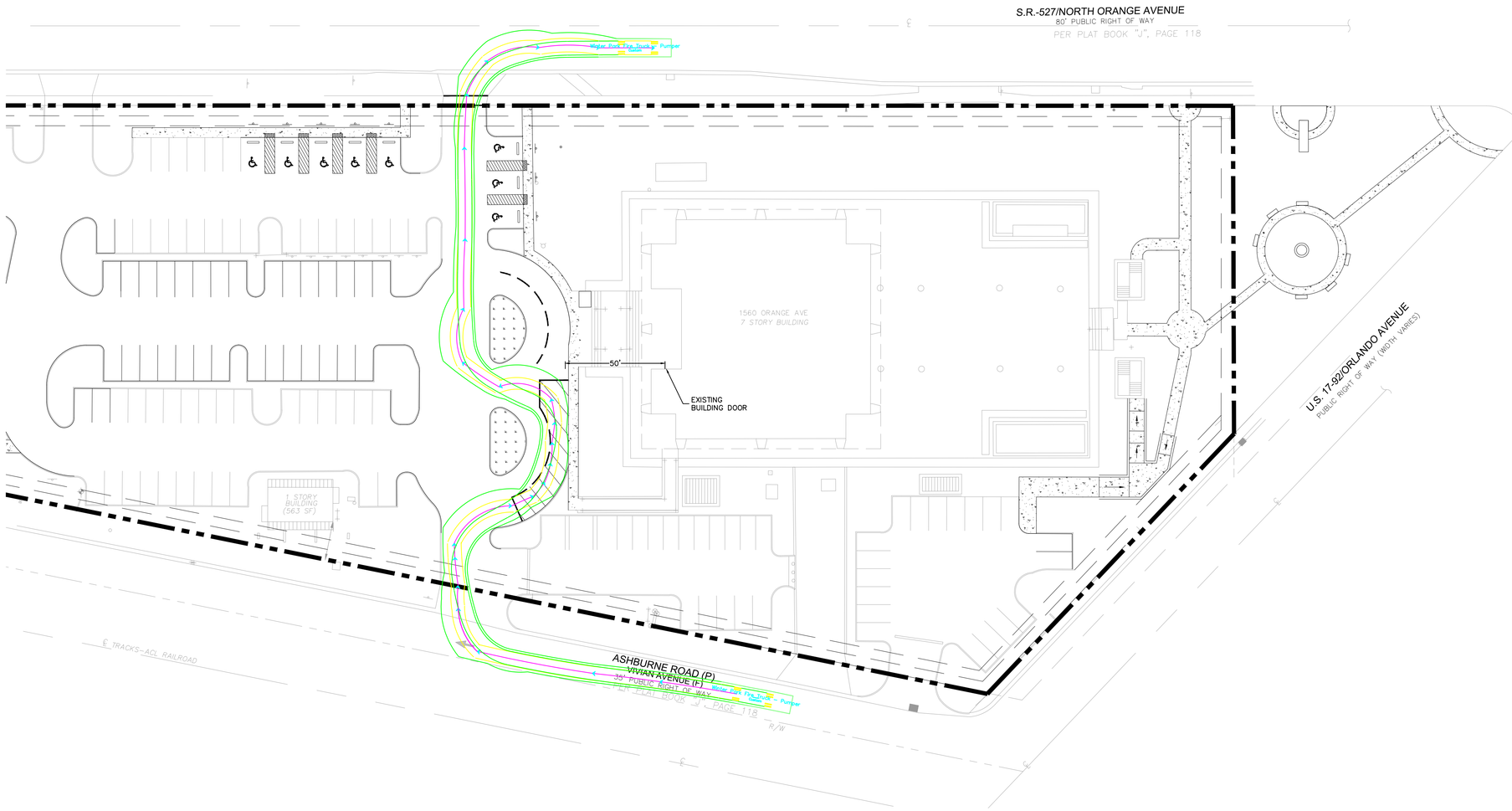
PASSENGER VEHICLE AUTOTURN PLAN

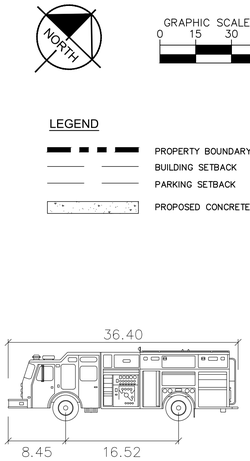
THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-6

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.





Winter Park Fire Truck – Pumper

	feet
Width	: 9.00
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

No.	REVISIONS	DATE	BY

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

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT	249816000
DATE	06/04/2026
SCALE	AS SHOWN
DESIGNED BY	JW
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CHECKED BY	BS

FIRE TRUCK AUTOTURN PLAN

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-7

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No.	REVISIONS	DATE	BY

Kimley»Horn
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200 S. ORANGE AVENUE, SUITE 800, ORLANDO FL 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
BRANDON SANSARICQ, P.E.
FLORIDA LICENSE NUMBER
88117
DATE: 06/04/2026

KHA PROJECT	249816000
DATE	06/04/2026
SCALE	AS SHOWN
DESIGNED BY	JW
DRAWN BY	JW
CHECKED BY	BS

TREE REMOVAL EXHIBIT

THE HUB AT 1560 N ORANGE AVE

CITY OF WINTER PARK FLORIDA

SHEET NUMBER
DP-8

Kimley»Horn

MEMORANDUM

From: James M. Taylor, PE
Kimley-Horn and Associates, Inc.

Date: June 5, 2026

Subject: The Hub at 1560 North Orange Avenue
Parking Demand Study

INTRODUCTION

Kimley-Horn and Associates, Inc. has undertaken the following review and analysis to evaluate the anticipated parking needs and trip generation impact for the proposed mixed-use redevelopment of 1560 North Orange Avenue. The proposed redevelopment is located on the southwest quadrant of Orlando Avenue & Orange Avenue in the City of Winter Park, Florida.

The existing building consists of ±108,339 square feet of office space. The proposed mixed-use development will consist of the following land uses and intensities:

- ±75,882 square feet of office
- ±351 seats of restaurant (301 seats of fine dining and 50 seats of café)
- ±13,367 square feet of medical office

EXISTING PARKING SUPPLY

The following two (2) parking areas will serve the proposed development**:**

1. Main Parking Lot – 258 Spaces
    - This lot is located on the same parcel adjacent to the existing building.
2. Lot Across Orange Avenue – 57 Spaces
    - The owner of the 1560 Orange Avenue parcel owns the lot across Orange Avenue. Access to this parking area is provided via Harmon Avenue.

Total Number of Parking Spaces: 315 spaces

CODE PARKING REQUIREMENTS

Chapter 58, Article 3, Section 58-86.b of the City of Winter Park's Code of Ordinances defines the off-street parking requirements in the Orange Avenue Corridor for the planned uses to be the following:

- Office: 1 Parking Space for each 333 square feet of the first 15,000 square feet and 1 Parking Space for each 400 square feet remaining
- Restaurant: 1 Parking Space for every 4 seats
- Medical and Dental Offices and Clinics: 1 Parking Space for each 200 square feet

Based on these requirements, the site parking requirements are the following:

- Office
  - (15,000 square feet / 333 square feet per space) + (60,882 square feet / 400 square feet) = 197 spaces
- Fine Dining Restaurant
  - 301 seats / 4 seats per space = 75 spaces
- Café Restaurant
  - 50 seats / 4 seats per space = 13 spaces
- Medical and Dental Offices and Clinics
  - 13,367 square feet / 200 square feet per space = 67 spaces

Total Number of Parking Spaces: 352 spaces

Based upon the City of Winter Park Code of Ordinances, the proposed development requires 352 parking spaces before adjustments are applied for shared parking considerations.

SHARED PARKING ANALYSIS

As allowed for in the City of Winter Park's Code of Ordinances Chapter 58, Article 3, Section 58-86.c.3.h, a calculation of the anticipated shared parking demand was undertaken using the Urban Land Institute's (ULI) *Methodology for Shared Parking*. Excerpts from the ULI *Methodology for Shared Parking* guidelines are provided in **Attachment A**.

The ULI *Methodology for Shared Parking* provides a time-of-day distribution for parking demand for each land use. Using this data, the maximum number of parking spaces needed for the proposed redevelopment during each hour of the day can be determined. The use of this data assumes that the parking spaces are shared between the various uses of the proposed development throughout the day. ULI time-of-day data for the following development types was applied to City of Winter Park unadjusted code required parking spaces to determine peak parking demand for each hour of the day for the proposed redevelopment:

- Office
- Fine/Casual Dining Restaurant
- Fast Casual/Fast Food
- Medical/Dental Office

Table 2 provides a summary of the shared parking analysis, using the code required parking spaces. When considering the shared interaction in parking between land uses, the proposed redevelopment is anticipated to generate a peak parking demand of 315 parking spaces.

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Table 2: Shared Parking Analysis

Land Use	Size	Units	Code Req'd Spaces
Office	75.882	KSF	197
Fine/Casual Dining	301	Seats	75
Fast Casual/Fast Food	50	Seats	13
Medical/Dental Office	13.367	KSF	67

WEEKDAY	Office		Fine/Casual Dining		Fast Casual / Fast Food		Medical/Dental Office		TOTAL
	% Demand	Spaces	% Demand	Spaces	% Demand	Spaces	% Demand	Spaces	
12-4	0	0	25	19	5	1	0	0	20
5	0	0	0	0	0	0	0	0	0
6	3	6	0	0	5	1	0	0	7
7	15	30	0	0	10	1	0	0	31
8	50	99	0	0	20	3	90	60	162
9	90	177	0	0	30	4	90	60	241
10	100	197	15	11	55	7	100	67	282
11	100	197	40	30	85	11	100	67	305
12	85	167	75	56	100	13	30	20	256
1	85	167	75	56	100	13	90	60	296
2	95	187	65	49	90	12	100	67	315
3	95	187	40	30	60	8	100	67	292
4	85	167	50	38	55	7	90	60	272
5	60	118	75	56	60	8	80	54	236
6	25	49	95	71	85	11	67	45	176
7	15	30	100	75	80	10	30	20	135
8	5	10	100	75	50	7	15	10	102
9	3	6	100	75	30	4	0	0	85
10	1	2	95	71	20	3	0	0	76
11	0	0	75	56	10	1	0	0	57

Therefore, the proposed parking supply (315 spaces) is anticipated to meet the peak parking demand (315 spaces at 2PM).

CONCLUSION

Upon review of the City's code-required parking for each land use within the site, the ULI *Methodology for Shared Parking*, and a shared parking analysis for the mixed-use redevelopment, the anticipated peak parking demand at the redeveloped 1560 North Orange Avenue property is 315 parking spaces.

It is recommended that the existing 315 parking space supply be deemed sufficient to provide for the peak parking demand of the redeveloped 1560 North Orange Avenue property.

Please contact us if you have any questions or need additional information.

Sincerely,

KIMLEY-HORN



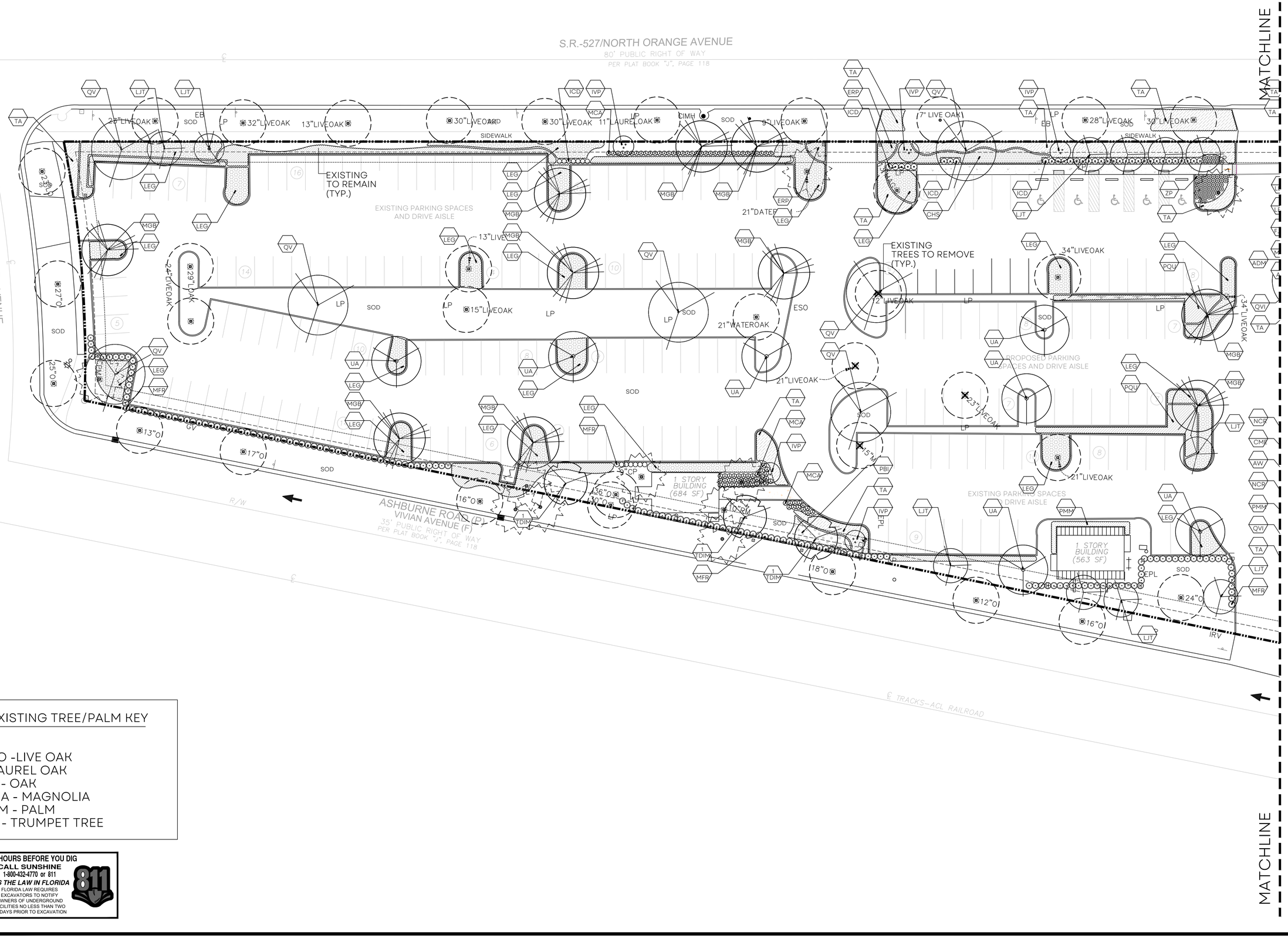
James M. Taylor, P.E.

ATTACHMENT A

Excerpts from ULI's *Methodology for Shared Parking*

ULI Shared Use Analysis

Time-of-Day Factors for Weekday Demand																			
Land Use		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Retail Typical	Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
December	Visitors	1%	5%	15%	30%	55%	75%	90%	100%	100%	95%	80%	85%	90%	90%	85%	50%	30%	10%	0%
Late December	Visitors	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
All	Employees	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%
Supermarket/Grocery	Visitors	5%	20%	30%	50%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Pharmacy	Visitors	5%	20%	30%	60%	60%	67%	85%	90%	95%	97%	100%	100%	100%	85%	55%	35%	20%	5%	5%
	Employees	20%	30%	40%	80%	90%	100%	100%	100%	100%	100%	100%	100%	80%	50%	35%	20%	20%	20%	20%
Discount Stores/Superstores	Visitors	15%	35%	45%	65%	75%	85%	100%	100%	100%	100%	95%	85%	75%	60%	45%	30%	10%	5%	1%
	Employees	25%	45%	55%	75%	85%	100%	100%	100%	100%	100%	100%	95%	85%	70%	55%	40%	20%	20%	20%
Home Improvement Stores/Garden	Visitors	15%	20%	35%	55%	85%	99%	100%	99%	98%	90%	85%	80%	75%	60%	50%	30%	10%	0%	0%
	Employees	25%	30%	45%	65%	95%	100%	100%	100%	100%	100%	95%	90%	85%	70%	60%	40%	20%	0%	0%
Fine/Casual Dining	Visitors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employees	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family Restaurant	Visitors	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%
	Employees	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast Casual/Fast Food	Visitors	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employees	20%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Bar/Lounge/Night Club	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	75%	50%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	90%	60%
Family Entertainment	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	70%	60%	45%	0%	0%	0%	0%	0%
	Employees	0%	0%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	70%	55%	10%	5%	5%	5%	5%
Active Entertainment	Visitors	0%	0%	0%	0%	25%	65%	85%	90%	95%	95%	90%	95%	100%	95%	90%	65%	10%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	10%	5%	5%
Adult Active Entertainment	Visitors	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	50%	75%	100%	100%	100%	100%
	Employees	0%	0%	0%	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
All Movies Typical	Visitors	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
Late December	Visitors	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
All	Employees	0%	0%	0%	0%	0%	10%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Live Theater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Outdoor Amphitheater	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%	0%	0%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Public Park/Destination Open Space	Visitors	1%	5%	10%	25%	50%	65%	85%	95%	100%	95%	90%	70%	90%	100%	100%	100%	80%	50%	10%
	Employees	5%	10%	25%	50%	75%	100%	100%	100%	100%	100%	100%	80%	100%	100%	100%	100%	100%	60%	20%
Museum/Aquarium	Visitors	0%	0%	0%	0%	45%	65%	85%	95%	100%	95%	90%	85%	60%	30%	10%	0%	0%	0%	0%
	Employees	5%	5%	5%	25%	75%	100%	100%	100%	100%	100%	100%	80%	75%	10%	5%	0%	0%	5%	5%
Arena	Visitors	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	0%	0%
No Matinee	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Pro Football Stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
8 PM Start	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Pro Baseball Stadium	Visitors	0%	0%	0%	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	0%
	Employees	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Health Club	Visitors	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	0%
	Employees	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	0%
Public Library	Visitors	0%	0%	0%	100%	100%	98%	98%	78%	72%	65%	70%	79%	60%	50%	40%	0%	0%	0%	0%
	Employees	0%	10%	50%	100%	100%	100%	100%	100%	100%	100%	100%	90%	75%	50%	20%	10%	0%	0%	0%
Day Care Center	Visitors	0%	2%	25%	75%	20%	20%	20%	20%	20%	20%	100%	50%	20%	5%	0%	0%	0%	0%	0%
	Employees	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
Convention Center	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
	Employees	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	0%	0%
Hotel-Business	Visitors	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-Leisure	Visitors	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Employee	Employees	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%
Restaurant/Lounge	Visitors	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Meeting/Banquet (< 100 sq ft/key)	Visitors	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	0%	0%
Convention (> 100 sq ft/key)	Visitors	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	0%	0%	0%
Employee	Employees	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	40%	40%	20%	0%	0%	0%
Residential Guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident Reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Resident Suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Resident Urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%
Active Senior Housing	Visitors & Employees	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
	Residents	95%	97%	100%	100%	99%	98%	98%	99%	98%	100%	99%	94%	96%	98%	97%	97%	97%	98%	98%
Office	Visitors	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employees Unreserved	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	Employees Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Medical/Dental Office	Visitors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%
Bank (Drive In Branch)	Visitors	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
	Employees	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%



EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

48 HOURS BEFORE YOU DIG
CALL SUNSHINE
1-800-432-4770 or 811
IT'S THE LAW IN FLORIDA
FLORIDA LAW REQUIRES EXCAVATORS TO NOTIFY OWNERS OF UNDERGROUND FACILITIES NO LESS THAN TWO (2) DAYS PRIOR TO EXCAVATION

REVISIONS:

#1 06/02/2026

STEPHEN G. PATEGAS, BLA, ASLA
Landscape Architect – LC26001315
KRISTIN G. PATEGAS, APLD, FCLD
Landscape Designer
407.622.4886 ✆ fax 407.622.4887
1421 BERKSHIRE AVENUE
WINTER PARK, FL 32789
gpt1ca@hortusoasis.com
www.hortusoasis.com

HORTUS OASIS

GRAPHIC SCALE
0 15 20 40
(IN FEET)
1 inch = 20ft.

Conditional Use Landscape Plan

The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:20
SHEET: L-1
TOTAL: L-1 of L-4

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S.R.-527/NORTH ORANGE AVENUE
80' PUBLIC RIGHT OF WAY
PER PLAT BOOK "J", PAGE 118

MATCHLINE

PROPOSED SIGN

ORWIN MANOR GATEWAY ARCH REBUILT

LANDSCAPE BED (TYP.)

CITY PARK

EXISTING TREE TO REMAIN (TYP.)

LANDSCAPE BED UNDER STILTED HEDGE

BENCH (TYP.)

FOCAL POINT STILTED HEDGE

EXISTING PALMS TO REMAIN (TYP.)

PROPOSED WATER FEATURE

1560 ORANGE AVE
7 STORY BUILDING
ED OFFICE BUILDING, RESTAURANT AND MEDICAL OFFICE BUILING USE

EXISTING PARKING SPACES AND DRIVE AISLE

5' PARKING SETBACK

15"20"25" BOTTLEBRUSH

EXISTING PALMS TO REMOVE (TYP.)

10' BUILDING SETBACK

U.S. 17-92/ORLANDO AVENUE
PUBLIC RIGHT OF WAY (WIDTH VARIES)

40.00'(M)

ASHBURNE ROAD (P)
VIVIAN AVENUE (F)
35' PUBLIC RIGHT OF WAY
PER PLAT BOOK "J", PAGE 118

MATCHLINE

EXISTING TREE/PALM KEY

LO -LIVE OAK
LAUREL OAK
O- OAK
MA - MAGNOLIA
PM - PALM
T - TRUMPET TREE

48 HOURS BEFORE YOU DIG
CALL SUNSHINE
1-800-432-4770 or 811
IT'S THE LAW IN FLORIDA
FLORIDA LAW REQUIRES EXCAVATORS TO NOTIFY OWNERS OF UNDERGROUND FACILITIES NO LESS THAN TWO (2) DAYS PRIOR TO EXCAVATION

REVISIONS:
#1 06/02/2026

STEPHEN G. PATEGAS, BLA, ASLA
Landscape Architect - LC2600135
KRISTIN G. PATEGAS, APLD, FCLD
Landscape Designer
407.622.4886 fax 407.622.4887
1420 BERKSHIRE AVENUE
WINTER PARK, FL 32789
gpLee@hortusoasis.com
www.hortusoasis.com

HORTUS OASIS

N

GRAPHIC SCALE
0 15 20 40
(IN FEET)
1 inch = 20ft.

Conditional Use Landscape Plan

The Hub

1560 Orange Ave.
Jurisdiction: Winter Park, Florida

DESIGN	DRAFT	CHECK
SP	JR	SP

PROJECT #: 225-021
DATE: 05/2026
SCALE: 1:20
SHEET: L-2
TOTAL: L-2 of L-4

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COMMUNITY MEETING NOTICE

A conditional use permit application has been filed with the City of Winter Park for property located at 1441, 1451, 1461 and 1560 Orange Avenue, Winter Park, Florida 32789, parcel ID numbers: 12-22-29-6432-07-010, 12-22-29-6432-07-030, 12-22-29-6432-07-040, 12-22-29-6432-08-010 (the "Property").

The Applicant is seeking to redevelop the first floor as a café (50 seats) and restaurant (301 seats).

The development team is hosting a community meeting to present information about the proposed project on Wednesday, May 27, 2026, from 5:30 p.m. until 6:30 p.m. in the lobby of the Hub Building, located at 1560 Orange Avenue, Winter Park, Florida 32789.

If you have any questions and/or cannot attend, please contact Kathryn Isaac via email at kathryn.isaac@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 July 7, 2026, 5:00 P.M.

City Commission July 22, 2026, 3:30 P.M.

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

owndes

ORLANDO FL 328
7 MAY 2026 PM 4 L



quadient
FIRST-CLASS MAIL
IMI
$000.74 0
05/07/2026 ZIP 32801
043M31252228

US POSTAGE

CITY OF WINTER PARK
PLANNING AND ZONING
ATTN.: ALLISON MCGILLIS
401 S PARK AVE
WINTER PARK, FL 32789-50

32789-438699



owndes

ORLANDO FL 328
7 MAY 2026 PM 4 L



quadient
FIRST-CLASS MAIL
IMI
$000.74 0
05/07/2026 ZIP 32801
043M31252228

US POSTAGE

CITY OF WINTER PARK
401 SOUTH PARK AVE
WINTER PARK, FL 32789

32789-438699



May 27, 2026
5:30 to 6:30 p.m.
The HUB – 1560 Orange Ave

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 café and restaurant on property located at 1441, 1451, 1461 and 1560 Orange Avenue, Winter Park, Florida 32789, parcel ID numbers: 12-22-29-6432-07-010, 12-22-29-6432-07-030, 12-22-29-6432-07-040, 12-22-29-6432-08-010 (collectively, 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.

142 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 May 7, 2026.

VI. The date and location of the Neighborhood Meeting.

The meeting was held on May 27, 2026, in the lobby the Hub Building, located at 1560 Orange Avenue, Winter Park, Florida 32789 from 5:30 p.m. – 6:30 p.m.

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

Several members of the community attended and nine (9) members of the community signed in. The sign-in sheet is attached as Exhibit C. Additionally, in attendance from the project team were: Rebecca Wilson, Corey Dean, Odeida Alvarez, Ray Scott, James Taylor and Cindy Jiang.

VIII. A Summary of items discussed at the community meeting.

The neighborhood has two areas of concern: (i) traffic and (ii) noise.

- Traffic

Several members of the community expressed concerns about existing cut-through traffic and the potential for additional traffic. Concerns were also expressed related to the existing intersection of Westchester Avenue and Orange Avenue. Some community members commented on the timing of the FDOT signal at Orange Avenue and S. Orlando Avenue.

The project team explained the desire to keep as much traffic as possible out of the neighborhood. The project team is considering adjustments of existing curb cuts to discourage cut-through traffic. The project team is completing a comprehensive traffic analysis and will pay special attention to cut-through issues.

- Noise

Neighbors on Orange Avenue to the north of the property had concerns related to noise from patrons. The project team shared that all deliveries and garbage pickup occur under the south side of the building. The project team also explained that the restaurant will have valet available in the evenings to keep patrons near the restaurant entrance. In addition, the perimeter of the parking lot will include enhanced landscaping to buffer noise. The project complies with the City's requirements to mitigate with landscaping and walls when within 300 ft of residential.

- General Discussion

The neighbors and project team generally discussed the potential park enhancements, Orwin Manor signage, hours of operation (restaurant expected 11:30 a.m. to 3:00 p.m. and 5:00 p.m. with last seating at 9:00 p.m.; café expected 7:30 a.m. to noon.)

EXHIBIT A

1400 WINTER PARK LLC
2930 BISCAYNE BLVD
MIAMI, FL 33137

1111 SOUTH ORLANDO AVENUE LLC
701 COLUMBIA BLVD
TITUSVILLE, FL 32780

GATEWAY PLAZA LTD
1201 S ORLANDO AVE STE 100
WINTER PARK, FL 32789

KIM YOUNG H
HUYNH DIEM N
1289 HARMON AVE
WINTER PARK, FL 32789

VAN DYKE BARBARA TR
3791 SHAFFER AVE SE
KENTWOOD, MI 49512

PYLE CATHERINE LYNN
1277 HARMON AVE
WINTER PARK, FL 32789

STEINBERG CHARLES R
1287 HARMON AVE
WINTER PARK, FL 32789

CARACAUS RICHARD
1297 HARMON AVE
WINTER PARK, FL 32789

CALDWELL LORI J
193 OVERLOOK RD
WINTER PARK, FL 32789

DOT/STATE OF FLORIDA
719 S WOODLAND BLVD
DELAND, FL 32720

CITY OF WINTER PARK
401 SOUTH PARK AVE
WINTER PARK, FL 32789

WINTERPARK STATION LLC
941 W MORSE BLVD STE 315
WINTER PARK, FL 32789

CHRISTINE NGUYEN L L C
1330 S ORLANDO AVE
WINTER PARK, FL 32789

CSX TRANSPORTATION INC
500 WATER ST
JACKSONVILLE, FL 32202

1350 ASSN INC
1350 S ORLANDO AVE STE 1
WINTER PARK, FL 32789

WINTERPARK STATION LLC
1350 ORANGE AVE
WINTER PARK, FL 32789

TOWNHOMES AT HARPER PLACE
PROPERTY OWNERS ASSN INC
PO BOX 2252
WINTER PARK, FL 32790

ROBINSON TARA M
1257 INDIANA AVE
WINTER PARK, FL 32789

THARP RICHARD
1255 INDIANA AVE
WINTER PARK, FL 32789

SELON ETIENNE
OMNES CAROLINE
8324 LINDAHL ALY
ORLANDO, FL 32827

COPELAND LORI
1251 INDIANA AVE
WINTER PARK, FL 32789

DONNA M CARLSON REVOCABLE
TRUST
2806 WILLOW BAY TER
CASSELBERRY, FL 32707

TRICKER KIMBERLEY D
MCDONALD MADISON A
1211 SCHULTZ AVE
WINTER PARK, FL 32789

BRITNELL SEAN
BRITNELL PATAMA
7828 MURCOTT CIR
ORLANDO, FL 32835

FREY COLLON EARL
FREY ROBIN D
3112 HOLLIDAY AVE
FOREST CITY, FL 32703

1351 HARMON AVENUE LLC
70 W LUCERNE CIR APT 1509
ORLANDO, FL 32801

1341 HARMON AVENUE LLC
70 W LUCERNE CIR APT 1509
ORLANDO, FL 32801

1331 HARMON AVENUE LLC
70 W LUCERNE CIR APT 1509
ORLANDO, FL 32801

MCCRACKEN CHRIS CAMPBELL
1321 HARMON AVE
WINTER PARK, FL 32789

MCCRACKEN CHRIS CAMPBELL
1311 HARMON AVE
WINTER PARK, FL 32789

MCCRACKEN CHRIS C
1313 HARMON AVE
WINTER PARK, FL 32789

DAMNJANOVIC SERENA
1451 CAVENDISH RD
WINTER PARK, FL 32789

HEROD MARGARET M LIFE ESTATE
REM: SARAH GRACE HEROD
1501 CAVENDISH RD
WINTER PARK, FL 32789

CADE SHAYNE P
1521 CAVENDISH RD
WINTER PARK, FL 32789

AMLIE BERIT
1531 CAVENDISH RD
WINTER PARK, FL 32789

GRULA RICHARD
WELLS NATALIE
1575 CAVENDISH RD
WINTER PARK, FL 32789

MANSFIELD ANDREW M
MILLER CAROLYN F
1338 SUFFOLK RD
WINTER PARK, FL 32789

VILLAMIZAR CESAR GARCIA
1328 SUFFOLK RD
WINTER PARK, FL 32789

ANSLEY MARY BETH
1364 HARMON AVE
WINTER PARK, FL 32789

MCINTYRE JOSEPH G
1340 HARMON AVE
WINTER PARK, FL 32789

EVANS PALMER BALDWIN LIVING
TRUST
1640 FOREST AVE
WINTER PARK, FL 32789

WP STATION TOWER LLC
941 W MORSE BLVD STE 315
WINTER PARK, FL 32789

PILEGGI GARY F
PILEGGI MARGARET M
1471 ORANGE AVE
WINTER PARK, FL 32789

ATISH D SHAH REVOCABLE TRUST
1481 N ORANGE AVE
WINTER PARK, FL 32789

SWANSON MARK R
1485 ORANGE AVE
WINTER PARK, FL 32789

GALLETTA MICHAEL LIFE ESTATE
GWINN ELIZABETH LIFE ESTATE
1501 ORANGE AVE
WINTER PARK, FL 32789

SPENCER AIMEE M
1509 ORANGE AVE
WINTER PARK, FL 32789

LIM FELICIA
1545 ORANGE AVE
WINTER PARK, FL 32789

SHAPIRO JASON
SHAPIRO TAMMI
1565 N ORANGE AVE
WINTER PARK, FL 32789

SALIBA WILSON QUELHO KAISER
ASSUMPCAO RACHEL CLARK PERES
1564 CAVENDISH RD
WINTER PARK, FL 32789

FOUR FAMILY TRUST
1554 CAVENDISH RD
WINTER PARK, FL 32789

KIMMELL KIMBERLY
1530 CAVENDISH RD
WINTER PARK, FL 32789

QUINONES EVA SUSAN
QUINONES ALICE R
1520 CAVENDISH RD
WINTER PARK, FL 32789

GO JEAN KATHRYN TAN
1500 CAVENDISH RD
WINTER PARK, FL 32789

BEELER CAROL A
2005 WOODLAWN DR
ORLANDO, FL 32803

HARRIS HOWARD EVANS JR
HARRIS SUZY
1521 HIGHLAND RD
WINTER PARK, FL 32789

UNDERWOOD THEODOSIA
UNDERWOOD CYNTHIA M
1430 CAVENDISH RD
WINTER PARK, FL 32789

ORANGE COUNTY PHYSICIANS GROUP L L C
301 N JOHN YOUNG PKWY
KISSIMMEE, FL 34741

TRAN-NGUYEN REVOCABLE TRUST
1420 CAVENDISH RD
WINTER PARK, FL 32789

TAVERN SQUARE PROPERTIES LLC
PO BOX 298
SATSUMA, FL 32189

ALLEN RUSSELL P
1120 SCHULTZ AVE
WINTER PARK, FL 32789

WINTER PARK STATION LLC
1350 N ORLANDO AVE STE 100
WINTER PARK, FL 32789

WINTERGATE LLC
1350 ORANGE AVE STE 100
WINTER PARK, FL 32789

CORTES NATHALIE
1118 SCHULTZ AVE
WINTER PARK, FL 32789

LUPO JON
1373 ORCHID AVE
WINTER PARK, FL 32789

MARNY V MINARSCH REVOCABLE TRUST
1645 ALGONQUIN TRL
MAITLAND, FL 32751

KULP DEBORAH D
66 CARRIAGE HILL CIR
CASSELBERRY, FL 32707

CPWP LLC
2214 VIA LUNA
WINTER PARK, FL 32789

1005 GARDEN WP LLC
2115 LAKESIDE DR
ORLANDO, FL 32803

KNIGHT RONNIE J
2010 N COUNTRYSIDE CIR
ORLANDO, FL 32804

PUMPKIN PATCH PROPERTIES LLC
1244 MAYFIELD AVE
WINTER PARK, FL 32789

ST JOHN EVANGELICAL LUTHERAN CHURCH OF ORLANDO AND WINTER PARK INC
1600 S ORLANDO AVE
WINTER PARK, FL 32789

ZISKIND 2026 LIVING TRUST
1234 WARNER CT
LAFAYETTE, CA 94549

JIMENEZ GARY
JIMENEZ DARLYN
235 RIPPLING LN
WINTER PARK, FL 32789

ST JOHN EVANGELICAL LUTHERAN CHURCH
1600 S ORLANDO AVE
WINTER PARK, FL 32789

GATEWAY PLAZA LTD
1201 S ORLANDO AVE STE 100
WINTER PARK, FL 32789

NEELY SARAH ELIZABETH
1375 SUFFOLK RD
WINTER PARK, FL 32789

BUSH GARY
BUSH LINDA W
1081 N LAKE SYBELIA DR
MAITLAND, FL 32751

BURT LINDSEY R
1379 SUFFOLK RD
WINTER PARK, FL 32789

KEEGAN WILLIAM L 50% INT
VON GAL CHRISTOPHER 50% INT
1631 LAKE KNOWLES CIR
WINTER PARK, FL 32789

MARTIN NANCY P
1437 SUFFOLK RD
WINTER PARK, FL 32789

LOEW EDWARD J
LOEW STACY I
1415 WESTCHESTER AVE
WINTER PARK, FL 32789

RILEY L HARWOOD TRUST
1423 WESTCHESTER AVE
WINTER PARK, FL 32789

ELIZABETH CLARKE CAVANNA
REVOCABLE TRUST
1443 WESTCHESTER AVE
WINTER PARK, FL 32789

STIRNA ROBERT
STIRNA MEAGHAN
1440 BUCKINGHAM RD
WINTER PARK, FL 32789

DHINGRA RAVI MARTIN
1430 BUCKINGHAM RD
WINTER PARK, FL 32789

CURLEY STEPHEN THOMAS
1575 N ORANGE AVE
WINTER PARK, FL 32789

BELL CARLO
BELL ELIZABETH
1581 ORANGE AVE
WINTER PARK, FL 32789

MOLLENHAUER JILL B
TRAINOR JACK E
1583 ORANGE AVE
WINTER PARK, FL 32789

KOVALY VICKI BISHOP
1401 WESTCHESTER AVE
WINTER PARK, FL 32789

SALIBA WILSON QUELHO KAISER
ASSUMPCAO RACHEL CLARK PERES
1564 CAVENDISH RD
WINTER PARK, FL 32789

BRANDON THEODORA
GREGORIO MAURO LAURO
1450 SUFFOLK RD
WINTER PARK, FL 32789

DEVANE ANDREW H
DEVANE REBECCA H
2120 FORREST RD
WINTER PARK, FL 32789

1574 CAVENDISH TRUST
2441 THORNRIDGE RD
CHARLOTTE, NC 28226

GUNTER REGAN A
GUNTER DONALD R JR
1620 ORANGE AVE
WINTER PARK, FL 32789

THOMAS ANDREW
1630 ORANGE AVE
WINTER PARK, FL 32789

CHANTARA ALIYA
37550 PHELPS RD
ZEPHYRHILLS, FL 33541

NADHIRI ASILI Y
NADHIRI NEEMA YA
1650 ORANGE AVE
WINTER PARK, FL 32789

MOLINARI CARLOS ALBERTO
1660 ORANGE AVE
WINTER PARK, FL 32789

LUMAC VENTURES LLC
PO BOX 940578
MAITLAND, FL 32794

GAY GABRIELE M
1617 ORANGE AVE
WINTER PARK, FL 32789

PATEL NEEL R
PATEL SEJAL
1713 LOOKOUT LANDING CIR
WINTER PARK, FL 32789

ORANGE BUILDING LLC
PO BOX 940867
MAITLAND, FL 32794

THEUNE EVAN R
MADY MORGAN
1675 ORANGE AVE
WINTER PARK, FL 32789

KIRTANE SACHIN
1470 WESTCHESTER AVE
WINTER PARK, FL 32789

LUNDY MICHAEL
1460 WESTCHESTER AVE
WINTER PARK, FL 32789

BOWEN JUSTIN
BOWEN MARY ANNE HOLLS
1440 WESTCHESTER AVE
WINTER PARK, FL 32789

PENA THOMAS C
HINES WILLIAM D
1420 WESTCHESTER AVE
WINTER PARK, FL 32789

RILEY RAMELLE
REK TINA BLONDET
1345 WESTCHESTER AVE
WINTER PARK, FL 32789

TODD DOUGLAS W
TODD ELISA A
20 SANFORD AVE
WEST CALDWELL, NJ 07006

STEVENS DEFOREST L
3337 MIDDLESEX RD
ORLANDO, FL 32803

TAB L BISH REVOCABLE LIVING TRUST
873 NOTTINGHAM ST
ORLANDO, FL 32803

WENRICH MEGAN LIFE ESTATE
WENRICH MICHAEL ALLEN LIFE ESTATE
865 NOTTINGHAM ST
ORLANDO, FL 32803

FOGARTY TAYLOR L
861 NOTTINGHAM ST
ORLANDO, FL 32803

PARKER JOSHUA
SEIDMAN DALLAS
855 NOTTINGHAM ST
ORLANDO, FL 32803

SERIGNESE CHRISTOPHER
851 NOTTINGHAM ST
ORLANDO, FL 32803

SERIGNESE CHRISTOPHER
SERIGNESE NATALIA
851 NOTTINGHAM ST
ORLANDO, FL 32803

MARGARET HITCH PRICE
TESTAMENTARY TRUST
1411 EDGEWATER DR STE 100
ORLANDO, FL 32804

WEBSTER BARBARA L LIFE ESTATE
REM: KARI LIN LAVOIE
1470 LEITH AVE
WINTER PARK, FL 32789

MILLER JAMIE
1460 LEITH AVE
WINTER PARK, FL 32789

GRACE LIVING TRUST
1450 LEITH AVE
WINTER PARK, FL 32789

BUCKLEY BEVERLY
1440 LEITH AVE
WINTER PARK, FL 32789

RIGGS FAMILY TRUST
1420 LEITH AVE
WINTER PARK, FL 32789

FITZSIMMONS WILLIAM E JR LIFE ESTATE
FITZSIMMONS SHIRLEY A LIFE ESTATE
1411 NORFOLK AVE
WINTER PARK, FL 32789

GRAHAM KELLEY MARIE ESTATE
1421 NORFOLK AVE
WINTER PARK, FL 32789

BURGER TREVOR ALLEN
JAMES MAREE SU-YIN
1441 NORFOLK AVE
WINTER PARK, FL 32789

CULLEY STUART K
CULLEY PAMELA J
1451 NORFOLK AVE
WINTER PARK, FL 32789

CAPRA ANDREW P
CAPRA JACQUELINE M
1501 NORFOLK AVE
WINTER PARK, FL 32789

GARY AVERILL AND TRACY HADLEY FAMILY TRUST
1515 NORFOLK AVE
WINTER PARK, FL 32789

INNATE MODERN LLC
221 OAKWOOD WAY
WINTER PARK, FL 32789

WOLDEHANNA ALEXANDER
WOLDEHANNA LORIANNE
1551 NORFOLK AVE
WINTER PARK, FL 32789

REICH PAUL D
ZIMMERMAN ANNE E
1550 NORFOLK AVE
WINTER PARK, FL 32789

CRISSEY MARIA A LIFE ESTATE
REM: THERON CRISSEY
1530 NORFOLK AVE
WINTER PARK, FL 32789

REYNAFARJE GABRIELA
1520 NORFOLK AVE
WINTER PARK, FL 32789

CARPENTER KAY BROCK LIFE ESTATE
REM: RACHEL ELIZABETH CARPENTER
1510 NORFOLK AVE
WINTER PARK, FL 32789

MARY E WALTERS TRUST
106 KING ST
CHARLESTON, SC 29401

HOOPER CHARLES J
1444 NORFOLK AVE
WINTER PARK, FL 32789

BAUER MORGAN EDWARD
ALVES LEANA MARIA
1008 HIGH POINT LOOP
LONGWOOD, FL 32750

ADAMS JAMES ROBERT
1021 NOTTINGHAM ST
ORLANDO, FL 32803

CEN JOHN JIANG
HUANG NING
1015 NOTTINGHAM ST
ORLANDO, FL 32803

MCKINNEY JENNA
1001 NOTTINGHAM ST
ORLANDO, FL 32803

CITY OF WINTER PARK
PLANNING AND ZONING
ATTN.: ALLISON MCGILLIS
401 S PARK AVE
WINTER PARK, FL 32789-50

EXHIBIT B

COMMUNITY MEETING NOTICE

A conditional use permit application has been filed with the City of Winter Park for property located at 1441, 1451, 1461 and 1560 Orange Avenue, Winter Park, Florida 32789, parcel ID numbers: 12-22-29-6432-07-010, 12-22-29-6432-07-030, 12-22-29-6432-07-040, 12-22-29-6432-08-010 (the "Property").

The Applicant is seeking to redevelop the first floor as a café (50 seats) and restaurant (301 seats).

The development team is hosting a community meeting to present information about the proposed project on Wednesday, May 27, 2026, from 5:30 p.m. until 6:30 p.m. in the lobby of the Hub Building, located at 1560 Orange Avenue, Winter Park, Florida 32789.

If you have any questions and/or cannot attend, please contact Kathryn Isaac via email at kathryn.isaac@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 July 7, 2026, 5:00 P.M.

City Commission July 22, 2026, 3:30 P.M.

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

EXHIBIT C

COMMUNITY MEETING SIGN-IN SHEET

Meeting Location: The HUB, 1560 Orange Avenue, Winter Park, FL 32789
Date/Time: May 27, 2026; 5:30 – 6:30 PM

Name	Address	Email	Phone
Laura Turner	Crum Manor resident	turnerlk1@aol.com	407-620-8095
Jamie Miller	1460 Leith Ave., Winter Park	jamie327641@yahoo.com	407-937-9988
Barbara Webster	1470 Leith Ave WP	irpinkie@AOL.COM	407 325 2616
Charles Steinberg	1257 Harmon Ave WP	ersteinberg1@gmail.com	407-230-5088
KRISTIN & STEPHEN PATEGAS	1425 BERKSHIRE AVE	SPATEGAS@GMAIL.COM	407.579.9352
Jason Shapiro	1565 Orange Ave WP	Jshapiro@brookthrubee.com	407 733 1055
Michael Spencer	1509 orange Ave WP	Michael.spencer.fpna@yahoo.com	407-462-2060
Mavro Gregorio	1450 Suffolk Rd, Winter Park, FL	mavrolgreg@gmail.com	305-282-8879

Outlook

[EXTERNAL] Opposition to proposed change in use at 1560 Orange Ave

From Trevor Burger <trevor.a.burger@gmail.com>
Date Wed 7/1/2026 7:50 PM
To Allison McGillis <amcgillis@cityofwinterpark.org>; Planning <planning@cityofwinterpark.org>

Dear Planning & Zoning Committee,

My name is Trevor Burger, and I reside at 1441 Norfolk Avenue in the Orwin Manor neighborhood. I am writing to strongly urge the City to deny or defer the proposed change in use at 1560 Orange Ave for a 300-seat restaurant and 50-seat café until the applicant can demonstrate compatibility with our residential area and provide adequate mitigation for the project's impacts.

This proposal is significant, introducing a 350-seat dining complex into a primarily residential zone on a two-lane stretch of Orange Ave. The potential consequences regarding traffic, parking, noise, safety, and neighborhood character are alarming. The current record does not justify approval.

My personal experience highlights these concerns. Living just one block away, I often face long delays trying to enter my driveway, especially during peak hours. Additionally, our neighborhood already has restrictions requiring us to turn right onto Orange Ave at certain times, which exacerbates issues.

Key concerns include:

1. **Intensity of Use**: A 350-seat dining complex is not comparable to a small neighborhood restaurant. It could drastically change the character and daily life of residents.
2. **Incomplete Impact Analysis**: No traffic or noise studies have been submitted, which is concerning given the proposed seating capacity and operational hours. Approval should not proceed without thorough assessments.
3. **Parking Issues**: The parking plan seems likely to push overflow onto residential streets. Without additional parking, residents will bear the burden of inadequate solutions.
4. **Compatibility with the Comprehensive Plan**: The proposal conflicts with Winter Park's policies aimed at protecting residential neighborhoods and maintaining their character. It should be evaluated against these standards.
5. **Precedent-Setting Case**: This application could set a concerning precedent for future commercial developments in residential areas. The City must be cautious in allowing intensified commercial use near established neighborhoods.

For these reasons, I respectfully request that the City:

- Deny the application until the applicant proves compatibility with the neighborhood.
- Require a complete traffic impact study and noise analysis before further consideration.
- Examine the parking plan and its potential effects on nearby streets.
- Clearly define operating conditions and safeguards if any approval is considered.
- Prioritize the concerns of residents whose lives would be directly impacted.

I urge you to treat this application with the seriousness it deserves. Once approved, the impacts of such a project cannot be easily reversed. The City should not allow an unproven, high-intensity use to alter the character of Orwin Manor without compelling evidence of its appropriateness and supportability.

Thank you for your time and consideration. I appreciate your service and ask that you protect the residential character, safety, and livability of our neighborhood as you review this application.

Sincerely,

Trevor Burger

trevor.a.burger@gmail.com

1441 Norfolk Avenue Winter Park

317 446 9313

From:	Hooper
To:	Mayor and Commissioners; Allison McGillis; Planning
Subject:	Re: [EXTERNAL] 1560 North Orange Avenue, WP Station Tower, LLC Restaurant Proposal
Date:	Tuesday, July 7, 2026 8:35:43 AM

RE: 1560 North Orange Avenue, WP Station Tower, LLC Restaurant Proposal

Hello City of Winter Park,

I am concerned about the increasing cut-through traffic on Norfolk Avenue caused by congestion on 17-92 and Orange Avenue. With Norfolk Avenue only one speed hump, many drivers accelerate rapidly after passing it, creating unsafe conditions. Adding a restaurant with capacity for approximately 350 additional patrons, plus employees, will generate even more vehicle trips and is likely to increase the amount of cut-through traffic on our neighborhood street. Could we increase our speed hump count to 3 to help influence drivers to take other routes and also slow down the cars?

The developer suggested implementing time-of-day one-way traffic restrictions. While creative, similar traffic restrictions already exist at the Orange Avenue intersection, where certain movements are prohibited during specified hours. Unfortunately, these restrictions are rarely enforced. Enforcement may occur for a day or two, but then disappears for years, making the restrictions ineffective in practice.

I am also concerned that landscaping is being proposed as the primary noise mitigation measure. Bushes and other plantings do not effectively block noise, especially conversations, and should not be relied upon to protect nearby residents.

I appreciate the vision for this project and believe it could be a positive addition to the community. However, I feel the proposal is simply too large for this location given the existing traffic and surrounding residential neighborhood. I respectfully ask the City to carefully consider the long-term impacts on traffic, neighborhood safety, and quality of life, and to encourage a development that is more appropriately scaled for the area.

Thank you,
Charles Hooper
1444 Norfolk Avenue
Winter Park

Outlook

[EXTERNAL] Letter of Opposition to the Proposed development 1560 Orange Ave

From Morgan B <morgan.bauer83@gmail.com>
Date Tue 7/7/2026 12:51 PM
To mayorandcomissioners@cityofwinterpark.org <mayorandcomissioners@cityofwinterpark.org>
Cc Planning <planning@cityofwinterpark.org>

Dear, Mayor, Commissioners, and City Staff,

I am writing as a resident of Norfolk Avenue in the Orwin Manor neighborhood to express my strong opposition to the proposed redevelopment at **1560 Orange Avenue**.

While I support thoughtful redevelopment that enhances Winter Park, this proposal is simply too intense for this location and is incompatible with the surrounding residential neighborhoods. The scale of the proposed mixed-use development, particularly the addition of a 351-seat restaurant, will significantly increase traffic, congestion, and neighborhood impacts in an area that is already under strain.

The applicant's own Traffic Impact Analysis acknowledges that the intersection of Orange Avenue, Orlando Avenue, and Harmon Avenue currently operates at Level of Service F during the evening peak hour and will continue to operate at Level of Service F after this project is built. Rather than improving conditions, this proposal adds a major new traffic generator to an already failing intersection.

Perhaps most concerning is what the Traffic Impact Analysis fails to evaluate.

The study focuses only on a handful of major intersections and roadway segments. It completely ignores the impact this project will have on nearby residential neighborhoods, including Orwin Manor and Norfolk Avenue. That omission is significant because it does not reflect how people actually travel today.

Drivers do not simply remain on Orange Avenue and Orlando Avenue. Navigation systems such as Google Maps, Waze, Uber, and Lyft continuously route drivers along the fastest available path to their destination. As congestion increases around this development, these applications are likely to direct many drivers traveling north on Mills Avenue onto neighborhood streets through Orwin Manor to avoid delays at Orange Avenue and Orlando Avenue. Norfolk Avenue and the surrounding residential streets become attractive alternatives because they allow drivers to bypass congested intersections. Yet the applicant made no effort to evaluate neighborhood cut-through traffic or the impact this project will have on residents who live there.

The proposal also depends on an additional parking lot across Orange Avenue, requiring patrons, valet staff, and vehicles to move between two separate properties. This creates additional traffic movements and pedestrian activity in an area that is already heavily congested.

The conclusion that this project creates "no new deficiencies" is based solely on traffic engineering calculations at a limited number of intersections. It does not mean this development will have no

impact on the surrounding community. It does not account for neighborhood cut-through traffic, parking spillover, ride-share activity, valet operations, pedestrian safety, or the cumulative impacts of converting an office building into a major restaurant destination.

Winter Park has built its reputation by protecting its neighborhoods and carefully managing growth. Approving a project of this intensity without fully understanding its effects on adjacent residential streets would be a mistake. Residents should not bear the burden of increased traffic, noise, and safety concerns simply because those impacts were never analyzed.

For these reasons, I urge the City Commission to deny this application. At a minimum, no approval should be granted until the applicant completes a comprehensive neighborhood traffic impact analysis that specifically evaluates Orwin Manor, Norfolk Avenue, and the surrounding residential streets and demonstrates that this project will not divert traffic into our neighborhood.

The burden should not fall on residents to prove this project will harm our neighborhood. The burden belongs to the applicant to demonstrate that it will not.

Thank you for your time and your commitment to protecting the character, safety, and quality of life that make Winter Park such a special place to live.

Respectfully,

Morgan Bauer
1434 Norfolk Avenue Resident
Winter Park, Florida

June 26, 2026

Atish Shah
1481 Orange Avenue
Winter Park, FL 32789

Planning & Zoning Board
City of Winter Park
401 South Park Avenue
Winter Park, FL 32789
planning@cityofwinterpark.org

Re: Opposition to Conditional Use Permit Application for 1560 Orange Avenue

Dear Messrs. Dick, Johnson, King, Segal, Steinberg, Stringfellow, and Ms. Sarkisian:

I respectfully oppose the conditional use permit application for 1560 Orange Avenue. The building owner ("applicant") proposes to redevelop a portion of its office building into a 50-seat café and 301-seat bar/restaurant, creating a 351-seat drinking and dining complex ("complex.") The complex is within 300 feet of my residential property. As currently contemplated, off-site parking at 1441, 1451, and 1461 Orange Avenue and a portion of the complex's outdoor seating would each be located within 150 feet of my residential property. The proposed use is incompatible with the Orwin Manor residential area for the reasons below:

1. **This usage change contradicts the City's Comprehensive Plan and future land-use objectives.**

    a. The proposed use in this neighborhood does not maintain the City's traditional scale and character, per Policy 1-1.2.1, nor does it prevent the proliferation of urban sprawl, per Objective 1-3.1.
    b. The proposed use does not preserve the quality and character of Winter Park's neighborhoods, per Objective 1-5.2, and appears to violate Objective 1-5.3, which stipulates that any intrusion of non-residential land uses should be discouraged to protect established residential neighborhoods from encroachment.

c. Objective 1-5.4 stipulates that redevelopment must be compatible with the scale and character of the surrounding area, which is not the case for this redevelopment.
d. As to "Planning Area J," it is unlikely that the proposed redevelopment is consistent with the intent of Policy 1-J-1, which limits multifamily and non-residential land-use encroachment and further limits even low- and medium-density residential uses because of the character of this single-family neighborhood.
e. As to the Housing Element section of the Plan, it is unclear how this change in use aligns with the neighborhood planning process outlined in Policy 3-1.5.7, Protection of Established Neighborhoods.

2. Complex use would be far more intensive than existing office use.

Use of the complex would be far more intensive than office use, given its size, operating hours, customer turnover, outdoor gatherings, deliveries, refuse handling, kitchen exhaust, grease management, pest control considerations, parking needs, and noise and traffic impacts.

Although I have asked both the City Planning & Zoning Department ("P&Z") and representatives of the applicant, I have not been provided examples of similarly sized drinking and/or dining venues located so close to single-family homes. Olive Garden, P.F. Chang's, AVA, Bar Italia, Hillstone, and Sixty Vines each have fewer seats than the bar/restaurant component of this complex, and none appear to be located in such close proximity to single-family residences.

With more than 15% of the complex's square footage estimated to consist of indoor and outdoor bars and contiguous alcohol-oriented lounge spaces, the proposed use may function more like a bar or drinking venue than a café and restaurant. Because neither the applicant nor P&Z has responded to my inquiries, it remains unclear what portion of revenue and profitability is expected to come from beverage sales.

3. Traffic, parking, and noise are serious unmitigated concerns.

As submitted, the traffic impact study is unacceptable because:

a. The traffic impact study was not completed in coordination with FDOT, which manages SR 527 Orange Avenue. SR 527 Orange Avenue has a history of accidents, crashes, and fatalities. Any proposal that would increase vehicle

trips, turning movements, pedestrian crossings, or similar activity should receive heightened safety review in coordination with FDOT.

b. The traffic impact study contains errors that I have pointed out to both P&Z and the applicant, with no response received.
c. The traffic impact study indicates baseline traffic operating above acceptable norms, including E and F ratings. At P&Z's direction, I attempted to engage with Charles Ramdatt but have received no response. The cumulative impact of developments, zoning changes, and use changes on traffic and safety should be considered.
d. It is unclear how cut-through traffic, driveway and pedestrian conflicts, the lack of City Police traffic enforcement in this neighborhood, the historical relevance of accidents and fatalities, and the impracticality of the off-site parking were evaluated by Kimley-Horn.

As to parking, the inclusion of off-site parking at 1441, 1451, and 1461 Orange Avenue is not appropriate. Following FDOT SR 527 Safety Improvements Project #445691-1, the road configuration and traffic conditions have made that off-site parking impractical for serving 1560 Orange Avenue. Pedestrian safety is also a concern, particularly for anyone walking around the complex or between the complex and the off-site parking.

The published map for future land use, Map FLUM-1-21, dated September 2023, shows the off-site parking colored yellow to reflect single-family residential zoning. I have received no answer from P&Z as to why the off-site parking is shown with inaccurate zoning. Additionally, the traffic impact study shows the off-site parking as "residential" as well.

Regarding noise, no impact study is being conducted. As a result, the contemplated mitigation measures have no defined goal or target, and there would be no clear way to evaluate their effectiveness. Bushes and low-level planters appear unlikely to meaningfully limit noise during early and late hours, given outdoor drinking and dining, increased vehicle and pedestrian traffic, and employees crossing SR 527 Orange Avenue to access off-site parking. A venue similar to Bar Italia, which the applicant has identified as the only comparable restaurant, would be noisy for this residential area; Bar Italia also has fewer seats than the proposed bar/restaurant component of this complex.

4. The operating plan raises additional questions about fit within the surrounding residential area.

I have requested, but neither P&Z nor the applicant has yet shared an operating plan for the complex.

The bar/restaurant component of the complex is larger than other Winter Park fine-dining concepts, most of which are located in established entertainment, dining, retail, or commercial areas. This raises questions about characterization, scale, customer volume, advertising, signage, and compatibility with the surrounding area.

As to operating hours, when the proposed café and bar/restaurant hours are aggregated, the complex would serve customers for 14 to 16 hours each day, including until 10 p.m. on weeknights and 11 p.m. on weekends. Because most office tenants operate during weekday business hours, this change in use would expand the volume and duration of commercial activity in this residential neighborhood. It would also create a significant increase in late-night and weekend activity, including alcohol-related activity near residences. The currently contemplated operating hours are longer and later than those described to the Board during its May 26th workshop meeting. Limitations on last seating or last call would be difficult to enforce and would still allow large-scale, high-volume events and buyouts to continue until closing. Employees would also work at the complex before opening and after closing, so the daily period of activity would exceed the 14 to 16 customer-serving hours.

In addition to the four substantive concerns above, there are three process-related concerns, as set forth below:

1. Potential conflicts of interest and coordination with the applicant raise questions.

A Planning and Zoning Board member may have a potential conflict if he is a counterparty to a transaction with the applicant or its affiliate. If so, and if that Board member participated in discussion of this redevelopment at the Planning and Zoning Board workshop on May 26th and/or at the community meeting on May 27th, that participation would raise process-related concerns.

To preserve public confidence, any Planning & Zoning Board member with a financial, business, professional, personal, or other relationship with the building owner, applicant, tenant, consultants, representatives, or any materially interested party should disclose the specific nature of the relationship in writing well in advance, address any potential conflict under applicable requirements, and recuse themselves from discussions about the relevant subject matter—not merely from a final recommendation or vote.

P&Z should ensure its work is guided by the City's Comprehensive Plan, neighborhood compatibility, and long-term land-use goals, rather than by the preferences of an individual property owner or redevelopment proposal. Forwarding homeowner emails to the applicant without the homeowner's knowledge or permission creates the appearance that P&Z is closely coordinating with, or aligned with, applicants.

2. Inaccurate, incomplete, or misleading information must be corrected.

Some information provided at the May 27th community meeting and by P&Z appears to be inaccurate. Information presented to the public should be accurate, complete, and consistent with the application materials. If the contents of the application are not yet known at the time of meetings or inquiries, the meeting and responses should be delayed, and the process should be paused until key topics are clear. Inaccurate, incomplete, or inconsistent information regarding traffic, parking, operating hours, seating, alcohol or bar service, neighborhood impacts, or mitigation should be corrected through additional meetings or with written correspondence to the neighborhood. Those meetings and corrections should occur well in advance of the scheduling of public hearings.

3. The lack of timely and complete information limits meaningful public review.

Several questions remain unanswered, and materials for the July 7th Planning and Zoning Board meeting have not been posted. As July 2, 3, and 6 are Florida state holidays, only four business days remain before the meeting. If materials are posted too late for meaningful public review, the application should be denied. As I have previously stated to all parties, July 7th is not a reasonable date for homeowners to attend a public hearing, given events surrounding major public holidays, including Independence Day and America 250.

Thank you for your consideration and for your service to the City of Winter Park.

Respectfully submitted,

Atish Shah

From: Johnson, Jason
To: Atish Shah
Cc: Allison McGillis; Johnson, Jason
Subject: Re: [EXTERNAL] from WP resident regarding 1560 Orange Avenue
Date: Thursday, June 18, 2026 12:41:25 PM
Attachments: image001.png

Mr. Shah,

Thank you for your email.

Please share your further input via email, and please be sure to copy Ms. McGillis (so that our communications are properly part of the record and can be shared with other members of the Planning & Zoning board).

Thank you,

Jason

Gunster

Jason Johnson | Shareholder
200 South Orange Avenue, Suite 1400
Orlando, FL 32801
p 407.406.5255 **f** 407.849.1233 **m** 407.415.8465
gunster.com | jjohnson@gunster.com | bio | vCard

From: Atish Shah <atishdshah@yahoo.com>
Sent: Thursday, June 18, 2026 12:33 PM
To: Johnson, Jason <jjohnson@gunster.com>
Subject: from WP resident regarding 1560 Orange Avenue

This email originated from **outside** of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Johnson,

Hope this message finds you well.

I live at 1481 Orange Ave. in the Orwin Manor residential area of Winter Park. I have learned that Demetree Global's application for a CUP at 1560 Orange Avenue, which is across the street from my home, is slated to be discussed at the July P&Z meeting.

While I have been communicating with Allison McGillis and the building

owners representatives, there are still significant questions that have not yet been answered. As such, I would respectfully ask that this agenda item be deferred to a later P&Z committee meeting. The reason for this request is as follows:

a) homeowners need more time to understand this project and issues related to traffic, noise, parking, etc.
b) many residents are away or otherwise busy that week with July 4th and America250 celebrations
c) the state of FL is closed July 2, 3, and 6th as well
d) residents need to better understand any conflicts between the applicant and committee members and/or city commissioners. I understand Mr. Steinberg is somehow conflicted, but do not know the nature of the conflict or if others are also conflicted due to investments with Demetree, it's affiliates, or in this project.

In advance of the meeting, I intend to provide input to you regarding this application. If you would like me to do this via phone, please let me know. Otherwise, I will send my thoughts to you via email.

Thank you for your service to the Winter Park community.

Best regards,

Atish Shah
1481 Orange Avenue, Winter Park FL
atishdshah@yahoo.com