Planning & Zoning Board
Regular Meeting

Agenda
August 4, 2026 @ 5:00 PM
City Hall Commission Chambers
401 S. Park Avenue

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

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

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

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

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

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

1. **Call to Order**

2. **Consent Agenda**

   a. Minutes of July 7, 2026. 1 minute

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

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

   a. SPR #26-08. Request of Ryan Raczkowski with Factotum Worldwide LLC for: Approval to construct a two-story, 1,000 square foot detached accessory structure on the property located at 161 Palmer Avenue on Lake Maitland, zoned R-1AAA. 10 minutes

   b. SPR #26-11. Request of Christopher Salhab with Valdara Custom Homes for: Approval to construct a new two-story, 5,772 square-foot single-family home located at 516 Henkel Circle on Lake Mizell, zoned R-1AAA. 10 minutes

   c. SPR #26-10. Request of Steven and Laura Carras for: Approval to construct a new two-story, 4,259 square-foot single family home located at 2803 Wright Avenue on Lake Forest, zoned R-1A. 10 minutes

   d. SPR #26-14. Request of Adam Metel with Nasrallah Design Studio for approval to construct a new, two-story, 9,897 square-foot, single-family home located at 1024 Anchorage Court on Lake Maitland, zoned R-1AAA. 10 minutes

   e. SPR #26-12. Request of Christopher Salhab with Valdara Custom Homes for approval to construct a new, two-story, 6,989 square-foot, single-family home located at 641 Virginia Drive on Lake Virginia, zoned R-1AAA. 10 minutes

   f. SPR #26-13. Request of David Konkol with Konkol Custom Homes & Remodeling, LLC for approval to construct a new, two-story, 6,775 square-foot, single-family home located at 643 Balmoral Road on Lake Berry, zoned R-1AAA. 10 minutes

   g. ANNEX #26-01. Request of Summer Time Management, LLC: To Annex the Property at 915 North Wymore Road and establish Commercial Future Land Use and Commercial (C-3) Zoning on the annexed property. 5 minutes

h. CU #26-01. Request of GAI Consultants, Inc. for: Conditional Use approval for the property located at 210 E. Morse Boulevard (zoned R-4), on behalf of El Cortez, LTD (property owner), in conjunction with Chabad of Greater Orlando, for a project consisting of five townhome units fronting Morse Boulevard, which will be two stories in height plus partially below-level basement garages for parking; and a three-story synagogue building fronting Knowles Avenue, including an underground parking garage, a place of worship with rooftop deck for associated functions, and a daycare facility. — 60 minutes

5. Action Items

6. Non-Action Items

7. Staff Updates

8. Board Comments

9. Upcoming Agenda Items

10. Adjournment

Planning & Zoning Board

agenda item 2.a

item type
Consent Agenda

meeting date
August 4, 2026

prepared by
Mary Jean, Administrative Coordinator IV

approved by

subject
Minutes of July 7, 2026.

motion | recommendation

background

alternatives | other considerations

fiscal impact

attachments
1. Draft Planning & Zoning Board Regular Meeting Minutes

Planning & Zoning Board
Regular Meeting Minutes

July 7, 2026 at 5:00 PM

City Hall Commission Chambers
401 S. Park Avenue

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

Absent
Bill Segal

Staff Present
City Attorney Dan Langley, Director of Planning & Zoning Allison McGillis, Planner II Nicholas Lewis, Planner I Corinna Lundgren, Administrative Coordinator Mary Jean

1. Call to Order

Chairman Johnson called the meeting to order at 4:59 p.m.

2. Selection of Chair and Vice Chair

Motion made by Michael Dick, seconded by Charles Steinberg, to nominate Jason Johnson as Chair of the Board. Mr. Johnson accepted the nomination.

By a roll call vote, the motion carried unanimously 6-0. (Bill Segal was absent from the meeting.)

Motion made by Michael Dick, seconded by Alex Stringfellow, to nominate Charles Steinberg as Vice-Chair of the Board. Mr. Steinberg accepted the nomination.

By a roll call vote, the motion carried unanimously 6-0. (Bill Segal was absent from the meeting.)

3. Consent Agenda

a. Minutes of June 2, 2026.

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

Motion made by Alex Stringfellow, seconded by Michael Dick, to approve the June 2, 2026, meeting minutes.

The motion carried unanimously by a 6-0 vote. (Bill Segal was absent from the meeting.)

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

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

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

a. SPR #26-08. Request of Ryan Raczkowski with Factotum Worldwide LLC for: Approval to construct a two-story, 1,000 square-foot detached accessory structure on the property located at 161 Palmer Avenue on Lake Maitland, zoned R-1AAA. **THE APPLICANT HAS REQUESTED TO TABLE THIS ITEM TO THE AUGUST 4TH, 2026 REGULAR MEETING.**

Chairman Johnson announced that the applicant had requested to table the item to the August 4, 2026, regular meeting.

b. SPR #26-07. Request of William Wendorf for: Approval to construct a two-story, 582 square feet addition to the existing, single-family home, located on Lake Killarney, at 2154 Lake Drive, zoned R-1A.

Ms. Lundgren provided a summary of the request. She explained that the request complies with zoning requirements for floor area ratio, impervious surface coverage, lakefront setback, building height, and stormwater management. She added that the applicant proposed an addition behind the existing lakefront setback, including a swale to address stormwater runoff, and the request did not require removal of trees, changes to the existing pool, or construction of retaining walls. She further explained that because the existing home predates current land development regulations, it has existing nonconforming side setbacks. The applicant's proposed addition would follow the footprint of the existing garage, resulting in a small first-floor setback encroachment and a second-floor setback that would otherwise make the addition impossible under current code. Ms. Lundgren noted that the applicant's requested variance was limited to maintaining the existing footprint rather than creating a new encroachment. She then reviewed impacts on neighboring properties, concluding that the addition would not obstruct lake views because adjacent homes are positioned farther toward the lake than the proposed addition. It was also confirmed that the proposed guest suite will not include a kitchen and that the existing kitchen will remain unchanged.

Staff recommendation was for approval.

Discussion ensued about the location of the outdoor air conditioning equipment, the

dimensions of the proposed addition, clarification regarding the requested variance, and the setbacks of the neighboring properties.

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

The Board expressed overall support for the request.

Motion made by Charles Steinberg, seconded by Vashon Sarkisian, for approval to construct a two-story, 582 square feet addition to the existing, single-family home, located on Lake Killarney, at 2154 Lake Drive, zoned R-1A.

The motion carried unanimously by a 6-0 vote. (Bill Segal was absent from the meeting.)

c. SPR #26-09. Request of David Runnels on behalf of the homeowners for approval to construct a new, single-story, 1,382 square-foot addition to the existing single-family home located at 147 Virginia Drive on Lake Virginia, zoned R-1AAA.

Mr. Lewis provided a summary of the request. He explained that, according to the applicant's request, they would construct an addition that would meet the required side setbacks, include a 77-foot lakefront setback, preserve all existing specimen trees, and add a swale to satisfy the city's stormwater retention requirements. He further explained that the proposal would not alter the existing two-story structure on the property and would not include changes to any walls or the swimming pool. He also noted that the addition would be located behind the neighboring homes and beyond the existing lakefront setback, with the curvature of the shoreline preventing any significant impact on neighboring lake views.

Staff recommendation was for approval.

Discussion ensued about a tree removal permit for the property from 2022, the reason the request had to come before the Board, and whether staff had received any comments from neighboring property owners.

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

Motion made by Charles Steinberg, seconded by Michael Dick, for approval to construct a new, single-story, 1,382 square-foot addition to the existing single-family home located at 147 Virginia Drive on Lake Virginia, zoned R-1AAA.

The motion carried unanimously by a 6-0 vote. (Bill Segal was absent from the meeting.)

d. SPR #26-06. Request of Charles Fitzgerald for approval to construct a new, two-story, 6,054 square-foot single-family home located at 681 Balmoral Road on Lake Berry, zoned R-1AAA.

Mr. Lewis provided a summary of the request. He noted that the proposed home meets the city's requirements for setbacks, stormwater management, terrace walls, and tree preservation, with no specimen trees affected. Although a small portion of the home, consisting of an open covered lanai, is located at an 86-foot rear setback, Mr. Lewis confirmed that it is compatible with neighboring properties and noted that both adjacent property owners submitted letters of support. He also determined that the home's placement, the curvature of the shoreline, and existing vegetation would prevent any significant impacts on neighboring lake views.

Staff recommendation was for approval.

The Board shared their thoughts about the request and was overall in support of it.

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

Motion made by Alex Stringfellow, seconded by Vashon Sarkisian, for approval to construct a new, two-story, 6,054 square-foot single-family home located at 681 Balmoral Road on Lake Berry, zoned R-1AAA.

The motion carried unanimously by a 6-0 vote. (Bill Segal was absent from the meeting.)

e. CU #26-01. Request of GAI Consultants, Inc. for: Conditional Use approval for the property located at 210 E. Morse Boulevard (zoned R-4), on behalf of El Cortez, LTD (property owner), in conjunction with Chabad of Greater Orlando, for a project consisting of five townhome units fronting Morse Boulevard, which will be two stories in height plus partially below-level basement garages for parking; and a three-story synagogue building fronting Knowles Avenue, including an underground parking garage, a place of worship with rooftop deck for associated functions, and a daycare facility. **THE APPLICANT HAS REQUESTED TO TABLE THIS ITEM TO THE AUGUST 4TH, 2026 REGULAR MEETING.**

Chairman Johnson announced that the applicant had requested to table this item to the August 4, 2026, regular meeting.

f. 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.

Vice Chair Steinberg announced that he would recuse himself from voting on the hearing item due to a conflict of interest.

Mrs. McGillis provided a summary of the request. She noted that the request did not involve new construction but would repurpose space within the existing building, including converting the underutilized basement into a medical spa, which is permitted by right. She explained that recent code changes allow restaurant uses in O-1 office zoning and permit projects within 300 feet of residential properties if enhanced buffering is provided. She further explained that the applicant's landscaping plan satisfies those buffering requirements through additional trees, hedges, and shrubs around the site. She then went on to discuss parking, indicating that while the project would normally require 352 parking spaces, the applicant utilized the Urban Land Institute's shared parking analysis, which accounts for differing peak demand among office, medical, and restaurant uses and demonstrated that the 315 available spaces on the site and adjacent parking lot would meet the city's parking requirements. She also discussed the applicant's plans to improve the parking layout, add a loading zone, and enhance ADA parking.

Mrs. McGillis then indicated that the applicant also proposed architectural improvements to the building façade, rebranding the property as "The Plaza," enhancing landscaping throughout the site, and assuming responsibility for improving and maintaining Hooper Mini Park, including reconstructing historic entry gates to the Orwin Manor neighborhood. She noted that the proposed signage exceeded the city's sign code and recommended that any approved signage comply with existing regulations.

Staff recommendation was for approval with the following conditions:

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

- 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 11:00 p.m. daily. The last seating and reservation for the restaurant shall occur no later than 9:30 p.m., and all patrons shall vacate the premises by 11:00 p.m.
- Use of outdoor restaurant and café seating is limited to the hours of 7:00 a.m. to 9:30 p.m.; there shall be no restaurant and café service outdoors outside of such hours.
- 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.
- Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.
- No outdoor speakers, music, projection screens, or televisions shall be allowed.

Discussion ensued about several aspects of the proposed restaurant and café, focusing primarily on noise mitigation, parking, and the recommended approval conditions. During the discussion, a concern was expressed that the required acoustical analysis, that would not be completed until the building permit stage, should be available before the Planning and Zoning Board made its recommendation on the request. Mrs. McGillis explained that the study would be more effective once the building plans were finalized, allowing any necessary sound mitigation measures to be incorporated into the final design. She also noted that similar acoustical studies have been required for other conditional use approvals.

The parking plan for the request was also discussed, confirming that the parking lot across the street has long been associated with the property and would remain permanently tied to the project. It was clarified that the off-site lot would be reserved for office and medical spa users only and could not be used by restaurant patrons or valet services. Valet parking would instead be limited to the on-site parking area.

Additional discussion centered on the proposed operating conditions, particularly the restriction on outdoor seating after 9:30 p.m. Clarification was requested on whether patrons would be required to vacate the outdoor seating area at that time, and the City Attorney explained that the intent of the proposed language was to prohibit both

outdoor service and use of the seating area after 9:30 p.m. It was also confirmed that the outdoor seating area would be located along the State Road 17-92 side of the building and that the earlier closing time was intended to reduce noise impacts on nearby residential properties.

Mrs. McGillis confirmed that the applicant had not objected to the proposed conditions and explained that while the proposed 301-seat restaurant would be one of the larger restaurants in Winter Park, it would be comparable to several existing restaurants in the city.

The applicant's attorney, Rebecca Wilson of Lowndes Law Firm at 215 N. Eola Drive, Orlando, FL 32801, addressed the Board. Attorney Wilson introduced the request as an adaptive reuse of the existing 1970 office building rather than a redevelopment, emphasizing the goal of transforming the property into a community gathering place through substantial investment in façade improvements, landscaping, and new restaurant and café spaces. She explained that the building was originally designed to accommodate two office towers, which is why it has excess parking and an existing plaza that will now be repurposed as outdoor dining.

Attorney Wilson noted that the proposed 301-seat restaurant is comparable in size to several existing restaurants in Winter Park and would be complemented by a 50-seat café serving coffee and lunch during daytime hours. Attorney Wilson's presentation highlighted architectural enhancements, significant landscaping, and sound attenuation measures intended to reduce noise from nearby roads and trains while also protecting neighboring residential properties. Existing underground loading, delivery, and trash facilities would continue to be used, minimizing operational impacts on surrounding homes.

Attorney Wilson also described the applicant's plans to improve Hooper Mini Park as part of the community benefit agreement, including enhanced landscaping and reconstruction of the historic Orwin Manor entry gates to create a more attractive gateway into the neighborhood. While expressing general agreement with staff's recommended conditions, she requested one modification to allow the last outdoor seating at 9:00 p.m., citing the investment in screening and buffering around the outdoor dining area.

Discussion then ensued about traffic, parking, lighting, landscaping, and the operation of the proposed restaurant. In response to concerns raised by nearby residents at the applicant's required community meeting, Attorney Wilson explained that a traffic impact study had been completed and found no roadway or intersection deficiencies. The study concluded that the project would result in only a modest increase in traffic and that existing cut-through traffic through the Orwin Manor neighborhood was relatively limited. It was also noted that an existing pedestrian crosswalk would continue to serve

patrons using the parking lot across Orange Avenue and expressed a willingness to work with the city and the Florida Department of Transportation on signal timing improvements that could further reduce neighborhood cut-through traffic.

Discussion continued regarding parking operations, including the use of the parking lot across the street, which would be restricted to office tenants, medical spa users, and restaurant employees, with signage and enforcement to prevent restaurant patrons from parking there. Attorney Wilson confirmed that unused reserved parking spaces in the main lot could be made available for restaurant parking, particularly for valet operations. Questions were also raised about parking lot lighting, and Attorney Wilson indicated that existing light poles would remain with upgraded fixtures designed to prevent light spillover into nearby neighborhoods.

The discussion also addressed the design of the outdoor dining area and its potential impacts on neighboring residences. Attorney Wilson confirmed that the entire existing plaza would be used for outdoor seating and emphasized that the restaurant would operate as a fine dining establishment, not a sports bar, with that use restricted through the conditional use approval. Opportunities to strengthen landscaping and buffering along Orange Avenue and around the parking lot to further screen the outdoor seating area and reduce noise and visual impacts were also discussed. Attorney Wilson noted that additional landscaping could be incorporated if desired and clarified that the building's Orange Avenue façade would not contain operable doors or windows, limiting outdoor noise to the patio area. It was also confirmed that the traffic study was completed using current roadway conditions following recent intersection improvements and that it complied with all applicable city requirements.

Chairman Johnson disclosed that he is a friend of Alex Ekbatani who is part of the applicant group. He added that he did not know that Mr. Ekbatani was involved in the project and their friendship would not impact his decision about the request.

The Board heard public comment from the following residents:

Opposed:

Kay Carpenter at 1510 Norfolk Avenue, Winter Park, FL 32789; Karina Verma at 1597 Cherry Ridge Drive, Lake Mary, FL 32746; Charles Hooper at 1444 Norfolk Avenue, Winter Park, FL 32789; and Trever Burger at 1441 Norfolk Avenue, Winter Park, FL 32789.

Did not confirm their support of or opposition to the request:

Lorianne Woldehanna at 1551 Norfolk Avenue, Winter Park, FL 32789 and Julie Riggs at 1420 Leith Avenue, Winter Park, FL 32789.

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

Attorney Wilson addressed the Board. She responded to public comments by emphasizing that the proposal does not involve a change to the property's future land use designation or office zoning, but rather seeks approval for a restaurant use that is already permitted through the existing zoning regulations. She noted that the project reuses an existing building and vacant first-floor space without increasing the building's size or scale, and that it complies with the city's development standards without requesting variances, parking waivers, or height exceptions. She also highlighted the project's enhanced landscaping, noise buffering, and community benefits, including improvements to two city park areas, and expressed a commitment to continue working with staff on measures to minimize impacts on nearby residents.

Attorney Wilson then asked that the Board modify one of the proposed approval conditions related to outdoor dining. Rather than requiring the outdoor seating area to close at 9:30 p.m., she asked that the last outdoor seating be permitted at 9:00 p.m., allowing diners to finish their meals after that time while recognizing the significant investment being made in the property and its surrounding improvements.

Discussion ensued about Attorney Wilson’s requested modification to the outdoor seating condition. It was noted that the existing condition language appeared inconsistent with Attorney Wilson’s request because it prohibited outdoor service beyond the stated hours. Attorney Wilson clarified that the intent was to allow a final seating at 9:00 p.m. and allow diners to finish their meals without being rushed. It was indicated that the condition language could be revised to reflect that intent.

Traffic circulation and potential neighborhood impacts were then discussed. Questions were raised about existing traffic-calming measures, stop signs, and how vehicles move through the surrounding streets. The applicant's traffic engineer, James Taylor with Kimley-Horn & Associates at 6876 Marwick Lane, Orlando, FL 32827 addressed the Board. He explained that the traffic study evaluated overall cut-through patterns by measuring activity along Westchester Avenue but did not track specific neighborhood routes or individual vehicle origins. Additional questions focused on whether traffic primarily used Norfolk Avenue or other local streets when traveling through the area.

Parking access and site circulation were also discussed. Questions were raised about existing street parking, access points from the property, and the possibility of closing the existing gated access from the site to Westchester Avenue. Attorney Wilson confirmed that the Westchester access is currently gated and was proposed to be removed and replaced with landscaping, which would help reduce potential traffic impacts on surrounding residential streets.

Mr. Ekbatani addressed the Board. He emphasized that he values the peaceful character of the surrounding community and understood residents' concerns. He explained that although the restaurant is designed for 301 seats, actual usage is expected to be significantly lower than full capacity, with peak utilization typically around 65 percent, and that the fine dining concept would not generate the same activity levels as a sports bar or similar high-volume venue. Mr. Ekbatani also discussed planned noise mitigation measures, including replacing the existing exterior windows on the main level with double-pane glazing to reduce sound transmission, improve energy efficiency, and minimize impacts from both internal restaurant activity and outside traffic noise. He noted that additional landscaping would be installed at appropriate heights to provide further visual and sound buffering between the restaurant and surrounding properties.

The Board then discussed the proposed restaurant's operating hours, traffic impacts, noise concerns, parking, and neighborhood compatibility. A simpler, enforceable closing time rather than separate last seating and outdoor seating restrictions was overall preferred. After in-depth discussion, the Board agreed to revise the conditions so that both indoor and outdoor restaurant operations would end at 10:30 p.m., with patrons required to vacate the premises by that time.

Traffic concerns were also discussed due to existing cut-through traffic in the neighborhood and the potential increase from the restaurant. It was recommended that possible traffic-calming measures be evaluated, including a speed hump on Leith Avenue and a potential stop condition at Westchester and Norfolk Avenues, subject to engineering review. Permanently closing the Westchester access point to reduce impacts on nearby streets was also supported. Additional review of noise and lighting impacts was requested, with further mitigation to be addressed if needed.

Motion made by Alex Stringfellow, seconded by Vashon Sarkisian, 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, with the following conditions:

- **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.**
- **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.**

- **Valet parking services shall be provided during peak operating periods as necessary to ensure that parking demand does not adversely impact surrounding neighborhoods.**
- **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.**
- **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.**
- **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.**
- **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.**
- **Any new pad-mounted transformers or other back-of-house equipment shall be fully screened from view from public rights-of-way.**
- **No outdoor speakers, music, projection screens, or televisions shall be allowed.**
- **That the access point on Westchester Avenue be closed permanently and that one of the three access points on Vivian Avenue be closed.**
- **That the applicant work with the city's Public Works & Transportation Department to explore 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.**

The motion carried unanimously by a 5-0 vote. (Charles Steinberg recused himself from the vote. Bill Segal was absent from the meeting.)

6. Action Items

7. Non-Action Items

8. Staff Updates

9. Board Comments

10. Upcoming Agenda Items

11. Adjournment

The meeting adjourned at 7:20 p.m.

ATTEST:

_____

/s/ Mary Jean, Board Administrator

Planning & Zoning Board

agenda item 4.a

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

meeting date
August 4, 2026

prepared by
Corinna Lundgren, Planner I

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-08. Request of Ryan Raczkowski with Factotum Worldwide LLC for: Approval to construct a two-story, 1,000 square foot detached accessory structure on the property located at 161 Palmer Avenue on Lake Maitland, zoned R-1AAA.

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

1) That the oak and the magnolia requested for removal be fully mitigated through the City's Urban Forestry Tree Removal Permit Program.

background
The applicant, Ryan Raczkowski with Factotum Worldwide LLC representing the owners Charles Goodis and Shu-Ching Chang, is requesting approval to construct a 1,000 square foot detached accessory structure located at 161 Palmer Avenue on Lake Maitland. The property is zoned R-1AAA, and the unsubmerged portion of the property is 91,701 square feet in size. The proposed impervious lot coverage of 37,312 square feet equals 41%, which is under the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet in size is 35% of the lot area or 5,000 square feet, whichever is greater. The applicant is proposing a 1,000-square-foot addition, bringing the total to 26,186 square feet, which equates to a FAR of 29% and is under the 32,095 allowable square footage, meeting this requirement.

The large lot and significant front setback allow placement of an accessory structure in the required front yard, preserving the lakefront portion of the lot while maintaining a significant front setback. The request includes a proposed front setback of 80 feet in lieu of the existing 107 feet and a proposed side setback of 15 feet to both floors in lieu of 21 feet to the first floor and 28 feet to the second story. It is worth noting that the front setback of the neighbor to the west has a 45-foot front setback and the neighbor to the south has an accessory structure in a similar location. A dense, two-story vegetative buffer also exists along both side property lines.

Lakefront Lot Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. There are 15 specimen trees in the front of the property, inclusive of eleven oak trees and four magnolias. The applicant is requesting to remove a 24-inch oak and a 16-inch magnolia located on the east portion of the property that is within the buildable area of the proposed accessory structure. Urban Forestry assessed both specimen trees requested for removal and identified the oak tree as a candidate for removal based on its failing health. Urban Forestry also indicated that they are okay with the magnolia's removal since shifting the structure back could impact two other oak trees. Staff is proposing a condition of approval that both trees be fully mitigated through the City's Tree Removal Permit program.

View from the Lake

The code direction is to minimize large stem walls, large swimming pool/patio walls, terraces, or retaining walls facing the lake. Generally, the policy does not permit such walls/swimming pool decks facing the lake in excess of three (3) feet in height. No such component is being proposed as part of this request.

View of Neighbors

The code direction is to minimize the degradation of traditional views across properties by new houses, additions, second-story additions, etc., alongside property lines toward the lake that may block traditional views of the neighbors. Since the addition is in the front of the lot, no such component is proposed as part of this request; therefore, the views of water from the adjoining waterfront properties are not being impacted.

Stormwater Retention

The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicant is proposing an additional swale of 119 square feet of retention meeting this requirement.

Summary

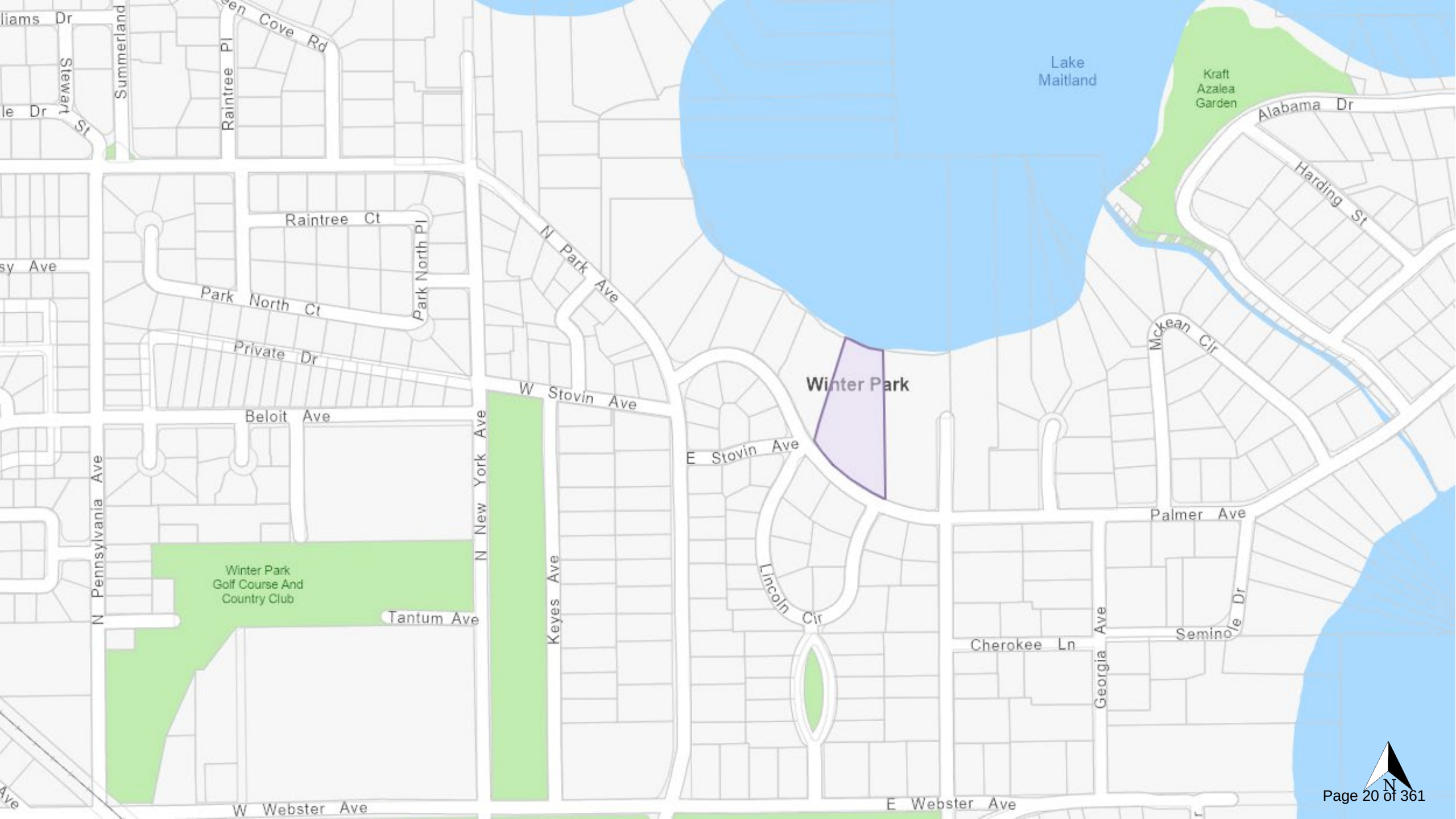
Overall, the plans meet the intent of the lakefront review criteria.

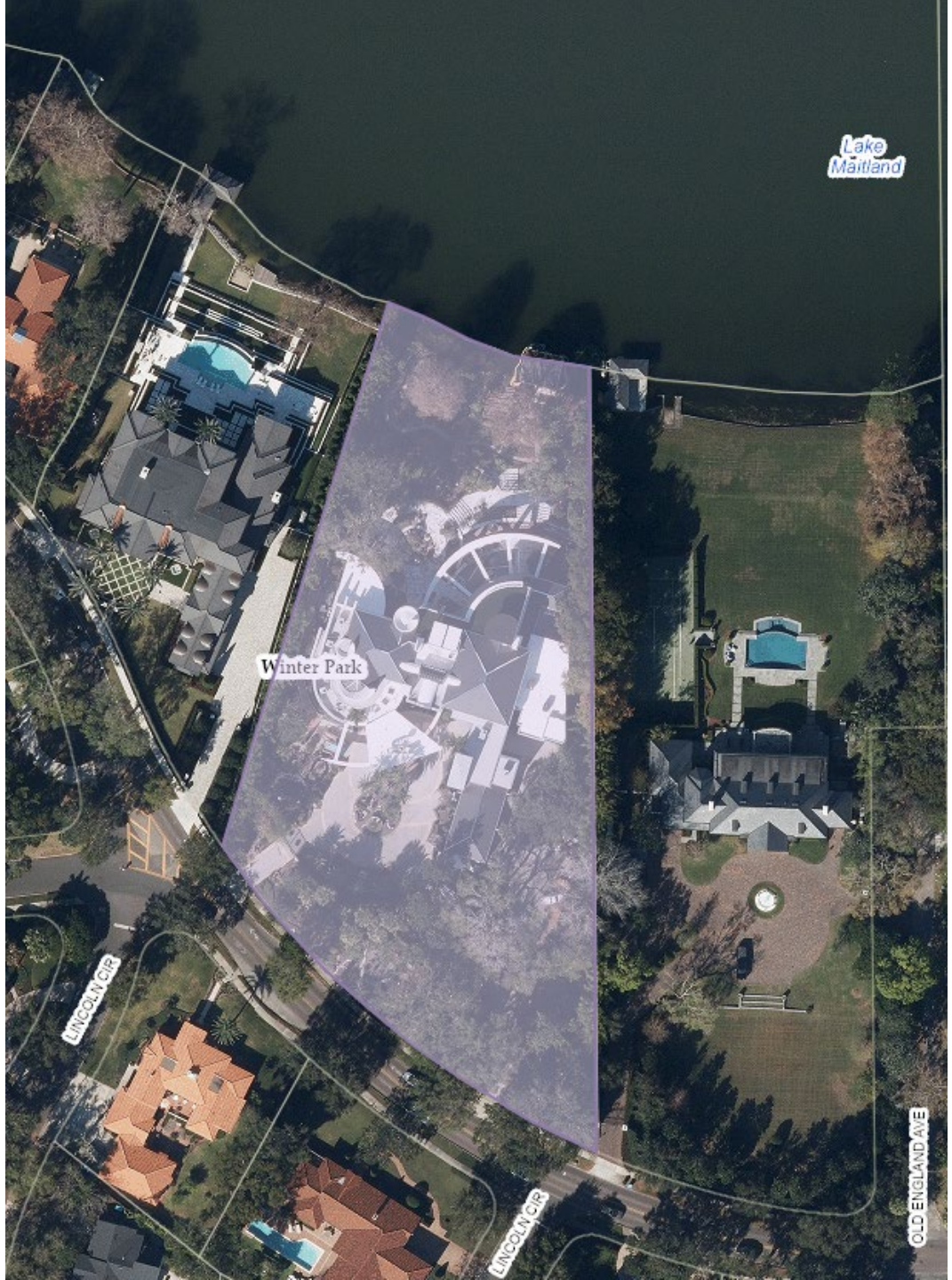
alternatives | other considerations

fiscal impact

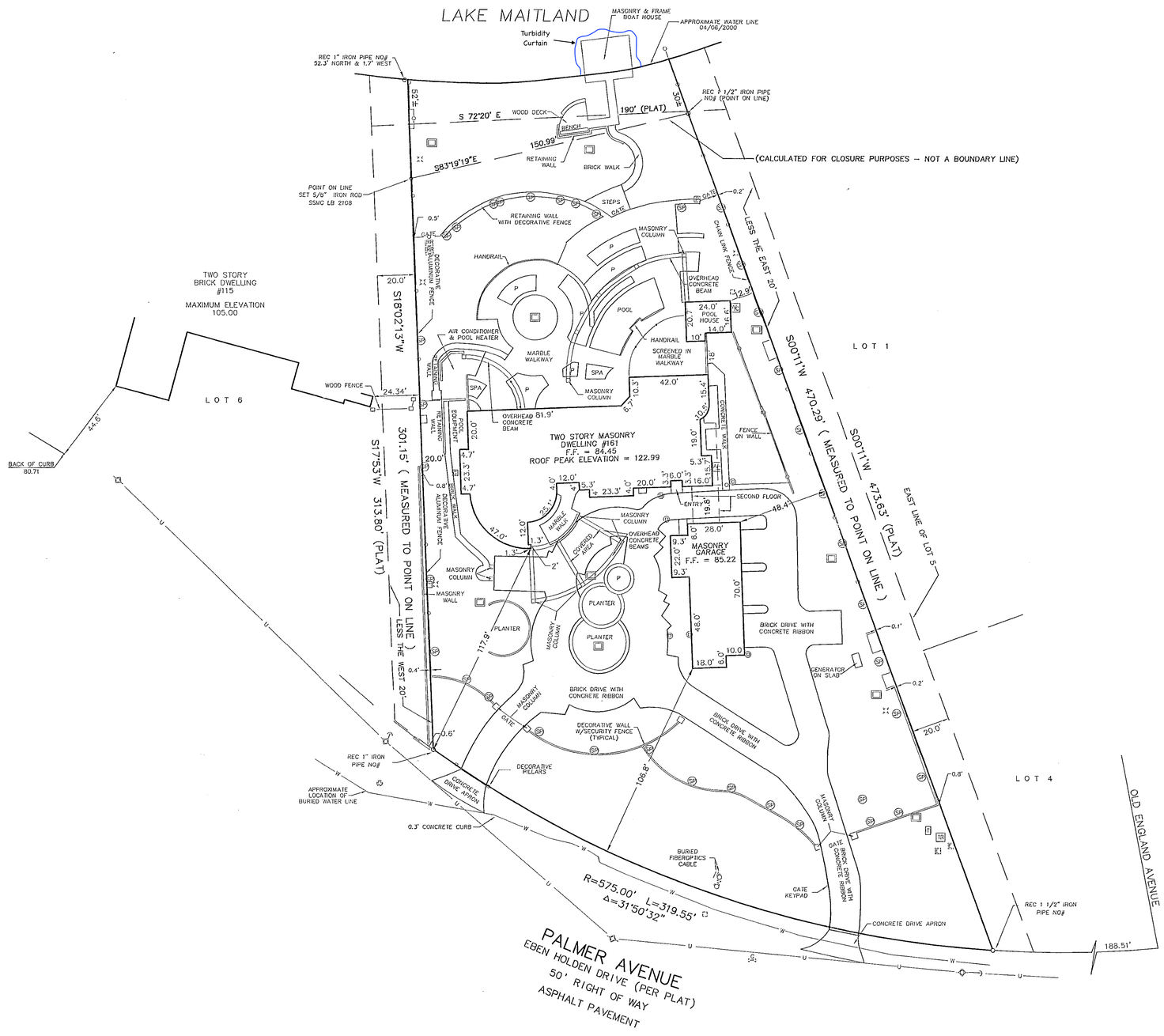
attachments

1. 161 Palmer Ave - Maps
2. Survey - 161 Palmer Ave
3. Final Site Plan - 161 Palmer Ave
4. 161 Palmer Ave - vegetation views


Lake Maitland
Kraft Azalea Garden
Alabama Dr
Harding St
Winter Park
Raintree Ct
Raintree Pl
Park North Pl
Park North Ct
Private Dr
N Park Ave
W Stovin Ave
E Stovin Ave
Beloit Ave
N New York Ave
Keyes Ave
N Pennsylvania Ave
Winter Park Golf Course And Country Club
Tantum Ave
Lincoln Cir
McKean Cir
Palmer Ave
Cherokee Ln
Georgia Ave
Seminole Dr
W Webster Ave
E Webster Ave
N


Lake Maitland
Winter Park
LINCOLN CIR
LINCOLN CIR
OLD ENGLAND AVE

N



LEGEND & ABBREVIATIONS

CO	= CLEAN OUT	FGI	= FLAT GRATE INLET
	= UTILITY POLE	•	= POST
	= GUY WIRE	P	= PLANTER
GM	= GAS METER		= CONCRETE LIGHTING PULL-BOX
GV	= GAS VALVE	TP	= BURIED TELEPHONE PEDESTAL
	= SECURITY CAMERA	TR	= TRANSFORMER ON SLAB
P	= PUMP	SP	= SPEAKER
SMH	= SANITARY MANHOLE	-o-	= CHAIN LINK FENCE
EM	= ELECTRIC SERVICE METER	-□-	= WOOD FENCE
WM	= WATER METER	-U-	= OVERHEAD UTILITY LINES
IRR VALVE	= IRRIGATION VALVE	Δ	= CENTRAL ANGLE
	= BACKFLOW PREVENTER	R	= RADIUS
	= FIRE WATER VALVE	L	= LENGTH OF CURVE
	= HOSE BIB	F.F.	= FINISHED FLOOR ELEVATION
AC	= AIR CONDITIONING UNIT	REC	= RECOVERED

LEGAL DESCRIPTION:

Lot 5, Block A ROBERT DHU MacDONALD PARK, less the East 20 feet and less the West 20 feet as recorded in Plat Book O, Page 20 of the Public Records of Orange County, Florida.

SURVEYOR'S REPORT:

1. Utility locations if shown hereon are based on field location of markings by Utility Company representatives, surface features and construction plans furnished to the surveyor. Additional sub-surface utilities may exist that have not been field located.
2. Easements or rights of way that appear on recorded plans or that have been furnished to the surveyor by others have been incorporated into this drawing with appropriate notation. Other easements may be discovered by a search of the Public Records.
3. Measurement methods used for this survey meet MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING CH. 61G17-6 requirements.
4. Not valid without the signature and raised seal of a Florida licensed surveyor and mapper.
5. Features shown by symbol as indicated in the legend are not to scale.
6. Bearings shown hereon are based on the East line of Lot 5 being S00°11'W as shown on the plat of Robert DHU MacDonald Park.
7. Vertical information shown hereon refers to Orange County datum designation L-645-16 2" OR. CO. ENG. brass disk in sidewalk Elevation = 85.178.
8. The electronic image of this map contains horizontal positions for all features shown relative to an assumed datum.
9. This Survey was performed without benefit of a Title search. A Title search may reveal additional information affecting the Parcel as shown.
10. Unless shown, only those visible features in the immediate vicinity of the above described parcel boundary have been located.

Boundary Survey

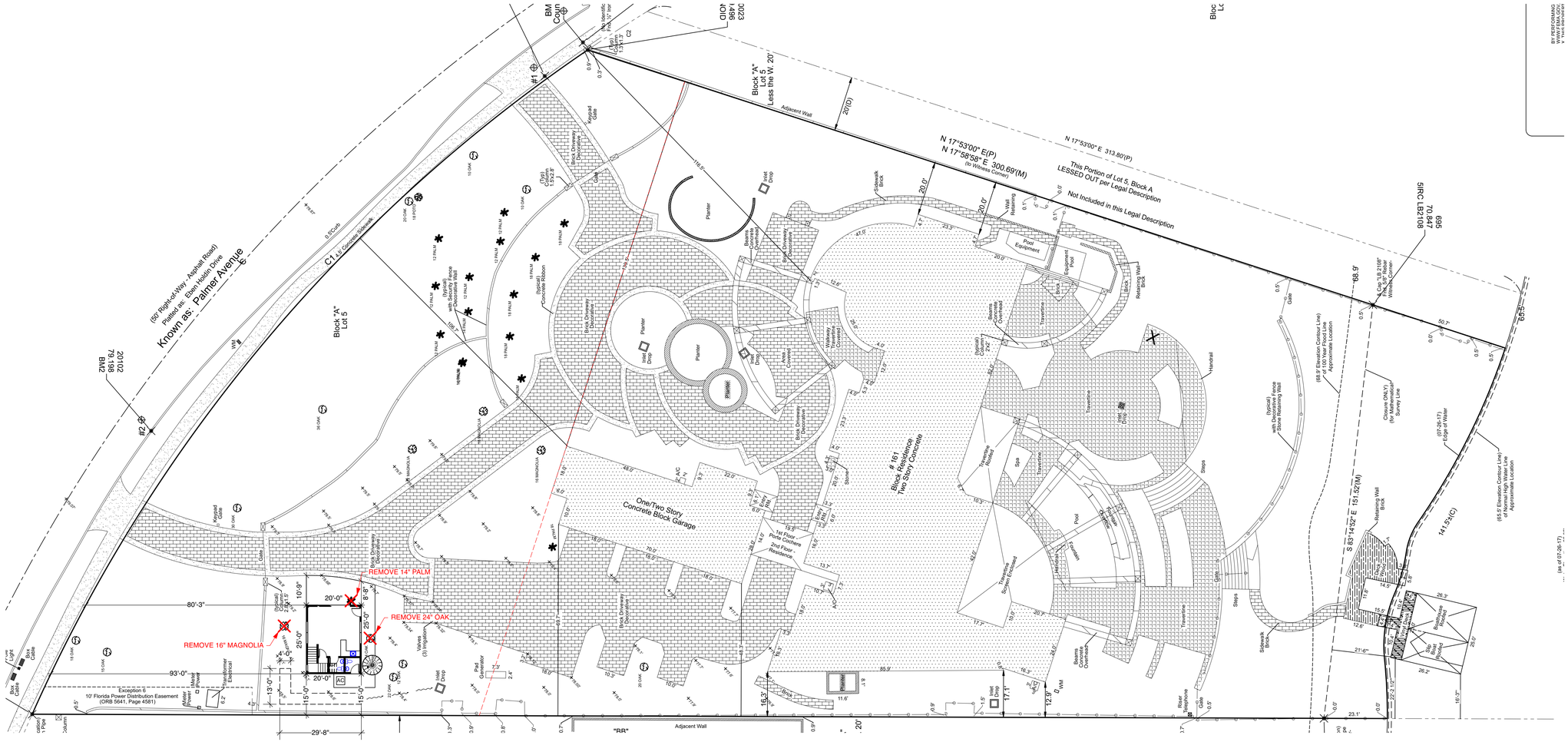
Survey Date:	Drawing Number	Scale:
06/03/2004	44325003	1"=30'
		Drawn By: AIR

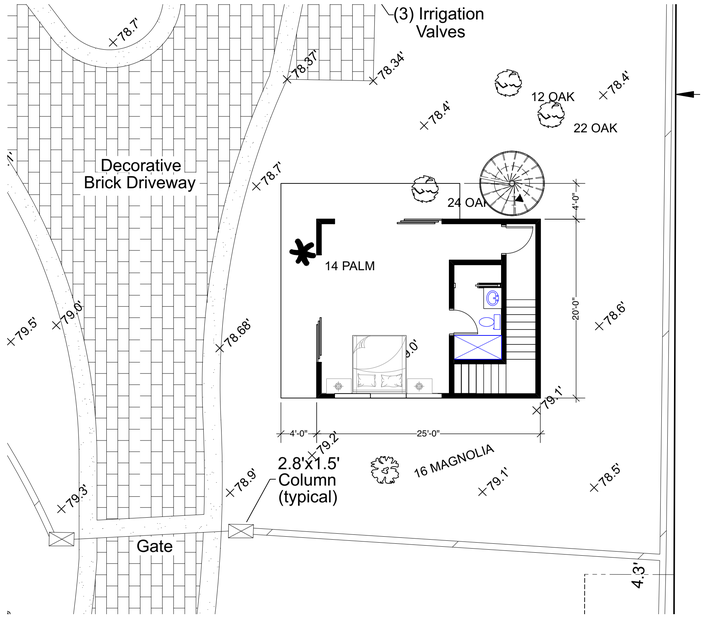
For:
Alan H. Ginsburg
AmSouth Bank
First American Title Insurance Company
Railey & Harding, P.A.

44325003.dwg

SOUTHEASTERN SURVEYING & MAPPING CORP.
6500 All American Boulevard
Orlando, Florida 32810-4250
(407)292-2550 fax(407)292-0141
Cert. No. LB-2109
e-mail: info@southeasternsurveying.com

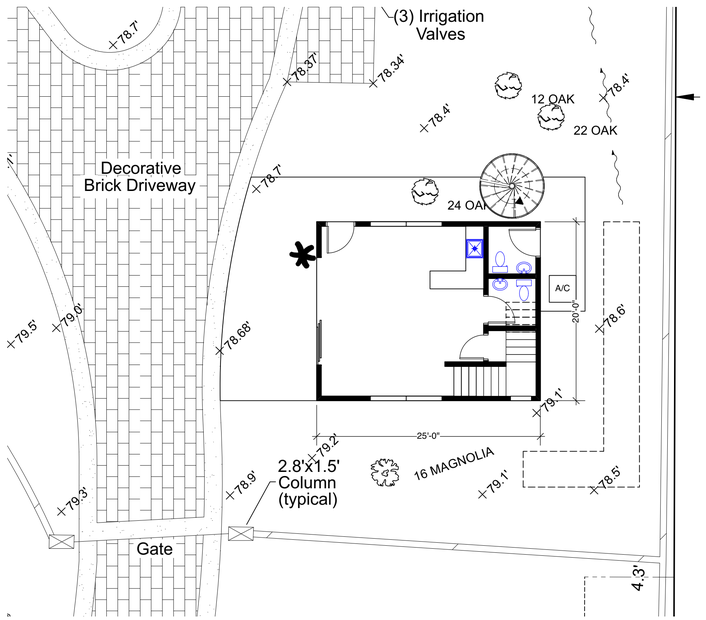
GARY B. KRICK
Registered Land Surveyor No. 4245


(60' Right-of-Way - Asphalt Road)
Platted as: Elam Hollin Drive
Known as: Palmer Avenue
Block "A"
Lot 5
Block "A"
Lot 5
Less the W. 20'
Adjacent Wall
20'(D)
N 17°53'00" E (P)
N 17°58'58" E 300.69'(M)
(to Witness Corner)
N 17°53'00" E 313.80'(P)
This Portion of Lot 5, Block A
LESSED OUT per Legal Description
Not Included in this Legal Description
SIRC LB2108
70.84'
69.5'
68.8'
Set 5/8 Rebar
Found 1/2" Rebar
Witness Corner
S 83°14'52" E 151.52'(M)
141.54'(C)
Closure ONLY)
(for Mathematical
Survey Link
(07-26-17)
Edge of Water
(65.5' Elevation Contour Line)
of Lake Maitland
Approximate Location
(68.9' Elevation Contour Line)
of Lake Maitland
Approximate Location
Block Residence
Two Story Concrete
161
One/Two Story
Concrete Block Garage
REMOVE 14" PALM
REMOVE 24" OAK
REMOVE 16" MAGNOLIA
-80'-3"
-93'-0"
-29'-8"
-13'-0"
-15'-0"
-15'-0"
-20'-0"
-20'-0"
-10'-9"
-8'-8"
-25'-0"
-25'-0"
-4'-0"
-4'-0"
Exception 6
10' Florida Power Distribution Easement
(ORB 5641, Page 4581)
Adjacent Wall
"BB"
Pool
Spa
Pool Equipment
Equipment Pool
Retaining Wall
Block
Steps
Handrail
Fountain
Pool Heater
Outdoor
Shower
Sidewalk
Block
Roger
Telephone
Cable
Pool Enclosure
Screen Covered
Travertine
Travertine Decking
Travertine Steps
Travertine Coping
Travertine Pool Deck
Travertine Spa Deck
Travertine Screen Covered
Walkway
Travertine
Area
Covered
Beams
Concrete
Painted
Beams Concrete Overhead
Beams Concrete Painted
Brick Driveway
Decorative
Brick Driveway
Concrete Ribbon
Brick Driveway
Decorative
Planter
Inlet
Drop
Inlet
Drop
Inlet
Drop
Inlet
Drop
Pool
Generator
Valves
(3) Irrigation
Meter
Power
Transformer
Electrical
Meter
Power
Box
Cable
Low
Light
Box
Cable
Keypad
Gate
Gate
Keypad
Gate
Brick Driveway
Decorative
Brick Driveway
Decorative
Brick Driveway
Decorative
Brick Driveway
Decorative
(typ)
Concrete
1.5'x2.5'
(typ)
Concrete
1.5'x2.5'
(typical)
with Decorative Fence
above Retaining Wall
(typical)
with Decorative Fence
above Retaining Wall
(typical)
with Decorative
Concrete Fence
Decorative
Wall
Decorative
Wall
Decorative
Wall

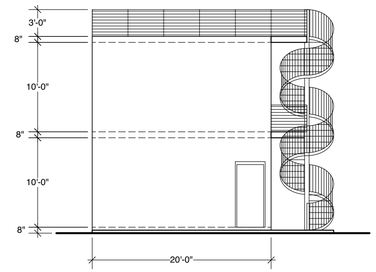


SECOND FLOOR PLAN (8/2)
Scale: 1/8" = 1'-0"

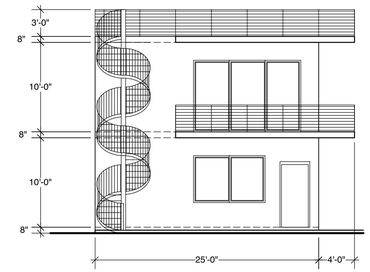




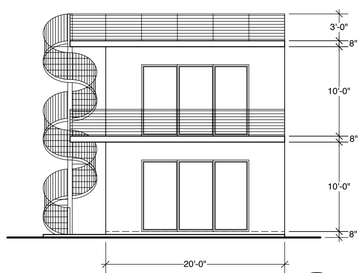
FIRST FLOOR PLAN (A/2)
Scale: 1/8" = 1'-0"



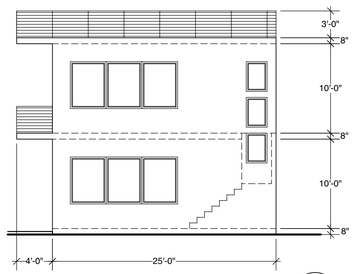
EAST ELEVATION (C/2)
Scale: 1/8" = 1'-0"



NORTH ELEVATION (D/2)
Scale: 1/8" = 1'-0"



WEST ELEVATION (E/2)
Scale: 1/8" = 1'-0"



NORTH ELEVATION (F/2)
Scale: 1/8" = 1'-0"

ENGINUITY
4522 W. VILLAGE DR., #153 · TAMPA, FLORIDA 33624
MICHAEL AYERS, PE 36319 · CA NO. 32146
813.712.9890

2026.00

#	DESCRIPTION	DATE

ENGINUITY CONSULTING ENGINEERS, LLC
4522 W. VILLAGE DR., #153
TAMPA, FLORIDA 33624
MICHAEL AYERS, PE 36319 · CA NO. 32146
813.712.9890

GOODIS RESIDENCE ADU
161 PALMER AVE, WINTER PARK, FLORIDA 32789

ADU

DRAWING NO.: 2026.00
DATE: 6.29.26
DESIGNED BY : MHA
DRAWING BY : CAZ
CHECKED BY : MHA

SHEET 2

ZZ DELINEATORS, INC
COMPUTER AIDED DRAFTING SERVICE
1317 SUMTER STREET, LEESBURG, FLORIDA 34748
CHRIS ZIPPERER, 352.988.7008

Michael Ayers, PE FL No. 36319


01/20/2026
1 of 12
Latest
North
South
N


1 of 17
Latest
North
South
East
N


161 Palmer
225 Palmer

Planning & Zoning Board

agenda item 4.b

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

meeting date
August 4, 2026

prepared by
Corinna Lundgren, Planner I

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-11. Request of Christopher Salhab with Valdara Custom Homes for: Approval to construct a new two-story, 5,772 square-foot single-family home located at 516 Henkel Circle on Lake Mizell, zoned R-1AAA.

motion | recommendation
Staff recommendation is for approval.

background
The applicant, Christopher Salhab with Valdara Custom Homes, is requesting approval to construct a new, two-story, 5,772 square-foot, single-family home located at 516 Henkel Circle on Lake Mizell. The property is zoned R-1AAA and the unsubmerged portion of the property is approximately 16,536 square feet in size. The proposed impervious lot coverage of 7,509 square feet which is under the maximum 50% as the code allows, at 45%. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet is 35% of the lot area or 5,000 square feet, whichever is greater. The total square footage after the applicants' proposal is 5,772 square feet, which meets the maximum 35%.

The application includes a request for a 48-foot front setback. The previous structure had a 68-foot setback to the principal structure. However, there was an additional cottage dwelling that existed on the property which had a 27-foot setback. Additionally, the requested 48 foot setback splits the difference between the two neighbors, which have setbacks from Henkel Circle of 25.5 and 67 feet respectively.

Lakefront Lot Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. The applicant is not requesting to remove any specimen trees on site.

View from the Lake

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in excess of three (3) feet in height. In this case, the applicant's proposal adequately terraces the lakefront facing walls down to meet this requirement.

View of Neighbors

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

The neighbor to the north is at a setback of 45.7 feet and the neighbor to the south is at a setback of 48.2 feet for an average under 50 feet. The code allows a 50-foot minimum, and the applicant is proposing a 65-foot setback meeting this requirement.

Stormwater Retention

The Code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. The applicant is proposing multiple swale areas throughout the property totaling 690 cubic feet to meet this requirement.

Summary

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

alternatives | other considerations

fiscal impact

attachments

1. 516 Henkel Cir - Maps
2. Final Plan Set - 516 Henkel Circle


Lake
Osceola
Detmar
Trismen Ter
Brewer
Cortland
Overlook Rd
Sylvan
Grove Ter
Mizell
Osceola Ave
426
Winter Park
Lake
Mizell
Henkel Cir
Audubon Ln
Genius Dr
Lake
Virginia
N


426
OSCEOLA AVE
ge County
Winter Park
Lake Mizell
HENKEL CIR
N

NOTE: THIS STRUCTURE HAS BEEN DESIGNED TO MEET OR EXCEED THE WIND LOAD REQUIREMENTS OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL 8TH EDITION SECTION R301 DESIGN CRITERIA AND INCLUDING ASCE 7-16.

1. WIND SPEED= 139 MPH ULTIMATE WIND SPEED (Vult) AND 108 MPH (Vasd)
2. RISK CATEGORY 2
   CONSTRUCTION TYPE= SINGLE FAMILY RESIDENCE (VB)
3. WIND EXPOSURE= CATEGORY C
4. INTERNAL PRESSURE COEFFICIENT FOR ENCLOSED BUILDINGS IS .18 AND HEIGHT AND EXPOSURE ADJUSTMENT COEFFICIENT IS 1.40.

A New Custom Home by Zero Latitude

Ye & Yasmin Hua

516 Henkel Circle, Winter Park, Florida
Valdara Homes



SHEET INDEX

ARCHITECTURAL

A1 COVER SHEET & DATA
A2 ORIGINAL DWELLING LOCATION PLAN
A2.1 NEW DWELLING IMPERVIOUS PLAN
A2.2 NEW DWELLING LOCATION PLAN
A3 PLUMBING/SLAB PLAN
A4 DIMENSIONED 1ST FLOOR
A5 DETAILED 1ST FLOOR
A6 DIMENSIONED 2ND FLOOR
A7 DETAILED 2ND FLOOR
A- ROOF PLAN
A9 ELEVATIONS
A10 ELEVATIONS
A11 POOL ELEVATIONS
A12 ELECTRICAL 1ST FLOOR
A13 ELECTRICAL 2ND FLOOR

STRUCTURAL

S-1
S-2
S-3
S-4
S-5
S-6
S-7
S-8
S-9
S-10
S-11

GENERAL NOTES

1. IT IS THE INTENT OF THE DESIGNER/ENGINEER THAT THIS WORK BE IN CONFORMANCE WITH ALL REQUIREMENTS OF THE BUILDING AUTHORITIES HAVING JURISDICTION OVER THIS TYPE OF CONSTRUCTION AND OCCUPANCY. ALL CONTRACTORS SHALL DO THEIR WORK IN CONFORMANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
2. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AND CONDITIONS AT THE JOBSITE PRIOR TO COMMENCING WORK. CONTRACTOR SHALL REPORT ALL DISCREPANCIES IN THE DRAWING AND EXISTING CONDITIONS TO THE DESIGNER/ENGINEER PRIOR TO COMMENCING WORK.
3. CONTRACTOR SHALL SUPPLY, LOCATE AND BUILD IN THE WORK ALL INSERTS, ANCHORS, ANGLES, PLATES, OPENINGS, SLEEVES, HANGERS, SLAB DEPRESSIONS, AND PITCHES AS MAY BE REQUIRED TO ATTACH AND ACCOMODATE OTHER WORK.
4. THESE DOCUMENTS, AS INSTRUMENTS OF SERVICE, ARE THE PROPERTY OF THE DESIGNER/ENGINEER AND MAY NOT BE USED OR REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT OF THE DESIGNER/ENGINEER.
5. ALL DETAILS AND SECTIONS SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL BE CONSTRUED TO APPLY TO ANY SIMILAR SITUATION ELSEWHERE IN THE WORK EXCEPT WHERE A DIFFERENT DETAIL IS SHOWN.
6. SUBSURFACE SOIL CONDITION INFORMATION IS NOT AVAILABLE. FOUNDATIONS ARE DESIGNED FOR A 2000 PSF SOIL BEARING CAPACITY. CONTRACTOR SHALL REPORT ANY DIFFERING CONDITIONS TO THE DESIGNER/ENGINEER PRIOR TO COMMENCING WORK.
7. CONTRACTOR WILL INCORPORATE ALL NECESSARY LOCAL/STATE/FEDERAL BUILDING, FIRE AND HANDICAP CODES INTO THE DESIGN AND BASE PROPOSAL FOR A COMPLETE TURN-KEY PROJECT.
8. PROJECT SHALL BE TURNED OVER TO OWNER IN CLEAN CONDITION WITH ALL TRASH AND DEBRIS REMOVED FROM SIT, ALL WINDOWS AND GLASS CLEAN, ALL FLOORS CLEAN, ALL HORIZONTAL SURFACES DUSTED AND CLEANED, AND ALL TOILET AND PLUMBING FIXTURES CLEAN AND IN GOOD WORKING ORDER.
9. CONTRACTOR SHALL HAUL ALL RUBBISH FROM SITE ON A REGULAR BASIS. DO NOT ALLOW TO ACCUMULATE.
10. CONTRACTOR TO OBTAIN ALL PERMITS AND TO PAY ALL FEES AND TAXES.
11. OBTAINABLE, BUT ARE NOT GUARANTEED. BEFORE PROCEEDING WITH ANY WORK DEPENDENT UPON THE DATA INVOLVED, THE CONTRACTOR SHALL FIELD CHECK AND VERIFY ALL DIMENSIONS, GRADES, LINES, LEVELS OR OTHER CONDITIONS OF LIMITATIONS AT THE SITE TO AVOID CONSTRUCTION ERRORS. IF ANY WORK IS PERFORMED BY THE THE CONTRACTOR OR ANY OF HIS SUBCONTRACTORS PRIOR TO ADEQUATE VERIFICATION OF APPLICABLE DATA, ANY RESULTANT EXTRA COST FOR ADJUSTMENT OF WORK AS REQUIRED TO CONFORM TO EXISTING LIMITATIONS, SHALL BE ASSUMED BY THE CONTRACTOR WITHOUT REIMBURSEMENT OR COMPENSATION BY THE OWNER.
12. A DESIGNATED LOCATION FOR STORAGE OF CONSTRUCTION MATERIAL AND EQUIPMENT SHALL BE DETERMINED BY OWNER AND IDENTIFIED AT THE PRECONSTRUCTION MEETING.
13. CONTRACTOR PERSONNEL ARE CONFINED TO AREAS OF BUILDING NECESSARY FOR COMPLETING THE WORK. FREE ACCESS TO ALL PARTS OF THE BUILDING IS NOT ALLOWED. ALL CONTRACTOR TOOLS, BOXES, CONTAINER, ETC., ARE SUBJECT TO OWNER'S INSPECTION.
14. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING DELIVERY, RECEIVING, UNLOADING, UNCRATING, STORING, SETTING IN PLACE, AND PROTECTING FROM DAMAGE ALL ITEM EQUIPMENT FURNISHED BY THE CONTRACTOR. THIS SHALL ALSO APPLY TO ITEMS FURNISHED TO OWNER BY THE CONTRACTOR.
15. ALL WIND LOAD CALCULATIONS AND DESIGN CRITERIA ARE BASED ON A "ENCLOSED" STRUCTURE. ANY BREACH OR PENETRATION, SUCH AS WINDOWS, DOORS, GARAGE DOORS, ETC., DURING STORM EVENT WILL COMPROMISE STRUCTURAL INTEGRITY.
16. ALL DOOR AND WINDOW OPENINGS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
17. ALL SHEAR WALLS MUST TRANSFER LOADS TO FLOOR JOISTS OR FOUNDATION.
18. DIAPHRAGM SYSTEMS MUST BE ATTACHED TO END WALLS AND/OR SIDE WALLS.
19. TRUSSES MUST BE CAPABLE OF TRANSFERRING LATERAL LOADS TO BEARING WALLS.
20. TRUSSES, GIRDERS AND BEAM TIE DOWNS ARE SIZED PER UPLIFT REQUIREMENTS. ANY QUESTION AS TO SIZE, TYPE OR VALUE OF A NAIL, STRAP OR CLIP SHOULD BE VERIFIED BY STRUCTURAL ENGINEER.
21. ALL WINDOWS TO COMPLY WITH THE 2023FLORIDA BUILDING CODE, 8TH EDITION. 139 MPH WIND LOAD REQUIREMENT.
22. SUBCONTRACTORS SHALL VERIFY ALL APPLICABLE DIMENSIONS AND FIXTURE LOCATIONS.
23. ALL INTERIOR SLABS TO HAVE STEEL TROWEL FINISH. ALL EXTERIOR SLABS TO HAVE MEDIUM BROM FINISH.
24. REFER TO TUB/SHOWER MANUFACTURER FOR DRAIN LOCATION. PER OWNER'S SELECTION.
25. ALL PLUMBING TO MEET LOCAL PLUMBING CODES
26. PROVIDE STUB-OUT FOR ICE MAKER AT REFRIGERATOR LOCATION.
27. REFER TO DOOR & WINDOW SCHEDULE FOR DOOR & WINDOW HEIGHTS
28. WINDOWS AND EXTERIOR DOORS SHALL COMPLY WITH FBC WIND LOAD REQUIREMENTS. (WINDOWS MUST MEET R-30)
29. USE GREENBOARD AT WET WALLS
30. PROVIDE BLOCKING AT 33"-36" AFF IN BATHROOM WALLS ABOVE WATER CLOSET, TUB/SHOWER FAUCETS AND TUB SOAP DISH FOR FUTURE GRAB BARS.
31. CONTRACTOR TO PROVIDE SITE ADDRESS PER SECTION R-319 OF 2023 FLORIDA BUILDING CODE RESIDENTIAL, 8TH EDITION.
32. FOAM PLASTIC MATERIALS TO MEET THE REQUIREMENTS OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL, 8TH EDITION.
33. PROTECTION OF WOOD DECAY TO MEET THE REQUIREMENTS OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL, 8TH EDITION
34. PROVIDE HANDICAP ACCESSIBILITY PER SECTION R-320 OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL, 8TH EDITION.
35. THIS STRUCTURE MEETS THE REQUIREMENTS OF THE 2023 FLORIDA BUILDING CODE RESIDENTIAL, 8TH EDITION
36. TERMITE TREATING AND PROTECTION TO MEET THE REQUIREMENT OF SECTION R-318 OF THE FBC
37. FINISHED FLOOR TO MINIMUM 12" ABOVE CROWN OF ROAD.
38. FINISHED FLOOR TO MINIMUM 8" ABOVE GRADE.

CONSTRUCTION NOTE:

IT IS THE RESPONSIBILITY OF THE G.C. AND ALL CONTRACTORS INVOLVED IN THIS PROJECT. TO REVIEW THESE DRAWINGS PRIOR TO ANY INSTALLATION COMMENCING TO ENSURE ANY CORRECTS ARE BROUGHT TO THE ATTENTION OF THE DESIGNER OR ENGINEER TO AVOID PROBLEMATIC SITUATIONS THAT MAY OCCUR DURING CONSTRUCTION. ANY SITUATION THAT MAY ARISE DURING CONSTRUCTION THAT THE G.C. OR CONTRACTOR MAY DEEM PROBLEMATIC, ALL WORK IS TO STOP AND THEY ARE TO CONTACT THE DESIGNER OR ENGINEER TO ENSURE A POSITIVE SOLUTION, BEFORE WORK CAN COMMENCE AGAIN.

APPLICABLE CODES

SINGLE FAMILY RESIDENCE

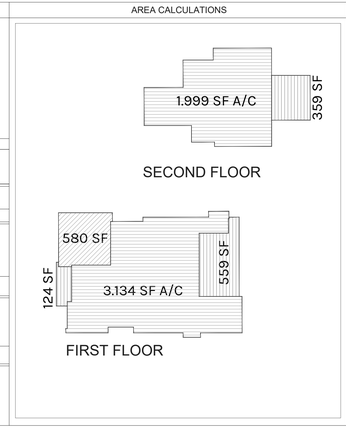
- 2023 FLORIDA BUILDING CODE, BUILDING, 8TH EDITION (FBC)
- 2023 FLORIDA BUILDING CODE, RESIDENTIAL, 8TH EDITION (FBCR)
- 2023 FLORIDA BUILDING CODE, MECHANICAL, 8TH EDITION (FBCM)
- 2023 FLORIDA BUILDING CODE, PLUMBING, 8TH EDITION (FBCP)
- 2023 FLORIDA BUILDING CODE, FUEL GAS, 8TH EDITION (FBCFG)
- 2023 FLORIDA FIRE PREVENTION CODE, 8TH EDITION (FBCFP)
- 2020 NATIONAL ELECTRICAL CODE (NEC)

NOTE: THE OWNER & GENERAL CONTRACTOR ARE SOLELY RESPONSIBLE TO VERIFY ALL CONSTRUCTION & BUILDING CODE REQUIREMENTS WITH THE STATE, COUNTY, & CITY "JURISDICTIONS HAVING AUTHORITY (JHA) BEFORE BEGINNING CONSTRUCTION.

516 HENKEL CIRCLE

TOTAL LOT SF (AREA ABOVE SEAWALL)	16,536 SF
TOTAL FAR ALLOWED (35% OR 5,000 SF)	5,788 SF
TOTAL FAR USED (35%)	5,772 SF
FIRST FLOOR + GARAGE + LANAI	3,773 SF
SECOND FLOOR	1,999 SF
TOTAL FAR AREA	5,772 SF
FIRST FLOOR (A/C)	3,134 SF
SECOND FLOOR (A/C)	1,999 SF
+3% EXTRA IN TRUSS	.00 SF
USED IN TRUSS	.00 SF
TOTAL A/C USED	5,133 SF
GARAGE	580 SF
ENTRY PORCH (-400 SF FREE FAR) = (0)	124 SF
LANAI (-500 SF FREE FAR) = (59)	559 SF
TERRACE	359 SF
TOTAL OTHER AREAS	1,622 SF
TOTAL CONSTRUCTION	6,755 SF
impervious footprint House + Garage + Lanai + Porch + Equipment pads 3,134 + 580 + 559 + 124 + 35 = 4,432 sf	4,397 sf

AREA CALCULATIONS



PROJECT TEAM

RESIDENTIAL DESIGNER:
ZERO LATITUDE
210 SOUTHPARK AVE., SANFORD, FL 32771
(239) 692-2210

GENERAL CONTRACTOR:
VALDARA HOMES
465 S. ORLANDO AVE., SUITE 322
MAITLAND, FLORIDA 32751
(407) 982-5154

TRUSS DESIGN:
TRUSS DESIGN:
TRUSSWOOD ROOF & FLOOR TRUSSES
3620 BOBBI LANE
P.O.. BOX 5366
TITUSVILLE, FL 32783-5366
(321) 383-0366

ENGINEERING:
ALBA ENGINEERING
P.O.. BOX 547774
ORLANDO, FL 32854
(407) 421-4866
DANIEL SOUTER, P.E.
FL PE #63901

LANDSCAPE:
WT LANDSCAPE DESIGN - BUILD
WINTER GARDEN, FLORIDA
(407) 450-0945

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Revisions	#	Date

A NEW HOME BY ZERO LATITUDE HOMES
YE & YASMIN HUA
516 Henkle Circle, Winter Park, Florida
Valdara Custom Homes

alba ENGINEERING C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
ORLANDO, FL 32854
PHONE: (407) 421-4866

Date	07/10/26
Project #	26-049
Drawn by	JH/FVC
Checked by	
Review Board Set	

ZERO LATITUDE CUSTOM HOME DESIGNS COPYRIGHT 2026

A1

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REVIEW BOARD
NOT FOR CONSTRUCTION
07-10-2026

Site Plan Notes

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Pool Design and location, if shown, are only suggested.

Landscaping design by others.

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THIS IS NOT A SURVEY

THIS IS NOT A SURVEY SITE PLAN BASED ON BOUNDARY SURVEY BASED ON OCCUPATION AND MONUMENTAL.

Dwelling Location

3/16"=1'-0"



1 A2 ORIGINAL DWELLING LOCATION PLAN

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

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alba ENGINEERING C.A. #30556
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VALDARA CUSTOM HOMES

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ZERO LATITUDE CUSTOM HOME DESIGNS COPYRIGHT 2026

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THIS IS NOT A SURVEY

THIS IS NOT A SURVEY
SITE PLAN BASED ON BOUNDARY SURVEY BASED ON OCCUPATION AND MONUMENTAL.

Dwelling Location

1/8"=1'-0"

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Revisions	#	Date

LEGAL DESCRIPTION:
LOT 3, T.M. HENKEL'S ADD, TO WINTER PARK, AS PER PLAT THEREOF RECORDED IN PLAT BOOK F, PAGE 61, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. AND BEGIN AT THE SOUTHWEST CORNER OF LOT C, OF DR, R.F. HOTARD'S REPLAT OF LOTS 1 AND 2, T.M. HENKEL'S ADDITION, AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK K, PAGE 55, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, RUN THENCE NORTHWESTERLY 2.0 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID LOT, THENCE NORTHWESTERLY AND PARALLEL WITH THE SOUTHEAST BOUNDARY OF SAID LOT, 80 FEET MORE OR LESS TO A POINT ON THE NORTHEASTERLY BOUNDARY OF SAID LOT, 2.0 FEET NORTHWESTERLY FROM THE SOUTHEAST CORNER OF SAID LOT, THENCE ALONG THE SAID BOUNDARY SOUTHEASTERLY 2.0 FEET TO THE SOUTHEAST CORNER OF SAID LOT, THENCE SOUTHWESTERLY ALONG THE SOUTHEAST BOUNDARY OF SAID LOT TO THE POINT OF BEGINNING, BEING THE SOUTHEASTERLY 2.0 FEET OF SAID LOT C.

PROPERTY DESCRIPTION:
THOMAS M HENKELS ADDITION F/61 LOT 3 & SELY 2 FT OF LOT C DR R F HOTARD REPLAT K/55 & THAT PART OF OCCUPIED PLATTED LAKE LYING NORTHEASTERLY OF SAID LOT

SITE INFO:

PROPERTY ADDRESS: 516 HENKEL CIR	
TOTAL LOT AREA:	57,647 SF
TOTAL DRY LOT AREA:	**16,536.25 SF**
ZONING:	WP-R-1AAA

IMPERVIOUS AREAS:

HOUSE:	3,134 SF
GARAGE:	580 SF
FRONT PORCH:	124 SF
REAR LANAI:	559
EQUIPMENT PADS:	35 SF
DRIVEWAY/WALKS	1,568 SF
POOL, POOL DECK, FIREPIT, WALK TO DOCK:	1,341 SF
WALLS:	168 SF
TOTAL IMPERVIOUS ALLOWED:	8,268 SF (.50%)
TOTAL PROPOSED IMPERVIOUS AREA:	**7,509 SF (.45%)**

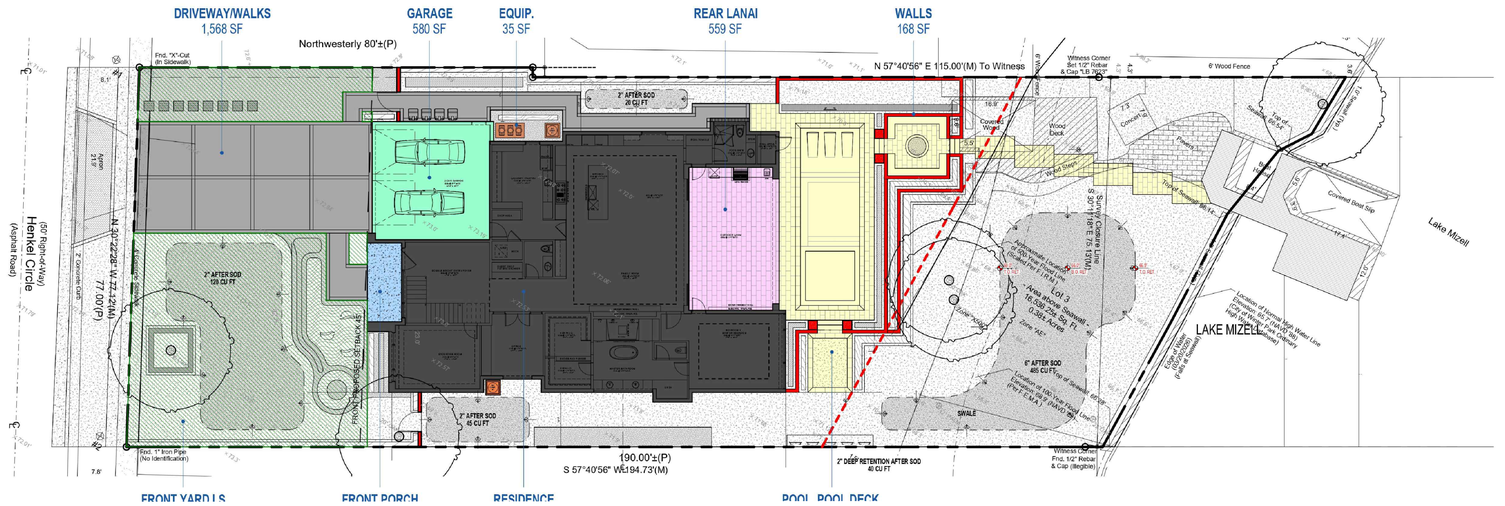
STORMWATER RETENTION:

TOTAL IMPERVIOUS PROPOSED:	7,509 SF x 0.083333
TOTAL RETENTION REQUIRED:	625 CF
TOTAL RETENTION PROPOSED:	**690 CF**

FIRST 50'-0" ISR:
FIRST 50'-0" = 4,362 SF
4,362 x 5% = 218 SF MAX ALLOWED
208 SF PROPOSED

FRONT YARD LANDSCAPE:

FRONT YARD AREA:	3,702 SF
MIN. LANDSCAPE COVERAGE:	1,851 (50%)
PROPOSED LANDSCAPE COVERAGE:	**2,490 SF (67%)**



1 / A2 NEW DWELLING IMPERVIOUS PLAN

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

CONSTRUCTION NOTE:

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VALDARA CUSTOM HOMES

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Dwelling Location

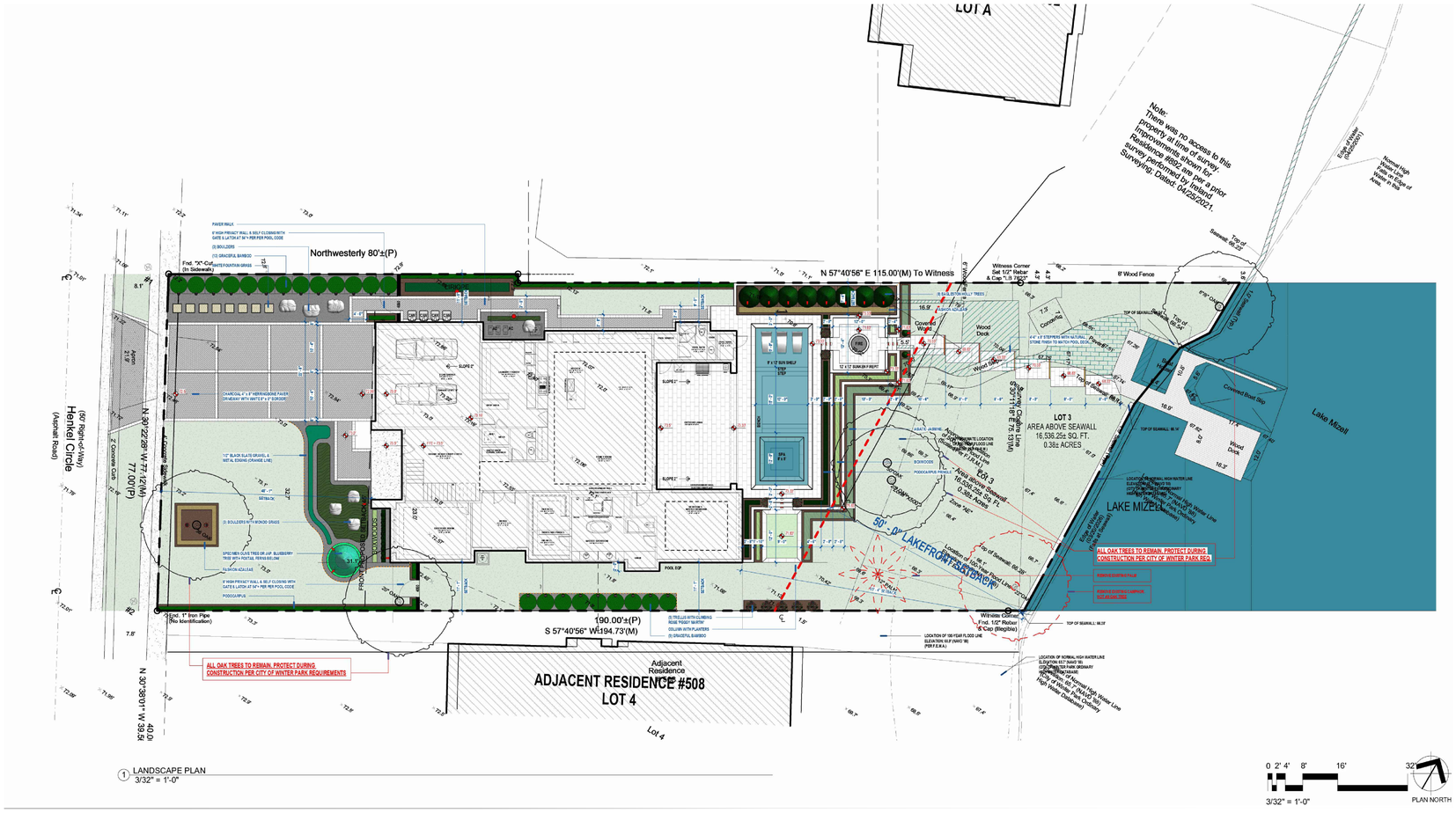
1/8"=1'-0"

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Revisions	#	Date



1 LANDSCAPE PLAN
3/32" = 1'-0"

1/A2 NEW DWELLING LOCATION PLAN

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

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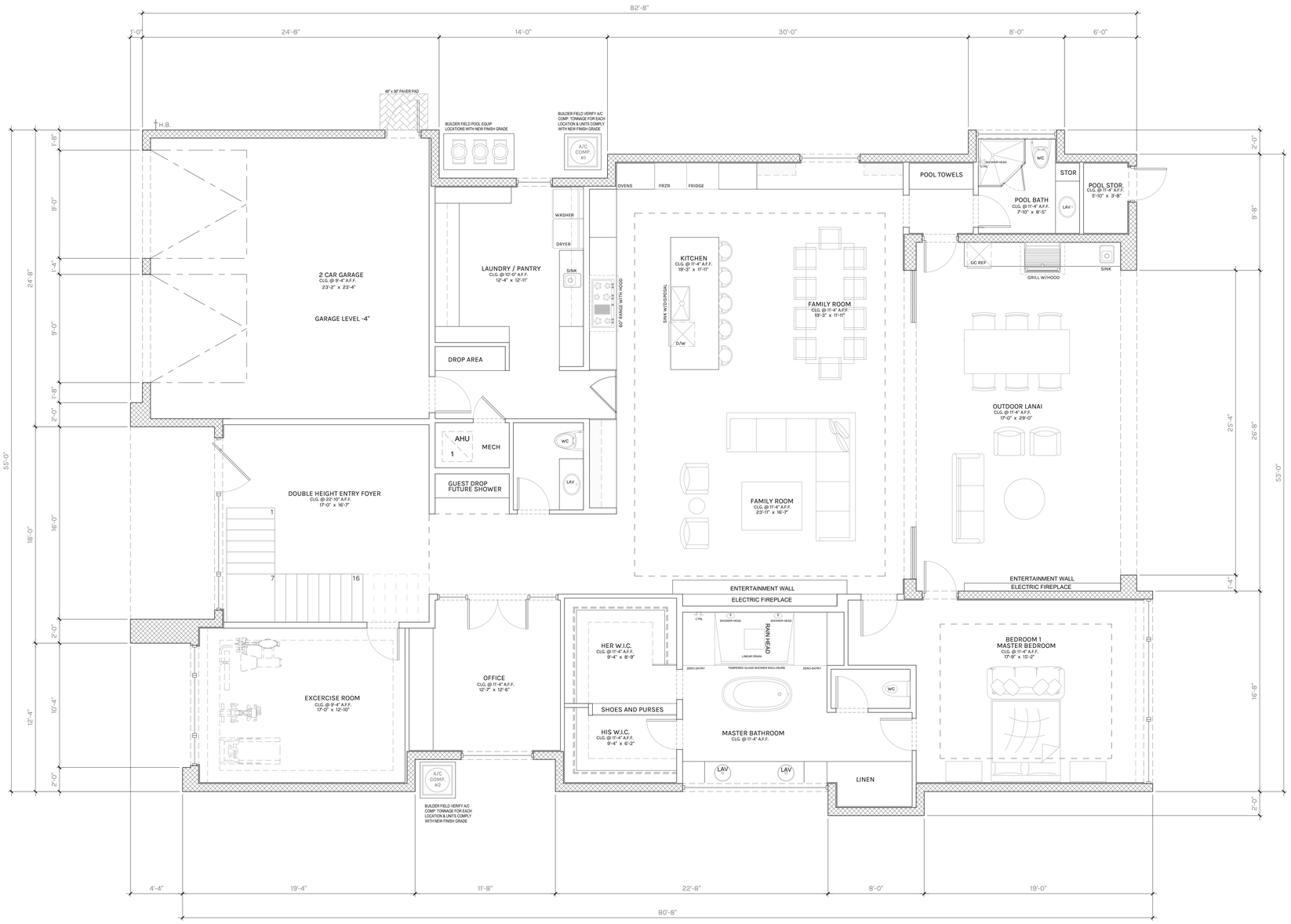
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07-10-2026

A2

ADDITIONAL FAR ATTIC SPACE

4) Attics. a. Any living area directly within the roof slope(s) not accessed by a pulldown ladder, that is over five (5) feet in height, is permitted up to an additional three percent (3%) of the maximum floor area ratio allowed for the lot. These areas include bonus rooms, air-conditioned storage areas, etc. In addition, dormers or windows above the second-story may only face the public right-of-way. Homes with a mansard, gambrel, or flat roof types may not utilize this exception. This area shall also comply with the Building code.



1 A4 DIM 1ST FLOOR PLAN

SCALE: 1/4 = 1'-0"

FLOOR PLAN NOTES

1. DOOR BETWEEN GARAGE AND LIVING AREA OF HOUSE TO BE MINIMUM 20 MINUTE SOLID CORE DOOR WITH SELF CLOSING MECHANISM.
2. WALL BETWEEN GARAGE AND LIVING AREA OF HOUSE TO HAVE 1/2" FINISHED DRYWALL MINIMUM IF WALL IS NOT SOLID BLOCK.
3. GARAGE CEILING TO BE 1/2" FINISHED DRYWALL MINIMUM AND 5/8" TYPE X DRYWALL IF THERE IS LIVING SPACE ABOVE THE GARAGE.
4. ENCLOSED SPACE UNDER STAIRS THAT IS ACCESSED BY A DOOR OR ACCESS PANEL SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" INCH GYPSUM BOARD. (FBCR-R302.7)
5. ATTIC ACCESS, MINIMUM 30"x22" OPENING. PROVIDE (1) OUTLET, SWITCH AND LIGHT IN ATTIC AT PULL-DOWN STAIRS.
6. PULL DOWN ATTIC ACCESS LADDER, MINIMUM 54"x22" OPENING.
7. AT SECOND FLOOR BALCONIES: FLOORING TO BE TILES OVER PLI-DEK WATERPROOF SYSTEM. CONTRACTOR OPTION WITH OWNER APPROVAL TO USE DUROCK OVER 60 MIL WATERPROOF MEMBRANE OVER 30# FELT OVER 3/4" PLYWOOD W/ FLASHING (TYP.)
8. CONTRACTOR AND/OR STAIR MANUFACTURER TO VERIFY ALL STAIR HEIGHTS, RISER HEIGHTS AND TREAD DEPTHS TO ENSURE THE CORRECT DIMENSIONS WERE PROVIDED.
9. CONTRACTOR TO VERIFY ALL WINDOW AND DOOR SIZES PRIOR TO ORDERING TO ENSURE ELEVATIONS PORTRAY THE CORRECT WINDOW AND DOOR HEIGHTS.
10. ALL RAILINGS ABOVE 24" A.F.F. SHALL BE 42 INCH HIGH GUARDRAILS UNLESS OTHERWISE SPECIFIED.
11. ALL SHOWERS TO BE 4 INCH RECESSED, WHERE APPLICABLE, IN FIRST FLOOR SLAB AND IN TRUSSES AT ALL OTHER FLOORS.
12. ALL TRAY CEILINGS TO BE 8 INCHES DEEP UNLESS OTHERWISE NOTED ON DRAWINGS.

EGRESS WINDOWS

MEAN OF ESCAPE NOTE (EGRESS):

ALL EGRESS WINDOWS TO COMPLY W/F.B.C. R 310.1. AN OUTSIDE WINDOW OR DOOR OPERABLE FROM THE INSIDE WITHOUT THE USE OF TOOLS AND PROVIDING A CLEAR OPENING OF NOT LESS THAN 20" WIDE X 24" HIGH AND 5.7 SF IN AREA. THE BOTTOM OF THE OPENING SHALL NOT BE MORE THAN 44" OF THE FLOOR, THE MODE OF OPERATION MUST NOT REQUIRE THE USE OF A KEY, TOOL OR SPECIAL KNOWLEDGE OR EFFORT TO MAKE AVAILABLE THE REQUIRED CLEAR OPENING, AND NO PART OF THE OPERATION MECHANISM SHALL BE PLACED HIGHER THAN 54" ABOVE THE FINISHED FLOOR.

EVERY CLOSET DOOR LATCH SHALL BE SUCH THAT CHILDREN CAN OPEN THE DOOR FROM INSIDE THE CLOSET, EVERY BATHROOM DOOR SHALL BE DESIGNED TO ALLOW OPENING FROM THE OUTSIDE ENSURING AN EMERGENCY WHEN LOCKED.

FBC 2023 GUARDRAILS

THE 8TH EDITION (2023) FLORIDA BUILDING CODE (FBC) REQUIRES GUARDRAILS FOR WALKING SURFACES OVER 30 INCHES HIGH. RESIDENTIAL GUARDS MUST BE AT LEAST 36 INCHES HIGH; COMMERCIAL/INDUSTRIAL GUARDS ARE TYPICALLY 42 INCHES. GUARDS MUST PREVENT A 4-INCH SPHERE FROM PASSING THROUGH ANY OPENING AND WITHSTAND A 50 PLF OR 200 LB CONCENTRATED LOAD.

KEY FBC 8TH EDITION GUARDRAIL REQUIREMENTS

WHEN REQUIRED: ANY WALKING SURFACE, BALCONY, OR PLATFORM MORE THAN 30 INCHES ABOVE THE GRADE OR FLOOR BELOW REQUIRES A GUARD.

HEIGHT:

- RESIDENTIAL (1 & 2 FAMILY): MINIMUM 36 INCHES ABOVE THE WALKING SURFACE OR STAIR NOSING.
- COMMERCIAL: MINIMUM 42 INCHES.

OPENING LIMITATIONS: GUARD IN-FILL COMPONENTS MUST BE CONSTRUCTED SO THAT A 4-INCH SPHERE CANNOT PASS THROUGH ANY OPENING (4-INCH RULE).

STRUCTURAL LOADS: GUARDS MUST BE DESIGNED TO RESIST A LINEAR LOAD OF 50 PLF OR A CONCENTRATED LOAD OF 200 LBS APPLIED AT THE TOP RAIL.

IN-FILL/BALUSTER LOAD: INDIVIDUAL BALUSTERS/IN-FILL COMPONENTS MUST WITHSTAND A 50 LB CONCENTRATED LOAD.

GLASS RAILINGS: LAMINATED GLASS COMPLYING WITH CATEGORY II OF CPSC 16 CFR PART 1201 OR CLASS A OF ANSI Z97.1 IS REQUIRED FOR INFILL PANELS.

MECHANICAL EQUIPMENT: GUARDS MUST BE PROVIDED WITHIN 10 FEET OF A ROOF EDGE WHERE SERVICE IS REQUIRED, EXTENDING AT LEAST 30 INCHES BEYOND THE EQUIPMENT.

NOTE: FOR THE MOST SPECIFIC, UP-TO-DATE REQUIREMENTS, ALWAYS REFER TO THE SPECIFIC 8TH EDITION FLORIDA BUILDING CODE CHAPTER (E.G., SECTION 1015 IN BUILDING, SECTION R312 IN RESIDENTIAL) AS IMPLEMENTED BY YOUR LOCAL JURISDICTION.

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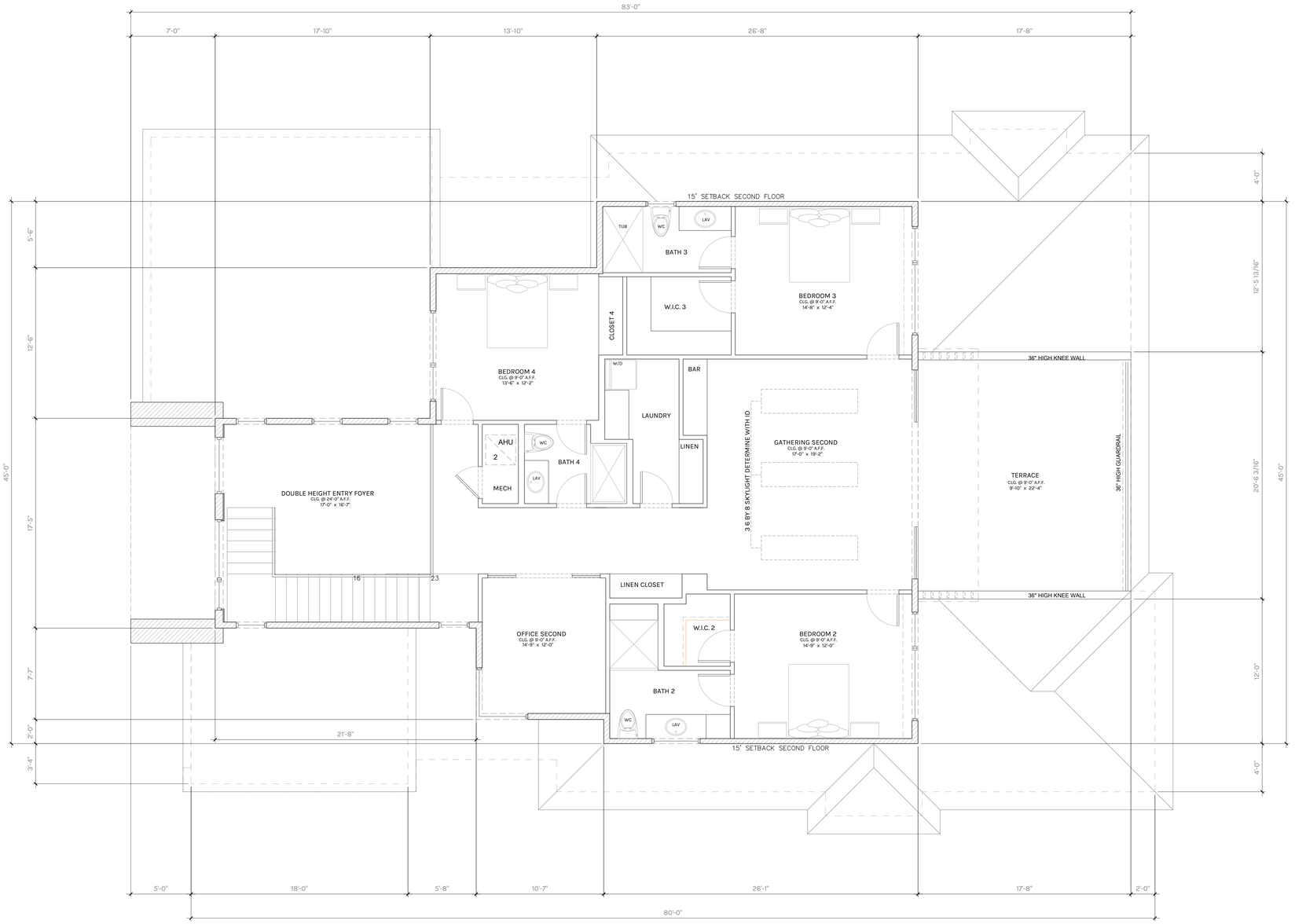
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1 / A6 DIM 2ND FLOOR PLAN

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

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FLOOR PLAN NOTES

1. DOOR BETWEEN GARAGE AND LIVING AREA OF HOUSE TO BE MINIMUM 20 MINUTE SOLID CORE DOOR WITH SELF CLOSING MECHANISM.
2. WALL BETWEEN GARAGE AND LIVING AREA OF HOUSE TO HAVE 1/2" FINISHED DRYWALL MINIMUM IF WALL IS NOT SOLID BLOCK.
3. GARAGE CEILING TO BE 1/2" FINISHED DRYWALL MINIMUM AND 5/8" TYPE X DRYWALL IF THERE IS LIVING SPACE ABOVE THE GARAGE.
4. ENCLOSED SPACE UNDER STAIRS THAT IS ACCESSED BY A DOOR OR ACCESS PANEL SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" INCH GYPSUM BOARD. (FBCR-R302.7)
5. ATTIC ACCESS, MINIMUM 30"x22" OPENING. PROVIDE (1) OUTLET, SWITCH AND LIGHT IN ATTIC AT PULL-DOWN STAIRS.
6. PULL DOWN ATTIC ACCESS LADDER, MINIMUM 54"x22" OPENING.
7. AT SECOND FLOOR BALCONIES: FLOORING TO BE TILES OVER PLI-DEK WATERPROOF SYSTEM. CONTRACTOR OPTION WITH OWNER APPROVAL TO USE DUROCK OVER 60 MIL WATERPROOF MEMBRANE OVER 30# FELT OVER 3/4" PLYWOOD W/ FLASHING (TYP.)
8. CONTRACTOR AND/OR STAIR MANUFACTURER TO VERIFY ALL STAIR HEIGHTS, RISER HEIGHTS AND TREAD DEPTHS TO ENSURE THE CORRECT DIMENSIONS WERE PROVIDED.
9. CONTRACTOR TO VERIFY ALL WINDOW AND DOOR SIZES PRIOR TO ORDERING TO ENSURE ELEVATIONS PORTRAY THE CORRECT WINDOW AND DOOR HEIGHTS.
10. ALL RAILINGS ABOVE 24" A.F.F. SHALL BE 42 INCH HIGH GUARDRAILS UNLESS OTHERWISE SPECIFIED.
11. ALL SHOWERS TO BE 4 INCH RECESSED, WHERE APPLICABLE, IN FIRST FLOOR SLAB AND IN TRUSSES AT ALL OTHER FLOORS.
12. ALL TRAY CEILINGS TO BE 8 INCHES DEEP UNLESS OTHERWISE NOTED ON DRAWINGS.

EGRESS WINDOWS

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EVERY CLOSET DOOR LATCH SHALL BE SUCH THAT CHILDREN CAN OPEN THE DOOR FROM INSIDE THE CLOSET, EVERY BATHROOM DOOR SHALL BE DESIGNED TO ALLOW OPENING FROM THE OUTSIDE ENSURING AN EMERGENCY WHEN LOCKED.

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HEIGHT:

- RESIDENTIAL (1 & 2 FAMILY): MINIMUM 36 INCHES ABOVE THE WALKING SURFACE OR STAIR NOSING.
- COMMERCIAL: MINIMUM 42 INCHES.

OPENING LIMITATIONS: GUARD IN-FILL COMPONENTS MUST BE CONSTRUCTED SO THAT A 4-INCH SPHERE CANNOT PASS THROUGH ANY OPENING (4-INCH RULE).

STRUCTURAL LOADS: GUARDS MUST BE DESIGNED TO RESIST A LINEAR LOAD OF 50 PLF OR A CONCENTRATED LOAD OF 200 LBS APPLIED AT THE TOP RAIL.

IN-FILL/BALUSTER LOAD: INDIVIDUAL BALUSTERS/IN-FILL COMPONENTS MUST WITHSTAND A 50 LB CONCENTRATED LOAD.

GLASS RAILINGS: LAMINATED GLASS COMPLYING WITH CATEGORY II OF CPSC 16 CFR PART 1201 OR CLASS A OF ANSI Z97.1 IS REQUIRED FOR INFILL PANELS.

MECHANICAL EQUIPMENT: GUARDS MUST BE PROVIDED WITHIN 10 FEET OF A ROOF EDGE WHERE SERVICE IS REQUIRED, EXTENDING AT LEAST 30 INCHES BEYOND THE EQUIPMENT.

NOTE: FOR THE MOST SPECIFIC, UP-TO-DATE REQUIREMENTS, ALWAYS REFER TO THE SPECIFIC 8TH EDITION FLORIDA BUILDING CODE CHAPTER (E.G., SECTION 1015 IN BUILDING, SECTION R312 IN RESIDENTIAL) AS IMPLEMENTED BY YOUR LOCAL JURISDICTION.

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Revisions	#	Date

A NEW HOME BY ZERO LATITUDE HOMES

YE & YASMIN HUA

516 Henkle Circle, Winter Park, Florida
Valdara Custom Homes

alba ENGINEERING C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
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PHONE: (407) 421-4866

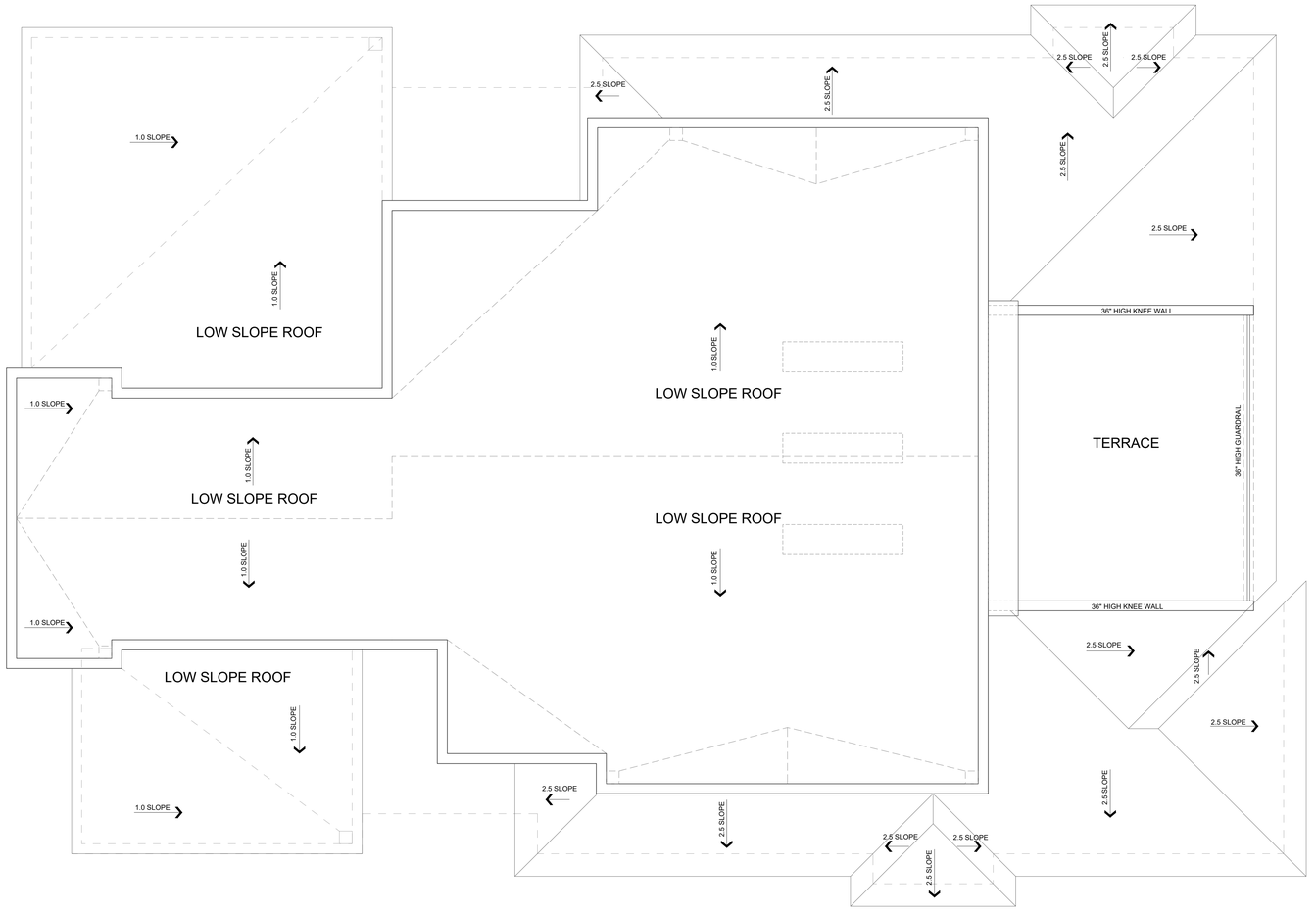
VALDARA CUSTOM HOMES

Date	07/10/26
Project #	26-049
Drawn by	JH/FVC
Checked by	
Review Board Set	

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A6



1 A8 ROOF PLAN
SCALE: 3/16" = 1'-0"

ROOF NOTES

GENERAL NOTES:

1. COORDINATE ALL ROOF NOTES WITH ELEVATION AND FLOOR PLANS NOTES.
2. REFER TO ROOFING SPECIFICATIONS 2023 8TH EDITION FBC CHAPTER 9 - ROOF ASSEMBLIES FOR FURTHER INFORMATION, TYP.
3. REFER TO CIVIL DRAWINGS FOR STORM DRAIN LOCATION. COORDINATE IN FIELD.
4. PROVIDE ROOF CRICKETING AROUND ROOF ACCESSORIES AND PENETRATIONS.
5. GENERAL CONTRACTOR TO COORDINATE LOCATIONS OF DOWNSPOUT AND/OR SCUPPERS IF APPLICABLE TO BUILD.

LOW-SLOPE ROOF DRAINAGE

ALL LOW ROOFS SURROUNDED BY PARAPET WALLS TO HAVE DRAINS PIPED TO EXTERIOR OF RESIDENCE, WITH SEPARATE OVERFLOW DRAINS OR SCUPPERS LOCATED 2" ABOVE PRIMARY DRAIN ELEVATION TO COMPLY WITH FBC-R304 AND FBC-PLUMBING 1105 & 1106

FLASHING NOTE:

FLASHING SHALL BE INSTALLED AT ALL WALL AND ROOF INTERSECTIONS, AT ALL CHANGE IN ROOF SLOPE OR DIRECTION AND AROUND ALL ROOF OPENINGS PER FBC-R903.

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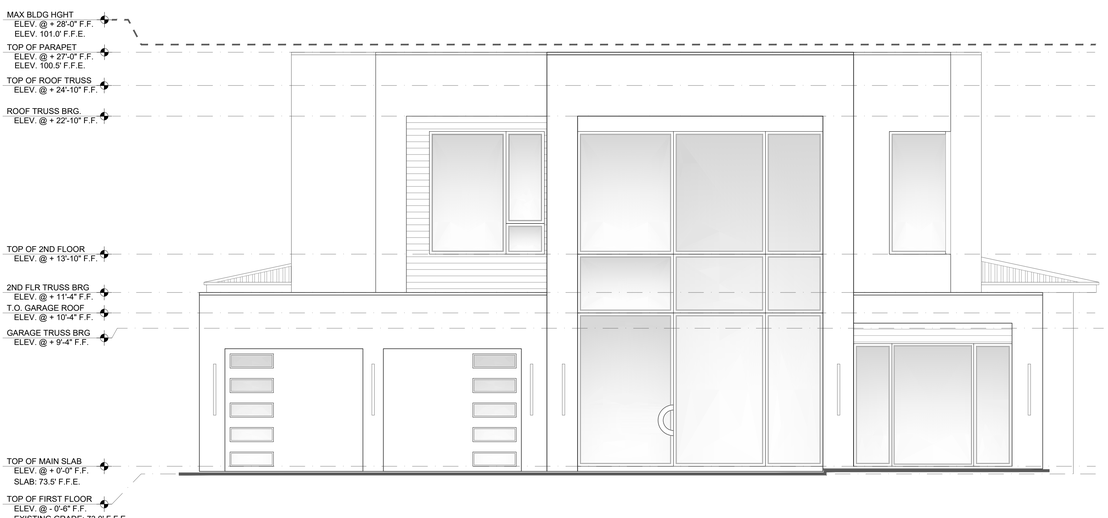
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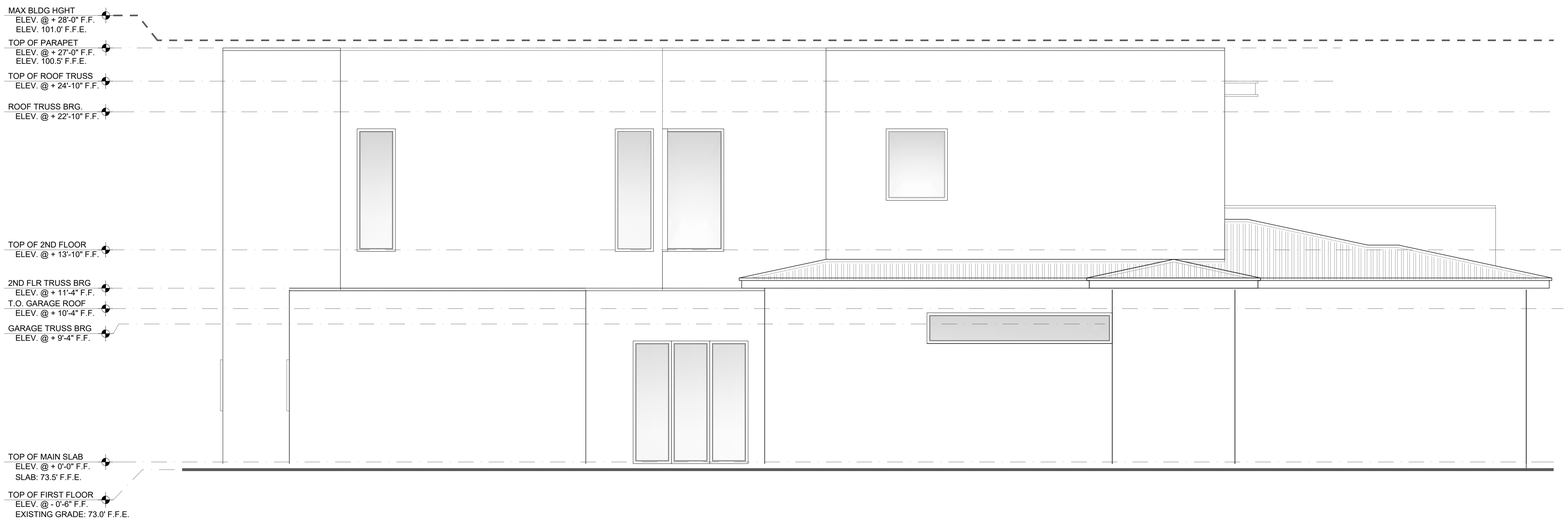
A8

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1 / A9 FRONT ELEVATION

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



2 / A9 RIGHT SIDE ELEVATION

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

STUCCO APPLICATION

- TYPICAL 5/8" SMOOTH STUCCO FINISH @ C.M.U. WALLS
- TYPICAL 7/8" SMOOTH STUCCO FINISH @ FRAME WALLS OVER EXPANDED METAL OR FIBERGLASS LATH, OVER #15 BUILDING PAPER, OVER TYVEK HOMEWRAP (OR EQUAL).

CONTROL JOINTS

- CONTROL JOINTS IN STUCCO SHALL NOT EXCEED 9'-0" IN LENGTH.
- STUCCO AREAS ARE BETWEEN CONTROLS JOINTS SHALL NOT EXCEED 144 SQ. FT.

GUARD RAILS

GUARD RAILS SHALL BE PROVIDED FOR THOSE PORTIONS OF OPEN-SIDED WALKING SURFACES, INCLUDING STAIRS, RAMPS AND LANDINGS, THAT ARE LOCATED MORE THAN 30" MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 24 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. INSECT SCREENING SHALL NOT BE CONSIDERED AS A GUARD. GUARDS SHALL NOT BE LESS THAN 36" IN HEIGHT. LARGEST GAPS BETWEEN HANDRAIL MEMBERS, PICKETS AND BASE SHALL NOT EXCEED 4". HANDRAIL/GUARDRAIL LIVE LOADS, GUARDS AND HANDRAILS (HIGHER OF 200LB PT LOAD OR 50PLF). GUARD/PICKET INFILL COMPONENTS, 50PSF OVER A 1 SQ. FT. AREA.

ELEVATION NOTES

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5. FRONT ELEVATION WINDOW SILLS TO BE 4" x 6" STUCCO AND/OR WHERE ALSO INDICATED.
6. 6" WOOD SIDING WHERE INDICATED, STYLE AND COLOR PER CONTRACTOR AND OWNER.
7. CONTROL JOINTS ON EXTERIOR STUCCO WALLS OVER WOOD FRAME TO BE INSTALLED PER ASTM 1063

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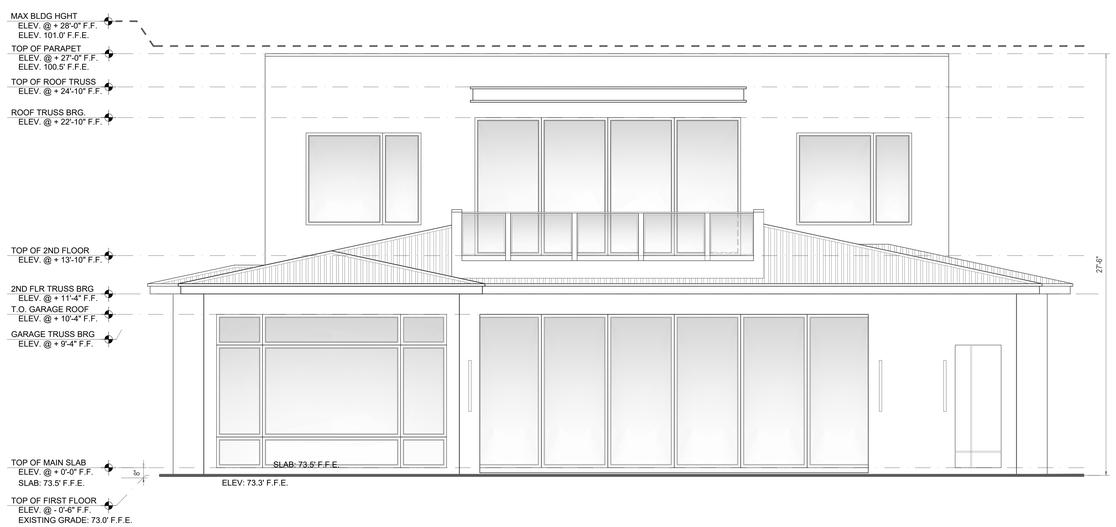
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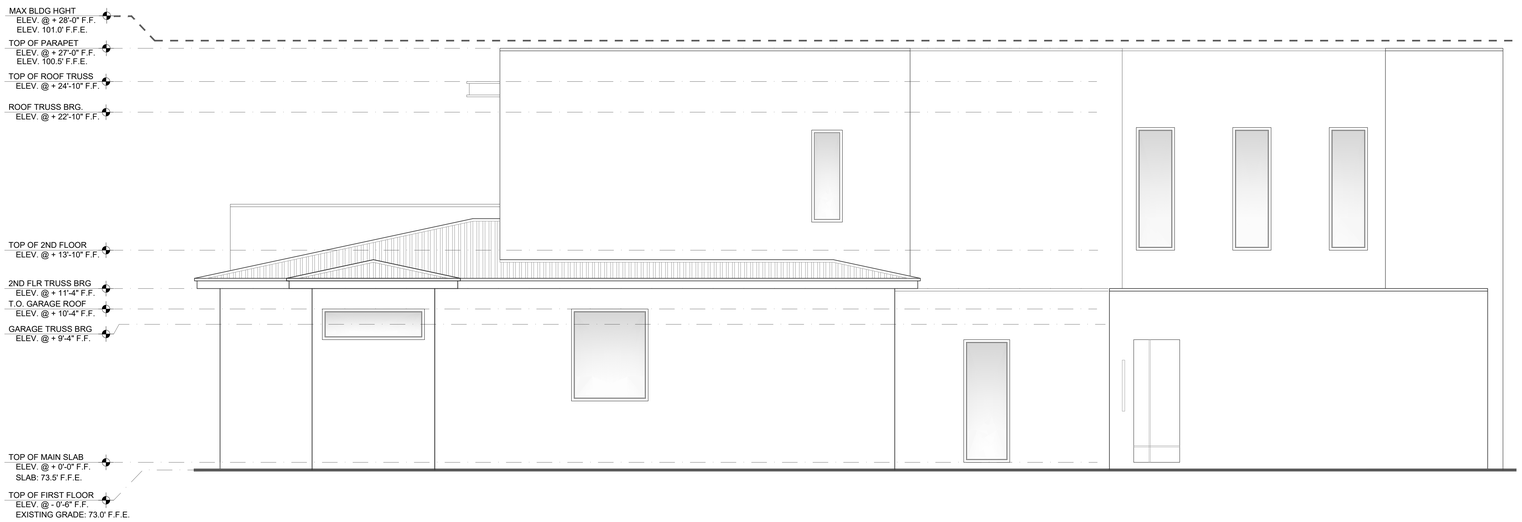
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A9



1 A10 REAR ELEVATION

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



2 A10 LEFT SIDE ELEVATION

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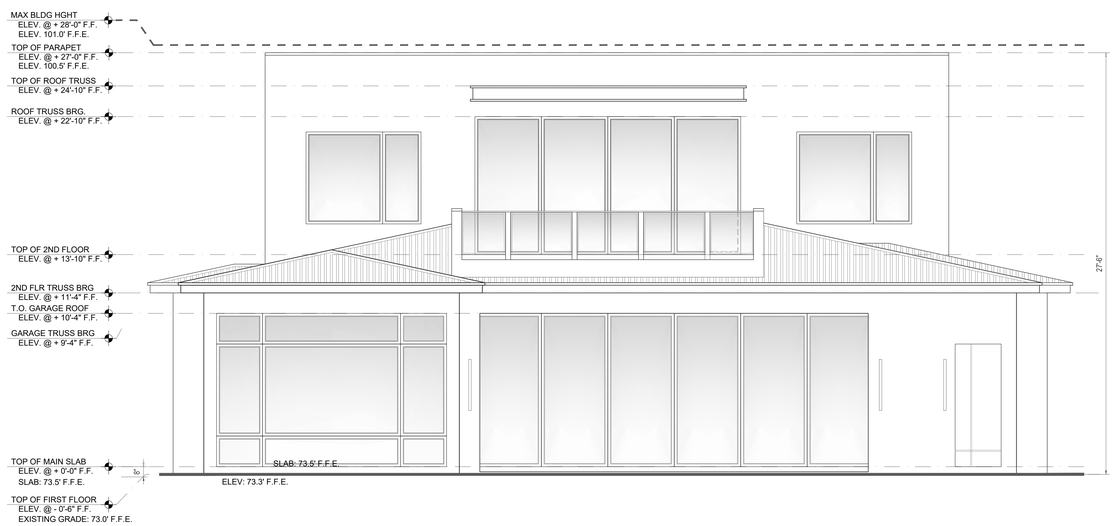
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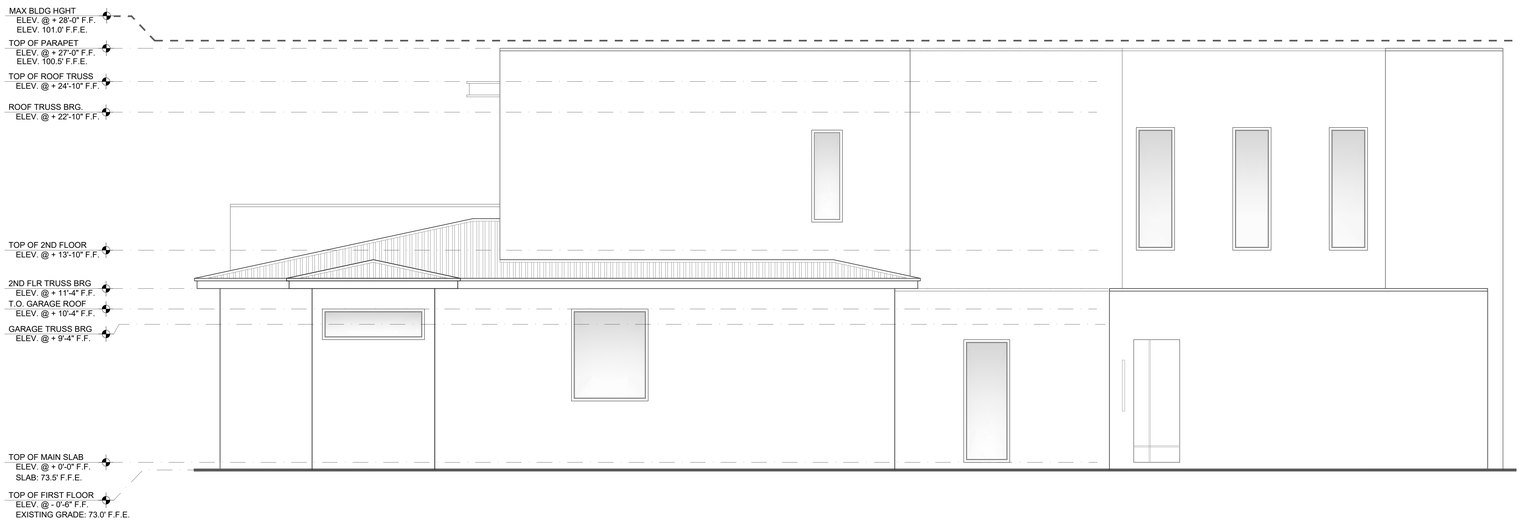
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A10



1 / A10 REAR ELEVATION

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Revisions	#	Date

A NEW HOME BY ZERO LATITUDE HOMES

THE XXXXXX RESIDENCE

STREET ADDRESS, STATE
CONTRACTOR NAME

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Preliminary Set	

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A10

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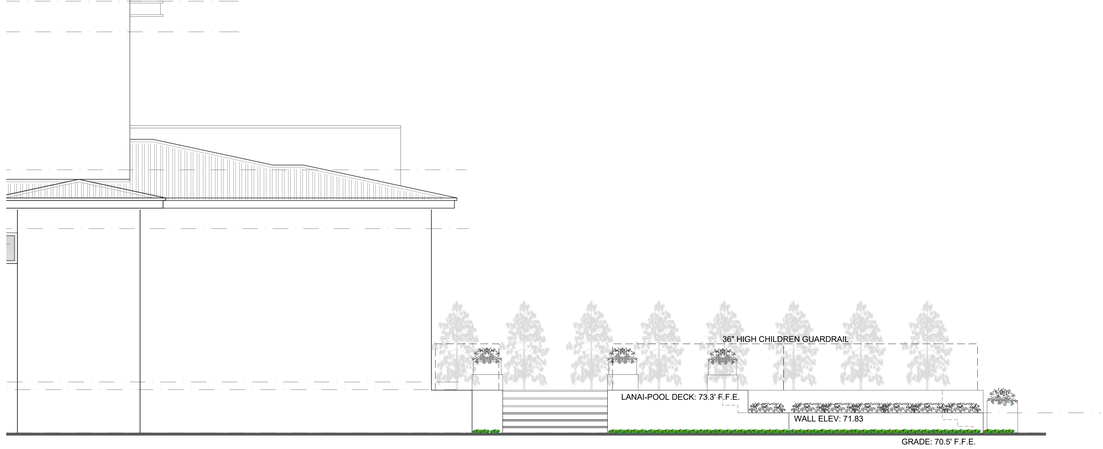
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- STUCCO AREAS ARE BETWEEN CONTROLS JOINTS SHALL NOT EXCEED 144 SQ. FT.

GUARD RAILS

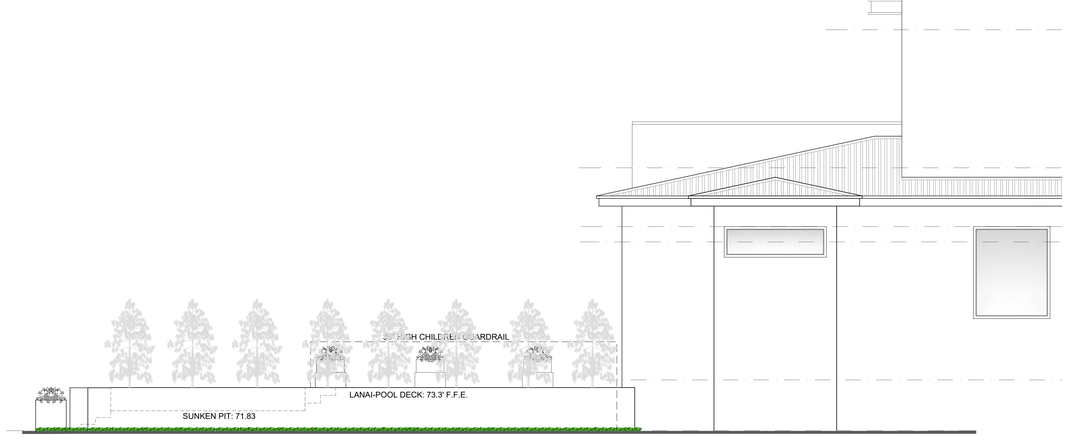
GUARD RAILS SHALL BE PROVIDED FOR THOSE PORTIONS OF OPEN-SIDED WALKING SURFACES, INCLUDING STAIRS, RAMPS AND LANDINGS, THAT ARE LOCATED MORE THAN 30" MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 24 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. INSECT SCREENING SHALL NOT BE CONSIDERED AS A GUARD. GUARDS SHALL NOT BE LESS THAN 36" IN HEIGHT. LARGEST GAPS BETWEEN HANDRAIL MEMBERS, PICKETS AND BASE SHALL NOT EXCEED 4". HANDRAIL/GUARDRAIL LIVE LOADS, GUARDS AND HANDRAILS (HIGHER OF 200LB PT LOAD OR 50PLF). GUARD/PICKET INFILL COMPONENTS, 50PSF OVER A 1 SQ. FT. AREA.



1 / A10 REAR POOL ELEVATION
SCALE: 1/4" = 1'-0"



2 / A11 LEFT SIDE POOL ELEVATION
SCALE: 1/4" = 1'-0"



3 / A11 RIGHT SIDE POOL ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION NOTES

1. TYPICAL 5/8" SMOOTH STUCCO FINISH @ C.M.U. WALL
2. TYPICAL 7/8" SMOOTH STUCCO FINISH @ FRAME WALL
3. ARCHITECTURAL ASPHALT SHINGLES, CONCRETE OR METAL TILE OR METAL STANDING-SEAM ROOF SHALL BE INSTALLED PER THE PRODUCTS MANUFACTURER SPECIFICATION.
4. NO ROOF VENTS REQUIRED, SPRAY FOAM INSULATION TO BE USED PER ENERGY CALCULATIONS.
5. FRONT ELEVATION WINDOW SILLS TO BE 4" x 6" STUCCO AND/OR WHERE ALSO INDICATED.
6. 6" WOOD SIDING WHERE INDICATED, STYLE AND COLOR PER CONTRACTOR AND OWNER.
7. CONTROL JOINTS ON EXTERIOR STUCCO WALLS OVER WOOD FRAME TO BE INSTALLED PER ASTM 1063

NOTE: CONTRACTOR TO VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION AND CONTACT DESIGNER/ENGINEER WITH ANY CHANGES OR QUESTIONS.

EGRESS

MEAN OF ESCAPE NOTE (EGRESS):

ALL EGRESS WINDOWS TO COMPLY W/F.B.C. R 310.2. AN OUTSIDE WINDOW OR DOOR OPERABLE FROM THE INSIDE WITHOUT THE USE OF TOOLS AND PROVIDING A CLEAR OPENING OF NOT LESS THAN 20" WIDE X 24" HIGH AND 5.7 SF IN AREA. THE BOTTOM OF THE OPENING SHALL NOT BE MORE THAN 44" OF THE FLOOR, THE MODE OF OPERATION MUST NOT REQUIRE THE USE OF A KEY, TOOL OR SPECIAL KNOWLEDGE OR EFFORT TO MAKE AVAILABLE THE REQUIRED CLEAR OPENING, AND NO PART OF THE OPERATION MECHANISM SHALL BE PLACED HIGHER THAN 54" ABOVE THE FINISHED FLOOR.

EVERY CLOSET DOOR LATCH SHALL BE SUCH THAT CHILDREN CAN OPEN THE DOOR FROM INSIDE THE CLOSET, EVERY BATHROOM DOOR SHALL BE DESIGNED TO ALLOW OPENING FROM THE OUTSIDE ENSURING AN EMERGENCY WHEN LOCKED.

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#	Date

Revisions

A NEW HOME BY ZERO LATITUDE HOMES
YE & YASMIN HUA
516 Henkle Circle, Winter Park, Florida
Valdara Custom Homes

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
ORLANDO, FL 32854
PHONE: (407) 421-4866

VALDARA CUSTOM HOMES

Date	07/10/26
Project #	26-049
Drawn by	JH/FVC
Checked by	
Review Board Set	

ZERO LATITUDE CUSTOM HOME DESIGNS COPYRIGHT 2026

A11

CONSTRUCTION NOTE:

IT IS THE RESPONSIBILITY OF THE G.C. AND ALL CONTRACTORS INVOLVED IN THIS PROJECT, TO REVIEW THESE DRAWINGS PRIOR TO ANY INSTALLATION COMMENCING TO ENSURE ANY CORRECTS ARE BROUGHT TO THE ATTENTION OF THE DESIGNER OR ENGINEER TO AVOID PROBLEMATIC SITUATIONS THAT MAY OCCUR DURING CONSTRUCTION. ANY SITUATION THAT MAY ARISE DURING CONSTRUCTION THAT THE G.C. OR CONTRACTOR MAY DEEM PROBLEMATIC, ALL WORK IS TO STOP AND THEY ARE TO CONTACT THE DESIGNER OR ENGINEER TO ENSURE A POSITIVE SOLUTION, BEFORE WORK CAN COMMENCE AGAIN.

REVIEW BOARD
NOT FOR CONSTRUCTION
07-10-2026

STUCCO APPLICATION

- TYPICAL 5/8" SMOOTH STUCCO FINISH @ C.M.U. WALLS
- TYPICAL 7/8" SMOOTH STUCCO FINISH @ FRAME WALLS OVER EXPANDED METAL OR FIBERGLASS LATH, OVER #15 BUILDING PAPER, OVER TYVEK HOMEWRAP (OR EQUAL).

CONTROL JOINTS

- CONTROL JOINTS IN STUCCO SHALL NOT EXCEED 9'-0" IN LENGTH.
- STUCCO AREAS ARE BETWEEN CONTROLS JOINTS SHALL NOT EXCEED 144 SQ. FT.

GUARD RAILS

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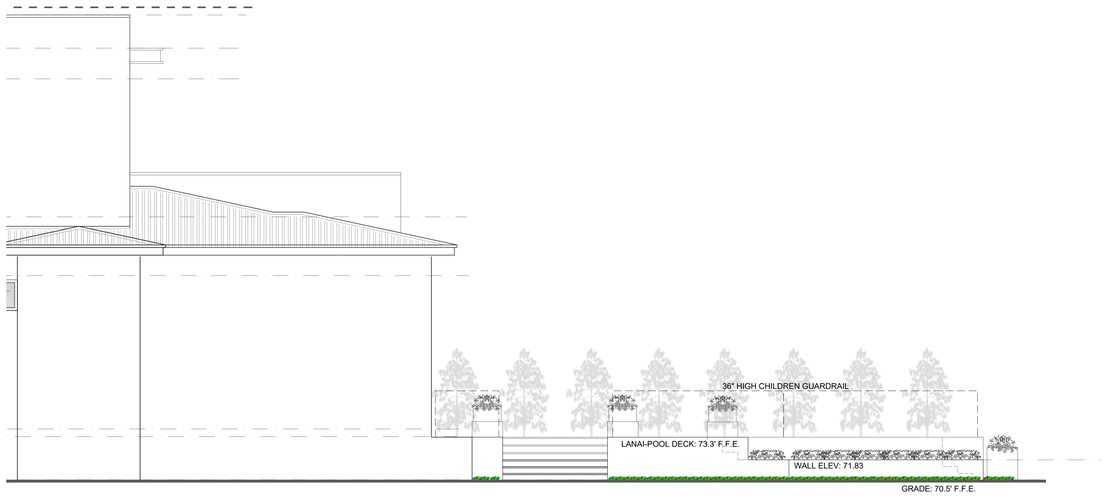
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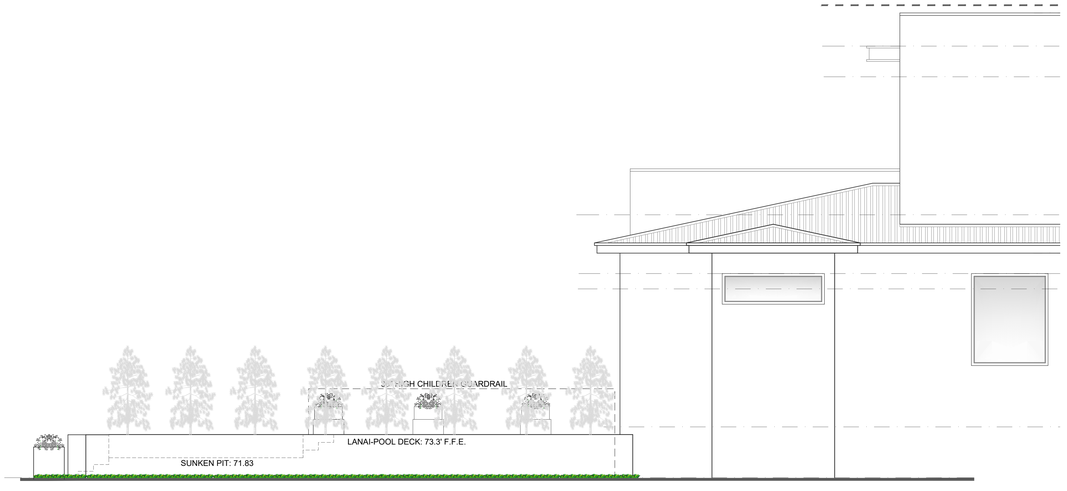
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2 A11 LEFT SIDE POOL ELEVATION
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Revisions	#	Date

A NEW HOME BY ZERO LATITUDE HOMES
THE XXXXXX RESIDENCE
STREET ADDRESS, STATE
CONTRACTOR NAME

D:\DESIGNS - LATITUDE\PROJECTS\3-Multi - Projects\3-0000.jpg

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
P.E.# 63901
P.O. BOX 547774
ORLANDO, FL. 32854
PHONE: (407) 421-4866

Date	---------
Project #	--------
Drawn by	---
Checked by	
Preliminary Set	

ZERO LATITUDE
CUSTOM HOME DESIGNS
COPYRIGHT 2026

A11

Planning & Zoning Board

agenda item 4.c

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

meeting date
August 4, 2026

prepared by
Corinna Lundgren, Planner I

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-10. Request of Steven and Laura Carras for: Approval to construct a new two-story, 4,259 square-foot single family home located at 2803 Wright Avenue on Lake Forest, zoned R-1A.

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

1) That the applicants consolidate the main parcel and the remnant parcel into one parcel with a single address and legal description.

background
The applicants and homeowners, Steven and Laura Carras, are requesting approval to construct a new, two-story, 4,259 square-foot home located at 2803 Wright Avenue on Lake Forest. The property is zoned R-1A and the unsubmerged portion of the property is approximately 22,775 square feet in size. The proposed impervious lot coverage of 7,234 square feet is under the maximum 50% as the code allows at 32%. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet is 35% of the lot area or 5,000 square feet, whichever is greater. The total square footage after the applicants' proposal is 4,259 square feet, which is under the maximum 7,971 square feet, meeting this requirement.

The request includes two parcels. The main parcel uniquely has a private drive cutting through most of the front portion of the lot and the property to the north has an access easement to utilize the existing driveway area. There is also a small remnant parcel under the same ownership but has a different legal description and parcel ID. As part of this request the applicant will consolidate the properties into one and is proposing a storage shed on the portion of the property that is currently the remnant parcel.

Lakefront Lot Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. No trees are being removed as part of this request.

View from the Lake

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in excess of three (3) feet in height. In this case, the applicants' proposal adequately terraces the lakefront-facing retaining walls down to meet this requirement and will not exceed 30 inches. Additionally, the applicant is preserving the existing swimming pool and deck.

View of Neighbors

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

The applicants are proposing a lakefront setback of 71 feet to the principal structure, whereas the existing structure has a lakefront setback of about 72 feet. Additionally, the applicants are proposing a detached pergola adjacent to the existing pool, which has a lakefront setback of 62 feet. The neighboring structure to the north is setback roughly 141 feet away from the applicant's property and around 80 feet from the lake. The neighbor to the southeast is setback roughly 74 feet from the applicant's property with a similar setback to the lakefront. Considering the curvature of the lake creates an eastern-facing lake view, the proposed house and pergola would not have any significant effect on the traditional view of the lake by either neighbor.

Stormwater Retention

The Code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. The applicant is proposing two large swale areas on either side of the property and a large swale area along the front portion of the lot to meet this requirement.

Summary

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

alternatives | other considerations

fiscal impact

attachments

1. 2803 Wright Ave - Maps
2. Survey - 2803 Wright Ave
3. Site Plan - 2803 Wright Ave
4. Plan Set - 2803 Wright Ave


Oakwood Way
Forrest Rd
E Rockwood Way
E Fawsett Rd
Randall Rd
Winter Park Rd
Winter Park
Mallard Cir
Randy Ln
Lake Forest
Wright Ave
Spring Ln
Norris Ave
Howard Dr
Mulbry Dr
General Rees Ave
Parkland Dr
Sue Dr
Ave
Cegala Ln
Osprey Ave
Orlando
N



N

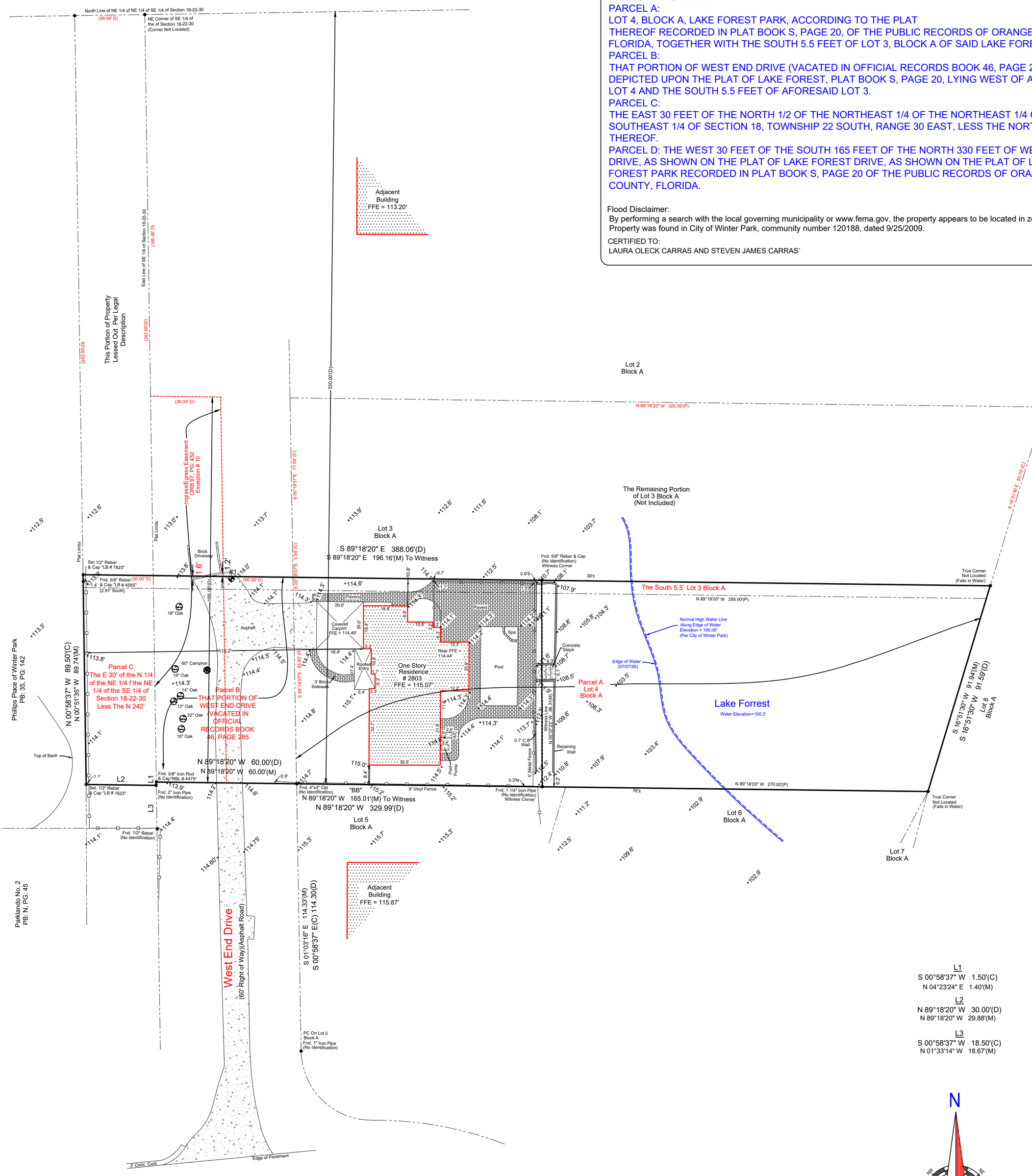
Boundary Survey

Legal Description:

PARCEL A:
LOT 4 AND THE SOUTH 5 1/2 FEET OF LOT 3 BLOCK A, LAKE FOREST PARK, AS RECORDED IN PLAT BOOK S, PAGE 20, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
ALSO THE SOUTH 88 FEET OF WEST END DRIVE, ACCORDING TO PLAT OF LAKE FOREST PARK, AS RECORDED IN PLAT BOOK S, PAGE 20, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
AND
PARCEL C:
THAT PORTION OF THE SOUTH 165 FEET OF THE EAST 30 FEET OF THE NORTH 1/2 OF THE NE 1/4 OF THE NE 1/4 OF THE SE 1/4 OF SECTION 18, TOWNSHIP 22 SOUTH, RANGE 30 EAST,
ALL NOW KNOWN AS:
PARCEL A:
LOT 4, BLOCK A, LAKE FOREST PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK S, PAGE 20, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TOGETHER WITH THE SOUTH 5.5 FEET OF LOT 3, BLOCK A OF SAID LAKE FOREST PARK.
PARCEL B:
THAT PORTION OF WEST END DRIVE (VACATED IN OFFICIAL RECORDS BOOK 46, PAGE 285) DEPICTED UPON THE PLAT OF LAKE FOREST, PLAT BOOK S, PAGE 20, LYING WEST OF AFORESAID LOT 4 AND THE SOUTH 5.5 FEET OF AFORESAID LOT 3.
PARCEL C:
THE EAST 30 FEET OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 22 SOUTH, RANGE 30 EAST, LESS THE NORTH 242 FEET THEREOF.
PARCEL D: THE WEST 30 FEET OF THE SOUTH 165 FEET OF THE NORTH 330 FEET OF WEST END DRIVE, AS SHOWN ON THE PLAT OF LAKE FOREST DRIVE, AS SHOWN ON THE PLAT OF LAKE FOREST PARK RECORDED IN PLAT BOOK S, PAGE 20 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

Flood Disclaimer:
By performing a search with the local governing municipality or www.fema.gov, the property appears to be located in zone X. This Property was found in City of Winter Park, community number 120188, dated 9/25/2009.

CERTIFIED TO:
LAURA OLECK CARRAS AND STEVEN JAMES CARRAS`



L1
S 00°58'37" W 1.50'(C)
N 04°23'24" E 1.40'(M)

L2
N 89°18'20" W 30.00'(D)
N 89°18'20" W 29.88'(M)

L3
S 00°58'37" W 18.50'(C)
N 01°33'14" W 18.67'(M)

Revision: Topographic Survey - 07/08/26 TRP

-Site Benchmark Information-
#1
Set Nail & Disk
Elevation: 113.99'

#2
Set Nail & Disk
Elevation: 114.01'

-Benchmark Information-
City of Orlando Datum
Designation Number: BM 574
Elevation = 107.898'
(Elevations are based upon NAVD 88)

Field Date: 06/30/20	Date Completed: 07/06/26
Drawn By: SD	File Number: IS-75498

-Legend-

C	- Calculated	PC	- Point of Curvature
℄	- Centerline	Pg.	- Page
CB	- Concrete Block	PI	- Point of Intersection
CM	- Concrete Monument	P.O.B.	- Point of Beginning
Conc.	- Concrete	P.O.L.	- Point on Line
D	- Description	PP	- Power Pole
DE	- Drainage Easement	PRM	- Permanent Reference Monument
Esmt.	- Easement		
F.E.M.A.	- Federal Emergency Management Agency	PT	- Point of Tangency
		R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk		
N.R.	- Non-Radial	Typ.	- Typical
ORB	- Official Records Book	UE	- Utility Easement
P	- Plat	WM	- Water Meter
P.B.	- Plat Book	Δ	- Delta (Central Angle)
—□—	- Wood Fence	—○—	- Chain Link Fence

-Notes-
>Survey is Based upon the Legal Description Supplied by Client.
>Abutting Properties Deeds have NOT been Researched for Gaps, Overlaps and/or Hiatus.
>Subject to any Easements and/or Restrictions of Record.
>Bearing Basis shown hereon, is Assumed and Based upon the Line Denoted with a "BS".
>Building Ties are NOT to be used to reconstruct Property Lines.
>Fence Ownership is NOT determined.
>Roof Overhangs, Underground Utilities and/or Footers have NOT been located UNLESS otherwise noted.
>Septic Tanks and/or Drainfield locations are approximate and MUST be verified by appropriate Utility Location Companies.
>Use of This Survey for Purposes other than Intended, Without Written Verification, Will be at the User's Sole Risk and Without Liability to the Surveyor. Nothing Hereon shall be Construed to give ANY Rights or Benefits to Anyone Other than those Certified.
>Flood Zone Determination Shown Heron is Given as a Courtesy, and is Subject to Final Approval by F.E.M.A. This Determination may be affected by Flood Factors and/or other information NEITHER known by NOR given to this Surveying Company at the time of this Endeavor. Ireland & Associates Surveying Inc. and the signing surveyor assume NO Liability for the Accuracy of this Determination.

I hereby Certify that this Boundary Survey of the above Described Property is True and Correct to the Best of my Knowledge and Belief as recently Surveyed under my Direction on the Date Shown. Based on Information furnished to Me as Noted and Conforms to the Standards of Practice for Land Surveying in the State of Florida in accordance with Chapter 5J-17.052 Florida Administrative Codes, Pursuant to Section 472.027 Florida Statutes.

PATRICK K. IRELAND LICENSED SURVEYOR NO. 6637 STATE OF FLORIDA

Patrick K. Ireland — Date: 07/08/26 — FOR THE FIRM

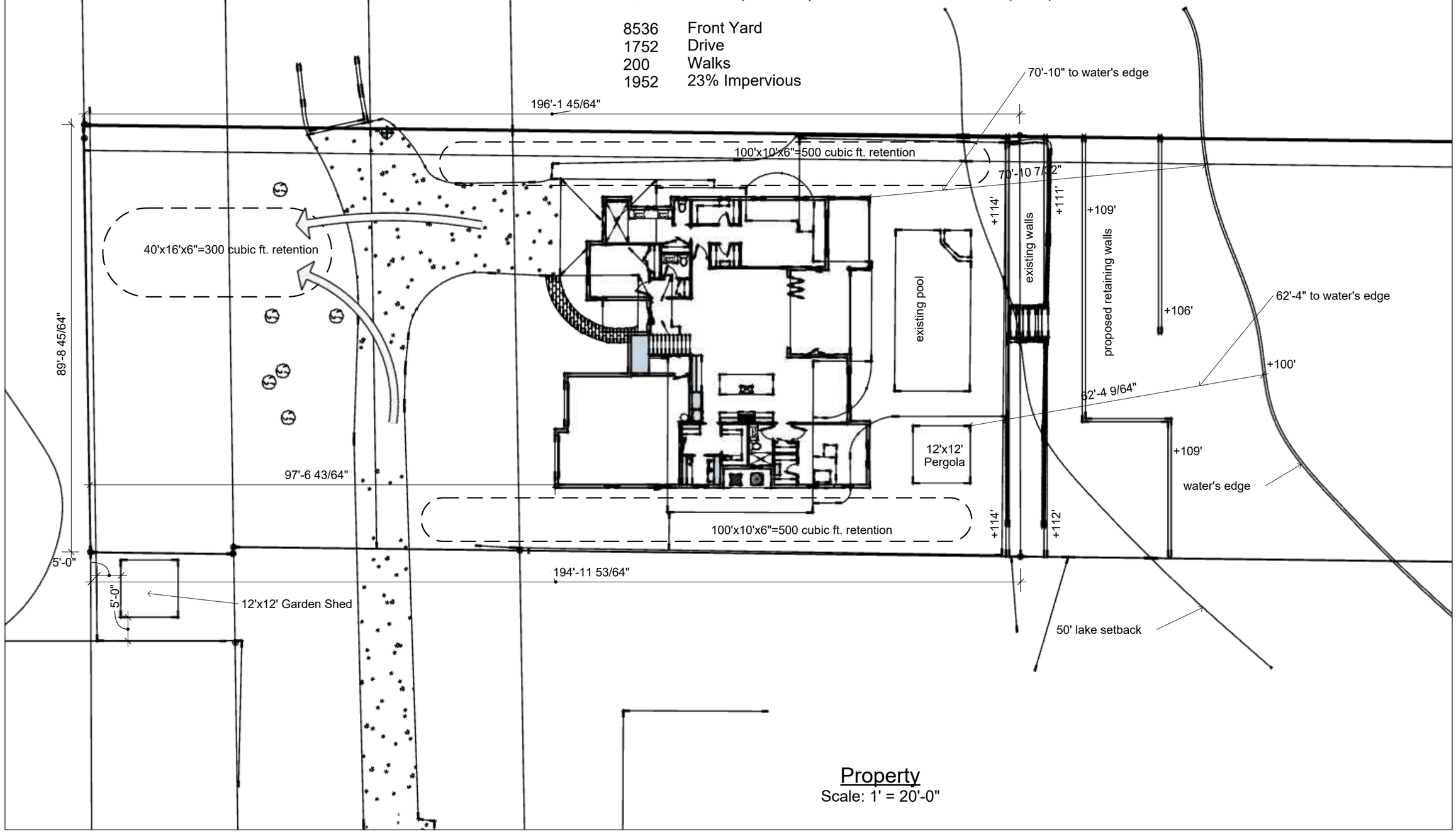
Patrick K. Ireland PSM 6637 LB 7623

This Survey is Intended ONLY for the Use of Said Certified Parties. This Survey NOT VALID UNLESS Signed and Embossed with Surveyor's Seal.

Ireland & Associates Surveying, Inc.
800 Currency Circle, Suit 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165

Area Calcs

22775	Property
3445	House
1752	Drive
1549	Pool & Deck
288	Pergola & Shed
200	Misc. Walks
7234	32% Impervious (1230 cubic feet retention required)
8536	Front Yard
1752	Drive
200	Walks
1952	23% Impervious



Property

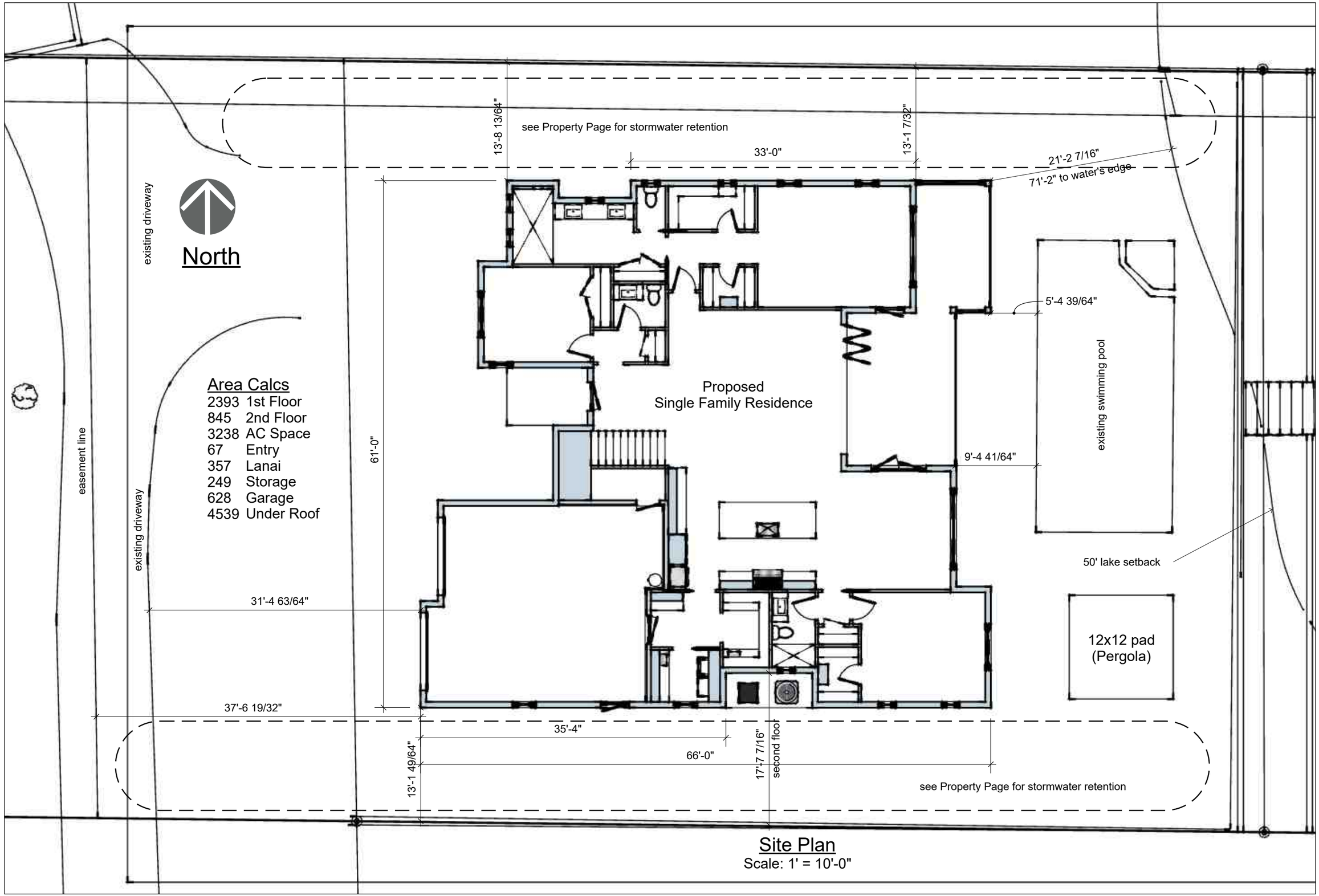
Scale: 1' = 20'-0"

Kg3d Home Design LLC
2711 Woodside Ave
Winter Park FL 32789
(321) 439-1047

Carras Residence
Lot
2803 Wright Ave
Winter Park FL 32789

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

Date
07/15/26



Site Plan

Scale: 1' = 10'-0"

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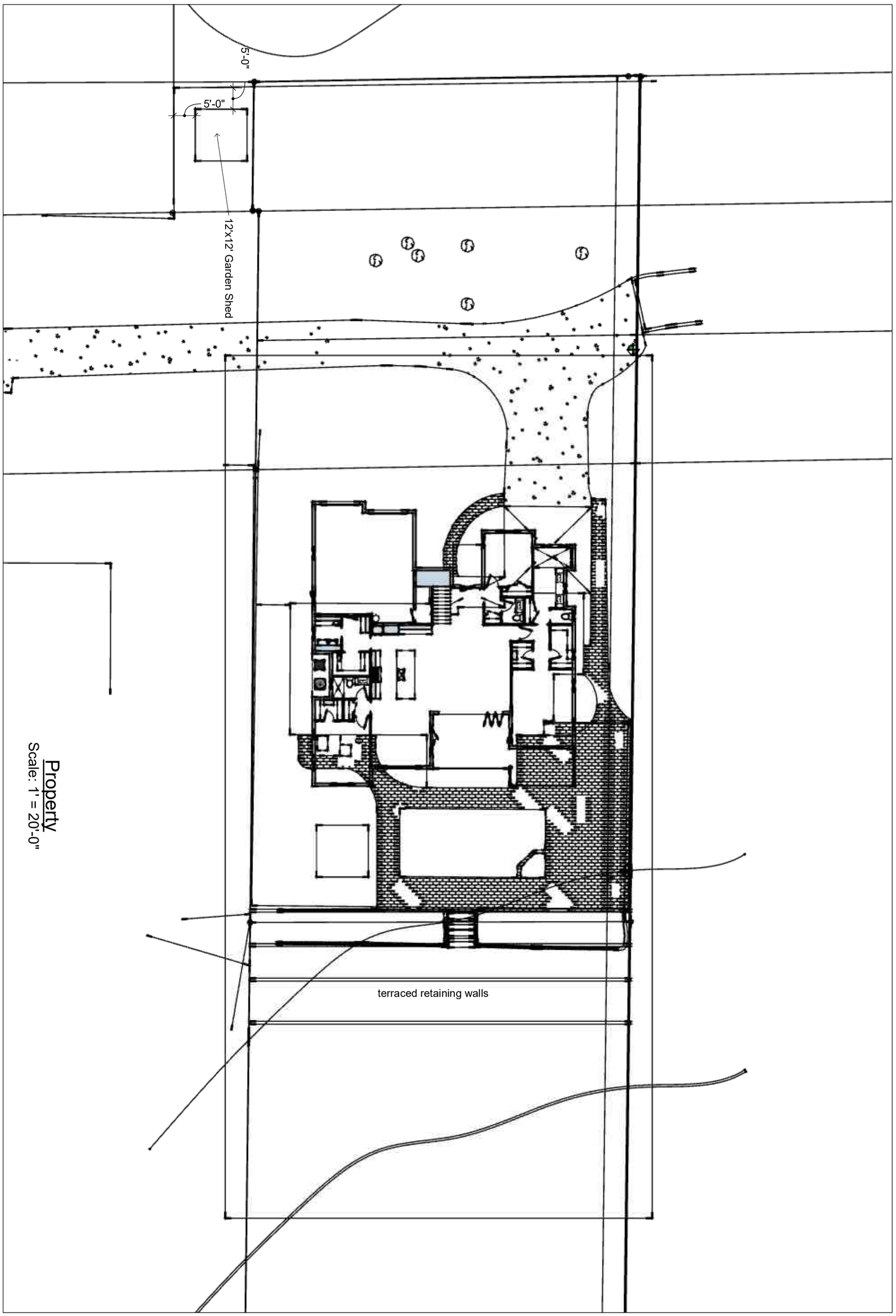
Date
07/15/26

Carras Residence

a modern Florida home design



Kg3d Home
residential designer



Property
Scale: 1' = 20'-0"

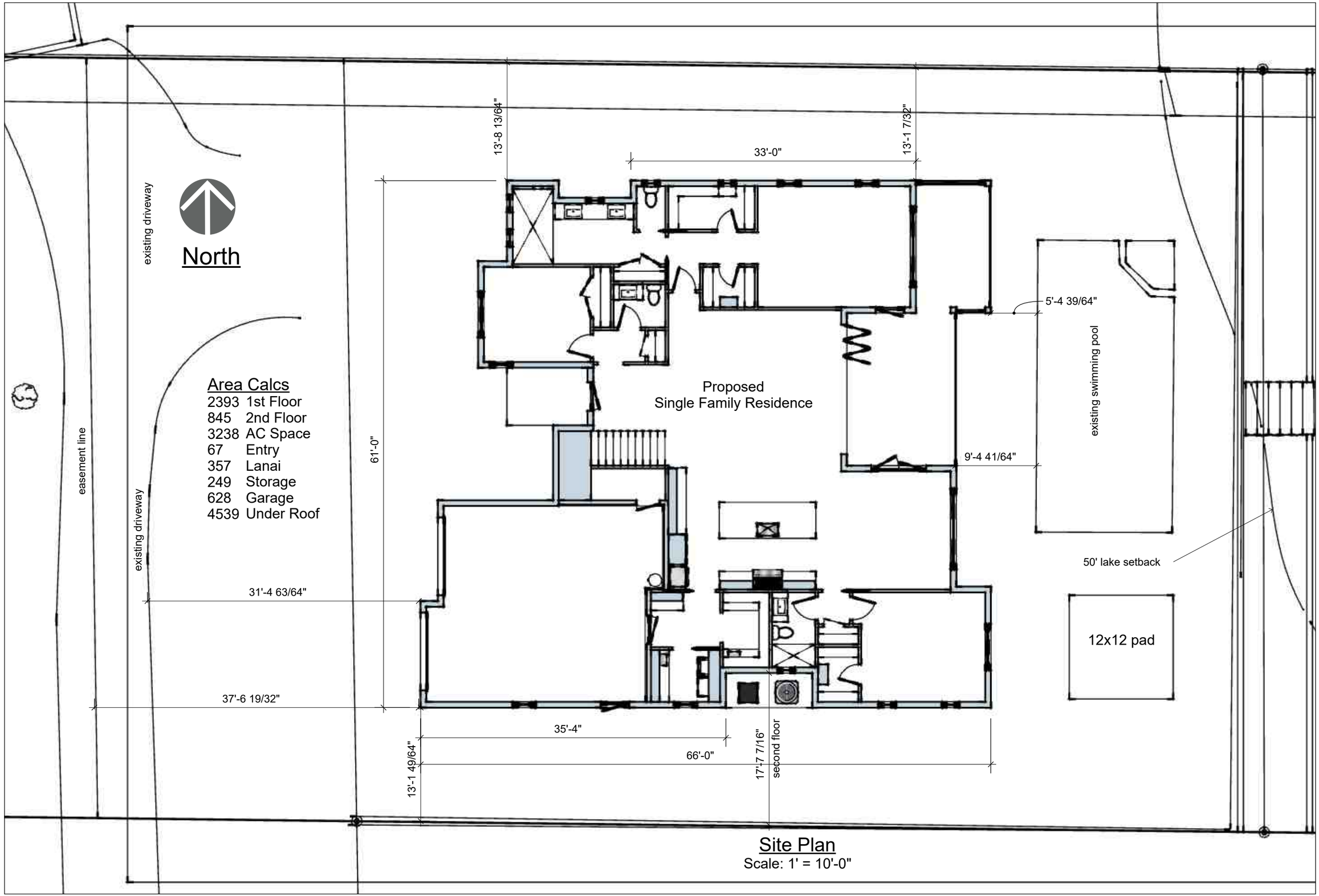
Date
07/09/26

Page
of 8

Groninger Custom Homes
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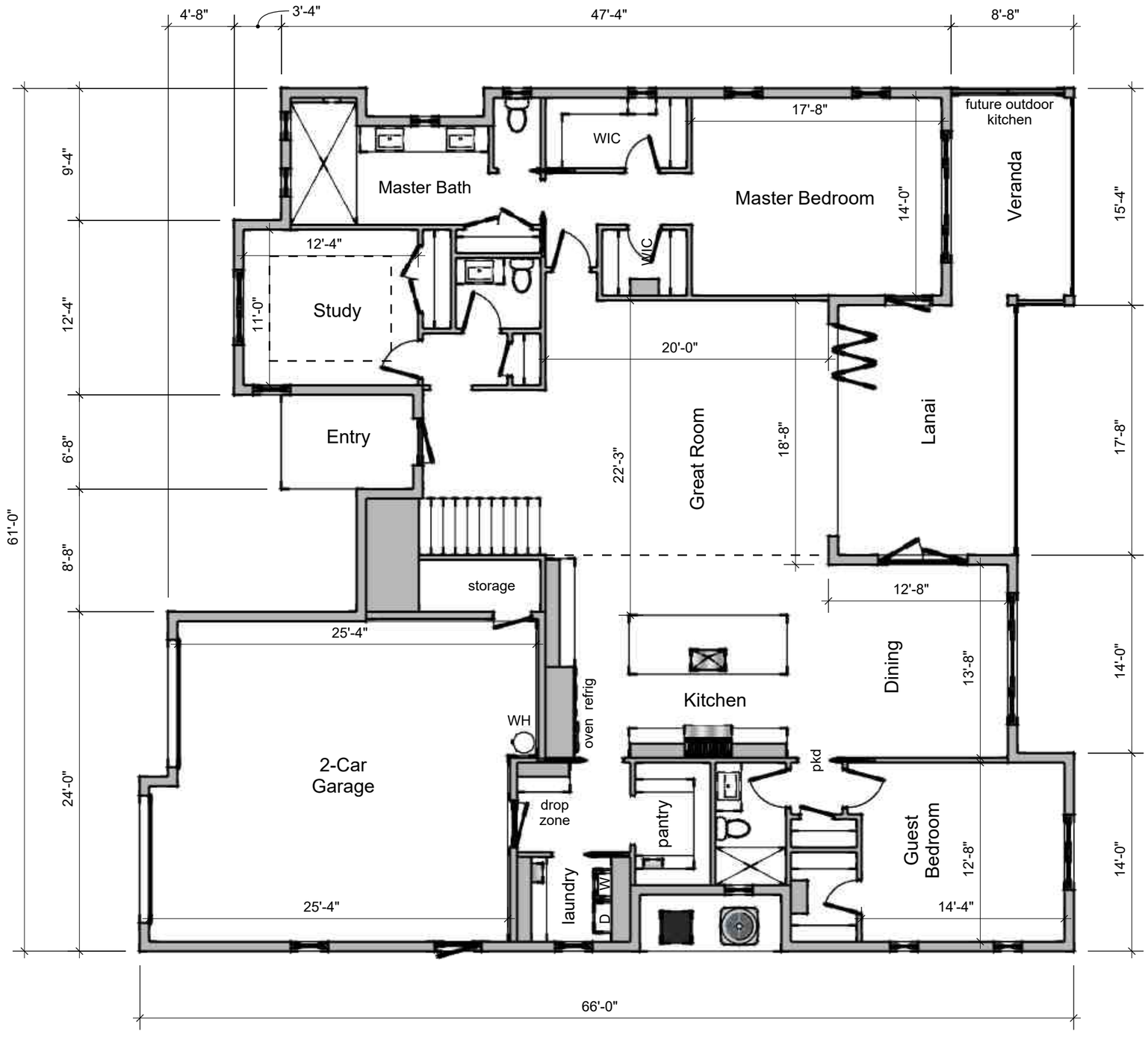
Site Plan
Scale: 1' = 10'-0"

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Lot
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Winter Park FL 32789

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

Date
07/09/26



Area Calcs

2393	1st Floor
845	2nd Floor
3238	AC Space
67	Entry
357	Lanai
249	Storage
628	Garage
4539	Under Roof

12x12 pad

1st Floor Plan

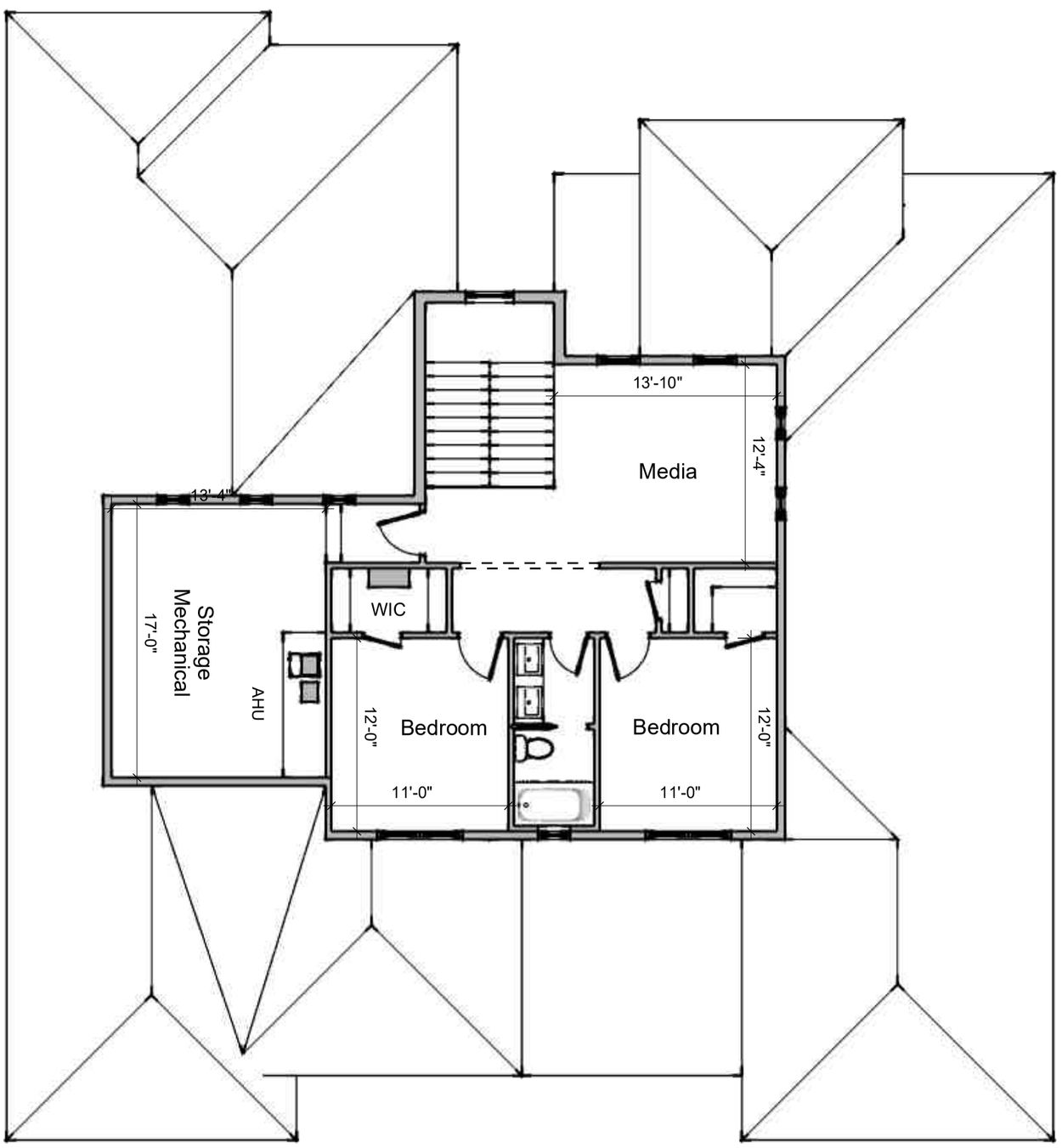
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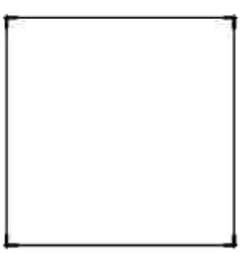
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2711 Woodside Ave
Winter Park FL 32789
(321) 439-1047

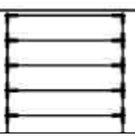
Carras Residence
Lot
2803 Wright Ave
Winter Park FL 32789

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

Date
07/09/26







Page 3 of 8

Date 07/09/26

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

Carras Residence
Lot
2803 Wright Ave
Winter Park FL 32789

Kg3d Home Design LLC
2711 Woodside Ave
Winter Park FL 32789
(321) 439-1047



Front (West)
Scale: 1/8" = 1'-0"

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

Carras Residence
Lot
2803 Wright Ave
Winter Park FL 32789

Kg3d Home Design LLC
2711 Woodside Ave
Winter Park FL 32789
(321) 439-1047







Right (South)
Scale: 1/8" = 1'-0"

Page 5 of 8

Date 07/09/26

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

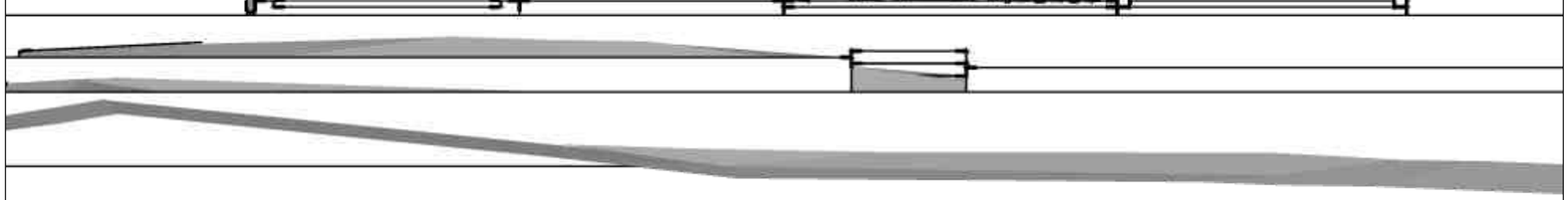
Carras Residence
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2803 Wright Ave
Winter Park FL 32789

Kg3d Home Design LLC
2711 Woodside Ave
Winter Park FL 32789
(321) 439-1047









Back (East)
Scale: 1/8" = 1'-0"

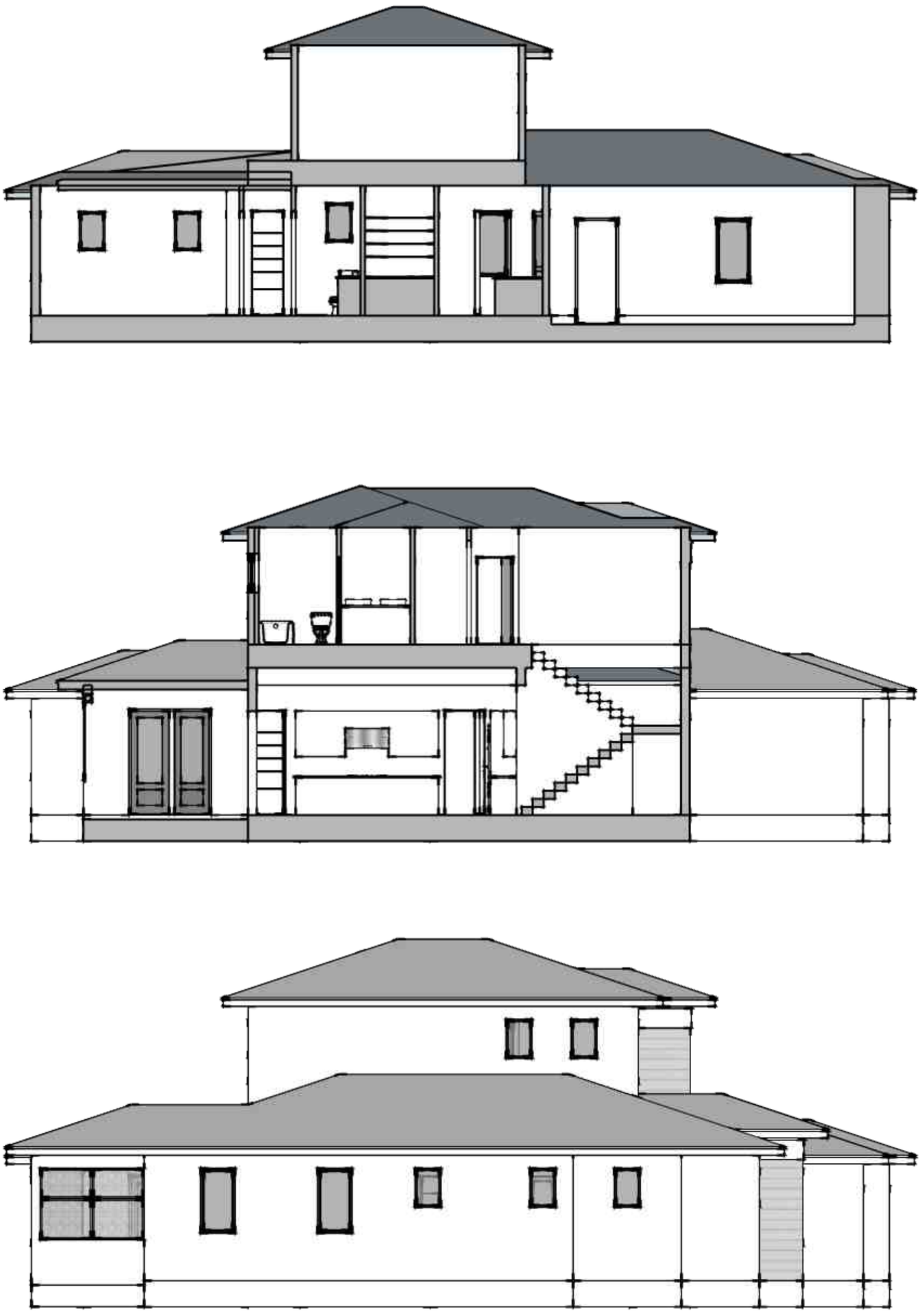
Page 6 of 8

Date 07/09/26

Groninger Custom Homes
2711 Woodside Ave
Winter Park FL 32789
321-352-5202

Carras Residence
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Winter Park FL 32789

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Winter Park FL 32789
(321) 439-1047



Left (North)
Scale: 1/8" = 1'-0"

Date 07/09/26

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2803 Wright Ave
Winter Park FL 32789

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2711 Woodside Ave
Winter Park FL 32789
(321) 439-1047

Planning & Zoning Board

agenda item 4.d

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

meeting date
August 4, 2026

prepared by
Nicholas Lewis, Planner II

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-14. Request of Adam Metel with Nasrallah Design Studio for approval to construct a new, two-story, 9,897 square-foot, single-family home located at 1024 Anchorage Court on Lake Maitland, zoned R-1AAA.

motion | recommendation
Staff recommendation is for approval.

background
The applicant, Adam Metel of Nasrallah Design Studio, is requesting approval to construct a new two-story, 9,897-square-foot home at 1024 Anchorage Court on Lake Maitland. The property is zoned R-1AAA, and the unsubmerged portion of the property is 18,369 square feet in size. The proposed impervious lot coverage of 14,137 square feet meets the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet is 35% of the lot area, or 5,000 square feet, whichever is greater. The applicant's proposal of 9,897 square feet, which is under the maximum 9,929 square feet, meets this requirement.

Lakefront Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. There are three specimen trees on the property, including a 100-inch caliper live oak, another 36-inch caliper live oak, and a 36-inch caliper bald cypress. The applicant is not proposing to remove any of these protected trees.

Views from the Lake

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

excess of three feet in height. On lots with severe grade changes such as this one (over seven feet), the Board may allow such components up to five feet in height. This plan complies with the severe grade change provision as there is around a 10-foot difference in grade between the front and rear of the structure. The applicant has terraced the pool deck to ensure that the three-foot height requirement is met for most of the lakefront-facing walls, and only the lowest wall from grade to the lowest portion of the pool deck utilizes the five-foot height allowance.

Traditional Views of Neighbors

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

The required lakefront setback is made up of the average of the two waterfront structures neighboring the subject property. In this instance, the average of the two neighbors is 117 feet. Based on the unique shape, positioning, and flag lot layout of the property, the applicant is proposing a lakefront setback of just under 88 feet. The lot is unique in shape and conditions, which justify the applicant's proposal in front of the average.

Firstly, the shoreline curves into the property from both directions. The resulting cove-like circumstances of the subject property mean that the proposed structure in reality is roughly in line with the neighbor to the northeast despite a near 20-foot difference between their lakefront setbacks. As such, there are no significant impacts on the traditional view of the neighbor to the northeast.

Further, although the proposal sits in front of the neighbor to the southwest, the lake curves sharply to the north, meaning that there is no lake view by the southwestern neighbor looking in a northeastern direction facing the subject property. Additionally, a tall vegetative buffer already exists along both property lines running all the way down to the water's edge. Based on these unique conditions, staff does not believe that there is any traditional view of the southwestern neighbor affected by the applicant's proposal.

Stormwater Retention

The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicants are proposing a large swale area along the lakefront and a small swale located along the southern side of the property to meet this requirement.

Summary

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

alternatives | other considerations

fiscal impact

attachments

1. 1024 Anchorage Ct - Maps
2. 1024 Anchorage Ct - Survey
3. 1024 Anchorage Ct - Site Plan
4. 1024 Anchorage Ct - Landscape Plan
5. 1024 Anchorage Ct - Plan Set
6. 1024 Anchorage Ct - Applicant Site Photos
7. 1024 Anchorage Ct - Viewshed Analysis


Lake
Maitland
Kraft
Azalea
Garden
Alabama Dr
Winter Park
Harding St
Mayfield Ave
Park North Pl
N Park Ave
N New York Ave
W Stovin Ave
E Stovin Ave
McKean Cir
Palmer Ave
Lincoln Cir
Old England Ave
Cherokee Ln
Seminole Dr
Keyes Ave
Tantum Ave
Lake
Osceola
N


Lake
Maitland
Orange County
Winter Park
ALABAMA DR
MCKEAN CIR

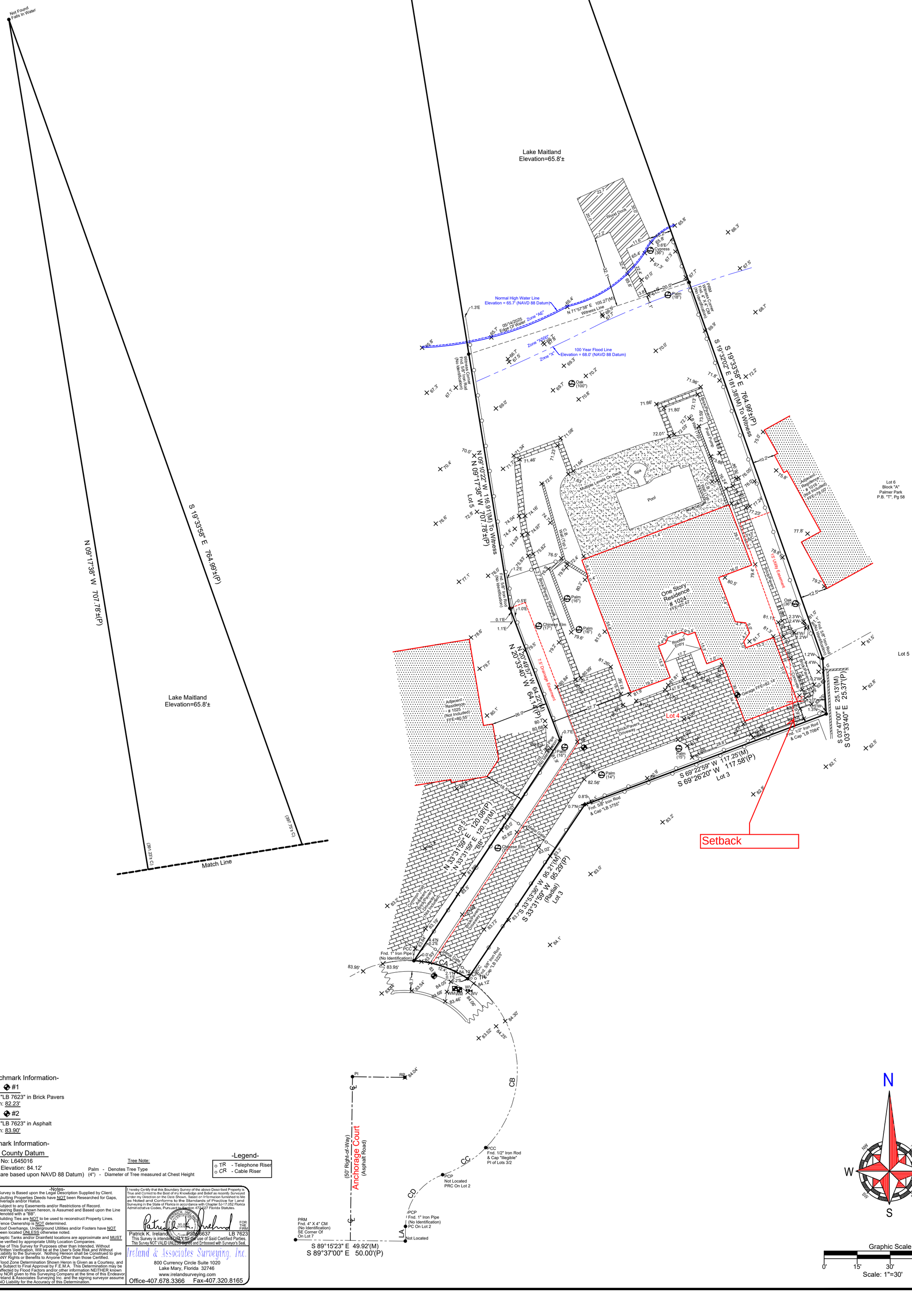
Boundary Survey

Legal Description:

LOT 4, ANCHORAGE ESTATES ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 8, PAGE 76 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

Flood Disclaimer:
BY PERFORMING A SEARCH WITH THE LOCAL GOVERNING MUNICIPALITY OR WWW.FEMA.GOV, THE PROPERTY APPEARS TO BE LOCATED IN ZONE X, X500, AE (WITH A BASE FLOOD ELEVATION OF 68). THIS PROPERTY WAS FOUND IN CITY OF WINTER PARK, COMMUNITY NUMBER 120188, DATED 03-07-2014.

CERTIFIED TO:
JOHN AND DEBBIE O'MALLEY



LA
S 00°23'00" W 06.62'(P)
S 00°44'37" W 06.69'(M)

CA
R= 50.00'(P)
L= 26.18'(P)
Δ= 30°00'00"(P)
Chord Bearing=
N 71°28'01" W 25.88'(C)
N 71°33'30" W 25.78'(M)

CB
R= 50.00'(P)
L= 88.04'(P)
Δ= 100°53'30"(P)
Chord Bearing=
S 05°54'11" E 77.23'(C)
S 06°02'45" E 77.21'(M)

CC
R= 50.00'(P)
L= 23.11'(P)
Δ= 26°29'15"(P)
Chord Bearing=
S 57°46'53" W 23.11'(C)
S 57°51'42" W 23.11'(M)

CD
R= 25.00'(P)
L= 30.71'(P)
Δ= 70°31'44"(P)
Chord Bearing=
S 35°53'00" W 28.86'(C)
S 35°41'51" W 28.88'(M)

-Site Benchmark Information-

#1
Set Nail & Disk "LB 7623" in Brick Pavers
Elevation: 82.23'

#2
Set Nail & Disk "LB 7623" in Asphalt
Elevation: 83.90'

-Benchmark Information-
Orange County Datum
Benchmark No: L645016
Benchmark Elevation: 84.12'
(Elevations are based upon NAVD 88 Datum)

Tree Note:
Palm - Denotes Tree Type
(4") - Diameter of Tree measured at Chest Height

-Legend-
TR - Telephone Riser
CR - Cable Riser

Field Date: 05/14/25	Date Completed: 05/15/25
Drawn By: SMT	File Number: IS-142438

-Legend-

C	- Calculated	PC	- Point of Curvature
℄	- Centerline	Pg.	- Page
CB	- Concrete Block	PI	- Point of Intersection
CM	- Concrete Monument	P.O.B.	- Point of Beginning
Conc.	- Concrete	P.O.L.	- Point on Line
D	- Description	PP	- Power Pole
DE	- Drainage Easement	PRM	- Permanent Reference Monument
Esmt.	- Easement		
F.E.M.A.	- Federal Emergency Management Agency	PT	- Point of Tangency
		R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk		
N.R.	- Non-Radial	Typ.	- Typical
ORB	- Official Records Book	UE	- Utility Easement
P	- Plat	WM	- Water Meter
P.B.	- Plat Book	Δ	- Delta (Central Angle)
-□-	- Wood Fence	-○-	- Chain Link Fence

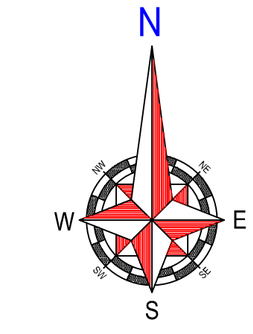
-Notes-
>Survey is Based upon the Legal Description Supplied by Client.
>Abutting Properties Deeds have NOT been Researched for Gaps, Overlaps and/or Hiatus.
>Subject to any Easements and/or Restrictions of Record.
>Bearing Basis shown hereon, is Assumed and Based upon the Line Denoted with a "BB".
>Building Ties are NOT to be used to reconstruct Property Lines.
>Fence Ownership is NOT determined.
>Roof Overhangs, Underground Utilities and/or Footers have NOT been located UNLESS otherwise noted.
>Septic Tanks and/or Drainfield locations are approximate and MUST be verified by appropriate Utility Location Companies.
>Use of This Survey for Purposes other than Intended, Without Written Verification, Will be at the User's Sole Risk and Without Liability to the Surveyor. Nothing Hereon shall be Construed to give ANY Rights or Benefits to Anyone Other than those Certified.
>Flood Zone Determination Shown Heron is Given as a Courtesy, and is Subject to Final Approval by F.E.M.A. This Determination may be affected by Flood Factors and/or other information NEITHER known by NOR given to this Surveying Company at the time of this Endeavor. Ireland & Associates Surveying Inc. and the signing surveyor assume NO Liability for the Accuracy of this Determination.

I Hereby Certify that this Boundary Survey of the above Described Property is True and Correct to the Best of my Knowledge and Belief as recently Surveyed under my Direction on the Date Shown. Based on Information furnished to Me as Noted and Conforms to the Standards of Practice for Land Surveying in the State of Florida in accordance with Chapter 5J-17.052 Florida Administrative Codes, Pursuant to Section 472.027 Florida Statutes.

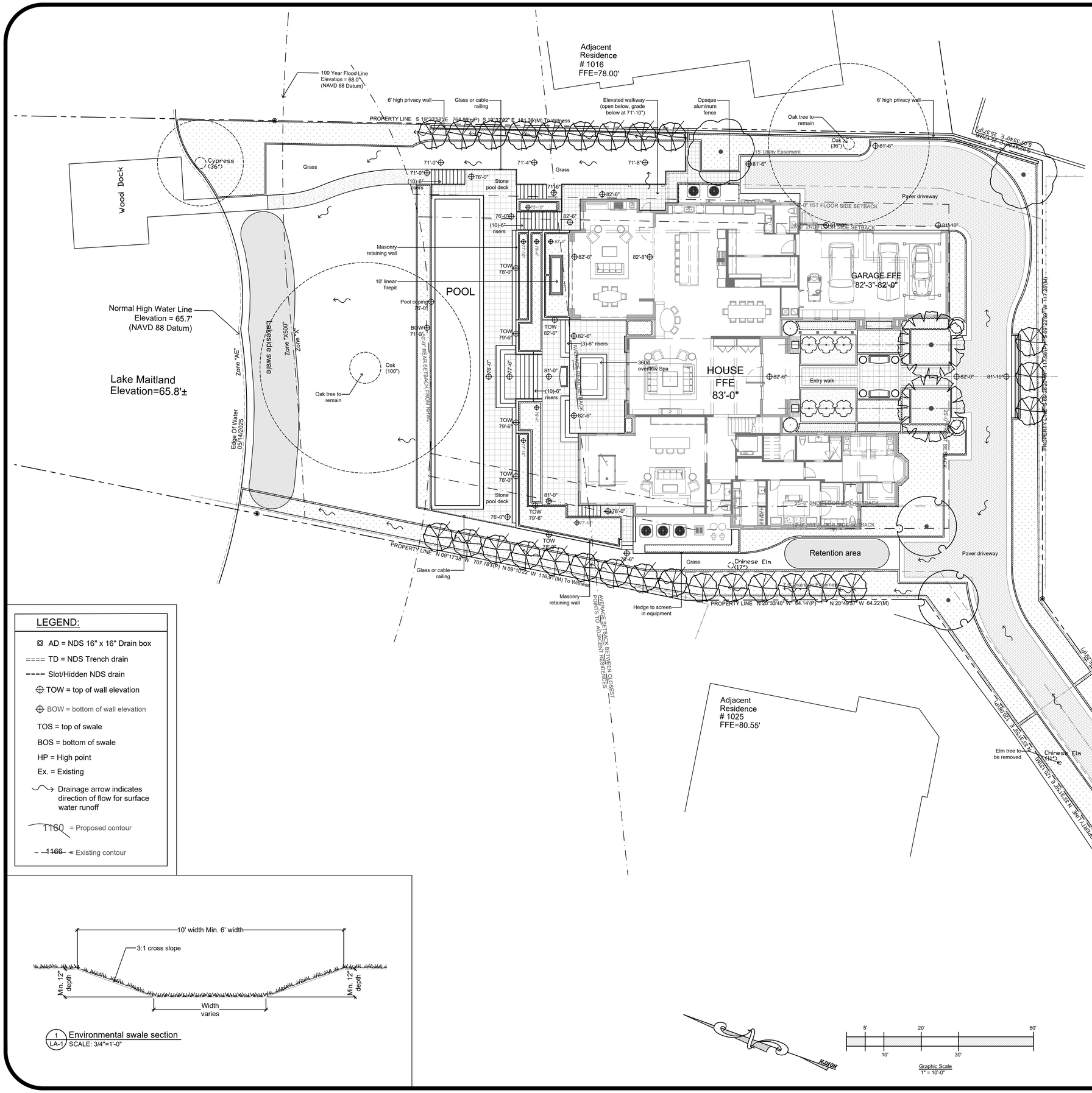
FOR THE FIRM

Patrick K. Ireland PSM 6637 LB 7623
This Survey is intended ONLY for the use of Said Certified Parties.
This Survey NOT VALID UNLESS Signed and Embossed with Surveyor's Seal.

Ireland & Associates Surveying, Inc.
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165



Graphic Scale
0' 15' 30' 60'
Scale: 1"=30'



LEGEND:

- AD = NDS 16" x 16" Drain box
- TD = NDS Trench drain
- Slot/Hidden NDS drain
- TOW = top of wall elevation
- BOW = bottom of wall elevation
- TOS = top of swale
- BOS = bottom of swale
- HP = High point
- Ex. = Existing
- Drainage arrow indicates direction of flow for surface water runoff
- 1160 = Proposed contour
- ~~1166~~ = Existing contour

1 / LA-1 Environmental swale section
SCALE: 3/4"=1'-0"

LEGAL DESCRIPTION:

LOT 4, ANCHORAGE ESTATES ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 8, PAGE 76 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AREA SUMMARY

TOTAL LOT AREA	100%	28,619 SQ FT
DRIVEWAY, WALKS, AND WALLS		4,707 SQ FT
POOL AND POOL DECK		3,284 SQ FT
AREA 1ST FLOOR		6,146 SQ FT
TOTAL IMPERVIOUS	49.4%	14,137 SQ FT
TOTAL PERVIOUS	50.6%	14,482 SQ FT
50% = 14,310 sq ft		

FRONT YARD GREEN SPACE

TOTAL FRONT YARD AREA	100%	7,825 SQ FT
DRIVEWAY AND WALKS	46.95%	3,674 SQ FT
GREEN SPACE	53.05%	4,151 SQ FT

BACK YARD IMPERVIOUS

NO DEVELOPMENT IS PROPOSED BEHIND THE REAR 50' SETBACK

STORMWATER RETENTION CALCULATIONS:

Retention Breakdown
1" (.083') x 14,137 sq. ft. (impervious area) =
1,173 CU. FT. REQUIRED RETENTION

Retention Area #1 =
928 sq.ft. 16" (1.33') = 1,234 cu.ft.

= 1,234 TOTAL CU. FT. PROVIDED

REDMON DESIGN COMPANY, PA
Landscape Architecture
407.647.2006
Fax 407.647.3314
92 S. Lakewood Circle
Maitland, FL
32751

Revisions

Date	By
-	-

The O'Malley Residence
Preliminary Grading and Drainage
1025 Anchorage Ct. Winter Park, FL

07/09/2026 Date
1" = 10'-0" Scale
S. REDMON Designed By
B. GRAHAM Drawn By
Job #

Sheet LA-1 Of 2 Sheets

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LEGAL DESCRIPTION:

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REDMON DESIGN COMPANY,PA
Landscape Architecture
407.647.2006
Fax 407.647.3314
92 S. Lakewood Circle
Maitland, FL
32751

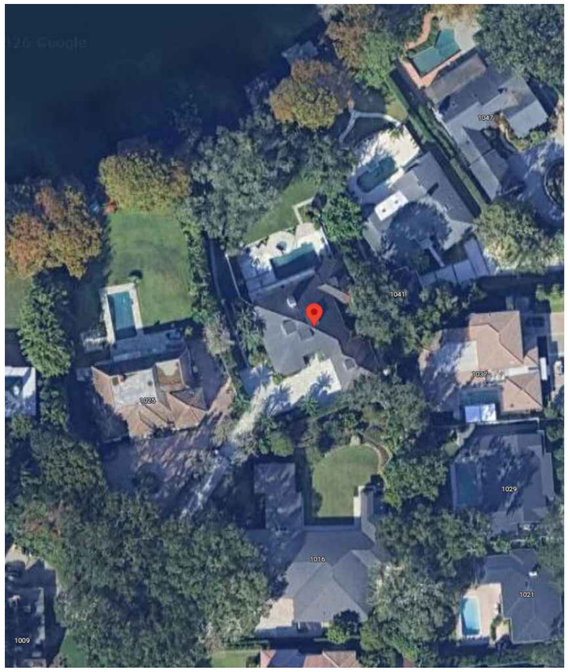
Revisions

Date	By
7/9/26	BG

The O'Malley Residence
Preliminary Landscape Plan
1024 Anchorage Ct. Winter Park, FL

07/01/2026 Date
1" = 10'-0" Scale
S. REDMON Designed By
B. GRAHAM Drawn By
Job #

Sheet PLP Of 2 Sheets



A Custom Residence for the:

O'Malley Family

1024 Anchorage Court
Winter Park, Florida 32789
Parcel ID 06-22-30-0130-00-040

DRAWING INDEX		
REVISION	**SHEET NO.**	**DESCRIPTION**
		GENERAL NOTES
	0.1	COVER SHEET, DRAWING INDEX, PROJECT TEAM
		LANDSCAPE ARCHITECTURE
	LA-1	GRADING AND DRAINAGE PLAN
	SP1.1	SITE PLAN
		ARCHITECTURAL
	1.0	OVERALL FLOOR PLANS & AREA TABULATION
	1.1	LEVEL 01 - FLOOR PLAN
	1.2	LEVEL 02 - FLOOR PLAN
	2.1	ROOF PLAN & NOTES
	3.0	OVERALL ELEVATIONS
	3.1	ELEVATIONS - FRONT & REAR
	3.2	ELEVATION - SIDES
	5.1	RENDERINGS



BUILDER

Pellegrini Homes

5728 Major Blvd. #176
Orlando, FL 32819-7961
407-352-9100

www.pellegrinihomes.com

LANDSCAPE ARCHITECT

REDMON DESIGN COMPANY
Landscape Architecture
Planning
407 • 647 • 2006
92 S Lakewood Circle
Maitland, FL 32751
RedmonDesign.com

DESIGNER

NASRALLAH
DESIGN STUDIO, LLC
1007 LEWIS DRIVE,
WINTER PARK, FLORIDA 32789
PH: 407-647-0938
FAX: 407-647-2499
PROJECT MANAGER:
NDS

DATE	MARK	REMARK

Written Dimensions on these drawings shall have precedence over scale dimensions. Contractors shall verify and be responsible for all dimensions. Do not scale drawings. Any discrepancies shall be reported to the Architect immediately. Drawings are not to be used for construction purposes unless signed by the Architect. Reuse without written permission of the Architect is forbidden by law. All rights reserved. Copyright NASRALLAH DESIGN STUDIO, LLC

NASRALLAH
DESIGN STUDIO LLC
1007 Lewis Drive Winter Park, Florida 32789
Phone: 407-647-0938 Email: Adam@nasrallah.com

2026-07-03 Lake Front Review Package

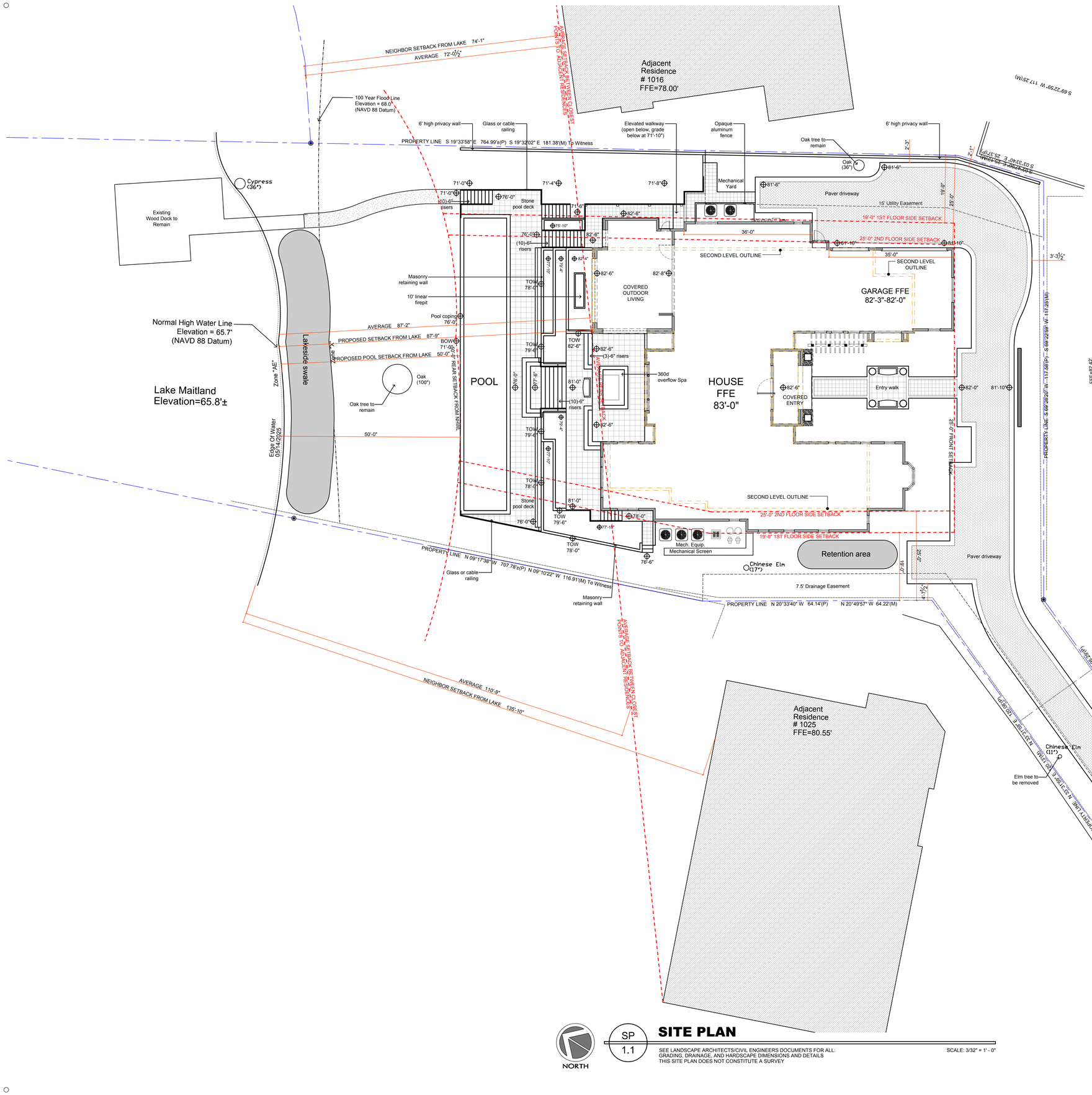
A Custom Residence for the:
O'Malley Family
1024 Anchorage Ct.
Winter Park, FL 32789
Parcel: 06-22-30-0130-00-040

START DATE:	NOVEMBER 19, 2025
PROJECT NUMBER:	1746
DRAWN BY:	AM
CHECKED BY:	AM
	SCALE AS INDICATED

0.1
SHEET NO

Nasrallah.com

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NORTH

SP 1.1

SITE PLAN

SEE LANDSCAPE ARCHITECTS/CIVIL ENGINEERS DOCUMENTS FOR ALL: GRADING, DRAINAGE, AND HARDSCAPE DIMENSIONS AND DETAILS
THIS SITE PLAN DOES NOT CONSTITUTE A SURVEY

SCALE: 3/32" = 1' - 0"

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TOTAL PERVIOUS	50.6%	14,482 SQ FT
50% = 14,310 sq ft		

MARK	DATE	REMARK

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NASRALLAH
DESIGN STUDIO LLC
1007 Lewis Drive Winter Park, Florida 32789
Phone: 407-647-0938 Email: Adam@nasrallah.com

A Custom Residence for the:

O'Malley Family

1024 Anchorage Ct.
Winter Park, FL 32789

Parcel: 06-22-30-0130-00-040

2026-07-03 Lake Front Review Package

START DATE:	NOVEMBER 19, 2025
PROJECT NUMBER:	1746
DRAWN BY:	AM
CHECKED BY:	AM
	SCALE AS INDICATED

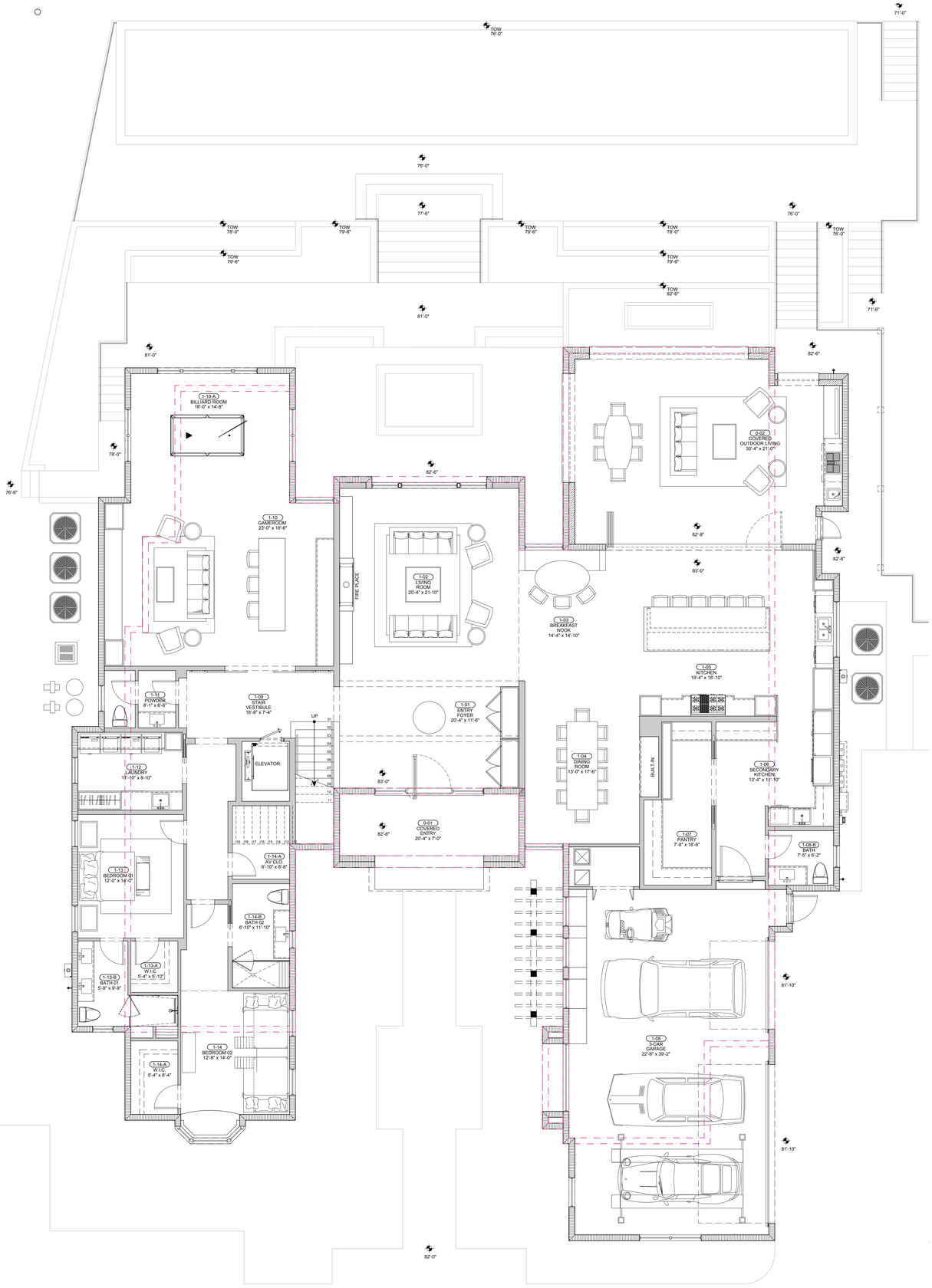
SP 1.1
SHEET NO

Nasrallah.com

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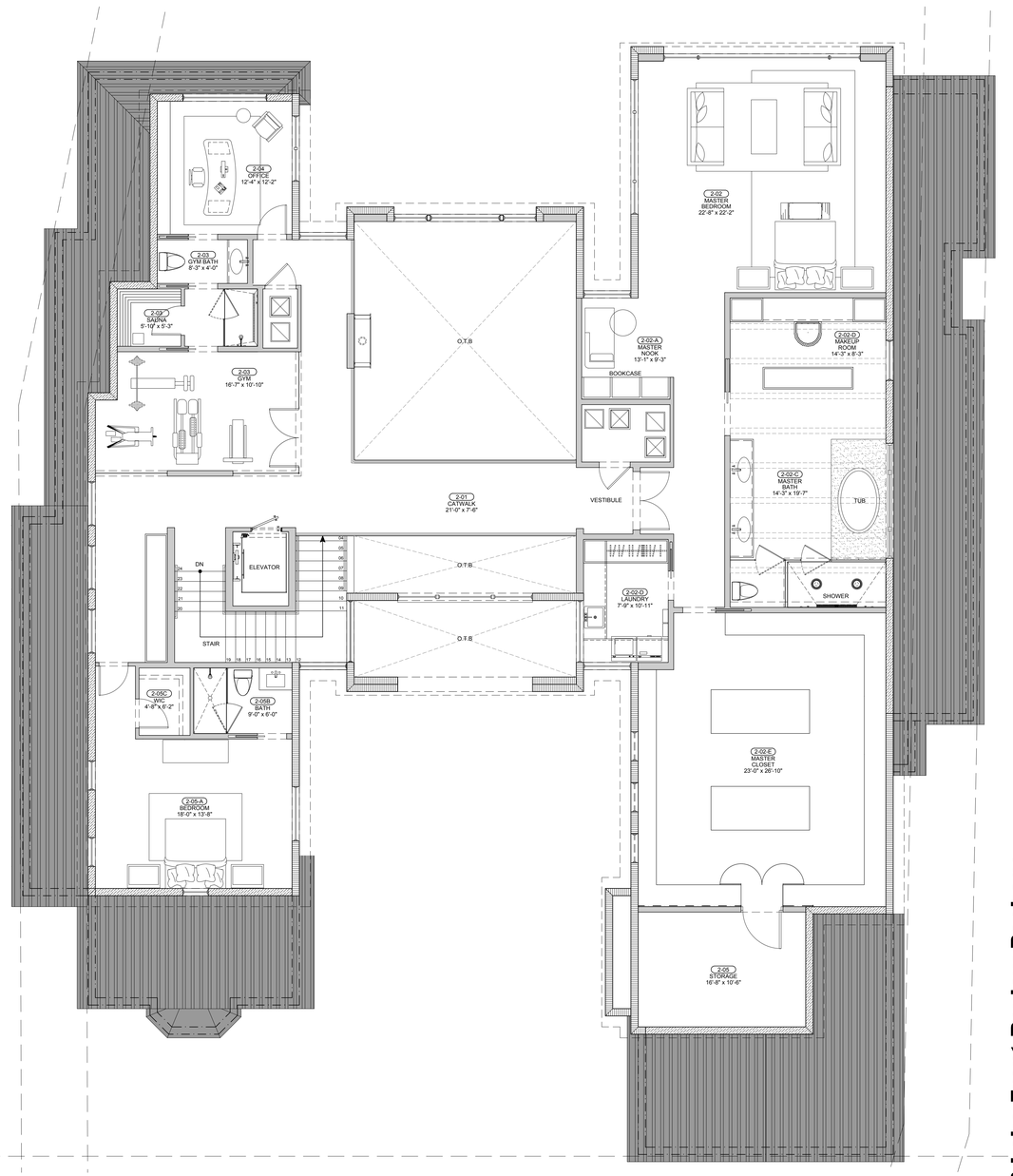
FLOOR AREA RATIO - (FAR) SUMMARY	
CITY OF WINTER PARK	
LOT AREA	28,369 SQ.FT.
MAX FAR = 35% BASE LOT AREA	9,929 SQ.FT.
TOTAL UNDER ROOF (LEVEL 01 & 02 - A/C - GARAGE - 2 STORY SPACES (2X)	**9,713 SQ.FT.**
COVERED ENTRY PORCH (195 X 2 = 390 SQ.FT. ACTUAL LESS 400 SQ.FT. EXCLUDED)	**0 SQ.FT.**
COVERED REAR PORCH (684 SQ.FT. ACTUAL LESS 500 SQ.FT. EXCLUDED)	**184 SQ.FT.**
TOTAL FAR AREA	**9,897 SQ.FT.**
ACTUAL FAR = X % LOT AREA	34.88 %

BUILDING AREA CALCULATIONS		
	CONDITIONED AREA	**NON-CONDITIONED AREA**
FIRST FLOOR		
MAIN HOUSE	4,196 SQ.FT.	
GARAGE		1,002 SQ.FT.
COVERED PORCH		195 SQ.FT.
COVERED OUTDOOR LIVING		685 SQ.FT.
SECOND FLOOR		
MAIN HOUSE	3,726 SQ.FT.	
AREA SUBTOTALS	7,907 SQ.FT.	1,882 SQ.FT.
TOTAL CONSTRUCTED AREA		**9,789 SQ.FT.**



1 / 1.0 **FIRST LEVEL**

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



2 / 1.0 **SECOND LEVEL**

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

MARK	DATE	REMARK

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NASRALLAH
DESIGN STUDIO LLC
1007 Lewis Drive Winter Park, Florida 32789
Phone: 407-647-0938 Email: Adam@nasrallah.com

A Custom Residence for the:

O'Malley Family

1024 Anchorage Ct.
Winter Park, FL 32789

Parcel: 06-22-30-0130-00-040

2026-07-03 Lake Front Review Package

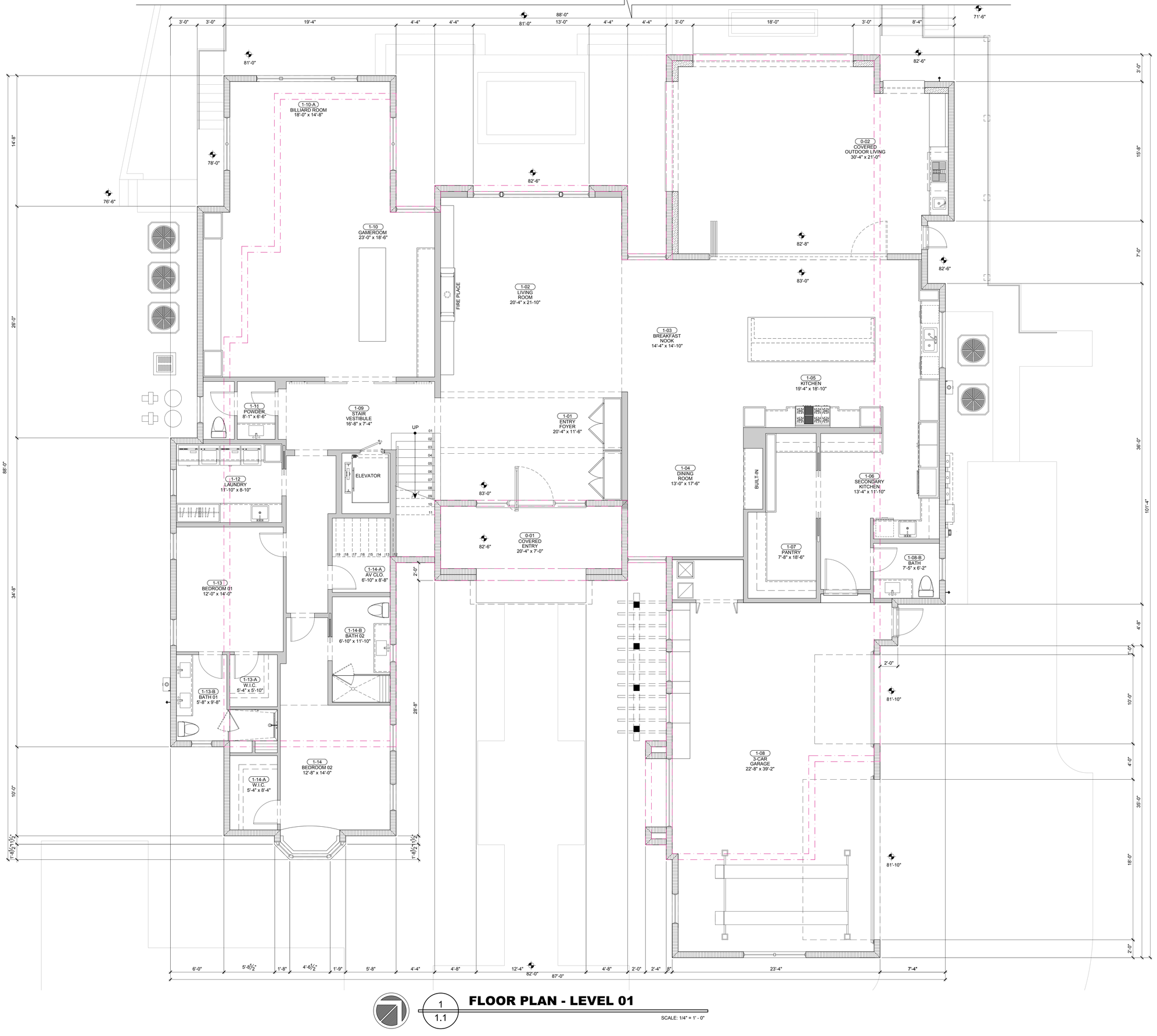
START DATE:	NOVEMBER 19, 2025
PROJECT NUMBER:	1746
DRAWN BY:	AM
CHECKED BY:	AM
	SCALE AS INDICATED

1.0

SHEET NO

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1 / 1.1 **FLOOR PLAN - LEVEL 01**

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

DATE	MARK	REMARK

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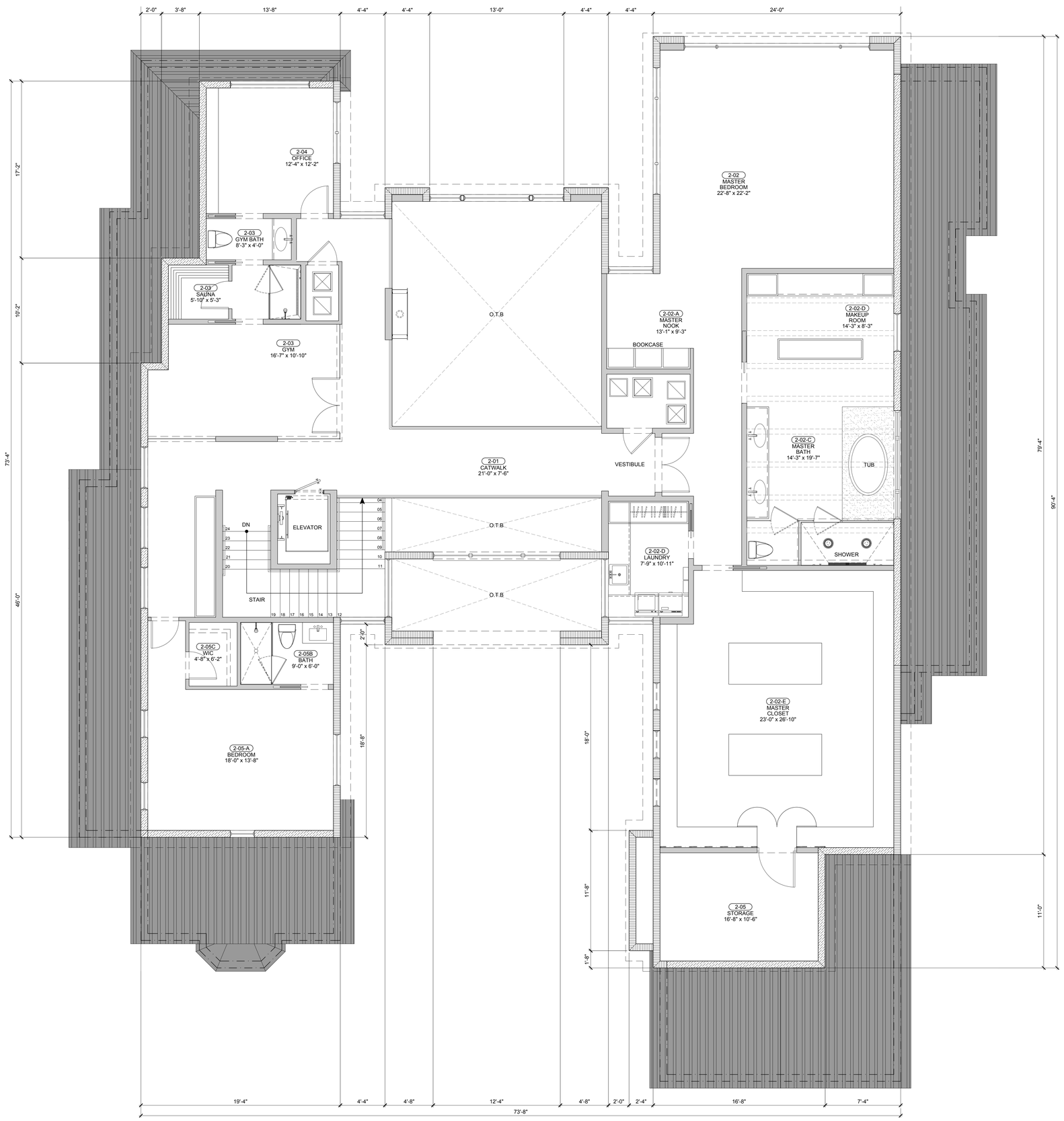
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1
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FLOOR PLAN - LEVEL 02

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

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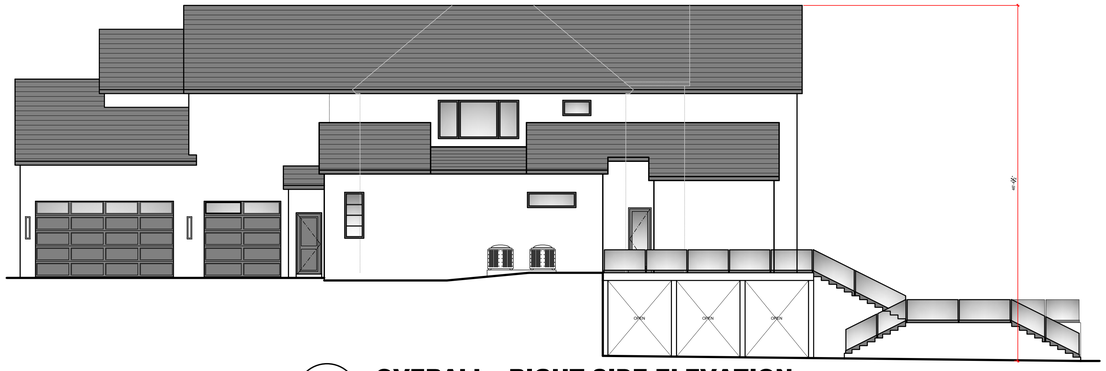
1 / 3.0 **OVERALL - FRONT ELEVATION**

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



2 / 3.0 **OVERALL - LEFT SIDE ELEVATION**

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



3 / 3.0 **OVERALL - RIGHT SIDE ELEVATION**

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



4 / 3.0 **OVERALL - REAL ELEVATION**

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

DATE	MARK	REMARK

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1 / 3.1 **FRONT ELEVATION**

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



2 / 3.1 **REAR ELEVATION**

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

SECTION/ ELEVATION TYPICAL NOTES:

DRYWALL SPEC:
-WALLS THAT ABUT NON-CONDITIONED SPACE AND WALLS THAT ARE IN DIRECT CONTACT WITH WET AREAS INCLUDING BUT NOT LIMITED TO BATHROOMS, UTILITY ROOMS, GARAGE & COVERED OUTDOOR SPACES USE FIBERGLASS BACKED DRYWALL

ROOF NOTE:
-SEE ROOF PLAN FOR GENERAL ROOF NOTES AND ROOF MATERIAL SELECTION NOTES

TYPICAL ARCHITECTURAL NOTES:
-VERIFY ALL STRUCTURAL ELEMENTS WITH STRUCTURAL ENGINEER
-COORDINATE ALL INTERIOR WALL, SOFFITS AND CEILING TREATMENTS WITH INTERIOR DESIGNER/ OWNER
-ROOF AND BEARING HEIGHTS ARE SHOWN RELATIVE TO A REFERENCE ELEVATION BASED ON TOP OF SLAB. U.N.O.
-ALL HANDRAILS AND GUARD RAILS TO BE 36" AFF U.N.O. W/ VERTICAL PICKETS/BALUSTRADES SPACED SO AS TO NOT ALLOW THE PASSAGE OF A 4" SPHERE. PROVIDE TOE RAILING AS REQ'D. MAX 2" A.F.F. COORD. FINAL MATERIAL, DESIGN, AND FINISH WITH ID/OWNER. HANDRAILS AND GUARDS MUST COMPLY WITH THE REQUIREMENTS OF THE FBC R.
-SEAL ALL PENETRATIONS IN THERMAL ENVELOPE, WHETHER CONCEALED OR VISIBLE. PROVIDE WATERPROOFING, AIR BARRIER, AND/OR THERMAL BARRIER. SEAL BASED ON APPLICATION USE & ASSEMBLY TYPE. CONSIDER COMPATIBILITY OF MATERIALS.

SECTION/ ELEVATION KEY NOTES:

RF: ROOF/ EAVE ASSEMBLY
RF-01 METAL ROOF: ENGLERT SERIES 1300 1 1/2" ARCHITECTURAL SEAMED PANEL ROOF SYSTEM ON MANUF. RECOMMENDED UNDERLAYMENT AND ROOF SHEATHING THICKNESS. A. INSTALL FLASHING, COUNTER FLASHING VALLEYS AND OFF RIDGE VENTS. B. STRIP ALL FLANGES WITH MEMBRANE AND PLASTIC ROOF CEMENT. C. INSTALL METAL ROOF PER MFR. WRITTEN INSTRUCTIONS.
RF-02 PRE-ENGINEERED WOOD ROOF TRUSSES @ 24" O.C. SEE FRAMING PLAN AND SHOP DRAWINGS FROM TRUSS MFR. PROVIDE MIN R-30 SPRAY FOAM INSULATION TO THE UNDERSIDE OF ROOF SHEATHING AND AS NEEDED TO CREATE A SEALED ENVELOPE FOR CONDITIONED SPACES. INSTALL PER MFR'S WRITTEN INSTRUCTIONS. TYP. SEE ROOF PLAN FOR VENTILATION NOTES. MANUF/VENDOR SHALL ONLY USE PRODUCTS THAT MEET FBCR 316 AND ALL SUBSECTIONS. VENDOR SHALL PROVIDE ALL TESTING APPROVALS FOR THE SPECIFIC PRODUCT USED AS REQUIRED BY LOCAL AHJ.
RF-03 STRUCTURAL FASTENER: S.S.D.
RF-04 CONTINUOUS FLASHING. SEE ROOF PLAN AND NOTES. USE COPPER. (ALT. FACTORY COATED ALUM.)
RF-05 EXTERIOR CLADDING (ROOF)
RF-06 COMPOSITE WOOD (SEE FC-07) WITH CONTINUOUS SOFFIT VENT.
RF-07 CONVENTIONALLY FRAMED ROOF SYSTEM. S.S.D. PROVIDE MIN. R-30 BATT INSULATION AGAINST CONDITIONED SPACE AND PERFORATED RADIANT BARRIER AT UNDERSIDE OF ROOF SHEATHING THROUGHOUT. TYP.
RF-08 SOFFIT VENT. SEE ROOF PLAN SHEETS FOR LOCATIONS AND CALCULATIONS.
RF-09 CEILING FINISH: MIN 7/8" STUCCO ON GALV. MTL. LATH ON TYPAR STUCCO WRAP ON EXTERIOR FRAME ASSEMBLY.
RF-10 CONTINUOUS GUTTER. SEE ROOF PLAN AND NOTES. USE COPPER. ALT. DARK BROWN FACTORY COATED ALUM.
RF-11 METAL COPING COVER. SEE PARAPET DETAIL A2.3.
RF-12 2X RAFTER BEAM. SEE STRUCTURAL. STAIN AS PER OWNER/CONTRACTOR.
RF-13 STRUCTURAL WOOD BEAM. SEE STRUCTURAL.

OP: OPENINGS
OP-01 WINDOW OR DOOR UNIT. INSTALL PER MFR'S WRITTEN INSTRUCTIONS. RECESS MIN 2" FROM FACE OF WALL. SEE STRUCTURAL FOR BUCK ATTACHMENT AND DETAIL. SEE WATERPROOFING DETAIL. SEE FLOOR PLAN FOR FIXED UNIT LOCATIONS.
OP-02 SEE WINDOW/ DOOR DETAILS ON SHEET A6.1 FOR SPECIFIC HEAD, JAMB AND SILL DETAILS. SEE ELEVATIONS FOR LOCATIONS AND DIMENSION
OP-03 GARAGE DOOR - AS SELECTED BY OWNER. SEE GENERAL DOOR NOTES ON SHEET A6.1
OP-04 SCREEN DOOR / TRANSOM
OP-05 DOG DOOR / ACCESS
OP-06 GRILL VENT, TO EXTERIOR
OP-07 HVLS FAN VENT, TO EXTERIOR

WL: WALL ASSEMBLY
WL-01 EXTERIOR MASONRY ASSEMBLY: 8" NOMINAL REINFORCED CMU WALL - S.S.D.
WL-02 EXTERIOR FRAME ASSEMBLY: EXTERIOR FINISH SYSTEM OVER EXTERIOR GRADE PLYWOOD SHEATHING OR STRUCTURAL DENSGLASS ON WOOD FRAMING SYSTEM. PROVIDE MIN R-19 BATT INSUL. UNLESS NOTED OTHERWISE, S.S.D. *WHERE STRUCTURAL SPACING @ 16" O.C.(TYP. @ WALLS): USE MIN. 19/32" EXTERIOR GRADE SHEATHING *WHERE STRUCTURAL SPACING @ 24" O.C.(TYP. @ ROOFS): USE MIN. 23/32" EXTERIOR GRADE SHEATHING
WL-03 EXTERIOR FINISH: CEMENT PLASTER NOTE: PROVIDE EXPANSION JOINTS/ CONTROL JOINTS AT DISSIMILAR MATERIALS/ CHANGES IN CONSTRUCTION, SO THAT PANEL SIZES DO NOT EXCEED 240 SF AND AS REQUIRED BY FBCR AND ASTM C 1063. PROVIDE A CONT. STUCCO STOP @ MIN. 4" ABOVE EARTH (F/N GRADE) OR 2" ABV. PAVEMENT/CONC DECK. PROVIDE WEEP SCREEDS AT ALL REQUIRED LOCATIONS PER FBC R703.7.2.1 @ THE FOUNDATION PLATE LINE ON EXTERIOR STUD FRAMING IF APPLICABLE, AND ALL CURRENT INDUSTRY STANDARDS. MASONRY SUBSTRATE: MIN 1/2" CEMENT PLASTER ON CONCRETE MASONRY WALL. FINISH AS SELECTED BY OWNER. WOOD FRAME SUBSTRATE: MIN 7/8" STUCCO ON GALV. MTL. LATH ON TYPAR STUCCO WRAP ON EXTERIOR FRAME ASSEMBLY. SEE WL-02.
WL-04 EXTERIOR FINISH: STONE NOTE: INSTALL PER MFR'S WRITTEN INSTRUCTIONS, PER FBCR AND ALL APPLICABLE INDUSTRY STANDARDS. PROVIDE EXPANSION JOINTS AS REQ. DIRECT ADHERE PORCELAIN TILE, PER FBCR703.12 OVER GALV METAL LATH PER FBCR703.6.1 OVER WEATHER RESISTIVE BARRIER PER R703.6.3 AND SECTION 6.1 AND 6.3 OF TMS-402 ACI 530/ASCE 5.
WL-05 INTERIOR FINISH: DRYWALL. SEE SECTION/ ELEVATION TYPICAL NOTES. MASONRY SUBSTRATE: 1/2" DRYWALL INTERIOR WALL FINISH ON P.T. 2X FURRING STRIPS W/ 1" STYROFOAM PERMEABLE RADIANT BARRIER WITH MIN. R5.0 INSULATION VALUE. CONTINUE THE RADIANT BARRIER TO THE TOP OF THE MASONRY WALL BEYOND THE DRYWALL FINISH AND AS NEEDED TO CREATE A THERMAL ENVELOPE FOR CONDITIONED SPACES. HOLD DRYWALL 1/2" OFF FLOOR DECKING/SLAB. TYP. COORD. FURRING THICKNESS WITH FLOOR PLANS. WHERE ADDITIONAL THICKNESS IS SHOWN USE 2X STUDS W/ MIN 1/2" AIR GAP TO SEPARATE STUDS FROM CONCRETE SUBSTRATE. USE P.T. MEMBERS WHERE IN DIRECT CONTACT WITH CONCRETE SUBSTRATE. WOOD FRAME SUBSTRATE: 1/2" DRYWALL INTERIOR FINISH. HOLD DRYWALL 1/2" OFF FLOOR DECKING/SLAB.
WL-06 CONT. BOND BEAM. S.S.D.
WL-07 P.C. LINTEL - S.S.D.
WL-08 HEADER. S.S.D.
WL-09 PROVIDE JOINT AT DISSIMILAR MATERIALS PER FBCR.
WL-10 FRIEZE BOARD. 2X6 COMPOSITE WOOD (AZEK)
WL-11 INTERIOR FINISH: DRYWALL. SEE SECTION/ ELEVATION TYPICAL NOTES. MASONRY SUBSTRATE: 5/8" DRYWALL INTERIOR WALL FINISH ON P.T. FURRING STRIPS W/ PERMEABLE RADIANT BARRIER WITH MIN. R4.1 INSULATION VALUE. CONTINUE THE RADIANT BARRIER TO THE TOP OF THE MASONRY WALL BEYOND THE DRYWALL FINISH AND AS NEEDED TO CREATE A THERMAL ENVELOPE FOR CONDITIONED SPACES. HOLD DRYWALL 1/2" OFF FLOOR DECKING/SLAB. TYP. COORD. FURRING THICKNESS WITH FLOOR PLANS. WHERE ADDITIONAL THICKNESS IS SHOWN USE 2X STUDS W/ MIN 1/2" AIR GAP TO SEPARATE STUDS FROM CONCRETE SUBSTRATE. USE P.T. MEMBERS WHERE IN DIRECT CONTACT WITH CONCRETE SUBSTRATE. WOOD FRAME SUBSTRATE: 1/2" DRYWALL INTERIOR FINISH. HOLD DRYWALL 1/2" OFF FLOOR DECKING/SLAB.

FC: FLOOR/ CEILING ASSEMBLY
FC-01 FLOOR SYSTEM: MIN. 4" THICK REINFORCED CONCRETE SLAB ON CONTINUOUS 6 MIL VAPOR BARRIER ON CLEAN AND WELL COMPACTED TERMITE TREATED FILL. SSD. FLOOR FINISH - AS SELECTED BY OWNER.
FC-02 FOUNDATION AND FOOTING. MIN 16" BELOW GRADE. SSD.
FC-03 FLOOR SYSTEM: (1) LAYER 3/4" T&G PLYWOOD STURD-I-FLOOR DECKING GLUED AND SCREWED ON PRE-ENGINEERED FLOOR TRUSS SYSTEM OR SPECIFIED FLOOR MEMBERS. SSD. PROVIDE CONTINUOUS END BLOCKING. PROVIDE INSULATION FOR SOUND REDUCTION THROUGHOUT AT OWNERS OPTION. INSULATION IS REQUIRED ADJACENT TO NON-CONDITIONED SPACES SUCH AS THE GARAGE, VENTILATED ATTIC SPACES, AT EXTERIOR WALLS, AND AS NEEDED TO CREATE A THERMAL ENVELOPE FOR CONDITIONED SPACES. FLOOR FINISH - AS SELECTED BY OWNER.
FC-04 PT LEDGER AND HANGER. SSD.
FC-05 BEAM/GIRDER. SSD.
FC-06 CEILING FINISH: 5/8" C.D. GYP. BOARD.
FC-07 CEILING FINISH: MIN 7/8" STUCCO ON GALV. MTL. LATH ON TYPAR STUCCO WRAP ON EXTERIOR FRAME ASSEMBLY (SEE WL-02).
FC-08 COORD PASSAGE OF HVAC DUCT THROUGH TRUSS SYSTEM.
FC-09 POURED IN PLACE CONCRETE BALCONY. S.S.D. SLOPE TO DRAIN.
FC-10 1X_ TONGUE AND GROOVE COMPOSITE WOOD CEILING. COLOR AND TEXTURE TO BE SELECTED BY OWNER.

EF: EXTERIOR FEATURES
EF-01 DECORATIVE CHIMNEY CAP AND SPARK ARRESTER - AS SELECTED BY OWNER - INSTALL PER MFR'S WRITTEN INSTRUCTIONS AND FBC.
EF-02 FIBERGLASS REINFORCED PLASTIC (FRP) TRIM. SEE DETAIL.
EF-03 36" HIGH GLASS GUARD RAIL SYSTEM- AS SELECTED BY OWNER. SEE ELEVATION / SECTION TYPICAL NOTES, THIS SHEET.
EF-04 STRUCTURAL WOOD POST. SEE STRUCTURAL DRAWINGS.
EF-05 DECORATIVE WOOD RAFTER. SEE DETAIL.
EF-06 EXTERIOR LIGHT FIXTURE - AS SELECTED BY OWNER
EF-07 DECORATIVE SHUTTER - AS SELECTED BY OWNER
EF-08 DECORATIVE BRACKET - HARDIEBOARD - AS SELECTED BY OWNER
EF-09 OUTDOOR PLUMBING FIXTURE, SHOWER - VERIFY LOCATION - AS SELECTED BY OWNER
EF-10 DECORATIVE CLAY TUBE STYLE VENTS. COLOR PER CONTRACTOR/OWNER.

DATE	MARK	REMARK

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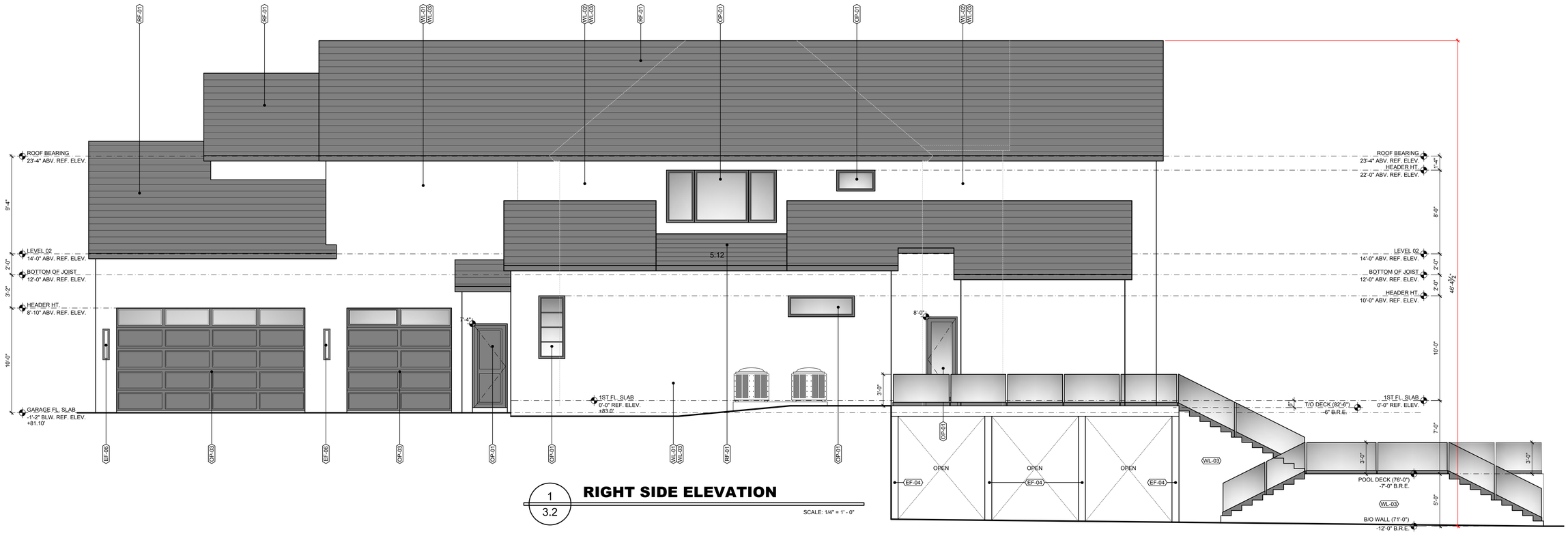
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1
3.2

RIGHT SIDE ELEVATION

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



2
3.2

LEFT SIDE ELEVATION

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

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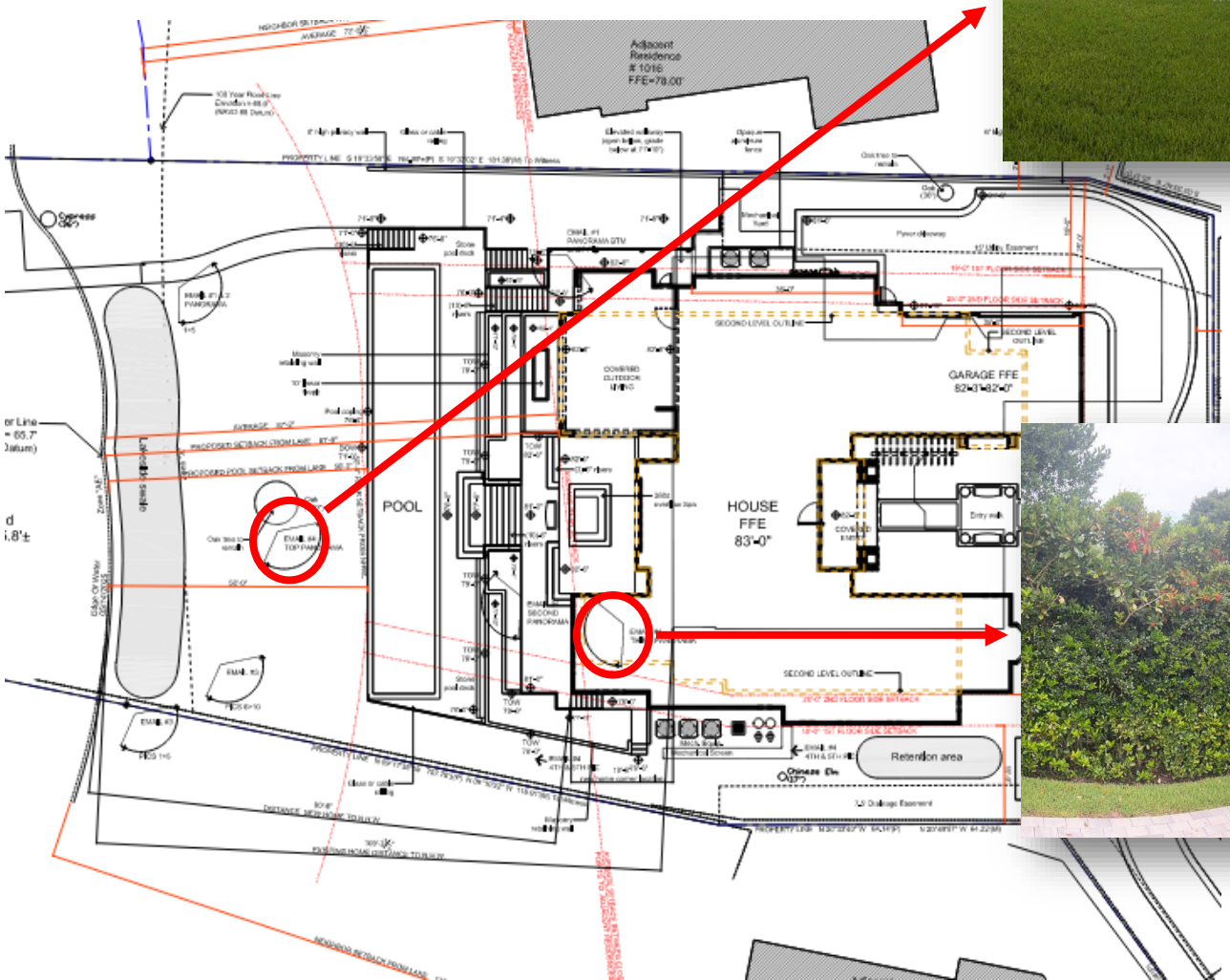
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Two-story hedge between subject and SW neighbor from existing oak



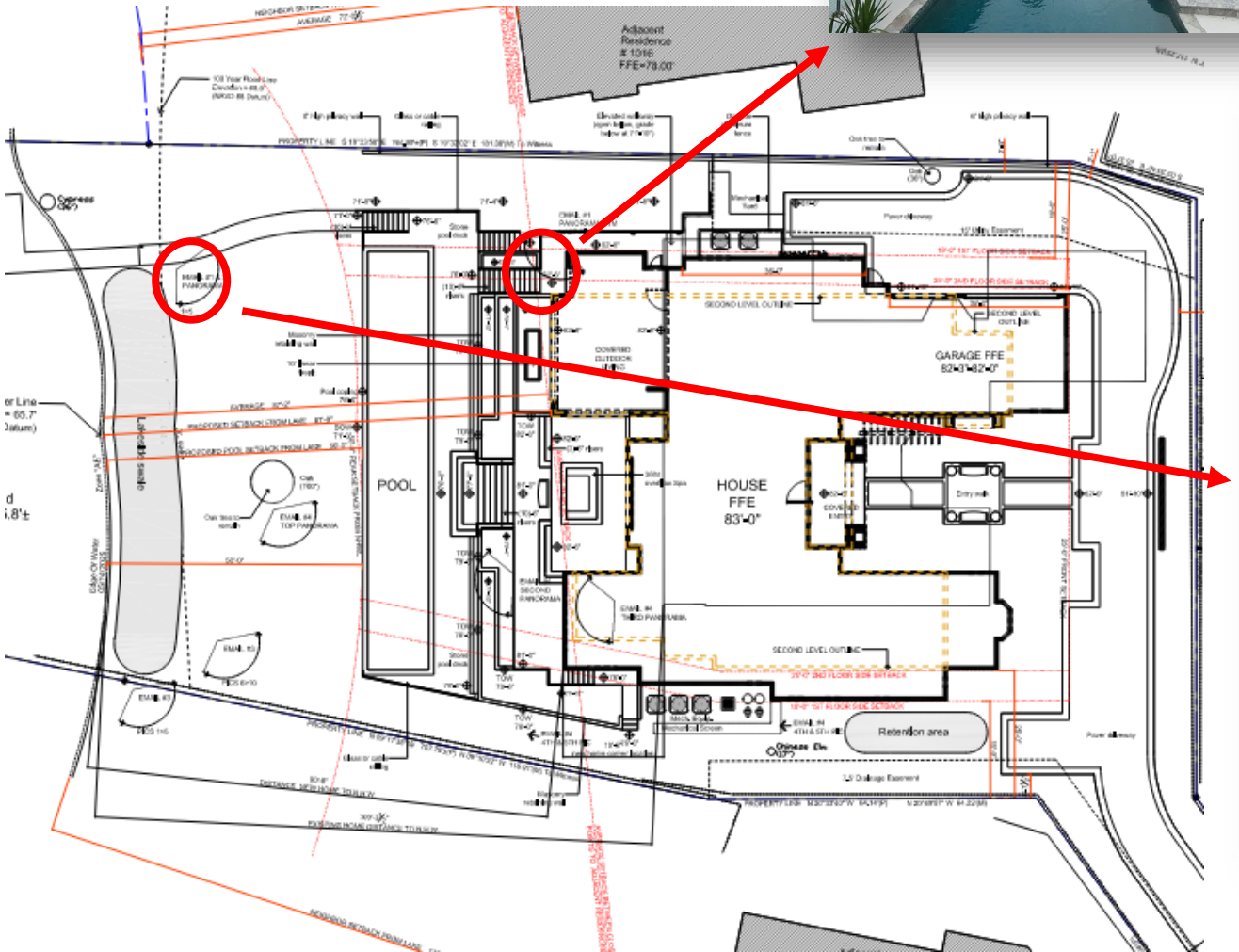




Two-story hedge between subject and SW neighbor from proposed structure

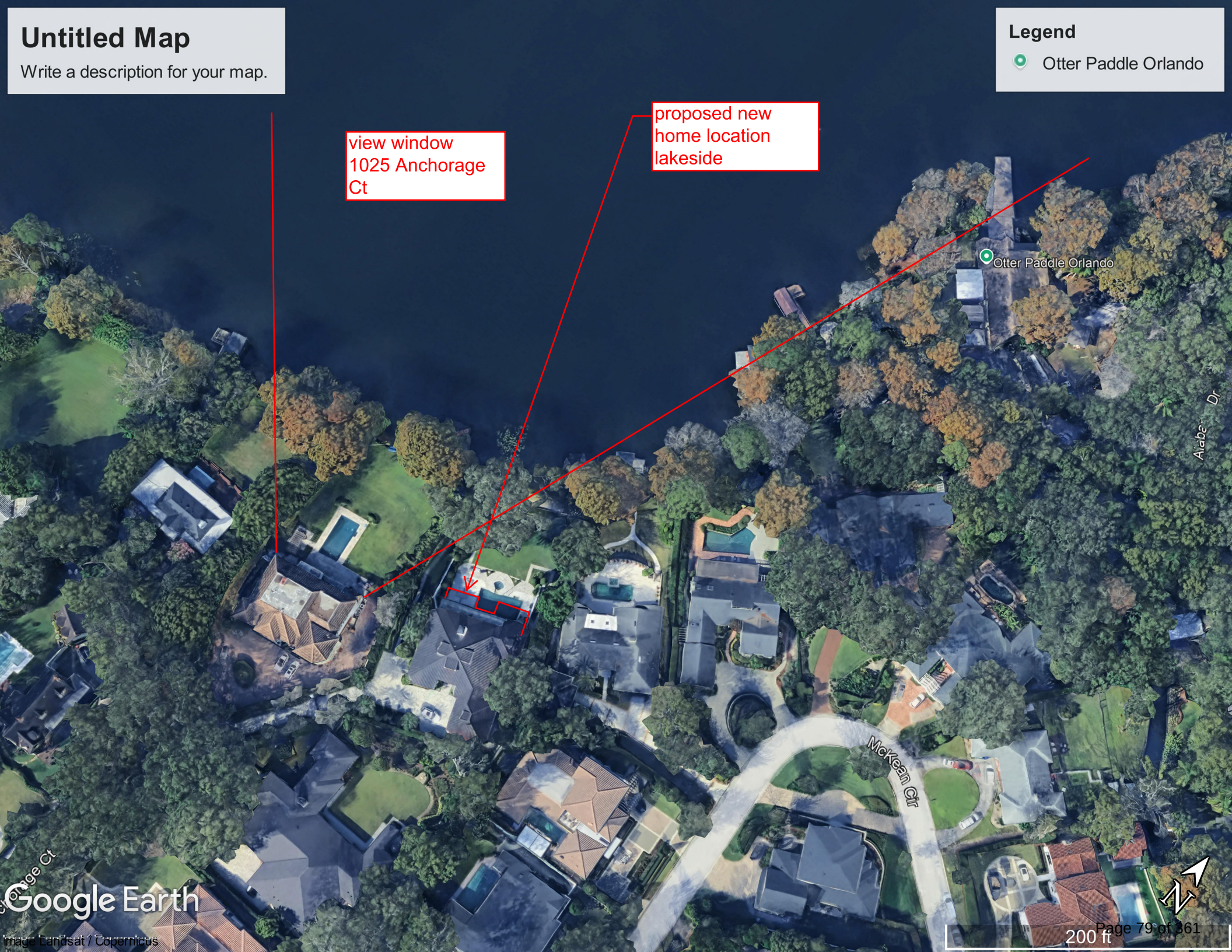
View of both existing vegetative buffers







View of southern property line and existing oak tree from corner of the property


Untitled Map
Write a description for your map.
Legend
Otter Paddle Orlando
view window
1025 Anchorage
Ct
proposed new
home location
lakeside
Otter Paddle Orlando
McKean Cir
Google Earth
Image Landsat / Copernicus
200 ft

Planning & Zoning Board

agenda item 4.e

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

meeting date
August 4, 2026

prepared by
Nicholas Lewis, Planner II

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-12. Request of Christopher Salhab with Valdara Custom Homes for approval to construct a new, two-story, 6,989 square-foot, single-family home located at 641 Virginia Drive on Lake Virginia, zoned R-1AAA.

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

1) That the two trees being removed are fully mitigated through the City's Tree Removal Permit program.

background
The applicant, Christopher Salhab, with Valdara Custom Homes, is requesting approval to construct a new, two-story, 6,989 square-foot home located at 641 Virginia Drive on Lake Virginia. The property is zoned R-1AAA, and the unsubmerged portion of the property is 20,240 square feet in size. The proposed impervious lot coverage of 10,076 square feet is 49% of the total lot, which is under the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet is 35% of the lot area, or 5,000 square feet, whichever is greater. The applicant's proposal is 6,989 square feet, which is under the maximum 7,084 square feet, meeting this requirement.

Lakefront Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that existing trees shall be preserved to the degree reasonably possible. There are four specimen trees on the property, including two crepe myrtles within the building pad, a 16-inch caliper oak, and a 10-inch caliper tabebuia. The applicant is requesting to remove the two crepe myrtles but has designed the driveways around the other two trees. Staff is proposing a condition that the two trees being removed are fully mitigated through the City's Tree Removal Permit program.

Views from the Lake

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in excess of three feet in height. This plan complies with that provision. The applicant has terraced the pool deck to ensure that the three-foot height requirement is met.

Traditional Views of Neighbors

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

The required lakefront setback is made up of the average of the two waterfront structures neighboring the subject property. In this instance, the average of the two neighbors is 113.5 feet. Most of the proposed structure meets this average. The proposal includes a portion in the middle of the structure that slightly encroaches into this average. This central portion, proposed at 107 feet, 10 inches, is located in a manner that does not impact either traditional view of the neighbors.

Stormwater Retention

The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicants are proposing a large swale area along the lakefront and multiple other swales throughout the property to meet this requirement.

Summary

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

alternatives | other considerations

fiscal impact

attachments

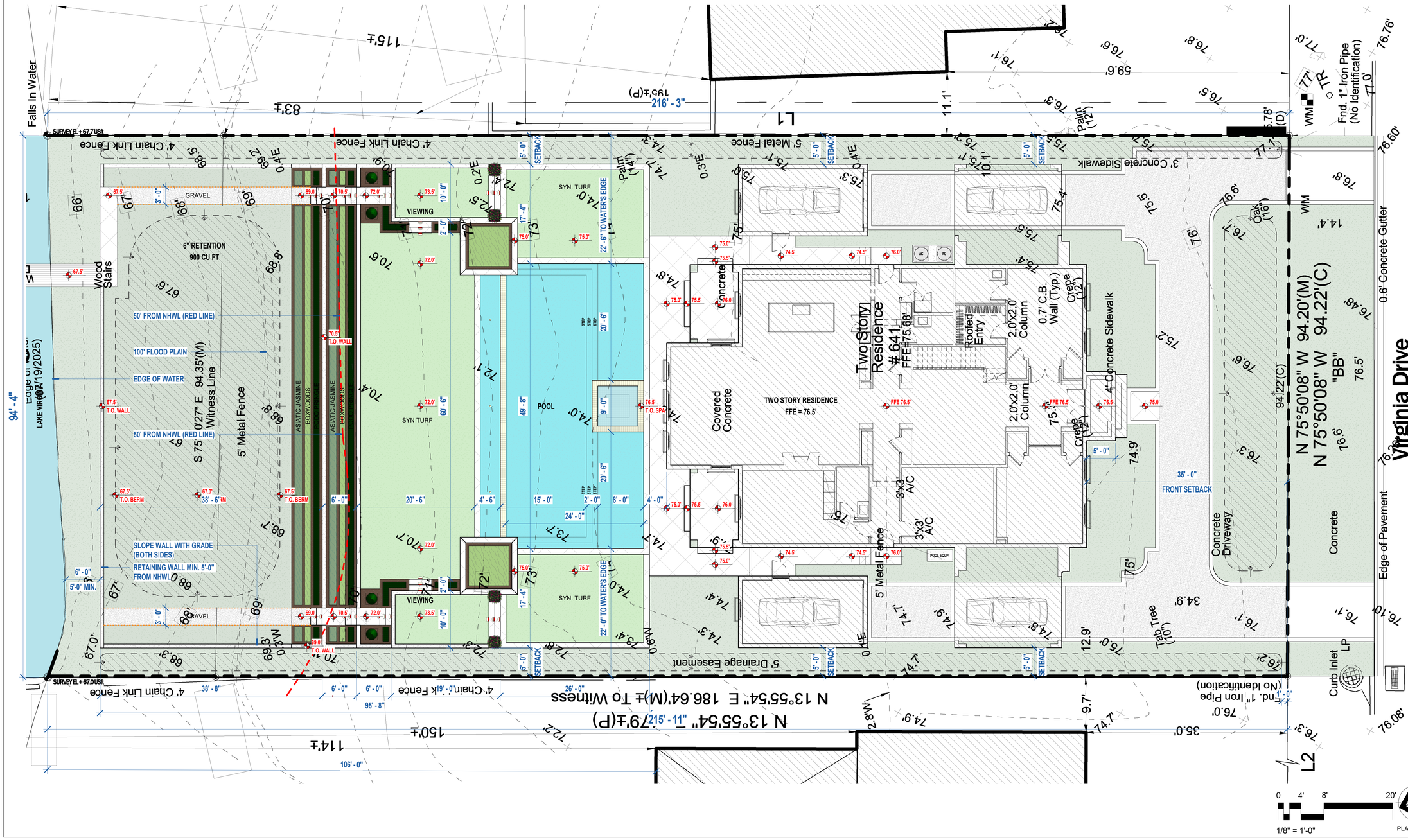
1. 641 Virginia Drive - Maps
2. 641 Virginia Dr - Rendering
3. 641 Virginia Dr - Survey and Site Plan

4. 641 Virginia Dr - Plan Set


Lake
Virginia
Winter Park
Virginia Dr
Laurel Rd
Winchester Dr
E Lake Sue Ave
N


Lake Virginia
Orange County
Winter Park
VIRGINIA DR
WINCHESTER DR





WT design
LANDSCAPE DESIGN - BUILD
(407) 450-0945
wvereb@outlook.com

641 Virginia Dr,
Winter Park, FL

VALDARA CUSTOM HOMES

No.	Description	Date

Valdara Custom Homes

LANDSCAPE PLAN

Date	7/10/26
Drawn By	WT
Checked By	WT
	1
Scale	1/8" = 1'-0"

7/10/2026 2:11:39 PM

LEGAL DESCRIPTION:
LOT 5, LESS THE EASTERLY 5.78 FEET THEREOF, BLOCK A, TIMBERLANE SHORE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK V, PAGE 45 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA

PROPERTY DESCRIPTION:
TIMBERLANE SHORES V/45 LOT 5 (LESS ELY 5.78 FT) BLK A

SITE INFO:

PROPERTY ADDRESS: 641 VIRGINIA DR	
TOTAL LOT AREA:	**20,240 SF**
ZONING:	WP-R-1AAA

IMPERVIOUS AREAS:

RESIDENCE:	4,786 SF
DRIVEWAY:	320 SF
POOL, POOL DECK, TERRACE WALLS:	4,940 SF
EQUIPMENT:	30 SF
TOTAL PROPOSED IMPERVIOUS AREA:	**10,076 SF (.49%)**
TOTAL IMPERVIOUS ALLOWED:	**10,120 SF (.50%)**

STORMWATER RETENTION:

TOTAL IMPERVIOUS PROPOSED:	10,032 SF x 0.083333
TOTAL RETENTION REQUIRED:	843 CF
TOTAL RETENTION PROPOSED:	**900 CF**

FIRST 50'-0" ISR:
FIRST 50'-0" = 4,639 SF
4,639 x 5% = 232 SF MAX ALLOWED
221 SF PROPOSED

FRONT YARD LANDSCAPE:

FRONT YARD AREA:	3,305 SF
MIN. LANDSCAPE COVERAGE:	1,653 (50%)
PROPOSED LANDSCAPE COVERAGE:	1,754 SF (53%)

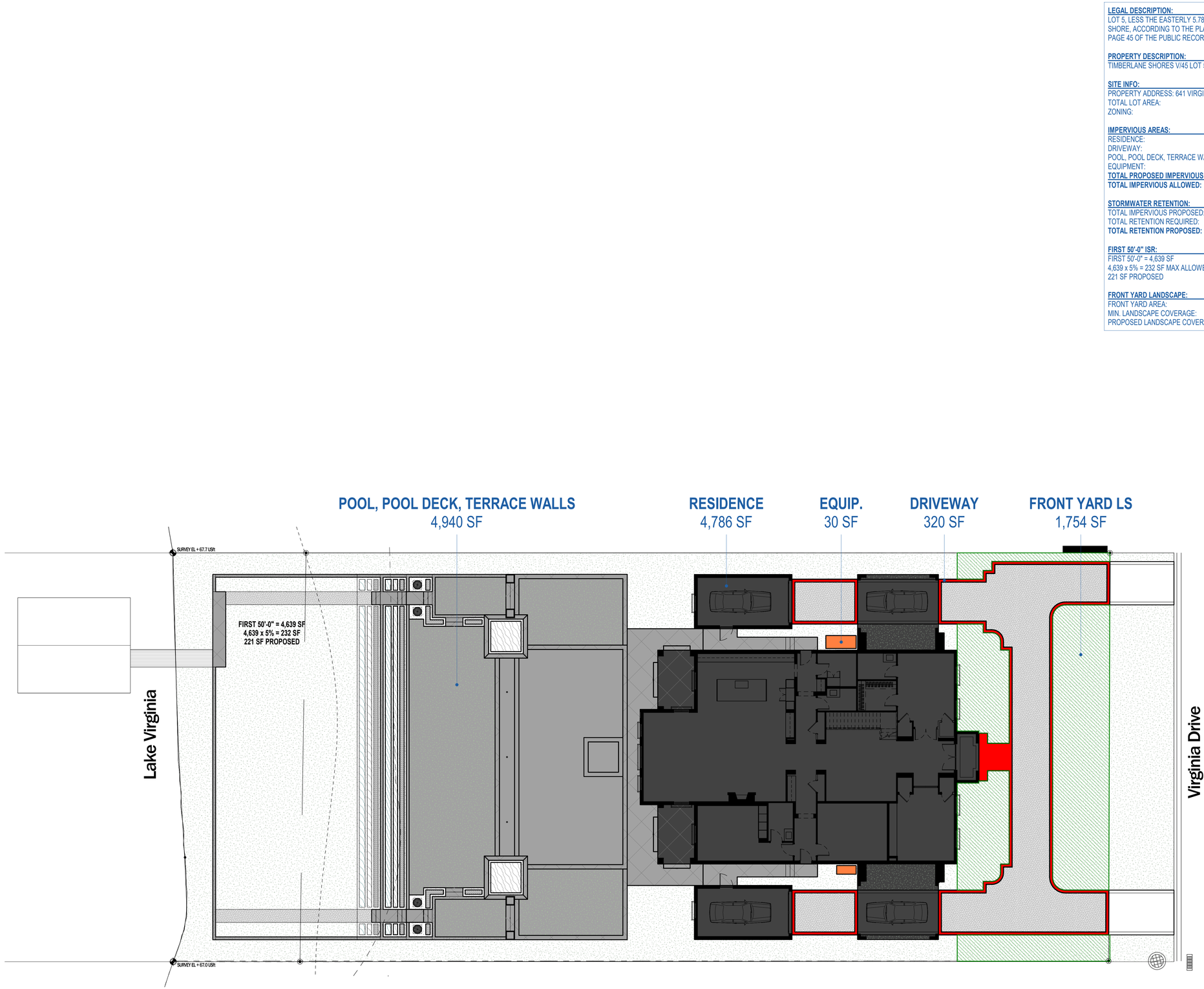
POOL, POOL DECK, TERRACE WALLS
4,940 SF

RESIDENCE
4,786 SF

EQUIP.
30 SF

DRIVEWAY
320 SF

FRONT YARD LS
1,754 SF



1 ISR PLAN
3/32" = 1'-0"

0 2' 4' 8' 16' 32'
3/32" = 1'-0"
PLAN NORTH

WT design
LANDSCAPE DESIGN - BUILD
(407) 450-0945
wvereb@outlook.com

641 Virginia Dr,
Winter Park, FL

VALDARA
CUSTOM HOMES

No.	Description	Date

Valdara Custom Homes

ISR CALCS

Date	7/10/26
Drawn By	WT
Checked By	WT
	2
Scale	As indicated

7/10/2026 2:11:49 PM

Boundary Survey

Legal Description:

LOT 5, LESS THE EASTERLY 5.78 FEET THEREOF, BLOCK A, TIMBERLANE SHORE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK V, PAGE 45 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA

Flood Disclaimer:
BY PERFORMING A SEARCH WITH THE LOCAL GOVERNING MUNICIPALITY OR WWW.FEMA.GOV, THE PROPERTY APPEARS TO BE LOCATED IN ZONE X500, AE, X. THIS PROPERTY WAS FOUND IN CITY OF WINTER PARK, COMMUNITY NUMBER 120188, DATED 2014-03-07.

CERTIFIED TO:
CHRISTOPHER P. SALHAB AND AIDA MAE SALHAB; INNOVATIVE TITLE SERVICES, LLC ; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY; CHANGE HOME MORTGAGE, ITS SUCCESSORS AND/OR ASSIGNS

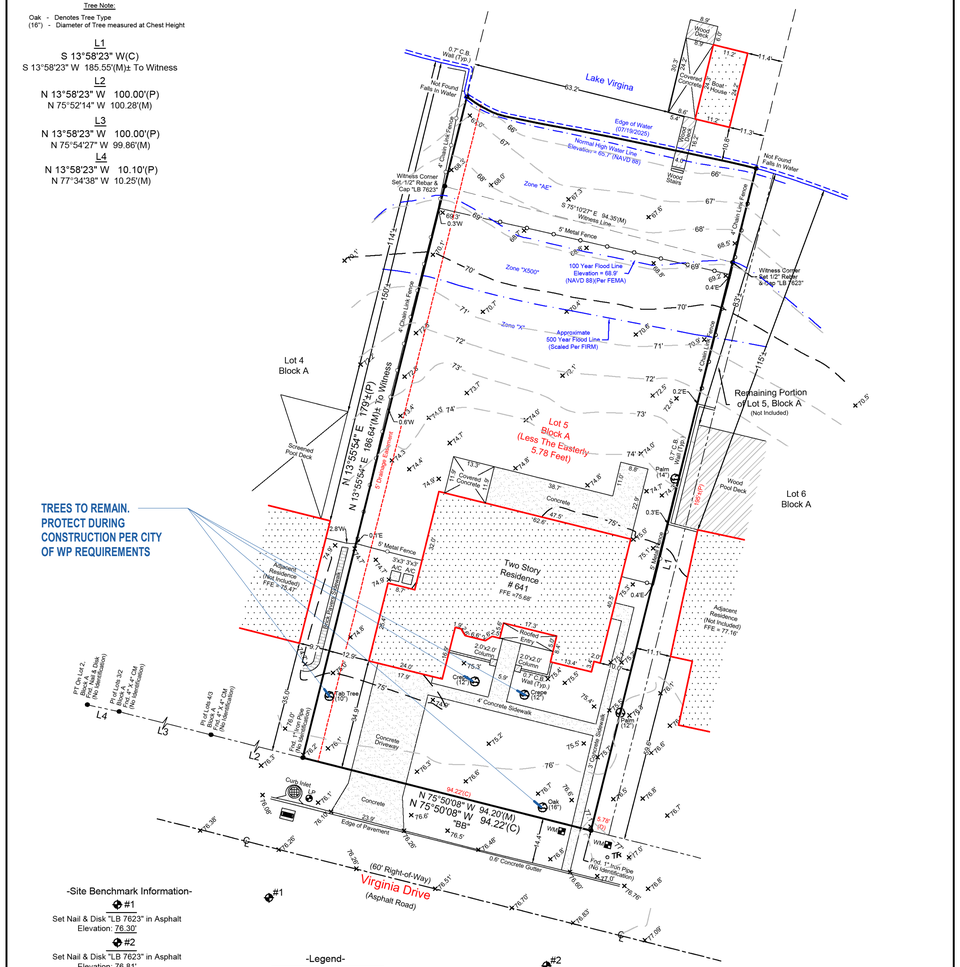
Tree Note:
Oak - Denotes Tree Type
(16") - Diameter of Tree measured at Chest Height

L1
S 13°58'23" W(C)
S 13°58'23" W 185.55'(M)± To Witness

L2
N 13°58'23" W 100.00'(P)
N 75°52'14" W 100.28'(M)

L3
N 13°58'23" W 100.00'(P)
N 75°54'27" W 99.66'(M)

L4
N 13°58'23" W 10.10'(P)
N 77°34'38" W 10.25'(M)



-Site Benchmark Information-

#1
Set Nail & Disk "LB 7623" in Asphalt
Elevation: 76.30'

#2
Set Nail & Disk "LB 7623" in Asphalt
Elevation: 76.81'

-Benchmark Information-
Florida Department of Transportation Datum
(Elevations are based upon NAVD 88 Datum)

-Legend-
- TELEPHONE RISER
- SANITARY MANHOLE
- DRAIN INLET

Revision: Adjusted Building Dimensions - 06/23/26 - AWW
Revision: Added Contours - 06/16/26 - AWW
Revision: Added Ties - 09/02/25 - AWW

Field Date: 07/19/25	Date Completed: 07/21/25
Drawn By: SMT	File Number: IS-144673

-Legend-

C	- Calculated	PC	- Point of Curvature
℄	- Centerline	Pg	- Page
CB	- Concrete Block	PI	- Point of Intersection
CM	- Concrete Monument	P.O.B.	- Point of Beginning
Conc.	- Concrete	P.O.L.	- Point on Line
D	- Description	PP	- Power Pole
DE	- Drainage Easement	PRM	- Permanent Reference Monument
Esmt.	- Easement		
F.E.M.A.	- Federal Emergency Management Agency	PT	- Point of Tangency
		R	- Radius
FFE	- Finished Floor Elevation	Rad.	- Radial
Fnd.	- Found	R&C	- Rebar & Cap
IP	- Iron Pipe	Rec.	- Recovered
L	- Length (Arc)	Rfd.	- Roofed
M	- Measured	Set	- Set ½" Rebar & Cap "LB 7623"
N&D	- Nail & Disk		
N.R.	- Non-Radial	Typ.	- Typical
ORB	- Official Records Book	UE	- Utility Easement
P	- Plat	WM	- Water Meter
P.B.	- Plat Book	Δ	- Delta (Central Angle)
-O-	- Wood Fence	-○-	- Chain Link Fence

-Notes-
>Survey is Based upon the Legal Description Supplied by Client.
>Abutting Properties Deeds have NOT been Researched for Gaps, Overlaps and/or Hiatus.
>Subject to any Easements and/or Restrictions of Record.
>Bearing Basis shown hereon, is Assumed and Based upon the Line Denoted with a "BB".
>Building Ties are NOT to be used to reconstruct Property Lines.
>Fence Ownership is NOT determined.
>Roof Overhangs, Underground Utilities and/or Footers have NOT been located UNLESS otherwise noted.
>Septic Tanks and/or Drainfield locations are approximate and MUST be verified by appropriate Utility Location Companies.
>Use of This Survey for Purposes other than Intended, Without Written Verification, Will be at the User's Sole Risk and Without Liability to the Surveyor. Nothing Hereon shall be Construed to give ANY Rights or Benefits to Anyone Other than those Certified.
>Flood Zone Determination Shown Heron is Given as a Courtesy, and is Subject to Final Approval by F.E.M.A. This Determination may be affected by Flood Factors and/or other information NEITHER known by NOR given to this Surveying Company at the time of this Endeavor Ireland & Associates Surveying Inc. and the signing surveyor assume NO Liability for the Accuracy of this Determination.

I hereby Certify that this Boundary Survey of the above Described Property is True and Correct to the Best of my Knowledge and Belief as recently Surveyed under my Direction on the Date Shown, Based on Information Furnished to Me as Noted and Conforms to the Standard of Practice for Land Surveying in the State of Florida in accordance with Chapter 5J-17.052 Florida Administrative Codes, Pursuant to Section 472.027 Florida Statutes.

Patrick K. Ireland PSM 6637 LB 7623
This Survey is intended ONLY for the use of Said Certified Parties.
This Survey NOT VALID UNLESS Signed and Embossed with Surveyor's Seal.

Ireland & Associates Surveying, Inc.
800 Currency Circle Suite 1020
Lake Mary, Florida 32746
www.irelandsurveying.com
Office-407.678.3366 Fax-407.320.8165

N
W E
S

Graphic Scale
0' 15' 30' 60'
Scale: 1"=30'

WT design
LANDSCAPE DESIGN - BUILD
(407) 450-0945
wvereb@outlook.com

641 Virginia Dr,
Winter Park, FL

VALDARA CUSTOM HOMES

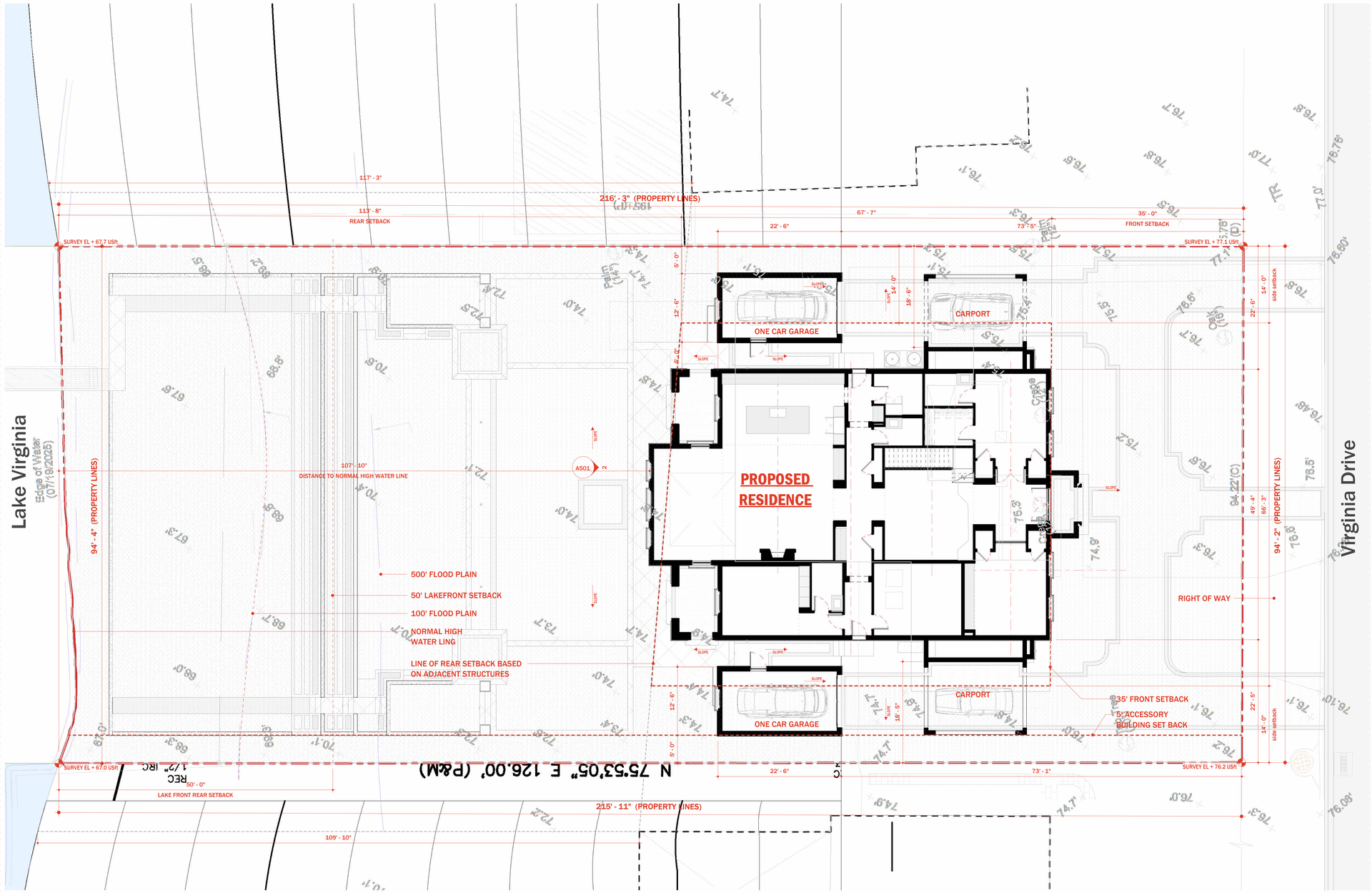
No.	Description	Date

Valdara Custom Homes

EXISTING SURVEY

Date	7/10/26
Drawn By	WT
Checked By	WT
	3
Scale	1 1/2" = 1'-0"

7/10/2026 2:11:50 PM



1 **architectural site plan**

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

0 4' 8' 16' 24'

1/8" = 1'-0"

zoning requirements

SITE INFORMATION	
PROJECT NAME	VIRGINIA RESIDENCE
PROJECT ADDRESS	641 VIRGINIA STREET
EXISTING ZONING	R-1AA

SITE SETBACKS	REQUIRED	PROPOSED
FRONT	35'	35' - 0"
REAR (FIRST)	113'	107' - 10"
REAR (SECOND)	113'	107' - 10"
LEFT SIDE (FIRST)	14'	18' - 6"
LEFT SIDE (SECOND)	19'	19' - 0"
RIGHT SIDE (FIRST)	14'	18' - 6"
RIGHT SIDE (SECOND)	19'	19' - 0"

BUILDING HEIGHT	
ALLOWED	35' - 0"
PROPOSED	34' - 10"

FAR CALCULATIONS	
LOT AREA	20240.00 ft²
FAR ALLOWED	7084.00 ft² (35%)
FAR PROPOSED	6989.00 ft²

area tabulations

AREA CONDITIONED

NAME	TYPE	SQFT
primary floor	CONDITIONED	3261.06 ft²
second floor	CONDITIONED	2964.26 ft²
TOTAL		6225.31 ft²

AREA NON-CONDITIONED

NAME	TYPE	SQFT
front porch	NON-CONDITIONED	60.00 ft²
balcony	NON-CONDITIONED	171.40 ft²
balcony	NON-CONDITIONED	171.40 ft²
rear porch	NON-CONDITIONED	122.43 ft²
rear porch	NON-CONDITIONED	115.60 ft²
carport	NON-CONDITIONED	248.11 ft²
carport	NON-CONDITIONED	248.11 ft²
TOTAL		1137.06 ft²

AREA GARAGE

NAME	TYPE	SQFT
one-car garage	GARAGE	281.53 ft²
one-car garage	GARAGE	281.53 ft²
TOTAL		563.05 ft²

AREA FAR

NAME	TYPE	SQFT
primary floor	CONDITIONED	3261.06 ft²
second floor	CONDITIONED	2964.26 ft²
one-car garage	GARAGE	281.53 ft²
one-car garage	GARAGE	281.53 ft²
stair atrium (minus dropped ceiling)	VOLUME	197.96 ft²
TOTAL		6986.33 ft²

AREA TOTAL CONSTRUCTION

NAME	TYPE	SQFT
primary floor	CONDITIONED	3261.06 ft²
second floor	CONDITIONED	2964.26 ft²
one-car garage	GARAGE	281.53 ft²
one-car garage	GARAGE	281.53 ft²
balcony	NON-CONDITIONED	171.40 ft²
balcony	NON-CONDITIONED	171.40 ft²
carport	NON-CONDITIONED	248.11 ft²
carport	NON-CONDITIONED	248.11 ft²
front porch	NON-CONDITIONED	60.00 ft²
rear porch	NON-CONDITIONED	122.43 ft²
rear porch	NON-CONDITIONED	115.60 ft²
TOTAL		7925.42 ft²

FRONT YARD IMPERVIOUS

CALCULATIONS	
AREA	3144 sqft
ALLOWED	1572 sqft
PROPOSED	1571 sqft

ARCHITECT
winter park design

ENGINEER
alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
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ORLANDO FL, 32884
PHONE: (407)421-4866

SEAL

the VIRGINIA RESIDENCE

641 Virginia Drive Winter Park, florida

Revisions

Issue Date	07.15.26
Project Status	SCHEMATIC DESIGN
Project Designer	MCJ
Project Drafter	MCJ

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SITE PLAN

A101

Sheet No.

©2023



1 **presentation plan**

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

0 2' 4' 8' 12'

1/4" = 1'-0"

DESIGN LOG

2025.10.15

General
- 5,000sqft AC
- Garage and porte cochere on either side of the house. It would be great if 1 or both garages could be tandem. +/- 40' deep
- 5 bed/ 5.5 bath
  - All bedrooms to have private bath
- Elevator
- Possibly double height grand room
- Ceiling Height:
  - 10'8" or 11'4" 1st floor
  - 10' second floor

Downstairs:
- Master w/ dedicated laundry
- office
- Space for Grand Piano

Upstairs:
- 4 bedrooms
- Laundry

3rd floor in trusses:
- Bonus room with great lake views?

2025.10.24
- maximize FAR
- move master upstairs
- two guest rooms downstairs
  - on suite bath/closet
- Flex space downstairs with lake views
- powder/pool bath
- slide house past garages
- replace coat with elevator
- remove closet from office
- reconfigure space behind kitchen to be one back kitchen
- laundry upstairs
- second stair to attic
- spiral stair to roof terrace
- dormers to provide views in attic space
- two story master closet (or 1.5)
- Piano under stair
- relocate dining off kitchen (L shape combo)
- wet bar off gathering or foyer
- configure driveway around existing oak
- curved stair
  - flip stair and office to put master on right side
- balconies off lakeside bedrooms
- remove bay at Porte Cochere if possible.
- remove drop-off

2025.11.23

Ceiling Heights:
- 1st floor - 10'8" w/ 8" recesses where called out by interior designer
- 32" floor system(could be smaller if we can still get the recesses in the ceiling and shower floors)
- 2nd floor – 10' w/ 8" recesses where called out by interior designer

1st floor:
- Garage ceiling heights/depth. Can we stack cars?
- Need some sort of mud room on both sides of home
- Bed 1
  - closet – move door to right side
  - larger front window
- piano fit in the center of the stair atrium
- Office
  - Remove side window – larger front window
  - Remove closet and bathroom. Dedicate that space to bedroom 3 to make that more of a 1st floor suite. Move headboard to side wall. Larger closet
- Bump out back wall of great room and locate dining room
  - With this move we can have a 12' x 21' lanai off the kitchen with a 12'x 21' balcony off the master and remove the cabana?
- Change dining room to fitness/flex w/ space for cold plunge
- Powder room need to reconfigure door location
- Convert the storage space by the powder to a bar facing the great room
- How can we make the kitchen more grand? Remove back kitchen? Double island? More counter tops/more storage?
- Add back Porto cohere to both sides

2nd floor:
- Need 2 bedrooms for the 2 kids
  - Flex/media changes to bed 3
  - More glass on lake side
  - Incorporate closet and bath
- Bed 4
  - Increase size or bedroom and front window
- Bath 4 to have a tub
- Access attic stair from common space
- Angles of stair atrium
  - Consistent/symmetrical
- Master bed
  - Remove/his/safe
  - More glass on lake side
- How can we make the shower more impactful?
  - Swap shower and tub locations?
- Laundry in master closet
- Make second floor walkway parallel to stair atrium
-

3rd floor:
- Add ½ bath
- Roof top
- Add large rooftop terrace. 14/12+- roof pitch w/ parapet

2025.11.23

First Floor
- Increase closet size in bedroom 2. See attached pic. I really like this concept and am open to incorporating it into multiple rooms if needed. In bed 2 maybe it could go on the wall adjacent to the exercise room.
- Entrance to exercise room through hidden door
- When entering the home from the right garage, need mud room. Maybe steel some space from the pantry if needed.

Second Floor
- We like the idea of having a media room. Working off that floor plan, combine the media room and "hers" closet into one large media room. Replace wellness with her closet.
- Id still like to rework the master bath to make the shower much more *grand*. We don't need a terrace off the bathroom. Maybe that space can somehow be used to reconfigure shower/tub. If there was a way to have a his/hers vanity back to back in the bathroom id really like that as well. We have it in our current home and its been a huge talking point for prospective buyers. Pic Attached.
- We are concerned with the size of bed 3 and 4. We are okay removing the loft. What if the laundry room moved to the center of the loft and bed 3 and bed 4 closets move left and right of the laundry. Maybe that allows you to reconfigure the bath 3 and 4 to give more space in the rooms around the bed.

Third floor
- I'm open to the walk out balcony off the attic.
- Relocate stairs to be less obtrusive to that space.

Roof Top:
- Revisit once elevations are in development

ARCHITECT

WINTER PARK DESIGN

ENGINEER

alba ENGINEERING
C.A. #30556
DANIEL SOUTER, P.E.
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PHONE: (407)421-4866

SEAL

the VIRGINIA RESIDENCE

641 Virginia Drive Winter Park, florida

Revisions

Issue Date	07.15.26
Project Status	SCHEMATIC DESIGN
Project Designer	MCJ
Project Drafter	JR

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PRESENTATION PLAN

A201

Sheet No.

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1 presentation plan - level 2

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

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

ENGINEER

alba ENGINEERING
C.A. #30556

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SEAL

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641 Virginia Drive Winter Park, florida

Revisions

Issue Date 07.15.26

Project Status SCHEMATIC DESIGN
Project Designer MCJ
Project Drafter JR

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PRESENTATION PLAN

A204

Sheet No. 03023



1 front elevation

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



2 rear elevation

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

0 2' 4' 8' 12'

1/4" = 1'-0"

ARCHITECT

WINTER PARK DESIGN

ENGINEER

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SEAL

VIRGINIA RESIDENCE

the 641 Virginia Drive Winter Park, florida

Revisions

Issue Date	07.15.26
Project Status	SCHEMATIC DESIGN
Project Designer	MCJ
Project Drafter	MCJ

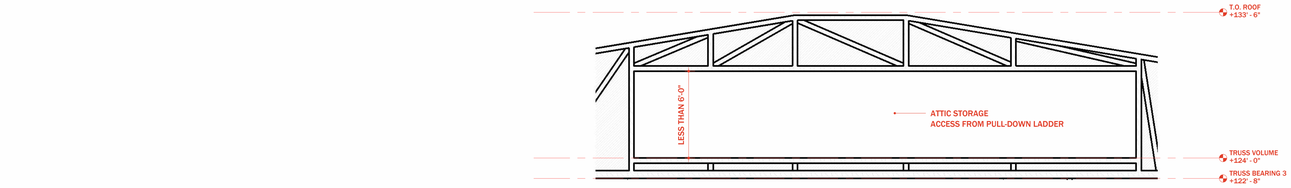
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EXTERIOR ELEVATIONS

A501

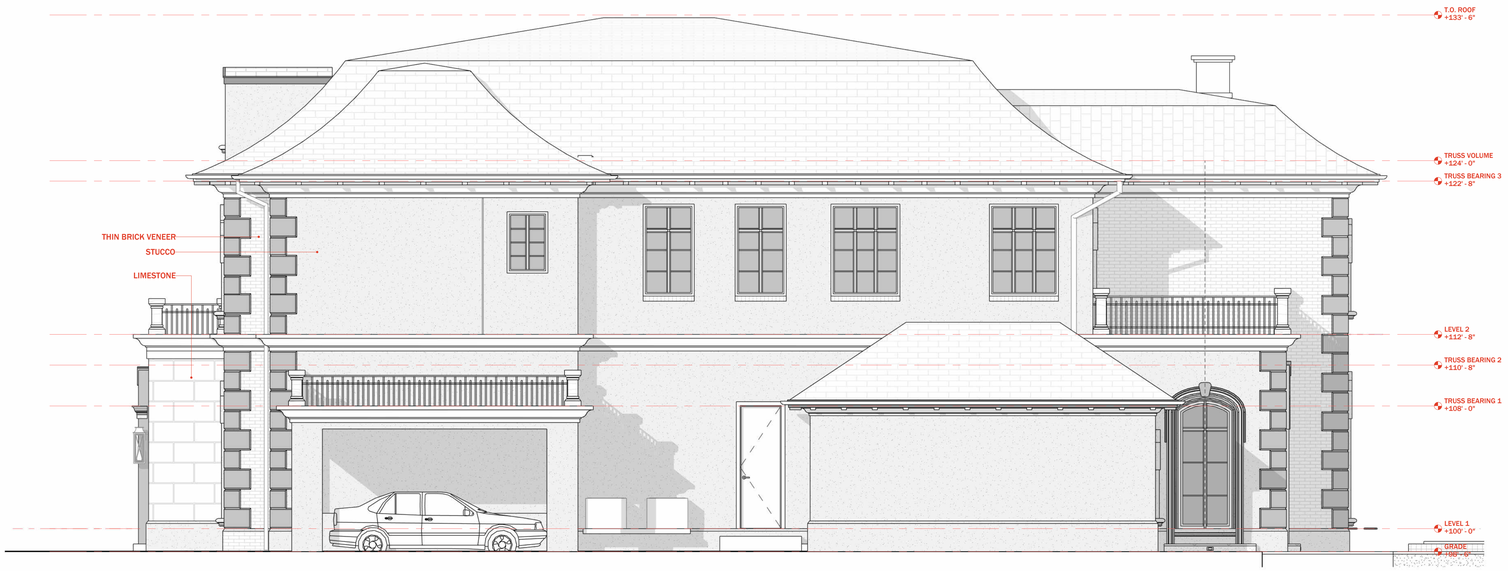
Sheet No.

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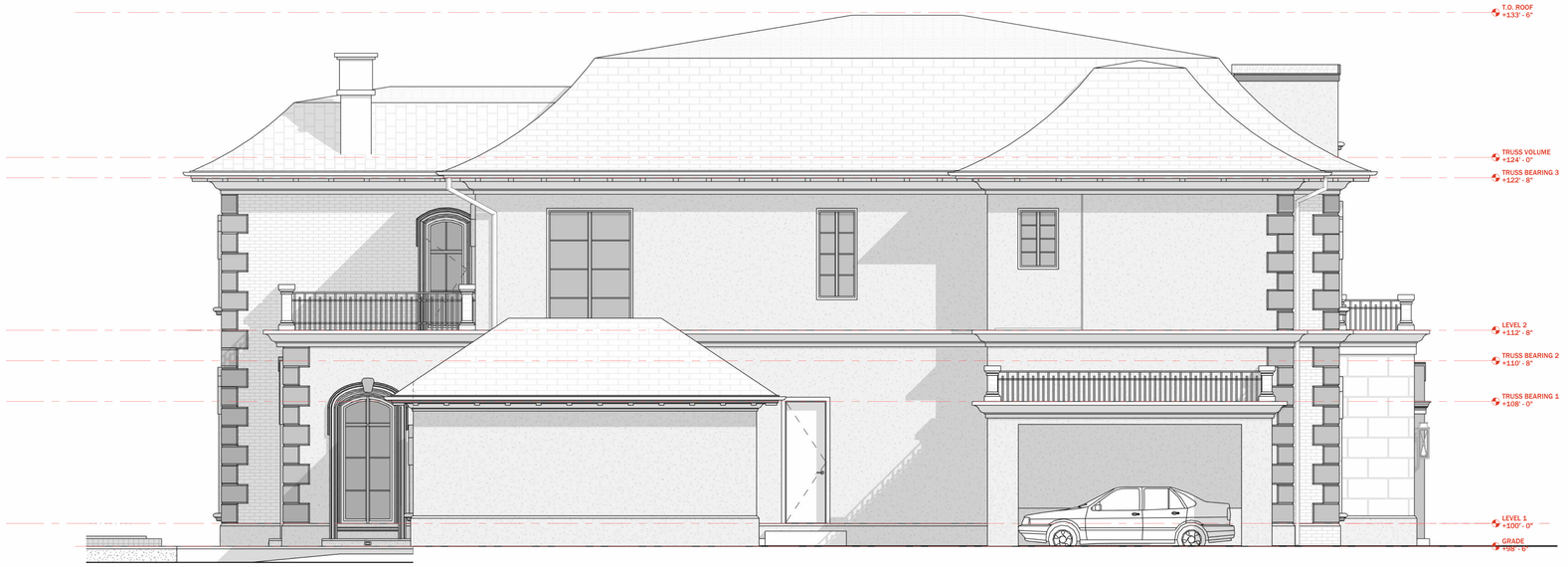
3 attic storage section

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



2 right elevation

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



1 left elevation

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

ARCHITECT
WINTER PARK DESIGN

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SEAL

VIRGINIA RESIDENCE

the 641 Virginia Drive Winter Park, florida

Revisions

Issue Date	07.15.26
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EXTERIOR ELEVATIONS

A502

Sheet No.

©2023

Planning & Zoning Board

agenda item 4.f

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

meeting date
August 4, 2026

prepared by
Nicholas Lewis, Planner II

approved by
Allison McGillis, Director of Planning and Zoning

subject
SPR #26-13. Request of David Konkol with Konkol Custom Homes & Remodeling, LLC for approval to construct a new, two-story, 6,775 square-foot, single-family home located at 643 Balmoral Road on Lake Berry, zoned R-1AAA.

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

1) That the four trees being removed are fully mitigated through the City's Tree Removal Permit program.

background
The applicant, David Konkol with Konkol Custom Homes & Remodeling, LLC, is requesting approval to construct a new, two-story, 6,775 square-foot home located at 643 Balmoral Road on Lake Berry. The property is zoned R-1AAA, and the unsubmerged portion of the property is 20,264 square feet in size. The proposed impervious coverage of 8,377 square feet is under the maximum 50% as the code allows. The maximum Floor Area Ratio (FAR) for properties over 12,500 square feet in size is 35% of the lot area, or 5,000 square feet, whichever is greater. The applicant's proposal is 6,775 square feet, which is under the maximum 7,092 square feet, meeting this requirement.

The property sits undeveloped. The required front setback would therefore be 20% of the average lot depth, which is 41 feet in this case. The applicant is proposing a front setback of 32 feet, matching the neighbor, which is more in line with the prevailing front setback pattern along the Balmoral Road lakefront properties.

Lakefront Review Criteria:

Tree Preservation

The purpose and intent of the lakefront lots section of the code states that the existing trees

shall be preserved to the degree reasonably possible. Urban Forestry assessed the lot, identifying eight protected species on the property in addition to a variety of unprotected species such as camphors, palms, and other understory trees. The applicant's proposal includes the preservation of four of the existing specimen trees, including three oaks and one cypress tree along the southeastern property line. Of the four trees requested for removal, Urban Forestry identified three as candidates for removal based on failing health and the final tree as a candidate for removal due to its location within the buildable area of the lot. Staff is proposing the condition that the four trees requested for removal be fully mitigated through the city's Tree Removal Permit program.

View from the Lake

The code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy does not permit walls/swimming pool decks facing the lake in excess of three feet in height. This plan complies with that provision. All water-facing walls are adequately stepped down to meet the three-foot height requirement.

Traditional Views of Neighbors

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

The required lakefront setback is made up of the average of the two waterfront structures neighboring the subject property. In this instance, the average of the two neighbors is 97 feet. The subject property is the middle of the three northernmost single-family properties along Lake Berry, and all have a southern-oriented lake view. Based on such positioning of the subject property along the lakefront, the applicant is proposing a lakefront setback of 80 feet. This is closer to the average of many of the homes along the northern portion of Balmoral Road.

The property to the north-west is also being prepared for redevelopment. A demolition permit for the existing structure on that property was submitted, and the lakefront setback for the new structure will be based on the approved setback of the present application since it would be the only property where an average could be derived.

Besides the fact that the lake view is oriented south, there is also an existing landscape buffer between the southeastern property and the subject property. Part of this buffer includes the four mature specimen trees being preserved on the property. Even if there was no landscape buffer, based on the orientation of the lots, the vast majority of the view shed of the lake remains preserved based on the applicant's proposal.

Stormwater Retention

The code requires the retention of stormwater. The amount of impervious surface on the lot determines the needed depth/size of the retention. In this case, the applicants are proposing a large swale area along the lakefront portion of the property to meet this requirement.

Summary

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

alternatives | other considerations

fiscal impact

attachments

1. 643 Balmoral Rd - Maps
2. 643 Balmoral Rd - Site Plan
3. 643 Balmoral Rd - Plan Set
4. 643 Balmoral Narrative


Banchory Rd
Langholm Dr
Worthington Dr
Genius Dr
Winter Park
Balmoral Rd
Lake
Berry
Whitehall D
N


Orange County
Winter Park
BALMORAL RD
Lake Berry



SITE COVERAGE DATA:

TOTAL SITE: 20,264 SQ. FT.
IMPERVIOUS MAX. ALLOWED:50%=10,132 SQ. FT.

IMPERVIOUS AREA
50% MAX. PERMITTED

FIRST FLOOR:	3,374 SQ. FT.
ENTRY:	267 SQ. FT.
PATIO:	762 SQ. FT.
GARAGE:	808 SQ. FT.
A/C PADS / STOOPS:	60 SQ. FT.
DRIVE / WALKWAY:	1,654 SQ. FT.
POOL / DECK:	1,452 SQ. FT.
TOTAL:	8,377 SQ. FT. = 41.3%

F.A.R. - 35% = 7,092 SQ. FT.
(MAX. PERMITTED)

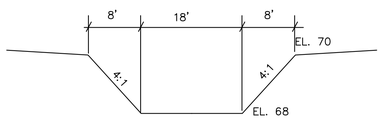
FIRST FLOOR:	3,374 SQ. FT.
SECOND FLOOR:	1,964 SQ. FT.
PORCH & BALCONY: (ABOVE 400 SQ. FT. MAX.)	629 SQ. FT.
PATIO & BALCONY: (ABOVE 500 SQ. FT. MAX.)	0,000 SQ. FT.
GARAGE:	808 SQ. FT.
TOTAL:	6,775 SQ. FT. = 33.4%

YARD COVERAGE DATA:

TOTAL FRONT YARD:	4,316 SQ. FT.
40% IMP. MAX. ALLOWED:	1,726 SQ. FT.
ENTRY:	00 SQ. FT.
DRIVEWAY:	1,654 S.Q. FT.
WALKWAY (EXEMPT UP TO 75 SQ. FT.):	40 SQ. FT.
TOTAL:	1,654 SQ. FT. = 38%

WATER QUALITY CALCULATIONS
2" OVER NEW IMPERVIOUS
8,377 S.F. TOTAL PROPOSED IMPERVIOUS
2/12 x 8,377 = 1,396 C.F.
TOTAL REQUIRED IS 1,396 CF
1,832 C.F. PROVIDED IN POND
POND 1: 60' x 30' 2' DEEP 1,832 C.F.

SAVE TREE (TYP)
REMOVE TREE (TYP)



DRY RETENTION POND 1 SECTION
N.T.S.

STEVE L. MELLICH STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NUMBER 38733. THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY STEVE L. MELLICH, P.E. ON THE DATE SHOWN USING A SHA AUTHENTICATION CODE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SHA AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

CERTIFICATE OF AUTHORIZATION NUMBER 6886

REV	DATE	DESCRIPTION	BY
3	7-21-26	RELOCATED A/C, ADDED VINYL FENCES	SLM
2	7-14-26	PER CITY COMMENTS	SLM
1			

MELLICH-BLENDEN ENGINEERING, INC.
P.O. BOX 545
TANGERINE, FLORIDA 32777
CERTIFICATE OF AUTHORIZATION NUMBER 6886

STEVE MELLICH P.E. NO. 38733

Steve L Mellich
Digitally signed by Steve L Mellich
Date: 2026.07.21 12:37:11 -04'00'

DRAWN	SLM	CHECKED	SLM
DESIGNED	SLM	DATE	6-6-26

643 BALMORAL ROAD

LOT GRADING PLAN

SCALE
1" = 20'

PROJECT NO.
11-018

SHEET
1 OF 1

Boundary Survey

Legal Description: Parcel B

Lot 6, Block A, KENILWORTH SHORES SECTION SIX, according to the Plat thereof, as recorded in Plat Book V, Page 111, of the Public Records of Orange County, Florida.

Less and Except a portion of Lot 6, Block A, described as follows:

Commencing at the Northwest corner of Lot 6, Block A, and also being the Northeast corner of Lot 5, Block A, of said KENILWORTH SHORES SECTION SIX, thence with the Westerly line of said Lot 6, Block A, and also being the Easterly line of said Lot 5, Block A, South 38°40'28" West, 123.13 feet, to the Point of Beginning.

Thence departing the Westerly line of said Lot 6, Block A, and also being the Easterly line of said Lot 5, Block A, South 30°47'25" West, 131.73 feet, to a point on the Westerly line of said Lot 6, Block A, and also being the Easterly line of said Lot 5, Block A, said point lying North 20°40'28" East 74.21 feet from the Southernmost corner of said Lot 5, Block A; thence with the Westerly line of said Lot 6, Block A, and also being the Easterly line of said Lot 5, Block A, go the following two (2) bearings and distances: North 20°40'28" East, 58.48 feet; North 38°40'28" East, 74.87 feet, to the Point of Beginning.

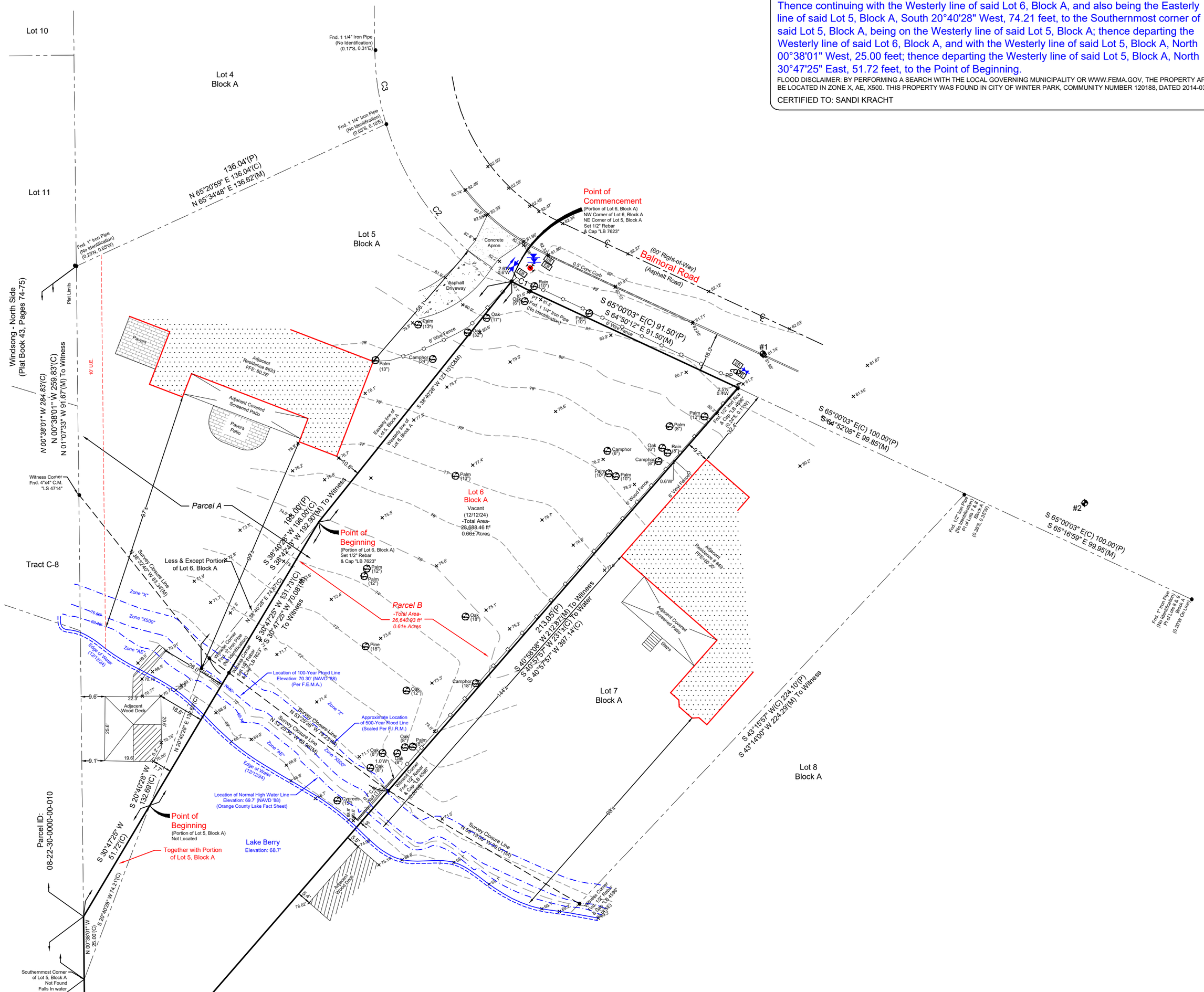
Together with a portion of Lot 5, Block A, described as follows:

Commencing at the Northwest corner of Lot 6, Block A, and also being the Northeast corner of Lot 5, Block A, of said KENILWORTH SHORES SECTION SIX, thence with the Westerly line of said Lot 6, Block A, and also being the Easterly line of said Lot 5, Block A, go the following two (2) bearings and distances: South 38°40'28" West, 198.00 feet; South 20°40'28" West, 58.48 feet, to the Point of Beginning.

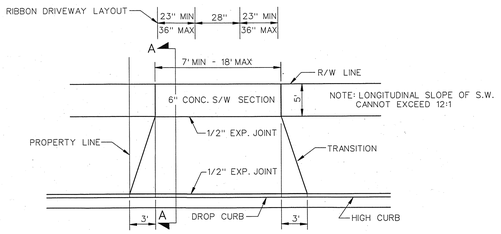
Thence continuing with the Westerly line of said Lot 6, Block A, and also being the Easterly line of said Lot 5, Block A, South 20°40'28" West, 74.21 feet, to the Southernmost corner of said Lot 5, Block A, being on the Westerly line of said Lot 5, Block A; thence departing the Westerly line of said Lot 6, Block A, and with the Westerly line of said Lot 5, Block A, North 00°38'01" West, 25.00 feet; thence departing the Westerly line of said Lot 5, Block A, North 30°47'25" East, 51.72 feet, to the Point of Beginning.

FLOOD DISCLAIMER: BY PERFORMING A SEARCH WITH THE LOCAL GOVERNING MUNICIPALITY OR WWW.FEMA.GOV, THE PROPERTY APPEARS TO BE LOCATED IN ZONE X, AE, X500. THIS PROPERTY WAS FOUND IN CITY OF WINTER PARK, COMMUNITY NUMBER 120188, DATED 2014-03-07.

CERTIFIED TO: SANDI KRACHT


Lot 10
Lot 11
Lot 4
Block A
Lot 5
Block A
Lot 6
Block A
Vacant
(12/12/24)
-Total Area-
28,688.46 ft²
0.66± Acres
Lot 7
Block A
Lot 8
Block A
Tract C-8
Parcel A
Parcel B
-Total Area-
26,640.93 ft²
0.61± Acres
Less & Except Portion
of Lot 6, Block A
Windsong - North Side
(Plat Book 43, Pages 74-75)
Parcel ID:
08-22-30-0000-00-010
Point of
Commencement
(Portion of Lot 6, Block A)
NW Corner of Lot 6, Block A
NE Corner of Lot 5, Block A
Set 1/2" Rebar
& Cap "LB 7623"
Point of
Beginning
(Portion of Lot 6, Block A)
Set 1/2" Rebar
& Cap "LB 7623"
Point of
Beginning
(Portion of Lot 5, Block A)
Not Located
Together with Portion
of Lot 5, Block A
(60' Right-of-Way)
Balmoral Road
(Asphalt Road)
Lake Berry
Elevation: 68.7'
Fnd. 1 1/4" Iron Pipe
(No Identification)
(0.17'S, 0.31'E)
Fnd. 1 1/4" Iron Pipe
(No Identification)
(0.03'S, 0.10'E)
Fnd. 1" Iron Pipe
(No Identification)
(0.23'N, 0.65'W)
136.04'(P)
N 65°20'59" E 136.04'(C)
N 65°34'48" E 136.62'(M)
C1
C2
C3
Plat Limits
10' U.E.
Witness Corner
Fnd. 4"x4" C.M.
"LS 4714"
N 00°38'01" W 284.83'(C)
N 00°38'01" W 259.83'(C)
N 01°07'33" W 91.67'(M) To Witness
198.00'(P)
198.00'(C)
S 38°40'28" W 192.90'(M) To Witness
S 38°40'28" W 198.00'(C)
S 38°42'48" W 198.00'(M)
S 30°47'25" W 131.73'(C)
S 30°47'25" W 70.08'(M) To Witness
N 38°40'28" E 74.87'(C)
S 20°40'28" W
132.69'(C)
S 20°40'28" W 74.21'(C)
S 30°47'25" W
51.72'(C)
N 00°38'01" W
25.00'(C)
N 00°38'01" W 88.73'(C)
N 00°38'01" W 63.73'(C)
Not Found
Falls In water
Southernmost Corner
of Lot 5, Block A
Not Found
Falls In water
Survey Closure Line
S 38°32'40" W 63.34'(M)
Survey Closure Line
N 53°25'06" W 72.23'(M)
Survey Closure Line
N 55°25'06" W 86.90'(M)
Survey Closure Line
N 39°11'05" W 80.07'(M)
Survey Closure Line
S 64°52'08" E 99.85'(M)
S 65°00'03" E(C) 100.00'(P)
S 65°16'59" E 99.95'(M)
S 65°00'03" E(C) 91.50'(P)
S 64°50'12" E 91.50'(M)
S 65°00'03" E(C) 100.00'(P)
S 64°52'08" E 99.85'(M)
S 40°58'08" W 212.87'(M) To Witness
S 40°53'57" W 231.14'(C) To Water
S 40°57'57" W 397.14'(C)
213.05'(P)
S 43°15'57" W(C) 224.10'(P)
S 43°14'00" W 224.29'(M) To Witness
Location of 100-Year Flood Line
Elevation: 70.30' (NAVD '88)
(Per F.E.M.A.)
Approximate Location
of 500-Year Flood Line
(Scaled Per F.I.R.M.)
Location of Normal High Water Line
Elevation: 69.7' (NAVD '88)
(Orange County Lake Fact Sheet)
Zone "X"
Zone "X500"
Zone "AE"
Edge of Water
(12/12/24)
Concrete
Apron
Asphalt
Driveway
0.5' Conc Curb
6' Wire Fence
6' Wood Fence
6' Vinyl Fence
Pavers
Adjacent
Residence #633
FFE: 80.26'
Adjacent Covered
Screened Patio
Pavers
Patio
Adjacent
Wood Deck
Adjacent
Residence # 649
FFE=80.20'
Adjacent Covered
Screened Patio
Steps
Adjacent
Wood Deck
Witness Corner
Fnd. 1/2" Iron Rod
& Cap "LB 4596"
(Broken)
Witness Corner
Fnd. 1/2" Rebar
& Cap "LB 4596"
0.24'S, 0.11'W)
Witness Corner
Fnd. 1/2" Rebar
& Cap "LB 4596"
0.38'S, 0.03'W)
Witness Corner
Fnd. 1/2" Rebar
& Cap "LB 4596"
0.20'E)
Witness Corner
Fnd. 1/2" Iron Pipe
(No Identification)
Pt of Lots 7 & 8
Block A
(0.38'S, 0.03'W)
Witness Corner
Fnd. 1" Iron Pipe
(No Identification)
Pt of Lots 7 & 8
Block A
(0.20'W On Line)
Witness Corner
Fnd. 1" Iron Pipe
(No Identification)
Pt of Lots 7 & 8
Block A
(0.20'W On Line)
Witness Corner
Fnd. 1" Iron Pipe
(No Identification)
(0.20'W On Line)
Witness Corner
Fnd. 1/2" Rebar
& Cap "LB 4596"
(0.20'E)
Witness Corner
Fnd. 1/2" Iron Rod
& Cap "LB 4596"
0.24'S, 0.11'W)
Witness Corner
Fnd. 1/2" Rebar
& Cap "LB 4596"
(Broken)
Witness Corner
Fnd. 1/2" Rebar

PRELIMINARY SITE LAYOUT
NOT FOR PERMITTING

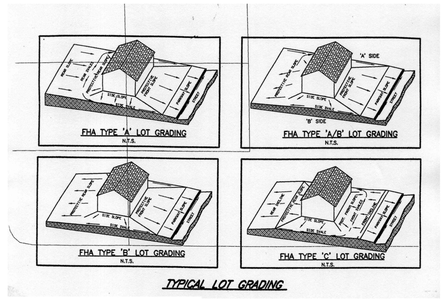


RESIDENTIAL DRIVEWAY APRON
N.T.S.

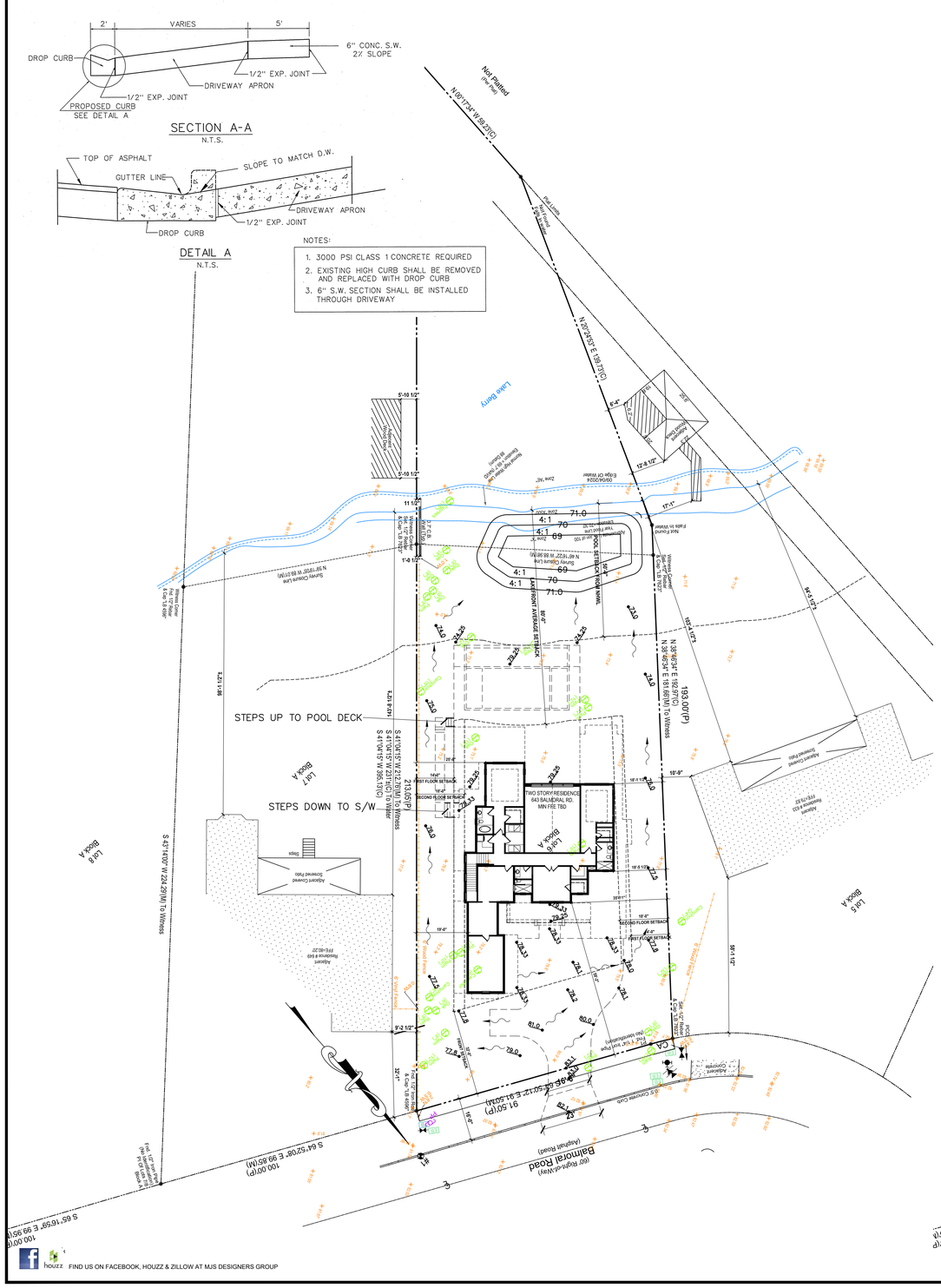
SECTION A-A
N.T.S.

DETAIL A
N.T.S.

NOTES:
1. 3000 PSI CLASS 1 CONCRETE REQUIRED
2. EXISTING HIGH CURB SHALL BE REMOVED AND REPLACED WITH DROP CURB
3. 6" S.W. SECTION SHALL BE INSTALLED THROUGH DRIVEWAY



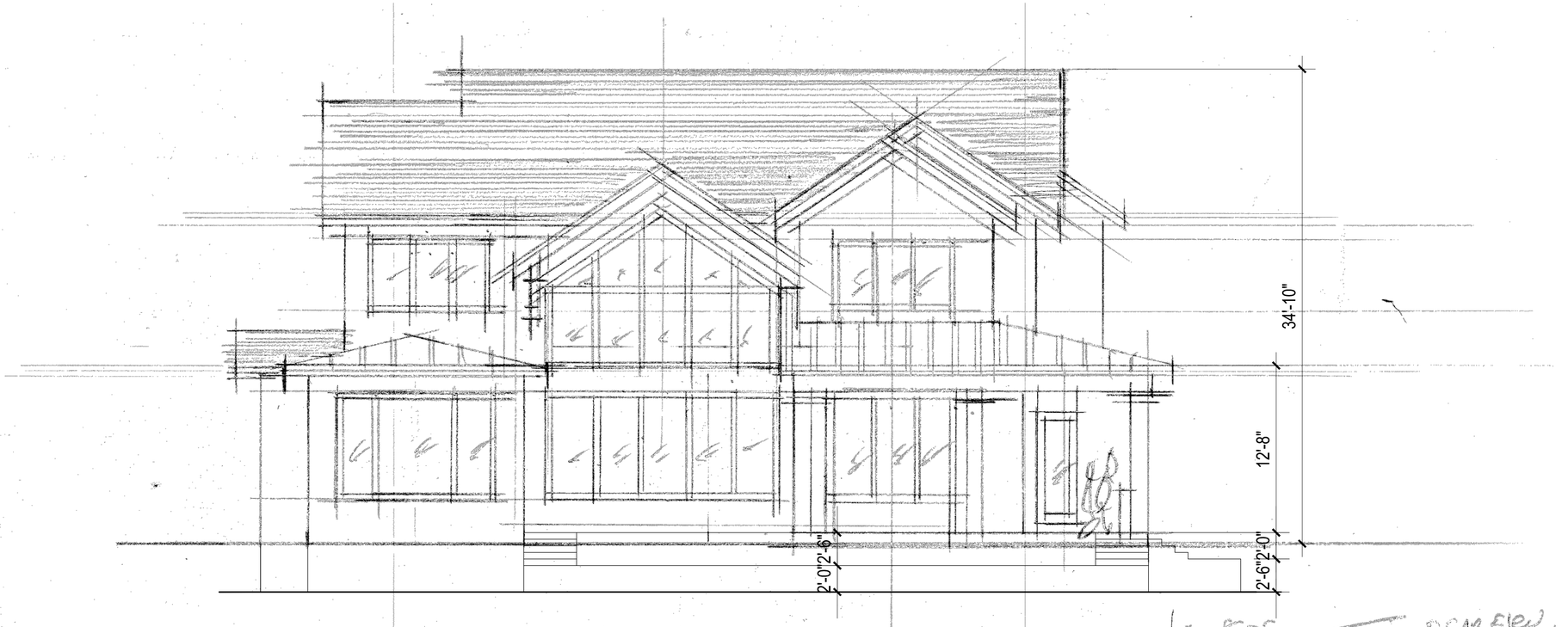
TYPICAL LOT GRADING


Not Platted
(Per Plat)
N 00°17'54" W 93.23'(C)
Not Platted
(Per Plat)
N 20°24'57" E 139.73'(C)
Lake Barry
Top of Bank
Elev. 100.00
Edge Of Water
09/04/2024
5'-10 1/2"
11 1/2"
1'-4 1/2"
Survey Control Line
N 68°19'22" W 88.97'(M)
Survey Control Line
N 68°19'22" W 88.97'(M)
Witness Corner
Pk Nail
0.1' Above Grade
Witness Corner
Pk Nail
0.1' Above Grade
Not Found
Fnd. 1/2" Rebar
& Cap "LB 6587"



Front Elevation

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



Rear Elevation

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

Front Elev
Fields/Mathes
Rear Elev

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GOBA
GREATER ORLANDO BUILDERS ASSOCIATION

Fields-Baynes House
643 Balmoral House
Winter Park, FL 32789

815 Orienta Ave., # 1050
Altamonte Springs, FL 32701
www.konkolcustom.com
CGC057805

Konkol
CUSTOM HOMES & REMODELING, LLC

ISSUE DATE	00/00/0000
PROJECT:	26-0174
SCALE:	AS NOTED
DESIGNED BY:	MJS
F.P. BLOCKOUT BY:	JT
ELEV. BLOCK-OUT BY:	XX
CD'S BY:	XX
TRUSS ENG. BY:	XX
FINAL CD'S BY:	XX

ELEVATIONS
A-05

Jul 14, 2026 2:40pm JASON Z:\Konkol Custom Homes\Fields-Baynes House (643 Balmoral Rd.)\A-05 Ext. Elevation, Front & Right.dwg

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ENTERPRISES, LLC
Engineering & Inspection Services
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CGC057805

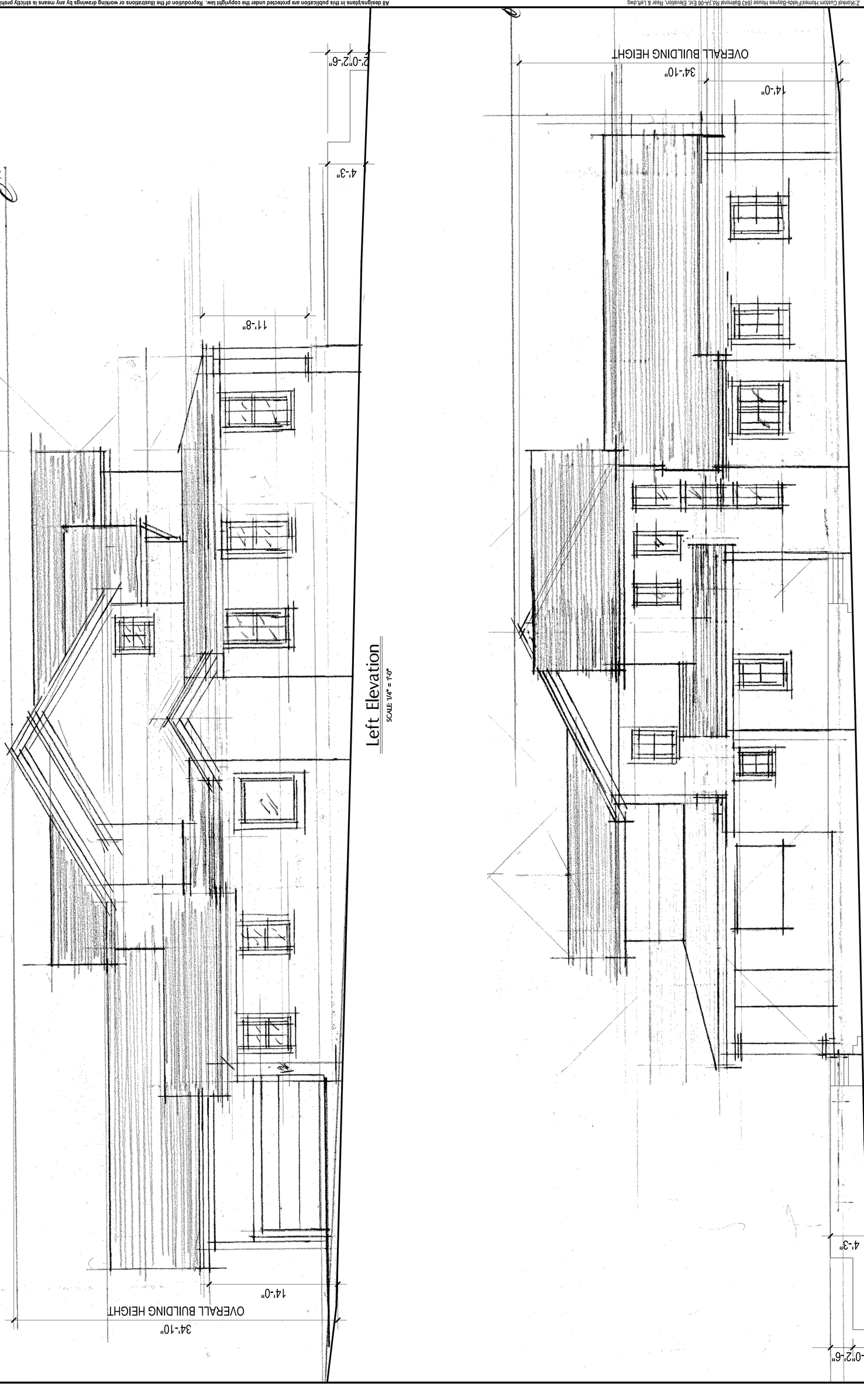
ISSUE DATE:	00/00/0000
PROJECT:	26-0174
SCALE:	AS NOTED
DESIGNED BY:	MJS
F.P. BLOCKOUT BY:	JT
ELEV. BLOCK-OUT BY:	XX
CROSS SECTIONS BY:	XX
TRUSS ENG. BY:	XX
FINAL CD'S BY:	XX

ELEVATIONS
A-06

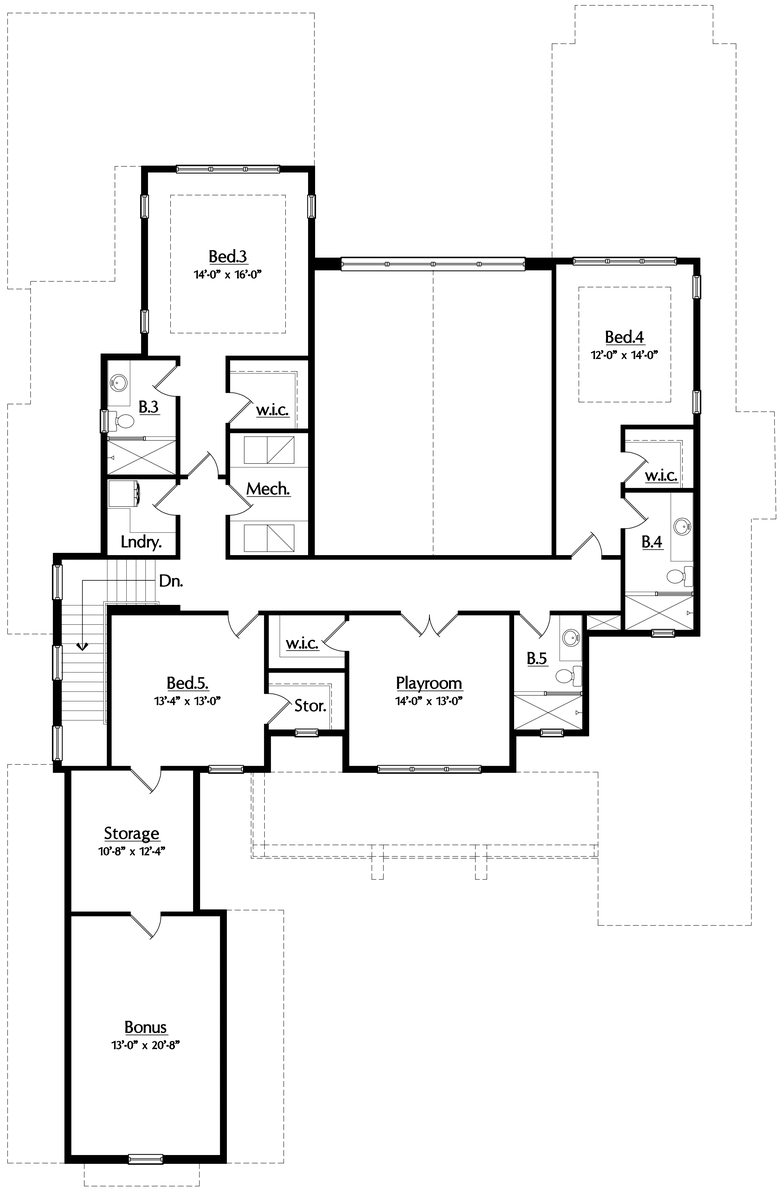
Page 103 of 361

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

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

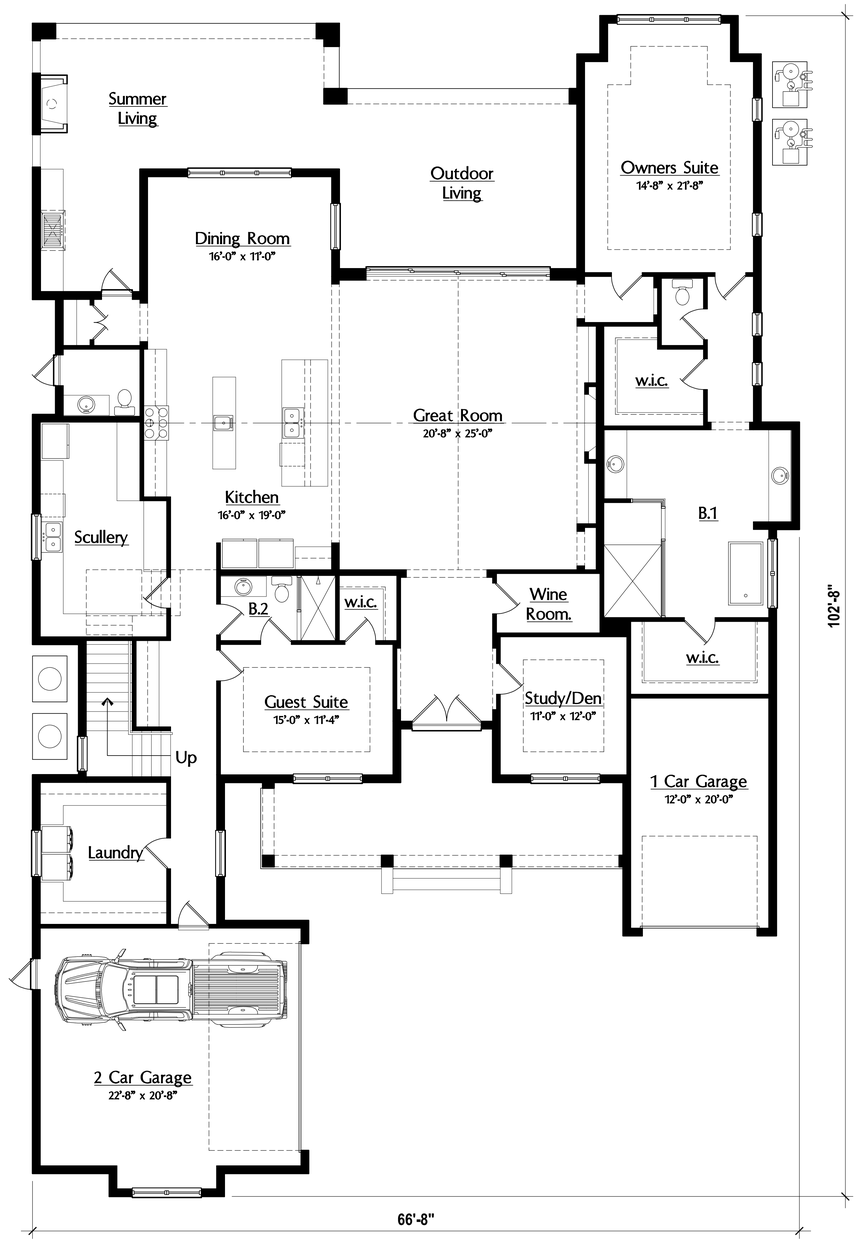


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Second Floor

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



First Floor

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

Bedrooms:	5
Baths:	6.5
Bonus Room:	Yes
Construction:	Block / Frame

Area Tabulations

Living:		
1st floor:	3,374	sf
2nd floor:	1,964	sf
Total Living:	5,338	sf
entry:	267	sf
covered patio & lanai:	762	sf
garage:	808	sf
bonus area:	302	sf
Total Area:	7,477	sf

Study Plan MJS-5338

Scale: As Noted

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Konkol
CUSTOM HOMES & REMODELING, LLC

ISSUE DATE	00/00/0000
PROJECT:	26-0174
SCALE:	AS NOTED
DESIGNED BY:	MJS
F.P. BLOCKOUT BY:	JT
ELEV. BLOCK-OUT BY:	XX
CD'S BY:	XX
TRUSS ENG. BY:	XX
FINAL CD'S BY:	XX

STUDY SET
S-01

WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALE DIMENSIONS. Contractors shall verify and be responsible for dimensions and conditions of the job and MJS., Inc. must be notified in writing of any changes in the dimensions, conditions and specifications appearing on these plans.

Jul 02, 2026 2:55pm John Z:\Konkol Custom Homes\Fields-Baynes House (643 Balmoral Rd.)\XREF\X-Study Set.dwg

City of Winter Park
Lakefront Review Board

Lakefront Review Narrative:
643 Balmoral Road

The proposed residence at 643 Balmoral Road has been thoughtfully designed to respond to the unique characteristics of the site while remaining compatible with the surrounding neighborhood and preserving the visual character of the lakefront.

The property's location along a curved portion of the shoreline is an important site characteristic. Because the lake view from the proposed residence is oriented primarily due south, the curvature of the shoreline naturally directs views toward the open water rather than toward neighboring homes. As a result, the proposed residence does not create a meaningful impact on the lake views enjoyed by the property to the south, nor does it adversely affect the neighboring property to the north.

In addition, the existing vegetation along the southern property line provides a substantial natural buffer between the proposed residence and the adjacent property. As reflected on the proposed site plan, the City Arborist has identified numerous existing trees along this property line to remain and be protected. These preserved trees will continue to provide visual screening between the two properties, maintaining privacy while preserving the natural character of the shoreline.

The proposed site design has also been developed to minimize disturbance to the existing landscape. The home has been carefully positioned to work within the site's constraints while preserving significant existing trees wherever possible. This approach balances responsible site planning, environmental stewardship, and compatibility with the surrounding neighborhood.

Overall, the requested lakefront setback represents a context-sensitive design that:

- Preserves existing mature vegetation identified for protection by the City Arborist.
- Maintains natural buffering between adjacent properties.
- Takes advantage of the site's shoreline curvature, which minimizes any potential impact on neighboring lake views.
- Allows for a well-designed residence that is compatible with the existing lakefront streetscape and the intent of the City's lakefront development standards.

For these reasons, we respectfully request approval of the proposed lakefront setback as shown on the submitted site plan.

Planning & Zoning Board

agenda item 4.g

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

meeting date
August 4, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Allison McGillis, Director of Planning and Zoning

subject

ANNEX #26-01. Request of Summer Time Management, LLC: To Annex the Property at 915 North Wymore Road and establish Commercial Future Land Use and Commercial (C-3) Zoning on the annexed property.

motion | recommendation

Staff recommendation is for approval.

background

The property owner, Summer Time Management, LLC, has submitted a request for voluntary annexation of the property located at 915 North Wymore Road, from unincorporated Orange County into the City of Winter Park. This property fronts Interstate 4 and is in the northwest corner of 909 North Wymore Road that fronts onto Wymore Road. This property falls within the Joint Planning Area shared by the City and Orange County.

As part of the annexation process, the City is required to assign both a Future Land Use designation and a zoning classification to the property. The property is currently designated Commercial on the Orange County Future Land Use Map and is zoned Commercial (C-1). Upon annexation, the City proposes to assign a Commercial Future Land Use designation and C-3 zoning classification to maintain consistency with the property's existing commercial entitlements.

The property is currently developed with storage sheds that serve the adjacent property at 909 North Wymore Road. The site also plays a key role in the City's ongoing billboard removal initiative, which is intended to reduce the overall number of billboards within the City in exchange for a new billboard at this property fronting Interstate 4.

alternatives | other considerations

fiscal impact

attachments

1. Annexation Ord. for Portion of 909 N Wymore Rd
2. Ord. Comp. Plan_FLU Portion of 909 N Wymore Rd
3. Ord. Zoning _Portion of 909 N Wymore Rd
4. Petition for Annexation - 909 N. Wymore Road portion
5. Exhibit A for Annexation Petition (2)
6. Location Map
7. Aerial Map

ORDINANCE 3369-26

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 0.07 ACRES OF REAL PROPERTY LOCATED IN THE NORTHWEST PORTION OF 909 NORTH WYMORE ROAD, AS MORE SPECIFICALLY DESCRIBED HEREIN, INTO THE MUNICIPAL BOUNDARIES OF THE CITY OF WINTER PARK; REDEFINING THE CITY BOUNDARIES TO GIVE THE CITY OF WINTER PARK JURISDICTION OVER SAID PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, SUMMER TIME MANAGEMENT LLC is the fee simple property owner of the northwest corner of 909 North Wymore Road, Winter Park, Florida, having Orange County Tax Parcel ID # 02-22-29-0000-00-086, also described as 915 North Wymore Road, and legally described by metes and bounds in the legal sketch and description attached hereto as **Exhibit "A"** ("Property"); and

WHEREAS, SUMMER TIME MANAGEMENT LLC has filed a voluntary annexation petition with the City of Winter Park requesting that the Property be annexed into the municipal boundaries of the City of Winter Park; and

WHEREAS, the City of Winter Park has determined that the Property is reasonably compact and contiguous to the municipal limits of the City of Winter Park, that said annexation will not result in the creation of an enclave and meets the prerequisites and standards set forth in Section 171.044, Fla. Stat., for voluntary annexation into the City of Winter Park; and

WHEREAS, the Property is developed for urban purposes and is surrounded by an area developed for urban purposes and having an urban character; and

WHEREAS, the City of Winter Park has provided adequate notice required by general law for this annexation and has conducted the required public hearing prior to the adoption of this Ordinance; and

WHEREAS, the City Commission of the City of Winter Park finds that said annexation is in accordance with the requirements of Florida law and is in the best interest of the City and its residents to annex the Property into the municipal boundaries of the City.

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

SECTION 1: *Recitals.* The above "Whereas" clauses are true and correct and constitute legislative findings of the City of Winter Park City Commission and are incorporated herein by this reference.

SECTION 2: *Property Annexed.* That, after conducting two public hearings and having found that the Owners' petition for voluntary annexation of the Property meets the prerequisites and standards for annexation under general law and is further legally defined as shown on the sketch and legal description attached hereto as Exhibit "A", the Property is hereby annexed into the

municipal boundaries of the City of Winter Park.

SECTION 3: *Effect of Annexation.* That the City of Winter Park, shall have all of the power, authority, and jurisdiction over and within the area as described in Section 2 hereof, and the inhabitants thereof, and property therein, as it does and have over its present corporate limits and laws, ordinances, and resolutions of said City shall apply and shall have equal force and effect as if all territory had been part of said City at the time of the passage of such laws, ordinances, and resolutions.

SECTION 4: *Apportionment of Debts and Taxes.* Pursuant to § 171.061, Fla. Stat., the area annexed to the City shall be subject to all taxes and debts of the City upon the effective date of annexation. However, the annexed area shall not be subject to municipal ad valorem taxation for the current year if the effective date of the annexation falls after the City levies such tax.

SECTION 5: *Instructions to Clerk.* Within seven (7) days following the adoption of this Ordinance, the City Clerk or her designee is directed to file a copy of this Ordinance with the clerk of the circuit court and the chief administrative officer of Orange County as required by § 171.044(3), Fla. Stat.

SECTION 6: *Severability.* Should any portion of this Ordinance be held invalid, then such portions as are not declared invalid shall remain in full force and effect.

SECTION 7: *Effective Date.* This Ordinance shall become effective after its adoption at its second reading.

ADOPTED this _____ day of _____, 2026, by the City Commission of the City of Winter Park, Florida.

APPROVED:

_____
Sheila DeCiccio, Mayor

ATTEST:

_____
Kim Breland, City Clerk

Exhibit “A”

SKETCH OF DESCRIPTION

LEGAL DESCRIPTION:

A parcel of land being a portion of Section 2, Township 22 South, Range 29 East, Orange County, Florida, being more particularly described as follows:

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Containing 2,995 square feet or 0.07 acres, more or less.

ABBREVIATIONS/LEGEND

SEC.	SECTION	F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION
TWP.	TOWNSHIP	F.P.	FINANCIAL PROJECT
RNG.	RANGE		
S.	SOUTH		
E.	EAST		
O.R.B.	OFFICIAL RECORDS BOOK		
PGS.	PAGES		
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P.S.M.	PROFESSIONAL SURVEYOR & MAPPER		

NOTES:

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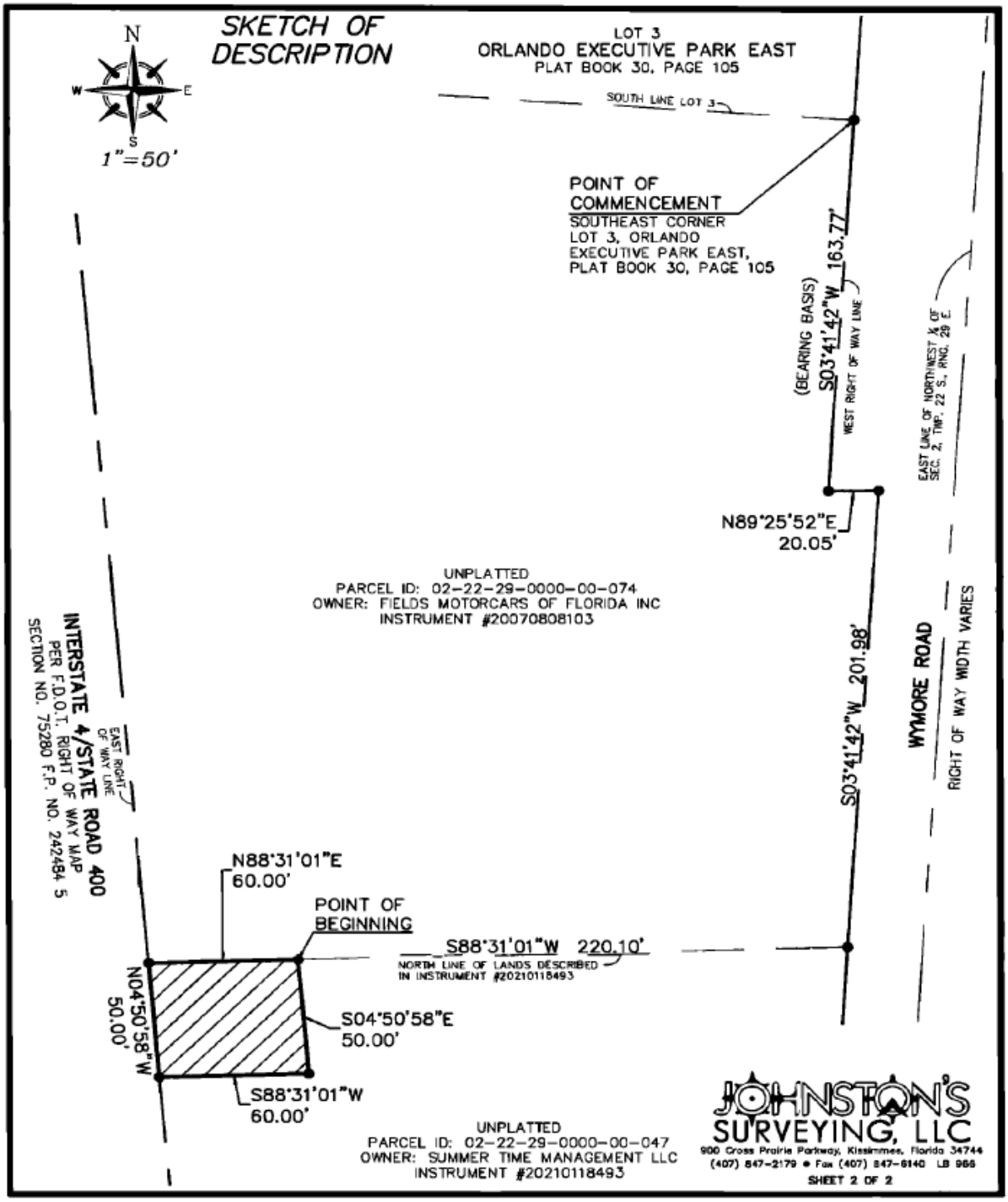
SHEET 1 OF 2

REQUESTED BY: OUTLOOK MEDIA, INC.

DATE OF SKETCH: 5/12/2025	REVISIONS:
SCALE: 1" = 50'	REVISED 5/14/2025
SEC. 2, TWP. 22 S, RNG. 29 E	REVISED 12/1/2025
CAD FILE: BB EXHIBIT	REVISED 12/9/2025
JOB NO.: 25-232 DRAWN BY: ELW	

JOHNSTON'S SURVEYING, LLC
900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-8140 LB 988

12-11-2025
RICHARD D. BROWN, P.S.M #5700 (DATE)
NOTE: NOT VALID WITHOUT RAISED SURVEYOR'S SEAL


SKETCH OF DESCRIPTION
N
W
E
S
1"=50'
LOT 3
ORLANDO EXECUTIVE PARK EAST
PLAT BOOK 30, PAGE 105
SOUTH LINE LOT 3
POINT OF COMMENCEMENT
SOUTHEAST CORNER
LOT 3, ORLANDO
EXECUTIVE PARK EAST,
PLAT BOOK 30, PAGE 105
(BEARING BASIS)
S03°41'42"W 163.77'
WEST RIGHT OF WAY LINE
EAST LINE OF NORTHWEST ¼ OF SEC. 2, TWP. 22 S., RNG. 29 E.
N89°25'52"E
20.05'
UNPLATTED
PARCEL ID: 02-22-29-0000-00-074
OWNER: FIELDS MOTORCARS OF FLORIDA INC
INSTRUMENT #20070808103
S03°41'42"W 201.98'
WYMORE ROAD
RIGHT OF WAY WIDTH VARIES
INTERSTATE 4/STATE ROAD 400
PER F.D.O.T. RIGHT OF WAY MAP
SECTION NO. 75280 F.P. NO. 242484 5
EAST RIGHT OF WAY LINE
N88°31'01"E
60.00'
POINT OF BEGINNING
S88°31'01"W 220.10'
NORTH LINE OF LANDS DESCRIBED IN INSTRUMENT #20210118493
N04°50'58"W
50.00'
S04°50'58"E
50.00'
S88°31'01"W
60.00'
UNPLATTED
PARCEL ID: 02-22-29-0000-00-047
OWNER: SUMMER TIME MANAGEMENT LLC
INSTRUMENT #20210118493
JOHNSTON'S SURVEYING, LLC
900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-6140 LB 966
SHEET 2 OF 2

ORDINANCE XXXX-26

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO ESTABLISH COMMERCIAL FUTURE LAND USE ON THE ANNEXED PROPERTY AT LOCATED AT 915 NORTH WYMORE ROAD AND TO INDICATE THE ANNEXATION ON THE OTHER MAPS WITHIN THE COMPREHENSIVE PLAN, MORE PARTICULARLY DESCRIBED HEREIN.

WHEREAS, the City of Winter Park has officially annexed the property more particularly described below in compliance with Chapter 171, Florida Statutes, and

WHEREAS, the City Commission intends to amend its Comprehensive Plan to establish a municipal Comprehensive Plan Future Land Use map designation as a small-scale amendment to the Comprehensive Plan, and

WHEREAS, on August 4, 2026, the Planning and Zoning Board held a public hearing on the proposed Future Land Use map amendment set forth herein and made a recommendation to the City Commission concerning the same, and

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

NOW THEREFORE BE IT ENACTED, AS FOLLOWS:

SECTION 1. That, Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" Future Land Use plan map is hereby amended so as to establish a Commercial Future Land Use designation on the annexed property at 915 North Wymore Road, and that all other maps in the Comprehensive Plan reflect the annexation of this property into the City of Winter Park, said property being more particularly described as Orange County Tax Parcel ID: 02-22-29-0000-00-086.

SECTION 2. This Ordinance shall become effective 31 days after its adoption unless timely challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. If timely challenged, this Ordinance will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining compliance pursuant to Chapter 163, Florida Statutes.

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

_____
Mayor Sheila DeCiccio

Attest:

_____
Kim Breland, City Clerk

ORDINANCE XXXX-26

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO ESTABLISH COMMERCIAL (C-3) ZONING ON THE ANNEXED PROPERTY AT 915 NORTH WYMORE ROAD, MORE PARTICULARLY DESCRIBED HEREIN; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission intends to establish a municipal zoning designation on this property in compliance with the establishment of a similar Comprehensive Plan Future Land Use designation for said property, and

WHEREAS, on August 4, 2026, the Planning and Zoning Board held a public hearing on the proposed zoning map amendment set forth herein and made a recommendation of approval to the City Commission; and

WHEREAS, the establishment of municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held.

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

SECTION 1. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to establish Commercial (C-3) district zoning on the annexed property at 915 North Wymore Road, more particularly described at Orange County Parcel ID: 02-22-29-0000-00-086.

SECTION 2. This Ordinance shall become effective immediately upon the effectiveness of the companion Ordinance amending the City of Winter Park Comprehensive Plan to designate the property described in Section 1 of this Ordinance with the Commercial Future Land Use.

ADOPTED this _____ day of _____, 2026, by the City Commission of the City of Winter Park, Florida.

APPROVED:

_____
Mayor Sheila DeCiccio

ATTEST:

_____
Kim Breland, City Clerk

STATE OF FLORIDA
COUNTY OF ORANGE

PETITION FOR VOLUNTARY ANNEXATION

To the City Commission of the City of Winter Park, Florida:

The undersigned hereby petitions for voluntary annexation by the City of Winter Park, Florida of the property described herein, in accordance with Article VIII, Section 2(c) of the Constitution of the State of Florida and Florida Status 171.044, and represents and states as follows:

I

The Petitioner is the owner of the record of the property which is the subject of this petition.

II

The property which is the subject of the petition lies wholly within the boundaries of Orange County, Florida.

III

No part of the property which is the subject of this petition lies within the corporate limits of any incorporated municipality.

IV

The property which is the subject of this petition is describe as follows:

See Exhibit "A" hereto.

[Signatures on the next page]

By Petitioner:

Summer Time Management, LLC

By: _____
Sherwin Jay Alcordo, Manager

909 N. Wymore Road
Winter Park, FL 32789
407-731-2845

STATE OF FLORIDA
COUNTY OF ORANGE

BEFORE ME appeared Sherwin Jay Alcordo who, Being first duly sworn, deposes and says that he resides at 530 Lakefront Blvd, City of Winter Park, and the County and State above names; that he signed the foregoing petition as petitioner for the voluntary annexation by the City of Winter Park, Florida of the property described therein; and that the representations and statements contained in the foregoing petition are true and correct.

FURTHER AFFIANT SAYETH NAUGHT.

Sworn to and Subscribed before this 14 day of March, 2026.

Witness

Witness

Notary Public Stacy J. Thornton
My Commission Expires:
6/7/2026

Notary Public State of Florida
Stacy J Thornton
My Commission
HH 265623
Exp. 6/7/2026

EXHIBIT "A"
PARCEL FOR VOLUNTARY ANNEXATION

SKETCH OF DESCRIPTION

LEGAL DESCRIPTION:

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Containing 2,995 square feet or 0.07 acres, more or less.

ABBREVIATIONS/LEGEND

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TWP.	TOWNSHIP	F.P.	FINANCIAL PROJECT
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S.	SOUTH		
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PGS.	PAGES		
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P.S.M.	PROFESSIONAL SURVEYOR & MAPPER		

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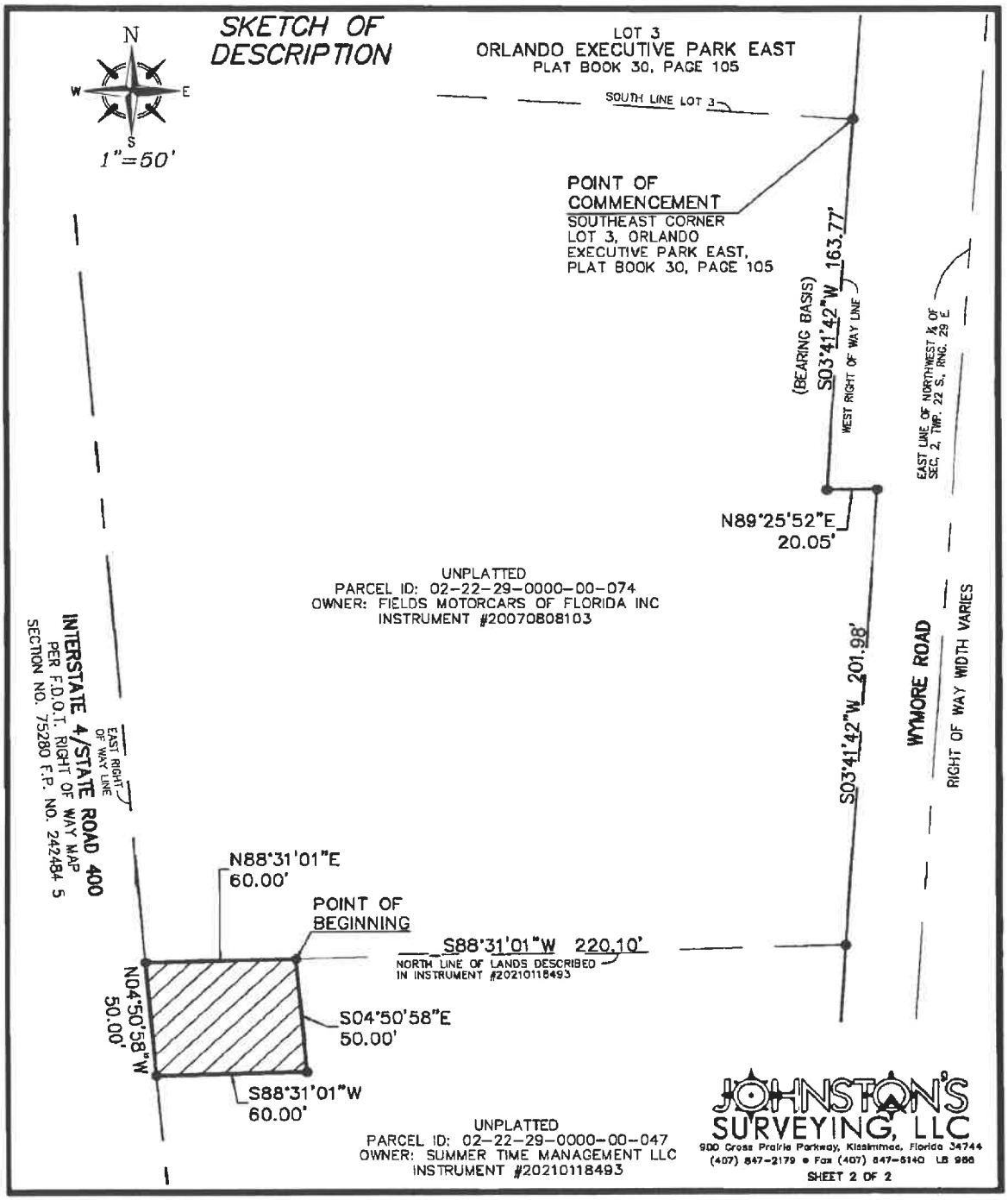
SHEET 1 OF 2

REQUESTED BY: OUTLOOK MEDIA, INC.	
DATE OF SKETCH: 5/12/2025	REVISIONS:
SCALE: 1" = 50'	REVISED 5/14/2025
SEC. 2, TWP. 22 S, RNG. 29 E	REVISED 12/1/2025
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JOB NO.: 25-232 DRAWN BY: ELW	

JOHNSTON'S SURVEYING, LLC
900 Cross Prairie Parkway, Kissimmee, Florida 34744
(407) 847-2179 • Fax (407) 847-6140 LB 966

12-11-2025
RICHARD D. BROWN, P.S.M #5700 (DATE)
NOTE: NOT VALID WITHOUT RAISED SURVEYOR'S SEAL

EXHIBIT "A"
PARCEL FOR VOLUNTARY ANNEXATION



AGENT AUTHORIZATION FORM

FOR PROJECTS LOCATED IN WINTER PARK, FLORIDA

I/WE, (PRINT PROPERTY OWNER NAME) Summer Time Management LLC **, AS THE OWNER(S) OF THE REAL PROPERTY DESCRIBED AS FOLLOWS,** 909 N Wymore Rd, Winter Park, FL 32789 Parcel: 02-22-29-0000-00-086 **, DO HEREBY AUTHORIZE TO ACT AS MY/OUR AGENT (PRINT AGENT'S NAME),** J.E. "Trippe" Cheek, III **, TO EXECUTE ANY PETITIONS OR OTHER DOCUMENTS NECESSARY TO AFFECT THE APPLICATION APPROVAL REQUESTED AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS,** Annexation, Rezone, Land Use, & Billboard **, AND TO APPEAR ON MY/OUR BEHALF BEFORE ANY ADMINISTRATIVE OR LEGISLATIVE BODY IN THE COUNTY CONSIDERING THIS APPLICATION AND TO ACT IN ALL RESPECTS AS OUR AGENT IN MATTERS PERTAINING TO THE APPLICATION.**

Date: 3-7-26 _____ Sherwin Jay Alcordo

Signature of Property Owner — Print Name Property Owner

Date: _____ _____ _____

Signature of Property Owner — Print Name Property Owner

STATE OF FLORIDA :
COUNTY OF ORANGE :

I certify that the foregoing instrument was acknowledged before me this 7th day of March, 2026 by Sherwin Jay Alcordo. He/she is personally known to me or has produced _____ as identification and did/did not take an oath.

Witness my hand and official seal in the county and state stated above on the 7th day of March, in the year 2026.

Notary Public State of Florida
Stacy J Thornton
My Commission
HH 265623
Exp. 6/7/2026
(Notary Seal)

Stacy J Thornton
Signature of Notary Public
Notary Public for the State of Florida

My Commission Expires: 6/7/2026

Legal Description(s) or Parcel Identification Number(s) are required:
PARCEL ID #:
Property located in northwest corner of 909 N Wymore Rd, Winter Park, FL 32789
Parcel ID Number: 02-22-29-0000-00-086
LEGAL DESCRIPTION:
See Attached

SKETCH OF DESCRIPTION

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NOTES:

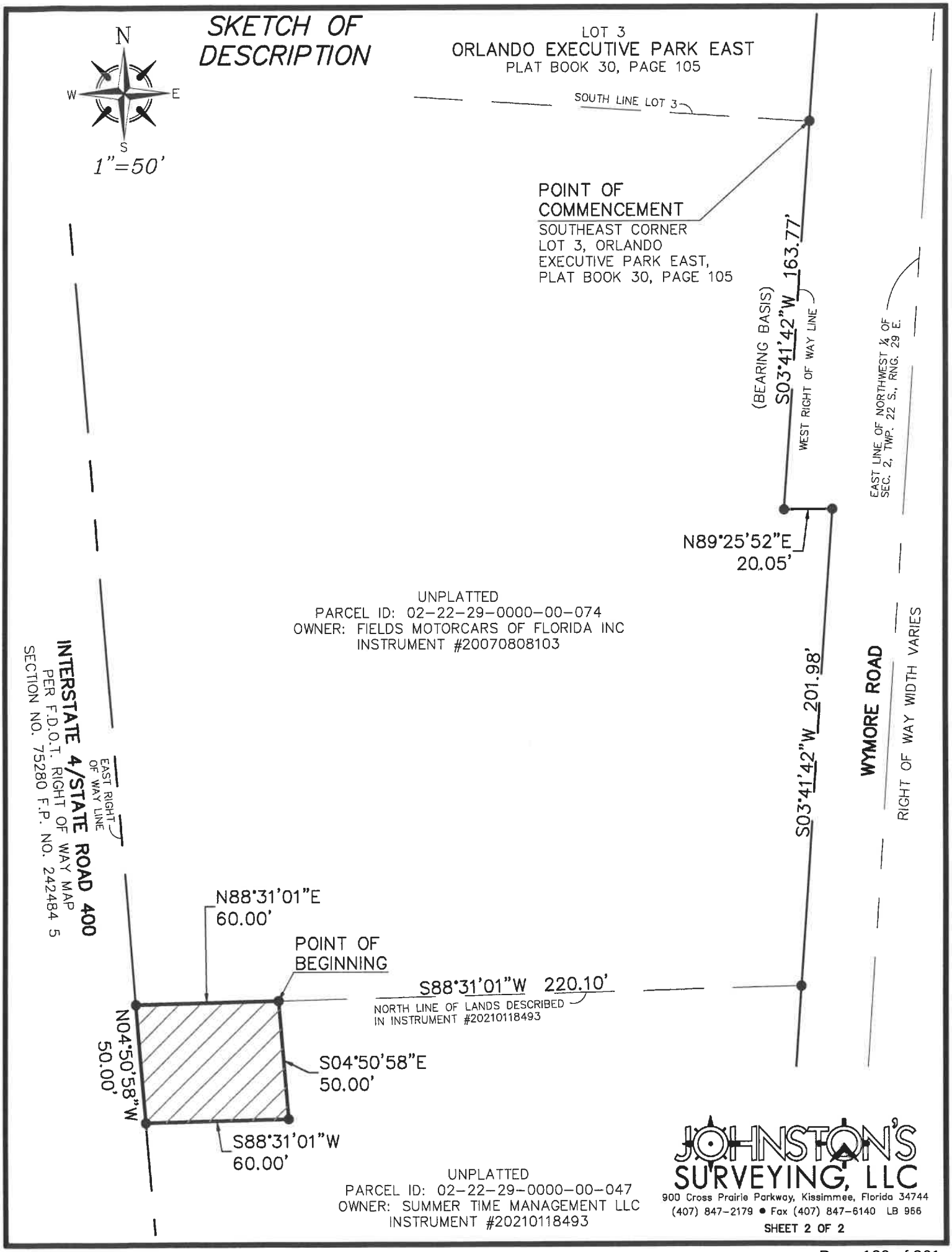
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REQUESTED BY: OUTLOOK MEDIA, INC.

DATE OF SKETCH: 5/12/2025	REVISIONS:
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12-11-2025
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SHEET 2 OF 2

EXHIBIT "A"
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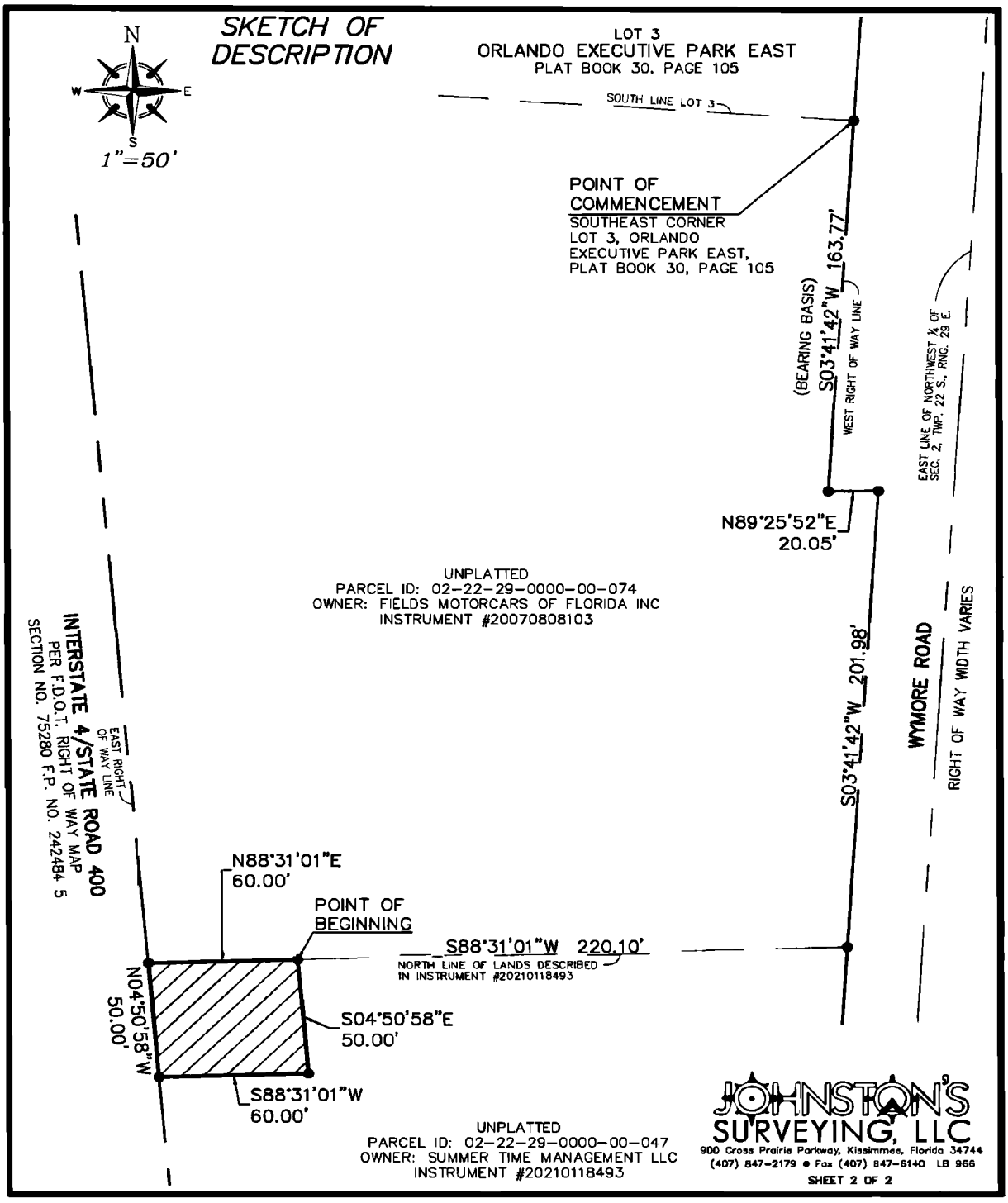
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PARCEL FOR VOLUNTARY ANNEXATION




Fields Motorcars Of Florida, Inc
Fields Motorcars Of Florida Inc
City Of Winter Park
Orlando Orthopedic Center Orc 2699 Lee Road LLC
Summertime Resort Retirement - 100 Beds Summer Time Management LLC
Tire Kingdom 2701 Lee Road LLC
Starbucks Vncorp LLC
Vacant 2445 Lee LLC
N Wymore Rd
Hanover Ave
Gloriosa Ave
Fremont Ave
Early Ave
Dupont Ave
Albert Lee Pkwy
Atomic Ct
Lake Bell Dr
Fairview Shores
Lee Rd
423
7-Eleven / Chevron Dsjb VII LLC
FKA Denny's John and Golda Cohen Trust
Bonnie Brae St
650 Wymore Professional Center Condominium
Centra Care Adventist Health System/sunbelt Inc
Dr. Latiff 2306 Lee Rd A LLC
Blossom Ln
Fountain Ln
operty Appraiser
ference only and is not a survey.

I4 EXPRESS
I4
I4 EXPRESS
Winter Park
Orange County
Unincorporated
N WYMORE RD
400
532,102.787 1,553,471.340 Feet

Planning & Zoning Board

agenda item 4.h

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

meeting date
August 4, 2026

prepared by
Allison McGillis, Director of Planning and Zoning

approved by
Allison McGillis, Director of Planning and Zoning

subject
CU #26-01. Request of GAI Consultants, Inc. for: Conditional Use approval for the property located at 210 E. Morse Boulevard (zoned R-4), on behalf of El Cortez, LTD (property owner), in conjunction with Chabad of Greater Orlando, for a project consisting of five townhome units fronting Morse Boulevard, which will be two stories in height plus partially below-level basement garages for parking; and a three-story synagogue building fronting Knowles Avenue, including an underground parking garage, a place of worship with rooftop deck for associated functions, and a daycare facility.

motion | recommendation

Staff recommends approval of the Conditional Use request subject to the following conditions:

1. The rooftop deck shall not include amplified music, outdoor speakers, or other amplified sound equipment.
2. Noise generated by activities associated with the rooftop deck, synagogue, or daycare shall not exceed the limits established by the city's noise regulations for the Central Business District contained in Sec. 62-98 of the code, and all noise, events, or lights from the rooftop shall end by 10:00 p.m., daily.
3. All rooftop and exterior site lighting shall be fully shielded and directed downward to prevent light spillover onto adjacent residential properties and public rights-of-way and follow dark sky lighting requirements.
4. Effective screening of all back-of-house elements, including electric meter connections, transformers/switchgear, metering equipment, and similar utilities, from surrounding rights-of-way.
5. Any future expansion of the synagogue above 80 seats and daycare enrollment beyond 60 children shall require an amendment to the Conditional Use approval.
6. The applicant shall implement and maintain operational procedures necessary to ensure that vehicle queues associated with daycare pick up and drop off activities are contained on the subject property and do not extend onto adjacent public streets.

7. Prior to issuance of a Certificate of Occupancy, the property shall be replatted in accordance with City requirements.
8. As recommended by HPB, a historic marker shall be constructed on-site to commemorate the historical significance of the property, to be completed prior to issuance of a Certificate of Occupancy for any new construction on the site.

background

The subject property is located at 210 E. Morse Boulevard and consists of approximately 0.61 acres. It is zoned High Density Residential (R-4) and is within Central Business District (CBD) boundaries and the Interlachen Avenue Historic District. The site is currently occupied by three multifamily residential buildings containing a total of 35 apartment units and 18 surface parking spaces. The property is bounded by Morse Boulevard to the north, Knowles Avenue to the west, and commercial/residential properties within the surrounding area.

The applicant is requesting Conditional Use approval to redevelop the property with a mixed-use project consisting of five townhome units and a synagogue/daycare facility. The proposal would remove the existing apartment complex and replace it with two separate principal structures organized around a unified site plan. The project is proposed by Chabad of Greater Orlando and is intended to provide both residential and community-serving institutional uses within walking distance of Downtown Winter Park.

Because the property is located within the Interlachen Avenue Historic District, the project was previously reviewed by the Historic Preservation Board (HPB) in late 2025 for demolition approval and architectural review of the proposed redevelopment. This request was tabled from its originally scheduled public hearing in June due to feedback from the community on the proposed architecture of the synagogue. Attached in the packet are elevations of the originally proposed architecture of the synagogue and an alternate version based on feedback from the community. The Board is tasked with making a recommendation on the architectural style to move forward.

Project Summary

The proposed redevelopment includes five attached townhome units located along the Morse Boulevard frontage and a three-story synagogue building located along Knowles Avenue. The townhomes are designed as two-story residences with partially below-grade garage levels. Each unit contains a two-car garage accessed from the interior of the site. The synagogue building includes worship space, educational and support areas, administrative offices, an underground parking garage, and a rooftop gathering area intended for religious and associated community functions.

Pursuant to the 2024 Vesting Agreement adopted by the City Commission, properties zoned R-4 as of February 14, 2024, were vested with development standards permitting a maximum density of 25 dwelling units per acre (du/ac) and a floor area ratio (FAR) of up to 200%. The proposed project is substantially below those vested entitlements, reducing the development from 35 dwelling units to five (5) dwelling units, which decreases the density from 57 du/ac to

eight (8) du/ac. In addition, the proposed development would result in a combined FAR of 100%, which is slightly less than the existing FAR of approximately 103% currently on the property and well under the vested maximum FAR of 200%.

The synagogue facility is designed to accommodate approximately 80 seats and includes a daycare facility with a maximum enrollment of sixty children. According to the applicant, the daycare is anticipated to initially operate with approximately fifteen to twenty children and expand over time as demand warrants. The townhome project is designed with Mediterranean architectural influences including stucco finishes, arched openings, decorative detailing, and tile roofing intended to complement surrounding development patterns and the historic character of the area.

The subject property is located within the CBD where the city's stormwater regulations recognize the unique challenges associated with urban infill redevelopment. Properties within this area are permitted to satisfy stormwater requirements through a fee-in-lieu program rather than providing all stormwater treatment and retention facilities on-site. In this case, the applicant has elected to provide stormwater facilities on-site via underground exfiltration rather than relying solely on the fee-in-lieu option available to downtown properties. This is positive for the CBD since stormwater facilities also do not exist on the property today.

The applicant is requesting setback waivers along the Morse Boulevard frontage and the Knowles Avenue frontage, and a waiver to the maximum impervious surface ratio for R-4 at 85% in lieu of the required 75%. Strict compliance of the impervious surface could be achieved by reducing parking and circulation areas, however, doing so would worsen the parking and traffic concerns raised during the public review process. The project is also proposed at a 100% FAR, under the R-4 maximum of 110% and the 2024 Vesting Agreement of 200% FAR.

In terms of the setback waiver, the requested setback variances along E. Morse Boulevard and S. Knowles Avenue are consistent with the established development pattern of the surrounding downtown area and will not adversely impact adjacent properties. The proposed 6-foot setback along Morse Boulevard is comparable to the existing El Cortez buildings, which are currently located approximately 10 feet from the right-of-way, while the proposed 8-foot setback along Knowles Avenue is consistent with nearby buildings that are located as close as 0 to 5 feet from the street. Staff finds that the requested setbacks promote a pedestrian-oriented streetscape and urban form that is characteristic of the CBD and comparable to the adjacent properties with CBD zoning to the west.

Community Meeting

On June 2, 2026, the applicant conducted a Community Meeting at the Winter Park Community Center to present the proposed redevelopment and receive feedback from nearby residents and property owners. Approximately 17 community members attended the meeting. The applicant presented the site plan, landscape plan, and architectural renderings, followed by a question-and-answer session and individual discussions regarding the project. The meeting minutes provided by the applicant indicate that parking, traffic circulation, daycare operations, rooftop activities, security, and building visibility were the primary topics of

discussion.

Residents expressed concerns regarding parking availability during synagogue services and special events, daycare pick-up and drop-off operations, and traffic interactions with nearby institutional uses. In response, the applicant explained that the synagogue and daycare are anticipated to operate during different peak periods, thereby reducing concurrent parking demand. The applicant further noted that the site includes dedicated internal circulation and stacking areas designed specifically to accommodate daycare drop-off and pick-up activities without impacting adjacent streets. Regarding traffic circulation, the applicant explained that vehicles associated with the synagogue are designed to exit onto Knowles Avenue rather than Morse Boulevard and that the existing median on Morse Boulevard separates project traffic from nearby institutional traffic associated with the First Methodist Church.

Questions were also raised regarding the rooftop gathering area. The applicant indicated that rooftop events would not occur simultaneously with religious services and explained that the rooftop space is intended to serve as an accessory gathering area rather than a separate event venue. Several attendees requested information regarding daycare operations. The applicant indicated that the daycare is proposed to operate between approximately 8:00 a.m. and 3:00 p.m., with an additional midday pickup period. The applicant further explained that the daycare would operate as a nonprofit organization serving children generally between the ages of one and four years old.

Parking remained one of the primary discussion topics throughout the meeting. The applicant stated that the proposed development satisfies city parking requirements and noted that many synagogue members are expected to walk to services due to the religious practice of walking to worship during Shabbat and certain religious observances.

Site Design and Development Standards

The site plan positions the townhomes along Morse Boulevard to reinforce the residential character of the streetscape while locating the synagogue along Knowles Avenue. Vehicular circulation is organized through a right-in/right-out driveway on Morse Boulevard and an exit-only driveway on Knowles Avenue. Internal circulation connects the residential and institutional components while minimizing conflicts between vehicles and pedestrians. It also provides a large internal area for stacking for pick-up and drop-off for daycare use.

The proposed development includes approximately 12,599 square feet of building coverage. Based upon the gross site area, the resulting lot coverage is 47.4%, which is below the 55% maximum. This calculation excludes stoops, stairs, ramps, architectural overhangs, and similar features. The project utilizes below-grade parking beneath both the townhomes and synagogue building, thereby reducing the visual impact of surface parking that currently exists onsite today.

Parking Analysis

The project includes parking within the townhome garages, underground parking beneath the synagogue, and supplemental surface parking spaces. The applicant has indicated that the synagogue parking garage will contain 22 parking spaces, while 13 additional surface parking

spaces are provided throughout the site. The townhomes provide a total of 10 enclosed resident parking spaces through individual two-car garages.

A key consideration for the project is the shared use of parking facilities between the synagogue and daycare functions. The applicant has indicated that these uses are expected to operate at different times of day, thereby reducing peak parking demand. In terms of required parking, the five townhomes are required to have 13 spaces, and 10 are within the garages and three are within the surface spaces near the synagogue. The synagogue with 80 seats and up to six employees is required to provide 26 parking spaces, which are within the basement garage and the surface spaces. The daycare usage, that does not operate when the synagogue is in use, with 60 children at maximum capacity and up to 10 staff members, is required to have one parking space for every employee plus sufficient off-street space for the safe and convenient loading and unloading of students. The daycare will have access to 22 spaces in the garage and the 10 surface spaces that are not used by the townhomes, and there is enough stacking onsite from Morse to Knowles for approximately 16 cars. The applicant also stated that the 60 students are not all picked up and dropped off at the same time.

Traffic Analysis

A Traffic Impact Analysis was prepared to evaluate the impacts associated with removing the existing 35 apartment units and replacing them with five townhomes, a synagogue, and a daycare facility. The analysis reviewed six study intersections within the surrounding roadway network, including intersections along Morse Boulevard, Knowles Avenue, Park Avenue, Interlachen Avenue, New York Avenue, and New England Avenue.

The study concluded that the redevelopment is projected to generate approximately the proposed redevelopment is projected to generate 46 net new external daily trips, including 51 net new trips during the AM peak hour and 12 net new trips during the PM peak hour. The report concluded that all study intersections are projected to continue to operate adequately at LOS A/B and within their capacity for both future no-buildout and buildout scenarios. The addition of project traffic has a de-minimis impact on the delays in the study area, with no approach increasing in delay more than 0.5 seconds per vehicle. Therefore, the report concluded that based on the results of the analysis, the proposed project is not anticipated to impact the operations of the surrounding roadway network.

Conditional Use Analysis

While the proposal introduces a synagogue and daycare use into the site, it also substantially reduces residential density from 35 apartment units to five townhomes. The townhomes provide an appropriate residential edge along Morse Boulevard and create a transition between the downtown core and surrounding neighborhoods.

As previously mentioned, the proposed synagogue includes a rooftop deck intended for associated religious and community functions. While the rooftop area provides additional gathering space without increasing the building footprint, staff believes this component warrants discussion regarding hours of operation, noise generation and lighting. Given the proximity of nearby residential properties, staff is recommending several conditions due to this

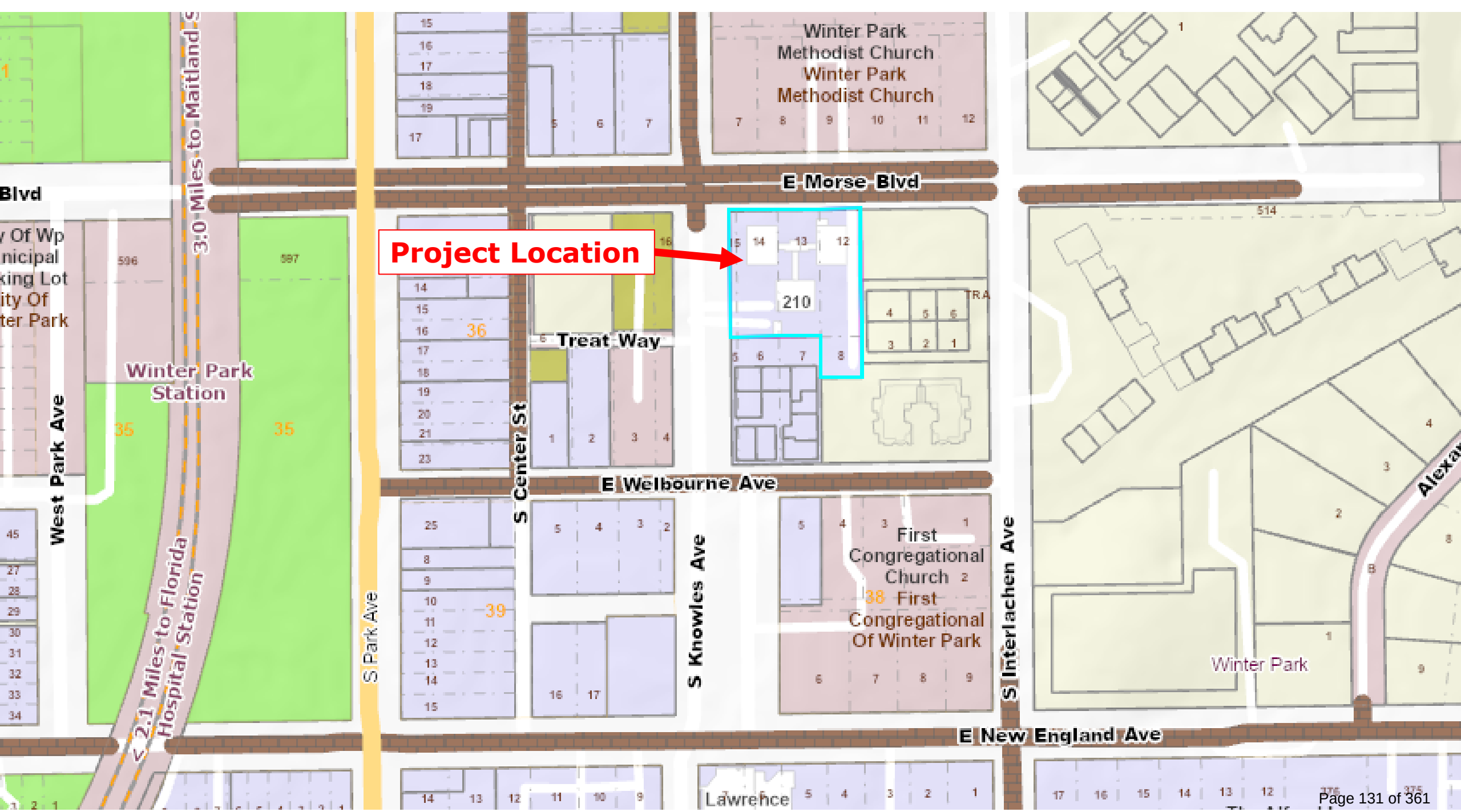
concern.

alternatives | other considerations

fiscal impact

attachments

1. Location Map
2. Building Renderings
3. Rendered Site Plan
4. El Cortez CUP Cover Letter and Narrative
5. El Cortez Combined Plan Set
6. FINAL DAYTIME PERSPECTIVE OF SYNAGOGUE 5.11.226
7. FINAL DUSK PERSPECTIVE OF SYNAGOGUE 5.11.26
8. 2026.05.13 Updated Graphic
9. El Cortez Community Meeting Package - 2026.06.02
10. El Cortez TIA
11. original elevation to proposed elevatin cmparison 7.17.26
12. Alternative front elevation 12 7.14.26
13. 926125_hd_Group One Development - Chabad revisions
14. 2026-07-21 Synagogue Progress set showing alternative elevation
15. Fw_ [EXTERNAL] El Cortez project
16. Fw_ [EXTERNAL] El Cortez Synagogue and townhomes
17. [EXTERNAL] El Cortez development Synagogue and Townhomes
18. [EXTERNAL] Support for the proposed synagogue development at 210 E. Morse Blvd.
19. Contact for Petition
20. FW EXTERNAL E Morse Blvd rezoning
21. Fw_ [EXTERNAL] Chabad Synagogue and Townhouse request
22. Knowles
23. Letter Received 07.14.26
24. Petition received 07.06.26
25. [EXTERNAL]
26. [EXTERNAL] Proposed building at El Cortez
27. [EXTERNAL] Prosed Synagogue


Project Location
E Morse Blvd
Winter Park Methodist Church
Winter Park Methodist Church
210
Treat Way
E Welbourne Ave
S Center St
S Park Ave
S Knowles Ave
S Interlachen Ave
First Congregational Church
38 First Congregational Of Winter Park
E New England Ave
Winter Park
Winter Park Station
West Park Ave
3.0 Miles to Maitland
2.1 Miles to Florida Hospital Station
Lawrence




CENTRAL PARK
DOWNTOWN HISTORIC DISTRICT
GENESIS STUDIOS MG


CHABAD OF WINTER PARK
GENESIS STUDIOS • MG



CANOPY TREE

UNDERSTORY TREE

SHRUBS

GROUNDCOVERS

PARCEL BOUNDARY

0 10' 20'

FULL SCALE: 1"=10'

HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN

DATE: 5/4/2026

DRAWN: CAC

CHECKED: AJS

APPROVED: GNL

LANDSCAPE RENDER

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
L-102

C:\Users\prietp\DC\ACCDocs\GAI\R251293.00 - EL CORTEZ\Project Files\CAD\CSG\PRODUCTION DRAWINGS\L-100 LANDSCAPE PLAN.dwg May 04, 2026 - 4:03pm

gai consultants

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618 East South Street
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May 4, 2026

Project R251293.00

Ms. Allison McGillis, AICP
City of Winter Park
401 Park Avenue South
Winter Park, Florida 32789

El Cortez Redevelopment Site - Synagogue and Townhomes
Conditional Use Package

Dear Ms. McGillis:

On behalf of El Cortez, LTD and in conjunction with Chabad of Greater Orlando, Corp., GAI Consultants, Inc. (GAI) is submitting a final CUP submittal for review by the City. We appreciate the City's attention to this project and the guidance from staff to date. Attached you will find our site plan with utilities and landscaping, as well as floor plans, elevations, and 3D renderings of the proposed buildings. The description below provides some critical background on the proposed development. Should you have any questions, don't hesitate to contact me at 321.319.3069.

1.0 Project Location and Context

Address	210 E Morse Blvd
Parcel ID	07-22-30-8776-00-120
Parcel Acreage	0.61
Existing FLU	High Density Residential
Existing Zoning	R-4 | Central Business District Overlay | Interlachen Ave Historic District
Existing Development	Multi-family residential buildings (x3) – 3 stories, with a total of 38 units 18 surface parking spaces

2.0 Project Description

The proposed project will feature a residential component and a non-residential component. The residential component will include five townhome units (minimum 24' wide) fronting on Morse Blvd. The townhomes will be three stories *including* the basement garages for parking. The garages will accommodate 2 cars each.

The non-residential component of the site will feature a synagogue fronting on Knowles Ave, that will function as both a house of worship as well as a daycare. The synagogue will accommodate up to 80 attendees with worship services scheduled throughout the week, supported by 4-6 staff members. A daycare is also proposed to operate within the same facility, with up to 60 children (although it will open with 15-20). The daycare will be supported by 3 staff initially but will expand to 10 at full capacity. The two uses will have hours of operation that do not overlap. A detailed weekly schedule is provided in section 3.0 illustrating the non-overlapping nature of operations.

Program Summary:

Residential Program	
Townhomes	5 units (2,500 min sq ft, not including garage)
Parking	10 spaces (individual garage units) 3 surface spaces on the driveway to be shared with the synagogue
Non-Residential Program	
Place of Worship (synagogue)	80 seats max (includes any employees)
Daycare	Less than 20 children initially 60 children at max capacity
Parking	35 parking spaces total 10 stacked surface spaces 3 surface spaces on the driveway to be shared with the townhomes 22 basement garage spaces (1 ADA)

- See section 3.0 for a detailed description of activities and operation.

FAR Calculations

Per the 2024 Vesting Agreement adopted by the Winter Park City Commission, all sites zoned R-4 as of February 14, 2024 were vested certain development standards, including a 200% FAR. This project site falls under this vesting. Notwithstanding this FAR vesting, the site is still consistent with what would otherwise be an FAR limit of 110%.

Also, per Section 58-84 of the City's code:

> *"Basement areas or other below grade floor areas are excluded from the "gross floor area" when more than one-half of that basement or floor height is below the existing grade or below the established curb level, if the lot grade is lower than the established curb level."*

This condition is consistent with the proposed synagogue building, where the parking garage is more than half below grade. The parking garage floor area is, therefore, not counted towards the gross floor area calculation.

The table below illustrates the FAR calculation for the project site.

Parcel Area		Max	FAR Reference	Max Potential	Building Sq Ft		Total Building	Excluded Sq Ft		Total	Qualifying	Proposed
Acres	Sq Ft	FAR		Sq Ft			Sq Ft			Excluded Sq	Sq Ft	FAR
0.61	26,572	110%	Per Code (R-4)	29,229	Synagogue Townhomes	27,534 15,225	42,759	Synagogue Basement Garage Townhome Basement Garages Synagogue Roof Terrace Balconies/Stoops/Etc	7,466 2,568 2,491 3,686	16,211	26,548	99.9%
		200%	Per Vesting Determination	53,143								

Building Height

Per the R-4 zoning for properties within the Central Business District (CBD), the maximum height is 40'/3-stories, not including parapet walls and other architectural features. The synagogue building will be three stories *including* the basement garage, which is only partially above grade. The roof of the building will not only house the building's mechanical equipment but will also include a social roof deck for synagogue functions. The wall of the roof deck will extend the overall building height up to 40' and only the decorative architectural elements and stairwells will extend above the 40' height. See the project elevations for details.

3.0 Description of Activities and Hours of Operation

The following schedule represents a typical week of daily activities and hours of operation, which is provided in support of the assertion that the worship service use and the daycare use will not overlap as it pertains to the need for parking.

Sunday	9am-12pm – Worship Service and Sunday School
Monday – Thursday	7am-8am – Worship Service 8am-3pm – Children's Daycare First pick up at 12:30pm Second pick up at 3:00pm 6pm~8pm – Small Group Educational Programming
Friday	7am-8am – Worship Service 8am-3pm – Children's Daycare Sunset (time varies) – Shabbat Service
Saturday	Afternoon – Worship Service
Special Events	• Special events vary but will typically be held in the evenings. • Events cannot be held in the building at the same time as worship services. • Weddings may not be held on Saturdays

4.0 Parking

As demonstrated above the operation of the synagogue and daycare ensure that their parking requirements will not be additive; therefore, the higher parking rate of the two uses will be appropriate. In this case, the code defined "churches" use, which is measured at the rate of 1 space per 4 seats, is the higher generator. At 80 seats, the minimum parking requirement for the synagogue is 20 spaces. The basement garage alone contains 22 spaces (including 1 ADA space). Even if the permanent employees are required to have their own permanent space in addition to the 20 required spaces, there are sufficient spaces provided. In addition to the garage spaces, there are 10 stacked spaces in the southeast corner of the property. These are expected to be reserved primarily for staff during synagogue services.

The townhome parking ratio requirement is 2.5 spaces per unit. Each proposed unit has a 2-car garage. In addition, there are three parallel parking spaces on the south side of the synagogue that can be shared with the townhomes to satisfy the remaining requirement.

5.0 Vehicular Access and Circulation

A 22'-wide, two-way, access drive is proposed from Morse Blvd near the east property line. The drive will split off to the west to access the rear garages of the townhomes. This spur will not exit the site. The main drive will continue south as a one way access, curve around the south side of the synagogue, and exit the west side of the site onto Knowles Ave still as a one-way. The synagogue basement garage will be accessed off the east face of the building from the one-way driveway.

Note that an extension of the basement roof slab at the entrance to the garage reaches from the rear of the building, across the one-way drive, and integrates into the retaining wall on the east property line.

6.0 Solid Waste

The dumpster enclosure for the synagogue's solid waste collection is proposed in the southwest corner of the property adjacent to Knowles Avenue. The enclosure will house one 4-cubic yard rollout dumpster that will be collected from the driveway entrance on Knowles Avenue, per our discussion with the City's solid waste contractor Waste Pro. The five townhomes will have individual rollout cans that can be serviced via concierge collection, as was also discussed with Waste Pro.

7.0 Signage

There will be two signs on the property. 1) A historic marker sign will be located within the building setback at the corner of Morse Boulevard and Knowles Avenue. This landmark sign will commemorate the site's prior use. 2) A wall sign with maximum dimensions of 1.28' x 6' will be located on the western face of the synagogue on the wall for the wheelchair ramp.

8.0 Waivers

The following list represents the known waivers proposed for this project as submitted:

City Standard	City Standard	Proposed Waiver
Min Setback (E Morse Blvd)	25'	6'*
Min Setback (S Knowles Ave)	25'	8'*
Max ISR	75%	85%

*The site is located in the CBD, and setback waivers may not be needed

We thank you in advance for your review of this CUP package. Again, if you have any questions or comments, please feel free to contact me at 321.319.3069.

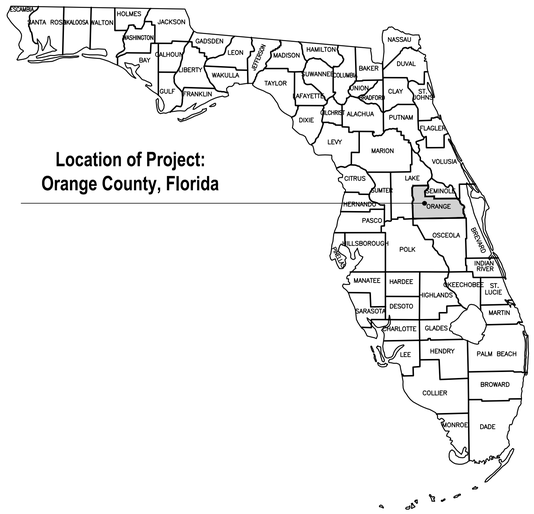
Sincerely,

GAI Consultants, Inc.



Andrew D. McCown, AICP
Director of Planning

EL CORTEZ DEVELOPMENT
CONDITIONAL USE PERMIT
CITY OF WINTER PARK, FLORIDA



Location of Project:
Orange County, Florida

MAP OF FLORIDA

PARCEL ID NO. 07-22-30-8776-00-120

PREPARED FOR:

BANYAN DEVELOPMENT GROUP

PREPARED BY:

gai consultants
EB 9951
618 SOUTH STREET, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

Sheet List Table	
Sheet Number	Sheet Title
C-000	COVER SHEET
C-002	GENERAL NOTES
C-030	SWPPP NOTES
C-100	DEMOLITION AND SWPP PLAN
C-200	SITE PLAN
C-210	GEOMETRY AND SIGNAGE PLAN
C-300	GRADING AND DRAINAGE PLAN
C-400	UTILITY PLAN
C-500	SITE DETAILS
C-501	SITE DETAILS
C-502	SITE DETAILS
C-510	CITY OF WINTER PARK DETAILS
C-511	CITY OF WINTER PARK DETAILS
C-512	CITY OF WINTER PARK DETAILS
C-600	CROSS SECTIONS
C-610	RETAINING WALL DETAILS
L-100	LANDSCAPE PLAN
L-101	LANDSCAPE DETAILS
L-102	LANDSCAPE RENDER
IR-100	IRRIGATION PLAN
IR-101	IRRIGATION DETAILS
A1	SYNAGOGUE – PARKING GARAGE LEVEL
A2	SYNAGOGUE – GROUND FLOOR PLAN
A3	SYNAGOGUE – LEVEL 2 PLAN
A4	SYNAGOGUE – LEVEL 3 PLAN
A5	SYNAGOGUE – EXTERIOR ELEVATIONS
A6	SYNAGOGUE – BUILDING SECTIONS
T1	UNIT FLOOR PLANS
T2	UNIT FLOOR PLANS
T3	UNIT FLOOR PLANS
T4	BUILDING PLAN
T5	BUILDING PLAN
T6	BUILDING PLAN
T7	EXTERIOR ELEVATION
T8	EXTERIOR ELEVATION
T9	EXTERIOR ELEVATION
M1	EXTERIOR MATERIALS

CONTACT INFORMATION

OWNER

BANYAN-AGPM
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ORLANDO, FL. 32801
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ATTN: SCOTT ZIMMERMAN

ARCHITECT

FUGLEBERG KOCH, LLC
2701 MAITLAND CENTER PKWY
MAITLAND, FL. 32751
(407) 629-0595
ATTN: BOB KOCH

CIVIL ENGINEER

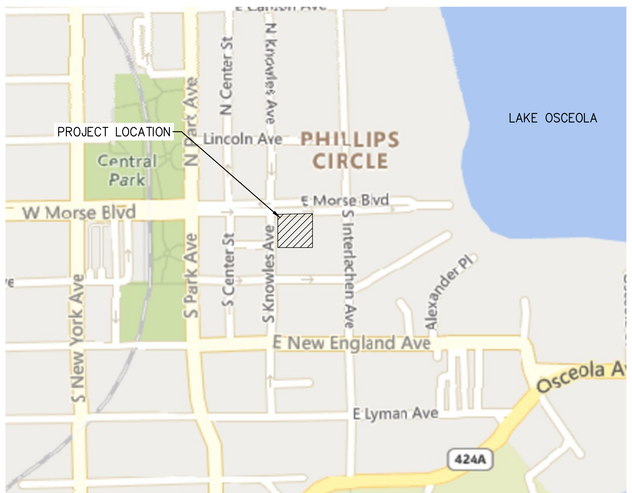
GAI CONSULTANTS, INC.
618 EAST SOUTH STREET, SUITE 700
ORLANDO, FLORIDA 32801
(321) 319-3052
ATTN: G. NICOLAS LEYVA, P.E.

SURVEYOR

BENCHMARK SURVEYING & MAPPING, LLC.
3110 RED FOX RUN
KISSIMMEE, FLORIDA 34746
(407) 509-9674
ATTN: JOE JENKINS JR, PSM

LANDSCAPE ARCHITECTURE

GAI CONSULTANTS, INC.
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SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398
ATTN: RUTH PERRY, PLA



LOCATION MAP
NTS

LEGAL DESCRIPTION:

LOT 12, 13, AND 14, OF J.A. TROVILLION'S RESUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "F", AT PAGE 70, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND

THE EAST 8 FEET OF LOT 15, OF J.A. TROVILLION'S RESUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "F", AT PAGE 70, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND

THE NORTH 50 FEET OF THE WEST 50 FEET OF LOT 8, OF J.A. TROVILLION'S RESUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK "F", AT PAGE 70, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

REVISIONS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

COVER SHEET

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

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PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
C-000

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GENERAL NOTES:

1. LOCATIONS, ELEVATIONS, AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. THE CONTRACTOR SHALL FIELD LOCATE, VERIFY, AND FURTHER IDENTIFY THE LOCATIONS, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES, AND OTHER FEATURES (IDENTIFIED ON THE PLANS OR NOT) AFFECTING ANY COMPONENT OF WORK HEREIN PRIOR TO THE START OF ANY CONSTRUCTION. DISCREPANCIES, CONFLICTS, OR POTENTIAL DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE START OF ANY CONSTRUCTION.

2. THE CONTRACTOR SHALL CHECK PLANS FOR CONFLICTS AND DISCREPANCIES PRIOR TO THE START OF ANY CONSTRUCTION. SPECIAL ATTENTION SHALL BE TAKEN WITH THOSE EXISTING UTILITIES, STRUCTURES OR FEATURES (IDENTIFIED ON THE PLANS OR NOT) THAT MAY POTENTIALLY CONFLICT OR CROSS PROPOSED DESIGN COMPONENTS (I.E., STORM SEWERS, SANITARY SEWERS, WATER MAINS, EXFILTRATION, BUILDING FOUNDATIONS, ETC) AND ANY DISCREPANCIES, CONFLICTS, OR POTENTIAL DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE START OF ANY CONSTRUCTION. ANY COST ASSOCIATED WITH THE LOCATION OF EXISTING UTILITIES AS OUTLINED ABOVE IS THE RESPONSIBILITY OF THE CONTRACTOR.

3. ERRORS OR OMISSIONS – DO NOT TAKE ADVANTAGE OF ANY APPARENT ERROR OR OMISSION DISCOVERED IN THE CONTRACT DOCUMENTS, BUT IMMEDIATELY NOTIFY THE ENGINEER OF SUCH DISCOVERY. THE ENGINEER WILL THEN MAKE SUCH CORRECTIONS AND INTERPRETATIONS AS NECESSARY TO REFLECT THE ACTUAL SPIRIT AND INTENT OF THE CONTRACT DOCUMENTS.

4. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES AND SHALL PROVIDE AT LEAST 48-HOURS NOTICE TO THE UTILITY COMPANIES PRIOR TO CONSTRUCTION TO OBTAIN FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES.

5. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND, THAT MAY OCCUR AS A RESULT OF THE WORK PERFORMED BY THE CONTRACTOR CALLED FOR IN THIS CONTRACT. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING SURVEY MONUMENTATION, AND ANY DISTURBED MONUMENTATION SHALL BE RESTORED AT CONTRACTOR'S EXPENSE BY A SURVEYOR SELECTED BY THE OWNER.

6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS SPECIFIED BY THE VARIOUS GOVERNMENTAL AGENCIES AND THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, AND SCHEDULE INSPECTIONS AND TESTING ACCORDING TO AGENCY REQUIREMENTS.

7. WORK PERFORMED UNDER THIS CONTRACT SHALL INTERFACE SMOOTHLY WITH OTHER WORK BEING PERFORMED ON OR ADJACENT TO THE SITE BY OTHER CONTRACTORS AND UTILITY COMPANIES. IT WILL BE NECESSARY FOR THE CONTRACTOR TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WHERE NECESSARY, WITH OTHER CONTRACTORS AND UTILITY COMPANIES.

8. SAFETY:
   A. DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELING PUBLIC AND THE SAFETY OF HIS PERSONNEL.
   B. LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY OSHA IN THE FEDERAL REGISTER OF THE DEPARTMENT OF TRANSPORTATION.
   C. THE MAINTENANCE OF TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE CITY OF ORLANDO TRANSPORTATION ENGINEERING BUREAU AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   D. ALL TRAFFIC CONTROL MARKINGS AND DEVICES SHALL CONFORM TO THE PROVISIONS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" PREPARED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.
   E. CONTACT THE CITY OF ORLANDO (SCOTT WALKER AT 407-246-2372) FOR MANAGEMENT OF TRAFFIC CONTROL REVIEW PRIOR AND DURING CONSTRUCTION.

9. ALL WORK PERFORMED SHALL COMPLY WITH THE CODES, STANDARDS, REGULATIONS AND REQUIREMENTS OF THE CITY OF ORLANDO LAND DEVELOPMENT CODE AND ENGINEERING STANDARDS, PLUS THE CURRENT EDITION OF THE FDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND UTILITY CONSTRUCTION, PLUS THE REGULATIONS AND ORDINANCES OF THE VARIOUS OTHER GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK.

10. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS ON ALL PRECAST AND MANUFACTURED ITEMS TO THE ENGINEER FOR APPROVAL. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION COULD RESULT IN REMOVAL AND REPLACEMENT AT CONTRACTOR'S EXPENSE. THE ENGINEER'S REVIEW OF THE SHOP DRAWINGS IS FOR CONFORMITY WITH THE CONTRACT DOCUMENTS AND DOES NOT INCLUDE IN-DEPTH CHECK FOR THE ABILITY OF THE CONTRACTOR TO PERFORM THE WORK IN A SAFE OR EFFICIENT MANNER. THE ENGINEER'S REVIEW OF THE SHOP DRAWINGS DOES NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR DIMENSIONAL ACCURACY TO ENSURE FIELD FIT AND CONFORMITY OF THE VARIOUS COMPONENTS AND DETAILS.

11. CONTRACTOR SHALL KEEP ENGINEER ADVISED OF CONSTRUCTION SCHEDULE CHANGES SO THAT ENGINEER CAN SCHEDULE PERIODIC SITE VISITS AT APPROPRIATE TIMES IN ORDER TO PROVIDE CONSTRUCTION CERTIFICATIONS TO JURISDICTIONAL AGENCIES.

12. CONTRACTOR SHALL PROVIDE ALL EQUIPMENT NECESSARY FOR DEWATERING. DISCHARGE WATER FROM DEWATERING SHALL BE CLEAR WITH NO VISIBLE SOIL PARTICLES. DISCHARGE WATER FROM DEWATERING SHALL BE DISPOSED OF IN SUCH A MANNER THAT IT WILL NOT INTERFERE WITH THE NORMAL DRAINAGE OF THE AREA IN WHICH THE WORK IS BEING PERFORMED, OR CREATE PONDING. THE OPERATION SHALL NOT CAUSE ANY DAMAGE TO ANY PORTION OF THE WORK COMPLETED, OR IN PROGRESS. THE DEWATERING OPERATION SHALL COMPLY WITH THE REQUIREMENTS OF APPLICABLE REGULATORY AGENCIES. A PRE-WORK MEETING WILL BE CONDUCTED WITH THE GEOTECHNICAL FIRM, THE OWNER, THE CONTRACTOR, AND THE ENGINEER PRIOR TO BEGINNING ANY SITE EXCAVATION.

13. PIPE LENGTHS SHOWN ARE APPROXIMATE AND SHOULD BE ORDERED FROM FIELD STAKED QUANTITIES. PLAN PIPE LENGTHS ARE MEASURED FROM CONNECTION POINT TO END OF THE LINES FOR WATER LINES.

14. CONTRACTOR MUST REVIEW "MAINTENANCE OF UTILITY SERVICE PLAN" WITH ENGINEER AND UTILITY COMPANY PRIOR TO START OF UTILITY CONSTRUCTION.

15. CONFORMITY WITH WORK – IN THE EVENT THAT THE ENGINEER FINDS THAT THE CONTRACTOR HAS USED MATERIAL OR PRODUCED A FINISH PRODUCT THAT IS NOT REASONABLY CLOSE IN CONFORMITY WITH THE CONTRACT DOCUMENTS, I.E. UNSATISFACTORY PRODUCT, THE CONTRACTOR SHALL REMOVE AND REPLACE OR OTHERWISE CORRECT THE WORK OR MATERIALS AT NO EXPENSE TO THE OWNER.

16. "AS-BUILT" FOR THE PROPOSED CONSTRUCTION SHALL BE PROVIDED UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL FURNISH THE OWNER'S ENGINEER WITH COMPLETE "AS-BUILT" INFORMATION CERTIFIED BY A FLORIDA REGISTERED PROFESSIONAL SURVEYOR. ONCE PROVIDED WITH "AS-BUILTS" AND AFTER OBSERVATION OF THE ENTIRE PROJECT, SHOULD THE ENGINEER DETERMINE THAT THE CONTRACTOR HAS SATISFACTORILY COMPLETED THE WORK, THE ENGINEER WILL GIVE THE CONTRACTOR WRITTEN NOTICE OF FINAL ACCEPTANCE.

GOVERNING SPECIFICATIONS:

1. NO CONSTRUCTION MAY COMMENCE UNTIL APPROPRIATE PERMITS ARE OBTAINED FROM ALL MUNICIPAL, COUNTY, STATE, AND/OR FEDERAL AGENCIES.

2. GRADING, DRAINAGE AND PAVING MATERIALS AND CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE CITY OF WINTER PARK ENGINEERING STANDARDS AND/OR THE CURRENT EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS SUPPLEMENTED BY DETAILS AND NOTES ON THESE PLANS.

3. CONFORM WITH REQUIREMENTS OF THE NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE PERMIT AS ISSUED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP).

4. CONFORM WITH REQUIREMENTS OF THE ENVIRONMENTAL RESOURCES PERMIT (ERP) AS ISSUED BY THE ST. JOHN'S RIVER WATER MANAGEMENT DISTRICT (SJRWMD).

5. SANITARY SEWER SYSTEM MATERIALS AND CONSTRUCTION SHALL BE IN CONFORMANCE WITH CITY OF WINTER PARK WASTEWATER STANDARD DETAILS AND SPECIFICATIONS AS SUPPLEMENTED BY THESE PLANS AND THE THE PERMIT CONDITIONS LISTED IN THE FDEP SEWER EXTENSION PERMIT.

6. WATER DISTRIBUTION SYSTEM MATERIALS AND CONSTRUCTION SHALL BE IN CONFORMANCE WITH CITY OF WINTER PARK WATER STANDARD DETAILS AND SPECIFICATIONS AS SUPPLEMENTED BY THESE PLANS AND THE PERMIT CONDITIONS LISTED IN THE FDEP WATER MAIN EXTENSION PERMIT.

CLEARING AND GRUBBING NOTES:

1. PRIOR TO CLEARING AND GRUBBING, ALL SILT FENCE EROSION CONTROL DEVICES AND SEDIMENT CONTROL BASINS AND/OR BMP'S SHALL BE INSTALLED AND OPERATIONAL.

2. ALL INDICATED MATERIALS TO BE CLEARED, GRUBBED AND REMOVED FROM THE CONSTRUCTION AREA INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING: ALL TREES, STUMPS, ROOTS, BRUSH, TRASH, ORGANIC MATTER WITHIN THE SITE, CURBING, PAVING, MISCELLANEOUS STRUCTURES (IF ANY), AND OTHER DEBRIS.

3. GRUBBING SHALL CONSIST OF COMPLETELY REMOVING ROOTS, STUMPS, TRASH AND OTHER DEBRIS FROM SITE, SO THAT THE TOPSOIL IS FREE OF ROOTS AND DEBRIS. TOPSOIL IS TO BE LEFT SUFFICIENTLY CLEAN SO THAT FURTHER PICKING AND RAKING WILL NOT BE REQUIRED.

4. BURNING OF TREES, ROOTS, OR ANY KIND OF MATERIALS WILL NOT BE ALLOWED ANYWHERE ON THE SITE.

5. THE CONTRACTOR SHALL EXERCISE SPECIAL PRECAUTIONS FOR THE PROTECTION AND PRESERVATION OF TREES, SOD, FENCES, ETC., SITUATED WITHIN THE VICINITY OF THE PROJECT AREA OR TREE SAVE AREAS BUT NOT DIRECTLY WITHIN EXCAVATION AND/OR FILL LIMITS. THE CONTRACTOR SHALL BE HELD LIABLE FOR ANY DAMAGE AS A RESULT OF HIS OPERATIONS.

6. TREES WHICH ARE SEVERELY DAMAGED OR DESTROYED BY CLEARING OPERATIONS OUTSIDE THE CLEARING LIMITS WILL BE PAID FOR BY THE CONTRACTOR IN WHOLE. MINOR DAMAGE INFLICTED TO TREE BRANCHES AND TRUNKS WILL BE REPAIRED, AT NO COST TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING TREE PROTECTION FENCING AROUND TREE SAVE AREAS WITHIN THE SITE, AS SHOWN ON PLANS OR DIRECTED BY THE MUNICIPAL AUTHORITY. THE TREE PROTECTION FENCING SHALL BE IN ACCORDANCE WITH MUNICIPAL STANDARDS AND REQUIREMENTS.

EXCAVATION, GRADING, AND PAVING NOTES:

1. ALL DELETERIOUS SUBSURFACE MATERIAL (I.E. MUCK, PEAT, BURIED DEBRIS) IS TO BE EXCAVATED IN ACCORDANCE WITH THESE PLANS OR AS DIRECTED BY THE OWNER, THE ENGINEER, OR OWNER'S SOIL TESTING COMPANY. DELETERIOUS MATERIAL IS TO BE STOCKPILED OR REMOVED FROM THE SITE AS DIRECTED BY THE OWNER. EXCAVATED AREAS ARE TO BE BACKFILLED WITH APPROVED MATERIALS AND COMPACTED AS SHOWN ON THESE PLANS. CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ANY PERMITS THAT ARE NECESSARY FOR REMOVING DELETERIOUS MATERIAL FROM THE SITE.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXCAVATIONS AGAINST COLLAPSE AND WILL PROVIDE BRACING, SHEETING OR SHORING AS NECESSARY.

3. DEWATERING METHODS SHALL BE USED AS REQUIRED TO KEEP TRENCHES DRY WHILE PIPE AND APPURTENANCES ARE BEING PLACED.

4. ALL NECESSARY FILL AND EMBANKMENT THAT IS PLACED DURING CONSTRUCTION SHALL CONSIST OF MATERIAL SPECIFIED BY THE OWNER'S SOIL TESTING COMPANY OR ENGINEER AND BE PLACED AND COMPACTED ACCORDING TO THESE PLANS.

5. DISPOSAL OF ANY EXCESS EARTHWORK MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

6. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADE UNLESS OTHERWISE NOTED ON DRAWINGS.

7. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE WITH A.D.A. STANDARDS.

8. CONTRACTOR SHALL SAW-CUT EXISTING PAVEMENT TO PROVIDE CLEAN JOINT. REMOVE EXISTING PAVEMENT FOR NEW INSTALLATION AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

9. ALL UNDERGROUND UTILITIES MUST BE IN PLACE AND PASS ALL TESTING OR INSPECTION REQUIREMENTS PRIOR TO ROAD BASE AND/OR SURFACE IMPROVEMENT CONSTRUCTION.

10. REFER TO THE CURRENT EDITION OF THE FDOT "ROADWAY AND TRAFFIC DESIGN STANDARDS" FOR DETAILS AND SPECIFICATIONS OF ALL FDOT TYPE CURBING CALLED FOR IN THESE PLANS.

11. REFER TO THE CURRENT EDITION OF THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR SPECIFICATIONS ON PAVING MATERIALS.

12. CONTRACTOR TO PROVIDE A 1/2-IN. BITUMINOUS EXPANSION JOINT MATERIAL WITH SEALER WHERE CONCRETE ABUTS BUILDINGS, OTHER CONCRETE, OR OTHER RIGID MATERIALS.

13. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING SURVEY MONUMENTATION. DISTURBED MONUMENTATION SHALL BE RESTORED AT CONTRACTOR'S EXPENSE BY A SURVEYOR SELECTED BY THE OWNER.

14. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE SOILS ENGINEER FOR APPLICABLE TESTING UPON COMPLETION OF THE WORK. THE SOILS ENGINEER WILL SUBMIT CERTIFICATIONS TO THE OWNER AND ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.

15. TESTING AND INSPECTION TO BE PERFORMED BY A QUALIFIED INDEPENDENT TESTING LABORATORY, UNDER THE SUPERVISION OF A REGISTERED ENGINEER, SPECIALIZING IN SOILS ENGINEERING. PERFORM ALL TESTING NECESSARY AS REQUIRED BY THESE PLANS AND THE VARIOUS PERMITTING AGENCIES. THE CONTRACTOR WILL PAY THE COSTS OF ALL INITIAL TESTING. SHOULD RETESTING BE REQUIRED DUE TO THE FAILURE OF ANY TESTS TO MEET SPECIFICATIONS, THE CONTRACTOR SHALL BEAR ALL COSTS OF SAID RETESTING.

UTILITY SYSTEM NOTES:

1. CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY OWNERS AND FLORIDA'S "SUNSHINE ONE-CALL" SYSTEM 72-HRS PRIOR TO STARTING CONSTRUCTION. COST OF REPLACEMENT AND REPAIR OF EXISTING UTILITIES DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATION SHALL BE CONTRACTOR'S RESPONSIBILITY.

2. WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE COORDINATED WITH GOVERNING AUTHORITIES. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS AND PAY REQUIRED FEES, AND COMPLY WITH LOCAL, STATE AND FEDERAL REGULATIONS APPLICABLE TO CONSTRUCTION OF THE PROJECT.

3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MAKING ALL NECESSARY ARRANGEMENTS FOR PERFORMING WORK INVOLVED IN CONNECTION WITH THE DISCONTINUANCE OR INTERRUPTION OF ALL UTILITIES UNDER THE JURISDICTION OF THE UTILITY COMPANIES.

4. EXISTING OUT-OF-SERVICE BURIED UTILITIES ENCOUNTERED WITHIN THE PROPOSED PROJECT SHALL BE REMOVED WHEN WITHIN THE EXCAVATED AREA AND SLURRY FILLED BY THE CONTRACTOR ALONG OTHER AREAS WITHIN THE WORK ZONE. DISPOSITION AS DIRECTED BY THE UTILITY'S OWNER. NO ABANDONMENT OF UTILITY LINES ARE ALLOWED UNDER BUILDINGS WITHOUT THE PROJECT'S ENGINEERS APPROVAL.

5. CONFLICTS BETWEEN UNDERGROUND UTILITIES, I.E. WATER, ELECTRICAL, COMMUNICATIONS, GAS, AND STORM OR SANITARY SEWERS SHALL BE RESOLVED BY ADJUSTING THE UNDERGROUND UTILITIES AS NECESSARY, AND IS INCLUSIVE IN CONTRACTORS COST. GRAVITY SEWERS SHALL NOT BE ADJUSTED WITHOUT PRIOR APPROVAL OF THE ENGINEER AND THE CITY OF ORLANDO WASTEWATER DIVISION.

6. CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AT ALL INTERSECTIONS OF PROPOSED WORK WITH EXISTING UTILITIES. THE EXPLORATORY EXCAVATIONS SHALL BE MADE A MINIMUM OF 72-HRS IN ADVANCE OF THE PROPOSED WORK, AND PRIOR TO SHOP DRAWINGS SUBMITTALS, WHEN APPLICABLE. THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER IF THERE IS A CONFLICT. INFORMATION TO BE FURNISHED BY THE CONTRACTOR SHALL INCLUDE: LOCATION, ELEVATION, UTILITY TYPE, MATERIAL AND SIZE.

7. CONTRACTOR SHALL ADJUST ALL EXISTING UTILITY ITEMS THAT ARE TO REMAIN TO PROPOSED FINISH GRADE, INCLUDING BUT NOT LIMITED TO: MANHOLE RING/COVERS, VALVE BOXES, JUNCTION BOXES, CLEANOUTS, ETC.

8. UTILITY APPURTENANCES SHALL MEET THE FOLLOWING REQUIREMENTS: A) BE AESTHETICALLY ACCEPTABLE. B) IN COMPLIANCE WITH INDUSTRY AND MANUFACTURER'S STANDARDS. C) PLACED IN AREA WITH THE MINIMUM INTERFERENCE TO THE OPERATIONAL AND MAINTENANCE OF THE SITE. D) NOT IN CONFLICT WITH OTHER FACILITIES AND AS CLOSE TO THE RIGHT-OF-WAY AS POSSIBLE.

9. CONTRACTOR SHALL PROVIDE FOR THE TEMPORARY SUPPORT AND PROTECTION OF EXISTING UTILITIES WITHIN THE WORK ZONE. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE ADEQUACY OF THESE METHODS I.E. ALL SHEETING, SHORING, AND BRACING SYSTEMS.

10. THE CONTRACTOR SHALL PROVIDE APPLICABLE TEST RESULTS FOR THE PURPOSE OF CERTIFICATIONS REQUIRED BY THE FDEP OR OTHER GOVERNING AGENCY HAVING JURISDICTION. TESTING AND CERTIFICATION SHALL INCLUDE BUT ARE NOT LIMITED TO: WATER LINE, SANITARY SEWERS, TRENCH BACKFILL AND COMPACTION, PAVING MATERIALS.

11. SANITARY SEWERS AND WATER MAINS SHALL NOT BE PLACED INTO SERVICE UNTIL A CLEARANCE LETTER/CERTIFICATION OF COMPLETION IS RECEIVED FROM FDEP FOR THE PROJECT.

STORMWATER SYSTEM NOTES:

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY INVERTS AND LOCATIONS OF THE EXISTING STORM SEWER SYSTEM PRIOR TO SUBMITTAL OF SHOP DRAWINGS AND CONSTRUCTION AND NOTIFY THE ENGINEER IF ANY DISCREPANCY IN INVERTS AND LOCATIONS EXIST.

2. UNLESS OTHERWISE NOTED ON THE DRAWINGS, ALL CONSTRUCTION MATERIALS, METHODS, AND TESTING ARE TO CONFORM TO THE LATEST EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, AND ITS CURRENT SUPPLEMENTS AND STANDARD DRAWING INDEX, PLUS THE MUNICIPAL AUTHORITY'S ENGINEERING STANDARDS AND SPECIFICATIONS, AS APPLICABLE.

3. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS AND PAY REQUIRED FEES AND COMPLY WITH LOCAL REGULATIONS APPLICABLE TO CONSTRUCTION OF STORM SEWER SYSTEM.

4. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS, PRODUCT INFORMATION/CUT SHEETS, AND/OR CERTIFICATIONS FOR ALL STORM WATER STRUCTURES, STORM SEWER PIPES, AND CONCRETE DESIGN MIX.

5. THE CONTRACTOR SHALL MAKE ALL NECESSARY PROVISIONS TO MAINTAIN EXISTING STORM SEWER SYSTEM IN SERVICE.

6. SURFACE DRAINAGE SHALL BE DIVERTED FROM EXCAVATIONS, AND STOCKPILE AREAS SUCH THAT PROPER SITE CONDITIONS ARE MAINTAINED AND EROSION DUE TO RAIN RUN-OFF OR SEEPAGE IS PREVENTED OR MINIMIZED.

7. CONTRACTOR SHALL ADJUST THE EXISTING STORM MANHOLES AS REQUIRED TO MEET PROPOSED FINISHED GRADES. THE MANHOLES MAY BE LOWERED OR EXTENDED.

8. POINTS OF CONNECTION TO BUILDING STORM DRAINAGE SYSTEM SHOWN ARE APPROXIMATE. REFER TO MEP PLANS FOR LOCATION AND CONNECTION REQUIREMENTS AND THE COST OF ADJUSTMENTS IS INCLUSIVE TO THE CONTRACTOR.

9. ALL STORM SEWER SYSTEM COMPONENTS SHALL BE IN ACCORDANCE WITH FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS SERIES 200. UNLESS OTHERWISE NOTED ON PLANS.

10. ALL STORM DRAINAGE STRUCTURE GRATES AND COVERS WITHIN VEHICLE TRAFFIC AREA SHALL BE TRAFFIC RATED FOR H-20 LOADINGS, UNLESS OTHERWISE NOTED ON PLANS. ALL STORM DRAINAGE STRUCTURES WITHIN NON-TRAFFIC AREAS SHALL BE CONSTRUCTED WITH PEDESTRIAN TRAFFIC BEARING GRATES.

11. ALL DISTURBED SODDED AREAS IN THE VICINITY OF THE WORK SHALL BE RESTORED TO ITS ORIGINAL CONDITION.

12. CONTRACTOR TO NOTIFY THE ENGINEER 48-HOURS IN ADVANCE TO SCHEDULE INSPECTIONS. THE STORM DRAINAGE PIPING STRUCTURES SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL.

13. THE STORM SYSTEM WILL BE RE-INSPECTED BY THE OWNER'S ENGINEER PRIOR TO APPROVAL FOR CERTIFICATE OF OCCUPANCY PURPOSES. ALL STORM PIPES NEED TO BE VIDEO TAPED (CCTV) AND LASER PROFILED IN ACCORDANCE WITH MUNICIPAL AND FDOT STANDARDS AND REGULATIONS.

14. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH AS-BUILT PLANS SIGNED AND SEALED BY A REGISTERED SURVEYOR UPON COMPLETION OF THE PROJECT. THE CONTRACTOR NEEDS TO PROVIDE CCTV VIDEO AND LASER PROFILE REPORT TO THE ENGINEER.

WATER MAIN SYSTEM NOTES:

1. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS, PRODUCT CUT SHEET AND/OR SPECIFICATIONS AND/OR CERTIFICATIONS FOR THE WATER LINE SYSTEM AND APPURTENANCES, I.E. GATE VALVES, FIRE HYDRANTS, FDC, PIV AND CHECK VALVES, PLUS CONCRETE DESIGN MIX, WHEN APPLICABLE.

2. CONFLICTS BETWEEN UNDERGROUND UTILITIES, I.E. WATER, ELECTRICAL, COMMUNICATIONS, GAS, AND STORM OR SANITARY SEWERS SHALL BE RESOLVED BY ADJUSTING THE UNDERGROUND UTILITIES AS NECESSARY, AND IS INCLUSIVE IN CONTRACTORS COST. GRAVITY SEWERS SHALL NOT BE ADJUSTED WITHOUT PRIOR APPROVAL OF THE PROJECT'S ENGINEER.

3. WATER MAINS SHALL HAVE A MINIMUM 36" OF COVER AND MAINTAIN SEPARATIONS IN CONFORMANCE TO THE FDEP PERMIT REQUIREMENTS (FAC 62-604-400). REFER TO THE WATER MAIN SEPARATION DETAIL. WATER MAINS SHALL BE CONSTRUCTED ABOVE SEWER LINES, UNLESS OTHERWISE SHOWN ON THE PLANS.

4. DUCTILE IRON PIPE (DIP) MANUFACTURED TO ANSI/AWWA C151/A21.51, SUPPLIED WITH RUBBER GASKET PUSH-ON JOINTS IN ACCORDANCE WITH ANSI/AWWA C111/A21.11 WITH MINIMUM PRESSURE CLASS 350, AND CLASS 250 FOR PIPE LARGER THAN 12-INCHES, UNLESS OTHERWISE NOTED IN THE PLANS. ALL DIP SHALL BE CEMENT-MORTAR LINED PER ANSI/AWWA C104/A21.4 AND RECEIVE EXTERIOR BITUMINOUS COATING IN ACCORDANCE WITH ANSI/AWWA C151/A21.51. THE FINAL EXTERIOR COLOR SHALL BE BLUE FOR POTABLE WATER.

5. POLYVINYL CHLORIDE (PVC) WATER MAIN PIPING SIZES 4" THROUGH 12" DIAMETER SHALL BE PRESSURE CLASS 150 (DR-18) CONFORMING TO ANSI/AWWA C900, UNLESS OTHERWISE SHOWN ON THE PLANS.

6. POLYETHYLENE (PE) PIPE AND TUBING SIZES 1/2" THROUGH 3" DIAMETER SHALL BE PRESSURE CLASS 200 (DR-9) CONFORMING TO ANSI/AWWA C901-08, UNLESS OTHERWISE SHOWN ON THE PLANS.

7. ALL WATER LINES SHALL BEAR THE "NSF" LOGO AND SHALL CONFORM TO THE UTILITY COMPANY'S (OUC) LIST OF APPROVED PRODUCTS.

8. DIP AND FITTINGS PLACED WITHIN 50-FT OF EXISTING GAS MAINS SHALL BE POLYETHYLENE ENCASED.

9. ALL NON-METALLIC WATER MAIN PIPES INSTALLED SHALL HAVE PROVISIONS FOR ELECTROMAGNETIC DETECTION CONFORMING TO THE REQUIREMENTS OF THE UTILITY COMPANY.

10. NO PVC PIPES FOR WATER MAINS ARE ALLOWED BY OUC WITHIN RIGHT-OF-WAY OR OUC JURISDICTION.

11. DUCTILE IRON FITTINGS SHALL CONFORM TO ANSI/AWWA C110/A21.10, WITH 250 PSI WORKING PRESSURE RATING. FITTINGS SHALL BE CEMENT MORTAR LINED AND BITUMINOUS COATED EXTERIOR IN ACCORDANCE WITH ANSI/AWWA C104/A21.4. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THESE FITTINGS SHALL INCORPORATE RESTRAINED RINGS, SUCH AS "MEGA-LUGS" OR OTHER APPROVED EQUIVALENT MECHANICAL DEVICE.

12. THE TYPE OF VALVE BOXES/VALVE COVERS, SHALL BE IN ACCORDANCE WITH THE MUNICIPAL AND UTILITY COMPANY STANDARDS, UNLESS INDICATED OTHERWISE ON THE DRAWINGS OR SPECIFICATIONS. ALL FASTENERS MUST BE MANUFACTURED OF NON-CORROSIVE MATERIALS.

13. THRUST BLOCKING SHALL BE PROVIDED AT ALL FITTINGS AND HYDRANTS AS REQUIRED. CONCRETE ENCASEMENT OF PIPES IS NOT PERMITTED.

14. POINTS OF CONNECTION OF THE SITE WATER SERVICE, I.E. POTABLE, FIRE AND IRRIGATION, SHALL COINCIDE WITH BUILDING PLUMBING AND/OR FIRE PROTECTION PLANS AND/OR IRRIGATION PLANS, AS APPLICABLE. CONNECTION LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE.

15. FIRE LINES TO BUILDINGS WITH FIRE SPRINKLER SYSTEMS SHALL BE INSTALLED BY A CONTRACTOR DULY LICENSED BY THE STATE FIRE MARSHAL'S OFFICE. THE PRIVATE SERVICE FIRE MAIN SYSTEM MUST COMPLY WITH NFPA 24 "INSTALLATION OF PRIVATE SERVICE FIRE MAINS AND THEIR APPURTENANCES, EDITION 2010". WHEN USING PVC PIPES LINES MUST BE A MIN. PRESSURE CLASS 200 (DR-14) AND FULLY RESTRAINED.

16. CONTRACTOR TO INSTALL TEMPORARY BLOWOFFS AT THE END OF WATER SERVICE LATERALS TO BUILDINGS TO ASSURE ADEQUATE FLUSHING AND DISINFECTION.

17. THE CONTRACTOR SHALL PROVIDE APPLICABLE TEST RESULTS AND AS-BUILT PLANS CERTIFIED BY A REGISTERED SURVEYOR FOR THE PURPOSE OF CERTIFICATIONS REQUIRED BY THE FDEP OR ANY OTHER GOVERNING AGENCY HAVING JURISDICTION.

18. TESTING AND CERTIFICATION SHALL INCLUDE BUT ARE NOT LIMITED TO THE WATER LINE INSTALLATION BACKFILL AND COMPACTION, HYDROSTACTIC AND BACTERIOLOGICAL TESTING, PLUS FLUSHING AND CHLORINATION OF WATER MAIN. CONTRACTOR SHALL PROVIDE ALL TEMPORARY DEVICES, I.E. RESTRAINS, BRACING, PLUGS, ETC., NECESSARY TO SUCCESSFULLY COMPLETE REQUIRED TESTING.

19. ALL COMPONENTS OF THE WATER SYSTEM, INCLUDING FITTINGS, HYDRANTS, CONNECTIONS AND VALVES SHALL REMAIN UNCOVERED UNTIL PROPERLY TESTED AND VISUALLY INSPECTED AND ACCEPTED BY THE OWNER'S ENGINEER. COPIES OF ALL BACTERIOLOGICAL TESTING, HYDROSTATIC TESTING AND AS-BUILT PLANS SHALL BE SUBMITTED TO OWNER'S ENGINEER.

20. WATER MAIN SHALL NOT BE PLACED IN SERVICE UNTIL A CLEARANCE LETTER/CERTIFICATION OF COMPLETION IS RECEIVED FROM FDEP FOR THE PROJECT.

MAINTENANCE AND OPERATION INSTRUCTIONS

1. AT LEAST TWICE A YEAR PERFORM THE FOLLOWING: A) INSPECT INLETS, DRAINAGE PIPES AND STORM MANHOLES FOR ACCUMULATED SILT, SAND, OR DEBRIS, AND REMOVE EXCESSIVE BUILD-UP OF DEBRIS. B) INSPECT ALL DRAINAGE STRUCTURES FOR DAMAGE, AND REPAIR ANY DAMAGE. C) INSPECT POND OR EXFILTRATION SYSTEM AND REMOVE ACCUMULATED DEBRIS. IT IS RECOMMENDED THAT THE OWNER KEEP A LOG OF INSPECTION AND MAINTENANCE ACTIVITES.

2. IF EXCESS STORM WATER PONDING IS OBSERVED FO

CONSTRUCTION ACTIVITIES AND CONTRACTOR RESPONSIBILITIES

1. THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND ABIDE BY ALL PERMIT CONDITIONS, INSPECTIONS, SCHEDULES, AND OTHER RELEVANT REGULATORY AGENCY RULES AND REGULATIONS.

2. BMPs: SYNTHETIC BALES OR SEDIMENT FILTER LOGS. HAY BALES NOT ALLOWED.

3. INLET PROTECTION: PERFORATED PIPE WRAPPED IN FILTER FABRIC (FILTER LOGS).

4. TEMPORARY SLOPE STABILIZATION: CONTRACTOR SHALL PROVIDE FOR THE SAFETY OF TEMPORARY SOIL EMBANKMENT AND SHORING REQUIREMENTS AT NO ADDITIONAL COST TO THE OWNER.

5. POTENTIAL POLLUTANTS DURING CONSTRUCTION: DELETERIOUS, TOXIC, OR CONTAMINATED MATERIAL, IF ENCOUNTERED, IS TO BE STOCKPILED OR REMOVED FROM THE SITE AS DIRECTED BY THE OWNER AND DISPOSED OF IN APPROVED LANDFILL. CONTACT LOCAL EMERGENCY OFFICIALS REPRESENTATIVES IN CASE OF ANY SPILLS OR CONTAMINATION OF A CHEMICAL NATURE (CALL FDEP 407-894-7555) PRIOR TO ANY OTHER ACTION.

6. INSPECTIONS: CONTRACTOR TO INSPECT CONSTRUCTION SITE FOR EROSION PROBLEMS ONCE A WEEK AND AFTER EACH RAINFALL GREATER THAN 0.5 INCHES. CONTRACTOR TO PROVIDE AND MONITOR A RAIN GAUGE ON SITE AND RECORD DAILY RAINFALL AMOUNTS.

7. PERMANENT STORMWATER MANAGEMENT CONTROLS: RETENTION AND DETENTION/EXFILTRATION SYSTEMS, STORMWATER SEWER SYSTEM, PLUS STORMWATER CONTROL STRUCTURE IS TO PREVENT TRASH FROM GOING TO CITY'S DRAINAGE SYSTEM.

8. DEWATERING: IN GENERAL, WATER FROM CONTAMINATED AREAS ARE TO BE DISCHARGED TO SANITARY SEWER SYSTEM AND WATER FROM NON-CONTAMINATED AREAS ARE TO BE DISCHARGED INTO STORM SEWER SYSTEM. ALL DEWATERING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS THE NPDES/FDEP PERMIT(S), CITY OF ORLANDO DEWATERING PERMIT, AND THE GEOTECHNICAL REPORT RECOMMENDATIONS.

9. DEWATERING: DEWATRERING ACTIVITIES SHALL NOT RESULT IN THE DISCHARGE OF ANY WATER WITH TURBIDITY GREATER THAN 29 NTUS FROM THE SITE PER SECTION 6.14.01 (H) OF THE ESM.

10. CONTRACTOR SHALL MAKE AN EFFORT TO MINIMIZE THE AREA OF DISTURBANCE AND WILL BE RESPONSIBLE FOR ALL DAMAGES. ALL EXISTING SODDED AREAS DISTURBED DURING THE CONSTRUCTION SHALL BE REPLACED WITH THE SAME TYPE OF SOD IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS WITHIN 7 DAYS OF FINAL GRADING.

11. SURFACE DRAINAGE SHALL BE DIVERTED FROM EXCAVATIONS AND STOCKPILE AREAS SUCH THAT PROPER SITE CONDITIONS ARE MAINTAINED AND EROSION DUE TO RAIN RUN-OFF OR SEEPAGE IS PREVENTED OR MINIMIZED.

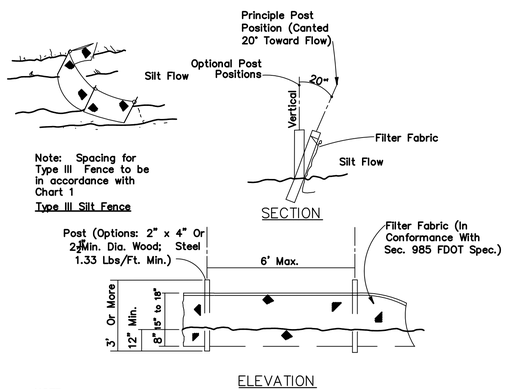
12. INLETS AND CATCH BASINS SHALL BE PROTECTED FROM SEDIMENT UNTIL THE COMPLETION OF ALL CONSTRUCTION OPERATIONS.

13. NO FERTILIZERS, HERBICIDES, OR PESTICIDES ARE TO BE USED ON-SITE WITHOUT PRIOR APPROVAL OF CITY OR COUNTY STAFF.

14. AFTER ALL CONSTRUCTION IS COMPLETE, ALL STRUCTURES AND STORM SEWER PIPES IN THE SYSTEM SHALL BE CLEANED AND TEMPORARY PLUGS IN STRUCTURES SHALL BE REMOVED.

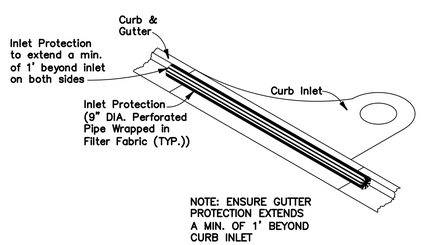
15. ADDITIONAL NOTES: IF NECESSARY, CONTRACTOR SHALL INSTALL TURBIDITY BARRIER, AND USE STREET SWEEPER TO CLEAN ANY OFF-SITE TRACKING OF SOIL. CONTRACTOR IS RESPONSIBLE FOR INSTALLING ANY ADDITIONAL EROSION CONTROL IF IT BECOMES NECESSARY TO MEET STATE AND LOCAL STANDARDS AND TO COMPLY WITH THIS PLAN.

16. WASTE DISPOSAL: ALL WASTE SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTE SHALL BE PROPERLY CONTROLLED IN ACCORDANCE WITH ALL APPLICABLE STATE, LOCAL, AND FEDERAL REGULATIONS. THERE SHOULD BE NO DISCHARGE OF SOLID MATERIALS, INCLUDING BUILDING MATERIALS, TO SURFACE WATERS OF THE STATE OR AN MS4.



NOTE:
ALL SILT FENCING SHALL COMPLY WITH THE LATEST FLORIDA EROSION AND SEDIMENT CONTROL INSPECTOR'S MANUAL, SECTION 4.06

SILT FENCE (TYPE-II) DETAIL
N.T.S.



INLET PROTECTION DETAIL
N.T.S.

TREE PROTECTION NOTES

PROTECT EXISTING TREES TO REMAIN AGAINST: UNNECESSARY CUTTING, BREAKING, OR SKINNING OF ROOTS, SKINNING OR BRUISING OF BARK, SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION OR EXCAVATION MATERIALS WITHIN DRIPLINE, EXCESS FOOT OR VEHICULAR TRAFFIC, AND PARKING OF VEHICLES WITHIN DRIPLINE.

ERECT TEMPORARY WOODEN BARRICADES AS SHOWN ON DETAIL ON THIS SHEET BEFORE COMMENCEMENT OF ANY SITE CLEARING OR GRADING. FENCE TO BE MIN. OF 4' HIGH WITH 4X4 POSTS AND 2-2X4 RAILS AT 2' AND 4' ABOVE GRADE AND SHALL BE SET DEEP ENOUGH IN THE GROUND TO BE STABLE WITHOUT ADDITIONAL SUPPORT. ALL FENCING SHOULD BE A MIN. OF 10' CLEAR DISTANCE FROM THE FACE OF TREES AND SHALL FULLY ENCLOSE ALL TREES SCHEDULED TO REMAIN. NO MECHANICAL GRADING SHALL TAKE PLACE WITHIN THE LIMITS, HANG GRADING WILL BE REQUIRED IF TREE PROTECTION IS WITHIN THE LIMITS. NOTHING SHALL BE PLACED INSIDE OF PROTECTIVE BARRICADES, INCLUDING BUT NOT LIMITED TO CONSTRUCTION MATERIALS, MACHINERY, CHEMICALS, OR TEMPORARY SOIL DEPOSITS.

PROVIDE WATER TO TREES AS REQUIRED TO MAINTAIN THEIR HEALTH DURING CONSTRUCTION WORK.

WHEN NECESSARY TO CUT ROOTS OVER 1-1/2" DIA. OF TREES TO REMAIN, CUT MUST BE A CLEAN CUT. TEMPORARILY COVER EXPOSED ROOTS WITH WET BURLAP TO PREVENT DRYING AND COVER WITH EARTH AS SOON AS POSSIBLE.

NO GRADE CHANGES ARE TO BE MADE WITHIN THE BARRICADES WITHOUT PRIOR APPROVAL FROM PARKS BUREAU REPRESENTATIVE.

INTERFERING BRANCHES MAY BE REMOVED AT THE DIRECTION OF THE PARKS BUREAU REPRESENTATIVE, BY A QUALIFIED TREE SURGEON.

REPAIR OR REPLACE, THE TREES TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION. EMPLOY A QUALIFIED TREE SURGEON TO REPAIR MAJOR DAMAGE TO TREES PROMPTLY TO PREVENT PROGRESSIVE DETERIORATION CAUSED BY THE DAMAGE.

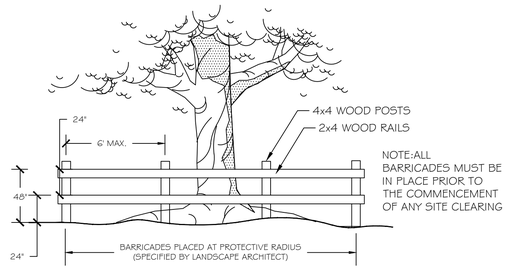
GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF TREES DAMAGED BEYOND REPAIR WITH 3 TREES OF SIMILAR QUALITY AND SPECIES SIZED AT THE DIRECTION OF THE OWNER'S REPRESENTATIVE. IF TREES ARE HARMED THROUGH LACK OF PROTECTION OR THROUGH NEGLIGENCE OF ANY PARTY, THAT PARTY SHALL BEAR THE COST OF REPAIR OR REPLACEMENT.

LEAVE ALL EXISTING VEGETATION UNDER TREE GROUPINGS TO REMAIN. CLEAN OUT ANY DEBRIS, DEAD MATERIAL AND OTHER ITEMS WHICH MAY POSE A HAZARD TO CHILDREN PLAYING IN AREA. CLEAN ALL MATERIAL BY HAND FROM UNDER SINGLE TREES TO REMAIN, USING EXTREME CARE TO AVOID DAMAGE TO TREE.

ALL TREES AND OTHER VEGETATION TO BE REMOVED SHALL HAVE ALL ABOVE-GRADE MATERIALS REMOVED, ALONG WITH TRUNK AND ROOT MATERIAL BELOW GRADE TO LEVEL TO ALLOW CONSTRUCTION WORK, SODDING, AND SAFETY ZONES FOR PLAY AREAS TO BE ACCOMMODATED.

ALL TREES AND UNDERGROWTH TO BE REMOVED SHALL BE TAGGED BY CONTRACTOR AND APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO ANY REMOVAL WORK COMMENCING.

CONTRACTOR SHALL EMPLOY A QUALIFIED TREE SURGEON TO SELECTIVELY PRUNE THE TREES TO REMAIN TO REMOVE DEAD OR DISEASED BRANCHES OR OTHER TREE PARTS.



TREE PROTECTION DETAIL
N.T.S.

REVISIONS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE:	AS SHOWN
DATE:	4/22/2026
DRAWN:	CAC
CHECKED:	AJS
APPROVED:	GNL

SWPPP NOTES

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

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618 E SOUTH ST. SUITE 700
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PROJECT NO./DASH NO.
R251293.00

SHEET
C-030

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PLAN LEGEND:

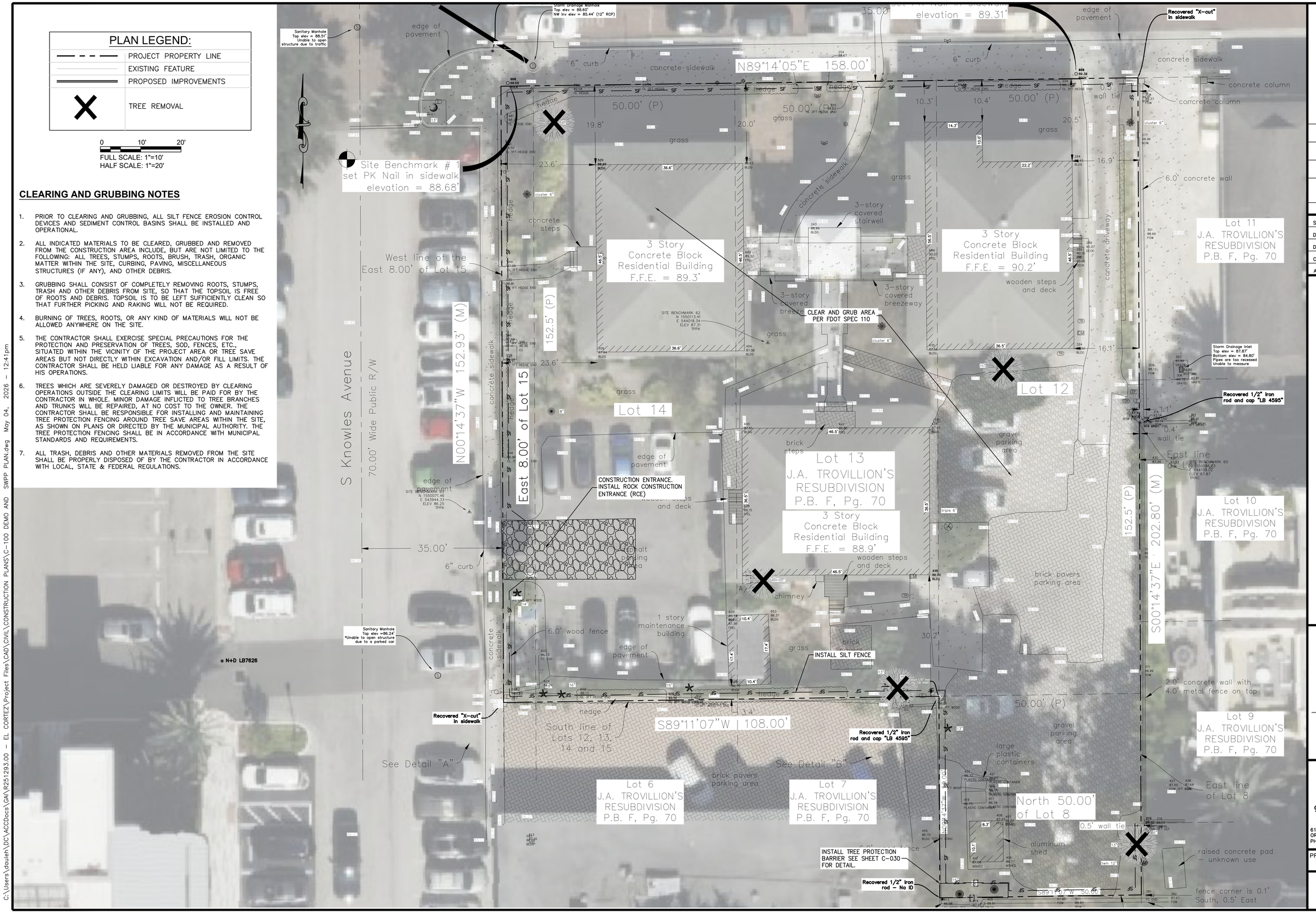
— — — —	PROJECT PROPERTY LINE
———	EXISTING FEATURE
═══	PROPOSED IMPROVEMENTS
X	TREE REMOVAL

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

CLEARING AND GRUBBING NOTES

1. PRIOR TO CLEARING AND GRUBBING, ALL SILT FENCE EROSION CONTROL DEVICES AND SEDIMENT CONTROL BASINS SHALL BE INSTALLED AND OPERATIONAL.
2. ALL INDICATED MATERIALS TO BE CLEARED, GRUBBED AND REMOVED FROM THE CONSTRUCTION AREA INCLUDE, BUT ARE NOT LIMITED TO THE FOLLOWING: ALL TREES, STUMPS, ROOTS, BRUSH, TRASH, ORGANIC MATTER WITHIN THE SITE, CURBING, PAVING, MISCELLANEOUS STRUCTURES (IF ANY), AND OTHER DEBRIS.
3. GRUBBING SHALL CONSIST OF COMPLETELY REMOVING ROOTS, STUMPS, TRASH AND OTHER DEBRIS FROM SITE, SO THAT THE TOPSOIL IS FREE OF ROOTS AND DEBRIS. TOPSOIL IS TO BE LEFT SUFFICIENTLY CLEAN SO THAT FURTHER PICKING AND RAKING WILL NOT BE REQUIRED.
4. BURNING OF TREES, ROOTS, OR ANY KIND OF MATERIALS WILL NOT BE ALLOWED ANYWHERE ON THE SITE.
5. THE CONTRACTOR SHALL EXERCISE SPECIAL PRECAUTIONS FOR THE PROTECTION AND PRESERVATION OF TREES, SOD, FENCES, ETC., SITUATED WITHIN THE VICINITY OF THE PROJECT AREA OR TREE SAVE AREAS BUT NOT DIRECTLY WITHIN EXCAVATION AND/OR FILL LIMITS. THE CONTRACTOR SHALL BE HELD LIABLE FOR ANY DAMAGE AS A RESULT OF HIS OPERATIONS.
6. TREES WHICH ARE SEVERELY DAMAGED OR DESTROYED BY CLEARING OPERATIONS OUTSIDE THE CLEARING LIMITS WILL BE PAID FOR BY THE CONTRACTOR IN WHOLE. MINOR DAMAGE INFLICTED TO TREE BRANCHES AND TRUNKS WILL BE REPAIRED, AT NO COST TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING TREE PROTECTION FENCING AROUND TREE SAVE AREAS WITHIN THE SITE, AS SHOWN ON PLANS OR DIRECTED BY THE MUNICIPAL AUTHORITY. THE TREE PROTECTION FENCING SHALL BE IN ACCORDANCE WITH MUNICIPAL STANDARDS AND REQUIREMENTS.
7. ALL TRASH, DEBRIS AND OTHER MATERIALS REMOVED FROM THE SITE SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE & FEDERAL REGULATIONS.



NO.	DESCRIPTION	DATE	DWN	CHKD	APPVD
	REVISIONS				

SCALE:	AS SHOWN
DATE:	5/4/2026
DRAWN:	CAC
CHECKED:	AJS
APPROVED:	GNL

DEMOLITION AND SWPP PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

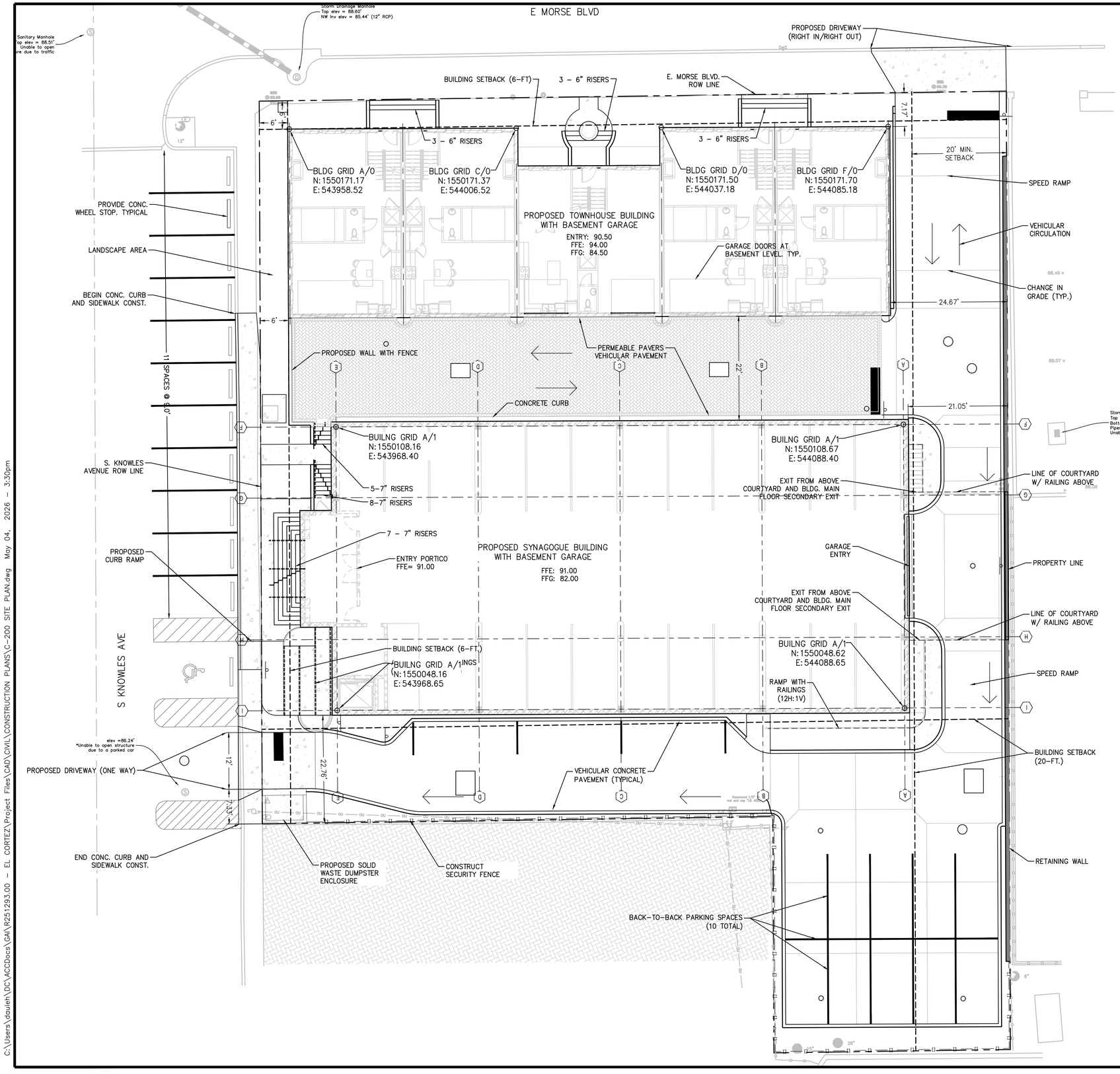
SEAL

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PROJECT NO./DASH NO.
R251293.00

SHEET
C-100

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PLAN LEGEND:

- PROJECT PROPERTY LINE
- EXISTING FEATURE
- PROPOSED IMPROVEMENTS

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

SITE DATA TABLE			
	REQUIRED/ ALLOWED/EXISTING	PROVIDED	Exception or Waiver
PARCEL ID	07-22-30-8776-00-120		
PARCEL ACREAGE	0.61		
IMPERVIOUS AREA (AC)	0.46	0.52	
IMPERVIOUS SURFACE RATIO (ISR)	75% MAX	85%	X
FLOOR AREA RATIO (FAR)	200% MAX	99.9% PROPOSED	
UNIT COUNT	38 UNITS (EXISTING) MAX 17 UNIT / ACRE (10 UNITS)	5 UNITS	
BUILDING HEIGHT	40' (PER R4 DISTRICTS WITHIN THE CBD)	40' PLUS ARCHITECTURAL FEATURES	
FUTURE LAND USE DESIGNATION	HIGH DENSITY RESIDENTIAL		
ZONING DESIGNATION	R4 AND THE CENTRAL BUSINESS DISTRICT OVERLAY		
ON-SITE SOILS	URBAN LAND, 0 TO 2 PERCENT SLOPES		
FLOOD PLAIN	NOT WITHIN 100 YEAR FLOODPLAIN #12095C0255F EFFECTIVE SEPT 25,2009. (ZONE X)		
ON-SITE VEGETATION	GRASS PARKING ISLANDS	BUILDING LANDSCAPING	
PEDESTRIAN/ BIKE FACILITITES	MULTIFAMILY 1 PER 3 UNITS (2 REQUIRED)	WITHIN INDIVIDUAL GARAGES	
ON STREET PARKING SPACES	18 EXISTING	18	
ADA PARKING SPACES	1 (ON STREET) REQUIRED 1 (OFF STREET) REQUIRED	1 (ON STREET) PROVIDED 1 (OFF STREET) PROVIDED IN GARAGE	
OFF STREET PARKING SPACES	2.5 PER UNIT (PER R-3) REQUIRED: 13 SPACES SYNAGOGUE 80-SEATS, RATIO IS 4:1, REQUIRED: 20 SPACES TOTAL REQUIRED: 33 SPACES	PROVIDED 2 PER TOWNHOME IN INDIVIDUAL GARAGES PROVIDED: 10 SPACES SURFACE SPACES PROVIDED: 13 SPACES 10 STACKED SPACES 3 PARALLEL SPACES (TO BE SHARED WITH TOWNHOMES) GARAGE SPACES PROVIDED: 22 SPACES (1 ADA) TOTAL PROVIDED 45 SPACES	
BUILDING SETBACKS	E MORSE BLVD: 25' MIN. S KNOWLES AVE: 25' MIN. SIDE YARD: 5' MIN. REAR YARD: 5' MIN.	E MORSE BLVD: 6' S KNOWLES AVE: 6' SIDE YARD: 20' REAR YARD: 22'	X

NOTES:

1. SIDEWALK CONSTRUCTION TO MEET ADA REQUIREMENTS.
   1.1. RAMPS MAXIMUM SLOPE 1:12 (8.33%).
   1.2. SIDEWALK / CROSSWALK MAXIMUM CROSS SLOPE 2.0%.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. PROPER SIGNAGE SHALL BE INSTALLED BY CONTRACTOR AT ALL INTERSECTING AND TERMINATED ROADS WITHIN THE PROJECT BOUNDARIES PER LOCAL GOVERNING REQUIREMENTS.
4. SIDEWALK REQUIREMENTS:
   - THE SIDEWALK CROSS SLOPE MUST NOT EXCEED 2%
   - IF THE LONGITUDINAL SLOPE OF THE SIDEWALK PATH EXCEEDS 1:20 IS CONSIDERED A RAMP AND A LEVEL LANDING MUST BE PROVIDED FOR EVERY 30-INCH CHANGE IN ELEVATION AND IN SUCH CASES HANDRAILS MAY BE REQUIRED.
9. SIDEWALK CURB RAMP REQUIREMENTS:
   - A LANDING MUST BE PROVED AT THE TOP OF RAMP WITH SLOPE THAT DOES NOT EXCEED 2% IN ANY DIRECTION.
   - THE CROSS SLOPE MUST NOT EXCEED 2%
   - THE LONGITUDINAL SLOPE MUST NOT EXCEED 1:12.
   - THE RAMP SHALL HAVE A DETECTABLE WARNING SURFACE THAT SPANS THE FULL WIDTH OF THE DROP CURB/FLUSH CURB.

REVISIONS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

SITE PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
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PROJECT NO./DASH NO.
R251293.00

SHEET
C-200

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E. MORSE BLVD

200'

Storm Drainage Manhole
Top elev = 85.60'
NW Inv elev = 85.44' (12" RCP)

Sanitary Manhole
Top elev = 88.51'
Unable to open structure due to traffic

E. MORSE BLVD. ROW LINE

EXISTING CONCRETE SIDEWALK

24" STOP BAR AND STOP SIGN

BEGIN CONCRETE RETAINING WALL (TOP OF WALL ELEV. 94.00)

RIGHT TURN ARROW (THERMO)

BLDG GRID A/0
N: 1550171.17
E: 543958.52

BLDG GRID C/0
N: 1550171.37
E: 544006.52

BLDG GRID D/0
N: 1550171.50
E: 544037.18

BLDG GRID F/0
N: 1550171.70
E: 544085.18

PROPOSED TOWNHOUSE BUILDING
WITH BASEMENT GARAGE

ENTRY: 90.50
FFE: 94.00
FFG: 84.50

24" STOP BAR AND STOP SIGN. ATTACH SIGN TO BLDG.

S. KNOWLES AVENUE ROW LINE

BUILNG GRID A/1
N: 1550108.16
E: 543968.40

BUILNG GRID A/1
N: 1550108.67
E: 544088.40

Storm Drainage Inlet
Top elev = 87.87'
Bottom elev = 84.80'
Pipes are too recessed
Unable to measure

PROPOSED SYNAGOGUE BUILDING
WITH BASEMENT GARAGE

FFE: 91.00
FFG: 82.00

S KNOWLES AVE

PROPOSED ADA PARKING WITH SIGN

BUILNG GRID A/1
N: 1550048.16
E: 543968.65

BUILNG GRID A/1
N: 1550048.62
E: 544088.65

24" STOP BAR AND STOP SIGN

DO NOTE ENTER (POSTED SIGN)

PROVIDE 4" WHITE PARKING STRIPING

PROVIDE 4" WHITE PARKING STRIPING

END CONCRETE RETAINING WALL (TOP OF WALL ELEV. 94.00)

elev =86.24'
*Unable to open structure due to impeded view

MATCHLINE: A

MATCHLINE: A

PLAN LEGEND:

	PROJECT PROPERTY LINE
	EXISTING FEATURE
	PROPOSED IMPROVEMENTS

0 20' 40'

FULL SCALE: 1"=20'
HALF SCALE: 1"=40'

SITE TRIANGLE DATA
FDOT DESIGN MANUAL
SECTION 212.11
EXHIBIT 212-5
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED = 25 MPH
REQ. DISTANCE= 200 FT (LEFT)
REQ. DISTANCE= 130 FT (RIGHT)

REVISIONS					
NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

GEOMETRY AND SIGNAGE PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

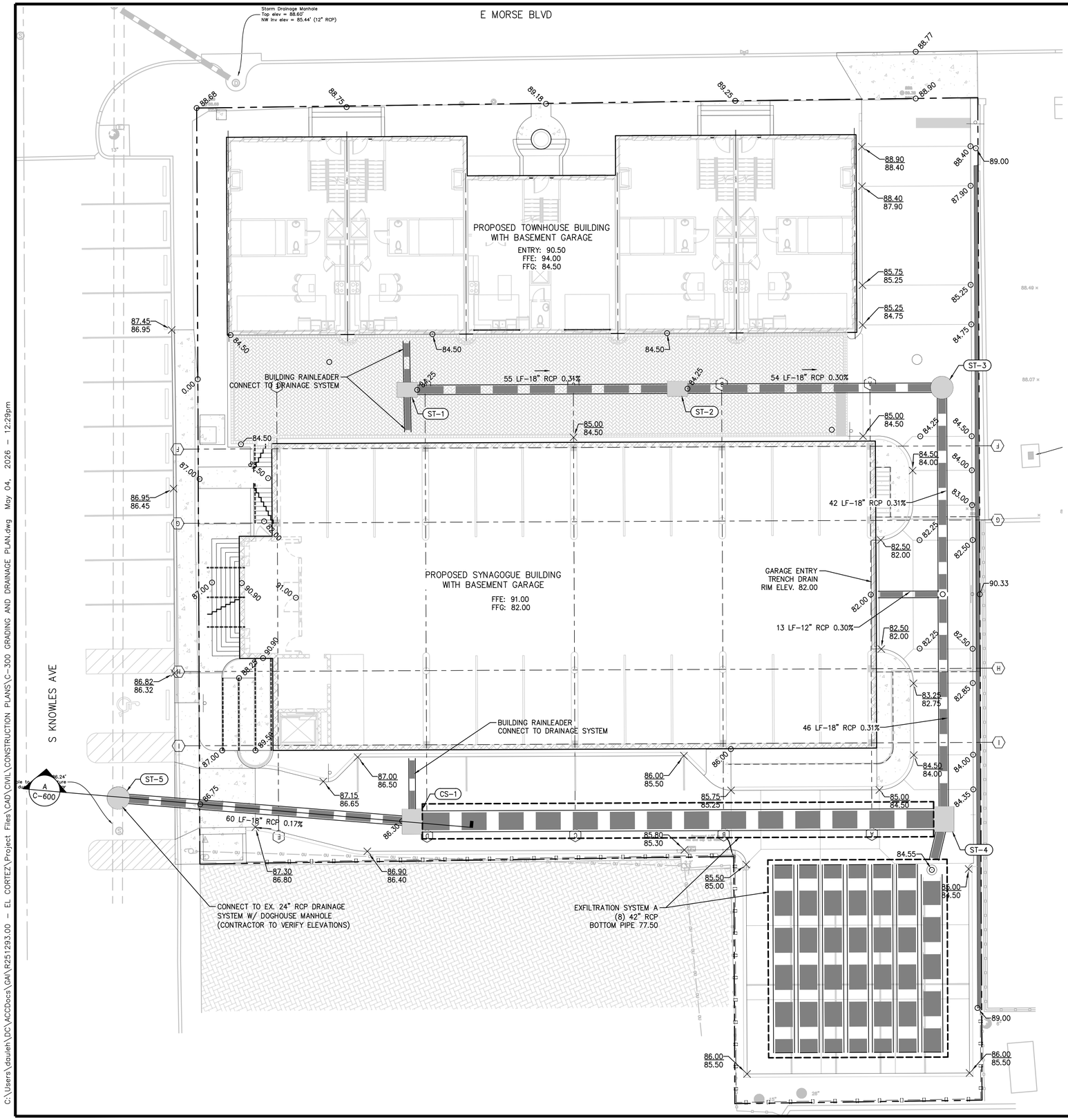
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C-210

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PLAN LEGEND:

- PROJECT PROPERTY LINE
- EXISTING FEATURE
- PROPOSED IMPROVEMENTS

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

DRAINAGE STRUCTURE TABLE				
STRUCTURE NAME	STRUCTURE DESCRIPTION	NORTHING EASTING	TOP ELEVATION	PIPE INVERT
CS-1	TYPE D CONTROL STRUCTURE	N:1550032.77 E:543995.7709	86.30	INV IN=77.50 E 42" RCP INV IN=79.50 N 12" HDPE INV OUT=79.00 W 18" RCP
ST-1	TYPE C INLET	N:1550120.07 E:543994.7313	84.25	INV IN=78.60 N 12" HDPE INV IN=78.60 S 12" HDPE INV OUT=78.10 E 18" RCP
ST-2	TYPE C INLET	N:1550120.30 E:544049.3975	84.25	INV IN=77.93 W 18" RCP INV OUT=77.93 E 18" RCP
ST-3	STORM MANHOLE	N:1550120.53 E:544102.8990	84.50	INV IN=77.77 W 18" RCP INV OUT=77.77 S 18" RCP
ST-4	TYPE D INLET	N:1550033.23 E:544103.2707	84.50	INV IN=77.50 S 18" RCP INV IN=77.50 N 18" RCP INV OUT=77.50 W 42" RCP
ST-5	DOGHOUSE MANHOLE	N:1550037.50 E:543936.3198	86.25	INV IN=78.90 E 18" RCP

Pipe Table				
NAME	SIZE	LENGTH	SLOPE	MATERIAL
EX DP	24"	184.37'	0.04%	RCP
Pipe – (273)	18"	54.67'	0.31%	RCP
Pipe – (274)	18"	53.50'	0.30%	RCP
Pipe – (275)	18"	41.80'	0.31%	RCP
Pipe – (275) (1)	18"	45.50'	0.31%	RCP
Pipe – (278)	18"	59.64'	0.17%	RCP
Pipe – (279)	12"	10.17'	1.08%	HDPE
Pipe – (282)	12"	13.39'	0.30%	RCP
Pipe – (289)	42"	36.93'	0.00%	PERF. CMP
Pipe – (290)	18"	10.49'	0.00%	RCP
Pipe – (291)	42"	38.00'	0.00%	PERF. CMP
Pipe – (292)	42"	107.50'	0.00%	RCP
Pipe – (293)	42"	38.00'	0.00%	PERF. CMP
Pipe – (294)	42"	38.00'	0.00%	PERF. CMP
Pipe – (295)	42"	38.00'	0.00%	PERF. CMP
Pipe – (296)	42"	38.00'	0.00%	PERF. CMP
Pipe – (300)	42"	38.00'	0.00%	PERF. CMP
Pipe – (312)	12"	13.06'	1.00%	HDPE
Pipe – (313)	12"	8.84'	1.02%	HDPE

REVISIONS				
NO.	DATE	DWN	CHKD	APPVD

DESCRIPTION

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

GRADING AND DRAINAGE PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL
GABRIEL N. LEYVA
LICENSE No. 66991
STATE OF FLORIDA
PROFESSIONAL ENGINEER

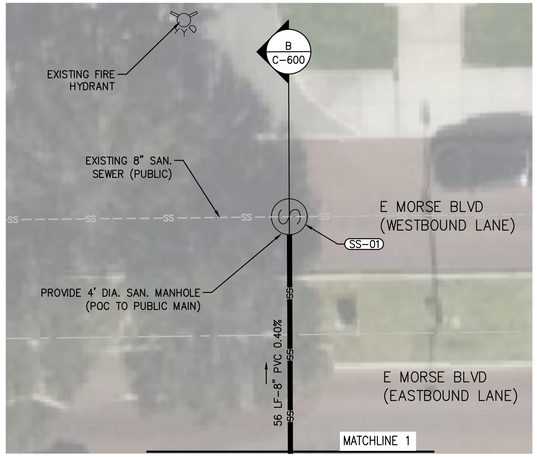
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R251293.00

SHEET
C-300

C:\Users\dauleh\DC\ACCDocs\GAI\R251293.00 - EL CORTEZ\Project Files\CAD\CIVIL\CONSTRUCTION PLANS\C-300 GRADING AND DRAINAGE PLAN.dwg May 04, 2026 - 12:29pm

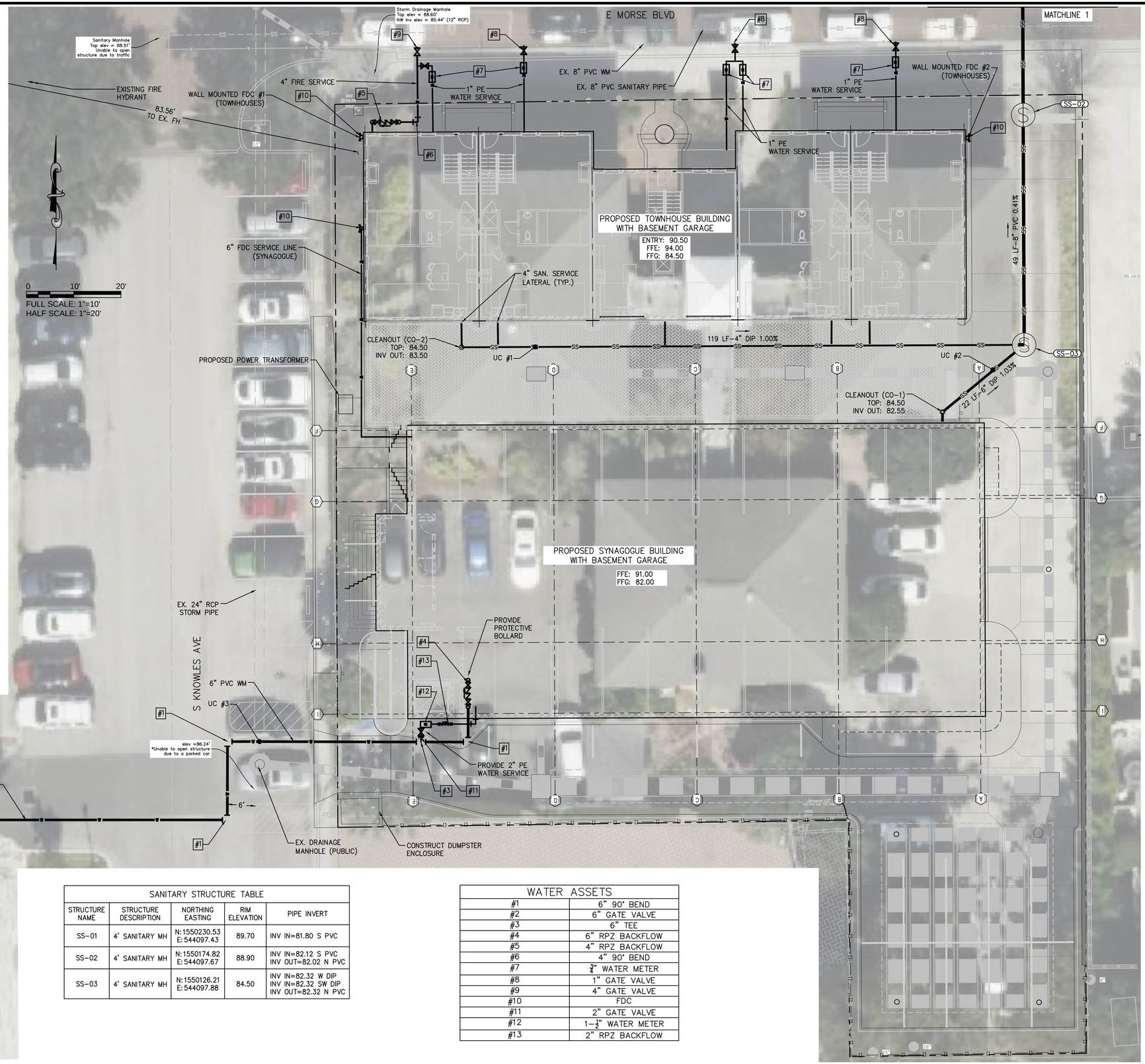


PLAN LEGEND

- PROPERTY LINE
- RIGHT OF WAY
- BUILDING SETBACK
- EASEMENT
- RW — RECLAIM MAIN
- WATER MAIN
- SS — SEWER PIPE

NOTES:

1. ALL GRAVITY SEWER MAINS SHALL BE PVC SDR26 (COLORED GREEN) UNLESS OTHERWISE NOTED.
2. ALL WATER MAINS SHALL BE PVC DR18 (COLORED BLUE) UNLESS OTHERWISE NOTED.
3. SEE DETAIL SHEET FOR EXACT LOCATION OF METERS BOXES AND SERVICES WITH RESPECT TO LOT LINES.
4. CONSTRUCT FDC (FIRE DEPT. CONNECTION) PER DETAILS ON SHEET C-501



SANITARY STRUCTURE TABLE				
STRUCTURE NAME	STRUCTURE DESCRIPTION	NORTHING EASTING	RIM ELEVATION	PIPE INVERT
SS-01	4' SANITARY MH	N: 1550230.53 E: 544097.43	89.70	INV IN=81.80 S PVC
SS-02	4' SANITARY MH	N: 1550174.82 E: 544097.67	88.90	INV IN=82.12 S PVC INV OUT=82.02 N PVC
SS-03	4' SANITARY MH	N: 1550126.21 E: 544097.88	84.50	INV IN=82.32 W DIP INV IN=82.32 SW DIP INV OUT=82.32 N PVC

WATER ASSETS	
#1	6" 90° BEND
#2	6" GATE VALVE
#3	6" TEE
#4	6" RPZ BACKFLOW
#5	4" RPZ BACKFLOW
#6	4" 90° BEND
#7	¾" WATER METER
#8	1" GATE VALVE
#9	4" GATE VALVE
#10	FDC
#11	2" GATE VALVE
#12	1–½" WATER METER
#13	2" RPZ BACKFLOW

REVISIONS					
NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 4/21/2026
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APPROVED: GNL

UTILITY PLAN

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

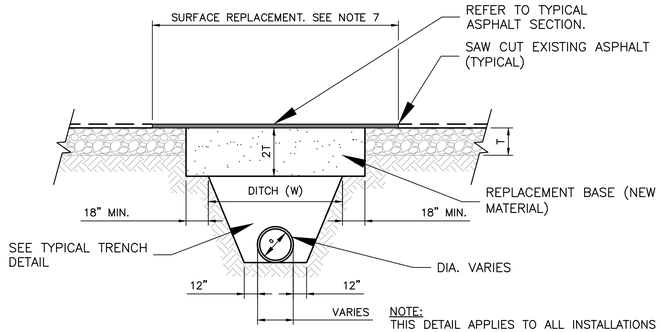
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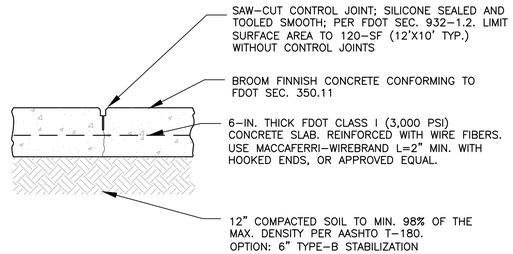
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NOTE:
THIS DETAIL APPLIES TO ALL INSTALLATIONS THAT REQUIRE AN OPEN CUT IN PAVEMENT.

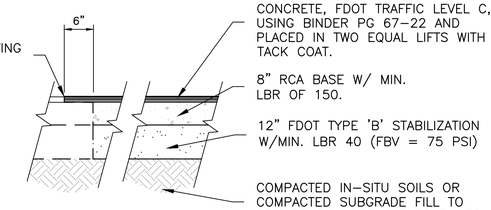
TRENCH RESTORATION NOTES:
1. ROAD BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL.
2. BASE MATERIAL SHALL BE LIMEROCK CONFORMING CITY OF ORLANDO ESM, W/ MINIMUM LBR OF 100.
3. BASE MATERIAL SHALL BE PLACED IN 6" MAXIMUM LAYERS (LOOSE MEASUREMENT) AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% MIN. OF MAXIMUM DENSITY, PER AASHTO T-180,
4. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAW CUT.
5. TRENCH WALL SHALL BE SHEETED IN AREAS WHERE SIDE SLOPES WOULD INTERFERE WITH EXISTING UTILITIES, OR EXTEND BEYOND THE TIGHT-OF-WAY OR EASEMENT LIMITS.
6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" THICK ASPHALT CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING, UNTIL REPLACED WITH A PERMANENT PATCH.
7. PAVEMENT AREAS SHALL BE RESTORED AND SHALL MATCH EXISTING GRADE. THE ENTIRE ROADWAY SECTION SHALL BE RESURFACED IF THE LONGITUDINAL EXCEEDS 50% OF THE WIDTH OF THE ROADWAY. CONFORM WITH CITY OF ORLANDO E.S.M. STANDARDS. IF THE CROSSING DISPLACES THE SURFACE OF THE ROADWAY BY ANY MEASURABLE AMOUNT, THAT SECTION OF ROADWAY PLUS 25-FEET ON EITHER SIDE OF THE CROSSING WILL BE REMOVED AND RECONSTRUCTED TO CITY SPECIFICATIONS BY THE CONTRACTOR.

1 ASPHALT PAVEMENT TRENCH RESTORATION DETAIL
N.T.S.



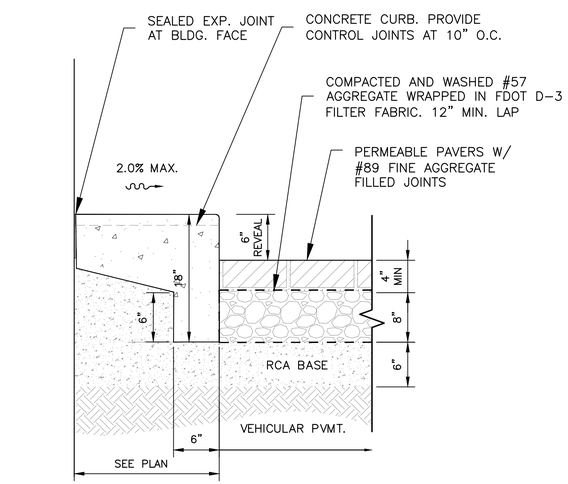
NOTES:
1. PROVIDE FDOT CLASS I CONCRETE (3,000 PSI AT 28-DAYS) CONFORMING TO FDOT STDR. SPEC. SECTION 346 AND 350
2. PROVIDE SEALED EXP. JOINTS. AS REQUIRED PER PLANS
3. PROVIDE CONCRETE BROOM FINISH IN STANDARD COLOR, UNLESS OTHERWISE INDICATED IN THE PLANS

2 VEHICULAR CONCRETE PAVEMENT DETAIL
N.T.S.



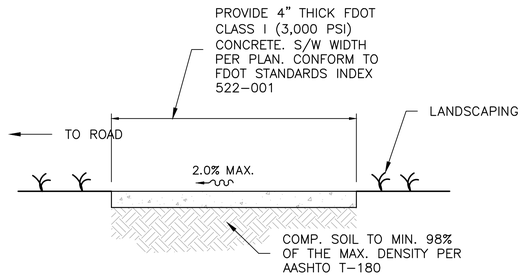
PAVING NOTES.
1. ASPHALT CONFORMING TO FDOT INDEX 334 "SUPERPAVE"
2. MILLING AND OVERLAY REQUIREMENTS: LOCAL ROAD, ALLEY WAYS AND PARKING AREAS = 1.0-IN. USE RESPECTIVE FRICTION COURSE FOR OVERLAY W/ FDOT APPROVED TACKING AND BINDER MATERIALS. CONFORM TO FDOT STANDARD SPECIFICATION SECTION 327.

3 TYPICAL ASPHALT PAVEMENT DETAIL
N.T.S.



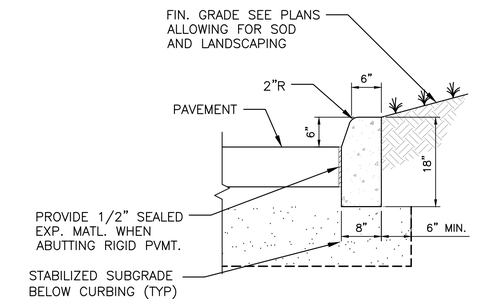
NOTES:
1. USE F.D.O.T. CLASS I CONCRETE (3,000 PSI).
2. SAW CUT CONTROL JOINTS IN NEW CURB AT 10' C/C WITHIN 24-HOURS OF POUR. REFER TO F.D.O.T. INDEX 520-001

4 MODIFIED CONCRETE CURB DETAIL
N.T.S.



NOTES:
1. PROVIDE SEALED EXP. JOINTS. AS REQUIRED PER PLANS, OTHERWISE CONFORM TO FDOT INDEX 522-001.
2. CONSTRUCT SIDEWALK CONFORMING TO FDOT SPEC. SECTION 522
3. PROVIDE CONCRETE BROOM FINISH IN STANDARD COLOR, UNLESS OTHERWISE INDICATED IN THE LANDSCAPE ARCHITECT DOCUMENTS.
4. SIDEWALK REQUIREMENTS: THE SIDEWALK CROSS SLOPE MUST NOT EXCEED 2%. IF THE LONGITUDINAL SLOPE OF THE SIDEWALK EXCEEDS 1:20 IT IS CONSIDERED A RAMP AND A LEVEL LANDING MUST BE PROVIDED FOR EVERY 30-INCH CHANGE IN ELEVATION AND IN SUCH CASES HANDRAILS MAY BE REQUIRED.

5 TYPICAL SIDEWALK DETAIL
N.T.S.



NOTES:
1. USE F.D.O.T. CLASS I CONCRETE (3,000 PSI).
2. SAW CUT CONTROL JOINTS IN NEW CURB AT 10' C/C WITHIN 24-HOURS OF POUR. REFER TO F.D.O.T. INDEX 300.
3. CONFORM WITH F.D.O.T. INDEX 300.

6 FDOT TYPE "D" CURB DETAIL
N.T.S.

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 4/22/2026
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SITE DETAILS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

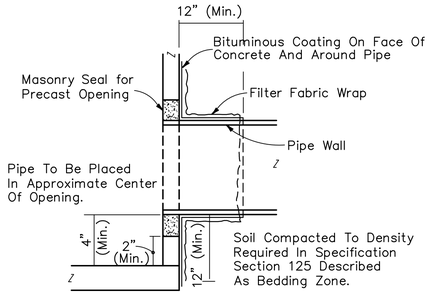
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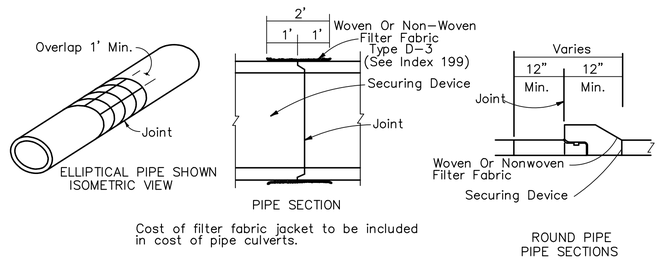
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REFER TO FDOT INDEX 425-001

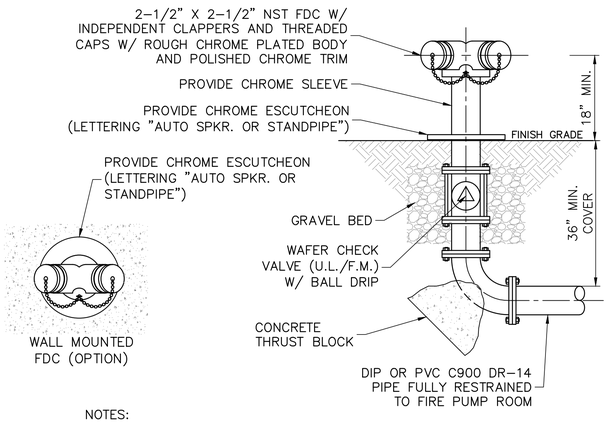
1 STORM PIPE TO STRUCTURE JOINT DETAIL
N.T.S.



Cost of filter fabric jacket to be included in cost of pipe culverts.

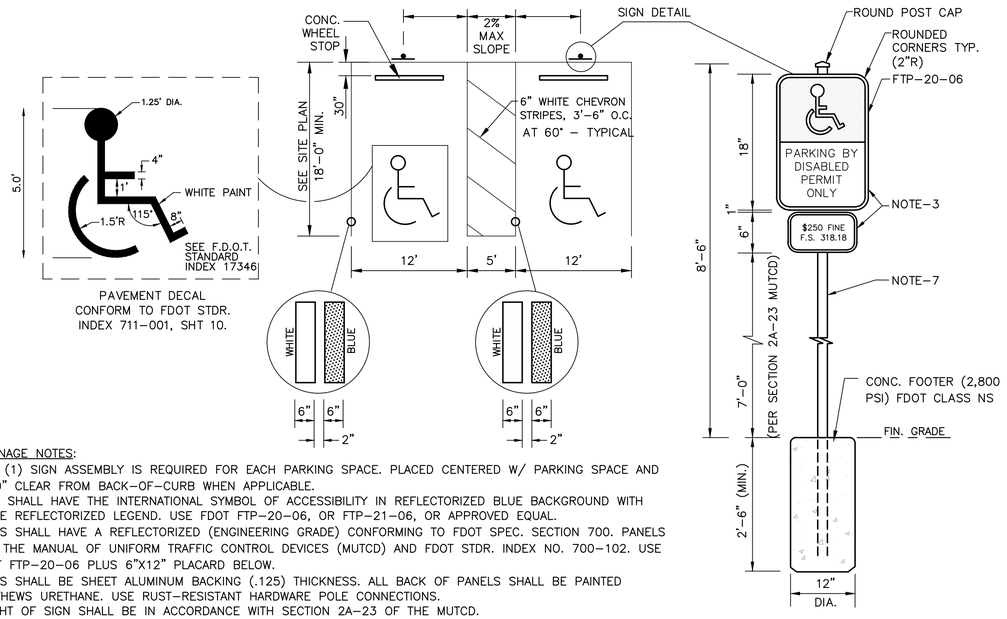
FOR ALL PIPE – CONCRETE PIPE SHOWN

2 FILTER FABRIC JACKET DETAIL
N.T.S.



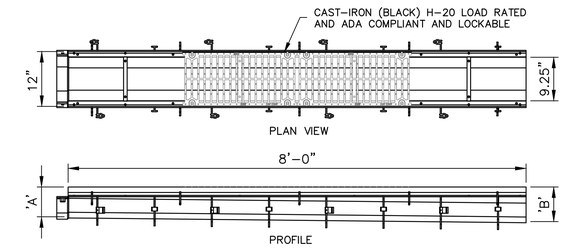
NOTES:
1. REFER TO UTILITY SITE PLAN FOR LOCATION.
2. DIRECT FDC CONNECTION TO FACE FIRE LANE.
3. LOCATION TO CONFORM WITH NFPA 1, CHAPTER 18.
4. PROVIDE FDC SIGNAGE CONFORMING TO LOCAL AHJ (FDC 6" MIN. FONT SIZE)

3 FIRE DEPARTMENT CONNECTION (FDC) DETAIL
N.T.S.

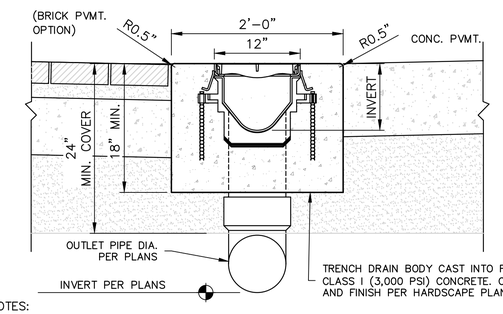


ADA SIGNAGE NOTES:
1. ONE (1) SIGN ASSEMBLY IS REQUIRED FOR EACH PARKING SPACE. PLACED CENTERED W/ PARKING SPACE AND 2'-0" CLEAR FROM BACK-OF-CURB WHEN APPLICABLE.
2. SIGN SHALL HAVE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN REFLECTORIZED BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND. USE FDOT FTP-20-06, OR FTP-21-06, OR APPROVED EQUAL.
3. SIGNS SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) CONFORMING TO FDOT SPEC. SECTION 700. PANELS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND FDOT STDR. INDEX NO. 700-102. USE FDOT FTP-20-06 PLUS 6"X12" PLACARD BELOW.
4. SIGNS SHALL BE SHEET ALUMINUM BACKING (.125) THICKNESS. ALL BACK OF PANELS SHALL BE PAINTED MATTHEWS URETHANE. USE RUST-RESISTANT HARDWARE POLE CONNECTIONS.
5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 2A-23 OF THE MUTCD.
6. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH F.D.O.T. AND THE MUTCD.
7. POLES SHALL BE 2-1/2"ø ALUM. CONFORMING TO FDOT INDEX 700-010 AND 18"ø X36" DEEP CONCRETE FOOTING. PROVIDE MATCHING ROUND TOP CAPS ATTACHED WITH 3M EPOXY
8. ALL SIGNS AND POSTS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PRODUCTION

4 ADA COMPLIANT PARKING SIGNAGE DETAIL
N.T.S.



TYPICAL CHANNEL
BASIS OF DESIGN: ZURN Z882 (TRENCH 8203N) OR APPROVED EQUAL



NOTES:
1. INSTALL FLUSH W/FIN. GRADE. INSTALL LEVEL AND ADJUST FOR TRANSVERSE GRADES
2. PROVIDE H-20 LOAD RATED, ADA COMPLIANT, LOCKABLE IRON GRATES
3. PROVIDE POLYMER DRAIN CAST CHANNEL INTO CEMENT CONCRETE (3,000-PSI) WITH COLOR AND FINISH PER HARDSCAPE PLANS
4. PROVIDE ANCHORING, LEVELING FEET, OTHER, AS REQUIRED BY MFG'S INSTALLATION GUIDE
5. PROVIDE FITTINGS AND COUPLINGS AS REQUIRED TO COMPLETE DRAINAGE ASSEMBLY.
6. USE A BOTTOM OUTLET AT THE ONE END OF THE TRENCH

5 TRENCH DRAIN DETAIL
N.T.S

REVISIONS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 4/22/2026
DRAWN: CAC
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APPROVED: GNL

SITE DETAILS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

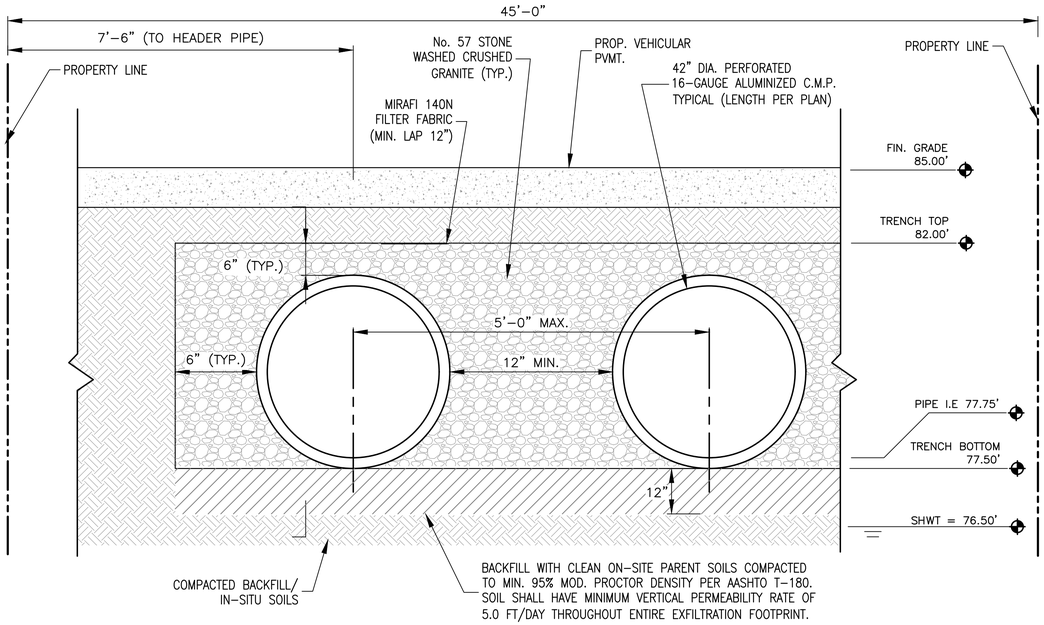
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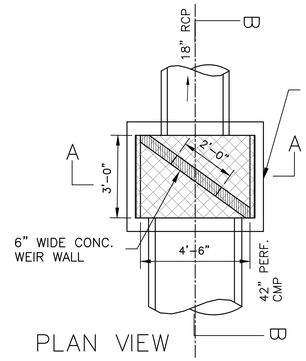
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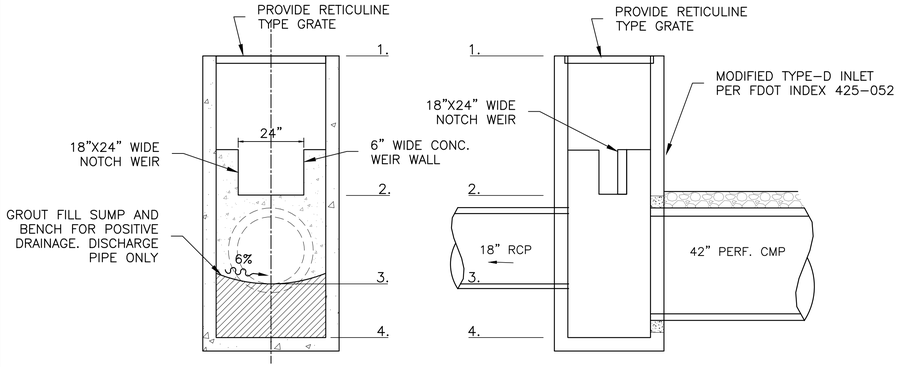


B EXFILTRATION TRENCH SECTION
N.T.S



PLAN VIEW

CONTROL STRUCTURE DATA		
POINT NUMBER	ELEVATION	DESCRIPTION
1	86.50	TOP OF STRUCTURE
2	80.90	WEIR NOTCH INVERT
3	79.00	PIPE INVERT (DISCHARGE)
4	77.00	SUMP OF STRUCTURE



SECTION A-A SECTION B-B

2 CS-1 CONTROL STRUCTURE DETAIL
N.T.S

NO.	DESCRIPTION	DATE	DWN	CHKD	APPVD
	REVISIONS				

SCALE:	AS SHOWN
DATE:	4/22/2026
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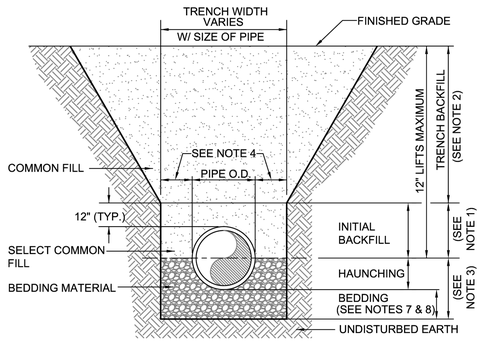
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CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **BEDDING & TRENCHING - TYPE A** — **SCALE: N.T.S**

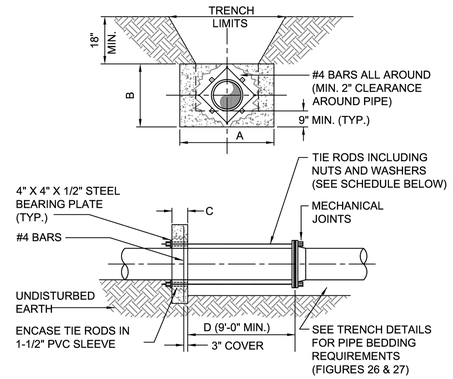


NOTES:
1. TRENCH BACKFILL: COMMON FILL COMPACTED TO 95% OF THE MAXIMUM DENSITY, PER AASHTO T-180. DENSITY TEST SHALL BE PROVIDED TO THE CITY BY AN APPROVED LAB.
2. TYPE "A" BEDDING MATERIAL SHALL CONFORM TO FDOT NO. 57 AGGREGATE.
3. 15" MAXIMUM/12" MINIMUM FOR PIPE DIAMETER LESS THAN 24".
4. 24" MAXIMUM/12" MINIMUM FOR PIPE DIAMETER 24" AND LARGER.
5. WATER SHALL NOT BE PERMITTED IN THE TRENCH DURING CONSTRUCTION.
6. ALL PIPE TO BE INSTALLED WITH BELL FACING UPSTREAM TO THE DIRECTION OF THE FLOW.
7. BEDDING DEPTH SHALL BE A 4" MINIMUM FOR PIPE DIAMETERS UP TO 12" AND 6" MINIMUM FOR PIPE DIAMETER 16" AND LARGER.
8. DEPTH FOR REMOVAL OF UNSUITABLE MATERIAL SHALL GOVERN DEPTH OF BEDDING ROCK BELOW THE PIPE. UTILITIES SHALL DETERMINE (IN THE FIELD) THE REQUIRED REMOVAL OF UNSUITABLE MATERIAL TO REACH SUITABLE FOUNDATION.
9. FINAL RESTORATION IN IMPROVED AREAS SHALL BE IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS OF THE GOVERNING AGENCIES. SURFACE RESTORATION WITHIN THE CITY OF WINTER PARK'S SHALL COMPLY WITH THE REQUIREMENTS OF ROW UTILIZATION REGULATIONS AND ROAD CONSTRUCTION SPECIFICATIONS.

FIGURE 26

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **THRUST COLLAR - WATER MAIN** — **SCALE: N.T.S**
(PRIOR APPROVAL REQUIRED)



NOTES:
1. ADDITIONAL REINFORCEMENTS SHALL BE SPECIFIED BY THE ENGINEER.
2. MINIMUM COMPRESSIVE STRENGTH FOR CONCRETE SHALL BE 3000 PSI.
3. BEDDING, BACKFILL AND COMPACTION SHALL BE SPECIFIED IN THE STANDARD DRAWING.
4. ALL FORM BOARDS SHALL BE REMOVED PRIOR TO BACKFILLING.
5. NO ALLOWANCE SHALL BE MADE FOR FRICTION BETWEEN THE PIPE WALL.
6. DESIGN PRESSURE: 150 PSI.

SCHEDULE OF DIMENSIONS AND MATERIALS

PIPE SIZE (INCHES)	DIMENSIONS (FT.)				TIE RODS REQ'D	
	A	B	C	D	DIA.	NO.
6	2.0	2.0	1.0		3/4	2
8	2.5	2.5	1.0		3/4	2
10	3.5	3.0	1.0		3/4	2
12	5.0	3.0	1.0		3/4	2
16	6.0	4.0	1.5		3/4	4
20	8.0	5.0	1.5		3/4	6
24	9.0	6.0	1.5		3/4	8

NOTE: THRUST COLLAR AREAS TO BE COMPUTED ON BASIS OF 2000 LBS/SF SOIL RESTRAINT BEARING.

FIGURE 32

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **RESTRAINED PIPE TABLE - WATER MAIN** — **SCALE: N.T.S**

* MINIMUM LENGTH (FT) TO BE RESTRAINED ON EACH SIDE OF FITTING(S)

TYPE	PIPE SIZE								
	4"	6"	8"	10"	12"	14"	16"	18"	20"
90° BEND	27	37	49	59	69	79	89	97	107
45° BEND	12	16	21	25	29	33	37	41	45
22-1/2° BEND	6	8	10	12	14	16	18	20	22
11-1/4° BEND	3	4	5	6	7	8	9	10	11
PLUG OR BRANCH OF TEE	34	49	54	78	92	106	120	134	148

* TO BE COMPLETED BY THE ENGINEER.

NOTES:
1. FITTINGS SHALL BE RESTRAINED JOINTS UNLESS OTHERWISE INDICATED.
2. INSTALL FULL LENGTH JOINTS WITH TOTAL LENGTH EQUAL TO OR GREATER THAN SHOWN IN THE TABLE.
3. WHERE TWO OR MORE FITTINGS ARE TOGETHER, USE FITTINGS WHICH YIELD GREATEST LENGTH OF RESTRAINED PIPE.
4. IN-LINE VALVES AND THROUGH RUN OF TEES OUTSIDE LIMITS OF THE RESTRAINED JOINTS FROM OTHER FITTINGS SHOULD BE RESTRAINED UNLESS OTHERWISE INDICATED.
5. LENGTHS SHOWN IN THE TABLE HAVE BEEN CALCULATED IN ACCORDANCE WITH THE PROCEDURE OUTLINED IN "THRUST RESTRAINT DESIGN FOR DUCTILE IRON PIPE" AS PUBLISHED BY DIPRA, WITH THE FOLLOWING ASSUMPTIONS:

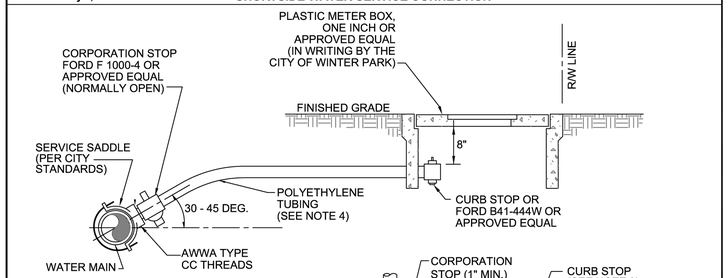
   WORK PRESSURE: 150 PSI
   SOIL DESIGNATION: COHESIVE GRANULAR
   LAYING CONDITIONS: TYPE 5

6. FOR PIPE ENCASED IN POLYETHYLENE, INCREASE THE GIVEN VALUE BY A FACTOR OF 1.5.
7. USE TWO 45 DEGREE BENDS FOR A 90 DEGREE BEND WHERE POSSIBLE. INCREASE THE GIVEN VALUE BY A FACTOR OF 1.5.

FIGURE 34

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **SHORTSIDE WATER SERVICE CONNECTION** — **SCALE: N.T.S.**



NOTES:
1. ALL FITTINGS SHALL BE BRASS WITH COMPRESSION/PACK JOINT TYPE CONNECTIONS.
2. NO SERVICE LINE SHALL TERMINATE UNDER A DRIVEWAY OR SIDEWALK.
3. EACH SERVICE SHALL TERMINATE AT THE CURB STOP(S) WHICH SHALL BE BURIED APPROXIMATELY 3" BELOW FINAL GRADE AND SHALL BE CLEARLY MARKED WITH 2" X 2" X 18" STAKE. THE TOP OF THE STAKE SHALL BE PAINTED WITH THE COLOR OF THE PROVIDED UTILITY SERVICE AND LABELED WITH THE LOT NUMBER IT SERVES.
4. POLYETHYLENE TUBING MUST BE ENDOPURE 200 PSI-PE 3408, AS MANUFACTURED BY ENDOT INDUSTRIES, ASTM D-2737.

FIGURE 31

OTHER PIPE	HORIZONTAL SEPARATION	CROSSINGS (1) (5) (6)	JOINT SPACING AT CROSSINGS (FULL JOINT CENTERED)
STORM SEWER, STORM FORCE MAIN, RECLAIMED WATER (3)	Water Main — 3 FT. MINIMUM	Water Main — 6-INCHES MINIMUM, EXCEPT FOR STORM SEWER, THEN 6-INCHES IS THE MIN. BUT 12-INCHES IS PREFERRED	ALTERNATE 3 FT. MINIMUM — Water Main
VACUUM SANITARY SEWER	Water Main — 10 FT. PREFERRED, 3 FT. MINIMUM	Water Main — 12 INCHES PREFERRED, 6 INCHES MINIMUM	ALTERNATE 3 FT. MINIMUM — Water Main
GRAVITY OR PRESSURE SANITARY SEWER, SANITARY FORCE MAIN, RECLAIMED WATER (4)	Water Main — 10 FT. PREFERRED, 6 FT. MINIMUM (2)	Water Main — 6-INCHES MINIMUM, EXCEPT FOR GRAVITY SEWER, THEN 6-INCHES IS THE MIN. BUT 12-INCHES IS PREFERRED	ALTERNATE 6 FT. MINIMUM — Water Main
ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM	10 FT. MINIMUM	—	—

(1) WATER MAIN SHOULD CROSS ABOVE OTHER PIPE. WHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 12-IN. AND NO PIPE JOINTS ALLOWED WITHIN 8-FT EITHER SIDE OF THE OTHER PIPE.
(2) 3-FT. FOR GRAVITY SANITARY SEWER WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST 6-IN. ABOVE THE TOP OF THE GRAVITY SANITARY SEWER. SUBJECT TO LOCAL MUNICIPAL APPROVAL.
(3) RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
(4) RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
(5) 18"-MIN. SEPARATION REQUIRED BY THE CITY OF ORLANDO, UNLESS OTHERWISE APPROVED.
(6) ALL SEPARATION DISTANCES ARE FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE UNLESS OTHERWISE SPECIFIED.

1 WATER MAIN SEPARATION TABLE
N.T.S.

REVISIONS

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE: 4/22/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

CITY OF WINTER PARK DETAILS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

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PROJECT NO./DASH NO.
R251293.00

SHEET
C-510

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CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: JANUARY 2, 2008 — **BACKFLOW PREVENTER (BFP) - FIRELINE** — **SCALE: N.T.S.**

COMMERCIAL & RESIDENTIAL

UNDER CITY ORDINANCE 102.26 ADOPTED JUNE 1990 THE ACTUAL AND CURRENT PROCEDURE FOR NEW CONSTRUCTION IS APPLIED AND PRACTICED IN CONJUNCTION WITH THE ENGINEERING DEPARTMENT, BUILDING DEPARTMENT, PERMITTING OFFICE, WATER DISTRIBUTION AND THE CROSS CONNECTION CONTROL DEPARTMENT. ALL TAPS AND NEW SERVICE CONNECTIONS TO THE CITY OF WINTER PARK'S SYSTEM ARE PERFORMED AND INSTALLED BY CITY PERSONNEL ONLY.

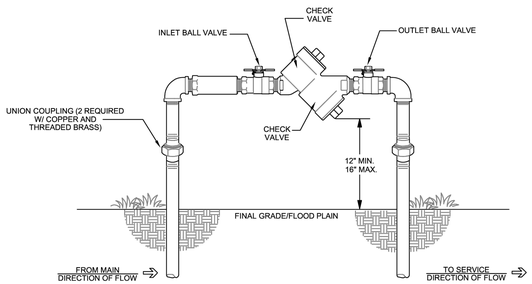
RESIDENTIAL: ALL SINGLE FAMILY STRUCTURES AND PRIVATELY OWNED CONDOMINIUMS

COMMERCIAL: ALL MULTI FAMILY STRUCTURES (APARTMENTS, DUPLEXES, ETC.) AND INDUSTRIAL/COMMERCIAL SITES

- 3/4" TO 2" DOUBLE CHECK (DC) BFP ARE REQUIRED TO BE INSTALLED AS CLOSE TO THE MAIN AS POSSIBLE.
- DEVICES 2 1/2" OR LARGER MUST BE DOUBLE CHECK DETECTOR ASSEMBLY (DCDA) BFP.
- ALL FIRE LINE SERVICES ARE LOCKED OFF AT THE TIME OF INSTALLATION AND MUST PASS INSPECTION, COMPLY WITH THE REQUIREMENTS SPECIFIED FOR THE BFP ASSEMBLY AND HAVE PRIOR APPROVAL OF SYSTEM PLANS, MATERIAL AND DEVICES FROM THE FIRE DEPARTMENT (CITY OR COUNTY) AND THE CITY ENGINEERING DEPARTMENT.

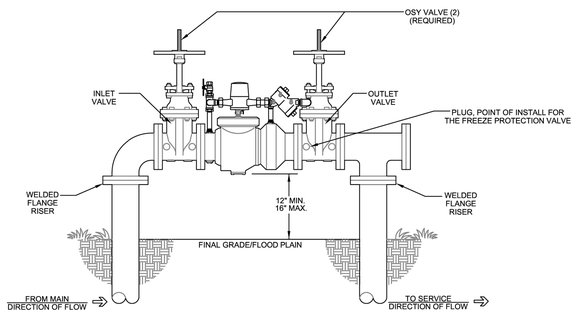
3/4" - 2 1/2" ASSEMBLY
DOUBLE CHECK (DC) BACKFLOW PREVENTER (BFP)

ALL DEVICES 3/4" TO 2 1/2" WILL BE INSTALLED WITH COPPER, SCHEDULE 80 PVC OR THREADED BRASS PIPE ABOVE GRADE.



3" AND GREATER
DOUBLE CHECK DETECTOR ASSEMBLY (DCDA) BACKFLOW PREVENTER (BFP)

ALL DEVICES 3" OR LARGER WILL BE INSTALLED ON DUCTILE IRON PIPE WITH WELDED FLANGE RISERS, ABOVE GRADE.
A FREEZE PROTECTION VALVE MUST BE INSTALLED ON THE OUTLET VALVE (DOLE F.P. 45).

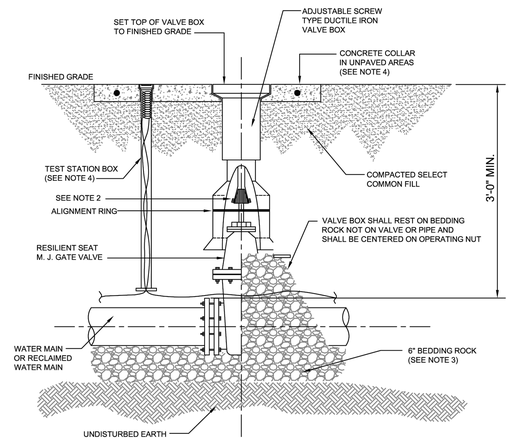


ALL PROPOSED UNDERGROUND FITTINGS MUST BE IN ACCORDANCE WITH THE CITY'S JOINT RESTRAINT REQUIREMENTS (SEE FIGURE 34).
ALL BFP'S SHALL BE IN ACCORDANCE WITH APPROVED PLANS BY THE CITY OF WINTER PARK.

FIGURE 17

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **GATE VALVE & BOX-WATER & RECLAIMED** — **SCALE: N.T.S**



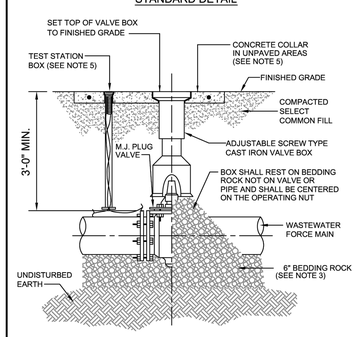
NOTES:
1. C900 PVC OR DUCTILE IRON PIPE SHALL BE USED ON VALVE BOX INSTALLATION.
2. THE VALVE ACTUATING NUT SHALL BE EXTENDED TO BE WITHIN 3' BELOW FINISHED GRADE.
3. BEDDING MATERIAL SHALL CONFORM TO FDOT NO. 57 AGGREGATE.
4. SEE FIGURE 10 AND 42 FOR DETAILED SPECIFICATIONS.
5. THE VALVE COVER BOX SHALL BE MARKED " WATER OR RECLAIMED".

FIGURE 6

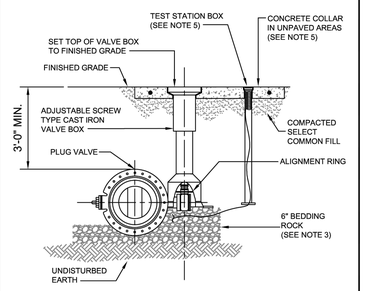
CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **PLUG VALVE & BOX-WASTEWATER** — **SCALE: N.T.S.**

STANDARD DETAIL



DETAIL FOR VALVES >12"



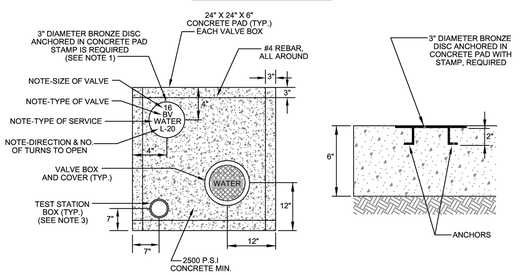
NOTES:
1. C900 PVC OR DUCTILE IRON PIPE EXTENSIONS SHALL BE USED ON VALVE BOX INSTALLATION.
2. THE VALVE ACTUATING NUT SHALL BE EXTENDED TO BE WITHIN 3' OF FINISHED GRADE.
3. BEDDING MATERIAL SHALL CONFORM TO FDOT NO. 57 AGGREGATE
4. VALVE BOX SHALL REST ON BEDDING ROCK NOT ON VALVE OR PIPE AND SHALL BE CENTERED ON OPERATING NUT.
5. SEE FIGURE 10 AND 42 FOR DETAILED SPECIFICATIONS.
6. THE VALVE BOX COVER SHALL BE MARKED "SEWER".

FIGURE 5

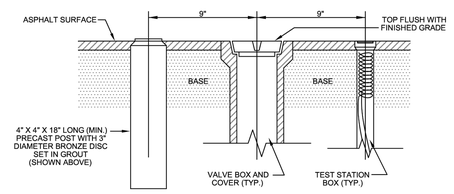
CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 — **VALVE COLLAR PAD** — **SCALE: N.T.S**

UNIMPROVED CONDITION



IMPROVED CONDITION



NOTES:
1. BRONZE IDENTIFICATION DISC SHALL BE REQUIRED FOR ALL VALVES GREATER THAN 2", OR AS REQUIRED BY THE CITY.
2. VALVE COLLAR DIMENSIONS MAY BE REDUCED TO 18" X 18" X 6" ON A 2" ARCH PATTERN CURB BOX.
3. SEE FIGURE 42 FOR DETAILED SPECIFICATIONS.

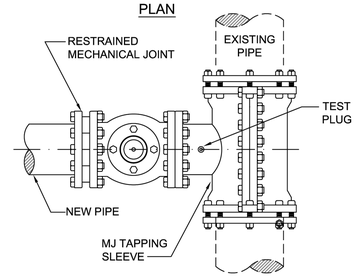
FIGURE 10

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

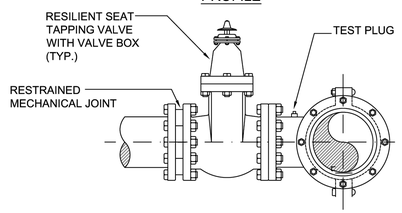
DATE: January 2, 2008 — **MJ TAPPING SLEEVE & TAPPING VALVE** — **SCALE: N.T.S**

(APPROVED FOR UNIVERSAL CAST IRON PIPE)

PLAN



PROFILE



NOTES:
1. AC PIPE REQUIRES SMITH BLAIR MODEL - 655 OR JCM MODEL - 432 TAPPING SLEEVE.

FIGURE 9

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 4/22/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

CITY OF WINTER PARK DETAILS

EL CORTEZ DEVELOPMENT
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ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

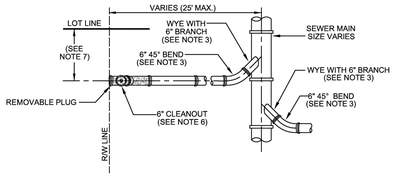
SHEET
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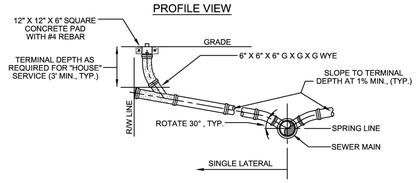
CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 | **SERVICE LATERAL** | **SCALE: N.T.S**

PLAN VIEW



PROFILE VIEW

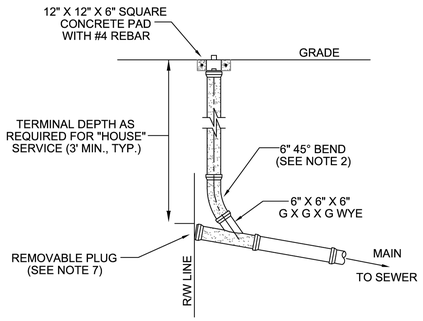


NOTES:
1. INVERT OF SERVICE LATERAL SHALL NOT ENTER SEWER MAIN BELOW SPRING LINE.
2. SERVICE LATERAL SHALL BE CAPPED BY DEVELOPER'S CONTRACTOR.
3. ALL FITTINGS SHOWN ARE TO BE INSTALLED.
4. SERVICE CONNECTIONS SHALL BE PERMANENTLY MARKED BY CUTTING AN "S" INTO THE CURB DIRECTLY OVER THE LATERAL.
5. BUILDER'S PLUMBER WILL REMOVE PLUG, INSTALL CLEANOUT AND CONNECT LATERAL TO HOUSE.
6. 6" CLEANOUT (SHOWN SHADED) SHALL BE INSTALLED BY THE BUILDER AND/OR CONTRACTOR AT THE PROPERTY LINE IN ACCORDANCE WITH UTILITY STANDARDS.
7. SINGLE LATERALS ARE TO BE INSTALLED PER CITY UTILITY REQUIREMENTS.

FIGURE 4

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 | **CLEANOUT-WASTEWATER** | **SCALE: N.T.S**

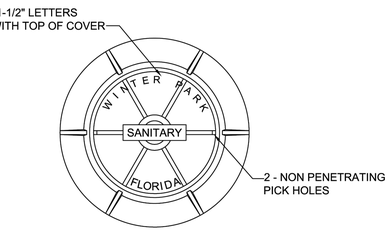


NOTES:
1. SERVICE LATERAL SHALL BE CAPPED BY DEVELOPER'S CONTRACTOR.
2. ALL FITTINGS SHOWN ARE TO BE INSTALLED.
3. SERVICE CONNECTIONS SHALL BE PERMANENTLY MARKED BY CUTTING AN "S" INTO THE CURB DIRECTLY OVER THE LATERAL.
4. BUILDER'S PLUMBER WILL REMOVE PLUG, INSTALL CLEANOUT AND CONNECT LATERAL TO HOUSE.
5. 6" CLEANOUT (SHOWN SHADED) SHALL BE INSTALLED BY THE BUILDER AND/OR CONTRACTOR AT THE PROPERTY LINE IN ACCORDANCE WITH UTILITY STANDARDS.
6. SINGLE LATERALS ARE TO BE INSTALLED PER CITY UTILITY REQUIREMENTS.
7. HOUSE LATERAL SHALL BE CONNECTED TO THE 6" X 6" X 6" WYE. CONNECTION TO THE VERTICAL CLEANOUT STACK SHALL NOT BE ALLOWED.

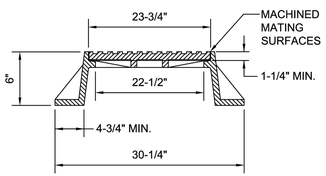
FIGURE 43

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 | **USF 170 CE MANHOLE FRAME & COVER** | **SCALE: N.T.S**



PLAN



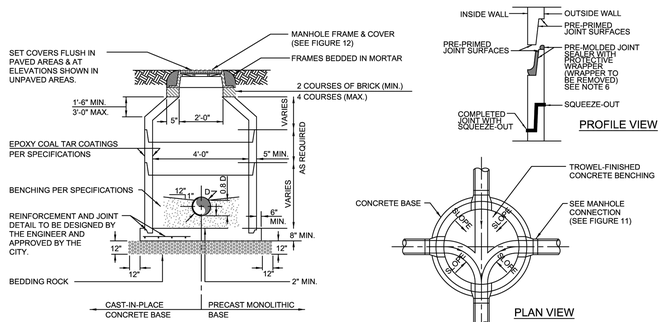
ELEVATION

NOTES:
1. ONLY APPLIES TO THE CITY OF WINTER PARK UTILITIES OWNED AND MAINTAINED MANHOLES. "WINTER PARK" SHALL NOT APPEAR ON PRIVATE MANHOLES.
2. DEPENDENT UPON SITE LOCATION DECORATIVE LOGO MANHOLE COVERS MAY BE REQURIED; USF 170 FRAME W/ EI. STANDARD MANHOLE COVER; USF 170 FRAME W/ CE.

FIGURE 12

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

DATE: January 2, 2008 | **PRECAST CONCRETE MANHOLE** | **SCALE: N.T.S.**

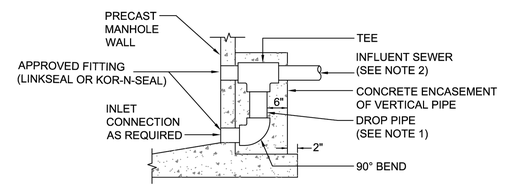


NOTES:
1. MANHOLE (SHOWN) IS FOR SEWER SIZE 8" THROUGH 24". COMPLY WITH CITY REQUIREMENTS FOR MANHOLES HAVING SEWER SIZES GREATER THAN 24".
2. DROP CONNECTIONS ARE REQUIRED WHENEVER INVERT OF INFLUENT SEWER IS 24" OR MORE ABOVE THE INVERT OF THE MANHOLE, SEE MANHOLE CONNECTION SPECIFICATIONS, FIGURE 11.
3. ECCENTRIC CONE DESIGN MAY BE USED AS AN ALTERNATIVE ONLY WITH PRIOR APPROVAL FROM THE UTILITY DEPARTMENT.
4. CONTRACTOR MUST PERFORM TWO COMPACTION TEST (1' LIFTS) IN THE MANHOLE EXCAVATION AREA. SOIL MUST BE COMPACTED TO 95% MAXIMUM DENSITY OF THE MODIFIED PROCTOR. DENSITY TEST RESULTS ARE TO BE FORWARDED TO THE CITY ENGINEER.
5. SPECIALIZED LINING MAY BE REQUIRED UNDER SPECIAL CONDITIONS.
6. CASTING SECTIONS MUST BE ADEQUATELY SEALED WITH APPROVED MATERIAL, RAM NECK OR EQUAL. MUST BE WATER TIGHT.

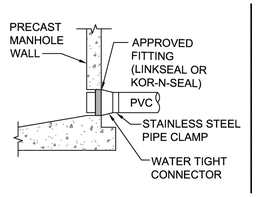
FIGURE 13

CITY OF WINTER PARK
WATER & WASTEWATER UTILITY DEPARTMENT
REFERENCE THE "WATER & WASTEWATER UTILITY STANDARDS, SPECIFICATIONS & DETAILS MANUAL"

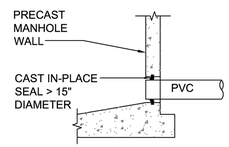
DATE: January 2, 2008 | **MANHOLE CONNECTION** | **SCALE: N.T.S**



MANHOLE STANDARD DROP DETAIL



STANDARD PRECAST MANHOLE PIPE CONNECTION



RESILIENT CAST IN-PLACE SEAL

NOTES:
1. DROP PIPE AND FITTINGS SHALL BE OF EQUAL SIZE AND MATERIAL AS THE INFLUENT MAIN.
2. AN OUTSIDE DROP CONNECTION SHALL BE REQUIRED FOR ALL INFLUENT LINES WHICH HAVE AN INVERT 2' OR MORE ABOVE THE MANHOLE INVERT.
3. ALTERNATE WATER-TIGHT CONNECTION DETAILS FOR CONNECTION WITH 24" DIAMETER PIPES AND LARGER MUST BE APPROVED BY UTILITIES.
4. INSIDE SERVICE DROP CONNECTIONS ARE PERMITTED ON EXISTING MANHOLES, FOLLOWING REVIEW AND ACCEPTANCE BY THE UTILITY DEPARTMENT.

FIGURE 11

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 4/22/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

CITY OF WINTER PARK DETAILS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

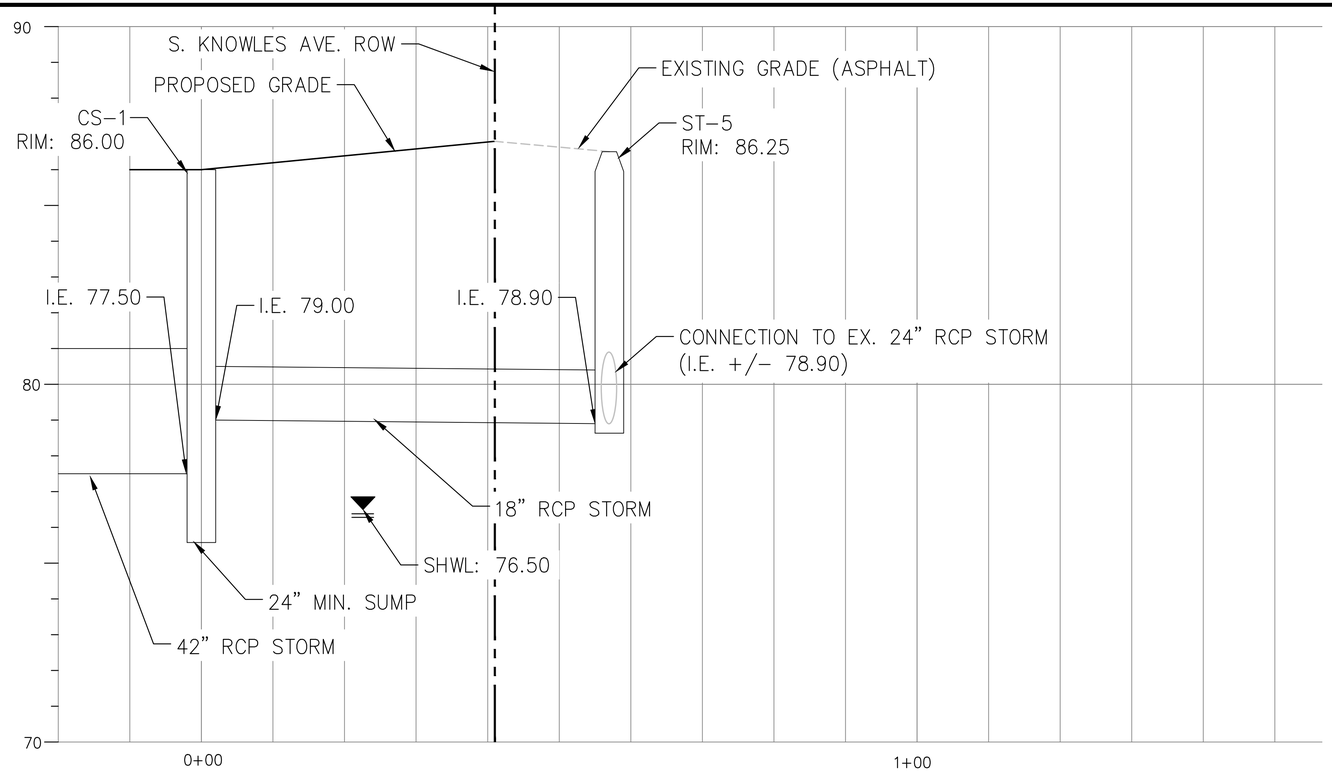
SEAL

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618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

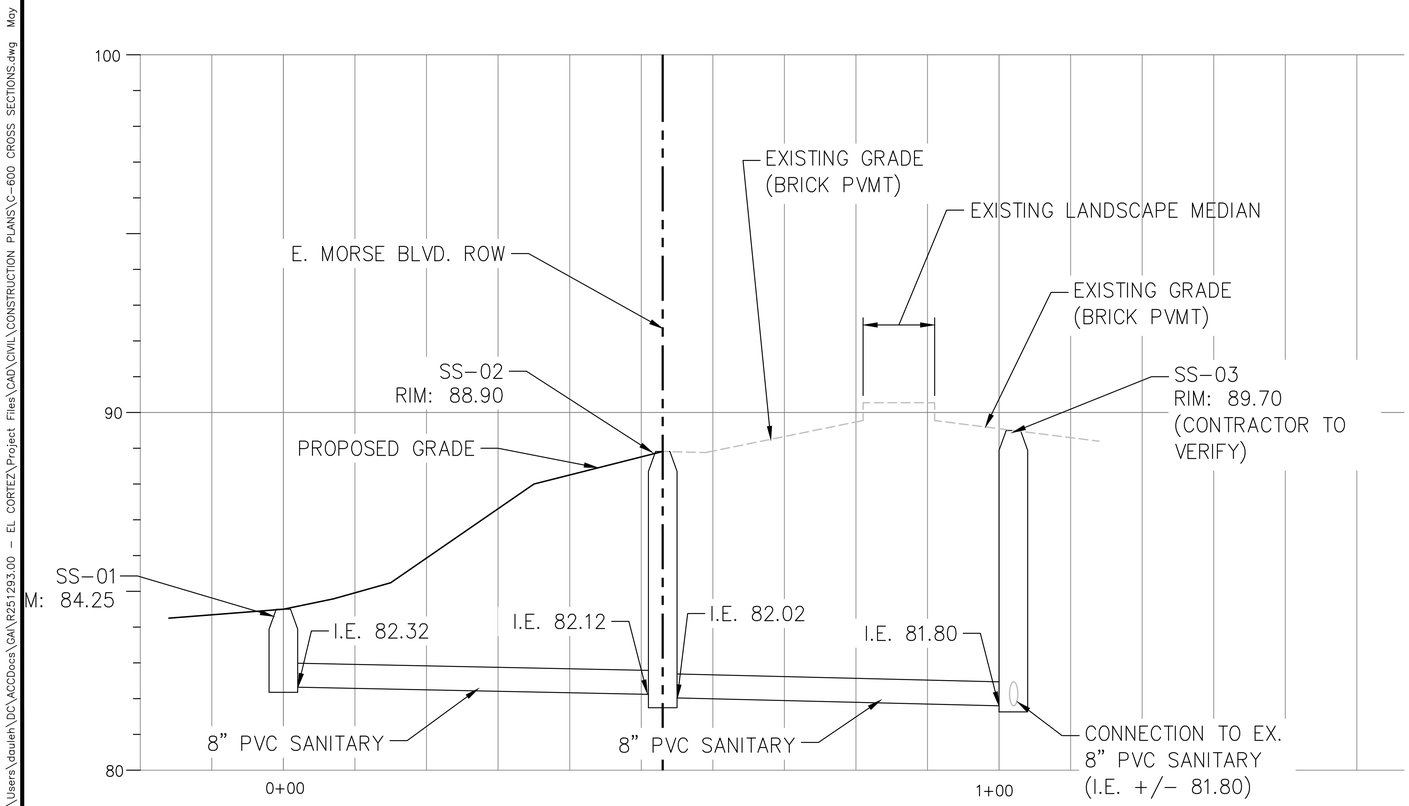
SHEET
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SECTION A (REFER TO SHEET C-300)

SCALE: 1"=10' HORZ
1"=2' VERT



SECTION A (REFER TO SHEET C-400)

SCALE: 1"=10' HORZ
1"=2' VERT

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 4/30/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

CROSS SECTIONS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

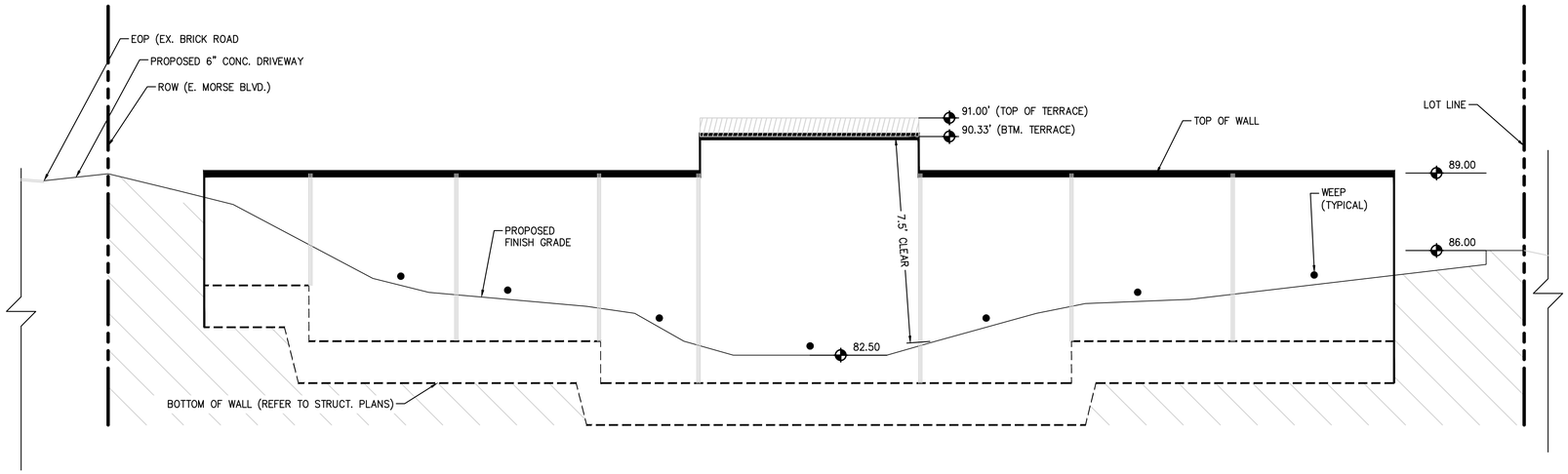
SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

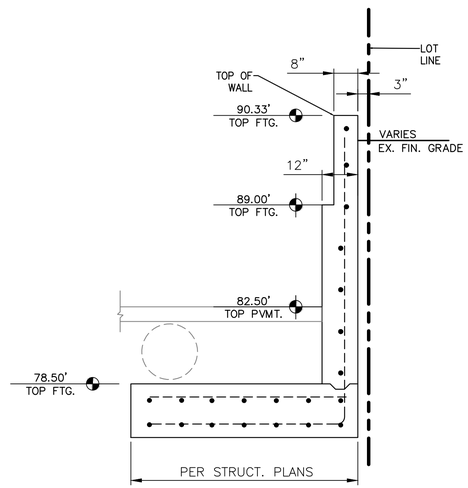
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A / C-610 CAST IN PLACE CONCRETE RETAINING WALL ELEVATION

N.T.S.



B / C-610 CAST IN PLACE CONCRETE RETAINING WALL SECTION

N.T.S.

NO.	DESCRIPTION	DATE	DWN	CHKD	APPVD
	REVISIONS				

SCALE:	AS SHOWN
DATE:	4/30/2026
DRAWN:	CAC
CHECKED:	AJS
APPROVED:	GNL

RETAINING WALL DETAILS

EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL
GABRIEL N. LEYVA
LICENSE
No. 66991
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY GABRIEL N. LEYVA, 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.

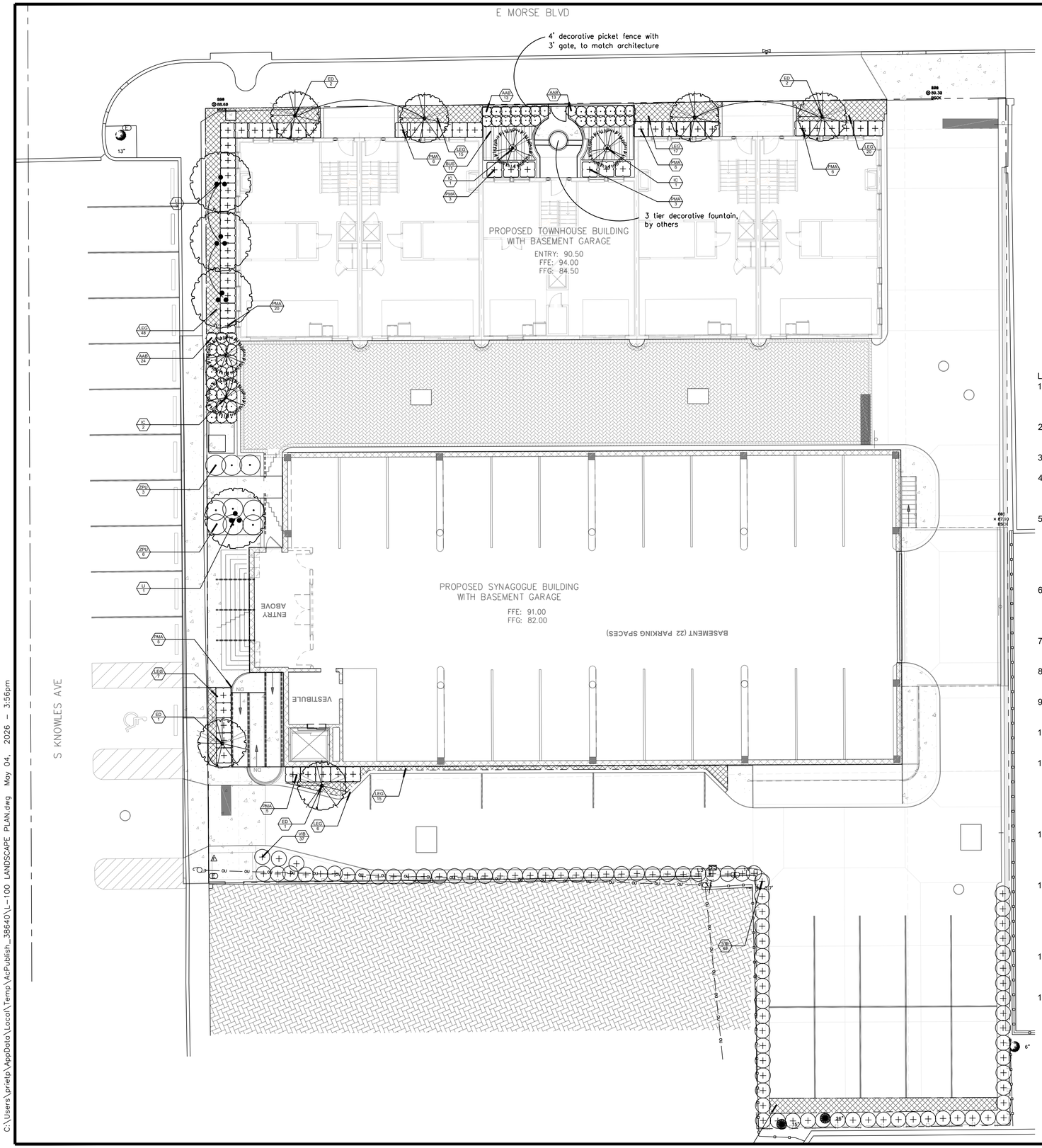
gai consultants
EB 9951

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PROJECT NO./DASH NO.
R251293.00

SHEET
C-610

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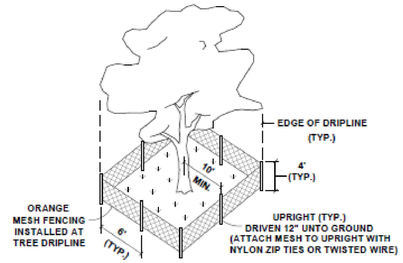


PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CALIPER			REMARKS
TREES							
	ED	6	ELAEOCARPUS DECIPIENS / JAPANESE BLUEBERRY	2 1/2" CAL. MIN.			SINGLE STRAIGHT TRUNK, 4' C.T. 14'-16' HT X 6'-8' SPRD
	IC	4	ILEX X 'EAGLESTON' / EAGLESTON HOLLY	2" CAL. MIN.			FULL TO GROUND, 10' HT X 4'-5' SPRD
	LI	4	LAGERSTROEMIA INDICA / CRAPE MYRTLE	2 1/2" CAL. MIN.			MULTI-TRUNK, 14' HT X 6'-8' SPRD
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE		REMARKS
SHRUBS							
	AAB	50	AGAPANTHUS AFRICANUS 'BLUE' / BLUE AFRICAN LILY	3 GAL	15" - 18" OA		FULL & THICK, 30" OC
	PMA	54	PODOCARPUS MACROPHYLLA / PODOCARPUS	3 GAL	24" X 15"-18"		FULL TO BASE, 36" O.C.
	VIB	85	VIBURNUM SUSPENSUM / VIBURNUM	7 GAL	30" X 15"-18"		FULL. 36" O.C.
	ZPU	9	ZAMIA PUMILA / COONTIE	7 GAL	18"-24" OA		FULL & THICK
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE	SPACING	REMARKS
SHRUB AREAS							
	BUS	21	BUXUS SEMPERVIRENS / BOXWOOD	3 GAL	NON-NATIVE	30" o.c.	FULL & THICK, 30" O.C.
	LEG	162	LIRIOPE MUSCARI 'BIG BLUE' / LIRIOPE	1 GAL.	NON-NATIVE	24" o.c.	6-8 PPP, FULL & THICK, 24" O.C.

LANDSCAPE NOTES:

1. In the event of variation between the quantities shown on the plant list and the plans, the plans shall control. Sod & Mulch quantity take-offs are the responsibility of the landscape contractor.
2. No plant material substitutions shall be permitted or will be accepted without the written consent of the Landscape Architect.
3. All plantings shall be backfilled with the best of the on-site soil.
4. The landscape contractor is responsible for the immediate repair, at his/her own expense, to any on-site utilities damaged by these landscape construction operations.
5. It is the responsibility of the landscape contractor to prevent plants from falling or being blown over. The landscape contractor shall straighten, repair, and/or replace any plants damaged by a failure to properly stake or guy any trees on-site, at his/her own expense. The landscape contractor shall not be responsible for any trees blown over or damaged by winds in excess of 50 miles per hour.
6. Unless otherwise stated on these plans, the landscape contractor shall only be responsible for fine grading of the planting and sodding areas. Fine grading is described as the final .10 of grade to be achieved.
7. The landscape contractor shall assure that this work does not interrupt existing or projected drainage patterns.
8. All sod must be placed with staggered joints, tightly butted, with no gaps or overlapping pieces. All sod shall be rolled.
9. All planting beds shall be top dressed with 3" of pine bark nugget mulch.
10. The landscape contractor shall remove his/her excess waste material from the project site on a daily basis.
11. Maintenance shall be the responsibility of the landscape contractor until such time as final acceptance of the project has been granted by the Landscape Architect. Maintenance shall include watering, mulching, weeding, pruning, replacement of dead and dying plants, cutting sod and any other operation necessary for the proper care of these plants.
12. All trees, shrubs, ground covers and sod shall be guaranteed for one year from date of substantial completion of this project. Replacement of material shall be guaranteed for an additional one year.
13. The landscape contractor shall not be responsible to honor any warranty for the loss of any trees, shrubs, ground covers, or sod caused by flooding, fire, freezing temperatures, winds over 50 miles per hour, lightning or any other natural disaster. The landscape contractor is also not responsible for any damage caused by vandalism or negligence on the part of the owner.
14. All plant material shall be Florida Number 1 or better in quality as described in Florida Grades and Standards for Nursery Plants, Florida Department of Agriculture.
15. The Landscape Architect shall have the right, at any time during these operations to reject any and all plant material and workmanship which in his/her opinion does not meet the requirements of these specifications.



TYP. CITY TREE PROTECTION DETAIL

N.T.S.

TREE BARRICADES ARE REQUIRED AROUND ALL TREES WHICH HAVE BEEN DESIGNATED ON THE SITE PLAN TO BE RETAINED AND PROTECTED. PRIOR TO ANY CLEARING OR CONSTRUCTION ACTIVITY OCCURING ON THE SITE, TREE BARRICADES SHALL BE CONSTRUCTED BY THE CONTRACTOR AND APPROVED BY BY THE CITY. TREE BARRICADES SHALL BE PLACED AT THE EDGE OF THE DRIPLINE OR A MINIMUM OF 10' FROM THE TRUNK OF THE TREE, WHICH EVER IS GREATER.

FOR THE BARRIER THE CITY RECOMMENDS SAFETY BARRICADE FENCING.

NOTE: EXISTING TREES IN LANDSCAPE BUFFER SHALL ALSO BE PROTECTED.

TREE REMOVAL NOTE:

1. TREE BARRICADES ARE REQUIRED AROUND ALL TREES WHICH HAVE BEEN DESIGNATED ON THE SITE PLAN TO BE RETAINED AND PROTECTED. PRIOR TO ANY CLEARING OR CONSTRUCTION ACTIVITY OCCURRING ON THE SITE, TREE BARRICADES SHALL BE CONSTRUCTED BY THE CONTRACTOR AND APPROVED BY THE CITY.

0 10' 20'
FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

LANDSCAPE PLAN

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

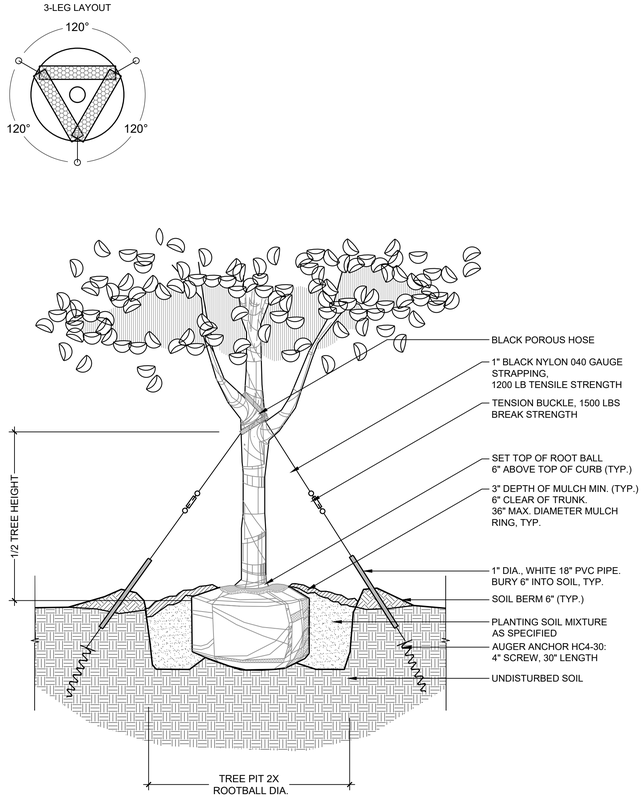
PROJECT NO./DASH NO.
R251293.00

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L-100

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NOTE:

1. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

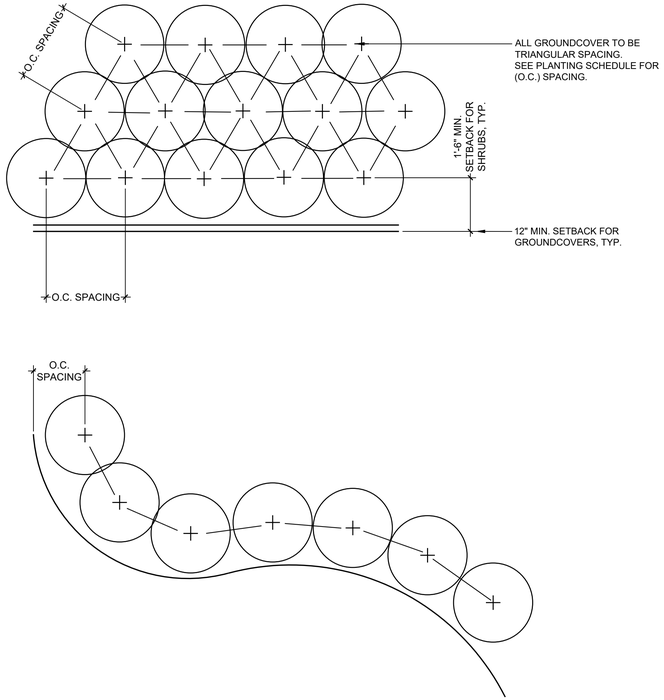


1 TREE PLANTING (65-300 GAL)

SCALE: NTS

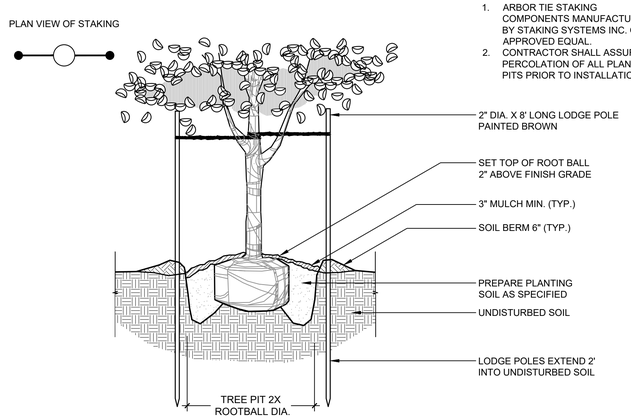
NOTES:

1. THE PERIMETER OF ALL CURVED PLANTING BEDS SHALL BE PLANTED WITH A ROW OF GROUNDCOVER AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST. INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT APPROPRIATE SPACING ACCORDING TO THIS PLANT SPACING DETAIL.



2 SHRUB PLANTING

SCALE: NTS

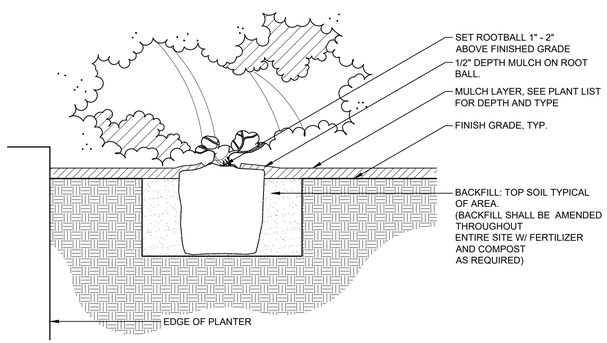


3 TREE PLANTING (15-30 GAL)

SCALE: NTS

NOTES:

1. PRUNE ANY BROKEN BRANCHES



4 SHRUB PLANTING

SCALE: NTS

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					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

LANDSCAPE DETAILS

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
L-101



CANOPY TREE

UNDERSTORY TREE

SHRUBS

GROUNDCOVERS

PARCEL BOUNDARY

0 10' 20'

FULL SCALE: 1"=10'

HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN

DATE: 5/4/2026

DRAWN: CAC

CHECKED: AJS

APPROVED: GNL

LANDSCAPE RENDER

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

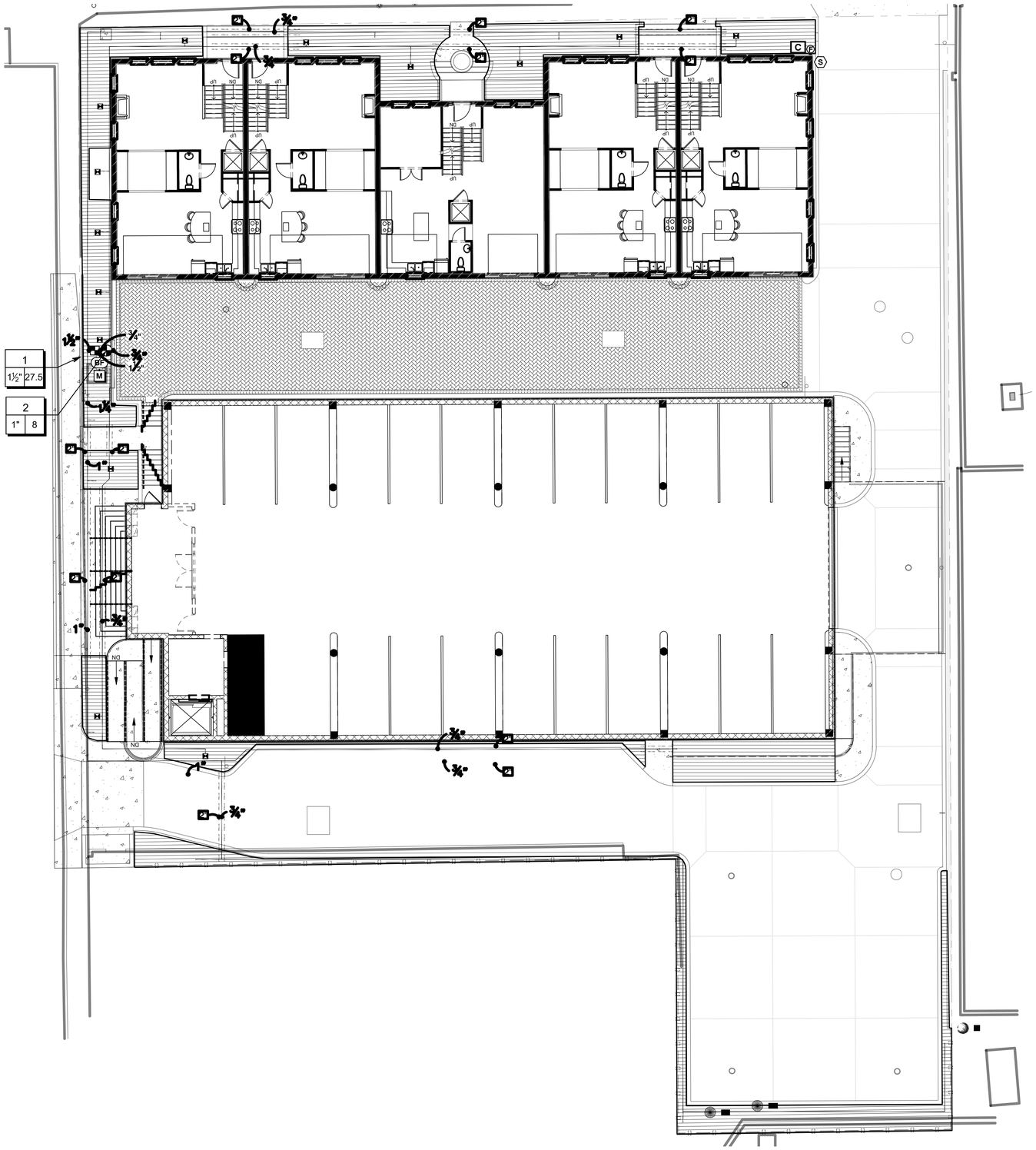
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PROJECT NO./DASH NO.
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SHEET
L-102

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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
1401 1402 1404	Rain Bird 1800-1400 Flood Fixed flow rate 0.25 GPM - 2.0 GPM, full circle bubbler, 1/2in. FIPT.	16

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Hunter ICZ-151-XL-40 Drip Control Zone Kit. 1-1/2in. ICV Globe Valve with 1in. HY100 filter system. Pressure Regulation: 40psi. Flow Range: 20 GPM to 60 GPM, with single station decoder in each valve box.	1
F	Netafim TLFV-1 Automatic Flush Valve, with Insert Inlet	2
	Area to Receive Dripline Rain Bird XFCV-09-12 XFCV On-Surface Landscape Dripline with a Heavy-Duty 3.5 psi Check Valve. 0.9 GPH emitters at 12" O.C. Dripline laterals spaced at 16" apart, with emitters offset for triangular pattern. Great for elevation change. Specify XF insert fittings.	1,832 lf

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird DVF-SS Electric Remote Control Valve, Slip x Slip. 1in. Plastic Residential Valve. With Flow Control.	1
BF	Febco 825Y 1-1/2" Reduced Pressure Backflow Preventer	1
C	Rain Bird ESPLXME2 12 Station Traditionally-Wired, Commercial Controller. Indoor/Outdoor, Plastic Wall-Mount Enclosure.	1
S	Rain Bird WR2-RFS Wireless Rain/Freeze Sensor.	1
M	Water Meter 1" 1" Potable meter	1
	Irrigation Lateral Line: PVC Class 200 SDR 21	1,148 lf
	Irrigation Mainline: PVC Schedule 40	6.8 lf
	Pipe Sleeve: PVC Schedule 40	380.4 lf

Valve Callout



CRITICAL ANALYSIS

Generated:	2026-04-21 15:05
P.O.C. NUMBER: 01	
Water Source Information:	1" Potable meter
FLOW AVAILABLE	
Water Meter Size:	1"
Flow Available	37.5 GPM
PRESSURE AVAILABLE	
Static Pressure at POC:	50 PSI
Elevation Change:	5.00 ft
Service Line Size:	2"
Length of Service Line:	20 ft
Pressure Available:	48 PSI
DESIGN ANALYSIS	
Maximum Station Flow:	27.48 GPM
Flow Available at POC:	37.5 GPM
Residual Flow Available:	10.02 GPM
Design Pressure:	20 PSI
Friction Loss:	4.75 PSI
Fittings Loss:	0.48 PSI
Elevation Loss:	0 PSI
Loss through Valve:	2.37 PSI
Pressure Req. at Critical Station:	27.6 PSI
Loss for Fittings:	0.01 PSI
Loss for Main Line:	0.11 PSI
Loss for POC to Valve Elevation:	0 PSI
Loss for Backflow:	12.2 PSI
Loss for Water Meter:	4.49 PSI
Critical Station Pressure at POC:	44.4 PSI
Pressure Available:	48 PSI
Residual Pressure Available:	3.62 PSI

VALVE SCHEDULE

NUMBER	MODEL	SIZE	TYPE	GPM	WIRE	PSI	PSI @ POC	PRECIP
1	Hunter ICZ-151-XL-40	1-1/2"	Area for Dripline	27.48	140.4	27.6	44.4	1.08 in/h
2	Rain Bird PEB	1"	Bubbler	8	139.5	22.6	35.5	1.7 in/h
	Common Wire				6.8			

WATERING SCHEDULE

NUMBER	MODEL	TYPE	PRECIP	IN./WEEK	MIN./WEEK	GAL./WEEK	GAL./DAY
1	Hunter ICZ-151-XL-40	Area for Dripline	1.08 in/h	1	56	1,539	
2	Rain Bird PEB	Bubbler	1.7 in/h	1	36	288	
		TOTALS:			92	1,827	

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION

REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

IRRIGATION PLAN

EI CORTEZ

SEAL

gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

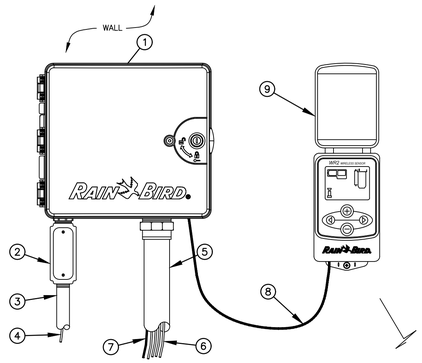
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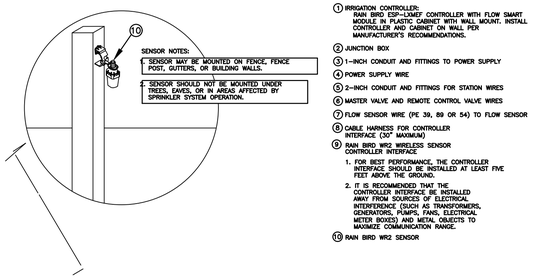
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IR-1

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GENERAL NOTES:

1. Irrigation system design requirements: See critical analysis. The irrigation Contractor shall verify the available GPM and PSI prior to installation of the system.
2. Do not willfully install the irrigation as shown on the drawings when it is obvious in the field that conditions exist that might not have been considered in the design process. For example: obstructions, grade differences, water levels dimensional differences, etc. Refer to the landscape plan to avoid conflicts with proposed trees or shrubs.
3. Piping may sometimes be indicated as being located in unlikely areas: i.e., under buildings, outside property lines, under pavement, in lakes or ditches, etc. This is done for graphic clarity only. Whenever possible, piping is to be installed in open, green areas.
4. Pipe sizes shall conform to those on the drawing. Substituting with smaller pipe sizes will not be permitted.
5. If required the Irrigation Contractor shall provide the necessary Right of Way use permits.
6. Mainline to be installed with a minimum of 24" depth of cover, lateral lines are to be installed with a minimum of 12" depth of cover.
7. Unless otherwise indicated all sleeves are to be PVC Sch 40 and at least two (2) nominal sizes larger than the pipe to be sleeved.
8. Wherever practical, install valves out of high traffic areas. all valves, flush valves and wire splices shall be installed in Carson valve boxes as follows: Remote control valves in 12" standard rectangular box, wire splices in 10" round valve box, Drip valve kits in Jumbo valve boxes and flush valves in 6" round valve box.
9. All wire connections to be King sealed wire connectors.
10. All grounding as per Manufacturer's recommended standards.
11. Mount all heads and bubblers on 18" of flexible PVC.
12. Install drip tubing at grade and cover with mulch. Typical spacing for drip tubing is 12"-18" on center. Spacing to be determined by plant layout. Refer to the landscape plan. Anchor tubing every 5' with 12" long plastic tubing stakes. Install flush valves at all tubing dead ends. install air/vacuum relief valves at high points of every section.
13. The rain sensors shall be installed to meet local codes.
14. Main line piping larger than 2" shall have thrust blocks sized and placed in accordance with the manufacturer's recommendations. Thrust blocks shall be standard poured concrete mix. Thrust blocks shall be installed at all changes in directions, reducers, valves and end caps of main line.
15. **The irrigation contractor shall prepare an AS-BUILT drawing on reproducible paper showing all main line piping, control wires and valves by showing exact measurements from hard surfaces.**
16. The owner will supply power to the irrigation controller.
17. Any other equipment required that is not otherwise detailed or specified shall be installed as per manufacturer's recommendations and specifications.
18. Velocity not to exceed 5' per second.



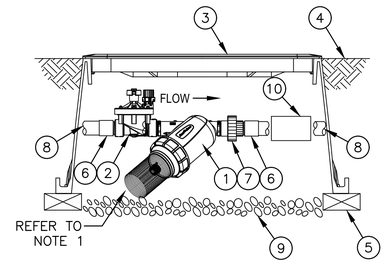


1. IRRIGATION CONTROLLER: RAIN BIRD ESP-LXME CONTROLLER WITH FLOW SMART MODULE IN PLASTIC CABINET WITH WALL MOUNT. INSTALL CONTROLLER AND CABINET ON WALL PER MANUFACTURER'S RECOMMENDATIONS.
2. JUNCTION BOX
3. 1-INCH CONDUIT AND FITTINGS TO POWER SUPPLY
4. POWER SUPPLY WIRE
5. 2-INCH CONDUIT AND FITTINGS FOR STATION WIRES
6. MASTER VALVE AND REMOTE CONTROL VALVE WIRES
7. FLOW SENSOR WIRE (PE 39, 89 OR 54) TO FLOW SENSOR
8. CABLE HARNESS FOR CONTROLLER INTERFACE (30' MAXIMUM)
9. RAIN BIRD WR2 WIRELESS SENSOR CONTROLLER INTERFACE
   1. FOR BEST PERFORMANCE, THE CONTROLLER INTERFACE SHOULD BE INSTALLED AT LEAST FIVE FEET ABOVE THE GROUND.
   2. IT IS RECOMMENDED THAT THE CONTROLLER INTERFACE BE INSTALLED AWAY FROM SOURCES OF ELECTRICAL INTERFERENCE (SUCH AS TRANSFORMERS, GENERATORS, PUMPS, FANS, ELECTRICAL METER BOXES) AND METAL OBJECTS TO MAXIMIZE COMMUNICATION RANGE.
10. RAIN BIRD WR2 SENSOR

1 RAINBIRD ESP WITH WIRELESS SENSOR

1" = 1'

01 -11



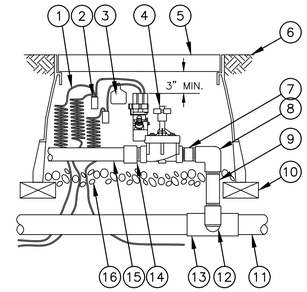
1. 1.5" RAIN BIRD LARGE CAPACITY FILTER WITH DISC: LCRBY150D SCREEN: LCRBY150S
2. 1.5" RAIN BIRD REMOTE CONTROL VALVE
3. VALVE BOX WITH COVER: RAIN BIRD VB-SPR-H
4. FINISH GRADE/TOP OF MULCH
5. BRICK (1 OF 4)
6. PVC SCH 40 MALE ADAPTER
7. PVC SCH 40 THREADED UNION
8. PVC LATERAL PIPE
9. 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL
10. INLINE PRESSURE REGULATOR

NOTE:
1. FILTER ASSEMBLY TO BE INSTALLED WITH SCREEN DIRECTION FACING A 45° DOWNWARD ANGLE WITH ENOUGH SPACE TO REMOVE SCREEN FOR MAINTENANCE. SOME APPLICATIONS MAY REQUIRE RAIN BIRD VALVE BOX EXTENSIONS TO ACHIEVE ACCEPTABLE SCREEN CLEARANCE.

3 DRIP KIT 1 1//2"

1" = 1'

01 -05

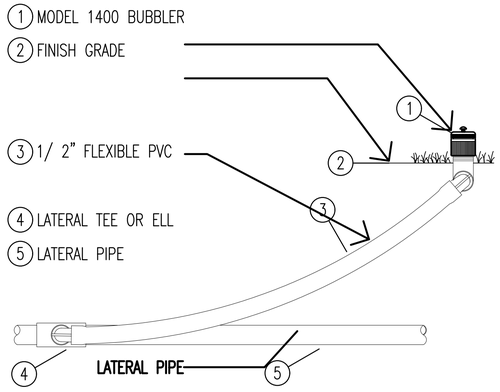


1. 30-INCH LINEAR LENGTH OF WIRE, COILED
2. WATERPROOF CONNECTION RAIN BIRD SPLICE-1 (1 OF 2)
3. ID TAG: RAIN BIRD VID SERIES
4. REMOTE CONTROL VALVE: RAIN BIRD PESB-PRS-D WITH NP-HAN
5. VALVE BOX WITH COVER: RAIN BIRD VB-STD
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3.0-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

2 RAINBIRD PEB

NTS

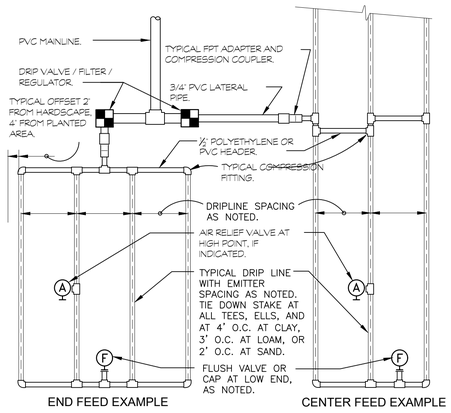
01 -07



4 RAINBIRD 1400 BUBBLER

NTS

01 -12



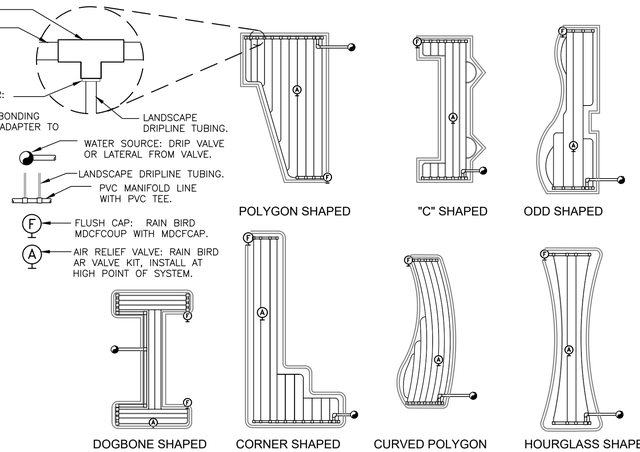
MAXIMUM LATERAL LENGTH (FEET)						
	EMITTER FLOW RATE GPH					
PSI	12" SPACING 0.6	0.9	18" SPACING 0.6	0.9	24" SPACING 0.6	0.9
10	125	96	175	135	218	171
20	249	191	350	171	442	340
30	307	236	434	333	550	422
40	350	268	495	380	627	171
50	125	96	175	135	218	171
60	125	96	175	135	218	171

GRID PRECIPITATION RATES (IN/HR)			
		EMITTER FLOW RATE	
EMITTER SPACING	LATERAL SPACING	0.6	0.9
12	12	0.96	1.44
18	18	0.69	1.03
24	24	0.28	0.41

LATERAL FLOW PER 100 FT (GPM)			
EMITTER FLOW	12" SPACING	18" SPACING	24" SPACING
0.6 GPH	1.0 GPM	0.67 GPM	0.50 GPM
0.9 GPH	1.5 GPM	1.0 GPM	0.75 GPM

MAXIMUM FLOW PER ZONE		
	MAX GPM	PSI LOSS
SCHEDULE 40 PVC HEADER SIZE		
1/2"	4.7 GPM	7.7 PSI
3/4"	8.3 GPM	5.6 PSI
1"	13.5 GPM	4.2 PSI
1-1/2"	33.9 GPM	2.9 PSI
2"	52.4 GPM	1.9 PSI
POLY PIPE HEADER SIZE		
1/2"	4.7 GPM	8.8 PSI
3/4"	8.3 GPM	6.3 PSI
1"	13.5 GPM	4.8 PSI
1-1/2"	31.8 GPM	2.9 PSI
2"	52.4 GPM	2.2 PSI

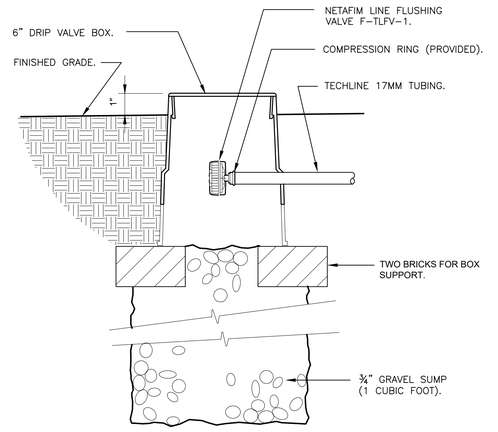
SLOPED CONDITION NOTE:
1. DRIPLINE LATERALS SHOULD FOLLOW THE CONTOURS OF THE SLOPE WHENEVER POSSIBLE.
2. INSTALL AIR RELIEF VALVE AT HIGHEST POINT.
3. NORMAL SPACING WITHIN THE TOP ⅔ OF SLOPE,
4. INSTALL DRIPLINE AT 25% GREATER SPACING AT THE BOTTOM ⅓ OF THE SLOPE.
5. WHEN ELEVATION CHANGE IS 10 FT OR MORE, ZONE THE BOTTOM ⅓ ON A SEPARATE VALVE.



5 TYPICAL RAIN BIRD DRIPLINE REQUIREMENTS

3" = 1'-0"

01 -23



6 NETAFIM TECHLINE FLUSH VALVE

3" = 1'-0"

01 04-01

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN
DATE: 5/4/2026
DRAWN: CAC
CHECKED: AJS
APPROVED: GNL

IRRIGATION DETAILS

EI CORTEZ

SEAL

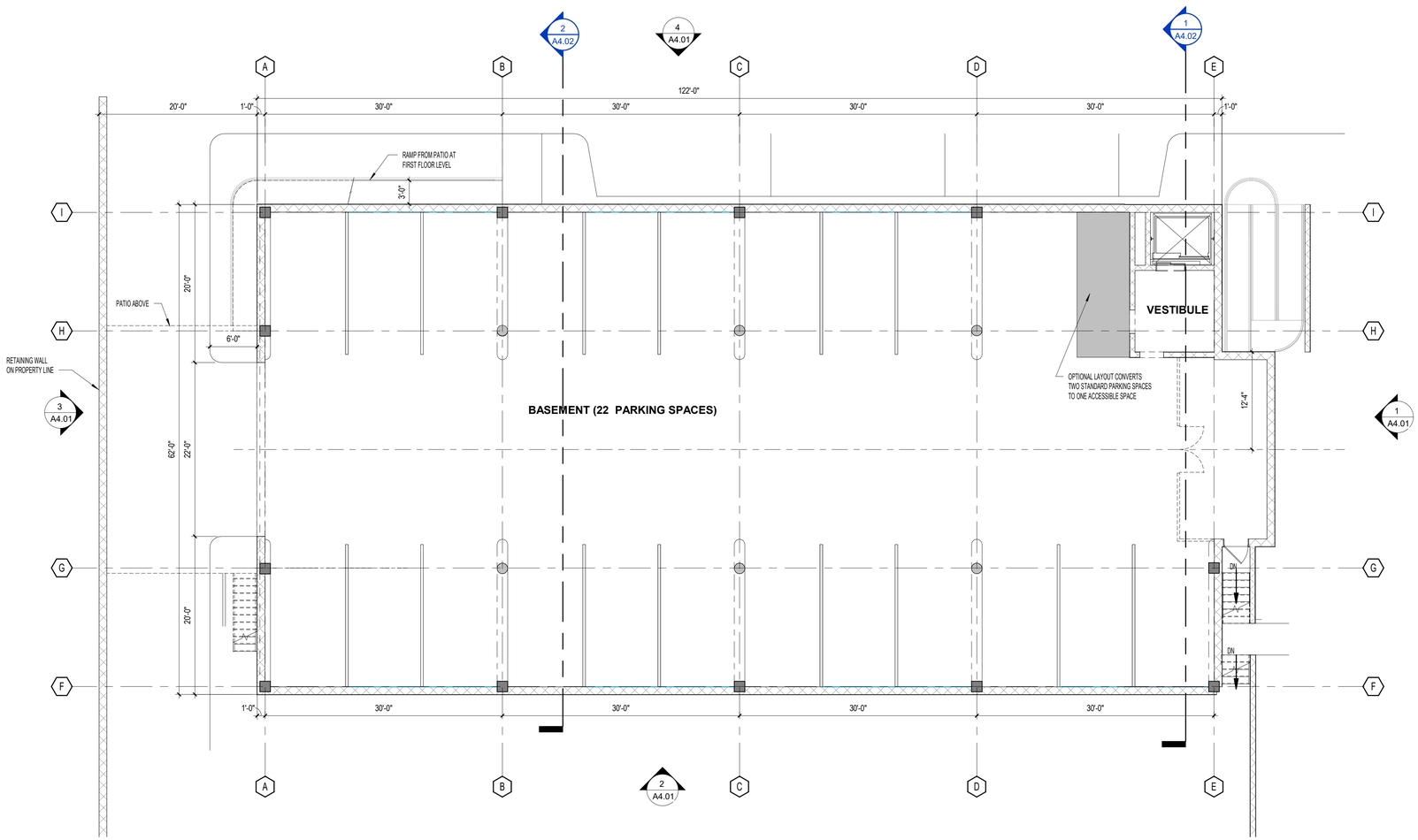
gai consultants
EB 9951
618 E SOUTH ST. SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.

SHEET

IR-2

C:\Users\prietp\DC\ACCDocs\GAI\R251293.00 - EL CORTEZ\Project Files\CAD\CSG\PRODUCTION DRAWINGS\IR-100 IRRIGATION PLAN.dwg May 04, 2026 - 10:50am



1 SYNAGOGUE - PARKING GARAGE LEVEL
1/8" = 1'-0"

5/4/2026 11:12:32 AM

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GROUP ONE

SYNAGOGUE - PARKING GARAGE LEVEL

EL CORTEZ

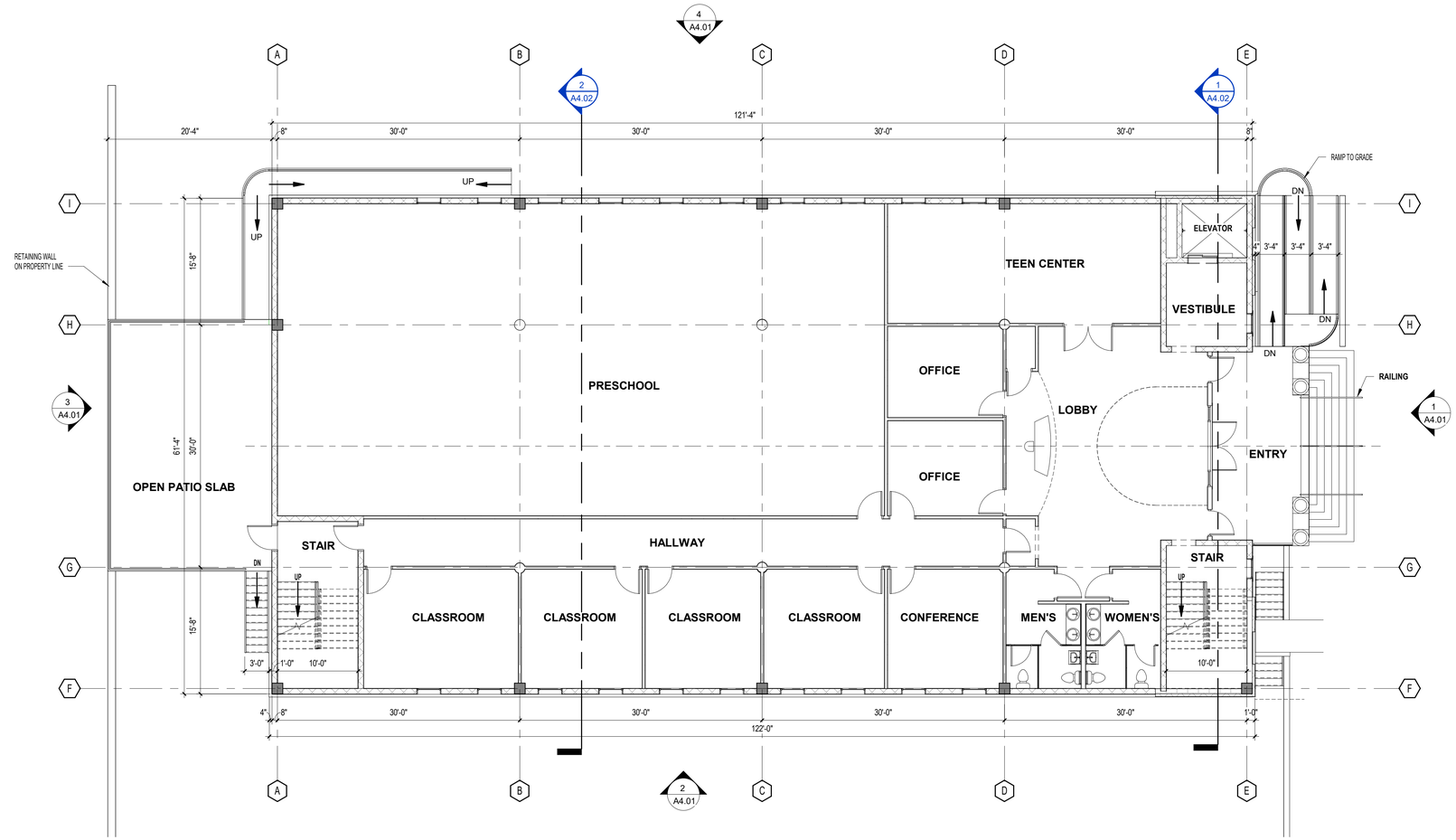
Orlando, Florida

PROJECT No: ###

DATE: 01-16-2026

A1

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - FIRST FLOOR PLAN
1/8" = 1'-0"

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5/4/2026 11:12:33 AM

GROUP ONE

SYNAGOGUE - GROUND FLOOR PLAN

EL CORTEZ

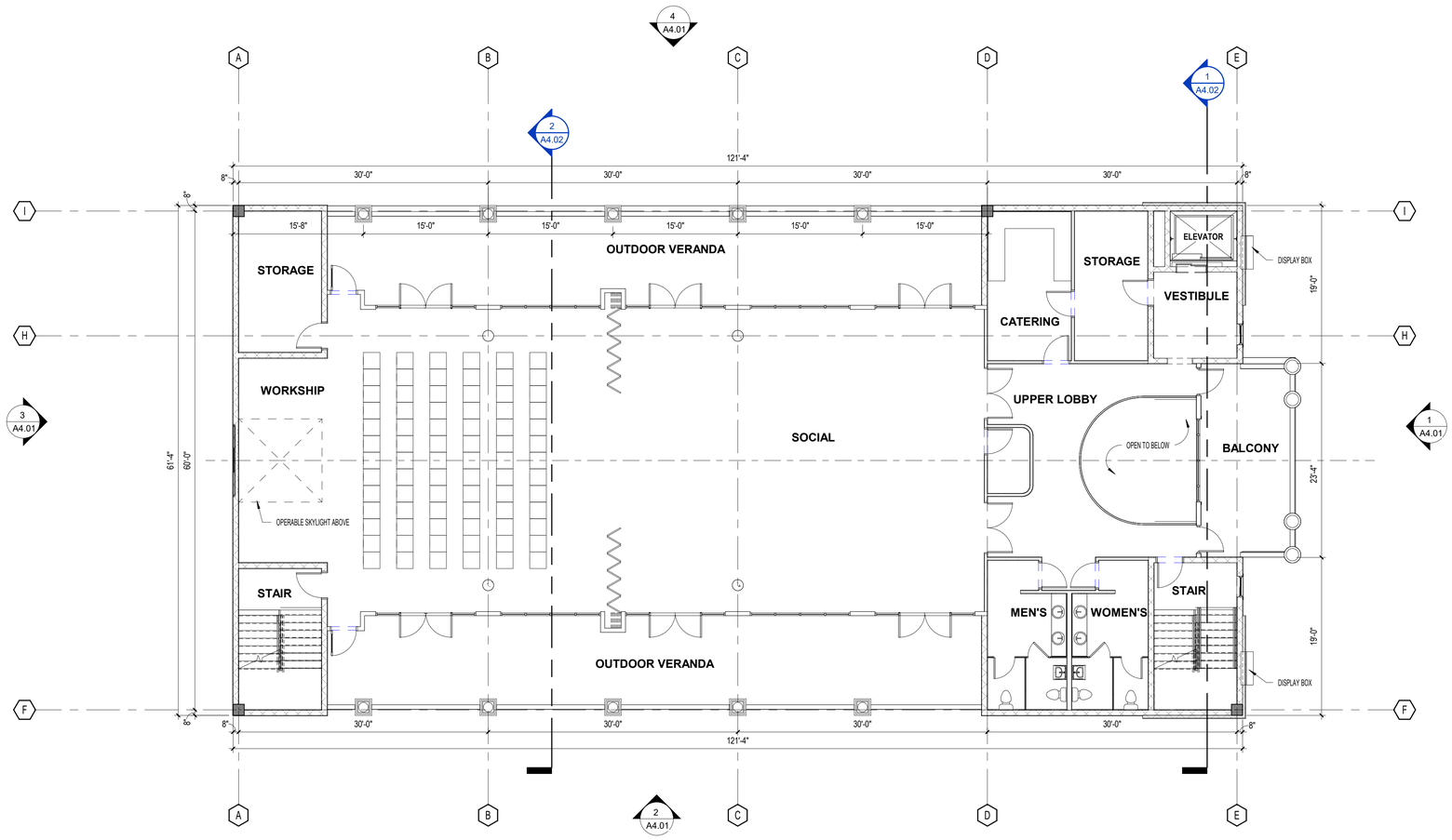
Orlando, Florida

PROJECT No: ###

DATE: 03/23/18

A2

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - 2ND FLOOR PLAN
1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - LEVEL 2 PLAN

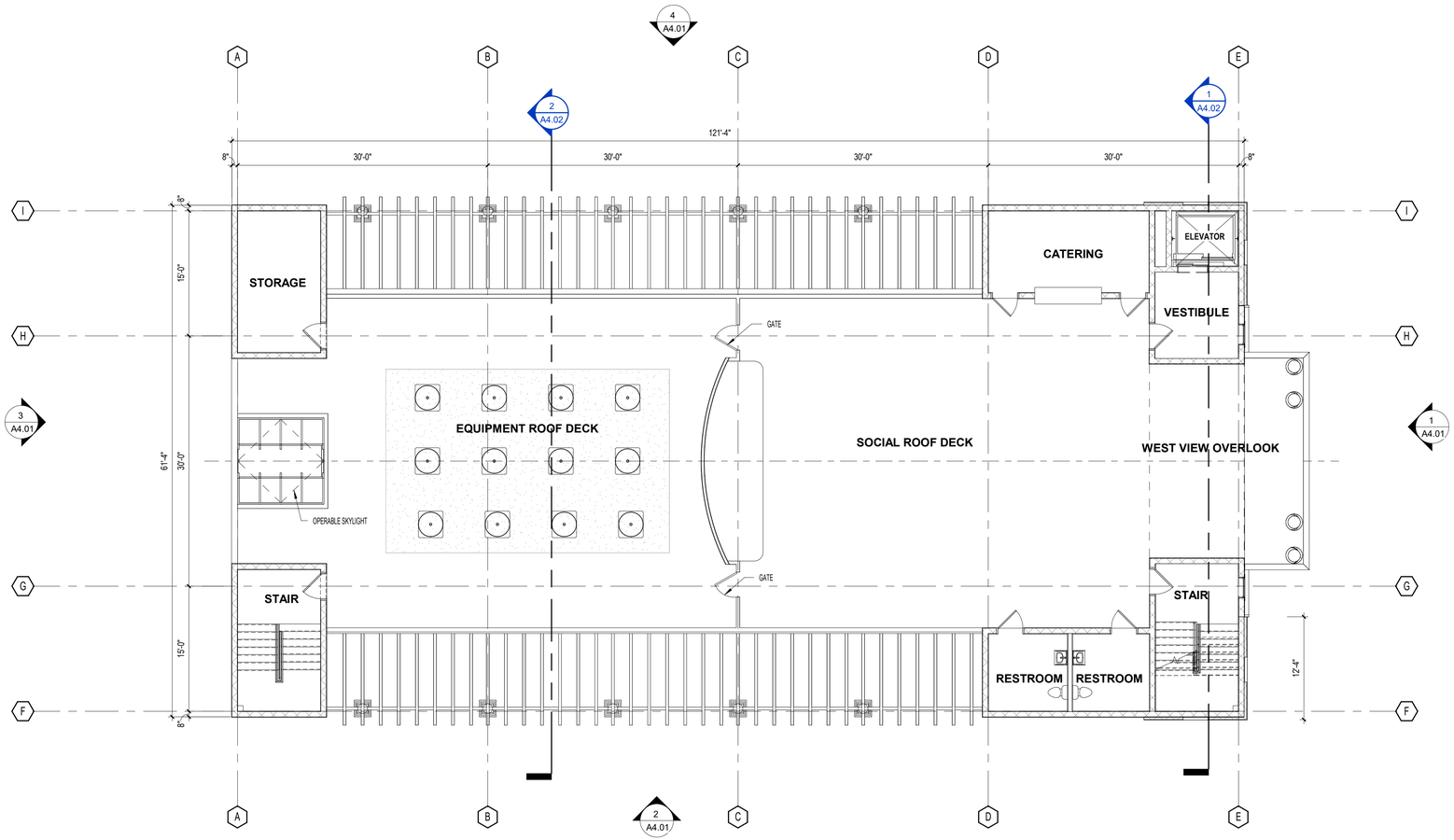
PROJECT No: ### DATE: 03/23/18

EL CORTEZ

Orlando, Florida

A3

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - MAIN ROOF DECK
1/8" = 1'-0"

5/4/2026 11:12:34 AM

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GROUP ONE

SYNAGOGUE - LEVEL 3 PLAN

PROJECT No: ### DATE: 03/23/18

EL CORTEZ

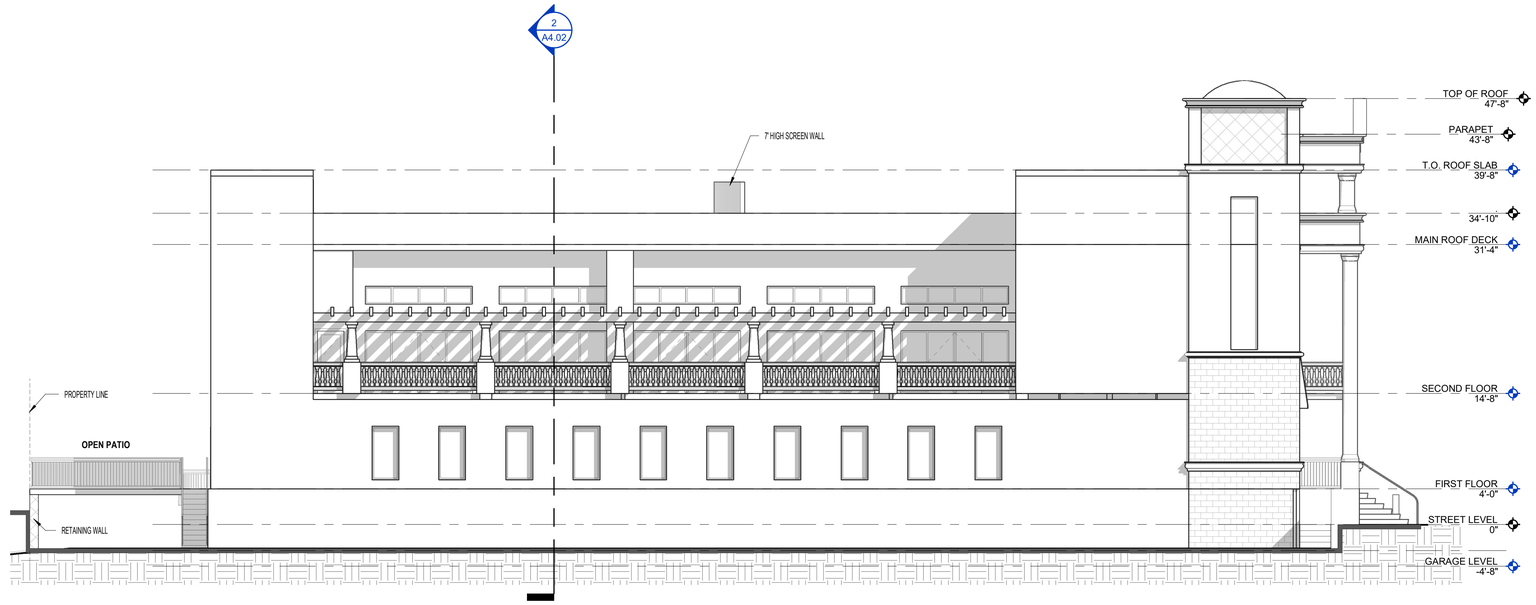
Orlando, Florida

A4

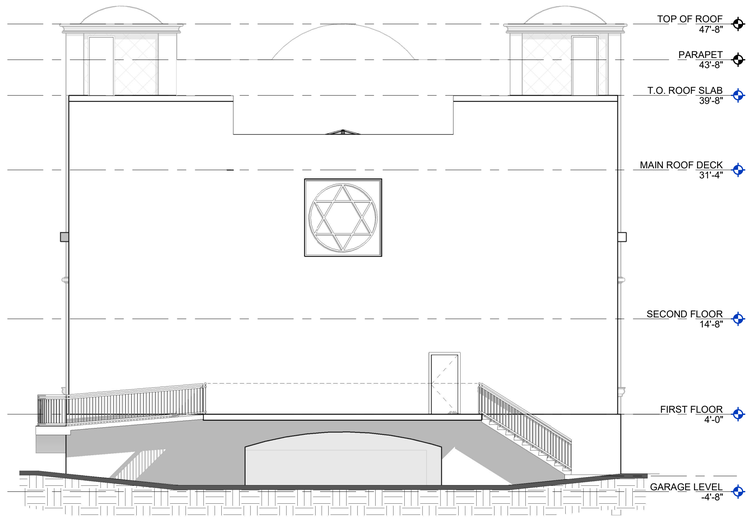
GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



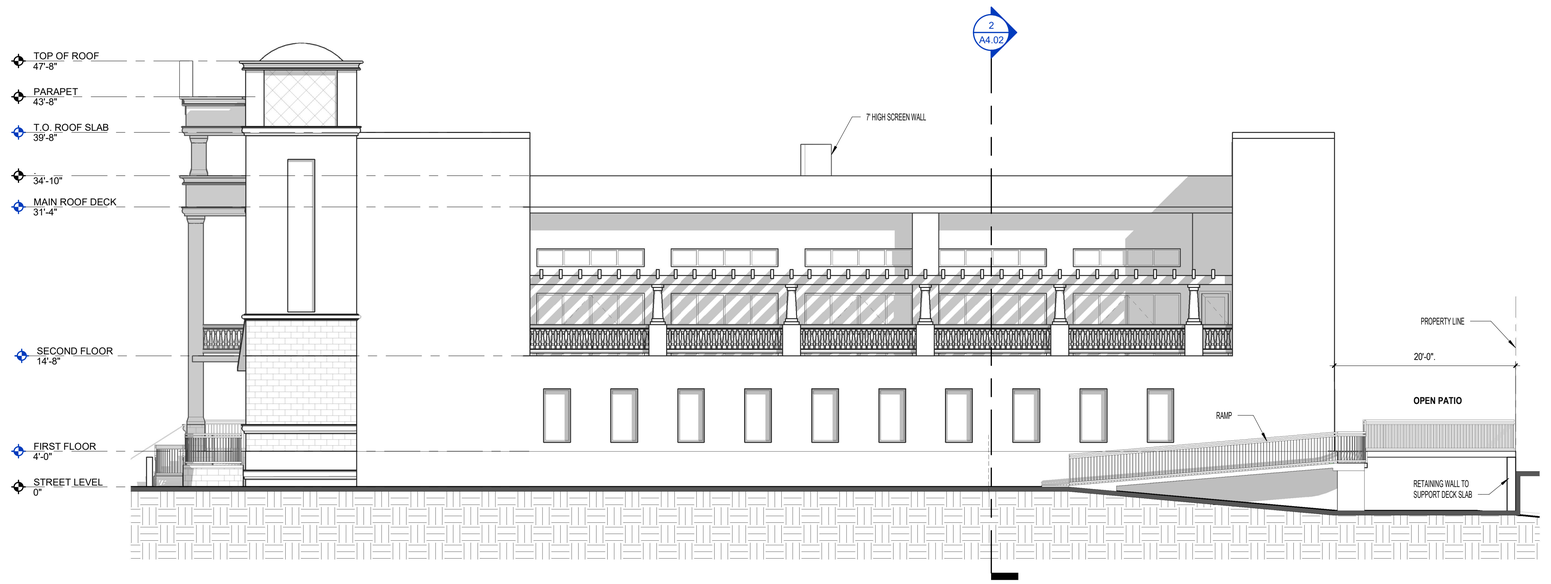
1 FRONT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



2 RIGHT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



3 REAR SIDE EXTERIOR ELEVATION1
1/8" = 1'-0"



4 LEFT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"

5/4/2026 11:12:40 AM

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GROUP ONE

SYNAGOGUE - EXTERIOR ELEVATIONS

PROJECT No: ###

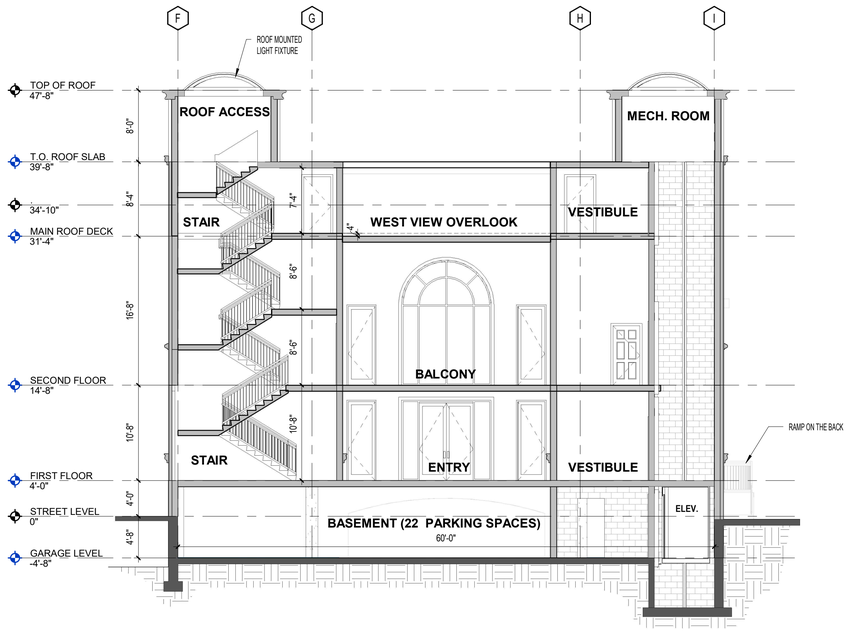
DATE: 03/23/18

EL CORTEZ

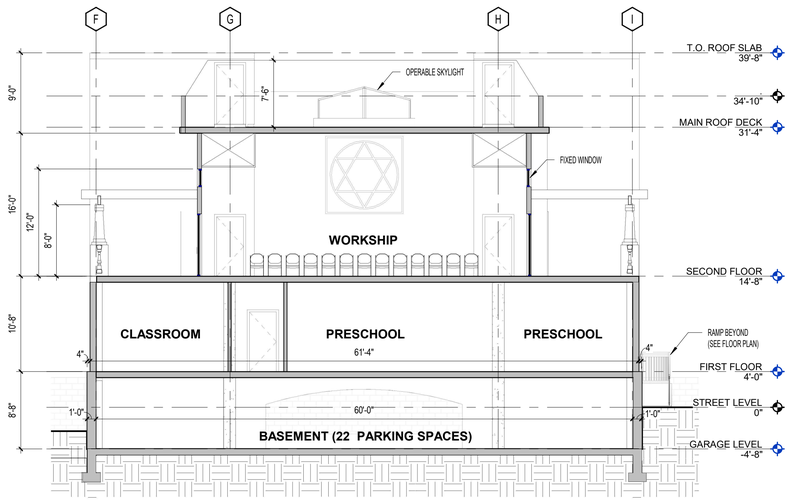
Orlando, Florida

A5

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 BUILDING SECTION
1/8" = 1'-0"



2 BUILDING SECTION
1/8" = 1'-0"

5/4/2026 11:12:43 AM

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GROUP ONE

SYNAGOGUE - BUILDING SECTIONS

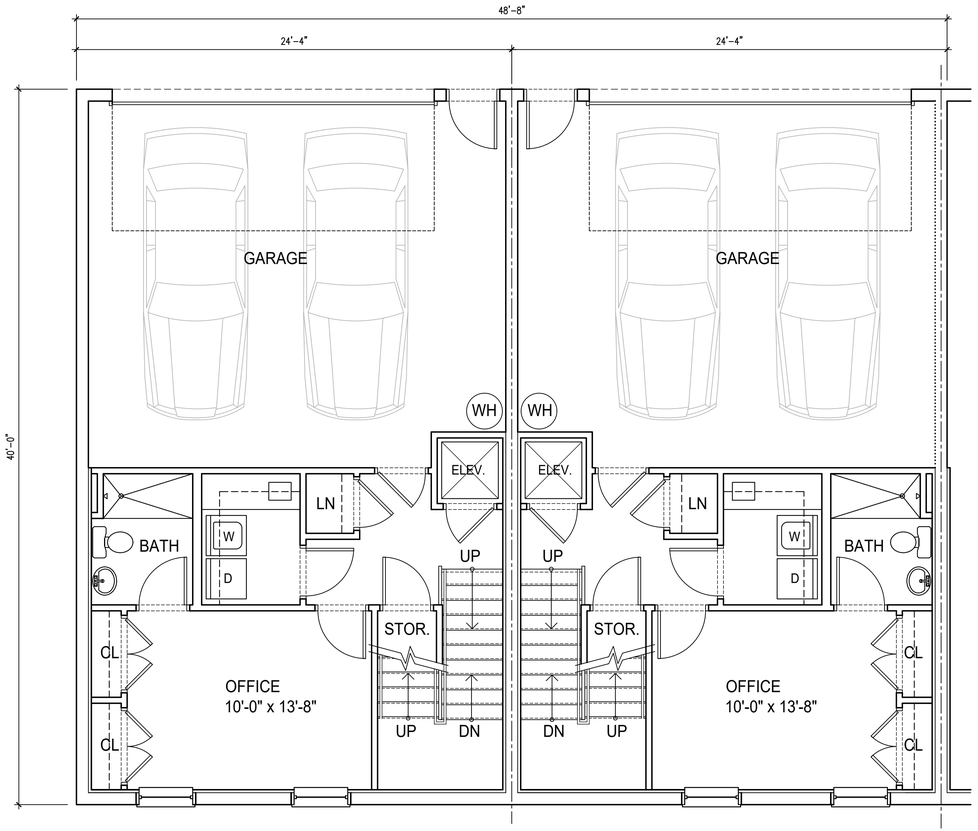
PROJECT No: ### DATE: 03/23/18

EL CORTEZ

Orlando, Florida

A6

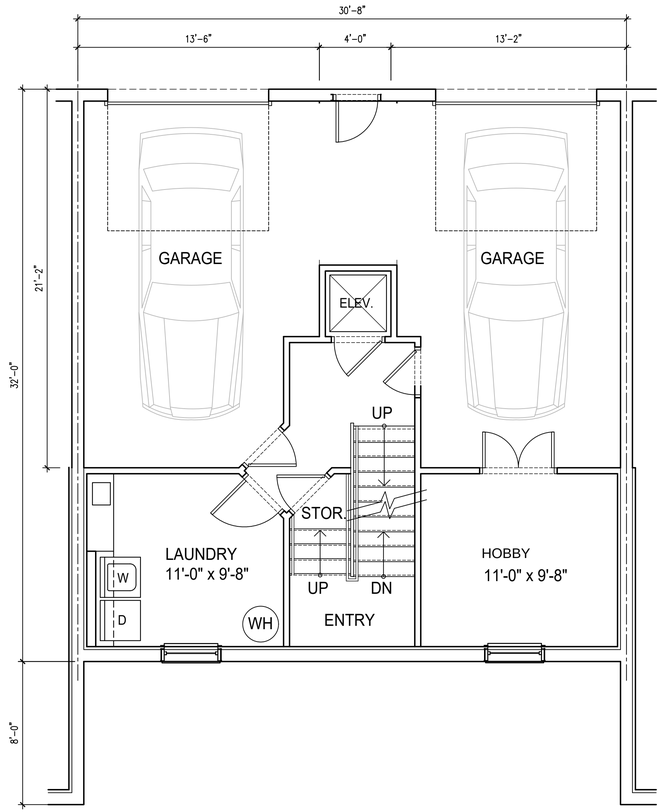
GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



ENDCAP TOWNHOUSE GARAGE LEVEL

SCALE 1/4" = 1'-0"

ENDCAP TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	461 sq. ft.
MAIN LEVEL/ HVAC:	960 sq. ft.
UPPER LEVEL HVAC:	1,089 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,510 sq. ft.
GARAGE:	499 sq. ft.



CENTER TOWNHOUSE GARAGE LEVEL

SCALE 1/4" = 1'-0"

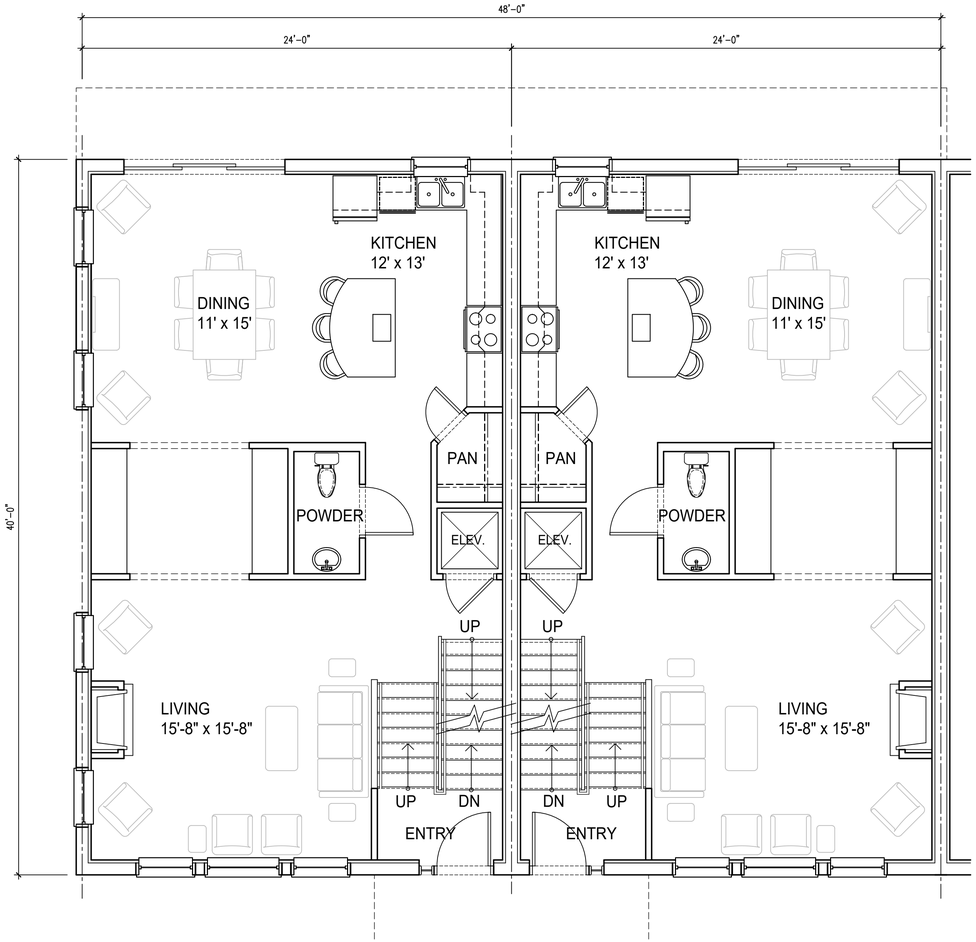
CENTER TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	409 sq. ft.
MAIN LEVEL/ HVAC:	981 sq. ft.
UPPER LEVEL HVAC:	1,139 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,529 sq. ft.
GARAGE:	572 sq. ft.
BALCONIES:	88 sq. ft.

GROUP ONE

UNIT FLOOR PLANS | EL CORTEZ TOWNHOUSE T1

PROJECT No: 01/30/2026

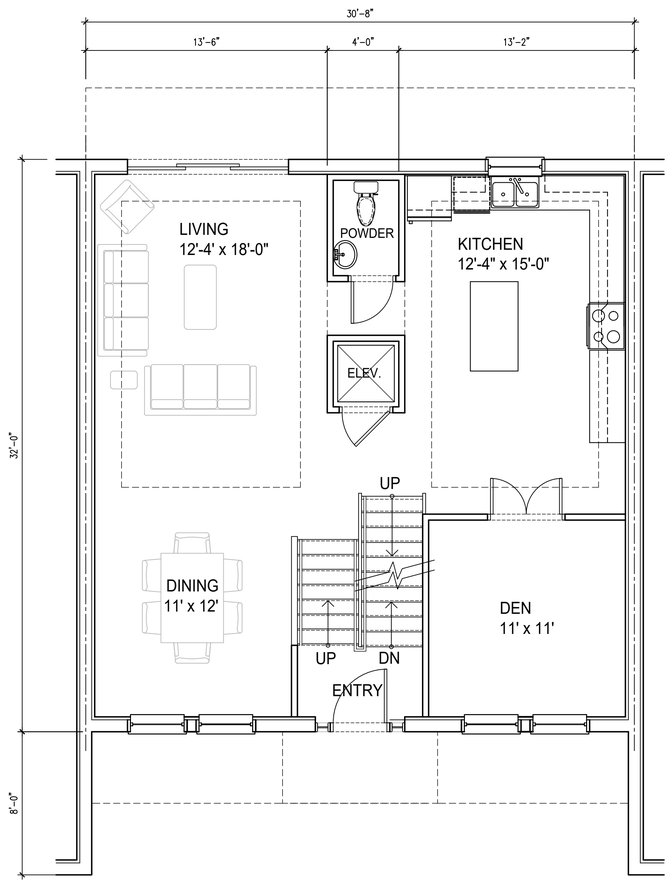
WINTER PARK, FLORIDA



ENDCAP TOWNHOUSE MAIN LEVEL

SCALE 1/4" = 1'-0"

ENDCAP TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	461 sq. ft.
MAIN LEVEL/ HVAC:	960 sq. ft.
UPPER LEVEL HVAC:	1,089 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,510 sq. ft.
GARAGE:	499 sq. ft.



CENTER TOWNHOUSE MAIN LEVEL

SCALE 1/4" = 1'-0"

CENTER TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	410 sq. ft.
MAIN LEVEL/ HVAC:	981 sq. ft.
UPPER LEVEL HVAC:	1,139 sq. ft.
TOTAL ALL FLOORS LIVING/ GROSS :	2,530 sq. ft.
GARAGE:	571 sq. ft.
BALCONIES:	88 sq. ft.

GROUP ONE

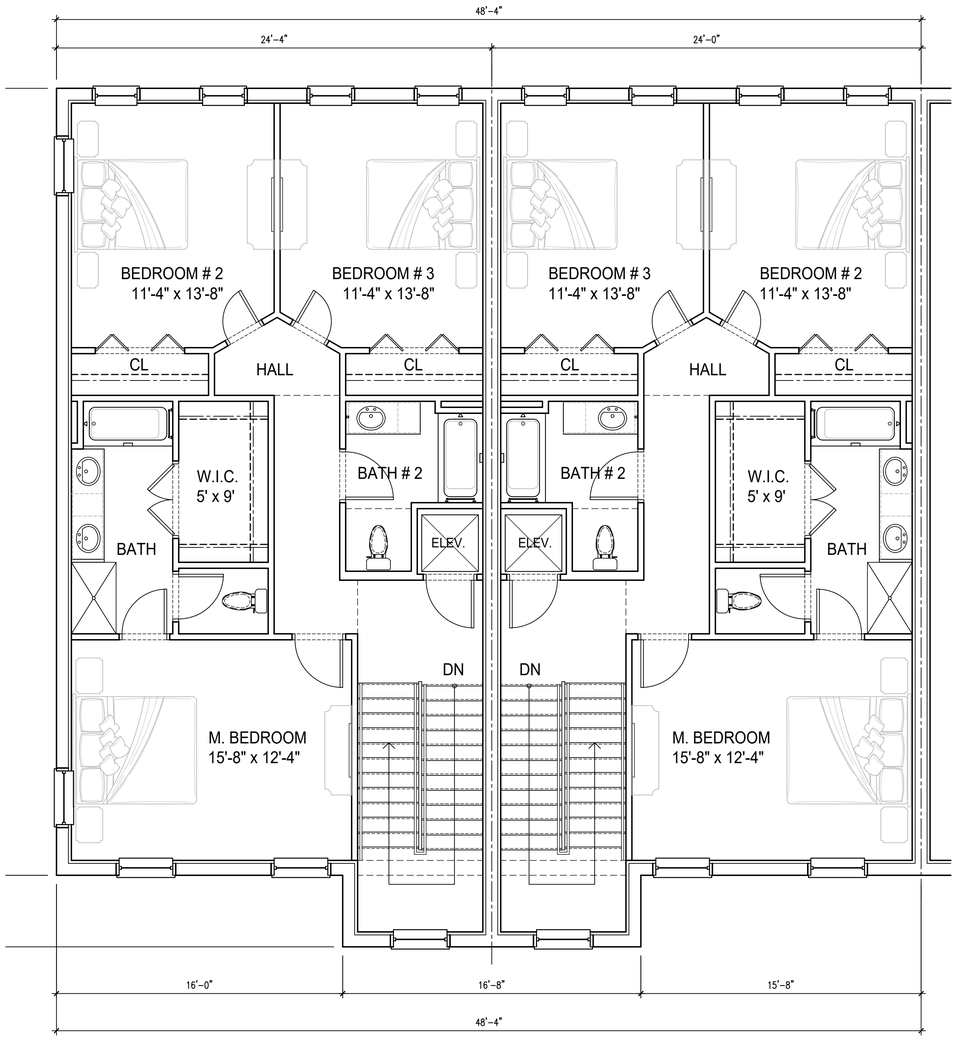
UNIT FLOOR PLANS | EL CORTEZ TOWNHOUSE

T2

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA

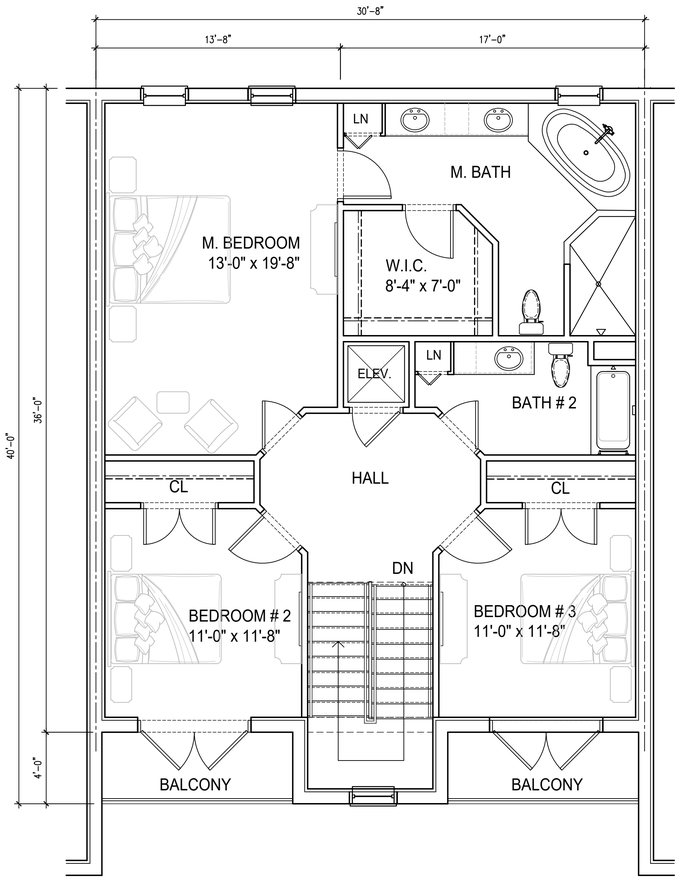
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924 N. MAGNOLIA AVENUE SUITE 344 ORLANDO, FLORIDA 32803 WWW.GROUPONE.COM



ENDCAP TOWNHOUSE UPPER LEVEL

SCALE 1/4" = 1'-0"

ENDCAP TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	461 sq. ft.
MAIN LEVEL/ HVAC:	960 sq. ft.
UPPER LEVEL HVAC:	1,089 sq. ft.
TOTAL ALL FLOORS LIVING/ HVAC :	2,510 sq. ft.
GARAGE:	499 sq. ft.



CENTER TOWNHOUSE UPPER LEVEL

SCALE 1/4" = 1'-0"

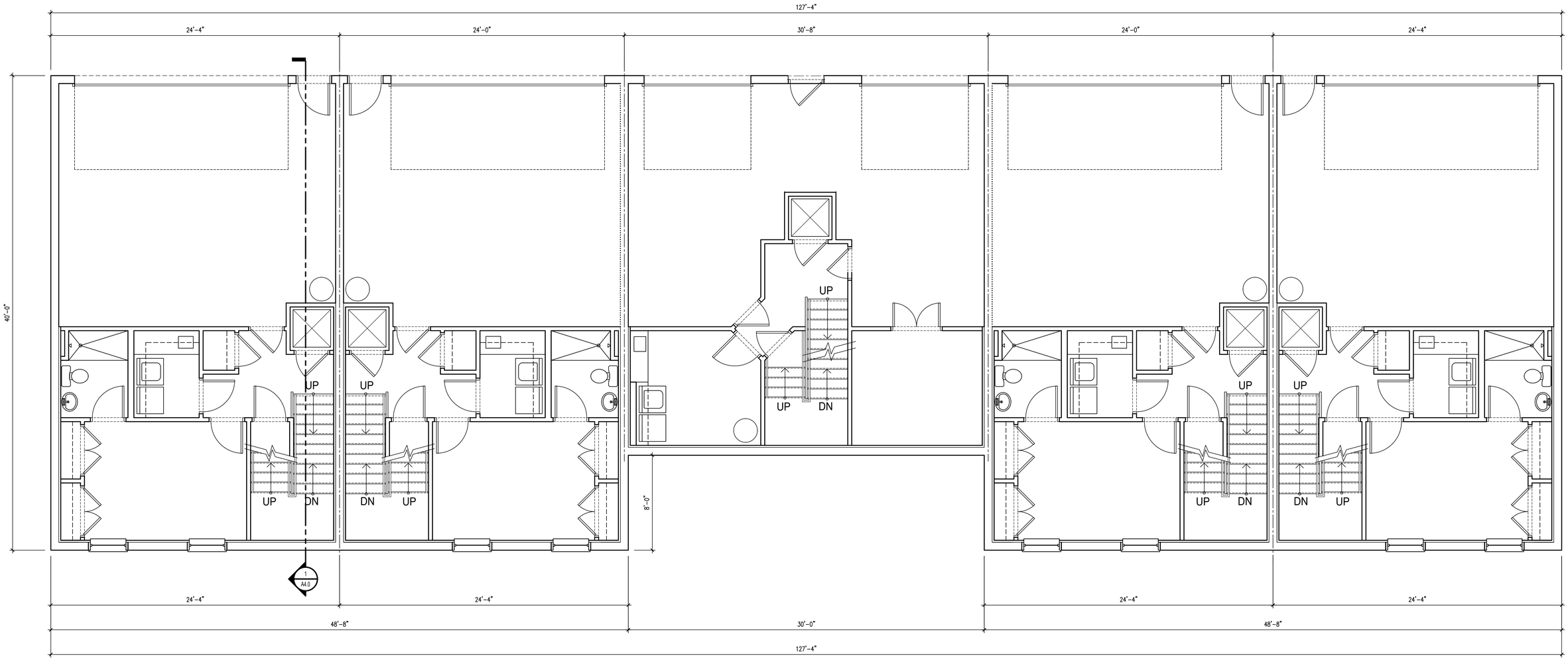
CENTER TOWNHOUSE UNIT	
GARAGE LEVEL/ HVAC :	410 sq. ft.
MAIN LEVEL/ HVAC:	981 sq. ft.
UPPER LEVEL HVAC:	1,139 sq. ft.
TOTAL ALL FLOORS LIVING/ GROSS :	2,530 sq. ft.
GARAGE:	571 sq. ft.
BALCONIES:	88 sq. ft.

GROUP ONE

UNIT FLOOR PLANS | EL CORTEZ TOWNHOUSE T3

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA



TOWNHOUSE GARAGE LEVEL

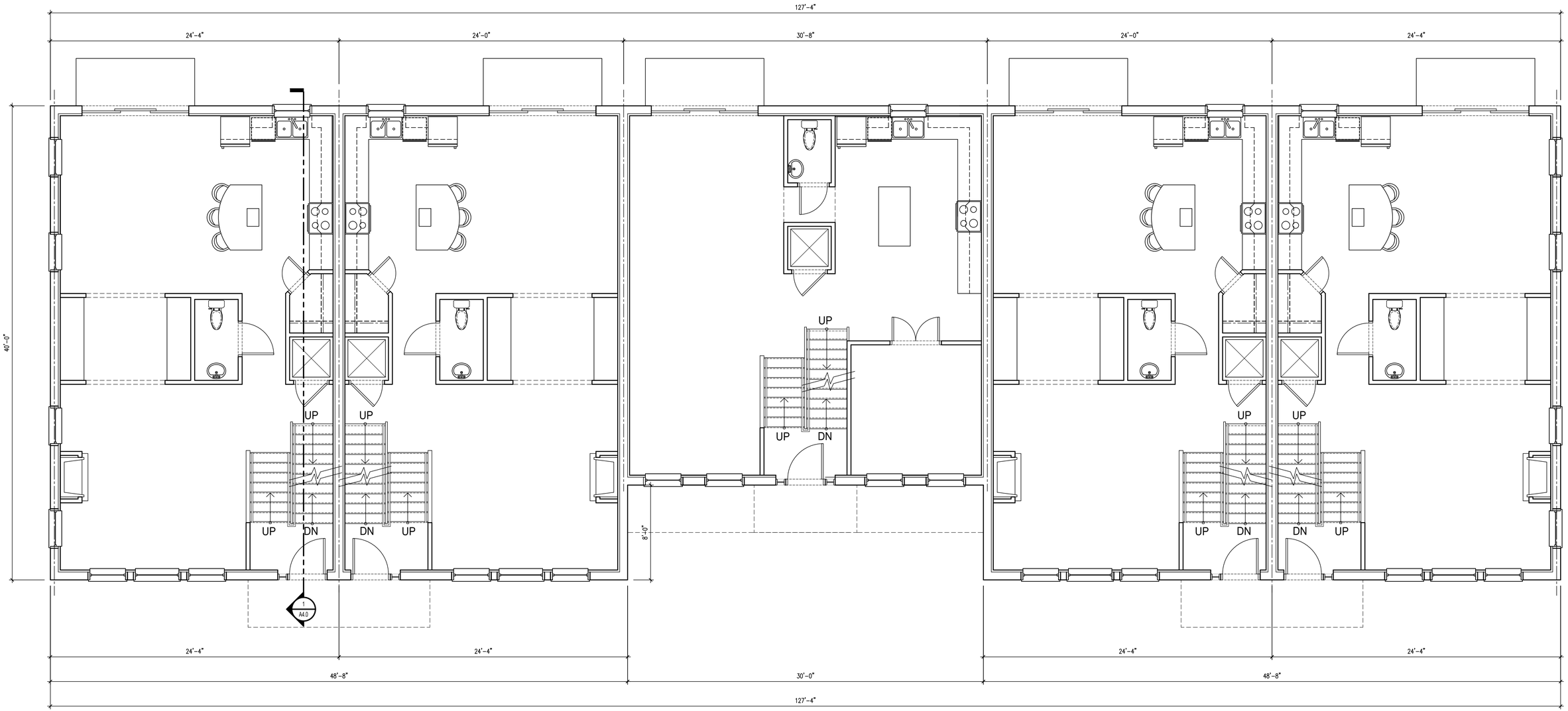
SCALE 1/4" = 1'-0"

GROUP ONE

BUILDING PLAN | EL CORTEZ TOWNHOUSE T4

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA



TOWNHOUSE MAIN LEVEL

SCALE 1/4" = 1'-0"

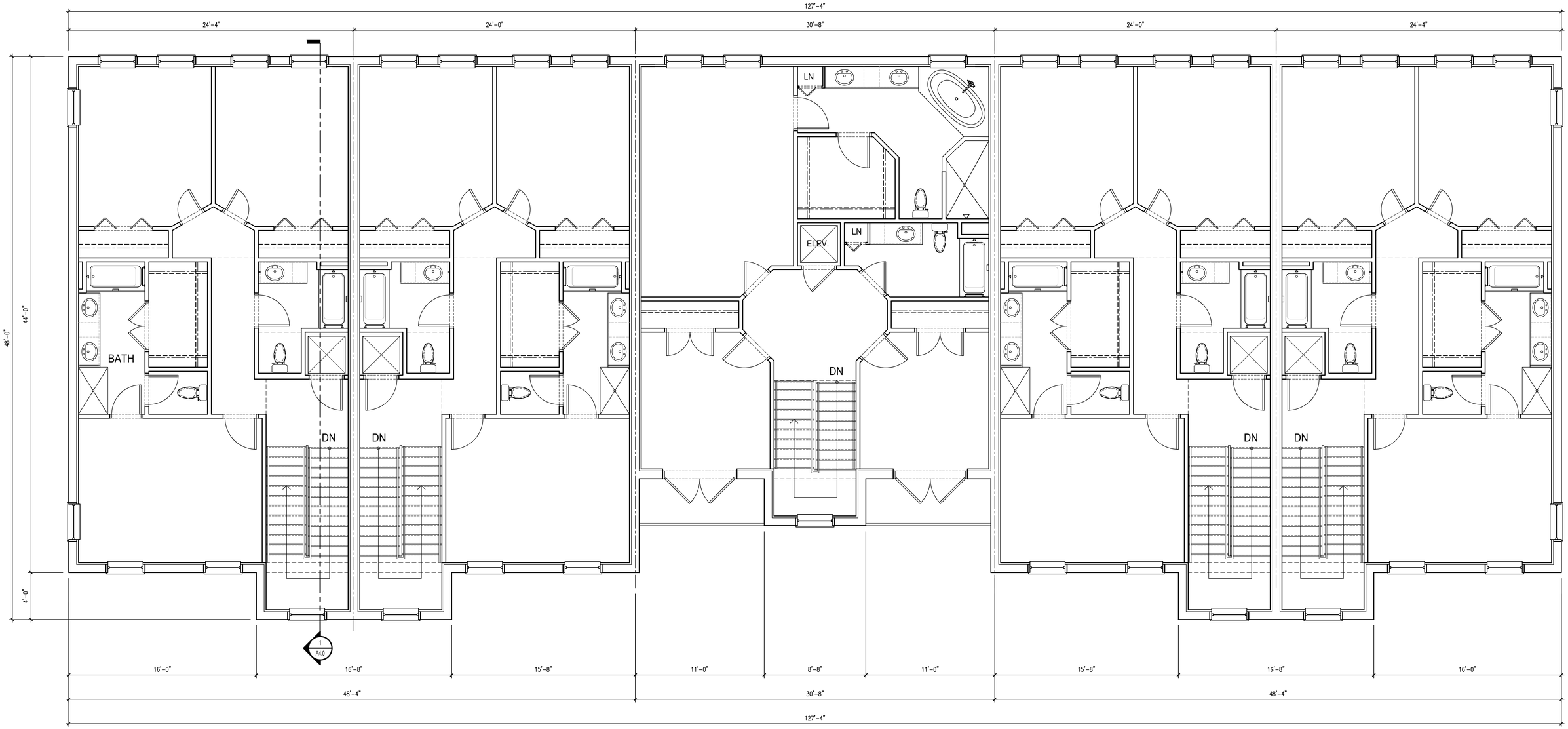
GROUP ONE

BUILDING PLAN | EL CORTEZ TOWNHOUSE T5

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA

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TOWNHOUSE UPPER LEVEL

SCALE 1/4" = 1'-0"

GROUP ONE

BUILDING PLAN | EL CORTEZ TOWNHOUSE T6

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA

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FRONT EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

GROUP ONE

EXTERIOR ELEVATION | EL CORTEZ TOWNHOUSE T7

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA



REAR EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

GROUP ONE

EXTERIOR ELEVATION | EL CORTEZ TOWNHOUSE

T8

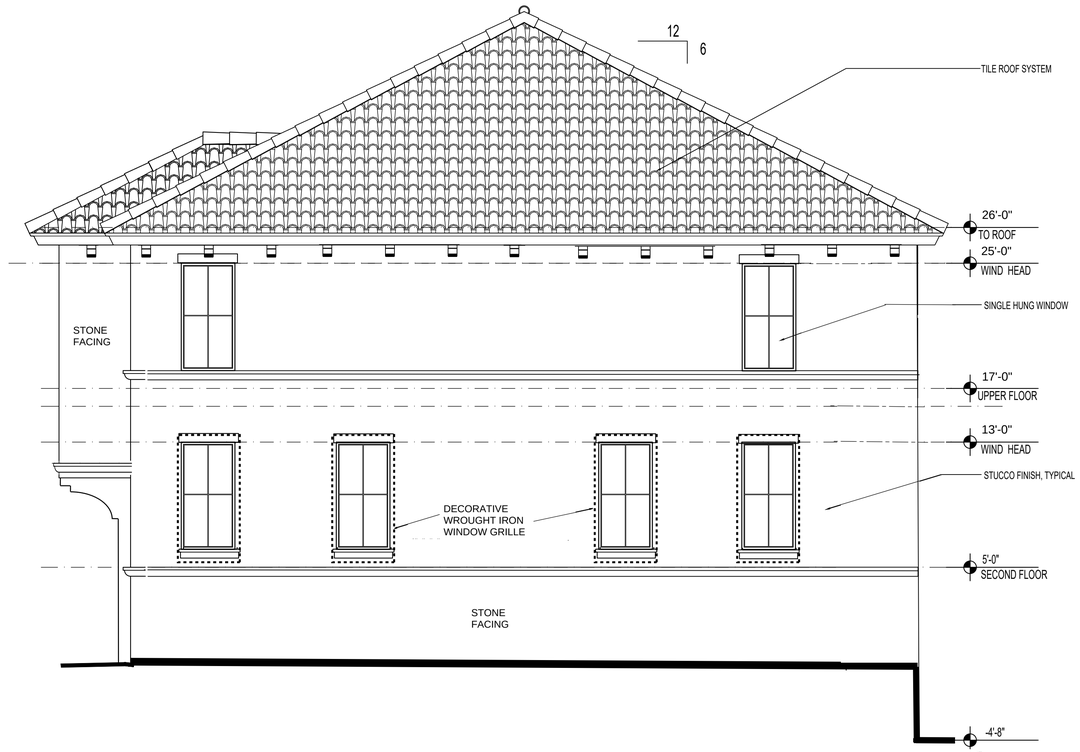
PROJECT No: 01/30/2026

WINTER PARK, FLORIDA



LEFT SIDE EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"



RIGHT SIDE EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

GROUP ONE

EXTERIOR ELEVATION | EL CORTEZ TOWNHOUSE

T9

PROJECT No: 01/30/2026

WINTER PARK, FLORIDA

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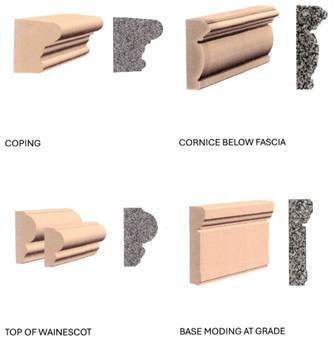
UPPER STONE VENEER APPLICATIONS WITH SAND FINISH





BASE STONE VENEER APPLICATION WITH HEAVY CHISELED FINISH

STONE VENEER FORMAT 16" X 32" IN REGULAR ASHLAR BOND

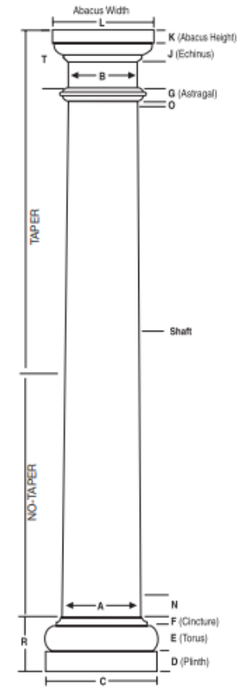


CAST STONE TRIM AND MOLDINGS

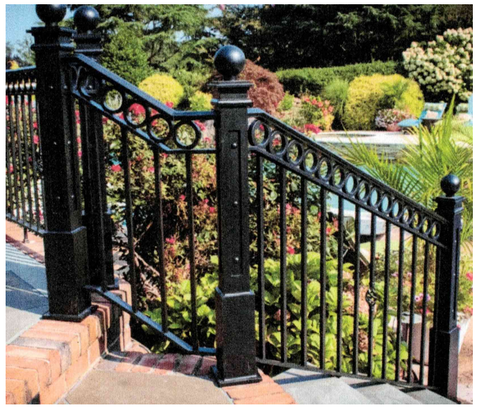
WINDOW SILLS, COPINGS AND BASE TRIMS WHERE EMPLOYED SHALL MATCH STONE VENEER



PRECAST CONCRETE RAILINGS FOR SYNAGOGUE BALCONY AND VERANDAL



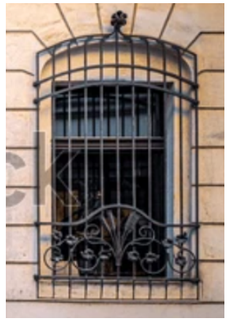
PRECAST TAPERED TUSCAN COLUMNS ON SYNAGOGUE



MATAL RAILING WITH METAL NEWELL AT CORNERS AT BALCONIES, STEPS AND RAMP



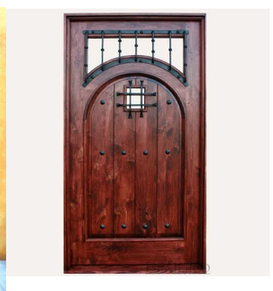
METAL GARDEN FENCING WITH METAL NEWELL AT CORNERS AND FINIALS FOR EACH PICKET



WINDOW GRILLS FOR WEST WALL







FRONT DOORS SHALL BE INDIVIDUAL CUSTOMIZED PER DESIGN STYLING OF BUILDING





STONE CASING AND OVERHEAD WALL TREATMENT AT MAIN TOWNHOUSE GATEWAY.

MATERIAL SAMPLES, COLORS AND FINISHES ARE OFFERED AS INTENDED DIRECTION - FINAL SELECTIONS MAY VARY BASED UPON SOURCE AND MANUFACTURER.

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Chabad
Chabad


Chabad
Chabad



CANOPY TREE

UNDERSTORY TREE

SHRUBS

GROUNDCOVERS

PARCEL BOUNDARY

0 10' 20'

FULL SCALE: 1"=10'

HALF SCALE: 1"=20'

NO.	DATE	DWN	CHKD	APPVD	DESCRIPTION
					REVISIONS

SCALE: AS SHOWN

DATE: 4/15/2026

DRAWN: CAC

CHECKED: AJS

APPROVED: GNL

LANDSCAPE RENDER

EL CORTEX DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
L-102

C:\Users\pateldn\DC\ACCDocs\GAI\R251293.00 - EL CORTEZ\Project Files\CAD\CSG\PRODUCTION DRAWINGS\L-100 LANDSCAPE PLAN.dwg May 13, 2026 - 10:27am

COMMUNITY OPEN HOUSE

Tuesday June 2nd, 2026

5:30 p.m. – 7:00 p.m.

Winter Park Community Center, Cypress Room

721 W New England Ave, Winter Park, FL 32789

Contact:
Andrew McCown,
GAI Consultants, Inc.
(321)319.3069
a.mccown@gaiconsultants.com
618 E. South Street, Ste 700,
Orlando, FL 32801

You are cordially invited to attend an Open House to learn more about the proposed El Cortez townhome and synagogue development.

The Open House, scheduled for **June 2, 2026 at 5:30 p.m.**, will provide an opportunity to review concept plans, ask questions, and share feedback with the project team prior to the City's public review process.

The proposed project includes both a residential and a non-residential component. The residential component would consist of five three-story townhome units fronting Morse Boulevard. The non-residential component would include a synagogue fronting Knowles Avenue, which would function as both a house of worship and a daycare.

The synagogue is proposed to accommodate up to 80 attendees, supported by four to six staff members. The daycare would operate within the same facility and would serve up to 60 children (15-20 at time of opening).



Please note: This Open House is an informal, informational meeting and is not a public hearing; no formal decisions will be made. The dates listed below for the City's Planning & Zoning Board and City Commission meetings are separate from the Open House and are anticipated to be conducted by the City at the following times.

Anticipated Public Hearing Dates:

Planning & Zoning Board

Tuesday 07.07.26* @ 5 p.m.

City Commission

Wednesday 07.22.26* @ 3:30 p.m.

*Dates are subject to change. For updates, please access cityofwinterpark.org/meetings.

Parcel	FullName	FullName2	Address	CityZip		
302205940036120.00	120 RPP LLC		547 N VIRGINIA AVE	WINTER PARK	FL 32789	
302206384500001.00	147 INTERLACHEN PLACE CONDOMINIUM ASSN INC		1000 PINE HOLLOW PT	ALTAMONTE SPRINGS	FL 32714	
302205940029090.00	152 LINCOLN AVENUE PARTNERS LLC		152 LINCOLN AVE	WINTER PARK	FL 32789	
302206384503020.00	AIMEE F MCBRIDE REVOCABLE TUST		147 S INTERLACHEN AVE APT 350	WINTER PARK	FL 32789	
302206384504020.00	AIMEE RUSINKO KAKOS REVOCABLE TRUST		147 S INTERLACHEN AVE APT 450	WINTER PARK	FL 32789	
302206141704010.00	ALICE MARY MCMAHON TRUST		1620 MAYFLOWER CT APT A316	WINTER PARK	FL 32792	
302206686807006.00	ANDERSON EHRY JANE		311 E MORSE BLVD APT 7-6	WINTER PARK	FL 32789	
302206686806021.00	ANNE P MYERS REVOCABLE LIVING TRUST		311 E MORSE BLVD UNIT 6-21	WINTER PARK	FL 32789	
302205940029080.00	ANONYME LLC		716 KIWI CIR	WINTER PARK	FL 32789	
302206141703140.00	AVELLINO FLORIDA LLC		315 E NEW ENGLAND AVE UNIT 29	WINTER PARK	FL 32789	
302206141705030.00	BAIN GAIL BENEDICT		10700 NE 4TH ST UNIT 706	BELLEVUE	WA 98004	
302207590500402.00	BANCREDIT OF AMERICA INC		157 E NEW ENGLAND AVE STE 402	WINTER PARK	FL 32789	
302207876900080.00	BANG JI YOUNG		315 E NEW ENGLAND AVE UNIT 8	WINTER PARK	FL 32789	
302207876900190.00	BARBARA A MCCULLOCH REVOCABLE TRUST		25 N DOWNING ST UNIT 2-502	DENVER	CO 80218	
302206815000060.00	BARBARA L GRODIN REVOCABLE TRUST		125 S INTERLACHEN AVE UNIT 6	WINTER PARK	FL 32789	
302206141702090.00	BARNARD KATHERINE	GERARD CORINNE DYER	102 S INTERLACHEN AVE UNIT 209	WINTER PARK	FL 32789	
302206141703100.00	BARR THOMAS L	BARR ELIZABETH M	102 S INTERLACHEN AVE UNIT 310	WINTER PARK	FL 32789	
302206384502010.00	BEVERLY B ELLARS TRUST		224 FAIRWAY VILLAS	HIGHLANDS	NC 28741	
302206686807016.00	BEVERLY R EMSLEY REVOCABLE LIVING TRUST		PO BOX 302	WINTER PARK	FL 32790	
302205940039021.00	BFC PARK AVENUE LLC		PO BOX 3010	WINTER PARK	FL 32790	
302206686806003.00	BOEHM REINHILD	RODRIGUES PHILIPPA	22 640 PARK AVE N	WINTER PARK	FL 32789	
302206141704030.00	BOVIS JENELL M		100 S INTERLACHEN AVE APT 403	WINTER PARK	FL 32789	
302206686805001.00	BREMER SHERRY T		311 E MORSE BLVD UNIT 5-1	WINTER PARK	FL 32789	
302205940039251.00	BROOKS WELBOURNE LLC		124 E WELBOURNE AVE STE 1	WINTER PARK	FL 32789	
302206686804001.00	BROWN KAREN E		311 E MORSE BLVD APT 4-1	WINTER PARK	FL 32789	
302206686806007.00	BURKE KATHLEEN		9016 BALCONES CLUB DR	AUSTIN	TX 78750	
302207876900010.00	BUTLER JEFFREY	REINECKE SARAH	315 E NEW ENGLAND AVE UNIT 1	WINTER PARK	FL 32789	
302207876900230.00	CALIGIURI DANIEL A	CALIGIURI MELISSA	315 E NEW ENGLAND AVE UNIT 23	WINTER PARK	FL 32789	
302207876900290.00	CAMPISI JAMES M	CAMPISI ANNMARIE	315 E NEW ENGLAND AVE UNIT 29	WINTER PARK	FL 32789	
302206686807004.00	CARPENTER PAMELA G		311 E MORSE BLVD APT B7-4	WINTER PARK	FL 32789	
302206384503010.00	CASIANO KIMBERLY	WOODROFFE JUAN	147 S INTERLACHEN AVE #301	WINTER PARK	FL 32789	
302205940018130.00	CHARLES HOSMER MORSE FOUNDATION INC		PO BOX 40	WINTER PARK	FL 32790	
302206141701060.00	CHRIST JEANNE G		100 S INTERLACHEN AVE UNIT 106	WINTER PARK	FL 32789	
302205940030002.00	CITY OF WINTER PARK		401 SOUTH PARK AVE	WINTER PARK	FL 32789	
302206141705040.00	CLARK DARRYLL L	KELLER BARRETT J	1912 GERDA TER	ORLANDO	FL 32804	
302206141705050.00	CLARK ELIZABETH S LIFE ESTATE	REM: DARRYLL L CLARK	100 S INTERLACHEN AVE APT 505D	WINTER PARK	FL 32789	
302207876900050.00	CLARKE CARTER W	ATHANS IRENE G	315 E NEW ENGLAND AVE UNIT 5	WINTER PARK	FL 32789	
302206141700001.00	CLOISTERS COND ASSN		100 S INTERLACHEN AVE | MANAGEMENT OFFICE	WINTER PARK	FL 32789	
302207876900160.00	COATES LARRY	COATES JENNIFER	315 E NEW ENGLAND AVE UNIT 16	WINTER PARK	FL 32789	
302207887700500.00	COSTA MICHAEL D	COSTA LINDA C	200 S INTERLACHEN AVE APT 500	WINTER PARK	FL 32789	
302206141704080.00	COSTIN JOSEPH LAURENCE JR TR		102 S INTERLACHEN AVE UNIT 409	WINTER PARK	FL 32789	
302206141705140.00	DAILY FRANK JEROME TR		4614 N LAKE DR	MILWAUKEE	WI 53211	
302206686804004.00	DAVID CHRISTOPHER F	DAVID HOPE E	6809 LEMON RD	MCLEAN	VA 22101	
302207876900280.00	DAVIDSON TIMOTHY C	HESSER JANA L	200 OCEAN TER	PALM BEACH	FL 33480	
302206141704110.00	DAVIS CLAIRE		102 S INTERLACHEN AVE APT 411	WINTER PARK	FL 32789	
302206141702070.00	DAVIS LINNEA M		PO BOX 528	ANNA MARIA	FL 34216	
302206141701010.00	DAYTON HOWARD LAPE JR	DAYTON LYNN JOSSELSON	100 S INTERLACHEN AVE UNIT 101C	WINTER PARK	FL 32789	
302206141704070.00	DENTON JUDITH A		102 S INTERLACHEN AVE APT 407	WINTER PARK	FL 32789	
302206686805003.00	DONNELLY JEROME J LIFE ESTATE	REM: MATTHEW DONNELLY	311 E MORSE BLVD APT 5-3	WINTER PARK	FL 32789	
302206686806017.00	DOUGLAS STEWART MCREYNOLDS REVOCABLE TRUST	ANNE EBY MCREYNOLDS REVOCABLE TRUST	311 E MORSE BLVD APT 6-17	WINTER PARK	FL 32789	
302206141705130.00	DOWDELL KRYSTINA		906 LOGGERHEAD ISLAND DR	SATELLITE BEACH	FL 32937	
302207590500101.00	DRSK2 LLC		3227 W HORATIO ST	TAMPA	FL 33609	
302207877600031.00	EDYTH BUSH CHARITABLE FOUNDATION INC		PO BOX 1967	WINTER PARK	FL 32790	
302207877600120.00	EL CORTEZ LTD		501 N MAGNOLIA AVE	ORLANDO	FL 32801	
302206384501010.00	ELEAZARS SWORD LLC		6803 DEAN DR	MCLEAN	VA 22101	
302205940036131.00	ELIZABETH MORSE GENIUS FOUNDATION		PO BOX 40	WINTER PARK	FL 32790	
302206141703030.00	EMILY B RIZZA REVOCABLE TRUST		100 S INTERLACHEN AVE	WINTER PARK	FL 32789	
302206686805004.00	EMSLEY JOSEPH W JR TR		PO BOX 302	WINTER PARK	FL 32790	
302206686807003.00	ESPINOSA ORDONEZ FRANCISCO JAVIER	ESPINOSA LOMBANA MARIA PAULINA	9107 REFLECTION POINTE DR	WINDERMERE	FL 34786	
302205940036211.00	ETHERIDGE-PIONEER LLC		641 N PARK AVE	WINTER PARK	FL 32789	
302206141705010.00	FADOOL JOHN J LIFE ESTATE	FADOOL MARGARET L LIFE ESTATE	100 S INTERLACHEN AVE APT 501	WINTER PARK	FL 32789	
302207876900150.00	FECHNER ROBERT	FECHNER SIHAM	315 E NEW ENGLAND AVE UNIT 315	WINTER PARK	FL 32789	
302207876900200.00	FECHNER SIHAM	FECHNER ROBERT J	315 E NEW ENGLAND AVE UNIT 20	WINTER PARK	FL 32789	
302206686806015.00	FERGER RICHARD		1230 MINNESOTA ST	ORLANDO	FL 32803	
302207877600061.00	FERRERO ALESSANDRO	FERRERO JULIE W	3333 LAKE SHORE DR	ORLANDO	FL 32803	
302206141705060.00	FERSHKO HELENA GRACE	FERSHKO ADAM AVIGDOR	1465 WOODBURY AVE STE 215	PORTSMOUTH	NH 03801	
302205940038010.00	FIRST CONGREGATIONAL OF WINTER PARK		225 S INTERLACHEN AVE	WINTER PARK	FL 32789	
302206815000030.00	FRANK A SANTOS REVOCABLE TRUST		1180 N NEW YORK AVE	WINTER PARK	FL 32789	
302206141703020.00	FRAZEE NORMA	FRAZEE CHARLES	100 S INTERLACHEN AVE APT 302D	WINTER PARK	FL 32789	
302206686806018.00	GEORG DIETMAR		311 E MORSE BLVD UNIT 6-18	WINTER PARK	FL 32789	
302206423001030.00	GERI L RYBACKI REVOCABLE TRUST		45 MONUMENT VALLEY RD	GREAT BARRINGTON	MA 01230	
302206496100100.00	GIERKE ROBERT T	GIERKE JENNIFER C	140 E MORSE BLVD UNIT J	WINTER PARK	FL 32789	
302206496100070.00	GOINGS SUSAN PORCARO	GOINGS EVERETT V	5163 FAIRWAY OAKS DR	WINDERMERE	FL 34786	
302207876900040.00	GOLL STEPHEN R LIFE ESTATE	GOLL DIANE B LIFE ESTATE	315 E NEW ENGLAND AVE UNIT 4	WINTER PARK	FL 32789	
302206496100060.00	GOOD FLORIDA HOLDINGS COMSTOCK LLC		1667 LASBURY AVE	WINTER PARK	FL 32789	
302206496100010.00	GORDON S NUTT II REVOCABLE TRUST		PO BOX 940006	MAITLAND	FL 32794	
302206141704060.00	GRAFF KENNETH S	GRAFF SHARON F	102 S INTERLACHEN AVE APT 406	WINTER PARK	FL 32789	
302206141703120.00	GRAY AARON WILLIAM		104 S INTERLACHEN AVE APT 312D	WINTER PARK	FL 32789	
302206141701090.00	HARD JEANNE TAYLOR		102 S INTERLACHEN AVE UNIT 109	WINTER PARK	FL 32789	
302206686806001.00	HARRIS LISA MARIE		311 E MORSE BLVD APT 6-1	WINTER PARK	FL 32789	
302207876900120.00	HAUGHEY ALAN CHRISTOPHER	HAUGHEY JOAN CAROL	315 E NEW ENGLAND AVE UNIT 12	WINTER PARK	FL 32789	
302206141704100.00	HAYES JENNIFER E		100 S INTERLACHEN AVE UNIT 410	WINTER PARK	FL 32789	
302206686807017.00	HEDGE PATRICK F JR	HEDGE CYNTHIA	311 E MORSE BLVD	WINTER PARK	FL 32789	
302206141704050.00	HEEN AND WEEZY IRREVOCABLE TRUST		100 S INTERLACHEN AVE UNIT 405	WINTER PARK	FL 32789	
302205940029150.00	HERBERT KUNSTADT IRA ROLLOVER 60% INT	DOROTHY KUNSTADT IRA ROLLOVER CR 40% INT	870 5TH AVE APT 14A	NEW YORK	NY 10065	
302205939829171.00	HERNANDEZ VICTOR DAVID	HERNANDEZ MILDRED M	121 E MORSE BLVD	WINTER PARK	FL 32789	
302206141702030.00	HOAG ERIK DEAN	HOAG ALLISON MARIE	508 PONTE VEDRA BLVD	PONTE VEDRA BEACH	FL 32082	
302207590500302.00	HOBBY LINDA H		4032 SHORECREST DR	ORLANDO	FL 32804	
302206141702110.00	HOFFMAN JAMES R	HOFFMAN DEBORAH LYNN	102 S INTERLACHEN AVE UNIT 211	WINTER PARK	FL 32789	
302206141701070.00	HOLLIFIELD TRAVIS R		100 S INTERLACHEN AVE UNIT 107F	WINTER PARK	FL 32789	
302206141703060.00	HOLLINGSWORTH LINDA LIFE ESTATE	REM: JENNIFER HOLLINGSWORTH	100 S INTERLACHEN AVE UNIT 306	WINTER PARK	FL 32789	
302206141702060.00	HOLLINGSWORTH VICKI LIFE ESTATE	REM: JOHN M HOLLINGSWORTH JR	4800 PELICAN COLONY BLVD UNIT 1102	BONITA SPRINGS	FL 34134	
302205940059051.00	HOLT PROPERTIES LLC		1000 HOLT AVE STE 2717	WINTER PARK	FL 32789	
302206141702020.00	HUGHES APRIL W		100 S INTERLACHEN AVE APT 202D	WINTER PARK	FL 32789	
302206686806005.00	HUMPHREY JOHN G	HUMPHREY MELANIE F	311 E MORSE BLVD UNIT 6-5	WINTER PARK	FL 32789	
302206141701080.00	HUNT ADAM R		100 S INTERLACHEN AVE	UNIT 108	WINTER PARK	FL 32789
302206686804002.00	HUNT CAROL C	HUNT KEVIN J	311 E MORSE BLVD APT 4-2	WINTER PARK	FL 32789	
302207590500403.00	INTERNATIONAL GOLD BROKERS LLC		157 E NEW ENGLAND AVE STE 202	WINTER PARK	FL 32789	
302206496100080.00	IRA US REALTY LLC		670 AVE PONCE DE LEON STE 17	SAN JUAN	PR 00907	
302206141702080.00	JACOBS SAMUEL J LIFE ESTATE	JACOBS ELISA D LIFE ESTATE	102 S INTERLACHEN AVE UNIT 208	WINTER PARK	FL 32789	
302206141705120.00	JAFFE RICHARD	JAFFE JEANNE	2665 N ATLANTIC AVE #415	DAYTONA BEACH	FL 32118	
302207876900260.00	JAMES AND ANNA MEYER LIVING TRUST		315 E NEW ENGLAND AVE UNIT 26	WINTER PARK	FL 32789	
302206686806006.00	JAMES ANNETTE		311 E MORSE BLVD UNIT 6-6	WINTER PARK	FL 32789	
302206141701110.00	JANET BAILES LARUE REVOCABLE TRUST		4207 S ATLANTIC AVE UNIT 5S	NEW SMYRNA BEACH	FL 32169	
302205940028509.00	JASMUND DAVID J	JASMUND ELIZABETH D	208 N INTERLACHEN AVE	WINTER PARK	FL 32789	
302206141705110.00	JOANNA M WANZENBERG LEATHERS TRUST		2550 NW 13TH AVE	GAINESVILLE	FL 32605	
302206686807011.00	JONES JAMES		611 FAIRMONT AVE APT C	SAFETY HARBOR	FL 34695	
302206141702100.00	JOY DOROTHY FERRAN REVOCABLE TRUST		102 S INTERLACHEN AVE APT 210	WINTER PARK	FL 32789	
302206686807018.00	KAHN STEVEN G LIFE ESTATE	KAHN SUSAN H LIFE ESTATE	311 E MORSE BLVD APT 7-18	WINTER PARK	FL 32789	
302207877600011.00	KARENS GARAGE LLC		329 N PARK AVE FL 2	WINTER PARK	FL 32789	

3022078877003000.00	KATHRYN B GRAMMER TRUST		200 S INTERLACHEN AVE APT 300	WINTER PARK	FL 32789	
3022078769000900.00	KATHRYN M SUTTON REVOCABLE TRUST		315 E NEW ENGLAND AVE	UNIT 9	WINTER PARK	FL 32789
3022063845040010.00	KATZEN HENRIETTA		147 S INTERLACHEN AVE APT 400	WINTER PARK	FL 32789	
3022064961001100.00	KEEN ALLAN E	KEEN LINDA S	140 E MORSE BLVD APT K	WINTER PARK	FL 32789	
3022066868070080.00	KENNEY SUSAN	KENNEY EDWARD	85 BANK ST	HARWICH PORT	MA 02646	
3022066868060190.00	KEY PATRICIA J	CRESSEY PETER M	311 E MORSE BLVD APT 6-19	WINTER PARK	FL 32789	
3022070100000210.00	KHOURY MARTA		219 ALEXANDER PL	WINTER PARK	FL 32789	
3022078769000700.00	KIRWIN KARYN	KIRWIN BRIAN P	315 E NEW ENGLAND AVE UNIT 7	WINTER PARK	FL 32789	
3022059400380500.00	KNOWLES GROUP LLC		200 S KNOWLES AVE	WINTER PARK	FL 32789	
3022066868070050.00	KUBASTA BRENT		600 GARDEN CLUB DR	DELAND	FL 32724	
3022064230020400.00	LACHEN HOUSE LLC		200 S KNOWLES AVE	WINTER PARK	FL 32789	
3022061417041200.00	LAGADE MARIA JOSEFINA G ESTATE	MARIA JOSEFINA G LAGADE FAMILY TRUST	100 S INTERLACHEN AVE UNIT 412D	WINTER PARK	FL 32789	
3022059400291010.00	LANDS END INVESTMENTS LLC		180 N PARK AVE STE 2A	WINTER PARK	FL 32789	
3022078769001000.00	LANTZ ROYAL E JR	LANTZ WENDELYN E	315 E NEW ENGLAND AVE UNIT 10	WINTER PARK	FL 32789	
3022068150000100.00	LEDDEN JONATHAN L	LEDDEN KRISTA S	1020 N PENNSYLVANIA AVE	WINTER PARK	FL 32789	
3022061417021200.00	LEE AND MARSHA ADLER FAMILY TRUST		104 S INTERLACHEN AVE UNIT 212	WINTER PARK	FL 32789	
3022068150000200.00	LEGLER ROBERT C JR	LEGLER ERIN M	125 S INTERLACHEN AVE APT 2	WINTER PARK	FL 32789	
3022064230010100.00	LH LIVING LLC		1765 E HUBBARD AVE	SALT LAKE CITY	UT 84108	
3022061417030100.00	LIGHTSEY KATHLEEN F	LIGHTSEY ALTON L	100 S INTERLACHEN AVE APT 301	WINTER PARK	FL 32789	
3022059400190920.00	LINCOLN AND KNOWLES LLC		225 W CANTON AVE STE 600	WINTER PARK	FL 32789	
3022061417041400.00	LIVINGSTON MELINDA JUDITH		104 S INTERLACHEN AVE APT 414	WINTER PARK	FL 32789	
3022059400291800.00	LULU I LLC		300 N PARK AVE STE 200	WINTER PARK	FL 32789	
3022068150000400.00	LYDEN SCOTT A	LYDEN EUGENIA B	985 LINCOLN CIR	WINTER PARK	FL 32789	
3022078877002500.00	LYNN K FESSLER REVOCABLE TRUST		200 S INTERLACHEN AVE APT 250	WINTER PARK	FL 32789	
3022059400390800.00	M D P PARK AVENUE FAMILY LDT		829 LOWELL BLVD OFC	ORLANDO	FL 32803	
3022064961000900.00	MACEDONIAN LEGACY LLC		4455 MILITARY TRL STE 201	JUPITER	FL 33458	
3022061417010300.00	MACKIERNAN STUART		100 S INTERLACHEN AVE APT 103	WINTER PARK	FL 32789	
3022078769001300.00	MADAN REALTY TRUST		315 E NEW ENGLAND AVE UNIT 13	WINTER PARK	FL 32789	
3022066868040030.00	MARCH SUSAN A LIFE ESTATE	REM: SUSAN ANN MARCH REVOCABLE TRUST	311 E MORSE BLVD APT 4-3	WINTER PARK	FL 32789	
3022061417011200.00	MARIA A SCHIAVI QUALIFIED PERSONAL RESIDENCE TRUST		482 LAKEWOOD DR	WINTER PARK	FL 32789	
3022066868070150.00	MARY W COLLISON FAMILY TRUST		180 S KNOWLES AVE STE 3	WINTER PARK	FL 32789	
3022066868060140.00	MASCIANTONI PATRICIA M LIFE ESTATE	REM: JARROD M LOPATKA	311 E MORSE BLVD APT 6-14	WINTER PARK	FL 32789	
3022078769001100.00	MASSIMIANO PAUL STEPHEN	MASSIMIANO SUE ALLISON	315 E NEW ENGLAND AVE UNIT 11	WINTER PARK	FL 32789	
3022061417011400.00	MCALEER BRIAN THOMAS	SUAREZ YADIA	104 S INTERLACHEN AVE APT 114	WINTER PARK	FL 32789	
3022066868060160.00	MCAP HOLDINGS INC		311 E MORSE BLVD APT 6-17	WINTER PARK	FL 32789	
3022075905003040.00	MCKEEVER JOSEPH D	MCKEEVER SUZANNE	157 E NEW ENGLAND AVE STE 304	WINTER PARK	FL 32789	
3022078769002400.00	MCNAMARA THOMAS B	COOK TONY G	315 E NEW ENGLAND AVE UNIT 24	WINTER PARK	FL 32789	
3022063845010200.00	MEEHAN JEFFREY B	MEEHAN PATRICIA H	147 S INTERLACHEN AVE UNIT 150	WINTER PARK	FL 32789	
3022064961001200.00	MELODY S ROADMAN TRUST		140 E MORSE BLVD APT L	WINTER PARK	FL 32789	
3022059400290530.00	MENNELLO PROPERTIES LLC		2035 SUMMERLAND AVE	WINTER PARK	FL 32789	
3022078769003100.00	MEYER CHARLES A III	MEYER DIANNE S	315 E NEW ENGLAND AVE UNIT 31	WINTER PARK	FL 32789	
3022061417031100.00	MEYER MARY ANN LIFE ESTATE	REM: GREGORY P ENGELMAN	102 S INTERLACHEN AVE APT 311	WINTER PARK	FL 32789	
3022066868070010.00	MILAS EUGENE	MILAS NANCY CAROL	476 SYLVANIA DR	CANONSBURG	PA 15317	
3022068150000500.00	MITNIK KEITH	MITNIK GWEN	125 S INTERLACHEN AVE APT 5	WINTER PARK	FL 32789	
3022078769001800.00	MK FAMILY TRUST		315 E NEW ENGLAND AVE UNIT 18	WINTER PARK	FL 32789	
3022066868060220.00	MONROE SANDRA M		311 E MORSE BLVD APT 6-22	WINTER PARK	FL 32789	
3022061417020400.00	MOSHIRI FAMILY TRUST		100 S INTERLACHEN AVE UNIT 204D	WINTER PARK	FL 32789	
3022066868070070.00	MURPHY STUART BLAIR	MURPHY DIANE	311 E MORSE BLVD APT 7-7	WINTER PARK	FL 32789	
3022066868050050.00	NANCI S YURONIS REVOCABLE TRUST		311 E MORSE BLVD APT 5-5	WINTER PARK	FL 32789	
3022075905002040.00	NEB 204 WINTER PARK LLC		1411 HIBISCUS AVE	WINTER PARK	FL 32789	
3022075905003010.00	NEW ENGLAND ASSETS LLC		157 E NEW ENGLAND AVE STE 302	WINTER PARK	FL 32789	
3022061417011300.00	NICOLA J WISE REVOCABLE TRUST		104 S INTERLACHEN AVE UNIT 113	WINTER PARK	FL 32789	
3022066868060090.00	NICOLE HIERS SEYBOLD REVOCABLE TRUST		PO BOX 473	WINTER PARK	FL 32790	
3022061417040400.00	NISSAN SALLY		100 S INTERLACHEN AVE UNIT 404D	WINTER PARK	FL 32789	
3022066868060200.00	NORRIS BRUCE A		15 W CHURCH ST STE 301	ORLANDO	FL 32801	
3022075905003000.00	NORTHSTAR REALTY CAPITAL I LLC		157 E NEW ENGLAND AVE STE 370	WINTER PARK	FL 32789	
3022059400290710.00	OFF PARK LLC		829 LOWELL BLVD OFC	ORLANDO	FL 32803	
3022059398291720.00	OSHAUGHNESSY THOMAS MICHAEL TR	OSHAUGHNESSY LESLIE WINDRAM TR	PO BOX 190	WINTER PARK	FL 32790	
3022066868060020.00	PAGAMA311 LLC		402 FLAGLER AVE	NEW SMYRNA BEACH	FL 32169	
3022059400291020.00	PARK AVE LOFTS LLC		1760 ELIZABETHS WALK	WINTER PARK	FL 32789	
3022066868040050.00	PARKER JESSICA N		311 E MORSE BLVD UNIT 4-5	WINTER PARK	FL 32789	
3022064230010400.00	PASSALACQUA LIMITED PARTNERSHIP		PO BOX 2104	WINTER PARK	FL 32790	
3022078769001700.00	PATRICIA D SIGMON REVOCABLE TRUST		315 E NEW ENGLAND AVE UNIT 17	WINTER PARK	FL 32789	
3022059398291730.00	PATRICK WILLIAM J TR	PATRICK JENIFER D TR	502 BALMORAL RD	WINTER PARK	FL 32789	
3022066868060040.00	PATTI CHRISTINE S		PO BOX 620537	OVIEDO	FL 32762	
3022078769000600.00	PAUL ALAN LEVINSON AND PATRICIA KEMP LEVINSON LIVING TRUST		315 E NEW ENGLAND AVE UNIT 6	WINTER PARK	FL 32789	
3022059400390900.00	PELLI FAMILY INVESTMENT LLC		475 LAKEWOOD DR	WINTER PARK	FL 32789	
3022059400290510.00	PERIVALE PARTNERS LLC		133 E MORSE BLVD	WINTER PARK	FL 32789	
3022064961000200.00	PHELPS JONATHAN D	PHELPS ESTHER M	140 E MORSE BLVD APT B	WINTER PARK	FL 32789	
3022061417051000.00	POWELL ANDREW		102 S INTERLACHEN AVE APT 510	WINTER PARK	FL 32789	
3022061417020500.00	PROCTOR RICHARD H III		100 S INTERLACHEN AVE APT 205	WINTER PARK	FL 32789	
3022078769002500.00	PROTEGGERE LLC		315 E NEW ENGLAND AVE UNIT 29	WINTER PARK	FL 32789	
3022059400291910.00	RCJ OF WINTER PARK NO 3 LLLP		1011 N WYMORE RD STE 100	WINTER PARK	FL 32789	
3022059400392520.00	RCJ OF WINTER PARK NO 3 LLLP		PO BOX 1720	WINTER PARK	FL 32790	
3022075905002010.00	REPUBLIC SHINGLE CREEK LLC		157 E NEW ENGLAND AVE STE 402	WINTER PARK	FL 32789	
3022075905004010.00	RHODES INVESTMENTS L L C		157 E NEW ENGLAND AVE STE 440	WINTER PARK	FL 32789	
3022066868060100.00	ROBERT S THORNTON AND DIANE D THORNTON REVOCABLE FAMILY TRUST		311 E MORSE BLVD APT 6-10	WINTER PARK	FL 32789	
3022078877004000.00	ROBERT T HATTAWAY 1996 TRUST		500 SKIDDER CT	LONGWOOD	FL 32750	
3022061417050700.00	ROMANCE DAWN MARIE		100 S INTERLACHEN AVE UNIT 507	WINTER PARK	FL 32789	
3022061417010200.00	RUBY FAMILY IRREVOCABLE TRUST		100 S INTERLACHEN AVE UNIT 102	WINTER PARK	FL 32789	
3022061417030400.00	RUSSELL T CARR REVOCABLE TRUST	INGA K CARR REVOCABLE TRUST	4426 N ORANGE BLOSSOM TRL	ORLANDO	FL 32804	
3022061417041300.00	RUTH V STOKES REVOCABLE TRUST		100 S INTERLACHEN AVE APT 413	WINTER PARK	FL 32789	
3022066868060120.00	SAENZ FORTEZA MARIA ISABEL		311 E MORSE BLVD APT 6-12	WINTER PARK	FL 32789	
3022078769000200.00	SALLY P LOVERN FLORIDA RESIDENCE TRUST 50% INT	ROBERT W LOVERN FLORIDA RESIDENCE TRUST 50% INT	315 E NEW ENGLAND AVE UNIT 2	WINTER PARK	FL 32789	
3022070100000300.00	SALTSMAN ROBERT P	POLLAK HEATHER	201 ALEXANDER PL	WINTER PARK	FL 32789	
3022078877003500.00	SANCHEZ-MASI LUIS A LIFE ESTATE	SANCHEZ-MASI GIANNINA P LIFE ESTATE	200 S INTERLACHEN AVE APT 350	WINTER PARK	FL 32789	
3022064230020100.00	SANGSTER DOUGLAS S LIFE ESTATE	SANGSTER CHRIS ANNE LIFE ESTATE	220 E MORSE BLVD UNIT 202	WINTER PARK	FL 32789	
3022061417021400.00	SCHOETTELKOTTE J WALLACE	SCHOETTELKOTTE WILLIAM WALLACE	PO BOX 3029	WINTER PARK	FL 32790	
3022078769002200.00	SCHULTE DAVID	SCHULTE PAMELA	315 E NEW ENGLAND AVE UNIT 22	WINTER PARK	FL 32789	
3022078769003000.00	SCHWARTZ RICHARD	VARTIKAR JASMINE	94 BABCOCK ST	BROOKLINE	MA 02446	
3022061417031300.00	SEELINGER GARY F		104 S INTERLACHEN AVE APT 313	WINTER PARK	FL 32789	
3022078877002000.00	SHAPIRO BERTA M TR		200 S INTERLACHEN AVE APT 200	WINTER PARK	FL 32789	
3022066868060080.00	SHEAFFER WILLIAM		311 E MORSE BLVD UNIT 6-8	WINTER PARK	FL 32789	
3022078877004500.00	SHEEHAN KAREN M		200 S INTERLACHEN AVE APT 450	WINTER PARK	FL 32789	
3022066868050060.00	SHEILA S SHEEHAN REVOCABLE TRUST		311 E MORSE BLVD APT 5-6	WINTER PARK	FL 32789	
3022061417030800.00	SHERRY PAMELA LIFE ESTATE	REM: PAMELA M SHERRY REVOCABLE TRUST	102 S INTERLACHEN AVE APT 309	WINTER PARK	FL 32789	
3022066868060230.00	SMITH EDITH H		311 E MORSE BLVD APT 6-23	WINTER PARK	FL 32789	
3022078769000300.00	SMUCKLER DAVID	TABAS MAXINE	315 E NEW ENGLAND AVE UNIT 3	WINTER PARK	FL 32789	
3022068150000010.00	SOUTH INTERLACHEN PLACE HOMEOWNERS ASSN INC		760 FLORIDA CENTRAL PKWY STE 200	LONGWOOD	FL 32750	
3022063845020200.00	SOUTH PENN AVE LLC		127 W FAIRBANKS AVE STE 492	WINTER PARK	FL 32789	
3022078776001700.00	SPEEDLEMION LLC		3300 UNIVERSITY BLVD STE 218	WINTER PARK	FL 32792	
3022066868060110.00	SPIEGEL DAVID LIFE ESTATE	SPIEGEL CAROL LIFE ESTATE	311 E MORSE BLVD APT 6-11	WINTER PARK	FL 32789	
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3022075905002030.00	STAEDA HEALTH LLC		11645 MONUMENT DR UNIT 1415	BRADENTON	FL 34211	
3022066868040060.00	STANDRIDGE GEORGE	STANDRIDGE MARY	311 E MORSE BLVD APT 4-6	WINTER PARK	FL 32789	
3022066868070020.00	SWANSON JOHN A	SWANSON SUZANNE T	1528 N DEVONWOOD LN	CLOVIS	CA 93619	
3022061417050200.00	TAYLOR DEBORAH OKELLEY	CLEMENTS ROBERT F	100 S INTERLACHEN AVE UNIT 502D	WINTER PARK	FL 32789	
3022064230020500.00	TEDROW TYLER		1252 VIA DEL MAR	WINTER PARK	FL 32789	
3022061417010400.00	THEOBALD JOHN	THEOBALD GEORGINA	100 S INTERLACHEN AVE UNIT 104	WINTER PARK	FL 32789	
3022061417020100.00	THOMAS PHILIP D	THOMAS DANA S	100 S INTERLACHEN AVE APT 201	WINTER PARK	FL 32789	
3022078776000740.00	TULANELAW LLC		PO BOX 30	WINTER PARK	FL 32790	

302206496100130.00	UNANUE MARI		140 E MORSE BLVD UNIT M	WINTER PARK	FL 32789
302207876900001.00	VILLA SIENA WP CONDOMINIUM ASSN INC		315 E NEW ENGLAND AVE	WINTER PARK	FL 32789
302206141701100.00	VILLA VIEW PROPERTIES LLC		680 PANSY AVE	WINTER PARK	FL 32789
302207590500205.00	WAGERS PROPERTIES LLC		2932 WESTCHESTER AVE	ORLANDO	FL 32803
302206141704020.00	WATTS JULIAN	WATTS PAMELA	100 S INTERLACHEN AVE UNIT 402D	WINTER PARK	FL 32789
302207876900270.00	WAYNE J VON DREELE REVOCABLE TRUST		315 E NEW ENGLAND AVE UNIT 27	WINTER PARK	FL 32789
302206686807019.00	WEST ELON JR	WEST RAYMOND ANDREW	1115 FAIRWAY DR	WINTER PARK	FL 32792
302206686800001.00	WHISPERING WATERS APARTMENTS CONDO ASSN INC		2180 W STATE ROAD 434 STE 5000	LONGWOOD	FL 32779
302206141705080.00	WHITE MICHAEL W LIFE ESTATE	WHITE DIANE M LIFE ESTATE	102 S INTERLACHEN AVE APT 509	WINTER PARK	FL 32789
302206496100050.00	WILDING ERNEST L	WILDING MARY T	140 E MORSE BLVD APT E	WINTER PARK	FL 32789
302205940019111.00	WILLIAMS LARRY E	WILLIAMS JOYCE M	PO BOX 3347	WINTER PARK	FL 32790
302205940029160.00	WINDFALL PROPERTIES LLP		59851 OLIVER HEIGHTS LN	SAINT HELENS	OR 97051
302206686805002.00	WINN DANA P LIFE ESTATE	REM: THOMAS SCOTT BROWNING 50% INT	311 E MORSE BLVD APT 5-2	WINTER PARK	FL 32789
302205940027010.00	WINTER PARK METHODIST CHURCH		125 N INTERLACHEN AVE	WINTER PARK	FL 32789
302206141702130.00	YARBROUGH MARY S LIFE ESTATE	REM: MARY SUZANN YARBOURH TRUST	104 S INTERLACHEN AVE APT 213D	WINTER PARK	FL 32789
302207876900140.00	ZAMORA MARTIN R		315 E NEW ENGLAND AVE UNIT 14	WINTER PARK	FL 32789
302206496100030.00	ZANE AND EMILY WILLIAMS TRUST		140 E MORSE BLVD UNIT C	WINTER PARK	FL 32789

COMMUNITY OPEN HOUSE

EL CORTEZ REDEVELOPMENT

SYNAGOGUE AND TOWNHOMES

CYPRESS ROOM

JUNE 2, 2026
5:30 P.M. – 7:00 P.M.

PLEASE SIGN IN UPON ENTRY



HOSTED BY GAI CONSULTANTS, EL CORTEZ, LTD, AND CHABAD OF GREATER ORLANDO

gai consultants
COMMUNITY SOLUTIONS GROUP

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Sign-In Sheet

Project Name: EL CORTEZ

Date/Time: JUNE 2, 2026

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By adding your name to this list, you authorize the City and the Consultant Team to take photographs, audio, and video of you and other members of your party and use the photograph/video in educational, news, or promotional materials, whether in print, electronic, or other forms of media, including on our website. To ensure the privacy of individuals, images will not be identified using full names or personal identifying information without written approval from the photographed subject. By participating in this City event, you are agreeing to release, defend, hold harmless, and indemnify the City and Consultant from any and all claims involving the use of your picture or likeness.

COMMUNITY SOLUTIONS GROUP

Planning | Urban Design
Landscape Architecture
Economics | Real Estate

Meeting Minutes

Subject	El Cortez Community Meeting
Meeting Date	June 2, 2026 5:30-7:00pm
Project	El Cortez Townhomes and Synagogue Redevelopment
Attendees	Andrew McCown; Jordan Kowalchik; Aimee Shields; Becky Wilson; Rabbi Dovid Dubov; Scott Zimmerman
Prepared by	Andrew McCown; Jordan Kowalchik;
Distribution	June 9, 2026

Notes

An informational public meeting was held June 2, 2026 to provide an opportunity for community discussion regarding the El Cortez Townhomes and Synagogue redevelopment at 210 E Morse Blvd. The meeting took place at the Winter Park Community Center. 17 community members signed in and were present at the meeting.

An overview of the planned project was provided with the site plan, landscape plan, and renderings available for reference. After the overview, a Q&A was held followed by an open-house style discussion.

The following items were addressed during the Q&A:

- There were general inquiries into whether the parking garage was shared with the townhome units. The townhome units have their own garage and there is additional parking shared between the synagogue and townhomes on the surface.
- The square footage of the synagogue was discussed and details about the breakdown between the daycare use.
- Concerns were raised about how the daycare pickup and drop-off procedure would work. Discussion then ensued regarding the garage and non-parked drop-off and circulation in and around the site.
- A question was asked regarding the number of seats the synagogue will have. The Rabbi noted there will be 80 seats and highlighted that the synagogue and daycare operate at different times. The parking ratios are driven by the synagogue use, as it is the greatest generator of parking need.

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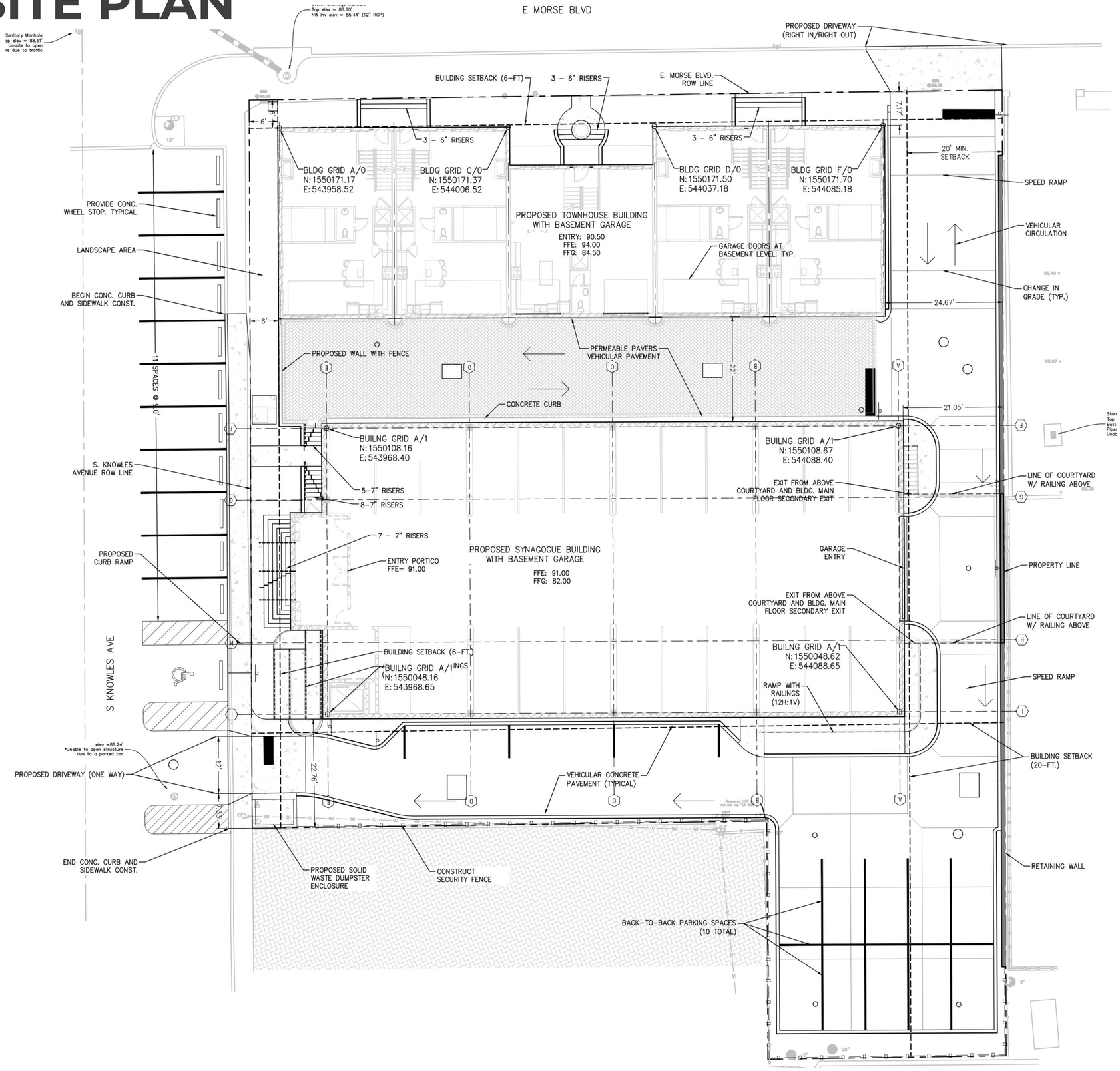
- It was inquired whether there will be rooftop events? It was noted that events utilizing the rooftop would not occur at the same time as service.
- Community members asked whether the daycare was daytime only. This was confirmed to be 8 a.m. through 3 p.m. with an additional pickup slot at 12:30 p.m.
- Clarification was sought regarding the days of service. Services begin Friday at sundown and end between 1 and 2 p.m. on Saturday.
- A community member asked for comment about the removal of 36 existing dwelling units in the current El Cortez apartments. Discussion ensued about the measures that can be taken city-wide and individual property rights. It would later be clarified that the community member was excited about the development, but wanted to emphasize the importance of housing during an affordability crisis. Further discussion ensued regarding the measures taken over the past 15+ years to create affordable and attainable housing in the city.
- It was asked who runs the daycare (non-profit, for-profit, etc.), the age of the children, and whether they had programs for families who cannot afford it. The Rabbi responded that it is a non-profit, the children are generally 1-4 years old, and there is a program to help families who cannot afford the service.
- Community members asked about the required open/play space for the daycare? The location of a play area above the garage underpass was shown and discussed.
- It was asked whether the synagogue or townhomes will be built first and where the parcel lines will be? It was explained the synagogue parcel will be approximately 2/3 of the site, but the exact line has not been determined yet. There was no definitive decision of which will be built first as it depends on funding, but the synagogue is more likely to be first.
- An attendee enquired about the potential asking price for the townhomes. It will be market driven, but similar projects are well over a million per unit.
- A concern for security was raised. The Rabbi explained there is a grant the synagogue pursues towards security improvements. There is security during services, and the garage has only one access point.
- Several members of the community were concerned about the traffic on Morse from the nearby Methodist Church, as pickup and drop off schedule will be similar to the synagogue's. Per the site plan, the synagogue exits onto Knowles, not Morse. Furthermore, there is a median on Morse that will separate traffic between the Methodist traffic and the synagogue traffic.

- More discussion ensued about adequate parking. It was explained the site plan meets Code and further that many members of the community will be walking to services.
- A community member asked if this project will impact the bus space at Morse and Knowles for the scenic boat tour. This project does not impact the existing right-of-way, including the bus space.
- Would there be adequate parking when accounting for staff? Yes, when factoring in the surface parking.
- How will the synagogue handle holiday attendance? The larger holidays are celebrated off-site.
- When discussing difficulty of parking, it was asked why the development had to be in the "heart of the city?" It was explained that civic uses, like places of worship, are traditionally in the Central Business District or other widely accessible locations that encourage walking.
- A community member inquired whether the existing membership of the synagogue would be moving to this location. This is correct, many members live in Winter Park.
- There was discussion with several community members immediately adjacent to the project regarding what will be visible from their homes or offices. Project team members helped visualize where specific buildings were in relation to the project and what will be visible (landscape buffers, specific architectural features, landscape buffer wall, etc.).
- Longtime Winter Park residents discussed the historic examples of parking issues and difficulties parking downtown. In response, the owner noted that the existing apartment site is extremely under-parked for the number of units, so this project potentially reduces the demand for off-site parking. Further discussion followed regarding the synagogue having a different a.m./p.m. peak travel times than surrounding residential or office development.

After the Q&A, the open-house portion began and community members had the chance to discuss individual concerns and examine the plan documents in greater detail.

End Notes

SITE PLAN



PLAN LEGEND:

- PROJECT PROPERTY LINE
- EXISTING FEATURE
- PROPOSED IMPROVEMENTS

0 10' 20'

FULL SCALE: 1"=10'
HALF SCALE: 1"=20'

SITE DATA TABLE			
	REQUIRED/ ALLOWED/EXISTING	PROVIDED	Exception or Waiver
PARCEL ID	07–22–30–8776–00–120		
PARCEL ACREAGE	0.61		
IMPERVIOUS AREA (AC)	0.46	0.52	
IMPERVIOUS SURFACE RATIO (ISR)	75% MAX	85%	X
FLOOR AREA RATIO (FAR)	200% MAX	99.9% PROPOSED	
UNIT COUNT	38 UNITS (EXISTING) MAX 17 UNIT / ACRE (10 UNITS)	5 UNITS	
BUILDING HEIGHT	40' (PER R4 DISTRICTS WITHIN THE CBD)	40' PLUS ARCHITECTURAL FEATURES	
FUTURE LAND USE DESIGNATION	HIGH DENSITY RESIDENTIAL		
ZONING DESIGNATION	R4 AND THE CENTRAL BUSINESS DISTRICT OVERLAY		
ON–SITE SOILS	URBAN LAND, 0 TO 2 PERCENT SLOPES		
FLOOD PLAIN	NOT WITHIN 100 YEAR FLOODPLAIN #12095C0255F EFFECTIVE SEPT 25,2009. (ZONE X)		
ON–SITE VEGETATION	GRASS PARKING ISLANDS	BUILDING LANDSCAPING	
PEDESTRIAN/ BIKE FACILITITES	MULTIFAMILY 1 PER 3 UNITS (2 REQUIRED)	WITHIN INDIVIDUAL GARAGES	
ON STREET PARKING SPACES	18 EXISTING	18	
ADA PARKING SPACES	1 (ON STREET) REQUIRED 1 (OFF STREET) REQUIRED	1 (ON STREET) PROVIDED 1 (OFF STREET) PROVIDED IN GARAGE	
OFF STREET PARKING SPACES	2.5 PER UNIT (PER R–3) REQUIRED: 13 SPACES SYNAGOGUE 80–SEATS, RATIO IS 4:1. REQUIRED: 20 SPACES TOTAL REQUIRED: 33 SPACES	PROVIDED 2 PER TOWNHOME IN INDIVIDUAL GARAGES PROVIDED: 10 SPACES SURFACE SPACES PROVIDED: 13 SPACES 10 STACKED SPACES 3 PARALLEL SPACES (TO BE SHARED WITH TOWNHOMES) GARAGE SPACES PROVIDED: 22 SPACES (1 ADA) TOTAL PROVIDED 45 SPACES	
BUILDING SETBACKS	E MORSE BLVD: 25' MIN. S KNOWLES AVE: 25' MIN. SIDE YARD: 5' MIN. REAR YARD: 5' MIN.	E MORSE BLVD: 6' S KNOWLES AVE: 6' SIDE YARD: 20' REAR YARD: 22'	X

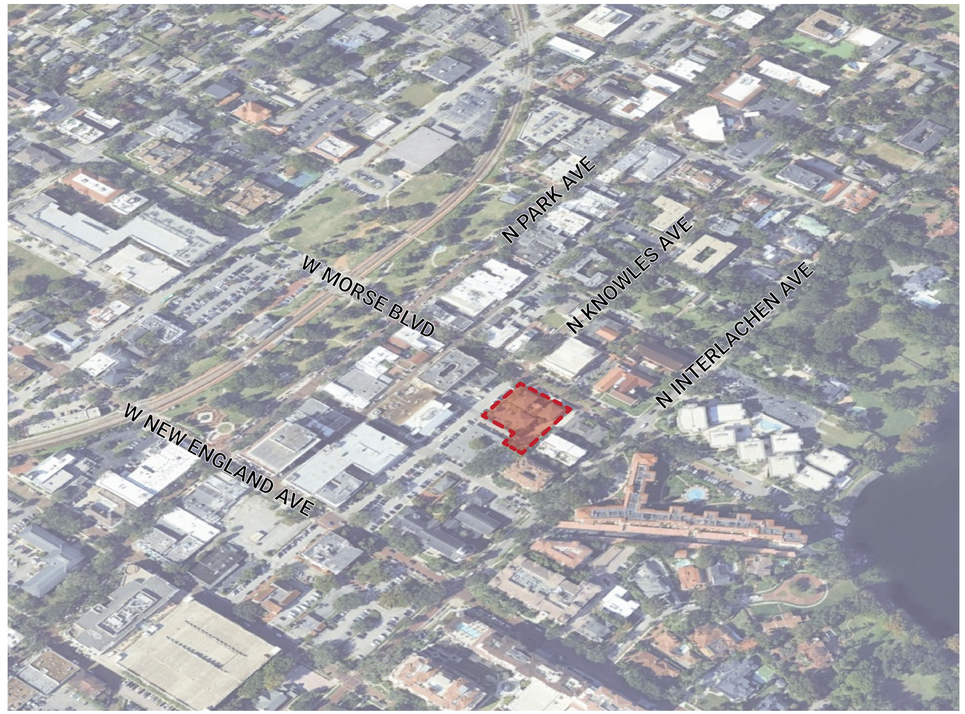
NOTES:

1. SIDEWALK CONSTRUCTION TO MEET ADA REQUIREMENTS.
   1.1. RAMPS MAXIMUM SLOPE 1:12 (8.33%).
   1.2. SIDEWALK / CROSSWALK MAXIMUM CROSS SLOPE 2.0%.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. PROPER SIGNAGE SHALL BE INSTALLED BY CONTRACTOR AT ALL INTERSECTING AND TERMINATED ROADS WITHIN THE PROJECT BOUNDARIES PER LOCAL GOVERNING REQUIREMENTS.
4. SIDEWALK REQUIREMENTS:
   - THE SIDEWALK CROSS SLOPE MUST NOT EXCEED 2%
   - IF THE LONGITUDINAL SLOPE OF THE SIDEWALK PATH EXCEEDS 1:20 IS CONSIDERED A RAMP AND A LEVEL LANDING MUST BE PROVIDED FOR EVERY 30–INCH CHANGE IN ELEVATION AND IN SUCH CASES HANDRAILS MAY BE REQUIRED.
9. SIDEWALK CURB RAMP REQUIREMENTS:
   - A LANDING MUST BE PROVED AT THE TOP OF RAMP WITH SLOPE THAT DOES NOT EXCEED 2% IN ANY DIRECTION.
   - THE CROSS SLOPE MUST NOT EXCEED 2%
   - THE LONGITUDINAL SLOPE MUST NOT EXCEED 1:12.
   - THE RAMP SHALL HAVE A DETECTABLE WARNING SURFACE THAT SPANS THE FULL WIDTH OF THE DROP CURB/FLUSH CURB.

ILLUSTRATIVE SITE PLAN



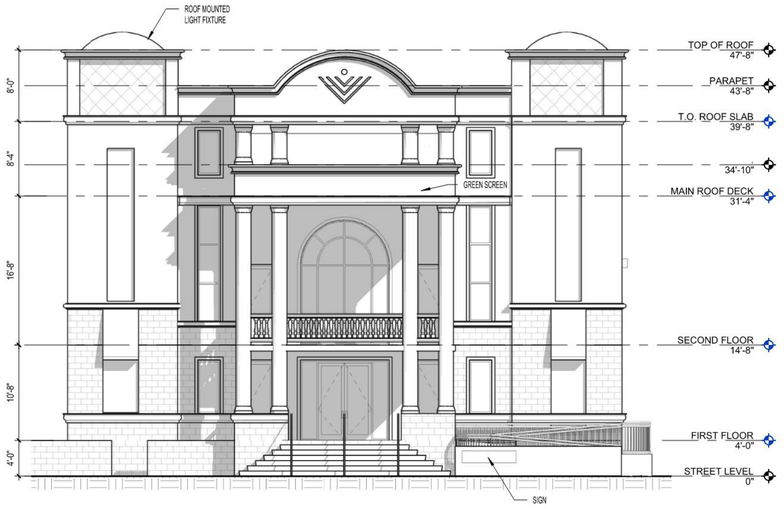
PROJECT LOCATION



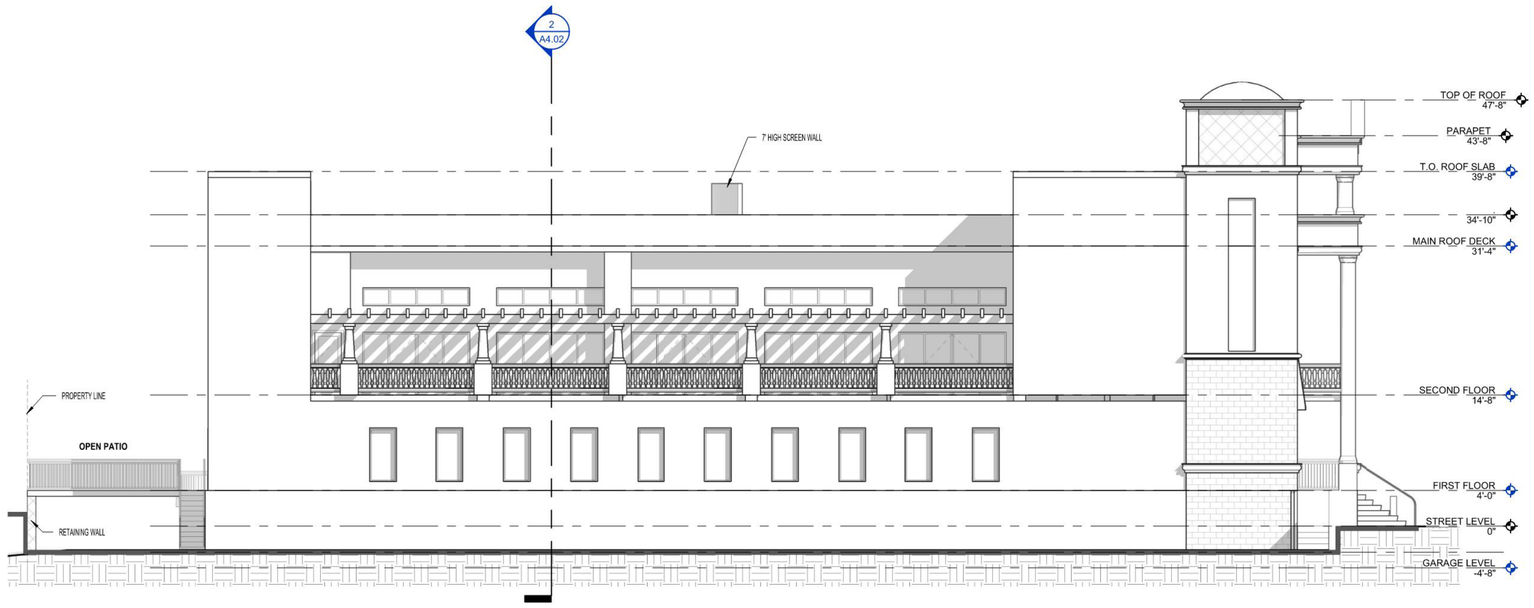
ZONING MAP



SYNAGOGUE



1 FRONT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



2 RIGHT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"

TOWNHOMES






CENTRAL PARK
DOWNTOWN CULTURAL DISTRICT


Chabad
Chabad


Chabad
Chabad

KITTELSON & ASSOCIATES

EL CORTEZ REDEVELOPMENT TRAFFIC IMPACT ANALYSIS

CITY OF WINTER PARK, FLORIDA

July 2026

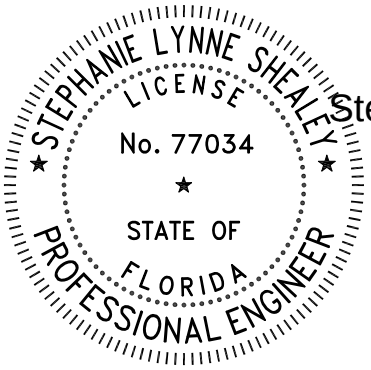
PROFESSIONAL ENGINEER CERTIFICATE

I hearby certify that I am a registered professional engineer in the State of Florida practicing with Kittelson & Associates, a corporation authorized to operate as an engineering business by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby for:

PROJECT:	El Cortez
LOCATION:	Winter Park, Florida
CLIENT:	Banyan-AGPM
STUDY DATE:	July 2026

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

NAME:	Stephanie Shealey
PE NUMBER:	77034
DATE:	7/14/2026



Stephanie Shealey

Digitally signed by Stephanie Shealey
Date: 2026.07.14 09:21:39-04'00'

The item has been digitally signed and sealed by Stephanie Shealey 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.

El Cortez Redevelopment TIA

City of Winter Park, Florida

Prepared for:
Banyan-AGPM
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Winter Park, FL 32801

Prepared by:
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Project Number 33321

July 2026

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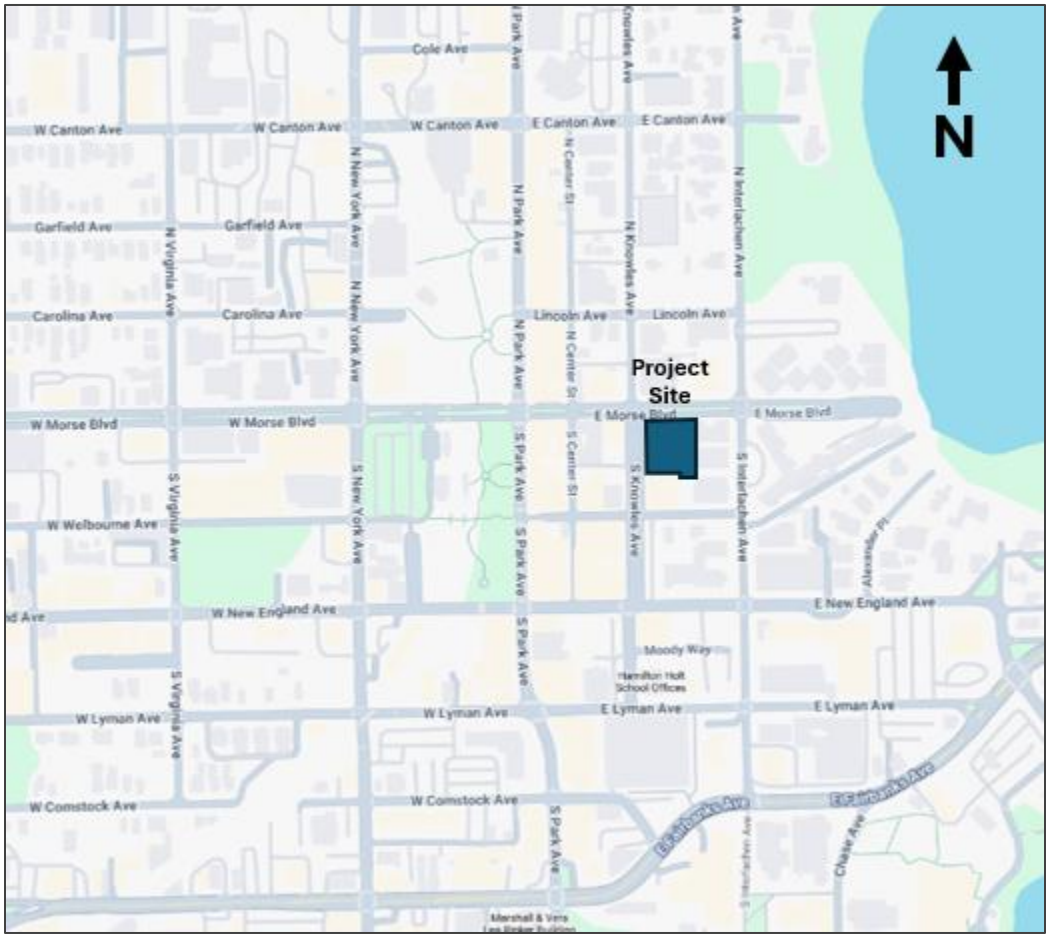
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Section 1
Introduction

INTRODUCTION

Kittelson & Associates, Inc. conducted a Traffic Impact Analysis (TIA) for the proposed El Cortez redevelopment in the City of Winter Park, Florida. The approximately 0.61-acre site includes Parcel 07-22-30-8776-00-120 and is located on the east side of S Knowles Avenue, south of E Morse Boulevard in Winter Park, Florida. The project location is depicted in **Figure 1**.

Figure 1: Project Location Map



The proposed redevelopment will remove the existing 35 multi-family residential units and construct five townhomes and a synagogue on the existing site. The synagogue will be used for religious services and will also include a daycare. The site is currently accessed via two separate access points – a full access onto Knowles Avenue and a right-in/right-out access onto Morse Boulevard that are not connected within the site. The proposed access will maintain the right-in/right-out access on Morse Boulevard and shifts the access on Knowles Avenue to the southern property boundary as an exit-only driveway. The Morse Boulevard right-in/right-out access will serve all inbound project traffic and outbound townhome traffic only. A detailed site plan is provided in **Appendix A**.

The project is anticipated to be constructed in a single phase, with a buildout year in 2028.

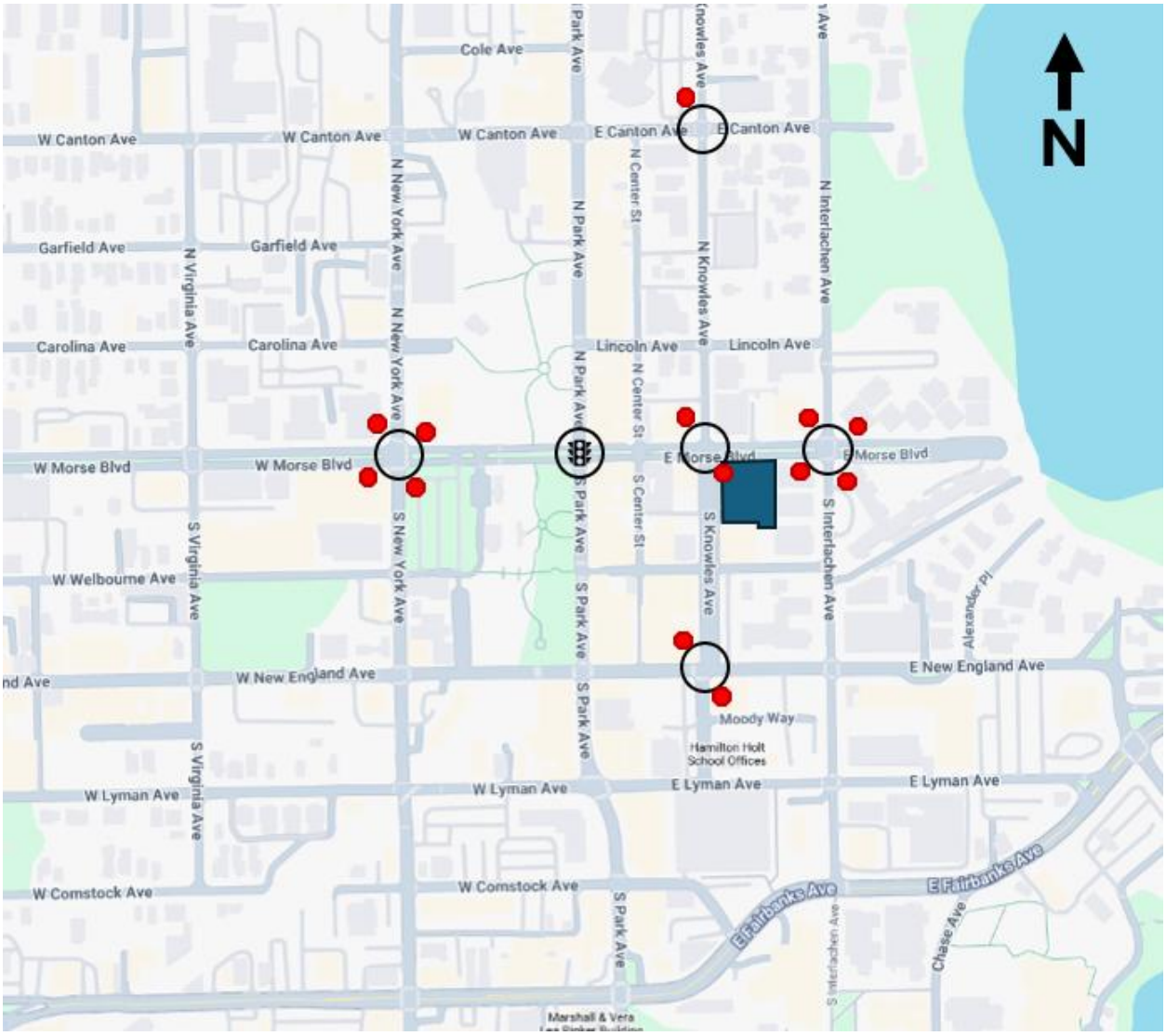
Based on the projected project traffic, a Level 2 Transportation Impact Assessment is required per the City of Winter Park Code of Ordinances, Chapter 58, Article III, Section 58-90 (Conditional Uses). In addition, a traffic study provided

in **Appendix B** documents the study methodology and defines the study area. Based on this methodology, the intersections included in the analysis are shown in **Figure 2**.

Study Intersections:

- Knowles Avenue & Canton Avenue (unsignalized)
- Morse Boulevard & Interlachen Avenue (unsignalized)
- Morse Boulevard & Knowles Avenue(unsignalized)
- Morse Boulevard & Park Avenue (signalized)
- Morse Boulevard & New York Avenue (unsignalized)
- Knowles Avenue & New England Avenue (unsignalized)

Figure 2: Project Study Area





Section 2
Existing Conditions

EXISTING CONDITIONS

Existing roadway facilities were reviewed to establish a benchmark for the potential future impact due to background traffic growth and the proposed development. The analysis includes a review of study intersections to document the existing capacity, lane configuration, traffic volume and operations.

EXISTING INTERSECTION CAPACITY ANALYSIS

The existing intersection capacity analysis was performed using Synchro software in accordance with the methodologies outlined in the *Highway Capacity Manual (HCM)*. The analysis accounts for intersection geometry, traffic control, and observed traffic volumes to evaluate operational performance.

Turning-movement counts were collected at the study area intersections during the AM peak period (7:00 AM–9:00 AM) and PM peak period (4:00 PM–6:00 PM) on April 7, 2026. Seasonal adjustment factors were not applied to the raw counts because the counts were collected during peak season. A review of applicable seasonal adjustment factors were obtained from FDOT Traffic Online.

The complete turning-movement count data are provided in **Appendix C**. **Figure 3** illustrates the existing AM and PM peak-hour turning-movement volumes.

The results of the existing intersection capacity analysis are summarized in **Table 1** and the output HCM worksheets are included in **Appendix D**. All study intersections are currently operating at LOS B or better and with a volume-to-capacity (v/c) ratio of less than 1.00.

Figure 3: Existing Intersection Traffic Volumes

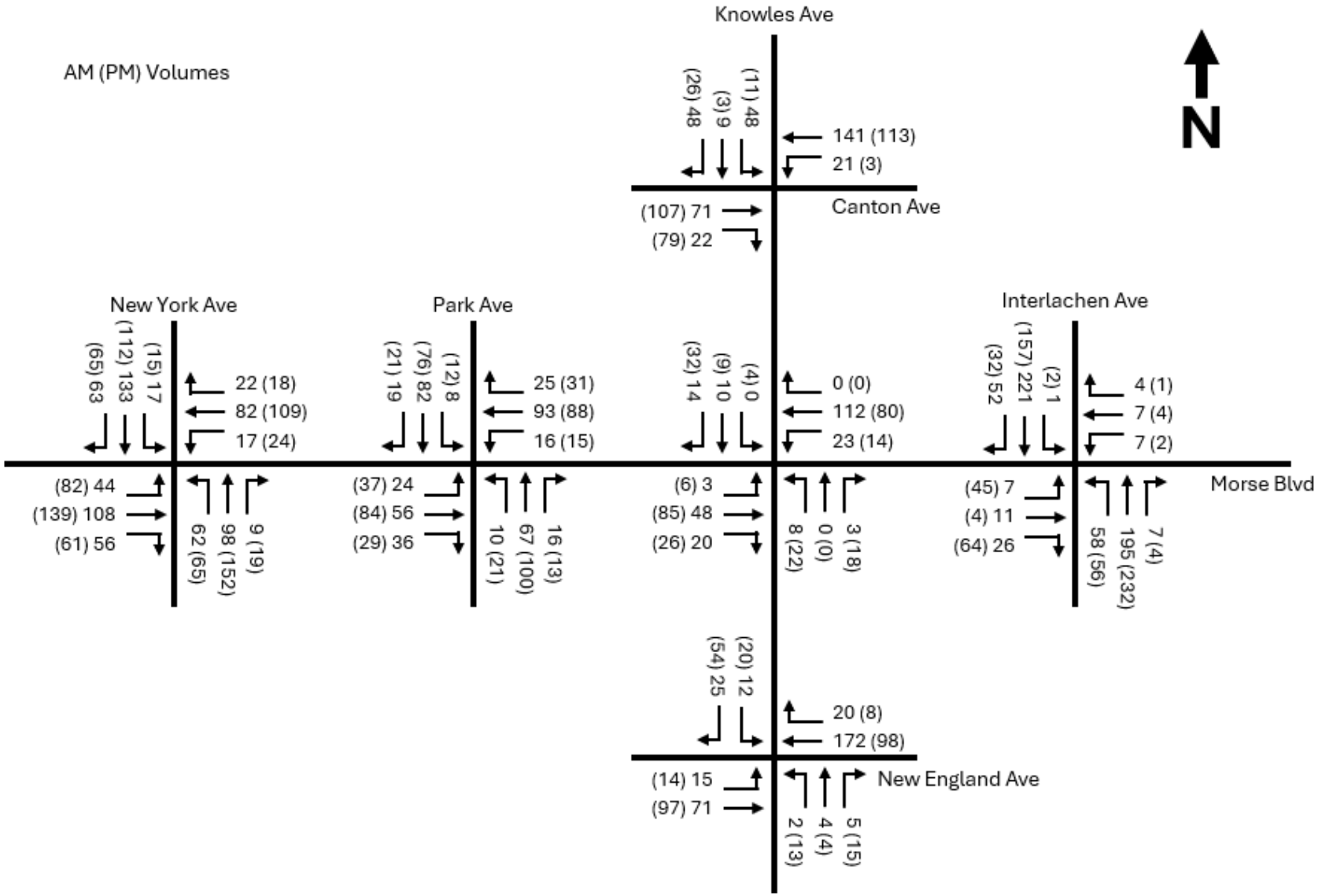


Table 1 Existing Intersection Capacity Analysis

Intersection	Traffic Control	All Movements	AM			PM		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
N Knowles Ave / E Canton Ave	Two-way Stop	EBT	-	-	-	-	-	-
		WBL	0.02	7.6	A	0.00	7.5	A
		SBT	0.26	12.7	B	0.06	9.8	A
N Interlachen Ave / E Morse Blvd	All-way Stop	EBT	0.07	8.4	A	0.21	9.4	A
		WBT	0.03	8.5	A	0.01	8.7	A
		NBT	0.37	10.1	B	0.49	12.0	B
		SBT	0.38	9.9	A	0.32	9.9	A
		Overall	-	9.8	A	-	10.8	B
N Knowles Ave / E Morse Blvd	Two-way Stop	EBL	0.00	7.6	A	0.01	7.5	A
		WBL	0.02	7.5	A	0.01	7.6	A
		NBT	0.03	11.1	B	0.07	10.7	B
		SBT	0.05	10.6	B	0.07	10.1	B
N Park Ave / E Morse Blvd	Signalized	EBT	0.18	11.8	B	0.19	12.0	B
		WBT	0.22	12.3	B	0.18	11.9	B
		NBT	0.15	11.6	B	0.18	11.8	B
		SBT	0.17	11.8	B	0.13	11.5	B
		Overall	-	11.9	B	-	11.8	B
N New York Ave / W Morse Blvd	All-way Stop	EBT	0.35	10.9	B	0.45	12.8	B
		WBT	0.21	9.8	A	0.25	10.6	B
		NBT	0.30	10.9	B	0.40	12.4	B
		SBT	0.35	10.8	B	0.31	10.9	B
		Overall	-	10.7	B	-	11.9	B
S Knowles Ave / E New England Ave	Two-way Stop	EBL	0.01	7.8	A	0.01	7.6	A
		WBT	-	-	-	-	-	-
		NBT	0.02	10.4	B	0.05	10.2	B
		SBT	0.06	10.4	B	0.11	10.3	B



Section 3

Future Volume Development

Future Volume Development

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (12th Edition)*. Based strictly on the *ITE Trip Generation Manual, 12th Edition* rates, the proposed redevelopment is projected to generate 46 net new external daily trips, including 51 net new trips during the AM peak hour and 12 net new trips during the PM peak hour. **Table 2** summarizes the resulting trip generation analysis. Trip generation resources are included in the **Appendix E**.

Table 2: Project Trip Generation

Land Use Type	ITE Code	Intensity	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Multi-Family Residential	**220**	35 DU	217	6	19	25	15	9	24
Sub Total - Vested Trips			**217**	**6**	**19**	**25**	**15**	**9**	**24**
Single Family Residential- Attached	215	5 DU	36	1	1	2	2	1	3
Day Care Center	565	60 STU	227	25	22	47	--	--	--
Synagogue	561	11.32 KSF	NA*	17	10	27	19	14	33
Sub Total – New Development Trips			**263**	**43**	**33**	**76**	**21**	**15**	**36**
Net New Trips			46	37	14	51	6	6	12

Source: *ITE Trip Generation, 12th Edition*

Per the *ITE Trip Generation Manual, 12th Edition*, the data collection for the Synagogue land use was collected during Yom Kippur, which is a Jewish holiday that includes special services and additional activities at a Synagogue over the normal day-to-day operations of the Synagogue. On a normal day-to-day basis, the Synagogue has a lightly-attended morning service (~10 persons in attendance) and 3-4 staff members throughout the day with no evening activities. Thus, on a day-to-day basis, the AM peak hour would most likely include up to 5 vehicles leaving the morning service with 4 staff members arriving (for a total of 9 AM trips) and the PM peak hour would most likely include 4 staff members leaving (for a total of 4 PM trips).

Table 3 summarizes the trip generation estimate based on the synagogue's expected day-to-day operations. Under this operating condition, the AM peak-hour net new trips would be reduced from 51 to 33 trips, and the PM peak hour would result in a net reduction of 17 trips. For a conservative analysis, the traffic operations analysis presented in this report is based on the ITE trip generation rates shown in **Table 2**.

Table 3: Project Trip Generation – Adjusted for Typical Synagogue Operation

Land Use Type	ITE Code	Intensity	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Multi-Family Residential	**220**	35 DU	217	6	19	25	15	9	24
Sub Total - Vested Trips			**217**	**6**	**19**	**25**	**15**	**9**	**24**
Single Family Residential- Attached	215	5 DU	36	1	1	2	2	1	3
Day Care Center	565	60 STU	227	25	22	47	--	--	--
Synagogue	561	11.32 KSF	NA*	4	5	9	4	0	4
Sub Total – New Development Trips			**263**	**30**	**28**	**58**	**6**	**1**	**7**
Net New Trips			46	24	9	33	-9	-8	-17

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was determined using the Central Florida Regional Planning Model (CFRPM), and local traffic patterns. **Figure 4** shows the projected distribution of project trips throughout the roadway network and project trip distribution at the driveways, with raw model output in **Appendix F**.

PROJECTED TRAFFIC VOLUMES

The project is anticipated to be completed in 2028. Total project traffic volumes at the intersections were calculated by projecting the 2026 existing volume to 2028 background traffic using a 5.0% annual growth rate, which was estimated after reviewing historical AADT within the study area, as documented in the study methodology. Projected development-generated trips were added to the projected background traffic to determine future build traffic volume. As trips to and from the existing apartment use cannot be easily identified due to street parking, no reduction to the background traffic was assumed for the existing traffic that would be removed by the replacement of the apartments with the proposed development, which provides a conservatively high estimate of future volumes at the study intersections.

Figure 5 illustrates the projected volumes for the AM peak hour and PM peak hour in the background conditions and **Figure 6** illustrates the projected volumes for the AM peak hour and PM peak hour in the build conditions. A detailed intersection volume projection worksheet is included in **Appendix G**.

Figure 4: Project Trip Distribution

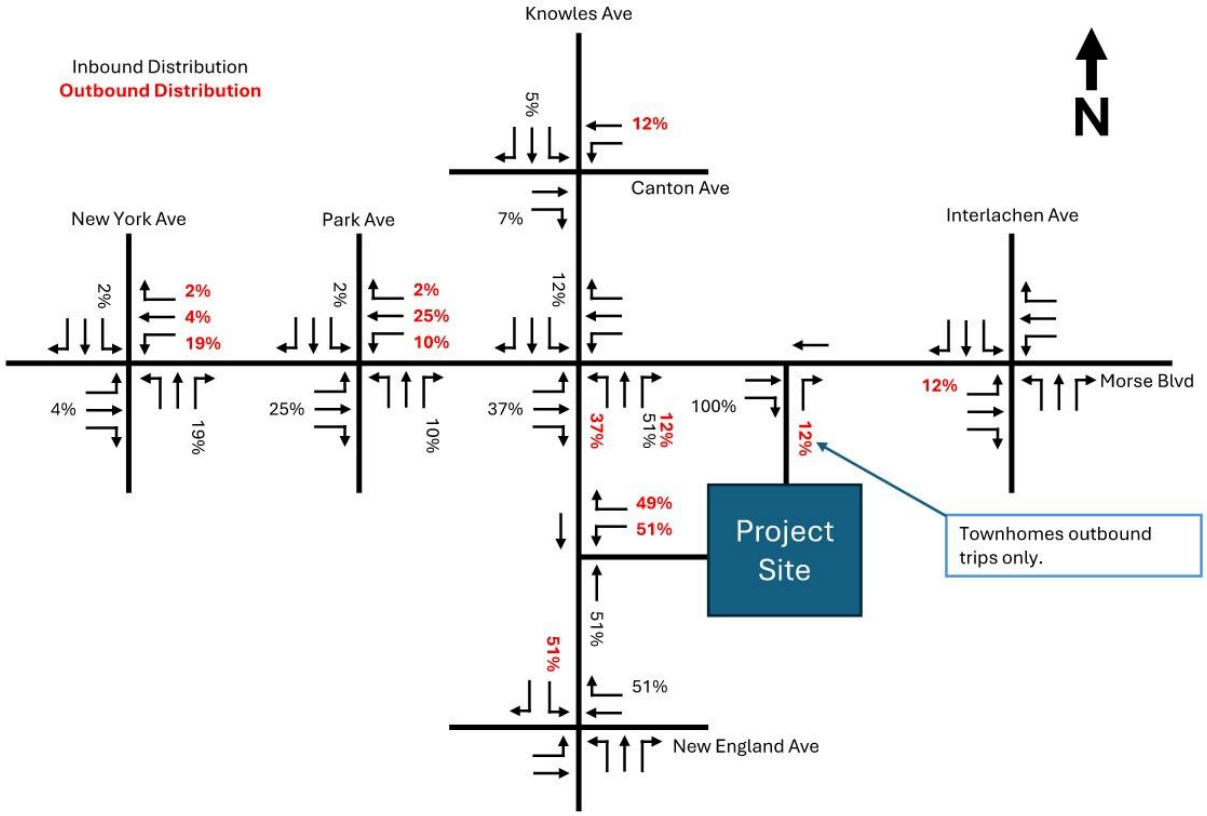


Figure 5: 2028 Background Peak Hour Intersection Volumes

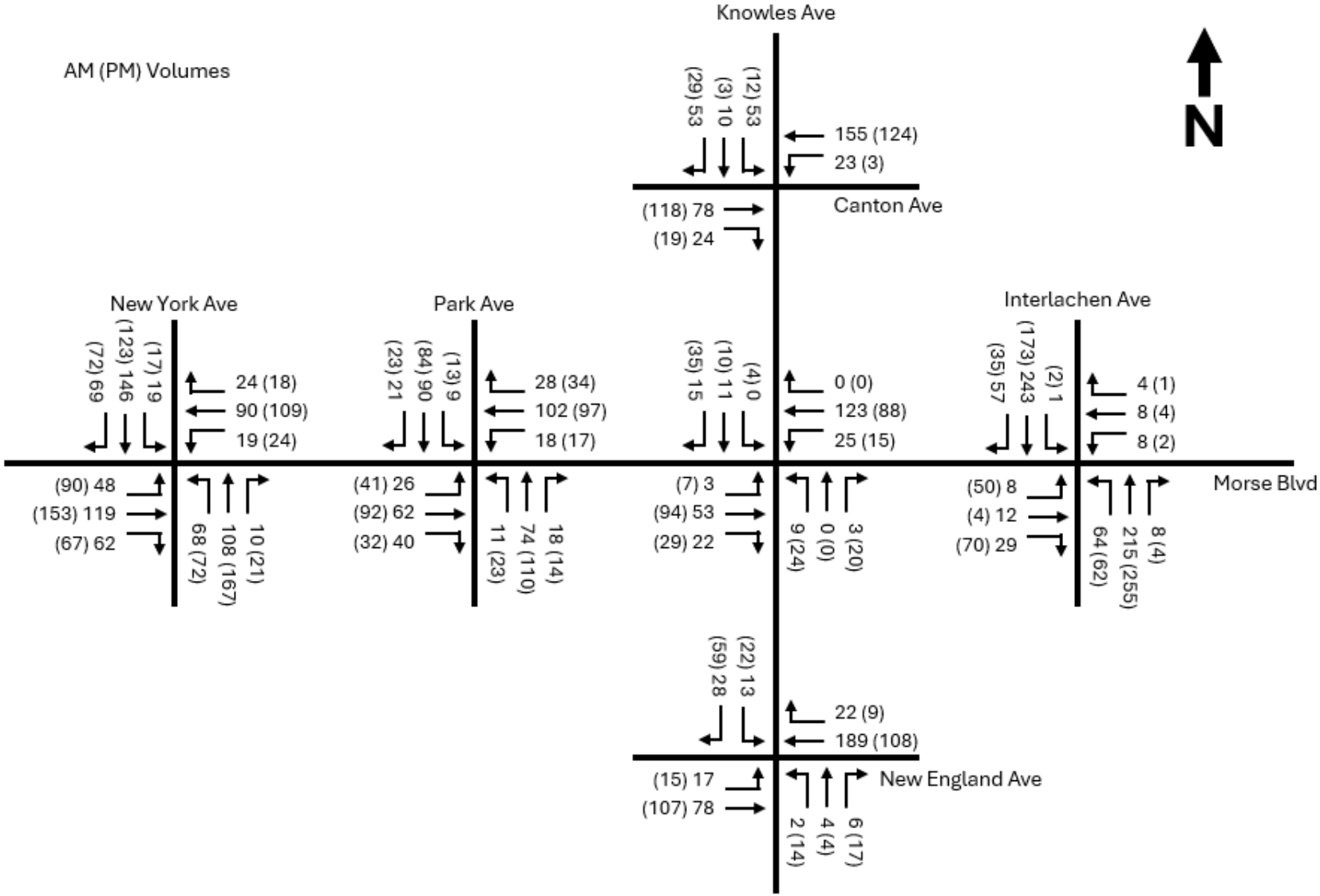
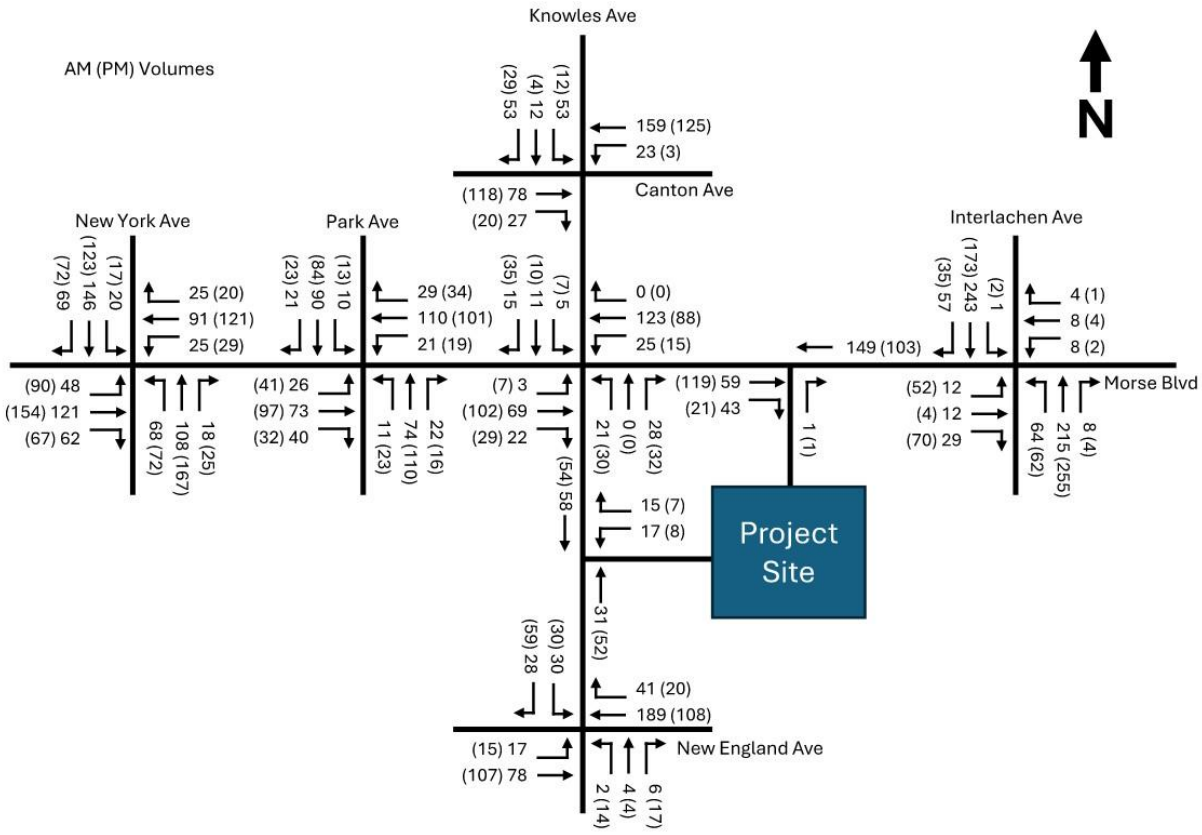


Figure 6: 2028 Build Peak Hour Intersection Volumes





Section 4
Future Conditions

FUTURE CONDITIONS

BUILDOUT INTERSECTION CAPACITY ANALYSIS

Future intersection capacity analysis was performed using the projected buildout traffic volumes presented in the previous section (**Figure 5** and **Figure 6**). The analysis was completed with Synchro software in accordance with the methodologies of the Highway Capacity Manual (HCM). Evaluations were conducted for the 2028 Buildout scenario, with the results summarized in **Table 4** and **Table 5**, respectively.

All study intersections are projected to continue to operate adequately at LOS A/B and within their capacity for both future no-buildout and buildout scenarios. The addition of project traffic has a de minimis impact on the delays in the study area, with no approach increasing in delay more than 0.5 seconds per vehicle.

The detailed HCM worksheets for 2028 No-Build and 2028 Buildout results are included in **Appendix H** and **Appendix I**, respectively.

Table 4: 2028 No-Build Intersection Capacity Analysis

Intersection	Traffic Control	All Movements	AM			PM		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
N Knowles Ave / E Canton Ave	Two-way Stop	EBT	-	-	-	-	-	-
		WBL	0.00	7.6	A	0.00	7.6	A
		SBT	0.31	13.6	B	0.07	10.0	B
N Interlachen Ave / E Morse Blvd	All-way Stop	EBT	0.08	8.6	A	0.24	9.9	A
		WBT	0.04	8.7	A	0.02	8.9	A
		NBT	0.42	10.7	B	0.55	13.3	B
		SBT	0.42	10.6	B	0.36	10.4	B
		Overall	-	10.4	B	-	11.7	B
N Knowles Ave / E Morse Blvd	Two-way Stop	EBL	0.00	7.6	A	0.01	7.5	A
		WBL	0.03	7.5	A	0.01	7.6	A
		NBT	0.03	11.6	B	0.08	11.0	B
		SBT	0.06	10.9	B	0.08	10.3	B
N Park Ave / E Morse Blvd	Signalized	EBT	0.19	12.0	B	0.21	12.2	B
		WBT	0.25	12.5	B	0.20	12.0	B
		NBT	0.16	11.8	B	0.19	12.0	B
		SBT	0.19	12.0	B	0.15	11.6	B
		Overall	-	12.1	B	-	12.0	B
N New York Ave / W Morse Blvd	All-way Stop	EBT	0.39	11.9	B	0.52	14.6	B
		WBT	0.24	10.4	B	0.30	11.5	B
		NBT	0.34	11.7	B	0.46	13.9	B
		SBT	0.40	11.7	B	0.36	12.0	B
		Overall	-	11.5	B	-	13.3	B
S Knowles Ave / E New England Ave	Two-way Stop	EBL	0.02	7.9	A	0.01	7.6	A
		WBT	-	-	-	-	-	-
		NBT	0.02	10.5	B	0.06	10.4	B
		SBT	0.07	10.6	B	0.13	10.5	B

Table 5: 2028 Build-out Intersection Capacity Analysis

Intersection	Traffic Control	All Movements	AM			PM		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
N Knowles Ave / E Canton Ave	Two-way Stop	EBT	-	-	-	-	-	-
		WBL	0.03	7.7	A	0.00	7.6	A
		SBT	0.32	13.8	B	0.07	10.1	B
N Interlachen Ave / E Morse Blvd	All-way Stop	EBT	0.09	8.7	A	0.24	9.9	A
		WBT	0.04	8.7	A	0.02	8.9	A
		NBT	0.42	10.8	B	0.55	13.3	B
		SBT	0.43	10.6	B	0.36	10.5	B
		Overall	-	10.5	B	-	11.7	B
N Knowles Ave / E Morse Blvd	Two-way Stop	EBL	0.00	7.6	A	0.01	7.4	A
		WBL	0.03	7.6	A	0.01	7.5	A
		NBT	0.11	11.2	B	0.10	10.5	B
		SBT	0.08	11.3	B	0.08	9.9	B
N Park Ave / E Morse Blvd	Signalized	EBT	0.21	12.1	B	0.22	12.2	B
		WBT	0.29	12.7	B	0.21	12.1	B
		NBT	0.17	11.8	B	0.20	12.0	B
		SBT	0.19	12.0	B	0.15	11.6	B
		Overall	-	12.2	B	-	12.0	B
N New York Ave / W Morse Blvd	All-way Stop	EBT	0.40	12.1	B	0.52	14.7	B
		WBT	0.26	10.7	B	0.30	11.6	B
		NBT	0.36	11.9	B	0.47	14.1	B
		SBT	0.40	11.9	B	0.37	12.1	B
		Overall	-	11.7	B	-	13.4	B
S Knowles Ave / E New England Ave	Two-way Stop	EBL	0.02	7.9	A	0.01	7.7	A
		WBT	-	-	-	-	-	-
		NBT	0.02	10.6	B	0.06	10.4	B
		SBT	0.10	11.4	B	0.14	10.8	B
Morse Blvd / Access 1	Two-way Stop	EBT	-	-	-	-	-	-
		WBT	-	-	-	-	-	-
		NBR	0.01	9.9	A	0.01	11.4	B
Knowles Ave / Access 2	Two-way Stop	WBL	0.17	10.9	B	0.09	10.9	B
		NBT	-	-	-	-	-	-
		SBT	-	-	-	-	-	-



Section 5
Conclusions

CONCLUSIONS

Kittelson & Associates, Inc. completed a Traffic Impact Study for the proposed El Cortez redevelopment in the City of Winter Park, Florida. The project site is located at the southeast corner of Morse Boulevard and Knowles Avenue. The study evaluated potential traffic impacts to the surrounding transportation network based on a projected 2028 buildout year.

Trip Generation

- Based on the ITE Trip Generation Manual, 12th Edition, the proposed redevelopment is projected to generate 263 total daily trips, including 76 AM peak-hour trips and 36 PM peak-hour trips. Compared with the vested residential use, this represents a net increase of 46 daily trips, 51 AM peak-hour trips, and 12 PM peak-hour trips.

- The ITE Synagogue rates are based on Yom Kippur conditions, a Jewish holiday, which represent a higher-attendance scenario than typical day-to-day operations. Under typical operations, the redevelopment is expected to generate fewer peak-hour trips, the AM peak-hour net new trips would be reduced from 51 to 33 trips, and the PM peak hour would result zero additional trips when compared to the vested residential trips.

Proposed Access

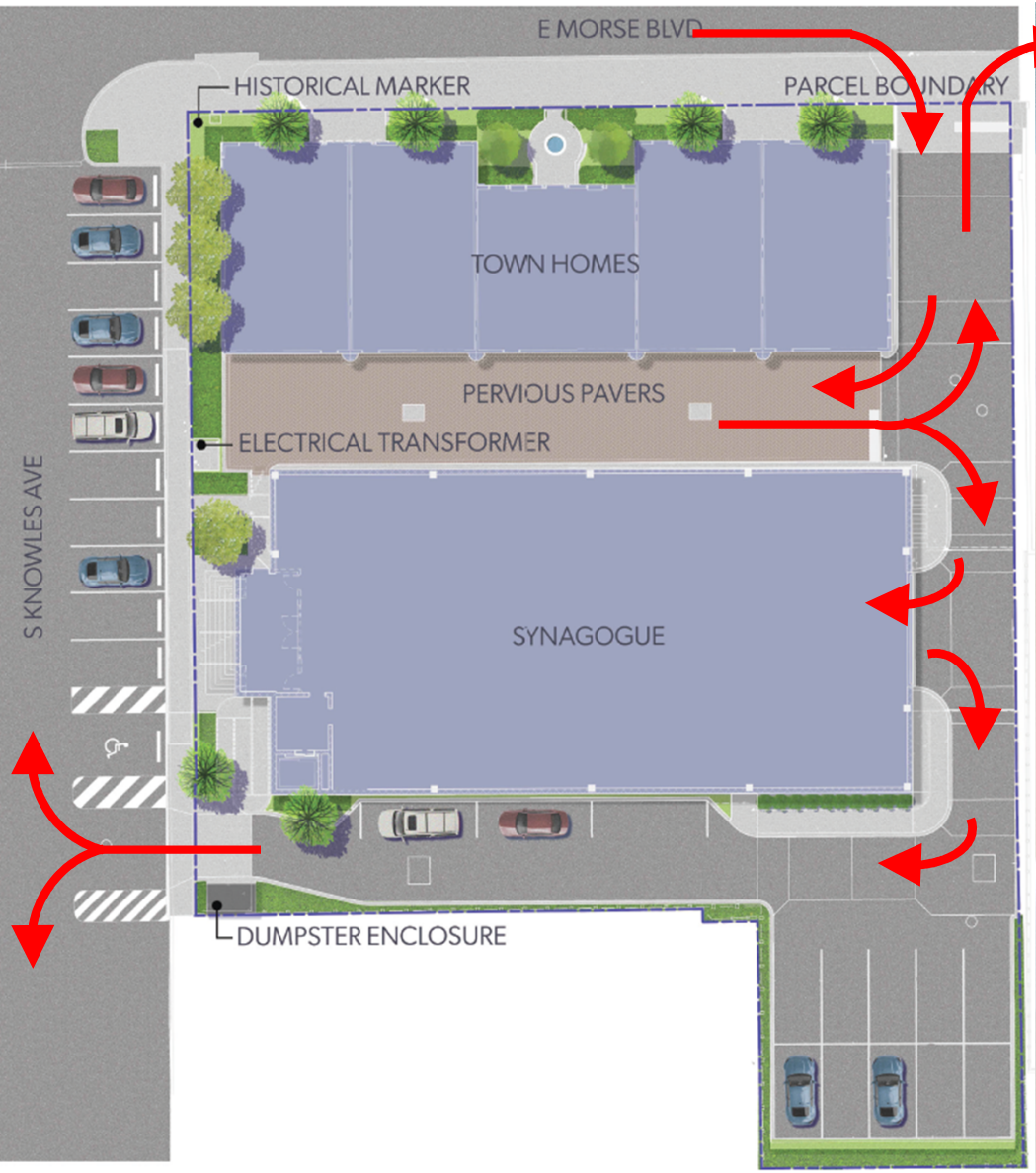
- The proposed site will have a right-in, right-out driveway on Morse Boulevard and an outbound-only driveway on Knowles Avenue.

Intersection Capacity Analysis

- The intersections in the study area all operate at LOS B or better in the existing, background, and build conditions.
- The proposed development has a de minimis impact on the intersections in the study area, with the average delay per vehicle increasing by no more than 0.5 seconds/vehicle on any approach.

Based on the results of the analysis, the proposed project is not anticipated to impact the operations of the surroudning roadway network.

Appendix A: Preliminary Site Plan



El Cortez Redevelopment
Proposed Site Plan

Access

- Morse Blvd – Right in Right Out
  - Median blocking left turns
- One Way around internal drive
- Synagogue parking garage on east side
- Knowles Ave – Exit Only

Appendix B: TIA Methodology

KITTELSON & ASSOCIATES

225 East Robinson Street, Suite 355
Orlando, FL 32801
P 813.540.0555

MEMORANDUM

Date: April 18, 2026 Project #: 33321

To: Development Review
Winter Park
412 SE 25th Avenue
Ocala, FL 34471

From: Stephanie Shealey, P.E., Emmanuel Masindoki, P.E., Dario Gonzalez
225 E Robinson Street, Suite 355
Orlando, FL 32801

CC: Kok Wan Mah, P.E.

Project: El Cortez Redevelopment Project

Subject: Proposed Methodology for El Cortez TIA

PURPOSE AND PROJECT DESCRIPTION

This technical memorandum provides a recommended Transportation Impact Assessment (TIA) methodology for the proposed El Cortez Redevelopment Project. The approximately 0.61-acre site consists of parcel 07-22-30-8776-00-120 and is located on the east side of S Knowles Avenue, south of E Morse Boulevard in Winter Park, Florida. The project location is shown in **Figure 1**.

Update 35 units reflected in TIA report

The proposed redevelopment will remove the existing 38 multi-family residential units and construct five townhomes and a synagogue on the existing site. The synagogue will be used for religious services and will host a daycare. Based upon the generated project trips, a Level 2 Transportation Impact Assessment (TIA) will be conducted per City of Winter Park Code of Ordinances, Chapter 58, Article III, Section 58-90-Conditional Uses.

The development will be constructed in a single phase with an anticipated buildout year of 2028. Access to the development will be provided via two access driveways: one right-in/right-out access on E Morse Boulevard and one outbound access on S Knowles Avenue. These access points are depicted in the site plan included in **Figure 2**.

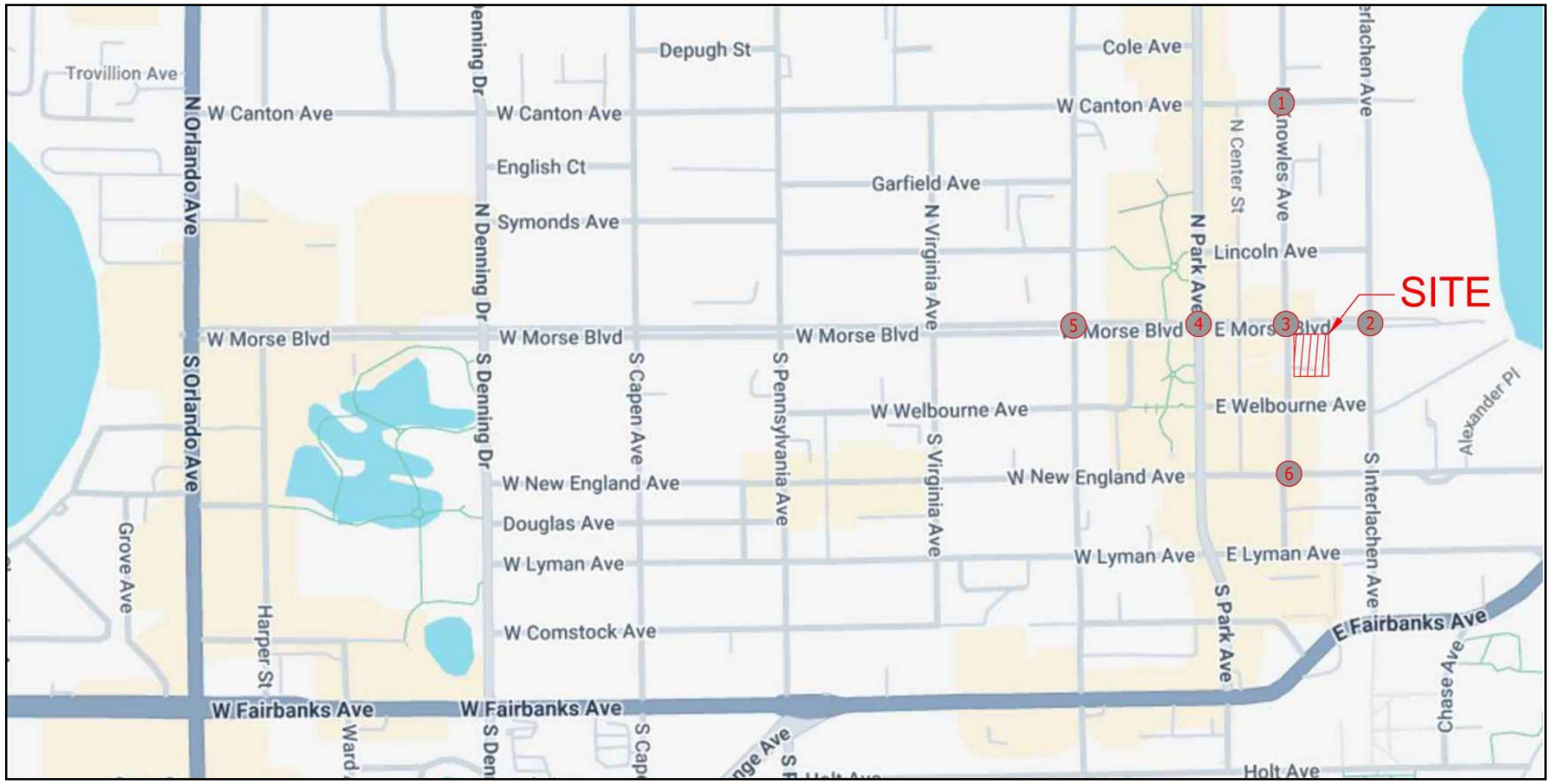
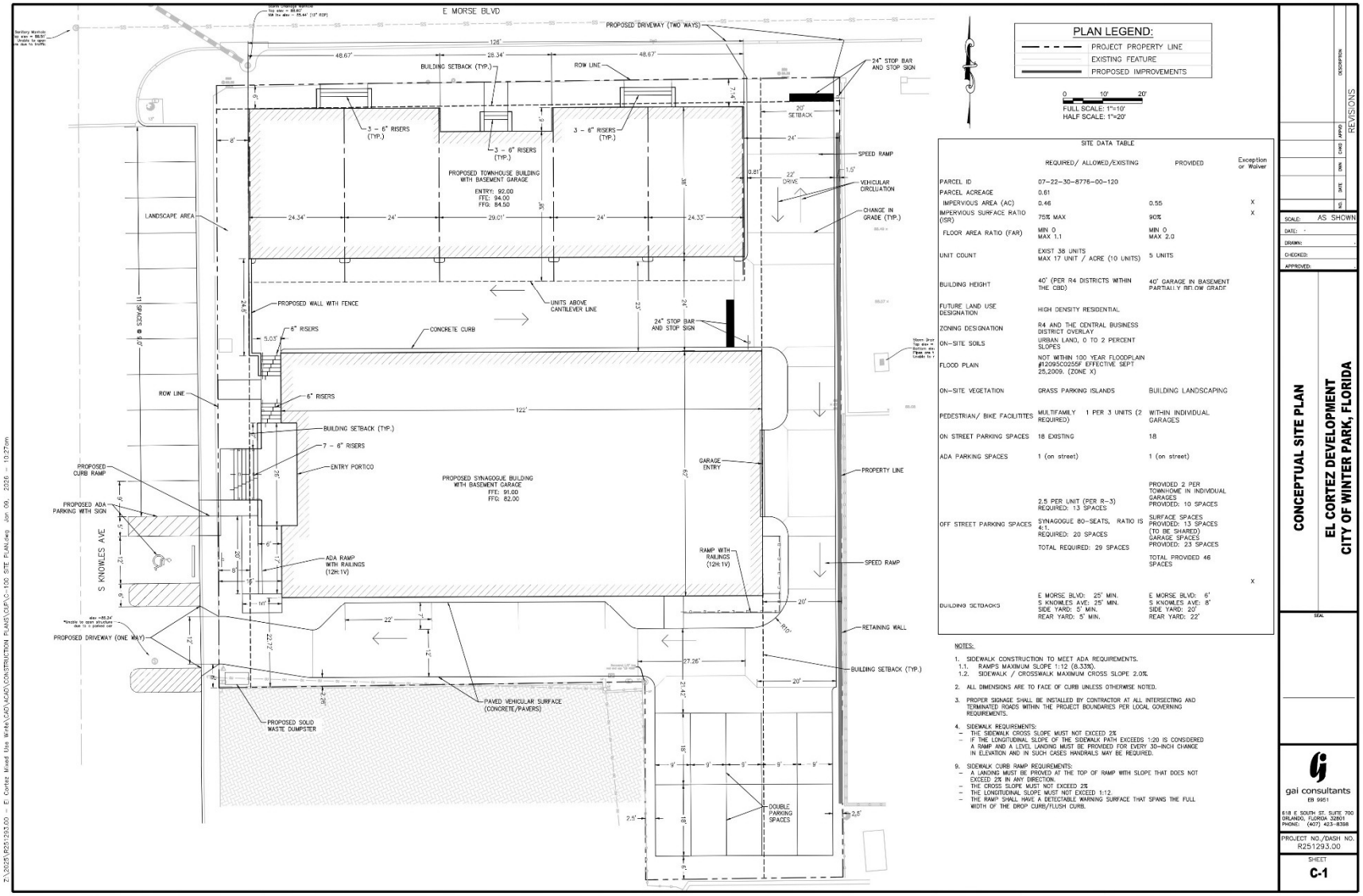


Figure 1. Project Location



SITE DATA TABLE

	REQUIRED/ ALLOWED/EXISTING	PROVIDED	Exception or Waiver
PARCEL ID	07-22-30-8776-00-120		
PARCEL ACREAGE	0.61		
IMPERVIOUS AREA (AC)	0.46	0.55	X
IMPERVIOUS SURFACE RATIO (ISR)	75% MAX	90%	X
FLOOR AREA RATIO (FAR)	MIN 0 MAX 1.1	MIN 0 MAX 2.0	
UNIT COUNT	EXIST 36 UNITS MAX 17 UNIT / ACRE (10 UNITS)	5 UNITS	
BUILDING HEIGHT	40' (PER R4 DISTRICTS WITHIN THE CBD)	40' GARAGE IN BASEMENT PARTIALLY BELOW GRADE	
FUTURE LAND USE DESIGNATION	HIGH DENSITY RESIDENTIAL		
ZONING DESIGNATION	R4 AND THE CENTRAL BUSINESS DISTRICT OVERLAY		
ON-SITE SOILS	URBAN LAND, 0 TO 2 PERCENT SLOPES		
FLOOD PLAIN	NOT WITHIN 100 YEAR FLOODPLAIN #12095C0255F EFFECTIVE SEPT 25,2009. (ZONE X)		
ON-SITE VEGETATION	GRASS PARKING ISLANDS	BUILDING LANDSCAPING	
PEDESTRIAN/ BIKE FACILITIES	MULTIFAMILY 1 PER 3 UNITS (2 REQUIRED)	WITHIN INDIVIDUAL GARAGES	
ON STREET PARKING SPACES	18 EXISTING	18	
ADA PARKING SPACES	1 (on street)	1 (on street)	
OFF STREET PARKING SPACES	2.5 PER UNIT (PER R-3) REQUIRED: 13 SPACES SYNAGOGUE 80-SEATS, RATIO IS 4:1, REQUIRED: 20 SPACES TOTAL REQUIRED: 29 SPACES	PROVIDED 2 PER TOWNHOME IN INDIVIDUAL GARAGES PROVIDED: 10 SPACES SURFACE SPACES PROVIDED: 13 SPACES (TO BE SHARED) GARAGE SPACES PROVIDED: 23 SPACES TOTAL PROVIDED 46 SPACES	X
BUILDING SETBACKS	E MORSE BLVD: 25' MIN. S KNOWLES AVE: 25' MIN. SIDE YARD: 5' MIN. REAR YARD: 5' MIN.	E MORSE BLVD: 6' S KNOWLES AVE: 8' SIDE YARD: 20' REAR YARD: 22'	

NOTES:

1. SIDEWALK CONSTRUCTION TO MEET ADA REQUIREMENTS.
   1.1. RAMPS MAXIMUM SLOPE 1:12 (8.33%).
   1.2. SIDEWALK / CROSSWALK MAXIMUM CROSS SLOPE 2.0%
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. PROPER SIGNAGE SHALL BE INSTALLED BY CONTRACTOR AT ALL INTERSECTING AND TERMINATED ROADS WITHIN THE PROJECT BOUNDARIES PER LOCAL GOVERNING REQUIREMENTS.
4. SIDEWALK REQUIREMENTS:
   - THE SIDEWALK CROSS SLOPE MUST NOT EXCEED 2%
   - IF THE LONGITUDINAL SLOPE OF THE SIDEWALK PATH EXCEEDS 1:20 IS CONSIDERED A RAMP AND A LEVEL LANDING MUST BE PROVIDED FOR EVERY 30-INCH CHANGE IN ELEVATION AND IN SUCH CASES HANDRAILS MAY BE REQUIRED.
9. SIDEWALK CURB RAMP REQUIREMENTS:
   - A LANDING MUST BE PROVED AT THE TOP OF RAMP WITH SLOPE THAT DOES NOT EXCEED 2% IN ANY DIRECTION.
   - THE CROSS SLOPE MUST NOT EXCEED 2%
   - THE LONGITUDINAL SLOPE MUST NOT EXCEED 1:12.
   - THE RAMP SHALL HAVE A DETECTABLE WARNING SURFACE THAT SPANS THE FULL WIDTH OF THE DROP CURB/FLUSH CURB.

REVISIONS

NO.	DATE	DRN	CHKD	APPVD	DESCRIPTION

SCALE: AS SHOWN
DATE:
DRAWN:
CHECKED:
APPROVED:

CONCEPTUAL SITE PLAN
EL CORTEZ DEVELOPMENT
CITY OF WINTER PARK, FLORIDA

SEAL

gai consultants
EB 9951
618 E SOUTH ST, SUITE 700
ORLANDO, FLORIDA 32801
PHONE: (407) 423-8398

PROJECT NO./DASH NO.
R251293.00

SHEET
C-1

Z:\2025\R251293.00 - E. Cortez Mixed Use W-HA\CAD\ACAD\CONSTRUCTION PLANS\CUP\C-100 SITE PLAN.dwg Jan 09, 2026 - 10:27am

Figure 2: Site Plan

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (12th Edition)*. **Table 1** summarizes the resulting trip generation analysis. The ITE trip generation information sheets are included in the **Attachments**.

Table 1: Trip Generation

Land Use Type	ITE Code	Intensity	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Multi-Family Residential	**220**	38 DU	236	6	20	26	16	10	26
Sub Total - Vested Trips			**236**	**6**	**20**	**26**	**16**	**10**	**26**
Single Family Residential- Attached	215	5 DU	36	1	1	2	2	1	3
Day Care Center	565	60 STU	227	25	22	47	--	--	--
Synagogue	561	23.2 KSF	NA*	35	21	56	39	29	68
Sub Total – New Development Trips			**263**	**84**	**46**	**105**	**41**	**30**	**71**
Net New External Trips			27	78	26	79	25	20	45

Source: *ITE Trip Generation, 12th Edition; Fitted curves were used when r-squared > 0.75*
** = Daily trips not reported for Synagogue – ITE Code 561*

In *ITE Trip Generation 12*, Synagogue (ITE Code 561) reports the most likely trip generation for synagogues during Friday services at sunset. At this time, the day care is not expected to generate additional trips as per *Description of Activities and Hours of Operation* in the Appendix. Vested trips were subtracted from the proposed development to produce net new external trips. The redevelopment will generate 27 new net external daily trips of which 79 trips occur during the AM peak hour and 45 trips occur during the PM peak hour. This study will follow City guidelines defining a Level 2 traffic study appropriate for proposed developments generating between 26 and 100 peak hour trips.

STUDY AREA DETERMINATION

The study intersections depicted in Figure 3 were identified by City staff. Project trips were calculated using trips generated by the proposed development and net new external trips will be assigned to the roadway network according to trip distribution nearest the study intersections.

Counts from the intersection turning movements will be used to develop existing baseline volumes and will be used to adjust traffic distributions wherever necessary.

Study Intersections:

1. Knowles Avenue & Canton Avenue (unsignalized)
2. Morse Boulevard & Interlachen Avenue (unsignalized)
3. Morse Boulevard & Knowles Avenue(unsignalized)
4. Morse Boulevard & Park Avenue (signalized)
5. Morse Boulevard & New York Avenue (unsignalized)
6. Knowles Avenue & New England Avenue (unsignalized)

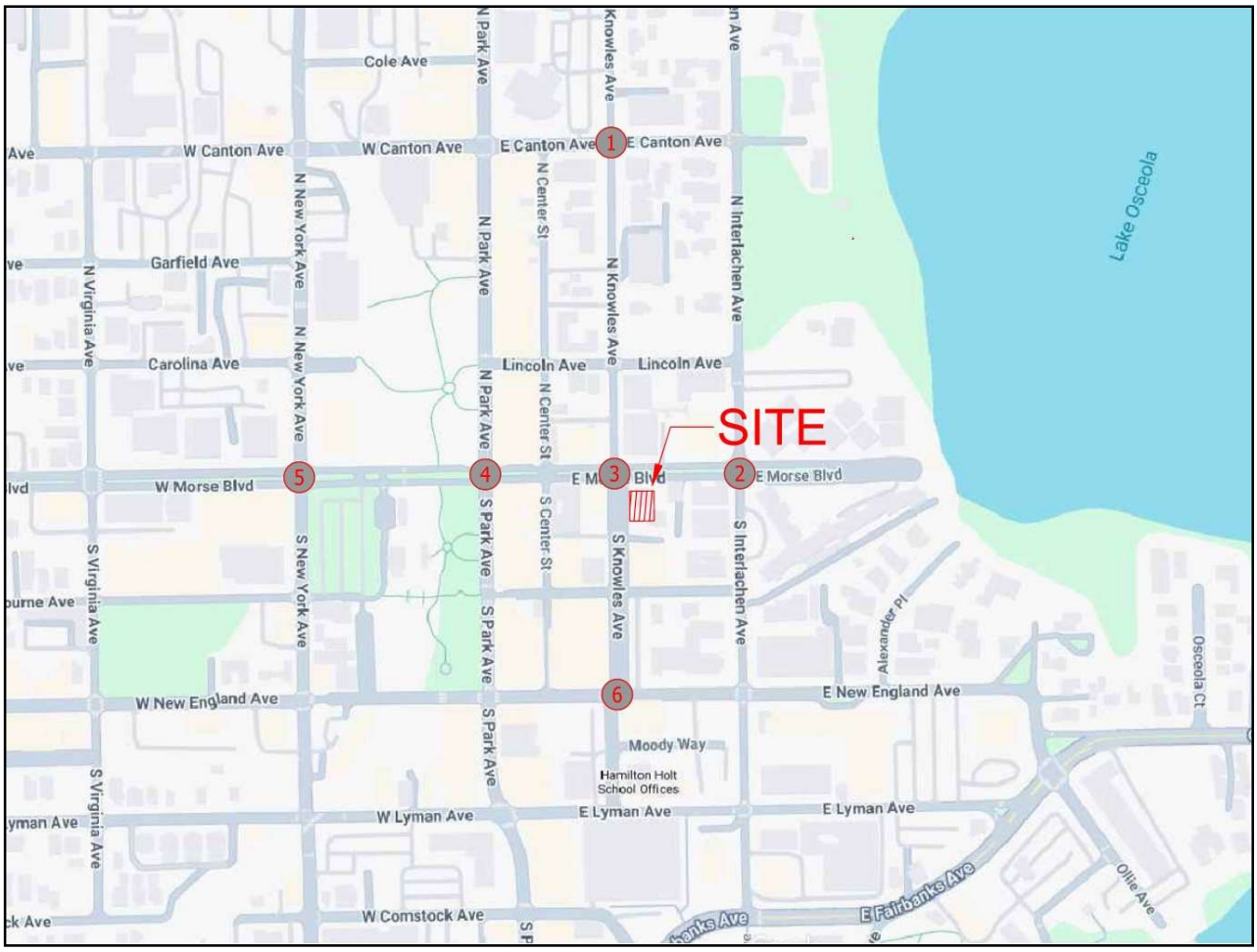


Figure 3: Study Intersections

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment were estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and collected counts at study intersections to define local traffic patterns. Model distributions for the future year are included in Figure 4 **.** These may be modified to reflect collected counts. The detailed model plots are included in **Attachments.**



Figure 4: Trip Distribution and Assignment

PLANNED AND PROGRAMMED IMPROVEMENTS

The City of Winter Park Transportation Master Plan lists a roadway Complete Streets reconfiguration/streetscape project planned along Morse Blvd from US 17/92 to New York Avenue. Dedicated construction funding for this project was not found in the Strategic Capital Plan (FY 2026-2023). No capacity improvements will be assumed for this transportation study.

FUTURE VOLUMES BUILDOUT (2028)

Traffic counts will be collected at the study intersections, including heavy vehicle percentages. The countywide seasonal factor for counts collected between April 7, 2024 and April 13, 2024 is 0.97. The collected counts will not be seasonally adjusted for seasonal factors below 1.0.

Future background traffic volumes will be calculated by using a weighted average annual growth of 5.0%. Orange County Traffic Count data from stations near the study area inform the growth rate determination in **Table 2** . These provide annual average daily traffic (AADT) data from 2020 to 2024, the annual growth, averaged annual growth and the weighted average annual growth. All stations show substantial growth occurring between 2020, and 2021 but the reason for this increase is unknown. The recommended annual growth rate for this study is 5.0%.

Table 2: Growth Rate Determination

Year / Count Station	7131 - Park Ave North of Webster	396 - Fairbanks Ave East of Orange Ave	5077- Fairbanks Ave West of Aloma Ave
2020	3,554	33,215	32,060
2021	4,701	38,636	39,459
2022	4,702	35,466	36,747
2023	4,556	36,824	38,826
2024	4,796	37,764	40,608
Annual Growth	8.74%	3.42%	6.67%
		Average	6.28%
		Weighted Average	5.28%
		Annual Growth Rate Used	**5.00%**

FUTURE CONDITIONS OPERATIONAL ANALYSIS

The Traffic Impact Study will provide an analysis of weekday AM and PM peak hour traffic operations at study intersections for Future Background and Buildout conditions. HCM 7th Edition methodology included in Synchro 12 software will be used for intersection operational analyses. The intersection operational analyses will include an assessment of overall intersection delay and level of service (LOS), as well as queues, delays, and LOS by movement, for the study intersections.

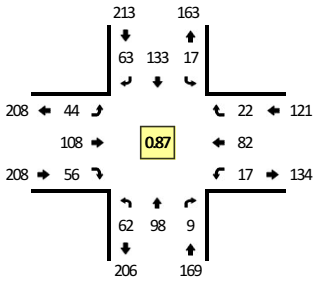
For intersections found to be operating deficiently due to the addition of project trips, recommendations will be provided to mitigate deficiencies.

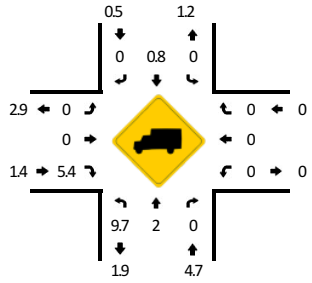
Appendix C: Raw Turning Movement Counts

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

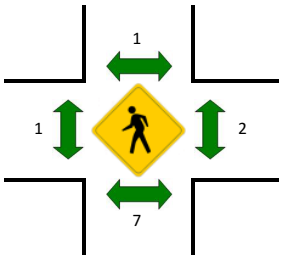
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CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

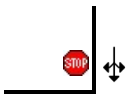
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

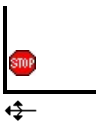


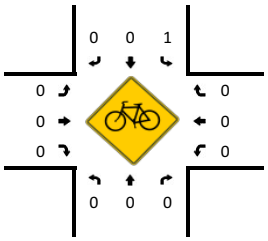


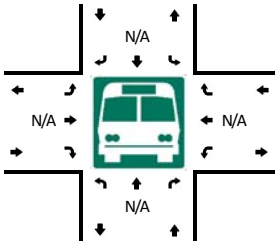
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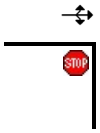


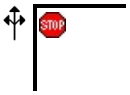


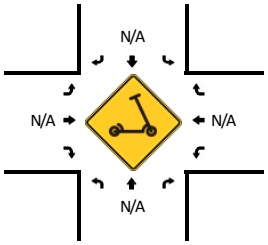












R* = RTOR

15-Min Count Period Beginning At	N New York Ave (Northbound)					N New York Ave (Southbound)					W Morse Blvd (Eastbound)					W Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	18	0	0	0	3	10	8	0	0	3	6	8	0	0	0	6	1	0	0	64	
7:15 AM	8	16	1	0	0	1	15	4	0	0	7	13	4	0	0	2	9	2	0	0	82	
7:30 AM	9	17	1	0	0	3	23	10	0	0	6	15	7	0	0	0	7	3	0	0	101	
7:45 AM	11	26	2	0	0	1	28	15	0	0	16	32	15	0	0	3	17	2	0	0	168	415
8:00 AM	11	17	1	0	0	5	29	20	0	0	8	24	14	0	0	4	22	6	0	0	161	512
8:15 AM	22	24	3	0	0	4	30	11	0	0	13	21	12	1	0	3	20	8	0	0	172	602
8:30 AM	15	29	2	0	0	4	41	14	0	0	8	26	16	0	0	0	18	1	0	0	174	675
8:45 AM	14	28	3	0	0	4	33	18	0	0	14	37	14	0	0	10	22	7	0	0	204	711

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	56	112	12	0	0	16	132	72	0	0	56	148	56	0	0	40	88	28	0	0	816
Heavy Trucks	8	0	0			0	0	0			0	0	0			0	0	0			8
Buses																					
Pedestrians		4					0					4					4				12
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

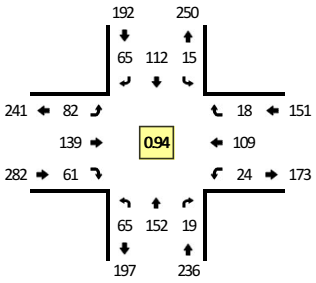
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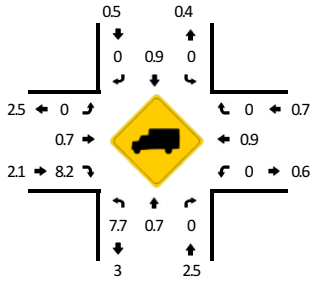
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Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

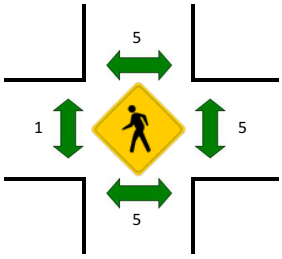
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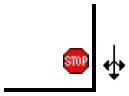
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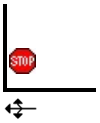


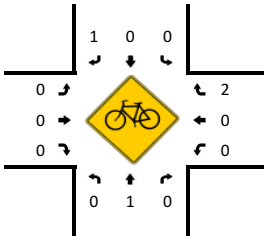


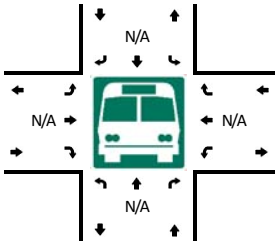
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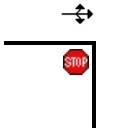


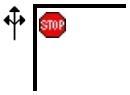


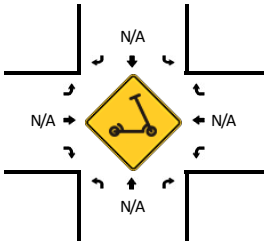












R* = RTOR

15-Min Count Period Beginning At	N New York Ave (Northbound)					N New York Ave (Southbound)					W Morse Blvd (Eastbound)					W Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	13	52	7	0	0	0	27	21	0	0	10	32	19	1	0	5	25	9	0	0	221	
4:15 PM	7	43	5	0	0	3	28	12	0	0	16	25	20	0	0	3	29	4	0	0	195	
4:30 PM	17	36	7	0	0	3	22	9	0	0	17	37	12	1	0	3	21	7	0	0	192	
4:45 PM	12	37	4	0	0	3	32	25	0	0	18	34	21	0	0	6	30	5	0	0	227	835
5:00 PM	13	47	3	0	0	3	35	15	0	0	20	33	9	0	0	8	39	4	0	0	229	843
5:15 PM	23	32	5	0	0	6	23	16	0	0	25	35	19	1	0	7	19	2	0	0	213	861
5:30 PM	13	36	12	0	0	1	29	14	0	0	13	28	14	0	0	0	20	8	0	0	188	857
5:45 PM	9	28	3	0	0	1	24	7	0	0	15	36	7	0	0	1	22	2	0	0	155	785

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	52	188	12	0	0	12	140	60	0	0	80	132	36	0	0	32	156	16	0	0	916
Heavy Trucks	0	4	0			0	0	0			0	0	4			0	0	0			8
Buses																					
Pedestrians		4					4					0					0				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

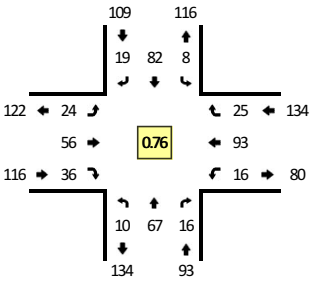
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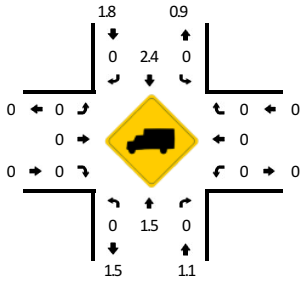
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

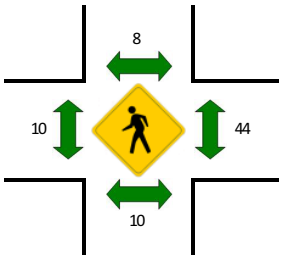
LOCATION: N Park Ave -- E Morse Blvd
CITY/STATE: Winter Park, FL

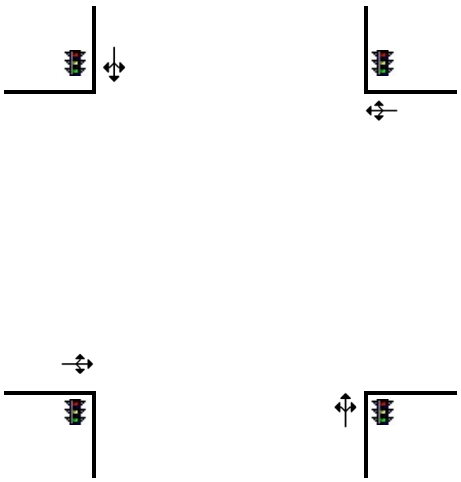
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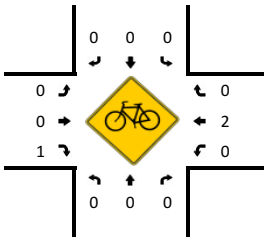
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

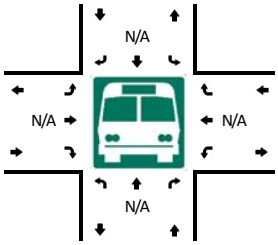


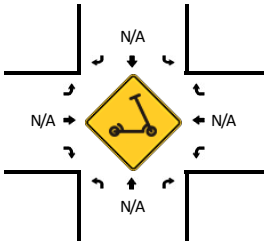












R* = RTOR

15-Min Count Period Beginning At	N Park Ave (Northbound)					N Park Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	10	2	0	0	4	1	0	0	0	3	4	1	0	0	1	6	1	0	1	35	
7:15 AM	2	10	2	0	0	0	4	0	0	2	2	5	5	0	1	2	10	3	0	0	48	
7:30 AM	0	11	2	0	1	1	7	2	0	1	6	9	2	0	1	3	9	2	0	0	57	
7:45 AM	6	23	2	0	1	0	19	1	0	2	9	11	7	0	2	5	12	4	0	0	104	244
8:00 AM	2	16	0	0	1	2	29	4	0	1	6	12	5	0	1	4	22	6	0	0	111	320
8:15 AM	1	12	1	0	0	1	14	4	0	3	8	9	7	0	2	2	24	3	0	0	91	363
8:30 AM	4	22	3	0	1	4	19	2	0	1	6	18	1	0	1	1	16	2	0	0	101	407
8:45 AM	3	17	8	0	2	1	20	3	0	1	4	17	8	0	11	9	31	13	0	1	149	452

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	68	40	0	8	4	80	16	0	4	16	68	76	0	44	36	124	56	0	4	656
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		12					12					16					36				76
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

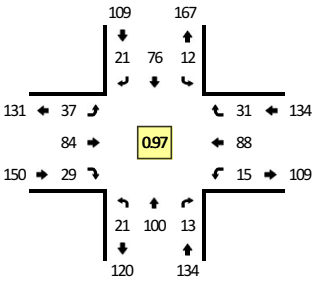
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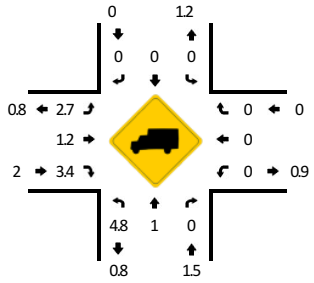
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

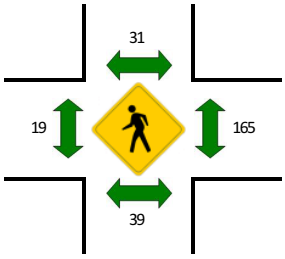
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

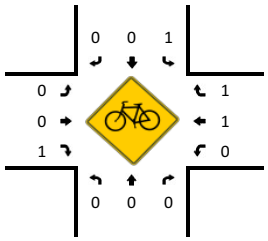
LOCATION: N Park Ave -- E Morse Blvd | **QC JOB #:** 17545004
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

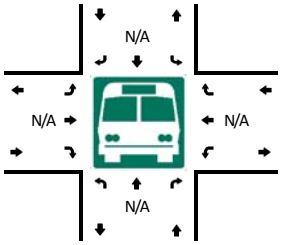
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

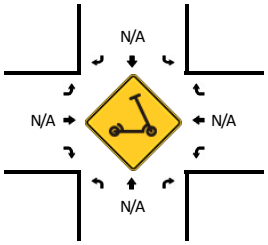












R* = RTOR

15-Min Count Period Beginning At	N Park Ave (Northbound)					N Park Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	3	25	1	0	0	1	10	3	0	1	13	18	5	0	1	3	22	8	0	3	117	
4:15 PM	4	37	1	0	0	3	22	1	0	3	7	19	5	0	0	3	20	9	0	0	134	
4:30 PM	4	23	3	0	0	3	15	3	0	3	11	26	6	0	2	2	15	6	0	0	122	
4:45 PM	7	16	2	0	2	2	22	5	0	4	12	22	5	0	5	4	22	5	0	0	135	508
5:00 PM	6	24	4	0	1	4	17	2	0	0	6	17	4	1	2	6	31	11	0	0	136	527
5:15 PM	4	17	2	1	1	1	18	1	0	1	7	27	7	1	5	3	20	6	0	4	126	519
5:30 PM	5	24	4	0	0	3	15	6	0	1	13	16	3	0	5	1	14	7	0	0	117	514
5:45 PM	5	23	4	0	1	1	20	5	0	4	8	26	4	0	3	4	14	4	0	2	128	507

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	96	20	0	4	16	68	8	0	0	24	68	24	4	8	24	124	44	0	0	556
Heavy Trucks	0	4	0			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		76					36					12					156				280
Bicycles	0	0	0			0	0	0			0	0	4			0	0	0			4
Scooters																					

Comments:

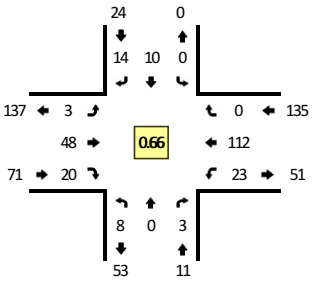
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

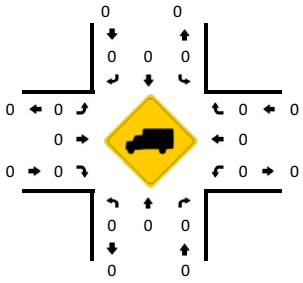
LOCATION: N Knowles Ave -- E Morse Blvd
CITY/STATE: Winter Park, FL

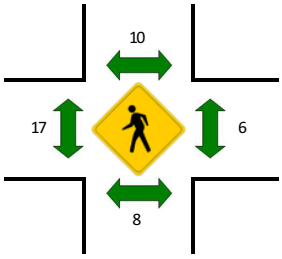
QC JOB #: 17545005
DATE: Tue, Apr 7 2026

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

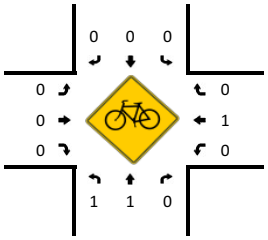


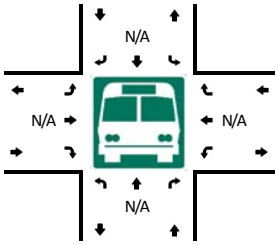




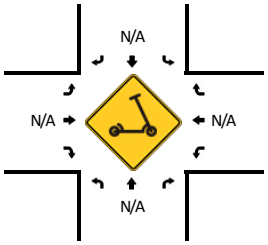












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	1	0	0	0	0	2	0	0	0	7	0	0	0	2	7	0	0	0	19	
7:15 AM	2	0	0	0	0	0	1	2	0	0	0	5	0	0	0	2	13	0	0	0	25	
7:30 AM	1	0	1	0	0	0	2	1	0	0	0	7	3	0	0	3	8	0	0	0	26	
7:45 AM	1	0	1	0	0	1	6	8	0	0	0	8	3	0	0	1	16	0	0	0	45	115
8:00 AM	0	0	0	0	0	0	2	2	0	0	0	9	5	0	0	2	27	0	0	0	47	143
8:15 AM	3	0	0	0	0	0	3	3	0	0	0	9	2	0	0	4	26	0	0	0	50	168
8:30 AM	2	0	1	0	0	0	2	8	0	0	0	14	7	1	0	7	11	0	0	0	53	195
8:45 AM	3	0	2	0	0	0	3	1	0	0	0	16	6	2	0	10	48	0	0	0	91	241

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	0	8	0	0	0	12	4	0	0	0	64	24	8	0	40	192	0	0	0	364
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		4					4					12					12				32
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

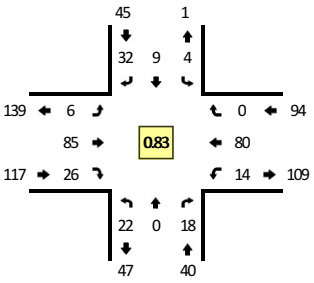
Report generated on 4/10/2026 6:27 AM

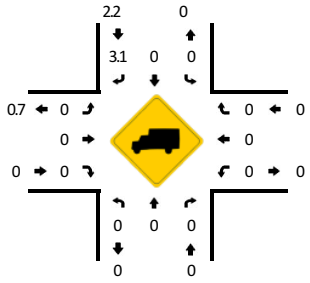
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

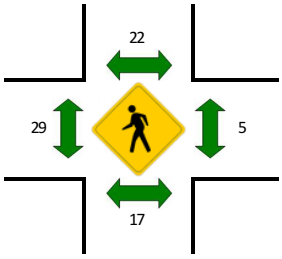
LOCATION: N Knowles Ave -- E Morse Blvd | **QC JOB #:** 17545006
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

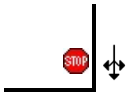
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

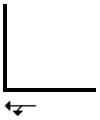


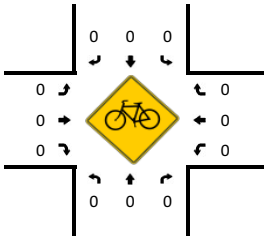


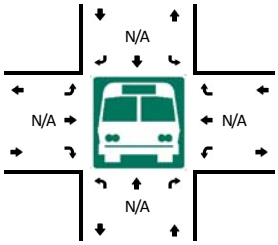
TRUE DATA TO IMPROVE MOBILITY

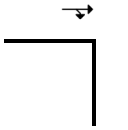


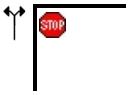


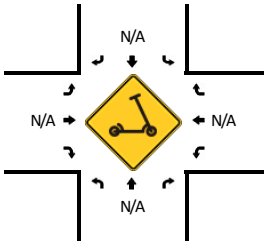












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	6	0	4	0	0	0	4	7	0	0	0	10	5	0	0	2	20	0	1	0	59	
4:15 PM	8	0	2	0	0	2	2	7	0	0	0	17	3	2	0	3	17	0	1	0	64	
4:30 PM	3	0	3	0	0	0	3	6	0	0	0	26	5	1	0	2	15	0	0	0	64	
4:45 PM	5	0	1	0	0	0	3	6	0	0	1	18	8	1	0	0	19	0	1	0	63	250
5:00 PM	8	0	8	0	0	2	2	11	0	0	0	14	5	2	0	3	24	0	1	0	80	271
5:15 PM	6	0	6	0	0	2	1	9	0	0	0	27	8	1	0	7	22	0	0	0	89	296
5:30 PM	3	0	4	0	0	1	1	8	0	0	0	23	1	0	0	2	12	0	1	0	56	288
5:45 PM	2	0	4	0	0	1	3	3	0	0	0	22	2	5	0	5	17	0	3	0	67	292

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	0	24	0	0	8	4	36	0	0	0	108	32	4	0	28	88	0	0	0	356
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		52					28					48					16				144
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

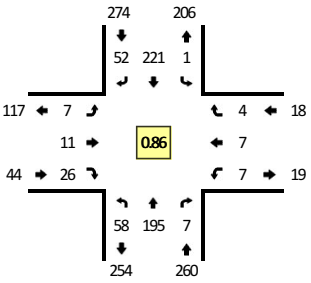
Comments:

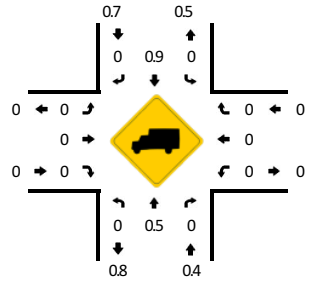
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

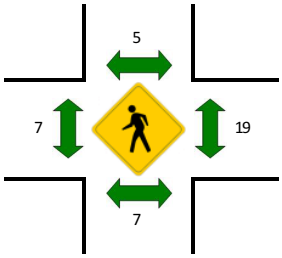
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

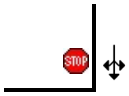
LOCATION: N Interlachen Ave -- E Morse Blvd | **QC JOB #:** 17545007
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

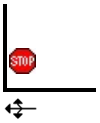
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

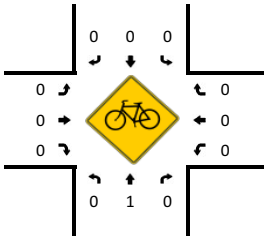


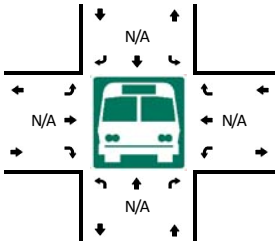


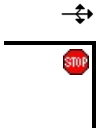


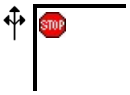


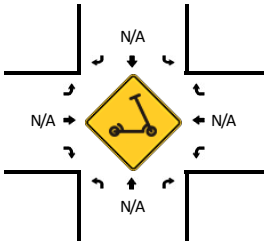












R* = RTOR

15-Min Count Period Beginning At	N Interlachen Ave (Northbound)					N Interlachen Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	29	1	0	0	1	23	5	0	0	2	0	6	0	0	1	2	0	0	0	72	
7:15 AM	9	39	1	0	0	1	40	5	0	0	2	2	1	0	0	1	1	1	0	0	103	
7:30 AM	5	47	1	0	0	1	30	5	0	0	4	0	4	0	0	0	1	0	0	0	98	
7:45 AM	11	77	0	0	0	0	61	8	0	0	6	1	5	0	0	1	1	2	0	0	173	446
8:00 AM	16	37	1	0	0	0	61	15	0	0	0	2	8	0	0	3	2	1	0	0	146	520
8:15 AM	13	38	1	0	0	0	44	10	0	0	0	1	5	0	0	1	0	1	0	0	114	531
8:30 AM	18	43	5	0	0	1	55	19	0	0	1	7	8	0	0	2	4	0	0	0	163	596
8:45 AM	17	34	4	0	0	2	44	26	0	0	9	4	4	0	0	1	7	1	0	0	153	576

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	44	308	0	0	0	0	244	32	0	0	24	4	20	0	0	4	4	8	0	0	692
Heavy Trucks	0	4	0			0	4	0			0	0	0			0	0	0			8
Buses																					
Pedestrians		4					0					8					40				52
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

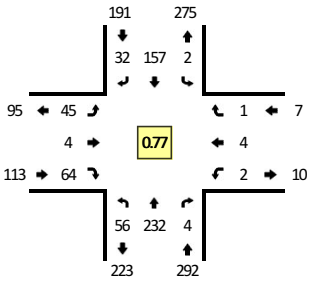
Comments:

Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

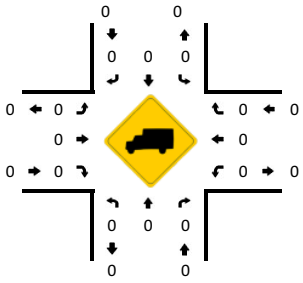
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

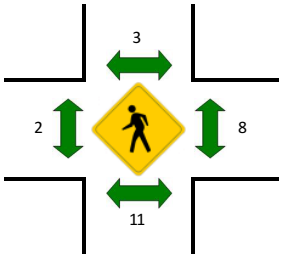
LOCATION: N Interlachen Ave -- E Morse Blvd | **QC JOB #:** 17545008
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

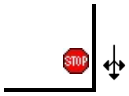
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

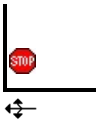


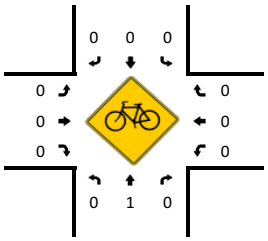
TRUE DATA TO IMPROVE MOBILITY

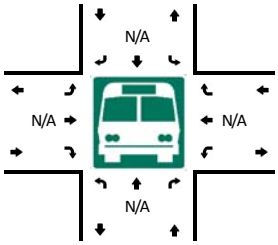


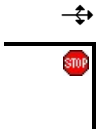


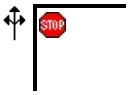


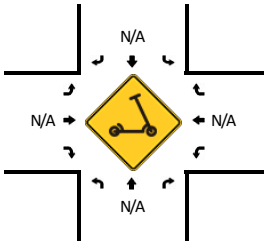












R* = RTOR

15-Min Count Period Beginning At	N Interlachen Ave (Northbound)					N Interlachen Ave (Southbound)					E Morse Blvd (Eastbound)					E Morse Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	18	54	0	0	0	0	38	7	0	0	9	1	2	1	0	3	2	0	0	0	135	
4:15 PM	12	51	2	0	0	0	35	7	0	0	7	0	12	0	0	2	0	0	0	0	128	
4:30 PM	13	40	1	0	0	1	37	6	0	0	13	1	14	0	0	1	0	0	0	0	127	
4:45 PM	12	60	0	0	0	0	26	5	0	0	5	1	13	1	0	1	1	1	0	0	126	516
5:00 PM	17	59	2	0	0	1	38	7	0	0	12	0	11	1	0	1	1	0	0	0	150	531
5:15 PM	17	79	0	0	0	0	53	14	0	0	12	0	19	1	0	1	0	0	0	0	196	599
5:30 PM	10	44	2	0	0	1	30	5	0	0	7	2	19	0	0	0	1	0	0	0	121	593
5:45 PM	12	50	0	0	0	0	36	6	0	0	11	2	15	1	0	0	2	1	0	0	136	603

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	68	316	0	0	0	0	212	56	0	0	48	0	76	4	0	4	0	0	0	0	784
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		8					0					4					12				24
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

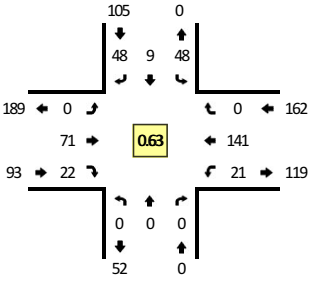
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

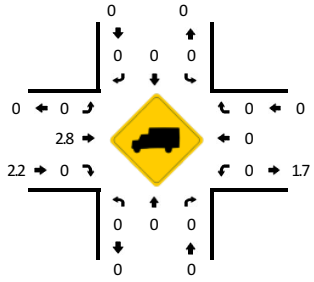
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: N Knowles Ave -- E Canton Ave
CITY/STATE: Winter Park, FL

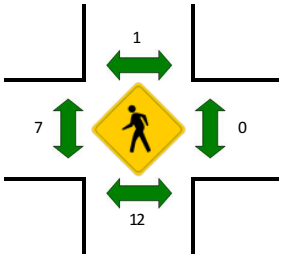
QC JOB #: 17545009
DATE: Tue, Apr 7 2026

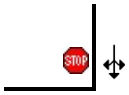
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

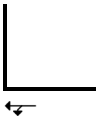


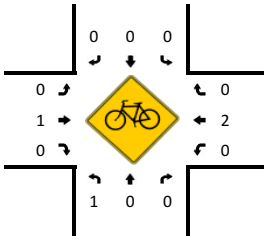


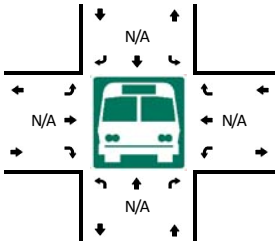
TRUE DATA TO IMPROVE MOBILITY

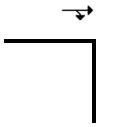




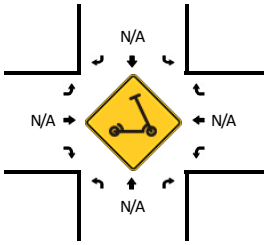












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Canton Ave (Eastbound)					E Canton Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	5	16	0	0	0	28	
7:15 AM	0	0	0	0	0	2	0	3	0	0	0	9	2	0	0	2	22	1	0	0	41	
7:30 AM	0	0	0	0	0	4	2	9	0	0	0	11	4	0	0	3	28	0	0	0	61	
7:45 AM	0	0	0	0	0	21	6	30	0	0	0	23	5	0	0	2	55	0	0	0	142	272
8:00 AM	0	0	0	0	0	13	3	13	0	0	0	13	4	0	0	6	40	0	0	0	92	336
8:15 AM	0	0	0	0	0	2	0	2	0	0	0	8	8	0	0	8	21	0	0	0	49	344
8:30 AM	0	0	0	0	0	12	0	3	0	0	0	27	5	0	0	5	25	0	0	0	77	360
8:45 AM	0	0	0	0	0	1	1	4	0	0	0	13	5	0	0	9	30	0	0	0	63	281

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	84	24	120	0	0	0	92	20	0	0	8	220	0	0	0	568
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	0	0			8
Buses																					
Pedestrians		32					0					24					0				56
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

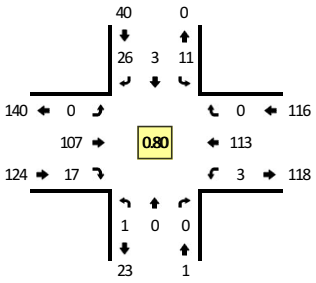
Report generated on 4/10/2026 6:27 AM

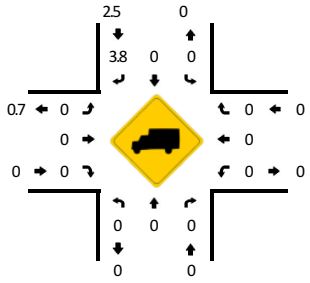
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

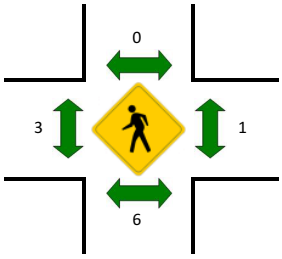
LOCATION: N Knowles Ave -- E Canton Ave | **QC JOB #:** 17545010
CITY/STATE: Winter Park, FL | **DATE:** Tue, Apr 7 2026

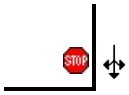
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

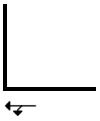


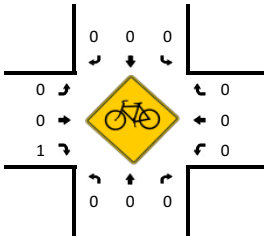


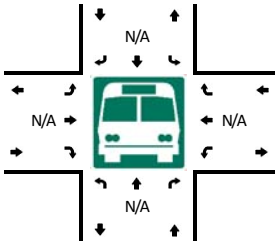
TRUE DATA TO IMPROVE MOBILITY

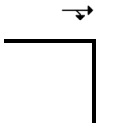




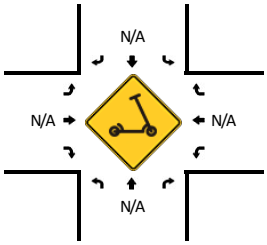












R* = RTOR

15-Min Count Period Beginning At	N Knowles Ave (Northbound)					N Knowles Ave (Southbound)					E Canton Ave (Eastbound)					E Canton Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	6	2	2	0	0	0	23	4	1	0	5	14	0	0	0	57	
4:15 PM	0	0	0	0	0	7	0	11	0	0	0	22	6	1	0	5	16	0	0	0	68	
4:30 PM	0	0	0	0	0	4	0	3	0	0	0	32	3	0	0	0	11	0	0	0	53	
4:45 PM	0	0	0	0	0	1	0	6	0	0	0	19	6	0	0	4	21	0	0	0	57	235
5:00 PM	0	0	0	0	0	1	0	3	0	0	0	24	7	0	0	0	28	0	0	0	63	241
5:15 PM	0	0	0	0	0	3	1	5	0	0	0	35	4	0	0	0	40	0	0	0	88	261
5:30 PM	0	0	0	0	0	3	1	10	0	0	0	25	3	0	0	1	21	0	0	0	64	272
5:45 PM	1	0	0	0	0	4	1	8	0	0	0	23	3	0	0	2	24	0	0	0	66	281

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	12	4	20	0	0	0	140	16	0	0	0	160	0	0	0	352
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

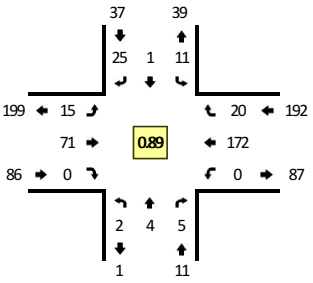
Report generated on 4/10/2026 6:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

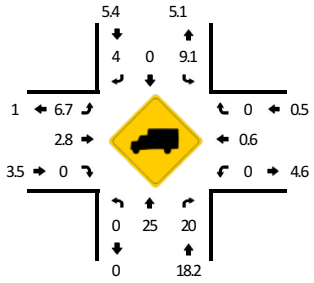
LOCATION: S Knowles Ave -- E New England Ave
CITY/STATE: Winter Park, FL

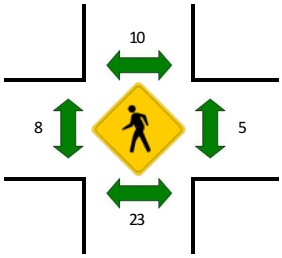
QC JOB #: 17545011
DATE: Tue, Apr 7 2026

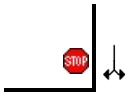
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

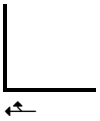


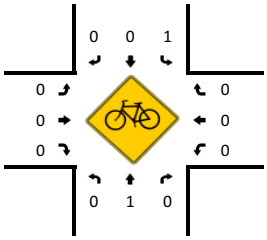


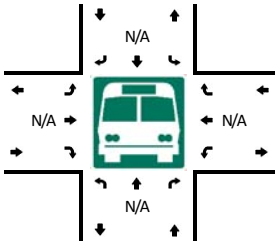


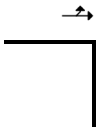


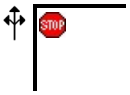


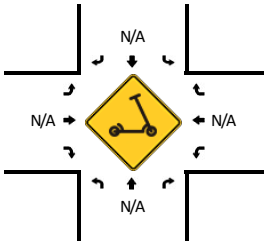












R* = RTOR

15-Min Count Period Beginning At	S Knowles Ave (Northbound)					S Knowles Ave (Southbound)					E New England Ave (Eastbound)					E New England Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	1	0	0	0	0	0	1	0	0	2	4	0	0	0	0	9	1	0	0	19	
7:15 AM	4	1	0	0	0	2	0	1	0	0	0	7	0	0	0	0	23	2	0	0	40	
7:30 AM	1	0	0	0	0	0	0	3	0	0	2	12	1	0	0	0	26	1	0	0	46	
7:45 AM	3	0	0	0	0	3	0	1	0	0	1	8	0	0	0	0	40	3	0	0	59	164
8:00 AM	1	0	0	0	0	2	0	7	0	0	2	20	0	0	0	0	36	3	0	0	71	216
8:15 AM	0	0	3	0	0	7	0	6	0	0	5	16	0	0	0	0	50	5	0	0	92	268
8:30 AM	1	2	1	0	0	0	0	3	0	0	1	22	0	0	0	0	36	5	0	0	71	293
8:45 AM	0	2	1	0	0	2	1	9	0	0	7	13	0	0	0	0	50	7	0	0	92	326

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	12	0	0	28	0	24	0	0	20	64	0	0	0	0	200	20	0	0	368
Heavy Trucks	0	0	4			0	0	0			4	0	0			0	4	0			12
Buses																					
Pedestrians		12					4					12					8				36
Bicycles	0	4	0			4	0	0			0	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 4/10/2026 6:27 AM

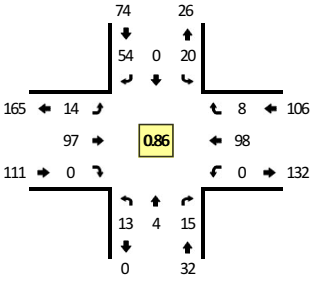
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

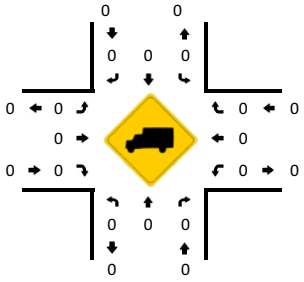
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: S Knowles Ave -- E New England Ave
CITY/STATE: Winter Park, FL

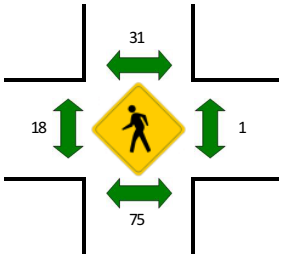
QC JOB #: 17545012
DATE: Tue, Apr 7 2026

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

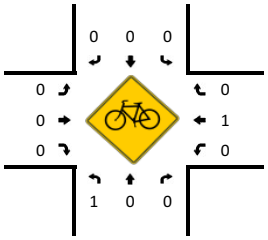


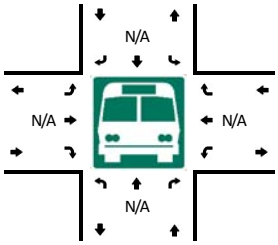


TRUE DATA TO IMPROVE MOBILITY

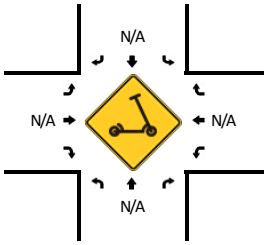












R* = RTOR

15-Min Count Period Beginning At	S Knowles Ave (Northbound)					S Knowles Ave (Southbound)					E New England Ave (Eastbound)					E New England Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	4	0	3	0	0	8	0	12	0	0	1	22	0	0	0	0	27	1	0	0	78	
4:15 PM	4	0	2	0	0	4	0	10	0	0	2	15	0	0	0	0	40	2	0	0	79	
4:30 PM	2	0	2	0	0	10	0	9	0	0	2	20	0	0	0	0	21	1	0	0	67	
4:45 PM	1	1	3	0	0	7	0	10	0	0	3	23	0	0	0	0	23	3	0	0	74	298
5:00 PM	4	0	5	0	0	9	0	19	0	0	1	23	0	0	0	0	27	3	0	0	91	311
5:15 PM	3	3	3	0	0	3	0	17	0	0	4	23	0	0	0	0	29	2	0	0	87	319
5:30 PM	2	1	2	0	0	2	0	9	0	0	1	23	0	0	0	0	10	1	0	0	51	303
5:45 PM	4	0	5	0	0	6	0	9	0	0	8	28	0	0	0	0	32	2	0	0	94	323

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	0	20	0	0	24	0	36	0	0	32	112	0	0	0	0	128	8	0	0	376
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		76					20					12					0				108
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/10/2026 6:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

CITY OF WINTER PARK
Traffic Signal Timings

Designed By:	
Date:	JH
Checked By:	
Date:	4/20/2026

Agency	City of Winter Park	**Mile Post**		**Node**	
Sig ID		**Controller**	Siemens M60	**System ID**	
Maj. Street	Park Ave	**Orientation**	N/S	**SOP**	
Min. Street	Lyman Ave, New England Ave, Morse Blvd, and Canton Ave	**Orientation**	E/W		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	9	Notes
Intersection	**Park Ave**	**Lyman Ave**	**Park Ave**	**New England Ave**	**Park Ave**	**Morse Blvd**	**Park Ave**	**Canton Ave**		
Direction	NB/SB	EB/WB	NB/SB	EB/WB	NB/SB	EB/WB	NB/SB	EB/WB		
Turn Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive		
Min Green	15	15	15	15	15	15	15	15		
Ext	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		
All Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Max I	30	30	30	30	30	30	30	30		
Max II	30	30	30	30	30	30	30	30		
Walk		7		7		7		7		
Flashing Don't Walk		7		7		7		7		
Min Splits (Calculated)	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5		
Min Splits (Calculated)	20.5	19.5	20.5	20.5	20.5	19.5	20.5	19.5		Including Pedestrian Times
Detector Memory										
Det. Cross Switch.										
Recall	Max	Max	Max	Max	Max	Max	Max	Max		
Delay										
Rest in Walk										
Stop in Walk										
CNA										
Coord Phase										

Posted Speed Limit (mph)										**Notes**
All Red Distance (ft)										
Grade Slope (%)										
Ped Walk (sec)										
Ped Crossing (ft)										

Time of Day Plan(s)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset
AM	Split 1										0	
MIDDAY	Split 3										0	
PM	Split 4										0	
Off Peak	Split 7										0	
Special 1	Split 8										0	
WEEKEND	Split 6										0	

Equate Day										Equate Da	Notes
Day Plan 1 (Sunday)	**Hour**										
	Minute										
	Action										Action
Day Plan 2 (Monday)	**Hour**										
	Minute										
	Action										Action
Day Plan 4 (Wednesday)	**Hour**										
	Minute										
	Action										Action
Day Plan 7 (Saturday)	**Hour**										
	Minute										
	Action										Action

Notes: Pretimed

SIGNAL PHASING SEQUENCE #



1. Coordination Mode =
2. Force Off Mode =
3. Max Mode =
4. Coordinated Phases =
5. Offset Refence Point =

Appendix D: 2026 Existing Condition HCM Reports

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	71	22	21	141	0	0	0	0	48	9	48
Future Vol, veh/h	0	71	22	21	141	0	0	0	0	48	9	48
Conflicting Peds, #/hr	1	0	12	12	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	113	35	33	224	0	0	0	0	76	14	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	160	0	0	-	433	-	403	450	231
Stage 1	-	-	-	-	-	-	-	142	-	290	290	-
Stage 2	-	-	-	-	-	-	-	290	-	113	160	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1432	-	0	0	519	0	561	507	813
Stage 1	0	-	-	-	-	0	0	783	0	722	676	-
Stage 2	0	-	-	-	-	0	0	676	0	897	770	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1416	-	-	-	499	-	546	488	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	499	-	546	488	-
Stage 1	-	-	-	-	-	-	-	774	-	702	657	-
Stage 2	-	-	-	-	-	-	-	657	-	897	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.99	0	12.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	233	-	634
HCM Lane V/C Ratio	-	-	-	0.024	-	0.263
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	12.7
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	-	1.1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	11	26	7	7	4	58	195	7	1	221	52
Future Vol, veh/h	7	11	26	7	7	4	58	195	7	1	221	52
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	8	13	30	8	8	5	67	227	8	1	257	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.5	10.1	9.9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	16%	39%	0%
Vol Thru, %	75%	25%	39%	81%
Vol Right, %	3%	59%	22%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	44	18	274
LT Vol	58	7	7	1
Through Vol	195	11	7	221
RT Vol	7	26	4	52
Lane Flow Rate	302	51	21	319
Geometry Grp	1	1	1	1
Degree of Util (X)	0.372	0.07	0.031	0.379
Departure Headway (Hd)	4.435	4.946	5.263	4.287
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	722	678	841
Service Time	2.458	2.988	3.309	2.31
HCM Lane V/C Ratio	0.371	0.071	0.031	0.379
HCM Control Delay, s/veh	10.1	8.4	8.5	9.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	0.2	0.1	1.8

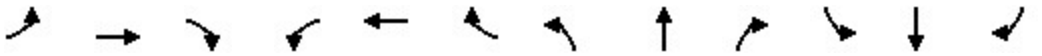
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	48	20	23	112	0	8	0	3	0	10	14
Future Vol, veh/h	3	48	20	23	112	0	8	0	3	0	10	14
Conflicting Peds, #/hr	10	0	8	8	0	10	17	0	6	6	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	73	30	35	170	0	12	0	5	0	15	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	111	0	0	369	354	102	337	370	197
Stage 1	-	-	-	-	-	-	105	105	-	249	249	-
Stage 2	-	-	-	-	-	-	264	249	-	88	120	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1408	-	-	1491	-	-	591	574	959	620	563	850
Stage 1	-	-	-	-	-	-	906	812	-	759	704	-
Stage 2	-	-	-	-	-	-	746	704	-	925	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1480	-	-	531	548	946	590	537	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	548	-	590	537	-
Stage 1	-	-	-	-	-	-	896	803	-	732	679	-
Stage 2	-	-	-	-	-	-	681	679	-	912	791	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	1.28	11.14	10.63
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	72	-	-	307	-	-	676
HCM Lane V/C Ratio	0.028	0.003	-	-	0.024	-	-	0.054
HCM Ctrl Dly (s/v)	11.1	7.6	0	-	7.5	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	56	36	16	93	25	10	67	16	8	82	19
Future Volume (veh/h)	24	56	36	16	93	25	10	67	16	8	82	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	32	74	27	21	122	32	13	88	16	11	108	17
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	195	426	139	112	548	133	106	586	99	88	615	91
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	294	1043	341	110	1343	325	96	1435	243	57	1506	223
Grp Volume(v), veh/h	133	0	0	175	0	0	117	0	0	136	0	0
Grp Sat Flow(s),veh/h/ln	1678	0	0	1778	0	0	1774	0	0	1786	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	3.8	0.0	0.0	2.4	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.24		0.20	0.12		0.18	0.11		0.14	0.08		0.12
Lane Grp Cap(c), veh/h	760	0	0	793	0	0	791	0	0	794	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.22	0.00	0.00	0.15	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	760	0	0	793	0	0	791	0	0	794	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.6	0.0	0.0	11.2	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.5	0.0	0.0	1.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	0.0	12.3	0.0	0.0	11.6	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		133			175			117			136	
Approach Delay, s/veh		11.8			12.3			11.6			11.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		4.4		4.8		4.9		5.8				
Green Ext Time (p_c), s		0.8		0.9		0.9		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	108	56	17	82	22	62	98	9	17	133	63
Future Vol, veh/h	44	108	56	17	82	22	62	98	9	17	133	63
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	5	0	0	0	10	2	0	0	1	0
Mvmt Flow	51	124	64	20	94	25	71	113	10	20	153	72
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.9	9.8	10.9	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	21%	14%	8%
Vol Thru, %	58%	52%	68%	62%
Vol Right, %	5%	27%	18%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	208	121	213
LT Vol	62	44	17	17
Through Vol	98	108	82	133
RT Vol	9	56	22	63
Lane Flow Rate	194	239	139	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.344	0.208	0.345
Departure Headway (Hd)	5.508	5.186	5.386	5.078
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	693	666	708
Service Time	3.541	3.219	3.422	3.108
HCM Lane V/C Ratio	0.297	0.345	0.209	0.346
HCM Control Delay, s/veh	10.9	10.9	9.8	10.8
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	1.5	0.8	1.5

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	71	0	0	172	20	2	4	5	12	0	25
Future Vol, veh/h	15	71	0	0	172	20	2	4	5	12	0	25
Conflicting Peds, #/hr	10	0	23	23	0	10	8	0	5	5	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	3	0	0	1	0	0	25	20	9	0	4
Mvmt Flow	17	80	0	0	193	22	2	4	6	13	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	-	-	-	0	315	339	85	335	328	222
Stage 1	-	-	-	-	-	-	113	113	-	214	214	-
Stage 2	-	-	-	-	-	-	201	226	-	121	113	-
Critical Hdwy	4.17	-	-	-	-	-	7.1	6.75	6.4	7.19	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4.225	3.48	3.581	4	3.336
Pot Cap-1 Maneuver	1314	-	0	0	-	-	642	547	927	605	594	812
Stage 1	-	-	0	0	-	-	896	759	-	772	729	-
Stage 2	-	-	0	0	-	-	805	676	-	867	805	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1301	-	-	-	-	-	606	534	922	580	580	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	534	-	580	580	-
Stage 1	-	-	-	-	-	-	884	749	-	765	722	-
Stage 2	-	-	-	-	-	-	771	670	-	841	795	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.36	0	10.4	10.37
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	679	314	-	-	-	711
HCM Lane V/C Ratio	0.018	0.013	-	-	-	0.058
HCM Ctrl Dly (s/v)	10.4	7.8	0	-	-	10.4
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	107	17	3	113	0	0	0	0	11	3	26
Future Vol, veh/h	0	107	17	3	113	0	0	0	0	11	3	26
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	0	134	21	4	141	0	0	0	0	14	4	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	161	0	0	-	299	-	284	310	144
Stage 1	-	-	-	-	-	-	-	150	-	149	149	-
Stage 2	-	-	-	-	-	-	-	149	-	135	161	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.336
Pot Cap-1 Maneuver	0	-	-	1430	-	0	0	616	0	673	608	898
Stage 1	0	-	-	-	-	0	0	777	0	859	778	-
Stage 2	0	-	-	-	-	0	0	778	0	873	769	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1422	-	-	-	611	-	670	603	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	611	-	670	603	-
Stage 1	-	-	-	-	-	-	-	772	-	856	776	-
Stage 2	-	-	-	-	-	-	-	776	-	873	764	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.19	0	9.84
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	47	-	793
HCM Lane V/C Ratio	-	-	-	0.003	-	0.063
HCM Ctrl Dly (s/v)	0	-	-	7.5	0	9.8
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	4	64	2	4	1	56	232	4	2	157	32
Future Vol, veh/h	45	4	64	2	4	1	56	232	4	2	157	32
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	5	83	3	5	1	73	301	5	3	204	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.4	8.7	12	9.9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	40%	29%	1%
Vol Thru, %	79%	4%	57%	82%
Vol Right, %	1%	57%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	113	7	191
LT Vol	56	45	2	2
Through Vol	232	4	4	157
RT Vol	4	64	1	32
Lane Flow Rate	379	147	9	248
Geometry Grp	1	1	1	1
Degree of Util (X)	0.485	0.206	0.014	0.319
Departure Headway (Hd)	4.607	5.055	5.52	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	704	641	771
Service Time	2.657	3.124	3.614	2.682
HCM Lane V/C Ratio	0.488	0.209	0.014	0.322
HCM Control Delay, s/veh	12	9.4	8.7	9.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.7	0.8	0	1.4

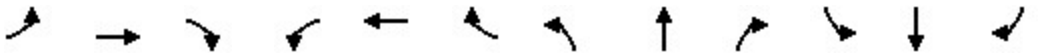
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	85	26	14	80	0	22	0	18	4	9	32
Future Vol, veh/h	6	85	26	14	80	0	22	0	18	4	9	32
Conflicting Peds, #/hr	22	0	17	17	0	22	29	0	5	5	0	29
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	7	102	31	17	96	0	27	0	22	5	11	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	118	0	0	151	0	0	314	302	140	274	317	147
Stage 1	-	-	-	-	-	-	150	150	-	152	152	-
Stage 2	-	-	-	-	-	-	165	152	-	122	165	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1482	-	-	1443	-	-	642	614	913	683	602	897
Stage 1	-	-	-	-	-	-	858	777	-	855	775	-
Stage 2	-	-	-	-	-	-	842	775	-	887	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1419	-	-	566	581	894	637	570	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	581	-	637	570	-
Stage 1	-	-	-	-	-	-	839	761	-	827	750	-
Stage 2	-	-	-	-	-	-	761	750	-	857	749	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	1.13	10.72	10.13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	88	-	-	268	-	-	756
HCM Lane V/C Ratio	0.071	0.005	-	-	0.012	-	-	0.072
HCM Ctrl Dly (s/v)	10.7	7.5	0	-	7.6	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	37	84	29	15	88	31	21	100	13	12	76	21
Future Volume (veh/h)	37	84	29	15	88	31	21	100	13	12	76	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.93	0.85		0.80	0.86		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1900	1900	1900	1826	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	87	21	15	91	32	22	103	10	12	78	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	3	0	0	0	5	1	0	0	0	0
Cap, veh/h	208	447	97	104	510	165	138	577	52	109	582	83
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	324	1095	239	91	1250	405	168	1414	127	102	1425	204
Grp Volume(v), veh/h	146	0	0	138	0	0	135	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1746	0	0	1709	0	0	1731	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.26		0.14	0.11		0.23	0.16		0.07	0.12		0.12
Lane Grp Cap(c), veh/h	753	0	0	780	0	0	767	0	0	774	0	0
V/C Ratio(X)	0.19	0.00	0.00	0.18	0.00	0.00	0.18	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	753	0	0	780	0	0	767	0	0	774	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.4	0.0	0.0	11.3	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	0.0	11.9	0.0	0.0	11.8	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		146			138			135			102	
Approach Delay, s/veh		12.0			11.9			11.8			11.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	4.8	5.1	4.1	5.0
Green Ext Time (p_c), s	1.0	1.1	0.7	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	139	61	24	109	18	65	152	19	15	112	65
Future Vol, veh/h	82	139	61	24	109	18	65	152	19	15	112	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	1	8	0	1	0	8	1	0	0	1	0
Mvmt Flow	87	148	65	26	116	19	69	162	20	16	119	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.8	10.6	12.4	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	29%	16%	8%
Vol Thru, %	64%	49%	72%	58%
Vol Right, %	8%	22%	12%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	282	151	192
LT Vol	65	82	24	15
Through Vol	152	139	109	112
RT Vol	19	61	18	65
Lane Flow Rate	251	300	161	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.396	0.449	0.253	0.309
Departure Headway (Hd)	5.673	5.389	5.66	5.442
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	666	631	658
Service Time	3.728	3.443	3.722	3.501
HCM Lane V/C Ratio	0.397	0.45	0.255	0.31
HCM Control Delay, s/veh	12.4	12.8	10.6	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.9	2.3	1	1.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	97	0	0	98	8	13	4	15	20	0	54
Future Vol, veh/h	14	97	0	0	98	8	13	4	15	20	0	54
Conflicting Peds, #/hr	31	0	75	75	0	31	18	0	1	1	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	113	0	0	114	9	15	5	17	23	0	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	-	-	-	0	277	300	114	298	295	168
Stage 1	-	-	-	-	-	-	145	145	-	150	150	-
Stage 2	-	-	-	-	-	-	132	154	-	149	145	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1438	-	0	0	-	-	679	616	944	658	620	882
Stage 1	-	-	0	0	-	-	862	781	-	858	777	-
Stage 2	-	-	0	0	-	-	876	774	-	859	781	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1396	-	-	-	-	-	610	590	943	614	594	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	590	-	614	594	-
Stage 1	-	-	-	-	-	-	851	771	-	832	754	-
Stage 2	-	-	-	-	-	-	797	751	-	827	771	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.96	0	10.22	10.31
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	727	227	-	-	-	764
HCM Lane V/C Ratio	0.051	0.012	-	-	-	0.113
HCM Ctrl Dly (s/v)	10.2	7.6	0	-	-	10.3
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.4

Appendix E: Trip Generation Resources

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, and Wisconsin.

Source Numbers

357, 390, 418, 525, 571, 583, 638, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

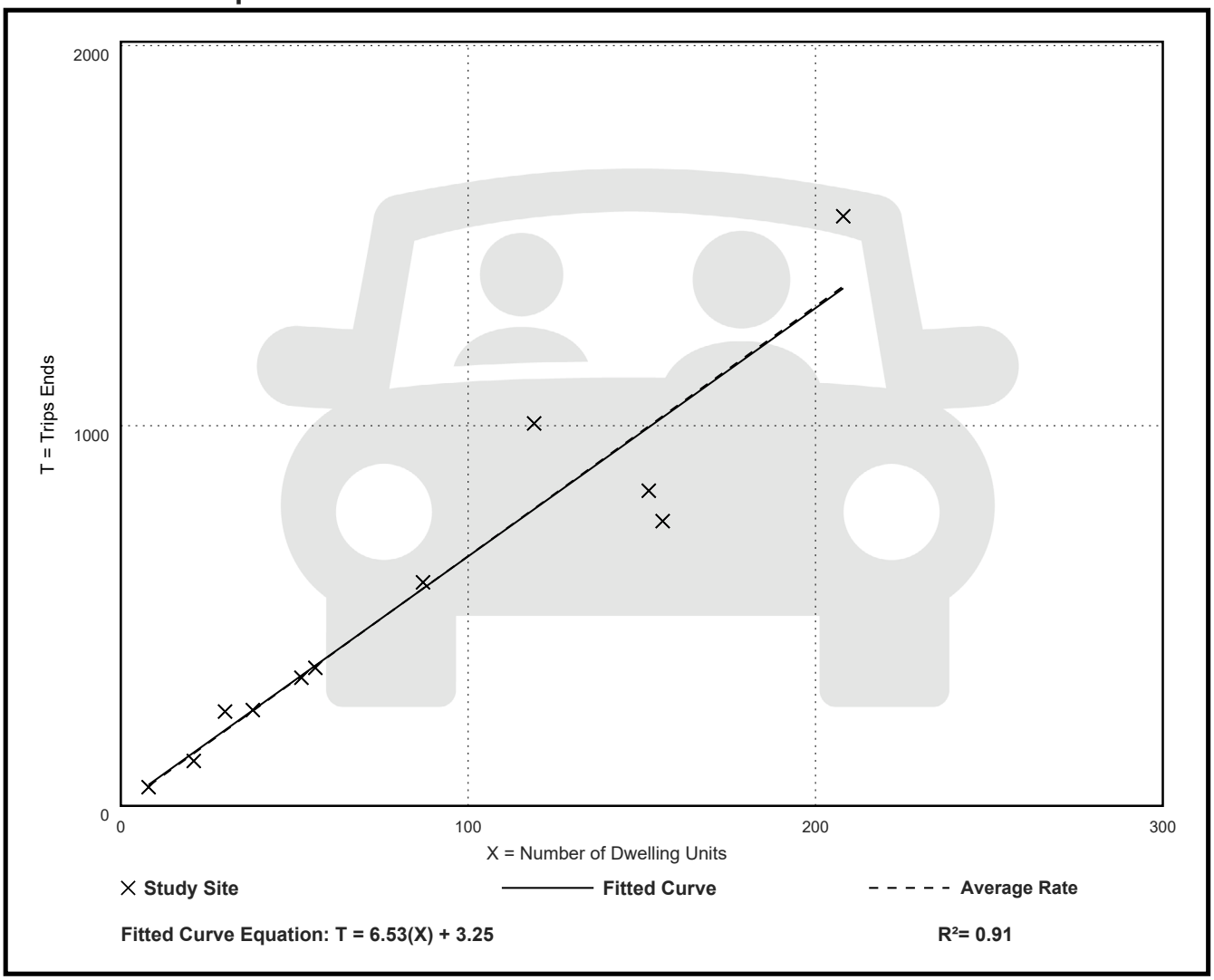
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Fitted Curve Equation: T = 6.53(X) + 3.25

R^2= 0.91

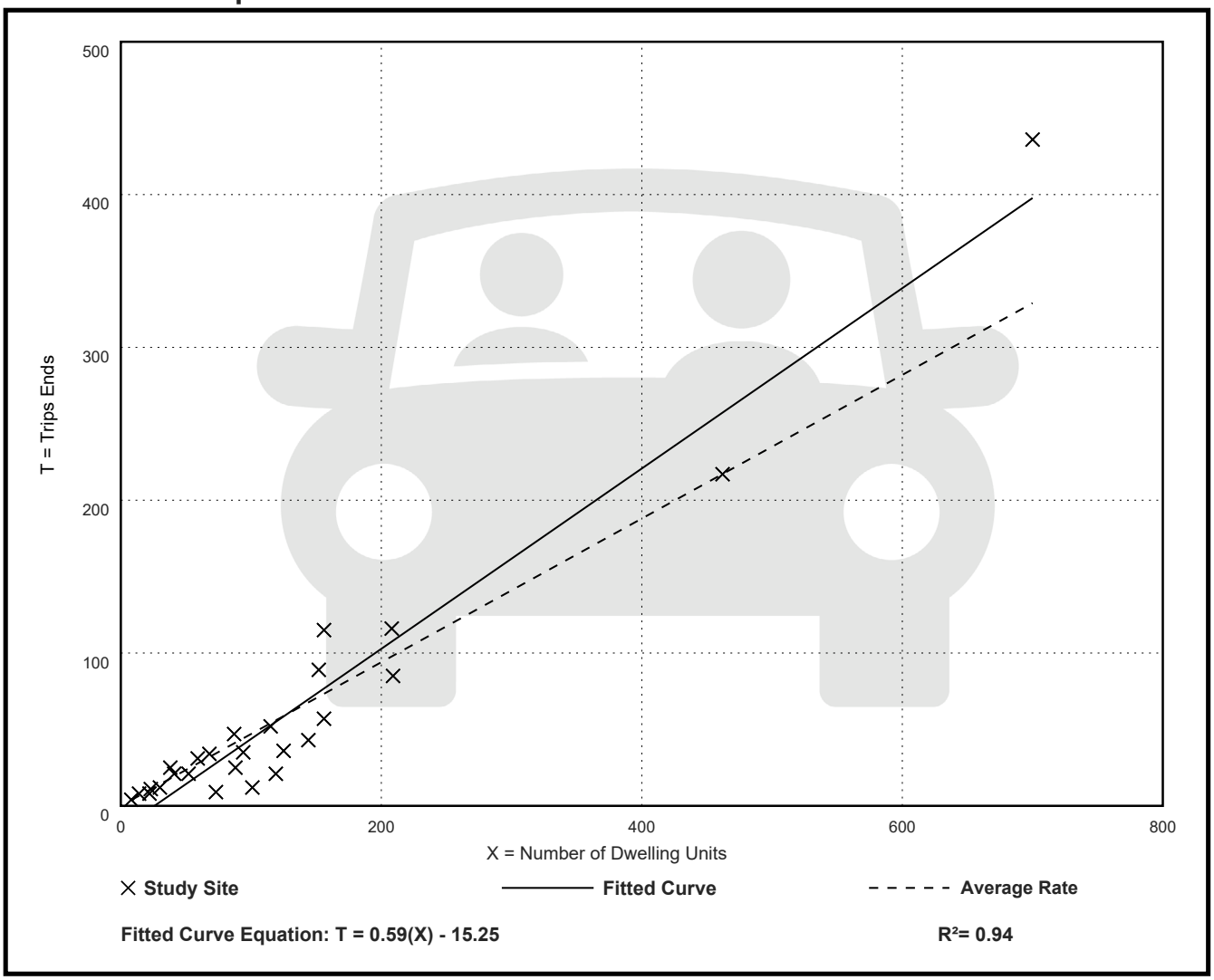
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

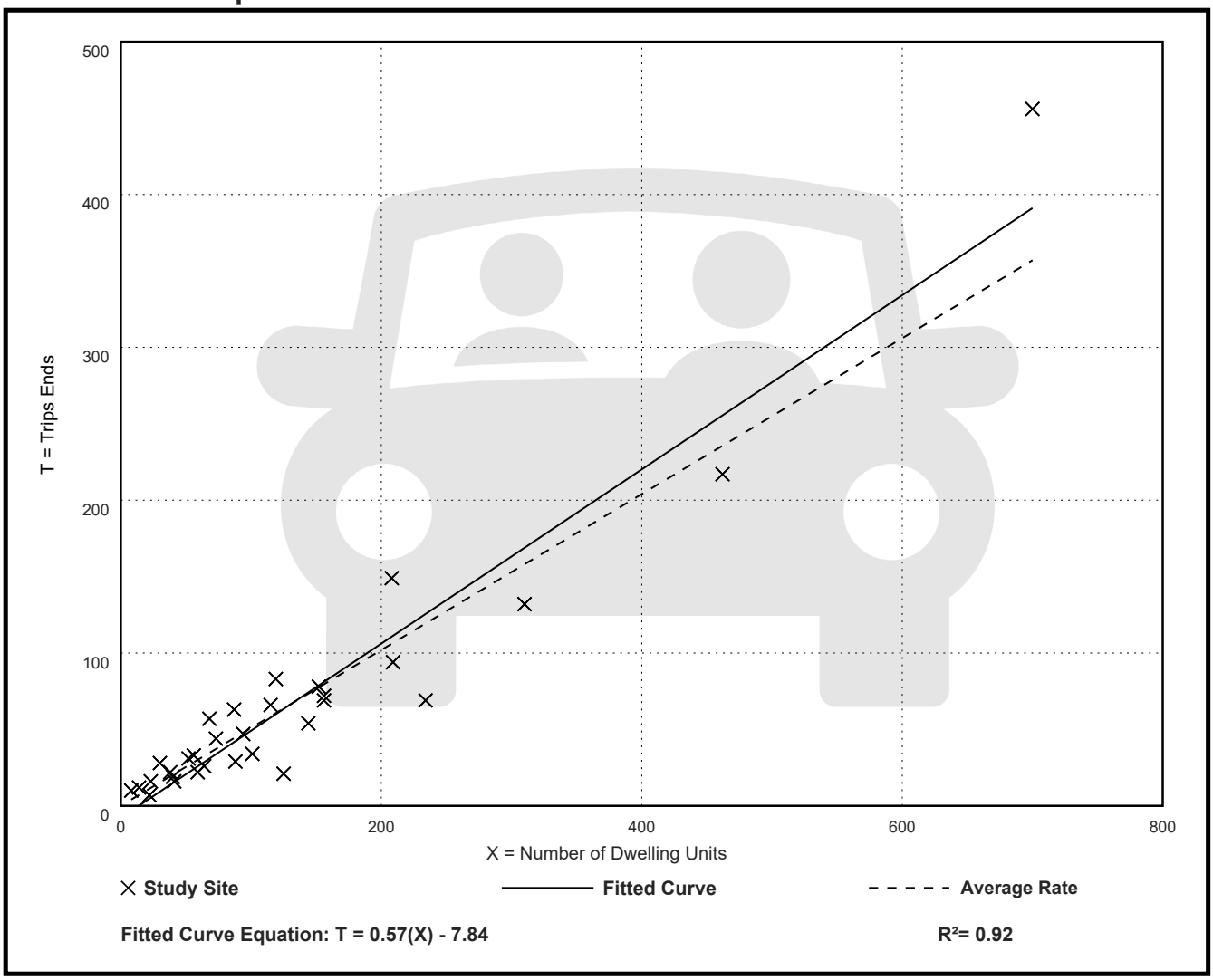
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

Single-Family Attached Housing
(215)

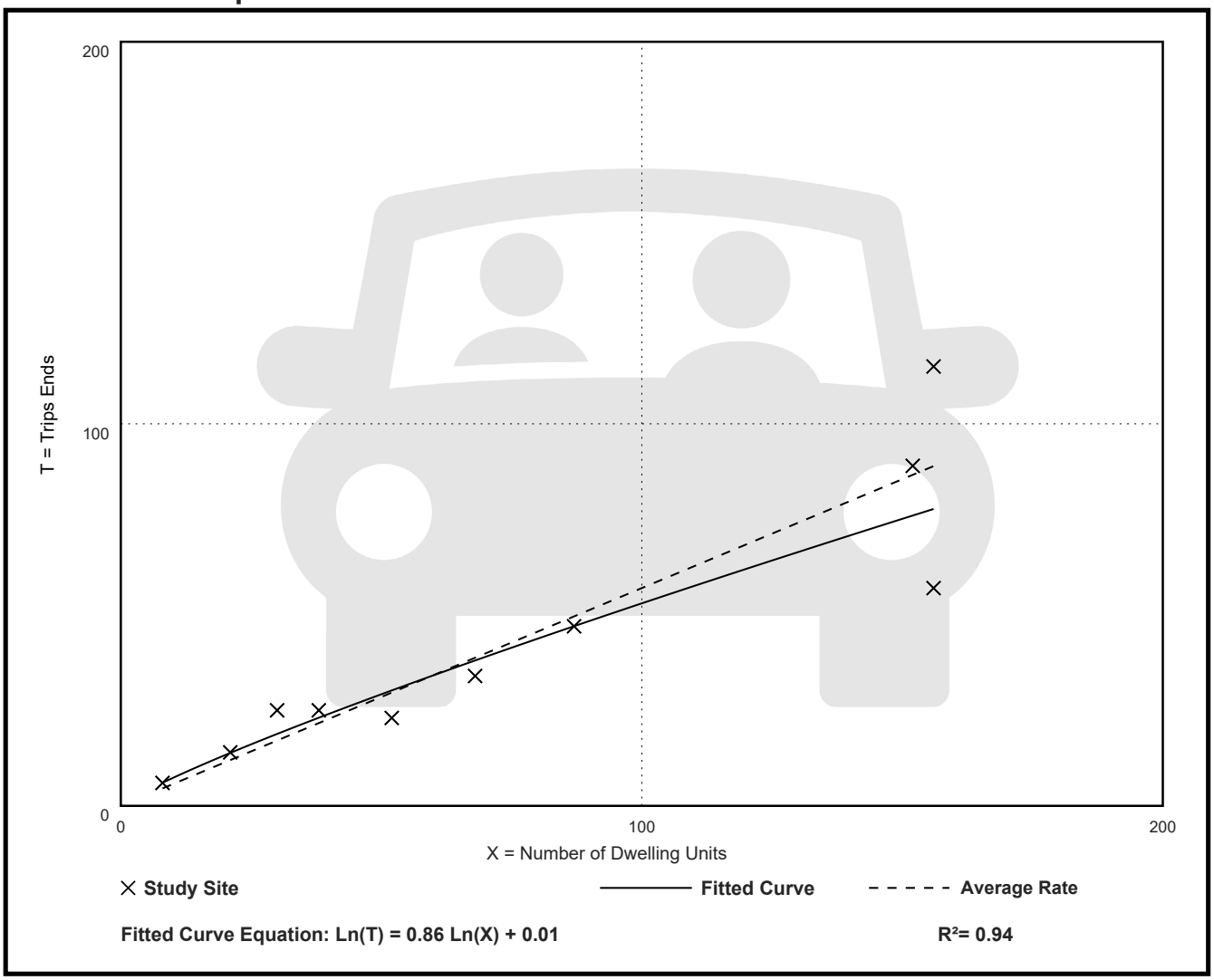
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. Num. of Dwelling Units: 77
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.37 - 0.83	0.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 0.01

R^2= 0.94

Single-Family Attached Housing
(215)

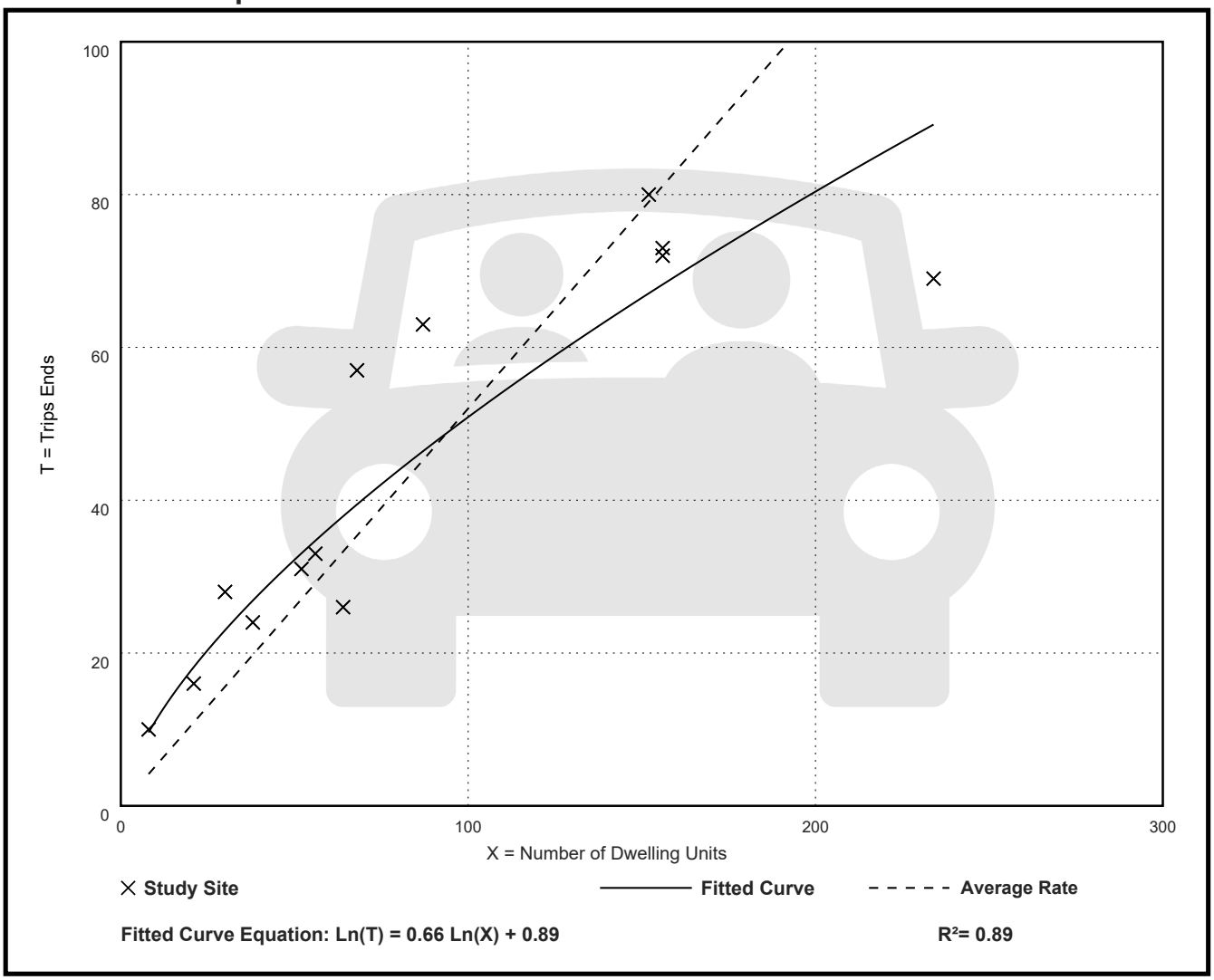
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. Num. of Dwelling Units: 86
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.29 - 1.25	0.19

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 0.89

R^2= 0.89

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

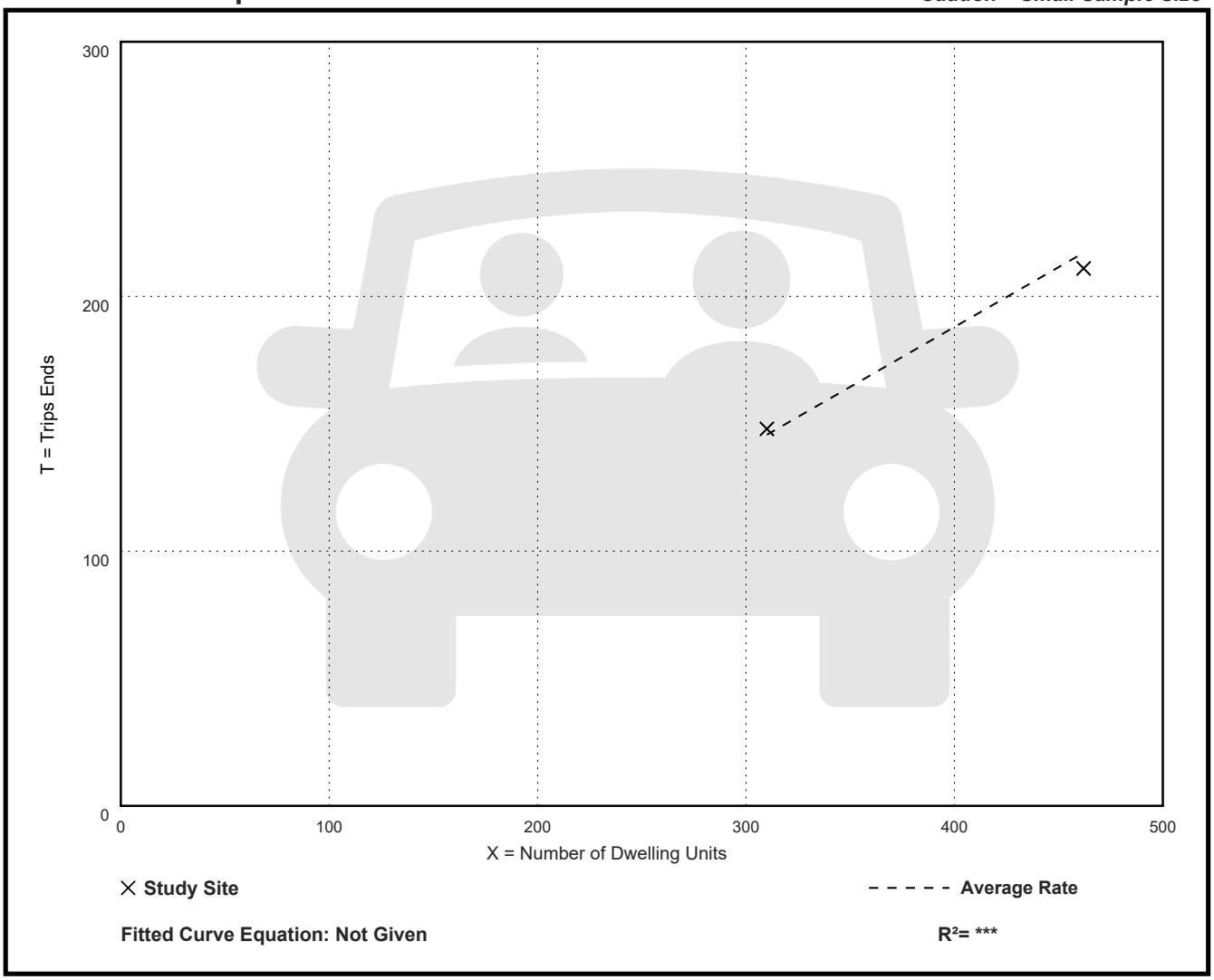
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Dwelling Units: 386
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.46 - 0.48	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Residents**
On a: **Weekday**

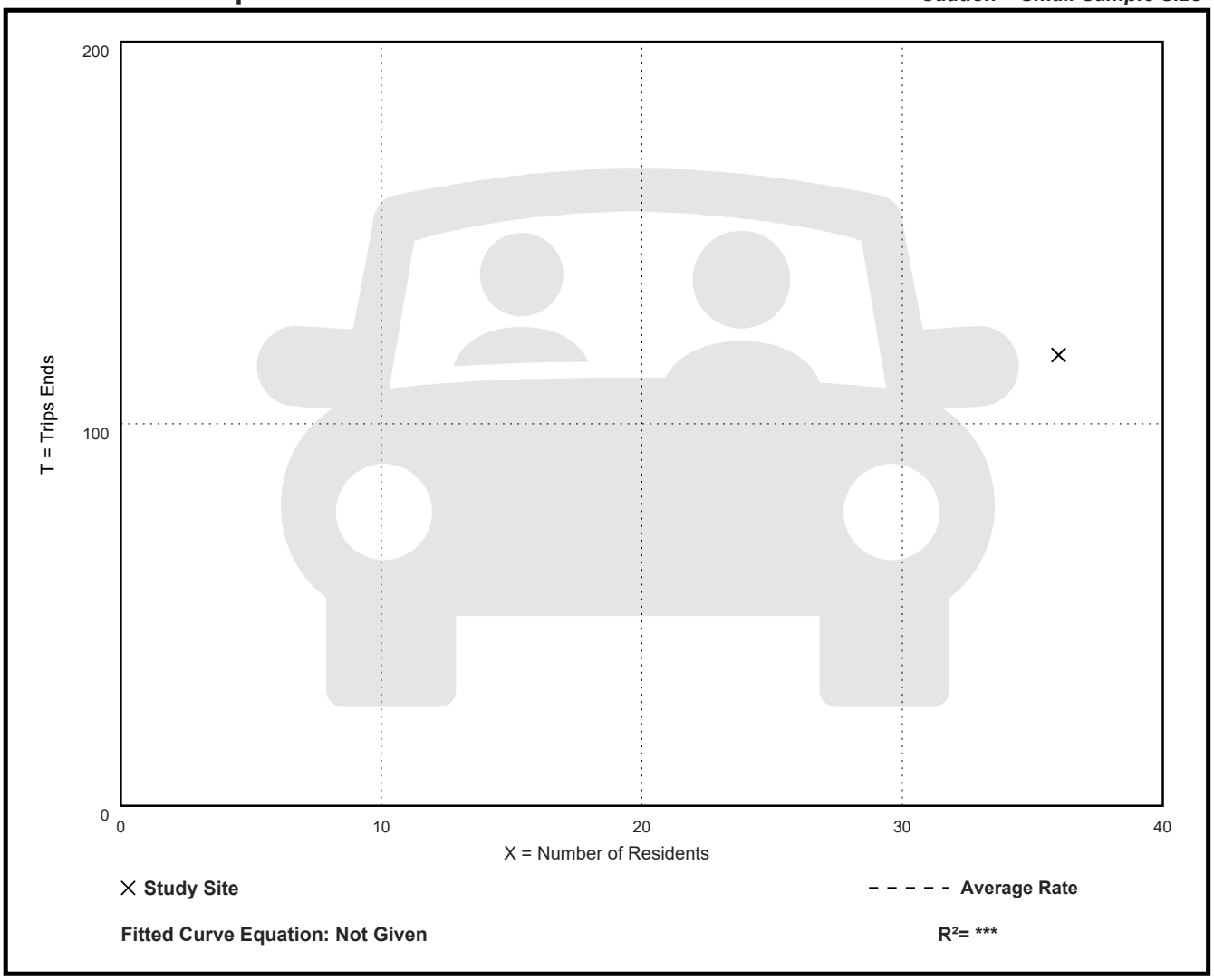
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
3.28	3.28 - 3.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Residents**
On a: **Weekday,**
AM Peak Hour of Generator

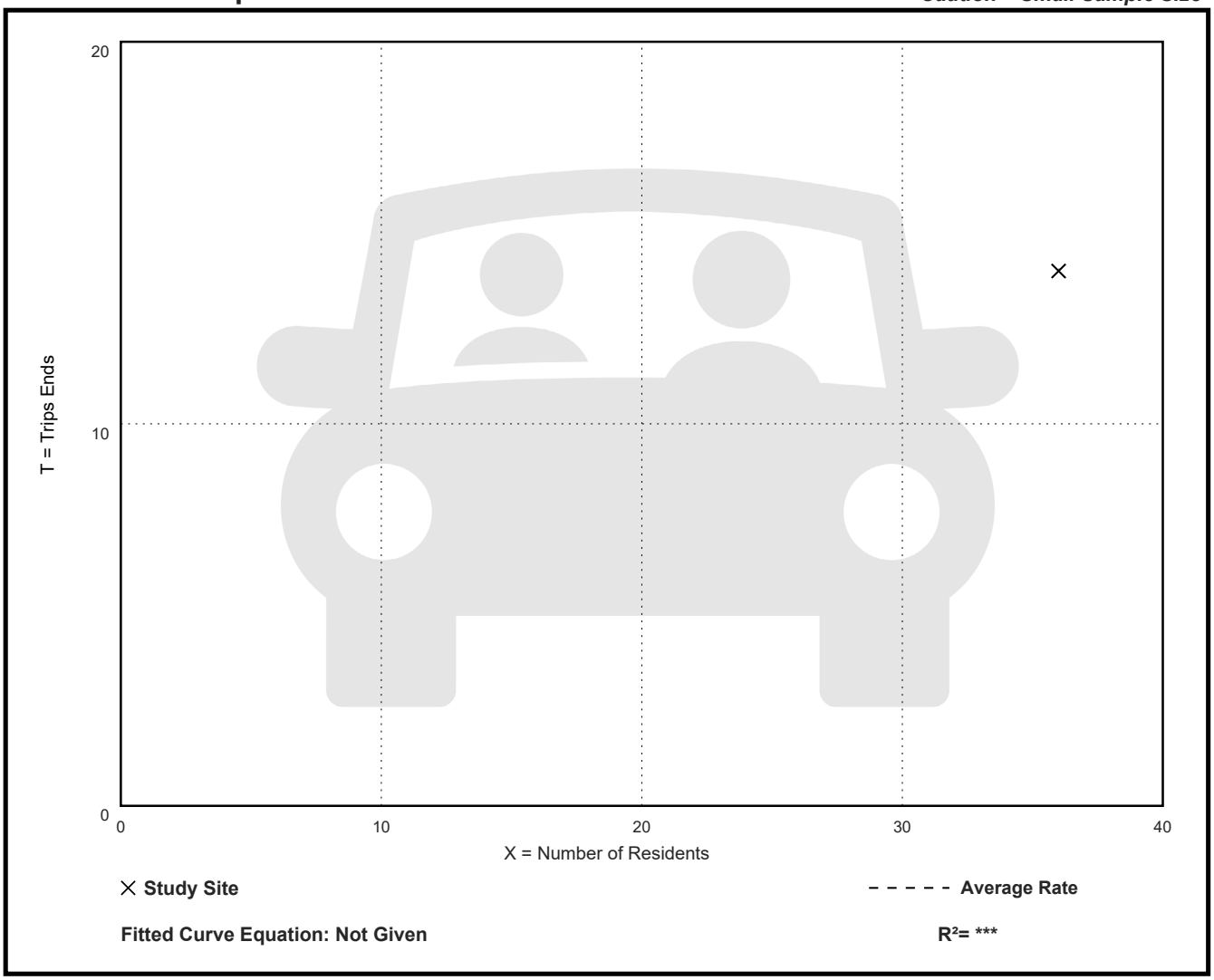
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.39	0.39 - 0.39	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: **Residents**
On a: **Weekday,**
PM Peak Hour of Generator

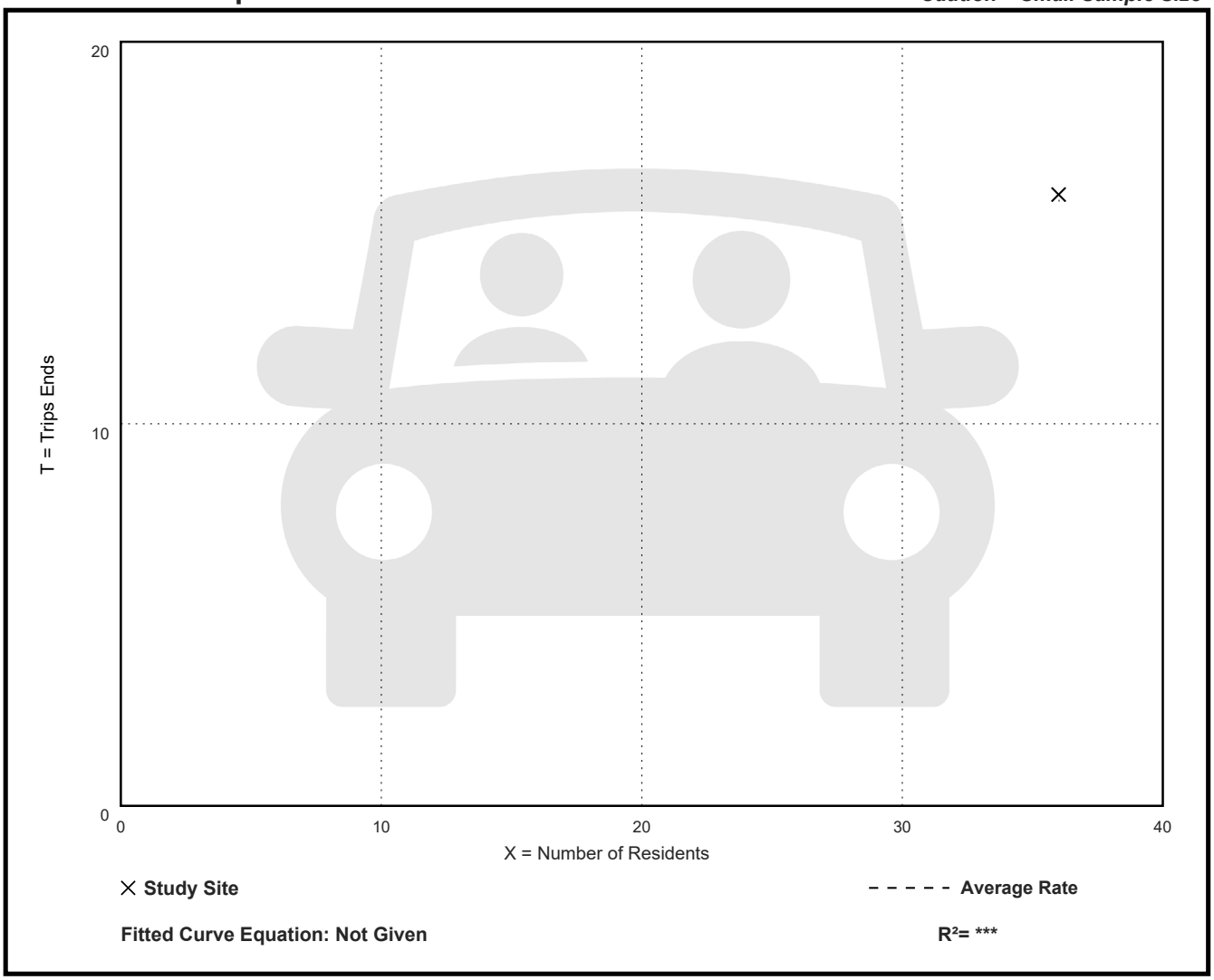
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

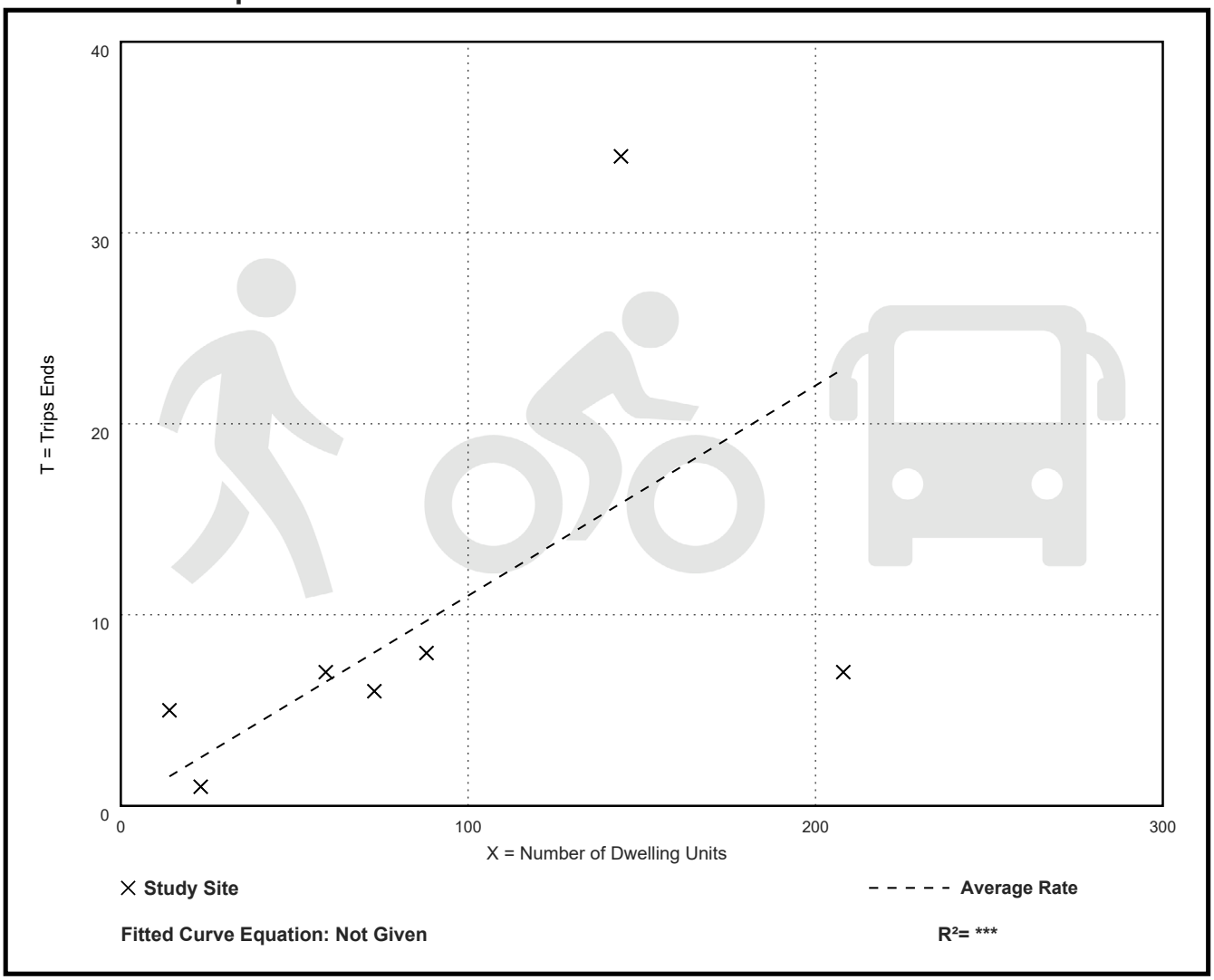
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs:	**Dwelling Units**
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:	7
Avg. Num. of Dwelling Units:	87
Directional Distribution:	25% entering, 75% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

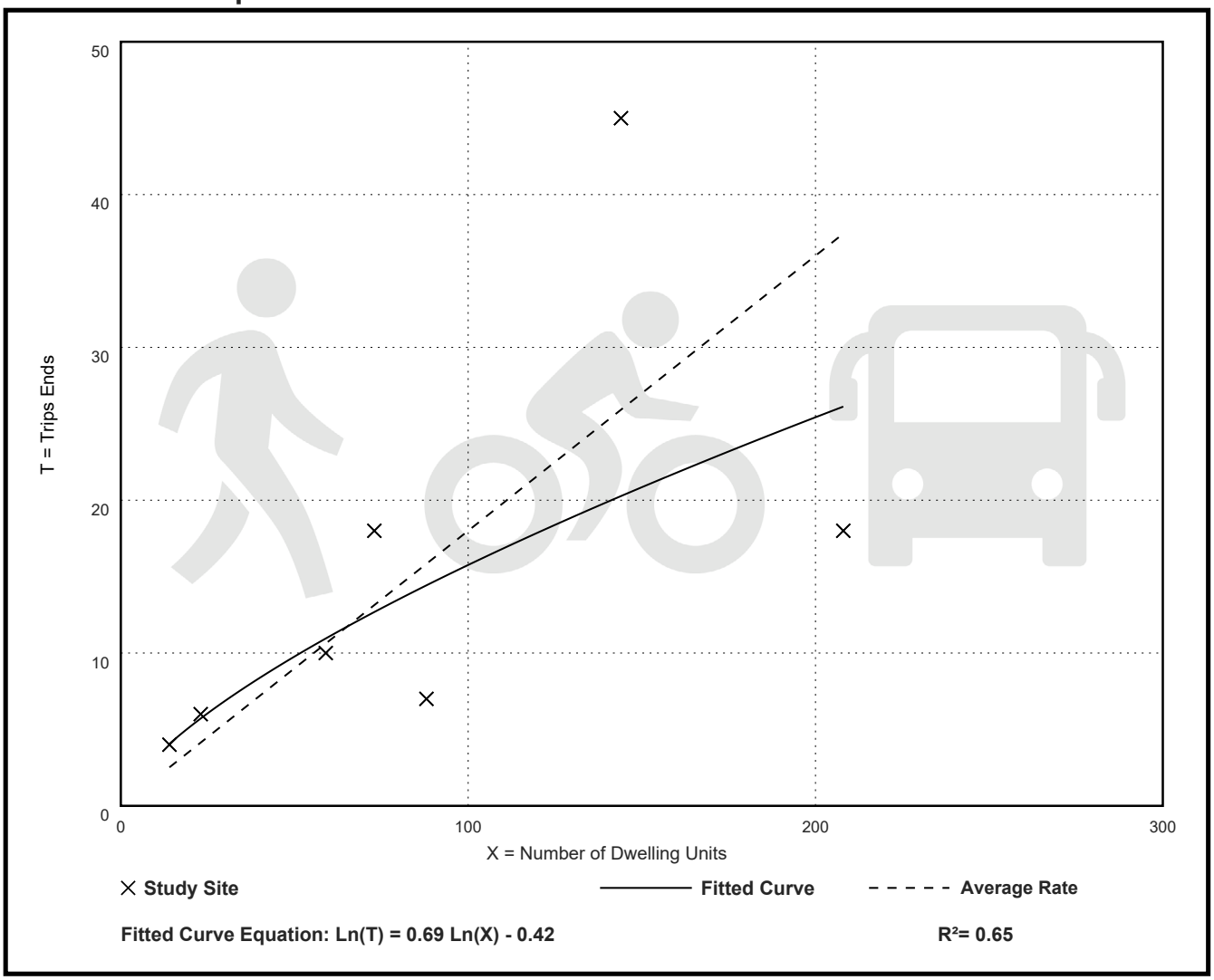
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs:	**Dwelling Units**
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:	7
Avg. Num. of Dwelling Units:	87
Directional Distribution:	62% entering, 38% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Land Use: 561
Synagogue

Description

A synagogue is a building in which public worship services are held. A synagogue may also house a sanctuary, meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.

Additional Data

One study reported trip counts taken during the Yom Kippur holiday (source 571). The 30,000-square foot site had 20 employees and 1,040 family members. The numbers of vehicle trips are presented below and are excluded from the data plots:

- 446 during the weekday, AM peak hour of adjacent street traffic
- 308 during the weekday, PM peak hour of adjacent street traffic
- 871 during the weekday, AM peak hour of the generator
- 772 during the weekday, PM peak hour of the generator

The sites were surveyed in the 2000s and the 2010s in New York and Pennsylvania.

Source Numbers

571, 902

Synagogue
(561)

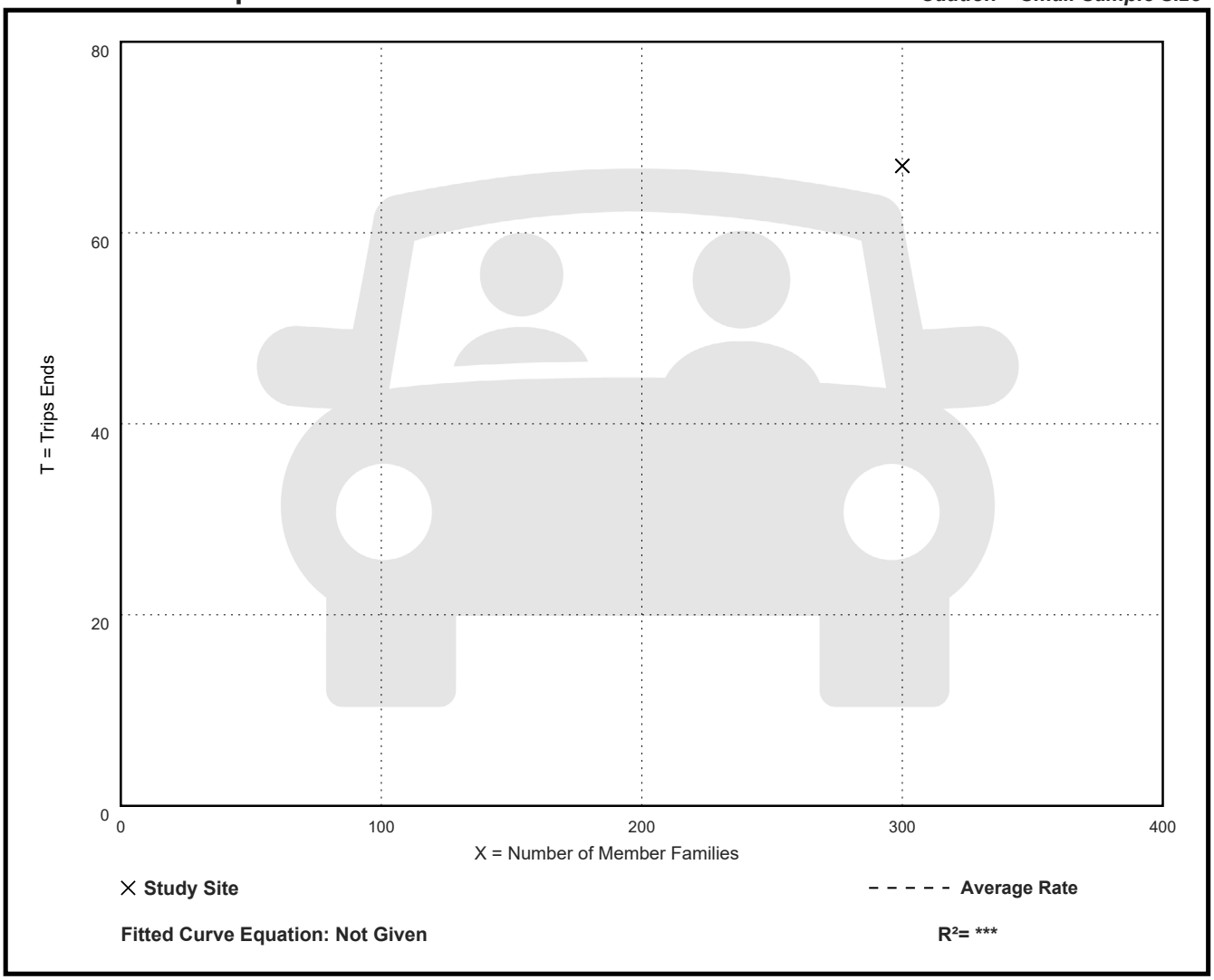
Vehicle Trip Ends vs: **Member Families**
On a: **Friday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Member Families: 300
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Member Family

Average Rate	Range of Rates	Standard Deviation
0.22	0.22 - 0.22	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

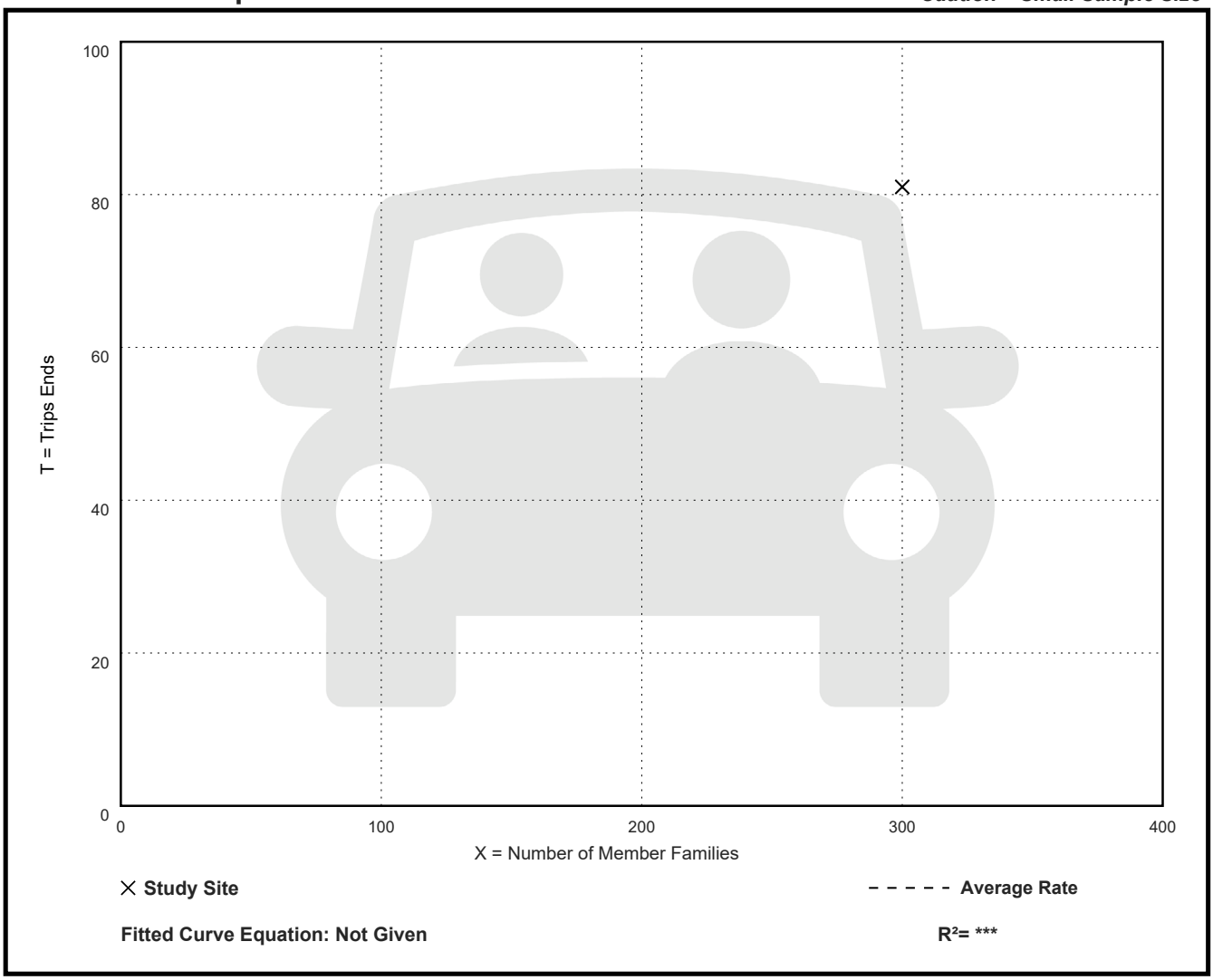
Vehicle Trip Ends vs: **Member Families**
On a: **Friday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Member Families: 300
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Member Family

Average Rate	Range of Rates	Standard Deviation
0.27	0.27 - 0.27	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Family Members**
On a: **Saturday, Peak Hour of Generator**

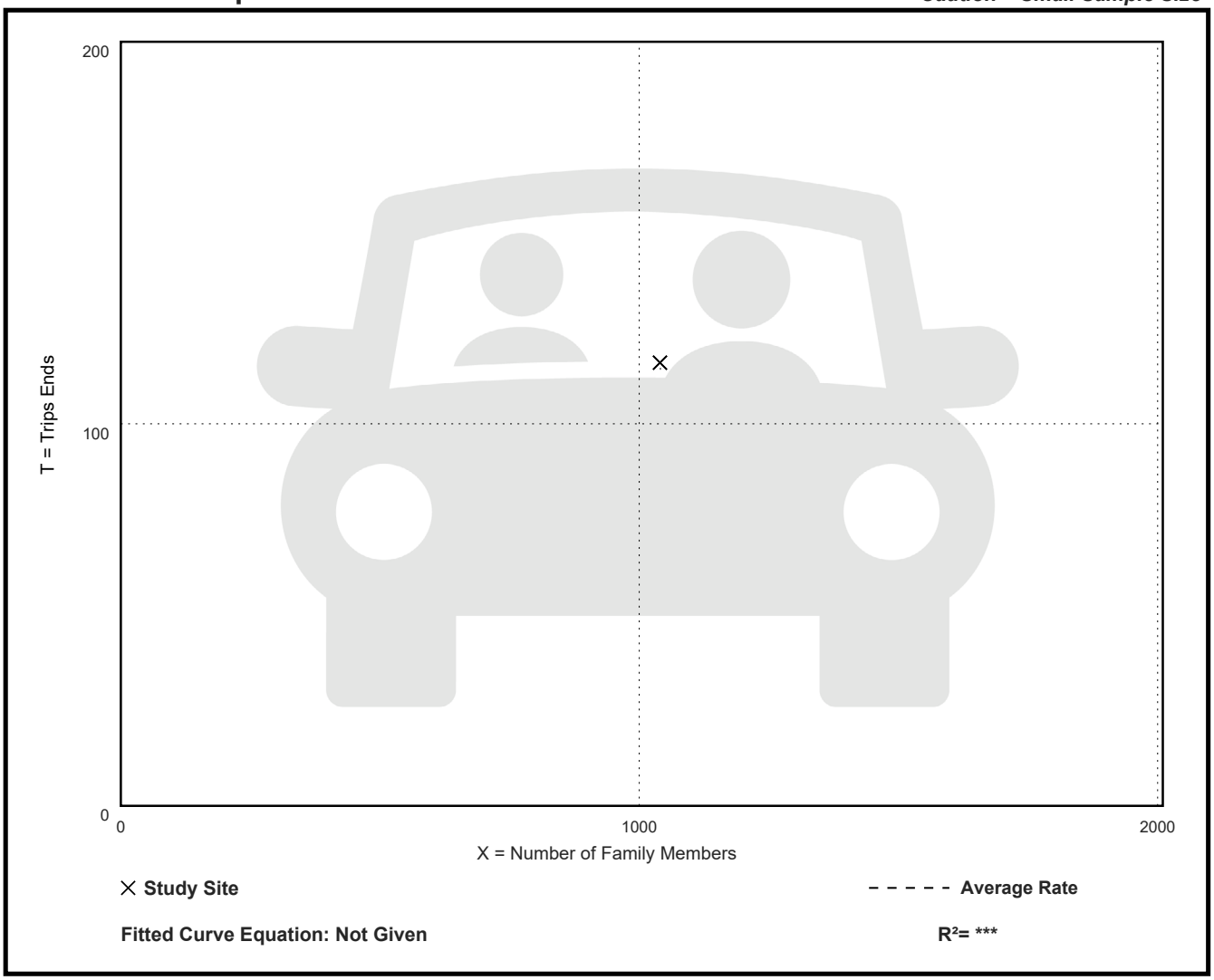
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Family Members: 1040
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Family Member

Average Rate	Range of Rates	Standard Deviation
0.11	0.11 - 0.11	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Family Members**
On a: **Sunday, Peak Hour of Generator**

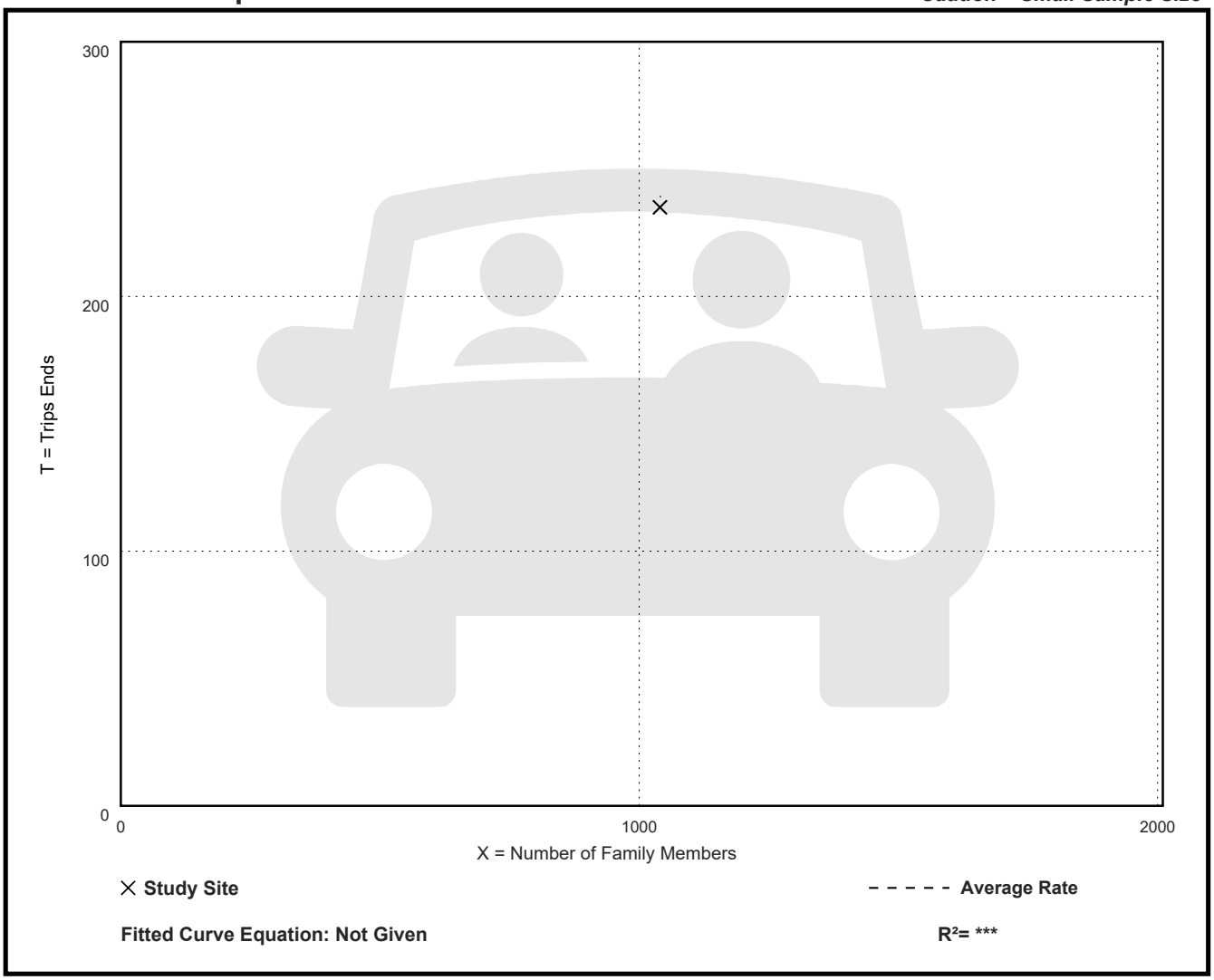
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Family Members: 1040
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Family Member

Average Rate	Range of Rates	Standard Deviation
0.23	0.23 - 0.23	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

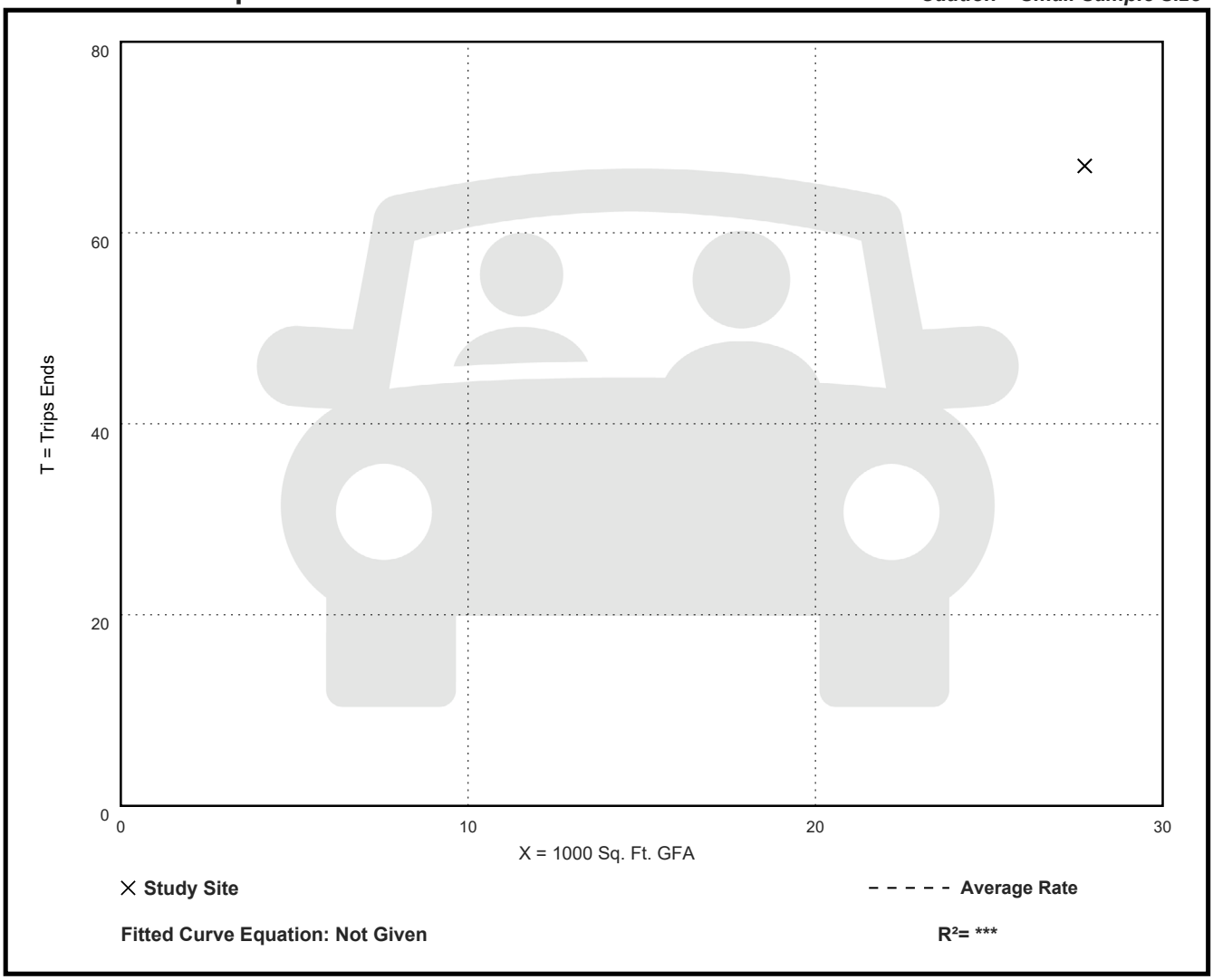
Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Friday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	1
Avg. 1000 Sq. Ft. GFA:	28
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.41	2.41 - 2.41	***

Data Plot and Equation

Caution – Small Sample Size



Synagogue
(561)

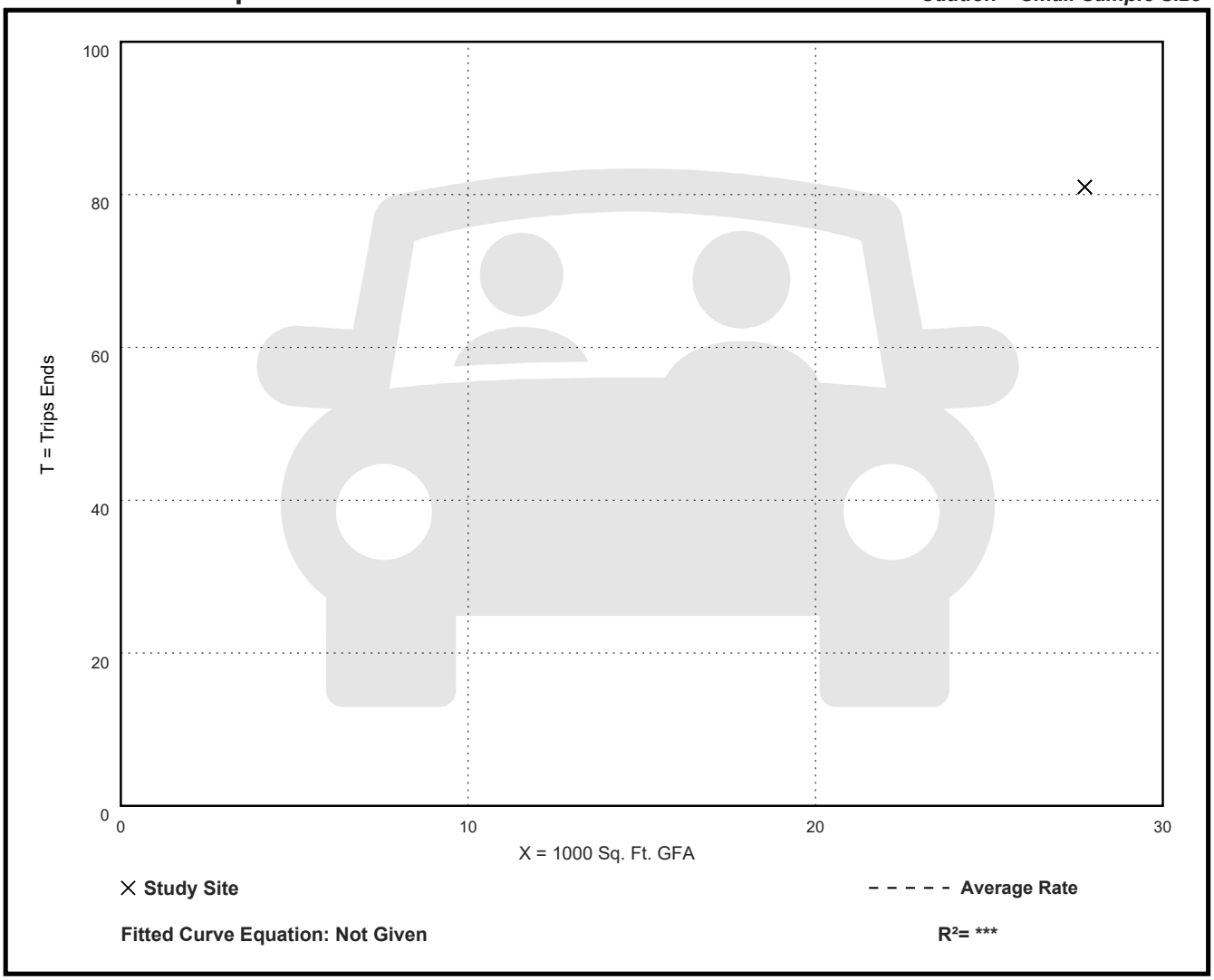
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Friday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 28
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.92	2.92 - 2.92	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

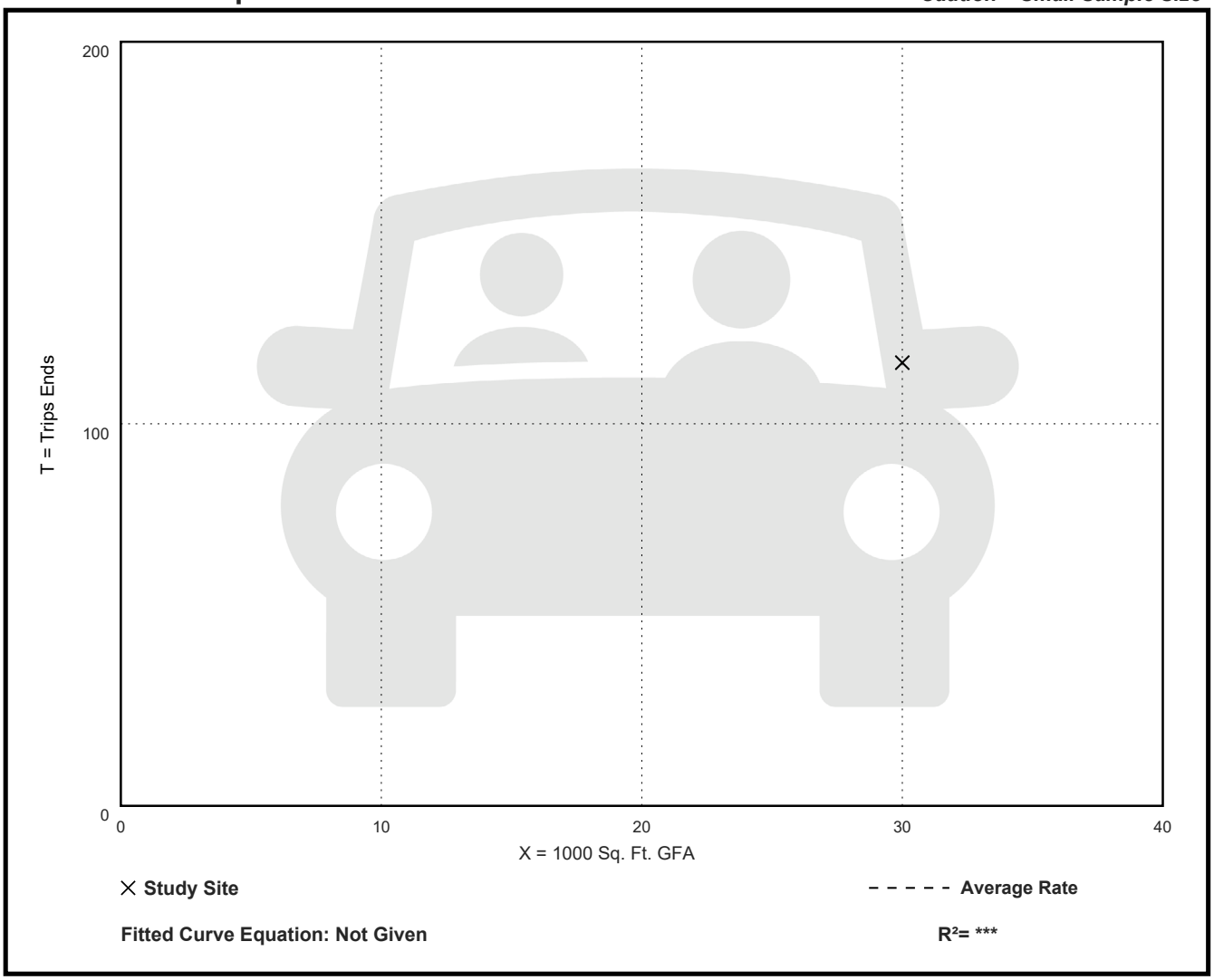
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.87	3.87 - 3.87	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Sunday, Peak Hour of Generator**

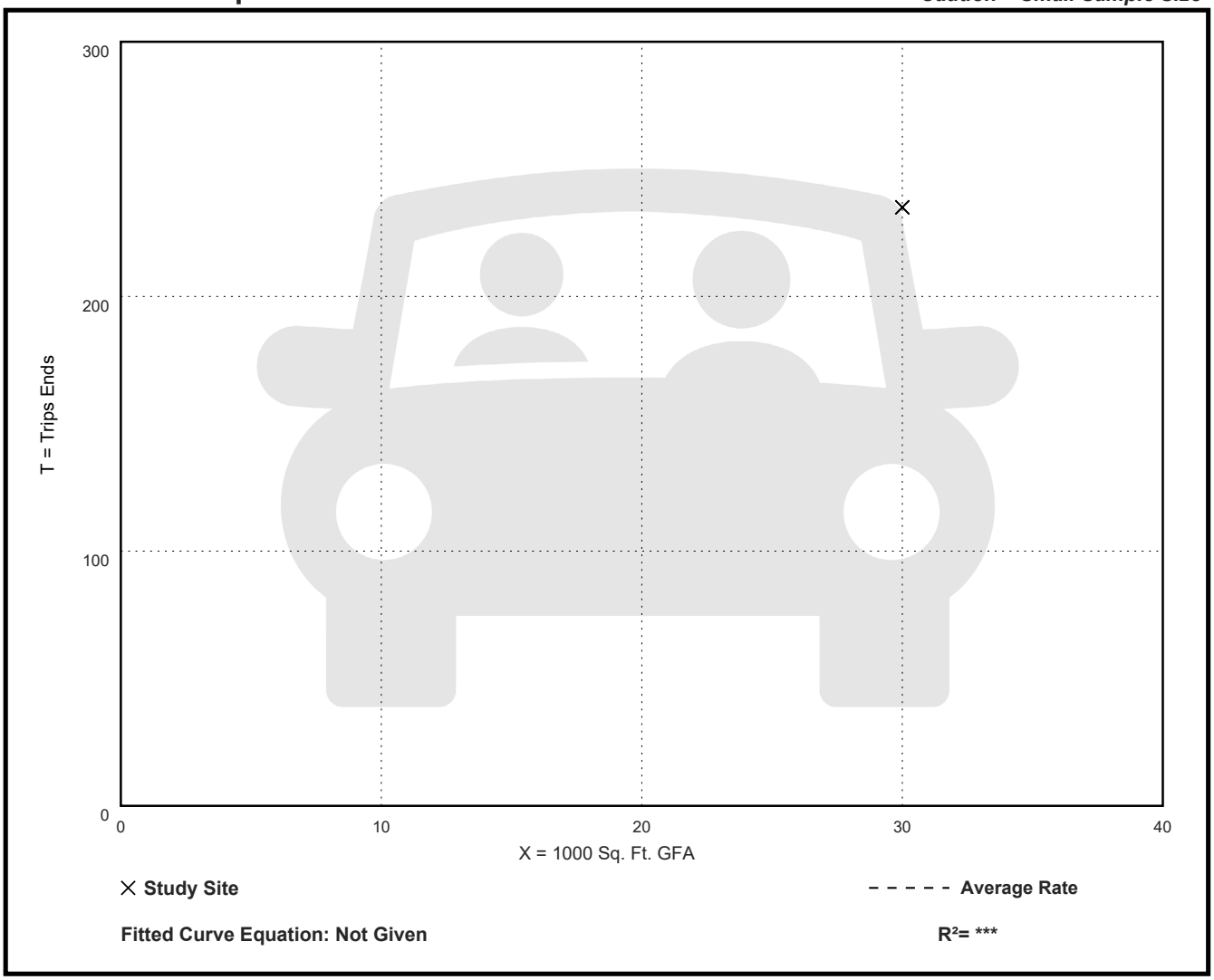
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	7.83 - 7.83	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Employees**
On a: **Saturday, Peak Hour of Generator**

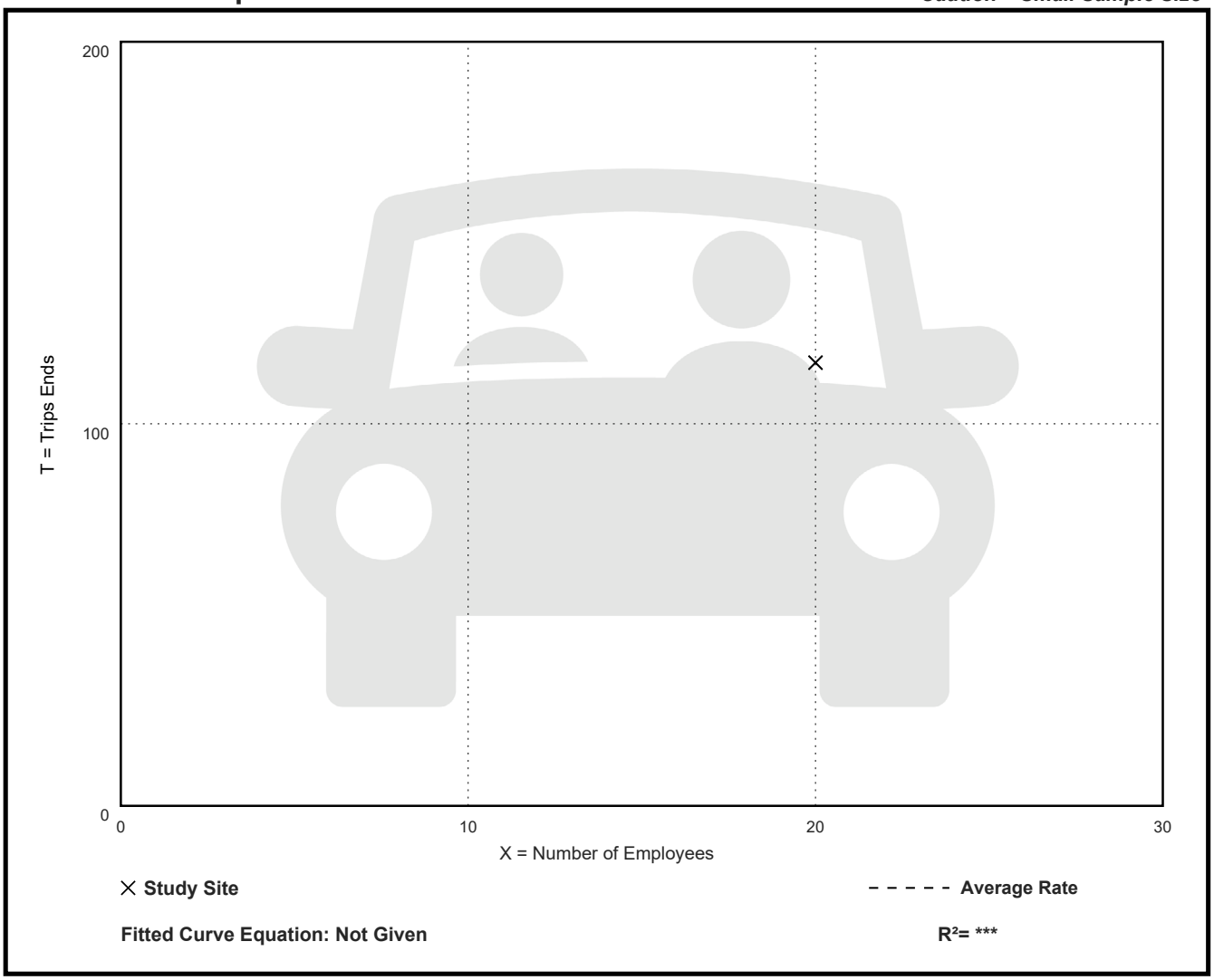
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 20
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.80	5.80 - 5.80	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Synagogue
(561)

Vehicle Trip Ends vs: **Employees**
On a: **Sunday, Peak Hour of Generator**

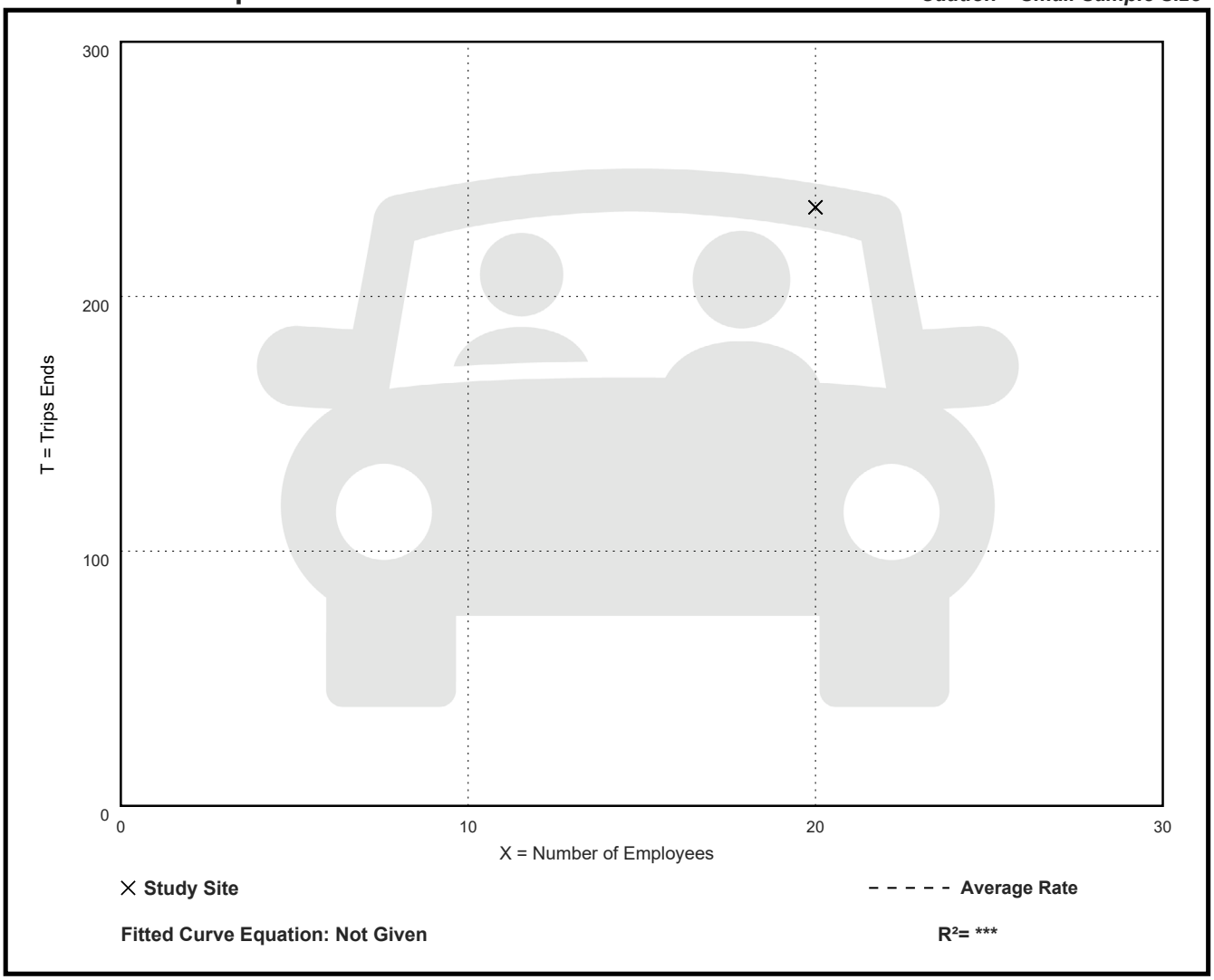
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 20
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
11.75	11.75 - 11.75	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Land Use: 565
Day Care Center

Description

A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Florida, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, and Wisconsin.

Source Numbers

335, 336, 337, 355, 418, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981, 1236

Day Care Center
(565)

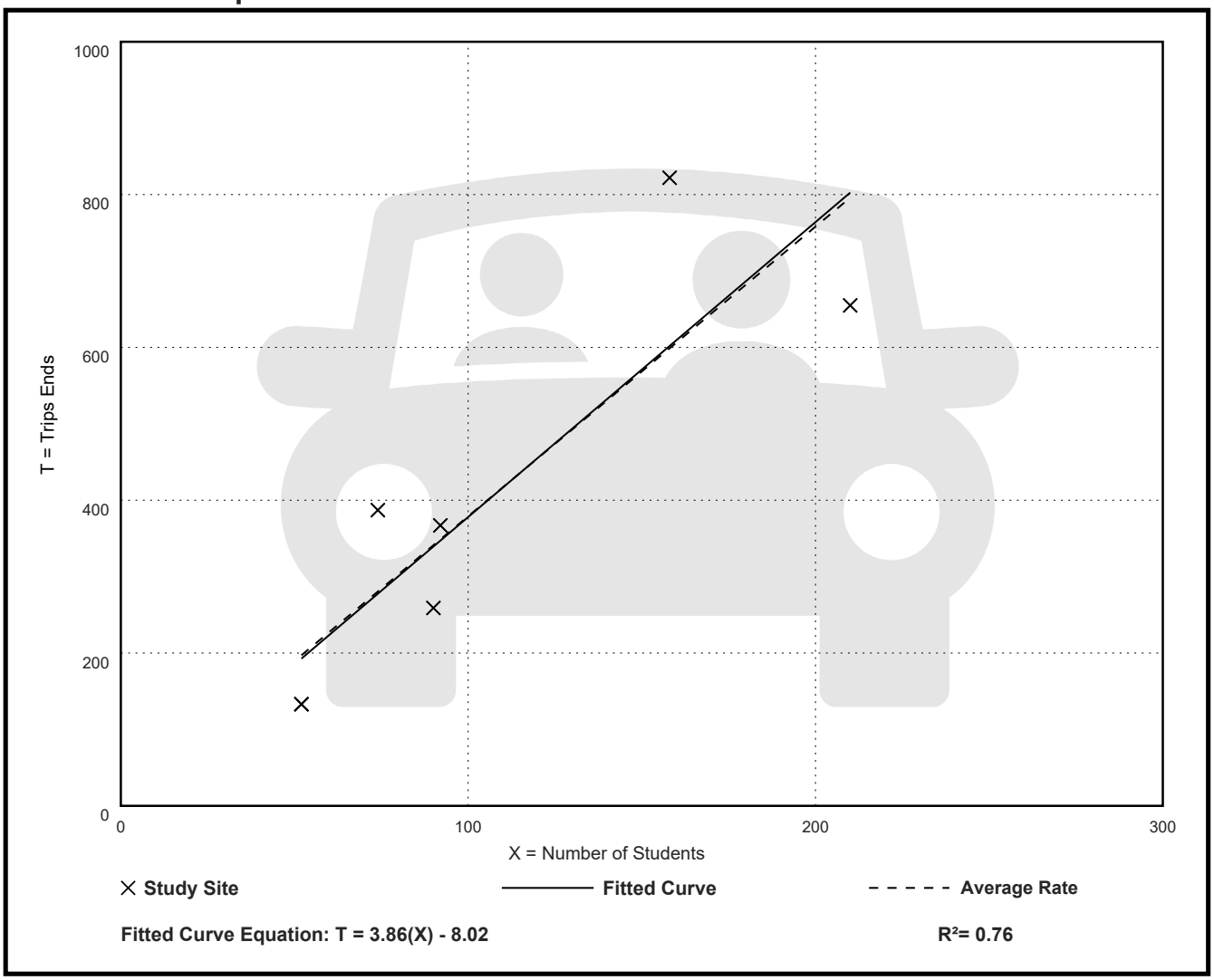
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
3.79	2.56 - 5.23	1.13

Data Plot and Equation



Fitted Curve Equation: T = 3.86(X) - 8.02

R^2= 0.76

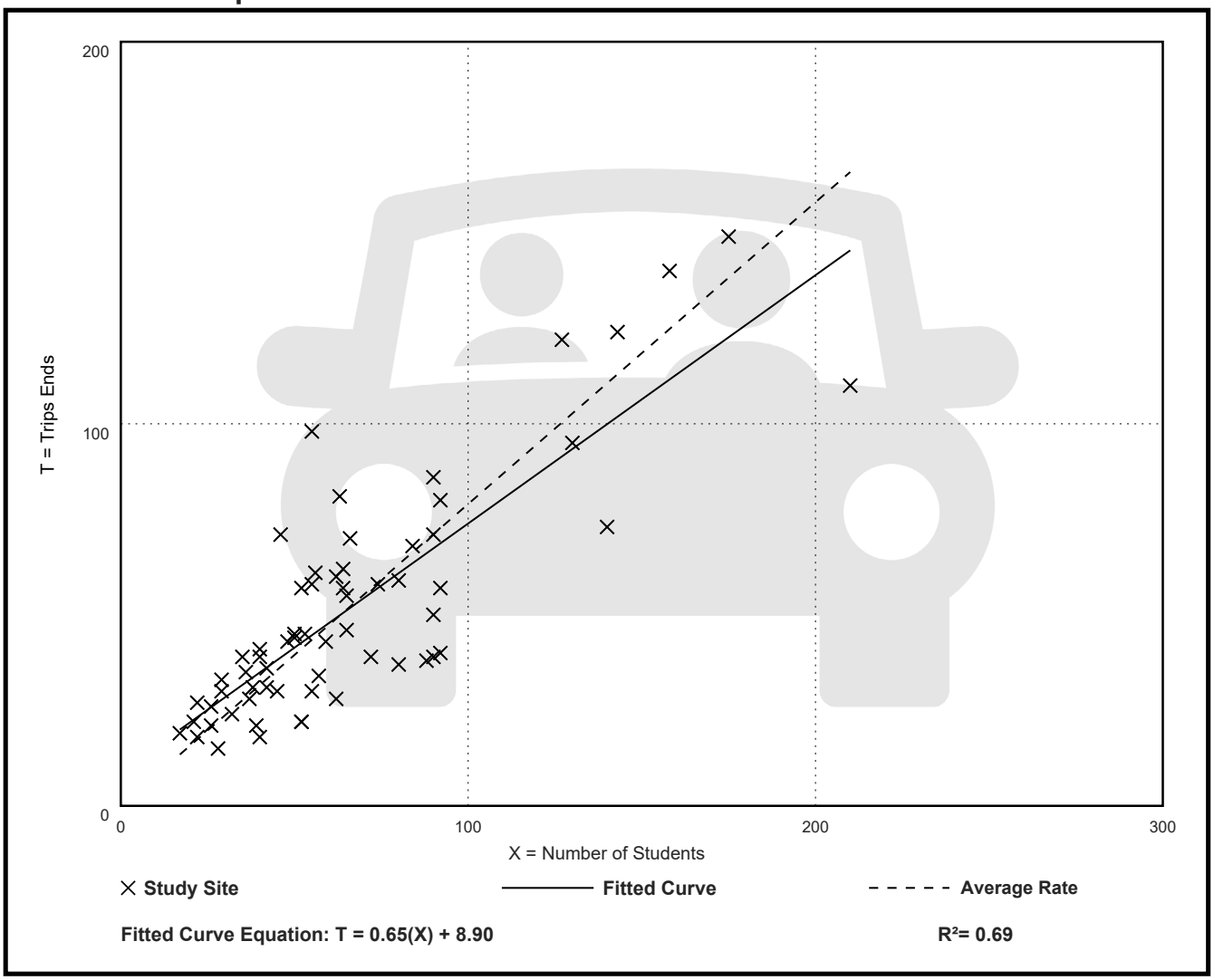
Day Care Center
(565)

Vehicle Trip Ends vs:	**Students**
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:	63
Avg. Num. of Students:	66
Directional Distribution:	53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.42 - 1.78	0.26

Data Plot and Equation



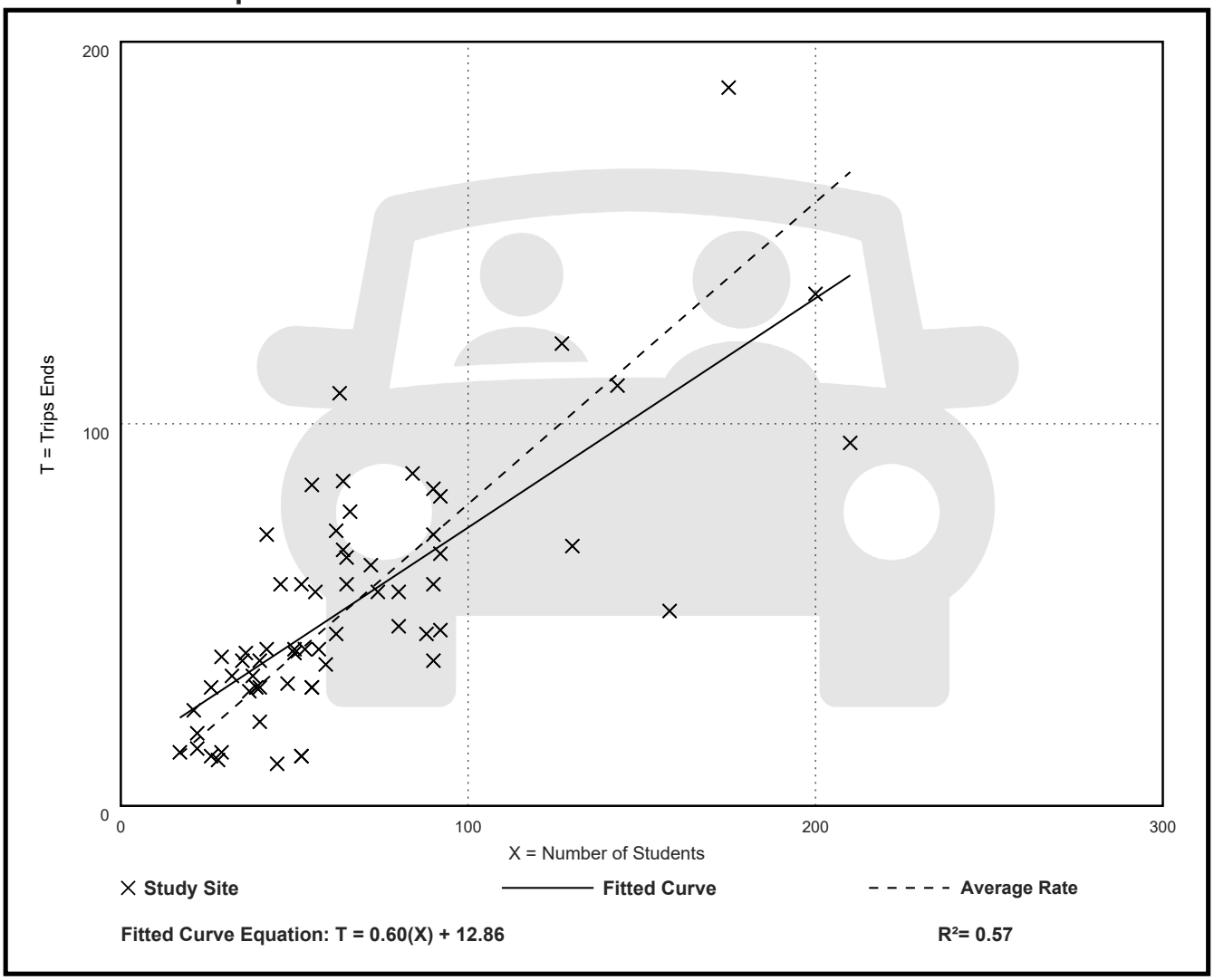
Day Care Center
(565)

Vehicle Trip Ends vs:	**Students**
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:	63
Avg. Num. of Students:	67
Directional Distribution:	47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.71	0.31

Data Plot and Equation



Day Care Center
(565)

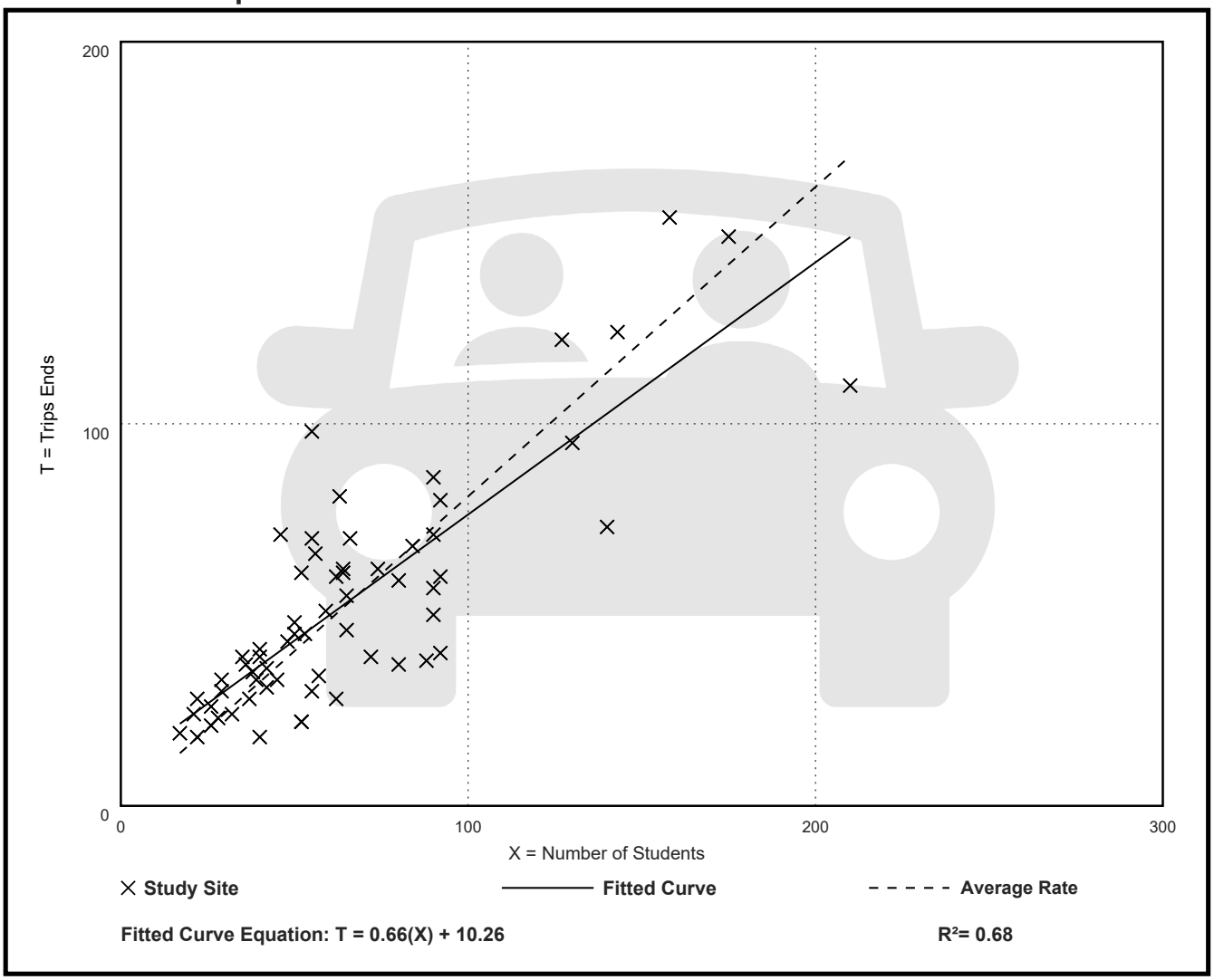
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 63
Avg. Num. of Students: 66
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.81	0.42 - 1.78	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.66(X) + 10.26

R^2= 0.68

Day Care Center
(565)

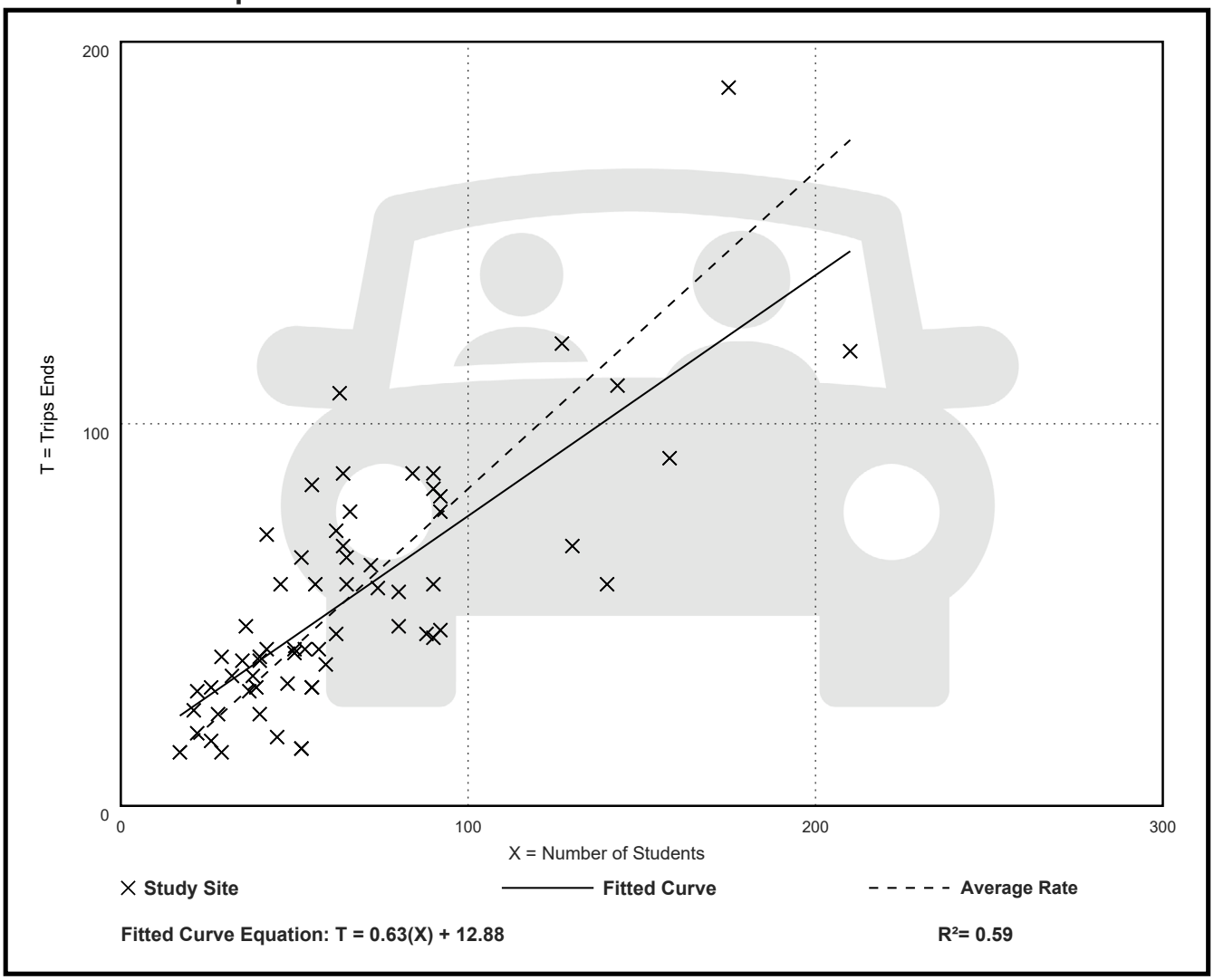
Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 63
Avg. Num. of Students: 66
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.83	0.29 - 1.71	0.30

Data Plot and Equation



Day Care Center
(565)

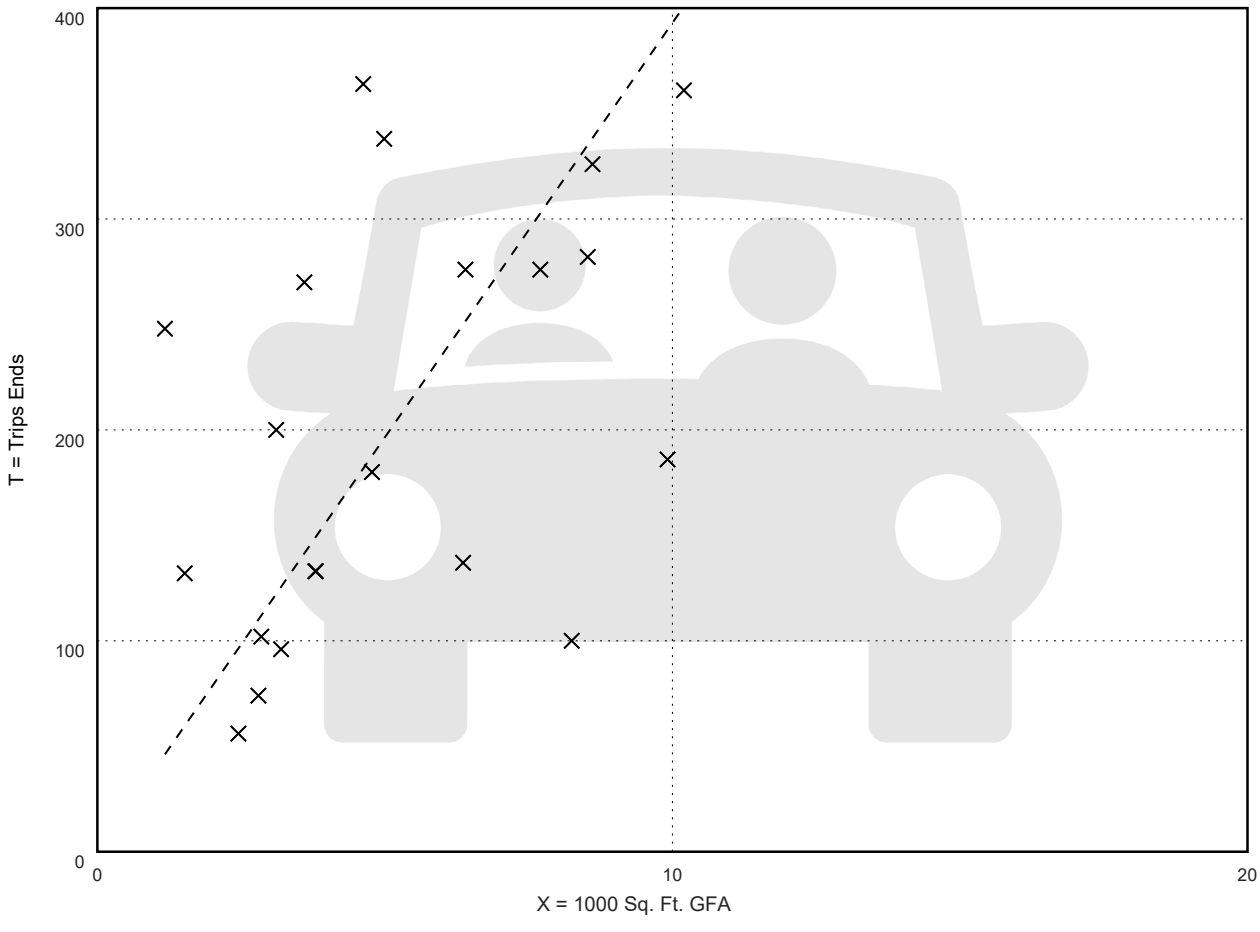
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.30	12.12 - 211.06	26.09

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

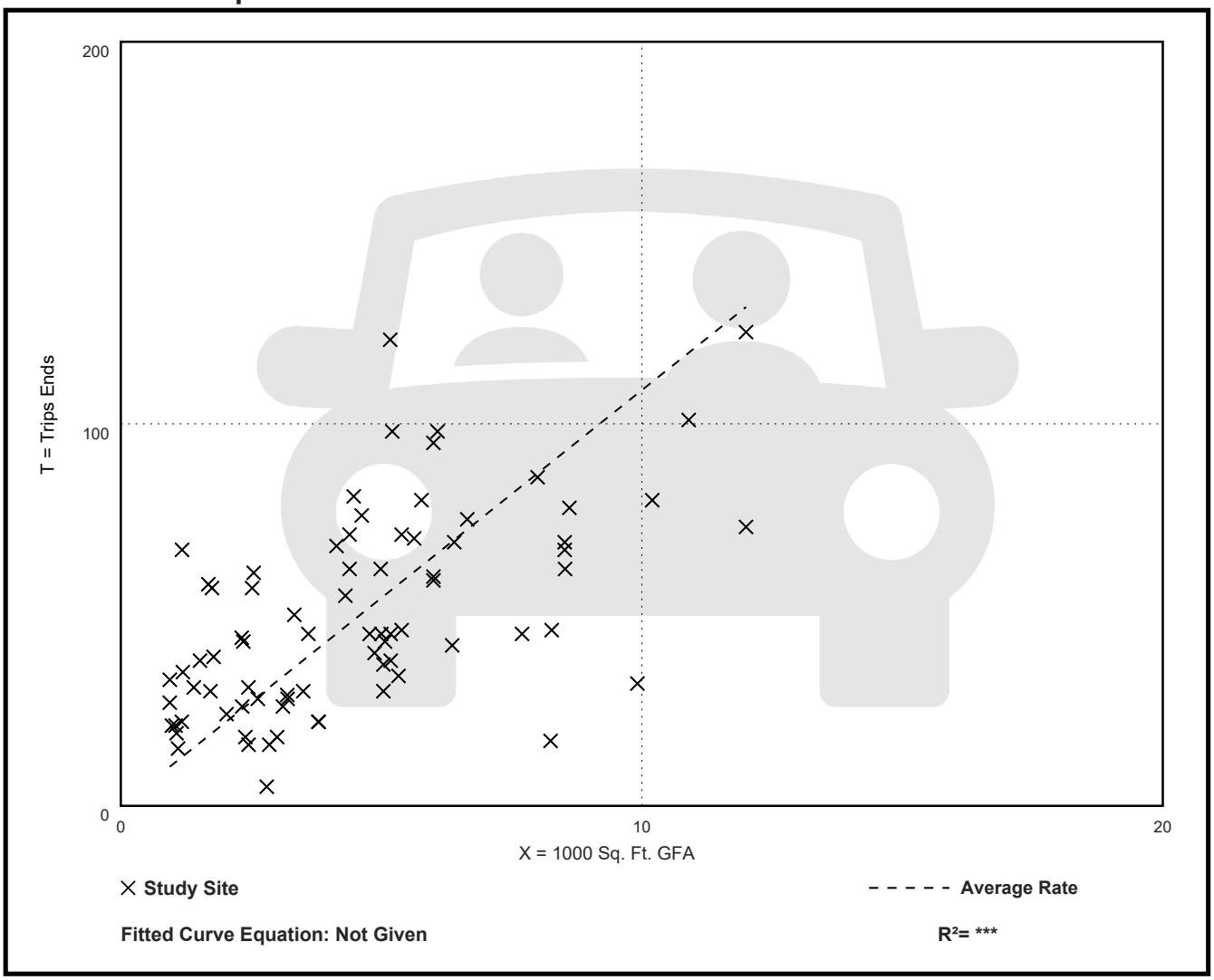
Day Care Center
(565)

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: 78
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.88	1.79 - 57.02	6.27

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

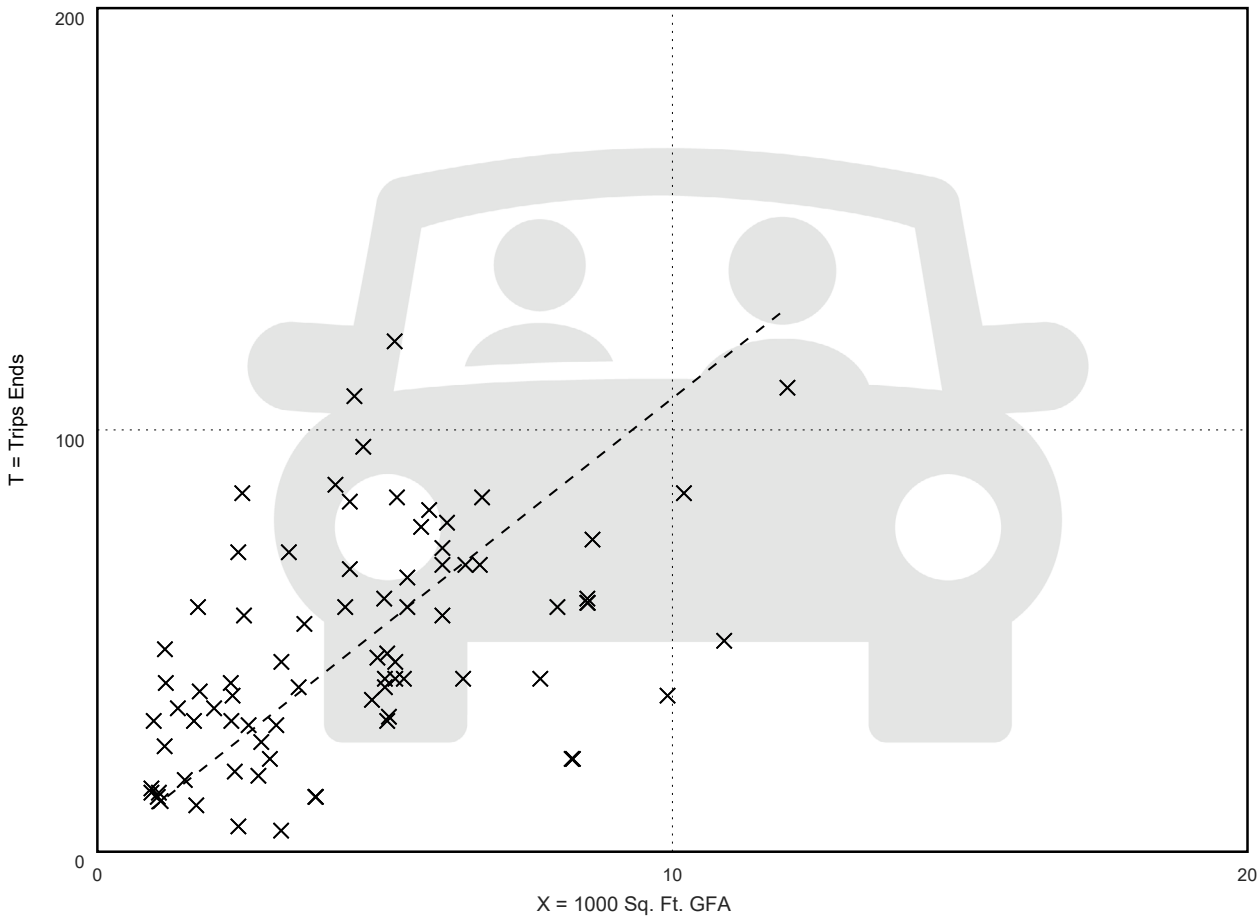
Day Care Center
(565)

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: 79
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.75	1.56 - 40.85	6.46

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Day Care Center
(565)

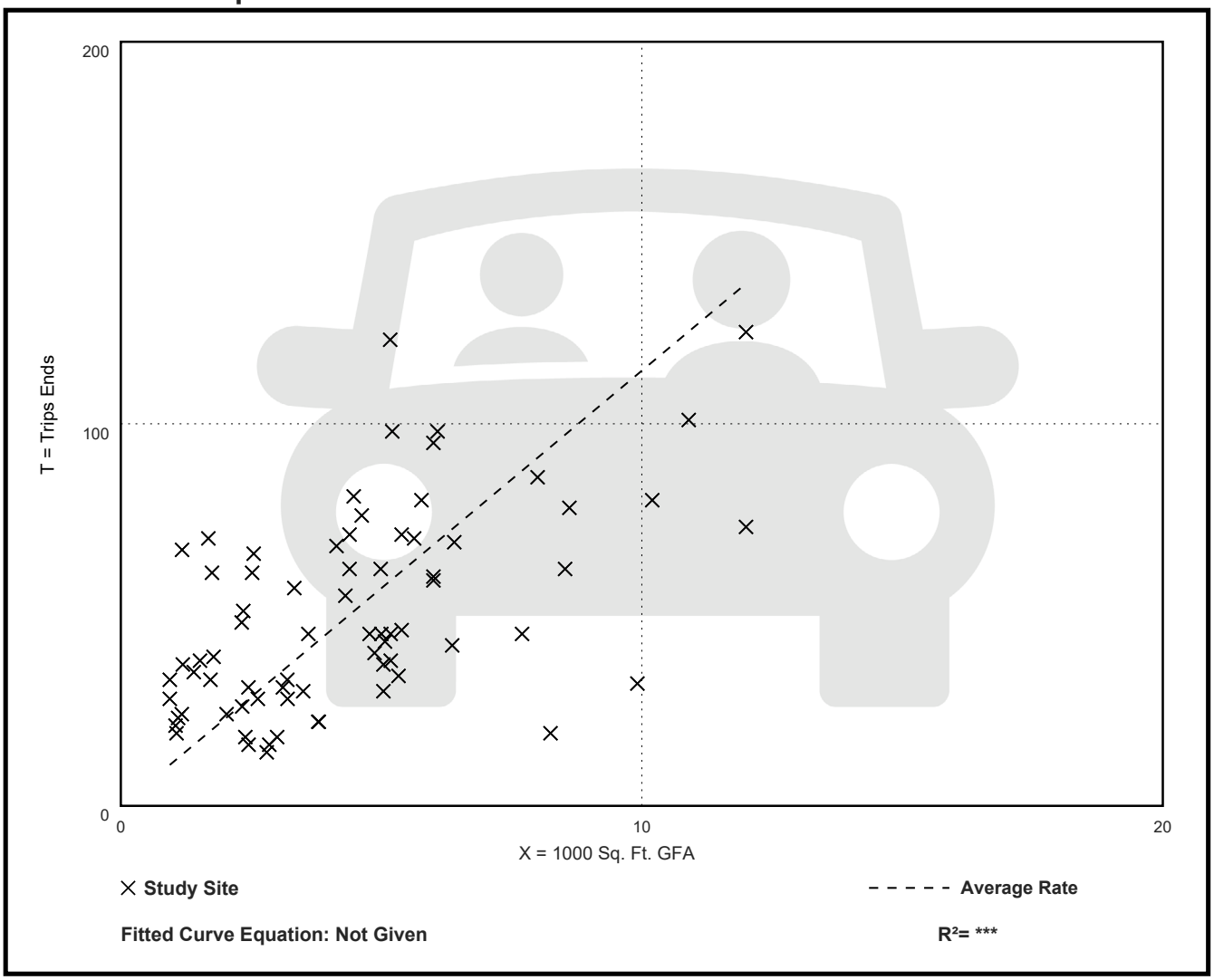
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 73
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.39	2.30 - 57.02	6.82

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Day Care Center
(565)

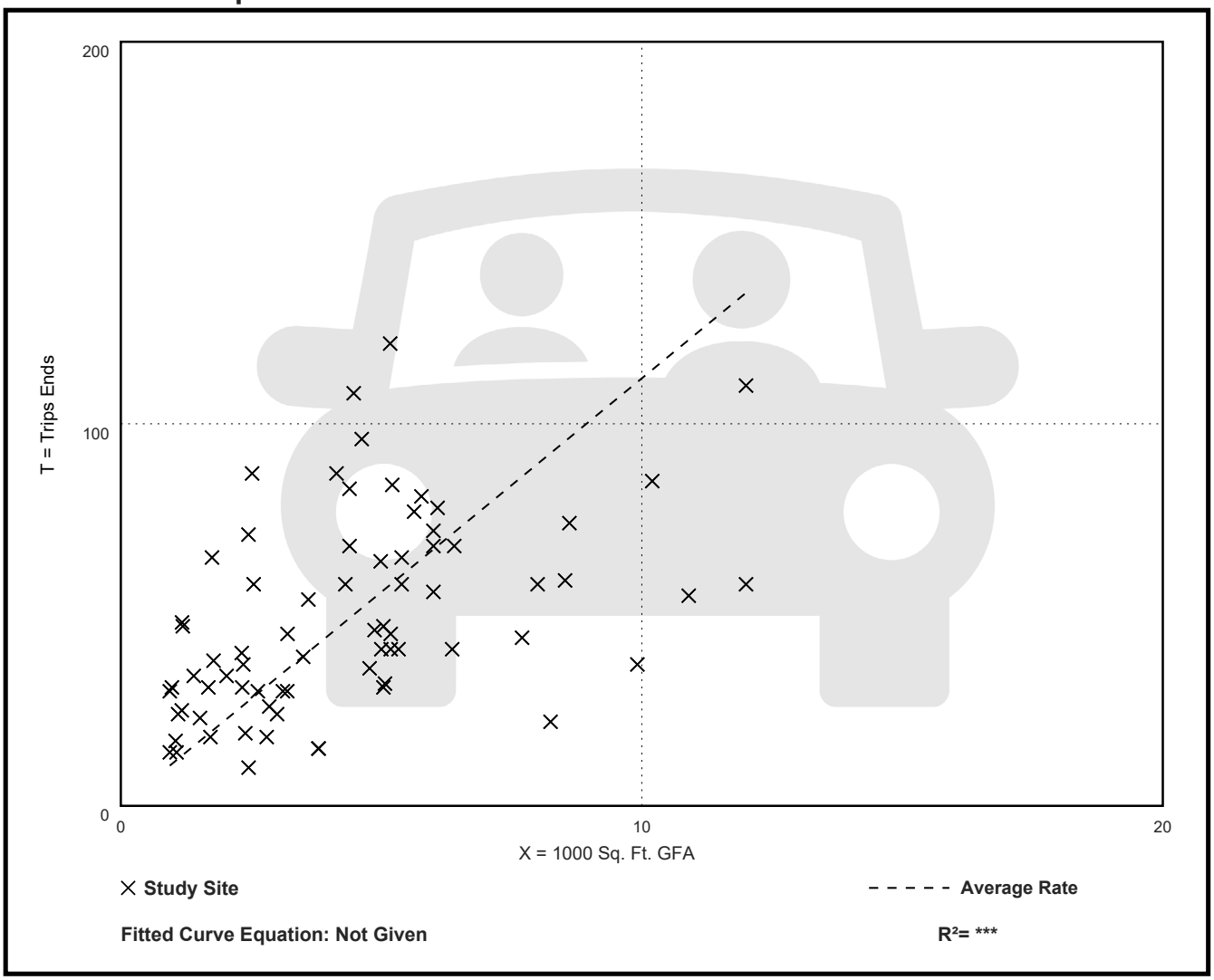
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 73
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	2.67 - 40.85	6.83

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Day Care Center
(565)

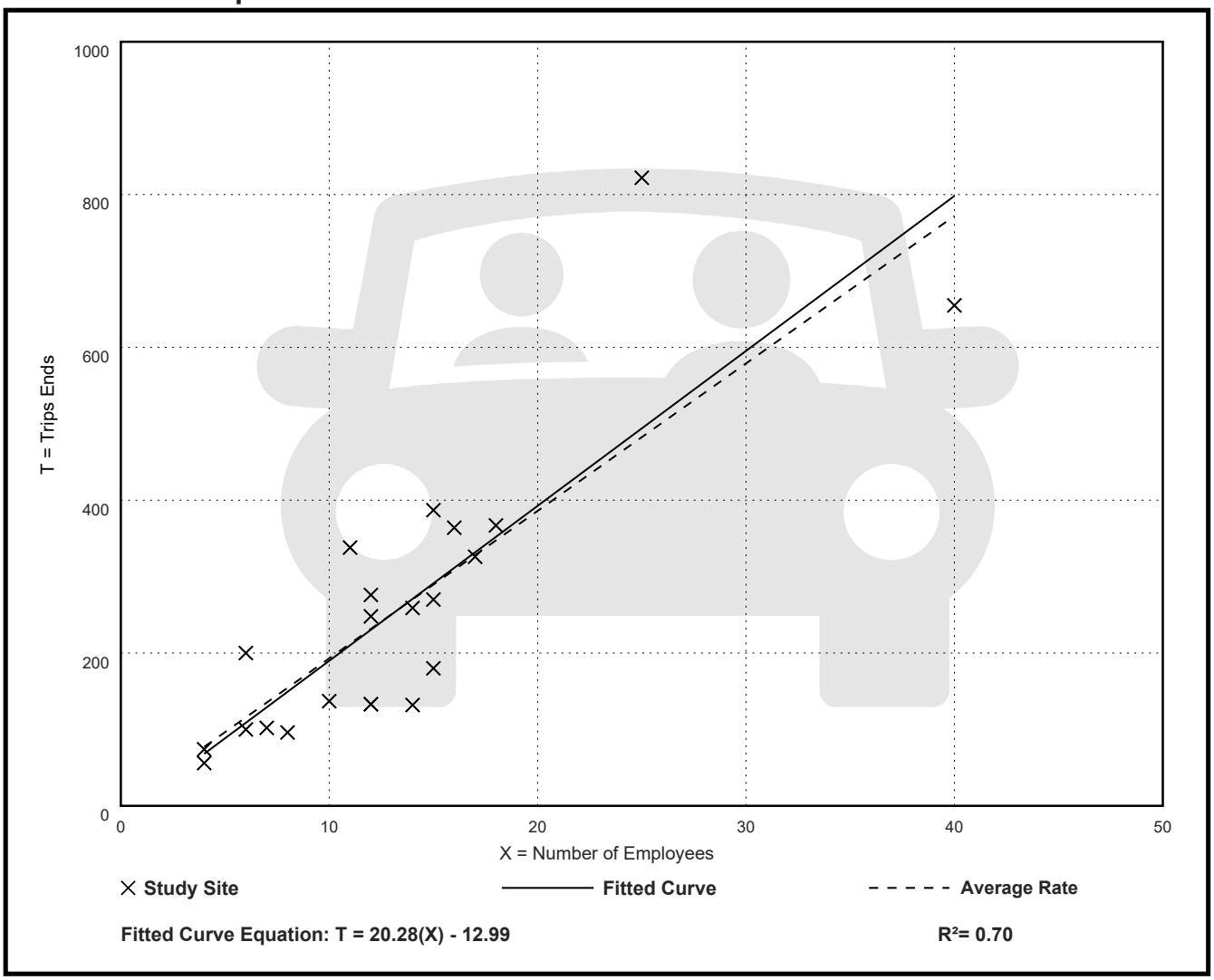
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Employees: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
19.30	9.43 - 33.33	6.94

Data Plot and Equation



Fitted Curve Equation: T = 20.28(X) - 12.99

R^2= 0.70

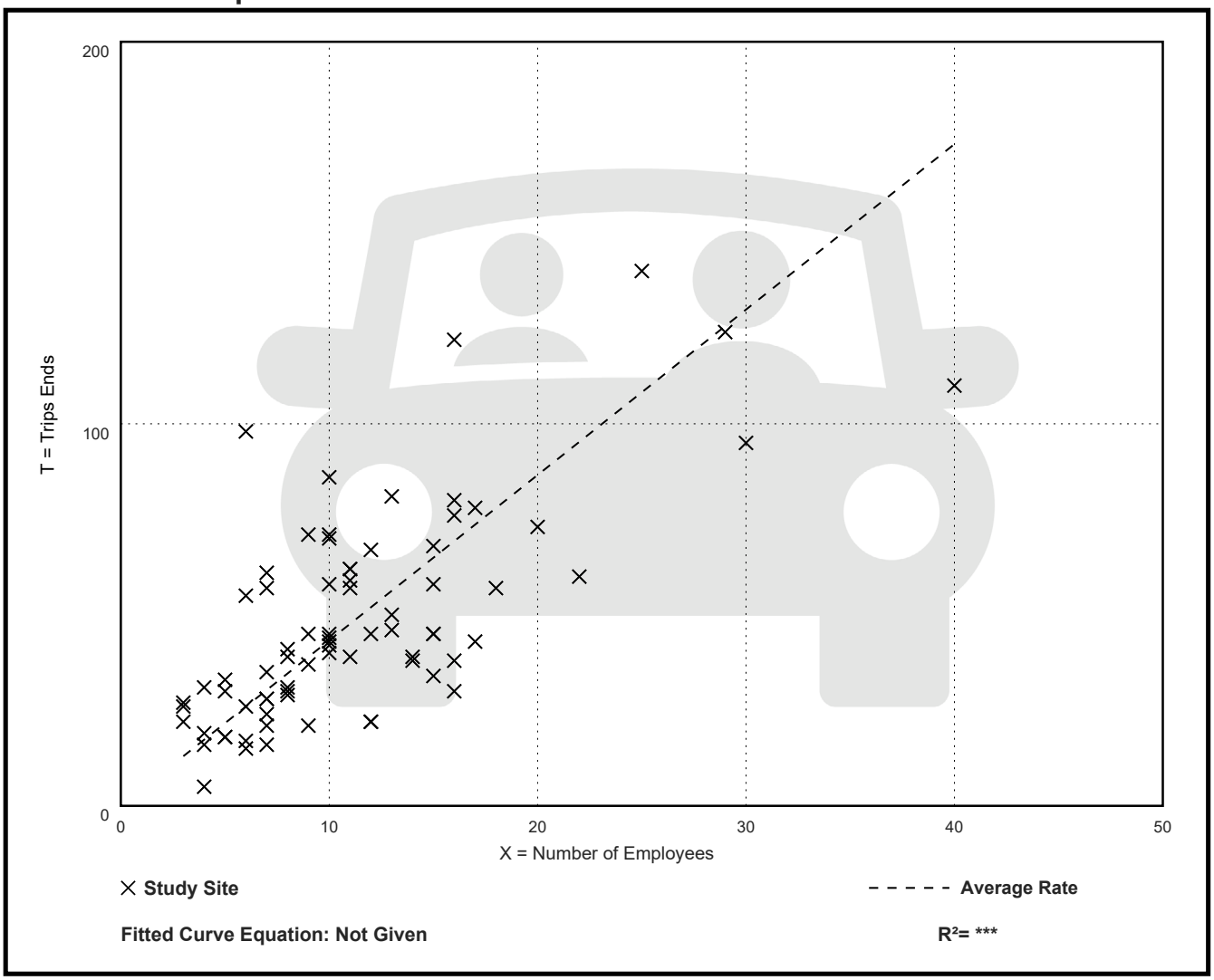
Day Care Center
(565)

Vehicle Trip Ends vs:	**Employees**
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:	75
Avg. Num. of Employees:	11
Directional Distribution:	53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.33	1.25 - 16.33	1.99

Data Plot and Equation



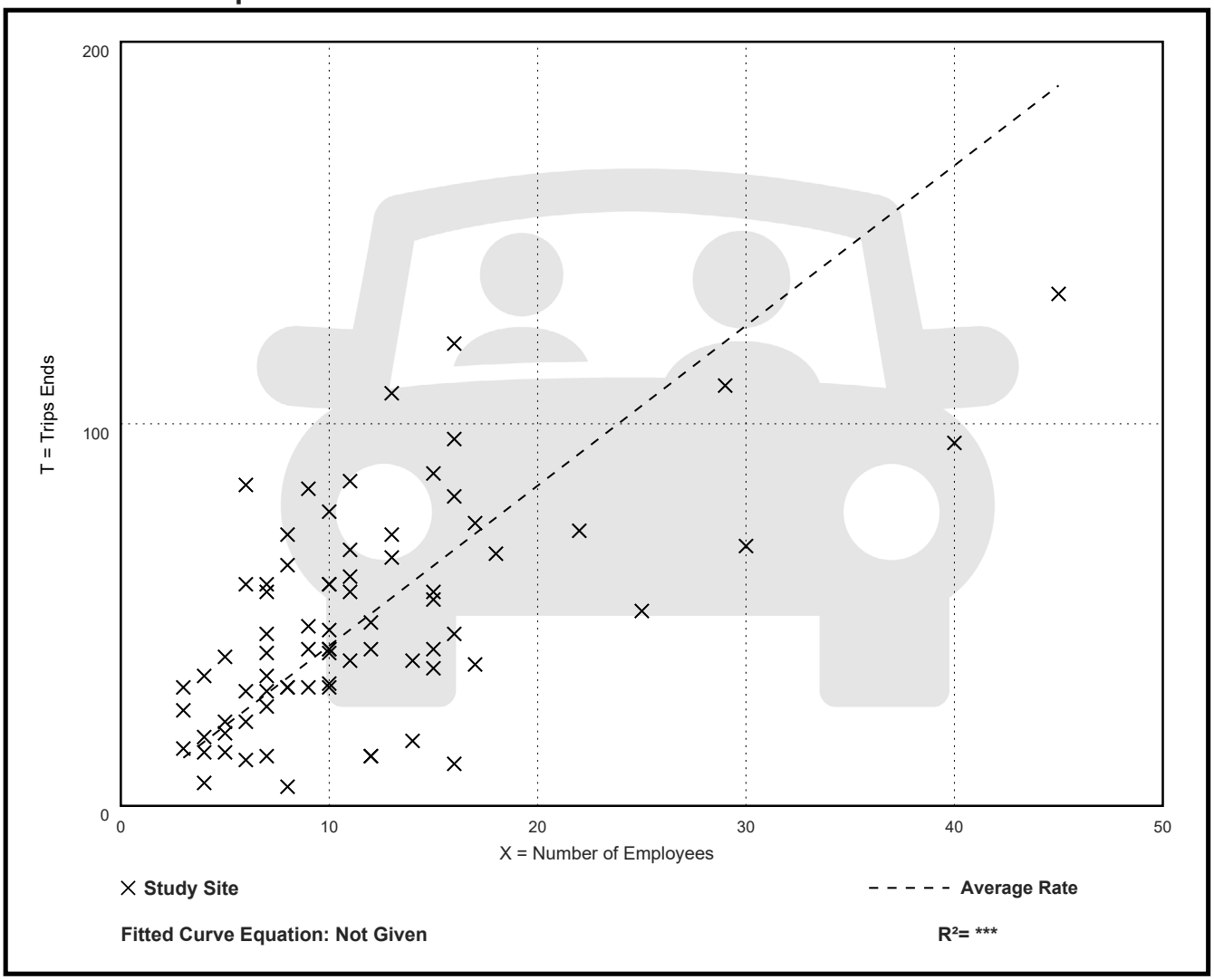
Day Care Center
(565)

Vehicle Trip Ends vs: **Employees**
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: 75
Avg. Num. of Employees: 12
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.19	0.63 - 14.00	2.23

Data Plot and Equation



Day Care Center
(565)

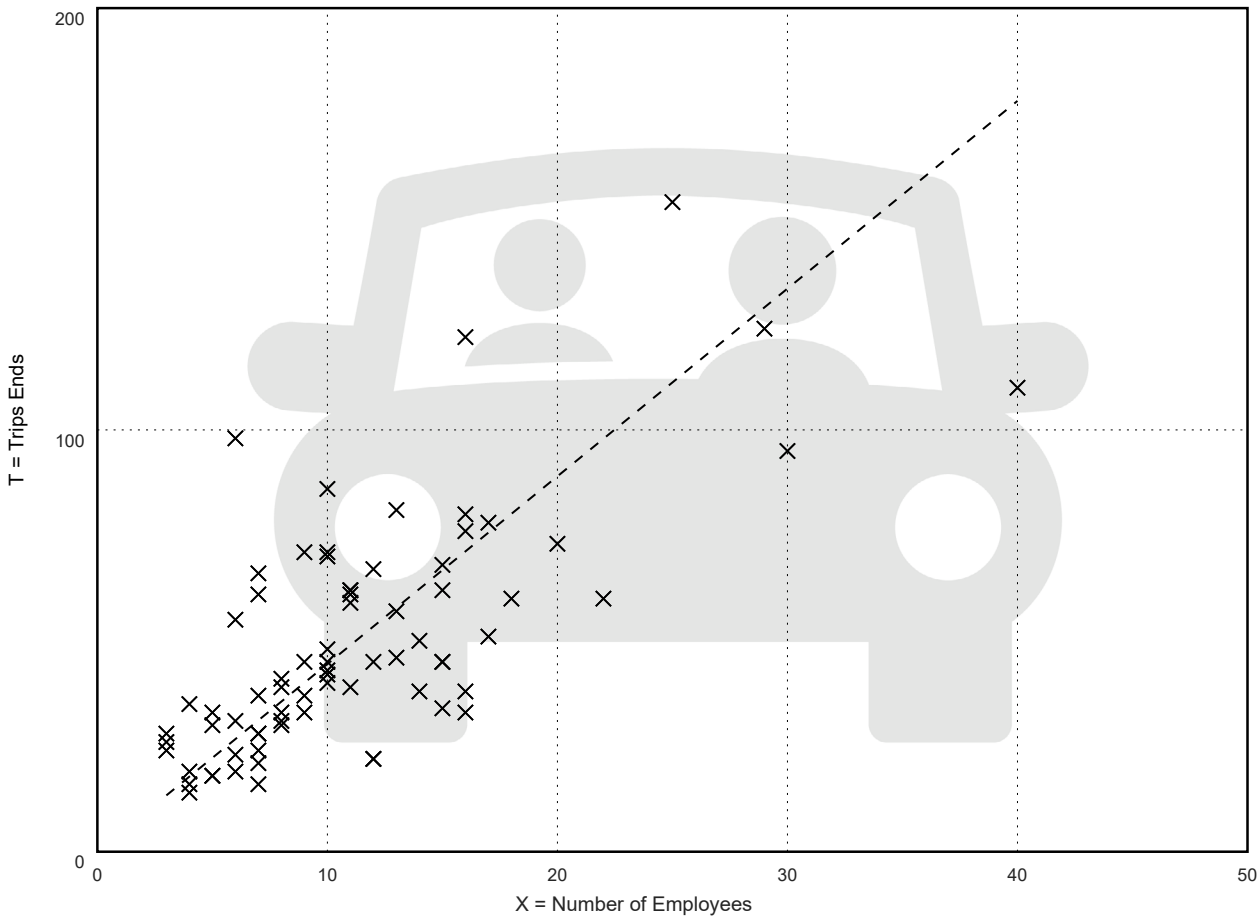
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 74
Avg. Num. of Employees: 11
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.45	1.83 - 16.33	2.00

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Day Care Center
(565)

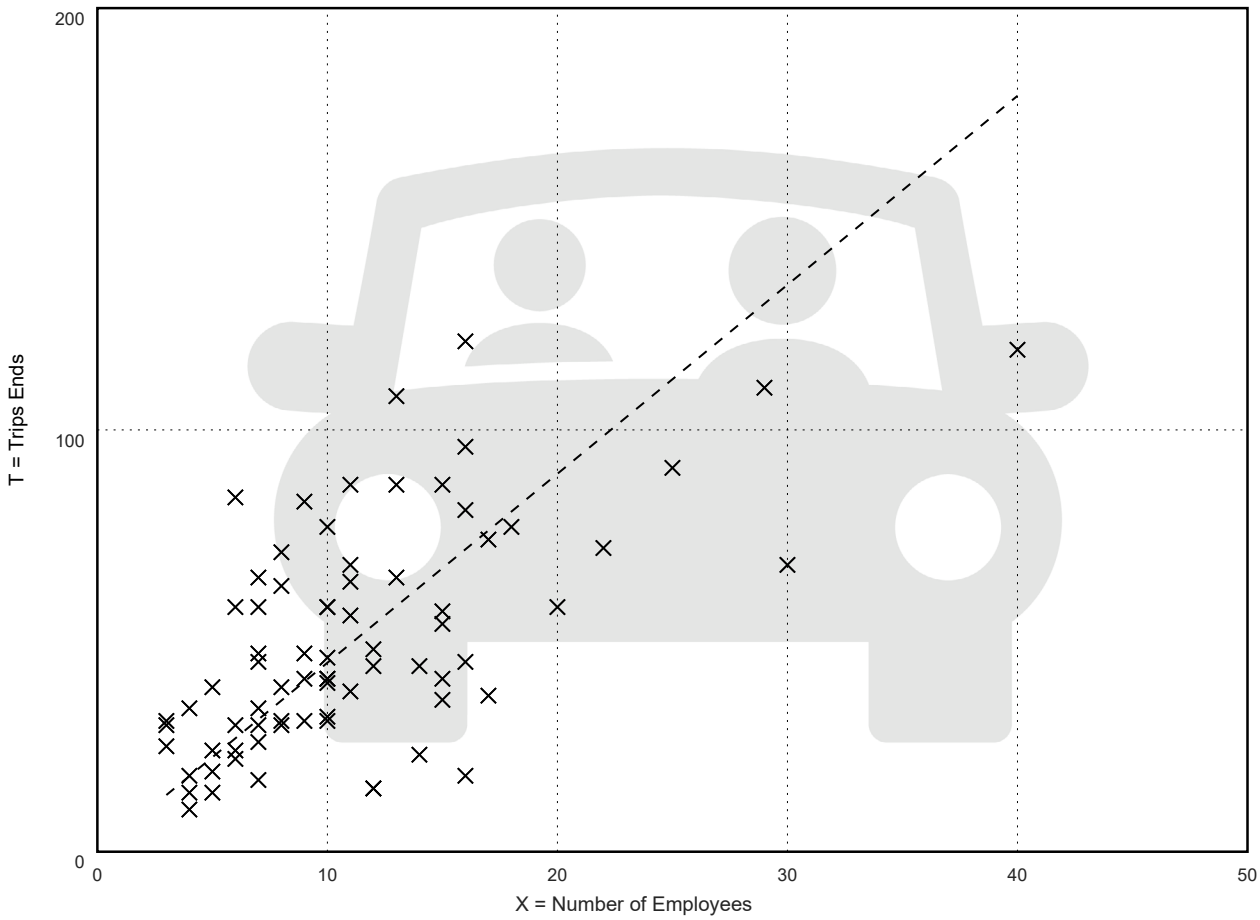
Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 75
Avg. Num. of Employees: 11
Directional Distribution: 47% entering, 53% exiting

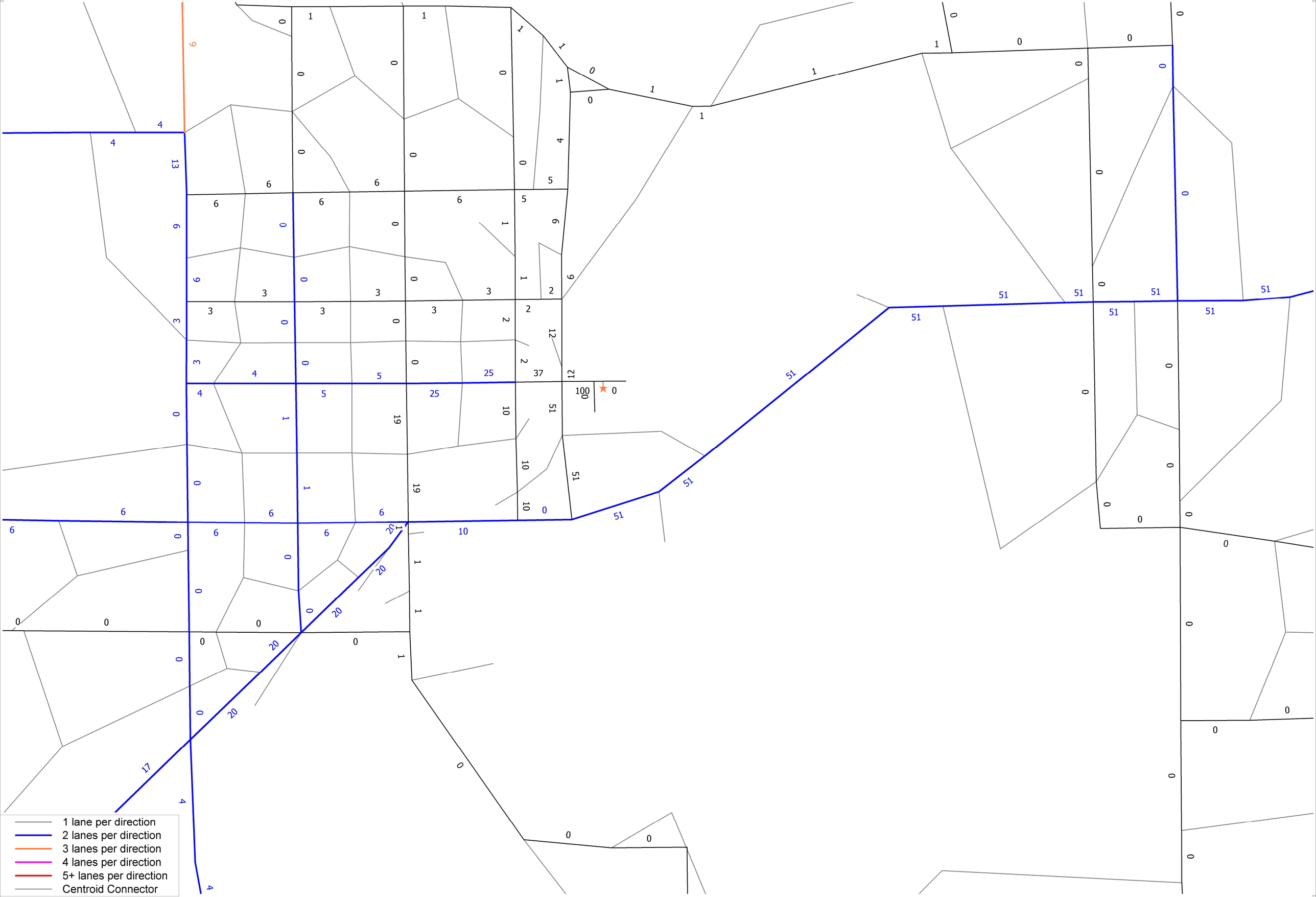
Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.48	1.13 - 14.00	2.19

Data Plot and Equation



Appendix F: Raw Model Output



(Licensed to Kittelson and Associates Inc)

Appendix G: Intersection Volumes Projection Worksheet

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Knowles Ave & Canton Ave	Existing				48	9	48		71	22	21	141	
	Background				53	10	53		78	24	23	155	
	Distribution				-	5%	-		-	7%	-	12%	
	Direction				-	in	-		-	in	-	out	
	Project Trips				-	2	-		-	3	-	4	
	Build Trips				53	12	53		78	27	23	159	
Interlachen Ave & Morse Blvd	Existing	58	195	7	1	221	52	7	11	26	7	7	4
	Background	64	215	8	1	243	57	8	12	29	8	8	4
	Distribution	-	-	-	-	-	-	12%	-	-	-	-	-
	Direction	-	-	-	-	-	-	out	-	-	-	-	-
	Project Trips	-	-	-	-	-	-	4	-	-	-	-	-
	Build Trips	64	215	8	1	243	57	12	12	29	8	8	4
Knowles Ave & Morse Blvd	Existing	8	0	3	0	10	14	3	48	20	23	112	0
	Background	9	0	3	0	11	15	3	53	22	25	123	0
	Distribution	37%	-	51%	12%	-	-	-	37%	-	-	-	-
	Direction	out	-	in	in	-	-	-	in	-	-	-	-
	Project Trips	12	-	22	5	-	-	-	16	-	-	-	-
	Build Trips	21	0	25	5	11	15	3	69	22	25	123	0
Park Ave & Morse Blvd	Existing	10	67	16	8	82	19	24	56	36	16	93	25
	Background	11	74	18	9	90	21	26	62	40	18	102	28
	Distribution	-	-	10%	2%	-	-	-	25%	-	10%	25%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	4	1	-	-	-	11	-	3	8	1
	Build Trips	11	74	22	10	90	21	26	73	40	21	110	29
New York Ave & Morse Blvd	Existing	62	98	9	17	133	63	44	108	56	17	82	22
	Background	68	108	10	19	146	69	48	119	62	19	90	24
	Distribution	-	-	19%	2%	-	-	-	4%	-	19%	4%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	8	1	-	-	-	2	-	6	1	1
	Build Trips	68	108	18	20	146	69	48	121	62	25	91	25
Knowles Ave & New England Ave	Existing	2	4	5	12		25	15	71			172	20
	Background	2	4	6	13		28	17	78			189	22
	Distribution	-	-	-	51%		-	-	-			-	51%
	Direction	-	-	-	out		-	-	-			-	in
	Project Trips	-	-	-	17		-	-	-			-	22
	Build Trips	2	4	6	30		28	17	78			189	44
Morse Blvd & Access 1	Existing			-					51	-		135	
	Background			-					56	-		149	
	Distribution			12%					-	100%		-	
	Direction			out					-	in		-	
	Project Trips			4					-	43		-	
	Build Trips			4					56	43		149	
Knowles Ave & Access 2	Existing		11			53					-		-
	Background		12			58					-		-
	Distribution		51%			-					51%		37%
	Direction		in			-					out		out
	Project Trips		22			-					17		12
	Build Trips		34			58					17		12

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Knowles Ave & Canton Ave	Existing				11	3	26		107	17	3	113	
	Background				12	3	29		118	19	3	124	
	Distribution				-	5%	-		-	7%	-	12%	
	Direction				-	in	-		-	in	-	out	
	Project Trips				-	1	-		-	1	-	2	
	Build Trips				12	4	29		118	20	3	126	
Interlachen Ave & Morse Blvd	Existing	56	232	4	2	157	32	45	4	64	2	4	1
	Background	62	255	4	2	173	35	50	4	70	2	4	1
	Distribution	-	-	-	-	-	-	12%	-	-	-	-	-
	Direction	-	-	-	-	-	-	out	-	-	-	-	-
	Project Trips	-	-	-	-	-	-	2	-	-	-	-	-
	Build Trips	62	255	4	2	173	35	52	4	70	2	4	1
Knowles Ave & Morse Blvd	Existing	22	0	18	4	9	32	6	85	26	14	80	0
	Background	24	0	20	4	10	35	7	94	29	15	88	0
	Distribution	37%	-	51%	12%	-	-	-	37%	-	-	-	-
	Direction	out	-	in	in	-	-	-	in	-	-	-	-
	Project Trips	6	-	11	3	-	-	-	8	-	-	-	-
	Build Trips	30	0	31	7	10	35	7	102	29	15	88	0
Park Ave & Morse Blvd	Existing	21	100	13	12	76	21	37	84	29	15	88	31
	Background	23	110	14	13	84	23	41	92	32	17	97	34
	Distribution	-	-	10%	2%	-	-	-	25%	-	10%	25%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	2	0	-	-	-	5	-	2	4	0
	Build Trips	23	110	16	13	84	23	41	97	32	19	101	34
New York Ave & Morse Blvd	Existing	65	152	19	15	112	65	82	139	61	24	109	18
	Background	72	167	21	17	123	72	90	153	67	26	120	20
	Distribution	-	-	19%	2%	-	-	-	4%	-	19%	4%	2%
	Direction	-	-	in	in	-	-	-	in	-	out	out	out
	Project Trips	-	-	4	0	-	-	-	1	-	3	1	0
	Build Trips	72	167	25	17	123	72	90	154	67	29	121	20
Knowles Ave & New England Ave	Existing	13	4	15	20		54	14	97			98	8
	Background	14	4	17	22		59	15	107			108	9
	Distribution	-	-	-	51%		-	-	-			-	51%
	Direction	-	-	-	out		-	-	-			-	in
	Project Trips	-	-	-	8		-	-	-			-	11
	Build Trips	14	4	17	30		59	15	107			108	20
Morse Blvd & Access 1	Existing			-					107	-		94	
	Background			-					118	-		103	
	Distribution			12%					-	100%		-	
	Direction			out					-	in		-	
	Project Trips			2					-	21		-	
	Build Trips			2					118	21		103	
Knowles Ave & Access 2	Existing		40			49					-		-
	Background		44			54					-		-
	Distribution		51%			-					51%		37%
	Direction		in			-					out		out
	Project Trips		11			-					8		6
	Build Trips		55			54					8		6

Appendix H: 2028 No-Build Condition HCM Reports

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	78	24	23	155	0	0	0	0	53	10	53
Future Vol, veh/h	0	78	24	23	155	0	0	0	0	53	10	53
Conflicting Peds, #/hr	1	0	12	12	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	124	38	37	246	0	0	0	0	84	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	174	0	0	-	474	-	443	493	253
Stage 1	-	-	-	-	-	-	-	155	-	319	319	-
Stage 2	-	-	-	-	-	-	-	319	-	124	174	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1415	-	0	0	492	0	529	480	791
Stage 1	0	-	-	-	-	0	0	773	0	697	657	-
Stage 2	0	-	-	-	-	0	0	657	0	885	759	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1399	-	-	-	472	-	513	460	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	472	-	513	460	-
Stage 1	-	-	-	-	-	-	-	764	-	676	637	-
Stage 2	-	-	-	-	-	-	-	637	-	885	750	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.99	0	13.59
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	233	-	602
HCM Lane V/C Ratio	-	-	-	0.026	-	0.306
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	13.6
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	-	1.3

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	12	29	8	8	4	64	215	8	1	243	57
Future Vol, veh/h	8	12	29	8	8	4	64	215	8	1	243	57
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	9	14	34	9	9	5	74	250	9	1	283	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	8.7	10.7	10.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	16%	40%	0%
Vol Thru, %	75%	24%	40%	81%
Vol Right, %	3%	59%	20%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	49	20	301
LT Vol	64	8	8	1
Through Vol	215	12	8	243
RT Vol	8	29	4	57
Lane Flow Rate	334	57	23	350
Geometry Grp	1	1	1	1
Degree of Util (X)	0.417	0.081	0.035	0.423
Departure Headway (Hd)	4.497	5.09	5.433	4.351
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	701	656	826
Service Time	2.528	3.145	3.495	2.381
HCM Lane V/C Ratio	0.417	0.081	0.035	0.424
HCM Control Delay, s/veh	10.7	8.6	8.7	10.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.1	0.3	0.1	2.1

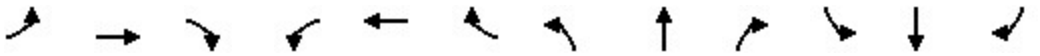
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	53	22	25	123	0	9	0	3	0	11	15
Future Vol, veh/h	3	53	22	25	123	0	9	0	3	0	11	15
Conflicting Peds, #/hr	10	0	8	8	0	10	17	0	6	6	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	80	33	38	186	0	14	0	5	0	17	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	122	0	0	402	386	111	368	403	213
Stage 1	-	-	-	-	-	-	114	114	-	272	272	-
Stage 2	-	-	-	-	-	-	287	272	-	95	131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1389	-	-	1478	-	-	563	551	948	593	539	832
Stage 1	-	-	-	-	-	-	896	805	-	738	688	-
Stage 2	-	-	-	-	-	-	724	688	-	916	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1467	-	-	501	524	935	562	513	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	524	-	562	513	-
Stage 1	-	-	-	-	-	-	886	796	-	710	662	-
Stage 2	-	-	-	-	-	-	656	662	-	903	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	1.27	11.57	10.89
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	65	-	-	304	-	-	651
HCM Lane V/C Ratio	0.032	0.003	-	-	0.026	-	-	0.061
HCM Ctrl Dly (s/v)	11.6	7.6	0	-	7.5	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	62	40	18	102	28	11	74	18	9	90	21
Future Volume (veh/h)	26	62	40	18	102	28	11	74	18	9	90	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	34	82	31	24	134	36	14	97	19	12	118	19
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	187	427	145	114	543	134	104	580	106	88	613	93
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	278	1046	354	115	1329	329	91	1421	259	56	1501	228
Grp Volume(v), veh/h	147	0	0	194	0	0	130	0	0	149	0	0
Grp Sat Flow(s),veh/h/ln	1678	0	0	1773	0	0	1771	0	0	1785	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	4.2	0.0	0.0	2.7	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.23		0.21	0.12		0.19	0.11		0.15	0.08		0.13
Lane Grp Cap(c), veh/h	759	0	0	791	0	0	790	0	0	794	0	0
V/C Ratio(X)	0.19	0.00	0.00	0.25	0.00	0.00	0.16	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	759	0	0	791	0	0	790	0	0	794	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.8	0.0	0.0	11.3	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.7	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	0.0	12.5	0.0	0.0	11.8	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		147			194			130			149	
Approach Delay, s/veh		12.0			12.5			11.8			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		4.7		5.1		5.2		6.2				
Green Ext Time (p_c), s		0.9		1.1		1.1		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	119	62	19	90	24	68	108	10	19	146	69
Future Vol, veh/h	48	119	62	19	90	24	68	108	10	19	146	69
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	5	0	0	0	10	2	0	0	1	0
Mvmt Flow	55	137	71	22	103	28	78	124	11	22	168	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.9	10.4	11.7	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	21%	14%	8%
Vol Thru, %	58%	52%	68%	62%
Vol Right, %	5%	27%	18%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	229	133	234
LT Vol	68	48	19	19
Through Vol	108	119	90	146
RT Vol	10	62	24	69
Lane Flow Rate	214	263	153	269
Geometry Grp	1	1	1	1
Degree of Util (X)	0.339	0.393	0.238	0.394
Departure Headway (Hd)	5.707	5.376	5.608	5.267
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	669	637	680
Service Time	3.758	3.427	3.667	3.315
HCM Lane V/C Ratio	0.34	0.393	0.24	0.396
HCM Control Delay, s/veh	11.7	11.9	10.4	11.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	1.9	0.9	1.9

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	78	0	0	189	22	2	4	6	13	0	28
Future Vol, veh/h	17	78	0	0	189	22	2	4	6	13	0	28
Conflicting Peds, #/hr	10	0	23	23	0	10	8	0	5	5	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	3	0	0	1	0	0	25	20	9	0	4
Mvmt Flow	19	88	0	0	212	25	2	4	7	15	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	-	-	-	0	346	373	93	368	361	243
Stage 1	-	-	-	-	-	-	126	126	-	235	235	-
Stage 2	-	-	-	-	-	-	220	247	-	133	126	-
Critical Hdwy	4.17	-	-	-	-	-	7.1	6.75	6.4	7.19	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4.225	3.48	3.581	4	3.336
Pot Cap-1 Maneuver	1290	-	0	0	-	-	612	523	917	576	570	791
Stage 1	-	-	0	0	-	-	883	750	-	753	714	-
Stage 2	-	-	0	0	-	-	787	662	-	854	796	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1278	-	-	-	-	-	574	510	913	550	555	778
Mov Cap-2 Maneuver	-	-	-	-	-	-	574	510	-	550	555	-
Stage 1	-	-	-	-	-	-	869	738	-	746	708	-
Stage 2	-	-	-	-	-	-	749	655	-	825	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.41	0	10.48	10.61
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	670	322	-	-	-	687
HCM Lane V/C Ratio	0.02	0.015	-	-	-	0.067
HCM Ctrl Dly (s/v)	10.5	7.9	0	-	-	10.6
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	118	19	3	124	0	0	0	0	12	3	29
Future Vol, veh/h	0	118	19	3	124	0	0	0	0	12	3	29
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	0	148	24	4	155	0	0	0	0	15	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	177	0	0	-	328	-	311	340	158
Stage 1	-	-	-	-	-	-	-	165	-	163	163	-
Stage 2	-	-	-	-	-	-	-	163	-	149	177	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.336
Pot Cap-1 Maneuver	0	-	-	1411	-	0	0	594	0	645	585	882
Stage 1	0	-	-	-	-	0	0	765	0	844	767	-
Stage 2	0	-	-	-	-	0	0	767	0	859	756	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1403	-	-	-	589	-	643	580	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	589	-	643	580	-
Stage 1	-	-	-	-	-	-	-	761	-	842	765	-
Stage 2	-	-	-	-	-	-	-	765	-	858	752	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.18	0	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	43	-	775
HCM Lane V/C Ratio	-	-	-	0.003	-	0.071
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	10
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	4	70	2	4	1	62	255	4	2	173	35
Future Vol, veh/h	50	4	70	2	4	1	62	255	4	2	173	35
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	5	91	3	5	1	81	331	5	3	225	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.9	8.9	13.3	10.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	40%	29%	1%
Vol Thru, %	79%	3%	57%	82%
Vol Right, %	1%	56%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	124	7	210
LT Vol	62	50	2	2
Through Vol	255	4	4	173
RT Vol	4	70	1	35
Lane Flow Rate	417	161	9	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.543	0.233	0.015	0.358
Departure Headway (Hd)	4.688	5.205	5.832	4.725
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	683	617	755
Service Time	2.753	3.291	3.832	2.797
HCM Lane V/C Ratio	0.547	0.236	0.015	0.362
HCM Control Delay, s/veh	13.3	9.9	8.9	10.4
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.3	0.9	0	1.6

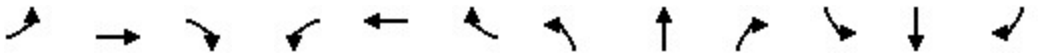
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	94	29	15	88	0	24	0	20	4	10	35
Future Vol, veh/h	7	94	29	15	88	0	24	0	20	4	10	35
Conflicting Peds, #/hr	22	0	17	17	0	22	29	0	5	5	0	29
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	113	35	18	106	0	29	0	24	5	12	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	165	0	0	342	329	153	299	346	157
Stage 1	-	-	-	-	-	-	165	165	-	164	164	-
Stage 2	-	-	-	-	-	-	177	164	-	135	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1470	-	-	1425	-	-	616	593	899	657	580	886
Stage 1	-	-	-	-	-	-	842	766	-	843	766	-
Stage 2	-	-	-	-	-	-	829	766	-	873	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1402	-	-	537	560	880	610	548	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	560	-	610	548	-
Stage 1	-	-	-	-	-	-	823	749	-	814	740	-
Stage 2	-	-	-	-	-	-	743	740	-	840	736	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	1.11	11	10.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	93	-	-	262	-	-	739
HCM Lane V/C Ratio	0.081	0.006	-	-	0.013	-	-	0.08
HCM Ctrl Dly (s/v)	11	7.5	0	-	7.6	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	92	32	17	97	34	23	110	14	13	84	23
Future Volume (veh/h)	41	92	32	17	97	34	23	110	14	13	84	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.93	0.85		0.80	0.87		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1900	1900	1900	1826	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	95	23	18	100	35	24	113	11	13	87	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	3	0	0	0	5	1	0	0	0	0
Cap, veh/h	209	444	97	109	506	163	138	578	52	107	587	81
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	327	1088	238	104	1239	398	167	1415	127	99	1437	200
Grp Volume(v), veh/h	160	0	0	153	0	0	148	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1652	0	0	1741	0	0	1708	0	0	1735	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	3.3	0.0	0.0	3.1	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.26		0.14	0.12		0.23	0.16		0.07	0.12		0.12
Lane Grp Cap(c), veh/h	751	0	0	778	0	0	767	0	0	775	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	751	0	0	778	0	0	767	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	0.0	11.4	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	0.0	0.0	12.0	0.0	0.0	12.0	0.0	0.0	11.6	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		160			153			148			113	
Approach Delay, s/veh		12.2			12.0			12.0			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		5.1		5.4		4.4		5.3				
Green Ext Time (p_c), s		1.1		1.2		0.8		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	153	67	26	120	20	72	167	21	17	123	72
Future Vol, veh/h	90	153	67	26	120	20	72	167	21	17	123	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	1	8	0	1	0	8	1	0	0	1	0
Mvmt Flow	96	163	71	28	128	21	77	178	22	18	131	77
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.6	11.5	13.9	12
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	29%	16%	8%
Vol Thru, %	64%	49%	72%	58%
Vol Right, %	8%	22%	12%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	310	166	212
LT Vol	72	90	26	17
Through Vol	167	153	120	123
RT Vol	21	67	20	72
Lane Flow Rate	277	330	177	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.455	0.515	0.291	0.357
Departure Headway (Hd)	5.916	5.62	5.937	5.702
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	636	600	625
Service Time	3.996	3.697	4.029	3.789
HCM Lane V/C Ratio	0.457	0.519	0.295	0.362
HCM Control Delay, s/veh	13.9	14.6	11.5	12
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.4	3	1.2	1.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	107	0	0	108	9	14	4	17	22	0	59
Future Vol, veh/h	15	107	0	0	108	9	14	4	17	22	0	59
Conflicting Peds, #/hr	31	0	75	75	0	31	18	0	1	1	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	124	0	0	126	10	16	5	20	26	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	167	0	-	-	-	0	303	326	125	324	321	180
Stage 1	-	-	-	-	-	-	159	159	-	162	162	-
Stage 2	-	-	-	-	-	-	144	167	-	163	159	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1423	-	0	0	-	-	653	595	930	632	599	868
Stage 1	-	-	0	0	-	-	848	770	-	845	768	-
Stage 2	-	-	0	0	-	-	864	764	-	844	770	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1381	-	-	-	-	-	581	570	930	587	574	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	570	-	587	574	-
Stage 1	-	-	-	-	-	-	836	759	-	820	745	-
Stage 2	-	-	-	-	-	-	779	741	-	809	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.94	0	10.39	10.53
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	708	221	-	-	-	745
HCM Lane V/C Ratio	0.057	0.013	-	-	-	0.126
HCM Ctrl Dly (s/v)	10.4	7.6	0	-	-	10.5
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.4

Appendix I: 2028 Build Condition HCM Reports

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	78	27	23	159	0	0	0	0	53	12	53
Future Vol, veh/h	0	78	27	23	159	0	0	0	0	53	12	53
Conflicting Peds, #/hr	1	0	12	12	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	124	43	37	252	0	0	0	0	84	19	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	179	0	0	-	483	-	449	504	259
Stage 1	-	-	-	-	-	-	-	157	-	325	325	-
Stage 2	-	-	-	-	-	-	-	325	-	124	179	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1409	-	0	0	486	0	523	473	784
Stage 1	0	-	-	-	-	0	0	771	0	691	652	-
Stage 2	0	-	-	-	-	0	0	652	0	885	755	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1393	-	-	-	466	-	507	453	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	466	-	507	453	-
Stage 1	-	-	-	-	-	-	-	763	-	670	632	-
Stage 2	-	-	-	-	-	-	-	632	-	885	747	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.97	0	13.85
HCM LOS			A	B

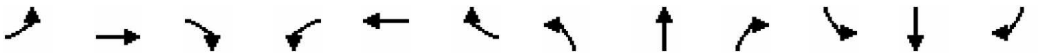
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	227	-	593
HCM Lane V/C Ratio	-	-	-	0.026	-	0.316
HCM Ctrl Dly (s/v)	0	-	-	7.7	0	13.8
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	-	1.3

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	12	29	8	8	4	64	215	8	1	243	57
Future Vol, veh/h	12	12	29	8	8	4	64	215	8	1	243	57
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	14	14	34	9	9	5	74	250	9	1	283	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.7	10.8	10.6
HCM LOS	A	A	B	B

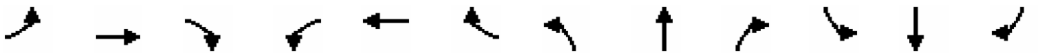
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	23%	40%	0%
Vol Thru, %	75%	23%	40%	81%
Vol Right, %	3%	55%	20%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	53	20	301
LT Vol	64	12	8	1
Through Vol	215	12	8	243
RT Vol	8	29	4	57
Lane Flow Rate	334	62	23	350
Geometry Grp	1	1	1	1
Degree of Util (X)	0.418	0.088	0.035	0.425
Departure Headway (Hd)	4.513	5.133	5.446	4.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	695	654	823
Service Time	2.545	3.19	3.51	2.397
HCM Lane V/C Ratio	0.419	0.089	0.035	0.425
HCM Control Delay, s/veh	10.8	8.7	8.7	10.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.1	0.3	0.1	2.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	73	40	21	110	29	11	74	22	10	90	21
Future Volume (veh/h)	26	73	40	21	110	29	11	74	22	10	90	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	34	96	31	28	145	37	14	97	24	13	118	19
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	173	459	133	121	542	127	101	557	128	91	609	92
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	247	1123	327	129	1328	311	85	1363	313	64	1492	226
Grp Volume(v), veh/h	161	0	0	210	0	0	135	0	0	150	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	0	1768	0	0	1761	0	0	1781	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	4.6	0.0	0.0	2.9	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.21		0.19	0.13		0.18	0.10		0.18	0.09		0.13
Lane Grp Cap(c), veh/h	765	0	0	790	0	0	785	0	0	792	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.27	0.00	0.00	0.17	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	765	0	0	790	0	0	785	0	0	792	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.9	0.0	0.0	11.4	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.9	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	0.0	12.7	0.0	0.0	11.8	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		161			210			135			150	
Approach Delay, s/veh		12.1			12.7			11.8			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	4.9	5.4	5.2	6.6
Green Ext Time (p_c), s	0.9	1.2	1.1	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	73	40	21	110	29	11	74	22	10	90	21
Future Volume (veh/h)	26	73	40	21	110	29	11	74	22	10	90	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.96		0.95	0.96		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1900	1900	1870	1900
Adj Flow Rate, veh/h	34	96	31	28	145	37	14	97	24	13	118	19
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	2	0
Cap, veh/h	173	459	133	121	542	127	101	557	128	91	609	92
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	247	1123	327	129	1328	311	85	1363	313	64	1492	226
Grp Volume(v), veh/h	161	0	0	210	0	0	135	0	0	150	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	0	1768	0	0	1761	0	0	1781	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	4.6	0.0	0.0	2.9	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.21		0.19	0.13		0.18	0.10		0.18	0.09		0.13
Lane Grp Cap(c), veh/h	765	0	0	790	0	0	785	0	0	792	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.27	0.00	0.00	0.17	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	765	0	0	790	0	0	785	0	0	792	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.9	0.0	0.0	11.4	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.9	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	0.0	12.7	0.0	0.0	11.8	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		161			210			135			150	
Approach Delay, s/veh		12.1			12.7			11.8			12.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	30.0	30.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	24.5	24.5	24.5	24.5
Max Q Clear Time (g_c+I1), s	4.9	5.4	5.2	6.6
Green Ext Time (p_c), s	0.9	1.2	1.1	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	121	62	25	91	25	68	108	18	20	146	69
Future Vol, veh/h	48	121	62	25	91	25	68	108	18	20	146	69
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	5	0	0	0	10	2	0	0	1	0
Mvmt Flow	55	139	71	29	105	29	78	124	21	23	168	79
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.1	10.7	11.9	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	21%	18%	9%
Vol Thru, %	56%	52%	65%	62%
Vol Right, %	9%	27%	18%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	231	141	235
LT Vol	68	48	25	20
Through Vol	108	121	91	146
RT Vol	18	62	25	69
Lane Flow Rate	223	266	162	270
Geometry Grp	1	1	1	1
Degree of Util (X)	0.355	0.401	0.255	0.4
Departure Headway (Hd)	5.734	5.437	5.668	5.332
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	658	630	673
Service Time	3.789	3.491	3.73	3.386
HCM Lane V/C Ratio	0.357	0.404	0.257	0.401
HCM Control Delay, s/veh	11.9	12.1	10.7	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.6	1.9	1	1.9

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	78	0	0	189	44	2	4	6	30	0	28
Future Vol, veh/h	17	78	0	0	189	44	2	4	6	30	0	28
Conflicting Peds, #/hr	10	0	23	23	0	10	8	0	5	5	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	3	0	0	1	0	0	25	20	9	0	4
Mvmt Flow	19	88	0	0	212	49	2	4	7	34	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	-	-	-	0	346	398	93	380	373	255
Stage 1	-	-	-	-	-	-	126	126	-	247	247	-
Stage 2	-	-	-	-	-	-	220	272	-	133	126	-
Critical Hdwy	4.17	-	-	-	-	-	7.1	6.75	6.4	7.19	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.19	5.5	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.5	4.225	3.48	3.581	4	3.336
Pot Cap-1 Maneuver	1263	-	0	0	-	-	612	506	917	565	561	779
Stage 1	-	-	0	0	-	-	883	750	-	741	706	-
Stage 2	-	-	0	0	-	-	787	645	-	854	796	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1251	-	-	-	-	-	573	493	913	539	546	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	573	493	-	539	546	-
Stage 1	-	-	-	-	-	-	869	738	-	734	699	-
Stage 2	-	-	-	-	-	-	749	639	-	825	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.42	0	10.57	11.39
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	660	322	-	-	-	629
HCM Lane V/C Ratio	0.02	0.015	-	-	-	0.104
HCM Ctrl Dly (s/v)	10.6	7.9	0	-	-	11.4
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	43	0	149	0	1
Future Vol, veh/h	56	43	0	149	0	1
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	224	172	0	596	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	310
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	735
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	735
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.93
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	735	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	15	34	0	0	58
Future Vol, veh/h	17	15	34	0	0	58
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	68	60	136	0	0	232

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	368	136	0	-	-	-
Stage 1	136	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	636	918	-	0	0	-
Stage 1	895	-	-	0	0	-
Stage 2	811	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	636	918	-	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.85	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	743	-
HCM Lane V/C Ratio	-	0.172	-
HCM Ctrl Dly (s/v)	-	10.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.6	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	118	20	3	126	0	0	0	0	12	4	29
Future Vol, veh/h	0	118	20	3	126	0	0	0	0	12	4	29
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	1	1	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	0	148	25	4	158	0	0	0	0	15	5	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	179	0	0	-	331	-	314	344	161
Stage 1	-	-	-	-	-	-	-	166	-	165	165	-
Stage 2	-	-	-	-	-	-	-	165	-	149	179	-
Critical Hdwy	-	-	-	4.1	-	-	-	6.5	-	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.5	-	6.1	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	-	4	-	3.5	4	3.336
Pot Cap-1 Maneuver	0	-	-	1409	-	0	0	592	0	643	582	879
Stage 1	0	-	-	-	-	0	0	765	0	842	766	-
Stage 2	0	-	-	-	-	0	0	766	0	859	755	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1401	-	-	-	587	-	641	577	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	587	-	641	577	-
Stage 1	-	-	-	-	-	-	-	760	-	839	763	-
Stage 2	-	-	-	-	-	-	-	763	-	858	751	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.18	0	10.07
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	-	42	-	766
HCM Lane V/C Ratio	-	-	-	0.003	-	0.073
HCM Ctrl Dly (s/v)	0	-	-	7.6	0	10.1
HCM Lane LOS	A	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	4	70	2	4	1	62	255	4	2	173	35
Future Vol, veh/h	52	4	70	2	4	1	62	255	4	2	173	35
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	68	5	91	3	5	1	81	331	5	3	225	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.9	8.9	13.3	10.5
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	41%	29%	1%
Vol Thru, %	79%	3%	57%	82%
Vol Right, %	1%	56%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	126	7	210
LT Vol	62	52	2	2
Through Vol	255	4	4	173
RT Vol	4	70	1	35
Lane Flow Rate	417	164	9	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.544	0.237	0.015	0.359
Departure Headway (Hd)	4.697	5.212	5.841	4.734
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	681	616	753
Service Time	2.762	3.302	3.841	2.807
HCM Lane V/C Ratio	0.547	0.241	0.015	0.363
HCM Control Delay, s/veh	13.3	9.9	8.9	10.5
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.3	0.9	0	1.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	102	29	15	88	0	30	0	32	7	10	35
Future Vol, veh/h	7	102	29	15	88	0	30	0	32	7	10	35
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	8	123	35	18	106	0	36	0	39	8	12	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	158	0	0	305	299	140	282	317	106
Stage 1	-	-	-	-	-	-	157	157	-	142	142	-
Stage 2	-	-	-	-	-	-	148	142	-	140	175	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1498	-	-	1434	-	-	651	616	913	674	603	946
Stage 1	-	-	-	-	-	-	850	771	-	866	783	-
Stage 2	-	-	-	-	-	-	859	783	-	868	758	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1434	-	-	598	604	913	633	591	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	604	-	633	591	-
Stage 1	-	-	-	-	-	-	845	767	-	854	773	-
Stage 2	-	-	-	-	-	-	797	773	-	826	754	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	1.1	10.52	9.88
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	727	87	-	-	262	-	-	800
HCM Lane V/C Ratio	0.103	0.006	-	-	0.013	-	-	0.078
HCM Ctrl Dly (s/v)	10.5	7.4	0	-	7.5	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	97	32	19	101	34	23	110	16	13	84	23
Future Volume (veh/h)	41	97	32	19	101	34	23	110	16	13	84	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.93	0.85		0.80	0.87		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1900	1900	1900	1826	1885	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	100	23	20	104	35	24	113	13	13	87	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	1	3	0	0	0	5	1	0	0	0	0
Cap, veh/h	204	455	94	115	506	156	136	568	60	107	587	81
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	314	1114	231	115	1240	383	163	1391	147	99	1437	200
Grp Volume(v), veh/h	165	0	0	159	0	0	150	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1659	0	0	1738	0	0	1701	0	0	1735	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.5	0.0	0.0	3.2	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.25		0.14	0.13		0.22	0.16		0.09	0.12		0.12
Lane Grp Cap(c), veh/h	753	0	0	777	0	0	764	0	0	775	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.20	0.00	0.00	0.20	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	753	0	0	777	0	0	764	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	0.0	11.5	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	0.0	0.0	12.1	0.0	0.0	12.0	0.0	0.0	11.6	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		165			159			150			113	
Approach Delay, s/veh		12.2			12.1			12.0			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		24.5		24.5		24.5		24.5				
Max Q Clear Time (g_c+I1), s		5.2		5.5		4.4		5.5				
Green Ext Time (p_c), s		1.1		1.2		0.8		1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		12.0
HCM 7th LOS		B

Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	154	67	29	121	20	72	167	25	17	123	72
Future Vol, veh/h	90	154	67	29	121	20	72	167	25	17	123	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	1	8	0	1	0	8	1	0	0	1	0
Mvmt Flow	96	164	71	31	129	21	77	178	27	18	131	77
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	11.6	14.1	12.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	29%	17%	8%
Vol Thru, %	63%	50%	71%	58%
Vol Right, %	9%	22%	12%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	311	170	212
LT Vol	72	90	29	17
Through Vol	167	154	121	123
RT Vol	25	67	20	72
Lane Flow Rate	281	331	181	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.463	0.519	0.3	0.359
Departure Headway (Hd)	5.931	5.648	5.965	5.737
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	604	632	597	620
Service Time	4.015	3.729	4.06	3.826
HCM Lane V/C Ratio	0.465	0.524	0.303	0.365
HCM Control Delay, s/veh	14.1	14.7	11.6	12.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.4	3	1.3	1.6

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	107	0	0	108	20	14	4	17	30	0	59
Future Vol, veh/h	15	107	0	0	108	20	14	4	17	30	0	59
Conflicting Peds, #/hr	31	0	75	75	0	31	18	0	1	1	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	124	0	0	126	23	16	5	20	35	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	-	-	-	0	303	339	125	331	328	186
Stage 1	-	-	-	-	-	-	159	159	-	168	168	-
Stage 2	-	-	-	-	-	-	144	180	-	163	159	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1408	-	0	0	-	-	653	586	930	626	594	861
Stage 1	-	-	0	0	-	-	848	770	-	838	763	-
Stage 2	-	-	0	0	-	-	864	754	-	844	770	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1366	-	-	-	-	-	580	560	930	581	569	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	560	-	581	569	-
Stage 1	-	-	-	-	-	-	836	759	-	814	741	-
Stage 2	-	-	-	-	-	-	778	732	-	809	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.94	0	10.41	10.83
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	706	221	-	-	-	721
HCM Lane V/C Ratio	0.058	0.013	-	-	-	0.144
HCM Ctrl Dly (s/v)	10.4	7.7	0	-	-	10.8
HCM Lane LOS	B	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	21	0	103	0	1
Future Vol, veh/h	118	21	0	103	0	1
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	472	84	0	412	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	514
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	564
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	564
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.42
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	564	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Ctrl Dly (s/v)	11.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

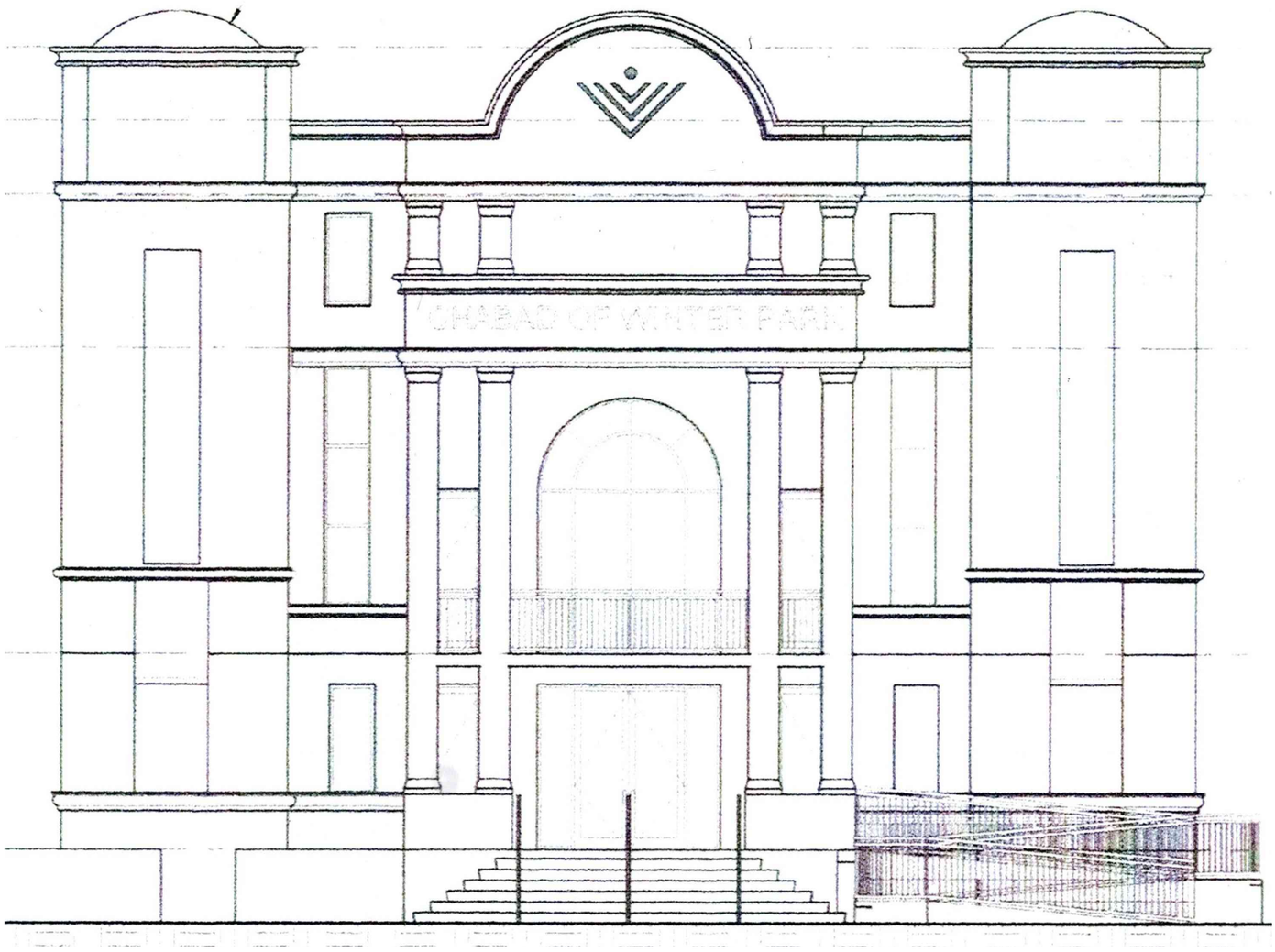
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	7	55	0	0	54
Future Vol, veh/h	8	7	55	0	0	54
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	28	220	0	0	216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	436	220	0	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	581	825	-	0	0	-
Stage 1	821	-	-	0	0	-
Stage 2	825	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	581	825	-	-	-	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.86	0	0
HCM LOS	B		

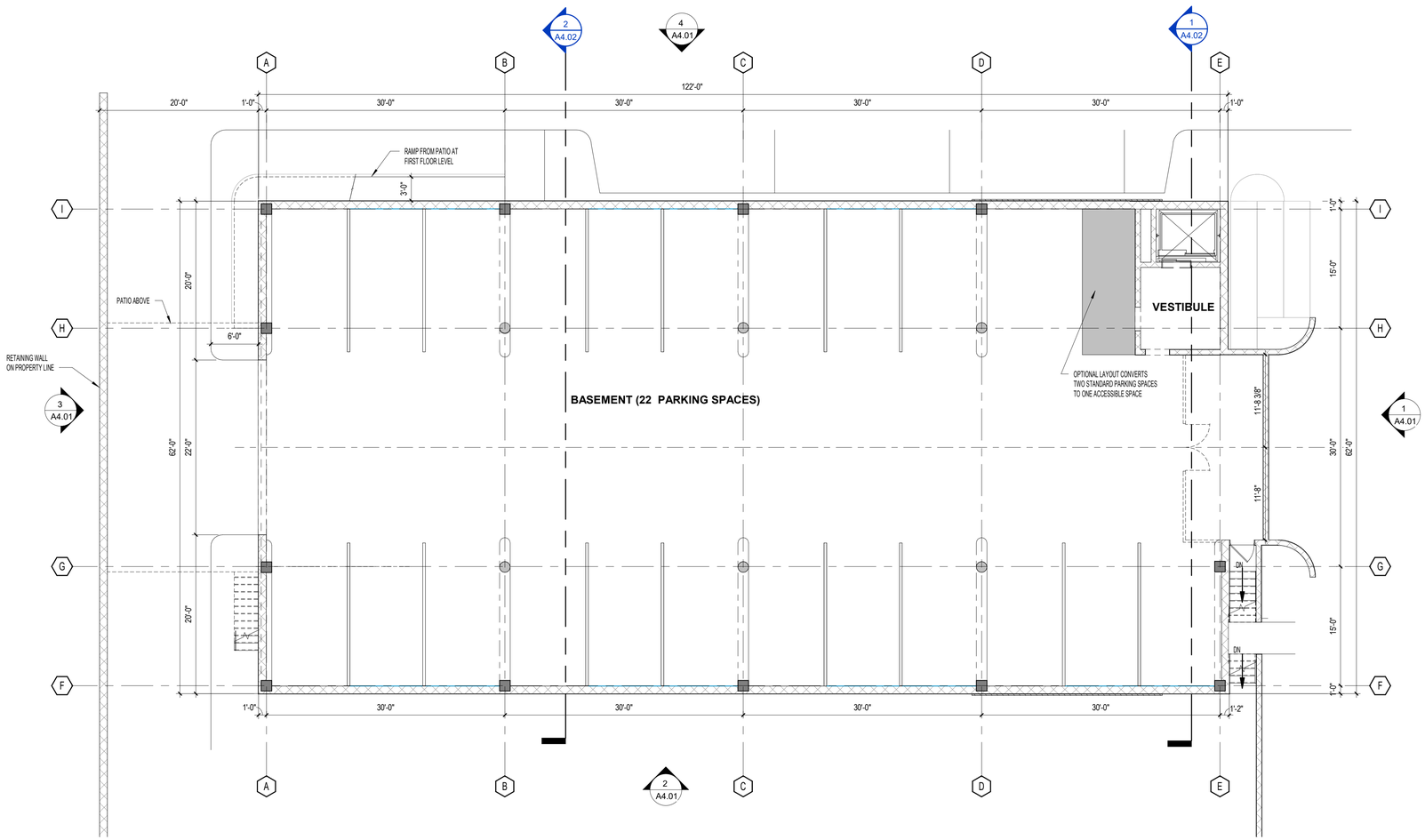
Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	674	-
HCM Lane V/C Ratio	-	0.089	-
HCM Ctrl Dly (s/v)	-	10.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-


CHABAD OF WINTER PARK






GENESIS STUDIOS · MG



1 SYNAGOGUE - PARKING GARAGE LEVEL
1/8" = 1'-0"

7/21/2026 5:25:04 PM

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GROUP ONE

SYNAGOGUE - PARKING GARAGE LEVEL

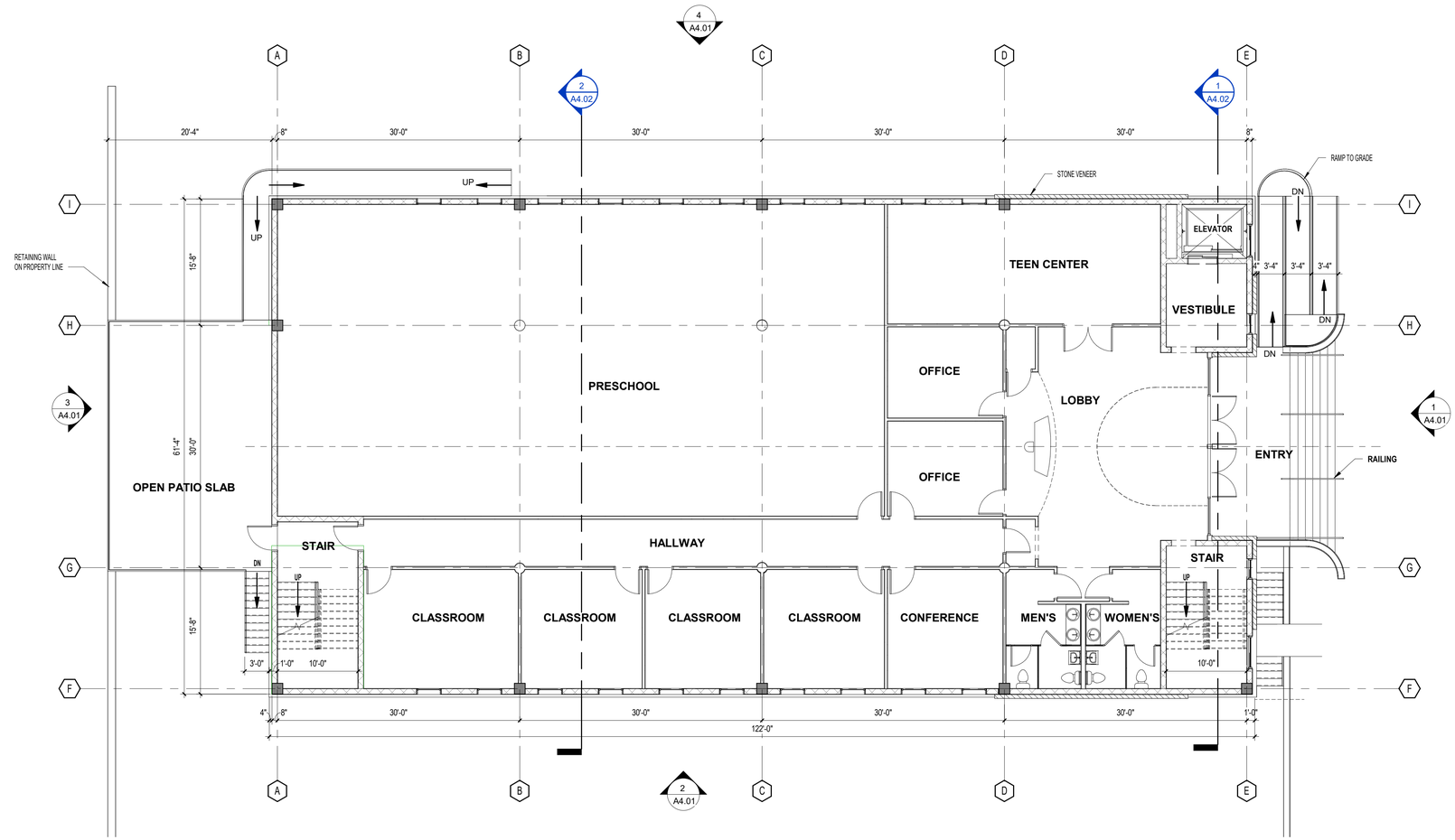
EL CORTEZ

Orlando, Florida

PROJECT No: ### DATE: 01-16-2026

A1

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - FIRST FLOOR PLAN

1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - GROUND FLOOR PLAN

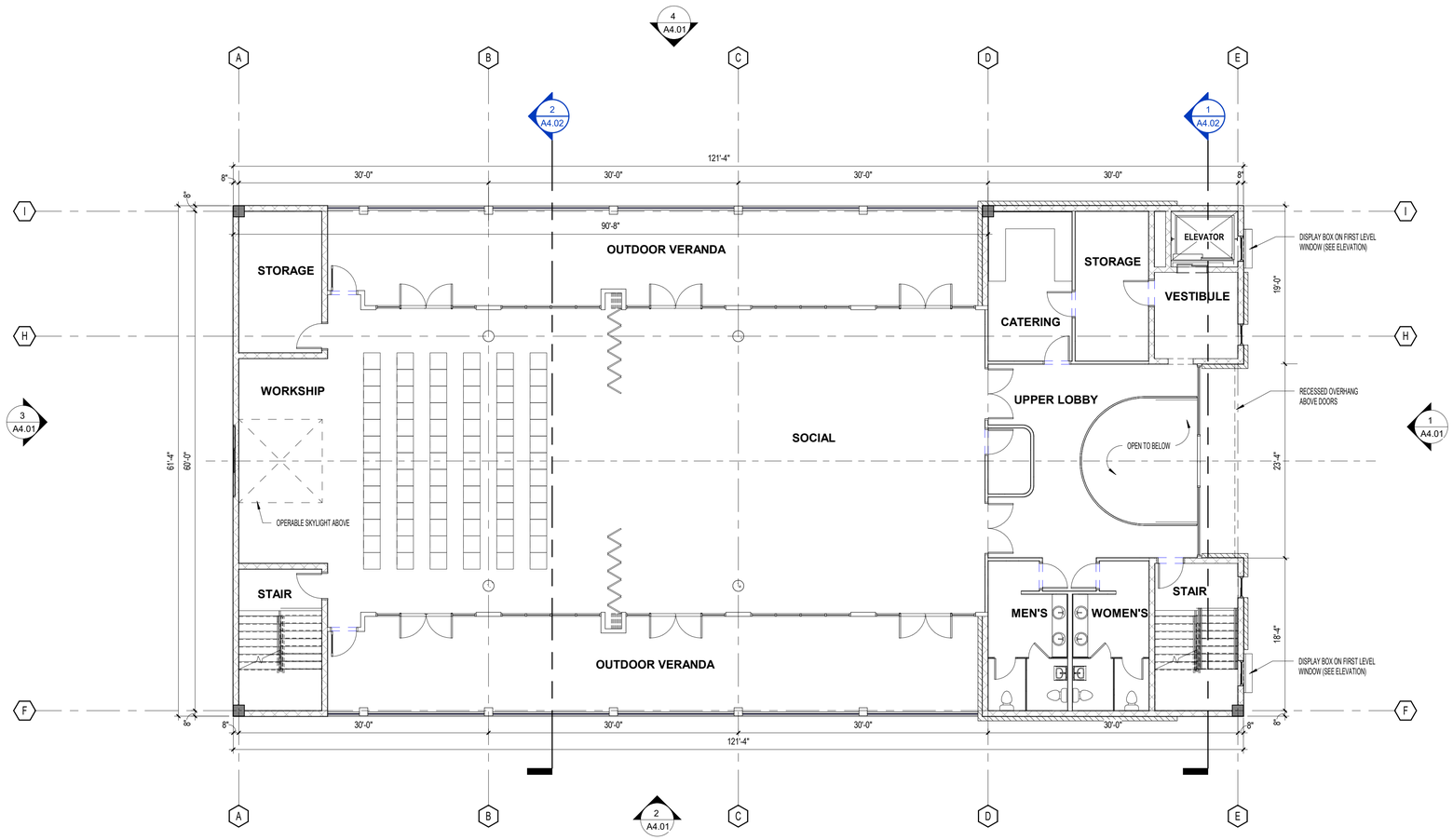
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EL CORTEZ

Orlando, Florida

A2

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - 2ND FLOOR PLAN
1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - LEVEL 2 PLAN

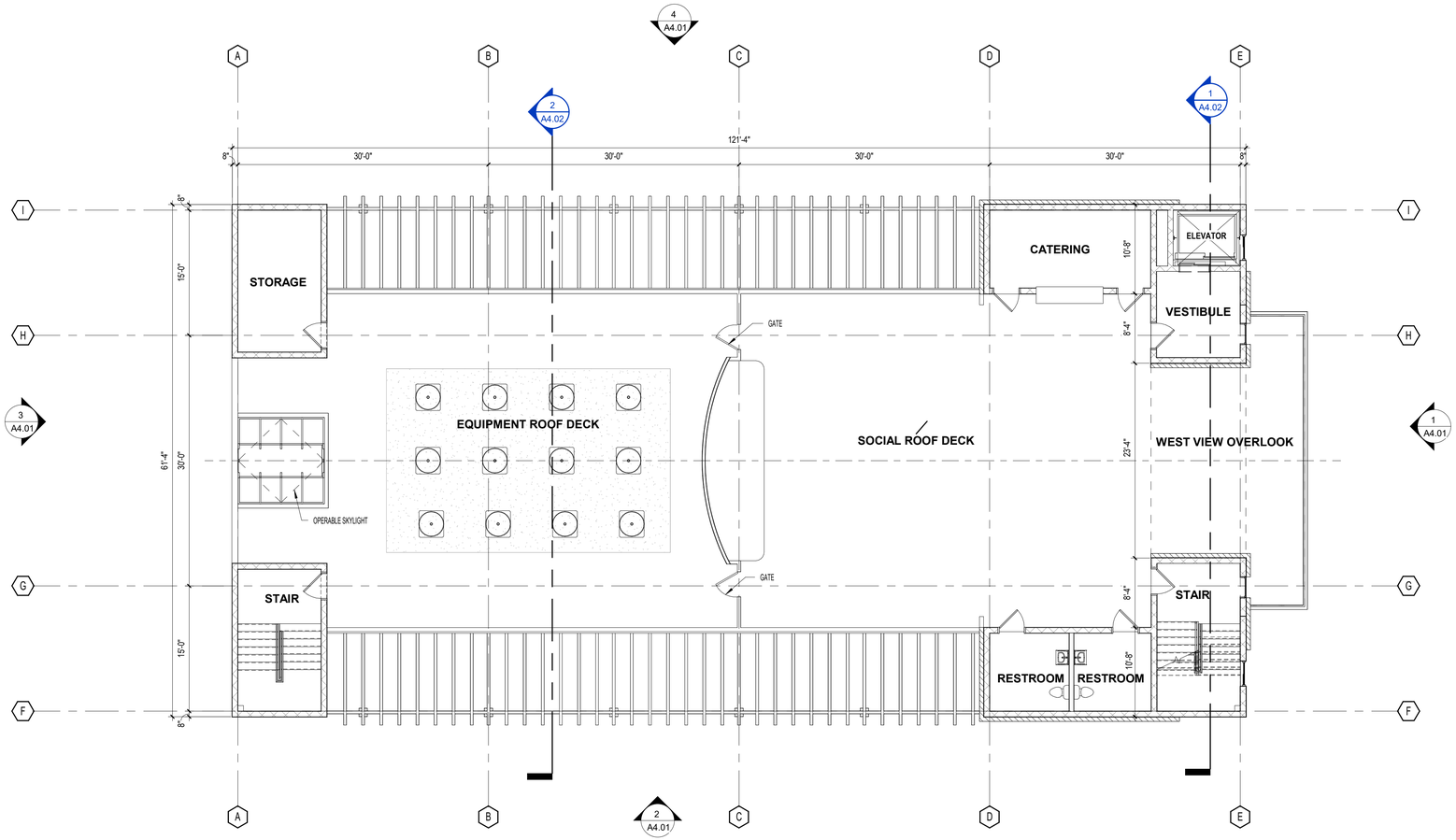
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PROJECT No: ### DATE: 03/23/18

A3

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



1 SYNAGOGUE - MAIN ROOF DECK
1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - LEVEL 3 PLAN

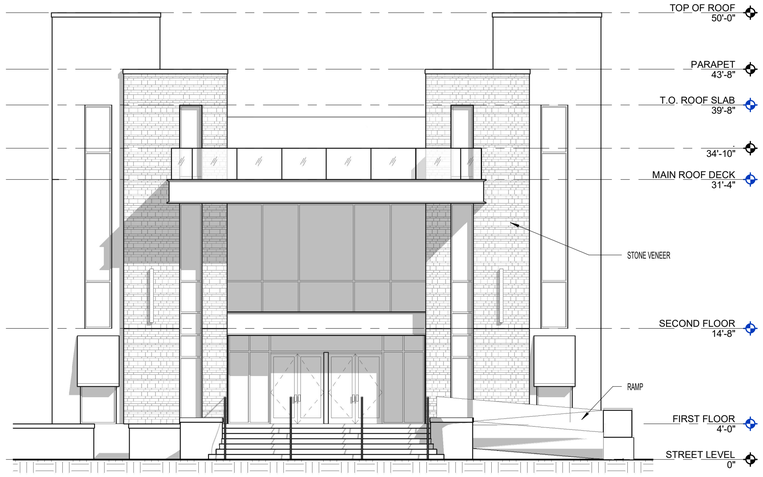
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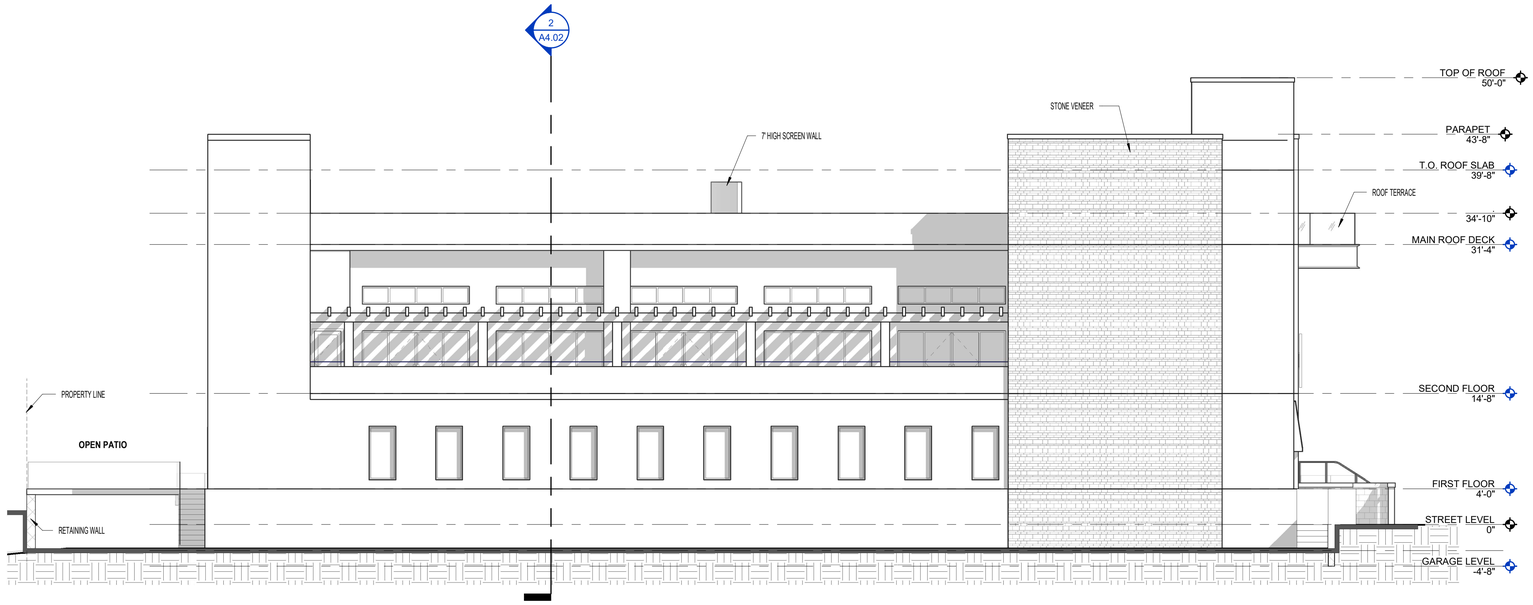
PROJECT No: ### DATE: 03/23/18

A4

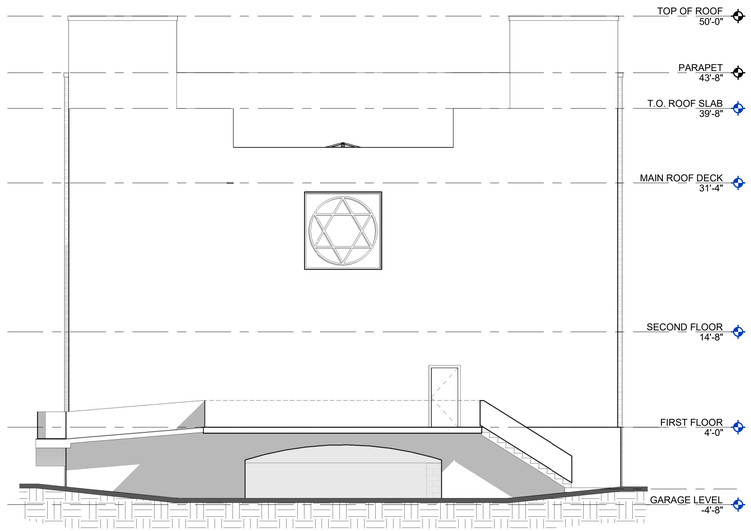
GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M



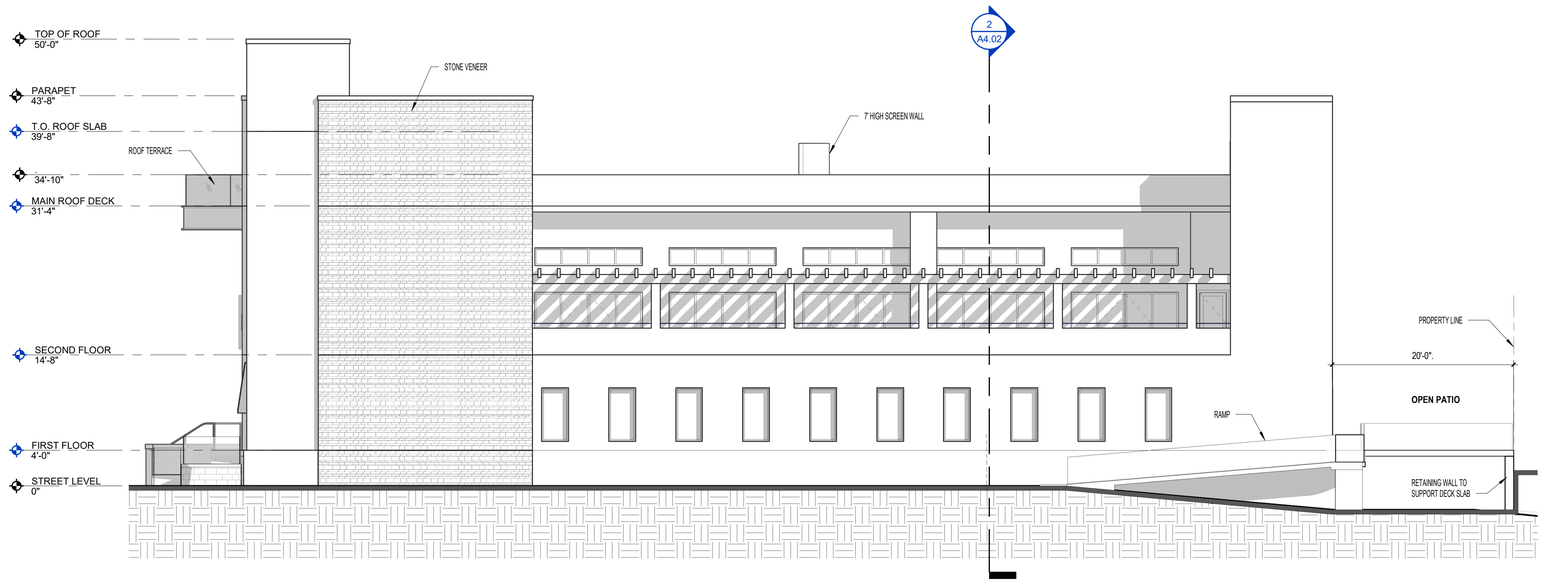
1 FRONT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



2 RIGHT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"



3 REAR SIDE EXTERIOR ELEVATION1
1/8" = 1'-0"



4 LEFT SIDE EXTERIOR ELEVATION
1/8" = 1'-0"

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GROUP ONE

SYNAGOGUE - EXTERIOR ELEVATIONS

PROJECT No: ### DATE: 03/23/18

EL CORTEZ

Orlando, Florida

A5

GROUP ONE 924 N. MAGNOLIA AVENUE SUITE #334 ORLANDO , FLORIDA 32803 W W W . GROUPONE . C O M

From: Warren Lindsey
To: hpollakster@gmail.com
Cc: Allison McGillis
Subject: Fw: [EXTERNAL] El Cortez project
Date: Saturday, June 6, 2026 7:05:12 AM

Ms. Saltsman,

I apologize. I addressed you as the name on your email address.

Thank you very much for providing us with your comments on this proposed project.

Warren Lindsey

From: Warren Lindsey <wlindsey@cityofwinterpark.org>
Sent: Saturday, June 6, 2026 6:59 AM
To: Heather pollak <hpollakster@gmail.com>; Warren Lindsey <warren@warrenlindseylaw.com>
Subject: Re: [EXTERNAL] El Cortez project

Ms. Pollak,

Thank you very much for sharing your comments on this issue.

Warren Lindsey

From: Heather pollak <hpollakster@gmail.com>
Sent: Thursday, June 4, 2026 12:20 PM
To: Warren Lindsey <wlindsey@cityofwinterpark.org>
Subject: [EXTERNAL] El Cortez project

To the Members of Planning & Zoning Board and City Commission

I am a resident of downtown Winter Park and am writing to express concerns regarding the proposed synagogue and daycare facility planned near our already heavily impacted downtown area.

Downtown Winter Park is already experiencing significant parking shortages and traffic congestion. The area's narrow brick streets were designed decades ago and cannot realistically be widened to accommodate increasing demand. Residents, visitors, employees, and patrons of existing businesses already compete for limited parking throughout much of the day.

At the same time, the city has moved forward with an art and event center that will bring substantial additional traffic and visitors to the same area. This project was approved with no increase in public parking capacity.

The proposed synagogue and daycare would add another destination that generates daily vehicle trips, employee parking demand. Parent drop off and pick up traffic, deliveries, and event related attendance. While the applicant has stated that many congregants may walk to services, this

assumption may not fully reflect the realities of Florida's climate,including extreme heat, thunderstorms, and seasonal weather conditions that often encourage driving.

The project technically satisfy minimum parking requirements, but the question before the City should be whether those minimum requirements accurately reflect the real-world demand generated by the combined uses of a synagogue, daycare, related activities, and luxury townhomes. Experience in downtown Winter Park suggests that overflow parking often spills into surrounding neighborhoods and adjacent streets.

I respectfully request that the City require a comprehensive traffic and parking impact analysis that evaluates:

Daily daycare drop off and pick up traffic.

Weekend and evening event attendance.

Holiday and special event demand.

The cumulative impact of this project together with the Rollins Arts and Event Center.

Potential overflow parking and surrounding residential areas.

Effects on pedestrian and bicycles safety along nearby streets.

I also encourage consideration of whether this location is appropriate for an institutional use of this scale given the existing constraints of the downtown area.

As Winter Park continues to grow, it is important that new development be evaluated not only on whether it meets minimum code requirements, but also on whether the surrounding infrastructure can realistically support the additional demand without negatively affecting residents, businesses, and public safety.

Thank you,
Heather Saltsman
Sent from my iPhone

From: Warren Lindsey
To: maggibeamish@me.com
Cc: Allison McGillis
Subject: Fw: [EXTERNAL] El Cortez Synagogue and townhomes
Date: Saturday, June 6, 2026 7:11:10 AM

Ms. Beamish,

Thank you very much for providing your comments regarding this proposed project.

Warren Lindsey

From: Maggi Beamish <maggibeamish@me.com>
Sent: Wednesday, June 3, 2026 8:38 PM
To: Mayor and Commissioners <MayorandCommissioners@cityofwinterpark.org>
Subject: [EXTERNAL] El Cortez Synagogue and townhomes

Good afternoon,

I received the Site Plan and Rendering mailer recently for El Cortez Synagogue and town homes. What is this property's current status/what is it zoned for on the comprehensive plan?

I am not sure what kind of coverage is allowed for this property, but the site plan coverage looks to be way too much! There is basically no green space shown on the drawing. They wouldn't even need a lawn mower, just a weed whacker. Additionally they want to go underground. Not sure why they think this is a good idea. They are trying to cram too much on this lot. The adage you can't put 10lbs of sand in a 5lb bag comes to mind. Plus there is no possibility for expansion?

Townhomes, event center, and worship center all in one place? It is too much for this lot. Why are the townhomes needed? It's like they put those there as something they can give up, or to distract attention from the main purpose building?

Underground parking is not a great idea. Where is all the water going to go? We have enough aquifer problems, and storm water management problems as it is without the additional burdens this proposed project would inflict.

To be clear, I am not opposed to this because it's a synagogue. I'm opposed to any project that is not aligned with the comprehensive plan, is overwhelmingly big for the piece of land, and potentially burdensome to neighboring properties and the City as a whole.

Please tell them to SCALE IT BACK and SUBMIT AGAIN.

Thank you for your leadership and dedication.

Kind regards,
Maggi Beamish

Sent from my iPhone

From: GABI Waite
To: Planning
Subject: [EXTERNAL] El Cortez development Synagogue and Townhomes
Date: Saturday, May 30, 2026 4:15:17 PM

Good afternoon,
As a resident of the El Cortez Apartments I am completely and utterly against the use of the location proposed for the Synagogue development. Forcing people out of their homes is unacceptable and I believe another location should be found that is not already occupied by families and students. The suggestion of destroying a historic building for a synagogue is absolutely ridiculous as this building has stood here for over 100 years and I plan to continue living in Winter Park in my apartment for a very long time and will not be forced against my will to relocate for a religious building being built that I do not even follow.

-Gabrielle Waite 210 East Morse Boulevard

From: Sam
To: Allison McGillis
Subject: [EXTERNAL] Support for the proposed synagogue development at 210 E. Morse Blvd.
Date: Friday, July 3, 2026 2:04:09 PM

Dear Ms. Gillis,

I fully support the proposed synagogue development at 210 E. Morse Blvd. in Winter Park.

I believe it will be a positive addition to our community.

Thank you,

Seymour Mintzer

Lise' Ruby
407-506-5257
100 S. Interlachen Ave
#102
WP-32789

Outlook

[EXTERNAL] E Morse Blvd rezoning

From Kat Kilton <katkilton@gmail.com>
Date Wed 7/1/2026 6:02 PM
To Planning <planning@cityofwinterpark.org>

To whom it may concern:
Given the current state proposition to eliminate residential property taxes, making the decision to remove a property from the tax base seems highly illogical, the city is set to have to make up millions of dollars in lost tax revenue or figure out a way to cut services, so why in the world would you rezone an existing tax paying property into one that pays zero tax dollars.
The property in the re-zoning request is barely larger than the property the synagogue currently has (.56 acres vs. 61 acres) yet the proposal will be a place of worship & 5 residential townhomes (which if they are for sale, they will also not be contributing to the tax base). None of this makes sense on any level.
The building currently at 210 E More Blvd, keeps with the look and feel of Winter Park with its 100+ year old units, boasting beautiful, original woodwork & clawfoot bath tubs.
A brand new building isn't going to keep that same feel, even if its built to look historical, no new build ever has the same charm.
The City's own code seems to indicate that preserving a historic building would be the preference vs. building something new that is not going to match the look and feel of historical downtown. And I would imagine the desire of the city is to preserve the past while embracing the future, so tearing down a working, used, and very useful property that is also a tax paying base to replacing it with a new structure that is not going to add to the city's tax base nor is likely going to go with the historical feel of the downtown area, seems to go against the city's own codes and long term goals.
There are other areas in winter park & the surrounding area that have vacant land (which would be cheaper than tearing down & rebuilding on), or closed businesses that are both already zoned appropriately.
And on a more practical level, forcing people out of their homes to develop property into something a very specific set of people will be using a couple of days a week just doesn't make sense either.
~Kat

From: Nicholas Lewis
To: Allison McGillis; Mary Jean
Subject: Fw: [EXTERNAL] Chabad Synagogue and Townhouse request
Date: Monday, July 6, 2026 1:30:13 PM
Attachments: Outlook-cid_image0

Nicholas W. Lewis
Planner II

Planning & Zoning

City of Winter Park
401 Park Ave. South
Winter Park, FL. 32789
cityofwinterpark.org

407.599.3508
nlewis@cityofwinterpark.org

From: Annie Higbie <alh@rdhinc.com>
Sent: Monday, July 6, 2026 1:12 PM
To: Nicholas Lewis <nlewis@cityofwinterpark.org>
Subject: [EXTERNAL] Chabad Synagogue and Townhouse request

Hi Nick, can you please forward this for me.

Dear Planning and Zoning Board Members:
I need to express my concern over the usage of the Chabad Synagogue and Townhome project on Morse Blvd. I first must say I do welcome another house of worship to our City however with a proper location to handle all planned services, weddings, Bat Mitzvahs, daycare center and many special evening activities.

My first and largest concern is the traffic that a daycare will bring. The daycare for the Methodist Church already causes heavy back up traffic multiple times on Interlachen Ave and Morse Blvd daily on week days. To add another potential 60 daycare students/cars at basically the same location, I fear our City roads at this location will not be able to handle this traffic. Recently I saw police officer having to direct traffic to move it fairly through the Morse Interlachen intersection. It appears that the residents of Winter Park will be unfairly hurt by this traffic impact.

My other concern is the parking. On paper it may appear okay, but to have an 80 seat Synagogue with a total of 30 spaces seems a bit low for the Rabbi, Canter other support staff plus those members of the Synagogue attending services. I believe in practice that number will not be able to handle the need and again the residents will be impacted with the loss of City parking.

Thank you
Ann Higbie
190 Ward Dr
Winter Park, FL
32789

Allan E. and Linda S. Keen
140 East Morse Boulevard
Residence K
Winter Park, FL 32789
321-303-4820
keen@keewin.net

MEMORANDUM

Via Email

TO: City Commissioners ~ City of Winter Park
Planning & Zoning Commissioners ~ City of Winter Park
Allison McGillis, Director of Planning and Zoning ~ City of Winter Park

FROM: Allan E. Keen *Allan Keen*
Linda S. Keen

DATE: July 21, 2026

SUBJECT: CU #26-01 El Cortez, Ltd ~ Request for Conditional Use of the current El Cortez Apartments, Morse Boulevard & Knowles Avenue, Downtown Winter Park

Good day to all. I am writing as a member of the Winter Park community since I entered the Rollins College campus as a Freshman in August 1966 (60 years), and as a resident since 1978 (48 years), including the location of my business in Winter Park since January 1974 (52 years). I reside, with my wife Linda, in **The Landmark Condomium** at 140 East Morse Boulevard, since 2008 (18 years), a project that I developed and constructed to be our home. Our property fronts Morse Boulevard, and we access the property from Treat Way, which enters Knowles Avenue directly across from the Knowles Avenue side of the proposed project under discussion, and the location of the main elevation of the proposed synagogue.

First of all, we very much welcome the synagogue to our neighborhood, joining the multiple of faith groups that have existed in downtown Winter Park for many decades; this will be a wonderful addition to our faith-centric downtown.

At issue to us personally, and as the founder/developer of The Landmark, and knowing the feelings of the remainder of our residents, is not the religious facility planned, but two (2) important and major items: (1) the inclusion of a large day-care facility within the building, with all the expected traffic congestion and parking issues that will impact Knowles and Morse. Our residents, and all of the other residents of Winter Park, are already burdened with several day-care and/or church-run schools in the immediate area (Methodist, Congregational and Catholic), that at times, completely block the traffic on Morse, and Interlachen. A synagogue is a very acceptable use, but the inclusion of this “ancillary” use is not needed, nor is warranted for the site; and (2) the elevation of the synagogue on Knowles is over-done and looks greatly out of place on Knowles, while the view from Morse has been properly screened with the townhome “liner” of buildings. When one looks at the Knowles elevation, the two-story church

building is appropriate, but the addition of the additional almost two more stories of structure above is just out of place. We are sure that there are other ways to ornately create an attractive and appropriate façade for their faculty that would be more in keeping with the neighborhood.

So we strongly object to this project being allowed to proceed with the day-care component, and the elevation as shown on Knowles. Otherwise we are in full support for the re-use of this strategic parcel of property, and we would welcome the synagogue, as proposed, with the Morse Boulevard facing townhomes, but with no day-care facility and a scaled-down façade on Knowles.

We hope that members of the P&Z Board, and our City Commission members would agree, and would require the needed changes to make this an appropriate use for this important site.

I am happy to respond anytime to any questions, and we thank you for your consideration of our concerns, as I know there will be many others with the same concerns.

Thank you and take care.

Allan E. Keen

To the Members of the Planning & Zoning Board and City Commission:

I am writing in support of the concerns regarding the proposed development of a synagogue, and daycare facility near downtown Winter Park.

My concerns are not with the proposed uses themselves, but with whether this location can realistically accommodate the additional traffic and parking demand. Downtown Winter Park already experiences significant congestion, limited parking, and narrow historic streets that cannot easily be expanded.

Although the project may meet minimum parking requirements, those standards may not reflect the actual needs generated by a synagogue, daycare, community activities, and residential units operating together. Overflow parking and increased traffic could negatively affect nearby neighborhoods, businesses, and pedestrian safety.

I respectfully request that the City require a comprehensive traffic and parking impact study evaluating:

- Daily daycare drop-off and pick-up traffic.
- Employee and visitor parking demand.
- Weekend, evening, holiday, and special event attendance.
- The cumulative impact of this project together with the Rollins Arts and Event Center.
- Potential overflow parking into surrounding residential streets.
- Impacts on pedestrian and bicycle safety.

As Winter Park continues to grow, it is important that new development be evaluated not only for compliance with minimum code requirements but also for whether the surrounding infrastructure can reasonably support the added demand while preserving the character, safety, and quality of life of our downtown community.

Thank you for your consideration.

Respectfully,

James Heistand
698 N New York Ave

Winter Park, FL 32789

PETITION OPPOSING THE CREATION OF A DAY CARE CENTER OR PRESCHOOL AT THE EL CORTEZ REDEVELOPMENT, 210 MORSE BLVD.

We, the undersigned residents, property owners, and concerned members of the community, hereby object to the creation of a day care center or preschool at The El Cortez Redevelopment, located at 210 Morse Blvd.

Our objection is based primarily on the significant traffic congestion that already exists in the surrounding area. The addition of a day care center or preschool would generate substantial vehicle traffic during peak morning drop-off and afternoon pick-up periods, increasing congestion, creating safety concerns for pedestrians and motorists, and adversely affecting neighboring residents and businesses.

We believe that the current traffic conditions in this area are already challenging and that the introduction of a day care center or preschool would place an additional burden on local streets and intersections. We respectfully request that the appropriate authorities carefully consider these impacts and deny any application, permit, zoning change, variance, or approval that would allow the operation of a day care center or preschool at this location.

Accordingly, we respectfully request that all relevant governmental bodies and decision-makers reject any proposal for a day care center or preschool at The El Cortez Redevelopment, 210 Morse Blvd.

We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
	Deborah Hoffman	102 S. Interlachen Ave Apt. 211 Winter Park, FL. 32789	6/23/26
1.	Deborah Hoffman		
	James Hoffman	102 S. Interlachen Ave. Apt. 211 Winter Park, FL 32789	6/23/26
2.			
3.	Walker Schoeffel	102 S Interlachen Ave Apt 214 Winter Park FL 32789	
4.	Diane Stevenson	106 S. Interlachen Ave. Unit 317 W.P.	6/23/26
5.	Rabil Wetmore	106 Interlachen WP 401 316	6/23/26
6.	Andrew Powell	102 S. Interlachen Ave #510, Winter Park, FL 32789	6/24/26
7.	Lise' Ruby	100 S. Interlachen Ave #102 Winter Park, FL 32789	6/29/26
8.	Walker Schoeffel	#104 Interlachen #214 Winter Park	7-1-26
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We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
1.	Jennelle Burton	106 S. Interlachen Ave Winter Park	6/23/26
2.	Stephanie Fahrman		6/23/26
3.	Adela Sierra		6/23/26
4.			6/23/26
5.	Yulette Reaves	4402 Montus Way C Orlando 32808	6/23/26
6.			6/23/26
7.			6/23/26
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We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
1.	Carol Swartz	2020 Taylor Ave WP, FL 32792	6-20-26
2.	WILLIAM SWARTZ William Swartz	2020 Taylor AVE W.P. FL 32792	6-20-26
3.	John H. BALDWIN	704 VIA BELLA	6-20-26
4.	Sally Crumly	456 Killarney Bay Court	6/20/26
5.	Margaret Fadool Marge Fadool	106 S. Interlachen #501	6/20/26
6.	Jessica N. Parker Jessica N Parkes	311 E. Morse B 4 - Condos	6/20/26
7.	Nicole Nowry	2200 Azalea Pl W.P., FL 32789	6/20/26
8.	Julie Cole	902 Golfview Terrace WP 32789	6/20/26
9.	Lynn Date	100 S Interlachen Apt #01	6/20/26
10.	Howard Date	100 South Interlachen #10	6/20/26
11.	Stuart Mackernan	100 S. Interlachen Ave #103	6/20/26
12.	John Theobald JOHN THEOBALD	100 S Interlachen Ave Apt 104	6/20/26
13.	Kathleen Lights	100 S. Interlachen Ave Apt 301	6/20/26
14.	Linda Hollyswork	1025 Interlachen 306	
15.	Jacob Fadool	100 S Interlachen Ave #307	

We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
1.	Gitta WEESNER	106 S. Interlaken Ave W.P.	June 25, '26
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We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
1.	Ruth V Stokes	CONDO #413, 104 S. Interlachen Ave Winter Park, FL 32789	6/27/2026
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We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
1.	Lindsey Shaffer	102 S Interlachen Ave #307	6/20/2026
2.	PAMELA SHERRY	102 SOUTH INTERLACHEN AVE #309	6/20/2026
3.	Tom Baer	102 S INTERLACHEN AVE 310	6/20/26
4.	Betty Baer	102 S. INTERLACHEN AVE. 310	4078650905
5.	Janelle Ward	104 S. Interlachen Ave 115	6/20/2026
6.	[illegible] Ward	104 S. Interlachen Ave 115	6/20/2026
7.	Georgina Theobald	100 S. Interlachen	June 20
8.	Jayne Kitchin	Palmer Ave - W.P.	6/20
9.	Nicki Wise	104 S. Interlachen 113 Ave	W.P.
10.	John J. Fadool	100 S. Interlachen #501 W.P. 32789	7/4
11.	Anne Marie Adams	100 S Interlachen #108 32789	7/4/26
12.	[illegible]		
13.			
14.			
15.			

We, the undersigned support the attached petition and object to the creation of a daycare center or preschool at the El Cortez Redevelopment at 210 Morse Blvd.

	NAME	ADDRESS	DATE
1.	Deborah Taylor (Deborah Taylor)	100 S. Interlachen #502 WP	6/24/26
2.	X [illegible]	100 S. Interlachen Ave, #504 WP	6/24/26
3.	X [illegible]	100 S. Interlachen Ave, #505 WP	6/24/26
4.	Robert Clements	100 S. Interlachen Ave, #502 WP.	6/24/26
5.	Gail B. Barr	100 s. Interlachen Ave #503	6/24/26
6.	Inga K. Carr	100 S. INTERLACHEN Ave. #304	6-28-26
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From: Laura Laboda
To: Allison McGillis
Subject: [EXTERNAL]
Date: Friday, July 3, 2026 12:09:36 PM

I support zoning for a synagogue on 210 E Morse Blvd. Thank you for your consideration of the project. SINCERELY, Laura Laboda 1765 Edwin Blvd, Winter Park, FL 32789. 4079287439 bioniclolly@gmail.com

From: janet robison
To: Mayor and Commissioners
Cc: Allison McGillis
Subject: [EXTERNAL] Proposed building at El Cortez
Date: Monday, July 6, 2026 2:59:19 PM

Greetings,

My name is Janet Robison. I have lived on Alexander Place since 1998. For the most part,I haven't communicated with the city but recently some issues have concerned me. I went to a meeting about the proposed school/event center/Synagogue to be built on Knowles. I am primarily concerned about parking and traffic congestion downtown(potentially east and west on Morse/Interlachen). As charming as Winter Park appears, it is not always friendly to the downtown residents. When the Alfond was built and then expanded, we were assured that there would be no major issues with the traffic or parking. Unfortunately,even with the added 'driveway lane' the traffic still backs up both ways on New England more frequently than you would think-preventing us from even getting to our street! The parking is also a problem. The Alfond workers park on Lyman and the valets use the parking spots up and down on New England. There have been multiple times cars are parked on New England right up to our street and we can't see to get out. I have called the Alfond plenty of times and over the winter holidays this year I was told by the person on the phone- "We have 5 events going on,where do you expect us to park everyone". OH,OK just park them illegally? Really? I didn't want to bother the Police but maybe I should have been calling them all those times. I know they recently painted the curbs yellow but the Uber/Lyft cars still line up there. The point of all this is that there are now two large buildings being erected at New England/Interlachen with essentially no parking and will surely host events. There is a larger restaurant being built on Park between New England and Lyman with no parking. Rollins is building new dorms for students with no additional parking. It seems foolhardy to add(within a 1-2 block radius) another building that needs parking and will hold events. Even in the summer the parking has still been hard downtown. It makes sense to me that there should be a 'pause' to assess how our 2 block area(already congested with no parking) can absorb what is already being built before adding another event building. I was at the meeting and heard (as I did with the Alfond) that the 'rooftop' can hold X number of people and the school is only 60 students but…. Realistically from past experience once permission is granted, those numbers can go up exponentially and nothing can be done about it. I am one that believes the city and our elected officials should and would have the residents' best interest at heart. If any of you live downtown you could understand the amount of growth the city has had. Of course, people would say we chose to live downtown but we did it with the understanding that our elected officials would carefully consider and plan any changes that are made. I am also worried that the P and Z meeting is on July 7th. It seems the date was picked when the absolute fewest residents of Winter Park are physically present in town. It does not seem like the best for open discourse and transparency on this issue. My letter is late because I thought this was tabled for July but it seems it is back on the agenda. I am asking, as our elected officials, that you consider a 'pause' on new projects until we can asses the adjustments to the currently being built projects. I know there is talk of a new parking garage and I know you will say there are spaces in the Suntrust garage and the other Rollins garage but those spaces are already being used. I know that the people proposing the project had a traffic survey done but how is their version of that even valid(not prejudiced and done in the summer?)?Please look at this issue critically. I understand that the number of parking spaces proposed for the new building follow the 'letter of the law' but it doesn't consider the gestalt of this 2 block area. At the very least, this should be moved to August or September when residents are actually IN the city. Thank you in advance for your consideration.

From: Bob Saltsman
To: Allison McGillis
Subject: [EXTERNAL] Prosed Synagogue
Date: Saturday, July 4, 2026 5:13:41 PM

Dear Ms. McGillis

I am writing as a 35-year resident of Winter Park who lives at 201 Alexander Place and as a practicing Attorney and CPA in Winter Park ,too. I attended the preliminary meeting that the developer of the Synagogue and Town home project planned for Morse Blvd held last month for the nearby residents. On the surface the project seemed to qualify for the standard hurdles for permits and parking. However, what was most concerning was the traffic plan to accommodate drop off and pick up of children for the operation of a school /day care 5 days per week. The traffic pattern would be directed on Park Ave to Morse twice a day for 5 days. This pattern was formulated so as not to conflict with the school pick up and drop off for Methodist school across the street which starts to line up on Interlachen and then to Morse Blvd.. It is hard to imagine lining traffic up our main commercial street which is already extremely busy. This does not even address the shortage of parking that currently exists that may be burdened by handling approximately 80 students a day. The developer made the point that many if not all would be walking them to the school. This seems a response that has a lack of credibility.

The Central business district has reached a tipping point of traffic and parking. Our home location has been extremely impacted by the Hotel on New England with traffic backups especially for weekly events at the Hotel not to mention when the Rollins Museum opens for more events on the same street. The City has finally recognized the parking shortage for which they were late to the game . They are planning a parking garage . Now they will be late to the game on traffic impact if they fail to consider what another school will do to the downtown. Winter Park has done wonderful job marketing the town to nonresidents and the commercial business district has been transformed into an entirely different experience over the last 5 years ago. With the influx of hundreds of tourists each weekend the City has simply not considered the impact on its infrastructure to handle

nonresidents . I have seen this firsthand living walking distance to Park Ave.

The addition of another downtown school in addition to Alfond Inn, the Rollins Museum, the 2 existing downtown schools and the advent our hundreds of tourists coming each day will be a significant detriment to our small town feel in the business district

Sincerely,

Robert Saltsman

Robert P. Saltsman, P.A.
222 S. Pennsylvania Ave., Suite 200
Winter Park, FL 32789
407-647-2899

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