

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

**Staff Report  
September 5, 2017**

**SPR 17-07**     REQUEST OF HYATT DESIGN FOR APPROVAL TO CONSTRUCT A NEW 4,875-SQUARE FEET SINGLE-FAMILY HOME LOCATED AT 1074 MCKEAN CIRCLE ON THE CANAL BETWEEN LAKE MAITLAND AND LAKE VIRGINIA, ZONED R-1AA.

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Request of Hyatt Design (representing the property owners) for approval to construct a new 4,875-square feet single-family home located at 1074 McKean Circle on the canal between Lake Maitland and Lake Virginia, zoned R-1AA.

This property is currently developed with a single-family home that is to be demolished, and measures 16,889-square feet in size. The proposed one-story home will be total of 4,875-square feet in size including the front and rear porches, or 4,197-square feet excluding the porches, which yields a floor area ratio (FAR) of 27%. This new home will have impervious lot coverage of 6,295-square feet or 37.3%, which is within the maximum 50%.

**TREE PRESERVATION:** The Code direction on water front lots is "to preserve existing trees to the degree reasonably possible." Since this property was already developed, this proposed home will not require any tree removals.

**VIEW FROM THE LAKE:** The Code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy is not to permit walls/swimming pool decks facing the lake in excess of three feet in height. The issues that we typically deal with about grades and pools decks/retaining walls are not present in this case.

**VIEW OF NEIGHBORS:** The Code direction is to minimize the degradation of traditional views across properties by new houses, additions, second story additions, etc. alongside property lines toward the lake that may block traditional views. The attached site plan shows the orientation of this home versus the adjacent homes. This proposed home will not impede the views of the lake of the neighboring properties.

The code states that wall heights in excess of 12 feet must meet the second floor setback requirement. For properties with grade drops, this height is averaged from the shortest point to the tallest point. In this case, the average wall height is approximately 13 feet in height, so it must follow the second-story setbacks, however the applicant is requested a one foot variance to this code requirement. The applicant is proposing a one-story home which is favorable on waterfront because it is less intrusive to the waterfront views, so staff is in support of this small variance to keep the house one-story in height.

**STORM WATER RETENTION:** The zoning code requires retention of storm water so that storm water flowing over a waterfront lawn area does not carry with it into the lake any fertilizers, herbicides, etc. Typically, this retention requirement is accomplished by the creation of a depressed swale area across the waterfront of about one foot in depth. The amount of impervious surface determines the need for the depth of the swale. The



applicant is proposing three stormwater retention areas that are sized to meet the City's code requirement.

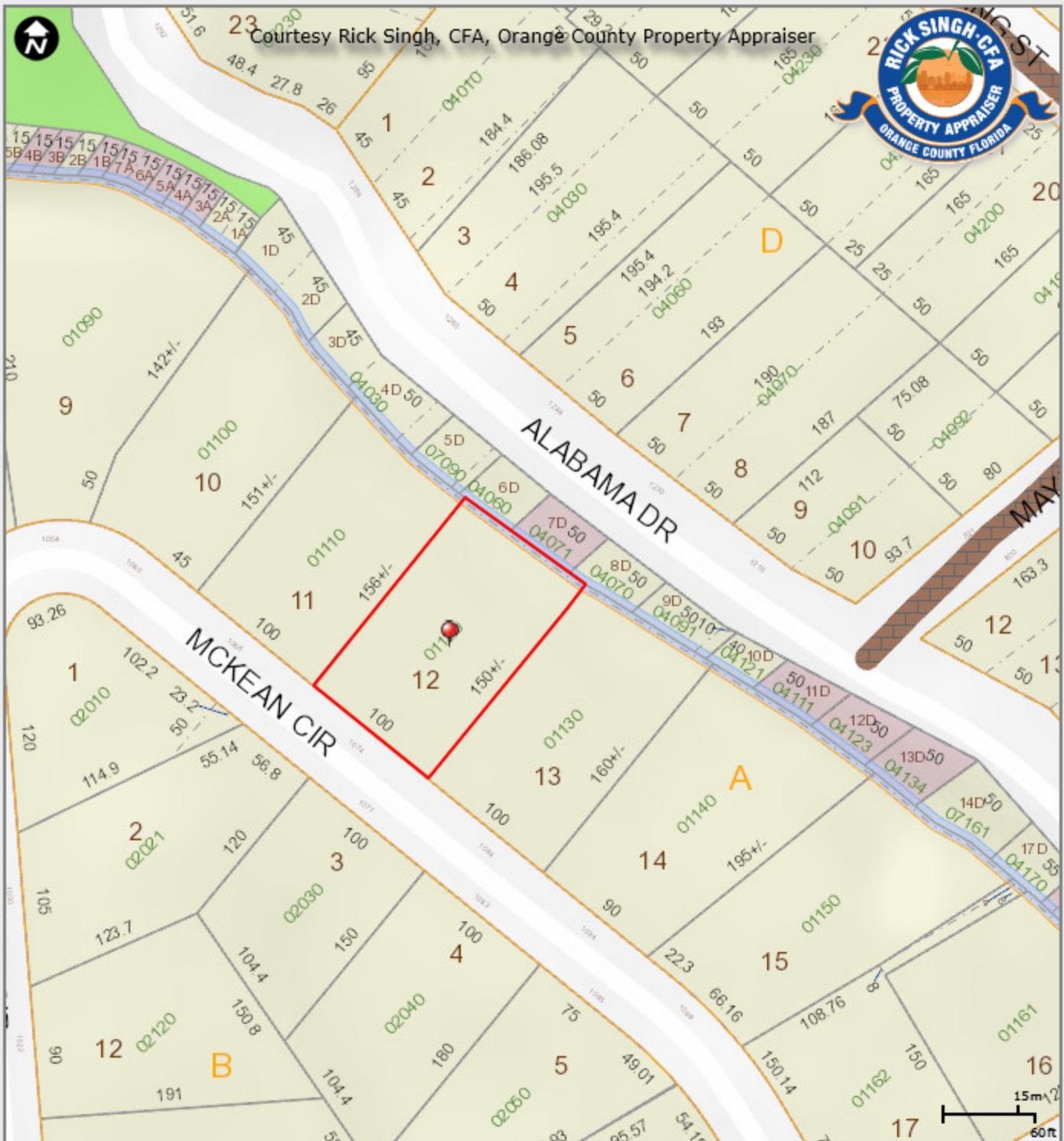
**SUMMARY:** Overall, the plans meet the intent of the lakefront review criteria. Staff does not see any significant concerns with the proposed home as presented.

**STAFF RECOMMENDATION IS FOR APPROVAL**



# Parcel Report for 05-22-30-6592-01-120

Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 8/18/2017

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

OCA Web Map		Proposed Road		Residential		Commercial/Industrial/Vacant Land		Parks		6 Lot Number	
	Florida turnpike		Public Road		Proposed Road		Agriculture		Lakes and Rivers		Parcel Number
	Interstate 4		Gated Road		Brick Road		Agricultural Cattle		Building		Parcel Address
	Toll Road		Road Under Construction		Block Line		Hydro		Waste Land		Block Number
			Lot Line		Governmental/Institutional/Misc						Parcel Dimensions



## Parcel Report for 05-22-30-6592-01-120



Created: 8/18/2017

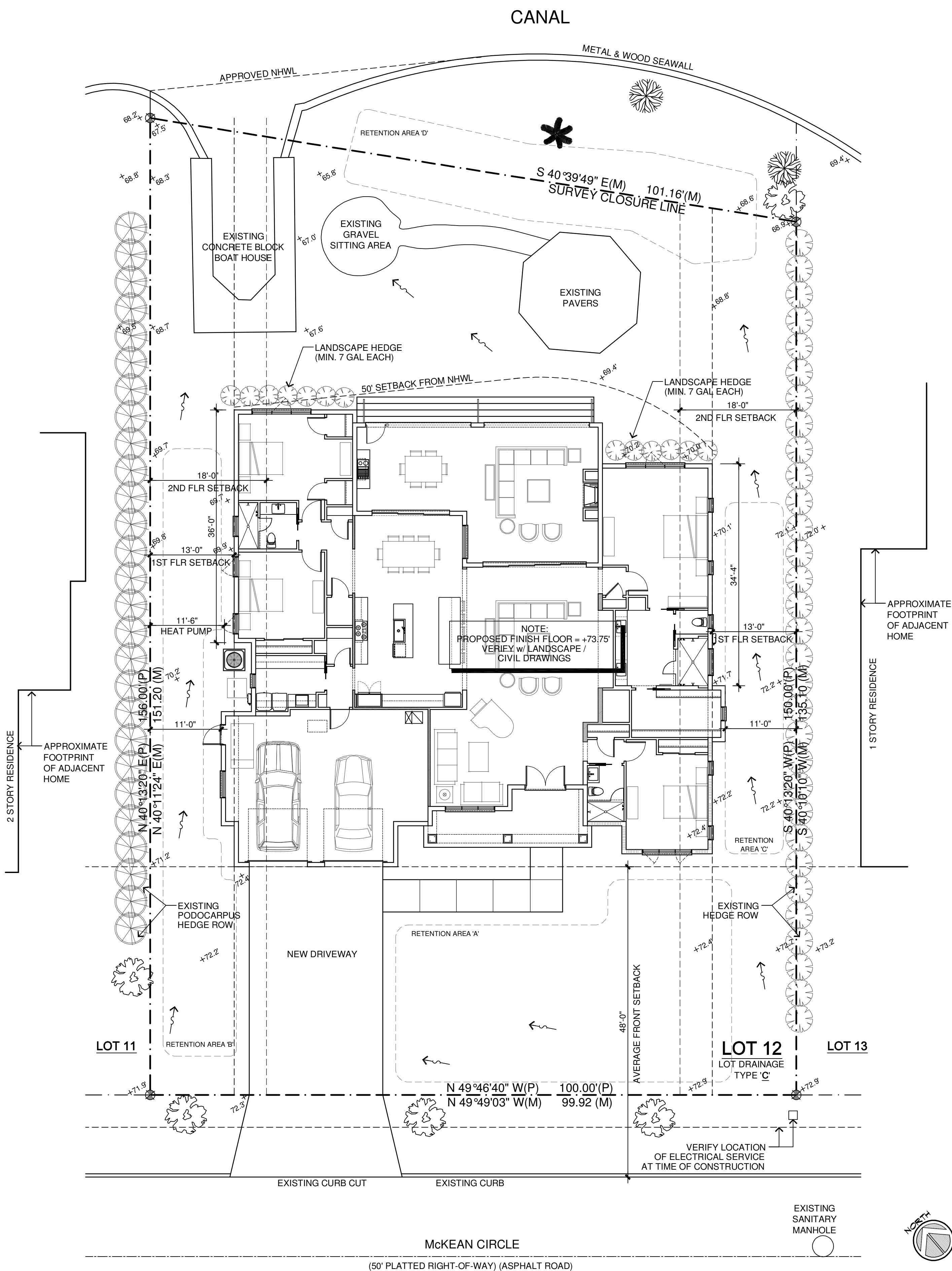
This map is for reference only and is not a survey.

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



# A RESIDENCE FOR CARLTON BLOW & ANGELA RAMSEY

1074 McKean Circle Winter Park Florida 32789



## SITE / F.A.R. DATA (AT 33%)

TOTAL SITE AREA	16,889 SQ. FT.	
ALLOWABLE IMPERVIOUS AREA	8,444 SQ. FT.	@ 50%
IMPERVIOUS AREAS:		
BLDG FOOTPRINT	4,875 SQ. FT.	
WALKS & HEAT PUMP PADS	181 SQ. FT.	
DRIVEWAY	730 SQ. FT.	
PAVERS (EXISTING)	277 SQ. FT.	
BOATHOUSE FOOTPRINT (EXISTING)	232 SQ. FT.	
TOTAL IMPERVIOUS AREA	6,295 SQ. FT.	37.3%
ALLOWABLE IMPERVIOUS AREA	8,444 SQ. FT.	@ 50%
FLOOR AREA RATIO (F.A.R.):		
FIRST FLOOR AREA	4,875 SQ. FT.	
SECOND FLOOR AREA	N/A	
MINUS FRONT PORCH	178 SQ. FT.	
MINUS REAR PORCH (677 SQ. FT. - 177 SQ. FT.)	500 SQ. FT.	
TOTAL F.A.R.	4,197 SQ. FT.	27.0 %
ALLOWABLE F.A.R.	5,573 SQ. FT.	@ 33%

NOTE:  
THIS STRUCTURE HAS BEEN DESIGNED TO MEET OR EXCEED REQUIREMENTS OF  
THE FLORIDA BUILDING CODE RESIDENTIAL FIFTH EDITION (2014) (AND ASCE 7-10).

WIND SPEED (V ULTIMATE) 140 MPH  
WIND SPEED (V ALLOWABLE) 108 MPH  
WIND IMPORTANCE FACTOR 1  
BUILDING CATEGORY II  
EXPOSURE CATEGORY C  
INTERNAL PRESSURE COEFF. 18  
COMPONENTS & CLADDING 29.4 PSF/39.4 PSF  
BUILDING TYPE V

## SHEET INDEX

C	COVER - SITE PLAN
2.1	FLOOR PLAN
3.1	EXTERIOR ELEVATIONS
3.2	EXTERIOR ELEVATION
5.1	ROOF PLAN

## FRONT YARD PERMEABLE CALCULATION:

TOTAL FRONT YARD AREA = 3,530 SQ. FT.  
IMPERVIOUS AREAS  
DRIVEWAY AREA = 730 SQ. FT.  
WALKWAY AREA = 149 SQ. FT.  
TOTAL IMPERVIOUS = 879 SQ. FT.  
PERMEABLE FRONT YARD AREA REQUIRED = 1,765 SQ. FT.  
(3,530 SQ. FT. @ 50%)  
PERMEABLE FRONT YARD AREA PROVIDED = 2,651 SQ. FT.

## RETENTION SCHEDULE:

TOTAL IMPERVIOUS AREA = 6,327 SQ. FT.  
6,327 SQ. FT. X 1 SQ. IN. = 528 CU. FT. REQUIRED RETENTION  
RETENTION AREA 'A' = 1,394 SQ. FT. @ 2" = 232.3 CU. FT.  
RETENTION AREA 'B' = 819 SQ. FT. @ 2" = 136.5 CU. FT.  
RETENTION AREA 'C' = 487 SQ. FT. @ 1.5" = 60.1 CU. FT.  
RETENTION AREA 'D' = 797 SQ. FT. @ 1.5" = 99.6 CU. FT.  
TOTAL RETENTION PROVIDED = 528.5 CU. FT. CU. FT.

NOTE:  
SITE INFORMATION IS FROM A SURVEY BY:  
IRELAND & ASSOCIATES SURVEYING, INC.  
1301 S. INTERNATIONAL PARKWAY SUITE 2001  
LAKE MARY, FLORIDA 32746  
(407) 678-3366

CONTRACTOR TO VERIFY ALL  
SITE INFORMATION, DIMENSIONS AND NEW  
CONSTRUCTION WITH SITE CONDITIONS PRIOR  
TO ANY SITE DEMOLITION AND / OR NEW  
CONSTRUCTION.

LEGAL DESCRIPTION:  
LOT 12, BLOCK A, PALMER PARK SUBDIVISION, ACCORDING TO  
THE PLAT THEREOF AS RECORDED IN PLAT BOOK T, PAGE 58,  
PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA

NOTE:  
SITE GRADING INFORMATION  
BASED UPON 1988 N.A.V.D.

INDICATES PROPOSED  
DRAINAGE

LOT DRAINAGE TYPE: C

DON BOLDEN ENG., INC.  
Don Bolden, P.E.  
Florida Registration # 47524  
Certificate of Authorization # 26030  
P.O. Box 530783  
DeBary, FL 32753

SITE PLAN

Scale: 1" = 10'

REVISIONS	BY
7 AUG 2017	
14 AUG 2017	

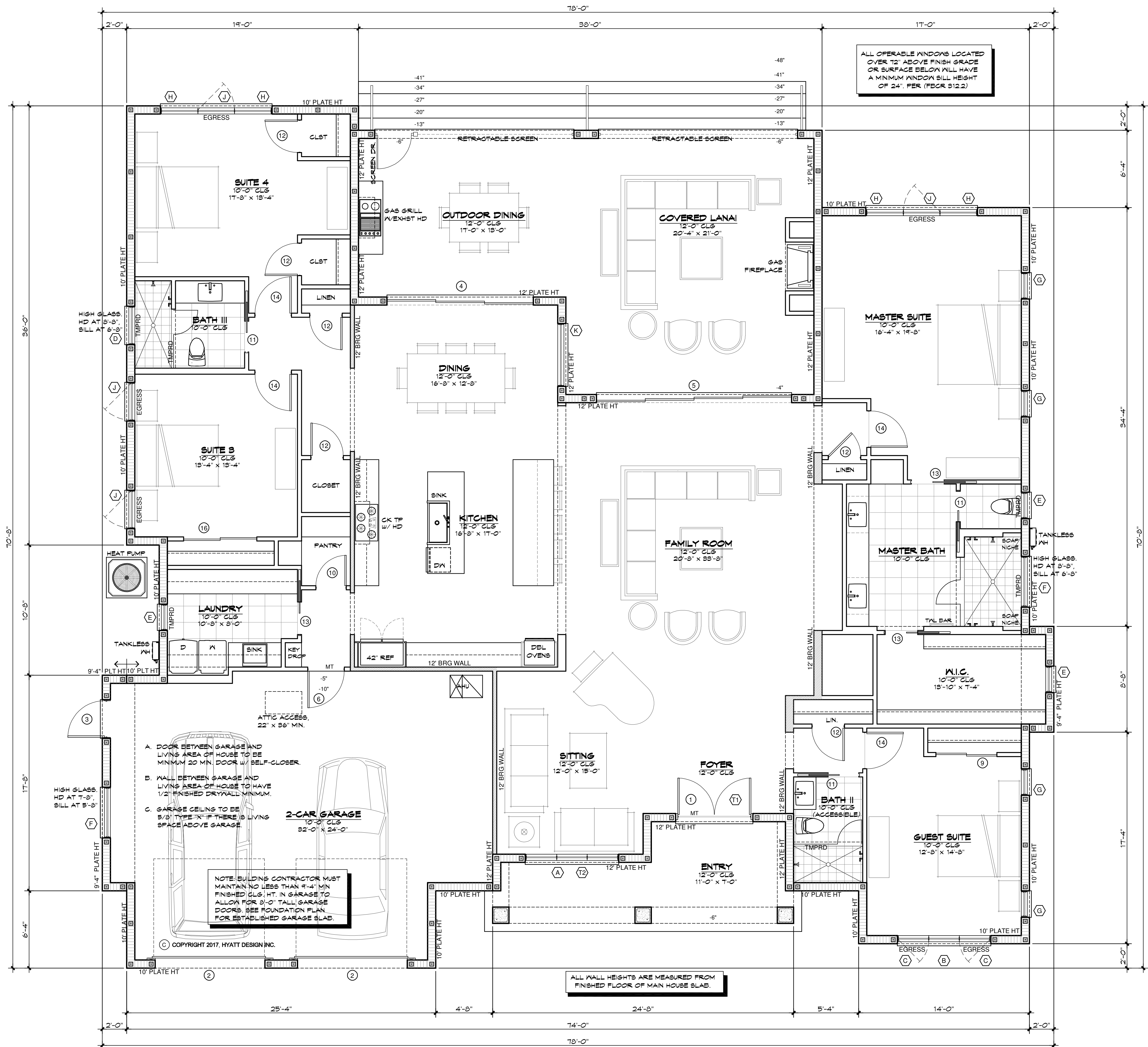
1313 N. ORANGE AVENUE  
SUITE B  
ORLANDO, FL 32804  
PHONE (407) 864-0020  
FAX (407) 864-0025  
WWW.VASTDESIGN.COM

Brannon Construction Co.  
LARRY BRANNON, President  
Remodeling Specialist  
www.brannonconstruction.com  
(817) 407-7226

PROJECT: A RESIDENCE FOR CARLTON BLOW & ANGELA RAMSEY  
LOCATION: 1074 MCKEAN CIRCLE WINTER PARK FLORIDA 32789  
BUILDER: BRANNON CONSTRUCTION COMPANY

DRAWN BY: GRES HYATT  
CAD DRAWING  
CU / PA  
CHECKED BY: SH  
DATE: 8-14-2017  
SCALE: AS SHOWN  
BY: NOTED  
JOB NO: 21102  
SHEET: 01





**FLOOR PLAN**  
scale: 1/4" = 1'-0"

**NOTE:**  
THIS STRUCTURE HAS BEEN DESIGNED TO MEET OR EXCEED REQUIREMENTS OF THE FLORIDA BUILDING CODE RESIDENTIAL FIFTH EDITION (2014) (AND ASCE 7-10).

WIND SPEED (V ULTIMATE) 140 MPH  
WIND SPEED (V ALLOWABLE) 108 MPH  
WIND IMPORTANCE FACTOR 1  
BUILDING CATEGORY II  
EXPOSURE CATEGORY C  
INTERNAL PRESSURE COEFF. 18  
COMPONENTS & CLADDING 29.4 PSF / 39.4 PSF  
BUILDING TYPE V

AREA TABULATION	
A/C AREA:	
FIRST FLOOR	3,274 SQ. FT.
TOTAL A/C AREA	3,274 SQ. FT.
NON A/C AREA:	
2 CAR GARAGE	726 SQ. FT.
REAR COVERED PORCH	693 SQ. FT.
ENTRY	158 SQ. FT.
TOTAL NON A/C AREA	1,577 SQ. FT.
TOTAL AREA UNDER ROOF	4,851 SQ. FT.

WINDOW SCHEDULE					
Ltr.	Nominal Size	Rough Opng'	Type	Mat.	Remarks
A	(3) 2660	-	FIXED	VINYL	-
B	2650	-	FIXED	VINYL	-
C	2650	-	CSMT	VINYL	-
D	3020	-	FIXED	VINYL	HIGH GLS. 8'-8" HD HT
E	2040	-	FIXED	VINYL	-
F	4020	-	FIXED	VINYL	-
G	2020	-	FIXED	VINYL	-
H	3060	-	FIXED	VINYL	-
J	3060	-	CSMT	VINYL	-
K	5080	-	FIXED	VINYL	-
T1	(2) 3018	-	FIXED	VINYL	TRANSOM GLASS
T2	(3) 3018	-	FIXED	VINYL	TRANSOM GLASS

**NOTE:**  
ALL SIZES ARE NOMINAL - 3060 = 3'-0" X 6'-0" - VERIFY ROUGH OPENING w/ WINDOW MANUFACTURER  
ALL INSULATED GLASS  
ALL OPERABLE WINDOWS LOCATED OVER 72" ABOVE FINISH GRADE OR SURFACE BELOW SHALL HAVE A MINIMUM WINDOW SILL HEIGHT OF 24" (PER FLORIDA BUILDING CODE RESIDENTIAL FIFTH EDITION R312.2)  
**REFER TO SHEET 0.1 FOR WINDOW AND DOOR OPENING AND BUILDING ZONE WIND PRESSURE INFORMATION**

DOOR SCHEDULE					
No.	Size	Thk.	Type	Mat.	Remarks
1	PR 3080	1 3/4"	FRENCH	FG/GL	FRONT DOORS
2	9080	-	OHD	MTL	GARAGE DR
3	3080	1 3/4"	PANEL	MTL	-
4	12x10'	-	SGD	ALUM/GLS	3 GLS PANELS
5	16x10'	-	SGD	ALUM/GLS	4 GLS PANELS
6	3080	1 3/4"	PANEL	WOOD	20 MIN. DR w/SELF-CLOSER
7	-	-	-	-	-
8	-	-	-	-	-
9	5080	1 5/8"	BIPASS	WOOD	-
10	2680	1 5/8"	PANEL	WOOD	-
11	2680	1 5/8"	POCKET	WOOD	-
12	2880	1 5/8"	PANEL	WOOD	-
13	2880	1 5/8"	POCKET	WOOD	-
14	3080	1 5/8"	PANEL	WOOD	-
15	3080	1 5/8"	POCKET	WOOD	-
16	6080	1 5/8"	BIPASS	WOOD	-
17	-	-	-	-	-
18	-	-	-	-	-
19	-	-	-	-	-
20	-	-	-	-	-

**NOTE:**  
ALL SIZES ARE NOMINAL - 3080 = 3'-0" X 8'-0"  
ALL INSULATED GLASS  
**REFER TO SHEET 0.1 FOR WINDOW AND DOOR OPENING AND BUILDING ZONE WIND PRESSURE INFORMATION**

REVISIONS	BY
7 AUG 2017	
14 AUG 2017	
-	

**Hyatt**  
Custom Estate Homes  
1313 N. ORANGE AVENUE  
SUITE 8  
ORLANDO, FL 32804  
PHONE: (407) 894-0030  
FAX: (407) 894-0033  
WWW.HYATTDIG.COM


**Brannon Construction Co.**  
Residential Construction  
1074 MCKEAN CIRCLE  
WINTER PARK, FL 32789  
WWW.BRANNONCONSTRUCTION.COM  
800-746-7226

**PROJECT:** A RESIDENCE FOR CARLTON BLON & ANGELA RAMSEY  
**LOCATION:** 1074 MCKEAN CIRCLE WINTER PARK FLORIDA 32789  
**BUILDER:** BRANNON CONSTRUCTION COMPANY

DESIGNER  
**GREG HYATT**  
CAD DRAFTING  
CJ / FA  
CHECKED  
SH  
DATE  
X-1-2017  
SCALE  
AS NOTED  
SHEET  
2.1

**DON BOLDEN ENG., INC.**  
Don Bolden, P.E.  
Florida Registration # 47524  
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P.O. Box 530783  
DeBary, FL 32753





Hyatt  
Custom Estate Homes



**Brannon Construction Co.**  
Luxury Custom Home Builder  
&  
Remodeling Specialist  
WINTER PARK  
www.brannonconstruction.com  
407-740-7226

DESIGNER
<b>GREG HYATT</b>
CAD DRAFTING
<b>CJ / PA</b>
CHECKED
<b>SH</b>
DATE
<b>X-X-2017</b>
SCALE
<b>AS NOTED</b>
JOB NO
<b>21788</b>
SHEET
<b>3.1</b>
OF

**DON BOLDEN ENG., INC.**  
Don Bolden, P.E.  
Florida Registration # 47524  
Certificate of Authorization # 26030  
P.O. Box 530783  
DeBarv. FL. 32753

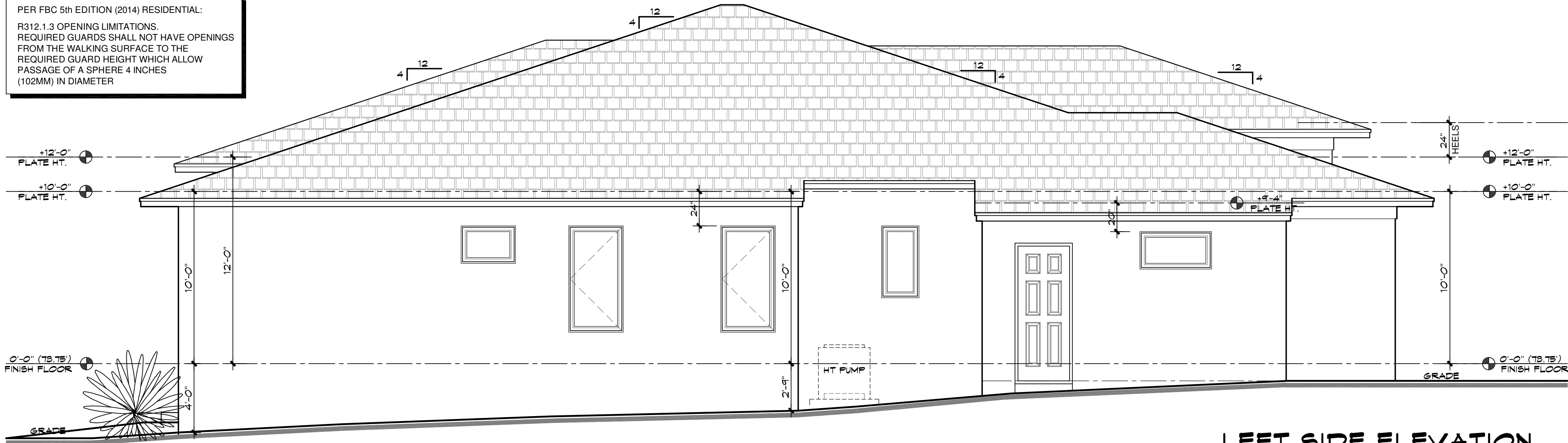


NOTE:  
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WIND SPEED (V ALLOWABLE)	108 MPH
WIND IMPORTANCE FACTOR	1
BUILDING CATEGORY	II
EXPOSURE CATEGORY	C
INTERNAL PRESSURE COEFF.	18
COMPONENTS & CLADDING	29.4 PSF / 39.4 PSF
BUILDING TYPE	V

- NOTES:
1. ALL WALL HEIGHTS ARE MEASURED FROM FINISHED FLOOR OF MAIN HOUSE SLAB.
  2. ALL VENT PIPES TO BE LOCATED TO REAR FACING ROOF SLOPES WHENEVER POSSIBLE.
  3. CONTROL JOINT TO COMPLY WITH ASTM 1063

PER FBC 5th EDITION (2014) RESIDENTIAL:  
R312.1.3 OPENING LIMITATIONS.  
REQUIRED GUARDS SHALL NOT HAVE OPENINGS FROM THE WALKING SURFACE TO THE REQUIRED GUARD HEIGHT WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES (102MM) IN DIAMETER



LEFT SIDE ELEVATION

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

DON BOLDEN ENG., INC.  
Don Bolden, P.E.  
Florida Registration # 47524  
Certificate of Authorization # 26030  
P.O. Box 530783  
DeBary, FL 32753

REVISIONS	BY
7 AUG 2017	
14 AUG 2017	

1213 N. ORANGE AVENUE  
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*Greg Hyatt*  
Custom Estate Homes

*Brannon Construction Co.*  
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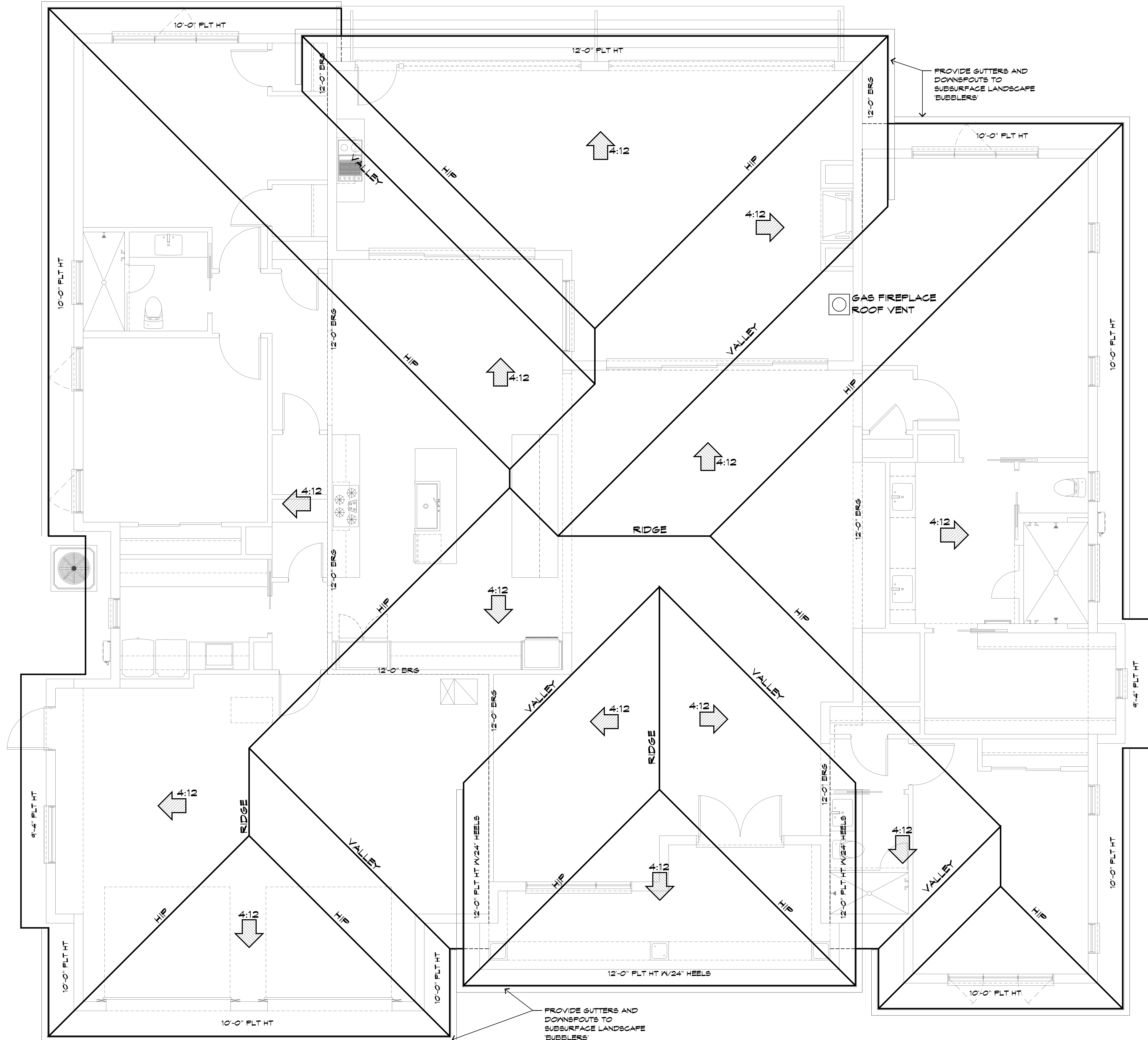
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LOCATION: 1074 MCKEAN CIRCLE WINTER PARK FLORIDA 32789  
BUILDER: BRANNON CONSTRUCTION COMPANY

DRAWN BY  
GREG HYATT  
CJ / PA  
CHECKED BY  
SH  
DATE  
X-12-2017  
SCALE  
AS NOTED  
BY NOTED  
DATE  
11-15-18  
SHEET  
3.2



NOTE:  
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EXPOSURE CATEGORY C  
INTERNAL PRESSURE COEFF. 18  
COMPONENTS & CLADDING 29.4 PSF / 39.4 PSF  
BUILDING TYPE V



**ROOF PLAN**  
scale: 1/4" = 1'-0"

DON BOLDEN ENG., INC.  
Don Bolden, P.E.  
Florida Registration # 47524  
Certificate of Authorization # 26030  
P.O. Box 530783  
DeBary, FL 32753

REVISIONS	BY
7 AUG 2017	
14 AUG 2017	

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PROJECT: A RESIDENCE FOR CARLTON BLON & ANGELA RAMSEY  
LOCATION: 1074 MCKEAN CIRCLE WINTER PARK FLORIDA 32789  
BUILDER: BRANNON CONSTRUCTION COMPANY

DRAWN GREG HYATT
CAD DRAFTING CJ / FA
CHECKED SH
DATE 11-11-17
SCALE AS NOTED
SHEET 2 OF 2
5.1



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

**Staff Report  
September 5, 2017**

**SPR 17-06**      REQUEST OF Z PROPERTIES FOR APPROVAL TO CONSTRUCT A NEW 5,088-SQUARE FEET SINGLE-FAMILY HOME LOCATED AT 2505 TEMPLE DRIVE ON LAKE TEMPLE, ZONED R-1AAA.

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Request of Z Properties (representing the property owners) for approval to construct a new 5,088-square feet single-family home located at 2505 Temple Drive on Lake Temple, zoned R-1AAA. This property is currently undeveloped.

The proposed one-story home will be total of 5,088-square feet in size, which on this large lot that measures 49,878-square feet yields a floor area ratio (FAR) of 10%. This new home will have impervious lot coverage of 13,109-square feet or 26%, which is within the maximum 50%.

**TREE PRESERVATION:** The Code direction on water front lots is “to preserve existing trees to the degree reasonably possible.” This large lot has several trees through the property. Over the past year the applicant and property owners have been working with the city’s Urban Forestry department to save every tree possible and still be able to fit the house on the lot. The only trees being removed are within either the building footprint or proposed septic drain field and are unprotected trees.

**VIEW FROM THE LAKE:** The Code direction is to minimize the height and extent of stem walls or retaining walls facing the lake. Generally, the policy is not to permit walls/swimming pool decks facing the lake in excess of three feet in height. The issues that we typically deal with about grades and retaining walls are not present in this case. The swimming pool, pool deck and retaining walls will be less than three feet in height from the existing grade of the lot.

**VIEW OF NEIGHBORS:** The Code direction is to minimize the degradation of traditional views across properties by new houses, additions, second story additions, etc. alongside property lines toward the lake that may block traditional views. The attached site plan shows the orientation of this home versus the adjacent homes. This proposed home will not impede the views of the lake of the neighboring properties.

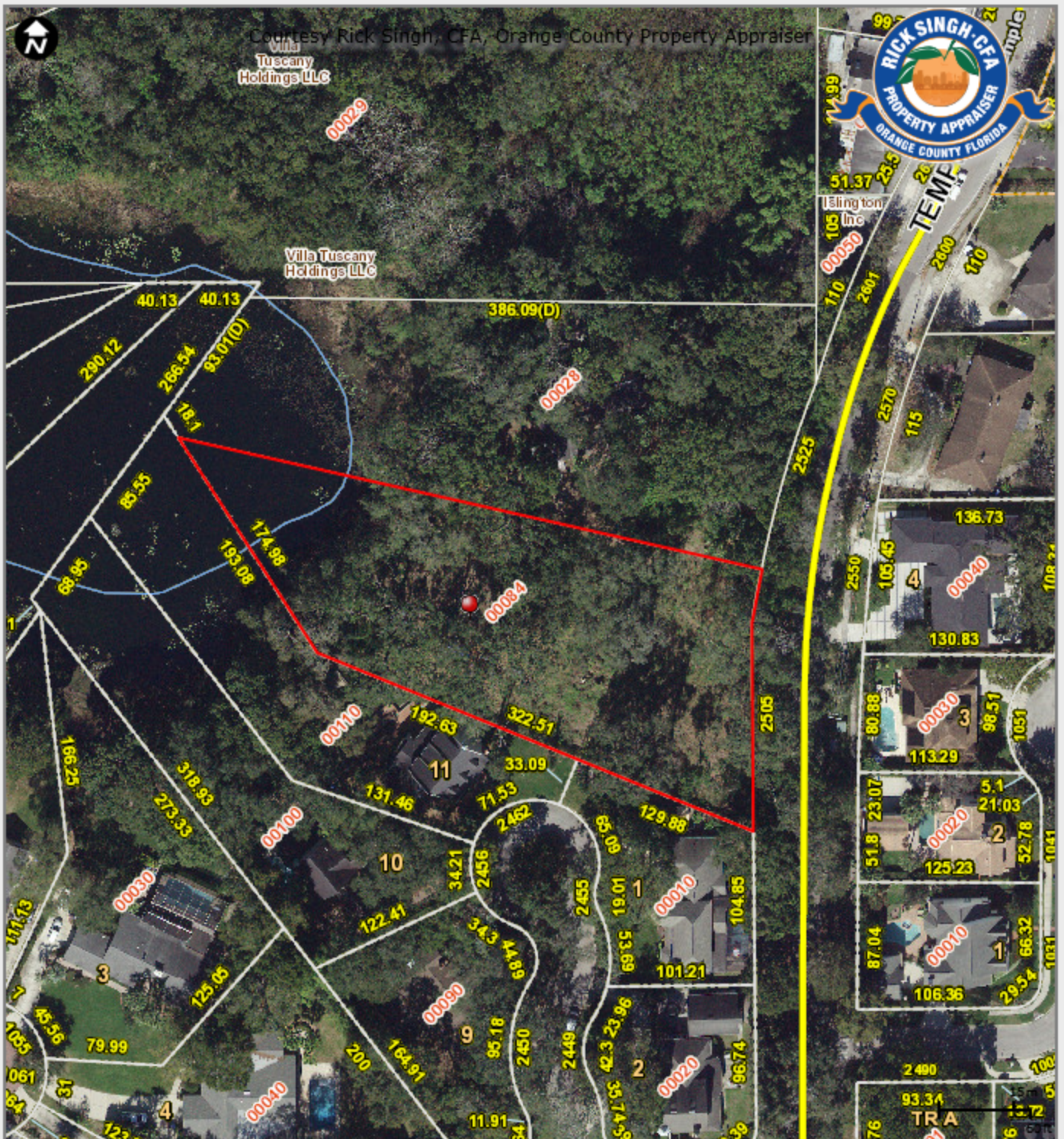
**STORM WATER RETENTION:** The zoning code requires retention of storm water so that storm water flowing over a lakefront lawn area does not carry with it into the lake any fertilizers, herbicides, etc. Typically, this retention requirement is accomplished by the creation of a depressed swale area across the lakefront of about one foot in depth. The amount of impervious surface determines the need for the depth of the swale. The applicant is proposing two stormwater retention areas near the lakefront and retention swales that run along the property lines. The proposed retention is sized to meet the City’s code requirement.

**SUMMARY:** Overall, the plans meet the intent of the lakefront review criteria. Staff does not see any significant concerns with the proposed home as presented.

**STAFF RECOMMENDATION IS FOR APPROVAL**



# Parcel Report for 32-21-30-0000-00-084



Created: 8/18/2017

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

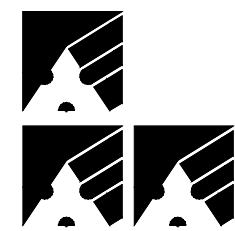
OCPA Web Map									
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			Lot Line		Governmental/Institutional/Misc.		Waste Land		Parks
							Lakes and Rivers		Building
							Block Number		Lot Number
									Parcel Number
									Parcel Address
									Parcel Dimensions



# TEMPLE RESIDENCE



## WINTER PARK, FLORIDA



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WINTER PARK DESIGN



T.S. CHEHAL  
PROFESSIONAL ENGINEER  
5501 W. WINTER PARK BLVD.  
SUITE 100  
WINTER PARK, FLORIDA 32789  
PHONE: 407.644.8995  
FAX: 407.644.7606

TEMPLE RESIDENCE  
WINTER PARK, FLORIDA

JOB NUMBER

101

DOWN

CSH

CHECKED

POST

DATE

AUGUST 14, 2017

REVISIONS

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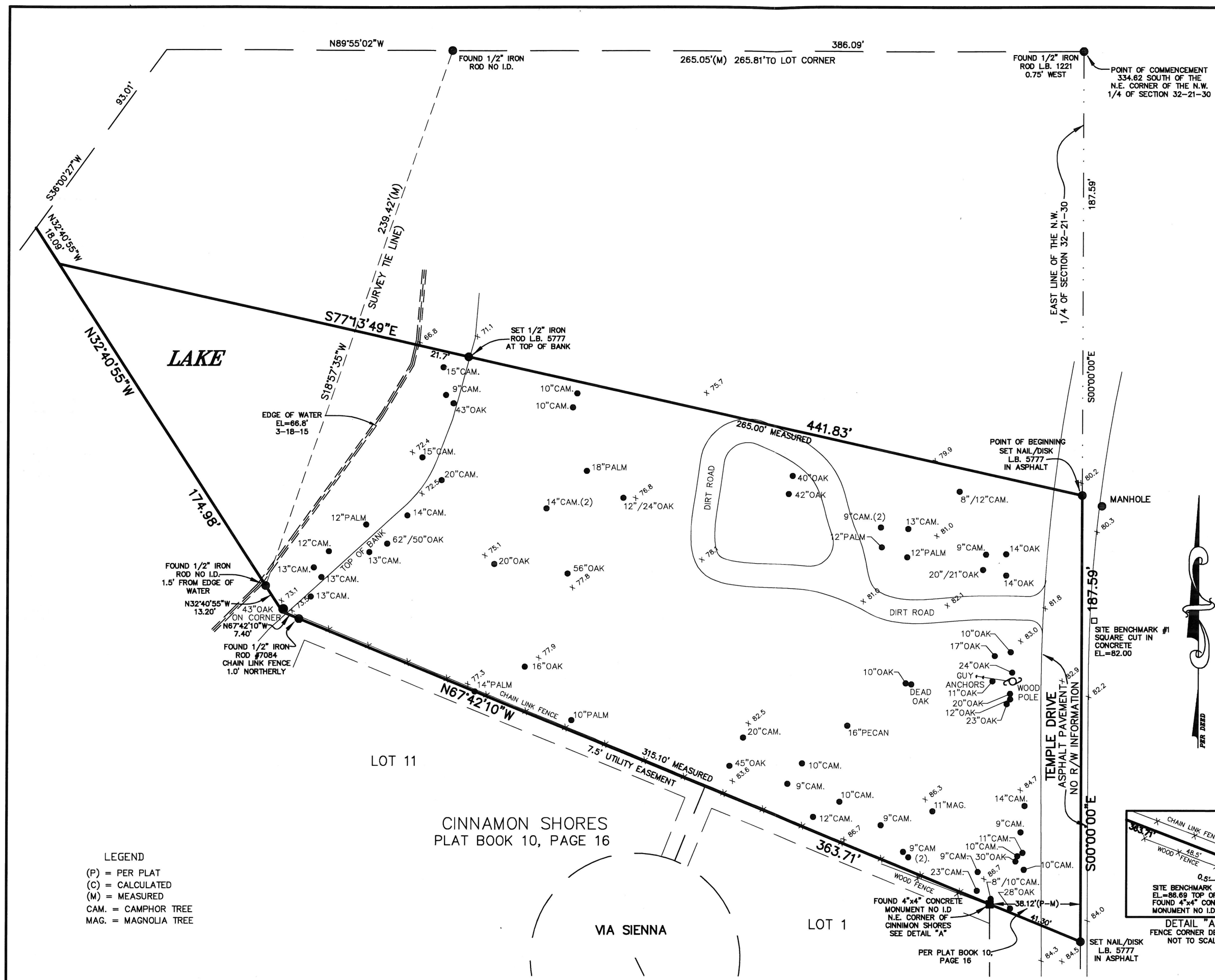
318

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**LEGAL DESCRIPTION:**

COMMENCE 334.62 FEET SOUTH OF THE NE CORNER OF THE NE 1/4 OF THE NW 1/4 SECTION 32, TOWNSHIP 21 SOUTH, RANGE 30 EAST, ORANGE COUNTY, FLORIDA; THENCE S00°00'00"E, 187.59 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S00°00'00"E, 187.59 FEET; THENCE N67°42'10"W, 363.71 FEET TH N32°40'55"W, 174.98 FEET THENCE S77°13'49"E, 441.83 FEET TO THE POINT OF BEGINNING, (LESS RIGHT-OF-WAY)


**SURVEYOR'S REPORT:**


1. Based on the National Flood Insurance Program "FIRM" Map Community 120188 Panel Number 1295C0255F Dated 09-25-09 the above described Property is located in Zone "X". Areas determined to be outside the 0.2% annual chance floodplain.
2. Bearings are based on the East line of the N.W. 1/4 of Section 32, Township 21 South, Range 30 East as being S00°00'00"E per Deed.
3. Vertical Datum is based on Orange County Benchmarks and refer to NAVD 88.
4. The Surveyor has not abstracted the lands shown hereon for easements and/or rights of way of record.
5. No underground installations, foundation footings, or improvements have been located except as noted.
6. There may be additional restrictions that are not recorded on this survey that may or may not be found in the public records of this county.
7. There is no evidence on the ground of use of the property which might suggest a possible claim of easement other than those shown on the survey.
8. This Survey was prepared for the Entities named hereon and is "nontransferable".
9. Improvements within their specific easements have not been located as a part of this survey.

**BOUNDARY SURVEY**

PREPARED FOR:			
DANNY GAY			
Date of Field Survey	Revised	Drawn by	
3-18-15	NA	SAB	
Job No.	Scale	Field by	
15027	1" = 50'	BR	
		Checked by	
		PRB	

**CERTIFICATION:**  
I hereby certify that the survey represented on this map was made under my direction on the date shown based on the information furnished to me as noted and conforms to the STANDARDS OF PRACTICE FOR SURVEYING AND MAPPING IN THE STATE OF FLORIDA in accordance with CH.5J-17, Florida Administrative Code.

  
**P.R. Burns**  
Professional Surveyor & Mapper  
Florida Registration No. 4702  
"Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper"


  
**SURVEYING & MAPPING CORP.**  
350 S. Central Ave., Oviedo, FL 32765  
P.O. Box 621892, Oviedo, FL 32762  
Voice (407) 365-1036  
Fax (407) 365-1838  
Licensed Business No. 5777


- LEGEND**
- (P) = PER PLAT
  - (C) = CALCULATED
  - (M) = MEASURED
  - CAM. = CAMPHOR TREE
  - MAG. = MAGNOLIA TREE




[illegible]

Legend

New Swale 

New Elevation  100.00

Ex. Elevation   $\times 100.00$

Notes:

1. Sideslopes of Retention Area are 4:1 max.
2. Sod sidebanks and bottom of retention area.
3. Volume and dimensions are absolute minimums

Diagram illustrating Lot Grading Type C, showing a street, sidewalk, and three lots. Arrows indicate runoff paths: from the street to the sidewalk, and from the lots to the sidewalk.

# Residential Grading Plan

The Gay Residence at  
2505 Temple Drive, Winter Park, Florida 32789

Dwg. No.

**C1**

\_\_\_\_\_ 1 of \_\_\_\_\_ 1

Darcy Unroe PE 60929



GENERAL NOTES:

- IT IS THE INTENT OF THE ARCHITECT THAT THIS WORK BE IN CONFORMANCE WITH ALL REQUIREMENTS OF THE BUILDING AUTHORITIES HAVING JURISDICTION OVER THIS TYPE OF CONSTRUCTION AND OCCUPANCY. ALL CONTRACTORS SHALL DO THEIR WORK IN CONFORMANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
- THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AND CONDITIONS AT THE JOBSITE PRIOR TO COMMENCING WORK. CONTRACTOR SHALL REPORT ALL DISCREPANCIES IN THE DRAWING AND EXISTING CONDITIONS TO THE ARCHITECT PRIOR TO COMMENCING WORK.
- CONTRACTOR SHALL SUPPLY, LOCATE AND BUILD IN THE WORK ALL INSERTS, ANCHORS, ANGLES, PLATES, OPENINGS, SLEEVES, HANGERS, SLAB DEPRESSIONS, AND PITCHES AS MAY BE REQUIRED TO ATTACH AND ACCOMMODATE OTHER WORK.
- THESE DOCUMENTS, AS INSTRUMENTS OF SERVICE, ARE THE PROPERTY OF THE ARCHITECT AND MAY NOT BE USED OR REPRODUCED WITHOUT EXPRESSED WRITTEN CONSENT OF THE ARCHITECT.
- ALL DETAILS AND SECTIONS SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL BE CONSTRUED TO APPLY TO ANY SIMILAR SITUATION ELSEWHERE IN THE WORK EXCEPT WHERE A DIFFERENT DETAIL IS SHOWN.
- SUBSURFACE SOIL CONDITION INFORMATION IS NOT AVAILABLE. FOUNDATIONS ARE DESIGNED FOR A 2500 PSF SOIL BEARING CAPACITY. CONTRACTOR SHALL REPORT ANY DIFFERING CONDITIONS TO THE ARCHITECT PRIOR TO COMMENCING WORK.
- CONTRACTOR SHALL INCORPORATE ALL NECESSARY LOCAL/STATE/FEDERAL BUILDING, FIRE AND HANDICAP CODES INTO THE DESIGN AND BASE PROPOSAL FOR A COMPLETE TURN-KEY PROJECT.
- PROJECT SHALL BE TURNED OVER TO TENANT IN CLEAN CONDITION WITH ALL TRASH AND DEBRIS REMOVED FROM SITE, ALL WINDOWS AND GLASS CLEAN, ALL FLOORS CLEAN, ALL HORIZONTAL SURFACES DUSTED AND CLEANED, AND ALL TOILET AND PLUMBING FIXTURES CLEAN AND IN GOOD WORKING ORDER.
- CONTRACTOR SHALL MAINTAIN ALL RUBBERB FROM SITE ON A REGULAR BASIS. DO NOT ALLOW TO ACCUMULATE.
- CONTRACTOR TO OBTAIN ALL PERMITS AND TO PAY ALL FEES AND TAXES.
- DIMENSIONS INDICATED ON THE DRAWINGS IN REFERENCE TO EXISTING CONDITIONS ARE THE BEST AVAILABLE DATA OBTAINABLE, BUT ARE NOT GUARANTEED. BEFORE PROCESSING WITH ANY WORK DEPENDENT UPON THE DATA INVOLVED, THE CONTRACTOR SHALL FIELD CHECK AND VERIFY ALL DIMENSIONS, GRADES, LINES, LEVELS OR OTHER CONDITIONS OF LIMITATIONS AT THE SITE TO AVOID CONSTRUCTION ERRORS. IF ANY WORK IS PERFORMED BY THE CONTRACTOR OR ANY OF HIS SUBCONTRACTORS PRIOR TO ADEQUATE VERIFICATION OF APPLICABLE DATA, ANY RESULTANT EXTRA COST FOR ADJUSTMENT OF WORK AS REQUIRED TO CONFORM TO EXISTING LIMITATIONS, SHALL BE ASSUMED BY THE CONTRACTOR WITHOUT REIMBURSEMENT OR CONTRIBUTION BY THE OWNER.
- A DESIGNATED LOCATION FOR STORAGE OF CONSTRUCTION MATERIAL AND EQUIPMENT SHALL BE DETERMINED BY OWNER AND IDENTIFIED AT THE PRECONSTRUCTION MEETING.
- CONTRACTOR PERSONNEL ARE CONFINED TO AREAS OF BUILDING NECESSARY FOR COMPLETING THE WORK. FREE ACCESS TO ALL PARTS OF THE BUILDING IS NOT ALLOWED. ALL CONTRACTOR TOOL BOXES, CONTAINER, ETC., ARE SUBJECT TO OWNER'S INSPECTION.
- CONTRACTOR IS RESPONSIBLE FOR SCHEDULING DELIVERY, RECEIVING, UNLOADING, UNCRATING, STORING, SETTING IN PLACE, AND PROTECTING FROM DAMAGE ALL NEW EQUIPMENT FURNISHED BY THE CONTRACTOR. THIS SHALL ALSO APPLY TO ITEMS FURNISHED TO OWNER BY THE CONTRACTOR.
- ALL WIND LOAD CALCULATIONS AND DESIGN CRITERIA ARE BASED ON A "ENCLOSED" STRUCTURE. ANY BREACH OR PENETRATION, SUCH AS WINDOWS, DOORS, GARAGE DOORS, ETC., DURING STORM EVENT WILL COMPROMISE STRUCTURAL INTEGRITY.
- ALL DOOR AND WINDOW OPENINGS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
- ALL SHEAR WALLS MUST TRANSFER LOADS TO FLOOR JOISTS OR FOUNDATION.
- DIAPHRAGM SYSTEMS MUST BE ATTACHED TO END WALLS AND/OR SIDE WALLS.
- TRUSSES MUST BE CAPABLE OF TRANSFERRING LATERAL LOADS TO BEARING WALLS.
- TRUSSES, GIRDERS AND BEAM THE DOWNS ARE SIZED PER UPLIFT REQUIREMENTS. ANY QUESTION AS TO SIZE, TYPE OR VALUE OF A NAIL, STRAP OR CLIP SHOULD BE VERIFIED BY STRUCTURAL ENGINEER.
- ALL WINDOWS TO COMPLY WITH THE 2014 FLORIDA BUILDING CODE 191 MPH WIND LOAD REQUIREMENT.
- SUBCONTRACTORS SHALL VERIFY ALL APPLICABLE DIMENSIONS AND FINITURE LOCATIONS.
- ALL INTERIOR SLABS TO HAVE STEEL TRAVEL FINISH. ALL EXTERIOR SLABS TO HAVE MEDIUM BROWN FINISH.
- REFER TO TUB/SHOWER MANUFACTURER FOR DRAIN LOCATION, PER OWNER'S SELECTION.
- ALL PLUMBING TO MEET LOCAL PLUMBING CODES.
- PROVIDE SUB-OUT FOR ICE MAKER AT REFRIGERATOR LOCATION.
- ALL WINDOW AND DOOR HEADERS SHALL BE AT 6'-8" AFF, U.N.O.
- WINDOWS AND EXTERIOR DOORS SHALL COMPLY WITH 58C WIND LOAD REQUIREMENTS. (WINDOWS MUST MEET R-30)
- USE GREENBOARD AT NET WALLS.
- PROVIDE BLOCCING AT 33'-34" AFF IN BATHROOM WALLS ABOVE WATER CLOSET, TUB/SHOWER FAUCETS AND TUB SOAP DISH FOR FUTURE GRAB BARS.
- CONTRACTOR TO PROVIDE SITE ADDRESS PER SECTION R-319 OF 2014 FLORIDA BUILDING CODE RESIDENTIAL.
- FOAM PLASTIC MATERIALS TO MEET THE REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.
- PROTECTION OF WOOD DECAY TO MEET THE REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.
- PROVIDE HANDICAP ACCESSIBILITY PER SECTION R-320 OF THE FLORIDA BUILDING CODE RESIDENTIAL.

ADDITIONAL GENERAL NOTES

- THIS STRUCTURE MEETS THE REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.
- TERMITE TREATING AND PROTECTION TO MEET THE REQUIREMENT OF SECTION R-318 OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.
- FINISHED FLOOR TO MINIMUM 12" ABOVE CROWN OF ROAD.
- FINISHED FLOOR TO MINIMUM 8" ABOVE GRADE.

TERMITE NOTE:

R-318 TERMITE PROTECTION SHALL BE PROVIDED BY REGISTERED TERMITICIDES, INCLUDING SOIL APPLIED PESTICIDES, BAITING SYSTEMS, AND PESTICIDES APPLIED TO WOOD, OR OTHER APPROVED METHODS OF TERMITE PROTECTION LABELED FOR USE AS A PREVENTATIVE TREATMENT TO NEW CONSTRUCTION (SEE SECTION 202, REGISTERED TERMITICIDE). UPON COMPLETION OF THE APPLICATION OF THE TERMITE PROTECTION TREATMENT, A CERTIFICATE OF COMPLIANCE SHALL BE ISSUED TO THE BUILDING DEPARTMENT BY THE LICENSED PEST CONTROL COMPANY THAT CONTAINS THE FOLLOWING STATEMENT: "THE BUILDING HAS RECEIVED A COMPLETE TREATMENT FOR THE PREVENTION OF SUBTERRANEAN TERMITES. TREATMENT IS IN ACCORDANCE WITH RULES AND LAWS ESTABLISHED BY FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES."

USE REGISTERED TERMITICIDES OR OTHER APPROVED METHODS.

SOIL TREATMENTS FOR SUBTERRANEAN TERMITES.

PROTECTION TO BE DONE AFTER ALL EXCAVATION, BACKFILLING, AND COMPACTION IS COMPLETE.

DISTURBED SOIL TREATMENT MUST BE RETREATED.

TREATMENT SHALL BE PROTECTED FROM RAINFALL BY 6 MIL VAPOR BARRIER. IF RAINFALL OCCURS BEFORE BARRIER PLACEMENT, SOIL MUST BE RETREATED.

TREATMENT AROUND EXTERIOR OF FOUNDATION SHALL BE DONE AFTER REMOVAL OF CONCRETE OVER POURS OR ACCUMULATED MORTAR.

TREATMENT APPLIED UNDER ALL EXTERIOR CONCRETE OR GRADE WITHIN 1 FOOT OF PRIMARY STRUCTURE SIDEWALLS. VERTICAL CHEMICAL BARRIER SHALL BE APPLIED PROMPTLY AFTER CONSTRUCTION COMPLETION (INCLUDING LANDSCAPING AND IRRIGATION/SPRINKLER INSTALLATION).

ALL BUILDINGS SHALL HAVE PRE-CONSTRUCTION TREATMENT PER RULES AND LAWS ESTABLISHED FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES.

PROTECTIVE SLEEVES AROUND METALLIC PIPING PENETRATING CONCRETE SLAB-ON-SLAB GRADE FLOORS SHALL NOT BE CELLULOSE-CONTAINING MATERIALS AND RECEIVE AN APPLICATION OF TERMITICIDE IN ANNULAR SPACE BETWEEN SLEEVE AND PIPE.

DESIGN LOAD CRITERIA

STRUCTURAL SYSTEM DESIGN IS BASED ON THE FOLLOWING CRITERIA IN ACCORDANCE WITH AND MEETING THE REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.

ROOF DEAD LOAD ..... 20 PSF  
ROOF LIVE LOAD ..... 4/12 PITCH ..... 20 PSF  
ROOF BOTTOM CHORD WITHOUT STORAGE ..... 10 PSF  
ROOF BOTTOM CHORD WITH STORAGE ..... 30 PSF  
SECOND FLOOR DEAD LOAD ..... 10 PSF  
SECOND FLOOR PARTITION LOAD ..... 5 PSF  
SECOND FLOOR LIVE LOAD (RESIDENTIAL) ..... 40 PSF  
STAIRS ..... 100 PSF LIVE LOAD AND 10 PSF DEAD LOAD SLAB ON GRADE  
TIE-BEAM LIVE LOADS ..... 40 PSF  
WIND LOADS (PER 201 FBCR) ..... 150 MPH  
WIND LOAD USE FACTOR ..... 0.85  
DECKS ..... 40 PSF LIVE LOAD AND 10 PSF DEAD LOAD

CODE COMPLIANCE

BUILDING

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.

ELECTRICAL

ALL ELECTRICAL SHALL BE IN ACCORDANCE WITH THE 2011 NATIONAL ELECTRIC CODE.

GAS

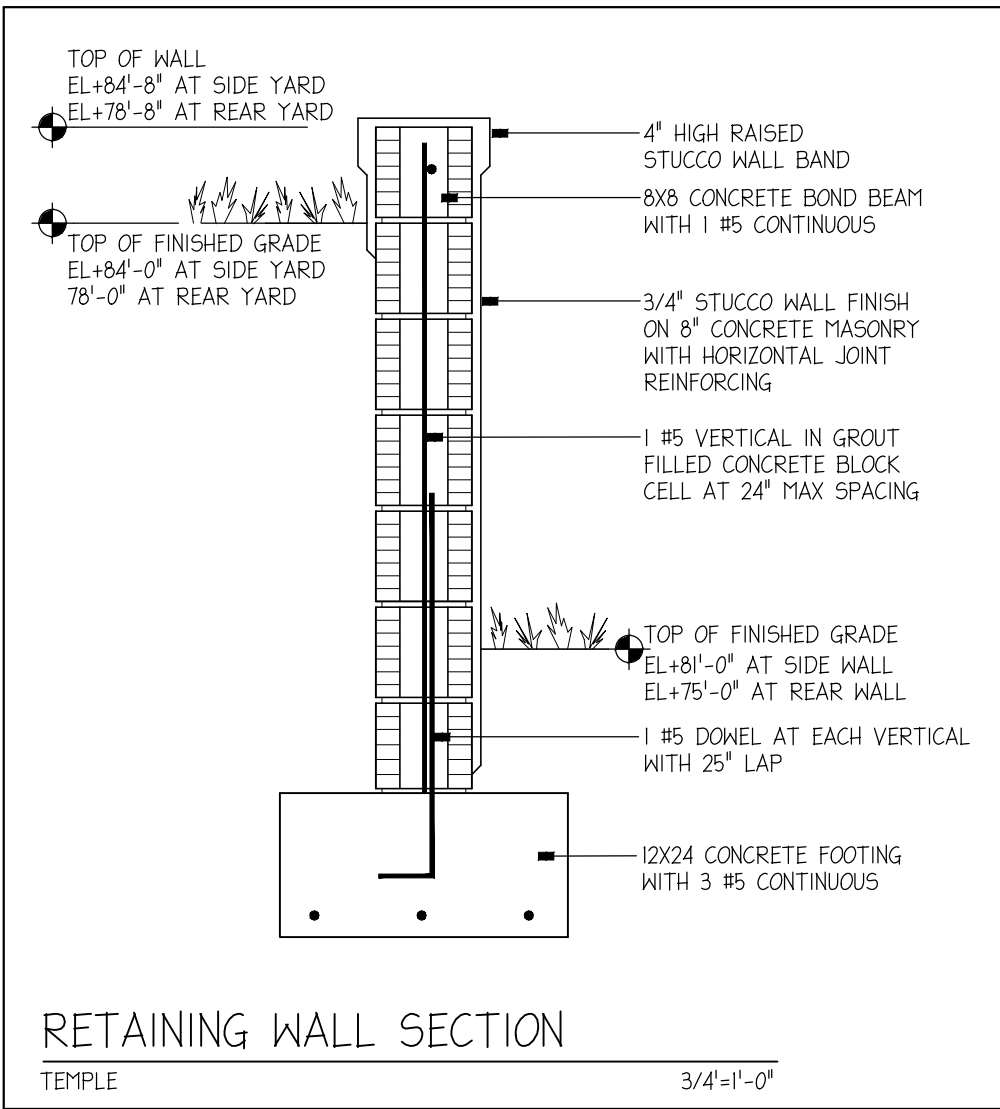
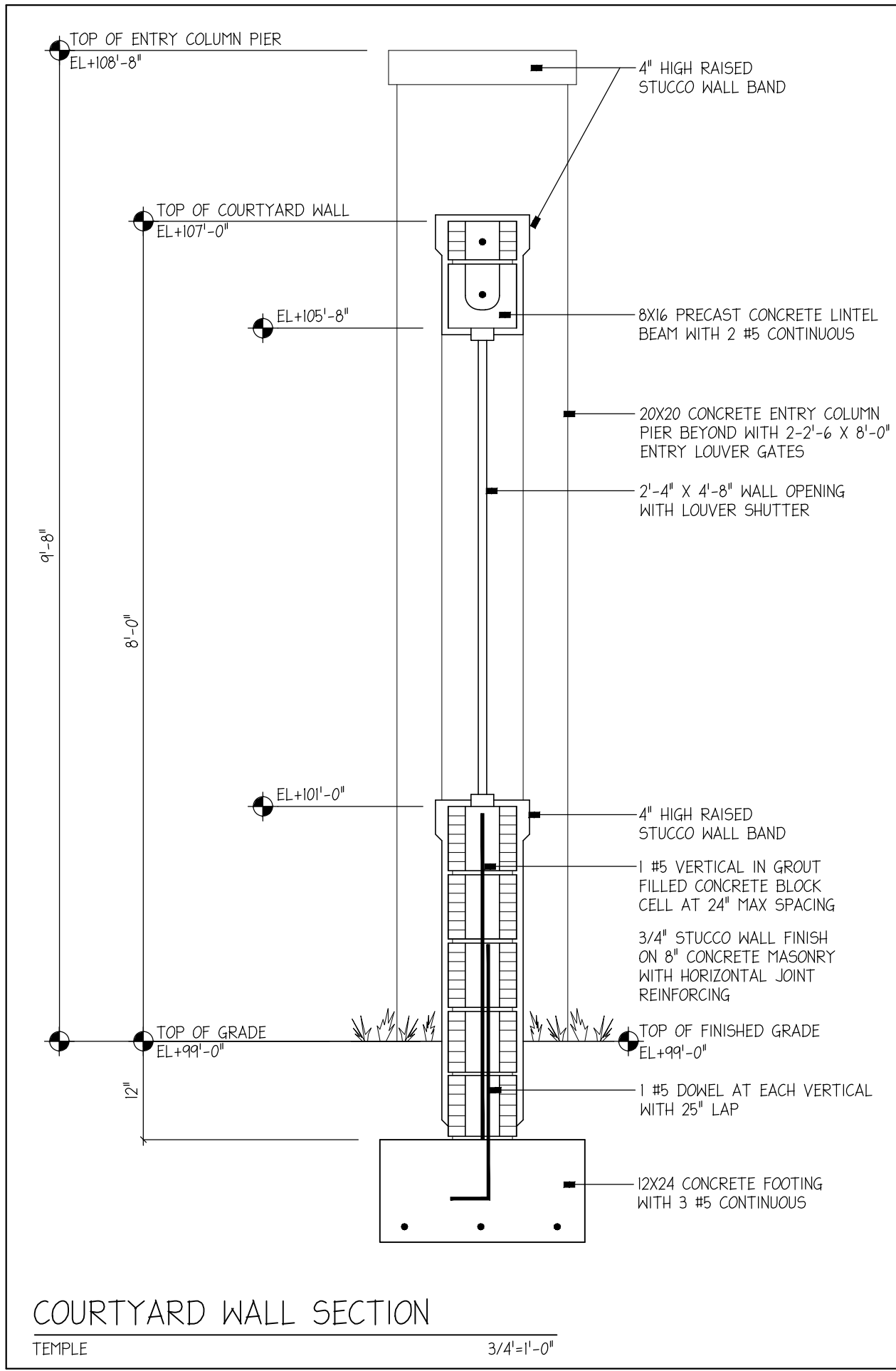
ALL GAS SHALL BE IN ACCORDANCE WITH THE 2014 FLORIDA BUILDING CODE GAS.

MECHANICAL

ALL MECHANICAL SHALL BE IN ACCORDANCE WITH THE 2014 FLORIDA BUILDING CODE MECHANICAL.

PLUMBING

ALL PLUMBING SHALL BE IN ACCORDANCE WITH THE 2014 FLORIDA BUILDING CODE PLUMBING CODE.



COVERAGE CALCULATIONS

PROPERTY ADDRESS	2505 TEMPLE DRIVE
EXISTING ZONING	R-1AAA
LOT AREA	49878 SQ.FT.
IMPERVIOUS COVERAGE	
ALLOWED:	24,939 SF (50%)
BUILDING COVERAGE:	5583 SF
HARDSCAPING:	7526 SF
TOTAL IMPERVIOUS	13,109 SF (26%)
FLOOR AREA RATIO	ALLOWED PROPOSED
RESIDENCE	16460 SF (33%) 5088 SF (10%)

RESIDENCE

SETBACKS	ALLOWED	PROPOSED
FRONT	25'-0" from street curb	64'-0"
REAR	50'-0" from high water	100'-8"
RIGHT SIDE	19'-0"	25'-8"
LEFT SIDE	19'-0"	19'-0"
BUILDING HEIGHT	ALLOWED	PROPOSED
	35'-0"	20'-0"

NOTE: THIS STRUCTURE HAS BEEN DESIGNED TO MEET OR EXCEED THE WIND LOAD REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL EDITION SECTION R301 DESIGN CRITERIA AND INCLUDING ASCE 7-10.

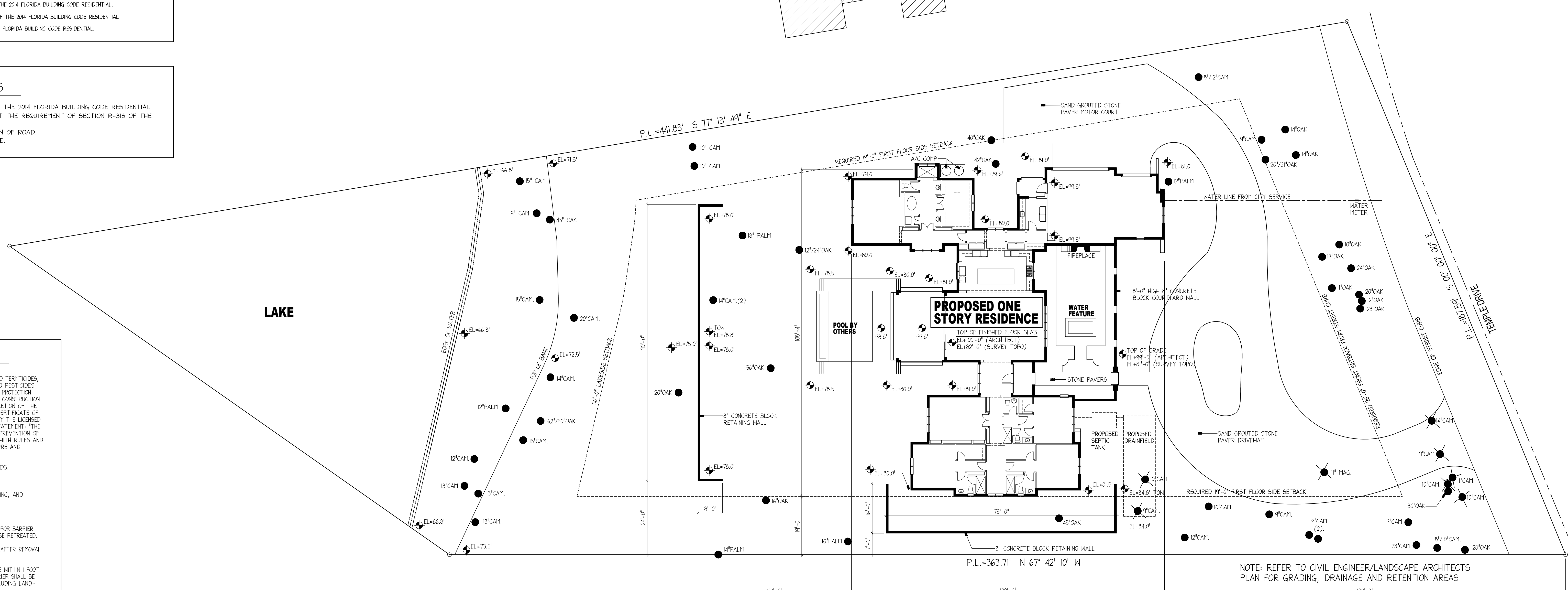
- WIND SPEED= 191 MPH ULTIMATE WIND SPEED (VH1) AND 108 MPH (Vsd)
- RISK CATEGORY 2
- CONSTRUCTION TYPE= SINGLE FAMILY RESIDENCE (V)
- WIND EXPOSURE= CATEGORY C
- INTERNAL PRESSURE COEFFICIENT FOR ENCLOSED BUILDINGS IS .18 AND HEIGHT AND EXPOSURE ADJUSTMENT COEFFICIENT IS 1.00.

WINTER PARK DESIGN



T.S. CHEAL  
PROFESSIONAL ENGINEER  
5501 W. TEMPLE DRIVE  
SUITE 100  
WINTER PARK, FLORIDA 32789  
TEL: 407.644.8993  
FAX: 407.644.8993  
LIC. NO. 100078

2505 TEMPLE DRIVE  
WINTER PARK, FLORIDA



DRAINAGE NOTE

NO DRAINAGE IS PERMITTED TO BE DISCHARGED ONTO SURROUNDING PRIVATE PROPERTY, NOR CAN EXISTING DRAINAGE PATTERNS BE ADVERSELY AFFECTED BY ANY CONSTRUCTION SURFACE DRAINAGE TO MEET THE REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.

FRONT SETBACK IMPERVIOUS SURFACE RATIO

AREA: 4873 SF  
ALLOWED: 2436 SF (50%)  
PROPOSED: 436 SF (9%)

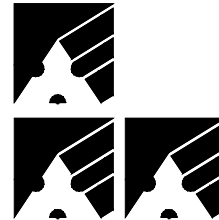
LEGAL DESCRIPTION

COMMENCE 334.62 FEET SOUTH OF THE NE CORNER OF THE NE 1/4 OF THE NW 1/4 SECTION 32, TOWNSHIP 21 SOUTH, RANGE 30 EAST, ORANGE COUNTY, FLORIDA; THENCE 5007'00" S, 187.59 FEET; THENCE N67°42'10" W, 363.71 FEET; THENCE N32°40'59" W, 174.98 FEET; THENCE S77°13'49" E, 441.83 FEET TO THE POINT OF BEGINNING. (LESS RIGHT-OF-WAY)

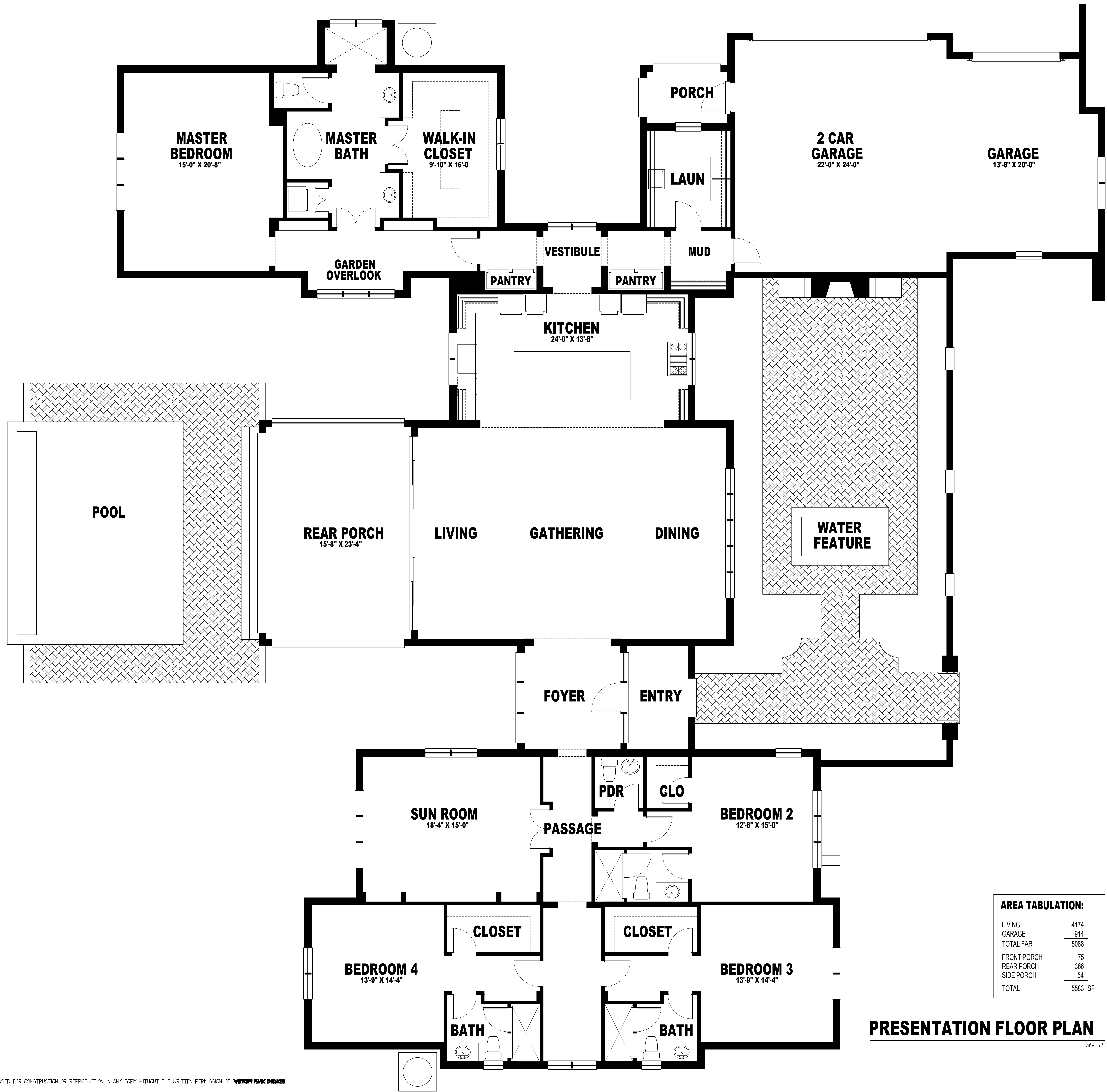


SITE PLAN

1/16"=1'-0"





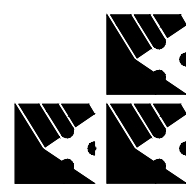


AREA TABULATION:	
LIVING	4174
GARAGE	914
TOTAL FAR	5088
FRONT PORCH	75
REAR PORCH	366
SIDE PORCH	54
TOTAL	5583 SF

**PRESENTATION FLOOR PLAN**

1/4"=1'-0"

**WINTER PARK DESIGN**



T.S. CHEHAL  
PROFESSIONAL ENGINEER  
5800 W. WINTER PARK DRIVE  
SUITE 100  
FLORIDA 32714  
WINTER PARK, FLORIDA  
L.C. NO. 0000788

2505 TEMPLE DRIVE  
WINTER PARK, FLORIDA

JOB NUMBER

251

DOWN

C.H.

CHECKED

DATE

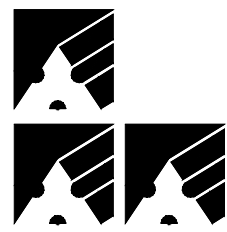
10/25/2017

REVISIONS

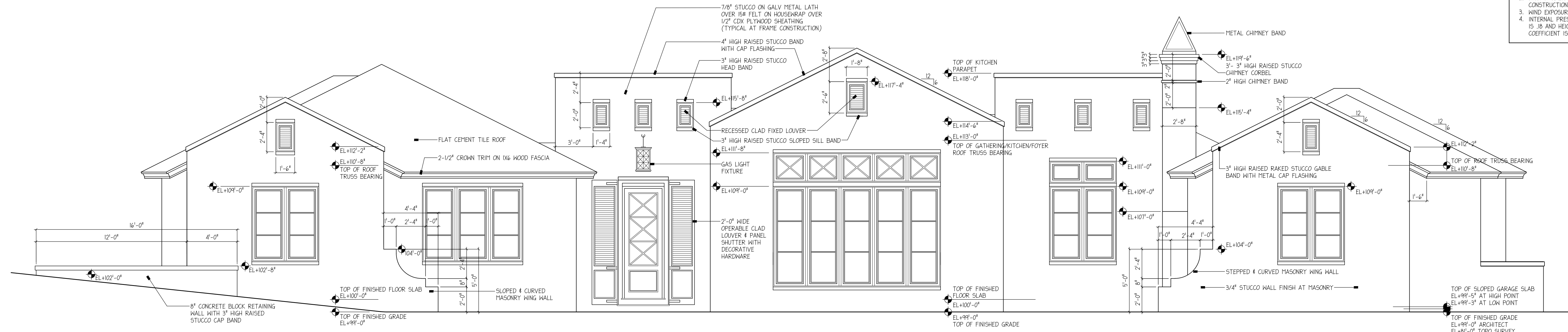
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SHEET

OF







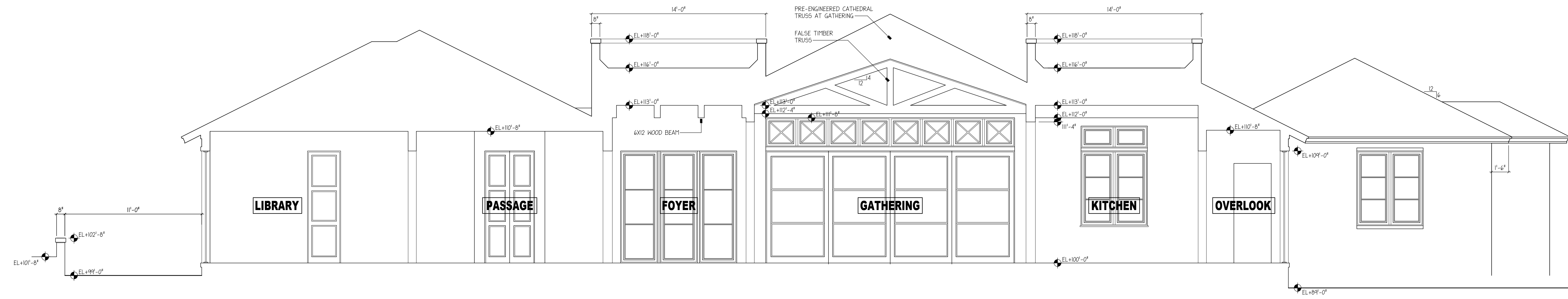
FRONT ELEVATION

1/4\"=1'-0"



STREET VIEW ELEVATION

1/4\"=1'-0"



BUILDING SECTION

1/4\"=1'-0"

NOTE: THIS STRUCTURE HAS BEEN DESIGNED TO MEET OR EXCEED THE WIND LOAD REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL, SECTION 6301 DESIGN CRITERIA AND INCLUDING ASCE 7-10.  
1. WIND SPEED= 134 MPH ULTIMATE WIND SPEED (VWL) AND 108 MPH (VWS)  
2. RISK CATEGORY= 2  
3. CONSTRUCTION TYPE= SINGLE FAMILY RESIDENCE (V)  
4. WIND EXPOSURE= CATEGORY C  
5. INTERNAL PRESSURE COEFFICIENT FOR ENCLOSED BUILDINGS IS 0.8 AND HEIGHT AND EXPOSURE ADJUSTMENT COEFFICIENT IS 1.40.

**WINTER PARK DESIGN**

T.S. CHEAL  
PROFESSIONAL ENGINEER  
5501 WINTER PARK DRIVE  
FLORIDA 32714  
WINTER PARK DESIGN  
L.L.C. NO. 1000788  
PHONE: 407.644.8893  
FAX: 407.644.7606

2505 TEMPLE DRIVE  
WINTER PARK, FLORIDA

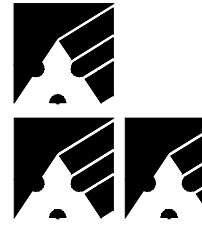
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DATE  
REVISED: 4-2017

REVISIONS

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SHEET

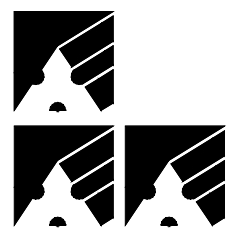
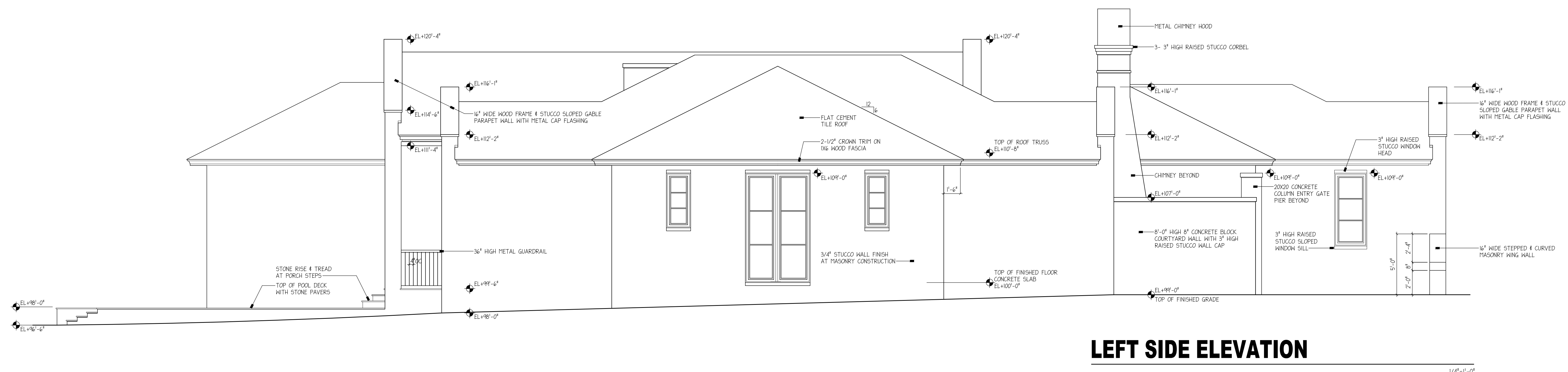
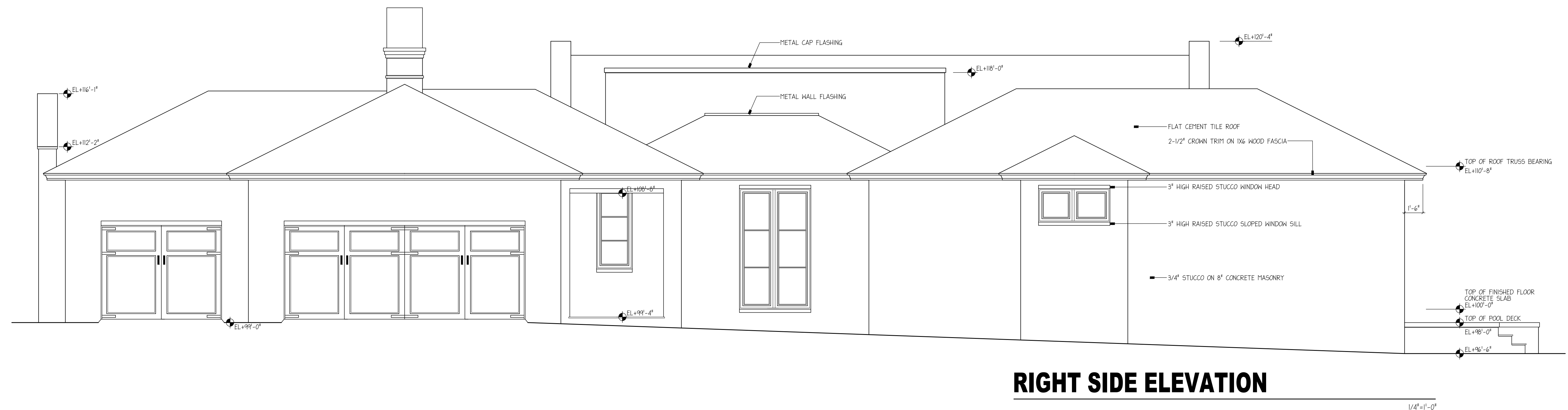
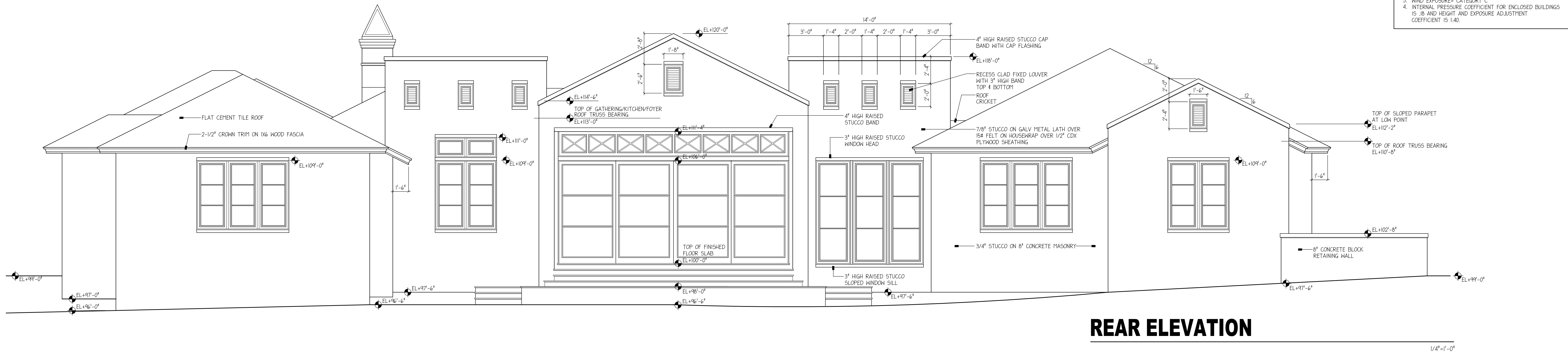




**WILLEY PARK DESIGN**

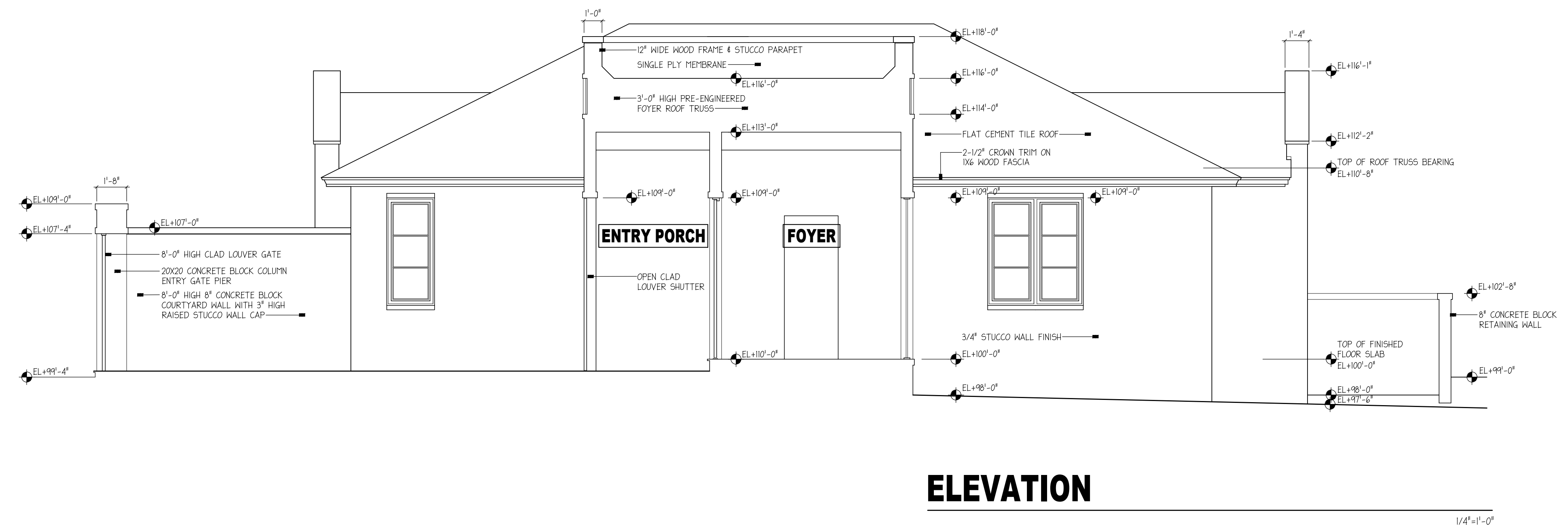
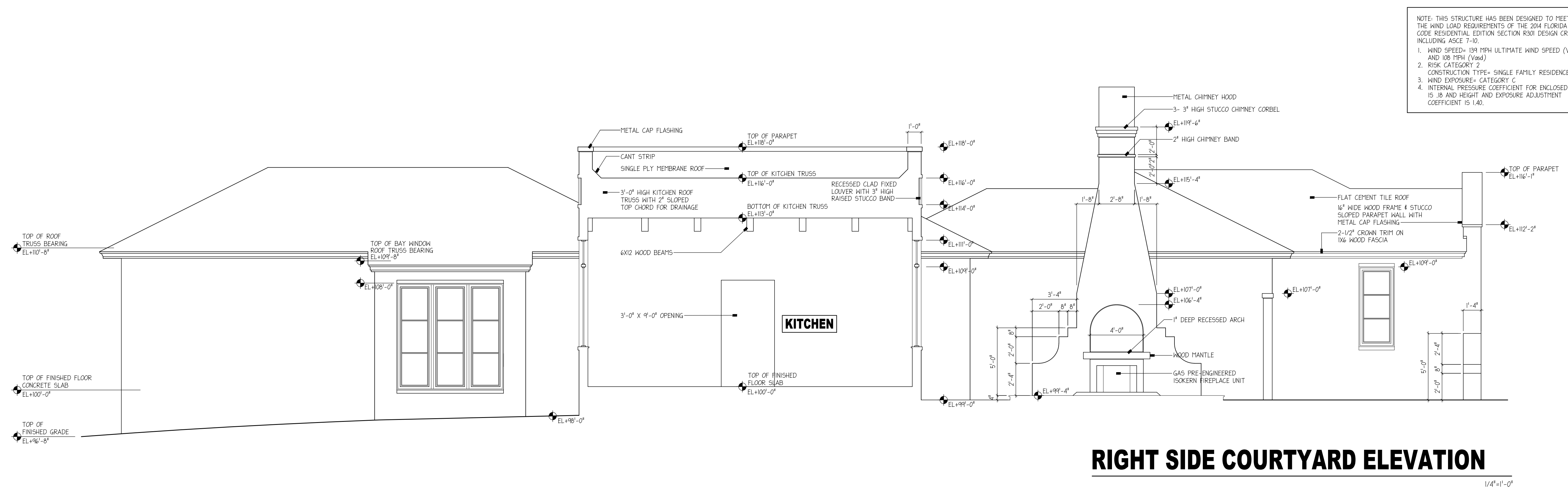
WINTER PARK, FLORIDA

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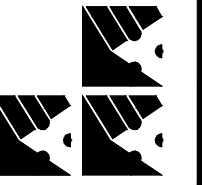




NOTE: THIS STRUCTURE HAS BEEN DESIGNED TO MEET OR EXCEED THE WIND LOAD REQUIREMENTS OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL EDITION SECTION R301 DESIGN CRITERIA AND INCLUDING WIND SPEED 150

1. WIND SPEED= 130 MPH ULTIMATE WIND SPEED (Vult)  
AND 100 MPH (Vasd)
2. RISK CATEGORY 2  
CONSTRUCTION TYPE= SINGLE FAMILY RESIDENCE (V)
3. WIND EXPOSURE= CATEGORY C
4. INTERNAL PRESSURE COEFFICIENT FOR ENCLOSED BUILDINGS IS .18 AND HEIGHT AND EXPOSURE ADJUSTMENT COEFFICIENT IS 1.40.

**WINTER PARK DESIGN**



**T.S. CHEHAL**  
PROFESSIONAL ENGINEER  
11 S. STATE ROAD 434  
ALTAMONTE SPRINGS  
FLORIDA 32714  
(407) 521-5557  
LIC. NO. 0040748

2505 TEMPLE DRIVE  
WINTER PARK, FLORIDA

JOB NUMBER 1317

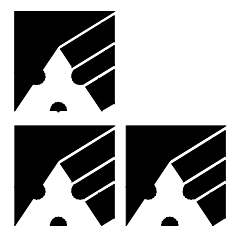
AUGUST 4, 2017

SHEET 1

NMW20

## REVISIONS

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1317  
JOB KLING

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**BASE & CAP FLASHING:**  
BASE AND CAP FLASHING SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION INSTRUCTIONS. BASE FLASHING SHALL BE OF EITHER CORROSION-RESISTANT METAL OF MINIMUM NOMINAL 0.019 INCH (0.483 MM) THICKNESS OR MINERAL SURFACE ROLL ROOFING WEIGHING A MINIMUM OF 77 LB. PER 100 SQ. FT. (3.76KG/M<sup>2</sup>). CAP FLASHING SHALL BE CORROSION RESISTANT METAL OF MINIMUM NOMINAL 0.019 INCH (0.483 MM) THICKNESS.

VALLEY LININGS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION INSTRUCTIONS BEFORE APPLYING ASPHALT SHINGLES, VALLEY LININGS OF THE FOLLOWING TYPE SHALL BE PERMITTED.

1. IF OPEN VALLEYS (VALLEY LINING) COVERED LINED WITH METAL, THE VALLEY LINING SHALL BE AT LEAST 16 INCHES (406 MM) WIDE AND ANY OF THE CORROSION RESISTANT METALS IN TABLE 507.3.4.2.
2. IF OPEN VALLEYS (VALLEY LINING) COVERED LINED WITH TWO LAYERS OF MINERAL SURFACE ROLL ROOFING SHALL BE PERMITTED. THE BOTTOM LAYER SHALL BE 18 INCHES (457 MM) WIDE AND THE TOP LAYER A MINIMUM OF 36 INCHES (914 MM) WIDE
3. FOR CLOSED VALLEYS (VALLEY COVERED WITH SHINGLE) VALLEY LINING SHALL BE ONE OF THE FOLLOWING:
  - a. BOTH TYPES 1 AND 2 ABOVE, COMBINED
  - b. ONE PLY OF SMOOTH ROLL ROOFING AT LEAST 36 INCHES WIDE (914 MM)
  - c. ASPHALT WITH ASPH D 224.
4. SPECIFICALLY UNDER ASPH D 224, THE VALLEY LINING SHALL BE AT LEAST 36 INCHES WIDE (914 MM) AND COMPLYING WITH ASPH D 170.

DRIP EDGE SHALL BE PROVIDED AT EAVES AND GABLES OF SHINGLE ROOFS, AND OVERLAPPED A MINIMUM OF 2 INCHES (51 MM). EAVE DRIP EDGES SHALL EXTEND 1/4 INCH (6.4 MM) BELOW SHEATHING AND EXTEND BACK ON THE ROOF A MINIMUM OF 2 INCHES (51 MM). DRIP EDGE SHALL BE MECHANICALLY FASTENED A MINIMUM OF 18 INCHES (457 MM) ON CENTER.

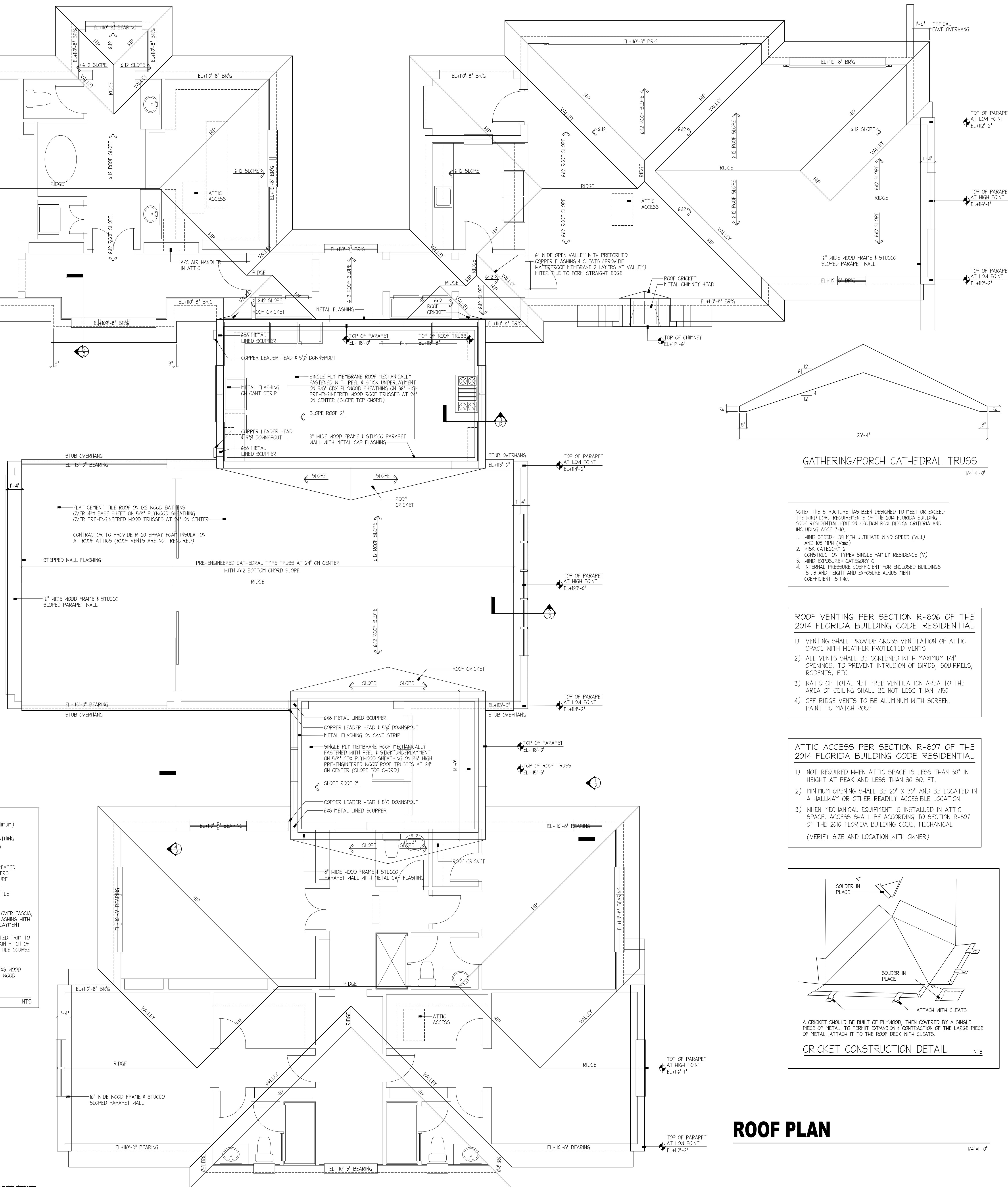
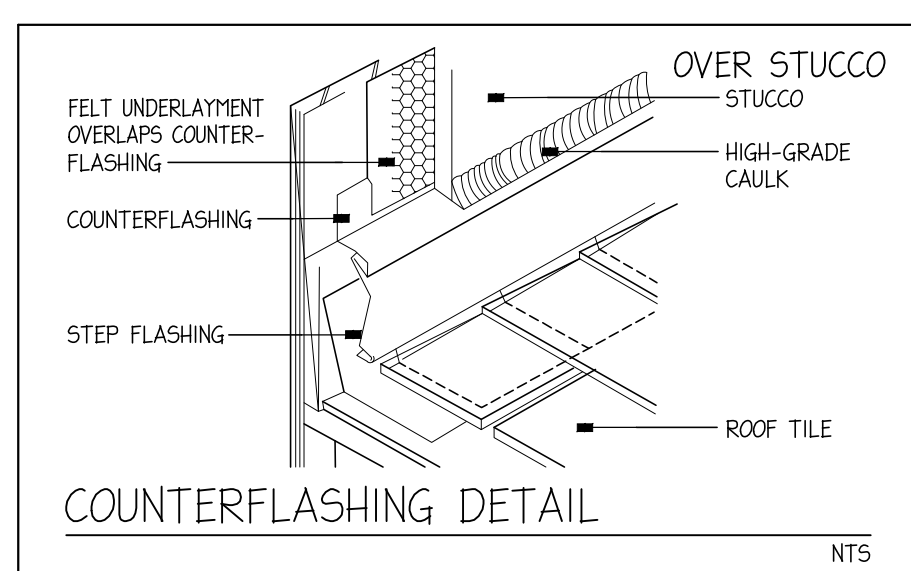
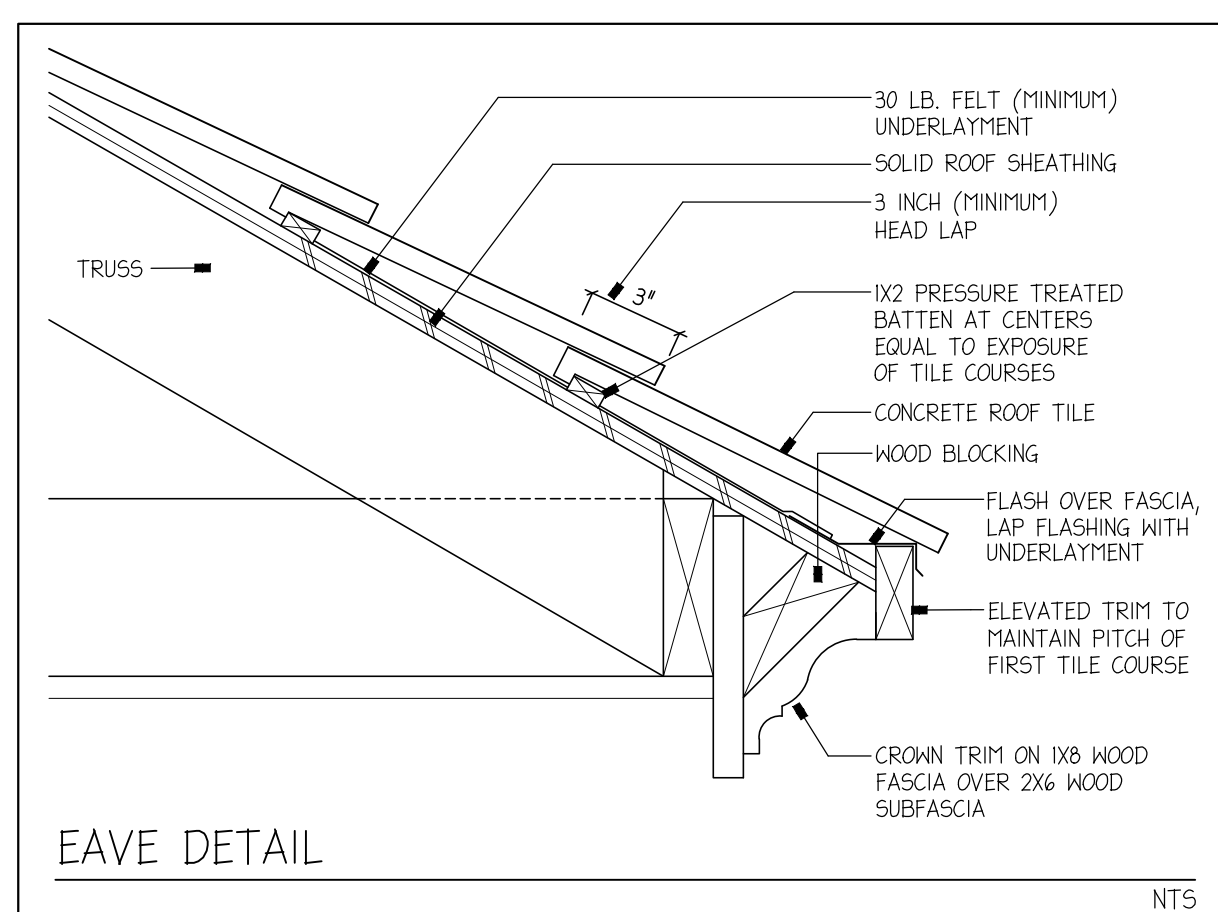
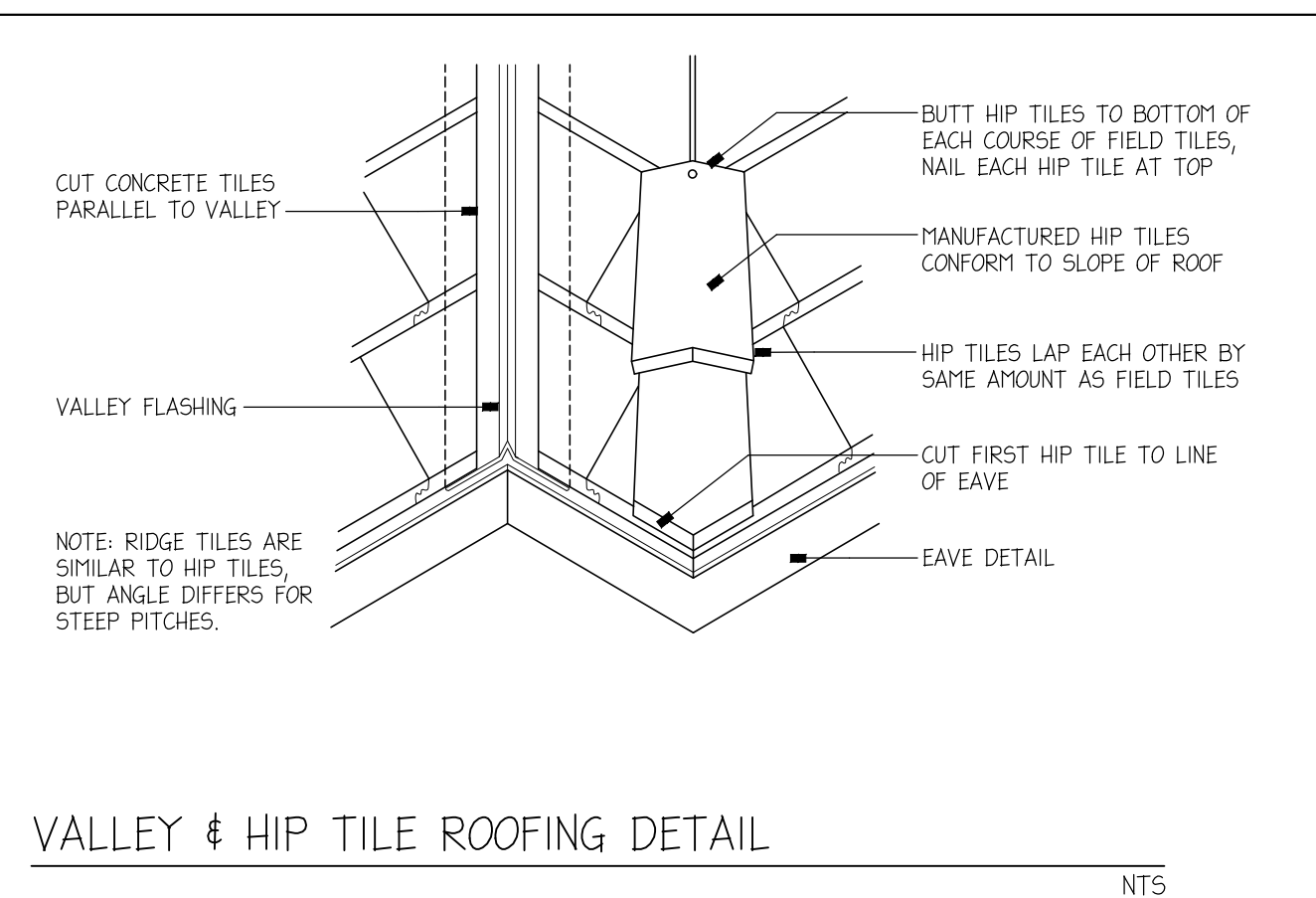
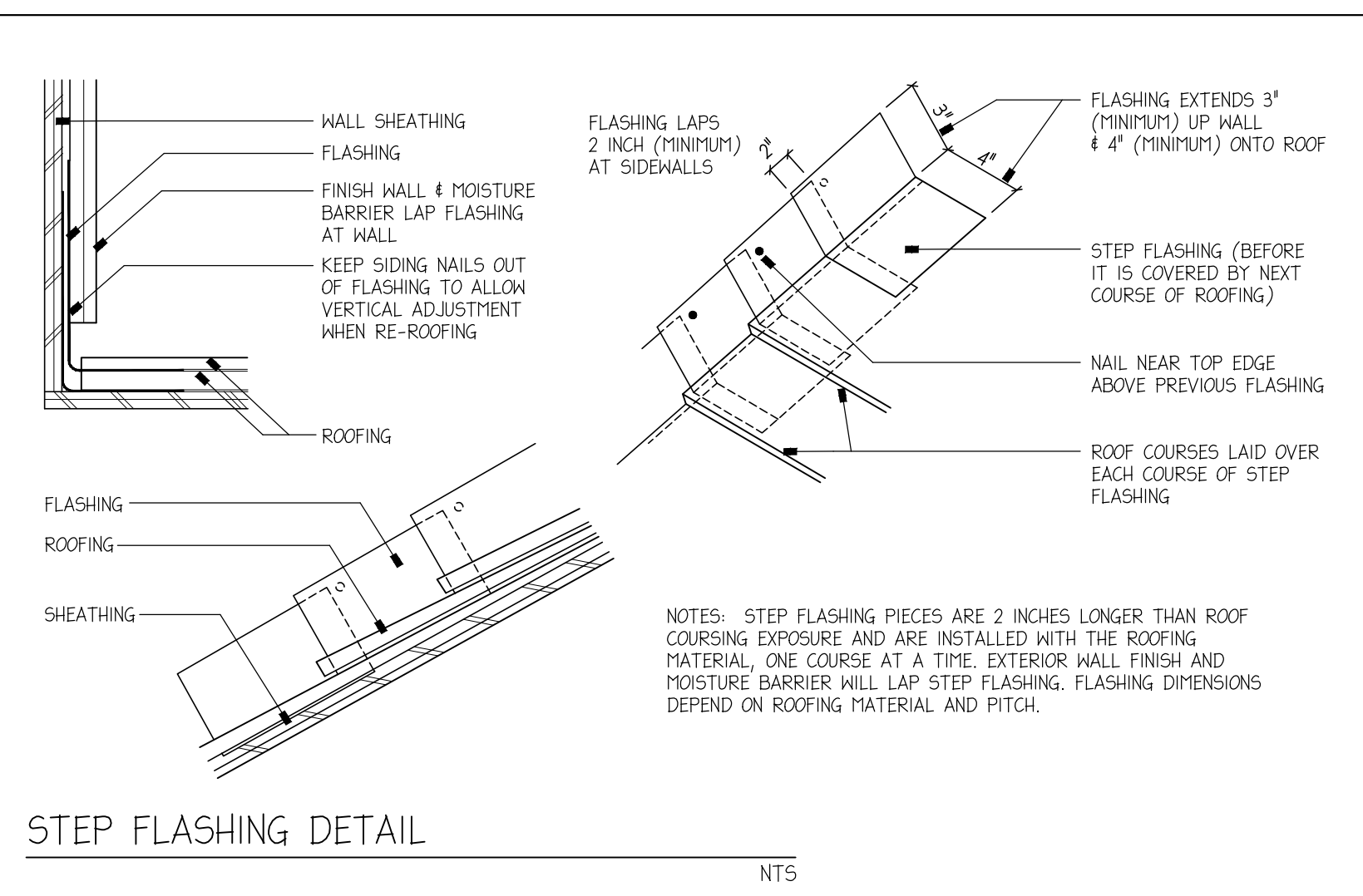
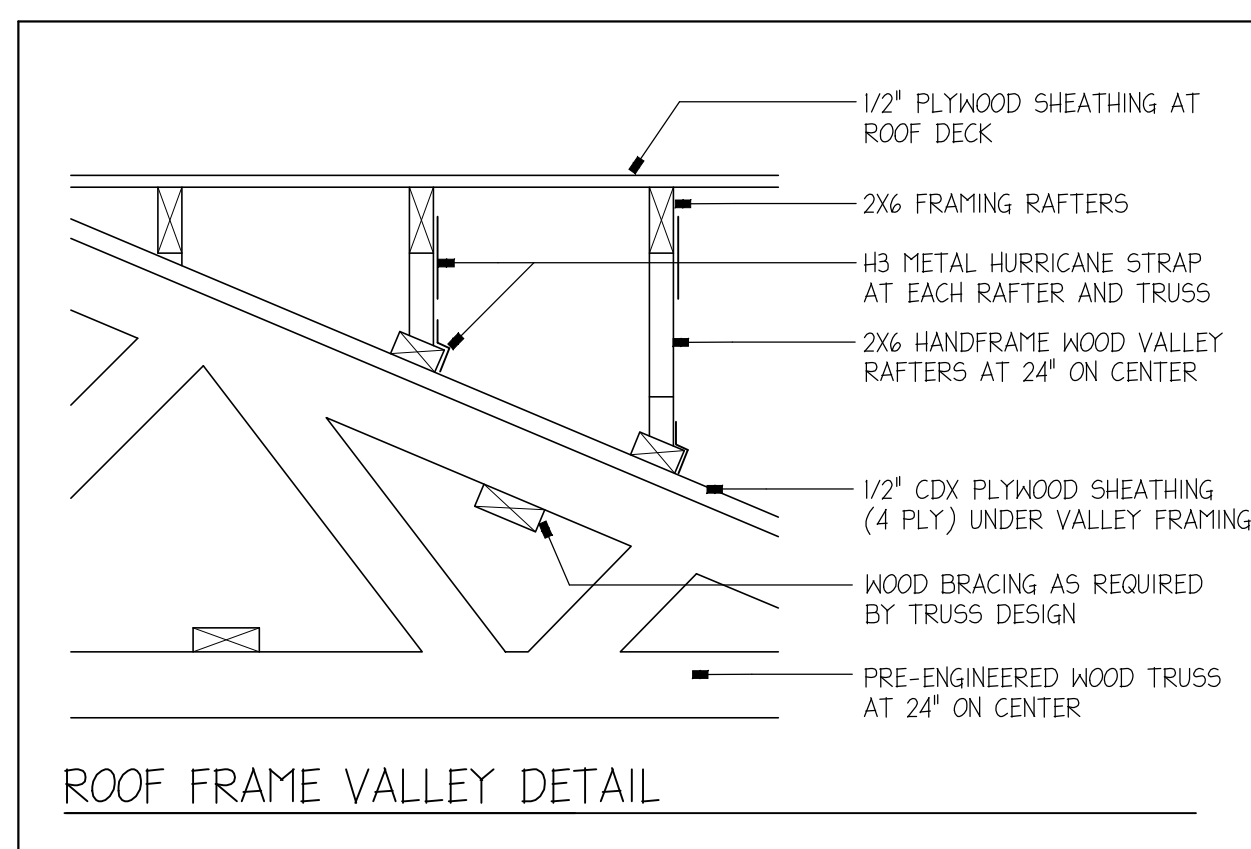
A CRICKET OR SADDLE SHALL BE INSTALLED ON THE RIDGE SIDE OF ANY CHIMNEY GREATER THAN 30 INCHES (762 MM) WIDE. CRICKET OR SADDLE COVERINGS SHALL BE SHEET METAL OR OF THE SAME MATERIAL AS THE ROOF COVERING.

FLASHING AGAINST THE VERTICAL SIDEWALL BE BY THE STEP FLASHING METHOD THE FLASHING SHALL BE A MINIMUM OF 4" HIGH & 4" WIDE. AT THE END OF THE VERTICAL SIDEWALL, THE STEP FLASHING SHALL BE TURNED OUT IN A MANNER THAT DIRECTS WATER AWAY FROM THE WALL AND ONTO THE ROOF.

**FLASHING:** FLASHINGS SHALL BE INSTALLED IN SUCH A MANNER AS TO PREVENT MOISTURE ENTERING THE WALL THROUGH THE JOINTS IN THE COPING, THROUGH MOISTURE PERMEABLE MATERIAL, AT INTERSECTIONS WITH THE ROOF PLANE OR AT PARAPET WALL PENETRATIONS.

**LOCATIONS:** FLASHINGS SHALL BE INSTALLED AT (1) WALL AND ROOF INTERSECTIONS, (2) GUTTERS, (3) CHIMNEYS, (4) WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTIONS, AND (4) AROUND ROOF OPENINGS, WHERE FLASHING IS OF METAL, THE METAL SHALL BE CORROSION-RESISTANT WITH A THICKNESS OF NOT LESS THAN 0.019 INCH (26 GAUGE (0.581 MM) GALVANIZED SHEET).

1. ATTACHMENT OF TILE ROOF TO MEET THE REQUIREMENT OF SECTION R-905.3 OF THE 2014 BUILDING CODE RESIDENTIAL.
2. ROOF FLASHING TO MEET THE REQUIREMENTS OF SECTIONS R-905.3.8, R-905.2.8.1, R-905.2.8.2 OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.
3. ATTIC VENTILATION REQUIREMENTS TO MEET SECTION R-806 OF THE 2014 FLORIDA BUILDING CODE RESIDENTIAL.
4. CONDENSATE LINES AND ROOF DOWNSPOUTS TO DISCHARGE MINIMUM ONE FOOT AWAY FROM RESIDENCE.


$$V_4^B = 1' - 0'$$



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

**Staff Report  
September 5, 2017**

REQUEST OF DESHPANDE, INC. FOR: PRELIMINARY AND FINAL PLAT APPROVAL OF A 30 LOT, SINGLE FAMILY SUBDIVISION FROM THE CURRENT PROPERTIES OF 613/621/629 ELLEN DRIVE AND 503/511/519/524/525/532/600/601/604/618/619/624 COUNTRY CLUB DRIVE, WITH LOT DIMENSION VARIANCES REQUESTED FOR FIVE LOTS, ON PROPERTY ZONED R-2.

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Deshpande Inc. (contract purchaser) is requesting approval of the preliminary and 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. 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. The applicant subsequently has discovered a survey error that has resulted in the re-drawing of Lots 12-17 and there are new lot width variances for Lots 12 & 13, thus the preliminary plat re-do for those lots.

This approval of the final plat is the last public hearing in the approval process. However, there still remains the administrative review by staff and City Attorney for compliance with city plat requirements and those of Chapter 177, Florida Statutes.

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.

**New Preliminary Plat Request for Lots 12-17:** As mentioned above, a survey error has resulted in the need to reshape Lots 12-17. All of these revised lots meet the 6,000 square foot lot size minimum. However, Lots 12 & 13 at 46.23 ft. & 48.04 ft. respectively do not meet the 50 foot lot width minimum size and variances are requested for those lot dimensions.



**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 except Lots 12 & 13 indicated above, 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. The flag lots share a 20 foot wide easement access that is sufficient for two cars to pass. That common driveway of 16 feet in width then allows 2 feet on each side of grass for separation from the neighboring lots. Thus, there are no variances requested for lot sizes.

**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 owned and maintained by the developer. 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 were 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 the 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 join the HOA association. In order to provide for the required maintenance of this tract, those neighbors outside this subdivision that historically made use of the lakefront access can pay the HOA association dues or execute a Boat Access User Agreement and pay a onetime fee. A condition of approval will require that this commitment to be part of the Homeowners Association By-Laws cannot be changed without the consent of the City. Also that such dues for non-subdivision residents may not be greater than those paid by the subdivision residents.

All lakefront homes in the City have the ability to construct a boathouse/dock and those individual plans must be approved by the Lakes and Waterways Board. The City learned with Windsong that to eliminate debates about boathouses blocking views, it is best to pre-determine boathouse locations 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. 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.



**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.

**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 to prioritize 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 lots, 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 entitled "Trees To Be Saved", provided by the applicant, shows the specific trees to be saved in 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/one story & 8 foot/two story side setback in lieu of the required 7 foot/one story & 10 foot/two story side setbacks 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 subdivision) may be reduced to 5 foot/one story & 8 foot two story side setback in lieu of the required 7 foot/one story & 10 foot/two story side setback and the 25 foot second story rear may be reduced to 15 feet". This means that the trees shown in green will be preserved. This shall apply per the "Trees To Be Saved" plan to Lots #10, 11, 13, 14, 15, 19, 20 22, 23, 26, and 28. Trees on other lots that are not in the buildable area do not need these setback variances. Thus, all other lots shall meet the normal R-2 setback requirements. 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. Based on



traffic and speed counts by the Public Works Dept., Country Club Drive would not qualify for traffic calming. However, the P&Z Board may continue to require such traffic calming measures, especially in this circumstance since the developer is in agreement on providing traffic calming in the form of rollovers.

**Subdivision Identification Sign:** At the entrance to this neighborhood from Gay Road, there is an oversized right-of-way width of 60 feet and 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 subdivision ID sign 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.

As of the date of this P&Z Board meeting, the final plat and related submittal documents have not been fully reviewed by the Public Works Department, City Surveyor and City Attorney; thus, the final plat is subject to further revisions to address review staff comments and to ensure compliance with Chapter 177, Florida Statutes and City Code requirements.

**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 subdivision shall have a homeowners association ("HOA") pursuant to Chapter 720, Florida Statutes and be subject to a recorded Declaration of Covenants and Restrictions ("Declaration"). The Declaration shall be submitted for review and approval by the City Attorney. The Declaration shall include provisions for HOA maintenance of all common area tracts and the imposition and collection of assessments for the same and the lot owners' common use and enjoyment of common area tracts. The Declaration of Covenants and Restrictions and a deed conveying the common area tracts to the HOA along with necessary mortgagee joinder and consents and partial releases shall be recorded along with the final plat.
3. That the plat and the Declaration for the subdivision provides a 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 HOA association dues or who execute a Boat Access User Agreement and pay a onetime fee in order to provide for the required maintenance of this tract. To this end, such dues for non-subdivision residents may not be greater than those paid by the subdivision residents and that such Declaration may not be amended without the consent of the City Commission.

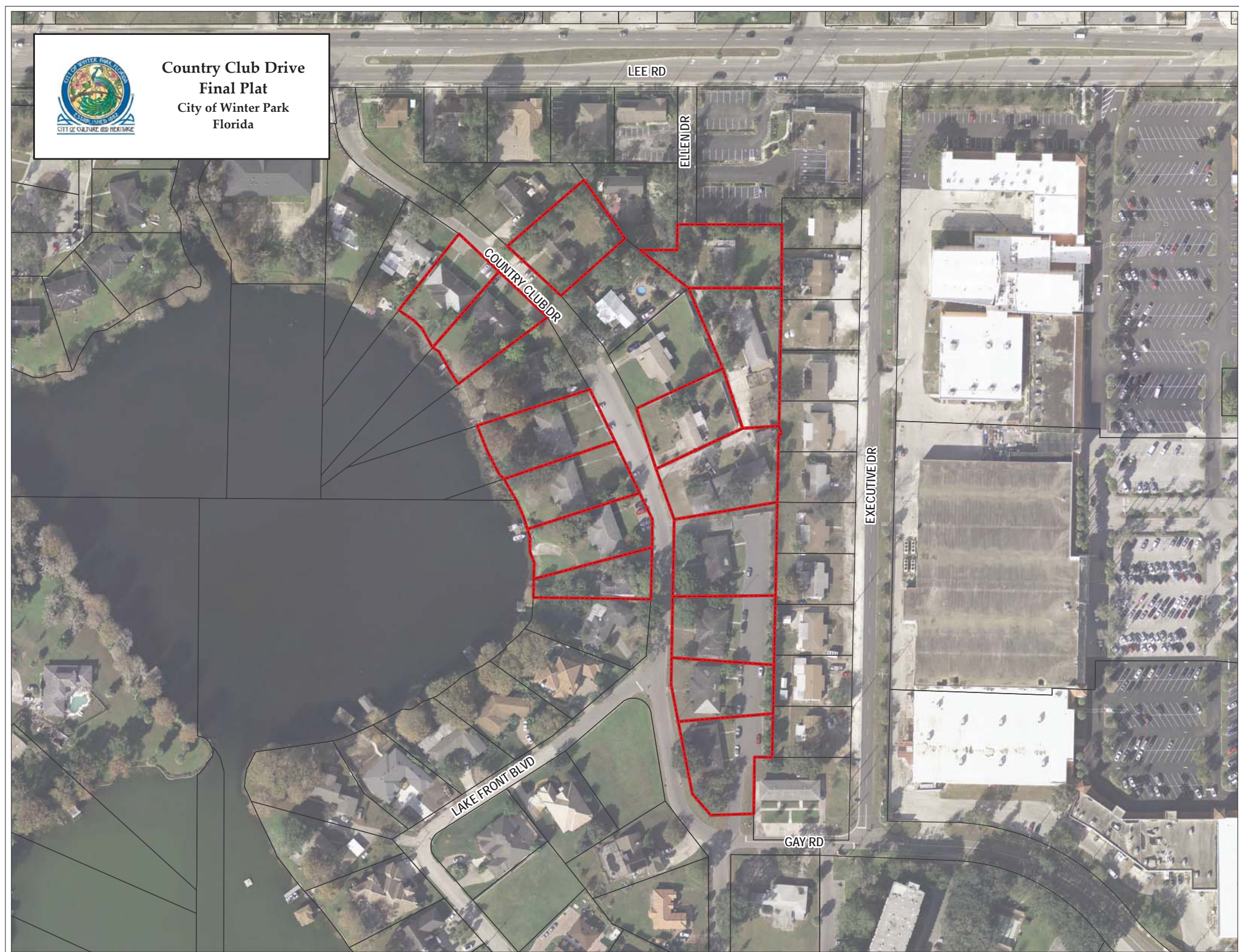


4. That the Final Plat contains the designation of mandatory boathouse/dock locations and the Plat shall indicate such and that the side setback may be one foot to the structure and zero to the roof eave and that the maximum width of any boathouse/dock shall be 16 feet and maximum distance into the lake 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.
6. That the tree(s) and a substantial portion of the 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 (same subdivision) property line may be reduced to a 5 foot one story and 8 foot two story side setback in lieu of the required 7 foot one story and 10 foot two story side setbacks and a 15 foot second story rear in lieu of the required 25 foot rear setback. This shall apply per the "Trees To Be Saved" plan to Lots #10, 11, 13, 14, 15, 19, 20, 22, 23, 26, and 28. All other lots shall meet the normal R-2 setback requirements. 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 The City Commission 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.
8. That the applicant grant to the City (at no cost to the City) certain utility easements necessary to provide public utility services to the subdivision in widths and locations as may be required by the Public Works Department.
9. That the applicant shall address all Public Works Department, City Surveyor and City Attorney final plat review comments and concerns before the final plat is approved by City Commission and the final plat is executed by the City and recorded in the public records. That in no event shall the City be required to execute or allow recording of the final plat unless and until the final plat complies with the requirements of Chapter 177, Florida Statutes and the City surveyor approves the plat as compliant with such and the final plat contains all plat notes, dedications, easements and information required by the City. No proposed lots shall be sold or conveyed unless and until the final plat is recorded.





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









# TREES TO BE SAVED LOTS 10 - 30

- OAK TREE WITHIN POTENTIAL BUILDING AREA
- CAMPBOR TREE WITHIN POTENTIAL BUILDING AREA
- MAGNOLIA TREE WITHIN POTENTIAL BUILDING AREA
- PINE TREE WITHIN POTENTIAL BUILDING AREA
- CEDAR TREE WITHIN POTENTIAL BUILDING AREA



REVISIONS

DATE

NO.

TREE EXHIBIT

FOR THE  
PROPOSED PLAT OF  
LAKE KILLARNEY SHORES

ORANGE COUNTY, FLORIDA

CITY OF WINTER PARK



JOB NO.: 161216  
FIELD DATE: 01/12/17  
SCALE: 1" = 40'  
DRAWN BY: PA3  
APPROVED BY:  
DRAWING FILE #  
G:\2016\H\B\161216\161216  
WINTER PARK SITE -  
ORANGE\Tree Exhibit.dwg



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

**Staff Report  
September 5, 2017**

REQUEST OF O'TAY LLC FOR:    **CONDITIONAL USE APPROVAL TO BUILD A 42,068 SQUARE FOOT, TWO-STORY, OFFICE BUILDING WITH AN UNDERGROUND PARKING LEVEL ON THE VACANT PROPERTY AT 531 WEST MORSE BOULEVARD, ON THE NORTHEAST CORNER OF MORSE BOULEVARD AND PENNSYLVANIA AVENUE, ZONED C-2.**

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This item is a conditional use request to build an approximately 42,068 square foot, two-story, office building with an underground parking level at the vacant property located at 531 West Morse Boulevard, on the northeast corner of Morse Boulevard and Pennsylvania Avenue, which is zoned C-2. This is a conditional use request because of the building size (over 10,000 square feet).

**Site & Context:** This property is currently vacant and measures 34,576 square feet in size. It has frontages along West Morse Boulevard, North Pennsylvania and Carolina Avenues. This property is located within the Hannibal Square Neighborhood Commercial District and the area governed by the Morse Boulevard Design Guidelines. To the east is the Regions Bank property, to the south is The Gardens at Depugh Nursing Center, to the west is a two-story office building where a proposed boutique hotel is planned, and to the north/northeast are single-family homes.

**Project Plans:** The plans show a two-story, 42,068 gross square foot office building with one underground parking level. Of that total square footage, there is 24,106-square feet of enclosed office space. The enclosed office space is two-stories along the Morse Boulevard and a portion of the Pennsylvania Avenue frontages, and the remaining portion of the office space is contained within the second story portion cantilevered over the covered parking area. The covered parking area is 14,743 square feet on the ground-level, and there is a 609 square foot is a colonnade area along the Morse Boulevard frontage. The underground parking level does not count towards the floor area ratio (FAR) or gross square footage calculations. Based on the gross square footage, the FAR is 122%, which is below the code maximum of 200%.

The proposed architectural design and height of this building is compatible with the surrounding properties. The faux windows along the façade of the cantilevered portion of the building hides the parking from view from the street. The building height is at the Code maximum of 30 feet. The Code allows for parapet walls to exceed this height up to five feet and elevator towers to exceed this height up to 10 feet. This plan incorporates parapet walls to add architectural interest and to screen and hide all the rooftop air-conditioning and mechanical equipment, as well as elevator towers that extend nine feet above the roof height in order to comply with the Building Code requirement to open to the rooftop to be able to service and



replace rooftop air conditioning and mechanical equipment. Therefore, the visible height of the building ranges from 33 and a half feet to 39 feet.

The site plan shows a mechanical equipment room located adjacent to the single-family property. Staff has concerns with the noise from the mechanical ventilation equipment required for the underground parking level. Since this type of system is necessary and will likely have fans that run 24-hours a day, staff is recommending that it be placed as far away as possible from the single-family residences. The City Commission approved the Conditional Use request for the Trader Joe's/Lakeside project with a similar condition that an acoustical study was done for the noise created from air conditioner/mechanical equipment due to the close proximity to residences. This study yielded that 55 decibels was acceptable as measured at the property lines adjacent to residential, provided that this decibel level was maintained at all hours of the day.

**Parking:** The 24,107-square feet of office space requires 96 parking spaces (one space per 250 square feet), which the plans also reflect 96 parking spaces. The applicant will also be required to comply with the City's bike parking Ordinance, which in this case requires 11 bicycle parking spaces.

**Traffic & Circulation:** There are two entrances to the property. One entrance is from Pennsylvania Avenue via ground-level driveway under the second story, and the other is from Carolina Avenue that descends down to the below-grade parking level. The applicant is proposing a six foot wall and landscape buffer along the ramp next to the single family home to protect from noise the view of cars entering the below-grade garage. There is also a six foot wall with a ten (10) foot landscape buffer to the south of the adjoining single-family residence to screen the at-grade parking. During our departmental review of this project, the Fire Department and Electric Utilities Department confirmed that the 14 foot clearance on the Pennsylvania Avenue entrance is sufficient for their access, as well as for garbage truck access.

The applicant has not provided a traffic study as part of their conditional use submittal, however, the Institute of Transportation Engineers (ITE) Trip Generation rate estimates that based on the 26,716-square feet of office space the average trip generation per weekday would be approximately 294 trips. This means 147 cars entering one of the two entrances in during the day and 147 cars exiting one of the two entrances with typically very little weekend or night time traffic as office building are normally closed at nights and weekends. This is also significantly less than what a development with a retail or restaurant component would generate. Therefore, in terms of neighborhood compatibility this is the best possible scenario for this property that already has Commercial (C-2) zoning.

However, the adjacent neighbors on Carolina Avenue have submitted several emails (attached) outlining their concern about the added traffic going into and out of the basement parking ramp adjacent to their home. The basement is likely to be predominantly employee parking. Staff estimates that with approximately 60% of the parking in the basement, which the same 60% of the traffic (147 cars/day) would be up and down that parking ramp. There is a six foot wall shown on the



plans to screen this traffic and sound from the neighbor. Staff is recommending further that the applicant install a left turn only sign to control cars from exiting from the below-grade parking onto Carolina Avenue.

**Storm Water Retention:** This site will have a storm water retention vault that will meet the requirements of the St. John River Water Management District as well as City Code. The applicant has not done final engineered designs of the retention vault, but the site plan shows a retention vault that is underground with parking spaces above on the ground level, which addresses the neighbor's concerns since it will not be visible from the street.

**Site Lighting:** 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.

**Other Items from Departmental Review:** There is currently a Lynx bus stop along the Morse Boulevard frontage of this property. The 3D architectural elevations of the Morse Boulevard view do not incorporate this bus stop. Staff is recommending that the applicant create an enhanced covered bus stop to provide shelter and bench seating for this Lynx stop.

**Summary:** The proposed location for this building is compatible with the surrounding buildings and there are no variances or exceptions requested. This is a positive infill development scenario in bringing Class A office space to Morse Boulevard.

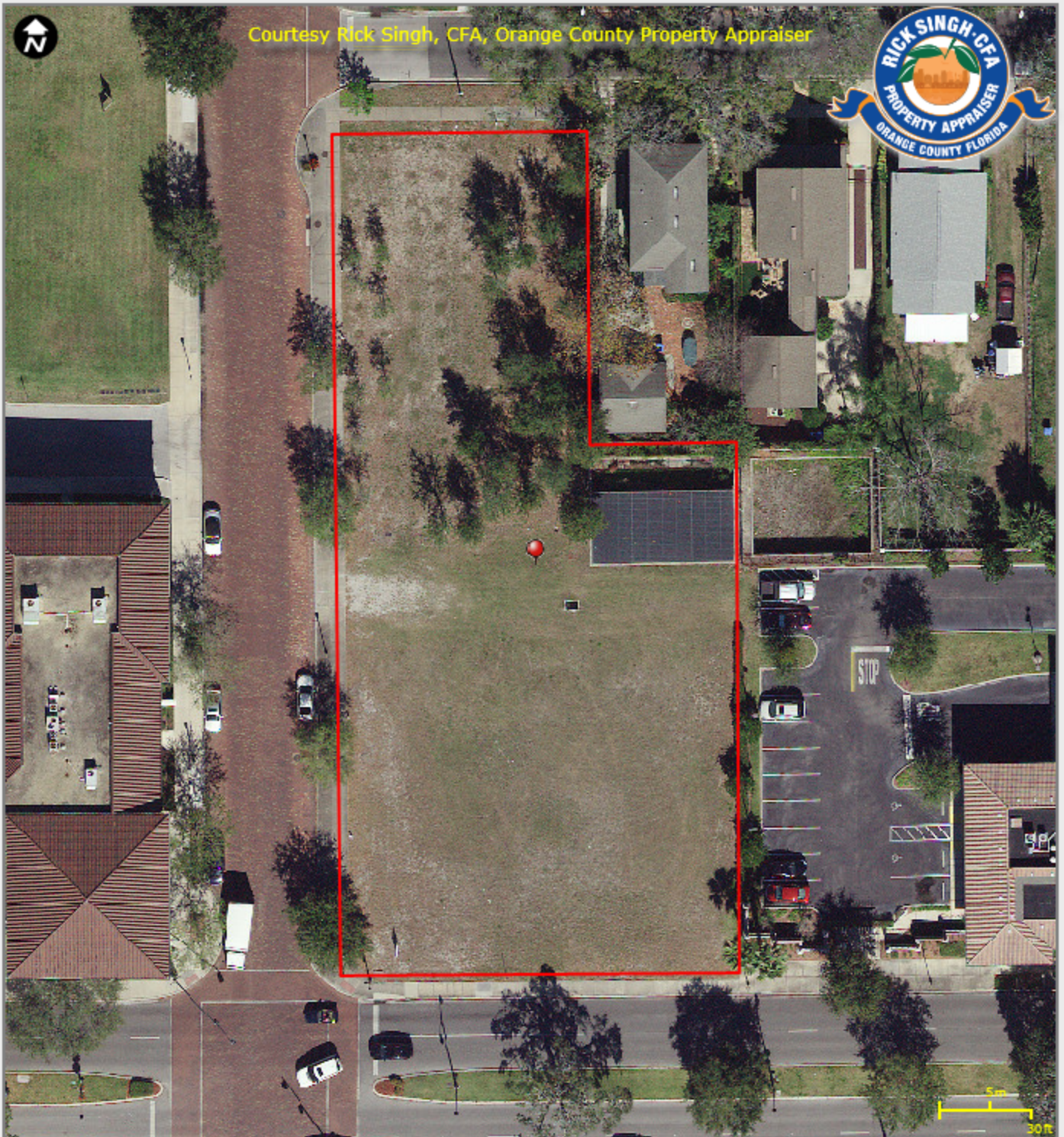
**STAFF RECOMMENDATION IS FOR APPROVAL of both the preliminary and final conditional use with the following conditions:**

1. That the project shall be restricted to a non-interior illuminated monument sign and non-interior illuminated wall signage.
2. That the project incorporate an enhanced covered bus stop to provide shelter and bench seating for the Lynx stop along Morse Boulevard.
3. That a left turn only sign be placed at the exit from the below-grade parking ramp to control cars from turning right onto Carolina Avenue.
4. That the project place the mechanical ventilation equipment necessary for the underground parking where it will not create a noise nuisance for the adjoining residential properties; also that an acoustic study be performed to verify that this equipment will be operating at a maximum of 55 decibels, as measured at the property lines adjacent to residential, at all hours of the day.
5. That the project incorporate the required bike parking.



# Parcel Report for 05-22-30-9400-32-120

Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 8/18/2017

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

## OCPA Web Map

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



# PENN AND MORSE OFFICE BUILDING



WINTER PARK, FLORIDA

REVISIONS	

SP

SLOCUM PLATTS  
ARCHITECTS, P.A.

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670 NORTH ORLANDO AVENUE, SUITE 1001 WINTER PARK, FL 32781  
TEL 407.245.5811 FAX 407.245.2771  
WWW.SLOCUMPLATTS.COM

WILLIAM F. PLATTS / ARS360

EXTERIOR ELEVATIONS

PENN AND MORRIS  
OFFICE BUILDING

WINTER PARK  
FLORIDA

DRAWN	CAD
CHECKED	WPP
DATE	07-18-2017
SCALE	AS NOTED
JOB NO.	17-020
SHEET	A0.0





EYE LEVEL VIEW FROM PENNSYLVANIA AVE. AND MORSE BLVD.

**3D RENDERING**

PENNSYLVANIA AND MORSE OFFICE BUILDING

17-020

8.22.17







**MORSE BLVD./ SOUTH ELEVATION**

PENNSYLVANIA AND MORSE OFFICE BUILDING

17-020

7.18.16







**PARTIAL ELEVATION**



**STREET ELEVATION**

**PENNSYLVANIA AVE./ WEST ELEVATION**

**PENNSYLVANIA AND MORSE OFFICE BUILDING**

17-020

8.22.16





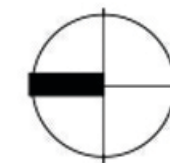


# **SITE PLAN AND LANDSCAPE PLAN**

## PENNSYLVANIA AND MORSE OFFICE BUILDING

17-020

8.22.16





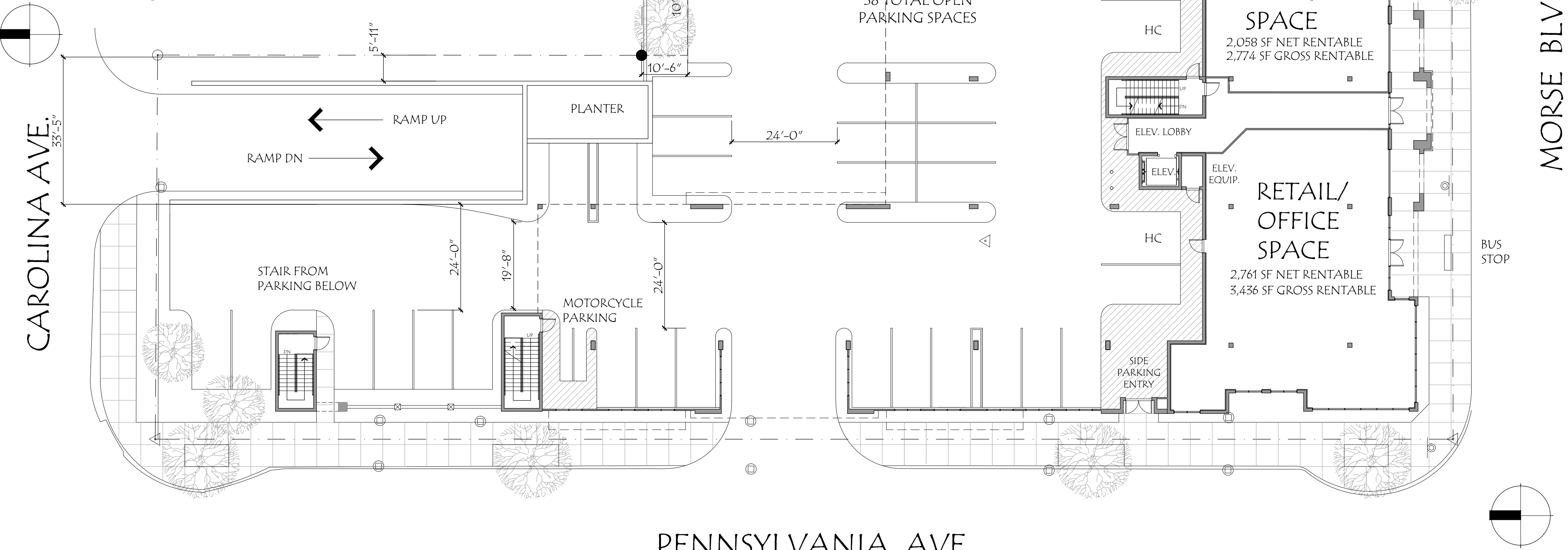


DRAWN CAD
CHECKED WFF
DATE 08-24-2017
SCALE AS NOTED
JOB NO. 17-020
SHEET  A2.1





1 VICINITY MAP  
NT5



2 FIRST FLOOR PLAN AND SITE PLAN  
SCALE: 1/16" = 1'-0"

FLOOR PLAN CALCS

FIRST FL. 6,210 + 378 = 6,588 SF FIRST FLOOR  
SECOND FL. = 17,519 SF SECOND FLOOR  
TOTAL = 24,107 SF

24,107 / 250 = 96 PARKING SP. REQ.

96 PARKING SPACES PROVIDED

REVISIONS	



**SLOCUM PLATTS  
ARCHITECTS, P.A.**

RANDALL J. SLOCUM AR 13350 WILLIAM F. PLATTS AR 13262  
670 NORTH ORLANDO AVENUE, SUITE 1001 MAITLAND, FL 32751  
TEL: (407) 845-3019 FAX: (407) 845-2771  
WWW.SLOCUMPLATTS.COM

WILLIAM F. PLATTS AR13262

**FIRST FLOOR PLAN AND SITE PLAN**

**PENN AND MORRIS  
OFFICE BUILDING**

WINTER PARK

FLORIDA

DRAWN	CAD
CHECKED	WFP
DATE	08-24-2011
SCALE	AS NOTED
JOB NO.	11-020
SHEET	A2.2

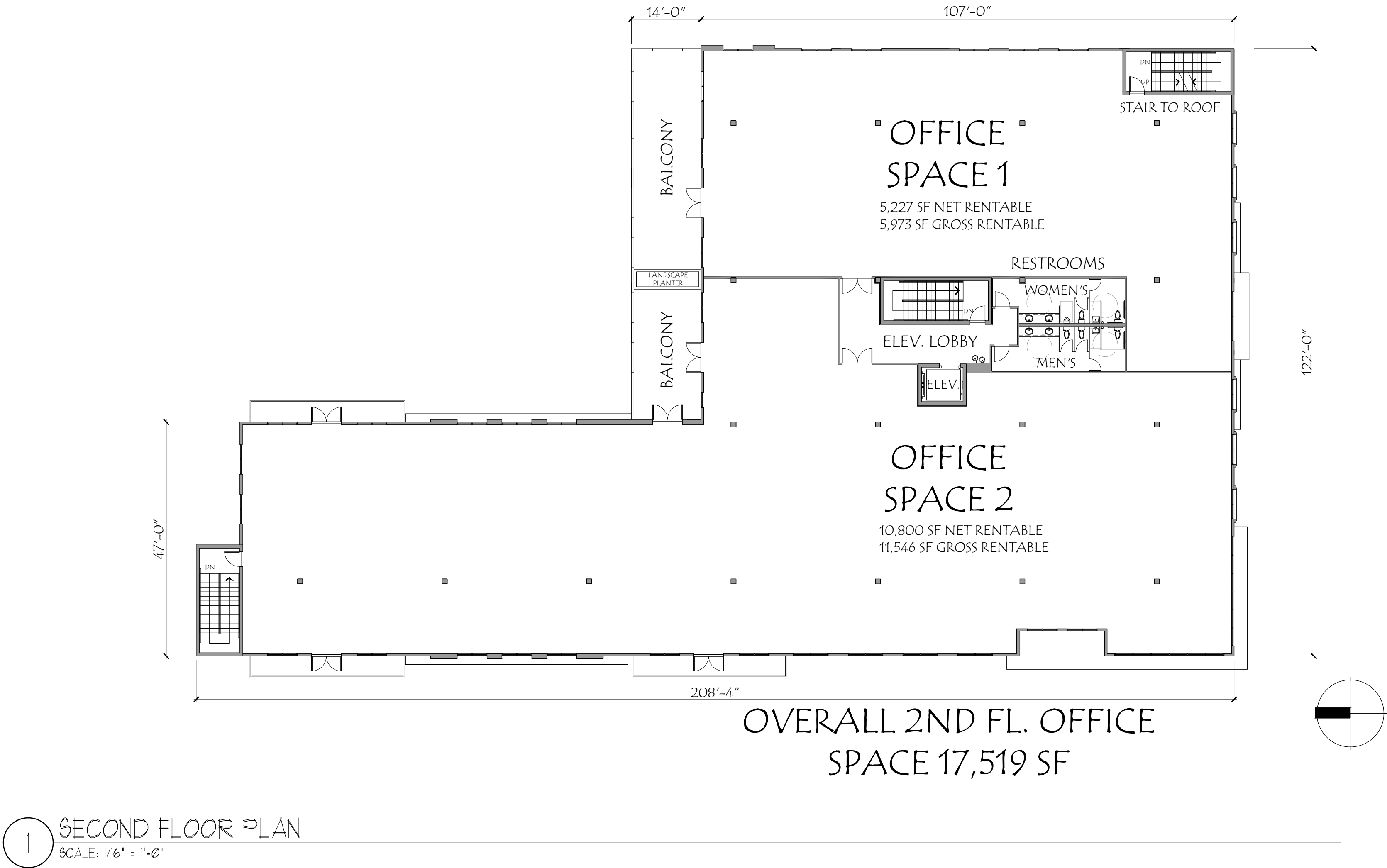


FLOOR PLAN CALCS

FIRST FL. 6,210 + 378 = 6,588 SF FIRST FLOOR  
SECOND FL. = 17,519 SF SECOND FLOOR  
TOTAL = 24,107 SF

24,107 / 250= 96 PARKING SP. REQ.

96 PARKING SPACES PROVIDED



1 SECOND FLOOR PLAN  
SCALE: 1/16" = 1'-0"

REVISIONS	



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SECOND FLOOR PLAN

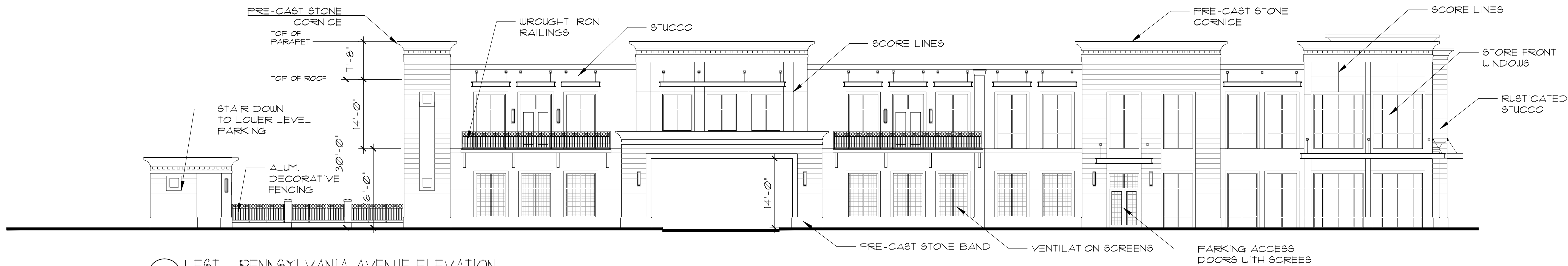
**PENN AND MORRIS**  
**OFFICE BUILDING**

WINTER PARK

FLORIDA

DRAWN
CAD
CHECKED
WFP
DATE
08-24-2011
SCALE
AS NOTED
JOB NO.
11-020
SHEET
A2.3





1 WEST - PENNSYLVANIA AVENUE ELEVATION  
SCALE: 3/32" = 1'-0"



2 SOUTH - MORSE BOULEVARD ELEVATION  
SCALE: 3/32" = 1'-0"



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

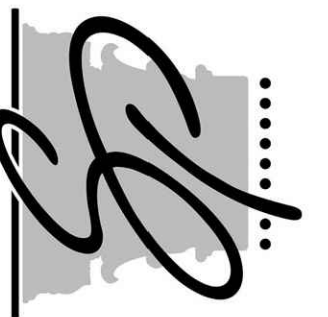


4 NORTH ELEVATION  
SCALE: 3/32" = 1'-0"

REVISIONS

SLOCUM PLATTS  
ARCHITECTS, P.A.

RANDALL J. SLOCUM AR 13350 WILLIAM F. PLATTS AR 13262  
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WILLIAM F. PLATTS AR13262

EXTERIOR ELEVATIONS

PENN AND MORRIS  
OFFICE BUILDING

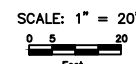
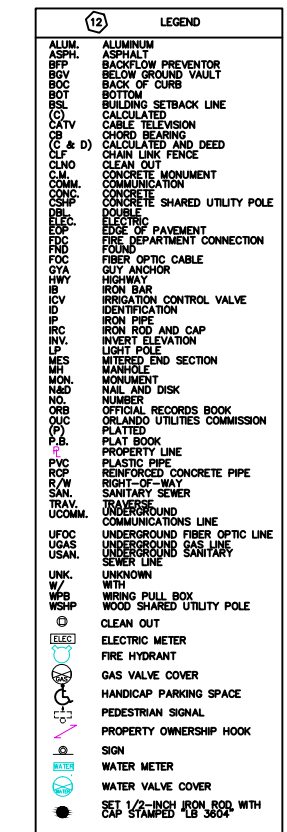
FLORIDA  
WINTER PARK

DRAWN  
CAD  
CHECKED  
WPP  
DATE  
08-18-2017  
SCALE  
AS NOTED  
JOB NO.  
11-020  
SHEET

A6.1



## ALTA/NSPS LAND TITLE SURVEY



(1) TITLE / SURVEYOR'S DESCRIPTION

THE SOUTH 36 FEET OF THE FOLLOWING DESCRIBED PROPERTY:

LOT 11 OF BLOCK 32, OF REVISED MAP OF THE TOWN OF WINTER PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGE(S) 67-72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TOGETHER WITH THE NORTH 1 / 2 OF THE VACATED ALLEY SOUTH OF LOT 11.

AND

LOTS 12, 13, 14, 15, 16, OF BLOCK 32, OF REVISED MAP OF THE TOWN OF WINTER PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK A, PAGE(S) 67-72, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TOGETHER WITH THE NORTH 1 / 2 OF THE VACATED ALLEY SOUTH OF LOTS 12 AND 13 AND THE SOUTH 1 / 2 OF VACATED ALLEY SOUTH OF LOTS 14, 15 AND 16.

LEGAL TAKEN FROM INSTRUMENT NUMBER 20150681694, PUBLIC RECORDS ORANGE COUNTY, FLORIDA.

5 TITLE INFORMATION / SCHEDULE B11 ITEMS

THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NUMBER ORC HANNIBAL - OTAY, WITH AN EFFECTIVE DATE OF JUNE 24, 2017.

SCHEDULE B11 EXCEPTIONS:

STANDARD EXCEPTIONS.

10 SUBJECT TO THOSE RESTRICTIONS, DEDICATIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTER SHOWN ON THE PLAT OF DEED OR RECORD OF THE PLAT OF WINTER PARK, AS RECORDED IN P.B.A. PAGES 67 THROUGH 72 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FL.

11 SUBJECT TO TERMS AND CONDITIONS OF THAT CAROLINA AVENUE REZONING AGREEMENT RECORDED IN ORB 6824, PG. 1539, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FL. SAID AGREEMENT REZONED THE WITH 36 FT. (11' BLOCK 32 TO PARKING LOT (PL); INCREASED THE REAR SETBACKS TO 25 FEET FOR ANY OFFICE OR COMMERCIAL BUILDING CONSTRUCTED ON LOTS FRONTING MORSE BOULEVARD (LOTS 16 AND 17, BLOCK 32); AND RESTRICTED THE USE OF THE 36 FEET FRONT LOT TO PARKING SPACES, STORM WATER LANDSCAPE BUFFER AREAS, ELECTRICAL TRANSFORMERS FOR UNDERGROUND ELECTRIC POWER ARE PERMITTED.

12 SUBJECT TO THAT DECLARATION OF RESTRICTIVE COVENANT RECORDED IN ORB 7375, PG. 1414, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FL. SAID COVENANT PROHIBITS THE USE OF THE RESTRICTED PROPERTY AS A BANKING FACILITY AND IN ADDITION SPECIFICALLY PROHIBITS THE PLACEMENT AND USE OF AN AUTOMATIC TELLER MACHINE ON THE RESTRICTED PROPERTY (THE ABOVE DESCRIBED LANDS).

13 SUBJECT TO ANY UNRECORDED LEASES (NOT MATTERS OF SURVEY).

10	PARKING INFORMATION	16	PROJECT ADDRESS
	REGULAR SPACES 0		531 WEST MORSE BOULEVARD
	HANDICAP SPACES 0		WINTER PARK, FLORIDA 32789
	TOTAL SPACES 0		

6	FLOOD INFORMATION
<p>THE SUBJECT PROPERTY APPEARS TO LIE IN FLOOD ZONE UNSHADED X, WHICH IS AN AREA DETERMINED TO BE OUTSIDE THE OF 0.2% ANNUAL CHANCE FLOODPLAIN (500-YEAR FLOOD), ACCORDING TO COMMUNITY PANEL NUMBER 12018H-0255-F, MAP NUMBER 12095CQ255F OF THE FLOOD INSURANCE RATE MAPS OF ORANGE COUNTY, FLORIDA, DATED DECEMBER 8, 2000. LAST REVISED SEPTEMBER 25, 2008, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.</p>	

**ZONING INFORMATION**

THE PROPERTY DESCRIBED HEREIN IS ZONED COMMERCIAL DISTRICT (C-2) AND PARKING LOT (PL) AND LIES WITHIN THE HANNIBAL SQUARE NEIGHBORHOOD COMMERCIAL DISTRICT ACCORDING TO ORANGE COUNTY, FLORIDA PLANNING AND ZONING DEPARTMENT. C-2 PROVIDES:

**\*BUILD SETBACKS:**

ON ALL STREETS, A ZERO FOOT SETBACK; OR FRONT SETBACK IS ESTABLISHED BY THE AVERAGE SETBACK OF EXISTING BUILDINGS ON SAME BLOCK OF STREET FRONTAGE.

**REAR:** 10 FEET

**\*SIDE:** NO SIDE SETBACKS REQUIRED ON INTERIOR SIDE PROPERTY LINES

**\*MAXIMUM BUILDING HEIGHT:** SHALL NOT EXCEED IMPOSED BY MAXIMUM HEIGHT MAP. FOR PROPERTY WITHIN GEOGRAPHIC AREAS SHOWN WITH A 2-STORY MAXIMUM, THE MAXIMUM HEIGHT IS 30 FEET; WITH A 3-STORY MAXIMUM, 40 FEET, IF APPROVED.

**\*MAXIMUM FLOOR AREA RATIO:** SHALL NOT EXCEED THE FLOOR AREA RATIO SHALL INCLUDE THE FLOOR AREA OF ANY ATTACHED OR DETACHED ABOVE-GRADE PARCEL.

**\*MAXIMUM RESIDENTIAL DENSITY:** SHALL NOT EXCEED 17 UNITS PER ACRE.

**\*MAXIMUM ABOVE-GRADE PARKING GARAGE OR DECK:** MUST BE 100 FEET AWAY FROM SINGLE-FAMILY

**\*OFF STREET PARKING:** PROPERTY VACANT AS OF 01-01-1998, THE SQUARE FOOTAGE OF A NEW BUILDING EQUAL TO 45% OF THE LOT AREA.

**ZONE PL PROVIDES:**

**\*SHALL NOT EXCEED 85% IMPERVIOUS COVERAGE.**

**\*WHEN REAR OR SIDE PROPERTY LINES ARE ADJACENT TO A RESIDENTIAL ZONE, EITHER THE REAR OR SIDE WALL OF THE BUILDING SHALL BE PROVIDED ALONG THE ENTIRE COMMON LINE. THE WALL OR FENCE SHALL BE 6 FEET HIGH; EXCEPT THAT SUCH WALL OR FENCE SHALL BE ONLY ONE FEET FROM THE FRONT SETBACK LINE OF ADJOINING PARCEL, TO THE FRONT PROPERTY LINE OF ADJOINING PARCEL.**

2	LAND AREA
0.799 ± ACRES	
34,806 ± SQUARE FEET	

3	BUILDING HEIGHT/AREA
VACANT PARCEL - NO BUILDINGS	

---

**BEARING BASIS**

11	ENCROACHMENT TABLE
1	BURIED ELEC. LINE AT SE CORNER: 1.4'N & 3.6'N OF SOUTH BOUNDARY
2	CONC. WALK ON SOUTH BOUNDARY: 0.3'N & 0.7'N, 12.8'E AT SW CORNER
3	BURIED ELEC. LINE AT SW CORNER: 5.8'N, 6.9'W, 7.9'N & 11.9'E
4	FOG WPB AT SW CORNER: 4.1'N, 13.7'E
5	LP AT SW CORNER: 1.7'N, 10.6'E
6	CONC. WALK ON WEST BOUNDARY: 3.7'E, 8.7'N OF SW CORNER
7	CLNO ON EAST BOUNDARY: 4.9'E
8	CLNO ON EAST BOUNDARY: 4.5'E
9	CLNO ON EAST BOUNDARY: 4.1'E
10	(2) ELEC. WPB ON WEST BOUNDARY: 0.1'E & 0.1'E
11	CLNO ON EAST BOUNDARY: 4.0'E
12	CLNO ON EAST BOUNDARY: 4.3'E
13	UNK. WPB ON EAST BOUNDARY: 0.4'E
14	CONC. WALK ON EAST BOUNDARY: 3.8'E
15	CLNO ON NORTH BOUNDARY: 1.0'S

8 SURVEYOR'S NOTES

1. BEARING SHOWN HEREON BASED ON NORTH AMERICAN DATUM OF 1983 / 2011 ADJUSTMENT WITH A BEARING OF NORTH 09° 59' 14" WEST ON THE EASTERLY RIGHT-OF-WAY LINE OF NORTH PENNSYLVANIA AVENUE.
2. ONLY ABOVE GROUND INDICATORS TO SUBSURFACE UTILITIES WERE LOCATED BY THIS SURVEY; NO UNDERGROUND UTILITIES OR FOUNDATIONS WERE LOCATED BY THIS SURVEY.
3. ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 FOR TRIMBLE ELEVATION OF 87.98 (NAVD 88).
4. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
5. AT THE TIME OF THIS SURVEY, THERE WERE NO PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES TO THE UNDERSIGNED'S KNOWLEDGE; NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
6. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SLUMP, OR OTHER LAND USE.
7. AT THE TIME OF THIS SURVEY, THERE WERE NO WETLAND DELINEATION MARKERS OBSERVED.
8. AT THE TIME OF THIS SURVEY, THERE WERE NO DIVISION OR PARTY WALLS.
9. THE ABOVE DESCRIBED PARCELS LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF WEST MOORE AVENUE AND CAROLINA AVENUE, SAID LANDS HAVE DIRECT ACCESS TO ALL THREE ROADS.
10. THE PROPERTY AS DESCRIBED HEREON DOES NOT CONSTITUTE AN LEGAL SUBDIVISION OF LAND UNDER THE LAND SUBDIVISION ACT OF THE COMMONWEALTH OF PENNSYLVANIA.
11. AT THE TIME OF THIS SURVEY, THERE WERE NO SUBSTANTIAL FEATURES SUCH AS BILLBOARDS, SIGNS OR SWIMMING POOLS, THERE WERE HOWEVER UNDESIGNED AREAS, AS SHOWN HEREON.

9	SURVEYOR'S CERTIFICATE
TO: O'TAY, LLC; AND FIRST AMERICAN 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'S LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A)(B), 7(A)(B)(C), 8, 9, 10(A)(B), 11, 13, 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JULY 19, 2017.	
DATE	JOSEPH K. LEK, P.S.M. CERT. NO. LB 6016

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER

**LEGEND:**

**gai consultants**  
301 Riverplace Boulevard, Suite 900  
Jacksonville, Florida 32207  
404-363-1110 404-363-1115 fax  
E-mail JLEK@gaiconsultants.com  
www.gaiconsultants.com



CERT. NO.  
LB 3604

I HEREBY CERTIFY THAT THIS SURVEY MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPERS PURSUANT TO CHAPTER 472.027 OF THE FLORIDA STATUTES AND 5.17 OF THE

CERT. NO.  
LB 3604

●ENGINEERING ● PLANNING ● SURVEYING ● CEI SERVICES ●

FLA. P.S.M. CERT. NO. LS 6016

JOB NUMBER *B170876*

*T2230004*



## Jeffrey Briggs

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**From:** William Higgins <realizebh@yahoo.com>  
**Sent:** Tuesday, August 15, 2017 10:41 AM  
**To:** Jeffrey Briggs  
**Subject:** Parking Ramp on Carolina Ave for Proposed 531 W. Morse Blvd. Office Building

Dear Mr. Briggs,

I'm a home owner at 453 Carolina Ave in Winter Park concerned about the impact on safety, traffic and property values of the proposed 531 W. Morse Boulevard Office building. We're asking for your help to relocate a proposed parking lot entrance and exit ramp planned on residential Carolina Avenue. We also want to prevent the construction of a concrete and steel drainage feature on our street. The developer has over 420 feet of frontage available for parking entrance and exits on Morse and/or Pennsylvania. Using the planning number of 4 employees per 1000 square feet of office space this ramp will be used over 500 times per day routing traffic on to Carolina Ave and through our residential neighborhood. Carolina Avenue is already limited to one lane of traffic as local residents park on the south side of the street. Congestion and traffic in the ramp location is frequent due to parked cars of residents attending services at Golden's Funeral Home. And more importantly children on our street use the Carolina Ave. sidewalk to go to and from the school bus stop at Carolina Ave and Pennsylvania Avenue. This proposed entrance ramp will route hundreds of cars per day over that same sidewalk. In addition to the proposed ramp the developer plans to relocate an existing concrete and steel drainage feature on the southeast corner of N. Pennsylvania and Carolina. Please insure, for aesthetic reasons, the drainage feature is not located in this highly visible entrance to our neighborhood.

The constant noise and traffic from the ramp will be a short distance and visible from half of the 18 homes on one block of Carolina between Pennsylvania and Virginia Avenues. It will change our neighborhood from a quiet oak lined street to a commercial thoroughfare. This year alone residents have invested over \$3Million in new homes on this oak lined street because of the charm and quiet atmosphere. If allowed to proceed as planned, this project will be a slap in the face by the City of Winter to the current and new Carolina avenue residents. Please locate this ramp to a wider commercial street. We have heard that the proposed ramp location is the least expensive alternative. The least expensive for whom? Certainly not the Carolina Avenue residents.

Thank you.

William Higgins

William Higgins  
453 Carolina Ave.  
Winter Park, Fl. 32789  
407 719 4608  
[realizebh@yahoo.com](mailto:realizebh@yahoo.com)



August 22, 2017

Dear Jeff Briggs,

I am writing in regards to a proposed office building located at 531 W. Morris Blvd. It is in the planning and zoning department with a public hearing set for September 5, 2017.

The plans call for the entrance to underground parking to be placed next to a residential driveway on Carolina Avenue. There is also a plan for a large water run-off retention vault to be located on the corner of Carolina and Pennsylvania Avenues. Both of these unsightly and traffic producing items will affect the values of our homes on Carolina Avenue. Carolina Avenue cannot handle more traffic. It is a narrow street with parking on one side. This entrance to the parking will produce way too much traffic on a street that can hardly take two cars passing one another. Not to mention the safety of our children and residents will be compromised.

Both of these items need to be changed to utilize the commercial sides of the lot that is on 531 Morris Blvd. There is plenty of space on Morris and Pennsylvania to accommodate the underground drive, the water run-off retention vault and any other vehicle entrance to the property. It needs to keep plans away from Carolina Avenue. The volume of the traffic is too large to use a narrow residential Street. Thank you for your time and consideration,

Jackie Abrams  
456 Carolina Avenue  
Winter Park, FL 32789  
407-399-8004



**Carolyn L. Weinstein  
524 Carolina Avenue  
Winter Park, Florida 32789**

Dear Planning and Zoning Board Members,

I am writing to object to the commercial building proposed for 531 W. Morse Boulevard. The proposed building is incompatible in size and scope for the residential street, Carolina Avenue, immediately adjacent to it. This building, as proposed, will greatly impact the residents of Carolina Avenue. The current plan has the entry and exit for the underground parking coming off of Carolina Avenue and a large water run-off retention vault on the corner of Carolina and Pennsylvania Avenues.

It can be predicted that an office building 26,716 square feet in size will have an average of 106-212 employees, each with their own vehicle. (A commonly accepted calculation of 125-225 square feet of office space per person was used to derive this value.) Those vehicles, along with all visitors to these offices will be accessing the parking structure. That will add hundreds of cars per day on Carolina Avenue, a narrow residential street. The increased traffic on Carolina Avenue will result in greater noise, more congestion and a safety hazard for children, pets and pedestrians. The developer has approximately 400 feet of frontage on W. Morse Boulevard and Pennsylvania Avenue, both commercial streets, on which to have the entrance and exits for parking garage.

The water run-off retention vault for the property at 531 W. Morse Boulevard is *currently located* directly behind Lot 11 Block 32. If the commercial building was built around the existing water run-off retention vault, no one would have to see it. To relocate the water run-off retention vault, a concrete and steel structure, to the Western most corner of Pennsylvania and Carolina Avenues creates an eye-sore.

These two design elements will diminish the property values, create a more dangerous street for walking, children and pets, and take away from the charm and character of Carolina Avenue. There are modifications that can be done that will minimize the negative impact on our street. The residents of Carolina Avenue understand that there will be a commercial building at the end of our street, but it does not have to be THIS building as proposed.

Thank you,  
Carolyn Weinstein  
407-701-1113  
carolyn.weinstein@yahoo.com



## Jeffrey Briggs

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**From:** Brian Gruber <bgruber5@centurylink.net>  
**Sent:** Sunday, August 27, 2017 6:46 PM  
**To:** Jeffrey Briggs  
**Subject:** Proposed 521 W. Morse Blvd Office Building

To: City of Winter Park Planning and Zoning Board Members

The plans for the proposed 531 West Morse Blvd office building show that the entrance to the parking garage as well as the water retention area will be located on Carolina Ave. We are asking for your help to work with the developer in relocating the parking garage entrance to Pennsylvania Ave.

Constructing the entrance of the parking garage on Carolina Ave will increase traffic flow on our street impacting the safety of our families, elders, children and pets. Traffic congestion in the ramp location is frequent due to parked cars of guests attending services at the funeral home and Carolina Avenue is already limited to one lane of traffic as residents park on the south side of the street. Having the ramp on Carolina Avenue will add to this congestion and put safety at risk.

In reference to the water retention area, there already is one located on the site. Instead of being relocated, this could be expanded or an additional water retention area could be built adjacent to it.

The existing office building on the NW corner of Pennsylvania and Morse Blvd has the entrance of its parking garage on Pennsylvania ave. For aesthetics, consistency and the safety of the residents of Winter Park, it makes a lot of sense to also locate the proposed parking garage on Pennsylvania Ave as well.

We have a lot of exciting projects planned in Winter Park which will improve our community and continue to make Winter Park a great place to live. With the project revisions we are recommending above, the proposed office building at 531 West Morse Blvd is another one of these projects.

Thank you for your consideration.

Sincerely,

Allison Gruber  
Brian Gruber  
466 Carolina Ave  
Winter Park, FL 32789



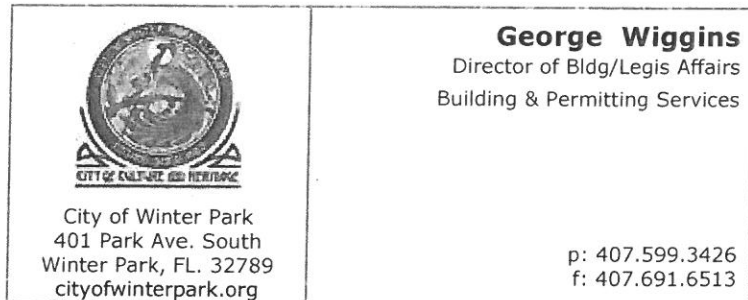
## Jeffrey Briggs

---

**From:** George Wiggins  
**Sent:** Monday, August 28, 2017 7:07 AM  
**To:** Jeffrey Briggs  
**Subject:** FW: 531 W. Morse Boulevard Office building

Jeff,

See below. Concerns about the new office bldg. having an exit on to Carolina Ave.



Please tell us how we're doing.



Under Florida law, email addresses and written correspondence with the city become public record and must be made available to the public and media upon request (unless otherwise exempt). If you do not want your email address to be public record, please contact our office by phone.

**From:** Marilsa Cavallini [mailto:abitazinc@gmail.com]  
**Sent:** Sunday, August 27, 2017 9:57 PM  
**To:** George Wiggins <Gwiggins@cityofwinterpark.org>  
**Subject:** 531 W. Morse Boulevard Office building

Dear George Wiggins,

I am Marilsa Cavallini resident at 467 Carolina Ave Winter Park and I am building a new home on 505 Carolina Ave. I am very concerned and sad about the proposal project on 531 W. Morse Boulevard Office building. The developer has over 420 feet of frontage available for parking entrance and exits on Morse and/or Pennsylvania but they want to build a busy garage entrance on our one car drive street. ( because there are many cars using one side to park, there is only one way left). We already have to stop and let one driver at the time to go through. Golden's Funeral Home already congests the street when there is a service. There are 6 new homes to be built until 2018 on empty lots on our street. We residents are working very hard to make Carolina Ave a beautiful e peaceful street. Please help us by asking the developer to relocate the garage entrance to the commercial Morse or Pennsylvania street.

Thank you.



August 28, 2017

To: Mayor Leary

From: Gloria McDonald

Dear Mayor Leary:

I'm a home owner at 521 Carolina Avenue in Winter Park and I am extremely concerned about the impact on safety, traffic and the property values of the proposed 531 W. Morse Boulevard Office building. We're humbly asking for your help to relocate a proposed parking lot entrance and exit ramp planned on residential Carolina Avenue to the wider commercial streets of Morse and/or Pennsylvania. Also, we the residence want to prevent the construction of a concrete and steel drainage feature on our street. The developer has over 420 feet of frontage available for parking entrance and exits on Morse and/or Pennsylvania. The Carolina Ramp will route hundreds or more of cars per day on to Carolina Avenue and through our residential neighborhood.

Unfortunately, Carolina Avenue is already limited to almost a one lane of traffic as local residents park on the south side of the street. Traffic and Congestions in the ramp location is frequent due to parked cars of residents attending services at Golden's Funeral Home. More importantly children on our street uses the Carolina Avenue sidewalk to go to and from the school bus which stops at Carolina Avenue and Pennsylvania.

However, I must say again that this proposed entrance ramp will route hundreds of cars daily over the same sidewalk. The continuous of constant noises and congestion by the ramp will be a few feet away from, and parallel to, a local resident's driveway at 524 Carolina Ave. Mr. Mayor this should not be something we as the resident should have to view everyday from their vintage home.

In addition to the proposed ramp the developer plans to relocate an existing concrete and steel drainage feature on the southeast corner of North Pennsylvania and Carolina.

Please insure, for aesthetic reason, the drainage feature is not located in this highly visible entrance to our neighborhood. So, please continue to insure that the developers of Commercial Properties protect the safety, property values and investments in our growing and beautiful Winter Park neighborhood.

Thank you kindly to this matter.

Respectfully yours,

Gloria McDonald  
521 Carolina Avenue  
Winter Park, FL. 32789  
407.212.6259  
[triuneco@aol.com](mailto:triuneco@aol.com)

cc: copy to Jeff Briggs ([jbriggs@cityofwinterpark.org](mailto:jbriggs@cityofwinterpark.org))



To Winter Park Planning and Zoning Board Members,

We are home owners since 1960 at 510 Carolina Ave in Winter Park Fl. and I am writing this letter out of major concern in reference to the proposed location of the parking ramp and drainage feature for the office building located at 531 W. Morse Blvd. Locating the ramp on the residential Carolina Ave. will cause a great impact on traffic, safety of residents and will decrease our property values. We are asking that this ramp and concrete steel drainage feature be relocated to the commercially zoned and wider Morse Boulevard. I understand the developer has over 420 feet of frontage available for parking entrance and exits on Morse and or Pennsylvania. There are children who live on this street and there are current school bus stops that would be greatly impacted by the increase of traffic. Considering these things, would you allow this to affect your home?

We are very concerned by the encroachment of developers on residential properties that abut Morse Blvd. I am asking that members of the Planning & Zoning Board as well as the City Commissioners visit the area in question, to understand our detrimental concerns . Please continue to insure that the developers of commercial properties Protect the safety and property values of residential property owners in our Winter Park community.

Thank you,

Thelma and Cleveland Woodard Sr.

510 Carolina Ave

Winter Park, Fl 32789

407-629-0246



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

**Staff Report  
September 5, 2017**

**REQUEST OF KIMLEY-HORN & ASSOCIATES TO:** AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP TO CHANGE FROM AN OFFICE FUTURE LAND USE DESIGNATION TO A COMMERCIAL FUTURE LAND USE DESIGNATION ON THE SOUTHERN PORTION OF THE PROPERTY AT 1350 WEST FAIRBANKS AVENUE.

**REQUEST OF KIMLEY-HORN & ASSOCIATES TO:** AMEND THE OFFICIAL ZONING MAP TO CHANGE FROM OFFICE (O-1) DISTRICT TO COMMERCIAL (C-3) DISTRICT ZONING ON THE SOUTHERN PORTION OF THE PROPERTY AT 1350 WEST FAIRBANKS AVENUE.

---

This public hearing item involves two requests to the City:

1. To change the Comprehensive Plan Future Land Use Map from Office to Commercial on the southern portion of the property located at 1350 West Fairbanks Avenue; and
2. To change the Zoning from Office (O-1) district to Commercial (C-3) district on the southern portion of the property located at 1350 West Fairbanks Avenue; and

**SUMMARY & PROCESS:** The applicant is requesting to amend the Comprehensive Plan Future Land Use designation and Zoning on the southern portion of 1350 West Fairbanks Avenue to redevelop the combined properties of 1308/1324/1350 West Fairbanks Avenue with a Wendy's fast food restaurant with drive-thru and an office/retail building. The applicant ultimately needs three approvals from the City to build this project because of the fast food and drive-thru component. However, without the Comprehensive Plan Future Land Use Map amendment from Office to Commercial land use, and a companion rezoning from O-1 to C-3, the project cannot move forward.

Therefore, the application is divided into two parts with two separate public hearings. The first public hearings are on the two land use ordinances referenced above. If the P&Z Board votes to approve these land use changes, then the P&Z Board can move on to consider the Conditional Use request. If the P&Z Board votes to deny the land use ordinances, then no action can be taken on the Conditional Use. The Conditional Use matter will be tabled or continued until after the City Commission makes a decision on the land use ordinances.

There are adopted standards for these types of requests involving Future Land Use and Zoning amendments in our Codes (attached). The planning staff has explained to the applicant that they must address how their request satisfies these criteria. The applicant's letter of justification/explanation is attached. It is up to the P&Z Board to determine if the reasons presented are sufficient to justify changing the Comprehensive Plan and Zoning.



It is important to point out to the P&Z Board that changes to the Comprehensive Plan are what are termed 'legislative' changes. They operate under what is called the 'fairly debatable' rule. If there are ten reasons why the City should approve and only one reason why the City should deny, the City can still deny as long as there is any legitimate reason. Similarly, if there are ten reasons why the City should deny and only one reason why the City should approve, the City can still approve.

**SITE & CONTEXT:** These combined properties measure approximately 1.52 acres in size (66,000 square feet) per OCPA, and has 250 feet of frontage on Fairbanks Avenue and 200 feet along the side street of Shoreview Avenue. The properties are adjacent to office buildings to the north and west. To the east is McDonald's, and further south is the Publix Hollianna shopping center. The rear 0.73 acres (31,736 square feet) or 48% of the property is designated office, and the applicant is seeking a change to commercial land use and zoning on roughly one-half of the site in order to accommodate the proposed Wendy's fast food restaurant.

**STAFF ANALYSIS - COMPREHENSIVE PLAN & ZONING CHANGE:** Under the existing split zoning designations on this overall property, an owner can build retail or office or restaurant buildings on the front half of the property and use the rear half as a parking lot for the building (as a parking lot is a permitted use in office land use). However, given the configuration of a fast food restaurant with drive-thru stacking and order boards, the commercial activities will not fit onto just the front half of the property. Thus this request for the land use changes.

These changes come in the context of the City's significant \$20+ million dollar investment in infrastructure improvements along the West Fairbanks Avenue corridor, in order to foster and encourage new development that will improve the image of this gateway corridor into the City of Winter Park. Previously certain business types have been deemed to be not conducive to upgrading the aesthetic improvement to this gateway corridor are prohibited per the Comprehensive Plan, such as used car lots, etc. There has been previous debate about the desirability or creation of a fast food row along this stretch of West Fairbanks Avenue.

In 2016, the City removed 'fast food restaurants' from the prohibited use list so that they may or may not be permitted through a conditional use process like the rest of the City. This was done with the hopes that along the south side of Fairbanks Avenue given the larger parcel sizes, that there would not be isolated single-purpose fast food developments, and the City would only permit via conditional use a drive-thru component of a business when it is part of a larger building development program such as an end-cap (see attached relevant Comprehensive Plan Policies). The unfortunate fact is that the West Fairbanks Planning Area ends directly west of these properties, even though these properties are located within the West Fairbanks Avenue corridor, they are located within the U.S. Highway 17-92 Corridor, which means these policies do not directly apply to these properties. This division was not intentional, and was divided this way due to when the remainder of the West Fairbanks commercial corridor was annexed in 2002.



Because of these conflicts (a policy that exists over 85% of West Fairbanks Avenue, but not this property), the staff has mixed feelings about this request. Amending the Comprehensive Plan future land use and Zoning designation of some of this property to foster redevelopment is a positive for the City, but can also set the tone of the rest of the expected redevelopment along this corridor. However, 'fast food row' was not the intent of the City's \$20-million dollar infrastructure investment. The question remains, is this the way we want to set the tone for redevelopment along West Fairbanks Avenue?

This same issue came up in 2001 with the Comprehensive Plan amendment and Zoning change that was needed for the development of the McDonald's. At that time, the staff recommendation on the land use changes was for denial. The changes ultimately were approved by P&Z and City Commission. The same changes are now again needed to allow the Wendy's because the Wendy's will not fit just on the land currently zoned Commercial.

The other major issue for the planning staff is the inherent increase in traffic generation that this land use change will precipitate. The standard analysis tool for traffic engineers is Institute of Traffic Engineers (ITE) Trip Generation Estimates. Per ITE, on a per 1,000 square foot basis, the daily trip generation for a fast food restaurant is 496 trips per day. For a typical strip commercial development holding retail stores, real estate offices and small restaurants it is 44 trips per day. The differential is a ten-fold increase in traffic generation that could be realized based upon this proposed change to the Comprehensive Plan future land use and Zoning map.

For changes to the Comprehensive Plan, it is up to the applicant to demonstrate to the satisfaction of the P&Z Board why building a fast food restaurant next door to a fast food restaurant and creating the beginnings of a 'fast food row' is in the best interests of the City at large. The fact that the applicant feels that this is the only thing that works economically is not the concern of the City. In most cases when a Comprehensive Plan change is needed to build a project which is not permitted by the City (fast food in this case) the buyer will typically operate under a contingency contract to make sure that the intended use is acceptable to the City. In this case, the applicant purchased the property with no contingency and it is not unreasonable for the City to ask the owner to redevelop the property in accordance with the way the property is now zoned.

Thus, for consistency with the staff recommendation made for the McDonald's in 2001 and based on the potential ten-fold increase in traffic generation likely resultant from these land use changes, the **STAFF RECOMMENDATION IS FOR DENIAL of the Comprehensive Plan Future Land Use Amendment and Rezoning.**



## **RELEVANT COMPREHENSIVE PLAN POLICIES:**

**Policy 1-5.4.7: Gateway Plan for Development or Redevelopment of Properties.** The City shall create Gateway Plans and design studies for the potential redevelopment of the major transportation corridors leading into Winter Park to include:

1. West Fairbanks Avenue from I-4 east to Orlando Avenue;
2. Orlando Avenue from the southern City limits to the northern City limits;
3. Aloma Avenue from the City limits west to Lakemont Avenue;
4. Orange Avenue from Fairbanks Avenue to Orlando Avenue;
5. Lee Road from I-4 to Orlando Avenue.

**Policy 1-5.4.8: Enhance the Appeal and Improve the Property Values of Certain Gateway Corridor Entrances into the City of Winter Park.** In order to establish, maintain and enhance the character and aesthetic appeal of certain important gateway corridor entrances into the City of Winter Park, and to increase the property values along such gateway corridor entrances to the City, in order to distinguish those gateways as attractive entrances into the City, the City shall, prohibit certain business types along the frontage of those roadway corridors to exclude any new or used car sales businesses, auto repair businesses, resale stores or pawn shops, vapor lounges or smoke shops, adult oriented businesses, gas/service stations and convenience stores.

**Policy 1-L-8: Support Efficient Land Use Development Along the South Side of Fairbanks Avenue.** Given the City's desire for the aggregation and assemblage of properties along the south side of Fairbanks Avenue for more comprehensive redevelopment along that south side of Fairbanks Avenue, as an important gateway corridor into the City, versus isolated single purpose developments, the City shall only permit via conditional use any drive-in component of business when that business is part of a larger building development program such as via an end-cap use on a larger project.

### **Sec. 58-6. - Amendments to the comprehensive plan.**

(2) All proposed comprehensive plan text or map amendments shall be submitted to the planning and zoning board for study and recommendation. The planning and zoning board shall study such proposals to determine:

- a. The need and justification for the change;
- b. When pertaining to the future land use designation of land, the effect of the change, if any, on the particular property and the surrounding properties;
- c. When pertaining to the future land use designation of land, the amount of undeveloped land in the general area and in the city having the same classification as that requested; and
- d. The relationship of the proposed amendment to the goals, objectives and policies text of the city's comprehensive plan, with appropriate consideration as to whether the proposed change will further, or at least not be contrary to the comprehensive plan.

### **Sec. 58-89. - Zoning changes and amendments**

(a) Standards for review of zoning amendments. All proposed zoning text or map amendments shall be submitted to the planning and zoning commission for study and recommendation. The commission shall study such proposals to determine:

- (1) The need and justification for the change;
- (2) When pertaining to the rezoning of land, the effect of the change, if any, on the particular property and the surrounding properties;
- (3) When pertaining to the rezoning of land, the amount of undeveloped land in the general area and in the city having the same classification as that requested;
- (4) That the proposed amendment is consistent with the applicable goals, policies, and text of the city's comprehensive plan, with appropriate consideration as to whether the proposed change will further, or at least not be contrary to, the purpose of this zoning ordinance and the general planning program;
- (5) That the proposed plan resultant from the zoning change and proposed use as to business type, operating hours, noise, parking and traffic impact will be compatible with the existing and anticipated land use



activities in the immediate neighborhood and that such use will be compatible with the character of the surrounding area;

- (6) That adequate public facilities and services necessary to service the development associated with the proposed zoning will be available and in place at the time of impact of the development reliant upon such zoning;
- (7) That the building size, floor area ratio, height and mass are compatible with and consistent with the scale and character of the immediate neighborhood;
- (8) That the traffic generated from the proposed zoning shall not, on a daily or peak hour basis, degrade the level of service on adjacent roads or intersections or raise any traffic safety hazards; and
- (9) That the proposed zoning does not create, through noise, intensity of activity, traffic, overflow parking, storm water runoff, etc., any conditions that degrade the value of adjacent properties, the peaceful use of adjacent properties, degrade the economy of adjacent businesses or degrade the character of the surrounding neighborhood or negatively impact the future use of adjacent properties.



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

**Staff Report  
September 5, 2017**

**REQUEST OF KIMLEY-HORN & ASSOCIATES FOR:** CONDITIONAL USE APPROVAL TO BUILD A 2,700 SQUARE FOOT, WENDY'S RESTAURANT WITH A DRIVE-THRU ON THE PROPERTIES LOCATED AT 1308/1324/1350 WEST FAIRBANKS AVENUE.

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This public hearing item involves a Conditional Use approval to build a 2,700-square foot, Wendy's fast food restaurant with a drive-thru on the properties located at 1308/1324/1350 West Fairbanks Avenue.

**SITE & CONTEXT:** These combined properties measure approximately 1.53 acres in size, and have 250 feet of frontage on Fairbanks Avenue and 200 feet along the side street of Shoreview Avenue. The properties are adjacent to office buildings to the north, south and west. To the east is McDonald's, and further south is the Publix Hollianna shopping center.

**SITE PLAN & URBAN DESIGN:** The proposed site plans show a one-story, 2,700-square foot, Wendy's fast food restaurant with one drive-thru lane and a companion free-standing one-story, 6,882-square foot retail or office building. The site plans shows 68 parking spaces which is more than the code requirement of 50 parking spaces based upon the building sizes and seating count.

The project is meeting the remaining Code requirements with respect to floor area ratio, impervious coverage, building height, etc. Due to the level of backup materials provided, the applicant has expressed that they are only requesting a Preliminary Conditional Use approval and will return at a later date for the Final Conditional Use approval with more project detail. The preliminary landscape plan provided with this application meets the minimum requirements, but staff will encourage that during the final conditional use the applicant adds additional signature landscaping to enhance the appeal of the project.

The site plan layout and urban design provided does not make an effort to conform to the desires of the City to locate the buildings toward the frontage of the property on Fairbanks Avenue, nor does it attempt to comply with the Comprehensive Plan policy to have drive-thru components as an end-cap to a larger building. Staff conversations with the applicant were related to the economics of the site and the desires of their end-user.

The proposed architectural style is a variation on the current proto-type of Wendy's look, but there is nothing distinctive about the architectural style, it resembles and contains no elements of any known architectural style such as Mediterranean, Arts & Crafts, Colonial, etc. Staff stressed to the applicant the important of a distinctive architectural product, especially given the City's financial investments in this corridor and their need for



persuasion regarding the land use changes. Since this is only the Preliminary Conditional Use, the approval of the final architecture can be delayed for further refinements until the Final Conditional Use submittal.

**TRAFFIC CIRCULATION AND STACKING:** In terms of traffic circulation and stacking this plan meets the City's objectives 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 depicts adequate stacking for cars using the drive-thru lane, and a by-pass lane for circulation. However, the stacking capacity is slightly less than the adjacent McDonald's drive-thru which has two order windows, and during the lunchtime peak this drive-thru is at maximum capacity. With respect to noise from the drive-thru order window, staff does not see any issues with this request.

A Wendy's fast food restaurant will attract a significant amount of new traffic to this underutilized corner of Fairbanks and Shoreview Avenues, where ingress and egress is already challenging. Despite the fact that the previous funeral home generated minimal traffic and that the fast food operations are the highest traffic generator of any type of commercial business that could be proposed, the applicant's Traffic Impact Analysis report (attached) states that this redevelopment will 'likely result in a minimal increase of new external trips on the roadway network'.

**TRAFFIC IMPACT ANALYSIS REPORT:** The most serious traffic situation, other than adding traffic volume to an already over-congested roadway system, is the traffic safety concerns from the left hand turns into and out of this development. The site plan shows a driveway configuration to encourage a right in/right turn out only at the Fairbanks Avenue entrance to help alleviate this. However, as was the conclusion of the McDonald's traffic study, that type of driveway design does not protect against rouge turning movements. Left hand turns into or out of this site are extremely dangerous maneuvers. For consistency with the McDonald's approval and to insure that there are not any serious traffic accidents or fatalities, at the request by staff, the applicant has shown on the site plan that they will extend the Fairbanks concrete median towards the entrance of Shoreview Avenue to prevent 'suicide' left turns into or out of the site onto Fairbanks Avenue. They have also received confirmation that FDOT would be in support of extending this median.

However, there are shortcomings in the Traffic Impact Analysis report submitted to the City. One is the need to present the traffic impacts on a daily basis versus just peak hour so that the City can readily understand the traffic ramifications of the project and not just look at one hour from a potential 24-hour business day for a fast food restaurant.

Another piece of analysis missing is the examination of the stacking at the Shoreview and Fairbanks Avenue intersection which is now heavily used by patrons of Publix, McDonald's and cut-thru traffic. Those cars waiting to turn left onto Fairbanks Avenue now compete with the traffic heading west on Fairbanks trying to turn left onto Shoreview to get to Publix, the McDonald's, etc. and added to that will be the Wendy's traffic. During the afternoon peak hours and noon peak hour the traffic backs up from the traffic light beyond Shoreview Avenue. Cars will stop and left one or two cars sneak out between them into



the middle turn lane to merge with traffic heading west. Now we will be adding cars trying to sneak through the stopped traffic to turn onto Shoreview Avenue. The Traffic Impact Analysis report does not include any analysis of their impact of traffic on this intersection. There is not any survey of existing conditions, gaps, etc. provided to assess this situation.

**ON-SITE TRAFFIC SAFETY DESIGN:** This is an integrated site with traffic access and parking serving both buildings. As such, all aspects of the entire site are relevant to the Conditional Use request. To that end, the parking configuration in front of the retail/office building poses serious traffic safety concerns from the dead end design, which also was not reviewed in the Traffic Impact Analysis report. The proposed dead end parking lot design forces traffic to back-up into the oncoming traffic coming into the site where the entrance from Fairbanks is located, if those spaces are full. That is a dangerous traffic safety flaw that must be remedied. Public Works and Planning staff suggested to the applicant that the retail or office building be moved to the front of the site with a ten foot setback and the parking lot located behind. The applicant has not responded to that request by the City staff. The City staff cannot approve this configuration, because of the serious traffic safety concerns but also because we have proved a simple solution. Moving the building to the ten foot front setback line would conform to the desires of the City to locate buildings towards the frontage of the property on Fairbanks Avenue and allow the parking to be located behind the building without a dead end.

The Public Works Department has also requested that since work is going to be done within the right-of-way of Gene Street to close curb cuts and reconfigure the site access, that the applicant constructs a five foot minimum sidewalk along Gene Street. The site plan currently shows a four foot sidewalk.

**STORM WATER RETENTION:** The applicant is proposing an 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:** 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.

**SIGNAGE:** As previously mentioned, this request is for a preliminary conditional use approval, and therefore the applicant has not provided a sign package. That would return at the final conditional use stage and those design and size issues can be discussed at that time.

**SUMMARY:** This Conditional Use request is not ready for approval due to the on-site redesign matters that must be done and the need for additional traffic impact analysis report that addresses the issues of access and traffic generation volumes. It will be best if the P&Z Board and City Commission decide the land use changes while the applicant further examines the significant traffic safety issues related to this request.



**STAFF RECOMMENDATION IS FOR TABLING OR CONTINUATION OF the Conditional Use subject to the following directions:**

- 1. That to rectify the safety concerns related to the dead end parking configuration, the office/retail building be moved to the front of the site, ten feet from the property line.**
- 2. That the Traffic Impact Analysis report provide peak hour and daily traffic generation numbers approved with a methodology agreed upon by the Public Works Department which includes a survey of existing traffic conditions at the Shoreview/Fairbanks intersection to assess the left turn capabilities of that intersection.**

**RELEVANT ZONING CODE PROVISIONS: Sec. 58-90. Conditional Uses.**

(n) *Drive-in business.*

(1) The city, as an existing urbanized area, does not lend itself to the establishment of new transportation corridors or to the expansion of existing streets. As a result, the city must strive to maintain the most effective and efficient movement of traffic on the existing road network. Since the drive-in components of any business can increase traffic congestion, create safety hazards and adversely impact adjacent neighborhoods or existing streets when they are improperly designed or located, the city has determined that in order to protect the safety and convenience of its citizens, drive-in components of any business shall be conditional uses to be disapproved, approved or approved with conditions. In addition to the site plan and building plan submittals previously outlined, all applications for drive-ins shall contain the following information if required by the city planning staff:

(2) Applicants shall submit a traffic data and impact analysis, including the average daily traffic on adjacent streets and the peak-hour(s) traffic on adjacent streets. This data shall also include daily and peak-hour traffic generation to and from the site, as well as the distribution of trips to the various entrances and exits. The peak hour analysis shall be for the peak hour(s) of the business as well as the peak hours of the adjacent roadways. This data shall also include an analysis of internal traffic flow including the nature and adequacy of stacking areas for average and peak periods. Relevant accident history data shall also be considered.

(3) Applicants shall submit projections of the number of customers and the location of other similar businesses within this area of the city.

(4) In order for the city to undertake its own analysis of these applications, all the above data shall be submitted no less than thirty (30) days prior to the planning and zoning commission meeting date. This shall allow sufficient time to conduct traffic counts, turning movement studies, and to determine the adequacy of data submitted, as well as to question conclusions and findings by requesting supplementary information to back up previous submissions.

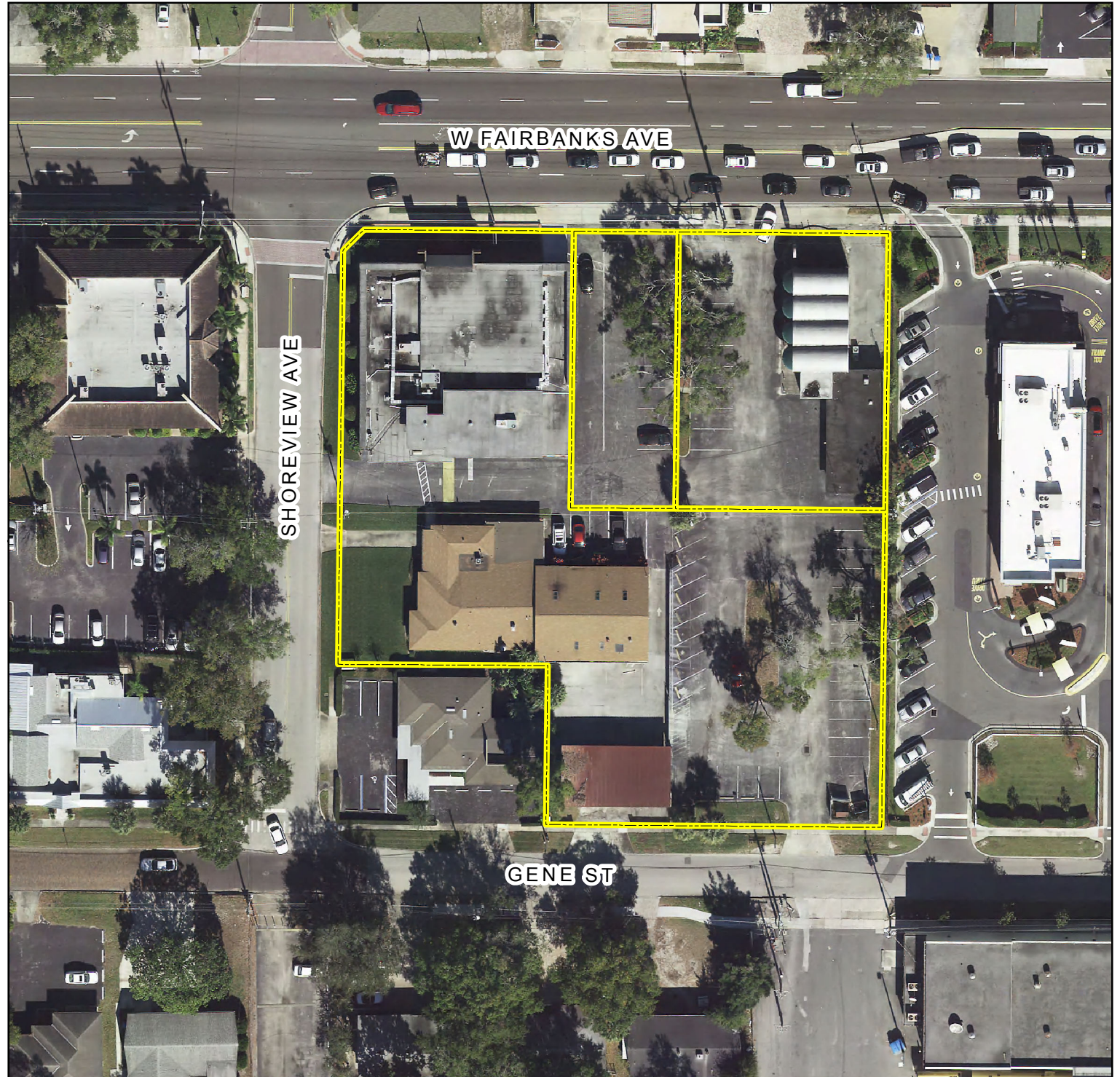
(5) It is the intention of the city to permit drive-in businesses only when they impose no substantial adverse traffic impacts on adjacent streets and are consistent with existing character of the area. It is not the intention to permit drive-ins for a parcel which is not suited by location or configuration for such use. Thus, no permit shall be issued unless the city commission shall first determine that:

- a. It is generally necessary or appropriate for the general welfare and public interest;
- b. That the proposed use is consistent with the character of the surrounding neighborhood and that the property values are reasonably safeguarded;
- c. That the size of the property is enough to accommodate the use during peak periods without substantial adverse effect on adjacent streets;
- d. That no significant deterioration of traffic flow and/or turning movements will result on adjacent streets from this use;
- e. That no undue traffic safety or traffic hazards will be created.





**SITE LOCATION**  
**1350/1324/1308**  
**W FAIRBANKS AVENUE**  
City of Winter Park  
Florida





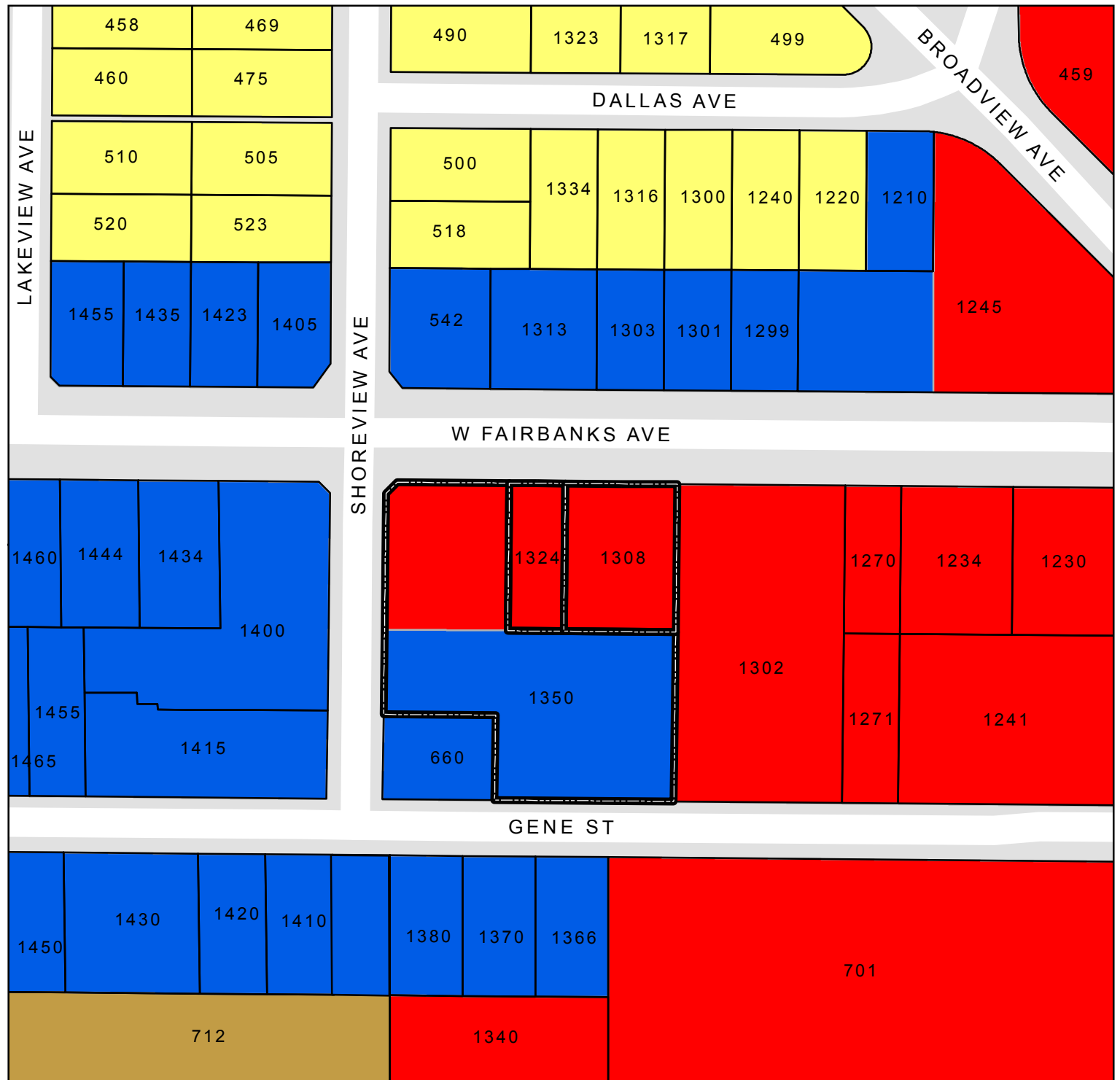


# **FUTURE LAND USE** **1350/1324/1308** **W FAIRBANKS AVENUE**

City of Winter Park  
Florida

## **Future Land Use**

- Commerce
- Office Professional
- Medium Density Residential
- Single Family





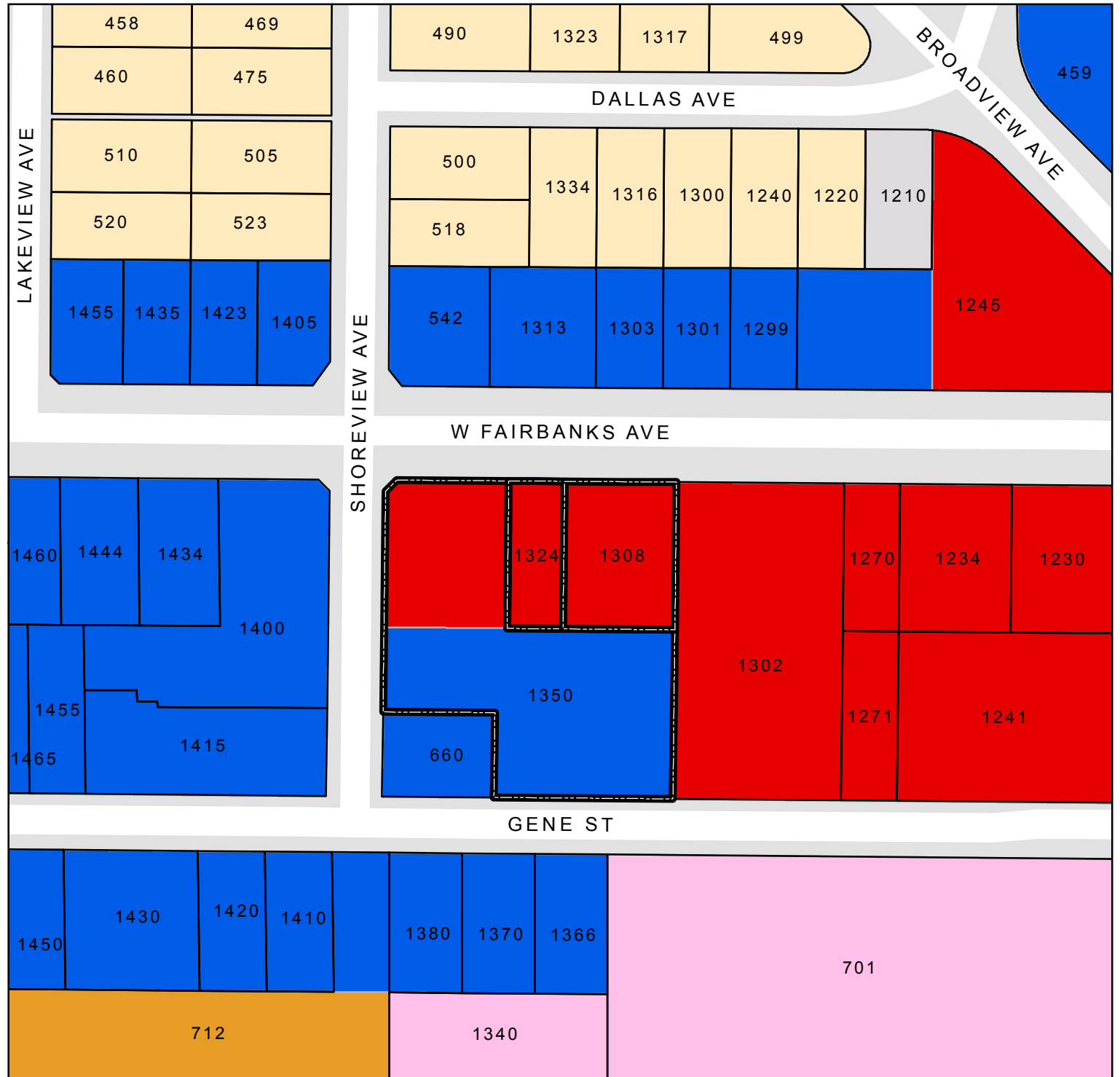
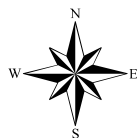


# **ZONING MAP** **1350/1324/1308** **W FAIRBANKS AVENUE**

City of Winter Park  
Florida

## **Zoning**

- C-1
- C-3
- O-1
- PL
- R-1A
- R-3





1308/1324/1350 W. Fairbanks Avenue

City of Winter Park Comprehensive Policy Plan Amendment

Justification Statement

Summary of Proposed Amendments:

- An Amendment to the Future Land Use Map designation from ½ Office/Professional & ½ Commerce to Commerce.
- Adding conditional uses for the fast food user (Wendy's)

Justification:

- Limited development potential for just the small portion of commercial on this site. Consolidation and redevelopment are limited in this area by the ability to push McDonald's out of its lease as they still have 10 years or more left on their term.
- The existing parking fields within the office/professional designation are serving the commercial buildings similar to what we are proposing.
- The existing site is a mortuary and vacant florist shop. The proposed use will greatly enhance the corridor to the City (consistent with Policy 1-5.4.8) and should spur redevelopment along Fairbanks as desired by the City.
- The request is consistent with the adjacent use to the east (McDonald's).
- Adds additional quick service food choices for nearby residents and professionals within the adjacent office areas.
- Site is within 600 feet of Orlando Avenue the main thoroughfare for commercial uses within the City
- In regards to Policy 1-L-8
  - The Comprehensive Plan map FLUM-1-23 does not prohibit standalone fast food use on this site.
  - We have a reasonable understanding that the map was drawn this way due to the sites close proximity to 17-92.
  - Sit down users have passed on this site many times due to the lack of parking. Sit down users typically want to see a 2 stall ratio per 100 square feet. This has been the feedback from Portillo's, Bloomin Brand's concepts, etc...





Wendy's



WELCOME TO  
**REAL**  
WELCOME TO  
**FRESH**  
WELCOME TO  
**WENDY'S**  
DUBLIN



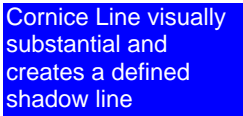


**QUALITY  
IS OUR RECIPE.**

**OPENING  
MONDAY**







Step back of the upper parapet and cornice to provide a distinctive human scale to the front facade and links the lower and higher portions of the design.



A decidedly modern looking design that uses large glass areas, EIFS (stucco finish) and wood look siding to complement the local vernacular. The structure is trimmed out with breakmetal to complement the open look and structure of the front of the building.

Visually expressed structural elements - Honesty of the structure is exhibited as the columns and beam are apparent.

Repetitive window elements.

Cornice Line visually substantial and creates a defined shadow line

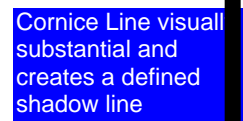


Expression line - Although the design is only one story, the lower front roof and expression line creates a separation from the parapet screen and is interrupted by the Wendy's blade (tower)



High percentage of glass on the lower facade.

## Classical proportions and simple geometry



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CASE MODEL  CS S E 55 V3
SSET T PE  CORP FRAN
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PROJECT TYPE: ☐ S ☐ S ☐ E 55  
NE ☐

**Wendy's**

ADDRESS  
CITY STATE ZIP CODE

REV.	DATE	DESCRIPTION
4	03.30.17	MARCH RELEASE

SUE DATE: XX/XX/201X

PROJECT NUMBER: --

DRAWN BY: 

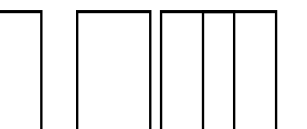
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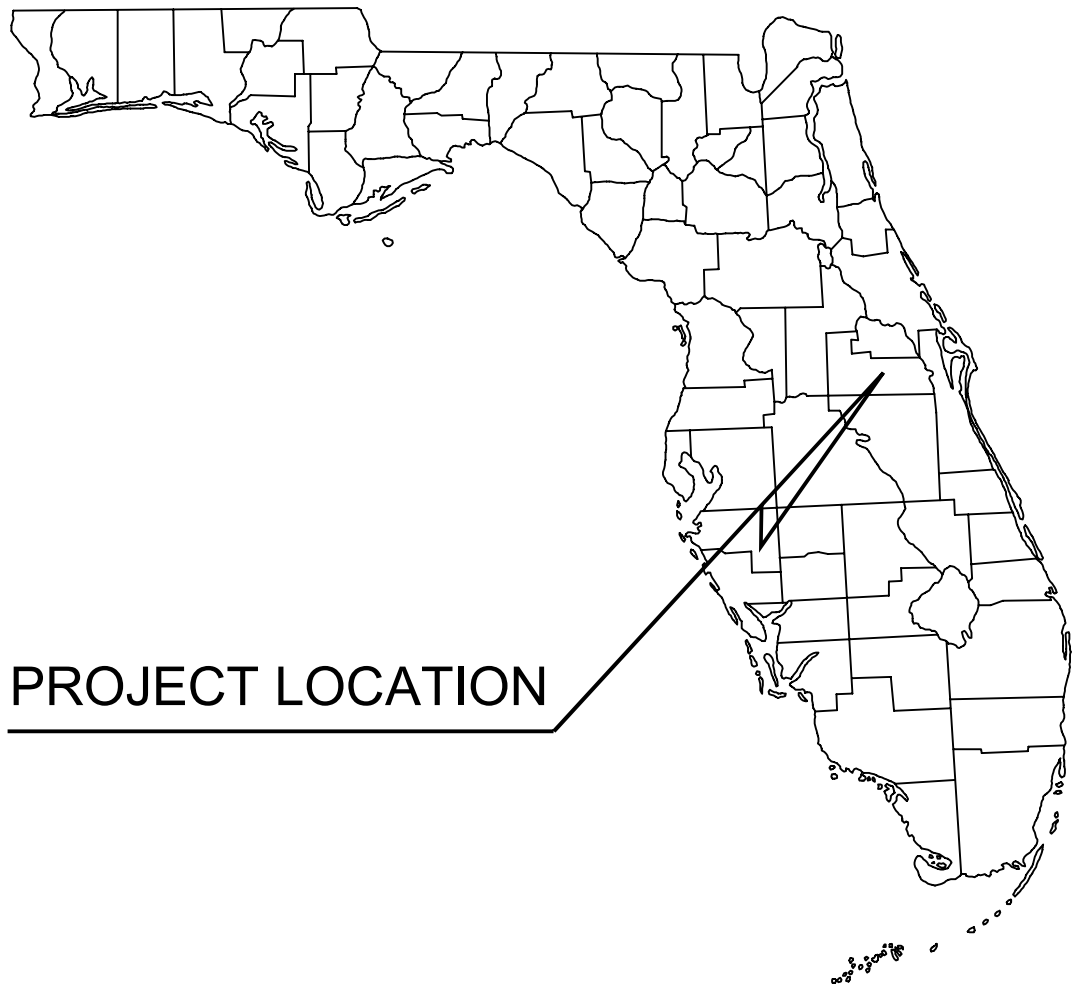
## ANTERIOR ELEVATIONS

ET NUMBER





Drawing name: K:\ORL\_Civil\149820000-Fairbanks Retail\CADD\CONST\PlanSheets\DP0.0-COVER.dwg      DP0.0-COVER      Aug 02, 2017      10:43am      by: carlos.peterson      This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



PROJECT LOCATION

### LEGAL DESCRIPTION

LEGAL DESCRIPTION:

PARCEL 1:

LOTS 10 AND 11, THE NORTH HALF OF LOTS 35 AND 36, THE EAST 10 FEET OF THE SOUTH HALF OF LOT 36, AND ALL OF LOTS 37 THRU 39, BEVERLY PARK, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK K, PAGE 45, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, LESS ANY PORTION THEREOF USED FOR RIGHT-OF-WAY PURPOSES.

PARCEL 2:

LOT 12, BEVERLY PARK AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK "K", PAGE 45, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

LESS AND EXCEPT THAT PORTION CONVEYED TO THE STATE OF FLORIDA RECORDED IN OFFICIAL RECORDS BOOK 2386, PAGE 160 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA BEING DESCRIBED AS FOLLOWS:

THAT PART OF:

LOT 12, BEVERLY PARK SUBDIVISION, ACCORDING TO PLAT RECORDED IN PLAT BOOK "K", PAGE 45 PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, LYING NORTH OF A LINE DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF LOT 10, BEVERLY PARK SUBDIVISION, THEN RUN N00°43'30"E, 26.81 FEET, THENCE RUN S89°04'30"E, A DISTANCE OF 23.78 FEET, THENCE RUN S00°55'30"W 42 FEET, FOR THE POINT OF BEGINNING, THENCE RUN S89°20'17"E 286.35 FEET FOR THE END OF THIS DESCRIBED LINE.

PARCEL 3:

LOTS 13 AND 14, BEVERLY PARK ACCORDING TO A PLAT THEREOF RECORDED IN BOOK "K", PAGE 45, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. LESS ANY PORTION THEREOF USED FOR RIGHT-OF-WAY PURPOSES.

# FAIRBANKS RETAIL

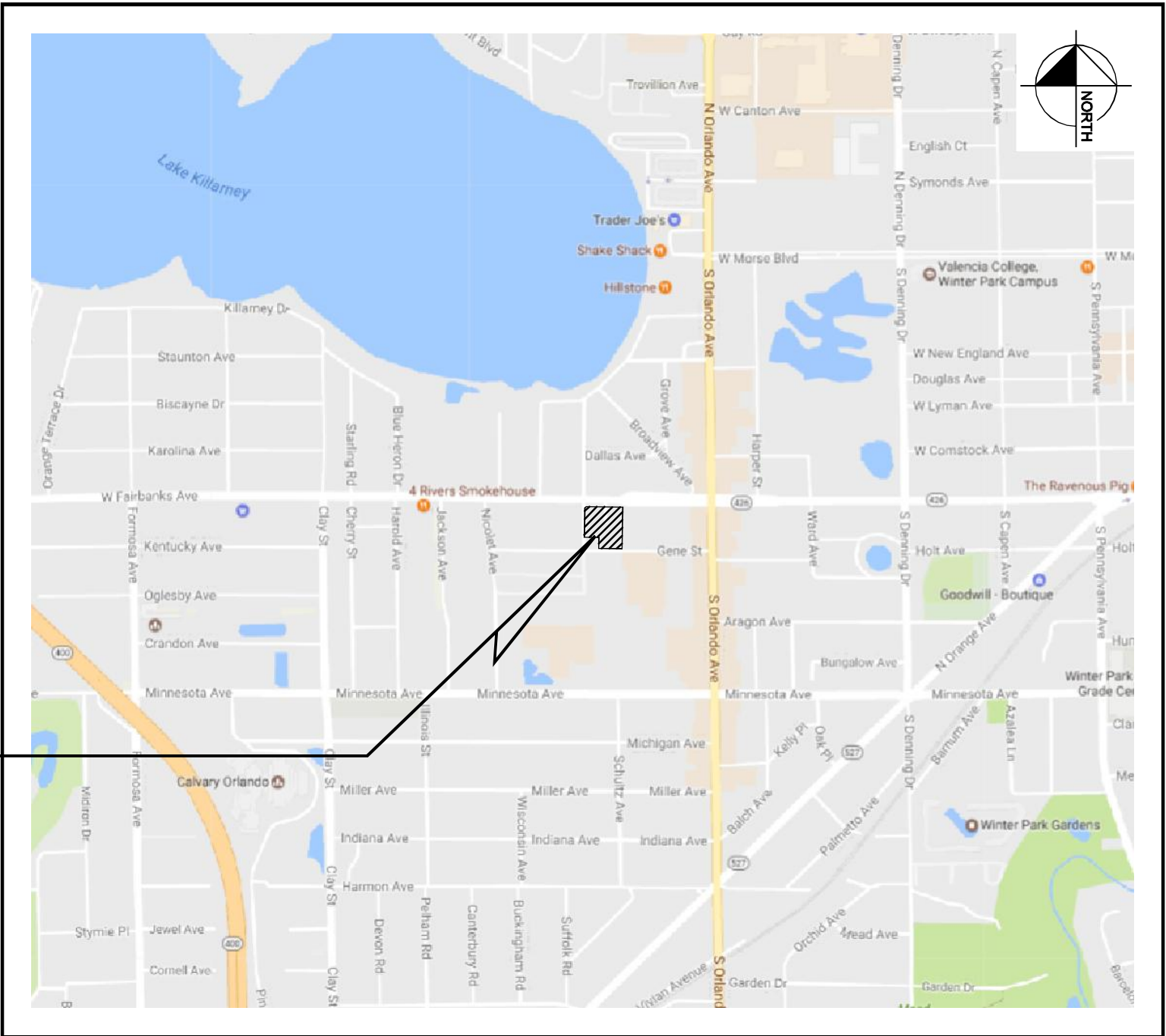
## COMPREHENSIVE PLAN AMENDMENT / CONDITIONAL USE

PARCEL # 12-22-29-0664-00-100

PARCEL # 12-22-29-0664-00-120

PARCEL # 12-22-29-0664-00-130

1350 W. FAIRBANKS AVENUE  
WINTER PARK, FLORIDA  
AUGUST 2, 2017



PROJECT LOCATION

SECTION 12, TOWNSHIP 22S, RANGE 29E

### VICINITY MAP

### PROJECT TEAM

#### OWNER/DEVELOPER

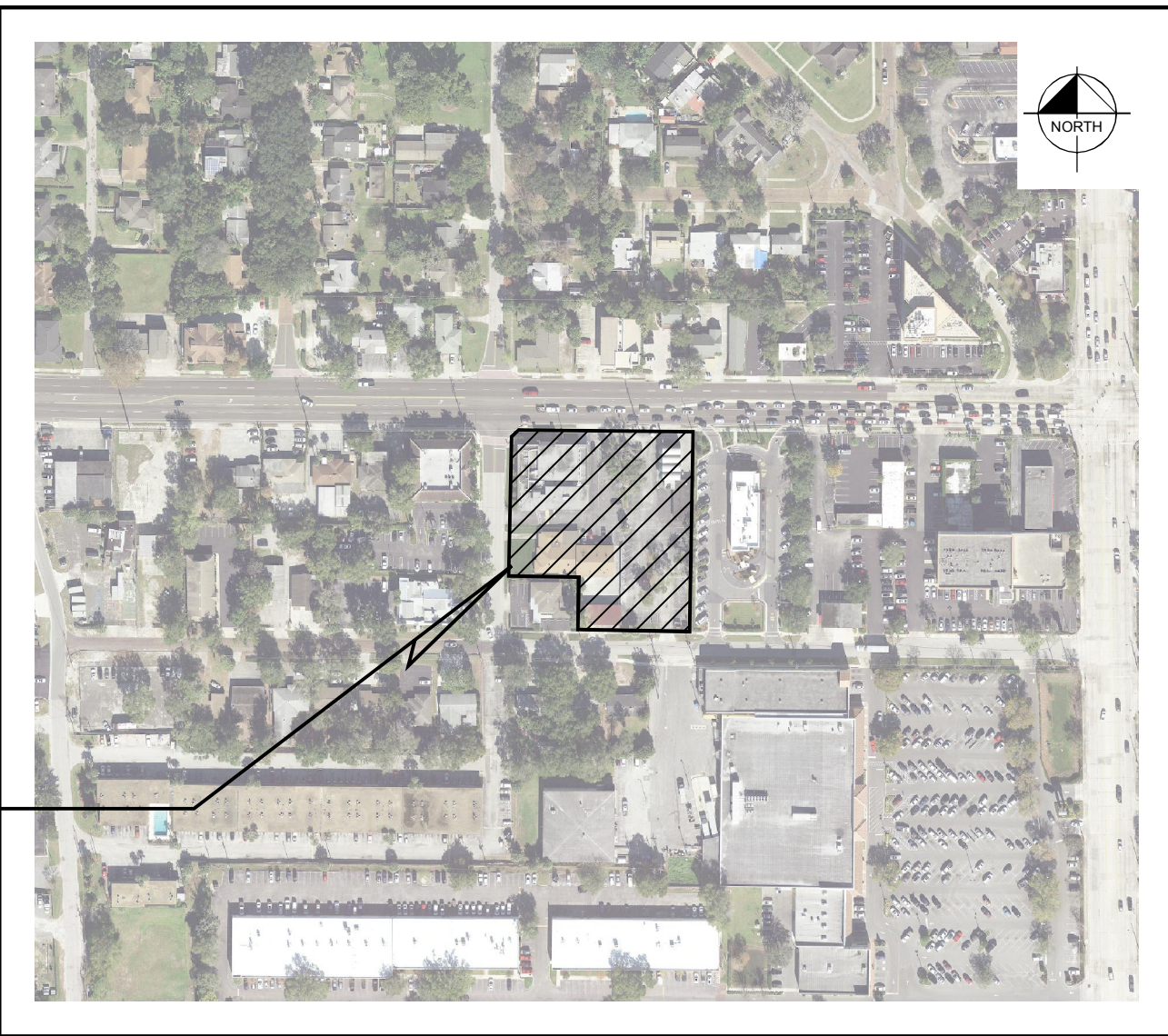
LEON CAPITAL GROUP  
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#### SURVEYOR

EBI SURVEYING  
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TAMPA, FL 33634  
CONTACT: HENRY A. KILBURN, PSM  
PHONE: (813) 886-6081



PROJECT LOCATION

### AERIAL PHOTOGRAPH

N.T.S.

### SHEET INDEX

DP0.0	COVER
DP1.0	SITE PLAN
DP2.0	PAVING, GRADING AND DRAINAGE PLAN
DP3.0	UTILITY PLAN
L1.0	PERIMETER LANDSCAPE PLAN
S-1	SURVEY

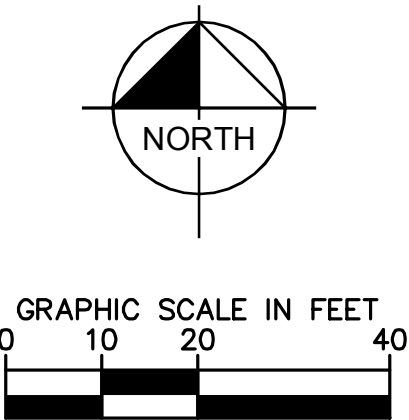
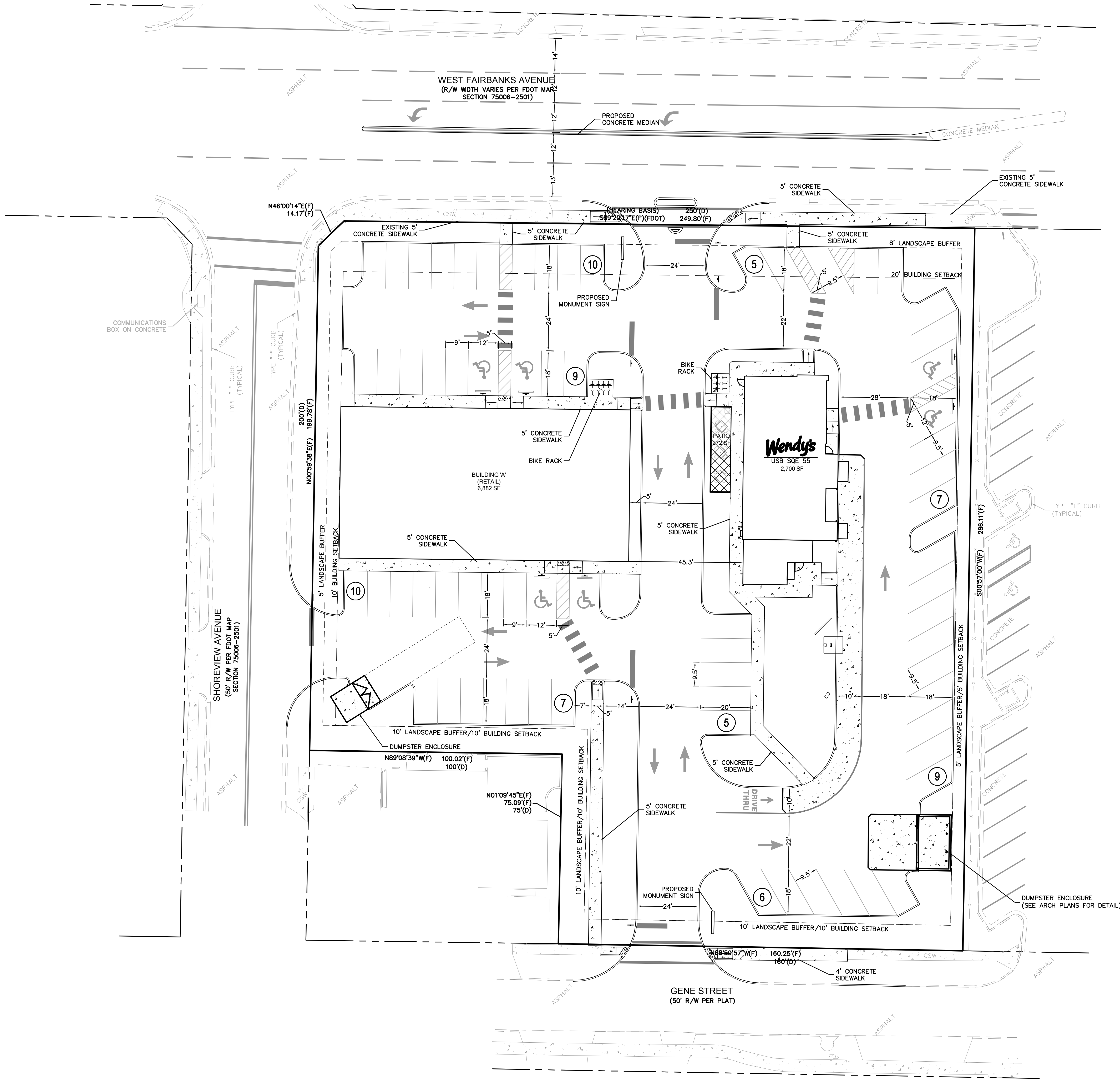
PREPARED BY

**Kimley»Horn**

© 2017 KIMLEY-HORN AND ASSOCIATES, INC.  
3660 Maguire Boulevard, Suite 200, Orlando, FL 32803  
Phone: (407) 898-1511  
WWW.KIMLEY-HORN.COM CA 00000696



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**SITE DATA:**  
SITE AREA: 1.53 ACRES  
EXISTING ZONING: 0-1 & C-3  
PROPOSED ZONING: C-3  
FUTURE LAND USE: OFFICE/COMMERCIAL  
PROPOSED LAND USE: COMMERCIAL INCLUDING RESTAURANT WITH DRIVE-THRU  
MAXIMUM BUILDING HEIGHT: 55' (30' PROPOSED)  
FEMA FLOOD ZONE: ZONE "X" (AREA DETERMINED TO BE OUTSIDE 500 YR FLOOD PLAIN)

**BUILDING COVERAGE:**  
EXISTING BUILDING AREA TO BE REMOVED: 19,710 SF  
PROPOSED BUILDING AREA: 9,854 SF  
F.A.R. (9,854 SF/66,632 SF): 0.15  
MAXIMUM ALLOWABLE F.A.R.: 0.45

SETBACKS	BUILDING	LANDSCAPE
NORTH:	20 FT	8 FT
EAST:	5 FT	5 FT
WEST:	10 FT	5 FT
REAR:	10 FT	10 FT

**REQUIRED PARKING:**  
RETAIL (1 SPACES PER 250 SF): 6,882 SF/250 SF= 28 SPACES  
RESTAURANT (1 SPACE PER 50 SF OF PATRON AREA OR 1 PER 3 SEATS, WHICHEVER IS GREATER): 1,117 SF(INCL. OUTDOOR PATIO AREA)/50 SF= 22 SPACES  
TOTAL PARKING SPACES REQUIRED: 50 SPACES

**PROVIDED PARKING:**  
PROPOSED HANDICAP SPACES: 6 SPACES  
PROPOSED REGULAR SPACES: 62 SPACES  
TOTAL SPACES PROVIDED: 68 SPACES

**PROVIDED BICYCLE PARKING:**  
PROPOSED SPACES (10% OF TOTAL VEHICULAR SPACES): 7 SPACES  
TOTAL SPACES PROVIDED: 7 SPACES

**IMPERVIOUS CALCULATIONS**  
MAX IMPERVIOUS AREA: 1.30 AC (0.85%)  
TOTAL PROPOSED IMPERVIOUS AREA: 0.93 AC (0.61%)

**STORMWATER MANAGEMENT:**  
STORMWATER MANAGEMENT SYSTEM WILL BE DESIGNED TO MEET CITY OF WINTER PARK CODE AND THE REQUIREMENTS OF THE LOCAL WATER MANAGEMENT DISTRICT.

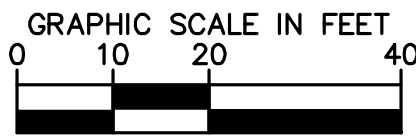
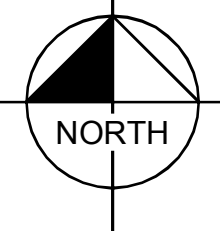
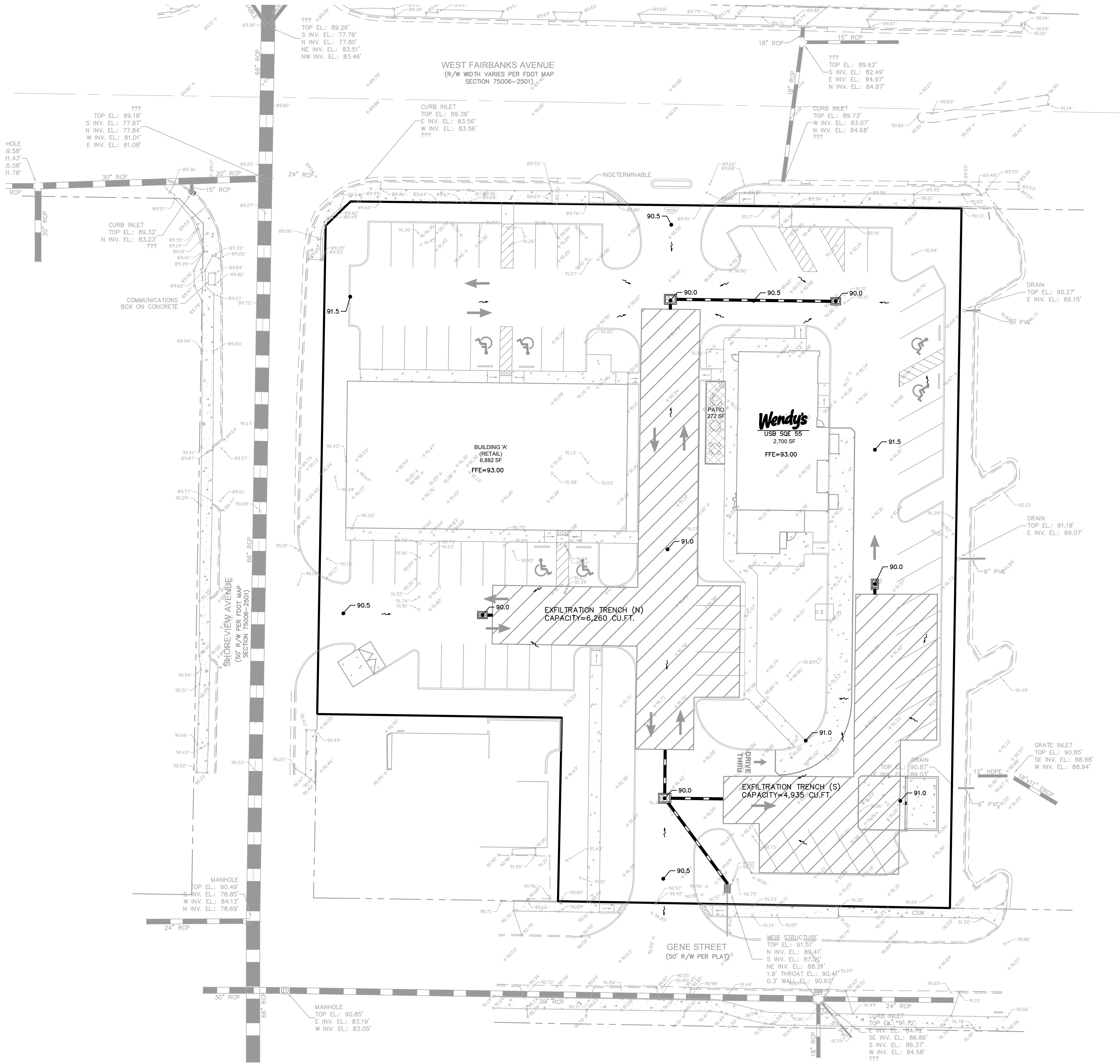
**LANDSCAPING:**  
ALL LANDSCAPING SHALL MEET OR EXCEED THE REQUIREMENTS PER SECTION 58, V, DIVISION 8 & 9 OF THE CITY OF WINTER PARK LAND DEVELOPMENT CODE. SEE SHEET L1.0 (LANDSCAPE PLAN) FOR ADDITIONAL INFORMATION.

- NOTES:**
- ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
  - HANDICAP ACCESSIBLE PARKING SPACES SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE (2012 ED.).

KHA PROJECT 149820000		DATE 08/02/17		SCALE AS SHOWN		DESIGNED BY JUS		DRAWN BY LDA		CHECKED BY JUS		DATE		BY																	
SHEET NUMBER DP1.0												FAIRBANKS RETAIL				CITY OF WINTER PARK FLORIDA		SITE PLAN		LICENCED PROFESSIONAL JENNIFER J. STICKLER, P.E. FLORIDA LICENSE NUMBER 76118		© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 3660 MAGUIRE BOULEVARD, SUITE 200, ORLANDO, FL 32803 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM CA 0000696		Kimley»Horn		REVISIONS		DATE		BY	



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- LEGEND**
- DIRECTION OF SURFACE WATER RUNOFF
  - PROPOSED SPOT ELEVATION
  - PROPOSED DRAINAGE PIPE
  - PROPOSED STORM INLET
  - PROPOSED STORM MANHOLE
  - EXISTING STORM PIPE
  - EXISTING CURB INLET
  - EXISTING STORM INLET

**DRAINAGE NOTE:**  
1. THE SIZE, LOCATION, AND POINTS OF CONNECTION FOR STORM SEWER AS WELL AS GRADING OF THE SITE IS SUBJECT TO CHANGE DURING FINAL ENGINEERING REVIEW.

**NOTES:**  
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.

FAIRBANKS RETAIL		PAVING, GRADING AND DRAINAGE PLAN		Kimley»Horn		BY DATE	
CITY OF WINTER PARK		FLORIDA		© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 3660 MAGUIRE BOULEVARD, SUITE 200, ORLANDO, FL 32803 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM CA 0000696		REVISIONS	
SHEET NUMBER DP2.0		KHA PROJECT 149820000		LICENSED PROFESSIONAL JENNIFER J. STICKLER, P.E. FLORIDA LICENSE NUMBER 76118		No	
		DATE 08/02/17				DATE	
		SCALE AS SHOWN					
		DESIGNED BY JUS					
		DRAWN BY LDA					
		CHECKED BY JUS					











- SURVEY REPORT:**
- UNLESS DIGITALLY SIGNED AND SEALED, THIS SURVEY MAP AND/OR REPORT OR THE COPIES HEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL BASED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES ARE PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
  - THIS SURVEY WAS PERFORMED WITH THE BENEFIT OF A TITLE COMMITMENT PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO. 5564757 WITH AN EFFECTIVE DATE OF MAY 16, 2016 AT 7:00 A.M., AS TO SCHEDULE B, SECTION IN THE FOLLOWING APPLIES:
    - DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRED FOR VALUE OR RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT. (NOT A SURVEY MATTER)
    - TAXES AND ASSESSMENTS FOR THE YEAR 2016 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. (NOT A SURVEY MATTER)
    - STANDARD EXCEPTIONS:
      - 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, (RESOLVED BY THE PERFORMANCE OF THE SURVEY REFLECTED HEREON)
      - RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY MATTER)
      - ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS, HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. (NOT A SURVEY MATTER)
      - TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS. (NOT A SURVEY MATTER)
  - EASEMENT GRANTED TO FLORIDA POWER CORPORATION, A FLORIDA CORPORATION BY DOCUMENT RECORDED IN OFFICIAL RECORDS BOOK 1550, PAGE 188, AS SUPPLEMENTED AND AFFECTED BY MEMORANDUM AND NOTICE OF FINAL JUDGMENT RECORDED IN OFFICIAL RECORDS BOOK 0836, PAGE 7242, ALL OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. (EASEMENT IS BLANKET IN NATURE OVER LOTS 13 AND 14 AS SHOWN HEREON, SUPPLEMENTAL DOCUMENT CONTAINS NO PLOTTABLE ITEMS)
  - EASEMENTS AS REFERENCED TOGETHER WITH REVERTER CLAUSE AS CONTAINED IN QUIT CLAIM DEED RECORDED IN OFFICIAL RECORDS BOOK 2500, PAGE 945, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. (EASEMENTS DESCRIBED IN THIS DOCUMENT ARE WHOLLY WITHIN THE LIMITS OF THE STATE ROAD 4244 RIGHT-OF-WAY AND DO NOT LIE WITHIN THE LIMITS OF THE PROPERTY DESCRIBED HEREON)
  - EASEMENT NO. 715 AS REFERENCED IN IRREVOCABLE ASSIGNMENT OF EASEMENT RIGHTS RECORDED IN OFFICIAL RECORDS BOOK 8045, PAGE 4770, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA. (SUBJECT PARCELS LIE WITHIN THE HIGHLIGHTED LIMITS SHOWN ON EXHIBIT A-1 OF THIS DOCUMENT. DOCUMENT CONTAINS NO PLOTTABLE ITEMS)
  - NO UNDERGROUND IMPROVEMENTS OR UTILITIES WERE LOCATED EXCEPT THOSE SHOWN HEREON.
  - UNLESS NOTED OTHERWISE, NO UNDERGROUND FOUNDATIONS LOCATED.
  - THE PROPERTY SHOWN HEREON APPEARS TO BE IN FLOOD ZONE "X" ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY NUMBER 120188, PANEL NUMBER 0255, SUFFIX F, REVISED SEPTEMBER 25, 2005, FOR THE CITY OF WINTER PARK, FLORIDA.
  - THERE EXIST 51 REGULAR AND 3 HANDICAPPED PARKING SPACES ON-SITE.

LEGEND			
ABBREVIATIONS			
AC	AIR CONDITIONER	ID	IDENTIFICATION
CD	CALCULATED MEASUREMENT	LB	LOCATED BUSINESS NUMBER
CONC	CONCRETE	LS	LOCATED SURVEYOR
CSW	CONCRETE SIDEWALK	MD	MEASURING WELL
D	DRAIN	NVD	NORTH VELOCITY VECTOR, DATUM
DEM	DEMONTAGE - CALL	NV	NORTH VELOCITY VECTOR, DATUM
ELK	ELEVATION	OW	OVERHEAD WIRE
EM	ELECTRIC METER	OWP	OVERHEAD WIRE, PLENUM
FOOT	FOUND CONCRETE MONUMENT	PL	PLASTER BOARD - CALL
F.F.	FINISHED FLOOR	PM	PERMANENT SURVEY MONUMENT
FP	FOUND PIPE	PR	PERMANENT REFERENCE TO MAPPER POINT-OF-USE
FOR	FOUND R/W PER	SCR	SCREW
FND	FOUND R/W PER	SE	SEMI
FPP	FOUND PAVED PIPE	SEI	SEMI-VEHICLE
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## MEMORANDUM

To: Mr. Adam Smith  
Leon Capital Group

From: James M. Taylor, P.E.  
Kimley-Horn and Associates, Inc.

Date: August 28, 2017

Subject: Limited Traffic Impact Analysis (TIA)  
Fairbanks Retail, City of Winter Park, Florida  
Parcel ID #12-22-29-0664-00-100, #12-22-29-0664-00-120, &  
#12-22-29-0664-00-130

---

## INTRODUCTION

Kimley-Horn has been retained by Leon Capital Group to analyze and document the traffic impacts associated with the redevelopment of a site in the City of Winter Park, Florida. A limited traffic impact analysis was performed for the Fairbanks Retail development on August 4, 2017. This memorandum was revised to address City staff comments regarding trip generation.

## Project Description

The project site is located in the southeast quadrant of the intersection of Shoreview Avenue and SR 426 (W Fairbanks Avenue). Current zoning of the property is Commercial-3 and Office-1. The site is composed of three separate parcels (parcels ID #12-22-29-0664-00-100, #12-22-29-0664-00-120, & #12-22-29-0664-00-130). The project location is shown in **Figure 1**.

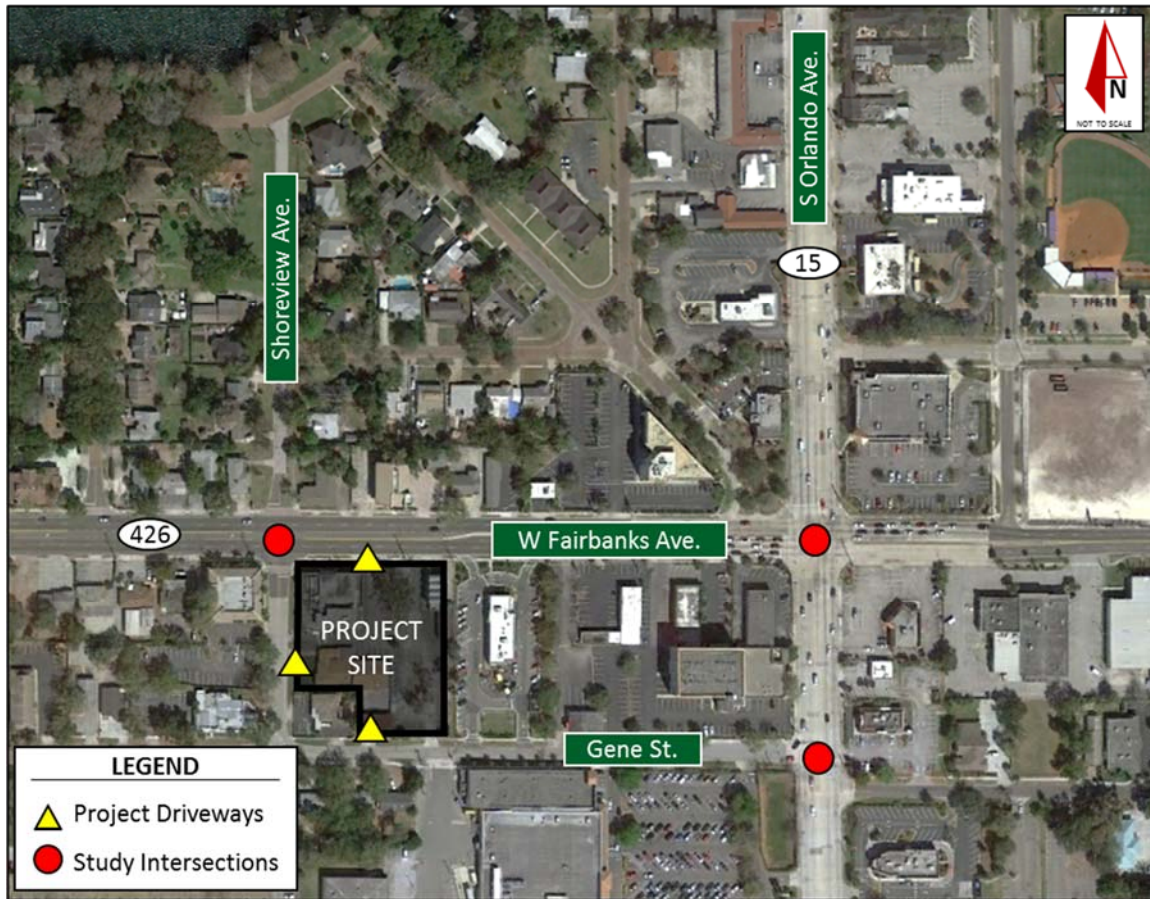
The site is currently occupied by a 19,710 square foot funeral home service and vacant office space. The applicant is redeveloping the site to consist of a 6,882 square foot medical office and a 2,700 square foot fast-food restaurant. The conceptual site plan is included as **Appendix A**. The total area of the site is 1.53 acres.

## Study Area

The study area for the mixed-use development includes three (3) intersections and three (3) project driveways. The study intersections are shown in **Figure 1**, and are listed below:

- US 17-92/SR 15(S Orlando Avenue) & SR 426 (W Fairbanks Avenue)
- US 17-92/SR 15(S Orlando Avenue) & Gene Street
- SR 426 (W Fairbanks Avenue) & Shoreview Avenue





**Figure 1: Project Location**

## DEVELOPMENT TRAFFIC

### Site Access

The site of the proposed redevelopment is currently occupied by funeral home services and vacant office space. The existing configuration of the site includes two (2) driveways along SR 426 (W Fairbanks Avenue), one (1) driveway along Shoreview Avenue, and two (2) driveways along Gene Street. The project driveways along Shoreview Avenue and Gene Street allow all movements to access the site while the driveways along SR 426 (W Fairbanks Avenue) restrict vehicles to right-in right-out maneuvers.

Under the proposed conditions, there is anticipated to be one (1) right-in right-out driveway along SR 426 (W Fairbanks Avenue), one (1) full access driveway along Shoreview Avenue, and one (1) full access driveway along Gene Street. Cross access is provided between all land uses under existing and proposed conditions.



## Trip Generation

A trip generation analysis was performed to project the additional trips expected from the redevelopment of the site. Trip generation for the existing and proposed development scenarios were calculated using the 9th Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The trip generation analysis utilizes ITE procedures to calculate the PM Peak Hour trips for Land Use Codes (LUC) 710 General Office, LUC 720 Dental/Medical Office and LUC 934 Fast-Food with Drive-Thru.

The difference in proposed and existing development scenarios is calculated as the new external trip generation expected from the redevelopment of the site. Existing development includes 19,710 square feet of office space (currently a funeral home and a vacant flower shop). The ITE average rate for General Office was used for the existing site. Redevelopment of the site is proposed as 6,882 square foot medical office and a 2,700 square foot fast-food restaurant. A pass-by reduction was applied to account for future fast food traffic already on the roadway network today. No internal capture reduction was applied.

A summary of the trip generation analysis to project new external traffic from the proposed redevelopment is provided in **Table 1**. As shown in the table above, the redevelopment of the site is anticipated to generate 41 additional trips external to the site (25 new inbound trips and 16 new outbound trips) during the PM Peak Hour.

**Table 1: Trip Generation Summary**

PROPOSED REDEVELOPMENT									
Land Use	ITE LUC	Size	Units	ITE Trip Rate <sup>1</sup>	PM Peak Hour Trip Generation				
					Total	In <sup>1</sup>		Out <sup>1</sup>	
Fast-Food w/ Drive-Thru	934	2.7	KSF	32.65	88	52%	46	48%	42
Medical/Dental Office	720	6.9	KSF	3.81	26	28%	7	72%	19
<b>Total Generated Trips</b>					<b>114</b>		<b>53</b>		<b>61</b>
LUC 934 Pass by Trips <sup>2</sup> =	50.0%				44		23		21
<b>New External Trips</b>					<b>70</b>		<b>30</b>		<b>40</b>
<sup>1</sup> Vehicle trip rates and directional splits per procedures outlined in ITE Trip Generation, 9th Edition									
<sup>2</sup> Pass-by trip rate for ITE LUC 934 per ITE Trip Generation Handbook, 3rd Edition									
EXISTING DEVELOPMENT									
Land Use	ITE LUC	Size	Units	ITE Trip Rate <sup>1,2</sup>	PM Peak Hour Trip Generation				
					Total	In <sup>1</sup>		Out <sup>1</sup>	
Office	710	19.7	KSF	1.49	29	17%	5	83%	24
<b>New External Trips</b>					<b>29</b>		<b>5</b>		<b>24</b>
<sup>1</sup> Vehicle trip rates and directional splits per procedures outlined in ITE Trip Generation, 9th Edition									
<sup>2</sup> The ITE average rate was used to calculate the PM rate for LUC 710.									
ADDITIONAL NEW EXTERNAL TRIPS									
<b>New External Trips</b>					<b>41</b>		<b>25</b>		<b>16</b>

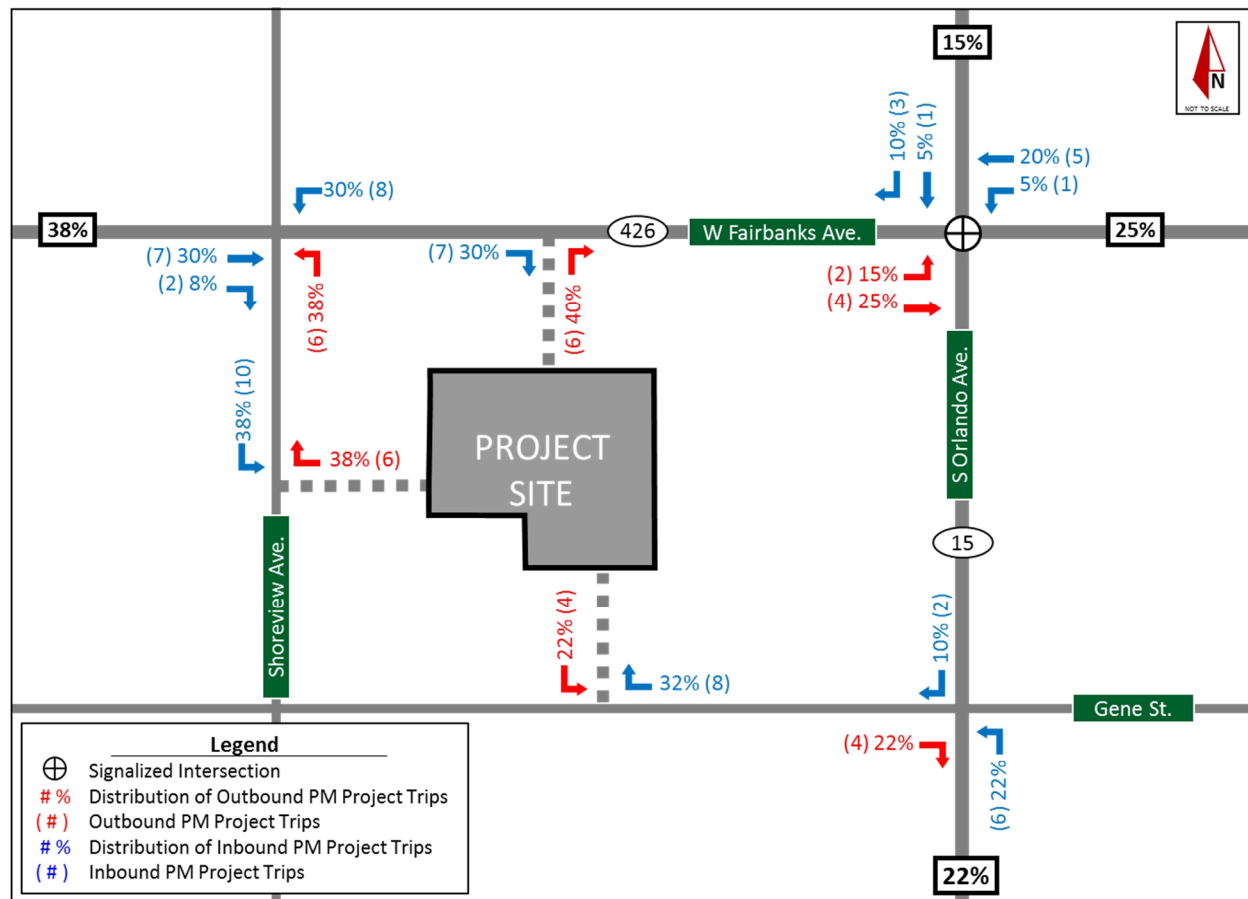


## Trip Distribution

Distribution of the additional inbound project trips onto study area roadways was determined using travel demand model forecasting based on the Florida Standard Urban Transportation Model Structure (FSUTMS). The Central Florida Regional Planning Model (CFRPMv6) travel demand model was used to forecast the project trip distribution for the project at build-out.

Land use data for the project was coded into a traffic analysis zone (TAZ) which was situated within the roadway network in a manner to appropriately represent the site's accessibility. The network was reviewed to reflect existing plus committed capacity. The updated model was then run to distribute trips for all model trip purposes between allocated origins and destinations. Project trip distribution percentages were extracted from the loaded model and assigned to facilities within the study area. A plot of model output is included in **Appendix B**.

Based on site access, distribution at the project driveways was developed from the model output. **Figure 2** shows the specific trip assignments of the additional inbound and outbound project trips anticipated from site redevelopment in terms of percentage of distribution and PM peak hour trip assignment.



**Figure 2: Trip Distribution**



## CONCLUSION

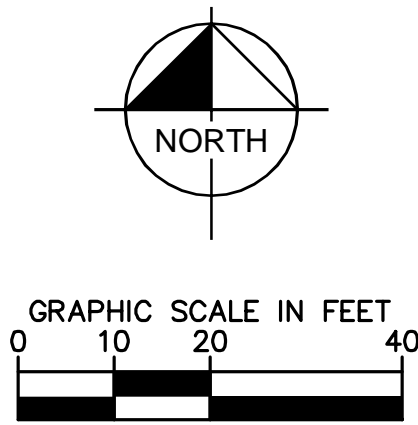
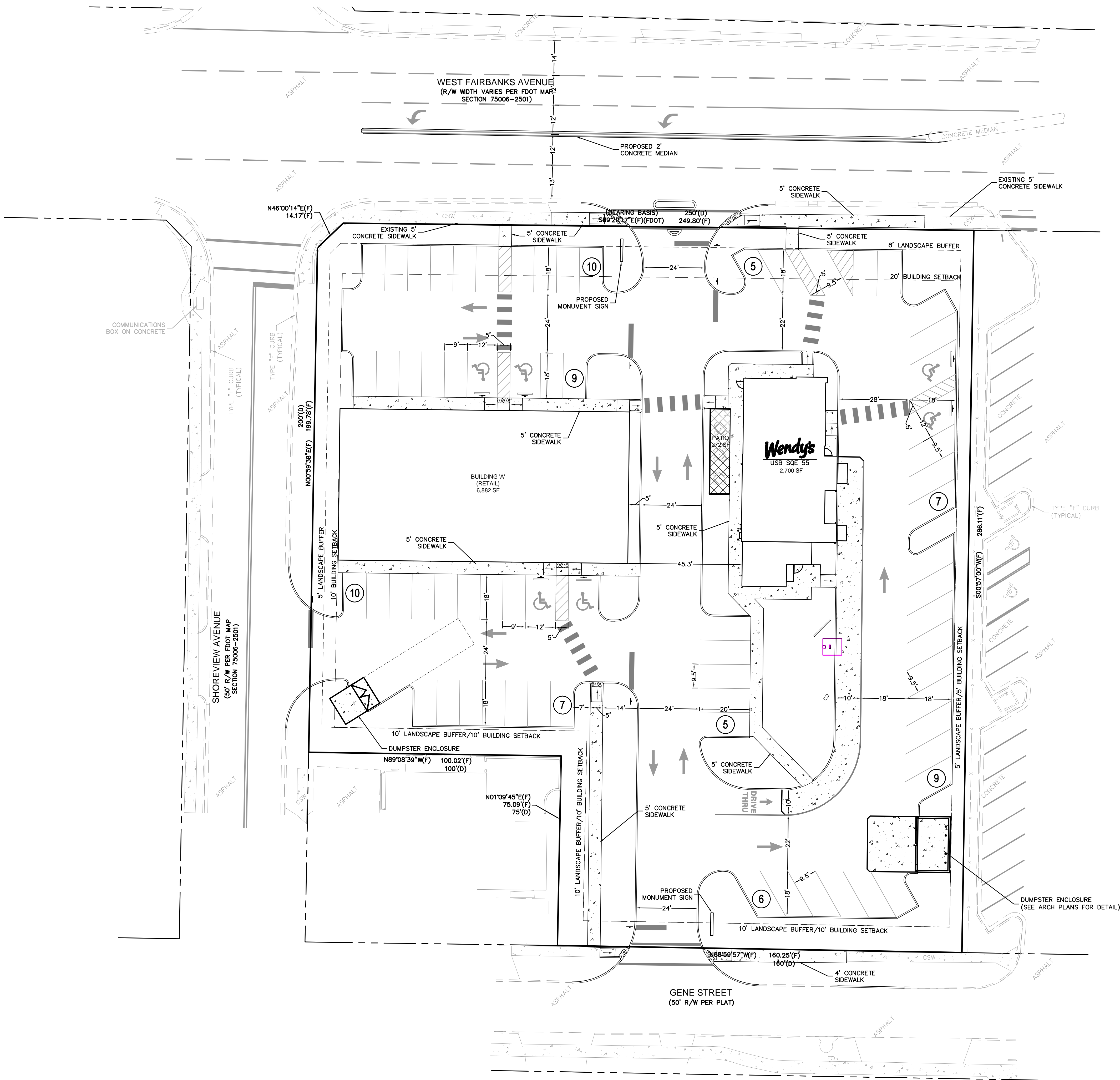
The analysis concludes that the redevelopment of the site, as proposed, will likely result in a minimal increase of new external project trips on the roadway network. Two (2) new PM Peak Hour trips are anticipated to be added to the eastbound left turn movement, at the intersection of W. Fairbanks Avenue & S. Orlando Avenue, as a result of the redevelopment.



## **APPENDIX A**

### **Conceptual Site Plan**





<b>SITE DATA:</b>	
SITE AREA:	1.53 ACRES
EXISTING ZONING:	O-1 & C-3
PROPOSED ZONING:	C-3
FUTURE LAND USE:	OFFICE/COMMERCIAL
PROPOSED LAND USE:	COMMERCIAL INCLUDING RESTAURANT WITH DRIVE-THRU
MAXIMUM BUILDING HEIGHT:	55' (30' PROPOSED)
FEMA FLOOD ZONE:	ZONE "X" (AREA DETERMINED TO BE OUTSIDE 500 YR FLOOD PLAIN)

<b><u>BUILDING COVERAGE:</u></b>	
EXISTING BUILDING AREA TO BE REMOVED:	19,710 SF
PROPOSED BUILDING AREA	9,854 SF
F.A.R. (9.854 SF/66,632 SF)	0.15
MAXIMUM ALLOWABLE F.A.R.	0.45

<u>SETBACKS</u>	<u>BUILDING</u>	<u>LANDSCAPE</u>
NORTH:	20 FT	8 FT
EAST:	5 FT	5 FT
WEST:	10 FT	5 FT
REAR:	10 FT	10 FT

**REQUIRED PARKING:**

RETAIL (1 SPACES PER 250 SF):	
6,882 SF/250 SF=	28 SPACES
RESTAURANT (1 SPACE PER 50 SF OF PATRON AREA OR	
1 PER 3 SEATS, WHICHEVER IS GREATER):	
1,117 SF(INCL OUTDOOR PATIO AREA)/50 SF=	22 SPACES
<b>TOTAL PARKING SPACES REQUIRED:</b>	<b>50 SPACES</b>

<u>PROVIDED PARKING:</u>	
PROPOSED HANDICAP SPACES:	6 SPACES
PROPOSED REGULAR SPACES:	62 SPACES
<u>TOTAL SPACES PROVIDED</u>	<u>68 SPACES</u>

**IMPERVIOUS CALCULATIONS**

MAX IMPERVIOUS AREA:	1.30 AC (0.85%)
TOTAL PROPOSED IMPERVIOUS AREA:	0.93 AC (0.61%)

**STORMWATER MANAGEMENT:**  
STORMWATER MANAGEMENT SYSTEM WILL BE DESIGNED TO MEET CITY OF  
WINTER PARK CODE AND THE REQUIREMENTS OF THE LOCAL WATER  
MANAGEMENT DISTRICT.

**LANDSCAPING:**  
ALL LANDSCAPING SHALL MEET OR EXCEED THE REQUIREMENTS PER SECTION 58, V, DIVISION 8 & 9 OF THE CITY OF WINTER PARK LAND DEVELOPMENT CODE. SEE SHEET L1.0 (LANDSCAPE PLAN) FOR ADDITIONAL INFORMATION.

**NOTES:**

1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SUBJECT TO REVIEW AND MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.

2. HANDICAP ACCESSIBLE PARKING SPACES SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE (2012 ED.).

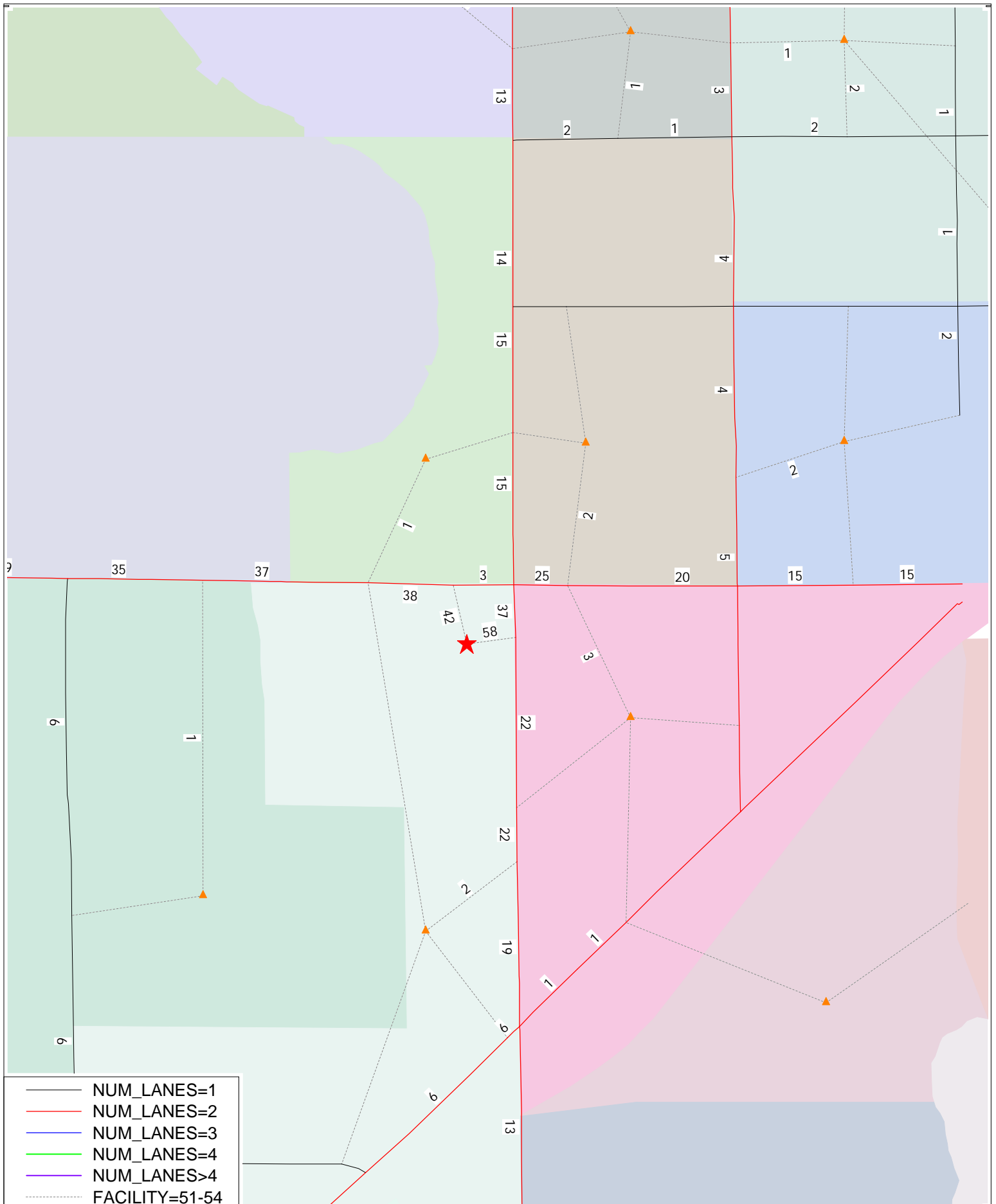
SHEET NUMBER DP1.0		FAIRBANKS RETAIL		CITY OF WINTER PARK FLORIDA		SITE PLAN		KHA PROJECT 149820000		LICENSED PROFESSIONAL		Kimley»Horn		© 2017 KIMLEY-HORN AND ASSOCIATES, INC. 3660 MAGUIRE BOULEVARD, SUITE 200, ORLANDO, FL 32803 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM CA 00000696		No.		REVISIONS		DATE		BY	
								DATE 06/05/17		JENNIFER J. STICKLER, P.E.													
								SCALE AS SHOWN		FLORIDA LICENSE NUMBER													
								DESIGNED BY JJS		76118													
								DRAWN BY LDA															
								CHECKED BY JJS		DATE: --- -- --													



## **APPENDIX B**

### **CFRPM Model Output**





C:\FSUTMS\D5\CFRPMV61\_Daily\Base\CF\_2020\Fairbanks\_20\Output\HWYLOAD\_C20.NET

8/3/2017 Base.CF\_2020.Fairbanks\_20

CFRPM Version 6.1 Year 2020, Including Polk County



Stickler, Jennifer

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From: Sanders, Michael <Michael.Sanders@dot.state.fl.us>  
Sent: Monday, July 24, 2017 5:02 PM  
To: Stickler, Jennifer; Taylor, James; Coleman, Christopher  
Cc: Pamulapati, Suraj; Watson, Donald  
Subject: RE: 1308/1324/e

Jennifer, a raised separator would be ideal to deter left turns out across potential signal queues if feasible. On a quick look the typical section appears consistent east of Shoreview Drive (no paved shoulder). If there is any consideration for matching the existing separator width, we would endeavor to accommodate this recommendation. Please continue to coordinate with our local operations office as you move forward with permitting.

Michael Sanders, P.E.  
Assistant District Traffic Operations Engineer  
District Five  
Florida Department of Transportation  
719 S Woodland Blvd  
DeLand FL 32720  
386-943-5339

---

From: Stickler, Jennifer [mailto:Jennifer.Stickler@kimley-horn.com]  
Sent: Wednesday, July 19, 2017 4:33 PM  
To: Sanders, Michael; Taylor, James; Coleman, Christopher  
Cc: Pamulapati, Suraj; Watson, Donald  
Subject: RE: 1308/1324/e

All, thank you for the very quick responses. I spoke again with the City and they want to know if DOT would allow a concrete median in lieu of the double stripe that is there currently. The attached site plan shows the existing lane dimensions and a proposed 2' concrete median due to the existing lane widths. It is my understanding a 2' concrete median is substandard however the City feels a concrete median is critical for the safety of preventing drivers from swinging around the "pork chop" median at the entrance. I would appreciate your input.

Thank you!

**Jennifer Stickler, P.E.**  
**Kimley-Horn** | 3660 Maguire Blvd., Suite 200, Orlando, FL 32803  
Direct: 407 427 1682 | Mobile: 407 405 1562 | [www.kimley-horn.com](http://www.kimley-horn.com)

---

From: Sanders, Michael [mailto:[Michael.Sanders@dot.state.fl.us](mailto:Michael.Sanders@dot.state.fl.us)]  
Sent: Wednesday, July 5, 2017 3:23 PM  
To: Taylor, James <[James.Taylor@kimley-horn.com](mailto:James.Taylor@kimley-horn.com)>; Stickler, Jennifer <[Jennifer.Stickler@kimley-horn.com](mailto:Jennifer.Stickler@kimley-horn.com)>; Coleman, Christopher <[Christopher.Coleman@dot.state.fl.us](mailto:Christopher.Coleman@dot.state.fl.us)>  
Cc: Pamulapati, Suraj <[Suraj.Pamulapati@dot.state.fl.us](mailto:Suraj.Pamulapati@dot.state.fl.us)>; Watson, Donald <[Donald.Watson@dot.state.fl.us](mailto:Donald.Watson@dot.state.fl.us)>  
Subject: RE: 1308/1324/e

James:



If the development is contributing very few trips to the 17/92 left turn lane, we would likely not require the EB left turn lane to be extended.

Mike

---

From: Taylor, James [<mailto:James.Taylor@kimley-horn.com>]  
Sent: Wednesday, July 05, 2017 1:07 PM  
To: Sanders, Michael; Stickler, Jennifer; Coleman, Christopher  
Cc: Pamulapati, Suraj; Watson, Donald  
Subject: RE: 1308/1324/e

Hi Mike,

We have not performed a traffic study or collected data to determine project distribution to date. Given the access options and grid network, along with the minimal additional outbound traffic shown in the trip generation summary below, impact from the project would be very small at the turn (maybe 1-2 additional eastbound lefts per hour).

**James M. Taylor, P.E.**

**Kimley-Horn** | 3660 Maguire Blvd, Ste 200, Orlando, FL 32803  
Direct: 407 409 7006 | Mobile: 813 994 9198 | [www.kimley-horn.com](http://www.kimley-horn.com)

Celebrating 10 years as one of FORTUNE's 100 Best Companies to Work For

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From: Sanders, Michael [<mailto:Michael.Sanders@dot.state.fl.us>]  
Sent: Monday, July 03, 2017 9:34 AM  
To: Stickler, Jennifer <[Jennifer.Stickler@kimley-horn.com](mailto:Jennifer.Stickler@kimley-horn.com)>; Coleman, Christopher <[Christopher.Coleman@dot.state.fl.us](mailto:Christopher.Coleman@dot.state.fl.us)>  
Cc: Taylor, James <[James.Taylor@kimley-horn.com](mailto:James.Taylor@kimley-horn.com)>; Pamulapati, Suraj <[Suraj.Pamulapati@dot.state.fl.us](mailto:Suraj.Pamulapati@dot.state.fl.us)>; Watson, Donald <[Donald.Watson@dot.state.fl.us](mailto:Donald.Watson@dot.state.fl.us)>  
Subject: RE: 1308/1324/e

Jennifer:

How do you have the anticipated trips distributed?

Michael Sanders, P.E.  
Traffic Services - District 5  
Florida Department of Transportation  
386-943-5339

---

From: Stickler, Jennifer [<mailto:Jennifer.Stickler@kimley-horn.com>]  
Sent: Monday, July 03, 2017 7:39 AM  
To: Coleman, Christopher; Sanders, Michael  
Cc: Taylor, James  
Subject: 1308/1324/e



Chris and Michael,

We are proposing 2,224 SF fast food and 6,882 SF retail at the subject addresses (plan is attached). Currently the site is occupied by a funeral home and office serving the funeral home. We are in the process of applying for a Comprehensive Plan change and rezoning of the property with the City of Winter Park. Per conversations with the City of Winter Park, they would like FDOT's determination on whether the existing eastbound left turn lane would be required to be extended and thereby reducing the westbound left turn lane onto Shoreview.

We have provided trip generation calculations for your reference \*\*\*Please note the fast food square footage has been reduced from the attached plan and is reflected below\*\*\*. The attached plan will be revised to the reduced square footage on our resubmittal to the City. We would like to note that based on the trip generation below there is a very small difference in outbound trips during the PM peak.

**PROPOSED**

Land Use	ITE LUC	Size	Units	ITE Trip Rate <sup>1</sup>	PM Peak Hour Trip Generation				
					Total	In <sup>1</sup>		Out <sup>1</sup>	
Fast-Food w/ Drive-Thru	934	2.2	KSF	32.65	73	52%	38	48%	35
Automobile Parts Sales	843	6.9	KSF	5.71	39	49%	19	51%	20
<b>Total Generated Trips</b>					<b>112</b>		<b>57</b>		<b>55</b>

<sup>1</sup>Vehicle trip rates and directional splits per procedures outlined in ITE Trip Generation, 9th Edition

**EXISTING**

Land Use	ITE LUC	Size	Units	ITE Trip Rate <sup>1</sup>	PM Peak Hour Trip Generation				
					Total	In <sup>1</sup>		Out <sup>1</sup>	
Medical/Dental Office	720	20.6	KSF	3.41	70	28%	20	72%	50
<b>Total Generated Trips</b>					<b>70</b>		<b>20</b>		<b>50</b>

<sup>1</sup>Vehicle trip rates and directional splits per procedures outlined in ITE Trip Generation, 9th Edition

**DIFFERENCE**

Land Use	ITE LUC	Size	Units	ITE Trip Rate <sup>1</sup>	PM Peak Hour Trip Generation				
					Total	In <sup>1</sup>		Out <sup>1</sup>	
<b>Total Generated Trips</b>					<b>42</b>		<b>37</b>		<b>5</b>

Please let me know if you have any questions or require additional information.

Thanks

**Kimley»Horn**

Jennifer Stickler, P.E.

Kimley-Horn | 3660 Maguire Blvd., Suite 200, Orlando, FL 32803

Direct: 407 427 1682 | Mobile: 407 405 1562



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

**Staff Report  
September 5, 2017**

REQUEST OF WEKIVA CAPITAL PARTNERS TO: AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP TO CHANGE FROM AN OFFICE TO A MEDIUM DENSITY RESIDENTIAL FUTURE LAND USE DESIGNATION ON THE PROPERTIES AT 1424 AND 1428 GAY ROAD.

REQUEST OF WEKIVA CAPITAL PARTNERS TO: AMEND THE OFFICIAL ZONING MAP TO CHANGE FROM OFFICE (O-2) DISTRICT ZONING TO MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL (R-3) DISTRICT ZONING ON THE PROPERTIES AT 1424 AND 1428 GAY ROAD.

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Wekiva Capital Partners (contract purchaser) is requesting to change the Comprehensive Plan future land use designation and to rezone the properties located at 1424 and 1428 Gay Road from Office (O-2) to Medium Density Multiple-Family Residential (R-3). These two properties are part of a larger parcel purchase contract in the same ownership that are currently zoned R-3. This action would unify the entire combined property with R-3 zoning.

**SITE AND CONTEXT:** These two properties at 1424 and 1428 Gay Road (Lots 5 & 6) are 17,775 square feet in size per OCPA. The other two properties in the purchase contract at 1419 and 1421 Trovillion Avenue are 56,338 square feet in size. Together, at the maximum 17 units per acre of the Medium Density future land use category and R-3 zoning, the combined property size of 74,113 square feet (1.7 acres) could support 29 units. The 1424/1428 Gay Road properties add 7 units to that total.

To the north of the combined site is Commercial development; to the east are office and commercial properties; to the south are the Killarney Bay Condos (zoned R-3) and to the west are the Chateau Du Lac Condos (zoned R-3). The re-designation from office to multi-family would match the R-3 zoning on the properties to the south and west.

**STAFF ANALYSIS OF THE LAND USE REQUEST:** With the Office future land use designation on these properties at 1424 & 1428 Gay Road, the property could be used for a two-story 8,000 square foot office building. As designated multi-family, these two properties could be used for up to 7 townhouse units or combined for townhouse usage with the adjoining properties, as desired.

Generally, the traffic generation from townhomes is less than from office buildings during the week. The 8,000 square feet of office would generate 88 new car trips per day, on average. The seven residential units possible on these two properties would generate 42 new trips per day during the week. Obviously on the weekends there continues to be traffic going to and from townhouse units and generally not the case with office development. Looking at the entire week, the traffic generate is basically the same.



**PROPOSED PROJECT PLANS:** The Zoning Code requires a prospective conceptual development plan to be submitted as part of the application in order to provide the City and neighbors an idea of what may occur from the requested land use changes. This is to respond to the question of “how will the property be developed” if approved. But the plans are included only for informational purposes. It is important to stress that the City IS NOT approving any development plan at this time.

The applicant has included two possible development plans showing 25 and 28 townhouse units. The actual project approval with site plan, architectural elevations, landscape plan, etc. must come back through this same P&Z/City Commission public hearing process with notice to the neighbors as either a conditional use or subdivision request. Therefore, this request does not include approval of the specific plans, the plans are conceptual and intended to provide some insight into the future project.

**Staff Summary:** These two properties at 1424 and 1428 Gay Road are 24% of the overall parcel size that is under contract for purchase. It is logical to the planning staff that this combined property, which is under one ownership, have a unified Comprehensive Plan and Zoning designation. In a location with the same R-3 zoning to the west and to the south and office/commercial zoning to the north and east, the requested land use designations are compatible. Since the traffic generation is more or less same, there is no added traffic impact from these changes in land use.

**STAFF RECOMMENDATION IS FOR APPROVAL OF THE COMPREHENSIVE PLAN  
FUTURE LAND USE AND REZONING REQUESTS.**





## 1424 & 1428 GAY ROAD

SITE LOCATION

City of Winter Park  
Florida

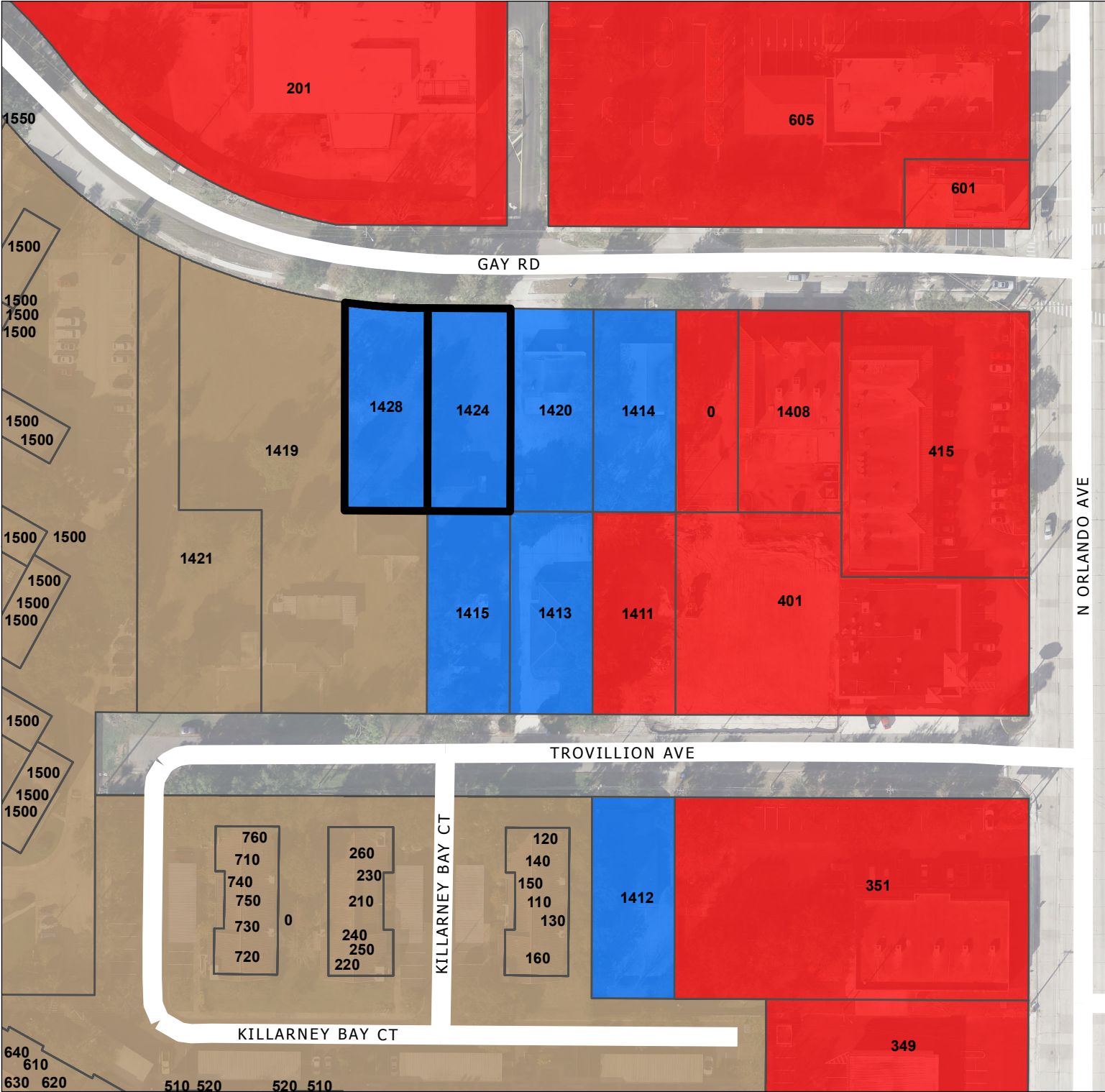






**1424 & 1428 GAY ROAD**  
FUTURE LAND USE  
City of Winter Park  
Florida

- Legend**
- Commercial
  - Medium Density Residential
  - Office Professional







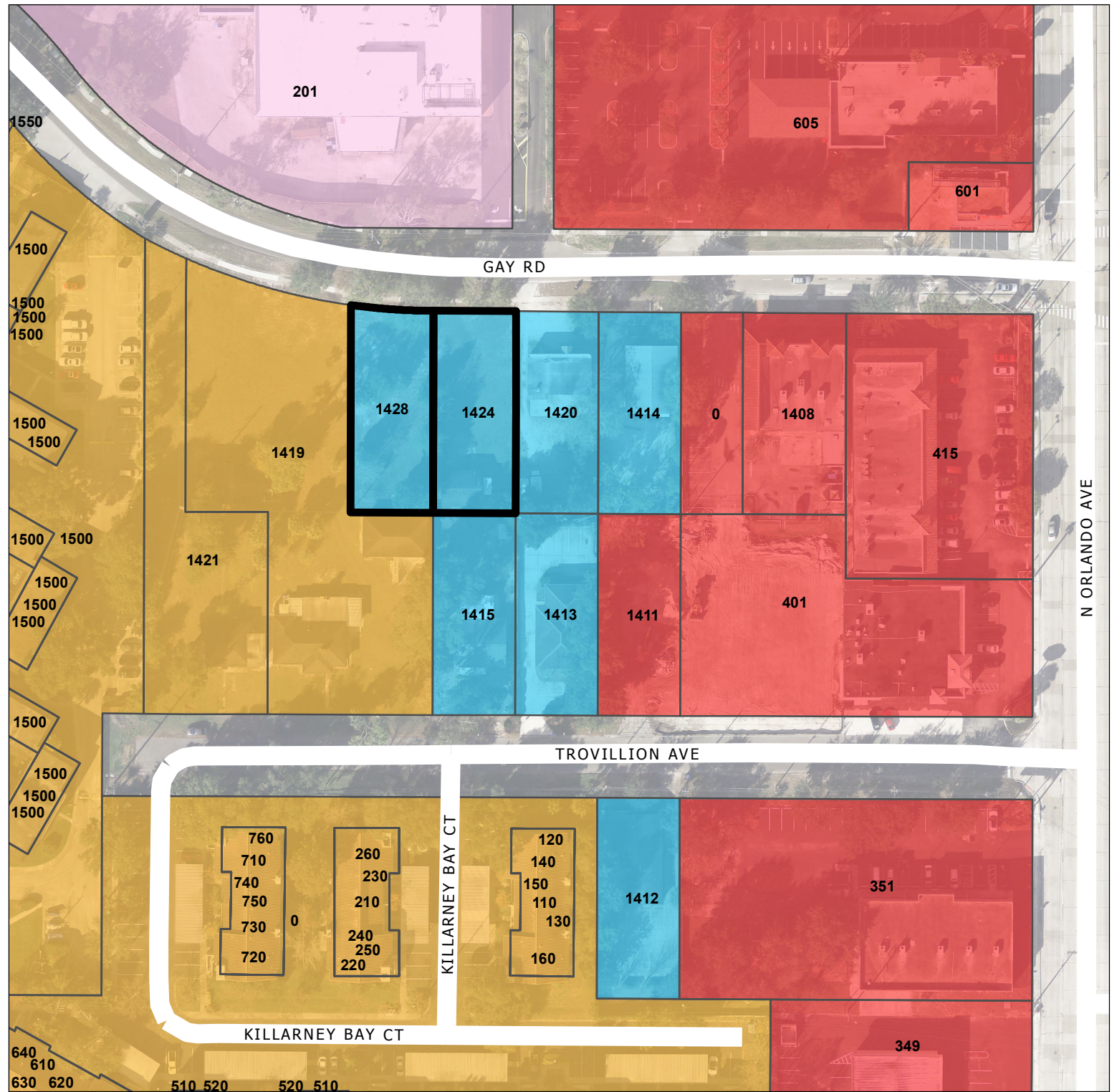
## 1424 & 1428 GAY ROAD

### REZONING REQUEST

City of Winter Park  
Florida

#### Legend

- C-1
- C-3
- O-2
- R-3





CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
CURVE 1(M)	389.26'	209.09'	206.59'	S74°36'43"E	30°46'35"
CURVE 2(M)	389.26'	127.11'	126.55'	N49°52'07"W	18°42'35"
CURVE 3(M)	389.26'	218.98'	216.11'	S73°56'57"E	32°13'57"
CURVE 3(P)	389.26'	218.29'			32°14'
CURVE 4(C)	389.26'	122.77'	122.26'	N48°47'52"W	18°04'14"

LOTS 5, 6, 7, 8, 9, 10 AND 11, BLOCK B, KILLARNEY SHORES, ACCORDING TO THE  
MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK Q, PAGE 135, PUBLIC RECORDS OF  
ORANGE COUNTY, FLORIDA.

THE EAST 30 FEET OF THE VACATED STREET LYING WEST OF LOT 8, BLOCK B, KILLARNEY SHORES, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK Q, PAGE 135, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA AND LAND LYING ON THE NORTH THEREOF EXTENDING TO THE SOUTH RIGHT OF WAY LINE OF GAY ROAD, BEING A PART OF VACATED SOUTH BOULEVARD;

THE EAST 30 FEET OF THE VACATED STREET LYING WEST OF LOT 9, BLOCK B, KILLARNEY SHORES, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK Q, PAGE 135, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

BEARINGS AS SHOWN HEREON ARE BASED ON THE WEST LINE OF LOTS 3 THROUGH 8, BLOCK B, HAVING AN ASSUMED BEARING OF N90°00'00"W AND A MEASURED DISTANCE OF 360.01 FEET.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT. THIS SURVEYOR HAS NOT CONDUCTED ANY TITLE RESEARCH OR ABSTRACTING. THIS SURVEY WAS PREPARED FOR THE SOLE PURPOSE OF PROVIDING THE CLIENT WITH BOUNDARY AND TOPOGRAPHIC INFORMATION TO BE USED FOR PLANNING POTENTIAL SITE IMPROVEMENTS.

PLEASE DIRECT YOUR ATTENTION TO THE AREA ALONG THE NORTH SIDE OF THE SUBJECT PROPERTY SPECIFICALLY THE AREA BETWEEN CURVE 1 AND CURVE 3 AS SHOWN HEREON, THERE APPEARS TO BE CONFLICTING EVIDENCE, BOTH ON THE GROUND IN THE FIELD AND IN THE RECORDED DOCUMENTS LISTED HEREON, TO THE PROPERTY LINE. THE RECORDED DOCUMENTS LISTED HEREON, ALL OF WHICH APPEARS TO BE A RECENTLY FIELD MONUMENTED (5/8" REBARS WITH L.B. #2724 CAPS) POSITION FOR THE SOUTHERLY LINE OF GAY ROAD USING ONLY THE DATA SHOWN ON THE PLAT OF KILLARNEY SHORES PLAT 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920

NON-VISIBLE AND/OR UNDERGROUND IMPROVEMENTS WERE NOT LOCATED, EXCEPT AS OTHERWISE SHOWN.

THERE MAY BE EASEMENTS AND/OR RESTRICTIONS OF RECORD AND/OR PRIVATE AGREEMENTS NOT FURNISHED TO THIS SURVEYOR OR SHOWN HEREON THAT MAY AFFECT PROPERTY RIGHTS AND/OR LAND USE RIGHTS OF THE LANDS SHOWN HEREON.

THERE MAY BE ENVIRONMENTAL ISSUES AND/OR OTHER MATTERS REGULATED BY VARIOUS DEPARTMENTS OF FEDERAL, STATE OR LOCAL GOVERNMENTS AFFECTING THE SUBJECT PROPERTY THAT ARE NOT SHOWN HEREON.

UTILITY LOCATIONS AS SHOWN HEREON ARE BASED ON FIELD LOCATION OF SURFACE MARKINGS BY UTILITY COMPANY REPRESENTATIVES, THIS SURVEYOR DOES NOT WARRANT THE ACCURACY OF ANY UNDERGROUND LOCATIONS AND YOUR ATTENTION IS DRAWN TO THE FACT THAT THERE MAY BE ADDITIONAL UNDERGROUND UTILITIES THAT WERE NOT SURFACE MARKED AND/OR LOCATED AND/OR SHOWN HEREON.

HAVING EXAMINED THE FLOOD INSURANCE RATE MAP PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, IT IS THE OPINION OF THIS SURVEYOR THAT THE LANDS SHOWN AND DESCRIBED HEREON LIE IN FLOOD ZONE "X", DEFINED ON SAID F.I.R.M. AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN." SEE MAP NUMBER 12095C0255 F, DATED 09-25-2009.

ELEVATIONS AS SHOWN HEREON ARE BASED ON ORANGE COUNTY BENCHMARK 1010003A WHICH IS A SQUARE CUT IN THE TOP OF THE CURB AT THE NORTHWEST CORNER OF HIGHWAY 17-92 AND GAY ROAD HAVING AN ELEVATION OF 89.938 AND BEING REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

THE SOURCE OF THE LEGAL DESCRIPTION SHOWN HEREON IS THE TRUSTEE DEED RECORDED IN OFFICIAL  
RECORD BOOK 9859 AT PAGE 6384 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

THE SUBJECT PROPERTY CONTAINS 73,803.4 SQUARE FEET OR 1.671 ACRES, MORE OR LESS.

SURVEY DATE (LAST DATE OF FIELD WORK): DECEMBER 22, 2016.

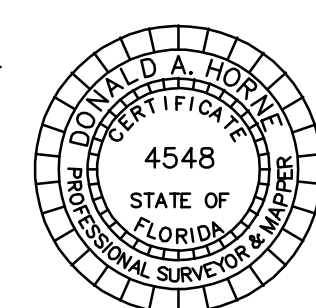
(C) INDICATES A CALCULATED DISTANCE AND/OR DIRECTION.  
(P) INDICATES A PLAT DISTANCE AND/OR DIRECTION.  
(M) INDICATES A MEASURED DISTANCE AND/OR DIRECTION.  
LB INDICATES LAND SURVEYING BUSINESS.  
LS INDICATES INDIVIDUAL LICENSED LAND SURVEYOR.  
PSM INDICATES PROFESSIONAL SURVEYOR AND MAPPER.  
● INDICATES A RECOVERED 5/8" REBAR WITH LB #7274 "BSM" CAP.  
□ INDICATES A RECOVERED 4" X 4" CONCRETE MONUMENT WITH A 3/8" IRON BAR.  
91.75 INDICATES A SPOT ELEVATION SHOT AT THE DECIMAL POINT LOCATION.  
91.75 INDICATES A SPOT ELEVATION SHOT AT THE END OF THE LEADER LOCATION.  
⦿ INDICATES A FIRE HYDRANT.  
⌵ INDICATES A WOOD UTILITY POLE.  
— INDICATES A GUY WIRE ANCHOR.  
⌵ INDICATES AN OVERHEAD LIGHT ON A METAL OR WOOD POST.  
— INDICATES A METAL SIGN ON A METAL POST.  
⌵ INDICATES A BACK FLOW PREVENTER.  
○ INDICATES A WATER METER AND VALVE BOX.  
⌵ INDICATES A COMMUNICATION JUNCTION BOX.  
⌵ INDICATES A GAS LINE WARNING POST.  
⌵ INDICATES A WATER VALVE BOX.  
⌵ INDICATES A SANITARY FORCE MAIN VALVE BOX.  
⌵ INDICATES A SANITARY SEWER CLEAN OUT.  
⌵ INDICATES A SANITARY SEWER MANHOLE.  
①-04K24 INDICATES AN OAK TREE HAVING A 24" DIAMETER AT BREAST HEIGHT.  
PALM12-★ INDICATES A PALM TREE HAVING A 12" DIAMETER AT BREAST HEIGHT.  
—○— INDICATES A CHAIN LINK FENCE.  
—□— INDICATES A WOOD PRIVACY FENCE.  
—OHU— INDICATES OVERHEAD UTILITY LINE(S).  
—H20— INDICATES UNDERGROUND WATER MAIN AS SURFACE MARKED BY OTHERS.  
91 INDICATES THE APPROXIMATE LOCATION OF THE 91 FOOT CONTOUR.

TO: WEKIVA CAPITAL PARTNERS, LLO  
LENDER  
TITLE UNDERWRITER  
CLOSING AGENT

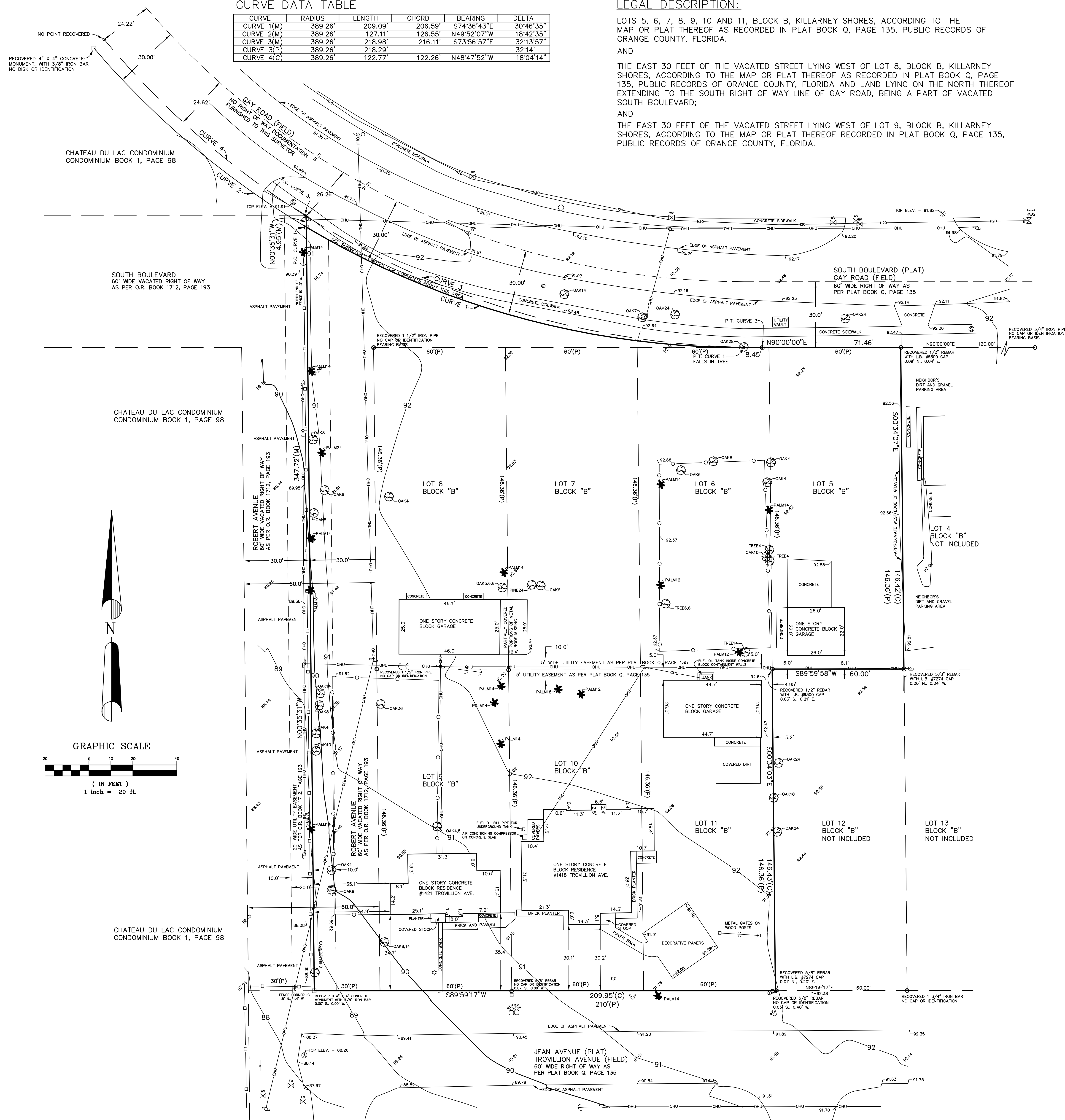
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7a, 8 AND 11 (OBSERVED EVIDENCE) OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON DECEMBER 22, 2016.

DATE OF MAP: DECEMBER 28, 2016

Donald A. Horne 12-28-16  
DONALD A. HORNE PSM  
FLORIDA LICENSE NO. 4548



THE SEAL APPEARING ON THIS  
DOCUMENT WAS AUTHORIZED BY  
DONALD A. HORNE, PSM 4548  
ON DECEMBER 28, 2016



**AccuMap**  
We draw the line around your piece of the sunshine  
**SURVEYING, LLC**  
2919 MONTICHET LANE WINTER PARK, FL 32792-4317  
Tel. 407-657-2568 E-mail. [don@accumapsurveying.com](mailto:don@accumapsurveying.com)  
Certificate of Authorization Number: LB 7541

PREPARED FOR:

WEKIVA CAPITAL  
PARTNERS, LLC

225 W. CANTON AVE. #200  
WINTER PARK, FLORIDA 32789  
407-622-2669

MAP OF  
ALTA/NSPS LAND  
TITLE SURVEY  
GAY ROAD  
KILLARNEY SHORES  
IN SECTION 01,  
TOWNSHIP 22 SOUTH  
RANGE 29 EAST

**Surveyor's Certification**

THIS IS TO CERTIFY THAT WE HAVE PERFORMED A FIELD SURVEY OF THE PROPERTY DESCRIBED ABOVE AND THAT THIS DRAWING IS A REPRESENTATION OF THAT SURVEY AND MEETS THE STANDARDS OF PRACTICE FOR SURVEYS SET FORTH IN CHAPTER 5-17, F.A.C. THIS SURVEY PREPARED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES LISTED HEREON AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY AND/OR INDIVIDUAL WHOSE INTERESTS ARE NOT LISTED HEREON.

SEE A TA/NPS CERTIFICATION BELOW

Drawn by: A. Barre, Florida License #4568

NOTE: NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF THE SURVEYOR.

[illegible]

SCALE 1" = 20'

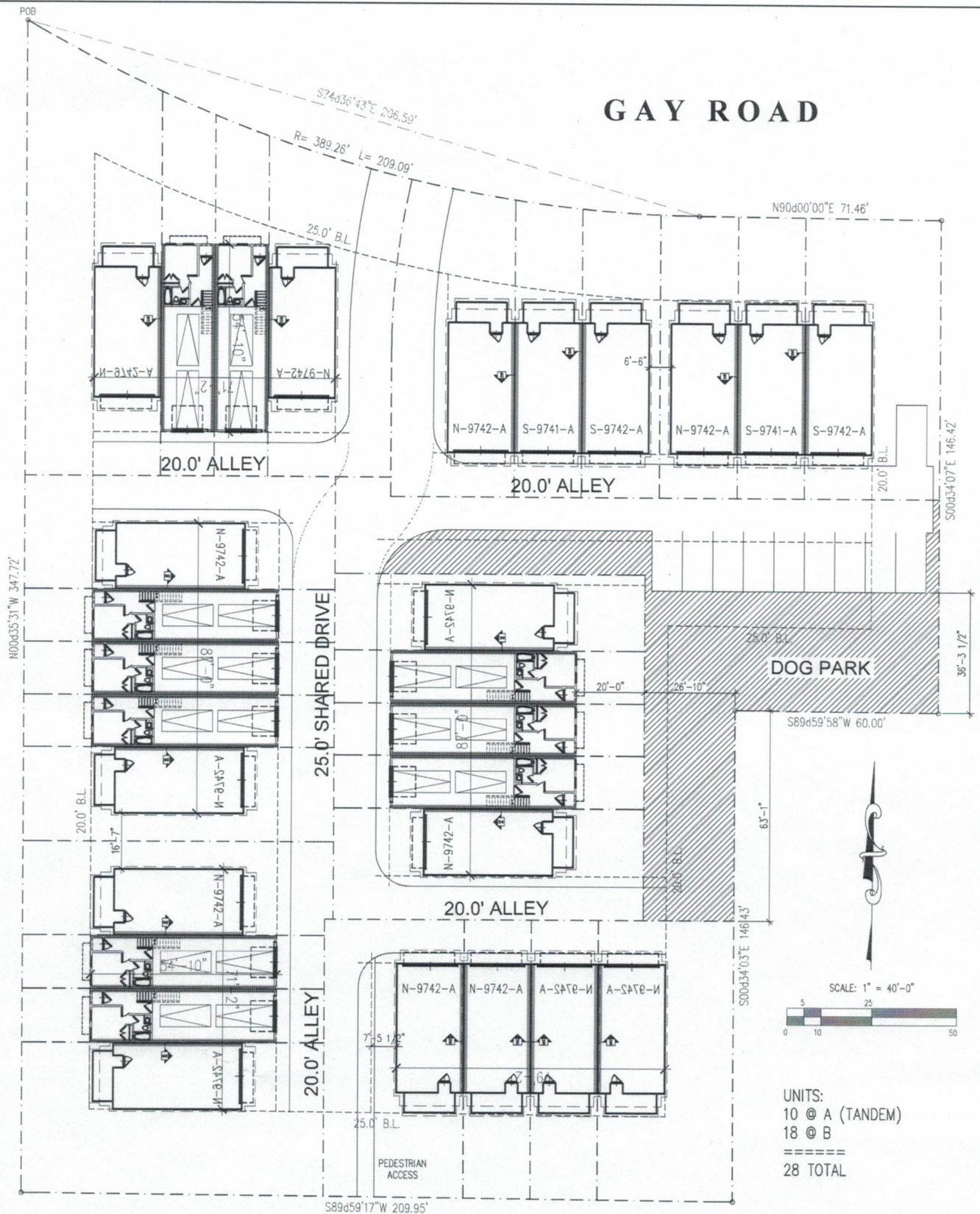
JOB #  
OCQ-135

SHEET  
1  
OF  
1









Orlando, FL

# KILLARNEY SHORES

**Exhibit 'B'**  
**28 Total Units**

SCALE: 1" = 40'-0"

ORL-0021\_KillarneyShores\_V06-28Lots

DATE	DRAWN	REV
2-22-2017	SPH	



# Dear Neighbour,

## We need your help to keep Winter Park liveable!

Developers want to jam multi-storey (probably) apartments right on Gay Rd--up to 29 units!!! That means Trovillion too because they want it ALL as one big deal.

You figure with 2 parking spots per unit + visitors = so at least 60 spaces parking. That means more density, less green, more pollution, more traffic, more taxes, more cement!

Change can be good, but this is ridiculous!

**What kind of a Winter Park do you want to live in?**

**YOU have a say.**

**Say NO to more massive development!**

**Make YOUR voice heard!**

## Public Hearing

Tues Sept 5, 6pm

Mon Sept 25, 3:30pm

City Hall (chambers)

401 S. Park Ave

Jeff & Allison's offices are there too

### Call

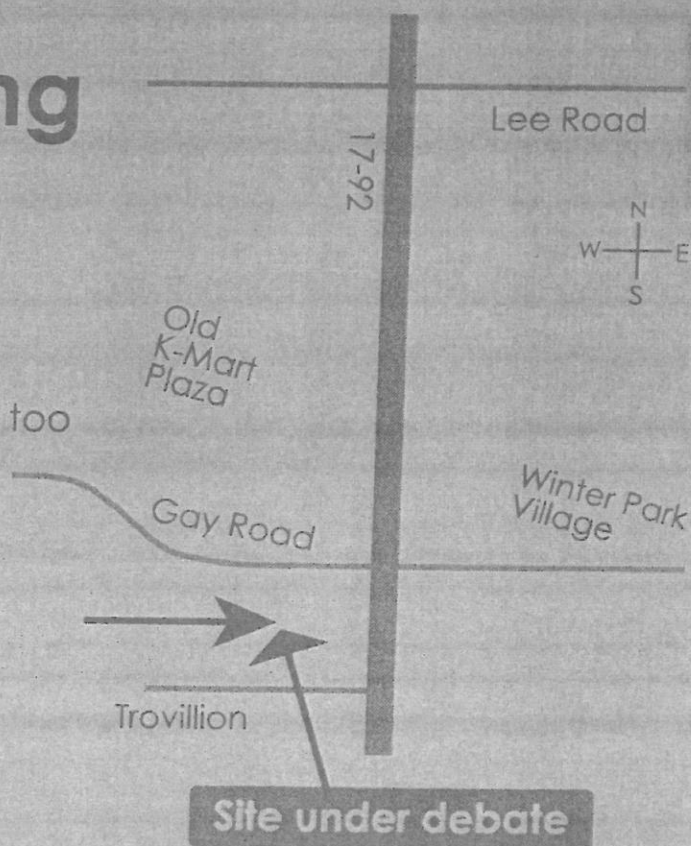
Jeff Briggs Planning Director  
407-599-3440

[jbriggs@cityofwinterpark.org](mailto:jbriggs@cityofwinterpark.org)

### Call

Allison McGillis Senior Planner  
407-599-3348

[amcgillis@cityofwinterpark.org](mailto:amcgillis@cityofwinterpark.org)



**We believe in our caring community of Winter Park--  
not more dangerous congestion!!**



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

**Staff Report  
September 5, 2017**

REQUEST OF THE WINTER PARK RACQUET CLUB FOR: CONDITIONAL USE APPROVAL TO REDEVELOP THEIR PROPERTY AT 2111 VIA TUSCANY WITH A NEW KITCHEN BUILDING ADDITION, A REDEVELOPED 'SUGAR SHACK' SNACK AND BAR FACILITY AT THE SWIMMING POOL AND SOME NEW ON-SITE PARKING SPACES SUBJECT TO AN UPDATED MASTER PLAN ON THEIR 7.27 ACRE PROPERTY, ZONED PARKS AND RECREATION (PR).

---

The Winter Park Racquet Club at 2111 Via Tuscany is requesting Conditional Use approval to add a new kitchen building wing, redevelop the pool side snack bar and to add on-site parking. The WP Racquet Club is zoned Parks and Recreation (PR) and within that zoning district, private clubs such as golf clubs (WP Pines) or tennis clubs (Racquet Club) are conditional uses. The WP Racquet Club has submitted a revised master plan/site plan and building plans to illustrate the work to be done.

This request updates and replaces the master plan approved in September 2013 via conditional use. At that time, the WP Racquet Club received approval to add a new tennis court and to revise their parking lot/drives on their property. The parking lot reconfiguration, new sidewalks and new storm water retention system was implemented in 2014. The new tennis court is now under construction.

**Project Plans:** There are three major components to this new master plan. A new kitchen wing on the south side of the building, a rebuilt snack bar building at the lakeside pool patio and parking lot expansions.

**New Kitchen Addition:** The plans show a new kitchen wing addition to the main building on the south side. This 2,862 square foot on-story addition allows for the upgrade and consolidation of the existing kitchen and the kitchen/grille in the snack bar building on the pool deck. This kitchen addition is physically connected to the main building for food service within the main dining room areas and then via the outside walkway, food orders can be walked down for delivery to pool side tables and at the snack bar area. This kitchen addition is 16 feet tall to the top of the roof, will have clay tile to match the architectural style of the existing building and will meet the required 20 foot setback from the adjoining property.

**New Snack Bar Building:** Down at the swimming pool level is an existing snack bar and drink bar with a full kitchen for food service that is referred to by the Club as the 'Sugar Shack'. The plans contemplate the construction of a new snack bar building on the pool deck on the lakeside of the existing building. The existing building will be converted to a shaded seating area and new restrooms. The new



snack bar building is an open air bar with some table seating and a small kitchen for minor food prep orders, and is closer to the lake at a 57 foot setback, but meets the required lakefront setback of 50 feet.

There is an existing lifeguard building on the property line, at basically the same distance back from the lake which will block sound from the relocated snack bar from the neighboring property. There is also quite a bit of landscaping and dense bamboo on that property line, so staff does not believe that the neighbors will see or hear anything different than they do today.

**Parking Lot Modifications:** The final parts of the project are the modifications to the parking. The construction of the new tennis court #8 resulted in the loss of 14 parking spaces. Those spaces are to be replaced and with a new parking lot addition of 21-24 spaces at the front of the property. The idea is to mimic the screening of this parking similar to what has been done at the YMCA on Palmer Avenue with a low decorative wall, landscaping in front of the wall and ligustrum trees that effectively screen the cars from view. The Racquet Club may also be able to utilize some of their existing landscaping in that area to accomplish this purpose, but the intent is the same which is to screen the cars from view.

There also is another option for the Racquet Club to add more parking in the area on the north side of the parking lot as toward the boat ramp. The 24 new parking spaces shown there are labeled "potential future parking". This approval would allow that parking expansion at the Club's option in the future. Any approval or use in the future would be subject to providing stormwater retention and a solid vinyl fence along the property line.

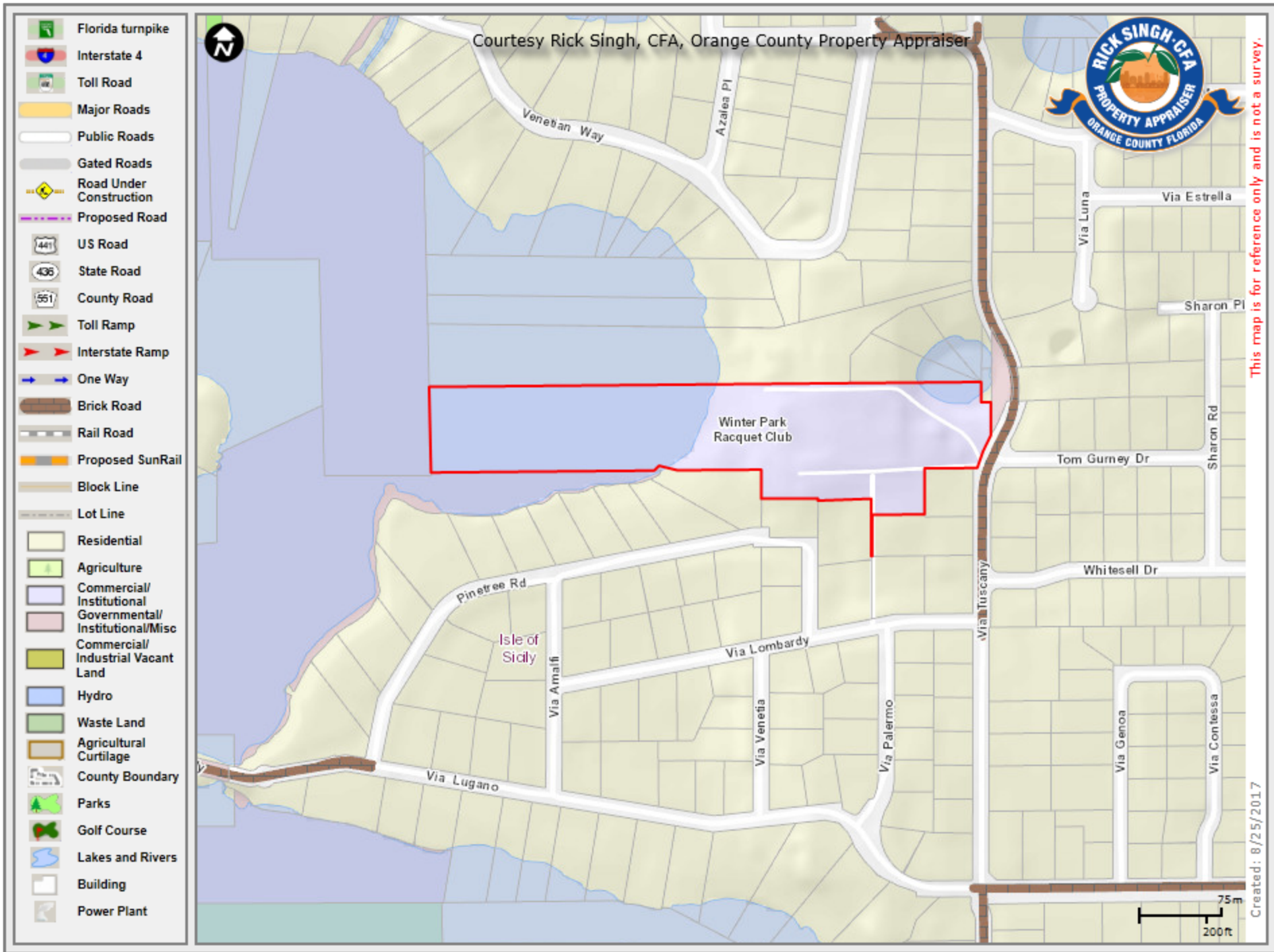
**Storm Water Retention:** The kitchen building addition is being built where an existing storm water retention area exists today. Thus, these plans show the relocated storm water exfiltration system area to the north of main clubhouse building.

**Summary:** Overall, this project should be of benefit to the Racquet Club members (and neighbors) by expanding the number of on-site paved parking spaces. The storm water drainage impacts are being properly engineered. The new parking area in the front can be screened from view and is much preferable to the previous anticipated new tennis court in that same area.

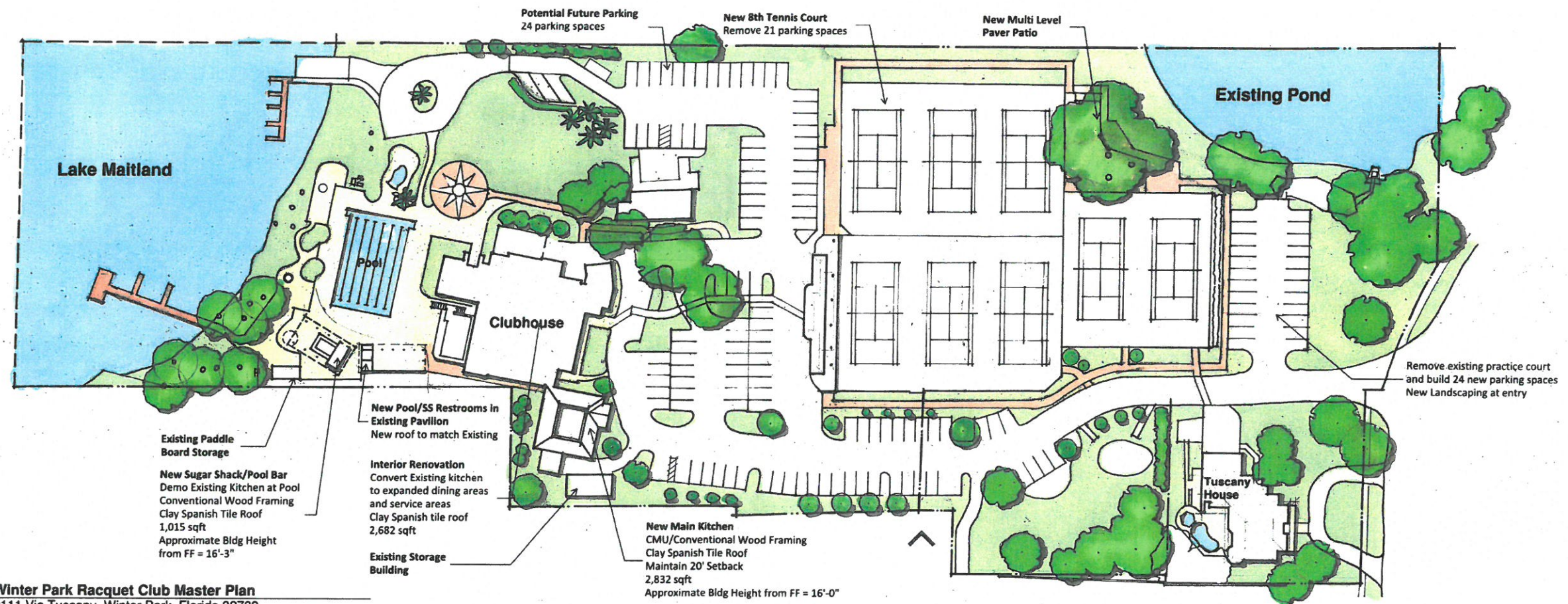
**STAFF RECOMMENDATION IS FOR APPROVAL with one condition:**

1. That the staff approve a wall and landscape plan that effectively screens the cars in the front parking lot from view from the street.



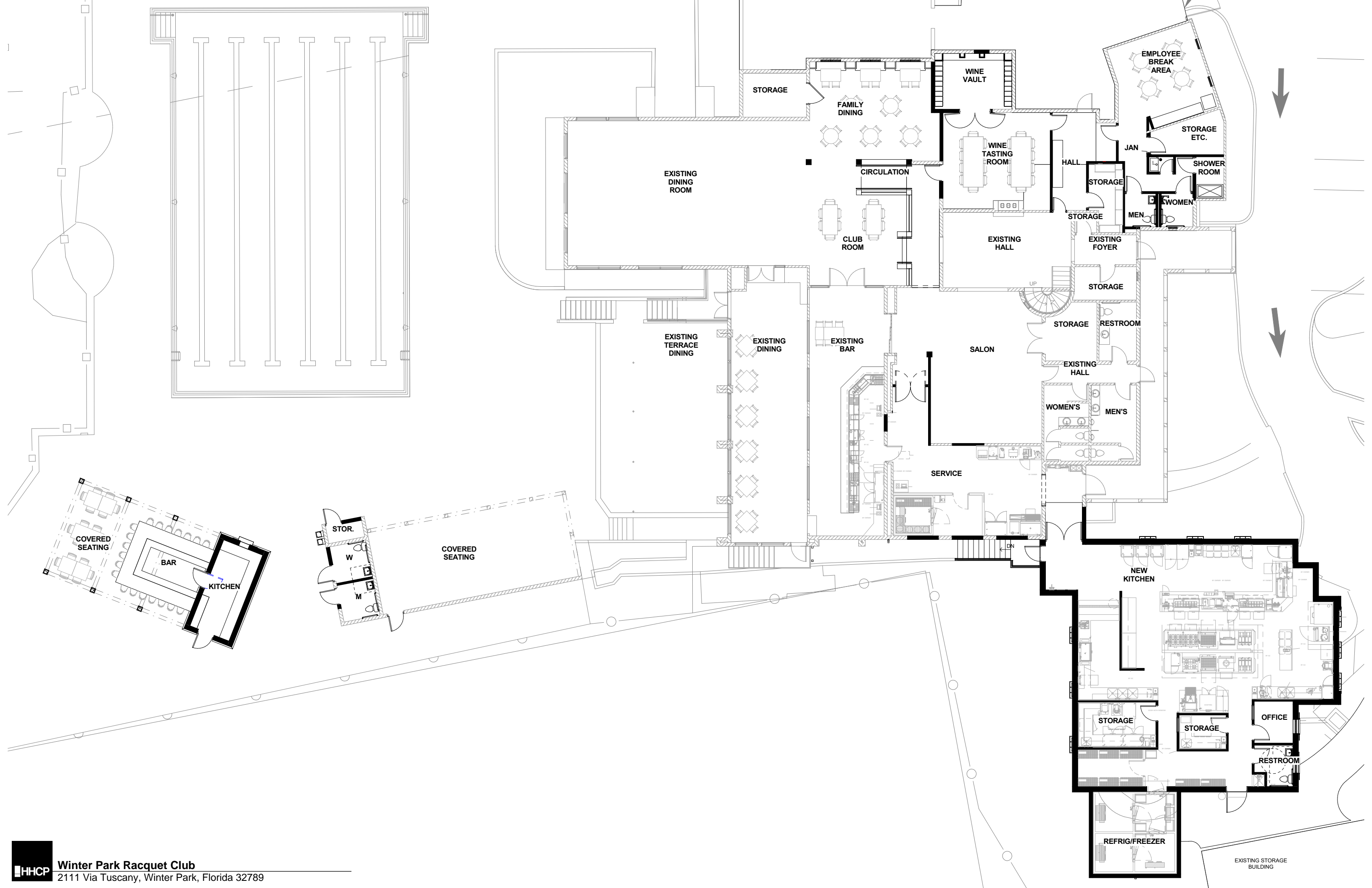




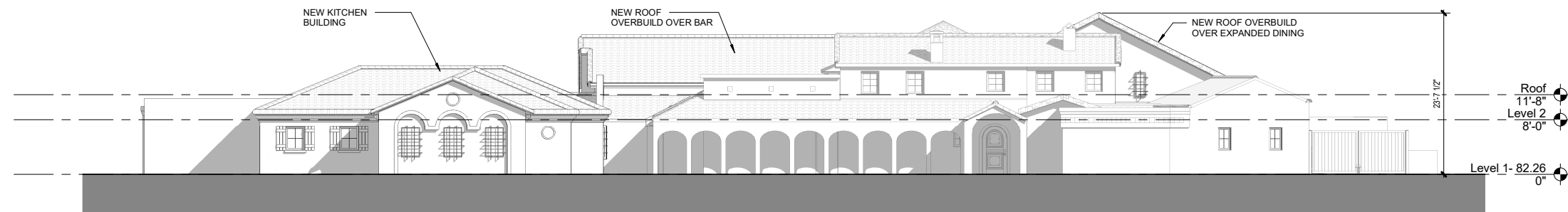


**Winter Park Racquet Club Master Plan**  
2111 Via Tuscany, Winter Park, Florida 32789

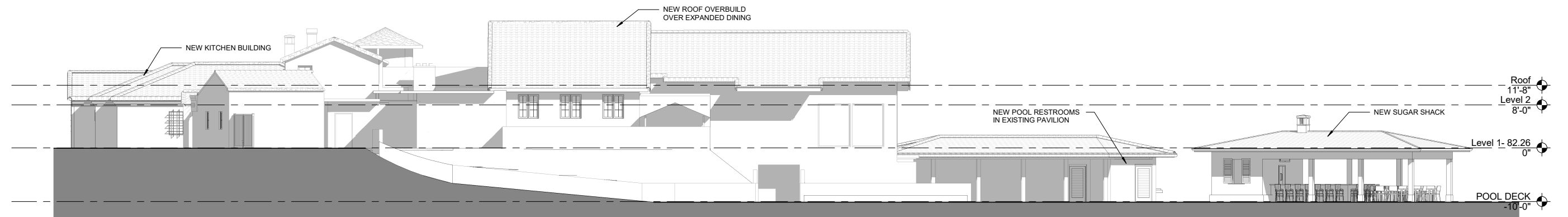




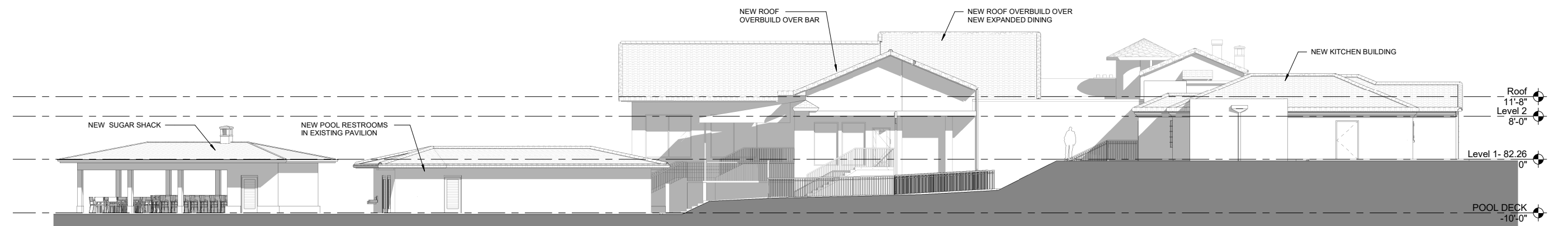




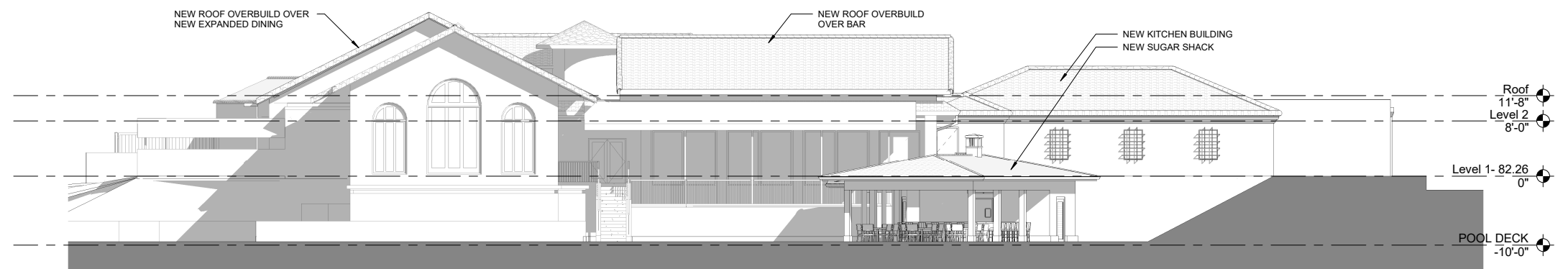
EAST OVERALL BUILDING ELEVATION - FRONT ENTRY



NORTH OVERALL BUILDING ELEVATION



SOUTH OVERALL BUILDING ELEVATION



WEST OVERALL BUILDING ELEVATION



