



ORANGE COUNTY

PLANNING DIVISION

OUT OF CYCLE AMENDMENT

2020-1-C-1-1

Hannah Smith

2010 - 2030 COMPREHENSIVE PLAN

**BOARD OF COUNTY
COMMISSIONERS**


**DATE JUNE 23, 2020
ADOPTION PUBLIC HEARING**

PREPARED BY:
ORANGE COUNTY COMMUNITY, ENVIRONMENTAL
AND DEVELOPMENT SERVICES

PLANNING DIVISION
COMPREHENSIVE PLANNING SECTION





DATE: June 23, 2020
TO: Mayor Jerry L. Demings
-AND-
Board of 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: Adoption Public Hearing – 2020-1 Out-of-Cycle Small-Scale Development
Amendments and Concurrent Substantial Change Request

Please find the attached staff reports for the proposed 2020-1 Out-of-Cycle Small-Scale Development Amendments. The adoption public hearings for the 2020-1 Out-of-Cycle Small-Scale Development Amendments were conducted before the Planning and Zoning Commission (PZC)/Local Planning Agency (LPA) on May 21, 2020, and are scheduled before the Board of County Commissioners (BCC) on June 23.

The 2020-1 Out-of-Cycle Small-Scale Development Amendments scheduled for consideration on June 23 include one privately-initiated Future Land Use Map Amendment (2020-1-C-1-1) located in District 1 that features a concurrent substantial change request (CDR-19-10-358), and one staff-initiated text amendment.

If the BCC adopts the proposed amendments, the Small-Scale Development Amendments will become effective 31 days after the public hearing, 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 Greg Golgowski, AICP, Chief Planner, Comprehensive Planning Section, at (407) 836-5624 or Gregory.Golgowski@ocfl.net.

AAV/sgw

Enc: 2020-1 Out-of-Cycle Small-Scale Development Amendments – BCC Adoption Binder Amendments

c: Christopher R. Testerman, AICP, Assistant County Administrator
Joel Prinsell, Deputy County Attorney
Erin Hartigan, Assistant County Attorney
Whitney Evers, Assistant County Attorney

PLANNING DIVISION

Alberto A. Vargas, MArch, Planning Manager

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2020-1 OUT-OF-CYCLE SMALL-SCALE DEVELOPMENT

AMENDMENTS TO THE 2010-2030 COMPREHENSIVE PLAN BOARD OF COUNTY COMMISSIONERS ADOPTION BOOK

INTRODUCTION

This is the Board of County Commissioners (BCC) adoption public hearing book for the proposed Out-of-Cycle Small-Scale Development Amendments (2020-1) to the Future Land Use Map (FLUM) and Comprehensive Plan (CP). The adoption public hearings for these amendment were conducted before the Planning and Zoning Commission (PZC)/Local Planning Agency (LPA) on May 21, 2020, and are scheduled before the Board of County Commissioners (BCC) on June 23, 2020.

Two Small-Scale Development Amendments are slated for public hearings before the BCC on June 23.

The 2020-1 Out-of-Cycle Small-Scale Development Amendments scheduled for public hearing on June 23 include one privately-initiated Future Land Use Map Amendment located in District 1 that features a concurrent substantial change request, and one staff-initiated text amendment. If the BCC adopts the proposed amendments, the Small-Scale Development Amendments will become effective 31 days after the public hearing, 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 Greg Gologowski, AICP, Chief Planner, Comprehensive Planning Section, at (407) 836-5624 or Gregory.Gologowski@ocfl.net.

TABLE OF CONTENTS

INTRODUCTION.....Tab 1

OUT-OF-CYCLE SMALL-SCALE DEVELOPMENT AMENDMENT.....Tab 2

Privately-Initiated Small-Scale Development Future Land Use Map (FLUM) Amendment

Amendment		Page
1.	2020-1-C-1-1 Hannah Smith Property	Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU) to Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU)
	-and-	
	Substantial Change CDR-19-10-358	A Substantial Change Request to the Hannah Smith Property PD to amend the development program to allow for 314,000 square feet of office uses, 1,300 multi-family units, 165 hotel rooms, one (1) timeshare unit, and 349,000 square feet of commercial uses. Also requested is a waiver from Orange County Code Section 38-1393 to allow for a maximum height of 200 feet for non-residential development for Tract 4, in lieu of the proximity-based requirements.
		1

Staff-Initiated Small-Scale Development Amendment.....Tab 3

2.	2020-1-C-FLUE-1 FLU8.1.4 PD Density/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
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Ordinance.....Tab 4

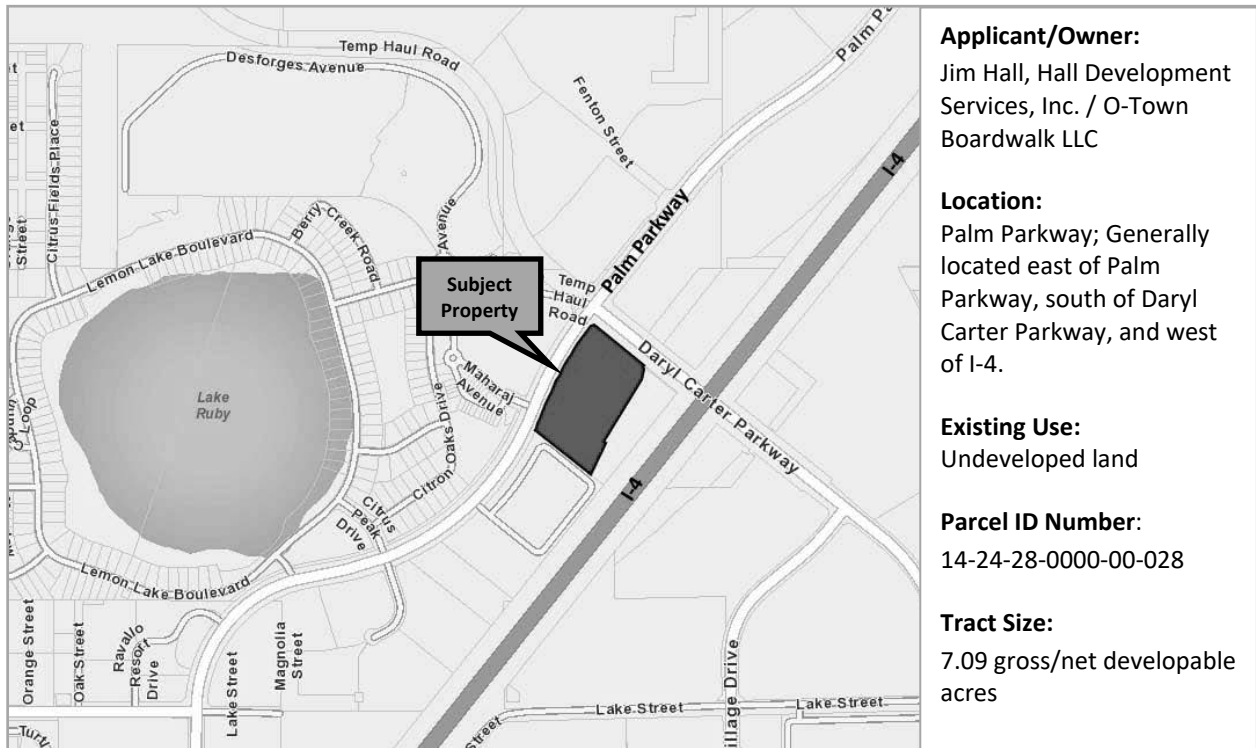
Community Meeting Summary.....Tab 5

Facilities Analysis.....Tab 6

2020-1 Out-of-Cycle Small-Scale Development Comprehensive Plan Amendments														
Privately-Initiated Future Land Use Map Amendment														
Amendment Number	Concurrent Rezoning or Substantial Change	Owner	Agent	Parcel 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	Rezoner	Staff Rec	LPA Rec
District 1														
<u>2020-1-C-1-1 (Hannah Smith Property)</u>	CDR-19-10-358	O-Town Boardwalk, LLC	Jim Hall, Hall Development Services, Inc.	FLUM Amendment: 14-24-28-0000-00-028 CDR: Multiple Parcels	Generally located on east of Palm Pkwy., south of Daryl Carter Pkwy., north of Palma Linda Wy., and west of I-4.	Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU)	Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU)	PD (Planned Development District) (Hannah Smith Property PD/LUP)	PD (Planned Development District) (Hannah Smith Property PD/LUP)	FLUM Amendment: 7.09 gross ac. CDR: 86.64 gross ac.	Alyssa Henriquez/Jennifer DuBois	Nate Wicke	Adopt	Adopt (9-0)
2020-1 Out-of-Cycle Small-Scale Development 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	Rezoner	Staff Rec	LPA Rec
2020-1-C-FLUE-1	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									Alyssa Henriquez/Jennifer DuBois	N/A	Adopt	Adopt (9-0)

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; INST-Institutional; CONS-Wetland/Conservation; PR/OS-Parks/Recreation/Open Space; OS-Open Space; R-Rural/Agricultural; RS-Rural Settlement; RS 1/5-Rural Settlement 1/5; RS 1/2-Rural Settlement 1/2; RS 1/1-Rural Settlement 1/1; GC-Growth Center; USA-Urban Service Area; WB-Water Body; ACMU-Activity Center Mixed Use; EDU-Educational; CP-Comprehensive Plan; FLUM-Future Land Use Map; FLUE-Future Land Use Element; GOPS-Goals, Objectives, and Policies; OBJ-Objective; TRAN-Transportation; LUP-Land Use Plan; RZ-Rezoning; A-1-Citrus Rural District; A-2-Farmland Rural District; R-T-Mobile Home Park District; R-CE-Country Estate District; R-1A-Single-Family Dwelling District; R-1-Single-Family Dwelling District; R-3-Multiple-Family Dwelling District; R-2-Residential District; R-T-2-Combination Mobile Home and Single-Family Dwelling District; P-O-Professional Office District; C-1-Retail Commercial District; C-2-General Commercial District; C-3-Wholesale Commercial District; I-1/I-5-Light Industrial District; PD-Planned Development District; RZ-Rezoning; LUP-Land Use Plan; CDR-Change Determination Review; SR-State Road; AC-Acres



Applicant/Owner:
 Jim Hall, Hall Development Services, Inc. / O-Town Boardwalk LLC

Location:
 Palm Parkway; Generally located east of Palm Parkway, south of Daryl Carter Parkway, and west of I-4.

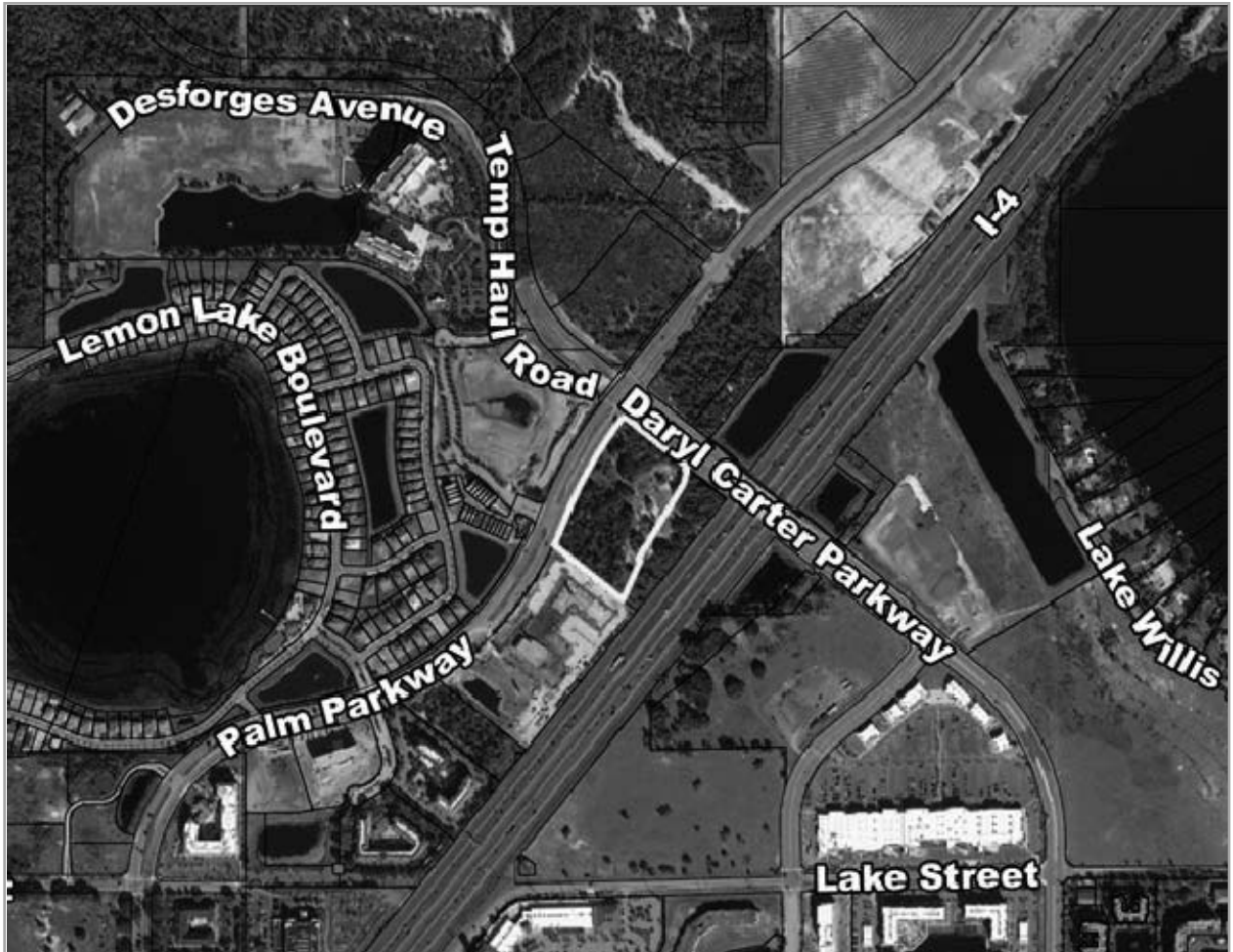
Existing Use:
 Undeveloped land

Parcel ID Number:
 14-24-28-0000-00-028

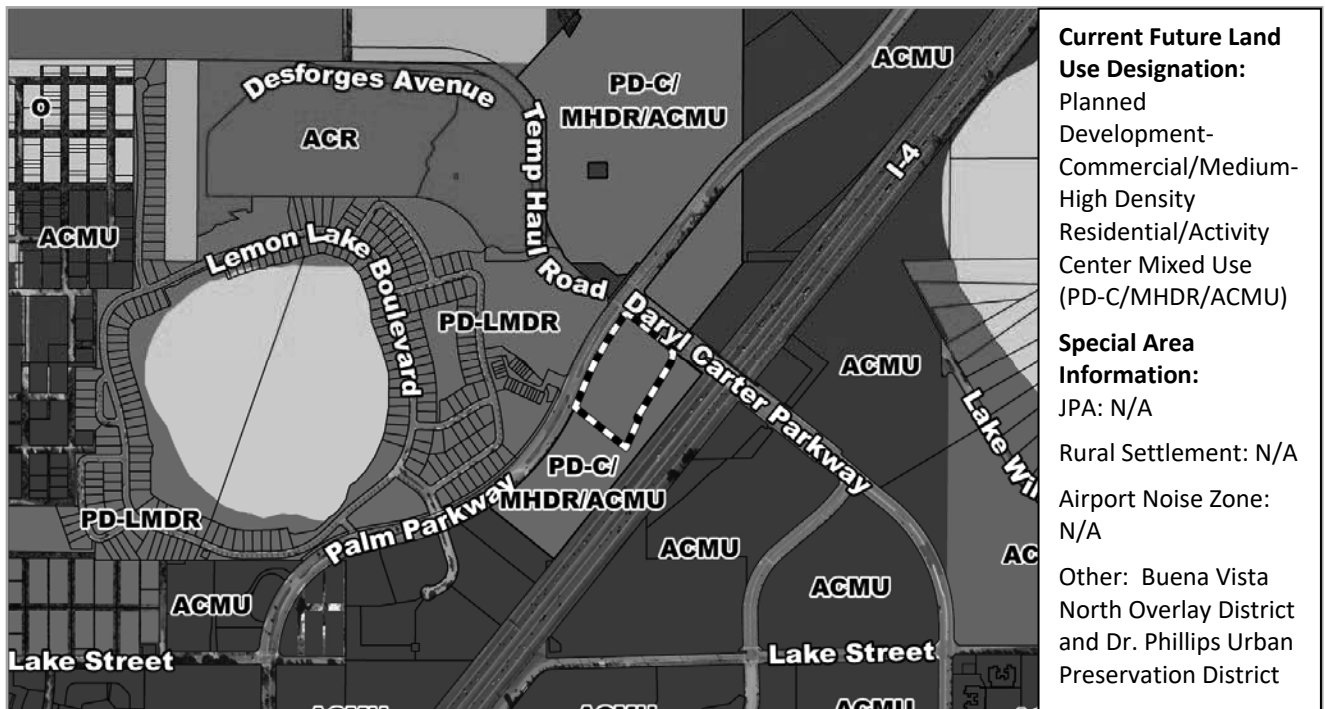
Tract Size:
 7.09 gross/net developable acres

The following meetings/hearings have been held:		Project Information	
Report/Public Hearing	Outcome		
✓	Informational Video Presentation notice was sent on May 4, 2020, and was available to the public until May 20, 2020.	<p>Future Land Use Map Amendment: Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU) to Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU)</p> <p>PD/LUP Substantial Change: PD LUP Substantial Change Request CDR-19-10-358 received a recommendation of approval by the DRC on May 13, 2020, subject to conditions.</p> <p>Proposed Development Program: Up to 165 hotel rooms, 314,000 square feet of office uses, and 50,000 square feet of commercial uses on Tract 4 of the Hannah Smith Property PD.</p> <p>Public Facilities and Services: Please see the Public Facilities Analysis Appendix for specific analysis of each public facility.</p> <p>Environmental: No jurisdictional wetlands were delineated onsite.</p> <p>Transportation: The Transportation Planning Division will provide comments prior to the June 23, 2020, BCC meeting.</p> <p>Utilities: Orange County Utilities (OCU) will provide potable water, wastewater, and reclaimed water service to the project.</p>	
✓	Staff Report		Recommend Adoption
✓	LPA Adoption		May 21, 2020
	BCC Adoption PD/LUP Substantial Change Hearing		June 23, 2020

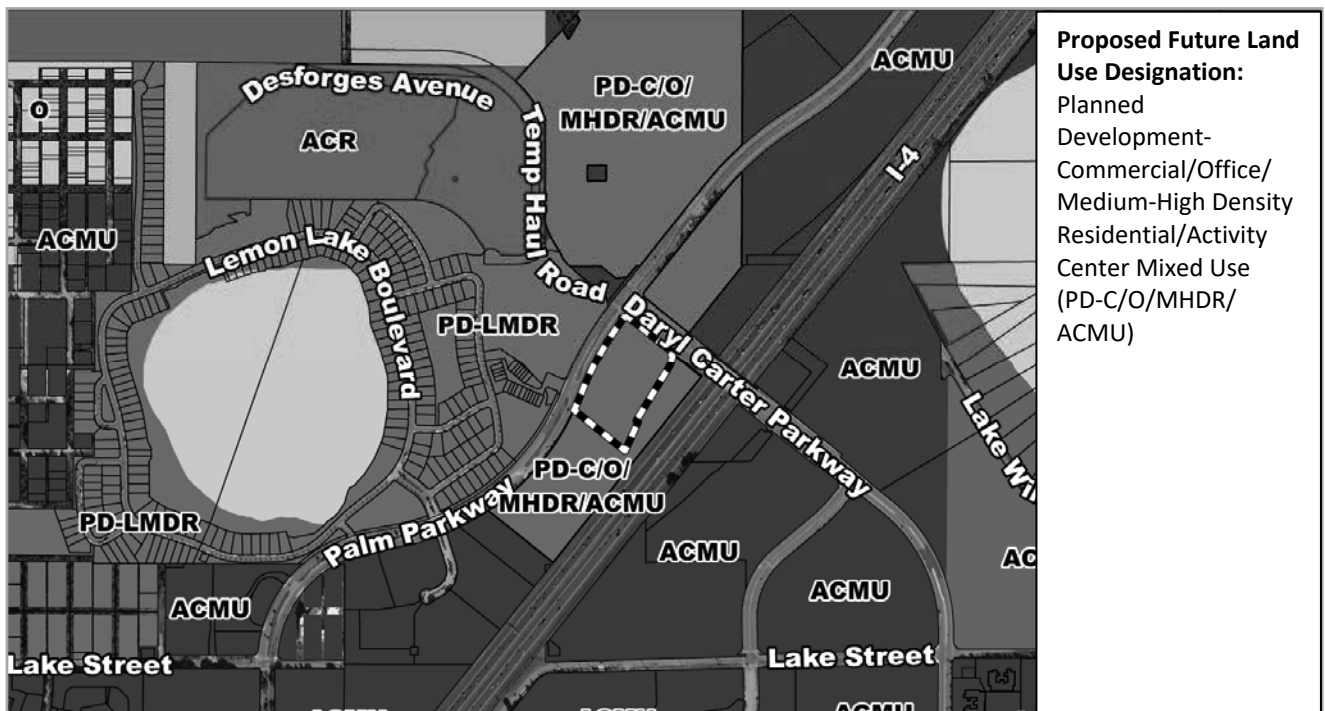
SITE AERIAL



FUTURE LAND USE- CURRENT



FUTURE LAND USE - PROPOSED



ZONING – CURRENT



Staff Recommendation

FUTURE LAND USE MAP AMENDMENT: Make a finding of **consistency** with the Comprehensive Plan (see Future Land Use Element Goals, Objectives and Policies FLU1, FLU1.1, FLU1.1.1, FLU1.2, FLU1.4.1, FLU1.4.2, FLU1.4.3, FLU1.4.4, FLU1.4.9, FLU2.2, FLU8.1.4, FLU8.2, FLU8.2.1, and FLU8.2.11), determine that the amendment is in compliance, and **ADOPT** Amendment 2020-1-C-1-1, Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU) to Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU).

CHANGE DETERMINATION REQUEST: CDR-19-10-358: (May 13, 2020 DRC Recommendation) Make a finding of consistency with the Comprehensive Plan and recommend **APPROVAL** of the Hannah Smith Planned Development/Land Use Plan (PD/LUP), dated "Received April 30, 2020", subject to the following conditions:

1. Development shall conform to the Hannah Smith Property Planned Development Land Use Plan (LUP) dated "Received April 30, 2020" 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, 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. 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 and the land use plan dated "Received April 30, 2020," 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 ("Board") at the public hearing where this development received final approval, 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. In the event any such promise or representation is not complied with or adhered to, or the project deviates from or otherwise conflicts with such promise or representation, the County may withhold (or postpone issuance of) development permits and / or postpone the recording of (or refuse to record) the

plat for the project. 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 and approved.

3. Pursuant to Section 125.022, Florida Statutes, issuance of this development permit by the County does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the County for issuance of the permit, or any other development order, if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. Pursuant to Section 125.022, the applicant shall obtain all other applicable state or federal permits before commencement of development.
4. Developer / Applicant has a continuing obligation and responsibility from the date of approval of this land use plan to promptly disclose to the County any changes in ownership, encumbrances, or other matters of record affecting the property that is subject to the plan, and to resolve any issues that may be identified by the County as a result of any such changes. Developer / Applicant acknowledges and understands that any such changes are solely the Developer's / Applicant's obligation and responsibility to disclose and resolve, and that the Developer's / Applicant's failure to disclose and resolve any such changes to the satisfaction of the County may result in the County not issuing (or delaying issuance of) development permits, not recording (or delaying recording of) a plat for the property, or both.
5. Property that is required to be dedicated or otherwise conveyed to Orange County (by plat or other means) shall be free and clear of all encumbrances, except as may be acceptable to County and consistent with the anticipated use. Owner / Developer shall provide, at no cost to County, any and all easements required for approval of a project or necessary for relocation of existing easements, including any existing facilities, and shall be responsible for the full costs of any such relocation prior to Orange County's acceptance of the conveyance. Any encumbrances that are discovered after approval of a PD Land Use Plan shall be the responsibility of Owner / Developer to release and relocate, at no cost to County, prior to County's acceptance of conveyance. As part of the review process for construction plan approval(s), any required off-site easements identified by County must be conveyed to County prior to any such approval, or at a later date as determined by County. Any failure to comply with this condition may result in the withholding of development permits and plat approval(s).
6. The project shall comply with the terms and conditions of The Palm Parkway to Apopka-Vineland Connector Road Agreement recorded at Official Records Book 8387, Page 3416, Public Records of Orange County, Florida, as may be amended and shall dedicate

the necessary right-of-way and easements prior to or concurrently with the approval for this project.

7. Hotel and Office entitlements shall only be allocated to Tract 4, consistent with FLU Policy 8.1.4.
8. Multi-Family entitlements shall be prohibited from being allocated to Tract 4, consistent with FLU 8.1.4.
9. A waiver from Orange County Code Section 38-1393 is granted to allow for a maximum height of 200 feet for non-residential development for Tract 4, in lieu of the proximity based requirements is granted.
10. Except as amended, modified, and / or superseded, the following BCC Conditions of Approval, Dated June 4, 2019 shall apply:
 - a. The following Education Condition of Approval shall apply:
 - 1) Developer shall comply with all provisions of the Capacity Enhancement Agreement (CEA #OC-18-009) entered into with the Orange County School Board as of November 11, 2018.
 - 2) Upon the County's receipt of written notice from Orange County Public Schools that the developer is in default or breach of the Capacity Enhancement Agreement, the County shall immediately cease issuing building permits for any residential units in excess of the 250 residential units allowed under the zoning existing prior to the approval of the PD zoning. The County may again begin issuing building permits upon Orange County Public Schools' written notice to the County that the developer is no longer in breach or default of the Capacity Enhancement Agreement. The developer and its successor(s) and/or assign(s) under the Capacity Enhancement Agreement, shall indemnify and hold the County harmless from any third party claims, suits, or actions arising as a result of the act of ceasing the County's issuance of residential building permits.
 - 3) Developer, and its successor(s) and/or assign(s) under the Capacity Enhancement Agreement, agrees that it shall not claim in any future litigation that the County's enforcement of any of these conditions are illegal, improper, unconstitutional, or a violation of developer's rights.
 - 4) Orange County shall be held harmless by the developer and its successor(s) and/or assign(s) under the Capacity Enhancement Agreement, in any dispute

between the developer and Orange County Public Schools over any interpretation or provision of the Capacity Enhancement Agreement.

- 5) Prior to or concurrently with the County's approval of the plat, documentation shall be provided from Orange County Public Schools that this project is in compliance with the Capacity Enhancement Agreement.
- b. Unless the property is otherwise vested or exempt, the applicant must apply for and obtain a capacity encumbrance letter prior to construction plan submittal and must apply for and obtain a capacity reservation certificate prior to approval of the plat. Nothing in this condition, and nothing in the decision to approve this plan, shall be construed as a guarantee that the applicant will be able to satisfy the requirements for obtaining a capacity encumbrance letter or capacity reservation certificate.
- c. Prior to mass grading, clearing, grubbing or construction, the applicant is hereby noticed that this site must comply with habitat protection regulations of the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish & Wildlife Conservation Commission (FWC).
- d. All acreages identified as 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.
- e. The following waivers are granted from Orange County Code:
 - 1) A waiver from Section 38-1393 to eliminate the BVN minimum setback/height limitations to allow a multi-family building with a maximum building height of one hundred fifteen (115) feet/nine (9) stories for Tract 1, in lieu of the proximity based requirements.
 - 2) A waiver from Section 38-1254 within Tracts 1, 2, 3 and 4 to allow zero foot setback for internal lot lines, in lieu of the required minimum setback of twenty-five (25) feet.
 - 3) A waiver from Section 38-1393 to allow a maximum height of 150 feet for non-residential development for Tract 4, in lieu of the proximity based requirements.
 - 4) A waiver from Section 38-1394.1(a)(2) to allow for multi-family and non-residential buildings to allow for tree planting requirements around the

- building base area per Sec. 24-4(d) for all Tracts, in lieu of the one (1) canopy tree for each one hundred (100) square feet of green space.
- 5) A waiver from Section 38-1272(a)5 to allow the maximum building height to be fifty (50) feet, in lieu of thirty-five (35) feet for any commercial building within Tract 1.
 - 6) A waiver from Section 38-1392.1 to allow a building setback of twenty-five (25) feet for Tracts 1, 2, 4 and 5, in lieu of thirty-five (35) feet minimum building setback requirement to lands with residential zoning, residential future land use or physical residential use.
 - 7) A waiver from Section 38-1392.2(2)c within Tracts 2, 3, and 4 to allow for a minimum landscape strip width of five (5) feet along one side of the pedestrian path, in lieu of ten (10) feet along one side of the pedestrian path.
 - 8) A waiver from Section 38-1392.2(3)c within Tracts 2, 3, and 4 to allow for a minimum landscape strip width of five (5) feet along one side of the pedestrian path, in lieu twelve (12) feet along one (1) side (or six (6)-foot on each side) of the connecting pathway.
 - 9) A waiver from Section 38-1391.1 to provide architectural design concepts with Development Plans, in lieu of providing a building architectural design concept or set of design guidelines as part of the planned development process.
 - 10) A waiver from Section 38-1396.1(2) for Tracts 1, 2, 3 and 4 to allow light fixtures other than the acorn-style fixtures.
 - 11) A waiver from Section 24-4(a)(2)a. within Tracts 1, 2, 3, and 4 to permit palms, in addition to shade trees, to meet the vehicular use area requirements, with no more that 25% of the shade tree requirement being met with palms, in lieu of limiting allowable trees to shade trees.
 - 12) A waiver from Section 38-1392.5(1) within Tracts 1, 2, 3 and 4 to allow for a minimum landscaped area of eight (8) percent of a parking lot, in lieu of ten (10) percent and a minimum landscape planter width of ten (10) feet from face of curb to face of curb, in lieu of thirteen (13) feet from face of curb to face of curb. Cumulative tree caliper inches will be provided per code requirements.

- 13) A waiver from Section 38-1392.5(2) within Tracts 1, 2, 3 and 4 to allow for a minimum of one (1) canopy tree (as defined by BVN code as 4" caliper or greater) for every 10 parking spaces, in lieu of 0.8 caliper inches of canopy trees for every parking space. It is also requested to permit specimen palms, in addition to canopy tree.
- 14) A waiver from Section 38-1272 (a)(1) within Tracts 2,3, and 4 to allow a maximum impervious coverage not to exceed eighty (80) percent of the net land area, in lieu of seventy (70) percent of the net land area.
- 15) A waiver from Section 38-1394(1)(b) within Tracts 1, 2, 3 and 4 to allow one shade tree every fifty (50) feet at minimum of four-inch (4") caliper with a minimum height of fourteen (14) feet and three (3) ornamental trees every one-hundred (100) feet, in lieu of one (1) shade tree every forty (40) feet at a minimum of four-inch caliper with a minimum height of fourteen (14) feet and 3 ornamental trees every one hundred feet for collector roads. It is also requested to permit specimen palms, in addition to canopy trees, to meet the requirement. Palms may comprise no more than 25% of the required shade trees.
- 16) A waiver from Section 38-1394(1)(c) within Tracts 1, 2, 3 and 4 to also permit specimen palms as canopy trees and palms as understory trees in reference to three (3) shade trees for every one hundred (100) feet, four-inch caliper, 14-foot height minimum; or five (5) under-story trees in tree-wells for every one hundred (100) feet. Palms may comprise no more than 25% of the required understory trees.
- 17) A waiver from Section 38-1394(2) within Tracts 1, 2, 3 and 4 to allow for specimen palms, in lieu of laurel oaks and in addition to live oaks as streetscape shade trees. Palms may comprise no more than 25% of the required understory trees.
- 18) A waiver from Section 38-1394.1(a) within Tracts 1, 2, 3 and 4 to allow for the green space around the base of each single-story building to be zero feet (0') if abutted by a sidewalk, in lieu of ten feet (10') around the base of each single story building within the commercial or vertical mixed use developments.
- 19) A waiver from Section 38-1394.1(b) within Tracts 1, 2, 3, and 4 to allow for a minimum ground sign planting area of one times the copy area of the ground sign, in lieu of three times the copy area of the ground sign.

- 20) A waiver from Section 38-1394.1(c) within Tracts 1, 2, 3 and 4 to allow for zero (0) feet of landscape buffer requirement between land uses internal to the PD.
 - 21) A waiver from Section 38-1286 within Tract 4 to have no minimum lot width, in lieu of one hundred fifty (150) feet.
 - 22) A waiver from Section 38-1287(1) to allow a minimum building setback from an Arterial to be twenty-five (25) feet for Tract 4, in lieu of sixty (60) feet.
- f. Construction plans within this PD shall be consistent with an approved and up-to-date Master Utility Plan (MUP). MUP updates shall be submitted to Orange County Utilities at least thirty (30) days prior to the corresponding construction plan submittal. The updated MUP must be approved prior to construction plan approval.
 - g. Transient and short term rental shall be prohibited within residential development. Length of stay shall be for a consecutive 180 days or greater.
 - h. A current Phase One Environmental Site Assessment (ESA) and current title opinion shall be submitted to the County for review as part of any Preliminary Subdivision Plan (PSP) and /or Development Plan (DP) submittal and must be approved prior to Preliminary Subdivision Plan (PSP) and /or Development Plan (DP) approval for any streets and/or tracts anticipated to be dedicated to the County and/or to the perpetual use of the public.
11. Except as amended, modified, and / or superseded, the following BCC Conditions of Approval, dated November 13, 2018 shall apply:
- a. Approval of this plan does not constitute approval of a permit for the construction of a boat dock, boardwalk, observation pier, fishing pier, community pier or other similar permanently fixed or floating structures. Any person desiring to construct any of these structures shall apply to the Orange County Environmental Protection Division, as specified in Orange County Code Chapter 15 Environmental Control, Article IX Dock Construction, prior to installation, for an Orange County Dock Construction Permit, as well as to any other Orange County Division(s) for any other applicable permits.
 - b. Big Sand Lake has an established Municipal Service Taxing Unit (MSTU) or Municipal Service Benefit Unit (MSBU) for the purpose of funding lake management services. To the extent this project is part of the taxing district or benefits from Big Sand Lake, this project shall be required to be a participant.

c. A waiver from Section 38-1394.1(a)(2) is granted for Parcel 14-24-28-0000-00-027 to allow for multi-family developments to have tree planting requirements around the building base area per Section 24-4(d)(2), in lieu of one (1) canopy tree for each one hundred (100) square feet of green space.

d. Construction plans within this PD shall be consistent with an approved and up-to-date Master Utility Plan (MUP). MUP updates shall be submitted to Orange County Utilities at least thirty (30) days prior to the corresponding construction plan submittal. The updated MUP must be approved prior to construction plan approval.

12. Except as amended, modified, and / or superseded, the following BCC Conditions of Approval, dated March 6, 2018 shall apply:

a. The following Education Condition of Approval shall apply:

1) Developer shall comply with all provisions of the Capacity Enhancement Agreement (CEA #OC-17-020) entered into with the Orange County School Board as of October 30, 2017.

2) Upon the County's receipt of written notice from Orange County Public Schools that the developer is in default or breach of the Capacity Enhancement Agreement, the County shall immediately cease issuing building permits for any residential units in excess of the zero (0) residential units allowed under the zoning existing prior to the approval of the PD zoning. The County may again begin issuing building permits upon Orange County Public Schools' written notice to the County that the developer is no longer in breach or default of the Capacity Enhancement Agreement. The developer and its successor(s) and/or assign(s) under the Capacity Enhancement Agreement, shall indemnify and hold the County harmless from any third party claims, suits, or actions arising as a result of the act of ceasing the County's issuance of residential building permits.

3) Developer, and its successor(s) and/or assign(s) under the Capacity Enhancement Agreement, agrees that it shall not claim in any future litigation that the County's enforcement of any of these conditions are illegal, improper, unconstitutional, or a violation of developer's rights.

4) Orange County shall be held harmless by the developer and its successor(s) and/or assign(s) under the Capacity Enhancement Agreement, in any dispute between the developer and Orange County Public Schools over any interpretation or provision of the Capacity Enhancement Agreement.

- 5) Prior to or concurrently with the County's approval of the plat, documentation shall be provided from Orange County Public Schools that this project is in compliance with the Capacity Enhancement Agreement.
- b. No activity will be permitted on the site that may disturb, influence, or otherwise interfere with: areas of soil or groundwater contamination, or any remediation activities, or within the hydrological zone of influence of any contaminated area, unless prior approval has been obtained through the Florida Department of Environmental Protection (FDEP) and such approval has been provided to the Environmental Protection Division of Orange County. An owner/operator who exacerbates any existing contamination or does not properly dispose of any excavated contaminated media may become liable for some portion of the contamination pursuant to the provisions in section 376.308, F.S.
 - c. No motorized watercraft shall be permitted onto Big Sand Lake from this development. (Condition from BCC 2/20/2001).
 - d. The developer shall obtain water, wastewater, and reclaimed water service from Orange County Utilities.
 - e. A Master Utility Plan (MUP) for the PD shall be submitted to Orange County Utilities at least thirty (30) days prior to submittal of the first set of construction plans. The MUP must be approved prior to Construction Plan approval.
 - f. Outside sales, storage, and display shall be prohibited.
 - g. Billboards and pole signs shall be prohibited. Ground and fascia signs shall comply with Orange County Code Chapter 31.5 Buena Vista North Standards.
 - h. Development shall comply with the Buena Vista North overlay standards unless waivers have been explicitly approved by the BCC.
 - i. Tree removal/earthwork shall not occur unless and until construction plans for the first Preliminary Subdivision Plan and/or Development Plan with a tree removal and mitigation plan have been approved by Orange County.
 - j. A waiver from Orange County Code Section 38-1393 is granted to allow for a maximum building height of 75 feet (6-stories) for multi-family buildings internal to the PD with a separation of 20 feet from single-family uses, in lieu of the proximity based requirements.

- k. A waiver from Orange County Code Section 38-1258(j) is granted to require a minimum building separation of 20 feet between all multi-family buildings internal to the PD with no increase in proportion to additional structural height; in lieu of a minimum separation of 30 feet for two-story buildings, 40 feet for three-story buildings, and proportionate separation increases for additional building heights.
- l. A waiver from Orange County Code Section 38-1287(1)(b) is granted to allow for a minimum 40-foot building setback for all buildings internal to the PD from an abutting arterial right-of-way, in lieu of a minimum 60-foot building setback from a abutting arterial right-of-way.
- m. A waiver from Orange County Code Section 38-1251(b) is granted to allow the maximum coverage of all buildings to not exceed 75% of the gross land area internal to the PD, in lieu of the maximum coverage of all buildings not exceeding 30% of the gross land area.
- n. Any Preliminary Subdivision Plan (PSP) or Development Plan (DP) for Tracts 1 and 2 may not be approved until all requirements of the Fenton Street Petition to Vacate application (PTV-15-12-026) are completed to the County's satisfaction.

Analysis

1. Background and Development Program

The applicant is requesting to change the Future Land Use Map (FLUM) designation of the 7.09-acre subject property (Parcel 14-24-28-0000-00-028) from Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU) to Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU). The parcel, presently undeveloped, is generally located east of Palm Parkway, south of Daryl Carter Parkway, and west of I-4.

The site is currently zoned PD (Planned Development District) and is a portion of the 86.64-acre Hannah Smith Property PD, originally approved by the Board of County Commissioners (BCC) on February 20, 2001. On June 4, 2019, the BCC approved a Future Land Use Map Amendment (Amendment 2018-2-A-1-6) and a concurrent Land Use Plan Amendment rezoning (LUPA-18-05-175) that incorporated two A-2 (Farmland Rural District)-zoned parcels totalling 0.29 acre into the PD and established an amended development program of up to 100 hotel rooms, 120 timeshare units, 1,300 multi-family residential units, and 415,142 square feet of commercial uses.

The present request is to amend the future land use designation of the Hannah Smith Property PD from PD-C/MHDR/ACMU to Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU). The applicant is seeking this FLUM designation to allow for the development of up to 314,000 square feet of office uses, 165 hotel rooms, and 50,000 square feet of commercial uses on the 7.09-acre subject portion of the Hannah Smith Property PD identified as Tract 4 on the PD Land Use Plan (LUP). In conjunction with the

requested FLUM Amendment, the applicant has submitted a Change Determination Review request (Case CDR-19-10-358) encompassing the overall PD and is proposing a revised development program of up to 314,000 square feet of office uses, 1,300 multi-family units, 165 hotel rooms, one (1) timeshare unit, and 349,000 square feet of commercial uses. Case CDR-19-10-358 is currently proceeding through the Orange County Development Review (DRC) review process and is expected to be heard concurrently with the proposed FLUM Amendment during the June 23, 2020, BCC adoption public hearing.

The undeveloped property located north of the subject site is also included in the Hannah Smith Property PD. This property, Tract 2 of the PD, is slated for future commercial development. The future I-4 interchange abuts the subject parcel to the east, while the 250-unit Veere Apartments community, located on Tract 5 of the PD, borders the property to the south. The adjacent land to the west is the site of a proposed AdventHealth Emergency Department.

The property is situated within the Lake Buena Vista North Overlay District and will be subject to the development standards set forth in Article VII, Division 9, Buena Vista North District Standards, of the Orange County Code. Of note, Section 38-1391.1(a) requires projects proposed in the Buena Vista North Overlay District, but outside of an Activity Center land use classification, to establish a set of design guidelines as part of the Planned Development process.

A Public Information Presentation, in lieu of a traditional community meeting, was made available to the public on May 4, 2020, and was available to the public until May 20, 2020.

2. Future Land Use Map Amendment Analysis

Consistency

The requested FLUM Amendment appears to be **consistent** with the applicable Goals, Objectives, and Policies of the Comprehensive Plan. Future Land Use Element **Goal FLU1, Objective FLU1.1, and Policy FLU1.1.1** describe Orange County's urban planning framework, including the requirement that urban land uses be concentrated within the Urban Service Area (USA). As required by **Policy FLU1.1**, the subject property lies within the USA, and the proposed FLUM designation of Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use will allow for the development of a mixed-use project that will create employment opportunities and contribute to the mix of retail, service, and hotel options in an area of the County deemed appropriate for urban uses, as set forth in **Policy FLU1.1.1**. Future Land Use Element **Objective FLU1.2** requires Orange County to use the Urban Service Area concept as an effective fiscal and land use technique for managing growth. Per **Objective FLU1.2**, the USA shall be used to identify the area in which Orange County has the primary responsibility for providing infrastructure and services to support urban development.

In addition, the proposed project is consistent with Future Land Use Element **Policy FLU1.4.1**, which states that Orange County shall promote a range of living environments and employment opportunities to achieve a stable and diversified community. If approved, the 314,000-square-foot office development will serve as a significant employment center and will be complemented by the planned 165-room hotel and 50,000 square feet of commercial uses.

The requested amendment is further consistent with Future Land Use Element **Objective 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. As stated above, the applicant is proposing a combination of office, hotel, and commercial uses on the site, located in an area characterized by tourist-oriented commercial activity and residential development with a variety of housing types. It is staff's belief that the project would complement both residential and non-residential development in the neighboring area and could reduce the travel distance to purchase goods and services and shorten the commute for nearby residents employed on the premises. To ensure that the existing residential neighborhoods are not adversely impacted by the commercial uses, Future Land Use Element **Policy FLU1.4.4** states that the disruption of residential areas by poorly located and designed commercial activities shall be avoided. As depicted on the aerial photograph, the subject property is located at the intersection of two major roads: Palm Parkway and Daryl Carter Parkway. The prospective developer intends to concentrate the proposed office, hotel, and commercial uses near this intersection, away from the neighboring Veere Apartments to the south and the Overlook at Ruby Lake townhome community to the west. Staff notes that the current Hannah Smith Property PD Land Use Plan designates Tract 4 a commercial parcel. The applicant is now requesting to permit office and hotel uses on this tract to allow the proposed mixed-use project to move forward.

Staff notes that if approved, the project will use infrastructure that either is already in place or planned for installation. Per Orange County Utilities (OCU), potable water, sewer, and reclaimed water service will be provided by OCU, with no facility improvements necessary to maintain level of service standards. Moreover, the project would use the existing transportation network, which serves transit riders and pedestrians, as well as automobile drivers. The subject property is situated at the signalized intersection of Daryl Carter Parkway and Palm Parkway, which features crosswalks with pedestrian signals. A LYNX bus stop is located along the west property boundary on Palm Parkway, approximately 550 feet south of the intersection. In addition, the prospective developer intends to connect to the existing network of sidewalks along Palm Parkway and Daryl Carter Parkway to help ensure the safety of pedestrians. Furthermore, the Daryl Carter Parkway Extension, located northwest of the property, will feature both sidewalks and bicycle lanes upon completion to further provide for safe alternative transportation.

Lastly, Future Land Use Element **Policy FLU1.4.3** states that the location of commercial development shall be concentrated at major intersections within the Urban Service Area. The proposed amendment is requesting 50,000 square feet of commercial uses, which will be situated at the intersection of Palm Parkway and Daryl Carter Parkway. Similarly, Future Land Use Element **Policy FLU1.4.9** follows by stating that the full retail/general commercialization of an intersection shall be avoided unless sufficient justification of need is provided. This policy additionally states that office, hotel, and multi-family uses can be used to avoid the full commercialization of an intersection. Along with the proposed 50,000 square feet of commercial development, the request is to add entitlements for 314,000 square feet of office uses and 165 hotel rooms, thereby rendering the project consistent with the intent of **Policy FLU1.4.9**.

Staff-Initiated Text Amendment

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 this requested amendment is proposed for incorporation into Policy

FLU8.1.4 via a corresponding staff-initiated text amendment, Amendment 2020-1-C-FLUE-1. If adopted, the maximum development program for Amendment 2020-1-C-1-1 will replace the currently-approved Hannah Smith Property development program of up to 1,300 residential dwelling units and 415,142 square feet of commercial uses.

Amendment Number	Adopted FLUM Designation	Maximum Density/Intensity	Ordinance Number
* * *	* * *	* * *	* * *
2018-2-A-1-6 Hannah Smith	Planned Development- Commercial/Medium High Density Residential (PD-C/MHDR)	Residential—1,300 dwelling units Commercial—415,142 square feet	2019-07
* * *	* * *	* * *	* * *
<u>2020-1-C-1-1 Hannah Smith Property</u>	<u>Planned Development- Commercial/Office/Medium- High Density Residential/ Activity Center Mixed Use (PD-C/O/MHDR/ACMU)</u>	<u>Multi-Family: Up to 1,300 dwelling units</u> <u>Commercial: Up to 349,000 square feet</u> <u>Office: Up to 314,000 square feet</u> <u>Hotel: Up to 165 rooms</u> <u>Timeshare: 1 unit</u> <u>Development of Tract 4 shall be limited to 165 hotel rooms, 314,000 square feet of office uses, and 50,000 square feet of commercial uses.</u>	<u>2020-</u>

Compatibility

The requested 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 and planned tourist-oriented development, as well as single-family and multi-family residential communities. It is staff’s belief that the proposed project is compatible with this mixed-use development trend.

Future Land Use Element **Policy FLU8.2.11** states that compatibility may not necessarily be determined to be a land use that is identical to those uses that surround it. Although the proposed mix of office, hotel, and commercial uses is not identical to existing neighboring development, it is

staff's belief that it will complement the commercial uses and residential communities in the surrounding area, including the adjacent multi-family complex to the south. The requested PD-C/O/MHDR/ACMU FLUM designation is consistent with Future Land Use Element **Policy FLU1.4.2**, which mandates that Orange County shall ensure that land use changes are compatible with and serve existing neighborhoods. The proposed 50,000 square feet of commercial uses will serve both the local and tourist populations and, combined with the intended 314,000 square feet of office development and 165-room hotel, will generate employment opportunities for residents of the neighboring area.

Staff believes the proposed mixed-use project would contribute to the County's larger goals of promoting infill and compact urban form within the Urban Service Area, creating additional employment opportunities, efficiently using existing infrastructure, reducing trip lengths, and encouraging accessibility via multiple modes of transportation. Staff, therefore, recommends adoption of this requested amendment.

Division Comments: Environmental, Public Facilities and Services

Environmental Protection Division

The subject property was included in Orange County Conservation Area Determination CAD-01-002, completed for Ruby Lake PD/Marbella. No jurisdictional wetlands were delineated onsite.

Development of the subject property shall comply with all state and federal regulations regarding wildlife and plants listed as imperiled (endangered, threatened, or species of special concern). The applicant is responsible for determining the presence of listed species and obtaining any required habitat permits from the U.S. Fish and Wildlife Service (USFWS) and/or the Florida Fish & Wildlife Conservation Commission (FWC).

All development is required to treat stormwater runoff for pollution abatement purposes. Discharge that flows directly into wetlands or surface waters without pretreatment is prohibited. Reference Orange County Code Sections 30-277 and 30-278.

Transportation Planning Division

The applicant is requesting to change ~7.09 acres from Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU) to Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU) and request approval to develop Up to 1,300 MFDU, Commercial 349,000 SF, Office 314,000, Hotel 165 rooms and 1 unit timeshare. Analysis of the project trips from the currently approved under future land use versus the proposed use indicates that the proposed use will result in an increase in the number of pm peak trips and therefore impact the area roadways. However, based on the Concurrency Management System Database, not all 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 or multimodal corridor.
- The allowable development based on the approved future land use will generate 1362 pm peak hour trips.
- The proposed use will generate 1391 pm peak hour trips resulting in a net increase of 29 pm peak hour trips.

- The subject property is located at the intersection of Palm Parkway, a 4-lane minor arterial road, and Daryl Carter Parkway, a 4-lane Urban Class I road. Based on the Concurrency Management System (CMS) database dated 05-01-20, both roads are currently operating at Level of Service C and capacity is available to be encumbered. One other roadway segment within the project impact area does not operate at an acceptable level of service. This information is dated and is subject to change.

- Based on the concurrency management system database dated 05-01-2020, the following roadway segment is operating below the adopted level of service standard within the project impact area:

1. Turkey Lake Rd from Sand Lake Commons to Sand Lake Rd

This information is dated and subject to change.

- Projected 2025 traffic volumes for the study roadway network were determined via the maximum of three (3) different methods; existing traffic plus Committed trips or a minimum 2% annual growth or the 2025 model generated background AADT volume converted to peak hour peak direction via existing K and D factors. The highest of the three values were used for the 2025 background P.M. peak hour peak direction. Projected 2040 traffic volumes for the study roadway network were then developed via a 2% annual growth rate applied to the 2025 Background traffic volumes or the 2040 model generated background AADT converted to peak hour peak direction via existing K and D factors. Again, the higher of the two methods became the 2040 Background P.M. peak hour peak direction traffic volume.

- Analysis of short term (2025) conditions w/o the DCP extension or Interchange indicate that six (6) segments are significant (trips exceed 3% of capacity) and operating below standards. The roadways include Central Florida Pkwy, Palm Pkwy, Turkey Lake Rd, and Winter Garden-Vineland Rd.

- Analysis of short term (2025) conditions with the DCP extension and Interchange indicate that five (5) segments are significant and operating below standards. The roadways include Apopka-Vineland Rd, Central Florida Pkwy, and Winter Garden-Vineland Rd.

- Analysis of long term (2040) conditions w/o the DCP extension or Interchange indicate that seven (7) segments are significant and operating below standards. The roadways include Central Florida Pkwy, Palm Pkwy, Turkey Lake Rd, and Winter Garden-Vineland Rd.

- Analysis of long term (2040) conditions with the DCP extension and Interchange indicate that ten (10) segments are significant and operating below standards. The roadways include Apopka-Vineland Rd, Central Florida Pkwy, Daryl Carter Pkwy, Palm Pkwy, and Winter Garden-Vineland Rd.

- 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 Policy Plan.

Utilities

The subject property is located in Orange County Utilities' (OCU's) potable water, wastewater, and reclaimed water service areas, and OCU presently has sufficient plant capacity to serve the project. Per OCU, there is a 24-inch potable water main, a 20-inch force main, and a 12-inch reclaimed water main within the Palm Parkway right-of-way. In addition, a 24-inch reclaimed water main is in place within the Daryl Carter Parkway right-of-way.

Schools

Orange County Pubic Schools (OCPS) did not comment on this case as it does not involve an increase in residential units or density.

Parks and Recreation

Orange County Parks and Recreation did not comment on this case, as it does not involve an increase in residential units or density.

Code Enforcement

No code enforcement, special magistrate, or lot cleaning issues on the subject property have been identified.

Specific Project Expenditure Report and Relationship Disclosure Forms

The original Specific Project Expenditure Report and Relationship Disclosure Form are currently on file with the Planning Division.

State of Florida Notice

Pursuant to Section 125.022, Florida Statutes, issuance of this development permit by the County does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the County for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. Pursuant to Section 125.022, the applicant shall obtain all other applicable state or federal permits before commencement of development.

3. Zoning Analysis

IMPACT ANALYSIS

Overview

Hannah Smith PD contains 86.84 gross acres and was originally approved on February 20, 2001. It currently includes development entitlements for 100 hotel rooms, 120 timeshare units, 415,140 square feet of tourist commercial uses, and 1,300 multi-family dwelling units.

Through this PD substantial change, the applicant is seeking to add the use of office to the permitted uses and to updated the development program to include 314,000 square feet of office, 165 hotel rooms, 1 timeshare unit, 349,000 square feet of tourist commercial uses, and 1,300 multi-family dwelling units through trip conversions and by utilizing vested trips.

Land Use Compatibility

The proposed development program is compatible with existing development in the area, and would not adversely impact any adjacent properties.

Site Analysis

	Yes	No	Information
Rural Settlement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Joint Planning Area (JPA)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Overlay District Ordinance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The subject property is located within the Buena Vista North Overlay District.
Airport Noise Zone	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Code Enforcement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

SITE DATA

APPLICABLE PD DEVELOPMENT STANDARDS

Residential

- PD Perimeter Setback: 25 feet
- Maximum Building Height: 115 feet / 9-stories
- Minimum Living Area: 500 Square Feet (under HVAC)
- Minimum Building Separation: 40 feet

Minimum Building Setbacks

- Front Setback: 20 feet
- Rear Setback: 20 feet
- Side Setback: 20 feet
- Corner/Side Street: 15 feet
- Normal High Water Elevation: 50 feet

Non-Residential

- PD Perimeter Setback: 25 feet
- Maximum Building Height: 50 feet (2-stories) / 150 feet – Tract 4
- Maximum Building Coverage: 70%
- Maximum Impervious Surface: 80%
- Minimum Building Setbacks
- Normal High Water Elevation: 50 feet

Roadway Setbacks

From Palm Parkway:	20 feet
From Interstate 4:	75 feet
From Daryl Carter Parkway:	25 feet

SPECIAL INFORMATION

Environmental

Environmental Protection Division (EPD) staff reviewed the proposed request, but did not identify any issues or concerns.

Transportation / Concurrency

The Palm Parkway to Apopka-Vineland Connector Road Agreement was approved by the BCC on December 06, 2005 and recorded at OR Book 8387 Page 3416. The agreement is between three Developers, BVC Partners I, LLC, Kerina, Inc. and Sand Lake Investments, LTD and Orange County for the realignment of Fenton Street from Apopka-Vineland Road to Palm Parkway. The Developers will provide Right-of-Way for the road project and pay for the Design, Engineering, Permitting and Mitigation costs. Orange County will be responsible for constructing the four-lane roadway within its 10-year Capital Improvement Program. Developers have the option to construct if County does not. If Developers construct they will receive Road Impact Fee Credits. Developers will receive Vested Rights for Fenton Street from Apopka-Vineland Road to Palm Parkway including the intersections. The typical section for the four-lane roadway consists of 100 feet of Right-of-Way with a 15-foot Transit/Pedestrian Utility Easement and a 20-foot Pedestrian/Landscape Easement on either side of the roadway. The design speed is 40 m.p.h. Currently, the Project Manager has been selected and the design is 100% complete and certain Right-of-Way has been placed in escrow per the terms of the agreement. The Supplemental Agreement to the Palm Parkway to Apopka-Vineland Connector Road Agreement ("First Supplemental") by and among Kerina, Inc.; and Sand Lake Investments, Ltd.(collectively "Owners") and Orange County was approved by the Board of County Commissioners on December 6, 2005 and recorded at OR Book/Page 8387/3525. The First Supplemental provides for a modification of the terms for the parties to the Connector Road Agreement to provide the Mortgagees thirty (30) days opportunity to cure any BVC default after receiving the above Notice. The curing of any BVC default shall be at the option of the Mortgagees.

The Second Supplemental to the Palm Parkway to Apopka-Vineland Connector Road Agreement ("Second Supplemental") by and among Daryl M. Carter, not individually but as Trustee under a Florida land trust known and designated as "Carter-Orange 105 Sand Lake Trust"; and Kerina Village, LLC (collectively "Owners") and Orange County was approved by the Board of County Commissioners on June 21, 2011 and recorded at OR Book/Page 10232/3595. The Second Supplemental provides for a modification of the terms in that County waives the

requirements of Section 9.1 and agrees to grant the vacations requested once Carter and Kerina have delivered easements as shown on Exhibit 14. County waives the requirements of Section 18.1 and in return Hannah L. Smith (Joinder to this agreement only) shall convey to Carter her interest in a thirty (30) foot wide strip described on Amended Exhibit 10 attached (the Fenton Street Missing Link) by quit-claim deed within 10 days of the Effective date of the Second Supplemental.

The Third Supplemental to the Palm Parkway to Apopka-Vineland Connector Road Agreement ("Third Supplemental") by and among Daryl M. Carter, not individually but as Trustee under a Florida land trust known and designated as "Carter-Orange 105 Sand Lake Trust"; Kerina, Inc.; Kerina Village, LLC; Kerina Wildwood, LLC; Pulte Home Corporation (collectively "Owners") and Orange County provides for a modification of the terms of the landscaping, irrigation and street lighting requirements as provided for in the Palm Parkway to Apopka-Vineland Connector Road Agreement as approved by the Board of County Commissioners on December 05, 2005 and recorded at OR Book/Page 8387/3416. The Third Supplemental designates the Connector Road as a collector road rather than a thoroughfare, a distinction important for the Buena Vista North District Standards. The first Owner to develop will install the landscaping and irrigation in the median and street lighting for the entire length of the Connector Road. The agreement also modifies an existing provision for the funding of ongoing maintenance and replacement from the other owners via a possible MSBU, versus an MSTU as originally provided. Installation and maintenance of landscaping along the frontage of the Connector Road will continue to be individually as each owner develops.

The Fourth Supplemental to the Palm Parkway to Apopka-Vineland Connector Road Agreement ("Fourth Supplemental") by and among Daryl M. Carter, not individually but as Trustee under a Florida land trust known and designated as "Carter-Orange 105 Sand Lake Trust"; Kerina, Inc.; Kerina Village, LLC; Kerina Wildwood, LLC; Pulte Home Corporation (collectively "Owners") and Orange County provides for a modification of the terms of the Apopka-Vineland Connector Road Agreement as approved by the Board of County Commissioners on December 5, 2005 and recorded at OR Book/Page 8387/3416. A Third Supplemental which provides for a modification of the terms of the landscaping requirements is being considered with this Fourth Supplemental. The Fourth Supplemental provides for the alternative construction of the southeastern segment from Palm Parkway to Station 525 as shown on the construction plans by a Segmenting Owner and outlines the bid process and revises the definition of several Defined Terms in the agreement to change the segmentation of the road for purposes of the agreement, once this portion of the road has been constructed.

The Fifth Supplemental Agreement to the Palm Parkway to Apopka-Vineland Connector Road approved October 3, 2017 and Recorded at 20170546981 by and among Daryl M. Carter, as "Carter-Orange 105 Sand Lake Trust"; Kerina, Inc.; Kerina Village, LLC; Kerina Wildwood, LLC; Pulte Home Company; and the School Board of Orange County and Orange County provides for

a modification of the terms of the appraisal requirements as provided for in the Palm Parkway to Apopka-Vineland Connector Road Agreement as approved by the Board of County Commissioners on December 5, 2005 and recorded at OR Book/Page 8387/3416. The Fifth Supplemental provides for a waiver of the appraisal requirement and includes agreed upon amounts negotiated among the Owners and Orange County for the purpose of this agreement only. The Notices provisions have been updated also.

Water / Wastewater / Reclaim

Existing service or provider

Water: Orange County Utilities

Wastewater: Orange County Utilities

Reclaimed: Orange County Utilities

Schools

Orange County Public Schools (OCPS) reviewed the request and determined that it will not impact public school capacity.

4. Policy References

GOAL FLU1 - URBAN FRAMEWORK. Orange County shall implement an urban planning framework that provides for long-term, cost-effective provision of public services and facilities and the desired future development pattern for Orange County. (Goal One-r)

OBJ FLU1.1 - Orange County shall use urban densities and intensities and Smart Growth tools and strategies to direct development to the Urban Service Area and to facilitate such development (See FLU1.1.2.B and FLU1.1.4). The Urban Service Area shall be the area for which Orange County is responsible for providing infrastructure and services to support urban development. (Added 12/00, Ord. 00-25-r, Obj. 1.1)

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. (Added 12/00, Ord. 00-24, Policy 1.1.1-r)

OBJ FLU1.2 - URBAN SERVICE AREA (USA) CONCEPT; USA SIZE AND MONITORING. Orange County shall use the Urban Service Area concept as an effective fiscal and land use technique for managing growth. The Urban Service Area shall be used to identify the area where Orange County has the primary responsibility for providing infrastructure and services to support urban development. (Added 12/00, Ord. 00-25, Obj. 1.1-r; Amended 5/13, Ord. 2013-11)

FLU1.4.1 - Orange County shall promote a range of living environments and employment opportunities in order to achieve a stable and diversified population and community.

FLU1.4.2 - Orange County shall ensure that land use changes are compatible with and serve existing neighborhoods.

FLU1.4.3 - The location of commercial development shall be concentrated at major intersections and within Activity Centers and Neighborhood Activity Nodes within the Urban Service Area. (Added 12/00, Ord. 00-25, Policy 3.2.1-r)

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. (Added 12/00, Ord. 00-25, Policy 3.2.12-r).

FLU1.4.9 - The full retail/general commercialization of an intersection shall be avoided unless sufficient justification of need is provided. Office, hotel, and multi-family uses can be used to avoid the full commercialization of an intersection. (Policy 3.2.13)

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. 3.8-r)

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

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 polices shall guide regulatory decisions that involve differing land uses.

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. (Policy 3.2.25)

FLU8.2.11 - Compatibility may not necessarily be determined to be a land use that is identical to those uses that surround it. Other factors may be considered, such as the design attributes of the project, its urban form, the physical integration of a project and its function in the broader community, as well its contribution toward the Goals and Objectives in the CP. The CP shall specifically allow for such a balance of considerations to occur.

Site Visit Photos

Subject Site – Undeveloped Land



North – Undeveloped Land



South – Multi-Family Complex



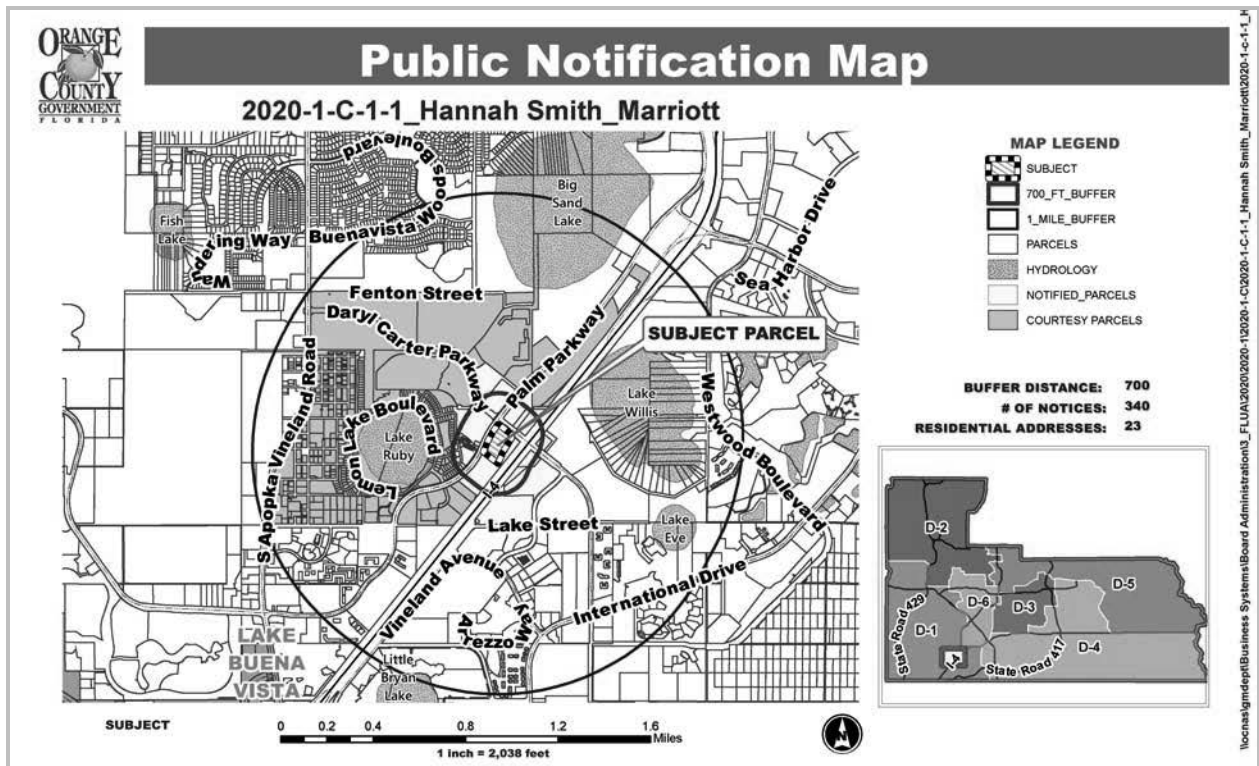
West – Undeveloped Land (Proposed Emergency Department)



East – Undeveloped Land (Proposed I-4 interchange)



PUBLIC NOTIFICATION MAP



Notification Area

700+-foot buffer, plus all community and neighborhood organizations within a one-mile radius

340 notices sent

ORDINANCE NO. 2020-_____

AN ORDINANCE PERTAINING TO COMPREHENSIVE PLANNING IN ORANGE COUNTY, FLORIDA; AMENDING THE ORANGE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE “2010-2030 COMPREHENSIVE PLAN,” AS AMENDED, BY ADOPTING SMALL SCALE DEVELOPMENT AMENDMENTS PURSUANT TO SECTION 163.3187, FLORIDA STATUTES; AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. Legislative Findings, Purpose, and Intent.

a. Part II of Chapter 163, Florida Statutes, sets forth procedures and requirements for a local government in the State of Florida to adopt a comprehensive plan and amendments to a comprehensive plan;

b. Orange County has complied with the applicable procedures and requirements of Part II of Chapter 163, Florida Statutes, for amending Orange County’s 2010-2030 Comprehensive Plan;

c. On May 21, 2020, the Orange County Local Planning Agency (“LPA”) held a public hearing at which it reviewed and made recommendations regarding the adoption of the proposed amendments to the Comprehensive Plan, as described in this ordinance; and

d. On June 23, 2020, the Orange County Board of County Commissioners (“Board”) held a public hearing on the adoption of the proposed amendments to the Comprehensive Plan, as described in this ordinance, and decided to adopt them.

Amendment Number	Adopted FLUM Designation	Maximum Density/Intensity	Ordinance Number
<u>2020-1-C-1-1</u> <u>Hannah Smith</u> <u>Property</u>	<u>Planned Development-</u> <u>Commercial/Office/Medium-</u> <u>High Density Residential/</u> <u>Activity Center Mixed Use</u> <u>(PD-C/O/MHDR/ACMU)</u>	<u>Multi-Family: Up to 1,300</u> <u>dwelling units</u> <u>Commercial: Up to</u> <u>349,000 square feet</u> <u>Office: Up to 314,000</u> <u>square feet</u> <u>Hotel: Up to 165 rooms</u> <u>Timeshare: 1 unit</u> <u>Development of Tract 4</u> <u>shall be limited to 165 hotel</u> <u>rooms, 314,000 square feet</u> <u>of office uses, and 50,000</u> <u>square feet of commercial</u> <u>uses.</u>	<u>2020-</u> <u>[insert</u> <u>ordinance</u> <u>number]</u>

46 Such policy allows for a one-time cumulative density or intensity differential of 5% based on
47 ADT within said development program.

48 * * *

49 ***Section 5. Effective Dates for Ordinance and Amendments.***

51 (a) This ordinance shall become effective as provided by general law.

52 (b) Pursuant to Section 163.3187(5)(c), Florida Statutes, the small scale development
53 amendments adopted in this ordinance may not become effective until 31 days after adoption.
54 However, if an amendment is challenged within 30 days after adoption, the amendment that is
55 challenged may not become effective until the Department of Economic Opportunity or the
56 Administration Commission issues a final order determining that the adopted amendment is in
57 compliance.

58 (c) In accordance with Section 163.3184(12), Florida Statutes, any concurrent zoning
59 changes approved by the Board are contingent upon the related Comprehensive Plan amendment
60 becoming effective. Aside from any such concurrent zoning changes, no development orders,

61 development permits, or land uses dependent on any of these amendments may be issued or
62 commence before the amendments have become effective.

63

64

65 ADOPTED THIS 23rd DAY OF JUNE, 2020.

66

67

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

68

69

70

71

72

By: _____
Jerry L. Demings
Orange County Mayor

73

74

75

76

77 ATTEST: Phil Diamond, CPA, County Comptroller
78 As Clerk to the Board of County Commissioners

79

80

81

82 By: _____
83 Deputy Clerk

84

85
86
87
88
89

APPENDIX "A"

FUTURE LAND USE MAP AMENDMENTS

<i>Appendix A*</i>		
<i>Privately Initiated Future Land Use Map Amendments</i>		
Amendment Number	Future Land Use Map Designation FROM:	Future Land Use Map Designation TO:
2020-1-C-1-1	Planned Development- Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU)	Planned Development- Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU)
*The Future Land Use Map (FLUM) shall not depict the above designations until such time as they become effective.		

90



LAND USE / PD REQUEST

SMALL-SCALE FUTURE LAND USE MAP AMENDMENT AND PD SUBSTANTIAL CHANGE

(Revised Development Program)

Commission District #1

Betsy VanderLey, Commissioner

Case Planners:

Alyssa Henriquez, Planner
407-836-0953
Alyssa.Henriquez@ocfl.net
Nathaniel Wicke, Planner
407-836-5332
Nathaniel.Wicke@ocfl.net

An informational presentation summarizing the Future Land Use Map amendment & PD Substantial Change application referenced below has been prepared in lieu of holding a formal community meeting. To access this information and submit any related questions or comments, visit the web address www.bit.ly/ocpublic and select the folder labeled "Hannah Smith Property PD"

You're encouraged to view a prepared informational presentation regarding the Future Land Use Map amendment and PD Substantial Change application listed below. The presentation includes a summary of the applications and the review process, as well as instructions for providing questions or comments prior to the Local Planning Agency (LPA) / Planning & Zoning Commission (PZC) public hearing.

REQUEST

Future Land Use Map (FLUM) Amendment: 2020-1-C-1-1

From: Planned Development – Commercial / Medium-High Density Residential / Activity Center Mixed Use (PD – C/MHDR/ACMU)

To: Planned Development – Commercial / Office / Medium-High Density Residential / Activity Center Mixed Use (PD - C/O/MHDR/ACMU)

PD Substantial Change: CDR-19-10-358
(Hannah Smith Property PD)

Owner: O-Town Boardwalk, LLC

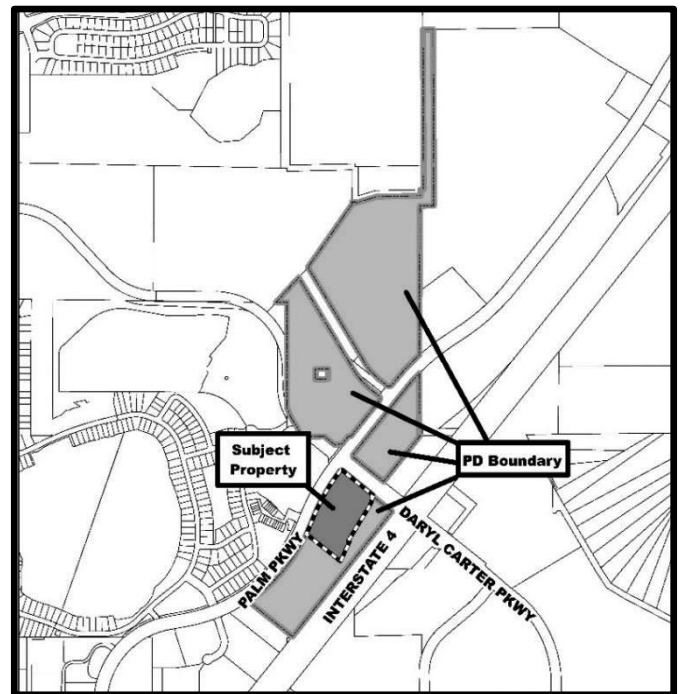
Applicant: Jim Hall, Hall Development Services, Inc.

Parcel ID: FLUM: 14-24-28-0000-00-028
CDR: Multiple parcels (on file with the Planning Division)

Acreage: 7.09 gross acres (FLUM Amendment)
86.64 gross acres (Substantial Change)
7.09 gross acres (PD Affected Parcel)

Location: Generally located east of Palm Parkway, south of Daryl Carter Parkway, north of Palma Linda Way, and west of I-4.

SUBJECT PROPERTY LOCATION



SUMMARY OF REQUEST

The proposal is to change the Future Land Use Map designation of the 7.09-acre subject property from **Planned Development – Commercial / Medium-High Density Residential / Activity Center Mixed Use (PD – C / MHDR / ACMU)** to **Planned Development – Commercial / Office / Medium-High Density Residential / Activity Center Mixed Use (PD – C / O / MHDR / ACMU)** and a Substantial Change request to the Hannah Smith property PD to amend the development program to allow for a development program of 314,000 square feet of office uses, 1,300 multi-family units, 165 hotel rooms, one (1) timeshare unit, and 349,000 square feet of commercial uses. Also, the applicant has requested the following waiver from Orange County Code: 1. A waiver from Section 38-1393 to allow for a maximum height of 200 feet for non-residential development for Tract 4, in lieu of the proximity based requirements.

PUBLIC HEARING NOTICE

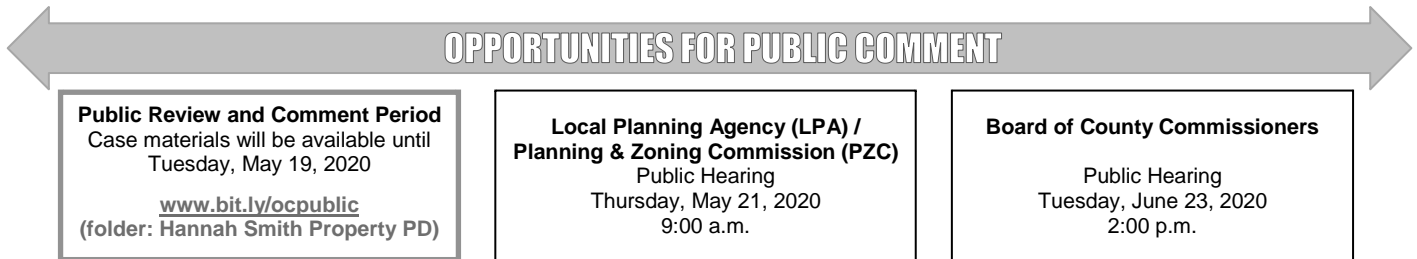
Public hearings for this request will be held before the Orange County Local Planning Agency (LPA) / Planning & Zoning Commission (PZC) and Board of County Commissioners (BCC). Each public hearing will be advertised in the *Orlando Sentinel*. Please note that the hearing dates are tentative and are subject to change.

FREQUENTLY ASKED QUESTIONS

Q: Will there be a community meeting?

Due to the COVID-19 health emergency, Orange County is unable to conduct community meetings at this time. In lieu of a community meeting, we are providing a community review period with information related to the applicant's request shared through a web folder, available at www.bit.ly/ocpublic. Questions or comments may be submitted through the feedback form which is included with the case materials, or via email to the Case Planner(s) listed on this notice.

Q: How can I participate in the development review process?



If you are unable to access the web folder listed above, written comments or requests may be mailed or emailed to the Case Planner. Property information can also be obtained by accessing the Orange County Property Appraiser's website at www.ocpaf.org or the OCFL Atlas at www.OCFL.net/Atlas.

Q: Where are the public hearings located?

In compliance with CDC's Social Distancing Guidelines and keep our citizens safe, the Orange County Local Planning Agency (LPA) / Planning & Zoning Commission (PZC) and the Board of County Commissioners (BCC) will conduct public hearings virtually until further notice. However, Orange County remains committed to providing alternative public comment platforms. All comments directed to the LPA/PZC may be submitted through feedback forms which are included with the case materials (shared folders are located at www.bit.ly/ocpublic), or by mailing or emailing the Case Planner listed on the front page of this notice. Comments directed to the BCC may be emailed to the Mayor and/or District Commissioners (mayor@ocfl.net, District1@ocfl.net; District2@ocfl.net; District3@ocfl.net; District4@ocfl.net; District5@ocfl.net; and District6@ocfl.net).

Q: What is the difference between Future Land Use and Zoning?

Future Land Use Map designations indicate the general use or "vision" for a property, and regulate the types of activity or development that may ultimately be allowed on it, including maximum allowable residential and non-residential development. Future Land Use Map designations are adopted as part of the County's Comprehensive Plan, with oversight by the State. Zoning districts are more descriptive planning classifications, but must be consistent with Future Land Use Map designations. Zoning categories regulate more specific development aspects, such as allowed uses, building sizes, setbacks, or parking.

Q: What type of activity or development could take place on the subject site today?

The current future land use of the 7.09-acre subject site is Planned Development-Commercial/Medium-High Density Residential/Activity Center Mixed Use (PD-C/MHDR/ACMU). The subject site is part of the 86.64-acre Hannah Smith Property Planned Development (PD), which currently has entitlements for the development of up to 100 hotel rooms, 120 timeshare units; 1,300 multi-family residential units; and 415,142 square feet of commercial uses.

Q: What type of activity could be considered if the Board of County Commissioners adopted the request?

The applicant is requesting the Planned Development-Commercial/Office/Medium-High Density Residential/Activity Center Mixed Use (PD-C/O/MHDR/ACMU) to allow up to 314,000 square feet of office uses, 165 hotel rooms, and 50,000 square feet of commercial uses on the 7.09-acre subject portion of the 86.64-acre Hannah Smith Property PD identified as Tract 4 on the PD Land Use Plan (LUP). The applicant has submitted a Change Determination Review Request (Case CDR-19-10-358) for the overall Hannah Smith Property PD and is proposing an amended development program of 314,000 square feet of office uses, 1,300 multi-family units, 165 hotel rooms, one (1) timeshare unit, and 349,000 square feet of commercial uses.

Any party requesting additional information regarding the proposed amendment should contact the Orange County Planning Division: 201 S. Rosalind Ave., 2nd Floor, Orlando, FL, 32801, (407) 836-5600, or via email at planning@ocfl.net.

In accordance with the Americans with Disabilities Act (ADA), any person requiring special accommodations to participate in this proceeding should contact the Orange County Communications Division no later than two (2) business days prior to the proceeding, at 201 S. Rosalind Ave., 3rd Floor, Orlando, FL, (407) 836-6568.

Para más información, favor de comunicarse con la División de Planificación, al número (407) 836-5600.

Pou plis enfòmasyon, kontakté Dépatman Planifikasyon, nan nimewo (407) 836-5600.

Orange County Environmental Protection Division
Comments to the Local Planning Agency for the
2020-1 Out of Cycle Small Scale Comprehensive Plan Amendments

1) Amendment #2020-1-C-1-1

CDR-19-10-358 Hannah Smith Property PD/LUP aka The Boardwalk at O-Town West

FLU from Planned Development-Commercial/Medium-High Density Residential (PD-C/MHDR) to Planned Development-Commercial/Medium-High Density Residential/Office (PD-C/MHDR/O)

Rezoning from/to PD-Hannah Smith

Proposed Development: 165 hotel rooms, 1 timeshare, 1,450 multi-family, 355,000 sq. ft. commercial, 300,000 sq. ft. office,

Owner: O-Town Boardwalk LLC

Agent: Jim Hall

Parcels: 14-24-28-0000-00-028

Address: east of Palm Pkwy, south of Daryl Carter Pkwy, west of I-4

District: 1

Area: 7.09 acres

EPD Comments:

The subject property was included in Orange County Conservation Area Determination CAD 01-002 completed for Ruby Lake PD/Marbella. No jurisdictional wetland was delineated on site.

Development of the subject property shall comply with all state and federal regulations regarding wildlife and plants listed as imperiled (endangered, threatened, or species of special concern.) The applicant is responsible to determine the presence of listed species and obtain any required habitat permits from the U.S. Fish and Wildlife Service (USFWS) and/or the Florida Fish & Wildlife Conservation Commission (FWC).

All development is required to treat stormwater runoff for pollution abatement purposes. Discharge that flows directly into wetlands or surface waters without pretreatment is prohibited. Reference Orange County Code Sections 30-277 and 30-278.



ORANGE COUNTY FIRE RESCUE DEPARTMENT
Jacob Lujan, Planning and Technical Services Division
6590 Amory Court
Winter Park, FL 32792
(407) 836-9893 Fax (407) 836-9106
Jacob.Lujan@ocfl.net

Date: January 31, 2020

To: Alyssa Henriquez, Planner III
Orange County Planning Division

From: Jacob Lujan, Compliance and Planning Administrator
Planning & Technical Services—Orange County Fire Rescue Department

Subject: Facilities Analysis 2020-1 Small Scale Out-of-Cycle Future Land Use Map Amendments
Fire Rescue Comments

Amendment #	Fire Station First Due	Distance from Fire Station	Est. Emergency Travel Time	Current Density	Travel Time Benchmark
2020-1-C-1-1 (O-Town Boardwalk)	36	2.3 miles	6 min	Urban-High	5 min

This site does not currently meet the travel time benchmark identified for fire rescue emergency responses within an Urban-High density. Although Orange County Fire Rescue has recognized the need for a future fire station at this location, attempts to procure property in this area have not yet been successful.

c: Anthony Rios, Division Chief



Orange County Public Schools School Capacity Report

DATE ISSUED January 21, 2020

JURISDICTION ORANGE COUNTY

CASE 2020-1-C-1-1 (O-TOWN BOARDWALK)

PROPERTY ID 14-24-28-0000-00-028

ACREAGE +/- 7.09

LAND USE CHANGE PD-C/MHDR/ACMU TO PD-C/MHDR/O

PROPOSED USE Single Family Units: 0 Multi Family Units: 1450
Mobile Homes Units: 0 Town Homes Units: 0

CONDITIONS AT AFFECTED SCHOOLS (AS OF OCTOBER 15, 2019)

School Information	SAND LAKE ES	SOUTHWEST MS	DR. PHILLIPS HS
Capacity (2019-2020)	828	1,325	2,761
Enrollment (2019-2020)	514	1,556	3,864
Utilization (2019-2020)	62.0%	117.0%	140.0%
Adopted LOS Standard	110.0%	100.0%	100.0%
Students Generated	216	91	102

COMMENTS/CONDITIONS OF APPROVAL:

SUBJECT TO CEA OC-18-009

For more information on this analysis, please contact:

Contact Facilities Planning at 407.317.3974



Sheriff John W. Mina

ORANGE COUNTY SHERIFF'S OFFICE

INTEROFFICE MEMORANDUM

February 4, 2020

TO: Alyssa P. Henriquez
Orange County Planning Division

FROM: Daniel Divine, Manager
Research & Development

A handwritten signature in blue ink, appearing to read "DD", is written over the name "Daniel Divine" in the FROM field.

SUBJECT: 2020-1 Small Sale Out-of-Cycle Facilities Analysis

As requested, we have reviewed the impact of the proposed development scenarios related to the 2020-1 Small Sale Out-of-Cycle Amendments to the Comprehensive Plan. Based on the proposed development scenarios, the Sheriff's Office staffing needs are 4.63 deputies and 2.10 support personnel to provide the standard level of service (LOS) to these developments.

Comprehensive Policy Plan Amendment #2020-1-C-1-1 (O-Town Boardwalk) is a proposed mixed use development with commercial and office uses, multi-family dwelling units, as well as hotel and timeshare units. These developments are located in Sector Five. Sector Five is located in the Southwestern portion of Orange County and is approximately 22.664 square miles. In 2019 Sector Five had 125,389 calls for service. In 2019 the average response times to these calls were 00:11:07 minutes for Code 1; 00:11:10 minutes Code 2; and 00:04:18 minutes Code 3.

The Orange County Sheriff's Office measures service requirements based on the number of calls for service generated and the number of staff needed to respond to those calls. All development generates impact, but at varying levels. In the 2018 update to the Law Enforcement Impact Fee Ordinance, the Sheriff's Office Level of Service was 282 calls for service per sworn officer per year. Support personnel are calculated by applying 45.4% to the sworn officer requirement. The 'formula' is *land use x unit of development x calls per unit divided by 282 = number of deputies required for that development*. The 'formula' for the number of support personnel required is *the number of deputies * 45.4 percent*. These calculations are obtained from Orange County's Law Enforcement Impact Fee Study and Ordinance.

Impact fees address capital cost only. All other costs must be requested from the Board of County Commissioners including salaries and benefits.

As stated before, all new development creates new calls for service, which in turn creates a need for new additional staffing and equipment. If calls for service increase without a comparable increase in staffing our response times are likely to increase.

Alyssa Henriquez
February 4, 2020
Page 2 Of 2

If you wish to discuss this information, please contact me or Belinda Atkins at 407 254-7470.

DPD/bga

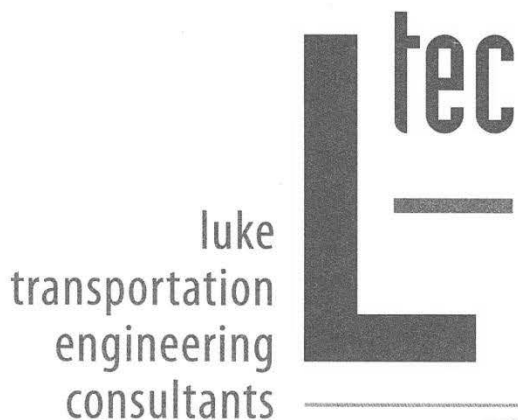
Attachments

cc: Undersheriff Mark J. Canty, Chief Deputy Nancy Brown, Chief Deputy Larry G. Zwiég,
Major Angelo L. Nieves, Major Rick Meli, Captain Mariluz Santana, CALEA 15.1.3

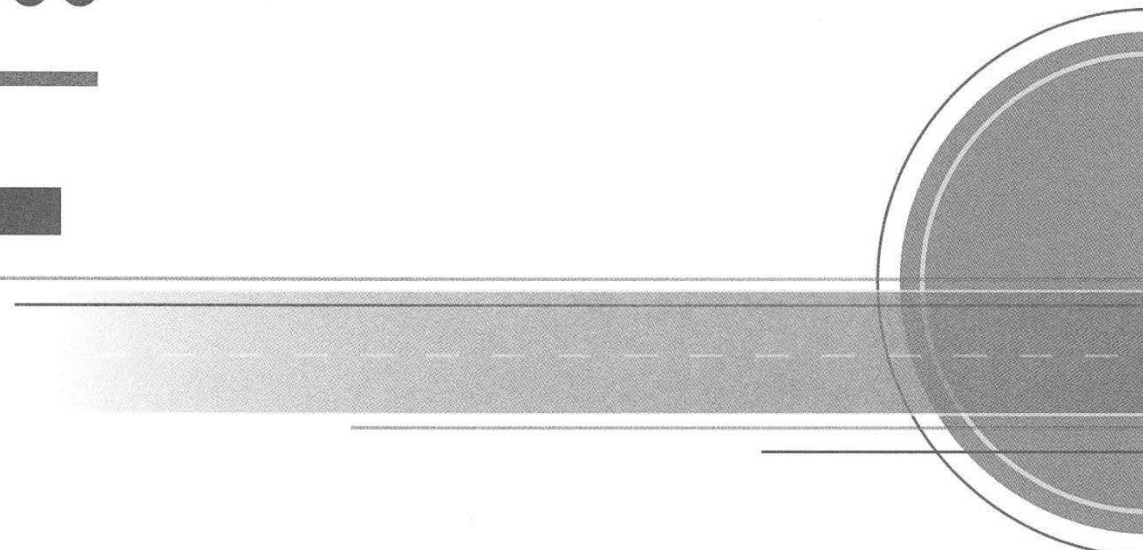
May 2020

HANNAH SMITH PROPERTY
ORANGE COUNTY, FLORIDA

Transportation Demand Analysis for a
Comprehensive Policy Plan Amendment



LTEC № 20-1501



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**HANNAH SMITH PROPERTY
ORANGE COUNTY, FLORIDA
Transportation Demand Analysis for a
Comprehensive Policy Plan Amendment**

Prepared for:

Hall Development Services, Inc.

1302 Osprey Lane

Orlando, FL 32803

Prepared by:

Luke Transportation Engineering Consultants, Inc.

P. O. Box 941556

Maitland, Florida 32794-1556

May 2020

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TABLE OF CONTENTS

INTRODUCTION.....	1
Purpose.....	1
Study Methodology.....	1
Proposed Development.....	7
Trip Generation.....	7
Internal Capture.....	7
Pass-by Trips.....	7
Trip Distribution.....	10
Existing Traffic Conditions.....	11
Roadway Level of Service Analysis.....	11
Planned/Programmed Roadway Improvements.....	11
Projected Traffic Transportation Assessment.....	15
Analysis of Projected Traffic Conditions.....	15
Transit.....	23
Pedestrian.....	24
Bicycle.....	24
Study Conclusions.....	25
Study Conclusions.....	25
APPENDICES.....	29
Appendix A – Land Use Conversion Matrix.....	31
Appendix B – Internal Capture Worksheets.....	35
Appendix C – OUATS Model Plots.....	39
Appendix D – CMS May 1, 2020 Worksheets.....	45
Appendix E – Lynx Schedule.....	51
Appendix F – Trail Map.....	55

FIGURES

Figure 1- Site Location.....	2
Figure 2 - Conceptual Land Use Plan	3

TABLES

Table 1 – Property Land Use Comparison	1
Table 2 - Potential Study Impact Area Determination	5
Table 3 - Estimated Trip Generation	8
Table 4 – Study Roadway Parameters & LOS.....	12
Table 5 - 2025/2040 Study Roadway Parameters.....	13
Table 6 - 2025 & 2040 Background Traffic Calculation W/Out Daryl Carter Extension..	16
Table 7 - 2025 & 2040 Background Traffic Calculation With Daryl Carter Extension	17
Table 8 - 2025 & 2040 AFLU LOS W/out Daryl Carter Extension.....	18
Table 9 - 2025 & 2040 PFLU LOS With Daryl Carter Extension.....	21

INTRODUCTION

Purpose

The purpose of this study is to assess a Comprehensive Policy Plan Transportation Amendment for the development of a parcel located in east Orange County, Florida. The proposed Hannah Smith Property PD development site is a ±86.55-acres parcel which will have access via Palm Parkway and Daryl Carter Parkway. **Figure 1** depicts the location of the development parcel and the adjacent roadway network. This analysis was undertaken to support an application to amend the Comprehensive Plan, changing the existing A-2 and Planned Development (PD) adopted future land use designation to Planned Development (PD) and will reflect the construction of the Daryl Carter Parkway extension and Daryl Carter Parkway I-4 interchange. **Table 1** is a comparison showing the adopted future land use (AFLU) density and the proposed future land use (PFLU) density which is allowed under the current development plan. A copy of the land use conversion matrix is included in **Appendix A**. **Figure 2** shows the configuration of the development parcel access connections to the adjacent property.

**TABLE 1
PROPERTY LAND USE COMPARISON**

Land Use	Development Density		Land Use	Development Density	
	2025	2040		2025	2040
Adopted Future Land Use (AFLU)			Proposed Future Land Use (PFLU)		
<u>Planned Development</u>	86.55 Acres	86.55 Acres	<u>Planned Development</u>	86.55 Acres	86.55 Acres
Office	0 SF	0 SF	Office	314,000 SF	314,000 SF
Retail	415,142 SF	415,142 SF	Retail	349,000 SF	349,000 SF
Hotel	100 Rms	100 Rms	Hotel	165 Rms	165 Rms
Multi-Family	1,300 DU	1,300 DU	Multi-Family	1,300 DU	1,300 DU
Timeshare	120 DU	120 DU	Timeshare	1 DU	1 DU

Luke Transportation Engineering Consultants, Inc., 2020

Study Methodology

The methodology used for this study was developed to be consistent with the transportation methodology standards adopted as part of the Orange County Comprehensive Policy Plan. Data utilized in the study consisted of land use data provided by Project planners, traffic volume data/level of service standards obtained from Orange County and planned improvement’s information from the MPO, Florida DOT and Orange County.



HANNAH SMITH PROPERTY PD
ORANGE COUNTY, FLORIDA

SITE LOCATION

Figure 1



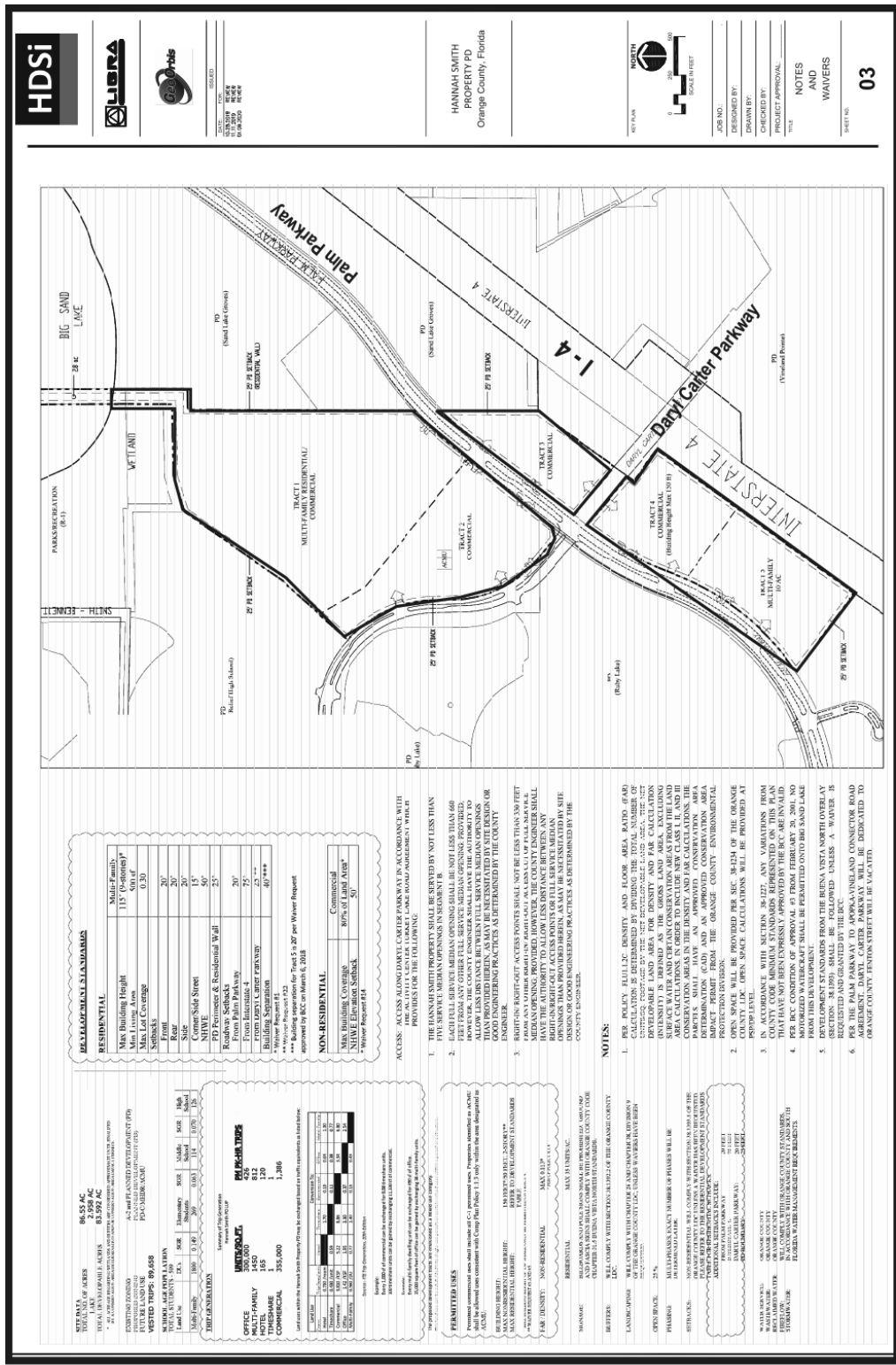


Figure 2

HANNAH SMITH PROPERTY PD
ORANGE COUNTY, FLORIDA
 Conceptual Land Use Plan



RESIDENTIAL

Max Building Height	115' (Optional)
Max Lot Coverage	0.30
Setbacks	20'
Front	20'
Side	20'
Corner/Slide Street	15'
PD Perimeter & Residential Wall	25'
Roadway Setbacks	20'
From Palm Parkway	25'
From Dayl Carter Parkway	25'
Building Separation	40'***

*** Building separation for Tract 5 is 20' per Waiver Request approved by RCC on March 16, 2018

NON-RESIDENTIAL

Max Building Coverage	Commercial 80% (High Density) 50%
Max Floor Area Ratio (FAR)	Commercial 1.0

PERMITTED USES

Use	Max Density	Max FAR	Max Height
Residential	1.0	0.30	115'
Commercial	1.0	1.0	115'
Multi-Family	1.0	1.0	115'

PERMITTED USES

Residential	1.0	0.30	115'
Commercial	1.0	1.0	115'
Multi-Family	1.0	1.0	115'

ACCESS: ACCESS ALONG DAYL CARTER PARKWAY IN ACCORDANCE WITH THE 2011 LUKA LANE MARK LANE MARK AGREEMENT WITH THE COUNTY ENGINEER. THE COUNTY ENGINEER SHALL BE NOTIFIED BY THE PROPERTY OWNER BY NOT LESS THAN FIVE (5) BUSINESS DAYS PRIOR TO THE OPENING OF THE DRIVEWAY. THE COUNTY ENGINEER SHALL HAVE THE AUTHORITY TO ALLOW LANE OPENINGS TO BE OPENED FOR A PERIOD OF 14 DAYS. THE COUNTY ENGINEER SHALL HAVE THE AUTHORITY TO ALLOW LANE OPENINGS TO BE OPENED FOR A PERIOD OF 14 DAYS. THE COUNTY ENGINEER SHALL HAVE THE AUTHORITY TO ALLOW LANE OPENINGS TO BE OPENED FOR A PERIOD OF 14 DAYS. THE COUNTY ENGINEER SHALL HAVE THE AUTHORITY TO ALLOW LANE OPENINGS TO BE OPENED FOR A PERIOD OF 14 DAYS.

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

NOTES:

- PER POLICY FULLY DENSITY AND FLOOR AREA RATIO (FAR) CALCULATION IS DETERMINED BY DIVIDING THE TOTAL NUMBER OF DEVELOPABLE LAND AREA FOR DENSITY AND FAR CALCULATION (DENSITY) IS DETERMINED AS THE GROSS LAND AREA EXCLUDING AREA CALCULATIONS IN ORDER TO INCLUDE NEW CLASS L, H, AND III PARCELS. SHALL HAVE AN APPROVED CONSERVATION AREA DETERMINATION (CAD) AND AN APPROVED CONSERVATION AREA PROTECTION DIVISION. THE COUNTY ENGINEER SHALL PROVIDE AT THE COUNTY ENGINEER'S DISCRETION.
- OPEN SPACE WILL BE PROVIDED PER SEC. 38-127, OF THE ORANGE COUNTY ZONING ORDINANCE. OPEN SPACE CALCULATIONS WILL BE PROVIDED AT THE COUNTY ENGINEER'S DISCRETION.
- IN ACCORDANCE WITH SECTION 38-127, ANY VARIATIONS FROM THE DEVELOPMENT STANDARDS FROM THE 2011 LUKA LANE MARK LANE MARK AGREEMENT SHALL BE APPROVED BY THE COUNTY ENGINEER THAT HAS NOT BEEN EXPRESSLY APPROVED BY THE COUNTY ENGINEER.
- PER RCC CONDITION OF APPROVAL #5 FROM FEBRUARY 20, 2018, NO MODIFIED WATERWAY SHALL BE PERMITTED ONTO BIG SAND LAKE.
- DEVELOPMENT STANDARDS FROM THE 2011 LUKA LANE MARK LANE MARK AGREEMENT SHALL BE FOLLOWED UNLESS A WAIVER IS OBTAINED FROM THE COUNTY ENGINEER.
- FOR THE PALM PARKWAY TO APPROXIMATELY CONNECTOR ROAD AGREEMENT, DAYL CARTER PARKWAY WILL BE DEDICATED TO ORANGE COUNTY. PERHODS SHALL BE THE COUNTY ENGINEER'S DISCRETION.

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PROPERTY INFORMATION

TOTAL ACRES: 86.55 AC
 TOTAL UNPAID TAXES: \$3,592 AC
 COUNTY: ORANGE COUNTY
 COUNTY ID: 12
 COUNTY TYPE: COUNTY
 COUNTY TYPE: COUNTY
 COUNTY TYPE: COUNTY

PERMITTED USES

Residential	1.0	0.30	115'
Commercial	1.0	1.0	115'
Multi-Family	1.0	1.0	115'

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

PERMITTED USES

PERMITTED USES: RESIDENTIAL, COMMERCIAL, MULTI-FAMILY

Based upon the study methodology assumptions, the impact area will consist of collector and arterial roadways within a 2.5 mile-radius impacted by P.M. peak hour peak direction Project trips that are equal to or greater than 3% of the adopted level of service (LOS) capacity of the study roadway.

Table 2 was developed to show the Project impact area based on 3% of the adopted level of service (LOS) P.M. peak hour peak direction service volume threshold. **Table 2** lists the Orange County roadways, lists the number of lanes, the adopted LOS standard, adopted service volume, 3% threshold volume, Project trip distribution based on the OUATS 2025 Long Range Transportation Model assignment without the Daryl Carter Parkway extension and the interchange with I-4 in place and the model assignment with the Daryl Carter Parkway extension and the interchange with I-4 in place for the AFLU/PFLU, Project trip volume for each roadway segment and a determination of significance. Based on the minimum 3% criteria, only the significantly impacted roadways within the 2.5-mile impact area were evaluated as part of the Transportation Demand Analysis for a Comprehensive Policy Plan Amendment.

**TABLE 2
Potential Study Impact Area Determination**

Roadway Name		Functional Class	# Lanes	Adopted (1)		3% of Adopted LOS	2025 W/O Project Trip Distribution	2025 Trips	2025 W Project Trip Distribution	2025 Trips	Project P.M. Peak	
				LOS	Cap.						% of LOS Std (2)	3% Sig ?
From	To											
Apopka-Vineland Road												
Winter Garden-Vineland Rd	Fenton Rd	Min Arterial	4	E	2,000	60.0	0.8%	6	27.3%	215	10.75%	Yes
Fenton Rd	Darlene Rd	Min Arterial	4	E	2,000	60.0	0.8%	6	9.1%	72	3.60%	Yes
Darlene Rd	Kilgore Rd	Min Arterial	4	E	2,000	60.0	0.8%	6	8.5%	67	3.35%	Yes
Kilgore Rd	Sand Lake Rd	Min Arterial	4	E	2,000	60.0	0.4%	3	7.1%	56	2.80%	No
BeachLine Expressway (SR 528)												
US 441 / FL Turnpike	Interstate 4	Prin Arterial	8	E	8,220	246.6	2.1%	15	5.4%	43	0.52%	No
Central Florida Greenway (SR 417)												
Osceola County Line	SR 536	Prin Arterial	4	E	3,940	118.2	0.0%	0	0.0%	0	0.00%	No
SR 536	John Young Pkwy	Prin Arterial	4	E	3,940	118.2	0.0%	0	0.0%	0	0.00%	No
Central Florida Parkway												
Turkey Lake Rd	International Dr	Min Arterial	4	E	2,000	60.0	17.6%	122	13.3%	105	6.10%	Yes
International Dr	John Young Pkwy	Min Arterial	4	E	2,000	60.0	21.2%	147	14.8%	117	7.35%	Yes
John Young Pkwy	Orange Blossom Tr	Min Arterial	4	E	2,000	60.0	3.6%	25	3.3%	26	1.30%	No
Daryl Carter Parkway												
Apopka-Vineland Rd	Project Ent	Collector	4	E	2,000	60.0	0.0%	0	36.3%	286	14.30%	Yes
Project Ent	Palm Pkwy	Collector	4	E	2,000	60.0	100.0%	692	63.7%	503	34.60%	Yes
Palm Pkwy	Regency Village Dr	Collector	4	E	2,000	60.0	26.1%	181	10.9%	86	9.05%	Yes
Regency Village Dr	International Dr	Collector	4	E	2,000	60.0	26.1%	181	10.9%	86	9.05%	Yes
International Drive												
Central Florida Pkwy	North Westwood Blvd	Min Arterial	6	E	3,020	90.6	3.5%	24	0.9%	7	0.79%	No
North Westwood Blvd	Pointe Plaza Ave	Min Arterial	4	E	2,000	60.0	5.2%	36	2.4%	19	1.80%	No
Pointe Plaza Ave	Sand Lake Rd	Min Arterial	4	E	2,000	60.0	2.9%	20	0.7%	6	1.00%	No
International Drive South												
Vineland Av	Daryl Carter Pkwy	Min Arterial	6	E	3,020	90.6	5.1%	35	1.8%	14	1.16%	No
Daryl Carter Pkwy	South Westwood Blvd	Min Arterial	6	E	3,020	90.6	21.0%	145	9.1%	72	4.80%	Yes
South Westwood Blvd	Central Florida Pkwy	Min Arterial	6	E	3,020	90.6	13.0%	90	5.4%	43	2.98%	No
Interstate 4												
Osceola County Line	Daryl Carter Pkwy	Prin Arterial	8	E	8,220	246.6	2.2%	15	0.0%	0	0.18%	No
Daryl Carter Pkwy	Beachline Expressway	Prin Arterial	8	E	8,220	246.6	2.8%	19	13.5%	107	1.30%	No
Beachline Expressway	33rd St	Prin Arterial	8	E	8,220	246.6	1.5%	10	10.5%	83	1.01%	No
Kissimmee-Vineland Road (SR 535)												
Osceola County Line	SR 536	Min Arterial	6	E	3,020	90.6	5.5%	38	6.6%	52	1.72%	No
SR 536	Interstate 4	Min Arterial	6	E	3,020	90.6	6.5%	45	8.7%	69	2.28%	No
Orangewood Boulevard												
Beachline Expressway	Central Florida Pkwy	Collector	4	E	2,000	60.0	5.1%	35	3.6%	28	1.75%	No
Palm Parkway												
Winter Garden-Vineland Rd	Daryl Carter Pkwy	Collector	4	E	2,000	60.0	28.8%	199	1.9%	15	9.95%	Yes
Daryl Carter Pkwy	Central Florida Pkwy	Collector	4	E	2,000	60.0	39.0%	270	20.4%	161	13.50%	Yes
Turkey Lake Road												
Central Florida Pkwy	Sand Lake Commons Blvd	Min Arterial	4	E	2,000	60.0	15.0%	104	5.3%	42	5.20%	Yes
Sand Lake Commons Blvd	Sand Lake Rd	Min Arterial	4	E	2,000	60.0	15.0%	104	5.3%	42	5.20%	Yes
Sand Lake Rd	Wallace Rd	Min Arterial	4	E	2,000	60.0	5.3%	37	1.5%	12	1.85%	No
Universal Boulevard												
Interstate 4	Sand Lake Rd	Collector	4	E	1,700	51.0	0.2%	1	0.0%	0	0.06%	No
Sand Lake Rd	Pointe Plaza Av	Collector	4	E	2,000	60.0	0.6%	4	0.1%	1	0.20%	No
Pointe Plaza Av	Beachline Expy	Collector	6	E	3,020	90.6	3.6%	25	3.6%	28	0.93%	No
Vineland Avenue												
SR 535	Little Lake Bryan Pkwy	Collector	2	E	800	24.0	1.5%	10	0.8%	6	1.25%	No
Little Lake Bryan Pkwy	International Dr	Collector	4	E	2,000	60.0	3.0%	21	1.8%	14	1.05%	No
Westwood Boulevard												
International Dr	Central Florida Pkwy	Collector	4	E	2,000	60.0	5.5%	38	4.1%	32	1.90%	No
Central Florida Pkwy	International Dr	Collector	4	E	2,000	60.0	4.7%	33	1.6%	13	1.65%	No
Winter Garden-Vineland Road												
Interstate 4	Apopka-Vineland Rd	Min Arterial	6	E	3,020	90.6	14.4%	100	16.8%	133	4.40%	Yes
Apopka-Vineland Rd	Buena Vista Dr	Min Arterial	4	E	2,000	60.0	3.0%	21	2.8%	22	1.10%	No

(1) Adopted LOS from Orange County Comprehensive Plan Transportation Element & CMS database Friday, May 1, 2020..

Roadway Service Volumes from Orange County CMS LOS Summary dated Friday, May 1, 2020.

(2) Maximum of 2025 Without and 2025 With Project Trips percentage

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Proposed Development

The existing and proposed land use densities are shown in **Table 1**. To determine the impact of this development scenario under the current AFLU and the PFLU, an estimate of the trip generation characteristics was determined. This included the determination of the site's trip generation and distribution/assignment of these trip generation characteristics to the study roadways.

Trip Generation

The trip generation was calculated utilizing the *10th Edition ITE Trip Generation Report*, 2017 data. Trip generation calculations for the current, AFLU plan and the PFLU development scenario are summarized in **Table 3**. This summarizes the daily and P.M. peak hour trip ends for the existing AFLU and the PFLU density. The proposed land use after adjustments for internal traffic and pass-by traffic (discussed below) will result in an increase of 235 two-way net new (primary) daily vehicle trips and an increase of 29 two-way net new (primary) P.M. peak hour vehicle trips.

Internal Capture

Internal trips are defined as trips that occur between compatible land uses (i.e., trips occurring between residential and commercial land use within the proposed development site). The internal trips will have no impact on the adjacent roadway network. Utilizing the procedures contained in the *ITE Trip Generation Handbook*, 3rd Edition, section on "Trip Generation for Multi-Use Development," an internal capture calculation was performed. Copies of the internal capture worksheets are included in **Appendix B**. **Table 3** includes the internal trip ends adjustment calculations at build-out based on the development scenarios.

Pass-by Trips

For the retail component of the development program, a pass-by traffic proportion was calculated. Per the County request, the pass-by information contained in the Orange County *Transportation Impact Fee Update (September 2012)*. The pass-by traffic volumes were checked to ensure they did not exceed 10% of the projected (2025) P.M. peak hour weekday traffic on the adjacent roadway segments of the Daryl Carter Parkway and Palm Parkway. This calculation represents the maximum limit of the pass-by traffic, relative to the P.M. peak hour projected traffic volumes on the adjacent roadways.

TABLE 3
Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates				Traffic Volumes				
			Daily	P.M. Peak Hour			Daily	P.M. Peak Hour			
				Total	Enter	Exit		Total	Enter	Exit	
Office	0 SF	710 / E						0	0	0	0
Retail	415,142 SF	820 / E	38.12	3.75	1.80	1.95	15,827	1,558	748	810	
Hotel	100 Rms	310 / R	12.23	0.73	0.36	0.37	1,223	73	36	37	
Multi-Family	1,300 DU	222 / E	4.10	0.35	0.21	0.14	5,334	452	276	176	
Timeshare	120 DU	265 / R	8.63	0.63	0.25	0.38	1,036	75	30	45	
416,662			Total				23,420	2,158	1,090	1,068	
Land Use	Size	Internal Capture (3)		Internal Capture				External Trips (4)			
		Daily	PM Pk	Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
					Total	Enter	Exit		Total	Enter	Exit
Office	0 SF	0.0%	0.0%	0	0	0	0	0	0	0	0
Retail	415,142 SF	12.4%	14.6%	1,956	228	81	147	13,871	1,330	667	663
Hotel	100 Rms	14.8%	21.9%	181	16	10	6	1,042	57	26	31
Multi-Family	1,300 DU	23.5%	42.0%	1,255	190	127	63	4,079	262	149	113
Timeshare	120 DU	24.4%	40.0%	253	30	14	16	783	45	16	29
Total		15.6%	21.5%	3,645	464	232	232	19,775	1,694	858	836
Land Use	Size	Pass-by Capture (5)		Pass-by Capture				Net New (Primary) Trips (6)			
		Daily	PM Pk	Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
					Total	Enter	Exit		Total	Enter	Exit
Office	0 SF	0.0%	0.0%	0	0	0	0	0	0	0	0
Retail	415,142 SF	21.3%	25.0%	2,954	332	166	166	10,917	998	501	497
Hotel	100 Rms	0.0%	0.0%	0	0	0	0	1,042	57	26	31
Multi-Family	1,300 DU	0.0%	0.0%	0	0	0	0	4,079	262	149	113
Timeshare	120 DU	0.0%	0.0%	0	0	0	0	783	45	16	29
Total				2,954	332	166	166	16,821	1,362	692	670

(1) Trip generation calculations from 10th Edition of ITE Trip Generation Report.

(2) ITE Land Use Code Number / E = Fitted Curve Equation, R= Average Trip Rate

(3) Internal Percentage from ITE "Trip Generation Handbook," August 2014.

Individual land use percentage adjusted to match internal trip calculation.

(4) Total Traffic Volumes minus Internal Capture Trips = External Trips.

(5) Pass-by Percentage is based on Pass-by percentage from the Orange County Transportation Impact Fee Update (September 2012) - 25% for Retail 400,001 SF to 500,000 SF and checked against 10% of projected Daryl Carter Parkway and Palm Parkway traffic volumes.

(6) Primary Trips - Pass-by Trips = Net New Traffic Volumes

**TABLE 3 (Continued)
Estimated Trip Generation (1)**

Land Use	Size	ITE Code (2)	Trip Generation Rates				Traffic Volumes				
			Daily	P.M. Peak Hour			Daily	P.M. Peak Hour			
				Total	Enter	Exit		Total	Enter	Exit	
Office	314,000 SF	710 / E	10.25	1.08	0.17	0.90	3,219	338	54	284	
Retail	349,000 SF	820 / E	40.30	3.93	1.88	2.04	14,065	1,371	658	713	
Hotel	165 Rms	310 / R	12.23	0.73	0.36	0.37	2,018	120	59	61	
Multi-Family	1,300 DU	222 / E	4.10	0.35	0.21	0.14	5,334	452	276	176	
Timeshare	1 DU	265 / R	8.63	0.63	0.25	0.38	9	0	0	0	
Total							24,645	2,281	1,047	1,234	
Land Use	Size	Internal Capture (3)		Internal Capture				External Trips (4)			
		Daily	PM Pk	Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
					Total	Enter	Exit		Total	Enter	Exit
Office	314,000 SF	0.0%	0.0%	576	80	21	59	2,643	258	33	225
Retail	349,000 SF	18.6%	20.4%	2,611	280	129	151	11,454	1,091	529	562
Hotel	165 Rms	17.6%	20.8%	355	25	15	10	1,663	95	44	51
Multi-Family	1,300 DU	26.8%	46.7%	1,428	211	133	78	3,906	241	143	98
Timeshare	1 DU	0.0%	0.0%	0	0	0	0	9	0	0	0
Total		20.2%	26.1%	4,970	596	298	298	19,675	1,685	749	936
Land Use	Size	Pass-by Capture (5)		Pass-by Capture				Net New (Primary) Trips (6)			
		Daily	PM Pk	Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
					Total	Enter	Exit		Total	Enter	Exit
Office	314,000 SF	0.0%	0.0%	0	0	0	0	2,643	258	33	225
Retail	349,000 SF	22.9%	27.0%	2,619	294	147	147	8,835	797	382	415
Hotel	165 Rms	0.0%	0.0%	0	0	0	0	1,663	95	44	51
Multi-Family	1,300 DU	0.0%	0.0%	0	0	0	0	3,906	241	143	98
Timeshare	1 DU	0.0%	0.0%	0	0	0	0	9	0	0	0
Total				2,619	294	147	147	17,056	1,391	602	789
Proposed Future Land Use Trips - Adopted Future Land Use Trips = Increase / (Decrease)							235	29	(90)	119	

(1) Trip generation calculations from 10th Edition of ITE Trip Generation Report.

(2) ITE Land Use Code Number / E = Fitted Curve Equation, R= Average Trip Rate

(3) Internal Percentage from ITE "Trip Generation Handbook," August 2014.

Individual land use percentage adjusted to match internal trip calculation.

(4) Total Traffic Volumes minus Internal Capture Trips = External Trips.

(5) Pass-by Percentage is based on Pass-by percentage from the Orange County Transportation Impact Fee Update (September 2012) - 27% for Retail 300,001 SF to 400,000 SF and checked against 10% of projected Daryl Carter Parkway and Palm Parkway traffic volumes.

(6) Primary Trips - Pass-by Trips = Net New Traffic Volumes

For example, the potential number of weekday P.M. peak hour pass-by trips is 377, based on the limit of 10% of the P.M. peak hour traffic volumes on Daryl Carter Parkway and Palm Parkway (without the Daryl Carter Parkway Extension: $(9,495 \times 0.109 + 32,151 \times 0.085) \times 0.10 = 376.78$, use 377). With the Daryl Carter Parkway Extension in place the potential number of weekday pass-by trips is 687, based on the limit of 10% of the P.M. peak hour traffic volumes on Daryl Carter Parkway and Palm Parkway (with the Daryl Carter Parkway Extension: $(33,737 \times 0.109 + 37,509 \times 0.085) \times 0.10 = 686.56$, use 687). The pass-by traffic estimates are also included in **Table 3**.

Trip Distribution

The distribution and assignment of project trips were based upon the OUATS 2025 and 2040 Long Range Transportation Model assignments. The model network included all planned and programmed roadways and improvements within the impact area. The socioeconomic data used reflects the 2025 and 2040 model analysis years, which include a reasonable assessment of future development patterns. The socioeconomic data was updated to reflect the proposed development in a separate traffic zone. Subsequently, a selected zone assignment was performed to determine distribution of site trips in the impact area to the area roadways. Copies of the plots are contained in **Appendix C**.

Existing Traffic Conditions

The existing traffic operations near the site were evaluated for the significantly impacted study roadways. This included the area's major roadways which were analyzed for daily and P.M. peak hour conditions.

Roadway Level of Service Analysis

Table 4 is a summary of traffic parameters and existing level of service (LOS) for the study roadway segments to be impacted by the proposed land use and roadway network change. This table lists the numbers of lanes, roadway functional classification, County adopted LOS standard and roadway service volume for each roadway segment. This table also shows the 2018 daily and P.M. peak hour traffic volumes (see **Appendix D** for the Traffic Concurrency Management Program Concurrency Link Information) as well as the peak hour peak direction LOS. As **Table 4** shows, all but one of the study roadway segments currently operate within their level of service standards. The adverse Roadway segment is Turkey Lake Road between Sand Lake Commons Boulevard and Sand Lake Road.

Planned/Programmed Roadway Improvements

Planned roadway improvements near the study roadways scheduled prior to 2040 are listed below:

Short Term Roadway Improvements (2018-2025)

- Daryl Carter Parkway – 4LD from Apopka-Vineland Road and Palm Parkway
- Daryl Carter Parkway Interchange with I-4

Long Term Roadway Improvements (2025-2040)

- International Drive – 6LD from North Westwood Boulevard to South Universal Boulevard

Table 5 is a summary of the 2025 and 2040 traffic parameters for the study roadway segments to be impacted by the proposed land use change. This table lists the numbers of lanes, roadway functional classification, County adopted LOS standard and roadway service volume for each roadway segment. **Table 5** also lists the existing K and D factors that were utilized to convert the projected AADT background traffic volumes to P.M. peak hour direction traffic volumes.

TABLE 4
Study Roadway Parameters and Existing Level of Service

Roadway Name		Functional Class	# Lanes	Adopted (1)		2018 Traffic Volumes (2)				LOS	Meets LOS Std?
				LOS	Capacity	Daily	Pk Hour Pk Dir	Off Peak	Peak Direction		
From	To										
Apopka-Vineland Road											
Winter Garden-Vineland Rd	Fenton Rd	Min Arterial	4	E	2,000	25,436	1,282	1,030	NB	C	Yes
Fenton Rd	Darlene Rd	Min Arterial	4	E	2,000	26,354	1,328	1,009	NB	C	Yes
Darlene Rd	Kilgore Rd	Min Arterial	4	E	2,000	31,240	1,575	1,316	SB	C	Yes
Central Florida Parkway											
Turkey Lake Rd	International Dr	Min Arterial	4	E	2,000	26,349	1,513	387	EB	C	Yes
International Dr	John Young Pkwy	Min Arterial	4	E	2,000	27,440	1,383	517	WB	C	Yes
Daryl Carter Parkway											
Palm Pkwy	Regency Village Dr	Collector	4	E	2,000	10,977	514	646	EB	C	Yes
Regency Village Dr	International Dr	Collector	4	E	2,000	8,072	385	519	EB	C	Yes
International Drive South											
Vineland Av	Daryl Carter Pkwy	Min Arterial	6	E	3,020	25,923	1,307	1,045	NB	C	Yes
Daryl Carter Pkwy	South Westwood Blvd	Min Arterial	6	E	3,020	25,923	1,307	1,045	NB	C	Yes
Palm Parkway											
Winter Garden-Vineland Rd	Daryl Carter Pkwy	Collector	4	E	2,000	25,121	1,266	1,074	SB	C	Yes
Daryl Carter Pkwy	Central Florida Pkwy	Collector	4	E	2,000	25,121	1,266	1,074	SB	C	Yes
Turkey Lake Road											
Central Florida Pkwy	Sand Lake Commons Blvd	Min Arterial	4	E	2,000	37,502	1,755	1,460	SB	C	Yes
Sand Lake Commons Blvd	Sand Lake Rd	Min Arterial	4	E	2,000	48,619	2,275	1,575	SB	F	No
Winter Garden-Vineland Road											
Interstate 4	Apopka-Vineland Rd	Min Arterial	6	E	3,020	55,976	2,821	785	NB	C	Yes

(1) Adopted LOS from Orange County Comprehensive Plan Transportation Element & CMS database.
Roadway Service Volumes from Florida DOT Quality/Level of Service Handbook or Orange County.

(2) Traffic volumes from Orange County, Friday, May 1 2020 Database

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TABLE 5
2025/2040 Study Roadway Parameters

Roadway Name	To	Functional Class	Demand (1)		2025 # Lanes	2025 Roadway Service Volumes			2040 # Lanes	2040 Roadway Service Volumes										
			K	D		A	B	C		D	E	A	B	C	D	E				
Apopka-Vineland Road																				
Winter Garden-Vineland Rd	Fenton Rd	Min Arterial	0.091	0.554	4	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
Fenton Rd	Darlene Rd	Min Arterial	0.089	0.568	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Darlene Rd	Kilgore Rd	Min Arterial	0.093	0.545	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Central Florida Parkway																				
Turkey Lake Rd	International Dr	Min Arterial	0.072	0.796	4	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
International Dr	John Young Pkwy	Min Arterial	0.069	0.728	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Daryl Carter Parkway																				
Apopka-Vineland Rd	Project Ent	Collector	0.090	0.550	4	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
Project Ent	Palm Pkwy	Collector	0.090	0.550	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Palm Pkwy	Regency Village Dr	Collector	0.106	0.443	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Regency Village Dr	International Dr	Collector	0.112	0.426	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
International Drive South																				
Vineland Av	Daryl Carter Pkwy	Min Arterial	0.091	0.556	6	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
Daryl Carter Pkwy	South Westwood Blvd	Min Arterial	0.091	0.556	6	0	0	2,940	3,020	3,020	0	0	2,940	3,020	3,020	0	0	2,940	3,020	3,020
Palm Parkway																				
Winter Garden-Vineland Rd	Daryl Carter Pkwy	Collector	0.093	0.541	4	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
Daryl Carter Pkwy	Central Florida Pkwy	Collector	0.093	0.541	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Turkey Lake Road																				
Central Florida Pkwy	Sand Lake Commons Blvd	Min Arterial	0.086	0.546	4	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
Sand Lake Commons Blvd	Sand Lake Rd	Min Arterial	0.079	0.591	4	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000	0	0	1,910	2,000	2,000
Winter Garden-Vineland Road																				
Interstate 4	Apopka-Vineland Rd	Min Arterial	0.064	0.782	6	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
						0	0	2,940	3,020	3,020	0	0	2,940	3,020	3,020	0	0	2,940	3,020	3,020

(1) 2025 and 2040 K & D from Orange County 2019 traffic counts.
Roadway segment highlighted in Yellow are programmed improvements.
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Projected Traffic Transportation Assessment

Projected 2025 traffic volumes for the study roadway network were determined via the maximum of three (3) different methods; existing traffic plus Committed trips or a minimum 2% annual growth or the 2025 model generated background AADT volume converted to peak hour peak direction via existing K and D factors. The higher of the three values were used for the 2025 background P.M. peak hour peak direction. Projected 2040 traffic volumes for the study roadway network were then developed via a 2% annual growth rate applied to the 2025 Background traffic volumes or the 2040 model generated background AADT converted to peak hour peak direction via existing K and D factors. Again, the higher of the two methods became the 2040 Background P.M. peak hour peak direction traffic volume.

Table 6 presents the 2025 and 2040 background P.M. peak hour traffic calculations for the existing roadway network without the Daryl Carter Parkway extension and Daryl Carter Parkway I-4 interchange in place. **Table 7** presents the 2025 and 2040 background P.M. peak hour traffic calculations for the proposed roadway network with the Daryl Carter Parkway extension and the Daryl Carter Parkway I-4 interchange in place.

Analysis of Projected Traffic Conditions

The analysis of projected traffic conditions for the existing AFLU development land use for the existing roadway network without the Daryl Carter Parkway extension or the Daryl Carter Parkway I-4 interchange was in place was accomplished as shown in **Table 8** for the 2025 short-range analysis and the 2040 long-range analysis. Under the 2025 analysis the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:

- Apopka-Vineland Road: Three roadway segments between Winter Garden-Vineland Road and Kilgore Road.
- Central Florida Parkway: Two roadway segments between Turkey Lake Road and John Young Parkway.
- Palm Parkway: One roadway segment between Winter Garden-Vineland Road and Daryl Carter Parkway.
- Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
- Winter Garden-Vineland Road: One roadway segment between Interstate -4 and Apopka Vineland Road.

TABLE 6
2025 and 2040 Background Traffic Calculation Without Daryl Carter Parkway Extension

Roadway Name		Table 4 Existing PM Pk Dr	CMS Comm Trips (1)	Existing Plus Comm (2)	2025 Background Trips (3)	2025 Model Trips (4)	Use For 2025 Background (5)	2040 Background Trips (6)	2040 Model Trips (4)	Use For 2040 Background (7)
From	To									
Apopka-Vineland Road										
Winter Garden-Vineland Rd	Fenton Rd	1,282	561	1,843	1,460	2,320	2,320	3,020	3,130	3,130
Fenton Rd	Darlene Rd	1,328	362	1,690	1,510	2,080	2,080	2,700	2,770	2,770
Darlene Rd	Kilgore Rd	1,575	145	1,720	1,800	2,060	2,060	2,680	2,730	2,730
Central Florida Parkway										
Turkey Lake Rd	International Dr	1,513	254	1,767	1,720	2,450	2,450	3,190	2,930	3,190
International Dr	John Young Pkwy	1,383	76	1,459	1,580	2,620	2,620	3,410	2,850	3,410
Daryl Carter Parkway										
Project Ent	Palm Pkwy	0	0	0	0	470	470	610	740	740
Palm Pkwy	Regency Village Dr	514	13	527	590	980	980	1,270	1,210	1,270
Regency Village Dr	International Dr	385	4	389	440	1,000	1,000	1,300	1,230	1,300
International Drive South										
Vineland Av	Daryl Carter Pkwy	1,307	168	1,475	1,490	1,490	1,490	1,940	1,550	1,940
Daryl Carter Pkwy	South Westwood Blvd	1,307	168	1,475	1,490	1,490	1,490	1,940	2,070	2,070
Palm Parkway										
Winter Garden-Vineland Rd	Daryl Carter Pkwy	1,266	227	1,493	1,440	2,130	2,130	2,770	2,240	2,770
Daryl Carter Pkwy	Central Florida Pkwy	1,266	227	1,493	1,440	1,620	1,620	2,110	1,830	2,110
Turkey Lake Road										
Central Florida Pkwy	Sand Lake Commons Blvd	1,755	599	2,354	2,000	1,050	2,354	3,060	1,550	3,060
Sand Lake Commons Blvd	Sand Lake Rd	2,275	265	2,540	2,590	1,050	2,590	3,370	1,750	3,370
Winter Garden-Vineland Road										
Interstate 4	Apopka-Vineland Rd	2,821	603	3,424	3,220	3,820	3,820	4,970	4,090	4,970

1. Orange County CMS committed trips, Friday, May 1, 2020

2. Existing plus Committed trips

3. 2025 Background based on Minimum 2% annual growth rate (2025-2018 = $7 \times 0.02 = 14\%$) x Existing Traffic.

4. Background AADT Model trips for 2025 or 2040 x (0.98 MOCF x Existing K x Existing D).

5. Maximum PM Peak Hour/Peak Direction based on either Existing plus Committed or 2% Annual Growth or Model Background Value.

6. 2040 Background growth is estimated based on 2% annual growth rate (2040-2025 = $15 \times 0.02 = 30\%$) x 2025 Background PM Peak Hour/Peak Direction value.

7. Maximum PM Peak Hour/Peak Direction based on either 2% Annual Growth or Model Background Value.

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TABLE 7
2025 and 2040 Background Traffic Calculation With Daryl Carter Parkway Extension

Roadway Name	Table 4 Existing PM Pk Dr	CMS Comm Trips (1)	Existing Plus Comm (2)	2025 Background Trips (3)	2025 Model Trips (4)	Use For 2025 Background (5)	2040 Background Trips (6)	2040 Model Trips (4)	Use For 2040 Background (7)	
From	To									
Apopka-Vineland Road										
Winter Garden-Vineland Rd	Fenton Rd	561	1,843	1,460	2,970	2,970	3,860	3,300	3,860	
Fenton Rd	Darlene Rd	362	1,690	1,510	2,780	2,780	3,610	3,040	3,610	
Darlene Rd	Kilgore Rd	145	1,720	1,800	1,890	1,890	2,460	2,500	2,500	
Central Florida Parkway										
Turkey Lake Rd	International Dr	254	1,767	1,720	2,770	2,770	3,600	3,020	3,600	
International Dr	John Young Pkwy	76	1,459	1,580	2,650	2,650	3,450	2,870	3,450	
Daryl Carter Parkway										
Apopka-Vineland Rd	Project Ent	0	0	0	1,150	1,150	1,500	1,170	1,500	
Project Ent	Palm Pkwy	0	0	0	1,670	1,670	2,170	1,960	2,170	
Palm Pkwy	Regency Village Dr	13	527	590	1,740	1,740	2,260	1,980	2,260	
Regency Village Dr	International Dr	4	389	440	1,550	1,550	2,020	1,750	2,020	
International Drive South										
Vineland Av	Daryl Carter Pkwy	168	1,475	1,490	1,200	1,490	1,940	1,600	1,940	
Daryl Carter Pkwy	South Westwood Blvd	168	1,475	1,490	1,840	1,840	2,390	2,380	2,390	
Palm Parkway										
Winter Garden-Vineland Rd	Daryl Carter Pkwy	227	1,493	1,440	2,080	2,080	2,700	2,160	2,700	
Daryl Carter Pkwy	Central Florida Pkwy	227	1,493	1,440	1,890	1,890	2,460	2,110	2,460	
Turkey Lake Road										
Central Florida Pkwy	Sand Lake Commons Blvd	599	2,354	2,000	990	2,354	3,060	1,650	3,060	
Sand Lake Commons Blvd	Sand Lake Rd	265	2,540	2,590	1,280	2,590	3,370	1,830	3,370	
Winter Garden-Vineland Road										
Interstate 4	Apopka-Vineland Rd	603	3,424	3,220	3,660	3,660	4,760	3,920	4,760	

1. Orange County CMS committed trips, Friday, May 1, 2020

2. Existing plus Committed trips

3. 2025 Background based on Minimum 2% annual growth rate (2025-2018 = 7 x 0.02 = 14%) x Existing Traffic.

4. Background AADT Model trips for 2025 or 2040 x (0.98 MOCF x Existing K x Existing D).

5. Maximum PM Peak Hour/Peak Direction based on either Existing plus Committed or 2% Annual Growth or Model Background Value.

6. 2040 Background growth is estimated based on 2% annual growth rate (2040-2025 = 15 x 0.02 = 30%) x 2025 Background PM Peak Hour/Peak Direction value.

7. Maximum PM Peak Hour/Peak Direction based on either 2% Annual Growth or Model Background Value.

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TABLE 8
2025 Level of Service - Existing AFLU Designation Land Use Density Without Daryl Carter Parkway Extension

Roadway Name From	To	# Lanes	Adopted LOS	Project Trip Distribution	Daily Traffic Volumes		P.M. Peak Hour Traffic Volumes		Meets		Project P.M. Peak 3% Sig?				
					Back Trips	AFLU Trips	Total Trips	Peak Volume	Peak Direction	AFLU Trips		Total Trips	LOS Std?	% of LOS Std	
Apopka-Vineland Road															
Winter Garden-Vineland Rd	Fenton Rd	4	E	0.8%	46,031	135	46,166	2,320	NB	6	2,326	F	No	0.30%	No
Fenton Rd	Darlene Rd	4	E	0.8%	41,277	135	41,412	2,080	NB	5	2,085	F	No	0.25%	No
Darlene Rd	Kilgore Rd	4	E	0.8%	40,860	135	40,995	2,060	SB	6	2,066	F	No	0.30%	No
Central Florida Parkway															
Turkey Lake Rd	International Dr	4	E	17.6%	42,667	2,960	45,627	2,450	EB	118	2,568	F	No	5.90%	Yes
International Dr	John Young Pkwy	4	E	21.2%	51,983	3,566	55,549	2,620	WB	147	2,767	F	No	7.35%	Yes
Daryl Carter Parkway															
Project Ent	Palm Pkwy	4	E	100.0%	9,495	16,821	26,316	470	EB	670	1,140	C	Yes	33.50%	Yes
Palm Pkwy	Regency Village Dr	4	E	26.1%	20,929	4,390	25,319	980	EB	175	1,155	C	Yes	8.75%	Yes
Regency Village Dr	International Dr	4	E	26.1%	20,966	4,390	25,356	1,000	EB	175	1,175	C	Yes	8.75%	Yes
International Drive South															
Vineland Av	Daryl Carter Pkwy	6	E	5.1%	29,553	858	30,411	1,490	NB	35	1,525	C	Yes	1.16%	No
Daryl Carter Pkwy	South Westwood Blvd	6	E	21.0%	29,553	3,532	33,085	1,490	NB	141	1,631	C	Yes	4.67%	Yes
Palm Parkway															
Winter Garden-Vineland Rd	Daryl Carter Pkwy	4	E	28.8%	42,265	4,844	47,109	2,130	SB	193	2,323	F	No	9.65%	Yes
Daryl Carter Pkwy	Central Florida Pkwy	4	E	39.0%	32,145	6,560	38,705	1,620	SB	270	1,890	C	Yes	13.50%	Yes
Turkey Lake Road															
Central Florida Pkwy	Sand Lake Commons Blvd	4	E	15.0%	50,302	2,523	52,825	2,354	SB	104	2,458	F	No	5.20%	Yes
Sand Lake Commons Blvd	Sand Lake Rd	4	E	15.0%	55,351	2,523	57,874	2,590	SB	104	2,694	F	No	5.20%	Yes
Winter Garden-Vineland Road															
Interstate 4	Apopka-Vineland Rd	6	E	14.4%	75,799	2,422	78,221	3,820	NB	96	3,916	F	No	3.18%	Yes

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TABLE 8 (Continued)
2040 Level of Service - Existing AFVU Designation Land Use Density Without Daryl Carter Parkway Extension

Roadway Name	To	# Lanes	Adopted LOS	Project Trip Distribution	Daily Traffic Volumes			P.M. Peak Hour Traffic Volumes			Meets LOS Std?		Project P.M. Peak % of LOS Std		
					Back Trips	AFLU Trips	Total Trips	Peak Volume	Peak Direction	AFLU Trips	Total Trips	LOS	LOS	LOS Std	3% Sig?
Apopka-Vineland Road															
Winter Garden-Vineland Rd	Fenton Rd	4	E	1.0%	62,102	168	62,270	3,130	NB	7	3,137	F	No	0.35%	No
Fenton Rd	Darlene Rd	4	E	1.0%	54,970	168	55,138	2,770	NB	7	2,777	F	No	0.35%	No
Darlene Rd	Kilgore Rd	4	E	0.5%	54,149	84	54,233	2,730	SB	3	2,733	F	No	0.15%	No
Central Florida Parkway															
Turkey Lake Rd	International Dr	4	E	17.5%	55,554	2,944	58,498	3,190	EB	117	3,307	F	No	5.85%	Yes
International Dr	John Young Pkwy	4	E	18.1%	67,658	3,045	70,703	3,410	WB	125	3,535	F	No	6.25%	Yes
Daryl Carter Parkway															
Project Ent	Palm Pkwy	4	E	100.0%	14,949	16,821	31,770	740	EB	670	1,410	C	Yes	33.50%	Yes
Palm Pkwy	Regency Village Dr	4	E	22.1%	27,122	3,717	30,839	1,270	EB	148	1,418	C	Yes	7.40%	Yes
Regency Village Dr	International Dr	4	E	22.1%	27,256	3,717	30,973	1,300	EB	148	1,448	C	Yes	7.40%	Yes
International Drive South															
Vineland Av	Daryl Carter Pkwy	6	E	5.7%	38,478	959	39,437	1,940	NB	39	1,979	C	Yes	1.29%	No
Daryl Carter Pkwy	South Westwood Blvd	6	E	16.4%	41,056	2,759	43,815	2,070	NB	110	2,180	C	Yes	3.64%	Yes
Palm Parkway															
Winter Garden-Vineland Rd	Daryl Carter Pkwy	4	E	30.0%	54,965	5,046	60,011	2,770	SB	201	2,971	F	No	10.05%	Yes
Daryl Carter Pkwy	Central Florida Pkwy	4	E	38.3%	41,868	6,442	48,310	2,110	SB	265	2,375	F	No	13.25%	Yes
Turkey Lake Road															
Central Florida Pkwy	Sand Lake Commons Blvd	4	E	17.8%	65,388	2,994	68,382	3,060	SB	123	3,183	F	No	6.15%	Yes
Sand Lake Commons Blvd	Sand Lake Rd	4	E	16.9%	72,020	2,843	74,863	3,370	SB	117	3,487	F	No	5.85%	Yes
Winter Garden-Vineland Road															
Interstate 4	Apopka-Vineland Rd	6	E	14.7%	98,618	2,473	101,091	4,970	NB	98	5,068	F	No	3.25%	Yes

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All the remaining roadway segments will continue to operate at an acceptable LOS. Eleven of the Year 2025 study roadway segments are significantly impacted (i.e., 3%) by the existing AFLU maximum density land use density and six (6) are on the adverse roadway segments.

Under the review of the long-term (Year 2040) AFLU analysis, with the planned roadway improvements in place, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:

- Apopka-Vineland Road: Three roadway segments between Winter Garden-Vineland Road and Kilgore Road.
- Central Florida Parkway: Two roadway segments between Turkey Lake Road and International Drive John Young Parkway.
- Palm Parkway: Two roadway segments between Winter Garden-Vineland Road and Central Florida Parkway.
- Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
- Winter Garden-Vineland Road: One roadway segment between Interstate-4 and Apopka-Vineland Road.

All the remaining roadway segments will continue to operate at an acceptable LOS. Eleven of the Year 2040 study roadway segments are significantly impacted (i.e., 3%) by the existing AFLU maximum density land use density and seven (7) are on the adverse roadway segments.

The analysis of projected traffic conditions for the PFLU land use for the existing roadway network with the Daryl Carter Parkway extension and the Daryl Carter Parkway I-4 interchange in place was accomplished as shown in **Table 9** for the 2025 short-range analysis and the 2040 long-range analysis. Under the 2025 analysis, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:

- Apopka-Vineland Road: Two roadway segments between Winter Garden-Vineland Road and Darlene Road.
- Central Florida Parkway: Two roadway segments between Turkey Lake Road and John Young Parkway.
- Palm Parkway: One roadway segment between Winter Garden-Vineland Road and Daryl Carter Parkway.

TABLE 9
2025 Level of Service - PFLU Designation Land Use Density With Daryl Carter Parkway Extension

Roadway Name	From	To	# Lanes	Adopted LOS	Project Trip Distribution	Daily Traffic Volumes			P.M. Peak Hour Traffic Volumes			Meets LOS Std?		Project P.M. Peak		
						Back Trips	PFLU Trips	Total Trips	Peak Volume	Peak Direction	PFLU Trips	Total Trips	LOS	LOS Std	% of LOS Std	3% Sig?
Apopka-Vineland Road	Winter Garden-Vineland Rd	Fenton Rd	4	E	27.3%	58,927	64	58,991	2,970	NB	0	2,970	F	No	10.75%	Yes
	Fenton Rd	Darlene Rd	4	E	9.1%	55,169	21	55,190	2,780	NB	11	2,791	F	No	3.60%	Yes
	Darlene Rd	Kilgore Rd	4	E	8.5%	37,488	20	37,508	1,890	SB	0	1,890	C	Yes	3.35%	Yes
Central Florida Parkway	Turkey Lake Rd	International Dr	4	E	13.3%	48,240	31	48,271	2,770	EB	16	2,786	F	No	5.25%	Yes
	International Dr	John Young Pkwy	4	E	14.8%	52,578	35	52,613	2,650	WB	0	2,650	F	No	5.85%	Yes
Daryl Carter Parkway	Apopka-Vineland Rd	Project Ent	4	E	36.3%	23,232	85	23,317	1,150	WB	43	1,193	C	Yes	14.30%	Yes
	Project Ent	Palm Pkwy	4	E	63.7%	33,737	150	33,887	1,670	EB	76	1,746	C	Yes	25.15%	Yes
	Palm Pkwy	Regency Village Dr	4	E	10.9%	37,159	26	37,185	1,740	EB	13	1,753	C	Yes	4.30%	Yes
	Regency Village Dr	International Dr	4	E	10.9%	32,498	26	32,524	1,550	EB	13	1,563	C	Yes	4.30%	Yes
International Drive South	Vineland Av	Daryl Carter Pkwy	6	E	1.8%	29,553	4	29,557	1,490	NB	0	1,490	C	Yes	0.46%	No
	Daryl Carter Pkwy	South Westwood Blvd	6	E	9.1%	36,495	21	36,516	1,840	NB	11	1,851	C	Yes	2.38%	No
Palm Parkway	Winter Garden-Vineland Rd	Daryl Carter Pkwy	4	E	1.9%	41,273	4	41,277	2,080	SB	2	2,082	F	No	0.75%	No
	Daryl Carter Pkwy	Central Florida Pkwy	4	E	20.4%	37,503	48	37,551	1,890	SB	0	1,890	C	Yes	8.05%	Yes
Turkey Lake Road	Central Florida Pkwy	Sand Lake Commons Blvd	4	E	5.3%	50,302	12	50,314	2,354	SB	0	2,354	F	No	2.10%	No
	Sand Lake Commons Blvd	Sand Lake Rd	4	E	5.3%	55,351	12	55,363	2,590	SB	0	2,590	F	No	2.10%	No
	Winter Garden-Vineland Road	Interstate 4	Apopka-Vineland Rd	6	E	16.8%	72,624	39	72,663	3,660	NB	20	3,680	F	No	4.40%

(1) Adopted LOS from Orange County Comprehensive Plan Transportation Element & CMS database.

Roadway Service Volumes from Florida DOT Quality/Level of Service Handbook or Orange County.

(2) Traffic volumes from Orange County 2018 traffic counts.

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TABLE 9 (Continued)
2040 Level of Service - PFLU Designation Land Use Density With Daryl Carter Parkway Extension

Roadway Name	To	# Lanes	Adopted LOS	Project Trip Distribution	Daily Traffic Volumes		P.M. Peak Hour Traffic Volumes		Meets LOS Std?		Project P.M. Peak				
					Back Trips	PFLU Trips	Total Trips	Peak Volume	Peak Direction	PFLU Trips	Total Trips	LOS	LOS	% of LOS Std	3% Sig?
Apopka-Vineland Road															
Winter Garden-Vineland Rd	Fenton Rd	4	E	21.8%	76,586	51	76,637	3,860	NB	0	3,860	F	No	6.55%	Yes
Fenton Rd	Darlene Rd	4	E	12.7%	71,640	30	71,670	3,610	NB	15	3,625	F	No	5.00%	Yes
Darlene Rd	Kilgore Rd	4	E	11.8%	49,587	28	49,615	2,500	SB	0	2,500	F	No	3.55%	Yes
Central Florida Parkway															
Turkey Lake Rd	International Dr	4	E	13.0%	62,694	31	62,725	3,600	EB	15	3,615	F	No	5.15%	Yes
International Dr	John Young Pkwy	4	E	12.9%	68,451	30	68,481	3,450	WB	0	3,450	F	No	3.90%	Yes
Daryl Carter Parkway															
Apopka-Vineland Rd	Project Ent	4	E	34.5%	30,303	81	30,384	1,500	WB	41	1,541	C	Yes	13.60%	Yes
Project Ent	Palm Pkwy	4	E	65.5%	43,838	154	43,992	2,170	EB	78	2,248	F	No	25.85%	Yes
Palm Pkwy	Regency Village Dr	4	E	36.2%	48,265	85	48,350	2,260	EB	43	2,303	F	No	14.30%	Yes
Regency Village Dr	International Dr	4	E	10.1%	42,352	24	42,376	2,020	EB	12	2,032	F	No	4.00%	Yes
International Drive South															
Vineland Av	Daryl Carter Pkwy	6	E	1.8%	38,478	4	38,482	1,940	NB	0	1,940	C	Yes	0.36%	No
Daryl Carter Pkwy	South Westwood Blvd	6	E	8.6%	47,403	20	47,423	2,390	NB	10	2,400	C	Yes	2.25%	No
Palm Parkway															
Winter Garden-Vineland Rd	Daryl Carter Pkwy	4	E	4.2%	53,576	10	53,586	2,700	SB	5	2,705	F	No	1.65%	No
Daryl Carter Pkwy	Central Florida Pkwy	4	E	19.0%	48,813	45	48,858	2,460	SB	0	2,460	F	No	5.70%	Yes
Turkey Lake Road															
Central Florida Pkwy	Sand Lake Commons Blvd	4	E	4.8%	65,388	11	65,399	3,060	SB	0	3,060	F	No	1.45%	No
Sand Lake Commons Blvd	Sand Lake Rd	4	E	4.8%	72,020	11	72,031	3,370	SB	0	3,370	F	No	1.45%	No
Winter Garden-Vineland Road															
Interstate 4	Apopka-Vineland Rd	6	E	15.2%	94,451	36	94,487	4,760	NB	18	4,778	F	No	3.97%	Yes

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- Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
- Winter Garden-Vineland Road: One roadway segment between Interstate-4 and Apopka-Vineland Road.

All the remaining roadway segments will continue to operate at an acceptable LOS. Eleven of the Year 2025 study roadway segments are significantly impacted (i.e., 3%) by the PFLU maximum density land use density and six (6) are on the adverse roadway segments.

Under the review of the long-term (Year 2040) PFLU analysis, with the planned roadway improvements in place, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:

- Apopka-Vineland Road: Three roadway segments between Winter Garden-Vineland Road and Kilgore Road.
- Central Florida Parkway: Two roadway segments between Turkey Lake Road and International Drive John Young Parkway.
- Daryl Carter Parkway: Three roadway segments between Project Entrance and International Drive.
- Palm Parkway: Two roadway segments between Winter Garden-Vineland Road and Central Florida Parkway.
- Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
- Winter Garden-Vineland Road: One roadway segment between Interstate-4 and Apopka-Vineland Road.

All the remaining roadway segments will continue to operate at an acceptable LOS. Eleven of the Year 2040 study roadway segments are significantly impacted (i.e., 3%) by the PFLU maximum density land use density and ten are on the adverse roadway segments.

Transit

The closest LYNX (Central Florida Regional Transportation Authority) route that serves the Disney area is Route 50 (see **Appendix E**). The closest stop is approximately 0.15 miles away at the Palm Parkway and Maharj Avenue intersection. The route operates between the hours of 5:45 A.M. to 12:53 A.M. on weekdays, 5:50 A.M. to 1:02 A.M. on

Saturday and 5:50 A.M. to 12:55 A.M. Sundays and holidays. Headways vary during the day along the route.

Pedestrian

A continuous 5-foot sidewalk is programmed exists along the both sides of the Daryl Carter Parkway adjacent to the proposed development parcel.

Bicycle

The closest trail to the proposed development site currently ends at the Festival Bay Mall, approximately 6.5 miles away (see **Appendix F** for the trail map). The trail is planned to extend from the current terminus to an existing portion of the trail in Hunters Creek near the intersection of Hunters Vista Boulevard and Flora Vista Drive. This trailhead is approximately 6 miles away.

Study Conclusions

Study Conclusions

This study was undertaken for a Comprehensive Policy Plan Transportation Amendment for the development of a parcel in east Orange County. Hannah Smith Property PD proposed site will consist of ±86.55-acres. This analysis was undertaken to support an application to amend the Comprehensive Plan, changing the existing AFLU designation from A-2 and Planned Development (PD) **without** the Daryl Carter Parkway extension and the Daryl Carter Parkway I-4 interchange in place to Planned Development **with** the Daryl Carter Parkway extension and the Daryl Carter Parkway I-4 interchange in place. The proposed land use changes within the PD consist of adding 314,000 square feet (SF) of office space, reducing retail space by 66,142 SF, increasing hotel rooms by 65 rooms and reducing timeshares by 119 dwelling units. The multi-family dwelling units total does not change.

The following is a summary of the results and recommendations. The results of the study as documented herein are summarized below:

- As documented in this analysis, under the proposed PFLU designation the number of daily trips will *increase* by 235 net new (primary) trips and the P.M. peak hour trips will *increase* by 29 net new (primary) trips.
- As documented in this analysis for the short term (Year 2025) analysis period, under the existing roadway network **without** the Daryl Carter Parkway extension or the Daryl Carter Parkway I-4 interchange in place, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:
 - Apopka-Vineland Road: Three roadway segments between Winter Garden-Vineland Road and Kilgore Road.
 - Central Florida Parkway: Two roadway segments between Turkey Lake Road and International Drive John Young Parkway.
 - Palm Parkway: One roadway segment between Winter Garden-Vineland Road and Daryl Carter Parkway.
 - Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
 - Winter Garden-Vineland Road: One roadway segment between Interstate-4 and Apopka-Vineland Road.

- Six (6) of the Year 2025 adverse study roadway segments are significantly impacted (i.e., 3%) by the existing AFLU maximum density land use density.
- As documented in the 2040 analysis, under the existing roadway network **without** the Daryl Carter Parkway extension or the Daryl Carter Parkway I-4 interchange in place and with the planned roadway improvements in place, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:
 - Apopka-Vineland Road: Three roadway segments between Winter Garden-Vineland Road and Kilgore Road.
 - Central Florida Parkway: Two roadway segments between Turkey Lake Road and International Drive John Young Parkway.
 - Palm Parkway: Two roadway segments between Winter Garden-Vineland Road and Central Florida Parkway.
 - Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
 - Winter Garden-Vineland Road: One roadway segment between Interstate-4 and Apopka-Vineland Road.
- Seven (7) of the Year 2040 adverse study roadway segments are significantly impacted (i.e., 3%) by the existing AFLU maximum density land use density.
- As documented in this analysis for the short term (Year 2025) analysis period, under the proposed roadway network **with** the Daryl Carter Parkway extension and the Daryl Carter Parkway I-4 interchange in place, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:
 - Apopka-Vineland Road: Two roadway segments between Winter Garden-Vineland Road and Darlene Road.
 - Central Florida Parkway: Two roadway segments between Turkey Lake Road and International Drive John Young Parkway.
 - Palm Parkway: One roadway segment between Winter Garden-Vineland Road and Daryl Carter Parkway.
 - Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
 - Winter Garden-Vineland Road: One roadway segment between Interstate-4 and Apopka-Vineland Road.

- Seven (7) of the Year 2025 adverse study roadway segments are significantly impacted (i.e., 3%) by the PFLU maximum density land use density.
- As documented in the 2040 analysis, under the existing roadway network **with** the Daryl Carter Parkway extension Daryl Carter Parkway I-4 interchange and with the planned roadway improvements in place, the following roadway segments are projected to operate at an adverse level of service due to the P.M. peak hour traffic volumes:
 - Apopka-Vineland Road: Three roadway segments between Winter Garden-Vineland Road and Kilgore Road.
 - Central Florida Parkway: Two roadway segments between Turkey Lake Road and International Drive John Young Parkway.
 - Daryl Carter Parkway: Three roadway segments between Project Entrance and International Drive.
 - International Drive South: One roadway segment between South Westwood Boulevard and Central Florida Parkway.
 - Palm Parkway: Two roadway segments between Winter Garden-Vineland Road and Central Florida Parkway.
 - Turkey Lake Road: Two roadway segments between Central Florida Parkway and Sand Lake Road.
 - Winter Garden-Vineland Road: Two roadway segments between Interstate-4 and Buena Vista Drive.
- Ten of the Year 2040 adverse study roadway segments are significantly impacted (i.e., 3%) by the PFLU maximum density land use density
- The proposed zoning change from A-2 and Planned Development designation to Planned Development designation should be considered for approval.

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APPENDICES

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Appendix A – Land Use Conversion Matrix

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SITE DATA
 TOTAL NO. OF ACRES 86.55 AC
 LAKE 2.958 AC
 TOTAL DEVELOPABLE ACRES 83.592 AC

EXISTING ZONING A-2 and PLANNED DEVELOPMENT (PD)
 PROPOSED ZONING PLANNED DEVELOPMENT (PD)
 FUTURE LAND USE PD-C/MHDR/ACMU
 VESTED TRIPS: 89,658

SCHOOL ACR POPULATION
 TOTAL STUDENTS - 509

Land Use	DUs	SGR	Elementary Students	SGR	Middle School	SGR	High School
Multi-Family	1800	0.149	269	0.063	114	0.070	126

TRIP GENERATION
 Summary of Trip Generation
 Hannah Smith PD LUP

UNITS/SQ.FT.	PM PK-HR TRIPS
OFFICE 300,000	426
MULTI-FAMILY 1450	812
HOTEL 165	120
TIMESHARE 1	1
COMMERCIAL 355,000	1,386

Land uses within the Hannah Smith Property PD may be exchanged based on traffic equivalents as listed below:

Land Use	Trip Rate/Unit	Conversion To:		
		Hotel	Timeshare	Commercial
Hotel	0.780/room	1.70	0.19	0.64
Timeshare	3.810/SSF	5.22	0.11	0.38
Office	1.42/SSF	1.95	0.85	3.24
Multi-Family	0.580/DU	0.77	0.37	0.49

Source: ITE Trip Generation, 10th Edition

Example:
 Every 1,000 sf of commercial can be exchanged for 8.86 timeshare units.
 300 timeshare units can be gained by exchanging 1,330 sf of commercial.

Example:
 Every multi-family dwelling unit can be exchanged for 490 sf of office.
 15,000 square feet of office can be gained by exchanging 38 multi-family units.

The proposed development tracts are considered as a mixed use category. This land use can be subdivided into single use parcels or contain mixed uses within a parcel or a structure.

PERMITTED USES
 Permitted commercial uses shall include all C-1 permitted uses. Properties identified as ACMU shall be allowed uses consistent with Comp Plan Policy 1.1.3 only within the area designated as ACMU.

BUILDING HEIGHT: 150 FEET/50 FEET, 2-STORY**
 MAX NONRESIDENTIAL HEIGHT:

DEVELOPMENT STANDARDS

RESIDENTIAL

	Multi-Family
Max Building Height	115' (9-stories)*
Min Living Area	500 sf
Max Lot Coverage	0.30
Setbacks	
Front	20'
Rear	20'
Side	20'
Corner/Side Street	15'
NHWE	50'
PD Perimeter & Residential Wall	25'
Roadway Setbacks	
From Palm Parkway	20'
From Interstate 4	75'
From Daryl Carter Parkway	25'***
Building Separation	40'****

* Waiver Request #1
 ** Waiver Request #22
 *** Building separation for Tract 5 is 20' per Waiver Request approved by BCC on March 6, 2018

NON-RESIDENTIAL

	Commercial
Max Building Coverage	80% of Land Area*
NHWE Elevation Setback	50'

* Waiver Request #14

ACCESS: ACCESS ALONG DARYL CARTER PARKWAY IN ACCORDANCE WITH THE ACTIVITY CENTER TURKEY LAKE ROAD AGREEMENT WHICH PROVIDES FOR THE FOLLOWING:

1. THE HANNAH SMITH PROPERTY SHALL BE SERVED BY NOT LESS THAN FIVE SERVICE MEDIAN OPENINGS IN SEGMENT B.
2. EACH FULL SERVICE MEDIAN OPENING SHALL BE NOT LESS THAN 660 FEET FROM ANY OTHER FULL SERVICE MEDIAN OPENING. PROVIDED, HOWEVER, THE COUNTY ENGINEER SHALL HAVE THE AUTHORITY TO ALLOW LESS DISTANCE BETWEEN FULL SERVICE MEDIAN OPENINGS THAN PROVIDED HEREIN, AS MAY BE NECESSITATED BY SITE DESIGN OR GOOD ENGINEERING PRACTICES AS DETERMINED BY THE COUNTY ENGINEER.

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Appendix B – Internal Capture Worksheets

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NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Hannah Smith Comp Plan TDA	Organization:	LTEC
Project Location:	Orange County	Performed By:	JTR
Scenario Description:	Build-out	Date:	3/17/2020
Analysis Year:	2025 / 2040	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		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	300,000	SF	324	52	272
Retail	820	355,000	SF	1388	666	722
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential	222 & 265	1,301	DU's	452	276	176
Hotel	310	165	Rms	120	59	61
All Other Land Uses ²				0	0	0
Total				2284	1053	1231

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% 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		53	0	0	5	0
Retail	14		0	0	127	10
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	67	0	0		5
Hotel	0	10	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,284	1,053	1,231
Internal Capture Percentage	26%	28%	24%
External Vehicle-Trips ³	1,688	755	933
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

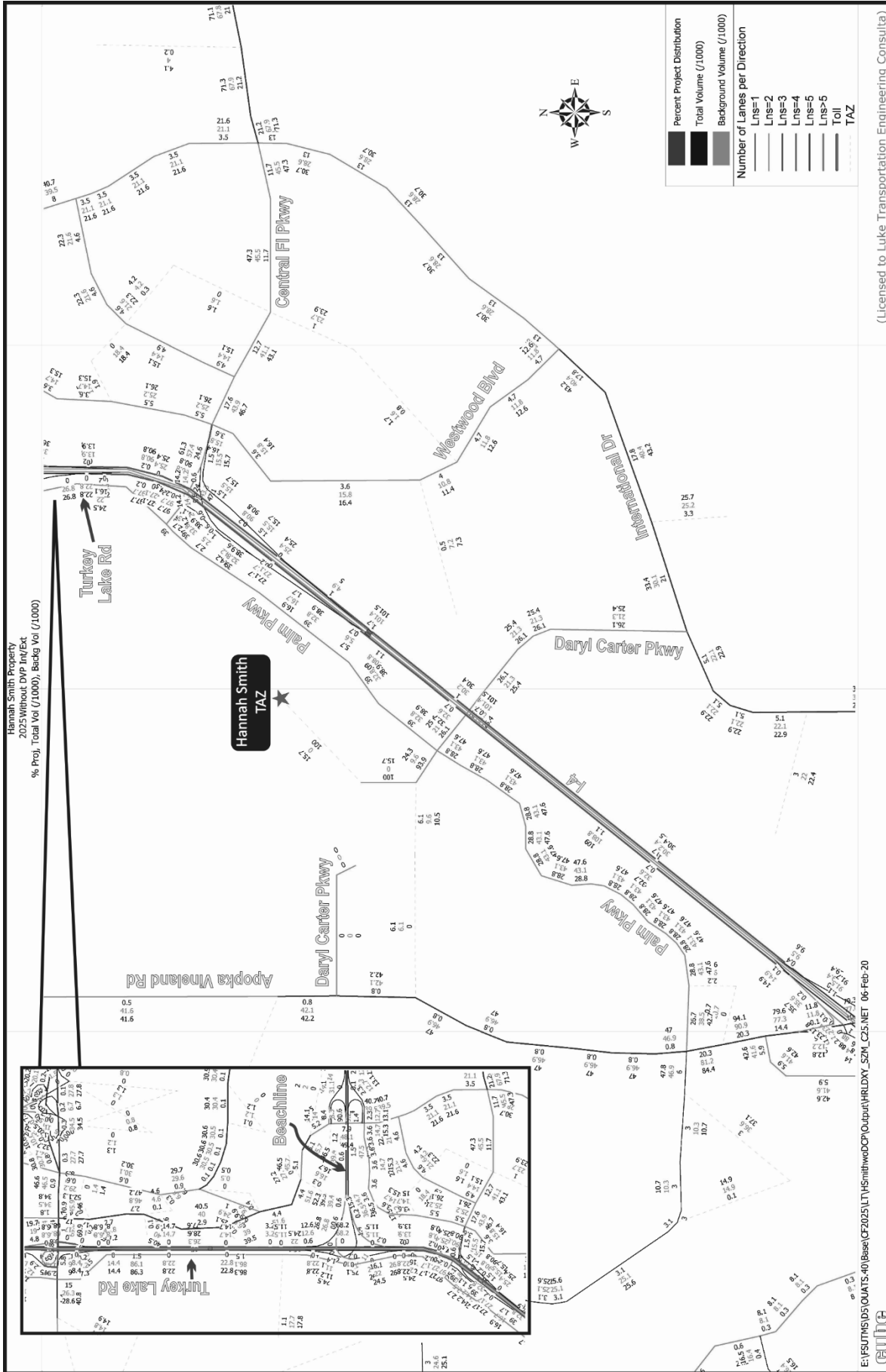
Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	40%	21%
Retail	20%	21%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	48%	45%
Hotel	25%	16%

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.
²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
⁴Person-Trips
⁵Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas Transportation Institute

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Appendix C – OUATS Model Plots

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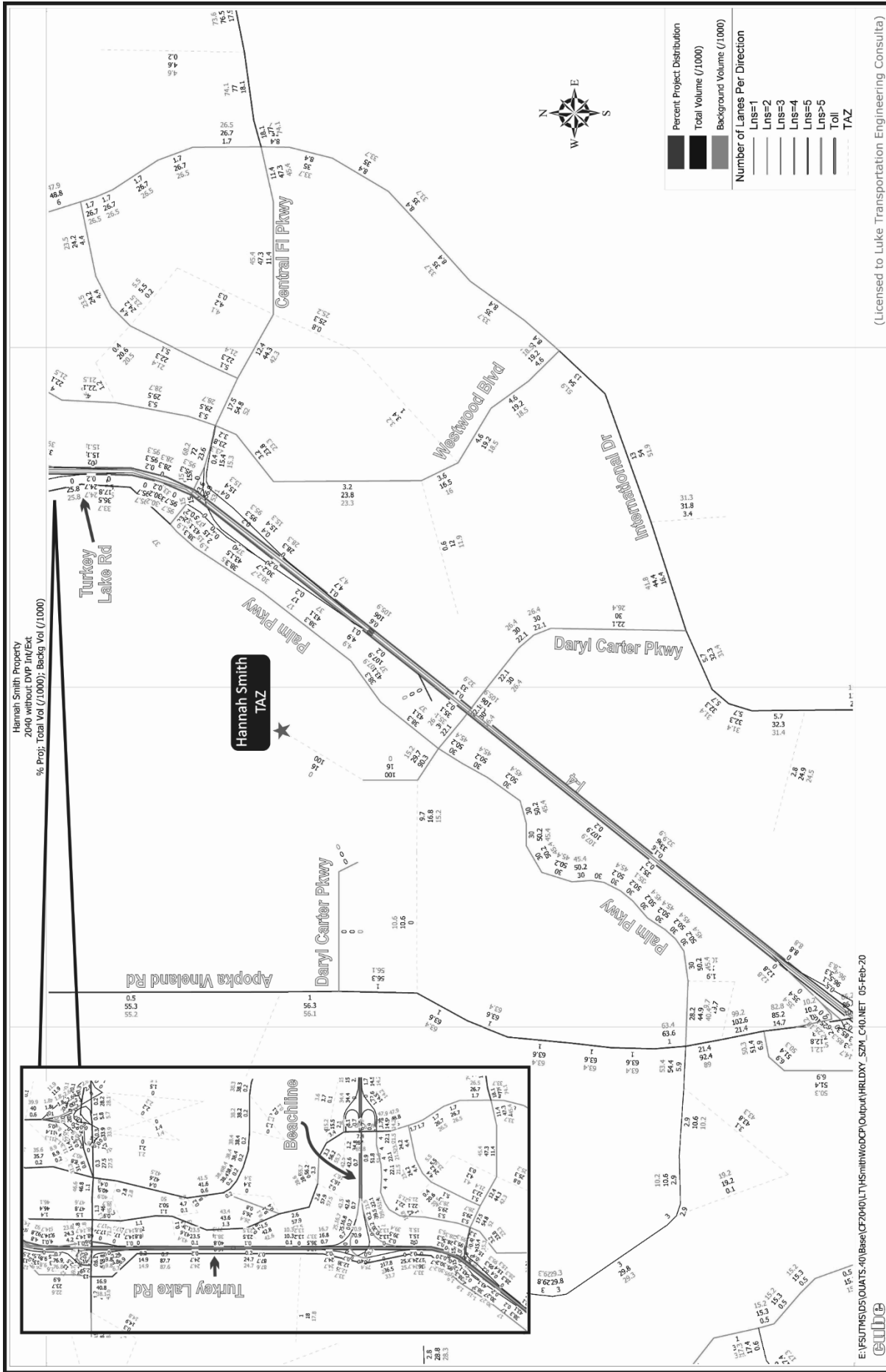


HANNAH SMITH PROPERTY PD ORANGE COUNTY, FLORIDA

OUATS Model AFLU 2024 Plot Without Connection to I-4

Figure A

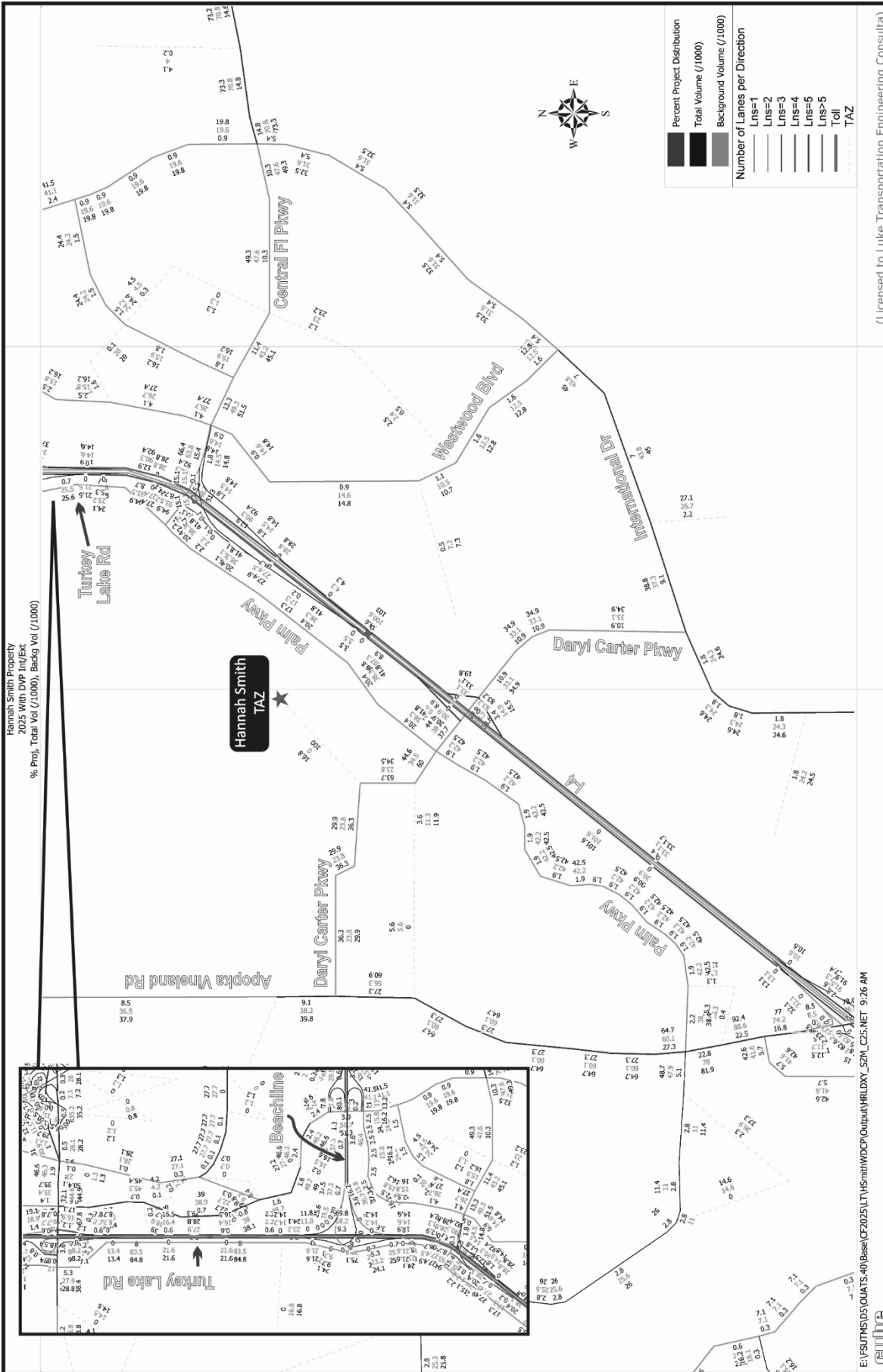




HANNAH SMITH PROPERTY PD
ORANGE COUNTY, FLORIDA

OUATS Model AFLU 2040 Plot Without Connection to I-4

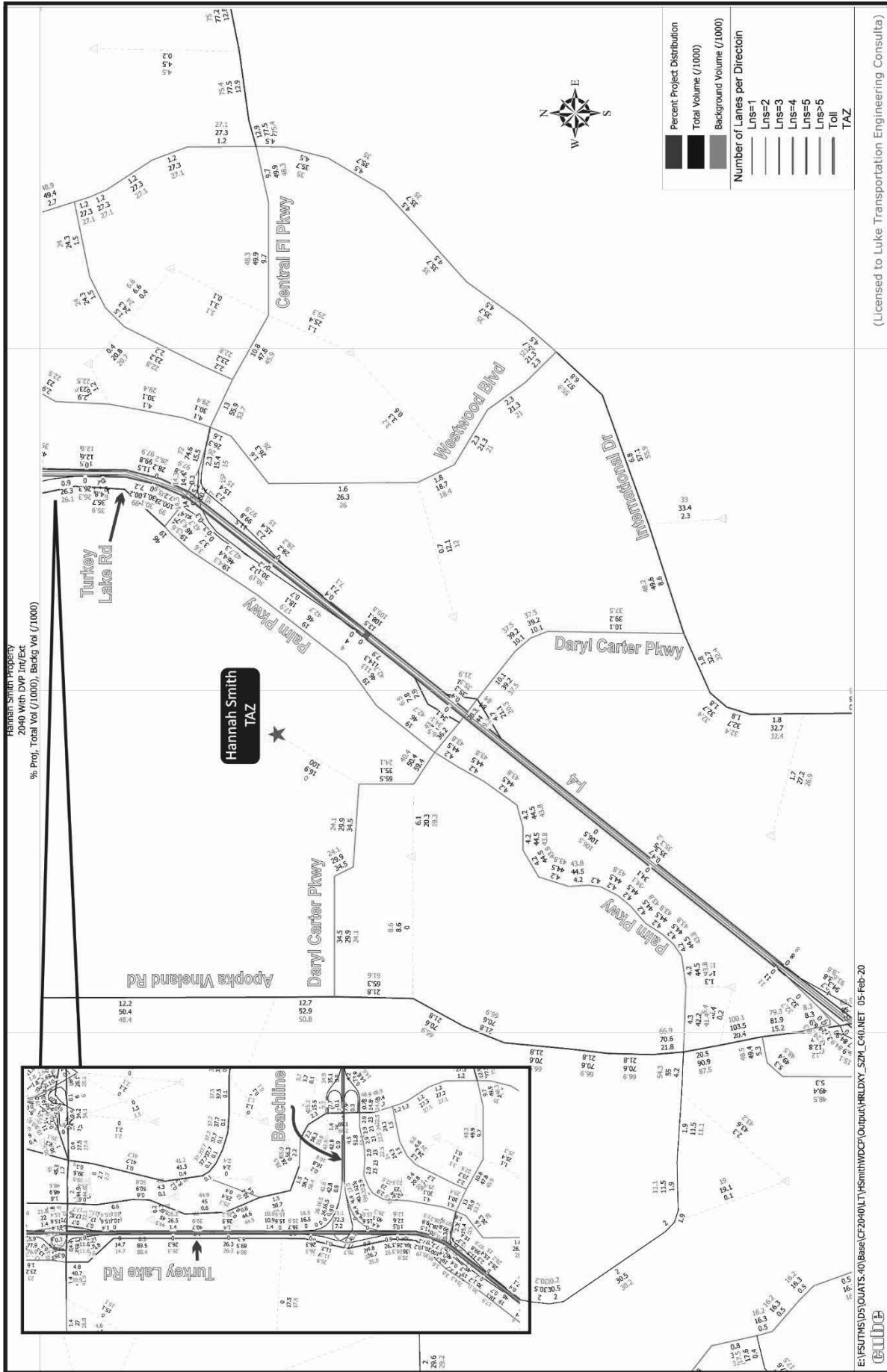
Figure B



(Licensed to Luke Transportation Engineering Consulta)



Figure C



(Licensed to Luke Transportation Engineering Consultants)



HANNAH SMITH PROPERTY PD ORANGE COUNTY, FLORIDA

OUATS Model AFLU 2040 Plot With Connection to I-4

Figure D

Appendix D – CMS May 1, 2020 Worksheets

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Orange County, Florida
Traffic Concurrency Management Program
Concurrency Link Information
Application Number:

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln LOS	Min Total Cap	AAADT	PmPk	PrDir	Comm Avail	
											Trips Cap* LOS	
Apopka-Vineland Rd												
19	Winter Garden-Vineland Rd	Fenton Rd	1.43	Cnty	Urban - Class I	4 E	2000	25,436	1,282	NB	561	157 C
19.1	Fenton Rd	Darlene Rd	1.01	Cnty	Urban - Class I	4 E	2000	26,354	1,328	NB	362	310 C
19.2	Darlene Rd	Kilgore Rd	1.34	Cnty	Urban - Class I	4 E	2000	31,240	1,575	SB	145	280 C
20	Kilgore Rd	Sand Lake Rd	0.76	Cnty	Urban - Class II	4 E	1700	35,724	1,640	SB	90	0 F
21	Sand Lake Rd	Wallace Rd	0.75	Cnty	Urban - Class II	4 E	1700	34,471	1,675	NB	22	3 E
22	Wallace Rd	Palm Lake Dr	1.27	Cnty	Urban - Class II	4 E	1700	34,111	1,719	NB	106	0 F
Beachline Expy												
33.52	Orange Blossom Tr / Florida's Turnpike	Interstate 4	4.74	ST	Urban Freeway	8 E	8220	96,900	5,494	WB	6	2,720 C
Central Florida Greenway												
49.1	Osceola County Line	SR 536	2.23	ST	Urban Freeway	4 E	3940	44,600	2,168	EB	0	1,772 B
49.2	SR 536	John Young Pkwy	3.52	ST	Urban Freeway	4 E	3940	70,500	3,923	WB	0	17 E
Central Florida Pkwy												
50	Turkey Lake Rd	International Dr	1.38	Cnty	Urban - Class I	4 E	2000	26,349	1,513	EB	254	233 C
51	International Dr	John Young Pkwy	1.96	Cnty	Urban - Class I	4 E	2000	27,440	1,383	WB	76	541 C
52	John Young Pkwy	Orange Blossom Tr	1.22	Cnty	Urban - Class I	4 E	2000	26,257	1,300	WB	53	647 C
Daryl Carter Pkwy												
95.8	Palm Pkwy	Regency Village Dr	0.37	Cnty	Urban - Class I	4 E	2000	10,977	514	EB	13	1,473 C
95.9	Regency Village Dr	International Dr	0.65	Cnty	Urban - Class I	4 E	2000	8,072	385	EB	4	1,611 C
Dr. Phillips Blvd												
107	Sand Lake Rd	Wallace Rd	0.85	Cnty	Urban - Class I	4 E	2000	19,943	933	NB	125	942 C
108	Wallace Rd	Pin Oak Dr	1.67	Cnty	Urban - Class I	4 E	2000	16,511	788	NB	64	1,148 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.

Friday, May 01, 2020

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln	LOS	Cap	Min Total	AADT	PmPk	PkDir	Comm Avail
									Cap			Trips	Cap* LOS
International Dr													
195	Central Florida Pkwy	N. Westwood Blvd	0.9	Cnty	Urban - Class I	6	E	3020	22,660	1,122	1,122	NB	69 1,829 C
196	N. Westwood Blvd	Pointe Plaza Avenue	1.17	Cnty	Urban - Class I	4	E	2000	24,010	1,210	1,210	SB	275 515 C
196.5	Pointe Plaza Avenue	Sand Lake Rd	1.4	Cnty	Urban - Class I	4	E	2000	25,089	1,264	1,264	NB	161 575 C
197	Sand Lake Rd	Kirkman Rd	1.39	Cnty	Urban - Class II	4	E	1700	17,879	885	885	WB	27 788 D
International Dr South													
194.1	Osceola County Line	Winter Garden-Vineland Rd / Kissimmee Vineland / SR 535	2.03	Cnty	Urban - Class I	6	E	3020	8,169	412	412	WB	119 2,489 C
194.3	SR 536 / World Center Dr	Vineland Ave	3.13	Cnty	Urban - Class I	6	E	3020	25,585	1,289	1,289	SB	313 1,418 C
194.4	Vineland Ave	Central Florida Pkwy	1.27	Cnty	Urban - Class I	6	E	3020	25,923	1,307	1,307	NB	168 1,545 C
Interstate 4													
500	Osceola County Line	Beachline Expy	6.29	ST	Urban Freeway	6	E	6080	#####	13,078	13,078	SB	0 0 F
501	Beachline Expy	John Young Pkwy	7.41	ST	Urban Freeway	6	E	6080	#####	7,237	7,237	SB	0 0 F
John Young Pkwy													
200.2	Town Center Blvd	Deerfield Blvd	1.19	Cnty	Urban - Class I	6	E	3020	65,843	3,318	3,318	SB	60 0 F
200.5	Deerfield Blvd	Whisper Lakes Blvd	1.08	Cnty	Urban - Class I	6	E	3020	68,739	3,464	3,464	NB	50 0 F
201	Whisper Lakes Blvd	Central Florida Pkwy	0.93	Cnty	Urban - Class I	6	E	3020	69,178	3,487	3,487	SB	32 0 F
202	Central Florida Pkwy	Beachline Expy	0.9	Cnty	Urban - Class I	6	E	3020	67,516	3,403	3,403	NB	77 0 F
Kirkman Rd													
217	Sand Lake Rd	International Dr	0.89	ST	Urban - Class I	6	E	3020	32,717	1,649	1,649	NB	4 1,367 C
Orangewood Blvd													
344	Beachline Expy	Central Florida Pkwy	0.96	Cnty	Urban - Class I	4	E	2000	19,895	1,003	1,003	SB	23 974 C
Palm Pkwy / Turkey Lake Rd													
348.55	Winter Garden-Vineland Rd	Central Florida Pkwy	2.68	Cnty	Urban - Class I	4	E	2000	25,121	1,266	1,266	SB	227 507 C
Pointe Plaza Ave													
359.1	International Dr	Universal Blvd	0.43	Cnty	Urban - Class II	4	E	1700	9,114	459	459	EB	20 1,221 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.

Friday, May 01, 2020

ID	From	To	Lgth	Maint Agency	Capacity Group	Ln LOS	Min Total Cap	AADT	PmPk	PkDir	Comm Trips	Avail Cap*
												LOS
Sand Lake Rd												
393	Apopka-Vineland Rd	Dr. Phillips Blvd	0.71	Cnty	Urban - Class I	4 E	2000	32,392	1,633	EB	51	316 C
394	Dr. Phillips Blvd	Turkey Lake Rd	0.62	Cnty	Urban - Class I	4 E	2000	49,152	2,477	EB	68	0 F
394.5	Turkey Lake Rd	International Dr	0.43	ST	Urban - Class I	8 E	4040	64,744	3,088	WB	98	854 C
395	International Dr	Kirkman Rd	0.91	ST	Urban - Class I	6 E	3020	42,201	2,127	WB	52	841 C
396	Kirkman Rd	John Young Pkwy	1.72	ST	Urban - Class I	6 E	3020	50,139	2,527	WB	13	480 C
SR 536 (World Center Dr)												
120	E Buena Vista Dr	Interstate 4	1.28	ST	Rural Undev. Hwy	6 D	4000	42,815	2,074	EB	0	1,926 C
121	Interstate 4	Winter Garden-Vineland Rd / Kissimmee Vineland / SR 535	1.44	ST	Urban - Class I	6 E	3020	45,042	2,230	EB	194	596 C
194.2	Winter Garden-Vineland Rd / Kissimmee Vineland / SR 535	Central Florida Greenway	0.62	Cnty	Urban - Class I	6 E	3020	47,310	2,129	WB	262	629 C
Taft-Vineland Rd												
425.5	Central Florida Pkwy	John Young Pkwy	0.72	Cnty	Urban - Class I	4 E	2000	6,640	335	SB	16	1,649 C
425.51	John Young Pkwy	Orange Blossom Tr	1.22	Cnty	Urban - Class I	4 E	2000	18,611	938	WB	192	870 C
Turkey Lake Rd												
437	Central Florida Pkwy	Sand Lake Commons Blvd	1.36	Cnty	Urban - Class I	4 E	2000	37,502	1,755	SB	599	0 F
437.1	Sand Lake Commons Blvd	Sand Lake Rd	1.43	Cnty	Urban - Class I	4 E	2000	48,619	2,275	SB	265	0 F
438	Sand Lake Rd	Wallace Rd	0.92	Cnty	Urban - Class I	4 E	2000	34,205	1,570	SB	83	347 C
439	Wallace Rd	Vineland Rd	1.23	Cnty	Urban - Class I	4 E	2000	37,109	1,737	SB	69	194 C
Universal Blvd												
490	Interstate 4	Sand Lake Rd	1.06	Cnty	Urban - Class II	4 E	1700	17,972	841	SB	25	834 D
491	Sand Lake Rd	Pointe Plaza Ave	1.02	Cnty	Urban - Class II	4 E	1700	14,271	719	NB	86	895 D
492	Pointe Plaza Ave	Beachline Expy	2.08	Cnty	Urban - Class I	6 E	3020	33,720	1,699	SB	42	1,279 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.

Friday, May 01, 2020

ID	From	To	Maint Agency	Capacity Group	Ln LOS	Min Total Cap	AAADT	PmPk	PkDir	Comm Trips	Avail Cap* LOS
445.11	Winter Garden-Vineland Rd / Kissimmee Vineland / SR 535	Little Lake Bryan Pkwy	Cnty	Urban - Class II	2 E	800	26,629	1,270	EB	116	0 F
445.12	Little Lake Bryan Pkwy	International Dr	Cnty	Urban - Class I	4 E	2000	13,452	678	SB	37	1,285 C
Wallace Rd											
448	Apopka-Vineland Rd	Dr. Phillips Blvd	Cnty	Urban - Class I	2 E	880	10,622	497	EB	33	350 C
448.1	Dr. Phillips Blvd	Turkey Lake Rd	Cnty	Urban - Class II	2 E	800	14,112	718	WB	23	59 D
Westwood Blvd (N)											
454.6	Central Florida Pkwy	International Dr	Cnty	Urban - Class I	4 E	2000	16,503	817	SB	66	1,117 C
Westwood Blvd (S)											
454.5	International Dr	Central Florida Pkwy	Cnty	Urban - Class I	4 E	2000	9,771	492	SB	68	1,440 C
Whisper Lakes Blvd											
457.1	John Young Pkwy	Orange Blossom Tr	Cnty	Urban - Class I	4 E	2000	10,830	546	EB	41	1,413 C
Winter Garden-Vineland Rd											
460	Interstate 4	Apopka-Vineland Rd	ST	Urban - Class I	6 E	3020	55,976	2,821	NB	603	0 F
461	Apopka-Vineland Rd	Buena Vista Dr	Cnty	Horizons West - Class I	4 E	2000	36,527	1,841	WB	243	0 F
461.1	Buena Vista Dr	Perrihouse Acres Ln	Cnty	Horizons West - Class I	4 E	2000	39,041	1,968	EB	557	0 F
461.2	Perrihouse Acres Ln	Sunset Blvd	Cnty	Horizons West - Class I	4 E	2000	36,948	1,862	NB	631	0 F
462	Sunset Blvd	Silverlake Park Dr	Cnty	Horizons West - Class I	4 E	2000	40,745	2,054	WB	739	0 F
Winter Garden-Vineland Rd / Kissimmee Vineland / SR 535											
223	Osceola County Line	SR 536 / World Center Pkwy	ST	Urban - Class I	4 E	2000	62,963	3,173	NB	167	0 F
224	SR 536 / World Center Dr	Interstate 4	ST	Urban - Class I	6 E	3020	51,167	2,533	NB	415	72 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.

Friday, May 01, 2020

Appendix E – Lynx Schedule

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WELCOME ABOARD!

LYNX operates 83 Links to great places throughout Central Florida. If you don't see your destination here, **CONTACT US** and we can connect you to the right Link for your trip. Riding LYNX is also easy on your wallet. You can pay for your trip as you board the bus:

ONE RIDE	ALL-DAY	Link 709 and LYMMO are currently Fare Free. Please see individual Link schedules for more information. EXACT FARE REQUIRED. No change given.
\$2.00	\$4.50	
\$1.00	\$2.25	
with LYNX discount fare ID	with LYNX discount fare ID	

Ready to roll? Look inside for more info...

Public Notice of Title VI Rights
The Central Florida Regional Transportation Authority d/b/a LYNX:
• LYNX operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been subjected to any unlawful discriminatory practice under Title VI may file a complaint with LYNX.
• For more information on LYNX Civil Rights Program, and the procedures to file a complaint, contact: 407-841-5969 ext. 0117, email: Title6@cfra.gov, or visit our administrative office at 425 N. Garland Avenue, Orlando, Florida 32801. For more information, visit: www.golynx.com.
• A complainant may file a complaint directly with the Federal Transit Administration, Office of Civil Rights, American Title VI Program Coordinator, East Building, 8th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
• If information is needed in another language, contact: 407-841-5279 ext. 0117.



LYNX is the public transit provider for Orange, Osceola and Seminole counties. Additional connectivity with Lake and Polk counties.

CONTACT US for information on fares, bus stops, schedules and trip planning:

407-841-5969 phone
golynx.com web

THANK YOU FOR RIDING LYNX!

BROCHURE

DISNEY AREA

Links 50 56 300 301, 302 303 304, 305 306

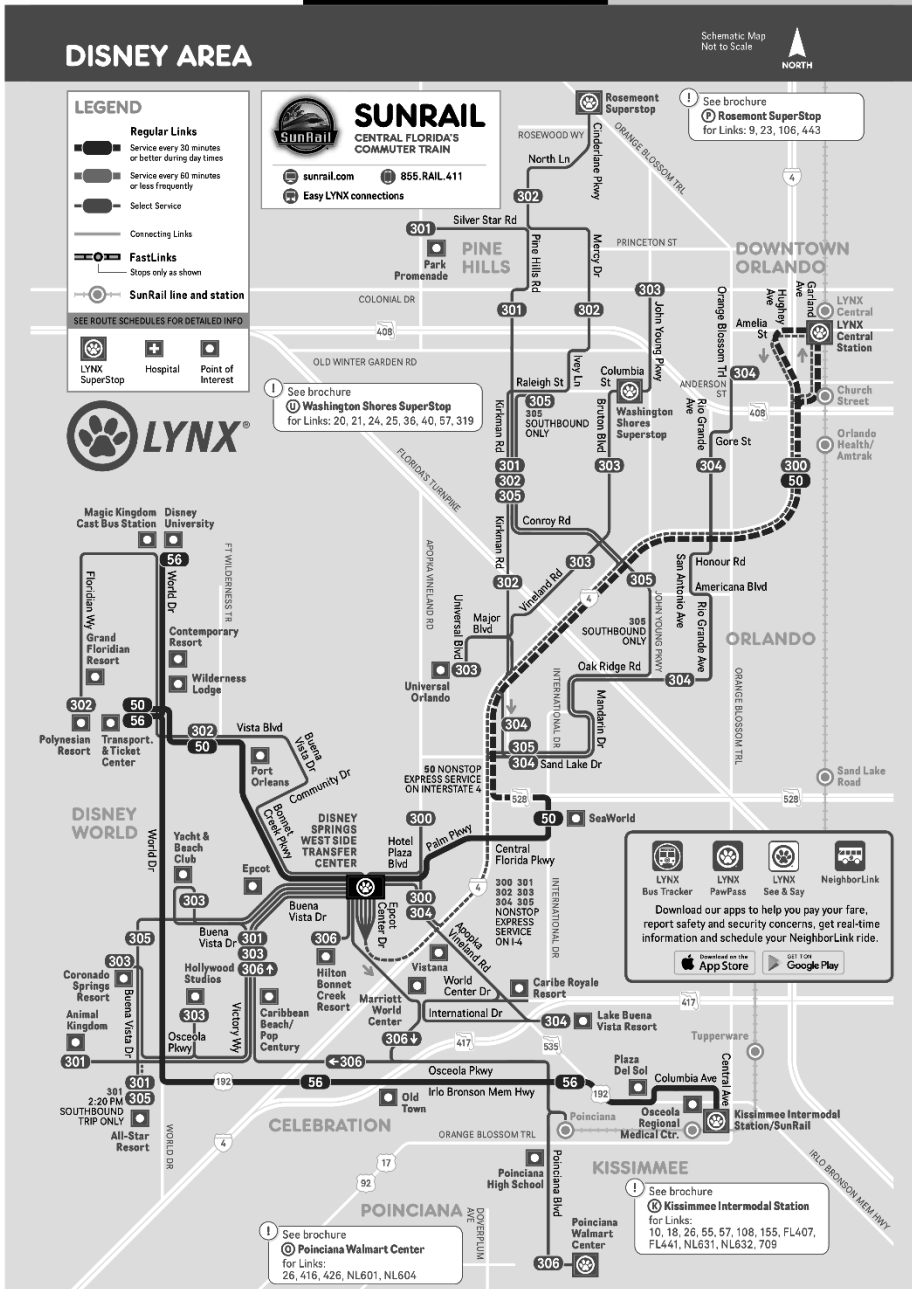
DIRECT SERVICE TO:

- | | |
|--------------------------------------|-------------------|
| Celebration | Kissimmee |
| Disney World Attractions and Resorts | Pine Hills |
| Downtown Orlando | Poinciana |
| Orlando | Sea World |
| | Universal Orlando |



Effective: DECEMBER 2019

Other accessible formats available upon request



BUS SERVICE FREQUENCY

To plan your trip or view full bus schedule visit golynx.com

EFFECTIVE DECEMBER 2019 - ALL BUS SERVICE FREQUENCIES ARE APPROXIMATE AND SUBJECT TO CHANGE
 Times indicate departures from the **BEGINNING** of the route. Diagrams show major points on each Link - buses make additional local stops along the way.

50 INBOUND to LYNX Central Station

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	5:45 am	5:50 am	5:50 am
DAY	6-7 am :20, :40	10, :30, :50	10, :30, :50
7-8 am	:00, :30	:10, :35	:10, :40
8-9 am	:05, :35	:05, :35	
9-10 am		:05, :30	
10 am-11 am	:00, :30		:05, :35
11 am-12 pm			
12-1 pm	:00, :25, :55	:00, :30	
1-2 pm			:00, :30
2-3 pm	:25, :55	:00, :25, :55	
3-4 pm	:10, :30, :50	:15, :35	:00, :20, :40
4-5 pm	:10, :35	:00, :20, :40	
5-6 pm	:00, :35		
EVE	6-7 pm	:05, :35	:00, :30
NIGHT	7-10 pm		:05, :35
LAST TRIP	12:00 am	12:00 am	12:05 am

* Additional trips depart from Disney Springs West Side Transfer Center at 5:45 am & 6:22 am (Mon-Fri), 5:46 am (Sat), 5:47 (Sun).

50 OUTBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	5:15 am	5:15 am	5:15 am
DAY	5-8 am :15, :35, :55	:15, :35, :55	:15, :35, :55
8 am-4 pm	:15, :45	:15, :45	:15, :45
4-6 pm	:15, :35, :55	:15, :35, :55	:15, :35, :55
NIGHT	after 6 pm	:15, :45	:15, :45
LAST TRIP	10:45 pm	10:45 pm	10:45 pm

56 EASTBOUND to Kissimmee

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:15 am	6:47 am	6:48 am
DAY	6-7 am :15, :47	:17, :48	:17, :48
7-8 am	:17, :47		:18, :49
8-9 am	:17, :45		:18, :48
9 am-1 pm	:15, :45	:18, :48	:18, :48
1-2 pm	:15, :40	:16, :48	:16, :45
2-3 pm	:10, :41	:15, :38	
3-4 pm	:11, :43	:10, :40	:12, :42
4-5 pm	:12, :42	:10, :42	:13, :44
5-6 pm	:17, :49	:22, :51	:17, :48
NIGHT	6-7 pm :19, :51	:21, :51	:18, :49
7-10 pm	:20, :50		:19, :50
10-11 pm	:20, :40	:20, :40	:24, :43
LAST TRIP	11:10 pm	11:10 pm	11:13 pm

4:02 am-6:25 am (Mon-Fri) trips operate between Plaza del Sol and Kissimmee only.

56 WESTBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	5:30 am	5:30 am	5:30 am
ALL DAY	:00, :30	:00, :30	:00, :30
LAST TRIP	11:00 pm	11:00 pm	11:00 pm

Service interruption at Disney University during fireworks event 8:30-10:30 pm

300 INBOUND to LYNX Central Station

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	4:54 pm	5:07 pm	5:20 pm
LAST TRIP	5:08 pm	5:20 pm	5:59 pm

300 OUTBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:30 am	7:00 am	7:09 am
LAST TRIP	6:30 am	6:57 am	7:09 am

301 INBOUND to Pine Hills

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	4:21 pm	5:00 pm	5:20 pm
LAST TRIP	4:24 pm	5:00 pm	5:20 pm

301 OUTBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:04 am	7:05 am	7:12 am
LAST TRIP	*2:21 pm	3:25 pm	3:32 pm

302 INBOUND to Rosemont SuperStop

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	4:18 pm	4:33 pm	5:20 pm
LAST TRIP	4:18 pm	4:36 pm	5:20 pm

302 OUTBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	5:48 am	7:05 am	7:25 am
LAST TRIP	2:17 pm	3:25 pm	3:43 pm

303 INBOUND to Washington Shores

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	4:35 pm	5:20 pm	6:04 pm
LAST TRIP	4:38 pm	5:20 pm	6:04 pm

303 OUTBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:10 am	6:18 am	7:05 am
LAST TRIP	2:30 pm	2:39 pm	3:25 pm

304 NORTHBOUND to O.B.T./Anderson St

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	4:23 pm	4:45 pm	5:20 pm
LAST TRIP	4:27 pm	4:52 pm	5:20 pm

304 SOUTHBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:08 am	7:05 am	7:39 am
LAST TRIP	2:21 pm	3:25 pm	3:54 pm

305 SOUTHBOUND ONLY to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:03 am	6:37 am	7:05 am
LAST TRIP	6:05 am	6:37 am	7:05 am

306 NORTHBOUND to Walt Disney World

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	6:12 am	6:34 am	7:05 am
LAST TRIP	6:17 am	6:37 am	7:05 am

306 SOUTHBOUND to Poinciana

MINUTES AFTER THE HOUR	MON-FRI	SAT	SUN/HOL
FIRST TRIP	5:07 pm	5:20 pm	6:00 pm
LAST TRIP	5:07 pm	5:20 pm	6:10 pm

CAN'T FIND YOUR LINK?

LYNX has 21 brochures, listed below, to help you find your bus. Each one shows the Links serving a certain area, like Fern Park or a particular service, like LYMMO. You can also use the table to the right, which shows each Link and the brochure it appears on. Note that some Links are shown on more than one brochure.

LYNX BUS SERVICE BROCHURES

- (A) Apopka SuperStop
- (B) Colonial Plaza SuperStop
- (C) Colonial Dr East/West
- (D) Colonial Dr West/West Oaks Mall
- (E) Destination Parkway
- (F) Dixie Belle Dr & Gatlin Ave
- (G) FastLink Services
- (H) Fern Park SuperStop
- (I) Florida Mall SuperStop
- (K) Kissimmee Intermodal Station
- (L) LYNX Central Station
- (M) LYMMO
- (N) Orlando International Airport
- (O) Poinciana Walmart Center
- (P) Rosemont SuperStop
- (Q) Sanford Seminole Centre
- (R) SunRail Connections
- (S) UCF Area
- (T) Disney Area
- (U) Washington Shores SuperStop
- (V) Winter Park Village Area

QUESTIONS?

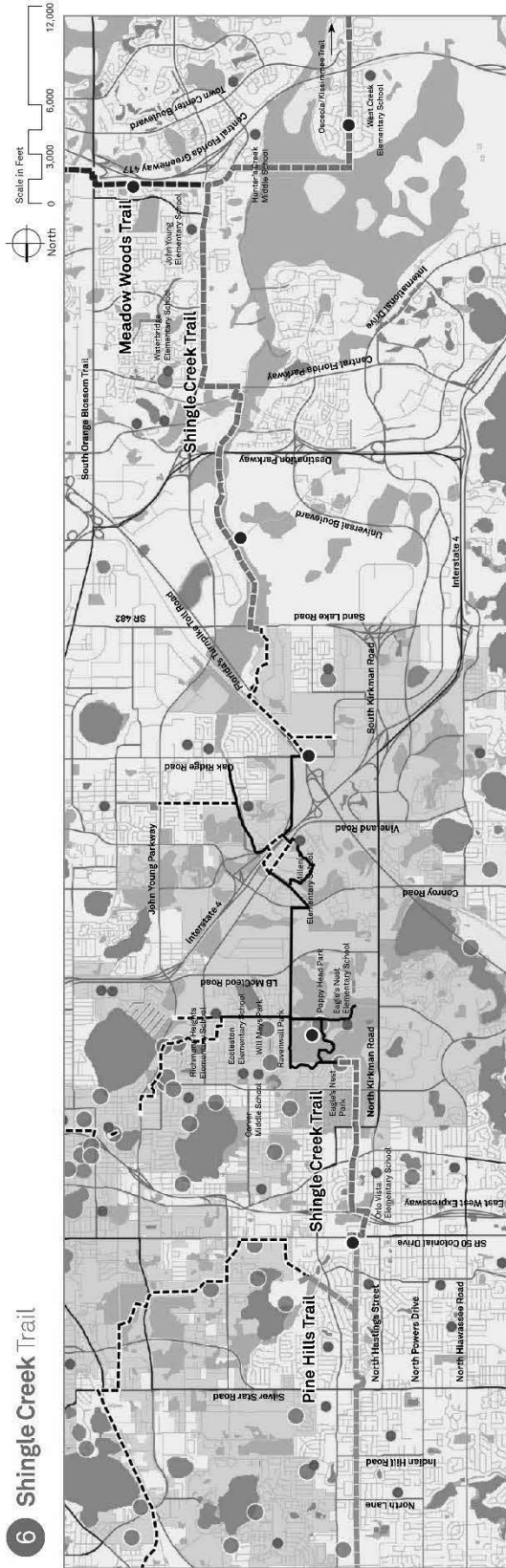
- Visit us online golynx.com
- Give us a call 407.841.LYNX
- Like us on Facebook [facebook.com/golynx](https://www.facebook.com/golynx)
- Follow us on Twitter @lynxbusorlando

Link	Brochure	Link	Brochure	Link	Brochure	Link	Brochure
1	(B)(V)	42	(E)(I)(N)(O)	300	(L)(T)	FastLink	
3	(F)(L)	44	(A)	301	(T)	407	(C)(O)(Q)
6	(B)(F)	45	(O)(R)	302	(P)(T)	418	(C)(I)(R)
7	(I)(L)(R)	48E	(O)(R)	303	(T)(U)	441	(C)(I)(O)(L)
8	(E)(L)	46W	(O)(R)	304	(T)	LYMMO	
9	(P)(B)(V)	48	(C)(L)	305	(T)	(C)(O)	Orange Line
10	(K)	49	(C)(L)	306	(O)(B)(T)	(C)(L)	Lime Line
11	(L)(O)(S)	50	(O)(T)	313	(B)(L)	(M)	Grapefruit Line
13	(B)(L)(S)	51	(O)(L)(N)	319	(L)(U)		
15	(L)(S)	54	(O)(L)	320	(T)	NeighborLink	
18	(O)(A)	55	(O)(T)	405	(O)	601	(O)
20	(O)(T)	56	(O)(T)	426	(O)	604	(O)(A)
21	(L)(U)	57	(O)(U)	434	(B)(S)	612	(O)
23	(O)(B)(V)	58	(E)	436N	(P)(B)(O)	613	(O)(O)
24	(U)	102	(L)(R)(V)	436S	(P)(B)(O)	613	(O)
25	(L)(U)	103	(O)(O)	443	(P)(B)(O)	621	(S)
26	(O)(O)	104	(C)(L)(S)	709	(A)	622	(S)
28	(O)(L)	105	(O)(O)(P)			631	(O)(B)
29	(O)(L)	106	(A)(L)(P)			632	(O)(B)
34	(O)(R)	107	(I)(L)			641	(E)
36	(L)(U)	108	(I)(X)			651	(O)(B)
37	(I)	111	(E)(I)(N)(O)(A)			652	(A)(O)(B)(U)
38	(E)(L)	125	(O)(L)(R)				
40	(L)(O)(U)	155	(O)(B)				

Appendix F – Trail Map

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Orange County Trails Master Plan



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