

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

**Staff Report
November 3, 2015**

REQUEST OF THE WINTER PARK HEALTH FOUNDATION TO: AMEND THE "COMPREHENSIVE PLAN" SO AS TO ADD A NEW COMPREHENSIVE PLAN POLICY TO THE TEXT OF THE FUTURE LAND USE ELEMENT WITHIN THE WINTER PARK HOSPITAL STUDY AREA "C" SO AS TO ALLOW FOR A BUILDING FLOOR AREA RATIO OF UP TO NINETY-EIGHT (98%) PERCENT, CONDITIONED UPON USE FOR HEALTH AND WELLNESS RELATED USES.

REQUEST OF THE WINTER PARK HEALTH FOUNDATION TO: AMEND ARTICLE III, "ZONING" SO AS TO CHANGE WITHIN SECTION 58-72 OFFICE (O-1) DISTRICT, SUBSECTION (F) DEVELOPMENT STANDARDS SO AS TO ALLOW FOR A BUILDING FLOOR AREA RATIO OF UP TO NINETY-EIGHT (98%) PERCENT, CONDITIONED UPON USE FOR HEALTH AND WELLNESS RELATED USES.

REQUEST OF THE WINTER PARK HEALTH FOUNDATION TO: AMEND THE OFFICIAL ZONING MAP SO AS TO CHANGE OFFICE (O-2) DISTRICT ZONING TO OFFICE (O-1) DISTRICT ZONING ON A PORTION OF THE PROPERTY AT 2010 MIZELL AVENUE AND THE PROPERTIES AT 1992 MIZELL AVENUE, 101 S. EDINBURGH DRIVE AND 140 S. EDINBURGH DRIVE.

REQUEST OF THE WINTER PARK HEALTH FOUNDATION FOR: CONDITIONAL USE APPROVAL TO REDEVELOP THE WELLNESS CENTER PROPERTY AT 2005 MIZELL AVENUE AND THE ADJACENT STREETS WITH A NEW TWO-STORY, APPROXIMATELY 78,000 SQUARE FOOT "PROJECT WELLNESS" FACILITY CONSISTING OF A NEW 43,770 SQUARE FOOT WELLNESS CENTER; 18,223 SQUARE FEET OF MEDICAL SPACE AND 20,270 SQUARE FEET OF COMMON USE AREAS ALONG WITH A COMPANION PARKING GARAGE WITH 265 SPACES, ON PROPERTY ZONED O-1.

The Winter Park Health Foundation is requesting approval of:

1. A Comprehensive Plan text amendment to the Study Area "C" wherein their project is located to enable their property at 2005 Mizell Avenue to be redeveloped with a floor area ratio or total building size of 98%.
2. A companion Zoning Code text amendment to enact the same floor area ratio of 98% for their property at 2005 Mizell Avenue.
3. Preliminary Conditional Use for the "Project Wellness" facility encompassing the 82,263 of wellness center, medical space and common public use area along with a companion 265 space parking garage.

The properties that are involved in this request are the current Wellness Center property at 2005 Mizell Avenue, a portion of the property at 2010 Mizell Avenue and the properties at 1992 Mizell Avenue, 101 S. Edinburgh Drive and 140 S.

Edinburgh Drive. All of these properties will be consolidated into the 2005 Mizell Avenue - Wellness Center property encompassing a new 4.213 acre site for redevelopment. Most of the property is zoned Office (O-1) but a portion is zoned Office (O-2). Since the unified property needs unified zoning, there is a rezoning ordinance as part of this packet to provide consistent O-1 zoning.

Part of this application includes changes to the road network in this area. Some city streets areas are proposed to be vacated and the Winter Park Health Foundation will dedicate/deed compensating land to the City to provide for the construction of new public streets so that these properties may be combined for this redevelopment. The map (attached) shows the roadways to be vacated by the City (in yellow) and the new roadways to be dedicated to the City (in blue).

The Comp. Plan and Zoning Code amendments are intended to serve as the enabling code provisions for the Conditional Use request to redevelop these combined properties and construct a new road network for a new two-story, 42½ foot tall building that will hold a 43,770 sq. ft. Wellness (YMCA) Center; 18,223 sq. ft. of new medical related offices; 20,270 sq. ft. of common public use areas and a four-story, five level 265 space parking garage. All of these improvements total 179,839 square feet of building area, which on this 4.213 acre site is a floor area ratio of 98%.

The maximum floor area ratio in the Office future land use category and for the Office (O-1) zoning of this site is 45%. That land use category and zoning district anticipates that the maximum 45% building area can utilize surface parking. However, given the parking requirements for medical space and the Wellness Center and especially the desire for open space and garden areas, the resultant solution is to meet the parking requirements within a parking garage. It is the parking garage floor area or square footage that puts this project over the 45% FAR limit. The 82,263 square feet of building area is within at the 45% maximum FAR. It is the added 97,576 square feet of the parking garage that then exceeds the FAR.

It is important to note that the Winter Park Health Foundation is not developing any larger building than they are entitled to build under the current 45% FAR. The only additional privilege is the ability to satisfy the parking requirements within a structure (parking garage) which then enables more open space/garden land area that otherwise would need to be used for surface parking. It also enables the design to utilize above ground storm water retention areas as open space rather than underground exfiltration systems.

The Comprehensive Plan and Zoning Code Amendments:

The method required for this redevelopment of these combined properties with the principle building and the parking garage is to amend the Comprehensive Plan and O-1 Zoning Code to allow for this additional FAR. However, as previously discussed, with the Lakeside Crossing parking garage, it would only apply for the special case when the additional floor area ratio helps to provide a

community asset of health and wellness related uses and only specifically at this one property. Rather than make it a city-wide provision or study area-wide provision, this specific Comp. Plan amendment would apply only to this one combined property at 2005 Mizell Avenue, within the Winter Park Hospital Planning Area "C" by adding a new policy to read as shown below. Similar text would then be added to the O-1 zoning regulations in order to implement this provision within the Zoning regulations.

(New Policy) Policy 1-4.1.C.9: Floor Area Ratio for 2005 Mizell Avenue. The City may allow an increase in Floor Area Ratio (FAR), not to exceed 0.98 including parking garage, for the redevelopment of this block, in order to encourage the redevelopment of a community asset that provides health- and wellness-related uses. Such additional FAR will only be considered by City Commission if said development improves the road network, provides enhancements in the City park and additional parking options in the sub-area. The additional FAR may only be granted through a Conditional Use Permit.

The Comprehensive Plan Approval Process:

Since this request involves a text amendment to the Future Land Use Element of the Comprehensive Plan, this type of amendment requires review and comment from the Florida Dept. of Economic Opportunity. The City Commission's public hearing on November 23rd will be for first reading of these Ordinances and transmittal to FDEO. After a review and comment period of approximately two months these will return for second reading and adoption by the City Commission in February 2016. At that time the City Commission will also potentially adopt the Ordinance to vacate the streets and accept the dedications for the replacement streets. Also at that time, the City Commission reviews the Conditional Use for the specific design details of this project based upon P&Z's recommendation. As the P&Z Board knows, there are many more specific details that the staff and P&Z Board will review at the time of the "Final" Conditional Use public hearing versus this "Preliminary" Conditional use submission.

Preliminary Conditional Use Request:

The application package includes a traffic impact analysis which has been reviewed by the City's traffic engineering consultant. The application materials submitted are very complete so there will only be a few items to review as part of the "final" CU such as site lighting including lighting for the parking garage, the specific storm water design and signage. All of the other site and design details are part of this "preliminary" Conditional Use package.

The parking provided within the Parking garage meets the City's code requirements for those uses specified in the request. It appears that the architecture of the parking garage conforms to the City's parking garage design guidelines and the City will have some further design information at the "final" stage.

Other Implementation Procedures:

The City Commission will also need to either approve Ordinances to vacate the streets and accept dedications for the replacement streets or the applicant will do a re-plat of the area involved which then accomplishes the vacating and dedications. This approval shall also constitute any subdivision plat approval required by the P&Z Board as necessary for that implementation method via re-plat.

Summary and Staff Recommendation:

The public benefit to this request is that the citizens will have a new, improved and enlarged Wellness Center and ancillary health and wellness facilities. The actual "building" size fits within the Comp. Plan FLU and Zoning Code provision for 45% FAR. Thus the Comp. Plan and Zoning Code amendments are to facilitate the parking within a structure which then provides more beneficial open space and landscape areas within the site. The Conditional Use submittal for the project includes all the required submissions for preliminary conditional use. Aside from some small conditions, everything appears to be very well planned and in much detail.

Staff Recommendation is for Approval of the Comprehensive Plan Amendment; O-1 Zoning Code amendment for added floor area ratio and Zoning for the entire site as Office (O-1).

Staff Recommendation is for Approval of the Preliminary Conditional Use with the following conditions:

- 1. That the storm water discharge from the project shall not into the streets but via a storm-water pipe conveyance system.**
- 2. That the final CU use submission shall provide screening detail for the trash collection if it is not located within the parking garage.**
- 3. That enhanced pedestrian circulation is considered for the final CU with respect to wider sidewalks and pedestrian street crossings.**
- 4. That landscape screening or other screening is considered, as appropriate, for the rears of the Benmore Drive properties that will now "front" on the new roadway.**
- 5. The electric transformer/switch gear and all backflow preventers shall be located where not visible from a public street to the degree possible and shall also be landscaped so as to be effectively screened from view.**
- 6. That the Health Foundation, YMCA and the City work in partnership to develop plans for alternative recreation facilities for the 18 month construction period in order to serve the 3,000 members of the Wellness Center.**

Relevant Comprehensive Plan Policies:

Policy 1-2.1.4: Floor Area Ratio Defined. Floor Area Ratio (FAR) shall be defined as the sum of the gross horizontal areas of the several floors of a building or buildings measured from the exterior surface of the walls divided by the land area of the site. The site land area must be entirely one contiguous land mass and shall not include land isolated or separated from the main site by a street or water body. The gross floor area ratio in square feet of the building or buildings on the property (and contiguous properties being used in connection with such building(s) divided by the area of such property in square feet. This mathematical expression (gross floor area ÷ land area = floor area ratio) shall determine the maximum building size permitted. Basement areas or other below grade floor areas are excluded from the floor area when more than one-half of that basement or floor height is below the established curb level. The area of stairways, elevators, and multi-story rooms or atriums shall be counted on each floor level. The floor area of private parking garages (above grade) or parking levels shall be counted toward the floor area ratio when such parking is provided to meet the parking requirements of the Land Development Code except for the top open parking level if it is open and uncovered. The public parking component of any parking garage may be excluded from the floor area ratio calculation by the City Commission.

Policy 1-3.8.2: Include Parking Garages in Floor Area Ratio and Lot Coverage Calculations. The City shall include all above grade parking garages in Floor Area Ratio and Lot Coverage calculations. However, public parking garages or the public portion of public/ private garages may be excluded from this requirement by the City Commission.

Policy 1-2.3.2: Office and Professional. This land use designation includes the business and professional activities housed in office structures such as those allowed in the O-1 and O-2 districts. This designation also allows a density of residential uses as a conditional use up to 17 units per acre. Residential units however, shall only be permitted above the first or ground floor level. The intensity of use of buildings (floor area ratio) in this designation may not exceed the standards as listed in the Maximum Future Land Use Density/ Intensity Table and as governed by the maximum number of stories permitted in the Maximum Height Map within this Future Land Use Element.

Policy 1-4.1.C.1: Encourage High Technology and Medical Arts Professions. The City shall encourage high technology and medical arts professions. This includes increasing the density on the hospital campus and adjoining properties involving future land use designation as a future large scale Comprehensive Plan amendment, the creation of a medical/high technology district.

Table 3 Future Land Use Map Designation Maximum Density/ Intensity Table

	Office	Commercial	Medium Density PD 1	High Density PD 2	C.B.D.
Density (units/ acre)	17 units/ acre	17 units/ acre	17 units/ acre	25 units/ acre	17 units/ acre
Intensity (FAR)					
Up to 2-3 story limit	45%*+ 60%**	45%*+ 60%**	130%	130%	200%
Up to 4 story limit	45%*+ 60%**	45%*+ 60%**	175%	200%	Not permit ted
Up to 5-8 story limit	45%*+ 60%**	45%*+ 60%**	N/A	250%	Not permit ted

Note: *All categories count private parking garage floor space toward FAR limits.*
 Maximum number of stories is determined by the Maximum Height Map and may be further restricted by other policies of this Comprehensive Plan.

+ The 45% FAR may be increased up to 5% if parking for the increase is entirely underground beneath the foot print of the building or if the building's upper floor(s) cantilevered over such parking or for hotel buildings.

* For any building project exclusively commercial or office; or any mix of commercial or office uses.

** For any building project at least 85% commercial or office on the first floor with residential units on upper floors.

Note: This table reflects the maximum intensities that may be permitted in the underlying zoning district. The maximum intensity that will be approved on any specific site will be based on the applicable development regulations and the ability of the project to further promote the goals of the City, but is not an entitlement.

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE I, "COMPREHENSIVE PLAN" SO AS TO ADD A NEW COMPREHENSIVE PLAN POLICY TO THE TEXT OF THE FUTURE LAND USE ELEMENT WITHIN THE WINTER PARK HOSPITAL STUDY AREA "C" SO AS TO ALLOW FOR A BUILDING FLOOR AREA RATIO OF UP TO NINETY-EIGHT (98%) PERCENT, CONDITIONED UPON USE FOR HEALTH AND WELLNESS RELATED USES, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, the Winter Park City Commission adopted its Comprehensive Plan on February 23, 2009 via Ordinance 2762-09, and

WHEREAS, the City Commission desires to amend the Comprehensive Plan, Future Land Use Element, within the Winter Park Hospital Planning Area "C" in order to allow a floor area ratios up to 98%, if the increase is for health and wellness related uses, and

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

WHEREAS, the Winter Park Planning and Zoning Board, acting as the designated Local Planning Agency, has reviewed and recommended adoption of the proposed Comprehensive Plan amendment, having held an advertised public hearing on November 3, 2015, provided for participation by the public in the process and rendered its recommendations to the City Commission; and

WHEREAS, the Winter Park City Commission has reviewed the proposed Comprehensive Plan amendment and held advertised public hearings at which the City Commission has provided for public participation in the process in accordance with the requirements of state law and the procedures adopted for public participation in the planning process; and

WHEREAS, words with double underline shall constitute additions to the original text and strike through text shall constitute deletions to the original text.

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

SECTION 1. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan", is hereby amended by adding a new Future Land Use Policy within the Winter Park Hospital Planning Area "C" on Page 1-42 of the Goals, Objectives and Policies to read as follows:

(New Policy) Policy 1-4.1.C.9: Floor Area Ratio for 2005 Mizell Avenue. The City may allow an increase in Floor Area Ratio (FAR), not to exceed 0.98 including parking garage, for the redevelopment of this block, in order to encourage the redevelopment of a community asset that provides health- and wellness-related uses. Such additional FAR will only be considered by City Commission if said development improves the road network, provides enhancements in the City park and additional parking options in the sub-area. The additional FAR may only be granted through a Conditional Use Permit.

SECTION 2. Codification. This ordinance shall be incorporated into the Winter Park City Code. Any section, paragraph number, letter and/or any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical and similar or like errors may be corrected, and additions, alterations, and omissions not affecting the construction or meaning of this ordinance and the City Code may be freely made.

SECTION 3. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 4. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 5. Effective Date of Ordinance. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administrative Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administrative Commission, this amendment may nevertheless be made effective by the adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2015.

Mayor Steve Leary

Attest:

City Clerk

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING" SO AS TO CHANGE WITHIN SECTION 58-72 OFFICE (O-1) DISTRICT, SUBSECTION (F) DEVELOPMENT STANDARDS SO AS TO ALLOW FOR A BUILDING FLOOR AREA RATIO OF UP TO NINETY-EIGHT (98%) PERCENT, CONDITIONED UPON USE FOR HEALTH AND WELLNESS RELATED USES, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City Commission has amended the Comprehensive Plan to provide for additional floor area ratio allowance for Health and Wellness related uses at 2005 Mizell Avenue; and

WHEREAS, this Land Development Code amendment is needed to implement the policy amendment within the Comprehensive Plan so that the two Codes are consistent and not in conflict; and

WHEREAS, the zoning text amendment is consistent with the Comprehensive Plan, the requested zoning text changes will achieve conformance with the Comprehensive Plan, such municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the City Staff recommends this Ordinance, and the Planning and Zoning Board of the City of Winter Park has recommended approval of this Ordinance at their November 3, 2015 meeting; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on the proposed zoning change set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

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

WHEREAS, words with double underlined type shall constitute additions to the original text and strike through shall constitute deletions to the original text.

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

SECTION 1. That Chapter 58 "Land Development Code", Article III, "Zoning", Section 58-72 "Office (O-1) district", subsection (f) (3) is hereby amended to read as follows:

Sec. 58-72. Office (O-1) District.

(f) *Development standards.*

(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 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. The City may allow an increase in Floor Area Ratio (FAR), not to exceed 0.98 including parking garage, for the redevelopment of the block at 2005 Mizell Avenue, in order to encourage the redevelopment of a community asset that provides health- and wellness-related uses. Such additional FAR will only be considered by City Commission if said development improves the road network, provides enhancements in the City park and additional parking options in the sub-area. The additional FAR may only be granted through a Conditional Use Permit.

SECTION 2. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 3. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 4. Effective Date. This Ordinance shall become effective upon the effective date of Ordinance _____. If Ordinance _____ does not become effective, then this Ordinance shall be null and void.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2015.

Mayor Steve Leary

Attest:

City Clerk

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE OFFICE (O-2) DISTRICT ZONING TO OFFICE (O-1) DISTRICT ZONING ON A PORTION OF THE PROPERTY AT 2010 MIZELL AVENUE AND THE PROPERTIES AT 1992 MIZELL AVENUE, 101 S. EDINBURGH DRIVE AND 140 S. EDINBURGH DRIVE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the owners of a portion of the property at 2010 Mizell Avenue and the properties at 1992 Mizell Avenue, 101 S. Edinburgh Drive and 140 S. Edinburgh Drive have requested a Zoning Map amendment consistent with the Comprehensive Plan, and the requested zoning text change will achieve conformance with the Comprehensive Plan for the property and such municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the Planning and Zoning Board of the City of Winter Park has recommended approval of this Ordinance at their November 3, 2015 meeting; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on the proposed zoning change set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

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

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

SECTION 1. Official Zoning Map Amendment. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the zoning designation of Single Family (R-1A) District to Low Density Residential (R-2) District zoning on a portion of the property at 2010 Mizell Avenue and the properties at 1992 Mizell Avenue, 101 S. Edinburgh Drive and 140 S. Edinburgh Drive, more particularly described as follows:

LOTS 1 & 2, BLOCK 5 AND LOTS 18 THROUGH 22, BLOCK 4, ALOMA SUBDIVISION, SECTION 1, AS RECORDED IN PLAT BOOK "O", PAGE 51 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

Property Tax ID#'S: A PORTION OF 09-22-30-0120-05-010 AND ALL OF 09-22-30-0120-04-220; 09-22-30-0120-04-200 AND 09-22-30-0120-04-180

SECTION 2. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 3. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 4. Effective Date. This Ordinance shall become effective upon its passage and adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2015.

Mayor Steve Leary

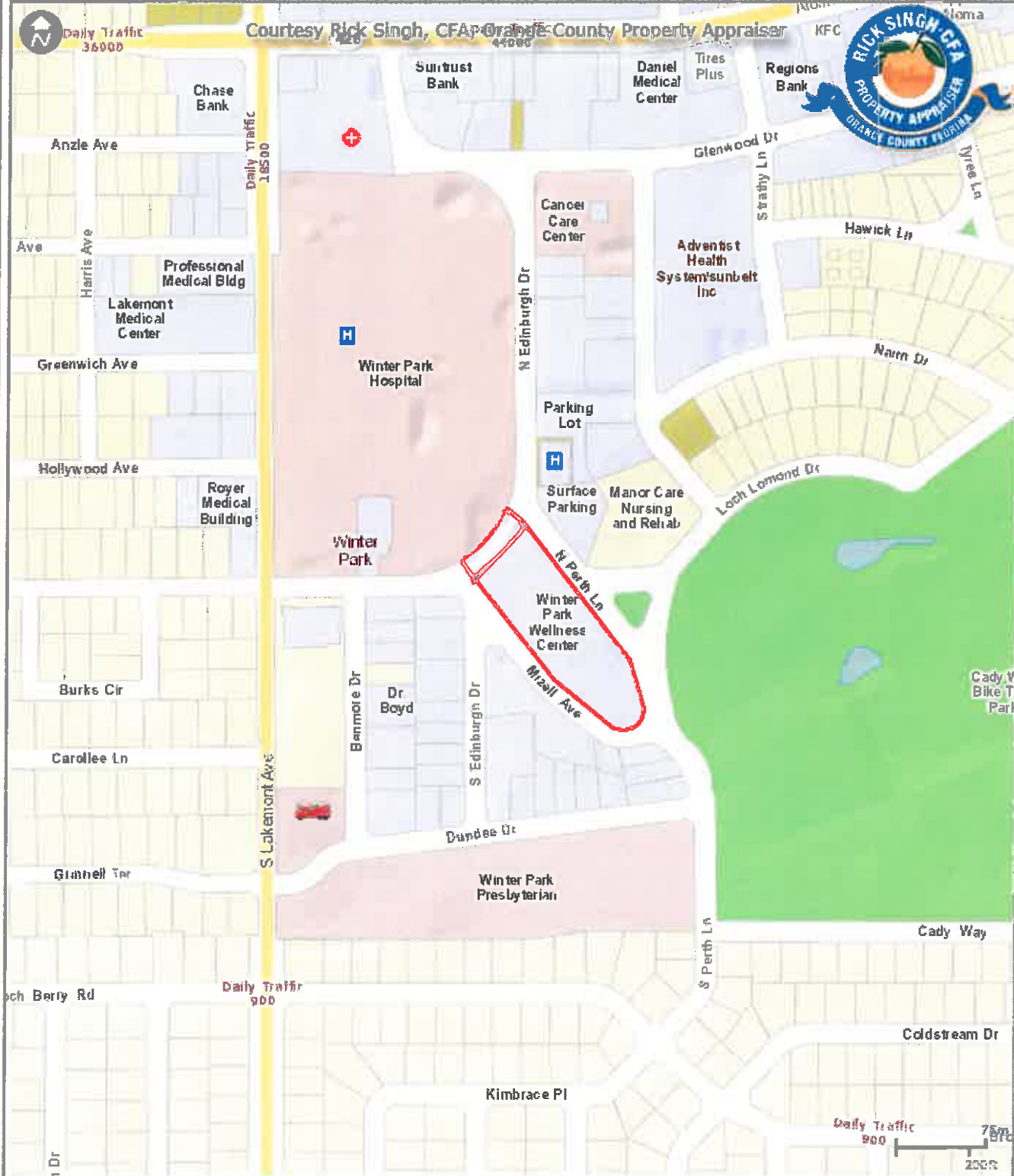
Attest:

City Clerk

OCPA Web Map

- | | | | | | | |
|-------------------------|------------------|---------------|--------------------|----------------------------|-----------------|------------------|
| Florida | Major Roads | Proposed Road | Block Line | Commercial/Institutional | Hydro | Golf Course |
| Interstate 4 | Public Roads | Brick Road | Lot Line | Government/Institutional | Waste Land | Lakes and Rivers |
| Toll Road | Gated Roads | Rail Road | Residential | Misc Commercial/Industrial | County Boundary | Building |
| Road Under Construction | Proposed SunRail | Agriculture | Agricultural Curbs | Parks | Hospital | |

Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 10/22/2015

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

OCPA Web Map	Major Roads	Proposed Road	Residential	Commercial/Industrial/Vacant Land	Parks	Lot Number
Florida Turnpike	Public Roads	Brick Road	Agriculture	Agricultural Curtilage	Lakes and Rivers	06060 Parcel Number
Interstate 4	State Roads	Block Line	Commercial/Institutional	Hydro	Building 3106 Parcel Address	111.9 Parcel Dimensions
Toll Road	Road Under Construction	Lot Line	Government/Institutional/State	Waste Land	E Block Number	



Created: 10/22/2015

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



Winter Park Health Foundation

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September 3, 2015

Ms. Dori Stone
Director, Planning & Community
Development
City of Winter Park
401 South Park Avenue
Winter Park, FL 32789

Mr. Jeff Briggs
Manager – Planning & Community
Development
City of Winter Park
401 South Park Avenue
Winter Park, FL 32789

Dear Ms. Stone and Mr. Briggs:

As a not-for-profit organization dedicated to building a healthier community through a creative mix of grants, projects, partnership and facilities, the Winter Park Health Foundation (Foundation) is proud to submit plans for Project Wellness.

Project Wellness is a state-of-the-art, unique healthy living center focused on improving the quality of life for Winter Park residents. It will feature new facilities for the Peggy & Philip B. Crosby Wellness Center (which celebrated its 25th anniversary last year), and it will be home to new programs and services to help empower members of the community to become healthier and full of vitality. Project Wellness also creates space for the Foundation to collaborate with other not-for-profits and groups which have similar goals.

For the past 20 years, the Foundation has conducted a Community Health Assessment every five years to assess the health status of residents. The results of this study underscore the need for Project Wellness. Over half of Winter Park residents are living at an unhealthy weight. Over one quarter have health risks which lead to chronic disease conditions, including high blood pressure, high cholesterol, prediabetes or diabetes. At the same time, while 80% of local residents say caring for their health is very important, over 60% report they are less active than they want to be. There is also a documented desire for more awareness and education about how to improve health, yet only 20% of community members reported participating in related learning opportunities.

Project Wellness will allow the Foundation and our collaborators to offer needed programs and services to improve the health of our community. The facility, which brings Wellness, Fitness and Medicine together into one integrated center, has been designed to enhance the neighborhood. The proposed architecture draws its inspiration from the healing power of nature, transforming Foundation property into a series of gardens and a natural light-filled central building. Project Wellness is not just a building, but a place designed to be experienced and to facilitate interactions between Wellness, Fitness and Medicine.

For over two decades, the City of Winter Park and the Foundation have worked together to enhance residents' health and quality of life. Project Wellness will extend our shared vision of ensuring Winter Park is the healthiest community in the United States. We look forward to working with you on this important project.

Sincerely,

Patricia A. Maddox
President & CEO

Roadway Realignment Request

The Winter Park Health Foundation (“WPHF”) owns the properties at 2005 and 1992 Mizell Avenue; 101 and 149 Edinburgh Drive and 2010 Mizell Avenue. These properties are accessed by Mizell Avenue, Edinburgh Drive and N. Perth Lane. In order to consolidate these properties and provide for a more safe and convenient roadway network, WPHF is requesting to realign Mizell Avenue farther to the west and removing the confusing triangular intersection at Mizell Avenue and Edinburgh Drive. WPHF is also requesting that a portion of N. Perth Lane (between 2005 Mizell Avenue and the unnamed park) be vacated which removes the triangular intersection at N. Perth Lane, Loch Lomond Drive and S. Perth Lane. The proposed project includes enhancements for the City in the unnamed park along with an agreement to maintain such park. In addition, WPHF will dedicate a missing link of Right-of-Way which is named N. Edinburgh Drive. All proposed dedications and vacations are shown on the attached exhibit.

WPHF understands that the vacations must be accomplished by an ordinance. The realignment of Mizell Avenue is a condition precedent to the City Right-of-Way vacation becoming effective. Utilities in the existing Mizell Avenue and N. Perth Lane which are the subject of the vacation, will either be removed and relocated or retained in place via easements with the Utility Providers.

**DAVID A JOHNSTON
636 DARCEY DRIVE
WINTER PARK, FLORIDA 32792**

October 12, 2015

Ms. Patty Maddox, President
Winter Park Health Foundation
220 Edinburgh Dr
Winter Park, FL 32792

Re: Winter Park Health Foundation Project Wellness

Dear Patty:

Unfortunately, I will be out of town on Tuesday, November 3 and Monday, November 23, so I will not be able to speak in favor of Project Wellness at either the Planning and Zoning Commission meeting or the City Commission meeting. Therefore, I am writing this letter to express my strong support for this project; you are free to use this letter if needed to express my support for the approval of this important project.

I have been a member and user of the Wellness Center ever since it was first housed in the small former recreation building located on the site. If my recollection is correct, at that time there was only one StairMaster machine that you could use for a very limited time. We have come a long way since then in having facilities to improve the health of our residents thanks to the work of the Health Foundation. The plans for the new facility and the programs that will be housed in this new building will take this community to the next level of improving the health and welfare of our citizens. I applaud the Health Foundation for being willing to invest in the community by building this wonderful new facility.

We are blessed as a community to have the Winter Park Health Foundation and its excellent leadership that is actively working to improve the health of our citizens. I hope that the city approves Project Wellness for the benefit our residents now and in the future.

Sincerely,



Cc: Members of the Planning and Zoning Commission and Mayor and City Commission

October 28, 2015

Mr. Troy Attaway, P.E.
Public Works Director
City of Winter Park
401 Park Avenue South
Winter Park, Florida 32789

**Subject: The Winter Park Health Foundation (WPHF) Wellness Center
Traffic Impact and Access Review**

Dear Mr. Attaway:

Comprehensive Engineering Services, Inc. (CES) has reviewed the Traffic Impact Analysis and preliminary site plan submitted for the WPHF Wellness Center which is the proposed redevelopment of the Existing facility on Mizell Avenue in Winter Park, Florida. The results of this review are as follows:

1. The impacts due to the additional generated traffic are minimal and do not reduce the level of service (LOS) of the impacted facilities. Lakemont Avenue in this area is at capacity but the added trips are less than 1%. The intersection of Lakemont Avenue and Mizell Avenue currently operates at LOS C with only a total of 3 seconds of added delay when both the hospital expansion and the WPHS facility trips are included.
2. The reconfiguration of the roadway around the facility does simplify the connections and reduce unneeded pavement. However the existing intersection of Mizell Avenue and Edinburgh Drive will move approximately 130' closer to Lakemont Avenue. During peak periods it was observed that the westbound traffic on Mizell Avenue will backup beyond this point at times. The existing westbound left turn lane at Lakemont Avenue is short (50' or less) and contributes to this backup. It is recommended that the left turn lane be extended to provide at least 100' of storage or more to mitigate this impact. This will reduce the length of queues and the frequency of times the backup extends to the new Edinburgh Drive intersection. It appears that this can be accommodated within existing right-of-way without impact to existing trees.
3. The proposed parking garage has the entrance very close to the Mizell Avenue/Edinburgh Drive intersection. If the new facility has events that result in peak periods of traffic exiting the garage it could result in backups within the facility. It is recommended that the entrance be relocated away from this intersection. Alignment with the south portion of Edinburgh Drive on the south end of the garage would be more desirable.
4. The development proposes the minimum requirements for pedestrians and bicycles. Only 5' sidewalks with bicycles sharing the roadway is proposed. Wider sidewalks should be considered to promote more pedestrian access to the facility. There are missing segments of sidewalk along Mizell Avenue and Perth Lane that should be addressed as part of the roadway modifications. Patterned and textured crosswalks should be considered. This facility is located between residential, park and hospital facilities that could benefit from enhanced pedestrian and bicycle access.

The results of this review is that the transportation impacts of the proposed redevelopment of the WPHF Wellness Center are minimal. If you have any questions, please do not hesitate to contact me to discuss.

Sincerely,
Comprehensive Engineering Services, Inc.

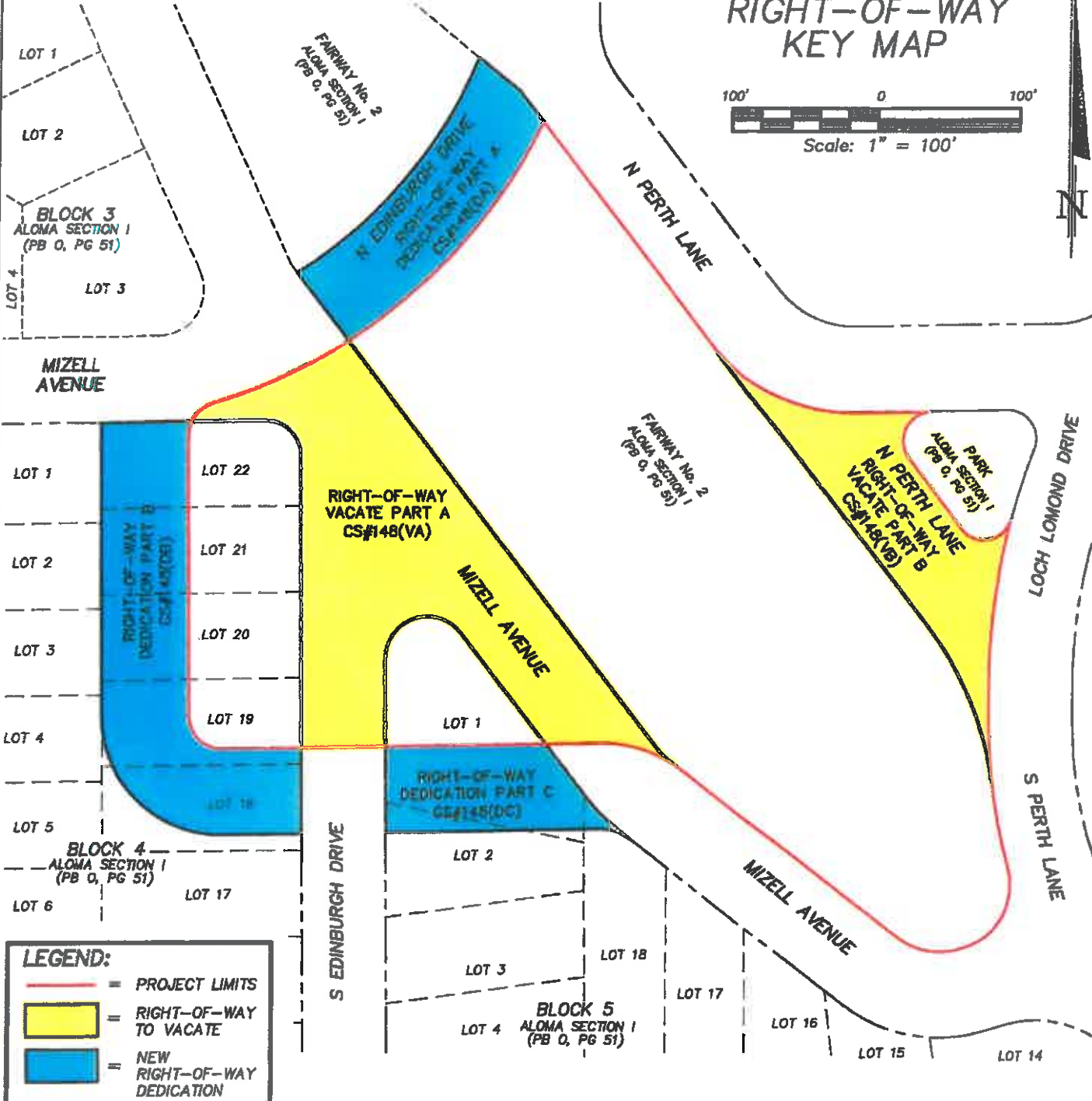


Christopher A. Simoneaux, P.E.

RIGHT-OF-WAY KEY MAP



Scale: 1" = 100'



LEGEND:

- = PROJECT LIMITS
- = RIGHT-OF-WAY TO VACATE
- = NEW RIGHT-OF-WAY DEDICATION

PREPARED FOR:
WINTER PARK HEALTH FOUNDATION
 PROJECT WELLNESS - LOCATION MAP
 SECTION 09, TOWNSHIP 22 SOUTH, RANGE 30 EAST, ORANGE COUNTY, FL

DATE	BY	DESCRIPTION
REVISIONS		

DONALD W. MCINTOSH ASSOCIATES, INC.
 ENGINEERS PLANNERS SURVEYORS
 2200 PARK AVENUE NORTH, WINTER PARK, FLORIDA 32789 (407) 644-4068
 CERTIFICATE OF AUTHORIZATION NO. LB68

CS# 15-14B(KM)

DRAWN BY: <u>JP/BW</u>	CHECKED BY: <u>RLC</u>	JOB NO. <u>14179.003</u>	SCALE <u>1"=100'</u>	SHEET <u>1</u>
DATE: <u>07/31/2015</u>	DATE: <u>08/2015</u>			OF <u>2</u>



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LANDSCAPE ARCHITECT: L&L Landscape Architecture, Inc.
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PLANNING ENGINEER: J&M Planning & Consulting, Inc.
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Orlando, FL 32803

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SOIL CONSULTANT: J&M Planning & Consulting, Inc.
100 West Orange Avenue
Orlando, FL 32801

ROBERT B. HESTON ASSOCIATES, INC.
REGISTERED PROFESSIONAL ENGINEER
STATE OF FLORIDA

**PROJECT WELLNESS
PRELIMINARY
CONDITIONAL USE PLANS**
CITY OF WINTER PARK, FLORIDA

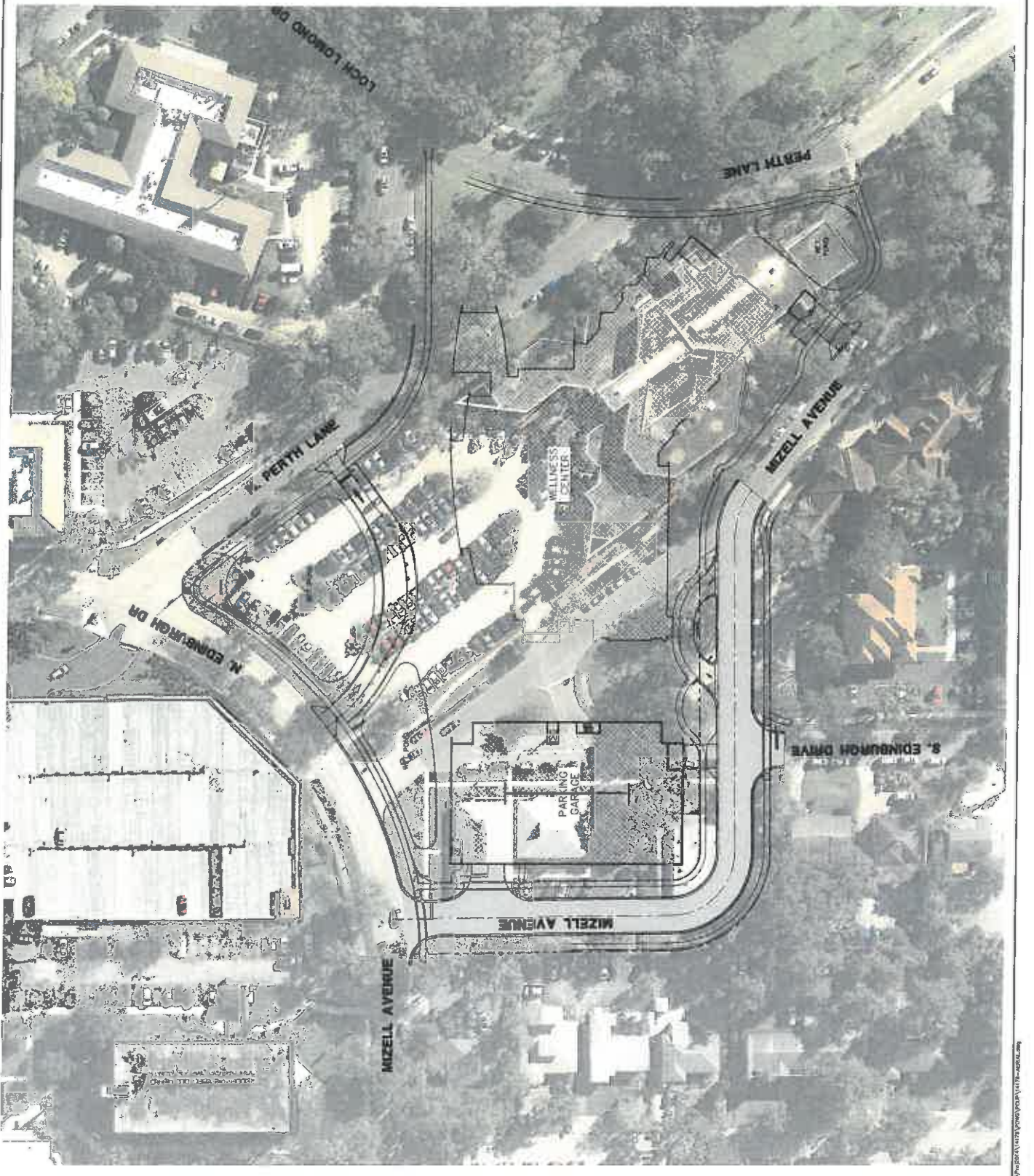
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SCALE:	AS SHOWN
PROJECT NO.:	10000

AERIAL

C002



DONALD W. MCINTOSH ASSOCIATES, INC.
ENGINEERING PLANNERS ARCHITECTS



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PROJECT WELLNESS
PRELIMINARY
CONDITIONAL USE PLANS
 CITY OF WINTER PARK, FLORIDA

NO.	DATE	DESCRIPTION
1	08/27/2018	ISSUED FOR PERMIT
2	09/11/2018	ISSUED FOR PERMIT
3	09/11/2018	ISSUED FOR PERMIT
4	09/11/2018	ISSUED FOR PERMIT
5	09/11/2018	ISSUED FOR PERMIT
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49	09/11/2018	ISSUED FOR PERMIT
50	09/11/2018	ISSUED FOR PERMIT

WEST ELEVATION VIEW

P.C.U.P.
A-202



ONSITE IMPROVEMENTS - WET POND
 WELLNESS CENTER
 STREET
 WINTER PARK HEALTH FOUNDATION OFFICE
WEST ELEVATION
 1/16"=1'-0"



WINTER PARK WOMEN'S HEALTH PAVILION
 ONSITE IMPROVEMENTS WET POND
 WELLNESS CENTER
 STREET
 WINTER PARK HEALTH FOUNDATION OFFICE
WEST ELEVATION - EXTENDED
 1/32"=1'-0"



WINTER PARK HEALTH FOUNDATION
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 Winter Park, FL 32787

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 200 Edinburg Drive
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CLIENT:
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STREET

WELLNESS CENTER

MEYEL AVENUE
BEYOND

PARKING GARAGE
BEYOND

EAST ELEVATION
 1/16"=1'-0"



RESIDENCE
BEYOND

STREET

WELLNESS CENTER

MEYEL AVENUE
BEYOND

PARKING
GARAGE
BEYOND

MANOR CARE NURSING &
REHABILITATION CENTER

EAST ELEVATION - EXTENDED
 1/32"=1'-0"

PROJECT WELLNESS
PRELIMINARY
CONDITIONAL USE PLANS
 CITY OF WINTER PARK, FLORIDA

DATE	DESCRIPTION
09/02/2015	ISSUED FOR PERMIT

**EAST
ELEVATION
VIEW**

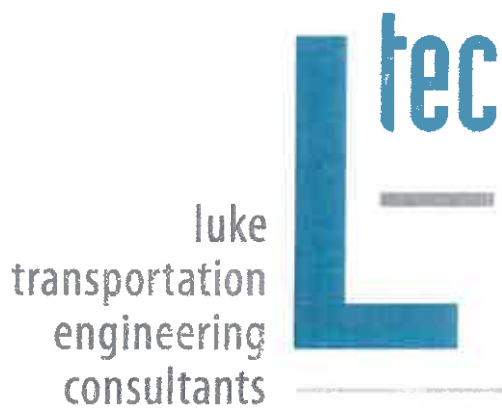
P.C.I.P.F.
A-204

August 2015

PROJECT WELLNESS

WINTER PARK, FLORIDA

Traffic Impact Analysis



LTEC № 15-2601

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TRAFFIC IMPACT ANALYSIS

PROJECT WELLNESS

WINTER PARK, FLORIDA

Prepared for:

Winter Park Health Foundation

220 South Edinburgh Drive

Winter Park, Florida 32792

Prepared by:

Luke Transportation Engineering Consultants

P. O. Box 941556

Maitland, Florida 32794-1556

407-423-8055

www.Ltec-FL.com

August 2015

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PROFESSIONAL ENGINEERING CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Luke Transportation Engineering Consultants, a corporation authorized to operate as an engineering business (#EB-0007429), by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for

PROJECT: Project Wellness

LOCATION: Mizell Avenue, Winter Park, Florida

CLIENT: Winter Park Health Foundation

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: J. Anthony Luke, P.E.

P.E. NO.: 42642

DATE: _____

SIGNATURE: _____

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TABLE OF CONTENTS

INTRODUCTION	1
<i>Purpose</i>	1
EXISTING INTERSECTIONS AND TRAFFIC CONDITIONS	5
<i>Study Roadways</i>	5
<i>Study Intersections</i>	5
<i>Programmed/Planned Roadway Improvements</i>	6
PROPOSED DEVELOPMENT	9
<i>Trip Generation</i>	9
<i>Access Plan</i>	9
<i>Trip Distribution</i>	9
PROJECTED TRAFFIC TRANSPORTATION ASSESSMENT	13
<i>Study Roadways</i>	13
<i>Intersection Analysis</i>	13
<i>Transit</i>	13
<i>Bicycle Paths/Trails</i>	13
<i>Pedestrian</i>	16
STUDY CONCLUSIONS	17
APPENDIX	19
<i>Appendix A –Existing Intersection Turning Movements</i>	21
<i>Appendix B –Existing HCS Worksheets</i>	29
<i>Appendix C –Projected 2016 HCS Worksheets</i>	37

FIGURES

Figure 1 - Site Location..... 2
Figure 2 - Conceptual Site Plan Access 3
Figure 3 - Existing P.M. and Saturday Peak Hour Traffic Volumes..... 7
Figure 4 - Project Trip Distribution 11

TABLES

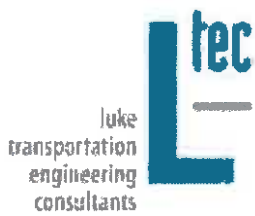
Table 1 - Study Roadway and Intersections Existing LOS..... 5
Table 2 - Estimated Trip Generation 10
Table 3 - Background (2016) Traffic Volumes..... 14
Table 4 - Projected (2016) Roadway and Intersections LOS..... 15

INTRODUCTION

Purpose

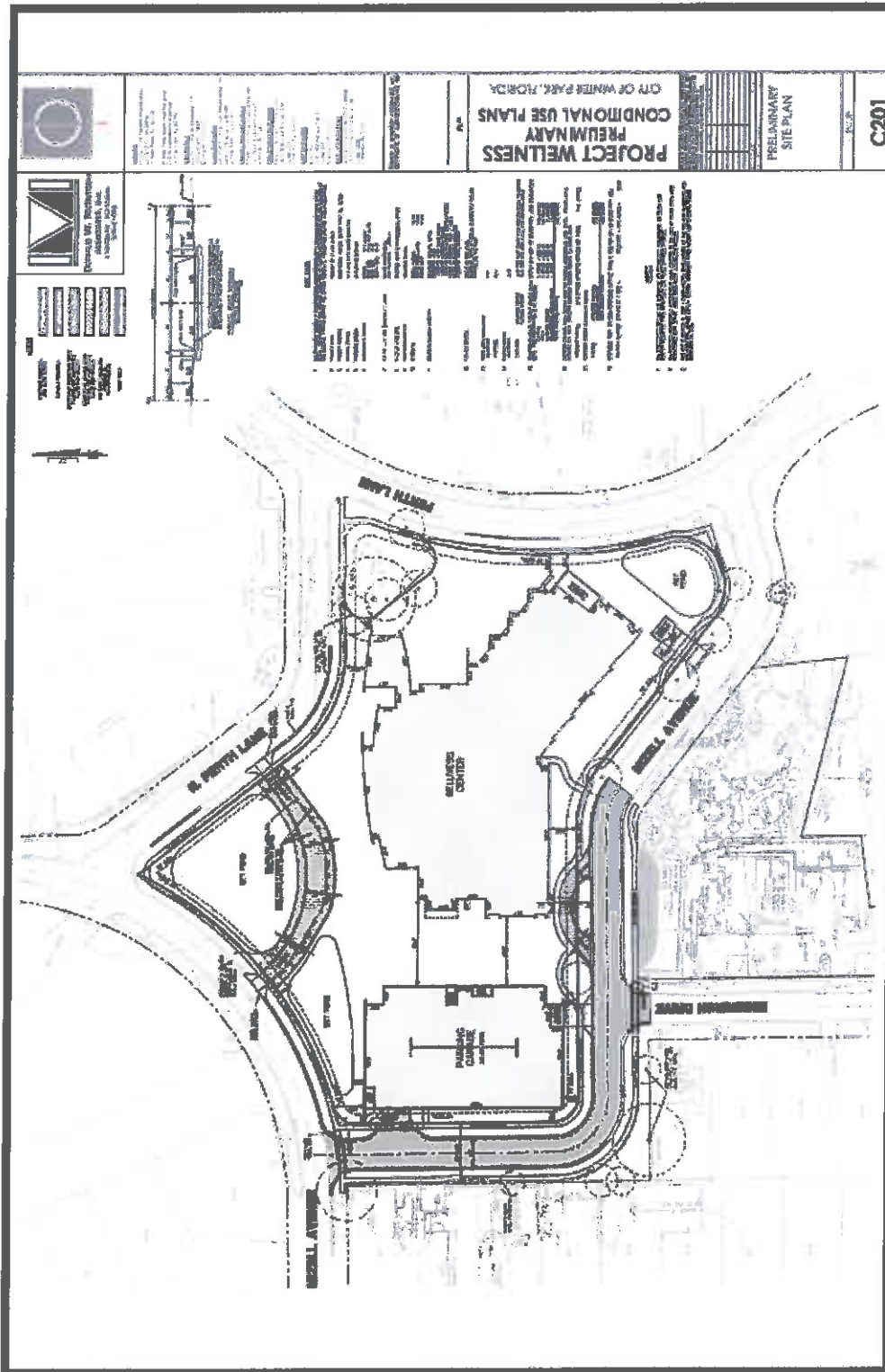
The study was conducted to assess the traffic impact of Project Wellness which will be the redevelopment of the existing Wellness Center on Mizell Avenue. The study includes the analysis components prescribed by the City. The proposed Project Wellness development will be located in the southeast quadrant of Mizell Avenue and Edinburgh Drive in Winter Park, Florida. **Figure 1** shows the location and configuration of the redeveloped site.

The proposed access for the Project Wellness development will utilize a single access driveway from the parking garage onto the realigned Mizell Avenue. This access will be the only ingress/egress. **Figure 2** depicts the proposed configuration of the development site. The proposed land use consists of 20,000 square feet of clinical medical office space, 27,000 square feet of YMCA space (which includes 2,000 square feet of daycare space for visitors to the YMCA), 6,300 square feet of multipurpose meeting space (which includes 2,600 square feet of nutrition center) and 23,700 square feet of building space (includes 10,000 square feet of lobby and common space as well as 13,700 square feet of building services/storage space). The proposed land use space will replace 42,679 square feet of wellness center space and 9,982 square feet of doctor's offices. For purposes of this analysis, build-out with the proposed access configuration is expected to occur by the end of 2016.



PROJECT WELLNESS
WINTER PARK, FLORIDA
TRAFFIC STUDY
SITE LOCATION

Figure 1



**PROJECT WELLNESS
WINTER PARK, FLORIDA
TRAFFIC STUDY
CONCEPTUAL SITE PLAN**

Figure 2



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EXISTING INTERSECTIONS AND TRAFFIC CONDITIONS

Existing weekday daily traffic volumes provided by the City of Winter Park and P.M. peak hour traffic volume data for the study intersections collected in August 2015 were utilized in this analysis.

Study Roadways

Table 1 provides a list of the roadway parameters utilized in the analysis. Included in this table are: functional classification, adopted Level of Service (LOS) standards, roadway service volumes and existing traffic volumes. Based upon this analysis using the peak hour peak direction traffic volumes, all of the study roadway segments operate at acceptable levels of service except for Lakemont Avenue, which operates at a LOS *E* condition south of Mizell Avenue and LOS *F* north of Mizell Avenue.

**TABLE 1
Existing Study Roadways Parameters**

Roadway Segments		# Of Lanes	Posted Speed (mph)	Adopted		Service Volumes (1) P.M. Peak Hour					Traffic Volumes (2) P.M. Peak Hour			Meets Adopted LOS	
From	To			Roadway Class	LOS	A	B	C	D	E	ADT	Volumes			LOS
Benmore Drive Mizell Ave	Dundee Dr	2L	25	Local	D	0	0	270	540	580	525	NB 31	SB 21	C	Yes
Dundee Drive Lakemont Ave	Perth Ln	2L	25	Local	D	0	0	270	540	580	1,688	EB 100	WB 67	C	Yes
Edinburgh Drive Glenwood Dr	Perth Ln	2L	25	Local	D	0	0	270	540	580	6,022	NB 239	SB 358	D	Yes
	Mizell Ave	2L	25	Local	D	0	0	270	540	580	5,364	213	319	D	Yes
	Dundee Dr	2L	25	Local	D	0	0	270	540	580	502	30	20	C	Yes
Lakemont Avenue Aloma Ave	Mizell Ave	3L	30	Collector	D	0	0	390	790	840	19,594	NB 965	SB 652	F	No
	Loch Berry Rd	2L	30	Collector	D	0	0	370	750	800	15,675	772	522	E	No
Loch Lomond Drive St Andrews Blvd	Perth Ln	2L	25	Local	D	0	0	270	540	580	3,033	NB 121	SB 180	C	Yes
Mizell Avenue Lakemont Ave	Edinburgh Dr	2L	25	Collector	D	0	0	330	680	720	6,801	EB 405	WB 270	D	Yes
	Perth Ln	2L	25	Collector	D	0	0	330	680	720	3,868	230	154	C	Yes
Perth Lane Edinburgh Dr	Loch Lomond Drive	2L	25	Local	D	0	0	270	540	580	3,591	EB 142	WB 214	C	Yes
Perth Lane Loch Lomond Drive	Cady Way	2L	25	Local	D	0	0	270	540	580	6,985	NB 277	SB 416	D	Yes

Study Intersection

Intersection	Control	Delay (Sec/Veh)	LOS
Mizell Avenue and Edinburgh Drive (3)	STOP	8.0/13.1	A//B
Edinburgh Drive and Perth Lane (4)	STOP	7.6/7.7/12.5/13.3	A/A//B/B
Perth Lane and Loch Lomond Drive (5)	STOP	7.6/10.4	A//B
Perth Lane and Loch Lomond Drive/Perth Lane (5)	STOP	7.6/9.5	A//A
Mizell Avenue and Perth Lane (5)	STOP	7.9/10.8	A//A

(1) Roadway service volumes from FDOT 2013 Q/LOS Handbook
 (2) Traffic volumes from City of Winter Park traffic counts.
 (3) WB Main Street Left-Through Lane Movements // NB Minor Street Movements
 (4) NB/SB Main Street Left-Through Lane Movements // EB/WB Minor Street Movements
 (5) NB Main Street Left-Through Lane Movements // EB Minor Street Movements
 Luke Transportation Engineering Consultants, Inc., 2015

Study Intersections

The study intersections were analyzed under existing conditions using the procedures of the *2010 Highway Capacity Manual* for unsignalized intersections. This analysis

used existing traffic volumes and existing geometric conditions (see **Appendix A** for the intersection turning movement summaries).

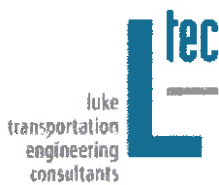
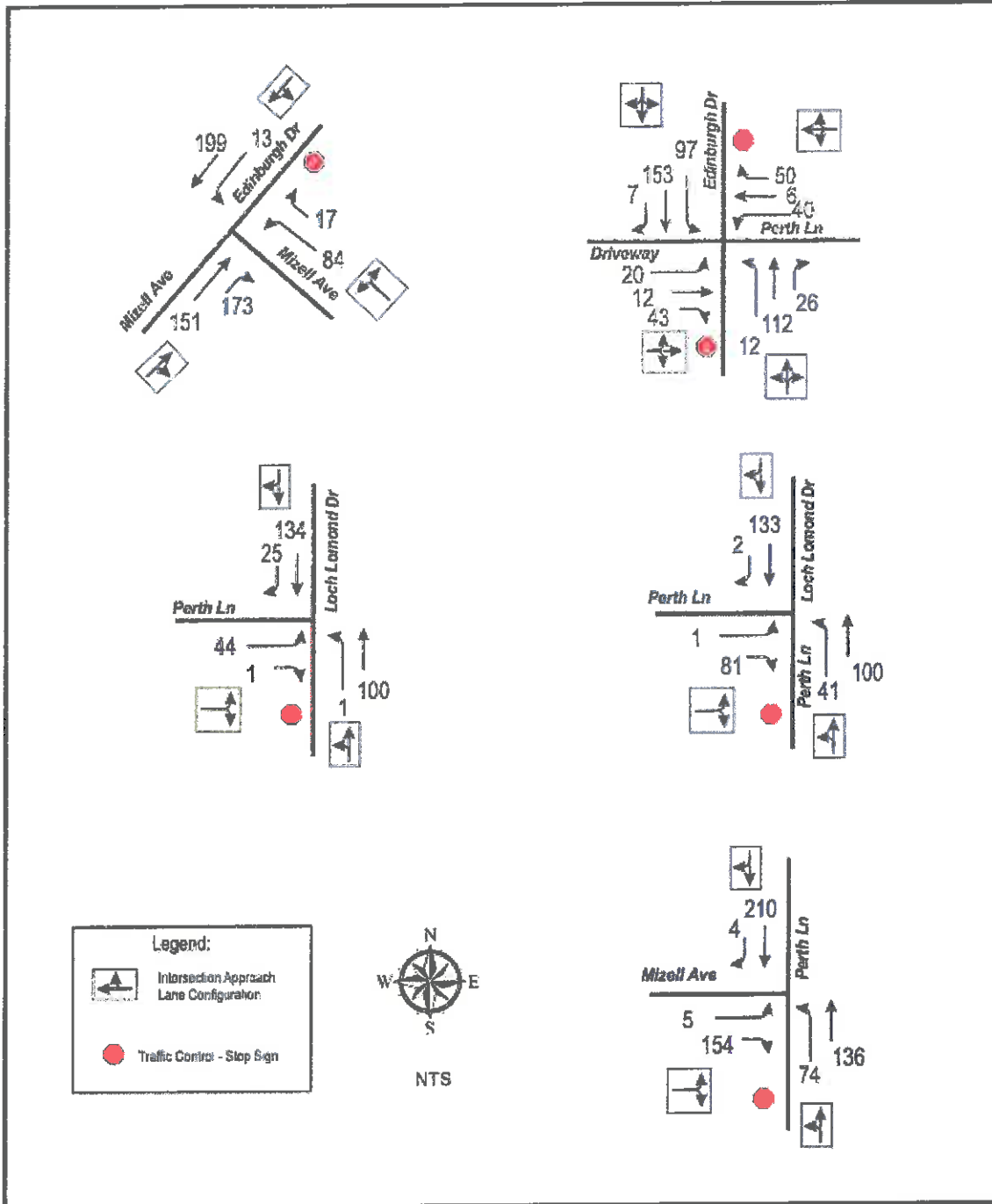
Figure 3 shows the existing intersection turning movement traffic volumes at each of the study intersections. **Table 1** also has the summary results of the intersection analysis. Analysis sheets are included in **Appendix B**. As can be seen, the study intersections operate at satisfactory Levels of Service.

Programmed/Planned Roadway Improvements

The reconfiguration of the roadways surrounding Project Wellness will benefit the area in several ways. The primary benefit is the elimination of two awkward intersections. The existing intersection of Mizell Avenue and Edinburg Drive is currently configured in a triangular manner such that northbound travelers on Edinburg Drive must first turn east to then turn north in order to proceed north on North Edinburg Drive or west on Mizell Avenue. Additionally, eastbound travelers on Mizell Avenue wishing to proceed southbound on South Edinburg Drive currently encounter an almost immediate decision point after making the right turn in which they must decide to make another right turn onto Edinburg Drive as opposed to proceeding straight on Mizell Avenue. The revised roadway configuration will replace the triangular intersection with two conventional T-intersections, significantly reducing the number of decision points for drivers, increasing the safety and functionality of the intersections and improving wayfinding in the area.

As part of the proposed development plan, the intersection of Mizell Avenue and Edinburg Drive will be realigned and moved approximately 130 feet west to eliminate the offset intersection of Mizell Avenue and Edinburg Drive south of its current location. At the new intersection, Mizell will turn south for approximately 190 feet and then turn east for approximately 290 feet to then transition into the current alignment. Edinburg Drive will intersect the new east/west portion of Mizell Drive at its current alignment.

The second roadway modification will be the elimination of the southeast leg of Perth Lane. The existing intersections of Perth Lane and Loch Lomond Drive are also configured as a triangle, with two legs of the triangle providing the same roadway connectivity between Perth Lane and Loch Lomond Drive. The elimination of the southern leg, which currently requires a driver to check for oncoming traffic on southbound Loch Lomond Drive by looking approximately 130 degrees over their left shoulder, will result in a single connection between Perth Lane and Loch Lomond Drive, thereby reducing the number of decision points for drivers and improved safety and functionality of the intersection. The proposed roadway alignments are also shown in the conceptual site plan in **Figure 2**.



PROJECT WELLNESS
WINTER PARK, FLORIDA
TRAFFIC STUDY
EXISTING P.M. PEAK HOUR TRAFFIC VOLUMES

Figure 3

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PROPOSED DEVELOPMENT

The proposed land use consists of 20,000 square feet of clinical medical office space, 27,000 square feet of YMCA space (which includes 2,000 square feet of daycare space for visitors to the YMCA), 6,300 square feet of multipurpose meeting space (which includes 2,600 square feet of nutrition center) and 23,700 square feet of building space (includes 10,000 square feet of lobby and common space as well as 13,700 square feet of building services/storage space). The proposed land use space will replace 42,679 square feet of wellness center space and 9,982 square feet of doctor's offices. For purposes of this analysis, build-out with the proposed access configuration is expected to occur by the end of 2016. To determine the traffic impact of this redevelopment with the proposed access plan, an analysis of its trip generation characteristics was made. This included the determination of the increase in trips to be generated by the proposed development and the distribution/assignment of these trips to the adjacent study intersections.

Trip Generation

The trip generation was calculated utilizing the *9th Edition ITE Trip Generation Report* data as summarized in **Table 2**. Utilizing the ITE trip generation rates, the existing land use will generate 1,723 daily vehicle trip ends and 171 P.M. peak hour vehicle trip ends. The proposed land use will generate 1,981 daily vehicle trip ends and 207 P.M. peak hour vehicle trip ends. Subtracting existing development trips from the proposed redevelopment trips, the proposed land use change will result in an increase of 258 two-way daily vehicle trip ends and 36 two-way P.M. peak hour vehicle trips ends.

Access Plan

As presented earlier, the Project will be served by a single access connection onto the realigned Mizell Avenue. This will provide access to the proposed parking garage. The site is also served by two one-way drop-off locations. One on Mizell Avenue will serve westbound traffic from the east and the second drop-off is on Edinburgh Drive to serve eastbound traffic from the west. The Edinburgh Drive drop-off will exit onto Perth Lane.

Trip Distribution

To assign the increase in P.M. peak hour trips estimated to be generated by the redevelopment to the study intersections and new access plan, a distribution pattern in the general vicinity of the project site was determined from existing traffic patterns.

**TABLE 2
Estimated Trip Generation (1)**

Land Use	Size	ITE Code (2)	Trip Generation Rates				Total Trips			
			Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
				Total	Enter	Exit		Total	Enter	Exit
Existing Land Use to be Removed										
Medical Office - Wellness Center	42,679 SF	720 / E/R	35.85	3.17	0.89	2.28	1,530	135	38	97
Medical Office - Doctors Office	9,982 SF	720 / E/R	19.36	3.67	1.03	2.64	193	36	10	26
Total Trips							1,723	171	48	123
Proposed Land Use										
Medical Office - Clinical	20,000 SF	720 / E/R	30.14	3.42	0.96	2.46	603	68	19	49
YMCA (3)	27,000 SF	492 / R	32.93	3.01	0.93	2.08	889	81	25	56
Multipurpose Meeting Space (4)	6,300 SF	495 / R	33.82	2.74	1.34	1.40	213	17	8	9
General Office (5)	23,700 SF	715 / R	11.65	1.74	0.26	1.48	276	41	6	35
Total Trips							1,981	207	58	149
Increase/(Decrease) in Total Trips							258	36	10	26

(1) Trip Generation Rate from 9th Edition of ITE Trip Generation Report.

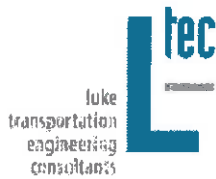
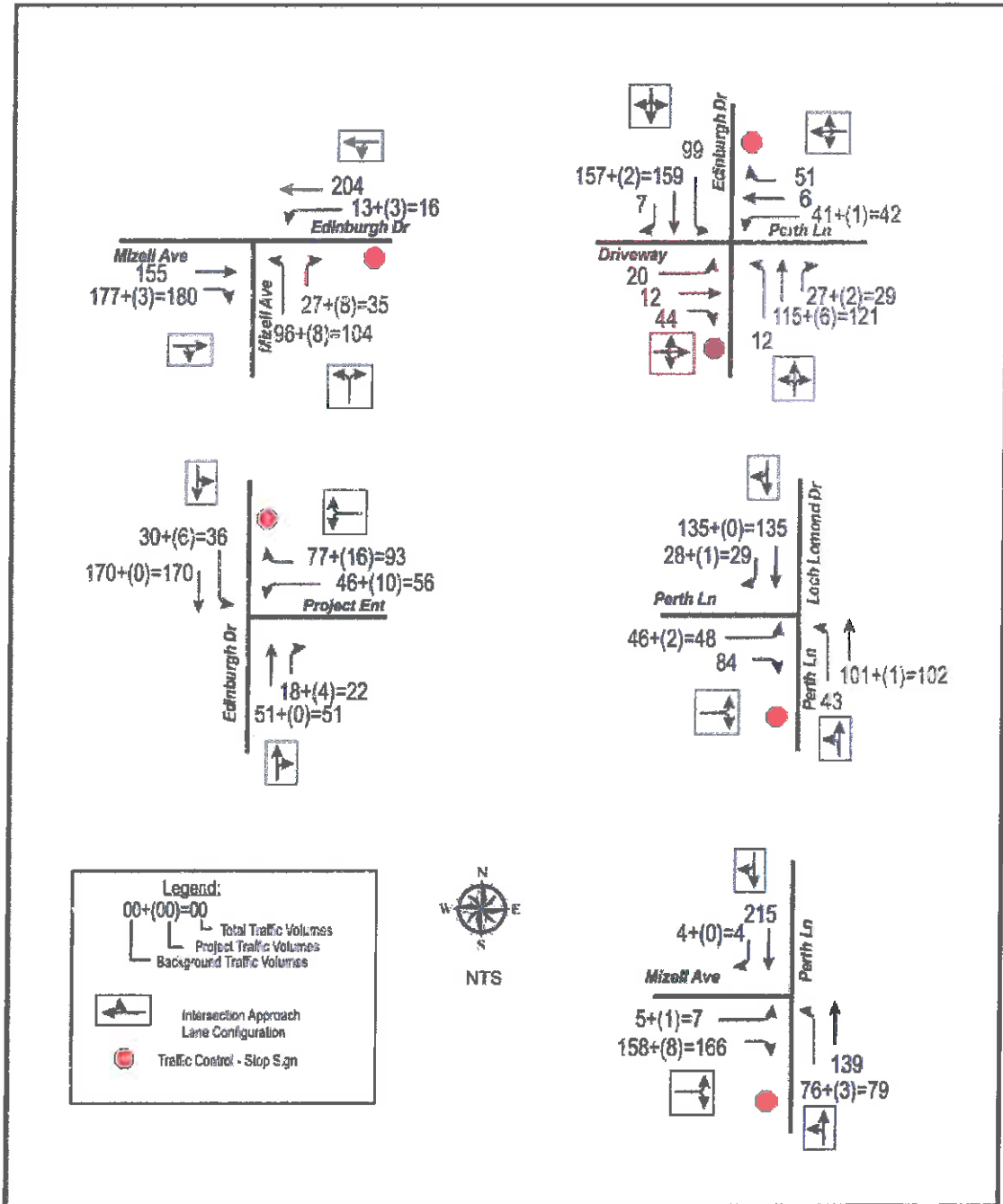
(2) ITE Land Use Code Number / E = Fitted Curve Equation or R = Average Trip Rate. E/R - Daily/P.M. Peak Hour.

(3) Includes YMCA Child Watch area - 2,000 SF

(4) Includes Nutrition Center - 2,600 SF and Multipurpose Meeting Rooms - 3,700 SF

(5) Includes Common Area/Lobby - 10,000 SF and Building Services/Storage - 13,700 SF

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PROJECT WELLNESS
WINTER PARK, FLORIDA
TRAFFIC STUDY
PROJECTED P.M. PEAK HOUR TRAFFIC VOLUMES **Figure 4**

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PROJECTED TRAFFIC TRANSPORTATION ASSESSMENT

Projected 2016 traffic conditions for the study roadway and at the study intersections were accomplished by combining project traffic with projected background traffic. Background traffic was developed utilizing a 1.024 growth factor as shown in **Table 3**.

Study Roadways

Table 4 provides an analysis of projected peak hour traffic conditions for the study roadway segment to be impacted by the proposed development. Included in **Table 4** are the new Project trips estimated to utilize each impacted roadway segment along with total traffic for each segment. Based upon this analysis using the projected peak hour peak direction traffic volumes, all of the study roadway segments continue to operate at acceptable levels of service similar to existing conditions. Lakemont Avenue, which continues to operate at a LOS *E* condition south of Mizell Avenue and LOS *F* north of Mizell Avenue, is impacted by only three (3) Project trips, which represent less than half of 1% of the adopted roadway service volume.

Intersection Analysis

To determine the projected Level of Service provided by the intersections to be impacted by the proposed access plan, a capacity analysis was conducted utilizing the procedures of the *2010 Highway Capacity Manual* (HCM) for unsignalized intersections. This analysis used projected background traffic volumes plus project traffic volumes and proposed intersection geometry (see **Figure 4**). The projected intersection levels of service and delay, for each study intersection, are also shown in **Table 4**. The unsignalized study intersections will continue to operate at an acceptable level of service similar to the existing conditions analysis. Printouts of the intersection analyses may be found in **Appendix C**.

Transit

Typically, the average walking distance to a transit stop is a quarter-mile. Currently, LYNX transit routes 13, 313 and 443 serve Florida Hospital Winter Park. The closest transit routes stop is approximately 650 feet west of the Project Wellness site on Lakemont Avenue. This stop serves LYNX routes 13 and 313. The LYNX route 443 is approximately 1,650 feet (0.31 mile) away.

Bicycle Paths/Trails

The closest bike trail is the Cady Way Trail, which is approximately 0.6 mile east of the Project Wellness site.

TABLE 3
2016 Background Traffic Calculation

Roadway Segments		P.M. Peak Hour Traffic Volumes					
		Existing (1)		Annual Growth (2)		Total Background	
From	To	NB	SB	NB	SB	NB	SB
Benmore Drive		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
Mizell Ave	Dundee Dr	31	21	1	1	32	22
Dundee Drive		<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>
Lakemont Ave	Perth Ln	100	67	2	2	102	69
Edinburgh Drive		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
Glenwood Dr	Perth Ln	239	358	6	9	245	367
Perth Ln	Mizell Ave	213	319	5	8	218	327
Mizell Ave	Dundee Dr	30	20	1	0	31	20
Lakemont Avenue		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
Aloma Ave	Mizell Ave	965	652	23	16	988	668
Mizell Ave	Loch Berry Rd	772	522	19	13	791	535
Loch Lomond Drive		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
St Andrews Blvd	Perth Ln	121	180	3	4	124	184
Mizell Avenue		<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>
Lakemont Ave	Edinburgh Dr	405	270	10	6	415	276
Edinburgh Dr	Perth Ln	230	154	6	4	236	158
Perth Lane		<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>
Edinburgh Dr	Loch Lomond Drive	142	214	3	5	145	219
Perth Lane		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
Loch Lomond Drive	Cady Way	277	416	7	10	284	426

(1) From Table 1

(2) Background annual Growth Factor (0.024) based on historical traffic on Whitehall Drive.

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TABLE 4
2016 Projected Study Roadway Conditions

Roadway Segments		# Of Lanes	Roadway Class	Adopted		Project Trip Dist (1)	P.M. Peak Hour Traffic Conditions						% Project Trips	Meets Adopted LOS	
				LOS	Capacity		Background Traffic (2)		Project Traffic		Total Traffic				LOS
Benmore Drive							NB	SB	NB	SB	NB	SB			
Mizell Ave	Dundee Dr	2L	Local	D	540	2.1%	32	22	0	1	32	23	C	0.0%	Yes
Dundee Drive							EB	WB	EB	WB	EB	WB			
Lakemont Ave	Perth Ln	2L	Local	D	540	5.7%	102	69	1	1	103	70	C	0.2%	Yes
Edinburgh Drive							NB	SB	NB	SB	NB	SB			
Glenwood Dr	Perth Ln	2L	Local	D	540	24.6%	245	367	6	2	251	369	D	0.4%	Yes
Perth Ln	Mizell Ave	2L	Local	D	540	30.0%	218	327	8	3	226	330	D	0.6%	Yes
Mizell Ave	Dundee Dr	2L	Local	D	540	5.0%	31	20	1	1	32	21	C	0.2%	Yes
Lakemont Avenue							NB	SB	NB	SB	NB	SB			
Aloma Ave	Mizell Ave	2L	Collector	D	790	12.4%	988	668	3	1	991	669	F	0.4%	No
Mizell Ave	Loch Berry Rd	2L	Collector	D	750	9.9%	791	535	1	3	792	538	E	0.1%	No
Loch Lomond Drive							NB	SB	NB	SB	NB	SB			
St Andrews Blvd	Perth Ln	2L	Local	D	540	12.3%	124	184	3	1	127	185	C	0.2%	Yes
Mizell Avenue							EB	WB	EB	WB	EB	WB			
Lakemont Ave	Benmore Dr	2L	Collector	D	680	27.7%	415	276	3	7	418	283	D	0.4%	Yes
Benmore Dr	Edinburgh Dr	2L	Collector	D	680	30.2%	415	276	3	8	418	284	D	0.4%	Yes
Mizell Avenue							NB	SB	NB	SB	NB	SB			
Edinburgh Dr	Project Ent	2L	Collector	D	680	62.8%	415	276	16	6	431	282	D	2.4%	Yes
Project Ent	Edinburgh Dr	2L	Collector	D	680	37.2%	236	158	4	10	240	168	C	0.6%	Yes
Mizell Avenue							EB	WB	EB	WB	EB	WB			
Edinburgh Dr	Perth Ln	2L	Collector	D	680	32.8%	236	158	9	3	245	161	C	1.3%	Yes
Perth Lane							EB	WB	EB	WB	EB	WB			
Edinburgh Dr	Loch Lomond Drive	2L	Collector	D	540	8.0%	145	219	2	1	147	220	C	0.2%	Yes
Perth Lane							NB	SB	NB	SB	NB	SB			
Loch Lomond Drive	Mizell Ave	2L	Collector	D	540	4.3%	284	426	1	0	285	426	D	0.0%	Yes
Mizell Ave	Cady Way	2L	Collector	D	540	28.5%	284	426	3	8	287	434	D	1.5%	Yes

Study Intersection Projected 2016 Level Of Service

Intersection	Control	Delay (Sec/Veh)	LOS
Mizell Avenue and Edinburgh Drive (3)	STOP	8.1//13.9	A//B
Edinburgh Drive and Perth Lane (4)	STOP	7.6/7.8//12.7/13.8	A//A//B/B
Perth Lane and Loch Lomond Drive (5)	STOP	7.7//10.9	A//B
Mizell Avenue and Perth Lane (5)	STOP	7.9//11.1	A//B
Mizell Avenue and Project Entrance (6)	STOP	7.4//10.6	A//B

Shaded Project trip distribution represent 100% of Project traffic.

(1) Roadway service volumes from FDOT 2013 (1)LOS Handbook

(2) Traffic volumes from City of Winter Park traffic counts.

(3) WB Main Street Left-Through Lane Movements // NB Minor Street Movements

(4) NB/SB Main Street Left-Through Lane Movements // EB/WB Minor Street Movements

(5) NB Main Street Left-Through Lane Movements // EB Minor Street Movements

(6) SB Main Street Left-Through Lane Movements // WB Minor Street Movements

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Pedestrian

A continuous sidewalk currently exists along the west side of the existing Wellness Center. The future on-site sidewalk system will provide a continuous sidewalk around the Project Wellness site to serve any pedestrians of this development and will be designed to connect to the external sidewalk system to facilitate and encourage alternative modes of transportation. The intent is to create a pedestrian-friendly project with sidewalks with connections to the external sidewalk system on Edinburgh Drive, Perth Lane and the west side of Mizell Avenue.

STUDY CONCLUSIONS

This study was undertaken for a traffic access analysis for the proposed Project Wellness development access plan which is located in the southeast quadrant of Mizell Avenue and Edinburgh Drive. Build-out is projected to be 2016.

- The proposed land use consists of 20,000 square feet of clinical medical office space, 27,000 square feet of YMCA space (which includes 2,000 square feet of daycare space for visitors to the YMCA), 6,300 square feet of multipurpose meeting space (which includes 2,600 square feet of nutrition center) and 23,700 square feet of building space (includes 10,000 square feet of lobby and common space as well as 13,700 square feet of building services/storage space). The proposed land use space will replace 42,679 square feet of wellness center space and 9,982 square feet of doctor's offices.
- The proposed access plan will be a single access driveway onto the realigned Mizell Avenue.
- The site is also served by two one-way drop-off locations. One on Mizell Avenue will serve westbound traffic from the east and the second drop-off is on Edinburgh Drive to serve eastbound traffic from the west. The Edinburgh Drive drop-off will exit onto Perth Lane.
- The increase in new trips to be generated by the proposed redevelopment were estimated to be 258 daily trip ends and 36 two-way P.M. peak hour trip ends.
- Based upon this analysis, all the existing study roadway segments except Lakemont Avenue currently operate at acceptable levels of service. Lakemont Avenue currently operates at a deficient LOS.
- Based upon this analysis, all the existing unsignalized study intersections currently operate at acceptable levels of service.
- As part of the proposed development plan, the intersection of Mizell Avenue and Edinburgh Drive will be realigned and moved approximately 130 feet west to eliminate the offset intersection of Mizell Avenue and Edinburgh Drive south of its current location. At the new intersection, Mizell will turn south for approximately 190 feet and then turn east for approximately 290 feet to then transition into the current alignment. Edinburgh Drive will intersect the new east/west portion of Mizell Drive at its current alignment.
- The second roadway modification will be the elimination of the southeast leg of Perth Lane. The elimination of the southern leg, which currently requires a driver to check for oncoming traffic on southbound Loch Lomond Drive by looking approximately 130 degrees over their left shoulder, will result in a single connection between Perth Lane and Loch Lomond Drive, thereby reducing the

number of decision points for drivers and improved safety and functionality of the intersection.

- The primary benefit is the elimination of two awkward intersections. The revised roadway configuration will replace the triangular intersections with conventional T-intersections, significantly reducing the number of decision points for drivers, increasing the safety and functionality of the intersections and improving wayfinding in the area.
- Based upon this analysis, at build-out of the proposed development plan and with the incorporation of the planned roadway modifications, all the study roadway segments will continue to operate at the same level of service as documented in the existing conditions section.
- On the deficient roadway segments of Lakemont Avenue, Project trips represent less than half of 1% of the adopted roadway service volume.
- Based upon this analysis, at build-out of the proposed development plan and with the incorporation of the planned roadway modifications, the unsignalized study intersections will continue to operate at an acceptable level of service for all approaches.

APPENDIX


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Appendix A –Existing Intersection Turning Movements

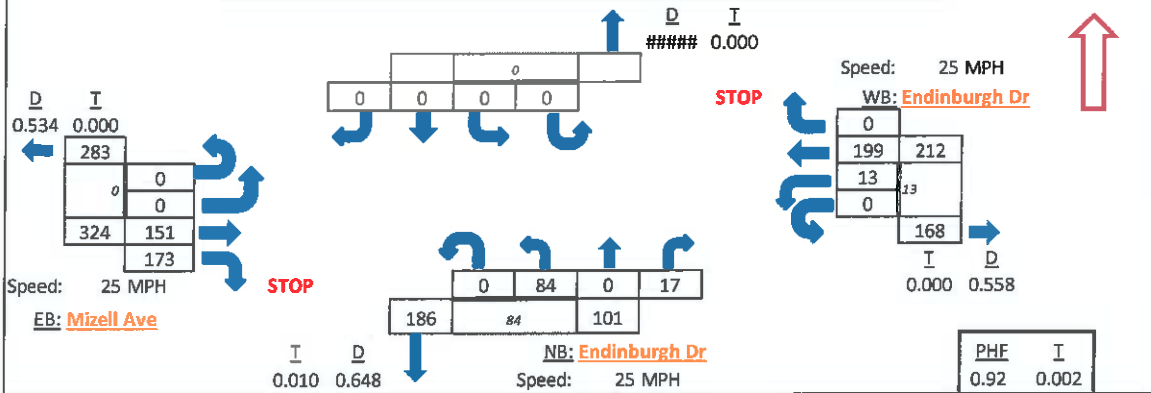
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Summary of Vehicle Movements

Luke Transportation Engineering Consultants

Project:	Project Wellness		LTEC 15-2601			
W/S Road:	Endinburgh Dr		Observer:	LTEC		
E/W Road:	Mizell Ave		Weather:	Clear		
Date:	Thursday, August 20, 2015		Ad Condition:	Ok		
City:	Winter Park		Signal:	No		
County:	Orange		Major St Movement:	North/South		
FDOT SF:	0.99		PM Pk Hr Factor:	0.92	Latitude:	28.596287°
					Longitude:	-81.326162°
					Station #:	1

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00



Peak Hour	Endinburgh Dr Northbound				Southbound				Mizell Ave Eastbound				Endinburgh Dr Westbound			
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>				<				1				>			
16:00 16:15	0	17	0	4	0	0	0	0	0	0	33	37	0	3	51	0
16:15 16:30	0	17	0	5	0	0	0	0	0	0	25	27	0	7	46	0
16:30 16:45	0	16	0	1	0	0	0	0	0	0	34	28	0	4	54	0
16:45 17:00	0	22	0	0	0	0	0	0	0	0	33	38	0	2	59	0
Hourly Sum	0	72	0	10	0	0	0	0	0	0	125	130	0	16	210	0
17:00 17:15	0	26	0	5	0	0	0	0	0	0	36	41	0	2	52	0
17:15 17:30	0	20	0	8	0	0	0	0	0	0	35	45	0	5	62	0
17:30 17:45	0	18	0	1	0	0	0	0	0	0	40	44	0	3	44	0
17:45 18:00	0	21	0	3	0	0	0	0	0	0	42	45	0	3	43	0
Hourly Sum	0	85	0	17	0	0	0	0	0	0	153	175	0	13	201	0


P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor

17:00 18:00	0	84	0	17	0	0	0	0	0	0	151	173	0	13	199	0
% Turns		83.2%		16.8%							46.6%	53.4%		6.1%	93.9%	
Appr Total	101				0				324				212			
Appr %	15.9%				0.0%				50.9%				33.3%			
Away Total	186								283				168			
Away % Turns	29.2%				0.0%				44.4%				26.4%			
Peak 15	0	26	0	8	0	0	0	0	0	0	42	45	0	5	61	0
Peak 15	31				#N/A				86				66			
Pk Hr Factor		0.810		0.530							0.900	0.960		0.650	0.820	
Approach	0.810				0.000				0.940				0.800			

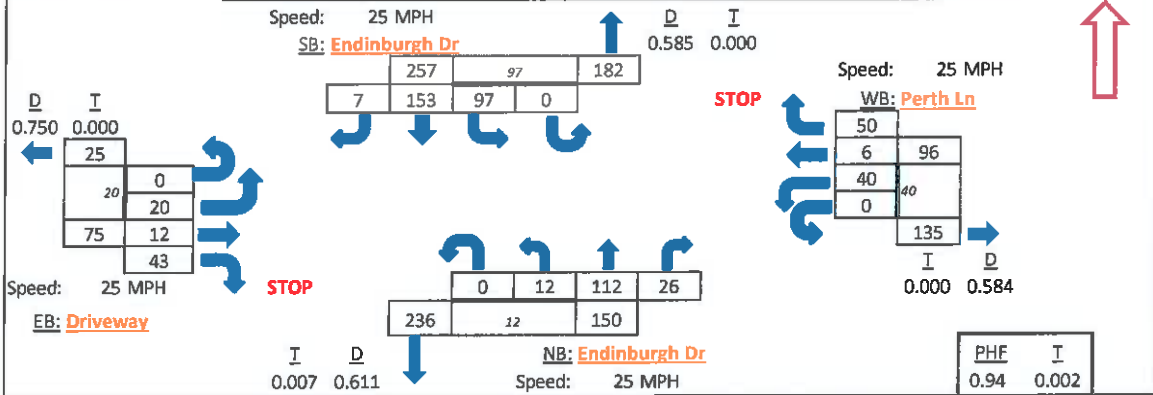
Luke Transportation Engineering Consultants, 2015

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

Project:	Project Wellness		LTEC 15-2601		 Luke Transportation Engineering Consultants	
N/S Road:	Endinburgh Dr		Observer:	LTEC		
E/W Road:	Perth Ln		Weather:	Clear		
Date:	Thursday, August 20, 2015		Ad Condition:	Ok		
City:	Winter Park		Signal:	No		
County:	Orange		Major St Movement:	North/South	Latitude:	28.596809°
FDOT SF:	0.99		PM Pl. Hr Factor:	0.95	Longitude:	-81.325623°
					Station #:	2

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 16:30 - 17:30



Peak Hour	Endinburgh Dr Northbound				Endinburgh Dr Southbound				Driveway Eastbound				Perth Ln Westbound			
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>				1				>				1			
16:00 16:15	0	4	26	7	0	22	37	2	0	6	4	12	0	4	1	10
16:15 16:30	0	4	21	5	0	18	32	0	0	2	3	15	0	4	1	6
16:30 16:45	0	1	28	5	0	35	32	1	0	5	3	9	0	17	1	10
16:45 17:00	0	4	18	11	0	19	48	4	0	3	1	7	0	5	1	11
Hourly Sum	0	13	93	28	0	94	149	7	0	16	11	43	0	30	4	37
17:00 17:15	0	5	32	5	0	20	34	0	0	5	5	13	0	8	2	20
17:15 17:30	0	2	35	5	0	24	41	2	0	7	3	14	0	10	2	9
17:30 17:45	0	1	36	4	0	26	25	1	0	3	3	7	0	15	0	12
17:45 18:00	0	4	30	11	0	21	34	3	0	3	1	6	0	6	1	11
Hourly Sum	0	12	133	25	0	91	134	6	0	18	12	40	0	39	5	52
Peak Hour																
16:30 17:30	0	12	113	26	0	98	155	7	0	20	12	43	0	40	6	50


P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor

16:30 17:30	0	12	112	26	0	97	153	7	0	20	12	43	0	40	6	50
% Turns	8.0%	74.7%	17.3%	37.7%	59.5%	2.7%	26.7%	16.0%	57.3%	41.7%	6.3%	52.1%				
Appr Total	150				257				75				96			
Appr %	26.0%				44.5%				13.0%				16.6%			
Away Total	236				182				25				135			
Away % Turns	40.8%				31.5%				4.3%				23.4%			
Peak 15	0	5	35	11	0	35	48	4	0	7	5	14	0	17	2	20
Peak 15	42				#N/A				24				30			
Pk Hr Factor	0.600	0.800	0.590	0.690	0.800	0.440	0.710	0.600	0.770	0.590	0.750	0.630				
Approach	0.890				0.000				0.780				0.800			

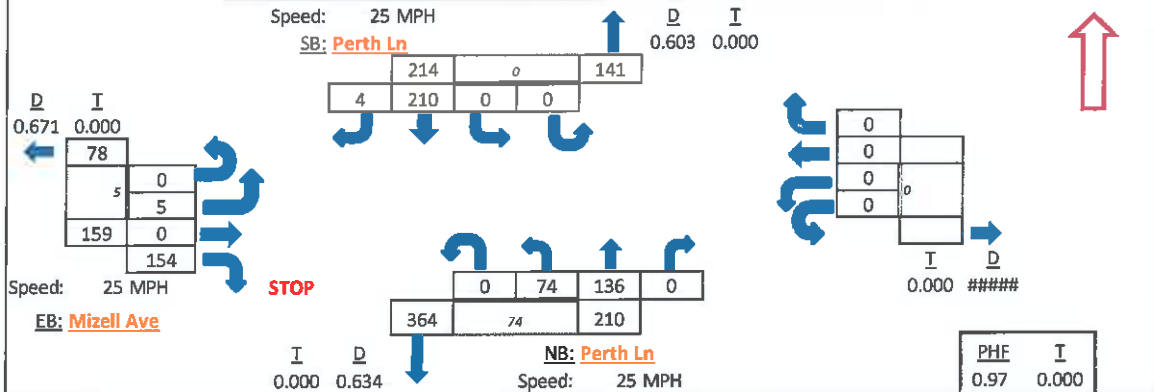
Luke Transportation Engineering Consultants, 2015

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

Project:	Project Wellness		LTEC 15-2601			
N/S Road:	Perth Ln		Observer:	LTEC		
E/W Road:	Mizell Ave		Weather:	Clear		
Date:	Thursday, August 20, 2015		Condition:	Ok		
City:	Winter Park		Signal:	No	Latitude:	28.595111°
County:	Orange		Major St. Movement:	North/South	Longitude:	-81.324408°
FDOT SF:	0.99		PM Pk Hr Factor:	0.97	Station #:	3

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00




Peak Hour	Perth Ln Northbound				Perth Ln Southbound				Mizell Ave Eastbound				Westbound			
	Ut	Lt	Thru	Rt	Ut	Lt	Thru	Rt	Ut	Lt	Thru	Rt	Ut	Lt	Thru	Rt
# Lanes	>				<				>				<			
16:00 16:15	0	15	22	0	0	0	37	1	0	2	0	30	0	0	0	0
16:15 16:30	0	13	29	0	0	0	37	2	0	2	0	26	0	0	0	0
16:30 16:45	0	16	38	0	0	0	34	2	0	1	0	29	0	0	0	0
16:45 17:00	0	13	27	0	0	0	46	1	0	0	0	26	0	0	0	0
Hourly Sum	0	57	116	0	0	0	154	6	0	5	0	111	0	0	0	0
17:00 17:15	0	18	27	0	0	0	65	2	0	0	0	35	0	0	0	0
17:15 17:30	0	27	34	0	0	0	53	0	0	0	0	34	0	0	0	0
17:30 17:45	0	12	34	0	0	0	59	1	0	3	0	43	0	0	0	0
17:45 18:00	0	18	42	0	0	0	35	1	0	2	0	44	0	0	0	0
Hourly Sum	0	75	137	0	0	0	212	4	0	5	0	156	0	0	0	0
Peak Hour																
17:00 18:00	0	75	137	0	0	0	212	4	0	5	0	156	0	0	0	0

P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor

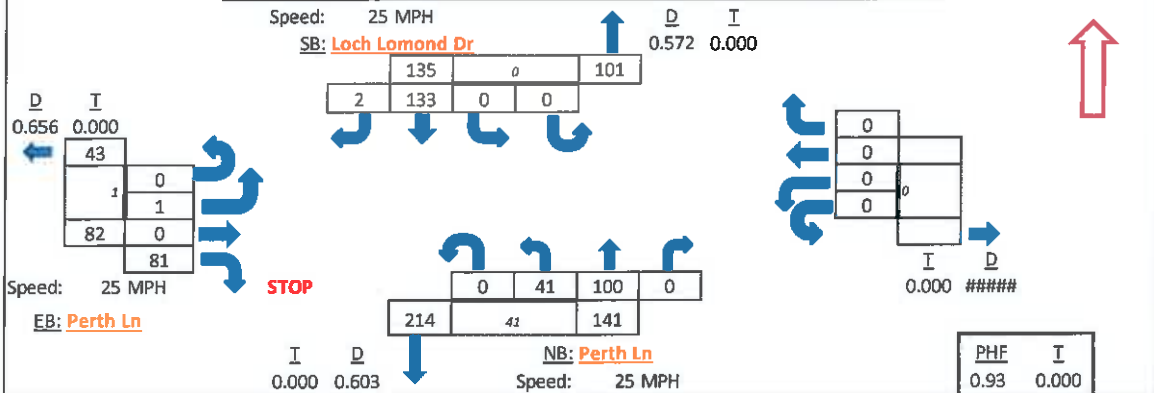
17:00 18:00	0	74	136	0	0	0	210	4	0	5	0	154	0	0	0	0
% Turns		35.2%	64.8%				98.1%	1.9%		3.1%		96.9%				
Appr Total		210				214				159			0			
Appr %		36.0%				36.7%				27.3%			0.0%			
Away Total		364				141				78						
Away % Turns		62.4%				24.2%				13.4%			0.0%			
Peak 15	0	27	42	0	0	0	64	2	0	3	0	44	0	0	0	0
Peak 15		60				#N/A				46			0			
Pk Hr Factor		0.690	0.810			0.820	0.500		0.420		0.880					
Approach		0.880				0.000				0.860			0.000			

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

Project:	Project Wellness		LTEC 15-2601		 Luke Transportation Engineering Consultants	
N/S Road:	Loch Lomond Dr		Observer:	LTEC		
E/W Road:	Perth Ln		Weather:	Clear		
Date:	Thursday, August 20, 2015		Rd Condition:	Ok		
City:	Winter Park		Signal:	No		
County:	Orange		Major St Movement:	North/South		
FDOT SF:	0.99		PM Pk Hr Factor:	0.93	Latitude:	28.595652°
					Longitude:	-81.324506°
					Station #:	4

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00



Peak Hour	Perth Ln Northbound				Loch Lomond Dr Southbound				Perth Ln Eastbound				Westbound			
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>				<				>				<			
16:00 16:15	0	5	19	0	0	0	17	0	0	1	0	21	0	0	0	0
16:15 16:30	0	8	23	0	0	0	19	0	0	0	0	20	0	0	0	0
16:30 16:45	0	9	30	0	0	0	20	2	0	1	0	16	0	0	0	0
16:45 17:00	0	7	20	0	0	0	22	0	0	1	0	25	0	0	0	0
Hourly Sum	0	29	92	0	0	0	78	2	0	3	0	82	0	0	0	0
17:00 17:15	0	9	18	0	0	0	46	0	0	0	0	21	0	0	0	0
17:15 17:30	0	5	29	0	0	0	33	2	0	1	0	20	0	0	0	0
17:30 17:45	0	11	26	0	0	0	35	0	0	0	0	25	0	0	0	0
17:45 18:00	0	16	28	0	0	0	20	0	0	0	0	16	0	0	0	0
Hourly Sum	0	41	101	0	0	0	134	2	0	1	0	82	0	0	0	0
Peak Hour																
17:00 18:00	0	41	101	0	0	0	134	2	0	1	0	82	0	0	0	0


P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor

17:00 18:00	0	41	100	0	0	0	133	2	0	1	0	81	0	0	0	0
% Turns		29.1%	70.9%				98.5%	1.5%		1.2%		98.8%				
Appr Total	141				135				82				0			
Appr %	39.4%				37.7%				22.9%				0.0%			
Away Total	214				101				43							
Away % Turns	59.8%				28.2%				12.0%				0.0%			
Peak 15	0	16	29	0	0	0	46	2	0	1	0	25	0	0	0	0
Peak 15	44				#N/A				25				0			
Pk Hr Factor		0.640	0.860				0.720	0.250		0.250		0.810				
Approach	0.800				0.000				0.820				0.000			

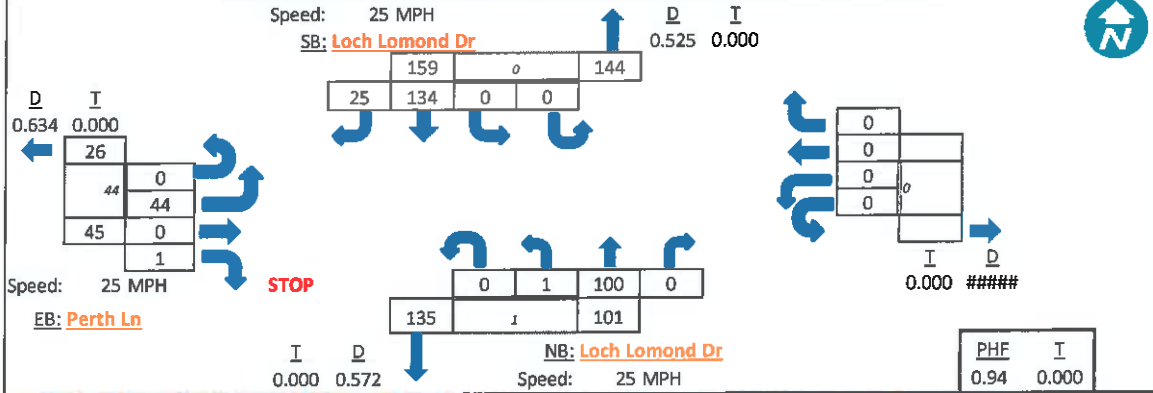
Luke Transportation Engineering Consultants, 2015

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

Project:	Project Wellness	LTEC 15-2601			
N/S Road:	Loch Lomond Dr	Observer:		LTEC	
E/W Road:	Perth Ln	Weather:		Clear	
Date:	Thursday, August 20, 2015	Obs Condition:		Ok	
City:	Winter Park	Signal:		No	
County:	Orange	Major St Movement:		North/South	
FIXTFSF:	0.99	PM Pk Hr Factor:	0.94	Latitude:	28.596216°
				Longitude:	-81.324398°
				Station #:	5

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00



Peak Hour	Loch Lomond Dr Northbound				Loch Lomond Dr Southbound				Perth Ln Eastbound			Westbound				
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>				<				>			<				
16:00 16:15	0	0	19	0	0	0	17	9	0	10	0	1	0	0	0	0
16:15 16:30	0	0	23	0	0	0	19	7	0	10	0	0	0	0	0	0
16:30 16:45	0	0	30	0	0	0	20	9	0	8	0	1	0	0	0	0
16:45 17:00	0	0	20	0	0	0	22	7	0	12	0	1	0	0	0	0
Hourly Sum	0	0	92	0	0	0	78	32	0	40	0	3	0	0	0	0
17:00 17:15	0	0	18	0	0	0	45	6	0	10	0	0	0	0	0	0
17:15 17:30	0	1	29	0	0	0	33	7	0	11	0	1	0	0	0	0
17:30 17:45	0	0	26	0	0	0	35	6	0	13	0	0	0	0	0	0
17:45 18:00	0	0	28	0	0	0	22	6	0	10	0	0	0	0	0	0
Hourly Sum	0	1	101	0	0	0	135	25	0	44	0	1	0	0	0	0
Peak Hour																
17:00 18:00	0	1	101	0	0	0	135	25	0	44	0	1	0	0	0	0

P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor

17:00 18:00	0	1	100	0	0	0	134	25	0	44	0	1	0	0	0	0
% Turns		1.0%	99.0%				84.3%	15.7%		97.8%		2.2%				
Appr Total	101				159				45			0				
Appr %	33.1%				52.1%				14.8%			0.0%				
Away Total	135				144				26							
Away % Turns	44.3%				47.2%				8.5%			0.0%				
Peak 15	0	1	29	0	0	0	45	7	0	13	0	1	0	0	0	0
Peak 15	30				#N/A				13			0				
Pk Hr Factor		0.250	0.860				0.740	0.890		0.850		0.250				
Approach	0.840				0.000				0.870			0.000				

Luke Transportation Engineering Consultants, 2015

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Appendix B –Existing HCS Worksheets

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HCS 2010 Two-Way Stop Control Summary Report																	
General Information								Site Information									
Analyst	JTR							Intersection	Mizell Ave & Edinburgh Dr								
Agency/Co	LTEC							Jurisdiction	Winter Park								
Date Performed	8/25/2015							East/West Street	Mizell Ave								
Analysis Year	2015							North/South Street	Edinburgh Dr								
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Existing																
Lanes																	
<p>Major Street East-West</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0	
Configuration				TR		LT					LR						
Volume (veh/h)			151	173		13	199			84		17					
Percent Heavy Vehicles						2				2		2					
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	
Delay, Queue Length, and Level of Service																	
Flow Rate (veh/h)						230						109					
Capacity						1206						553					
w/c Ratio						0.19						0.20					
95% Queue Length						0.0						0.7					
Control Delay (s/veh)						8.0						13.1					
Level of Service (LOS)						A						B					
Approach Delay (s/veh)					0.6				13.1								
Approach LOS					A				B								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	JTR	Intersection	Perth Ln & Edinburgh Dr
Agency/Co	LTEC	Jurisdiction	Winter Park
Date Performed	8/25/2015	East/West Street	Perth Ln/Driveway
Analysis Year	2015	North/South Street	Edinburgh Dr
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6		
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0		
Configuration			LTR				LTR				LTR				LTR			
Volume (veh/h)		20	12	43		40	6	50		12	112	26		97	153	7		
Percent Heavy Vehicles		2	2	2		2	2	2		2				2				
Proportion Time Blocked																		
Right Turn Channelized		No			No				No			No						
Median Type	Undivided																	
Median Storage																		

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			82				104					13				105		
Capacity			564				540					1402				1430		
v/c Ratio			0.15				0.19					0.01				0.07		
95% Queue Length			0.5				0.7					0.0				0.2		
Control Delay (s/veh)			12.5				13.3					7.6				7.7		
Level of Service (LOS)			B				B					A				A		
Approach Delay (s/veh)	12.5				13.3				0.7				3.3					
Approach LOS	B				B				A				A					

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	JTR							Intersection	Perth Ln & Loch Lomond Dr							
Agency/Co	LTEC							Jurisdiction	Winter Park							
Date Performed	8/25/2015							East/West Street	Perth Ln							
Analysis Year	2015							North/South Street	Loch Lomond Dr							
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Existing															
Lanes																
<p>Major Street, North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		44		1						1	100				134	25
Percent Heavy Vehicles		2		2						2						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			49							110						
Capacity			721							1403						
w/c Ratio			0.07							0.08						
95% Queue Length			0.2							0.0						
Control Delay (s/veh)			10.4							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.4								0.1							
Approach LOS	B								A							

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	JTR							Intersection	Perth Ln & Loch Lomond Dr							
Agency/Co	LTEC							Jurisdiction	Winter Park							
Date Performed	8/25/2015							East/West Street	Perth Ln							
Analysis Year	2015							North/South Street	Loch Lomond Dr/Perth Ln							
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Existing															
Lanes																
<p>Major Street, North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		81						41	100				133	2
Percent Heavy Vehicles		2		2						2						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			89							154						
Capacity			896							1434						
v/c Ratio			0.10							0.11						
95% Queue Length			0.3							0.1						
Control Delay (s/veh)			9.5							7.6						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.5								2.4							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	JTR							Intersection	Mizell Ave & Perth Ln							
Agency/Cn	LTEC							Jurisdiction	Winter Park							
Date Performed	8/25/2015							East/West Street	Mizell Ave							
Analysis Year	2015							North/South Street	Perth Ln							
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Existing															
Lanes																
<p style="text-align: center;">Major Street North, South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	0	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/ht)		5		154						74	136				210	4
Percent Heavy Vehicles		2		2						2						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			172								228					
Capacity			793								1335					
w/c Ratio			0.22								0.17					
95% Queue Length			0.8								0.2					
Control Delay (s/veh)			10.8								7.9					
Level of Service (LOS)			B								A					
Approach Delay (s/veh)	10.8								3.1							
Approach LOS	B								A							

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Appendix C –Projected 2016 HCS Worksheets

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HCS 2010 Two-Way Stop Control Summary Report																	
General Information								Site Information									
Analyst	JTR							Intersection	Mizell Ave & Edinburgh Dr								
Agency/Co	LTEC							Jurisdiction	Winter Park								
Date Performed	8/25/2015							East/West Street	Mizell Ave								
Analysis Year	2016							North/South Street	Edinburgh Dr								
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Build-out																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0	
Configuration				TR		LT					LR						
Volume (veh/h)			155	180		16	204			104		35					
Percent Heavy Vehicles						2				2		2					
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	
Delay, Queue Length, and Level of Service																	
Flow Rate (veh/h)						239						151					
Capacity						1194						555					
v/c Ratio						0.20						0.27					
95% Queue Length						0.0						1.1					
Control Delay (s/veh)						8.1						13.9					
Level of Service (LOS)						A						B					
Approach Delay (s/veh)					0.7				13.9								
Approach LOS					A				B								

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	JTR							Intersection	Perth Ln & Edinburgh Dr							
Agency/Co	LTEC							Jurisdiction	Winter Park							
Date Performed	8/25/2015							East/West Street	Perth Ln/Driveway							
Analysis Year	2016							North/South Street	Edinburgh Dr							
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Build-out															
Lanes																
<p>Major Street North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	12	44		42	6	51		12	121	29		99	150	7
Percent Heavy Vehicles		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			83				108				13				108	
Capacity			549				516				1393				1413	
v/c Ratio			0.15				0.21				0.01				0.08	
95% Queue Length			0.5				0.8				0.0				0.2	
Control Delay (s/veh)			12.7				13.8				7.6				7.8	
Level of Service (LOS)			B				B				A				A	
Approach Delay (s/Aveh)	12.7				13.8				0.6				3.3			
Approach LOS	B				B				A				A			

HCS 2010 Two-Way Stop Control Summary Report																	
General Information								Site Information									
Analyst	JTR							Intersection	Perth Ln & Loch Lomond Dr								
Agency/Co	LTEC							Jurisdiction	Winter Park								
Date Performed	8/25/2015							East/West Street	Perth Ln								
Analysis Year	2016							North/South Street	Loch Lomond Dr								
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	Build-out																
Lanes																	
<p>Major Street North-South</p>																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		48		84						43	102				136	29	
Percent Heavy Vehicles		2		2						2							
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	
Delay, Queue Length, and Level of Service																	
Flow Rate (veh/h)			143							158							
Capacity			758							1394							
w/c Ratio			0.19							0.11							
95% Queue Length			0.7							0.1							
Control Delay (s/veh)			10.9							7.7							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)	10.9								2.5								
Approach LOS	B								A								

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	JTR							Intersection	Mizell Ave & Perth Ln							
Agency/Co.	LTEC							Jurisdiction	Winter Park							
Date Performed	8/25/2015							East/West Street	Mizell Ave							
Analysis Year	2016							North/South Street	Perth Ln							
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Build-out															
Lanes																
<p style="text-align: center; font-size: small;">Mizell Street North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		166						79	139				215	4
Percent Heavy Vehicles		2		2						2						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			188							237						
Capacity			778							1328						
v/c Ratio			0.24							0.18						
95% Queue Length			0.9							0.2						
Control Delay (s/veh)			11.1							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	11.1								3.2							
Approach LOS	B								A							

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	JTR							Intersection	Mizell Ave & Project Ent							
Agency/Co	LTEC							Jurisdiction	Winter Park							
Date Performed	8/25/2015							East/West Street	Mizell Ave							
Analysis Year	2016							North/South Street	Project Ent							
Time Analyzed	PM Peak Hour							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Build-out															
Lanes																
<p>Major Street: North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						56		93			51	22		36	170	
Percent Heavy Vehicles						2		2						2		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)						162								224		
Capacity						604								1518		
v/c Ratio						0.20								0.15		
95% Queue Length						0.7								0.1		
Control Delay (s/veh)						10.6								7.4		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					10.6								1.5			
Approach LOS					B								A			

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

**Staff Report
November 3, 2015**

REQUEST OF DREW HILL FOR: CONDITIONAL USE APPROVAL TO REDEVELOP SPANISH OAKS AND GOLFVIEW APARTMENTS PROPERTIES AT 633 AND 651 NORTH PARK AVENUE, ZONED R-3, INTO TEN (10) NEW RESIDENTIAL UNITS, OF THREE STORIES IN HEIGHT WITH A TOTAL PROJECT SIZE OF 44,200 SQUARE FEET, PROVIDING FOR CERTAIN SETBACK EXCEPTIONS AND FOR A DEVELOPMENT AGREEMENT.

Mr. Drew Hill is the contract purchaser of the Spanish Oaks and Golfview Apartment properties at 633 & 655 N. Park Avenue, which are on the southwest corner of Park and Whipple Avenues. This request is for Conditional Use approval to redevelop those properties with ten (10) new three story townhouses with a cumulative project size of up to 44,200 square feet, on properties zoned R-3. This is a Conditional Use because the building size exceeds 10,000 square feet.

Site and Zoning Parameters: This is a 40,182 square foot property (0.92 acres) which based on 17/units per acre maximum density would potentially allow fifteen (15) units. These ten (10) new units will be sold fee simple with a Homeowners Association for maintenance of the common elements. There are 18 apartments in Spanish Oaks and 8 apartments in Golfview that will be demolished.

Proposed Project: The project consists of two buildings that will each be three stories in height. The building fronting Park Avenue will hold seven units and the building to the west will hold three units. The total project size is 43,904 sq. ft. which is a FAR of 109% which is within the maximum R-3 FAR of 110%. The maximum lot coverage is 40% and the project is at 42.335% which thus requires an exception for the 2.335% of excess lot coverage which is 938 sq. ft. above Code. The maximum impervious coverage is 70% and this project is just under at 69.725%. Building height is shown at 35 feet per Code. There are architectural chimney elements added to the roofs for architectural interest only that are 3½ feet above the 35 foot height for which an exception is also requested.

The primary access to these townhouses is the common driveway from Whipple Avenue that provides access to the two car garages for each unit. On the western border of the property is a platted city alley that is 20 feet wide which provides a secondary access for three visitor parking spaces. Those three spaces plus the two visitor spaces on site and the two car garages for each unit then comply with the parking requirements for 2½ spaces per unit.

Tree Preservation: There are only three existing oak trees on the property. Two of those trees will be saved with one removed. Within the last few months, a tree removal permit was approved by the City and six trees were removed with approval from the City. The compensation for that removal is the payment of \$11,990 into the tree fund or to have a minimum of eight new shade trees planted on-site as part of the landscape program for this project or a combination of both. That requirement will need to carry over to the conditions of approval.

Storm Water Retention: The project intends to meet the storm water Code for a 25 year storm event by way of above ground swales and also a below ground exfiltration trench or underground storm water chamber system. In some other locations due to the ground water elevation, some fill and build-up of the site has been required to make the exfiltration system work. In this case, the buildings are shown at the maximum permitted height of 35 feet, so if the site needs to be built-up due to ground water elevations, then the building height must be reduced to stay within the 35 feet.

Comprehensive Plan/Zoning Code Exceptions Requested:

The Comprehensive Plan and Conditional Use process allows the applicant to request certain exceptions regarding setbacks and other development standards. There are four such requests as part of this application two of which as previously mentioned are for 42.355% of building lot coverage in lieu of the maximum 40% and for the 3½ foot of architectural appendage for the chimney features above the 35 foot maximum roof height. Another is for the handicapped parking space on the Whipple Avenue frontage which per Code should be 8 feet front the property line versus the 4 ft.-6 inches shown.

The other exception requested is to the required third floor roof slope and thus setbacks of the third floor of this project. Policy 1-3.8.6 from the Comprehensive Plan and as also incorporated in the R-3 Zoning states that "within areas designated medium density residential (R-3) (the project) shall not exceed two stories in height unless approved via conditional use by the City Commission. In addition, such third floors must be entirely contained within a sloping roof having a maximum 12:12 roof slope". The applicant is asking for an exception to the roof slope requirement (or setbacks for the third floor) in order to have more vertical walls that allow the units/rooms on the third floor to more closely match the size and orientation of the units/rooms on the first and second floors. The roof slope shown is 40/12 which makes the third floor setback at the ridge 27ft.-4 inches versus 30 feet if in compliance with Code.

The applicant believes their location is an important consideration to this request. First, if the project were located within the "Central Business District" boundary then a third floor is permitted without this 12:12 roof slope. However, as shown on the CDB map (attached) this property is just north of the CBD boundary. The other locational factor that the three closest buildings (the two immediately to the south 601/603/605 N. Park Avenue; at 133 W. Swoope Avenue and the Park Aire Condo directly across the street at 640 N. Park Avenue, are all three story buildings with vertical walls, as they all were built prior to this Policy/Code adoption in 2009.

Summary: The request appears to meet all the Comprehensive Plan and Zoning Code requirements except for the four exceptions described above. The first three are very minor exceptions the chimneys, handicapped space and building lot coverage. The third floor setback/roof slope exception is mitigated by the surrounding properties, the proximity to the CBD line and the intent to partially comply with their third floor design. The project has an attractive architectural appearance with garages/cars totally screened from view.

STAFF RECOMMENDATION IS FOR APPROVAL of both the Preliminary and Final Conditional Use approvals with the following conditions:

1. That zoning exceptions are granted for the four items described above.
2. That the electric transformer/switch gear and all backflow preventers shall be located where least visible from a public street and shall also be landscaped so as to be effectively screened from view.
3. That a low wall or landscape screen be used to buffer the handicapped parking space.
4. That a common area be provided (not in the right-of-way) for the placement of the 10 trash carts.
5. That in addition to the compensation required for the additional tree to be removed that the previous commitments from the tree removal permit be satisfied via payment or compensating replanting or combination.

OCPA Web Map

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



Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 10/16/2015

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

- Florida Turnpike
- Interstate 4
- Toll Road
- Major Roads
- Public Roads
- Gated Roads
- Road Under Construction
- Proposed Road
- US Road
- State Road
- County Road
- One Way
- Brick Road
- Proposed Surface
- Block Line
- Lot Line
- Residential
- Agriculture
- Commercial/Institutional
- Governmental
- Institutional/Misc
- Commercial/Vacant Land
- Hydro
- Waste Land
- Agricultural
- Cottage
- County Boundary
- Parks
- Golf Course
- Lake and Rivers
- Block Number
- Lot Number
- Parcel Number
- Parcel Address
- Parcel Dimension

05060
3106
111.9



Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 10/16/2015

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

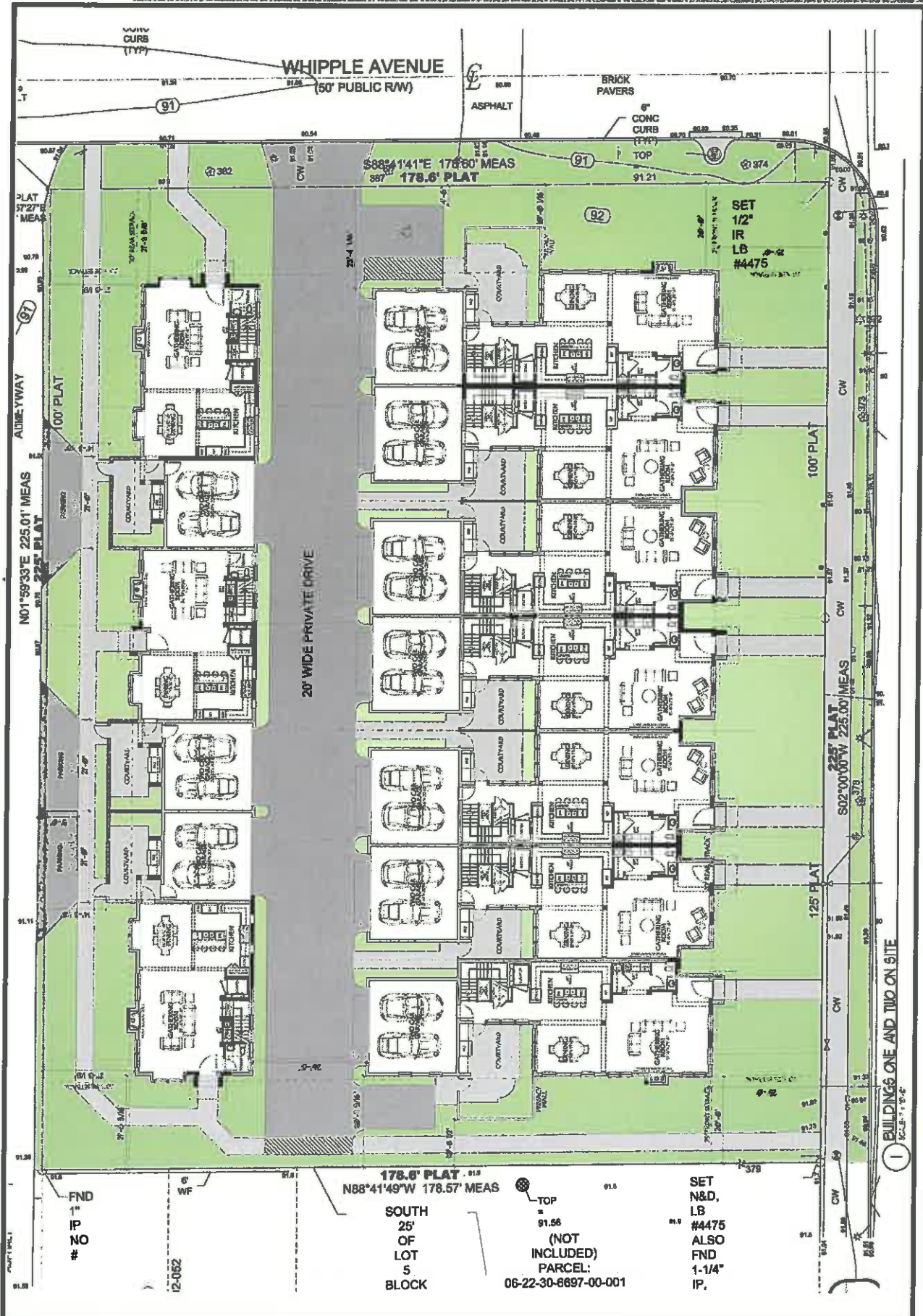
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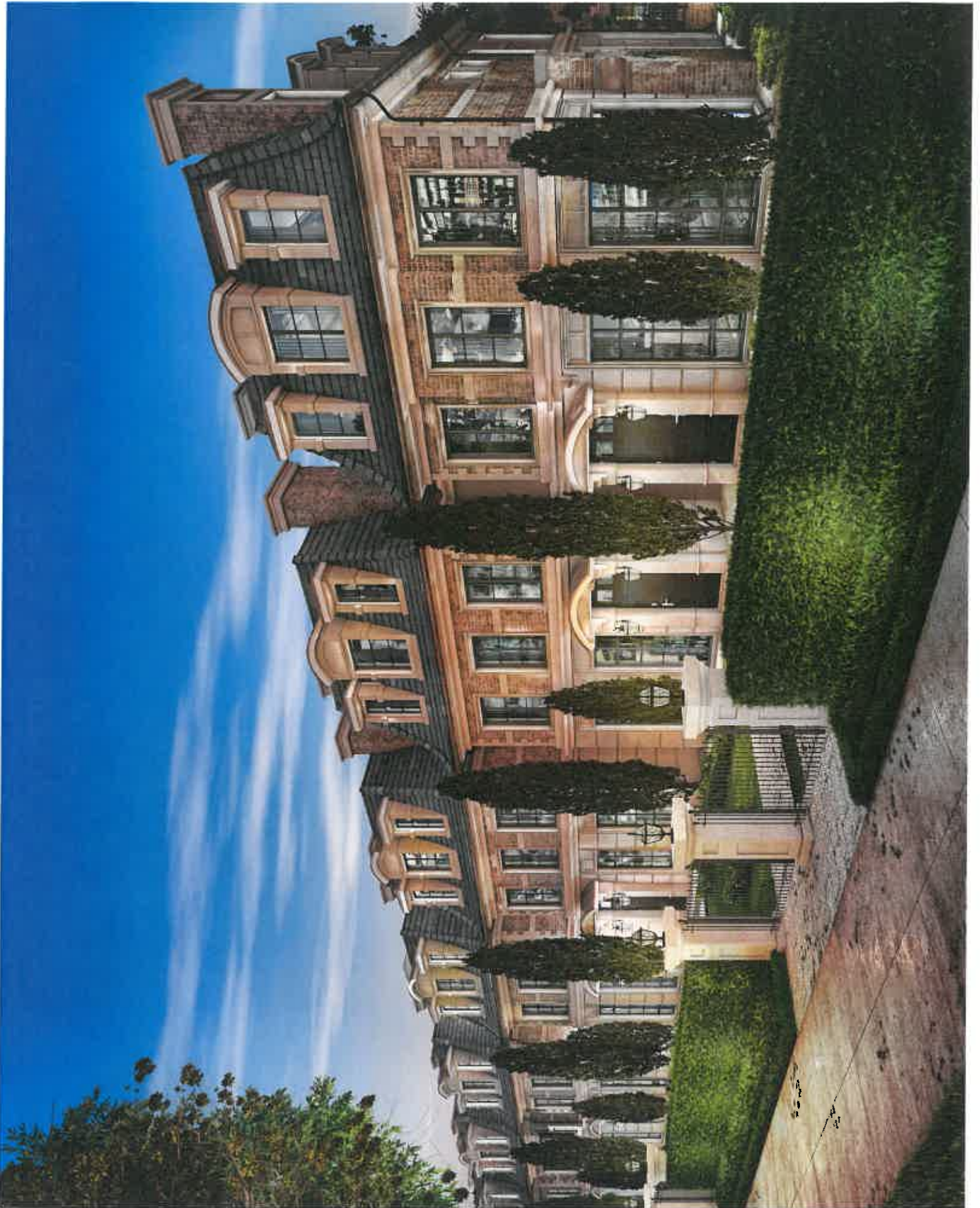
SLOCUM PLATS
 ARCHITECTS, P.A.
 420 HUNTER OAK AVENUE, SUITE 100, HUNTER OAK, FL 32111
 TEL: 407-881-0119 FAX: 407-881-0111
 WWW.SLOCUMPLATS.COM



BUILDING AND FOUNDATION PLAN
 PARK PLACE
 FLORIDA
 WINTER PARK

A6.0
 SHEET NO.
 DATE: 06-22-2006
 DRAWN BY: JAC
 CHECKED BY: JAC
 SCALE: AS SHOWN
 PROJECT NO.: 06-22-30-8697-00-001







M. REBECCA WILSON

rebecca.wilson@lowndes-law.com
215 North Eola Drive, Orlando, Florida 32801-2028
T: 407-418-6250 | F 407-843-4444



MEMORANDUM

TO: Jeffrey Briggs
FROM: M. Rebecca Wilson
DATE: October 8, 2015
RE: Hill Gray Seven, L.L.C. (the “Applicant”)/633 and 651 North Park Ave (the “Property”)/Zoning Designation of R-3 with a Future Land Use Designation of Medium Density Residential

The Applicant has submitted an Application for Conditional Use Approval to construct buildings on the Property that are three stories and over 10,000 square feet, with architectural chimney features and a third floor sloped roof (the “Request”).

The Request is subject to review under the provisions of the Comprehensive Plan and Code of Ordinances (“Code”). Policy 1-3.8.6. of the Comprehensive Plan permits conditional use approval for three story buildings in R-3 Zoning districts, with the provision that the third floor should be entirely contained within a sloping roof having a maximum 12:12 roof slope. Section 58-90 of the Code provides that conditional use approvals must be compatible with the type and size of buildings and the character of the surrounding area.

The request for three stories is compatible with the type and size of every residential building in the immediate surrounding area of the Property, meeting the intent of Code and the Comprehensive Plan. The additional 3’-6” of architectural chimney features enhance the aesthetic appeal and overall design of the buildings, providing unique design elements that are compatible with the surrounding neighborhood. Each of the following surrounding properties with R-3 Zoning has been developed as condominiums and townhomes with three stories:

- Park Aire Condominiums located directly across from the Property at 640 N Park Ave (this property is 3.5 stories, as the parking garage is only partially subsurface);
- The Park Place, 3 Townhomes/Condominium located at 601, 603 and 605 N Park Ave and directly abutting the Property to the south;
- Townhome located at 133 W Swoope Ave and directly abutting the Property to the south; and

October 8, 2015

Page 2

- Townhome located at 135 Swoope Ave and directly abutting the Property to the south.

Moreover, the Maximum Height Map attached to the Comprehensive Plan specifically excludes the Property from being within a maximum height district. It is worth noting that almost all of the surrounding areas around the Property on the Maximum Height Map allow three story buildings.

While the building size and height require conditional use approvals, the deviation from the 12:12 sloping standard in the Comprehensive Plan requires a variance. Unlike the Code, the Comprehensive Plan does not set forth specific standards for P&Z and the City Commission to consider when granting a variance. Rather, the definition of “variance” provides that variances may be granted for “size of yards and buffer spaces” so long as such variance would not be “contrary to the public interest”.

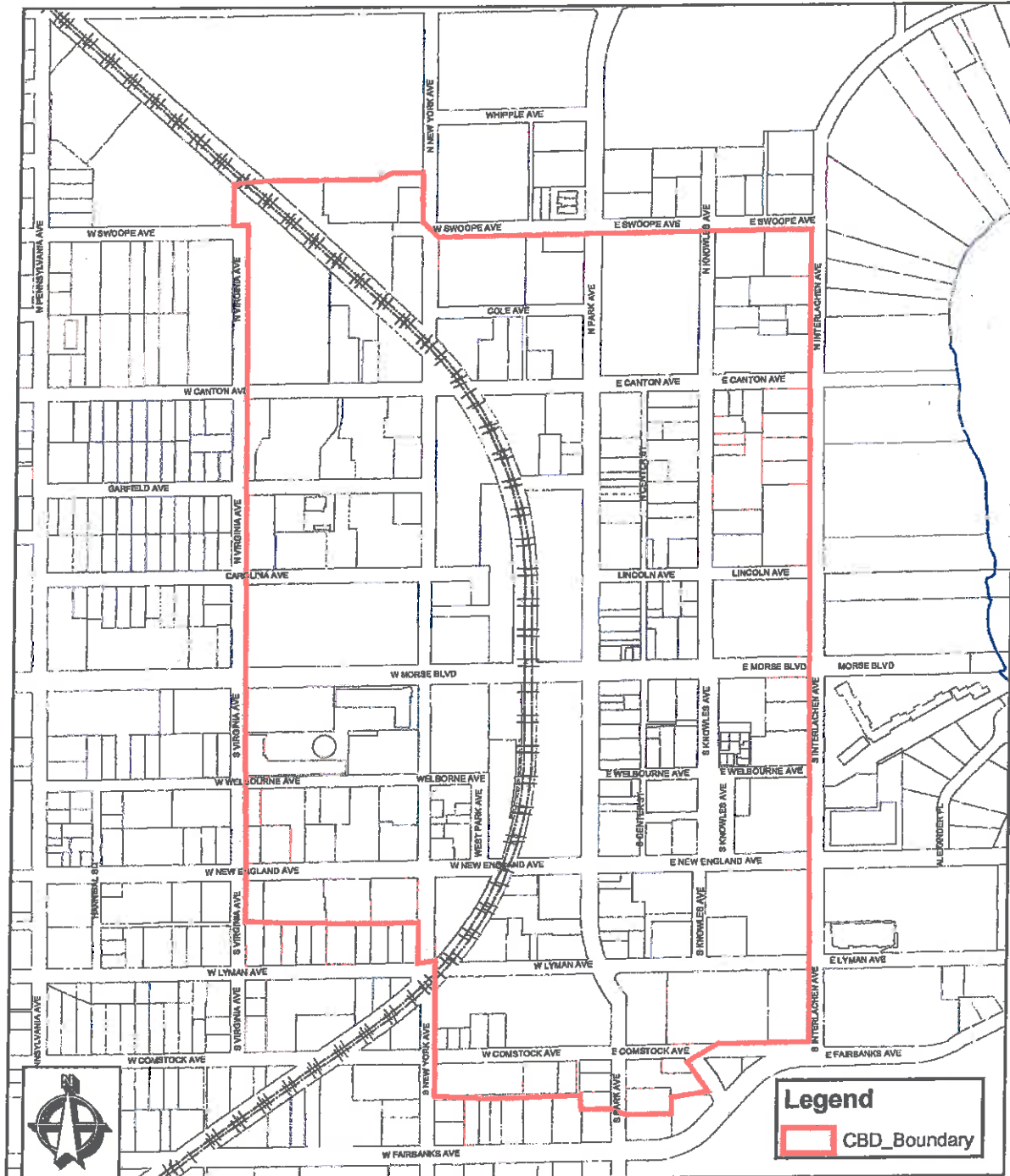
The request for 40/12 roof slope on the third floor falls within the permitted categories of variances to the Comprehensive Plan. The variance specifically meets the intent of the Comprehensive Plan by ensuring that the third floor is both entirely contained within a sloping roof and is adequately set back from the property line. The first story of the building is set back 25 feet from the front property line and the third floor is set back 27’-4” feet from the property line. Therefore, the request for a third floor with the above noted architectural features and sloping design element meets the intent of the Comprehensive Plan.

Thus, the Request meets the intent and standards of the Comprehensive Plan, as well as the standards for conditional use approvals under Section 58-90(j) of the Code, including that the proposed development is “consistent with the scale and character of the immediate neighborhood” and “that the architectural design and aesthetic features of the building plans are compatible with the surrounding area.”

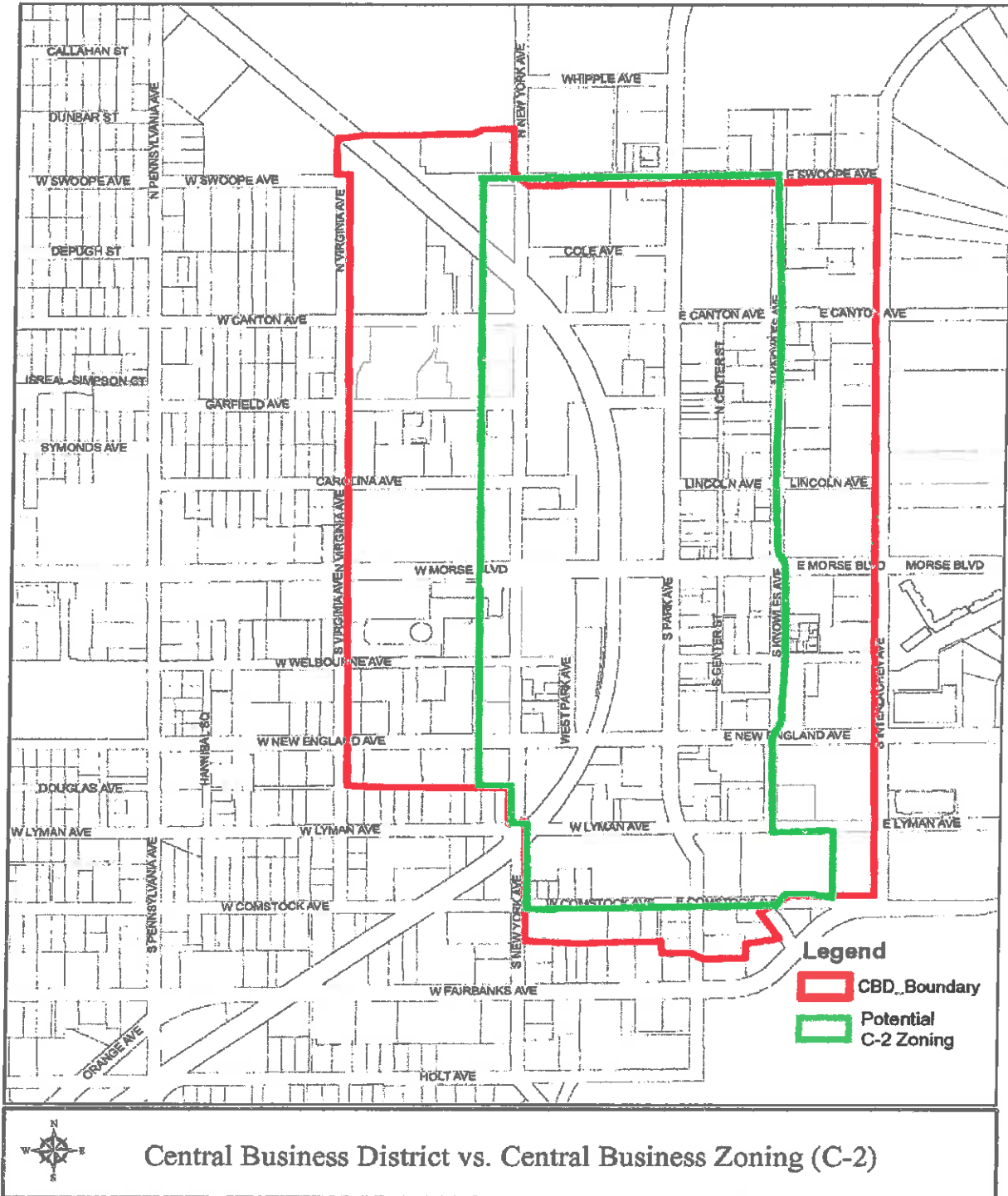
MRW/TLT

Central Business District (CBD) means the business, commercial, office and residential "core" of Winter Park (also known as "Downtown"). This is not to be confused with the CBD Future Land Use Designation, the Hannibal Square Neighborhood Commercial District, the Planning Area boundary for Planning Area G – Downtown/Rollins College, the Community Redevelopment Area (CRA), or with C-2 zoning.

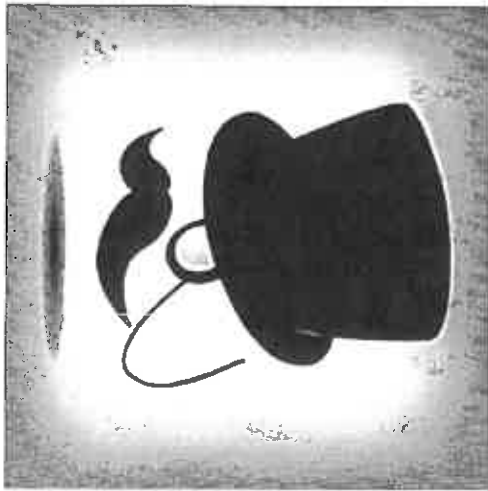
Winter Park Central Business District Boundary Map D-1



Central Business District Future Land Use Designated Area and Central Business District C-2 Zoning Map – The Central Business District Future Land Use Designated Area is shown within the green outlined areas and is the only areas designated with the potential for CBD Future Land Use and associated C-2 zoning. The red outlined area depicts the Winter Park Central Business District Boundary as shown on page D-3-



PARK PLACE



ALL DIMENSIONS, FINISHES AND MATERIALS OF THESE DRAWINGS SHALL BE DETERMINED BY THE ARCHITECTS, P.A. AND SHALL BE SUBJECT TO THE EXCLUSIVE PROPERTY OF SLOCUM PLATT ARCHITECTS, P.A. THE COMPANY EXPRESSLY DISCLAIMS THE CONTRACT AND ANY OTHER PROPERTY RIGHTS IN THESE PLANS AND DRAWINGS.

DATE	15-05-15
SCALE	AS SHOWN
PROJECT	WINTER PARK
SHEET	15-05-4

PARK PLACE
WINTER PARK
FLORIDA

WILLIAM P. PLATT ARCHITECTS



SLOCUM PLATT ARCHITECTS, P.A.
 RANDALL J. SLOCUM ARCHITECTS, P.A. 12300 WILLIAM P. PLATT ARCHITECTS, P.A.
 420 NORTH ORLANDO AVENUE, SUITE 1001 GAITHERSBURG, MD 20878
 TEL. 301-251-1000 FAX 301-251-1001
 WWW.SLOCUMPLATTARCHITECTS.COM

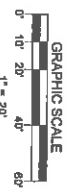
REVISIONS					
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ALTA / ACSM LAND TITLE SURVEY



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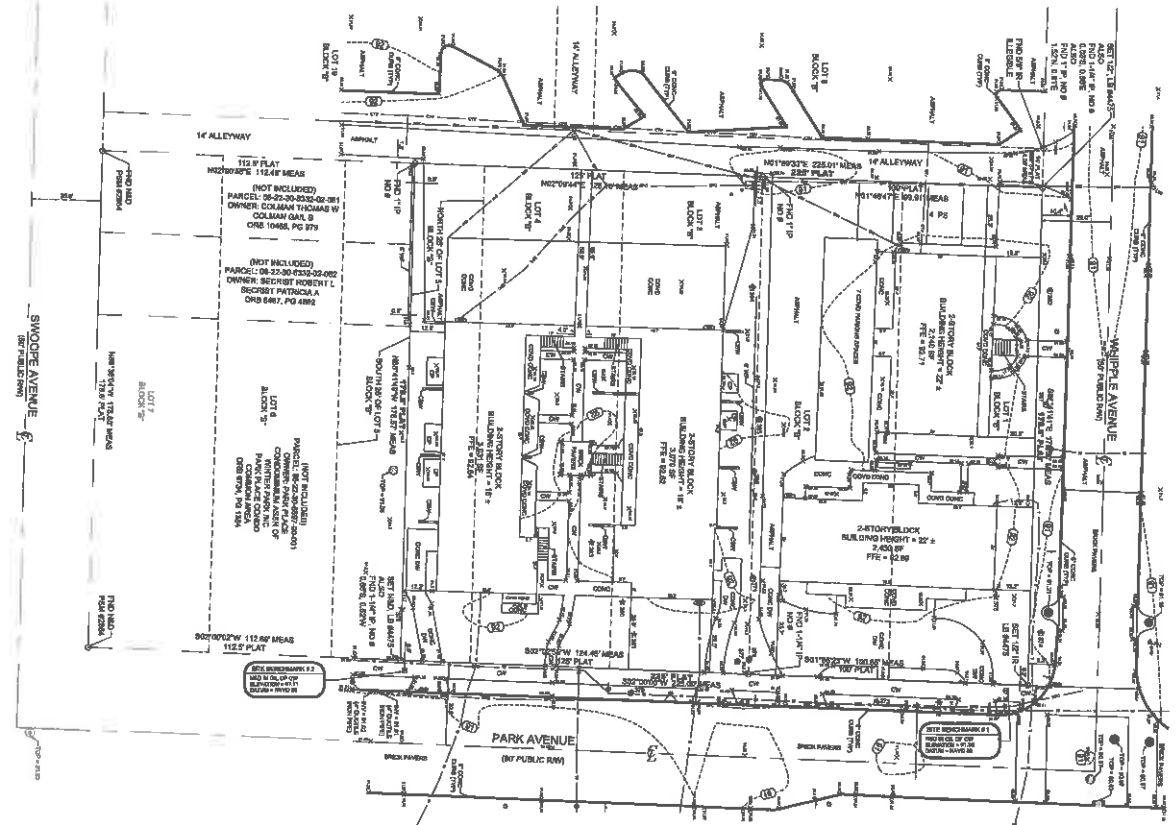
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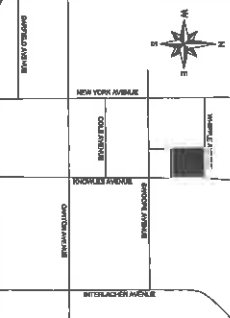
ACCURIGHT SURVEYING & CONSULTING, INC. 18 415
2017 E. Robinson Street, Omaha, Nebraska 68108
NEWSPRINGFIELD, MISSOURI 65704
PHONE: (402) 884-8114 FAX: (402) 782-1277
WWW.ACCURIGHTSURVEYING.COM

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VICINITY MAP (NOT TO SCALE)



LEGAL DESCRIPTION

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LAND AREA

ACRES: 1.2345
SQUARE FEET: 53,456,789

NOTES

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2. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD.
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SCHEDULE B-2 - EXCEPTIONS

1. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD.

SURVEYOR'S CERTIFICATE

I, the undersigned, being a duly licensed and qualified surveyor, do hereby certify that the foregoing is a true and correct copy of the original survey as shown to me by the client.

BOUNDARY SURVEY DATE: 07/22/15

DATE: 07/22/15
BY: [Signature]

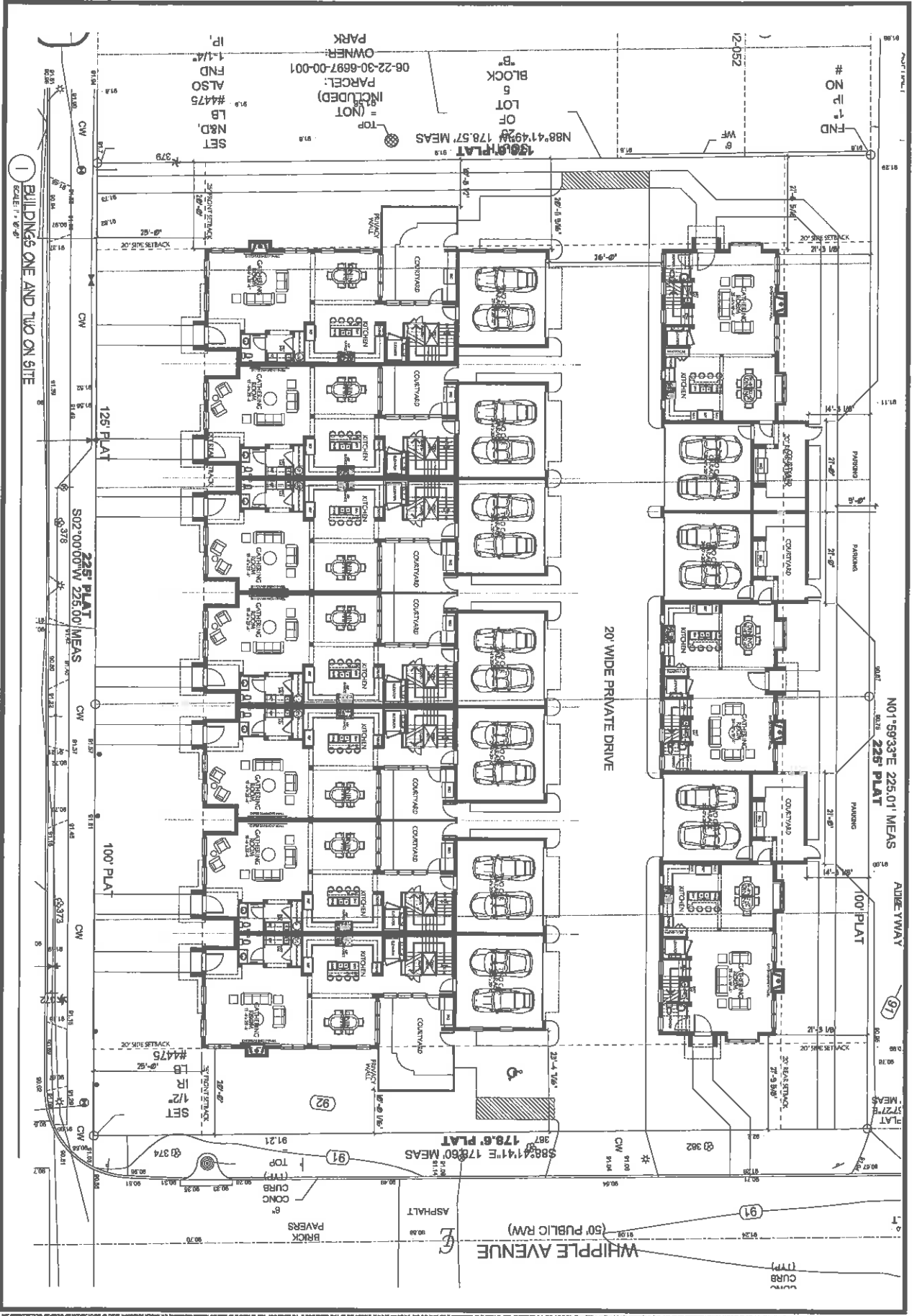
BOUNDARY, TOPOGRAPHIC & TREE SURVEY

PROJECT: HILLBURY SEVEN DEVELOPMENT
LOCATION: 624 S 67th PARK AVENUE
CITY: OMAHA, NEBRASKA 68108

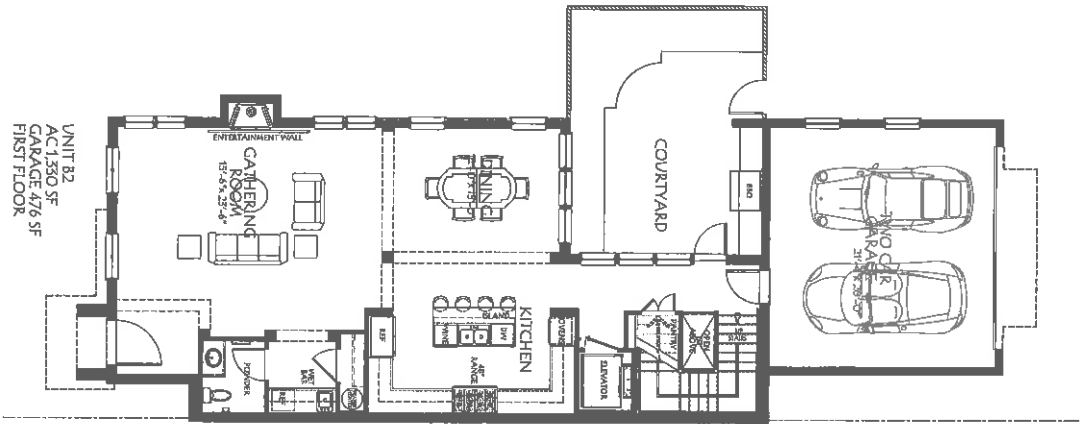
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ADDRESS: 624 S 67th PARK AVENUE
CITY: OMAHA, NEBRASKA 68108

DATE: 07/22/15
BY: [Signature]

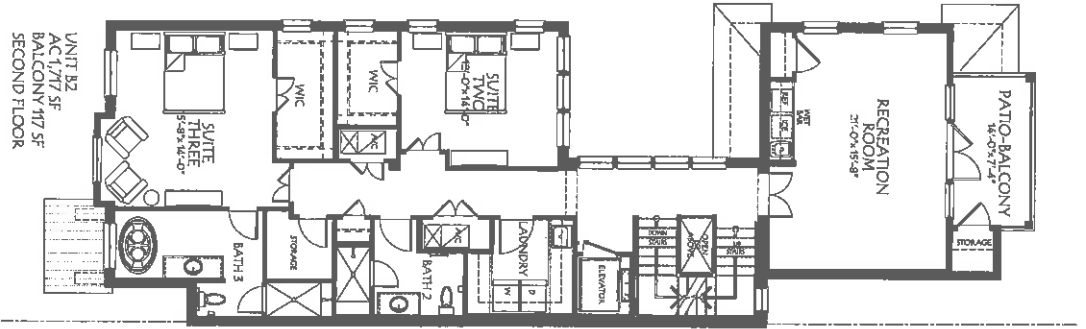
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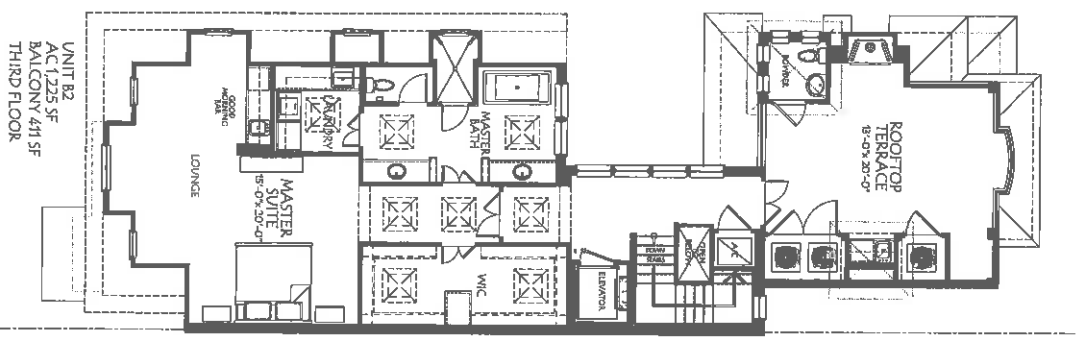
<p>A01</p>	<p>BUILDING ONE AND TWO ON SITE PLAN</p> <p>PARK PLACE</p> <p>WINTER PARK FLORIDA</p>	<p>SLOCUM PLATTS ARCHITECTS, P.A.</p> <p><small>RANDALL J. SLOCUM ARCHITECT 15200 WILKINSON P. PLATTS ARCHITECTS 470 NORTH DELAWARE AVENUE, SUITE 1001 WINTER PARK, FL 32789 TEL: (407) 948-2010 FAX: (407) 948-2771 WWW.SLOCUMPLATTS.COM</small></p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">NO.</td> <td style="width: 15%;">DATE</td> <td style="width: 80%;">DESCRIPTION</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION									
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1 FIRST FLOOR PLAN - UNIT B2
SCALE: 3/8" = 1'-0"



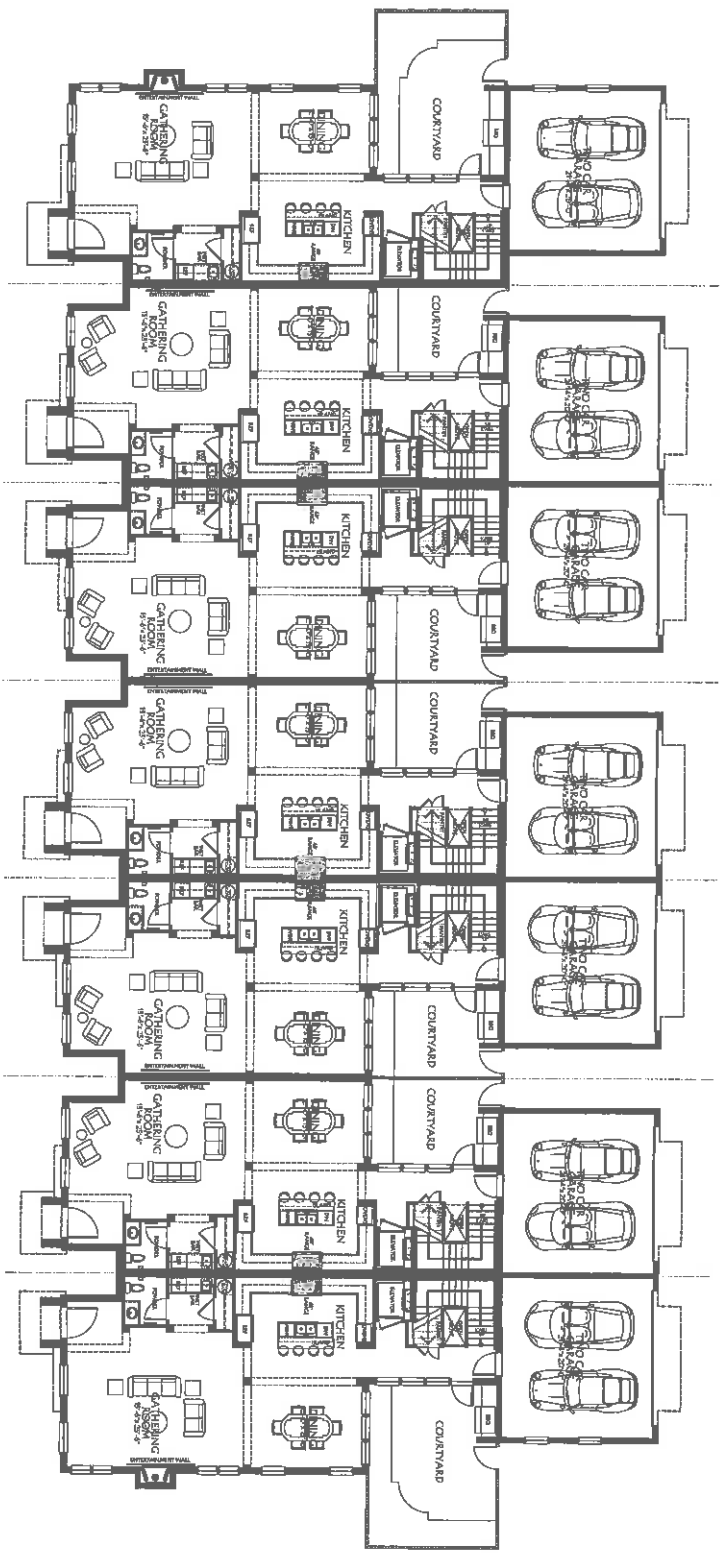
2 SECOND FLOOR PLAN - UNIT B2
SCALE: 3/8" = 1'-0"



3 THIRD FLOOR PLAN - UNIT B2
SCALE: 3/8" = 1'-0"

<p>UNIT B2 FLOOR PLANS</p> <p>PARK PLACE</p> <p>WINTER PARK FLORIDA</p>		<p>SLOCUM PLATTS ARCHITECTS, P.A.</p> <p>BARRELL J. SLOCUM ARCH. 12010 WILSON P. PLATTS ARCH. 13382 670 NORTH ORLANDO AVENUE, SUITE 101 MELBOURNE, FL 32901 TEL. (407) 948-2019 FAX (407) 648-2771 WWW.SLOCUMPLATTS.COM</p>	<p>REVISIONS</p> <table border="1"> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>															
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1 BUILDING ONE - FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



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DATE	BY	REVISION
01-15-09	JLP	REVISED
01-15-09	JLP	REVISED
01-15-09	JLP	REVISED
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BUILDING ONE FIRST FLOOR PLAN
PARK PLACE

WINTER PARK FLORIDA

SLOCUM PLATTS ARCHITECTS, P.A.

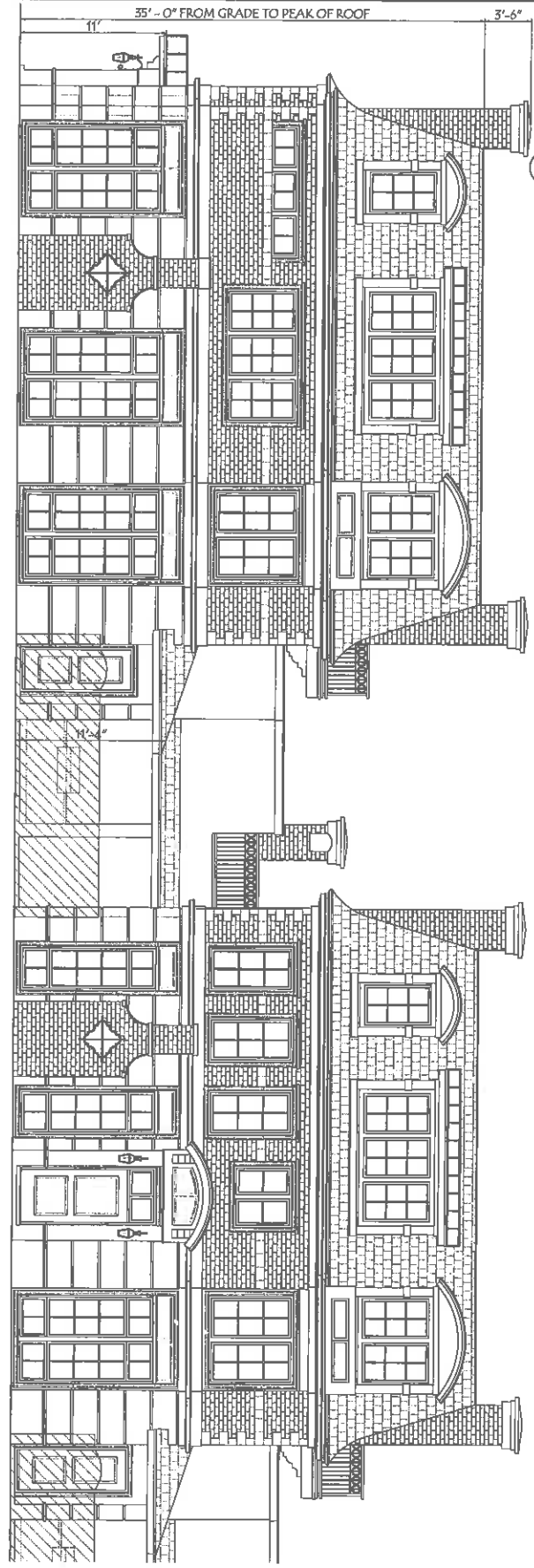
SLOCUM PLATTS ARCHITECTS, P.A.

BANKMILL, J. SLOCUM ARCHITECTS WILLIAM P. PLATTS ARCHITECTS
 470 NORTH ORLAND AVENUE, SUITE 1001 PALM BEACH, FL 33480
 TEL: 561-833-2614 FAX: 561-833-2674
 WWW.SLOCUMPLATTS.COM

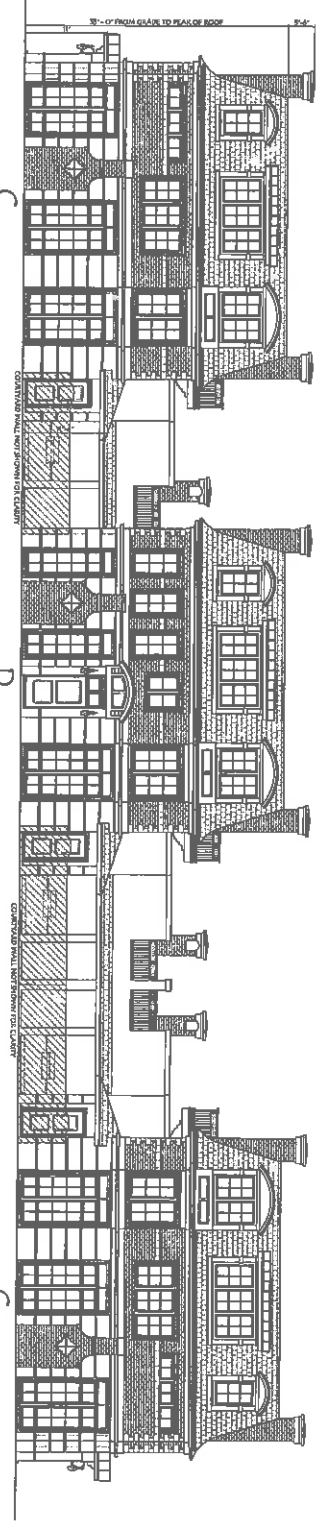
NO.	DATE	REVISIONS

A21

2 PROPOSED NORTH PARK LANE ELEVATION - BUILDING TWO
SCALE: 1/8" = 1'-0"



1 PROPOSED NORTH PARK LANE ELEVATION - BUILDING TWO
SCALE: 1/8" = 1'-0"



A6.3b

NORTH PARK LANE ELEVATION - BLD. TWO
PARK PLACE

WINTER PARK FLORIDA

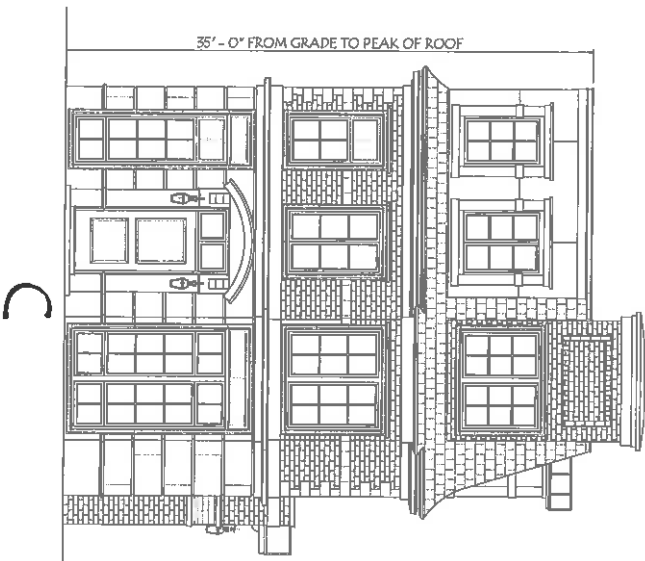


SLOCUM PLATTS
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RANDALL J. SLOCUM AR 12880 WILLIAM P. PLATTS AR 12881
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WWW.SLOCUMPLATTS.COM

REVISIONS

1 PROPOSED FRONT ELEVATION - BUILDING TWO
SCALE: 1/8" = 1'-0"



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NO. 0000	DATE	BY	REVISIONS

<p>FRONT + REAR ELEVATIONS - BUILDING TWO</p> <p>PARK PLACE</p> <p>WINTER PARK FLORIDA</p>	<p>SLOCUM PLATTS ARCHITECTS, P.A.</p> <p>RANDALL J. SLOCUM AR 13830 WILLIAM P. PLATTS AR 13836 672 NORTH ORLANDO AVENUE, SUITE 1100 HAITLAND, FL 32781 TEL: (407) 648-8010 FAX: (407) 648-8771 WWW.SLOCUMPLATTS.COM</p>
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A6.4b

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

**Staff Report
November 3, 2015**

REQUEST OF BENJAMIN PARTNERS, LTD. TO: AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATIONS OF COMMERCIAL AND LOW DENSITY RESIDENTIAL AT 1531 LEE ROAD AND 1325 LEWIS DRIVE TO PLANNED DEVELOPMENT IN CONJUNCTION WITH THE RAVAUDAGE PLANNED DEVELOPMENT, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

REQUEST OF BENJAMIN PARTNERS, LTD. TO: AMEND THE OFFICIAL ZONING MAP SO AS TO CHANGE THE ZONING OF COMMERCIAL (C-3) AND LOW DENSITY RESIDENTIAL (R-2) TO PLANNED DEVELOPMENT (PD-2) DISTRICT ZONING ON THE PROPERTIES AT 1531 LEE ROAD AND 1323 LEWIS DRIVE IN CONJUNCTION WITH THE RAVAUDAGE PLANNED DEVELOPMENT, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

Benjamin Partners Ltd. (property owner) has two requests for the properties located at 1531 Lee Road and 1325 Lewis Drive:

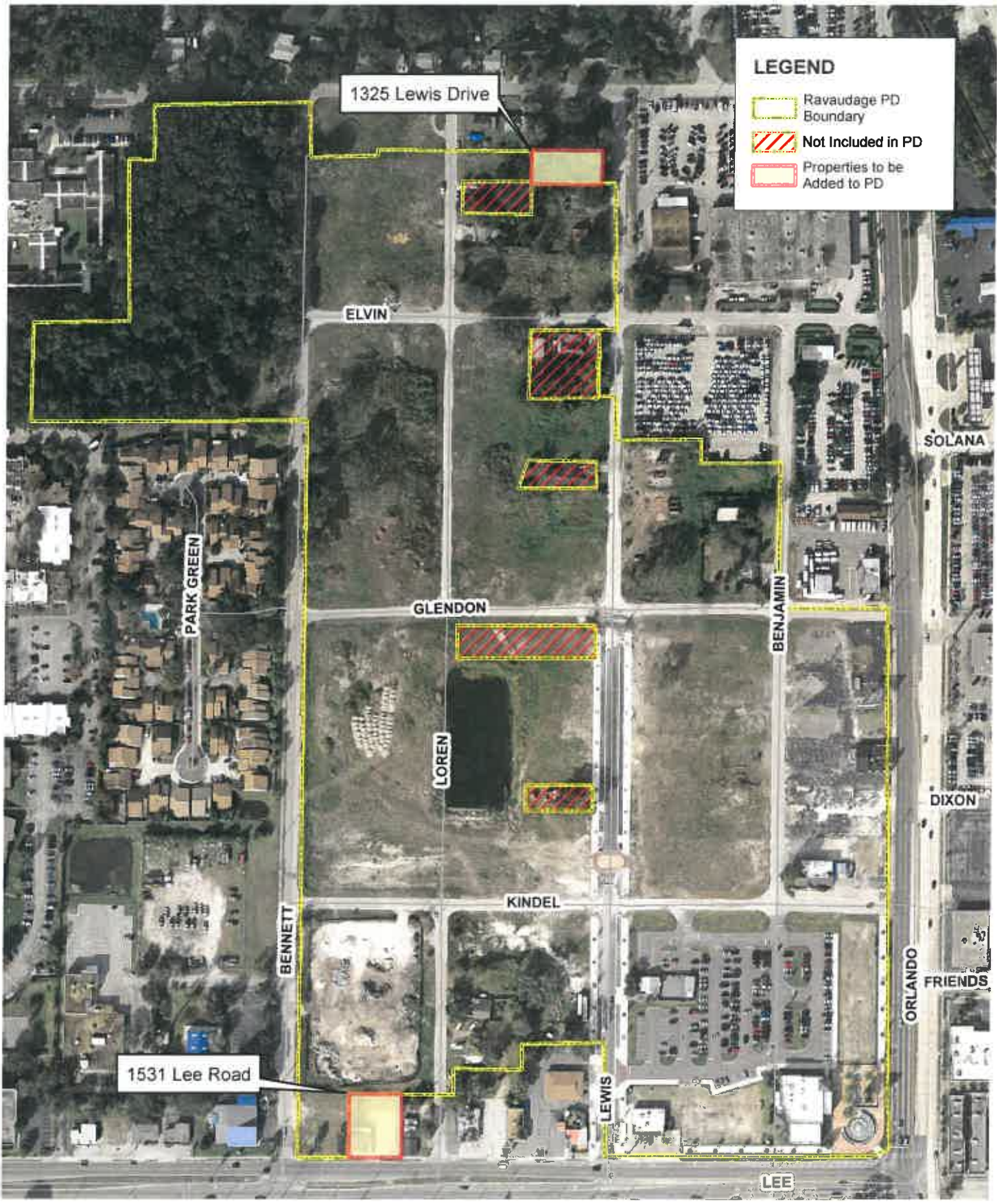
1. To amend the Comprehensive Plan Future Land Use (FLU) Map so as to change the FLU designations of Commercial and Low-Density Residential at these properties, respectively, to a Planned Development (PD) FLU, in conjunction with the Ravaudage PD.
2. To amend the Zoning Map so as to change the zoning designations of Commercial (C-3) and Low-Density Residential (R-2) at these properties, respectively, to a Planned Development (PD-2) zoning, in conjunction with the Ravaudage PD.

The attached maps show the two properties to be added into the Ravaudage PD.

All the surrounding properties within Ravaudage owned by Benjamin Partners have Planned Development FLU designations and Planned Development (PD) zoning based on the Orange County Board of County Commission (BCC) approvals of May 24, 2011. When properties are added to the Ravaudage PD they can be granted the City's PD designations.

On November 9, 2015, it is anticipated that the City Commission will approve a request of the Ravaudage PD to add a development note to the Ravaudage PD Development Order which states "Additional properties shall add to the entitlements of the Ravaudage PD based on 14.76 dwelling units per acre and a 100% FAR based on the land area added". Therefore, in the future, when properties are added to the PD (i.e. 1531 Lee Road and 1323 Lewis Drive), the added entitlements come automatically and the properties would be required to follow these Development Codes. These properties total 21,389-square feet (0.49 acres), this would then add 7.23 units/acre in new entitlements.

STAFF RECOMMENDATION IS FOR APPROVAL



LEGEND

- Ravaudage PD Boundary
- Not Included in PD
- Properties to be Added to PD



**LOCATION OF PROPERTIES
1531 LEE ROAD & 1325 LEWIS DRIVE**



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATIONS OF COMMERCIAL AND LOW DENSITY RESIDENTIAL TO PLANNED DEVELOPMENT FUTURE LAND USE ON THE PROPERTIES AT 1325 LEWIS DRIVE AND 1531 LEE ROAD, MORE PARTICULARLY DESCRIBED HEREIN.

WHEREAS, the owner of the property more particularly described herein has requested changes in the future land use designations of certain parcels in order to add them into the Ravaudage PD in compliance with City Code and Florida Statutes, and

WHEREAS, the City Commission intends to amend its Comprehensive Plan future land use map to provide such Planned Development future land use designations as a small scale amendment to the Comprehensive Plan, and

WHEREAS, the amendment of the Comprehensive Plan maps and the establishment of a future land use designation meets the criteria established by Chapter 163, Florida Statutes and Rule 9J-5, Florida Administrative Code and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held.

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

SECTION 1. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" future land use plan map is hereby amended so as to change the existing future land use designations of Commercial and Low Density Residential to a Planned Development future land use designation on the properties 1531 Lee Road and 1325 Lewis Drive, more particularly described as follows:

1325 Lewis Drive – Low-Density Residential to Planned Development
HOME ACRES M/97 LOT 11 & N 16 2/3 FT OF LOT 12 BLK P
Property Tax ID # 01-22-29-3712-16-110

1531 Lee Road – Commercial to Planned Development
HOME ACRES M/97 LOTS 3 & 4 OF BLK D (LESS RD R/W PER 1544/144)
Property Tax ID # 01-22-29-3712-04-030

SECTION 2. Pursuant to the annexation agreement of April 9, 2012 for the Ravaudage PD between the City of Winter Park and Benjamin Partners, ltd, as recorded in Book 10383, Page 1260 of the Public Records of Orange County, Florida; the aforementioned properties shall be governed by Section 5 of the annexation agreement which states that the City and Owners agree to accept and be governed by the Orange County PD future land use and the Orange County PD zoning and also agree to accept and be governed by the specific approvals of the PD future land use and PD zoning as have been granted by the Orange County BCC on May 24, 2011 including all waivers and conditions thereto and as may be subsequently amended or modified.

SECTION 3. This ordinance shall become effective 31 days after adoption but shall not become effective if this Ordinance is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. In that case it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance is in compliance with Chapter 163, Florida Statutes.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2015.

Mayor Steve Leary

Attest:

City Clerk

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE THE COMMERCIAL (C-3) AND LOW DENSITY RESIDENTIAL (R-2) DISTRICT DESIGNATIONS TO PLANNED DEVELOPMENT (PD-2) DISTRICT ZONING ON THE PROPERTIES AT 1325 LEWIS DRIVE AND 1531 LEE ROAD, MORE PARTICULARLY DESCRIBED HEREIN.

WHEREAS, the owner of the property more particularly described herein has requested changes in the zoning designations of certain parcels in order to add them into the Ravaudage PD in compliance with City Code and Florida Statutes, and

WHEREAS, the City Commission intends to establish a municipal zoning designation on this property in compliance with the establishment of a similar Comprehensive Plan future land use designation for said properties, and

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

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

SECTION 1. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the existing zoning designations of Commercial (C-3) district and Low Density Residential (R-2) district to Planned Development (PD-2) district zoning on the properties 1531 Lee Road and 1325 Lewis Drive, more particularly described as follows:

1325 Lewis Drive R-2 to PD-2
HOME ACRES M/97 LOT 11 & N 16 2/3 FT OF LOT 12 BLK P
Property Tax ID # 01-22-29-3712-16-110

1531 Lee Road C-3 to PD-2
HOME ACRES M/97 LOTS 3 & 4 OF BLK D (LESS RD R/W PER 1544/144)
Property Tax ID # 01-22-29-3712-04-030

SECTION 2. Pursuant to the annexation agreement of April 9, 2012 for the Ravaudage PD between the City of Winter Park and Benjamin Partners, ltd, as recorded in Book 10383, Page 1260 of the Public Records of Orange County, Florida; the aforementioned properties shall be governed by Section 5 of the annexation agreement which states that the City and Owners agree to accept and be governed by the Orange County PD future land use and the Orange County PD zoning and also agree to accept and be governed by the specific approvals of the PD future land use and PD zoning as have been granted by the Orange County BCC on May 24, 2011 including all waivers and conditions thereto and as may be subsequently amended or modified.

SECTION 3. This ordinance shall become effective 31 days after adoption. If this Ordinance or the related companion Ordinance amending the Comprehensive Plan for this property is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption, it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance is in compliance with Chapter 163, Florida Statutes.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2015.

Mayor Steve Leary

Attest:

City Clerk



Request for an exception to the Morse Boulevard Façade Design Guidelines for 440 West Morse Boulevard.

Background: The City of Winter Park adopted the Morse Boulevard Facade Design Guidelines and purpose is to provide for the composition of a, “coherent and cohesive urban space in the Morse Boulevard Plan Area. This would include, in general, provisions for a consistently aligned street wall, uniformity in building façade treatment, appropriately scaled buildings, a pedestrian friendly street atmosphere, and a high quality, more unified overall architectural appearance for Morse Boulevard.”

There are several types of zoning in the Morse Boulevard plan area and a variety of lots sizes. A map of the subject area is attached. Façades and signs are reviewed administratively by the Planning Department. When applications do not obviously meet the guidelines, staff cannot administratively approve and applicants must apply to the Planning and Zoning Board for approval.

440 West Morse Boulevard: The building at 440 West Morse Boulevard was the former Paladino office building. The new owner plans to construct a new building on the site. The lot is 50 feet at the street and is 146 feet deep. It is zoned O-1 Office and is set mid-block with no side or rear access.

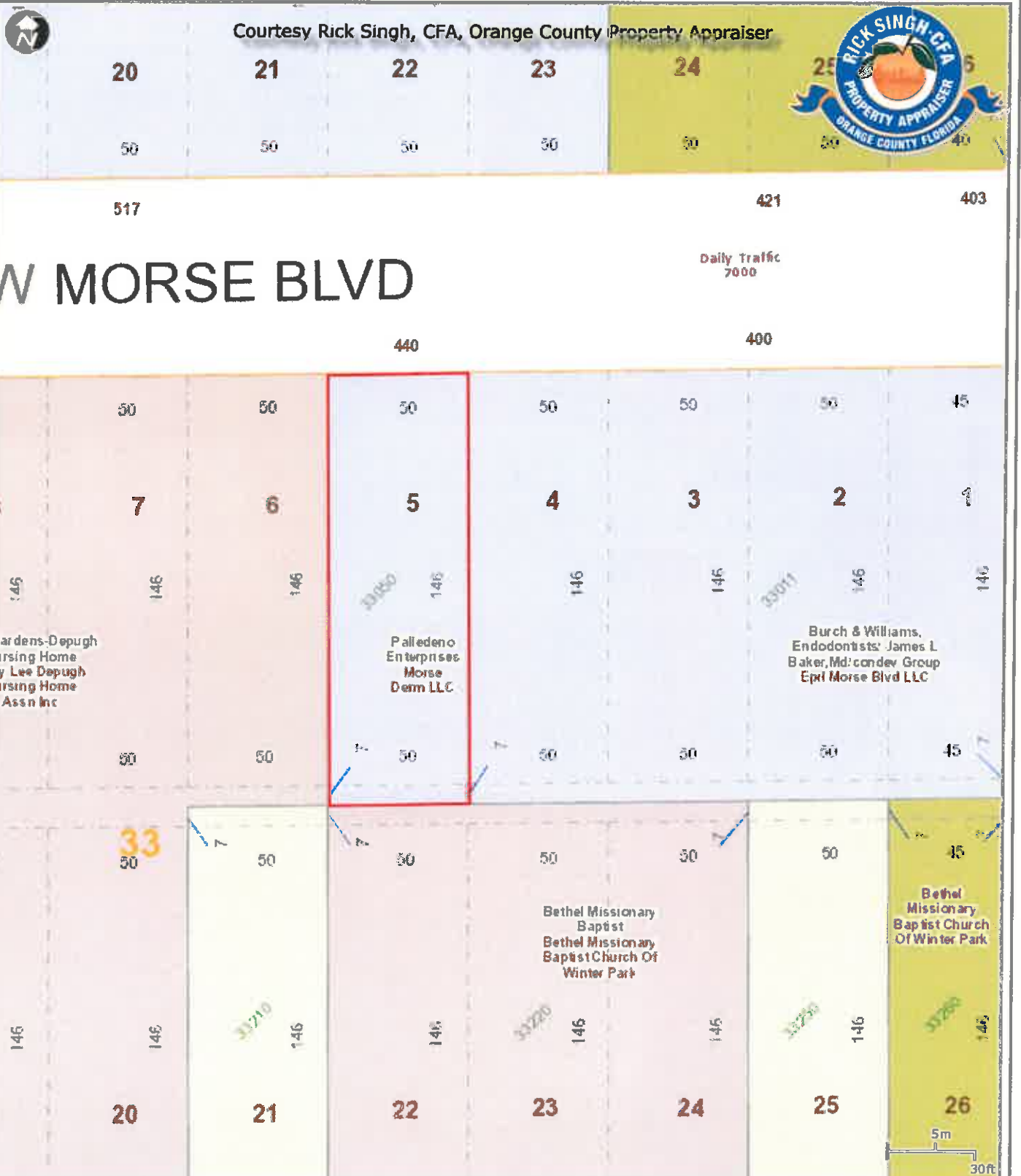
Proposal: The proposal by Reflections Dermatology is for a contemporary style, two story 3,488 gross square foot building set towards the rear of the lot as is the existing building. A variance was granted to allow an elevator shaft to encroach into the rear setback.

Staff may not administratively approve the proposal based on the Morse Boulevard Façade Design Guidelines. The guidelines require a “build to line” fifteen feet from the back of the curb, and allow for a ten foot transition zone for entries, porches or porticos. Given the 50 foot lot width, the request is to place the building back from the required fifteen foot setback line to allow front parking spaces. This does not meet in intent of the guidelines to align the mass of each building down the Boulevard to provide a consistent street wall.

The guidelines require “some form” of an expression line between the first and second stories. The proposed building includes a steel canopy and window treatment that provides a partial horizontal expression line but does not very plainly meet the guidelines. The guidelines also encourage a cornice treatment at the top of buildings and the proposed building does not include a cornice line. The proposal is referred to the Planning and Zoning Board for review.

OCPA Web Map

	Florida Turnpike		Major Roads		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		Block Number	111.9	Parcel Dimension		





PROCESS ARCHITECTURE

PROCESS ARCHITECTURE, LLC
1800 North Orange Avenue, Suite A
Orlando, FL 32804
407 924 8884
AA26001447

October 19, 2015

Re: 440 W. MORSE BLVD. - Reflections Dermatology

Dear, Lindsey:

The purpose of this letter is to request consideration of our application by the Winter Park Planning & Zoning Board for the property noted above.

Following a cost-benefit analysis performed by the general contractor, it was realized that the cost of renovations, when compared to the cost of replacing the building of the same size and dimensions is very close. In light of this analysis and the added benefit of delivering a brand new facility to the owner, our client (the property owner) wishes to construct a new building.

Due to the unique characteristics of the site, the proposed new structure would occupy the exact same footprint as the existing structure. The proposed parking lot improvements remain in the project. The existing lot, although commercial in zoning, is of an almost residential size (50 feet wide) due to the narrow width and significant depth. In order to meet City requirements for parking and access, it is best that a new building be situated to the rear of the property like the existing structure. This is the only way to come close to providing adequate parking, in addition to safe visibility for those entering/exiting the property onto Morse Boulevard. The combination of setbacks and vehicle access prevent the construction of usable space at the front of the property.

Other properties along Morse benefit from larger lot sizes which can accommodate both significant building frontages along Morse, vehicle access, and parking. By trying to abide the same guidelines, the value of the subject property is almost lost due to extremely limited space. The proposed building is not oversized and is in scale with the subject property. The redeveloped property will benefit from good vehicular access and a quality new building that not only functions well for the owner, but is also commensurate with properties of similar value and contributes to the character of this higher-end business corridor.

The goal is not to overbuild, but to maximize the available site area yet maintain a strong connection to Morse Boulevard. Seeing the opportunity for this building to have a dialogue with the street, we are open to collaborating with the City of Winter Park to create a successful solution.

Sincerely,

Wes Featherston
Process Architecture, LLC

VARIANCE APPLICATION PACKAGE

REFLECTIONS DERMATOLOGY 440 WEST MORSE BOULEVARD

SITE DATA

SITE AREA	7,731 SF (0.18 AC)
GROSS AREA OF EXISTING BUILDING	3,488 SF
PROPOSED AREA OF NEW BUILDING	3,695 SF
ALLOWABLE FLOOR AREA RATIO (FAR)	46%
EXISTING FLOOR AREA RATIO (FAR)	45%
PROPOSED FLOOR AREA RATIO (FAR)	47%
VEHICLE USE AREA	3,487 SF
LANDSCAPE AREA IN VEHICLE USE AREA	471 SF (13.5%)



VARIANCE APPLICATION
G001

9.16.2015

REFLECTIONS DERMATOLOGY
VARIANCE APPLICATION PACKAGE



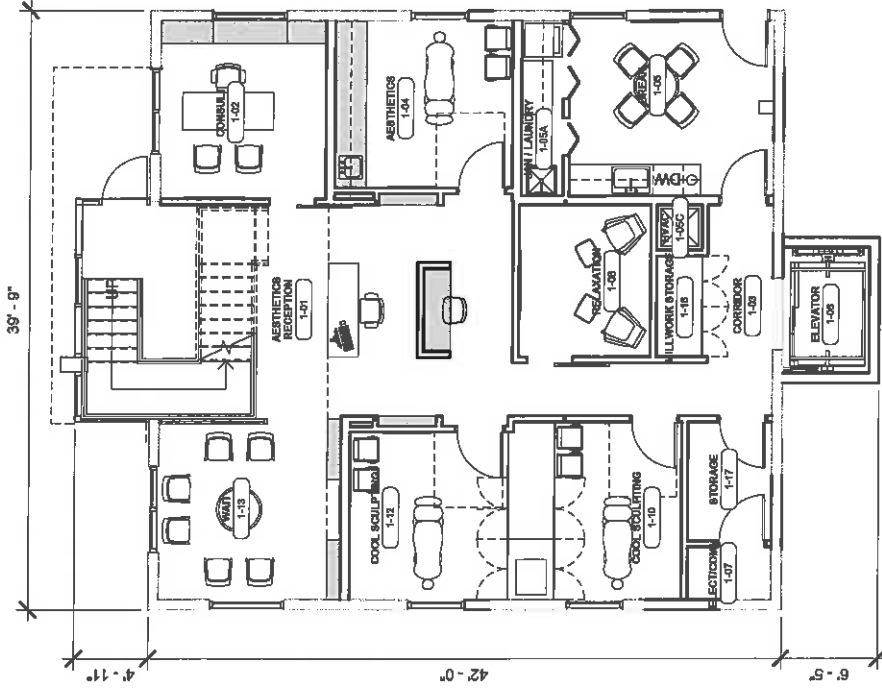


VARIANCE APPLICATION
C002

REFLECTIONS DERMATOLOGY
RENDERED SITE PLAN



9.16.2015



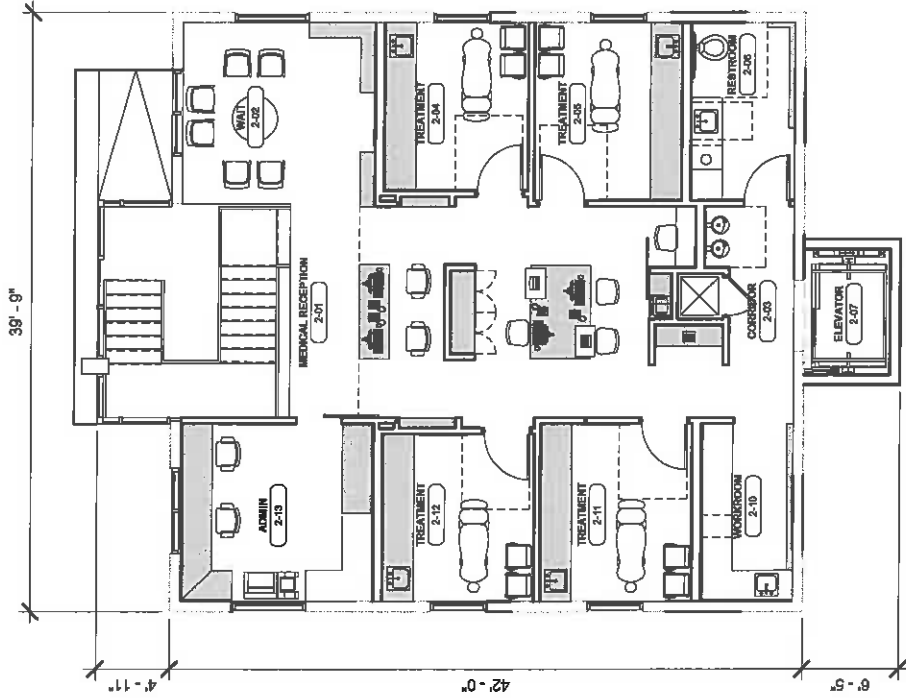
① LEVEL 1 NEW WORK
1/8" = 1'-0"

VARIANCE APPLICATION
A101

REFLECTIONS DERMATOLOGY
LEVEL 1 FLOOR PLAN



9.16.2015

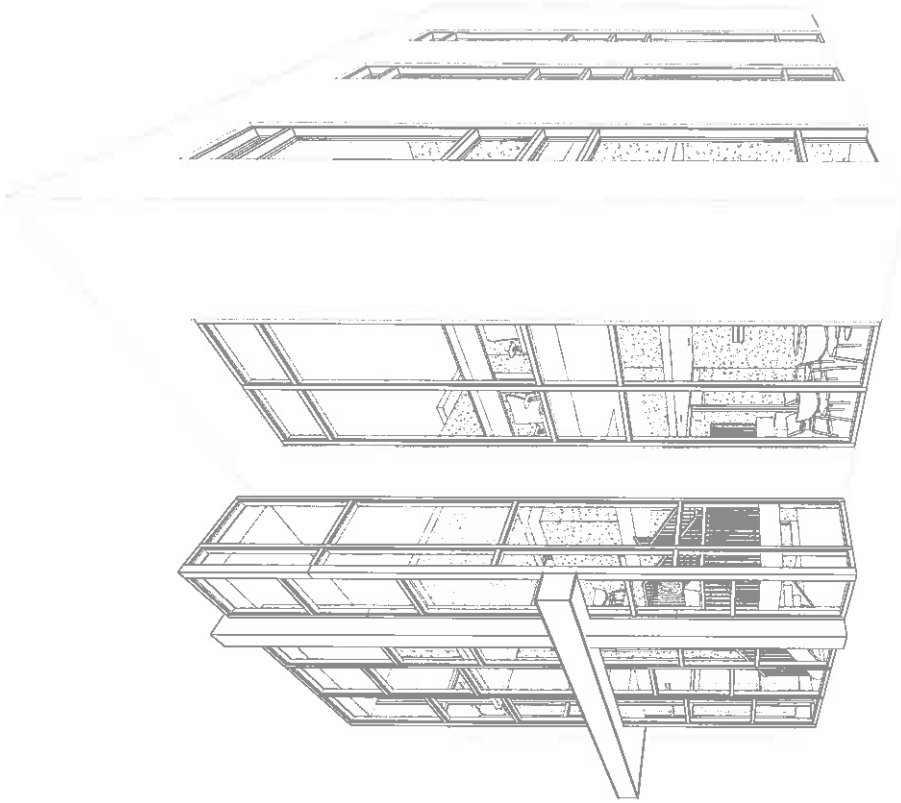


① LEVEL 2 NEW WORK
1/8" = 1'-0"

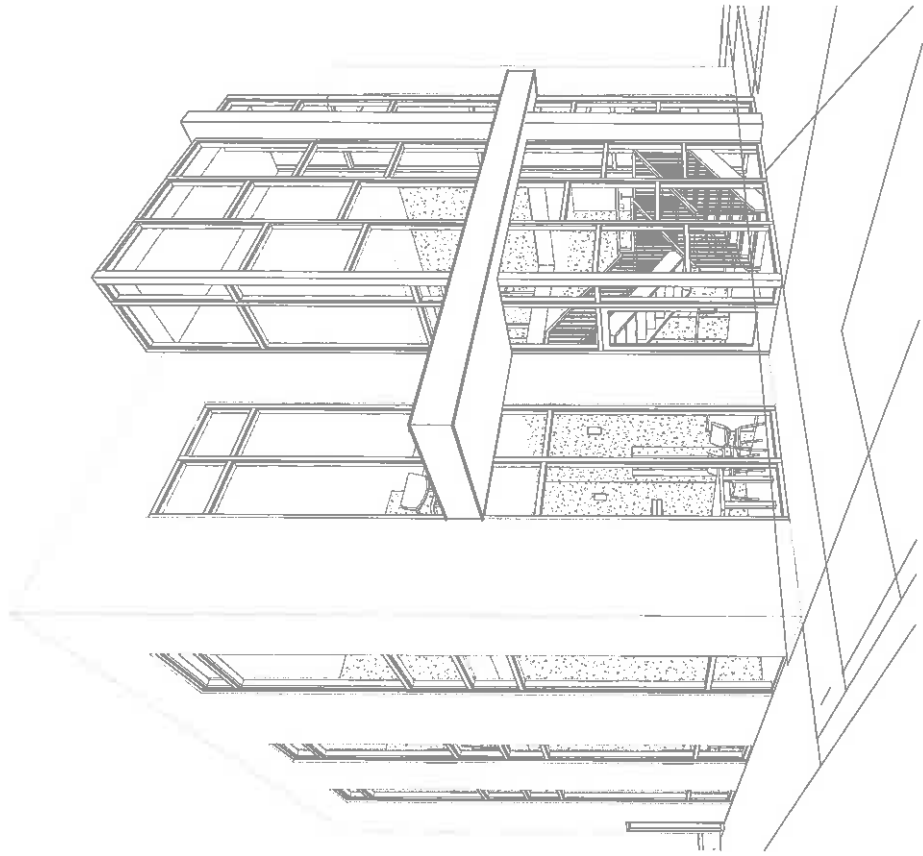
VARIANCE APPLICATION
A102

REFLECTIONS DERMATOLOGY
LEVEL 2 FLOOR PLAN





① PERSPECTIVE FROM NW



② PERSPECTIVE FROM NE

VARIANCE APPLICATION
A103

9.16.2015

REFLECTIONS DERMATOLOGY
PERSPECTIVES





① EXISTING EXTERIOR FROM STREET



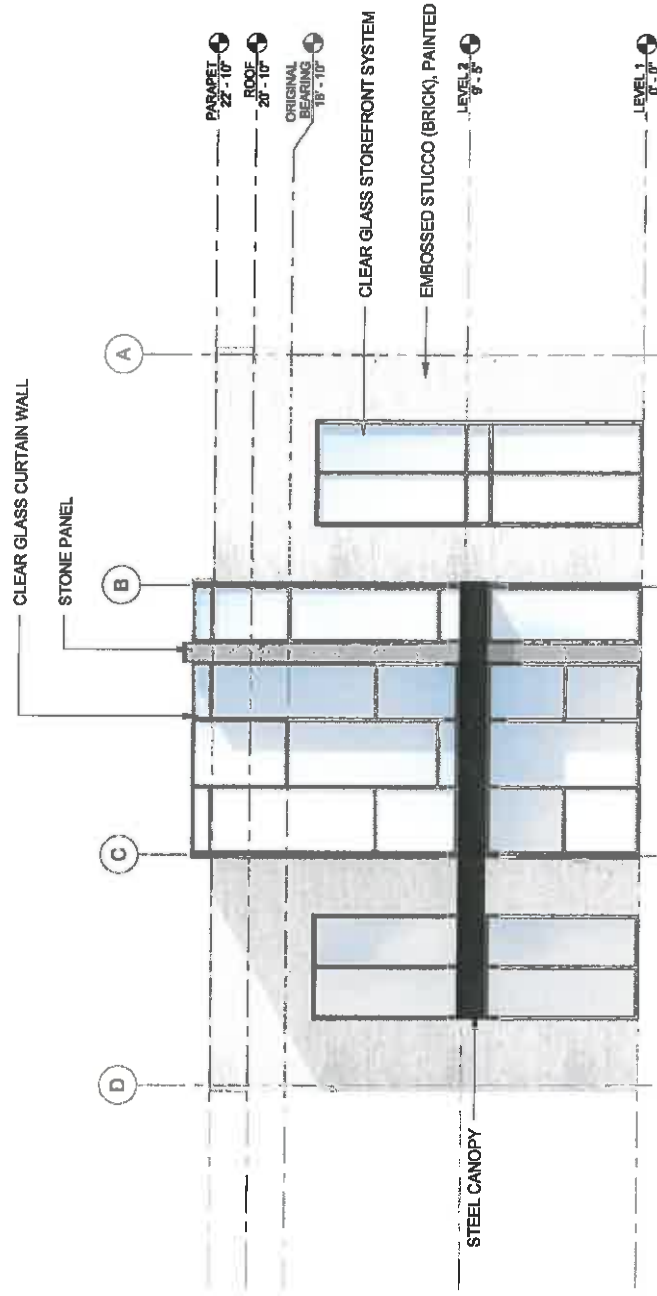
② EXISTING FACADE
1/8" = 1'-0"

VARIANCE APPLICATION
A104

9.16.2015

REFLECTIONS DERMATOLOGY
PHOTOS



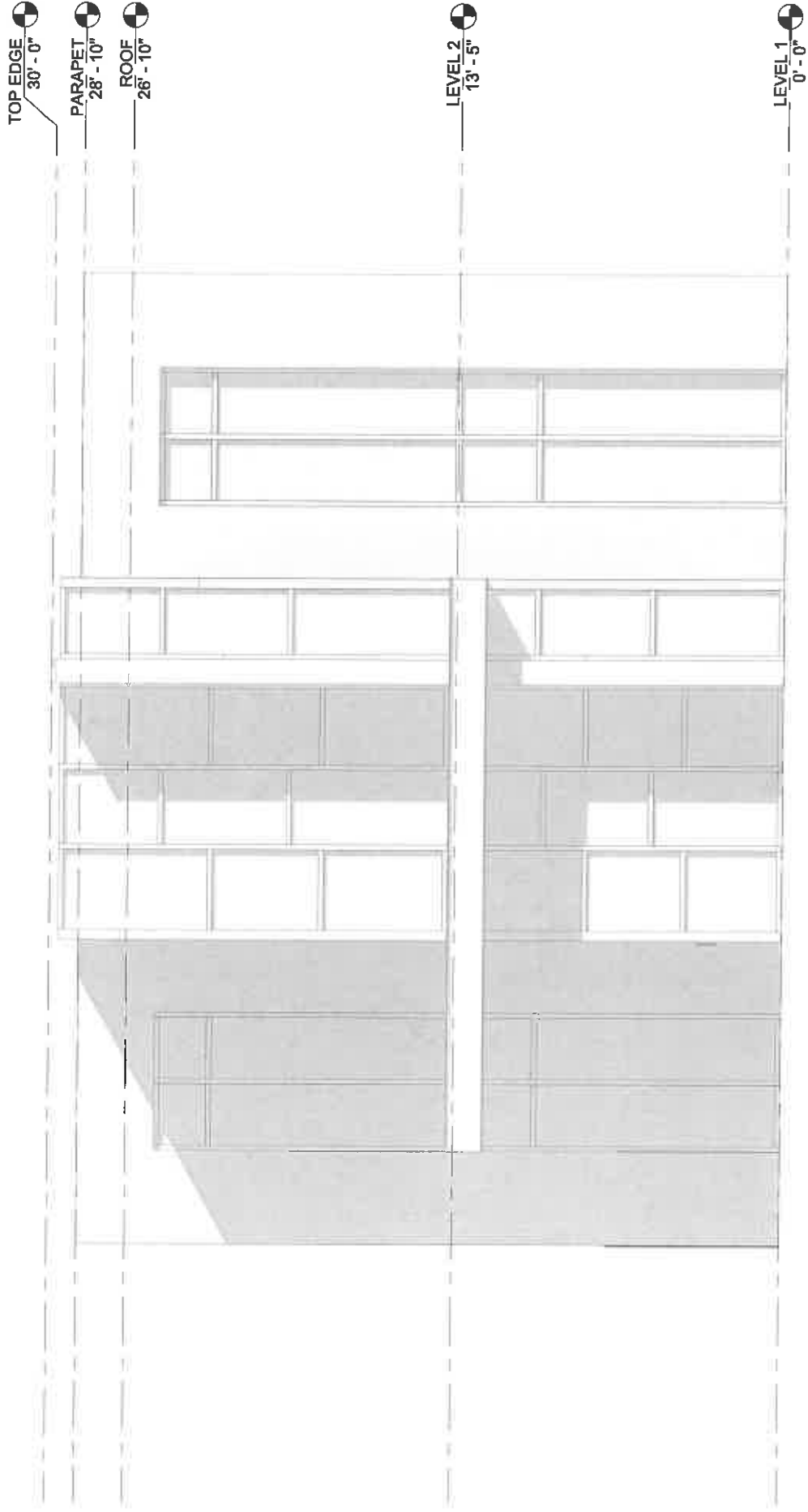


VARIANCE APPLICATION
A105

9.16.2015

REFLECTIONS DERMATOLOGY
FACADE RENDERING (ORIGINAL PRESENTATION)





① NORTH ELEVATION
1/4" = 1'-0"

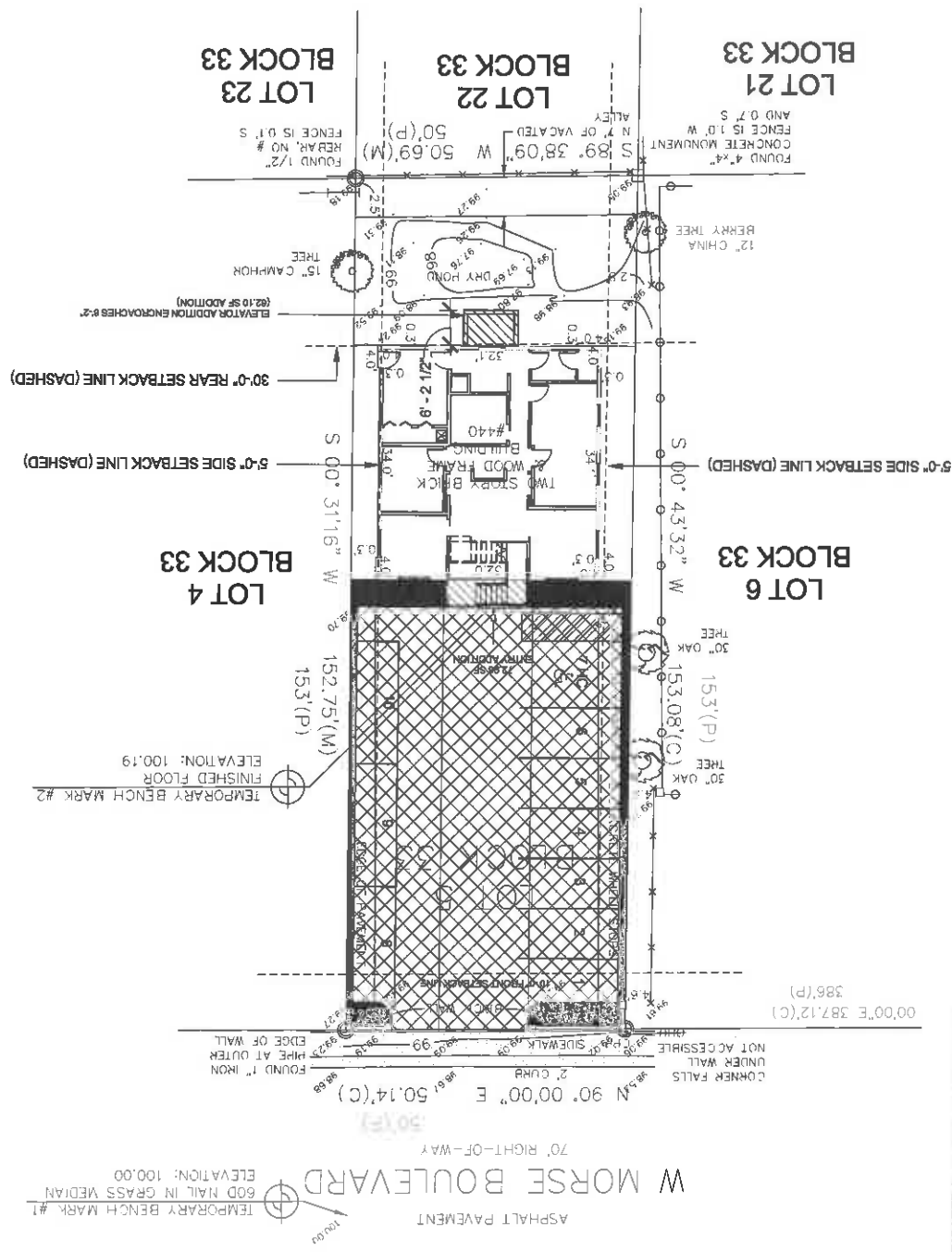
NOTE: MATERIALS PALETTE THE SAME AS ORIGINAL PRESENTATION

VARIANCE APPLICATION
A106

REFLECTIONS DERMATOLOGY
ELEVATION (NEW BUILDING)

9.16.2015





SCALE: 1" = 20'
 VEHICLE AREA : 3,487 SF
 VEHICLE AREA LANDSCAPING INDICATED IN BLACK: 471 SF (13.5%)

REFLECTIONS DERMATOLOGY
 PARKING AREA / LANDSCAPE PLAN

VARIANCE APPLICATION
 A107

9.16.2015