

ORANGE COUNTY

PLANNING DIVISION

2022-1 REGULAR CYCLE AMENDMENTS

2022-1-A-4-1

2022-1-B-FLUE-1

2010 - 2030 COMPREHENSIVE PLAN

BOARD OF COUNTY COMMISSIONERS

FEBRUARY 8, 2022

TRANSMITTAL PUBLIC HEARING

PREPARED BY:

ORANGE COUNTY COMMUNITY, ENVIRONMENTAL
AND DEVELOPMENT SERVICES

PLANNING DIVISION
COMPREHENSIVE PLANNING SECTION





Interoffice Memorandum

February 8, 2022

TO: Mayor Jerry L. Demings
-AND-
County Commissioners (BCC)

FROM: Alberto A. Vargas, MArch., Manager, Planning Division 

THROUGH: Jon V. Weiss, P.E., Director
Planning, Environmental, and Development Services Department

SUBJECT: 2022-1 Regular Cycle Comprehensive Plan
Amendments 2022-1-A-4-1 and 2022-1-B-FLUE-1 (Reserve at Alafaya)
Board of County Commissioners (BCC) Transmittal Public Hearing

2022-1 Regular Cycle Comprehensive Plan Amendments 2022-1-A-4-1 and 2022-1-B-FLUE-1 are scheduled for a BCC transmittal public hearing on February 8, 2022. These amendments were heard by the Planning and Zoning Commission (PZC)/Local Planning Agency (LPA) at a transmittal public hearing on January 20, 2022.

The report is also available under the Amendment Cycle section of the County's Comprehensive Planning webpage. See:

<http://www.orangecountyfl.net/PlanningDevelopment/ComprehensivePlanning.aspx>.

The above-referenced 2022-1 Regular Cycle Amendments scheduled for consideration on February 8 include a privately-initiated Future Land Use Map Amendment located in District 4 and an associated staff-initiated text amendment. The privately-initiated map amendment involves a change to the Future Land Use Map (FLUM) for a property over 10 acres in size. The staff-initiated text amendment entails changes to the Goals, Objectives, and/or Policies of the Comprehensive Plan.

Following the BCC transmittal public hearing, the proposed amendments will be transmitted to the Florida Department of Economic Opportunity (DEO) and other State agencies for review and comment. Staff expects to receive comments from DEO and/or the other State agencies in March 2022. Pursuant to 163.3184, Florida Statutes, the proposed amendments must be adopted within 180 days of receipt of the comment letter. The adoption hearings are tentatively scheduled before the LPA on April 21, 2022, and before the BCC on May 10, 2022.

Any questions concerning this document should be directed to Alberto A. Vargas, MArch, Manager, Planning Division, at (407) 836-5802 or Alberto.Vargas@ocfl.net or Greg

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Golgowski, AICP, Chief Planner, Comprehensive Planning Section, at (407) 836-5624 or
Gregory.Golgowski@ocfl.net.

AAV/sw

Enc: 2022-1 Regular Cycle Amendments 2022-1-A-4-1 and 2022-1-B-FLUE-1 BCC
Transmittal Staff Report

c: Christopher R. Testerman, AICP, Deputy County Administrator
Joel Prinsell, Deputy County Attorney
Whitney Evers, Assistant County Attorney
Roberta Alfonso, Assistant County Attorney
Gregory Golgowski, AICP, Chief Planner, Planning Division
Olan D. Hill, AICP, Assistant Manager, Planning Division
Nicolas Thalmueller, AICP, Acting Planning Administrator, Planning Division
Read File

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	Multi-family Tract: Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR to Medium Density Residential (MDR)	
-and-		
	2022-1-B-FLUE-1 PD Density and Intensity	Text amendment to Future Land Use Element Policy FLU8.1.4 establishing the maximum densities and intensities for proposed Planned Developments within Orange County, associated with Amendment 2022-1-A-4-1

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2022-1 Regular Cycle State Expedited Review Comprehensive Plan Amendments
Privately Initiated Future Land Use Map Amendment

Amendment Number	Concurrent Rezoning or Substantial Change	Owner	Agent	Tax ID Number(s)	General Location / Comments	Future Land Use Map Designation FROM:	Future Land Use Map Designation TO:	Zoning Map Designation FROM:	Zoning Map Designation TO:	Acreage	Project Planner	Staff Rec	LPA Rec
District 4													
2022-1-A-4-1 (Reserve at Alafaya)	CDR-21-04-131	CJD Property Hold CO, LLC; Alafaya TH Tract 4, LLC; Alafaya COM Tract 7, LLC; and Alafaya TH Tract 9, LLC	Jonathan P. Huels, Lowndes, Drosdick, Doster, Kantor & Reed, P.A.	12-23-31-0000-00-006011/012/013	3100 S. Alafaya Trl.; Generally located south of S. Alafaya Trl, north and west of Innovation Wy.	Mixed-Use Tract: Planned Development Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PPR-OS), Planned Development-Commercial (PD-C), Commercial (C), and Low-Medium Density Residential (LMDR) and Multi-Family Tract: Planned Development-Low-Medium Density Residential/Low-Medium Density Residential (LMDR)	Mixed-Use Tract: Planned Development Commercial/Low-Medium Density Residential/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PPR-OS) and Multi-Family Tract: Medium Density Residential (MDR)	PD (Planned Development District) (Reserve at Alafaya PD)	PD (Planned Development District) (Reserve at Alafaya PD)	114.17 gross ac.	Sue Watson	Transmit	Transmit (B-0)

2022-1 Regular Cycle Comprehensive Plan Amendments
Staff Initiated Comprehensive Plan Text Amendment

Amendment Number	Sponsor	Description of Proposed Changes to the 2010-2030 Comprehensive Plan (CP)	Project Planner	Staff Rec	LPA Rec
2022-1-B-FLUE-1 (FLU8.1.4)	Planning Division	Text amendment to Future Land Use Element Policy FLU8.1.4 establishing the maximum densities and intensities for proposed Planned Developments within Orange County associated with Amendment 2022-1-A-4-1	Sue Watson	Transmit	Transmit (B-0)

ABBREVIATIONS INDEX:

ABBREVIATIONS INDEX: IND-Industrial; C-Commercial; O-Office; LDR-Low Density Residential; LMDR-Low-Medium Density Residential; MDR-Medium Density Residential; MHDR-Medium-High Density Residential; HDR-High Density Residential; PD-Planned Development; V-Village; CONS-Wetland/Conservation; PRI/OS-Parks/Recreation/Open Space; OS-Open Space; OB-Greenbelt; SPA-Special Planning Area; R-Rural/Agricultural; TS-Timeshare; RS-Rural Settlement; AC/MU-Activity Center Mixed Use; ACR-Activity Center Residential; GC-Growth Center; R-Resort; PD-Planned Development; USA-Urban Service Area; WB-Water Body; CP-Comprehensive Plan; FLUM-Future Land Use Map; FLUE-Future Land Use Element; TRAN-Transportation Element; GOPS-Goals, Objectives, and Policies; OBJ-Objective; LUP-Land Use Plan; LUPA-Land Use Plan Amendment; CDR-Change Determination Request; PD-Planned Development District; A-2-FarmLand Rural District; A-1-Citrus Rural District; SR-State Road; AC-Acres

2021 FIRST REGULAR CYCLE AMENDMENTS TO THE 2010-2030 COMPREHENSIVE PLAN TRANSMITTAL PUBLIC HEARING

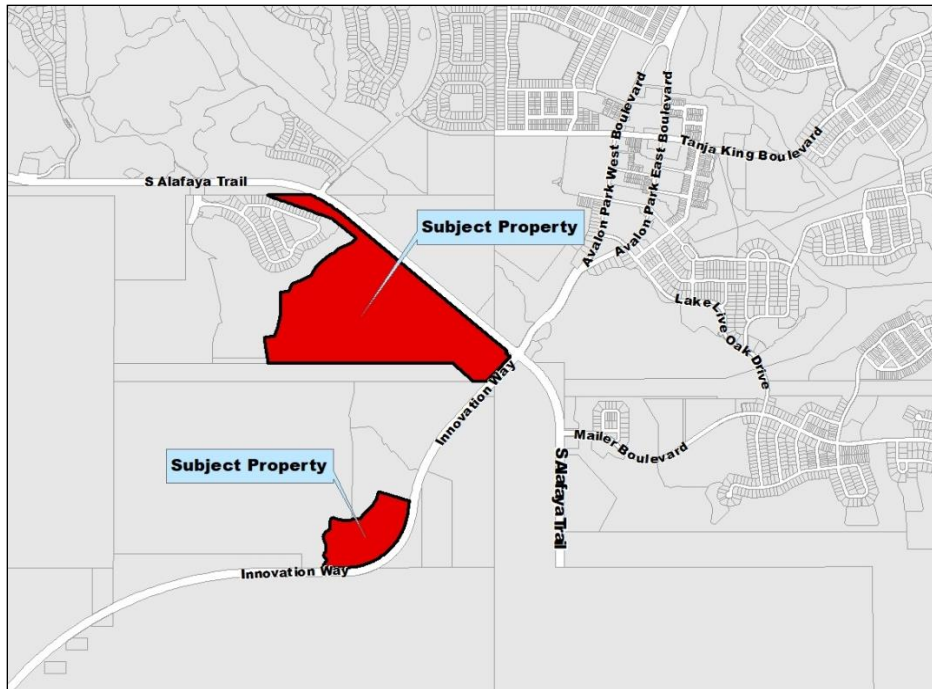
INTRODUCTION

This is the Board of County Commissioners (BCC) transmittal staff report for the First Regular Cycle Amendments 2022-1-A-4-1 and 2022-1-B-FLUE-1 to the Future Land Use Map (FLUM) and Comprehensive Plan (CP). These amendments were heard by the Local Planning Agency (LPA) during a transmittal public hearing held on January 20, 2022, and will go to the Board of County Commissioners (BCC) for a transmittal public hearing on February 8, 2022.

The above-referenced 2022-1 Regular Cycle Amendments include a privately-initiated map amendment located in District 4 and an associated staff-initiated text amendment. Since this is the transmittal stage for these amendments, there will be a second round of public hearings for adoption after the Florida Department of Economic Opportunity (DEO) and other State agencies complete their review of the proposed amendments and provide comments, expected in March 2022. Adoption public hearings are tentatively scheduled before the LPA on April 21, 2022 and the BCC on May 10, 2022.

Once the Regular Cycle amendments have been adopted by the BCC, they will become effective 31 days after DEO notifies the County that the plan amendment package is complete. These amendments are expected to become effective in June 2022, provided no challenges are brought forth for any of the amendments.

Any questions concerning this document should be directed to Alberto A. Vargas, MArch., Manager, Planning Division, at (407) 836-5802 or Alberto.Vargas@ocfl.net, or Gregory Gologowski, AICP, Chief Planner, Comprehensive Planning Section, at (407) 836-5624 or Gregory.Gologowski@ocfl.net.



Applicant/Owner: Jonathan Huels for CJD Property Hold CO, LLC; Alafaya TH Tract 4, LLC; Alafaya COM Tract 7, LLC; and Alafaya TH Tract 9, LLC

Location: 3100 S. Alafaya Trl.; Generally located south of S. Alafaya Trl., north and west of Innovation Wy.

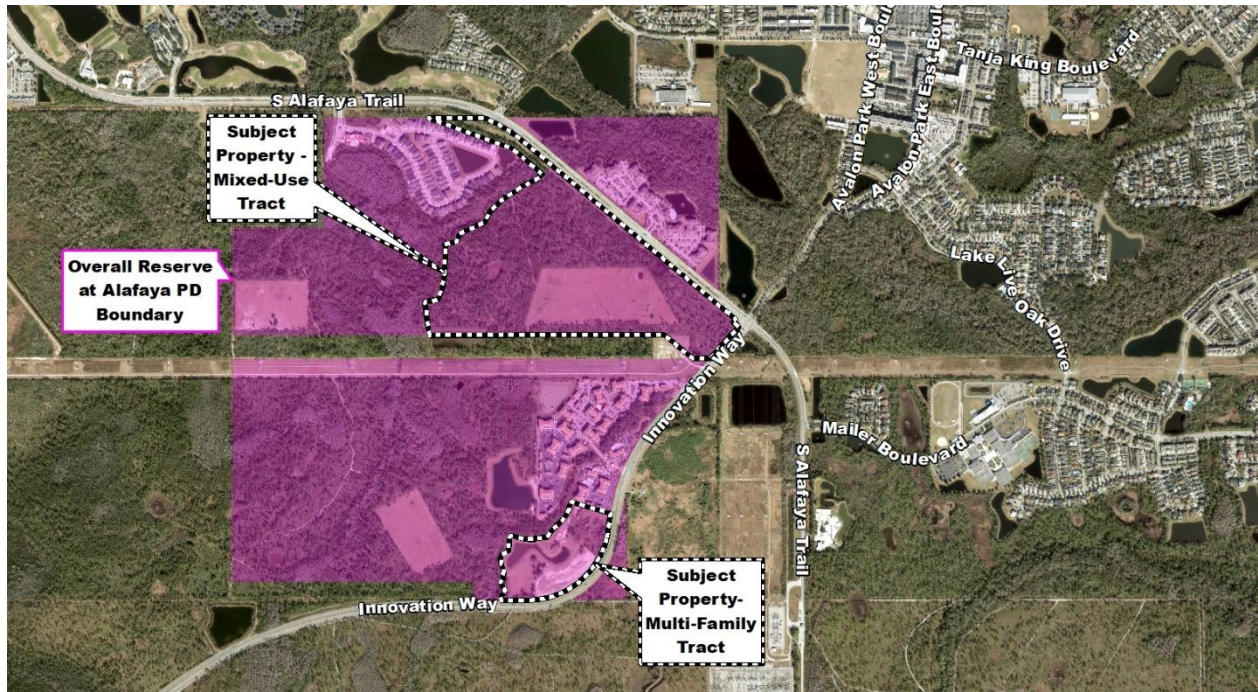
Existing Use: Undeveloped

Parcel ID Numbers:
12-23-31-0000-00-006/011/
012/013

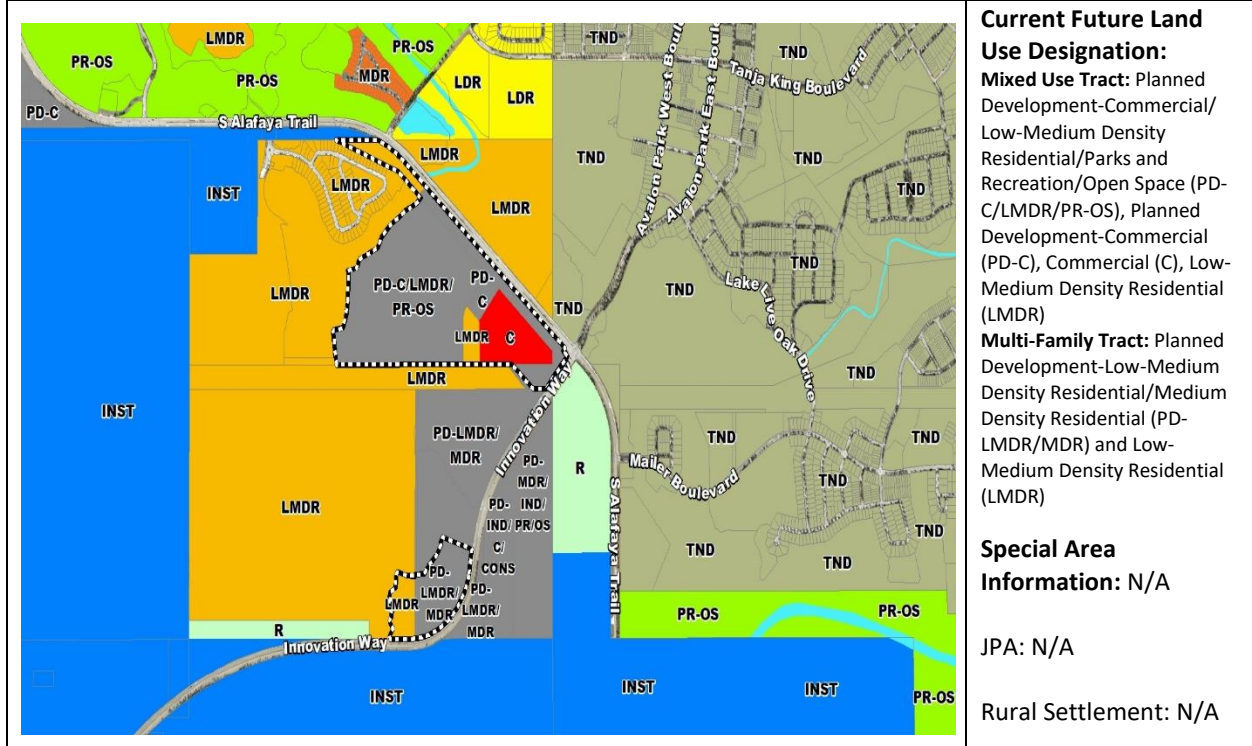
Tract Size: 114.17 gross acres

The following meetings and hearings have been held for this proposal:			Project Information	
Report/Public Hearing	Outcome		Request: Mixed Use Tract: Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C), and Low-Medium Density Residential (LMDR) to Planned Development-Commercial/Low-Medium Density Residential/ Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS) Multi-Family Tract: Planned Development-Low-Medium Density Residential/ Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR) to Medium Density Residential (MDR) Proposed Development Program: Mixed Use Tract: 200,000 sq. ft. of Commercial, 50,000 sq. ft. of Office, 597 Multi-Family units, 100 Townhome units, 20-acre Park, and 3-acre Recreational Trail; Multi-Family Tract: up to 350 Multi-Family units Division Comments: Public Facilities and Services: Please see the Public Facilities Analysis Appendix for specific analysis on each public facility. Transportation: The proposed use will generate 1,337 p.m. peak hour trips resulting in an increase of 108 p.m. peak hour trips. Parks and Recreation: The Reserve at Alafaya Development has a Developer's Agreement for a 20-acre community park and for locating a portion of the Avalon Trail. Schools: Per School Capacity Determination OC-21-048, the new units requested have obtained prior approvals and are currently reserved in OCPS' capacity database. OCPS will not require the requested new units to be processed for capacity review.	
✓	Community Meeting (1,982 notices sent; 19 residents in attendance)	December 1, 2021 Positive		
✓	Staff Report	Recommend Transmittal		
✓	LPA Transmittal January 20, 2022	Recommend Transmittal (8-0)		
	BCC Transmittal	February 8, 2022	Concurrent PD/LUP Substantial Change: Yes A proposed substantial change to the Reserve at Alafaya PD Land Use Plan (CDR-21-04-131) is proceeding through the Orange County Development Review Committee (DRC) review process and is expected to be considered in conjunction with the requested amendment during the adoption public hearing stage.	
	State Agency Comments	March 2022		
	LPA Adoption	April 21, 2022		
	BCC Adoption	May 10, 2022		

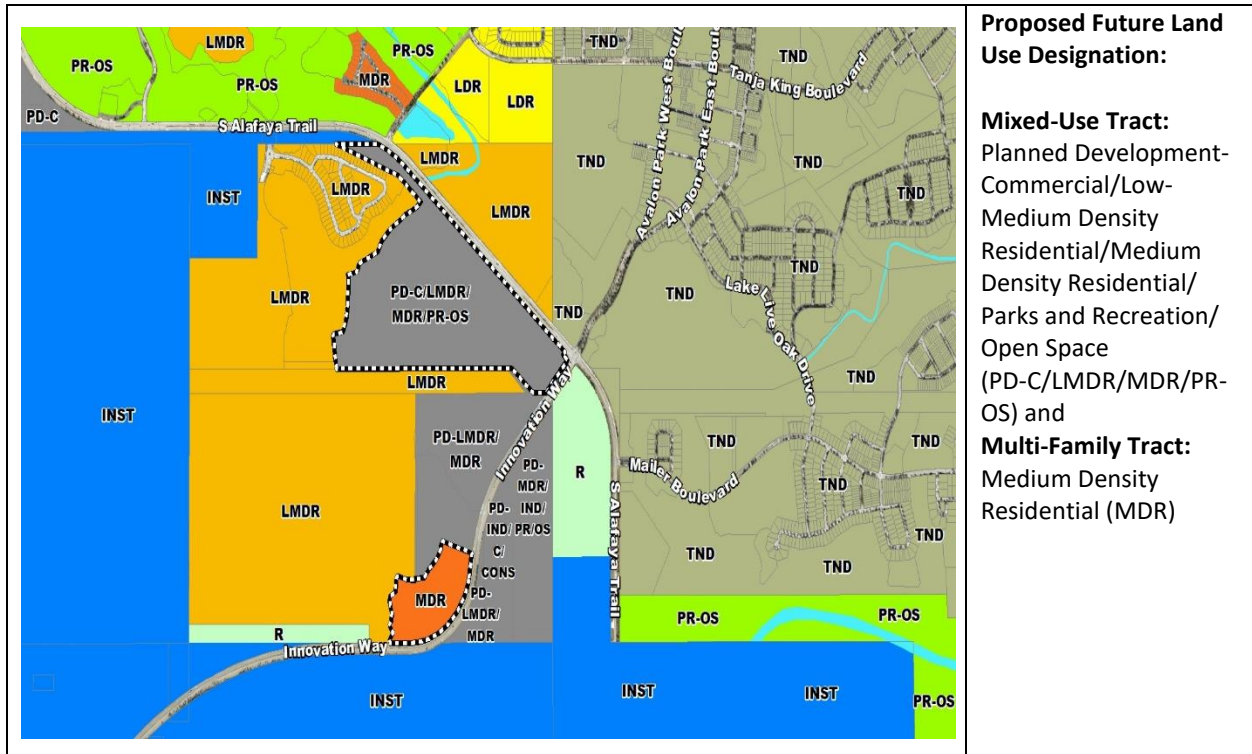
AERIAL



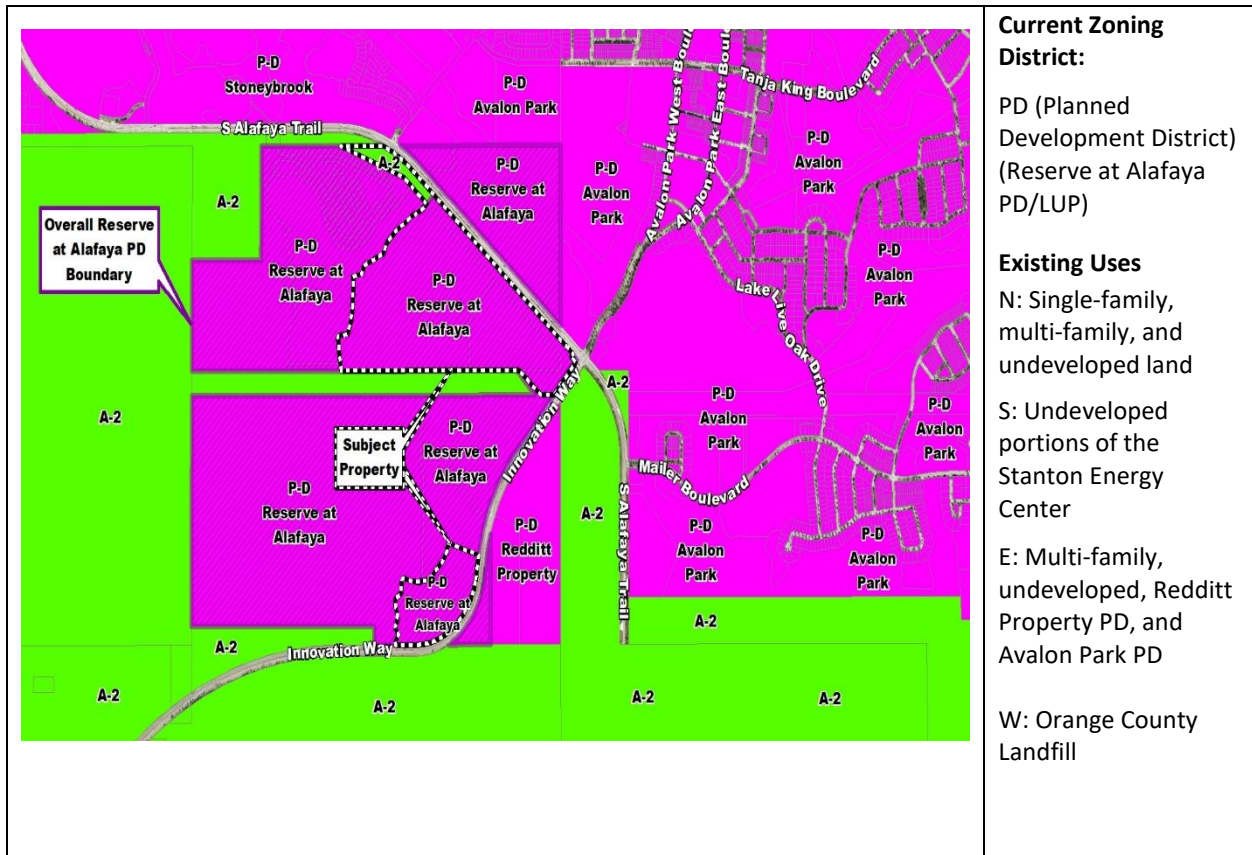
FUTURE LAND USE - CURRENT



FUTURE LAND USE - PROPOSED



ZONING – CURRENT



Staff Recommendations

1. **FUTURE LAND USE MAP AMENDMENT 2022-1-A-4-1:** Make a finding that the information contained in the application for the proposed amendment is sufficiently complete; that the proposed amendment has the potential to be found “in compliance,” as defined by Section 163.3184(1)(b), Florida Statutes; and recommend to the Local Planning Agency that the amendment, 2022-1-A-4-1, be **TRANSMITTED** to the state reviewing agencies.
2. **FUTURE LAND USE TEXT AMENDMENT 2022-1-B-FLUE-1:** Make a finding the proposed amendment has the potential to be found “in compliance,” as defined by Section 163.3184(1)(b), Florida Statutes; and recommend to the Local Planning Agency that the Amendment 2022-1-B-FLUE-1, to include the development program for Amendment 2022-1-A-4-1 in Future Land Use Element Policy FLU8.1.4, be **TRANSMITTED** to the state reviewing agencies.

Analysis

1. Background and Development Program

The applicant, Jonathan Huels, Lowndes, Drosdick, Doster, Kantor & Reed, P.A., has requested to change the Future Land Use Map (FLUM) designation of two tracts within the Reserve at Alafaya PD (a.k.a. the Morgran PD), the Mixed-Use Tract and the Multi-Family Tract. Together, the two undeveloped tracts contain a total of 114.17 acres and are the subject property of this FLUM Amendment application.

The Mixed-Use Tract consists of approximately 95.6 acres, and is located south of S. Alafaya Trail and West of Innovation Way. Currently, it has FLUM designations of Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C), and Low-Medium Density Residential (LMDR). The applicant is requesting to change the FLUM designation to Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS). The Mixed-Use Tract is comprised of Parcels 12-23-31-0000-00-006, 12-23-31-0000-00-011, and 12-23-31-0000-00-012. They are all zoned PD, except a portion of Parcel 12-23-31-0000-006 is also zoned A-2 (Farmland Rural District). The LMDR FLUM designation allows for a maximum density of 10 dwelling units per acre, whereas the MDR FLUM designation allows for a maximum density of twenty dwelling units per acre.

On December 16, 2008, the BCC approved a Future Land Use Map (FLUM) Amendment, Amendment 2008-1-A-4-4, with an approved development program of 237,400 square feet of commercial uses, 250 multi-family dwelling units, a 6,000 square-foot clubhouse, and a 26-acre park for the portion of the Mixed-Use Tract with the FLUM designation of PD-C/LMDR/PR-OS. The portions of the Mixed-Use Tract with the PD-C, C, and LMDR FLUM designations do not have a specific development program established in the Comprehensive Plan. The maximum development program permitted under these FLUM designations, when combined, is 993,168 square feet of commercial uses (15.20 acres X 1.50 FAR (Floor Area Ratio) and 30 residential units [(3.04 acres X 10 dwelling units/acre (LMDR))]. The total maximum development program for the Mixed-Use Tract under the current FLUM designations is 1,230,568 square feet of commercial uses, 50,000 square feet of office uses, 280 multi-family dwelling units, a 6,000 square-foot clubhouse, a 20-acre park, and a 3-acre recreational trail.

The Multi-Family Tract consists of approximately 18.57 acres, and it is located south of the Mixed-Use Tract and west and north of Innovation Way. Currently, it has FLUM designations of Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR). The applicant is requesting to change the future land use designation to Medium Density Residential (MDR). The Multi-Family Tract is comprised of Parcel 12-23-31-0000-00-013 and it is also zoned PD.

The Multi-Family Tract does not have a specific development program established in the Comprehensive Plan. The maximum development program permitted with the PD-LMDR/MDR and LMDR FLUM designations is 319 dwelling units [(5.3 acres x 10 dwelling units per acre (PD-LMDR) and 13.3 acres X 20 dwelling units per acre (PD-MDR)].

The subject property, which includes the Mixed-Use Tract and the Multi-Family Tract, is part of the larger 512.70-acre Reserve at Alafaya PD which was originally approved by the Board of County Commissioners (BCC) on October 28, 2003 as the Morgran PD. On December 16, 2008, the BCC approved Rezoning Case #RZ-08-06-036 that ran concurrently with FLUMA 2008-1-A-4-4. The applicant at that time requested to rezone 512.70 acres from A-2 (Farmland Rural District), PD (Redditt Property PD) (2001), and PD (Morgran PD) (2003) to PD (Planned Development District) (Reserve at Alafaya PD, a.k.a. Morgran PD). The approved development program at that time was for 300,000 square feet of commercial uses, 50,000 square feet of office uses, 950 multi-family dwelling units, 400 single-family dwelling units, a cell tower, and a 25.39-acre park and recreation trail (to be dedicated to Orange County). On December 17, 2014, the Development Review Committee (DRC) approved a Change Determination Request (CDR-14-10-297) to add an open space tract and for multiple phasing with each phase standing on its own infrastructure. The PD is currently entitled for 300,000 square feet of commercial uses, 50,000 square feet of office uses, 950 multi-family dwelling units, 400 single-family dwelling units, a cell tower, a 20-acre park and a 3-acre recreational trail. To date, 803 multi-family dwelling units and 100 single-family dwelling units have been developed within the PD.

With this proposed amendment application, the applicant is now proposing to unify the FLUM designations of the Mixed-Use Tract as Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS). The applicant stated at the community meeting held on December 1, 2021 that he is proposing to convert approximately 100,000 square feet of commercial uses to residential uses through the use of a trip conversion matrix. The proposed development program for the Mixed-Use Tract will now be 200,000 square feet of commercial uses, 50,000 square feet of office uses, 597 multi-family units, 100 townhome units, a 20-acre park and a 3-acre trail. The applicant stated that the new FLUM designation and development program would allow for the Mixed-Use Tract to be developed into a broad mix of uses.

For the Multi-Family Tract, the applicant also seeks to unify the FLUM designations from Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR) to Medium Density Residential. As stated earlier, the MDR FLUM designation allows for a maximum density of twenty (20) dwelling units per acre. The proposed development program for the Multi-Family Tract would be for up to 350 multi-family dwelling units. The applicant is proposing a density of 18.8 dwelling units per acre (350 dwelling units/18.57 acres = 18.8 du/ac.), which is less than the maximum 20 dwelling units per acre permitted under the MDR FLUM designation.

Table 1 Existing and Proposed Development Mixed Use Tract

Mixed-Use Tract – 95.6 acres Parcels: 12-23-31-0000-00-006; -011; -012		
	Existing Future Land Use	Proposed Future Land Use
Future Land Use	Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation-Open Space (PD-C/LMDR/PR-OS) , Planned Development-Commercial (PD-C) , Commercial (C) , and Low-Medium Density Residential (LMDR)	Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation-Open Space (PD-C/LMDR/MDR/PR-OS)
Zoning	P-D (Planned Development Land Use Plan Reserve at Alafaya) A-2 (Farmland Rural District)	P-D (Planned Development Land Use Plan Reserve at Alafaya)
Development Program	1,230,568 sq. ft. commercial	200,000 sq. ft. commercial
	50,000 sq. ft. office	50,000 sq. ft. office
	280 multi-family units	597 multi-family units
	N/A	100 townhomes
	6,000 sq. ft. clubhouse	N/A
	20-acre park	20-acre park
	3-acre recreation trail	3-acre recreation trail

Table 2 Existing and Proposed Development Multi-Family Tract

Multi-Family Tract – 18.57 acres Parcel: 12-23-31-0000-00-013		
	Existing Future Land Use	Proposed Future Land Use
Future Land Use	Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) , and Low-Medium Density Residential (LMDR)	Medium Density Residential (MDR)
Zoning	P-D (Planned Development Land Use Plan Reserve at Alafaya)	P-D (Planned Development Land Use Plan Reserve at Alafaya)
Development Program	319 dwelling units	350 multi-family dwelling units (density 18.8 units per acre)

Community Meeting

A community meeting was held for this proposed amendment on December 1, 2021, with 19 residents in attendance. The applicant, Mr. Jonathan Huels, Lowndes, Drosdick, Doster, Kantor & Reed, P.A., presented a PowerPoint Presentation and gave an overview of the proposed project. Mr. Huels stated that the development is branded as East and he stated that four developments have been approved, developed, and built within the PD – three (3) multi-family apartment complexes totaling 803 multi-family dwelling units and one 100-lot single-family subdivision. Mr. Huels stated that the proposed development will be high end with living areas and common spaces, very nice amenities, and real art will be located throughout the proposed development. Mr. Huels told the residents in attendance that they want to convert approximately 100,000 square feet of commercial uses to residential uses through the use of a trip conversion matrix to allow for an additional 800 multi-family dwelling units and 100 townhome units. He stated that the proposed development will be a main street type of development with a neighborhood feel and the commercial uses would be neighborhood-serving. Mr. Huels stated that the housing market and commercial retail market have changed since the last application was approved so that the development is proposing less retail square footage.

Mr. Huels stated that the 20-acre park site will be conveyed to the County as a public park in conjunction with the first phase of the development of the Mixed-Use Tract. He stated that Orlando Utilities Commission (OUC) owned an easement along S. Alafaya Trail that prevented access to the park site but now access to the park site can be provided. He stated that the actual program for the park site has not been decided. Mr. Cedric Moffett, Planner III, Orange County Parks and Recreation Division, stated that the park site will be a community park and the visioning process of what uses will be provided will be done at a later date.

Also, Mr. Huels stated that Morgran funded a large portion of the Alafaya Trail extension (\$4 million dollars) and they also dedicated stormwater ponds and right-of-way for Innovation Way. He also stated that school capacity has been reserved and school impact fees have been paid. Mr. Huels summed up the request by stating that no additional entitlements are being requested; they are requesting to convert some of the commercial uses into residential uses. He stated there will not be any additional impacts to schools or roads over what has been mitigated and paid for.

Some of the questions and concerns the citizens had for the proposed amendment were for the increase in traffic, access management, affordable housing, park size and uses, and excessive parking, and Mr. Huels addressed them all.

In association with this requested amendment, the applicant has submitted a proposed substantial change to the currently-approved Reserve at Alafaya PD Land Use Plan (CDR-21-04-131) to update the development program. The change determination request (CDR) is proceeding through the Orange County Development Review Committee (DRC) review process. Staff anticipates that if the BCC votes to transmit this amendment to the Department of Economic Opportunity (DEO), the CDR will be considered during the subsequent adoption public hearing stage. Per the applicant's Justification Statement, the proposed CDR will seek to finalize the location of the park, add vehicular access points, and increase the overall residential development program of the project to be consistent with the underlying FLUM designations.

Future Land Use Map Amendment Analysis

Consistency

The requested FLUM amendment initially appears to be **consistent** with the applicable Goals,

Objectives, and Policies of the Comprehensive Plan, which are specifically discussed in the paragraphs below.

As stated above, the applicant with this proposed amendment, is seeking to develop up to 200,000 square feet of commercial uses, 50,000 square feet of office uses, 1,750 multi-family dwelling units, 100 townhome units, 400 single-family dwelling units, a cell tower, a 20-acre park and a 3-acre recreational trail on the overall Reserve at Alafaya PD. The PD is currently entitled for 300,000 square feet of commercial uses, 50,000 square feet of office uses, 950 multi-family dwelling units, 400 single-family dwelling units, a cell tower, a 20-acre park and a 3-acre recreational trail. With the requested FLUM Amendment, the applicant is proposing to convert approximately 100,000 square feet of commercial uses to residential uses through the use of a trip conversion matrix to increase the multi-family units from 950 units to 1,750 units and to add 100 townhome units. The subject property is comprised of two tracts within the Reserve at Alafaya PD, the Mixed-Use Tract and the Multi-Family Tract. The applicant is requesting to change the FLUM designations of the Mixed-Use Tract from Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C), and Low-Medium Density Residential (LMDR) to Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/ PR-OS). The proposed development program for the Mixed-Use Tract will be 200,000 square feet of commercial uses, 50,000 square feet of office uses, 597 multi-family dwelling units, 100 townhome units, 20-acre park, and a 3-acre trail. For the Multi-Family Tract, the applicant is proposing to change the FLUM designations from Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR) to Medium Density Residential (MDR). The proposed development program for the Multi-Family Tract is for up to 350 multi-family dwelling units.

The subject property is located in an area characterized by commercial, industrial, institutional, and residential land uses. The Reserve at Alafaya PD currently has three approved and developed multi-family apartment complexes. The Reserve at Alafaya Apartments is developed with 264 apartment units and is located across the street on S. Alafaya Trail, north of the Mixed-Use Tract. Eight at East Apartments is developed with 264 apartments and Hudson at East Apartments is developed with 275 apartments. Both apartment complexes are located on the west side of Innovation Way, south of the Mixed-Use Tract and immediately north of the Multi-Family Tract. The PD also has an approved, 100-lot detached single-family subdivision, East-Tract 5, Plat Book 92/Page 55, also known as, Rosedale Subdivision. It is located on S. Alafaya Trail, immediately west of the Mixed-Use Tract. As mentioned previously, the Reserve at Alafaya PD is currently approved for 300,000 square feet of commercial uses, 50,000 square feet of office uses, 950 multi-family dwelling units, 400 single-family dwelling units, a cell tower, a 20-acre park and a 3-acre recreational trail. To date, 803 multi-family dwelling units and 100 single-family dwelling units have been developed within the PD.

The Redditt Property PD is located on Innovation Way, east of the subject site. On May 21, 2019, the BCC approved FLUM Amendment 2019-1-A-4-1 to change the FLUM designation of the 33.85-acre site from Planned Development-Industrial/Commercial/Conservation (PD-IND/C/CONS) to Planned Development-Medium Density Residential/Industrial/Parks and Recreation-Open Space (PD-MDR/IND/PR-OS). The approved development program for the amendment is for 350 multi-family dwelling units, 284,000 square feet of industrial uses, and parks and recreation/open space uses. Also, the Avalon Park PD is located east of the subject site, across the street on S. Alafaya Trail. The Avalon Park PD development program is approved for a mixture of land uses: single-family attached and detached dwelling units, multi-family dwelling units, commercial, light industrial, office, hotel,

vocational technical, schools, and church use. The Avalon Park PD has a FLUM designation of Traditional Neighborhood Development (TND).

Institutional uses are located south and west of the subject property. The Orange County Landfill is located west of the subject site and has an Institutional (INST) FLUM designation. The Orlando Utilities Commission Curtis Stanton Energy Plant is located across the street on Innovation Way, south of the subject south. It also has an INST FLUM designation. Both properties are zoned A-2.

In accordance with **Policy FLU1.1.2.A**, the applicant has specified the maximum desired development program for the residential portion of the project, proposing a mix of 597 multi-family dwelling units and 100 townhome units for the Mixed-Use Tract and up to 350 multi-family dwelling units for the Multi-Family Tract. The proposed LMDR FLUM designation allows for residential development at a maximum density of ten (10) dwelling units per acre, and the MDR FLUM designation allows for residential development at a maximum density of twenty (20) dwelling units per acre. The applicant is also proposing up to 200,000 square feet of commercial uses, 50,000 square feet of office uses, a 20-acre park, and a 3-acre recreational trail for the Mixed-Use Tract. The applicant stated at the community meeting that the commercial uses would be neighborhood-serving uses.

Staff finds this proposal consistent with **Future Land Use Element Goal FLU2**, which states that Orange County will encourage urban strategies such as infill development, coordinated land use and transportation planning, and mixed-use development, which promote efficient use of infrastructure, compact development, and an urban experience with a range of choices and living options. The proposed project is consistent with **Future Land Use Element Objective OBJ FLU2.2**, which establishes that Orange County shall develop, adopt, and implement mixed-use strategies and incentives as part of its comprehensive plan and land development code efforts, including standards for determining consistency with the Future Land Use Map. Other objectives of mixed-use development include reducing trip lengths, providing for diverse housing types, using infrastructure efficiently and promoting a sense of community. In regards to the project's proposed commercial element, the existing approved 200,000 square feet of commercial uses, and the existing approved 50,000 square feet of office uses would be allowed under the current PD-C and C FLUM designations for the Mixed-Use Tract. It is staff's belief that well-designed neighborhood serving retail establishments incorporated into the project would complement the neighboring residential development and could reduce the travel distance to purchase goods and services.

In regard to the 20-acre park and the 3-acre recreational trail, the applicant has stated that the park site will be conveyed to the County as a public park in conjunction with the first phase of the development of the Mixed-Use Tract. Mr. Huels stated at the community meeting held for this proposed amendment that OUC owned an easement along S. Alafaya Trail that prevented access to the park site and now access to the park can be provided. Mr. Cedric Moffett, Planner III, Orange County Parks and Recreation Division, stated that the park site will be a community park and the visioning process of what uses will be provided will be done at a later date. There is both a recorded Community Park Developer's Agreement, recorded in Orange County's OR Book 9807 PG 9252, and a recorded Recreational Trail Developer's Agreement, recorded in Orange County's OR BK 08969 PG 2161.

To ensure that the existing residential neighborhoods are not adversely impacted by the commercial uses, **Policy FLU1.4.4** states that the disruption of residential areas by poorly located and designed commercial activities shall be avoided. The applicant is proposing to develop the commercial and office uses and the apartments along S. Alafaya Trail and along Innovation Way. Staff notes that if this requested amendment is adopted, the development standards for both the commercial and residential elements of this project will be determined during the substantial change process.

The subject property is located in an area characterized by a variety of housing types—conventional single-family subdivision developments—Rosedale Subdivision, a 100-unit detached single-family subdivision, existing multi-family apartment complexes (Reserve at Alafaya, Eight at East, and Hudson at East), as well as the mixed uses located in the Avalon Park PD that include single-family attached and detached units, multi-family units, commercial, office, light industrial, schools, and church uses. The Avalon Park PD is located east of the subject site. The Redditt Property PD is approved for 350 multi-family units and 284,000 square feet of industrial uses. It is also located east of the subject site. With the proposal to develop 597 multi-family dwelling units and 100 townhome units in the Mixed-Use Tract and the proposal to build up to 350 multi-family units in the Multi-Family Tract, the proposed FLUM Amendment is consistent with **Housing Element GOAL H1 and Objective H1.1**, which state that the County will promote and assist in the provision of an ample housing supply, within a broad range of types and price levels, and will support private sector housing production capacity sufficient to meet current and anticipated housing needs. The proposed residential units will provide needed housing for those employees that work at nearby businesses. **Policy FLU8.2.2** states that continuous stretches of similar housing types and density of units shall be avoided. **Policy 8.2.2** also states that a diverse mix of residential housing types shall be promoted. The proposed amendment will contribute to the mix of available housing options in an area of the County deemed appropriate for urban uses, as set forth in **Policy FLU1.1.1**.

Conservation-related OBJ C1.4 and its supporting policies call for the protection of wetlands and existing native wildlife (flora and fauna). Per the Orange County Environmental Protection Division (EPD), an Orange County Conservation Area Determination (CAD) #99-097 has been completed that included this property. The applicant shall comply with all permit conditions of approval. Also, per EPD, listed are the Conservation Area Impact (CAI) permits associated with this request that have been issued. The expiration dates have been extended until 2030. CAI# 06-030 proposed impacts to 1.85 acres of Class III wetlands, preservation includes 146.84 acres of on-site wetlands, associated buffers, and additional uplands. CAI# 08-029 proposed impacts to 0.55-acre of Class III wetlands, preservation of 0.84-acre of onsite wetlands (located to the east of Innovation way) and 0.41-acre of upland buffers. CAI# 09-033, replacement for CAI# 05-042 and 05-043, mitigation includes preservation of remaining on-site wetlands and uplands on Tracts 1,2,3 and 5. The applicant shall comply with all permit conditions of approval.

Compatibility

The proposed FLUM amendment appears to be **compatible** with the existing development and development trend of the surrounding area. **Future Land Use Element Objective FLU8.2** states that compatibility will continue to be the fundamental consideration in all land use and zoning decisions, while **Policy FLU8.2.1** requires land use changes to be compatible with the existing development pattern and development trends in the area. The subject property is located in an area characterized by existing or proposed residential developments, including single-family and multi-family, proposed commercial, office, and industrial uses, and institutional uses. As mentioned previously, the subject property is located within the Reserve at Alafaya PD, which is currently entitled for 300,000 square feet of commercial uses, 50,000 square feet of office uses, 950 multi-family dwelling units, 400 single-family dwelling units, a 20-acre park, a 3-acre recreational trail, and a cell tower. As stated above, the Redditt Property PD, located east of the subject property, is approved for 350 multi-family units and 284,000 square feet of industrial uses, and it has a FLUM designation of PD-MDR/IND/PR/OS. The Avalon Park PD's, also located east of the subject property, development program is approved for a variety of land uses: single-family attached and detached dwelling units, multi-family dwelling units, commercial, light

industrial, office, hotel, vocational technical, schools, and church use. The Avalon Park PD has a FLUM designation of Traditional Neighborhood Development (TND).

It is staff's belief that the proposed Mixed-Use Tract and the Multi-Family Tract are compatible with the existing mix of existing and proposed single family residential, including attached and detached, multi-family residential developments, and proposed commercial, office, and industrial uses.

2. Staff-Initiated Text Amendment 2022-1-B-FLUE-1

Future Land Use Element Policy FLU8.1.4 establishes the development programs for Planned Development (PD) and Lake Pickett (LP) FLUM designations adopted since January 1, 2007. The development program for the Mixed-Use Tract, for which the PD FLUM designation is requested, is proposed for incorporation into **Policy FLU8.1.4** via a corresponding staff-initiated text amendment, Amendment 2022-1-B-FLUE-1. Presently, the approved development program for the Mixed-Use Tract allows for 237,400 square feet of commercial, 250 multi-family units, a 6,000 square-foot clubhouse, and a 26-acre park. The new development program for the Mixed-Use Tract will consist of 200,000 square feet of commercial, 50,000 square feet of office, 597 multi-family units, 100 townhome units, a 20-acre park, and a 3-acre recreational trail. The maximum FLU8.1.4 development program for Amendment 2022-1-A-4-1, if adopted, would be as follows:

Amendment Number	Adopted FLUM Designation	Maximum Density/Intensity	Ordinance Number
<u>2008-1-A-4-4</u> <u>Morgan</u>	Planned Development- Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD- C/LMDR/PR-OS)	<u>237,400 sq. ft. Commercial</u> <u>250 Multi-Family Units</u> <u>6,000 sq. ft. Clubhouse</u> <u>26-acre Park</u>	<u>2022-</u>
<u>2022-1-A-4-1</u> <u>Reserve at Alafaya</u>	<u>Mixed-Use Tract: Planned</u> <u>Development-Commercial/</u> <u>Low-Medium Density</u> <u>Residential/Medium Density</u> <u>Residential/Parks and</u> <u>Recreation/Open Space</u> <u>(PD-C/LMDR/MDR/PR-OS)</u>	<u>Mixed-Use Tract: 200,000 sq.</u> <u>ft. of Commercial, 50,000 sq.</u> <u>ft. of Office, 597 Multi-Family</u> <u>Units, 100 Townhome Units,</u> <u>20-acre Park, and 3-acre</u> <u>Recreational Trail</u>	

Staff notes that although the proposed development program for the Multi-Family Tract will not be added to Policy FLU8.1.4—as the applicant is requesting the MDR, rather than the PD, FLUM designation—the Multi-Family Tract's development program of up to 350 multi-family units will be incorporated into the amended Reserve at Alafaya PD Land Use Plan during the adoption public hearing stage.

Division Comments: Environmental, Public Facilities, and Services

Environmental: Conservation Area Determination - Orange County Conservation Area Determination (CAD) #99-097 has been completed that included this property. The applicant shall comply with all permit conditions of approval.

Conservation Area Impact Permits - Listed are the Conservation Area Impact (CAI) Permits associated with this request that have been issued. The expiration dates have been extended until 2030. CAI# 06-030 proposed impacts to 1.85 Class III wetlands, preservation includes 146.84 acres of onsite wetlands, associated buffers, and additional uplands. CAI# 08-029 proposed impacts to 0.55-acre Class III wetlands, preservation of 0.84-acre of onsite wetlands (located to the east of Innovation Way) and 0.41-acre of upland buffers. CAI# 09-033, replacement for CAI# 05-042 and 05-043, mitigation includes preservation of remaining onsite wetlands and uplands on Tracts 1, 2, 3, and 5. The applicant shall comply with all permit conditions of approval.

Required Permits - The wetlands located within and just outside of the Orlando Utilities Commission easement have been delineated and included in the updated approved surveys for CAD #99-097. The wetland acreages included in the new surveys include 0.602-acre of Class I wetlands and 1.896 acres of Class II wetlands. These conservation areas are not included in the onsite recorded Conservation Easement (Reference DOC #20160435593) and currently does not have an issued CAI. If there are impacts proposed for these wetlands, apply for a CAI permit to address conservation area encroachments and adverse secondary impacts as soon as possible to the Orange County Environmental Protection Division, as outlined in Orange County Chapter 15, Article X Wetland Conservation Areas.

Comprehensive Plan Policy - FLU1.1.2 C. Density and Floor Area Ratio (FAR) calculation is determined by dividing the total number of units/square footage by the net developable land area. The net developable land area for density and FAR calculation (intensity) is defined as the gross land area, excluding surface waters and certain conservation areas from the land area calculations. In order to include new Class I, II and III conservation areas in the density and FAR calculations, the parcels shall have an approved Conservation Area Determination (CAD) and an approved Conservation Area Impact Permit from the Orange County Environmental Protection Division.

No Clearing - No construction, clearing, filling, alteration, or grading is allowed in a conservation tract or conservation easement (includes the conservation area and the wetland setback/buffer) unless approved by the County and other applicable jurisdictional agencies.

Econ River Protection - Basin-wide regulations may apply; reference the Econlockhatchee River Protection Ordinance Chapter 15, Article XI.

Habitat - Development of the subject property shall comply with all state and federal regulations regarding endangered, threatened, or species of special concern. Prior to any preliminary subdivision plan or development plan approvals, Orange County will require a habitat survey to identify any wildlife or plants listed as threatened, endangered, or species of special concern found on site or determined to use the site.

NPDES - Prior to earth work or construction, the developer shall provide a copy of the completed National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI) form for stormwater discharge from construction activities to the Orange County Environmental Protection Division, NPDES Administrator. The original NOI form shall be sent to the Florida Department of Environmental Protection.

Jurisdictional Coordination - This environmental review only addresses Orange County environmental regulatory code, however, the project shall also obtain and comply with all other existing environmental permits and applicable environmental regulations of, but not limited to: the Army Corps of Engineers, the Florida Department of Environmental Protection, and the applicable Water

Management District, the U.S. Fish and Wildlife Service (USFWS), and the Florida Fish & Wildlife Conservation Commission (FWC). It is possible that one of the other agencies could deny the request even if the County approves it, or they may have other natural resource protective requirements. Therefore, it is imperative that this proposed plan be addressed on a multi-agency basis.

Schools: Per School Capacity Determination OC-21-048, issued October 22, 2021, the application is approved based on the addition of 560 new multi-family and 90 new townhome residential units within the proposed Reserve at Alafaya PD. As the new units requested have obtained prior approvals and are currently reserved in their capacity database, OCPS will not require the requested new units to be processed for capacity review. This determination expires on September 29, 2022.

Utilities: The subject property is located in Orange County Utilities' (OCU's) potable water, wastewater, and reclaimed water service areas. Per OCU, there is a 24-inch water main located within the right-of-way of Alafaya Trail and a 16-inch water main located within the right-of-way of Innovation Way, a 36-inch forcemain located within the right-of-way of Alafaya Trail and an 8-inch forcemain located within the right-of-way of Innovation Way, and a 30-inch reclaimed water main located within the right-of-way of Alafaya Trail and the right-of-way of Innovation Way.

Parks and Recreation: The Reserve at Alafaya Development has a Developer's Agreement for a 20-acre community park and for running a portion of the Avalon Trail. Per Parks and Recreation Division, need to ensure that the agreement is fulfilled in a timely manner as per the terms of the agreement.

Transportation: Based on trip generation estimates from the 10th Edition of the Institute of Transportation Engineers Trip Generation Handbook, it was determined that the maximum allowable development of the Mixed Use Tract - 300,000 sq. ft. Commercial, 50,000 sq. ft. Office, 950 Multi-Family Dwelling Units, 400 Single-Family Dwelling Units, 6,000 sq. ft. Clubhouse, 20-acre Park, and 3-acre Recreational Trail, and Tract 9 - 319 Multi-Family Dwelling Units based on the current future land use designation of Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C), Low-Medium Density Residential (LMDR), Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR), and Low-Medium Density Residential (LMDR) would generate approximately 1,229 new p.m. peak hour trips, while the proposal to develop up to 200,000 sq. ft. Commercial, 50,000 sq. ft. Office, 1,750 Multi-Family Units, 100 Townhome Units, 400 Single-Family Units, 20-acre Park and 3-acre Recreational Trail under the Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS) and Medium Density Residential (MDR) future land use designation will generate 1,337 new p.m. peak hour trips, resulting in an increase of 108 p.m. peak hour trips.

Future Roadway Network:

Road Agreements: None

Planned and Programmed Roadway Improvements: None

Right of Way Requirements: None

Summary

The applicant is requesting a land use change for the 114.17-acre subject property from Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C), Low-Medium Density Residential (LMDR), Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR), and Low-Medium Density Residential (LMDR) to Planned Development-Commercial/Low-Medium Density Residential/ Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS) and Medium Density Residential (MDR) to increase the number of Multi-Family Dwelling Units from 950 to 1,750 and add 100 Townhome Units and modify the existing PD to incorporate the changes.

Analysis of the project trips from the currently approved under the existing future land use versus the proposed use indicates that the proposed development will result in an increase in the number of p.m. peak trips and therefore will impact the area roadways. However, based on the Concurrency Management System Database, several roadways within the project impact area operate at acceptable levels of service and capacity is available to be encumbered.

The subject property is not located within the County's Alternative Mobility Area.

The subject property is not located along a backlogged/constrained facility. The property is within two multimodal corridors: Alafaya Trail and Innovation Way Multi-Modal Corridors. Alafaya Trail, from the Seminole County line to Innovation Way, is designated as a multi-modal corridor per Orange County Transportation Element Policy T2.2.9. The policy supports the development of multi-modal transportation corridors to increase the viability of walking, biking, and transit along these corridors. Transportation improvements shall focus on operational enhancements, intersection improvements that provide for safe movement of pedestrians and bicyclists, high-visibility pavement markings and refuge islands for pedestrians, multi-use paths, landscaping, bicycle facilities, increased transit service and bus shelters, and facilities and design that support transit-oriented development. Development within these corridors shall be subject to the site design standards in Policy T2.2.4, as determined by a transportation impact study. Innovation Way, from Alafaya Trail to S.R. 528 is designated as a multi-modal corridor per Orange County Transportation Element Policy T2.2.9. The policy supports the development of multi-modal transportation corridors to increase the viability of walking, biking, and transit along these corridors. Transportation improvements shall focus on operational enhancements, intersection improvements that provide for safe movement of pedestrians and bicyclists, high-visibility pavement markings and refuge islands for pedestrians, multi-use paths, landscaping, bicycle facilities, increased transit service and bus shelters, and facilities and design that support transit-oriented development. Development within these corridors shall be subject to the site design standards in Policy T2.2.4, as determined by a transportation impact study.

The allowable development based on the approved future land use will generate 1,229 p.m. peak hour trips.

The proposed use will generate 1,337 p.m. peak hour trips resulting in a net increase of 108 p.m. peak hour trips.

The subject property is located at 3100 S. Alafaya Trail; Generally located south of S. Alafaya Trail, north and west of Innovation Way. Based on the Concurrency Management System (CMS) database dated 12/06/2021, zero (0) roadways currently operate at Level of Service F, and capacity is available to be

encumbered. All other roadway segments within the project impact area operate at acceptable levels of service. This information is dated and is subject to change.

An analysis of existing conditions reveals that all roadway segments within the study area are currently operating at adequate LOS.

A traffic study will be required at time of concurrency.

The development will undergo further evaluation and will be required to mitigate capacity deficiencies on the transportation network in accordance with the requirements of the Orange County Concurrency Management System.

Final permitting of any development on this site will be subject to review and approval under capacity constraints of the county's Transportation Concurrency Management System. Such approval will not exclude the possibility of a proportionate share payment in order to mitigate any transportation deficiencies. Finally, to ensure that there are no revisions to the proposed development beyond the analyzed use, the land use will be noted on the County's Future Land Use Map or as a text amendment to the Comprehensive Plan.

3. Policy References

GOAL H1 – Orange County's goal is to promote and assist in the provision of an ample housing supply, within a broad range of types and price levels, to meet current and anticipated housing needs so that all our residents have the opportunity to purchase or rent standard housing.

OBJ H1.1 – The County will continue to support private sector housing production capacity sufficient to meet the housing needs of existing and future residents.

GOAL FLU2 – URBAN STRATEGIES. Orange County will encourage urban strategies such as, but not limited to, infill development, coordinated land use and transportation planning, and mixed-use development, which promote efficient use of infrastructure, compact development and an urban experience with a range of choices and living options

OBJ FLU2.2 – MIXED-USE. Orange County shall develop, adopt, and implement mixed-use strategies and incentives as part of its comprehensive plan and land development code efforts, including standards for determining consistency with the Future Land Use Map. Other objectives of mixed-use development include reducing trip lengths, providing for diverse housing types, using infrastructure efficiently and promoting a sense of community.

OBJ FLU8.2 – COMPATIBILITY. Compatibility will continue to be the fundamental consideration in all land use and zoning decisions. For purposes of this objective, the following policies shall guide regulatory decisions that involve differing land uses.

FLU1.1.1 – Urban uses shall be concentrated within the Urban Service Area, except as specified for the Horizon West Village and Innovation Way Overlay (Scenario 5), Growth Centers, and to a limited extent, Rural Settlements.

FLU1.1.2.A – The Future Land Use Map shall reflect the most appropriate maximum and minimum densities for residential development. Residential development in Activity Centers and Mixed Use Corridors, the Horizon West Village and Innovation Way Overlay (Scenario 5) and Growth Centers may include specific provisions for maximum and minimum densities. The densities in the

International Drive Activity Center shall be those indicated in the adopted Strategic Development Plan.

FLU1.4.4 – The disruption of residential areas by poorly located and designed commercial activities shall be avoided. Primary access to single-family residential development through a multi-family development shall be avoided.

FLU8.1.4 – The following table details the maximum densities and intensities for the Planned Development (PD) Future Land Use designations that have been adopted subsequent to January 1, 2007.

FLU8.2.1 – Land use changes shall be required to be compatible with the existing development and development trend in the area. Performance restrictions and/or conditions may be placed on property through the appropriate development order to ensure compatibility. No restrictions or conditions shall be placed on a Future Land Use Map change.

FLU8.2.2– Continuous stretches of similar housing types and density of units shall be avoided. A diverse mix of uses and housing types shall be promoted.

OBJ C1.4 - Orange County shall protect identified wetland areas and existing native wildlife (flora and fauna) habitats by implementing the following policies.

**Site Visit Photos
Subject Site**



North – Single-Family Residential (Rosedale)



South – Undeveloped (Stanton Energy Center)

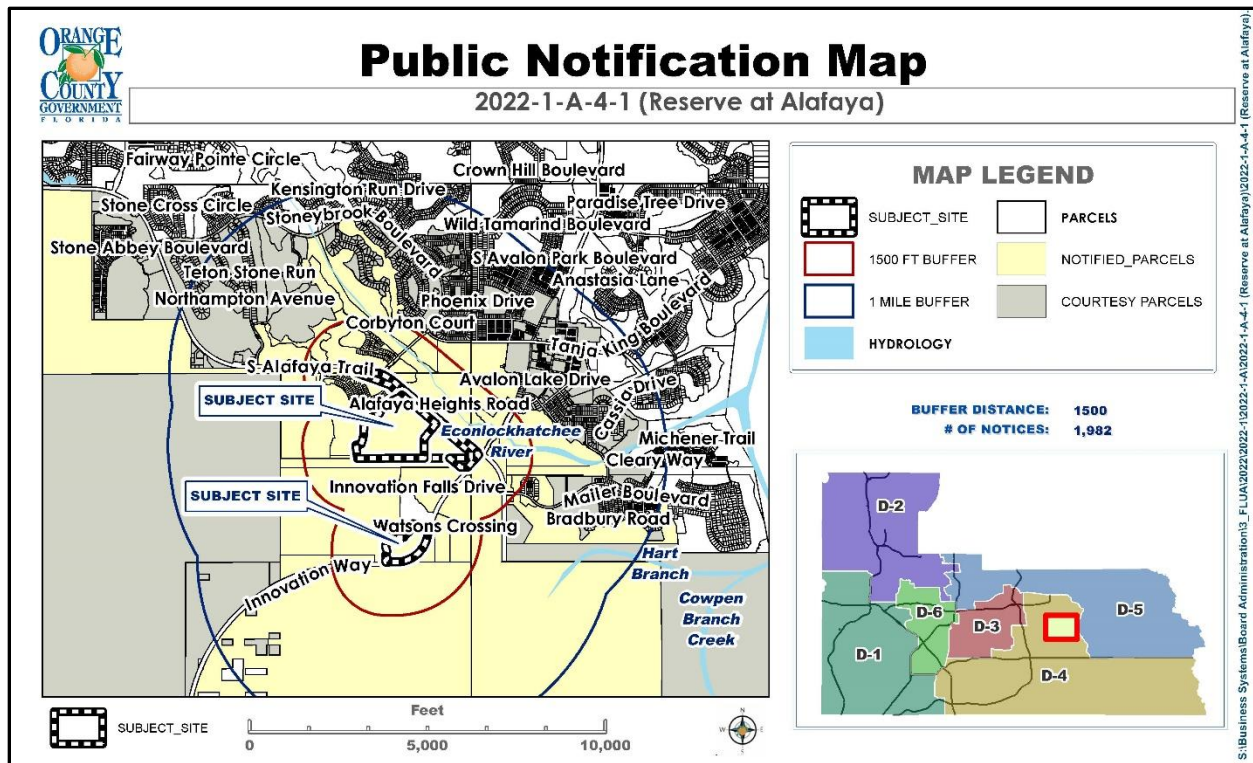


East – Avalon Park PD



West – Orange County Landfill





Notification Area:

1,500 feet, plus homeowners' associations within a one-mile radius of the subject site

1982 notices sent



Community Meeting Memorandum

DATE: December 2, 2021
TO: Alberto A. Vargas, MArch., Planning Manager
FROM: Sue Watson, Planner
SUBJECT: Amendment 2022-1-A-4-1 Community Meeting Synopsis
C: Project File

Location of Project: 3100 S. Alafaya Trl; Generally located south of S. Alafaya Trl., north and west of Innovation Wy.

Meeting Date and Location: Wednesday, December 1, 2021 at 6:00 PM at Legacy Middle School, 11398 Lake Underhill Road, Orlando, FL 32825

Attendance:

District Commissioner	District 4 Commissioner Maribel Gomez Cordero
Orange County Staff	Sue Watson, Gregory Golgowski, Jennifer DuBois, Planning Division Amanda Hallenbeck, Senior Environmental Specialist, Environmental Protection Division Cedric Moffett, Planner III, Parks and Recreation Division
Applicant/ Owner	Jonathan Huels, Lowndes, Drosdick, Doster, Kantor & Reed, P.A., Erika Hughes, VHB, Inc., and six persons from the applicant's team
Residents	1982 notices sent; 19 residents in attendance

Overview of Project: The applicant, Jonathan Huels, Lowndes, Drosdick, Doster, Kantor & Reed, P.A., is requesting to change the Future Land Use Map (FLUM) designation of the 114.17-acre subject property that consists of two tracts within the overall Reserve at Alafaya PD. Mixed-Use Tract (95.6 acres): Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C) and Low-Medium Density Residential (LMDR) to Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS), and the Multi-family Tract (18.57 acres): Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR) to Medium Density Residential (MDR) to allow the applicant to modify the existing Reserve at Alafaya PD entitlements of 300,000 sq. ft. of commercial uses, 50,000 sq. ft. of office uses, 950 multi-family units, 400 single-family dwelling units, a 20-acre park site, a 3-acre recreation trail, and a cell tower by adding an additional 800 multi-family units and 100 townhome units.

Meeting Summary: Planner Sue Watson opened the meeting at 6:12 PM and introduced District 4 Commissioner Maribel Gomez Cordero, Gregory Golgowski, Chief Planner, and Jennifer DuBois, Senior Planner, Orange County Planning Division, Amanda Hallenbeck, Senior Environmental Specialist, Environmental Protection Division, and Cedric Moffett, Planner III, Parks and Recreation Division and the applicant and his team, Jonathan Huels, Lowndes, Drosdick, Doster, Kantor & Reed, P.A., and Erika Hughes, VHB, Inc. Commissioner Gomez Cordero welcomed and thanked the residents for attending the meeting. Ms. Watson provided an overview of the project and informed those in attendance that

the applicant is seeking to change the future land use designation of the subject site: Mixed-Use Tract: from Planned Development-Commercial/Low-Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/PR-OS), Planned Development-Commercial (PD-C), Commercial (C) and Low-Medium Density Residential (LMDR) to Planned Development-Commercial/Low-Medium Density Residential/Medium Density Residential/Parks and Recreation/Open Space (PD-C/LMDR/MDR/PR-OS), and the Multi-family Tract: from Planned Development-Low-Medium Density Residential/Medium Density Residential (PD-LMDR/MDR) and Low-Medium Density Residential (LMDR) to Medium Density Residential (MDR) to allow the applicant to be able to add an additional 800 multi-family units and 100 townhome units to the overall Reserve at Alafaya PD. The existing PD is currently entitled for 300,000 sq. ft. of commercial uses, 50,000 sq. ft. of office uses, 950 multi-family units, 400 single-family dwelling units, a 20-acre park site, a 3-acre recreation trail, and a cell tower.

Staff summarized the Large-Scale FLUMA process and the schedule for the LPA and BCC public hearings. Ms. Watson asked the citizens if they had any questions. There were no questions and staff turned the meeting over to the applicant, Mr. Huels.

Mr. Huels stated he was representing the owner, Morgran Company, who has owned the property since the 1980s. He presented a PowerPoint presentation for the proposed amendment application. The development is branded as East and he stated that the original Planned Development (PD) was approved in 2003 as a mixed-use project, and a PD Amendment was approved in 2008. He told the residents that four developments have been approved and developed within the PD, three multi-family apartment complexes, the Reserve at Alafaya (264 units), Eight at East (264 units), and Hudson at East (275 units), and one 100-lot single-family subdivision, Rosedale Subdivision. Mr. Huels stated the proposed development will be high end with living areas and common spaces with very nice amenities and will have real art located throughout the development. Mr. Huels stated the existing PD is currently entitled for 400 SF units, 950 MF units, 350,000 square feet of commercial and office uses, 20-acre park, and a 3-acre recreational trail. Mr. Huels asked "what are we changing?" He stated that they want to convert approximately 100,000 square feet of commercial and office uses to residential to allow for an additional 800 MF units and 100 townhome units. Mr. Huels stated that the proposed development will be a main street type of development with a neighborhood feel and the commercial uses would be neighborhood serving. Mr. Huels told the residents that the housing market and commercial retail market have changed since the last application was approved and the development is proposing to have less retail square footage.

Park Site: Mr. Huels stated the 20-acre park site will be conveyed to the County as a public park in conjunction with the first phase of the development of the Mixed-Use Tract. He stated that Orlando Utilities Commission (OUC) owned an easement along S. Alafaya Trail that prevented access to the park site and now access to the park site can be provided. Mr. Huels stated that the actual program for the park has not been decided. Mr. Cedric Moffett, Planner III, Orange County Parks and Recreation Division stated that the park site will be a community park and the visioning process of what uses will be provided will be done at a later date. One citizen stated that she would like more park space.

Transportation: Mr. Huels stated that Morgran funded a large portion of the Alafaya Trail extension (\$4 million dollars) and they also dedicated stormwater ponds and right-of-way for Innovation Way. He stated no additional entitlements are being sought - they will use a conversion matrix to convert approximately 100,000 square feet of commercial uses into residential. Concurrency Management Mitigation was paid to the County to reserve capacity for the buildout of the project.

Schools: Mr. Huels stated that school capacity has been reserved and school impact fees have been paid.

Mr. Huels summed up the request by stating that no additional entitlements are being requested. They are requesting to convert some of the commercial uses into residential uses. There will not be any additional impacts to schools or roads over what has been mitigated and paid for.

Mr. Huels asked if there were any questions.

What is the relationship between Morgran and Jones Homes? Mr. Huels responded that Jones Homes is the builder within the Rosedale Subdivision.

What is the level of profitability? Who is reaping the benefits? Mr. Huels stated that the development is a private enterprise. The citizen stated that the developer could build bigger homes on bigger lots rather than build 800 MF units. He stated there will be more traffic, congestion, and more pollution.

Is the access along Alafaya Trail only for the OUC access? Mr. Huels stated the strip is 140 feet wide and OUC retained restrictive rights: Front 70' – access/landscaping; back 70' – parking. He stated that OUC doesn't want to have any structures in the easement.

Eric Grimmer, Yes In My Back Yard (YIMBY), stated he was a resident of Avalon Park and he supports the residential. He stated Orlando is the fifth largest most expensive place to live and the County needs dense/infill housing in order to have more affordable housing. He stated he is offering preliminary support of the project. He also stated we need to expand public transit to the Avalon Park area and we need the ability to get to the area without using cars. Mr. Grimmer stated the people working in retail will have to drive to this place to work. He asked if there were any plans for affordable units in the development. Mr. Huels responded not at this time but they will continue to look at this as the project evolves. If there is a partnership to be made, they will consider it. Mr. Huels stated the rents are not at the top of the market but hopefully rent prices will go down.

In 2003, 400 SFRs were approved. How many acres were there? Mr. Huels stated that the yellow pods (residential areas shown on PowerPoint Presentation) were originally approved and the wetlands are being preserved in perpetuity. The east side was always MF. He stated they are blending acreages and uses where residential uses will be next to commercial uses. He also stated that Class I wetlands are extremely hard to impact and the wetlands are already in a conservation easement. Ms. Amanda Hallenbeck, Senior Environmental Specialist, EPD, stated that there are large wetlands on the site and there are historical and new permits related to this project.

A resident of the Rosedale Subdivision asked if there will be turn lanes along Alafaya Trail. Mr. Huels stated the access points vary. Some will be right in/right out only and some will be full access.

A resident asked if Mr. Huels was requesting any parking waivers in order to keep the project walkable because there are extremes in parking. Mr. Huels stated that a parking study is needed to justify parking waivers and he did not know because the project has not been designed yet; it is early in the process.

There were no more questions and Mr. Huels turned the meeting back over to Ms. Watson. Mr. Gologowski recapped the citizens concerns and questions: increase in traffic, access management, affordable housing, park size and uses, and excessive parking concerns. Ms. Watson thanked everyone again for attending the community meeting and provided contact information for the Mayor and the County Commissioners.

Commissioner Gomez Cordero stated there is need for parks and housing and she will meet with Mr. Huels to discuss the proposed amendment further. She stated the park was promised years ago and she thanked the residents for attending the meeting. She also provided her contact information.

The meeting was adjourned at 7:20 P.M. The overall tone of the meeting was **POSITIVE**.

The Reserve at Alafaya – Mitigation Analysis

Orange County, Florida

Submitted to **Orange County Transportation Planning**
Orlando, Florida

Prepared for **Morgran Management, LLC**
201 S. Orange Avenue, Suite 1090
Orlando, FL, 32801

Prepared by **VHB/Vanasse Hangen Brustlin, Inc.**
Landmark Center Two
225 E. Robinson Street, Suite 300
Orlando, Florida 32801

August 2021



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Introduction

VHB has been retained by Morgran Management, LLC to conduct an analysis of the transportation related mitigation contributions made by The Reserve at Alafaya development to date and compare them against transportation mitigation (i.e., proportionate share contributions) that would be required if the development would be seeking for transportation concurrency today. It should be noted that the traffic concurrency analysis in support of The Reserve at Alafaya development has already been conducted, submitted to Orange County, and approved. Therefore, from a transportation concurrency perspective, this development is already vested and this analysis was prepared for informational purposes only.

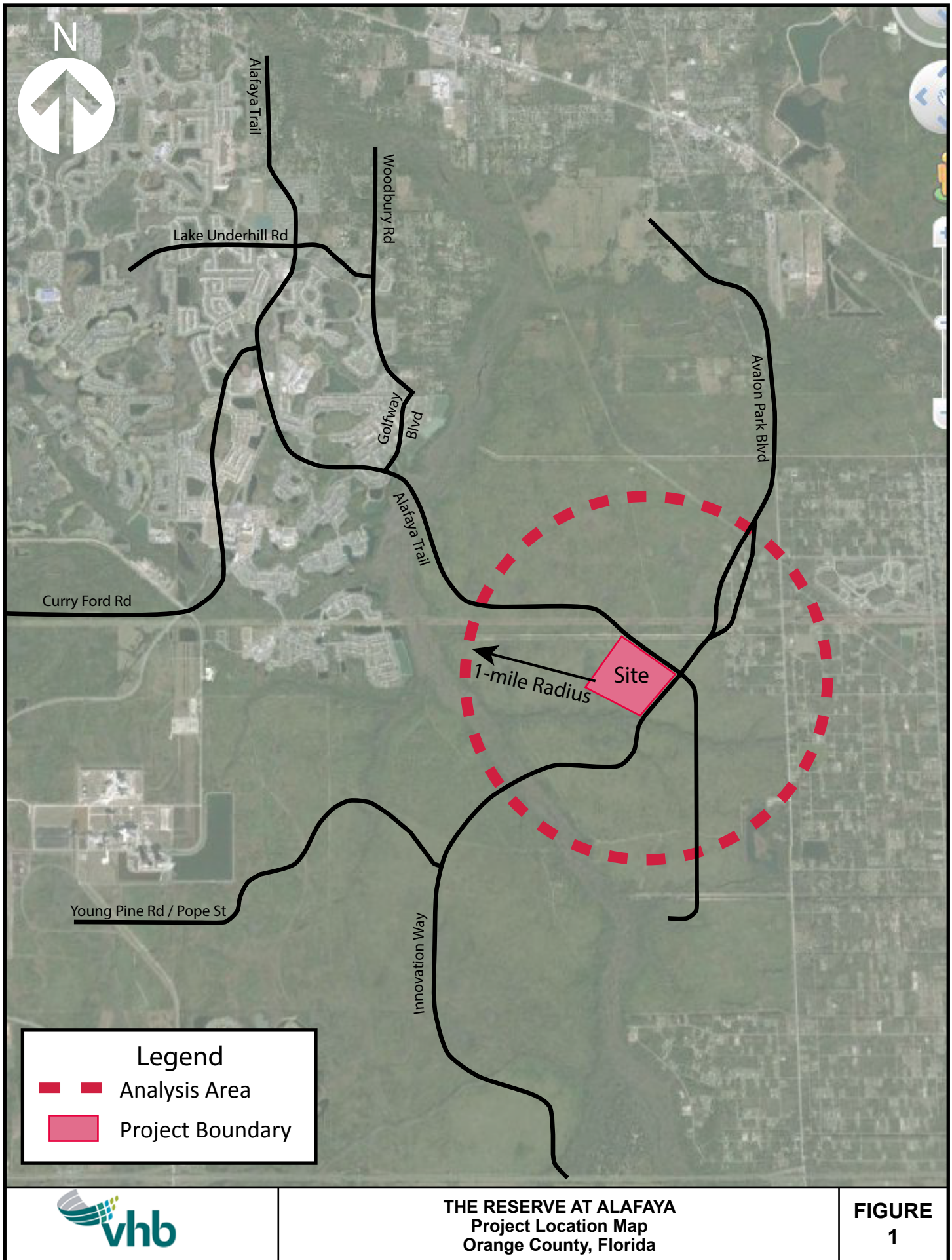
From a land use perspective, pursuant to the 2008 Land Use Plan (2008 PD) the development has approval for up to 29,587 daily trips. In addition to the comparison above, this study evaluates how the proposed development program trip generation estimate compares against the number of trips included in the 2008 PD.

The analysis was conducted in accordance with Orange County's methodology for traffic analysis and it quantifies both the existing traffic conditions along area roadways surrounding the development and the projected future traffic conditions expected for the Build condition (including development of the proposed site). This document provides a detailed description of the study methodology, analysis, and key findings. The project site is shown in Figure 1.

Project Description

The Reserve at Alafaya development has reserved capacity, from a transportation perspective, for the following development program:

- Single-Family Residential: 400 d.u.
- Multi-Family Residential: 1,750 d.u.
- Townhomes: 100 d.u.
- Office: 100,000 k.s.f.
- Retail: 175,000 k.s.f.





The project is currently being developed in phases and build out is anticipated for the year 2030. In order to assess the transportation mitigation that the entire development would require if seeking for approval today, and to provide for a worst case scenario, this analysis was conducted for the build out of the project.

The approval documents for transportation concurrency can be observed in Appendix A.

Plan Development Approval and Proposed Amendment

On November 5, 2008 a Land Use Plan Amendment for The Reserve at Alafaya was approved. From a traffic generation perspective, this approval allowed up to 29,587 daily trips to be generated by the development. The 2008 Land Use Plan Amendment approval documents can be observed in Appendix A.

The Reserve at Alafaya PD is currently in the process of being amended. Among other items, this amendment will adjust some of the land uses. It should be noted that the land uses included in the original 2008 Land Use Plan do not align with the land uses for which the development got transportation approval for.

The currently proposed amendment will bring the residential land uses in alignment (Land Use Plan and Transportation); however, please note that the discrepancy among non-residential land uses will remain. The currently proposed Land Use Plan Amendment includes the following land uses:

- Single-Family Residential: 400 d.u.
- Multi-Family Residential: 1,750 d.u.
- Townhomes: 100 d.u.
- Office: 50 k.s.f. (Transportation Approval: 100 k.s.f.)
- Retail: 300 k.s.f. (Transportation Approval: 175 k.s.f.)

Since 2008, many updates to the Institute of Transportation Engineers' *Trip Generation Manual* have occurred. Back in 2008, the applicable edition was the 6th Edition. The current edition is the 10th Edition. Therefore, a trip generation estimate, based on the current rates and land uses included in the proposed Land Use Plan Amendment, for the above referenced land uses, has been conducted. This estimate was compared against the maximum number of trips identified in the 2008 approval (29,587 daily trips). Table 1 below, documents this comparison.

**Table 1 Daily Project Trip Generation Comparison**

ITE Land Use Code	Land Use Code Description	Intensity			Total Daily Trips		Difference
		2021 Land Use Plan	2008 Land Use Plan		2021 Land Use Plan (ITE 10 th Edition)	2008 Land Use Plan (ITE 6 th Edition)	
210	Single Family Residential	400	400	d.u.	3,722	3,736	-14
221	Multi-Family Residential	1,750	950	d.u.	9,536	5,881	3,655
220	Townhome	100	N/A	d.u.	715	N/A	715
710	General Office	50,000	50,000	s.f.	542	779	-237
820	Shopping Center	300,000	300,000	s.f.	12,690	19,164	-6,474
Total Trips					27,205	29,587⁽¹⁾	-2,355⁽²⁾

(1) The correct number is 29,560; however, there was a typo in the Land Use Plan showing 29,587

(2) Difference calculated based on the accurate number of trips (29,560) and not the number of trips in the Land Use Plan (29,587)

As shown in Table 1, the development program included in the proposed Land Use Plan Amendment is anticipated to generate a significantly lower number of trips (2,355 daily trips or approximately 8 percent lower daily trip generation) than the 2008 Land Use Plan limiting number of trips. The trip generation estimate for the Land Use Plan can be observed in Appendix B. Therefore, no additional transportation analysis should be needed in support of amending the 2008 Land Use Plan.

Trip Generation

Table 2 summarizes the trip generation estimate for the proposed development at build-out. As noted above, this development is currently being constructed in phases; however, to provide for a worst-case scenario (i.e., highest level of mitigation needed), the build-out condition was analyzed. The peak hour trips were calculated based on equations documented in the Institute of Transportation Engineers' *Trip Generation*, 10th Edition¹. The following ITE Land Use Codes (LUC) were deemed the most appropriate for the proposed development:

- LUC 210 – Single Family Residential
- LUC 221 – Multi-Family Residential (Multifamily Housing – Mid Rise)
- LUC 220 – Townhome (Multifamily Housing – Low Rise)
- LUC 710 – General Office
- LUC 820 – Shopping Center



Table 2 Project Trip Generation – Build-out

ITE Land Use Code	Land Use Code Description	Intensity		PM Peak Trips		
				Total	Enter	Exit
210	Single Family Residential	400	d.u.	242	142	384
221	Multi-Family Residential	1,750	d.u.	421	270	691
220	Townhome	100	d.u.	37	22	59
710	General Office	175,000	s.f.	18	96	114
820	Shopping Center	100,000	s.f.	394	428	822
Total Trips				1,112	958	2,070
Internal Capture Trips				112	49	161
Internal Capture Trips				16	21	37
Internal Capture Trips				59	117	176
Total Internal Capture				187	187	374
Total Driveway Trips				925	771	1,696
Pass-By Trips				110	110	220
Total New External Trips				815	661	1,476

Sources: ITE Trip Generation 10th Edition; ITE Trip Generation Handbook

As shown in Table 2, the proposed development is expected to generate 1,099 new PM peak hour trips. The trip generation estimate for the project at build-out can be observed in Appendix B.

It should be noted that, a portion of the development is already constructed; therefore, the trips generated by this portion are already on the roadway network. Therefore, the number of trips estimated in Table 2 were used for study network identification purposes; however, in order not to “double count” trips on the roadway network, it was necessary to estimate the difference between the number of trips estimated to be generated at build-out (Table 2) and the number of trips generated by the existing portion of the development. Table 3 summarizes the trip generation estimate for the exiting portion of the development.

Table 3 Project Trip Generation – Existing

ITE Land Use Code	Land Use Code Description	Intensity		PM Peak Trips		
				Total	Enter	Exit
210	Single Family Residential	100	d.u.	64	38	102
221	Multi-Family Residential	803	d.u.	199	122	327
Total Trips				263	166	429

Sources: ITE Trip Generation 10th Edition; ITE Trip Generation Handbook

As shown in Table 3, the proposed development is currently estimate to generate 429 PM peak hour trips. The trip generation estimate for the existing portion of the project can be observed in Appendix B.



The number of additional trips that the project will be adding to the roadway network between the present and the build-out condition has been identified in Table 4.

Table 4 Project Trip Generation: Build-out – Existing Difference

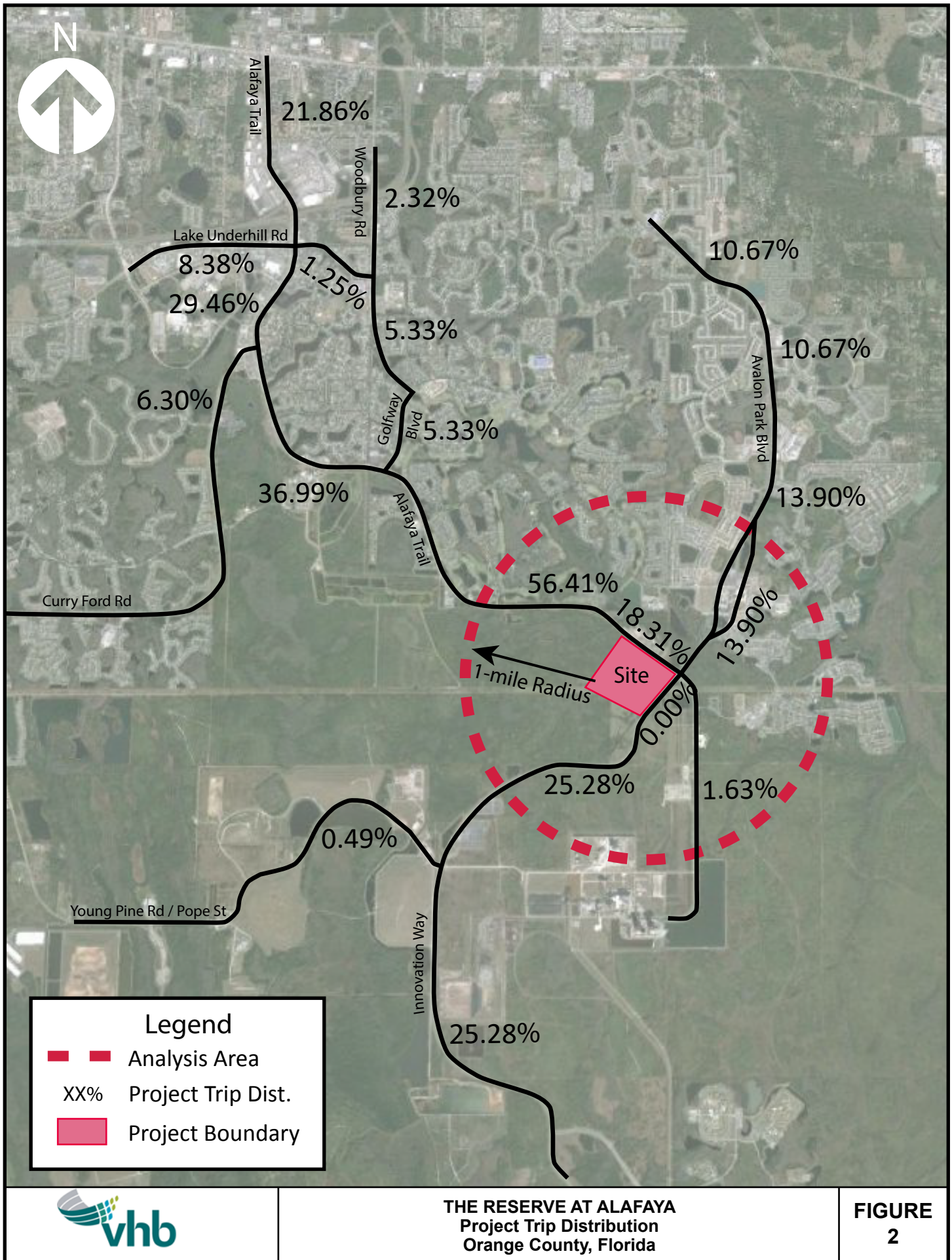
Condition	PM Peak Trips		
	Total	Enter	Exit
Build-out	815	661	1,476
Existing	263	166	429
Difference	552	495	1,047

As shown in Table 4, the proposed development is expected to generate an 1,047 PM per hour new trips, in addition to the trips currently being generated by the already developed portion of the development (existing conditions).

Trip Distribution and Assignment

The distribution of site generated traffic is a function of population in surrounding areas, competing shopping opportunities, existing travel patterns, ease of access to the site, and traffic conditions on area roadways. In consideration of these factors the distribution of primary trips to and from the site is shown on Figure 2. This distribution was developed using the Central Florida Regional Planning Model (CFRPM), which was modified to add the land use data associated with the development. As shown in the figure, approximately 56 percent is expected to arrive from the west (Alafaya Trail) and the remaining 44 percent is expected to arrive from the north, south, and east. The output from the travel demand forecasting model is included in Appendix C.

The site-generated traffic was assigned to the roadway network based on the above trip distribution.



Study Methodology and Study Area of Influence

The focus of this analysis is to evaluate the traffic flows and operating conditions on the roadways likely to be used by motorists to and from the project and the potential traffic impacts on these roadways. Following Orange County requirements, the analysis area for the project is defined as all directly impacted collector or arterial roadway segments within a one mile radius around the project site and out to 3% significance. Table 5 shows segments within a one mile radius and the significance calculation based on the PM peak hour project trips on the roadway segments that are greater or equal to 3% of the minimum service volumes at the adopted Level of Service. Based on this review, the analysis area includes the following roadway segments:

- Alafaya Trail from Colonial Drive/SR 50 to Curtis Stanton Energy Center
- Avalon Park Blvd. from Waterford Chase Parkway to Alafaya Trail
- Golfway Boulevard from Alafaya Trail to Woodbury Road
- Innovation Way from Avalon Park Boulevard to the Beachline Expressway
- Lake Underhill Road from Rouse Road to Alafaya Trail
- Woodbury Road from Golfway Boulevard. to Lake Underhill Road



Table 5 Project Traffic Significance Calculation

From	To	No. of Lanes	Min LOS	Total Capacity	Project Distrib.	Project Trips	% of Adopted Capacity	> 3% Significance?	Within 1 Mile Radius?	Within Study Area?
Alafaya Trail										
University Blvd	Science Drive	6	E	3,020	6.69%	55	1.82%	No	No	No
Science Drive	Colonial Drive/SR 50	6	E	3,020	7.62%	59	1.95%	No	No	No
Colonial Drive/SR 50	Lake Underhill Rd	6	E	3,020	21.86%	178	5.89%	Yes	No	Yes
Lake Underhill Rd	Curry Ford Rd	4	E	2,000	29.46%	240	12.00%	Yes	No	Yes
Curry Ford Rd	Golfway Blvd	4	E	2,000	36.99%	301	15.05%	Yes	No	Yes
Golfway Blvd	Project Driveway	4	E	2,000	56.41%	460	23.00%	Yes	Yes	Yes
Project Driveway	Avalon Park Blvd	4	E	2,000	18.31%	149	7.45%	Yes	Yes	Yes
Avalon Park Blvd	Curtis Stanton Energy Cntr	2	D	740	1.63%	13	1.76%	No	Yes	Yes
Avalon Park Boulevard										
Colonial Dr	Waterford Chase Pkwy	4	E	2,000	6.29%	51	2.55%	No	No	No
Waterford Chase Pkwy	Timber Spring Blvd	4	E	2,000	10.67%	87	4.35%	Yes	No	Yes
Timber Spring Blvd	Timber Creek High/South Crown	4	E	2,000	10.67%	87	4.35%	Yes	No	Yes
Timber Creek High/South Crown	Avalon Park Blvd One-Way Pairs	4	E	2,000	13.90%	113	5.65%	Yes	Yes	Yes
Avalon Park Blvd One-Way Pair	Alafaya Tr	4	E	4,848	13.90%	113	2.33%	No	Yes	Yes
Curry Ford Road										
Central Florida Greeneway	Dean Rd	6	E	3,020	2.78%	23	0.76%	No	No	No
Dean Rd	Cypress Springs Pkwy	4	E	2,000	4.18%	34	1.70%	No	No	No
Cypress Springs Pkwy	Alafaya Tr	4	E	2,000	6.30%	51	2.55%	No	No	No
Golfway Boulevard										
Alafaya Tr	Woodbury Rd	2	E	800	5.33%	43	5.38%	Yes	No	Yes
Innovation Way										
Avalon Park Blvd	Project Driveway	4	E	3,590	0.00%	0	0.00%	No	Yes	Yes
Project Driveway	Pope St	4	E	3,590	25.28%	206	5.74%	Yes	Yes	Yes
Pope St	Beachline Expy	4	E	2,000	25.28%	206	10.30%	Yes	No	Yes
Lake Underhill Road										



From	To	No. of Lanes	Min LOS	Total Capacity	Project Distrib.	Project Trips	% of Adopted Capacity	> 3% Significance?	Within 1 Mile Radius?	Within Study Area?
Dean Rd	Rouse Rd	2	E	880	2.20%	18	2.05%	No	No	No
Rouse Rd	Alafaya Tr	4	E	2,000	8.38%	68	3.40%	No	Yes	Yes
Alafaya Tr	Woodbury Rd	4	E	1,700	1.25%	10	0.59%	No	No	No
Woodbury Road										
Golfway Blvd	Lake Underhill Rd	2	E	800	5.33%	43	5.38%	Yes	No	Yes
Lake Underhill Rd	Waterford Lakes Pkwy	2	E	880	2.32%	19	2.16%	No	No	No
Waterford Lakes Pkwy	Colonial Dr	2	E	880	1.03%	8	1.00%	No	No	No
Colonial Dr	Challenger Pkwy	4	E	1,700	1.00%	8	0.47%	No	No	No
Young Pine Road / Pope Street										
Dean Rd	Innovation Way	2	E	880	0.00%	0	0.00%	No	No	No

Source: Orange County Concurrency Management System, May 2021

Existing Conditions

Existing Roadway Segment Analysis

Table 6 summarizes the PM peak existing conditions roadway segment analysis within the analysis area. The roadway volumes and service capacities were obtained from the Orange County Concurrency Management System (CMS). A copy of the data provided by the County is included in Appendix D.

Table 6 shows that, except for Alafaya Trail from Lake Underhill Road to Curry Ford Road, all roadway segments within the analysis area currently have excess capacity based on existing PM peak hour volumes plus traffic from approved development (i.e., committed trips) when compared to the total service capacity.



Table 6 Existing Conditions Roadway Segment Analysis

From	To	No. of Lanes	Peak Hour Volume	Peak Direction	Min LOS	Total Capacity	Committed Trips	Available Capacity	LOS	Meets Standard?
Alafaya Trail										
Colonial Drive/SR 50	Lake Underhill Rd	6	2,497	NB	E	3,020	349	174	C	Yes
Lake Underhill Rd	Curry Ford Rd	4	2,271	SB	E	2,000	54	0	F	No
Curry Ford Rd	Golfway Blvd	4	1,547	WB	E	2,000	117	336	C	Yes
Golfway Blvd	Project Driveway	4	1,472	WB	E	2,000	211	317	C	Yes
Project Driveway	Avalon Park Blvd	4	1,472	WB	E	2,000	211	317	C	Yes
Avalon Park Blvd	Curtis Stanton Energy Cntr	2	361	SB	E	740	6	373	C	Yes
Avalon Park Boulevard										
Waterford Chase Pkwy	Timber Springs Blvd	4	1,567	NB	E	2,000	110	323	C	Yes
Timber Springs Blvd	Timber Creek High/South Crown Hill Blvd	4	1,231	SB	E	2,000	43	726	C	Yes
Timber Creek High/South Crown Hill Blvd	Avalon Park Blvd One-Way Pairs	4	954	NB	E	2,000	96	950	C	Yes
Avalon Park Blvd One-Way Pairs	Alafaya Tr	4	1,093	SB	E	4,848	101	3,654	C	Yes
Golfway Boulevard										
Alafaya Trail	Woodbury Road	2	463	NB	E	800	12	325	D	Yes
Innovation Way										
Avalon Park Blvd	Project Driveway	4	689	NB	E	3,590	68	2,833	B	Yes
Project Driveway	Pope St	4	689	NB	E	3,590	68	2,833	B	Yes
Pope St	Beachline Expy	4	612	SB	E	2,000	5	1,383	C	Yes
Lake Underhill Road										
Rouse Road	Alafaya Trail	4	1,567	EB	E	2,000	65	368h	C	Yes
Woodbury Road										
Golfway Blvd	Lake Underhill Rd	2	596	SB	E	800	27	177	D	Yes

Source: Orange County Concurrency Management System, May 2021

Future Conditions

To determine the impacts of the site-generated traffic volumes on the surrounding roadway network, future traffic conditions were analyzed. Anticipated, non-built, site-generated traffic volumes were added to background traffic volumes (No-Build) to reflect the Build conditions in the study area.

Background Traffic Volumes

To estimate future background volumes, three different methods were evaluated and, to provide for a worst case scenario analysis, the one that produced the higher background volume was used:

1. Existing plus Committed Trips: as provided by Orange County Concurrency Management System, May 2021 (see Appendix D). It should be noted that these volumes already include the portion of the development that has been built.
2. Annual growth rate: obtained from the travel demand forecasting model and assuming a development build-out year of 2030.
3. 1.0 percent minimum annual growth rate applied to exiting volumes to forecast 2030 traffic volumes.

For each segment, future background volumes were developed following the above three methodologies and the one that yielded the highest volumes was used. The documentation of the process can be observed in Appendix E.

Roadway Segment Analysis

The 2030 Future Build conditions roadway segment analysis was conducted for the proposed development. The total peak hour volumes were calculated by adding the portion not built, yet, of site-generated trips to the Future Background traffic volumes.

Table 7 shows that all roadway segments within the analysis area will continue to have excess capacity with the exception of two segments of Alafaya Trail (1) from Lake Underhill Road to Curry Ford Road and (2) from Golfway Boulevard to the Project Driveway.



Table 7 Year 2030 - Future Build Conditions Roadway Segment Analysis

From	To	No. of Lanes	Min LOS	Total Service Capacity	Background Volume		Total Future Conditions					
					Peak Hour Volume	Peak Direction	Project Distrib.	Project Direct.	Add. Project Trips	Total Pk Hr Volume	Available Capacity	Meets Std?
Alafaya Trail												
Colonial Drive/SR 50	Lake Underhill Rd	6	E	3,020	2,846	NB	21.86%	Out	108	2,954	66	Yes
Lake Underhill Rd	Curry Ford Rd	4	E	2,000	2,521	SB	29.46%	In	163	2,684	0	No
Curry Ford Rd	Golfway Blvd	4	E	2,000	1,785	WB	36.99%	Out	183	1,968	32	Yes
Golfway Blvd	Project Driveway	4	E	2,000	1,796	WB	56.41%	Out	279	2,075	0	No
Project Driveway	Avalon Park Blvd	4	E	2,000	1,796	WB	18.31%	In	101	1,897	103	Yes
Avalon Park Blvd	Curtis Stanton Energy Cntr	2	E	740	417	SB	1.63%	Out	8	425	315	Yes
Avalon Park Boulevard												
Waterford Chase Pkwy	Timber Springs Blvd	4	E	2,000	1,739	NB	10.67%	Out	53	1,792	208	Yes
Timber Springs Blvd	Timber Creek High/South Crown Hill Blvd	4	E	2,000	1,366	SB	10.67%	In	59	1,425	575	Yes
Timber Creek High/South Crown Hill Blvd	Avalon Park Blvd One-Way Pairs	4	E	2,000	1,059	NB	13.90%	Out	69	1,128	872	Yes
Avalon Park Blvd One- Way Pairs	Alafaya Tr	4	E	4,848	1,273	SB	13.90%	In	77	1,350	3,498	Yes
Golfway Boulevard												
Alafaya Trail	Woodbury Road	2	E	800	539	NB	5.38%	Out	26	565	235	Yes
Innovation Way												
Avalon Park Blvd	Project Driveway	4	E	3,590	962	NB	0.00%	Out	0	962	2,628	Yes
Project Driveway	Pope St	4	E	3,590	962	NB	25.28%	In	140	1,102	2,488	Yes
Pope St	Beachline Expy	4	E	2,000	848	SB	25.28%	Out	125	973	1,027	Yes
Lake Underhill Road												
Rouse Road	Alafaya Trail	4	E	2,000	1,739	EB	8.38%	In	46	1,785	215	Yes
Woodbury Road												
Golfway Blvd	Lake Underhill Rd	2	E	800	662	SB	5.33%	In	29	691	109	Yes



Improvement Identification

As seen in Table 7, the segments of Alafaya Trail from Lake Underhill Road to Curry Ford Road and from Golfway Boulevard to the Project Driveway are expected to exceed the adopted capacity with the addition of the project trips. Both segments of Alafaya Trail are currently six lanes; therefore, the proposed improvement to be used in the proportionate share computations is to bring these segment to a six-lane divided section. It should be noted that, to avoid stopping the improvement at the project driveway, the full length of the segment will be considered (from Golfway Boulevard to Avalon Park Boulevard).

With Improvement Roadway Segment Analysis

A “with improvement” roadway segment analysis was conducted for the segments of Alafaya Trail identified above. Table 8 shows that with the improvements in place, the roadway segments are anticipated to meet the adopted LOS standards.



Table 8 Future Build Condition – With Improvement Roadway Segment Analysis

From	To	No. of Lanes	Min LOS	Total Service Capacity	Background Volume		Total Future Conditions					
					Peak Hour Volume	Peak Direction	Project Distrib.	Project Direct.	Project Trips	Total Pk Hr Volume	Available Capacity	Meets Std?
Alafaya Trail												
Lake Underhill Rd	Curry Ford Rd	4	E	3,020	2,521	SB	29.46%	In	163	2,684	336	Yes
Golfway Blvd	Avalon Park Boulevard	4	E	3,020	1,796	WB	56.41%	Out	279	2,075	945	Yes

Transportation Mitigation Comparison

As noted in the Introduction of this Traffic Analysis, The Reserve at Alafaya development, from a transportation concurrency perspective, is already approved and vested. Significant transportation mitigation contributions have been made by this development over time; therefore, the purpose of this study is to compare these contributions against what the development would be required to pay in transportation mitigation (i.e., proportionate share) if it would be seeking for development approval today. Since, as noted above, from a transportation perspective this development is already vested, this analysis is just for informational purposes only.

The first step in this transportation mitigation comparative analysis was to estimate the proportionate share contribution that would be required if the development would be seeking for approval today. Using the future conditions -with improvements analysis (documented in Table 8) as a starting point, the potential proportionate share contribution was estimated. Table 9 summarizes the proportionate share calculations for the full development program (build-out). Based on the County's adopted formula, The Reserve at Alafaya development would be responsible for approximately 23.53 percent of the project cost for widening Alafaya Trail from Lake Underhill Road to Curry Ford Road and approximately 7.35 percent of the project cost for widening Alafaya Trail from Golfway Boulevard to Avalon Park Boulevard from the current four lanes to six lanes.

The project improvement cost (per lane mile) was provided by Orange County and it was assumed that a full reconstruction of the Alafaya Trail segments would be needed (i.e., six lane). When the proportionate share percentages are applied to the improvement costs, the resulting proportionate share amount equals \$8,531,760. The proportionate share contribution computation can be found in Appendix F.

After identifying the potential proportionate share contribution mitigation the next step was to calculate the transportation contributions made by The Reserve at Alafaya to date. Since transportation contributions were made at different points in time, it was necessary to update the contributions to reflect the same year as the one for the potential proportionate share contribution estimated above. In order to do this, a combination of the Orange County per-lane-mile cost historical evolution (for contribution made starting in 2008) and the National Highway Construction Cost Index (NHCCI) (for contributions made before 2008) was used (see Appendix F). A summary of the transportation mitigation related contributions and the corresponding updated amounts can be observed in Table 10.

As shown in Table 10 in the next page, the updated transportation related contributions made by The Reserve at Alafaya (approx. \$9.50M) significantly exceed the proportionate share that the development would have to contribute (\$8.53M) if it was seeking for approval today.



Table 9 Estimated Proportionate Share Percentages

From	To	Length (miles)	Existing Number of Lanes	Existing Capacity	Proposed Capacity	Project Trips on Segment (Over Capacity Threshold)	Proportionate Share Percentage	Improvement Cost	Proportionate Share Amount
Alafaya Trail									
Lake Underhill Rd	Curry Ford Rd	0.87	4	2,000	3,020	240	23.53%	\$18,543,251	\$4,362,960
Golfway Blvd	Avalon Park Blvd	2.66	4	2,000	3,020	75	7.35%	\$56,695,458	\$4,168,800
Total									\$8,531,760

Table 10 Transportation Mitigation Contributions Made to Date

Contribution Description	Amount	Year	Adjustment Factor	Updated Amount
Roadway Network Agreement – DE&P Costs (TCA #175)	\$800,000	2006	1.314	\$1,004,800.00
Roadway Network agreement Construction Costs (TCA #175)	\$3,200,000	2010	1.266	\$4,051,144.12
Credit for Land for Pond Transfer (TCA #193)	\$856,722.60	2009	1.423	\$1,014,458.65
Morgran Payment (TCRC #08-512)	\$59,117.40	2009	1.423	\$70,001.84
Morgran Payment (TCRC #14-271)	\$36,917.44	2017	1.198	\$44,241.66
Proportionate Share Payment (TCRC #15-08-065)	\$249,560.00	2016	1.379	\$344,147.41
Morgran Payment (TCRC #15-08-065)	\$1,340,236.00	2018	1.167	\$1,564,528.88
Morgran Payment (TCRC #15-08-065)	\$1,337,706.44	2019	1.051	\$1,405,811.60
Total	\$7,880,259.90			\$9,499,134.15

4

Conclusions

The Reserve at Alafaya is currently seeking to amend the 2008 Land Use Plan. This approved Land Use Plan had a daily trip generation limit of 29,587 trips. Due to significant changes in trip generation rates and land uses included in the ITE Trip Generation Manual, even with the additional proposed multi-family units, the trip generation estimate for the development (27,205 daily trips) will stay significantly below the threshold identified in the 2008 Land Use Plan (2,355 daily trips or 8.0 percent lower). Further, capacity reservations for the vast majority of the proposed development program (all but 125,000 square feet of commercial land uses) have been fully funded and remain valid. Therefore, in order to amend the 2008 Land Use Plan, no additional transportation related analysis should be needed.

In addition, this Traffic Study documents a comparative analysis of the transportation related contributions made by The Reserve at Alafaya to-date against what transportation proportionate share contributions would be required if the development was seeking for transportation approval today. As noted in the Study, this comparison is for informational purposes only, since, from a transportation perspective, this project is already approved and vested.

This comparison shows that the transportation related contributions made to-date (approx. \$9.50M) significantly exceed (by approx. \$0.97M) what would be required in transportation proportionate share contributions if the development was seeking for approval today (\$8.53M).

APPENDICES

APPENDIX A

2008 Land Use Plan Amendment Approval Documents

**DECISION OF THE BOARD OF COUNTY COMMISSIONERS
ORANGE COUNTY, FLORIDA**

ON DECEMBER 16, 2008, THE BOARD OF COUNTY COMMISSIONERS CONSIDERED THE FOLLOWING APPLICANT'S REQUEST:

APPLICANT: DUKE WOODSON AND APRIL MONTGOMERY OF FOLEY & LARDNER, LLP, THE RESERVE AT ALAFAYA PLANNED DEVELOPMENT

CASE NO.: PLANNING AND ZONING COMMISSION, RZ-08-06-036; NOVEMBER 20, 2008

CONSIDERATION: REQUEST TO REZONE THE 512.70-ACRE SUBJECT PROPERTY FROM A-2 (FARMLAND RURAL DISTRICT) AND PD (PLANNED DEVELOPMENT DISTRICT) TO PD (PLANNED DEVELOPMENT DISTRICT). THE APPLICANT IS SEEKING TO DEVELOP UP TO 387 SINGLE-FAMILY DWELLINGS, 1,213 MULTI-FAMILY UNITS, AND 357,400 SQUARE FEET OF COMMERCIAL SPACE ON THE SITE. THE PROJECT ALSO FEATURES A 25.39-ACRE PARK AND RECREATION TRAIL, TO BE DEDICATED TO ORANGE COUNTY, AND A MONOPOLE COMMUNICATION TOWER WITH A HEIGHT OF 160 FEET.

LOCATION: DISTRICT 4; PROPERTY GENERALLY LOCATED NORTHEAST AND SOUTHWEST OF ALAFAYA TRAIL, NORTHWEST OF THE ALAFAYA TRAIL EXTENSION; PARCEL IDS 12-23-31-0000-00-001 / 005 / 007 / 008 / 010 / 011 / 012 / 013 / 014 AND 12-23-31-0000-00-004 / 006 (PORTIONS OF); SECTION 12, TOWNSHIP 23, RANGE 31; ORANGE COUNTY, FLORIDA (LEGAL PROPERTY DESCRIPTION ON FILE)

UPON A MOTION, THE BOARD OF COUNTY COMMISSIONERS MADE A FINDING OF CONSISTENCY WITH THE COMPREHENSIVE POLICY PLAN; AND FURTHER, APPROVED THE REQUEST, AS MODIFIED, BY DUKE WOODSON AND APRIL MONTGOMERY OF FOLEY & LARDNER, LLP, THE RESERVE AT ALAFAYA PLANNED DEVELOPMENT TO REZONE THE 512.70-ACRE SUBJECT PROPERTY FROM A-2 (FARMLAND RURAL DISTRICT) AND PD (PLANNED DEVELOPMENT DISTRICT) TO PD (PLANNED DEVELOPMENT DISTRICT); ON THE DESCRIBED PROPERTY; SUBJECT TO THE FOLLOWING CONDITIONS, AS AMENDED BELOW:

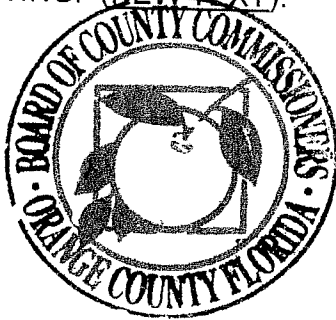
1. DEVELOPMENT SHALL CONFORM TO THE RESERVE AT ALAFAYA (A.K.A. MORGRAN) PD LAND USE PLAN DATED "RECEIVED NOVEMBER 7, 2008," AND SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND COUNTY LAWS, ORDINANCES AND REGULATIONS, EXCEPT TO THE EXTENT THAT ANY APPLICABLE COUNTY LAWS, ORDINANCES OR REGULATIONS ARE EXPRESSLY WAIVED OR MODIFIED BY ANY OF THESE CONDITIONS. ACCORDINGLY, THE PD MAY BE DEVELOPED IN ACCORDANCE WITH THE USES, DENSITIES AND INTENSITIES DESCRIBED IN SUCH LAND USE PLAN, SUBJECT TO THOSE USES, DENSITIES AND INTENSITIES CONFORMING WITH THE RESTRICTIONS AND REQUIREMENTS FOUND IN THE CONDITIONS OF APPROVAL AND COMPLYING WITH ALL APPLICABLE FEDERAL, STATE AND COUNTY LAWS, ORDINANCE AND REGULATIONS, EXCEPT TO THE EXTENT THAT ANY APPLICABLE COUNTY LAWS, ORDINANCES OR REGULATIONS ARE EXPRESSLY WAIVED OR MODIFIED BY ANY OF THESE CONDITIONS. IF THE DEVELOPMENT IS UNABLE TO ACHIEVE OR OBTAIN DESIRED USES, DENSITIES OR INTENSITIES, THE COUNTY IS NOT UNDER ANY OBLIGATION TO GRANT ANY WAIVERS OR MODIFICATIONS TO ENABLE THE DEVELOPER TO ACHIEVE OR OBTAIN THOSE DESIRED USES, DENSITIES OR INTENSITIES. IN THE EVENT OF A CONFLICT OR INCONSISTENCY BETWEEN A CONDITION OF APPROVAL OF THIS ZONING AND THE LAND USE PLAN DATED "RECEIVED NOVEMBER 7, 2008," THE CONDITION OF APPROVAL SHALL CONTROL TO THE EXTENT OF SUCH CONFLICT OR INCONSISTENCY.
2. THIS PROJECT SHALL COMPLY WITH, ADHERE TO, AND NOT DEVIATE FROM OR OTHERWISE CONFLICT WITH ANY VERBAL OR WRITTEN PROMISE OR REPRESENTATION MADE BY THE APPLICANT (OR AUTHORIZED AGENT) TO THE BOARD OF COUNTY COMMISSIONERS AT THE PUBLIC HEARING WHERE THIS DEVELOPMENT WAS APPROVED, WHERE SUCH PROMISE OR REPRESENTATION, WHETHER ORAL OR WRITTEN, WAS RELIED UPON BY THE BOARD IN APPROVING THE DEVELOPMENT, COULD HAVE REASONABLY BEEN EXPECTED TO HAVE BEEN RELIED UPON BY THE BOARD IN APPROVING THE DEVELOPMENT, OR COULD HAVE REASONABLY INDUCED OR OTHERWISE INFLUENCED THE BOARD TO APPROVE THE DEVELOPMENT. FOR PURPOSES OF THIS CONDITION, A "PROMISE" OR "REPRESENTATION" SHALL BE DEEMED TO HAVE BEEN MADE TO THE BOARD BY THE APPLICANT (OR AUTHORIZED AGENT) IF IT WAS EXPRESSLY MADE TO THE BOARD AT A PUBLIC HEARING WHERE THE DEVELOPMENT WAS CONSIDERED OR APPROVED.

3. ALL ACREAGES REGARDING CONSERVATION AREAS AND WETLAND BUFFERS ARE CONSIDERED APPROXIMATE UNTIL FINALIZED BY A CONSERVATION AREA DETERMINATION (CAD) AND A CONSERVATION AREA IMPACT (CAI) PERMIT. APPROVAL OF THIS PLAN DOES NOT AUTHORIZE ANY DIRECT OR INDIRECT CONSERVATION AREA IMPACTS.
4. TREE REMOVAL/EARTHWORK SHALL NOT OCCUR ON ANY PARTICULAR SITE UNLESS AND UNTIL CONSTRUCTION PLANS FOR A PRELIMINARY SUBDIVISION AND/OR DEVELOPMENT PLAN FOR ANY PARTICULAR SITE, WITH A TREE REMOVAL AND MITIGATION PLAN, HAVE BEEN APPROVED BY ORANGE COUNTY.
5. OUTDOOR SALES AND STORAGE SHALL BE PROHIBITED.
6. BILLBOARDS AND POLE SIGNS SHALL BE PROHIBITED. GROUND AND FASCIA SIGNS SHALL COMPLY WITH CH. 31.5.
7. AT THE TIME OF PLATTING, DOCUMENTATION SHALL BE PROVIDED FROM ORANGE COUNTY PUBLIC SCHOOLS THAT THIS PROJECT IS IN COMPLIANCE WITH THE CAPACITY ENHANCEMENT AGREEMENT.
8. NO CONSTRUCTION PLANS SHALL BE APPROVED FOR THOSE PARCELS UNDER ORLANDO UTILITIES COMMISSION OWNERSHIP UNTIL SUCH TIME DOCUMENTATION IS PROVIDED TO DEMONSTRATE THE LAND SWAP HAS OCCURRED.
9. PRIOR TO CONSTRUCTION PLAN APPROVAL, CERTIFICATION WITH SUPPORTING CALCULATIONS SHALL BE SUBMITTED WHICH STATES THAT THIS PROJECT IS CONSISTENT WITH THE APPROVED MASTER STORMWATER AND UTILITY PLANS FOR THIS PLANNED DEVELOPMENT.
10. THE FIRST AMENDMENT TO THE ROAD NETWORK AGREEMENT (INVOLVING POND 2) IS APPROVED.
11. THE SECOND AMENDMENT TO THE ROAD NETWORK AGREEMENT (INVOLVING POND 1) IS APPROVED.
12. THE COMMUNITY PARK DEVELOPER'S AGREEMENT IS APPROVED.

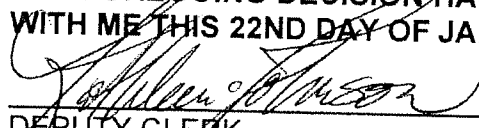
13. DEVELOPMENT SHALL SUBSTANTIALLY COMPLY WITH THE DESIGN STANDARDS SUBMITTED ON THE PD LAND USE PLAN DATED "RECEIVED NOVEMBER 7, 2008".
14. IN ORDER TO ALLOW TANDEM RETAIL DEVELOPMENT, A WAIVER FROM SECTION 38-1272(3) OF THE ORANGE COUNTY CODE IS GRANTED TO ALLOW 0-FOOT INTERNAL SIDE SETBACKS IN THE COMMERCIAL TRACT IN LIEU OF THE MINIMUM 10-FOOT REQUIREMENT.
15. DUE TO THE FACT THAT NO SINGLE-FAMILY RESIDENTIAL IS PROPOSED AND/OR EXISTING WITHIN 100 FEET OF COMMERCIAL, A WAIVER FROM SECTION 38-1272(5) OF THE ORANGE COUNTY CODE IS GRANTED TO ALLOW A MAXIMUM COMMERCIAL BUILDING HEIGHT OF 50 FEET WITHIN 100 FEET OF RESIDENTIAL, AND TO ALLOW 75 FEET FOR UNAIRCONDITIONED TURRETS, SPIRES, TOWERS, OR OTHER VERTICAL ARCHITECTURAL FEATURES IN LIEU OF THE MAXIMUM 35-FOOT REQUIREMENT.
16. IN ORDER TO ALLOW FOR HIP/GABLE ROOFS TO ENHANCE THE ATTRACTIVENESS OF THE BUILDINGS AND TO PROVIDE VISUAL INTEREST FROM THE PERSPECTIVE OF THE PEDESTRIAN, A WAIVER FROM SECTION 38-1258(D) OF THE ORANGE COUNTY CODE IS GRANTED TO ALLOW A MAXIMUM HEIGHT OF 50 FEET / 3 STORIES FOR MULTI-FAMILY DEVELOPMENT, IN LIEU OF THE MAXIMUM 40-FEET / 3 STORIES ALLOWED.
17. A WAIVER FROM SECTION 38-1427(D)(3)(A) OF THE ORANGE COUNTY CODE IS GRANTED TO ALLOW A COMMUNICATION TOWER SEPARATION OF 1,940 FEET IN LIEU OF THE MINIMUM 2,500-FOOT SEPARATION REQUIREMENT.
18. A WAIVER FROM SECTION 38-1476 OF THE ORANGE COUNTY CODE IS GRANTED TO ALLOW ONE PARKING SPACE PER 250 SQUARE FEET WITHIN TRACTS 4 AND 7, IN LIEU OF THE ONE PARKING SPACE PER 200 SQUARE FEET REQUIREMENT. EXCESS PARKING SHALL NOT EXCEED 110 PERCENT ABOVE THE MINIMUM REQUIREMENT.
19. THERE SHALL BE FULL INTERCONNECTIVITY WITHIN THE PROJECT.
20. THE FULL ACCESS POINTS ARE APPROVED SUBJECT TO A TRAFFIC STUDY SUBMITTED AT THE PRELIMINARY SUBDIVISION PLAN/DEVELOPMENT PLAN.

21. THE GROSS LEASABLE AREA OF ONE BUSINESS MAY BE UP TO 75,000 SQUARE FEET WITH THE REMAINDER OF BUSINESSES WITHIN THE PROJECT NOT TO EXCEED 45,000 SQUARE FEET.
22. NO COMMERCIAL DEVELOPMENT SHALL OCCUR WITHIN THE PROJECT UNTIL JANUARY 1, 2011 OR UNTIL COMPLETION OF THE WIDENING OF ALAFAYA TRAIL FROM INNOVATION WAY TO CURRY FORD ROAD, WHICHEVER COMES FIRST.
23. ANY SIGNALIZATION FOR THIS PROJECT SHALL BE WARRANTED AND THE DEVELOPER SHALL PAY FOR ALL COSTS ASSOCIATED WITH ANY SIGNALIZATION.
24. DEVELOPMENT SHALL BE LIMITED AS FOLLOWS:
 - 300,000 SQUARE FEET OF GROSS LEASABLE SQUARE FOOTAGE OF RETAIL
 - 50,000 SQUARE FEET OF GROSS LEASABLE SQUARE FOOTAGE OF OFFICE
 - A MAXIMUM OF 950 MULTI-FAMILY UNITS
 - A MAXIMUM OF 400 SINGLE-FAMILY UNITS

CONDITIONS ADDED BY THE P&ZC DURING THE NOVEMBER 20, 2008 P&ZC MEETING. (NEW TEXT).



THE FOREGOING DECISION HAS BEEN FILED
WITH ME THIS 22ND DAY OF JANUARY 2009.


DEPUTY CLERK
BOARD OF COUNTY COMMISSIONERS
ORANGE COUNTY, FLORIDA

Note: This document constitutes the final decision of the Board of County Commissioners on this matter. If, upon the Board's subsequent review and approval of its minutes, an error affecting this final decision is discovered, a corrected final decision will be prepared, filed, and distributed.

np

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
DEC 16 2008 *NP/SG*

EFFECTIVE DATE

MAR 13 2009

ORDINANCE NO. 2008-21

AN ORDINANCE PERTAINING TO COMPREHENSIVE PLANNING IN ORANGE COUNTY, FLORIDA; AMENDING THE ORANGE COUNTY COMPREHENSIVE POLICY PLAN, COMMONLY KNOWN AS THE "2000-2020 COMPREHENSIVE POLICY PLAN," AS AMENDED, BY ADOPTING AMENDMENTS PURSUANT TO SECTION 163.3187(1), FLORIDA STATUTES, FOR THE 2008 CALENDAR YEAR (SECOND CYCLE); AND PROVIDING EFFECTIVE DATES.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS
OF ORANGE COUNTY:

Section 1. Legislative Findings, Purpose, and Intent.

a. On July 1, 1991, the Orange County Board of County Commissioners adopted a new comprehensive plan pursuant to Sections 163.3161 – 163.3215, Florida Statutes, known as the "Local Government Comprehensive Planning and Land Development Regulation Act" ("Act"), which sets forth the procedures and requirements for a local government in the State of Florida to adopt a comprehensive plan and amendments to a comprehensive plan;

b. The Board of County Commissioners ("Board") adopted this comprehensive plan, known as the "1990-2010 Comprehensive Policy Plan" ("1990-2010 CPP") by Ordinance No. 91-16;

c. The Board amended the 1990-2010 CPP numerous times between 1992 and 2000;

d. On December 5, 2000, the Board adopted Ordinance No. 2000-25, which, *inter alia*, renamed the 1990-2010 CPP as the “2000-2020 Comprehensive Policy Plan (“CPP”);

e. The Board has amended the CPP a number of times since December 5, 2000;

f. Orange County has complied with the requirements of the Act for amending the CPP again;

g. On June 19, 2008, the Orange County Local Planning Agency (“LPA”) held a public hearing on the transmittal of the proposed amendments to the CPP as described in this ordinance, and recommended the transmittal of those proposed amendments to the Florida Department of Community Affairs (“DCA”);

h. On July 8, 2008, the Board held a public hearing on the transmittal of the proposed amendments to the CPP as described in this ordinance, and decided to transmit those proposed amendments to the DCA;

i. On September 29, 2008, the County staff received the DCA’s “Objections, Recommendations, and Comments Report” concerning the proposed amendments to the CPP as described in this ordinance;

j. On November 20, 2008, the LPA held a public hearing at which it reviewed and made recommendations regarding the adoption of the proposed amendments to the CPP as described in this ordinance; and

k. On December 16, 2008, the Board held a public hearing on the adoption of the proposed amendments as described in this ordinance, and decided to adopt them.

Section 2. Authority. This ordinance is adopted in compliance with and pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161 – 163.3215, Florida Statutes, as amended.

Section 3. Amendments to Future Land Use Element Map. The CPP, as amended, is hereby further amended by amending the Future Land Use Element Map designations as summarized at **Appendix “A,”** a document entitled “*2008-2 Second Regular Cycle Amendments and Small Scale Development Amendments to the 2000-2020 Comprehensive Policy Plan – Adoption Public Hearing,*” dated December 16, 2008, prepared by the Orange County Planning Division, which appendix is incorporated herein by reference, and which is on file with the Orange County Planning Division, 201 South Rosalind Avenue, Orlando, Florida. Graphic representations of those Future Land Use Element Map amendments are found in **Appendix “A.”**

Section 4. Amendments to Text of Future Land Use Element. The CPP, as amended, is hereby further amended by amending or creating the following Future Land Use Element Goals, Objectives, Policies and tables, to read as follows, with underlines showing new numbers and words, and strike-throughs indicating repealed numbers and words:

Policy 1.1.2.1.A

Upon depletion of the Urban Service Area expansion allocation identified in Policies 1.1.2 and 1.1.2.1, applications to further expand the Urban Service Area may be considered by the Board of County Commissioners through amendments to this Plan, when supported by more accurate population and employment data, and provided that applicants demonstrate that the criteria provided under Policy 1.1.5 should be achieved. Through this process, the following applicants have satisfied these requirements and

are recognized as expansions to the Urban Service Area beyond the original allocation of 14,801 acres:

Amendment #2002-2-A-4-4 (163.52 acres)
 Amendment #2002-D-4-1 (469.62 acres)
 Amendment #2003-2-A-4-2 (22.7 acres)
 Amendment #2003-2-A-4-4 (38.34 acres)
 Amendment #2003-D-4-1 (91.10 acres)
 Amendment #2004-2-A-1-3 (1,127 acres)
 Amendment #2004-2-A-1-4 (725.50 acres)
 Amendment #2004-D-1-1 (125 acres)
 Amendment #2004-D-4-1 (19.4 acres)
 Amendment #2005-1-A-2-1 (60.96 acres)
 Amendment #2005-2-A-4-2 (251.95 acres)
 Amendment #2005-D-1-1 (26.54 acres)
 Amendment #2006-1-D-4-1 (1,284 acres)
 Amendment #2006-2-A-1-1 (10.5 acres)
 Amendment #2006-2-A-1-4 (89.95+/- acres)
 Amendment #2006-2-A-1-5 (1,159+/- acres)
 Amendment #2006-2-A-4-3 (9 acres)
 Amendment #2007-1-A-1-1 (34.46 acres)
 Amendment #2007-1-A-4-1 (19.58 acres)
 Amendment #2007-2-A-1-1 (429 acres)
 Amendment #2007-2-A-4-1 (100.22 acres)
 Amendment #2008-1-A-1-4 (2,228 acres)
 Amendment #2008-1-A-4-1 (2,549 acres)
Amendment #2008-1-A-4-4 (1.23 acres)

* * *

Policy 1.1.12.1.1

The following table details the maximum densities and intensities for the Planned Development (PD) Future Land Use designations, which have been adopted subsequent to January 1, 2007:

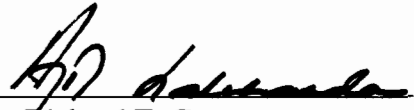
Amendment Number	Adopted FLUM designation	Maximum Density/Intensity	Ordinance Number
* * *	* * *	* * *	* * *
<u>2008-1-A-4-4</u>	<u>Planned Development</u> <u>Commercial/Low-Medium</u> <u>Density Residential/Parks &</u> <u>Recreation/Open Space</u> <u>(PD-C/LMDR/PR/Os)</u>	<u>237,400 sq. ft. commercial</u> <u>250 m/f units</u> <u>6,000 sq. ft. clubhouse</u> <u>26 acre park</u>	<u>2008-21</u>

Amendment Number	Adopted FLUM designation	Maximum Density/Intensity	Ordinance Number
<u>2008-2-A-3-1</u>	<u>Planned Development – Commercial (PD-C)</u>	<u>251,690 sq. ft. of commercial with a 0.60 FAR</u>	<u>2008-21</u>

Section 5. *Effective Dates for Ordinance and Amendments.* This ordinance shall become effective as provided by general law, but pursuant to Section 163.3189(2)(a), Florida Statutes, and Rule 9J-11.011, Florida Administrative Code, the plan amendments described in this ordinance shall not become effective until the Department of Community Affairs issues a final order determining the adopted amendment to be in compliance in accordance with Section 163.3184(9), or until the Administration Commission issues a final order determining the adopted amendment to be in compliance in accordance with Section 163.3184(10). If a final order of non-compliance is issued by the Administration Commission, these amendments may nevertheless be made effective pursuant to Section 163.3189(2)(b) by adoption of a resolution at a public meeting after public notice, a copy of which resolution shall be sent to the Department of Community Affairs. However, no development orders, development permits, or land uses dependent on these amendments may be issued or commence before those amendments have become effective. Notwithstanding anything to the contrary in this Section 6, the Department of Community Affairs' notice of intent to find an amendment in compliance shall become an issued final order determining the adopted amendment to be in compliance if no petition challenging the amendment is filed within 21 days of the date of publication of the notice of intent.

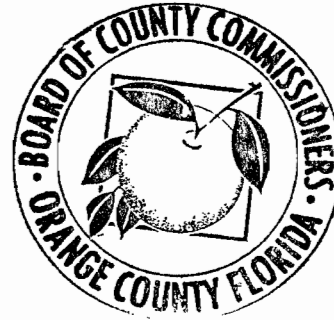
ADOPTED THIS 16th DAY OF DECEMBER, 2008.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: 
Richard T. Crotty
Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller
As Clerk to the Board of County Commissioners

By: 
Deputy Clerk



S:\JPrinse\I\ORDRES\CPP Regular Cycle December 2008 Final.doc

APPENDIX B

Trip Generation Estimate

2008 Land Use Plan Amendment

2008 Land Use Plan Amendment

Land Use	ITE Land Use Code	Development Quantities	Average Trip Generation Rate	Daily Trips
Single Family	210	400 Dwelling Units	9.34 Trips/Day/Unit	3,736
Muti-Family	220	950 Dwelling Units	6.19 Trips/Day/Unit	5,881
Commercial	820	300,000 Square Feet	63.88 Trips/Day/1,000 Square Feet	19,164
Office	710	50,000 Square Feet	15.59 Trips/Day/1,000 Square Feet	779
Total⁽¹⁾				29,587

(1) The correct number is 29,560; however, there was a typo in the PD showing 29,587

2021 Proposed Land Use Plan Amendment

2021 Proposed Land Use Plan Amendment

Land Use	ITE Land Use Code	Development Quantities	Average Trip Generation Rate	Daily Trips
Single Family	210	400 Dwelling Units	9.31 Trips/Day/Unit	3,722
Muti-Family (Mid-Rise)	221	1,750 Dwelling Units	5.45 Trips/Day/Unit	9,536
Townhouse (Low-Rise)	220	100 Dwelling Units	7.15 Trips/Day/Unit	715
Commercial	820	300,000 Square Feet	42.30 Trips/Day/1,000 Square Feet	12,690
Office	710	50,000 Square Feet	10.84 Trips/Day/1,000 Square Feet	542
Total				27,205

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 159

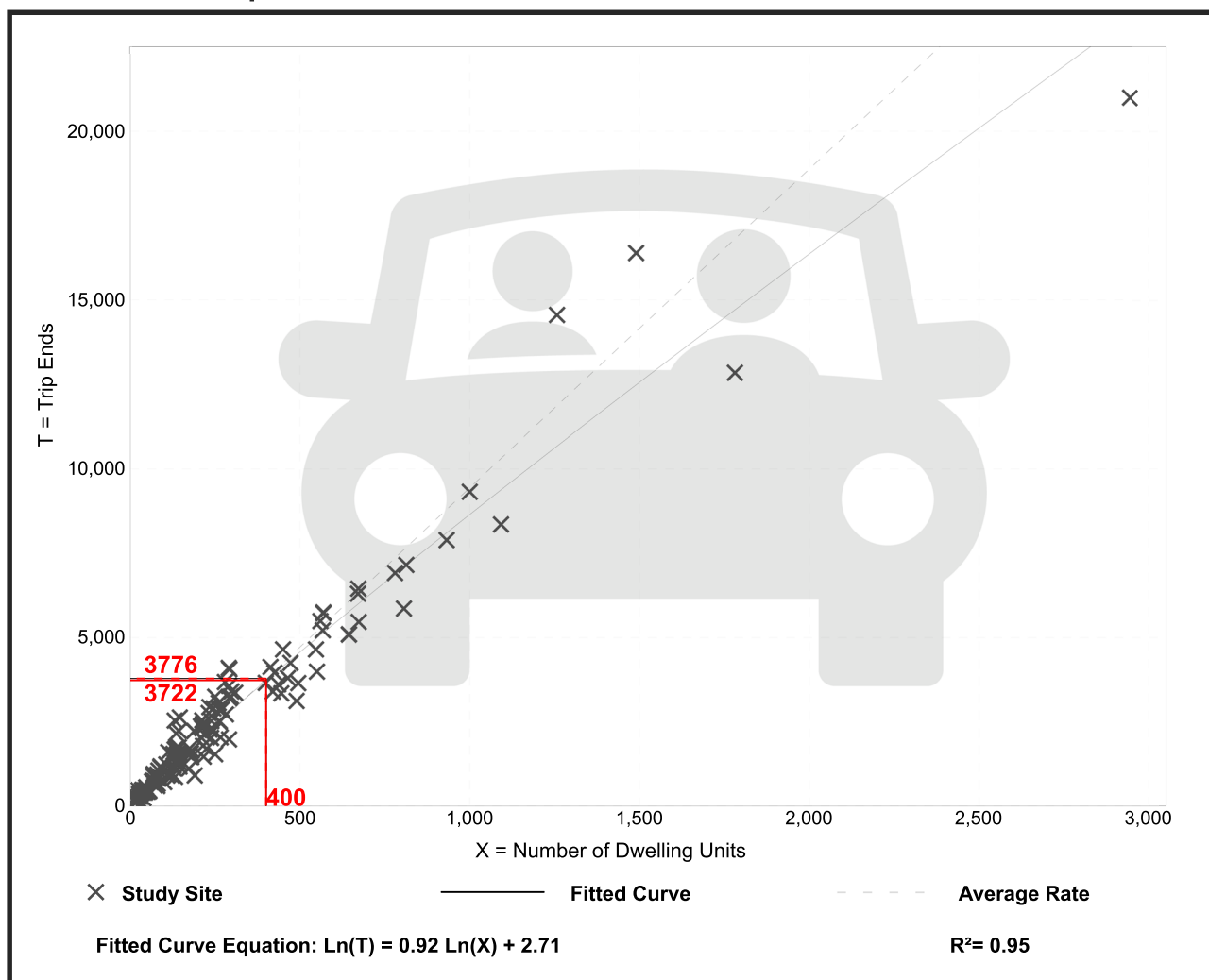
Avg. Num. of Dwelling Units: 264

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 27

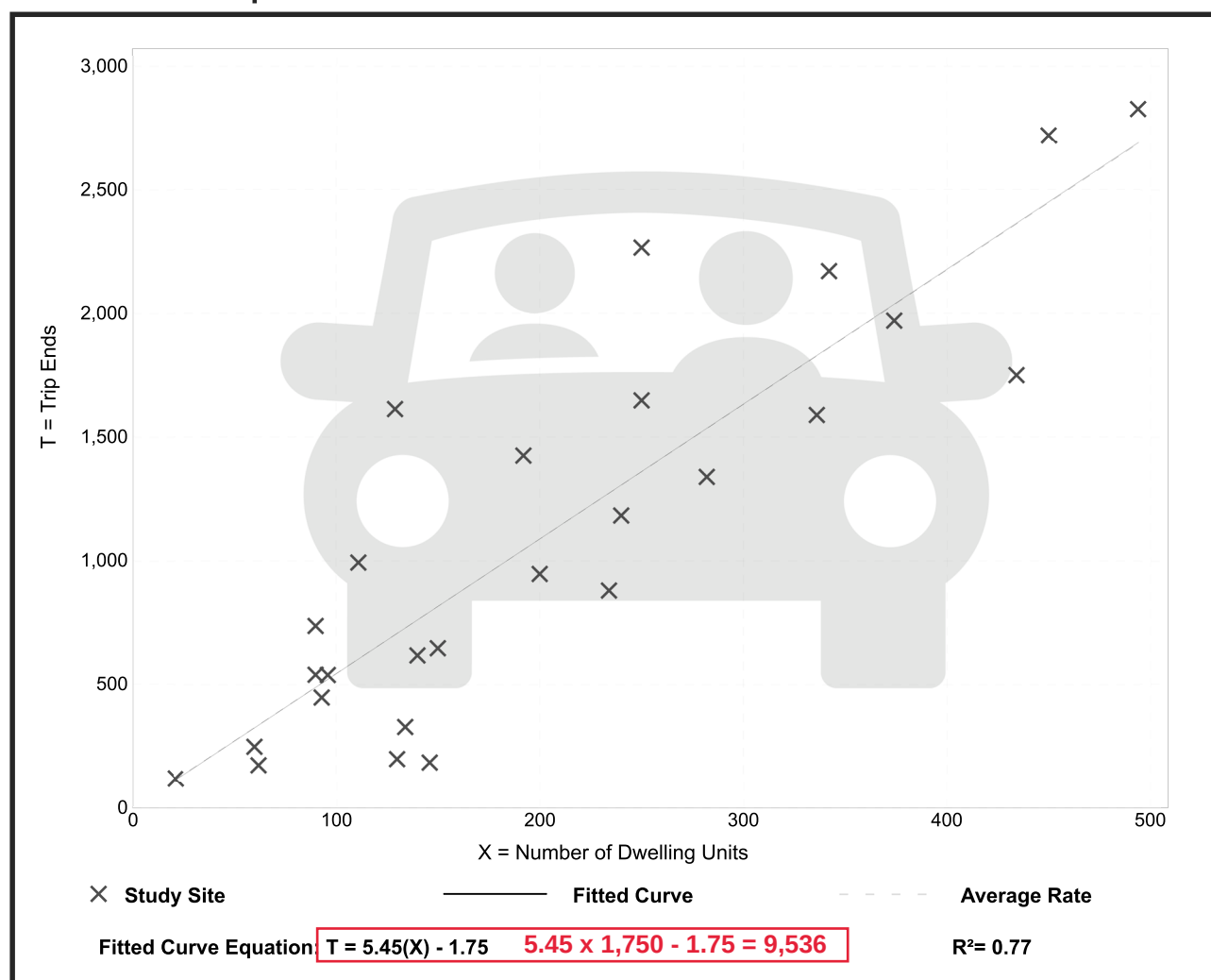
Avg. Num. of Dwelling Units: 205

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Multifamily Housing (Low-Rise) (220)

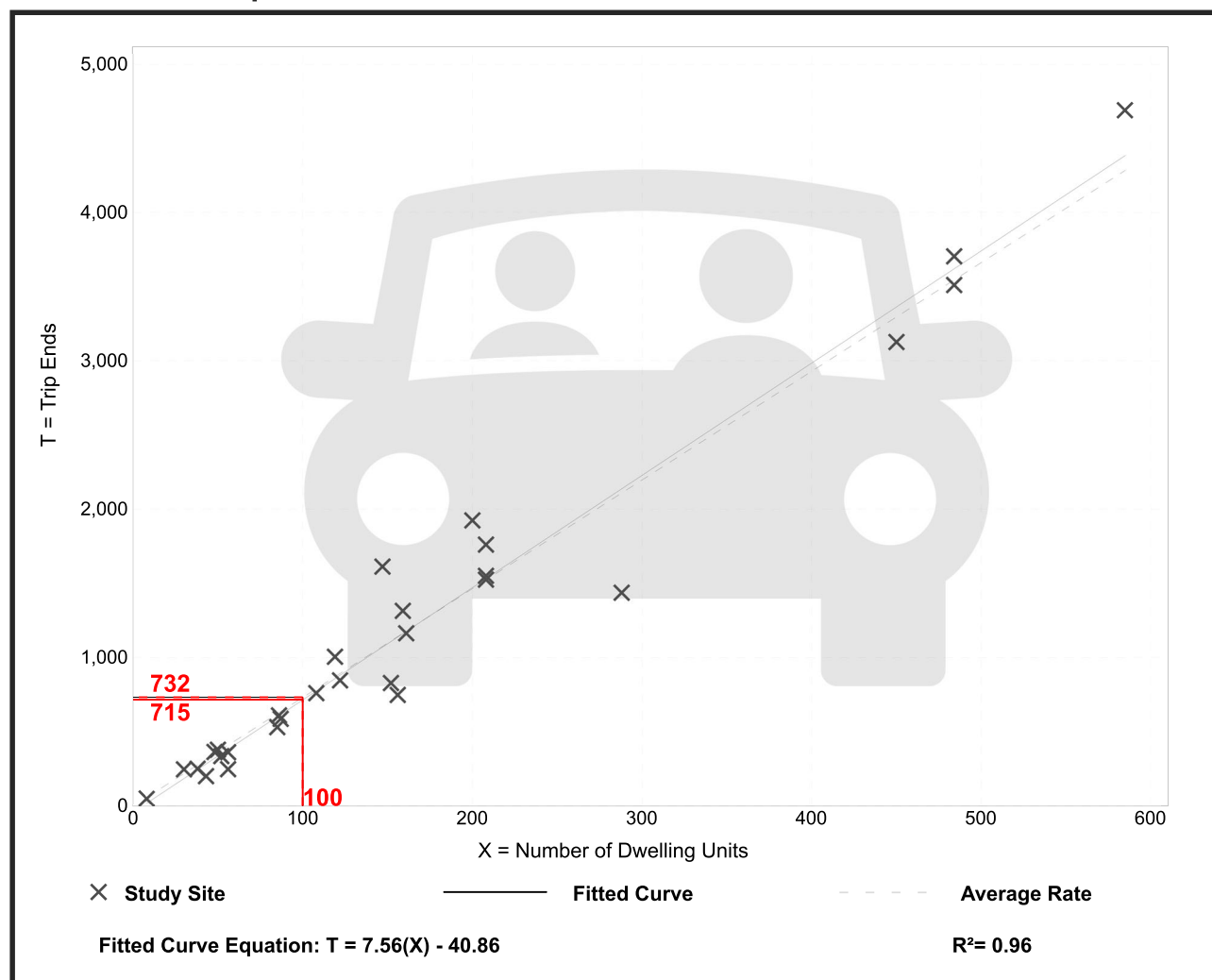
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Shopping Center (820)

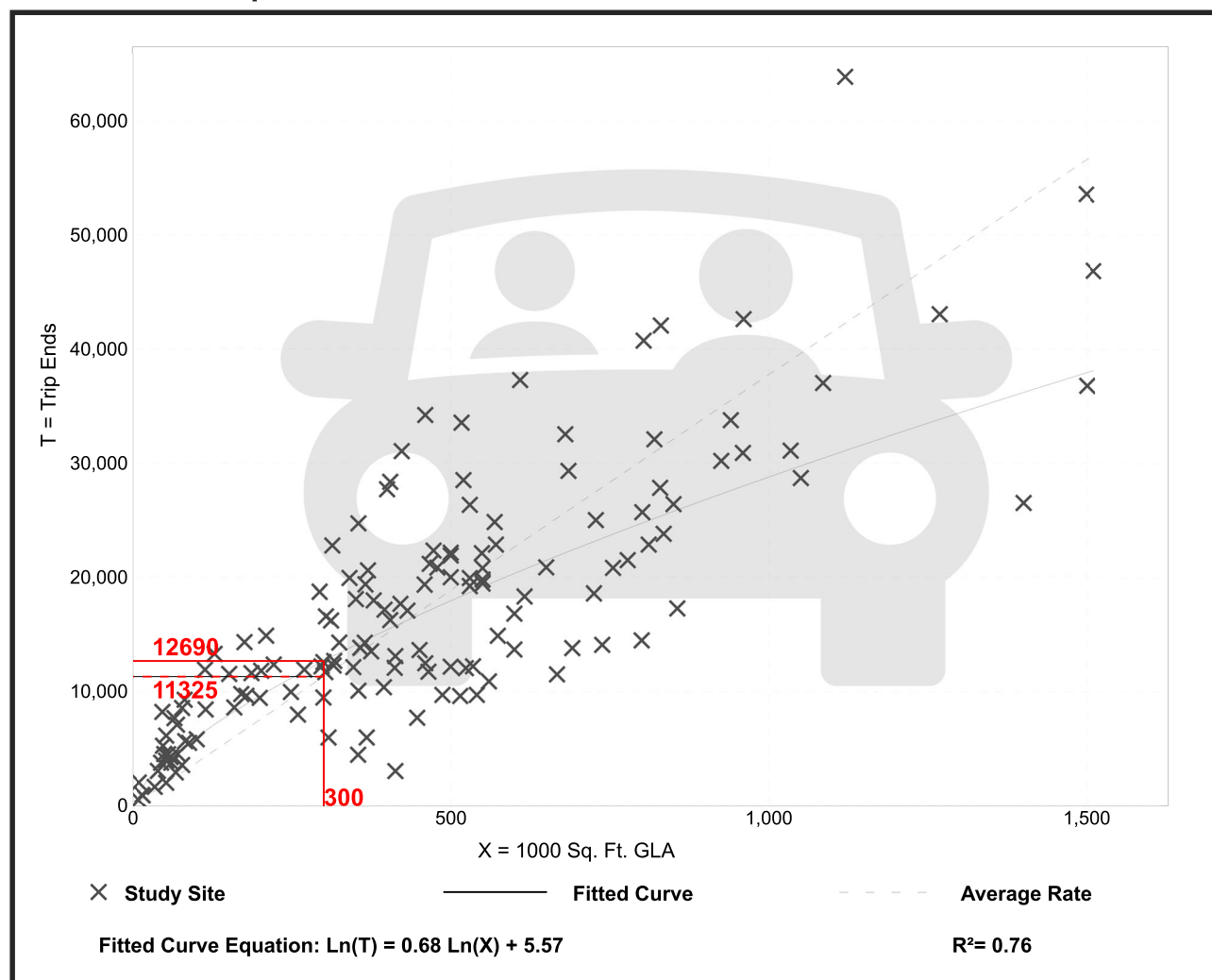
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
Avg. 1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

General Office Building (710)

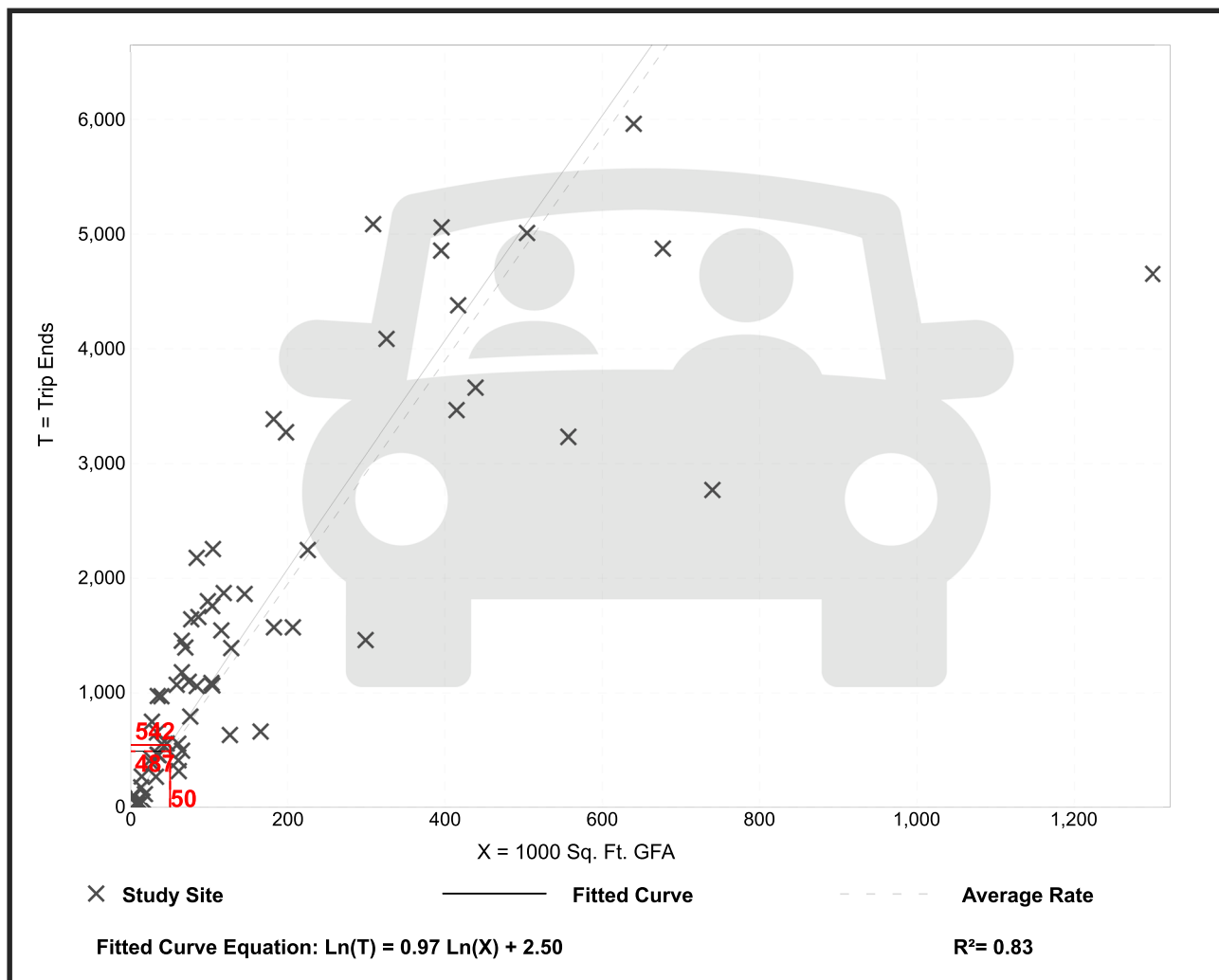
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Build-Out Scenario

Buildout Scenario - 2030

Land Use	ITE Land Use Code (LUC)	Intensity	Weekday PM		
			Enter	Exit	Total
Single Family	210	400 du	242	142	384
Multi-Family (Mid-Rise)	221	1,750 du	421	270	691
Townhomes (Low-Rise)	220	100 du	37	22	59
Office	710	100 KSF	18	96	114
Retail	820	175 KSF	394	428	822
Total New Trips - Gross			1,112	958	2,070
Internal Capture Residential			112	49	161
Internal Capture Office			16	21	37
Internal Capture Retail			59	117	176
Total Internal Capture			187	187	374
Total Driveway Trips			925	771	1,696
Pass-By Trips (34% Retail)			110	110	220
Total New Trips - Net			815	661	1,476

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

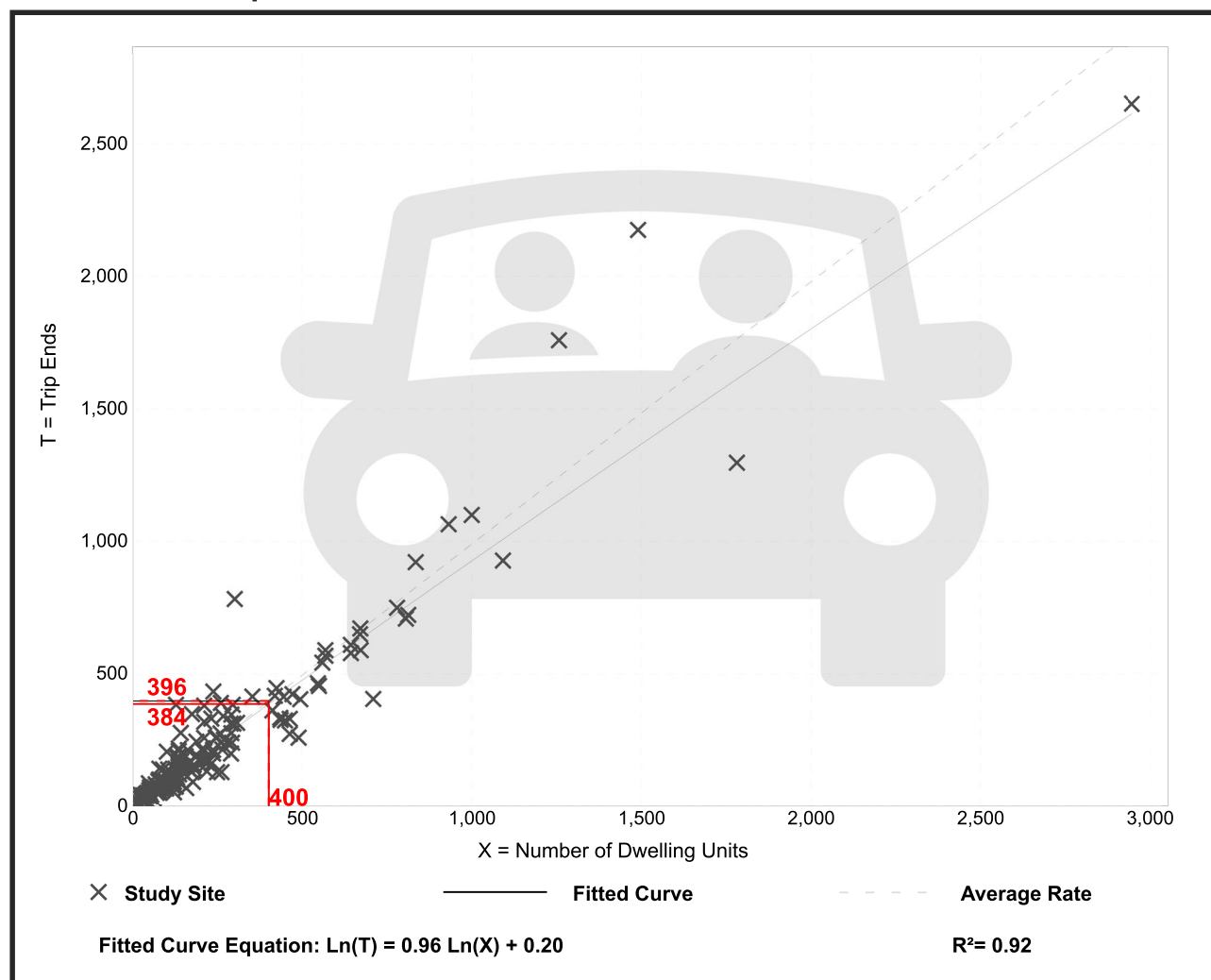
Avg. Num. of Dwelling Units: 242

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



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Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 60

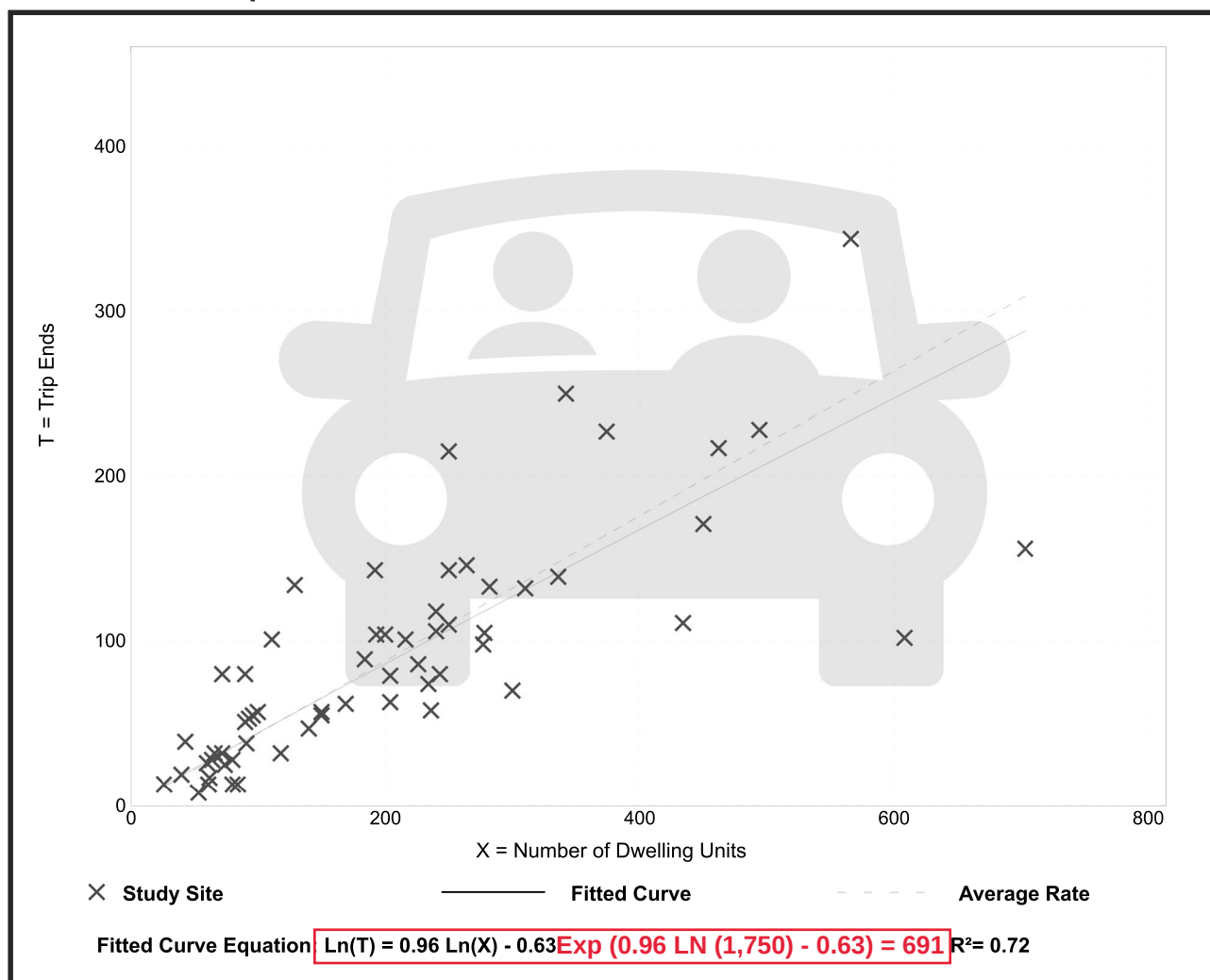
Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



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Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 50

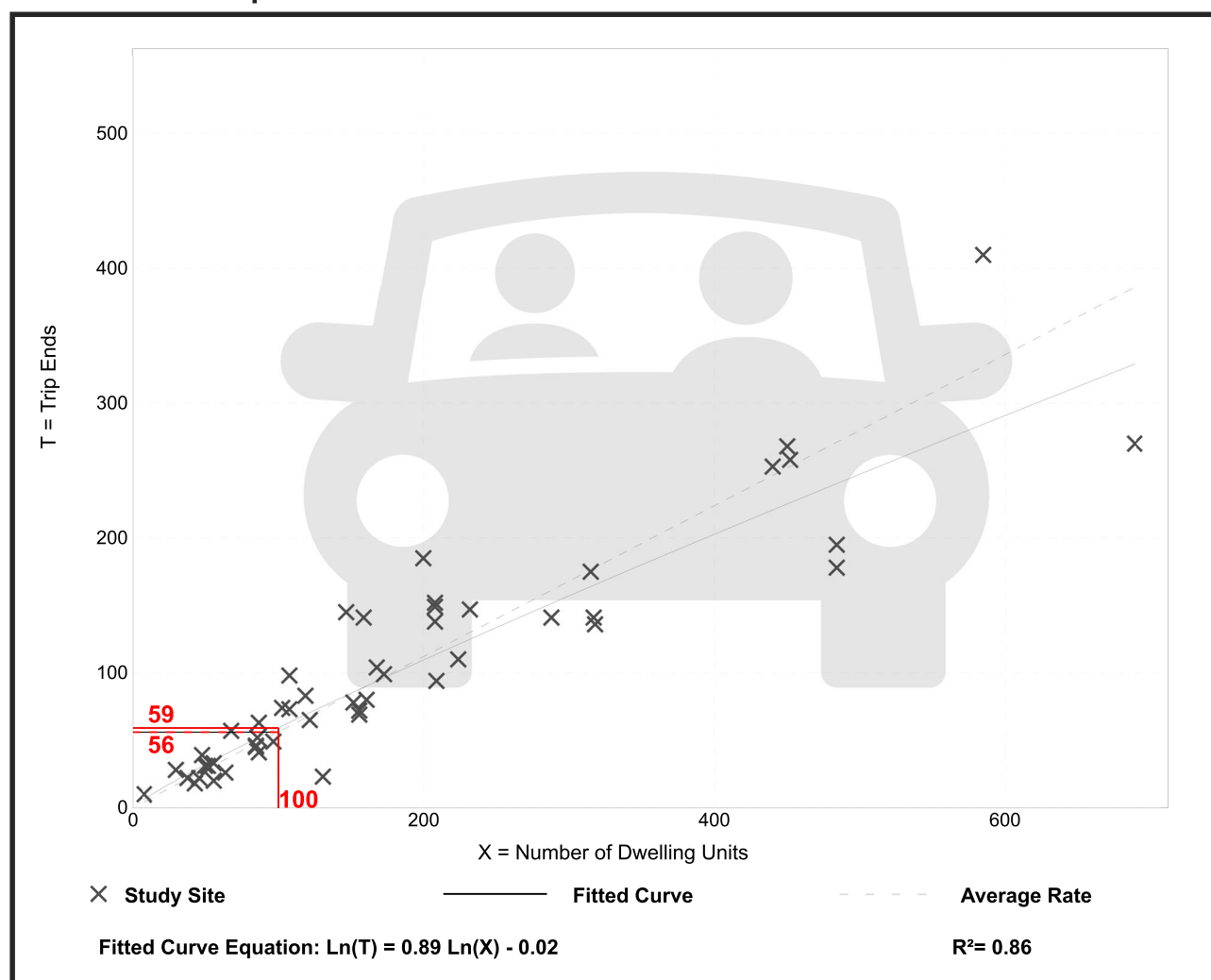
Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

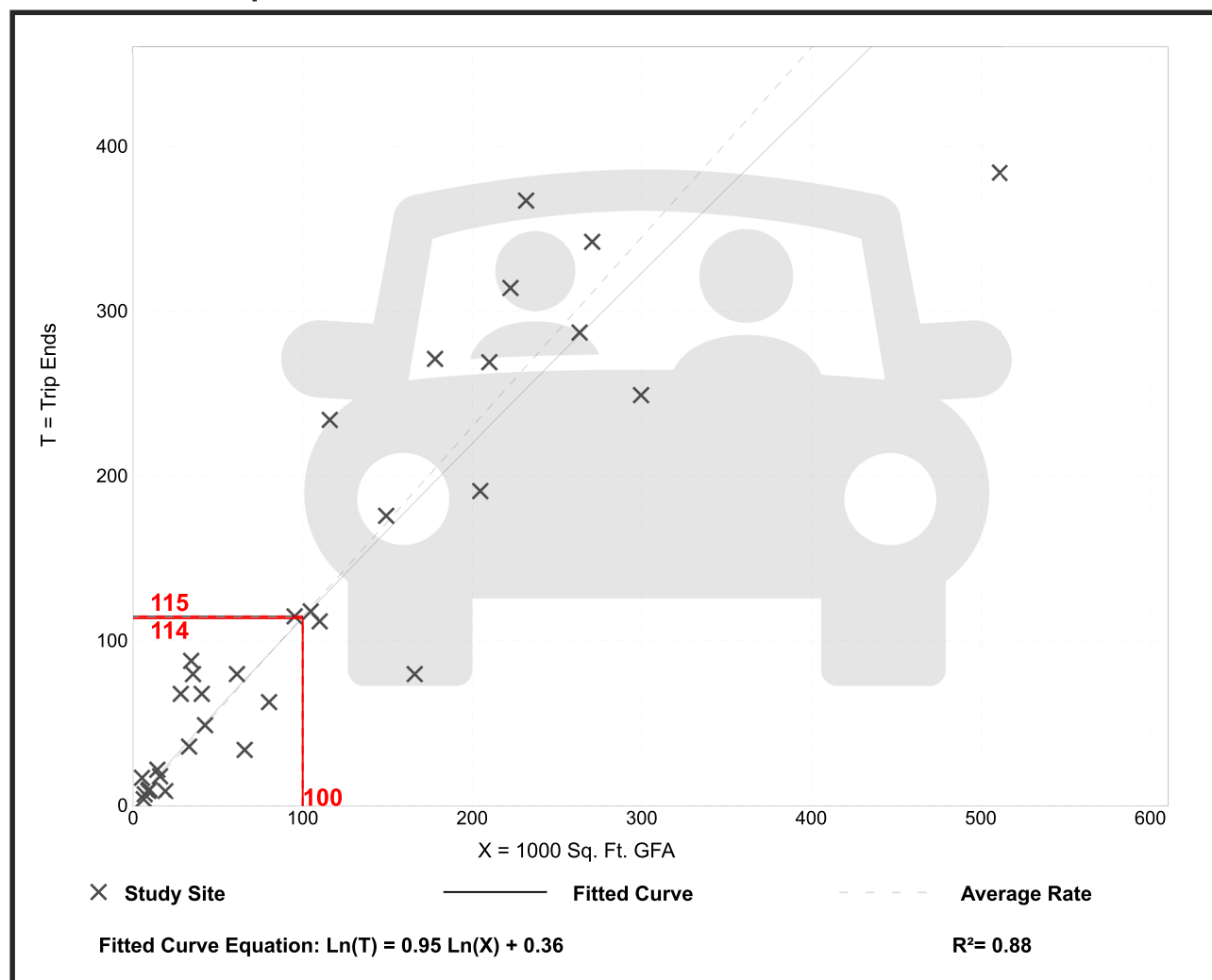
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

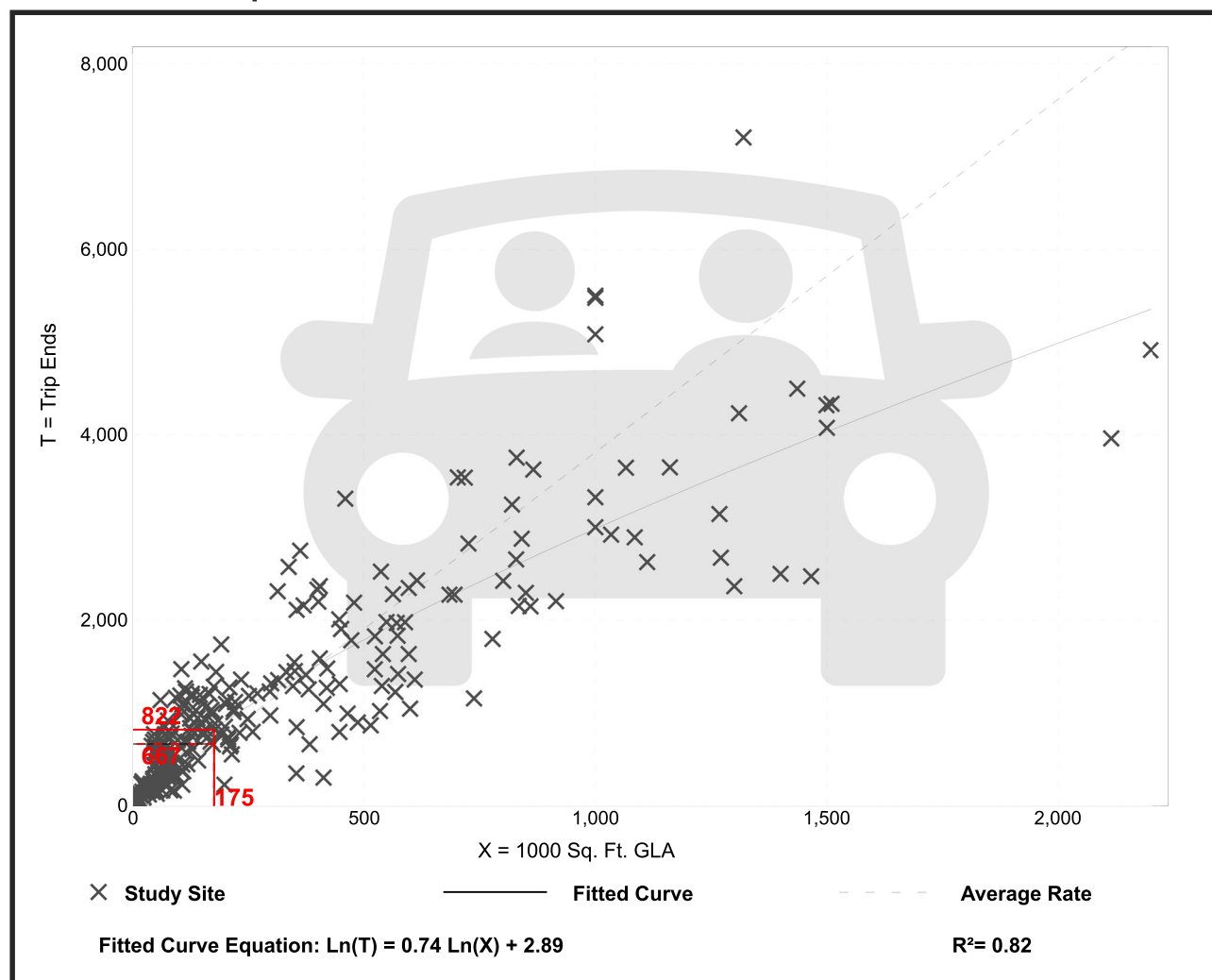
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 261
 Avg. 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	East PD			Organization:	VHB
Project Location:	Alafaya Trail			Performed By:	FP
Scenario Description:	Buildout			Date:	4/1/2021
Analysis Year:	2030			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				114	18	96
Retail				822	394	428
Restaurant				0		
Cinema/Entertainment				0		
Residential				1,134	700	434
Hotel				0		
All Other Land Uses ²				0		
				2,070	1,112	958

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		19	0	0	2	0
Retail	6		0	0	111	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	39	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,070	1,112	958
Internal Capture Percentage	18%	17%	20%
External Vehicle-Trips ⁵	1,696	925	771
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	89%	22%
Retail	15%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	16%	11%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in <i>ITE Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Existing Conditions

Existing Conditions

Land Use	ITE Land Use Code (LUC)	Intensity	Weekday PM		
			Enter	Exit	Total
Single Family	210	100 du	64	38	102
Multi-Family (Mid-Rise)	221	803 du	199	128	327
Total			263	166	429

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 190

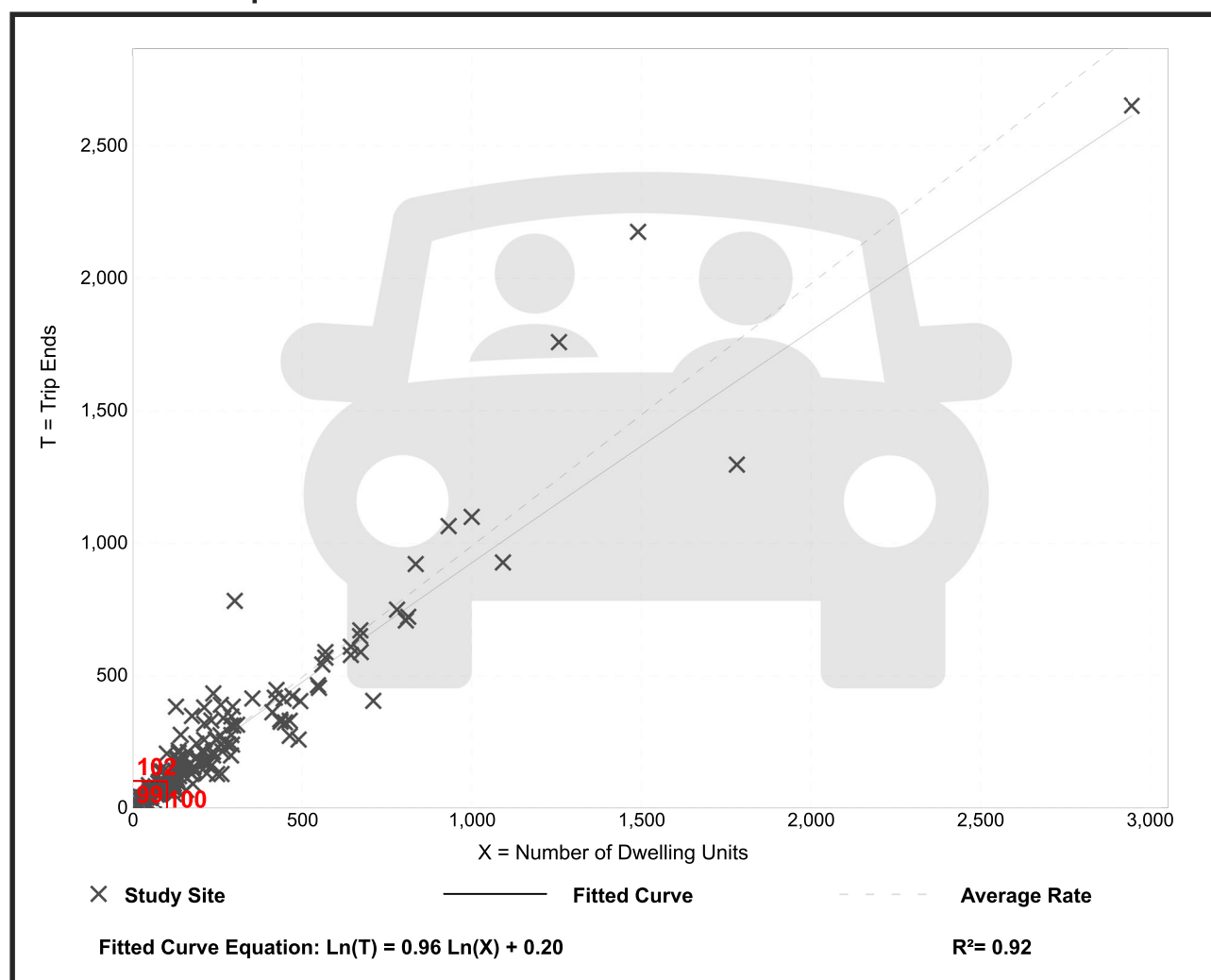
Avg. Num. of Dwelling Units: 242

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



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Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 60

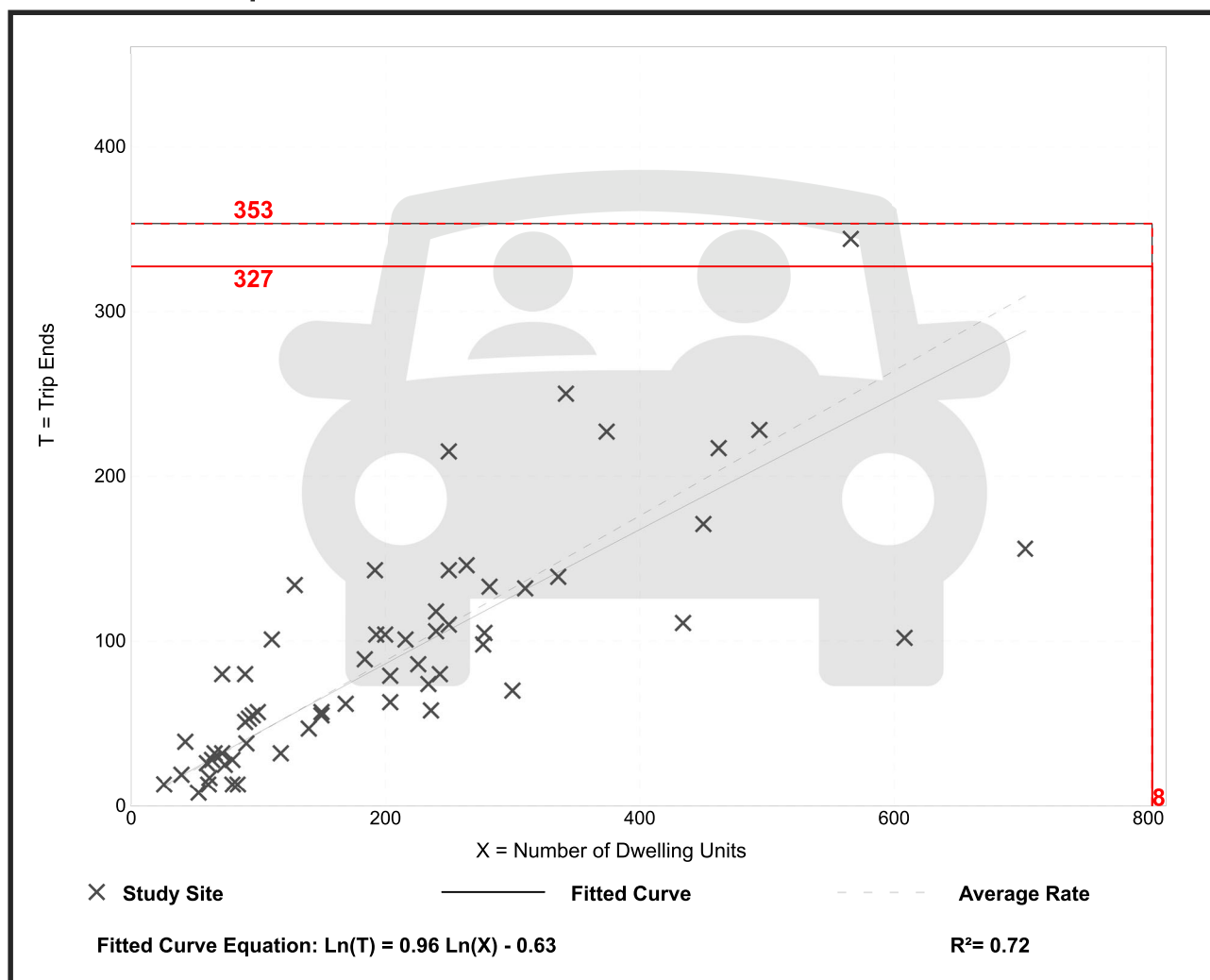
Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

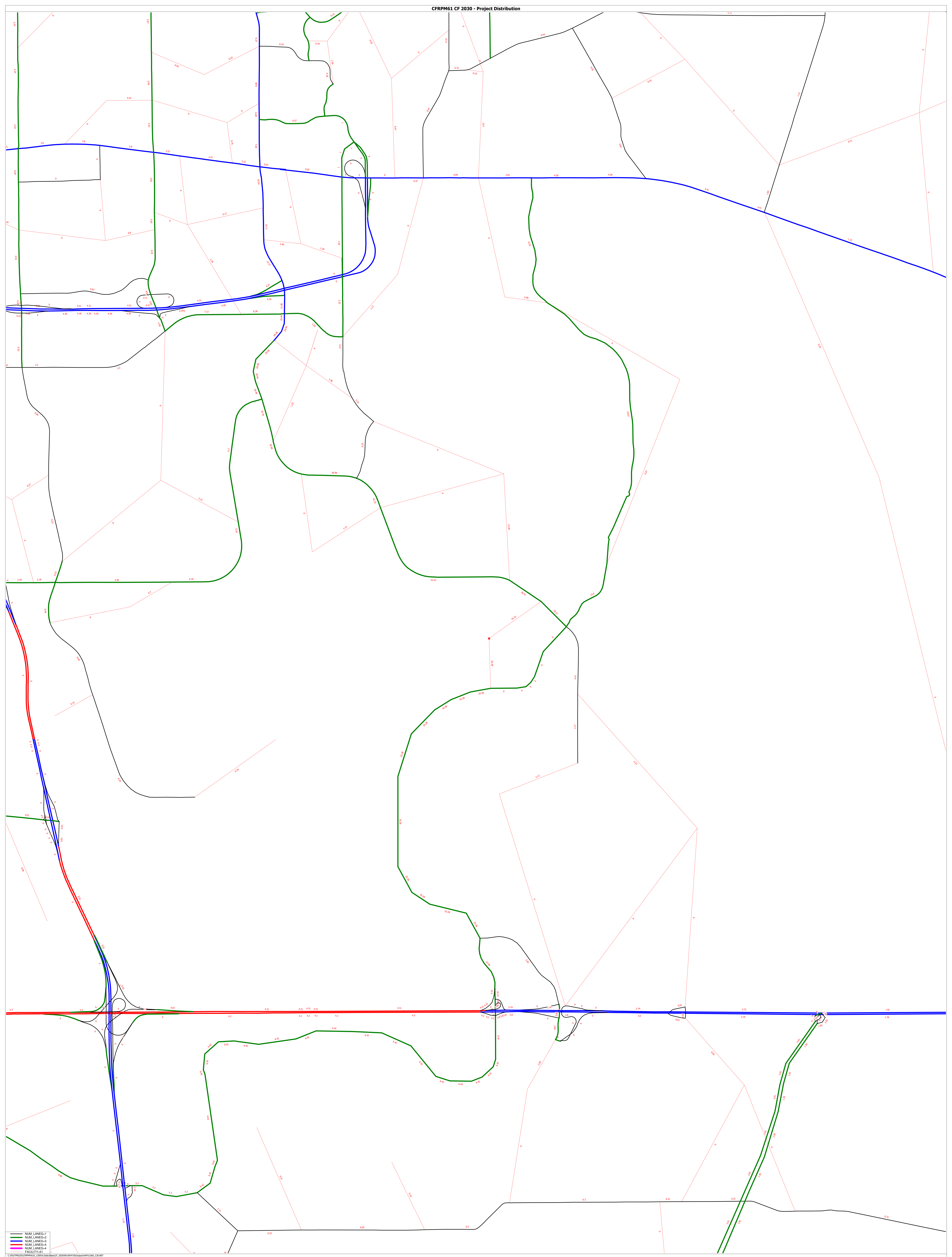
Data Plot and Equation



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APPENDIX C

CFRPM Project Distribution



APPENDIX D

Orange County Concurrency Management System Data



Orange County, Florida

Traffic Concurrency Management Program

Concurrency Link Information

Application Number:

<i>ID</i>	<i>From</i>	<i>To</i>	<i>Lgth</i>	<i>Maint Agency</i>	<i>Capacity Group</i>	<i>Min Ln</i>	<i>Total LOS</i>	<i>Cap</i>	<i>AADT</i>	<i>PmPk</i>	<i>PkDir</i>	<i>Comm Trips</i>	<i>Avail Cap*</i>	<i>LOS</i>
Alafaya Tr														
3.5	University Blvd	Science Dr	1.02	ST	Urban - Class I	6	E	3020	60,228	2,981	SB	73	0	F
5	Colonial Dr	Lake Underhill Rd	1.43	Cnty	Urban - Class I	6	E	3020	51,373	2,497	NB	349	174	C
5.1	Lake Underhill Rd	Curry Ford Rd	0.87	Cnty	Urban - Class I	4	E	2000	45,063	2,271	SB	54	0	F
5.2	Curry Ford Rd	Golfway Blvd	1.36	Cnty	Urban - Class I	4	E	2000	30,698	1,547	WB	117	336	C
5.24	Golfway Blvd	Avalon Park Blvd	2.66	Cnty	Urban - Class I	4	E	2000	29,212	1,472	WB	211	317	C
5.26	Avalon Park Blvd	Curtis Staton Energy Cntr	0.85	Cnty	Rural Signalized	2	D	740	7,459	361	SB	6	373	C
Avalon Park Blvd														
24.1	Colonial Dr	Waterford Chase Pkwy	1.25	Cnty	Urban - Class I	4	E	2000	25,119	1,243	SB	100	657	C
24.2	Waterford Chase Pkwy	Timber Springs Blvd	1.05	Cnty	Urban - Class I	4	E	2000	31,657	1,567	NB	110	323	C
24.3	Timber Springs Blvd	Timber Creek High/South Crown Hill Blvd	0.86	Cnty	Urban - Class I	4	E	2000	24,426	1,231	SB	43	726	C
24.4	Timber Creek High/South Crown Hill Blvd	Avalon Park Blvd One-Way Pairs	0.71	Cnty	Urban - Class I	4	E	2000	20,376	954	NB	96	950	C
24.5	Avalon Park Blvd One-Way Pairs	Alafaya Tr	1.68	Cnty	Urban - Class I (1-way)	4	E	4848	21,692	1,093	SB	101	3,654	C
Curry Ford Rd														
94.05	Central Florida Greeneway	Dean Rd	0.54	Cnty	Urban - Class I	6	E	3020	50,011	2,521	EB	125	374	C
94.1	Dean Rd	Cypress Springs Pkwy	2.16	Cnty	Urban - Class I	4	E	2000	30,961	1,560	EB	51	389	C
94.12	Cypress Springs Pkwy	Alafaya Tr	1.31	Cnty	Urban - Class I	4	E	2000	31,297	1,549	NB	4	447	C

* It should be noted that the capacities indicated on this information sheet are a snapshot at this specific date and time. Available capacities are subject to change at any time.

<i>ID</i>	<i>From</i>	<i>To</i>	<i>Lgth</i>	<i>Maint Agency</i>	<i>Capacity Group</i>	<i>Min Ln</i>	<i>Total LOS</i>	<i>Cap</i>	<i>AADT</i>	<i>PmPk</i>	<i>PkDir</i>	<i>Comm Trips</i>	<i>Avail Cap*</i>	<i>LOS</i>
<i>Golfway Blvd</i>														
166.6	Alafaya Tr	Woodbury Rd	0.56	Cnty	Urban - Class II	2	E	800	9,715	463	NB	12	325	D
<i>Innovation Way</i>														
5.3	Avalon Park Blvd	Pope St	2.8	Cnty	Urban Hwy	4	E	3590	13,910	689	NB	68	2,833	B
5.4	Pope St	Beachline Expy	2.24	Cnty	Urban - Class I	4	E	2000	12,135	612	SB	5	1,383	C
<i>Lake Underhill Rd</i>														
240	Goldenrod Rd	Madeira Ave	1.23	Cnty	Urban - Class I	2	E	880	24,003	1,145	WB	44	0	F
240.1	Madeira Ave	Dean Rd	1.3	Cnty	Urban - Class I	2	E	880	20,595	964	EB	97	0	F
241	Dean Rd	Rouse Rd	1.45	Cnty	Urban - Class I	2	E	880	25,558	1,173	EB	83	0	F
241.1	Rouse Rd	Alafaya Tr	1.17	Cnty	Urban - Class I	4	E	2000	31,096	1,567	EB	65	368	C
241.2	Alafaya Tr	Woodbury Rd	0.63	Cnty	Urban - Class II	4	E	1700	28,723	1,448	EB	41	211	D
<i>University Blvd</i>														
443.5	Rouse Rd	Alafaya Tr	1.01	Cnty	Urban - Class I	6	E	3020	55,640	2,754	WB	89	177	C
<i>Woodbury Rd</i>														
467.1	Golfway Blvd	Lake Underhill Rd	0.89	Cnty	Urban - Class II	2	E	800	11,719	596	SB	27	177	D
467.2	Lake Underhill Rd	Waterford Lakes Pkwy	0.73	Cnty	Urban - Class I	2	E	880	18,840	916	NB	56	0	F
467.3	Waterford Lakes Pkwy	Colonial Dr	0.77	Cnty	Urban - Class II	2	E	800	21,744	1,037	SB	115	0	F
467.4	Colonial Dr	Challenger Pkwy	0.35	Cnty	Urban - Class II	4	E	1700	15,499	781	SB	65	854	D

* It should be noted that the capacities indicated on this information sheet are a snapshot at this specific date and time. Available capacities are subject to change at any time.

APPENDIX E

Future Background Volume Estimate

2030 Background Volume Forecast

Seg. ID	Road Name	From	To	Length	# of Lanes	LOS Std.	Service Capacity	Existing Volume			Encumbered	Model Volume			Model Growth Rate	Minimum Annual Growth Rate	Background Growth		Background Volume
								Existing AADT	Existing PM Pk Hr Pk Dir Volume	Peak Dir.		2010	2030	2019 (Interpolated)			# of Trips Growth (growth rate based)	Encumbered	
Alafaya Trail																			
5	Alafaya Tr	Colonial Dr	Lake Underhill Rd	1.43	6	E	3,020	51,373	2,497	NB	349	52,210	50,172	51,293	-0.2%	1.0%	275	349	2,846
5.1	Alafaya Tr	Lake Underhill Rd	Curry Ford Rd	0.87	4	E	2,000	45,063	2,271	SB	54	28,852	33,740	31,052	0.8%	1.0%	250	54	2,521
5.2	Alafaya Tr	Curry Ford Rd	Golfway Blvd	1.36	4	E	2,000	30,698	1,547	WB	117	20,540	27,146	23,513	1.4%	1.0%	238	117	1,785
5.24	Alafaya Tr	Golfway Blvd	Project Driveway	1.65	4	E	2,000	29,212	1,472	WB	211	13,079	19,349	15,901	2.0%	1.0%	324	211	1,796
5.24	Alafaya Tr	Project Driveway	Avalon Park Blvd	1.01	4	E	2,000	29,212	1,472	WB	211	13,079	19,349	15,901	2.0%	1.0%	324	211	1,796
5.26	Alafaya Tr	Avalon Park Blvd	Curtis Staton Energy Cntr	0.85	2	D	740	7,459	361	SB	6	5,955	7,913	6,836	1.4%	1.0%	56	6	417
Avalon Park Blvd																			
24.2	Avalon Park Blvd	Waterford Chase Pkwy	Timber Springs Blvd	1.05	4	E	2,000	31,657	1,567	NB	110	14,535	14,426	14,486	0.0%	1.0%	172	110	1,739
24.3	Avalon Park Blvd	Timber Springs Blvd	Timber Creek High/South Crown Hill Blvd	0.86	4	E	2,000	24,426	1,231	SB	43	14,535	14,426	14,486	0.0%	1.0%	135	43	1,366
24.4	Avalon Park Blvd	Timber Creek High/South Crown Hill Blvd	Avalon Park Blvd One-Way Pairs	0.71	4	E	2,000	20,376	954	NB	96	14,535	14,426	14,486	0.0%	1.0%	105	96	1,059
24.5	Avalon Park Blvd	Avalon Park Blvd One-Way Pairs	Alafaya Tr	1.68	4	E	4,848	21,692	1,093	SB	101	14,535	19,664	16,843	1.5%	1.0%	180	101	1,273
Golfway Blvd																			
166.6	Golfway Blvd	Alafaya Tr	Woodbury Rd	0.56	2	E	800	9,715	463	NB	12	2,346	3,157	2,711	1.5%	1.0%	76	12	539
Innovation Way																			
	Innovation Way	Avalon Park Blvd	Project Driveway	1.00	4	E	3,590	13,910	689	NB	68	10,814	22,494	16,070	3.6%	1.0%	273	68	962
5.3	Innovation Way	Project Driveway	Pope St	1.80	4	E	3,590	13,910	689	NB	68	10,814	22,494	16,070	3.6%	1.0%	273	68	962
5.4	Innovation Way	Pope St	Beachline Expy	2.24	4	E	2,000	12,135	612	SB	5	10,814	21,855	15,782	3.5%	1.0%	236	5	848
Lake Underhill																			
241.1	Lake Underhill Rd	Rouse Rd	Alafaya Tr	1.17	4	E	2,000	31,096	1,567	EB	65	17,721	18,152	17,915	0.1%	1.0%	172	65	1,739
Woodbury Blvd																			
467.1	Woodbury Rd	Golfway Blvd	Lake Underhill Rd	0.89	2	E	800	11,719	596	SB	27	13,407	13,226	13,326	-0.1%	1.0%	66	27	662

CFRPM Background Volume Forecast

Segment ID: 24.2
Road Name: Avalon Park Blvd
From: Waterford Chase Pkwy
To: Timber Springs Blvd

Segment	
1	
2010 Volume	
Distance	2.89880
Raw Volume	14,535
Weighted Raw Volume	14,535
2030 Background Volume	
Distance	2.89880
Raw Volume	14,426
Weighted Raw Volume	14,426

Segment ID: 24.3
Road Name: Avalon Park Blvd
From: Timber Springs Blvd
To: Timber Creek High/South Crown Hill Blvd

Segment	
1	
2010 Volume	
Distance	2.89880
Raw Volume	14,535
Weighted Raw Volume	14,535
2030 Background Volume	
Distance	2.89880
Raw Volume	14,426
Weighted Raw Volume	14,426

Segment ID: 24.4
Road Name: Avalon Park Blvd
From: Timber Creek High/South Crown Hill Blvd
To: Avalon Park Blvd One-Way Pairs

Segment	
1	
2010 Volume	
Distance	2.89880
Raw Volume	14,535
Weighted Raw Volume	14,535
2030 Background Volume	
Distance	2.89880
Raw Volume	14,426
Weighted Raw Volume	14,426

CFRPM Background Volume Forecast

Segment ID: 24.5
Road Name: Avalon Park Blvd
From: Avalon Park Blvd One-Way Pairs
To: Alafaya Tr

Segment	
1	
2010 Volume	
Distance	0.74020
Raw Volume	14,535
Weighted Raw Volume	14,535
2030 Background Volume	
Distance	0.74020
Raw Volume	19,664
Weighted Raw Volume	19,664

Segment ID: 5.3
Road Name: Innovation Way
From: Avalon Park Blvd
To: Pope St

Segment						
	1	2	3	4	5	6
2010 Volume						
Distance	3.65212					
Raw Volume	10,814					
Weighted Raw Volume	10,814					
2030 Background Volume						
Distance	0.37846	0.29500	0.25832	0.18990	0.18084	0.24508
Raw Volume	22,494	22,494	22,494	22,494	22,494	22,494
Weighted Raw Volume						22,494

Segment ID: 5.4
Road Name: Innovation Way
From: Pope St
To: Beachline Expy

Segment						
	1	2	3	4	5	6
2010 Volume						
Distance	0.91438					
Raw Volume	10,814					
Weighted Raw Volume	10,814					
2030 Background Volume						
Distance	0.32697	0.61815	0.19654	0.23459	0.18157	0.43486
Raw Volume	22,494	22,494	22,494	22,494	22,494	19,568
Weighted Raw Volume						21,855

CFRPM Background Volume Forecast

Segment ID: 5
Road Name: Alafaya Tr
From: Colonial Dr
To: Lake Underhill Rd

	Segment				
	1	2	3	4	5
2010 Volume					
Distance	0.38751	0.29918	0.42515	0.14060	0.17290
Raw Volume	57,798	53,531	47,981	49,019	50,392
Weighted Raw Volume					52,210
2030 Background Volume					
Distance	0.38751	0.29918	0.42515	0.14060	0.17290
Raw Volume	53,813	51,042	49,364	46,659	45,347
Weighted Raw Volume					50,172

Segment ID: 5.1
Road Name: Alafaya Tr
From: Lake Underhill Rd
To: Curry Ford Rd

	Segment						
	1	2	3	4	5	6	7
2010 Volume							
Distance	0.09770	0.07430	0.10620	0.24767	0.11666	0.09966	0.17343
Raw Volume	28,852	28,852	28,852	28,852	28,852	28,852	28,852
Weighted Raw Volume							28,852
2030 Background Volume							
Distance	0.09770	0.07430	0.10620	0.24767	0.11666	0.09966	0.17343
Raw Volume	42,017	42,017	42,017	30,128	30,128	30,128	30,128
Weighted Raw Volume							33,740

Segment ID: 5.2
Road Name: Alafaya Tr
From: Curry Ford Rd
To: Golfway Blvd

	Segment		
	1	2	3
2010 Volume			
Distance	0.41100	0.43010	0.52240
Raw Volume	23,596	21,229	17,568
Weighted Raw Volume			20,540
2030 Background Volume			
Distance	0.41100	0.43010	0.52240
Raw Volume	30,377	28,021	23,884
Weighted Raw Volume			27,146

CFRPM Background Volume Forecast

Segment ID: 5.24
Road Name: Alafaya Tr
From: Golfway Blvd
To: Avalon Park Blvd

	Segment			
	1	2	3	4
2010 Volume				
Distance	0.36960	1.60610	0.35676	0.33535
Raw Volume	18,815	9,737	17,770	17,770
Weighted Raw Volume				13,079
2030 Background Volume				
Distance	0.36960	1.60610	0.35676	0.33535
Raw Volume	27,041	15,150	24,987	24,987
Weighted Raw Volume				19,349

Segment ID: 5.26
Road Name: Alafaya Tr
From: Avalon Park Blvd
To: Curtis Station Energy Cntr

	Segment		
	1	2	3
2010 Volume			
Distance	0.24617	0.42270	0.64912
Raw Volume	9,634	9,634	2,165
Weighted Raw Volume			5,955
2030 Background Volume			
	10760	4979	
Distance	0.24617	0.42270	0.64912
Raw Volume	10,760	10,760	4,979
Weighted Raw Volume			7,913

Segment ID: 166.6
Road Name: Golfway Blvd
From: Alafaya Tr
To: Woodbury Rd

	Segment
	1
2010 Volume	
Distance	0.56775
Raw Volume	2,346
Weighted Raw Volume	2,346
2030 Background Volume	
Distance	0.56775
Raw Volume	3,157
Weighted Raw Volume	3,157

CFRPM Background Volume Forecast

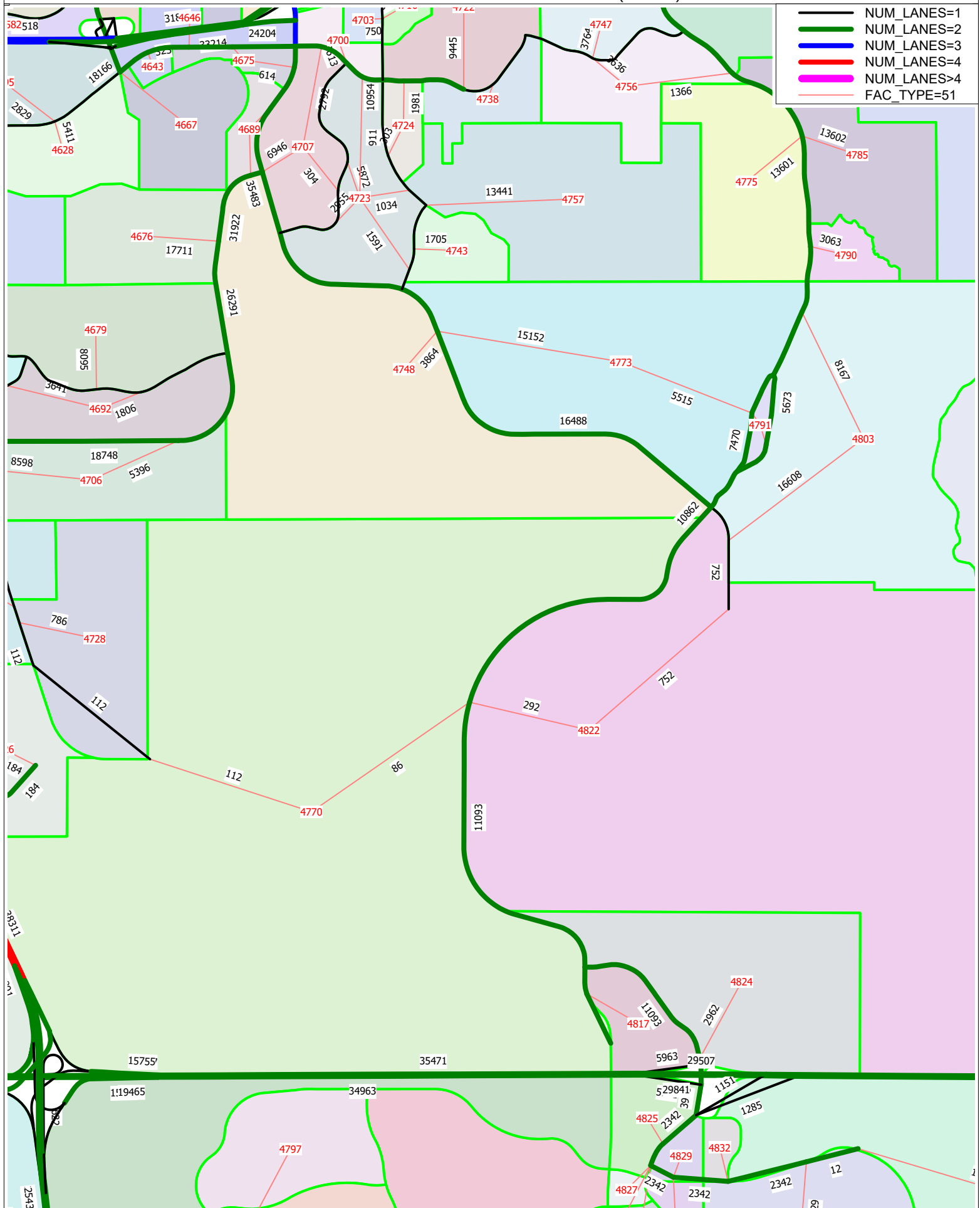
Segment ID: 467.1
Road Name: Woodbury Rd
From: Golfway Blvd
To: Lake Underhill Rd

	Segment		
	1	2	3
2010 Volume			
Distance	0.27090	0.32601	0.29564
Raw Volume	13,245	13,245	13,732
Weighted Raw Volume			13,407
2030 Background Volume			
Distance	0.27090	0.32601	0.29564
Raw Volume	13,474	13,474	12,726
Weighted Raw Volume			13,226

Segment ID: 241.1
Road Name: Lake Underhill Rd
From: Rouse Rd
To: Alafaya Tr

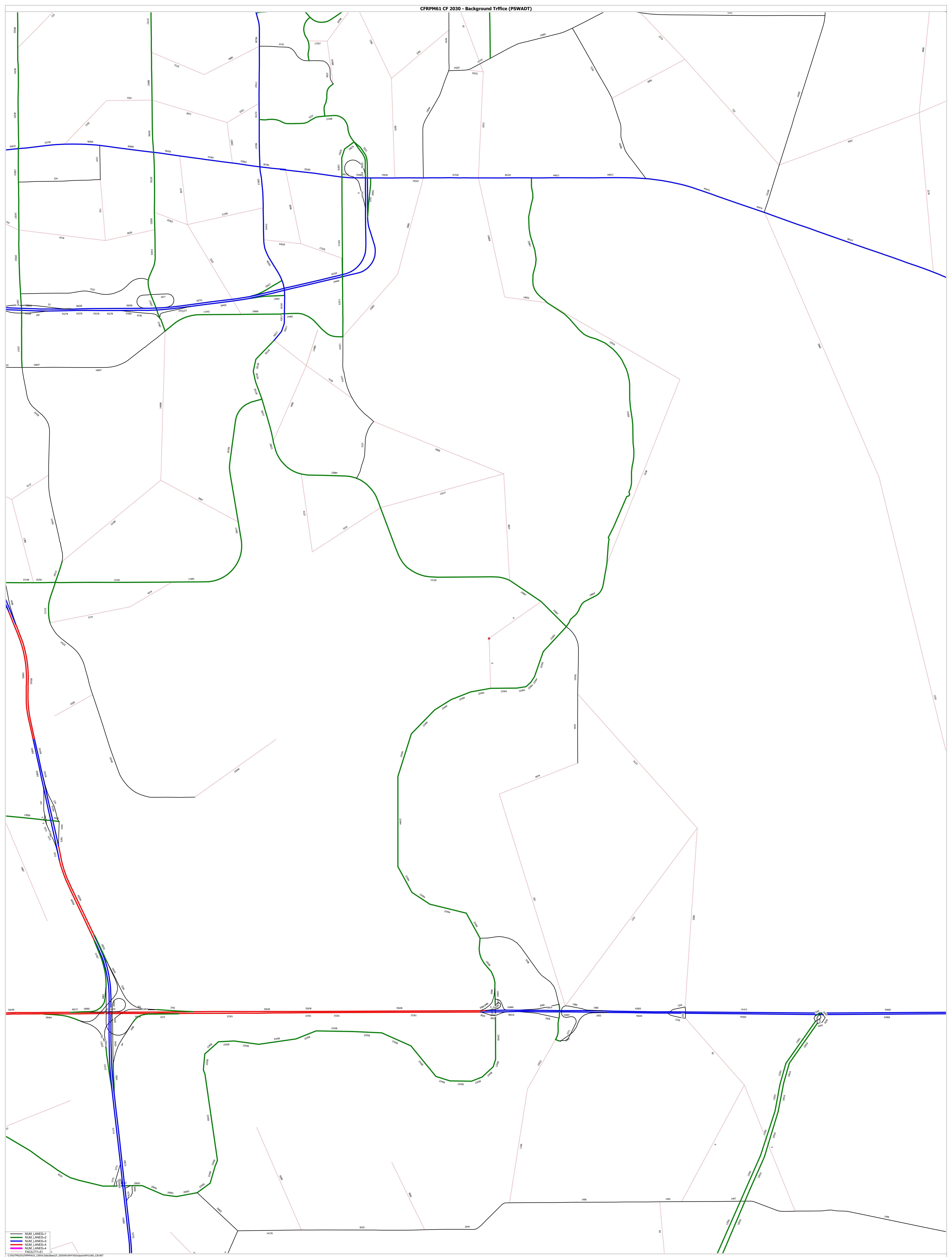
	Segment	
	1	2
2010 Volume		
Distance	0.75880	0.40520
Raw Volume	16,948	19,168
Weighted Raw Volume		17,721
2030 Background Volume		
Distance	0.75880	0.40520
Raw Volume	17,343	19,666
Weighted Raw Volume		18,152

CFRPM7 - Year 2015 Base Year Total Traffic Volumes (PSWADT)



C:\FSUTMS\D5\CFRPM7\HWYLOAD_AllDay_A15.NET

cube



APPENDIX F

Proportionate Share Estimate Computation

COST PER LANE-MILE 2020

PHASE	NO. OF PROJECTS	2020	2019	2018	2017	2016
RCA	9	\$83,031	\$ 79,409	\$ 71,724	\$ 68,909	\$ 71,000
Design	9	\$274,978	\$ 270,224	\$ 264,912	\$ 262,605	\$ 257,000
Mitigation	6	\$75,240	\$ 62,007	\$ 59,569	\$ 58,282	\$ 58,000
Right-of- Way Acquisition	8	\$1,313,057	\$ 1,217,494	\$ 1,121,418	\$ 1,115,105	\$ 830,000
Construction	10	\$1,806,040	\$ 1,751,118	\$ 1,525,455	\$ 1,459,354	\$ 1,360,000
Cost Per Lane-Mile		\$ 3,552,347	\$ 3,380,252	\$ 3,043,078	\$ 2,964,255	\$ 2,576,000

PHASE	2015	2014	2013	2012	2011
RCA	\$ 60,000	\$ 59,991	\$ 59,991	\$ 59,991	\$ 73,356
Design	\$ 255,000	\$ 232,600	\$ 214,878	\$ 225,792	\$ 222,803
Mitigation	\$ 58,000	\$ 56,051	\$ 75,804	\$ 72,010	\$ 90,801
Right-of- Way Acquisition	\$ 765,000	\$ 775,595	\$ 828,001	\$ 758,320	\$ 1,006,612
Construction	\$ 1,336,000	\$ 1,296,244	\$ 1,335,051	\$ 1,312,495	\$ 1,222,846
Cost Per Lane-Mile		\$ 2,474,000	\$ 2,420,480	\$ 2,513,725	\$ 2,428,608
					\$ 2,616,418

Cost Per Lane-Mile

Phase	No. of Projects	2015	2014	2013	2012	2011	2010	2008 & 2009
RCA	14	\$ 60,000	\$ 59,991	\$ 59,991	\$ 59,991	\$ 73,356	\$ 70,000	\$ 100,000
Design	9	\$ 255,000	\$ 232,600	\$ 214,878	\$ 225,792	\$ 222,803	\$ 256,000	\$ 700,000
Mitigation	14	\$ 58,000	\$ 56,051	\$ 75,804	\$ 72,010	\$ 90,801	\$ -	\$ -
Right-of- Way Acquisition	6	\$ 765,000	\$ 775,595	\$ 828,001	\$ 758,320	\$ 1,006,612	\$ 1,100,000	\$ 700,000
Construction	8	\$ 1,336,000	\$ 1,296,244	\$ 1,335,051	\$ 1,312,495	\$ 1,222,846	\$ 1,380,000	\$ 1,500,000
Cost Per Lane-Mile		\$2,477,000	\$ 2,420,480	\$ 2,513,725	\$ 2,428,608	\$ 2,616,418	\$ 2,806,000	\$ 3,000,000

\$ 2,474,000

Log of Project Contributions
Alafaya Trail from Lake Underhill Road to Curry Ford Road

Roadway Improvement Project Information

Planned Improvement Roadway(s)	Limits of Improvement (From - To)		Segment Length	Adopted LOS	Existing Generalized Capacity	Type of Improvement	Improved Generalized Capacity	Capacity Increase	Total Project Cost	Cost / Trip
Alafaya Trail	Lake Underhill Road	Curry Ford Road	0.87	E	2,000	Widen from 4 to 6 lanes	3,020	1,020	\$18,543,251	\$18,180

County Share of Improvement

Planned Improvement Roadway(s)	Limits of Improvement (From - To)		Segment Length	Adopted LOS	Existing Generalized Capacity	Backlogged Trips	Improved Generalized Capacity	Capacity Increase	County (Backlog) Responsibility
Alafaya Trail	Lake Underhill Road	Curry Ford Road	0.87	E	2,000	521	3,020	1,020	\$9,471,780

Developer Share of Improvement

Planned Improvement Roadway(s)	Limits of Improvement (From - To)		Segment Length	Adopted LOS	Existing Generalized Capacity	Improved Generalized Capacity	Capacity Increase	Backlogged Trips	Capacity Increase for New Development	Remaining Project Cost	Cost / Trip
Alafaya Trail	Lake Underhill Road	Curry Ford Road	0.87	E	2,000	3,020	1,020	521	499	\$9,071,471	\$18,179

Log of Project Contributions

Date	Project	Project Trips	Prop Share
Backlogged Totals:		0	\$0
The Reserve at Alafaya	Widening from 4 to 6 lanes	240	\$4,362,960
Totals:		240	\$4,362,960

Log of Project Contributions
Alafaya Trail from Golfway Boulevard to Avalon Park Boulevard

Roadway Improvement Project Information

Planned Improvement Roadway(s)	Limits of Improvement (From - To)		Segment Length	Adopted LOS	Existing Generalized Capacity	Type of Improvement	Improved Generalized Capacity	Capacity Increase	Total Project Cost	Cost / Trip
Alafaya Trail	Golfway Boulevard	Avalon Park Boulevard	2.66	E	2,000	Widen from 4 to 6 lanes	3,020	1,020	\$56,695,458	\$55,584

County Share of Improvement

Planned Improvement Roadway(s)	Limits of Improvement (From - To)		Segment Length	Adopted LOS	Existing Generalized Capacity	Backlogged Trips	Improved Generalized Capacity	Capacity Increase	County (Backlog) Responsibility
Alafaya Trail	Golfway Boulevard	Avalon Park Boulevard	2.66	E	2,000	0	3,020	1,020	\$0

Developer Share of Improvement

Planned Improvement Roadway(s)	Limits of Improvement (From - To)		Segment Length	Adopted LOS	Existing Generalized Capacity	Improved Generalized Capacity	Capacity Increase	Backlogged Trips	Capacity Increase for New Development	Remaining Project Cost	Cost / Trip
Alafaya Trail	Golfway Boulevard	Avalon Park Boulevard	2.66	E	2,000	3,020	1,020	0	1,020	\$56,695,458	\$55,584

Log of Project Contributions

Date	Project	Project Trips	Prop Share
Backlogged Totals:		0	\$0
The Reserve at Alafaya	Widening from 4 to 6 lanes	75	\$4,168,800
Totals:		75	\$4,168,800

Mitigation Adjustment Factors Computation

Year	Orange County		National Highway Construction Cost Index (NHCCI) ⁽²⁾		Combined Adjustment Factor ⁽⁵⁾
	Construction Cost/Mile	Adjustment Factor ⁽¹⁾	Index ⁽³⁾	Normalized using 2020 as Base ⁽⁴⁾	
2006			1.56	1.256	1.256
2007			1.54	1.273	1.273
2008	\$3,000,000	1.184	1.78		1.184
2009	\$3,000,000	1.184	1.44		1.184
2010	\$2,806,000	1.266	1.43		1.266
2011	\$2,616,418	1.358	1.54		1.358
2012	\$2,428,608	1.463	1.60		1.463
2013	\$2,513,725	1.413	1.64		1.413
2014	\$2,420,480	1.468	1.74		1.468
2015	\$2,474,000	1.436	1.71		1.436
2016	\$2,576,000	1.379	1.65		1.379
2017	\$2,964,255	1.198	1.66		1.198
2018	\$3,043,078	1.167	1.84		1.167
2019	\$3,380,252	1.051	1.95		1.051
2020	\$3,552,347	1.000	1.96	1.000	1.000

(1) Calculated 2020 Construction Cost/Mile divided by corresponding year Construction Cost/Mile

(2) Source: <https://www.fhwa.dot.gov/policy/otps/nhcci/>

(3) 2003 Q1 = 1.00

(4) Calculated as the Year 2020 Index (1.96) divided by the corresponding year Index

(5) 2006 - 2009 Time Period: Adjustment factor from NHCCI was used

2010 - 2020 Time Period: Adjustment factor from Orange County Construction Costs was used