

**CITY OF WINTER PARK
PLANNING AND ZONING BOARD**

**Staff Report
January 6, 2015**

REQUEST OF UNICORP NATIONAL DEVELOPMENTS, INC. FOR:
CONDITIONAL USE APPROVAL TO REDEVELOP THE FORMER MT. VERNON
INN PROPERTY WITH A PROJECT TO BE CALLED LAKESIDE CROSSING OF
APPROXIMATELY 37,473 SQUARE FEET OF RETAIL AND RESTAURANT
SPACE INCLUDING A TWO LEVEL PARKING DECK AND SURFACE PARKING
OF APPROXIMATELY 315 SPACES ON THE PROPERTY AT 110 S. ORLANDO
AVENUE, DESIGNATED WITH COMMERCIAL FUTURE LAND USE AND
ZONED C-3 AND PROVIDING FOR CERTAIN EXCEPTIONS AND FOR THE
APPROVAL OF A DEVELOPMENT ORDER PERTAINING TO THE PROJECT.

This public hearing is the request of Unicorp National Development Inc. for the redevelopment of the Mt. Vernon Inn site located at 110 S. Orlando Avenue. The applicant is requesting to redevelop the site with a commercial project consisting of retail and restaurant tenant spaces. Unlike the previous application for The Luxe, which requested a change to FLU/Zoning, this project proposes to develop to the existing C-3 zoning standards and is then only subject to Conditional Use review.

Project Site:	3.58 acres
Existing Future Land Use Category:	Commercial
Existing Zoning District:	C-3

The proposed development consists of 37,473 square feet of retail/restaurant development of which 2,820 sq. ft. is used for common area mechanical/trash purposes and 34,653 sq. ft. is rentable commercial floor space. The overall site area is 155,945 square feet (3.58 acres). The developer is proposing a FAR of 44.17% which is within the maximum FAR of 45%. The developer is exceeding the street front minimum setbacks on the Orlando Avenue and Morse Boulevard frontages in order to provide more room for landscaping, sidewalk and outdoor patio dining. On Harper Street and the interior sides, the project meets the applicable setbacks. Impervious coverage or green area also complies with the minimum 15% requirements.

The only exception that is requested is from the landscape code for the size of the interior landscape islands within the surface parking lot and the spacing every 11-12 spaces apart versus 10 spaces per code. Those landscape islands are shown at 9 feet wide versus the minimum 12 feet of width required. If that exception is not approved then the developer will lose four parking spaces to increase the widths accordingly.

For purposes of comparison, the following table outlines the C-3 zoning requirements and the proposed dimensions of this project.

	C-3 Requirements	Project Proposal
Property Size		3.58 acres
Floor Area Ratio	Max. 45%	44.17%
Lot Coverage	Max. 45%	44.17%
Min. Open Space	Min. 15%	15.0%
Orlando Avenue setback	15 feet	30 feet
Morse Blvd. setback	10 feet	20 feet
Harper Street setback	10 feet	10 feet
Interior Side setback	5 feet	5 feet
Landscape Protection Zone	8 feet	8 feet
Bldg. Height	55 feet	20 feet

Parking spaces shown for this project are 315 spaces to meet a code requirement of 300 spaces. That requirement includes the 40 parking spaces that are committed by Development Agreement to be set aside as employee parking for the Lakeside project.

Parking for retail tenants is based on one space for each 250 square feet of floor area. Parking for restaurant tenants is based on one space for every three seats or one space for every 50 square feet of customer area, whichever is greater. Most often the seat count creates the greater demand. Based on the 300 spaces allocated by the developer for the total 27,300 sq. ft. of restaurant space shown, the one per three seat calculations would allow 690 seats spread amongst the four restaurants. However, the staff has also looked at the parking requirements if based on the "customer area" calculations. The staff looked at four restaurant floor plan scenarios and the typical amount of customer area versus kitchen/bar etc. is 50%-60% "back of house" to 40%-50% "customer area". Using a 45% average as the "customer area", the calculations for these four restaurants would create a demand for 245 spaces. At 50% of customer area, it would create a demand for 273 spaces.

Current Development Request: This application package is for "preliminary" conditional use approval and as such includes the site plan, architectural perspective images of the building facades from the street,

conceptual landscape and storm water retention design and a traffic impact report as required for the "preliminary" approval. For the "final" conditional use approval, the City will see final architectural elevations including materials, signage, complete storm water design, complete landscape plan, lighting plan and the other details regarding functions such as trash disposal, utilities, etc.

Staff Analysis of the Applicant's Requests:

Various city departments have reviewed this application including representatives from Planning & Community Development, Public Works, Electric Utility, Water and Wastewater Utilities, Fire, Urban Forestry, Parks & Recreation and City Administration. Their comments were as follows:

Fire Dept.: For the final conditional use the staff needs to see details on the fire lane provided at the rear of the buildings.

Traffic Engineering/Police Dept.: To improve the operating efficiency of the traffic signal at Morse Boulevard/Orlando Avenue, the developer will need to coordinate and install intersection improvements for the full Morse Boulevard/Orlando Avenue intersection to include restricted left turn signals in all directions subject to FDOT and City approval. The developer will also pay their pro-rate share to install the smart signal technology improvements at the Morse Boulevard/Orlando Avenue intersection. Also the pedestrian crosswalks need to be upgraded to colored concrete. The Code requires 30 bicycle parking spaces, including 6 locker spaces within the garage which can be adjusted as part of the final conditional use review. The access along Orlando Avenue should be restricted to a right in-right out only.

Planning & Community Development: There is an opportunity for CRA participation in reconstructing, as part of this project, the Morse Boulevard/Orlando Avenue traffic signal with decorative mast arms.

For the final conditional use, the City needs a cross section of the "public realm" between Orlando Avenue/Morse Boulevard and the buildings to better plan the interconnection of sidewalk, landscape/tree locations and patio dining.

For the final conditional use, the application of the Morse Boulevard Design Guidelines should be undertaken.

For the final conditional use, the architectural treatment of the building facades on all four sides (including the parking garage) is critically important. For the final conditional use, architectural detail is also needed on the rear of the buildings as these sides are also seen by everyone parking and walking to their destination.

Building Dept.: The pedestrian passageways from the parking garage to the tenant destinations are not clearly shown.

Water/Sewer Utility: Sewer - No issue. Water - Depending on fire flow needs for the building there may be some off-size water main upgrades needed with costs to be borne by the developer.

Electric Utility: Would like to explore opportunities for undergrounding of the electric lines along Orlando Avenue and Harper Street as part of the final conditional use.

Parks/Urban Forestry Depts.: Waiting for the final conditional use to see the final landscape plan and tree protection/replacement plan. Noted the exception requested for the landscape islands.

Traffic Study:

As required by the Land Development Code, the developer has provided a traffic study to determine the impacts of this project. This type of project generates considerable new net traffic (2,210 trips per day) but that is offset by the traffic previously generated by the Mt Vernon Inn (1,276 trips per day). The net increase is 934 new car trips per day.

The city staff had previously asked Christopher Simoneaux with CES Engineering to review the traffic study for the Luxe and make comments about the findings. While this new net traffic does not change the level of service of the adjacent roadways, the city's traffic consultant has concerns about the operating efficiency of the intersection of Morse Boulevard and Orlando Avenue and suggested that the developer provide new signals and do a complete signal warrant study to include restricted lefts in each direction. The consultant also recommends that the driveway along Orlando Avenue be restricted to a right in/right out only.

Summary and Conclusion:

After significant review, staff has analyzed the Conditional Use and will recommend approval subject to certain conditions. Overall, the applicant has provided a plan that meets the requirements of the land use and zoning as outlined in the Comprehensive Plan and Land Development Code. The one exception to the landscape code seems acceptable and thus staff will recommend approval subject to the following special conditions:

1. The Lakeside Crossing Development entitlements comprise 37,473 square feet of commercial development which includes restaurants and retail space.

2. The project is required to have a minimum of 300 parking spaces to meet the anticipated needs of the development plan, which

includes a parking garage and surface parking lot. Restaurant seating and floor plans will only be permitted that meet the parking code and no parking variances are to be granted.

3. The entrance to the project along Orlando Avenue will be restricted to right in/right out only.

4. The developer will coordinate and install intersection traffic signal improvements for the full Morse Boulevard/Orlando Avenue intersection to include restricted left turn signals in all directions subject to FDOT and city approval.

5. The developer will contribute \$50,000 to the cost of new mast arms as part of the improvements to Orlando Avenue and West Morse Boulevard.

6. The developer will pay and install the smart signal technology improvements at the Morse Boulevard/Orlando Avenue intersection.

7. The developer will install and maintain decorative paving within the entire Morse Boulevard/Orlando Avenue intersection for safer pedestrian crossing.

8. The developer commits to using 5" caliper street trees along street frontages for landscaping.

9. The developer will work with the city's Arborist regarding any tree replacement and maintenance along Orlando Avenue, Morse Avenue and Harper Avenue as it affects his property.

10. The developer will provide bike parking to be determined as part of the final conditional use review.

STAFF RECOMMENDATION IS FOR APPROVAL of the "preliminary" Conditional Use subject to the ten conditions outlined above.



CITY OF WINTER PARK
401 South Park Avenue
Winter Park, FL 32789

PRE-SORTED
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Orlando, FL
Permit No. 4734



Citywide Public Notice

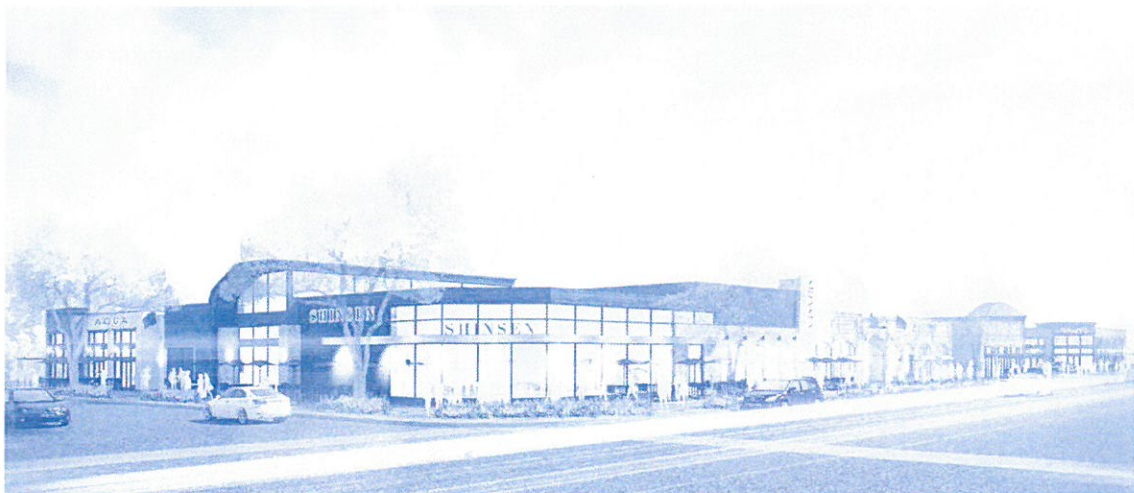
LAKESIDE CROSSING 110 S. ORLANDO AVE. (MT. VERNON INN BEST WESTERN)

Planning & Zoning Board **City Commission**
Public Hearing **Public Hearing**
Tuesday, January 6 **Monday, February 9**
@ 6 p.m. **@ 3:30 p.m.**
Commission Chambers
Winter Park City Hall, 2nd Floor
401 South Park Avenue | Winter Park, Florida

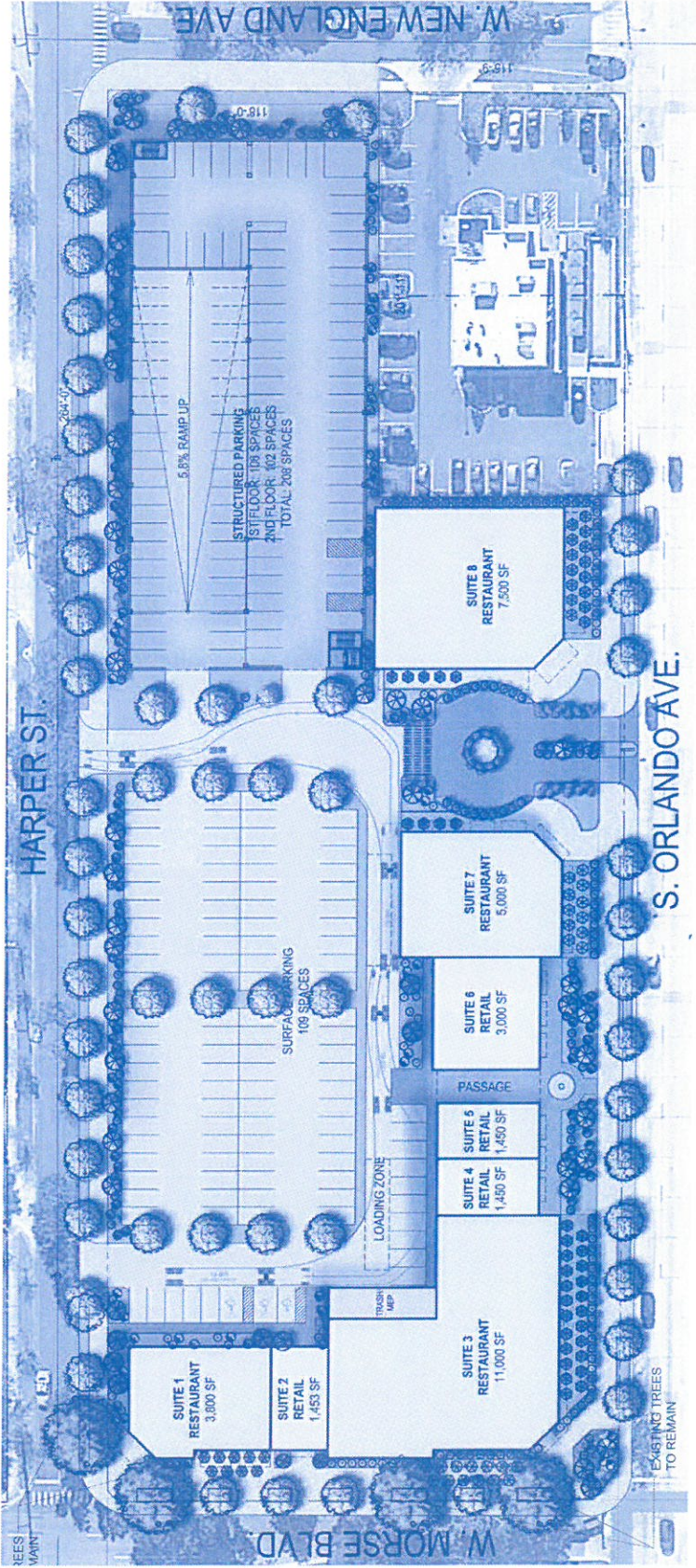
Unicorp National Developments is requesting Conditional Use approval in order to redevelop the Mt. Vernon Inn Best Western into a commercial development with 37,473 square feet of retail and restaurant space with 317 parking spaces.

NOTE: If a person decides to appeal any decision made by the Commission with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purposes, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105).
Persons with disabilities needing assistance to participate in any of these proceedings should contact the Planning & Community Development Department at 407-599-3453 at least 48 hours in advance of the meeting.

Lakeside Crossing ■ Conceptual Rendering



Lakeside Crossing - Site Plan & Information Comparison



	Permitted	Proposed
Zoning	C-3	C-3
Parking	300	317
Height	55 feet maximum	20 feet
Retail & Restaurant		37,473 sq. feet

	Permitted	Proposed
Lot Coverage	45% maximum	44.17%
Floor Area Ratio (FAR)	45% maximum	44.17%
Total square footage based on size of the property (including 1st floor of covered parking garage)	69,891 sq. feet	68,603 sq. feet

More detailed information can be found in the Planning & Zoning Board's staff report that will be available Monday, December 22, 2014, at cityofwinterpark.org/pzb-reports.

OCA Web Map

Florida Turnpike	Major Road	Proposed Road	Block Line	Commercial/Institutional	Hydro	Golf Course
Interstate 4	Public Road	Brick Road	Lot Line	Governmental/Institutional/Misc	Waste Land	Lakes and Rivers
Toll Road	Galad Roads	Rail Road	Residential	Commercial/Industrial/Vacant Land	County Boundary	Building
Road Under Construction	Proposed SunRail	Agriculture	Agricultural Curtilage	Parks	Hospital	

Courtesy Rick Singh, CFA, Orange County Property Appraiser



12	29
13 Carmel Cafe and Wine Bar	30
14 Pjs Carmel Land Holdings II LLC	31
15	Sesco Lighting
16	1133 W Morse Blvd LLC
17	32 33 34

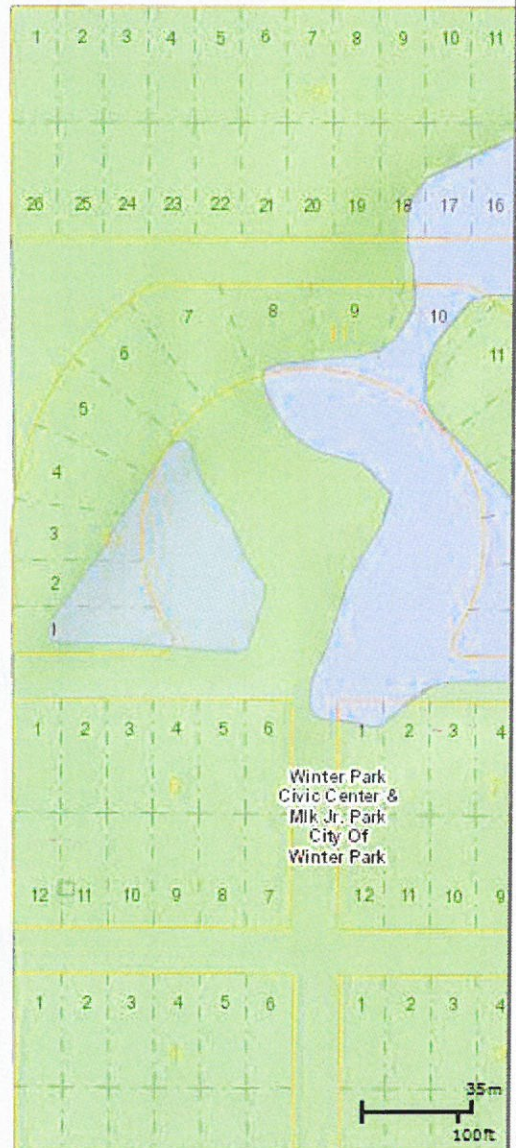
4	8
3	
2	10
1	11
	8 9 10

W Morse Blvd

Daily Traffic
7000

14	15
13	16
12	17
11 BestWestern/mt	18
10 Vernon Inn	19
9 Motorlodge	20
8 OfWinter Park Inc	21
7 [147 Rooms]	22
6	23
5	24
4 276 S Orlando Avenue LLC	25
3	26
2	27
1	28

Harper St



W New England Ave

11 New England	12
10 Wharf Shopping	13
9 New England Courtyard LLC	14
8	15
7	16
6	17
5 Copytronics	18
4 Sss Investments Of Jacksonville Inc	19
3 Burger King	20
2 Burger King Corp	21

Created: 10/28/2014

This map is for reference only and is not a survey.

OCPA Web Map

	Major Roads		Proposed Road		Residential		Commercial/Industrial Vacant Land		Parke	6	Lot Number
	Florida Turnpike		Brick Road		Agriculture		Agricultural Curtilage		Lakee and Rivers	06060	Parcel Number
	Interstate 4		Gated Roads		Commercial/Institutional		Hydro		Building	3106	Parcel Address
	Toll Road		Road Under Construction		Lot Line		Governmental/Institutional/Misc		Block Number	111.9	Parcel Dimens

Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 10/28/2014

This map is for reference only and is not a survey.

MEMORANDUM

DATE: December 10, 2014

TO: Mr. Jeffrey Briggs
Manager, Planning & Community Development
City of Winter Park, Florida

FROM: Joseph Antunovich
Antunovich Associates

SUBJECT: Lakeside Crossing - Winter Park
Southeast Corner of S. Orlando Avenue & W. Morse Avenue, Winter Park
Application for C-3 Zoning

ATTACHMENT: Lakeside Crossing - Winter Park Project Design Booklet, dated November 19, 2014

Mr. Briggs,

On behalf of our Client, Unicorp National Developments, Inc, thank you for the opportunity to submit these additional materials to support our application for the Lakeside Crossing project in Winter Park, Florida. We have included a series of project-specific responses to each subsection (1-13) of Paragraph (e) of Sec. 58-76, "Commercial (C-3) District," of the Winter Park Zoning Code. These responses are found below. We have also included herewith an updated design booklet for Lakeside Crossing - Winter Park, dated November 19, 2014.

(1) Any building constructed within this district shall adhere to the following minimum or required setbacks for front, rear and side yards. The front setback to all streets shall be a minimum of ten (10) feet from the property line and a minimum of fifteen (15) feet on Orlando Avenue and on the north side of Fairbanks Avenue and twenty (20) feet on the south side of Fairbanks Avenue. For properties along Orange Avenue, the front setback may be reduced to the average front setback of the existing buildings within that block if approved by the City Commission. Side yard setbacks shall be a minimum of five (5) feet from each property line unless the parcel shares a common line with a residentially zoned parcel, then a fifteen (15) foot setback shall be observed. The rear setback shall be a minimum of thirty (30) feet from the property line unless the rear yard abuts a residentially parcel, then a thirty-five (35) foot setback shall be observed. However, within the Hannibal Square Neighborhood Commercial District area, as set forth in this section, new buildings shall have a required ten (10) foot front setback and may be permitted zero-foot side setbacks unless the parcel shares a common line with a residentially zoned parcel, then a fifteen (15) foot setback shall be observed. For any required front setback, the distance may be increased upon the determination by the public works director and police chief that a traffic sight distance safety problem may exist, to the extent required to remedy the problem.

- All setbacks adhere to the requirements:
 - *30'-0" setback along Orlando Avenue*
 - *20'-0" setback along Morse Boulevard*
 - *10'-0" setback along Harper Street*

(2) If a person constructing a building within this district desires to combine the minimum side yard setbacks and provide them on only one side of the lot, a site plan showing the locations of the proposed building as well as the location of existing adjacent building must be submitted to the planning and zoning commission for approval prior to the issuance to a building permit to ensure sufficient compatibility with adjacent properties.

This reduction to the required side setback however, shall not be permitted if adjacent to a residentially zoned parcel.

- *Not Requested*

(3) The maximum floor area ratio and building lot coverage shall be forty-five (45%) percent. The floor area ratio shall include the floor area of any attached or detached above grade private parking garage. The forty-five (45%) percent floor area ratio and building lot coverage may be increased by an additional five (5%) percent if the parking for the increased five (5%) percent floor area ratio is located entirely underground beneath the building's footprint or if the building's upper floor(s) are cantilevered over such parking or if it is for a hotel building.

- *Current FAR is 44.17%*

(4) Exclusively residential buildings are not permitted. Residential units are not permitted on the first or ground floor. When residential units are included on the second floor or above, the floor area ratio of the project may be up to sixty (60%) percent FAR. Limited residential use of the first or ground floor of such buildings may be permitted when such space is limited to the functions of entrance lobby/elevator/stair access, leasing or management office or residential amenity spaces such as health/fitness, meeting/activity room or storage. However, in no case shall more than fifteen (15%) percent of first or ground floor be devoted to these ancillary residential uses (not counting the area of parking garages).

- *Not Requested*

(5) The maximum floor area ratios outlined above are not an entitlement and are not achievable in all situations. Many factors may limit the achievable floor area ratio including limitations imposed by the Maximum Height Map, concurrency management/level of service standards, physical limitations imposed by property dimensions and natural features as well as compliance with applicable code requirements such as, but not limited to, parking and internal circulation, setbacks, landscaping requirements, impervious lot coverage, design standards and on-site and off-site improvements and design amenities required to achieve land use compatibility. Land located across a street and/or separated from the building site shall not be included in the floor area ratio calculations.

- *Noted.*

(6) The maximum residential density shall not exceed seventeen (17) units per acre.

- *No residential use planned.*

(7) Building heights shall not exceed the height limits imposed by the Maximum Height Map. For those properties shown with a two story maximum, the maximum building height shall be thirty (30) feet; for those properties shown with a three story maximum height, the maximum building height shall be forty-two and a half (42.5) feet, unless located within the Central Business District where the maximum height for three stories shall be forty (40) feet if approved as a conditional use. Variances for more than three stories in the Central Business District are prohibited. For those properties shown with a four story maximum height, the maximum building height shall be fifty-five (55) feet; for those properties shown with a five story maximum height, the maximum building height shall be sixty-five (65) feet and for the properties shown permitting up to eight stories, the maximum height shall be ninety-five (95) feet. Unless specifically approved by the City Commission as a conditional use, buildings developed with less than the maximum building stories shall conform to the maximum height for the applicable stories. For example, if a two story building is developed within an area permitting a four story building, the two story building shall conform to the thirty (30) foot height limit. Parking garage levels shall be counted as stories for each level except for any basement level or the open roof level.

- *All maximum building heights comply with the noted limitations.*

(8) Parapet walls, or mansard roofs functioning as parapet walls, may be added to the permitted building height but in no case shall extend more than five (5) feet above the height limits in this subsection. Mechanical penthouses, mechanical and air conditioning equipment, elevator/stair towers and related non-occupied structures may be permitted to extend up to ten (10) feet above the height limits in this subsection. Architectural appendages, embellishments and other architectural features may be permitted to exceed the roof heights specified in this section, on a limited basis, encompassing no more than thirty (30) feet of the building roof length and area, up to eight (8) feet of additional height, upon approval of the City Commission, based on a finding that said features are compatible with adjacent projects.

- *Noted.*

(9) For properties not shown on the Maximum Height Map, located adjacent to four land roadways, the maximum height shall not exceed fifty-five (55) feet, and the maximum height shall not exceed forty-two and a

half (42.5) feet for properties located adjacent to two lane roadways. For corner properties adjacent to both four lane and two lane roadways, the maximum height shall be fifty-five (55) feet.

- *Noted.*

(10) Terracing and articulation providing additional setbacks are required to create relief to the overall massing of the building facades. Such design features of building façade articulation are required at least every sixty (60) feet on average along the primary building façades facing streets, or the building frontage where the building fronts primary parking lot area. For any building over two stories in height and over 200 feet in length, there shall be a thirty-five (35) foot break on at least the first floor, the design of which shall be a component of the architectural review process required for conditional use. For any building over two stories or 30 feet in height, a significant portion, comprising at least seventy-five (75%) of the top floor, shall be terraced and stepped back from the exterior face of the next lower floor by an average of at least five (5) feet. Parking structures are exempt from this terracing requirement.

- *No additional height requested.*

(11) Whenever the rear or side property lines within this district share a common property line with parcels zoned residential, either a solid wall or fence (other than wood) shall be provided along the entire common line. The wall or fence shall be six (6) feet in height; except that such wall or fence shall be only three feet in height from the front setback line of the adjoining parcel to the front property line of the adjoining parcel.

- *No shared property lines with residential uses.*

(12) Development shall not exceed eighty-five (85%) percent impervious coverage in this district.

- *Impervious coverage shown at 85%.*

(13) Other code sections related to development that should be referenced include but are not limited to Off-street Parking Regulations, Maximum Height Map, General Provisions, Definitions, Sign Regulations (Article IV), Environmental Protection (Article V) (this section includes Division 1 Storm Water, Division 6 Tree Preservation, Division 8 Landscape Regulations Division 9 Irrigation Regulations and Division 10 Exterior Lighting), Subdivision Regulations (Article VI), Historic Preservation (Article VIII) and Concurrency Management Regulations (Article II).

- *We will comply with all required code sections within the C-3 zone.*
 - *We are providing a total of 317 parking spaces, exceeding the required amount of 300. We have included a breakdown of this requirement within the drawing package.*

Sec. 58-90. Conditional uses.

(i) Conditional Use Submittal Requirements.

Landscaping plan; which may be conceptual for preliminary approval but for final approval shall include the location and specifications for plantings for parking lot landscaping, buffers, open spaces, recreation areas, and other landscaped areas and landscape.

- *In addition to maintaining four large Live Oak trees along Morse Boulevard, we are proposing using all local species to ensure their prolonged lifespan in this particular site, such as Sycamore, Hickory, or River Birch. All final landscaping will meet city code with respect to new trees and plantings.*

Existing tree protection; identify existing trees from tree survey to be removed and/or protected and explain or illustrate method to preserve such trees or compensate for their removal both during and after construction. Applicants should meet on-site with city staff to develop such tree protection and tree compensation plan.

- *We are proposing to save four large Live Oak trees along Morse Boulevard, as shown and notated in drawings dated November 19th, 2014. We will meet on-site with city staff to develop a comprehensive tree protection and tree compensation plan.*

Drainage plan; for preliminary approval the conceptual design approach and method of code compliance and for final approvals show all existing and proposed grades, proposed guttering on buildings and storm water management details, including swales, berms, piping or other methods used to achieve compliance.

- *Storm water retention will be achieved in a fully underground manner for this project. All storm water collected on the site will be diverted to a series of below-grade exfiltration vaults, primarily located below the surface parking lot on the North half of the site, with additional storm water retention located below the structured parking garage on the South half of the site.*

Please do not hesitate to contact me if you require any additional information.

Respectfully Submitted,

ANTUNOVICH ASSOCIATES, INC.

Joseph M. Antunovich, AIA

Distribution: Dori Stone, City of Winter Park, Florida
Chuck Whittall, Unicorp National Developments, Inc.
Amy Schuemann, Unicorp National Developments, Inc.
Art Wellington, Unicorp National Developments, Inc.
Daina Rodak, Unicorp National Developments, Inc.
Kevin Sperry, Antunovich Associates, Inc.



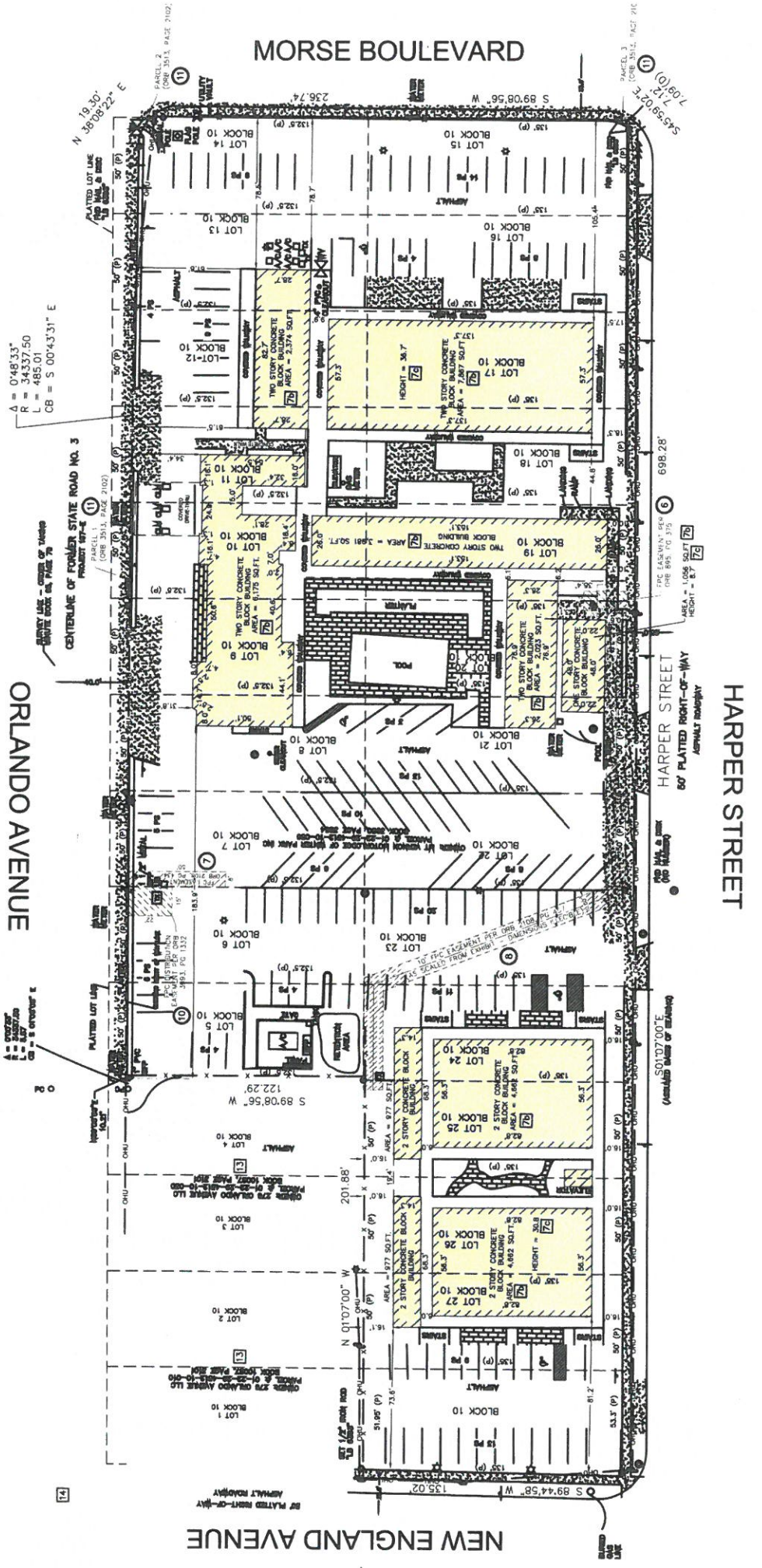
Lakeside Crossing Winter Park

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Lakeside Crossing Winter Park

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Site Survey - Mt. Vernon Inn | 2
December 15, 2014

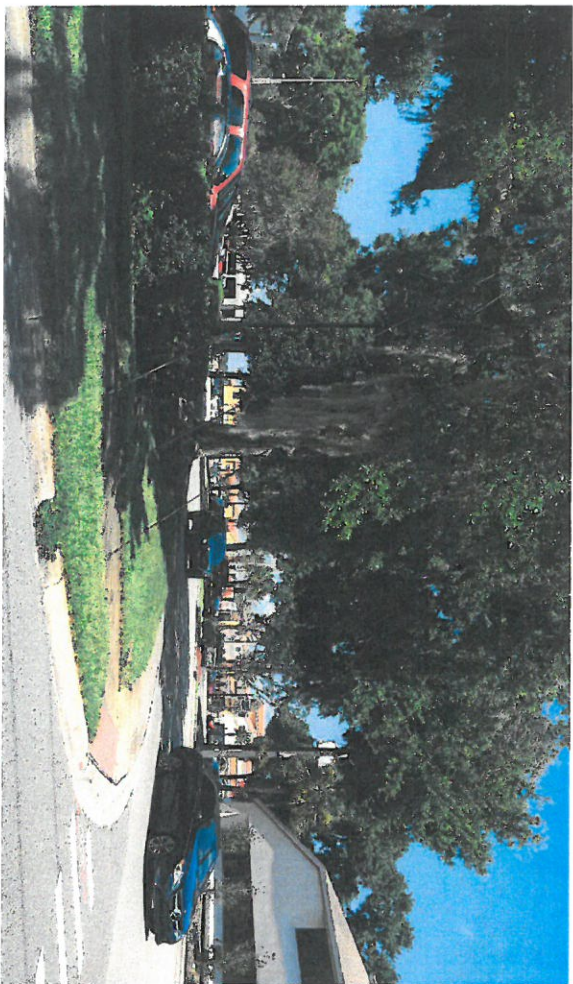
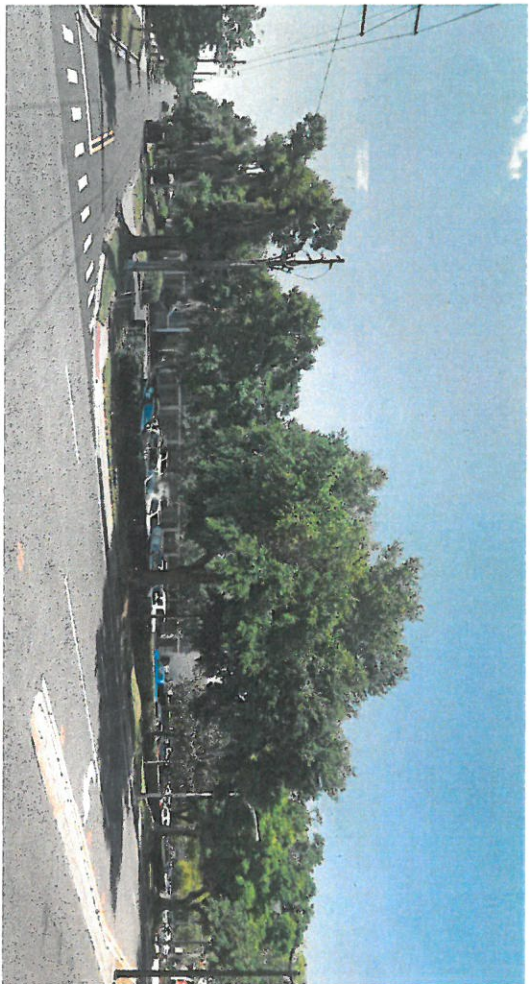


NEW ENGLAND AVENUE

HARPER STREET

MORSE BOULEVARD

ORLANDO AVENUE



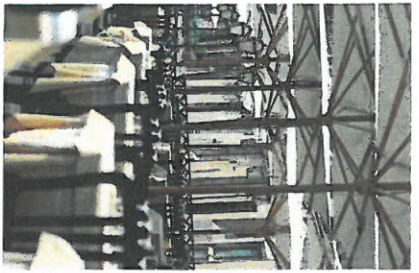
Lakeside Crossing Winter Park

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Lakeside Crossing Winter Park

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Lakeside Crossing Winter Park

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Lakeside Crossing Winter Park

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Street View: S. Orlando Ave. | 6

December 15, 2014



Lakeside Crossing Writer Park

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Street View: S. Orlando Ave. & W. Morse Blvd. | 7

December 15, 2014

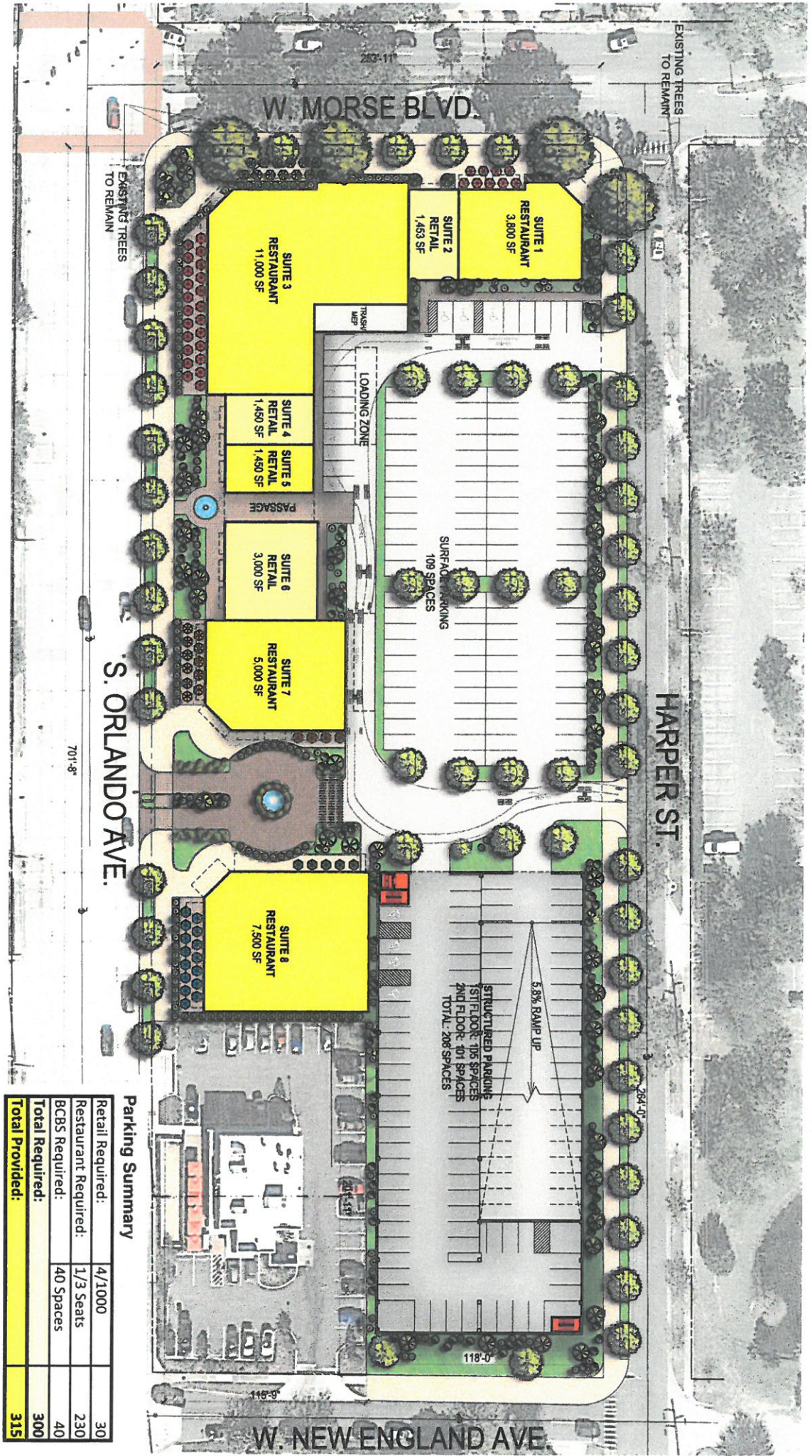


Lakeside Crossing Winter Park

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Street View: Harper Street | 8

December 15, 2014



Parking Summary

Retail Required:	4/1000	30
Restaurant Required:	1/3 Seats	230
BCBS Required:	40 Spaces	40
Total Required:		300
Total Provided:		315

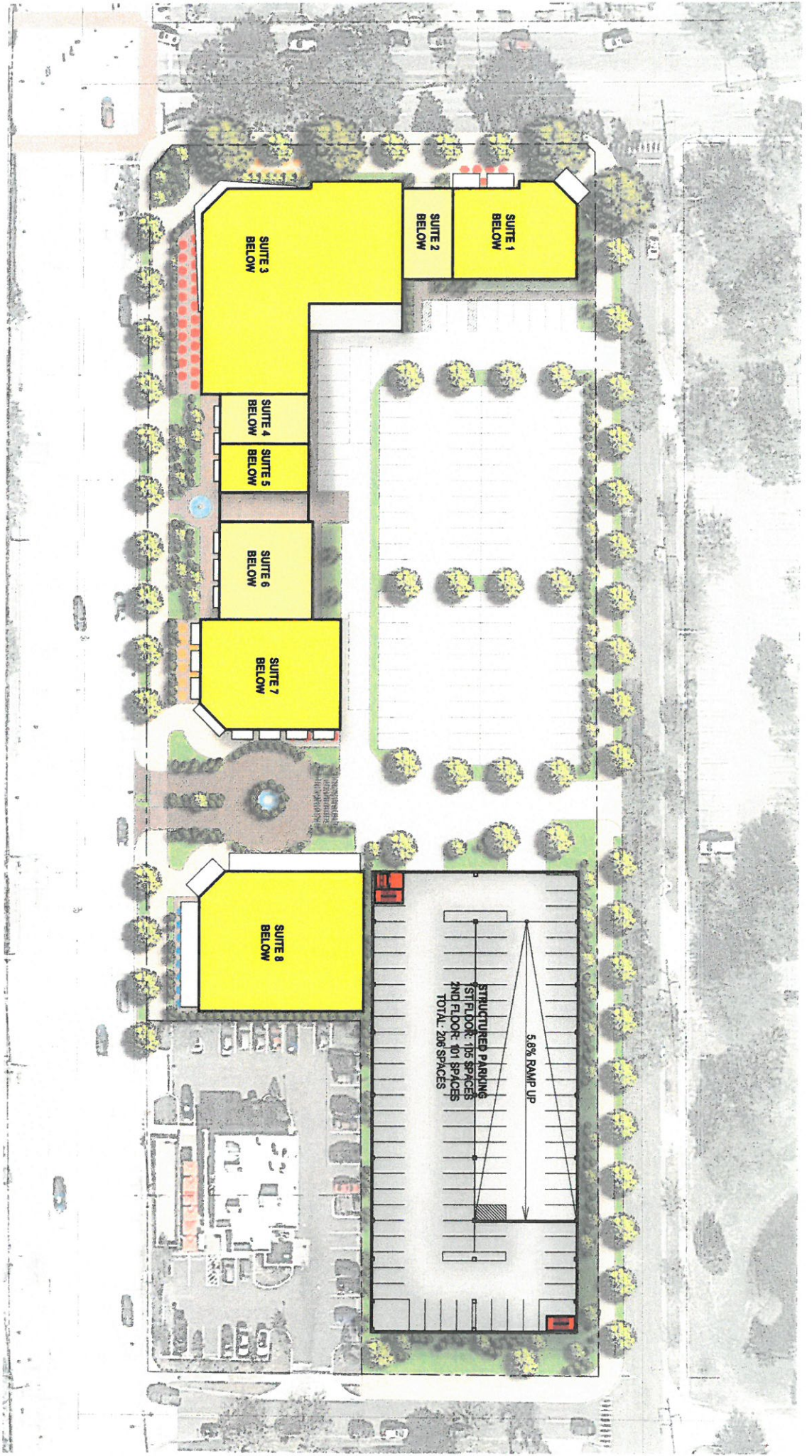


Site Plan | 9

December 15, 2014

Lakeside Crossing Writer Park

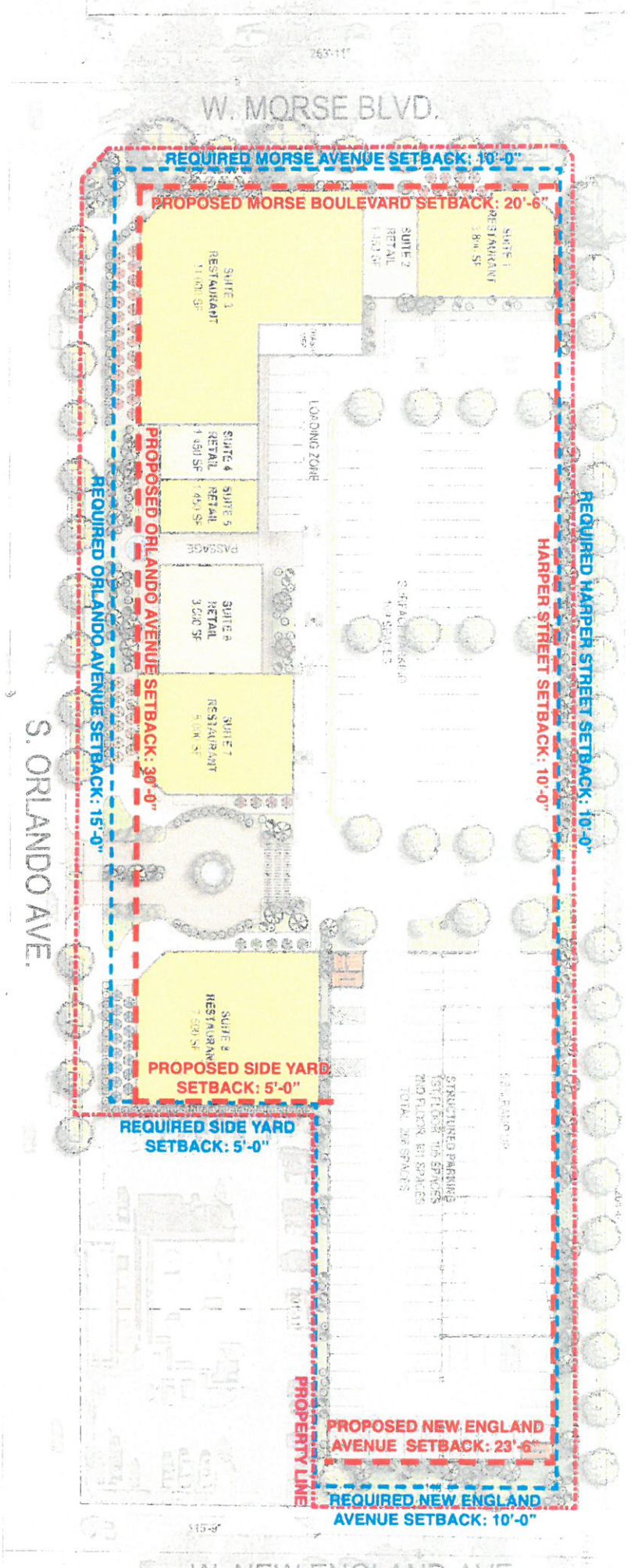
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Second Floor Plan | 10

December 15, 2014





LAKESIDE CROSSING - AREA ANALYSIS: C-3							
LEVEL	BUILDING HEIGHT	PARKING		RETAIL		GROSS BUILT AREA	FAR AREA
		GARAGE	SURFACE	COMMON	RSF		
2	20'-0"	101	31,130			31,130	0
1	10'-0"	105	31,130	2,820	34,653	37,473	68,603
TOTAL	55'-0"	206	62,260	2,820	34,653	37,473	68,603

* One story retail building height is 20' to top of roof

Lakeside Crossing

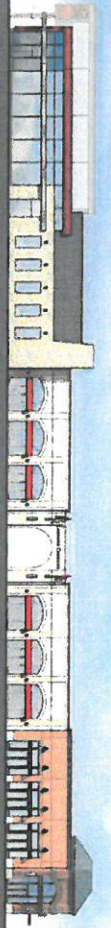
Winter Park

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C-3 ZONING ANALYSIS					
	PROPOSED	REQUIRED	FRONT YARD (Orlando Ave)	PROPOSED	REQUIRED
SITE AREA	155,314	-	Morse Blvd	30'	15' Min
LOT COVERAGE	44.17%	45% Max	Harper St	20'-6"	10' Min
FAR	44.17%	45% Max	New England	10'	10' Min
PERVIOUS SPACE	15.00%	15% Min		23'-6"	
PARKING TOTAL	315	300		5'	5' Min

Setback Diagram & Project Analysis 11

December 15, 2014



TO HIGHEST FINISHES 28'-0"
 RETAIL ROOF 28'-0"
 1ST FLOOR 0'-0"

West Elevation



TO GARAGE FINISHES 28'-0"
 RETAIL ROOF 28'-0"
 1ST FLOOR 0'-0"

East Elevation



TO GARAGE FINISHES 28'-0"
 RETAIL ROOF 28'-0"
 1ST FLOOR 0'-0"

South Elevation

North Elevation

Lakeside Crossing Winter Park

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TRAFFIC IMPACT ANALYSIS

LAKESIDE CROSSING
WINTER PARK, FLORIDA



Prepared for:

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Prepared by:

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407-628-9955

December 2014

TPD № 4566.1

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Lakeside Crossing
LOCATION: Winter Park, Florida
CLIENT: Unicorp National Development, Inc.

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

NAME: Turgut Dervish
P.E. No.: 20400
DATE: December 2, 2014
SIGNATURE:



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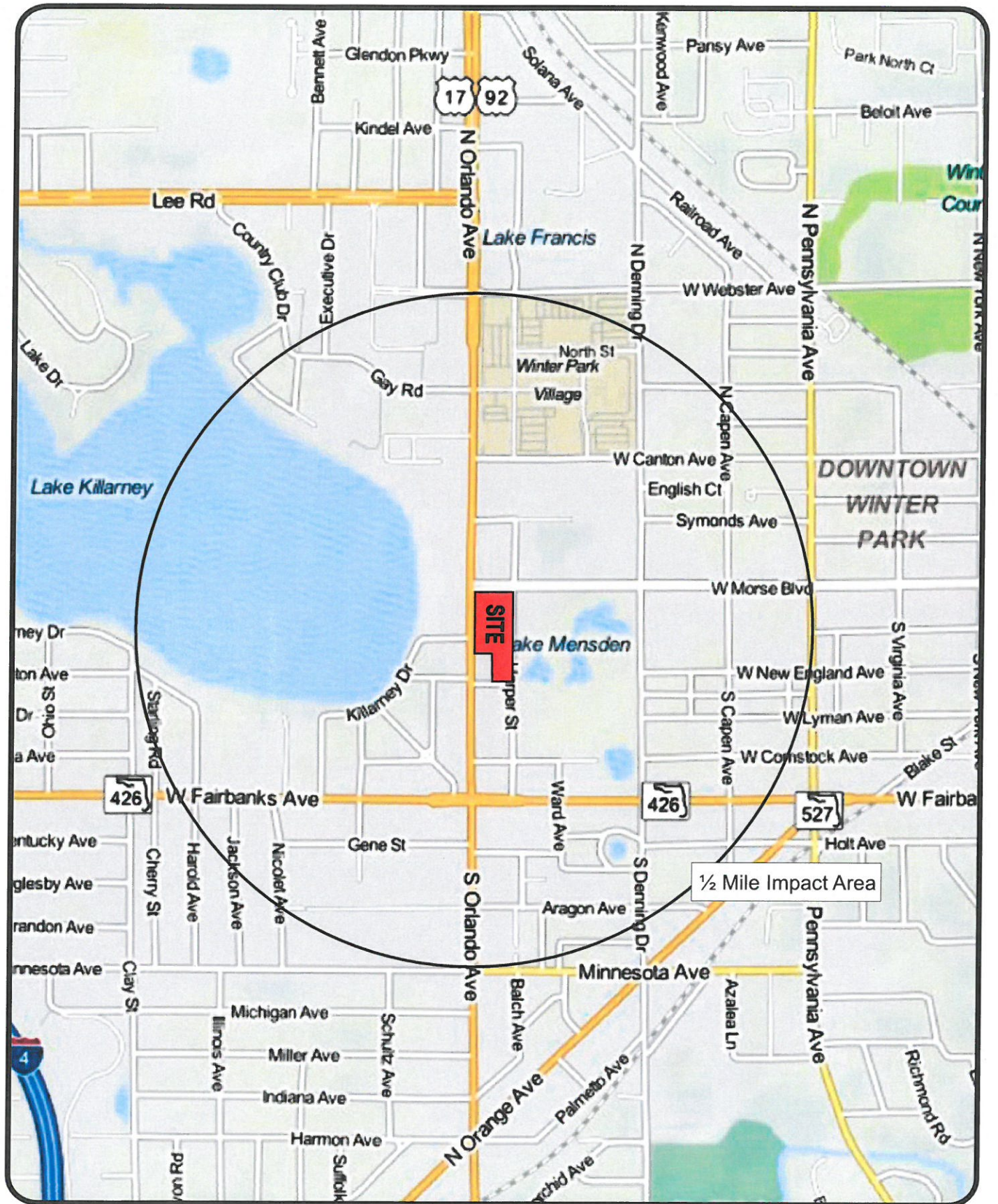
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INTRODUCTION

This analysis was conducted in order to assess the traffic impact of the proposed redevelopment of the existing Mt. Vernon Inn site in Winter Park, Florida. Located in the southeast corner of US 17-92 and Morse Boulevard, the Mt. Vernon Inn is a hotel with 143 rooms. This hotel will be demolished to make room for the proposed redevelopment. Referred to as Lakeside Crossing, the new development will consist of 27,300 square feet in four restaurants and 7,353 square feet in retail stores/shops. **Figure 1** depicts this site location and its one-half mile impact area.

US 17-92 and Morse will serve to provide external access to the site. US 17-92 is a multi-lane highway with two through lanes in each direction plus a center two-way left turn lane. It carries a daily traffic volume of 29,500 vehicles and has a posted speed limit of 35 mph in this area. Morse Boulevard, which intersects US 17-92 from the east adjacent to the site, is a four-lane divided roadway. It carries a daily traffic volume of approximately 6,000 vehicles and has a speed limit of 30 mph.





Lakeside Crossing
Project No 4566.1

Figure 1

Site Location



EXISTING CONDITIONS ANALYSIS

The existing conditions analysis was conducted for roadways and intersections within a one-half mile impact area as required by the City. Capacity analyses were performed for the study roadway segments and intersections for the existing traffic in order to establish their current operating conditions. The roadway segments and intersections were analyzed for P.M. peak hour conditions.

Roadway Segment Analysis

The study roadway segments were analyzed by comparing their existing traffic volumes with their respective capacities at the adopted LOS standard. For US 17-92 and Fairbanks Avenue, the P.M. peak hour traffic volumes were obtained from the 2013 Florida Traffic Information (FTI) DVD and are included in **Appendix A**. For Morse Boulevard, the P.M. peak hour traffic volumes were determined from the intersection counts. The respective capacities of the study roadways were obtained from the *2013 FDOT Quality/Level of Service Handbook*. A summary of the P.M. peak hour roadway capacity analysis is presented in **Table 1**.

Table 1
Existing P.M. Peak Hour Roadway Capacity Analysis

Roadway Segment	No. of Lanes	Adopted		Existing PHPD Volume		Existing LOS
		LOS	Capacity	Direction	Volume	
US 17-92						
Webster Ave to Morse Blvd	4L	E	1,700	NB	1,222	D
Morse Blvd to Fairbanks Ave	4L	E	1,700	NB	1,222	D
Fairbanks Ave to Minnesota Ave	4L	E	1,700	NB	1,192	D
Morse Boulevard						
Us 17-92 TO Denning Dr	4L	D	1,467	EB	252	C
Denning Dr to Pennsylvania Ave	4L	D	1,467	EB	294	C
Fairbanks Avenue						
US 17-92 to Clay Street	4L	E	1,700	EB	1,272	D
US 17-92 to Pennsylvania Ave	4L	E	1,700	EB	1,092	D

The existing conditions analysis reveals that the study segments currently operate at adequate LOS.



Intersection Analysis

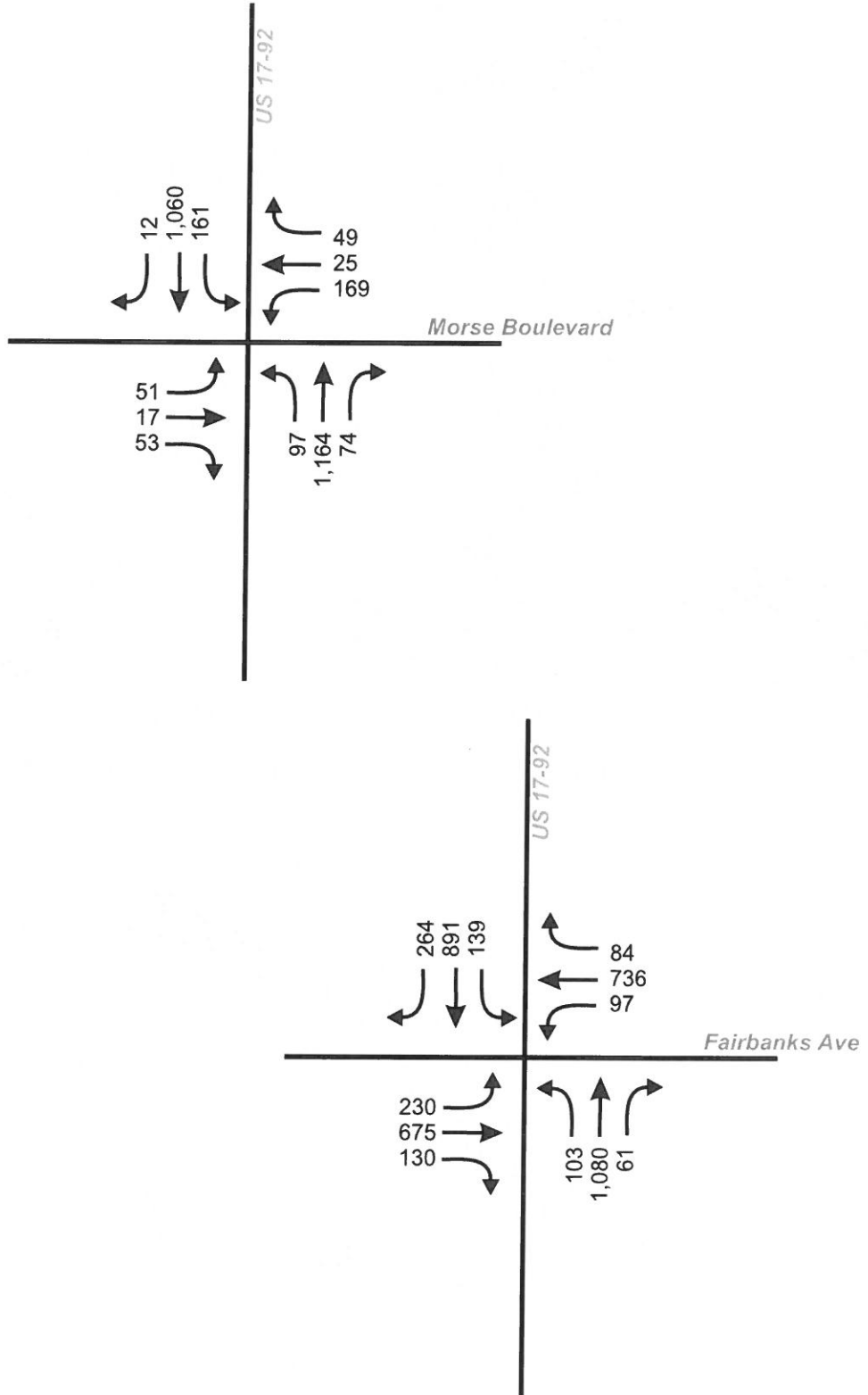
A capacity analysis was conducted for each study intersection using the *Highway Capacity Software (HCS)* in accordance with the procedures of the 2010 *Highway Capacity Manual (HCM)*. The capacity analysis was performed using the existing intersection geometries, traffic volumes during the P.M. peak hour and signal timing/phasing data. Turning movement counts and signal timings were obtained by TPD and are included in **Appendix B**. The existing intersection volumes are displayed in **Figure 2**, and the intersection capacity analysis is summarized in **Table 2**.

Table 2
Existing P.M. Peak Hour Intersection Capacity Analysis

Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 17-92 & Morse Boulevard	Signal	22.9	C	25.5	C	16.4	B	7.9	A	13.9	B
US 17-92 & Fairbanks Avenue	Signal	58.0	E	65.7	E	61.0	E	43.9	D	56.4	E

This analysis indicates that the study intersection approaches currently operate at LOS E or better. Detailed HCS worksheets of the existing intersection analysis are included in **Appendix C**.





Lakeside Crossing
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Figure 2

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



PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a commercial project consisting of restaurants and retail stores/shops. **Figure 3** is a site plan which depicts the access and parking configuration as well as the proposed restaurant/retail uses. Access to the site will be provided by one driveway on US 17-92 and two driveways on Harper Street which intersects Morse Boulevard adjacent to the site. To determine the impact of the proposed development, an analysis of its trip generation characteristics was made. This included the estimation of the trips to be generated and their distribution/assignment in the area.

Trip Generation

The trip generation of the proposed development was calculated utilizing data from the 9th Edition of the *ITE Trip Generation Manual*. This calculation is summarized in **Table 3** which also includes the trip generation of the existing hotel currently occupying the site. The restaurant and retail uses generate a portion of their trips from the existing traffic shown on the adjacent roadways. The pass-by trip capture rates for these uses as shown in the table were taken from the 2nd Edition of *ITE Trip Generation Handbook*. The redevelopment of the Mt. Vernon Inn Site as proposed will result in 934 new net daily trips and 78 new net P.M. peak hour trips.

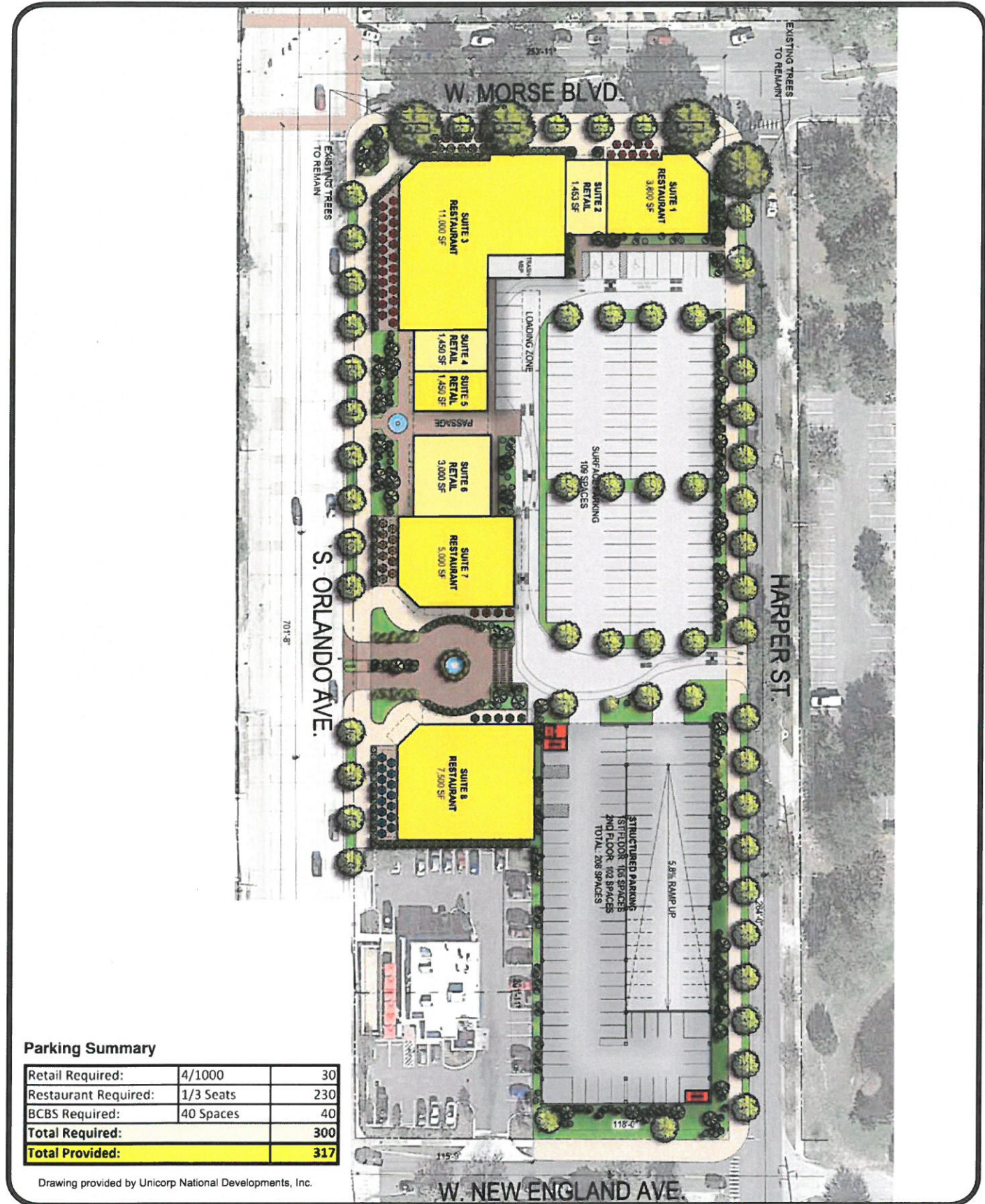
Table 3
Trip Generation Calculation

Land Use	ITE Code	Quantity	Daily Trips		P.M. Peak Hour Generation			
			Rate*	Trips	Rate*	Enter	Exit	Total
Proposed Land Use								
Restaurant	932	27.3 KSF**	127.15/R	3,471	9.85/R	161	108	269
Retail Commercial	826	7.353 KSF	47.87/E	352	5.32/E	17	22	39
Total			----	3,823	----	178	130	308
Restaurant Pass-by Trips (43%)			----	1,493	----	69	47	116
Retail Pass-by Trips (34%)			----	120	----	6	8	14
New Net Trips			----	2,210	----	103	75	178
Existing Land Use								
Hotel	310	143 Rooms	8.92	1,276	0.70	49	51	100
Trip Increase Due to Redevelopment			----	934	----	54	24	78

* R = Average Rate, E = Equation

** KSF = 1,000 Square Feet





Parking Summary

Retail Required:	4/1000	30
Restaurant Required:	1/3 Seats	230
BCBS Required:	40 Spaces	40
Total Required:		300
Total Provided:		317

Drawing provided by Unicorp National Developments, Inc.



Lakeside Crossing
Project No 4566.1
Figure 3

Site Plan

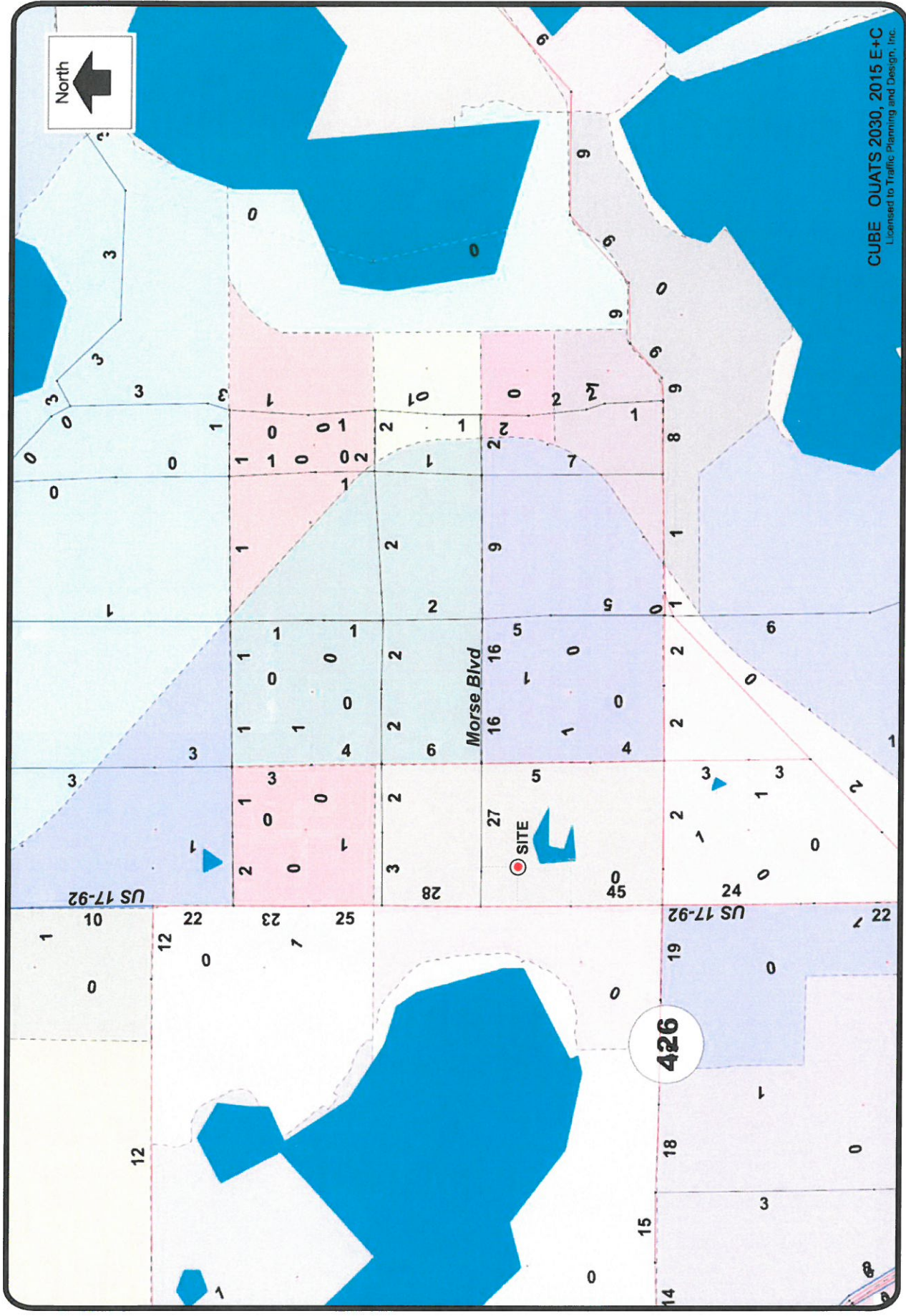


Trip Distribution/Assignment

The distribution of the project's new net trips in the area was determined with the use of the Orlando Urban Area Transportation Study (OUATS) model. Prior to the use of this model, a minor modification was made to add a traffic analysis zone (TAZ) representing the development. Subsequently, the model was run with a select zone analysis to separate the project trips and determine a trip distribution pattern as shown in **Figure 4**. The distribution of the project's pass-by trips will be based upon existing traffic flows on adjacent roadways during the P.M. peak hour.

Utilizing the above trip distribution pattern, the project's new net trips were assigned to area roadways as shown in **Figure 5**. This figure shows the project's daily and P.M. peak hour trips within one-half mile impact area as required by the City.





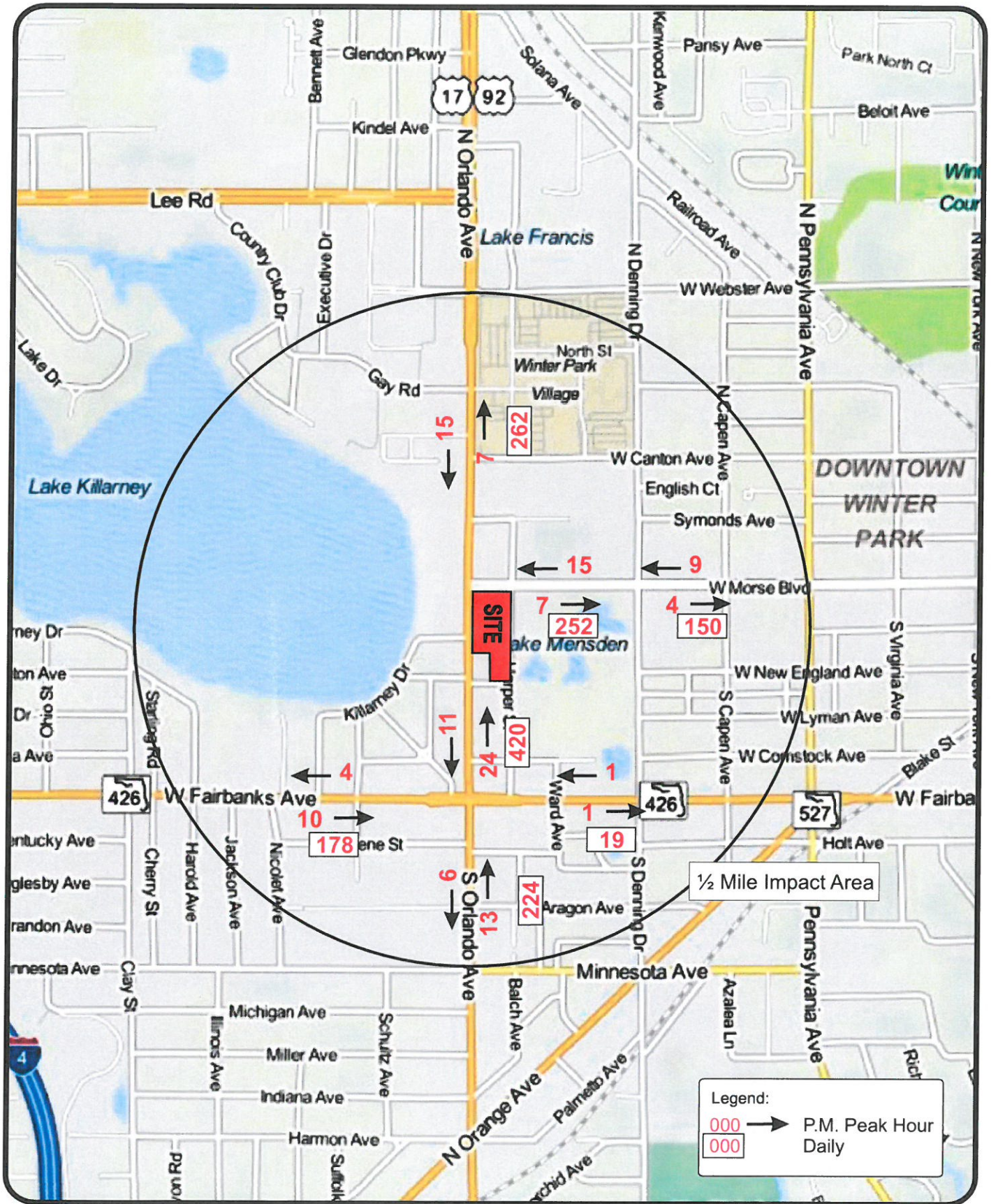
CUBE QUATS 2030, 2015 E+C
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Project Trip Distribution

Lakeside Crossing
 Project No 4566.1
 Figure 4





Lakeside Crossing
Project No. 4566.1

Figure 5

Project Trip Assignment



PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions for the project buildout in 2015 were analyzed using P.M. peak hour traffic volumes for the roadway segments and intersections similar to the existing conditions analysis. The projected traffic volumes used in the analysis consisted of background traffic volumes, the estimated trips of approved but not built Lakeside project and project trips. Background traffic volumes were estimated with the use of an annual growth of 2% or a factor of 1.02 for one-year growth. A review of the historical traffic volumes on US 17-92 and Fairbanks Avenue revealed an annual growth ranging from -1.72% to +0.56% during the last 5-6 years. Therefore, a minimum annual growth of 2% was used in the background traffic estimation. The trends analysis sheets are included in **Appendix D**.

Roadway Segment Analysis

A roadway segment analysis was performed for the study roadway segments by comparing the projected traffic volumes of the segments with their respective capacities at the adopted LOS standards. The peak hour analysis is summarized in **Table 4**. The results of the analysis show that the study roadway segments will continue to operate at adequate LOS in the projected conditions.

**Table 4
Projected P.M. Peak Hour Roadway Capacity Analysis**

Roadway Segment	No. of Lns	Adopted		P.M. Peak Hour Peak Background Traffic		Lakeside Trips**	Project Trips	Total Volume	Projected LOS
		LOS	Capacity	Direction	Volume*				
US 17-92									
Webster Ave to Morse Blvd	4L	E	1,700	NB	1,246	18	7	1,271	D
Morse Blvd to Fairbanks Ave	4L	E	1,700	NB	1,246	28	24	1,290	D
Fairbanks Ave to Minnesota Ave	4L	E	1,700	NB	1,216	15	13	1,244	D
Morse Blvd									
Us 17-92 to Denning Dr	4L	D	1,467	EB	257	18	7	284	C
Denning Dr to Pennsylvania Ave	4L	D	1,467	EB	300	10	4	314	C
Fairbanks Ave									
US 17-92 to Clay St	4L	E	1,700	EB	1,297	12	10	1,319	D
US 17-92 to Pennsylvania Ave	4L	E	1,700	EB	1,114	1	1	1,116	D

* Existing Volume X 1.02

**See Appendix E for Lakeside trip estimation. Lakeside trips assigned to roadways/intersections similar to The Luxe trips.



Intersection Analysis

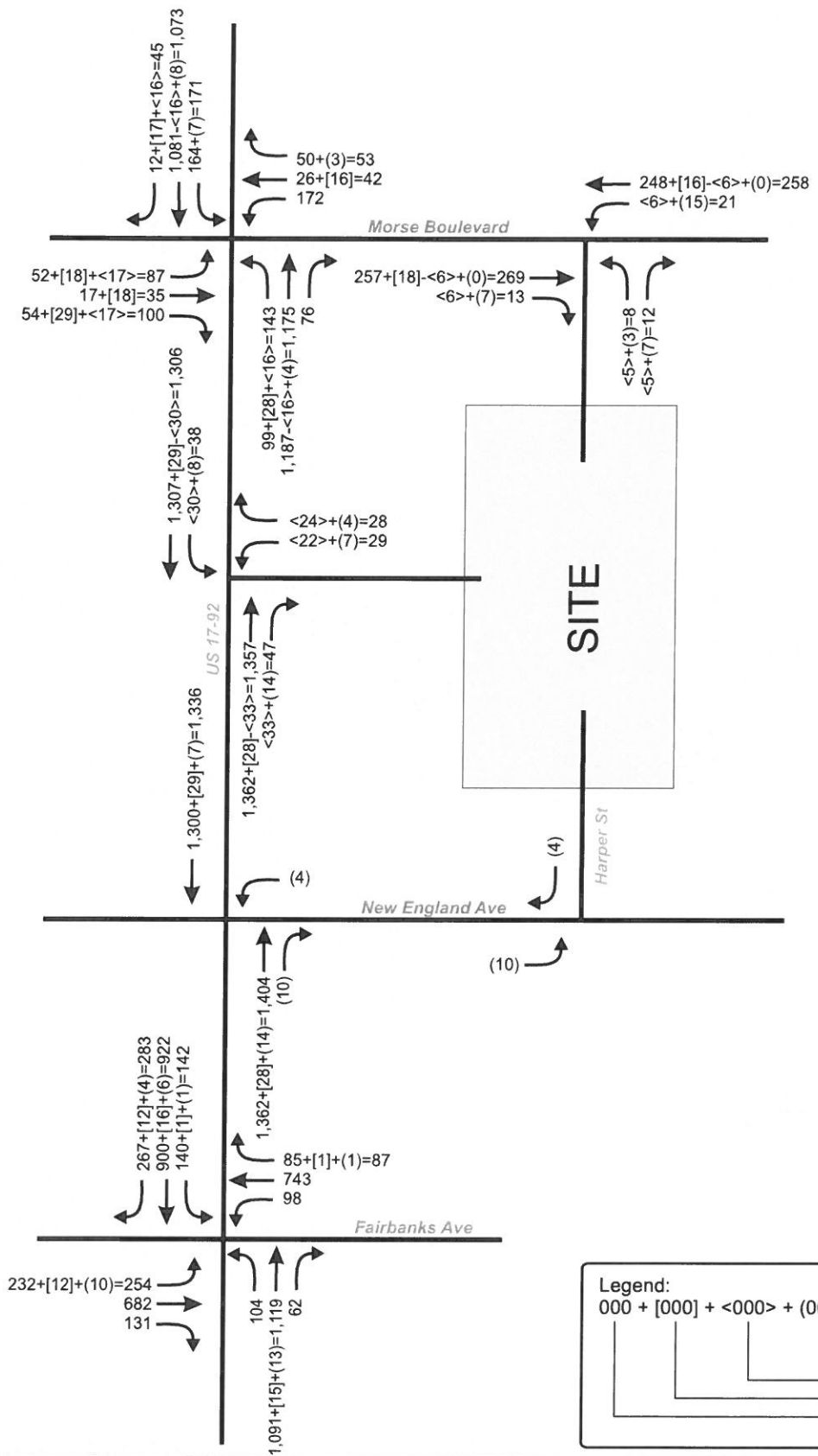
To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using projected P.M. peak hour traffic volumes. The intersections were analyzed using the *Highway Capacity Software (HCS)* in accordance with the procedures of the *2010 Highway Capacity Manual*. Projected peak hour volumes were similarly calculated by applying a 1.02 growth factor to existing volumes and adding the approved/not built Lakeside trips plus project trips. **Figure 6** shows the projected peak hour intersection turning volumes for the study intersections. The projected Levels of Service are summarized in **Table 5**.

The analysis shows that the study intersection approaches will continue to operate at LOS E or better, similar to existing conditions in the projected conditions. Detailed printouts of each intersection capacity analysis are included in **Appendix F**.

Table 5
Projected P.M. Peak Hour Intersection Capacity Analysis

Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 17-92 & Morse Boulevard	Signal	24.9	C	28.1	C	18.8	B	10.0	A	16.4	B
US 17-92 & Fairbanks Avenue	Signal	71.3	E	70.3	E	65.5	E	45.1	D	61.9	E





Legend:

$000 + [000] + <000> + (000) = 000$

- Total Traffic
- Project Traffic
- Pass-by Traffic
- Lakeside Traffic
- Background Traffic



Lakeside Crossing
Project № 4566.1
Figure 6

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



STUDY CONCLUSIONS

This analysis was conducted in order to assess the traffic impact of the proposed redevelopment of the Mt. Vernon Inn site located in the southeast corner of US 17-92 and Morse Boulevard in Winter Park, Florida. Mt. Vernon Inn is a 143-room hotel which will be demolished to make room for Lakeside Crossing, a commercial development consisting of 27,300 square feet in restaurant and 7,353 square feet in retail stores/shops. The results of the analysis as documented herein are as follows:

- The proposed redevelopment of the Mt. Vernon Inn site will generate 934 new net daily trips and 78 new net P.M. peak hour trips to be added to the area roadways.
- The additional trips to be generated by the proposed uses were distributed and assigned to the area roadways within a one-half mile impact area. The maximum increase in the daily traffic volumes of the state arterial roadways in the area will be slightly less than 2% on US 17-92 adjacent to the site.
- The impacted roadways and intersections within the project's one-half mile impact area are currently operating at Levels of Service E or better and the same Levels of Service will prevail at the project buildout in 2015. This is due to the relatively low traffic volumes generated by the proposed development on the area roadways and intersections.
- The proposed redevelopment is proposed to be served by one driveway on US 17-92 and two driveways on Harper Street. These driveways will provide adequate access to the proposed uses.



APPENDICES

APPENDIX A

FDOT Hourly Traffic Counts

COUNTY: 75
 STATION: 5061
 DESCRIPTION: ON US-17/92, 0.446 MI. S OF SR-423 (UC)
 START DATE: 02/12/2013
 START TIME: 0345

TIME	DIRECTION: N			TOTAL	DIRECTION: S			TOTAL	COMBINED TOTAL		
	1ST	2ND	3RD		4TH	1ST	2ND			3RD	4TH
0000	32	32	17	24	105	36	20	17	122	227	
0100	16	19	16	13	64	13	12	7	46	110	
0200	7	15	17	14	53	7	8	10	39	92	
0300	9	7	6	8	30	2	4	4	17	47	
0400	12	9	6	8	35	7	6	12	40	75	
0500	10	11	9	12	42	15	6	12	40	75	
0600	24	40	44	60	168	55	30	31	88	130	
0700	76	105	151	158	490	139	96	144	355	523	
0800	193	225	198	230	846	250	260	282	746	1236	
0900	223	234	219	187	863	229	258	214	1043	1889	
1000	219	207	176	178	780	217	202	201	919	1782	
1100	201	249	234	247	931	240	232	239	838	1618	
1200	252	289	260	286	1087	254	294	247	952	1883	
1300	268	270	276	248	1062	281	254	224	1065	2152	
1400	268	265	255	234	1022	243	244	252	1026	2088	
1500	247	243	251	299	1040	218	269	256	1005	2027	
1600	264	302	257	282	1105	274	281	271	982	2022	
1700	252	272	288	324	1136	249	273	247	1070	2175	
1800	285	325	283	272	1165	264	267	271	1088	2224	
1900	252	280	227	227	986	251	204	233	1040	2205	
2000	178	165	152	121	616	170	158	144	811	1797	
2100	134	127	116	106	483	139	119	118	622	1238	
2200	85	89	62	55	291	95	92	73	357	987	
2300	60	43	37	22	162	67	54	71	228	648	
24-HOUR TOTALS:				14562				15003	29565		

DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
hour	volume	hour	volume	hour	volume
A.M.	845	800	1043	815	1898
P.M.	1730	1715	1103	1730	2306
DAILY	1730	1715	1103	1730	2306
TRUCK PERCENTAGE	5.04	6.85			5.96

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	52	12124	1652	20	113	130	25	73	110	15	100	32	116	0	0	734	14562
S	74	12325	1576	35	93	155	52	82	125	40	101	88	257	0	0	1028	15003

COUNTY: 75
 STATION: 5058
 DESCRIPTION: ON US-17/92, 0.1 MI. N OF SR-527 (UV)
 START DATE: 01/29/2013
 START TIME: 0000

TIME	DIRECTION: N				DIRECTION: S				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	18	9	15	15	57	13	15	14	12	54	111
0100	6	6	11	4	27	12	9	8	3	32	59
0200	8	10	7	5	30	4	11	7	6	28	58
0300	7	6	5	7	25	3	4	3	4	14	39
0400	3	2	4	9	18	9	8	9	14	40	58
0500	12	7	27	22	68	14	24	32	54	124	192
0600	34	27	44	65	170	53	87	118	139	397	567
0700	92	110	172	206	580	122	200	237	278	837	1417
0800	232	209	201	247	889	277	289	271	254	1091	1980
0900	225	209	182	183	799	311	237	219	201	968	1767
1000	163	171	150	178	662	184	174	195	188	741	1403
1100	188	212	224	264	888	201	184	206	191	782	1670
1200	262	235	233	242	972	221	212	246	221	900	1872
1300	223	234	232	241	930	236	264	239	234	973	1903
1400	183	222	210	234	849	240	215	214	231	900	1749
1500	198	237	256	217	908	228	206	188	224	846	1754
1600	240	268	240	258	1006	234	209	206	241	890	1896
1700	249	334	289	316	1188	239	292	270	286	1087	2275
1800	253	258	224	216	951	239	250	219	158	866	1817
1900	172	179	134	137	622	174	147	141	130	592	1214
2000	102	101	86	85	374	148	123	131	125	527	901
2100	82	82	66	59	289	108	120	92	88	408	697
2200	56	60	41	43	200	73	61	47	43	224	424
2300	25	27	19	15	86	27	18	21	23	89	175
24-HOUR TOTALS:					12588					13410	25998

DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
hour	volume	hour	volume	hour	volume
A.M.	800	815	1125	815	2007
P.M.	1715	1700	1087	1715	2279
DAILY	1715	815	1125	1715	2279

COUNTY: 75
 STATION: 0435
 DESCRIPTION: ON SR-426, 0.2 MI. W OF US-17/92
 START DATE: 09/11/2013
 START TIME: 0900

TIME	DIRECTION: E			TOTAL	DIRECTION: W			COMBINED TOTAL			
	1ST	2ND	3RD		4TH	1ST	2ND		3RD	4TH	TOTAL
0000	30	28	11	17	86	49	43	28	18	138	224
0100	14	18	10	12	54	20	20	9	7	56	110
0200	6	9	8	5	28	17	12	8	10	47	75
0300	7	12	4	6	29	6	10	8	12	36	65
0400	8	17	23	21	69	5	13	18	16	52	121
0500	16	32	57	85	190	21	27	38	77	163	353
0600	94	139	195	219	647	65	98	129	135	427	1074
0700	228	239	277	285	1029	206	272	279	277	1034	2063
0800	302	323	312	299	1236	274	277	308	313	1172	2408
0900	293	266	290	276	1125	261	242	218	235	956	2081
1000	235	271	243	266	1015	212	231	215	242	900	1915
1100	237	251	289	292	1069	229	257	240	257	983	2052
1200	265	327	250	264	1106	247	282	300	286	1115	2221
1300	249	265	258	243	1015	281	306	314	282	1183	2198
1400	244	299	311	259	1113	294	313	324	277	1208	2321
1500	243	253	261	266	1023	296	247	311	295	1149	2172
1600	265	256	303	295	1119	319	263	275	285	1142	2261
1700	306	326	296	297	1251	324	293	303	244	1164	2415
1800	327	310	315	265	1217	267	241	273	239	1020	2237
1900	211	229	193	196	829	246	192	212	204	854	1683
2000	156	141	126	118	541	221	191	166	174	752	1293
2100	113	105	83	90	391	185	224	174	173	756	1147
2200	72	68	54	41	235	116	112	86	72	386	621
2300	39	26	38	40	143	84	66	53	40	243	386
24-HOUR TOTALS:					16560					16936	33496

DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
TRUCK PERCENTAGE	3.04	TRUCK PERCENTAGE	2.57	COMBINED HOUR	2.80
A.M.	800	800	800	2408	
P.M.	1715	1345	1645	2454	
DAILY	1715	1345	1645	2454	

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	161	13783	2081	73	268	40	11	52	48	6	0	0	0	0	0	32	503
W	70	14123	2307	63	233	50	3	40	44	3	0	0	0	0	0	436	16936

COUNTY: 75
 STATION: 5071
 DESCRIPTION: ON SR-426, 0.11 MI. E OF US 17/92 (UV)
 START DATE: 01/29/2013
 START TIME: 0000

TIME	DIRECTION: E				DIRECTION: W				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD		4TH	TOTAL
0000	33	14	18	19	84	37	19	24	22	102	
0100	12	12	9	8	41	14	15	11	19	59	
0200	8	11	8	7	34	9	14	7	7	37	
0300	7	18	7	8	40	7	11	9	16	43	
0400	9	11	15	19	54	9	8	18	16	51	
0500	8	26	49	64	147	10	31	43	63	147	
0600	78	120	150	185	533	73	92	116	133	414	
0700	171	169	187	261	788	178	208	269	239	894	
0800	206	245	279	215	945	248	221	253	225	947	
0900	205	237	225	233	900	232	207	222	198	859	
1000	212	210	239	226	887	189	183	205	194	771	
1100	221	222	241	264	948	230	238	218	240	926	
1200	291	242	273	286	1092	217	247	256	245	965	
1300	250	247	272	260	1029	265	256	237	239	997	
1400	240	222	246	261	1029	204	246	253	260	963	
1500	228	256	251	274	1009	230	257	288	221	996	
1600	237	244	225	252	958	300	245	253	256	1054	
1700	268	265	272	269	1074	246	261	232	215	954	
1800	250	245	276	219	990	261	209	220	170	860	
1900	205	174	144	134	657	267	178	170	139	754	
2000	144	135	133	115	527	155	155	161	146	617	
2100	128	103	82	104	417	161	200	157	101	619	
2200	83	61	68	54	266	101	108	72	61	342	
2300	39	44	26	33	142	58	71	40	33	202	
24-HOUR TOTALS:					14531					14573	29104

DIRECTION: E		DIRECTION: W	
COMBINED DIRECTION	VOLUME	COMBINED DIRECTION	VOLUME
A.M.	991	COMBINED DIRECTION	VOLUME
745	977	745	1952
P.M.	1092	1515	2084
1200	1066	1515	2084
DAILY	1066		

APPENDIX B

Existing Intersection Counts /
Signal Timing Data

(Cars and Trucks)

DATE: August 11, 2014 (Monday)

CITY: Orlando

LATITUDE:

LOCATION: US 17-92 & Morse Blvd

COUNTY: Orange Co

LONGITUDE:

US 17-92

Morse Blvd

US 17-92

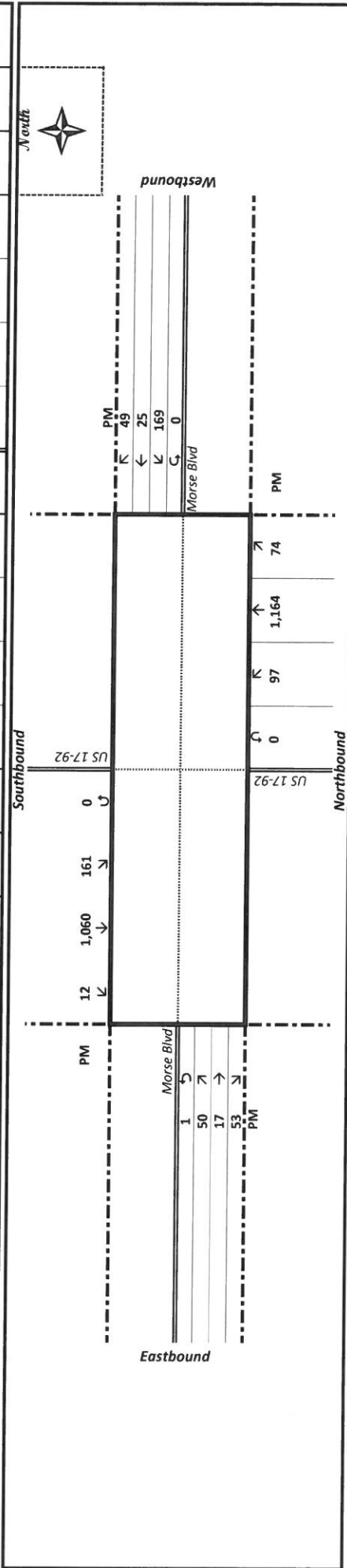
US 17-92

Morse Blvd

TIME BEGIN	NORTHBOUND				SOUTHBOUND				N/S TOTAL			EASTBOUND				WESTBOUND				E/W TOTAL	GRAND TOTAL		
	L	T	R	U-turn	L	T	R	U-turn	L	T	R	U-turn	L	T	R	U-turn	L	T	R			U-turn	
04:00 PM	25	253	17	0	295	43	245	5	1	294	589	12	5	12	0	29	32	11	19	1	63	91	680
04:15 PM	28	275	14	0	317	47	251	4	0	302	619	10	7	21	1	39	42	3	8	0	53	91	710
04:30 PM	28	278	23	0	329	34	259	4	0	297	626	10	1	7	0	18	35	4	6	0	45	63	689
04:45 PM	18	295	17	0	330	42	265	1	0	308	638	11	3	16	0	30	45	5	5	0	55	85	723
TOTAL	99	1,101	71	0	1,271	166	1,020	14	1	1,201	2,472	43	16	56	1	116	154	23	38	1	216	330	2,802
05:00 PM	21	284	26	0	331	34	264	5	0	303	634	15	4	8	0	27	51	6	14	0	71	98	732
05:15 PM	23	289	17	0	329	44	275	5	0	324	653	16	5	18	1	40	48	7	6	0	61	100	753
05:30 PM	35	296	14	0	345	41	256	1	0	298	643	8	5	11	0	24	25	7	24	0	56	80	723
05:45 PM	15	276	11	0	302	48	245	2	0	295	597	25	6	11	0	42	48	4	14	0	66	108	705
TOTAL	94	1,145	68	0	1,307	167	1,040	13	0	1,220	2,527	64	20	48	1	133	172	24	58	0	254	386	2,913

TIME	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	E/W TOTAL	GRAND TOTAL	
PM Peak	97	1,164	74	0	1,335	161	1,060	12	0	1,233	50	17	53	1	121	169	25	49	0	243	363	2,931	
04:45 PM to 05:45 PM																							

Peak Hour Factor: 0.973



15 MINUTE TURNING MOVEMENT COUNTS
(Trucks Only)

DATE: August 11, 2014 (Monday)

CITY: Orlando

LATITUDE: 00.000000°

LOCATION: US 17-92 & Morse Blvd

COUNTY: Orange Co

LONGITUDE: 00.000000°

US 17-92

US 17-92

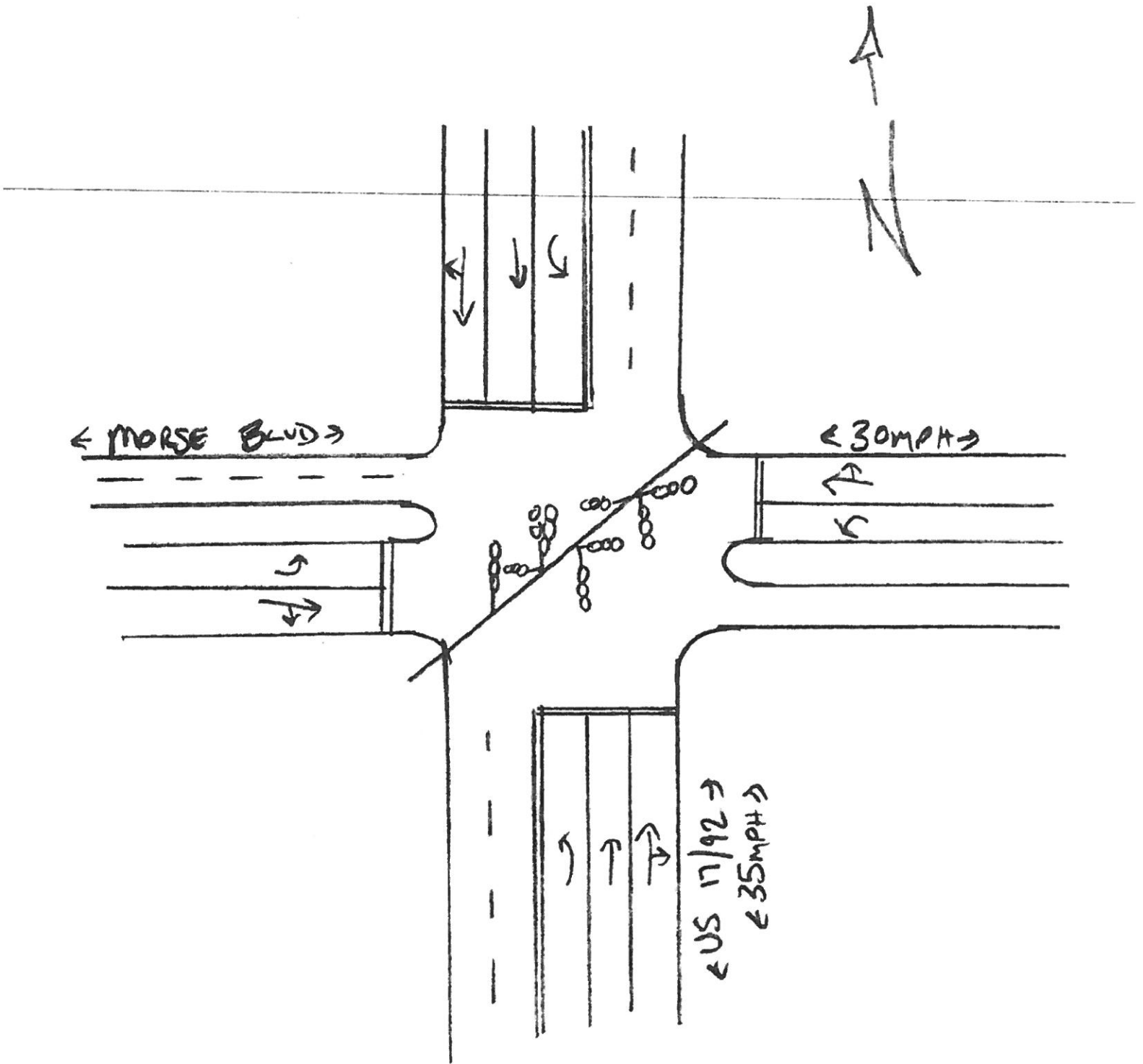
Morse Blvd

Morse Blvd

TIME BEGIN	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			E/W TOTAL	GRAND TOTAL			
	L	T	R	L	T	R	L	T	R	L	T	R					
04:00 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	2	3
04:15 PM	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	1	4
04:30 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
TOTAL	0	5	1	2	2	0	1	0	1	0	0	2	1	0	1	4	14
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	3	1	0	1	0	0	0	0	0	0	0	1	0	1	2	7

PM Peak
04:45 PM to 05:45 PM

0	3	1	0	4	0	0	0	0	0	0	0	0	2	0	1	0	3	7
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15 MINUTE TURNING MOVEMENT COUNTS
(Cars and Trucks)

DATE: August 11, 2014 (Monday)

CITY: Orlando

LATITUDE: _____

LOCATION: US 17-92 & SR-426

COUNTY: Orange Co

LONGITUDE: _____

US 17-92

US 17-92

SR-426

SR-426

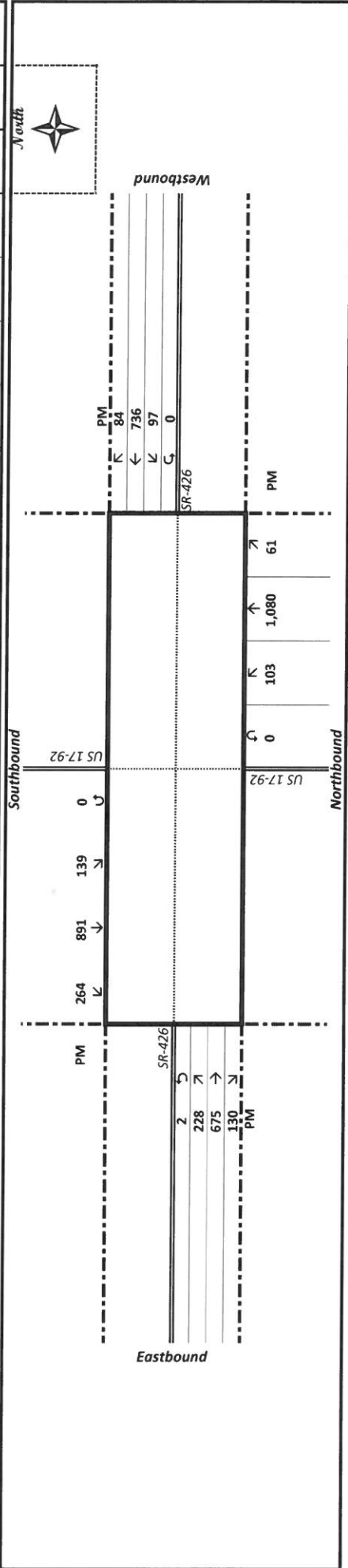
TIME BEGIN	NORTHBOUND				SOUTHBOUND				N/S TOTAL		EASTBOUND				WESTBOUND				E/W TOTAL	GRAND TOTAL			
	L	T	R	U-turn	L	T	R	U-turn	TOTAL	U-turn	L	T	R	U-turn	L	T	R	U-turn					
04:00 PM	37	244	15	0	296	0	338	19	0	375	0	45	142	28	0	215	0	26	147	33	0	206	421
04:15 PM	24	224	18	0	266	0	290	10	0	282	0	67	156	28	0	231	0	42	188	35	0	265	516
04:30 PM	37	288	19	0	344	0	337	16	0	328	0	51	159	27	0	237	0	27	150	29	0	206	443
04:45 PM	24	239	16	0	279	0	240	6	0	281	0	63	163	36	0	262	0	29	190	21	0	240	502
TOTAL	122	995	68	0	1,185	0	1,205	51	0	1,266	0	226	620	119	0	965	0	124	675	118	0	917	1,882
05:00 PM	36	283	19	0	338	0	346	19	0	346	0	49	174	32	0	255	0	17	154	19	0	190	445
05:15 PM	21	259	10	0	290	0	325	10	0	325	0	63	188	29	1	281	1	25	215	17	0	257	537
05:30 PM	22	299	16	0	337	0	342	16	0	342	0	53	150	33	1	237	1	26	177	27	0	230	466
05:45 PM	22	212	6	0	240	0	272	6	0	272	0	57	188	39	1	285	1	31	168	40	0	239	523
TOTAL	101	1,053	51	0	1,205	0	1,285	249	0	1,285	0	222	700	133	3	1,058	3	99	714	103	0	916	1,971

PM Peak

04:45 PM to 05:45 PM

103	1,080	61	0	1,244	139	891	264	0	1,294	2,538	228	675	130	2	1,035	97	736	84	0	917	1,950	4,488
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Peak Hour Factor: 0.974



15 MINUTE TURNING MOVEMENT COUNTS
(Trucks Only)

DATE: August 11, 2014 (Monday)

CITY: Orlando

LATITUDE: 00.000000°

LOCATION: US 17-92 & SR-426

COUNTY: Orange Co

LONGITUDE: 00.000000°

US 17-92

US 17-92

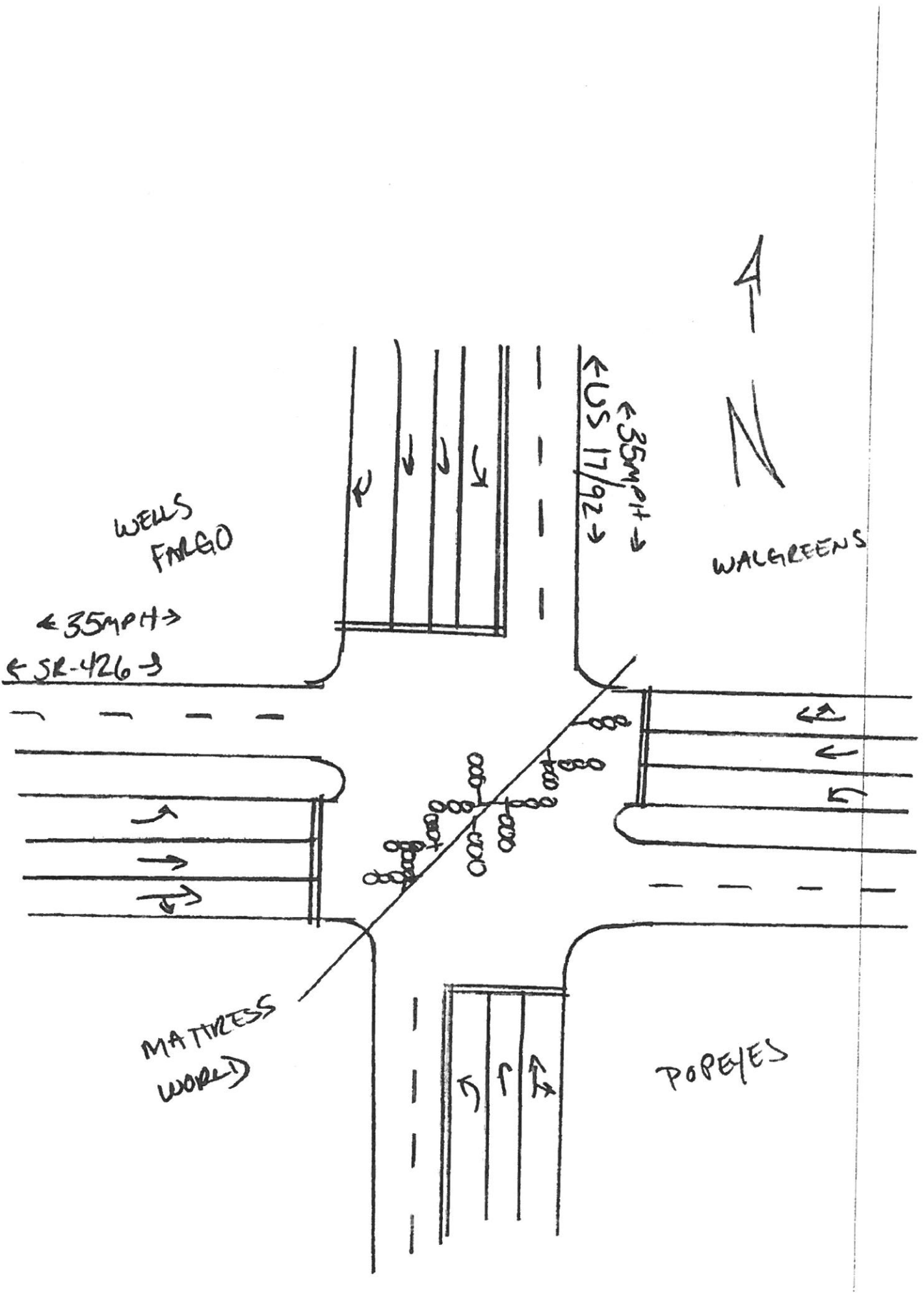
SR-426

SR-426

TIME BEGIN	NORTHBOUND			SOUTHBOUND			N/S			EASTBOUND			WESTBOUND			E/W TOTAL	GRAND TOTAL							
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R									
04:00 PM	0	1	0	0	0	0	1	0	0	2	1	0	0	0	0	0	3	0	1	0	0	3	4	6
04:15 PM	0	0	0	0	1	2	0	0	0	3	1	0	0	0	0	1	4	0	1	0	0	5	6	9
04:30 PM	0	1	0	0	0	0	0	0	0	1	2	3	2	0	0	0	0	0	7	0	0	0	7	8
04:45 PM	1	0	0	1	1	0	0	0	0	3	0	1	0	0	0	1	4	1	1	0	0	5	6	9
TOTAL	1	2	0	2	2	2	6	4	2	9	4	4	2	0	0	10	11	1	13	0	0	23	10	32
05:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	2	2	4
05:30 PM	1	1	0	0	0	0	0	0	0	2	1	2	0	0	0	3	0	0	1	0	0	4	4	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	2	3	3
TOTAL	1	2	0	0	0	2	2	0	0	5	1	3	0	0	0	4	4	1	4	6	2	10	6	15

PMI Peak

TIME	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	E/W TOTAL	GRAND TOTAL	
04:45 PM to 05:45 PM	2	2	0	4	1	1	4	8	1	4	3	0	4	1	7	9	13	21



WELLS FARGO

WALGREENS

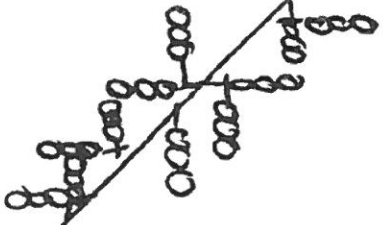
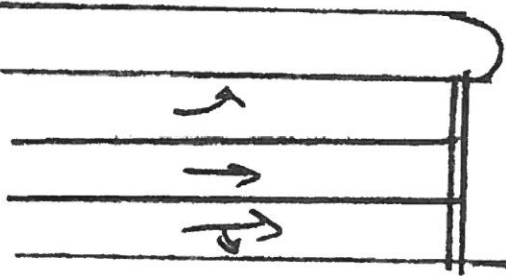
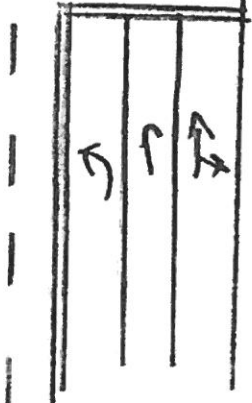
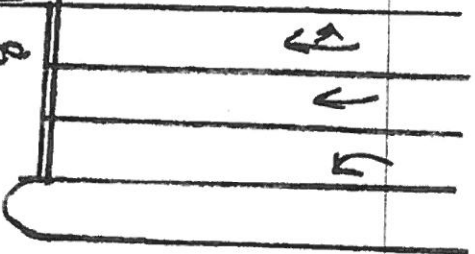
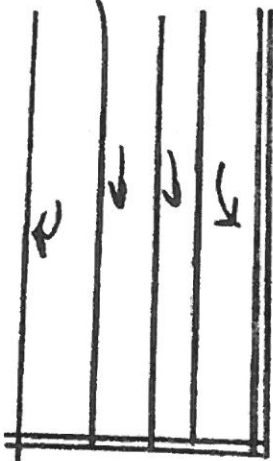
MATTRESS WORLD

POPEYES

← 35MPH →
← US 17/922 →

← 35MPH →


← SR-426 →




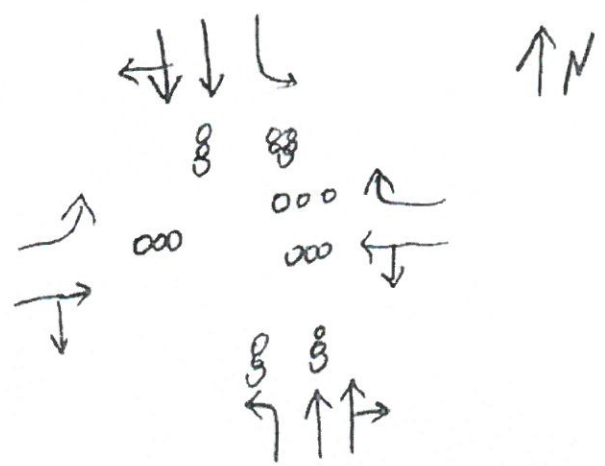
Us 17/92 & Morse Rd

Cycle	198	198	199	198	199	198	200
NB LT	133	133	134	133	133	132	133
NB TH	133	133	134	133	133	132	133
SB LT	19	20	20	21	20	22	22
SB TH	153	154	153	153	154	154	154
EB LT & RT	31	31	32	30	30	32	33

EB & WB 








SB LTRSB 

SB & NB 



US 17/92 & Fairbanks Ave

8/13/2014

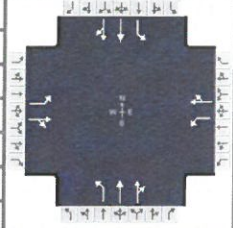
								7	8	Cycle
		1	2	3	4	5	6			
1		0:23	0:11	0:59	0:22	1:05	0:18			3:18
2		0:24	0:11	1:00	0:30	0:56	0:20			3:21
3		0:23	0:00	1:11	0:25	0:56	0:23			3:18
4		0:23	0:12	1:00	0:27	0:59	0:19			3:20
5		0:24	0:00	1:10	0:26	1:01	0:18			3:19
6		0:24	0:11	1:00	0:22	1:05	0:19			3:21
		0:23	0:07	1:03	0:25	1:00	0:19			3:19

APPENDIX C

Existing HCS Capacity Analysis

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	TPD			Duration, h	0.25		
Analyst	MJA	Analysis Date	Dec 2, 2014		Area Type	Other	
Jurisdiction	Winter Park		Time Period	PM Peak Hour		PHF	0.97
Intersection	US 17/92 & Morse Boulevard		Analysis Year	2014		Analysis Period	1 > 16:45
File Name	US 17-92 & Morse Boulevard Existing PM Peak.xus						
Project Description	Existing PM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	51	17	53	169	25	49	97	1164	74	161	1060	12

Signal Information				Signal Timing (s)										
Cycle, s	66.6	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.7	29.1	13.8	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	2.0	2.0	2.0	0.0	0.0	0.0				

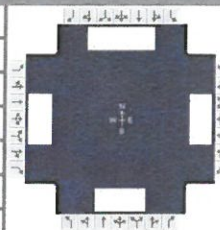
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		6.0		6.0		6.3	1.0	4.0
Phase Duration, s		19.8		19.8		35.1	11.7	46.8
Change Period, (Y+R _c), s		6.0		6.0		6.0	6.0	6.0
Max Allow Headway (MAH), s		3.3		3.3		3.2	3.1	3.2
Queue Clearance Time (g _s), s		6.9		13.1		21.6	5.0	12.6
Green Extension Time (g _e), s		0.8		0.7		7.6	0.2	7.6
Phase Call Probability		1.00		1.00		1.00	0.95	1.00
Max Out Probability		0.00		0.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	53	72		174	76		100	644	632	166	554	551
Adjusted Saturation Flow Rate (s), veh/h/ln	1344	1672		1297	1681		518	1881	1841	1810	1900	1892
Queue Service Time (g _s), s	2.3	2.4		8.6	2.5		8.9	19.5	19.6	3.0	10.6	10.6
Cycle Queue Clearance Time (g _c), s	4.9	2.4		11.1	2.5		8.9	19.5	19.6	3.0	10.6	10.6
Green Ratio (g/C)	0.21	0.21		0.21	0.21		0.44	0.44	0.44	0.55	0.61	0.61
Capacity (c), veh/h	332	345		327	346		335	822	805	329	1165	1161
Volume-to-Capacity Ratio (X)	0.158	0.209		0.533	0.220		0.299	0.784	0.785	0.505	0.475	0.475
Available Capacity (c _a), veh/h	682	780		664	784		1145	3765	3685	690	4374	4357
Back of Queue (Q), veh/ln (50th percentile)	0.7	0.9		2.6	1.0		0.9	7.3	7.2	1.0	3.2	3.2
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	24.0	21.9		26.5	21.9		13.1	16.0	16.0	12.7	7.0	7.0
Incremental Delay (d ₂), s/veh	0.1	0.1		0.5	0.1		0.2	0.6	0.7	0.4	0.1	0.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.1	22.0		27.1	22.1		13.2	16.7	16.7	13.1	7.1	7.1
Level of Service (LOS)	C	C		C	C		B	B	B	B	A	A
Approach Delay, s/veh / LOS	22.9		C	25.5		C	16.4		B	7.9		A
Intersection Delay, s/veh / LOS	13.9						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.8		C	2.8		C	2.3		B	2.2		B
Bicycle LOS Score / LOS	0.7		A	0.9		A	1.6		A	1.5		A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	TPD			Duration, h	0.25		
Analyst	MJA	Analysis Date	Dec 2, 2014		Area Type	Other	
Jurisdiction	Winter Park		Time Period	PM Peak Hour	PHF	0.97	
Intersection	Us 17/92 & Fairbanks Ave		Analysis Year	2014	Analysis Period	1> 16:45	
File Name	US 17-92 & Fairbanks Avenue Existing PM Peak.xus						
Project Description	Existing PM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	230	675	130	97	736	84	103	1080	61	139	891	264

Signal Information																	
Cycle, s	157.9	Reference Phase	2	Green		Yellow		Red		1		2		3		4	
Offset, s	0	Reference Point	End	10.8	5.9	40.7	11.4	35.4	17.8	5		6		7		8	
Uncoordinated	Yes	Simult. Gap E/W	On	4.0	4.0	4.0	4.0	4.0	4.0	5		6		7		8	
Force Mode	Fixed	Simult. Gap N/S	On	2.0	2.0	2.0	2.0	2.0	2.0	5		6		7		8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	28.6	58.6	16.8	46.7	17.4	58.8	23.8	65.1
Change Period, (Y+R _c), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.1
Queue Clearance Time (g _s), s	22.5	32.7	10.7	37.0	11.4	50.0	14.2	35.8
Green Extension Time (g _e), s	0.0	3.6	0.1	3.5	0.1	2.5	3.4	3.4
Phase Call Probability	1.00	1.00	0.99	1.00	0.99	1.00	1.00	1.00
Max Out Probability	1.00	0.00	0.00	0.03	0.01	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	237	427	403	100	430	415	106	594	583	143	919	272
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1793	1792	1881	1813	1774	1900	1864	1792	1809	1594
Queue Service Time (g _s), s	20.5	30.7	30.7	8.7	34.9	35.0	9.4	48.0	48.0	12.2	33.8	20.4
Cycle Queue Clearance Time (g _c), s	20.5	30.7	30.7	8.7	34.9	35.0	9.4	48.0	48.0	12.2	33.8	20.4
Green Ratio (g/C)	0.14	0.33	0.33	0.07	0.26	0.26	0.07	0.33	0.33	0.11	0.37	0.37
Capacity (c), veh/h	260	633	597	123	485	468	128	636	624	201	1356	598
Volume-to-Capacity Ratio (X)	0.913	0.674	0.675	0.816	0.887	0.887	0.826	0.933	0.934	0.711	0.677	0.455
Available Capacity (c _a), veh/h	262	838	791	260	699	674	201	994	975	982	1983	874
Back of Queue (Q), veh/ln (50th percentile)	11.8	14.6	13.8	4.2	17.5	16.9	4.6	24.0	23.7	5.7	15.1	8.1
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	67.0	45.5	45.5	72.9	56.7	56.7	72.6	51.1	51.1	67.9	41.6	37.4
Incremental Delay (d ₂), s/veh	32.7	0.6	0.6	4.9	7.4	7.7	8.0	8.1	8.3	1.7	0.2	0.2
Initial Queue Delay (d ₃), 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
Control Delay (d), s/veh	99.7	46.1	46.2	77.9	64.1	64.4	80.6	59.1	59.4	69.7	41.8	37.6
Level of Service (LOS)	F	D	D	E	E	E	F	E	E	E	D	D
Approach Delay, s/veh / LOS	58.0	E		65.7	E		61.0	E		43.9	D	
Intersection Delay, s/veh / LOS	56.4						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	3.0	C	2.9	C	2.8	C
Bicycle LOS Score / LOS	1.4	A	1.3	A	1.5	A	1.6	A

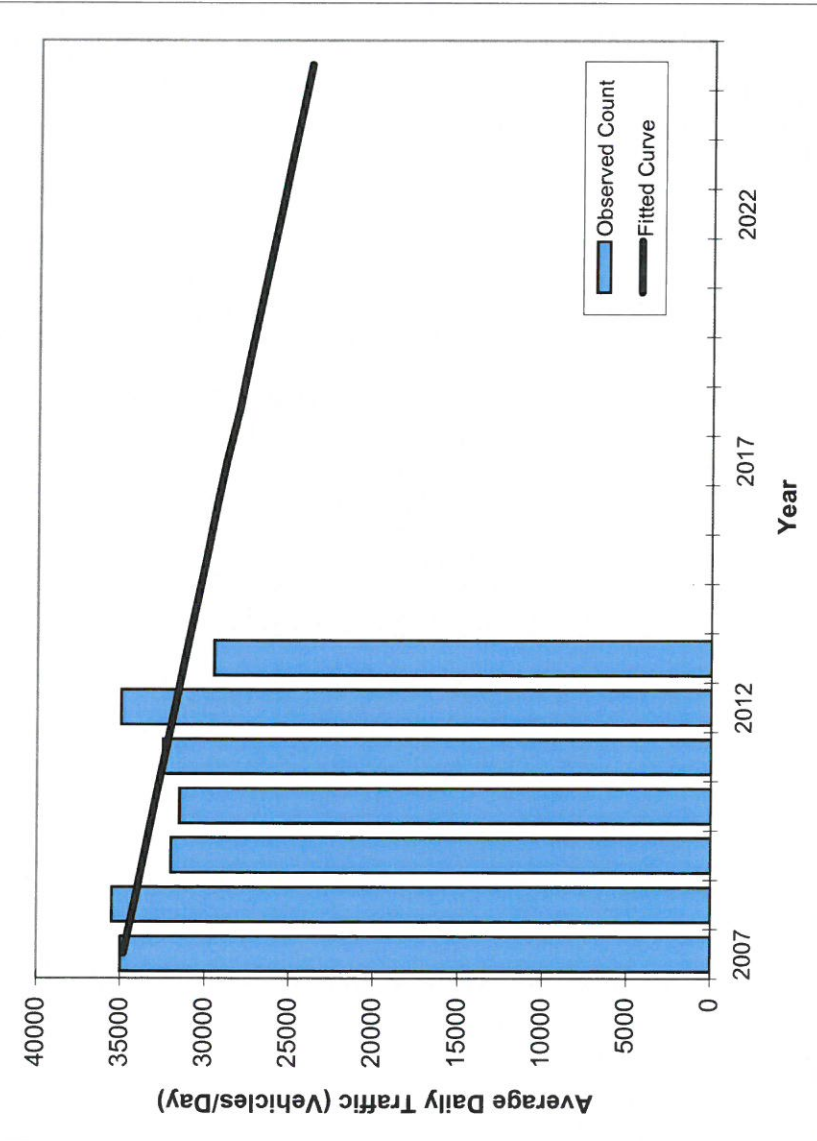
APPENDIX D

Trends Analysis

TRAFFIC TRENDS

US 17-92 -- 0.446 Mi S of SR 423

County: Orange
Station #: 5061
Highway: US 17-92



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	35000	34800
2008	35500	34200
2009	32000	33600
2010	31500	33000
2011	32500	32400
2012	35000	31800
2013	29500	31200
2014 Opening Year Trend		
2014	N/A	30600
2016 Mid-Year Trend		
2016	N/A	29400
2018 Design Year Trend		
2018	N/A	28100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** -607
Trend R-squared: 34.4%
Trend Annual Historic Growth Rate: -1.72%
Trend Growth Rate (2013 to Design Year): -1.99%
Printed: 15-Aug-14

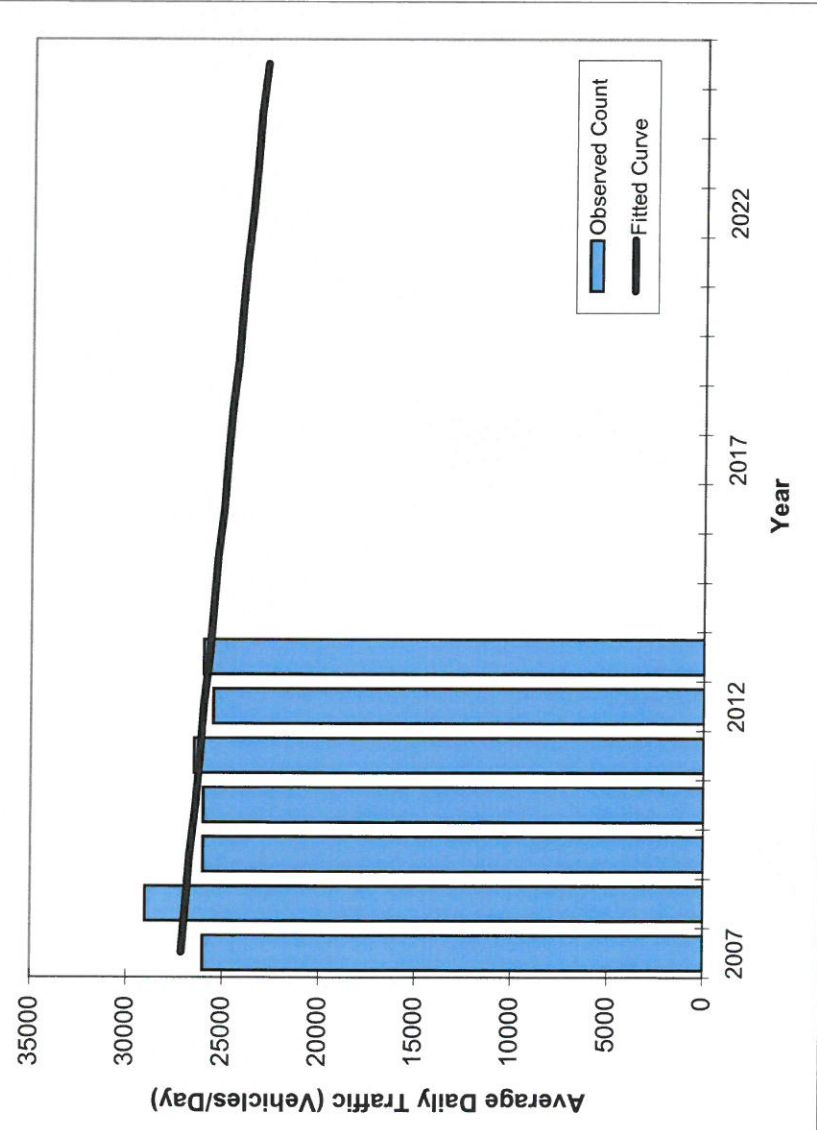
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

US 17-92 -- 0.1 Mi N of SR 527

County: Orange	
Station #: 5058	
Highway: US 17-92	



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	26000	27100
2008	29000	26900
2009	26000	26700
2010	26000	26400
2011	26500	26200
2012	25500	26000
2013	26000	25700
2014 Opening Year Trend		
2014	N/A	25500
2016 Mid-Year Trend		
2016	N/A	25000
2018 Design Year Trend		
2018	N/A	24600
TRANPLAN Forecasts/Trends		

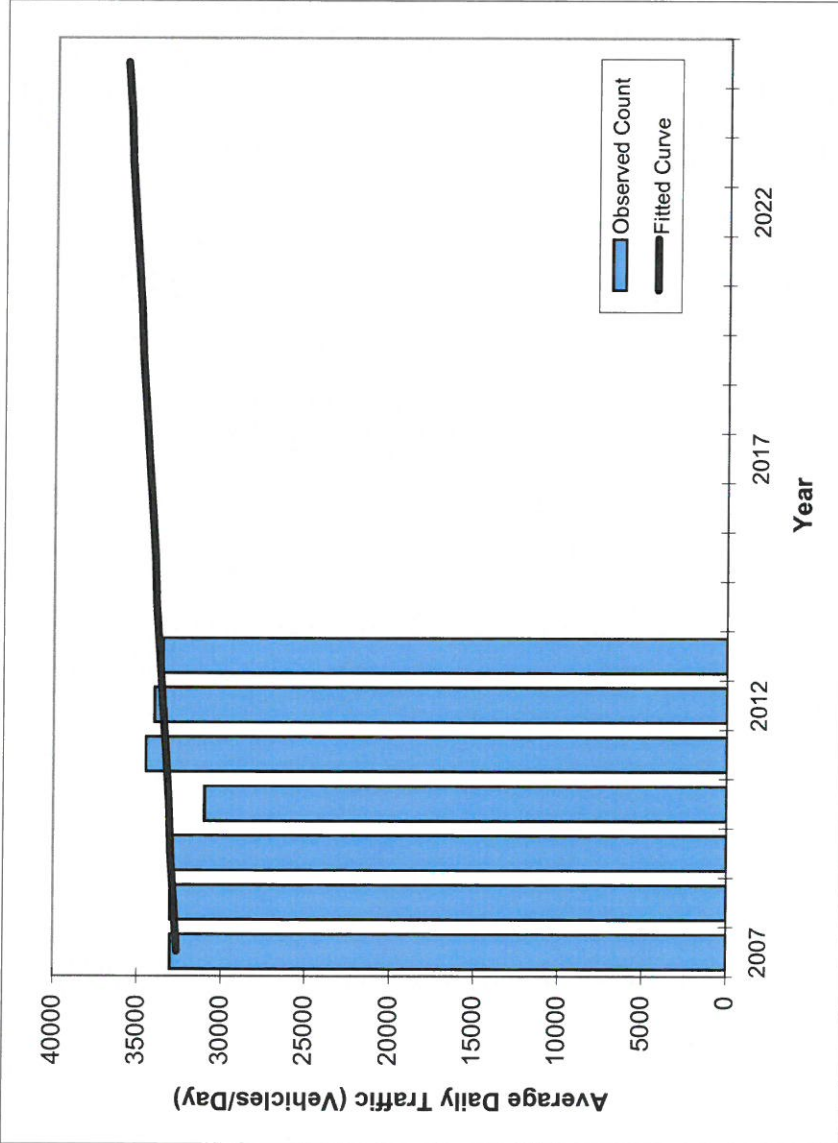
**** Annual Trend Increase:** -232
Trend R-squared: 18.4%
Trend Annual Historic Growth Rate: -0.86%
Trend Growth Rate (2013 to Design Year): -0.86%
Printed: 15-Aug-14
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 426 -- 0.2 Mi W of US 17-92

County: Orange
 Station #: 435
 Highway: SR 426



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	33000	32600
2008	33000	32800
2009	33000	33000
2010	31000	33100
2011	34500	33300
2012	34000	33500
2013	33500	33700
2014 Opening Year Trend		
2014	N/A	33900
2016 Mid-Year Trend		
2016	N/A	34200
2018 Design Year Trend		
2018	N/A	34600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 179
 Trend R-squared: 12.1%
 Trend Annual Historic Growth Rate: 0.56%
 Trend Growth Rate (2013 to Design Year): 0.53%
 Printed: 15-Aug-14

Straight Line Growth Option

*Axle-Adjusted

APPENDIX E

Lakeside Trip Estimation



LAKESIDE PROJECT

Trip Generation Summary

ITE Code	Land Use	Size	Daily Trips		P.M. Peak Hour Generation			
			Rate	Trips	Rate	Enter	Exit	Total
820	Shopping Center	39.485 KSF	94.01	3,712	8.16	155	167	322
Total Trips			--	3,712	--	155	167	322
Pass-by Trips (34%)			--	1,262	--	53	57	110
Net New Trips			--	2,450	--	102	110	212

Shopping Center Constructed/Occupied	=	16,000 Sq Ft	40.52%
Shopping Center Under Construction	=	23,485 Sq Ft	59.48%
Total Center Size		39,485 Sq Ft	100.00%

Trip Generation Under Construction (P.M. Peak Hour)
(Prorated based upon size)

Pass-by Trips – 32 Enter / 34 Exit
New Net Trips – 61 Enter / 63 Exit

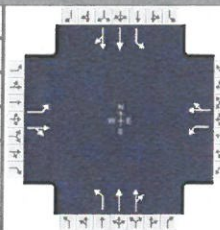
Note: Trip Generation calculations based upon the 9th Edition of the ITE Trip Generation Manual and 2nd Edition of the ITE Trip Generation Handbook.

APPENDIX F

Projected HCS Capacity Analysis

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	TPD			Duration, h	0.25		
Analyst	MJA	Analysis Date	Dec 2, 2014		Area Type	Other	
Jurisdiction	Winter Park		Time Period	PM Peak Hour	PHF	0.97	
Intersection	US 17/92 & Morse Boulevard		Analysis Year	2014	Analysis Period	1> 16:45	
File Name	US 17-92 & Morse Boulevard Projected PM Peak.xus						
Project Description	Projected PM Peak Hour						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	87	35	100	172	42	53	143	1175	76	171	1073	45

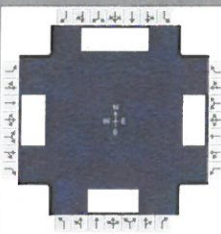
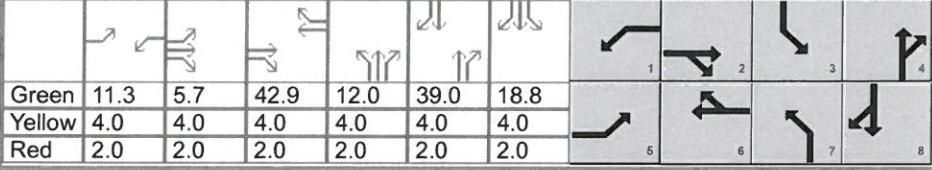
Signal Information												
Cycle, s	76.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	5.9	33.7	18.9	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		6.0		6.0		6.3	1.0	4.0
Phase Duration, s		24.9		24.9		39.7	11.9	51.6
Change Period, (Y+R _c), s		6.0		6.0		6.0	6.0	6.0
Max Allow Headway (MAH), s		3.4		3.4		3.3	3.1	3.3
Queue Clearance Time (g _s), s		10.0		17.9		24.7	5.8	15.6
Green Extension Time (g _e), s		1.1		1.0		9.0	0.2	9.0
Phase Call Probability		1.00		1.00		1.00	0.98	1.00
Max Out Probability		0.00		0.01		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	90	139		177	98		147	651	639	176	580	572
Adjusted Saturation Flow Rate (s), veh/h/ln	1318	1676		1221	1710		495	1881	1841	1810	1900	1873
Queue Service Time (g _s), s	4.5	5.2		10.7	3.5		18.7	22.6	22.7	3.8	13.6	13.6
Cycle Queue Clearance Time (g _c), s	8.0	5.2		15.9	3.5		20.0	22.6	22.7	3.8	13.6	13.6
Green Ratio (g/C)	0.25	0.25		0.25	0.25		0.44	0.44	0.44	0.54	0.60	0.60
Capacity (c), veh/h	359	413		311	421		304	831	813	298	1134	1118
Volume-to-Capacity Ratio (X)	0.250	0.337		0.570	0.233		0.484	0.784	0.785	0.592	0.512	0.512
Available Capacity (c _a), veh/h	568	679		505	692		946	3269	3198	608	3798	3744
Back of Queue (Q), veh/ln (50th percentile)	1.4	2.0		3.1	1.4		2.0	8.9	8.7	1.3	4.6	4.5
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	26.2	23.7		30.3	23.1		18.0	18.2	18.3	15.1	8.9	8.9
Incremental Delay (d ₂), s/veh	0.1	0.2		0.6	0.1		0.4	0.6	0.6	0.7	0.1	0.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.4	23.9		30.9	23.2		18.5	18.9	18.9	15.8	9.1	9.1
Level of Service (LOS)	C	C		C	C		B	B	B	B	A	A
Approach Delay, s/veh / LOS	24.9		C	28.1		C	18.8		B	10.0		A
Intersection Delay, s/veh / LOS	16.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.9	A	0.9	A	1.7	A	1.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information											
Agency	TPD			Duration, h	0.25										
Analyst	MJA	Analysis Date	Dec 2, 2014		Area Type	Other									
Jurisdiction	Winter Park		Time Period	PM Peak Hour		PHF	0.97								
Intersection	Us 17/92 & Fairbanks Ave		Analysis Year			Analysis Period	1 > 16:45								
File Name	US 17-92 & Fairbanks Avenue Projected PM Peak.xus														
Project Description	Projected PM Peak Hour														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				254	682	131	98	743	87	104	1119	62	142	922	283
Signal Information															
Cycle, s	165.7	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	11.3	5.7	42.9	12.0	39.0	18.8									
Yellow	4.0	4.0	4.0	4.0	4.0	4.0									
Red	2.0	2.0	2.0	2.0	2.0	2.0									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2	1	6	7	4	3	8				
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0				
Phase Duration, s				29.0	60.6	17.3	48.9	18.0	63.0	24.8	69.9				
Change Period, (Y+R _c), s				6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Allow Headway (MAH), s				3.1	3.1	3.1	3.1	3.1	3.0	3.1	3.1				
Queue Clearance Time (g _s), s				25.0	34.8	11.3	39.2	11.9	54.2	15.1	38.4				
Green Extension Time (g _e), s				0.0	3.6	0.1	3.5	0.1	2.6	3.6	3.6				
Phase Call Probability				1.00	1.00	0.99	1.00	0.99	1.00	1.00	1.00				
Max Out Probability				1.00	0.00	0.00	0.04	0.02	0.00	0.00	0.00				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h				262	431	407	101	436	420	107	614	603	146	951	292
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1900	1793	1792	1881	1812	1774	1900	1864	1792	1809	1594
Queue Service Time (g _s), s				23.0	32.7	32.8	9.3	37.1	37.2	9.9	52.1	52.2	13.1	36.4	22.9
Cycle Queue Clearance Time (g _c), s				23.0	32.7	32.8	9.3	37.1	37.2	9.9	52.1	52.2	13.1	36.4	22.9
Green Ratio (g/C)				0.14	0.33	0.33	0.07	0.26	0.26	0.07	0.34	0.34	0.11	0.39	0.39
Capacity (c), veh/h				250	625	590	123	488	470	128	655	642	204	1395	615
Volume-to-Capacity Ratio (X)				1.046	0.689	0.690	0.824	0.894	0.894	0.834	0.938	0.939	0.719	0.681	0.474
Available Capacity (c _a), veh/h				250	800	755	248	667	643	192	948	930	937	1892	834
Back of Queue (Q), veh/ln (50th percentile)				15.5	15.7	14.8	4.5	18.9	18.3	4.9	26.6	26.2	6.1	16.3	9.1
Queue Storage Ratio (RQ) (50th percentile)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh				71.7	48.4	48.4	76.5	59.4	59.4	76.1	52.8	52.8	71.1	42.6	38.4
Incremental Delay (d ₂), s/veh				69.6	1.0	1.0	5.2	9.4	9.7	11.5	10.6	10.9	1.8	0.2	0.2
Initial Queue Delay (d ₃), 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
Control Delay (d), s/veh				141.2	49.4	49.5	81.6	68.8	69.1	87.6	63.4	63.7	72.9	42.8	38.6
Level of Service (LOS)				F	D	D	F	E	E	F	E	E	E	D	D
Approach Delay, s/veh / LOS				71.3	E		70.3	E		65.5	E		45.1	D	
Intersection Delay, s/veh / LOS				61.9						E					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.9	C		3.0	C		2.9	C		2.8	C	
Bicycle LOS Score / LOS				1.4	A		1.3	A		1.6	A		1.6	A	

**CITY OF WINTER PARK
PLANNING AND ZONING BOARD**

**Staff Report
January 6, 2015**

REQUEST OF MR. JOSEPH PASSALACQUA FOR: A LOT CONSOLIDATION APPROVAL PER SECTION 58-392 OF THE CITY CODE TO COMBINE THE TWO PROPERTIES AT 1251 AND 1252 LAKEVIEW DRIVE AS ONE PROPERTY, THEREBY PERMITTING 1251 LAKEVIEW DRIVE TO BE USED FOR THE PRINCIPAL SINGLE FAMILY RESIDENCE AND TO ALLOW 1252 LAKEVIEW TO BE USED FOR OTHER ACCESSORY STRUCTURES AS PERMITTED BY CODE, SUBJECT TO LIMITATIONS AS MAY BE MADE AS PART OF THIS REQUEST.

Mr. Joseph Passalaqua (as represented by Rebecca Wilson) is requesting approval to consolidate the two properties of 1251 Lakeview Drive and 1252 Lakeview Drive into one property. That will enable the non-lakefront portion at 1251 Lakeview Drive to be used as the site for the principal single family residence and allow the lakefront portion at 1252 Lakeview Drive to be used for accessory structures permitted by Code such as a guest house, swimming pool, etc.

The P&Z Board will recall in September reviewing a previous request for an after-the-fact subdivision or lot split approval so that the property at 1252 Lakeview Drive would be determined to be a buildable lot. The P&Z Board recommended denial of that request and it was subsequently postponed prior to City Commission consideration in order to pursue this request.

Lot Consolidation: The requirement for lot consolidation approval was put into the Code in 2009. At issue is the potential circumstance where several properties on a street may be acquired and consolidated creating a building lot far larger than typical on that street. While the street may be composed of homes in the 3,000-4,000 sq. ft. range, the net effect of a potential consolidation could be that the owner of the consolidated parcel could build a 10,000-12,000 sq. ft. home which would be out-of-scale and character with the street. Thus, this Code requirement for lot consolidations provides the City an opportunity to control scale and character of residential buildings and to place conditions upon such a consolidation.

Comprehensive Plan policy and Land Development Code text: The Comprehensive Plan policy direction to establish this requirement and the Land Development Code text which implemented the Policy are attached at the end of this staff report as an addendum. The need for this approval applies because the desire is to combine or consolidate 1252 Lakeview Drive into 1251 Lakeview Drive. As a result, the combined property will have one address (1251 Lakeview) and one parcel id# which would be that of 1251 Lakeview Drive. 1251 Lakeview Drive will hold the principal residence. The action would be to consolidate the 1252 Lakeview property with the 1251 Lakeview property in order to use the 1252 Lakeview property for accessory structures, that is, accessory to the principal residence on 1251 Lakeview.

Per Section 58-392, the "block" where 1251 Lakeview is located is a "block" where the average lot frontage (75 feet) is greater than 60 feet, so this section applies. Then it says the combined area would need to be 150% greater than the land area requirements for "that zoning district", which is R-1AA. R-1AA zoning requires a land area of 10,000 sq. ft. and the 150% threshold would then be 15,000 sq. ft. Thus, adding the lot area of 1251 Lakeview Drive (11,731 sq. ft. per OCPA) and the 9,858 sq. ft. for 1252 Lakeview Drive (per applicant's survey) is 21,589 sq. ft. As this exceeds the 150% threshold, this lot consolidation approval is required.

Consolidation Request: As indicated, the desire of the applicant is to combine the two properties so that non-lakefront portion (1251 Lakeview) can be used for the principal residence and the lakefront portion (1252 Lakeview) can be used for accessory structures such as a guest house and/or swimming pool. The applicant understands that on the lakefront portion, the Planning Board would have to approve any future structures pursuant to the typical lakefront review process.

Guest houses are permitted as an accessory structure on any single family residential property. Per Section 58-71 (i) (8) such guest houses are limited to no more than 1,000 square feet in size. They can only be used by family members, guests or household staff. They cannot be rented out. There can be no separate electric meter and a deed restriction must be executed and recorded so that current and future owners are aware of these restrictions and limitations.

On the non-lakefront portion (1251 Lakeview) the normal single family regulations would apply. The existing single family home may be redeveloped up to a floor area of 5,200 sq. ft. based on the lot area of 11,731 sq. ft. The applicant has agreed to limit the size of any future home to no more than 4,500 square feet, if a guest house is built on the lakefront (1252 Lakeview) portion.

The net result of this voluntary offer is to limit the FAR on the 1252 Lakeview portion to 38% (versus code maximum of 43%) and to limit the FAR on the 1251 Lakeview portion to a maximum of 10% (based on a maximum 1,000 sq. ft. guest house). These are significant voluntary reductions in the square footage of future structures. That is consistent with the intent of the lot consolidation regulations to maintain appropriate size and scale as a net result of the consolidations.

Current Status of 1252 Lakeview Drive: Back in September when the Planning Board was discussing the lot split, the staff made the point that while 1252 Lakeview Drive is not a buildable lot, it is not without value to the owner. The property now holds a boathouse which provides access to the Chain of Lakes and contributes value to the property across the street at 1251 Lakeview Drive. This connection of ownership is not unlike others along Lakeview Drive that have their lakefront access and boathouse across the street from the homesite. It then makes sense that since the 1252 Lakeview portion is already providing lakefront access via the boathouse to the 1251 Lakeview Drive portion that the two portions be allowed to legally be consolidated.

Summary: This request and the voluntary restrictions are consistent with the intent of the City's lot consolidation regulations.

Staff Recommendation is for Approval subject to the voluntary restrictions:

- 1. 1251 Lakeview Drive is limited to a residence up to 4,500 sq. ft. and 1252 Lakeview Drive can only be developed along with a swimming pool, as a guest house/pool cabana up to 1,000 sq. ft. in accordance with Section 58-71(i); or**
- 2. 1252 Lakeview Drive may be developed as a residence of up to 5,200 sq. ft. if there is no development (other than a swimming pool) on 1252 Lakeview Drive.**

Applicable Comprehensive Plan Policy and Land Development Code text:

Policy 1-3.6.9: Lot Consolidations. The City shall draft land development regulations which would require Planning Commission recommendation and City Commission approval for the consolidation or aggregation of residential lots in order to preclude the formation of lot sizes and resultant larger building sizes that may be out of scale and size with existing street or neighborhood character. Lot consolidations resulting in the addition of more than 25 feet of new lot width and if such consolidation also results in consolidated new lot sizes greater than 150% of the lot width or lot area standards shall require the approval by the City Commission. The City Commission in consideration of lot consolidation requests may limit the applicable floor area ratio as a condition of approval in order to preserve neighborhood scale and character. *Policy amended to reflect changes as adopted on October 11, 2010 per Ordinance 2825-10.*

Sec. 58-392. - Lot consolidations of residential lots.

(a)

Pursuant to the policies of the comprehensive plan regarding residential lot consolidations, planning commission recommendation and city commission approval is required for the following types of lot consolidations of residential lots (or portions thereof):

(1)

The new consolidated lot's dimensions are 150 percent greater than certain dimensional standards for that area, as described below:

a.

For a property on a block composed of properties where the average lot frontage is greater than 60 feet, approval is required where the new lot's frontage or area will be 150 percent greater than the minimum lot frontage or area requirements for that zoning district. For example, for a property zoned R-1A, the 150 percent

threshold shall be met if the new lot exceeds by 150 percent the R-1A minimum 75-foot lot width or the minimum 8,500 square foot area.

b.

For a property on a block composed of properties where the average lot frontage is less than or equal to 60 feet, approval is required where the new lot's frontage or area will be 150 percent greater than the average frontage or area on that block; or

(2)

The new lot will be 150 percent greater than the existing lot through the aggregation of lot(s) (or portions thereof) which: (1) are located behind the subject property, and (2) front on another street.

(b)

Exceptions. Notwithstanding the requirements of subsection 58-392 (a) above, a lot consolidation approval by the city commission shall not be required for the following:

(1)

The new lot adds 25 feet or less of width. However, this exception shall not apply to new lots which add lot depth.

(2)

The property owner voluntarily executes a binding deed restriction to run with title to the entire parcel which limits and restricts the maximum allowable floor area ratio to the total square footage that would have been permitted prior to the consolidation. Said deed restriction shall prohibit the removal of the deed restriction without the express approval of the city commission. Any subsequent request for removal of the deed restriction shall comply with the process and procedures for lot consolidation as outlined in this section.

(c)

The following shall be considered in the review of residential lot consolidations:

(1)

The proposal will not adversely affect access, design or other public safety concerns relevant to the original approval of plats, if any;

(2)

The proposal will not violate any plat conditions;

(3)

The proposal will not violate this Code;

(4)

The proposal will not invalidate any easements;

(5)

No new streets will be created; and

(6)

The proposal will not be out of scale with the existing street or with the neighborhood character.

(d)

In their consideration of lot consolidation requests, the city commission may limit the applicable floor area ratio, require greater setbacks or impose other restrictions as a condition of approval in order to preserve neighborhood scale and character.

(e)

The public notice, process and procedure for the review of lot consolidation requests shall be the same as for the review of subdivision plats in sections 58-373-58-376.

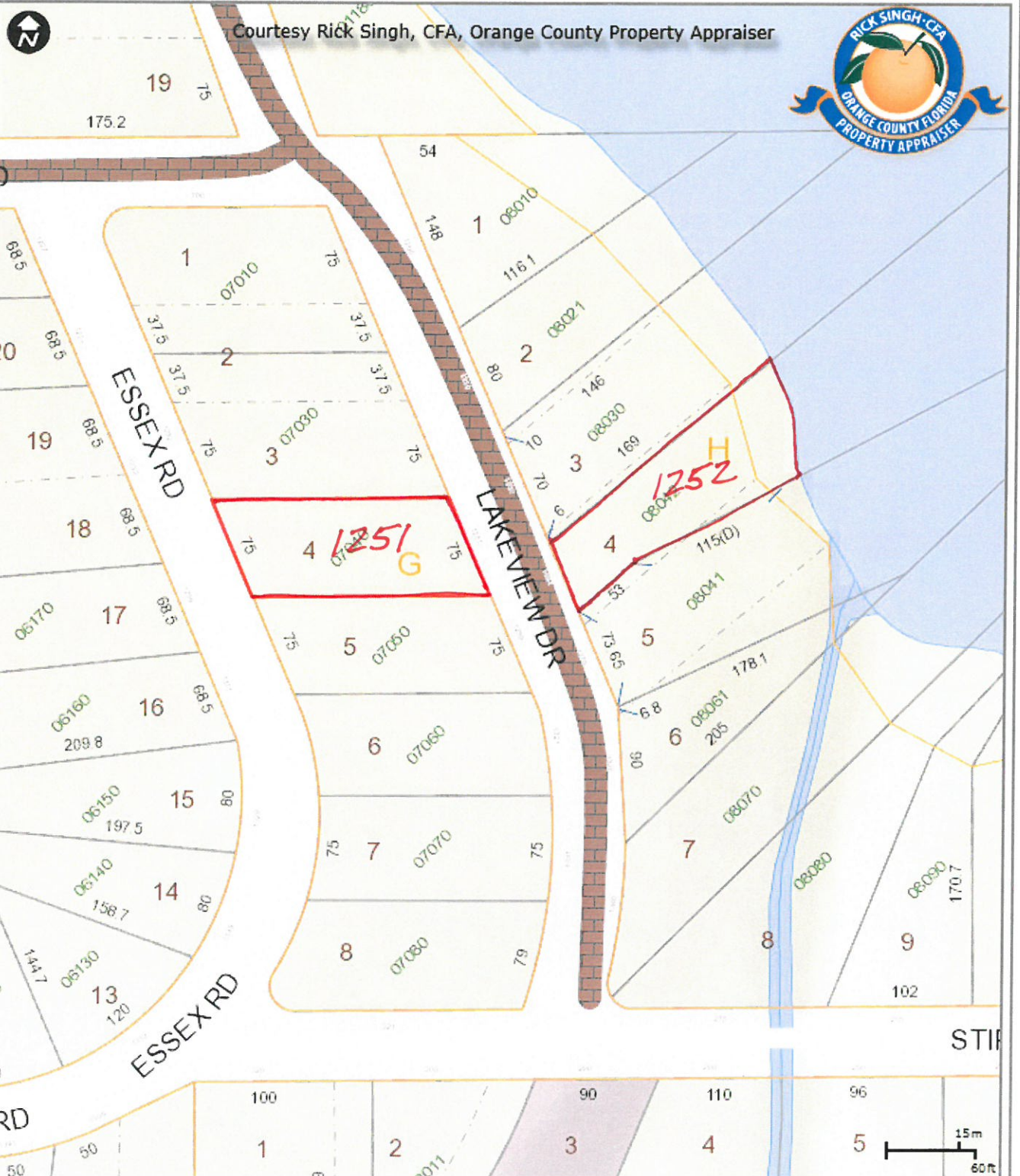
Sec. 58-71. General Provisions for Residential Zoning Districts.

(i) Accessory buildings, structures, air conditioning equipment and other accessory uses in residential zones.

(8) Guest houses or garage apartments are permitted accessory uses when they provide accommodations for guests, servants or members of a family occupying the main building on the same property. Guest houses or garage apartments shall not exceed 1,000 square feet of floor area. Guest houses or garage apartments as permitted accessory uses may not have a kitchen area or cooking facilities. They also may not have separate utility meters or be rented, let or hired out for occupancy whether compensations be paid directly or indirectly. In order to insure that these provisions are understood as ownership of property transfers and to protect the city from a proliferation of prohibited nonconforming rental uses, all applicants for building permits for guest houses or garage apartments, or for the substantial improvement of same shall record a deed restriction outlining the above restrictions and conditions of that building permit. That deed restriction shall be recorded prior to the issuance of the building permit and shall be removed only with the consent of the city. Substantial improvement for the purposes of this section shall be work totaling more than twenty-five (25%) percent of the replacement construction value of the original accessory structure.

OCPA Web Map

- | | | | | | | |
|-------------------------|--------------|---------------------------------|--------------------------|-----------------------------------|------------------------|---------------------|
| Florida Turnpike | Major Road | Proposed Road | Residential | Commercial/Industrial/Vacant Land | Parks | 6 Lot Number |
| Interstate 4 | Public Roads | Brick Road | Agriculture | Agricultural Curtilage | Lakes and Rivers | 06060 Parcel Number |
| Toll Road | Gated Roads | Block Line | Commercial/Institutional | Hydro | Building | 3106 Parcel Address |
| Road Under Construction | Lot Line | Governmental/Institutional/Misc | Waste Land | E Block Number | 111.9 Parcel Dimension | |



Courtesy Rick Singh, CFA, Orange County Property Appraiser



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 **MERITAS** LAW FIRMS WORLDWIDE

November 10, 2014

**SENT VIA E-MAIL &
REGULAR U.S. MAIL**

Jeff Briggs, Planner
Winter Park Planning Dept.
401 Park Avenue South
Winter Park, FL 32789

Re: Lot Consolidation 1252 and 1251 Lakeview Drive

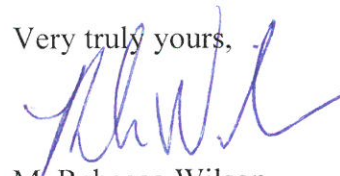
Dear Jeff:

As you know, this firm represents the owner of 1252 and 1251 Lakeview Drive. The property located at 1252 Lakeview Drive is currently the subject of a requested lot split. The neighbors on either side of 1252 Lakeview Drive spoke in opposition to the proposed lot split. In order to most amicably resolve the buildability of 1252 Lakeview Drive, its owner would instead offer to consolidate this lot with the lot across the street at 1252 Lakeview Drive. We would agree to the following deed restrictions on the consolidated lot:

- (1) 1251 Lakeview Drive (R-1AA) is limited to a residence up to 4,500 sq. ft. and 1252 Lakeview Drive can only be developed along with a pool, as a guest house/pool cabana up to 1,000 sq. ft. in accordance with Section 58-71(i); or
- (2) 1251 Lakeview Drive may be developed as a residence of up to 5,200 sq. ft. if there is no development (other than a pool) on 1252 Lakeview Drive.

Please call me if you have any questions.

Very truly yours,



M. Rebecca Wilson

MRW/nle