

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

**Staff Report
November 1, 2016**

REQUEST OF W F G LTD. TO: AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP TO CHANGE FROM LOW DENSITY RESIDENTIAL FUTURE LAND USE DESIGNATION TO COMMERCIAL FUTURE LAND USE DESIGNATION ON THE VACANT PROPERTY FRONTING ON SYMONDS AVENUE (FORMER 620/630 SYMONDS) WHICH IS A PORTION OF THE PROPERTY FRONTING ON SYMONDS AVENUE OF 655 W. MORSE BOULEVARD.

REQUEST OF W F G LTD. TO: AMEND THE OFFICIAL ZONING MAP TO CHANGE FROM LOW DENSITY RESIDENTIAL (R-2) DISTRICT ZONING TO COMMERCIAL (C-3) DISTRICT ZONING ON THE VACANT PROPERTY FRONTING ON SYMONDS AVENUE (FORMER 620/630 SYMONDS) WHICH IS A PORTION OF THE PROPERTY FRONTING ON SYMONDS AVENUE OF 655 W. MORSE BOULEVARD.

REQUEST OF W F G LTD. FOR: CONDITIONAL USE APPROVAL TO CONSTRUCT A THREE STORY BUILDING OF APPROXIMATELY 70,000 SQUARE FEET IN SIZE TO INCLUDE A PROPOSED HOTEL OF APPROXIMATELY 120 ROOMS, A 4,000 SQUARE FOOT RESTAURANT, 4,900 SQUARE FEET OF MEETING SPACE, A SWIMMING POOL AMENITY AND LANDSCAPED GARDENS UTILIZING THE EXISTING 3-LEVEL PARKING GARAGE AND PROVIDING FOR CERTAIN EXCEPTIONS AND FOR THE APPROVAL OF A DEVELOPERS AGREEMENT PERTAINING TO THE PROJECT.

WFG Ltd. (Property Owner) is requesting the following:

1. Changing the Comprehensive Plan future land use designation of Low Density Residential to Commercial 28,500 square feet of property on Symonds Avenue;
2. Changing the Zoning on the same 28,500 square feet of property from Low Density Residential (R-2) to Commercial (C-3); and
3. Conditional Use approval to construct a 70,00 square foot, three story hotel project of 120 rooms, 4,000 square foot restaurant, 4,900 square feet of meeting space and swimming pool amenity area utilizing the existing three story parking garage.

CRA/Zoning background: When the Community Redevelopment Area was established in 1994, one of the primary goals was to encourage the redevelopment of West Morse Boulevard. To that end, the City administratively changed the Comprehensive Plan future land use map in 1995 for all the properties which were Residential to a Commercial future land use. In that way, anyone buying a property would know they were guaranteed to be able to get that property rezoned from residential to office or commercial. By "commercial" that meant in 1995 to be rezoned to general commercial C-3 or C-3A.

However, when the redevelopment of Morse Boulevard began in earnest in 1999 on this subject property at 655 W. Morse Blvd. with the redevelopment of the existing office buildings and parking garage at the NW corner of Morse and Pennsylvania, the zoning needed for that density and building setback, up close to the street, was the central business district, C-2 designation. In turn, several other properties along West Morse Blvd have been designated for Central Business District future land use such as the vacant NE corner of Morse and Pennsylvania in 2000; the Regions Bank site in 2003 and also the new Phil Kean townhouse project, across the street at 652 W. Morse Blvd. in 2015.

Development Agreements: When the development of this property was first approved, there was a Development Agreement executed in November 2000 setting forth the understandings. There also were two subsequent amendments in November 2007 and February 2012. In the initial Development Agreement, one matter was that the City had approved rezoning of some residential land and upgrading the density of the project via C-2 and in return the City gained certain commitments. One was that the development along the frontage of Morse Boulevard would not be higher than two stories. The second commitment was that residential development would occur on the vacant land to the rear (north) along Symonds Avenue. That residential development was to occur by 2005. As nothing has been built to honor that commitment, the Development Agreement says the development of the Pennsylvania/Symonds corner cannot be completed occur until the residential development is underway. Staff has asked there applicant for their intentions with respect to this commitment and has received affirmative verbal comments but no site plans or details.

The other important part of the Development Agreement and Amendments are the exhibits and text which permitted the construction of the existing "commercial" surface parking lot off of Symonds Avenue. The 2012 amendment refers to it as a "commercial" parking lot.

Project Plans: The plans submitted contemplate taking the existing two story office building at the Morse/Pennsylvania corner and converting that to hotel space. Then moving northward along Pennsylvania Avenue, new construction of three stories in height is proposed for the hotel going up to and around the corner of Pennsylvania and Symonds Avenues on the land now zoned commercial C-2. The dividing line between the existing commercially zoned land is 100 feet back from Pennsylvania Avenue. This request asks the City to rezone from residential (R-2) to commercial (C-3) another 100 feet to the west along Symonds Avenue including some land behind encompassing 28,500 square feet in total. That additional 28,500 sq. ft. of land requested for rezoning is also proposed for a continuation of the three story hotel building along the Symonds Avenue frontage and for the swimming pool amenity to the rear.

The 121,144 square feet of the land that is now zoned C-2 has a maximum floor area ratio of 200%. That C-2 property will hold 194,054 total square feet of hotel building and the existing office to remain. Thus, the portion of the hotel/office over C-2 zoned land and the floor area of the parking garage is a floor area ratio of 160%. The 28,500 square feet of land requested for rezoning to C-3 would have a maximum floor area ratio of 45%. The portion of the hotel over this land is 12,600 square feet which is a floor area ratio of 44%.

Parking Analysis for the Project: The hotel needs 120 spaces based on one space for each room. The restaurant is allocated one space for each 50 square feet for the 4,000 square feet which is 80 parking spaces. (Based on one space for each 3 seats those 80 spaces equate to 240 seats which fits exactly what 4,000 square feet can hold) The meeting room space of 4,900 square feet uses one space for each 350 square feet which is 14 spaces. That is the same criteria used for the Alford Inn. Lastly the existing remaining 14,000 square feet of office space at one per 250 requires 56 spaces. The total parking necessary is 270 spaces which is the exact number within the existing three level parking garage. The staff is comfortable with the allocation of parking for this project because when the peak needs of the hotel occur at night is when the 56 spaces for the offices would be available.

Comprehensive Plan Policy Guidance on the Future Land Use Request: The Comprehensive Plan provides guidance on the future land use map request and discourages changes both generally and specifically in Comprehensive Plan future land use element, as is being requested by the applicant. Those policies are detailed below. These policies indicate that the City's desire is to maintain residential neighborhoods and not sacrifice residential land for expanded commercial development, as follows:

OBJECTIVE 1-3.5: PROTECT ESTABLISHED RESIDENTIAL NEIGHBORHOODS FROM ENCROACHMENT OF NON-RESIDENTIAL USES. The City shall discourage nonresidential intrusions into established residential neighborhoods and areas, and shall discourage such changes in land use designations.

Policy 1-3.5.1: Criteria for Managing Encroachment of Nonresidential Uses into Established Residential Neighborhoods. The City shall require that any change in land use designation from residential to nonresidential comply with all of the following:

1. That this change shall not be a precedent toward other similar applications for change requesting similar land use as a matter of equity or fairness;
2. That the change can be demonstrated to be in the best interests of the City at large;
3. That the change can be demonstrated to be in the best interests of the adjacent residential area;
4. That residential use of the property is no longer a viable use.

Planning Area H: Hannibal Square Neighborhood

Policy 1-4.1.H.1: Discourage Non-Residential Encroachments into Residential Sections. The City shall discourage non-residential and high-density residential encroachments into low density residential areas of this neighborhood planning area.

Policy 1-4.1.H.7: Non-Residential Use on Certain Segments of New England Avenue and Symonds Avenue. Non-residential land uses and zoning on New England Avenue between Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.

The general Objective and Policies above provides direction for denial of the proposed Comprehensive Plan future land use change. The applicant will need to demonstrate how their request satisfies the criteria as specified in the Policy. However, within the Hannibal Square Neighborhood planning area section of the Comprehensive Plan, the Policy H-7 provides specific direction for denial of the proposed Comprehensive Plan future land use change (see above in yellow). In particular, Policy H-7 would appear to open up the City for a Comprehensive plan legal challenge as the City is being asked to approve an amendment "in conflict with the Comprehensive Plan".

The planning staff believes that Comprehensive Plan Policy H-7 is absolutely enforceable except for the existing paved "commercial" parking lot area and required buffer area. Thus, the western 50 feet of Lot 2 is essentially prohibited by this Comprehensive Plan Policy H-7 from a future land use change to commercial but not the eastern 50 feet of Lot 2 because it is already developed with a "commercial" parking lot per the 2012 Development Agreement amendment.

Staff Analysis of the Comprehensive Plan Future Land Use Request and Rezoning: The Planning staff is charged with implementing and enforcing the Land Development Code of which, the Comprehensive Plan is Article I. The Comprehensive Plan general and specific policies make it very clear that the request for a future land use map change in this location from residential to commercial is not be approved and such a future land use map change would be "in conflict with the Comprehensive Plan". When such a specific Policy exists, as indicated in Policy H-7, for this section of Symonds Avenue, the planning staff has no other option but to recommend DENIAL. If the applicant wishes to have the City change the wording of these Policies then there is a separate process for that type of Policy "text" change to be considered. However, the applicants have just applied for a future land use "map" change and as such staff cannot recommend approval.

However, as indicated above, the planning staff believes that Comprehensive Plan Policy H-7 is absolutely enforceable except for land area of the existing paved "commercial" parking lot area and required buffer area. Thus, the western 50 feet of Lot 2 is essentially prohibited by this Comprehensive Plan Policy H-7 from a future land use change to commercial but not the eastern 50 feet of Lot 2 because it is already developed with a "commercial" parking lot per the 2012 Development Agreement amendment.

Staff Analysis of the Conditional Use: If one assumes that the challenge of the future land use amendment can be overcome, the major issue for the planning staff in the review of the specific hotel project plans is the height and scale of the hotel building on that same land requested for the future land use change and rezoning on Symonds Avenue. Symonds Avenue is a residential street. This hotel building location is adjacent to and across the street from one and two story single family homes. The proposal is to build a three-story 42-43 foot tall hotel building 10 feet back from Symonds Avenue. This is a scale and intensity that is not compatible located adjacent to and across the street from single family homes.

From the planning staff's perspective, the western end of the hotel needs to stop at the point where the Comprehensive Plan Policy H-7 says to go no further. In that way there is a 50 foot separation of the hotel from the closest home.

Staff Analysis of the Applicant's Request:

There is no question that a quality boutique hotel on this site would be a wonderful addition to the City. If this hotel project were proposed on the land currently zoned commercial today, the planning staff would be enthusiastically supporting the conditional use request. The architecture of the project is very attractive, there is ample parking and the land involved is designated for such a commercial project.

The applicant believes that 120 rooms with the restaurant and meeting room space is the only viable economic model to produce sufficient revenue for this project to work. They are asking the City to change the Comprehensive Plan future land use designation on residential land that is contrary to the City's established Comp. Plan policies in order to justify their economics. The City Commission that adopted the existing Comprehensive Plan in 2009 felt strongly enough about this issue of maintaining the residential land in this neighborhood that they adopted a policy to find it "in conflict with the Comprehensive Plan" to do otherwise. Until the City Commission elects to alter the Comprehensive Plan policy text, the planning staff has no choice but to recommend denial.

The 'line' at which the Comprehensive Plan policies take effect is the western end of the "commercial" parking lot or otherwise the action would be in conflict with the 2012 Development Agreement amendment.

STAFF RECOMMENDATION IS FOR DENIAL of both the changes to the Comp. Plan FLU and Zoning on the western 50 feet of Lot 2.

STAFF RECOMMENDATION IS FOR APPROVAL of both the changes to the Comp. Plan FLU and Zoning on the eastern 50 feet of Lot 2 (where the existing "commercial" parking lot and buffer is located)

STAFF RECOMMENDATION IS FOR APPROVAL of the PRELIMINARY Conditional Use for the MDM Hotel project with the requirement to resubmit for the FINAL Conditional Use with the hotel building limited to the eastern 50 feet of Lot 2.

OCPA Web Map

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

Courtesy Rick Singh, CFA, Orange County Property Appraiser

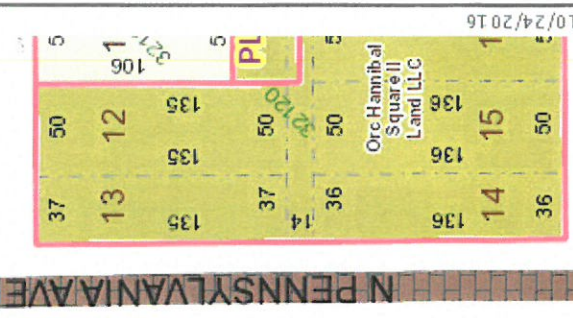
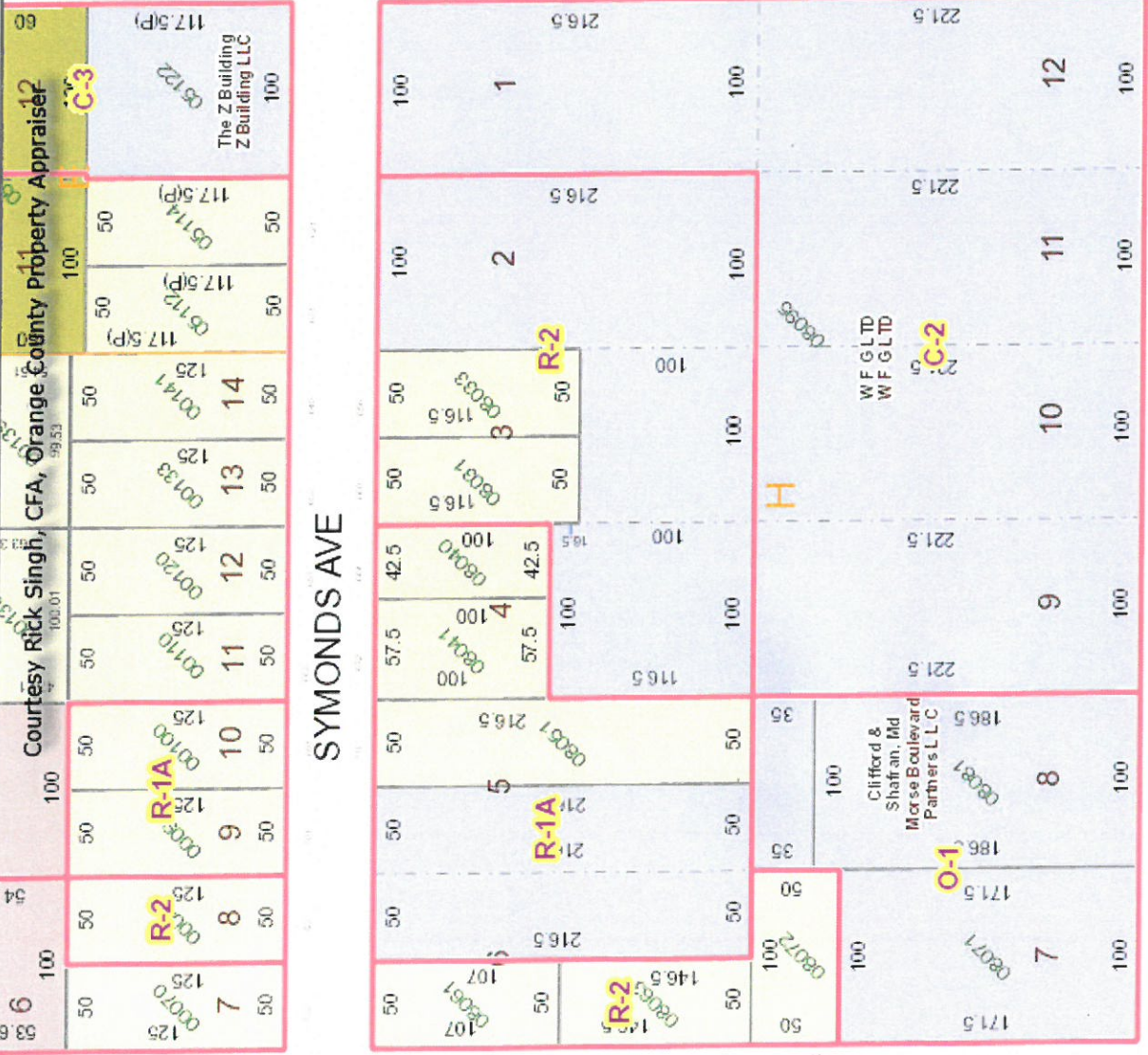
The Z Building
Z Building LLC

SYMONDS AVE

W MORSE BLVD

Daily Traffic 7000

- 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 SunRail
- Block Line
- Lot Line
- Residential
- Agriculture
- Commercial/Institutional
- Governmental/Institutional/Misc
- Commercial/Industrial/Vacant Land
- Hydro
- Waste Land
- Agricultural Curtilage
- County Boundary
- Golf Course
- Lakes and Rivers
- Zoning
- Block Number
- Lot Number
- Parcel Number
- Parcel Address
- Parcel Dimension



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

Created: 10/24/2016

Daily Traffic
7000

Daily Traffic
7000

W MORSE BLVD

SYMONDS AVE

N CAPEN AVE

N PENNSYLVANIA AVE

Courtesy Rick Singh, CFA, Orange County Property Appraiser

- 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 SunRail
- Block Line
- Lot Line
- Residential
- Agriculture
- Commercial/Institutional
- Governmental/Institutional/Misc
- Commercial/Industrial/Vacant Land
- Hydro
- Waste Land
- Agricultural Curtilage
- County Boundary
- Parks
- Golf Course
- Lakes and Rivers
- Block Number
- Lot Number
- Parcel Number
- Parcel Address
- Parcel Dimension



Courtesy Rick Singh, CFA, Orange County Property Appraiser

This map is for reference only and is not a survey. Created: 10/24/2016

E
 6
 06060
 3106
 111.9

OCPA Web Map

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



Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 10/20/2016

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

DEVELOPER'S AGREEMENT THIRD AMENDMENT

This Third Amendment to the Developer's Agreement is made this _____ day of _____, 2016, between the CITY OF WINTER PARK, FLORIDA, a Florida Municipality ("City"), whose address is 401 Park Avenue South, Winter Park, Florida 32789, and W.F.G. LTD, a Florida limited partnership ("Developer"), whose address is 631 W. Morse Blvd., Suite 200, Winter Park, Florida 32789.

RECITALS:

A. Developer is the owner of that real property located at 655 West Morse Boulevard in Winter Park, Florida consisting of 3.5 acres ("Property") as more particularly described on Exhibit "A", attached hereto and incorporated herein;

B. Developer and City of Winter Park have entered into a Developer's Agreement dated November 28, 2000; Developer's Agreement Amendment One dated November 26, 2007; and Developer's Agreement Amendment Two (together referred to as "Developer's Agreement");

C. The Developer's Agreement, among other things, approved development of two commercial buildings fronting on Morse Boulevard; two commercial buildings fronting on Pennsylvania Avenue and a five-level parking garage;

D. The Developer's Agreement includes a condition that no construction of the fourth and fifth level of the garage or development of commercial building at 171 North Pennsylvania many occur until residential development of four units by Developer has begun on Symonds Avenue;

E. The Developer has completed the two buildings located on Morse Boulevard, one of the building located on Pennsylvania Avenue and three levels of the parking garage.

F. The Developer has proposed development of the second commercial building on Pennsylvania Avenue as a three-story 120 room hotel, a change of use for the existing commercial building on Pennsylvania Avenue and the eastern existing building on Morse Boulevard ("Hotel");

G. In addition, Developer agrees that it must begin development of four residential units on Symonds Avenue prior to Certificate of Occupancy for the hotel; and

H. Developer does not intend to build the fourth and fifth levels of the garage with development of the hotel but reserves the right to build it if all other Developer's Agreement conditions are met.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, the parties agree as follows:

1. Paragraph 2 (c) shall be modified as follows:

The two (2) commercial buildings fronting on Pennsylvania Avenue shall not exceed three stories with the condition that the third floor shall be restricted for residential or hotel purposes only, subject to all required land use approvals including but not limited to a subsequent conditional use approval by the City for a proposed third story on the existing commercial building located at XXX Pennsylvania Avenue.

2. Paragraph 4 shall be modified as follows:

This Agreement provides for the construction of a five (5) level parking structure, bank drive thru lanes, four (4) commercial buildings over 10,000 square feet, rezoning approximately 28,500 ~~8,000~~ square feet of R-2 zoned land to C-3 ~~-2~~ as shown on the attached site plan and the construction of a service parking area and driveway existing onto Symonds Avenue, as shown on Exhibit "B".

3. Paragraph 5 (c) shall be modified as follows:

The Developer agrees to begin residential development ~~of the remaining approximate 1.98 acres fronting along Symonds Avenue~~ of four (4) residential units as described on Exhibit "D" attached hereto ~~within three (3) years of completing and obtaining a Certificate of Occupancy for either the parking garage or Building One (1), whichever first occurs (the "C.O. Date") and completing the residential project within five (5) years of the C.O. Date. The City may withhold building permits for Buildings Three (3) and Four (4) until the Developer begins construction of the residential units along Symonds Avenue~~ in accordance with plans to be submitted to, reviewed by, and approved by the City, which review and approval shall include the number of residential units to be constructed. The city may withhold certificates of occupancy for the Hotel Buildings at the corner of Pennsylvania and Symonds Avenues until the Developer has substantially completed the residential units.

4. Paragraph 5 (c) above governs the requirement related to the construction of the residential units on Symonds Avenue. The additional paragraph which was inserted as a condition of the existing conditional use permit pursuant to Developer's Agreement Amendment Two paragraph 2 (1) is hereby deleted in its entirety.
5. Other than the modifications contained herein, the Developer's Agreement shall remain in full force and effect in accordance with the terms thereof.

IN WITNESS WHEREOF, the parties hereto have each caused these presents to be executed by its undersigned officers thereunto duly authorized as of the day and year first above written.

Signed, sealed and delivered in the presence of the following witnesses:

CITY OF WINTER PARK, FLORIDA,
a Florida municipality

Signature of Witness

By: _____
Steve Leary, Mayor

Print/Type Name of Witness

Attest:

Signature of Witness

Cynthia S. Bonham, City Clerk

Print/Type Name of Witness

Date: _____

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by Steve Leary, Mayor of the City of Winter Park, who is personally known to me.

Notary Public, State of Florida

My commission expires: _____

W.F.G. LTD, a Florida limited partnership

By: _____

Name: _____

Its: _____

Date: _____

Signature of Witness

Print/Type Name of Witness

Signature of Witness

Print/Type Name of Witness

STATE OF FLORIDA
COUNTY OF ORANGE

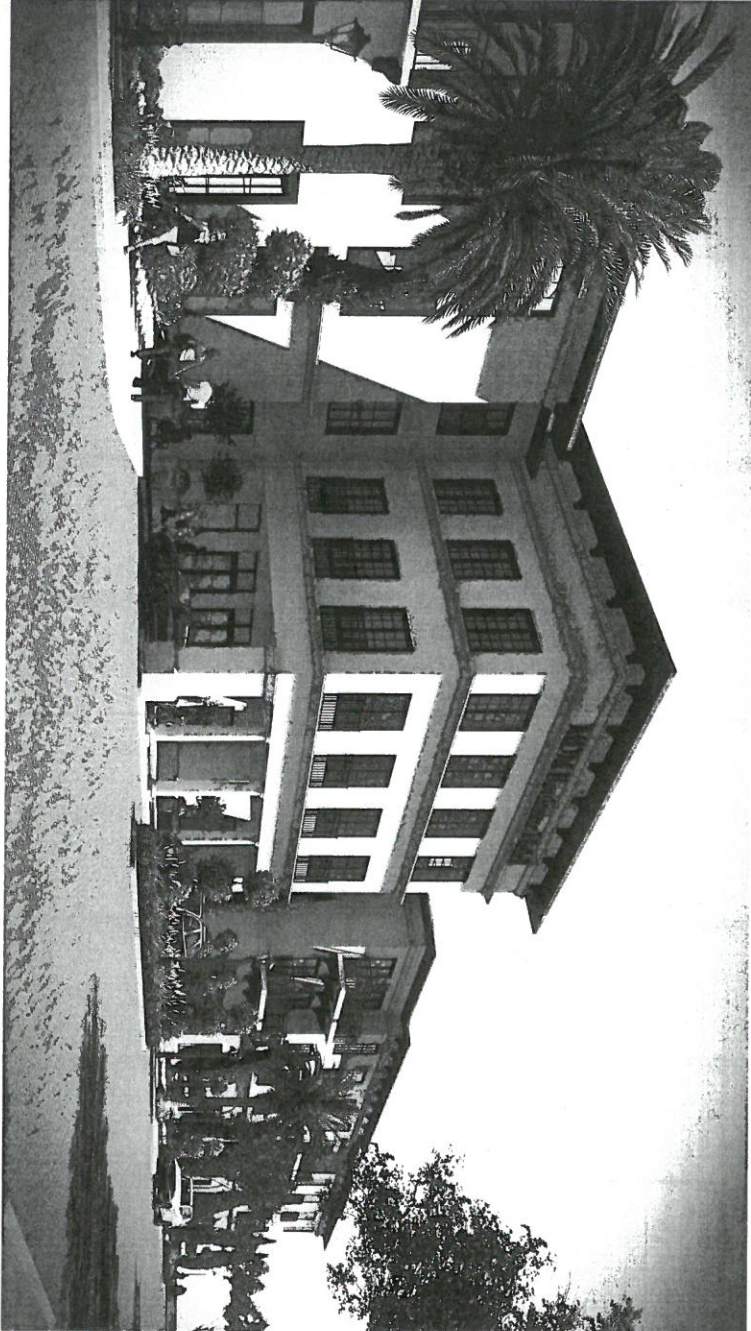
The foregoing instrument was acknowledged before me this _____ day of _____, 2011, by _____ as _____ of W.F.G. LTD, a Florida limited partnership (check one) who is personally known to me or produced _____ as identification.

Notary Public, State of Florida

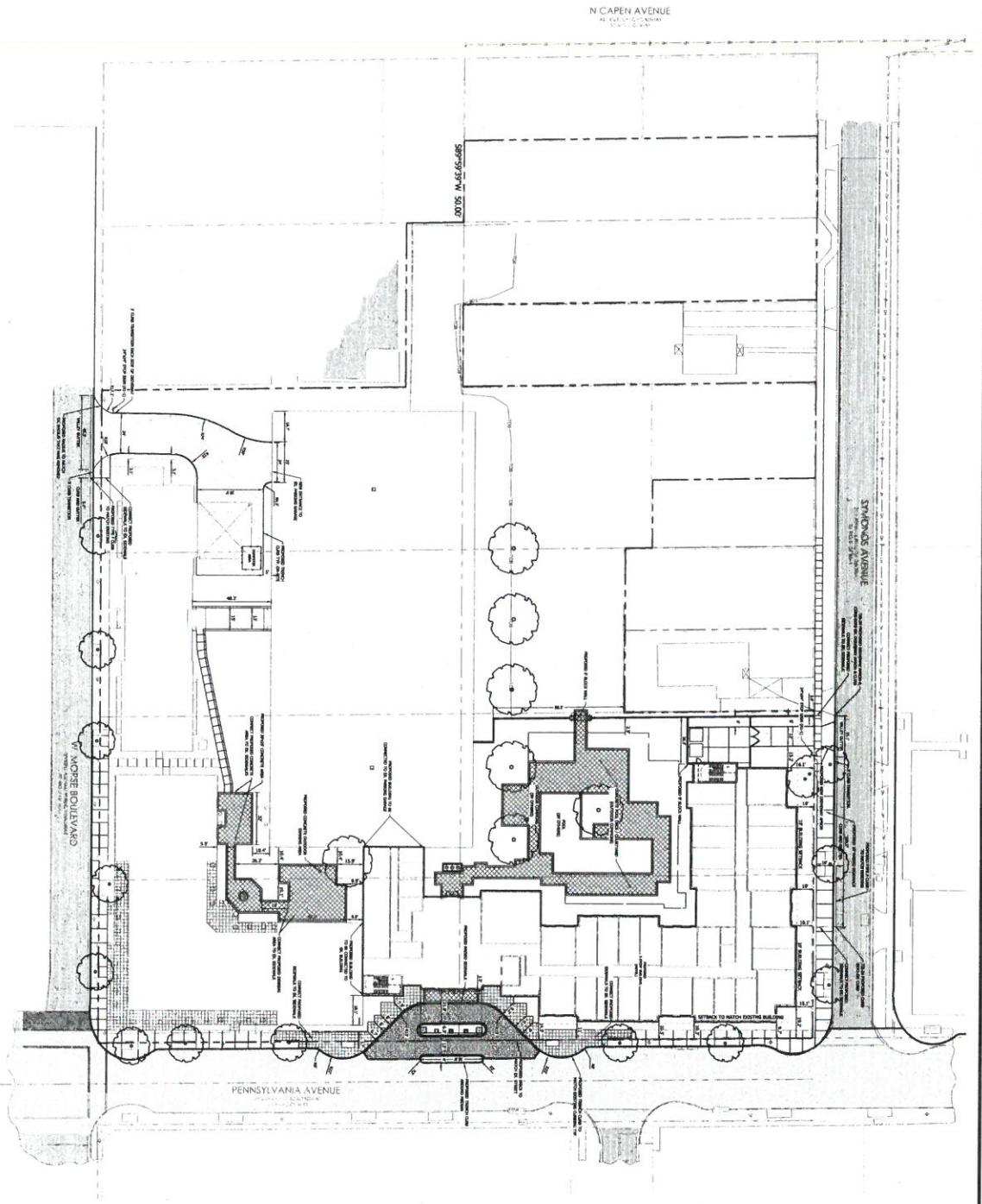
My commission expires: _____

MDM HOTEL AT MORSE AND PENN

PRELIMINARY CONDITIONAL USE SUBMITTAL
10/05/16



Sheet Number	Sheet Label	Sheet Name
C1	BOUNDARY AND TOPOGRAPHIC SURVEY	BOUNDARY AND TOPOGRAPHIC SURVEY
C2	CIVIL SITE PLAN	CIVIL SITE PLAN
C3	DRAINAGE PLAN	DRAINAGE PLAN
C4	LAND USE CHANGE SKETCH OF DESCRIPTION AND ZONING & PROTECTION PLAN	LAND USE CHANGE SKETCH OF DESCRIPTION AND ZONING & PROTECTION PLAN
L-1	LANDSCAPE PLAN	LANDSCAPE PLAN
L-2	LANDSCAPE PLAN	LANDSCAPE PLAN
S-1	SITE ANALYSIS	SITE ANALYSIS
S-2	F.A.R. CALCULATIONS	F.A.R. CALCULATIONS
S-3	ARCHITECTURAL SITE PLAN	ARCHITECTURAL SITE PLAN
S-4	BUILDING ELEVATIONS	BUILDING ELEVATIONS
S-5	BUILDING ELEVATIONS	BUILDING ELEVATIONS
S-6	N. PENNSYLVANIA AVE ENTRANCE PERSPECTIVE	N. PENNSYLVANIA AVE ENTRANCE PERSPECTIVE
S-7	N. PENNSYLVANIA AVE ENTRANCE PERSPECTIVE	N. PENNSYLVANIA AVE ENTRANCE PERSPECTIVE
S-8	BUILDING PERSPECTIVES	BUILDING PERSPECTIVES
S-9	BUILDING PERSPECTIVES	BUILDING PERSPECTIVES
S-10	N. PENNSYLVANIA AVE & SYMONDS AVE PERSPECTIVE	N. PENNSYLVANIA AVE & SYMONDS AVE PERSPECTIVE
S-11	N. PENNSYLVANIA AVE & SYMONDS AVE PERSPECTIVE	N. PENNSYLVANIA AVE & SYMONDS AVE PERSPECTIVE
S-12	N. PENNSYLVANIA AVE & SYMONDS AVE PERSPECTIVE	N. PENNSYLVANIA AVE & SYMONDS AVE PERSPECTIVE



N CAPEN AVENUE

W MORSE BOULEVARD

PENNSYLVANIA AVENUE

89° 29' 35" W 50.00'

SYNOPSIS AVENUE

FLOOD PLAIN NOTE
 THIS PROPERTY IS WITHIN THE 100-YEAR FLOOD PLAIN.



LEGEND

[Symbol]	EXISTING IMPROVEMENTS
[Symbol]	EXISTING DRIVEWAYS
[Symbol]	PROPOSED DRIVEWAYS
[Symbol]	PROPOSED DRIVEWAY PATTERNS
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TYPED GENERATION CALCULATIONS

FIS CODE	LAND USE	SPACING (FEET)	AREA (SQ FT)	PERCENT
00	OPEN SPACE (W/OUT BUILDINGS)	3	421.17	1.24%
10	RESIDENTIAL SINGLE-FAMILY BUILDINGS	1.00	121.81	3.59%
20	RESIDENTIAL MEDIUM-DENSITY BUILDINGS	2.00	121.81	3.59%
30	RESIDENTIAL HIGH-DENSITY BUILDINGS	3.00	121.81	3.59%
40	COMMERCIAL OFFICE BUILDINGS	4.00	121.81	3.59%
50	INDUSTRIAL BUILDINGS	5.00	121.81	3.59%

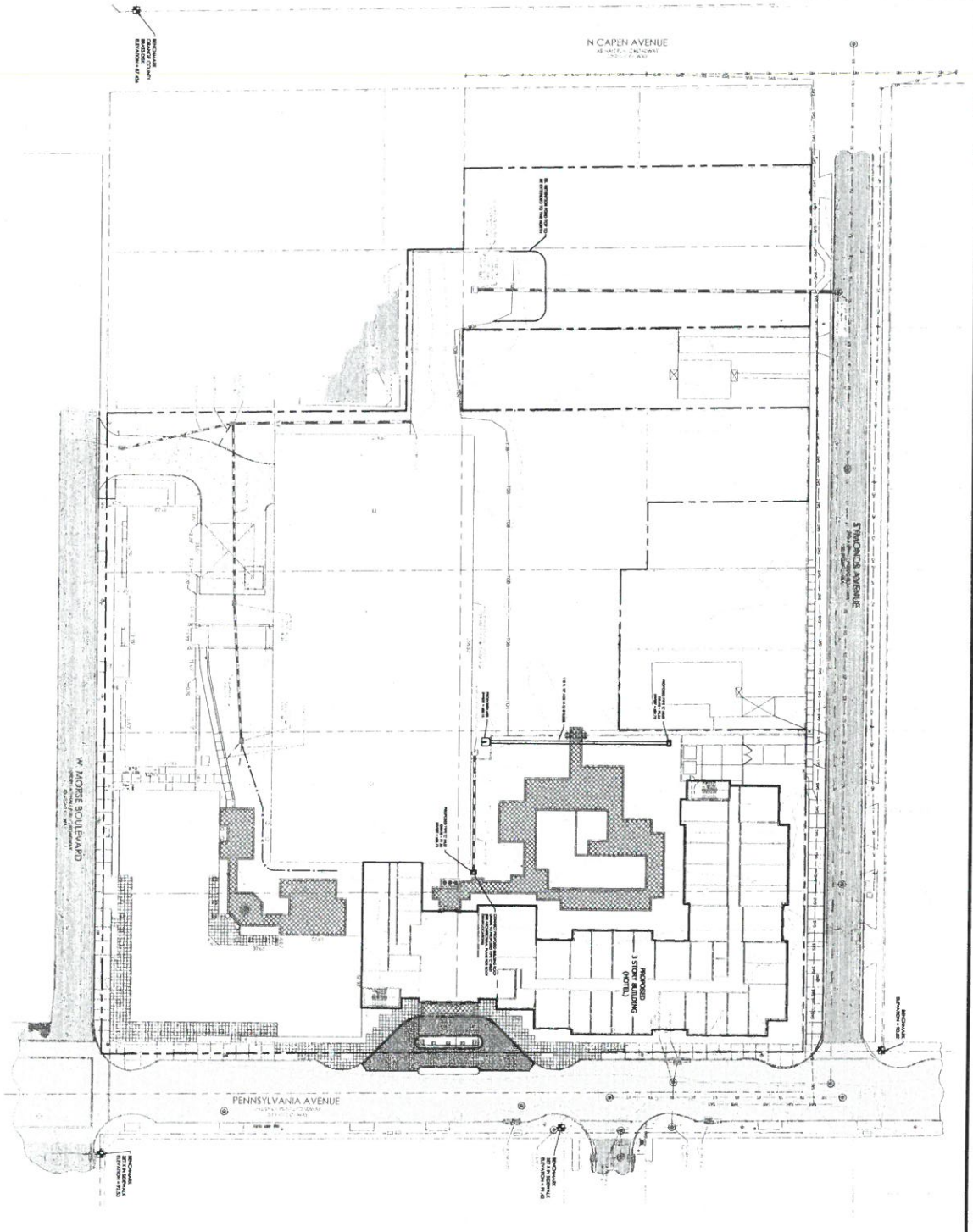
PROPOSED CONDITIONS

FIS CODE	LAND USE	SPACING (FEET)	AREA (SQ FT)	PERCENT
00	OPEN SPACE (W/OUT BUILDINGS)	3	421.17	1.24%
10	RESIDENTIAL SINGLE-FAMILY BUILDINGS	1.00	121.81	3.59%
20	RESIDENTIAL MEDIUM-DENSITY BUILDINGS	2.00	121.81	3.59%
30	RESIDENTIAL HIGH-DENSITY BUILDINGS	3.00	121.81	3.59%
40	COMMERCIAL OFFICE BUILDINGS	4.00	121.81	3.59%
50	INDUSTRIAL BUILDINGS	5.00	121.81	3.59%



PROJECT: 15/78 SHEET: 1	CLIENT: FINROCK CONSTRUCTION, INC. PROJECT: MORSE AND PENN HOTEL	<p>PE Pickett engineering</p> <small>130 SOUTH WOODLAWN AVENUE, BARTON, FL 32830 PHONE: (843) 800-5044 FAX: (843) 800-1159 FLORIDA CERTIFICATE OF AUTHORIZATION (FLCA) #26247</small>	DESIGNED BY: [Blank] DRAWN BY: [Blank] CHECKED BY: [Blank]	NO. DATE APPROVED DESCRIPTION [Table with 3 columns and 5 rows]
	SITE PLAN		NOT VALID UNLESS SIGNED AND SEALED	
	655 W MORSE BLVD, WINTER PARK, FLORIDA 32789			

811
Sched. as below
Call before you dig



ROOF DRAIN SYSTEM
INDICATE BUILDING AND AREA FROM WHICH DRAINAGE IS TO BE COLLECTED INTO DRAINAGE SYSTEM

0 20 40
SCALE: 1" = 20'
NORTH

LEGEND

- EXISTING CONCRETE
- EXISTING ASPHALT
- EXISTING GRAVEL
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED GRAVEL
- PROPOSED 6" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 12" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 18" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 24" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 30" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 36" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 42" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 48" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 54" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 60" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 66" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 72" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 78" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 84" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 90" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 96" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 102" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 108" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 114" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 120" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 126" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 132" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 138" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 144" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 150" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 156" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 162" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 168" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 174" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 180" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 186" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 192" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 198" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 204" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 210" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 216" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 222" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 228" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 234" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 240" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 246" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 252" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 258" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 264" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 270" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 276" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 282" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 288" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 294" DIA. PERFORATED DRAINAGE PIPES
- PROPOSED 300" DIA. PERFORATED DRAINAGE PIPES

CLIENT:	FINFROCK CONSTRUCTION, INC.
PROJECT:	MORSE AND PENN HOTEL
DRAINAGE PLAN	
655 W MORSE BLVD, WINTER PARK, FLORIDA 32789	

Pickett engineering

130 SOUTH WOODLAWN AVENUE, BARBOW, FL 32830 PHONE: (8AS) 800-304-2044 FAX: (8AS) 800-1139
FLORIDA CERTIFICATE OF AUTHORIZATION (F.C.A.) #23242

NO.	DATE	APPROVED	DESCRIPTION

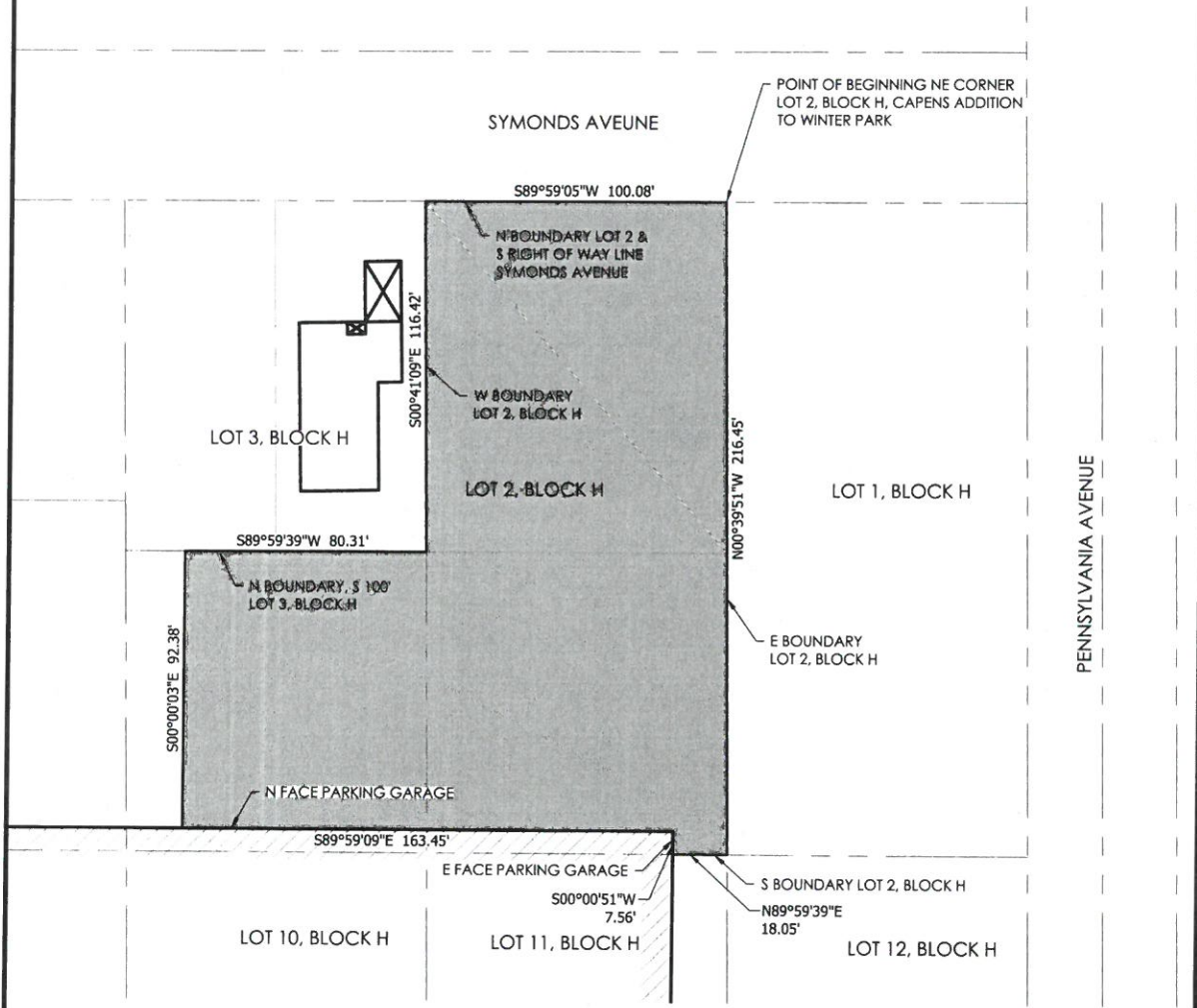
DESIGNED BY:	CB
DRAWN BY:	DH
CHECKED BY:	FM

NOT VALID UNLESS SIGNED
DATE

NOT A SURVEY



NORTH
1" = 50'



DESCRIPTION

BEGIN AT THE NORTHEAST CORNER OF LOT 2, BLOCK H CAPENS ADDITION TO WINTER PARK. ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK A, PAGE 95, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA AND RUN THENCE S89°59'05"W ALONG THE NORTH BOUNDARY OF SAID LOT 2, AND SOUTH RIGHT OF WAY LINE OF SYMONDS AVENUE ACCORDING TO SAID CAPENS ADDITION TO WINTER PARK PLAT, A DISTANCE OF 100.08 FEET TO THE WEST BOUNDARY OF LOT 2; RUN THENCE S00°41'09"E ALONG SAID WEST BOUNDARY OF LOT 2 A DISTANCE OF 116.42 FEET; RUN THENCE S89°59'39"W ALONG THE NORTH BOUNDARY OF THE SOUTH 100 FEET OF LOT 3, OF SAID BLOCK H, A DISTANCE OF 80.31 FEET; RUN THENCE S00°00'03"E A DISTANCE OF 92.38 FEET TO THE NORTH FACE OF A PARKING GARAGE. RUN THENCE S89°59'09"E ALONG THE FACE OF SAID PARKING GARAGE 163.45 FEET; RUN THENCE S00°00'51"W ALONG THE EAST FACE OF A SAID PARKING GARAGE, A DISTANCE OF 7.56 FEET TO THE SOUTH BOUNDARY OF SAID LOT 2; RUN THENCE N89°59'39"E ALONG THE SOUTH BOUNDARY OF SAID LOT 2, A DISTANCE OF 18.05 FEET TO THE EAST BOUNDARY OF SAID LOT 2; RUN THENCE N00°39'51"W ALONG SAID EAST BOUNDARY OF LOT 2, A DISTANCE OF 216.45 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED AREA CONTAINS 28,500 SQUARE FEET.

SURVEYOR'S NOTES:

1. ALL LANDS ARE WITHIN CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA.
2. BEARINGS BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA EAST ZONE FOR WESTERN RIGHT OF WAY LINE OF PENNSYLVANIA AVENUE ACCORDING TO THE PLAT OF CAPENS ADDITION TO WINTER PARK, RECORDED IN PLAT BOOK A, PAGE 95, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

NOT VALID WITHOUT A RAISED SEAL



150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33830
 PHONE: (863) 800-3046
 FLORIDA CERTIFICATE OF AUTHORIZATION # LB 8112

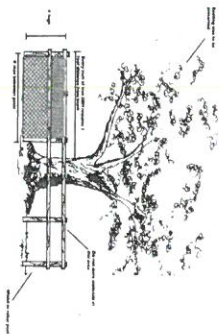
ROBERT E. LAZENBY, IV P.S.M. # 6369

MORSE & PENN LAND USE
 Section 6, Township 22S, Range 30E

LAND USE CHANGE
 SKETCH OF DESCRIPTION

PESURV, INC.

JOB # 1578



TREE BARRICADE DETAIL

The tree protection barricade shall be at least four (4) feet high and consist of either wood frame with 2x4 posts placed a maximum of eight (8) feet apart with 2x4 top rails or temporary orange fencing or other similar barrier that will limit access to the protected tree.

The barricade shall be at least one foot in distance for each inch of trunk diameter. For trees less than 12" DBH, the minimum barricade shall be three (3) feet from the base of the tree.

The barricade approval. Obtain city approval of tree barricades before beginning any clearing operations or site development.

The protection signs shall be posted.

TREE PROTECTION REQUIREMENTS

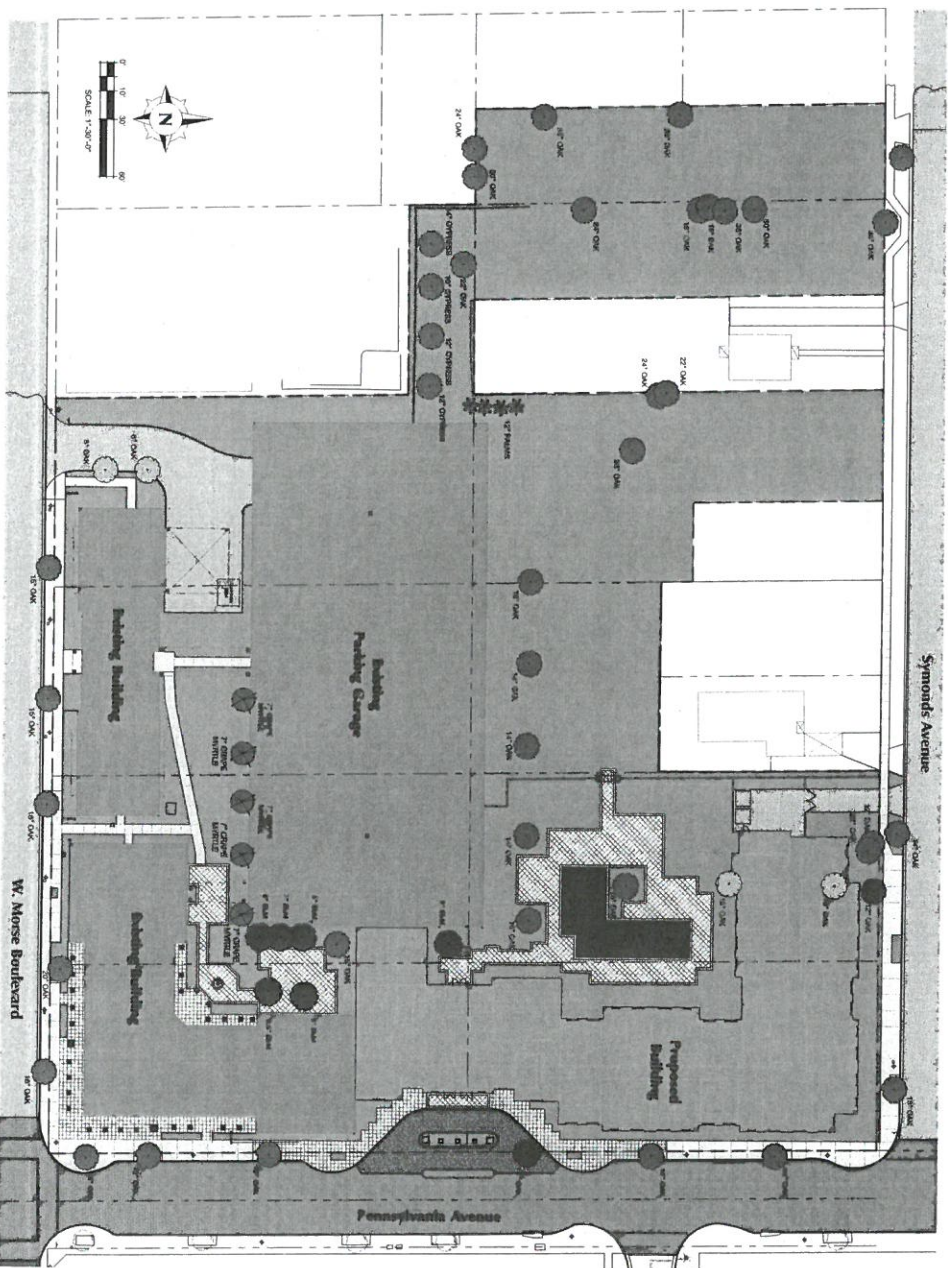
- The protection barrier shall be made of durable material. Preferred material: 2x4 wood frames with high-tensile fencing attached.
- The protection barrier shall be maintained at all times.
- No vehicles, machinery, soil deposits, building material etc. within tree protection zone.
- No trenching, grading, trenching or clearing within the tree protection zone.
- No wires, braces, rafter, bolts, chains, or rope is to be attached to the tree.
- Grade changes of more than 3" require a dry wall around the base of the tree.
- Removal of more than 3" of soil within the drip line is prohibited.
- Utilities are to be routed around the drip line, if not possible rerouting is required. TRENCHING IS PROHIBITED.
- All trees to be removed shall be marked with a red dot and a red line. The protection signs shall be posted.

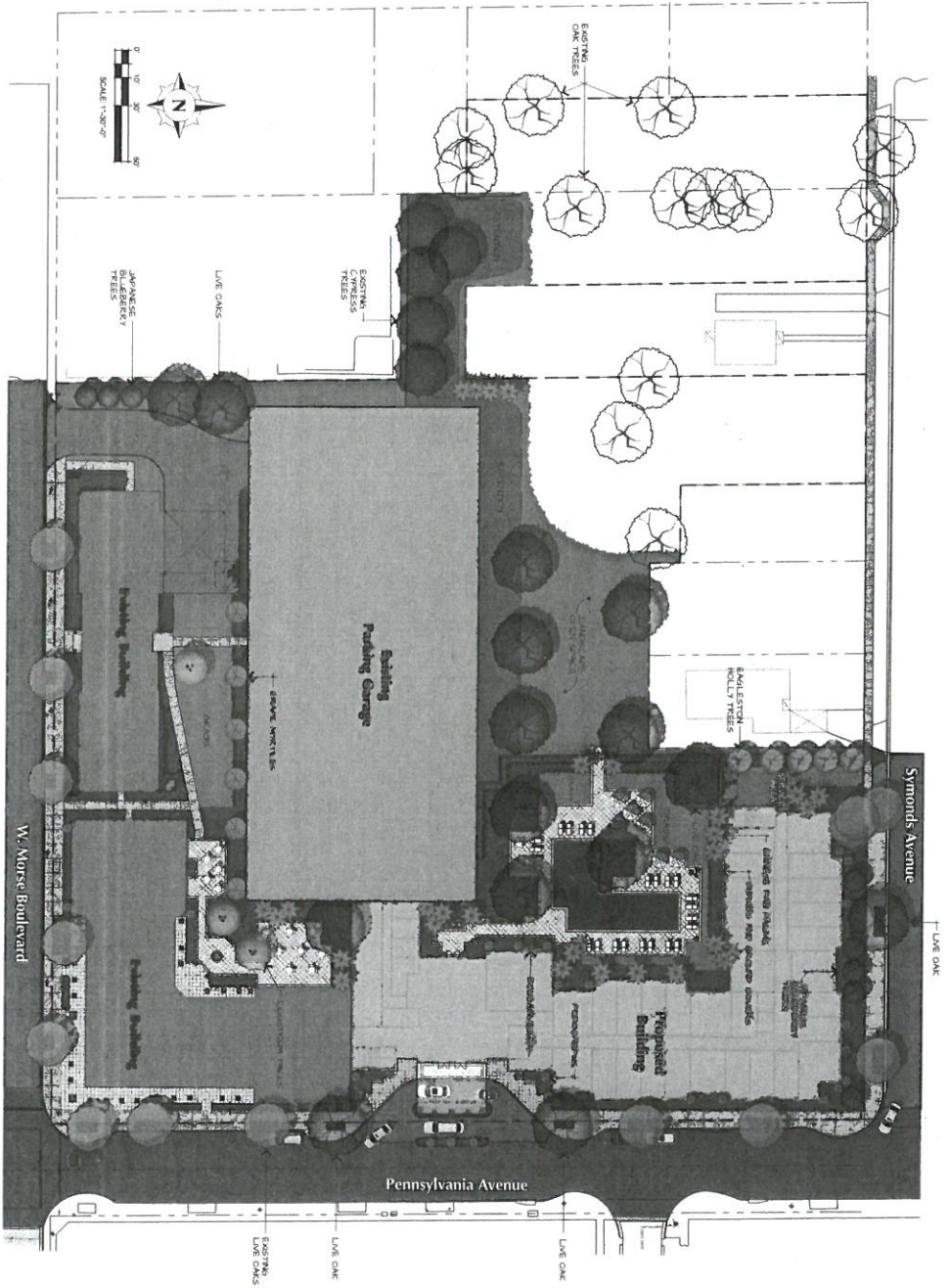
NOTE

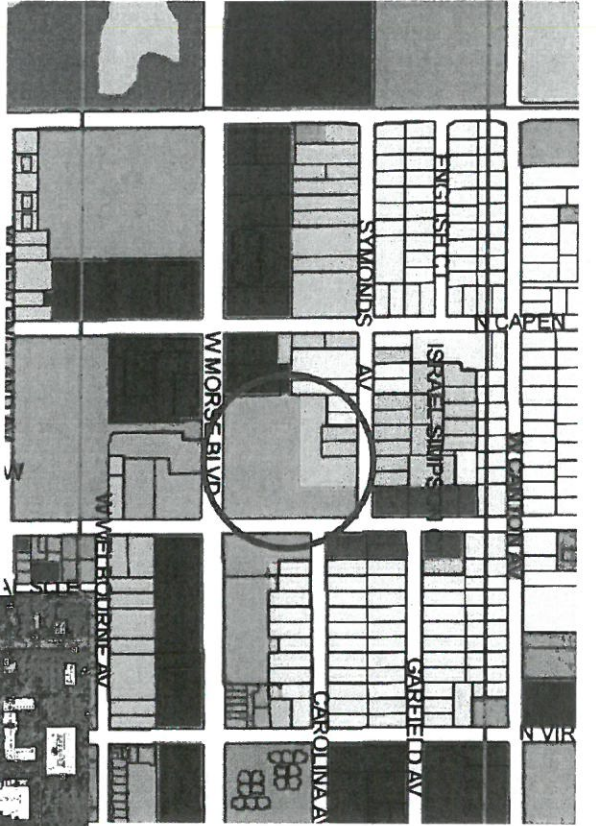
The landscape architect has reviewed Tree Preservation with Urban Forestry on this and we continue to coordinate tree protection and replacement.

LEGEND

- Existing Trees to Remain
- Existing Trees to be Transplanted
- Existing Trees to be Removed







ZONING MAP
City of Winter Park, Florida

Zoning		Legend	
H1	C-3 (P)	R-1A	County Boundary
OC PD	FL	R-1A/A	Winter Park
C-1	O-1	R-2	Other Cities
C-2	O-2	R-3	City Map Shows
C-3	PD	R-4	Water
C-4	PLD	R-5	Stress
		FD	Forest Ownership

This is to certify that this official Zoning Map was adopted April 12, 2010 as part of the Land Development Code of the City of Winter Park, Florida.

Kenneth W. Bradley
Mayor, Kenneth W. Bradley
Michelle Stevenson
Assisted by City Clerk, Cindy Sankaran
Zoning Map updated for ordinance adopted through 2012016 by the City of Winter Park.

SITE ANALYSIS

ADDRESS: 655 W. Morse Blvd.
PARCEL: 06-22-30-1168-08-095

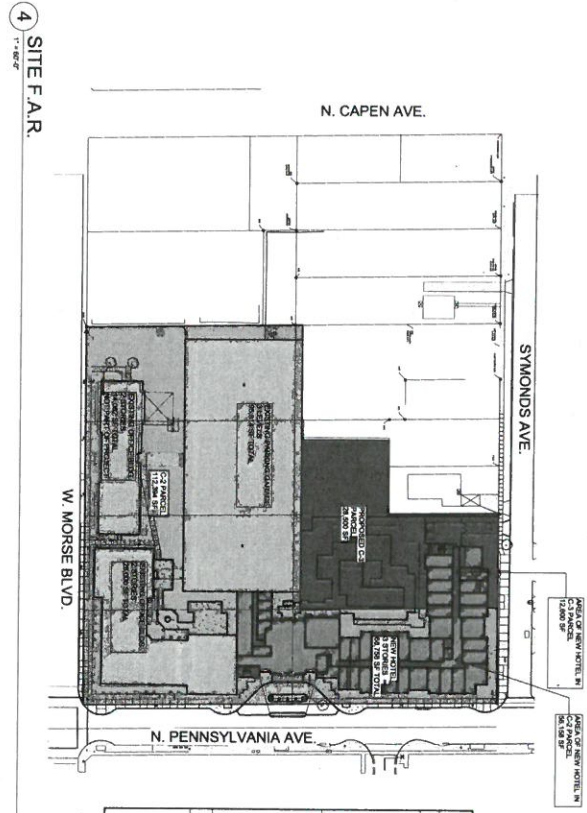
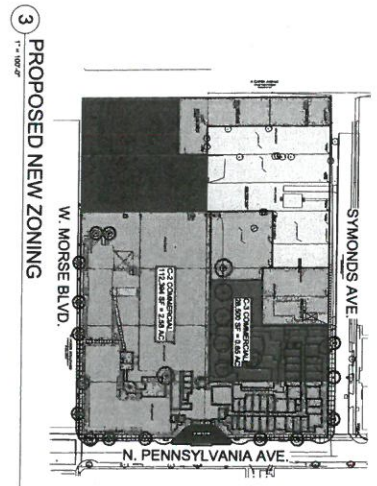
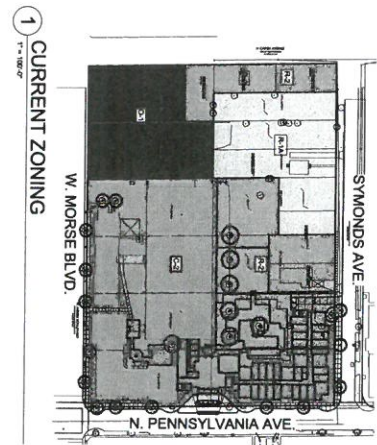
ZONING: C-2
MAX HEIGHT: 40 ft.
MIN. SETBACKS:
Front: 0 ft.
Side: No requirement
Rear: 10 ft.
MAX. FAR: 200%

ZONING: C-3
MAX HEIGHT: 40 ft.
MIN. SETBACKS:
Front: 10 ft.
Side: 15 ft. (adjacent R-2 zoning)
Rear: 30 ft.
MAX. FAR: 45%

SITE ANALYSIS

MDM BOUTIQUE HOTEL
WINTER PARK, FL
10/04/16 | G02

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F.A.R. CALCULATION	
TOTAL AREA OF C-2 PROJECT PARCEL	112,294 SF
AREA OF NEW CONSTRUCTION IN C-2 PARCEL	56,158 SF
AREA OF PARKING GARAGE	86,814 SF
AREA OF OFFICE BUILDING 1	14,082 SF
AREA OF OFFICE BUILDING 2	28,000 SF
TOTAL BUILDING AREA IN C-2 PARCEL	194,054 SF
F.A.R. IN C-2 PARCEL (194,054/112,294) =	1.73
TOTAL AREA OF C-3 PROJECT PARCEL	28,500 SF
AREA OF NEW CONSTRUCTION IN C-3 PARCEL	12,800 SF
F.A.R. IN C-3 PARCEL (12,800 / 28,500) =	.44

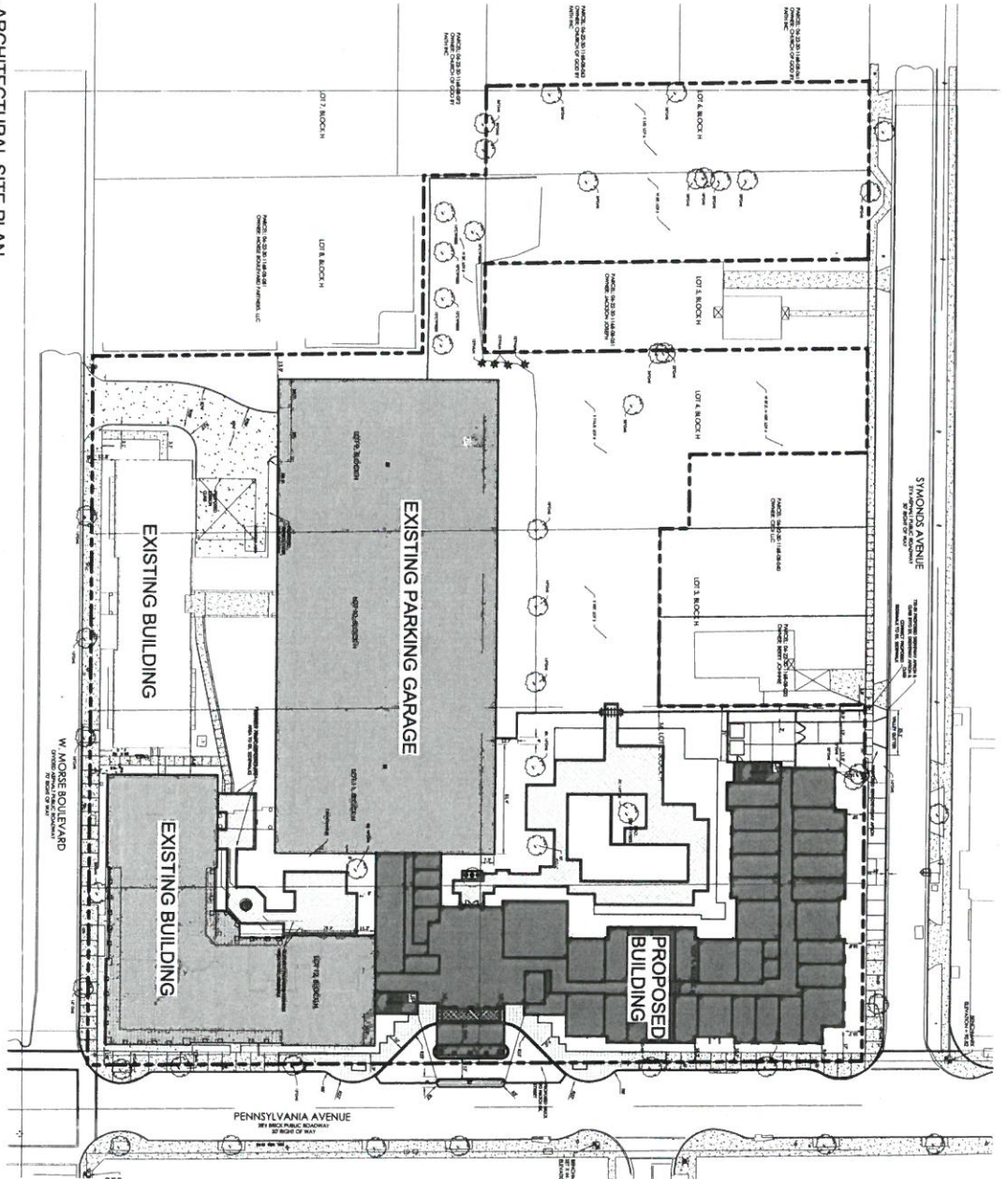
F.A.R. CALCULATIONS

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G0.3
10/04/16



1 ARCHITECTURAL SITE PLAN



PARKING REQUIREMENTS - WINTER PARK CODE OF ORDINANCES, CH. 56, SEC. 56-96

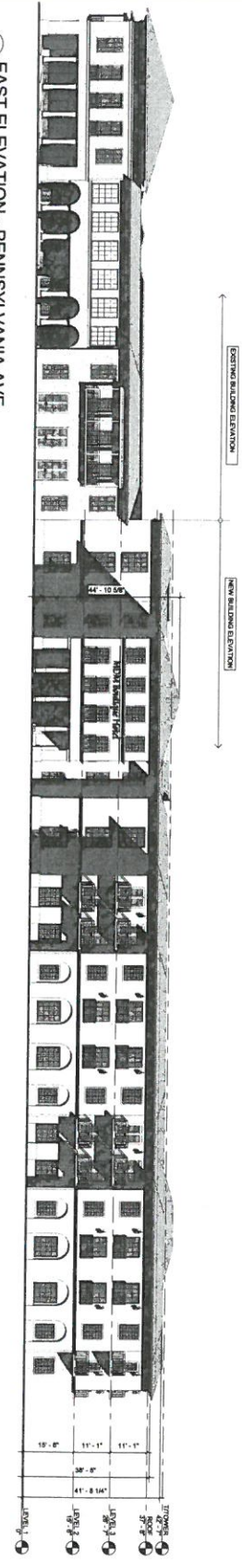
USE	AREA / ROOM	PARKING REQUIRED	REQUIRED SPACES
HOTEL	1 ROOM	1.5 SPACES / ROOM	15
RESTAURANT	4,000	1.5 SPACES / 200	30
MEETING ROOMS	4,000	1.5 SPACES / 200	30
OFFICE (EXISTING)	14,000	1.5 SPACES / 250	56
PARKING SPACES REQUIRED			270

EXISTING PARKING SPACES PROVIDED 270

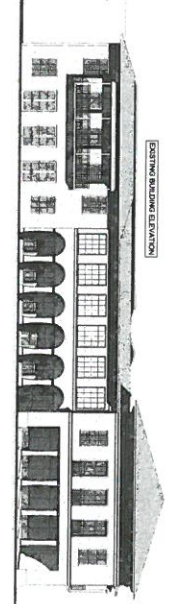
ARCHITECTURAL SITE PLAN

MDM BOUTIQUE HOTEL

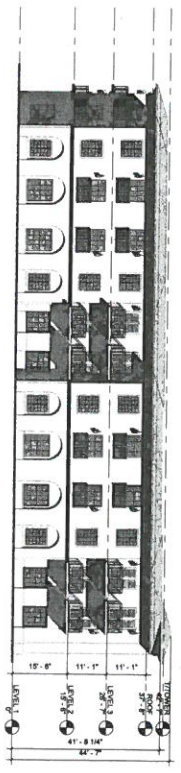
WINTER PARK, FL | G1.0
10/04/16



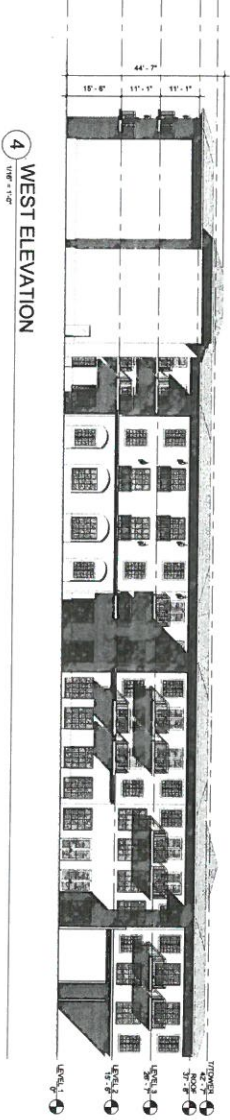
2 EAST ELEVATION - PENNSYLVANIA AVE
VIEW = 1/2"



3 SOUTH ELEVATION - MORSE BLVD
VIEW = 1/2"



1 NORTH ELEVATION - SYMONDS AVE
VIEW = 1/2"



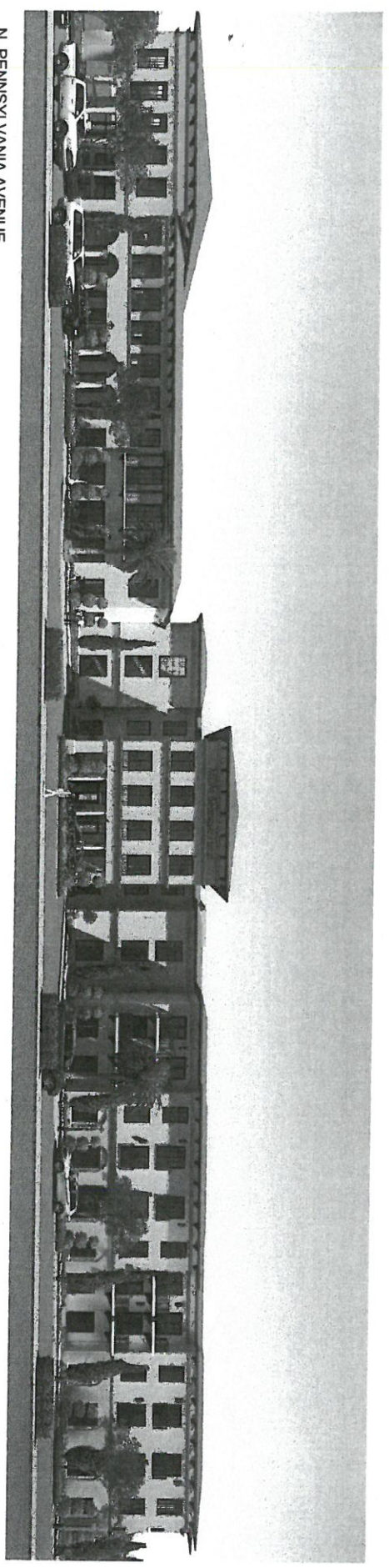
4 WEST ELEVATION
VIEW = 1/2"

BUILDING ELEVATIONS

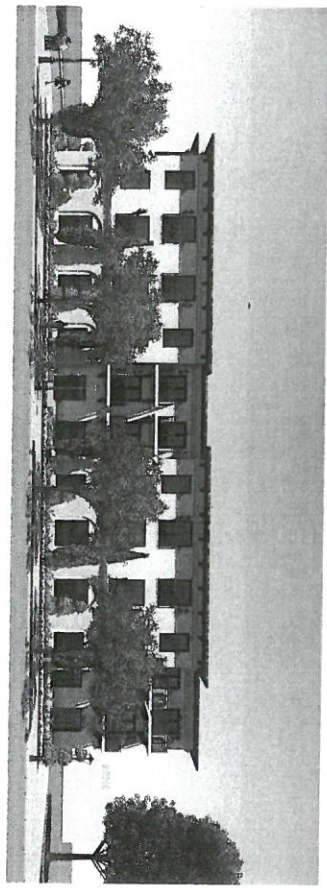
MDM BOUTIQUE HOTEL

WINTER PARK, FL | G1.2
10/04/16

N. PENNSYLVANIA AVENUE



SYMONDS AVENUE

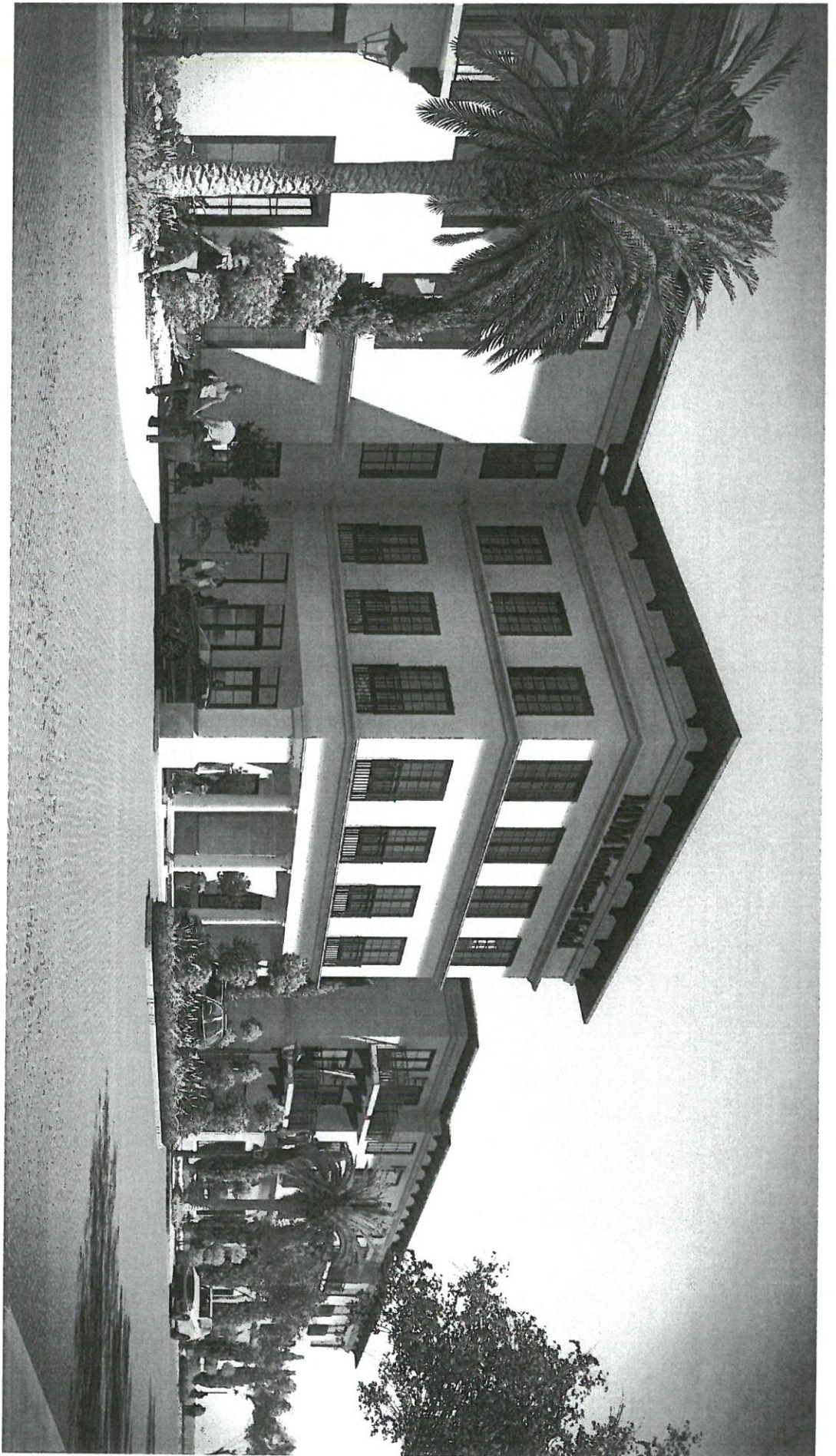


BUILDING ELEVATIONS - COLOR

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G1.3
10/04/16

FINFROCK
FINFROCK DESIGN, INC.



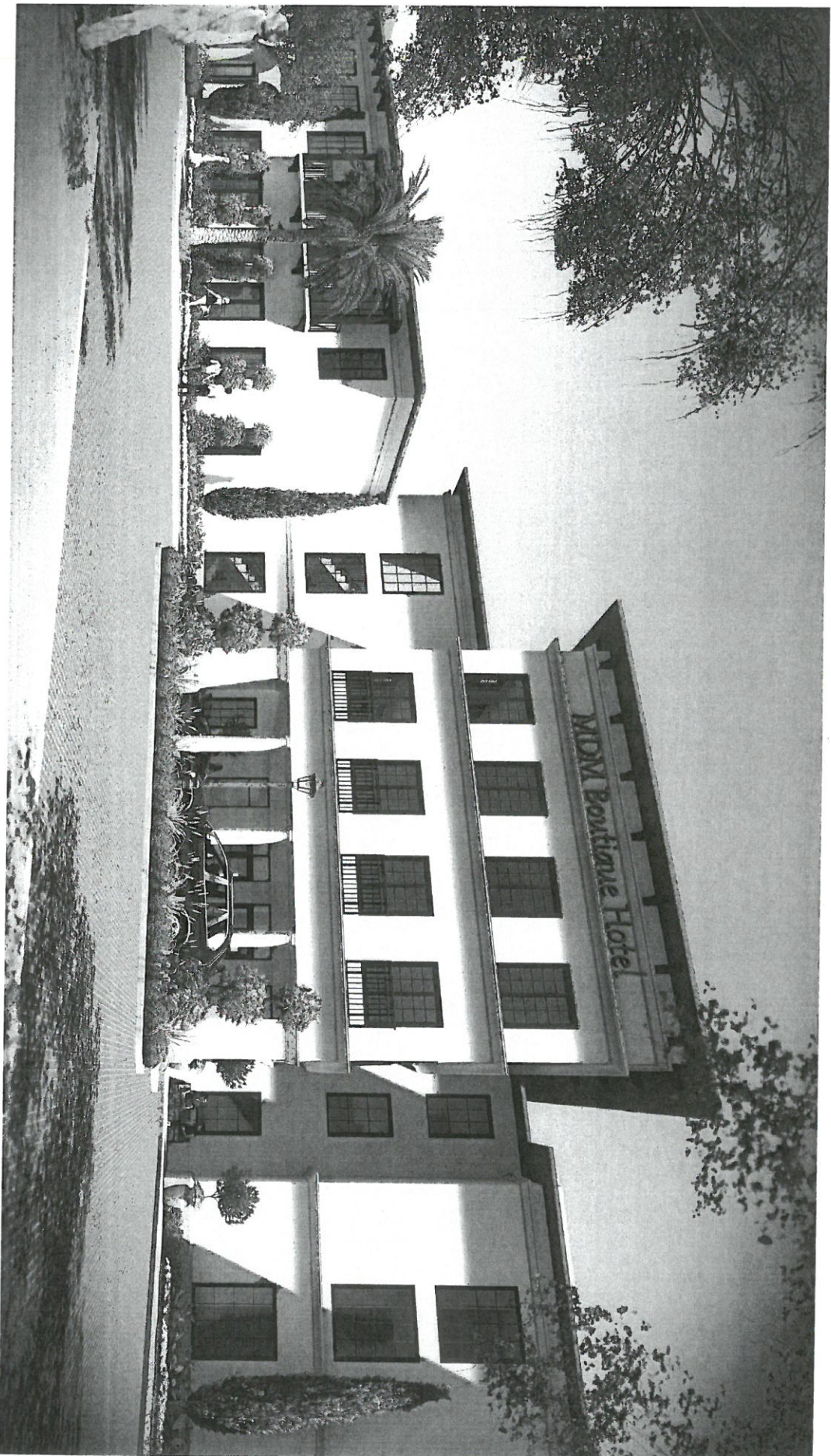
N. PENNSYLVANIA AVE. ENTRANCE PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G20
10/04/16

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FINEROCK
FINEROCK DESIGN, INC.



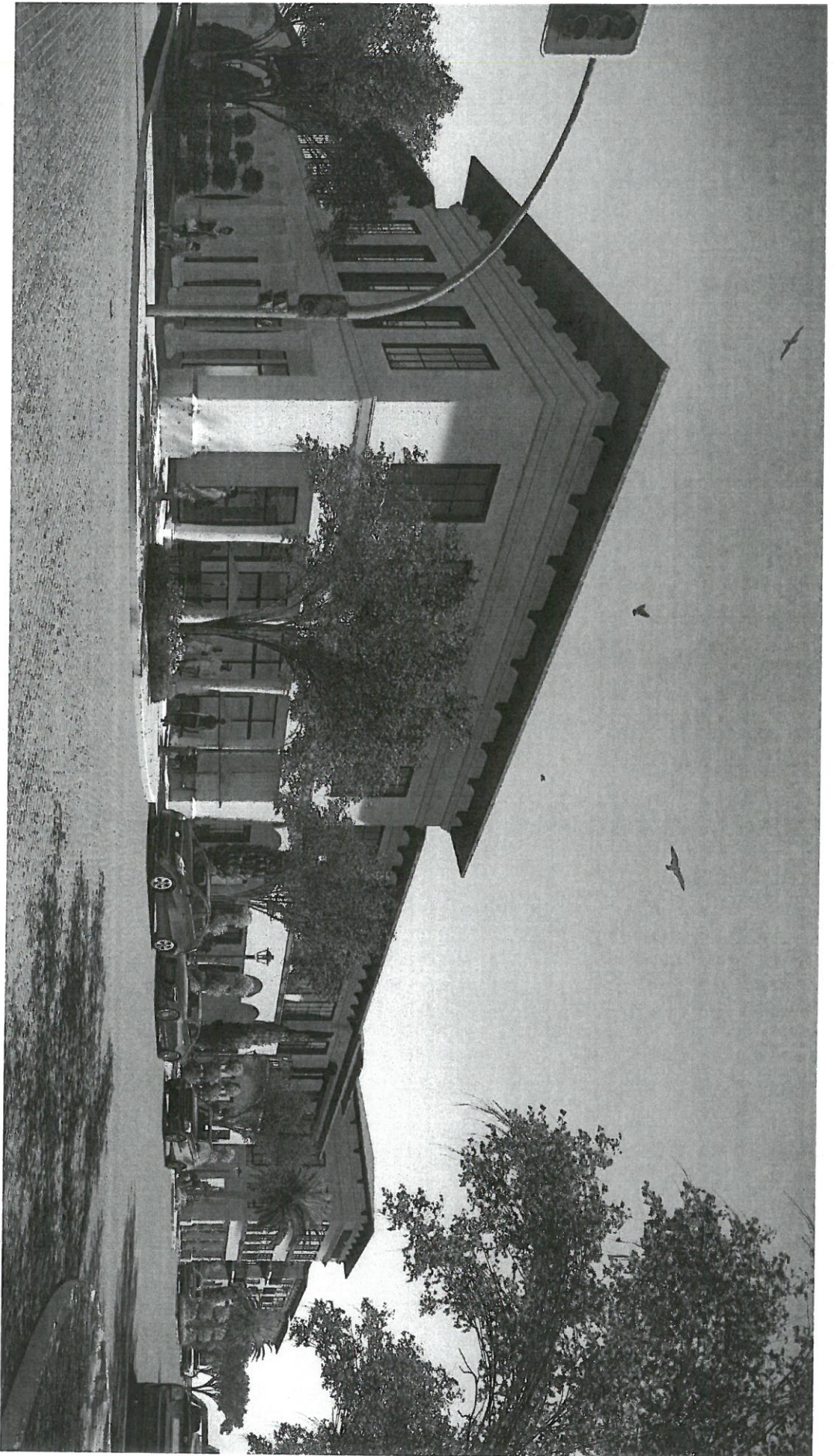
N. PENNSYLVANIA AVE. ENTRANCE PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G2.1
10/04/16

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FINIROCK DESIGN, INC.



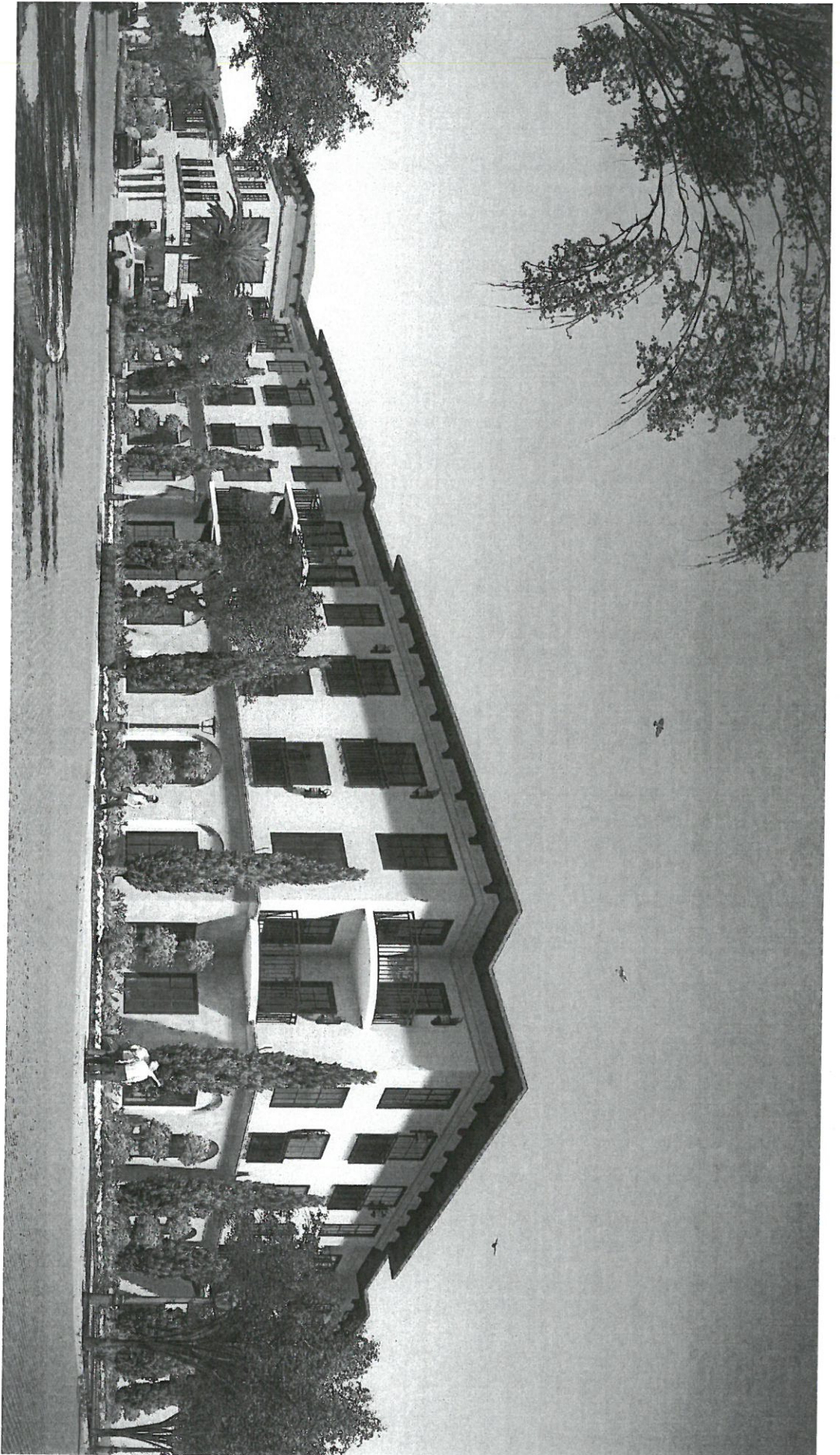
BUILDING PERSPECTIVES

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G2.2
10/04/16

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FINFROCK DESIGN, INC.



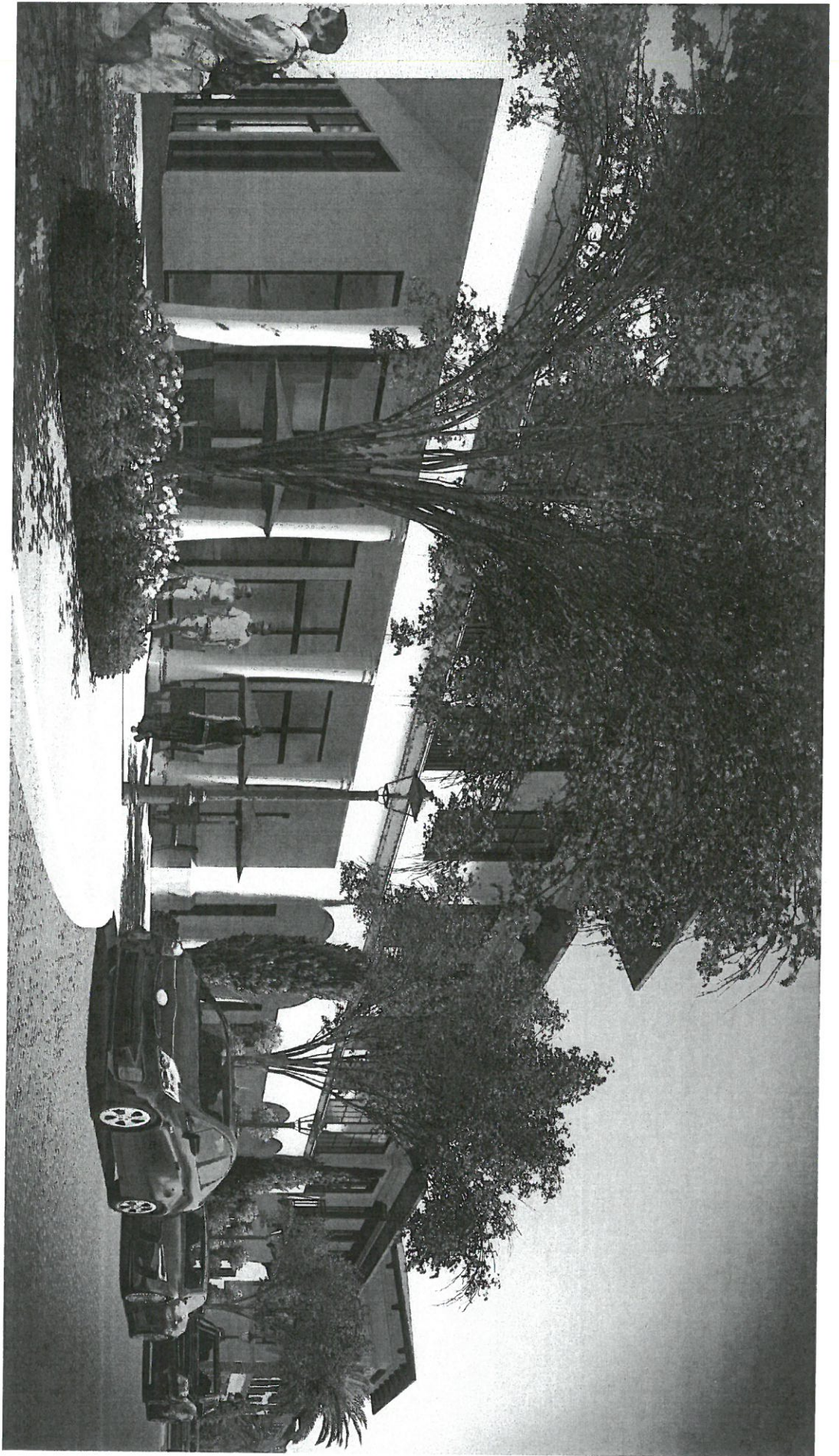
N. PENNSYLVANIA AVE. & SYMONDS AVE. PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G2.3
10/04/16

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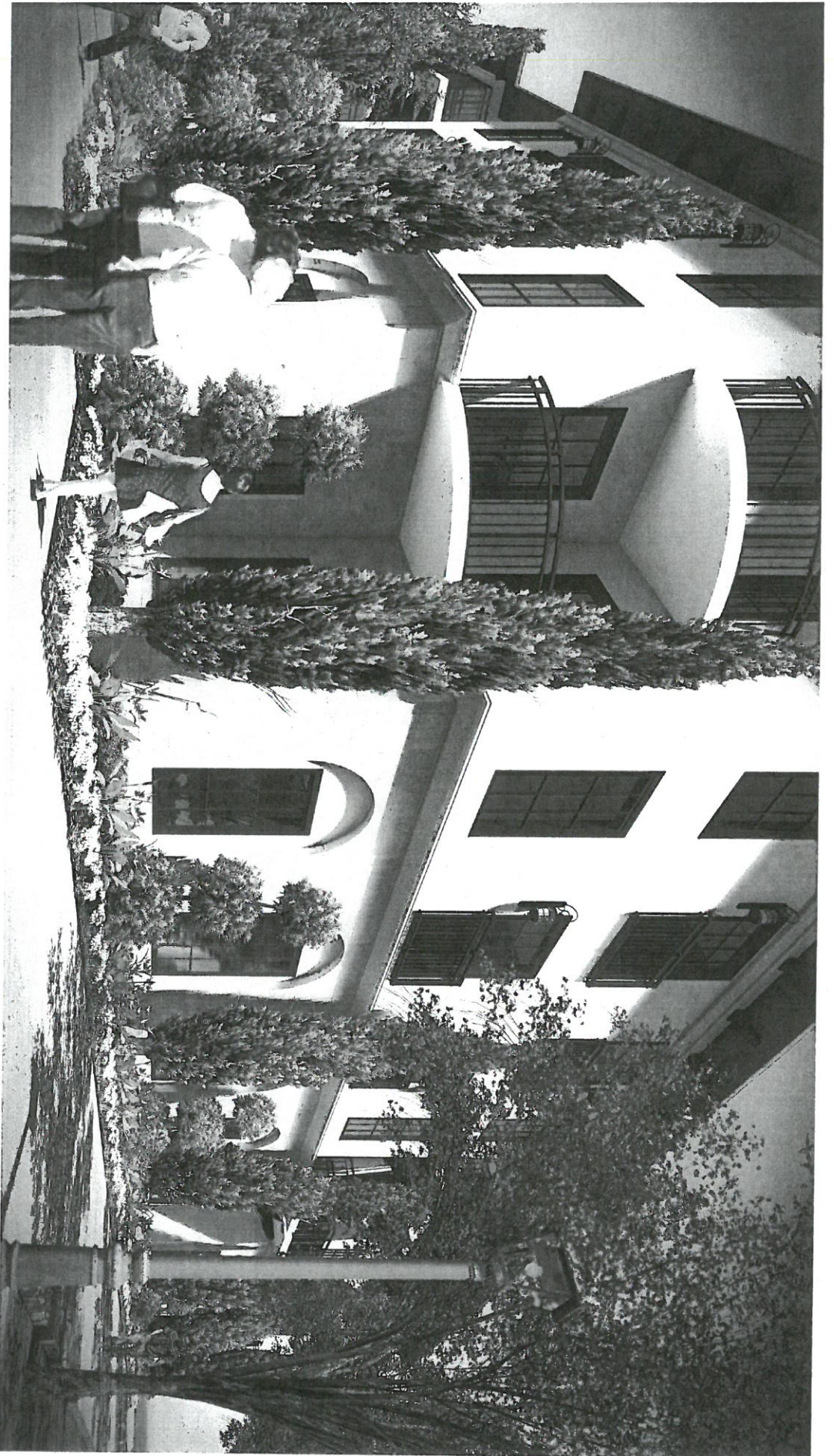
BUILDING PERSPECTIVES

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G2.4
10/04/16

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N. PENNSYLVANIA AVE. & SYMONDS AVE. PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL
10/04/16 | G25

FINFROCK
FINFROCK DESIGN, INC.



N. PENNSYLVANIA AVE. ENTRANCE PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G28
10/04/16

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FINFROCK DESIGN, INC.

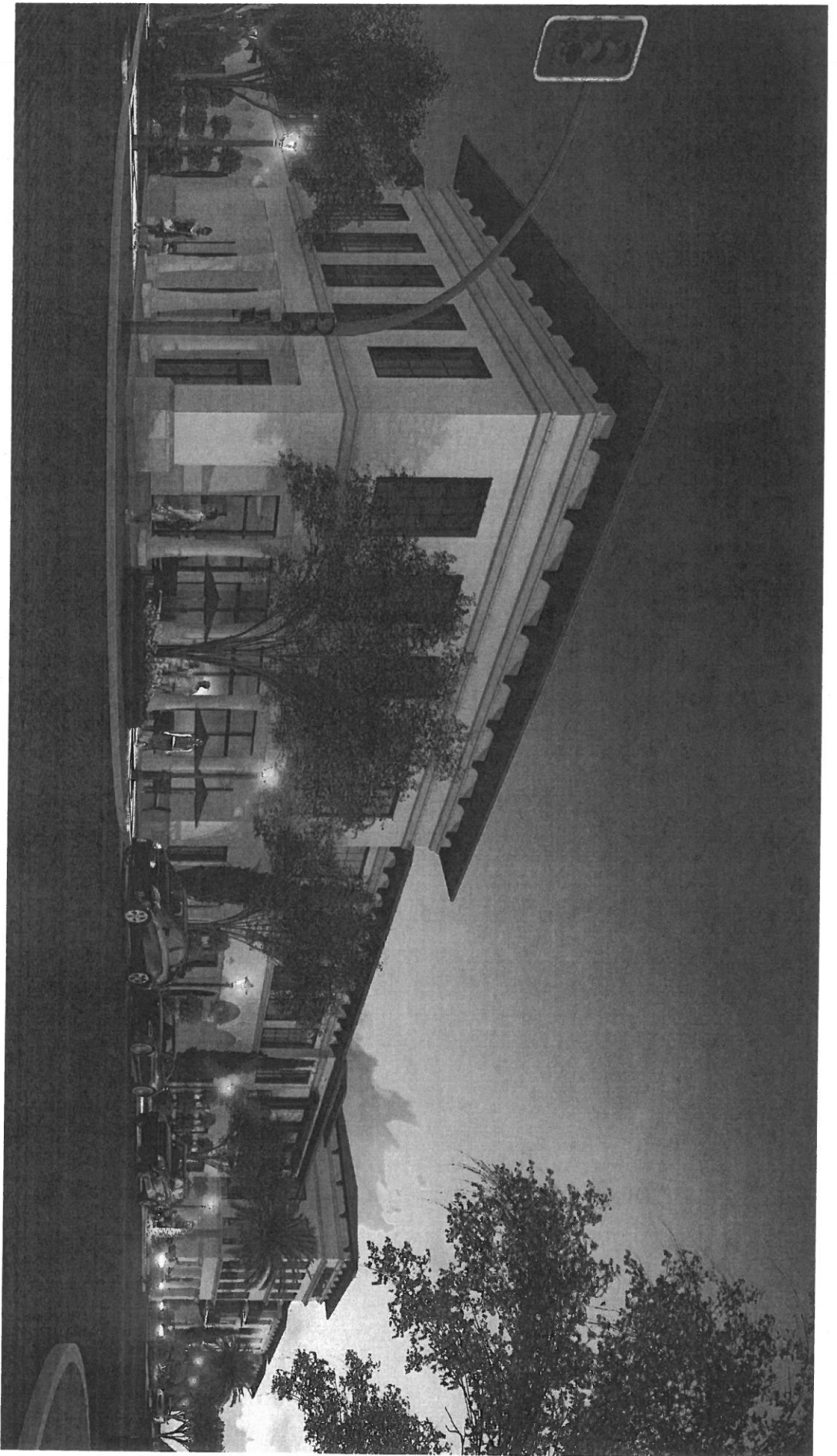


N. PENNSYLVANIA AVE. ENTRANCE PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G29
10/04/16

FINFROCK
FINFROCK DESIGN, INC.

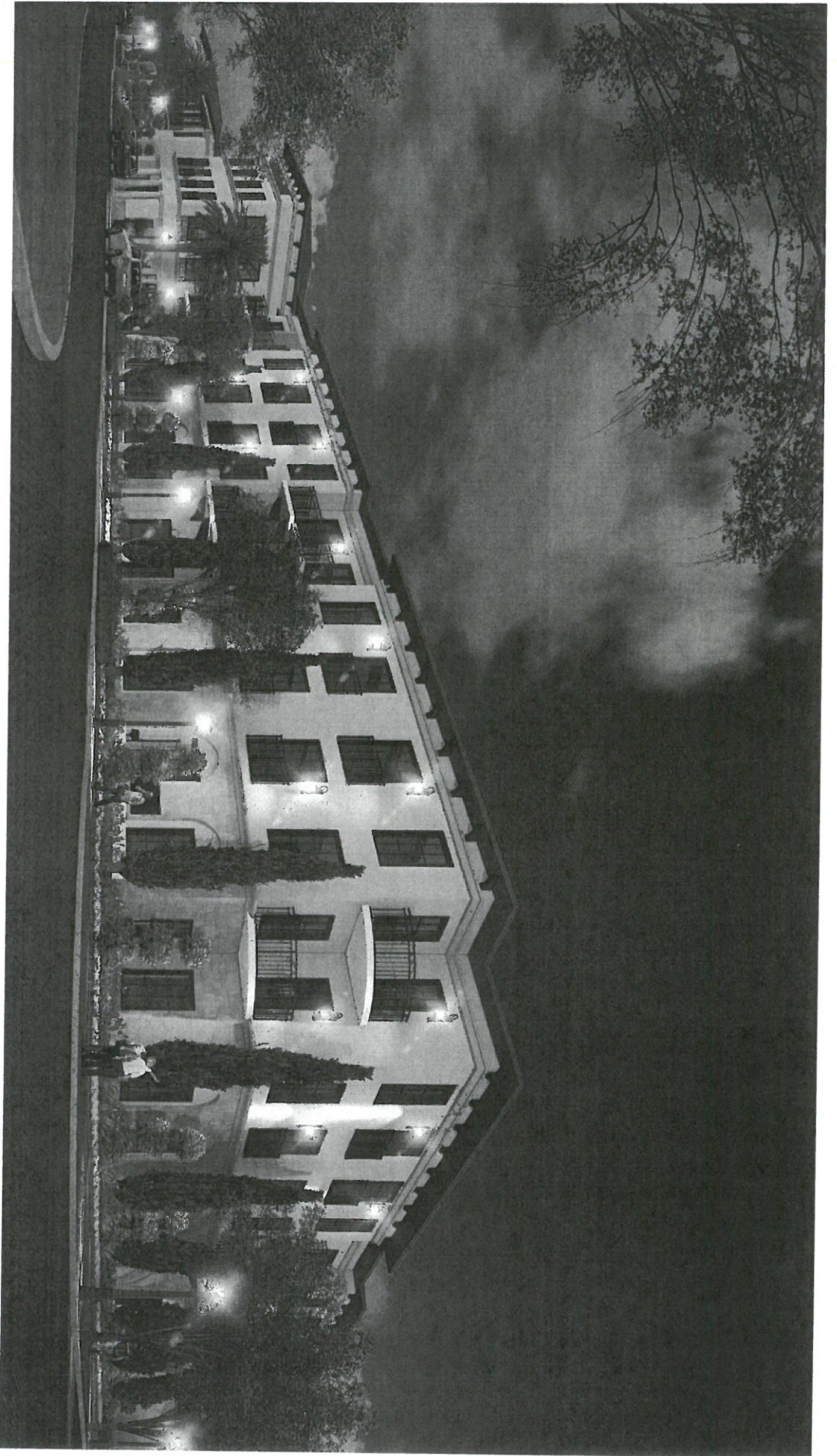


BUILDING PERSPECTIVES

MDM BOUTIQUE HOTEL

WINTER PARK, FL G2.10
10/04/16

FINPROCK
FINPROCK DESIGN, INC.



N. PENNSYLVANIA AVE. & SYMONDS AVE. PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G2.11
10/04/16

FINFROCK
FINFROCK DESIGN, INC.



N. PENNSYLVANIA AVE. & SYMONDS AVE. PERSPECTIVE

MDM BOUTIQUE HOTEL

WINTER PARK, FL | G2.12
10/04/16

**THIS INSTRUMENT PREPARED
BY AND RETURN TO:**

**C. Brent McCaghren, Esquire
Winderweedle, Haines, Ward
& Woodman, P.A.
Post Office Box 880
Winter Park, Florida 32790**

DEVELOPER'S AGREEMENT

28th THIS DEVELOPER'S AGREEMENT (the "Agreement") is made and entered into this NOVEMBER, 2000, by and between the CITY OF WINTER PARK, a political subdivision of the State of Florida (the "City"), 401 Park Avenue South, Winter Park, Florida 32789, and W.F.G., LTD., a Florida limited partnership (referred to as the "Developer"), Post Office Box 350, Winter Park, Florida 32790-0350.

RECITALS:

- A. Developer is the Owner of that property located at ⁶⁵⁵610 West Morse Boulevard, Winter Park, Florida, consisting of approximately 3.5 acres, commonly known as the NW corner of Morse Boulevard and Pennsylvania Avenue (hereinafter referred to as the "Property") as is more particularly described on Exhibit "A", which is attached hereto and incorporated herein by reference.
- B. Developer desires to develop the Property in accordance with the master development site plan as depicted on Exhibit "B", which is attached hereto and incorporated herein by reference.
- C. Developer and the City desire to preserve the residential character of Symonds Avenue lying adjacent to the Property.
- D. Developer has agreed to construct the residential improvements on Symonds Avenue, which residential improvements shall face Symonds Avenue and shall conform to residential zoning and other city codes, as may be approved.
- E. The commercial improvements to be constructed by Developer will create four (4) commercial buildings totaling approximately 60,000 square feet and one (1) parking structure (collectively the "Buildings").

F. Developer and the City have agreed to enter into this Agreement regarding certain matters relating to the Buildings and the development of the Property.

NOW THEREFORE, for and in consideration of the terms and conditions of this Agreement and the mutual covenants set forth herein, and for other good and valuable consideration, the City and the Developer agree as follows:

1. The foregoing recitals are true and correct and incorporated herein.
2. In connection with the construction of exterior improvements to the Buildings by the Developer, the Developer agrees as follows:
 - (a) To follow and adhere to the Morse Boulevard facade guidelines, as may now exist or hereafter be in existence at the time of permitting;
 - (b) The two (2) commercial buildings fronting on Morse Boulevard shall not exceed two stories;
 - (c) The two (2) commercial buildings fronting on Pennsylvania Avenue shall be two stories with the Developer having the right to request the addition of a third floor to each of these buildings for residential purposes only, subject to all required land use approvals including but not limited to a subsequent conditional use approval by the City;
 - (d) The parking structure shall not exceed three (3) levels and shall not extend any taller than the commercial Buildings;
 - (e) The exterior elevations of the parking structure shall meet or exceed the design standards as set by the Park Avenue Rollins Project.
3. This Agreement is subject to the Developer obtaining the necessary building permits for the construction of improvements to the Property and the Buildings as contemplated herein. The City agrees to issue such building permits subject only to the normal requirements that the plans for such construction comply with the applicable codes of the City, including land development and building codes then in effect and fire and life safety codes. To the extent that there are any inconsistencies between the specific agreements contained herein and any such requirements, the terms of this Agreement shall control.
4. This Agreement provides for the construction of a three level parking structure, bank drive thru lanes, four (4) commercial buildings over 10,000 square feet, rezoning approximately 8,000 square feet of R-2 zoned land to C-2 as shown on the attached site plan and the construction of a parking area and driveway exiting onto Symonds Avenue, as shown on Exhibit "B".

5. The City and Developer agree to the following:

(a) Within six (6) months from the date of this Agreement, the Developer, together with joinders, subordinations, or consents of all other necessary parties shall provide to the City an easement of approximately 8,000 square feet of land (40' x 200') located on the North side of 303 North Pennsylvania Avenue (formerly the Lewis property) which abuts the City-owned Canton Apartment land in order to provide access from Pennsylvania Avenue through the former Lewis property to the City owned Canton Apartment land. The legal description and location of the easement shall be determined by the City's surveyor and the easement shall be in form and substance mutually acceptable to the City and Developer.

By 11/28/03

(b) The City shall at its sole cost and expense construct a road on said easement in substantial accordance with the attached site plan marked Exhibit "C". The City shall maintain at all times at its expense the road and easement. The City agrees to construct the easement roadway within three (3) years from the date of this Agreement.

CO date = 12/1/00

(c) The Developer agrees to begin residential development of the remaining approximate 1.98 acres fronting along Symonds Avenue as described on Exhibit "D" attached hereto within three (3) years of completing and obtaining a Certificate of Occupancy for either the parking garage or Building One (1), whichever first occurs (the "C.O. Date") and completing the residential project within five (5) years of the C.O. Date. The City may withhold building permits for Buildings Three (3) and Four (4) until the Developer begins construction of the residential units along Symonds Avenue in accordance with plans submitted to, reviewed by, and approved by the City, which review and approval shall include the number of residential units to be constructed.. The City may withhold certificates of occupancy for Buildings Three (3) and Four (4) until the Developer has substantially completed the residential units and certificates of occupancy have been issued for said residential units.

6. Each party to this Agreement represents and warrants to the other that it has all necessary power and authority to enter into and consummate the terms and conditions of this Agreement and that all acts, approvals, procedures and similar matters required in order to authorize this Agreement have been taken, obtained or followed, as the case may be, and upon the execution of this Agreement by both parties, this Agreement shall be valid and binding upon the parties hereto and their successors in interest.

7. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

8. This Agreement may only be amended or terminated by a written agreement executed by all parties hereto or by their successors in interest.

9. This Agreement and the terms and conditions hereof shall be binding upon and inure to the benefit of the City, Developer and their respective successors in interest, and the terms and conditions shall be binding upon and inure to the benefit of the Property.

10. This Agreement may be recorded by the City, at the Developer's expense, among the Public Records of Orange County, Florida.

11. If any provisions of this Agreement are held to be illegal or invalid, the other provisions of this Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed as of the day and year first above written.

Signed, Sealed and Delivered in the Presence of:

Cynthia S. Bonham
Print Name Cynthia S. Bonham

Linda T. Seaman
Print Name Linda T. Seaman

Nan O'Bryant
Print Name Nan O'Bryant

Jodie G. Murphy
Print Name JODIE G. MURPHY

CITY OF WINTER PARK, a political subdivision of the State of Florida

By: *[Signature]*
Name: Roland F. Hotard, III
As its: Mayor

Date: November 28, 2000

W.F.G., Ltd., a Florida limited partnership

By: Welbourne Ave. Corp., a Florida corporation

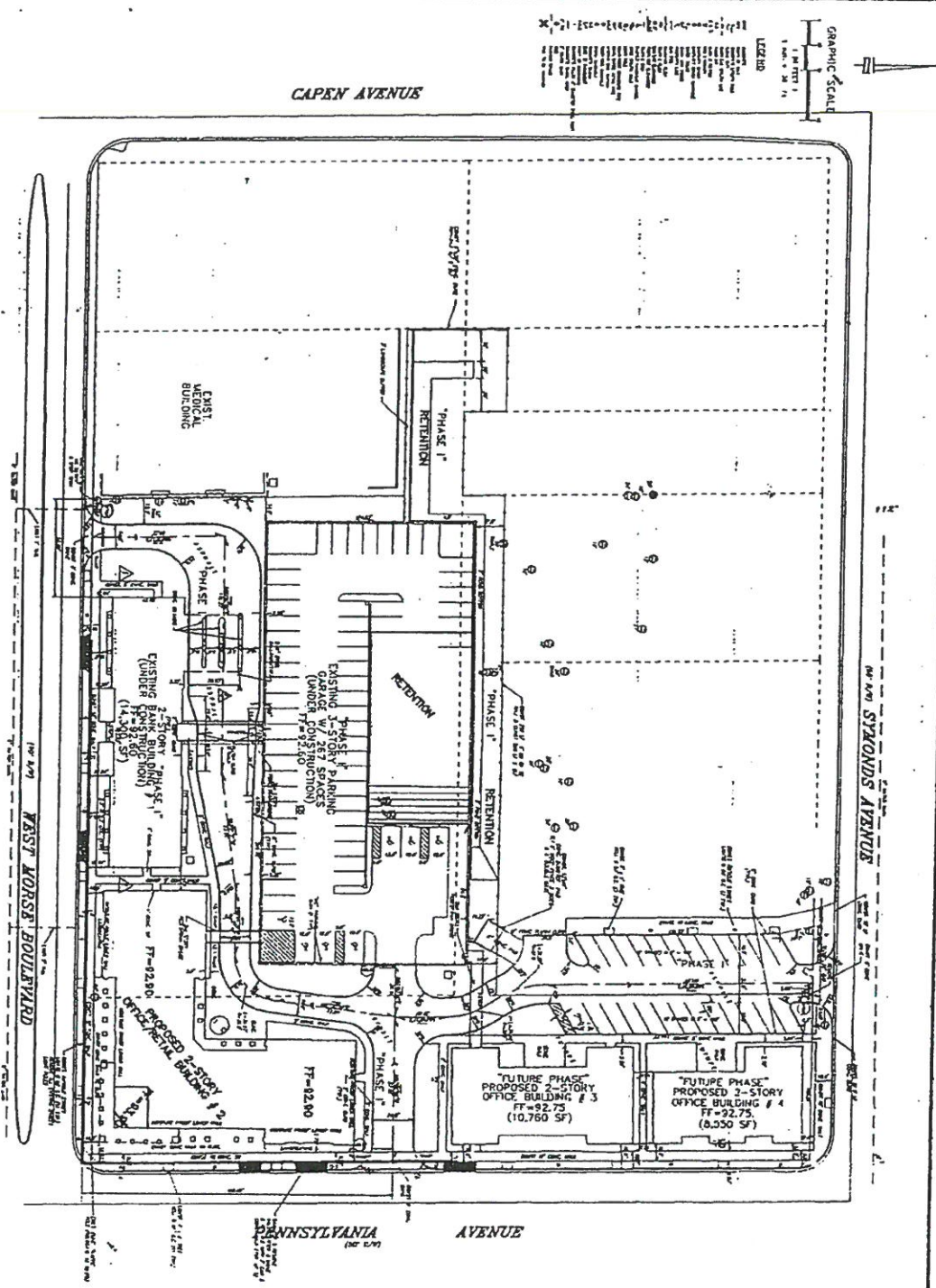
By: *Robt Saltzman*
Name: Robert Saltzman
As its: President

Date: 11/2/00

EXHIBIT "A"

Lots 1, 2, 4, 9, 10, 11 and 12, Block H; the North 35 feet of Lot 8, Block H; the West 50 feet of Lot 5, Block H; the West 50 feet and the South 100 feet of the East 50 feet of Lot 3, Block H; all in CAPENS ADDITION TO WINTER PARK, according to the Plat thereof as recorded in Plat Book A, Page 95, Public Records of Orange County, Florida.

Exhibit B



GRAPHIC SCALE
1" = 100 FT
1" = 200 FT
1" = 300 FT
1" = 400 FT
1" = 500 FT
1" = 600 FT
1" = 700 FT
1" = 800 FT
1" = 900 FT
1" = 1000 FT

LOCATION MAP

DATA

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE RAILROAD UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CANAL UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DITCH UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TRENCH UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE UTILITY LINE UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE STRUCTURE UNLESS OTHERWISE NOTED.

LEGAL DESCRIPTION

LEGAL DESCRIPTION
ALL DIMENSIONS ARE IN FEET AND INCHES.
ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
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ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TRENCH UNLESS OTHERWISE NOTED.
ALL DIMENSIONS ARE TO THE CENTERLINE OF THE UTILITY LINE UNLESS OTHERWISE NOTED.
ALL DIMENSIONS ARE TO THE CENTERLINE OF THE STRUCTURE UNLESS OTHERWISE NOTED.

HOLDER ENGINEERING CORPORATION
P.O. BOX 111278
MIAMI BEACH, FLORIDA 33126
ONE ENGINEERS/ARCHITECTS
(407) 588-2217

PROJ. NO.
DATE: 02/14/00
DRAWN BY: S.C.M.
CHECKED BY: M.M.
SHEET NO.
C-1

WFG, LIMITED
MORSE AND PENN
WINTER PARK, FLORIDA

SITE PLAN

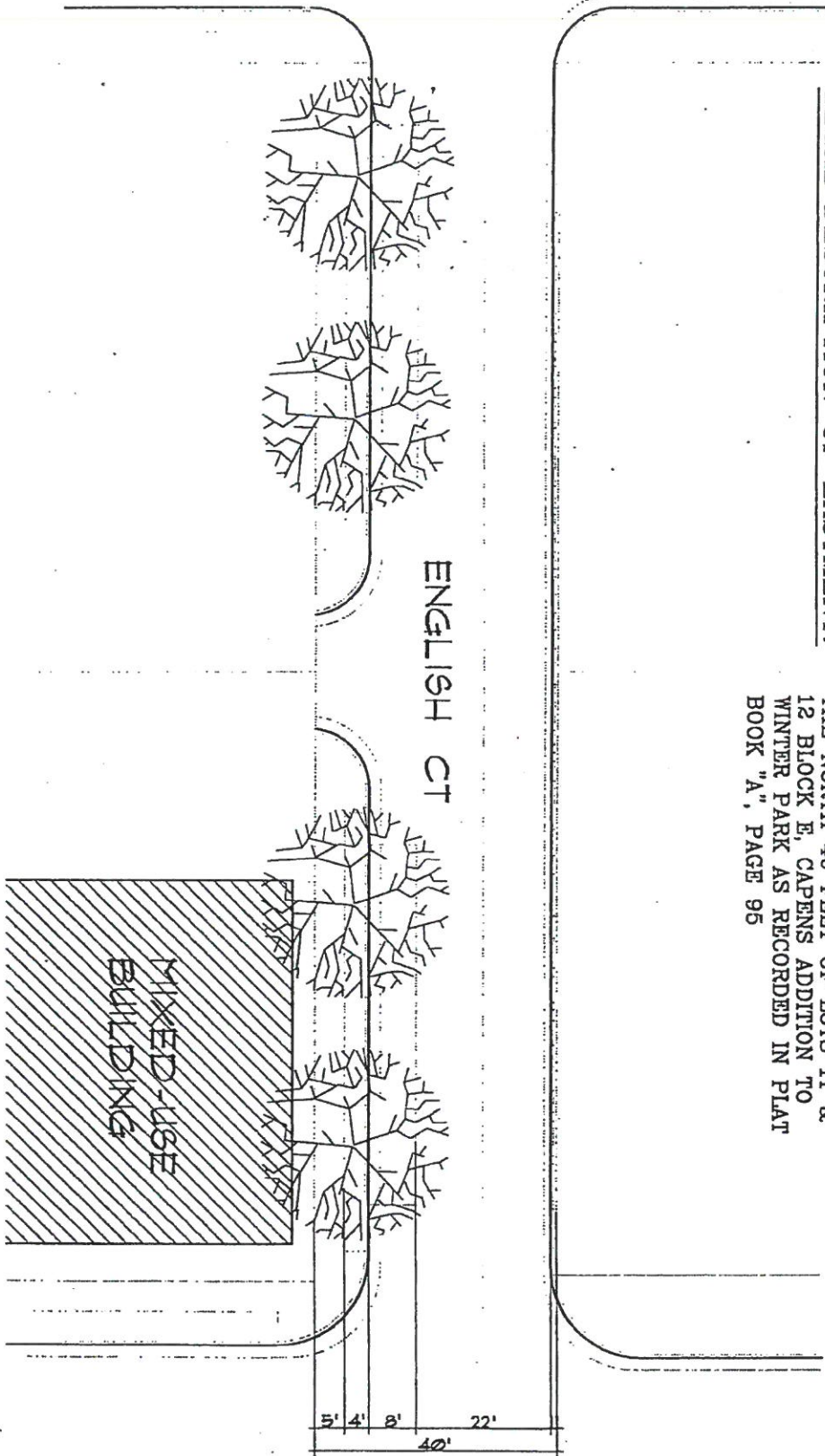
REVISIONS:
DATE: 02/14/00
BY: S.C.M.
CHECKED BY: M.M.

BORRELLI & ASSOCIATES
ARCHITECTURE
INTERIOR DESIGN
PLANNING
300 WEST NEW ORLEANS AVE., SUITE 200
WINTER PARK, FL 32789 (407) 878-0888

EXHIBIT "C"

LEGAL DESCRIPTION OF EASTMENT:

THE NORTH 40 FEET OF LOTS 11 &
12 BLOCK E, CAPENS ADDITION TO
WINTER PARK AS RECORDED IN PLAT
BOOK "A", PAGE 95



PENNSYLVANIA AVE

A-1

DATE	DESCRIPTION	APPROVED BY

City of Winter Park
401 Park Avenue South
Winter Park, Florida 32789
Telephone (407) 837-3000

DESIGNED BY: AAV / LCS / AAV
DRAWN BY: DSM

PROJECT NAME: HANNIBAL SQUARE
DATE: 10/26/99
SCALE: PER DRWGS

WINTER PARK
HANNIBAL SQUARE
URBAN DEVELOPMENT

EXHIBIT "D"

Lot 2; the West 1/2 of Lot 3 (less the South 25 feet); the South 100 feet of the East 1/2 of Lot 3 (less the South 25 feet); Lot 4 (less the South 25 feet); and the West 1/2 of Lot 5 (less the South 25 feet); all in Block H, CAPENS ADDITION TO WINTER PARK, according to the Plat thereof as recorded in Plat Book "A", Page 95, Public Records of Orange County, Florida.

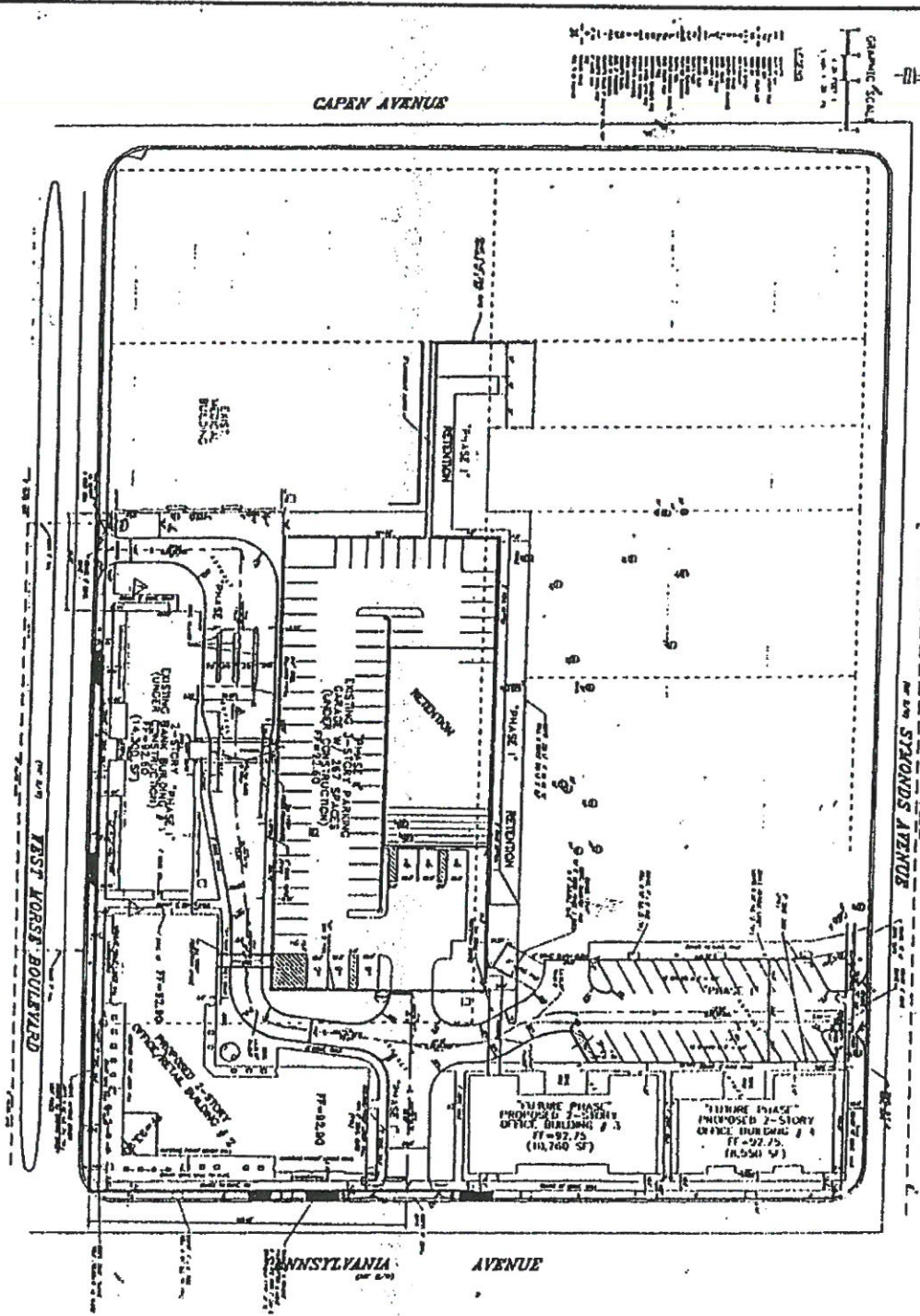


Exhibit "B"

LEGAL DESCRIPTION
 THE LAND SHOWN ON THIS PLAN IS PART OF THE LANDS OF THE STATE OF FLORIDA, IN THE COUNTY OF DUNEDIN, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS: ...

HOLDER ENGINEERING CORPORATION
 P.O. BOX 99299
 MIAMI BEACH, FLORIDA 33156
 TEL: (305) 673-1111

WFG, LIMITED
MORSE AND PENN
 WINTER PARK, FLORIDA

SITE PLAN

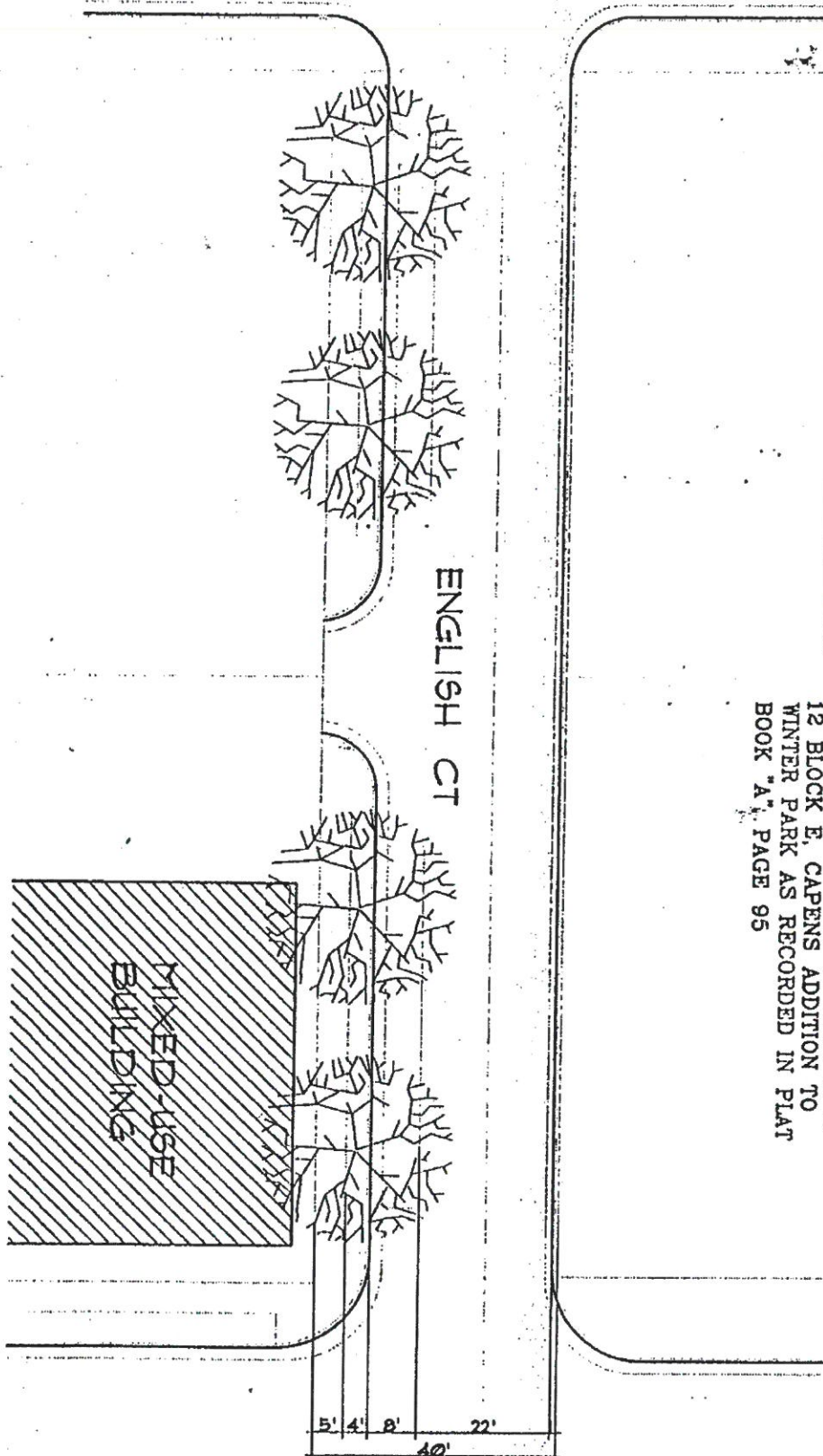
BORRELLI & ASSOCIATES
 ARCHITECTURE
 INTERIOR DESIGN
 PLANNING

C-1

EXHIBIT "C"

LEGAL DESCRIPTION OF EASTMENT:

THE NORTH 40 FEET OF LOTS 11 & 12 BLOCK E, CAPENS ADDITION TO WINTER PARK AS RECORDED IN PLAT BOOK "A", PAGE 95



PENNSYLVANIA AVE

A-1

City of Winter Park
 222 Park Avenue South
 Winter Park, Florida 32789
 Telephone 407-939-0302

DESIGNED BY: AAV / AAV / LGS / AAV
 DRAWN BY: AAV

WINTER PARK
 HANNIBAL SQUARE
 URBAN DEVELOPMENT

HANNIBAL SQUARE
 10/26/89
 PFR DRWGS

EXHIBIT "D"

Lot 2; the West 1/2 of Lot 3 (less the South 25 feet); the South 100 feet of the East 1/2 of Lot 3 (less the South 25 feet); Lot 4 (less the South 25 feet); and the West 1/2 of Lot 5 (less the South 25 feet); all in Block H, CAPENS ADDITION TO WINTER PARK, according to the Plat thereof as recorded in Plat Book "A", Page 95, Public Records of Orange County, Florida.

ORDINANCE NO. 2338

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 ZONING DESIGNATION OF LOW DENSITY RESIDENTIAL (R-2) DISTRICT TO CENTRAL BUSINESS (C-2) DISTRICT ON THE REAR (SOUTH) TWENTY-FIVE FEET OF THE PROPERTY AT 712, 672, 664, 660, 656, 630 AND 620 SYMONDS AVENUE, MORE PARTICULARLY DESCRIBED HEREIN.

(ZMA 5:99)

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

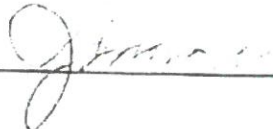
SECTION 1. That pursuant to Section 58-85 thereof, Article III "Zoning" and the Official Zoning Map is hereby amended and modified by changing the existing zoning designation of Low Density Residential (R-2) District to Central Business (C-2) District on the south 25 feet of the properties at 712, 672, 664, 660, 656, 630 and 620 Symonds Avenue, more particularly described as follows:

The south 25 feet of Lots 2, 3, 4 and the west half of Lot 5, Block H, Capens Addition to Winter Park as recorded in Plat Book "A", Page 95, Public Records of Orange County, Florida.

SECTION 3. All ordinances or portions or ordinances in conflict herewith are hereby repealed.

SECTION 4. This ordinance shall become effective upon the adoption by the City Commission of a Development Agreement between the City of Winter Park and the property owner specifying the use of this property with respect to buildings, storm water retention and landscaping. If no such Development Agreement is approved by December 14, 2000 then this ordinance shall become null and void and the zoning shall revert to the previous Low Density Residential (R-2) designation.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida on the 14th day of December, 1999.



Mayor

ATTEST:



City Clerk

ORDINANCE NO. 2337

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58 LAND DEVELOPMENT CODE, ARTICLE I, "COMPREHENSIVE PLAN" AND THE FUTURE LAND USE PLAN MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION OF LOW DENSITY RESIDENTIAL TO CENTRAL BUSINESS DISTRICT ON THE REAR (SOUTH) TWENTY-FIVE FEET OF THE PROPERTIES AT 712, 672, 664, 660, 656, 630 AND 620 SYMONDS AVENUE, MORE PARTICULARLY DESCRIBED HEREIN.

(COMP 2:99)

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

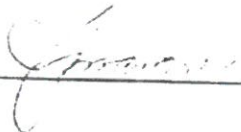
SECTION 1. That pursuant to Section 58-6 thereof, Chapter 58 Land Development Code, Article I, "Comprehensive Plan" and the Future Land Use Plan Map is hereby amended and modified by changing the existing future land use designation of Low Density Residential to Central Business District on the south twenty-five feet of the properties at 712, 672, 664, 660, 656, 630 and 620 Symonds Avenue, more particularly described as follows:

The south 25 feet of Lots 2, 3, 4 and the west half of Lot 5, Block "H", Capens Addition to Winter Park as recorded in Plat Book "A", Page 95, Public Records of Orange County, Florida.

SECTION 2. All ordinances or portions of ordinances in conflict herewith are hereby repealed.

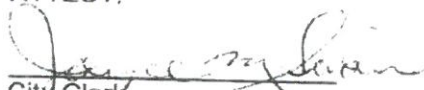
SECTION 3. This ordinance shall become effective upon the adoption by the City Commission of a Development Agreement between the City of Winter Park and the property owner specifying the use of this property with respect to buildings, storm water retention and landscaping. If no such Development Agreement is approved by December 14, 2000 then this ordinance shall become null and void and the future land use designation shall revert to the previous Low Density Residential designation.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida on the 14th day of December, 1999.



Mayor

ATTEST:



City Clerk

DEVELOPER'S AGREEMENT AMENDMENT ONE

THIS AMENDMENT NUMBER ONE TO THE DEVELOPER'S AGREEMENT of November 28, 2000 ("Agreement") is made this 26 day of November, 2007, between the **CITY OF WINTER PARK, FLORIDA**, a Florida municipality ("City"), whose address is City Hall, Attention: Planning Department, 401 Park Avenue South, Winter Park, Florida 32789, and **W. F. G. LTD.**, a Florida limited partnership (referred to as the "Developer") whose address is Attention: Sydgan Corp., Post Office Box 350, Winter Park, Florida 32790:

RECITALS

WHEREAS, the City and Developer desire to amend the existing Developer's Agreement made and entered into on November 28, 2000 in order to respond to changing economic conditions and to foster the redevelopment of this Property and surrounding parcels in concert with the City's CRA Plans.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, the parties agree as follows:

1. Section E of the Recitals is hereby deleted;
2. Section 2 (b) shall be amended to read "The two (2) commercial buildings fronting on Morse Boulevard shall not exceed two stories with the Developer having the right to request the addition of a third floor to each of these buildings for residential purposes only, subject to all required land use approvals including but not limited to a subsequent conditional use approval by the City";
3. Section 2 (c) shall be amended to read "The ~~two~~ (2) commercial building fronting on Pennsylvania Avenue shall not exceed ~~two~~ three stories with the condition that the third floor shall be restricted for residential purposes only,

subject to all required land use approvals including but not limited to a subsequent conditional use approval by the City”;

4. Section 2 (d) is hereby amended to read as follows; “The parking garage shall not exceed ~~(3)~~ (5) levels ~~and shall not extend any taller than the commercial buildings~~”;
5. Section 5 (c) is hereby amended by changing the last sentence to read as follows; “The City may withhold certificates of occupancy for the Buildings Three (3) and Four (4) at the corner of Pennsylvania and Symonds Avenues until the Developer has substantially completed the residential units.
6. Section 5 shall be amended by adding to it a new subsection 5 (d) to read as follows: “5 (d) The Developer agrees to begin residential development of the aforementioned land fronting on Symonds Avenue (on the portion within their ownership and control) at the same time as construction begins on the addition of the fourth and fifth levels of the parking garage. The City may withhold certificates of occupancy for the Fourth and Fifth levels of the Parking Garage until the Developer has substantially completed the residential units.”

BINDING EFFECT: This Agreement shall be binding upon Owner and its successors and assigns in interest and all other parties acquiring any interest in the Subject Property, and shall inure to the benefit of the City. Action to enforce this Agreement shall be agreed to be within the authority of the City’s Code Enforcement Board.

AUTHORITY: Each party represents and warrants to the other that it has all necessary power and authority to enter into and consummate the terms and conditions of this Agreement and that all acts, approvals, procedures and similar matters required in order to authorize this Agreement have been taken or followed, as the case may be, and that upon execution of this Agreement by both parties, this Agreement shall be valid and binding upon the parties hereto and their successors in interest.

GOVERNING LAW: This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

SUCCESSORS AND ASSIGNS: This Agreement and the terms and conditions hereof shall be binding upon and inure to the benefit of the City and the Developer and their respective successors in interest, and the terms and conditions of this Agreement similarly shall be binding upon the Property and shall run with title to the same.

SEVERABILITY: If any provisions of this Agreement are found to be illegal or invalid, the other provisions of this Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused these presents to be executed as of the date and year first above written.

Signed, sealed and delivered

in the presence of:

Signature *Cynthia Bonkam*

Print Name
Cynthia Bonkam

Signature *N. McLean*

Print Name
Nancy McLean

Signature *Laura Moe*

Print Name
Laura Moe

Signature *Jill Ramsaur*

Print Name
Jill Ramsaur

CITY OF WINTER PARK,
FLORIDA
A municipal corporation

By: *[Signature]*

It's Mayor DAVID C. STRONG

Date Executed: 11-26-07

W.F.G. LTD. a Florida limited
partnership

[Signature]

Donnie B. Bellows

Vice President of GP

Date Executed: 10-16-07

STATE OF FLORIDA
COUNTY OF ORANGE

Acknowledged before me this 16 day of October 2007 by Dante B. Bellows who is personally known to me or has produced _____ (type of identification) as identification.

Laura Mos
Notary Public, State of Florida



Laura Mos
My Commission DD314635
Expires April 28, 2008

Print, Type or Stamp Commissioned Name of
Notary Public

STATE OF FLORIDA
COUNTY OF ORANGE

Acknowledged before me this 28 day of November 2007, by David Strong as Mayor of the City of Winter Park, Florida, a municipal corporation, who is personally known to me or has produced _____ (type of identification) as identification and he acknowledged that he executed the above document for the City.

Michelle Gervy
Notary Public, State of Florida



Print, Type or Stamp Commissioned Name of
Notary Public

DEVELOPER'S AGREEMENT AMENDMENT TWO

THIS AMENDMENT NUMBER TWO TO THE DEVELOPER'S AGREEMENT of November 28, 2000 ("Developer's Agreement"), which was approved by a majority vote of the City Commission on February 13, 2012, and is effective as of the date of the last signature affixed below, is entered into between the **CITY OF WINTER PARK, FLORIDA**, a Florida municipal corporation ("City"), with an address of City Hall, Attention: Planning Department, 401 Park Avenue South, Winter Park, Florida 32789-4386; and **W.F.G., LTD**, a Florida limited partnership, ("Developer"), with a principal address of, Attention: SYDGAN Corporation, 558 West New England Avenue, Suite 220, Winter Park, Florida 32789, and a mailing address of Post Office Box 350 Winter Park, Florida 32790-0350.

Recitals

WHEREAS, the City and the Developer desire to amend the Developer's Agreement; as amended by Developer's Agreement Amendment One, dated November 26, 2007; in order to respond to changing economic conditions and to foster the redevelopment of the property described in the Developer's Agreement, as amended, and

WHEREAS, in November of 2000 the City granted a conditional use permit to the Developer, for the purpose of developing the property described in the Developer's Agreement, as amended, and

WHEREAS, to memorialize that conditional use permit the City and the Developer entered into the Developer's Agreement under which the Developer agreed to develop four two-story commercial buildings, a three level parking garage, and residential improvements according to the terms of the Developer's Agreement, as amended, and

WHEREAS, on or about May 23, 2005 the City approved a modification of the conditional use permit to allow the parking garage to be up to five levels so long as the residential development was substantially completed before the expansion of the parking garage to five levels and also approved a two year extension of the conditional use permit through May 23, 2007, and

WHEREAS, on or about April 9, 2007 the City again approved an extension of the conditional use permit through May 23, 2008 because the parties believed the City's Comprehensive Plan would be approved by that date and the development would proceed according to the terms of the Developer's Agreement and the Comprehensive Plan, and

WHEREAS, to memorialize that modification to the conditional use permit the Developer and the City entered into the Developer's Agreement Amendment One dated

November 26, 2007, amending the original November 28, 2000 Developer's Agreement to provide that the parking garage shall not exceed 5 levels and to allow the Developer the right to request to add a third floor to the commercial buildings according to the terms of that amendment, and

WHEREAS, on or about March 10, 2008 the Comprehensive Plan had not yet been adopted so the City granted another extension of time for the conditional use permit until one year after the Comprehensive Plan became effective, and

WHEREAS, the Comprehensive Plan became effective on May 14, 2009, extending the conditional use permit through May 14, 2010, and

WHEREAS, at all times material to the Developer's Agreement SYDGAN Corporation acted as the agent in fact for the Developer regarding the Developer's Agreement, the Developer's Agreement Amendment One, and the conditional use permit, with any modifications and extensions, related to the Developer's Agreement, as amended, and

WHEREAS, by April of 2010 the City had not yet adopted its Land Use Code, which would provide the regulations governing the development contemplated by the parties, so the City's planning staff requested an additional extension of the conditional use permit on behalf of the Developer, and

WHEREAS, on May 10, 2010, during the City Commission's regularly scheduled public meeting, the City granted a three year extension of the conditional use permit through May 14, 2013 and added the following five additional conditions to the conditional use permit:

1. No construction shall take place on the additional parking garage expansion until compatible development is approved by the City (as required via conditional use) for the vacant portion of the property at 655 W. Morse Boulevard on the Pennsylvania and Symonds corner and construction of the approved project has begun;
2. The maximum parking garage expansion is not to exceed 5 levels. The specific authorized expansion will be determined based on land development code parking requirements for approved projects on the properties governed by the approved Development Agreement that demonstrate the need for such parking;
3. All other terms of the 11/28/00, Developer's Agreement, as amended on 11/26/07, remain unchanged. (This includes the requirement for residential development);

4. This Conditional Use approval becomes effective upon mutual execution of an amendment to that Developer's Agreement; and
5. This extension does not indicate or imply that the Commission approves any specific future development or level of parking required to accommodate such development. All proposed development is subject to the normal land use processing approvals.

, and

WHEREAS, neither the Developer nor SYDGAN asked the City to reconsider its decision or sought judicial review of the May 10, 2010 decision by the City within the time required, and

WHEREAS, on or about December 13, 2010 SYDGAN, on behalf of the Developer, again requested an extension of the conditional use permit, for the first time referencing two laws passed by the legislature; Section 14, Chapter 2009-96, Laws of Florida (2009), and Section 46, Chapter 2010-147, Laws of Florida (2010), and

WHEREAS, at the City Commission's December 13, 2010 meeting the City granted an additional extension under Chapter 2010-147 but denied any extension under Chapter 2009-96, and

WHEREAS, SYDGAN timely filed a Petition for Writ of Certiorari in the Ninth Judicial Circuit Court styled "SYDGAN CORPORATION v. CITY OF WINTER PARK, Case No. 2011-CA-001709-O, Writ No. 11-13," ("Petition") seeking review of the December 13, 2010 decision by the City, and

WHEREAS, SYDGAN, the Developer, and the City have executed a Settlement Agreement settling all claims and disputes referenced in the Petition and all claims and other disputes between them.

NOW THEREFORE, in consideration of the terms and conditions contained in this Developer's Agreement Amendment Two, the parties hereby agree to amend the Developer's Agreement, as amended, as follows:

1. The City, based on its inherent authority as a Florida municipality and its general authority under the City Code, grants an extension of the conditional use permit memorialized in the Developer's Agreement, as amended, through the date of May 14, 2014.

2. The following conditions shall apply to the conditional use permit:

- (1) No construction shall take place on the additional parking garage expansion until residential development on the vacant lots at 672 and 660 Symonds Avenue has begun. Furthermore, no construction shall take place on building number three located at 171 North Pennsylvania Avenue until either a minimum of a two-unit duplex located at 620 Symonds Avenue (west half of Lot 2, Block H, Capen's Addition to Winter Park; Plat Book "A, Page 95), which is the vacant land area just west of the Symonds Avenue commercial surface parking lot, has begun or residential development on the vacant lots at 712 and 726 Symonds Avenue (west half of Lot 5 and the east half of Lot 6, Block H, Capen's Addition to Winter Park; Plat Book "A, Page 95) has begun and that those residential buildings shall be deemed sufficient to satisfy the conditions of the Development Agreement, as amended.
- (2) The maximum parking garage expansion is not to exceed five levels. The specific future development of the adjacent vacant land will be determined based on the applicable land development code parking requirements for projects on the properties which are governed by the Developer's Agreement and which are approved by the City, and
- (3) All other terms of the November 28, 2000 Developer's Agreement, as amended on November 26, 2007, remain unchanged. (This includes the requirement for residential development).

BINDING EFFECT: This Developer's Agreement Amendment Two, which shall be incorporated into and referred to as the Developer's Agreement, as amended, shall be binding on the Developer and its successors and assigns in interest and all other parties acquiring any interest in the property described in the Developer's Agreement, as amended, and shall inure to the benefit of the City.

VENUE: Any action to enforce the terms or conditions of the Developer's Agreement, as amended, shall be before the City's Code Enforcement Board.

ADVICE OF COUNSEL: The Parties to the Developer's Agreement, as amended, acknowledge that they have received the advice of independent legal counsel. The parties executing this Developer's Agreement Amendment Two do so with the full knowledge of its significance and with the express intent of effecting its legal consequences.

AUTHORITY: Each party to this Developer's Agreement Amendment Two represents and warrants to the other that it has all necessary power and authority to enter into and consummate the terms and conditions of this Amendment and that all acts, approvals, procedures, and similar matters required in order to authorize this Amendment, have been taken or followed, as the case may be, and that upon execution of this Amendment by both parties, this Amendment shall be valid and binding on the parties and their successors in interest and shall be incorporated into the Developer's Agreement, as amended.

GOVERNING LAW: The Developer's Agreement, as amended, shall be governed by and construed according to the law of the state of Florida.

SUCCESSORS AND ASSIGNS: The Developer's Agreement, as amended, with all of its terms and conditions, shall be binding on and inure to the benefit of the City and the Developer and their respective successors in interest, and the terms and conditions of this amendment similarly shall be binding on the Property described in the Developer's Agreement, as amended, and shall run with the title to the Property.

SEVERABILITY: If any provisions of the Developer's Agreement, as amended, are found to be illegal or invalid, the other provisions of this Amendment shall remain in full force and effect.

IN WITNESS OF THIS AMENDMENT, the parties have executed this Agreement on the day and year indicated below.

W.F.G. LTD., a Florida Limited Partnership

ROBERT SALTSMAN

Printed name of Representative for W.F.G, LTD.

President of it Gen. Atz. Welbore Corp

Position / Title of Representative for W.F.G, LTD.

Robert Saltzman

Signature of Representative for W.F.G, LTD

2/23/2012
Date

Laura Lee Viana

Printed name of Witness 1

Laura Lee Utter
Signature of Witness 4

Aimee Ellen Rox
Printed name of Witness 2

Aimee Ellen Rox
Signature of Witness 2

CITY OF WINTER PARK, FLORIDA

Kenneth W. Bradley
Mayor of the City of Winter Park

Kenneth W. Bradley
Signature of the Mayor of the City of Winter Park

3-16-12
Date

Juanita Grant
Printed name of Witness 1

JUANITA GRANT
Signature of Witness 1

Keri Martin
Printed name of Witness 2

Keri Martin
Signature of Witness 2

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

**Staff Report
November 1, 2016**

REQUEST OF BFC NEW ENGLAND LLC FOR: CONDITIONAL USE APPROVAL TO CONSTRUCT A THREE STORY MIXED USE BUILDING OF 52,601 SQUARE FEET IN SIZE WITH PARKING IN A BASEMENT LEVEL ON THE PROPERTY ZONED C-2, AT 158 EAST NEW ENGLAND AVENUE AND PROVIDING FOR CERTAIN EXCEPTIONS AND FOR THE APPROVAL OF A DEVELOPERS AGREEMENT PERTAINING TO THE PROJECT.

This public hearing involves a Conditional Use request by BFC New England LLC to redevelop the existing parking lot property at 158 E. New England Avenue with a three story retail/restaurant/office mixed use building of 52,601 square feet in size, on property zoned C-2. This is a Conditional Use because it encompasses a three story building in the CBD (C-2 zoning) and is a building over 10,000-square feet. A city-wide notice has been mailed due to the size of this project.

Proposed Project Details: The proposed three story project is to be located on the vacant property at the southwest corner of New England and Knowles Avenues, zoned C-2. The building is proposed to hold 34,411 square feet of Class A office space on the second and third floors. The building is also proposed to hold 6,311 square feet of retail space and two restaurants with a total of 380 seats on the first floor.

The site is 26,553 square feet in size and the gross building area of 52,601 sq. ft. yields a floor area ratio of 196% which is within the maximum 200% FAR of the C-2 zoning. The building conforms to the average existing building setback along New England Avenue, in line with the adjacent building and along Knowles where there is no average setback the building is approx. one foot behind the property line.

Parking is provided in a basement level below the building with access from a driveway/ramp on Knowles Avenue. There are 54 spaces in the subsurface parking level and three at grade spaces for a total of 57 spaces. Storm water retention will be within an exfiltration vault underneath the parking garage ramp.

The plans also contemplate streetscape changes to Knowles Avenue to widen the sidewalk along this building frontage which will eliminate the parallel parking spaces on the east side of Knowles Avenue. With the loss of spaces for this streetscape and the loss to the new driveway ramp but offset by a added on-street parking along New England Avenue, the net loss of on-street public parking, per Public Works, is eight spaces. There is also an existing street oak tree that is proposed to be removed along New England Avenue, given its age and condition and the desire to create more area for sidewalk dining.

Zoning Exceptions or Variances Requested: There are three exceptions or variances requested as part of this conditional use application.

The first exception is to have a building height of 45 feet in lieu of the maximum of 40 feet permitted in the C-2 zoning. The reason for this request is the desire to have the floor to ceiling heights necessary for the first floor retail/restaurant spaces and also to achieve the design parameters for the Class A office space on the second and third floors. This is similar in floor to ceiling heights to the Heritage Park building of Class A office space at Morse/Denning. In this location and context, adjacent to the 6-story Bank of America building and the 4-story Lawrence Center, the planning staff can support this exception or variance as it is compatible with the context of the request.

The second exception or variance is to have a no setback for the third floor of this building along the Knowles Avenue frontage. The Comp. Plan and the Zoning Code require setback terracing for the third floor in the CBD/C-2 in order to break up the vertical mass of this 45 foot tall building façade wall. The applicants have done that along the New England Avenue frontage in a very attractive design. Along the Knowles Avenue frontage, there is no setback, as is required for the third floor. Again the context is important to this request. The same vertical wall element exists across Knowles Avenue for the Lawrence Center building (albeit with half the width/frontage) as this project. Also with the SunTrust garage and location "off" the primary visibility from Park Avenue, the planning staff can support this exception or variance as it is compatible with the context of the request.

The third exception or variance is for a significant shortfall on the Code required parking. This variance is of concern to the planning staff given the significant parking deficit that currently exists within the Central Business District and the public's complaints that Park Avenue lacks convenient public parking. This is explained in more detail as follows:

History of Parking Regulation in the Central Business District (CBD): Winter Park is much like other cities in Florida and the Nation with respect to the treatment of parking in the downtown Central Business District. Historically, the philosophy was that the responsibility of Cities was to provide the parking necessary for the growth and development of their CBD. Orlando is a good example with its many city owned parking lots and parking garages in their CBD. Winter Park also has several city owned parking lots to supplement on-street parking and has partnered in parking garage projects. So most of the buildings in the Winter Park CBD were built when no private off-street parking was required and to the extent it was provided, that was done voluntarily.

When the Barnett Bank (Bank of America) building was approved in 1969 both parties realized that a different approach was needed for parking. The City had no more land or money to build the parking needed to support the proposed six story, 85,000 square foot building. Barnett Bank realized that there would be nowhere for their employees to park and it would be very difficult to lease office space within the building without private parking. So both parties reached a voluntary agreement that the approval was based upon Barnett Bank adding the parking garage.

A few years later, the recognition by the City that options for further parking were limited, lead to the change in the Zoning Code in 1974 to codify the current regulations that "new" buildings or "new" floor space to be constructed had to provide "new" parking for that "new" floor space and that "existing" parking could not be utilized. The Zoning Code regulations also state that "parking lots are intended to meet the parking requirements of for both the employees of the building and users of those buildings". This has been further enforced by the Comprehensive Plan policy which states:

Policy 1-4.1.G.7: Enforce Land Development Code Parking Requirements. The City shall continue to require parking, as directed by the Land Development Code, for any new building or new floor space constructed within the CBD.

Since 1974, other than for the Welcome Center building, the City has not granted any parking variances to private property owners for the development of "new" buildings or "new" floor space in the CBD.

WP Federal/Lawrence Center – 200 E. New England Avenue – no variances; parking provided on-site in surface parking lot.

Florida Community Bank – 358 N. New York Avenue - no variances; parking provided on-site in surface parking lot and in the lot across Canton Avenue.

Sun Trust Bank (original) – 201 N. New York Avenue - no variances; parking provided on-site in surface parking lot.

Wells Fargo Bank – 275 S. New York Avenue - no variances; parking provided on-site in surface parking lot.

Chase Bank – 301 S. New York Avenue - no variances; parking provided on-site in surface parking lot.

Larry Williams Bldg. – 300 N. Park Avenue - no variances; parking provided off-site in surface parking lot across Center Street.

Morse Museum – 445 N. Park Avenue - no variances; parking provided on-site in surface parking lot.

Park Place (Panera Bldg.) – 329 N. Park Avenue - no variances; parking provided on-site in the parking garage.

Bank of America expansion – 250 S. Park Avenue - no variances; parking provided for "new" floor space of Luma, Wine Room, etc. within the expanded parking garage.

Douglas Grande Bldg. – 101 S. New York Avenue - no variances; parking provided on-site in parking garage.

Sun Trust Plaza – 400 S. Park Avenue - no variances; parking provided on-site in parking garage.

Alfond Hotel – 300 E. New England Avenue - no variances; parking provided on-site but also a waiver of the distance (550 ft. vs. 300 ft.) for off-site in the SunTrust parking garage.

Chamber of Commerce/Welcome Center – 151 W. Lyman Avenue – City owned building under lease to WP Chamber – employee parking on-site and visitor parking was added in the City Hall parking lot across Lyman Avenue.

As this chronology indicates, there have been no parking variances granted by the City in the past 42 years since the Zoning Code was changed to require “new” parking for “new” floor space.

Parking Analysis for the 158 E. New England project: The applicant has provided a September 7, 2016 parking study done by their consultant, VHB, the purpose of which is to “confirm that the existing (Bank of America) parking garage ...and parking at the future building will satisfy current parking demand plus future building project demand”. Thus, in order to confirm that predetermined conclusion, the data to support that end is included in the study but other available data to the contrary has been excluded.

The proposed building has 40,722 square feet of retail/office space which at one space per 250 sq. ft. requires 162 spaces. The building program also envisions two restaurant tenants within 11,879 sq. ft. of the first floor of the proposed building. Based on other approx. 6,000 sq. ft. restaurants in the City such as Ale House, Hillstone, Ruth Chris, Brio, Cheesecake Factory, each of those restaurant spaces would likely hold 240 seats. However, the applicant is committing to have no more than 380 total seats. At one space for each 4 seats those 380 seats require 95 parking spaces. There are 57 parking spaces to be constructed on-site. Thus, the parking exception (variance) requested for the total “new” floor space of the building is 200 spaces.

The VHB parking study examined the occupancy of the 278 space, Bank of America parking garage, across the street, under the same ownership and found that there were 119 to 151 spaces open during the daytimes. (Average is 135 spaces) This surplus of parking exists for several reasons. One is that the city’s parking code does overestimate the parking needs of larger office buildings. Commerce National Bank and Heritage Park are two good visible examples. Another reason is that the restaurant tenants of Luma and the Wine Room are generally closed during the weekdays so that parking demand is not present during the day when the survey was conducted. Lastly, another major reason for the surplus is that customers/clients of the Bank of America building are prohibited from using the parking garage. Thus, a surplus of parking would be expected to exist if the parking demand is less than normal because the restaurants are closed and visitors are prohibited from using the parking.

The VHB parking study seeks credit for all of the spaces available (135) toward the new project. However, the study indicates that 75% of the current spaces in the Bank of America parking garage are now reserved for tenants of the building. That means that 75% of the parking garage is committed and reserved not available for use by off-site tenants. The study fails to take into account this factor. With 75% of the parking garage

spaces reserved (215 spaces reserved) there are only 25% of the parking spaces within the garage (72 spaces) that are open during the day for use by the future off-site building tenants within this project.

The proposed office and retail tenant spaces within this 158 E. New England project need a cumulative 162 parking spaces, per Code. They have 57 on-site and as many as 72 within the Bank parking garage (per above). That total of 129 spaces is 35 short of meeting the Code without any regard to the restaurant spaces. However, the applicant indicates to staff that they will remove the reserved signs from at least the 35 spaces needed so that the code required parking is open and available for the 162 spaces needed by the office and retail tenants.

The VHB parking study also cites that there is ample on-street parking available based upon the city's 2013 Winter Park Parking Study Update survey that overall peak utilization was 73% during the week. However, the city's 2013 Parking Study encompasses the entire CBD and is a conclusion based on 8:00 am to 5:00 pm usage. If one looks closer at the survey data from the streets and city lots within 500 feet of this project, there were never more than 12 open parking spaces during the peak daytime parking demands. Plus 8 of those public on-street spaces are being lost to the streetscape of this project.

The VHB parking study examines restaurant parking needs during evenings and weekends but does not analyze their needs for lunch during the week when the parking deficit and demand in the CBD is at its greatest. If the two restaurants are open for lunch then the parking overall deficit for this project grows to 130 spaces (after providing credit for the 72 unassigned vacant spaces in the Bank of America garage).

The VHB parking study and the planning staff recognize that the parking scenario is different at night after the office employees have gone home and on weekends. There is ample parking available in the parking garage and within this project to meet the proposed restaurant demand. The issue is how to get the public to access this available parking. The applicant proposes that every restaurant customer will utilize valet parking. Then the issue of adequate parking is where do the patrons park who choose not to use valet parking. They are providing valet parking and if people do not use the valet then those persons must be doing so because other available parking spaces are nearby that they can find.

The VHB parking study also discusses multi-destination parking and contains the assertion that the users of this building are already parked elsewhere in the CBD. To the planning staff, it is not credible to argue that every one of the customers and clients that will come to the new offices on the second and third floors of this 158 E. New England project are already downtown parked for other purposes. Similarly, it is not credible to argue that all of the patrons of the two new restaurants on the first floor of this project are already downtown parked for other purposes. New people will come to visit the office tenants for business meetings, new people will come to the new restaurant destinations. For this reason the City's restaurant parking code is one for 4 seats in the CBD versus one space for 3 seats outside the CBD. Thus the multi-destination activity has already been factored into the parking calculations for restaurant uses.

One major specific issue for this project is that during the day, both the Bank of America parking garage and the basement level parking for this project are to be reserved only for use by employees of the tenants. As mentioned earlier this would be another variance from the Zoning Code. As a result, there is no parking provided for customers of the retail space, clients of the office space or patrons of the restaurants during the day in either parking facility. The planning staff will not support this variance request as to the proposed parking management strategy for this project. If the City approves a parking management arrangement that prohibits the public from using the parking to be provided then those new cars are going to add to the parking deficit that exists in the CBD.

In summary, the selective data utilized in the VHB parking study has contributed to conclusions that are flawed. While the conclusion of the VHB parking study is that parking is adequately provided for by their garage facilities. The reality of the situation is that the project adds 52,600 square feet of "new" building space. The 57 parking spaces to be provided within this project meet 20% of the Zoning Code requirements. Per the VHB study, the other 225 spaces or 80% Avenue are to be provided within the existing Bank of America garage. But at best, only the parking for the retail and office employees is available during the day. The added complication is that per the parking management strategy of the applicant, none of the parking provided can be used by customers or clients as the parking garages are employee access only thus adding more impact upon the on-street parking deficits.

About three years ago, the City Commission challenged the staff to provide 100 more public parking spaces in the CBD. The implementation of that City Commission goal in large part was accomplished by the demolition of the former Fire Station building and the construction of the new parking lot at Lyman and New York Avenue opposite the Chamber of Commerce and Farmers Market. Those new parking spaces are routinely filled during the weekday peak periods. This parking variance request takes the City backwards to increasing the parking deficit in the CBD.

In summary, the staff's conclusions on the issue are:

1. The application, as presented, is requesting a parking variance of 200 parking spaces.
2. The application, as presented, is requesting a second variance as parking is not being provided to meet the "requirements for both the employees of the building and the users of those buildings" and no public parking for the users is being provided.
3. Per the VHB study survey, the number of vacant parking spaces in the Bank of America parking garage can satisfy the parking for current tenants and for this new building.
4. There is no parking provided for the two restaurant spaces during the day, making the project 95 spaces short of the Code required parking. There is no available parking in either parking garage because all of that parking is committed to the existing retail and office tenants.
5. Since 1974, the City has never granted a parking variance for any "new" building (other than the Welcome Center) that did not provide the parking required. Since 1974, other than for the Welcome Center building, the City has not granted any

parking variances to private property owners for the development of "new" buildings or "new" floor space in the CBD.

6. One cannot extrapolate the parking demand for this building based on usage in the Bank of America garage because the restaurants were closed in the B of A building during the survey period and the garage is not open to the public.
7. One cannot use the selective overall data from the City's 2013 parking study for the entire CBD from 8:00-5:00 when the same study shows no more than 12 open parking spaces within 500 feet of this project during mid-day.
8. The prohibition on the use of the parking facilities by customers, clients or patrons of the project forces those persons to seek on-street parking or parking in city lots that are already overburdened. There is nothing presented in the application materials that provides an explanation of how or where the parking needs of the users of the building will be accommodated.

Staff Analysis of the Applicant's Request: This Project will be an attractive redevelopment for the Winter Park CBD. The building dimensional exceptions or variances for height and third floor setbacks are justifiable given the surrounding building heights and context. In terms of parking however, the City has not granted a parking variance in the CBD for a new building since 1974. The planning staff cannot support a parking variance for this Project. There are many property owners in the CBD that desire to expand their buildings and cannot because they cannot provide the "new" parking needed. To grant a parking variance without the requisite "new" parking sets a precedent for all of the other property owners in the CBD. While some of the "new" parking justified by the sharing of the parking garage between this Project and the Bank of America garage, there are issues with the restaurants during the day and with the prohibition on providing parking for customer/clients.

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

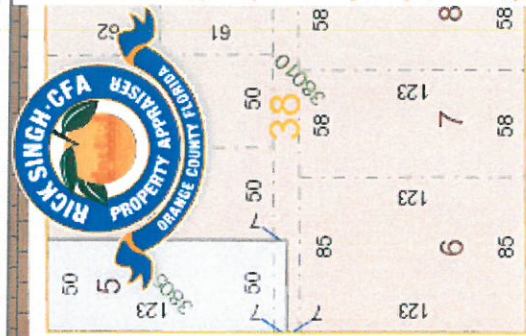
1. That since required parking is being provided for the Project, off-site in separate ownership, that a Development Agreement, approved by the City Attorney, must be executed for this Project to commit the parking necessary for this Project.
2. That the Development Agreement contains the parking management strategy commitments necessary for use by this Project and which provide for the shared parking between two properties.
3. That the restaurant spaces in the Project be limited to "dinner only" thus opening for business no earlier than 4:00 pm including for any special events by the restaurant but excluding special events sanctioned by the City such as the Arts Festivals, etc.
4. That the Development Agreement parking management strategy commitments include the method of complying with the Code such that that parking is provided "to meet the parking requirements of for both the employees of the building and users of those buildings".
5. That the Development Agreement parking management strategy commitments include the method of signage to insure the availability of parking for the tenants of this Project.

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



Courtesy Rick Singh, CFA, Orange County Property Appraiser

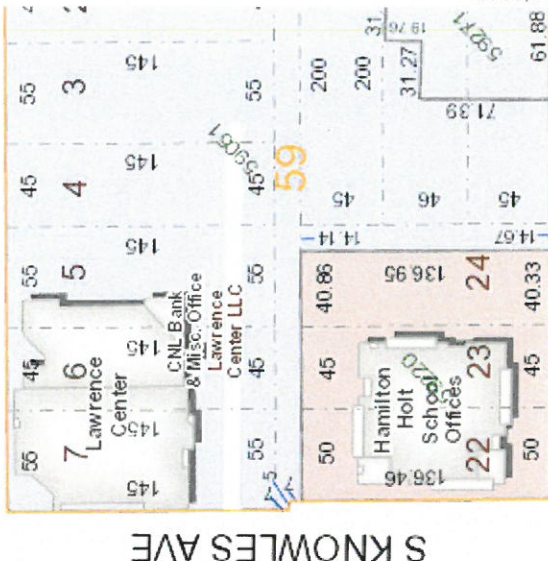
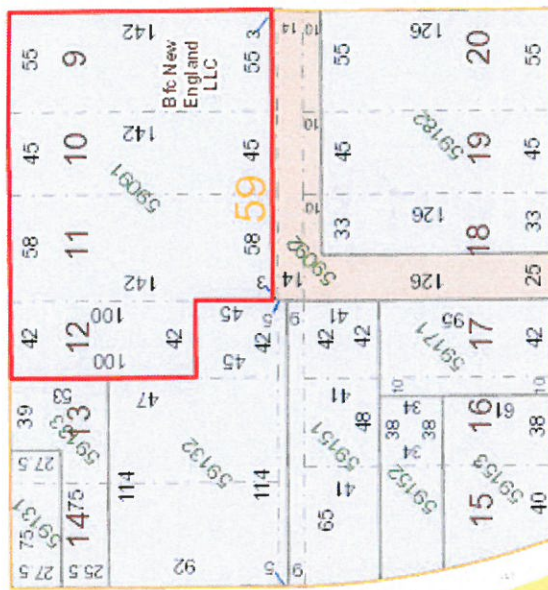
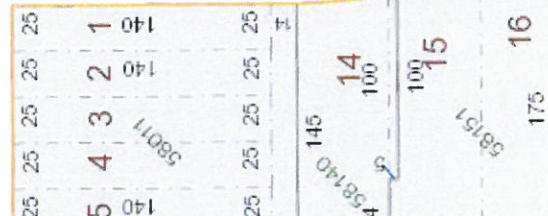
WELBOURNE AVE



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

E NEW ENGLAND AVE

E NEW ENGLAND



S KNOWLES AVE

E LYMAN AVE



































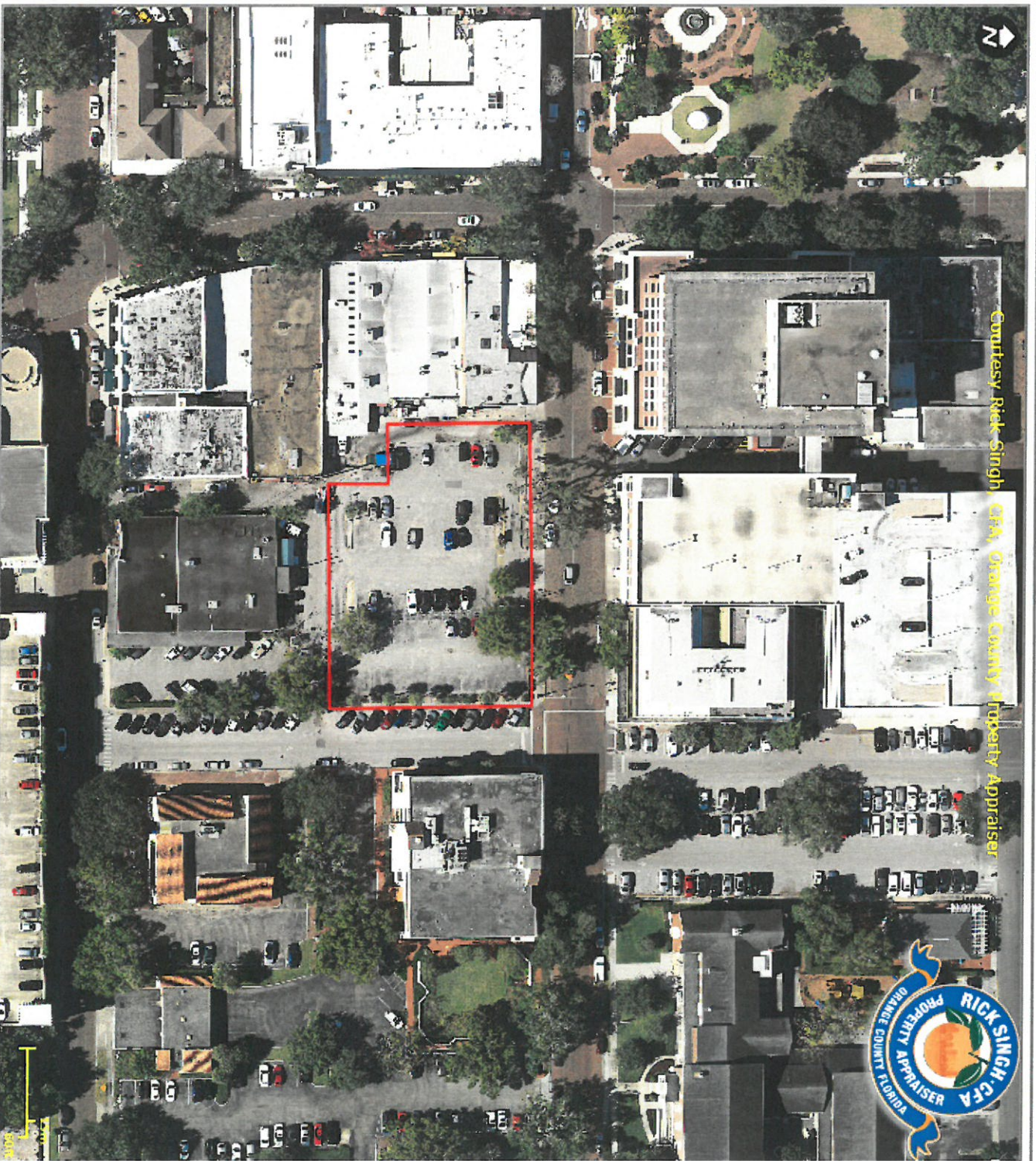
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Created: 10/21/2016

-  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 SunRail
-  Block Line
-  Lot Line
-  Residential
-  Agriculture
-  Commercial/Institutional/Governmental/Industrial/Misc
-  Commercial/Industrial/Vacant Land
-  Hydro
-  Waste Land
-  Agricultural/Cutilage
-  County Boundary
-  Parks
-  Golf Course
-  Lakes and Rivers
-  Block Number
-  Lot Number
-  Parcel Number
-  Parcel Address
-  Parcel Dimension



Created: 10/21/2016

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

October 19, 2016

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

**Subject: Proposed Retail and Office Building at 158 E. New England Ave.
Shared Parking Study Review**

Dear Mr. Attaway:

Comprehensive Engineering Services, Inc. (CES) has reviewed the Shared Parking Study for the development of a retail and office building comprised of primarily first floor restaurants and second and third floor office space with a basement garage. Based upon our review, we offer the following observations and considerations.

The purpose of Municipal Codes for parking space requirements for developments is to address a wide range of potential uses that may occupy a particular development over time. Consistent with this purpose, the Study Methodology states that the goal is "To ensure that there is adequate parking supply for both the existing and future uses". However, future uses are not addressed within the study. The proposed shared use of the Bank of America parking garage is entirely based on the existing tenants rather than the possible range of tenants that might be expected over time. A brief evaluation of the current tenants use as it relates to the range of uses would be beneficial in identifying parking shortfalls that might be generated should there be a change in the tenant. For example, office use could range from a business with an open plan with numerous employees together in closely spaced desks to say a law office with large individual offices and multiple conference rooms. Additionally, the study does not discuss the percent occupancy of the existing Bank of America building or whether all offices of each tenant are fully occupied.

The study mentions that 74 percent of the available parking spaces in the existing garage have been allocated to the tenant employees. The study does not discuss how tenants might feel about some of the spaces being shared with another building. Typically a tenant expects to have all of the spaces they are paying for available even if the spaces are not always in use. As an example, CES currently leases 10,300 sf of office space in Downtown Orlando. We are allocated and using 30 spaces with our lease (3 per 1000sf) and we currently rent 4 additional spaces and have several offices available for future hires. Parking spaces are available 24/7. It is interesting to note that at one time we were considering moving to the Bank of America building. One of the important considerations is that there would be more parking available for tenants.

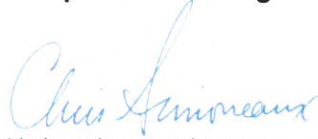
The study indicates that one of the justifications for the underutilized parking in the existing garage is due to staggered demand for the existing garage. This appears that it could be true based on the existing use. However, the City does not have complete control of what hours of operation the tenants of the new building will have and this could change over time. This is the primary reason that codes are developed to address the possible uses on average and not a specific type of establishment. On the first floor of the new building you could have a high volume high turnover breakfast, lunch and dinner restaurant or a high end restaurant that is only open for dinner. In addition, some internal capture is considered in parts of the Codes. Clearly restaurant patrons are not arriving for every visit with 4 people in a vehicle. Some patrons are already on Park Avenue and some will be parking to meet someone who also parked as my wife and I often do for lunch.

The study indicates “The parking ratios for the bank use is similar to the office use. Even though the observed parking ratio for restaurant use is comparable to City’s requirement on a Friday, the overall parking ratio for the 250 S Park Avenue Building tenants is much less than the City’s requirement”. The bank provides customer parking and if the proposed restaurants will potentially generate needs comparable to the City’s requirements, it is reasonable to conclude that the proposed development will push most of the customer traffic for the restaurants/retail and visitor parking for the office space onto parking intended for the general public. This is most of the parking for the restaurants and retail. In addition, 67 paid parking spaces that are currently available to the public are being eliminated. We understand that the existing surface lot is privately owned and they could stop allowing paid parking but the end result of the proposed development is a net loss of 67 parking spaces currently available to the public and a lot of public parking spaces used by the businesses. If the study utilized the ITE Parking Generation Manual and then the ULI Shared Parking Manual to determine peak parking requirements for the restaurants alone it would be well over the spaces required per code and none of these patrons can park in the garages unless they valet and typically there has not been valet for breakfast or lunch time. The ULI Shared Parking Manual also indicates that the parking rate for office space increases as size decreases. This may indicate that the comparison to the existing Bank of America building is not valid.

If the City intends to allow shared parking strategies to be utilized, consideration should be given to incorporating this language into the City Codes. Recommended language would include when and how much reduction is considered reasonable as well as clearly defining what constitutes a mixed use development. Also, when utilizing shared parking strategies, the ULI Shared Parking Manual indicates it is important that all parking needs to be available to all users without restriction and that an additional 15% buffer should be included. It also indicates that the 15% buffer may not be sufficient for tenants that generate above average parking demand. These considerations should be part of any code modification.

In summary, as a resident of Winter Park I do frequently visit restaurants, shops & businesses on Park Avenue at all times of the day from morning breakfast to evening dinners. It is a great asset and one of the reasons we moved to Winter Park 13 years ago. However, I would hardly say that availability of parking is the best part of the experience. In addition, many visitors chose not to use the valet parking. I would not feel good about future added development not having the parking needs fully addressed without additional demands on existing facilities. If you have any questions, please do not hesitate to contact me to discuss.

Sincerely,
Comprehensive Engineering Services, Inc.



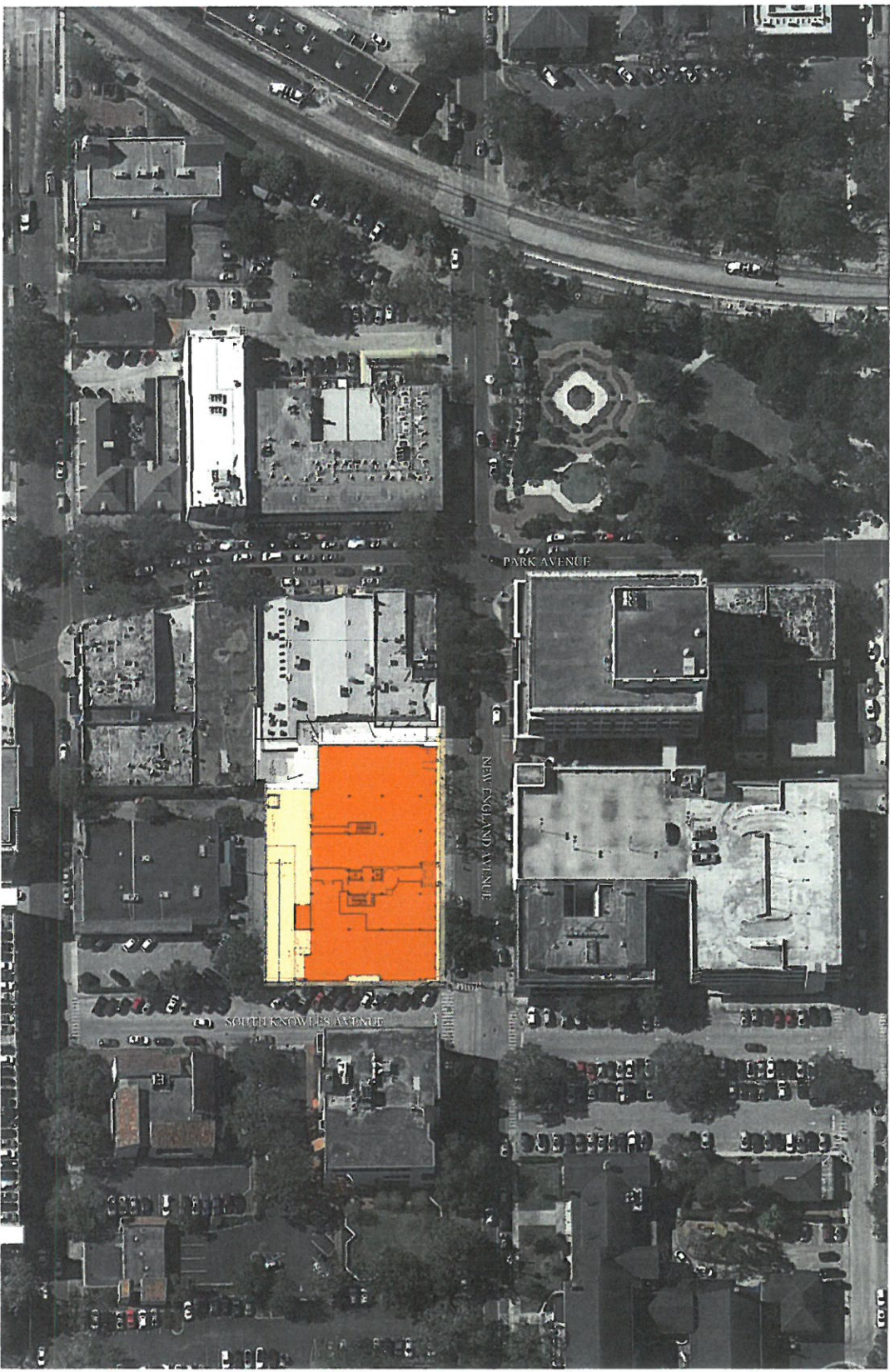
Christopher A. Simoneaux, P.E.





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CONTEXTUAL AERIAL RENDERING
SCALE: NTS

Contextual Site Plan

158 East New England Ave. - Planning and Zoning Submission Package

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ARCHITECTS

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1.407.574.1999

info@zyscovich.com
www.zyscovich.com

AC Design Architects
1000 North...
Winter Park, FL 32789

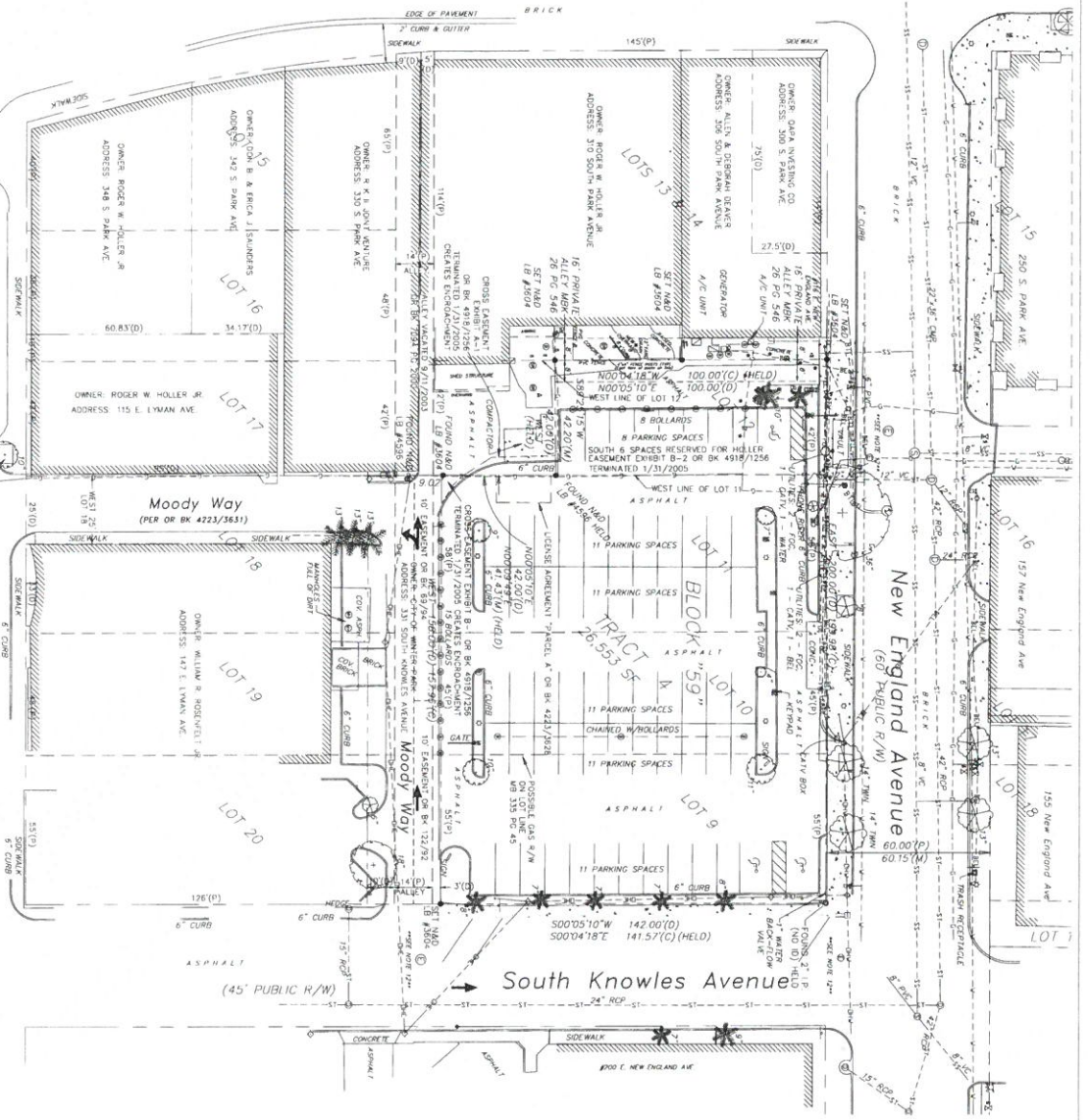
East Park Avenue
(50' PUBLIC R/W)



Legend J. G. G. Inc. Land Surveyors
All work done under the supervision of
J. G. G. Inc. Land Surveyors
447 CLEVELAND AVENUE, SUITE 201
ORLANDO, FLORIDA 32801

East Lyman Avenue
(50' PUBLIC R/W)

SEE SHEET 2 OF 2 FOR IMPROVEMENTS DETAIL



Legend of Symbols & Abbreviations

- 1) Under ground utility not indicated on the surface were not located by this survey.
- 2) The utility was located by the utility company on the surface were not located by this survey.
- 3) The utility was located by the utility company on the surface were not located by this survey.
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LEGAL DESCRIPTION:
TRACT 4, Block 59, Section 5, Range 30 East, Township 22 South, Range 30 East, City of Winter Park, Orange County, Florida, containing approximately 60 acres of land.

SUBSEQUENT ADVERSE:
1) No adverse claims were found to be in existence on the date of this survey.
2) The title of this survey as described in the notes and bounds to the plot of record is of the Town of Winter Park, Florida, according to Plat Book A, pages 67-72.
3) Under ground utility not indicated on the surface were not located by this survey.
4) The utility was located by the utility company on the surface were not located by this survey.
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BOUNDARY SURVEY

PORTION OF BLOCK 59 TOWN OF WINTER PARK SECTION 5, TOWNSHIP 22 SOUTH, RANGE 30 EAST CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

REVISION	BY	DATE
UPDATE ALLEY	AP	10/26/09
ISOLATE BOUND.	PCS	05/25/09
UPDATE ALLEY	JKT	01/24/09
OWNERSHIP INFO.	JKT	01/03/09

SCALE: 1" = 20'
DRAWN: MAD APPROVED: LUG
CHECKED: LUG APP'D DATE: 9/10/04

gai consultants
618 East South Street
Orlando, FL 32801
407-423-8388
LB 3004

SHEET: 1 of 2
PROJECT NUMBER:
FILE NAME: TRACT A.BOV



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16



PHOTO 17



PHOTO 18

Existing Site and Context Photos

158 East New England Ave. - Planning and Zoning Submission Package

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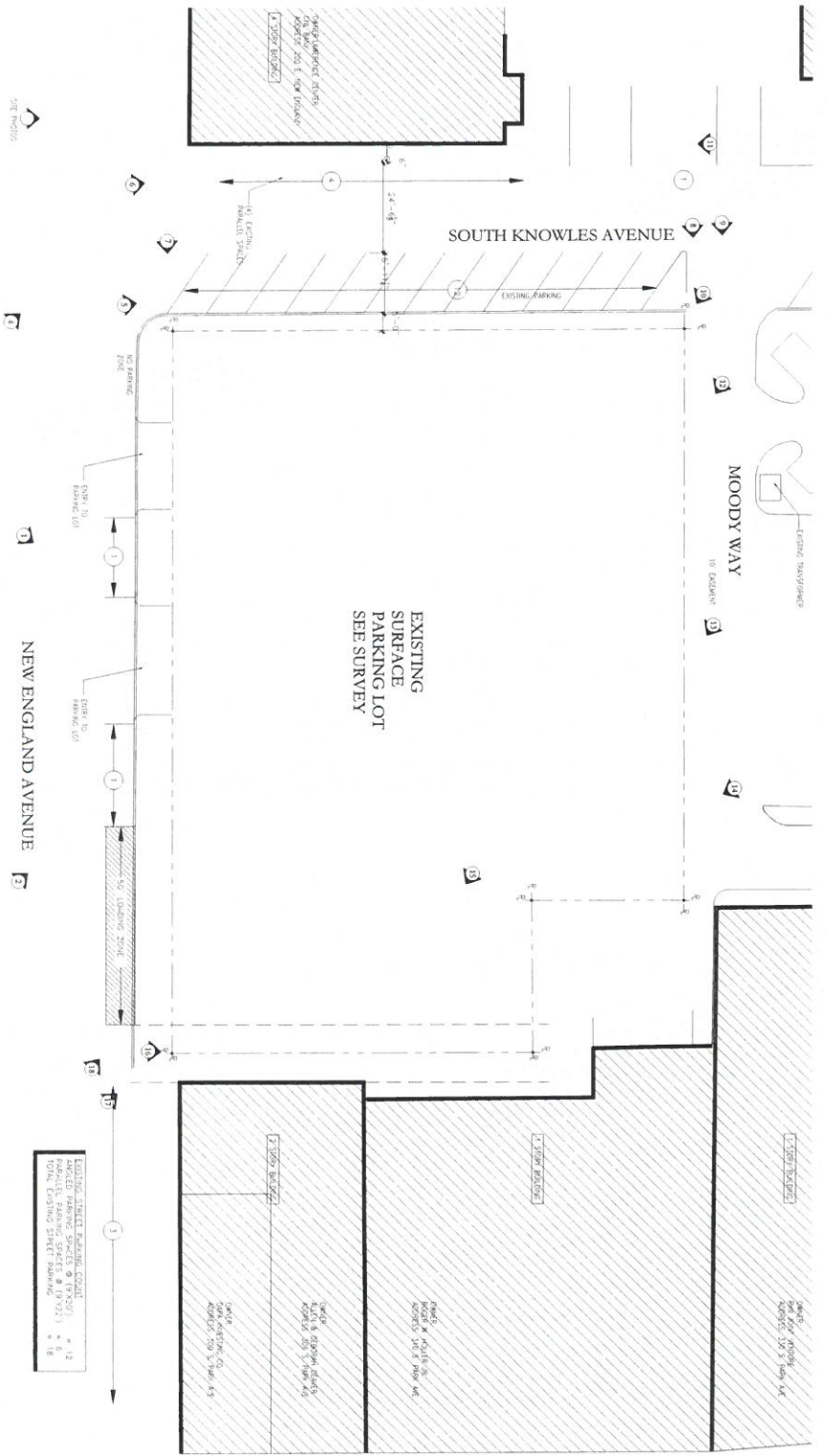


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SITE PLAN - EXISTING CONDITIONS
SCALE: 1/8"=1'-0"

Existing Site Plan

EXISTING STREET PARKING COUNT	12
EXISTING PARKING SPACES (7' X 30')	12
EXISTING PARKING SPACES (5' X 30')	12
TOTAL EXISTING STREET PARKING	24

158 East New England Ave. - Planning and Zoning Submission Package

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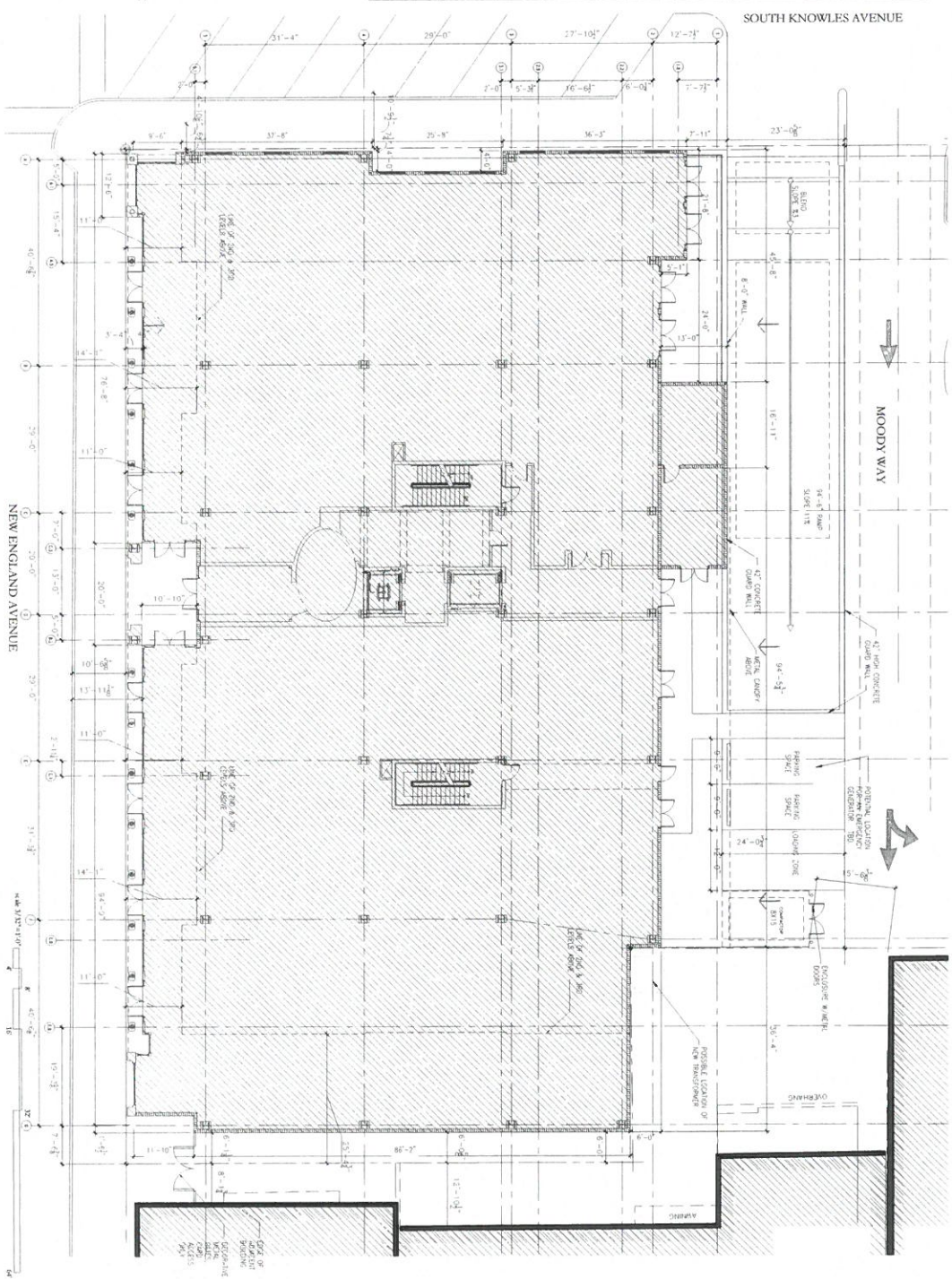
ZONING METRICS

CURRENT USE - PAVING LOT	
CURRENT ZONING - C-2 - COMMERCIAL DISTRICT	
EXISTING LAND USE DESIGNATION - GENERAL BUSINESS DISTRICT	
PROPOSED USE - COMMERCIAL - GROUND FLOOR RETAIL - OFFICE	
PARK AVENUE CORRIDOR - OUTSIDE CORRIDOR	
FLOOR AREA RATIO - F.A.R.	
F.A.R. ≤ 2.00	52,501 SQ FT = 1.98 F.A.R.
GROSS BUILDING AREA	26,553 SQ FT
LOT AREA	
MINIMUM LOT SIZE	NONE
3rd FL.	CODE 1st FL. 2nd & 3rd FL. PRIMARY FRONTAGE
STREET-FRONT SETBACK	0' TO 3'-4" 11' TO 14'-1"
REAR YARD SETBACK	10'
SIDE YARD SETBACK	0' 5'-1" 25'-4"
BUILDING HEIGHT	AS OF RIGHT
	2 STORES - AS OF RIGHT
	3 STORES - CONDITIONAL USE
MAXIMUM HEIGHT MAP - 2 TO 3 STORY ZONE	
<p>TERMINUS - REQUIRED FOR BUILDINGS GREATER THAN 2 STORES. BASED UPON THE WINTER PARK CODE OF ORDINANCES, CHAPTER 58 - LAND DEVELOPMENT CODE, WINTER PARK COMMERCIAL PLAZA, 23, 2009 S.W. AMUNDSON, WINTER PARK ZONING MAP & WINTER PARK FUTURE LAND USE MAP.</p>	

TOTAL GROSS SQUARE FOOT	
1ST FLOOR = 19,871 GSF	
2ND FLOOR = 16,364 GSF	
3RD FLOOR = 16,364 GSF	
TOTAL = 52,601 GSF	
ALLOWED = 53,106 GSF	
UNDER = 505 GSF	

WINTER PARK CODE OF ORDINANCES, CHAPTER 58-21 (04.18) TERMINUS AND ANTI-DUPLICATION REQUIREMENTS. SETBACKS ARE REQUIRED TO CREATE REFLECT TO THE OVERALL MASSING OF THE BUILDING FACADES. SUCH AS THE POSITIONING OF BUILDING FACADES, PROTRUSION ARE REQUIRED TO AVOID THE STREETS FOR ALONG BUILDING FRONTS. WHERE THE BUILDING FRONTS THE PRIMARY PARKING LOT AREA FOR ANY BUILDING OVER TWO STORES IN HEIGHT. THE FIRST FLOOR OF THE DESIGN OF WHICH SHALL BE A COMPONENT OF THE ARCHITECTURAL REVIEW PROCESS REQUIRED FOR CONDITIONAL USE. FOR ANY BUILDING OVER TWO STORES OR 30 FEET IN HEIGHT, A SPONGE-CAST MODEL SHALL BE SUBMITTED TO THE ARCHITECTURAL REVIEW BOARD FROM THE EXTERIOR FACE OF THE NEXT LOWER FLOOR PARKING STRUCTURES ARE EXCEPT FROM THIS TERMINUS REQUIREMENT.

GROUND LEVEL PLAN
SCALE 3/32"=1'-0"



Zoning Metrics Plan

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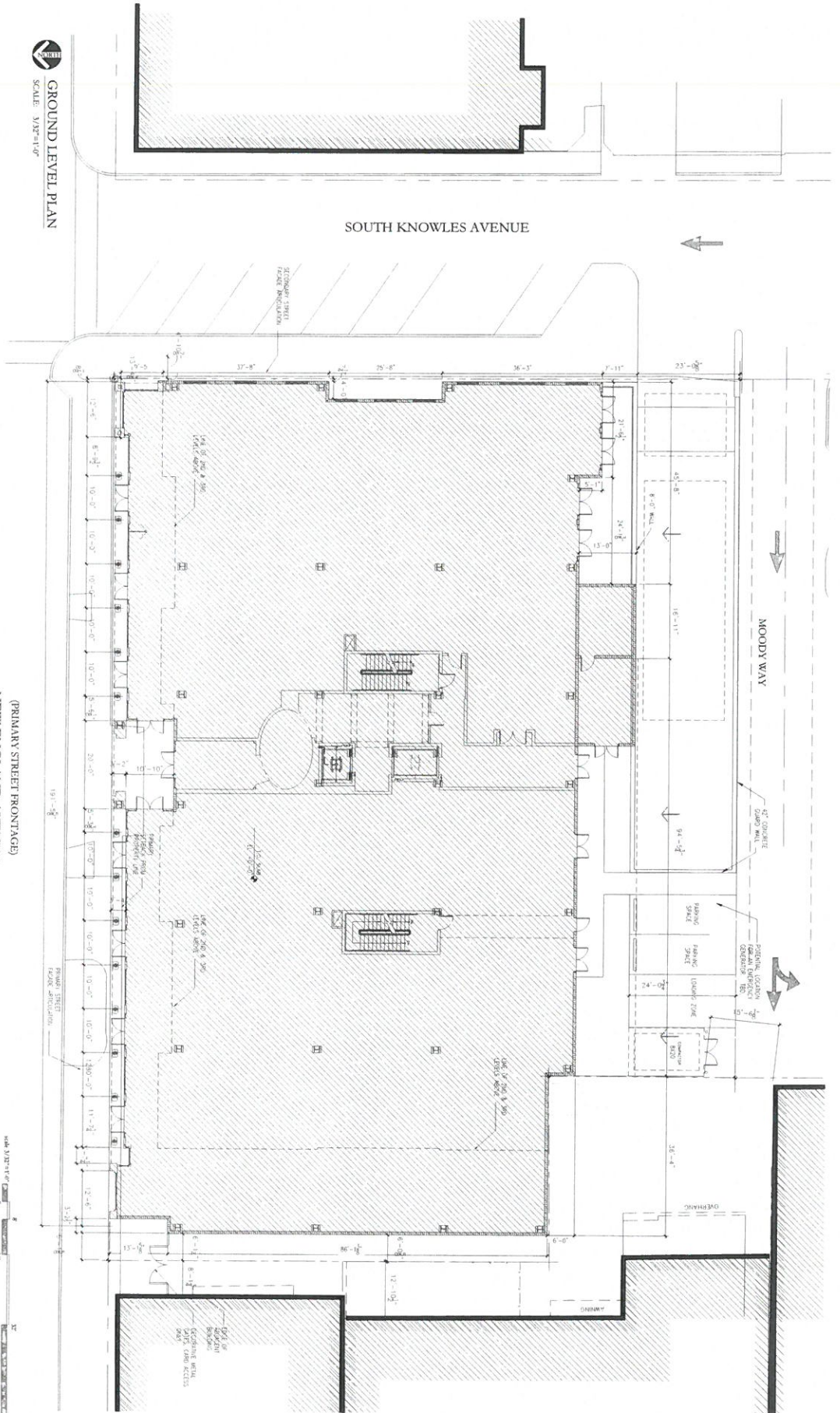
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GROUND LEVEL PLAN
SCALE: 3/32"=1'-0"



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ZONING PLAN/BUILDING ARTICULATION

(PRIMARY STREET FRONTAGE)
NEW ENGLAND AVENUE



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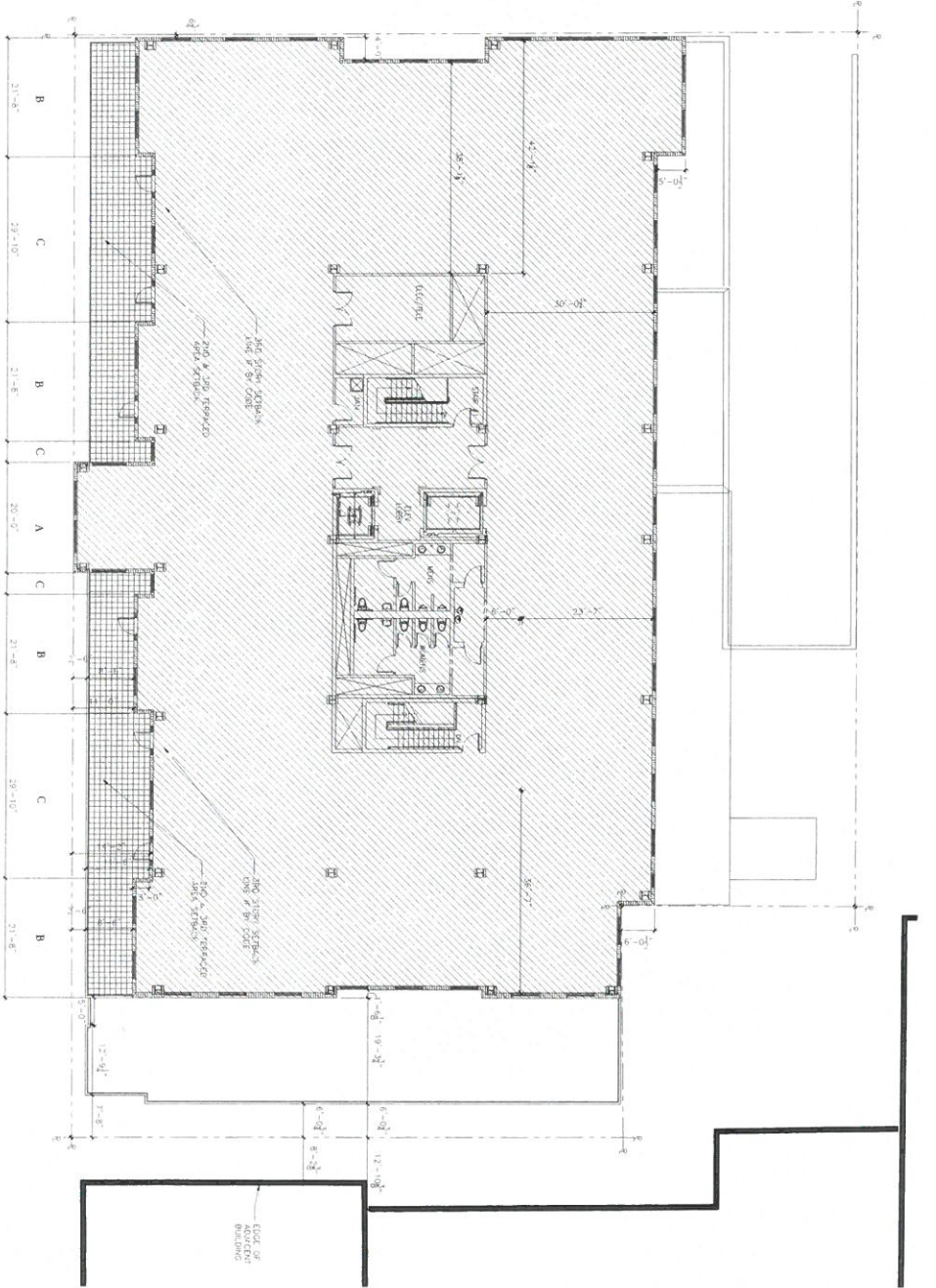


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SECOND & THIRD LEVEL PLAN
SCALE: 3/32"=1'-0"

PRIMARY STREET FACADE
ARTICULATION
Zoning Plan/Building Articulation (2nd & 3rd Level Plan)

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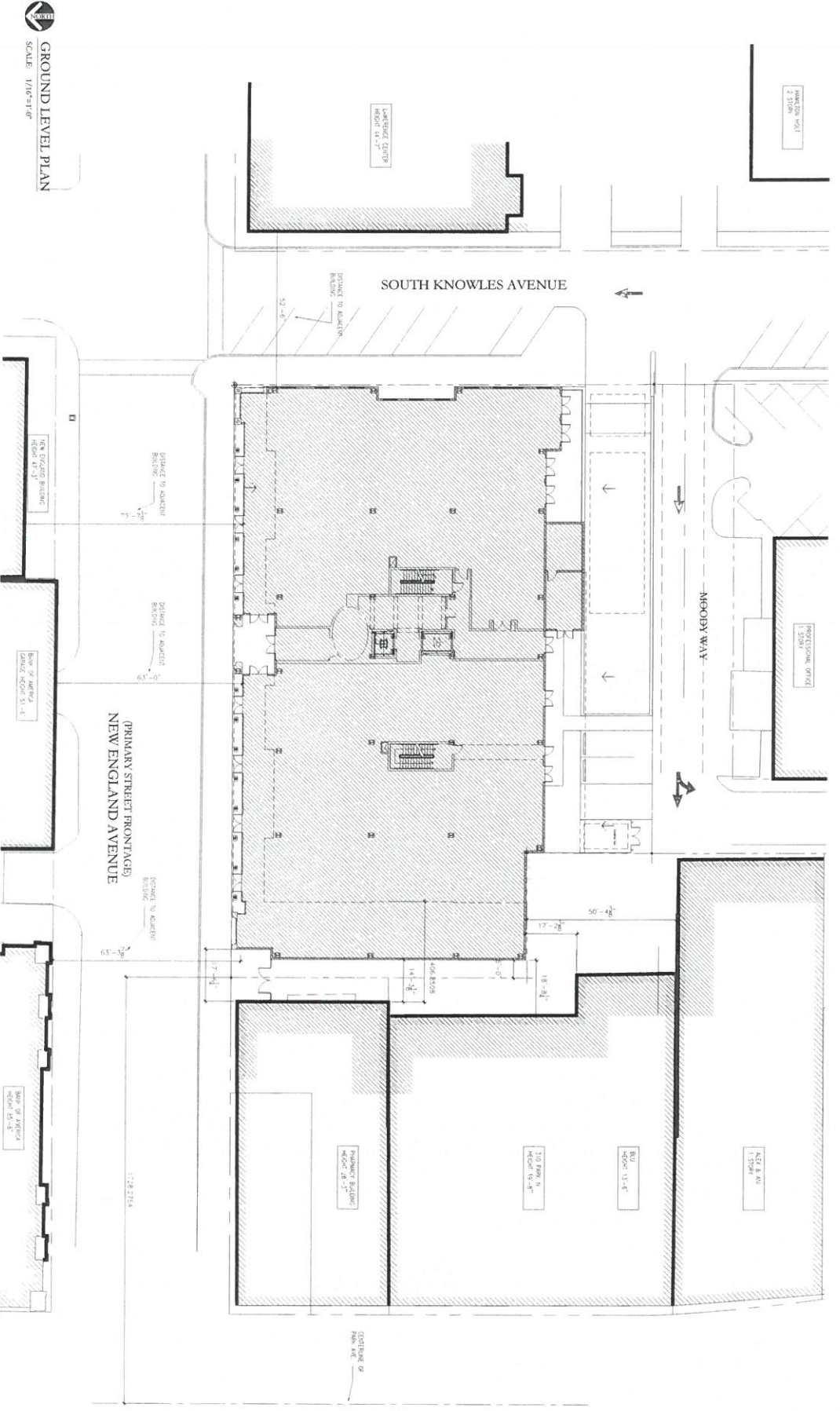
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GROUND LEVEL PLAN
SCALE 1/16"=1'-0"

ZONING PLAN (ADJACENT BUILDINGS-CONTEXTUAL HEIGHTS)

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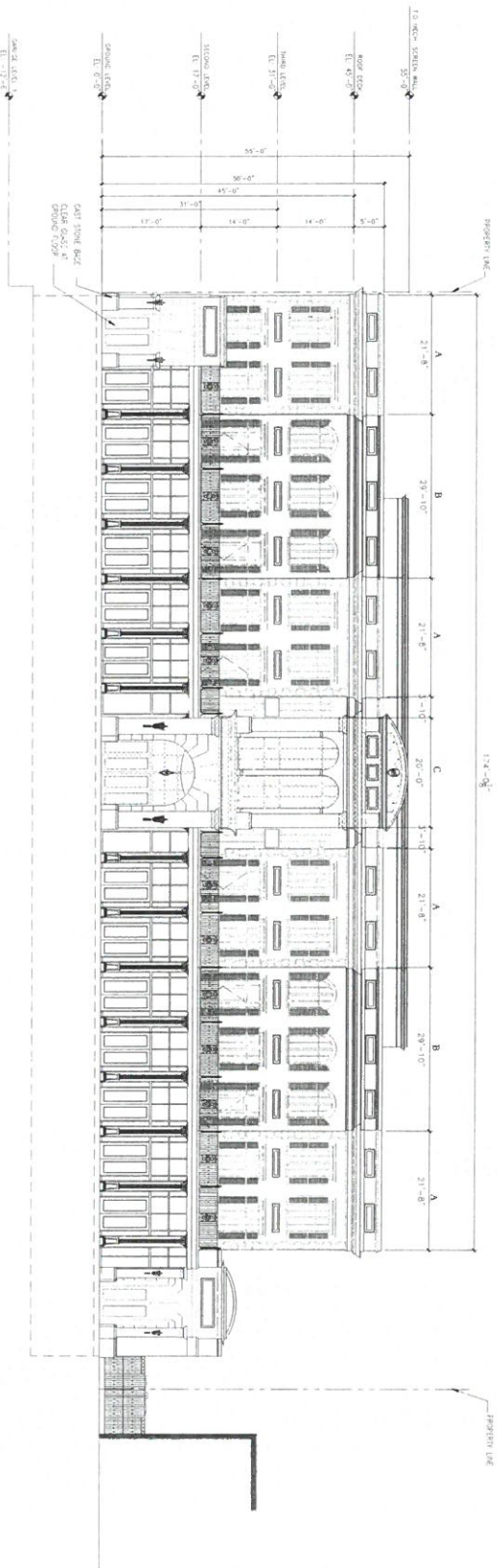
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ZONING DIAGRAM
NORTH EXTERIOR ELEVATION
SCALE 3/32"=1'-0"

- LEGEND:
- A 2' LEIS. 2ND & 3RD STEPPED BACK, 11'-0" SETBACK FROM PROPERTY LINE
 - B 2' LEIS. 2ND & 3RD STEPPED BACK, 14'-2" SETBACK FROM PROPERTY LINE
 - C FACE @ PROPERTY LINE
- A = 40.5% @ 11'-0" SET BACK
B = 32% @ 14'-2" SET BACK

Zoning Diagram (North Elevation)

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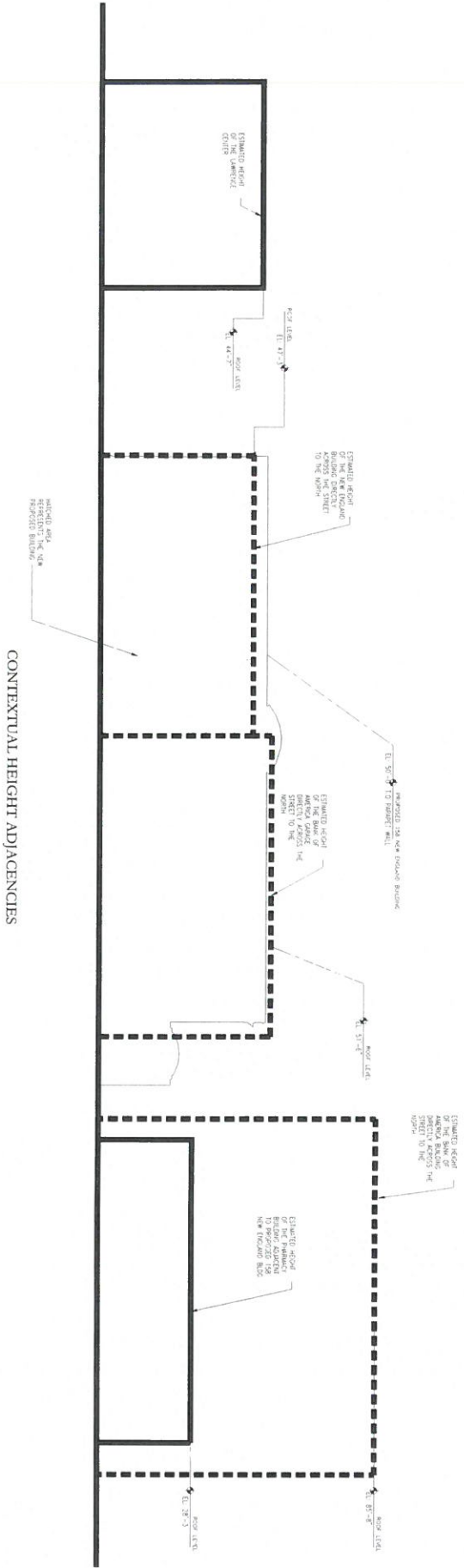


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CONTEXTUAL HEIGHT ADJACENCIES

ZONING DIAGRAM
 NORTH EXTERIOR ELEVATION
 SCALE: NTS
 PRIMARY STREET FRONTAGE

Zoning Section Diagram (Building Heights)

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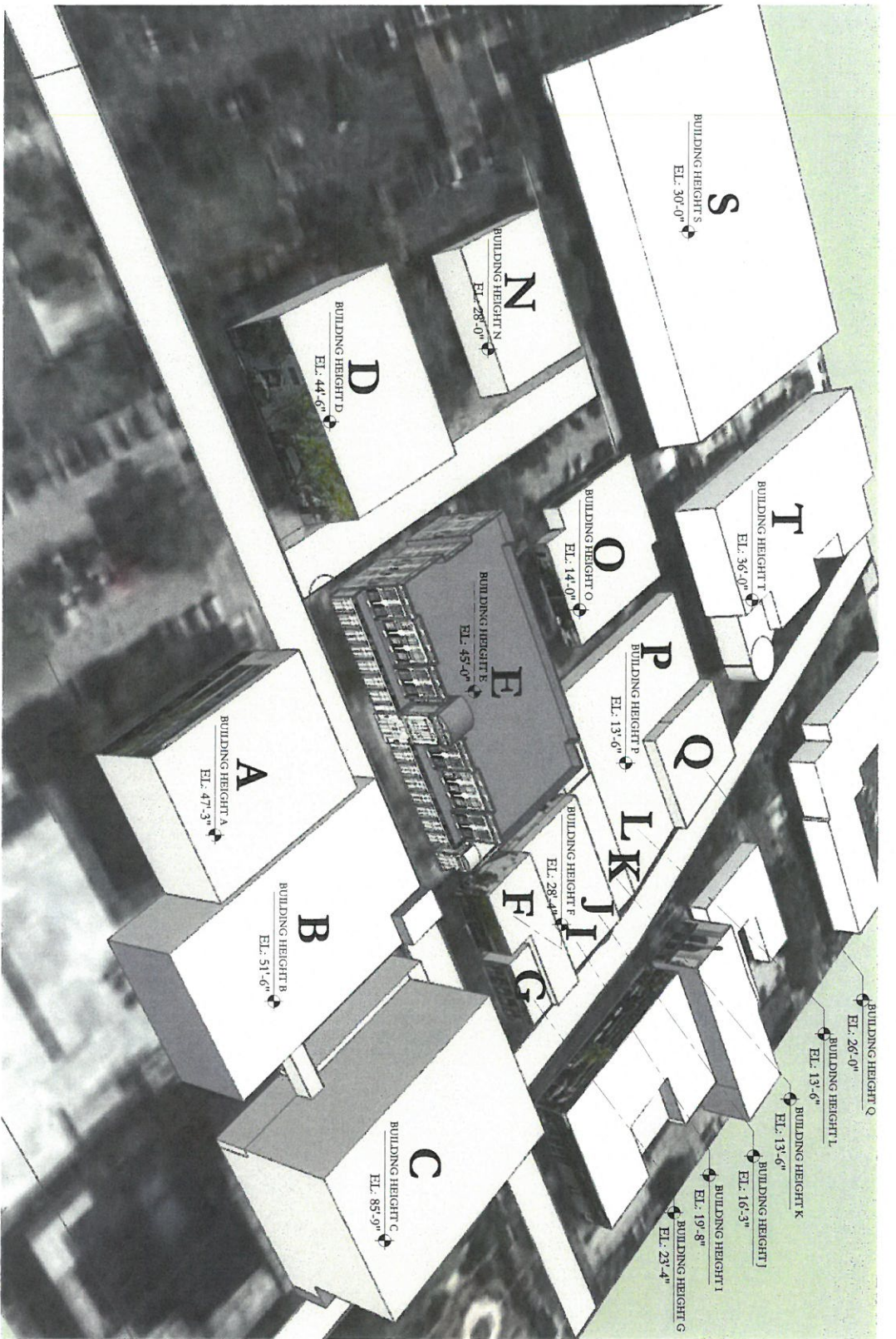
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- A. NEW ENGLAND BUILDING
- B. BANK OF AMERICA GARAGE
- C. BANK OF AMERICA
- D. LAWRENCE CENTER
- E. 158 EAST NEW ENGLAND
- F. HAAGEN DAZS /TAYLOR PHARMACY
- G. PETER BROOKE CHOCOLATE BUILDING
- H. 310 PARK NORTH BUILDING
- I. 310 PARK SOUTH BUILDING
- J. BLU
- K. ALEX AND ANI
- L. HAMPTON HOLT SCHOOL OFFICES
- M. PROFESSIONAL OFFICES
- N. PARK AVENUE PIZZA
- O. THREAD
- P. SUNTRUST BANK BUILDING
- Q. THE ALPOND INN
- R. THE RESIDENCES
- S. V.

AXONOMETRIC CONTEXTUAL ZONING DIAGRAM
SCALE: NTS

Axonometric Contextual Zoning Diagram

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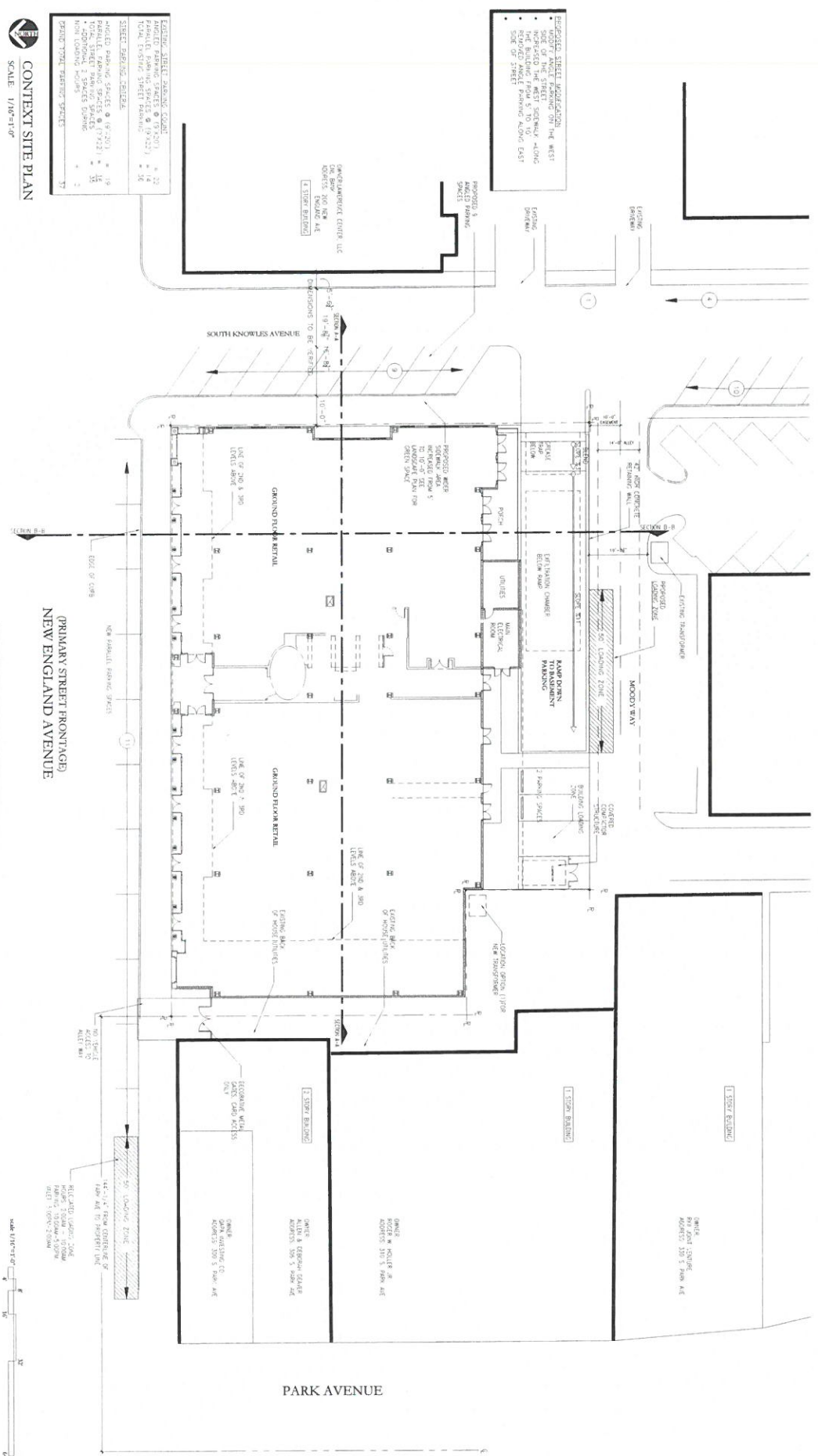
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EXISTING STREET PARKING SPACES	20
PROPOSED STREET PARKING SPACES	14
TOTAL EXISTING STREET PARKING SPACES	34
STREET PARKING SPACES	
PROPOSED STREET PARKING SPACES	19
EXISTING STREET PARKING SPACES	15
TOTAL STREET PARKING SPACES	34
NON-LOADING SPACES	
PROPOSED TOTAL PARKING SPACES	37

CONTEXT SITE PLAN
SCALE: 1/8"=1'-0"

Architectural Site Plan

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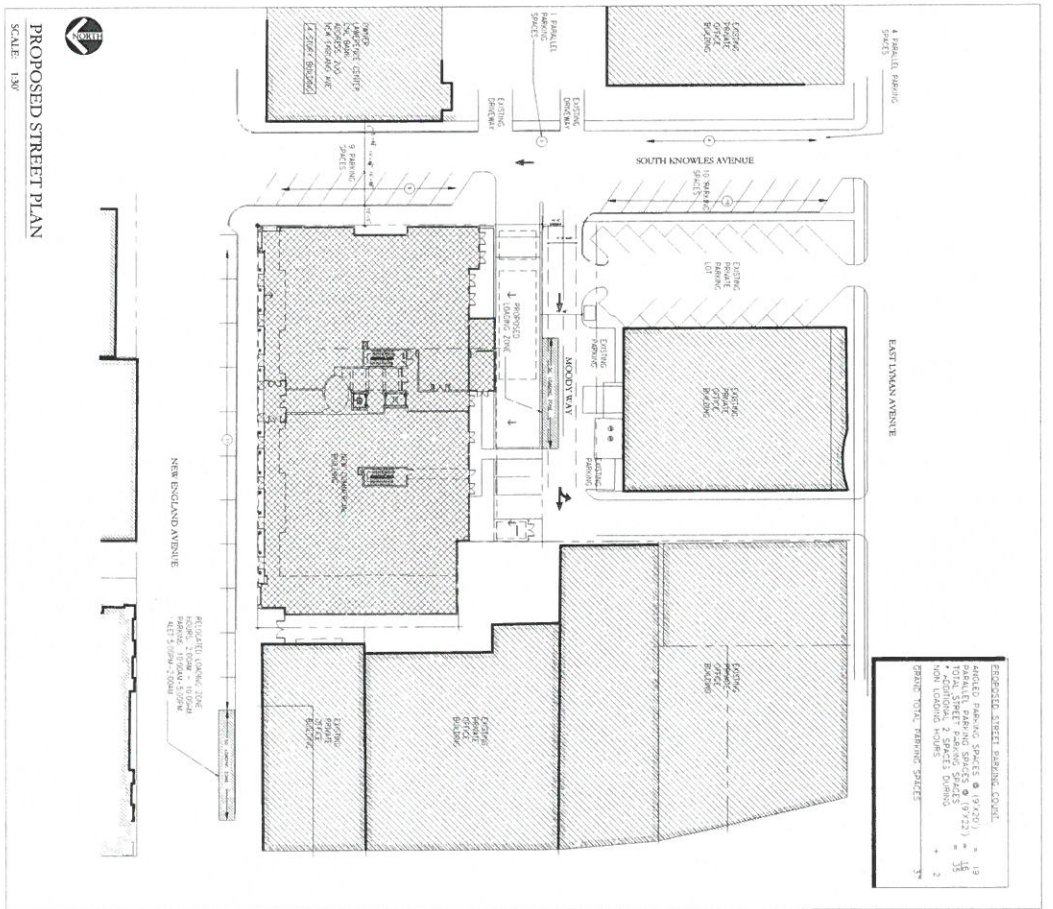
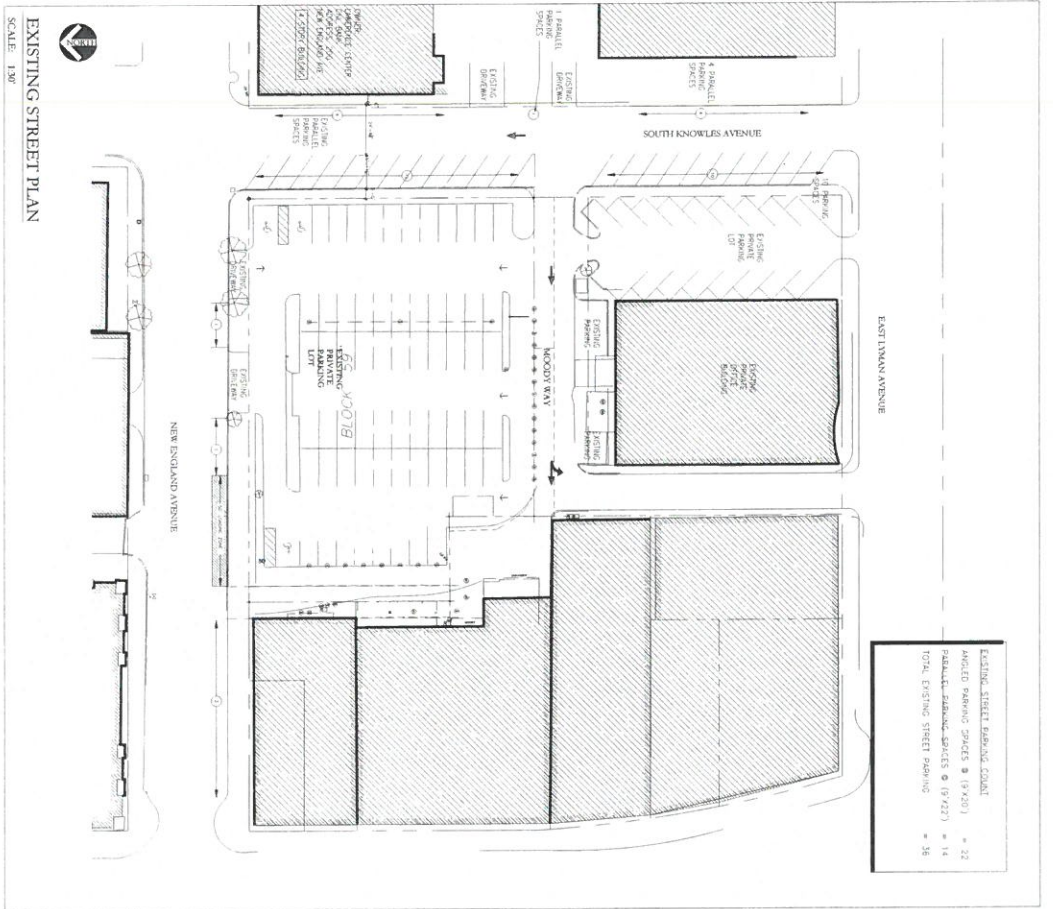
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EXISTING AND PROPOSED STREET PLAN

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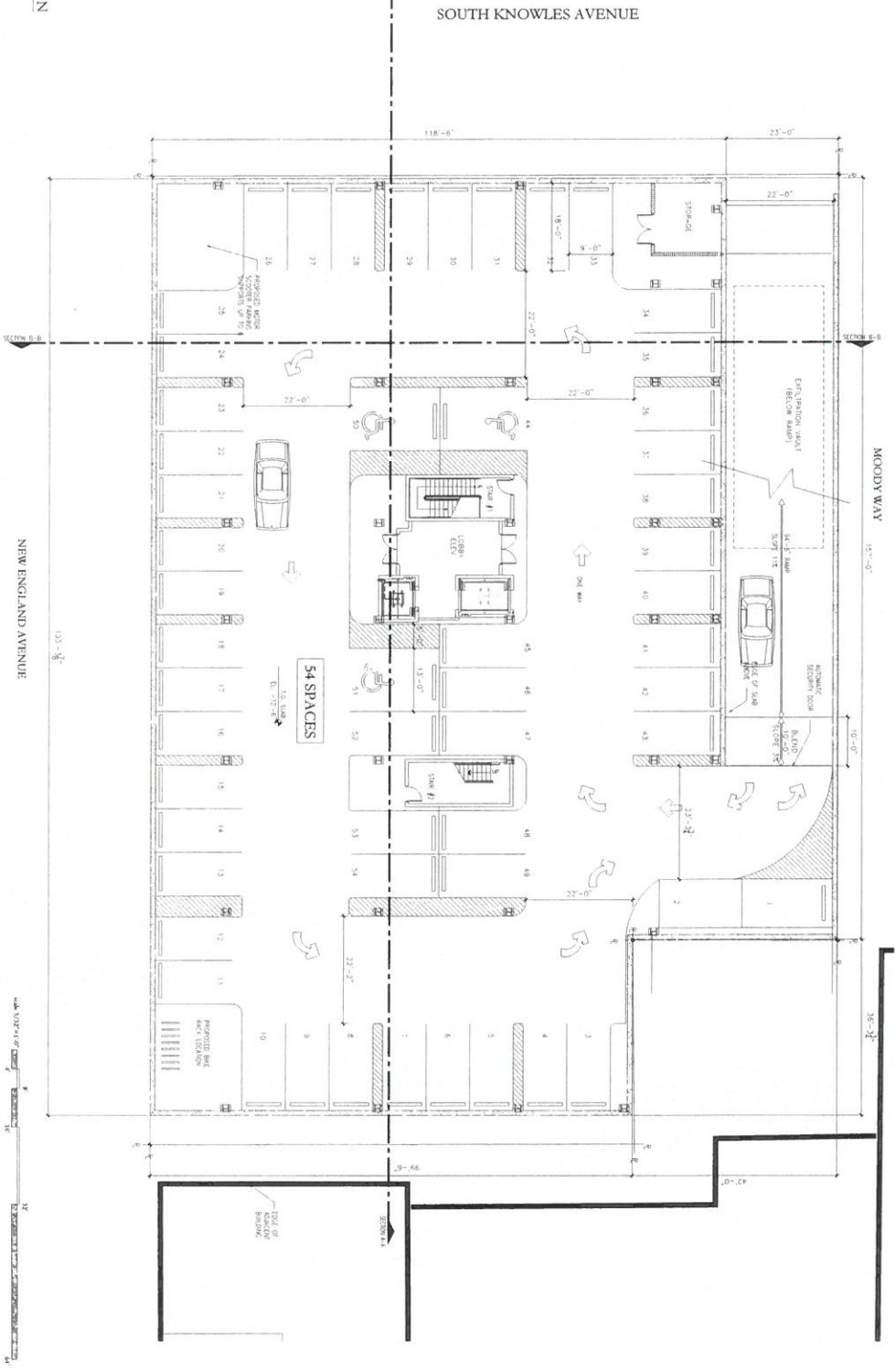
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PARKING METRICS	
Garage Parking Spaces	54
Other Spaces	31
Total Spaces	85
Surface Level Parking	2
Ground Level Parking	1
Below Ground Parking	82
Surface Level	1
Below Ground	81
Total	82
Surface Level	1
Below Ground	81
Total	82

LOWER LEVEL PLAN
SCALE 1/8"=1'-0"

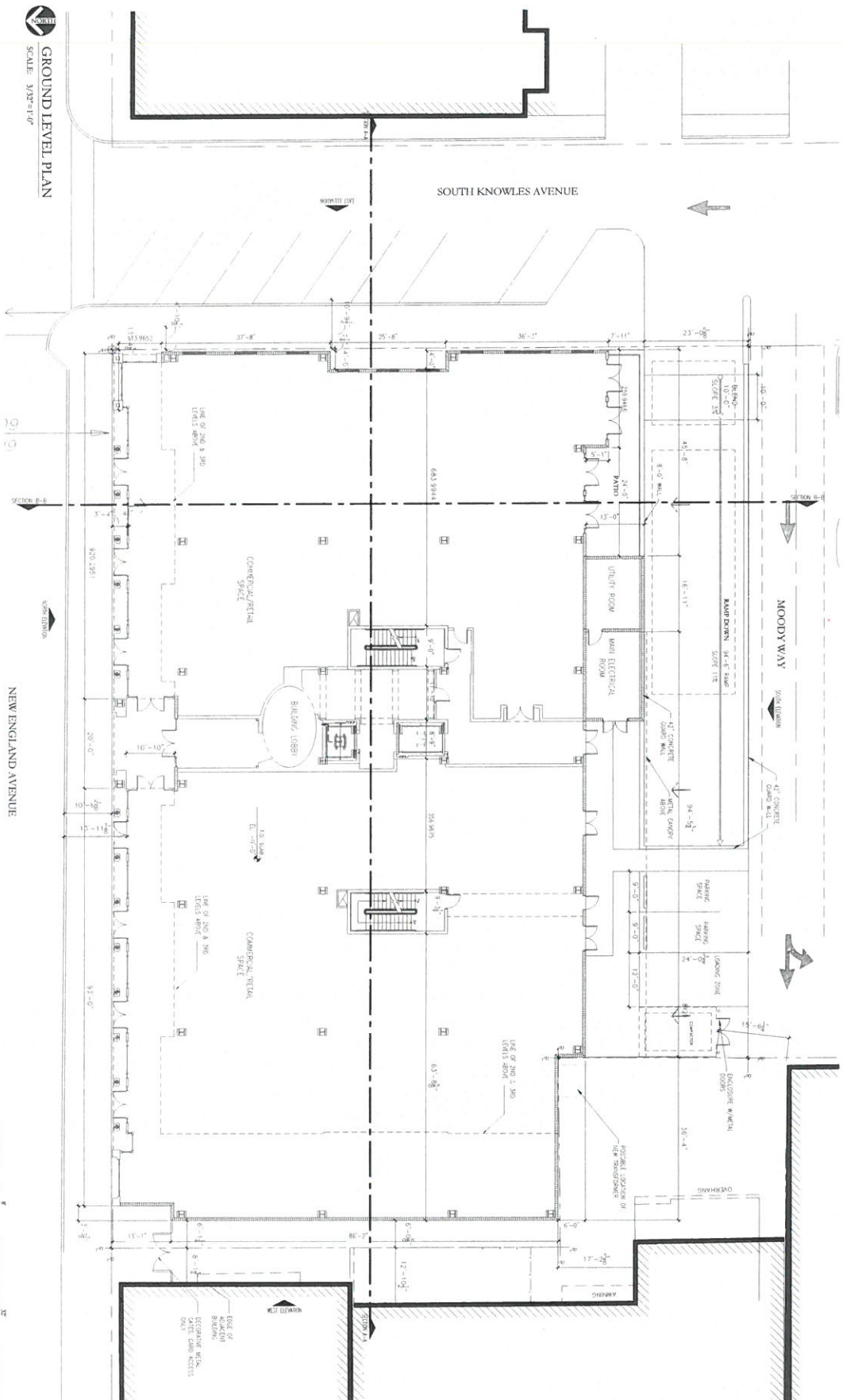


Basement Parking Level

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GROUND LEVEL PLAN
SCALE: 3/32"=1'-0"

Ground Level Floor Plan

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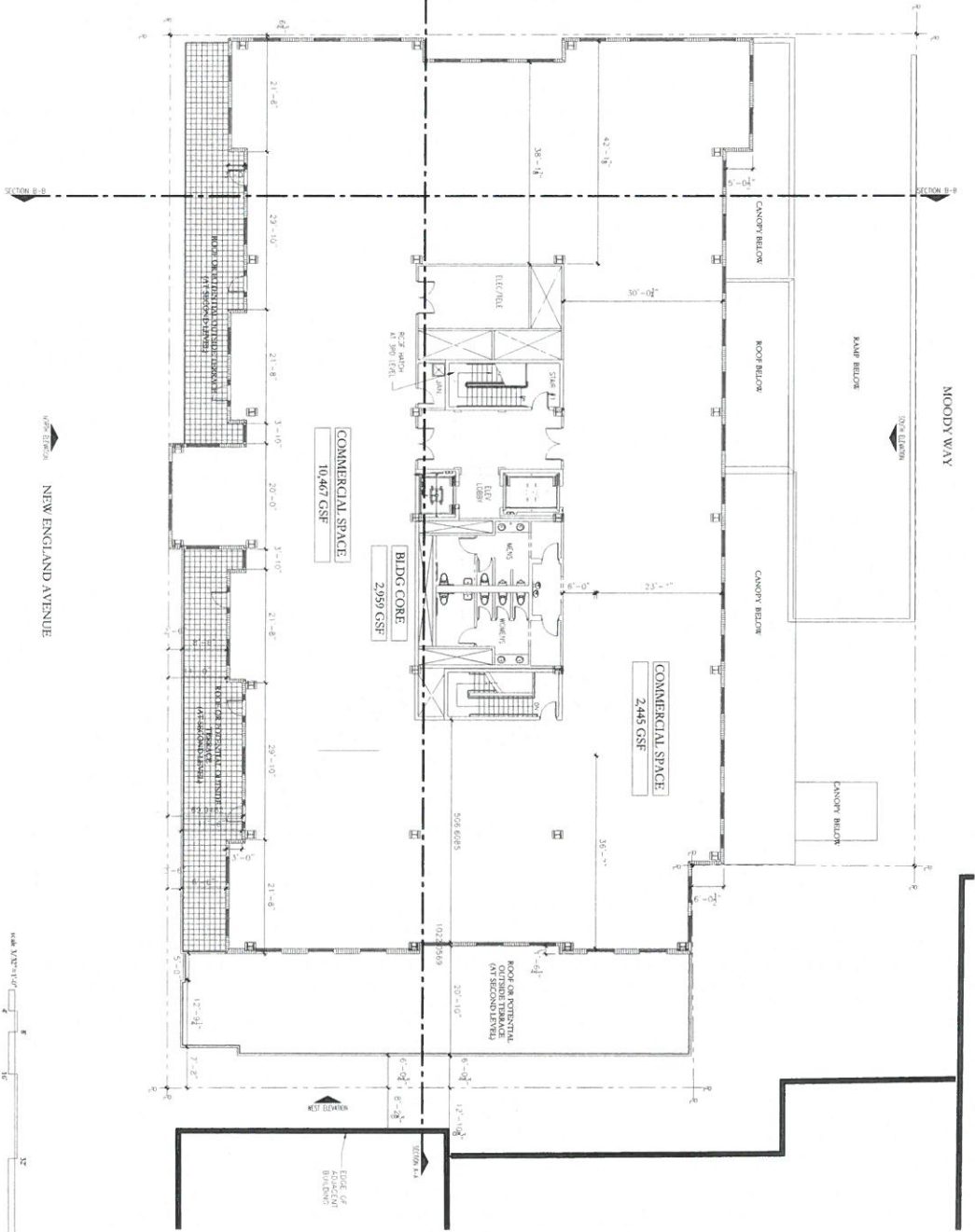
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2nd & 3rd LEVEL GROSS SQUARE FOOT	
COMMERCIAL BUILDING CORE	= 26,810 GSF
	= 5,918 GSF
TOTAL 2 & 3	= 32,728 GSF

SECOND & THIRD LEVEL PLAN
SCALE: 3/32"=1'-0"



2nd & 3rd Level Plan

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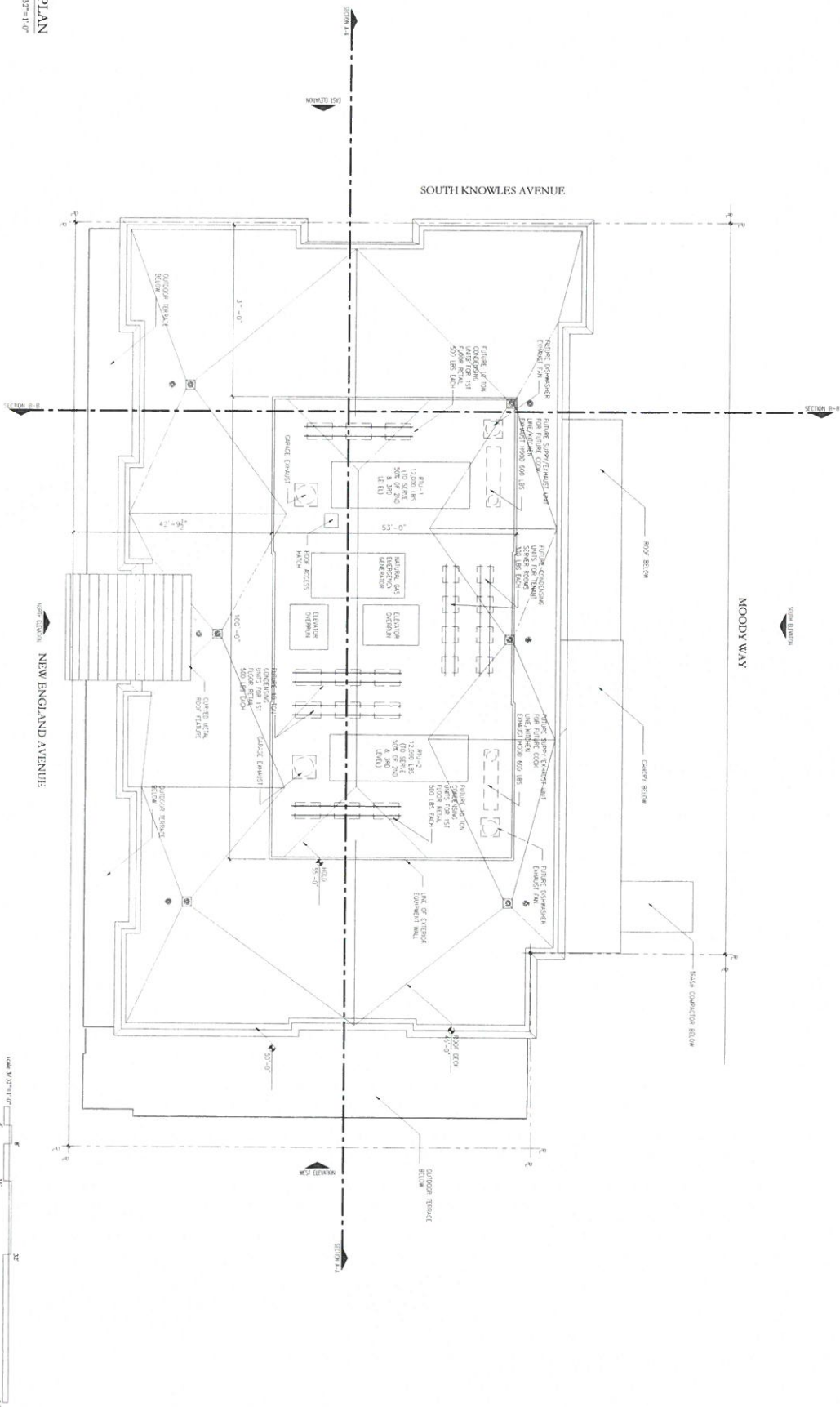
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ROOF PLAN
SCALE: 1/32"=1'-0"



Roof Plan

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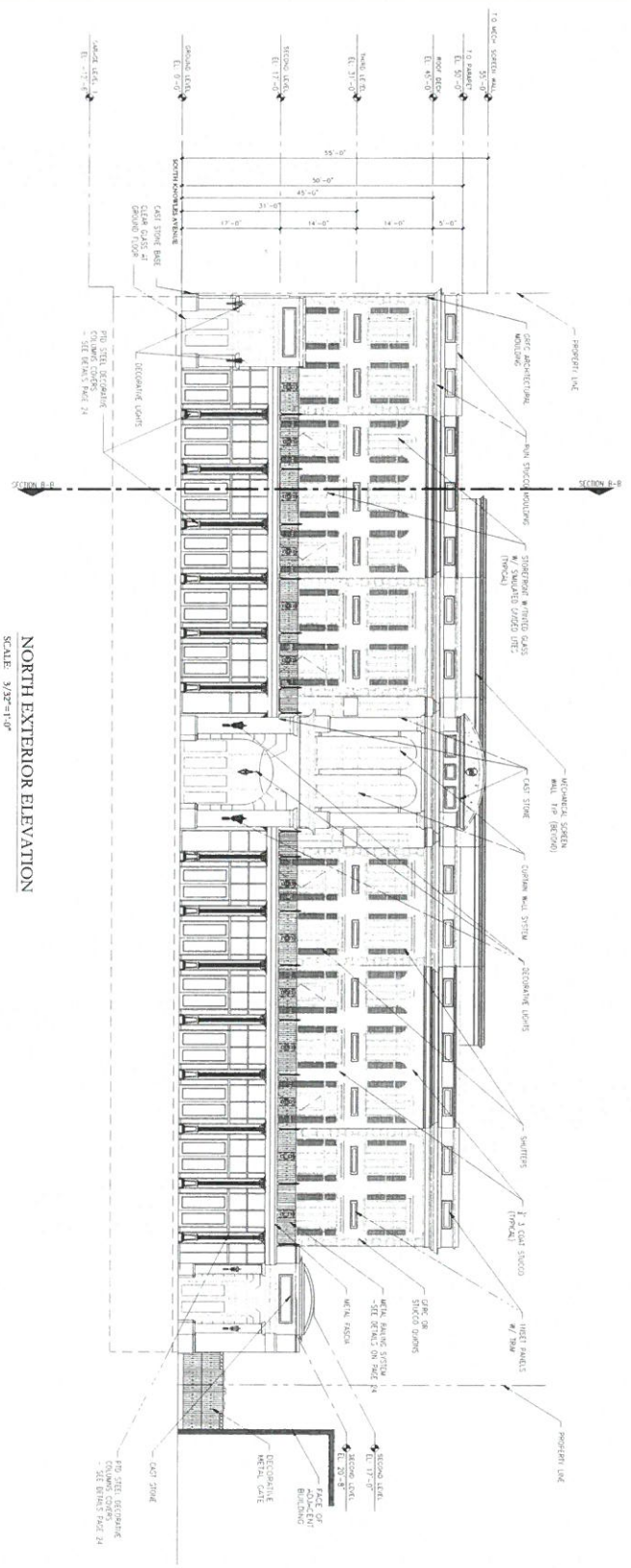
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NORTH EXTERIOR ELEVATION
SCALE: 3/32"=1'-0"

North Elevation
New England Ave.



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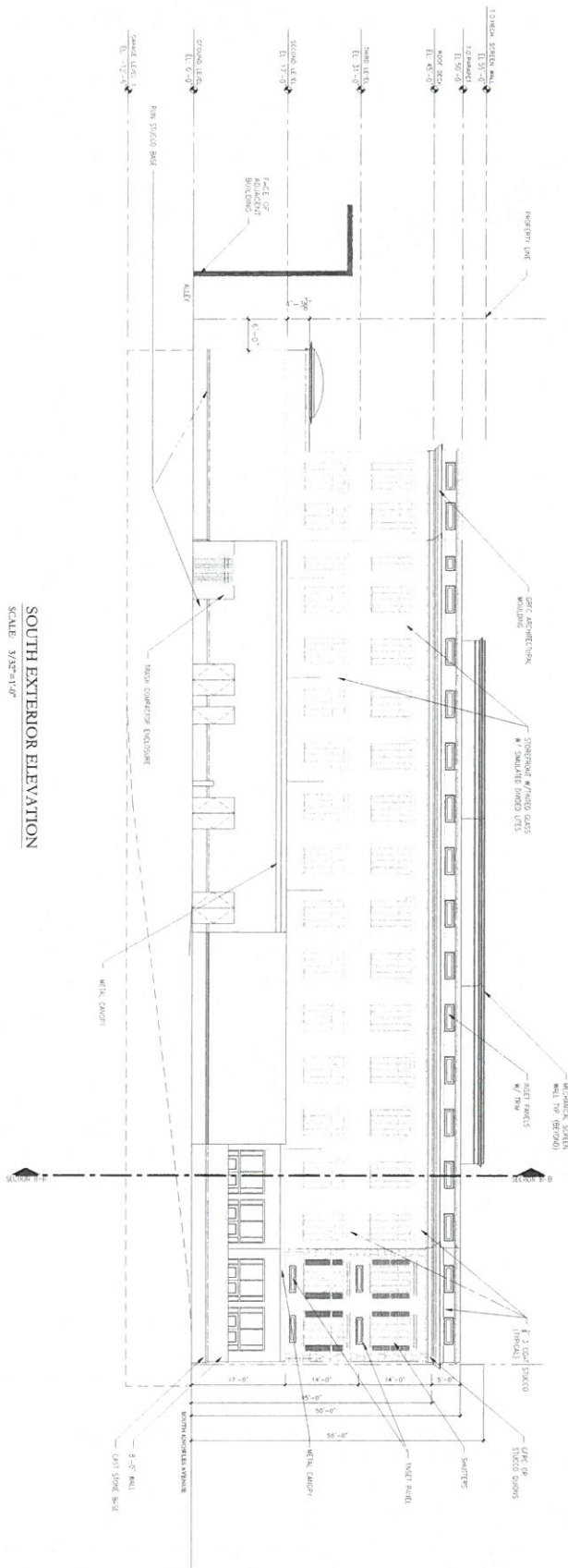
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SOUTH EXTERIOR ELEVATION
SCALE: 3/32"=1'-0"

South Elevation
Moody Way

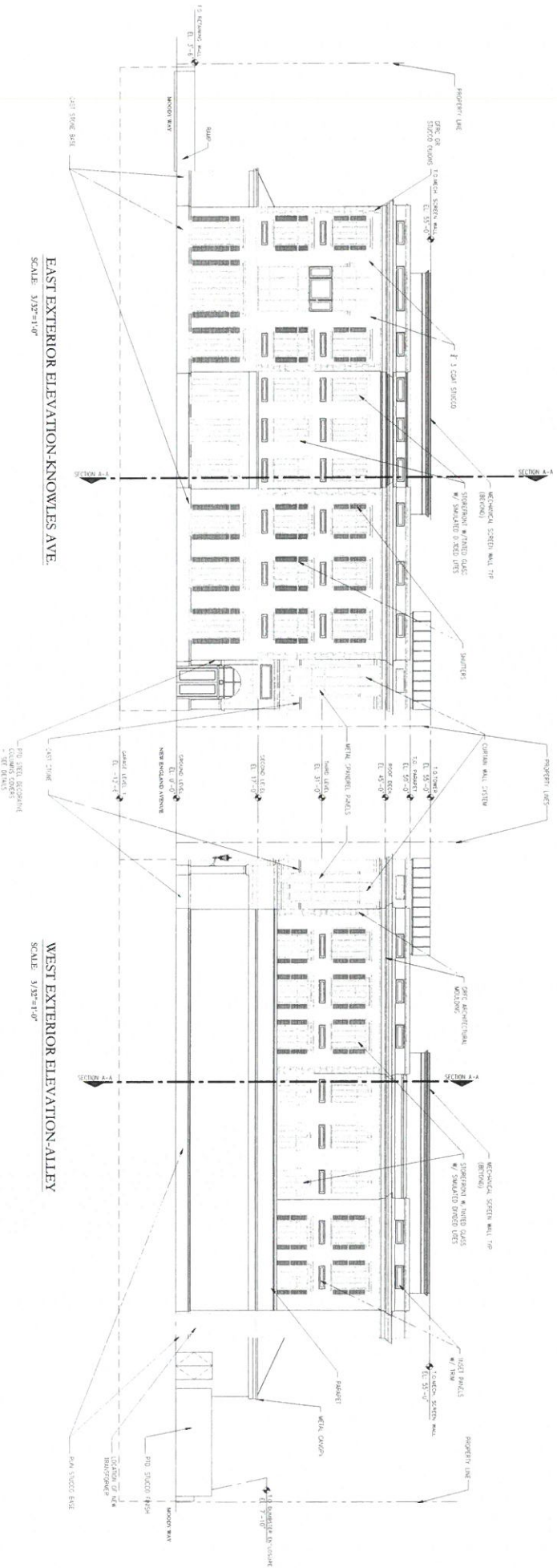


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EAST EXTERIOR ELEVATION-KNOWLES AVE.
SCALE: 3/32"=1'-0"

WEST EXTERIOR ELEVATION-ALLEY
SCALE: 3/32"=1'-0"

East Knowles Ave/West Elevation-Alley

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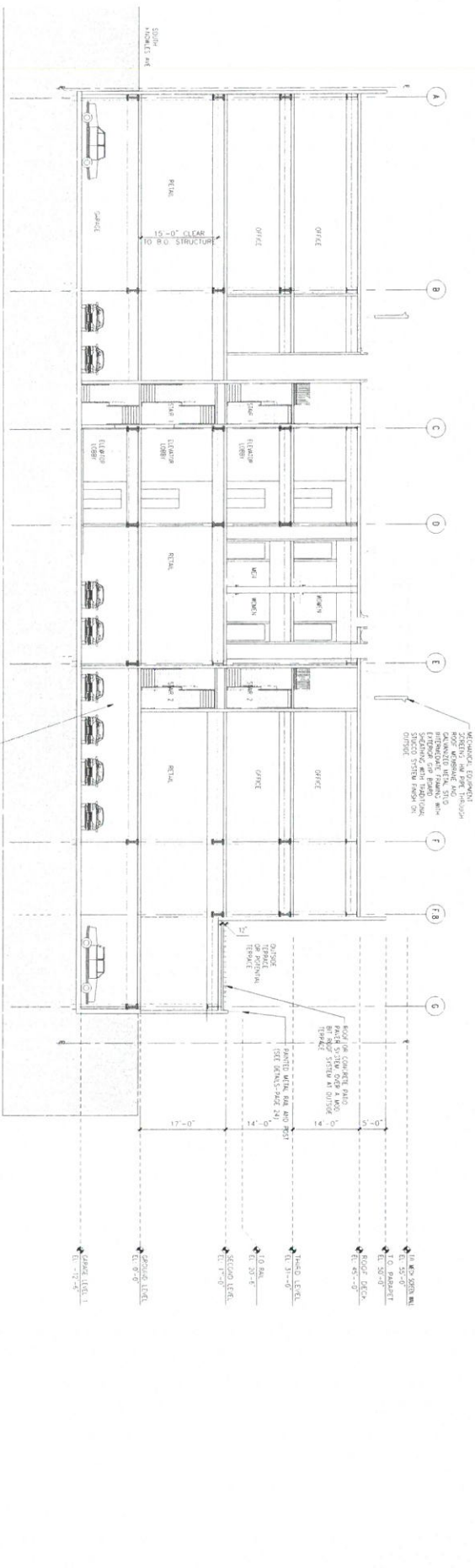
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A1 BUILDING SECTION A-A
 A6.01 SCALE: 3/32"=1'-0"

Building Section A-A

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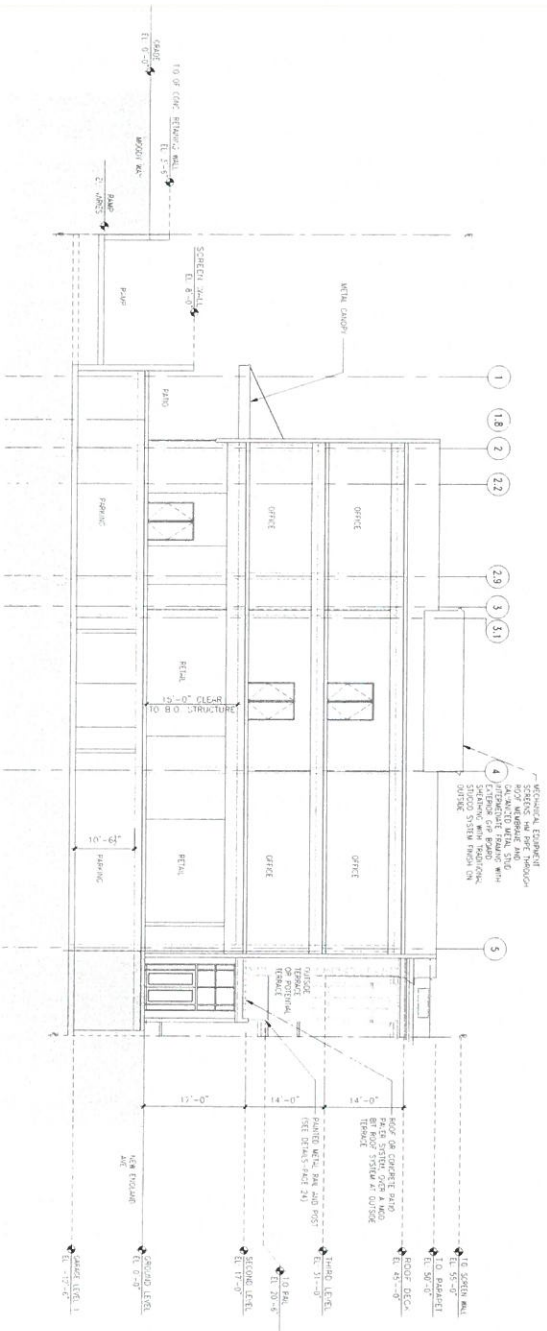
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A1 BUILDING SECTION B-B
 A602 SCALE: 3/32"=1'-0"

Building Section B-B

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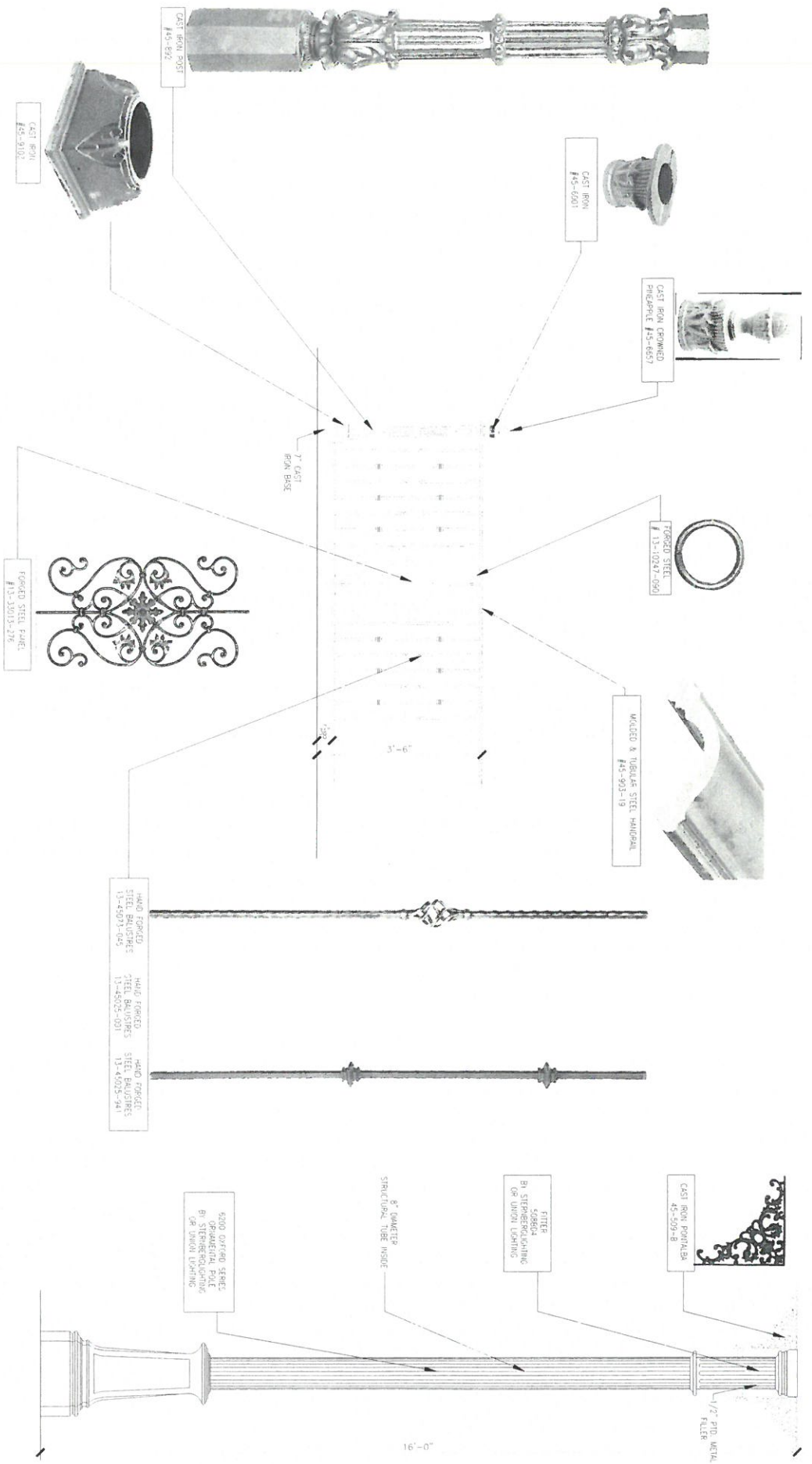
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Building Details

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Knowles Ave.

Alley

 NORTH ELEVATION
SCALE: NTS

Rendered North Elevation
East New England Ave.

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Moody Ln.

Ramp to Garage

E. New England Ave.



EAST ELEVATION
SCALE: NTS

Rendered East Elevation
Knowles Ave.

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View Looking West From First Congregational Church Parking Lot
Knowles Ave.
Perspective Rendering Looking West

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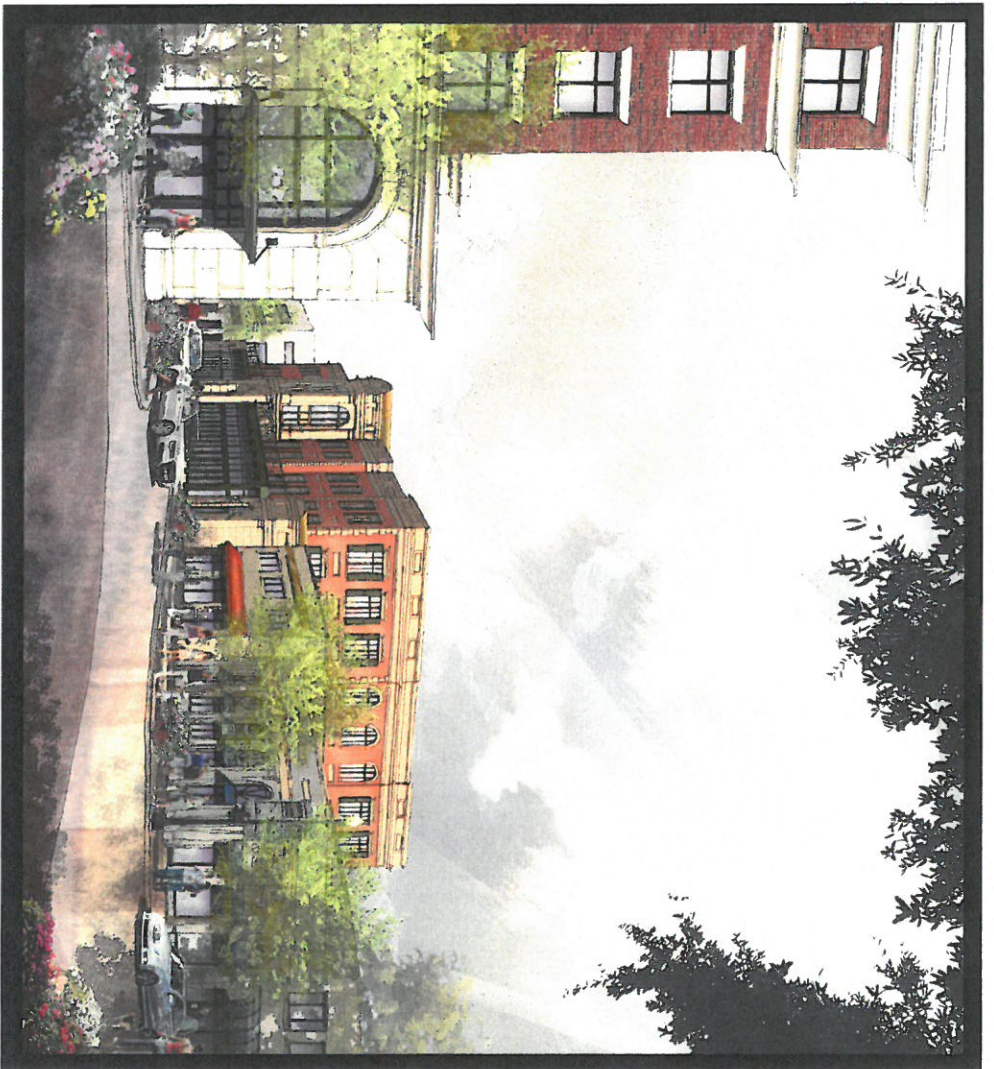
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View Looking East From Park Ave.
 (Rose Garden In Central Park)
 Perspective Rendering Looking East

158 East New England Ave. - Planning and Zoning Submission Package

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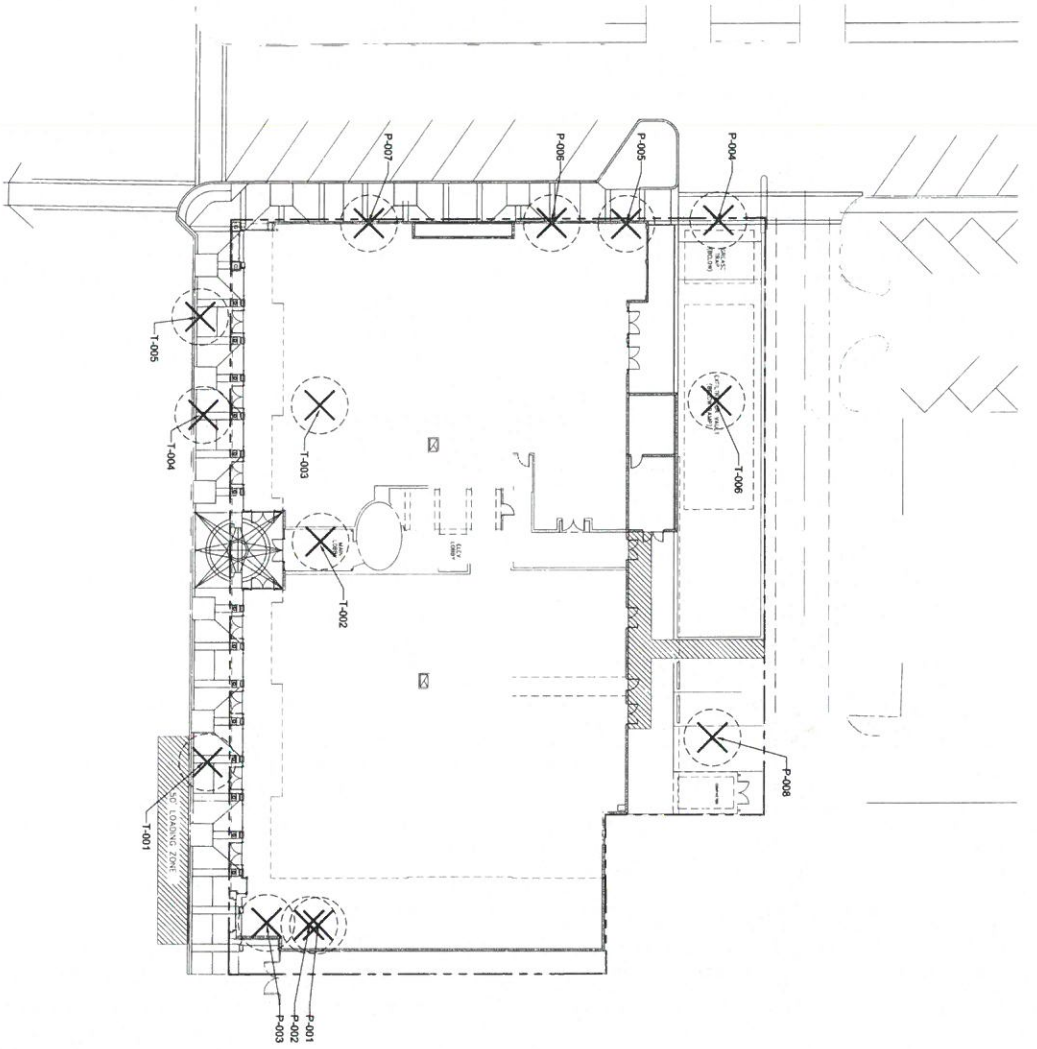
B Barraja Group
 231 South Knoxville Avenue
 Winter Park, FL 32789

Architect of Record
ZYSCOVICH
 ARCHITECTS

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 Winter Park, FL 32789
 1.407.674.1999

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 www.zyscovich.com

AC
 Design Architects
 1000 North Central Expressway
 Suite 100
 Winter Park, FL 32789
 www.acdesignarchitects.com



Tree Management Plan

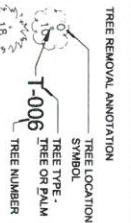
TREE DISPOSITION CHART

TREE #:	Species	DBH	Height	Condition	Disposition	Comments
TREE #1:	Quercus virginiana	40"	40'	1 tree	Remove	High canopy tree, minimal canopy foliage. Signs of dieback.
TREE #2:	Quercus virginiana	6"	12'	1 tree	Remove	
TREE #3:	Quercus virginiana	25"	25'	1 tree	Remove	
TREE #4:	Quercus virginiana	14"	14'	1 tree	Remove	
TREE #5:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #6:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #7:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #8:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #9:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #10:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #11:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #12:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #13:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #14:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #15:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #16:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #17:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #18:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #19:	Quercus virginiana	18"	18'	1 tree	Remove	
TREE #20:	Quercus virginiana	18"	18'	1 tree	Remove	

PALM DISPOSITION CHART

PALM #:	Species	DBH	Height	Condition	Disposition	Comments
PALM #1:	Sabal palmetto	7"	8'	1 tree	Remove	
PALM #2:	Sabal palmetto	10"	12'	1 tree	Remove	
PALM #3:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #4:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #5:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #6:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #7:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #8:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #9:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #10:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #11:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #12:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #13:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #14:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #15:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #16:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #17:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #18:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #19:	Sabal palmetto	12"	15'	1 tree	Remove	
PALM #20:	Sabal palmetto	12"	15'	1 tree	Remove	

TREE REMOVAL LEGEND



TREE REPLACEMENT CHART

TREE #	DBH	Replacement Req.
TREE #1	36"	2 trees
TREE #2	6"	1 tree
TREE #3	12"	1 tree
TREE #4	14"	1 tree
TREE #5	14"	1 tree
TREE #6	14"	1 tree
TREE #7	14"	1 tree
TREE #8	14"	1 tree
TREE #9	14"	1 tree
TREE #10	14"	1 tree
TREE #11	14"	1 tree
TREE #12	14"	1 tree
TREE #13	14"	1 tree
TREE #14	14"	1 tree
TREE #15	14"	1 tree
TREE #16	14"	1 tree
TREE #17	14"	1 tree
TREE #18	14"	1 tree
TREE #19	14"	1 tree
TREE #20	14"	1 tree

NOTES:

- No single replacement shall be shall have a caliper of less than three inches. No single replacement under any tree, if approved, shall have a caliper of less than two inches.
- If underrate trees are approved as replacement, the caliper inches required shall be double that required when using approved shade trees.
- Refer to landscape plans for replacement and/or code required trees.



168 East New England Ave. - Planning and Zoning Submission Package

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September 7, 2016

Design Architect: Stantec
Landscape Architect: Eng N Buck
FL License #: 0687178

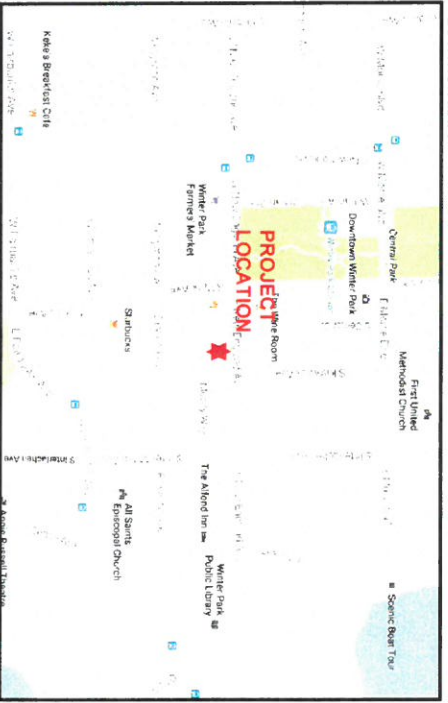
158 EAST NEW ENGLAND AVE.

158 EAST NEW ENGLAND AVE.
WINTER PARK, FL
AUGUST 31, 2016

LEGAL DESCRIPTION

TRACT 4
A portion of Lots 9, 10, 11 and 12, Block 56, REVISED MAP OF THE TOWN OF
WINTER PARK, FL, as shown on the plat of the same, recorded in Public Book A, Pages
67 and 72, is more particularly described as follows:
Begin at the Northeast corner of said Lot 9, run thence South 00°05'10" West
a distance of 126.00 feet to a point on the West line of said Lot 10 and
thence West, a distance of 200.00 feet to a point on the West line of said
Lot 11, a distance of 126.00 feet to a point on the West line of said Lot 10 and
thence North, a distance of 42.00 feet to a point on the West line of said Lot
of 126.00 feet to the Northeast corner of said Lot 12, thence East, a distance
North line of said Lots 9, 10, 11 and 12, a distance of 200.00 feet to the
Point of Beginning.

LOCATION MAP:



Sheet Number	Sheet Title
C-000	Cover Sheet
V-100	Project Survey - Boundary
C-100	Demolition Plan
C-200	Site & Geometry Plan
C-201	Turning Plan
C-202	Turning Plan
C-300	Grading & Drainage Plan
C-400	Utility Plan

OWNERS:

BATTAGLIA GROUP
201 SOUTH KNOWLES AVENUE
WINTER PARK, FL 32789

AVCON PROJECT NO. DATE

2016.099.01
08/31/2016

REVISIONS

NO.	DATE	DESCRIPTION	SHEETS



AVCON, INC.
ENGINEERS & PLANNERS
3955 STATE STREET, SUITE 300
ORLANDO, FL 32811
CORPORATE CERTIFICATE OF AUTHORIZATION NO. 3937
WWW.AVCONINC.COM

ENGINEER OF RECORD:

MIKE MERRIS
FL P.E. #70939

PROJECT TEAM:

ARCHITECT

ZYSOVICH ARCHITECTS
941 WEST MONROE BLVD., SUITE 135
WINTER PARK, FL 32789
(407) 974-1959

CIVIL ENGINEER

AVCON, INC.
5555 EAST MICHIGAN STREET, SUITE 200
ORLANDO, FL 32822
(407) 599-1122

SURVEYOR

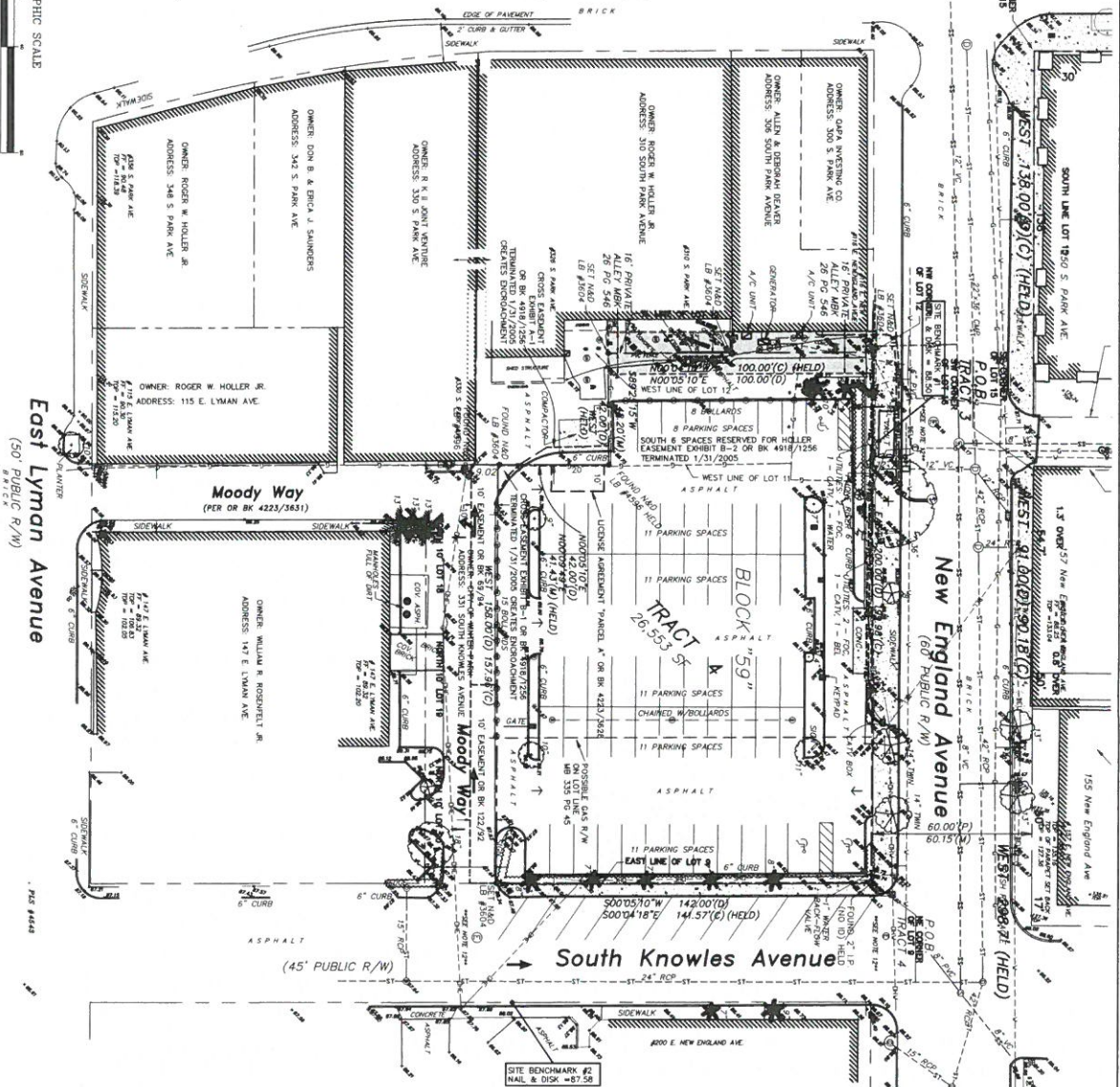
GAI CONSULTANTS
618 EAST SOUTH STREET
ORLANDO, FL 32801
(407) 423-8398

LANDSCAPE ARCHITECT

STANTEC
300 PRIMERBA BLVD., SUITE 300
LAKE MARY, FL 32746-2145

C-000

East Park Avenue (50' PUBLIC R/W)



Graphic Scale
1" = 20'
1" = 20'
1" = 20'

Legend J. G. Smith, Inc. Land Surveyors
All work done in accordance with the Florida Statutes
and the rules and regulations of the Florida Board of
Geomatics Engineering, Inc. 2014

SEE SHEET 2 OF 2 FOR IMPROVEMENTS DETAIL

Legend of Symbols & Abbreviations

○	Lot	—	As shown
□	Block	—	As shown
—	Property boundary	—	As shown
—	Section boundary	—	As shown
—	Township boundary	—	As shown
—	Range boundary	—	As shown
—	County boundary	—	As shown
—	State boundary	—	As shown
—	City boundary	—	As shown
—	Water	—	As shown
—	Highway	—	As shown
—	Railroad	—	As shown
—	Utility	—	As shown
—	Drainage	—	As shown
—	Right-of-Way	—	As shown
—	Easement	—	As shown
—	Encroachment	—	As shown
—	Other	—	As shown

LEGAL DESCRIPTION
TRACT 4, ...
1) This boundary survey was prepared for the ...
2) The limits of this survey are as described in the notes and bounds ...
3) Underground utilities not shown on the surface were not located ...
4) ...
5) ...
6) ...
7) ...
8) ...
9) ...
10) ...
11) ...
12) ...
13) ...

BOUNDARY SURVEY

PORTION OF BLOCK 59 TOWN OF WINTER PARK
SECTION 5, TOWNSHIP 22 SOUTH, RANGE 30 EAST
CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

gci consultants
618 East South Street
407-423-8398
LE 3004

SHEET: 1 of 2
PROJECT NUMBER:
FILE NAME: TRACT 4.BREV

REVISION	BY	DATE
UPDATE ALLEY	AP	10/26/09
ISOLATE BOUND.	PGS	05/25/07
UPDATE ALLEY	JKT	01/24/07
OWNERSHIP INFO.	JKT	01/03/07

SCALE: 1" = 20'
DRAWN: MAD APPROVED: LAG
CHECKED: LAG APP DATE: 3/10/04

158 East New England Ave.-Planning and Zoning Submission Package

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Winter Park, FL

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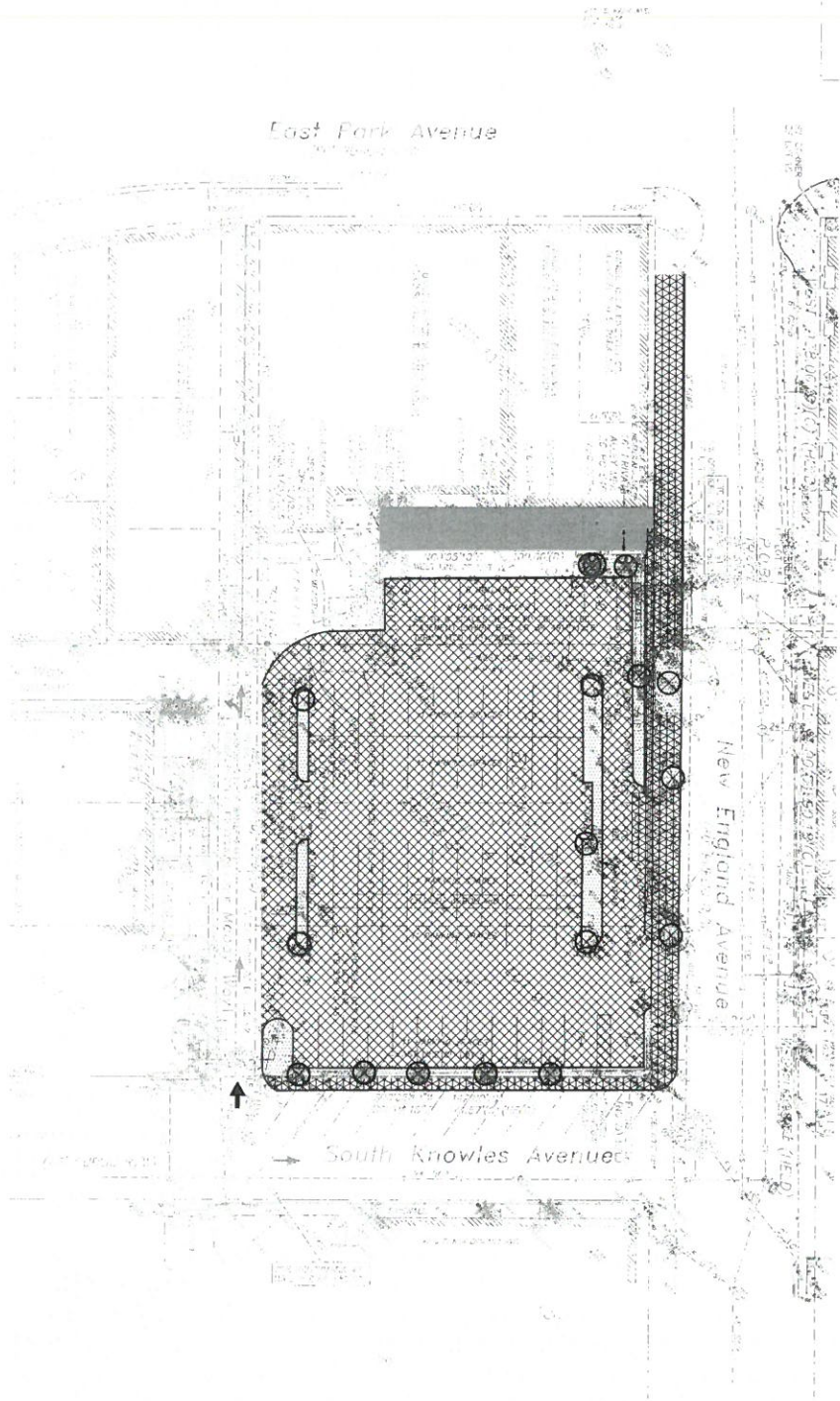
DEMOLITION PLAN

August 31, 2016

C-100

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ENGINEERS & PLANNERS

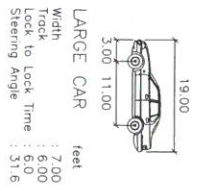
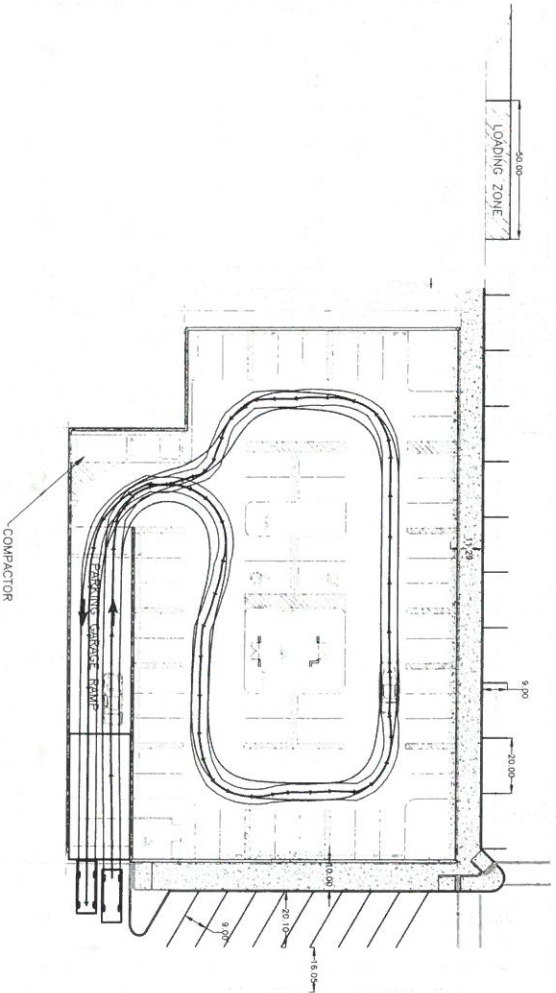
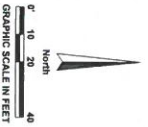
5045 EAST MICHIGAN ST., SUITE 200
ORLANDO, FL 32817
OFFICE (407) 549-1118
FAX (407) 549-1110
CERTIFICATE NO. 4071388-1100 NO. 5057
www.avconinc.com



LEGEND:

- FOOT PRINT IN SUIT FENCE
- TREE TO BE REMOVED
- CONSTRUCTION ENTRANCE
- TREE PROTECTION BARRIER
- CONCRETE TO BE REMOVED
- CURB TO BE REMOVED
- AREA TO BE DEMOLISHED
- PROPOSED NEW CONSTRUCTION
- EXISTING CONSTRUCTION





158 East New England Ave.-Planning and Zoning Submission Package

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ARCHITECTS

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Winter Park, FL 32789
1407.874.1903 #
info@zyscovich.com
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TURNING PLAN

August 31, 2016

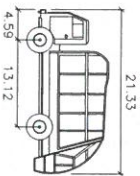
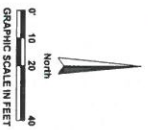
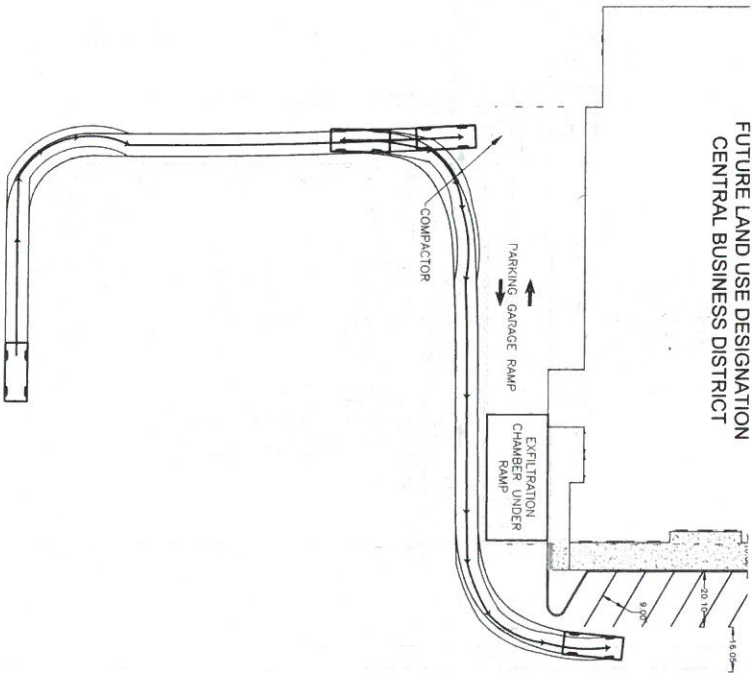
C-201



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ENGINEERS & PLANNERS

5015 EAST WINDWARD ST. SUITE 200
ORLANDO, FL 32817
TEL: (407) 598-1133
FAX: (407) 598-1133
WWW.AVCONINC.COM

**FUTURE LAND USE DESIGNATION
CENTRAL BUSINESS DISTRICT**



GARBAGE TRUCK feet
 Width : 4.59
 Track : 13.12
 Lock to Lock Time : 6.0
 Steering Angle : 28.0



AVCON, INC.
 ENGINEERS & PLANNERS
 5545 EAST WASHINGTON ST., SUITE 200
 GREENWOOD VILLAGE, FLORIDA 32043
 OFFICE: TEL: (407) 595-1133 FAX: (407) 595-1133
 CELL: (407) 595-1133 WWW.AVCONINC.COM

TURNING PLAN
August 31, 2016
C-202

158 East New England Ave.-Planning and Zoning Submission Package

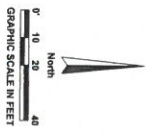
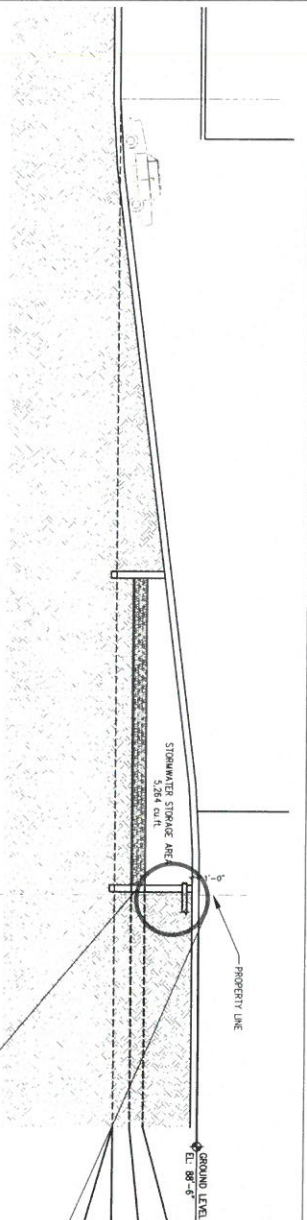
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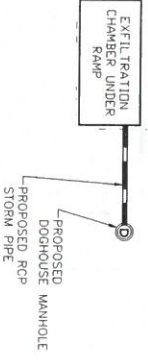
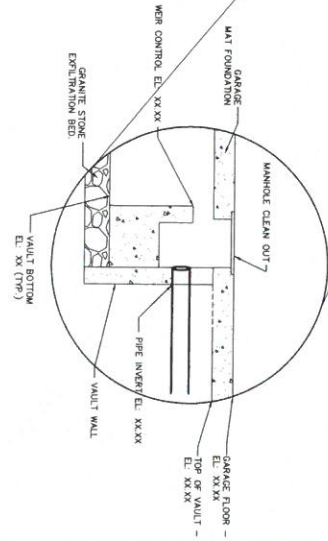
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 Tel: 407.674.1969
 Fax: 407.674.1968
 Email: info@zyscovich.com
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EXFILTRATION CROSS SECTION
NTS



EXFILTRATION OUTFALL DETAIL
NTS



158 East New England Ave. - Planning and Zoning Submission Package

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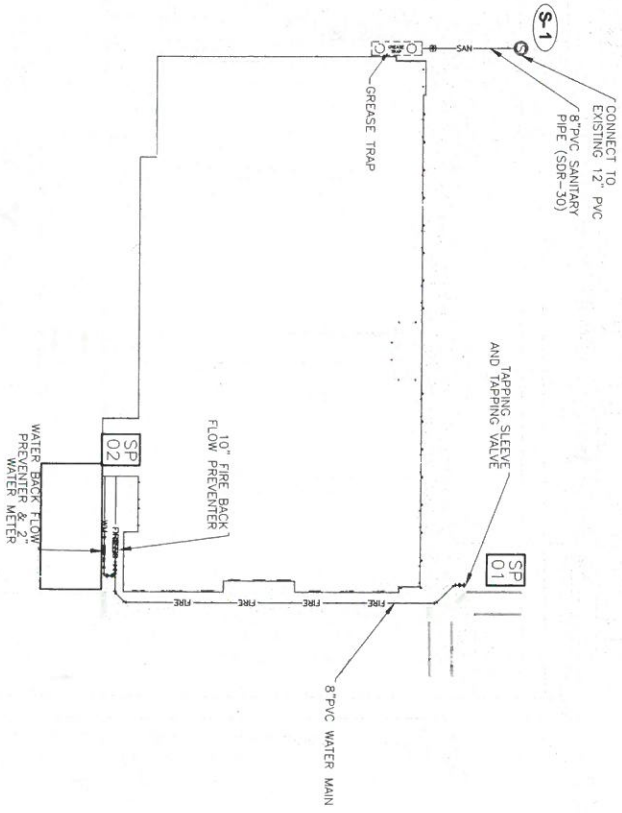
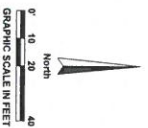
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PHONE: 407-938-1132
FAX: 407-938-1133
CENTRAL FLORIDA ARCHITECTURE NO. 0097

August 31, 2016

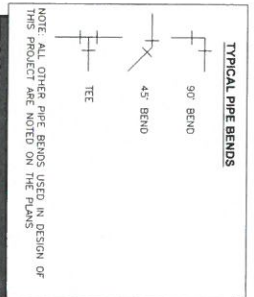
C-300

GRADING & DRAINAGE PLAN



LEGEND

	WATER LINE
	SANITARY LINE
	FIRE LINE
	FIRE HYDRANT ASSEMBLY
	GATE VALVE
	CROSSING NUMBER
	SANITARY MANHOLE
	SAMPLE POINT (TOTAL OF XX)
	SANITARY MANHOLE NUMBER
	BT SAMPLE POINT



158 East New England Ave.-Planning and Zoning Submission Package

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UTILITY PLAN

August 31, 2016

C-400

AVCON INC.
ENGINEERS & DESIGNERS

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CENTRAL: TEL: (407) 599-1133
FAX: (407) 599-1133
WWW.AVCONINC.COM

PROJECT #1
P.L.# 2008

158 New England Avenue Property Re-Development
Conditional Use Traffic Analysis

ITE Code - Description	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)										Expected Units	Total Generated Trips				Total Distribution of Generated Trips					
		Weekday		AM		PM		Pass-By		AM In			AM Out		PM In		PM Out		Pass-By			
Existing Users - Paid Parking Lot for 250 S. Park Ave. (6 Story Building)																						
710 - General Office	KSF ²																					
		Equations																				
912 - Drive-in Bank	KSF ²	148.15	12.08	24.30	47%	57%	43%	50%	50%	20.0	2,964	242	486	73	55	114	129	129	229			
931 - Quality Restaurant	KSF ²	89.95	0.81	7.49	44%	NA	NA	67%	33%	9.7	872	8	73	NA	NA	3	27	13	32			
		Existing Users Total										4,783	385	710	192	71	117	182	268	260		
Proposed Re-Development - 158 New England Ave. (3 Story Building)																						
710 - General Office	KSF ²																					
		Equations																				
920 - Shopping Center (Retail)	KSF ²				34%	62%	38%	48%	52%	19.9	2,376	58	203	24	15	20	64	70	69			
		Proposed Redevelopment Total										2,929	135	317	92	24	20	84	165	69		
		Net Difference (Proposed - Existing)										-1,854	-250	-393	-101	-48	-97	-98	-103	-191		

Sources:
Trip Generation rates from ITE Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, September 2012.
Pass-By rates from ITE Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers, March 2001.



To: Daniel Butts,
Chief Operating Officer
Battaglia Group Management, LLC

Date: September 7, 2016

Memorandum

From: Fabricio Ponce, PE
Transportation Systems Manager

Project 62460.00
#:
Re: New England Ave Development
Parking Study

Amphone Soupharath
Transportation Consultant

Introduction

VHB has been retained by BFC New England, LLC to conduct a parking study for the proposed retail and office building to be located at the southwest corner of the New England Avenue at Knowles Avenue intersection, in the City of Winter Park, Florida. The project location is illustrated in Figure 1. The purpose of this study is to fulfill the City of Winter Park analysis requirements and to evaluate the future parking needs to be generated by the proposed mixed-use development and to confirm that the existing parking garage located at the northeast corner of the New England Avenue at Center Street intersection in combination with the new underground and surface parking at the future building will satisfy current parking demand plus the future building parking demand. This Memorandum provides a detailed description of the study methodology, analysis, and key findings.

Project Description

The proposed mixed-use development will be located at the southwest corner of the New England Avenue at Knowles Avenue intersection in the City of Winter Park, Florida. The site is currently occupied by a 67 space surface parking lot currently leased to the 250 S Park Avenue Building valet operator. The proposed mixed-use development program for the site is to construct a three-story building with 52,601 square feet of office, retail, and restaurant uses. As part of the new building at 158 New England Avenue, 54 underground and 3 surface parking spaces, for a total of 57, will be constructed and it will be reserved/assigned to building tenants only. In addition, there will be changes in the curb cuts in front of the new building that will relocate 6 parking spaces from Knowles Avenue to New England Avenue. This reassignment of parking spaces will result in no change in the number of spaces available on the street; however, the spaces will now be located along New England Avenue (instead of Knowles Avenue), making them more convenient for the public/patrons, more visible, and easier to enforce, encouraging a higher turnover ratio of these spaces.

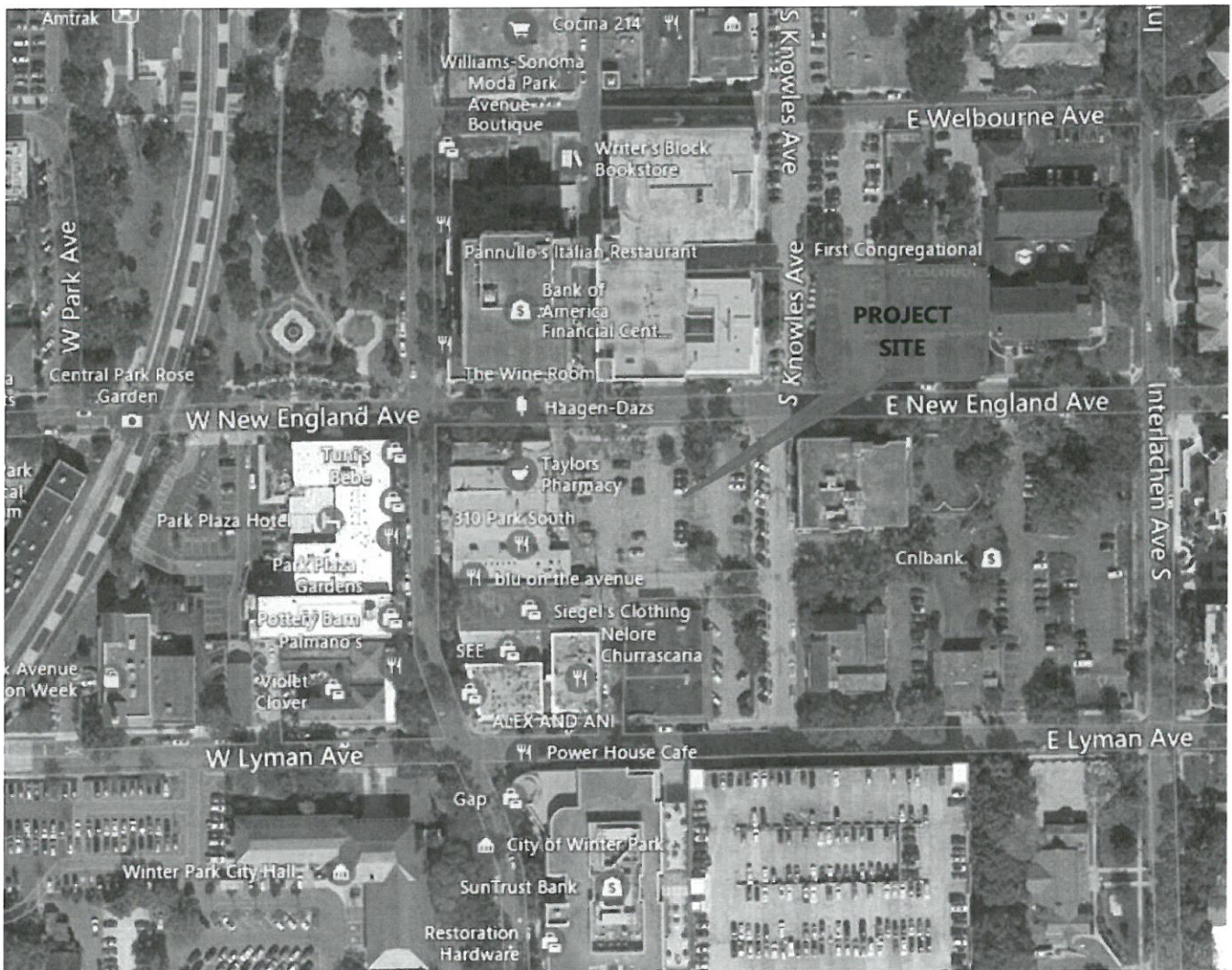
Study Methodology

The focus of this study is to evaluate the future parking needs to be generated by the proposed development and to confirm that the existing parking garage located at the northeast corner of the New England Avenue at Center Street intersection in combination with the new underground and surface parking at the new building will satisfy current parking demand plus the future building parking demand. To ensure that there is adequate parking supply for both the existing and future uses, a shared-parking analysis is required to demonstrate that the number of parking spaces to be provided are appropriate to the context of the core downtown Winter Park area. This shared parking analysis,

225 E. Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801
P 407.839.4006

takes into consideration the mix of uses; the demand for parking spaces at different times of day, week and year; available of alternative modes of transportation; and other site-specific influences on parking supply and demand.

Figure 1: Project Location Map



The basic premise of shared parking is that a single parking space can serve the parking needs of two or more individual land uses. This occurs routinely in urban areas where, for example, a parking space used during the day by office employees is used during the evening by restaurant/retail patrons.

225 E. Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801
P 407.839.4006



The Urban Land Institute has studied shared parking among mixed-use developments and has produced a methodology for evaluating shared parking that is documented in "Shared Parking", Second Edition, which was published in 2005. The ULI procedure involves the following steps:

- Gather and review project data such as dwelling units, restaurant seating, and square footage of retail and office space.
- Select base parking ratios for each land use. These ratios (e.g., x parking space per dwelling unit or y parking spaces per 1,000 sf of office space) tend to represent (1) the parking required for the peak hour of the peak day of the week during the peak month of the year, and (2) locations where there are few travel mode options other than personal vehicle use. The ULI *Shared Parking* report and the ITE *Parking Generation* report provide national standards for the base rates, but the use of locally calibrated rates based on zoning requirements or data collected at comparable facilities is encouraged.
- Review the base parking rates for non-auto mode applicable to the site. This should be done separately for employee and customer/visitor parking. The ULI *Shared Parking* report provides data separately for employee and customer/visitor parking demand.
- Determine the season, day and time of peak parking demand by evaluating the monthly, daily and hourly parking demand variations for each type of land use. Time-of-day, day-of-week, and monthly factors are provided in the ULI *Shared Parking* report. The shared parking opportunity offered by mixed-use development comes from the staggered demand peaks associated with each use. Different land uses generate unique levels and patterns of parking demand. Parking supplies at mixed-use locations accommodate these demand fluctuations more efficiently than segregated supplies by accommodating peaking uses with space left vacant by other uses. Thus, the same parking space that was used by employees during the day can be used for patrons at night.
- Consider "internal capture" of parking demand to eliminate double counting parking demand in situations where, for example, office employees are also retail customers. Mixed-use districts such as downtown Winter Park allow for parking efficiencies through "internal capture" trips. Such trips are made by patrons who, having already parked, travel between uses without accessing their vehicle. Restaurants and retail services are common generators of internal capture trips in mixed-use developments, as they serve both employees and patrons with the same development and/or near-by land uses.

Any shared parking evaluation should also include consideration of how "sharable" are the parking spaces. There may be parking policies that reserve some parking spaces for a single land use (such as reserved parking for building tenants), or as a practical reality the location of available parking is too distant from many destinations within the project site.



Base Parking Requirement

The City's zoning requirements for standalone uses provide a good starting point for the discussion of base parking requirements before adjustments for non-auto mode splits; seasonal, day-of-week, and time-of-day parking occupancy patterns; and internal capture of parking demand. The City's zoning requirements for the existing and proposed uses are summarized in Tables 1 and 2.

Table 1 Existing Uses Parking Requirements

250 S. Park Ave (6 story Building)	Unit	Parking Ratio	City's Zoning Requirement
Office	65,048 sf	1 per 250 sf	261
Bank (includes office space)	20,008 sf	1 per 250 sf	81
Restaurant (Luma/Wine Room)	9,695 sf (312 seats)	1 per 4 seats	78
Total	94,751 sf	N/A	420

Table 2 Proposed Uses Parking Requirements

158 New England Ave (3 story Building)	Unit	Parking Ratio	City's Zoning Requirement
Office	34,411 sf	1 per 250 sf	138
Retail	6,311 sf	1 per 250 sf	26
Restaurant	11,879 sf (380 seats)	1 per 4 seats	96
Total	52,601 sf	N/A	260

Based on the City's zoning requirements, the existing 94,751 sf of mixed-use space requires 420 spaces compared to the 303 spaces currently provided (278 spaces at the parking garage plus 16 on street spaces). It should be noted that the existing parking supply is substantially underutilized which is consistent with previous parking study findings. This will be discussed in detail in the following section.

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Based on the City's zoning requirements, the proposed 52,601 sf mixed-use development would require an additional 260 spaces. Because the proposed uses would be similar in nature to the existing uses, it is reasonable to assume that the parking supply and demand would be consistent with the use in the existing building. Therefore, these uses will draw heavily on the traffic (both vehicular and pedestrian/SunRail) that is already present in Park Avenue area. Based on this, the parking needs associated with the proposed mixed-use development are not expected to follow "normal" traffic generator or parking need requirements. The provision of parking required by zoning are significantly higher than the parking needs to be generated by both the existing and proposed uses.

Availability of Existing Parking

The 250 S Park Avenue Building currently provides 287 secure parking spaces in the Bank of America garage for the tenant employees. There are another 16 unsecure parking spaces assigned/allocated for Bank patrons and building services/delivery on the surface level and are not part of the 27 garage ground level spaces which are provided to the City for public use. In total, there are 303 parking spaces available on-site for tenant employees, patrons, and building services/delivery. As shown in Table 3, approximately 224 spaces or 74 percent of the available parking spaces have been allocated to the tenant employees (mainly office employees of the bank, office tenants, and managers of the restaurants) and the remaining 79 spaces or 26 percent are unassigned.

To substantiate the number of parking spaces reasonably anticipated to be available and/or used in the existing parking garage, monitoring cameras were positioned at the existing Bank of America parking garage to gather existing parking occupancy and demand during the January 27 through January 29, 2016 time period.

The data indicated that the parking occupancy and demand on a Thursday are lower than on a Wednesday and Friday. For the purpose of this study, the parking occupancy and demands on a Wednesday and a Friday will be evaluated to represent the typical weekday (Wednesday) and the peak evening (Friday). There were always at least 151 and 119 parking spaces available at the parking garage on a Wednesday and Friday, respectively. The parking occupancy counts collected in 2016 were consistent with the 2014 and 2015 counts provided by the BFC New England, LLC. The historical garage usage and existing parking supply and demand is provided in Appendices A and B.

As shown in Figures 2 and 3, approximately 50 percent and approximately 61 percent of the garage parking supply is utilized and/or occupied throughout the day during a Wednesday and Friday, respectively. As expected, the parking demand for office use is higher during the day between 8AM and 5PM in the garage. The peak hour parking demand for the garage is between 1PM and 2PM. It should be noted that the parking spaces in the garage during office hours are available only to office tenants of the 250 S Park Avenue Building. In addition, during the evening when the parking demand for office use is the lowest, the garage is being used by the valet parking operator of the surface parking lot located at the northwest corner of the New England Avenue at Knowles Avenue intersection to serve the restaurant use at the 250 S Park Avenue Building.

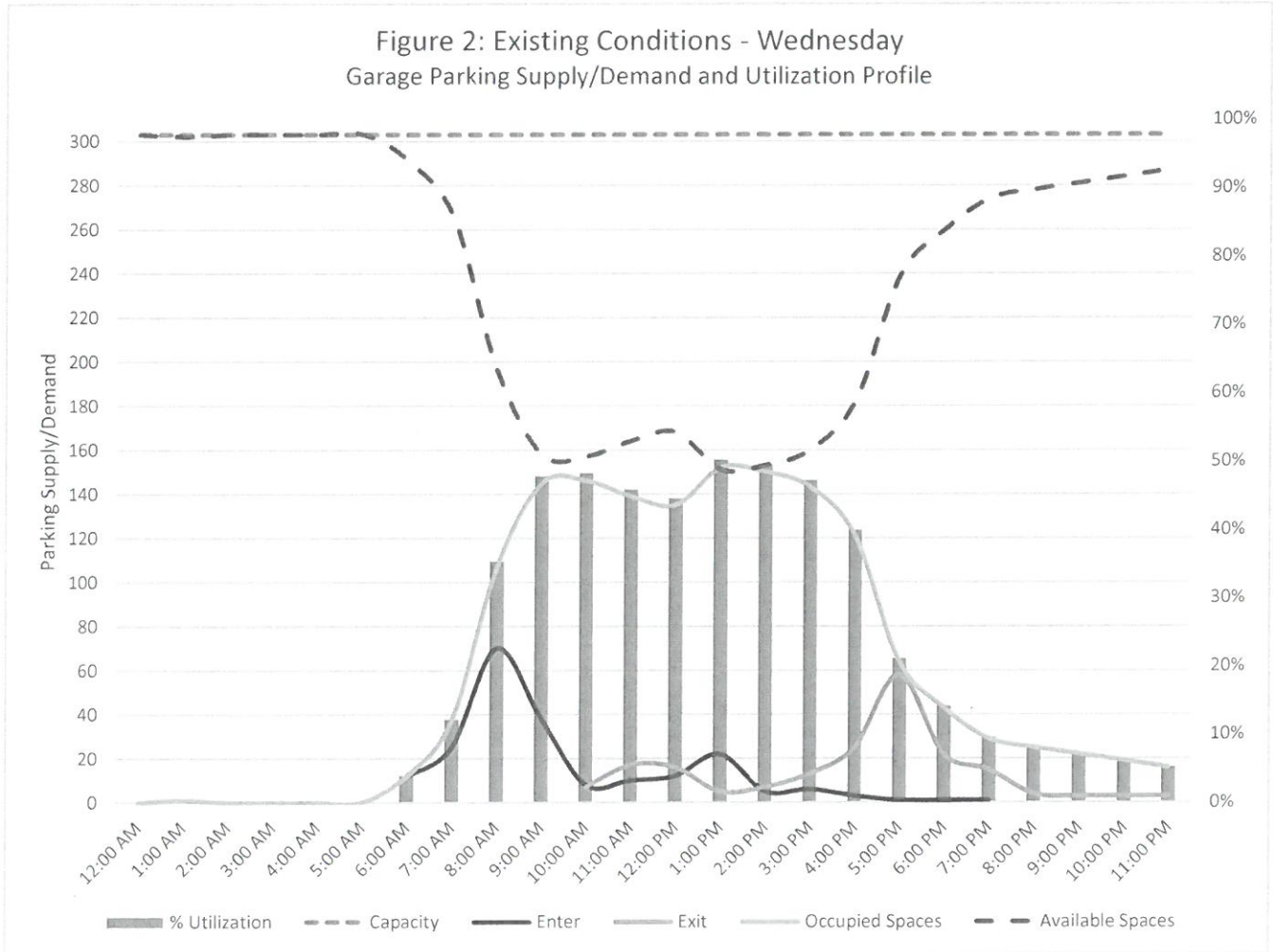
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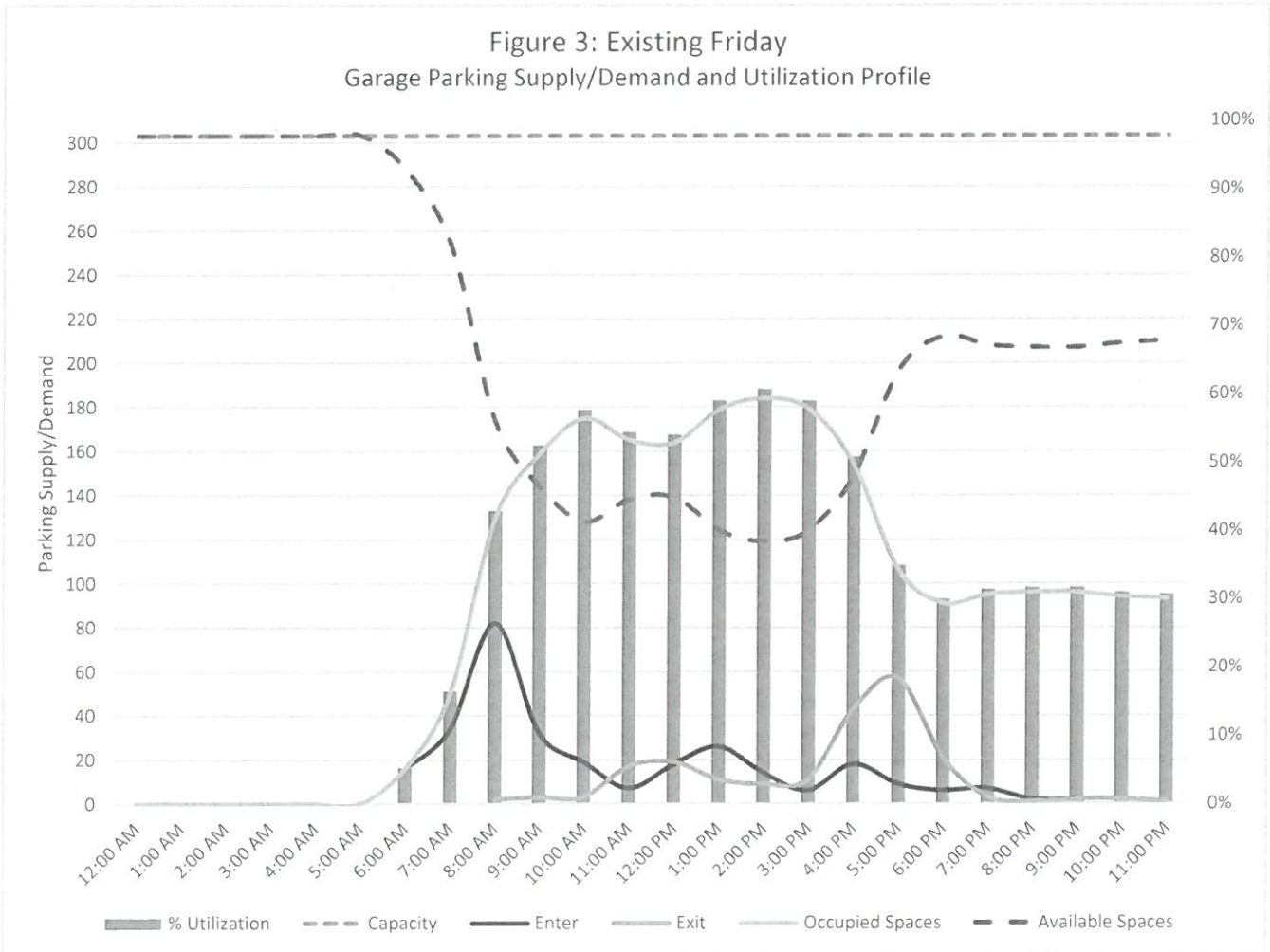
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Additional data were collected to provide a better understanding of the parking supply and demand at the surface parking lot located at the northwest corner of the New England Avenue at Knowles Avenue intersection. This data was collected during the valet operation (after 5PM), when the parking demand on this lot is the highest. This surface parking lot is a paid public parking by the hour or day and is used by the general public and for the valet parking operation, mainly during the evening for restaurant patrons at the 250 S Park Avenue building. As shown in Figures 4 and 5, approximately 48 percent and approximately 88 percent of the surface lot parking supply is utilized during a Wednesday and Friday, respectively. As expected, the parking demand occurs after 5PM when the demand for office use at the garage start to empty out. The peak hour parking demand for the surface lot is between 6PM and 7PM on a Wednesday and between 8PM and 9PM on a Friday. It should be noted that the valet parking tenant uses this surface parking lot as a matter of convenience, instead of using the parking garage where most of the parking spaces are available during evenings and nights.

According to the 2013 City of Winter Park Parking Study Update, the overall peak parking utilization was 73 percent during the week. This is consistent with the observed parking utilization of 50 percent (Wednesday) and 61 percent (Friday) at the Bank of America garage and 48 percent (Wednesday) and 88 percent (Friday) at the surface lot.



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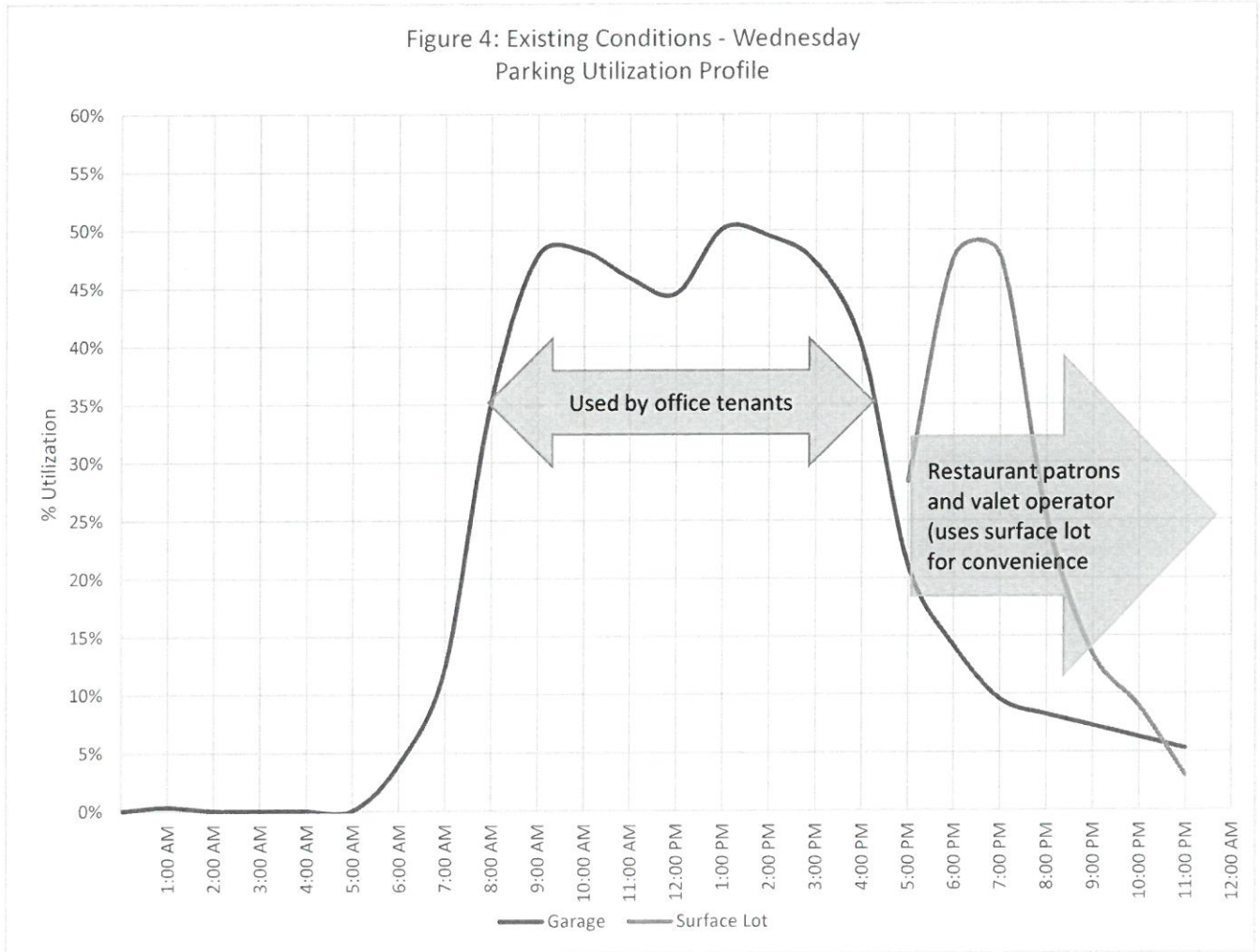


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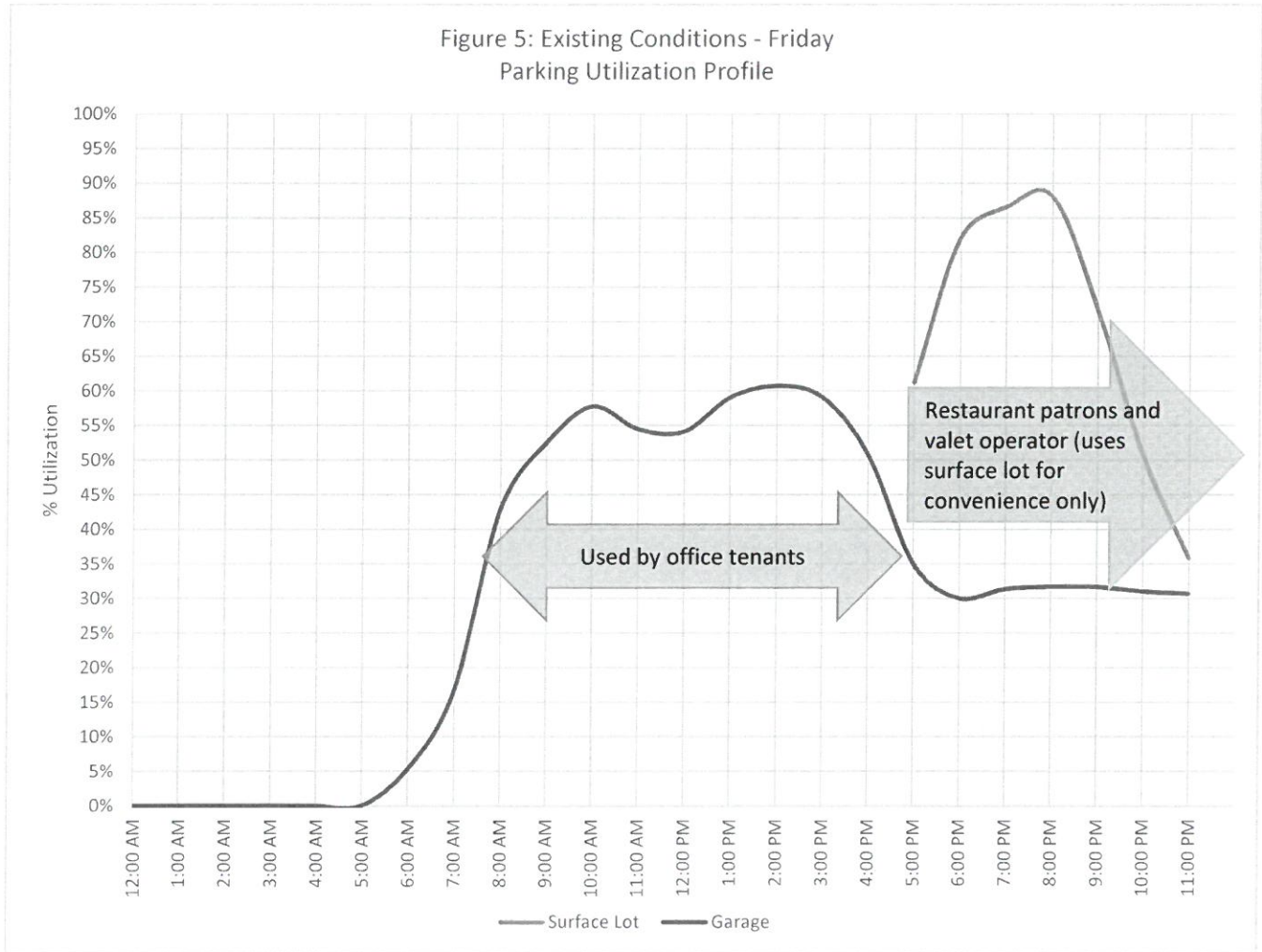


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Figure 4: Existing Conditions - Wednesday
Parking Utilization Profile



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Based on the actual combined parking demand (parking garage and surface lot), the resulting parking ratios for each land use are significantly lower than the City's zoning requirements for standalone uses. As shown in Table 3, the observed parking ratio on a Wednesday for office use is 1.20 compared to the 4.00 parking spaces per 1,000 sf required by the City. The parking ratio on a Friday is 1.45 parking spaces per 1,000 sf, still significantly lower than the City's zoning requirements. The parking ratios for the bank use is similar to the office use. Even though the observed parking ratio for restaurant use is comparable to City's requirement on a Friday, the overall parking ratio for the 250 S Park Avenue Building tenants is much less than the City's requirement. The overall parking ratio for the existing building is 1.94 and 2.56 per 1,000 sf for a Wednesday and Friday, respectively.

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The lower parking ratio observed at the 250 S Park Avenue building garage are consistent with parking utilization for mix-used developments within an urbanized area. As discussed, a single parking space can serve the parking needs of two or more individual land uses. This occurs routinely in urban areas where, for example, a parking space used during the day by office employees is used during the evening by restaurant/retail patrons.

Table 3 Observed Existing Parking Ratios

250 S Park Ave (6 story Building)		Unit	City's Zoning Requirement		Avail. Parking Spaces	Observed Wednesday Peak Hour Conditions		Observed Friday Peak Hour Conditions	
			Parking Ratio	No. of Parking Spaces		Demand	Parking Ratio	Demand	Parking Ratio
Assigned Spaces	Office	65,048 sf	4 per 1,000 sf	261	155	78	1.20 per 1,000 sf	94	1.45 per 1,000 sf
	Bank (includes office space)	20,008 sf	4 per 1,000 sf	81	63	32	1.58 per 1,000 sf	38	1.91 per 1,000 sf
	Restaurant (Luma / Wine Room)	9,695 sf (312 seats)	1 per 4 seats	78	6	35 ^A	1 per 9 seats	63 ^A	1 per 5 seats
Unassigned Spaces	Garage	N/A	N/A	N/A	63	23	N/A	32	N/A
	Ground level	N/A	N/A	N/A	16	16	N/A	16	N/A
Total		94,751 sf	N/A	420	303	184	1.94 per 1,000 sf	243	2.56 per 1,000 sf

A – Including peak hour demand at the surface parking lot.

As can be observed in Table 3 above, of the 224 assigned parking spaces in the garage (224 = 155 + 63 + 6), during the peak hour of demand, a maximum of 145 and 195 are utilized during Wednesday and Friday respectively.

Project-Related Parking

Based on the City's zoning, the proposed 52,601 sf mixed-use development would require 260 spaces. Because the proposed uses would be similar in nature to the existing uses, it is reasonable to assume that the parking supply and demand would be consistent with the uses in the existing building. As evident in the existing parking supply and demand, the observed parking ratios for each land use are lower than the City's zoning requirements for standalone uses as well as the parking ratio documented in the 2013 City of Winter Park Parking Study Update. The lower parking

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ratios are appropriate to the context of the core downtown Winter Park area, taking into consideration the mix of uses; the demand for parking spaces at different times of day, week and year; availability of alternative modes of transportation; and other site-specific influences on parking supply and demand. The proposed development will draw heavily on the traffic (both vehicular and pedestrian/SunRail) that is already present in Park Avenue area. Based on this, the parking needs associated with the proposed 52,601 sf mixed-use development are not expected to follow "normal" traffic generator or parking need requirements. Therefore, provision of parking required by zoning is significantly higher than the parking needs to be generated by both the existing and proposed uses.

To ensure that there is adequate parking supply for both the existing and future uses, it is recommended that the observed parking ratios be applied to the proposed land uses to determine the appropriate peak hour parking demand. As shown in Table 4, the peak hour parking demand for the proposed mixed-use development is 94 spaces on a Wednesday and 138 spaces on a Friday based on the observed parking ratios.

Table 4 Proposed Parking Ratios

158 New England Ave (3 story Building)	Unit	City's Zoning Requirement		Projected Wednesday Peak Hour Conditions		Projected Friday Peak Hour Conditions	
		Parking Ratio	No. of Parking Spaces	Parking Ratio	Demand	Parking Ratio	Demand
Office	34,411 sf	4 per 1,000 sf	138	1.20 per 1,000 sf	41 ^A	1.45 per 1,000 sf	50 ^A
Retail	6,311 sf	4 per 1,000 sf	26	1.58 per 1,000 sf	10 ^B	1.91 per 1,000 sf	12 ^B
Restaurant	11,879 sf (380 seats)	1 per 4 seats	96	1 per 9 seats	43 ^B	1 per 5 seats	76 ^B
Total	52,601 sf	N/A	260	1.79 per 1,000 sf	94	2.62 per 1,000 sf	138

A – The peak hour for office use occurs between 1PM and 2PM

B The peak hour for restaurant/retail occurs between 6PM and 7PM on a Wednesday and between 8PM and 9PM on a Friday.

The total future peak hour parking demand shown in Table 5 below indicates that 278 and 381 spaces would be required to satisfy the demand during the peak hour on a Wednesday and Friday, respectively. This is assuming that the peak hours for the different land uses coincide and happen at the same point in time. Even though the total peak hour demand on a Friday is higher than the available parking spaces, the demand for each land use does not occur



during the same peak hour period. As discussed, the shared parking opportunity offered by mixed-use development comes from the staggered demand peaks associated with each use. Different land uses generate unique levels and patterns of parking demand. As demonstrated by the parking demand profile for the Bank of America garage, the demand for office use is during the day (between 8AM and 5PM), whereas the demand for restaurant use is during the evening (after 5PM). Therefore, the peak hour demand on a Wednesday can be easily accommodated by the 360 parking spaces (303 spaces in the garage and 57 in the new building).

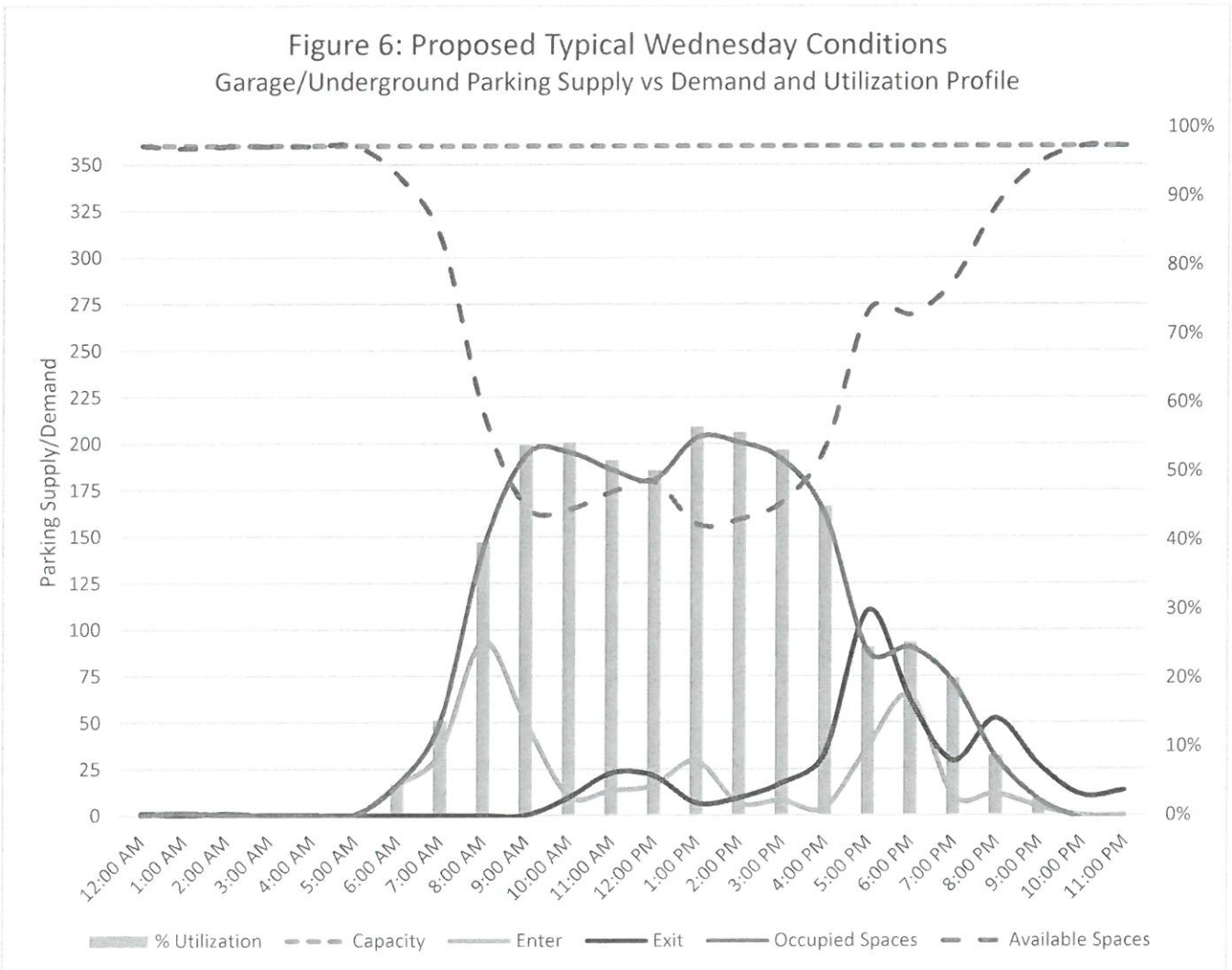
Table 5 Future Parking Demand

Land Use	Existing Peak Hour Parking Demand		Project-related Peak Hour Parking Demand		Total Future Peak Hour Parking Demand	
	Wednesday	Friday	Wednesday	Friday	Wednesday	Friday
Office	78	94	41	50	119	144
Retail	32	38	10	12	42	50
Restaurant	35	63	43	76	78	139
Unassigned	39	48	N/A	N/A	39	48
Total	184	243	94	138	278	381

To substantiate the parking demand profile for office use versus restaurant/retail use, Figures 6 and 7 were developed to illustrate the total hourly demand throughout the day on a Wednesday and Friday. The hourly demand was developed based on the existing parking utilization observed at the existing garage (mainly used by office employee) and the existing surface lot (mainly used by restaurant and other uses). As discussed, the parking demand for restaurant patrons at the 250 S Park Avenue building mainly occurs after 5PM. Therefore, the parking demand for patrons of the restaurant use at both the 250 S Park Avenue building and the new 158 New England building is only accounted for after 5PM. Based on the above assumption, the total combined demand of 207 spaces is expected to occur during the 1PM-2PM hour on a Wednesday. This peak demand is approximately 56 percent of the number of parking spaces provided. On a Friday, the total combined demand of 250 spaces is expected to occur during the 2PM-3PM hour. This peak demand is approximately 68 percent of the provided parking spaces. The proposed parking supply and demand are provided in Appendix C.



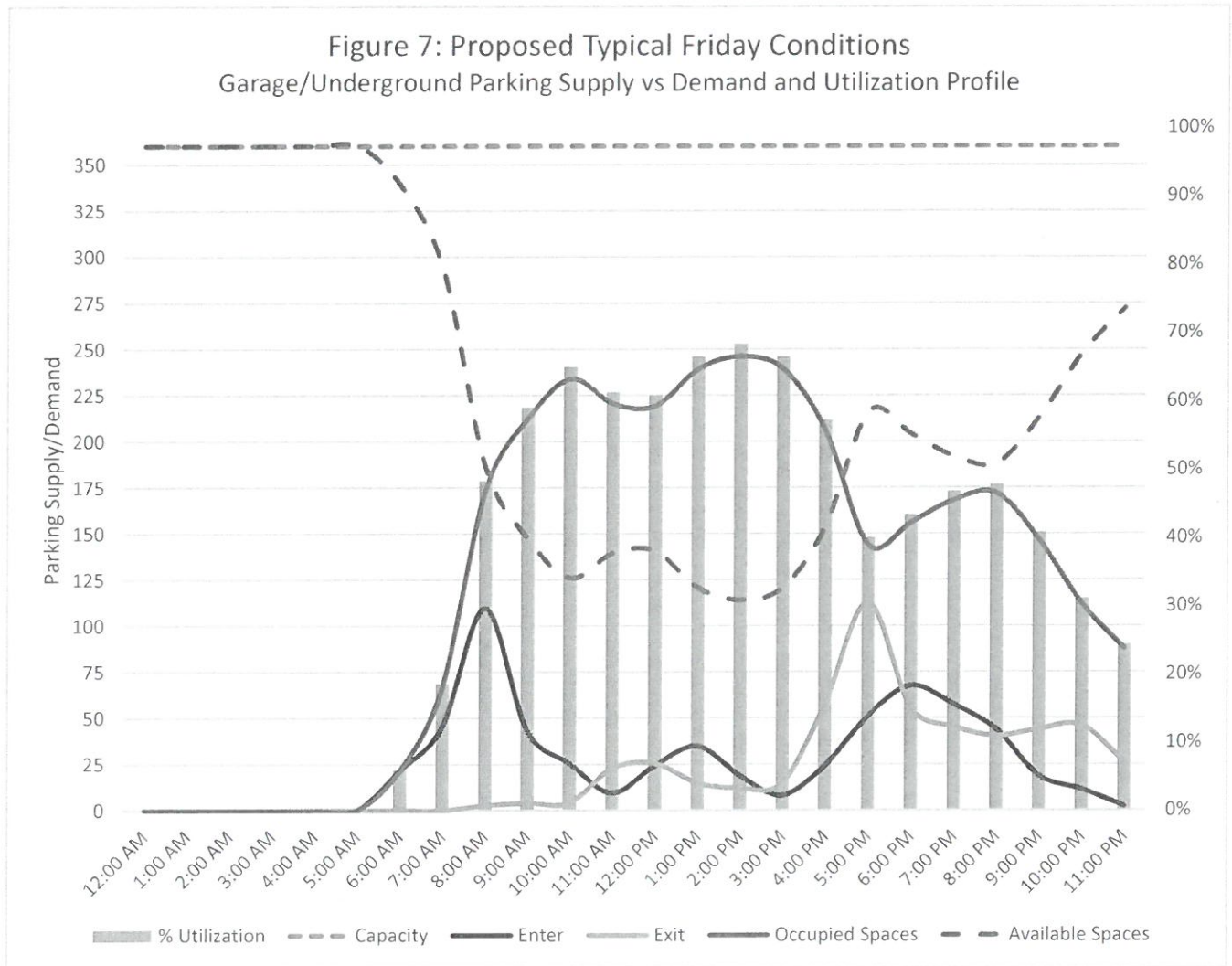
Figure 6: Proposed Typical Wednesday Conditions
Garage/Underground Parking Supply vs Demand and Utilization Profile



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Figure 7: Proposed Typical Friday Conditions
Garage/Underground Parking Supply vs Demand and Utilization Profile



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Summary of Findings and Recommendations

Based on a comprehensive parking supply and demand analysis performed based on parking observations and data collection at the existing Bank of America parking garage and surface lot, the following findings and recommendations were developed:

- Based on the City's zoning requirements, the existing 94,751 sf of mixed-use space and the proposed 52,601 sf mixed-use development require 420 and 260 spaces, respectively.
- VHB conducted a parking study to monitor existing parking occupancy and demand during the January 27 through January 29, 2016 time period. The data indicated that the existing parking supply is substantially underutilized. There were always at least 151 and 119 parking spaces available in the garage on a Wednesday and Friday, respectively.
- As demonstrated in the existing parking occupancy and demand counts at the parking garage, approximately 50 percent and 61 percent of the total parking supply is utilized and/or occupied throughout the day during a Wednesday and Friday, respectively. The lower parking ratio estimated for the 158 New England Avenue building (2.62 spaces/1,000 square feet) is generally consistent with parking utilization derived from the June 7, 2013, City of Winter Park Parking Study Update performed for Downtown Winter Park (2.71 spaces/1,000 square feet). The provision of parking required by zoning seems to be significantly higher than the parking needs to be generated by both the existing and proposed uses.
- Using the same parking ratio observed at the existing garage and surface lot, the peak parking demand for both the existing and proposed uses during a weekday peak (Wednesday from 1:00 PM to 2:00 PM) would continue to occupy/utilize less than 56% of the spaces where the peak demand on a Friday (from 2:00 PM to 3:00 PM) would occupy/utilize 68% of the spaces.
- The parking to be provided for the project is appropriate to satisfy the future parking demand given the mix of uses; proximity to transit; and differences in parking demand patterns by hour and day of week. The existing 303 space garage plus the proposed 57 at the new building plus surface space will be able to adequately accommodate both buildings parking needs.



Memorandum

APPENDICES

Appendix A - Historical Garage Usage

Appendix B - Existing Parking Supply and Demand

Appendix C - Proposed Parking Supply and Demand



Memorandum

Appendix A

Historical Garage Usage



Memorandum

Appendix B

Existing Parking Supply and Demand

	Existing Wednesday											
	Garage					Surface Lot						
	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %
12:00 AM	303			0	303	0%	67			0	67	0%
1:00 AM	303	1		1	302	0%	67	1	1	0	67	0%
2:00 AM	303		1	0	303	0%	67			0	67	0%
3:00 AM	303			0	303	0%	67			0	67	0%
4:00 AM	303			0	303	0%	67			0	67	0%
5:00 AM	303			0	303	0%	67			0	67	0%
6:00 AM	303	12		12	291	4%	67			0	67	0%
7:00 AM	303	25		37	266	12%	67			0	67	0%
8:00 AM	303	70		107	196	35%	67			0	67	0%
9:00 AM	303	38		145	158	48%	67			0	67	0%
10:00 AM	303	8	7	146	157	48%	67			0	67	0%
11:00 AM	303	10	17	139	164	46%	67			0	67	0%
12:00 PM	303	12	16	135	168	45%	67			0	67	0%
1:00 PM	303	22	5	152	151	50%	67			0	67	0%
2:00 PM	303	5	7	150	153	50%	67			0	67	0%
3:00 PM	303	6	13	143	160	47%	67			0	67	0%
4:00 PM	303	3	25	121	182	40%	67			0	67	0%
5:00 PM	303	1	58	64	239	21%	67			18	49	27%
6:00 PM	303	1	22	43	260	14%	67	15	14	19	48	28%
7:00 PM	303	1	15	29	274	10%	67	4	14	32	35	48%
8:00 PM	303		4	25	278	8%	67	5	4	32	35	48%
9:00 PM	303		3	22	281	7%	67	2	10	17	50	25%
10:00 PM	303		3	19	284	6%	67		3	6	58	13%
11:00 PM	303		3	16	287	5%	67		4	2	61	9%
Total	303	215	199	152	151	50%	67	54	70	32	35	48%

	Garage					Surface Lot						
	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %
12:00 AM	303	2		2	301	1%	67	2	2	0	67	0%
1:00 AM	303		2	0	303	0%	67			0	67	0%
2:00 AM	303			0	303	0%	67			0	67	0%
3:00 AM	303			0	303	0%	67			0	67	0%
4:00 AM	303			0	303	0%	67			0	67	0%
5:00 AM	303			0	303	0%	67			0	67	0%
6:00 AM	303	12		12	291	4%	67			0	67	0%
7:00 AM	303	19	1	30	273	10%	67			0	67	0%
8:00 AM	303	57	1	86	217	28%	67			0	67	0%
9:00 AM	303	30	4	112	191	37%	67			0	67	0%
10:00 AM	303	13	3	122	181	40%	67			0	67	0%
11:00 AM	303	5	17	110	193	36%	67			0	67	0%
12:00 PM	303	15	18	107	196	35%	67			0	67	0%
1:00 PM	303	25	3	129	174	43%	67			0	67	0%
2:00 PM	303	8	5	132	171	44%	67			0	67	0%
3:00 PM	303	6	7	131	172	43%	67			0	67	0%
4:00 PM	303	2	31	102	201	34%	67			10	57	15%
5:00 PM	303		53	49	254	16%	67	9	13	6	61	9%
6:00 PM	303	2	26	25	278	8%	67	20	13	13	54	19%
7:00 PM	303	2	9	18	285	6%	67	9	4	18	49	27%
8:00 PM	303	2	1	19	284	6%	67	5	10	13	54	19%
9:00 PM	303	1	4	16	287	5%	67	1	4	10	57	15%
10:00 PM	303			16	287	5%	67	2	6	6	61	9%
11:00 PM	303			16	287	5%	67	6	6	0	67	0%
Total	303	201	185	132	171	44%	67	48	58	18	49	27%

Existing Friday											
Garage						Surface Lot					
Capacity	Enter	Exit	Occupied Spaces	Available Spaces	% Utilization	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	% Utilization
12:00 AM	303		0	303	0%	67			0	67	0%
1:00 AM	303		0	303	0%	67			0	67	0%
2:00 AM	303		0	303	0%	67			0	67	0%
3:00 AM	303		0	303	0%	67			0	67	0%
4:00 AM	303		0	303	0%	67			0	67	0%
5:00 AM	303		0	303	0%	67			0	67	0%
6:00 AM	303	16	16	287	5%	67			0	67	0%
7:00 AM	303	34	50	253	17%	67			0	67	0%
8:00 AM	303	82	130	173	43%	67			0	67	0%
9:00 AM	303	32	159	144	52%	67			0	67	0%
10:00 AM	303	19	175	128	58%	67			0	67	0%
11:00 AM	303	7	165	138	54%	67			0	67	0%
12:00 PM	303	18	164	139	54%	67			0	67	0%
1:00 PM	303	26	179	124	59%	67			0	67	0%
2:00 PM	303	14	184	119	61%	67			0	67	0%
3:00 PM	303	6	179	124	59%	67			0	67	0%
4:00 PM	303	18	154	149	51%	67			0	67	0%
5:00 PM	303	9	106	197	35%	67	17	16	40	27	60%
6:00 PM	303	6	21	212	30%	67	26	12	41	26	61%
7:00 PM	303	7	3	208	31%	67	21	18	55	12	82%
8:00 PM	303	2	1	207	32%	67	18	17	58	9	87%
9:00 PM	303	2	2	207	32%	67	7	18	59	8	88%
10:00 PM	303		2	209	31%	67	5	19	48	19	72%
11:00 PM	303		1	210	31%	67	1	11	34	33	51%
Total	303	298	205	184	61%	67	95	111	59	8	88%



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Appendix C

Proposed Parking Supply and Demand

Existing Conditions												Proposed Supply vs Demand											
Garage (for Office employees)												Grand Total (Existing Garage + 57 new spaces at the new building at 158 New England Avenue)											
Existing Surface (for restaurant patrons/cater uses after 5pm)												Grand Total (Garage Only)											
Office/Retail												Restaurant											
Total Demand												Total Demand											
Capacity	Enter	Exit	Occupied Spaces	Available Spaces	% Utilization	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	% Utilization	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	% Utilization						
12:00 AM	303	1	0	303	0%	303	1	0	0	303	0%	360	1	0	0	360	0%						
1:00 AM	303	1	0	303	0%	303	1	0	0	303	0%	360	1	0	0	360	0%						
2:00 AM	303	1	0	303	0%	303	1	0	0	303	0%	360	1	0	0	360	0%						
3:00 AM	303	0	0	303	0%	303	0	0	0	303	0%	360	0	0	0	360	0%						
4:00 AM	303	0	0	303	0%	303	0	0	0	303	0%	360	0	0	0	360	0%						
5:00 AM	303	0	0	303	0%	303	0	0	0	303	0%	360	0	0	0	360	0%						
6:00 AM	303	12	0	291	4%	303	12	0	0	303	0%	360	12	0	0	360	0%						
7:00 AM	303	25	0	278	12%	303	25	0	0	303	0%	360	25	0	0	360	0%						
8:00 AM	303	38	0	265	19%	303	38	0	0	303	0%	360	38	0	0	360	0%						
9:00 AM	303	70	0	233	23%	303	70	0	0	303	0%	360	70	0	0	360	0%						
10:00 AM	303	88	0	215	29%	303	88	0	0	303	0%	360	88	0	0	360	0%						
11:00 AM	303	110	0	193	36%	303	110	0	0	303	0%	360	110	0	0	360	0%						
12:00 PM	303	121	0	182	40%	303	121	0	0	303	0%	360	121	0	0	360	0%						
1:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
2:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
3:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
4:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
5:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
6:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
7:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
8:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
9:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
10:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
11:00 PM	303	122	0	181	40%	303	122	0	0	303	0%	360	122	0	0	360	0%						
Total	303	215	199	152	50%	303	269	269	152	151	48%	303	269	269	152	151	50%						

Existing Conditions												Proposed Conditions											
Garage (for Office employees)												Existing Surface for (spaces in the Garage can be available for restaurant patron/cater uses after 5pm)											
Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %						
Grand Total (Garage Only)												Office/Retail											
Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %	Capacity	Enter	Exit	Occupied Spaces	Available Spaces	Utilization %						
12:00 AM	303	0	0	303	0%	67	0	0	0	67	0%	303	0	0	0	303	0%						
1:00 AM	303	0	0	303	0%	67	0	0	0	67	0%	303	0	0	0	303	0%						
2:00 AM	303	0	0	303	0%	67	0	0	0	67	0%	303	0	0	0	303	0%						
3:00 AM	303	0	0	303	0%	67	0	0	0	67	0%	303	0	0	0	303	0%						
4:00 AM	303	0	0	303	0%	67	0	0	0	67	0%	303	0	0	0	303	0%						
5:00 AM	303	0	0	303	0%	67	0	0	0	67	0%	303	0	0	0	303	0%						
6:00 AM	303	16	16	287	5%	67	0	0	0	67	0%	303	16	16	16	303	5%						
7:00 AM	303	34	34	253	17%	67	0	0	0	67	0%	303	34	34	34	303	17%						
8:00 AM	303	82	82	123	43%	67	0	0	0	67	0%	303	82	82	82	303	43%						
9:00 AM	303	32	3	159	17%	67	0	0	0	67	0%	303	32	3	3	303	17%						
10:00 AM	303	17	3	175	12%	67	0	0	0	67	0%	303	17	3	3	303	12%						
11:00 AM	303	17	11	185	13%	67	0	0	0	67	0%	303	17	11	11	303	13%						
12:00 PM	303	18	19	184	12%	67	0	0	0	67	0%	303	18	19	19	303	12%						
1:00 PM	303	20	11	179	11%	67	0	0	0	67	0%	303	20	11	11	303	11%						
2:00 PM	303	14	9	184	11%	67	0	0	0	67	0%	303	14	9	9	303	11%						
3:00 PM	303	6	11	179	3%	67	0	0	0	67	0%	303	6	11	11	303	3%						
4:00 PM	303	18	43	149	5%	67	0	0	0	67	0%	303	18	43	43	303	5%						
5:00 PM	303	9	57	106	3%	67	17	16	41	27	60%	303	26	28	107	10%							
6:00 PM	303	6	21	91	2%	67	25	12	55	12	87%	303	32	33	106	10%							
7:00 PM	303	7	3	95	2%	67	21	18	58	9	87%	303	28	21	113	10%							
8:00 PM	303	2	1	96	1%	67	18	17	59	8	88%	303	20	18	115	10%							
9:00 PM	303	2	2	94	1%	67	7	7	48	19	72%	303	9	20	104	10%							
10:00 PM	303	2	2	94	1%	67	5	19	34	33	51%	303	5	21	88	10%							
11:00 PM	303	1	1	93	0%	67	1	11	24	43	35%	303	1	12	72	10%							
Total	303	298	205	184	61%	67	95	111	59	8	88%	303	393	316	184	119	61%						

Typical Friday Conditions

Proposed Demand

Total Demand

Proposed Supply vs Demand

Grand Total (Existing Garage + 57 new spaces at the new building at 158 New England Avenue)