
NOTICE OF PUBLIC MEETING
May 22, 2018- 6:30 PM

CITY OF BELLE ISLE
PLANNING AND ZONING BOARD REGULAR SESSION

1. CALL TO ORDER, CONFIRMATION OF QUORUM AND PLEDGE TO THE FLAG

2. APPROVAL OF THE PLANNING & ZONING MARCH 27, 2018 MEETING MINUTES

3. PUBLIC HEARING CASE #2018-04-070 PURSUANT TO BELLE ISLE CODE SEC. 48-33, THE BOARD SHALL CONSIDER AND TAKE ACTION ON A REQUESTED VARIANCE FROM SEC. 48-32 (6) TO BUILD A SECOND DOCK ON THE PROPERTY WHILE KEEPING THE EXISTING DOCK BUT TURNING IT INTO A GAZEBO BY FILLING IT IN SO THAT IT WOULD NOT FUNCTION AS A BOAT SLIP. THIS ALSO REQUIRES A VARIANCE FROM THE TOTAL AREA PROVISION SEC. 48-32 (3) TO ALLOW FOR A TOTAL AREA GREATER THAN 1000 SQUARE FEET AS THE TWO DOCKS WOULD BE A COMBINED TOTAL LARGER THAN 1000 SQUARE FEET (TOTAL MAXIMUM 1400 SQUARE FEET), SUBMITTED BY APPLICANT SHEILA CICHRA, LOCATED AT 2913 CULLEN LAKE SHORE DRIVE, BELLE ISLE, FL 32812 ALSO KNOWN AS PARCEL NUMBER 18-23-30-4386-03-730.

4. PUBLIC HEARING CASE #2018-05-002 PURSUANT TO BELLE ISLE CODE SEC. 52-62, THE BOARD SHALL CONSIDER AND TAKE ACTION ON A REQUESTED VARIANCE FROM SEC. 52-33 (7)B AND (7)H TO REPLACE THE EXISTING SIGN WITH A NEW SIGN WITH THE SAME DIMENSIONS BUT ALSO WITH A 23-FOOT REGAL BOAT ON TOP OF THE SIGN. THE VARIANCE REQUESTED IS TO EXCEED THE HEIGHT OF THE STANDARD 30 FEET ALLOWED TO A MAXIMUM HEIGHT OF 57 FEET, AND; EXCEED THE 500 SQUARE FEET OF SURFACE AREA ALLOWED. THE NEW SIGN WOULD BE 1080 SQUARE FEET IN SURFACE AREA, WHICH INCLUDES 300 SQUARE FEET FOR EACH SIDE OF THE MAIN SIGN AND 480 SQUARE FEET OF SURFACE AREA FOR THE BOAT, SUBMITTED BY APPLICANT MARKETING BUSINESS ASSOCIATES, LOCATED AT 2300 JETPORT DRIVE, ORLANDO, FL 32828 ALSO KNOWN AS PARCEL NUMBER 31-23-30-0000-00-011.

5. PUBLIC HEARING CASE #2018-05-008 PURSUANT TO BELLE ISLE CODE SEC. 42-64 THE BOARD SHALL CONSIDER AND TAKE ACTION ON A REQUESTED VARIANCE FROM SEC. 50-73, TO ALLOW A MAXIMUM BUILDING HEIGHT OF 48 FEET INSTEAD OF THE STANDARD MAXIMUM ALLOWED BUILDING HEIGHT IN THE C-1 ZONING DISTRICT OF 30 FEET, SUBMITTED BY APPLICANT THIRUMALA PROPERTY'S, LLC, LOCATED AT 2635 MCCOY ROAD, BELLE ISLE FL 32809, ALSO KNOWN AS PARCEL #30-23-30-0000-00-005.

6. PUBLIC HEARING CASE #2018-04-011 PURSUANT TO BELLE ISLE CODE SEC. 50-102 (B) (16) AND SEC. 42-64, THE BOARD SHALL CONSIDER AND TAKE ACTION ON A REQUESTED VARIANCE TO PLACE A FOUR-FOOT HIGH WALL IN THE FRONT YARD OF A RESIDENTIAL PROPERTY, SUBMITTED BY APPLICANTS MICHAEL G. JUNGEN AND FHANOR LENIS, LOCATED AT 2010 HOFFNER AVENUE, BELLE ISLE, FL 32809 ALSO KNOWN AS PARCEL #18-23-30-3648-00-271. (CONTINUED FROM APRIL 24, 2018)

7. Attachments: Staff Reports
8. Other Business

9. Adjourn

City of Belle Isle - Planning and Zoning Board Regular Session
May 22, 2018

Should any person decide to appeal any decision made regarding any matter considered at this meeting such person may need to ensure that a verbatim record of the proceedings is made to include testimony and evidence upon which the appeal is to be based, Persons with disabilities needing assistance to participate in these proceedings should contact the City Clerk at 407-851-7730 at least 24 hours in advance of the meeting.

City of Belle Isle
Planning & Zoning Board Regular Session Minutes
March 27, 2018 – 6:30pm

Dan Langley City Attorney	David Woods Vice Chairman District 1	Chris Shenefelt District 2	Shawn Jervis District 3	Gregg Templin District 4	Rainey Lane District 5	Russell Cheezum District 6	Nicholas Fouraker Chairman District 7
------------------------------	--	----------------------------------	-------------------------------	--------------------------------	------------------------------	----------------------------------	---

On Tuesday, March 27, 2018 the Belle Isle Planning & Zoning Board met in a regular session at 6:30pm in the Belle Isle City Hall Council Chambers. Present was Chairman Fouraker, Vice Chairman Woods, Board member Shenefelt, Board member Jervis, and Board member Templin and Board member Cheezum. Absent was Board member Lane.

Also present was City Manager Bob Francis, Attorney Dan Langley, City Planner April Fisher and City Clerk Yolanda Quiceno.

CALL TO ORDER

Chairman Fouraker called the meeting to order at 6:30pm and opened with the Pledge of Allegiance.

APPROVAL OF MINUTES

Chairman Fouraker called for approval of the minutes,

1. Approval of P&Z Board meeting minutes for November 28, 2017
Vice Chairman Woods motioned to approve the minutes of November 28, 2017.
Board member Jervis seconded the motion which passed unanimously 6:0.
2. P&Z Board Meeting December 25, 2017 – no meeting
Board member Templin motioned to approve the minutes of December 25, 2017
Vice Chairman Woods seconded the motion which passed unanimously 6:0.
3. Approval of P&Z Board meeting minutes for January 23, 2018
Board member Templin motioned to approve the minutes of January 23, 2017
Vice Chairman Woods seconded the motion which passed unanimously 6:0.

4. Approval of P&Z Workshop minutes for February 1, 2018

Vice Chairman Woods referenced a set of proposed plans submitted by the applicant which illustrated a hotel with a residential district. The plans were not brought into discussion however he would like to have the minutes reflect the submittal as presented by the applicant.

After discussion, Attorney Langley said due to the fact that the plans in question were not part of the discussion it will not be appropriate to add that item to the minutes. After discussion, the Boards consensus was to add the reference of the submittal as part of these meeting minutes.

In addition, Vice Chairman Woods asked for clarification on the residents concern regarding the visual representation for the creation of a park/trail on the 75' area and a suitable retention plan. He stated that the visual representation may not be a necessary option if the applicant does not pursue that development option. He further added that the public was opposed to this request and requested that the minutes reflect as much.

Vice Chairman Woods further requested that the City Clerk review the comments made by Mrs. Ray and correct the minutes of February 1, 2018 to clarify her opposition of a trail or a park.

Vice Chairman moved to accept the minutes of February 1, 2018 as revised subject to review of the audio by the City Clerk.

Board member Jervis seconded the motion which passed unanimously 6:0.

5. Approval of P&Z Board meeting minutes for February 27, 2018

Vice Chairman Woods motioned to approve the minutes of February 27, 2018.

Board member Jervis seconded the motion which passed unanimously 6:0.

6. Public Hearing Case #2017-07- 023 - Proposed Development Site Plan. Pursuant to Belle Isle Code Sec. 54-79 (f) (4), the Board shall review and take action on the proposed site plan, submitted by Thirumala Property's, LLC c/o American Civil Engineering, Co. for a proposed commercial development at 2635 McCoy Road, Belle Isle FL 32809, also known as Parcel #30-23- 30-0000- 00-005. (Continued from the August 22, 2017 & November 28, 2017 meeting).

For the record, Attorney Langley said there was a workshop held on February 1, 2018 in regards to this application and the proceedings of that workshop should be incorporated into this hearing.

Attorney Hal Kantor from Lowndes, Drosdick, Doster, Kantor & Reed, P.A. spoke on behalf of the applicant and said the City has no specific prohibition on placing commercial site infrastructure on a type of land use. He said Attorney Langley's opinion that a private stormwater management pond and drainage system constructed upon a R1A zoned portion of the parcel which wholly supports a private development is not permitted is not a specified use in the City's code. The applicant has the right to remove all the trees subject to the code and believes that a reasonable interpretation of the code does not prohibit the applicant's request.

Vice Chairman Woods said the Board has been given a ruling as to what is legal according to the code and will not support the installation of a retention pond in a residential area for a commercial property. A commercial district should have its infrastructure within a commercial district. As a Board, it is their job to look out for the quality of life of the neighbors and the population. The Board has received a very clear indication by the residents that this proposal is not conforming to what they and the City would consider a residential use. It seems that there is a difference of interpretation.

Board member Templin said Section 54-75b does not state that commercial water can be placed on a residential property and he does not see any reason to move forward with the proposed plan.

Attorney Kantor said the City Attorney's opinion is an interpretation and he has a different perspective of the code. The client will move forward to develop the property. They are proposing the park and ride and or a Hotel with 10 residential homes. If the City wants the back area retained in its natural state the applicant is willing to look at a way to accommodate the concern and resubmit a revised plan.

Chairman Fouraker clarified that the code does not prohibit or include the proposed use and he does not believe the Board can block the development. The resident's testimonies are very clear; however, the homeowners were aware of the vacant adjacent property when they purchased their homes. The Board must base their determination on the facts and legal opinion provided. He stated that he appreciates the applicant's effort to develop the property and said he would welcome another plan that hasn't been considered that may mitigate some of the circumstances.

Attorney Langley asked that the Chairman open for public comment. He clarified, in his legal opinion, if the Board has different information or is in disagreement the Board has the authority to not go along with the recommendation; it is not binding upon the Board. He stated the opinion was requested by the Board at the conclusion of the Workshop and has been attached to the packet for the record.

Vice Chairman Woods said in his discussions with the residents saving the trees was a fall back position from residential development. The residents expressed to him that they never said that they did not want houses on the residential portion of the property. He further referenced a set of plans that were submitted at the workshop that showed a residential development with a hotel in the commercial area.

In addition, he noted one of the things requested for this meeting was a traffic report and he would like to open discussion on the report that was submitted by the applicant. Board consensus was to continue with the more global issue and hear the applicant's testimony along with public comment.

Chairman Fouraker opened for public comment.

- Bob Harrell residing at 2800 Trentwood Blvd said he was never opposed for development of this property. He would like to see the residential portion and commercial portion developed within the requirements of the code.
- Bobby Lance residing at 6615 Matchett Road said, in respect to the traffic study, the State of Florida has rated the proposed area an "F". Due to the heavy traffic and noise pollution, he believes any business developed in this area would fail. He is not opposed to a development that will be developed correctly within code.
- Anna Fiola residing at 2493 Trentwood shared her concerns and spoke in opposition of the proposed development. She asked if the Board would consider purchasing the land because there was discussion at a previous City Council meeting considering pursuing avenues to acquire the land.
- Vincent Ganley residing at 2492 Trentwood shared his concerns and said one of the biggest grid lock areas on Trentwood is the light by the Credit Union. In addition, the fence by the retention pond behind the Quality Inn has been down since Hurricane Charlie and the pond has not been serviced in a very long time. Chairman Fouraker asked that the City have Code Enforcement research the concern.
- Greg Gent residing at 2429 Nela Avenue said the residents are not opposed to a good plan. He is sure there will be best efforts to hire outside counsel to fight the development if approved outside of code.
- Carrie Hand residing at 2499 Trentwood spoke in opposition of the proposed plan. A boutique hotel, although a good idea, ultimately, will not be a viable business in that area.

There being no further public comment, Chairman Fouraker closed public comment and opened for Board discussion.

Vice Chairman Woods stated for the record this same group of people have been before this board many times to battle and protect their homesteads. The Board owes it to them to give them the quiet enjoyment of their homes.

Board member Templin recommend to deny this request of a proposed commercial development submitted by applicant Thirumala Property's, LLC c/o American Civil Engineering, Co. consisting of one tax parcel referenced located at 2635 McCoy Road, Belle Isle, FL 32809, Orange County also known as Parcel #30-23-30-0000-00-005 to City Council this request of a proposed commercial due to the fact that it is not a permitted use and does not conform to the code.

Board member Jervis seconded the motion to deny which unanimously passed 7:0.

7. The Board shall consider and recommend to City Council an Ordinance of the City of Belle Isle, Florida; amending the Belle Isle Development Code, Chapter 48 Article II concerning dock regulations, including but not limited to permitting, criteria, exceptions, requirements, maintenance, repair, variances, application procedures, definitions, nonconforming docks, number, location, and related matters; providing findings by the City Council; providing for conflicts, severability, codification, and an effective date.

City Manager Francis said in February 2017 the City Council adopted Ordinance 17-02. There were some areas in Ordinance 17-02 that were confusing and made it difficult to issue a judgment on dock permits. He asked City Council for general review of the entire ordinance. City Council approved the recommended changes and asked the Planning & Zoning Board for review and approval.

City Manager proposed the following for discussion,

- Page 2: Personal watercraft (Florida Statutes 327.39) means a vessel less than 16 feet in length which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than in the conventional manner of sitting or standing inside the vessel.
- Page 4: (3) The survey of the property, performed within the last three (3) years, shall be a boundary survey signed and sealed by a surveyor holding a current license with the State of Florida and certifying to the applicant and the City accuracy of the information listed below. A survey greater than three (3) years old may be submitted if it includes an affidavit by the owner stating there is no change to the information in the survey.
- Page 5: (1) Setbacks. Private docks shall have a minimum side setback of ten (10) feet from the projected property lines of all abutting waterfront properties.
- Page 7: (3) No structure having enclosed sidewalls shall be permitted on any dock. The term "enclosed" shall include, by way of example but not by limitation, plastic, canvas and other screening enclosures, chain link and lattice fencing, or any form of paneling. For the purposes of this section, a power curtain canvas, boat lift canopy skirt, retractable canopy curtain, or any other similar product made for the protection of a boat will not be considered as a dock enclosure.
- Page 8: (5) Storage lockers shall not exceed 30 inches in height above the deck; 36 inches in width; 9 feet in length. Storage lockers on a dock shall not be used to store boat maintenance and/or repair equipment and materials, fuel, fueling equipment, and hazardous materials or hazardous wastes. Storage lockers are prohibited on semi-private or publicly owned docks.
For the record, Chairman Fouraker asked for clarification that the dimensions that are provided are equivalent to 65 Feet and asked that this change be reviewed by Council. The requested change will drop the original metric 2.5 Feet from 67.5 feet to 65 feet.
- Page 9: (c) Nonconforming "grandfathered" docks. A dock that was duly permitted and authorized by the County when under County jurisdiction, or by the City under a previous version of the City's dock regulations, which dock does not conform with the City's current dock regulations under this article, shall be considered a "grandfathered" dock and shall be an authorized legally non-conforming structure, with the exception of those docks that have active permits or enforcement actions on them at the time of the passage of this ordinance.

Chairman Woods provided some additional edits for consideration and discussion,

Page 2:

- Boat or Boat(s) means all inboard and outboard motorboats, motorized and un-motorized vessels included an unlimited to all rowboats, sailboats, canoes, kayaks, skiffs, rafts, dugouts, dredges, personal watercraft, and other vehicles of transportation for use on water, unless otherwise indicated;
- The term "dock" also includes the area used to dock or moor a boat, ~~personal watercraft, watercraft or vessels,~~ and any device or structure detached from the land that is used for or is capable of use as a swimming or recreational platform, boat lift and/or for other water-dependent recreational activities, or as a platform for non-boating use. This term does not include any boat, personal watercraft or vessel that is temporarily docked, moored, or anchored for less than ~~2~~ 10 hours in any one day.
- Mooring area means the portion of a docking facility used for the mooring of boats watercraft.
- ~~NHWE Shoreline means the edge of a body of water at the normal high water elevation (NHWE).~~

Page 3:

- At a minimum, a principal use shall be established by the issuance of a building permit ~~building permit~~ for a principal structure.
Discussion ensued. Board consensus was to remove the term "principal use" if not used further in the ordinance.
- Semi-private dock means a dock, which may be used by a group of residents living in and authorized by a subdivision, association or multifamily development and their usual and customary guests.
- Slip or boat-slip means a space designed for the mooring or storage of a single boat watercraft.
- Terminal platform means that portion of a dock beginning at the point where the lateral width of the dock exceeds the maximum allowed width for the access walkway or provision is made for mooring boats. ~~waterward end of the access walkway.~~ The terminal platform shall be designed for the mooring and launching of boats, or other water-dependent activities.

Page 4:

- (2) Application. The applicant shall submit a completed city dock application, a survey and five sets of plans showing the proposed dock. ~~These forms~~ This application shall be available in the city hall office.
- (3) The survey of the property, performed within the last three (3) years. shall be a boundary survey signed and sealed by a surveyor holding a current license with the State of Florida and certifying to the applicant and the City accuracy of the information list below. If the Applicant submits a survey over three (3) years old, the applicant shall submit an affidavit stating there is no change to land. A survey greater than three (3) years old may be submitted if it includes an affidavit by the owner stating there is no change to the information in the survey.
- (i) Location, date and elevation of the edge of water;
- (vi) Location of Elevation 79.5 (NAVD 1988) contour of the lake bottom within 10 feet of the proposed dock closest to the upland subject of the application established by Orange County.
- (vii). Location of Elevation 80.0 (NAVD 1988) contour of the lake bottom within 10 feet of the proposed dock closest to the upland subject of the application.
- (ii) The dimensions of the property, and the length and location of the proposed dock, or dock addition, as measured from the NHWC shoreline to the point most waterward of the NHWC shoreline, and identify the licensed contractor who will be installing or constructing the improvements;

Page 5:

- (iii) The exact distance between the shoreward end of the proposed dock existing shoreline, at the point where the dock is to be constructed, and two permanent objects (e.g., house, tree) to be used as reference points;
- (iv) The exact distance of setbacks from adjacent property lines and projected property lines to the nearest portion of the proposed dock (including mooring area), and an approximation of the distance from the closest dock on each side of the property;
- (v) The deck floor and roof elevation of the proposed dock, boathouse or other structure connected to the dock;
- ~~(vi) The depth of the water at the end of the proposed terminal platform;~~
- Setbacks. Private docks shall have a minimum side setback of five (5) ten (10) feet from the projected property lines of all abutting shoreline properties. Public and Semi-private docks shall have a minimum side setback of twenty-five (25) feet from the projected property lines of all abutting shoreline properties. For purposes of setback, the terminal platform includes any moored boats. Any reduction deviation from the minimum side setback will require a variance.

Discussion ensued on the minimum side setback. Vice Chairman Woods said 90% of the docks on the lake are on the side yard. He suggests a change to a five (5) foot setback which includes the terminal platform is more in line to what residents want.

Page 6:

- (3) Total area. The terminal platform of the dock collectively may not exceed the square footage of ten times the linear shoreline frontage for the first 75 feet of shoreline and then five times the linear shoreline frontage for each foot in excess of 75 feet thereafter, and the total of each when combined shall not to exceed a maximum of 1,000 square feet. The minimum dock area for any dock shall be 400 feet or ten times the shore linear frontage, whichever is more. A maximum terminal platform area of 400 sf shall be allowed for properties with less than 40' of linear shoreline frontage. The area for the docking and mooring of boats, personal watercraft, watercrafts and other appurtenances is included in the dock area calculation dock collectively may not exceed the square footage of ten times the linear shoreline frontage for the first 75 feet of shoreline and then five times the linear shoreline frontage for each foot in excess of 75 feet thereafter, and the total of each when combined shall not to exceed a maximum of 1,000 square feet. The minimum dock area for any dock shall be 400 feet or ten times the shore linear frontage, whichever is more. The area for the docking and mooring of boats, personal watercraft, watercrafts and other appurtenances is included in the dock area calculation.
- (5) Access Walkway. Access walkways shall be a minimum of four and a maximum of five feet in width. The area for a walkway shall not be included as part of the total area for the dock.
- (i) No dock shall be allowed to extend greater than 15 feet lakeward of an existing dock within 300 feet of the proposed location for the dock or dock addition without a variance.
- (iii) Only one dock per principal structure building that is located on a lot or combination of lots shall be allowed on any such lot or combination of lots.

Page 7:

- (v) Dock(s) that are semi-private or owned by a homeowners association (HOA) or governmental agency shall be adjacent to and attached to upland property that is semi-private or owned by the HOA or public agency. These docks shall be exempt from the provisions of subsection ~~6(i) and 6(ii)~~ of this section so long as the HOA, public agency, or other relevant owner owns the attached upland property and is the applicant. Only one dock per parcel may be located on the property. The term "parcel" as used in this subsection (v) shall mean all contiguous property owned by a HOA or by a public entity.
- (3) The length, size and location of a Dock on a canal are further limited to no more than a width of ~~10~~ 14 feet along the canal frontage if boat traffic in the canal is not impeded or restricted by the proposed Dock.
- (4) A navigable travel way of 25' width along the axis of the canal shall be maintained between all docks and potential docks.

Page 8:

- (5) Storage lockers shall not exceed 30 inches in height above the deck; and 67 cubic feet of volume. 36 inches in width; 9 feet in length. Storage lockers on a dock shall not be used to store boat maintenance and/or repair equipment and materials, fuel, fueling equipment, and hazardous materials or hazardous wastes. Storage lockers are prohibited on semi-private or publicly owned docks.

Page 9:

- (c) Nonconforming "grandfathered" docks. A dock that was duly permitted and authorized by the County when under County jurisdiction, or by the City under a previous version of the City's dock regulations, which dock does not conform with the City's current dock regulations under this article, shall be considered a "grandfathered" dock and shall be an authorized non-conforming use, with the exception of those dock that are have active permits or enforcement actions on them at the time of the passage of this ordinance.. However, when a grandfathered dock is damaged or requires any maintenance or repairs, the costs of which equal or exceed 75 percent of the assessed value of the dock, such maintenance or repair shall not be permitted unless the dock is brought into compliance with the current regulations under this article and any other relevant City regulation.

Discussion ensued on grandfathered docks and the definition of "assessed value". After discussion the Board consensus was to leave item (c) as written.

Vice Chairman Woods motioned to recommend the revisions as edited to Ordinance 17-19 to be presented to City Council for the modification of the code.

Board member Cheezum seconded the motion which passed unanimously 6:0.

ADJOURNED

There being no further business Chairman Fouraker called for a motion to adjourn, unanimously approved at 9:35pm.

Yolanda Quiceno
City Clerk, CMC

NOTICE OF PUBLIC MEETING

MAY 22, 2018 – 6:30PM

CITY OF BELLE ISLE PLANNING AND ZONING BOARD REGULAR SESSION

ITEM 3

TO: Planning and Zoning Board

DATE: May 22, 2018

Public Hearing Case #2018-04-070 - Pursuant to Belle Isle Code Sec. 48-33, the Board shall consider and take action on a requested variance from Sec. 48-32 (6) to build a second dock on the property while keeping the existing dock but turning it into a gazebo by filling it in so that it would not function as a boat slip. This also requires a variance from the total area provision Sec. 48-32 (3) to allow for a total area greater than 1000 square feet as the two docks would be a combined total larger than 1000 square feet (total maximum 1400 square feet), submitted by applicant Sheila Cichra, located at 2913 Cullen Lake Shore Drive, Belle Isle, FL 32812 also known as Parcel #18-23-30-4386-03-730.

Background:

1. On April 26, 2018, Sheila Cichra representing the applicant submitted the application and required paperwork.
2. A Notice of Public Hearing legal advertisement was placed in the Saturday, May 12, 2018 Orlando Sentinel.
3. Letters to the abutting property owners within 300 feet of the subject property were mailed on Thursday, May 10, 2018.

The Board may adopt all, some, or none of these determinations as part of their findings-of-fact. The Board may also add any additional findings-of-fact that are presented at the public hearing. The Board will need to determine if the criteria set forth of the Land Development Code have been met, and approve, approve with conditions, or deny this request.

SAMPLE MOTION TO APPROVE:

"I move, the criteria of the Belle Isle Land Development Code **having been met to approve** this request for a variance from Sec. 48-32 (6) to build a second dock on the property while keeping the existing dock but turning it into a gazebo by filling it in so that it would not function as a boat slip. This also includes approval of a variance from the total area provision Sec. 48-32 (3) to allow for a total area greater than 1000 square feet as the two docks would be a combined total larger than 1000 square feet (total maximum 1400 square feet), submitted by applicant Sheila Cichra, located at 2913 Cullen Lake Shore Drive, Belle Isle, FL 32812 also known as Parcel #18-23-30-4386-03-730.

SAMPLE MOTION TO DENY:

"I move, the justifying criteria of the Belle Isle Land Development Code, Chapter 42, Article III, Section 42-64(1), having NOT been met; **[use only if NONE of the justifying criteria have been met]** the requirements of section 42-64(1) Subsections: **[STATE ONLY THE SUBSECTIONS BELOW THAT ARE NOT SATISFIED]** **having NOT been met;** *[may be used in addition to above or alone]* **to deny** this request for a variance from Sec. 48-32 (6) to build a second dock on the property while keeping the existing dock but turning it into a gazebo by filling it in so that it would not function as a boat slip. This also includes denial of a variance from the total area provision Sec. 48-32 (3) to allow for a total area greater than 1000 square feet as the two docks would be a combined total larger than 1000 square feet (total maximum 1400 square feet), submitted by applicant Sheila Cichra, located at 2913 Cullen Lake Shore Drive, Belle Isle, FL 32812 also known as Parcel #18-23-30-4386-03-730.

SUBSECTION (D), literal enforcement of the provisions of the zoning ordinances would result in unnecessary hardship and that said hardship is created by special conditions and circumstances peculiar to the land, structure or building involved, including but not limited to dimensions, topography or soil conditions.

SUBSECTION (E), personal hardship is not being considered as grounds for a variance since the variance will continue to affect the character of the neighborhood after title to the property has passed and that the special conditions and circumstances were not created in order to circumvent the Code or for the purpose of obtaining a variance.

SUBSECTION (F), the variance is the minimum variance that will make possible the reasonable use of the land, building or structure.

SUBSECTION (G), the granting of the variance will be in harmony with the general purpose and intent of the Code, will not be injurious to the neighborhood, will not be detrimental to the public welfare, and will not be contrary to the public interest.

Should any person decide to appeal any decision made regarding any matter considered at this meeting such person may need to ensure that a verbatim record of the proceedings is made to include testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in these proceedings should contact the City Clerk at 407-851-7730 at least 24 hours in advance of the meeting.



**CITY OF BELLE ISLE,
FLORIDA**

1600 Nela Avenue
Belle Isle, Florida 32809
(407) 851-7730 • FAX (407) 240-2222
www.cityofbelleislefl.org

Mayor
Lydia Pisano

City Manager
Bob Francis

Planning & Zoning
Board

Nicholas Fouraker
Chairman
District 7

David Woods
Vice Chairman
District 1

Chris Shenefelt
District 2

Shawn Jervis
District 3

Gregg Templin
District 4

Rainey Lane
District 5

Russell Cheezum
District 6

May 10, 2018

«Parcel»
«FullName»
«FullName2»
«Address»
«City» «STZip»

APPLICANT: Sheila Cichra
P&Z CASE: 2018-04-070
ADDRESS: 2913 Cullen Lake Shore Drive, Belle Isle, FL 32812
Parcel number 18-23-30-4386-03-730

Dear Property Owner:

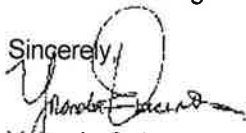
You are hereby given notice that the Planning & Zoning Board of the City of Belle Isle will hold a Public Hearing on Tuesday, May 22, 2018 at 6:30 p.m., or as soon thereafter as possible, at the Belle Isle City Hall Council Chambers, 1600 Nela Avenue, Belle Isle, Florida 32809, to consider and take action on a variance as follows:

Public Hearing Case #2018-04-070 Pursuant to Belle Isle Code Sec. 48-33, the Board shall consider and take action on a requested variance from Sec. 48-32 (6) to build a second dock on the property while keeping the existing dock but turning it into a gazebo by filling it in so that it would not function as a boat slip. This also requires a variance from the total area provision Sec. 48-32 (3) to allow for a total area greater than 1000 square feet as the two docks would be a combined total larger than 1000 square feet (total maximum 1400 square feet), submitted by applicant Sheila Cichra, located at 2913 Cullen Lake Shore Drive, Belle Isle, FL 32812 also known as Parcel #18-23-30-4386-03-730.

You are invited to attend and express your opinion on the matter. Any person(s) with disabilities needing assistance to participate in these proceedings should contact the Planning and Zoning office at (407) 851-7730 at least 24 hours in advance of the meeting.

In the event that you decide to appeal the decision made by the Board, you will need a record of the proceeding. For that purpose, you may need to ensure that a verbatim record of the hearing is made to include evidence and testimony upon which the appeal is to be based. The burden of making such a verbatim record is on the appellant. F.S. 286.0105; 1986 Op. Atty.

Sincerely,


Yolanda Quiceno
CMC-City Clerk

APPLICANT: Sheila Cichra
P&Z CASE: 2018-04-070
ADDRESS: 2913 Cullen Lake Shore Drive, Belle Isle, FL 32812
Parcel number 18-23-30-4386-03-730

Parcel	FullName	FullName2	Address	City	STZip
292313000000044	TIITF		3900 COMMONWEALTH BLVD	TALLAHASSEE	FL 32399
302318438603660	DANIEL WILLIAM J III	DANIEL AMY R	3000 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603690	MCCORKLE MICHAEL G	MCCORKLE CORINA L	3001 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603700	MCLEOD SAMUEL L III	MCLEOD MARY ANN	2931 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603710	FLANAGAN CAROLYN B TR		2925 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603720	SIEGELIN WILLIAM R	SIEGELIN ELIZABETH A	2919 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603730	GALLIPPI ANTHONY	ALVAREZ ADRIANA	2913 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603740	FINNLEY WILLIAM C		2907 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603750	MARINELLI KENNETH		2901 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603760	LEUNG MAYEE M		2833 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603770	HANSON ROBERT L		2827 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603780	STEWART LILLIAN C		2906 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603790	DYCE JAMES P	DYCE SHARON D	2918 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603800	ENFINGER BILLY J	ENFINGER LILLIAN M	2924 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603810	DEES CHARLES T	DEES FATIMA EL-MASRI	4914 GRAN LAC AVE	BELLE ISLE	FL 32812
302318438603820	SACCO JAMES V SR	SACCO ANITA B	4913 JINOU AVE	BELLE ISLE	FL 32812
302318438603830	GATLIN ALLEN W	CUMMINGS KRISTIN MARIE	4907 JINOU AVE	BELLE ISLE	FL 32812
302318438603840	CZARNECKI STEPHEN D		2832 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603850	LIAO JAMES T		2900 CULLEN LAKE SHORE DR	BELLE ISLE	FL 32812
302318438603860	BARROSO FERNANDO F	BORI EVELYN M	4906 JINOU AVE	BELLE ISLE	FL 32812
302318438803950	RUIZ MARTHA E	RUIZ GILBERT	2813 HOFFNER AVE	BELLE ISLE	FL 32812
302318438803960	HAYNES FAMILY TRUST		2807 HOFFNER AVE	BELLE ISLE	FL 32812
302318438803970	GEORGE AND DEBRA KENNEDY FAMILY TRUST	C/O GEORGE R KENNEDY TRUSTEE	2801 HOFFNER AVE	BELLE ISLE	FL 32812
302318438803980	DALY SANYA		5031 SAINT DENIS CT	BELLE ISLE	FL 32812
302318438803990	EDDINS WILLIAM B	EDDINS SUSAN K	5025 SAINT DENIS CT	BELLE ISLE	FL 32812
302318438804000	COLEMAN MICHAEL	COLEMAN MARGRET	5019 SAINT DENIS CT	BELLE ISLE	FL 32812
302318438804010	WILLIAMS PATRICIA S		5013 SAINT DENIS CT	BELLE ISLE	FL 32812
302318438804020	SINGLETON CHRISTIAN PETER		5007 SAINT DENIS CT	BELLE ISLE	FL 32812
302318438804030	GACHETTE WALNER		4250 ALAFAYA TRL STE 212-348	OVIEDO	FL 32765
302318438804040	SILVERMAN RICHARD A	SILVERMAN MARGARET W	5006 SAINT DENIS CT	BELLE ISLE	FL 32812

City of Belle Isle

1600 Nela Avenue, Belle Isle, Florida 32809 * Tel 407-851-7730 * Fax 407-240-2222

APPLICATION FOR VARIANCE / SPECIAL EXCEPTION

DATE: 4/26/18

P&Z CASE #: _____

[X] VARIANCE [] SPECIAL EXCEPTION [] OTHER

DATE OF HEARING: _____

APPLICANT: Sheila Cichra

OWNER: Anthony Gallippi

ADDRESS: 2154 Oak Beach Blvd

2913 Cullen Lake Shore Drive

Sebring, FL 33875

Orlando, FL 32812

PHONE: (407) 450-4241
sheilacichra@gmail.com

PARCEL TAX ID #: 18-23-30-4386-03-730

LAND USE CLASSIFICATION: 0130-Sfr-Lake Front ZONING DISTRICT: R-1-AA

DETAILED VARIANCE REQUEST: Request permission to construct a second boat dock on a parcel with one principal structure.

(Only one boat dock per principal building that is located on a lot or combination of lots shall be allowed on any such lot or combination of lots).

SECTION OF CODE VARIANCE REQUESTED ON: Sec. 48-32 (6) b.

The applicant hereby states that the property for which this hearing is requested has not been the subject of a hearing before the Planning and Zoning Board of the kind and type requested in the application within a period of nine (9) months prior to the filing of the application. Further that the requested use does not violate any deed restriction of the property.

By submitting the application, I authorize City of Belle Isle employees and members of the P&Z Board to enter my property, during reasonable hours, to inspect the area of my property to which the application applies.

Applicant shall provide a minimum of ten (10) sets of three (3) photographs in support of this application as follows: at least one (1) photograph of the front of the property and at least two photographs (from different angles) of the specific area of the property to which the application applies.

[Signature] APPLICANT'S SIGNATURE

[Signature] OWNER'S SIGNATURE

FOR OFFICE USE ONLY:

FEE: \$150.00

Date Paid

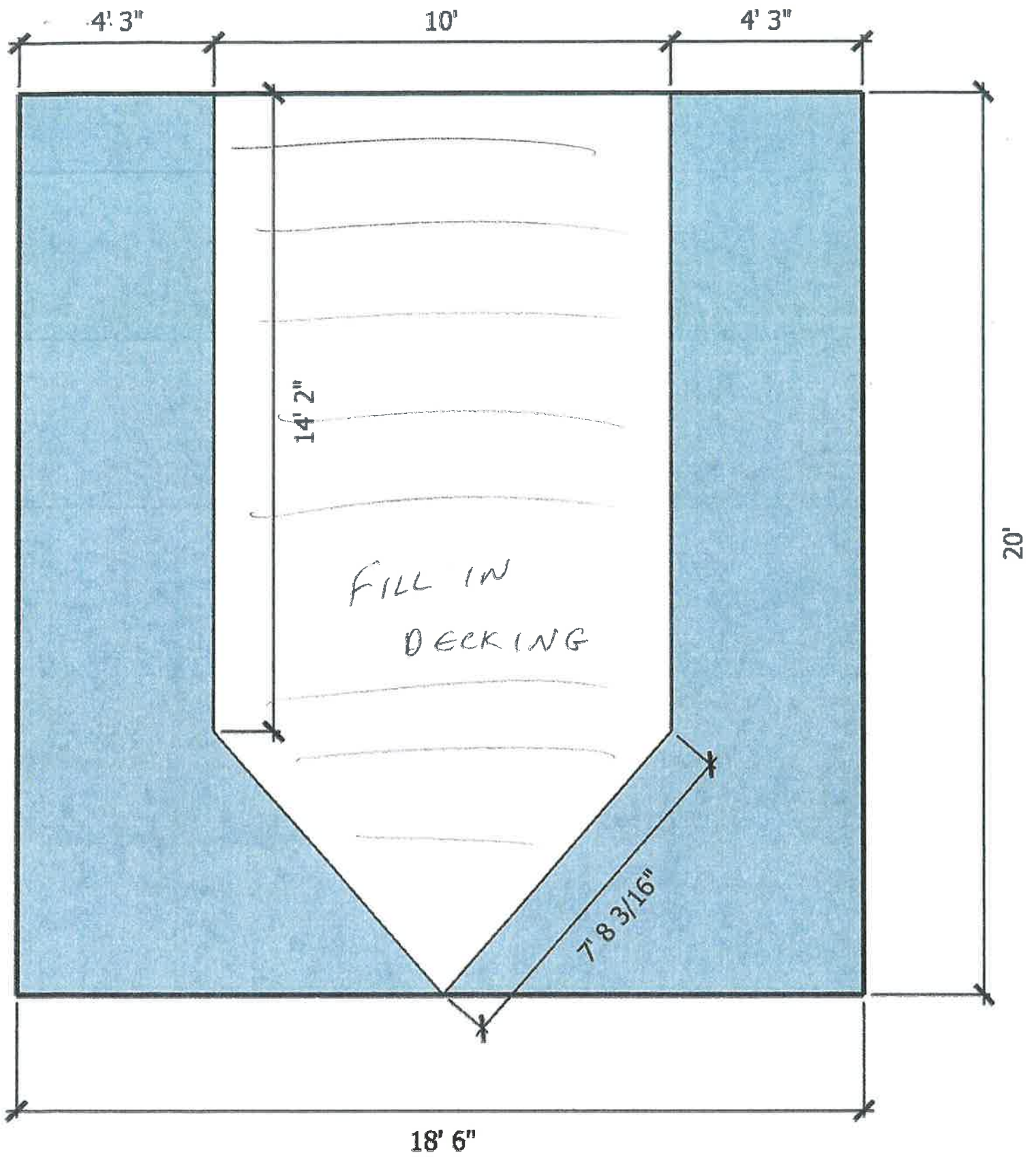
Check/Cash

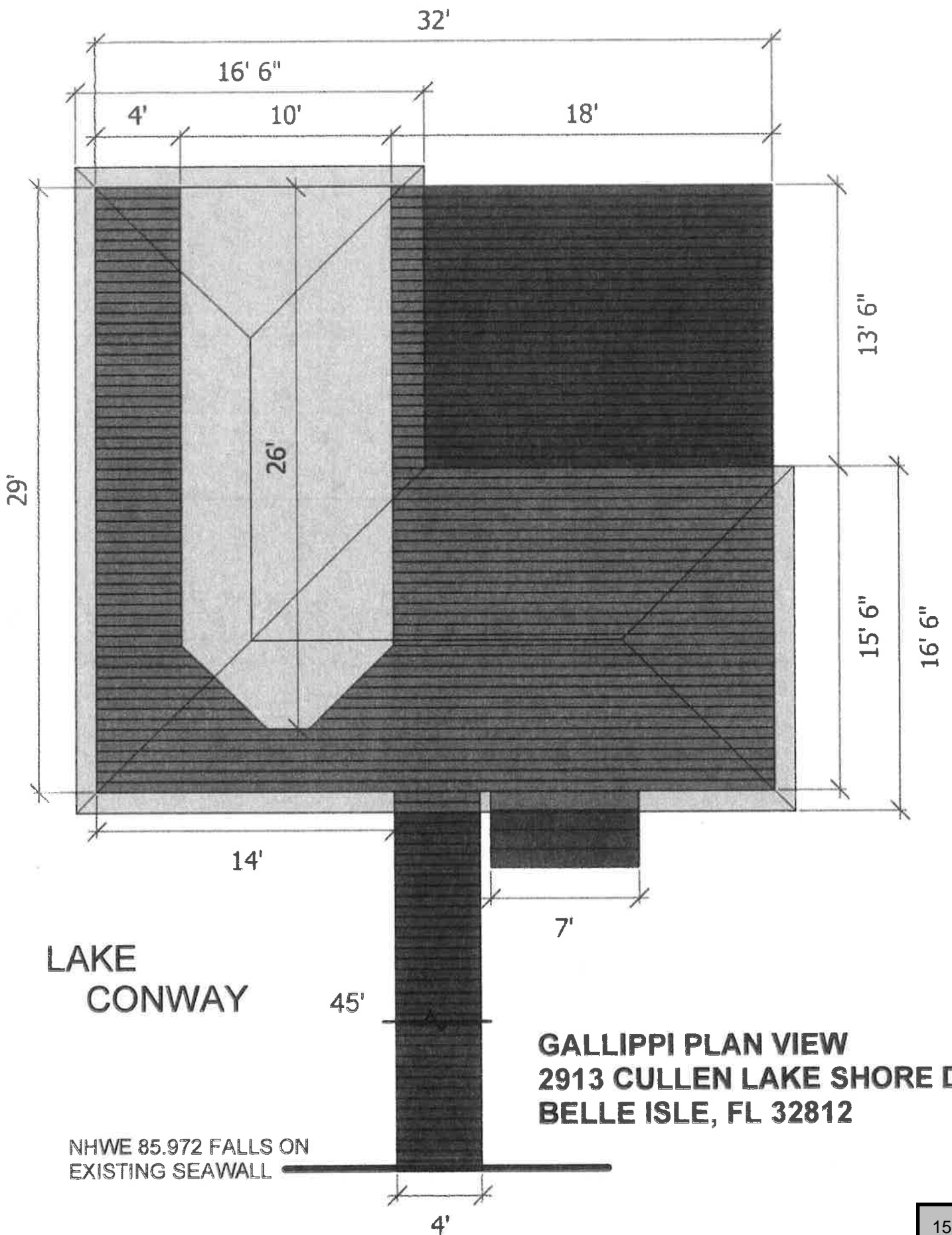
Rec'd By

Determination _____

Appealed to City Council: [] Yes [] No

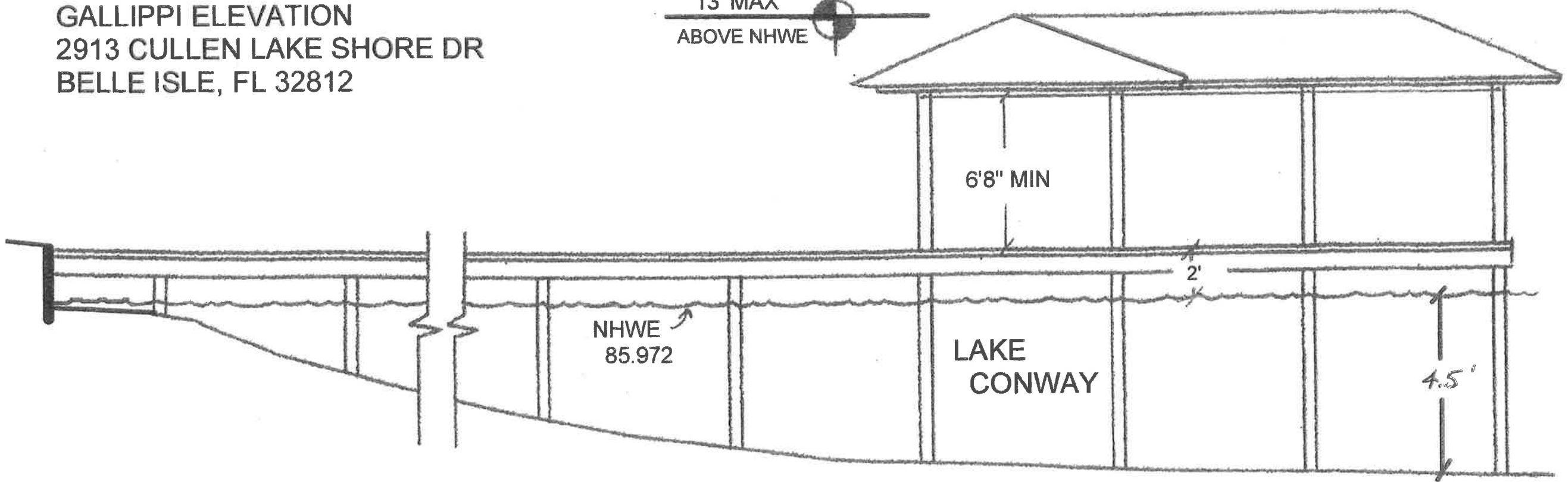
Council Action: _____



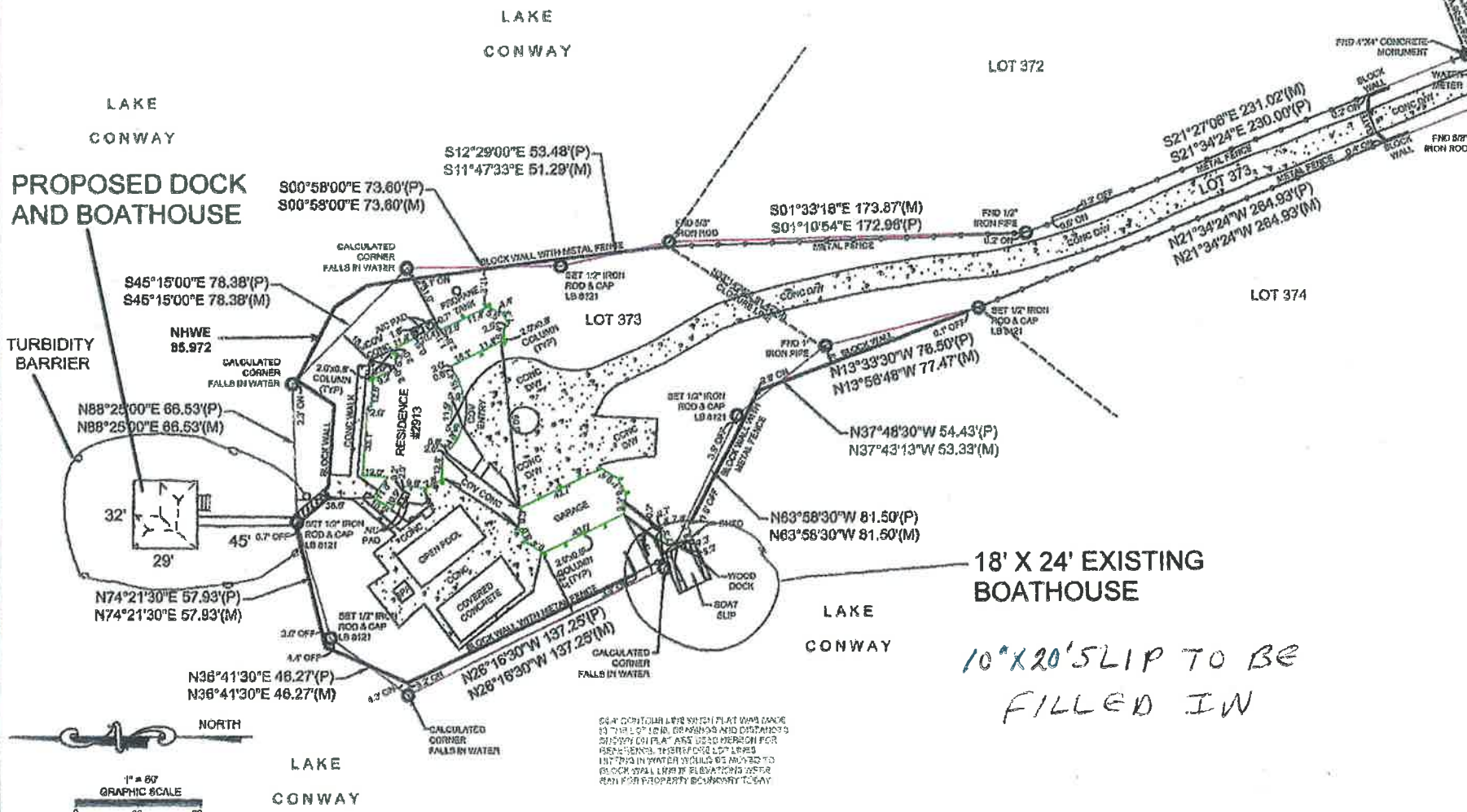


GALLIPPI ELEVATION
2913 CULLEN LAKE SHORE DR
BELLE ISLE, FL 32812

13' MAX
ABOVE NHWE



GALLIPPI SITE PLAN
2913 CULLEN LAKE SHORE DR
BELLE ISLE, FL 32812



S68°25'36"W 25.00'(P)
 S68°25'36"W 24.99'(M)

- ① R=560.00'(P)(M)
- Δ=04°54'12"(P)
- Δ=04°54'01"(M)
- L=17.55'(C)
- CB=870'52'42"(W)(P)
- CB=869'56'35"(W)(M)
- C=47.91'(P)
- C=47.88'(M)

ADDRESS
2913 CULLEN LAKE SHORE DRIVE BELLE ISLE, FLORIDA 32812
LEGAL DESCRIPTION: (AS FURNISHED)
LOT 373, LAKE CONWAY ESTATES SECTION SEVEN, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 2, PAGE 38, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE SOUTH LINE OF THE LOT 373, BEING S 88°20'36" W, PER PLAT

10' X 20' SLIP TO BE FILLED IN

LEGEND	
AC	- Air Conditioner
C	- Carved
S	- Chain Wire
CB	- Concrete Block
CM	- Concrete Monument
CO	- Corner
CR	- Curved
D	- Delineation
DE	- Driveway Elevation
DUE	- Driveway & Utility Easement
DW	- Driveway
EGMT	- Easement
FFE	- Finished Floor Elevation
FO	- Foundation
FR	- Foundation
L	- Length (Arc)
M	- Monument
MS	- Manhole
NS	- Non-Setback
OHU	- Overhead Utility Lines
ORP	- Other Records Book
P	- Post
PC	- Point of Curvature
PI	- Point of Intersection
POB	- Point of Beginning
POC	- Point of Commencement
PP	- Power Pole
PRC	- Point of Reverse Curvature
PRM	- Permanent Reference Monument
R	- Radius
RAO	- Ratch
R&C	- Riser & Cap
RFD	- Roofed
US	- Utility Statement
TR	- Typical
TR	- True (Central Angle)
W	- Wood PVD Fence
W	- Chain Link Fence
W	- Wood Power Pole
W	- Wall

DLS #: 17-08-0025
 CLIENT #: D17-08-0025
 FIELD DATE: 08/15/17
 DRAFTER: DJC
 APPROVED: BHM
 SCALE: 1" = 60'

FLOOD ZONE INFORMATION
 (FOR INFORMATIONAL PURPOSES ONLY)

SUBJECT PROPERTY SHOWN HEREON APPEARS TO BE LOCATED IN FLOOD ZONE X, AREA OUTSIDE OF THE 100-YEAR FLOODPLAIN, AND FLOOD ZONE AE, 100-YEAR FLOODPLAIN, PER F.I.R.M. PANEL NUMBER 12295C 0400P. LAST REVISION DATE 09/28/09

CERTIFIED TO: (AS FURNISHED)

ANTHONY GALLIPPI
 JOHN HACKLER

NOTES

- Survey is based on legal description as supplied by client.
- Adjoining properties have not been researched for gaps, overlaps, and/or omissions.
- In compliance with F.A.C. 12D17-4.0021-4.5, if location of records is right-of-way of record, other than those on recorded plat, to be required, this information must be furnished to the surveyor and copied.
- Prices shown are for materials only.
- The undersigned representative or associate was bonded by this survey, unless otherwise noted.
- This survey should not be used for construction purposes.
- Any specific work or detail should be noted on any applicable drawings.

THIS SURVEY IS PREPARED FOR THE EXCLUSIVE USE AND BENEFIT OF THE PARTIES LISTED HEREON. LIABILITY TO THIRD PARTIES MAY NOT BE TRANSFERRED OR ASSIGNED.

LIST OF POSSIBLE ENCROACHMENTS: BLOCK WALL ON AND OFF LOT AS SHOWN
 BLOCK WALL ON AND OFF LOT AS SHOWN

FOR ALL INQUIRIES CONTACT:
 Deal Land Surveying, LLC
 1330 Tropic Park Drive
 Sanford, FL 32773
 407-878-3788
 INFO@dealandsurveying.com

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS SKETCH OF SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE AND TO THE BEST OF MY KNOWLEDGE AND BELIEF SAID SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 33-17 FLORIDA ADMINISTRATIVE CODE. FURTHER, THIS DOCUMENT IS ELECTRONICALLY SIGNED AND SEALED PURSUANT TO SECTION 472.027 OF THE FLORIDA STATUTES AND CHAPTER 33-17 OF THE FLORIDA ADMINISTRATIVE CODE.

DATE OF FIELD WORK: 08/15/17
 DATE SIGNED: 08/18/17
 SURVEYOR'S NAME: BHM, JOHN HACKLER

DEAL LAND SURVEYING, LLC LB 8121

NOT VALID WITHOUT AN AUTHENTICATED ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL

DATE	REVISION	DATE	REVISION

NOTICE OF PUBLIC MEETING

MAY 22, 2018 – 6:30PM

CITY OF BELLE ISLE PLANNING AND ZONING BOARD REGULAR SESSION

ITEM 4

TO: Planning and Zoning Board

DATE: May 22, 2018

Public Hearing Case #2018-05-002 Pursuant to Belle Isle Code Sec. 52-62, the Board shall consider and take action on a requested variance from Sec. 52-33 (7)b and (7)h to replace the existing sign with a new sign with the same dimensions but also with a 23-foot regal boat on top of the sign. The variance requested is to exceed the height of the standard 30 feet allowed to a maximum height of 57 feet, and; exceed the 500 square feet of surface area allowed. The new sign would be 1080 square feet in surface area, which includes 300 square feet for each side of the main sign and 480 square feet of surface area for the boat, submitted by applicant Marketing Business Associates, located at 2300 Jetport Drive, Orlando, FL 32828 also known as Parcel # 31-23-30-0000-00-011.

Background:

1. On May 1, 2018, Keith Overton from Marketing Business Associates representing the applicant submitted the application and required paperwork.
2. A Notice of Public Hearing legal advertisement was placed in the Saturday, May 12, 2018 Orlando Sentinel.
3. Letters to the abutting property owners within 300 feet of the subject property were mailed on Thursday, May 10, 2018.

The Board may adopt all, some, or none of these determinations as part of their findings-of-fact. The Board may also add any additional findings-of-fact that are presented at the public hearing.

The Board will need to determine if the criteria set forth of the Land Development Code have been met, and approve, approve with conditions, or deny this request.

SAMPLE MOTION TO APPROVE:

"I move, the criteria of the Belle Isle Land Development Code **having been met to approve** this request for a variance from Sec. 52-33 (7)b and (7)h to replace the existing sign with a new sign with the same dimensions but also with a 23-foot regal boat on top of the sign. The variance requested is to exceed the height of the standard 30 feet allowed to a maximum height of 57 feet, and; exceed the 500 square feet of surface area allowed. The new sign will be 1080 square feet in surface area, which includes 300 square feet for each side of the main sign and 480 square feet of surface area for the boat, submitted by applicant Marketing Business Associates, located at 2300 Jetport Drive, Orlando, FL 32828 also known as Parcel # 31-23-30-0000-00-011.

SAMPLE MOTION TO DENY:

"I move, the justifying criteria of the Belle Isle Land Development Code, Chapter 42, Article III, Section 42-64(1), having NOT been met; **use only if NONE of the justifying criteria have been met**] the requirements of section 42-64(1) Subsections: [STATE ONLY THE SUBSECTIONS BELOW THAT ARE NOT SATISFIED] **having NOT been met**; *[may be used in addition to above or alone]* **to deny** this request for a variance from Sec. 52-33 (7)b and (7)h to replace the existing sign with a new sign with the same dimensions but also with a 23-foot regal boat on top of the sign. The variance requested is to exceed the height of the standard 30 feet allowed to a maximum height of 57 feet, and; exceed the 500 square feet of surface area allowed, submitted by applicant Marketing Business Associates, located at 2300 Jetport Drive, Orlando, FL 32828 also known as Parcel # 31-23-30-0000-00-011.

SUBSECTION (D), literal enforcement of the provisions of the zoning ordinances would result in unnecessary hardship and that said hardship is created by special conditions and circumstances peculiar to the land, structure or building involved, including but not limited to dimensions, topography or soil conditions.

SUBSECTION (E), personal hardship is not being considered as grounds for a variance since the variance will continue to affect the character of the neighborhood after title to the property has passed and that the special conditions and circumstances were not created in order to circumvent the Code or for the purpose of obtaining a variance.

SUBSECTION (F), the variance is the minimum variance that will make possible the reasonable use of the land, building or structure.

SUBSECTION (G), the granting of the variance will be in harmony with the general purpose and intent of the Code, will not be injurious to the neighborhood, will not be detrimental to the public welfare, and will not be contrary to the public interest.

Should any person decide to appeal any decision made regarding any matter considered at this meeting such person may need to ensure that a verbatim record of the proceedings is made to include testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in these proceedings should contact the City Clerk at 407-851-7730 at least 24 hours in advance of the meeting.



**CITY OF BELLE ISLE,
FLORIDA**

1600 Nela Avenue
Belle Isle, Florida 32809
(407) 851-7730 • FAX (407) 240-2222
www.cityofbelleislefl.org

Mayor
Lydia Pisano

City Manager
Bob Francis

Planning & Zoning
Board

Nicholas Fouraker
Chairman
District 7

David Woods
Vice Chairman
District 1

Chris Shenefelt
District 2

Shawn Jervis
District 3

Gregg Templin
District 4

Rainey Lane
District 5

Russell Cheezum
District 6

May 10, 2018

«Parcel»
«FullName»
«FullName2»
«Address»
«City», «STZip»

APPLICANT: Marketing Business Associates
P&Z CASE: 2018-05-002
ADDRESS: 2300 Jetport Drive, Orlando, FL 32828 - Parcel #31-23-30-0000-00-011


Dear Property Owner:

You are hereby given notice that the Planning & Zoning Board of the City of Belle Isle will hold a Public Hearing on Tuesday, May 22, 2018 at 6:30 p.m., or as soon thereafter as possible, at the Belle Isle City Hall Council Chambers, 1600 Nela Avenue, Belle Isle, Florida 32809, to consider and take action on a variance as follows:

Public Hearing Case #2018-05-002 Pursuant to Belle Isle Code Sec. 52-62, the Board shall consider and take action on a requested variance from Sec. 52-33 (7)b and (7)h to replace the existing sign with a new sign with the same dimensions but also with a 23-foot Regal Boat on top of the sign. The variance requested is to exceed the height of the standard 30 feet allowed to a maximum height of 57 feet, and; exceed the 500 square feet of surface area allowed. The new sign would be 1080 square feet in surface area, which includes 300 square feet for each side of the main sign and 480 square feet of surface area for the boat, submitted by applicant Marketing Business Associates, located at 2300 Jetport Drive, Orlando, FL 32828 also known as Parcel #31-23-30-0000-00-011.

You are invited to attend and express your opinion on the matter. Any person(s) with disabilities needing assistance to participate in these proceedings should contact the Planning and Zoning office at (407) 851-7730 at least 24 hours in advance of the meeting.

In the event that you decide to appeal the decision made by the Board, you will need a record of the proceeding. For that purpose, you may need to ensure that a verbatim record of the hearing is made to include evidence and testimony upon which the appeal is to be based. The burden of making such a verbatim record is on the appellant. F.S. 286.0105; 1986 Op. Atty.

Sincerely,

Yolanda Quiceno
CMC-City Clerk

APPLICANT: Marketing Business Associates

P&Z CASE: 2018-05-002

ADDRESS: 2300 Jetport Drive, Orlando, FL 32828 - Parcel #31-23-30-0000-00-011

Parcel	FullName	FullName2	Address	City	StZip
292336892002400	CSX TRANSPORTATION INC		500 WATER ST	JACKSONVILLE	FL 32202
302331000000001	MARKETING BUSINESS ASSOCIATES LTD	C/O TAX DEPT J 910	2300 JETPORT DR	ORLANDO	FL 32809
302331000000004	MARKETING BUSINESS ASSOC LTD		2300 JETPORT DR	ORLANDO	FL 32809
302331000000012	MARKETING BUSINESS ASSOC LTD		2300 JETPORT DR	ORLANDO	FL 32809
302331000000013	MARKETING BUSINESS ASSOCIATES LTD		2300 JETPORT DR	ORLANDO	FL 32809
302331000000015	LEGACY LAND LLC		2300 JETPORT DR	ORLANDO	FL 32809
302331000000017	LEGACY HOLDINGS LLC	C/O REGAL MARINE INDUSTRIES INC	2300 JETPORT DR	ORLANDO	FL 32809
302331000000026	REGAL MARINE INDUSTRIES INC		2300 JETPORT DR	ORLANDO	FL 32809
302331000000027	MARKETING BUSINESS ASSOCIATES LTD		2300 JETPORT DR	ORLANDO	FL 32809
302331000000029	REGAL MARINE INDUSTRIES INC 42%		2300 JETPORT DR	ORLANDO	FL 32809
302331000000030	REGAL MARINE INDUSTRIES INC	LEGACY LAND LLC 58% INT	2300 JETPORT DR	ORLANDO	FL 32809
302331000000035	MARKETING BUSINESS ASSOCIATES LTD		2300 JETPORT DR	ORLANDO	FL 32809
302331000000041	UNITED STATES OF AMERICA		2300 JETPORT DR	ORLANDO	FL 32809
302331000000044	CITY OF ORLANDO		C/O PROPERTY MANAGER	WASHINGTON	DC 20412
302331000000046	CITY OF BELLE ISLE		400 S ORANGE AVE LBBY	ORLANDO	FL 32801
302331000000051	CHRISTIAN BROADCASTING NETWORK INC 50% INT		1600 NELA AVE	BELLE ISLE	FL 32809
302331002101000	DCT BOGGY CREEK FL LP		1834 WAKE FOREST RD	WINSTON SALEM	NC 27109
302331002102000	DCT ORLANDO ADC LP		PO BOX 173382	DENVER	CO 80217
302331002103000	DCT ORLANDO ADC LP		PO BOX 173382	DENVER	CO 80217
			PO BOX 173382	DENVER	CO 80217

APPLICATION FOR VARIANCE / SPECIAL EXCEPTION

DATE: 5/1/2018 P&Z CASE #: 2018-05-002
 VARIANCE SPECIAL EXCEPTION OTHER
APPLICANT: Marketing Business Associates OWNER: Tina Kuck
ADDRESS: 2300 Jetport Drive 6723 Matchett Rd
Orlando, FL 32828 Belle Isle, FL 32809
PHONE: 407-851-4360 407-447-9228
PARCEL TAX ID #: 31-23-30-0000-00011

LAND USE CLASSIFICATION: 9915 ZONING DISTRICT: Sign Site

DETAILED VARIANCE REQUEST: Replace existing sign with a new sign with the same dimensions, but also with a 23' Regal boat on top of the sign. Variance requested is to exceed height of the standard to a max height of 57 feet. Also, the sign will exceed 500 sq ft of surface area.

The new sign would be 1080 sq ft, which includes 300 sq ft for each side of the main sign, plus 480 sq ft of surface area of the boat.

SECTION OF CODE VARIANCE REQUESTED ON: Section 52-33 7b, 7h

The applicant hereby states that the property for which this hearing is requested has not been the subject of a hearing before the Planning and Zoning Board of the kind and type requested in the application within a period of nine (9) months prior to the filing of the application. Further that the requested use does not violate any deed restriction of the property.

By submitting the application, I authorize City of Belle Isle employees and members of the P&Z Board to enter my property, during reasonable hours, to inspect the area of my property to which the application applies.

Applicant shall provide a minimum of ten (10) sets of three (3) photographs in support of this application as follows: at least one (1) photograph of the front of the property and at least two photographs (from different angles) of the specific area of the property to which the application applies.

[Signature] APPLICANT'S SIGNATURE [Signature] OWNER'S SIGNATURE

FOR OFFICE USE ONLY: FEE: \$150.00 5/2/18 #495477 HKP
Date Paid Check/Cash Rec'd By
Determination _____
Appealed to City Council: Yes No Council Action: _____

To: City of Belle Isle
From: Keith Overton (Regal Marine Industries)
Date: May 3, 2018
Subject: Variance Request for Regal World Headquarters Sign

The following information is provided for a Variance Request to allow a pole sign that extends from 40 feet above the ground to a maximum height of 57 feet with a total surface area of 1080 square feet (300 sq ft per side of the sign plus 480 sq ft of surface area of the boat).

WHAT ARE THE SPECIAL CONDITIONS AND CIRCUMSTANCES UNIQUE TO YOUR PROPERTY? WHAT WOULD BE THE UNNECESSARY HARDSHIP?

The unique circumstance is our proximity to the Beachline (528) and our desire to provide a landmark that is visible to those who travel to the area that may want to visit our showroom or tour our facility. The boat on top of the sign also allows us a unique means to market our world class product.

HOW WERE THE SPECIAL CONDITIONS NOTED ABOVE CREATED?

The City of Belle Isle currently limits the height of pole signs to 30 feet and a total square footage of 500 square feet for the sign face. Also, an apparent change to the city code has put our existing sign non-compliant to the current code. It rises to a maximum height of 50 feet above the ground, and is in extreme need of repair and replacement.

CAN YOU ACCOMPLISH YOUR OBJECTIVE ANOTHER WAY? LIST ALTERNATIVES YOU HAVE CONSIDERED AND EVIDENCE AS TO WHY THEY ARE NOT FEASIBLE.

Our current sign is in need of major repair/replacement, so we believe that doing nothing is not a feasible alternative. Another alternative that we considered is to reduce the height of the poles that support the current sign and erect a new one that is the same size. This is feasible, but not desirable. We would like our sign to be as visible to the Beachline as the current sign has been for many years.

WHAT EFFECTS WILL APPROVAL OF THE VARIANCE HAVE ON ADJACENT PROPERTIES OR THE SURROUNDING NEIGHBORHOOD? (FOR EXAMPLE: ADEQUATE LIGHT, AIR, ACCESS, USE OF ADJACENT PROPERTY, DENSITY, COMPATIBILITY WITH SURROUNDING LAND USES, TRAFFIC CONTROL, PEDESTRIAN SAFETY, ETC)?

The proposed sign will have no negative effects to surrounding areas above and beyond those that have existed for many years with the current sign. It will be slightly taller with the boat on top, but the rest of the sign will be the same as far as size and illumination.

2018 FLORIDA LIMITED PARTNERSHIP ANNUAL REPORT

DOCUMENT# A15130

Entity Name: MARKETING BUSINESS ASSOCIATES, LTD.

Current Principal Place of Business:

2300 JETPORT DR
ORLANDO, FL 32809

Current Mailing Address:

2300 JETPORT DR
ORLANDO, FL 32809

FEI Number: 59-2335191

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

KUCK, DUANE PD
2300 JETPORT DRIVE
ORLANDO, FL 32809 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent

Date

General Partner Detail :

Document # P00000037931
Name KUCK MANAGEMENT, INC.
Address 2300 JETPORT DR
City-State-Zip: ORLANDO FL 32809

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am a general partner of the limited partnership or the receiver or trustee empowered to execute this report as required by Chapter 620, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: DUANE KUCK

REGISTERED AGENT

02/06/2018

Electronic Signature of Signing General Partner Detail

Date

APPLICATION FOR VARIANCE / SPECIAL EXCEPTION

DATE: 5/1/2018 P&Z CASE #: 2018-05-002
 VARIANCE SPECIAL EXCEPTION OTHER DATE OF HEARING: _____
APPLICANT: Marketing Business Associates OWNER: Tim Kuck
ADDRESS: 2300 Jetport Drive 6723 Matchett Rd
Orlando, FL 32828 Belle Isle, FL 32809
PHONE: 407-851-4360 407-447-9228
PARCEL TAX ID #: 31-23-30-0000-00011

LAND USE CLASSIFICATION: 9915 ZONING DISTRICT: Sign Site

DETAILED VARIANCE REQUEST: Replace existing sign with a new sign with the same dimensions, but also with a 23' Regal boat on top of the sign. Variance requested is to exceed height of the standard to a max height of 57 feet. Also, the sign will exceed 500 sqft of surface area.

SECTION OF CODE VARIANCE REQUESTED ON: Section 52-33 7b, 7h

The applicant hereby states that the property for which this hearing is requested has not been the subject of a hearing before the Planning and Zoning Board of the kind and type requested in the application within a period of nine (9) months prior to the filing of the application. Further that the requested use does not violate any deed restriction of the property.

By submitting the application, I authorize City of Belle Isle employees and members of the P&Z Board to enter my property, during reasonable hours, to inspect the area of my property to which the application applies.

Applicant shall provide a minimum of ten (10) sets of three (3) photographs in support of this application as follows: at least one (1) photograph of the front of the property and at least two photographs (from different angles) of the specific area of the property to which the application applies.

[Signature] APPLICANT'S SIGNATURE [Signature] OWNER'S SIGNATURE

FOR OFFICE USE ONLY:	FEE: \$150.00	<u>5/2/18</u> Date Paid	<u>#495477</u> Check/Cash	<u>Hkep</u> Rec'd By
Determination	_____			
Appealed to City Council: <input type="checkbox"/> Yes <input type="checkbox"/> No	Council Action: _____			



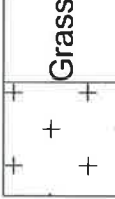
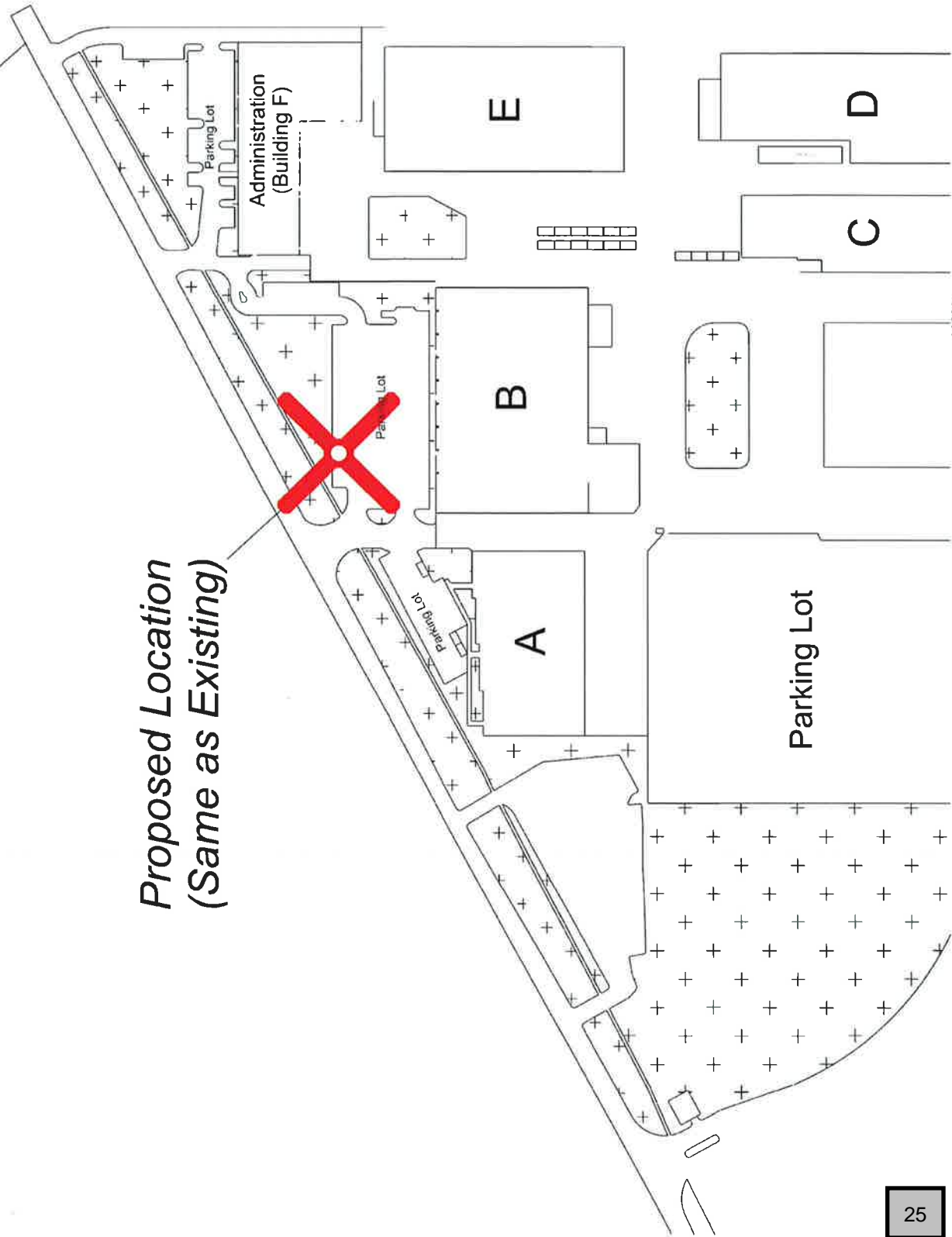
Regal Marine Industries

Proposed Location for New Sign



Jetport Drive

*Proposed Location
(Same as Existing)*





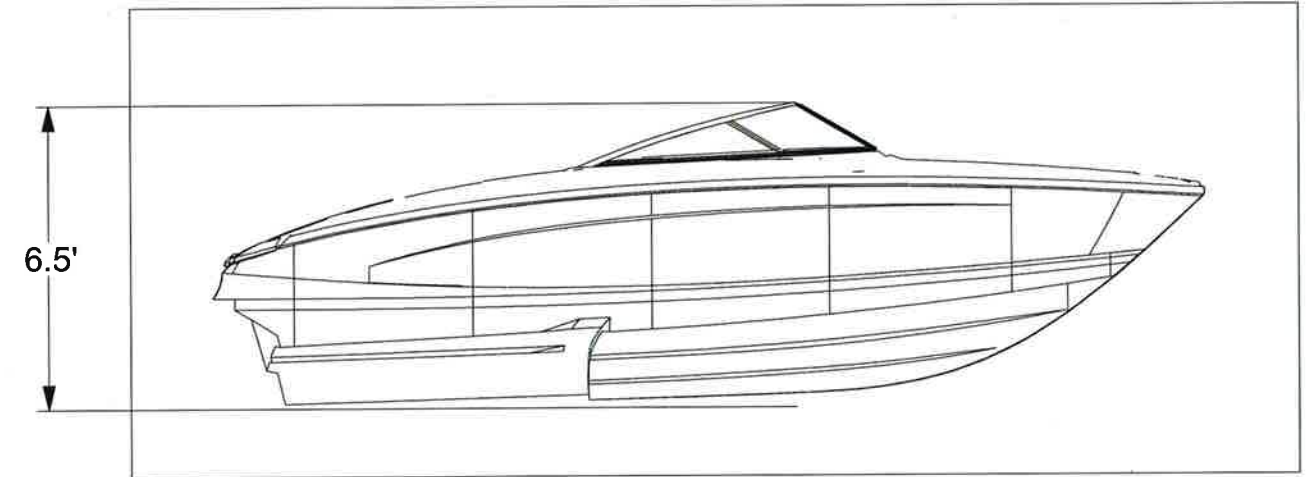
Regal Marine Industries

Sightline Square Footage

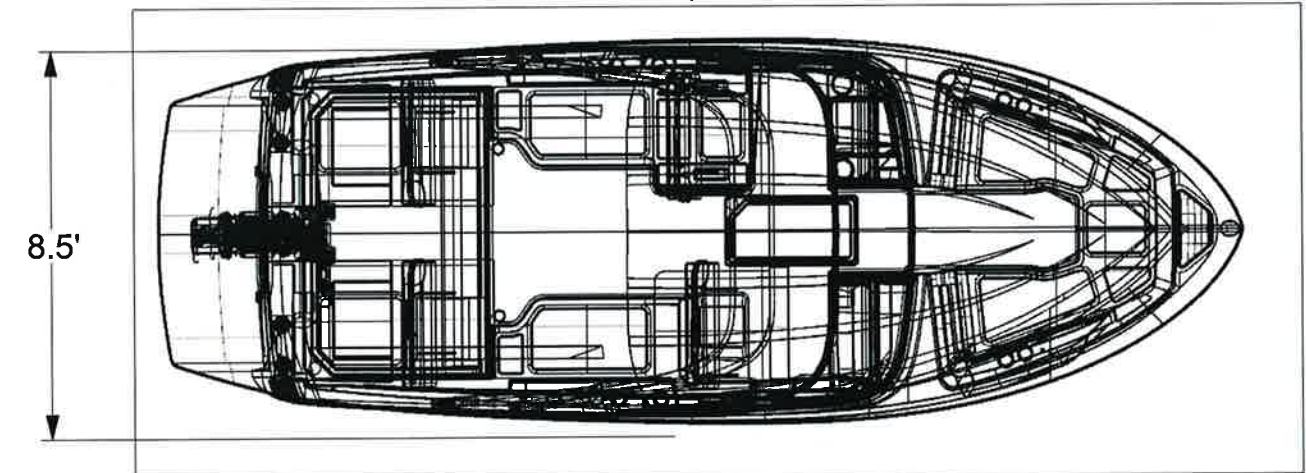


Boat Dimensions

Side View



Top View



NOTICE OF PUBLIC MEETING

MAY 22, 2018 – 6:30PM

CITY OF BELLE ISLE PLANNING AND ZONING BOARD REGULAR SESSION

ITEM 5

TO: Planning and Zoning Board

DATE: May 22, 2018

Public Hearing Case #2018-05-008 Pursuant to Belle Isle Code Sec. 42-64 the Board shall consider and take action on a requested variance from Sec. 50-73, to allow a maximum building height of 48 feet instead of the standard maximum allowed building height in the C-1 zoning district of 30 feet, submitted by applicant Thirumala Property's, LLC, located at 2635 McCoy Road, Belle Isle FL 32809, also known as Parcel #30-23-30-0000-00-005.

Background:

1. On April 26, 2018, Thirumala Property's LLC submitted the application and required paperwork.
2. A Notice of Public Hearing legal advertisement was placed in the Saturday, May 12, 2018 Orlando Sentinel.
3. Letters to the abutting property owners within 300 feet of the subject property were mailed on Thursday, May 10, 2018.

The Board may adopt all, some, or none of these determinations as part of their findings-of-fact. The Board may also add any additional findings-of-fact that are presented at the public hearing. The Board will need to determine if the criteria set forth of the Land Development Code have been met, and approve, approve with conditions, or deny this request.

SAMPLE MOTION TO APPROVE:

"I move, the criteria of the Belle Isle Land Development Code **having been met to approve** this request for a variance from Sec. 50-73, to allow a maximum building height of 48 feet instead of the standard maximum allowed building height in the C-1 zoning district of 30 feet, submitted by applicant Thirumala Property's, LLC, located at 2635 McCoy Road, Belle Isle FL 32809, also known as Parcel #30-23-30-0000-00-005.

SAMPLE MOTION TO DENY:

"I move, the justifying criteria of the Belle Isle Land Development Code, Chapter 42, Article III, Section 42-64(1), having NOT been met; **[use only if NONE of the justifying criteria have been met]** the requirements of section 42-64(1) Subsections: [STATE ONLY THE SUBSECTIONS BELOW THAT ARE NOT SATISFIED] **having NOT been met; [may be used in addition to above or alone] to deny** this request for a variance from Sec. 50-73, to allow a maximum building height of 48 feet instead of the standard maximum allowed building height in the C-1 zoning district of 30 feet, submitted by applicant Thirumala Property's, LLC, located at 2635 McCoy Road, Belle Isle FL 32809, also known as Parcel #30-23-30-0000-00-005.

SUBSECTION (D), literal enforcement of the provisions of the zoning ordinances would result in unnecessary hardship and that said hardship is created by special conditions and circumstances peculiar to the land, structure or building involved, including but not limited to dimensions, topography or soil conditions.

SUBSECTION (E), personal hardship is not being considered as grounds for a variance since the variance will continue to affect the character of the neighborhood after title to the property has passed and that the special conditions and circumstances were not created in order to circumvent the Code or for the purpose of obtaining a variance.

SUBSECTION (F), the variance is the minimum variance that will make possible the reasonable use of the land, building or structure.

SUBSECTION (G), the granting of the variance will be in harmony with the general purpose and intent of the Code, will not be injurious to the neighborhood, will not be detrimental to the public welfare, and will not be contrary to the public interest.

Should any person decide to appeal any decision made regarding any matter considered at this meeting such person may need to ensure that a verbatim record of the proceedings is made to include testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in these proceedings should contact the City Clerk at 407-851-7730 at least 24 hours in advance of the meeting.



CITY OF BELLE ISLE, FLORIDA

1600 Nela Avenue
Belle Isle, Florida 32809
(407) 851-7730 • FAX (407) 240-2222
www.cityofbelleislefl.org

Mayor
Lydia Pisano

City Manager
Bob Francis

Planning & Zoning
Board

Nicholas Fouraker
Chairman
District 7

David Woods
Vice Chairman
District 1

Chris Shenefelt
District 2

Shawn Jervis
District 3

Gregg Templin
District 4

Rainey Lane
District 5

Russell Cheezum
District 6

May 10, 2018

«Parcel»
«FullName»
«FullName2»
«Address»
«City» «STZip»

APPLICANT: Thirumala Property's, LLC
P&Z CASE: 2018-05-008
ADDRESS: 2635 McCoy Road, Belle Isle, FL 32809
Parcel # 30-23-30-0000-00-005

Dear Property Owner:

You are hereby given notice that the Planning & Zoning Board of the City of Belle Isle will hold a Public Hearing on Tuesday, May 22, 2018 at 6:30 p.m., or as soon thereafter as possible, at the Belle Isle City Hall Council Chambers, 1600 Nela Avenue, Belle Isle, Florida 32809, to consider and take action on a variance as follows:

Public Hearing Case #2018-05-008 - Pursuant to Belle Isle Code Sec. 42-64 the Board shall consider and take action on a requested variance from Sec. 50-73, to allow a maximum building height of 48 feet instead of the standard maximum allowed building height in the C-1 zoning district of 30 feet, submitted by applicant Thirumala Property's, LLC, located at 2635 McCoy Road, Belle Isle FL 32809, also known as Parcel #30-23-30-0000-00-005.

You are invited to attend and express your opinion on the matter. Any person(s) with disabilities needing assistance to participate in these proceedings should contact the Planning and Zoning office at (407) 851-7730 at least 24 hours in advance of the meeting.

In the event that you decide to appeal the decision made by the Board, you will need a record of the proceeding. For that purpose, you may need to ensure that a verbatim record of the hearing is made to include evidence and testimony upon which the appeal is to be based. The burden of making such a verbatim record is on the appellant. F.S. 286.0105; 1986 Op. Atty.

Sincerely,

Yolanda Quiceno
CMC-City Clerk

APPLICANT: Thirumala Property's, LLC
P&Z CASE: 2018-05-008
ADDRESS: 2635 McCoy Road, Belle Isle, FL 32809
Parcel # 30-23-30-0000-00-005

Parcel	FullName	FullName2	Address	City	STZip
3023300000000002	BRYANT VERNON V TR		PO BOX 18505	TAMPA	FL 33679
3023300000000005	THIRUMALA PROPERTY'S LLC		10644 LAGO BELLA DR	ORLANDO	FL 32832
3023300000000006	HARRELL ROBERT S	HARRELL RUTH A	2800 TRENTWOOD BLVD	BELLE ISLE	FL 32812
3023300000000014	SIDDHI-VINAYAK INC		2601 MCCOY RD	ORLANDO	FL 32809
3023300610000001	CITY OF BELLE ISLE		1600 NELA AVE	BELLE ISLE	FL 32809
302330169201010	CARAMUTA MARCELO J	CARAMUTA KIMBERLY	2627 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201020	JRH TRUST		2621 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201030	PATRICIA H CLARK FAMILY TRUST	C/O JOHN R HINES TRUSTEE	2615 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201040	PANKO IRENE E TR	C/O PATRICIA H CLARK TRUSTEE	2525 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201050	JOHNSTON TOSHIKO A	FOSHEE LINDA P TR	2519 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201060	HOLIHAN RANDY J	HOLIHAN CAROLYN T	200 PASADENA PL	ORLANDO	FL 32803
302330169201070	ANTONIO STEVEN A	ANTONIO DEBRA	2507 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201080	TRAN VINNIE	LUONG LIEN KIM	2501 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201090	HAAN WILLIAM A	HAAN CARRIE L	2499 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201100	ADY LAURENCE IRVIN LIFE ESTATE	ADY NANCYE LEE LIFE ESTATE	2495 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201110	FIOLA ROBERT A	FIOLA ANNAMARIA P	2493 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201120	TEMPLIN GREGG T	TEMPLIN SUZANNE W	2489 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201130	SQUIRES VINTON	SQUIRES NICOLE	2483 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169201141	DOT/STATE OF FLORIDA-TURNPIKE ENTERPRISE	PO BOX 613069	MILE POST 263 BLDG 5315	OCOEE	FL 34761
302330169201142	HAAN CARRIE	HAAN BILL 1/13 INT	2499 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202010	HAAN CARRIE	HAAN BILL	2499 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202020	SIMS MICHAEL T LIFE ESTATE	SIMS LINDA N LIFE ESTATE	2606 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202030	SAYER JUSTIN	JONES STANLEY	1449 CONWAY ISLE CIR	BELLE ISLE	FL 32809
302330169202040	LONGO ARTHUR J	LONGO ANNA C	2516 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202050	RAY THOMAS E	RAY CATHY D	2512 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202060	THOMAS JILL ANNE		2508 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202070	SMITH KIMBERLY D	SMITH JOSEPH E	2504 TRENTWOOD BLVD	BELLE ISLE	FL 32812
302330169202080	MUNROE MARY ELIZABETH TR		2500 TRENTWOOD BLVD	BELLE ISLE	FL 32812
3023301696000010	ADRIAN SHELLEY M		N1863 PARKVIEW CIR	PALMYRA	WI 53156
3023301696000020	STEARNS WILLIAM G III		2496 TRENTWOOD BLVD	BELLE ISLE	FL 32812
3023301696000030	LILLIAN ZACK JONES TRUST	C/O LILLIAN ZACK JONES TRUSTEE	15016 NW 13TH PL	NEWBERRY	FL 32669
3023301696000040	GANLEY VINCENT ARTHUR	WORTHINGTON MARTHA CLARA	2492 TRENTWOOD BLVD	BELLE ISLE	FL 32812
3023301696000050	WORTHINGTON JOHN R	SQUIRES NICOLE M	2488 TRENTWOOD BLVD	BELLE ISLE	FL 32812
3023301696000060	REAVIS SHERRY		5145 CURRY FORD RD	ORLANDO	FL 32812
3023300668100001	PALM SQUARE AT BELLE ISLE CONDOMINIUM ASSN INC				

City of Belle Isle

1600 Nela Avenue, Belle Isle, Florida 32809 * Tel 407-851-7730 * Fax 407-240-2222

APPLICATION FOR VARIANCE / SPECIAL EXCEPTION

DATE: 4/26/2018

P&Z CASE #: 2018-05-008

X VARIANCE X SPECIAL EXCEPTION [] OTHER

DATE OF HEARING: _____

APPLICANT: THIRUMALA PROP. LLC

OWNER: _____

ADDRESS: 1936 McCoy Rd.
Orlando, FL. 32809

PHONE: (321) 356-7308

PARCEL TAX ID #: 30-23-30-0000-00-005

LAND USE CLASSIFICATION: LDR 25% Com 75% ZONING DISTRICT: C-1 / R-1A

DETAILED VARIANCE REQUEST: TO ALLOW CONSTRUCTION OF A QUALITY HOTEL FROM 30 FT. MAXIMUM HEIGHT TO 48 FT. MAXIMUM HEIGHT

SECTION OF CODE VARIANCE REQUESTED ON: SEC. 50-73(a)

The applicant hereby states that the property for which this hearing is requested has not been the subject of a hearing before the Planning and Zoning Board of the kind and type requested in the application within a period of nine (9) months prior to the filing of the application. Further that the requested use does not violate any deed restriction of the property.

By submitting the application, I authorize City of Belle Isle employees and members of the P&Z Board to enter my property, during reasonable hours, to inspect the area of my property to which the application applies.

Applicant shall provide a minimum of ten (10) sets of three (3) photographs in support of this application as follows: at least one (1) photograph of the front of the property and at least two photographs (from different angles) of the specific area of the property to which the application applies.

X [Signature] APPLICANT'S SIGNATURE

X [Signature] OWNER'S SIGNATURE

FOR OFFICE USE ONLY: FEE: \$150.00 Date Paid: 5/3/18 Check/Cash: #1004 Rec'd By: Hep

April 26, 2018

re: proposed 4-Story Hotel 2635 McCoy Road:

VARIANCE REQUEST: - Application Supplement

The following information is provided for a Variance Request / Special Exception to allow a 48 ft tall hotel on C-1 zoned property.

WHAT ARE THE SPECIAL CONDITIONS AND CIRCUMSTANCE UNIQUE TO YOUR PROPERTY? WHAT WOULD THE BE THE UNNECESSARY HARDSHIP?

The unique circumstance to the subject property is the limited building height of 30 ft which limits the hotel to only 2-stories. The unnecessary hardship is current quality franchise hotels require a minimum of 4-stories.

HOW WERE THE SPECIAL CONDITIONS NOTED ABOVE CREATED.

The City of Belle Isle C-1 zoning limits commercial buildings to 2- stories.

CAN YOU ACCOMPLISH YOUR OBJECTIVE IN ANOTHER WAY? LIST ALTERNATIVE YOU HAVE CONSIDERED AND EVIDENCE AS TO WHY THEY ARE NOT FEASIBLE.

There are no other alternatives to a 4- story hotel. Alternative development plans consist of a mixed use project with ten (10) single family homes located in the R-1-A zoned area and a 2-story economy hotel and possibly a small retail strip center.

WHAT EFFECTS WILL APPROVAL OF THE VARIANCE HAVE ON ADJACENT PROPERTIES OR THE SURROUNDING NEIGHBORHOOD? (FORE EXAMPLE: ADEQUATE LIGHT, AIR, ACCESS, USES OF ADJACENT PROPERTY, DENSITY, COMPATIBILITY WITH SURROUNDING LAND USES, TRAFFIC CONTROL, PEDESTRIAN SAFETY, ETC.

The effects of the quality 4-story hotel will be positive. The R-1-A parcel will be preserved as a natural buffer and/or park depending on how the City of Belle Isle wants to use the land. The 150 ft. buffer will preserve the current nature of the neighborhood. The proposed 15' buffer (in addition to the 150 ft buffer) will have an 8 ft tall sound-proof fence or wall which will make the neighborhood more quiet. With a 4-story hotel the neighbors will not have to worry about other uses on the C-1 property that could be proposed with more impact to the adjacent property.

RICK SINGH, CFA - ORANGE COUNTY PROPERTY APPRAISER

- [Searches](#)
- [Sales Search](#)
- [Property Record Card](#)
- [My Favorites](#)

[Sign up for e-Notify...](#)

2635 Mccoy Rd < 30-23-30-0000-00-005 >

Name(s)	Physical Street Address
Thirumala Propertys LLC	2635 Mccoy Rd
Property Name	Postal City and Zipcode
N/A. Click information icon to contribute.	Orlando, Fl 32809
Mailing Address On File	Property Use
10644 Lago Bella Dr	1000 - Vacant Commercial
Orlando, FL 32832-6033	Municipality
Incorrect Mailing Address?	Belle Isle



- [Values, Exemptions and Taxes](#)
- [Property Features](#)
- [Sales Analysis](#)
- [Location Info](#)
- [Market Stats](#)
- [Update Information](#)

Property Description

COMM SE COR GOVERNMENT LOT 5 RUN S 89 DEG W ALONG S LINE OF SAID LOT 5 60 FT N 200 FT FOR POB RUN N 249.20 FT TO SE COR LOT 1 CONWAY SHORES TH N 85 DEG W 119.88 FT N 81 DEG W 112.42 FT TH N 76 DEG W 112.42 FT N 72 DEG W 112.42 FT N 69 DEG W 47.18 FT N 68 DEG W 412.65 FT N 53.56 FT N 68 DEG W 389.5 FT S 733.82 FT N 88 DEG E 124.75 FT ELY 518.62 FT S 87 DEG E 448.98 FT N 27.53 FT E 150 FT TO POB (LESS W 200 FT THEREOF) IN SEC 30-23-30

Total Land Area 414,095 sqft (+/-) | 9.51 acres (+/-) GIS Calculated Notice

Land (includes working values)

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
1000 - Vacant Commercial	C-1	413695.47 SQUARE FEET	\$2.50	\$1,034,239	\$0.00	\$1,034,239
9915 - Sign Sites	C-1	1 UNIT(S)	\$50,000.00	\$50,000	\$0.00	\$50,000

Page 1 of 1 (2 total records)

Buildings (includes working values)

Important Information	Structure
There are no buildings associated with this parcel.	

Extra Features (includes working values)

Description	Date Built	Units	XFOB Value
There are no extra features associated with this parcel			

This Data Printed on 06/07/2016 and System Data Last Refreshed on 06/06/2016

TRAFFIC IMPACT ANALYSIS

**McCOY ROAD PROJECT
CITY OF BELLE ISLE, FLORIDA**



Prepared for:

**Thirumala Hotels
2635 McCoy Road
Orlando, FL 32809**

Prepared by:

**Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955**

February 2018

TPD № 5037

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: McCoy Road Project
LOCATION: City of Belle Isle, Florida
CLIENT: Thirumala Hotels

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.
P.E. No.: Florida P.E. No. 20490
DATE: February 16, 2000
SIGNATURE:



TABLE OF CONTENTS

	Page
INTRODUCTION	13
EXISTING CONDITIONS ANALYSIS	16
Roadway Segment Analysis	
Intersection Analysis	
PROPOSED DEVELOPMENT AND TRIP GENERATION	19
Trip Generation	
Trip Distribution/Trip Assignment	
PROJECTED CONDITIONS ANALYSIS	21
Background Traffic Projections	
Roadway Segment Analysis	
Intersection Analysis	
Turn Lane Analysis	
STUDY CONCLUSIONS	25
APPENDICES	26
A Methodology Coordination	
B Traffic Data	
C Existing Intersection Capacity Analysis	
D Trip Generation Information	
E OUATS Model Plot	
F Trends Analysis	
G Projected Intersection Capacity Worksheets	



LIST OF TABLES

Table 1 Existing Roadway Capacity Analysis	16
Table 2 Existing Intersection Capacity Analysis	17
Table 3 Project Trip Generation Summary	19
Table 4 Projected Roadway Capacity Analysis	22
Table 5 Projected Intersection Capacity Analysis.....	22

LIST OF FIGURES

Figure 1 Project Location Map	14
Figure 2 Preliminary Site Plan	15
Figure 3 Existing P.M. Peak Hour Volumes.....	18
Figure 4 Trip Distribution Map.....	20
Figure 5 Projected P.M. Peak Hour Volumes	23



INTRODUCTION

This traffic analysis was performed to assess the impact of the proposed McCoy Road development project located north of McCoy Road in the City of Belle Isle, Florida. **Figure 1** depicts the location of the project site. The proposed development comprises two possible development scenarios: (1) a 120-room hotel; or, (2) a 300-parking space Park n' Fly building. In an effort to be conservative the most intense traffic generator, the hotel use, will be analyzed as part of this traffic study. The anticipated project buildout year of the project is 2020. Site access will be provided via a shared right-in/right-out access with the development to the west of the site. **Figure 2** provides the preliminary site plan.

Study Methodology

The analysis was conducted in accordance with the *Traffic Impact Analysis (TIA) Methodology* discussed with the City of Belle Isle and summarized in the methodology coordination emails in **Appendix A**.

Study Segments

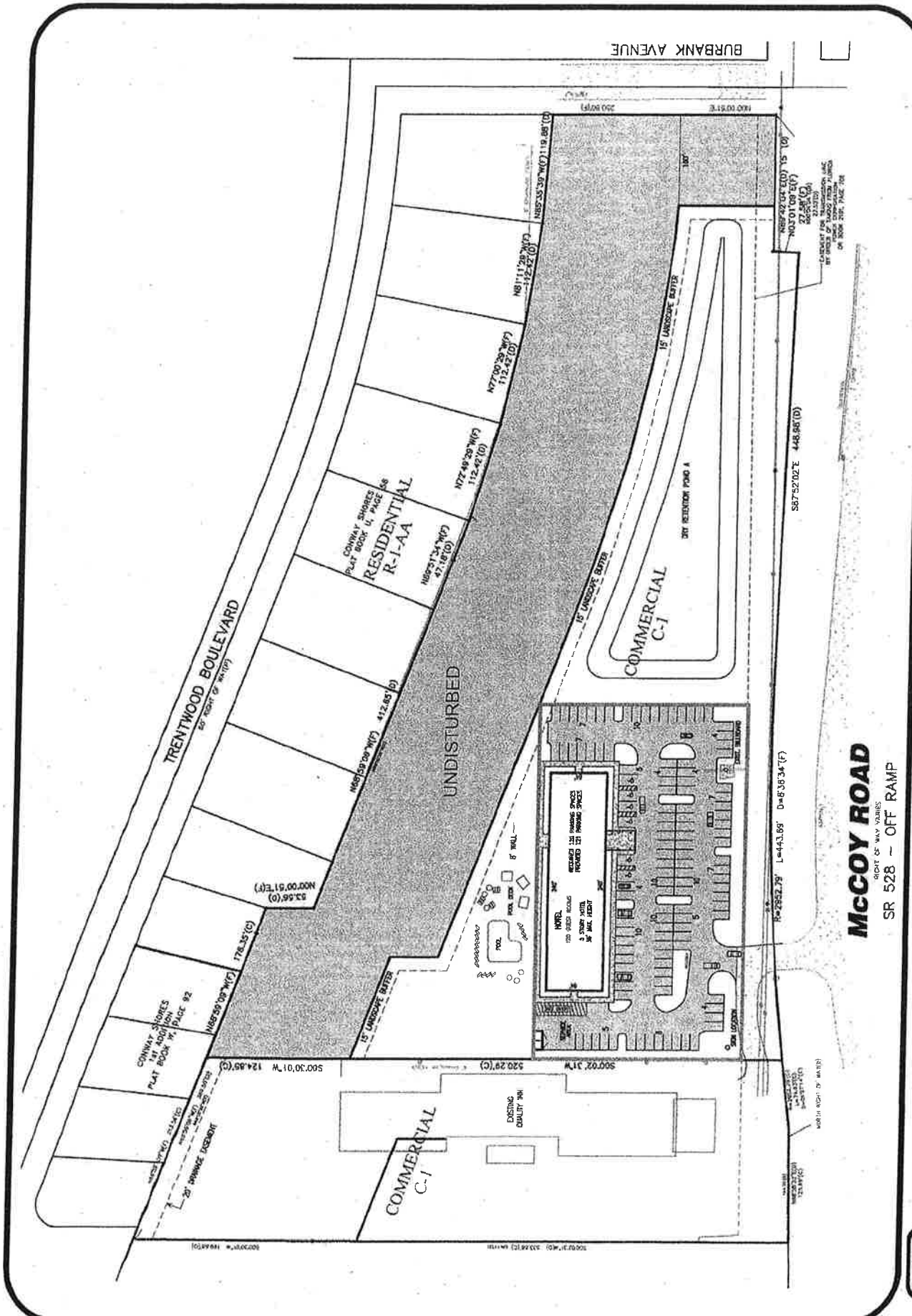
The adjacent roadway segments on McCoy Road will be evaluated using roadway capacity information obtained from the FDOT Generalized LOS Tables.

Study Intersections

The following study intersections were analyzed as part of the project:

- Jetport Drive & Boggy Creek Road
- Jetport Drive & Via Flora
- Jetport Road & Tradeport Drive
- McCoy Road & Conway Road
- McCoy Road & Via Flora
- McCoy Road & Project Access (Right-in/Right-out)





McCoy Road
 RIGHT OF WAY VARIES
 SR 528 - OFF RAMP

McCoy Road Project
 Project No 5037
 Figure 2



Preliminary Site Plan



EXISTING CONDITIONS ANALYSIS

A capacity analysis was performed for the study roadway segments and intersections in order to establish their current operating conditions.

Roadway Segment Analysis

Roadway segments were analyzed by comparing the existing peak hour directional volumes for each study roadway segment with the corresponding peak hour directional capacity at the adopted Level of Service (LOS) standard. The existing peak hour directional volumes were obtained from the turning movement counts (TMCs) conducted in support of this study. The segment LOS/capacities were obtained from the FDOT *Generalize Service Volume Tables*. A summary of the existing roadway capacity analysis is presented in **Table 1**. The analysis reveals that the roadway segments currently operate within the adopted LOS standard.

Table 1
Existing Roadway Capacity Analysis

Roadway	Segment ¹	Lns	Adopted LOS		Period	PK Dir	Existing PHPD Vols ³	Within Adopted LOS Std?
			LOS	Capacity ²				
McCoy Road	Conway Rd to Daetwyler Dr	2U	D	704	PM	WB	641	YES
	Daetwyler Dr to Via Flora	2U	D	1,190	PM	WB	743	YES
	Via Flora to SR 528 Off Ramp	1OW	D	1,190	PM	WB	730	YES
	SR 528 Off Ramp to Boggy Creek Rd	2U	D	1,190	PM	WB	729	YES

Notes:

1. Analysis conducted on only the study roadway segments as document in the approved Methodology
2. Capacities obtained from the FDOT Generalized Service Volume Tables (specifically, Table 7)
3. Existing Peak Hour Peak Direction (PHPD) volumes obtained for the TMCs conducted in support of this TIS



Intersection Analysis

A capacity analysis was conducted for each study intersection for the existing conditions using the *Synchro 10* software which applies the procedures of the *Highway Capacity Manual (HCM) 6th Edition*. In the analysis, existing intersection geometry and P.M. peak hour volumes were utilized. The existing intersection turning movement counts were not adjusted with a seasonal factor as the traffic counts were conducted during the peak season. The existing intersection traffic volumes for the P.M. peak hour used in the analysis are illustrated in **Figure 3**. The intersection capacity analysis results are summarized in **Table 2**. The raw turning movement counts are included in **Appendix B** and detailed printouts of the existing intersection capacity analyses are included in **Appendix C**.

**Table 2
Existing Intersection Capacity Analysis**

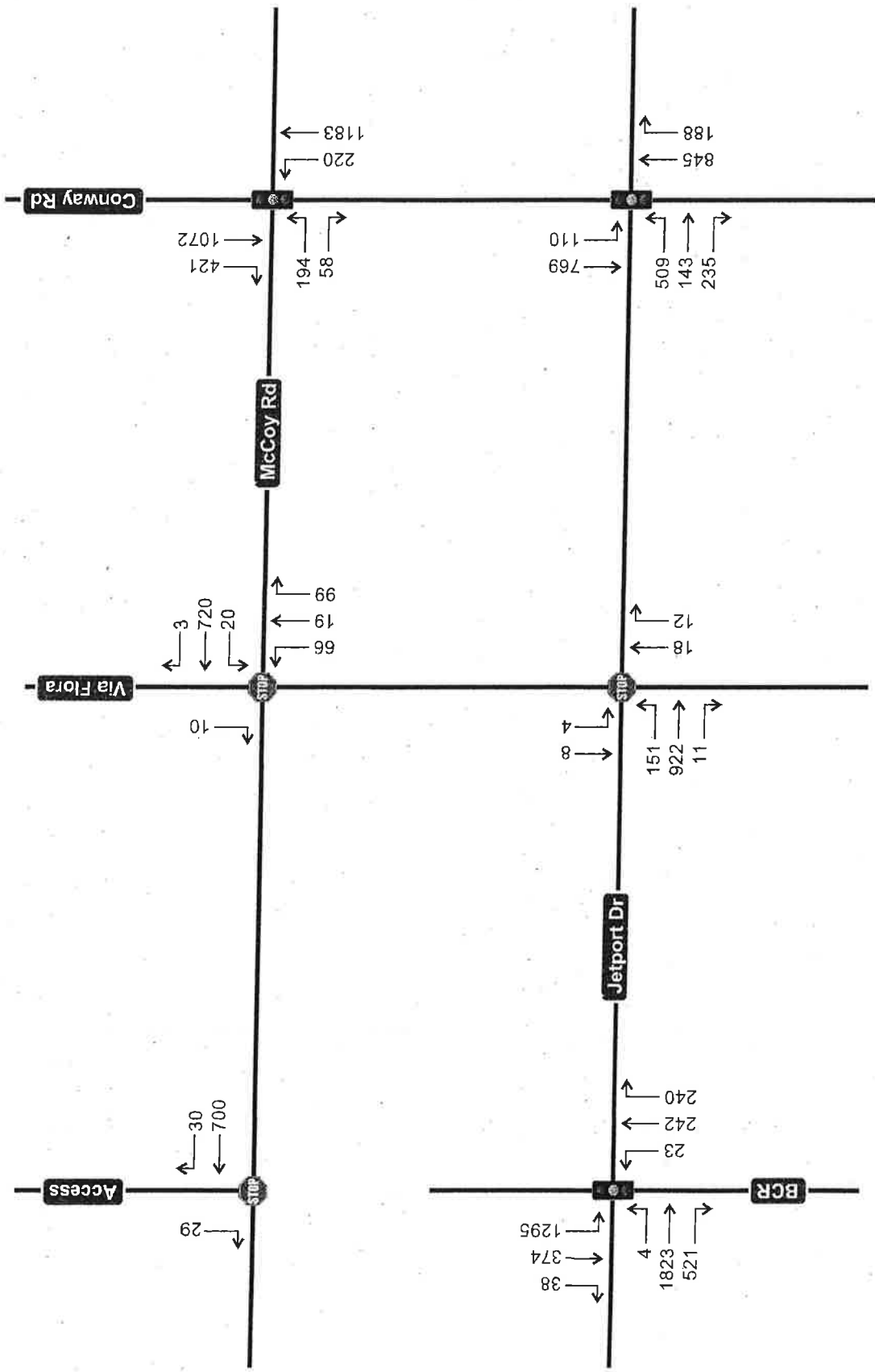
Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jetport Dr & Boggy Creek Rd	Signal	176.8	F	--	--	130.7	F	168.4	F	169.8	F
Jetport Dr & Via Flora	Stop	0.0	A	--	--	25.2	D	27.3	D	--	--
Jetport Rd & Tradeport Dr	Signal	60.3	E	--	--	12.8	B	25.0	C	30.4	C
McCoy Rd & Conway Rd	Signal	78.3	E	--	--	5.7	A	18.9	B	17.7	B
McCoy Rd & Via Flora	Stop	--	--	0.0	A	22.2	C	14.4	B	--	--
McCoy Rd & Project Access (Right-in/Right-out)	Stop	--	--	0.0	A	--	--	14.9	B	--	--

The analysis indicates that all the study intersections currently operate at acceptable Levels of Service except the Jetport Drive and Boggy Creek Road intersection.





Existing P.M. Peak Hour Volumes



McCoy Road Project
Project No 5037
Figure 3



PROPOSED DEVELOPMENT AND TRIP GENERATION

To determine the impact of the proposed development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways.

Trip Generation

Trip generation rates were obtained from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 10th Edition*. The trip generation calculation of daily and P.M. peak hour volumes is summarized in **Table 3**, and the trip generation sheets are included in **Appendix D**. As shown, the project will generate 980 new daily trips, of which 72 will occur in the PM peak hour.

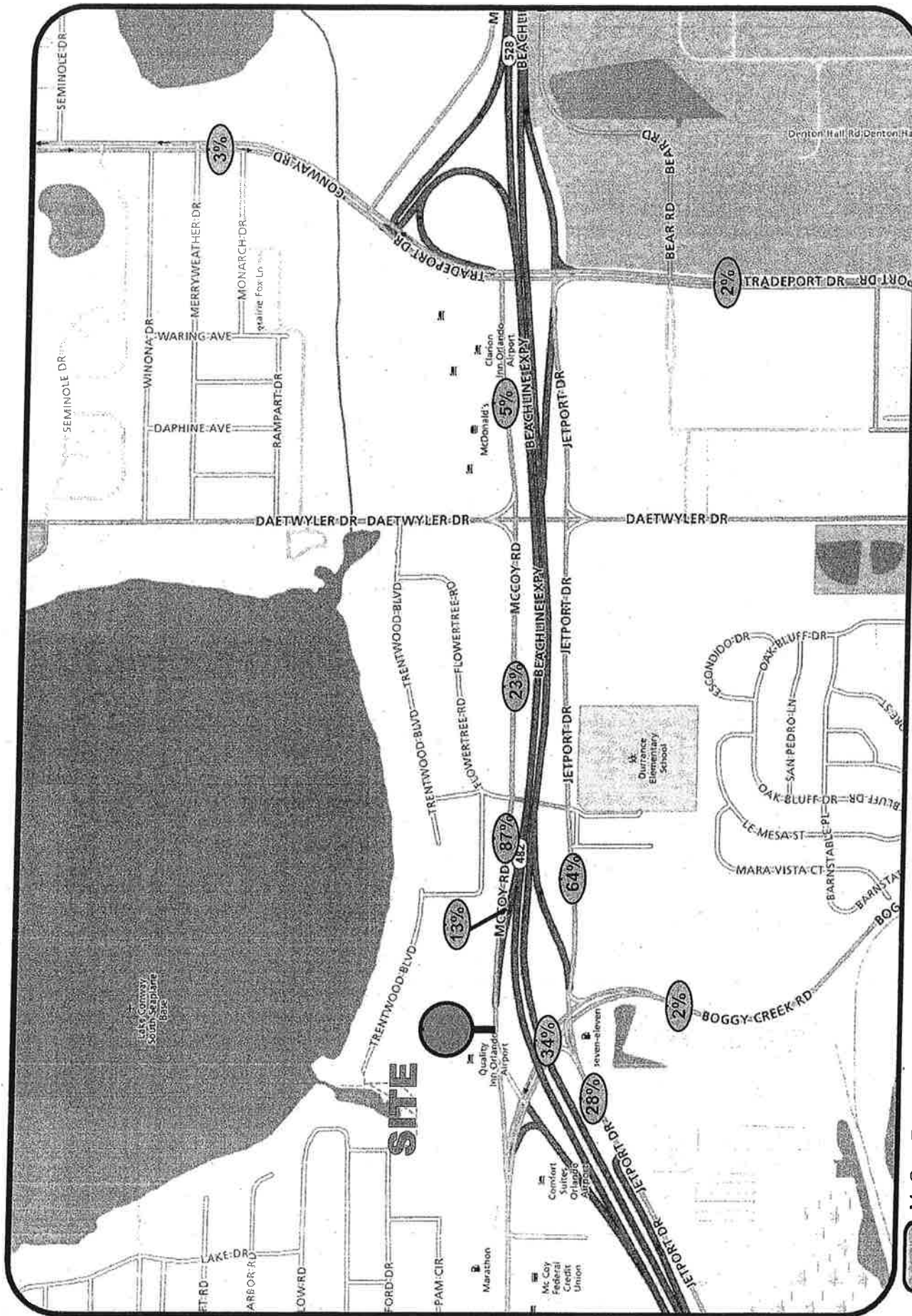
Table 3
Project Trip Generation Summary

ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit
310	Hotel	120 Rooms	8.17	980	0.60	72	37	35

Trip Distribution/Trip Assignment

A preliminary trip distribution pattern was estimated using the currently adopted *Orlando Urban Area Transportation Study (OUATS)* model. A Select Zone Analysis (SZA) was conducted by modifying the 2020 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project. The model's socio-economic data was also updated to reflect the proposed project buildout. The resulting preliminary trip distribution pattern is provided in the **Appendix E**. The model run indicated that 0% of the development traffic would be go west on McCoy Road which is unrealistic given this type of development and the access connection onto this roadway. Therefore, the preliminary model trip distribution was slightly adjusted to add traffic to the west of the access driveway onto McCoy Road. This revised distribution pattern is shown in **Figure 4**. Utilizing this distribution, the development project trips will be assigned to the area roadways.





Trip Distribution Map

McCoy Road Project
Project No 5037
Figure 4



PROJECTED CONDITIONS ANALYSIS

Projected conditions were analyzed for the study roadways and intersections to assess the operations at the project buildout in 2020. The projected conditions were estimated by combining the peak hour project trips of each road segment with background traffic volumes.

Background Traffic Projections

Projected traffic volumes consist of background traffic combined with site generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted based on the Annual Average Daily Traffic (AADT) data obtained from the FDOT *Traffic Online (2016)* website in the vicinity of the project (see **Appendix F**). Based on this historical trend analysis, an average annual growth rate of 2.09% was calculated. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

Roadway Segment Analysis

The projected roadway segment analysis was performed by comparing the total projected P.M. peak hour traffic volume of each segment with the respective capacity at the adopted LOS standard. The P.M. peak hour analysis, as summarized in **Table 4**, revealed that all the study roadway segments will continue to operate within the adopted LOS standard.

Intersection Analysis

To assess the projected operational conditions at the study intersections, an intersection capacity analysis was conducted using the total projected traffic volumes along with the current roadway geometry. **Figure 5** provides the projected P.M. peak hour intersection traffic volumes for the study intersections. The analysis was conducted similar to the existing utilizing the *Synchro 10* software. The projected Levels of Service are summarized in **Table 5**. Detailed printouts of the intersection capacity analysis worksheets are included in **Appendix G**. The analysis indicated that all the study intersections are projected to continue to operate at acceptable Levels of Service except the Jetport Drive and Boggy Creek Road intersection which will continue to operate beyond the adopted LOS standard. As this deficiency currently exists



and will continue to exist with or without the proposed project, no mitigation is proposed per Florida Statutes 163.3180.

**Table 4
Projected Roadway Capacity Analysis**

Roadway	Segment ¹	Lns	Adopted LOS		PK Dir	B'grnd PHPD Vols ³	Project Trips		Total Projected Vols	Within Adopted LOS?
			LOS	Capacity ²			Trip Dist ⁴	Vol		
McCoy Road	Conway Rd to Daetwyler Dr	2U	D	704	WB	681	23%	9	690	YES
	Daetwyler Dr to Via Flora	2U	D	1,190	WB	790	23%	9	799	YES
	Via Flora to SR 528 Off Ramp	1OW	D	1,190	WB	776	87%	32	808	YES
	SR 528 Off Ramp to Boggy Creek Rd	2U	D	1,190	WB	775	100%	37	812	YES

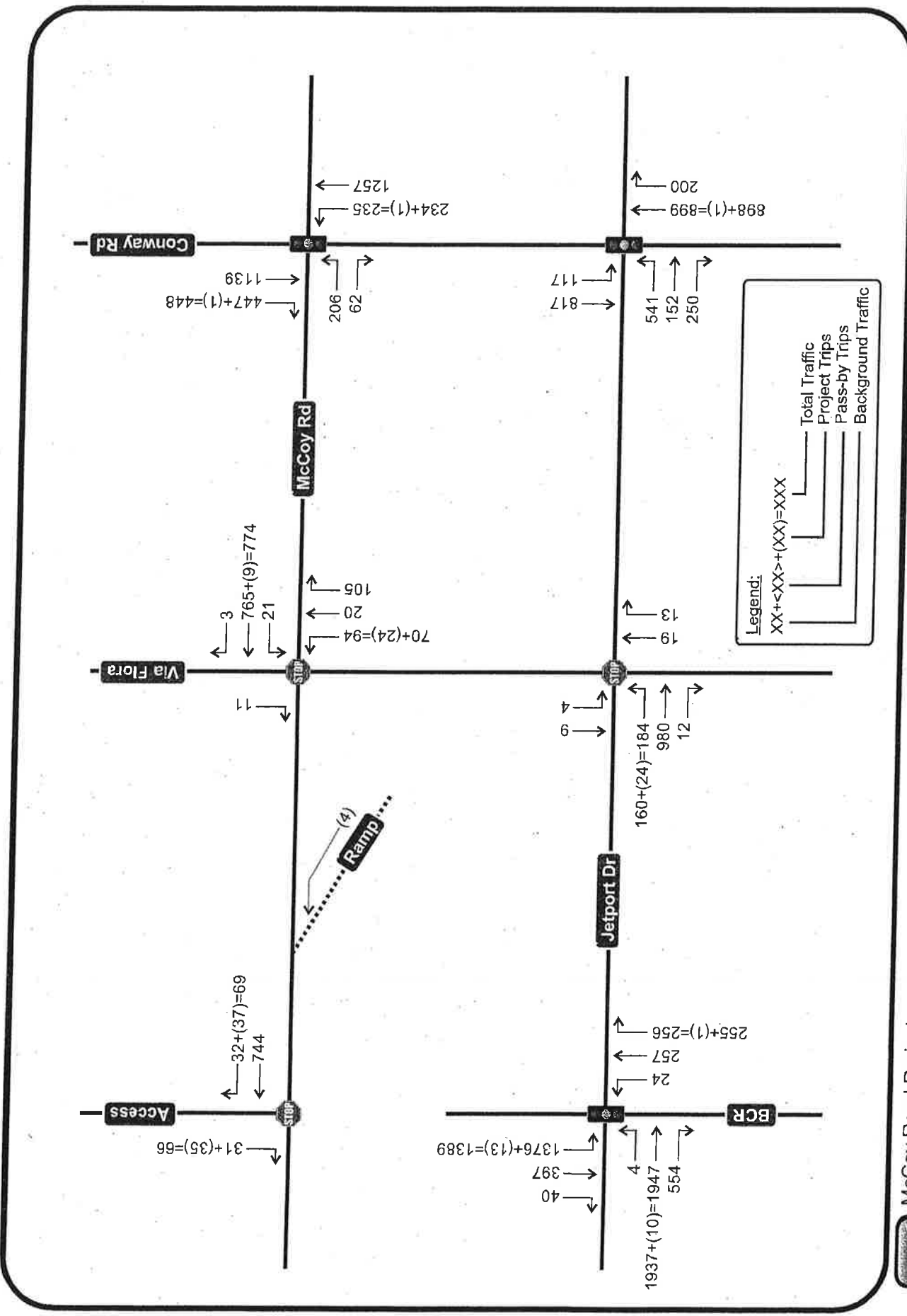
Notes:

1. Analysis conducted on only the study roadway segments as document in the approved Methodology
2. Capacities obtained from the FDOT Generalized Service Volume Tables (Table 7)
3. Existing Peak Hour Peak Direction (PHPD) volumes obtained for the TMCs conducted in support of this TIS
4. Highest distribution on segment

**Table 5
Projected Intersection Capacity Analysis**

Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jetport Dr & Boggy Creek Rd	Signal	215.4	F	--	--	147.9	F	203.1	F	205.2	F
Jetport Dr & Via Flora	Stop	0.0	A	--	--	29.7	D	32.8	D	--	--
Jetport Rd & Tradeport Dr	Signal	59.3	E	--	--	13.9	B	26.6	C	31.0	C
McCoy Rd & Conway Rd	Signal	79.4	E	--	--	8.6	A	25.8	C	22.4	C
McCoy Rd & Via Flora	Stop	--	--	0.0	A	28.7	D	15.2	C	--	--
McCoy Rd & Project Access (Right-in/Right-out)	Stop	--	--	0.0	A	--	--	17.4	C	--	--





McCoy Road Project
 Project No 5037
 Figure 5



Projected P.M. Peak Hour Volumes

Turn Lane Analysis

A review was conducted to assess the adequacy of the existing exclusive westbound right turn storage lane length at the McCoy Road and Project Access intersection. The review was conducted to ensure that sufficient storage is available to serve the projected traffic volume.

Per the *FDOT Design Standards, Index 301*, the minimum deceleration distance that should be provided for a right turn lane on McCoy Road (which has a 40 mph posted speed limit and therefore a minimum design speed of 45 mph) is 185 feet (includes a 50 taper). A turn lane of approximately 300 feet is currently provided; therefore, the existing westbound right turn lane is adequate in length to accommodate the proposed development.



STUDY CONCLUSIONS

This traffic analysis was performed to assess the impact of the proposed McCoy Road development project located north of McCoy Road in the City of Belle Isle, Florida. The proposed development comprises two possible development scenarios: (1) a 120-room hotel; or, (2) a 300-parking space Park n' Fly building. In an effort to be conservative the most intense traffic generator, the hotel use, was analyzed as part of this traffic study. The anticipated project buildout year of the project is 2020. Site access will be provided via a shared right-in/right-out access with the development to the west of the site.

The results of the study as documented herein are summarized below:

- The proposed development will generate 980 new daily trips, of which 72 will occur in the PM peak hour.
- The analysis that all the roadway segments currently operate at acceptable Levels of Service and are projected to continue to do so upon project buildout.
- The analysis indicated that all the study intersections are currently operating within the adopted Level of Service Standard and are projected to continue to do so upon project buildout. The exception to this is the Jetport Drive and Boggy Creek Road intersection, which currently and is projected to continue to operate beyond the adopted Level of Service standard. As this deficiency currently exists and will continue to exist with or without the proposed project, no mitigation is proposed per Florida Statutes 163.3180.
- The analysis indicated that the existing westbound right turn lane at the McCoy Road and Project Access intersection is adequate in length to accommodate the proposed development.



APPENDICES

APPENDIX A

Methodology Coordination

Vasu Persaud

From: Bob Francis <bfrancis@belleislefl.gov>
Sent: Wednesday, February 21, 2018 12:54 PM
To: Vasu Persaud
Cc: April Fisher; Turgut Dervish
Subject: Re: McCoy Road Hotel - Traffic Impact Study Methodology

I am concerned that if they are not included, then they will back up as a result of more traffic. They are already difficult to negotiate without the added traffic. They should be included.

Sincerely,

Bob

Bob Francis, ICMA-CM
City Manager
City of Belle Isle, FL

1600 Nela Ave.
Belle Isle, FL 32809
(407) 851-7730 (O)
(407) 450-6272 (C)
bfrancis@belleislefl.gov

On Wed, Feb 21, 2018 at 10:38 AM, Vasu Persaud <Vasu@tpdtraffic.com> wrote:

Good morning Bob,

We did not include these two intersections (Via Flora at McCoy and Via Flora at Jetport) because we anticipated that traffic related to the development would come primarily from SR 528 and consequently, the project related traffic at these two intersections would be thru traffic (i.e. they would not be required to stop). As a result, the project impact at these two intersection would be considered to be minimal.

If this explanation is acceptable, we can plan to proceed with collecting intersection traffic counts at the four study intersections.

Thank you,

Vasu

Vasu T. Persaud, PE, AICP, PTOE

TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive, Suite 100, Maitland, Florida 32751
407-628-9955 W, 321-948-9594 C, 407-628-8850 F
Vasu@tpdtraffic.com

From: Bob Francis [mailto:bfrancis@belleislefl.gov]
Sent: Wednesday, February 21, 2018 7:35 AM
To: Vasu Persaud <Vasu@tpdtraffic.com>
Cc: April Fisher <aprilfisher73@gmail.com>; Turgut Dervish <turgut@tpdtraffic.com>
Subject: Re: McCoy Road Hotel - Traffic Impact Study Methodology

Thank you. Why would you not include Via Flora at McCoy and Via Flora at Jetport?

Sincerely,

Bob

Bob Francis, ICMA-CM

City Manager

City of Belle Isle, FL

1600 Nela Ave.

Belle Isle, FL 32809

(407) 851-7730 (O)

(407) 450-6272 (C)

bfrancis@belleislefl.gov

On Tue, Feb 20, 2018 at 5:48 PM, Vasu Persaud <Vasu@tpdtraffic.com> wrote:

Good afternoon Bob/April,

As mentioned, we are developing a Traffic Impact Study for the subject project and we wanted to coordinate with you regarding our planned methodology/approach.

For your ease of review, please find below a brief email summary of the primary elements of the Traffic Study:

Project Location:

The proposed McCoy Road development is located north of McCoy Road in the City of Belle Isle, Florida. Attached is project location map (Fig 1).

Project Description:

The proposed development comprises two possible development scenarios: (1) a 120-room hotel; or, (2) a 300-parking space Park n' Fly building. In an effort to be conservative the most intense traffic generator, the hotel use, will be analyzed as part of the study. The anticipated project buildout year of the project is 2020.

Trip Generation:

Trip generation rates were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. Based on this analysis, the proposed hotel project will generate 980 new daily trips, of which 72 will occur in the P.M. peak hour.

Trip Distribution

A trip distribution will be developed using the currently adopted *Orlando Urban Area Transportation Study (OUATS)* travel forecasting model developed by MetroPlan Orlando. The output from the model will be compared to existing traffic counts conducted in support of the study and knowledge of the travel patterns in the area. Adjustments to the model derived trip distribution will be made for reasonableness, if necessary.

Level of Service Analysis

A P.M. peak hour Level of Service (LOS) analysis will be conducted for the Existing (no project) and Projected (with project) scenarios.

The adjacent roadway segments on McCoy Road will be evaluated using roadway capacity information obtained from the *FDOT Generalized LOS Tables*.

The following study intersections will be evaluated using the *Synchor 10* software which applies the methodologies contained in the *Highway Capacity Manual 6th Edition*. These intersections are graphically depicted in Fig 1:

1. Tradeport Drive & Jetport Road
2. Conway Road & McCoy Road
3. Boggy Creek Road & Jetport Drive
4. McCoy Road & Project Access

These intersection were selected for evaluation due to the traffic flow (one-way in some case) of project related traffic to and from the site.

Thank you in advance for your feedback.

Regards,

Vasu

Vasu T. Persaud, PE, AICP, PTOE

TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive, Suite 100, Maitland, Florida 32751
407-628-9955 W, 321-948-9594 C, 407-628-8850 F
Vasu@tpdtraffic.com

From: Bob Francis [mailto:bfrancis@belleislefl.gov]

Sent: Tuesday, February 20, 2018 7:12 AM

To: Vasu Persaud <Vasu@tpdtraffic.com>

Cc: Turgut Dervish <turgut@tpdtraffic.com>; April Fisher <aprilfisher73@gmail.com>

Subject: Re: McCoy Road Hotel - Traffic Study

Both

Sincerely,

Bob

Bob Francis, ICMA-CM

City Manager

City of Belle Isle, FL

1600 Nela Ave.

Belle Isle, FL 32809

(407) 851-7730 (O)

(407) 450-6272 (C)

bfrancis@belleislefl.gov

On Mon, Feb 19, 2018 at 2:07 PM, Vasu Persaud <Vasu@tpdtraffic.com> wrote:

Good morning Bob,

Happy President's Day.

We are assisting the applicant in preparing the Traffic Impact Study for the subject project and would like to coordinate our planned methodology with the City.

Do we coordinate through you or through April, or both?

Thank you in advance.

Best regards,

Vasu

Vasu T. Persaud, PE, AICP, PTOE

TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive, Suite 100, Maitland, Florida 32751
407-628-9955 W, 321-948-9594 C, 407-628-8850 F
Vasu@tpdtraffic.com

APPENDIX B

Traffic Data

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

LOCATION: Bogy Creek Rd & Jetport Dr

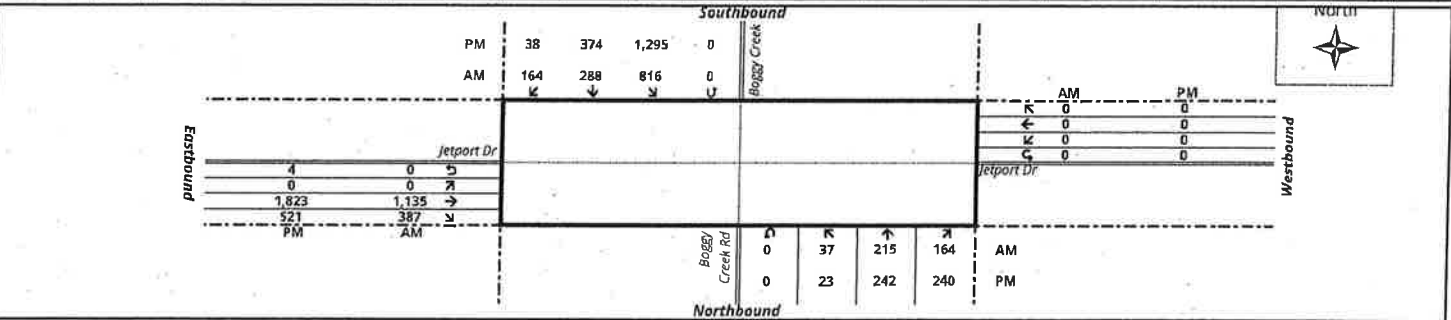
COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Bogy Creek Rd					Bogy Creek Rd					N/S TOTAL	Jetport Dr					Jetport Dr					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	4	59	23	0	86	167	54	31	0	252	338	0	202	80	0	282	0	0	0	0	0	282	620
07:15 AM	11	71	50	0	132	183	80	33	0	296	428	0	292	110	0	402	0	0	0	0	0	402	830
07:30 AM	6	44	33	0	83	213	52	43	0	308	391	0	280	72	0	352	0	0	0	0	0	352	743
07:45 AM	12	41	20	0	73	188	77	57	0	322	395	0	259	102	0	361	0	0	0	0	0	361	756
TOTAL	33	215	126	0	374	751	263	164	0	1,178	1,552	0	1,033	364	0	1,397	0	0	0	0	0	1,397	2,949
08:00 AM	8	59	61	0	128	232	79	31	0	342	470	0	304	103	0	407	0	0	0	0	0	407	877
08:15 AM	12	57	37	0	106	208	81	35	0	324	430	0	281	96	0	377	0	0	0	0	0	377	807
08:30 AM	3	53	39	0	95	196	57	35	0	288	383	0	279	79	0	358	0	0	0	0	0	358	741
08:45 AM	13	71	32	0	116	203	50	38	0	291	407	0	250	71	0	321	0	0	0	0	0	321	728
TOTAL	36	240	169	0	445	839	267	139	0	1,245	1,690	0	1,114	349	0	1,463	0	0	0	0	0	1,463	3,153
04:00 PM	6	51	68	0	125	271	64	11	0	346	471	0	407	107	0	514	0	0	0	0	0	514	985
04:15 PM	13	58	54	0	125	283	79	28	1	391	516	0	419	140	0	559	0	0	0	0	0	559	1,075
04:30 PM	10	46	57	0	113	328	64	16	0	408	521	0	426	109	2	537	0	0	0	0	0	537	1,058
04:45 PM	6	48	61	0	115	319	88	15	0	422	537	0	475	141	0	616	0	0	0	0	0	616	1,153
TOTAL	35	203	240	0	478	1,201	295	70	1	1,567	2,045	0	1,727	497	2	2,226	0	0	0	0	0	2,226	4,271
05:00 PM	8	73	70	0	151	326	92	9	0	427	578	0	476	115	4	595	0	0	0	0	0	595	1,173
05:15 PM	8	62	51	0	121	312	97	6	0	415	536	0	454	147	0	601	0	0	0	0	0	601	1,137
05:30 PM	1	59	58	0	118	338	97	8	0	443	561	0	418	118	0	536	0	0	0	0	0	536	1,097
05:45 PM	5	45	42	0	92	369	41	12	0	422	514	0	408	114	1	523	0	0	0	0	0	523	1,037
TOTAL	22	239	221	0	482	1,345	327	35	0	1,707	2,189	0	1,756	494	5	2,255	0	0	0	0	0	2,255	4,444

AM Peak																				Peak Hour Factor: 0.914			
07:15 AM to 08:15 AM	37	215	164	0	416	816	288	164	0	1,268	1,684	0	1,135	387	0	1,522	0	0	0	0	0	1,522	3,206

PM Peak																				Peak Hour Factor: 0.972			
04:45 PM to 05:45 PM	23	242	240	0	505	1,295	374	38	0	1,707	2,212	0	1,823	521	4	2,348	0	0	0	0	0	2,348	4,560



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

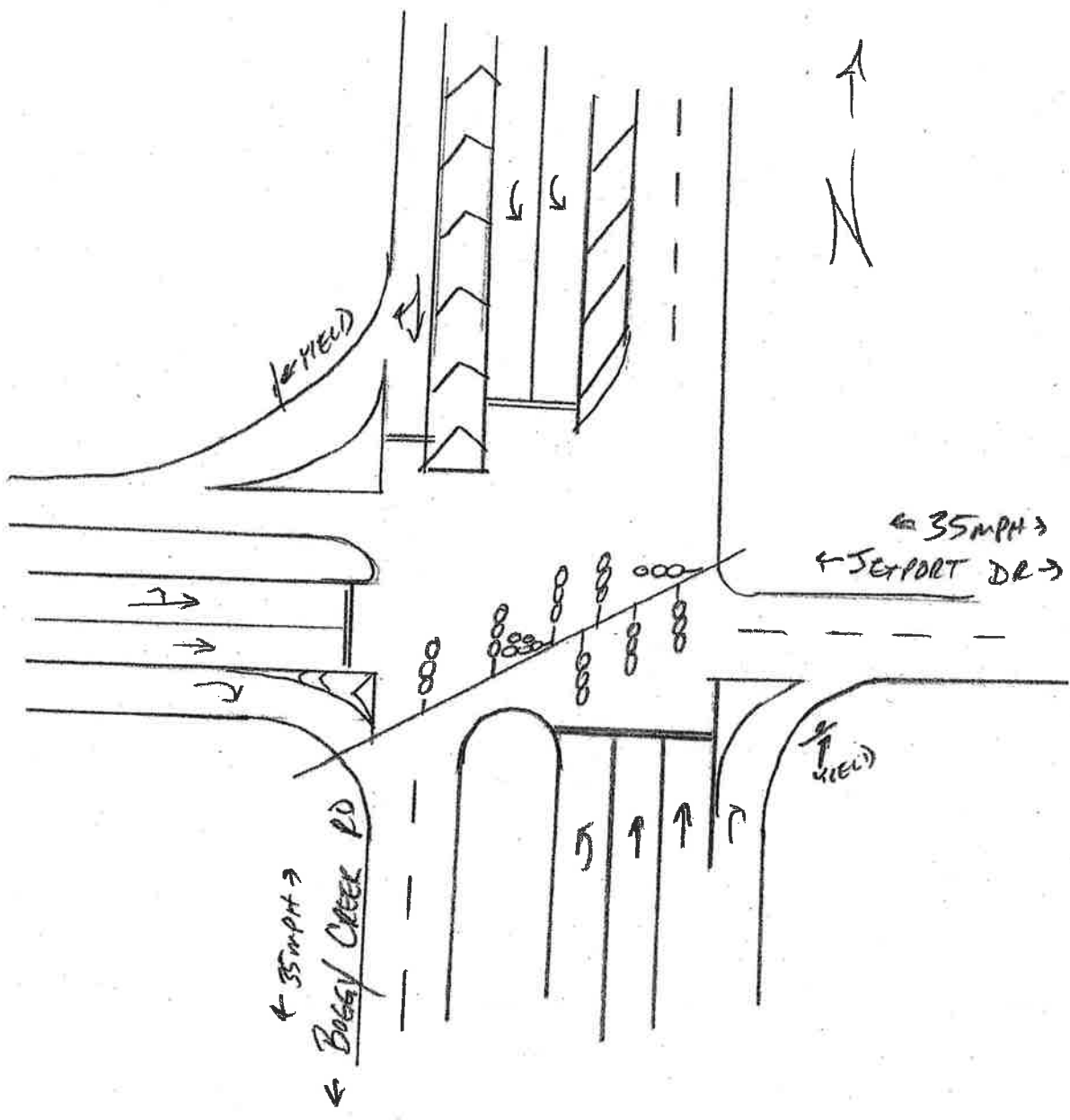
LATITUDE: 0

LOCATION: Boggy Creek Rd & Jetport Dr

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Boggy Creek Rd					Boggy Creek Rd					N/S TOTAL	Jetport Dr					Jetport Dr					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	9	5	0	14	5	8	1	0	14	28	0	13	19	0	32	0	0	0	0	0	32	60
07:15 AM	0	8	17	0	25	7	4	1	0	12	37	0	22	7	0	29	0	0	0	0	0	29	66
07:30 AM	0	5	11	0	16	12	4	4	0	20	36	0	18	7	0	25	0	0	0	0	0	25	61
07:45 AM	2	10	3	0	15	12	5	2	0	19	34	0	19	9	0	28	0	0	0	0	0	28	62
TOTAL	2	32	36	0	70	36	21	8	0	65	135	0	72	42	0	114	0	0	0	0	0	114	249
08:00 AM	0	7	11	0	18	7	7	3	0	17	35	0	17	8	0	25	0	0	0	0	0	25	60
08:15 AM	1	5	11	0	17	4	2	2	0	8	25	0	11	3	0	14	0	0	0	0	0	14	39
08:30 AM	0	6	8	0	14	6	3	4	0	13	27	0	16	7	0	23	0	0	0	0	0	23	50
08:45 AM	0	8	7	0	15	9	9	5	0	23	38	0	14	10	0	24	0	0	0	0	0	24	62
TOTAL	1	26	37	0	64	26	21	14	0	61	125	0	58	28	0	86	0	0	0	0	0	86	211
04:00 PM	0	3	9	0	12	5	12	4	0	21	33	0	10	12	0	22	0	0	0	0	0	22	55
04:15 PM	1	5	4	0	10	11	13	10	0	34	44	0	9	18	0	27	0	0	0	0	0	27	71
04:30 PM	0	7	3	0	10	3	6	6	0	15	25	0	3	13	0	16	0	0	0	0	0	16	41
04:45 PM	2	2	5	0	9	6	12	5	0	23	32	0	10	15	0	25	0	0	0	0	0	25	57
TOTAL	3	17	21	0	41	25	43	25	0	93	134	0	32	58	0	90	0	0	0	0	0	90	224
05:00 PM	0	3	3	0	6	5	11	4	0	20	26	0	6	9	0	15	0	0	0	0	0	15	41
05:15 PM	0	6	1	0	7	7	18	2	0	27	34	0	12	20	0	32	0	0	0	0	0	32	66
05:30 PM	0	1	4	0	5	12	14	1	0	27	32	0	7	16	0	23	0	0	0	0	0	23	55
05:45 PM	0	0	6	0	6	13	6	3	0	22	28	0	8	15	0	23	0	0	0	0	0	23	51
TOTAL	0	10	14	0	24	37	49	10	0	96	120	0	33	60	0	93	0	0	0	0	0	93	213
AM Peak 07:15 AM to 08:15 AM	2	30	42	0	74	38	20	10	0	68	142	0	76	31	0	107	0	0	0	0	0	107	249
PM Peak 04:45 PM to 05:45 PM	2	12	13	0	27	30	55	12	0	97	124	0	35	60	0	95	0	0	0	0	0	95	219



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

LOCATION: Via Flora & Jetport Rd

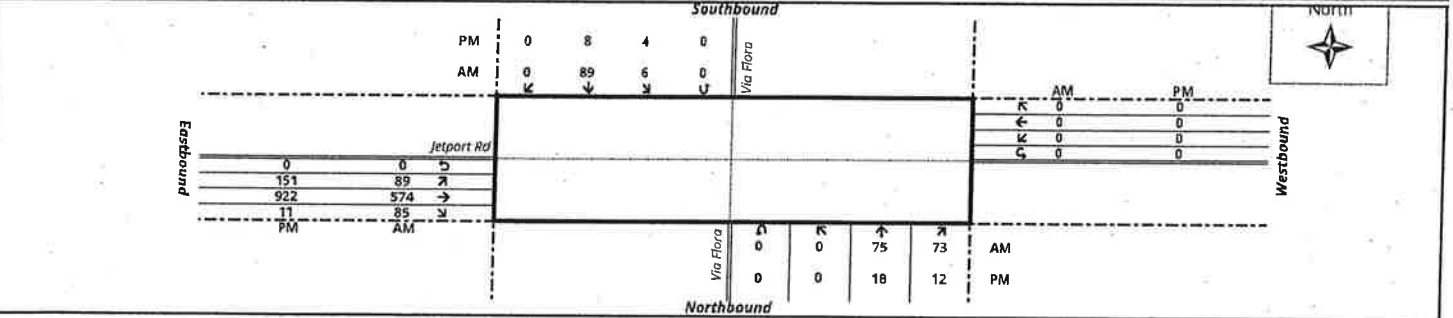
COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora					Via Flora					N/S TOTAL	Jetport Rd					[REDACTED]					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	1	2	0	3	1	8	0	0	9	12	14	109	4	0	127	0	0	0	0	0	127	139
07:15 AM	0	6	1	0	7	1	9	0	0	10	17	20	135	5	0	160	0	0	0	0	0	160	177
07:30 AM	0	3	6	0	9	0	16	0	0	16	25	22	147	17	0	186	0	0	0	0	0	186	211
07:45 AM	0	6	8	0	14	2	21	0	0	23	37	16	140	16	0	172	0	0	0	0	0	172	209
TOTAL	0	16	17	0	33	4	54	0	0	58	91	72	531	42	0	645	0	0	0	0	0	645	736
08:00 AM	0	21	12	0	33	0	32	0	0	32	65	18	137	37	0	192	0	0	0	0	0	192	257
08:15 AM	0	32	28	0	60	1	32	0	0	33	93	21	138	22	0	181	0	0	0	0	0	181	274
08:30 AM	0	15	28	0	43	1	22	0	0	23	66	19	123	18	0	160	0	0	0	0	0	160	226
08:45 AM	0	7	5	0	12	4	3	0	0	7	19	31	176	8	0	215	0	0	0	0	0	215	234
TOTAL	0	75	73	0	148	6	89	0	0	95	243	89	574	85	0	748	0	0	0	0	0	748	991
04:00 PM	0	3	3	0	6	2	1	0	0	3	9	36	215	0	0	251	0	0	0	0	0	251	260
04:15 PM	0	2	4	0	6	1	0	0	0	1	7	38	220	4	0	262	0	0	0	0	0	262	269
04:30 PM	0	10	3	0	13	1	3	0	0	4	17	54	298	6	0	358	0	0	0	0	0	358	375
04:45 PM	0	3	2	0	5	0	4	0	0	4	9	23	189	1	0	213	0	0	0	0	0	213	222
TOTAL	0	18	12	0	30	4	8	0	0	12	42	151	922	11	0	1,084	0	0	0	0	0	1,084	1,126
05:00 PM	0	7	4	0	11	1	4	0	0	5	16	35	202	3	0	240	0	0	0	0	0	240	256
05:15 PM	0	1	2	0	3	0	3	0	0	3	6	40	196	1	0	237	0	0	0	0	0	237	243
05:30 PM	0	7	3	0	10	2	5	0	0	7	17	36	226	5	0	267	0	0	0	0	0	267	284
05:45 PM	0	2	10	0	12	1	1	0	0	2	14	40	234	4	0	278	0	0	0	0	0	278	292
TOTAL	0	17	19	0	36	4	13	0	0	17	53	151	858	13	0	1,022	0	0	0	0	0	1,022	1,075

AM Peak 08:00 AM to 09:00 AM	0	75	73	0	148	6	89	0	0	95	243	89	574	85	0	748	0	0	0	0	0	748	991	Peak Hour Factor: 0.904
--	---	----	----	---	-----	---	----	---	---	----	-----	----	-----	----	---	-----	---	---	---	---	---	-----	-----	-------------------------

PM Peak 04:00 PM to 05:00 PM	0	18	12	0	30	4	8	0	0	12	42	151	922	11	0	1,084	0	0	0	0	0	1,084	1,126	Peak Hour Factor: 0.751
--	---	----	----	---	----	---	---	---	---	----	----	-----	-----	----	---	-------	---	---	---	---	---	-------	-------	-------------------------



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

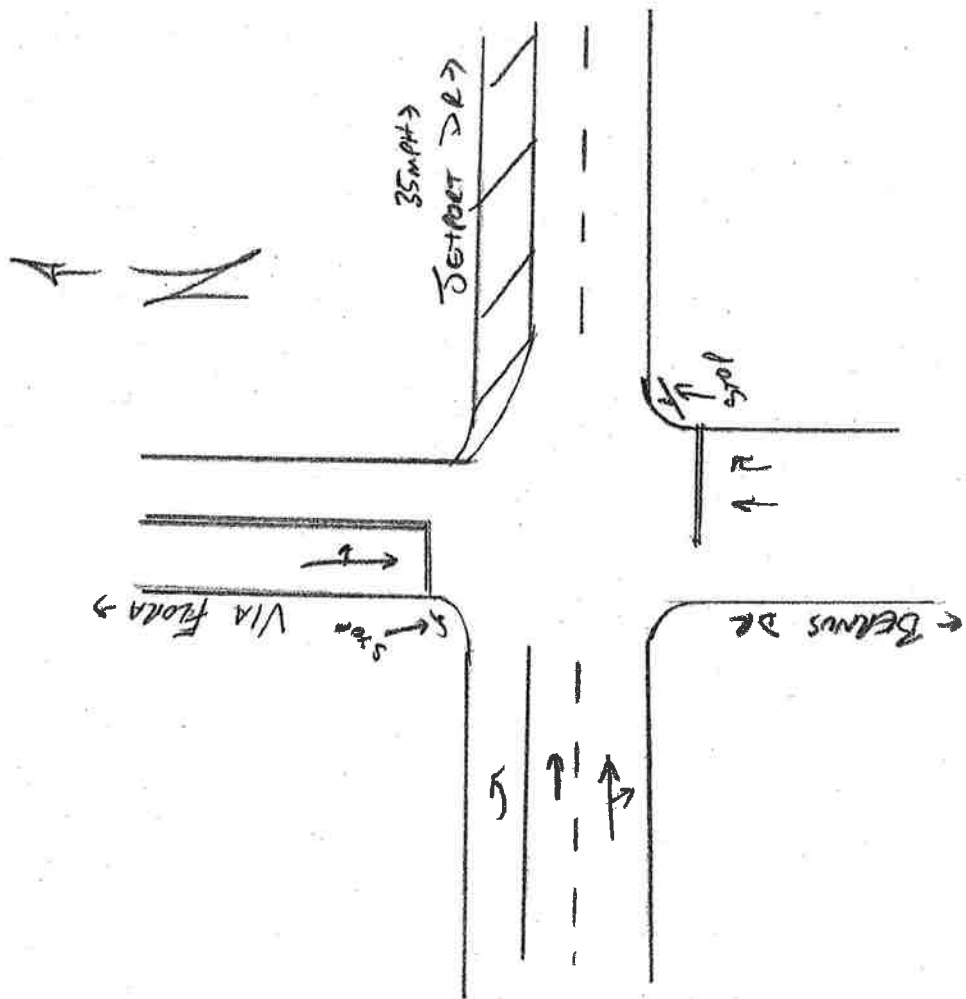
LATITUDE: 0

LOCATION: Via Flora & Jetport Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora					Via Flora					N/S	Jetport Rd				[REDACTED]				E/W TOTAL	GRAND TOTAL		
	NORTHBOUND					SOUTHBOUND						EASTBOUND				WESTBOUND							
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R			U-turn	TOTAL
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	8	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	9	9
TOTAL	0	0	0	0	0	0	0	0	0	0	0	3	24	0	0	27	0	0	0	0	0	27	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12	12
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	5	0	0	5	0	0	0	0	0	5	6
08:30 AM	0	1	0	0	1	0	1	0	0	1	2	1	3	0	0	4	0	0	0	0	0	4	6
08:45 AM	0	0	0	0	0	1	0	0	0	1	1	2	12	0	0	14	0	0	0	0	0	14	15
TOTAL	0	1	0	0	1	2	1	0	0	3	4	3	32	0	0	35	0	0	0	0	0	35	39
04:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	9	0	0	9	0	0	0	0	0	9	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
TOTAL	0	0	1	0	1	0	0	0	0	0	1	1	15	0	0	16	0	0	0	0	0	16	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	4
TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	12	12
AM Peak 08:00 AM to 09:00 AM	0	1	0	0	1	2	1	0	0	3	4	3	32	0	0	35	0	0	0	0	0	35	39
PM Peak 04:00 PM to 05:00 PM	0	0	1	0	1	0	0	0	0	0	1	1	15	0	0	16	0	0	0	0	0	16	17



15 MINUTE TURNING MOVEMENT COUNTS
(Cars and Trucks)

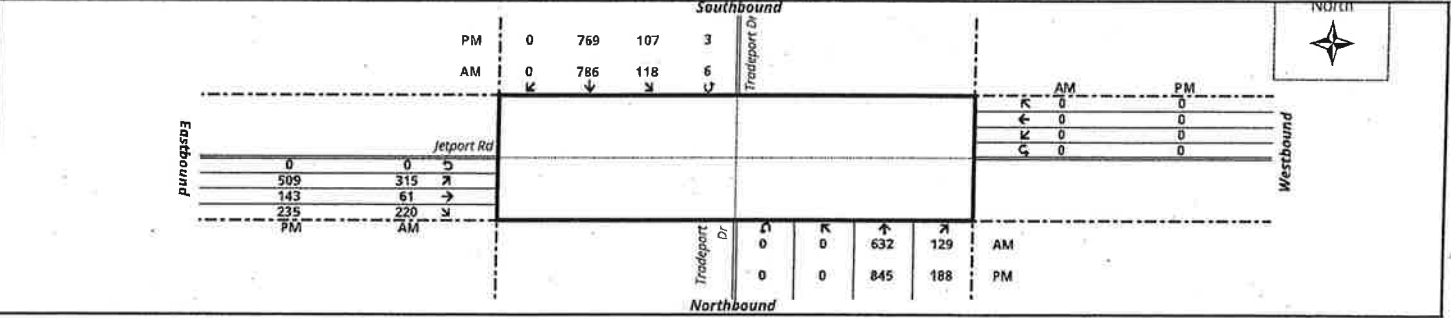
DATE: February 22, 2018 (Thursday)
LOCATION: Tradeport Dr & Jetport Rd

CITY: Orlando LATITUDE: 0
COUNTY: Orange County LONGITUDE: 0

TIME BEGIN	Tradeport Dr NORTHBOUND					Tradeport Dr SOUTHBOUND					N/S TOTAL	Jetport Rd EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	155	33	0	188	21	186	0	0	207	395	57	11	61	0	129	0	0	0	0	0	129	524
07:15 AM	0	163	25	0	188	24	182	0	3	209	397	73	17	60	0	150	0	0	0	0	0	150	547
07:30 AM	0	168	37	0	205	27	225	0	0	252	457	78	16	45	0	139	0	0	0	0	0	139	596
07:45 AM	0	158	38	0	196	36	200	0	2	238	434	79	12	59	0	150	0	0	0	0	0	150	584
TOTAL	0	644	133	0	777	108	793	0	5	906	1,683	287	56	225	0	568	0	0	0	0	0	568	2,251
08:00 AM	0	143	29	0	172	31	179	0	1	211	383	85	16	56	0	157	0	0	0	0	0	157	540
08:15 AM	0	141	10	0	151	26	153	0	0	179	330	70	12	58	0	140	0	0	0	0	0	140	470
08:30 AM	0	146	28	0	174	27	138	0	1	166	340	85	16	52	0	153	0	0	0	0	0	153	493
08:45 AM	0	118	17	0	135	16	151	0	1	168	303	47	14	53	0	114	0	0	0	0	0	114	417
TOTAL	0	548	84	0	632	100	621	0	3	724	1,356	287	58	219	0	564	0	0	0	0	0	564	1,920
04:00 PM	0	191	47	0	238	21	177	0	2	200	438	137	11	44	0	192	0	0	0	0	0	192	630
04:15 PM	0	205	49	0	254	20	185	0	0	205	459	136	24	59	1	220	0	0	0	0	0	220	679
04:30 PM	0	195	43	0	238	34	167	0	2	203	441	129	30	40	0	199	0	0	0	0	0	199	640
04:45 PM	0	202	48	0	250	31	174	0	0	205	455	126	25	56	0	207	0	0	0	0	0	207	662
TOTAL	0	793	187	0	980	106	703	0	4	813	1,793	528	90	199	1	818	0	0	0	0	0	818	2,611
05:00 PM	0	253	60	0	313	26	214	0	0	240	553	128	28	67	0	223	0	0	0	0	0	223	776
05:15 PM	0	199	37	0	236	17	174	0	0	191	427	107	40	50	0	197	0	0	0	0	0	197	624
05:30 PM	0	191	43	0	234	33	207	0	3	243	477	148	50	62	0	260	0	0	0	0	0	260	737
05:45 PM	0	153	31	0	184	17	147	0	1	165	349	138	39	64	0	241	0	0	0	0	0	241	590
TOTAL	0	796	171	0	967	93	742	0	4	839	1,806	521	157	243	0	921	0	0	0	0	0	921	2,727

AM Peak 07:15 AM to 08:15 AM	0	632	129	0	761	118	786	0	6	910	1,671	315	61	220	0	596	0	0	0	0	0	596	2,267	Peak Hour Factor: 0.951
--	---	-----	-----	---	-----	-----	-----	---	---	-----	-------	-----	----	-----	---	-----	---	---	---	---	---	-----	-------	-------------------------

PM Peak 04:45 PM to 05:45 PM	0	845	188	0	1,033	107	769	0	3	879	1,912	509	143	235	0	887	0	0	0	0	0	887	2,799	Peak Hour Factor: 0.902
--	---	-----	-----	---	-------	-----	-----	---	---	-----	-------	-----	-----	-----	---	-----	---	---	---	---	---	-----	-------	-------------------------



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

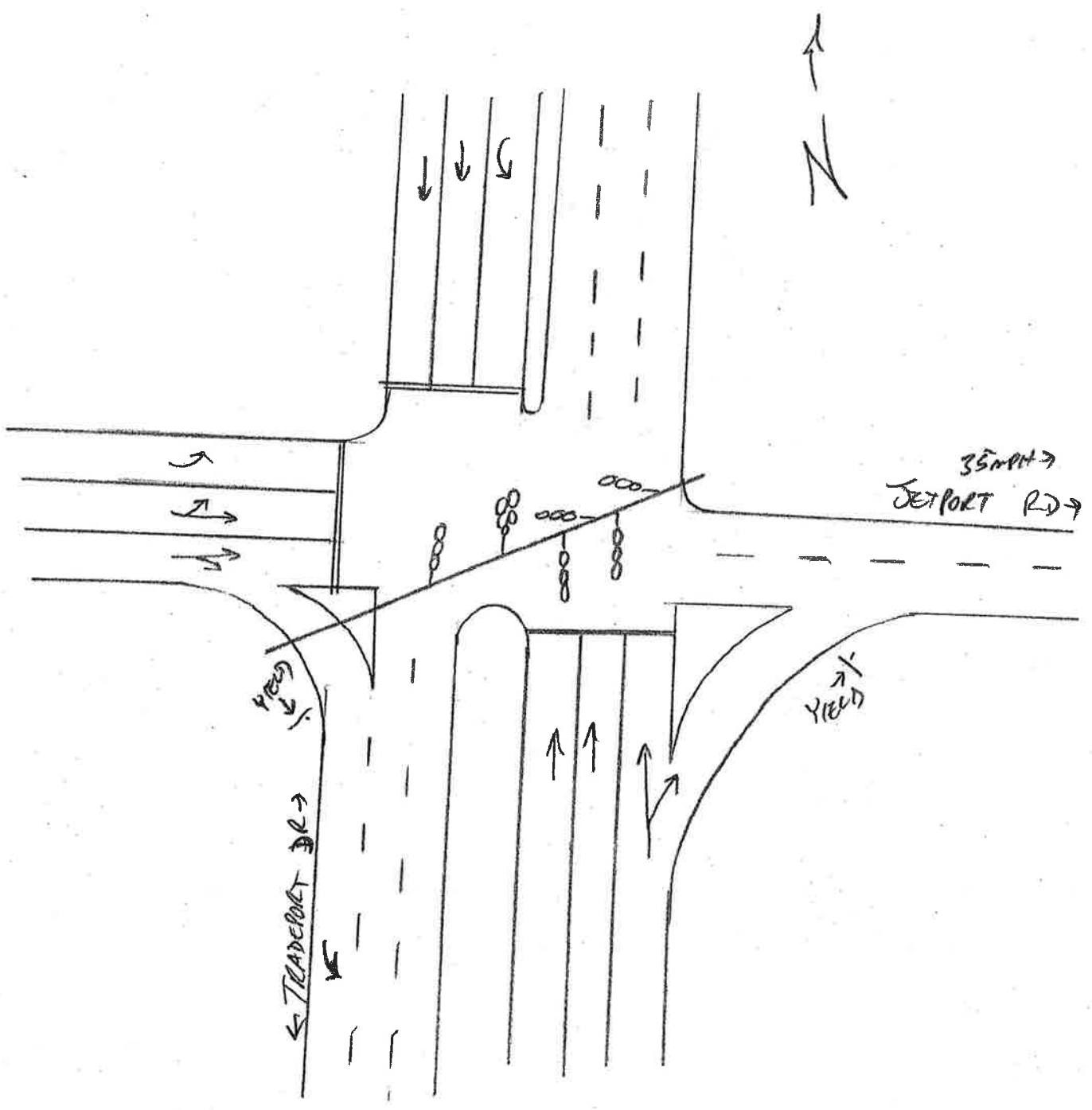
LATITUDE: 0

LOCATION: Tradeport Dr & Jetport Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Tradeport Dr					Tradeport Dr					N/S TOTAL	Jetport Rd					[REDACTED]					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	15	13	0	28	3	7	0	0	10	38	2	0	4	0	6	0	0	0	0	0	6	44
07:15 AM	0	8	9	0	17	0	5	0	0	5	22	5	0	5	0	10	0	0	0	0	0	10	32
07:30 AM	0	7	13	0	20	0	5	0	0	5	25	5	0	1	0	6	0	0	0	0	0	6	31
07:45 AM	0	12	11	0	23	4	7	0	0	11	34	3	0	4	0	7	0	0	0	0	0	7	41
TOTAL	0	42	46	0	88	7	24	0	0	31	119	15	0	14	0	29	0	0	0	0	0	29	148
08:00 AM	0	5	5	0	10	2	2	0	0	4	14	4	1	4	0	9	0	0	0	0	0	9	23
08:15 AM	0	8	4	0	12	1	6	0	0	7	19	2	1	4	0	7	0	0	0	0	0	7	26
08:30 AM	0	7	9	0	16	3	8	0	0	11	27	2	0	4	0	6	0	0	0	0	0	6	33
08:45 AM	0	6	7	0	13	1	10	0	0	11	24	3	1	4	0	8	0	0	0	0	0	8	32
TOTAL	0	26	25	0	51	7	26	0	0	33	84	11	3	16	0	30	0	0	0	0	0	30	114
04:00 PM	0	6	3	0	9	0	12	0	0	12	21	2	0	2	0	4	0	0	0	0	0	4	25
04:15 PM	0	5	7	0	12	0	12	0	0	12	24	2	0	7	0	9	0	0	0	0	0	9	33
04:30 PM	0	6	4	0	10	0	15	0	0	15	25	3	0	5	0	8	0	0	0	0	0	8	33
04:45 PM	0	4	2	0	6	0	14	0	0	14	20	1	0	3	0	4	0	0	0	0	0	4	24
TOTAL	0	21	16	0	37	0	53	0	0	53	90	8	0	17	0	25	0	0	0	0	0	25	115
05:00 PM	0	8	4	0	12	1	15	0	0	16	28	2	1	3	0	6	0	0	0	0	0	6	34
05:15 PM	0	5	4	0	9	0	15	0	0	15	24	1	3	1	0	5	0	0	0	0	0	5	29
05:30 PM	0	2	5	0	7	1	19	0	0	20	27	0	1	0	0	1	0	0	0	0	0	1	28
05:45 PM	0	3	6	0	9	0	11	0	0	11	20	1	1	3	0	5	0	0	0	0	0	5	25
TOTAL	0	18	19	0	37	2	60	0	0	62	99	4	6	7	0	17	0	0	0	0	0	17	116
AM Peak																							
07:15 AM to 08:15 AM																							
0	32	38	0	70	6	19	0	0	25	95	17	1	14	0	32	0	0	0	0	0	0	32	127
PM Peak																							
04:45 PM to 05:45 PM																							
0	19	15	0	34	2	63	0	0	65	99	4	5	7	0	16	0	0	0	0	0	0	16	115



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

LOCATION: Conway Rd & McCoy Rd

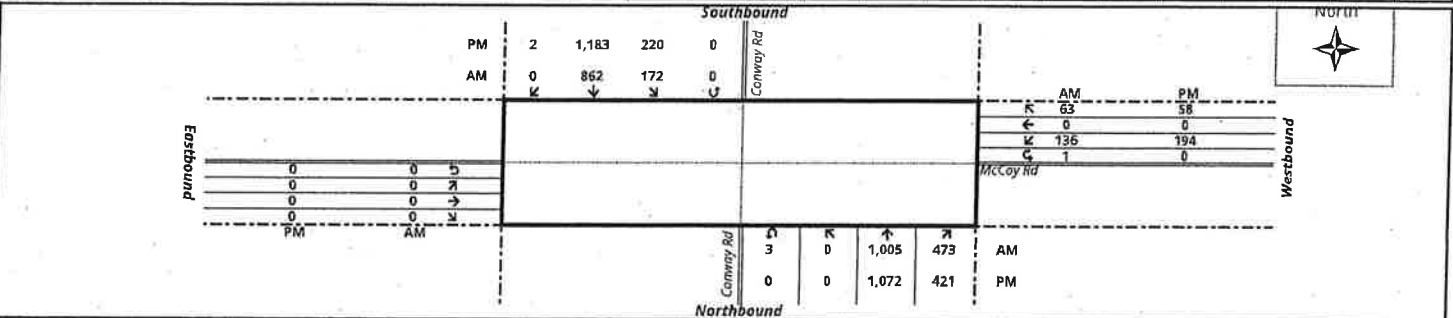
COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Conway Rd					Conway Rd					N/S TOTAL	McCoy Rd					E/W TOTAL	GRAND TOTAL					
	NORTHBOUND					SOUTHBOUND						EASTBOUND							WESTBOUND				
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL			L	T	R	U-turn	TOTAL
07:00 AM	0	236	88	0	324	42	183	0	0	225	549	0	0	0	0	0	27	0	14	0	41	41	590
07:15 AM	0	223	141	1	365	40	175	0	0	215	580	0	0	0	0	0	33	0	15	1	49	49	629
07:30 AM	0	267	127	1	395	49	230	0	0	279	674	0	0	0	0	0	24	0	15	0	39	39	713
07:45 AM	0	283	115	0	398	39	208	0	0	247	645	0	0	0	0	0	33	0	21	0	54	54	699
TOTAL	0	1,009	471	2	1,482	170	796	0	0	966	2,448	0	0	0	0	0	117	0	65	1	183	183	2,631
08:00 AM	0	226	123	2	351	50	224	0	0	274	625	0	0	0	0	0	36	0	11	1	48	48	673
08:15 AM	0	229	108	0	337	34	200	0	0	234	571	0	0	0	0	0	43	0	16	0	59	59	630
08:30 AM	0	188	114	2	304	51	206	0	0	257	561	0	0	0	0	0	32	0	21	0	53	53	614
08:45 AM	0	163	106	0	269	41	162	0	1	204	473	0	0	0	0	0	35	0	18	0	53	53	526
TOTAL	0	806	451	4	1,261	176	792	0	1	969	2,230	0	0	0	0	0	146	0	66	1	213	213	2,443
04:00 PM	0	202	85	0	287	57	258	0	0	315	602	0	0	0	0	0	41	0	18	0	59	59	661
04:15 PM	0	220	84	0	304	67	278	3	0	348	652	0	0	0	0	0	53	0	14	0	67	67	719
04:30 PM	0	244	100	1	345	54	298	0	1	353	698	0	0	0	0	0	48	0	15	0	63	63	761
04:45 PM	0	217	88	0	305	83	257	0	0	340	645	0	0	0	0	0	52	0	22	0	74	74	719
TOTAL	0	883	357	1	1,241	261	1,091	3	1	1,356	2,597	0	0	0	0	0	194	0	69	0	263	263	2,860
05:00 PM	0	237	118	0	355	52	323	0	0	375	730	0	0	0	0	0	50	0	10	0	60	60	790
05:15 PM	0	283	90	0	373	60	290	0	0	350	723	0	0	0	0	0	39	0	17	0	56	56	779
05:30 PM	0	284	111	0	395	56	293	0	0	349	744	0	0	0	0	0	53	0	10	0	63	63	807
05:45 PM	0	268	102	0	370	52	277	2	0	331	701	0	0	0	0	0	52	0	21	0	73	73	774
TOTAL	0	1,072	421	0	1,493	220	1,183	2	0	1,405	2,898	0	0	0	0	0	194	0	58	0	252	252	3,150

AM Peak 07:30 AM to 08:30 AM	0	1,005	473	3	1,481	172	862	0	0	1,034	2,515	0	0	0	0	0	136	0	63	1	200	200	2,715	Peak Hour Factor: 0.952
--	---	-------	-----	---	-------	-----	-----	---	---	-------	-------	---	---	---	---	---	-----	---	----	---	-----	-----	-------	-------------------------

PM Peak 05:00 PM to 06:00 PM	0	1,072	421	0	1,493	220	1,183	2	0	1,405	2,898	0	0	0	0	0	194	0	58	0	252	252	3,150	Peak Hour Factor: 0.976
--	---	-------	-----	---	-------	-----	-------	---	---	-------	-------	---	---	---	---	---	-----	---	----	---	-----	-----	-------	-------------------------



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

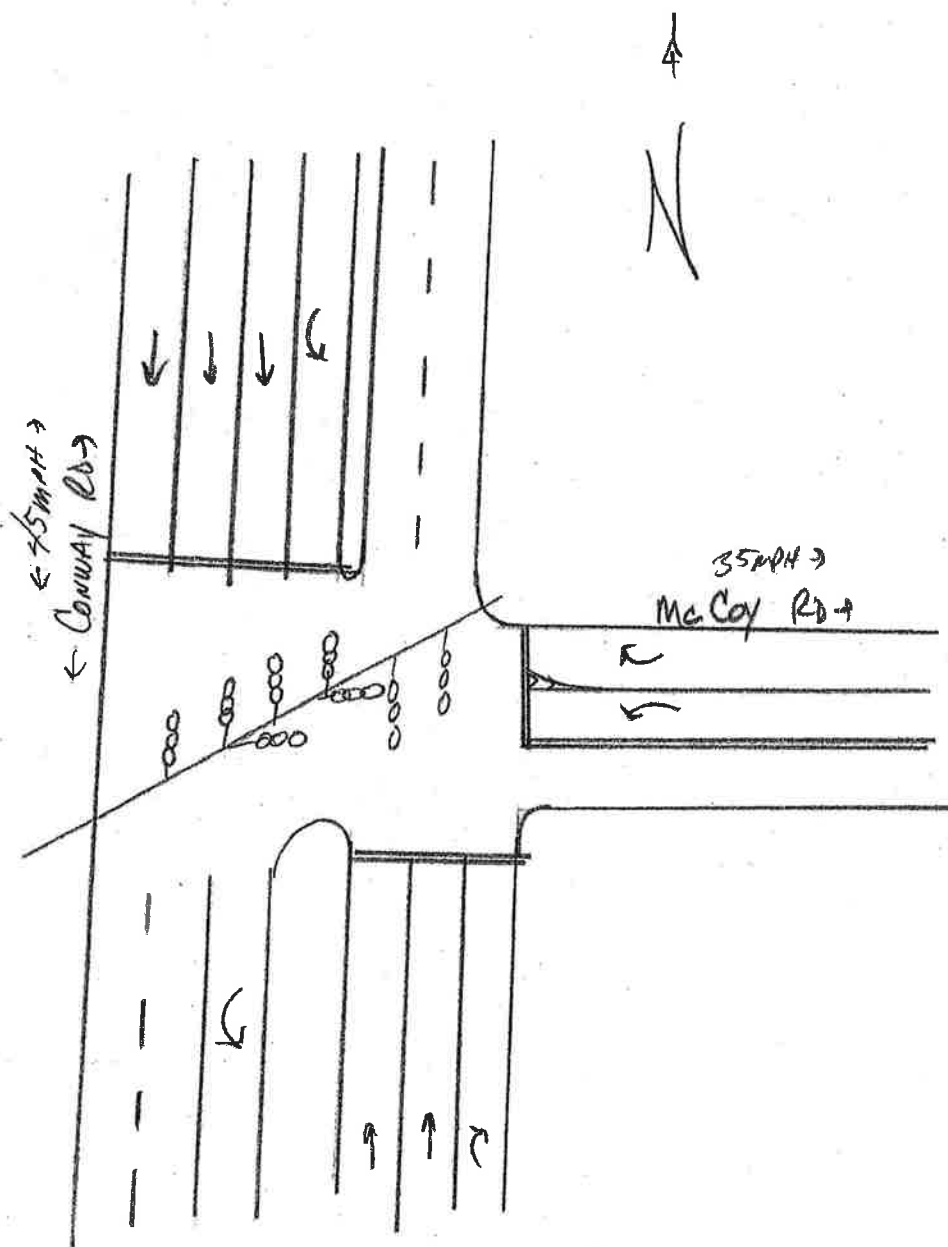
LATITUDE: 0

LOCATION: Conway Rd & McCoy Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Conway Rd					Conway Rd					N/S	[REDACTED]					McCoy Rd					E/W	GRAND TOTAL	
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND							
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL			
07:00 AM	0	13	0	0	13	1	12	0	0	13	26	0	0	0	0	0	0	0	0	0	0	0	0	26
07:15 AM	0	1	5	0	6	3	6	0	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	5	3	0	8	4	3	0	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	9	1	0	10	0	13	0	0	13	23	0	0	0	0	0	0	0	0	0	0	0	0	23
TOTAL	0	28	9	0	37	8	34	0	0	42	79	0	0	0	0	0	0	0	0	0	0	0	0	80
08:00 AM	0	7	5	0	12	2	7	0	0	9	21	0	0	0	0	0	0	0	0	0	0	0	0	22
08:15 AM	0	6	1	0	7	0	6	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	13
08:30 AM	0	7	4	0	11	0	3	0	0	3	14	0	0	0	0	0	0	0	0	0	0	0	0	14
08:45 AM	0	6	7	0	13	2	6	0	0	8	21	0	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	0	26	17	0	43	4	22	0	0	26	69	0	0	0	0	0	0	0	0	0	0	0	0	70
04:00 PM	0	5	1	0	6	3	3	0	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	13
04:15 PM	0	10	1	0	11	0	7	0	0	7	18	0	0	0	0	0	0	0	0	0	0	0	0	18
04:30 PM	0	15	3	0	18	1	5	0	0	6	24	0	0	0	0	0	0	0	0	0	0	0	0	24
04:45 PM	0	13	0	0	13	2	4	0	0	6	19	0	0	0	0	0	0	0	0	0	0	0	0	20
TOTAL	0	43	5	0	48	6	19	0	0	25	73	0	0	0	0	0	0	0	0	0	0	0	0	75
05:00 PM	0	17	2	0	19	0	4	0	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0	24
05:15 PM	0	13	0	0	13	2	4	0	0	6	19	0	0	0	0	0	0	0	0	0	0	0	0	19
05:30 PM	0	19	4	0	23	0	2	0	0	2	25	0	0	0	0	0	0	0	0	0	0	0	0	27
05:45 PM	0	12	2	0	14	1	4	0	0	5	19	0	0	0	0	0	0	0	0	0	0	0	0	19
TOTAL	0	61	8	0	69	3	14	0	0	17	86	0	0	0	0	0	0	0	0	0	0	0	0	89
AM Peak																								
07:30 AM to 08:30 AM	0	27	10	0	37	6	29	0	0	35	72	0	0	0	0	0	0	0	0	0	0	0	0	73
PM Peak																								
05:00 PM to 06:00 PM	0	61	8	0	69	3	14	0	0	17	86	0	0	0	0	0	0	0	0	0	0	0	0	89



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

LOCATION: Via Flora & McCoy Rd

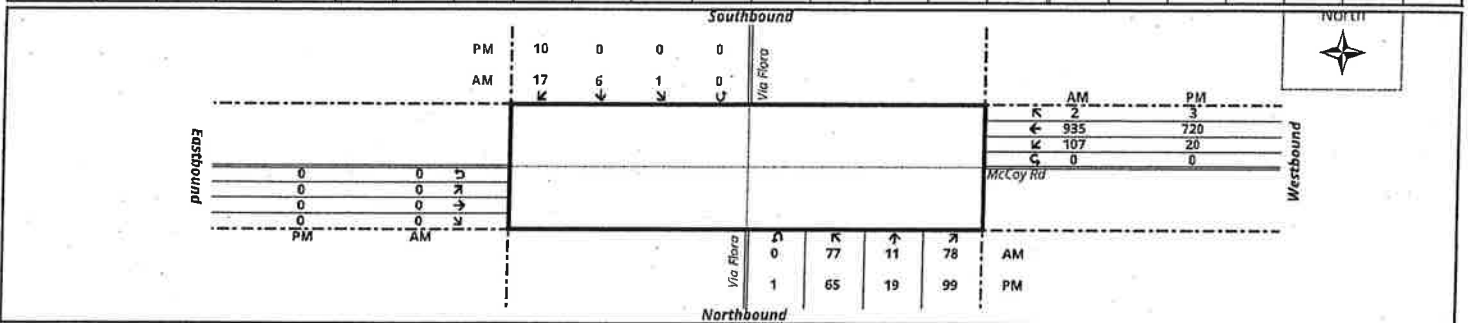
COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora NORTHBOUND					Via Flora SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	5	1	8	0	14	1	1	6	0	8	22	0	0	0	0	0	8	225	0	0	233	233	255
07:15 AM	13	3	13	0	29	0	0	5	0	5	34	0	0	0	0	0	7	268	0	0	275	275	309
07:30 AM	14	1	9	0	24	1	0	3	0	4	28	0	0	0	0	0	16	256	0	0	272	272	300
07:45 AM	7	3	11	0	21	0	1	4	0	5	26	0	0	0	0	0	24	258	0	0	282	282	308
TOTAL	39	8	41	0	88	2	2	18	0	22	110	0	0	0	0	0	55	1,007	0	0	1,062	1,062	1,172
08:00 AM	20	3	22	0	45	0	2	2	0	4	49	0	0	0	0	0	29	209	0	0	238	238	287
08:15 AM	32	2	23	0	57	1	1	9	0	11	68	0	0	0	0	0	34	232	1	0	267	267	335
08:30 AM	18	3	22	0	43	0	2	2	0	4	47	0	0	0	0	0	20	236	1	0	257	257	304
08:45 AM	13	0	6	0	19	0	2	1	0	3	22	0	0	0	0	0	4	242	1	0	247	247	269
TOTAL	83	8	73	0	164	1	7	14	0	22	186	0	0	0	0	0	87	919	3	0	1,009	1,009	1,195
04:00 PM	10	2	25	0	37	0	1	1	0	2	39	0	0	0	0	0	0	125	0	0	125	125	164
04:15 PM	11	4	27	0	42	0	0	5	0	5	47	0	0	0	0	0	1	201	1	0	203	203	250
04:30 PM	21	7	34	0	62	0	0	4	0	4	66	0	0	0	0	0	4	179	0	0	183	183	249
04:45 PM	16	1	11	0	28	0	0	2	0	2	30	0	0	0	0	0	5	175	1	0	181	181	211
TOTAL	58	14	97	0	169	0	1	12	0	13	182	0	0	0	0	0	10	680	2	0	692	692	874
05:00 PM	16	4	18	1	39	0	0	0	0	0	39	0	0	0	0	0	4	181	2	0	187	187	226
05:15 PM	12	7	36	0	55	0	0	4	0	4	59	0	0	0	0	0	7	185	0	0	192	192	251
05:30 PM	15	7	20	0	42	0	0	0	0	0	42	0	0	0	0	0	2	183	0	0	185	185	227
05:45 PM	12	4	17	0	33	0	0	3	0	3	36	0	0	0	0	0	4	175	2	0	181	181	217
TOTAL	55	22	91	1	169	0	0	7	0	7	176	0	0	0	0	0	17	724	4	0	745	745	921

AM Peak																						Peak Hour Factor: 0.921	
07:45 AM to 08:45 AM	77	11	78	0	166	1	6	17	0	24	190	0	0	0	0	0	107	935	2	0	1,044	1,044	1,234

PM Peak																						Peak Hour Factor: 0.933	
04:30 PM to 05:30 PM	65	19	99	1	184	0	0	10	0	10	194	0	0	0	0	0	20	720	3	0	743	743	937



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

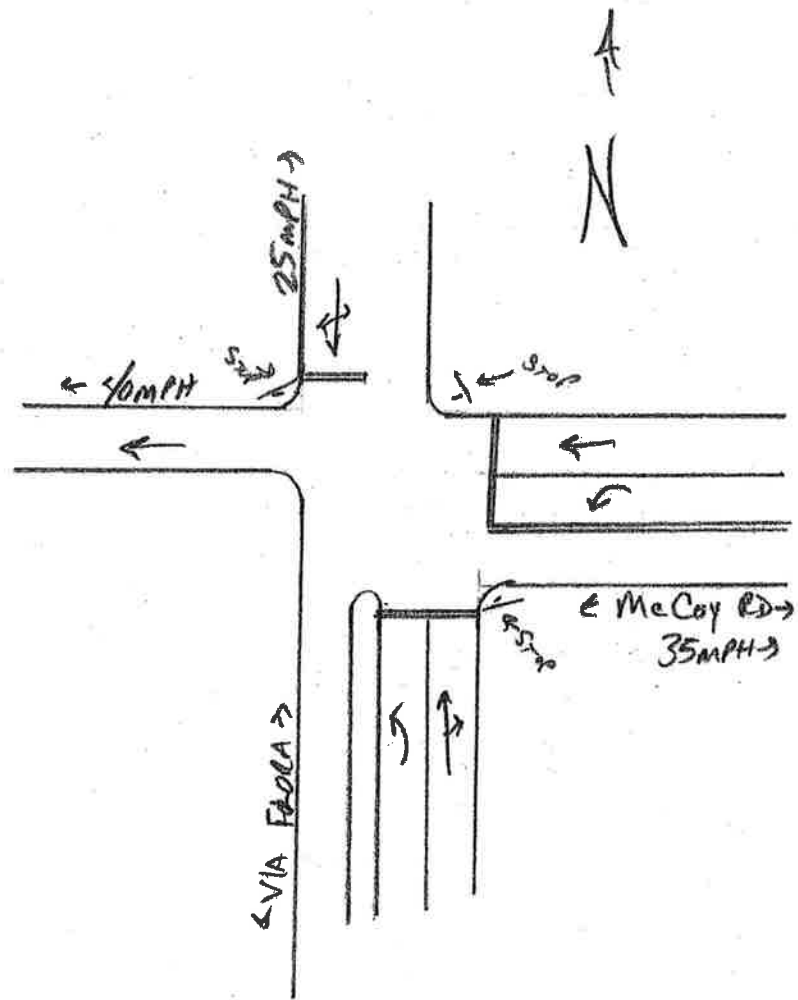
LATITUDE: 0

LOCATION: Via Flora & McCoy Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora					Via Flora					N/S	Eastbound					Westbound					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	6	6	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	5	
07:45 AM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	3	0	0	0	3	3	5	
TOTAL	1	0	2	0	3	0	0	0	0	0	3	0	0	0	0	0	15	0	0	0	15	15	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	5	
08:15 AM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	7	1	0	0	8	8	10	
08:30 AM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	8	1	0	0	10	10	12	
08:45 AM	1	0	1	0	2	0	1	0	0	1	3	0	0	0	0	9	0	0	0	9	9	12	
TOTAL	1	0	3	0	4	0	2	1	0	3	7	0	0	0	0	1	29	2	0	0	32	32	39
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	6	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	4	
04:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3	0	0	0	3	3	4	
TOTAL	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	15	0	0	0	15	15	16	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	3	
05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	4	0	0	0	4	4	5	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	5	
TOTAL	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	12	0	0	0	12	12	13	
AM Peak 07:45 AM to 08:45 AM	0	0	4	0	4	0	1	1	0	2	6	0	0	0	0	1	23	2	0	0	26	26	32
PM Peak 04:30 PM to 05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	10	0	0	0	10	10	11	



APPENDIX C

Existing Intersection Capacity Analysis

HCM 6th Signalized Intersection Summary
 1: Boggy Creek Rd & Jetport Dr

02/27/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑				↑	↑	↑	↑↑	↑	
Traffic Volume (veh/h)	4	1823	521	0	0	0	23	242	240	1295	374	38
Future Volume (veh/h)	4	1823	521	0	0	0	23	242	240	1295	374	38
Initial Q (Q ₀), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A _{pbT})	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1982	0				25	263	0	1408	407	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	3	1581					49	262		1079	794	
Arrive On Green	0.43	0.43	0.00				0.03	0.14	0.00	0.31	0.42	0.00
Sat Flow, veh/h	7	3640	1585				1781	1870	1585	3456	1870	0
Grp Volume(v), veh/h	1065	921	0				25	263	0	1408	407	0
Grp Sat Flow(s), veh/h/ln	1870	1777	1585				1781	1870	1585	1728	1870	0
Q Serve(g _s), s	78.2	78.2	0.0				2.5	25.2	0.0	56.2	28.8	0.0
Cycle Q Clear(g _c), s	78.2	78.2	0.0				2.5	25.2	0.0	56.2	28.8	0.0
Prop In Lane	0.00		1.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	812	772					49	262		1079	794	
V/C Ratio(X)	1.31	1.19					0.51	1.00		1.30	0.51	
Avail Cap(c _a), veh/h	812	772					101	262		1079	794	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	50.9	0.0				86.3	77.4	0.0	61.9	38.1	0.0
Incr Delay (d ₂), s/veh	148.8	99.4	0.0				7.8	56.7	0.0	144.0	0.6	0.0
Initial Q Delay(d ₃),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	70.0	56.0	0.0				1.3	16.3	0.0	46.3	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	199.7	150.3	0.0				94.1	134.1	0.0	205.9	38.7	0.0
LnGrp LOS	F	F					F	F		F	D	
Approach Vol, veh/h		1986	A					288	A		1815	A
Approach Delay, s/veh		176.8						130.7			168.4	
Approach LOS		F						F			F	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	63.0	32.0		85.0	11.8	83.2						
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8						
Max Green Setting (G _{max}), s	56.2	25.2		78.2	10.2	71.2						
Max Q Clear Time (g _c +I), s	138.2	27.2		80.2	4.5	30.8						
Green Ext Time (p _c), s	0.0	0.0		0.0	0.0	2.8						
Intersection Summary												
HCM 6th Ctrl Delay			169.8									
HCM 6th LOS			F									
Notes												
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑						↵		↵	↑	
Traffic Vol, veh/h	151	922	11	0	0	0	0	18	12	4	8	0
Future Vol, veh/h	151	922	11	0	0	0	0	18	12	4	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized		-None			-None			-None			-None	
Storage Length	285									150		
Veh in Median Storage, #	0			16979			0			0		
Grade, %	-	0		-	0		-	0		-	0	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	164	1002	12	0	0	0	0	20	13	4	9	0

Major/Minor	Major1	Major2	Major3	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	0	0	-	1336	507	839 1342
Stage 1				-	1336		0 0
Stage 2				-	0	-	839 1342
Critical Hdwy	4.14			-	6.54	6.94	7.54 6.54
Critical Hdwy Stg 1				-	5.54		
Critical Hdwy Stg 2				-		6.54	5.54
Follow-up Hdwy	2.22			-	4.02	3.32	3.52 4.02
Pot Cap-1 Maneuver				0	152	511	259 151
Stage 1				0	221		
Stage 2				0		326	219
Platoon blocked, %							
Mov Cap-1 Maneuver				-	152	511	227 151
Mov Cap-2 Maneuver				-	152		227 151
Stage 1				-	221		
Stage 2				-			290 219

Approach	EB	NB	SB
HCM Control Delay, s		25.2	27.3
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR/SBLn1	SBLn2
Capacity (veh/h)	211			227	151
HCM Lane V/C Ratio	0.155			0.019	0.058
HCM Control Delay (s)	25.2			21.2	30.3
HCM Lane LOS	D			C	D
HCM 95th %ile Q(veh)	0.5			0.1	0.2

HCM 6th Signalized Intersection Summary
 3: Jetport Dr & Tradeport Dr

02/27/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖						↖↗↘		↖	↖↗	
Traffic Volume (veh/h)	509	143	235	0	0	0	0	845	188	110	769	0
Future Volume (veh/h)	509	143	235	0	0	0	0	845	188	110	769	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	553	155	0				0	918	0	120	836	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	652	353					0	3211		464	2561	0
Arrive On Green	0.19	0.19	0.00				0.00	0.63	0.00	0.02	0.24	0.00
Sat Flow, veh/h	3456	1870	0				0	5443	0	1781	3647	0
Grp Volume(v), veh/h	553	155	0				0	918	0	120	836	0
Grp Sat Flow(s), veh/h/ln	1728	1870	0				0	1702	0	1781	1777	0
Q Serve(g_s), s	23.2	11.0	0.0				0.0	12.2	0.0	3.3	29.2	0.0
Cycle Q Clear(g_c), s	23.2	11.0	0.0				0.0	12.2	0.0	3.3	29.2	0.0
Prop In Lane	1.00		0.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	652	353					0	3211		464	2561	0
V/C Ratio(X)	0.85	0.44					0.00	0.29		0.26	0.33	0.00
Avail Cap(c_a), veh/h	1341	726					0	3211		597	2561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(f)	1.00	1.00	0.00				0.00	1.00	0.00	0.52	0.52	0.00
Uniform Delay (d), s/veh	58.8	53.8	0.0				0.0	12.6	0.0	8.9	27.1	0.0
Incr Delay (d2), s/veh	3.2	0.9	0.0				0.0	0.2	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%) veh/ln	0.5	5.3	0.0				0.0	4.8	0.0	1.4	14.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.9	54.7	0.0				0.0	12.8	0.0	9.1	27.3	0.0
LnGrp LOS	E	D					A	B		A	C	A
Approach Vol, veh/h		708	A					918	A		956	
Approach Delay, s/veh		60.3						12.8			25.0	
Approach LOS		E						B			C	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	13.8	101.1		35.1				114.9				
Change Period (Y+Rc), s	6.8	6.8		6.8				6.8				
Max Green Setting (Gmax), s	53.2	53.2		58.2				78.2				
Max Q Clear Time (g_c+l1), s	14.2	14.2		25.2				31.2				
Green Ext Time (p_c), s	0.2	7.9		3.1				7.2				

Intersection Summary		
HCM 6th Ctrl Delay		30.4
HCM 6th LOS		C

Notes
 Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 4: Tradeport Dr & McCoy Rd

02/27/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↷↷↷	↷↷	
Traffic Volume (veh/h)	194	58	220	1183	1072	421
Future Volume (veh/h)	194	58	220	1183	1072	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	63	239	1286	1165	458
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	237	211	271	3963	1684	643
Arrive On Green	0.13	0.13	0.12	1.00	0.67	0.67
Sat Flow, veh/h	1781	1585	1781	5274	2608	960
Grp Volume(v), veh/h	211	63	239	1286	813	810
Grp Sat Flow(s), veh/h/ln	1781	1585	1781	1702	1777	1698
Q Serve(g_s), s	17.5	5.4	6.6	0.0	41.8	45.2
Cycle Q Clear(g_c), s	17.5	5.4	6.6	0.0	41.8	45.2
Prop In Lane	1.00	1.00	1.00			0.57
Lane Grp Cap(c), veh/h	237	211	271	3963	1190	1137
V/C Ratio(X)	0.89	0.30	0.88	0.32	0.68	0.71
Avail Cap(c_a), veh/h	323	287	438	3963	1190	1137
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	63.9	58.7	24.9	0.0	15.1	15.6
Incr Delay (d2), s/veh	19.9	0.8	10.3	0.2	3.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back Of Q(50%), veh/ln	9.3	4.9	6.5	0.1	17.4	18.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d) s/veh	83.9	59.5	35.2	0.2	18.3	19.5
LnGrp LOS	F	E	D	A	B	B
Approach Vol, veh/h	274			1525	1623	
Approach Delay, s/veh	78.3			5.7	18.9	
Approach LOS	E			A	B	
Timer Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		123.2		26.8	16.0	107.3
Change Period (Y+Rc), s		6.8		6.8	6.8	6.8
Max Green Setting (Gmax), s		109.2		27.2	23.2	79.2
Max Q Clear Time (g_c+l1), s		2.0		19.5	8.6	47.2
Green Ext Time (p_c), s		14.1		0.5	0.6	16.6

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗		↖	↗			↖	↗
Traffic Vol, veh/h	0	0	0	20	720	3	66	19	99	0	0	10
Future Vol, veh/h	0	0	0	20	720	3	66	19	99	0	0	10
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	175	-	-	150	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	783	3	72	21	108	0	0	11

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	834	830	0 - 829 785
Stage 1	-	-	-	0	0	- 829 -
Stage 2	-	-	-	834	830	- - 0 -
Critical Hdwy	4.12	-	-	7.12	6.52	6.22 - 6.52 6.22
Critical Hdwy Stg 1	-	-	-	-	-	- 5.52 -
Critical Hdwy Stg 2	-	-	-	6.12	5.52	- - -
Follow-up Hdwy	2.218	-	-	3.518	4.018	3.318 - 4.018 3.318
Pot Cap-1 Maneuver	-	-	-	288	306	- 0 306 393
Stage 1	-	-	-	-	-	- 0 385 -
Stage 2	-	-	-	362	385	- 0 -
Platoon blocked, %	-	-	-	-	-	- - -
Mov Cap-1 Maneuver	-	-	-	280	306	- 306 393
Mov Cap-2 Maneuver	-	-	-	280	306	- - 306 -
Stage 1	-	-	-	-	-	- 385 -
Stage 2	-	-	-	352	385	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	-	-	14.4
HCM LOS	-	-	B

Minor Lane/Major Mvm	NBLn	NBLn2	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	280	-	-	-	-	393
HCM Lane V/C Ratio	0.256	-	-	-	-	-0.028
HCM Control Delay (s)	22.2	-	-	-	-	14.4
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	1	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↖			↗
Traffic Vol, veh/h	0	0	700	30	0	29
Future Vol, veh/h	0	0	700	30	0	29
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	-	- None	-	- None	-
Storage Length	-	-	-	-	-	0
Veh in Median Storage #	0	0	-	0	-	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	761	33	0	32

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 778
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	- 6.22
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	- 3.318
Pot Cap-1 Maneuver	-	0 396
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 396
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s	0	14.9
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	396
HCM Lane V/C Ratio	-	-	0.08
HCM Control Delay (s)	-	-	14.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

APPENDIX D

Trip Generation Information

Hotel (310)

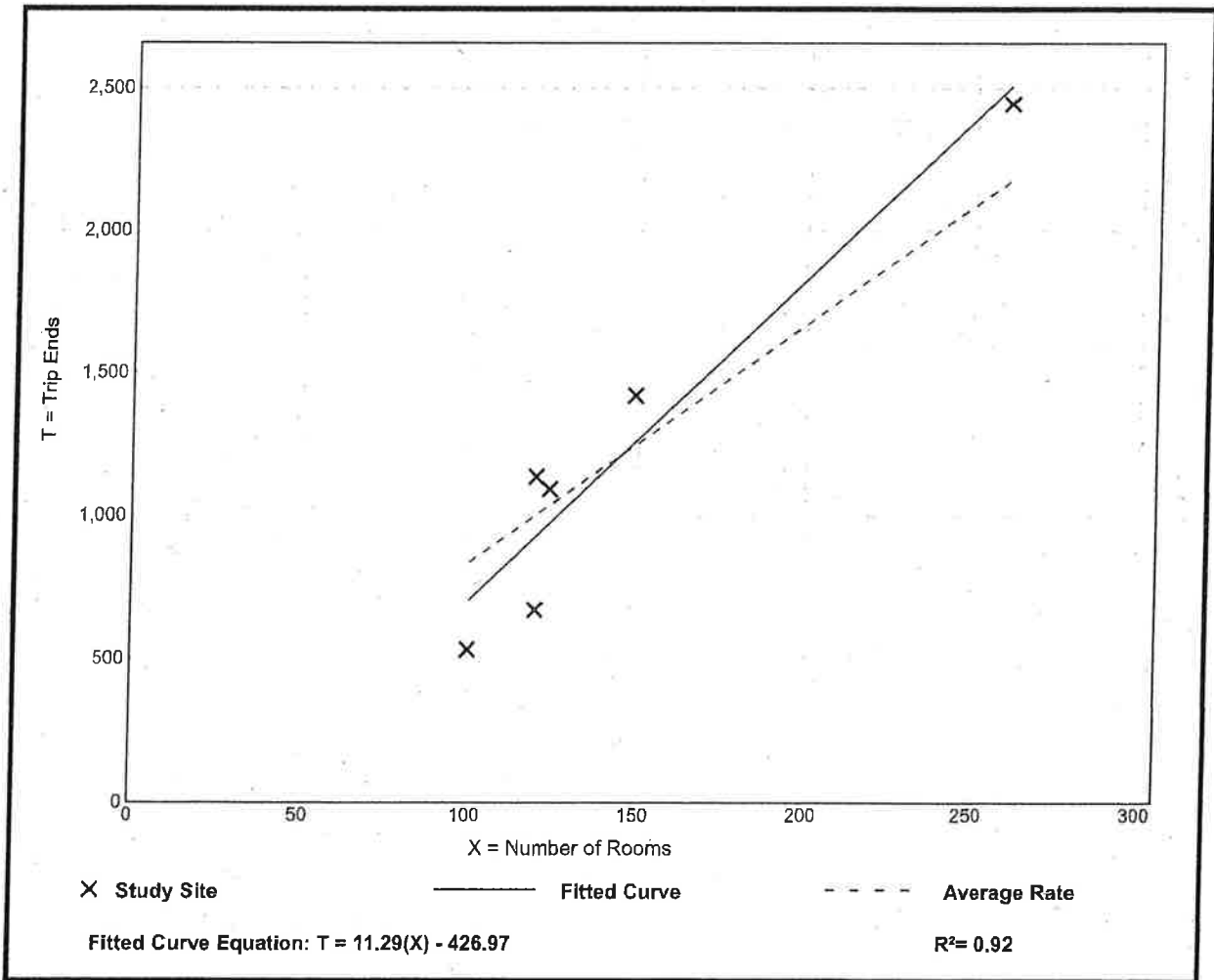
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



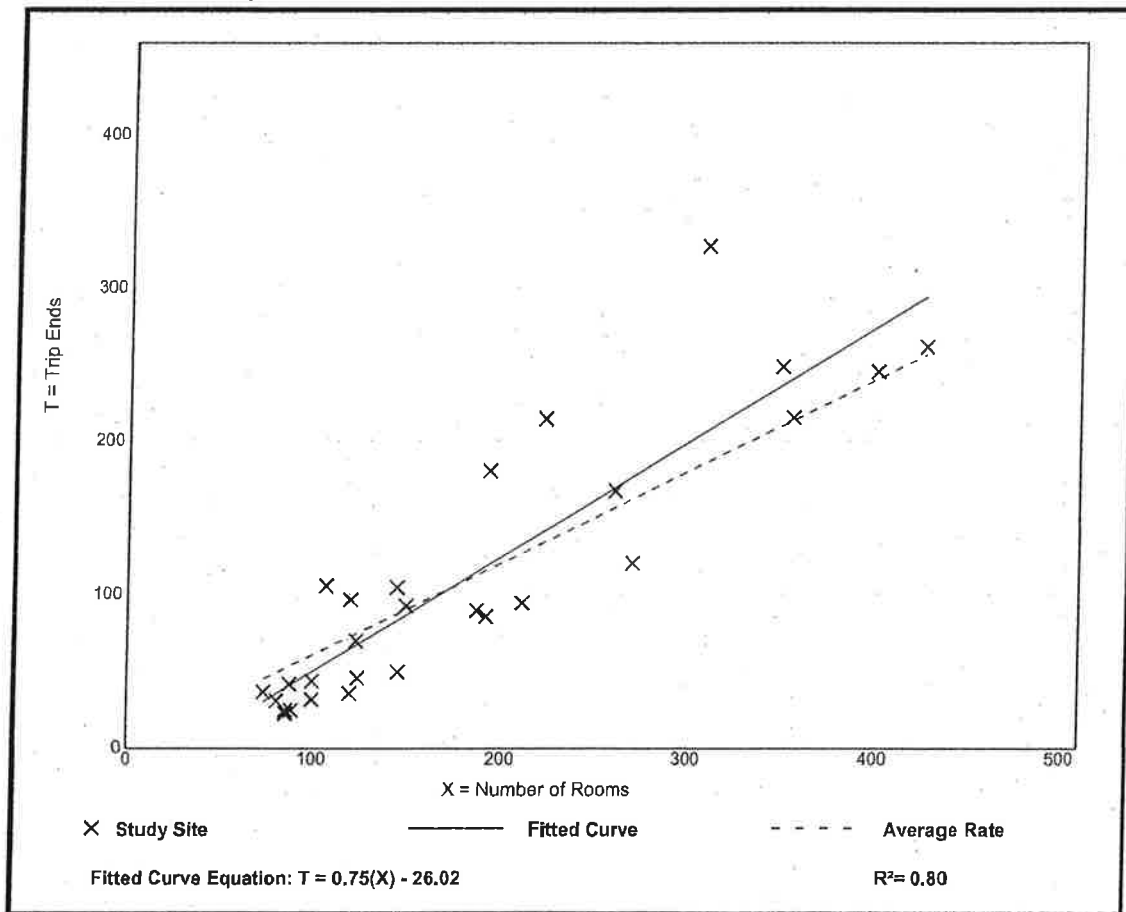
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 28
 Avg. Num. of Rooms: 183
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation

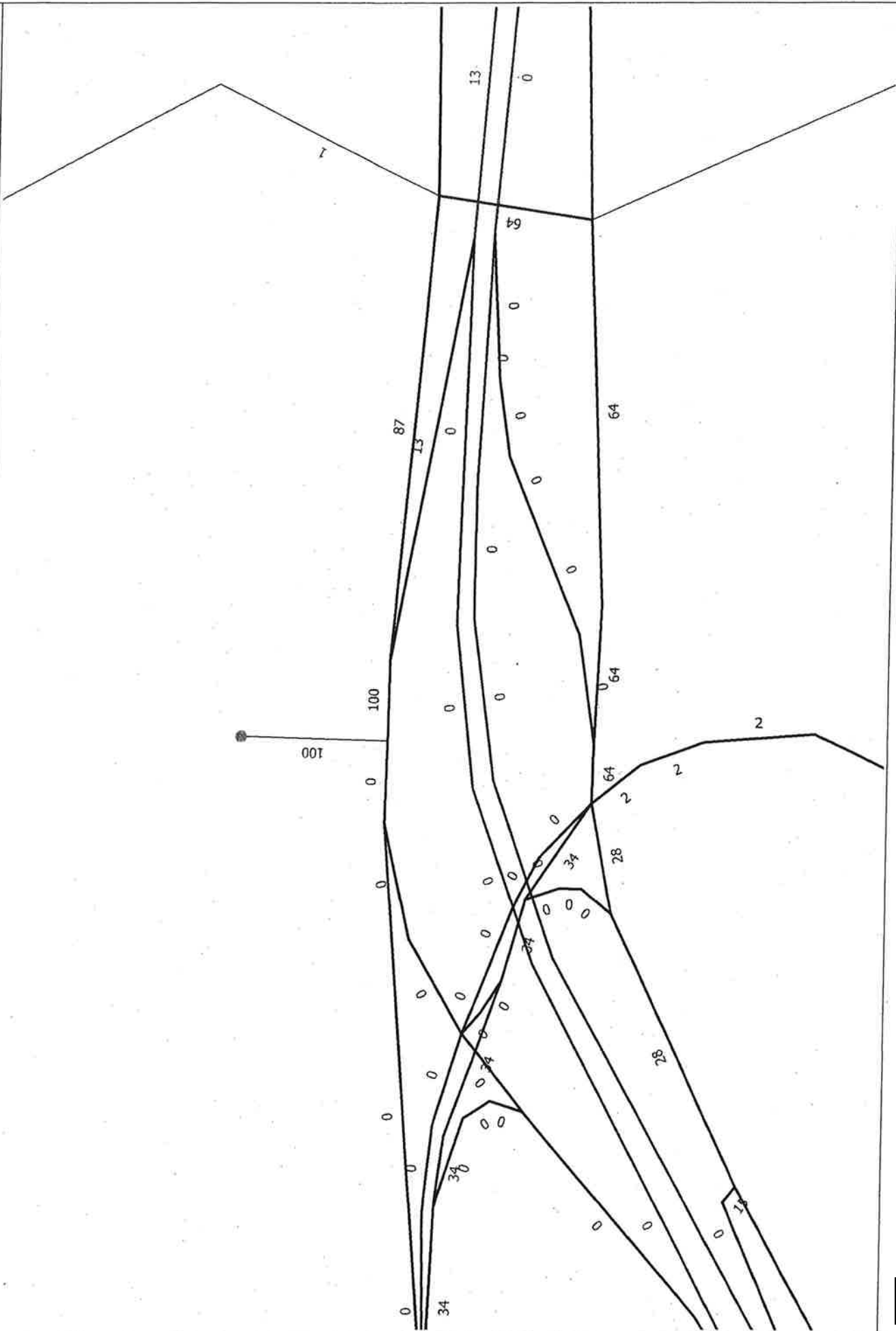


Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

APPENDIX E

OUATS Model Plot

Trip Distribution



Trip Distribution



APPENDIX F
Trends Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0403 - ON SR-482, 0.244 MI. E OF SR-527 (UVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	44000 C	E 21000	W 23000	9.00	52.50	3.50
2015	45500 C	E 21500	W 24000	9.00	53.20	4.20
2014	44500 C	E 21000	W 23500	9.00	53.20	4.20
2013	43500 C	E 20500	W 23000	9.00	53.30	7.00
2012	41500 C	E 19500	W 22000	9.00	52.90	6.10
2011	40500 C	E 19000	W 21500	9.00	52.70	6.10
2010	42000 C	E 19500	W 22500	8.87	52.83	6.00
2009	43500 C	E 22000	W 21500	8.79	53.70	6.50
2008	44500 C	E 21500	W 23000	8.80	53.99	6.00
2007	46000 C	E 24000	W 22000	8.63	54.08	4.40
2006	44500 C	E 21000	W 23500	8.59	53.01	7.20
2005	46500 C	E 22500	W 24000	8.60	54.10	9.70
2004	42500 C	E 20000	W 22500	8.70	52.80	6.20
2003	43000 C	E 20000	W 23000	8.60	54.20	5.10
2002	38500 C	E 18000	W 20500	8.40	54.80	6.80
2001	40500 C	E	W	8.60	54.70	6.00

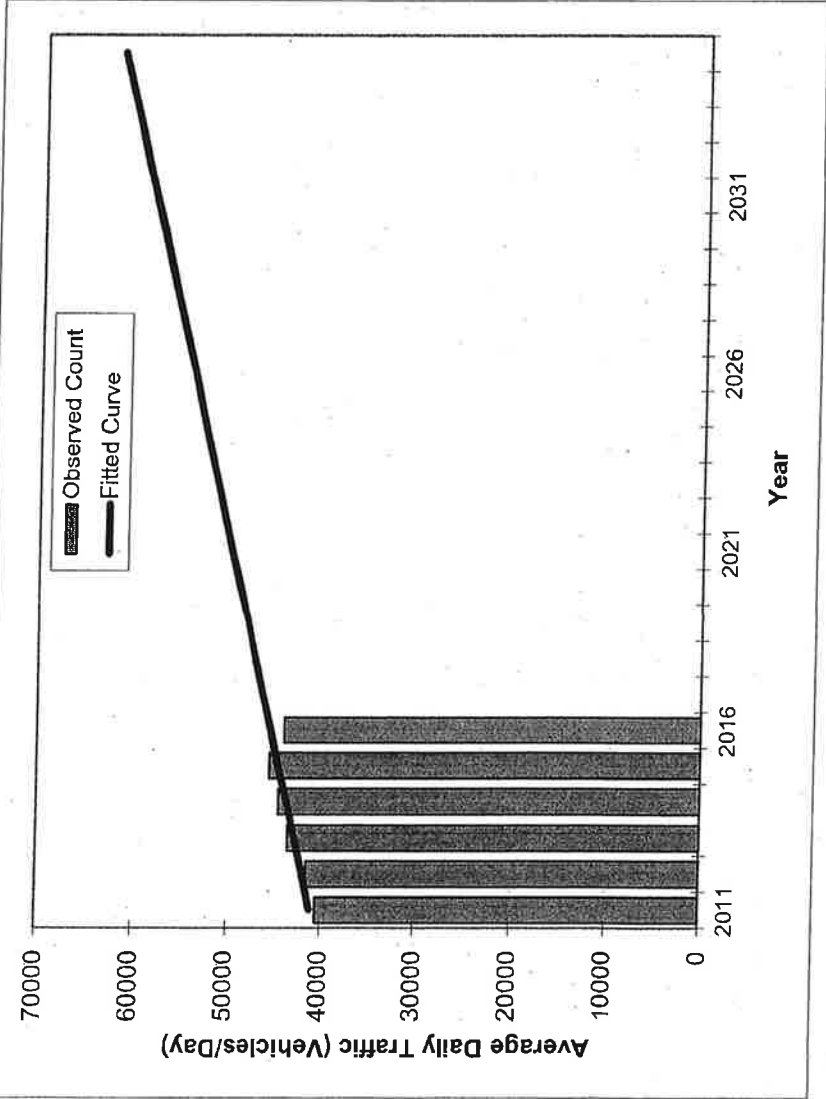
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

MC COY ROAD -- east of SR 527

FIN# 0
Location 1

County: Orange (75)
Station #: 750592
Highway: MC COY ROAD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	40500	41100
2012	41500	41900
2013	43500	42800
2014	44500	43700
2015	45500	44600
2016	44000	45400
2018 Opening Year Trend		
2018	N/A	47200
2019 Mid-Year Trend		
2019	N/A	48000
2020 Design Year Trend		
2020	N/A	48900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 871
Trend R-squared: 74.35%
Trend Annual Historic Growth Rate: 2.09%
Trend Growth Rate (2016 to Design Year): 1.93%
Printed: 27-Feb-16
Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 8153 - MC COY ROAD, WEST OF TRADEPORT DRIVE - OFF SYSTEM

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	11000	V	0	9.00	52.50	5.70
2015	11000	R	0	9.00	53.20	4.40
2014	11000	T	0	9.00	53.20	3.80
2013	11000	S	0	9.00	53.30	4.10
2012	11000	F	0	9.00	52.90	3.60
2011	11000	C	W	9.00	52.70	3.50

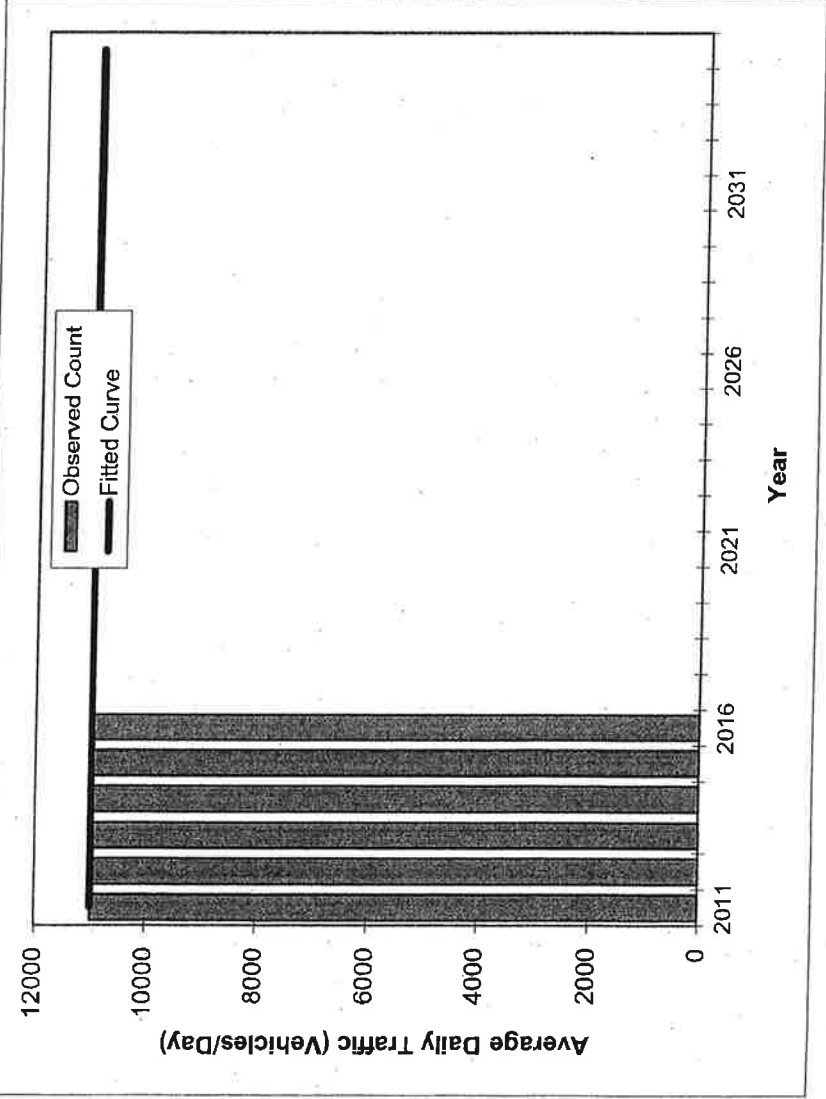
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

MC COY ROAD -- west of Tradeport Drive

FIN# 0
Location 1

County: Orange (75)
Station #: 750592
Highway: MC COY ROAD



Year	Traffic Count*	Trend**
2011	11000	11000
2012	11000	11000
2013	11000	11000
2014	11000	11000
2015	11000	11000
2016	11000	11000
2018 Opening Year Trend	N/A	11000
2019 Mid-Year Trend	N/A	11000
2020 Design Year Trend	N/A	11000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 0
Trend R-squared: #DIV/0!
Trend Annual Historic Growth Rate: 0.00%
Trend Growth Rate (2016 to Design Year): 0.00%
Printed: 27-Feb-18
Straight Line Growth Option

*Axle-Adjusted

APPENDIX G

Projected Intersection Capacity Worksheets

HCM 2010 Signalized Intersection Summary
 1: Boggy Creek Rd & Jetport Dr

02/27/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↕↕	↗				↖	↕	↗	↖↖	↘	
Traffic Volume (veh/h)	4	1947	554	0	0	0	24	257	256	1389	397	40
Future Volume (veh/h)	4	1947	554	0	0	0	24	257	256	1389	397	40
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	4	2116	0				26	279	0	1510	432	0
Adj No. of Lanes	0	2	1				1	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	3	1575	688				50	261	222	1075	790	0
Arrive On Green	0.43	0.43	0.00				0.03	0.14	0.00	0.31	0.42	0.00
Sat Flow, veh/h	7	3625	1583				1774	1863	1583	3442	1863	0
Grp Volume(v), veh/h	1137	983	0				26	279	0	1510	432	0
Grp Sat Flow(s),veh/h/ln	1862	1770	1583				1774	1863	1583	1721	1863	0
Q Serve(g_s), s	78.2	78.2	0.0				2.6	25.2	0.0	56.2	31.3	0.0
Cycle Q Clear(g_c), s	78.2	78.2	0.0				2.6	25.2	0.0	56.2	31.3	0.0
Prop In Lane	0.00		1.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	809	769	688				50	261	222	1075	790	0
V/C Ratio(X)	1.41	1.28	0.00				0.52	1.07	0.00	1.41	0.55	0.00
Avail Cap(c_a), veh/h	809	769	688				101	261	222	1075	790	0
HCM Platcon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	50.9	0.0				86.2	77.4	0.0	61.9	38.9	0.0
Incr Delay (d2), s/veh	189.8	135.3	0.0				8.0	75.5	0.0	188.0	0.8	0.0
Initial Q Delay(d3) s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	82.9	67.1	0.0				1.4	18.4	0.0	54.8	16.3	0.0
LnGrp Delay(d) s/veh	240.7	186.2	0.0				94.3	152.9	0.0	249.9	39.7	0.0
LnGrp LOS	F	F					F	F		F	D	
Approach Vol, veh/h		2120						305			1942	
Approach Delay, s/veh		215.4						147.9			203.1	
Approach LOS		F						F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	63.0	32.0		85.0	11.9	83.1						
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8						
Max Green Setting (Gmax), s	56.2	25.2		78.2	10.2	71.2						
Max Q Clear Time (g_c+I), s	58.2	27.2		80.2	4.6	33.3						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.0						
Intersection Summary												
HCM 2010 Ctrl Delay			205.2									
HCM 2010 LOS			F									

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕	↕					↕	↕	↕	↕	
Traffic Vol, veh/h	184	980	12	0	0	0	0	19	13	4	9	0
Future Vol, veh/h	184	980	12	0	0	0	0	19	13	4	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized		- None			- None			- None			- None	
Storage Length	285									150		
Veh in Median Storage - #	0			-16979			0			0		
Grade, %	-	0		-	0		-	0		-	0	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	200	1065	13	0	0	0	0	21	14	4	10	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				- 1472	539	943	1478		
Stage 1							- 1472		0	0		
Stage 2							- 0		943	1478		
Critical Hdwy	4.14						- 6.54	6.94	7.54	6.54		
Critical Hdwy Stg 1							- 5.54					
Critical Hdwy Stg 2									6.54	5.54		
Follow-up Hdwy	2.22						- 4.02	3.32	3.52	4.02		
Pot Cap-1 Maneuver							0	126	487	217	125	0
Stage 1							0	189				0
Stage 2							0		282	188		0
Platoon blocked, %												
Mov Cap-1 Maneuver							- 126	487	184	125		
Mov Cap-2 Maneuver							- 126		184	125		
Stage 1							- 189					
Stage 2									244	188		
Approach	EB			NB			SB					
HCM Control Delay, s				29.7			32.8					
HCM LOS				D			D					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn2	SBLn1						
Capacity (veh/h)	180				184	125						
HCM Lane V/C Ratio	0.193				-0.024	0.078						
HCM Control Delay (s)	29.7				25	36.2						
HCM Lane LOS	D				D	E						
HCM 95th %tile Q(veh)	0.7				0.1	0.2						

HCM 2010 Signalized Intersection Summary
3: Jetport Dr & Tradeport Dr

02/27/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑						↑↑↑		↖	↑↑	
Traffic Volume (veh/h)	541	152	250	0	0	0	0	899	200	117	817	0
Future Volume (veh/h)	541	152	250	0	0	0	0	899	200	117	817	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped/Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	588	165	0				0	977	0	127	888	0
Adj No. of Lanes	2	1	0				0	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	690	373	0				0	3138	0	432	2509	0
Arrive On Green	0.20	0.20	0.00				0.00	0.62	0.00	0.02	0.23	0.00
Sat Flow, veh/h	3442	1863	0				0	5421	0	1774	3632	0
Grp Volume(v), veh/h	588	165	0				0	977	0	127	888	0
Grp Sat Flow(s),veh/h/ln	1721	1863	0				0	1695	0	1774	1770	0
Q Serve(g_s), s	24.7	11.7	0.0				0.0	13.7	0.0	3.7	31.4	0.0
Cycle Q Clear(g_c), s	24.7	11.7	0.0				0.0	13.7	0.0	3.7	31.4	0.0
Prop In Lane	1.00		0.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	690	373	0				0	3138	0	432	2509	0
V/C Ratio(X)	0.85	0.44	0.00				0.00	0.31	0.00	0.29	0.35	0.00
Avail Cap(c_a), veh/h	1335	723	0				0	3138	0	565	2509	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	0.00	0.41	0.41	0.00
Uniform Delay (d), s/veh	57.8	52.6	0.0				0.0	13.6	0.0	9.8	28.3	0.0
Incr Delay (d2), s/veh	3.1	0.8	0.0				0.0	0.3	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	6.1	0.0				0.0	6.4	0.0	1.8	15.5	0.0
LnGrp Delay(d),s/veh	60.9	53.4	0.0				0.0	13.9	0.0	9.9	28.9	0.0
LnGrp LOS	E	D						B		A	C	
Approach Vol, veh/h		753						977			1015	
Approach Delay, s/veh		59.3						13.9			26.6	
Approach LOS		E						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.8	99.4		36.9		113.1						
Change Period (Y+Rc), s	6.8	6.8		6.8		6.8						
Max Green Setting (Gmax), s	62	53.2		58.2		78.2						
Max Q Clear Time (g_c+I), s	57	15.7		26.7		33.4						
Green Ext Time (p_c), s	0.2	8.5		3.4		7.8						
Intersection Summary												
HCM 2010 Ctrl Delay	31.0											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary
 4: Tradeport Dr & McCoy Rd

02/27/2018

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑↑↑	↑↓	
Traffic Volume (veh/h)	206	62	235	1257	1139	448
Future Volume (veh/h)	206	62	235	1257	1139	448
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	224	67	255	1366	1238	487
Adj No. of Lanes	1	1	1	3	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh. %	2	2	2	2	2	2
Cap, veh/h	250	223	276	3908	1594	603
Arrive On Green	0.14	0.14	0.18	1.00	0.63	0.63
Sat Flow, veh/h	1774	1583	1774	5253	2606	951
Grp Volume(V), veh/h	224	67	255	1366	857	868
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1695	1770	1695
Q Serve(g_s), s	18.6	5.7	10.8	0.0	51.6	57.6
Cycle Q Clear(g_c), s	18.6	5.7	10.8	0.0	51.6	57.6
Prop In Lane	1.00	1.00	1.00			0.56
Lane Grp Cap(c), veh/h	250	223	276	3908	1122	1075
V/C Ratio(X)	0.90	0.30	0.92	0.35	0.76	0.81
Avail Cap(c_a), veh/h	322	287	393	3908	1122	1075
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	63.4	57.8	34.6	0.0	19.5	20.6
Incr Delay (d2), s/veh	22.2	0.7	19.2	0.2	5.0	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	5.2	11.7	0.1	26.5	28.7
LnGrp Delay(d),s/veh	85.6	58.6	53.8	0.2	24.4	27.1
LnGrp LOS	F	E	D	A	C	C
Approach Vol, veh/h	291			1621	1725	
Approach Delay, s/veh	79.4			8.6	25.8	
Approach LOS	E			A	C	
Timer	1	2	3	4	5	6
Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		122.1		27.9	20.2	101.9
Change Period (Y+Rc), s		6.8		6.8	6.8	6.8
Max Green Setting (Gmax), s		109.2		27.2	23.2	79.2
Max Q Clear Time (g_c+I1), s		2.0		20.6	12.8	59.6
Green Ext Time (p_c), s		15.7		0.5	0.5	13.2
Intersection Summary						
HCM 2010 Ctrl Delay			22.4			
HCM 2010 LOS			C			

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗		↖	↗			↗	
Traffic Vol, veh/h	0	0	0	21	774	3	94	20	105	0	0	11
Future Vol, veh/h	0	0	0	21	774	3	94	20	105	0	0	11
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	175	-	-	150	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	841	3	102	22	114	0	0	12

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	0	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	7.12	6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	6.12	5.52
Follow-up Hdwy	2.218	-3.518	4.018
Pot Cap-1 Maneuver	-	261	282
Stage 1	-	-	-
Stage 2	-	335	361
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	252	282
Mov Cap-2 Maneuver	-	252	282
Stage 1	-	-	-
Stage 2	-	324	361

Approach	WB	NB	SB
HCM Control Delay, s	-	-	15.2
HCM LOS	-	-	C

Minor Lane / Major Mvm	NBLn1	NBLn2	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	252	-	-	-	364	-
HCM Lane V/C Ratio	0.405	-	-	-	-0.033	-
HCM Control Delay (s)	28.7	-	-	-	15.2	-
HCM Lane LOS	D	-	-	-	C	-
HCM 95th %tile Q(veh)	1.9	-	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑			↑
Traffic Vol, veh/h	0	0	744	69	0	66
Future Vol, veh/h	0	0	744	69	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	-	- None	-	- None	-
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	0	-	0	-	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	809	75	0	72

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 847
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	6.22
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-3.318
Pot Cap-1 Maneuver	-	0 362
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	362
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s	0	17.4
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WB/SBLn1
Capacity (veh/h)	-	362
HCM Lane V/C Ratio	-	-0.198
HCM Control Delay (s)	-	17.4
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.7

LANDSCAPE CHART: SHRUBS

THE ABOVE PLANTS HAVE BEEN DESIGNATED AS "FLORIDA FRIENDLY" LANDSCAPING MATERIAL ACCORDING TO: FLORIDAYARDS.ORG

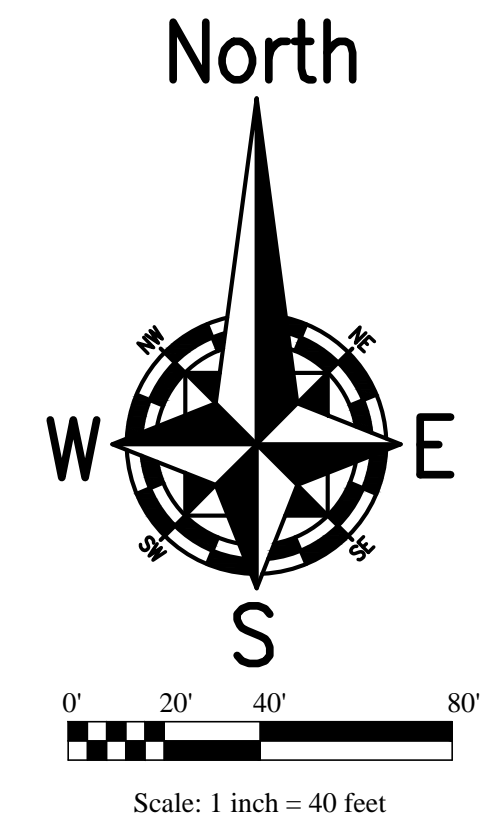
SYMBOL KEY	QUANTITY	COMMON NAME:	BOTANICAL NAME:	PLANTING SIZE:	WATER RATED
○○○○○	491	HAWTHORN	CRATAEGUS SPP.	3-4 GAL. 30" HIGH, 30" O/C.	LOW
*****	0	YEW PODOCARPUS	PODOPARUS MACROPHYLLUS	3-4 GAL. 30" HIGH, 30" O/C.	MED.

NOTE: ALL DISTURBED AREAS TO BE SODDED WITH BAHIA

LANDSCAPE CHART: TREES

NOTE: ALL DISTURBED AREAS TO BE SODDED WITH BAHIA

SYMBOL KEY	QUANTITY	COMMON NAME:	BOTANICAL NAME:	PLANTING SIZE:	WATER RATED
☼	40	CATHEDRAL LIVE OAK	QUERQUIS VIRGINIANA	2.5" DIAMETER AT BREAST HEIGHT (54"). MIN. HEIGHT SHALL BE 12' ABOVE GRADE. 6' SPREAD, CONT. GROWN	LOW
☼	67	RED MAPLE	ACER RUBRUM	2.5" DIAMETER AT BREAST HEIGHT (54"). MIN. HEIGHT SHALL BE 12' ABOVE GRADE. 6' SPREAD, CONT. GROWN	LOW
☼	8	LIVE OAK (CANOPY TREE)	QUERQUIS VIRGINIANA	2.5" DIAMETER AT BREAST HEIGHT (54") MIN. HEIGHT SHALL BE 12' ABOVE GRADE 6' SPREAD, CONTAINER GROWN	LOW
☼	12	LAUREL OAK (CANOPY TREE)	QUERQUIS HEMISPHERICA	2.5" CAL. DBH. 10' HGT. 6' SPREAD, CONTAINER GROWN	LOW
☼	39	FLORIDA PRIVET (UNDERSTORY)	FORESTIERA SECUREGATA	2.5" CAL. DBH. 8' HGT. 6' SPREAD, 6' CLEAR TRUNK	MED.

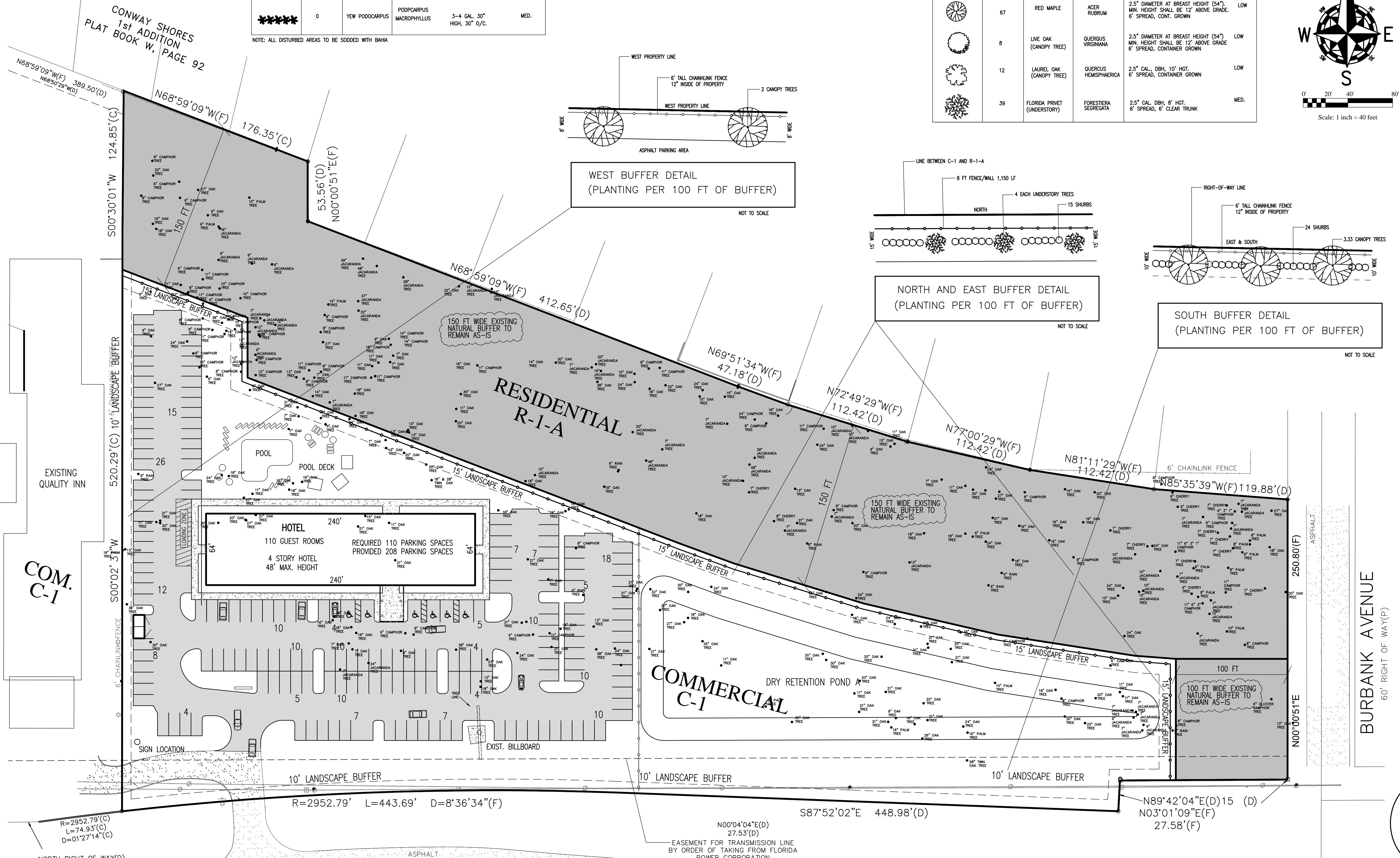


04.26.18	current edition	DATE
04.03.18	current edition	DATE
AMERICAN CIVIL ENGINEERING CO.	ENGINEER: JOHN HERBERT, P.E.	TECHNICIAN: J.M.H.
207 N. MOSS RD., SUITE 211, WINTER SPRINGS, FL 32708	PH: (407) 327-7760; FAX: (407) 327-9227	
cert. of authorization number 8729		
PROJECT NO. 16030		

AMERICAN CIVIL ENGINEERING CO.
 207 N. MOSS RD., SUITE 211, WINTER SPRINGS, FL 32708
 PH: (407) 327-7760; FAX: (407) 327-9227
 cert. of authorization number 8729

DEVELOPMENT PLAN
4-STORY HOTEL
150 FT NATURAL BUFFER
 2635 McCoy Road, Belle Isle, Florida

DEV. PLAN
project no. 15325
sheet number
1 of 1



LAND USE	ZONING	AREA	PERCENT	IMPERVIOUS	PERVIOUS	PERCENT IMPERVIOUS
LOW DENSITY RES.	R-1-A	4.069 ACRES	42 %	0 AC	4.069 AC	0%
COMMERCIAL AREA	C-1	5.530 ACRES	58 %	2.100 AC	3.430 AC	38.0%
TOTAL AREA		9.599 ACRES	100%			

NOTICE OF PUBLIC MEETING

MAY 22, 2018 – 6:30PM

CITY OF BELLE ISLE PLANNING AND ZONING BOARD REGULAR SESSION

ITEM 6

TO: Planning and Zoning Board

DATE: May 22, 2018

Public Hearing Case #2018-04-011 Pursuant to Belle Isle Code Sec. 50-102 (B) (16) and Sec. 42-64, the Board shall consider and take action on a requested variance to place a four-foot high wall in the front yard of a residential property, submitted by applicants Michael G. Jungen and Phanor Lenis, located at 2010 Hoffner Avenue, Belle Isle, FL 32809 also known as Parcel #18-23-30-3648-00-271. (continued from April 24, 2018)

Background:

1. This application for a variance is continued from April 24, 2018.

The Board may adopt all, some, or none of these determinations as part of their findings-of-fact. The Board may also add any additional findings-of-fact that are presented at the public hearing. The Board will need to determine if the criteria set forth of the Land Development Code have been met, and approve, approve with conditions, or deny this request.

SAMPLE MOTION TO APPROVE:

"I move to reschedule Public Hearing Case 2018-04-011 to **(insert date)** where the Board shall consider and take action on a requested variance to place a four-foot high wall in the front yard of a residential property, submitted by applicants Michael G. Jungen and Phanor Lenis, located at 2010 Hoffner Avenue, Belle Isle, FL 32809 also known as Parcel #18-23-30-3648-00-271.

Should any person decide to appeal any decision made regarding any matter considered at this meeting such person may need to ensure that a verbatim record of the proceedings is made to include testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in these proceedings should contact the City Clerk at 407-851-7730 at least 24 hours in advance of the meeting.



April Fisher, AICP
fisherpds@outlook.com
407-494-8789

May 14, 2018

Variance Application: 2300 JETPORT DRIVE

Applicant Request: VARIANCE FROM SEC. 52-33 (7)B AND (7)H TO REPLACE THE EXISTING SIGN WITH A NEW SIGN WITH THE SAME DIMENSIONS BUT ALSO WITH A 23-FOOT REGAL BOAT ON THOP OF THE SIGN. THE VARIANCE REQUESTED IS TO EXCEED THE HEIGHT OF THE STANDARD 30 FEET ALLOWED TO A MAXIMUM HEIGHT OF 57 FEET, AND; EXCEED THE 500 SQUARE FEET OF SURFACE AREA ALLOWED. THE NEW SIGN WOULD BE 1080 SQUARE FEET IN SURFACE AREA, WHICH INCLUDES 300 SQUARE FEET FOR EACH SIDE OF THE MAIN SIGN AND 480 SQUARE FEET OF SURFACE AREA FOR THE BOAT, SUBMITTED BY APPLICANT MARKETING BUSINESS ASSOCIATES, LOCATED AT 2300 JETPORT DRIVE, ORLANDO, FL 32828 ALSO KNOWN AS PARCEL NUMBER 31-23-30-0000-00-011.

Zoning/ Existing Use: I-2/ Regal Marine

Review Comments

This variance application seeks a variance as identified above.

The applicant has provided supporting documentation addressing the variance criteria.

Staff Recommendation

Staff provides an evaluation based on the variance criteria for the application below.

1. Special Conditions and/ or Circumstances (Section 42-64 (1) d):

Special conditions for this property may exist for this property as it is a large industrial complex in proximity to State Road 528. Visibility can be a factor when businesses are in close proximity to major road ways while also being divided from them by local roads.

2. Not Self- Created (Section 42-64 (1) e):

The request for a variance is self-created as the application is seeking additional entitlements. It is possible to rebuild the existing sign within the requirements of current code.

3. Minimum Possible Variance (Section 42-64 (1) f):

The requested variance is not the minimum possible variance to make reasonable use of the land. The proposed height increase, which includes allowing for the boat design element, surpasses maximum height requirements by 27 feet. This design element also adds to the square-footage of the surface area.

4. Purpose and Intent (Section 42-64 (1) g):

The requested variance could be construed to be in harmony with the general purpose and intent of the land development code and not injurious to the neighborhood given that the property is in an Industrial Zoning District. Given the nature of the Regal Marine manufacturing product and the ability to advertise without disrupting adjacent property owners, it could be deemed to be in harmony with the land development code.

Staff provides a recommendation to not approve the request based on not meeting the criteria of being self-created and not being the minimum possible variance to make reasonable use of the land. The land development code provides in Sec. 42-64 (1) h. that unless all criteria are met, a variance should not be approved.

Additional Notes

Please note that the Board may approve the proposed variance application as it is presented to them, approve with specific conditions, continue the application if additional information is being requested for consideration, or deny the application, citing which variance criteria are not met.

A decision by the Board may be appealed by an aggrieved person to the City Council pursuant to Code Sec. 42-71.



April Fisher, AICP
fisherpds@outlook.com
407-494-8789

May 14, 2018

Variance Application: 2635 McCoy Road

Applicant Request: VARIANCE FROM SEC. 50-73, TO ALLOW A MAXIMUM BUILDING HEIGHT OF 48 FEET INSTEAD OF THE STANDARD MAXIMUM ALLOWED BUILDING HEIGHT IN THE C-1 ZONING DISTRICT OF 30 FEET, SUBMITTED BY APPLICANT THIRUMALA PROPERTY'S, LLC, LOCATED AT 2635 MCCOY ROAD, BELLE ISLE FL 32809, ALSO KNOWN AS PARCEL #30-23-30-0000-00-005.

Zoning/ Existing Use: C-1 and R-1-A/ Vacant

Review Comments

This variance application seeks a variance as identified above.

The applicant has provided supporting documentation addressing the variance criteria.

Staff Recommendation

Staff provides an evaluation based on the variance criteria for the application below.

1. Special Conditions and/ or Circumstances (Section 42-64 (1) d):

Special conditions for this property do not exist with respect to meeting maximum height requirements.

2. Not Self- Created (Section 42-64 (1) e):

The request for a variance is self-created as the application is seeking additional entitlements. It is possible to build on the property within the requirements of current code.

3. Minimum Possible Variance (Section 42-64 (1) f):

The requested variance is **not** the minimum possible variance to make reasonable use of the land. The proposed height increase surpasses maximum height requirements by 18 feet.

4. Purpose and Intent (Section 42-64 (1) g):

The requested variance could be construed to be in harmony with the general purpose and intent of the land development code and not injurious to the neighborhood given that the property also has the northern portion designated as R-1-A. If this residential portion remains as an undisturbed buffer from the development with the proposed height increase, it could be possible for the additional height to not be injurious to the neighborhood. If the Board approved the subject variance, staff recommends a condition for the residential portion of the property to be dedicated by the property owner as an undisturbed buffer area in perpetuity.

Staff provides a recommendation to not approve the request based on not meeting the criteria of special conditions/ circumstances, of being self-created, and not being the minimum possible variance to make reasonable use of the land. The land development code provides in Sec. 42-64 (1) h. that unless all criteria are met, a variance should not be approved.

Additional Notes

Please note that the Board may approve the proposed variance application as it is presented to them, approve with specific conditions, continue the application if additional information is being requested for consideration, or deny the application, citing which variance criteria are not met.

A decision by the Board may be appealed by an aggrieved person to the City Council pursuant to Code Sec. 42-71.



April Fisher, AICP
fisherpds@outlook.com
407-494-8789

May 14, 2018

Variance Application: 2913 Cullen Lake Shore Drive

Applicant Request: VARIANCE FROM SEC. 48-32 (6) TO BUILD A SECOND DOCK ON THE PROPERTY WHILE KEEPING THE EXISTING DOCK BUT TURNING IT INTO A GAZEBO BY FILLING IT IN SO THAT IT WOULD NOT FUNCTION AS A BOAT SLIP. THIS ALSO REQUIRES A VARIANCE FROM THE TOTAL AREA PROVISION SEC. 48-32 (3) TO ALLOW FOR A TOTAL AREA GREATER THAN 1000 SQUARE FEET AS THE TWO DOCKS WOULD BE A COMBINED TOTAL LARGER THAN 1000 SQUARE FEET (TOTAL MAXIMUM 1400 SQUARE FEET), SUBMITTED BY APPLICANT SHEILA CICHRA, LOCATED AT 2913 CULLEN LAKE SHORE DRIVE, BELLE ISLE, FL 32812 ALSO KNOWN AS PARCEL NUMBER 18-23-30-4386-03-730.

Existing Zoning/Use: R-1-AA/ single-family home

Review Comments

This variance application seeks a variance as identified above.

The applicant has provided supporting documentation addressing the variance criteria.

Staff Recommendation

Staff provides an evaluation based on the variance criteria for the application below.

1. Special Conditions and/ or Circumstances (Section 42-64 (1) d):

Although the parcel is larger than many other parcels on the lake as it has more defined lake frontage due to its shape, there is nothing in the code that provides for more than one dock on any lot in the City. The conditions that apply to this property apply to all properties in the City.

2. Not Self- Created (Section 42-64 (1) e):

The request for a variance is self-created as the application is seeking additional entitlements. It is possible to remove the existing boat dock and build a new one. Cost constraints are not germane to a variance request.

3. Minimum Possible Variance (Section 42-64 (1) f):

The requested variance is not the minimum possible variance to make reasonable use of the land. Removing the existing dock and constructing a new one to meet code requirements would be the most reasonable use of the land.

4. Purpose and Intent (Section 42-64 (1) g):

The requested variance could be construed to be in harmony with the general purpose and intent of the land development code and not injurious to the neighborhood if a condition is placed that, if the variance is granted, the existing boat dock is required to be turned into a non-mooring structure and never used for boat mooring.

Staff provides a recommendation to not approve the request based on not meeting the criteria of special conditions/ circumstances, of being self-created, and not being the minimum possible variance to make reasonable use of the land. The land development code provides in Sec. 42-64 (1) h. that unless all criteria are met, a variance should not be approved.

Additional Notes

Please note that the Board may approve the proposed variance application as it is presented to them, approve with specific conditions, continue the application if additional information is being requested for consideration, or deny the application, citing which variance criteria are not met.

A decision by the Board may be appealed by an aggrieved person to the City Council pursuant to Code Sec. 42-71.