



# city commission agenda

City Commission Regular  
Meeting  
March 10, 2021  
3:30 pm  
WP Community Center  
721 W. New England Ave.

mayor & commissioners				
seat 1 Marty Sullivan	seat 2 Sheila DeCiccio	Mayor Steve Leary	seat 3 Carolyn Cooper	seat 4 Todd Weaver

## welcome

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Welcome to the City of Winter Park City Commission meeting. The agenda for regularly scheduled Commission meetings is posted outside City Hall the Wednesday before the meeting. Agendas and all backup material supporting each agenda item are available in the City Clerk's office or on the city's website at [cityofwinterpark.org](http://cityofwinterpark.org).

## meeting procedures

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Virtual Participation Procedures: Link for instructions on providing public comment: <https://cityofwinterpark.org/cclive>. If you would like to provide comments prior to the meeting, please send them to [MayorAndCommissioners@cityofwinterpark.org](mailto:MayorAndCommissioners@cityofwinterpark.org). These comments will be received by the City Commissioners and staff, however, will not be read publicly into the record during the meeting. This is consistent with our normal procedures for emails received prior to a City Commission meeting.

## agenda

\*times are projected and  
subject to change

### 1. Meeting Called to Order

### 2. Invocation

- a. [Father Richard Walsh, St. Margaret Mary Catholic Church](#) 3 minutes

### Pledge of Allegiance

### 3. Approval of Agenda

### 4. Mayor's Report

**5. City Manager's Report**

- a. [City Manager's Report](#) 5 minutes
- b. [CIP Report](#) 1 minute

**6. City Attorney's Report**

**7. Non-Action Items**

**8. Citizen Comments | 5 p.m. or soon thereafter**

(if the meeting ends earlier than 5:00 p.m., the citizen comments will be at the end of the meeting)

(Three (3) minutes are allowed for each speaker)

**9. Consent Agenda**

- a. [Approval of the minutes of the Regular Meeting, February 24, 2021](#) 1 minute
- b. [Approval of the minutes of the work session of February 25, 2021](#) 1 minute
- c. [Approval of the following contracts:](#) 1 minute
  - 1. Xylem Water Solutions USA, Inc. - Sole Source (SS21-24) - Flygt Products; Additional \$100,000 for fiscal year;
  - 2. Gatso USA, Inc. - RFP13-09 - Red Light Safety Enforcement Program; Amount \$110,000.
- d. [Approval of the following Piggyback contracts:](#) 1 minute
  - 1. Toptalent Staffing, LLC - Orange County Y18-174-MV - Temporary Labor - Permit Analyst Building Safety; Amount \$102,000;
  - 2. Flowers Chemical Laboratories - City of Naples RFP 18-026 - Lab Testing Services; Amount \$100,000.
- e. [Extend of completion date from March 30th to April 30th for Comprehensive Annual Financial Report for the Year Ended September 30, 2020 .](#) 1 minute

**10. Action Items Requiring Discussion**

- a. [26th Annual 4th of July Celebration](#) 10 minutes

**11. Public Hearings**

- a. [Request of the Magruder Eye Institute: \*\*Withdrawn at applicant's request.\*\*](#) 1 minute
  - To Annex the Properties at 279/283 Orange Terrace



Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court and establish Parking Lot (PL) Future Land Use and Zoning and for Conditional Use approval to build a two-story, 32,000 sq. ft. medical office building on the combined properties including 2245 W. Fairbanks Avenue. (1<sup>st</sup> Reading)

- |    |   |            |
|----|---|------------|
| b. | <a href="#">Request of McLaren Orlando LLC for:</a><br>An Ordinance to amend the Commercial (C-3) Zoning Code Text to establish a new Conditional Use for “Vehicle Sales Showroom” and new Definitions for “Car Sales Business, Vehicle Dealership, Vehicle Sales Business” as well as a Conditional Use approval for such “Vehicle Sales Showroom” at the former Orchard Supply property at 1111 S. Orlando Avenue. (2nd Reading)  | 10 minutes |
| c. | <a href="#">Ordinance vacating easement at 1021 Bonita Drive. (1st Reading)</a>   | 15 minutes |
| d. | <a href="#">Request of the City of Winter Park for:</a> <ul style="list-style-type: none"><li>• An Ordinance to establish a Commercial Future Land Use on the seven lots annexed on Kentucky Avenue (2nd Reading).</li><li>• An Ordinance to establish Commercial (C-3) Zoning on the seven lots annexed on Kentucky Avenue (2nd Reading).</li></ul>  | 5 minutes  |
| e. | <a href="#">Electric Vehicle Readiness Ordinances</a> <ul style="list-style-type: none"><li>• Ordinance amending Chapter 58, Land Development Code, to add regulations for electric vehicle infrastructure in multi-family and non-residential parking lots and parking garages. (2nd Reading)</li><li>• Ordinance amending Chapter 22, Building Code, to incorporate technical amendments to the Florida Building Code requiring electric vehicle charging provisions to the Winter Park Building Code (2nd Reading)</li></ul> | 5 minutes  |

## 12. City Commission Reports

## 13. Summary of Meeting Actions

appeals and assistance

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"If a person decides to appeal any decision made by the Commission with respect to any

matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105)

"Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office [407-599-3277](tel:407-599-3277) at least 48 hours in advance of the meeting."



# City Commission **agenda item**

item type Invocation	meeting date March 10, 2021
prepared by Rene Cranis	approved by
board approval	
strategic objective	

## subject

Father Richard Walsh, St. Margaret Mary Catholic Church

## motion / recommendation

## background

## alternatives / other considerations

## fiscal impact



# City Commission **agenda item**

<b>item type</b> City Manager's Report	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Jennifer Guittard	<b>approved by</b> Peter Moore, Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b>	

## **subject**

City Manager's Report

## **motion / recommendation**

## **background**

## **alternatives / other considerations**

## **fiscal impact**

## **ATTACHMENTS:**

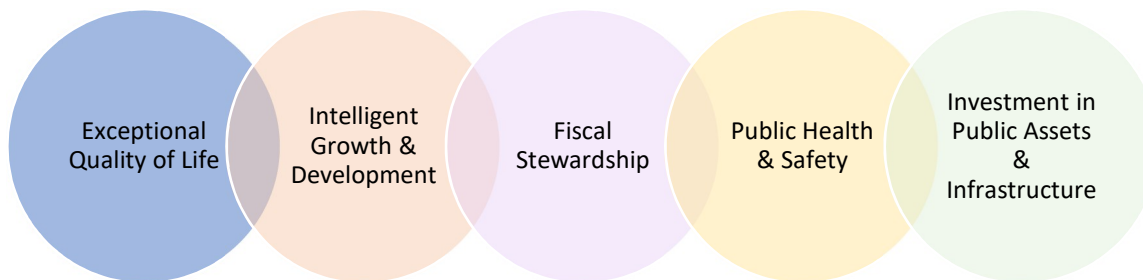
[90Day Report 3.10.21.pdf](#)



## 90-Day Report

This outline provides a timetable for issues and items that are planned to come before the commission over the next three months as well as the status of initiatives that do not have any determined completion date. These are estimates and will be updated on a monthly basis.

### City of Winter Park Strategic Objectives



## Upcoming Commission Items

### Title 1: Exceptional Quality of Life

Item	Description	Item Department	Item Date
<b>Tree Preservation Ordinance</b>	Tree Preservation Board met in February to reconvene discussions related to the Tree Preservation Ordinance, but no final approval or acceptance was made. Board will continue to work on finalizing language of the ordinance and once completed will bring proposed ordinance to Planning and Zoning for review and approval.	Parks	Apr

Item	Description	Item Department	Item Date
<b>MLK Park Plan</b>	The City's consultant Dix-Hite has completed their initial concept plan for MLK Park. An initial opinion of costs has been developed and provided as part of the CRA Capital Improvement Plan over a two year period beginning in FY2023. The next step will involve a joint meeting between both Parks and Recreation Advisory Board and Community Redevelopment Agency Board where initial concept plan for the park will be reviewed and staff provided with public feedback. Conceptual design and upgrades to Shady Park have been approved and include removal of the spray play. Funds are budgeted for the current fiscal year and project should begin in late summer 2021.	Parks	June

## Title 2: Intelligent Growth & Development

Item	Description	Item Department	Item Date
<b>Progress Pointe Redevelopment</b>	Presenting the contracted redevelopment plan to commission.	Planning & Transportation	Apr

## Additional Items of City Interest

### Title 3: Exceptional Quality of Life

Item	Description	Item Department
<b>Library &amp; Events Center</b>	The Library/Events Center construction continues on schedule and on budget. The inside of the Library system rough-ins are nearing completion and installation of drywall is underway where rough-in is complete. The roof top HVAC systems have been mounted and are currently being connected. On the events center, interior framing and system rough-ins are underway. The porte cochere steel framing and precast installation are nearly complete at the Events Center. The outdoor amphitheater stage structural slab has been poured and the pond reshaping is complete. The installation of the outdoor amphitheater raked tiers and the plinth wall are underway.	Public Works
<b>Public Art for I-4</b>	Design selection company, RLF, is currently negotiating contract with the city and finalizing construction costs to bring the project in at the \$150k budget. This public art project, paid for by FDOT, is planned to be installed at the NE corner of W. Fairbanks and I-4, by June 30, 2021. The installation date was extended by four months due to COVID-19.	Administration

### Title 4: Fiscal Stewardship

Item	Description	Item Department
<b>Vacant Storefront Program</b>	Economic Development staff is working with the Economic Development Advisory Board (EDAB), merchants, and property owners on developing an incentive program to provide elevated aesthetics for vacant storefronts. An initial draft program will be reviewed by EDAB at their next meeting.	CRA

## Title 5: Intelligent Growth & Development

Item	Description	Item Department
<b>Sustainability Plan</b>	The KWPB&S Board will review the current Sustainability Action and refresh it with updated goals in the shorter term (2025) and longer term (2050). These proposed updates will be presented to related City Boards for feedback and support.	Sustainability & Planning

## Title 6: Investment in Public Assets & Infrastructure

Item	Description	Item Department
<b>Electric Undergrounding</b>	<p><b>Miles of Undergrounding performed</b></p> <p>Project G: 4.1 miles 90% complete</p> <p>Project I: 6.9 miles 79% complete</p> <p>Project W: 0.26 miles 90% complete</p> <p><b>TOTAL so far for FY 2021:</b> 2.7 miles</p>	Electric
<b>Lakes Health Analysis</b>	The Natural Resources Division of Parks along with Public Works, has prepared a presentation detailing historic and existing lake water quality along with previously implemented improvement projects and proposed future projects for information and discussion. This item will be presented to the Lakes Advisory Board then Commission.	Parks



## Upcoming Advisory Board Meetings

This report provides a summary of upcoming board meetings currently scheduled on the calendar for the next month. The full calendar is accessible on the City's website at: <https://cityofwinterpark.org/government/board-public-meetings/>

Additional information relating to all of the City's boards such as meeting schedules, agendas, minutes, and board membership can be located on the City website at: <https://cityofwinterpark.org/government/boards/>

## April Board Meetings

Advisory Board	Meeting Date	Meeting Time
Civil Service Board	4/6/21	4 p.m.
Economic Development Advisory Board	4/13/21	8:15 a.m.
Lakes and Waterways Advisory Board	4/13/21	Noon
Historic Preservation Board	4/14/21	9 a.m.
Golf Course Advisory Board	4/19/21	7:30 a.m.
Public Art Advisory Board	4/19/21	Noon
Transportation Advisory Board	4/19/21	4 p.m.
Keep Winter Park Beautiful and Sustainable Advisory Board	4/20/21	11:45 a.m.
Board of Adjustments	4/20/21	5 p.m.
Parks & Recreation Advisory Board	4/21/21	5:30 p.m.
Utilities Advisory Board	4/27/21	Noon
Tree Preservation Board	4/27/21	5 p.m.

*Note: This calendar does not include work sessions.*



# City Commission **agenda item**

<b>item type</b> City Manager's Report	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Jennifer Guittard	<b>approved by</b> Peter Moore, Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b>	

## **subject**

CIP Report

## **motion / recommendation**

## **background**

## **alternatives / other considerations**

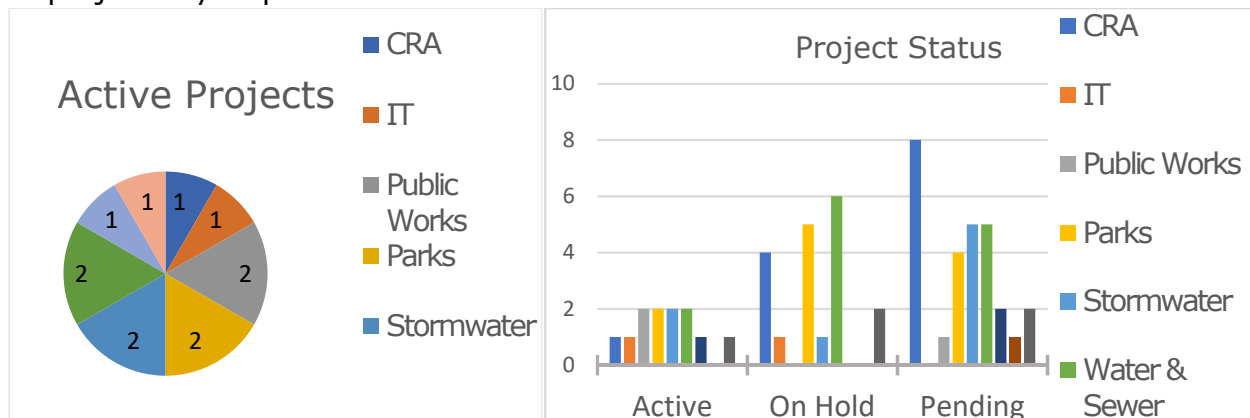
## **fiscal impact**

## **ATTACHMENTS:**

[CIP Report 3.10.21.pdf](#)



This report is updated monthly to monitor active capital projects occurring throughout the city and to provide information about recently completed projects. These are aligned with the city's strategic objectives and covers any project where implementation is currently underway. The below chart and graph show the count of projects by Department.



*Note: Charts show the count of Capital Projects. Active projects have begun construction. On Hold projects have stopped work for further review, planning, and approval. Pending projects are still in the planning, purchasing, and approval process.*

## Active Projects with Tasks

### Title 1: Exceptional Quality of Life Objective

Project	Project Tasks	Division
<b>Library</b>	The Library/Events Center construction continues on schedule and on budget. The inside of the Library system rough-ins are nearing completion and installation of drywall is underway where rough-in is complete. The roof top HVAC systems have been mounted and are currently being connected. On the events center, interior framing and system rough-ins are underway. The porte cochere steel framing and precast installation are nearly complete at the Events Center. The outdoor amphitheater stage structural slab has been poured and the pond reshaping is complete. The installation of the outdoor amphitheater raked tiers and the plinth wall are underway.	Public Works
<b>Winter Park Sports Complex</b>	Tennis Courts have been resurfaced with conversion of 2 tennis courts to 6 pickleball courts. Playground equipment and landscaping will be installed week of March 1. Department is working with FieldTurf for design and formal quote for Ward fields. Baseball fields severely	Parks

Project	Project Tasks	Division
	impacted by stormwater pipe replacement have been restored and back in use.	
<b>Park Surface and Feature Restorations</b>	Design and equipment selection of Phelps playground. Demo of old structures has been completed. Installation of new equipment, landscaping, and site amenities to be completed by April 1st.	Parks
<b>Bicycle &amp; Pedestrian Improvement</b>	Construction of sidewalk on Dundee is 90% completed. Garden Drive pre-construction meeting will be scheduled first week of March for construction to follow 1-2 weeks afterwards. Camelia Avenue sidewalk project will commence after Garden Drive.	Transportation

## Title 2: Fiscal Stewardship Objective

Project	Project Tasks	Division
<b>ERP Software Project</b>	Currently implementing software modules for parking tickets, Code Enforcement, and Utility Billing.	IT

## Title 3: Investment in Public Assets & Infrastructure

Project	Project Tasks	Division
<b>Electric Undergrounding Project</b>	<b>Miles of Undergrounding performed</b> Project G: 4.1 miles 90% complete Project I: 6.9 miles 79% complete Project W: 0.26 miles 90% complete  <b>TOTAL so far for FY 2021: 2.7 miles</b>	Electric
<b>Facility Capital Improvements</b>	Building 10 HVAC equipment installation is complete, the system is up and running efficiently. Floor cleaning for Public Safety and Building 10 is in progress and expected to be completed soon. 2 HVAC units have been replaced in Public Safety. Kraft Azalea dock is currently being repaired and should be completed soon. HVAC units and water heater expected to be replaced at the Tennis Center in the next 2 weeks.	Public Works
<b>Stormwater Rehab</b>	Projects being scheduled for construction are: the weir on Beachview, Canton at Knowles drainage, fleet wash down area, lake maintenance access ramp to Lake Osceola, ponds construction at Ward Park, Greentree drive drainage, Sherbrooke Road drainage, pipe replacement on Wing Lane, drainage connection on N. Phelps at Chestnut Ave, and drainage improvements on Morse Blvd near the Event Center.	Stormwater

Project	Project Tasks	Division
<b>Upgrade Water Mains</b>	Park North complete. Currently working on Lake Killarney Shores subdivision upgrades. Lake Knowles Terrace, Flora Park, Winter Park Heights and Conwell Estates subdivision planned for water main upgrades to start work in the next couple of months.	Water & Sewer
<b>Winter Park Rd SW Pond</b>	Land purchase complete. Design complete. Land to be cleared by end of March.	Stormwater

## Major Non-City ROW Work

### TECO Gas

The utility will be working in Winter Park to locate, repair, and replace gas mains along Palmer Ave. and side streets in a multi phased improvement project. They are currently on phase 4 of 4. We receive planned updates as they submit permitting. Estimated completion summer 2021.

## Recently Completed Projects

### Electric Utility

The Electric department completed the Fairbanks undergrounding project as part of the City-wide undergrounding project in the Investment in Public Assets and Infrastructures. This project removed Duke energy power polls to lay our own city provided electric network. Remaining work to be completed include sidewalks and landscaping.





# City Commission **agenda item**

<b>item type</b> Consent Agenda	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Rene Cranis	<b>approved by</b> Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b>	

## **subject**

Approval of the minutes of the Regular Meeting, February 24, 2021

## **motion / recommendation**

Approve minutes

## **background**

## **alternatives / other considerations**

## **fiscal impact**

## **ATTACHMENTS:**

[0224.21.rs.pdf](#)



# City Commission Regular Meeting Minutes

February 24, 2021 at 3:30 p.m.

WP Community Center  
721 W. New England Avenue | Winter Park, Florida

## **Present**

Mayor Steve Leary  
Commissioner Marty Sullivan  
Commissioner Sheila DeCiccio  
Commissioner Carolyn Cooper  
Commissioner Todd Weaver

City Manager Randy Knight  
City Attorney Kurt Ardaman  
City Clerk Rene Cranis

## **1) Meeting Called to Order**

## **2) Invocation and Pledge of Allegiance**

The invocation was provided by Peter Moore, Division Director of Office of Management and Budget followed by the Pledge of Allegiance.

## **3) Approval of Agenda**

## **4) Mayor's Report**

Mayor Leary thanked the Chamber for coordinating the Annual State of the City Luncheon and congratulated the employees of the year.

## **5) City Manager's Report**

## **6) City Attorney's Report**

## **7) Non-Action Items**

### **a. Financial report for the fiscal year ended September 30, 2020**

Wes Hamil, Finance Director, reviewed the financial report for FY 2020 highlighting impact to revenue and to reserve balances due to the pandemic.

### **b. Winter Park Fire-Rescue Department Strategic Plan 2021-2025**

Dan Hagedorn, Fire Chief, summarized the strategic plan and responded to questions.

### **c. Appointment of Mark VanValkenburgh to Code Compliance Board (Commissioner Sullivan)**

This appointment was acknowledged.

**8) Citizen Comments | 5 p.m. or soon thereafter (Heard after Item 10)**

**9) Consent Agenda**

- a. Approval of the regular meeting minutes of January 27, 2021
- b. Approval of the special meeting minutes of February 11, 2021
- c. Approval of the following Piggyback contracts:
  1. US Digital Designs, Inc. - League of Oregon Cities - RFP No. 2020 - Public Safety Software Solutions, Data Collection, Storage and Utilization; \$400,000;
  2. Electric Supply of Tampa - Gainesville Regional Utilities -2015-002-A - Wire and Cable; Increase additional \$800,000 for term;
  3. Point Blank Enterprises, Inc. - NASPO ValuePoint Master Agreement 164719- Body Armor and Ballistic Resistant Products; \$48,000. Term though November 10, 2022;
  4. Selectron Technologies, Inc. - GSA - GS-35F-0315X -Information Technology; \$30,000 for year. Term through April 5, 2026;
  5. ABM Industry Groups, LLC - PB20-24 - Janitorial Services & Equipment; \$350,000 for March - September 2021.
- d. Approval of the following Formal Solicitation:
  1. Traffic Engineering & Management, LLC - IFB17-21 - New York Ave. Signalization Improvements; \$389,045.
- e. Approval of the following contracts:
  1. Zyscovich, Inc. - RFQ3-17C -Continuing Contract for Architectural Services; Renew at \$150,000 for term;
  2. Comprehensive Engineering Services - RFQ6-17A -Transportation Planning & Engineering Services; Renew at \$150,000 for term;
  3. Kimley-Horn & Associates, Inc. - RFQ6-17B -Transportation Planning & Engineering Services; Renew at \$150,000 for term;
  4. Singhofen & Associates, Inc. - RFQ4-17 A - Stormwater Management & Design Services; Renew at \$75,000 for term;
  5. Geosyntec Consultants - RFQ4-17B - Stormwater Management & Design Services; Renew at \$75,000 for term;
  6. Universal Engineering Sciences, Inc. - RFQ10-18A -Geotechnical & Environmental Consulting; Renew at \$50,000 for term;
  7. Terracon Consultants, Inc. - RFQ10-18B - Geotechnical & Environmental Consulting; Renew at \$50,000 for term.
- f. Approval of the following purchases:
  1. Core & Main, LLC - Harris SmartWorks Water & Electric Meter Data Management System (MDM); \$130,000.
- g. Approval of FY 21 Budget Amendment to Forecasted Revenues (Pulled by Commissioner Cooper)



- h. Approval of Winter Park Fire-Rescue Community Risk Assessment and Standard of Response Coverage 2021-2025
- i. Open an account with One Florida Bank

**Motion made by Commissioner Cooper to approve the Consent Agenda except g; seconded by Commissioner DeCiccio.**

Commissioner Cooper said she feels that all revenue reductions should not just come from contingency and suggested that staff take part of the adjustments from contingency and part from individual department budgets

**Motion made by Commissioner Cooper to deny Consent Agenda Item g; seconded by Commissioner Weaver. (modified below)**

**Commissioner Cooper modified the motion to reallocate the revenue reductions across departments and leave \$200,000 in contingency. Accepted by Commissioner Weaver. Upon a roll call vote. Commissioners Cooper and Weaver voted yes. Mayor Leary and Commissioners Sullivan and DeCiccio voted no. Motion failed with a 2-3 vote.**

**Upon a roll call vote to approve the Consent Agenda as presented, Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Mayor Leary voted no. Motion carried with a 4-1 vote.**

## **10) Action Items Requiring Discussion**

- a. Construction and Maintenance Agreement for the City's Private Fiber Optic Network

Peter Moore, Division Director of Office of Management and Budget, gave a presentation on the agreement with Frog to build a fiber network connecting all city facilities on a single network. The city will maintain ownership of the conduit space and Frog will have the right to use some of that space for their own fiber network and provide an internet option for residents and businesses. He requested an additional \$12,000 due to expired price quotes and to change the timeline to 12-18 months. He reviewed the costs and responded to questions regarding timeline, costs and insurance.

Michael Voll, CEO of Frog, answered questions on their services, costs, internet speed, and build-out timeline.

**Motion made by Mayor Leary to approve the agreement including the additional \$12,000 and extended timeline of 12-18 months; seconded by Commissioner Cooper. Upon a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

Mayor Leary introduced City of Maitland Mayor McDonald who commended the City on their forward-thinking on electric utility and fiber networks. He expressed his appreciation for Mayor Leary's leadership and work on joint projects with local agencies.

b. ExteNet Systems Pole Attachment Agreement for 5G

Mr. Moore explained 5G technology and expressed appreciation for ExteNet's willingness to address the city's aesthetic concerns and hold their equipment on and within the decorative streetlights. He reviewed the terms of agreement, construction, aesthetics and cost and responded to questions.

Commissioner Weaver commented on safety concerns and suggested adding a switch that automatically disconnects the power if the pole is hit or knocked down.

Eric Lovvorn, External Affairs Director, ExteNet Systems, summarized precautions and ability to disconnect. He said he feels that technology is not necessary from a safety standpoint due to the design of the poles.

Responding to questions, Mr. Moore stated that the city is pre-empted by current law and cannot stop 5G from moving into the city and that this agreement creates protections for the city that may otherwise have to be argued on court.

**Motion made by Mayor Leary to approve the ExteNet Systems Pole Attachment Agreement; seconded by Commissioner DeCiccio.**

Attorney Ardaman advised that in fourth line of Section 12.1 that refers to "Section 12.1 above" and should be "Section 12.0 above. **Accepted by Mayor Leary and Commissioner DeCiccio as part of the motion.**

Mr. Lovvorn said that if the agreement is approved, they will research the disconnect switch to address Commissioner Weaver's concern.

Courtney Barnard, Verizon, said they do not believe the agreement complies with state and federal law and asked the city to delay approval of the agreement. She outlined their concerns and requested the opportunity to work with city staff on a path for deployment that they feel complies with state and federal laws.

**Upon a roll call vote Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Commissioner Weaver voted no. Motion carried unanimously with a 5-0 vote.**

- c. Purchase Agreement for 901 W. Fairbanks Ave., Winter Park, FL 32789, and discussion of additional properties along Fairbanks Ave.
- d. Proceed to negotiate purchase agreement for 929 - 957 W. Fairbanks Ave.

No action was taken on these items as they were approved in the CRA Agency meeting prior to this meeting.

e. Appoint Canvassing Board members for March 9th General Election

Mr. Knight stated an alternate appointment is needed due to Commissioner Weaver's declining his appointment.

**Motion made by Mayor Leary to appoint Deputy City Clerk Kim Breland to the Canvassing Board; seconded by Commissioner DeCiccio.** There were no public comments. **Upon on a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

f. Discuss possible modification to COVID related safety precautions for in-person attendance at public meetings.

Mr. Knight commented on the actions taken to hold public meetings in compliance with CDC guidelines, state statute and City Charter and to address safety concerns. He said that the Commission could continue meeting in the Community Center reducing the number of chairs. Staff is recommending moving back to the Commission Chambers where plexiglass dividers have been installed between seats at dais and the A/V system is much better for public participation. This would also reduce staff time in setting up for meetings in the Community Center.

**Motion made by Commissioner Weaver to allow no more than nine people (commission and staff) in the meeting room (Chamber or smaller room) and a single applicant in the room with the remainder participating virtually.**

In response to Mayor Leary, Mr. Ardaman said the city has the authority to do that as it provides reasonable opportunity for the public to participate. However, he advised that the city should not limit in-person public participation on quasi-judicial matters.

**Motion seconded by Commissioner Cooper.**

**Motion made by Commissioner Sullivan to continue the current set-up and monitor cases and vaccinations with the option to change the set-up at a future date; seconded by Commissioner DeCiccio.**

There were no public comments.

**Upon a roll call vote on the motion to allow no more than nine in the meeting room and a single application, Commissioners Weaver and Cooper voted yes. Mayor Leary and Commissioners Sullivan and DeCiccio voted no. Motion failed with a 2-3 vote.**

**Upon a roll call vote on the motion to continue the current set-up, Mayor Leary and Commissioners Sullivan and DeCiccio voted yes. Commissioners Cooper and Weaver voted no. Motion carried with a 3-2 vote.**

**8) Citizen Comments | 5 p.m. or soon thereafter**

**11) Public Hearings**

- a. RESOLUTION 2243-21 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, DESIGNATING THE PROPERTY LOCATED AT 1645 FOREST AVENUE, WINTER PARK, FLORIDA AS A HISTORIC RESOURCE ON THE WINTER PARK REGISTER OF HISTORIC PLACES.
- b. RESOLUTION 2244-21 -A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, DESIGNATING THE PROPERTY LOCATED AT 1310 DEVON ROAD, WINTER PARK, FLORIDA AS A HISTORIC RESOURCE ON THE WINTER PARK REGISTER OF HISTORIC PLACES.
- c. RESOLUTION 2245-21 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, DESIGNATING THE PROPERTY LOCATED AT 1800 FORREST ROAD, WINTER PARK, FLORIDA AS A HISTORIC RESOURCE ON THE WINTER PARK REGISTER OF HISTORIC PLACES.

A simultaneous public hearing was held on these resolutions. No applicants were present to speak.

Attorney Ardaman read the resolutions by title.

**Motion made by Commissioner Sullivan to approve Resolution 2243-21, Resolution 2244-21 and Resolution 2245-21; seconded by Commissioner DeCiccio.**

There were no public comments.

**Upon a roll call vote to approve Resolution 2243-21, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

**Upon a roll call vote to approve Resolution 2244-21, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

**Upon a roll call vote to approve Resolution 2245-21, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

d. Request of the City of Winter Park for:

- An Ordinance to establish a Commercial Future Land Use on the seven lots annexed on Kentucky Avenue (1st Reading).
- An Ordinance to establish Commercial (C-3) Zoning on the seven lots annexed on Kentucky Avenue (1st Reading).

Attorney Ardaman read the ordinances by title

**Motion made by Commissioner Cooper to approve the future land use ordinance; seconded by Commissioner DeCiccio.**

**Motion made by Commissioner Cooper to approve the zoning ordinance; seconded by Commissioner DeCiccio.**

There were no public comments.

**Upon a roll call vote on the land use ordinance, Mayor Leary and Commissioners Sullivan, DeCiccio and Cooper voted yes. Commissioner Weaver voted no. Motion carried with a 4-1 vote.**

**Upon a roll call vote on the zoning ordinance, Mayor Leary and Commissioners Sullivan, DeCiccio and Cooper voted yes. Commissioner Weaver voted no. Motion carried with a 4-1 vote.**

e. Request of Lazarus Development Group, LLC for: (Tabled from January 27, 2021)

Site plan approval, pursuant to the Commission condition tied to the Lake Killarney Shores replat to construct a new, two-story, 4,204 square foot, single-family home located at 520 Country Club Drive on Lake Killarney, zoned R-2.

Allison McGillis, Planner, reviewed this request and provided details of applicant's agreement with neighbor.

**Motion made by Commissioner Cooper to approve the site plan as presented; seconded by Commissioner Sullivan.** There were no public comments. **Upon a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

f. Request of Despande Inc. to:

Amend the Condition of Approval made by the City Commission pertaining to the Lake Killarney Shores Subdivision Plat Related to the permitted sizes of boathouses/docks for the lakefront lots located at 520; 522; 530; 540; 550; 560; 570; 616; 622 and 630 Country Club Drive.

Jeff Briggs, Principal Planner, provided the background of the dock provisions as a condition of plat approval but were not recorded with the plat. As a result, four docks have been constructed wider than allowed under this condition, although they meet city requirements. The remaining homeowners are requesting that new boathouses be allowed to be constructed the same as existing boathouses and staff is recommending approval of amendment to conditional use as it relates to width.

**Motion made by Commissioner Weaver to allow existing docks to remain and require future docks to comply with the conditions of plat approval; seconded by Commissioner Sullivan.**

Commissioner Cooper said there should be some compensation for the wider docks that were allowed such as requiring a cypress or oak tree.

Tara Tedrow, attorney representing the applicant, stated that existing docks were built in compliance with city code after approval by the Lakes and Waterways Board. She requested that the existing docks be allowed to remain and that in fairness to other homeowners, that they have the ability to build similarly sized docks.

**Motion made by Commissioner Cooper to amend the motion that the property owners with existing docks that do not comply with the conditions of plat approval be required to plant a cypress tree as a form of compensation for the wider dock; seconded by Commissioner Weaver.**

Ms. Tedrow requested the flexibility of a cypress or oak tree depending on the recommendation of an arborist; however, any the homeowners may object. She added that if the condition is approved, the HOA would have the ability to enforce. She noted for the record, their two-part request: to allow the existing docks to remain and to allow the remaining owners the ability to construct their dock consistent with the width of docks already constructed.

**Motion made by Mayor Leary to approve the amendment as presented to allow the existing docks to remain and allow future docks to be built to the same width; seconded by Commissioner DeCiccio.**

George Wiggins, Director of Building and Permitting Services, clarified that the average width of the covered area of docks is 15 feet.

The following spoke in favor of allowing future docks to be constructed consistent with the width of docks already constructed:

- Jennifer Flug-Benedetti, 520 Country Club Drive
- Sean Wulff, Native Homes, representing owners at 530 and 630 Country Club Drive
- Patrick Finnerty, 616 Country Club Drive

The following spoke in opposition to allowing additional wider docks:

- David Robold, 612 Country Club Drive
- Rick McGarity, 632 Country Club Drive
- Stacy McGarity, 632 Country Club Drive

Farshad Anvari, 570 Country Club Drive, pointed out that several lots already have large cypress trees and adding another would obstruct the lake view more than a boat house and asked that the arborist make the determination regarding the cypress tree.

Ms. Tedrow stated it is unclear whether the original 16' restriction in the condition of approval applied to the covered dock width or overall dock width. Of the 23-foot dock width being requested, the covered area is only 16-feet wide. She restated their request and asked that if a tree is required it be either an oak or a cypress to be determined by the property owner to avoid further obstruction of the lake.

After additional comments, Mayor Leary called for a vote.

**Upon a roll call vote on the amendment requiring a cypress tree, Commissioners Cooper and Weaver voted yes. Mayor Leary and Commissioners Sullivan and DeCiccio voted no. Motion failed with a 2-3 vote.**

**Upon a roll call vote on the motion to allow existing docks to remain and to require future docks to comply with the condition, Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Mayor Leary voted no. Motion carried with a 4-1 vote.**

Mayor Leary declared a recess at 6:12 and reconvened the meeting at 6:25 p.m.

g. Request of McLaren Orlando LLC for: (Tabled from January 13, 2021)

An Ordinance to amend the Commercial (C-3) Zoning Code Text to establish a new Conditional Use for "Vehicle Sales Showroom" and new Definitions for "Car Sales Business, Vehicle Dealership, Vehicle Sales Business" as well as a Conditional Use approval for such "Vehicle Sales Showroom" at the former Orchard Supply property at 1111 S. Orlando Avenue. (1st Reading)

Attorney Ardaman read the ordinance by title.

Mr. Briggs reviewed the city code and comp plan as it relates to this amended request which comes with a recommendation of denial from staff and Planning and Zoning Board.

Mary Solik, attorney representing applicant, presented their request for a zoning text amendment creating a separate for vehicle sales showroom and a conditional use to allow a vehicle sales showroom in commercial district. She responded to questions stating they will comply with rules regarding after-hour events.

**Motion made by Commissioner Sullivan to approve the ordinance as presented.**

Commissioner Sullivan suggested an amendment to limit the noise level as a result of the loud engines. Ms. Solik stated they will comply with noise restrictions and added that repairs are done inside with cars connected to equipment that muffles the noise and they have agreed to additional sound barriers on service bay doors as an accommodation to Harper Place residents.

Chris Hardiman, Principal of McLaren Orlando, explained that customers will be required to respect neighborhoods and the community and said they are willing to entertain any conditions to provide assurance to control noise levels.

Attorney Ardaman commented on conditional use language that could be included requiring buffering and mechanisms to prevent noise from inside the building and establishing a maximum decibel level for noise outside the building.

Ms. Solik suggested "all vehicle operations in the parking lot and on the test drive will be conducted pursuant to all traffic laws with no excessive noise generation allowed." She said would agree to a decibel level but questioned what that level should be.

**Motion seconded by Commissioner DeCiccio.**

Commissioner Weaver said he would like to have McLaren in Winter Park but not at this location. He encouraged finding another location, possibly on Fairbanks near I-4.

The following spoke in favor of this request:

- Tony Benge, 1157 Tom Gurney Drive
- Spencer Bomar, 1157 Tom Gurney Drive
- Jim Sherris, 1270 Miller Avenue
- Mary Sherris, 1270 Miller Avenue

Responding to comments and questions, Mr. Briggs outlined the process for amending the comprehensive plan which will follow this zoning text amendment, which must be approved by the Commission.

Commissioner Cooper stated she feels this is an automobile dealership, regardless of the definition, and questioned whether this will expose the city to future legal exposure. Attorney Ardaman said he does not see an opening to a legal precedent to use this change to make future changes.

**Upon a roll call vote on the motion to approve the ordinance as presented. with the amendment that noise restrictions be included in definition, Mayor Leary and Commissioners Sullivan, DeCiccio and Cooper. Commissioner Weaver voted no. Motion carried with a 4-1 vote.**



h. Electric Vehicle Readiness Ordinances

- Ordinance amending Chapter 58, Land Development Code, to add regulations for electric vehicle infrastructure in multi-family and non-residential parking lots and parking garages (1<sup>st</sup> Reading)
- Ordinance amending Chapter 22, Building Code, to incorporate technical amendments to the Florida Building Code requiring electric vehicle charging provisions to the Winter Park Building Code (1<sup>st</sup> Reading)

A simultaneous public hearing was held on these ordinances. Attorney Ardaman read the ordinances by title.

Kris Stenger, Assistant Director of Building and Permitting, gave a presentation on the background of discussions and provisions of the ordinances.

**Motion made by Commissioner Sullivan to approve both ordinances on first reading; seconded by Commissioner DeCiccio.**

There were no public comments.

**Upon a roll call vote on the motion to approve the ordinance amending the Land Development Code, Commissioners Sullivan, DeCiccio and Weaver voted yes. Mayor Leary and Commissioner Cooper voted no. Motion carried with a 3-2 vote.**

**Upon a roll call vote on the motion to approve the ordinance amending the Building Code, Mayor Leary and Commissioners Sullivan, DeCiccio and Weaver voted yes. Commissioner Cooper voted no. Motion carried with a 4-1 vote.**

- i. ORDINANCE 3199-21 -AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AUTHORIZING THE VACATION OF AN 8.00 FEET WIDE BY 478.00 FEET LONG PORTION OF AN UTILITY EASEMENT RESERVED OVER FORMER TANTUM AVENUE WITHIN TRACT 1, CITY OF WINTER PARK GOLF COURSE, AS RECORDED IN PLAT BOOK 44, PAGE 102, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED ON EXHIBIT "A"; PROVIDING FOR CONFLICTS, RECORDING AND AN EFFECTIVE DATE. (2nd Reading)

Attorney Ardaman read the ordinance by title.

**Motion made by Commissioner DeCiccio to adopt the ordinance on second reading; seconded by Commissioner Weaver.** There were no public comments.

**Upon a roll call vote, Mayor Leary and Commissioners Sullivan, DeCiccio, Cooper and Weaver voted yes. Motion carried unanimously with a 5-0 vote.**

## 12) City Commission Reports

### Commissioner Sullivan

- Thanked Mayor Leary for his commitment to Winter Park.
- Reminded everyone of the need to schedule Strategic Planning Session.
- Expressed his gratitude for Chief Master Sergeant Richard Robert Hall, Jr., Winter Park Resident and Tuskegee Airman and recipient of Congressional Medal of Honor, who passed away recently.

### Commissioner DeCiccio

- Suggested that, as part of Black History Month, city staff working with the Heritage Center recognize annually a member of the community.
- Asked that the dedication of MLK Park commemorating MLK Jr. be completed.

Mayor Leary recalled that this was never moved forward by the Commission and previous discussions to create a history walk.

Commissioner DeCiccio commented on the need for improvements at the corner of Denning and Morse and expressed her willingness to work with neighborhood and staff to move forward.

Commissioner Cooper said she remembers that previous discussions revolved around the design of the park as a whole and that improvements should be done jointly with the design of park. Consensus was to place this on a future agenda.

- Commented on vacant storefronts on Park Avenue and suggested expanding the program to design vacant storefronts beyond the former Gap location. Approved by consensus.

### Commissioner Weaver

- Reported that vaccinations were given to residents of The Plymouth and Tranquil Terrace.
- Commented on proposed legislation which would eliminate the city's ability to regulate short-term rentals and asked for consensus to send a letter to Tallahassee opposing these bills. Consensus was direct staff to prepare a letter.

### Commissioner Cooper

- Thanked Mayor Leary for his service on the Commission.

## 13) Summary of Meeting Actions

- Approved the Consent Agenda.
- Approved agreement with Frog.

- Approved agreement with ExteNet Systems.
- Agreed to continue meetings under the current set up.
- Approved addition of three properties to the Winter Park Register of Historic Places.
- Approved future land use and zoning ordinances for Kentucky Avenue on first reading.
- Approved existing boathouses/docks on Country Club Drive to remain and enforcement of condition of plat approval for new boathouses/docks.
- Approved on first reading the zoning text ordinance (McLaren)
- Approved ordinances amending the Land Development Code and Building Code relating to electric vehicles.
- Directed staff to prepare and send a letter to the State House and Senate opposing legislation regarding short-term rentals.
- Approved adding discussion of MLK Park to a future agenda.

The meeting adjourned at 7:52 p.m.

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Mayor Steve Leary

ATTEST:

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City Clerk Rene Cranis



# City Commission **agenda item**

<b>item type</b> Consent Agenda	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Rene Cranis	<b>approved by</b> Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b>	

## **subject**

Approval of the minutes of the work session of February 25, 2021

## **motion / recommendation**

Approve

## **background**

## **alternatives / other considerations**

## **fiscal impact**

## **ATTACHMENTS:**

[022521.pdf](#)



# City Commission Work Session Minutes

February 25, 2021 at 1:00 p.m.

Virtual

## **Present:**

Vice-Mayor Carolyn Cooper  
Commissioner Marty Sullivan  
Commissioner Sheila DeCiccio  
Commissioner Todd Weaver

City Manager Randy Knight  
City Clerk Rene Cranis

## **Absent:**

Mayor Steven Leary

## **Also Present:**

Director of Planning and Transportation Bronce Stephenson  
Transportation Manager Sarah Walter

## **1) Call to Order**

Vice-Mayor Cooper called the meeting to order at 1:00 p.m.

## **2) Discussion Item(s)**

### Orange Avenue Overlay - Comprehensive Plan Element

Vice-Mayor Cooper explained that the purpose of this meeting is to review the proposed Comprehensive Plan changes related to the OAO. There will be opportunities for public input prior to consideration by Planning and Zoning and the Commission.

Mr. Stephenson explained that this is considered a new Overlay with new comprehensive plan policies. He discussed the comp plan elements required by the Department of Economic Development and policies the Commission felt should be part of the Overlay. He reviewed the process for the citywide notice and upcoming public input forums.

The Commission and Mr. Stephenson reviewed the proposed ordinance and after discussion, the following provisions were amended or approved by consensus.

- First Whereas Paragraph: Remove current verbiage relating to Committee meetings and actions and revise to include OAO public input forums being held March 4 and March 17.
- Goal 1-8 and Objective 1-8.1
  - Upon comment by Commission Sullivan and after discussion, consensus was to exclude the two properties Dan Bellows requested to be included in OAO (Subarea B.)
  - Commission accepted removal of Subarea E and portion of Subarea A.
  - Commission expressed interest in open space opportunities between Subarea B and Subarea J. Staff will reach out to property owner to discuss.
  - Vice-Mayor Cooper suggested that the properties in Subarea D fronting on Orange Avenue should be included in Subarea A. Commissioner Weaver agreed and suggested that the Subarea D properties fronting on Palmetto remain in Subarea. After discussion on development options in this area and adjacent to Palmetto, Mr. Stephenson will provide an exhibit for next meeting to show what Palmetto would look like if it was realigned.
- Subarea A.
  - a. Base Floor Area Ratio: 45%
  - b. Maximum Achievable Floor Area Ratio: 60% (only with residential)
  - c. Maximum Height: 2 Stories for any properties abutting Orange Avenue and Minnesota Avenue, and 3 stories for all other properties within the subarea.
  - d. Maximum Residential Density: 17 units per acre

After discussion on the FAR, consensus was to revisit this item after Mr. Stephenson sends additional language on parking.

- Subarea B. - After discussion, consensus was to establish the following.
  - a. Base Floor Area Ratio: 45%
  - b. Maximum Achievable Floor Area Ratio: 60% (only with residential)
  - c. Maximum Height: 3 Stories with height limit of 35 feet.
  - d. Maximum Residential Density: 17 units per acre
- Subarea C. – After discussion, consensus was to establish the following
  - a. Maximum Floor Area Ratio: 25%
  - b. Maximum Floor Area Ratio of Parking Structure: 65% exclusively
  - c. Maximum Height: 2 stories Accepted as is with addition of “exclusive” Area
  - d. Maximum Height of Parking Structure: 3 stories/4 levels
  - e. Maximum Residential Density: 0 units per acre

- Subarea D.

Discussion was held on the adding an inclusionary affordable/workforce housing allowance for Subareas D, I and J. Consensus was to allow a 10% residential density bonus for affordable housing.

Additional discussion was held on counting the parking garage in FAR. Mr. Stephenson advised that the consultant would be providing visual 3D models at 60, 100 and 125% FAR and suggested that the Commission delay a decision until after reviewing the visuals. Agreed by consensus.

Vice-Mayor Cooper declared a recess at 3:00 p.m. and reconvened the work session at 3:15 p.m.

Discussion began on overall building height and height requirements for 1<sup>st</sup> floor levels. Mr. Stephenson will provide Commission with information on 1<sup>st</sup> floor – floor to ceiling measurements.

The following changes to Subarea D were agreed to by consensus:

- a. Base Floor Area Ratio: 60%
- b. Maximum Achievable Floor Area Ratio: 100%
- c. Maximum Height: 5 Stories subject to height limitations outlined in the zoning code.
- d. Maximum Residential Density: 17 units per acre
- e. Add affordable/workforce housing density bonus
- f. 10 % extra parking is not counted in FAR
- Subarea F – Approved as presented.
  - a. Base Floor Area Ratio: 20%
  - b. Maximum Achievable Floor Area Ratio: 20%
  - c. Maximum Height: 2 Stories
  - d. Maximum Residential Density: Residential uses shall not be permitted.
- Subarea G - Approved as presented
  - a. Base Floor Area Ratio: 45%
  - b. Maximum Achievable Floor Area Ratio: 45%
  - c. Maximum Height: 2 stories
  - d. Maximum Residential Density: 17 units per acre
- Subarea H – Accepted as presented
  - a. Base Floor Area Ratio: 0%
  - b. Maximum Achievable Floor Area Ratio: 0%
  - c. Maximum Height: N/A
  - d. Maximum Residential Density: Residential uses shall not be permitted.

- Subarea I.  
After discussion, consensus was to establish the following:
  - a. Base Floor Area Ratio: 45%
  - b. Base Floor Area with Residential: 60%
  - c. Maximum Achievable Floor Area Ratio: 100%
  - d. Maximum Height: 4 Stories not on Fairbanks frontage (will be defined in zoning code)
  - e. Maximum Residential Density: 17 units per acre
  - f. Add 10% density bonus
- Subarea J  
After discussion, consensus was to establish the following:
  - a. Base Floor Area Ratio: 60%
  - b. Maximum Achievable Floor Area Ratio: 100%
  - c. Maximum Height: 4 Stories (not fronting on Fairbanks, with reasonable set backs on Denning. To be defined in zoning code).
  - d. Maximum Residential Density: 17 units per acre
  - e. 10% density bonus

Vice-Mayor Cooper suggested rear service areas for emergency vehicles, garbage trucks and dumpsters. (To be addressed during zoning text discussions.)

- Subarea K – Accepted as presented.
  - a. Base Floor Area Ratio: 45%
  - b. Maximum Achievable Floor Area Ratio: 60% (additional square footage only allowed for parking structure)
  - c. Maximum Height: 2 Stories
  - d. Maximum Residential Density: 17 units per acre
- Policy 1-XXX Meaningful Open Space Requirements  
After discussion, the following change was agreed to by consensus:
  - Add verbiage relating to the pervious space requirements of policy 4-6.1.3, to clarify that policy that does not supersede policy. Approved by consensus
- Policy 1-XXX: Parallel Orange Avenue Access
  - Add verbiage “dedication of equivalent right of way”, add verbiage “city-designated.” Approved by consensus.
- Policy 1-XXX: Contribution to Transportation Infrastructure – Staff still drafting language.
- Policy 1-XXX: Appearance Review – Approved as presented.
- Policy 1-8.1.6: Floor Area Ratio for Parking Structures  
After discussion, the following change was agreed to by consensus:



- Change: "ground" to "underground" and add language "Parking structures shall count towards the floor area ratio (FAR) for any project/property within the Orange Avenue Overlay District, except for the underground level and top story and the 10% of parking over and above code requirements will not be counted in, can be anywhere in Overlay approved by Commission."
- Remove: "Parking structures that do not provide the requirements listed in the Land Development Code shall not be exempt from FAR calculations, and therefore must count the parking garage square footage towards their FAR calculations."

Vice-Mayor Cooper suggested adding the following language: "Any Conditional Use application that exceeds 80,000 square feet of land, 30,000 square feet of building space or 25 residential units, would not be approved until it has two public hearings before the City Commission." Approved by consensus.

Vice-Mayor Cooper will send language related to standards of circulation and block sizes for staff and the City Attorney to consider as an additional policy for the Overlay.

The next OAO work session will be Thursday, March 11, 2021 at 2:30 p.m.

### **3) Adjournment**

The work session adjourned at 5:29 p.m.

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Mayor Steve Leary

ATTEST:

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City Clerk Rene Cranis



# City Commission **agenda item**

<b>item type</b> Consent Agenda	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Amanda LeBlanc	<b>approved by</b> Jennifer Maier, Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b> Fiscal Stewardship.	

## **subject**

Approval of the following contracts:

## **item list**

1. Xylem Water Solutions USA, Inc. - Sole Source (SS21-24) - Flygt Products; Additional \$100,000 for fiscal year;
2. Gatso USA, Inc. - RFP13-09 - Red Light Safety Enforcement Program; Amount \$110,000.

## **motion / recommendation**

Commission approve items as presented and authorize Mayor to execute.

## **background**

1. Additional purchases are required by the Water/Wastewater Department.
2. A formal solicitation was issued to award this contract.

## **alternatives / other considerations**

N/A

## **fiscal impact**

Total expenditures included in approved budgets.



# City Commission **agenda item**

<b>item type</b> Consent Agenda	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Amanda LeBlanc	<b>approved by</b> Jennifer Maier, Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b> Fiscal Stewardship.	

## **subject**

Approval of the following Piggyback contracts:

## **item list**

1. Toptalent Staffing, LLC - Orange County Y18-174-MV - Temporary Labor - Permit Analyst Building Safety; Amount \$102,000;
2. Flowers Chemical Laboratories - City of Naples RFP 18-026 - Lab Testing Services; Amount \$100,000.

## **motion / recommendation**

Commission to approve items as presented and authorize Mayor to execute.

## **background**

A formal solicitation process was conducted by the originating agencies to award these contracts.

## **alternatives / other considerations**

N/A

## **fiscal impact**

Total expenditures included in approved budgets.



# City Commission **agenda item**

<b>item type</b> Consent Agenda	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Wes Hamil	<b>approved by</b> Wes Hamil, Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b> Fiscal Stewardship	

## **subject**

Extend of completion date from March 30th to April 30th for Comprehensive Annual Financial Report for the Year Ended September 30, 2020 .

## **motion / recommendation**

Approve extension to April 30th.

## **background**

Section 2.17 of the City's charter requires an annual financial audit to be completed within six months after the end of the fiscal year. This year, as a result of COVID-19 quarantines and software implementation requirements, we may not be able to meet that deadline. Staff and the City's auditors, MSL, are still working towards the goal of delivering the document electronically to the Commission by March 31 and, in any case, formal presentation of the report to the Commission will occur in April.

## **alternatives / other considerations**

## **fiscal impact**

None



# City Commission agenda item

item type Action Items Requiring Discussion	meeting date March 10, 2021
prepared by Craig Oneil	approved by Clarissa Howard, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective Quality of life	

## subject

26th Annual 4th of July Celebration

## motion / recommendation

Approval of city staff to host the 26th Annual 4th of July Celebration on Monday, July 5, from 9 a.m. to noon, with safety precautions proposed below.

## background

DATE: Monday, July 5 (July 4 falls on a Sunday)

TIME: 9 a.m. to noon

WHERE: Central Park & West Meadow (Park Ave closed from Canton to Morse)

RUN:

- 7 a.m. Track Shack Annual Watermelon Run is scheduled

STAGE PROGRAM (flexible):

- Welcome from Mayor and/or Commissioners
- Naturalization Ceremony
- Entertainment provided by:
  - Sean Holcomb
  - Bach Festival Brass Ensemble and Choir
    - Entire Ensemble (14 players). They are hoping by July to be able to have as many members possible.....they will be spread out on and around stage.

OTHER ACTIVITIES (flexible):

- Food giveaway (while supplies last)

- Staff in gloves and masks
  - bottled water
  - pre-package apple pies
  - watermelon slices pre-sliced
- Kids/Family Zone (West Meadow for larger space)
  - games to be determined

#### SAFETY PRECAUTIONS:

- ALL CDC guidelines would be followed
- The stage emcee will continually remind people about face coverings, social distancing and handwashing
- Face masks will be encouraged with extra masks to hand out on site
- Social-distancing easily achieved with Park Avenue closed and green spaces used for activities
- Pod system can be implemented for stage shows with extra seating on Park Avenue and Central Park
- Hand washing stations
- EMT stations

#### alternatives / other considerations

Two alternatives to consider:

1. Any element of this event can be removed/reduced/revised to meet the comfort level of the Commission. If there is a desire to host this 4th of July event in 2021, city staff can modify as needed.

2. Hold a virtual event similar to 2020: <https://vimeo.com/434685059>

#### fiscal impact

FY 2021 has \$16,500 budgeted for this event.



# City Commission **agenda item**

item type Public Hearings	meeting date March 10, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

## subject

Request of the Magruder Eye Institute: **Withdrawn at applicant's request.**

## item list

- To Annex the Properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court and establish Parking Lot (PL) Future Land Use and Zoning and for Conditional Use approval to build a two-story, 32,000 sq. ft. medical office building on the combined properties including 2245 W. Fairbanks Avenue. (1<sup>st</sup> Reading)

## motion / recommendation

Staff and P&Z Board recommendation is for approval of all of the requests with the following conditions related to the conditional use:

1. That the applicant partner with the City to implement a landscape pedestrian safety zone along the Fairbanks Avenue frontage, provide a pedestrian easement for the sidewalk improvements to be implemented along the Fairbanks Avenue frontage and add some architectural styling to the east facing wall.
2. That modifications be made to the driveway design to discourage traffic exiting onto Cambridge Blvd. heading south toward Wymore Road and open a driveway onto Orange Terrace Drive to facilitate exiting onto W. Fairbanks Avenue.

## background

### Description of the Requests

This public hearing is to consider four requests made by the Magruder Eye Institute for 1) annexation of 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court; 2) establishing Parking Lot future land use and 3) Parking Lot (PL) zoning on those properties and 4) Conditional Use approval to build a two-story, 32,000 sq. ft. medical office building on the combined properties including the former Skycraft

business at 2245 W. Fairbanks Avenue.

## **Background**

Skycraft Surplus has been at 2245 W. Fairbanks Avenue since 1974. Over the years, the Skycraft owners purchased the four adjacent rental homes with the idea that someday they might want to rebuild a larger store and would need more land for the new building and parking. However, Skycraft has decided to transition to more of an on-line platform and about a year ago listed their combined properties for sale. The applicant, the Magruder Eye Institute has those collective properties under contract with the desire to build a new 32,000 square foot medical building in order to move from their current leased facilities at 1911 Mills Avenue to ownership at this new location. To achieve that result, they have also added two other adjacent residential properties to their redevelopment proposal.

## **Request for Annexation and to Establish Parking Lot Zoning**

In order to utilize this combined redevelopment site, the applicants are seeking annexation of 279/283 Orange Terrace Drive; 450/460/470 Cambridge Blvd. and 2310 Devon Court and for the City to establish, a Parking Lot future land use designation and Parking Lot (PL) zoning on those annexed properties. This would allow for the proposed redevelopment of a new two-story, 32,000 square foot medical office building on the commercially zoned frontage at 2245 West Fairbanks Avenue, where the Skycraft building now is located with the associated required patient parking to the rear and employee parking across the street. In order for the entire project area to be annexed into the City, there is also included the small portion of the right-of-way of Cambridge Blvd. within the area to be annexed.

## **Comprehensive Plan/Zoning Code Conformance**

Redevelopment of this West Fairbanks gateway corridor has been a long-term project pursued by the City Commissions over the past 15 years. The first step was the annexation of this corridor 15 years ago and then over time, major investments in the public infrastructure. The City has invested over \$20 million to install a sanitary sewer system along this West Fairbanks corridor in order to allow for redevelopment. The City has done repaving, installed new mast arm traffic signals and street lights. The City has just recently completed the project to underground the electric lines (both the major transmission and service lines).

All of this financial investment along with the removal of several billboards has been done to help encourage the redevelopment of this gateway corridor. Like it or not, the City's image is defined by this major gateway entrance and the transformation of that entry experience to a quality experience is the long-term goal of the City.



To that end, redevelopment must occur along this corridor. That redevelopment will not occur along the north side of the corridor unless owners can increase their values with new buildings. In this particular instance, the Skycraft building sits on a parcel that is only 131 feet deep. Redevelopment cannot happen without parking for the new development which must occur on the residentially zoned properties to the rear.

### **Protections for the Adjacent Residential Neighborhood**

The Comprehensive Plan contains the policy (below) that specifically encourages redevelopment on the North side of West Fairbanks Avenue in the manner as dictated by the City and in full compliance by the applicant. This Comprehensive Plan policy mandates the protections and screening necessary to protect the adjacent residential homes. This includes a six-foot brick perimeter wall with column/cap and a landscape program outside the wall to soften that appearance including street trees to buffer the view of the building. Dumpsters must be up by the buildings. Lighting is low profile poles with shielding for downlighting only. There can be no driveway curb cuts near the neighborhood with the driveways as close to Fairbanks avenue as possible. All traffic then is intended to come and goes via the side street of Cambridge Blvd.

Policy 1-L-11: Provide for & Encourage the Redevelopment of the North Side of Fairbanks Avenue Given the shallow lot depths on the north side of Fairbanks Avenue, the City shall consider the annexation of properties to the rear/north and land use designations for parking usage provided that the parking is screened from view by a brick wall, landscape, and ligustrum tree buffer per the template provided by the City; that no driveways are permitted that allow access onto the rear streets and that any lighting has no negative impact on nearby homes.

### **Medical Office Building Conditional Use Request**

The specific request by the Magruder Eye Institute anticipates a two-story, 32,000 medical office building. Parking (one per 200 sf for medical use) and setbacks are provided to meet code. No variances are requested. The building itself is a 40% FAR, which does not count the land area of the parking lot across the street. This FAR reflects the land needed to meet the medical parking requirements of one space per 200 sf versus the general business office requirement of one space for each 250 sf. The building height, other than for rooftop elevator, mechanical and architectural elements is 30 feet. The building is contemporary or modern architectural style which is typical for the medical industry. There is ample articulation to break up the mass of the walls except for the east facing wall where staff would ask for some added architectural styling.

The plans submitted include the commitments, as described above, for the brick perimeter wall, landscape buffering and the other design requirements for the parking lot. If you are driving in or out via Orange Terrace Drive, you will only see the parking lot through the proposed driveway. Otherwise, you will see a brick wall with landscaping

and street trees on the exterior of the wall. If you are driving in or out via Cambridge Blvd. you will not see the parking lots unless you look down the driveways which are within 150 feet of Fairbanks Avenue where the existing driveway to the Skycraft parking lot now exists.

It is important to note that several driveways are being removed along the Fairbanks Avenue frontage. In addition, the applicant is partnering with the City to improve the pedestrian sidewalk along Fairbanks to add a wider sidewalk, oak trees and a landscape pedestrian safety zone by pulling the sidewalk back from the edge of the roadway.

### **Traffic Impacts**

This redevelopment from a 6,000 square foot retail store and seven single family homes to a 32,000 square foot medical office will generate some additional traffic over the volumes experienced today, but not as much as one would think. A traffic study has been provided by the applicant which indicates that 116 more cars per day will visit this site. The daily traffic generation increase is not that large because retail stores, like Skycraft have a higher volume of customers than most other types of uses.

The applicant indicates that the patient base for the Eye Institute is drawn from across the Orlando metro area. As such, the predominate and overwhelming volume of daily traffic will be coming from and going to Interstate-4 or going to/from the east on Fairbanks/Aloma or going to/from the west on Fairbanks Avenue. The driving direction websites will direct traffic to the I-4/Fairbanks intersection as the site is addressed at 2245 W. Fairbanks Avenue. It is true that some patients may discover an alternative route through the neighborhood to Wymore Road just as some percentage of Skycraft customers have also discovered that route. This is just a fraction of the 116 cars per weekday and spread over the length of the day. The City can to some degree discourage the exiting of traffic toward Wymore Road through the design of the driveway exit.

There is however, a significant bottleneck on Cambridge Blvd. for those vehicles wanting to exit turning left onto Fairbanks Avenue due to the backup queue of cars from the I-4 traffic lights. The solution is to open up a driveway onto Orange Terrace Drive so that vehicles can exit out to Fairbanks and safely make those left turns.

### **Alternatives to Consider**

When there is opposition to a project, it is often helpful to think about the alternatives that are achievable. Skycraft is a 6,000 sq. ft building that is easily converted to a full-service restaurant. If only one or two of these residential lots were rezoned for parking then the site would have parking for a 250+ plus seat restaurant. The upside for the neighborhood is that the Eye Institute is almost exclusively weekday and daytime operations. At nights and on weekends there is no traffic. A restaurant however, is lunch and dinner and after-hours lounge activity. It is seven days a week and would generate

traffic for greater number of hours. Skycraft being redeveloped into another retail store is not a likely option. The options tend to be medical office or restaurant in today's economic marketplace.

## **Summary and Recommendation**

This project will continue upon the template set by the Paco's redevelopment for the redevelopment desired by the City along the North side of the West Fairbanks Avenue corridor. The planning staff is very pleased to have this project pave the way for others at the very entrance to this gateway corridor adjacent to interstate Four.

All of the design elements required by the City for the rear parking lot to be harmonious with the adjacent residential properties have been implemented. The building will be a great addition to the street image and again set the tone for redevelopment along the corridor.

## **alternatives / other considerations**

### **fiscal impact**

ATTACHMENTS:

[Ord.\\_Magruder Eye\\_Comp. Plan FLU.doc](#)

ATTACHMENTS:

[Ord.\\_Magruder Eye\\_Zoning.doc](#)

ATTACHMENTS:

[Magruder Backup.pdf](#)

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I, "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO ESTABLISH PARKING LOT FUTURE LAND USE ON THE ANNEXED PROPERTIES AT 279/283 ORANGE TERRACE DRIVE; 450/460/470 CAMBRIDGE BOULEVARD AND 2310 DEVON COURT AND TO INDICATE THE ANNEXATION ON THE OTHER MAPS WITHIN THE COMPREHENSIVE PLAN, MORE PARTICULARLY DESCRIBED HEREIN.**

**WHEREAS**, the City Commission intends to amend its Comprehensive Plan to establish a municipal Comprehensive Plan future land use map designation as a small-scale amendment to the Comprehensive Plan on the recently annexed properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court, and

**WHEREAS**, this annexation and establishment of a Comprehensive Plan future land use designation is being done in concert with the redevelopment of other property under the same ownership at 2245 W. Fairbanks Avenue, as one unified redevelopment project that has been approved by Conditional Use, in conformance with the Comprehensive Plan policies for redevelopment of such properties and as such is viewed in its' totality of the commercial land to be redeveloped with respect the floor area ratio and to the other applicable land development regulations.

**WHEREAS**, the amendment of the Comprehensive Plan maps and the establishment of a future land use designation meets the criteria established by Chapter 163, Florida Statutes and pursuant to and in compliance with law.

**NOW THEREFORE BE IT ENACTED, AS FOLLOWS:**

**SECTION 1.** That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" future land use plan map is hereby amended so as to establish a Parking Lot future land use designation on the annexed properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court and that all other maps in the Comprehensive Plan reflect the annexation of this property into the City of Winter Park, said property being more particularly described as follows:

LOTS 4, 5, 6 AND 7, BLOCK "A", GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, AND ALL OF LOT 6, BLOCK "B", AND LOT 7, BLOCK "B", LESS THE WEST 15 FEET OF SAID LOT 7, GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA., TOGETHER WITH LOTS 1 AND 2, BLOCK "E", ORANGE TERRACE, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "S", PAGE 58, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

**SECTION 2.** This ordinance shall become effective 31 days after adoption but shall not become effective if this Ordinance is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. In that case it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance, in compliance, with Chapter 163, Florida Statutes.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor Steve Leary

Attest:

\_\_\_\_\_  
City Clerk

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO ESTABLISH PARKING LOT (PL) ZONING ON THE ANNEXED PROPERTY AT 279/283 ORANGE TERRACE DRIVE; 450/460/470 CAMBRIDGE BOULEVARD AND 2310 DEVON COURT, MORE PARTICULARLY DESCRIBED HEREIN.**

**WHEREAS**, the City Commission intends to establish a municipal zoning designation on this property in compliance with the establishment of a similar Comprehensive Plan future land use designation for the recently annexed properties at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court, and

**WHEREAS**, this annexation and establishment of a Zoning Map designation is being done in concert with the redevelopment of other property under the same ownership at 2245 W. Fairbanks Avenue, as one unified redevelopment project that has been approved by Conditional Use, in conformance with the Comprehensive Plan policies for redevelopment of such properties and as such is viewed in its' totality as commercial land with respect to floor area ratio to be redeveloped with respect to the applicable land development regulations.

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

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

**SECTION 1.** That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to establish Parking Lot (PL) district zoning on the annexed property at 279/283 Orange Terrace Drive; 450/460/470 Cambridge Boulevard and 2310 Devon Court, more particularly described as follows:

LOTS 4, 5, 6 AND 7, BLOCK "A", GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, AND ALL OF LOT 6, BLOCK "B", AND LOT 7, BLOCK "B", LESS THE WEST 15 FEET OF SAID LOT 7, GLENCOE SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "L", PAGE 132, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA., TOGETHER WITH LOTS 1 AND 2, BLOCK "E", ORANGE TERRACE, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "S", PAGE 58, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

**SECTION 2.** This ordinance shall become effective 31 days after adoption. If this Ordinance or the related companion Ordinance amending the Comprehensive Plan for this property is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption, it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance in compliance with Chapter 163, Florida Statutes.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor Steve Leary

Attest:

\_\_\_\_\_  
City Clerk



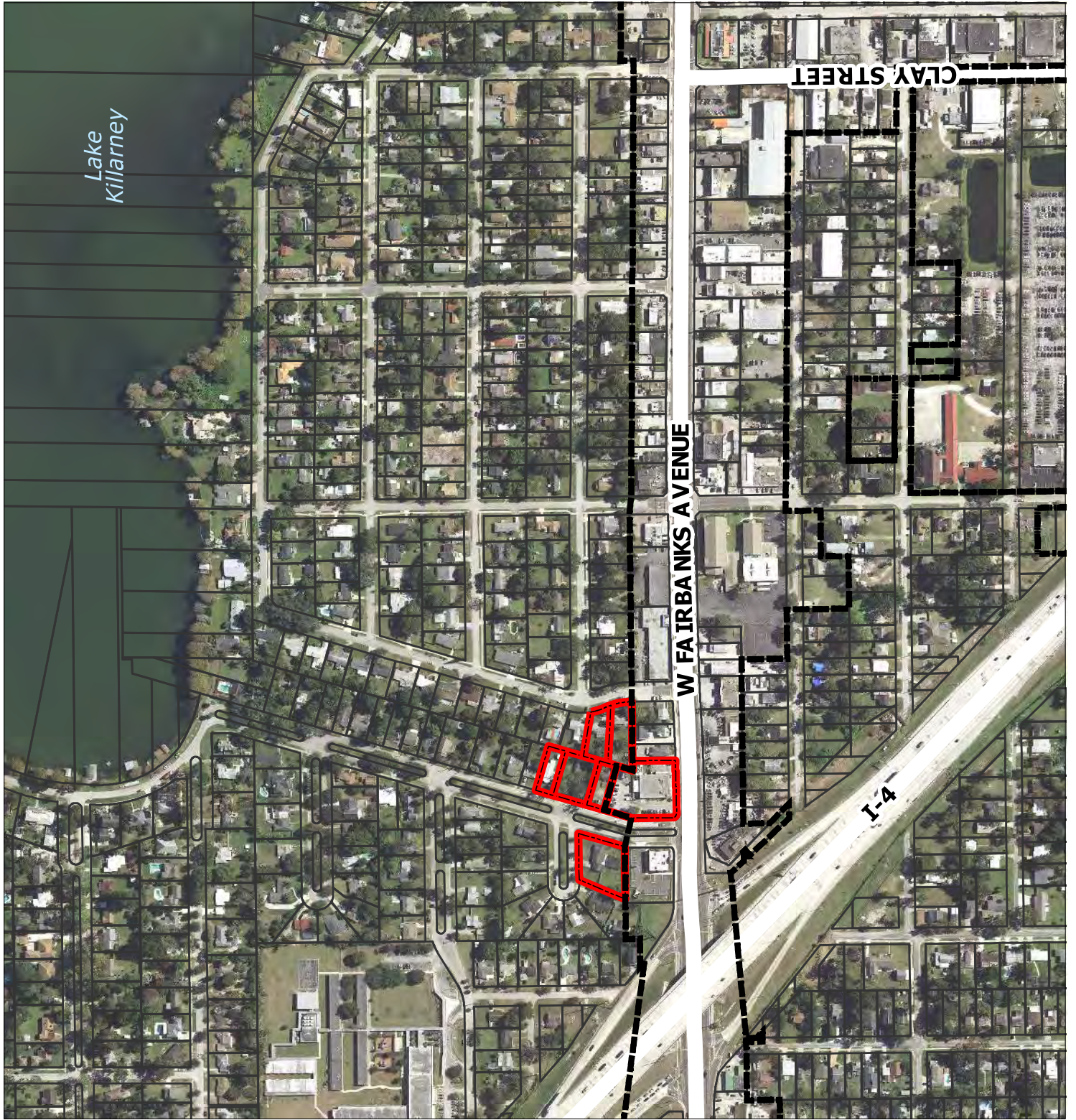
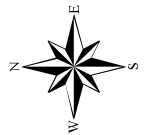




## LOCATION MAP

**Proposed Magruder  
Eye Institute**

City of Winter Park  
Florida



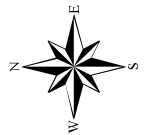




## LOCATION MAP

**Proposed Magruder  
Eye Institute**

City of Winter Park  
Florida



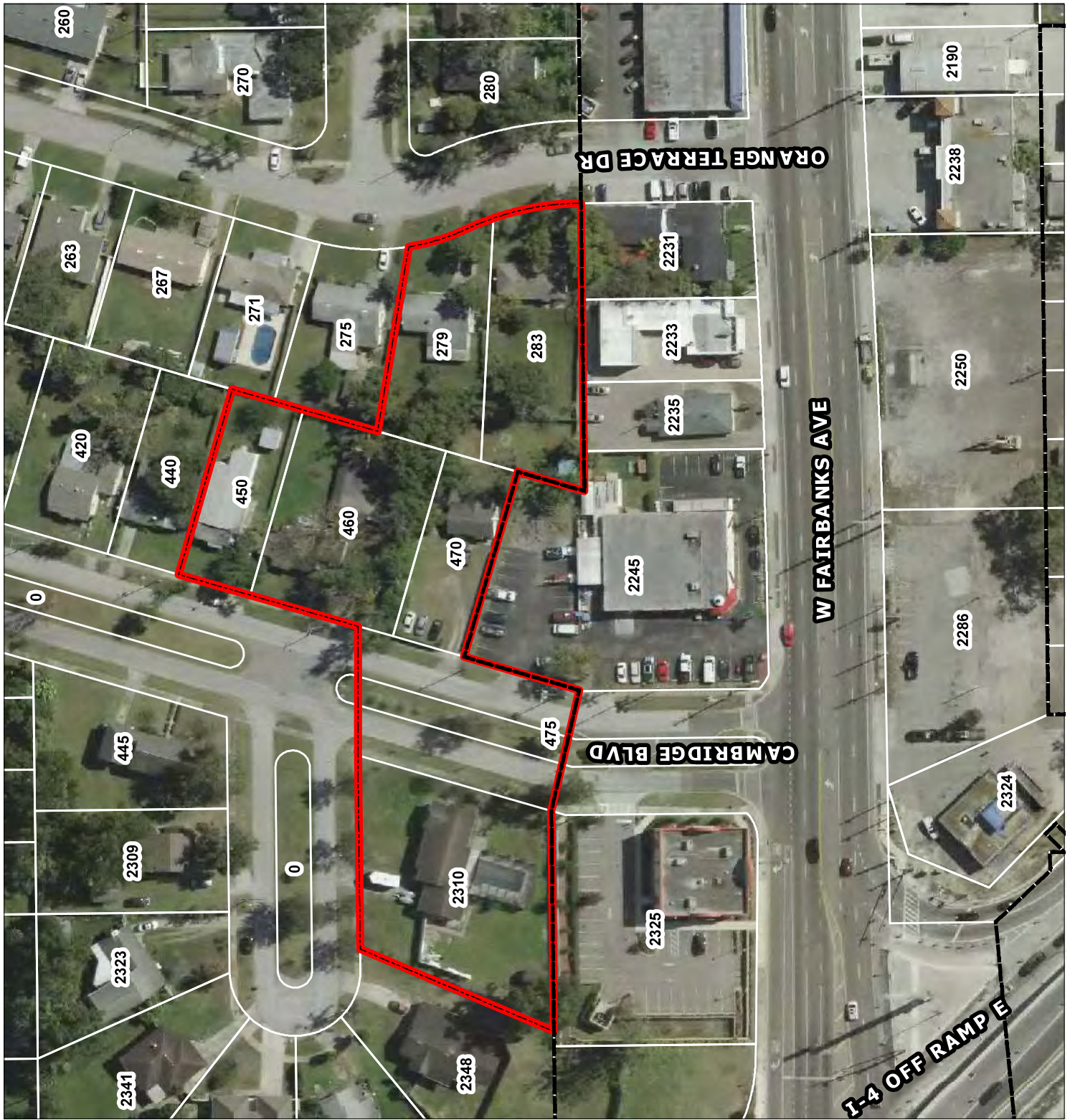
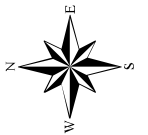




## ANNEXATION MAP

Proposed Magruder  
Eye Institute

City of Winter Park  
Florida







Corner Street View

**Magruder Eye Institute**





Parking Lot View

**Magruder Eye Institute**



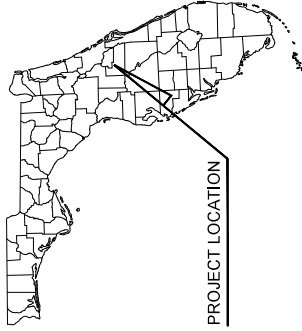


Inside Parking Lot View

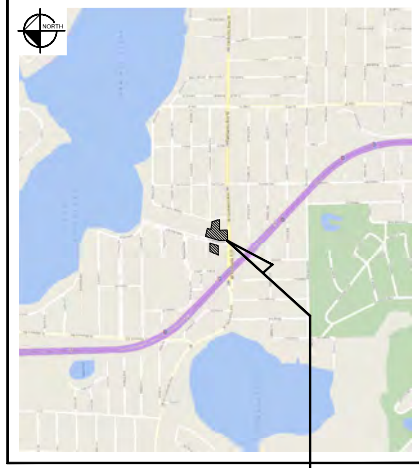
**Magruder Eye Institute**

# MAGRUDER EYE INSTITUTE OF WINTER PARK CONDITIONAL USE

PARCEL ID #'S: 02-22-29-2996-01-010, 02-22-29-2996-01-040,  
02-22-29-2996-01-050, 02-22-29-2996-02-060, 02-22-29-2996-02-069  
11-22-29-6260-05-020 & 11-22-29-6260-05-010  
2245 W. FAIRBANKS AVENUE  
WINTER PARK, FLORIDA  
NOVEMBER 2, 2020



PROJECT LOCATION



PROJECT LOCATION

SECTION 02, TOWNSHIP 22S, RANGE 29E  
SECTION 11, TOWNSHIP 22S, RANGE 29E  
VICINITY MAP

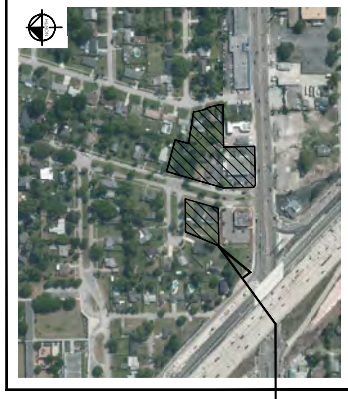
## PROJECT TEAM

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SHEET INDEX	
DP0.0	COVER
DP1.0	SITE PLAN
DP2.0	PAVING, GRADING AND DRAINAGE PLAN
DP3.0	UTILITY PLAN
L0.50	TREE MITIGATION PLAN
L0.51	TREE MITIGATION SPECIFICATIONS
L1.00	LANDSCAPE PLAN
L1.50	LANDSCAPE DETAILS
L1.51	LANDSCAPE SPECIFICATIONS
S-1	SURVEY



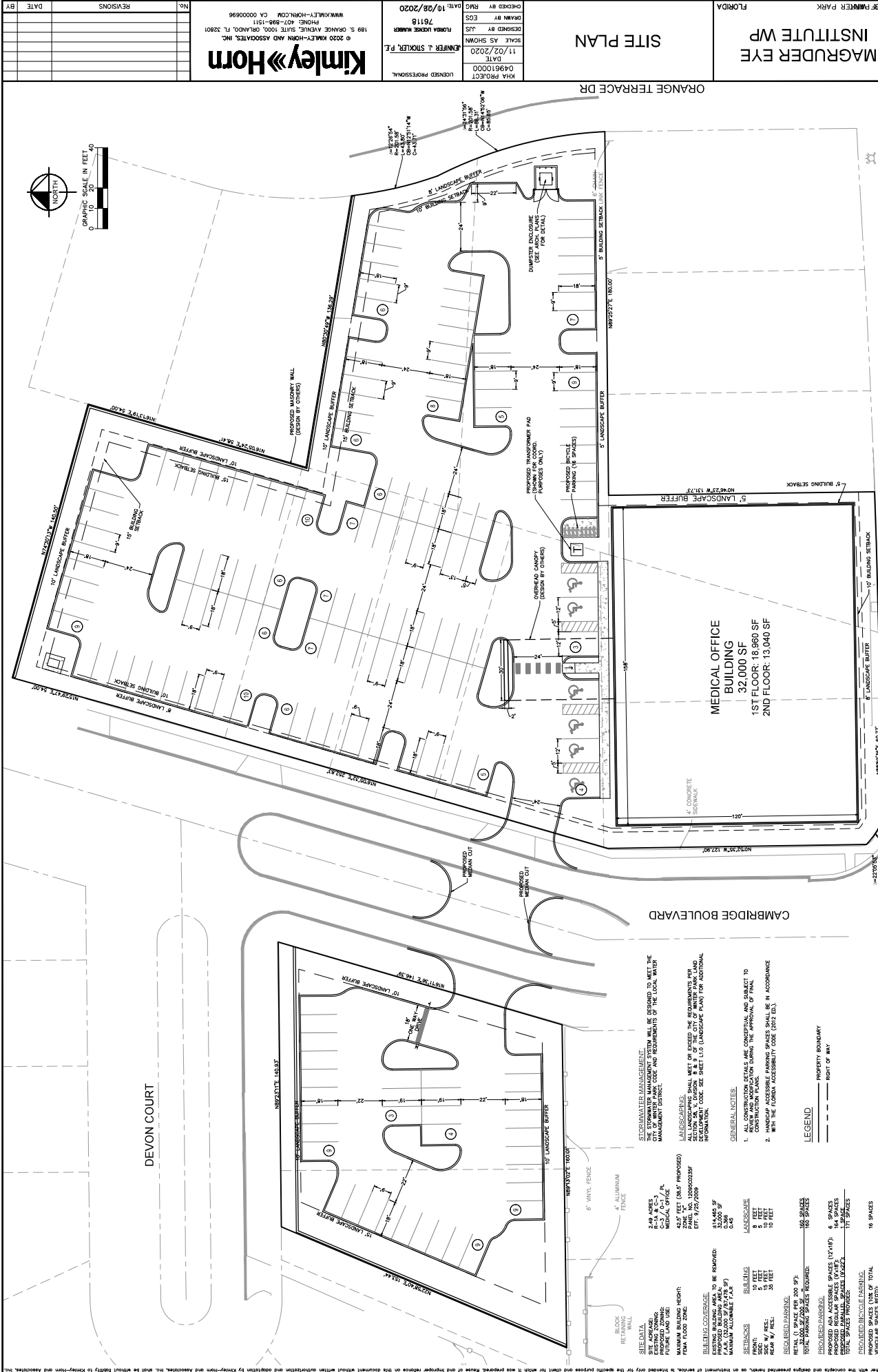
PROJECT LOCATION

AERIAL PHOTOGRAPH  
N.T.S.

PREPARED BY

**Kimley»Horn**

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www.kimley-horn.com CA 00000896





SHEET NUMBER  
DP2.0

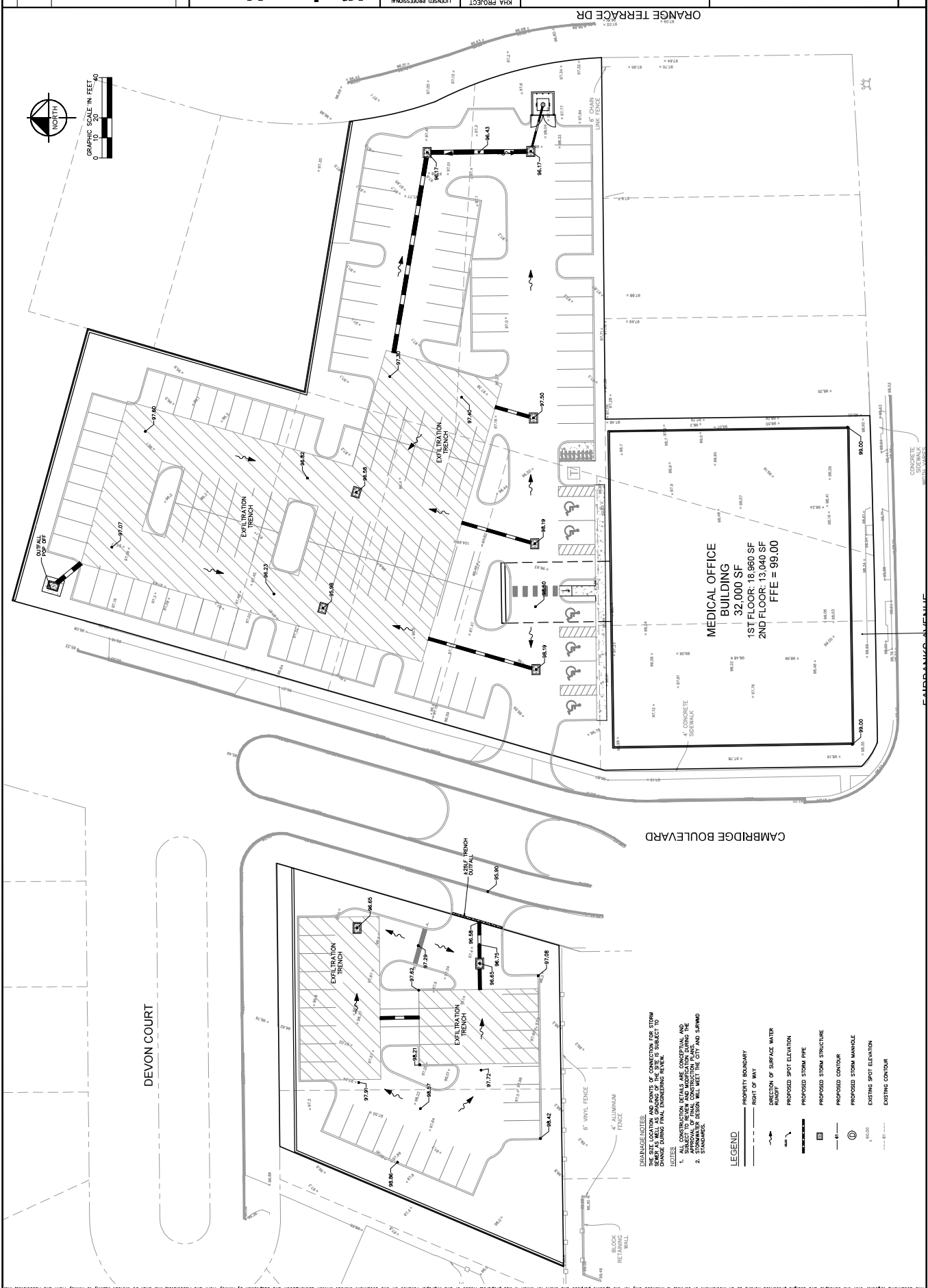
MAGRUDER EYE  
INSTITUTE WP  
FLORIDA

PAVING, GRADING  
AND DRAINAGE PLAN

KHA PROJECT  
049610000  
11/02/2020  
DESIGNED BY  
JUS  
CHECKED BY  
RMC  
DATE: 10/08/2020  
76118  
FLORIDA LICENSE NUMBER  
JENNIFER A. STUCKLER, P.E.  
LICENSED PROFESSIONAL

Kimley»Horn  
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189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801  
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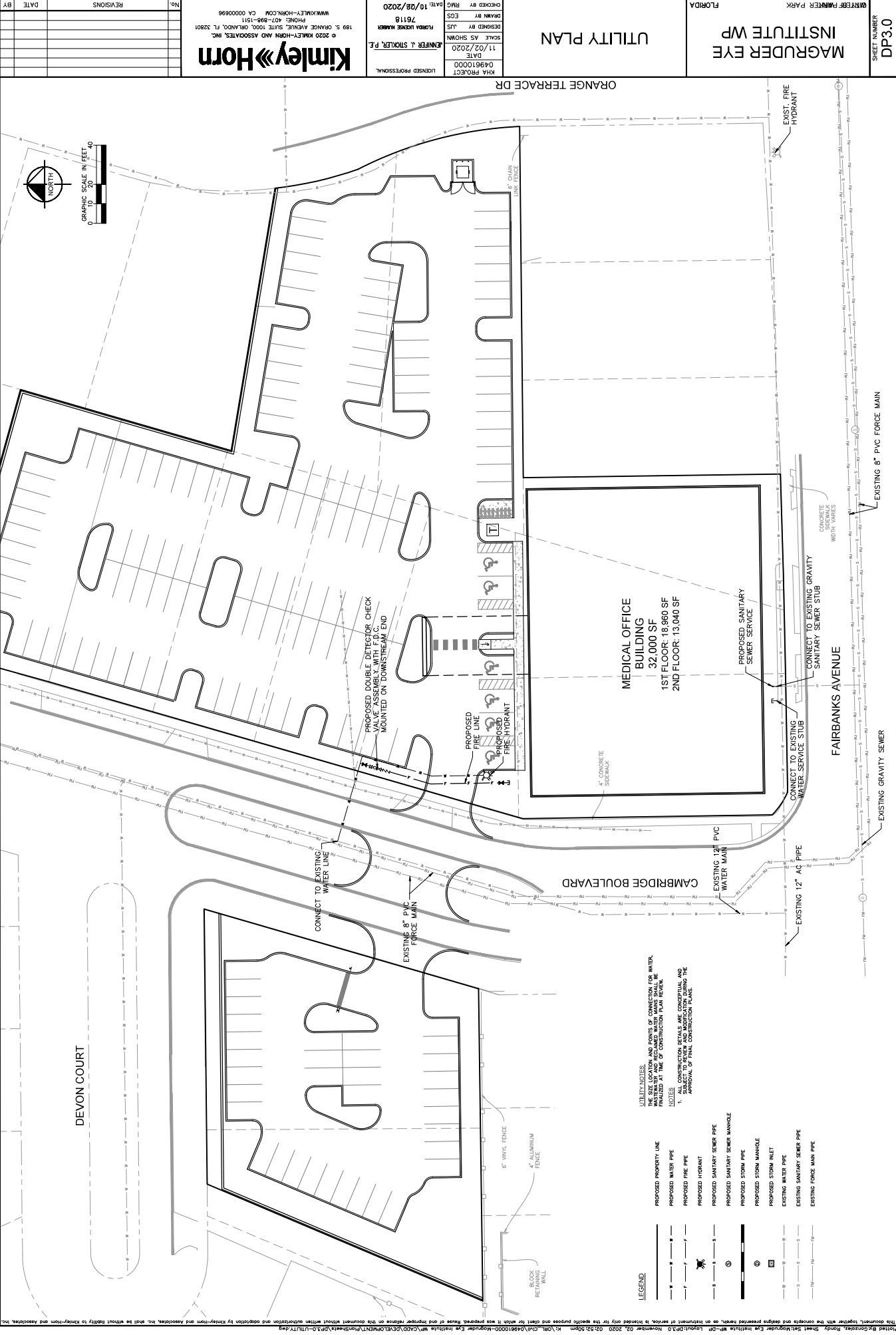
NO.	REVISIONS	DATE	BY



**DRAINAGE NOTES:**  
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL AND SHALL BE SUBMITTED TO THE CITY OF ORLANDO FOR REVIEW AND APPROVAL. A FINAL CONSTRUCTION DESIGN SHALL BE SUBMITTED TO THE CITY OF ORLANDO FOR REVIEW AND APPROVAL.  
2. STORMWATER DESIGN WILL MEET THE CITY AND STATE REQUIREMENTS.

- LEGEND**
- PROPERTY BOUNDARY
  - RIGHT OF WAY
  - DIRECTION OF SURFACE WATER RUNOFF
  - PROPOSED SPOT ELEVATION
  - PROPOSED STORM PIPE
  - PROPOSED STORM STRUCTURE
  - PROPOSED CONTOUR
  - PROPOSED STORM MANHOLE
  - EXISTING SPOT ELEVATION
  - EXISTING CONTOUR

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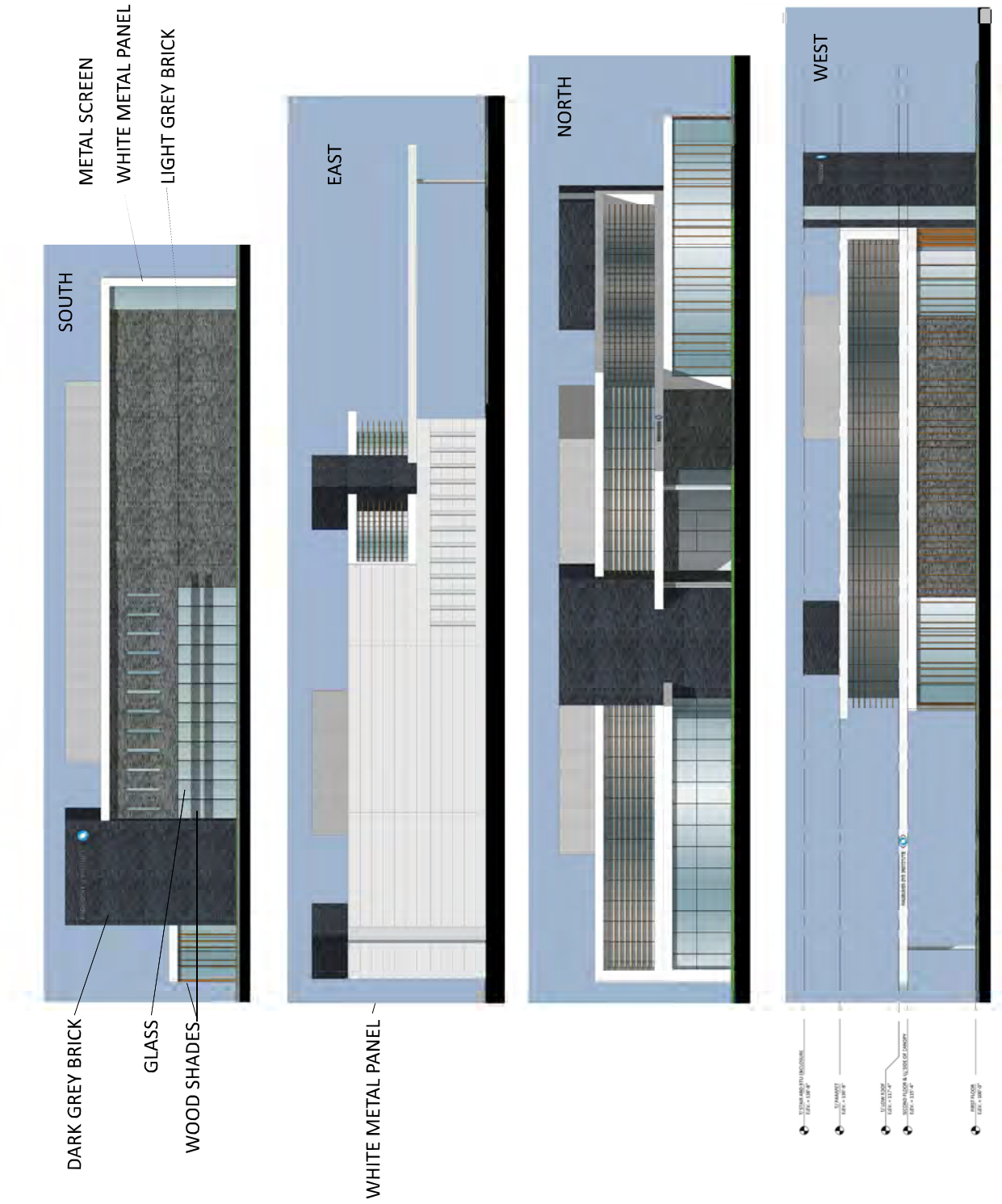






64





MAGRUDER EYE INSTITUTE





# **MAGRUDER EYE INSTITUTE**

## Traffic Impact Analysis

December 2020

**Kimley»Horn**

# **TRAFFIC IMPACT ANALYSIS**

## **Magruder Eye Institute**

**City of Winter Park, FL**

Prepared for:

G. Brock Magruder, M.D., P.A.

Prepared by:

Kimley-Horn and Associates, Inc.



**December 2020**

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

**PE #69979**

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<b>Appendix B:</b> Turning Movement Counts
<b>Appendix C:</b> Data from Orange County & FDOT's Florida Traffic Online (FTO)
<b>Appendix D:</b> Turning Movement Volume Worksheets
<b>Appendix E:</b> Synchro Outputs
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## 1.0 INTRODUCTION

Kimley-Horn has been retained by G. Brock Magruder, M.D., P.A., to analyze and document the traffic impacts associated with the development of Magruder Eye Institute, a proposed site redevelopment of several parcels generally located on the northeast corner of W Fairbanks Avenue and Cambridge Boulevard in the City of Winter Park, Florida.

Current zoning of the parcels to be redeveloped include Commercial (C-3) and Single Family Residential (R-1A). Proposed zoning is C-3, Office (O-1) and parking lot (PL). The site is composed of seven (7) separate parcels (Parcel ID #02-22-29-2996-01-010, 11-22-29-6260-05-010, 11-22-29-6260-05-020, 02-22-29-2996-01-040, 02-22-29-2996-01-050, 02-22-29-2996-01-069, and 02-22-29-2996-02-060). The project location and study area are shown in **Figure 1**.

Based on 2020 property records from the Orange County Property Appraiser, the site is currently occupied by seven (7) single family homes and 6,492 square feet of retail. The applicant is proposing to redevelop the site to consist of a 32,000 square foot medical office building and off-site parking. The total area of the site being redeveloped is approximately 2.01 acres. The conceptual site plan is provided in **Appendix A**.

### 1.1 STUDY AREA

The study area includes the project driveway and the intersection of W Fairbanks Avenue and Cambridge Boulevard, as shown in **Figure 1**.





## PROJECT SITE INFORMATION




### Existing

- 7 single family homes
- 6,492 SF retail

### Proposed

- 32,000 SF medical office building
- Off-site parking

## LEGEND

-  Project Location
-  Study Intersection
-  Project Driveway

W FAIRBANKS AVE

CAMBRIDGE BLVD

**Figure 1: Project Location and Study Area**

December 2020  
Project No.: 049610000

**Kimley»Horn**

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## 2.0 EXISTING CONDITIONS ANALYSIS

### 2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersection on Wednesday, November 4, 2020 during the AM (7:00AM – 9:00AM) and PM (4:00PM – 6:00PM) peak periods. Raw turning movement counts are provided in **Appendix B**.

Traffic counts were adjusted using the seasonal factor (SF) from FDOT's Florida Traffic Online (FTO) publication. To achieve pre-COVID-19 traffic conditions, an adjustment factor, which compares Year 2019 AADT along W Fairbanks Avenue to recently collected Year 2020 ADT, was also applied to the raw turning movement counts along W Fairbanks Avenue. AADT data provided by Orange County and seasonal factor data provided by FDOT are included in **Appendix C**.

**Table 1** shows the COVID-19 adjustment factor and the parameters used to develop it. The adjusted turning movement volume worksheet for the study intersection can be found in **Appendix D**.

**Table 1:** COVID-19 Adjustment Factor

<b>Year 2019 AADT</b> <sup>1</sup>	32,220
<b>Year 2020 Observed ADT</b>	28,496
<b>COVID 19 Adjustment Factor</b>	1.13

<sup>1</sup> AADT from Orange County Traffic Counts online database

### 2.2 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing (2020) conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual*, 6<sup>th</sup> Edition (HCM 6) with *Synchro* (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the existing AM and PM peak hour conditions are provided in **Tables 2 and 3**, respectively. Synchro outputs are provided in **Appendix E**.

As shown in **Tables 2 and 3**, all study area intersection approaches are shown to operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during existing peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak period.



**Table 2:** Existing Intersection Conditions (AM Peak Hour)

Existing Condition - 2020					
Intersection	Control Type	Approach	AM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	B	EBL	0.09
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.12
		SB	F	SBL	1.40
		<b>Overall</b>	-	<b>SBL</b>	<b>1.40</b>

**Table 3:** Existing Intersection Conditions (PM Peak Hour)

Existing Condition - 2020					
Intersection	Control Type	Approach	PM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	C	EBL	0.05
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.26
		SB	F	SBL	0.92
		<b>Overall</b>	-	<b>SBL</b>	<b>0.92</b>



## 3.0 PROJECT DEVELOPMENT

The applicant is proposing to redevelop the site to consist of a 32,000 square foot medical office building and off-site parking. The total area of the site being redeveloped is approximately 2.01 acres. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout.

### 3.1 SITE ACCESS

Access to the site is proposed via one (1) full-access driveway along Cambridge Avenue, as shown in the site plan.

### 3.2 TRIP GENERATION

Trip generation rates for the existing and proposed development scenarios were calculated using the 10<sup>th</sup> Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land Use Codes (LUCs) used for the existing and proposed development scenarios include:

#### Existing Development

- LUC 210 – Single-Family Detached Housing
- LUC 820 – Shopping Center (Retail)

#### Proposed Redevelopment

- LUC 720 – Medical-Dental Office Building

Per City code requirement, **Table 4** provides the Daily, AM peak hour, and PM peak hour trip generation summaries for the existing and proposed development scenarios to the net new vehicle trips anticipated to be added to the roadway network.

As shown in **Table 4**, the proposed redevelopment of the site is anticipated to generate 116 net new daily trips, 65 net new AM peak hour trips (56 inbound and 9 outbound), and 31 net new PM peak hour trips (-9 inbound and 40 outbound) to the external roadway network at buildout.

**Table 4: Magruder Eye Institute Trip Generation**

PROPOSED REDEVELOPMENT																					
Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate <sup>1</sup>	AM ITE Trip Rate <sup>1</sup>	PM ITE Trip Rate <sup>1</sup>	Daily Trip Generation			AM Peak Hour Trip Generation			PM Peak Hour Trip Generation								
							Total	In <sup>1</sup>	Out <sup>1</sup>	Total	In <sup>1</sup>	Out <sup>1</sup>	Total	In <sup>1</sup>	Out <sup>1</sup>						
Medical-Dental Office Building	720	32.0	KSF	35.68	2.53	3.46	1,142	50%	571	50%	571	81	78%	63	22%	18	111	28%	31	72%	80
New External Trips							1,142	571	571		81	63	18		111	31	80				
EXISTING DEVELOPMENT																					
Land Use	ITE LUC	Size	Units	Daily ITE Trip Rate <sup>1</sup>	AM ITE Trip Rate <sup>1</sup>	PM ITE Trip Rate <sup>1</sup>	Daily Trip Generation			AM Peak Hour Trip Generation			PM Peak Hour Trip Generation								
							Total	In <sup>1</sup>	Out <sup>1</sup>	Total	In <sup>1</sup>	Out <sup>1</sup>	Total	In <sup>1</sup>	Out <sup>1</sup>						
Single Family Detached Housing	210	7	DU	12.86	1.40	1.13	90	50%	45	50%	45	10	25%	3	75%	7	8	63%	5	37%	3
Retail	820	6.49	KSF	144.23	0.94	11.06	936	50%	468	50%	468	6	62%	4	38%	2	72	48%	35	52%	37
External Trips							1,026	513	513		16	7	9		80	40	40				
NET NEW EXTERNAL TRIPS																					
							Daily Trip Generation			AM Peak Hour Trip Generation			PM Peak Hour Trip Generation								
							Total	In <sup>1</sup>	Out <sup>1</sup>	Total	In <sup>1</sup>	Out <sup>1</sup>	Total	In <sup>1</sup>	Out <sup>1</sup>						
Net New External Trips							116	58	58	65	56	9	31	-9	40						

<sup>1</sup> Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation Manual, 10th Edition

### 3.3 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v6) model set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting CFRPM v6 model plot showing percent of daily project distribution is provided in **Appendix F**.

**Figure 2** displays the anticipated trip distribution for the proposed Magruder Eye Institute and the existing development. Thirty percent (30%) of ingress and egress existing development traffic is assumed to access the south driveways east of Cambridge Boulevard.

### 3.4 TRIP ASSIGNMENT

Site distribution percentages were used to assign anticipated project trips to the study area intersection and driveway. **Figures 3 and 4** show the anticipated net new project movements at the study area intersection and driveway during the AM and PM peak hours, respectively.





CAMBRIDGE BLVD

35%

W FAIRBANKS AVE

65%

8

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December 2020  
Project No.: 049610000

Figure 2: Project Distribution

### LEGEND

Project Location

Trips In: Redevelopment (Existing Development)

Trips Out: Redevelopment (Existing Development)

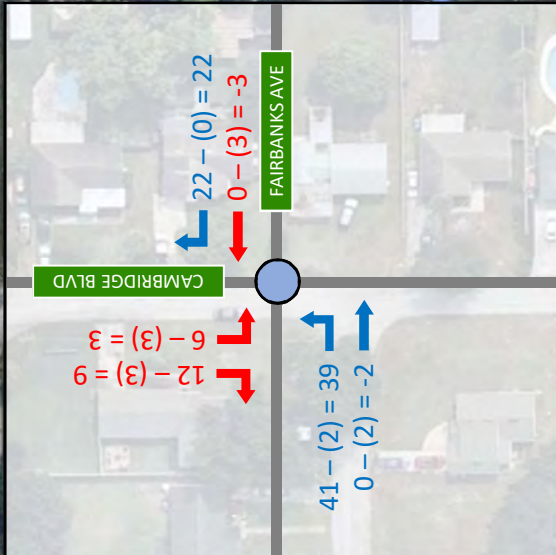
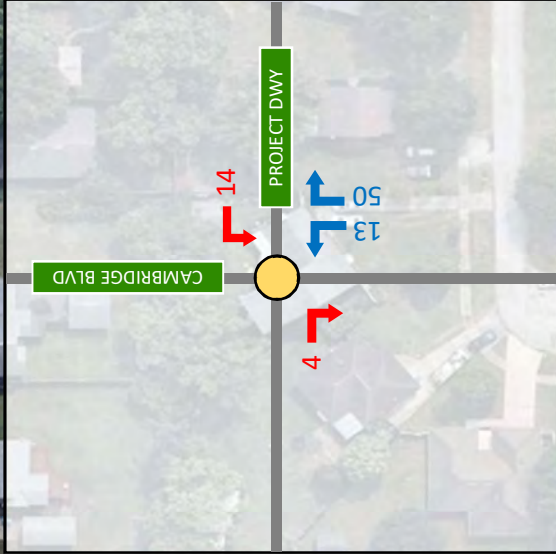
Percent Project Distribution

Study Intersection

Project Driveway







Project Redevelopment Traffic – (Existing Development Traffic\*) = Net New Project Trips

Notes:  
 \*Existing development traffic reduction was not applied to the project driveway to provide a conservative analysis  
 \*\*Remaining 3 inbound trips from existing development are assumed to access driveways east of Cambridge Boulevard

### LEGEND

- Project Location
- AM Net New Project Trips In
- AM Net New Project Trips Out
- Percent Project Distribution
- Study Intersection
- Project Driveway

CAMBRIDGE BLVD

35%

W FAIRBANKS AVE

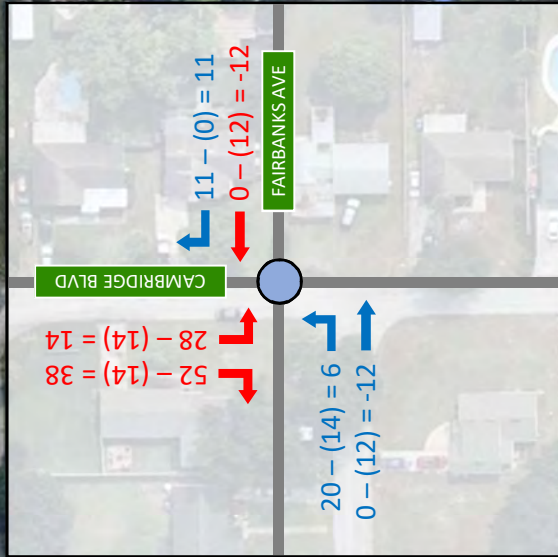
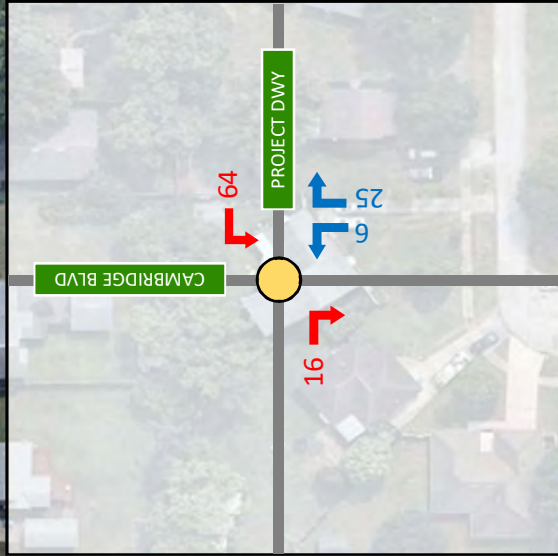
65%

**Figure 3: AM Peak Hour Project Assignment**

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Project Redevelopment Traffic – (Existing Development Traffic\*) = Net New Project Trips

Notes:

\*Existing development traffic reduction was not applied to the project driveway to provide a conservative analysis

\*\*Remaining 14 inbound trips from existing development are assumed to access driveways east of Cambridge

Boulevard

### LEGEND

- Project Location
- PM Net New Project Trips In
- PM Net New Project Trips Out
- Percent Project Distribution
- Study Intersection
- Project Driveway

35%

W FAIRBANKS AVE

65%

Figure 4: PM Peak Hour Project Assignment

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## 4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2021

### 4.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for Year 2021 background conditions. Background volumes at the study area intersections were derived by applying 2% annual growth to existing traffic counts. The adjusted turning movement volume worksheet for the study intersection can be found in **Appendix D**.

### 4.2 BACKGROUND INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2021 background conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual*, 6<sup>th</sup> Edition (HCM 6) with *Synchro* (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the background AM and PM peak hour conditions are provided in **Tables 5 and 6**, respectively. Synchro outputs are provided in **Appendix E**.

As shown in **Tables 5 and 6**, all study area intersection approaches are shown to operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during background peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which are expected to continue to operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods.

**Table 5:** Background Intersection Conditions (AM Peak Hour)

Background Condition - 2021					
Intersection	Control Type	Approach	AM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	B	EBL	0.10
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.13
		SB	F	SBL	1.58
		<b>Overall</b>	-	<b>SBL</b>	<b>1.58</b>

**Table 6:** Background Intersection Conditions (PM Peak Hour)

Background Condition - 2021					
Intersection	Control Type	Approach	PM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	C	EBL	0.06
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.28
		SB	F	SBL	1.03
		<b>Overall</b>	-	<b>SBL</b>	<b>1.03</b>

## 5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2021

### 5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for Year 2021 conditions. Buildout volumes were developed by adding anticipated project trips to background volumes. **Figures 5 and 6** illustrate turning movement volumes for AM and PM peak hour buildout conditions, respectively. Adjusted turning movement volume worksheets can be found in **Appendix D**.

### 5.2 BUILDOUT INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2021 buildout conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual*, 6<sup>th</sup> Edition (HCM 6) with *Synchro* (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the background AM and PM peak hour conditions are provided in **Tables 7 and 8**, respectively. Synchro outputs are provided in **Appendix E**.

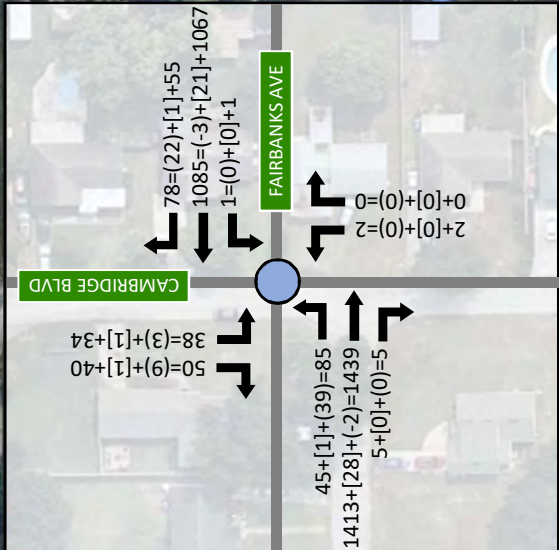
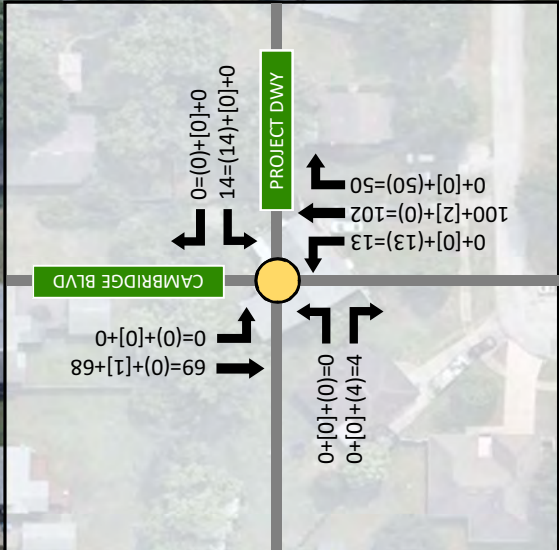
As shown in **Tables 7 and 8**, all study area intersection and project driveway approaches are shown to operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during buildout peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which are expected to continue to operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods.





CAMBRIDGE BLVD

W FAIRBANKS AVE



**LEGEND**

- Project Location
- Study Intersection
- Project Driveway
- Buildout (2021) Volumes

Existing + [Background Growth] + (Project Traffic) = Buildout Total Traffic

**Figure 5: AM Peak Hour Buildout (2021) Volumes**

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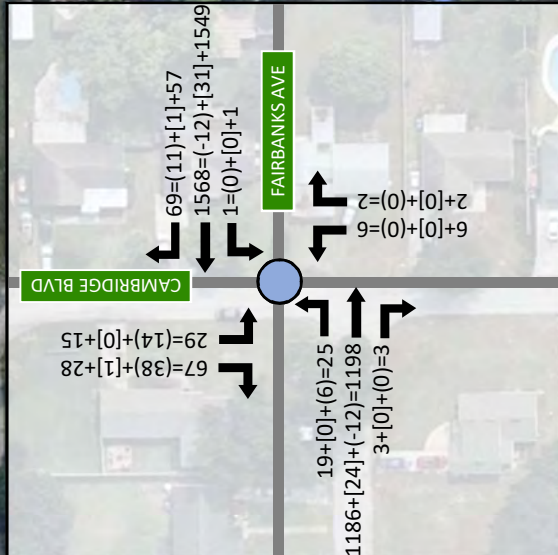
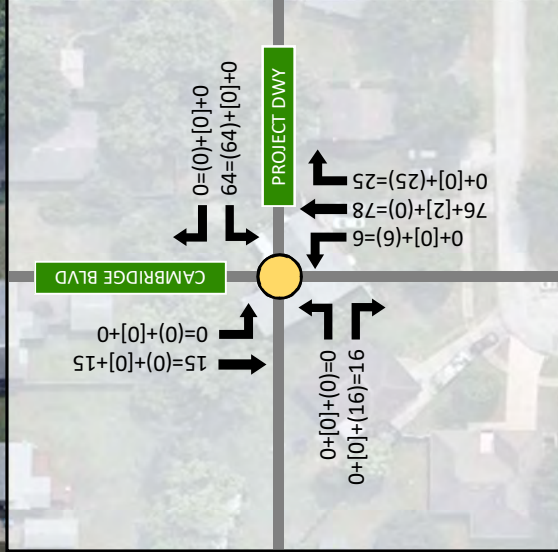
**13**





CAMBRIDGE BLVD

W FAIRBANKS AVE



**LEGEND**

- Project Location
- Study Intersection
- Project Driveway
- Buildout (2021) Volumes

Existing + [Background Growth] + (Project Traffic) = Buildout Total Traffic

**Figure 6: PM Peak Hour Buildout (2021) Volumes**

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**Table 7:** Buildout Intersection Conditions (AM Peak Hour)

Buildout Condition - 2021					
Intersection	Control Type	Approach	AM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	B	EBL	0.18
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.17
		SB	F	SBL	2.10
		<b>Overall</b>	-	<b>SBL</b>	<b>2.10</b>
Cambridge Boulevard & Project Driveway	Unsignalized (TWSC)	EB	A	EBR	0.00
		WB	B	WBL	0.02
		NB (L)	A	NBL	0.01
		SB (L)	-	-	-
		<b>Overall</b>	-	<b>WBL</b>	<b>0.02</b>

**Table 8:** Buildout Intersection Conditions (PM Peak Hour)

Buildout Condition - 2021					
Intersection	Control Type	Approach	PM Peak Hour		
			Level of Service (overall delay)	Max V/C Movement	Max V/C Ratio
W Fairbanks Avenue & Cambridge Boulevard	Unsignalized (TWSC)	EB (L)	C	EBL	0.07
		WB (L)	B	WBL	0.00
		NB	F	NBL	0.34
		SB	F	SBL	2.02
		<b>Overall</b>	-	<b>SBL</b>	<b>2.02</b>
Cambridge Boulevard & Project Driveway	Unsignalized (TWSC)	EB	A	EBR	0.02
		WB	A	WBL	0.09
		NB (L)	A	NBL	0.00
		SB (L)	-	-	-
		<b>Overall</b>	-	<b>WBL</b>	<b>0.09</b>

## 6.0 CONCLUSION

This traffic impact analysis was performed to assess the transportation impacts of Magruder Eye Institute, a proposed site redevelopment of several parcels generally located on the northeast corner of W Fairbanks Avenue and Cambridge Boulevard in the City of Winter Park, Florida. The site is currently occupied by seven (7) single family homes and 6,492 square feet of retail. The redevelopment, proposed for buildout in 2021, will consist of a 32,000 square foot medical office building and off-site parking.

The proposed redevelopment of the site is anticipated to generate 116 net new daily trips, 65 net new AM peak hour trips (56 inbound and 9 outbound), and 31 net new PM peak hour trips (-9 inbound and 40 outbound) to the external roadway network at buildout. Access to the site is proposed via one (1) full-access driveway along Cambridge Avenue.

An operational analysis was performed at the project driveway and the intersection of W Fairbanks Avenue and Cambridge Boulevard for future background conditions (without project) and future buildout (with project) conditions. The analysis showed that the study area intersection and project driveway operate with acceptable LOS and volume to capacity (v/c) ratios less than 1.0 during background peak hour conditions with the exception of the stop-controlled approaches of Cambridge Boulevard, which are expected to continue to operate at LOS F. This result is common when a minor street stop-controlled approach crosses a high-volume major street free-flow approach during peak periods.

No new deficiencies are anticipated as a result of project traffic.

## **APPENDIX A**

### Conceptual Site Plan

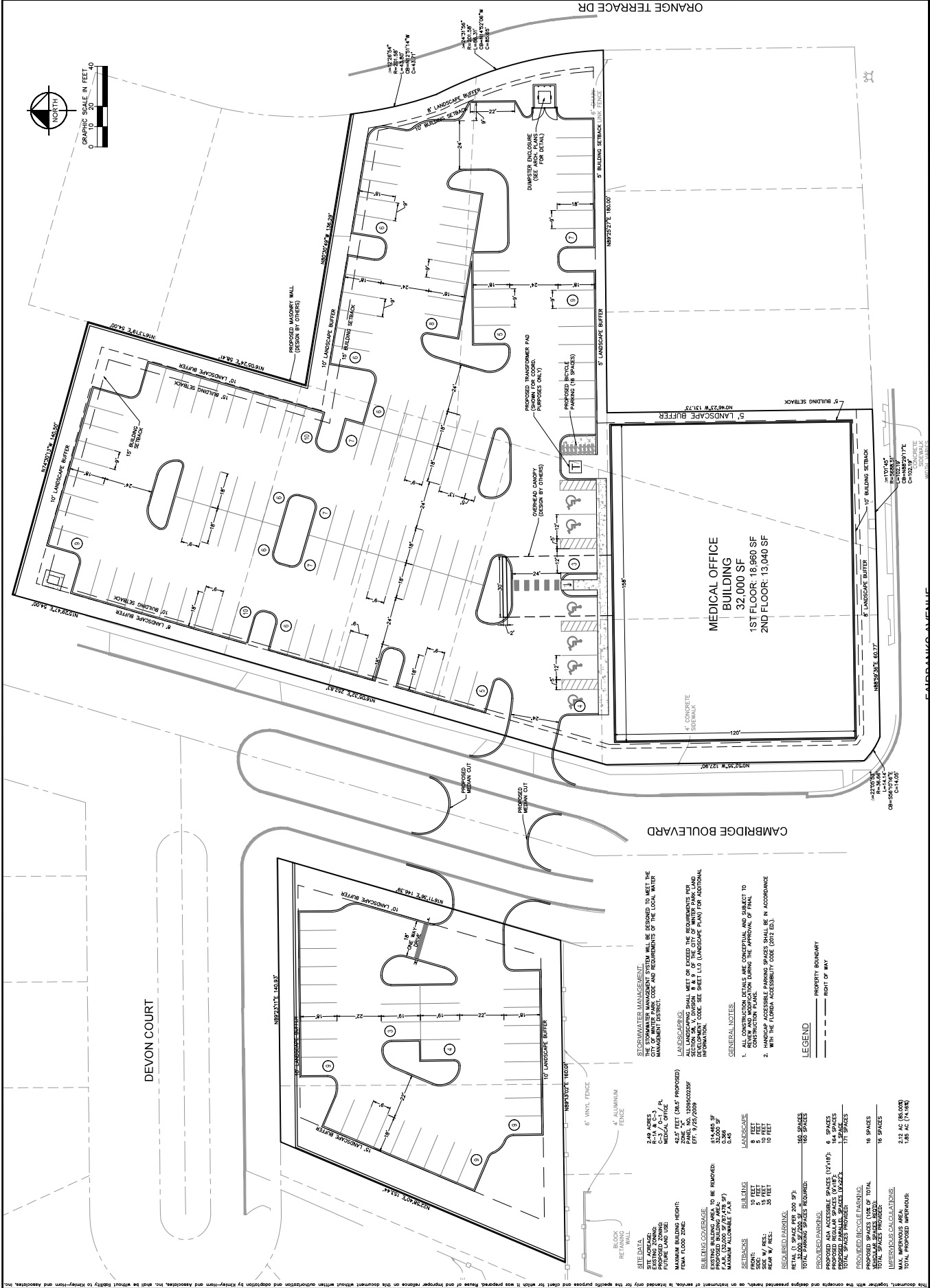
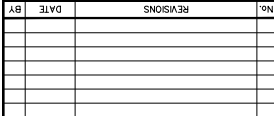


MAGRUDER EYE  
INSTITUTE WP  
OF PAINTER PARK  
FLOOR

## SITE PLAN

DATE	11/02/2020	SCALE AS SHOWN	JUS	EGS	RMC	CHECKED BY
049610000	KHA PROJECT					
DATE 10/28/2020 RMC CHECKED BY EGS DESIGNED BY JUS SCALE AS SHOWN JENNIFER J. STOKER, P.E. FLORIDA LICENSE NUMBER 76118 DATE 10/28/2020 RMC CHECKED BY						

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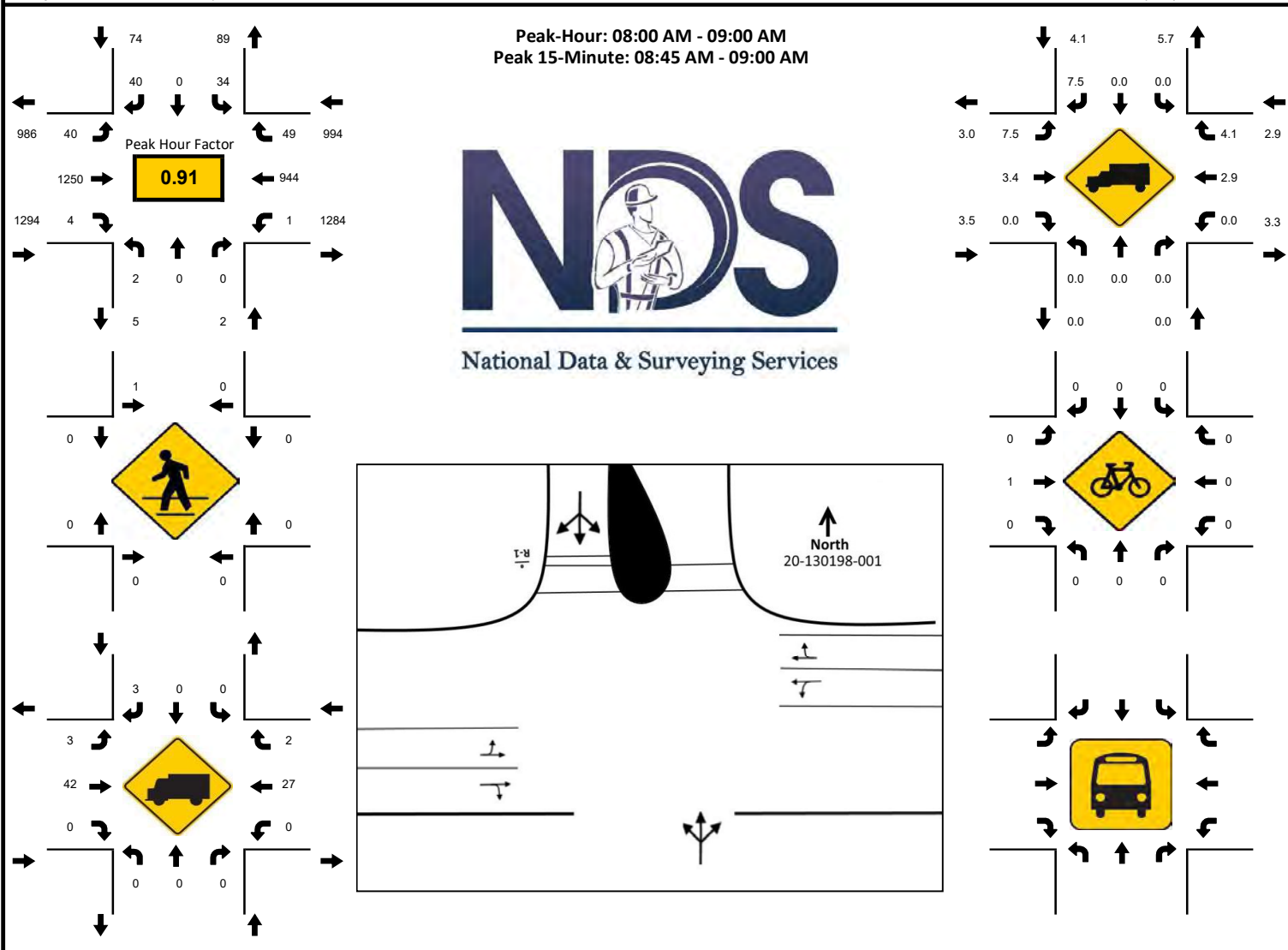
## **APPENDIX B**

### Turning Movement Counts



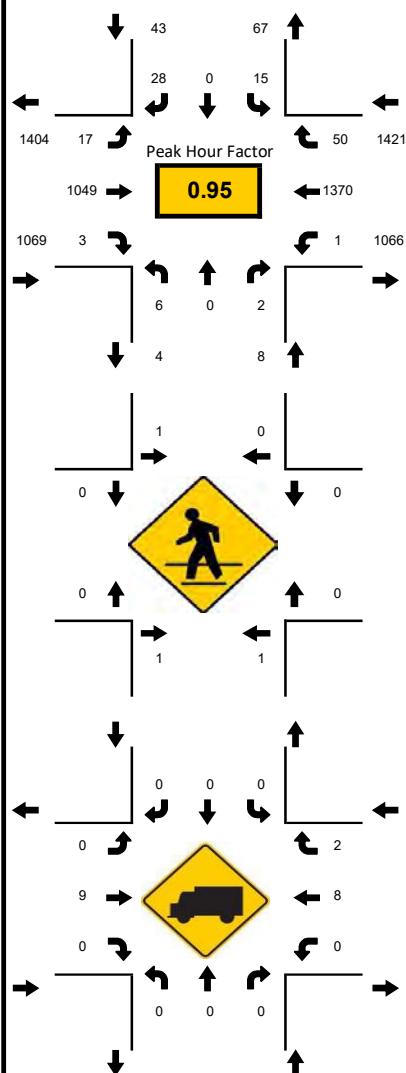
LOCATION: Cambridge Blvd & W Fairbanks Ave  
CITY/STATE: Winter Park, FL

PROJECT ID: 20-130198-001  
DATE: 11/04/2020

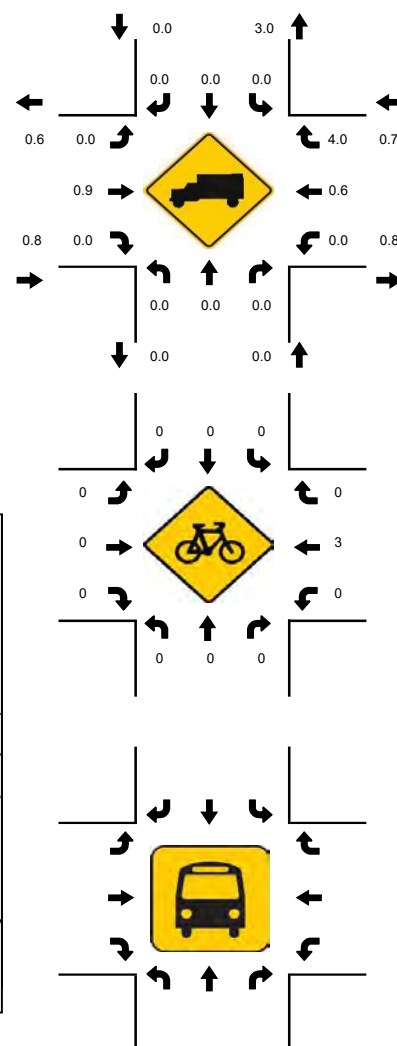
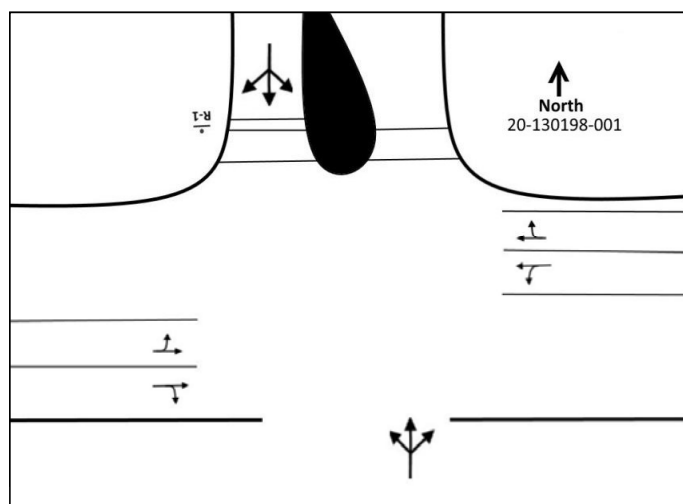


15-Min Count Period Beginning At	Cambridge Blvd Northbound					Cambridge Blvd Southbound					W Fairbanks Ave Eastbound					W Fairbanks Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0	0	3	0	7	0	0	6	191	0	0	0	0	183	4	0	0	394	2114
07:15 AM	0	0	0	0	0	3	0	5	0	0	4	260	0	1	0	0	234	6	0	0	513	2271
07:30 AM	0	0	0	0	0	5	0	8	0	0	7	312	0	0	0	0	236	10	0	0	578	2347
07:45 AM	0	0	0	0	0	3	0	7	0	0	11	350	0	0	0	1	246	11	0	0	629	2347
08:00 AM	0	0	0	0	0	7	0	3	0	0	9	272	3	0	0	0	243	14	0	0	551	2364
08:15 AM	0	0	0	0	0	12	0	17	0	0	10	299	1	0	0	1	236	13	0	0	589	1813
08:30 AM	2	0	0	0	0	10	0	17	0	0	13	320	0	2	0	0	205	9	0	0	578	1224
08:45 AM	0	0	0	0	0	5	0	3	0	0	6	359	0	0	0	0	260	13	0	0	646	646
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	0	0	0	0	48	0	68	0	0	52	1436	12	8	0	4	1040	56	0	0	2732	
Heavy Trucks	0	0	0	0	0	0	0	12	0	0	8	64	0	0	0	0	32	4	0	0	120	
Pedestrians	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**PROJECT ID:** 20-130198-001  
**DATE:** 11/04/2020



**NDS**  
National Data & Surveying Services



15-Min Count Period Beginning At	Cambridge Blvd Northbound					Cambridge Blvd Southbound					W Fairbanks Ave Eastbound					W Fairbanks Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	1	0		6	0	7	0		9	218	0	0		0	307	14	0		562	2396
04:15 PM	1	0	0	0		7	1	7	0		7	254	2	0		0	336	8	0		623	2495
04:30 PM	1	0	0	0		4	0	7	0		5	246	0	0		0	336	10	0		609	2541
04:45 PM	0	0	0	0		5	0	10	0		3	263	1	0		0	313	7	0		602	2503
05:00 PM	1	0	0	0		3	0	6	0		7	250	1	0		1	379	13	0		661	2460
05:15 PM	4	0	2	0		3	0	5	0		2	290	1	0		0	342	20	0		669	1799
05:30 PM	0	0	0	0		3	0	1	0		7	241	0	1		0	309	9	0		571	1130
05:45 PM	0	0	0	0		7	0	3	0		5	240	0	0		0	291	13	0		559	559
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	16	0	8	0		20	0	40	0		28	1160	4	0		4	1516	80	0		2876	
Heavy Trucks	0	0	0			0	0	0			0	20	0			0	12	8			40	
Pedestrians		4						4				0					0				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	4	0			4	
Railroad Stopped Buses																						

**VOLUME**

W Fairbanks Ave 1,000' W/O Orlando Ave

Day: Wednesday

Date: 11/4/2020

City: Winter Park

Project #: FL20\_130199\_001

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						13,906	14,590						28,496
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			24	14	38		12:00			239	248	487							
00:15			13	17	30		12:15			255	283	538							
00:30			11	9	20		12:30			295	259	554							
00:45			10	58	16	56	12:45			263	1052	258	1048	521	2100				
01:00			10	14	24		13:00			250	254	504							
01:15			2	7	9		13:15			253	271	524							
01:30			8	7	15		13:30			234	232	466							
01:45			5	25	6	34	13:45			213	950	278	1035	491	1985				
02:00			5	15	20		14:00			234	276	510							
02:15			7	15	22		14:15			249	290	539							
02:30			7	2	9		14:30			243	264	507							
02:45			6	25	1	33	14:45			205	931	287	1117	492	2048				
03:00			7	8	15		15:00			226	228	454							
03:15			5	11	16		15:15			204	279	483							
03:30			7	13	20		15:30			242	268	510							
03:45			15	34	8	40	15:45			243	915	273	1048	516	1963				
04:00			7	11	18		16:00			219	262	481							
04:15			9	5	14		16:15			271	249	520							
04:30			14	16	30		16:30			260	278	538							
04:45			17	47	14	46	16:45			291	1041	236	1025	527	2066				
05:00			19	23	42		17:00			264	269	533							
05:15			37	29	66		17:15			307	268	575							
05:30			63	48	111		17:30			261	233	494							
05:45			53	172	63	163	17:45			222	1054	252	1022	474	2076				
06:00			90	63	153		18:00			194	242	436							
06:15			142	93	235		18:15			242	244	486							
06:30			173	129	302		18:30			231	194	425							
06:45			201	606	160	445	18:45			165	832	200	880	365	1712				
07:00			166	180	346		19:00			162	179	341							
07:15			223	235	458		19:15			136	219	355							
07:30			255	229	484		19:30			115	178	293							
07:45			273	917	265	909	19:45			98	511	147	723	245	1234				
08:00			268	225	493		20:00			116	165	281							
08:15			279	209	488		20:15			109	141	250							
08:30			284	219	503		20:30			81	148	229							
08:45			295	1126	231	884	20:45			78	384	128	582	206	966				
09:00			252	199	451		21:00			59	129	188							
09:15			220	218	438		21:15			53	129	182							
09:30			239	214	453		21:30			43	124	167							
09:45			243	954	234	865	21:45			60	215	115	497	175	712				
10:00			164	205	369		22:00			57	97	154							
10:15			206	193	399		22:15			62	67	129							
10:30			249	190	439		22:30			47	57	104							
10:45			200	819	221	809	22:45			46	212	53	274	99	486				
11:00			196	224	420		23:00			30	54	84							
11:15			203	193	396		23:15			36	40	76							
11:30			262	242	504		23:30			24	31	55							
11:45			239	900	241	900	23:45			36	126	30	155	66	281				
TOTALS			5683	5184	10867		TOTALS			8223	9406	17629							
SPLIT %			52.3%	47.7%	38.1%		SPLIT %			46.6%	53.4%	61.9%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						13,906	14,590						28,496
AM Peak Hour			08:00	11:45	11:45		PM Peak Hour			16:45	14:00	16:30							
AM Pk Volume			1126	1031	2059		PM Pk Volume			1123	1117	2173							
Pk Hr Factor			0.954	0.911	0.929		Pk Hr Factor			0.914	0.963	0.945							
7 - 9 Volume	0	0	2043	1793	3836		4 - 6 Volume	0	0	2095	2047	4142							
7 - 9 Peak Hour			08:00	07:15	07:45		4 - 6 Peak Hour			16:45	16:30	16:30							
7 - 9 Pk Volume	0	0	1126	954	2022		4 - 6 Pk Volume	0	0	1123	1051	2173							
Pk Hr Factor	0.000	0.000	0.954	0.900	0.940		Pk Hr Factor	0.000	0.000	0.914	0.945	0.945							

## **APPENDIX C**

Data from Orange County and FDOT's Florida Traffic  
Online (FTO)

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2019 - 01/05/2019	1.02	1.04
2	01/06/2019 - 01/12/2019	1.03	1.05
3	01/13/2019 - 01/19/2019	1.04	1.06
4	01/20/2019 - 01/26/2019	1.03	1.05
5	01/27/2019 - 02/02/2019	1.02	1.04
6	02/03/2019 - 02/09/2019	1.00	1.02
7	02/10/2019 - 02/16/2019	0.99	1.01
8	02/17/2019 - 02/23/2019	0.99	1.01
* 9	02/24/2019 - 03/02/2019	0.98	1.00
*10	03/03/2019 - 03/09/2019	0.98	1.00
*11	03/10/2019 - 03/16/2019	0.97	0.99
*12	03/17/2019 - 03/23/2019	0.97	0.99
*13	03/24/2019 - 03/30/2019	0.97	0.99
*14	03/31/2019 - 04/06/2019	0.97	0.99
*15	04/07/2019 - 04/13/2019	0.97	0.99
*16	04/14/2019 - 04/20/2019	0.97	0.99
*17	04/21/2019 - 04/27/2019	0.98	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.00
*19	05/05/2019 - 05/11/2019	0.98	1.00
*20	05/12/2019 - 05/18/2019	0.98	1.00
*21	05/19/2019 - 05/25/2019	0.99	1.01
22	05/26/2019 - 06/01/2019	0.99	1.01
23	06/02/2019 - 06/08/2019	1.00	1.02
24	06/09/2019 - 06/15/2019	1.00	1.02
25	06/16/2019 - 06/22/2019	1.01	1.03
26	06/23/2019 - 06/29/2019	1.01	1.03
27	06/30/2019 - 07/06/2019	1.01	1.03
28	07/07/2019 - 07/13/2019	1.02	1.04
29	07/14/2019 - 07/20/2019	1.02	1.04
30	07/21/2019 - 07/27/2019	1.01	1.03
31	07/28/2019 - 08/03/2019	1.01	1.03
32	08/04/2019 - 08/10/2019	1.00	1.02
33	08/11/2019 - 08/17/2019	0.99	1.01
34	08/18/2019 - 08/24/2019	1.01	1.03
35	08/25/2019 - 08/31/2019	1.02	1.04
36	09/01/2019 - 09/07/2019	1.03	1.05
37	09/08/2019 - 09/14/2019	1.04	1.06
38	09/15/2019 - 09/21/2019	1.05	1.07
39	09/22/2019 - 09/28/2019	1.04	1.06
40	09/29/2019 - 10/05/2019	1.03	1.05
41	10/06/2019 - 10/12/2019	1.01	1.03
42	10/13/2019 - 10/19/2019	1.00	1.02
43	10/20/2019 - 10/26/2019	1.00	1.02
44	10/27/2019 - 11/02/2019	1.00	1.02
→ 45	11/03/2019 - 11/09/2019	1.00 ←	1.02
46	11/10/2019 - 11/16/2019	1.00	1.02
47	11/17/2019 - 11/23/2019	1.01	1.03
48	11/24/2019 - 11/30/2019	1.01	1.03
49	12/01/2019 - 12/07/2019	1.01	1.03
50	12/08/2019 - 12/14/2019	1.01	1.03
51	12/15/2019 - 12/21/2019	1.02	1.04
52	12/22/2019 - 12/28/2019	1.03	1.05
53	12/29/2019 - 12/31/2019	1.04	1.06

\* PEAK SEASON

14-FEB-2020 15:39:29

830UPD

5\_7500\_PKSEASON.TXT

# Roadway Count Summary

Start Date 12-Nov-19 Start Time 00:00  
 Stop Date 13-Nov-19 Stop Time 24:00  
 County Orange Station ID 435  
 Location Fairbanks Av : Interstate 4 to Orlando Av ( 0.27 Miles W. of Orlando Av )

## 12-Nov-19 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	8	8	15	37	107	193	279	262	255	219
30	23	21	10	9	14	52	142	243	317	270	240	246
45	24	14	1	10	20	49	155	262	297	262	251	255
00	24	17	12	14	30	80	218	269	293	280	264	236
Hr Total	94	64	31	41	79	218	622	967	1186	1074	1010	956

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	250	225	257	253	308	262	177	113	107	72	38
30	281	233	237	225	253	318	272	175	105	107	63	40
45	246	275	220	268	267	308	240	151	124	88	55	31
00	251	238	240	256	282	280	231	138	88	73	42	29
Hr Total	1022	996	922	1006	1055	1214	1005	641	430	375	232	138

24 Hour Total 15,378  
 AM Peak Hour Begins 8:00 AM Peak Volume 1,186 AM Peak Hour Factor 0.94  
 PM Peak Hour Begins 16:45 PM Peak Volume 1,216 PM Peak Hour Factor 0.96

## 12-Nov-19 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	23	12	6	15	26	101	243	251	241	199	266
30	37	15	17	10	18	40	106	285	244	223	207	243
45	27	13	20	16	19	78	185	259	205	201	218	254
00	17	9	16	13	30	76	176	249	230	248	238	256
Hr Total	122	60	65	45	82	220	568	1036	930	913	862	1019

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	270	274	308	310	316	283	222	203	156	134	80
30	293	287	317	315	286	279	273	228	185	170	76	68
45	271	275	295	294	269	265	255	194	188	131	86	49
00	310	266	299	325	302	287	214	204	171	108	59	48
Hr Total	1131	1098	1185	1242	1167	1147	1025	848	747	565	355	245

24 Hour Total 16,677  
 AM Peak Hour Begins 12:00 AM Peak Volume 1,131 AM Peak Hour Factor 0.91  
 PM Peak Hour Begins 15:15 PM Peak Volume 1,244 PM Peak Hour Factor 0.96

## 12-Nov-19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	35	20	14	30	63	208	436	530	503	454	485
30	60	36	27	19	32	92	248	528	561	493	447	489
45	51	27	21	26	39	127	340	521	502	463	469	509
00	41	26	28	27	60	156	394	518	523	528	502	492
Hr Total	216	124	96	86	161	438	1190	2003	2116	1987	1872	1975

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	501	520	499	565	563	624	545	399	316	263	206	118
30	574	520	554	540	539	597	545	403	290	277	139	108
45	517	550	515	562	536	573	495	345	312	219	141	80
00	561	504	539	581	584	567	445	342	259	181	101	77
Hr Total	2153	2094	2107	2248	2222	2361	2030	1489	1177	940	587	383

24 Hour Total 32,055  
 AM Peak Hour Begins 12:00 AM Peak Volume 2,153 AM Peak Hour Factor 0.94  
 PM Peak Hour Begins 16:45 PM Peak Volume 2,378 PM Peak Hour Factor 0.95

# Roadway Count Summary

Start Date 13-Nov-19 Start Time 00:00  
 Stop Date 14-Nov-19 Stop Time 24:00  
 County Orange Station ID 435  
 Location Fairbanks Av : Interstate 4 to Orlando Av ( 0.27 Miles W. of Orlando Av )

13-Nov-19 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	21	9	3	19	27	113	178	294	264	240	207
30	9	12	7	8	8	54	147	215	302	268	238	251
45	16	12	6	3	19	68	180	254	291	301	245	270
00	12	8	7	10	28	85	213	296	331	319	237	282
Hr Total	62	53	29	24	74	234	653	943	1218	1152	960	1010

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	256	274	241	254	337	277	260	119	103	84	52
30	258	257	289	245	243	286	291	213	121	108	71	43
45	260	267	264	244	240	290	278	171	104	96	64	47
00	253	233	249	246	282	287	287	148	124	86	43	35
Hr Total	1001	1013	1076	976	1019	1200	1133	792	468	393	262	177

24 Hour Total 15,922  
 AM Peak Hour Begins 8:00 AM Peak Volume 1,218 AM Peak Hour Factor 0.92  
 PM Peak Hour Begins 17:00 PM Peak Volume 1,200 PM Peak Hour Factor 0.89

13-Nov-19 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	17	16	9	9	44	88	247	224	219	224	278
30	22	21	14	8	16	47	132	285	260	239	238	271
45	20	22	18	15	24	63	138	266	209	188	237	250
00	16	16	7	10	22	71	182	275	230	230	222	283
Hr Total	95	76	55	42	71	225	540	1073	923	876	921	1082

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	261	286	314	262	282	299	228	194	199	172	128	78
30	276	264	286	322	318	314	279	201	165	197	149	78
45	252	291	309	297	309	261	213	206	140	145	104	73
00	271	264	264	287	315	244	204	170	163	151	83	46
Hr Total	1060	1105	1173	1168	1224	1118	924	771	667	665	464	275

24 Hour Total 16,593  
 AM Peak Hour Begins 11:00 AM Peak Volume 1,082 AM Peak Hour Factor 0.96  
 PM Peak Hour Begins 16:15 PM Peak Volume 1,241 PM Peak Hour Factor 0.98

13-Nov-19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	38	25	12	28	71	201	425	518	483	464	485
30	31	33	21	16	24	101	279	500	562	507	476	522
45	36	34	24	18	43	131	318	520	500	489	482	520
00	28	24	14	20	50	156	395	571	561	549	459	565
Hr Total	157	129	84	66	145	459	1193	2016	2141	2028	1881	2092

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	491	542	588	503	536	636	505	454	318	275	212	130
30	534	521	575	567	561	600	570	414	286	305	220	121
45	512	558	573	541	549	551	491	377	244	241	168	120
00	524	497	513	533	597	531	491	318	287	237	126	81
Hr Total	2061	2118	2249	2144	2243	2318	2057	1563	1135	1058	726	452

24 Hour Total 32,515  
 AM Peak Hour Begins 7:30 AM Peak Volume 2,171 AM Peak Hour Factor 0.95  
 PM Peak Hour Begins 16:45 PM Peak Volume 2,384 PM Peak Hour Factor 0.94



# Roadway Count Summary

Start Date 14-Nov-19 Start Time 00:00  
 Stop Date 15-Nov-19 Stop Time 24:00  
 County Orange Station ID 435  
 Location Fairbanks Av : Interstate 4 to Orlando Av ( 0.27 Miles W. of Orlando Av )

## 14-Nov-19 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	9	14	10	8	33	96	156	283	252	248	229
30	14	17	5	10	18	52	149	210	275	291	234	228
45	22	17	13	12	15	55	182	276	291	273	270	255
00	13	21	17	14	23	85	187	275	308	302	218	264
Hr Total	75	64	49	46	64	225	614	917	1157	1118	970	976

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	246	219	237	261	304	287	223	117	188	47	30
30	264	230	254	244	273	308	299	210	148	141	60	26
45	233	245	215	258	268	275	261	188	122	119	37	27
00	248	250	264	272	307	295	241	178	91	88	30	23
Hr Total	986	971	952	1011	1109	1182	1088	799	478	536	174	106

24 Hour Total 15,667  
 AM Peak Hour Begins 8:00 AM Peak Volume 1,157 AM Peak Hour Factor 0.94  
 PM Peak Hour Begins 16:45 PM Peak Volume 1,194 PM Peak Hour Factor 0.97

## 14-Nov-19 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	22	18	9	18	34	91	271	255	214	220	237
30	36	20	19	10	15	39	122	286	215	240	223	246
45	29	9	16	21	20	63	160	237	223	231	195	256
00	27	17	15	22	26	70	186	253	266	260	212	257
Hr Total	126	68	68	62	79	206	559	1047	959	945	850	996

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	298	238	306	272	303	236	207	212	198	135	79
30	287	264	291	273	258	299	240	203	209	220	103	75
45	245	283	280	312	274	289	205	197	193	155	92	54
00	281	250	267	250	322	229	199	187	198	143	88	45
Hr Total	1028	1095	1076	1141	1126	1120	880	794	812	716	418	253

24 Hour Total 16,424  
 AM Peak Hour Begins 7:00 AM Peak Volume 1,047 AM Peak Hour Factor 0.92  
 PM Peak Hour Begins 16:45 PM Peak Volume 1,213 PM Peak Hour Factor 0.94

## 14-Nov-19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	31	32	19	26	67	187	427	538	466	468	466
30	50	37	24	20	33	91	271	496	490	531	457	474
45	51	26	29	33	35	118	342	513	514	504	465	511
00	40	38	32	36	49	155	373	528	574	562	430	521
Hr Total	201	132	117	108	143	431	1173	1964	2116	2063	1820	1972

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	456	544	457	543	533	607	523	430	329	386	182	109
30	551	494	545	517	531	607	539	413	357	361	163	101
45	478	528	495	570	542	564	466	385	315	274	129	81
00	529	500	531	522	629	524	440	365	289	231	118	68
Hr Total	2014	2066	2028	2152	2235	2302	1968	1593	1290	1252	592	359

24 Hour Total 32,091  
 AM Peak Hour Begins 8:00 AM Peak Volume 2,116 AM Peak Hour Factor 0.92  
 PM Peak Hour Begins 16:45 PM Peak Volume 2,407 PM Peak Hour Factor 0.96

# Roadway Count Summary

Start Date 12-Nov-19 Start Time 00:00  
 Stop Date 14-Nov-19 Stop Time 24:00  
 County Orange Station ID 435  
 Location Fairbanks Av : Interstate 4 to Orlando Av ( 0.27 Miles W. of Orlando Av )

## 12-Nov-19 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	14	10	7	14	32	105	176	285	259	248	218
30	15	17	7	9	13	53	146	223	298	276	237	242
45	21	14	7	8	18	57	172	264	293	279	255	260
00	16	15	12	13	27	83	206	280	311	300	240	261
Hr Total	77	60	36	37	72	226	630	942	1187	1115	980	981

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	251	239	245	256	316	275	220	116	133	68	40
30	268	240	260	238	256	304	287	199	125	119	65	36
45	246	262	233	257	258	291	260	170	117	101	52	35
00	251	240	251	258	290	287	253	155	101	82	38	29
Hr Total	1003	993	983	998	1061	1199	1075	744	459	435	223	140

24 Hour Total 15,656  
 AM Peak Hour Begins 8:00 AM Peak Volume 1,187 AM Peak Hour Factor 0.96  
 PM Peak Hour Begins 16:45 PM Peak Volume 1,202 PM Peak Hour Factor 0.95

## 12-Nov-19 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	21	15	8	14	35	93	254	243	225	214	260
30	32	19	17	9	16	42	120	285	240	234	223	253
45	25	15	18	17	21	68	161	254	212	207	217	253
00	20	14	13	15	26	72	181	259	242	246	224	265
Hr Total	114	68	63	50	77	217	556	1052	937	911	878	1032

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	285	275	292	288	306	249	208	205	175	132	79
30	285	272	298	303	287	297	264	211	186	196	109	74
45	256	283	295	301	284	272	224	199	174	144	94	59
00	287	260	277	287	313	253	206	187	177	134	77	46
Hr Total	1073	1099	1145	1184	1172	1128	943	804	742	649	412	258

24 Hour Total 16,565  
 AM Peak Hour Begins 12:00 AM Peak Volume 1,073 AM Peak Hour Factor 0.93  
 PM Peak Hour Begins 16:30 PM Peak Volume 1,200 PM Peak Hour Factor 0.96

## 12-Nov-19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	35	26	15	28	67	199	429	529	484	462	479
30	47	35	24	18	30	95	266	508	538	510	460	495
45	46	29	25	26	39	125	333	518	505	485	472	513
00	36	29	25	28	53	156	387	539	553	546	464	526
Hr Total	191	128	99	87	150	443	1185	1994	2124	2026	1858	2013

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	483	535	515	537	544	622	524	428	321	308	200	119
30	553	512	558	541	544	601	551	410	311	314	174	110
45	502	545	528	558	542	563	484	369	290	245	146	94
00	538	500	528	545	603	541	459	342	278	216	115	75
Hr Total	2076	2093	2128	2181	2233	2327	2018	1548	1201	1083	635	398

24 Hour Total 32,220  
 AM Peak Hour Begins 8:00 AM Peak Volume 2,124 AM Peak Hour Factor 0.96  
 PM Peak Hour Begins 16:45 PM Peak Volume 2,390 PM Peak Hour Factor 0.96

## **APPENDIX D**

### Turning Movement Volume Worksheet

# INTERSECTION VOLUME DEVELOPMENT SHEET

Cambridge Blvd

&

W Fairbanks Ave

AM Peak Hour Factor: 0.91

PM Peak Hour Factor: 0.95

Weekday AM Peak Hour 08:00 AM - 09:00 AM	Cambridge Blvd						W Fairbanks Ave					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	2	0	0	34	0	40	40	1,250	4	1	944	49
Seasonal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle	0%	-	-	0%	-	8%	8%	3%	0%	0%	3%	4%
COVID-19 Adjustment Factor	-	-	-	-	-	-	1.13	1.13	1.13	1.13	1.13	1.13
<b>Existing Volume (2020)</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>40</b>	<b>45</b>	<b>1,413</b>	<b>5</b>	<b>1</b>	<b>1,067</b>	<b>55</b>
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
<b>Background (2021)</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>41</b>	<b>46</b>	<b>1,441</b>	<b>5</b>	<b>1</b>	<b>1,088</b>	<b>56</b>
<b>Project Trips</b>												
Existing Development Traffic												
Distribution <sup>1</sup>				35%			35%			30%		
Direction	N/A	N/A	N/A	OUT	N/A	OUT	IN	IN	N/A	N/A	OUT	N/A
Trips	0	0	0	3	0	3	2	2	0	0	3	0
Project Redevelopment Traffic												
Project Distribution				35%			65%					
Direction	N/A	N/A	N/A	OUT	N/A	OUT	IN	N/A	N/A	N/A	N/A	IN
Project Trips	0	0	0	6	0	12	41	0	0	0	0	22
Net New Project Trips	0	0	0	3	0	9	39	-2	0	0	-3	22
<b>Project Buildout</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>50</b>	<b>85</b>	<b>1,439</b>	<b>5</b>	<b>1</b>	<b>1,085</b>	<b>78</b>

Weekday PM Peak Hour 04:30 PM - 05:30 PM	Cambridge Blvd						W Fairbanks Ave					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC	6	0	2	15	0	28	17	1,049	3	1	1,370	50
Seasonal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle	0%	-	0%	0%	-	0%	0%	1%	0%	0%	1%	4%
COVID-19 Adjustment Factor	-	-	-	-	-	-	1.13	1.13	1.13	1.13	1.13	1.13
<b>Existing Volume (2020)</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>28</b>	<b>19</b>	<b>1,186</b>	<b>3</b>	<b>1</b>	<b>1,549</b>	<b>57</b>
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
<b>Background (2021)</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>1,210</b>	<b>3</b>	<b>1</b>	<b>1,580</b>	<b>58</b>
<b>Project Trips</b>												
Existing Development Traffic												
Distribution <sup>1</sup>				35%			35%			30%		
Direction	N/A	N/A	N/A	OUT	N/A	OUT	IN	IN	N/A	N/A	OUT	N/A
Trips	0	0	0	14	0	14	14	12	0	0	12	0
Project Redevelopment Traffic												
Project Distribution				35%			65%					
Direction	N/A	N/A	N/A	OUT	N/A	OUT	IN	N/A	N/A	N/A	N/A	IN
Project Trips	0	0	0	28	0	52	20	0	0	0	0	11
Net New Project Trips	0	0	0	14	0	38	6	-12	0	0	-12	11
<b>Project Buildout</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>1,198</b>	<b>3</b>	<b>1</b>	<b>1,568</b>	<b>69</b>

<sup>1</sup> Existing development traffic distribution assumes 30% of vehicles use the south driveway to/from Fairbanks Avenue, and the remaining 35% uses Cambridge Boulevard.

# INTERSECTION VOLUME DEVELOPMENT SHEET

Cambridge Blvd

&







Project Driveway

Weekday AM Peak Hour 08:00 AM - 09:00 AM	Cambridge Blvd						Project Driveway					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted TMCs	0	100	0	0	68	0	0	0	0	0	0	0
Heavy Vehicle	-	12%	-	-	8%	-	-	-	-	-	-	-
Existing Volume (2020)	0	100	0	0	68	0	0	0	0	0	0	0
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
Background (2021)	0	102	0	0	69	0	0	0	0	0	0	0
Project Assignment	20%			80%			20%			80%		
Direction	IN	N/A	IN	N/A	N/A	N/A	N/A	N/A	OUT	OUT	N/A	N/A
Project Trips	13	0	50	0	0	0	0	0	4	14	0	0
Project Buildout	13	102	50	0	69	0	0	0	4	14	0	0

Weekday PM Peak Hour 04:30 PM - 05:30 PM	Cambridge Blvd						Project Driveway					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted TMCs	0	76	0	0	15	0	0	0	0	0	0	0
Seasonal Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle	-	4.00%	-	-	0.00%	-	-	-	-	-	-	-
Existing Volume (2020)	0	76	0	0	15	0	0	0	0	0	0	0
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Numbers of Years	1	1	1	1	1	1	1	1	1	1	1	1
Background (2021)	0	78	0	0	15	0	0	0	0	0	0	0
Project Assignment	20%			80%			20%			80%		
Direction	IN	N/A	IN	N/A	N/A	N/A	N/A	N/A	OUT	OUT	N/A	N/A
Project Trips	6	0	25	0	0	0	0	0	16	64	0	0
Project Buildout	6	78	25	0	15	0	0	0	16	64	0	0

## **APPENDIX E**

### Synchro Outputs

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1413	5	1	1067	55	2	0	0	34	0	40
Future Vol, veh/h	45	1413	5	1	1067	55	2	0	0	34	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	3	2	2	3	4	2	2	2	2	2	8
Mvmt Flow	49	1553	5	1	1173	60	2	0	0	37	0	44







Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1233	0	0	1558	0	0	2243	2889	779	2080	2861	617
Stage 1	-	-	-	-	-	-	1654	1654	-	1205	1205	-
Stage 2	-	-	-	-	-	-	589	1235	-	875	1656	-
Critical Hdwy	4.26	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.28	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	529	-	-	421	-	-	23	16	339	~ 31	16	418
Stage 1	-	-	-	-	-	-	102	154	-	195	255	-
Stage 2	-	-	-	-	-	-	461	247	-	310	154	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	529	-	-	421	-	-	19	14	339	~ 29	14	418
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	14	-	~ 29	14	-
Stage 1	-	-	-	-	-	-	93	140	-	177	254	-
Stage 2	-	-	-	-	-	-	412	247	-	281	140	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	217.9	\$ 375.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	19	529	-	-	421	-	-	58
HCM Lane V/C Ratio	0.116	0.093	-	-	0.003	-	-	1.402
HCM Control Delay (s)	217.9	12.5	-	-	13.6	-	-	\$ 375.1
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th % tile Q(veh)	0.3	0.3	-	-	0	-	-	7.2

Notes												
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon												









Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1186	3	1	1549	57	6	0	2	15	0	28
Future Vol, veh/h	19	1186	3	1	1549	57	6	0	2	15	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	20	1248	3	1	1631	60	6	0	2	16	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1691	0	0	1251	0	0	2108	2983	626	2327	2954	846
Stage 1	-	-	-	-	-	-	1290	1290	-	1663	1663	-
Stage 2	-	-	-	-	-	-	818	1693	-	664	1291	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	374	-	-	552	-	-	29	14	427	20	14	306
Stage 1	-	-	-	-	-	-	173	232	-	101	152	-
Stage 2	-	-	-	-	-	-	336	147	-	416	232	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	374	-	-	552	-	-	25	13	427	19	13	306
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	13	-	19	13	-
Stage 1	-	-	-	-	-	-	164	220	-	96	152	-
Stage 2	-	-	-	-	-	-	303	147	-	392	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	148	236.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	374	-	-	552	-	-	49
HCM Lane V/C Ratio	0.255	0.053	-	-	0.002	-	-	0.924
HCM Control Delay (s)	148	15.2	-	-	11.5	-	-	236.9
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th % tile Q(veh)	0.8	0.2	-	-	0	-	-	3.9







Intersection												
Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	1441	5	1	1088	56	2	0	0	35	0	41
Future Vol, veh/h	46	1441	5	1	1088	56	2	0	0	35	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	3	2	2	3	4	2	2	2	2	2	8
Mvmt Flow	51	1584	5	1	1196	62	2	0	0	38	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1258	0	0	1589	0	0	2289	2949	795	2123	2920	629
Stage 1	-	-	-	-	-	-	1689	1689	-	1229	1229	-
Stage 2	-	-	-	-	-	-	600	1260	-	894	1691	-
Critical Hdwy	4.26	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.28	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	517	-	-	409	-	-	21	14	330	~ 28	15	411
Stage 1	-	-	-	-	-	-	97	148	-	188	248	-
Stage 2	-	-	-	-	-	-	455	240	-	302	148	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	517	-	-	409	-	-	17	13	330	~ 26	13	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	13	-	~ 26	13	-
Stage 1	-	-	-	-	-	-	87	133	-	169	248	-
Stage 2	-	-	-	-	-	-	404	240	-	272	133	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	246	\$ 457.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	17	517	-	-	409	-	-	53
HCM Lane V/C Ratio	0.129	0.098	-	-	0.003	-	-	1.576
HCM Control Delay (s)	246	12.7	-	-	13.8	-	-	\$ 457.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th % tile Q(veh)	0.4	0.3	-	-	0	-	-	7.8

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1210	3	1	1580	58	6	0	2	15	0	29
Future Vol, veh/h	19	1210	3	1	1580	58	6	0	2	15	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	20	1274	3	1	1663	61	6	0	2	16	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1724	0	0	1277	0	0	2150	3042	639	2373	3013	862
Stage 1	-	-	-	-	-	-	1316	1316	-	1696	1696	-
Stage 2	-	-	-	-	-	-	834	1726	-	677	1317	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	363	-	-	540	-	-	27	13	419	18	13	298
Stage 1	-	-	-	-	-	-	166	226	-	96	147	-
Stage 2	-	-	-	-	-	-	329	142	-	409	225	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	363	-	-	540	-	-	23	12	419	17	12	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	12	-	17	12	-
Stage 1	-	-	-	-	-	-	157	214	-	91	147	-
Stage 2	-	-	-	-	-	-	295	142	-	385	213	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	166.5	284.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	363	-	-	540	-	-	45
HCM Lane V/C Ratio	0.281	0.055	-	-	0.002	-	-	1.029
HCM Control Delay (s)	166.5	15.5	-	-	11.7	-	-	284.2
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th % tile Q(veh)	0.9	0.2	-	-	0	-	-	4.3

Intersection												
Int Delay, s/veh	22.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕		↔	↕↕			↕↕			↕↕	
Traffic Vol, veh/h	85	1439	5	1	1085	78	2	0	0	38	0	50
Future Vol, veh/h	85	1439	5	1	1085	78	2	0	0	38	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	3	2	2	3	4	2	2	2	2	2	8
Mvmt Flow	93	1581	5	1	1192	86	2	0	0	42	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1278	0	0	1586	0	0	2368	3050	793	2214	3009	639
Stage 1	-	-	-	-	-	-	1770	1770	-	1237	1237	-
Stage 2	-	-	-	-	-	-	598	1280	-	977	1772	-
Critical Hdwy	4.26	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.28	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.38
Pot Cap-1 Maneuver	508	-	-	410	-	-	18	12	331	~ 24	13	405
Stage 1	-	-	-	-	-	-	86	135	-	186	246	-
Stage 2	-	-	-	-	-	-	456	235	-	269	135	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	508	-	-	410	-	-	13	10	331	~ 21	11	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	10	-	~ 21	11	-
Stage 1	-	-	-	-	-	-	70	110	-	152	246	-
Stage 2	-	-	-	-	-	-	393	235	-	220	110	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	\$ 331.7	\$ 699.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	508	-	-	410	-	-	46
HCM Lane V/C Ratio	0.169	0.184	-	-	0.003	-	-	2.102
HCM Control Delay (s)	\$ 331.7	13.7	-	-	13.8	-	-	\$ 699.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.5	0.7	-	-	0	-	-	10

Notes												
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon												

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	4	14	0	0	13	102	50	0	69	0
Future Vol, veh/h	0	0	4	14	0	0	13	102	50	0	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	8	2
Mvmt Flow	0	0	4	15	0	0	14	111	54	0	75	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	241	268	75	243	241	138	75	0	0	165	0	0
Stage 1	75	75	-	166	166	-	-	-	-	-	-	-
Stage 2	166	193	-	77	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	713	638	986	711	660	910	1524	-	-	1413	-	0
Stage 1	934	833	-	836	761	-	-	-	-	-	-	0
Stage 2	836	741	-	932	833	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	707	632	986	702	653	910	1524	-	-	1413	-	-
Mov Cap-2 Maneuver	707	632	-	702	653	-	-	-	-	-	-	-
Stage 1	925	833	-	828	753	-	-	-	-	-	-	-
Stage 2	828	734	-	928	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	10.2	0.6	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1524	-	-	986	702	1413	-
HCM Lane V/C Ratio	0.009	-	-	0.004	0.022	-	-
HCM Control Delay (s)	7.4	-	-	8.7	10.2	0	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

Intersection												
Int Delay, s/veh	21.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕		↔	↕↕			↕↕			↕↕	
Traffic Vol, veh/h	25	1198	3	1	1568	69	6	0	2	29	0	67
Future Vol, veh/h	25	1198	3	1	1568	69	6	0	2	29	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	4	2	2	2	2	2	2
Mvmt Flow	26	1261	3	1	1651	73	6	0	2	31	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1724	0	0	1264	0	0	2143	3041	632	2373	3006	862
Stage 1	-	-	-	-	-	-	1315	1315	-	1690	1690	-
Stage 2	-	-	-	-	-	-	828	1726	-	683	1316	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	363	-	-	546	-	-	27	13	423	~ 18	13	298
Stage 1	-	-	-	-	-	-	167	226	-	97	148	-
Stage 2	-	-	-	-	-	-	332	142	-	405	226	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	363	-	-	546	-	-	19	12	423	~ 17	12	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	12	-	~ 17	12	-
Stage 1	-	-	-	-	-	-	155	210	-	90	148	-
Stage 2	-	-	-	-	-	-	253	142	-	374	210	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	209.8	\$ 650.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	25	363	-	-	546	-	-	50
HCM Lane V/C Ratio	0.337	0.072	-	-	0.002	-	-	2.021
HCM Control Delay (s)	209.8	15.7	-	-	11.6	-	-	\$ 650.6
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th % tile Q(veh)	1	0.2	-	-	0	-	-	10.1

Notes												
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon												



Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	16	64	0	0	6	78	25	0	15	0
Future Vol, veh/h	0	0	16	64	0	0	6	78	25	0	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	0	0	17	70	0	0	7	85	27	0	16	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	129	142	16	138	129	99	16	0	0	112	0	0
Stage 1	16	16	-	113	113	-	-	-	-	-	-	-
Stage 2	113	126	-	25	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	844	749	1063	833	762	957	1602	-	-	1478	-	0
Stage 1	1004	882	-	892	802	-	-	-	-	-	-	0
Stage 2	892	792	-	993	882	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	841	745	1063	816	758	957	1602	-	-	1478	-	-
Mov Cap-2 Maneuver	841	745	-	816	758	-	-	-	-	-	-	-
Stage 1	999	882	-	888	798	-	-	-	-	-	-	-
Stage 2	888	788	-	977	882	-	-	-	-	-	-	-

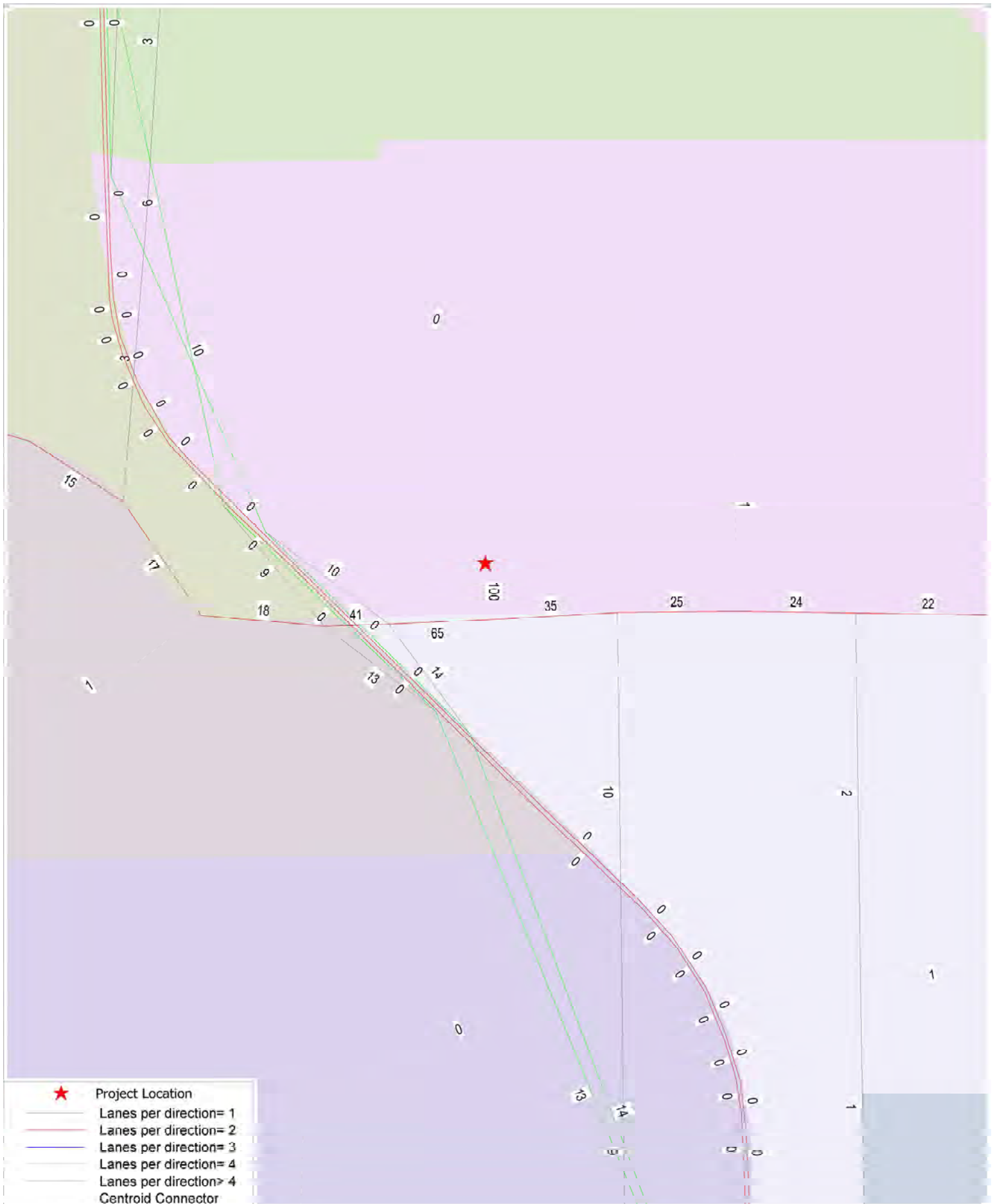
Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	9.8	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1602	-	-	1063	816	1478	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.085	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.8	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-

## **APPENDIX F**

### CFRPM Model Plot



CFRPMv6 - Magruder Eye Institute  
2020 Base Run

C:\FSUTMS\D5\CFRPMV61\_Daily\Base\CF\_2020\MagruderEye\_20\Output\HWYLOAD\_C20.NET 10/29/2020



# City Commission agenda item

item type Public Hearings	meeting date March 10, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

## subject

Request of McLaren Orlando LLC for:

## item list

An Ordinance to amend the Commercial (C-3) Zoning Code Text to establish a new Conditional Use for "Vehicle Sales Showroom" and new Definitions for "Car Sales Business, Vehicle Dealership, Vehicle Sales Business" as well as a Conditional Use approval for such "Vehicle Sales Showroom" at the former Orchard Supply property at 1111 S. Orlando Avenue. (2nd Reading)

## motion / recommendation

Staff recommendation and the P&Z Board Recommendation is for denial.

## background

### Update on the McLaren Requests:

The City Commission tabled this matter at the January 13th meeting. The original request was to add a new use to the C-3 Zoning District called "Specialty Transportation Business," which could not be supported by staff as it was perceived to be a way around the use known as Automotive Sales or Automotive Dealership, which is only allowed in a specific geographic area in the northern part of the City along 17-92, per the Zoning Code and the Comprehensive Plan (Comp Plan). It was the opinion of staff that the uses was the same, but the Zoning Code and Comp Plan was attempted to be circumvented by calling the use by another name.

The applicant is still requesting a Zoning Code text change and Conditional Use, but the applicant has now revised their request for the Zoning Code Text change with a revised Ordinance and a new definition for the exact same proposal, building, uses and site plan. The applicant is now proposing to amend the Zoning Code text to provide a definition for the terms that are in the Comprehensive Plan and Zoning Code for "Car Sales Business,

Vehicle Dealership, and Vehicle Sales Business” to describe the typical characteristics of new and used car dealerships. Then they propose to add a new definition and conditional use provision for “Vehicle Sales Showroom” instead of "Specialty Transportation Business" for their McLaren dealership, which would still sell vehicles and would still have vehicle service (also not allowed in this location). It is the opinion of staff there there has been no change to the application, other than an updated name for what is still vehicle sales and service.

### **Background:**

In July 2016, the City approved the Conditional Use to allow the 2.4 acres at 1111 S. Orlando Avenues, between Miller and Indiana Avenues to be redeveloped for an Orchard Supply hardware store. At that time, a parking variance was granted of 23 spaces given the characteristics of this particular business use from the required 119 spaces to 96 spaces.

By late 2018 the Orchard Supply store closed along with the rest of those stores nationwide. The property has been on the market since that time, but it is disadvantaged due to the parking variance that was granted. Without adequate parking, both per code and to meet the practical needs of tenants, the existing building cannot be converted to retail store space or offices, though staff is confident that a creative use of the building can be achieved. The owner has been seeking a lower intensity user that can function with the limited parking but certain types of those uses, such as self-storage, have been at odds with the Code and discouraged by staff.

### **Request of McLaren Orlando LLC**

McLaren Orlando LLC now has a contract to purchase this property to use for the sales and service of their automobiles. The applicant believes that they have little in common with typical car dealerships given their individual characteristics of the transportation products and service. There is no outside display of their products, and the price point (\$250,000 and up) puts them in a category where customers are typically seen by appointment. The staff and traffic generated by the proposed business are minimal and not comparable to a typical car dealership. Given this low intensity use, a large portion of their parking lot is surplus and not needed. As a result, the applicant is proposing to convert 22,000 square feet of the Orlando Avenue frontage of this property from parking lot to an open green landscape space for as long as their business occupies this building.

Along with vehicles still being displayed for sale, a large vehicle service area is still a part

of the plans, similar to standard vehicle dealerships.

### **Comprehensive Plan/Zoning Code Conformance**

The Comprehensive Plan contains the general policy below and the specific policy for this planning area that relates to vehicle sales. This is implemented in the Zoning Code with the text below that prohibits the location of any new or used car/vehicle dealership/business except in two geographic areas due to characteristics of those businesses.

#### **Comprehensive Plan Policies:**

***Policy 1-5.4.8: Enhance the Appeal & 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-J-6: Concentrate Vehicle Dealerships North of Webster Avenue or Lee Road*** *The policies of this Comprehensive Plan restrict car sales businesses to two geographic areas where such businesses are permitted. One such area where vehicle sales business are potentially allowed as conditional uses is in this planning area north of Webster Avenue or north of Lee Road.*

#### **Zoning Code excerpt:**

*(c) Conditional uses. The following uses may also be permitted as conditional uses following review by the planning and zoning board and approval by the city commission in accordance with the provisions of this Article. See Sec. 58-90 Conditional Uses.*

*(1) New and used motor vehicle, boat or trailer sales but per the policies of the Comprehensive Plan restricted and limited to locations north of Webster Avenue, west of Denning Drive and east of Bennett Avenue and locations on the west side of Wymore Road, north of Lee Road.*



The applicant is requesting that the City treat their business type differently, so that McLaren or other similar products like them, such as Rolls Royce, Bentley, Lamborghini, Ferrari could request a Conditional Use approval based upon specific criteria, in any area of town where C-3 Zoning exists.

### **The Zoning Code Text Amendment Requested By Applicant**

The applicant's request is to establish a new conditional use for a "vehicle sales showroom" which mandates conformance to specific criteria. Those criteria are that all product and inventory are limited to no more than 25 vehicles, all inventory must be housed within a fully enclosed building, that all repair and service must be conducted within a fully enclosed building with no outside storage permitted, that the hours of retail operation are limited to 8 am to 6 pm Monday-Friday and 9 am to 5 pm on Saturday and that 30% of subject property, exclusive of stormwater retention, shall be devoted to green open space visible from an arterial roadway. The proposed ordinance would also establish a definition for a "vehicle sales showroom" as well to provide definition for the terms that are in the Comprehensive Plan and Zoning Code for "Car Sales Business, Vehicle Dealership, Vehicle Sales Business" to describe the typical characteristics of new and used car dealership and incorporating the conditional use for "vehicles sales showroom" and criteria in the Zoning Code.

### **McLaren Conditional Use Request**

The specific request by McLaren at 1111 S. Orlando Avenue would maintain the same layout of building and parking lot that currently exists but would convert the 22,000 sq. ft. at the corner of Orlando and Miller Avenues into a green space. The applicant has provided a landscape plan of their commitment to transform that corner into green space. It is intended as a passive green space primarily for the aesthetic benefit of green open space. It would be open to the public but not set up for recreation or use of any type, thus providing no benefit as a useable park or open space for surrounding neighbors. Because the creation of this greenspace is meant to entice to approval of significant changes to the Zoning Code and Comp Plan, staff would expect greater community benefit than simply a green space that provides no real community benefit or use as parkland.

The existing Orchard Supply building would undergo an exterior image transformation that would open up the building for viewing by replacing many solid wall areas with glass walls with visibility oriented towards Orlando Avenue to enhance the appearance of the

building and to allow visibility of their products. Inside the building the existing mezzanine would be expanded to add additional second floor space all within the existing roof height and dimensions of the current building.

The location of the base of the previous Orchard Supply monument sign at the Orlando/Miller Avenue corner would be re-used as well as wall signage within Code on the building.

## **Summary and Recommendation**

Being on a main gateway entrance to the City, staff has concerns about the prominence of the vehicle display and the method of approval for such a business and the unintended consequences of creating a pathway (just amend the Zoning Code) that may allow others to ask for equitable treatment in the sale and service associated with their business of selling vehicles.

The inherent problem is that we are creating a definition for "vehicle sales showroom," previously "specialty retail automotive," which opens the door for another applicant to ask to amend that same definition to fit their business characteristics. Not a single change to the site plan or uses has been made, despite neighborhood and staff concerns.

Staff remains very concerned about the method chosen by the applicant and the unwillingness to modify any of the plans for the property. Staff has relayed to the applicant that there would be a proper legal method to pursue if they felt that this property was appropriate for their proposed use. The proper method of bringing this use forward is to amend the Comprehensive Plan to no longer have a geographic boundary on vehicle sales and service that is concentrated on the northern portion of the 17-92 corridor, adjacent to existing vehicles sales. If the Commission feels that C-3 Zoning or this specific site should allow Vehicle Sales and Service then staff would request affirmation that the Commission would like to consider this change to the Com Plan. Staff would then bring back an application, with proper legal notice, to P&Z and the Commission for consideration. This would be the proper legal method that would keep the Commission in the position of following the Comp Plan and not making special exceptions that could have potential legal challenges and unforeseen consequences with future applications.

## Planning and Zoning Board Minutes – December 1, 2020

- ZTA #20-09; CU #20-08 Request of McLaren Orlando LLC for an Ordinance to amend the Commercial (C-3) Zoning Code Text to establish a new Conditional Use for “Specialty Transportation Business” and for Conditional Use approval for such business at 1111 S. Orlando Avenue.

Mr. Stephenson provided the Board a brief overview of the request. Mr. Stephenson explained that the item was heard at the last Planning and Zoning Board meeting on November 2, 2020, but was tabled by the applicant for 30 days to allow for more community outreach and to implement the recommendations received from the Board and public comment. Mr. Stephenson noted that staff had not received any indication that there had been any changes or updates to the project within the 30 days. Mr. Stephenson advised that staff's recommendation was still for denial of the request as staff does not support creating new code definitions to accommodate an individual purpose for a specific project, and which could place the City in undesirable situations.

The applicant's land use counsel, Mary Solik, 121 South Orange Avenue, Suite 1500, Orlando, FL 32801, briefly addressed the Board. Ms. Solik advised that the applicant had to seek extensions of certain contract terms for the project due to the 30-day continuance, which took several weeks to secure. Ms. Solik noted that at the same time the applicant was internally re-evaluating the feasibility of the Winter Park location. Due to these reasons, community contact with Harper Place Homeowners Association and Orwin Manor Homeowners Association was delayed until after the Thanksgiving holiday. Ms. Solik mentioned that a site walk had been completed with the President of the Orwin Manor HOA, who invited the applicant to make a community presentation at their next resident meeting. Ms. Solik also mentioned that talks with the President from the Harper Place HOA had been very positive and supportive and that a significant landscape plan was currently being work on for the west side of the project near the Harper Place townhomes. Ms. Solik also added that the applicant planned to continue to complete more community outreach to gain greater support for the project.

Vice Chairman Turner inquired whether or not the meeting with the Orwin Manor HOA President included any other Board members.

The principal of McLaren Orlando, LLC, Chris Hardiman, 1736 Indiana Avenue, Winter Park, FL 32789, addressed the Board member's question. Mr. Hardiman noted that he had spoken with two members of the Board but the meeting was only with the Board

President.

The board heard public comment from the following residents:

Nolan Kline of 1554 Cavendish Road, Winter Park, FL 32789 addressed the Board. Mr. Kline expressed concern regarding pedestrian safety and adverse traffic conditions.

No one else from the public wished to speak. The public hearing was closed.

Mr. Stephenson addressed Board questions and mentioned that staff's main concern is the proposed process and technique of the applicant to gain project approval.

The Board briefly discussed the item and raised questions and concerns regarding the following:

- o other possible uses for the lot,
- o the location of the project,
- o the timeline of the project.

**Motion made by Jim Fitch, seconded by Owen Beitsch, for denial of an Ordinance to amend the Commercial (C-3) Zoning Code Text to establish a new Conditional Use for "Specialty Transportation Business" and for Conditional Use approval for such business at 1111 S. Orlando Avenue.**

**Motion carried with a 6-1 vote. (Jim Fitch voted in opposition of the denial.)**

[alternatives / other considerations](#)

[fiscal impact](#)

ATTACHMENTS:

[LDC Ordinance\\_McLaren REVISED.docx](#)

ATTACHMENTS:

[Location Map 2.pdf](#)

ATTACHMENTS:

[Site plan & Elevation.pdf](#)

ATTACHMENTS:

[Orwin Manor Letter re Orchard Supply Site Reuse.pdf](#)

ATTACHMENTS:

[McLaren Orlando-REAR PROPERTY BUFFER.pdf](#)

ATTACHMENTS:

[2\\_P&Z Agenda Backup\\_McLaren Request.pdf](#)

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING ARTICLE III ZONING REGULATIONS OF CHAPTER 58 OF THE LAND DEVELOPMENT CODE TO AMEND SUBSECTION 58-76 COMMERCIAL (C-3) DISTRICT TO ESTABLISH A NEW CONDITIONAL USE FOR VEHICLE SALES SHOWROOM AND TO AMEND SUBSECTION 58-95 DEFINITIONS TO ESTABLISH DEFINITIONS FOR CAR SALES BUSINESS, VEHICLE DEALERSHIP, VEHICLE SALES BUSINESS, AND VEHICLE SALES SHOWROOM. PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission of the City of Winter Park (the “City”) recognizes that certain types of business are unique to their product lines which requires special consideration and clarification of the intent of the Zoning Code; and

**WHEREAS**, the City recognizes that the Planning and Zoning Board and/or the City Commission desires that other factors such as the voluntary provision of green open space in commercial areas is important for the character and environment of the City; and

**WHEREAS**, the City recognizes that the Planning and Zoning Board and/or the City Commission recognizes that such factors are only one part of the consideration for the approval of conditional uses but, agrees that those types of applications may be heard; and

**WHEREAS**, in accordance with section 163.3174, Florida Statutes, and section 58-372 of the City Code of Ordinances, the City’s local planning agency, which is the designated planning and zoning board, has reviewed and made recommendations as to the amendments set forth herein; and

**WHEREAS**, this Ordinance is being adopted in the best interests of the health, safety and welfare of the citizens of Winter Park.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:**

**SECTION I:** RECITALS. The above recitals are true and correct, are adopted and incorporated herein, and constitute the legislative findings of the City Commission of the City of Winter Park.

**SECTION II:** EDITS. Portions of Chapter 58, Land Development Code, Article III, Zoning Regulations, are hereby amended to read as shown below, and words with single underlined type shall constitute additions to the original text and ~~strike-through~~ shall constitute deletions to the original text. Provisions not included are not being amended.

**SECTION III:** AMENDMENT. Chapter 58, Land Development Code, Article III, Zoning Regulations, Section 58-76 “Commercial (C-3) District” is hereby amended in subsection (c) (1) to establish a new conditional use as shown below and that Section 58-95 “Definitions” is hereby amended to add new definitions for car sales business, vehicle dealership, vehicle sales business, and vehicle sales showroom, to read as follows:



**Sec. 58-76. Commercial (C-3) district.**

**(c) Conditional uses.**

\*\*\*

(p) *Vehicle sales showroom.* provided the following criteria are met that all product and inventory must be housed within a fully enclosed building, that all repair and service must be conducted within a fully enclosed building with no outside storage permitted, that the hours of retail operation are limited to 8 am to 6 pm Monday-Friday and 9 am to 5 pm on Saturday and that 30% of subject property, exclusive of stormwater retention, shall be devoted to green open space visible from an arterial roadway.

**Sec. 58-95. Definitions.**

\*\*\*

*Car sales business, vehicle dealership, vehicle sales business* means the new and used sale of motor vehicles, as that term is defined by this Code, outside of an enclosed building.

*Vehicle sales showroom* means the new and used sale of motor vehicles wholly within an enclosed building; with inventory of 25 units or less; no outside parking or storage of inventory; no outside display of inventory; and no outside storage of motor vehicle parts or tires. Vehicle sales showroom may include accessory motor vehicle repair within a fully enclosed building with doors open only for ingress and egress.

**SECTION IV:** INCONSISTENCY. If any Ordinances or parts of Ordinances are in conflict herewith, this Ordinance shall control to the extent of the conflict.

**SECTION V:** SEVERABILITY. If any section, subsection, sentence, clause, phrase, provision, or word of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then such invalidity or unconstitutionality shall not be held to invalidate or impair the validity, force, or effect of any other remaining provisions of this Ordinance.

**SECTION VI:** CODIFICATION. Section III of this Ordinance shall be codified and made a part of the City of Winter Park Land Development Code, and the sections of this Ordinance may be renumbered or re-lettered to accomplish this intention. The word “Ordinance” may be changed to “Section,” “Article,” or other appropriate word. The City Clerk is given liberal authority to ensure proper codification of this Ordinance, including the right to correct scrivener’s errors.

**SECTION VII:** This Ordinance shall become effective immediately following approval by the City Commission at its second reading.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

**City of Winter Park**

---

Steven M. Leary, Mayor

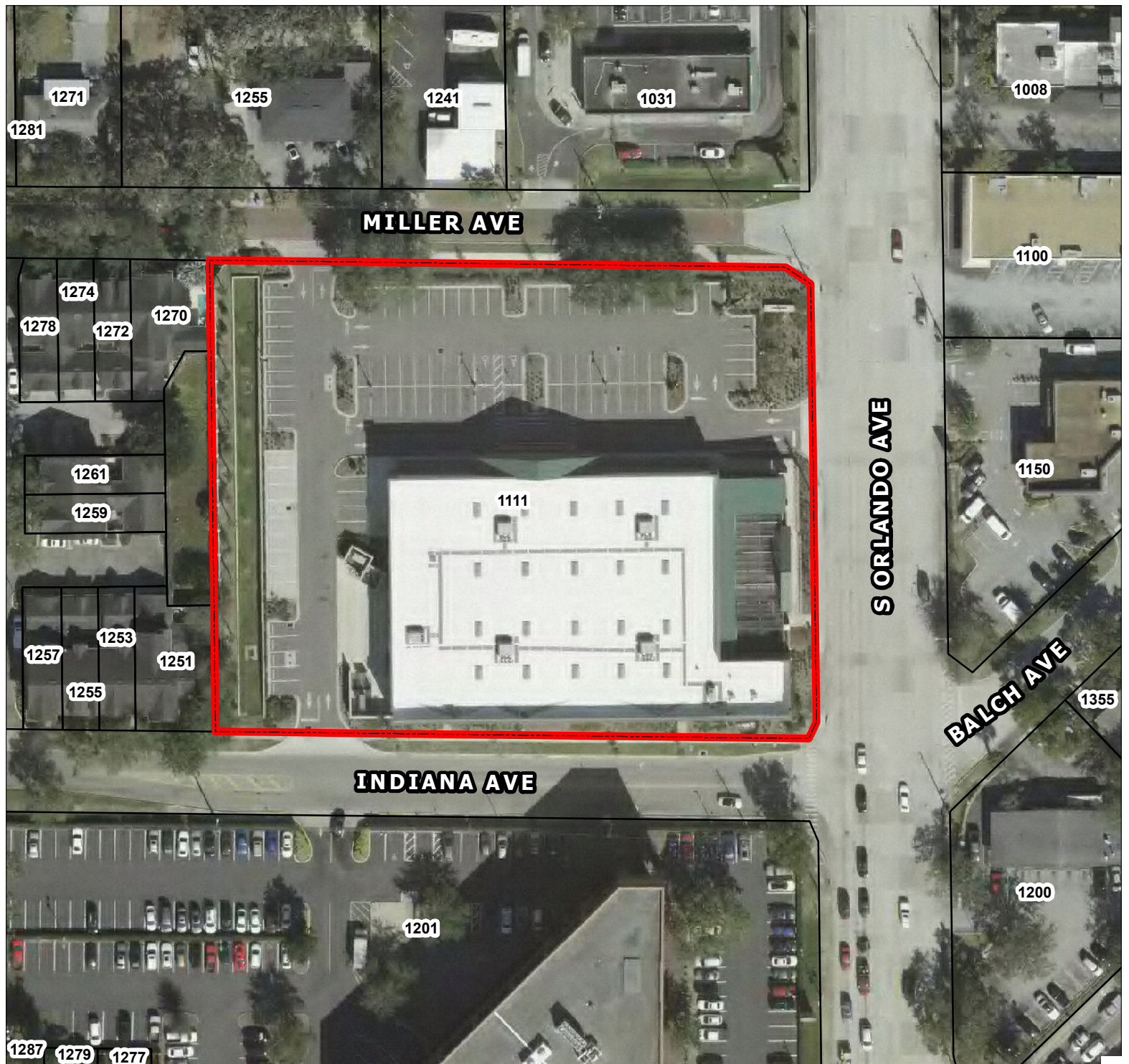
Attest: \_\_\_\_\_  
Rene Cranis, City Clerk



## LOCATION MAP

**1111 S Orlando Ave**

City of Winter Park  
Florida











SOUTHERN MAGNOLIA



DWARF INDIAN HAWTHORN



HUMMINGBIRD BUSH



DWF VARIGATED SCHEFFLERA



SABAL PALMETTO



PINK MUHLY GRASS

1111 South Orlando  
Greenspace Calculation

Total Site	103,574 SF
Total Greenspace (does not include Stormwater Area)	33,574 SF
Percent Green Space	32.6%



LIGUSTRUM TREE



JAPANESE BLUEBERRY



LIRIOPE BORDER GRASS



REGINA IRIS



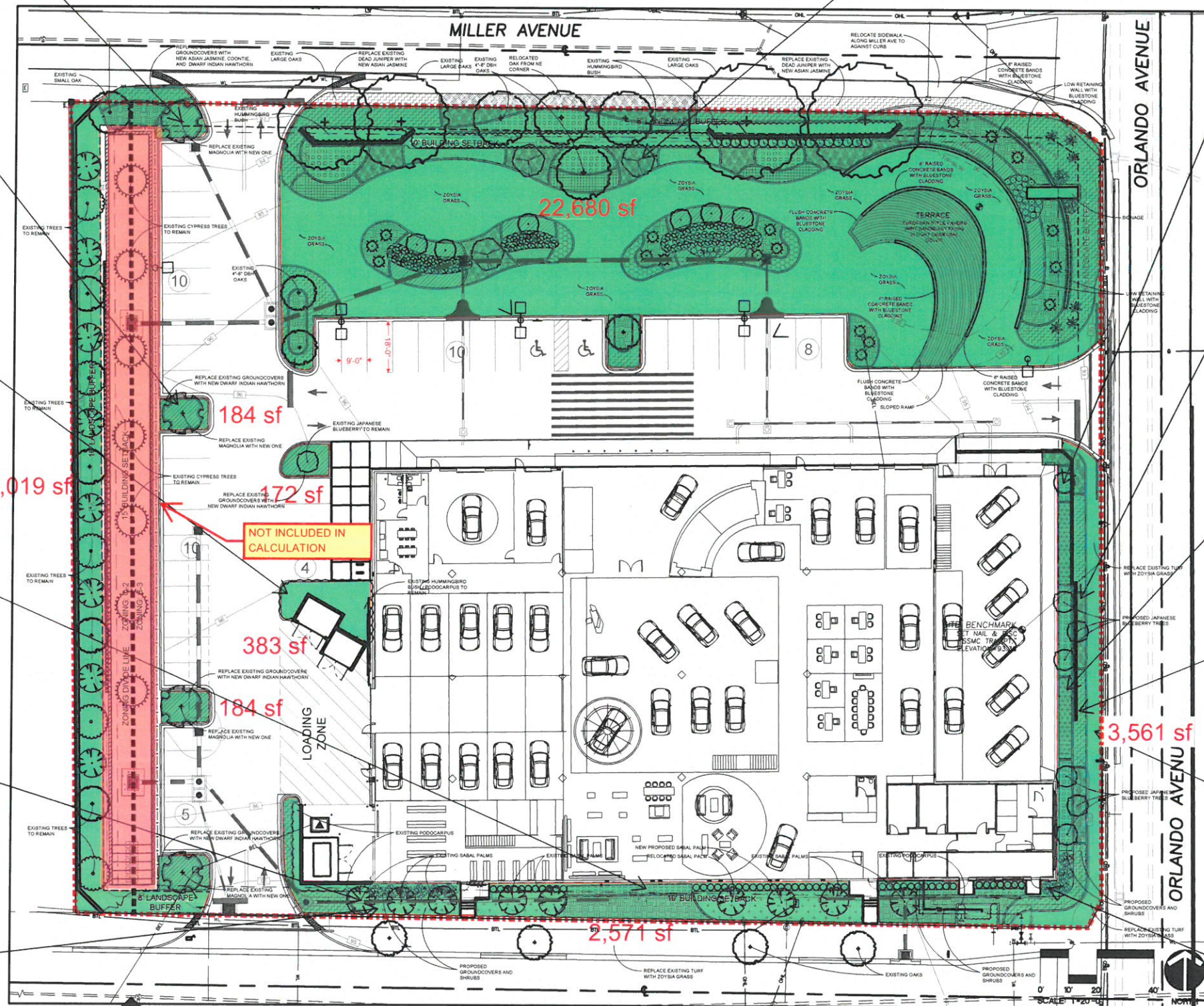
ASIAN JASMINE



ZOYSIA GRASS



DWARF BOTTLEBRUSH



A OVERALL SITE CONCEPT PLAN 103,574 sf

SCALE: 1"=20'-0"

**BORRELLI + PARTNERS**  
ARCHITECTURE PLANNING LANDSCAPE INTERIOR  
720 VASSAR STREET  
ORLANDO, FL 32804 (407) 418-1338

SIGNATURE AND DATED SEAL  
CHRISTOPHER D. RICGLA 667122

3rd PARTY VERIFICATION

OVERALL SITE CONCEPT PLAN  
AND PLANT PHOTOS

DRAWING TITLE

PROJECT ADDRESS  
1111 ORLANDO AVE  
WINTER PARK  
FLORIDA

OWNER NAME AND ADDRESS

REV. DESCRIPTION DATE  
18-00  
PHASE PRELIMINARY DESIG  
SCALE ITS  
FILE NAME MCLAREN ORLANDO  
DRAWN BY  
CHECKED BY  
DATE 07/09/20

L-102



# ORWIN MANOR WESTMINSTER ASSOCIATION

Post Office Box 2367, Winter Park, FL 32790-2367

November 22, 2020

Re: Reuse of the Orchard Supply site

Dear Mayor and Commissioners,

The Orwin Manor Westminster Association has successfully dedicated much effort to the traffic safety issues on Orange Avenue and now finds itself battling an inappropriate reuse of the former Orchard Supply site.

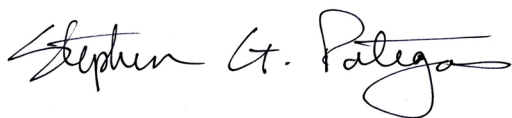
The board has unanimously voted to NOT support reuse as a car dealership. That use of the property is inappropriate and the developer's request for a special conditional use must be rejected.

There are numerous negatives to this proposed re-development of the Orchard Supply building:

1. The exception to the zoning in this area may lead to more auto dealerships or other inappropriate uses.
2. Pedestrian safety is a serious issue in this area. The test driving of high-performance vehicles in this area increases risk. Encourage pedestrians and bicyclists - do not discourage them.
3. This use could be allowed in the Orange Ave corridor overlay or other nearby areas.
4. Hundreds of residents live within earshot of this site and some are just a few feet away. These neighborhoods are already subjected to noise from 17/92, Orange Avenue, Interstate 4, and Florida hospital helicopters. Do not add to this pollution.
5. The McLaren Orlando group hosts huge events. We have no faith that any agreement to control such events would be followed. Are the neighbors expected to constantly police and report infractions? Do not place us in that untenable position.
6. Large tractor trailer transport trucks are totally inappropriate in this area of high traffic congestion. How do they intend to get them in and out of the traffic congestion on 17/92 and not impact residential streets?
7. On a site that does not have adequate parking, overflow parking will flow onto our neighborhood streets.

This proposed reuse must be rejected. Send a clear message that our quality of life will not be further degraded. Allow an appropriate use we will want to walk and bike to. Strengthen neighborhoods, do not weaken them.

Regards,

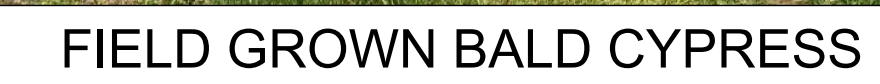


Stephen Pategas  
Orwin Manor Westminster Board Member since 1987





SCALE: NTS



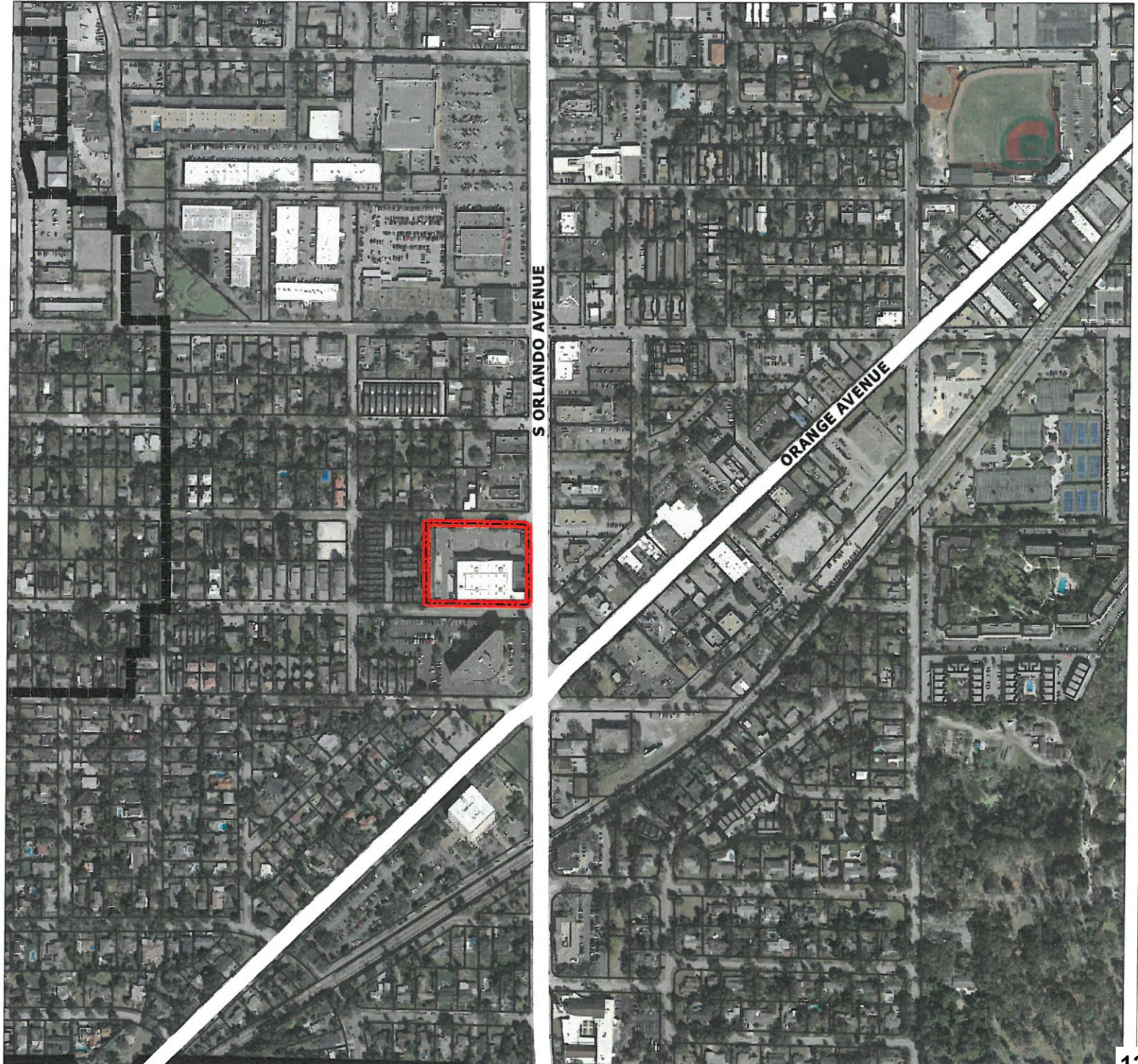




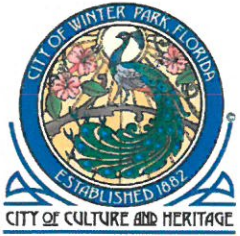
## LOCATION MAP

**1111 S Orlando Ave**

City of Winter Park  
Florida



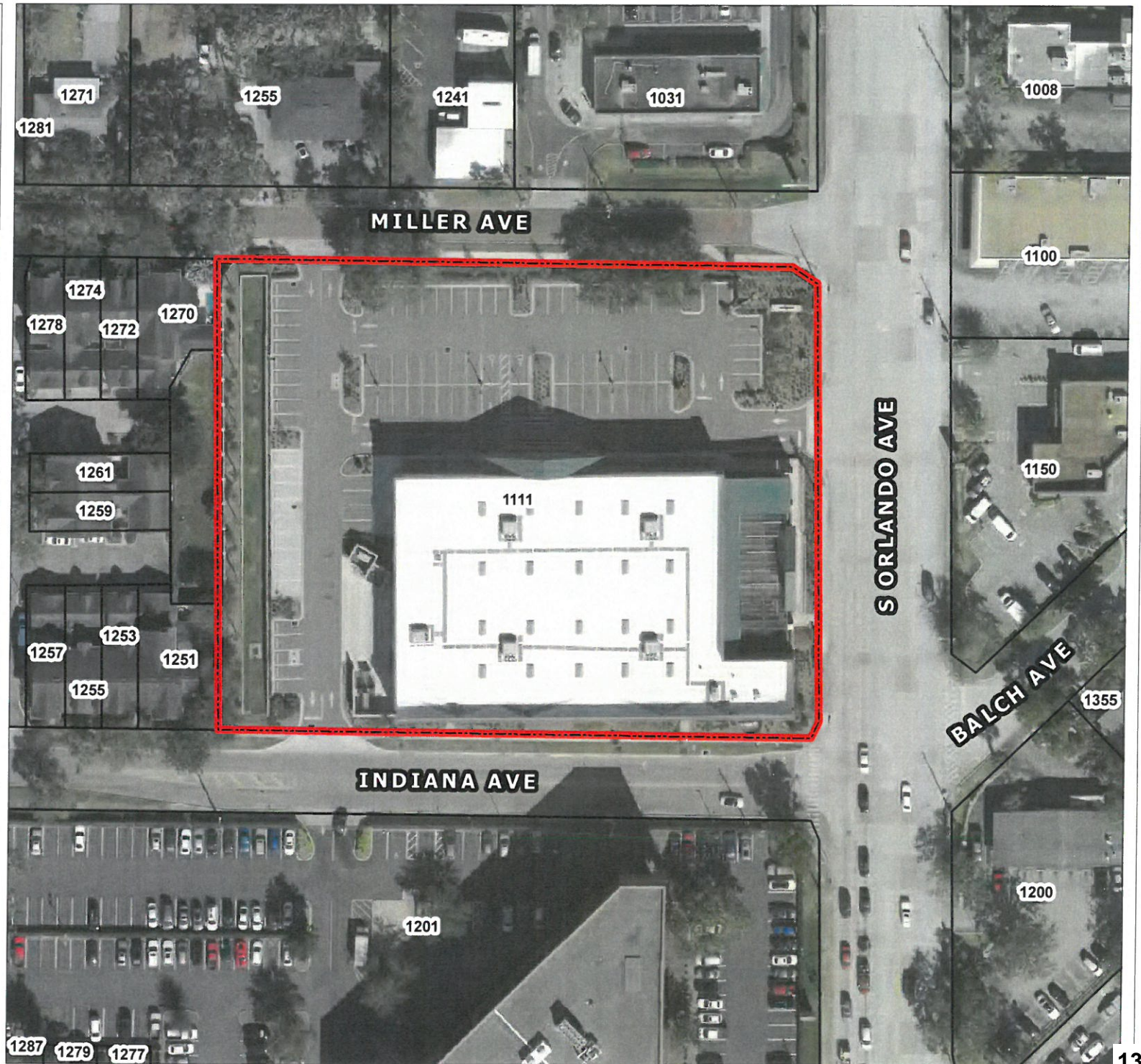




## LOCATION MAP

**1111 S Orlando Ave**

City of Winter Park  
Florida







SOUTHERN MAGNOLIA



DWARF INDIAN HAWTHORN



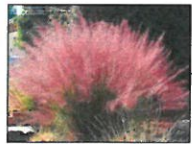
HUMMINGBIRD BUSH



DWF VARIGATED SCHEFFLERA



SABAL PALMETTO



PINK MUHLY GRASS

1111 South Orlando  
Greenspace Calculation

Total Site	103,574 SF
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LIGUSTRUM TREE



JAPANESE BLUEBERRY



LIRIOPE BORDER GRASS



REGINA IRIS



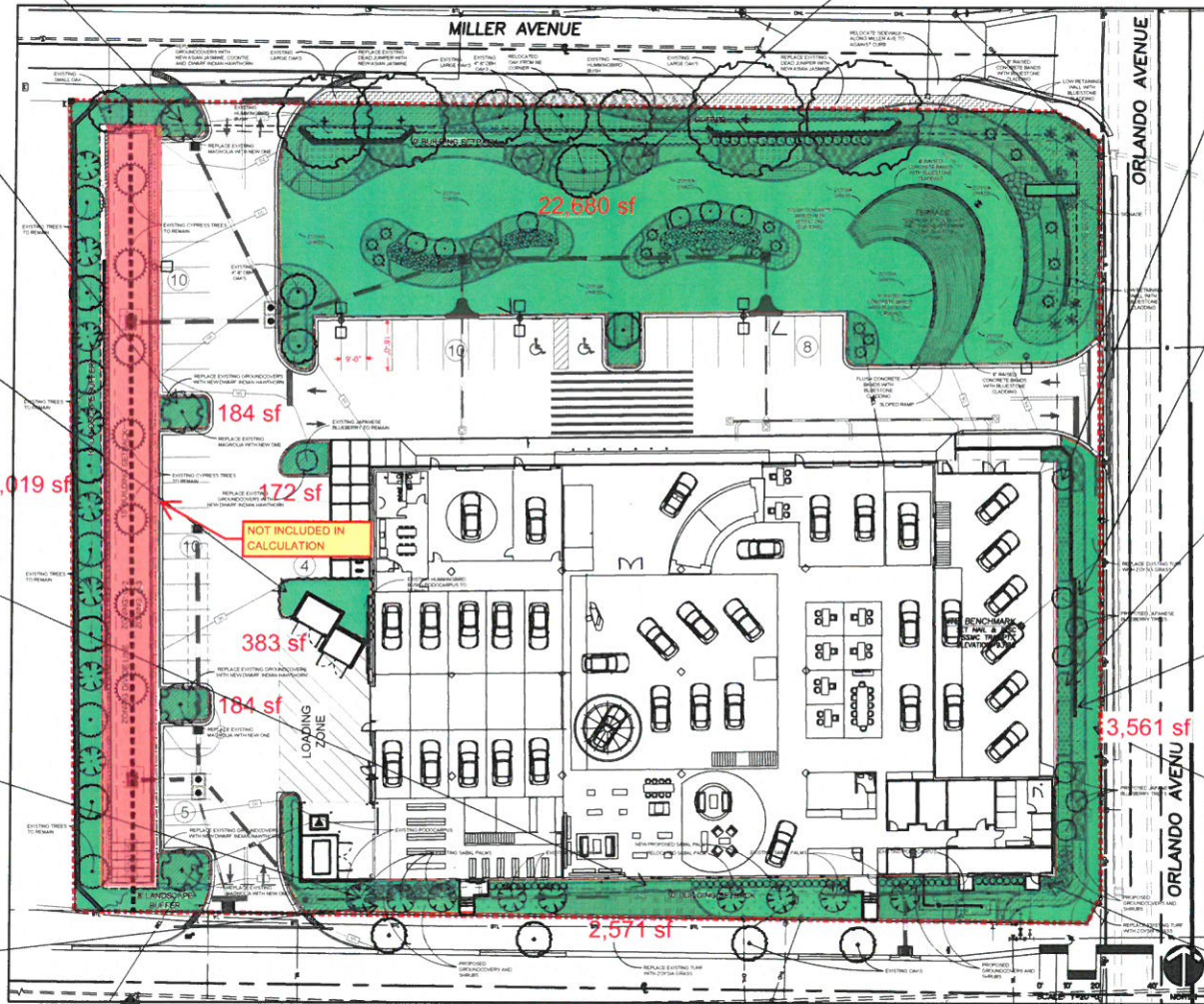
ASIAN JASMINE



ZOYSIA GRASS



DWARF BOTTLEBRUSH



**OVERALL SITE CONCEPT PLAN 103,574 sf**

SCALE: 1"=20'-0"

**BORRELLI PARTNERS**  
ARCHITECTS  
1111 SOUTH ORLANDO AVENUE  
SUITE 100  
ORLANDO, FL 32801  
PH: 407.251.1111  
WWW.BORRELLIPARTNERS.COM

**PROJECT ADDRESS**  
1111 SOUTH ORLANDO AVENUE  
ORLANDO, FL 32801

**OWNER NAME AND ADDRESS**  
1111 SOUTH ORLANDO AVENUE  
ORLANDO, FL 32801

**OVERALL SITE CONCEPT PLAN AND PLANT PHOTOS**

**DRAWING TITLE**  
OVERALL SITE CONCEPT PLAN AND PLANT PHOTOS

**PROJECT NO.**  
L-102

**REV.**  
1.0

**DESCRIPTION**  
OVERALL SITE CONCEPT PLAN AND PLANT PHOTOS

**DATE**  
08/27/20

**CHECKED BY**  
[Signature]

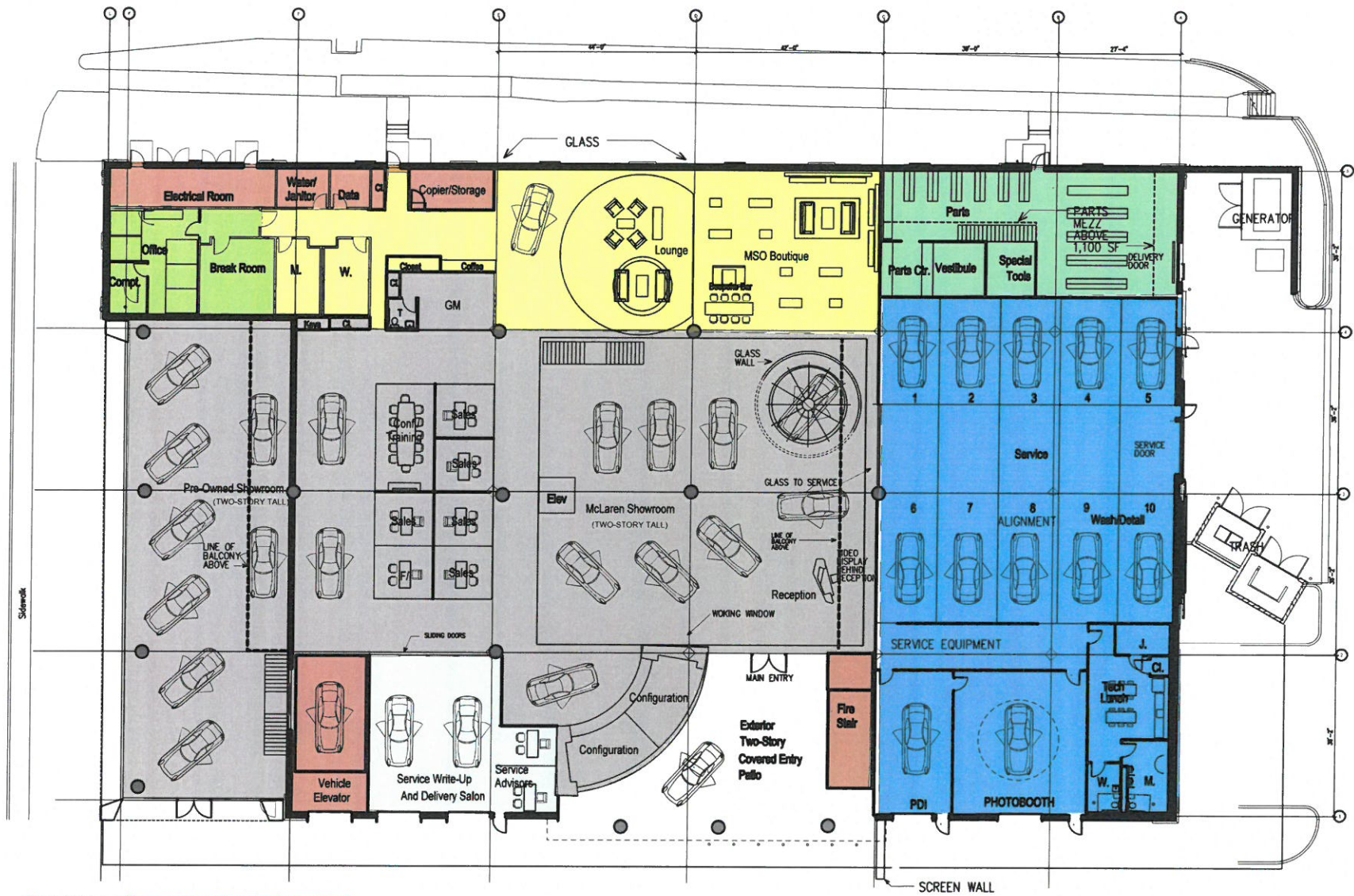
**DATE**  
08/27/20

**SCALE**  
1"=20'-0"

**FILE NAME**  
L-102

**PROJECT ADDRESS**  
1111 SOUTH ORLANDO AVENUE  
ORLANDO, FL 32801

































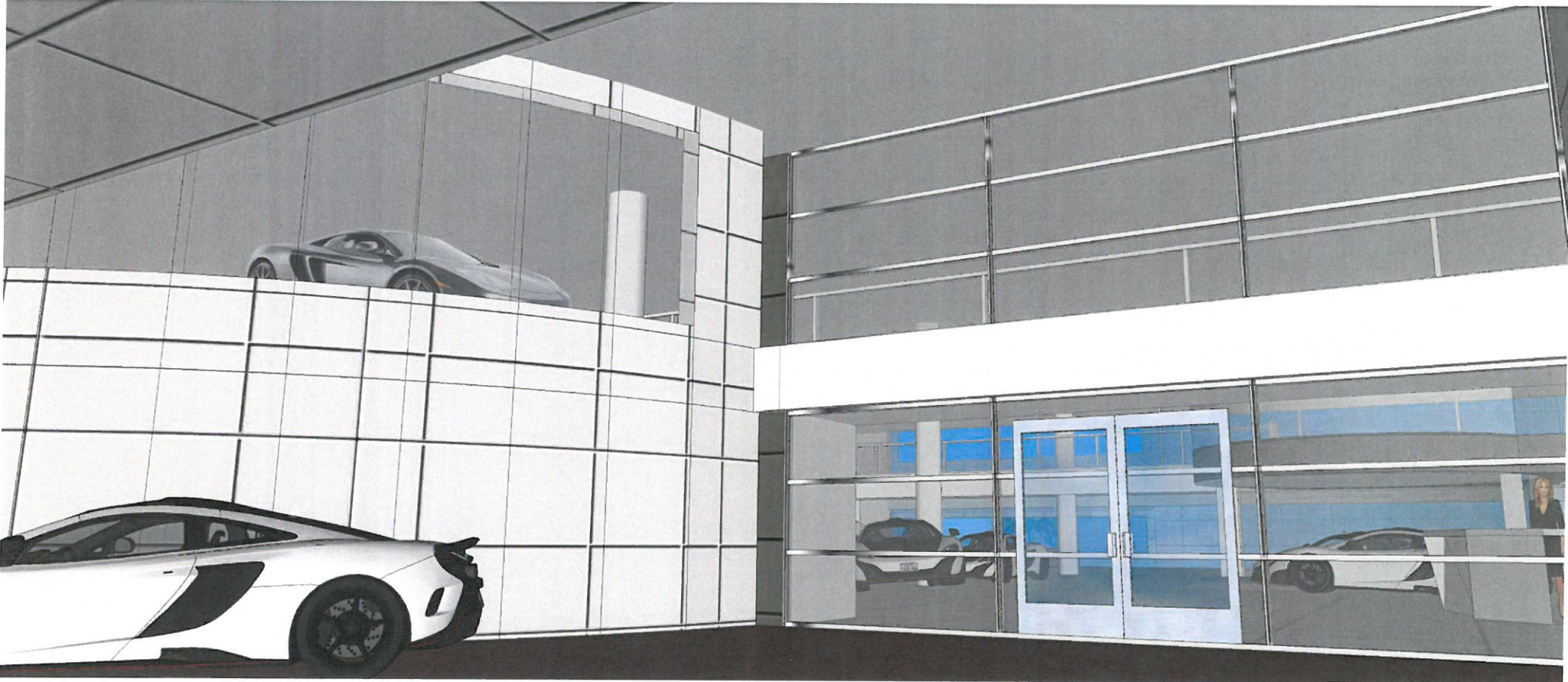


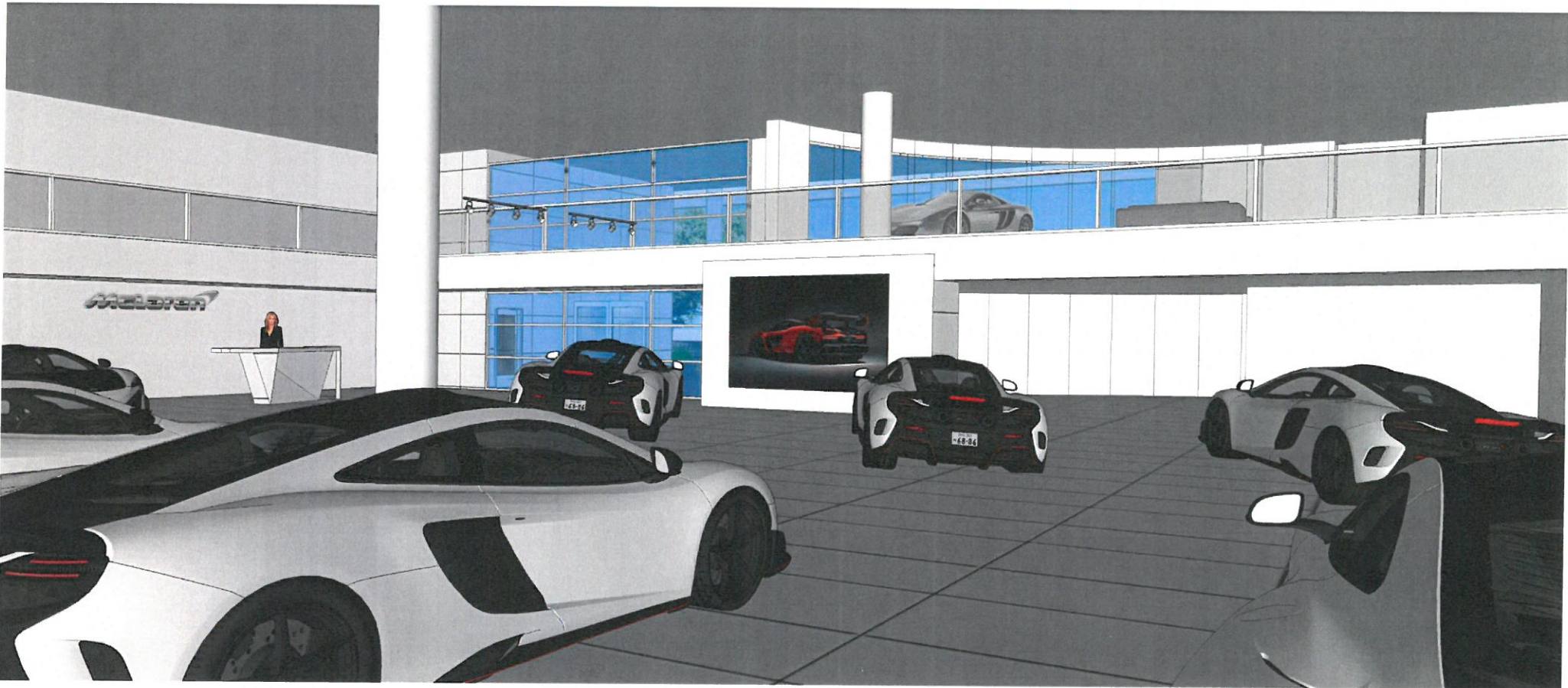
1111 S. Orlando Ave.  
Winter Park, Florida  
October 1, 2020



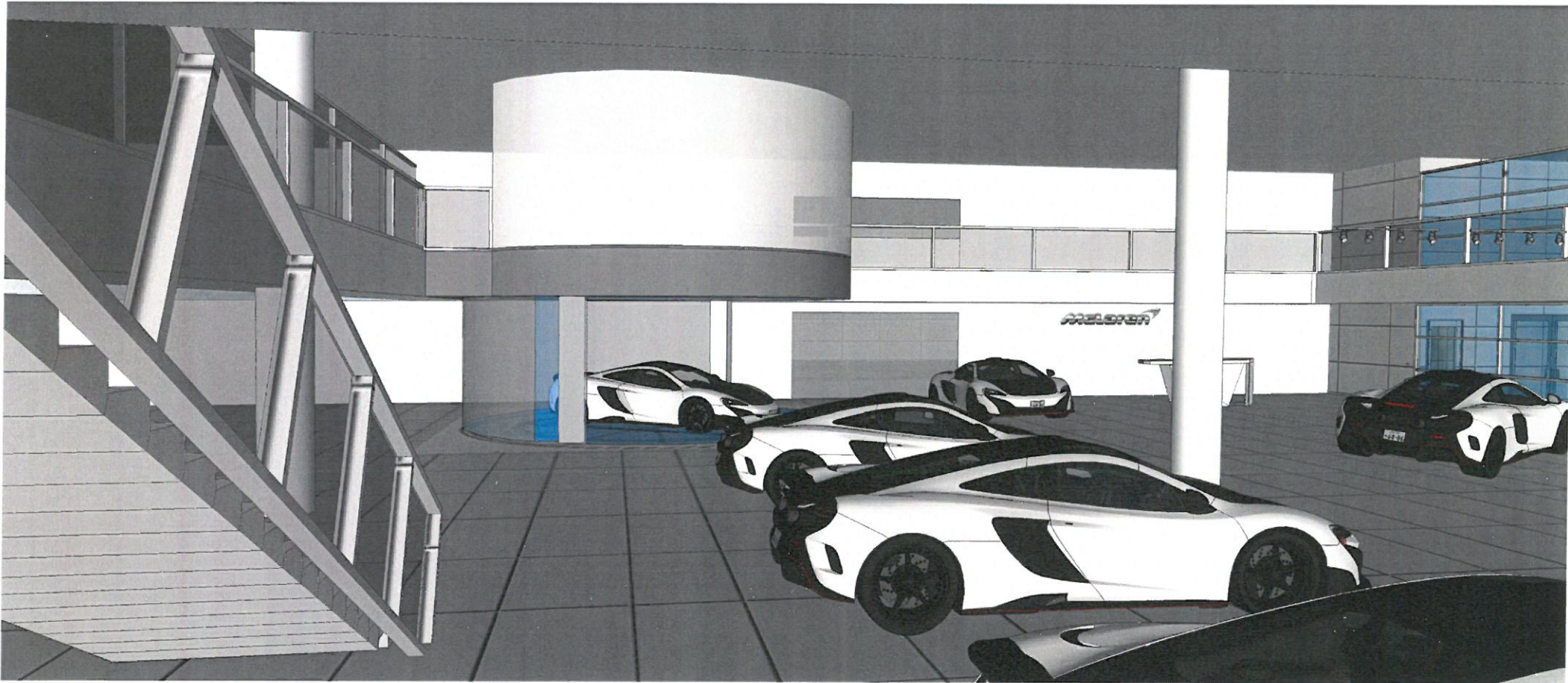






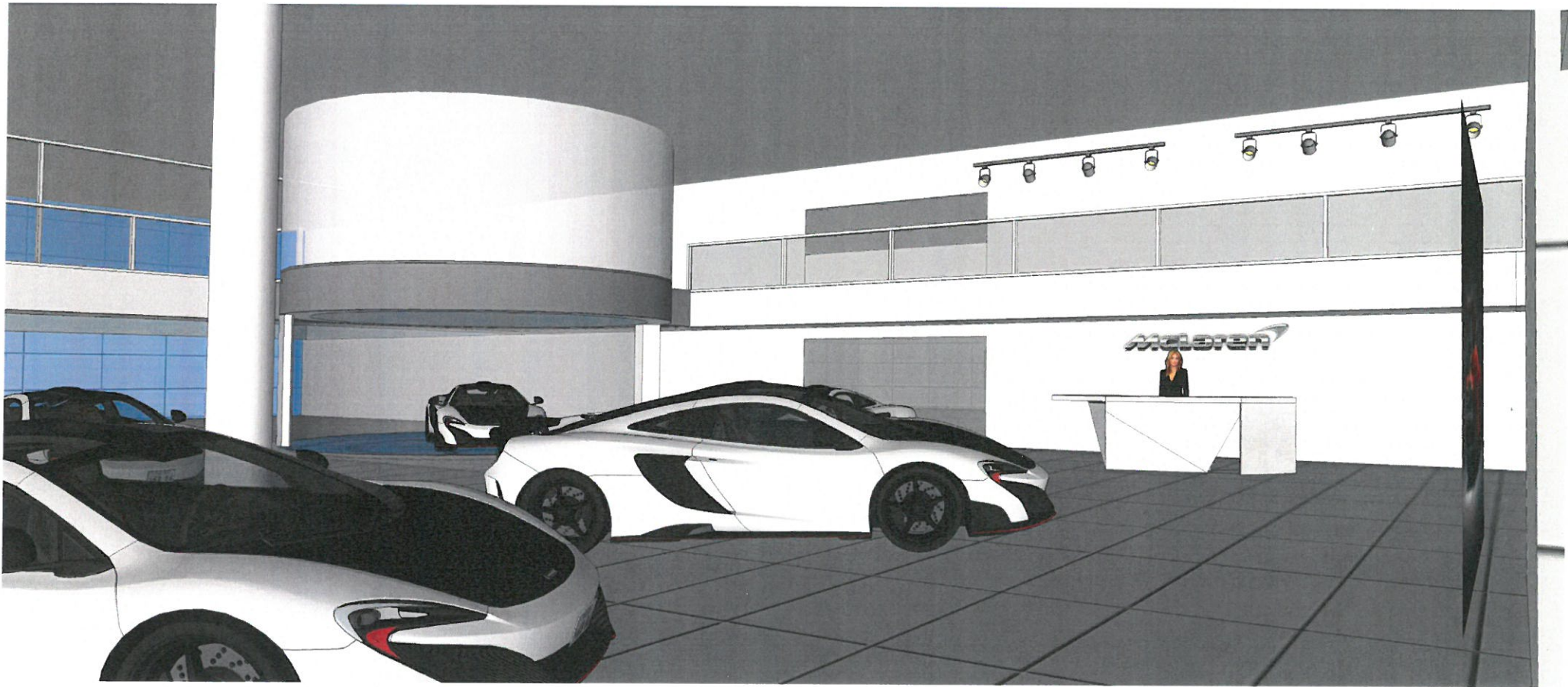




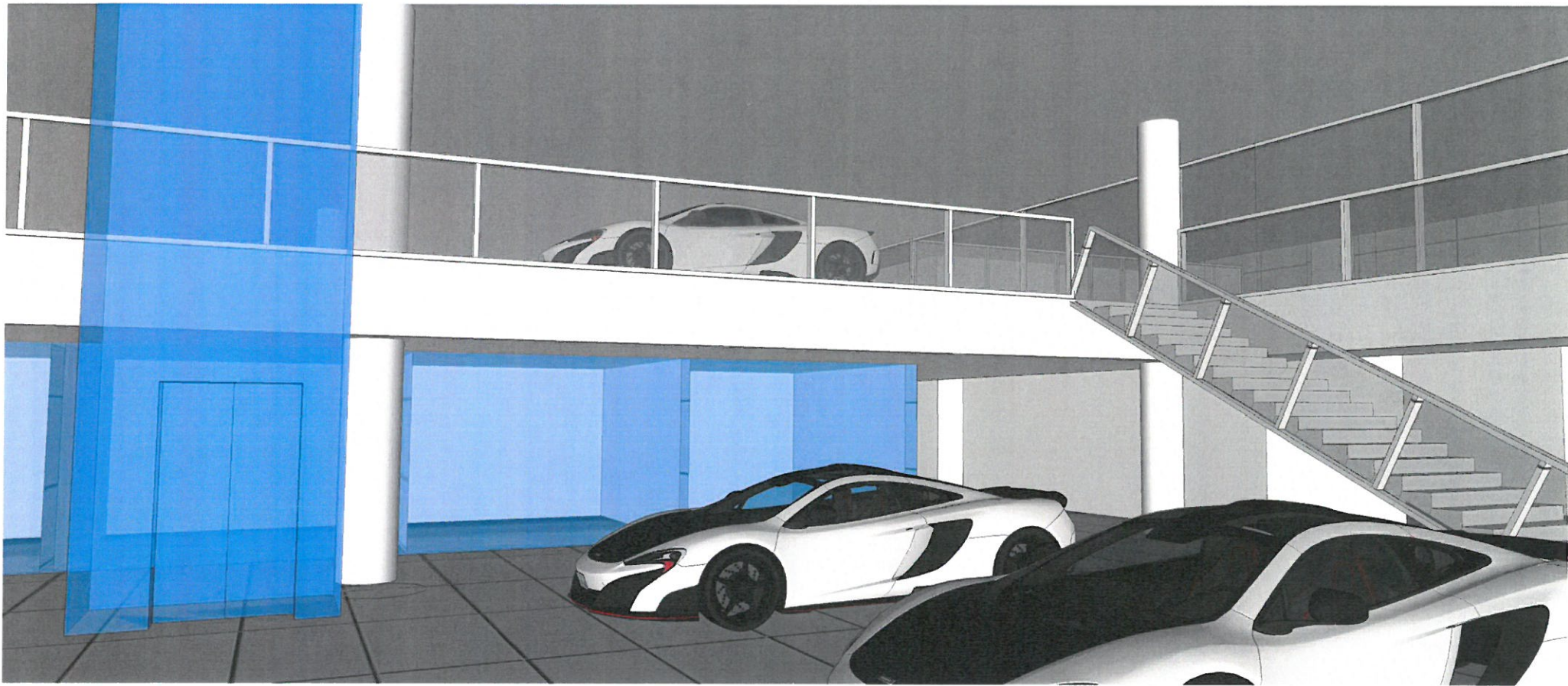


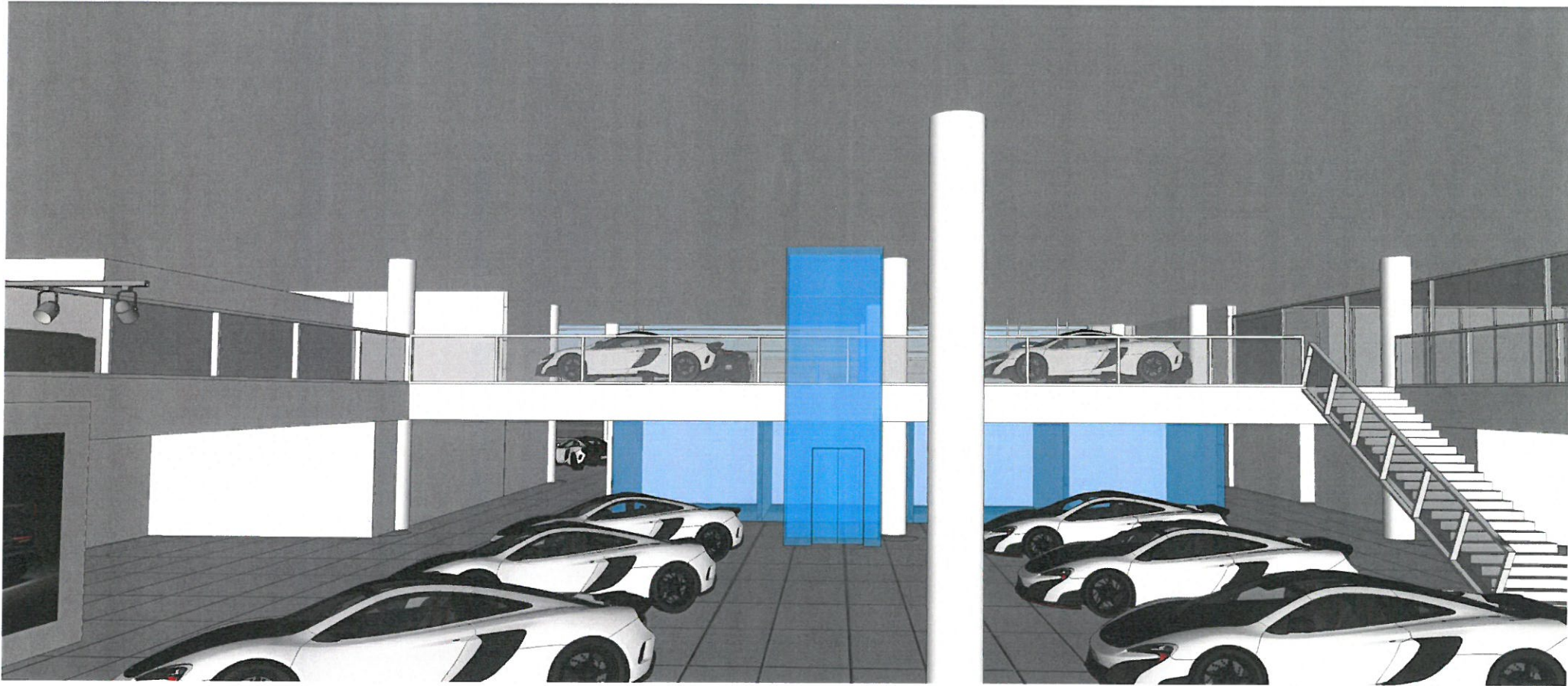




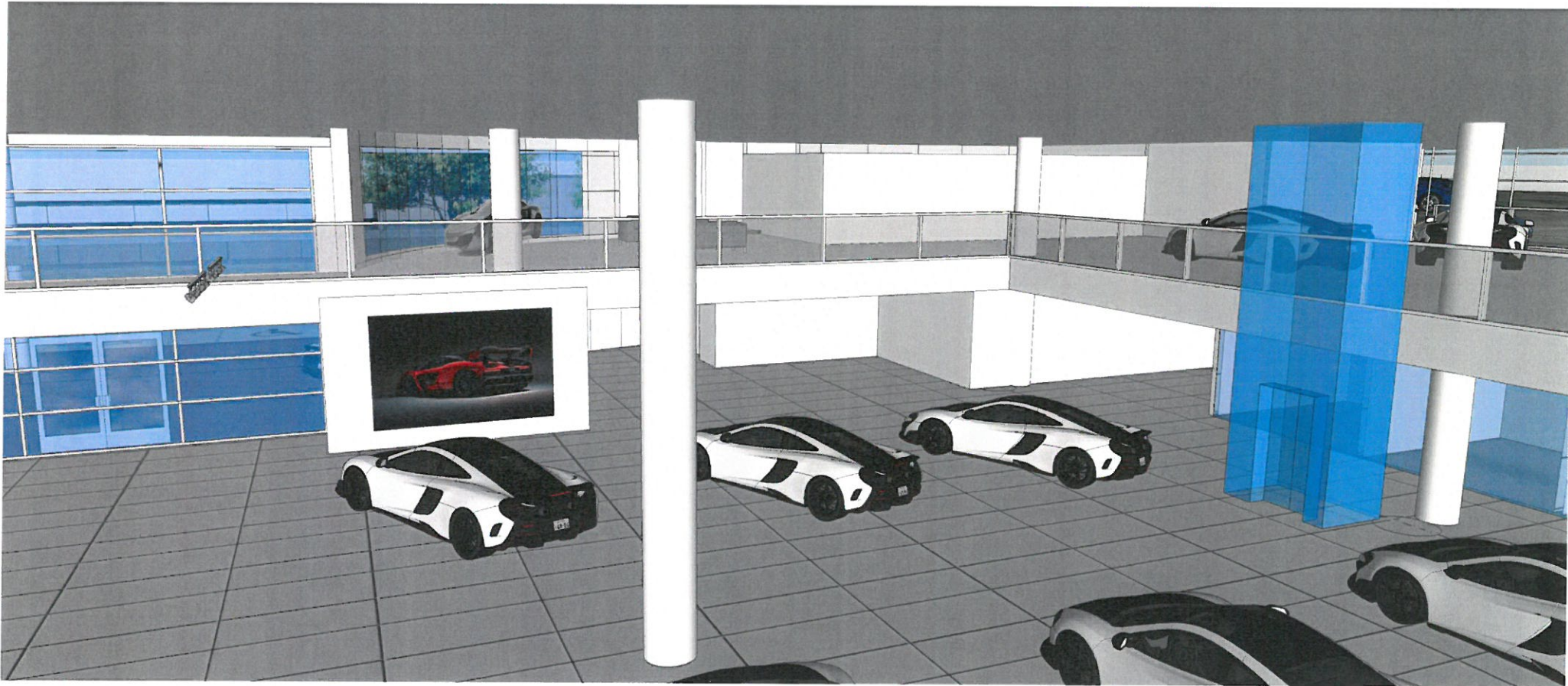


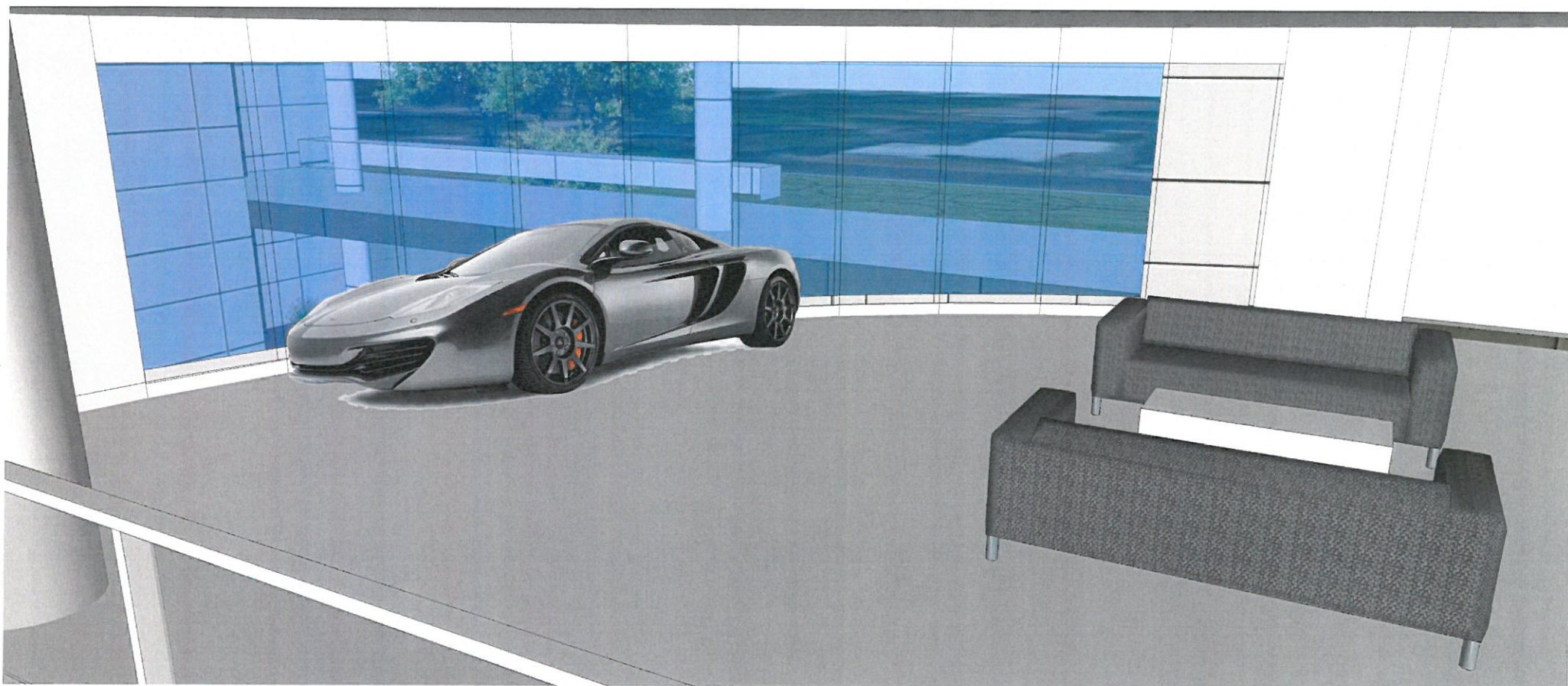










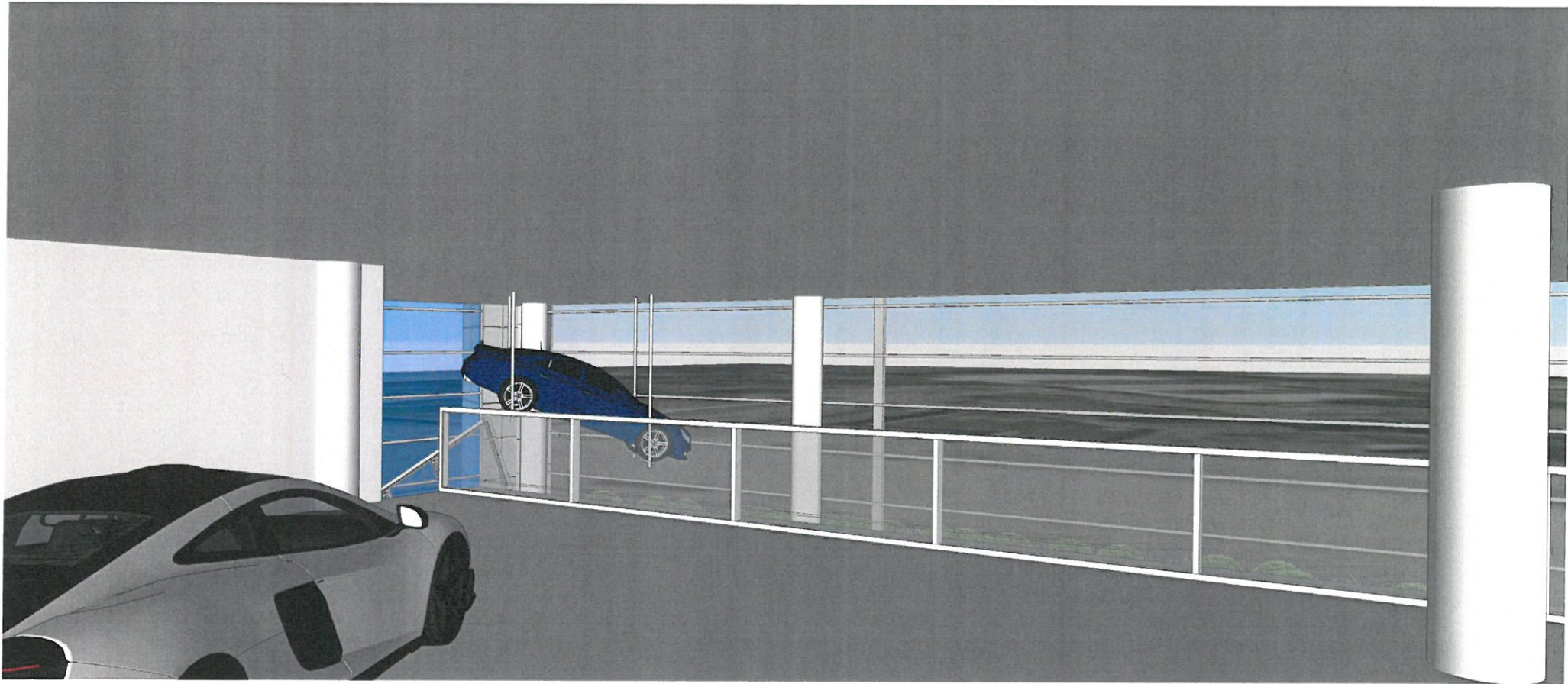


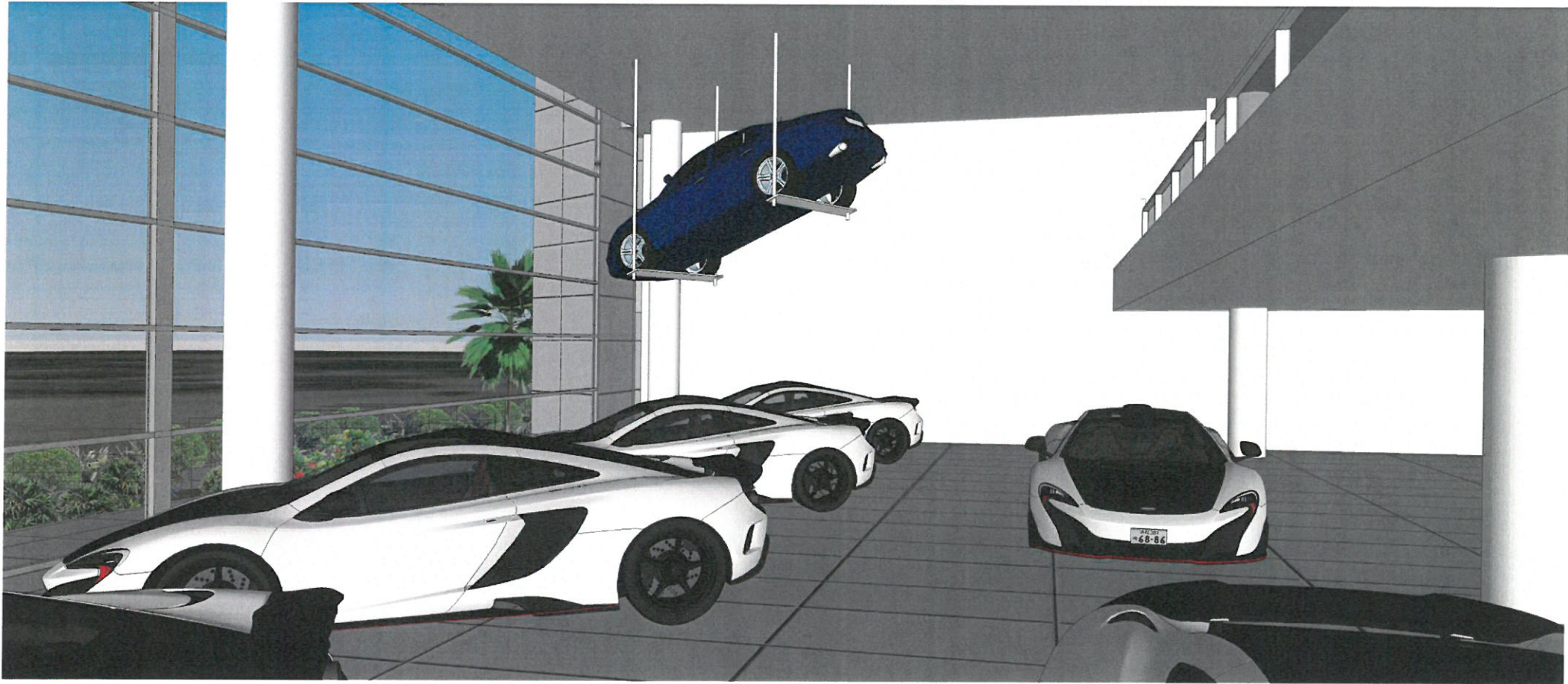
162 Jay Street • Schenectady, New York 12305 • 518 370 1576 • [www.SynthesisLLP.com](http://www.SynthesisLLP.com)



1111 S. Orlando Ave.  
Winter Park, Florida  
October 1, 2020



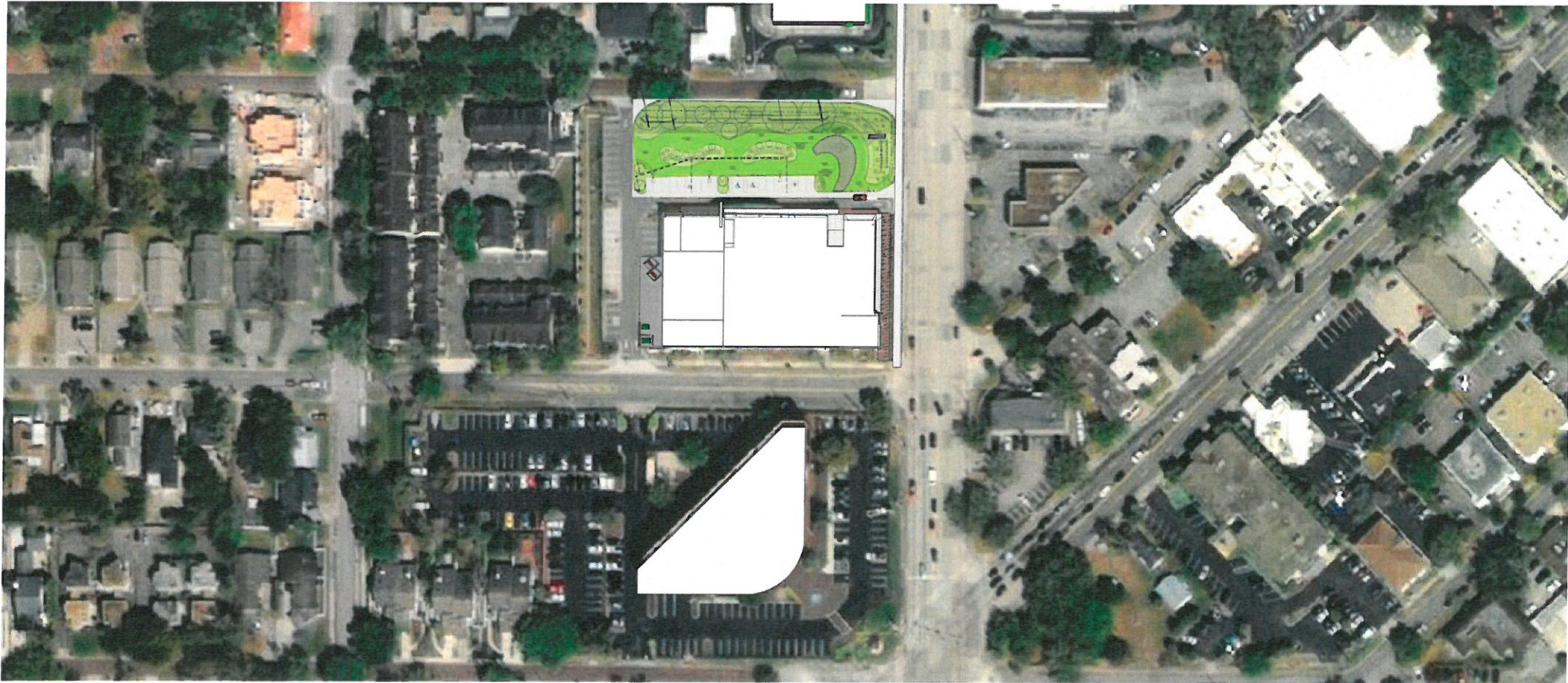












ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING ARTICLE III ZONING REGULATIONS OF CHAPTER 58 OF THE LAND DEVELOPMENT CODE TO AMEND SUBSECTION 58-76 COMMERCIAL (C-3) DISTRICT TO ESTABLISH A NEW CONDITIONAL USE FOR SPECIALTY TRANSPORTATION BUSINESS AND TO AMEND SUBSECTION 58-95 DEFINITIONS TO ESTABLISH A DEFINITION FOR SPECIALTY TRANSPORTATION BUSINESS. PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

**WHEREAS**, the City Commission of the City of Winter Park (the “City”) recognizes that certain types of business are unique to their product lines which requires special consideration and clarification of the intent of the Zoning Code; and

**WHEREAS**, the City recognizes that the Planning and Zoning Board and/or the City Commission desires that other factors such as the voluntary provision of green open space in commercial areas is important for the character and environment of the City; and

**WHEREAS**, the City recognizes that the Planning and Zoning Board and/or the City Commission recognizes that such factors are only one part of the consideration for the approval of conditional uses but, agrees that those types of applications may be heard; and

**WHEREAS**, in accordance with section 163.3174, Florida Statutes, and section 58-372 of the City Code of Ordinances, the City’s local planning agency, which is the designated planning and zoning board, has reviewed and made recommendations as to the amendments set forth herein; and

**WHEREAS**, this Ordinance is being adopted in the best interests of the health, safety and welfare of the citizens of Winter Park.

**NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:**

**SECTION I:** RECITALS. The above recitals are true and correct, are adopted and incorporated herein, and constitute the legislative findings of the City Commission of the City of Winter Park.

**SECTION II:** EDITS. Portions of Chapter 58, Land Development Code, Article III, Zoning Regulations, are hereby amended to read as shown below, and words with single underlined type shall constitute additions to the original text and ~~strike through~~ shall constitute deletions to the original text. Provisions not included are not being amended.

**SECTION III:** AMENDMENT. Chapter 58, Land Development Code, Article III, Zoning Regulations, Section 58-76 “Commercial (C-3) District” is hereby amended in subsection (c) (1) to establish a new conditional use as shown below and that Section 58-95 “Definitions” is hereby amended to add a new definition for specialty transportation business, to read as follows:



**Sec. 58-76. Commercial (C-3) district.**

**(c) Conditional uses.**

\*\*\*

(p) *Specialty transportation business.* provided the following criteria are met that all product and inventory must be housed within a fully enclosed building, that all repair and service must be conducted within a fully enclosed building with no outside storage permitted, that the hours of retail operation are limited to 8 am to 6 pm Monday-Friday and 9 am to 5 pm on Saturday and that 30% of subject property, exclusive of stormwater retention, shall be devoted to green open space visible from an arterial roadway.

**Sec. 58-95. Definitions.**

\*\*\*

*Specialty transportation business* means the retail sale and service of exotic high-performance automotive brands that are manufactured outside of the United States and that have annual sales volumes in the United States of less than 7,500 units.

**SECTION IV: INCONSISTENCY.** If any Ordinances or parts of Ordinances are in conflict herewith, this Ordinance shall control to the extent of the conflict.

**SECTION V: SEVERABILITY.** If any section, subsection, sentence, clause, phrase, provision, or word of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then such invalidity or unconstitutionality shall not be held to invalidate or impair the validity, force, or effect of any other remaining provisions of this Ordinance.

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**SECTION VII:** This Ordinance shall become effective immediately following approval by the City Commission at its second reading.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

**City of Winter Park**

\_\_\_\_\_  
Steven M. Leary, Mayor

Attest: \_\_\_\_\_



# ORWIN MANOR WESTMINSTER ASSOCIATION

Post Office Box 2367, Winter Park, FL 32790-2367

November 22, 2020

Re: Reuse of the Orchard Supply site

Dear Mayor and Commissioners,

The Orwin Manor Westminster Association has successfully dedicated much effort to the traffic safety issues on Orange Avenue and now finds itself battling an inappropriate reuse of the former Orchard Supply site.

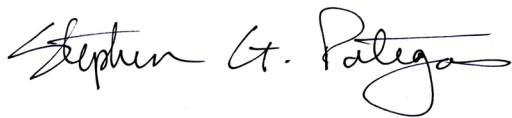
The board has unanimously voted to NOT support reuse as a car dealership. That use of the property is inappropriate and the developer's request for a special conditional use must be rejected.

There are numerous negatives to this proposed re-development of the Orchard Supply building:

1. The exception to the zoning in this area may lead to more auto dealerships or other inappropriate uses.
2. Pedestrian safety is a serious issue in this area. The test driving of high-performance vehicles in this area increases risk. Encourage pedestrians and bicyclists - do not discourage them.
3. This use could be allowed in the Orange Ave corridor overlay or other nearby areas.
4. Hundreds of residents live within earshot of this site and some are just a few feet away. These neighborhoods are already subjected to noise from 17/92, Orange Avenue, Interstate 4, and Florida hospital helicopters. Do not add to this pollution.
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7. On a site that does not have adequate parking, overflow parking will flow onto our neighborhood streets.

This proposed reuse must be rejected. Send a clear message that our quality of life will not be further degraded. Allow an appropriate use we will want to walk and bike to. Strengthen neighborhoods, do not weaken them.

Regards,



Stephen Pategas  
Orwin Manor Westminster Board Member since 1987



# City Commission **agenda item**

<b>item type</b> Public Hearings	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Tom Conner	<b>approved by</b> Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b>	

## **subject**

Ordinance vacating easement at 1021 Bonita Drive. (1st Reading)

## **motion / recommendation**

Vacate and abandon a platted utility easement comprised of the east 3.00 feet of lot 6 and the west 3.00 feet of lot 39, Block J, Comstock Park, as recorded in plat book "K", page 87, of the public records of Orange County, Florida.

## **background**

Property owner requested vacation of unused easement that bisects the property.

## **alternatives / other considerations**

## **fiscal impact**

### **ATTACHMENTS:**

[1021 Bonita Drive Easement Vacate rev 2-25-21.pdf](#)

### **ATTACHMENTS:**

[Easement Release - Letter of Request City of Winter Park.pdf](#)

### **ATTACHMENTS:**

[Legal Notices - 1021 Bonita Dr..pdf](#)

### **ATTACHMENTS:**

[Letters from Utility companies - 1021 Bonita Dr.pdf](#)

### **ATTACHMENTS:**

[VICINITY MAP 1021 BONITA DRIVE.pdf](#)

After Recording Return To:  
City of Winter Park, City Clerk's Office  
401 Park Avenue South  
Winter Park, Florida 32789

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA VACATING AND ABANDONING THE EASEMENT FOR PUBLIC UTILITIES COMPRISED OF THE EAST 3.00 FEET OF LOT 6 AND THE WEST 3.00 FEET OF LOT 39, BLOCK J, COMSTOCK PARK, AS RECORDED IN PLAT BOOK "K", PAGE 87, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, ENCUMBERING THE PROPERTY LOCATED AT 1021 BONITA DRIVE, WINTER PARK, FLORIDA; PROVIDING FOR CONFLICTS, RECORDING AND AN EFFECTIVE DATE:**

**WHEREAS**, the City of Winter Park has authority to adopt this Ordinance by virtue of its home rule powers and Charter with respect to abandoning and vacating platted utility easements no longer needed for public purposes; and

**WHEREAS**, Evista One FL, LLC ("property owner") is the current fee simple owner of that certain property located at 1021 Bonita Drive, Winter Park, Florida, having Orange County Tax Parcel Identification Number 05-22-30-1592-10-060; and

**WHEREAS**, the property owner has requested and published notice of its intent to request the utility easement vacation and abandonment set forth herein currently encumbering the property owner's property described above; and

**WHEREAS**, the City and other applicable utility companies have determined that the utility easement being vacated and abandoned by this Ordinance is no longer needed by the City of Winter Park and other applicable utility companies.

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

**Section 1.** The City Commission of the City of Winter Park, Florida, hereby vacates and abandons that certain utility easement encumbering the property located at 1021 Bonita Drive, Winter Park Florida, which is more particularly described as follows:

**A platted utility easement comprised of the east 3.00 feet of lot 6 and the west 3.00 feet of lot 39, Block J, Comstock Park, as recorded in plat book "K", page 87, of the public records of Orange County, Florida.**

**Section 2.** In the event of any conflict between this Ordinance and any other ordinance or portions of ordinances, this Ordinance controls to the extent of the conflict.

Ordinance No. \_\_\_\_\_  
Page 1 of 2



**Section 3.** After adoption, this Ordinance shall be recorded in the public records of Orange County, Florida.

**Section 4.** This ordinance shall take effect immediately upon its passage and adoption.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida held at City Hall, Winter Park, Florida, on the \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor Steven Leary

ATTEST:

\_\_\_\_\_  
Rene Cranis, City Clerk

February 11, 2021

Donald J Marcotte  
City Engineer  
500 N Virginia Ave  
Winter Park, FL 32789

Mr. Marcotte,

Thank you for considering our request to have the utility easement vacated at 1021 Bonita Dr. lot 6 and 39.

We have requested this for title reasons as this easement has already been vacated on many of the surrounding lots on Bonita Dr. Neighbors that have vacated are 1411 and 1010 Elizabeth Drive and 871, 861, 815 and 789 Bonita Drive. This easement runs beneath the newly constructed home at 1021 Bonita Dr.

We have received all letters from the utilities. None have any objections to the easement release.

Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "Frederic G. Schaub", with a long horizontal flourish extending to the right.

Frederic G Schaub  
Representative of Evista One Fl, LLC

Cc: Don Marcotte, Thomas Conner, Daniel W Langley, File

# The Apopka Chief

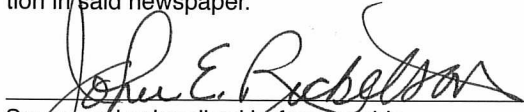
APOPKA, FLORIDA

## PUBLISHER'S AFFIDAVIT OF PUBLICATION

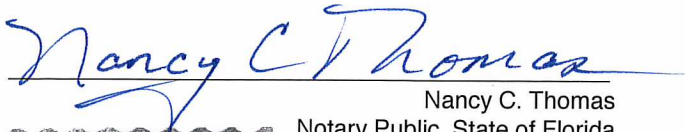
STATE OF FLORIDA  
COUNTY OF ORANGE

Before the undersigned, personally appeared JOHN E. RICKETSON who is personally known to me and who on oath says he is PUBLISHER of **THE APOPKA CHIEF**, a weekly newspaper published at Apopka, in Orange County, Florida, that the attached copy of advertisement was published in said newspaper in the issues of: **January 29, 2021**, as well as being posted online at [www.theapokkachief.com](http://www.theapokkachief.com) and [www.floridapublicnotices.com](http://www.floridapublicnotices.com)

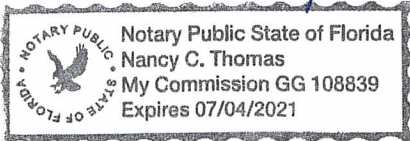
Affiant further says that the said **APOPKA CHIEF** is a newspaper published at Apopka, in said Orange County, Florida, and that said newspaper has heretofore been continuously published in said Orange County, Florida, each week and has been entered as periodical\* class mail matter (\*second class as renamed by USPS 7/1/96) at the post office in Apopka, in said Orange County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any discount, rebate commission or refund for the purpose of securing this advertisement for publication in said newspaper.



Sworn and subscribed before me this  
**29 day of January, 2021**, by John E. Ricketson,  
who is personally known to me.



Nancy C. Thomas  
Notary Public, State of Florida  
My Commission GG 108839  
Expires July 04, 2021



### NOTICE OF PARTIAL VACATION OF PLATTED UTILITY EASEMENT

Evista One FL, LLC intends to make application with the City of Winter Park to vacate that certain publicly dedicated 6 foot utility easement encumbering the property described as Lots 6 and 39, Block "J", of COMSTOCK PARK, according to the plat thereof recorded in Plat Book "K", Page 87 of the public records of Orange County, Florida. The above described property is located at 1021 Bonita Drive, Winter Park, Florida, and has Orange County Tax Parcel Identification Number 05-22-30-1592-10-060.

Publish: The Apopka Chief  
January 29, 2021

168030

# HERITAGE FLORIDA JEWISH NEWS

Published Weekly

ORLANDO, ORANGE COUNTY, FLORIDA

STATE OF FLORIDA  
COUNTY OF ORANGE

Before the undersigned authority personally appeared David Lehman, who on oath says he is the office manager of the *HERITAGE Florida Jewish News*, a weekly newspaper published at Orlando in Orange County, Florida, that the attached copy of advertisement, being a

## NOTICE OF PARTIAL VACATION OF PLATTED UTILITY EASEMENT - NOTICE OF PARTIAL VACATION OF PLATTED UTILITY EASEMENT

in the matter of

Evista One FL, LLC intends to make application with the City of Winter Park to vacate that certain publicly dedicated 6 foot utility easement encumbering the property described as Lots 6 and 39, Block 'J', of COMSTOCK PARK, according to the plat thereof recorded in Plat Book 'K', Page 87 of the public records of Orange County, Florida. The above described property is located at 1021 Bonita Drive, Winter Park, Florida, and has Orange County Tax Parcel Identification Number 05-22-30-1592-10-060.

**NOTICE OF PARTIAL VACATION OF PLATTED UTILITY EASEMENT**  
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January 29, 2021  
L 189881

in the Circuit Court, was published in said newspaper in the issues of

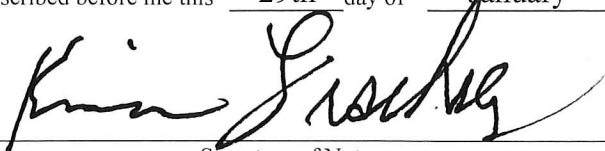
January 29, 2021

Affiant further says that the said *HERITAGE Florida Jewish Newspaper* is a newspaper published at Orlando, in said Orange County, Florida, and that the said newspaper has heretofore been continuously published in said Orange County, Florida, each week and has been entered as periodical matter at the post office in Orlando in said Orange County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.



Signature of Affiant

Sworn to and subscribed before me this 29th day of January 2021.



Signature of Notary

Personally known ☒ or produced identification

Type of identification produced

Name of Notary typed printed or stamped





1/26/2021

Evista One FL, LLC  
c/o FG Schaub Custom Homes  
1971 High Street  
Longwood, FL 32750



No Reservations/No Objection

**SUBJECT:** Vacate the 6' (3' & 3') PUE between Lots 5 & 40, Block J, Comstock Park according to the Plat Book K Page 87 as recorded in the Public Records of Orange County, Florida.

To Whom It May Concern:

Embarq Florida, Inc., d/b/a CENTURYLINK ("CenturyLink") has reviewed the request for the subject vacation and has determined that it has no objections with respect to the areas proposed for vacation as shown and/or described on Exhibit "A", said Exhibit "A" attached hereto and incorporated by this reference.

It is the intent and understanding of CenturyLink that this Vacation shall not reduce our rights to any other existing easement or rights we have on this site or in the area.

This vacation response is submitted WITH THE STIPULATION that if CenturyLink facilities are found and/or damaged within the vacated area as described, the Applicant will bear the cost of relocation and repair of said facilities.

If you have any questions, please contact Bill Paul at 727-449-3544 / [william.d.paul@centurylink.com](mailto:william.d.paul@centurylink.com)

Sincerely yours,

Tommy Sassone  
Network Infrastructure Services  
CenturyLink  
P834670

Date: 1-14-2021

Teco/Peoples GAS  
600 W. Robinson  
Orlando FL 32802-2433

Dear Shawn Winsor:

I am in the process of requesting the City of Winter Park vacate an (easement/right of way) as shown on the copy of the enclosed tax map. The site is located at (address) 1021 Bonita Dr. in Winter Park. In order to have this action heard, I must provide letters of no objection from utility companies serving the neighborhood.

Please review your records, complete the form, below, and return this letter to me at 1971 High St. Longwood 32750. If you have any questions, please contact 407-688-0029 ext 17 or email m.fleming@fgschaub.com

Sincerely

Name: Frederic G. Schaub  
Address: 1971 High St.  
City, State, Zip Code: Longwood, FL 32750

-----  
☐ The subject parcel is not within our service area.

☒ The subject parcel is within our service area. We do not have any facilities within the easement/right of way. We have no objection to the vacation.

☐ The subject parcel is within our service area. We object to the vacation.

Additional comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: Shawn Winsor

Print Name: Shawn Winsor

Title: Gas Design Project Manager

Date: 1-14-2021

N:\depts.\pworks\COMMON\forms\VacateRequestinst\UPDATE 10-5-17



January 19, 2021

Melissa Fleming  
Director of Office Administration  
407-688-0029 ext. 17  
1971 High Street  
Longwood, FL 32750  
[mfleming@fgschaub.com](mailto:mfleming@fgschaub.com)

**RE: Vacate rear 5.00-foot platted Utility Easements  
Lots 6 and 39, of Block "J", of COMSTOCK PARK, according to the plat thereof  
recorded in Plat Book "K", Page 87, of the Public Records of Orange County,  
Florida.  
Parcel: 052230159210060**

Dear Melissa,

Please be advised that the Distribution and Transmission Departments of Duke Energy Florida, LLC d/b/a Duke Energy have **no objection** to the vacation and abandonment of the rear 5.00-foot platted Utility Easements within the following described property:

**Lots 6 and 39, of Block "J", of COMSTOCK PARK, according to the plat thereof recorded in Plat Book "K", Page 87, of the Public Records of Orange County, Florida.**

If I can be of further assistance, please do not hesitate to contact me.

*Emily F. Bower*  
724-880-8746  
Land Representative, Land Services  
3300 Exchange Place  
NP4A  
Lake Mary, FL 32746

*Enclosures*

Date: 1-14-2021

Charter/Brighthouse  
3767 All American  
Orlando, FL 32810

Dear Marvin:

I am in the process of requesting the City of Winter Park vacate an (easement/right of way) as shown on the copy of the enclosed tax map. The site is located at (address) 1021 Bonita Dr in Winter Park. In order to have this action heard, I must provide letters of no objection from utility companies serving the neighborhood.

Please review your records, complete the form, below, and return this letter to me at 1971 High St. Longwood, FL 32750. If you have any questions, please contact 407-688-0029 ext 17 M Fleming @ fgschub.com

Sincerely

Name: Frederic G. Schub  
Address: 1971 High St  
City, State, Zip Code: Longwood, FL 32750

- 
- ☐ The subject parcel is not within our service area.
- ☒ The subject parcel is within our service area. We do not have any facilities within the easement/right of way. We have no objection to the vacation.
- ☐ The subject parcel is within our service area. We object to the vacation.

Additional comments: VACATING THE 6' WIDE NORTH-SOUTH UTILITY EASEMENT  
LYING WITHIN THE PROPERTY OF 1021 BONITA DRIVE, WINTER PARK, FL

Signature: Marvin L. Usry, Jr. 5, 22, 30  
Print Name: MARVIN L. USRY, JR.  
Title: CONST. SUPV.  
Date: 1/15/2021



Date: 1-14-2021

City of Winter Park  
401 Park Ave South  
Winter Park 32789

Dear Juan:

I am in the process of requesting the City of Winter Park vacate an (easement/right of way) as shown on the copy of the enclosed tax map. The site is located at (address) 1021 Benita Dr in Winter Park. In order to have this action heard, I must provide letters of no objection from utility companies serving the neighborhood.

Please review your records, complete the form, below, and return this letter to me at 1971 High St. Longwood, FL 32750. If you have any questions, please contact 407-688-0079 ext 17 M Fleming @ fgschub.com

Sincerely

Name: Frederic G. Schub  
Address: 1971 High St  
City, State, Zip Code: Longwood, FL 32750

-----  
☐ The subject parcel is not within our service area.

☒ The subject parcel is within our service area. We do not have any facilities within the easement/right of way. We have no objection to the vacation.

☐ The subject parcel is within our service area. We object to the vacation.

Additional comments: \_\_\_\_\_

Signature: \_\_\_\_\_

Print Name: Jason Riegler, P.E.

Title: Assistant Director  
Water and Wastewater Department

Date: January 19, 2021

N:\depts. pworks\COMMON\forms\VacateRequest\inst\UPDATE 10-5-17

Date: 1-14-2021

City of Winter Park  
14091 Howell Branch Rd  
Winter Park, FL 32789

Dear Michael:

I am in the process of requesting the City of Winter Park vacate an (easement/right of way) as shown on the copy of the enclosed tax map. The site is located at (address) 1021 Bonita Dr in Winter Park. In order to have this action heard, I must provide letters of no objection from utility companies serving the neighborhood.

Please review your records, complete the form, below, and return this letter to me at 1971 High St. Longwood, FL 32750. If you have any questions, please contact 407-688-0029 ext 17 M. Fleming @ fgschwab.com

Sincerely

Name: Frederic G. Schwab  
Address: 1971 High St  
City, State, Zip Code: Longwood, FL 32750

-----  
☐ The subject parcel is not within our service area.

☒ The subject parcel is within our service area. We do not have any facilities within the easement/right of way. We have no objection to the vacation.

☐ The subject parcel is within our service area. We object to the vacation.

Additional comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

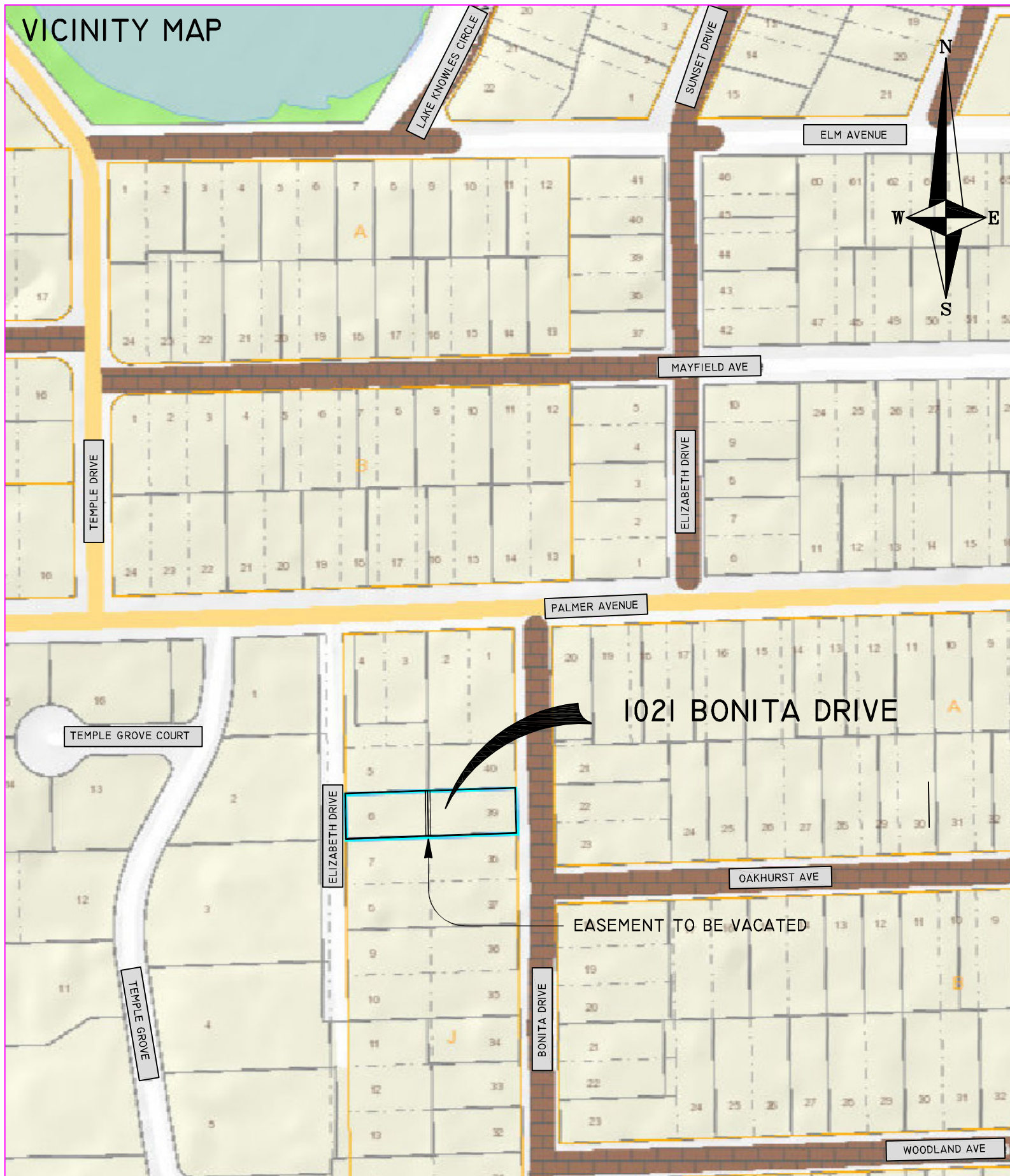
Signature: Michael A Passarella

Print Name: Michael A. Passarella

Title: Engineering Manager - Electric Utility

Date: 01/20/2021

# VICINITY MAP







# City Commission **agenda item**

item type Public Hearings	meeting date March 10, 2021
prepared by Allison McGillis	approved by Bronce Stephenson, Michelle Neuner, Randy Knight
board approval Completed	
strategic objective	

## subject

Request of the City of Winter Park for:

## item list

- An Ordinance to establish a Commercial Future Land Use on the seven lots annexed on Kentucky Avenue (2nd Reading).
- An Ordinance to establish Commercial (C-3) Zoning on the seven lots annexed on Kentucky Avenue (2nd Reading).

## motion / recommendation

Staff and Planning & Zoning Board recommendation is for approval.

## background

The City of Winter Park, recently annexed seven (7) vacant parcels at 2269/2267/2265/2263/2261/2259/2257 Kentucky Avenue, into the City. Now the City needs to establish a Commercial Future Land Use designation in the Comprehensive Plan and Commercial (C-3) zoning on this property.

These properties are in the same ownership as the adjoining vacant properties that front on West Fairbanks Avenue. As unified properties under one jurisdiction, these properties can be redeveloped subject to the City's Land Development Code regulations. These properties are now zoned R-3 in Orange County but they are designated "Planned Development" in the Orange County Comprehensive Plan meaning that they can also be rezoned to planned development or commercial.

## Planning & Zoning Board Minutes from February 2, 2021:

- CPA #21-02; RZ #21-02. Request to establish Commercial future land use and Commercial (C-3) zoning on seven lots annexed into the City at



2269/2267/2265/2263/2261/2259/2257 Kentucky Avenue.

Mr. Briggs provided the Board a brief summary of the request. He noted that the applicant had already annexed the lots included in the request as they were under the same ownership but in different jurisdictions, which prevented them from being redeveloped. Mr. Briggs mentioned that the annexed lots have R-2 zoning and are entitled to ask for commercial zoning since they were within Orange County.

Staff recommendation was for approval.

The Board briefly discussed the item and raised questions regarding the following:

- the zoning and land use designation of the property to the north of the annexed lots;
- possibility of future assembly of the lots into a larger lot;
- sewer service to the property;
- status of the parcels to the east of the lots;
- how the micro plan of a larger parcel concept for the lots came about;
- total square footage of all of the lots;
- possible issues and a written release with Orange County;
- the zoning and land use of the Skycraft property;
- and the reason for properties across from each other being of different zoning and the protections provided for them.

Mr. Briggs addressed the Board's questions and noted that Orange County agrees with keeping the lots under commercial zoning.

The Board heard public comment from the following resident:

Matthew Thilmony at 642 East Ridgewood Street, Orlando, FL 32803 addressed the Board. Mr. Thilmony explained that he owns the seven lots to the east of the applicant's lots and would like the City's help to annex three of the lots into Winter Park and change them to C-3 zoning.

No one else from the public wished to speak. The public hearing was closed.

**Motion made by Richard James, seconded by Laura Turner, to approve establishment of Commercial future land use and Commercial (C-3) zoning on seven lots annexed into the City at 2269/2267/2265/2263/2261/2259/2257 Kentucky Avenue.**

**Motion carried unanimously with a 7-0 vote.**

[alternatives / other considerations](#)

[fiscal impact](#)

ATTACHMENTS:

[Ord.\\_Kentucky Lots\\_Comp. Plan FLU\\_updated.doc](#)

ATTACHMENTS:

[Ord. Kentucky Lots - Zoning\\_updated.doc](#)

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO ESTABLISH COMMERCIAL FUTURE LAND USE ON THE ANNEXED PROPERTY AT 2269/2267/2265/2263/2261/2259/2257 KENTUCKY AVENUE AND TO INDICATE THE ANNEXATION ON THE OTHER MAPS WITHIN THE COMPREHENSIVE PLAN, MORE PARTICULARLY DESCRIBED HEREIN.**

**WHEREAS**, the City of Winter Park has officially annexed the properties more particularly described below in compliance with Chapter 171, Florida Statutes, and

**WHEREAS**, the City Commission intends to amend its Comprehensive Plan to establish a municipal Comprehensive Plan future land use map designation as a small-scale amendment to the Comprehensive Plan, and

**WHEREAS**, on February 2, 2021, the Planning and Zoning Board held a public hearing on the proposed future land use map amendment set forth herein and made a recommendation to the City Commission concerning the same, and

**WHEREAS**, the amendment of the Comprehensive Plan maps and the establishment of a future land use designation meets the criteria established by Chapter 163, Florida Statutes and pursuant to and in compliance with law.

**NOW THEREFORE BE IT ENACTED, AS FOLLOWS:**

**SECTION 1.** That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" future land use plan map is hereby amended so as to establish a Commercial future land use designation on the annexed properties comprised of seven (7) parcels at 2269/2267/2265/2263/2261/2259/2257 Kentucky Avenue, as also identified by Orange County Tax Parcel ID #s: 11-22-29-6180-01-320, 11-22-29-6180-01-330, 11-22-29-6180-01-340, 11-22-29-6180-01-350; 11-22-29-6180-01-360; 11-22-29-6180-01-370; 11-22-29-6180-01-380; and further described as:

LOTS 32 through 38, BLOCK "A", OLYMPIA HEIGHTS ANNEX SUBDIVISION AS RECORDED IN PLAT BOOK "J", PAGE 83 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA

**SECTION 2.** This Ordinance shall become effective 31 days after its adoption unless timely challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. If timely challenged, this Ordinance will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance is in compliance pursuant to Chapter 163, Florida Statutes.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor Steve Leary

Attest:

\_\_\_\_\_  
City Clerk



**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO ESTABLISH COMMERCIAL (C-3) ZONING ON THE ANNEXED PROPERTIES AT 2269/2267/2265/2263/2261/2259/2257 KENTUCKY AVENUE, MORE PARTICULARLY DESCRIBED HEREIN.**

**WHEREAS**, the owner of the properties more particularly described herein has voluntarily requested annexation into the City of Winter Park and in compliance with Chapter 171, Florida Statutes, said property has been annexed into the City of Winter Park, and

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

**WHEREAS**, on February 2, 2021, the Planning and Zoning Board held a public hearing on the rezoning set forth herein and made a recommendation to the City Commission regarding such rezoning, and

**WHEREAS**, the City Commission finds that the rezoning set forth herein is consistent with the Comprehensive Plan and meets the requirements for rezoning under the City's Comprehensive Plan and land development regulations, and

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

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

**SECTION 1.** That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to establish Commercial (C-3) district zoning on the annexed seven (7) parcels at 2269/2267/2265/2263/2261/2259/2257 Kentucky Avenue, as also identified by Orange County Tax Parcel ID #s: 11-22-29-6180-01-320, 11-22-29-6180-01-330, 11-22-29-6180-01-340, 11-22-29-6180-01-350; 11-22-29-6180-01-360; 11-22-29-6180-01-370; 11-22-29-6180-01-380.

LOTS 32 through 38, BLOCK "A", OLYMPIA HEIGHTS ANNEX SUBDIVISION AS RECORDED IN PLAT BOOK "J", PAGE 83 OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA

**SECTION 2.** This Ordinance shall become effective immediately upon the effectiveness of the companion ordinance amending the City of Winter Park Comprehensive Plan to designate the property described in Section 1 of this Ordinance with the Commercial future land use..

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Mayor Steve Leary

Attest:

\_\_\_\_\_  
City Clerk



# City Commission **agenda item**

<b>item type</b> Public Hearings	<b>meeting date</b> March 10, 2021
<b>prepared by</b> Rene Cranis	<b>approved by</b> George Wiggins, Michelle Neuner, Randy Knight
<b>board approval</b> Completed	
<b>strategic objective</b> In support of the City's Sustainability Action Plan for improved air quality electric vehicles provide reduced carbon emissions, quieter streets, and a decreased dependency on fossil fuels.	

## **subject**

Electric Vehicle Readiness Ordinances

## **item list**

- Ordinance amending Chapter 58, Land Development Code, to add regulations for electric vehicle infrastructure in multi-family and non-residential parking lots and parking garages. (2nd Reading)
- Ordinance amending Chapter 22, Building Code, to incorporate technical amendments to the Florida Building Code requiring electric vehicle charging provisions to the Winter Park Building Code (2nd Reading)

## **motion / recommendation**

Approve as per unanimous recommendation of Planning and Zoning Board, Construction Board of Appeals, and Keep Winter Park Beautiful & Sustainable Board

## **background**

Following the adoption of similar ordinance from other municipalities within the state a proposed Electric Vehicle readiness ordinance was presented to the Commission on July 24th, 2019. A workshop was requested which occurred on November 11th, 2019. The results of the workshop were to receive further stakeholder engagement. Following that meeting in an effort for a more regional approach staff began working with Orange County and the City of Orlando who also are considering similar ordinances. Working together the collaborative over the course of the next 6 months we met with local, regional and state home builders, developers, property managers, and their respective professional organizations. With this input the original ordinance was modified and an additional ordinance was created for a technical amendment to the Florida Building Code. These two ordinances were then modified further by P&Z, Construction Board of Adjustments and Appeals, and KWPB&S. Ultimately resulting in the ordinances as written and recommended for approval unanimously by these boards.

### **alternatives / other considerations**

Alternatives would be to consider this application to differing building types as well as modifying the number of required of EV installed or EV capable parking spaces required.

### **fiscal impact**

Installation of requirements of this ordinance will add additional initial cost of construction. The costs will vary based upon the site and building conditions. Examples of costs incurred are being provided.

#### **ATTACHMENTS:**

[20210210 CC EV Readiness Ordinance Presentation.pptx](#)

#### **ATTACHMENTS:**

[WP Ord - EV Policy - Land Development Code - DL edits.docx](#)

#### **ATTACHMENTS:**

[WP Ord - EV Readiness - Building Code - Updated w Bldg Occupancy Types\(1\).docx](#)

#### **ATTACHMENTS:**

[11.13.2020 Board Meeting Minutes. 3.docx](#)

#### **ATTACHMENTS:**

[Fiscal Impact Statement.docx](#)

#### **ATTACHMENTS:**

[FACT SHEET - Transportation and Air Quality.docx](#)



# Proposed Electric Vehicle Readiness Ordinance



## Board & Staff Feedback



### 2019 Draft Ordinance/Workshopped with Boards

- 4/2/2019 KWPB&S Work Session
- 4/2/2019 KWPB&S Advisory Board Monthly Meeting
- 4/16/2019 Economic Development Advisory Board Monthly Meeting
- 4/23/2019 Planning & Zoning Board Monthly Meeting
- 4/24/2019 Utilities Advisory Board Monthly Meeting
- 5/2/2019 Transportation Advisory Board Monthly Meeting

### 2020 Stakeholder Engagement in partnership with OC and Orlando

- Custom Home Builders, Greater Orlando Builders Association (GOBA), Commercial Real Estate Development Association (NAIOP), Building Owners and Managers Association of Florida (BOMA FL), Apartment Association of Greater Orlando

### 2020 Draft Ordinance/Workshopped with Boards (split into 2 separate ordinances)

- 10/06/2020 Planning & Zoning Board Monthly Meeting (Public Hearing Item)
- 10/21/2020 Construction Board Meeting (Discussion)
- 10/27/2020 Planning & Zoning Work Session (Discussion)
- 11/13/2020 Construction Board Meeting (Action Item)
- 11/17/2020 KWPB&S Advisory Board Monthly Meeting (Action Item)

1/5/2021 Planning & Zoning Board Monthly Meeting (Public Hearing Item)

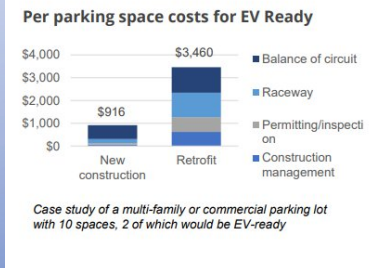
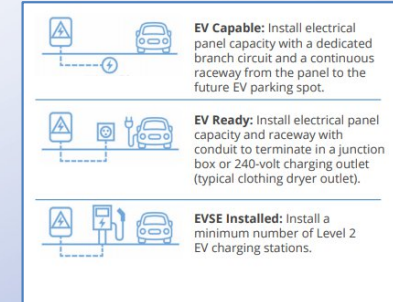
### 2019 Presented to Commission

- 6/24/2019 City Commission Monthly Meeting-Discussion Item
- 11/11/2019 City Commission Work Session

- Technical Amendment to the Florida Building Code
  - Provides clarification of occupancy types based on the Florida Building Code for its applicability
- Amendment to the Land Development Code
  - Zoning Regulations, Off-Street Parking and Loading Regulations



- Readiness Requirement for Multi-family and Non-Residential (Commercial, Office, Central Business District, Industrial)
  - Readiness requirements for new multi-family residential projects that require a Conditional Use, shall be determined as part of the Conditional Use approval process.
  - Non-residential properties with surface parking or parking structures, shall provide the electrical capacity and buried raceway necessary to accommodate the future hardwire installation, at the minimum, a Level-2 vehicle charging station, for a minimum ratio of 10% of the total required parking spaces. Electric vehicle parking spaces provided in excess of the required electric vehicle parking spaces shall be counted toward meeting the readiness requirement. Required electric vehicle parking spaces shall not count toward meeting the readiness requirement.



Source: City of Orlando, Creating an Electric Vehicle-Ready Region



- Electrical Vehicle Parking Space Requirement for multi-family residential and non-residential properties.
  - Electrical vehicle parking requirements for new multi-family residential projects that require a Conditional Use, shall be determined as part of the Conditional Use approval process.
  - All non-residential properties (commercial, office, institutional or industrial uses, or any combination thereof) are required to provide one electric vehicle parking space equipped with an electrical vehicle charging station per every 20 required off-street parking spaces (such spaces shall be counted toward meeting the overall parking requirement and any EV parking spaces in excess of the required electric vehicle parking spaces shall count toward meeting the readiness requirement; required electric vehicle parking spaces shall not count toward meeting the readiness requirement)

Groups A, B, E, I, M, R-1, R-2, S-2




New Costs for EVSE infrastructure per space (30ft-120ft)	Retrofit Costs for EVSE infrastructure per space
\$850-\$1,650	\$3,500-\$12,500
	Average surface retrofit: \$6,975
	Average garage retrofit: \$3,750

Source: City of Atlanta, GA

KNOW YOUR EV CHARGING STATIONS		
AC Level One	AC Level Two	DC Fast Charge
VOLTAGE 120V 1-Phase AC	VOLTAGE 208V or 240V 3-Phase AC	VOLTAGE 208V or 480V 3-Phase AC
AMPS 15-40 Amps	AMPS 12-60 Amps (Typ. 32 Amps)	AMPS 60-100 Amps (Typ. 60 Amps)
CHARGING LOADS 14 to 2.9 kW	CHARGING LOADS 2.4 to 30.2 kW (Typ. 7 kW)	CHARGING LOADS ~80-100 kW (Typ. 100 kW)
CHARGE TIME FOR VEHICLE 2-6 Miles of Range Per Hour	CHARGE TIME FOR VEHICLE 10-20 Miles of Range Per Hour	CHARGE TIME FOR VEHICLE 80% Charge in 10-30 Minutes

Source: Utah Drive Electric



 <b>EV Capable:</b> Install electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot.	 <b>EVSE Installed:</b> Install a minimum number of Level 2 EV charging stations.
 <b>EV Ready:</b> Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet (typical clothing dryer outlet).	

## EV Readiness Ordinances FL + Atlanta



	Single Family, Duplex			Multifamily			Commercial		
	EV Capable	EV Ready	EVSE Installed	EV Capable	EV Ready	EVSE Installed	EV Capable	EV Ready	EVSE Installed
Surfside, FL					20+ units % not specified			20+ units % not specified	
Jupiter, FL									1 rapid charger at any new fueling station
Miami Beach, FL					20+ units 2% of req. spaces	20+ units 2% of req. spaces			
Hollywood, FL	1 space			min. 1 space			min. 1 space		
Atlanta, GA	1 space			20% of req. spaces			20% or req. spaces		
Boca Raton, FL				50+ units min. 1 space		50+ parking spaces req. 2% of req. spaces	50+ units min. 1 space		50+ parking spaces 2% of req. spaces
Miami Dade County, FL					10+ spaces 10% of req spaces		10+ spaces 10% of req spaces	10+ spaces 10% of req spaces	
Coral Gables, FL				20+ spaces 15% of req. spaces	20+ spaces 3% of req. spaces	20+ parking spaces 2% of req. spaces	20+ spaces 15% of req. spaces	20+ spaces 3% of req. spaces	20+ parking spaces 2% of req. spaces
Boynton Beach, FL						2/50 units			2/50,000 sq. ft
Winter Park, FL proposed				conditional use		conditional use	10% of req. spaces		1/20 req. spaces
Orlando, FL proposed				20% of req. spaces		250+ space 2% of req. spaces	20% of req. spaces		250+ spaces, 2% of req. spaces
Orange County, FL proposed				20% of req. spaces		250+ spaces 2% of req. spaces	20% of req. spaces		250+ spaces, 2% of req. spaces

## Electric Vehicle (EV) Background



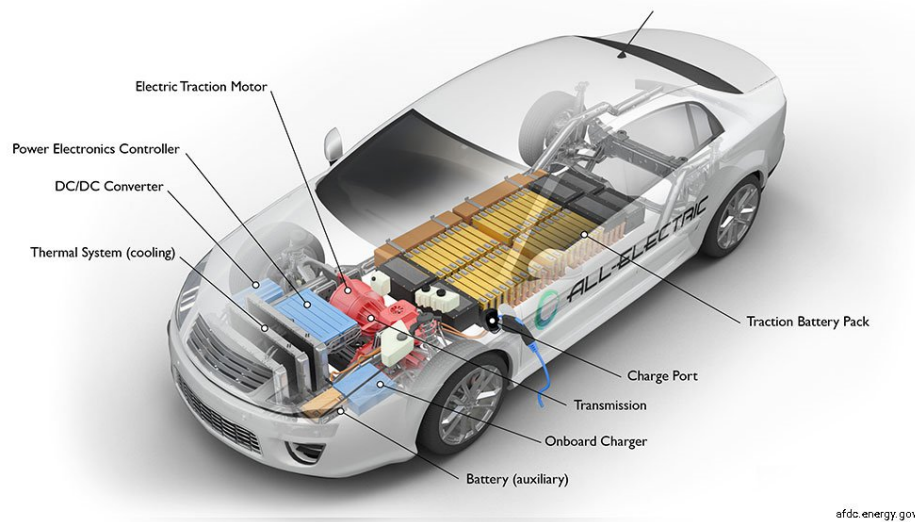
- Over 60,000 EVs are currently registered in the State of Florida, with nearly half of those vehicles being in the Central Florida Region
- The number of EVs on the road is projected to reach 18.7 million in 2030, this about 7 percent of the 259 million vehicles expected to be on U.S. roads in 2030
- Annual sales of EVs will exceed 3.5 million vehicles in 2030, reaching more than 20 percent of annual vehicle sales in 2030
- To date, the majority of EV charging occurs at home. However, having charging infrastructure at workplaces or in public settings allows EV owners to drive more miles on electric, enables longer trips, and reduces range anxiety






## Electric Vehicles 101



### All-Electric Vehicle



All-electric vehicles (EVs) use a battery pack to store the electrical energy that powers the motor. EV batteries are charged by plugging the vehicle in to an electric power source.

AC Level 1 Charging 2 to 5 miles of range per 1 hour of charging	AC Level 2 Charging 10 to 20 miles of range per 1 hour of charging	DC Fast Charging 60 to 80 miles of range per 20 minutes of charging
 J1772 charge port	 J1772 charge port	 J1772 combo CHAdeMO Tesla combo
<p>AC Level 1 equipment (often referred to simply as Level 1) provides charging through a 120 volt (V) AC plug. Most, if not all, plug-in electric vehicles (PEVs) will come with an AC Level 1 cordset, so no additional charging equipment is required. On one end of the cord is a standard NEMA connector, (for example, a NEMA 5-15, which is a common three-prong household plug) and on the other end is an SAE J1772 standard connector. The SAE J1772 connector plugs in to the car's J1772 charge port, and the NEMA connector plugs in to a standard NEMA wall outlet.</p> <p>AC Level 1 is typically used for charging when there is only a 120V outlet available but can easily provide charging for all of a driver's needs. For example, 8 hours of charging at 120V can replenish about 40 miles of electric range for a mid-size PEV.</p>	<p>AC Level 2 equipment (often referred to simply as Level 2) offers charging through 240V (typical in residential applications) or 208V (typical in commercial applications) electrical service. Most homes have 240V service available, and because AC Level 2 equipment can charge a typical EV battery overnight, it will commonly be installed at EV owners' homes for home charging. Level 2 equipment is also commonly used for public charging. This charging option can operate at up to 80 amperes and 19.2 kW. However, most residential AC Level 2 equipment operates at lower power. Many of these units operate at up to 30 amperes, delivering 7.2 kW of power. These units require a dedicated 40-amp circuit.</p> <p>AC Level 2 equipment uses the same SAE J1772 connector and charge port that Level 1 equipment uses. All commercially available PEVs have the ability to charge using AC Level 1 and AC Level 2 charging equipment. Although Tesla vehicles do not have a J1772 charge port, Tesla does sell an adapter.</p>	<p>Direct-current (DC) fast charging equipment, sometimes called DC Level 2 (typically 208/480V AC three-phase input), enables rapid charging along heavy traffic corridors at installed stations. There are three types of DC fast charging systems, depending on the type of charge port on the vehicle: a J1772 combo, CHAdeMO, or Tesla.</p> <p>The J1772 combo (also known as the combined charging system or CCS) connector is used by Chevrolet and BMW and is unique because a driver can use the same charge port when charging with Level 1, 2, or DC Fast equipment. The only difference is that the DC Fast Charge connector has two additional bottom pins.</p> <p>The CHAdeMO connector is the most common of the three connector types and is used by Nissan, Mitsubishi, and Toyota.</p> <p>Tesla vehicles have a unique charge port and connector that works for all their charging options including their fast charging option, called a supercharger.</p>

Source: U.S. Department of Energy. Alternative Fuels Data Center.



## Electric Vehicle (EV) Benefits



- Produce Fewer Emissions
  - Zero Direct, Tail-Pipe (improve local air quality)
  - Lower Life Cycle Emissions (electricity fuel/RE mix)
- Quieter and more livable streets
- Energy Security (U.S. produced energy)
- Increased utility revenue
- Fuel and maintenance cost savings to drivers (stable rates)
- Policies which reduce pollutants in the air ultimately protect public health, safety and welfare of residents and visitors
- Consistent with the City's Vision and Sustainability Goals



## Why implement an EV Ordinance?



- Costs to make parking EV ready during construction are typically small, but can be very expensive for building owners and tenants to install EV charging later – investing in EV readiness typically saves around 75% compared to retrofit costs.
- As a percentage of total new construction costs, costs are typically very low – an estimated 0.13%-0.17% of project costs in one study of multi-family
- Garages can last over 50 years, and parking spaces over 20 – investing at the time of new construction can save substantially for future EV drivers.
- Adding EV charging or capability is increasingly becoming an important amenity for tenants and customers



## Definitions

**Charging:** an electric vehicle is parked at an electric vehicle charging station and is connected to the battery charging station equipment and is actively charging at some point during the charging session.

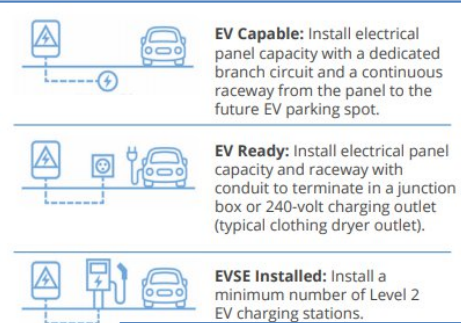
**Electric vehicle:** any motor vehicle operates either partially or exclusively on electric energy. Electric vehicles (EVs) include: (a) Battery-powered electric vehicles; (b) Plug-in hybrid electric vehicles; (c) electric motorcycles; and (d) Fuel cell vehicles.

**Electric vehicle charging level:** standardized indicators of electrical force, or voltage, amps and kilowatts by which an electric vehicle's batteries are recharged. The terms Level1 (L1), Level2 (L2), and Level3 (L3) are the most common charging levels

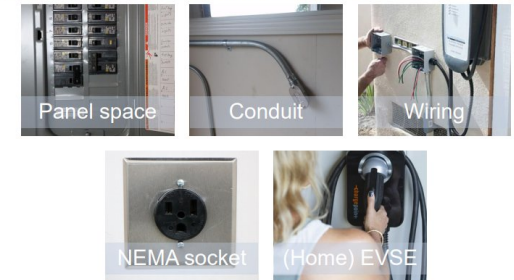
**Electric vehicle charging station:** battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

**Electric vehicle charging station infrastructure:** means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations and rapid charging stations.

**Electric vehicle parking space:** off-street parking space that is equipped with an electric vehicle charging station that is exclusively for use by electric vehicles



### What materials are involved in EV readiness?



Source: City of Orlando,  
Creating an Electric Vehicle-Ready Region

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA  
AMENDING CHAPTER 58 “LAND DEVELOPMENT CODE”, ARTICLE  
III, “ZONING REGULATIONS” SUBSECTION 58-86 “OFF-STREET  
PARKING AND LOADING REGULATIONS” SO AS TO ADD  
REGULATIONS FOR ELECTRIC VEHICLE CHARGING  
INFRASTRUCTURE IN MULTI-FAMILY AND NON-RESIDENTIAL  
PARKING LOTS AND PARKING GARAGES, PROVIDING FOR  
VESTING, CONFLICTS, CODIFICATION, SEVERABILITY, AND AN  
EFFECTIVE DATE.**

**WHEREAS**, the City of Winter Park’s Off-Street Parking and Loading Regulations portion of the Land Development Code does not currently contain provisions for off-street parking facility requirements for electric vehicles;

**WHEREAS**, according to the U.S. Department of Energy, the benefits of electric vehicles include improved air quality, reduction of carbon emissions, quieter and more livable streets, and decreased dependency on fossil fuels;

**WHEREAS**, the City of Winter Park is located within an urban area which is subject to ever increasing levels of carbon emissions generated by fossil fuel powered engines which over time will result in mandatory vehicle emissions testing and potential loss of Federal transportation dollars due to inability to meet healthy air quality levels (See attached document entitled “Orange County FACT SHEET, Transportation-Critical Air Quality Considerations, November, 2019). The City of Winter Park houses within its boundaries one of only two air quality monitoring stations within Orange County that capture samples for measurement needed for local compliance with Federal regulations.

**WHEREAS**, a significant number of industry stakeholders are urging electric utilities to support the buildout of electric vehicle infrastructure to aid the development of the electric vehicle usage which in turn will decarbonize the transportation sector, promote energy independence, and increase electric retail sales resulting in a net benefit to all stakeholders;

**WHEREAS**, Florida ranks within the top five states nationally for sales of electric vehicles;

**WHEREAS**, the City should continue its support of plug-in electric vehicles and its efforts in constructing electric vehicle and plug-in hybrid electric vehicle charging infrastructure as this further supports the City’s Sustainability Action Plan;

**WHEREAS**, the proposed amendment is consistent with the City’s Vision of Winter Park as the city of arts and culture, cherishing its traditional scale and charm while building a healthy and sustainable future for all generations;

**WHEREAS**, the Planning and Zoning Board, after notice and public hearing, has considered the proposed amendments to the Off-Street Parking and Loading Regulations portion of the Land Development Code, more specifically described herein, and submitted its recommendation to the City Commission;

**WHEREAS**, the City Commission, after notice and public hearing, has considered the proposed amendments to the Off-Street Parking and Loading Regulations portion of the Land Development Code, the recommendations of the Planning and Zoning Board and all public comments;

**WHEREAS**, the proposed amendment to the Off-Street Parking and Loading Regulations portion of the Land Development Code is consistent with the City of Winter Park Comprehensive Plan;

**WHEREAS**, a companion technical amendment ordinance is proposed in Chapter 22, Buildings and Building Regulation, Section 22-28, Sub-section 2703 covering National Electrical Code criteria for installation along with Chapter 553 Statutory justification;

**WHEREAS**, the portions of Chapter 58, Land Development Code, Article III, Zoning Regulations that are to be amended and modified as described in each section and amended to read as shown herein.

**NOW THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK:**

**SECTION 1.** That Chapter 58 “Land Development Code”, Article III “Zoning” of the Code of Ordinances is hereby amended and modified within Section 58-86 “Off-street Parking and Loading Regulations”, adding subsection (c)(6) “Electric Vehicle Charging Station Infrastructure and Electric Vehicle Parking Space Requirements” in the “Zoning” Article of the Land Development Code to read as follows:

**Sec. 58-86. Off-Street Parking and Loading Regulations.**

**(c)(6) Electric Vehicle Charging Station Infrastructure and Electric Vehicle Parking Space Requirements.**

- a) *Intent and purpose.* The intent of this section is to facilitate and encourage the use of electric vehicles and to expedite the establishment of a convenient, cost-effective electric vehicle infrastructure that will also accommodate future technology advancements.
- b) *Definitions.* For the purposes of this section, the following definitions shall apply:
  1. *Charging* means that an electric vehicle is parked at an electric vehicle charging station and is connected to the battery charging station equipment and is actively charging at some point during the charging session.
  2. *Electric vehicle* means any motor vehicle registered to operate on public roadways that operates either partially or exclusively on electric energy. Electric vehicles (EVs) include: (a) Battery-powered electric vehicles; (b) Plug-in hybrid electric vehicles; (c) electric motorcycles; and (d) Fuel cell vehicles.



3. Electric vehicle charging level means the standardized indicators of electrical force, or voltage, amps and kilowatts by which an electric vehicle's batteries are recharged. EV recharging equipment is commonly known as Electric Vehicle Service Equipment (EVSE) and can output either Alternating Current (AC) or Direct Current (DC). EVSE are technically not chargers, they are power supply units, the charger is onboard the vehicle. The onboard charger helps manage the charging session and converts an AC input to DC to charge the vehicle's batteries; if a DC input is supplied the charger passes the power directly to the batteries. The terms Level1 (L1), Level2 (L2), and Level3 (L3) are the most common charging levels; L3 is also referred to DCFC or DC Fast Charging, and include the following specifications:
    - a) Level-1 is considered slow charging. Voltage including the range from 0 through 120.
    - b) Level-2 is considered medium charging. Voltage is greater than 120, up to 240.
    - c) Level-3 is considered fast or rapid charging, is also referred to DCFC or DC Fast Charging. Voltage is greater than 240.
  4. Electric vehicle charging station means battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.
  5. Electric vehicle charging station infrastructure means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations and rapid charging stations.
  6. Electric vehicle parking space means any off-street parking space that is equipped with an electric vehicle charging station that is exclusively for use by electric vehicles.
- c) Readiness requirements for multi-family residential and non-residential properties. In order to proactively plan for and accommodate the anticipated future growth in market demand for electric vehicles, all new development shall provide electric vehicle charging station infrastructure per this section. The infrastructure shall be installed per Technical Amendments to the Florida Building Code found in Chapter 22, Section 2703 of the City of Winter Park Code of Ordinances..
1. Readiness requirements for new multi-family residential projects that require a Conditional Use, shall be determined as part of the Conditional Use approval process.
  2. Non-residential properties (such as commercial, office, institutional or industrial uses, or any combination thereof) with surface parking or parking structures, shall provide the electrical capacity and buried raceway necessary to accommodate the future hardwire installation, at the minimum, a Level-2 vehicle charging station, for a minimum ratio of 10% of the total required parking spaces. Electric vehicle parking spaces provided in excess of the required electric vehicle parking spaces

shall be counted toward meeting the readiness requirement. Required electric vehicle parking spaces shall not count toward meeting the readiness requirement

d) *Electric vehicle parking space requirement for multi-family residential and non-residential properties.* Electrical vehicle parking requirements for new multi-family residential projects that require a Conditional Use, shall be determined as part of the Conditional Use approval process. All non-residential properties (such as commercial, office, institutional or industrial uses, or any combination thereof) are required to provide one electric vehicle parking space equipped with an electrical vehicle charging station per every 20 required off-street parking spaces (such spaces shall be counted toward meeting the overall parking requirement and any EV parking spaces in excess of the required electric vehicle parking spaces shall count toward meeting the readiness requirement; required electric vehicle parking spaces shall not count toward meeting the readiness requirement) in accordance with the following standards:

1. Minimum standards. Electric vehicle parking spaces shall, at a minimum, be equipped with an electric vehicle charging station rated at electric vehicle charging Level 2.
2. Fees. Nothing herein shall prohibit the charging of a fee for the use of an electric vehicle charging station by a resident, guest, invitee or employee.
3. ADA Accessible Spaces. A minimum of one (1) electric vehicle parking space must be located adjacent to a required accessible parking space such that the electric vehicle charging station can be shared between an accessible parking space and electric vehicle parking space. A minimum five (5) feet wide accessway must be provided by the accessible electric vehicle parking space if the accessway is not already provided as part of the planned accessible parking space.
4. Lighting. Site lighting shall be provided where an electric vehicle charging station is installed.
5. Equipment Standards and Protection. Battery charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks. Adequate battery charging station protection, such as concrete-filled steel bollards, shall be used. Curbing may be used in lieu of bollards, if the battery charging station is setback a minimum of 24 inches from the face of the curb.
6. Signage. (1) Information shall be posted identifying voltage and amperage levels and any time of use, fees, or safety information related to the electric vehicle charging station. (2) Each electric vehicle charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. For purposes of this subsection, “charging” means that an electric vehicle is parked at an electric vehicle charging station and is connected to the battery charging station

equipment and is actively charging at some point during the charging session. (3) Restrictions shall be included on the signage, if removal provisions are to be enforced by the property owner pursuant to state statutes.

7. Maintenance. Electric vehicle charging stations shall be maintained in good condition in all respects, including the functioning of the equipment, by the property owner. Removal of any required EV charging stations is prohibited except for repair or replacement of equipment. A phone number or other contact information shall be provided on the equipment for reporting when the equipment is not functioning or other problems are encountered.
- e) Exception. Where the installation of one or more electric vehicle parking spaces, and/or the installation of electric vehicle charging station infrastructure to allow for the future installation of electric vehicle charging stations, are required by this article, an exception may be granted by the Building Official through the site plan approval process only where it is demonstrated that the extension of the electrical power supply to the effected location is physically impractical. Financial impracticality is not a valid criterion for granting such an exception.

**SECTION 2. VESTING.** In order to not adversely affect development projects that may be in process and for which expenditures have been made in reliance upon the existing code provisions, the City will allow such development or building permit applications to be subject to the parking code existing prior to the adoption of this Ordinance, provided such development projects or permits have been submitted prior to the effective date of this Ordinance.

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

**SECTION 4. CODIFICATION.** It is the intention of the City Commission of the City of Winter Park, Florida, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Code of Ordinance of the City of Winter Park, Florida, except for Sections 6-10;

**SECTION 5. CONFLICTS.** All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

**SECTION 6. EFFECTIVE DATE.** This Ordinance shall become effective immediately upon its passage and adoption.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

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Steve Leary, Mayor

ATTEST:

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City Clerk



**DRAFT**

**ORDINANCE NO. \_\_\_\_\_**

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, RELATING TO BUILDINGS; AMENDING CHAPTER 22 TO INCORPORATE TECHNICAL AMENDMENTS TO THE FLORIDA BUILDING CODE REQUIRING ELECTRIC VEHICLE CHARGING PROVISIONS TO THE WINTER PARK BUILDING CODE; AND PROVIDING AN EFFECTIVE DATE.

**WHEREAS**, the Florida Building Code Act of 1998 directed the Florida Building Commission to establish a statewide uniform building code known as the Florida Building Code; and

**WHEREAS**, the Seventh Edition of the Florida Building Code shall be in effect throughout the State of Florida as of December 31, 2020; and

**WHEREAS**, the enforcement of the Florida Building Code is the responsibility of local governments; and

**WHEREAS**, the City of Winter Park actively participates in the enforcement of building construction regulation for the benefit of the public health, safety and welfare of its citizens; and

**WHEREAS**, the City of Winter Park desires to facilitate the enforcement of the Florida Building Code by enacting technical amendments which meet the needs of its citizens; and

WHEREAS, according to the U.S. Department of Energy, the benefits of electric vehicles include improved air quality, reduction of carbon emissions, quieter and more livable streets, and decreased dependency on fossil fuels;

WHEREAS, the City of Winter Park is located within an urban area which is subject to ever increasing levels of carbon emissions generated by fossil fuel powered engines which over time will result in mandatory vehicle emissions testing and potential loss of Federal transportation dollars due to inability to meet healthy air quality levels (See attached document entitled "Orange County FACT SHEET, Transportation-Critical Air Quality Considerations, November, 2019). The City of Winter Park houses within its boundaries one of only two air quality monitoring stations within Orange County that capture samples for measurement needed for local compliance with Federal regulations.

WHEREAS, a significant number of industry stakeholders are urging electric utilities to support the buildout of electric vehicle infrastructure to aid the development of the electric vehicle usage which in turn will decarbonize the transportation sector, promote energy independence, and increase electric retail sales resulting in a net benefit to all stakeholders;

WHEREAS, Florida ranks within the top five states nationally for sales of electric vehicles; and Winter Park has seen a substantial increase of electric vehicles among residents and visitors to the City;

WHEREAS, the City should continue its support of plug-in electric vehicles and its efforts in constructing electric vehicle and plug-in hybrid electric vehicle charging infrastructure as this further supports the City's Sustainability Action Plan;

WHEREAS, the proposed amendment is consistent with the City's Vision of Winter Park as the city of arts and culture, cherishing its traditional scale and charm while building a healthy and sustainable future for all generations;

WHEREAS, the Construction Board of Adjustments & Appeals, has considered the proposed amendments to Building Code, more specifically described herein, and submitted its recommendation to the City Commission;

WHEREAS, the City Commission, after notice and public hearing, has considered the proposed amendments to Building Code, the recommendations of the Construction Board of Adjustments & Appeals and all public comments;

**WHEREAS**, the City Commission hereby makes findings that certain technical amendments for the provision of electric vehicle infrastructure and stations are needed for the health, safety and public welfare of its citizens; and

**WHEREAS**, the City finds that such local technical amendments to the Florida Building Code adopted pursuant to this Ordinance meet the requirements for local amendments pursuant to section 553.73(4)(b), Florida Statutes; and

**WHEREAS**, the City finds that such local technical amendments adopted pursuant to this Ordinance are no more stringent than necessary to address the local needs for same, the additional requirements are not discriminatory against materials, products, or construction techniques of demonstrated capabilities, and the additional requirements do not introduce a new subject not addressed in the Florida Building Code; and

**WHEREAS**, the City has determined that all technical amendments enacted hereby are based upon a review of local conditions, which review demonstrates by evidence or data that the City exhibits a local need to strengthen the Florida Building Code beyond the needs or regional variation addressed by the Florida Building Code; and

**WHEREAS**, the City has and shall make readily available, in usable format, all technical amendments adopted as referenced herein, and the City has considered and shall include in its transmittal to the Florida Building Commission a fiscal impact statement which documents the costs and benefits of the proposed technical amendment. Such fiscal impact state includes the impact to local government relative to enforcement, the impact to property and building owners, as well as to industry, relative to the cost of compliance; and

**NOW, THEREFORE, BE IT ENACTED** by the people of the City of Winter Park, Florida, as follows:

**Section 1.** All of the “**WHEREAS**” clauses mentioned above are fully incorporated herein.

**Section 2.** Article II, “Building Code,” Chapter 22 of the Code of Ordinances of the City of Winter Park is hereby amended within Section 22-28, Sub-section 2703 to read as follows:

### **Technical amendments to the Florida Building Code:**

Florida Building Code, Building Volume

Section 2703 shall be added as follows:

#### **2703 Electric Vehicle Charging Station Infrastructure and Electric Vehicle Parking Space Requirements.**

Section 2703.1 Intent and purpose. The intent of this section is to facilitate and encourage the use of electric vehicles and to expedite the establishment of a convenient, cost-effective electric vehicle infrastructure that will also accommodate future technology advancements.

Section 2703.2 Electric Vehicle Charging Station Infrastructure, Readiness requirements and technical criteria for buildings is hereby adopted as referenced herein and in Section 58-86 (5) of the Land Development Code.

- a) Intent and purpose. The intent of this section is to facilitate and encourage the use of electric vehicles and to expedite the establishment of a convenient, cost-effective electric vehicle infrastructure that will also accommodate future technology advancements.
- b) Definitions. For the purposes of this section, the following definitions shall apply:
  - 1. Electric vehicle means any motor vehicle registered to operate on public roadways that operates either partially or exclusively on electric energy. Electric vehicles include: (a) Battery-powered electric vehicles; (b) Plug-in hybrid electric vehicles; (c) electric motorcycles; and (d) Fuel cell vehicles.
  - 2. Electric vehicle charging level means the standardized indicators of electrical force, or voltage, amps and kilowatts by which an electric vehicle’s batteries are recharged. EV recharging equipment is commonly known as Electric Vehicle Service Equipment (EVSE) and can output either Alternating Current (AC) or Direct Current (DC). EVSE are technically not chargers, they are power supply units, the charger is on board the vehicle. The onboard charger helps manage the charging session and converts an AC input to DC to charge the vehicle’s batteries; if a DC input is supplied the charger passes the power directly to the

batteries. The terms Level1 (L1), Level2 (L2), and Level3 (L3) are the most common charging levels; L3 is also referred to DCFC or DC Fast Charging, and include the following specifications:

- a) Level-1 is considered slow charging. Voltage including the range from 0 through 120volts.
  - b) Level-2 is considered medium charging. Voltage is greater than 120 volts, up to 240 volts.
  - c) Level-3 is considered fast or rapid charging, is also referred to DCFC or DC Fast Charging. Voltage is greater than 240 volts.
3. Electric vehicle charging station means battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.
  4. Electric vehicle charging station infrastructure means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations and rapid charging stations.
  5. Electric vehicle parking space means any off-street parking space that is equipped with an electric vehicle charging station that is exclusively for use by electric vehicles.
  6. Multi-family project means occupancy classifications listed as Residential Groups R-1, R-2 and R-4 as defined in Section 310 of the Florida Building Code and the parking lot(s) serving those occupancies.
  7. Non-residential project means occupancy classifications listed in Sections 303-309 and 311 and 312 of the Florida Building Code and the parking lot(s) serving those occupancies.
- c) Readiness requirements –multi-family and non-residential projects. In order to proactively plan for and accommodate the anticipated future growth in market demand for electric vehicles, all new development shall provide electric vehicle charging station infrastructure per this section. The infrastructure shall be installed per the requirements of the Florida Building Code, Chapter 27, Section 2701 in accordance with NFPA 70 (National Electric Code) for the installation.
1. Readiness requirements for new multi-family residential projects that require a Conditional Use, shall be determined as part of the Conditional Use approval process as referenced in the Land Development Code, Article III, "Zoning Regulations" Section 58-86 (5)(c).
  2. Non-residential properties with surface parking or parking structures, shall provide the electrical capacity and buried raceway necessary to



accommodate the future hardwire installation, at the minimum, a Level-2 vehicle charging station, for a minimum ratio of 10% of the total required parking spaces. Electric vehicle parking spaces provided in excess of the required electric vehicle parking spaces shall be counted toward meeting the readiness requirement. Required electric vehicle parking spaces shall not count toward meeting the readiness requirement also referenced in the Land Development Code, Article III, "Zoning Regulations" Section 58-86 (5)(c).

- d) Electric vehicle parking space requirement for multi-family residential and non-residential properties. Electrical vehicle parking requirements for new multi-family residential projects that require a Conditional Use, shall be determined as part of the Conditional Use approval process. All non-residential properties (commercial, office, institutional or industrial uses, or any combination thereof) are required to provide one electric vehicle parking space equipped with an electrical vehicle charging station per every 20 required off-street parking spaces (such spaces shall be counted toward meeting the overall parking requirement and any EV parking spaces in excess of the required electric vehicle parking spaces shall count toward meeting the readiness requirement; required electric vehicle parking spaces shall not count toward meeting the readiness requirement) in accordance with the following standards:

1. Minimum standards. Electric vehicle parking spaces shall, at a minimum, be equipped with an electric vehicle charging station rated at electric vehicle charging Level 2.
2. Exclusive use. Electric vehicle parking spaces shall be reserved for the exclusive use of electric vehicles, actively engaged in a recharging session.
3. Fees. Nothing herein shall prohibit the charging of a fee for the use of an electric vehicle charging station by a resident, guest, invitee or employee.
4. ADA Accessible Spaces. A minimum of one (1) electric vehicle parking space must be located adjacent to a required accessible parking space such that the electric vehicle charging station can be shared between an accessible parking space and electric vehicle parking space. A minimum five (5) feet wide accessway must be provided by the accessible electric vehicle parking space if the accessway is not already provided as part of the planned accessible parking space.
5. Lighting. Site lighting shall be provided where an electric vehicle charging station is installed.
6. Equipment Standards and Protection. Battery charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted. Equipment mounted

on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks. Adequate battery charging station protection, such as concrete-filled steel bollards, shall be used. Curbing may be used in lieu of bollards, if the battery charging station is setback a minimum of 24 inches from the face of the curb.

7. Signage. (1) Information shall be posted identifying voltage and amperage levels and any time of use, fees, or safety information related to the electric vehicle charging station. (2) Each electric vehicle charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. For purposes of this subsection, "charging" means that an electric vehicle is parked at an electric vehicle charging station and is connected to the battery charging station equipment and is actively charging. (3) Restrictions shall be included on the signage, if removal provisions are to be enforced by the property owner pursuant to state statutes.
8. Maintenance. Electric vehicle charging stations shall be maintained in good condition in all respects, including the functioning of the equipment, by the property owner. Removal of any required EV charging stations is prohibited. A phone number or other contact information shall be provided on the equipment for reporting when the equipment is not functioning or other problems are encountered.
- e) Exceptions. Where the installation of one or more electric vehicle parking spaces, or the installation of electric vehicle charging station infrastructure to allow for the future installation of electric vehicle charging stations are required by this article, an exception may be granted by the Building Official through the site plan approval process only where it is demonstrated that the extension of the electrical power supply to the effected location is physically impractical. Financial impracticality is not a valid criterion for granting such an exception.

**Section 3.** It is the intention of the city commission of the city that the provisions of this ordinance shall become and be made a part of the Code of Ordinances of the city; and that sections of this ordinance may be numbered or renumbered or lettered or relettered and the word "ordinance" may be changed to "chapter," "section," "article," or such other appropriate word or phrase in order to accomplish such intentions; and regardless of whether such inclusion in the code is accomplished, sections of this ordinance may be numbered or renumbered or lettered or relettered and typographical errors which do not affect the intent may be authorized by the city manager, without need of public hearing, by filing a corrected or recodified copy of same with the city clerk.

**Section 4.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**Section 5.** If any section, subsection, sentence, clause, phrase of this ordinance, or the particular application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses or phrases under application shall not be affected thereby.

**Section 6.** This ordinance enacting amendments to the Florida Building Code shall be transmitted to the Florida Building Commission within 30 days.

**Section 7. Effective Date.** Once adopted, this Ordinance shall not become effective until 30 days after this Ordinance has been received by and the amendments set forth in Section 2 of this Ordinance are published by the Florida Building Commission.

**ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, on the \_\_\_ day of February, 2021.**

\_\_\_\_\_  
Mayor Steve Leary

Attest \_\_\_\_\_  
City Clerk Rene Cranis



## Construction Board of Adjustments & Appeals Minutes

November 13, 2020 at 10 a.m.

Hybrid Meeting

### DRAFT

#### Opening Comments

John Page, Chairman, welcomed Board members back. George Wiggins, Director of Bldg/Permitting, explained the purpose for this Board which includes reviewing and approving a recommendation concerning updated administrative and technical amendments to upcoming 7<sup>th</sup> Edition of the Florida Building Code to be adopted by local ordinance as part of the 3 year update cycle for Florida's Building Code. In addition, includes the review and recommendations concerning the EV Vehicle ordinance.

#### Present

John Page, (Chair), Frank Gay (Vice Chair), Tony Apfelbeck, Bill Maroon, and Bruce Thomas attended in person in Commission Chambers. Susan Pendergraft and Frank Pruitt attended virtually. Staff members present: George Wiggins, Director of Bldg/Permitting; Kris Stenger, Asst. Bldg/Permitting Director; Vanessa Balta, Sustainability Planner; Dan Langley, Assistant City Attorney; and Bella Ortiz, Recording Secretary. Joe Territo, Electrical Contractor and Thomas Moses, representative of BOMA Orlando spoke concerning issues relating to the EV Readiness Ordinance.

#### Meeting called to order

#### Approval of minutes

Motion made by Tony Apfelbeck to approve October 21<sup>st</sup>, 2020 minutes. Motion seconded by William Maroon. The minutes were unanimously approved (7-0).

#### New Business

George Wiggins introduced finalizing the update to the building code ordinance relating to the 7<sup>th</sup> edition of the Florida Building Code. 2021 Edition of the International Property Maintenance Code including technical amendment requiring fire sprinklers and the EV vehicle ordinance.

SUMMARY OF WINTER PARK BUILDING CODE ADMINISTRATIVE  
AND TECHNICAL AMENDMENTS to 7<sup>th</sup> EDITION OF FLORIDA  
BUILDING CODE & INTERNATIONAL PROPERTY  
MAINTENANCE CODE



1. Florida Building Code 7<sup>th</sup> Edition is based on the 2018 International Building Code & Residential Codes with Florida amendments.
2. International Property Maintenance Code is being updated to the 2021 Edition.
3. Updated administrative amendments are substantially unchanged from current provisions with the addition of provisions from the State Building Official's Association draft of recommended updates.
4. Items covered in the administrative amendments include the following:  
Department of Safety (defined for WP), Powers & Duties of the Building Official, Revocation of permits & CO, Conditions of permit, Contractor/owner responsibility, Demolition, Submittal Documents, Required inspections, Certificate of Occupancy, Construction Board, Violations, Unsafe building or systems, Definitions, Swimming pool protection during construction, and Determination of Design Wind Speed.
5. Items covered under technical amendments to the Florida Building Code:  
Special fire sprinkler requirements in the Central Business District defined by the properties bounded by New York Avenue (on the west), Swoope Avenue (on the east), Knowles Avenue (on the east) and Fairbanks Avenue (on the south).
6. The Property and Building Maintenance Code is updated with minor changes to the text within the 2021 International Property Maintenance Code. The current adopted provisions within the City Code further amends the 2021 Code with the continuation of amendments that expand the definition of "Nuisance" with 22 categories of descriptions. Add property maintenance criteria for overgrowth, addresses abandoned or disabled vehicles and contains special fire safety provisions for heating facilities in homes.

George Wiggins explained that the fire sprinkler technical amendment covered providing an extra margin of fire safety for older downtown buildings and is being carried over from the last code update. This provision has been included for many years since the current version of the Florida Building Code does not require fire sprinklers for all new building or major renovations in our central business district.

Tony Apfelbeck asked to clarify if the EV ordinance was still included in the building code ordinance. George Wiggins explained due to its required scope and type the EV ordinance had been moved to a separate ordinance for approval. John Page further inquired to the reasoning behind providing it as a separate ordinances. In response, Mr. Wiggins explained that there is also a companion Planning Ordinance going before the Planning Board in January, and there is the need to advance the main Building Code Ordinance to the City Commission for the December meeting to coincide with the effective date of the next edition of the Florida Building Code.

John Page suggested the Board approve the local ordinance which recognizes amendments to the 7<sup>th</sup> edition of the Florida Building Code and incorporates the 2021 Edition of the International Property Maintenance Code along with the technical amendment requiring fire sprinklers downtown. Motion was made by Tony

Apeflbeck incorporating the above referenced ordinance provisions and seconded by Bruce Thomas. The Board approved the motion by unanimous vote (7-0).

George Wiggins introduced the review of the EV charging for Electric vehicle charging stations and electric vehicle readiness requirements for multi-family and non-residential properties. Vanessa Balta, Sustainability Planner, spoke on behalf of the various EV parking options available for multi-family, non-residential, and single-family homes. She explained that for non-residential parking, the terms changed from the last version of the ordinance to 1 EV charging station parking space for every 20 required parking spaces. Both multifamily projects EV readiness will be determined by Planning and Zoning Board and staff at the time of requests for a conditional use permit for these larger developments, on a case by case basis.

Vanessa Balta further explained the differences between EV capable and EV ready. Drawing comparisons to proposed ordinances by Orlando and Orange Counties she elaborated why those jurisdictions are moving forward with their proposals and explained the projections on deterioration of air quality due to the continuing buildup of ozone and other air-born pollutants released from increased numbers of vehicles with gasoline powered engines in dense traffic throughout the metro Orlando area including Winter Park. This is the technical basis for requiring a local technical amendment to the Florida Building Code as found in a Fact Sheet from Orange County Government dated November, 2019 (attached).

Tony Apfelbeck questioned verbiage on multifamily and non-residential. George Wiggins explained the terms and qualifications were matching Planning and Zoning terminology. He explained that they the appropriate Building Code occupancy type will replace those terms in the final ordinance draft. However multifamily requirements for EV readiness will be determined in Planning and Zoning Conditional Permit review process.

George Wiggins continued by explaining that the ordinance asks for 10% parking to be EV ready, explaining this meant the "infrastructure" would need be in place but not necessarily active for developments at the time of completion. However, the provision includes having 1 EV charging station in one parking space for every 20 required spaces.

John Page inquired about how the 10% number was determined. Ms. Balta explained that FL DOT advised that EV growth is expected to be 40% over the upcoming years, so they went with the conservative estimate of 10% for EV readiness which is in addition to the 5% requirement to have charging stations in place when the building parking lot is completed.

Mr. Page continued with inquiry of technological improvement options. (i.e.; fast charging, newest upgrades). Vanessa Balta replied that the verbiage in the amendment was left flexible for this reason.

Mr. Page also asked for information regarding the costs. Ms. Balta clarified the costs to retrofit vs new development. Examples of actual costs were provided to the Board, which were shown to be between \$3,000 to \$7,000 range for Level 2 charging stations, plus additional costs for installation depending the proximity of the parking space. She

also explained that the ordinance does not address whether the property owner chooses to charge a fee for the use of the charging station. She continued explaining that per state law multifamily property owners are required to allow their residents to install additional units based on their need.

William Maroon asked about offering business credit or rebates. Vanessa Balta verified that rebates have been discussed but not fully explored at this point.

Bruce Thomas asked about matching other municipalities and if it makes a difference. Both George Wiggins and Vanessa Balta advised they are attempting to match the criteria that agrees with Planning and Zoning Board. They both stated that the 10% value was lowered from previous meetings ordinance terms and that they feel with utilizing Conditional Use review will help to justify the differences between Winter Park and other municipalities terms.

Mr. Wiggins also advised the board that parking enforcement related to use of the EV parking spaces will be left up to the building or property owner and recommends that the "Exclusive use" provision (Section 2703.2(d)(2) in the ordinance be removed.

Dan Langley, assistant City Attorney was invited to comment on this subject by George Wiggins. Mr. Langley expressed agreement concerning removing the "Exclusive use" provision which pertains to land development as it is not enforceable.

Tony Apfelbeck asked where hotel/motels fit into the parameters. Vanessa Balta replied that Planning and Zoning typically treats them as multifamily. Questioning continued by Tony Apfelbeck, that perhaps it would be easier for non-residential and multifamily units to create a required minimum number or percentage to install. Vanessa Balta replied that installing more than 10% counts towards EV readiness.

Mr. Apfelbeck also raised concerns about residential thresholds. Mr. Wiggins advised that it would be determined by Conditional Use. Dan Langley stated that having percentages for non-residential/residential requirements may not be identical. He also stated that currently not enough information provided in this area and could be addressed in the future.

Mr. Page asked what other groups were involved in consulting on the ordinance. Mr. Wiggins responded that Orange county, Orlando, Orlando BOMA( Building and Manufacturers Association) and other related boards.

Frank Gay posed the question of maintenance of EV Spots. George Wiggins and Vanessa Balta stated that the ordinance has provisions addressing maintenance found on page 5. This ordinance is specific in regard to creating a capacity level and conduits for EV readiness. If necessary, as with other building maintenance matter code compliance could be called upon for a maintenance issue.

Members of the Public:

Thomas Moses, member of Orlando BOMA, called in to speak to commercial uses. He posed questions about employee only parking and the possibility of non-employee uses, and possible liability. George Wiggins and Vanessa Balta stated due to the variety of

platforms it would be up to the property owner as to how they wish to enforce or provide liability protection. The suggestion to utilize trespassing codes was discussed.

Joe Territo, Electrical Contractor, called in as a member of the public to submit his question as to why this was a building issue. He continued that line of thought by positing if an ordinance was necessary. Tony Apfelbeck agreed with this concern and asked if this was already located in land development code why would it be needed for building codes. George Wiggins drew the comparison that this is similar to an electrical fixture permit. Continuing that logic and legality, this was needed to be added as a technical amendment because the electrical code provisions in the National Electrical Code do not require EV charging stations or EV readiness requirements for new building construction. Vanessa Balta concurred and added that this would be in concurrence with both land development codes and other building officials. Mr. Wiggins noted that the land development code does not specify building requirements and likened it to solar power on new buildings but does not mandate it in the Florida Building Code. These new EV readiness provisions will be mandates for new building construction and must meet the criteria required to justify having a local technical amendment.

John Page further inquired about the need for having both Building Code and Land Development Code provisions on this subject. Mr. Wiggins detailed that the Building Ordinance will cover wiring, amperage, breaker sizes and other electrical requirements while the land development covers the number of parking spots required which is a zoning code criteria.

Mr. Apfelbeck made a motion to recommend approval of the language for the EV vehicle readiness Ordinance with the deletion of the exclusive use provision. The motion was seconded by Bruce Thomas and passed by unanimous vote (7-0).

The meeting was adjourned at 5:05pm

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Bella Ortiz  
Recording Clerk



## Related Modification

Electric Vehicle Readiness

## Fiscal Impact Statement

Impact to local entity relative to enforcement of code

Reviewed and inspected as part of standard department process. No significant impact

Impact to building and property owners relative to cost of compliance with code

Costs vary based upon project type. Based upon a 2016 Study prepared by Energy Solutions\* a new project would see an increase in the range of \$200-\$1400 per EV ready parking space exclusive of the charging device. Variability depends length of conduit, electric panel upgrade, and trenching requirements.

Impact to industry relative to the cost of compliance with the code.

Industry costs passed on to property owner relative to the cost of the installation.

\*"Plug-In Electric Vehicle Infrastructure Cost-Effectiveness Report", Ed Pike, PE and Jeffrey Steuben of Energy Solutions, 2016. <https://energy-solution.com/wp-content/uploads/2016/09/PEV-Infrastructure-Cost-Effectiveness-Summary-Report-2016-07-20b.pdf>



# FACT SHEET

## Transportation – Critical Air Quality Considerations

Updated November 2019

### Relationship between Transportation and Air Pollution

**Vehicles as Pollution Sources.** Emissions released from cars, trucks, buses and boats account for the majority of Orange County's air pollution. Ground level ozone forms when vehicles emit nitrogen oxides and volatile organic compounds into the air where chemicals can react with heat and sunlight.

**Transportation-related Pollutants.** Orange County continuously monitors for the following air pollutants associated with transportation and reports data to the U.S. Environmental Protection Agency (EPA):

Pollutant	Health Concern
Ground-level ozone	<ul style="list-style-type: none"><li>• Can cause coughing, choking, reduced lung capacity, and irritate the respiratory system</li></ul>
Particulate matter (PM <sub>2.5</sub> and PM <sub>10</sub> )	<ul style="list-style-type: none"><li>• Tiny airborne particles that are linked to respiratory diseases such as asthma, and attributed to premature death</li></ul>
Nitrogen oxides (NO <sub>x</sub> )	<ul style="list-style-type: none"><li>• Form ozone and particulate matter</li><li>• Cause irritation to the lungs</li><li>• Weaken the body's defenses against infections such as pneumonia and influenza</li></ul>
Carbon monoxide (CO)	<ul style="list-style-type: none"><li>• Poisonous gas that blocks oxygen from the brain, heart and other organs</li></ul>
Sulfur dioxide (SO <sub>2</sub> )	<ul style="list-style-type: none"><li>• Reacts in the atmosphere to form particulate matter (see above)</li></ul>

### Air Quality in Orange County

**Generally Good.** Orange County is within the Orlando-Kissimmee core based statistical area (CBSA). The Orlando-Kissimmee CBSA includes monitoring sites in Orange, Osceola, Lake and Seminole counties. In 2018, 87% of the time our regional air quality was considered in the good range of the National Ambient Air Quality Standards (NAAQS).

**Ozone Standard Considerations.** We are currently meeting the regulatory standard, but our area's ground-level ozone levels are very close to exceeding what EPA considers healthy air quality.

**Future Expectations.** EPA reviews the NAAQS every five years, and evaluates whether a standard is adequately protecting human health. EPA is expected to review the ozone standard in 2020 and could set a lower requirement.

## Possible Challenges if EPA Lowers the Ozone Standard

**Non-attainment Status.** If any area within a CBSA is unable to meet an EPA standard such as ozone, the entire CBSA is considered to be in “non-attainment” status. Orange County currently attains all of the EPA NAAQS standards. If EPA lowers the ozone standard, we might fall into non-attainment status and be required to implement air quality improvement measures in order to meet the new standard.

**Responding to Non-attainment Status.** An area in non-attainment is required to prepare a state implementation plan (SIP) and submit it to EPA. The SIP provides a plan for reducing air pollutant levels to acceptable limits over time and might include various methods such as the following examples:

- Requiring more stringent air pollution control equipment on industrial facilities
- Setting limits on production capacity for industrial facilities
- Requiring measures that decrease emissions from motor vehicles

**Costs of Non-attainment Status.** Non-attainment status not only means air quality is less healthy for residents and visitors, but it also places an economic stigma on a region. The following examples depict a few expected outcomes that the county wants to avoid:

- More restrictive permitting requirements for air pollution sources in the industrial and manufacturing sectors could hinder economic development
- Potential, new commercial prospects could choose to locate operations in other regions that have better air quality
- Vehicle emissions testing might become mandatory
- Federal transportation dollars could be lost due to inability to meet healthy air quality levels
- Certain high-profile events could be lost to other venues, especially if the event has a sustainability goal or is required to meet an international event standard

## Stay Informed about Air Quality

**Find it Online.** Orange County operates ambient air monitoring equipment 365 days per year and publishes air quality daily on the Internet at [Airnow.gov](https://airnow.gov).

**Sign up for Alerts.** Residents can download OC Alert for their smart phone to be notified of poor air quality.

## How to Help

**We Can All Advocate for Clean Air.** Educate your friends, family, coworkers and neighbors about air quality and transportation system improvements.

**Driving Less Helps Air Quality.** Consider doing little things like consolidating trips, carpooling once in a while, and avoiding idling. If you can ride your bike, walk, or take buses or trains, that’s great, too!

Please direct inquiries regarding air quality to the Orange County  
Environmental Protection Division at 407-836-1400.