

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

**Staff Report  
July 11, 2017**

**REQUEST OF DESHPANDE, INC. FOR:** APPROVAL OF THE FINAL PLAT TO CREATE A 30 LOT, RESIDENTIAL SINGLE FAMILY SUBDIVISION FROM PROPERTIES ON ELLEN DRIVE AND COUNTRY CLUB DRIVE, ZONED R-2.

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Deshpande Inc. (contract purchaser) is requesting approval of the final plat to replat/subdivide properties on Ellen Drive and Country Club Drive, into 30 single family residential lots. The preliminary plat was approved by the City Commission on February 27, 2017, following a recommendation by P&Z, subject to certain conditions. Then on March 27, 2017 the property at 524 Country Club Drive, was rezoned to R-2 and the preliminary plat revised for the lakefront portion of this subdivision. This approval of the final plat is the last step in the process allowing the plat to be executed and development to begin.

The Preliminary Plat was approved on February 27, 2017 with the following conditions:

1. That the final road design of Ellen Drive within the proposed 30 foot right-of-way be determined at the Final Plat stage pending resolution of the tree preservation evaluation and roadway design.
2. That the final architectural elevations of the homes consist of diverse architectural styles, front façades and roof materials with the City Architect to provide advice on style and materials variations to accomplish this objective.
3. That the approval is preliminary and recognizes that requirements for storm water retention, infrastructure or for the preservation of specimen trees may alter the final lot design and building yield at the Final Plat stage.
4. That as part of the Final Plat, the City will require traffic calming measures be implemented on the new roadways in the form of rollovers in order to calm or slow the speed of traffic on this cut-through route.

**Zoning/Lot Size Requirements:** With the rezoning of 524 Country Club Drive from R-1A to R-2, all of the property is zoned R-2 and all of the proposed lots meet and exceed, the minimum size for single family lots in R-2 zoning of 50 feet of lot width and 6,000 square feet of lot area. There are four "flag lots" in the layout which are Lots 20 & 21 and Lots 25 & 27. A "flag lot" must have a minimum of 15 feet of frontage on the street, and the buildable area for the home of at least 6,000 square feet in size. In this case the combined 30 feet (15 feet from each lot) will be used for a common driveway for both homes. That common driveway of 16-18 feet in width then allows 6-7 feet on each side of grass for separation from the neighboring lots and also where the driveway runoff can be directed for retention. Thus, there are no variances requested for lot size or setbacks.

**Infrastructure Requirements:** This Country Club Drive/Ellen Drive area was originally a private development that was never formally platted in Orange County when it was developed in the 1960's. These Country Club Drive and Ellen Drive 'streets' are substandard roadways that were privately maintained by the property owner. After annexation by the City in the 1990's the City acquired title to these streets via a right-of-way deed. However, rather than a typical 50 foot right-of-way that provides room for the road, sidewalks and parkway area on both sides, the right-of-way deeds to the City are approximately 30-34 feet in width. The proposed subdivision plan includes the dedication and extension of Ellen Drive matching the 30 foot wide right-of-way width that runs from Lee Road south to this property and consistent with Condition #1.

**Storm Water Retention and Open Space Dedication:** The original submission for 31 lots was reduced to 30 lots to provide a storm water retention and open space tract where Ellen Drive meets Country Club Drive. This provides storm water retention for the street system where none exists today and also provides some open space for the neighbors (dog walking, etc.) The Homeowners Association will be responsible for maintenance of this area, as well as the lakefront access tract.

**Lakefront Access and Boathouses:** A 20 foot wide lakefront access tract is included in this plat that will allow access to the lake for the residents of this subdivision and those neighbors that historically made use of the access and are willing to pay the association dues required for maintenance of this tract. A condition of approval will require that commitment to be part of the Homeowners Association By-Laws and also not changed without the consent of the City.

All lakefront homes in the City have the ability to construct a boathouse/dock subject to meeting setbacks, etc. and those plans must be approved by the Lakes and Waterways Board. The City learned with Windsong that it makes everything much easier and eliminates debates about boathouses blocking views if the boathouse locations are pre-determined at the time of platting. The City also waived the side setbacks in Windsong allowing boathouses to be built back-to-back rather than 10 feet apart. Rather than have the 10 foot 'tunnel' between them, this leaves more of the lakefront open. These lakefronts are only 50 feet wide. A boathouse of 12 feet in width, sidewalk walkway of 4 feet and an 8 foot deck normally permitted would be 24 feet of structure taking up half of the lake frontage. This approval will limit boathouses to no more than 16 feet of width allowing for the 12 foot wide boathouse and 4 foot side walkway, thus keeping 34 feet of each lakefront lot open. This is in keeping with the Zoning Code directive "to keep the lakefronts as natural as reasonably possible".

**Other Infrastructure Upgrades for Sanitary Sewer, Water and Electric:** All of these properties are on septic tanks, with undersized water service and overhead power. The development of this subdivision will completely upgrade and modernize this area with new sanitary sewer, upgraded water service and underground electric service. The Country Club Drive roadway will be rebuilt as a new road and a sidewalk installed in one side for pedestrian safety. With substantially a new roadway, new curbs/sidewalks and underground utilities this should be a major upgrade to the current conditions.

**Tree Protection:** As the P&Z Board is aware, the lakefront lots will all come before the Board individually with their house plans and tree preservation will be addressed on a case by case basis at that time. For the balance of the development, an important part of the preliminary plat approval expressed in Conditions #1 and #3 was that the design of the Ellen Drive roadway and the homes was to work toward preservation of the specimen existing trees.

With regard to the construction of the new Ellen Drive roadway, the physical limitation of a roadway, curbs, utilities, etc. in a 30 foot right-of-way limited the ability to preserve trees. However, while 8 oaks are to be removed, those all are laurel oaks that are not in very good condition or appearance. On the northern portion of Ellen Drive there is the opportunity to preserve four of the oak trees including the one oak tree in the best condition.

With regard to tree preservation, on the non-lakefront building lots #10-#30, you will note that Condition #3 indicated that "preservation of specimen trees may alter the final lot design and building yield at the Final Plat stage". The attached plan titled "Trees To Be Saved" provided by the applicant now shows the specific trees to be saved for this neighborhood on the non-lakefront lots. In some cases there may need to be some interior setback relief in order to design a home to save the tree(s) and canopy. That setback relief proposed would be a 5 foot side setback in lieu of the required 10 feet and a second story setback of 15 feet in the rear in lieu of the required 25 feet. Staff will suggest a condition "that when deemed necessary by Urban Forestry in order to preserve tree(s) and canopy, that the building setback to an interior property line (in the same ownership) may be reduced to 5 foot side setback in lieu of the required 10 feet and a 25 foot second story rear may be reduced to 15 feet". This means that the trees shown in green will be preserved. It is the responsibility of the developer's and lot owner's design team to design a home to accomplish that preservation. However, the setback relief is provided just in those circumstances in order to save trees but otherwise the homes will be designed to the normal R-2 setback standards.

**Traffic Calming:** Condition #4 from the preliminary plat approval required "traffic calming measures be implemented on the new roadways in the form of rollovers in order to calm or slow the speed of traffic on this cut-through route". As you are aware there are many residential streets in the City that are used as cut-thru routes and the residents living there are often displeased with the traffic speeds and volumes. In order to determine which streets qualify for active traffic calming measures, such as speed humps or rollovers, the City has adopted a policy that the existing traffic conditions (volume and speed) must meet those criteria. That policy document is attached. Without this policy, residents on any street can demand traffic calming and there would be no criteria to determine who gets something and who doesn't. In this circumstance, the City will undertake the traffic counts and speed study necessary. If Country Club Drive qualifies then the developer will install the appropriate traffic calming measures and if not, then the staff does not recommend violation of the adopted policy.

**Subdivision Identification Sign:** At the entrance to this neighborhood from Gay Road, there is an oversized right-of-way width of 60 feet and thus an area of grass between the south side of Lot 30 and the roadway. The developer is asking for a right-of-way encroachment agreement to put a neighborhood identification sign in that area for this "Lake Killarney Shores" neighborhood. Staff is in agreement subject to the typical maximum size of 12 square feet and 3 feet in height.

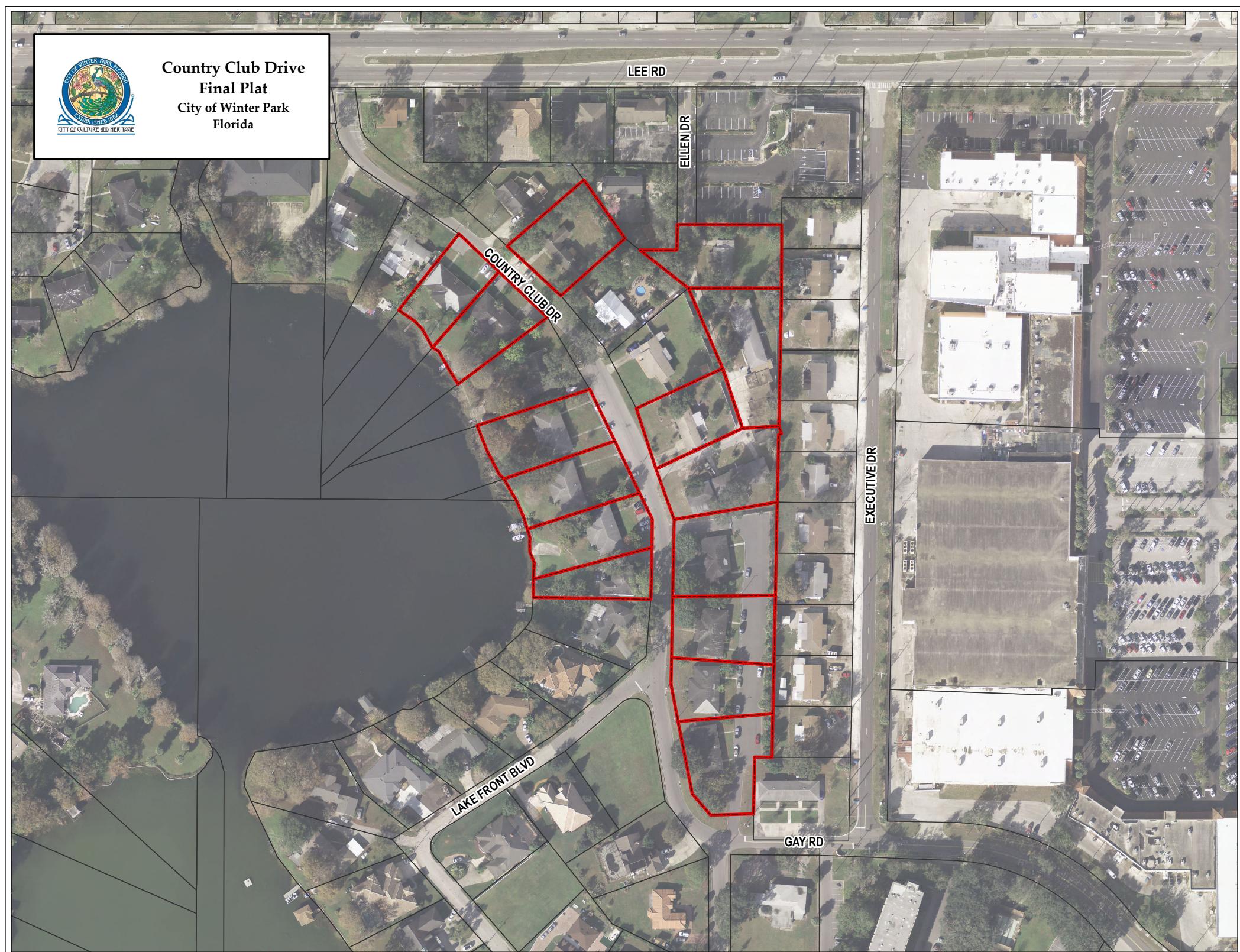
**SUMMARY:** From the City's perspective, this subdivision of 30 lots provides a good opportunity for redevelopment that can address most of the infrastructure deficiencies that exist in this area from the 1960's era construction. The conditions recommended below will assist to provide compatible development.

**Staff Recommendation is for APPROVAL of the Final Plat, with the following conditions:**

1. That the architectural elevations of the homes consist of diverse architectural styles, front façades and roof materials with the City Architect to provide advice on style and materials variations to determine if subsequent house designs conform to this requirement.
2. That the City Attorney shall approve the By-Laws of the Homeowners Association to include the provisions for maintenance of all common area tracts.
3. That the City Attorney shall approve the By-Laws of the Homeowners Association regarding the 20 foot wide lakefront access tract such that it will allow access to the lake for the residents of this subdivision and those neighbors that historically made use of the lakefront access provided such residents are willing to pay the association dues required for maintenance of this tract and that such dues for non-subdivision residents may not be greater than those paid by the subdivision residents and that such by-laws may not be amended without the consent of the City Commission.
4. That the Final Plat contains the designation of mandatory boathouse/dock locations and the Plat shall indicate such and that the side setback may be one foot to the structure and zero to the roof eve and that the maximum width of any boathouse/dock shall be 16 feet and maximum distance into the lake shall be 30 feet from the ordinary high water elevation.
5. That this Final Plat approval recognizes that requirements for the preservation of specimen trees may alter the final lot design and building yield square footage and that the maximum permitted floor area ratio is not an entitlement to the affected building lots on the "Trees To Be Saved" plan presented by the applicant identified as Lots #10 through #30.
6. That the tree(s) and canopy of the shade trees shown in the "Trees To Be Saved" plan shall be preserved. However, when deemed necessary by Urban Forestry in order to preserve tree(s) and canopy, the building setback to an interior property line (in the same ownership) may be reduced to 5 foot side setback in lieu of the required 10 feet and a 25 foot second story rear may be reduced to 15 feet. No permit for removal of these trees will be granted by the City for a period of at least 25 years from the date of recording of this Plat unless the City Arborist determines that their condition, health or other non-economic factors warrant their removal.
7. That subject to meeting the adopted criteria for traffic calming measures, the City may require traffic calming measures be implemented on Country Club Drive in order to calm or slow the speed of traffic on this cut-through route, if in conformance with the adopted criteria.



**Country Club Drive  
Final Plat  
City of Winter Park  
Florida**



# **Section IV**

# **Traffic Calming**

# **Plan**

## ***Section IV Traffic Calming***

### **Purpose:**

- Establish criteria in order to determine where traffic calming is appropriate.
- What type of traffic calming is appropriate?
- Process for acceptance.
- Who pays for the costs?

### **Applicability:**

This policy is applicable only to local roads as defined in Table 2-2 of the city's comprehensive plan. This table can also be found in Appendix C of this document. Additionally any road on the city's emergency response route map, Figure 4-1, is not eligible for traffic calming under this policy.

Contact the Traffic Manager within the City's Public Works Department @407-599-3233. A review of recent traffic counts will be performed to help understand the problem. If no recent counts are available (within past 2 years), the City will perform speed and volume counts using automated counters. Typically counters will be placed on your street for three (3) days, Tuesday through Thursday. The counters will collect speeds & volume of the traffic continuously throughout the duration of the 3 day count period.

### **Application Procedure:**

Any resident or group of residents desiring to install traffic calming shall prepare a written petition outlining the perceived area of concern, specific location of concern, desire traffic calming measures, along with primary contact information. Petition should be signed by as many as possible to demonstrate consensus for traffic calming.

### **Initial City Review:**

City staff will review the submitted petition and research current traffic volumes and speeds. If no recent data (within two (2) years), is available city will collect such data. City will also develop the appropriate geographic study area. The study area is defined as the residents directly affected by the installation of the traffic calming measures as outlined in the submitted petition. The study area may be enlarged to adjacent streets if there is a high probability that the implementation of traffic calming measures will move over 250 vehicles per day to an adjacent parallel load road. If a single device is proposed, the study area will, at a minimum, extend 500 feet from the device.

City staff will meet with the residents to show the study area and gain consensus on specific traffic calming locations and types of measures desired.

In order to objectively rank traffic calming needs, a quantitative ranking procedure has been developed for incorporating both speed and volume components. Points are assessed for varying degrees of vehicular speed and volume outlined in Table 4-1 and 4-2 below.

<b>Table 4-1 Points per Speed</b>	
<b>MPH of 85<sup>th</sup> Percentile Speed over Posted Speed Limit</b>	<b>Points</b>
0 – 4 mph	0
5 – 7 mph	15
8 – 10 mph	30
11 – 13 mph	45
Greater than 13 mph	60 (Max)

<b>Table 4-2 Points per Volume</b>	
<b>Average Daily Traffic (vpd)</b>	<b>Points</b>
Less than 500 vpd	0
501 – 750 vpd	10
751 – 1000 vpd	20
1001 – 1500 vpd	25
1501 – 2500 vpd	30
Greater than 2501 vpd	40 (Max)

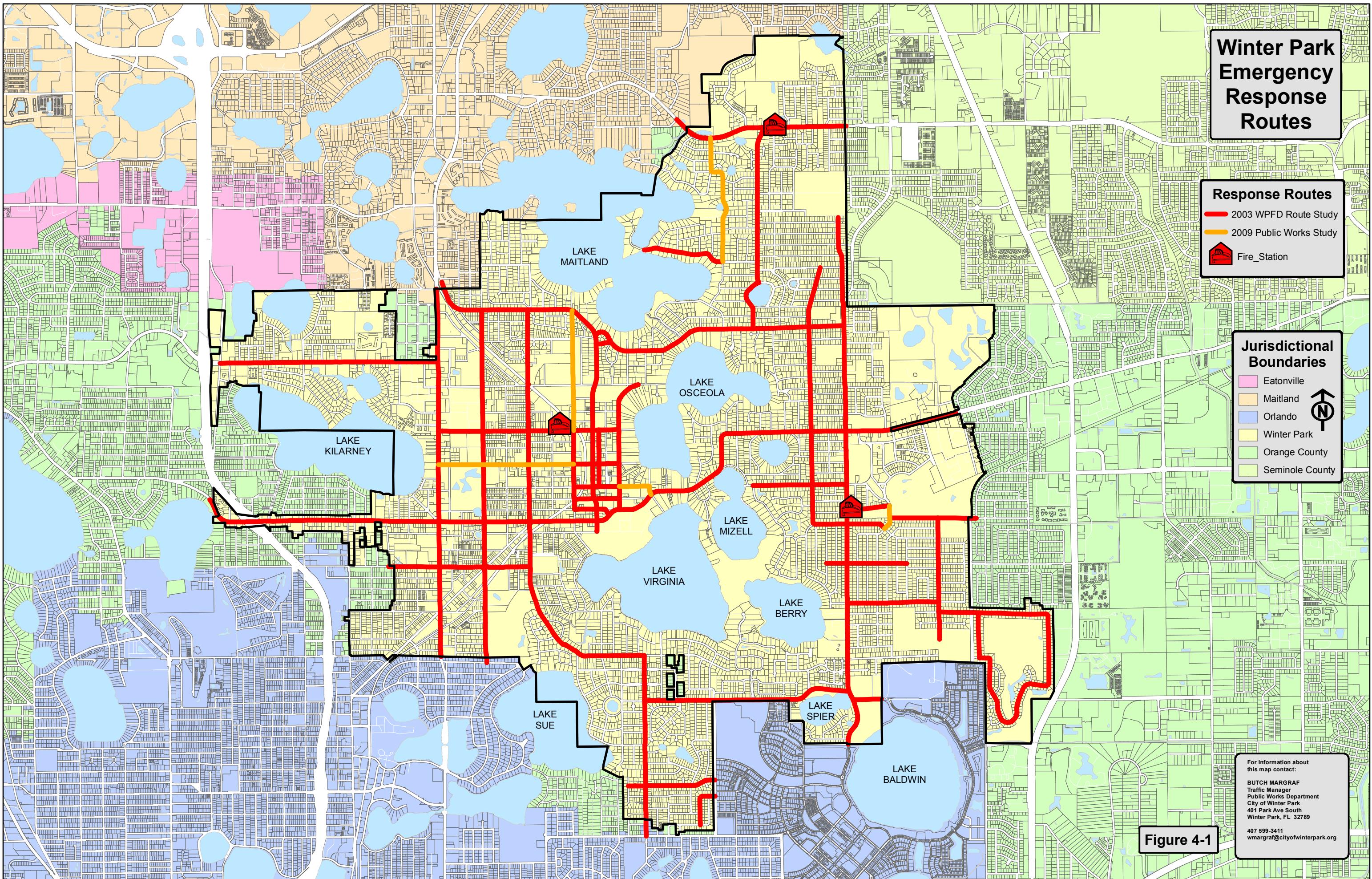
Summing the points from each table provides a total which will be used to rank priority of implementation as well as amount of cost share.

## Cost Share

The cost share proportion for traffic calming implementation will be determined by comparing the points developed in the previous section to Table below.

<b>Table 4-3 Cost Share Percentage Based on Severity of Problem</b>		
<b>Points</b>	<b>Residents</b>	<b>City</b>
0-44	100%	0
45-55	50	50
56-65	25	75
66 +	0	100

A ballot will then be developed for all property owners in the study area detailing their cost and requesting a vote either for the project or against the project. All non-returned ballots will be counted as a vote against the project. To move forward with implementation, a 66% majority in favor of the project is required. Necessary residence costs will be collected from every property owner in the study areas by special assessment consistent with Florida Statutes. The City's cost share will be considered for funding through the annual budgeting process.



## SELECTION OF APPROPRIATE TRAFFIC CALMING DEVICES

When evaluating the various types of traffic calming devices that have been approved, it is important to keep in mind several, site-specific considerations including, but not limited to:

- Street type (i.e., local, collector, etc)
- The perceived problem, i.e. traffic volume and/or speed
- Emergency services route
- Pedestrian/bicyclist safety
- Grade/slope of the road
- Drainage
- Bus and truck routes

All of these issues must be considered as they can have a significant impact on the selection of a traffic calming device.

Table 3-1 shows a comparison of the approved traffic calming devices and highlights the pros and cons of the device, estimated cost, impacts to emergency services, noise impacts and safety impacts as well as other important factors.

**Table 4-4 Traffic Calming Device Comparison**

Device	Reduces Traffic Speed?	Reduces Traffic Volume?	Emergency Impacts	Noise Impacts	Safety Impacts	Loss of Parking?	Est. Cost.
Speed Trailer Display	Yes	No	None	None	Maybe	No	\$500/day
Mid-Block Choker	Yes	Some	Some	Maybe*	Maybe	Maybe	\$8,000-\$25,000
Chicane	Yes	Some	Some	Maybe*	Maybe	Yes	\$15,000-\$35,000
Traffic Circle	Yes	Maybe	Some	Maybe*	Imp. Auto Safety	Yes	\$5,000-\$20,000

**Table 4-4 Con't. Traffic Calming Device Comparison**

Roundabout	Yes	Maybe	Some	Maybe	Imp. Auto and Ped. Safety	Yes	\$15,000-\$100,000
Median Island	Maybe	Maybe	Some	Maybe*	Imp. Ped Safety	Maybe	\$5,000-\$50,000
Gateway/Entry Feature	Some	Some	None	Maybe*	Maybe	Maybe	\$2,000-\$50,000
Brick Street	Yes	Yes	Minor	Yes	None	None	\$200/ft of roadway
Speed Hump, Table, Cushion	Yes	Maybe	Yes	Maybe*	Imp. Bicycle Safety	Maybe	\$3000-\$10,000

\*Noise impacts depend largely on the use of pavers/bricks.

### Stop Signs as Traffic Calming Devices

One common misnomer is the use of “stop signs” as a traffic calming device. Stop signs are not an appropriate traffic calming device for several reasons. Studies have shown that they only reduce speeds within 150-200 feet of the sign, and mid-block speeds (between stop signs) may actually *increase*. Further, increased noise and air pollution emissions occur at stop signs. Finally, overuse of stop signs will eventually lead to motorists ignoring them or rolling through them – both behaviors create potentially dangerous situations. The main function of stop signs is to assign right of way and their installation is governed by the Manual of Uniform Traffic Control Devices (MUTCD).

## SPEED TRAILER/DISPLAY

Not technically a traffic calming device, speed trailers are used primarily to reduce driver speeds, usually in residential neighborhoods although they are sometimes used on collectors and even arterials. The most common variety is a trailer-based display that combines a radar gun, a static speed limit sign and a variable message board (VMS) that displays the drivers' measured speed. It is also possible to have permanent installations that are either solar-powered or have a direct electrical connection.

### Advantages

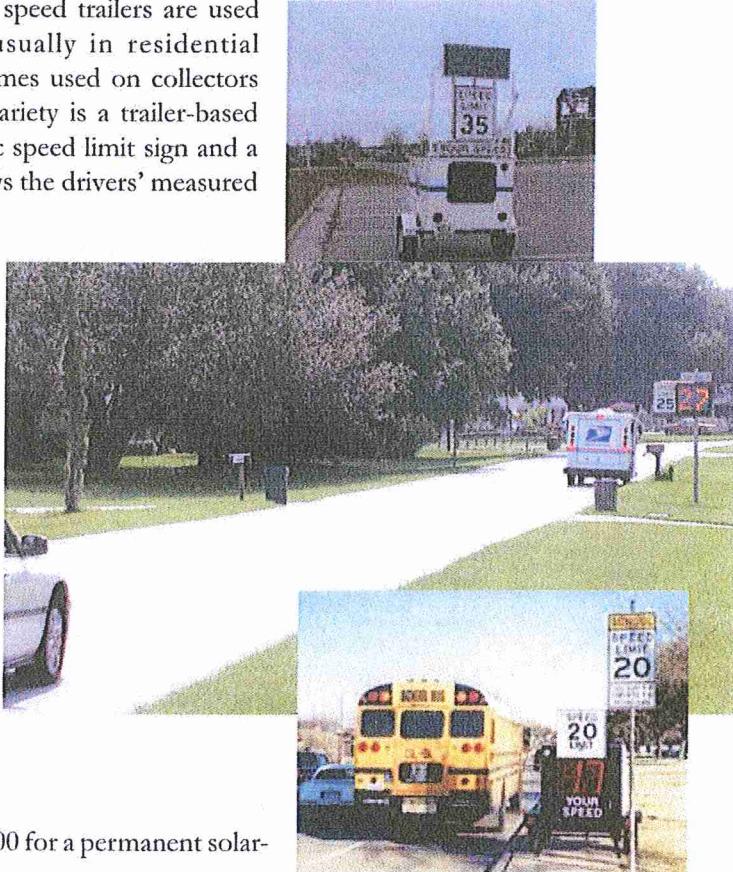
- Effective at reducing speeds
- Potential educational benefits
- Encourages speed compliance

### Disadvantages

- Only effective when present and in use
- Should not be used in remote areas
- Some drivers may use it to "clock" high speeds

### Estimated Cost

\$500 per day (estimated); or, \$8,000 - \$10,000 for a permanent solar-powered installation.



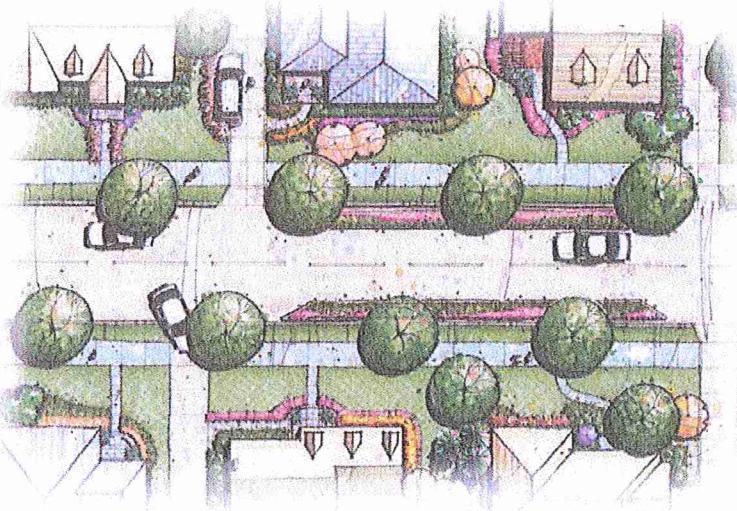
### Overall Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Reduces speed	No impacts	No impacts	No noise impacts	Minimal Pedestrian Improvements

*In order that examples of traffic calming could be provided the following 7 pages were utilized from a separate document.*

## MID-BLOCK CHOKER

Mid-block chokers, also known as narrowings or pinch points, constrict the roadway forcing drivers to slow down as they enter a restricted environment. This is usually accomplished through the use of new islands with landscaping or through a widening of existing sidewalks. Chokers are most effective on wide-streets that are experiencing speeding issues. Chokers can reduce the street cross-section to two narrow lanes, often less than 24 feet in width, or further reduce it to one travel lane. One-lane chokers are currently uncommon in the United States, although Portland, Oregon uses them in their traffic calming program.



### Advantages

- Effective at reducing speeds and to lesser extent traffic volumes
- Provides landscaping and gateway opportunities
- Reduces pedestrian crossing width
- Does not restrict resident access
- Negotiable by large vehicles; i.e., fire trucks

### Disadvantages

- Requires elimination of on-street parking
- May cause drainage problems if not properly designed; increases maintenance issues
- May require bicyclists to merge with vehicular traffic

### Estimated Cost:

\$8,000 - \$25,000; varies depending on size of installation and type and amount of landscaping.

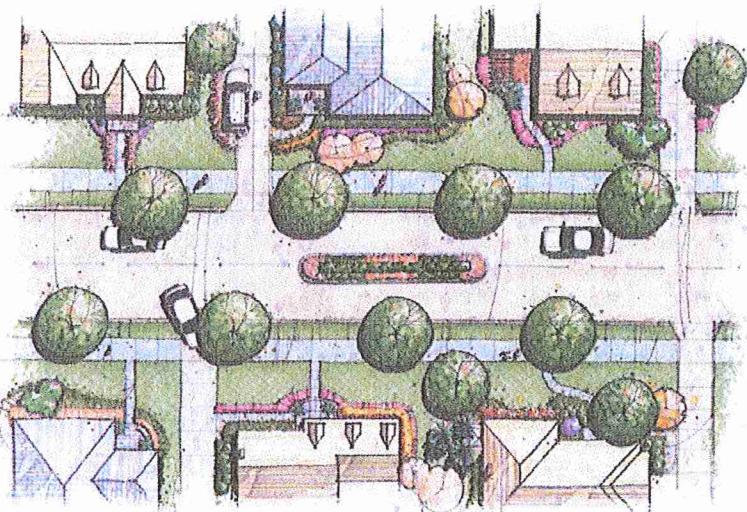


### Overall Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Reduces speed	Minor reductions	Minor impacts	Maybe, depending on pavement treatment	Improves pedestrian safety

## CENTER-ISLAND

Center islands are raised islands constructed along the centerline of the street so as to force drivers to deflect their travel path to the outside to accommodate the island. They function by narrowing the travel lanes and are also known as median islands. Center islands generally operate more effectively if they are not too long, at which point they can actually increase speeds. Sometimes known as "gateway islands", these devices create significant opportunities for landscaping. If the island is constructed in conjunction with a cross-walk, they can act as a pedestrian refuge.



### Advantages

- May reduce traffic volumes
- Provides landscaping and gateway opportunities
- Can improve pedestrian crossing safety
- Can be aesthetically pleasing

### Disadvantages

- May require elimination of on-street parking
- May interrupt driveway access
- Limited speed reduction potential

### Estimated Cost:

\$5,000 - \$40,000; varies depending on size of installation and type and amount of landscape.



*City of Orlando Center Island*

### Overall Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
May reduce speeds	Reduces traffic volumes	Some impacts	Maybe, depending on pavement treatment	Improves pedestrian safety

## TRAFFIC CIRCLE

Traffic circles are generally raised islands that require drivers to make a horizontal deviation in their direction of travel, thereby forcing drivers to slow down as they maneuver around the circle.

Similar to roundabouts, traffic circles also require traffic to circulate in a counterclockwise motion. Yield signs are usually placed on all approaches to control traffic flows. They function by assigning rights-of-way among competing movements such as a through movement vs. a turning movement. They are generally used on local streets and collectors. They are not recommended for arterials.

### Advantages

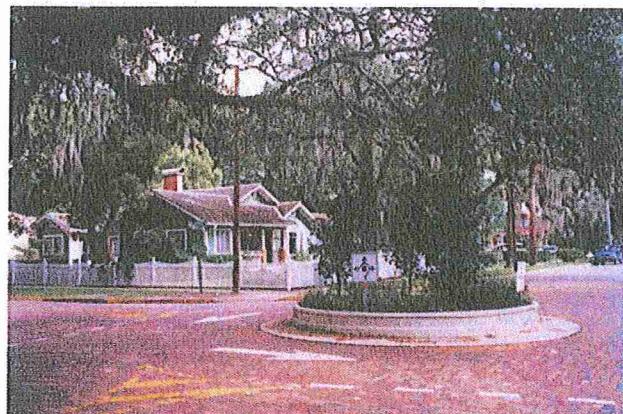
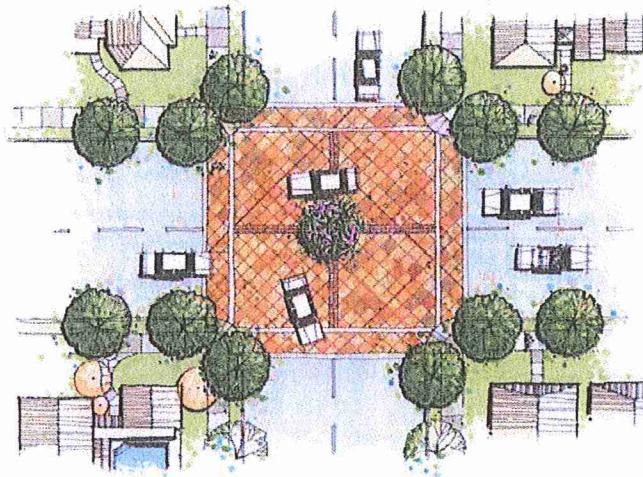
- Effective at reducing speeds
- Does not restrict resident access
- Provides significant landscaping and gateway opportunities
- Generally low impact on emergency vehicles with the provision of a truck apron or other accommodating design
- Can calm two streets at once

### Disadvantages

- Can be somewhat costly
- May restrict left-turns by large vehicles
- May effect pedestrian and bicycle movements
- Maintenance of landscaping may be an issue

### Estimated Cost:

\$5,000 - \$20,000; varies largely depending on size of installation and type and amount of landscape and hardscape.



*City of Orlando Traffic Circle*

### Overall Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Effectively reduces speed	Potential reductions	Potential impacts	Maybe, depending of pavement treatment	Possible improvements

## ROUNDABOUT

Roundabouts are a European import that requires traffic to circulate in a counterclockwise motion, generally around a raised center island. Roundabouts act as another type of traffic control similar to a stop sign or a traffic signal. They function by assigning rights-of-way among competing movements such as a through movement vs. a turning movement. They are generally used on collectors and sometimes on minor arterials. They are not recommended for major arterials. Roundabouts are a larger version of neighborhood traffic circles and usually have raised "splitter" islands to direct traffic into the roundabout. Generally, drivers already inside the roundabout have the right-of-way over drivers entering the roundabout from an approach street, requiring these drivers to yield the right-of-way. The provision of a truck apron, usually from bricks or other coarse materials, allows for large vehicles to traverse a roundabout while at the same time restricting passenger vehicles.



### Advantages

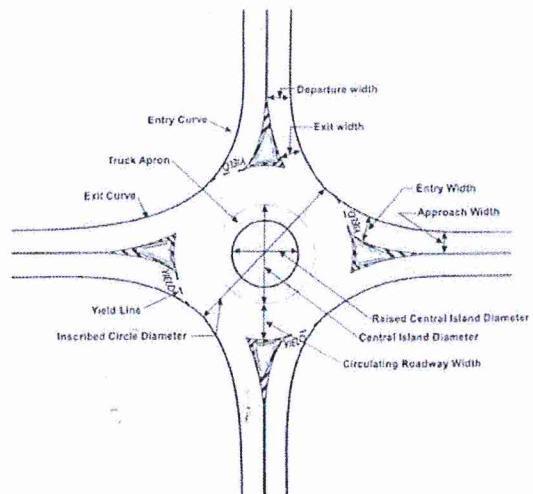
- Effective at reducing speeds
- Less expensive to operate than signals
- Provides significant landscaping and gateway opportunities
- Generally low impact on emergency vehicles with the provision of a truck apron
- Can be installed in place of a traffic signal or 4-way stop sign.

### Disadvantages

- Can be very costly
- May require right-of-way
- May restrict left-turns by large vehicles
- May effect pedestrian and bicycle movements
- Potential maintenance issues

### Estimated Cost:

\$15,000 - \$100,000; varies largely depending on size of installation and type and amount of landscape and hardscape.



*Typical roundabout design features*

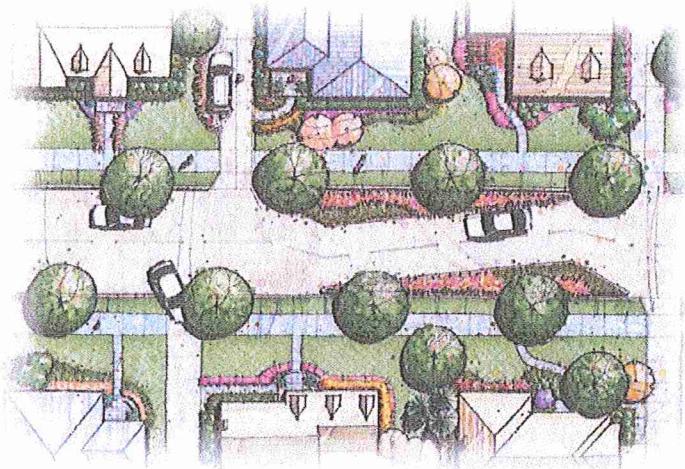
### Overall Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Effectively reduces speed	Potential reductions	Some impacts	Maybe, depending on pavement treatment	Substantial improvements

## CHICANE

A chicane is a curvilinear, S-shaped street configuration or alignment that forces drivers to perform additional maneuvering and shortens visual sight lines.

This type of device can either be constructed during the initial construction of the roadway, or as a retrofit installation within existing right-of-way, generally in an island configuration. This type of device is primarily used for speed control or reduction. Chicanes are also sometimes referred to as serpentines, deviations or as a reversed curve.



### Advantages

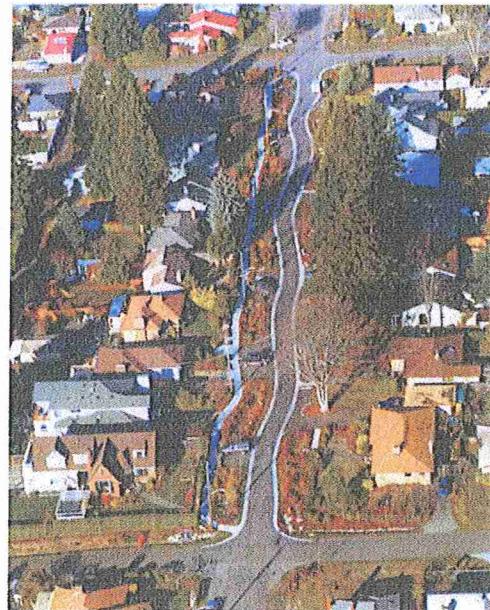
- Effective at reducing speeds
- Does not restrict resident access
- Provides landscaping opportunities
- Generally low impact on emergency vehicles

### Disadvantages

- Must be carefully designed to be effective
- Can be costly
- Potential loss of parking
- May require right-of-way
- Potential drainage concerns

### Estimated Cost

\$15,000 - \$35,000; varies largely depending on size of installation and type and amount of landscaping.



### Overall Traffic Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Effectively reduces speed	Potential reductions	Low impacts	No expected noise impacts	Possible improvements

## GATEWAY/ENTRY FEATURE

A gateway or entry feature generally consists of some combination of landscaping and architectural features such as columns, fences or statuary. They are primarily used to signify to drivers that they are entering a special area, usually a residential neighborhood. From a traffic calming perspective they are most effective when vertical elements such as trees or columns are combined with horizontal measures such as bulbouts or corner extensions.

### Advantages

- Promotes neighborhood identity
- Can discourage cut-through traffic
- Provides landscaping opportunities/aesthetically pleasing

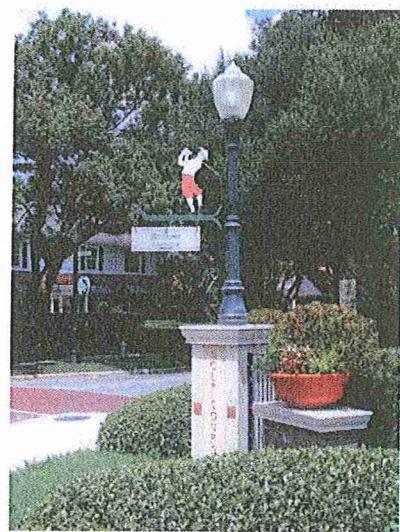
### Disadvantages

- Minimal reductions in speed and volumes
- Can be costly
- Maintenance and irrigation requirements
- Potential drainage concerns

### Estimated Cost:

\$2,000 - \$50,000; varies largely depending on size of installation, whether architectural features are included and type and amount of landscaping .

### Overall Traffic Assessment



*City of Winter Park Golf Course gateway*

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Minimal reductions	Minimal reductions	Low impacts	No expected noise impacts	Possible improvements

## **Brick Roads**

Brick roads provide traffic calming through gentle vibration and increased road noise which provides feed back to the driver about travel speed. A separate process related to implementing these traffic calming devices has been previously developed call the “Neighborhood Street Bricking Policy.”



### **Advantages**

- Documented effectiveness at reducing traffic speeds and volumes.
- Provides opportunity to “right size” road to further enhance effectiveness.
- Provides aesthetic improvement to street.
- Limited effect on emergency response

### **Disadvantages**

- Cost – typical cost is \$200 per centerline foot for 2 lane road
- Increased noise along roadway

### **Overall Assessment**

<i><b>Speed Impacts</b></i>	<i><b>Traffic Volume Impacts</b></i>	<i><b>Emergency Vehicle Impacts</b></i>	<i><b>Noise Impacts</b></i>	<i><b>Safety Impacts</b></i>
Effectively reduces speed	Reductions volume	Minor Impacts	Increase in noise	Improvement through speed reduction.

## Speed Humps

This device is a raised asphalt ramp installed across the entire width of a roadway. It is 6-feet long with a parabolic cross section. Speed humps are typically between 3 to 4 inches high. “Speed Hump” signs are placed on both sides to warn motorists. These devices provide traffic calming through



### Advantages

- Documented effectiveness at reducing traffic speeds and volumes.

### Disadvantages

- Indicates a traffic concern for this neighborhood
- Increased noise at the speed hump
- Affects all vehicles including emergency vehicles

### Overall Assessment

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Effectively reduces speed	Reduces volume	Impacts Response Times	Increase in noise	Improvement through speed reduction.

## SPEED TABLE

This device is a raised asphalt ramp installed across the entire width of a roadway. It is 22-feet long, with a 10-foot flat section in the middle and 6-foot ramps on the ends. Speed tables are typically between 3 to 4 inches high. “Speed Hump” signs are placed on both sides to warn motorists.

### **Advantages:**

- Effectively reduces vehicle speeds
- Less severe than the 6-foot speed humps
- Preferred by Fire Department over speed humps.
- Does not pose problems for bicyclists or motorcyclists, except at high speeds.
- Relatively inexpensive to design, install and maintain.

### **Disadvantages:**

- Slows emergency vehicles.
- May increase noise and car emissions near tables.
- May divert traffic to parallel streets.
- Location and spacing is limited by existing features such as driveways, intersecting streets, drainage patterns and utilities.

<i><b>Speed Impacts</b></i>	<i><b>Traffic Volume Impacts</b></i>	<i><b>Emergency Vehicle Impacts</b></i>	<i><b>Noise Impacts</b></i>	<i><b>Safety Impacts</b></i>
Effectively reduces speed	Reductions volume	Minor Impacts	Increase in noise	Improvement through speed reduction.

## SPEED CUSHION

Speed Cushions are modular devices that are made up of a number of smaller components constructed of high quality recycled rubber to reduce the speed of motorized vehicles. Spacing and locations consistent with speed tables.



### Advantages:

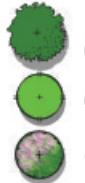
- Effectively reduces vehicle speeds.
- Does not greatly affect Emergency vehicles.
- Can reduce vehicular volumes.
- Relatively inexpensive to design, install and maintain.
- Does not pose problems for bicyclists or motorcyclists, except at high speeds.

### Disadvantages:

- Increases noise near speed humps.
- May divert traffic to parallel streets.
- Not aesthetically pleasing.

<i>Speed Impacts</i>	<i>Traffic Volume Impacts</i>	<i>Emergency Vehicle Impacts</i>	<i>Noise Impacts</i>	<i>Safety Impacts</i>
Effectively reduces speed	Reductions volume	Minor Impacts	Increase in noise	Improvement through speed reduction.

# TREES TO BE SAVED LOTS 10 - 30



OAK TREE WITHIN POTENTIAL BUILDING AREA



CAMPHOR TREE WITHIN POTENTIAL BUILDING AREA



MAGNOLIA TREE WITHIN POTENTIAL BUILDING AREA



PINE TREE WITHIN POTENTIAL BUILDING AREA



CEDAR TREE WITHIN POTENTIAL BUILDING AREA



# LAKE KILLARNEY SHORES

SHEET 1 OF 3

PLAT  
BOOK

PAGE

## BEING A REPLAT OF PORTIONS OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

### LEGAL DESCRIPTION:

PARCELS OF LAND BEING A PORTION OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, LYING WITHIN SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST, MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A IRON PIPE (NO ID) MARKING THE NORTHEAST CORNER OF THAT PARTICULAR PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 6449, PAGE 2972, SAID POINT BEING THE FOLLOWING THREE (3) COURSES FROM THE NORTHEAST CORNER OF LOT 1, SAID LORD'S SUBDIVISION: (1) 194.00 FEET WEST (2) 270.00 FEET SOUTH, AND (3) 165 FEET EAST; THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERLY LINE OF THOSE PARTICULAR PROPERTIES AS DESCRIBED IN OFFICIAL RECORDS BOOKS 4184, PAGE 1708; 10684, PAGE 7897; 7711, PAGE 4825; 9605, PAGE 2646; 10658, PAGE 3768; 10450, PAGE 32; 9838, PAGE 8700; AND 9247, PAGE 4865, THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 00°0'0"12" WEST, FOR A DISTANCE OF 314.31 FEET; (2) SOUTH 20°12'45" EAST, FOR A DISTANCE OF 12.83 FEET; (3) SOUTH 69°17'10" WEST, A DISTANCE OF 4.74 FEET; (4) SOUTH 00°0'0"12" WEST, FOR A DISTANCE OF 507.46 FEET TO A POINT ON THE NORTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORD BOOK 4425, PAGE 368; THENCE RUN NORTH 89°10'36" WEST, ALONG SAID NORTHERLY LINE, FOR A DISTANCE OF 27.80 FEET TO THE NORTHWEST CORNER OF SAID PROPERTY, THENCE SOUTH 00°21'17" WEST, ALONG THE WESTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 89.69 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF COUNTRY CLUB DRIVE (A VARIABLE WIDTH RIGHT OF WAY LINE PER OFFICIAL RECORDS BOOK 9126, PAGE 2378); THENCE ALONG THE NORTHERLY AND EASTERLY RIGHT OF WAY LINE OF SAID COUNTRY CLUB DRIVE THE FOLLOWING SEVEN (7) COURSES: (1) SOUTH 87°55'12" WEST, FOR A DISTANCE OF 68.80 FEET; (2) NORTH 41°27'52" WEST, FOR A DISTANCE OF 44.11 FEET; (3) NORTH 12°45'53" WEST, FOR A DISTANCE OF 115.77 FEET; (4) NORTH 10°07'15" WEST, FOR A DISTANCE OF 59.39 FEET; (5) NORTH 00°14'27" EAST, FOR A DISTANCE OF 260.46 FEET; (6) NORTH 21°34'07" WEST, FOR A DISTANCE OF 80.00 FEET; (7) NORTH 19°23'03" WEST 100.16 FEET TO THE MOST SOUTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9750, PAGE 4747; THENCE DEPARTING SAID RIGHT OF WAY LINE, RUN NORTH 63°13'38" EAST, ALONG THE SOUTHERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 148.51 FEET TO THE SOUTHEAST CORNER OF SAID PROPERTY; THENCE NORTH 30°11'37" WEST, ALONG THE EASTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 146.48 FEET TO THE MOST EASTERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10948, PAGE 2596; THENCE NORTH 46°27'43" WEST, ALONG THE EASTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 74.90 FEET TO A POINT ON THE SOUTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10658, PAGE 4875, SAID POINT DESIGNATED HEREIN AS REFERENCE POINT "A"; THENCE NORTH 89°52'58" EAST, ALONG THE NORTHERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 54.30 FEET TO THE SOUTHEAST CORNER OF SAID PROPERTY; THENCE NORTH 00°0'0"0" EAST, ALONG THE EASTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 48.29 FEET TO THE SOUTHWEST CORNER OF THE RIGHT OF WAY FOR ELLEN DRIVE (A 30 FOOT WIDE RIGHT OF WAY PER OFFICIAL RECORDS BOOK 9126, PAGE 2378); THENCE SOUTH 90°0'0"0" EAST, ALONG THE SOUTHERLY LINE OF SAID RIGHT OF WAY, AND THE SOUTHERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10056, PAGE 9292, FOR A DISTANCE OF 165.01 FEET TO THE POINT OF BEGINNING.

CONTAINING 58,973 SQUARE FEET, OR 1.354 ACRES, MORE OR LESS.

### ALONG WITH:

COMMENCING AT A 3/4-INCH IRON PIPE (LB #126) BEING THE AFOREMENTIONED REFERENCE POINT "A"; THENCE RUN NORTH 47°09'10" WEST, FOR A DISTANCE OF 22.58 FEET TO THE POINT OF BEGINNING, SAID POINT ALSO BEING THE MOST NORTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10948, PAGE 2596; THENCE SOUTH 46°09'55" WEST, ALONG THE NORTHWESTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 135.30 FEET TO THE NORTHEASTERLY LINE OF COUNTRY CLUB DRIVE (A VARIABLE WIDTH RIGHT OF WAY LINE PER OFFICIAL RECORDS BOOK 9126, PAGE 2378), SAID POINT DESIGNATED HEREIN AS REFERENCE POINT "B"; THENCE NORTH 49°21'05" WEST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 114.38 FEET, TO THE MOST SOUTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 9744, PAGE 4872; THENCE NORTH 47°00'55" EAST, ALONG THE SOUTHEASTERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 158.85 FEET TO THE MOST EASTERLY CORNER OF SAID PROPERTY, SAID POINT ALSO LYING ON THE WESTERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 10658, PAGE 4875; THENCE SOUTH 37°25'05" EAST, ALONG SAID WESTERLY PROPERTY LINE, FOR A DISTANCE OF 112.20 FEET TO THE POINT OF BEGINNING.

CONTAINING 145,438 SQUARE FEET, OR 3.339 ACRES, MORE OR LESS.

### ALONG WITH:

COMMENCING AT A 1-INCH IRON PIPE (NO ID) BEING THE AFOREMENTIONED REFERENCE POINT "B"; THENCE SOUTH 52°48'11" WEST, CROSSING THE RIGHT OF WAY FOR COUNTRY CLUB DRIVE (A VARIABLE WIDTH RIGHT OF WAY LINE PER OFFICIAL RECORDS BOOK 9126, PAGE 2378), TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID ROAD, FOR A DISTANCE OF 37.22 FEET TO THE POINT OF BEGINNING, SAID POINT ALSO BEING THE MOST NORTHERLY CORNER OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 6642, PAGE 2836; THENCE RUN SOUTH 53°06'44" WEST, ALONG THE NORTHERLY LINE OF SAID PROPERTY, FOR A DISTANCE OF 166 FEET, MORE OR LESS TO THE WATERS OF LAKE KILLARNEY, THENCE RUN NORTHWESTERLY ALONG THE SHORE OF SAID LAKE, FOR A DISTANCE OF 149 FEET MORE OR LESS, TO A POINT ON THE SOUTHEASTERLY LINE OF THAT PARTICULAR PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 7445, PAGE 911; THENCE NORTH 37°27'34" EAST, ALONG SAID SOUTHEASTERLY PROPERTY LINE, FOR A DISTANCE OF 143 FEET, MORE OR LESS TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF COUNTRY CLUB DRIVE; THENCE SOUTH 48°35'56" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 190.16 FEET TO AN ANGLE BREAK IN SAID RIGHT OF WAY LINE; THENCE SOUTH 43°42'23" EAST, CONTINUING ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 0.07 FEET, TO THE POINT OF BEGINNING.

CONTAINING 16,572 SQUARE FEET, OR 0.380 ACRES, MORE OR LESS.

### ALONG WITH:

COMMENCING AT A 1-INCH IRON PIPE (NO ID) BEING THE AFOREMENTIONED REFERENCE POINT "B"; THENCE SOUTH 52°48'11" WEST, CROSSING THE RIGHT OF WAY FOR COUNTRY CLUB DRIVE (A VARIABLE WIDTH RIGHT OF WAY LINE PER OFFICIAL RECORDS BOOK 9126, PAGE 2378), TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID ROAD, FOR A DISTANCE OF 37.22

FEET; THENCE SOUTH 43°42'23" EAST, ALONG SAID SOUTHWESTERLY RIGHT OF WAY LINE, FOR A DISTANCE OF 102.04 FEET; THENCE SOUTH 22°08'12" EAST, CONTINUING ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 36.06 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 22°08'12" EAST, ALONG SAID WESTERLY RIGHT OF WAY LINE, FOR A DISTANCE OF 177.33 FEET TO AN ANGLE BREAK IN



**NOTICE**  
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SURVEYOR'S CERTIFICATE	
I HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE HEREON DESCRIBED LAND WHICH WAS RECENTLY SURVEYED AND PLATTED UNDER MY DIRECTION AND SUPERVISION, AND THAT PERMANENT REFERENCE MONUMENTS AND PERMANENT CONTROL POINTS HAVE BEEN SET IN ACCORDANCE WITH CHAPTER 177, FLORIDA STATUTES, AND THAT SURVEY DATA COMPLIES WITH ALL REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.	
SURVEYOR'S NAME: XAVIER F. AGUIRRE, PSM DATE Registration Number: LS 6750 Florida Registration Number of Legal Entity: LB 6393 3191 Maguire Boulevard, Suite 200, Orlando FL 32803	

CERTIFICATE OF REVIEW BY CITY SURVEYOR	
I have reviewed this plat and find it be in conformity with Chapter 177, Florida Statutes.	
Signed Florida Registration Number	Date

CERTIFICATE OF COUNTY COMPTROLLER	
I HEREBY CERTIFY that the foregoing plat was recorded in the Orange County Official Records on _____ as File No. _____.	
County Comptroller in and for Orange County, Florida	

PLAT BOOK	
LAKE KILLARNEY SHORES DEDICATION	
KNOW ALL MEN BY THESE PRESENTS, That the limited liability company named below, being the owner in fee simple of the lands shown herein, does hereby dedicate said lands and plat for the uses and purposes therein expressed, and dedicates the Utility Easements shown herein to the perpetual use of the public utility providers, the Drainage Easements to the Lake Killarney Shores Homeowners' Association, Inc. and sidewalk easements to the city of Winter Park as noted herewith.	
IN WITNESS WHEREOF, has caused these presents to be signed and attested to by the officers named below on the _____ day of _____, 2017.	
Owner: Lake Killarney LLC, a Florida limited liability company	
BY: _____ TITLE _____	
SIGNED AND SEALED IN THE PRESENCE OF:	
SIGNATURE PRINTED NAME	
SIGNATURE PRINTED NAME	
ACKNOWLEDGEMENT	
STATE OF FLORIDA ORANGE COUNTY	
THIS IS TO CERTIFY, That on _____, 2017, before me, an officer duly authorized to take acknowledgments in the State and County aforesaid, personally appeared _____ (title) _____ of the above named limited liability company under the laws of the State of Florida, to me known to be the individual and officer described in and who executed the foregoing dedication and severally acknowledged the execution thereof to be his free act and deed as such officer there unto duly authorized; and that the said dedication for the uses and purposes therein expressed is the act and deed of said limited liability company.	
IN WITNESS WHEREOF, I have hereto set my hand and seal on the above date	
NOTARY PUBLIC My Commission Expires _____	
CITY MANAGER APPROVAL	
STATE OF FLORIDA, CITY OF WINTER PARK, FLORIDA. THIS PLAT OF LAKE KILLARNEY SHORES, HAVING FIRST BEEN APPROVED BY THE CITY OF WINTER PARK, IS APPROVED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK	
IN AN OPEN MEETING THIS _____ DAY OF _____, 2017	
BY: _____ ATTEST CITY MANAGER CITY CLERK	
CERTIFICATE OF APPROVAL BY PLANNING & COMMUNITY DEVELOPMENT DIRECTOR FOR THE CITY OF WINTER PARK	
THIS IS TO CERTIFY, That on _____, the Director of Planning and Development of the above Municipality approved the foregoing plat.	
Director Dori Stone	
CERTIFICATE OF APPROVAL, BY THE CITY OF WINTER PARK	
THIS IS TO CERTIFY, That on _____, the City Commission of the City of Winter Park, Florida approved the foregoing plat.	
Steve Leary Mayor	
Attest:	
Cindy Bonham City Clerk	
CERTIFICATE OF APPROVAL, BY CITY ENGINEER OF THE CITY OF WINTER PARK	
THIS IS TO CERTIFY, That on _____, the City Engineer of the above Municipality approved the foregoing plat.	
Don Marcotte P.E. City Engineer	

# LAKE KILLARNEY SHORES

SHEET 2 OF 3

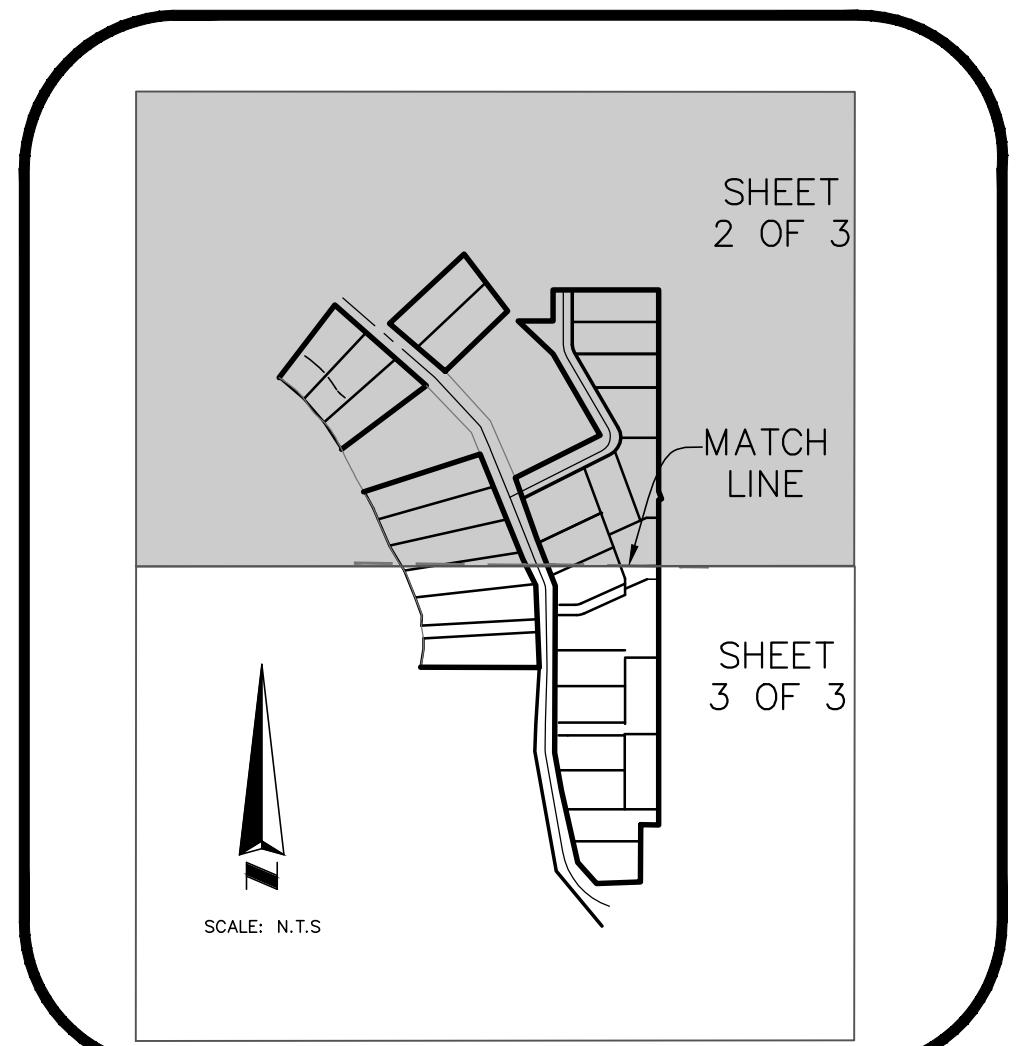
PLAT  
BOOK

PAGE

BEING A REPLAT OF PORTIONS OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89,  
OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, SECTION 1, TOWNSHIP 22 SOUTH, RANGE 29 EAST

## KEY MAP

SCALE 1" = 300'



Curve Table				
Curve #	Length	Radius	Delta	Chord Bearing
C1	20.55'	39.00'	30'11"37"	S15°06'21"E
C2	40.76'	25.00'	93'25"15"	N16°30'28"E
C3	2.67'	24.62'	6'12"25"	N46°02'56"W
C4	12.59'	35.92'	20'04"57"	N32°55'49"W
C5	2.87'	200.00'	0'49"25"	N22°29'55"W
C6	1.81'	200.00'	0'31"05"	N21°49'40"W
C7	3.15'	200.00'	0'54"13"	S22°01'13"E
				3.15'

Lot Curve Table				
Curve #	Length	Radius	Delta	Chord Bearing
C13	13.17'	25.00'	30'11"37"	S15°06'21"E
C14	16.74'	30.00'	31'58"34"	N14°12'53"W
C15	23.49'	30.00'	44'51"44"	N24°12'16"E
C16	8.68'	30.00'	16'34"57"	N54°55'37"E
				8.65'

LEGEND	
C#	CURVE NUMBER (SEE CURVE TABLE)
CB	CHORD BEARING
CHD	CHORD DISTANCE
CL	CENTER LINE
DE	DRAINAGE EASEMENT
ID	IDENTIFICATION
LN	LINE NUMBER (SEE LINE TABLE)
LS	LICENSED SURVEYOR
ORB	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PI	POINT OF INTERSECTION
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY
SEC	SECTION
S/W	SIDEWALK
SWE	SIDEWALK EASEMENT
TYP.	TYPICAL
UE	UTILITY EASEMENT
—	SET PRM (PERMANENT REFERENCE MONUMENT) IN CONCRETE CONFORMING TO CHAPTER LB#6393 IN ACCORDANCE WITH CHAPTER 177.091(7), FLORIDA STATUTES (UNLESS OTHERWISE NOTED)
●	SET PCP NAIL AND DISK, STAMPED LB# 6393 IN ACCORDANCE WITH CHAPTER 177.091, F.S. FOUND CONCRETE MONUMENT IN CONCRETE CONFORMING TO CHAPTER 177.091, F.S. INDICATING CHART OF DIRECTION 29-27-27, SECTION, TOWNSHIP, RANGE
*	PROPOSED BOAT DOCK

**NOTICE**  
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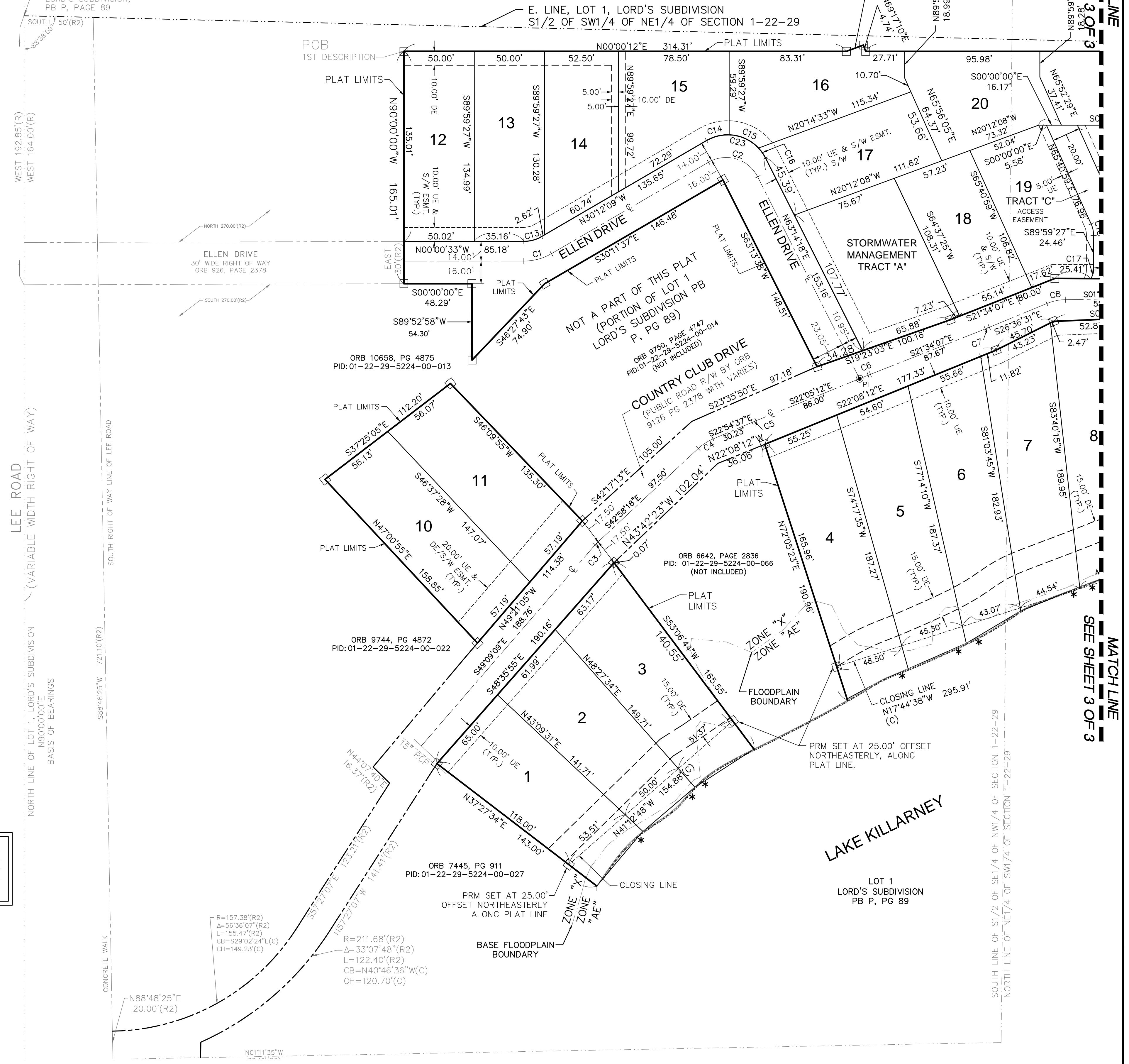


CERTIFICATION OF AUTHORIZATION NUMBER LB#6393  
3191 S. ORLANDO AVENUE, SUITE 200  
ORLANDO, FLORIDA 32803  
(407) 426-7979

## CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

LOT 2  
LORD'S SUBDIVISION  
PB P, PG 89

ORB 10684, PG 7897  
PID: 01-22-29-5224-00-103



# LAKE KILLARNEY SHORES

SHEET 3 OF 3

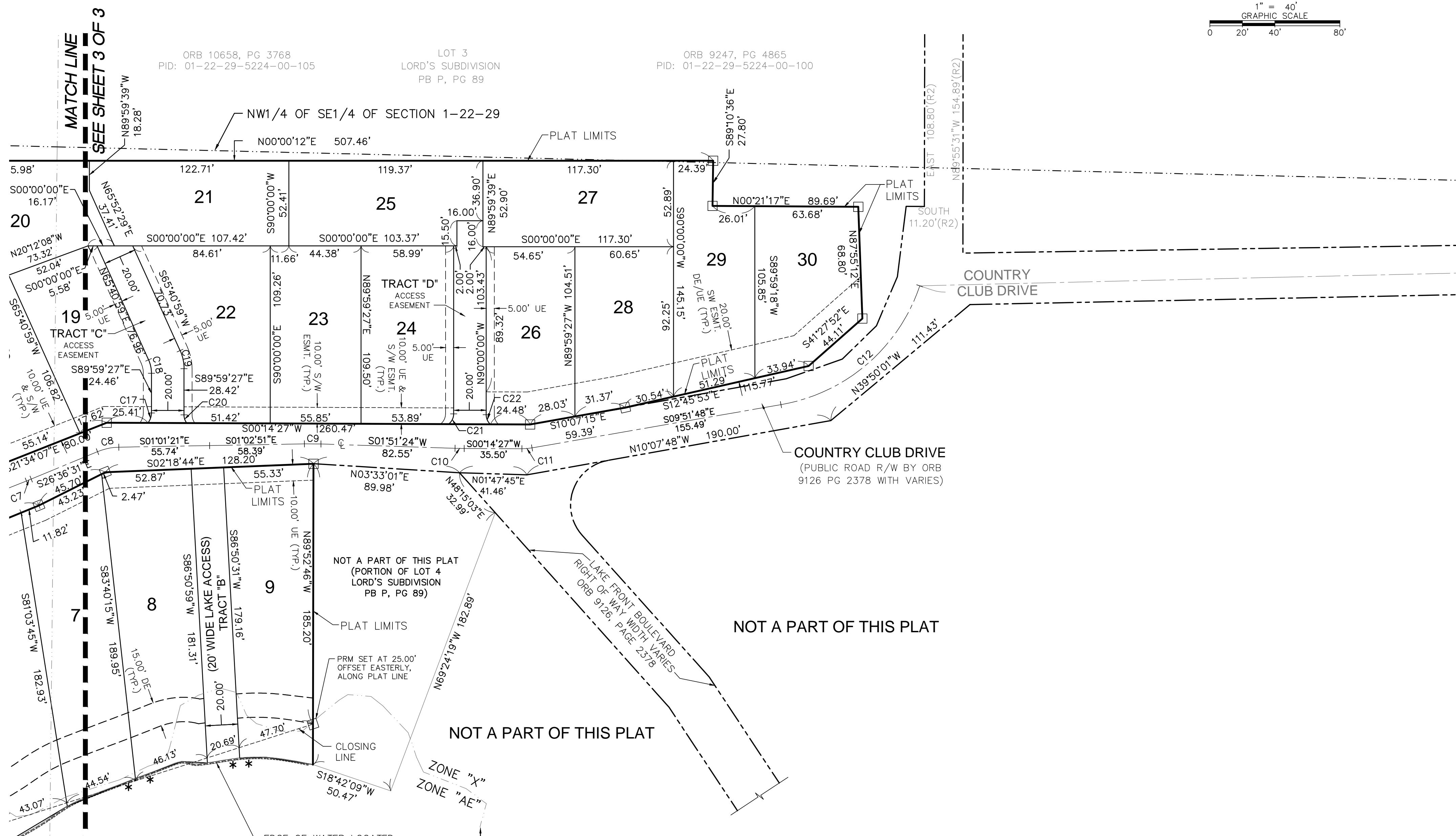
# PLAT BOOK

# PAGE

BEING A REPLAT OF PORTIONS OF LOTS 1 AND 4, LORD'S SUBDIVISION, AS RECORDED IN PLAT BOOK P, PAGE 89,  
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CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA

A stylized letter 'Z' composed of two thick black lines forming a V-shape.

A graphic scale bar with markings at 0, 20', 40', and 80'. Above the scale, the text "1\" data-bbox="280 800 320 815" = 40' data-bbox="320 800 380 815" is displayed, indicating a scale factor of 1 inch representing 40 feet.



## NOTICE

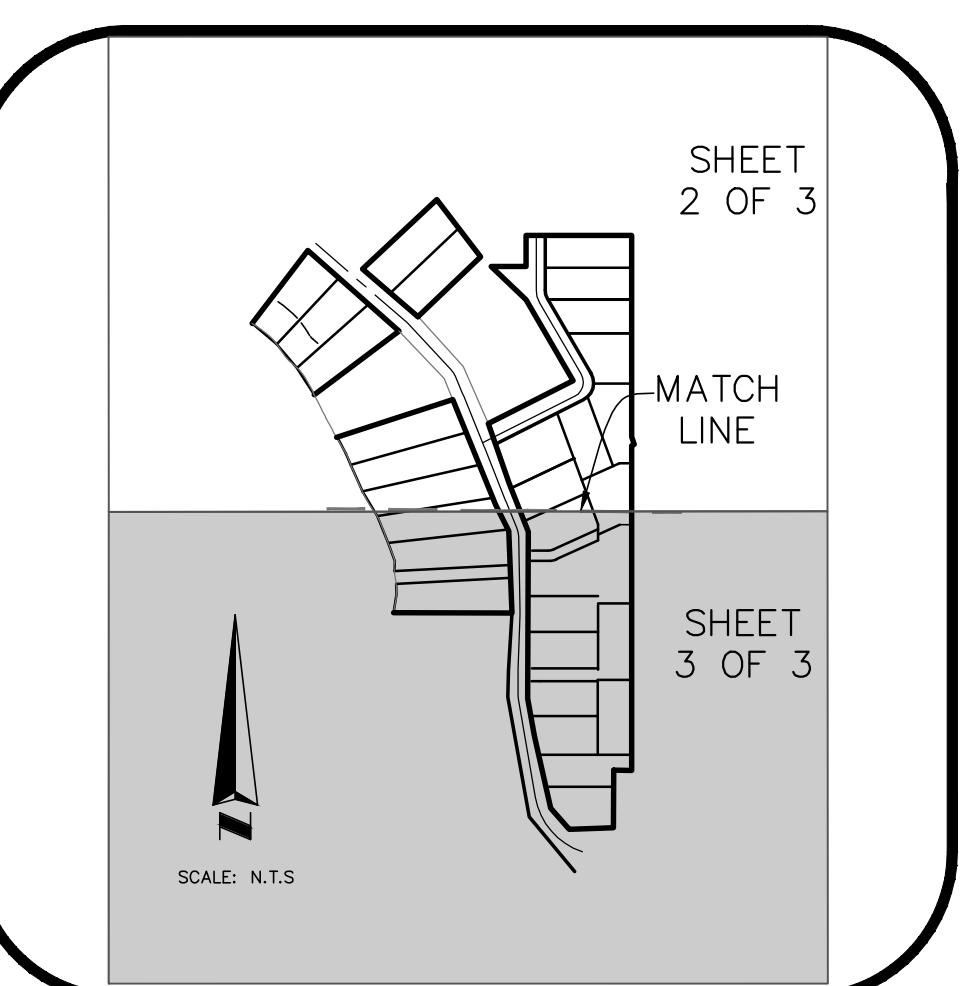
HIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE UPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

# LEGEND

C#	CURVE NUMBER (SEE CURVE TABLE)
CB	CHORD BEARING
CHD	CHORD LENGTH
CL	CENTER LINE
DE	DRAINAGE EASEMENT
ID.	IDENTIFICATION
L#	LINE NUMBER (SEE LINE TABLE)
LS	LICENSED SURVEYOR
ORB	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PI	POINT OF INTERSECTION
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY
SEC	SECTION
S/W	SIDEWALK
S/W ESMT.	SIDEWALK EASEMENT
TYP.	TYPICAL
UE	UTILITY EASEMENT
 —	SET PRM (PERMANENT REFERENCE MONUMENT) 4"X4" CONCRETE MONUMENT, LB#6393 IN ACCORDANCE WITH CHAPTER 177.091(7), FLORIDA STATUTES (UNLESS OTHERWISE NOTED)
 —	SET PCP NAIL AND DISK, STAMPED LB# 6393 IN ACCORDANCE WITH CHAPTER 177.091, F.S.
 —	FOUND CONCRETE MONUMENT
	INDICATES CHANGE OF DIRECTION
29-27-27	SECTION, TOWNSHIP, RANGE
	PROPOSED BOAT DOCK

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord
C8	13.48'	36.00'	21°26'59"	N11°44'50"W	13.40'
C9	10.14'	200.00'	2°54'14"	N00°24'16"E	10.14'
C10	5.64'	100.01'	3°13'53"	S01°02'55"W	5.64'
C11	6.23'	36.00'	9°54'42"	S04°42'54"E	6.22'
C12	118.07'	109.43'	61°49'15"	S40°34'22"E	112.43'

Curve Table						
Curve #	Length	Radius	Delta	Chord	Bearing	Chord
C17	6.59'	9.99'	37°45'46"	S71°04'49"E	6.47'	
C18	8.49'	20.03'	24°17'24"	N77°50'46"E	8.43'	
C19	11.46'	27.00'	24°19'34"	N77°50'46"E	11.38'	
C20	5.43'	8.00'	38°54'04"	S71°39'09"W	5.33'	
C21	7.28'	7.99'	52°09'35"	S63°59'00"E	7.03'	
C22	6.63'	7.94'	47°53'28"	S66°31'16"W	6.44'	



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

**Staff Report  
July 11, 2017**

**REQUEST OF MR/MRS SEIDEL AND THE 1234 LAKEVIEW TRUST TO:** AMEND A PREVIOUS LOT CONSOLIDATION APPROVAL AND USE RESTRICTION DECLARATION TO ALLOW THE LAKEFRONT PORTION OF THE PROPERTY SERVING 1251 LAKEVIEW DRIVE, WHICH IS NOW LOCATED BETWEEN THE HOMES AT 1234 LAKEVIEW DRIVE AND 1270 LAKEVIEW DRIVE, TO BE RELOCATED TO THE NORTH, BETWEEN THE HOMES AT 1230 LAKEVIEW DRIVE AND THE NEW PROPOSED HOME AT 1234 LAKEVIEW DRIVE, MAINTAINING THE SAME USE RESTRICTIONS.

---

The owners of the two properties at 1251 and 1234 Lakeview Drive are asking amend a previous City approval and recorded "use restriction declaration" to allow the lakefront portion of the property serving 1251 Lakeview Drive, which is now located between the homes at 1234 Lakeview Drive and 1270 Lakeview Drive, to be relocated to the north. It would then be located between the homes at 1230 Lakeview Drive and the new proposed home at 1234 Lakeview Drive, with the same general lot size dimensions and maintaining the same use restrictions.

**Background:** In 2015 the City approved a request to consolidate the two properties of 1251 Lakeview Drive and 1252 Lakeview Drive into one property. That enabled the non-lakefront home at 1251 Lakeview Drive to be used as the site for the principal single family residence and allow the lakefront portion at 1252 Lakeview Drive to be used for accessory structures permitted by Code such as a guest house, swimming pool, etc. subject to certain conditions. To have those conditions "run with title to the land", that approval and conditions attached thereto were recorded in a "Use Restriction Declaration" pertaining to the combined property at 1251 Lakeview Drive, which is now both the lakefront and non-lakefront parcels.

The property was subsequently purchased by Mr./Mrs. Seidel, in May, 2016, who received approval to build a swimming pool and pool cabana building on that lakefront portion of the property from the P&Z Board in September, 2016.

In the interim the adjacent property to the north at 1234 Lakeview Avenue was purchased in September 2016. The new owners' intentions are to demolish the existing home and rebuild a new lakefront home (which will need P&Z approval). Given that scenario, the Seidel's have reached an agreement to swap parcels, allowing their lakefront parcel to be moved to the north adjacent to the home at 1230 Lakeview Drive.

The advantage to the owner of the 1234 Lakeview property is that they pick up a little more land (about 2,000 sf) and avoid a design issue with a major tree on the neighbor's property. The advantage to the Seidel's is that the new location of this lakefront parcel lines up with their home and provides a better 'lake view'.

The change in the land area of the lakefront parcel is minimal. The width at the new location is 45.33 feet at the front and the back. The width on the existing lakefront parcel is 50 feet wide at the street and 70 feet wide at the lake. The size of the lakefront parcel at the new location is approximately a 2,000 sf reduction from the existing lakefront parcel size.

**Use Restriction Declaration:** The "Use Restriction Declaration" is recorded in the public records based on the previous location and previous legal descriptions and it can only be amended via this action. A new "Use Restriction Declaration" is to be recorded with the exact same text but swapped locations/legal descriptions.

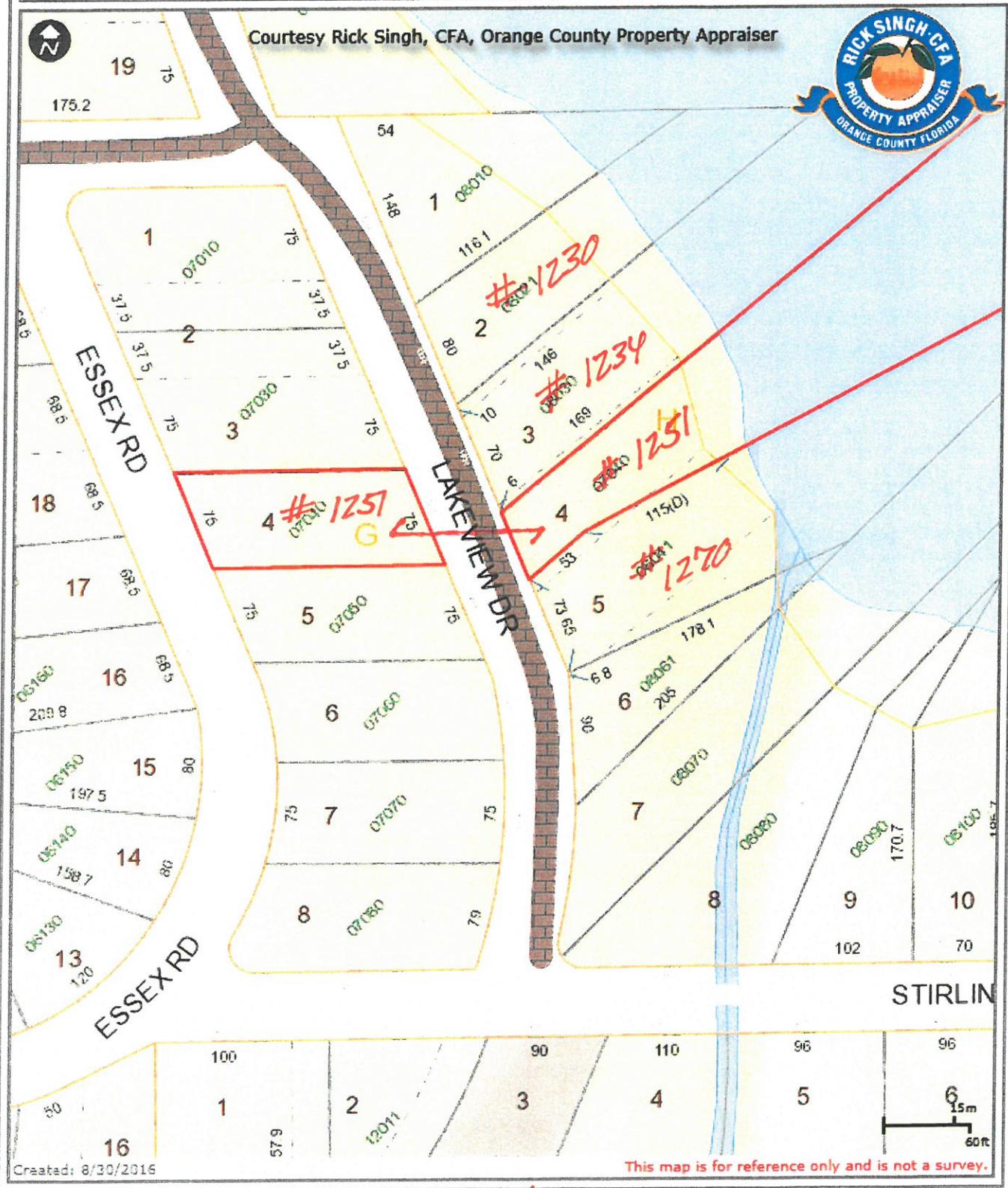
**Use of the new 1251 Lakeview Drive (lakefront) parcel:** The Seidel's plan to build the same lakefront cabana building and swimming pool that was approved by P&Z in September 2016 on this now 7,858 square foot lakefront parcel (see plan attached). The pool cabana building is a one-story 720 square foot building (including the covered breezeway) with a covered rear deck of 330 square feet (which does not count in the FAR). The total FAR is 9.2%. The building meets the established front setback and is in line with the adjacent homes. The swimming pool is also within the required 50 foot lakefront setback. The proposed cabana building, swimming pool, driveway and parking spaces will have an impervious coverage of \_\_\_\_\_%, which is within the maximum 50%. The majority of the canopy of the major live oak tree on the neighbor's property hangs over this property. It does not interfere with the Seidel's plans. However, if this swap did not take place then a large part of that live oak canopy would have needed to be removed for the new home, which is not necessary now due to this smaller degree of new construction for the pool cabana and swimming pool.

**Use of the new 1234 Lakeview Drive (lakefront) parcel:** Sometime in the next few months, the new home proposed for this property will be reviewed and approved by the P&Z Board, following notice to neighbors, subject to the normal lakefront review criteria of Section 58-87. You will note the "Access and Temporary Easement Agreement" in the attached materials. This is an agreement that the Seidel's entered into with the Foley's, the owners of the home at 1270 Lakeview Drive because the only way to get into the Foley's basement is to travel over a portion of the 1234 Lakeview property. That agreement 'runs with title to the land' so the new owners will need to design their new home accordingly.

**Future Dock/Boathouse:** Both lakefront parcels now have dock/boathouses and both wish to rebuild them located next to each other with no side setbacks in order to maximize their lake views. This subdivision approval allows for the establishment of the zero foot setbacks between dock/boathouses, as requested.

**Staff Summary and Recommendation:** Approval of the requests, as presented subject to recording of a revised "Use Restriction Declaration" for the new legal description.

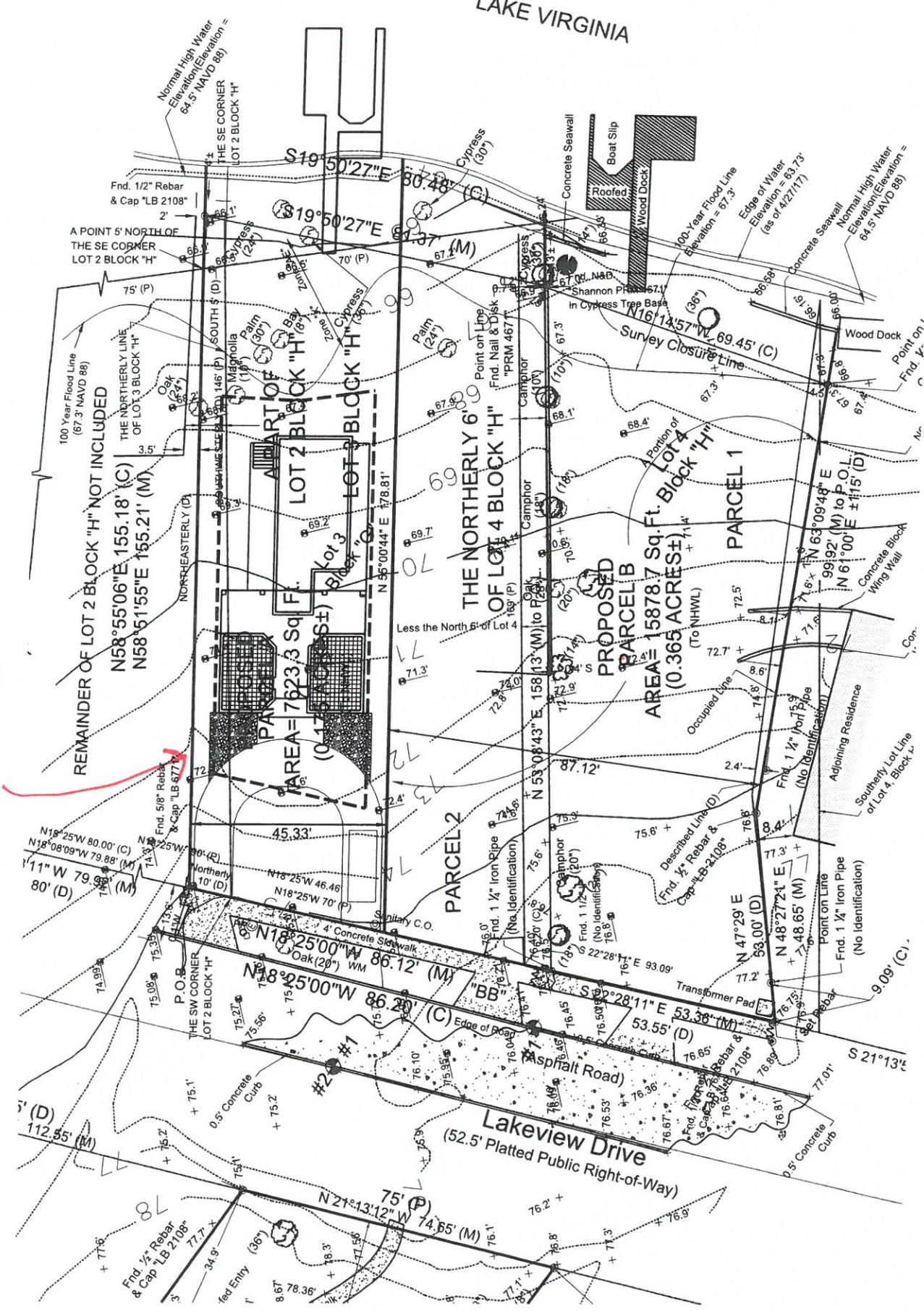
OCPA Web Map	Major Roads	Proposed Roads	Residential	Commercial/Industrial	Parks	6	Lot Number	
Florida Turnpike	Public Roads	Brick Road	Agriculture	Vacant Land	Lakes and Rivers	06060	Parcel Number	
Interstate 4	Gated Roads	Block Line	Commercial/Institutional	Agricultural Currage				
Toll Road	Road Under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



Current Ownership Arrangement



## Cabana / Swimming Pool Site Plan (Relocated)



# *Existing Use Restriction Declaration*

## THIS INSTRUMENT PREPARED BY:

Mary Rebecca Wilson, Esq.  
215 North Eola Drive,  
Orlando, FL 32801  
407-418-4600

Return to:  
City Clerk  
City of Winter Park  
401 Park Avenue South  
Winter Park, FL 32789

DOCH 20150138760 B: 10891 P: 3134  
03/19/2015 08:53:07 AM Page 1 of 7  
Rec Fee: \$61.00  
Martha O. Haynie, Comptroller  
Orange County, FL  
SA - Ret To: CITY OF WINTER PARK



## USE RESTRICTION DECLARATION

THIS USE RESTRICTION DECLARATION made this 2<sup>nd</sup> day of MARCH, 2015, by JOSEPH PASSALACQUA, as MANAGING PARTNER of PASSALACQUA LP, a Florida limited partnership, whose mailing address is 1251 Lakeview Drive, Winter Park, Florida 32789 ("Owner"), in favor of the CITY OF WINTER PARK, a municipal corporation organized and existing under the laws of the State of Florida, whose address is 401 Park Avenue South, Winter Park, Florida 32789 (the "City").

### R E C I T A L S

WHEREAS, Owner is the owner of that certain real property more particularly described as set forth in Exhibit "A" attached hereto, which property (the "Property") is located within the corporate limits of the City; and

WHEREAS, the Property is a consolidation of two formerly separate taxable parcels, as described on Exhibit "B" attached hereto (the "1251 Parcel" and the "1252 Parcel", respectively); and

WHEREAS, Section 58-71 (i) (8) of the Code of Ordinances of the City of Winter Park (the "Code") provides that guesthouses or garage apartments are permitted accessory uses when they provide accommodations for guests, domestic service employees or members of a family occupying the main building on the same property; and

WHEREAS, Section 58-71 (i) (8) of the Code further provides that guesthouses or garage apartments shall not exceed 1,000 square feet of floor area and prohibits such guesthouses or garage apartments, as permitted accessory uses, from having a kitchen area or cooking facilities, separate utility meters, and from being rented, let or hired out for occupancy whether compensation be paid directly or indirectly; and

WHEREAS, Sections 58-71 (i) (8) and 58-392 of the Code of the Code of Ordinances of the City of Winter Park further require that in order to protect the City from a proliferation of prohibited nonconforming rental uses, all applicants for building permits for guesthouses or garage apartments, or for the substantial improvement of same, must record a deed restriction outlining the above restrictions and conditions of that building permit; which deed restriction

shall be recorded prior to the issuance of the building permit and shall be removed only with the consent of the City.

NOW, THEREFORE, in consideration of the mutual benefits contained herein, and other good and valuable consideration, the receipt of which is hereby acknowledged, Owner hereby declares the following:

1. The above recitals are true and correct and are incorporated herein by reference as if set forth in full herein.

2. The Property as described in Exhibit "A" attached hereto is subject to the restrictions identified in the above referenced provisions of Sections 58-71 and 58-392 of the Code, as said section may from time to time be amended.

3. Owner hereby further declares and warrants that Owner has fee simple title and full right and interest in and to the Property and represents that no other parties other than those signing this document have any legal or equitable right, title or interest to the Property.

4. Owner hereby declares that any guest house or garage apartment located on the Property shall be used only for providing accommodation for guests, domestic service employees or members of the family occupying the main building on the Property and shall not be rented, leased or hired for occupancy, whether for direct or indirect compensation, and shall not be equipped with a kitchen area or cooking facilities and/or separate utility meters and that this restriction shall run with the Property and shall bind the Owner and his successors and assigns.

5. Unless otherwise agreed to by the City, all liens, mortgages and other encumbrances not satisfied or released of record, must be subordinated to the terms of this Use Restriction Declaration. It shall be the responsibility of the Owner to promptly obtain the said subordination or joinder, in form and substance acceptable to the City Attorney, prior to the City's execution of the Use Restriction Declaration.

6. Owner hereby agrees to limit development as follows:

(a) If Owner builds a guest house or pool cabana up to 1,000 square feet on the 1252 Parcel, then Owner hereby further declares that the main residence located at the 1251 Parcel will be limited to a residence up to 4,500 square feet. Any plans for a garage apartment or pool cabana to be built on the 1252 Parcel shall require approval from the City's Planning and Zoning Board pursuant to Section 58-87 of the Code.

(b) Alternatively, if Owner does not build a guest house or pool cabana on the 1252 Parcel, the 1251 Parcel may be developed as a residence of up to 5,200 square feet if the home is built in accordance with the special setbacks set forth in Section 58-65 of the Code.

7. Enforcement and Remedies. If Owner, or its successors or assigns, fails to conform with the above stated terms and provisions of this Use Restriction Declaration, it shall be lawful for the City to maintain a proceeding in any court of competent jurisdiction in Orange County, Florida, to seek specific performance of this Use Restriction Declaration for the purpose

of preventing or enjoining all or any such violations or attempted violations. The remedies contained in this provision shall be the sole remedies available to the City and the prevailing party shall be entitled to attorneys' fees and costs arising out of any such litigation.

8. Modification or Termination. The terms of this Use Restriction Declaration may be modified or terminated only by written instrument signed by each of the parties hereto, or the successors and assigns of the parties hereto.

9. Binding Covenant. This Use Restriction Declaration shall be recorded in the Public Records of Orange County, Florida, and shall run with the title to the Property and the benefits and burdens hereof shall bind and inure to the benefit of all heirs, personal representatives, successors and assigns.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK;

SIGNATURES APPEAR ON FOLLOWING PAGE]

IN WITNESS WHEREOF, Owner has hereunto executed this document as of the day and year first written above.

Signed, sealed and delivered in the presence of: PASSALACQUA LP, a Florida limited partnership

*Jane Chronody*  
Print Name: Jane Chronody

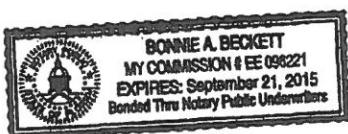
*Joseph Passalacqua*  
By:  
Name: JOSEPH PASSALACQUA  
Title: MANAGING PARTNER

*Jennifer Hassan*  
Print Name: JENNIFER HASSEN

STATE OF FLORIDA  
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this 2nd day of MARCH,  
2015, by Joseph Passalacqua as Managing Partner of PASSALACQUA  
LP, a Florida limited partnership, on behalf of the limited partnership, who is  is personally  
known to me or  who produced \_\_\_\_\_ as identification.

(NOTARY SEAL)



*Bonnie A. Beckett*  
Notary Public Signature

*Bonnie A. Beckett*  
(Name typed, printed or stamped)

WITNESSES:

Michelle Bernstein

Michelle Bernstein  
(print)

Michelle Bernstein

Michelle Bernstein  
(print)

CITY OF WINTER PARK, FLORIDA

By: Kenneth W. Bradley  
Kenneth W. Bradley, Mayor

ATTEST:

By: Cynthia S. Bonham  
Cynthia S. Bonham, City Clerk

Date: 1-26-15



STATE OF FLORIDA  
COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this 9<sup>th</sup> day of March, 2015, by Kenneth W. Bradley, Mayor of the City of Winter Park, Florida  
(check one)  who is personally known to me or  who produced  
as identification.

Michelle Bernstein

Notary Public - State of Florida

Print Name: \_\_\_\_\_

My Commission expires: \_\_\_\_\_



EXHIBIT "A"  
LEGAL DESCRIPTION OF THE PROPERTY

Lot 4, Block G, VIRGINIA HEIGHTS, according to the Plat thereof as recorded in Plat Book G, Page 107, Public Records of Orange County, Florida.

**AND TOGETHER WITH**

Lot 4 (less the North 6 feet), and beginning at the Northeast corner of Lot 5 run South to point 45 feet South of the Northeast corner of Lot 6; thence Northwesterly to point 6.8 feet North of the Southwest corner of Lot 5; thence North to Northwest corner of said Lot 5; thence East to point of beginning, all in Block H, VIRGINIA HEIGHTS, according to the Plat thereof as recorded in Plat Book G, Page 107, Public Records of Orange County, Florida.

EXHIBIT "B"  
LEGAL DESCRIPTION OF THE 1251 PARCEL

Lot 4, Block G, VIRGINIA HEIGHTS, according to the Plat thereof as recorded in Plat Book G, Page 107, Public Records of Orange County, Florida.

LEGAL DESCRIPTION OF THE 1252 PARCEL

Lot 4 (less the North 6 feet), and beginning at the Northeast corner of Lot 5 run South to point 45 feet South of the Northeast corner of Lot 6; thence Northwesterly to point 6.8 feet North of the Southwest corner of Lot 5; thence North to Northwest corner of said Lot 5; thence East to point of beginning, all in Block H, VIRGINIA HEIGHTS, according to the Plat thereof as recorded in Plat Book G, Page 107, Public Records of Orange County, Florida.

# Existing Access Agreement w/Foley's e 1270 Lakeview

Prepared By:

Wiley S. Boston, Esq.  
Holland & Knight, LLP  
200 South Orange Avenue, Suite 2600  
Orlando, Florida 32801

DOC# 20160271314  
05/25/2016 04:21:19 PM Page 1 of 11  
Rec Fee: \$95.00  
Deed Doc Tax: \$0.00  
DOR Admin Fee: \$0.00  
Intangible Tax: \$0.00  
Mortgage Stamp: \$0.00  
Martha O. Haynie, Comptroller  
Orange County, FL  
MB - Ret To: STEPHEN F BROOME PA



## ACCESS AND TEMPORARY CONSTRUCTION EASEMENT AGREEMENT

THIS ACCESS AND TEMPORARY CONSTRUCTION EASEMENT AGREEMENT ("Agreement") is made and entered into effective as of the 6<sup>th</sup> day of May, 2016, between GREGORY S. SEIDEL and VALERIE L. SEIDEL, husband and wife, whose post office address is 1250 Richmond Rd Winter Park 32789 (collectively, the "Grantor") and PETER F. FOLEY, III and ANTOINETTE D. FOLEY, husband and wife, whose post office address is 1270 Lakeview Drive, Winter Park, Florida 32789 (the "Grantee").

### WITNESSETH:

WHEREAS, Grantor is the contract purchaser of certain real property in Orange County, Florida, as more particularly described in Exhibit A attached hereto and made a part hereof (the "Grantor Parcel")

WHEREAS, Grantee is the owner of certain real property located next to the Grantor Parcel, as more particularly described on Exhibit B attached here and made a part hereof (the "Grantee Parcel")

WHEREAS, Grantee is the owner of a wall adjacent to the Grantor Parcel that encroaches upon the Grantor Parcel, as more particularly illustrated on Exhibit C attached here and made a part hereof (the "Encroaching Wall")

### AGREEMENT

NOW, THEREFORE, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties do hereby agree as follows:

1. Grant of Access Easement. Grantor hereby grants to the Grantee, subject to the terms and conditions of this Agreement, a non-exclusive surface easement for ingress and egress to the Grantee Parcel (the "Access Easement") upon and across the southerly seven and one half (7.5) feet of the Grantor Parcel, but excluding any portion of the Grantor Parcel that is located within ten (10) feet of the waters of Lake Virginia (the "Access Easement Property"), plus, so

long as the existing utility box remains within the Access Easement, access rights to the Access Easement from the present location of the driveway curb-cut for the Grantor Parcel, or from the future curb-cut location if relocated.

2. **Grant of Temporary Construction Easement.** Grantee hereby grants to Grantor a non-exclusive easement (the "Construction Easement") across the northerly fifteen (15) feet of the Grantee Parcel to relocate and reconstruct portions of the Encroaching Wall, to regrade and harmonize the properties, and to relocate, co-locate and harmonize utility lines, all as generally illustrated on **Exhibit C** attached hereto (collectively, the "Construction Work"). Before beginning the Construction Work, Grantor will submit to Grantee for approval a construction detail documenting how soil will be retained so as not to create soil and water erosion on the Grantee Parcel or cause flooding of Grantee's garage.

3. **Construction.** All work as herein permitted shall be performed by contractors fully insured and licensed to do the work undertaken and in a safe, diligent and workman-like manner in compliance with applicable laws and regulations. Grantee shall be listed as an additional insured for any work performed on the Grantee Parcel. Grantee shall not construct any improvement or modification upon the Access Easement Property, nor will Grantee engage in any use of the Access Easement Property which is inconsistent with or interferes with the rights of the Grantor under this Easement Agreement.

4. **Maintenance of Easement Property.** Grantee shall keep the Access Easement Property free from trash, debris, and safety hazards arising from Grantee's entry or use. Grantor and Grantee shall use the Access Easement Property in accordance with all applicable laws, rules and regulations of governmental authorities having jurisdiction over the Access Easement Property.

5. **Liens.** In the event that any lien shall be filed against any portion of the Grantor Parcel as a result of Grantor's use of the Construction Easement, then in such event, Grantor shall cause such lien to be released or transferred to bond within thirty (30) days after the filing of such lien. In the event that Grantor shall fail to cause any such lien to be released or transferred to bond within such thirty (30) day period, Grantee may, at its sole discretion, cause such lien to be released or transferred to bond, and Grantor shall pay to Grantee upon demand all amounts expended by Grantee to cause such lien to be released or transferred.

6. **Indemnity.** (a) Grantee hereby agrees to indemnify, defend and hold harmless Grantor from and against any loss, cost or damage, including without limitation reasonable attorneys' fees, caused by personal injury (including death) or property damage arising solely from any entry by Grantee or its agents, employees or contractors onto the Access Easement Property or Grantor Parcel in connection therewith.

(b) Grantor hereby agrees to indemnify, defend and hold harmless Grantee from and against any loss, cost or damage, including without limitation reasonable attorneys' fees, caused by personal injury (including death) or property damage arising solely from any entry by Grantor or its agents, employees or contractors onto the Grantee Parcel. Grantor shall be responsible for any pre-existing or undisclosed defects not waived by Grantee, and its total liability to Grantee in connection with performance of the Construction Work shall be limited to the cost of the

Construction Work. Notwithstanding the foregoing, if the Construction Work causes erosion or flooding, Grantor will be responsible for all fees and damages associated with such damage, erosion or flooding on the Grantee Parcel.

7. No Prescriptive Rights or Adverse Possession. Grantor and Grantee acknowledge that no past or present use of any or all of the Grantor Parcel shall serve to confirm or create any additional prescriptive easement, adverse possession, or other property right in favor of Grantee, other than the Access Easement created by this instrument, and Grantee hereby releases, settles, and discharges any claim of implied easement, prescriptive easement, easement by implication, or other easement right over any portion of the Grantor Parcel except for and excluding the Access Easement.

8. Redevelopment. The purpose of the Access Easement is to allow for access to the side entrance of the dwelling that is located on the Grantee Parcel as of the date of this Agreement. Upon redevelopment resulting in the elimination of the existing garage use, or demolition of the dwelling on the Grantee Parcel, the Access Easement will automatically expire, and be deemed terminated and released. The Construction Easement will automatically expire, and be deemed terminated and released, on the last day of the thirty-sixth (36<sup>th</sup>) month following the date of this Agreement.

9. No Rights in Public. Nothing contained herein shall be construed as creating any rights in the general public or as dedicating for public use any portion of the Grantor Parcel or the Grantee Parcel.

10. Cooperation. Grantee shall reasonably cooperate with Grantor, at no expense to Grantee, in identifying existing conditions and obtaining all permits and approvals for the Construction Work and for Grantor's work on the Grantor Parcel in accordance with the Use Restrictions Declaration recorded March 19, 2015 at Book 10891, Page 3134, Official Records of Orange County, Florida, and shall promptly execute and deliver any reasonable applications, requests, and consents that might be required.

11. Rights Reserved to Grantor. Grantee recognizes and acknowledges that the Access Easement is nonexclusive in nature. Grantor, and successors in title, shall continue to have the right to use the Access Easement Property for any purpose(s) not inconsistent with the terms of this Agreement, including but not limited to:

i. The right to use the Access Easement Property at any and all times and for any and all purposes that do not permanently obstruct access across the Access Easement Property, including but not limited to reasonable landscaping and gated fencing; and

ii. The right and privilege at any time and from time to time to make grants, easements, licenses and privileges to other persons or entities, over, under, upon and with respect to the Access Easement Property, for access or utility purposes or other purposes or uses that will not impede or materially interfere with the Grantee's use of the Access Easement Property for the purposes and in the manner described in this Agreement; and

iii. The right, but not the obligation, to lay out and plat or dedicate streets, roadways, pedestrian walkways, or utility easements along, over, under and across the Access

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Easement Property and to convey the same or the area so laid out or any interest therein to any county or other governmental authority, utility company, the general public or any private entity, so long as such conveyance is subject to the terms of this Agreement and does not impede or materially interfere with Grantee's use of the Access Easement Property for the purposes and in the manner described in this Agreement. The Access Easement shall not be deemed to establish any right for Grantee to park or store vehicles on the Access Easement Property.

12. Notices.

(a) Any notice or other like communication from one party to the other party pursuant to this Agreement shall be in writing and shall be delivered by (i) hand, (ii) registered or certified mail, return receipt requested, or (iii) recognized overnight mail courier service (e.g., Federal Express, or DHL), addressed:

In the case of Grantor:

Gregory S. Seidel and Valerie L. Seidel

---

---

Or, in the case of Grantee:

Peter F. Foley, III And Antoinnette D. Foley  
1270 Lakeview Drive  
Winter Park, Florida 32789

(b) Any notice sent pursuant to the terms of this Agreement shall be deemed to have been given (i) on the date the same was delivered by hand, (ii) three (3) business days after same was deposited in the United States Mail, registered or certified mail, with postage thereon fully prepaid, or (iii) one (1) business day after deposited with any recognized overnight mail courier service sent via overnight delivery addressed as herein above provided.

(c) Each party hereto shall have the right to designate a different notice address by notice given to the other party in accordance with the foregoing provisions of this Section.

13. Governing Law. This agreement shall be governed by the laws of the State of Florida.

14. Attorneys' Fees. If there is litigation to enforce or interpret this agreement, the prevailing party shall be entitled to recover attorney's fees and costs from the non-prevailing party.

15. Contingency. This Agreement is made wholly contingent upon purchase of the Grantor Property by Grantor or by Grantor's assignees.

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IN WITNESS WHEREOF, the undersigned have executed this Agreement on this 6 day of may, 2016.

Signed in the presence of  
two witnesses

(Sign) W.Smith  
(Print Name) William Smith

(Sign) Alicia Barker  
(Print Name) Alicia Barker

GRANTOR:

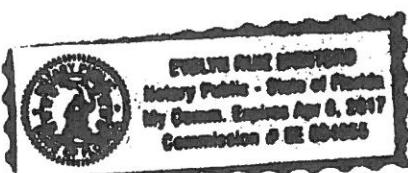
Gregory S. Seidel  
Gregory S. Seidel

Valerie L. Seidel  
Valerie L. Seidel

STATE OF FLORIDA

COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this 9<sup>th</sup> day of May, 2016, by Gregory S. Seidel and Valerie L. Seidel, husband and wife, who are personally known to me or who have produced \_\_\_\_\_ as identification.



Evelyn Ruiz Montero  
(Print) Evelyn Ruiz Montero  
Notary Public-State of Florida  
Commission Number: EE884955  
My Commission Expires: 4/08/2017

J.M.V.

[SIGNATURES ON FOLLOWING PAGES]



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IN WITNESS WHEREOF, the undersigned have executed this Agreement on this 6<sup>th</sup> day of May, 2016.

**GRANTEE:**

Signed in the presence of  
two witnesses

(Sign) J. F. Bock  
(Print Name) Jean Bock

(Sign) Brian Awumb  
(Print Name) Brian Awumb

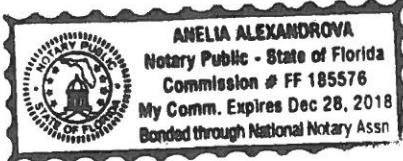
Peter F. Foley, III  
Peter F. Foley, III

Antoinette D. Foley  
Antoinette D. Foley

STATE OF FLORIDA

COUNTY OF ORANGE

The foregoing instrument was acknowledged before me this 6<sup>th</sup> day of May, 2016, by Peter F. Foley, III and Antoinette D. Foley, husband and wife, who are personally known to me or who have produced P.F. Foley as identification.



Anelia Alexandrova  
(Print) Anelia Alexandrova  
Notary Public-State of Florida  
Commission Number: FF185576  
My Commission Expires: 12/28/18

P.F. Foley

EXHIBIT A

Lot 4 (less the North 6 feet), and beginning at the Northeast corner of Lot 5 run South to point 45 feet South of the Northeast corner of Lot 6; thence Northwesterly to point 6.8 feet North of the Southwest corner of Lot 5; thence North to Northwest corner of said Lot 5; thence East to point of beginning, all in Block H, VIRGINIA HEIGHTS, according to the Plat thereof recorded in Plat Book G, Page 107, Public Records of Orange County, Florida.

LESS AND EXCEPT THEREFROM THE FOLLOWING LAND AS DESCRIBED IN THAT CERTAIN WARRANTY DEED RECORDED JANUARY 15, 1976 IN OFFICIAL RECORDS BOOK 2672, PAGE 1345, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TO WIT:

Parcel "X": Begin on the Westerly line of Lot 5, Block "H", VIRGINIA HEIGHTS, according to the Plat thereof recorded in Plat Book G, Page 107, Public Records of Orange County, Florida, at a point 6.8 feet Northerly from the Southwesterly corner of said Lot 5; run thence North 21 degrees 40 minutes West 73.65 feet along the Easterly right of Way line of Lakeview Drive, thence North 47 degrees 29 minutes East 53 feet, thence North 61 degrees 0 minutes East 115 feet more or less to the waters of Lake Virginia, thence Southeasterly along the waters of Lake Virginia 98 feet more or less to a point which bears North 65 degrees 35 minutes East from the point of beginning, thence South 65 degrees 35 minutes West 178.1 feet more or less to the point of beginning.

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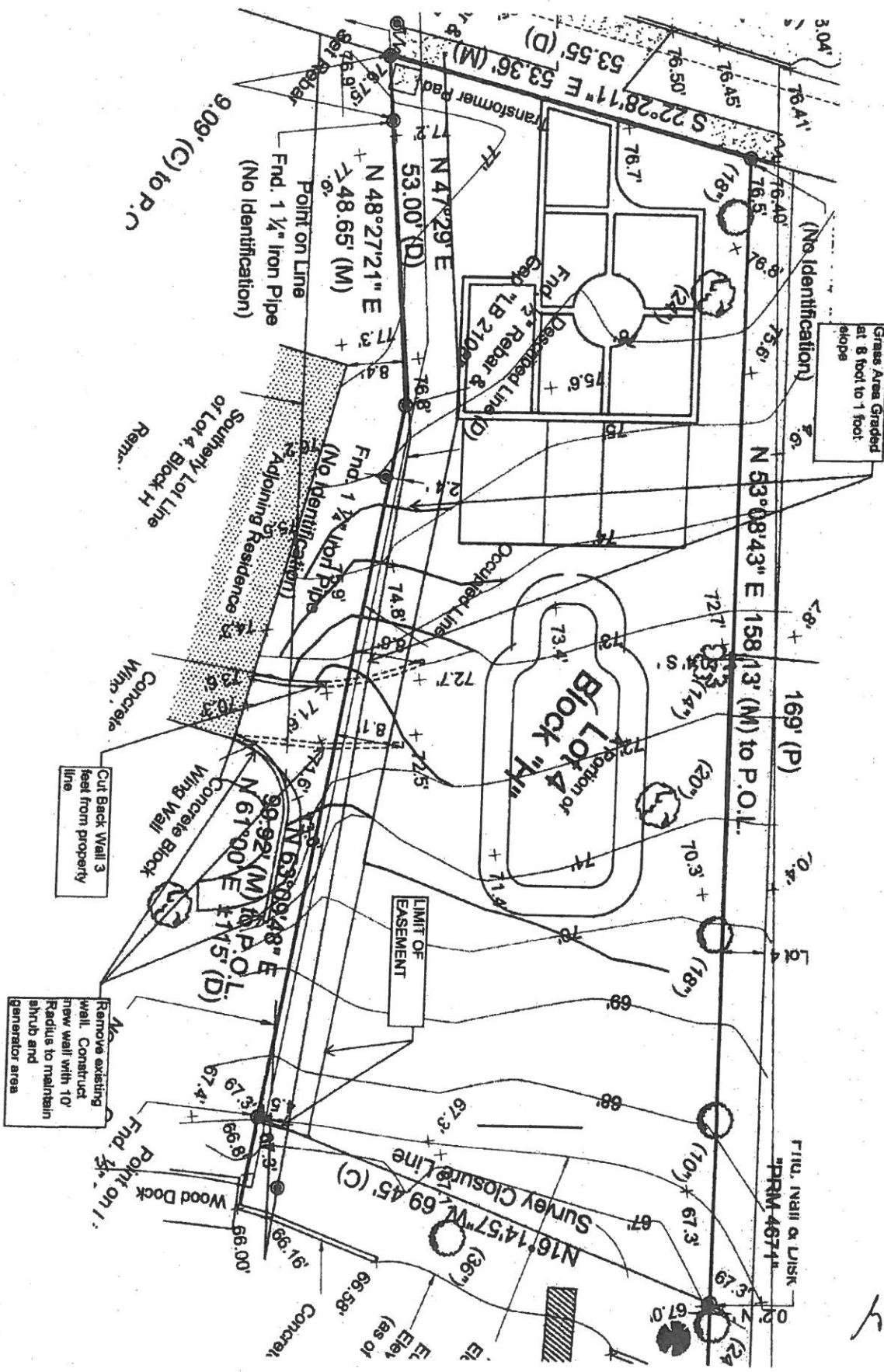
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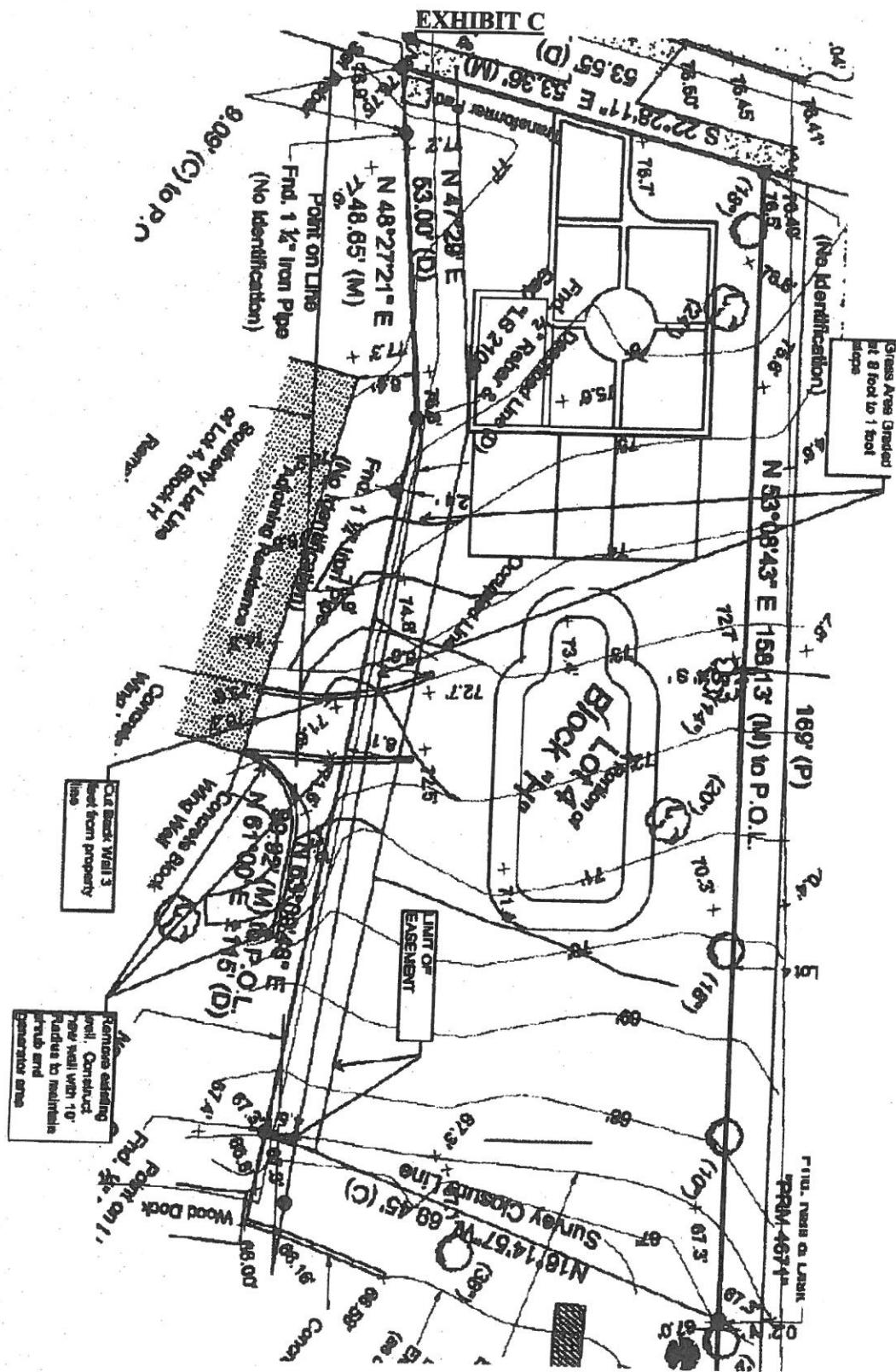
EXHIBIT B

Begin at the Westerly line of Lot 5, Block H, VIRGINIA HEIGHTS, according to the Plat thereof as recorded in Plat Book G, Page 107, Public Records of Orange County, Florida, at a point 6.8 feet Northerly from the Southwesterly corner of said Lot 5, run thence North 21 degrees 40' West 73.65 feet along the Easterly right of way line of Lakeview Drive, thence North 47 degrees 29' East 53 feet, thence North 61 degrees 0' East 115 feet more or less to the waters of Lake Virginia, thence Southeasterly along the waters of Lake Virginia 98 feet more or less to a point which bears North 65 degrees 36' East from the point of beginning, thence South 65 degrees 35' West 178.1 feet more or less to the point of beginning.

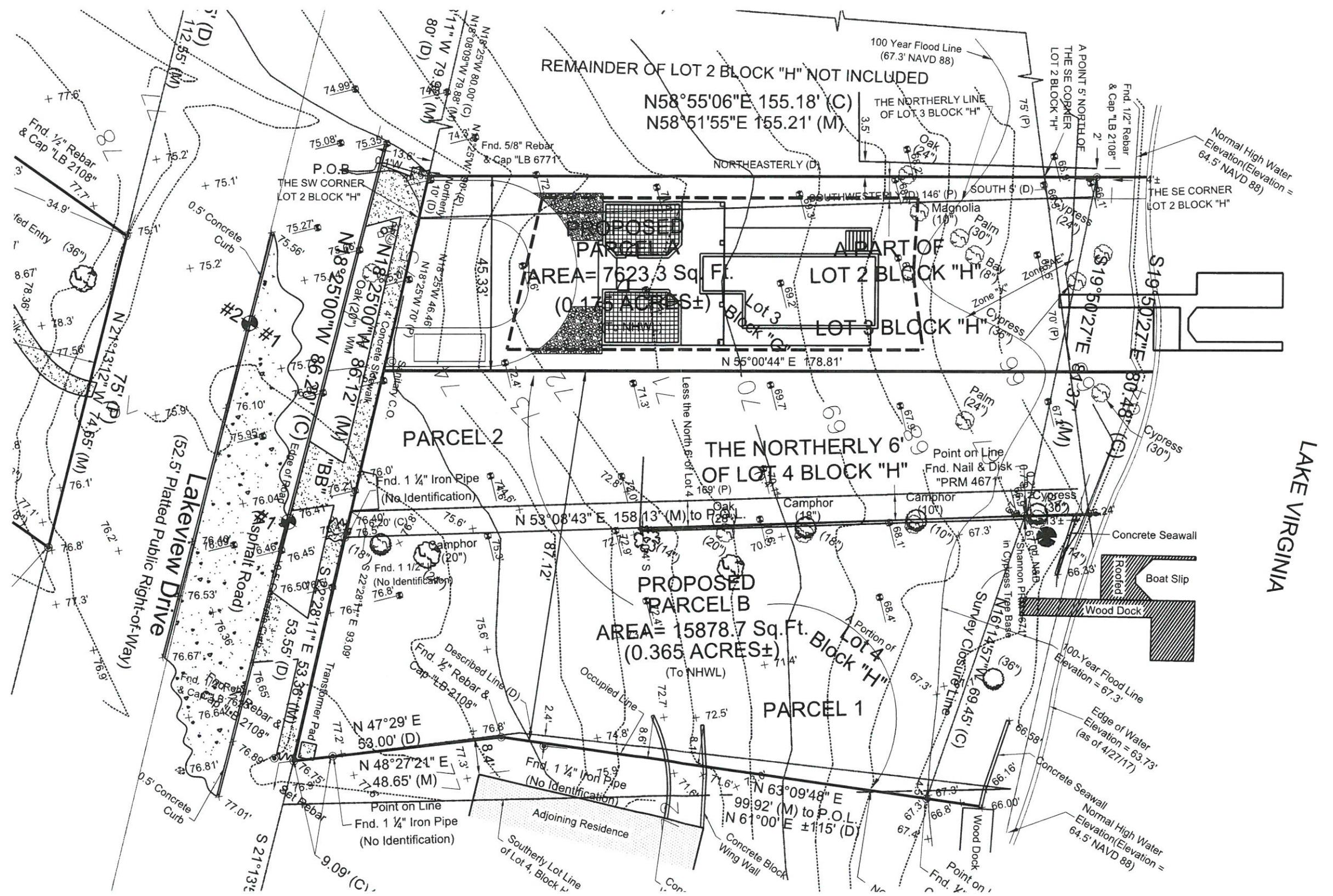
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AM  
JF









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

**Staff Report  
July 11, 2017**

**REQUEST OF DAVID WEEKLY HOMES LLC FOR:** SUBDIVISION APPROVAL TO SPLIT THE PROPERTY AT 1935 WOODCREST DRIVE, ZONED R-3, INTO FOUR SINGLE FAMILY LOTS.

---

David Weekly Homes, LLC (contract purchaser) is requesting subdivision or lot split approval to divide the property located at 1935 Woodcrest Drive into four single-family lots. The zoning of this property is R-3. The property is currently occupied by the Hope & Help Center of Central Florida, which the applicants plan to demolish.

During the City's review process of subdivisions or lot split requests, there are two criteria that are reviewed. First is the 'Zoning Test' as to conformance with the zoning criteria. The next is the 'Comprehensive Plan Test' which is conformance to the neighborhood character.

**ZONING TEST:** This existing property is approximately 230 feet wide and measures 32,166-square feet in size. The applicant is requesting to subdivide the lot into four single-family lots. The two exterior lots will measure 58 feet wide and 8,108-square feet in size and the two interior lots will measure 57 feet wide and 7,970-square feet in size. The R-3 zoning requires a minimum of 50 feet of lot width and a minimum of 6,000-square feet of land area for single-family lot. Thus, this request meets the R-3 lot dimension standards for a single-family lot, and no variances are requested.

**COMPREHENSIVE PLAN TEST:** The practice outlined in the Comprehensive Plan and the Subdivision Code (attached) is to look at the surrounding neighborhood to compare the standard lot sizes. The Code dictates that the review area is within a 500-foot radius of the subject property, and limited to those in the same zoning.

In this case, since the applicant is proposing to divide this R-3 lot into four single-family lots, the Comprehensive Plan Test is not applicable. The surrounding R-3 lots within 500 feet of this property are developed as multifamily housing. Adjacent to the east of this subject property is the two story, Oaks Condominium of eight units. Across the street is a two story, 1920 Woodcrest Condominium of 18 units and a smaller townhouse project of 3 units.

**ALTERNATIVE DEVELOPMENT OPTIONS:** As a site zoned R-3 of 32,166 square feet in size, this property has the potential for redevelopment with up to 12 residential units and 24,125 square feet of building area within a two story multi-family townhouse building(s). Thus, the proposal is significantly less density in units (four versus twelve) and potentially in building size, as well.

**DEVELOPMENT PLANS:** The applicant has provided a generalized front elevation for the type of homes that they plan to build, and general site plans for the layout of the proposed new homes. Staff is recommending that a condition be placed that these homes be of varying architecture as the applicant has presented.

The applicant's submittal references the city's single-family zoning regulations but actually the R-3 code applies for single-family homes as well, with different setbacks, FAR, etc. The applicants will comply with the normal single-family development standards for an R-3 lot, which permits up to a 75% Floor area ratio (FAR). That means that each of these lots could hold homes of 5,977 to 6,081 square feet in size. The only concern is the immediate transition from this size to the single family homes adjacent to the east with larger lots (10,125 square feet) but smaller homes (2,500 square feet) and with redevelopment potential up to 4,353 square feet in size. The applicant has voluntary agreed to limit these lots to a maximum FAR of 62.5% which yields approximately a 5,000 square foot home in total size as a transitional element for compatibility.

**TREE PRESERVATION:** The City's Urban Forester has reviewed this application, and provided comments (attached) that show the request to save almost all of the trees in the front portion of the lots. Planning staff realizes that it may be unrealistic to request that the applicant save all of these trees, but would support interior side setback variances, up to five feet, in order to save trees that the Urban Forester has requested be saved that are within the building footprint.

**APPLICABLE CODES:** The applicable Comprehensive Plan policy and Subdivision Code section governing lot splits are on the following page.

**Staff Recommendation is for APPROVAL, with the following conditions:**

- 1. That the proposed homes be limited to a floor area ratio of 62.5% (5,000 square feet).**
- 2. That the proposed homes be of varying architecture.**
- 3. That the applicant preserves existing trees onsite where possible, and can be granted up to a five foot interior side setback variance to accommodate this.**

## **RELEVANT COMPREHENSIVE PLAN POLICY:**

**Policy 1-3.6.8: Subdivision of Land and Lot Splits for Non-Lakefront Single Family and Low Density Multi-Family Property.** The City shall consider approving subdivision and lot split applications, which are not lakefront properties and which are not estate lots in areas designated single family, low density or multi-family residential, when the proposed new lots are designed at size and density consistent with the existing conditions in the surrounding neighborhood within a radius of five hundred (500) feet.

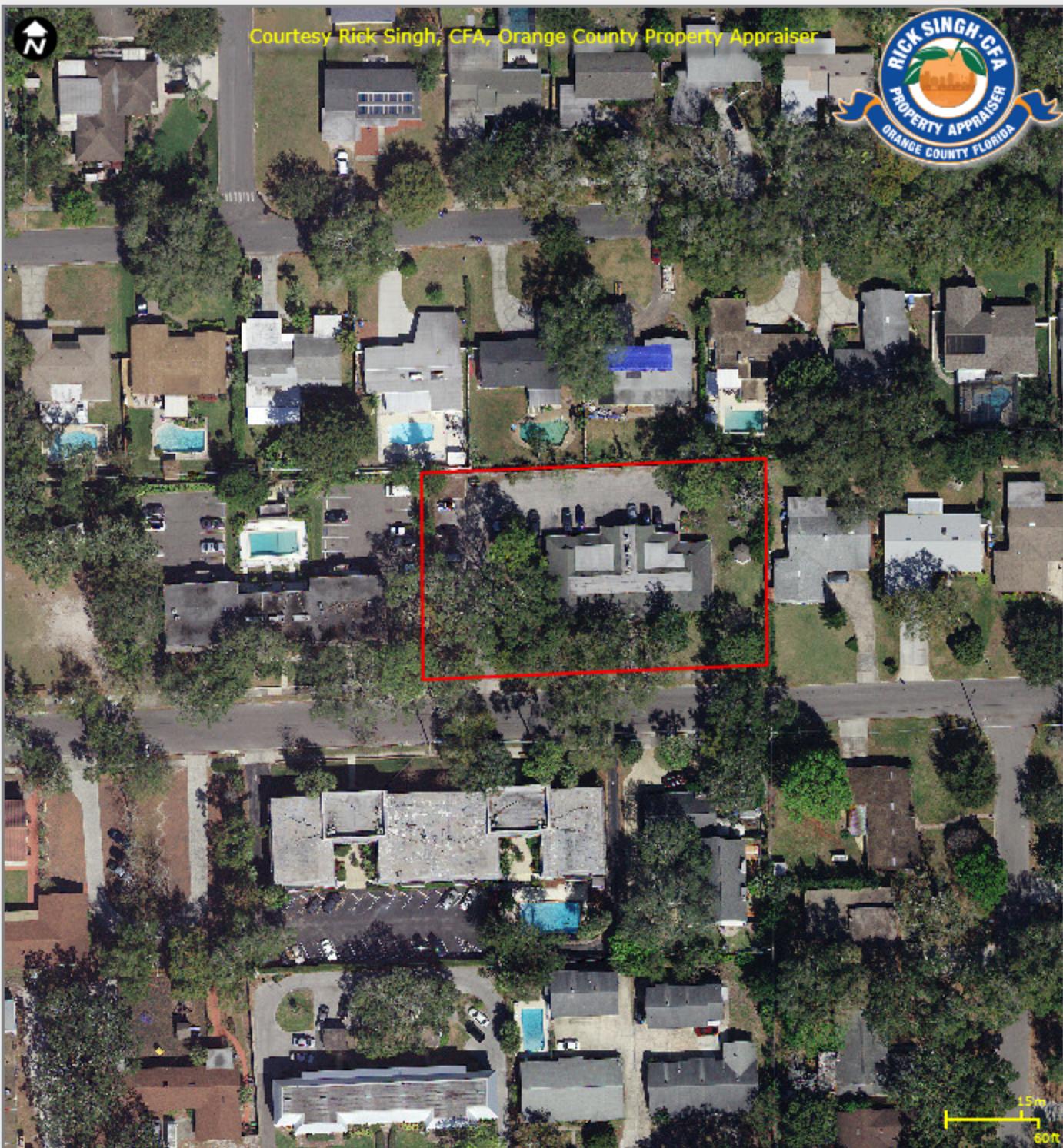
## **ARTICLE VI. - SUBDIVISION AND LOT CONSOLIDATION REGULATIONS**

### **Sec. 58-377. - Conformance to the comprehensive plan.**

- (a) In the City of Winter Park, as a substantially developed community, the review of lot splits, lot consolidations, plats, replats or subdivisions within developed areas of the city shall insure conformance with the adopted policies of the comprehensive plan as a precedent to the conformance with other technical standards or code requirements.
- (b) In existing developed areas and neighborhoods, all proposed lots shall conform to the existing area of neighborhood density and layout. The proposed lot sizes, widths, depths, shape, access arrangement, buildable areas and orientation shall conform to the neighborhood standards and existing conditions. This provision is specifically intended to allow the denial or revision by the city of proposed lot splits, lot consolidations, plats, replats or subdivisions when those are not in conformance with the existing neighborhood density or standards, even if the proposed lots meet the minimum technical requirements of the zoning regulations.
- (c) In determining the existing area or neighborhood density and standards, for the consideration of lot splits, plats, replats or subdivision of other than estate lots or lakefront lots, the planning and zoning commission and city commission shall consider the frontage and square foot area of home sites and vacant properties with comparable zoning within an area of 500-foot radius from the proposed subdivision.
- (d) In order to implement the policies of the comprehensive plan, the city commission may also impose restrictions on the size, scale, and style of proposed building, structures, or other improvements. This provision shall enable the city commission to impose restrictions on the size, height, setback, lot coverage, impervious area or right-of-way access such that proposed building and other improvements match the dimension and character of the surrounding area or neighborhood.

## Parcel Report for 16-22-30-0000-00-024

Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 6/12/2017

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



# 1935 Woodcrest Drive Lot Split Request

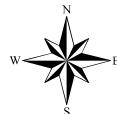
## **City of Winter Park Florida**

## LEGEND

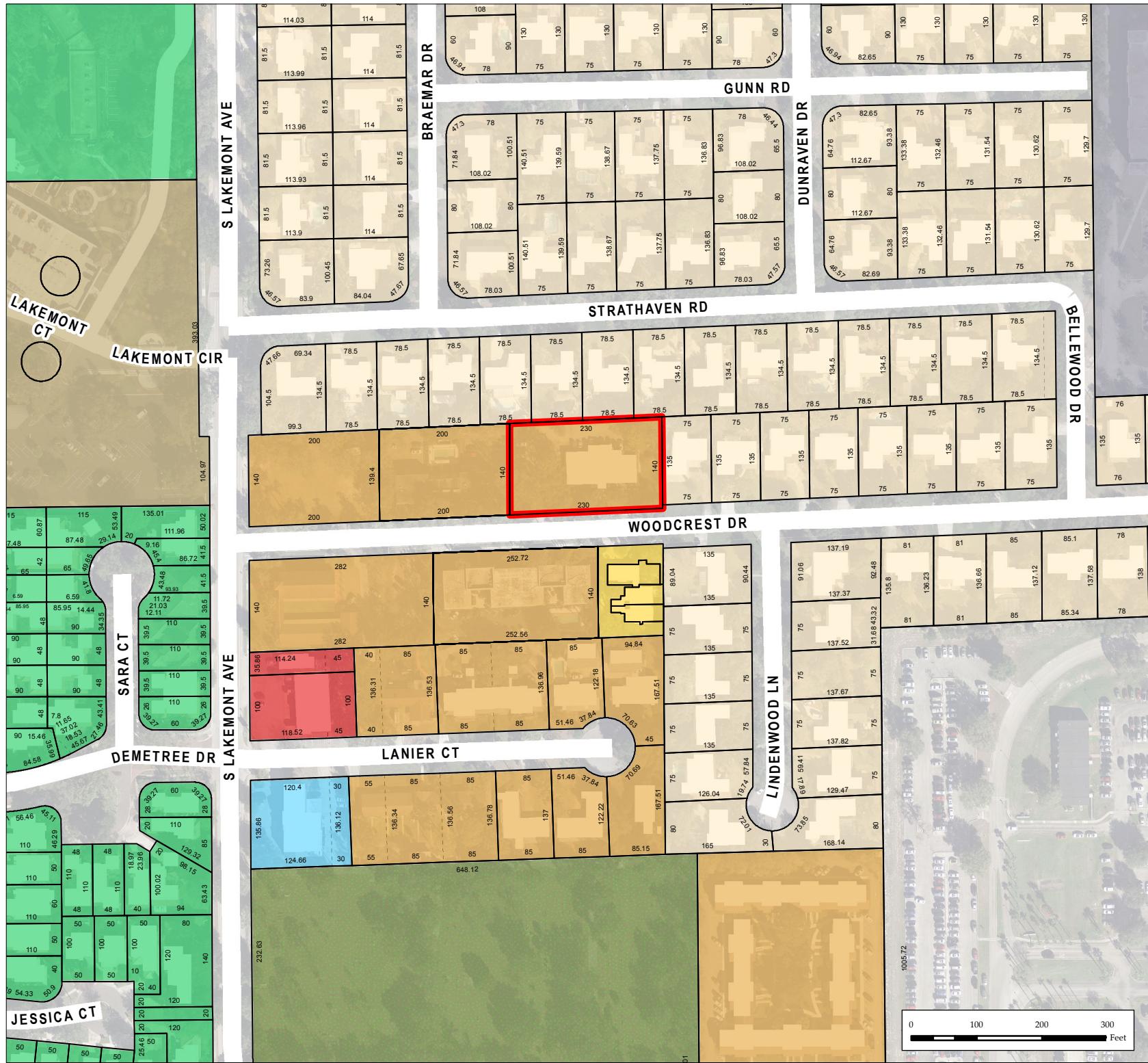
 1935 Woodcrest Dr.

## Zoning

- 



Date: 6/12/2017



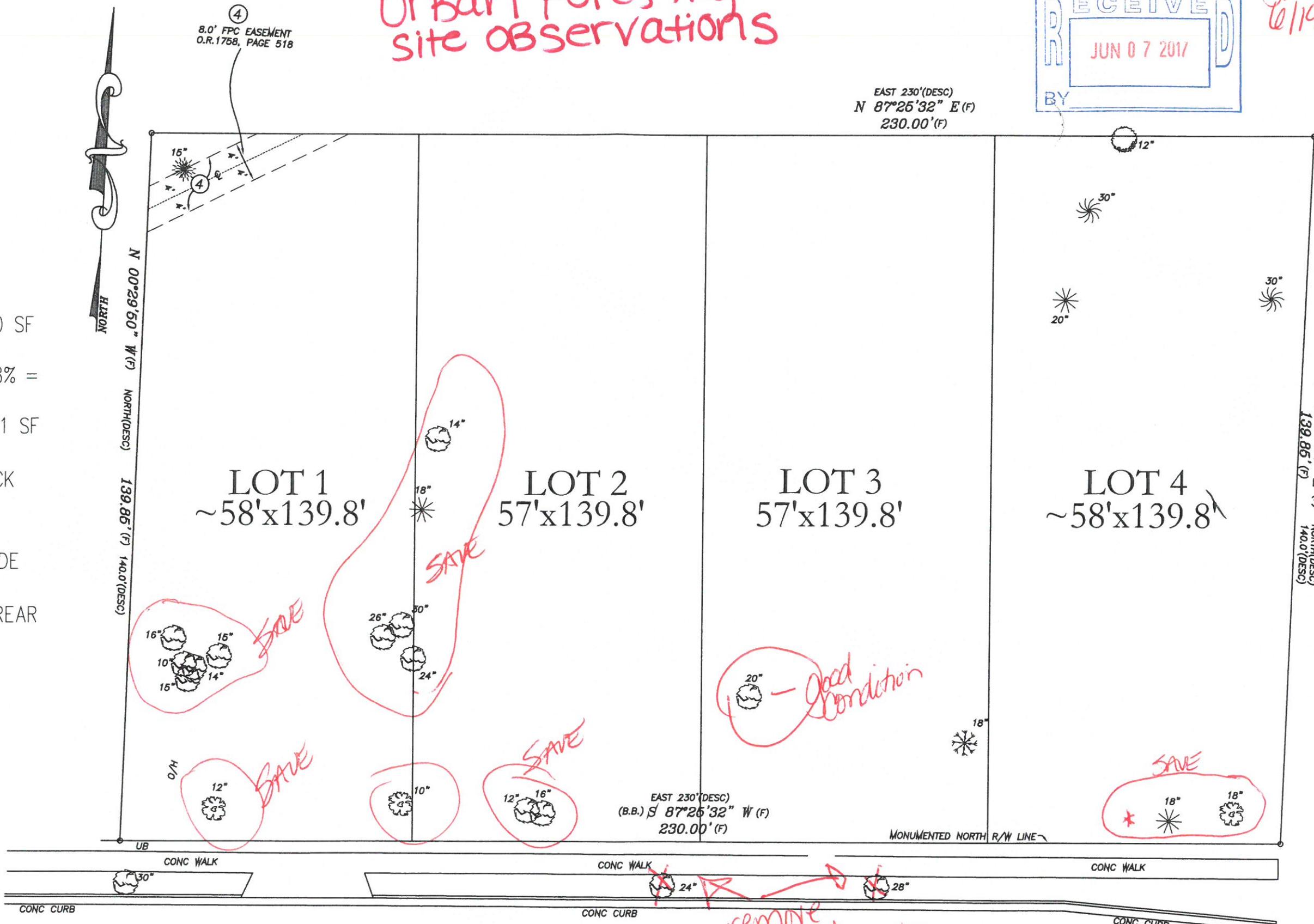
# Urban Forestry site observations

LOT: ~55'X~140'  
AREA: 7700 SF

IMPERVIOUS  
COVERAGE: 50% = 3850 SF

FAR CALCULATIONS: 38% =  
2926 SF  
MAX FAR: 43% = 3311 SF

25'-0" FRONT SETBACK  
W/ 5' PORCH  
ENCROACHMENT  
7'-6" FIRST FLOOR SIDE  
SETBACKS  
25'-0" FIRST FLOOR REAR  
SETBACKS

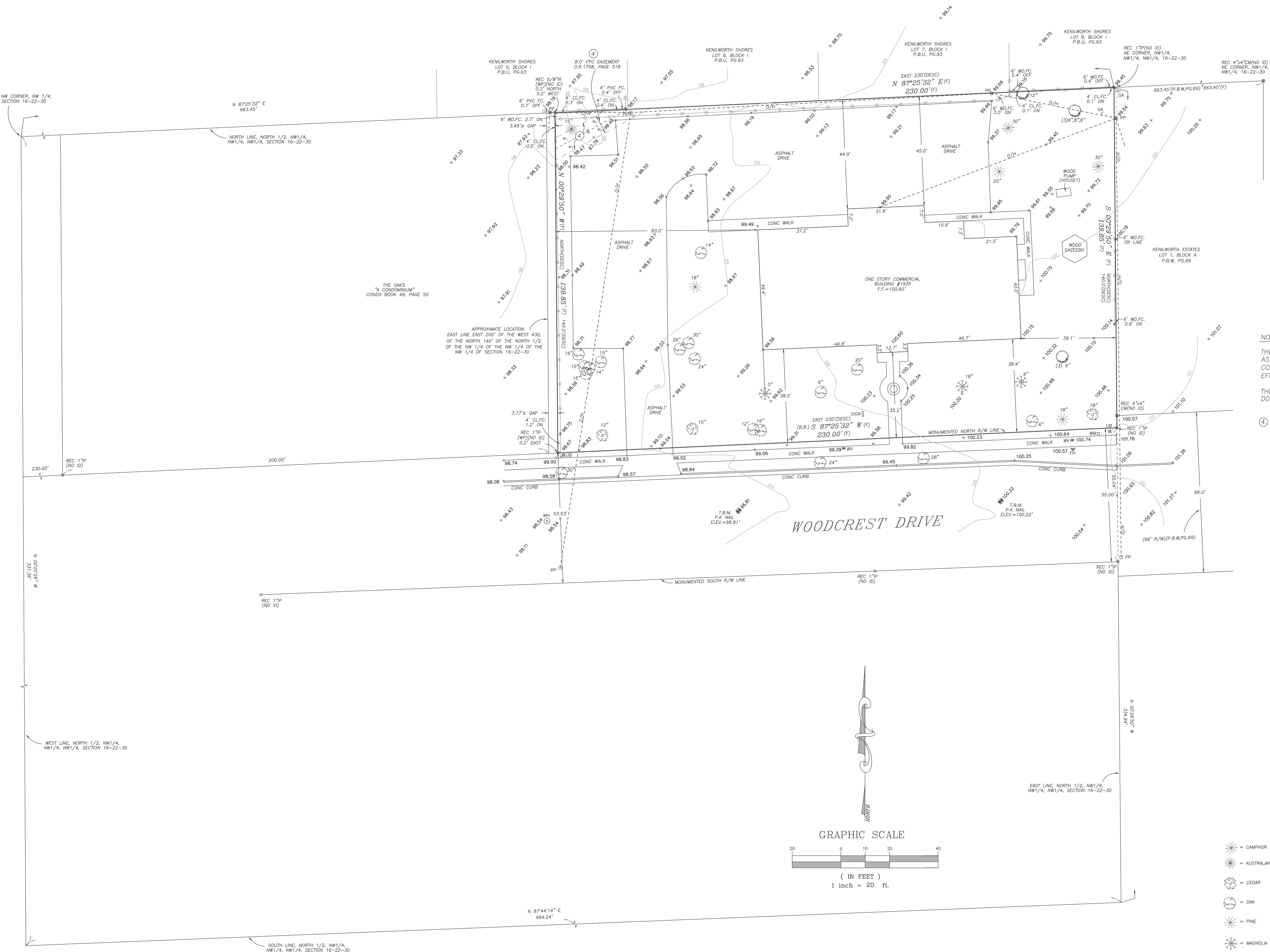


© Weekly Homes L.P. 2016  
The measurements, dimensions and other  
specifications shown on this document  
are guidelines for construction use only.  
The actual specifications of the finished  
structure may vary. This document may  
not be relied on as a representation of  
what the completed structure will look like.

David Weekly Homes  
MIR  
Scale: 1"=20'-0"  
Date: 3.6.17  
Rev:

CENTRAL LIVING ORLANDO  
WOODCREST DRIVE  
WINTER PARK, FL  
Proj. No.: 2953  
Lot:  
Blk:  
Job No.:  
Sect:  
Sect:

NORTH  
PLT\_PLAN  
ORLANDO



**DESCRIPTION AS FURNISHED:** The East 230 feet of the North 140 feet of the North  
1/2 of the Northwest 1/4 of the Northwest 1/4 of The Northwest 1/4 of Section  
6, Township 22 South, Range 30 East, Orange County, Florida.

*BOUNDARY SURVEY FOR / CERTIFIED TO:* David Weekley Homes; Keating & Schlitt,  
P.A.; Town Square Title, Ltd.; Chicago Title Insurance Company;

S CORRESPONDING TO SCHEDULE B2:

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SURVEYOR HAS LIMITED HIS REVIEW TO SEARCH FOR EASEMENT DESCRIPTIONS THAT LIE WITHIN THE SUBJECT SITE  
UNDER THE DOCUMENTS THAT HAVE BEEN FURNISHED TO THE SURVEYOR PERTAINING TO SCHEDULE B2 OF THE TITLE  
COMMITMENT (CUSTOMER REFERENCE NUMBER WE165334; CHICAGO TITLE ORDER NUMBER 6226170, BEARING AN  
ACTIVE DATE OF FEBRUARY 19, 2017 AT 5:00 P.M.), PREPARED BY CHICAGO TITLE INSURANCE COMPANY.

REVIEW STATED ABOVE DOES NOT INCLUDE OTHER/ADDITIONAL O.R. BOOK AND PAGES REFERENCED WITHIN THE  
MENTS LISTED IN THE ITEMS PER SCHEDULE B2.

R. BOOK 1758, PAGE 518/ O.R. BOOK 8045, PAGE 4770; SUBJECT TO: PLOTTED HEREON

# *LTA/ACSM Land Title Survey*

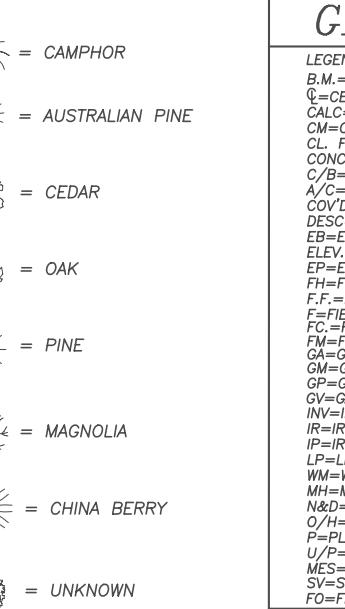
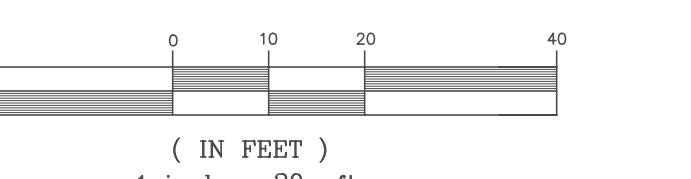
: David Weekley Homes; Keating & Schlitt, P.A.; Town Square Title, Ltd.; Chicago Title Insurance Company;

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1,3,7(a),8 & 16 of Table A thereof. The field work was completed on (04-12-2017)

Date: 04-14-2017

Tomas X. Grusenmeyer, RLS #4714  
State of Florida

## GRAPHIC SCALE



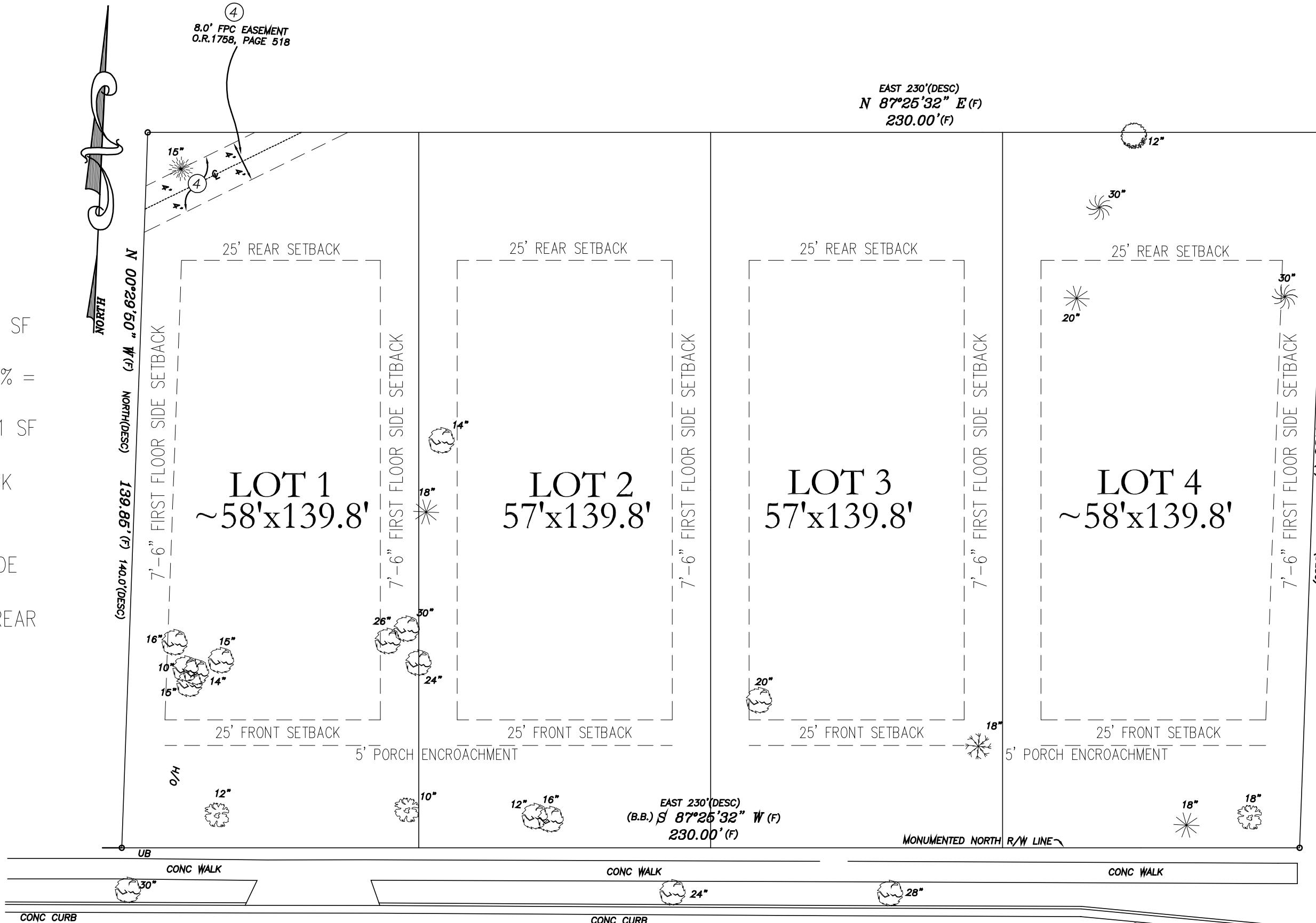
<p><b>RUSENMEYER – SCOTT &amp; ASSOC., INC. – LAND SURVEYORS</b></p> <p>ND =BENCHMARK INTERLINE =CALCULATED CONCRETE MONUMENT C.=CHAIN LINK FENCE C.=CONCRETE CONCRETE BLOCK AIR CONDITIONER =COVERED =DESCRIPTION ELECTRIC BOX =ELEVATION EDGE OF PAVEMENT IRE HYDRANT FINISHED FLOOR ELEVATION FENCE IRE METER ANCHOR GAS MARKER GUARD POST AS VALVE INVERT ON ROD ON PIPE IGHT POLE WATER METER MAN HOLE =NAIL AND DISK OVERHEAD LINE AI =UTILITY POLE MITERED END SECTION EVER VALVE IBER OPTIC MARKER DING/PROPERTY DOES NOT IN THE ESTABLISHED FLOOD PLANE AS 1' ZONE 'X' 12095C0255F (09-25-2009)</p> <p>5400 E. COLONIAL DR. ORLANDO, FL. 32807  <b>LEGEND</b>  POC=POINT OF COMMENCEMENT  POB=POINT OF BEGINNING  RCP=REINFORCED CONC PIPE  R/W=RIGHT OF WAY  REC=RECOVERED  SET N&amp;D=N&amp;D #4596  SN=SIGN  SET I.R.=1/2" IRON ROD W/LB #4596  TB=TELEPHONE BOX  TYP=TYPICAL  WD,FC.=WOOD FENCE  WP=WITNESS POINT  WALL=C/B WALL  WV=WATER VALVE  TRAN(TR)=TRANSFORMER  TOB=TOP OF BANK  L = ARC LENGTH  CB = CHORD BEARING  D = DELTA  R = RADIUS  C = CHORD LENGTH  DI = DRAINAGE INLET  ID = IDENTIFICATION  BLDG. = BUILDING  BB = BASE BEARING  T.B.M. = TEMPORARY BENCHMARK  (NO ID) = NO CAP IDENTIFICATION  UB = UTILITY BOX  UV=UTILITY VAULT  ± = MORE OR LESS  N/A=NOT APPLICABLE  BFP=BACK FLOW PREVENTER  SB=SIGNAL BOX  TP=TRAFFIC POLE  PP=POWER POLE  P.B.=PLAT BOOK  PG=PAGE</p>														
<p>(407)-277-3232 FAX (407)-658-1436  <b>CERTIFICATE OF AUTHORIZATION – LB 4596</b></p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. THE UNDERSIGNED DOES HEREBY CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17 (FLORIDA ADMINISTRATIVE CODE) PURSUANT TO SECTION 472.027 FLORIDA STATUTES.</li> <li>2. UNLESS EMBOSSED WITH SURVEYOR'S SIGNATURE AND SEAL, THIS SURVEY IS NOT VALID AND IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY.</li> <li>3. THIS SURVEY WAS PREPARED FROM TITLE INFORMATION FURNISHED TO THE SURVEYOR. THERE MAY BE OTHER RESTRICTIONS OR EASEMENTS THAT AFFECT THIS PROPERTY.</li> <li>4. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED UNLESS OTHERWISE SHOWN.</li> <li>5. THIS SURVEY IS PREPARED FOR THE SOLE BENEFIT OF THOSE CERTIFIED TO AND SHOULD NOT BE RELIED UPON BY ANY OTHER ENTITY.</li> <li>6. DIMENSIONS SHOWN FOR THE LOCATION OF IMPROVEMENTS HEREON SHOULD NOT BE USED TO RECONSTRUCT BOUNDARY LINES.</li> <li>7. BEARINGS, IF SHOWN, ARE BASED ASSUMED DATUM AND ON THE LINE SHOWN AS BASE BEARING (B.B.)</li> <li>8. ELEVATIONS, IF SHOWN, ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988</li> <li>9. BENCHMARK USED: CITY OF ORLANDO FID 122 BM 10-030 ELEV. 99.64'</li> </ol>														
<p>CERTIFIED BY:</p> <table border="1"> <tr> <td>JAMES W. SCOTT, REGISTERED LAND SURVEYOR #4801</td> <td>TOM X. GRUSENMAYER, REGISTERED LAND SURVEYOR #4714</td> </tr> <tr> <td colspan="2">FIELD DATE</td> </tr> <tr> <td colspan="2">BOUNDARY/TOPOGRAPHY SURVEY</td> </tr> <tr> <td colspan="2">04-12-2017</td> </tr> <tr> <td colspan="2">ORDER #</td> </tr> <tr> <td colspan="2">1099-17</td> </tr> </table>			JAMES W. SCOTT, REGISTERED LAND SURVEYOR #4801	TOM X. GRUSENMAYER, REGISTERED LAND SURVEYOR #4714	FIELD DATE		BOUNDARY/TOPOGRAPHY SURVEY		04-12-2017		ORDER #		1099-17	
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LOT: ~55'X~140'  
AREA: 7700 SF

IMPERVIOUS  
COVERAGE: 50% = 3850 SF

FAR CALCULATIONS: 38% =  
2926 SF  
MAX FAR: 43% = 3311 SF

25'-0" FRONT SETBACK  
W/ 5' PORCH  
ENCROACHMENT  
7'-6" FIRST FLOOR SIDE  
SETBACKS  
25'-0" FIRST FLOOR REAR  
SETBACKS



WOODCREST DRIVE

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specifications, shown on this document,  
are guidelines for construction use only.  
The actual specifications of the finished  
structure may vary. This document may  
not be relied on as a representation of  
what the completed structure will look like.

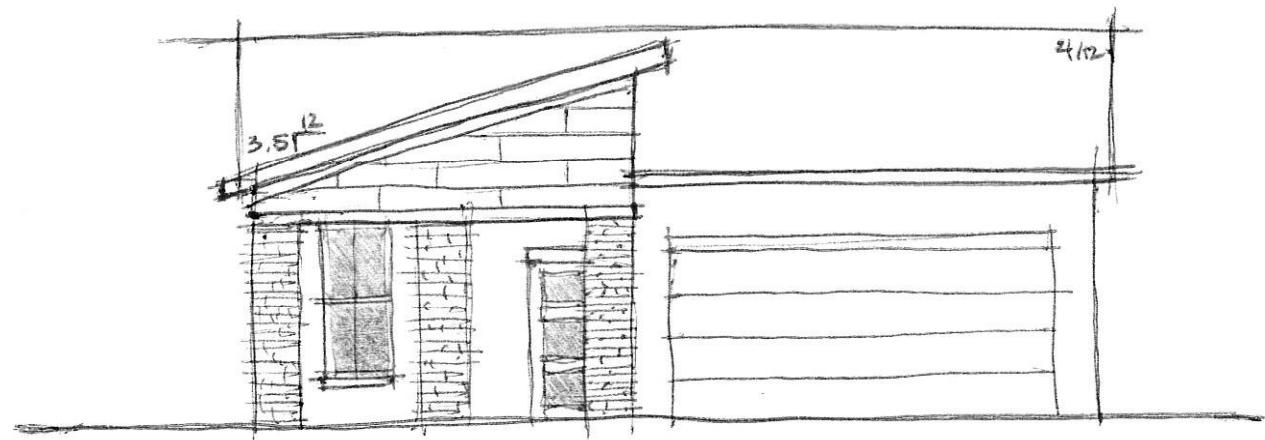
CENTRAL LIVING ORLANDO	Proj. No.: 2953	Lot:
WOODCREST DRIVE	Job No.:	Blk:
WINTER PARK, FL	Sect:	
	Date: 3.6.17	Rev.: <b>PLT_PLAN</b>

NORTH  
140.00'(DESC)  
139.86'(A) 140.0'(ESE)  
(4) I "09.62'00" T  
NORTH (4) I "09.62'00" T

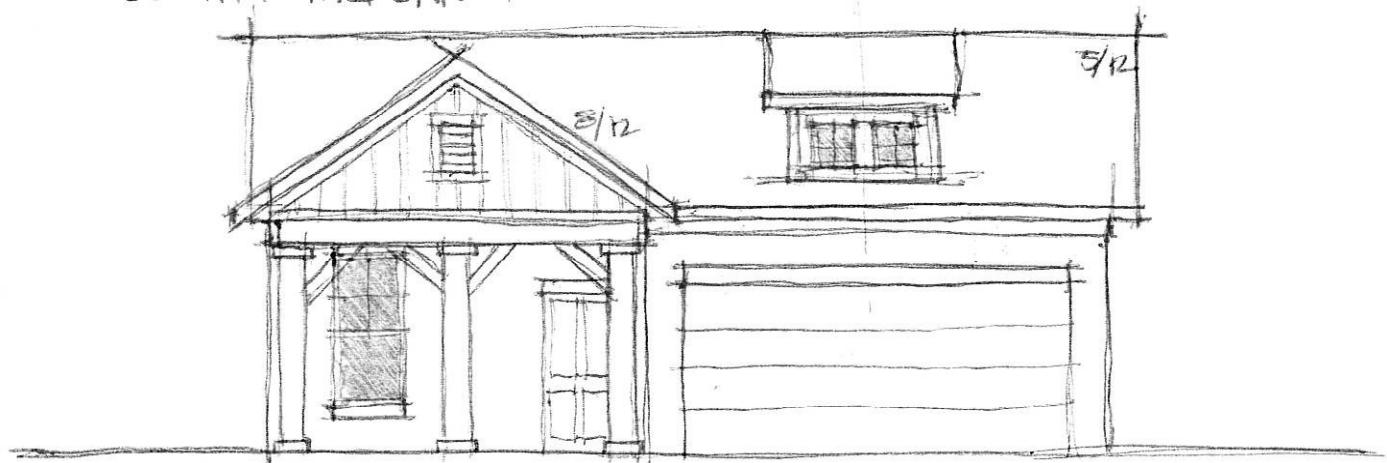
Central Living Orlando	Proj. No.: 2953	Lot:
Woodcrest Drive	Job No.:	Blk:
Winter Park, FL	Sect:	
	Date: 3.6.17	Rev.: <b>PLT_PLAN</b>

NORTH	ORLANDO
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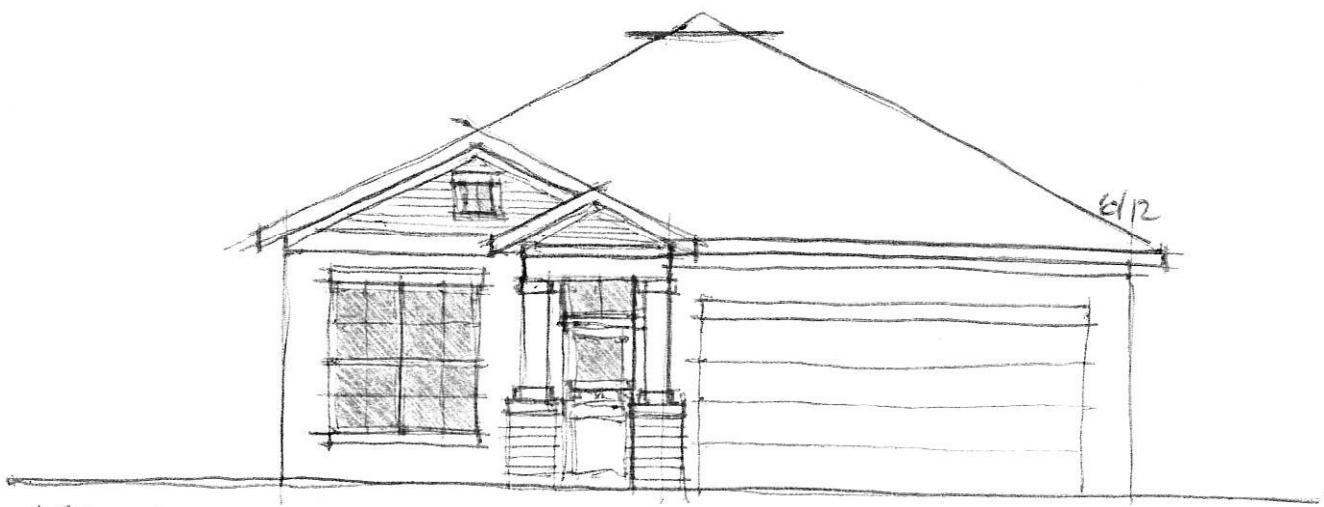
David Weekly Homes  
MR  
Scale: 1"=20'-0"  
Date: 3.6.17 Rev.: **PLT\_PLAN**



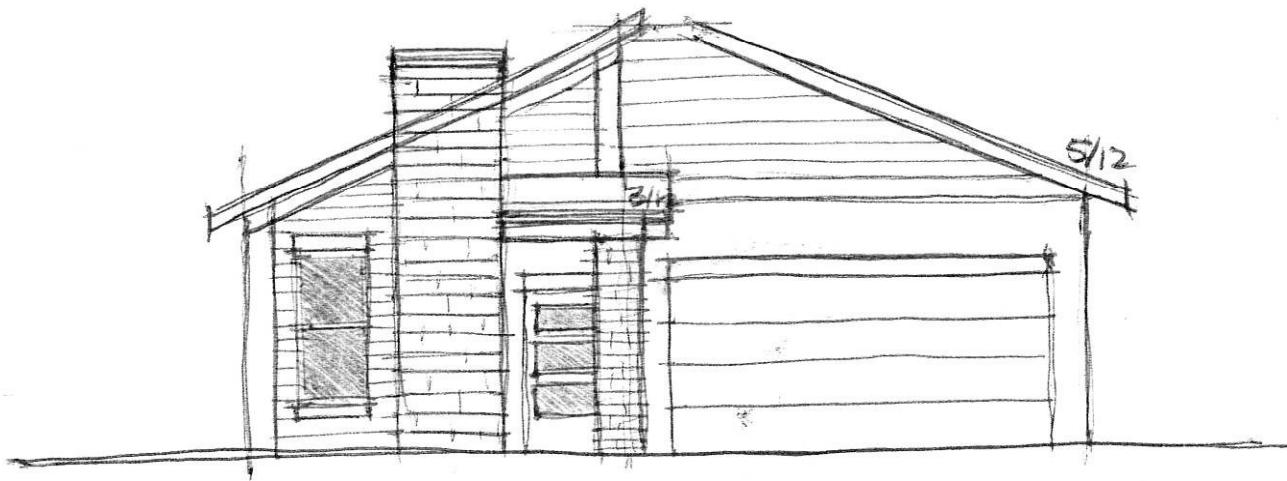
MD-CENTURY MODERN



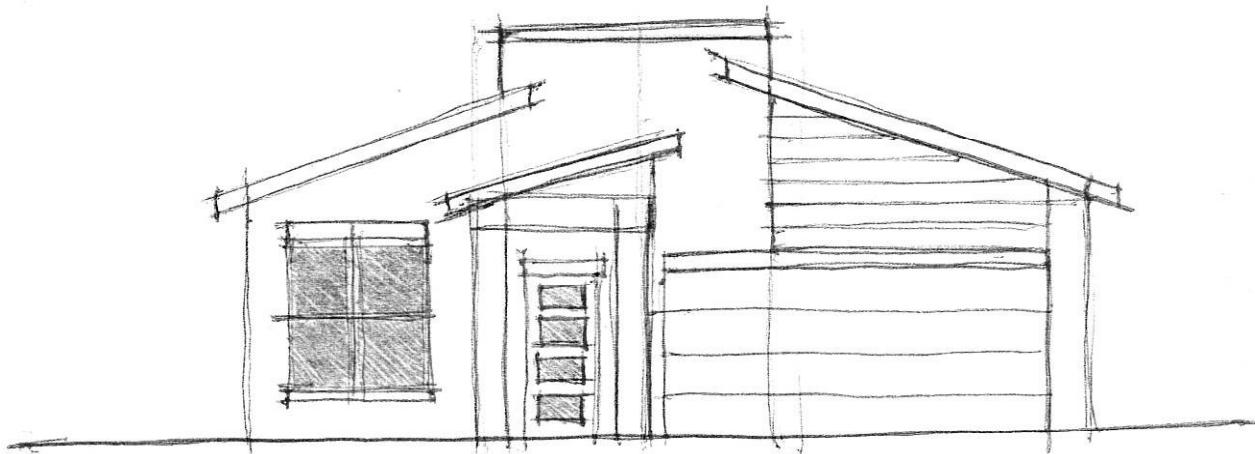
FARMHOUSE/CRAFTSMAN



CRAFTSMAN



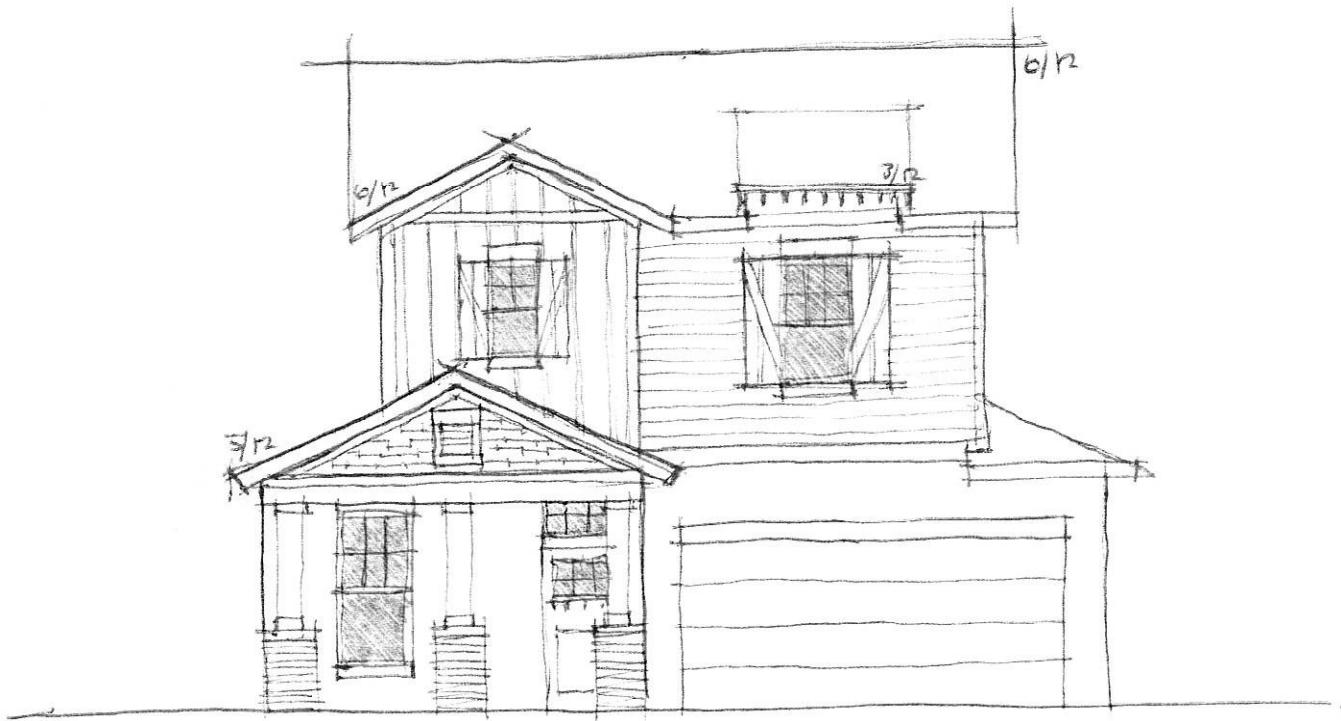
MID-CENTURY MODERN. 2



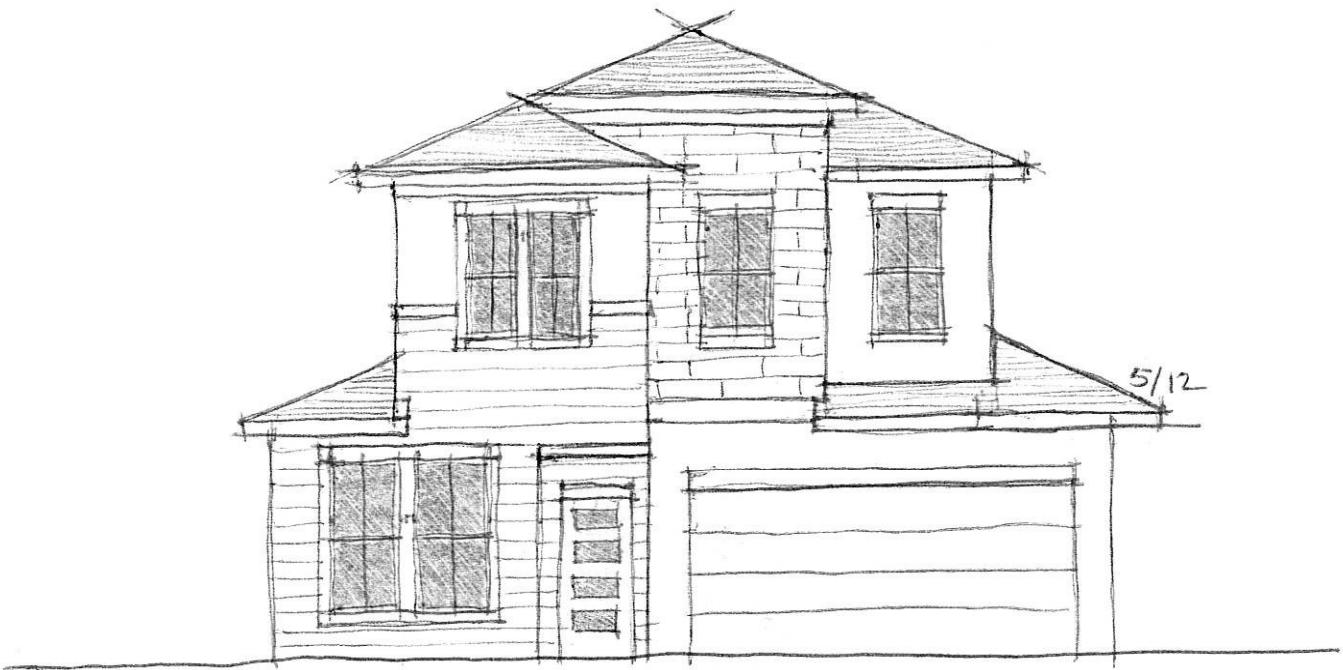
MID-CENTURY MODERN 3.



MODERN PAVILION



CRAFTSMAN



MODERN PRAIRIE.



TRANSITIONAL



KEYWEST/  
FLORIDA VERNACULAR



MODERN.

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

**Staff Report  
July 11, 2017**

**REQUEST OF INTERPLAN FOR:** CONDITIONAL USE APPROVAL TO BUILD A 2,782 SQUARE FOOT, PDQ RESTAURANT WITH A DRIVE-THRU ON THE CURRENT VACANT SEACOAST BANK SITE, ZONED C-3, AT 925 S. ORLANDO AVENUE ON THE SOUTHWEST CORNER OF MINNESOTA AND ORLANDO AVENUES.

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This item is a conditional use request to construct a new PDQ fast food restaurant with a drive-thru on the property at 925 South Orlando Avenue, which is located at the southwest corner of Orlando and Minnesota Avenues. The property is currently occupied by a Seacoast Bank that the applicant plans to demolish. This request is a conditional use because of the drive-thru component.

**SITE AND CONTEXT:** This property is approximately 35,929-square feet in size, and has 144 feet of frontage on Orlando Avenue and 234 feet along the side street of Minnesota Avenue. Adjacent to the north is Firestone Auto Care followed by the Publix Hollieanna shopping center, to the south is a small shopping center, to the east is a two-story office building, and to the west is the recently redeveloped Corner Commons shopping center.

**PROJECT PLANS:** The proposed site plans show a one-story, 2,782-square foot, PDQ with one drive-thru lane. The site plans shows 33 parking spaces which meets the code requirements for the proposed seats and patron area.

**TRAFFIC CIRCULATION AND STACKING:** There are two primary reasons for drive-thru's being conditional uses. One is to avoid any negative traffic impact from the design by insuring that the stacking needs are met so cars do not back up into the street or create on-site circulation issues. The site plan has adequate stacking for 10 cars using the drive-thru lane, and a by-pass lane for circulation. If there are ever more cars than that, the instinct for customers is to park and walk in for quicker service.

**DESIGN FOR NEIGHBORHOOD COMPATIBILITY:** The second primary reason drive-thru's are conditional uses, is to provide safeguards to nearby properties so that they will not be negatively affected by nuisances due to the operation of the drive-thru such as excessive noise, overflow parking, etc. With drive-thru's there exists the potential for negative impact of noise from the order board/drive-thru and spill over traffic onto adjacent neighborhoods. However, it is PDQ's model for their drive-thru's to not have a speaker, and guests speak and order from a real person. Also, with this property being at the corner of a signalized intersection, with adequate buffers from surrounding properties to the adjacent neighborhood, this development will not negatively impact the surrounding area. Staff is recommending a condition that all electric transformer/switch gear, backflow preventers and other utility components shall be located where not visible from a public street and shall also be landscaped so as to be effectively screened from view.

**LANDSCAPE PLAN:** The landscape plan provided meets the minimum code requirements, with the exception of the landscape width along the Minnesota and Orlando Avenue frontages. The unique situation is that there is an extra wide 10 foot sidewalk along the Minnesota and Orlando Avenue frontages of this site. Staff requested that the applicant maintain the wide sidewalk. This sidewalk extends into the private property, so in recognition of that, staff made this request to preserve the sidewalk, and the site plan shows this preservation, which reduced the landscape width to five feet in lieu of the required eight feet along public right-of-ways. Staff will request that the applicant grant a sidewalk easement along the Minnesota and Orlando Avenue frontages, as well as agree to repair any damages to the sidewalk that may occur during the construction of the restaurant.

**STORM WATER RETENTION:** This site will have a combination of above ground swale and underground storm water exfiltration system that will meet the requirements of the St. John River Water Management District as well as City Code.

**SITE LIGHTING AND SIGNAGE:** The City's lighting code does not allow light pole/fixtures higher than 16 feet; the fixtures themselves must focus the light downward to eliminate light spread and the photometric design does not allow more than one foot candle at the property lines. Thus, there will be no issues for the neighbors with impacts from the site lighting.

As part of the application package, PDQ submitted their preliminary sign package. The project is proposing signage on the building itself on both the Orlando and Minnesota frontages. Also included in the sign package is a 25 foot interior illuminated pylon sign. As the Board may recall, the Orchard Supply hardware store that is located two blocks south of this site had a condition of approval to build a monument sign instead of a pylon sign. Staff feels that this type of design should be continued as properties redevelop along Orlando Avenue. Since this redevelopment is removing approximately 5,000 square feet of landscaping at the corner of Minnesota and Orlando Avenue and replacing it with less than half that amount in that area, staff feels that a monument sign would add sophistication to the property. This type of signage will also be more visible as is at eye level with motorists passing by. Surface lighting should also be used here, instead of internal illumination. The size of the sign should also be limited to 50 square feet in size in lieu of 100 square feet, staff feels that this size is more compatible with a 2,782-square foot building. And is also consistent with the size limitations of all other 4-6 lane roads within the City.

**SUMMARY:** The proposed location for this PDQ fast food restaurant is adequately sized and is well suited for this type of project and provides protection to the nearby neighbors from the sounds associated with the drive-thru ordering. The project meets all the code requirements, there are no variances requested, other than the landscape widths along Minnesota and Orlando Avenue and is needed to maintain the width of the existing sidewalk along these roads. The drive-in components are designed to meet the peak stacking needs for use intended. Together with the conditions recommended, the staff believes this PDQ will be compatible with the adjacent properties.

**STAFF RECOMMENDATION IS FOR APPROVAL subject to the following conditions:**

- 1. That along Minnesota Avenue and Orlando Avenue, sidewalk easements be granted to the City, as well as agree to repair any damages to the sidewalk that may occur during the construction of the restaurant.**
- 2. That the project be limited to a 50 square foot, non-interior illuminated monument sign (in lieu of a pole sign) as presented.**
- 3. That all electric transformer/switch gear, backflow preventers and other utility components shall be located where not visible from a public street and shall also be landscaped so as to be effectively screened from view.**

## Parcel Report for 12-22-29-0980-00-010



Created: 6/26/2017

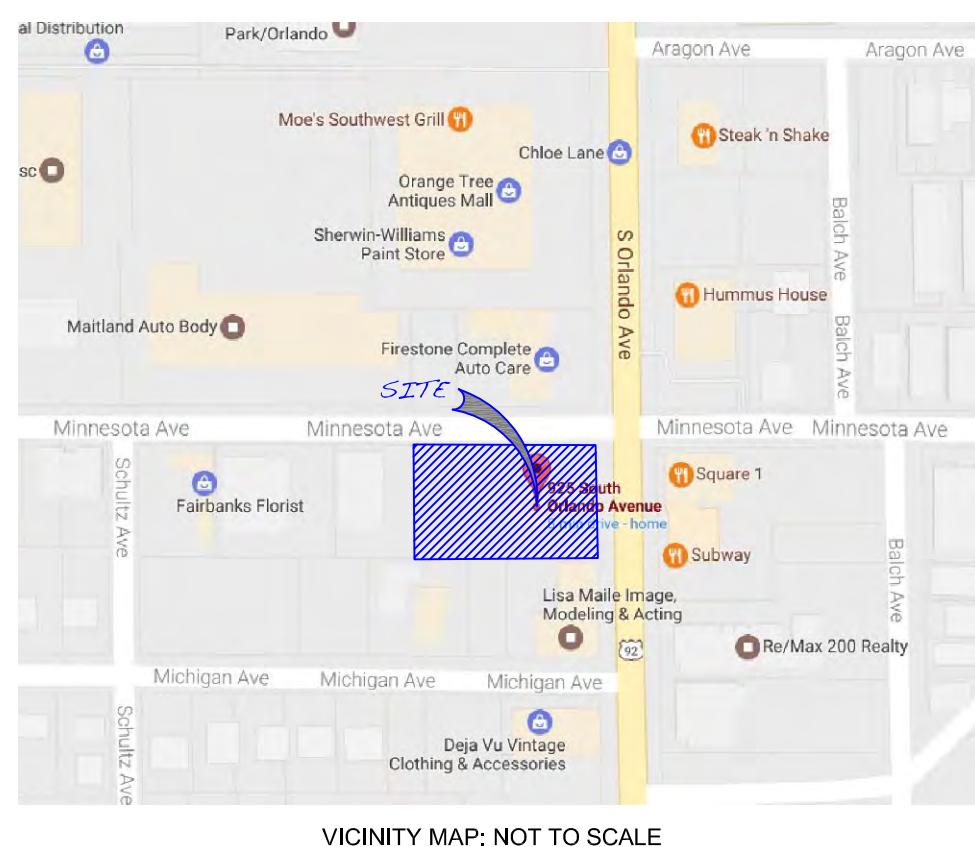
This map is for reference only and is not a survey.

OCPA Web Map		Major Roads	Proposed Roads	Residential	Commercial/Industrial Vacant Land	Parks	Lot Number
	Florida turnpike						6
	Interstate 4					Parcels	Lot Number
	Toll Road					Lakes and Rivers	Parcel Number
						Building	3106
						Block Number	111.9
							Parcel Dimensions

Scale 1" = 20'



ADDRESS  
925 S Orlando Avenue  
Winter Park, FL 32789



The Surveyor has reviewed all survey related items contained in Schedule B-II of that certain Commitment for Title Insurance issued by First American Title Insurance Company with File Number: 2037-3737213 and an Effective Date of March 31, 2017 at 8:00 A.M. (Revised April 7, 2017) and has the following comments:

- Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the effective date but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment. **Not applicable for Surveyor's review.**
- Any rights, interests, or claims of parties in possession of the land not shown by the public records. **Not applicable for Surveyor's review.**
- Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land. **Not applicable for Surveyor's review.**
- Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the public records. **Not applicable for Surveyor's review.**
- Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the land prior to Date of Policy, and any adverse claim to all or part of the land that is, at Date of Policy, or was previously under water. **Not applicable for Surveyor's review.**
- Taxes or special assessments not shown as liens in the public records or in the records of the local tax collecting authority, at Date of Policy. **Not applicable for Surveyor's review.**
- Taxes and assessments for the year 2017 and subsequent years, which are not yet due and payable. **Not applicable for Surveyor's review.**
- Provisions of the Plat of BRYAN AND BAGGETT SUBDIVISION, recorded December 13, 1924 in Plat Book J, Page 130. **Subject to, contains no plottable items.**
- Easement in favor of the City of Winter Park, a Florida municipal corporation, recorded March 31, 1953 in Deed Book 938, Page 149. **Subject to easement contained therein, and is shown herein.**
- Easement in favor of the City of Winter Park, a Florida municipal corporation, recorded May 13, 1969 in Book 1833, Page 183. **Subject to easement contained therein, and is shown herein.**
- Memorandum of Lease by and between Dr. Phillips, Inc., a Delaware corporation, as Landlord, and Orange Bank of Florida, a Florida corporation, as Tenant, recorded April 8, 2013 in Book 10549, Page 3183. **Not applicable for Surveyor's review.**
- Terms and conditions of any existing unrecorded lease(s), and all rights of lessee(s) and any parties claiming through the lessee(s) under the lease(s). **Not applicable for Surveyor's review.**

NOTES:

- THE SUBJECT PROPERTY IS 35,929 sqft (0.82 acres)
- THE SUBJECT PROPERTY HAS 18 REGULAR SPACES AND 1 HANDICAP SPACE, FOR A TOTAL OF 19 MARKED PARKING SPACES

LEGEND  
 □ = Concrete Monument (CM)  
 ○ = Iron Rod & Cap (IR)  
 Ⓢ = Nail & Disk (N&D)  
 OR Book = Official Record Book  
 PB = Plot Book  
 Pg = Page  
 CONC = Concrete  
 FND = Foundation  
 ID = Identification  
 LB = Licensed Business  
 LS = Licensed Surveyor  
 TYP. = Typical  
 ■ = Catch Basin/Inlet  
 □ = Electric Box  
 □ = Fire Hydrant  
 Ⓢ = Sanitary Manhole  
 □ = Telephone Riser  
 □ = Traffic Signal Box  
 □ = Traffic Signal Pole  
 □ = Power Pole  
 □ = Overhead Utilities  
 □ = Water Meter  
 (C) = Calculated Distance  
 (R/W) = Right of Way Map  
 (P) = Plat Measurement  
 on/off = On Site/Off Site  
 FFE = Finished Floor Elevation  
 + x = Grade Shot

JOB #:	VLSR17-20517
CLIENT #:	2037-3737213
FIELD DATE:	04-28-17 CREW: 2100
DRAFTER:	BT
APPROVED:	JEW
SCALE:	1" = 20'

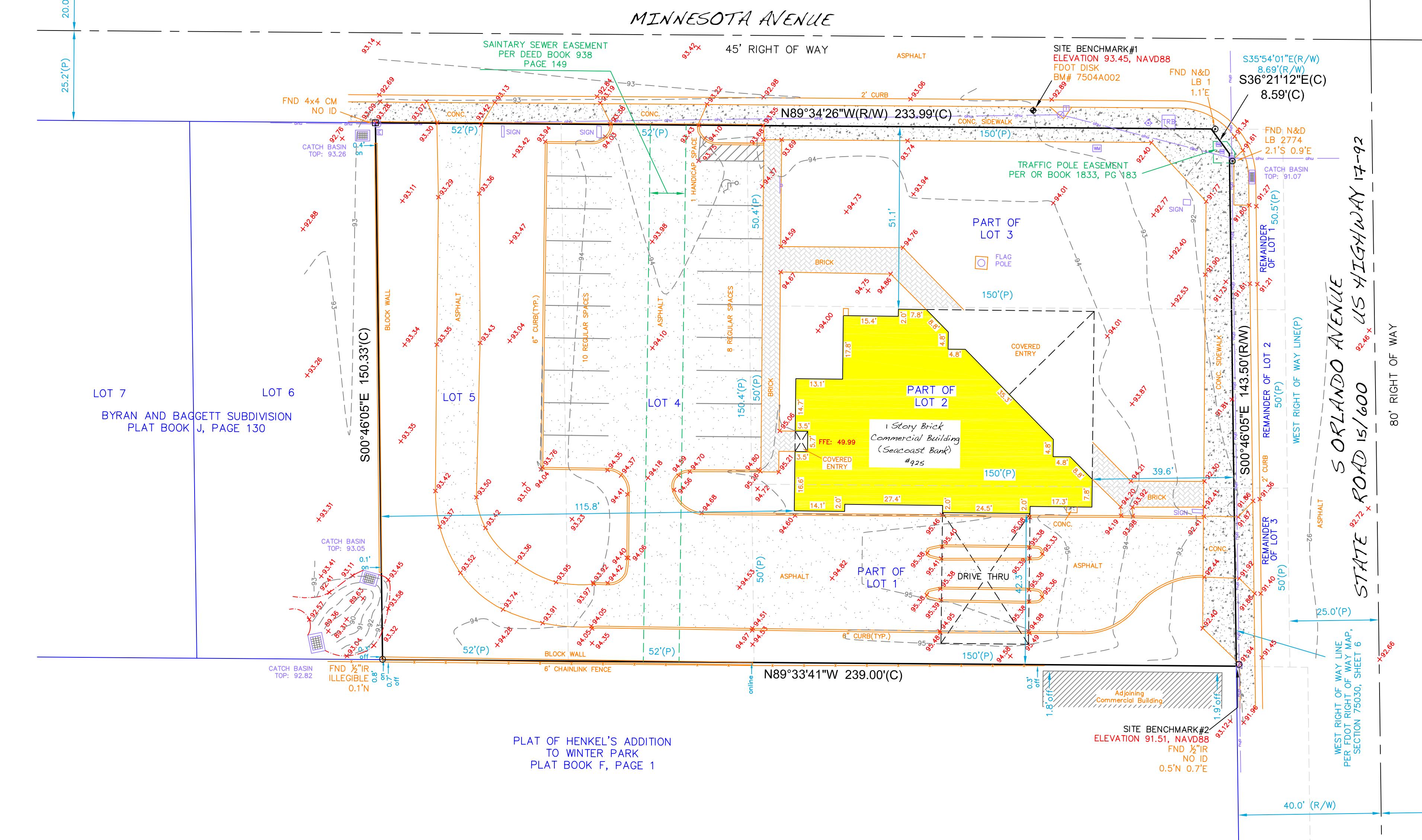
X  
Borrower's Acknowledgment and Acceptance

X  
Borrower's Acknowledgment and Acceptance

ALTA/NSPS Land Title Survey

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 7a, 8 and 14 of Table A thereof. The field work was completed on April 28, 2017.

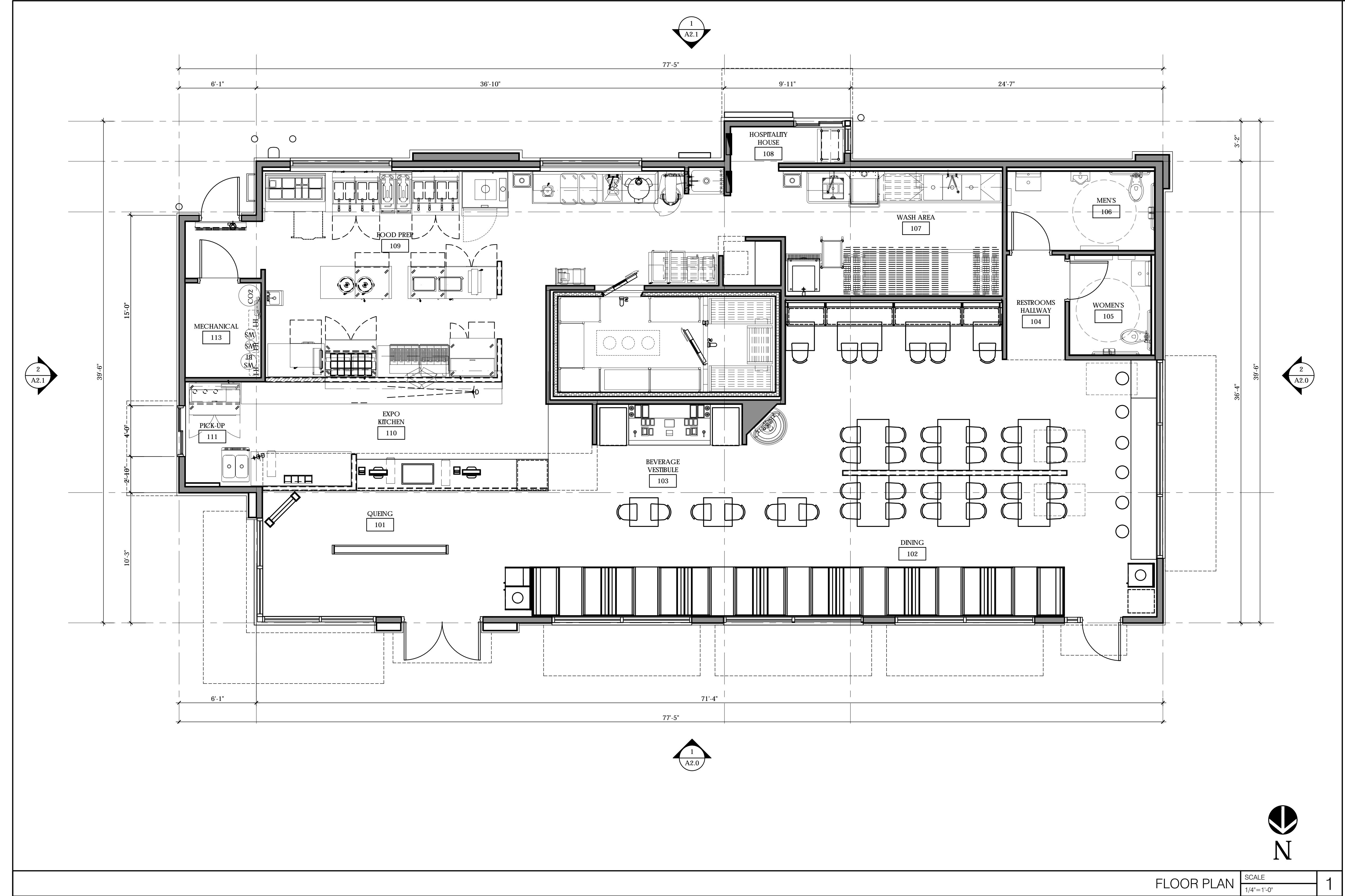
# ALTA/NSPS Land Title Survey with Topography



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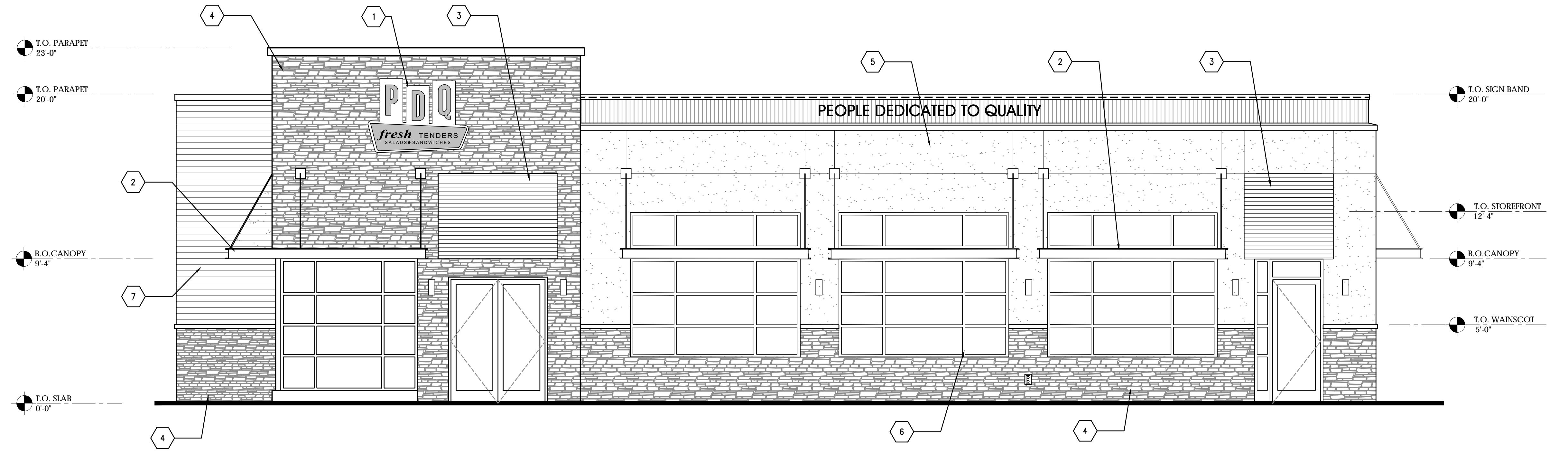
# IMENSIONED FLOOR PLAN

1.0

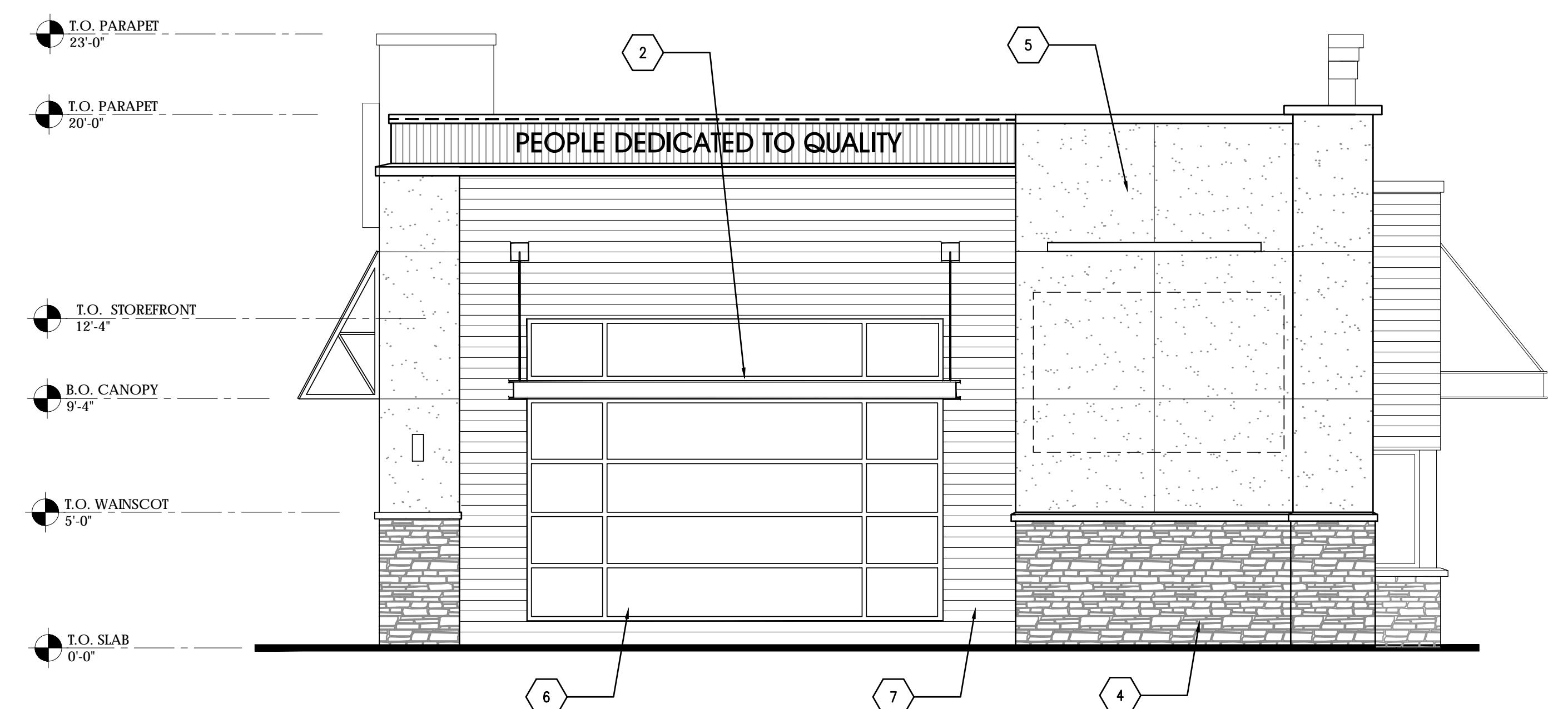
EW CHECKED BY: GN DATE: 06.05.17

2017-2055

2017.02.03



NORTH ELEVATION - MINNESOTA AVE.

SCALE  
1/4"=1'-0"  
1EXTERIOR  
ELEVATIONS

A2.0

WEST ELEVATION

SCALE  
1/4"=1'-0"  
2

## GENERAL NOTES:

- 1 ALL EXTERIOR METALS AND PLASTICS ON BUILDING SHALL BE PAINTED TO MATCH THE COLOR OF THE ADJACENT EXTERIOR FINISH MATERIAL WHERE INDICATED
- ELEVATION KEYED NOTES:**
- 1 SIGNAGE
  - 2 PRE-FABRICATED ALUMINUM SUNSHADE
  - 3 PRE-FABRICATED CANOPY WITH CORRUGATED DECKING
  - 4 STONE VENEER
  - 5 EIFS
  - 6 ALUMINUM STOREFRONT
  - 7 NICHIA CEMENTITIOUS SIDING

## GENERAL NOTES:

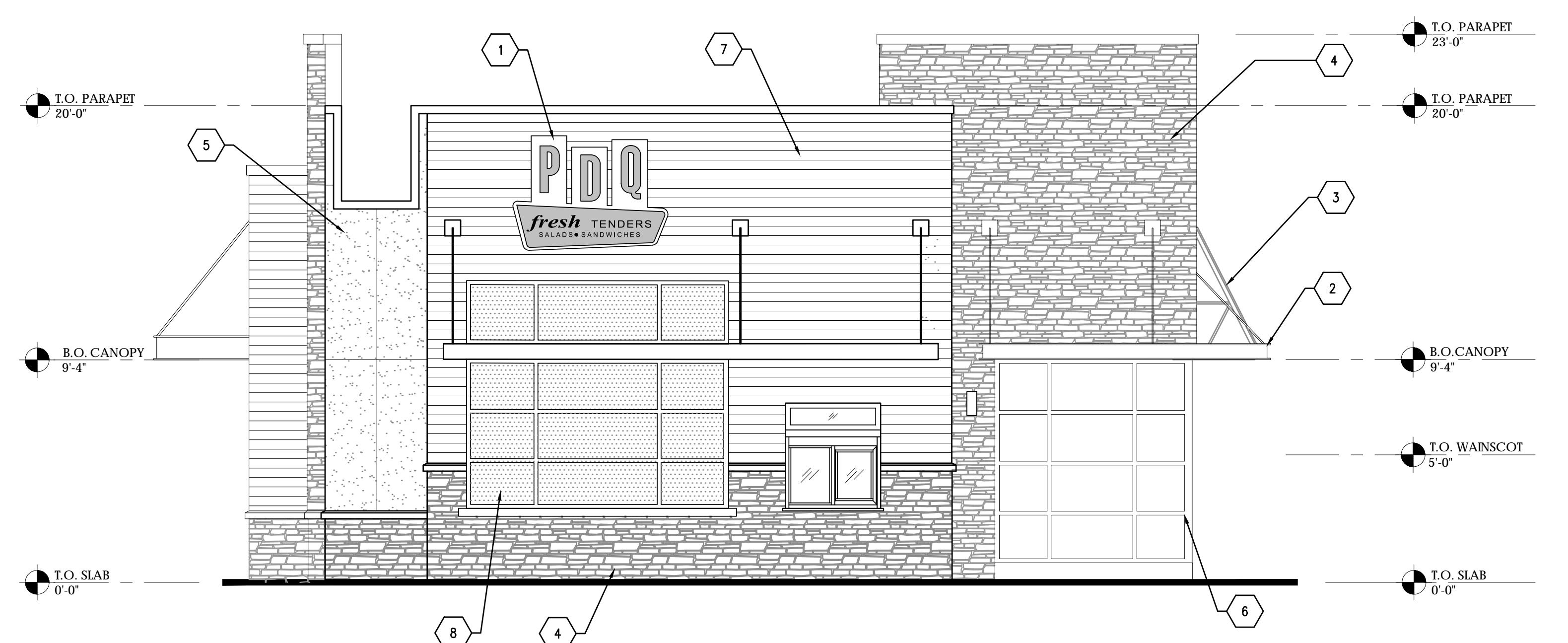
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  - 4 STONE VENEER
  - 5 EIFS
  - 6 ALUMINUM STOREFRONT
  - 7 NICHIA CEMENTITIOUS SIDING
  - 8 ALUMINUM STOREFRONT W/ SPANDREL GLAZING



SOUTH ELEVATION

SCALE  
1/4"=1'-0"

1

EXTERIOR  
ELEVATIONS

A2.1

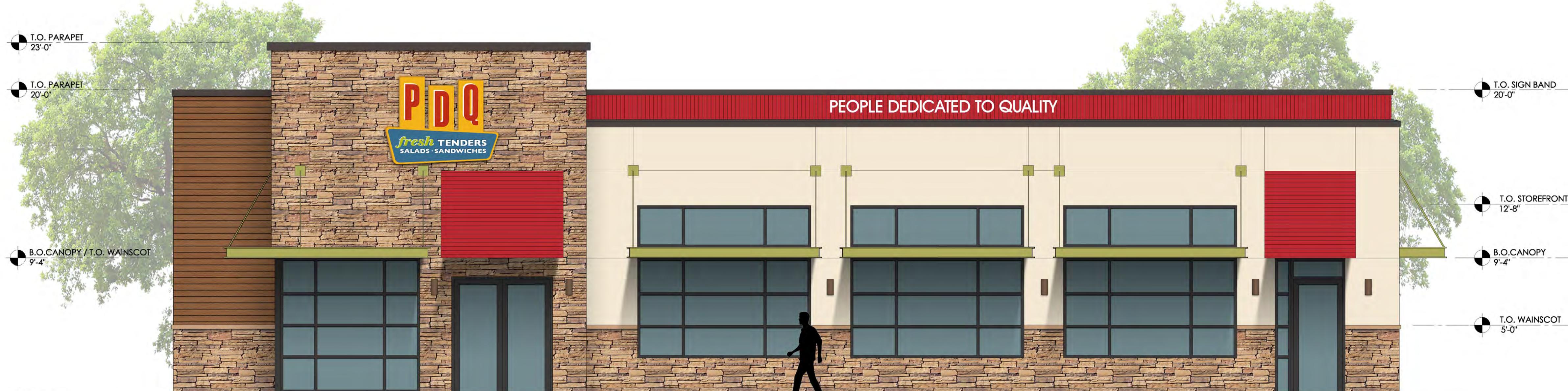
EAST ELEVATION - S. ORLANDO AVE.

SCALE  
1/4"=1'-0"

2



RIGHT SIDE ELEVATION



FRONT ELEVATION



## PROPOSED EXTERIOR ELEVATIONS

**PDQ**  
HWY 17/92 & MINNESOTA AVE  
WINTER PARK, FL

**INTERPLAN**<sup>LLC</sup>  
ARCHITECTURE • ENGINEERING • PROJECT MANAGEMENT • INTERIOR DESIGN  
2017.0255 06-05-17



DRIVE THRU PICK UP ELEVATION



DRIVE THRU ORDER WINDOW ELEVATION



SHERWIN WILLIAMS  
SW6378 CRISP LINEN



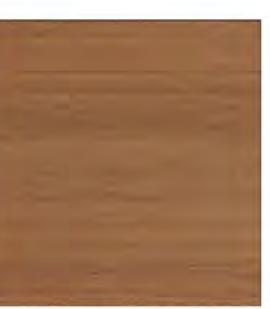
SHERWIN WILLIAMS  
SW7548 PORTICO



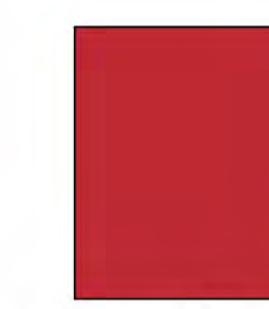
DUNN EDWARDS  
DE1680 ESPRESSO MACCHIATO



DUNN EDWARDS  
DE5522 PALM FROND



NICHLA  
VINTAGE WOOD  
RED CEDAR



MBCI  
CORRUGATED METAL WALL PANEL  
BRITE RED SR-49 SRI-55



ELDORADO STONE  
MOUNTAIN LEDGE YUKON

## PROPOSED EXTERIOR ELEVATIONS



**PDQ**  
HWY 17/92 & MINNESOTA AVE  
WINTER PARK, FL

**INTERPLAN**<sup>LLC</sup>

ARCHITECTURE • ENGINEERING • PROJECT MANAGEMENT • INTERIOR DESIGN

2017.0255 6-05-17

June 16, 2017

**Allison McGillis**  
**City of Winter Park**  
401 Park Ave. S.  
Winter Park, FL 32789

**Reference:** PDQ – Winter Park, FL  
**IP # 2017.0255**  
Conditional Use Permit Letter

Dear Ms. McGillis

Please accept the following for a description of the requested CUP and business operation for the proposed PDQ restaurant.

- PDQ is a Tampa, FL based company that debuted in October of 2011 and has grown to 56 restaurants in eight (8) states.
- PDQ makes all of its items in-house, from scratch, and they are proud to say that they are a multi-store restaurant that uses fresh, never frozen chicken.
- PDQ is a fresh take on fast food. From hand-breaded chicken tenders, made-to-order sandwiches, hand-tossed salads, and hand-spun milk shakes. Again, everything is fresh and made-to-order.
- PDQ brings together the convenience and speed of fast food with the quality of casual dining.
- The drive-thru does not have a speaker, and guests will speak and order from a real person.
- PDQ stands for People Dedicated to Quality. Just Made, Better is what PDQ is all about.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,  
**INTERPLAN LLC**



Monica Pomroy  
Site Development

cc: Ed White, File

ORLANDO    CHICAGO    DALLAS  
ARCHITECTURE    ENGINEERING    INTERIOR DESIGN    PERMITTING

LAS VEGAS    ATLANTA    FORT LAUDERDALE    PHILADELPHIA  
PERMITTING    ENTITLEMENTS    DUE DILIGENCE

# Trip Generation Study

for

## PDQ

**925 S. Orlando Avenue  
Winter Park, Florida**

IP Project #2017.0255

June 5, 2017



Stuart Anderson, P.E.  
Florida Registration #60848

**INTERPLAN**<sup>LLC</sup>

Architecture  
Engineering  
Interior Design  
604 Courtland St, Suite 100  
Orlando, Florida 32804  
Telephone 407.645-5008  
Fax 407.629-9124

## **SITE LOCATION**

The proposed PDQ development is located at the southwest corner of the intersection of Minnesota Avenue and South Orlando Avenue in Winter Park.

## **ROADWAY CONDITIONS**

The site is located at a signalized intersection; Orlando Avenue is a State 4 lane urban highway section with a continuous turn lane while Minnesota Avenue is a 2 lane City collector road. There are two driveway connections, one on Orlando Avenue and the other on Minnesota Avenue that will be utilized.

## **EXISTING FACILITIES**

The site is currently an existing bank with existing roads on the north and east.

## **PROPOSED FACILITIES**

The proposed site improvements include construction of a stand-alone 2,782 square foot fast food restaurant with drive through is proposed.

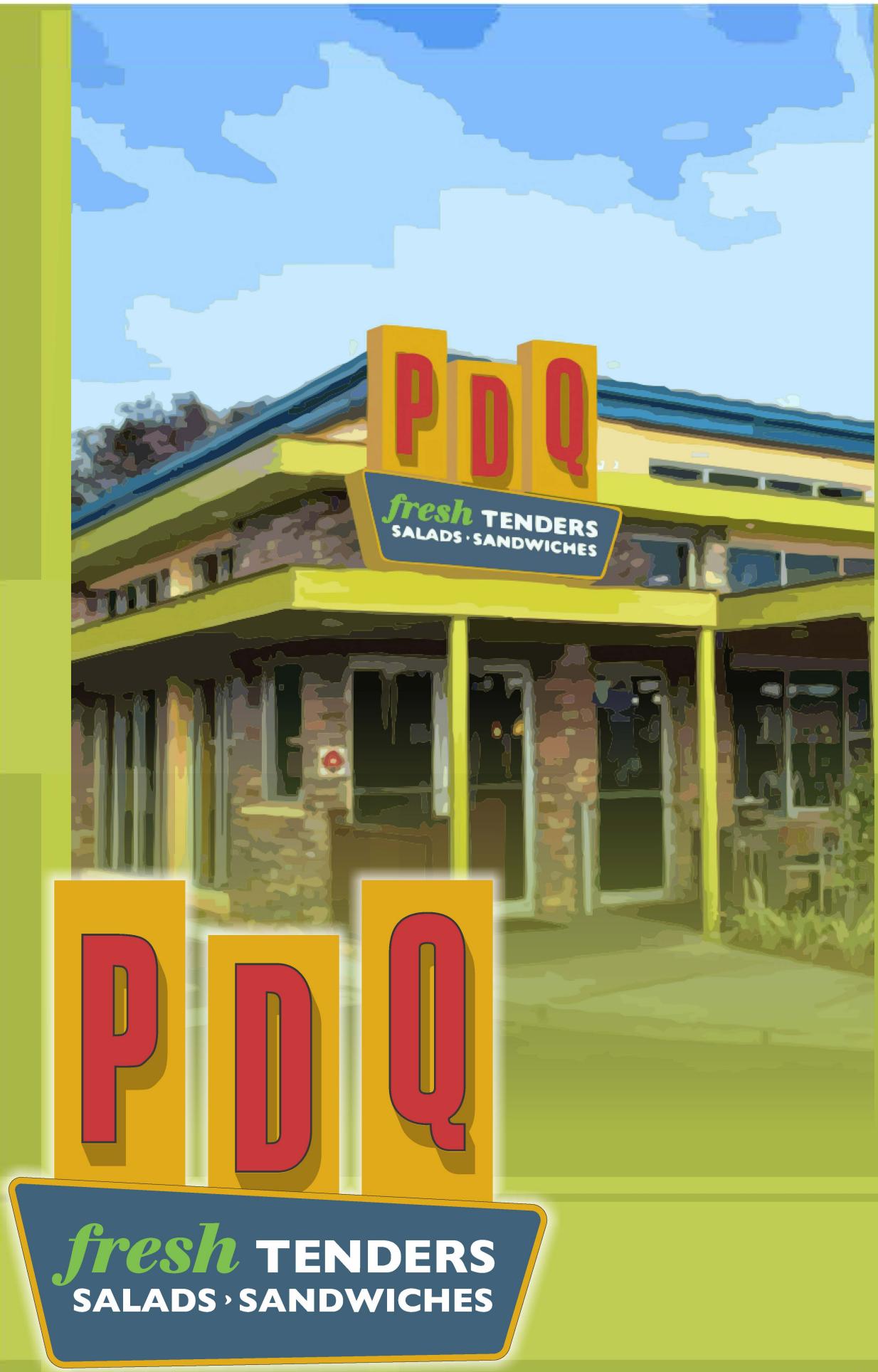
## **TRIP COUNT CALCULATIONS**

Projected trip ends are determined through the ITE Trip Generation (9<sup>th</sup> Edition), under **Land Use 934, Fast Food Restaurant with Drive Through** for the proposed site, based on the respective floor area (gross square feet) for the proposed facilities. Proposed trips are depicted on the below table.

Average Daily Traffic	Trip Ends per 1000 gsf	Total Trips/Projected
<b>Weekday</b> <b>50% Enter / 50% Exit</b>	<b>Restaurant = 496.12</b>	<b>TOTAL = 1,380 ADT</b>
<b>Weekday, A.M., Peak Hour</b> <b>52% Enter / 48% Exit</b>	<b>N/A (not open)</b>	<b>N/A (not open)</b>
<b>Weekday, P.M., Peak Hour</b> <b>52% Enter / 48% Exit</b>	<b>Restaurant = 32.65</b>	<b>TOTAL = 91 Peak Hr.</b>

### **TRAFFIC IMPACT**

This site currently has an existing bank and all infrastructure for commercial development has been installed to the property line. The site will utilize two existing driveway connections to Minnesota Avenue and Orlando Avenue. Notwithstanding the projected increase in trip ends, as noted in the table above, the proposed site improvements do not create an adverse impact on the roadway; accordingly, no modifications or improvements should be required.



# Prototype Branding Campaign

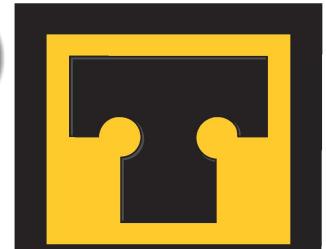
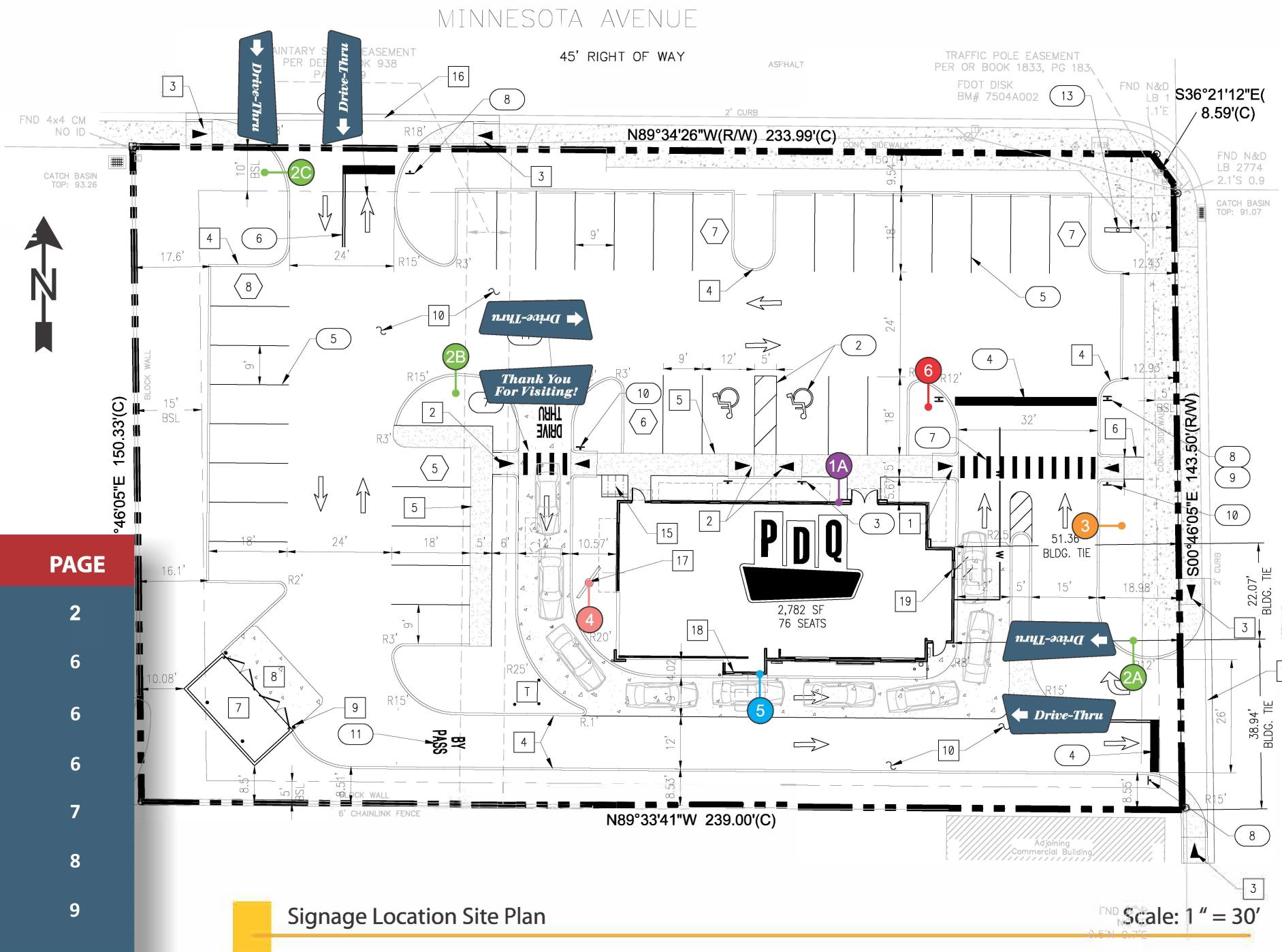
SWC Of Minnesota Ave &  
S Orlando Ave  
Winter Park, FL

Project ID: 77558  
Date: 06.14.17

Revision: 06.14.17



SIGNAGE DESCRIPTION		PAGE
1A.	47 Sq Ft "Prototype" Wall Sign	2
2A.	Directional North Face and South Face	6
2B.	Directional North Face and South Face	6
2C.	Directional East Face and West Face	6
3.	25'Tall Pylon Sign , 100 Sq Ft	7
4.	Triple Menu Board	8
5.	Double Wall Mounted Menu Board	9
6.	50'Tall Flag Pole with 10'x 15' USA Flag	10



THOMAS

SIGN & AWNING CO INC

4590 118TH Avenue North  
Clearwater, Florida 33762

800-526-3325

www.thomassign.com

CLIENT

PDQ

Design Number:  
75467

Installation Address:  
7400 Seminole Blvd  
Seminole, FL

Project Identity Number:  
75467

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.12.17

Project Updates:  
Rev:



3M™ MCS™ Warranty

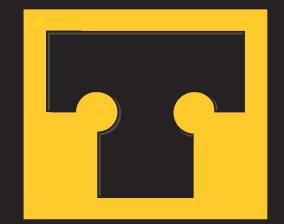
Underwriters Laboratories Inc.<sup>®</sup>  
LISTING E89514  
ELECTRIC SIGN  
COMPLIES TO UL 48  
THIS ARTICLE IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN

Approval:

- Approved  
DATE: \_\_\_\_\_
- Approved as noted  
DATE: \_\_\_\_\_
- Revise & Re-Submit  
DATE: \_\_\_\_\_

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Page: 1 Sheet: 1



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CLIENT

PDQ

Design Number:  
69117

Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FL

Project Identity Number:  
77558

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:



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OF THE DESIGN

Approval:

- Approved  
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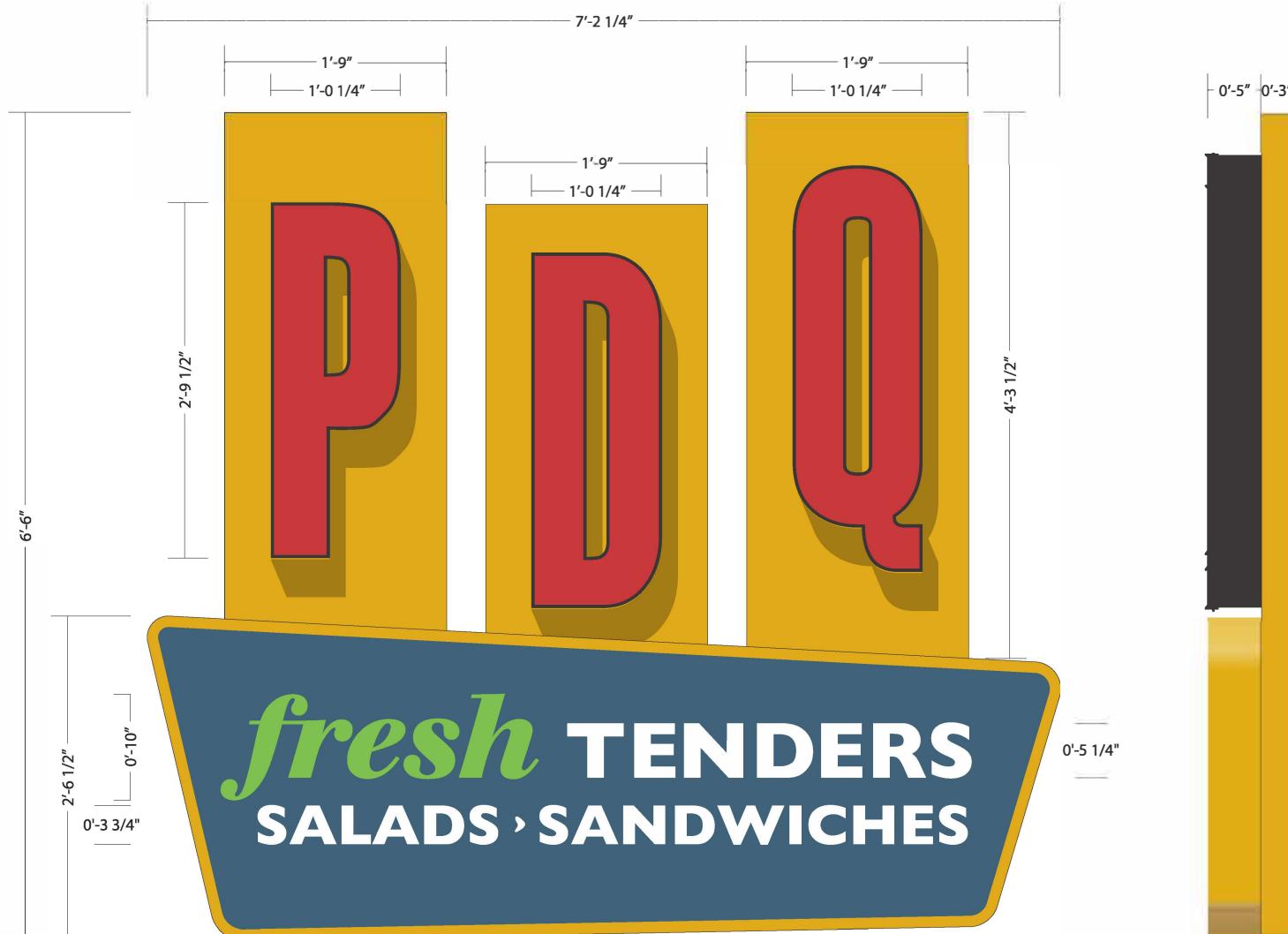
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2

2 OF 10

Local: 727-573-7757  
Fax: 727-573-0328



### 1A - Illuminated Wall Sign

Scale: 3/4"=1'-0" | Square Feet: 46.73'

#### Scope of Work:

- Primary identity wall sign will feature Front Lit channel letters from aluminum construction with 5" deep pre-finished gloss black returns and 1" black jewelite as trim cap. Faces to be #2447 milk white acrylic faces overlayed with 3M # 3630-73 Dark Red translucent vinyl.
- Channel letters to be mounted onto 3" deep aluminum constructed cabinets painted to match PMS 124C yellow with satin finish.
- Subcopy will feature aluminum constructed 5" deep channel with 1" retainer painted PMS 124C yellow. 3M # 3630-106 Brilliant Green vinyl to be used for "fresh" as shown.
- Internal illumination to be Red LEDs for Channel letters and White LEDs for subcopy cabinet.

Number allowed (maximum):  
Size allowed (maximum):

ONE  
Signable area determination: The occupancy displaying a wall sign shall determine the signable area by choosing one such area on the building facade and by then calculating the number of square feet which are enclosed by an imaginary rectangle or square which is drawn around this area.  
-Area limits. In all cases, wall sign areas refer to the area of copy rather than the area of the background.  
(1) Where an occupancy has no ground, roof or projecting sign on the same premises, 45 percent of the signable area may be used for copy.  
(2) Where an occupancy has a ground sign but no roof or projecting sign on the same premises, 30 percent of the signable area may be used for copy.  
(3) Where an advertiser has a projecting sign but no ground sign on the same premises, 15 percent of the signable area may be used for copy.

How is sq.ft. of sign determined?

Can individual components of a channel letter sign be boxed in to calculate sign area?

Are raceways allowed?

Are cabinet style signs allowed?

Interior illumination allowed?

Projection restrictions?

Above roofline allowed? Parapet install OK?

Is roofline measured to highest peak?

Only on elevation facing street?

Letter height restriction? Neon OK?

Other restrictions/comments:

Notes:

SINGLE RECTANGLE ENCOMPASSING ALL COPY

NO

NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS

YES

YES

NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS

NO/YES

MANSARD/GABLE/HIP- EAVE; PARAPET-TOP OF PARAPET HORIZON LINE

YES- MUST FACE PUBLIC ROW

N/A

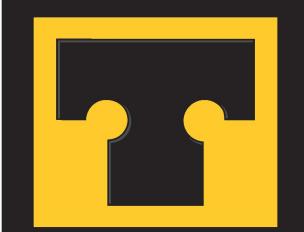
N/A

N/A



Proposed Condition - North Elevation

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



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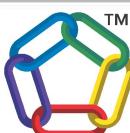
Design Number:  
69117

Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FL

Project Identity Number:  
77558

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:



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Approval:

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DATE: \_\_\_\_\_
- Approved as noted  
DATE: \_\_\_\_\_
- Revise & Re-Submit  
DATE: \_\_\_\_\_

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3

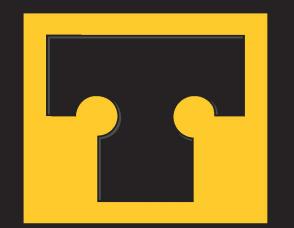
3 OF 10

Local: 727-573-7757  
Fax: 727-573-0328



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

Number allowed (maximum):	ONE
Size allowed (maximum):	Signable area determination: The occupancy displaying a wall sign shall determine the signable area by choosing one such area on the building facade and by then calculating the number of square feet which are enclosed by an imaginary rectangle or square w
How is sq.ft. of sign determined?	SINGLE RECTANGLE ENCOMPASSING ALL COPY
Can individual components of a channel letter sign be boxed in to calculate sign area?	NO
Are raceways allowed?	NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS
Are cabinet style signs allowed?	YES
Interior illumination allowed?	YES
Projection restrictions?	NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS
Above roofline allowed? Parapet install OK?	NO/YES
Is roofline measured to highest peak?	MANSARD/GABLE/HIP- EAVE; PARAPET-TOP OF PARAPET HORIZON LINE
Only on elevation facing street?	YES- MUST FACE PUBLIC ROW
Letter height restriction? Neon OK?	N/A
Other restrictions/comments:	N/A
Notes:	N/A



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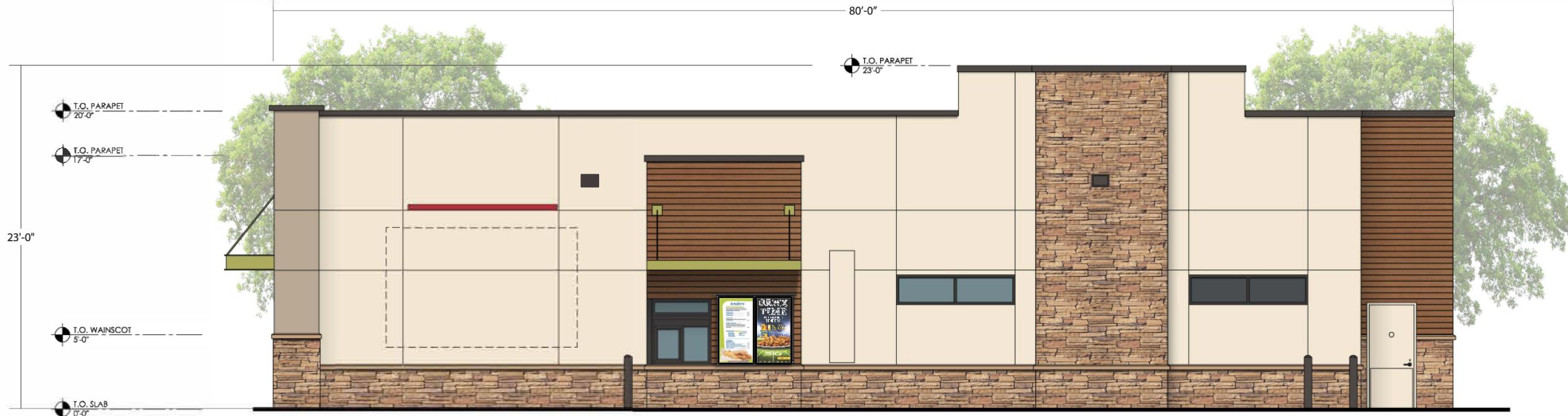
Design Number:  
69117

Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FL

Project Identity Number:  
77558

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:



South Elevation

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



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Laboratories Inc.  
LISTING E89514  
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OF THE SIGN

Approval:  
 Approved  
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 DATE: \_\_\_\_\_

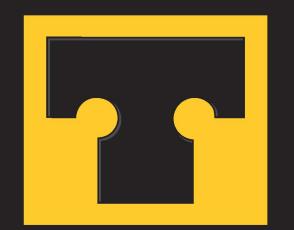
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Page \_\_\_\_\_ Sheet \_\_\_\_\_

4 4 OF 10

Local: 727-573-7757  
Fax: 727-573-0328

Number allowed (maximum):	ONE
Size allowed (maximum):	Signable area determination: The occupancy displaying a wall sign shall determine the signable area by choosing one such area on the building facade and by then calculating the number of square feet which are enclosed by an imaginary rectangle or square w
How is sq.ft. of sign determined?	SINGLE RECTANGLE ENCOMPASSING ALL COPY
Can individual components of a channel letter sign be boxed in to calculate sign area?	NO
Are raceways allowed?	NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS
Are cabinet style signs allowed?	YES
Interior illumination allowed?	YES
Projection restrictions?	NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS
Above roofline allowed? Parapet install OK?	NO/YES
Is roofline measured to highest peak?	MANSARD/GABLE/HIP- EAVE; PARAPET-TOP OF PARAPET HORIZON LINE
Only on elevation facing street?	YES- MUST FACE PUBLIC ROW
Letter height restriction? Neon OK?	N/A
Other restrictions/comments:	N/A
Notes:	N/A



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PDQ

Design Number:  
69117

Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FL

Project Identity Number:  
77558

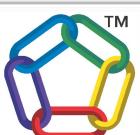
Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:



East Elevation

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



3M™ MCS™ Warranty

**Underwriters Laboratories Inc.**  
LISTING E89514

**ELECTRIC SIGN**  
COMPLIES TO UL 48

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Approval:

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DATE: \_\_\_\_\_
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DATE: \_\_\_\_\_
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DATE: \_\_\_\_\_

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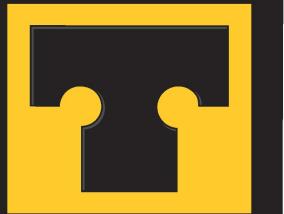
5

5 OF 10

Local: 727-573-7757  
Fax: 727-573-0328

Number allowed (maximum):	ONE
Size allowed (maximum):	Signable area determination: The occupancy displaying a wall sign shall determine the signable area by choosing one such area on the building facade and by then calculating the number of square feet which are enclosed by an imaginary rectangle or square w
How is sq.ft. of sign determined?	SINGLE RECTANGLE ENCOMPASSING ALL COPY
Can individual components of a channel letter sign be boxed in to calculate sign area?	NO
Are raceways allowed?	NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS
Are cabinet style signs allowed?	YES
Interior illumination allowed?	YES
Projection restrictions?	NOT STIPULATED PER CODE: CHECK W/ LL FOR RESTRICTIONS
Above roofline allowed? Parapet install OK?	NO/YES
Is roofline measured to highest peak?	MANSARD/GABLE/HIP- EAVE; PARAPET-TOP OF PARAPET HORIZON LINE
Only on elevation facing street?	YES- MUST FACE PUBLIC ROW
Letter height restriction? Neon OK?	N/A
Other restrictions/comments:	N/A
Notes:	N/A

Permit required?	NO
Number allowed (maximum):	NOT STIPULATED BY CODE; SUBJECT TO REVIEW BY PLANNING & COMMUNITY DEVELOPMENT
Size allowed (maximum):	6 SQ FT
Height restrictions? (Explain)	NOT STIPULATED BY CODE; SUBJECT TO REVIEW BY PLANNING & COMMUNITY DEVELOPMENT
Setback restrictions? (Explain)	NOT STIPULATED BY CODE; SUBJECT TO REVIEW BY PLANNING & COMMUNITY DEVELOPMENT
Engineering required? (Explain)	NO
Dir. signs included in total sq.ft.?	NO
Logo allowed / name allowed?	NO
Illumination allowed? (If not, explain)	YES
Other restrictions/comments:	N/A
Notes:	N/A



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Clearwater, Florida 33762

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PDQ

Design Number:  
69117Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FLProject Identity Number:  
77558

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:

3M™ MCS™ Warranty



Approval:

 Approved

DATE: \_\_\_\_\_

 Approved as noted

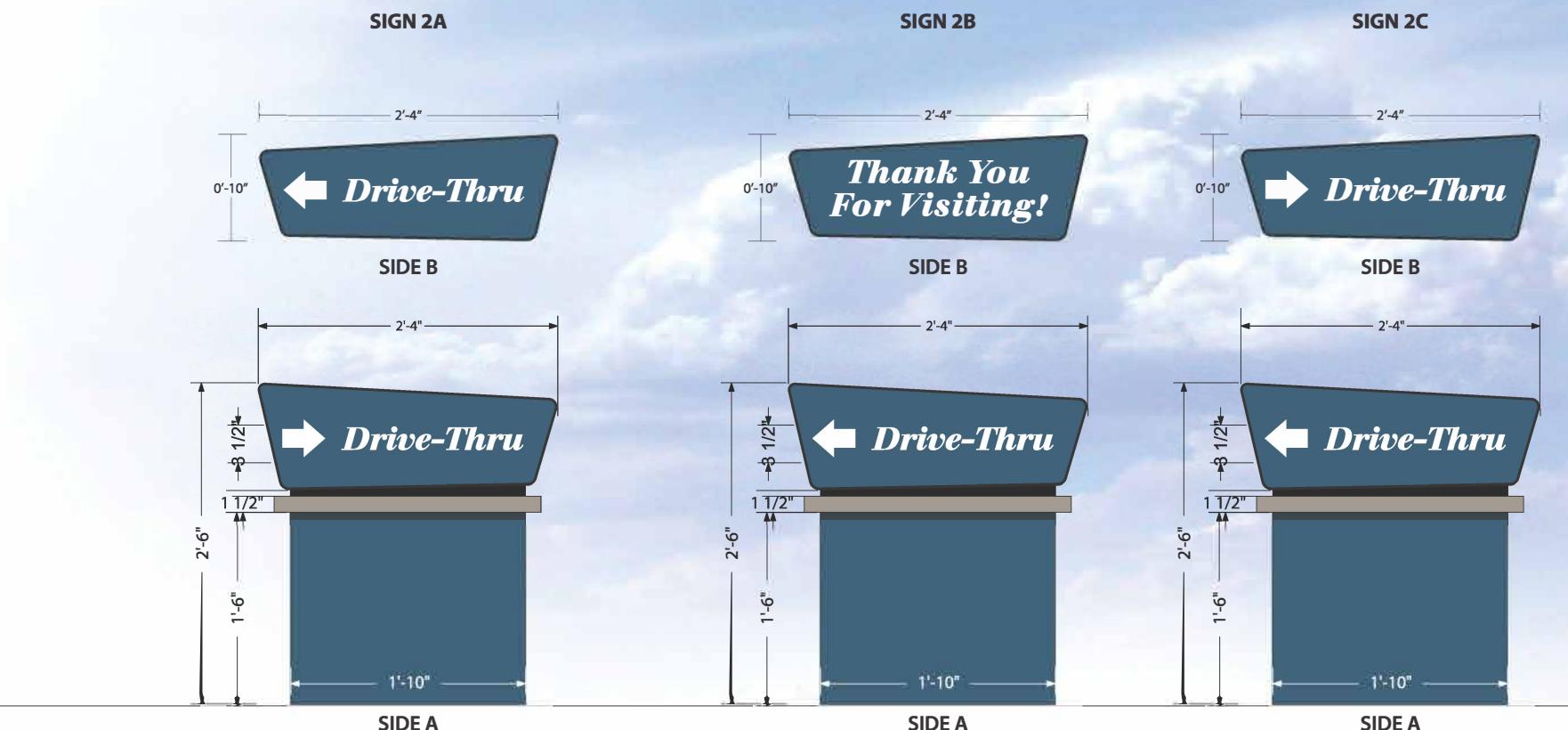
DATE: \_\_\_\_\_

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DATE: \_\_\_\_\_

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**2A,2B,2C - D/F Non Illuminated Directional Signs (QTY: 3)**

Square Feet: 2

Scale: 1"=1'-0"

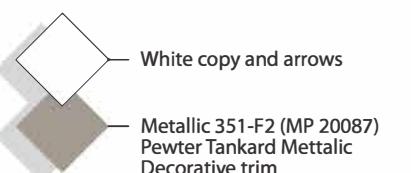
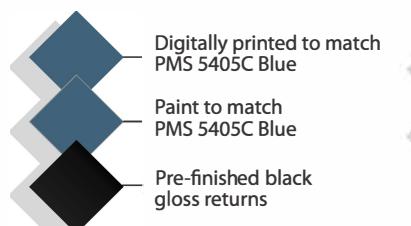
**Scope of Work:**

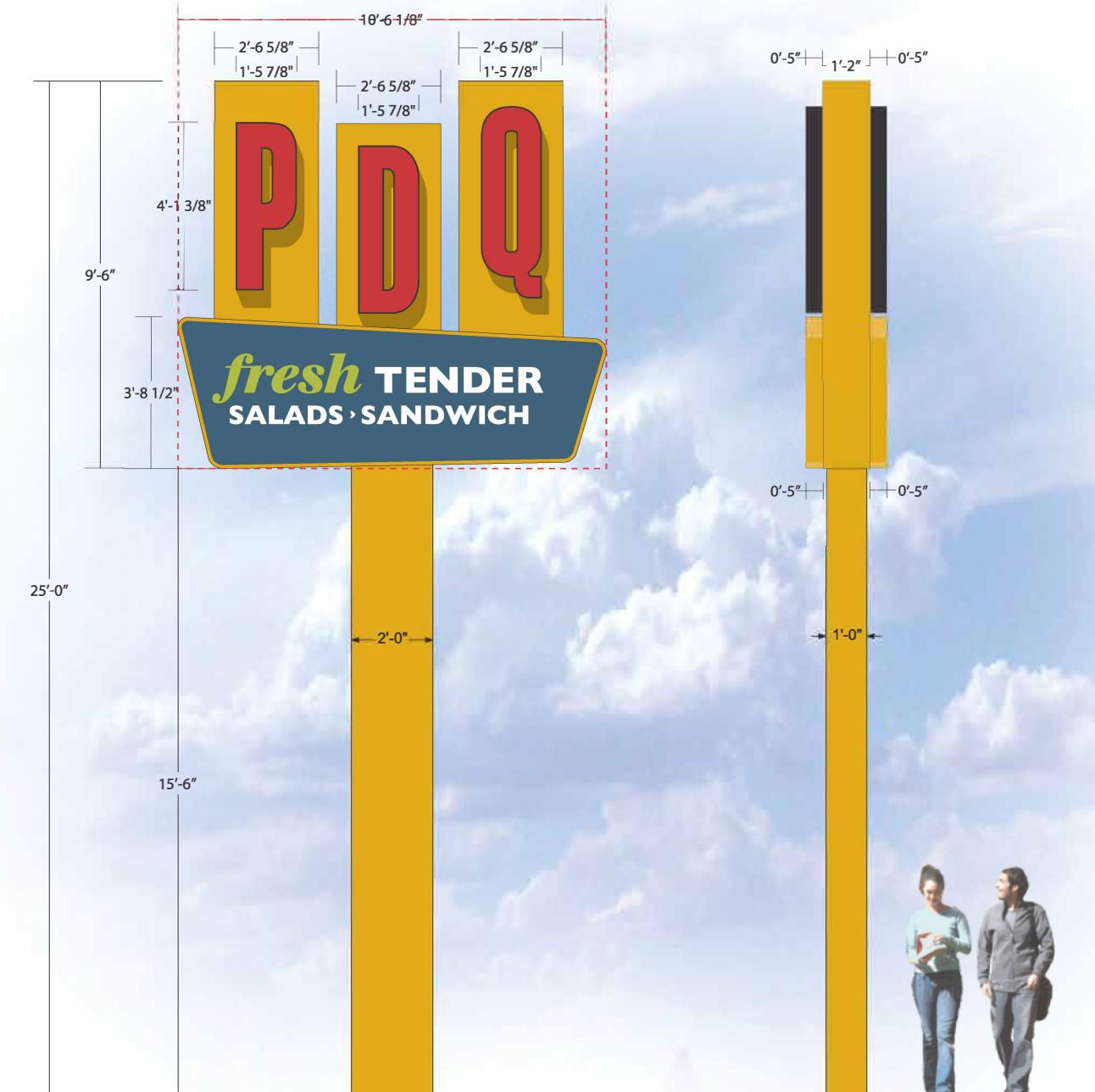
Directional signs to be from aluminum construction with digitally printed graphics on aluminum faces conforming with client's color program.

MS base will feature aluminum angle internal frame and .080" aluminum skin painted to match PMS 5405C.

Decorative rail to be painted to match Metallic 351-F2 (MP 20087) Pewter Tankard Metallic.

PDQ logo to be digitally printed





### 3 - D/F Illuminated Pylon Sign

SCALE: 1/4" = 1'-0" | Square Feet: 99.84'

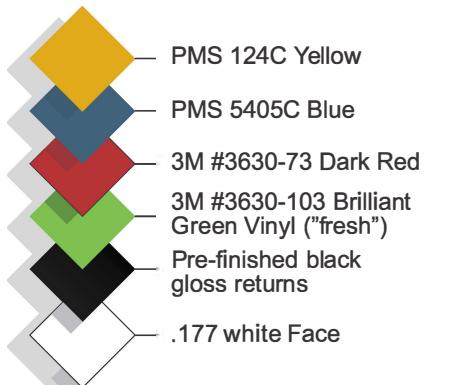
#### Scope of Work:

Primary identity DF pylon sign will feature Front Lit channel letters from aluminum construction with 5" deep pre-finished gloss black returns and 1" black jewelite as trim cap. Faces to be #2447 milk white acrylic faces overlaid with 3M #3630-73 Dark Red translucent vinyl. Backs to be clear.

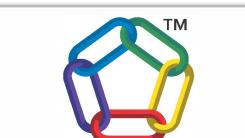
Subcopy will feature aluminum constructed 5" deep cabinet with 2" X 2" aluminum retainer to be used as trim cap and painted to match PMS 124C Yellow with satin finish. Face to be .177 2447 white acrylic with digital print applied first surface. Digital print to be laminated with GPS. Pylon pole support cover to be .080" aluminum.

Internal illumination to be Red LEDs for Channel letters and White LEDs for subcopy cabinet.

Number allowed (maximum):	1
Size allowed (maximum sq.ft) one side:	2-Lane Streets: 36 sq. ft. All other 4—6 lanes: 50 sq. ft. Orlando Ave., Aloma Ave., Lee Rd.: 100sq. Ft.
Are both sides counted toward square footage?	NO
Both pylons & monuments allowed?	YES
How is sq.ft. of sign determined?	SINGLE RECTANGLE ENCOMPASSING ALL COPY
Height restrictions (overall height.):	2-Lane Streets: 8 ft. All other 4—6 lanes: 20 ft. Orlando Ave., Aloma Ave., Lee Rd.: 25 ft.
Measure from crown or grade at install site?	GRADE AT INSTALL LOCATION
Pole cover or cabinet depth restrictions?	NO
Clearance restrictions?	PYLON-16' MIN FROM GRADE TO BOTTOM OF SIGN CABINET
Setback restrictions? (Explain)	A ground sign must be located entirely on private property behind the lot line.
Is setback measured from the leading edge or pole?	LEADING EDGE OF CABINET
Can the cabinet be changed on an existing pole sign?	YES-WITH PERMIT
Visibility triangle restrictions? (Explain)	MAY NOY OBSTRUCT DRIVER VISION WITHIN VISIBILITY TRIANGLE PER DOT STANDARDS
Feet between signs allowed?	N/A
Projection over public way allowed?	Where a ground sign projects over a vehicular traffic area such as a driveway or parking lot aisle, the minimum clearance between the bottom of the sign and the ground shall be 16 feet.
- If Yes; Dimensions:	16' FROM GRADE TO BOTTOM OF SIGN. MAY ONLY PROJECT OVER A DRIVEWAY OR PARKING LOT ISLE
Windload	PER ENGINEER
Other restrictions/comments:	N/A
Landscape Plan Required?	NO
Interior illumination allowed?	YES
Notes:	



### Color Program



### 3M™ MCS™ Warranty

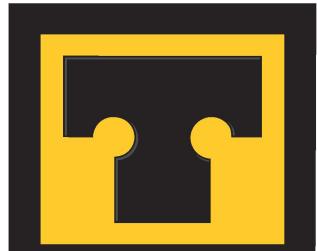


#### Approval:

- Approved  
DATE: \_\_\_\_\_
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DATE: \_\_\_\_\_
- Revise & Re-Submit  
DATE: \_\_\_\_\_

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800-526-3325

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PDQ

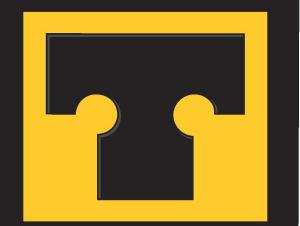
Design Number:  
69117

Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FL

Project Identity Number:  
77558

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:



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Clearwater, Florida 33762

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Project Updates:  
Rev:



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**ELECTRIC SIGN**  
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Approval:

Approved

DATE: \_\_\_\_\_

Approved as noted

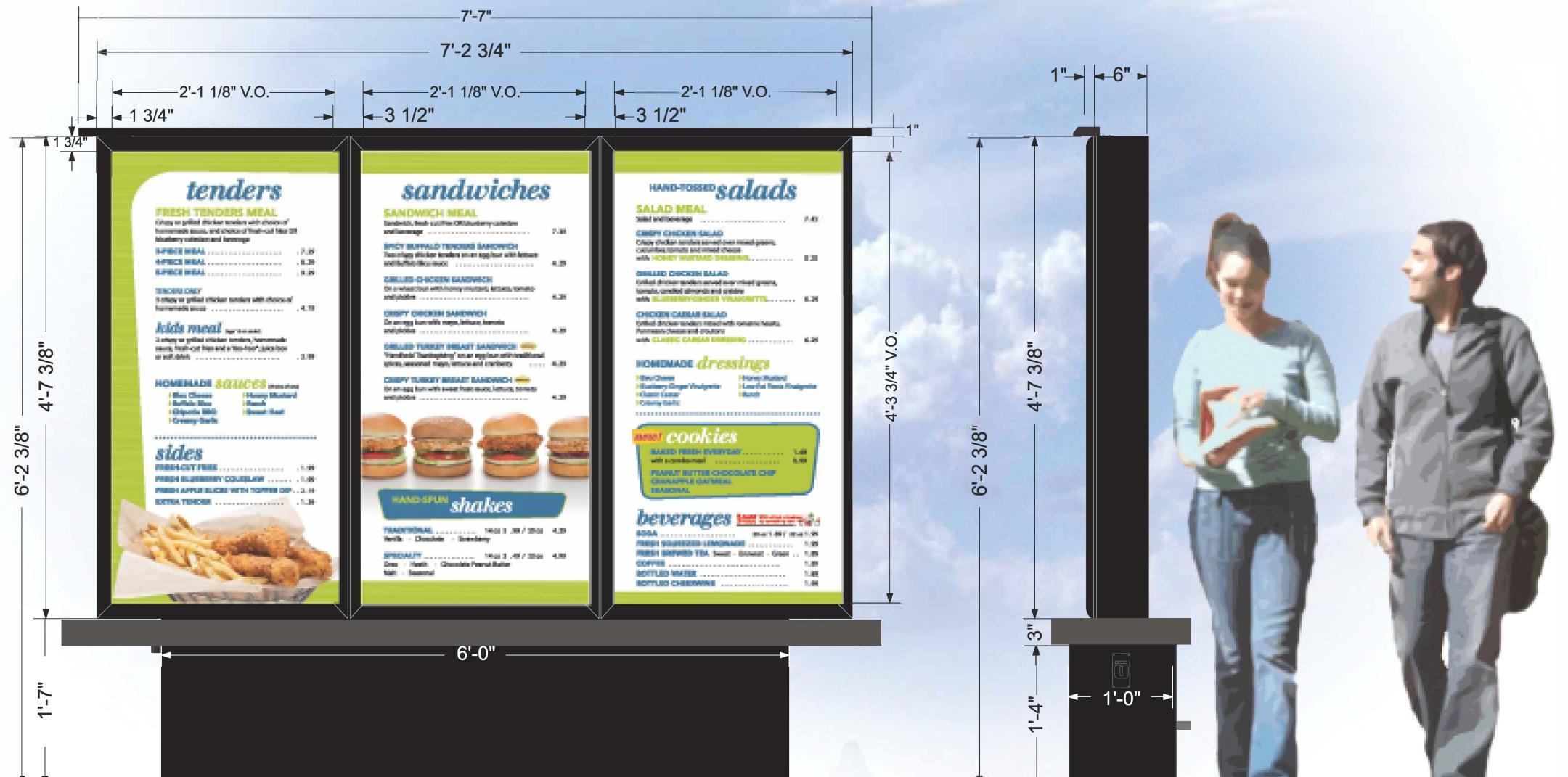
DATE: \_\_\_\_\_

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DATE: \_\_\_\_\_

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#### 4 - S/F Illuminated Triple Panel Menu Board

##### Scope of Work:

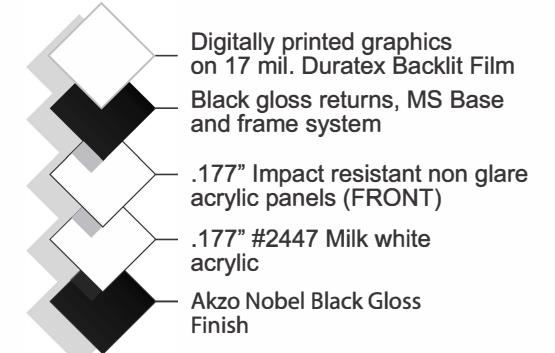
Menu board will feature 6" deep extruded aluminum cabinet with an aluminum snap frame, front loading exchangeable graphics system. Full color digitally printed graphics on 17mil. Matte Duratex Rigid Backlit Film "sandwiched" between a .177" #2447 milk white acrylic and an impact resistant .177" matte clear acrylic. Menu board will feature a brake-formed aluminum rain cover. Monument base to feature internal aluminum angle framing and .080" aluminum skin painted black with gloss finish.

Menu board display to be painted Akzo Nobel black with gloss finish. Internal illumination provided by DHO Fluorescent lamps and an energy efficient ballast system.

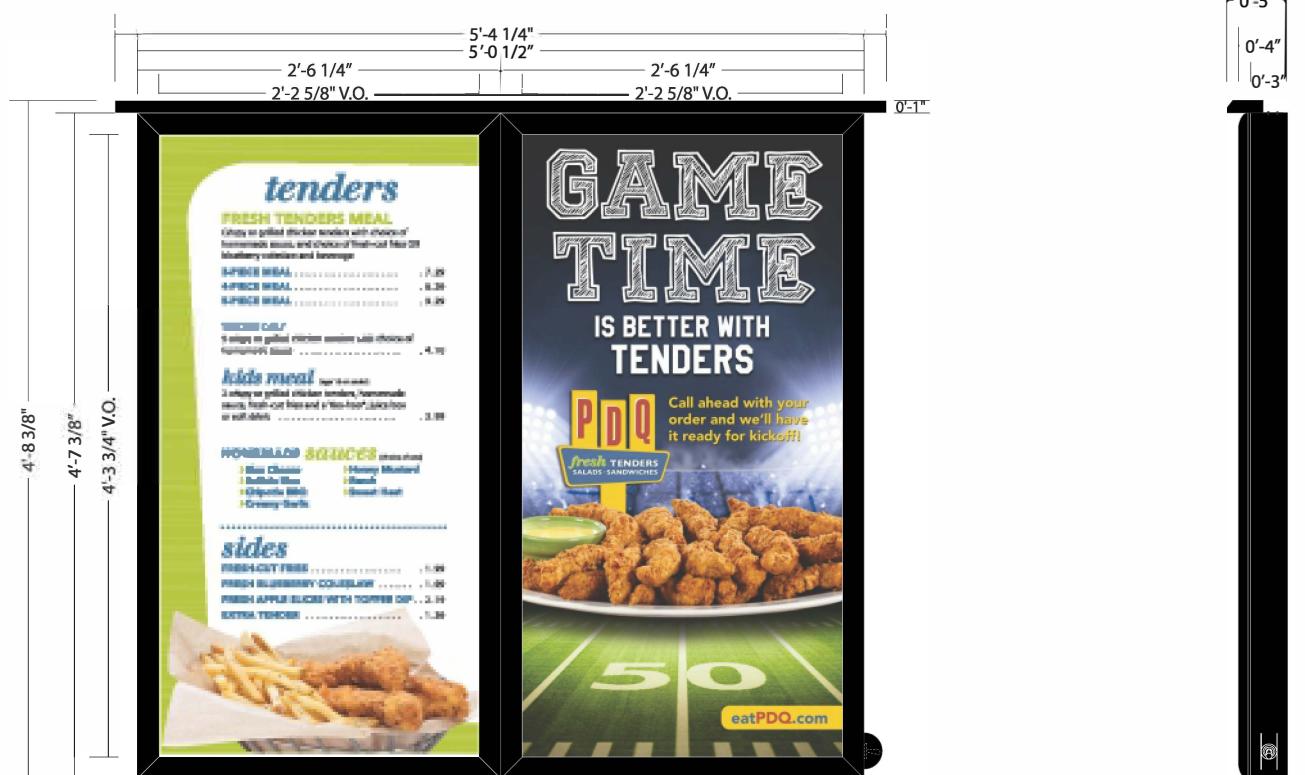
**CLIENT TO PROVIDE SITE SPECIFIC TRIPLE MENU BOARD GRAPHICS.**

SCALE: 3/4" = 1'-0"

Number of Menu boards allowed	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.
Max Allowed area	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.
Max Allowed height	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.
Notes:	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.



#### Color Program



Number of Menu boards allowed	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.
Max Allowed area	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.
Max Allowed height	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.
Notes:	Per Ashley Ong, the Menu Boards are not regulated (no permit required), as they are not visible to the public as an advertising sign.



### Color Program

**NOTE: SITE SPECIFIC GRAPHICS TO BE PROVIDED BY OTHERS**

### 5 - S/F Illuminated Single Panel Menu Board

#### Scope of Work:

Menu board cabinets to be constructed of 3" channel returns snap frame, front loading exchangeable graphics system.

Menu board display structures to be painted Akzo Nobel black with gloss finish.

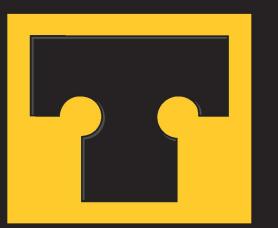
Internal illumination provided by energy efficient LED lighting. Led lighting by Agilight Signrays Pro 260 1G3 B LEDs

SCALE: 3/4" = 1'-0"



Proposed Condition -South Elevation

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



**THOMAS**

SIGN & AWNING CO INC

4590 118TH Avenue North  
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CLIENT

PDQ

Design Number:  
69117

Installation Address:  
SWC of Minnesota Ave &  
S Orlando, Ave  
Winter Park, FL

Project Identity Number:  
77558

Sales Associate:	Project Team:
RW	BM
Designer:	Date:
MBV	06.14.17

Project Updates:  
Rev:



3M™ MCS™ Warranty



Approval:

Approved  
DATE: \_\_\_\_\_

Approved as noted  
DATE: \_\_\_\_\_

Revise & Re-Submit  
DATE: \_\_\_\_\_

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