NOTICE OF PUBLIC MEETING
March 27, 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 P&Z Board meeting minutes for November 28, 2017
3. P&Z Board meeting December 25, 2017 - no meeting
4. Approval of P&Z Board meeting minutes for January 23, 2018
5. Approval of P&Z Workshop minutes for February 1, 2018
6. Approval of P&Z Board meeting minutes for February 27, 2018
7. 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).
8. 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.
9. Other Business
10. Adjourn

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
November 28, 2017 – 6:30pm

Kurt Ardaman 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, November 28, 2017 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 Cheezum, Board member Lane, Board member Templin, Board member Jervis and Board member Shenefelt, City Manager Bob Francis, Attorney Richard Geller and City Clerk Yolanda Quiceno. Absent were: na.

CALL TO ORDER

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

Chairman Fouraker asked for Board approval to rearrange the order of the agenda items. He requested Board approval to rearrange the agenda items as follows,

Public Hearing Case #2017-10-013
Public Hearing Case #2017-11-007
Public Hearing Case #2017-07- 023

Board member Templin motioned to rearrange the agenda items as requested.
Board member Cheezum seconded the motion, which passed unanimously 7:0.

APPROVAL OF MINUTES

- Approval of Planning & Zoning minutes for August 22, 2017.
- Approval of Planning & Zoning minutes for September 26, 2017.

Vice Chairman Woods addressed a few scriveners' errors and requested for approval with the corrections as noted.
Board member Jervis motioned to approve the minutes as corrected.
Board member Lane seconded the motion, which passed 7:0.

1. **Public Hearing Case #2017-10-013** - 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 fence in the front yard of a residential property, submitted by applicant John W. Holloway located at 6201 Matchett Road, Belle Isle, FL 32809 also known as Parcel #24-23- 29-3400- 00-162.

   David Terry representing the applicant with offices at 120 Minnehaha Circle Maitland, FL said staff has made the recommendation to approve the variance. The peculiarities of this property are that it is a very long piece of land. The improvements on the property are all set well back from the road. Mr. Holloways distance from his home to the road is 600ft. He shared Mr. Holloway's concerns about trespassers on his property and the safety of his family. The applicant would like the ability of placing a fence on the northern part of the property to indicate that it is private and provide additional security.

   Vice Chairman Woods said from the southern line up to the very north end there are no intervening fences and chain link fences are known for not looking very nice over a period of time. It seems a little anomalous to place a chain link fence in the mix of high end homes. Mr. Terry stated that the applicant is trying to reduce

the impact of the fence visibility by not adding a solid wall but still creating separation. The proposed material is vinyl coated galvanized wire and will look nicer.

Mr. Woods further asked if the applicant has any written support in favor of the fence from the neighbors to the north. Mr. Terry said no, part of the issue is generated by the occupants of that property.

April Fisher, City Planner based the recommendation for approval on the criteria established in Sec 50-102(b)(16)(3) and the required criteria in Sec 42-64(1) with the support of the issues of safety and privacy on the property. City Manager Francis said this area, in our City, is an area that shows great estates in our City and one of the reasons why fences have not been installed. He asked the applicant if he has any other issues of animals or dogs entering his properly and if an electric fence was considered as an option.

John Holloway residing at 6201 Matchett Road shared his concerns with the neighbor's dog and child running through his property. For her safety, he has suggested an electric fence to the neighbor and nothing has been done. The trespass has occurred on numerous occasions and a privacy fence seems to be the best solution to keep them safe from his pets. It will also address the concern of the continued use of the newly purchased City property [on E Wallace Street] overflowing into his private residence.

Chairman Fouraker asked if the City has an alternative solution other then the fence. Mr. Francis stated that Mr. Holloway can call in the nuisance to the Belle Isle Police Department who may assist to resolve the problem. He further added that he has had the Chief of Police research the calls to service and there are only five reports made and are not close to the Mr. Holloways property.

Chairman Fouraker opened for public comment.

- Gary Meloon residing at 6101 Matchett Road spoke in opposition of approval of the fence.
- Cecil Glass residing at 6115 Matchett Road spoke in opposition of approval of the fence.
- Jason Lemoine residing at 6135 Matchett Road spoke in opposition of approval of the fence.
- Carol Crawford residing at 6320 Matchett Road spoke in favor of the variance and said it should be a wrought iron fence and be respectful of the decorative nature of the neighborhood.
- David Terry said with regards to the materials the chain link was proposed to have the least minimal intrusion and can be changed to a more decorative fence if it is the pleasure of the Board. The main issue is to keep small children and animals safe from being hurt from his dogs on the property.

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

Chairman Fouraker asked if the applicant would be willing to seek a compromise solution with his neighbor and withdraw his application for a variance and meet as a community to resolve this issue. Mr. Holloway respectfully withdrew his request to allow the opportunity for an open discussion in a more private forum with his neighbors.

2. **Public Hearing Case #2017-11-007** - 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 wall with gate in the front yard of a residential property, submitted by applicant Dina Janicke located at 2221 Hoffner Avenue, Belle Isle, FL 32809 also known as Parcel #18-23- 30-5120- 00-320.

Dina Janicke property owner of 2221 Hoffner Avenue spoke of the variance and said it is based on the safety, security and privacy for her family. Her front yard is used as her back yard and her home sits at the bend on Hoffner Avenue. The traffic is hard to control and there have been many documented accidents throughout the years. The wall helps protect her family from oncoming traffic. Her neighbors have given her written

support for the aesthetics of the wall and the gate. She was not aware of the permit process and apologized for the oversight in building the wall.

Vice Chairman Woods stated that the traffic count on Hoffner Avenue is approx 18,000 cars per day and understands the need for the wall. He asked if the applicant has been charged with after-the-fact fees for building without a permit. April Fisher said yes, the applicant has been charged the after-the-fact fees.

April Fished stated based on the applicant's identification of the security and safety for her children and pets she is recommending approval of the variance.

Chairman Fouraker opened for public comment. There being none he closed public comment for Board discussion.

Vice Chairman Woods moved, the criteria of Code Section 50-102(b)(16) and Sec. 42-64 of the Belle Isle Land Development Code having been met to approve this request for a variance to place a wall with gate in the front yard of a residential property, submitted by applicant Dina Janicke located at 2221 Hoffner Avenue, Belle Isle, FL 32809 also known as Parcel #18-23- 30-5120- 00-320.

Board member Lane seconded the motion, which passed unanimously 7:0.

Chairman Fouraker called for a 15 minute break.

3. **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 meeting)

Randall Smith, Attorney, spoke on behalf of the applicant, with offices at 5333 Versailles Drive, Maitland, FL said he and the applicant has met with the City Attorney and has addressed each of the concerns raised at the August 22nd meeting. In regards to the staff memo dated November 16th, 2017, it does not present any major issues and the applicant can comply with findings as conditions of approval. He addressed the dual zoning and said they have redesigned the facility based on the findings by City staff of the 150 ft from the sub boundary to the Trentwood Blvd lots. In addition, they have submitted a significant reduction of the parking spaces and the current plans should comply with the City findings.

With regards to the access easement, there is a recorded document from 1980 that made provisions for the adjacent property owner to have access to McCoy Road through that easement. He is not going to dispute the City Attorney's conclusion however; he does believe it is a sufficient recorded document.

John Herbert, Engineer with American Civil Engineering Company spoke on the parking, transportation analysis and retention drainage concerns. He referenced the staff report and the additional information requested by the Board and noted that their responses and the design are in conformance with the Land Development Code of the City of Belle Isle. He would like to reserve the right to answer any questions/issues on the design elements with the Board and the public. Chairman Fouraker stated due to the time frame he would like to address the questions on a case by case basis before opening an open dialogue. Mr. Herbert stated he would then prefer to go through each question and responses on the November 16, 2017 staff report in order to be heard on all the issues.

Vice Chairman Woods said he did a cursory review of the plans and have found no less than 16 errors and mistakes on the submittal and begs the question on how many have yet to be found. **After review of some of**

the errors and corrections, Board member Jervis motioned to continue the meeting to a later date to allow the applicant time to correct the plans for approval.

Attorney Geller stated that the Board can open for public comment before the passing of a motion to second.

The Board discussed the option of scheduling a workshop to allow the applicant and the public to dedicate time to discuss some of the issues important all parties. Board consensus was to schedule a workshop at a later date.

Bob Harrell residing at 2800 Trentwood Blvd said he has some ideas to provide for consideration before approval of the proposed plan. He proposed leaving the residential portion alone and placing an eight foot masonry wall on the edge of the commercial property.

Mike Sims residing at 2606 Trentwood said in preparation of the workshop he would like to present some ideas for consideration. He made the Board aware of a recent traffic study that was completed and included the areas of McCoy, Via Flora, Flowertree and Trentwood. The results include a level of service grade of F for the intersection of McCoy and Via Flora. Mr. Francis said the City commissioned the traffic study for another project and adding additional trips can create massive backups during the morning and in the evening. He stated if this project moves forward the applicant will be required, upon the conditions of approval, to initiate a traffic study with FDOT to review the problems and provide solutions they would be incurred with the additional added traffic.

Mr. Sims said he has obtained a petition with over 30 signatures that were against this proposal. For the record, and in addition to the petition, there were approximately 15 residents present who were opposed to this project. Mr. Sims spoke on Section 54-75 Sub Part B and Section 54-32 of the zoning codes that are not silent on the permissible uses. He further asked that the applicant provide written documentation on a continuing duty to maintain the retention pond. In conclusion, he asked for the Board to deny to proposal based upon all the reasons discussed, it does not provide an adequate buffer and is not consistent with the surrounding area.

Greg Gent residing at 2924 Nela Avenue asked, if there is a workshop, will public comment be allowed. He further added that the Board should consider a noise study before approval.

Andrew Thompson residing at 4058 Isle Vista Avenue asked if the Board can consider a lighting plan for the residential areas and the impact the removal of the trees would cause.

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

Vice Chairman Woods gave a Power Point presentation that reflects some of the public's sentiment of the proposed project.

Board member Jervis motioned to have the City Manager organize a workshop to be continued to a later date to allow the applicant time to correct the plans for approval.

Board member Rainey seconded the motion which passed unanimously.

OTHER BUSINESS

Vice Chairman Woods brought to light a prevalent issue on Hoffner that most homeowners on Hoffner would like to have a wall in their front yards. There are approximately 17,000 vehicles a day going through Hoffner with a 4-lane extension to the east of Conway. He would like the Board to considered codification of a Hoffner overlay which allows fences and walls on the properties along Hoffner. April Fisher stated that it can be added to a future agenda for discussion and recommended requesting the City Manager to bring the idea forward to Council for consensus.

ADJOURNED

There being no further business Chairman Fouraker called for a motion to adjourn, unanimously approved at 9:07pm.

Yolanda Quiceno

City Clerk, CMC

City of Belle Isle
Planning & Zoning Board Regular Session Minutes
January 23, 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, January 23, 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 Cheezum, Board member Lane, and Board member Templin. Absent were: Board member Jervis and Board member Shenefelt.

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 6:35pm and opened with the Pledge of Allegiance.

Chairman Fouraker asked for Board approval to rearrange the order of the agenda items. He requested Board approval to rearrange the agenda items as follows,

1) Public Hearing Case #2018-01-004
2) Public Hearing Case #2017-18-025
3) Appointment of Chairman (per Sec 42-32(c1)
4) Appointment of Vice Chair (per Sec 42-32(c1)

Board member Cheezum motioned to rearrange the agenda items as requested.
Board member Templin seconded the motion, which passed unanimously.

APPROVAL OF MINUTES

There were no minutes presented for approval.

PUBLIC HEARING CASE #2018-01-004 - PURSUANT TO BELLE ISLE CODE SEC. 50-102 (B) (7) AND SEC. 50-102 (B) (16), THE BOARD SHALL CONSIDER AND TAKE ACTION ON A REQUESTED VARIANCE TO PLACE A FENCE EXCEEDING FOUR FEET IN HEIGHT WITHIN 35 FEET OF THE 86.9 CONTOUR LINE OR THE NORMAL HIGH WATER ELEVATION OF LAKE CONWAY, SUBMITTED BY APPLICANT STEVE AND CARA READ, LOCATED AT 6401 GIBSON DRIVE, BELLE ISLE, FL 32809 ALSO KNOWN AS PARCEL NUMBER 24-23-29-0600-01-060. THE APPLICANT IS REQUESTING APPROVAL OF A SIX-FOOT HIGH FENCE.

For the record, April Fisher, City Planner clarified that the 86.9 Contour Line was included in the title language because the current Belle Isle code has not been revised to reflect the current normal high water level elevation.

Cara Read property owner of 6401 Gibson Drive addressed the Board and stated that the grandfathered 6' wood fence to the water was destroyed during Hurricane Irma. Replacement of the 6' fence going down to the water is currently not allowed by code. This fence will allow her family privacy since it abuts to Delia Beach and it will also provide safety for the park visitors from her dogs. Mrs. Read said she spoke

with her neighbor who did not show any opposition. In addition, she stated that she has not received any other opposition from any other surrounding resident.

City Manager Bob Francis said the City is in support of the fence because Delia Beach is going to be renovated and will become more of a neighborhood draw. It will be a good opportunity for placement of the fence for their privacy and the public's enjoyment.

Chairman Fouraker opened for public comment. There being none he closed public comment and opened for Board discussion.

Vice Chairman Woods moved, the criteria of Code Sec. 50-102 (B) (7) and Sec. 50-102 (B) (16) of the Belle Isle Land Development Code having been met to approve this request for a variance TO PLACE A FENCE EXCEEDING FOUR FEET AND NOT EXCEEDING SIX FEET IN HEIGHT WITHIN 35 FEET OF THE 86.9 CONTOUR LINE OR THE NORMAL HIGH WATER ELEVATION OF LAKE CONWAY on the property described as 6401 Gibson Drive, Belle Isle, FL 32809 also known as Parcel Number 24-23-29-0600-01-060, Orange County, FL.

Board member Lane seconded the motion which passed unanimously 5:0.

Chairman Fouraker stated that the applicant should wait 15 days for any potential appeals before starting any work.

PUBLIC HEARING CASE #2017-08-025 (CONTINUED FROM SEPTEMBER 26, 2017) - PURSUANT TO BELLE ISLE CODE SEC. 48-33, THE BOARD SHALL CONSIDER AND TAKE ACTION ON A REQUESTED VARIANCE TO BUILD A 730 SQUARE FOOT ROOF STRUCTURE OVER AN EXISTING RESIDENTIAL DOCK, WITH A LARGER AREA THAN WHAT IS NORMALLY PERMITTED BASED ON THE LINEAR SHORE LINE FRONTAGE FOR THE LOT, SUBMITTED BY APPLICANT SUMMERTIME DECK AND DOCK, LOCATED AT 7210 SEMINOLE DRIVE, BELLE ISLE, FL 32812 ALSO KNOWN AS PARCEL NUMBER 29-23- 30-4389-04-050.

Troy Buswell property owner of 7210 Seminole Drive said the property was purchased in late 2016. He has been working with the neighbors, who have been in opposition, to try and work out a compromise without additional expense and a total re-configuration of the current plans. He is requesting Board approval for a continuance.

Chairman Fouraker opened for public comment.

Attorney Langley stated from a legal stand point the public hearing should not be opened and continued to a date certain. Chairman Fouraker said the request that is before us is potentially going to change based on the dialogue that is happening privately. The applicant is asking to continue the meeting and if you had a comment today it will be moot because what they submitted today may not be the same as what is submitted in the future.

Debra Donham residing at 6904 Seminole Drive shared her concerns with a current issue she is having with her neighbor and asked that the applicants compromise with their neighbors.

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

Board member Templin motioned to continue this public hearing case to the February 27th Planning & Zoning Board meeting.
Board member Cheezum seconded the motion which passed unanimously 5:0.

OTHER BUSINESS

City Manager Francis reported that he and the City Planner met with Paul Rock, his father law and the Engineer regarding the 2635 McCoy property. He stated that the applicant had a couple of scenarios they would like the Board to review before they submit for another public hearing. Mr. Francis said the applicant asked if the Board would approve a workshop within the next two weeks. He further added that the residents that would be affected would be noticed and the property will be posted.

Attorney Langley recommended that the Board not come to any conclusions at the workshop; it is more of an informational gathering opportunity.

> **After discussion, the Board consensus was to schedule a workshop for Thursday, February 1, 2018 from 6:30-8:00pm, will allow for public comment and to have the City Manager and City Planner lead the workshop.**

Appointment of Chairman (per Sec 42-32(c1)
Appointment of Vice Chair (per Sec 42-32(c1)

Chairman Fouraker opened discussion for appointment of a chairman and vice chair.

> **Board member Templin moved to appoint Nicholas Fouraker for Chairman.**
> **Board member Lane seconded the motion which was passed unanimously.**
>
> **Board member Fouraker moved to appoint David Woods for Vice-Chairman**
> **Board member Templin seconded the motion which was passed unanimously.**

For the record, Chairman Fouraker announced that Board member Shenefelt and Board member Jervis could not attend due to their work schedule.

ADJOURNED

There being no further business Chairman Fouraker called for a motion to adjourn, unanimously approved at 7:15pm.

Yolanda Quiceno
City Clerk, CMC

City of Belle Isle
Planning & Zoning Board Workshop Session Minutes
February 1, 2018 – 6:30pm

Kurt Ardaman 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 Thursday, February 1, 2018 the Belle Isle Planning & Zoning Board met in a workshop session at 6:30pm in the Belle Isle City Hall Council Chambers. Present was Chairman Fouraker, Vice Chairman Woods, Board member Lane, and Board member Templin. Absent were: Board member Jervis, Board member Cheezum and City Manager Bob Francis. Also present was City Planner April Fisher and City Clerk Yolanda Quiceno.

CALL TO ORDER

Chairman Fouraker called the meeting to order at 6:30pm and opened for discussion of development alternatives proposed by the applicant for 2635 McCoy Road**.**

April Fisher gave an overview of the meeting process regarding the proposed alternatives of 2635 McCoy Road. The purpose is for the Board to dialogue with the developer applicant on proposed alternatives for developing the site. Attendees do not have to sign in and no decision will be made tonight and any formal action will be held at a later public hearing that will be noticed. She gave an overview of the start and end time and asked that the applicant take the first twenty minutes to go over their proposed scenarios, then Board discussion and community input. The meeting began at 6:30pm and has a designated end time of 8:00pm.

Paul Rock speaking on behalf of the applicant Thirumala Property's, LLC c/o American Civil Engineering, Co. gave a power point presentation on the two scenarios for 2635 McCoy Road. Mr. Rock spoke on the currently proposed Park and Fly and the outcome of the September 2017 residents meeting. He stated that one of the main issues raised by the residents was the removal of the tree landscape and the lost of occupying wildlife. Mr. Rock then presented a proposed Hotel & Suites Development as a second alternative.

He proposed a Country Inn and Suites, 5-story hotel. He stated that his family have been business owners in Belle Isle for 10+ years and know how to run hotel. The proposed hotel will be a family hotel and the developer will be taking into account the tree line buffer which is very important to the Trentwood residents. He provided a picture based on scale and location of the tree canopy.

Mr. Rock proposed the following;

- Proposal a 5-story Country Inn and Suites hotel. The hotel will never grow in height but the existing trees will. Currently the existing billboard is 60' and higher than the proposed hotel and cannot be seen from the homes on Trentwood;
- Donation of the 75' area to the City as a tax right off or work towards a fair market value sale to convert it into a forever protected conversation;
- Request a special purpose Planned Development zoning to have enough parking on the property;
- Initiate a survey to preserve the 75' buffer of trees from the current 150' due to retention needs;
- Propose water retention flow to Trimble Park and link to/through State retention area; and
- Create a trail/park on the other side of the wall (75' area) which will be a municipal protected area as proposed by the City.

Board member Templin asked for clarification on the lined area on Slide 13. Mr. Rock said that area represents the reclaimed 50' from the 150' as a setback for the required open space if the hotel was to be approved.

Vice Chairman Woods said the retention area is relatively small. Mr. Rock stated that the area is smaller than previously proposed because they have proposed to flow retention to the lake through Trimble Park. The retention on site is the minimum that is required for water quality standards and the rest of it would be handled offsite to the City Park. Bobby Lance said the only problem is that there is State retention between the property and the City Park. Discussion ensued on the proposed scenario. Mr. Rock stated if it is not possible because of the State property they will be willing to contact the State for approval.

Vice Chairman Woods asked if the area grade of the east end low enough to add retention. Mr. Rock said the design of the future site will be for a family restaurant. He will try to keep it as natural as possible. The worst case scenario is that they will find a creative way to accommodate the retention pond on the east end.

John Holloway, Planner, spoke on the contingency plan, marked Item A providing a 75' natural buffer with a elongated dry retention pond that will hold the entire runoff for the development. Chairman Fouraker asked if the applicant thought of infiltration on and off site and not have to go through Trimble Park. Mr. Rock said if the dry retention was on site they will be utilizing more of the lined area shown on the map. Discussion ensued on the outfall, continuation and retention pond.

Bobby Lance said he is not sure how the applicant will be able to obtain an outfall into the lake without asking the State for approval. Vice Chair Woods stated that it is clear that the proposed retention going through Trimble Park may have to be approved by the State before moving forward.

April Fisher said the applicant will have to ask for a Planned Development rezoning to avoid the split plan issue. The rezoning will be tied to a concept plan and then a development plan regardless of that northern portion being conveyed to the City. Even if they kept it they would have to stay with the approved plan in perpetuity unless they bring back a change for approval.

Chairman Fouraker said the other concern that will need to be addressed, by the City, is the long term maintenance plan of the donated area. If it does not get gifted to the City there should be some pro rata share in an escrow account based on CPI for long term maintenance. Discussion further ensued on 5-star hotels and other high end hotels that would be feasible for the area.

Chairman Fouraker opened for public comment.

The residents shared the following concerns,

- Repair the current barb wire fence on the State retention pond which is in disrepair and high in weeds.
- The City needs to set the rules and follow the code. A 5-story hotel is not in allowed by code and not wanted by the residents.
- The 150' residential zone should not be cleared of its trees to place a commercial retention pond.
- Concerned of the safety a walkway behind her house will cause.
- The residents prefer to see houses on the property or nothing.
- Concerned about the maintenance and flooding.

- The proposed trail will not be feasible because the City illegally placed a gateway and walkway which crossed over State property without permission.
- The traffic issue is not resolved and they would like to request a traffic study to determine impact of a new development.
- Bobby Lance stated that he recently found that there is some possible State funding for a park. He will be meeting with Bob Harrell and the City Manager to discuss purchasing the property with matching State funding. The City is in the process of creating a new classification as Open Space that will allow this area to remain as is.

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

Vice Chairman Woods said the code requires that a commercial property build a buffer between the commercial and residential property. However, it never anticipated that a property would have two zoning areas. He feels that there should be a buffer wall at the 150' mark and that the commercial property should be designed so that its infrastructure is occupying the commercial property only.

Board consensus was to have the applicant,

- Provide an updated tree survey showing an overlay from the 150" line and the 75' line;
- Obtain State and Trentwood Association's approval to allow retention on the property going through Trimble Park; and
- Provide a traffic study to determine impact of a new development.

The Board further added that,

- The City will need to obtain Attorney's opinion on using the residential portion for commercial stormwater use; and
- The City should present visual representation for the creation of a park/trail on the 75' area and a suitable retention plan.

ADJOURNED

There being no further business Chairman Fouraker called for a motion to adjourn, unanimously approved at 8:00pm.

Yolanda Quiceno City Clerk, CMC

City of Belle Isle
Planning & Zoning Board Regular Session Minutes
February 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, February 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 Vice Chairman Woods and Board member Cheezum.

Absent were: Chairman Fouraker, Board member Jervis, Board member Lane, Board member Templin and Board member Shenefelt.

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

CALL TO ORDER

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

Vice Chairman Woods stated that there is no quorum for tonight's meeting and adjourned the meeting to the next scheduled meeting on March 27, 2018 except for Public Hearing Case No. 2017-08-025 which was withdrawn by the applicant.

ADJOURNED

There being no further business Vice Chairman Woods adjourned the meeting at 7:40pm.

Yolanda Quiceno
City Clerk, CMC

NOTICE OF PUBLIC MEETING

MARCH 27, 2018 – 6:30PM

CITY OF BELLE ISLE

PLANNING AND ZONING BOARD REGULAR SESSION

ITEM 7
TO: Planning and Zoning Board
DATE: March 27, 2018

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 08/22/2017 & 11/28/2017 meeting)

Background:

1. On June 14, 2017, American Civil Engineering Co. representing the applicant submitted the application and required paperwork.
2. On June 29, 2017, the City Planner provided Staff comments and required revisions to the application.
3. A Notice of Public Hearing legal advertisement was placed in the Saturday, July 15, 2017 Orlando Sentinel.
4. Letters to the abutting property owners within 300 feet of the subject property were mailed on Friday, July 14, 2017.
5. On July 25, 2017 the Planning & Zoning Board motioned to have Case#2017-07-023 reposted for a date certain of August 22, 2017.
6. A Notice of Public Hearing legal advertisement was placed in the Saturday, August 12, 2017 Orlando Sentinel. Letters to the abutting property owners within 300 feet of the subject property were mailed on Thursday, August 10, 2017.
7. On August 22, 2017, the Planning & Zoning Board made the motion to table the request to allow the applicant and the City to find further information on the original survey and zoning.
8. On 11/2/2017 the applicant submitted a revised application and required paperwork.
9. Letters to the abutting property owners within 300 feet of the subject property were mailed on Wednesday, November 15, 2017.
10. On November 17, 2017, the City Planner provided Staff comments and required revisions to the application.
11. A Notice of Public Hearing legal advertisement was placed in the Saturday, November 18, 2017 Orlando Sentinel.
12. On February 2, 2018 the Board approved a workshop to discuss development alternatives proposed by the applicant for 2635 McCoy Road. The workshop was noticed as required.
13. On March 8, 2018, American Civil Engineering Co. representing the applicant submitted the application and required paperwork.
14. A Notice of Public Hearing legal advertisement was placed in the Saturday, March 17, 2018 Orlando Sentinel.
15. Letters to the abutting property owners within 300 feet of the subject property were mailed on Friday, March 16, 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 or DENY:

"I move to recommend (Approval or Denial/or Approve with conditions) to City Council 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.

CITY OF BELLE ISLE, FLORIDA

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

March 16, 2018

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

APPLICANT: **Thirumala Property's, LLC c/o American Civil Engineering, Co.**
P&Z CASE **2017-07-023**
REQUEST **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, March 27, 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 review for recommendation to Council as follows:

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)*

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

AMERICAN CIVIL ENGINEERING CO.

207 NORTH MOSS ROAD, SUITE 211 • WINTER SPRINGS, FLORIDA 32708
Telephone: (407) 327-7700 • Fax: (407) 327-0227

March 16, 2018

Yolanda Quiceno, CMC
City of Belle Isle
1600 Nela Avenue
Belle Isle, Florida 32809

Re: **Airport Parking site plan**

Yolanda,

Per your request, the revised Impervious Surface Ratio (ISR) has been added to the airport parking site plans, sheet 3 in the lower right corner (in a 'box) of the plan.

site plan	zoning	area	impervious area	% impervious	ISR
Airport Parking	R-1-A	4.069 AC	0 AC	0 %	**0.00**
	C-1	5.530 AC	3.669 AC	66.3%	**0.66**

Based on the above information the airport parking plan's ISR is less than the maximum allowed ISR of 0.35 for residential use and 0.80 for commercial use.

If you have any questions or comments feel free to call or email me.

Thank You,

John Herbert, P.E.

TRAFFIC IMPACT ANALYSIS

McCOY ROAD PROJECT
PARK N' FLY
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

March 2018

TPD № 5037.1

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 - Park n' Fly

LOCATION: City of Belle Isle, Florida

CLIENT: Thirumala Hotels

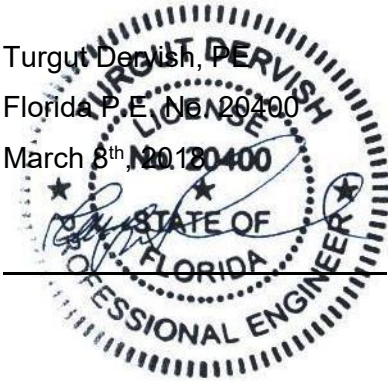
I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, PE

P.E. No.: Florida P.E. No. 20400

DATE: March 8th, 2018

SIGNATURE: _____



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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. The most intense traffic generator, the hotel use, was analyzed under separate with the Park n' Fly being analyzed as part of this traffic study. A Park n' Fly facility is a surface parking lot where Orlando International Airport travelers can park their care for extended periods while they travel out of town. 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.**

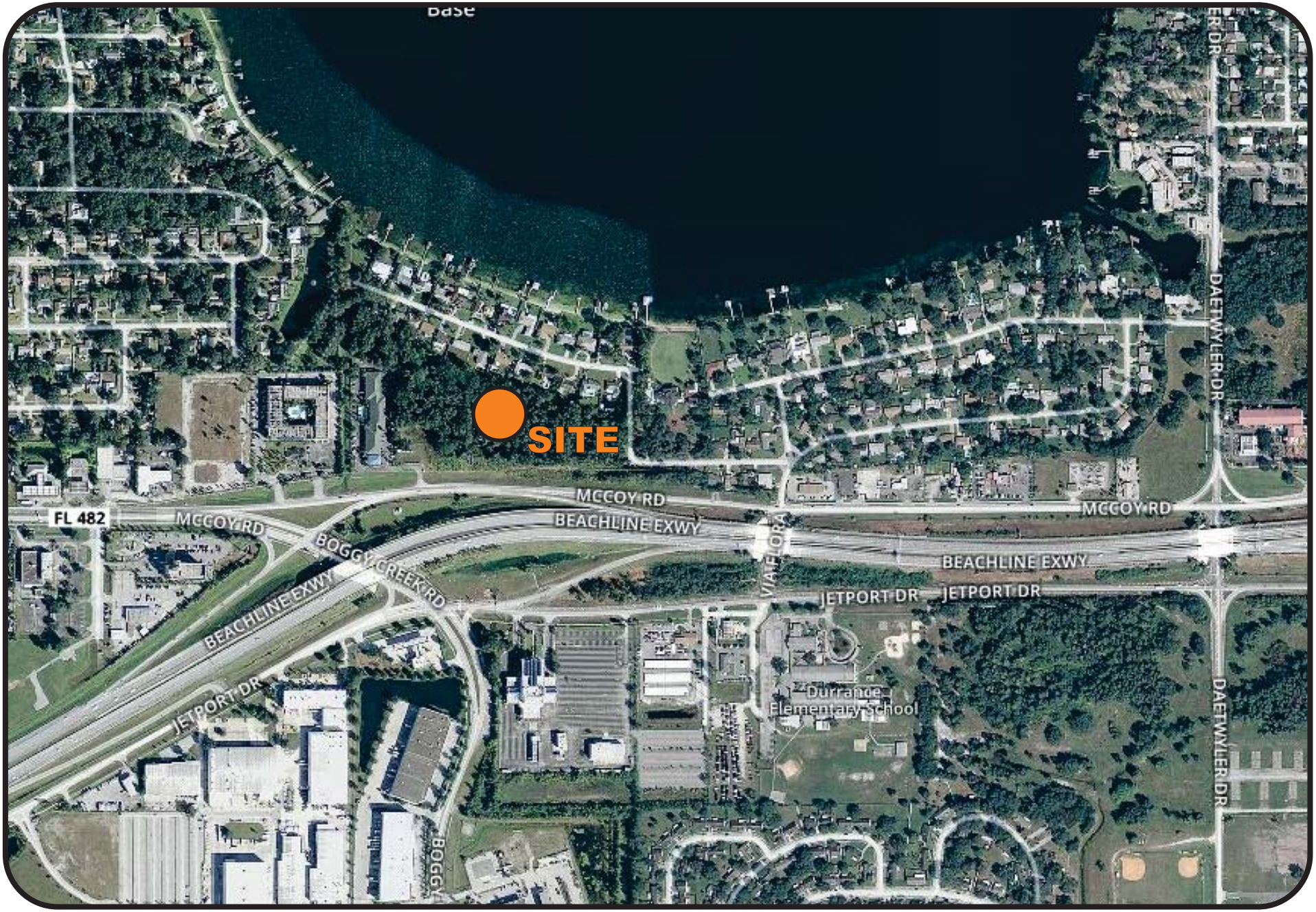
Study Segments

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 Project Park n' Fly
Project № 5037.1

Figure 1

Project Location Map

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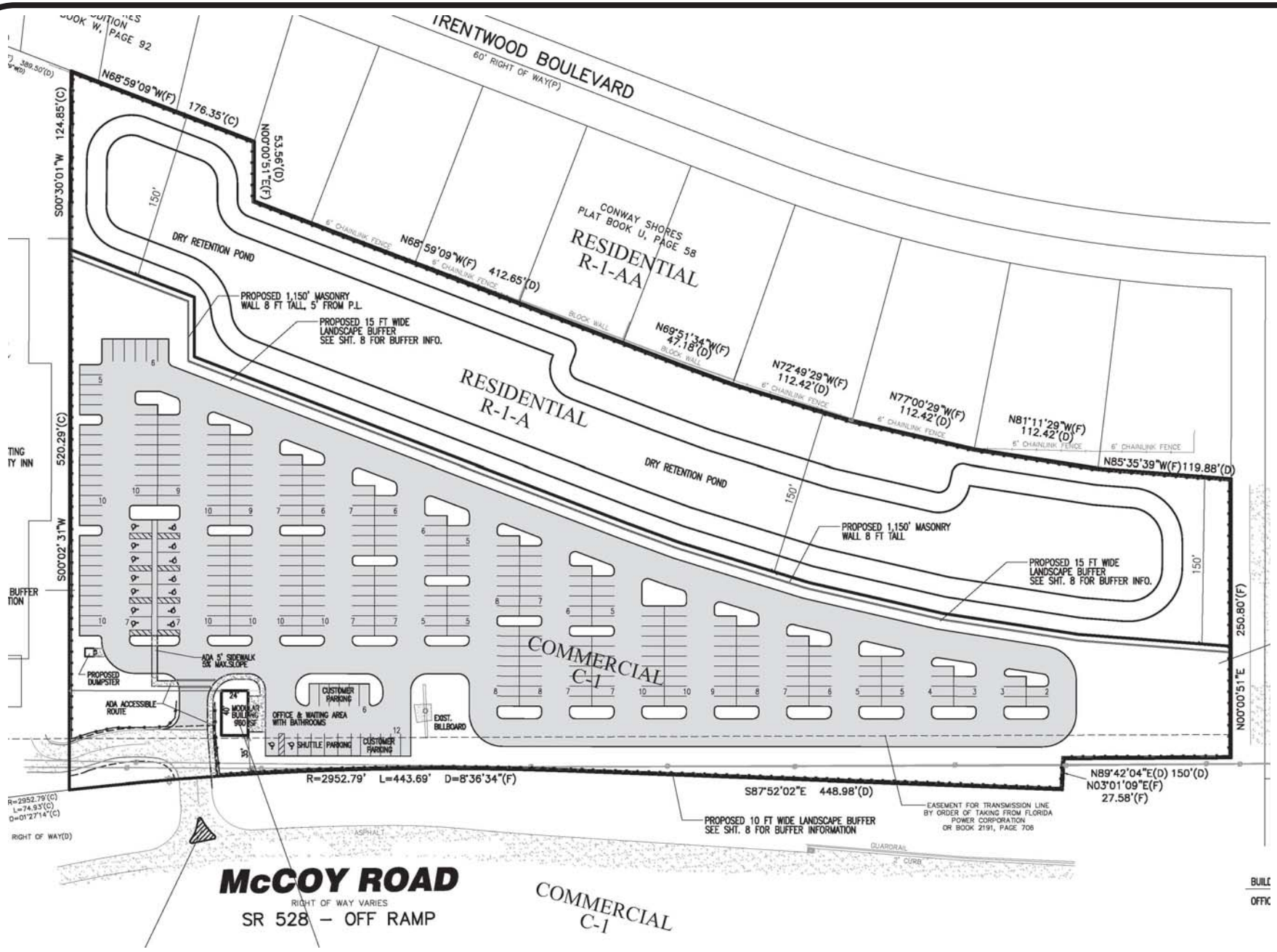
NTS



McCoy Road Project Park n' Fly
Project № 5037.1

Figure 2

Preliminary Site Plan

N
NTS

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 Stnd?
			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

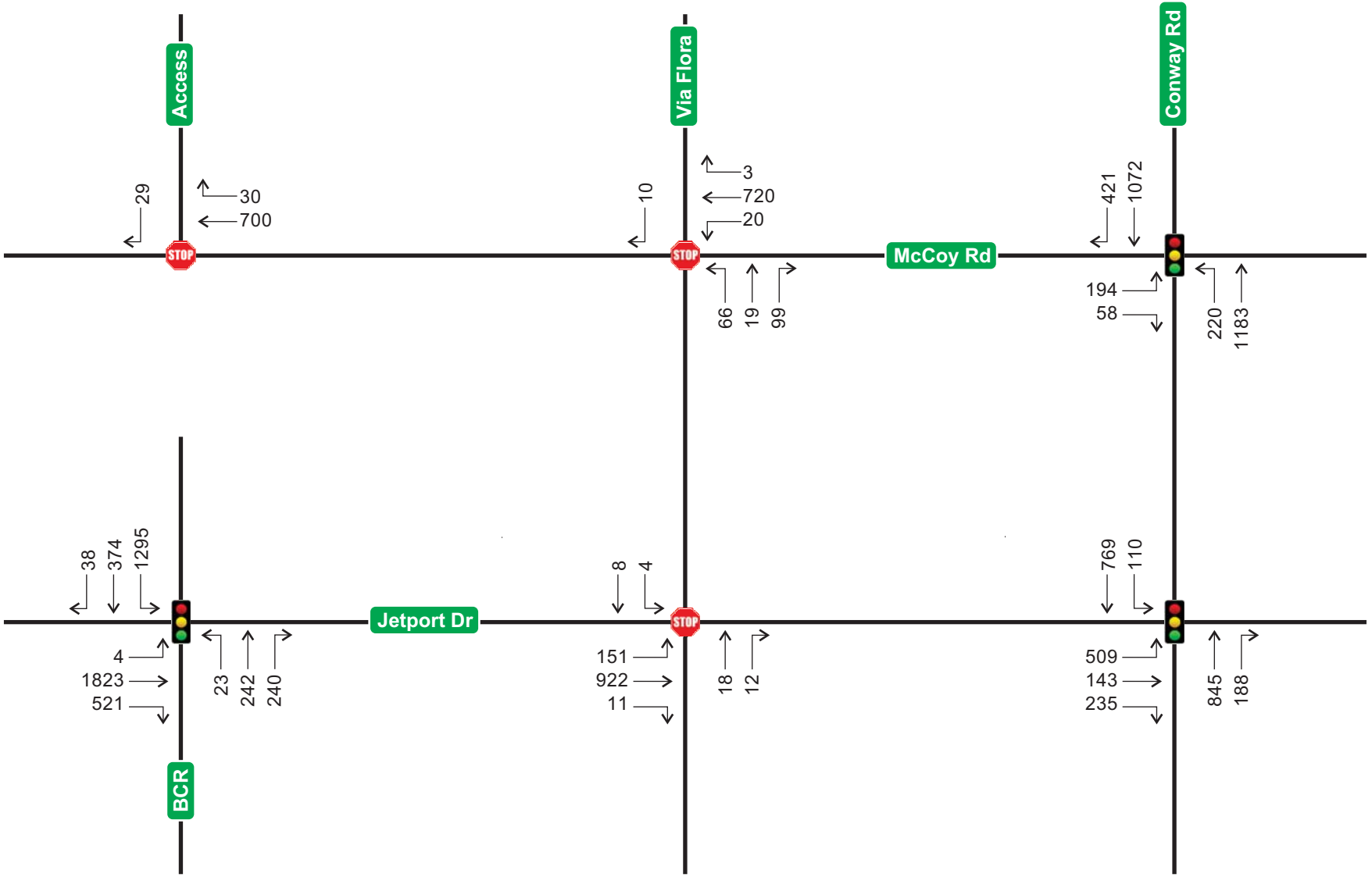
Intersection Analysis

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.



McCoy Road Project Park n' Fly
Project № 5037.1
Figure 3

Existing P.M. Peak Hour Volumes

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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 922 new daily trips, of which 141 will occur in the P.M. peak hour.

Table 3
Project Trip Generation Summary

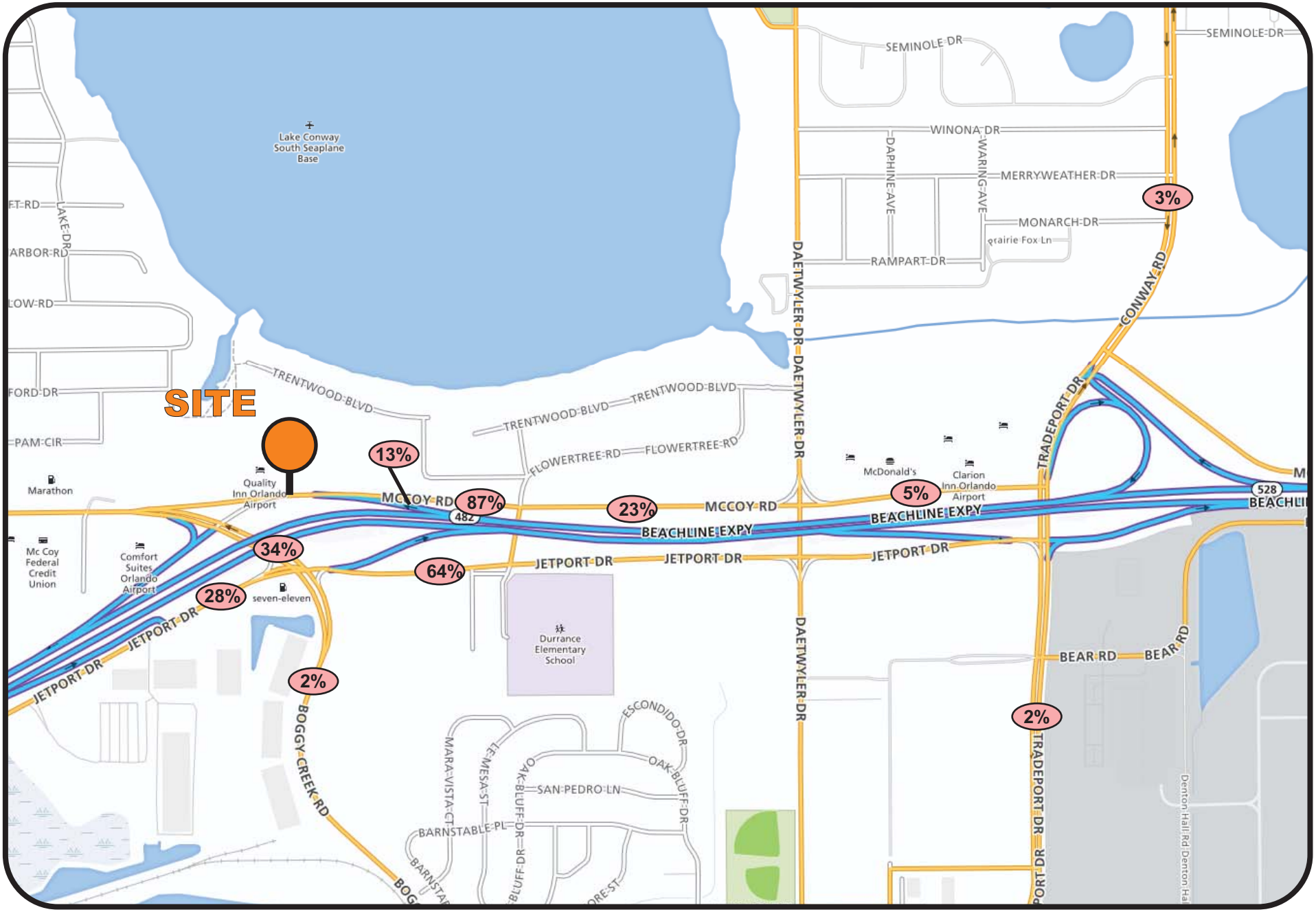
ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit
90	Park-and-Ride Lot	328 spaces	2.81	922	0.43	141	35	106

It should be noted that the ITE Land Use Code (LUC) 90, Park-and-Ride Lot with Bus or Light Rail Service was utilized. This LUC was utilized because it best fit the proposed Park n' Fly project, although it is very conservative as the proposed Park n' Fly facility does not include a bus or light rail service and users will be parked for longer duration parking. Therefore, the trip generation of a Park n' Fly would be expected to be much lower.

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.



McCoy Road Project Park n' Fly
Project № 5037.1
Figure 4

Distribution Map

N
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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.

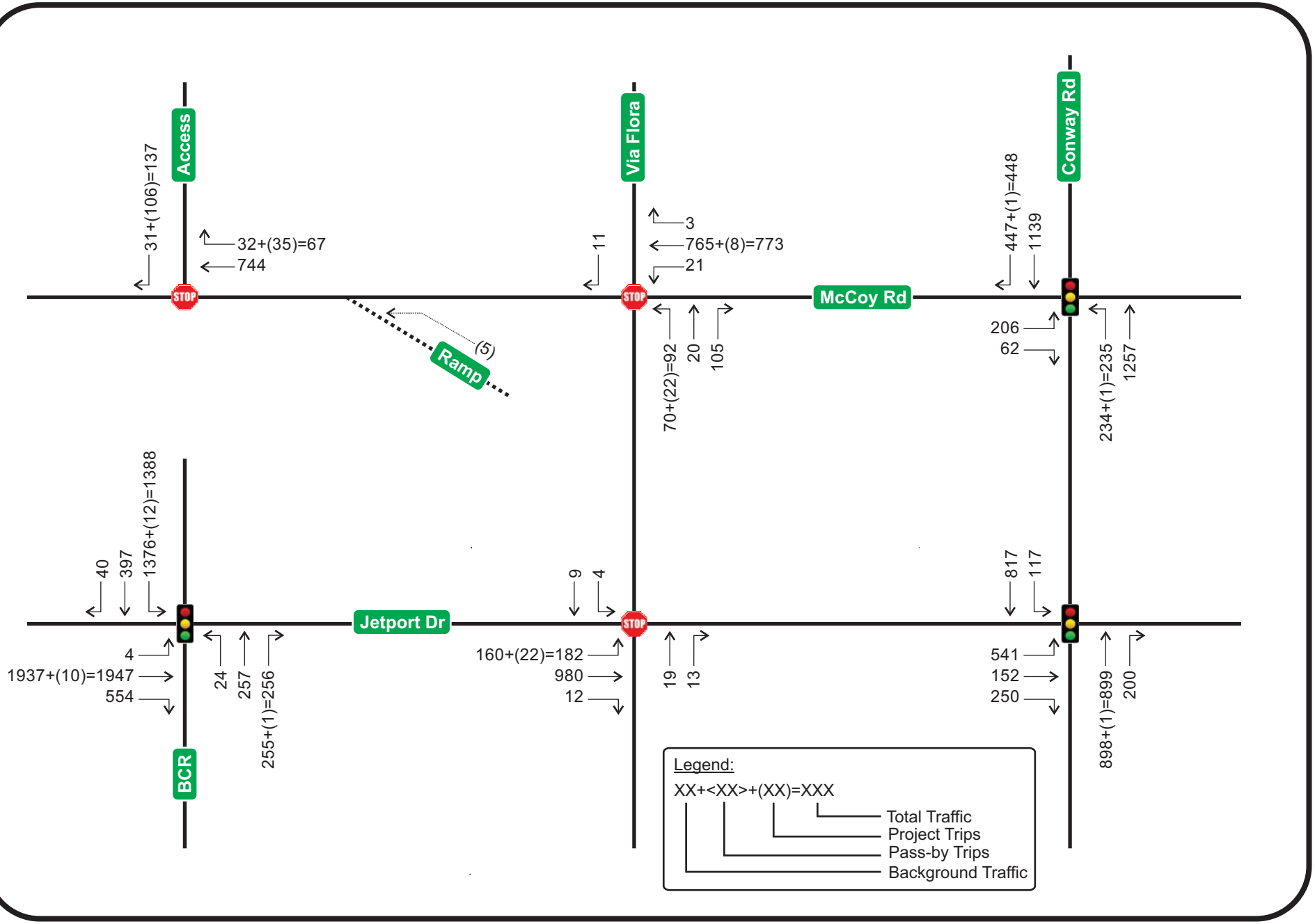
Table 4
Projected Roadway Capacity Analysis

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%	8	689	YES
	Daetwyler Dr to Via Flora	2U	D	1,190	WB	790	23%	8	798	YES
	Via Flora to SR 528 Off Ramp	1OW	D	1,190	WB	776	87%	30	806	YES
	SR 528 Off Ramp to Boggy Creek Rd	2U	D	1,190	WB	775	100%	35	810	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	213.0	F	--	--	146.5	F	200.8	F	202.9	F
Jetport Dr & Via Flora	Stop	0.0	A	--	--	29.4	D	32.7	D	--	--
Jetport Rd & Tradeport Dr	Signal	59.3	E	--	--	13.9	B	26.5	C	31.0	C
McCoy Rd & Conway Rd	Signal	79.3	E	--	--	8.5	A	25.4	C	22.2	C
McCoy Rd & Via Flora	Stop	--	--	0.0	A	28.2	D	15.2	C	--	--
McCoy Rd & Project Access (Right-in/Right-out)	Stop	--	--	0.0	A	--	--	17.4	C	--	--



McCoy Road Project Park n' Fly
Project № 5037.1
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 declaration 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. The most intense traffic generator, the hotel use, was analyzed under separate with the Park n' Fly being analyzed as part of this traffic study. A Park n' Fly facility is a surface parking lot where Orlando International Airport travelers can park their care for extended periods while they travel out of town. 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 922 new daily trips, of which 141 will occur in the P.M. 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 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: Vasu Persaud
Sent: Wednesday, February 28, 2018 9:41 AM
To: 'Bob Francis'
Cc: April Fisher; Turgut Dervish
Subject: RE: McCoy Road Hotel - Traffic Impact Study Methodology

Bob,

Thank you for you feedback and comments.

We will include the Via Flora at McCoy and Via Flora at Jetport intersections in our analysis.

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 12:54 PM
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

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 exisitng 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 evaluted using roadway capacity infromation obtained from the *FDOT Generalized LOS Tables.*

The following study intersections will be evaluted 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 selcted for evalutation 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

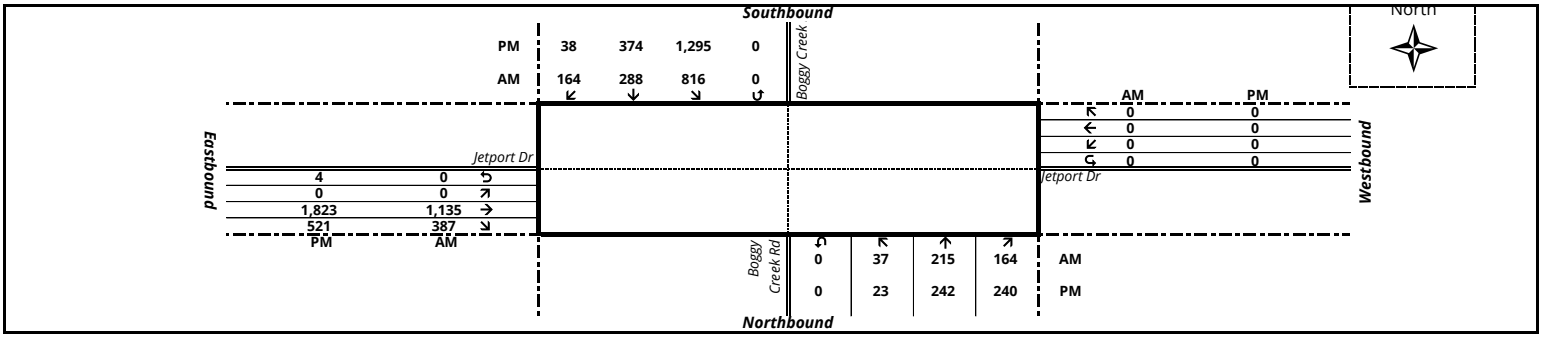
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Boggy Creek Rd & Jetport Dr **COUNTY:** Orange County **LONGITUDE:** 0

	Boggy Creek Rd					Boggy Creek Rd						Jetport Dr					Jetport Dr						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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**



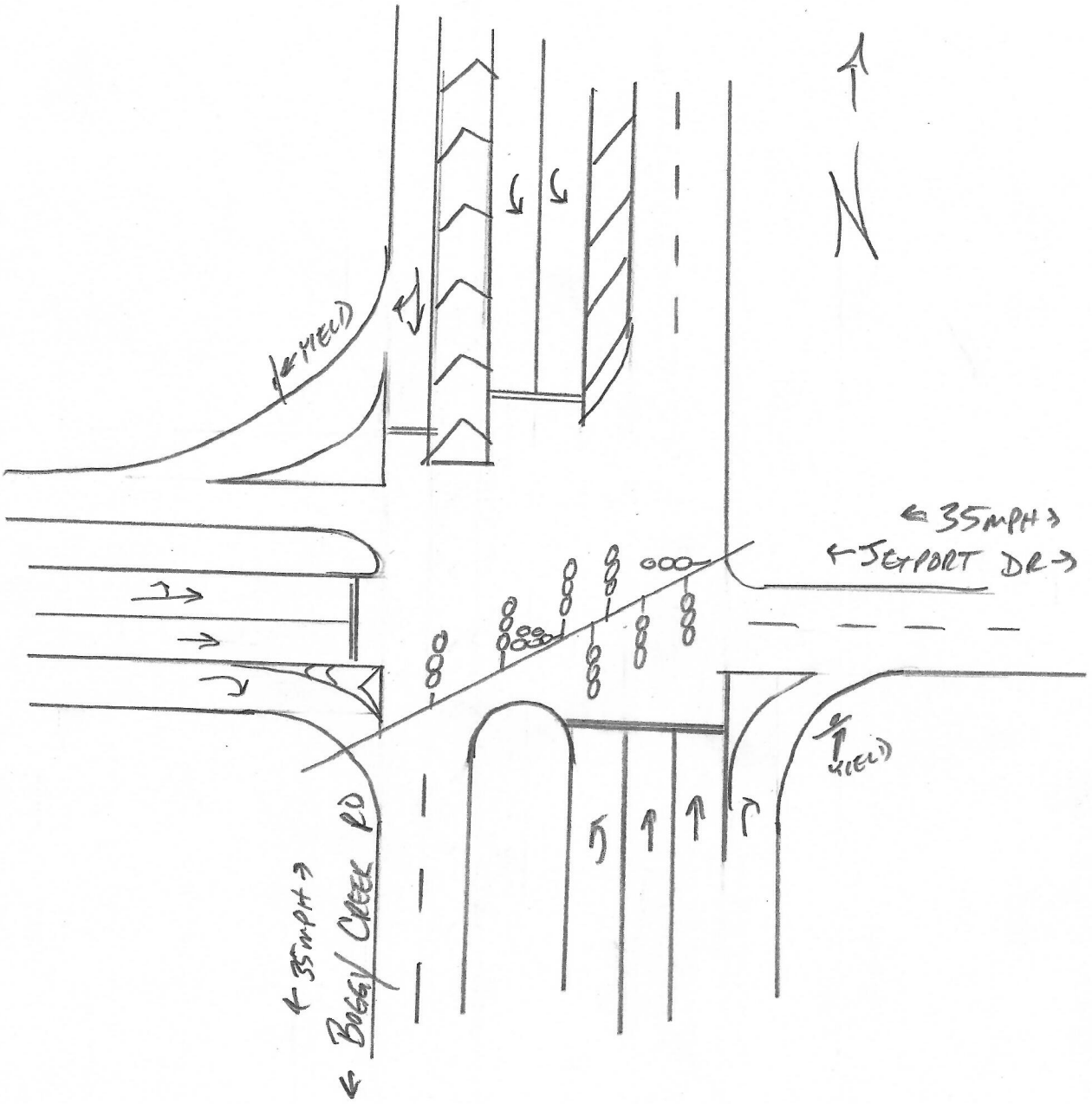
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Boggy Creek Rd & Jetport Dr **COUNTY:** Orange County **LONGITUDE:** 0

	Boggy Creek Rd					Boggy Creek Rd						Jetport Dr					Jetport Dr						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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**


N
(YIELD)
← 35MPH →
← JETPORT DR →
(YIELD)
← 35MPH →
← BOGGY CREEK RD

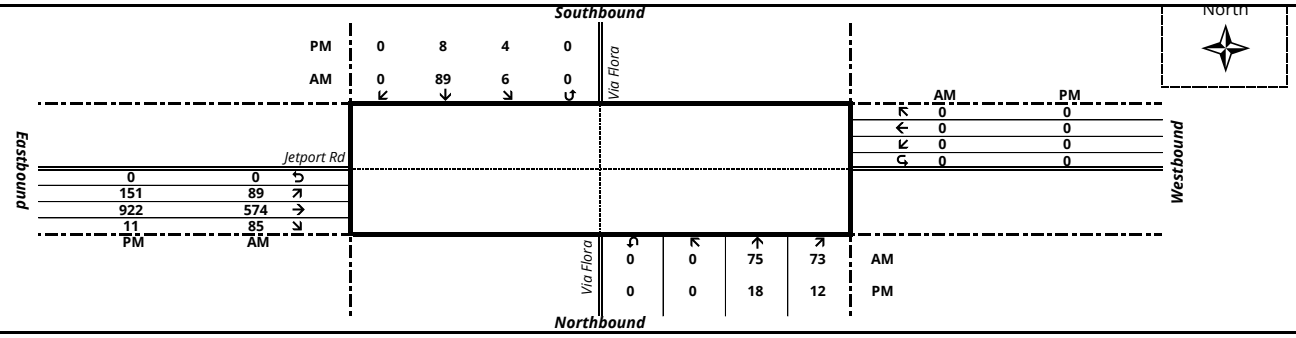
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Via Flora & Jetport Rd **COUNTY:** Orange County **LONGITUDE:** 0

	Via Flora					Via Flora						Jetport Rd											
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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																						**Peak Hour Factor:**	**0.904**
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**
PM Peak																						**Peak Hour Factor:**	**0.751**
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**



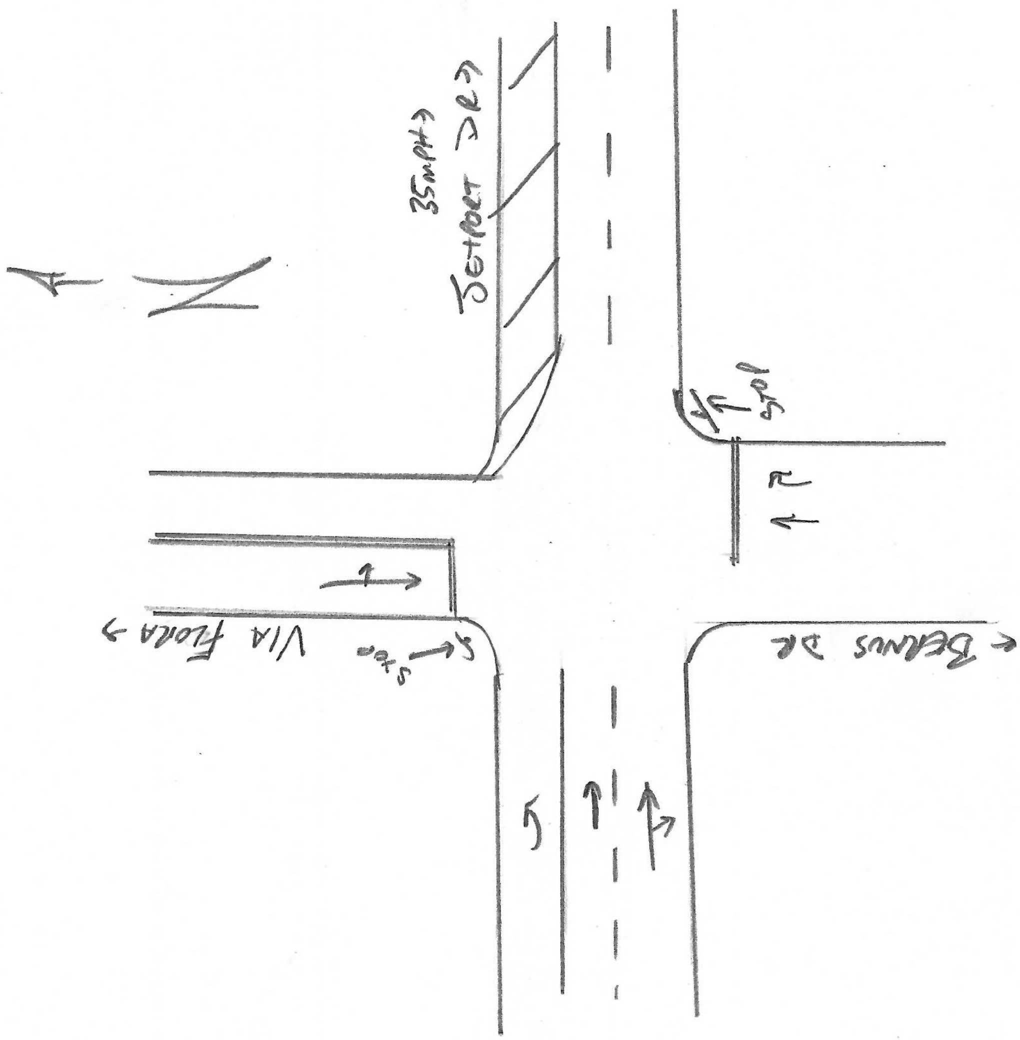
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Via Flora & Jetport Rd **COUNTY:** Orange County **LONGITUDE:** 0

	Via Flora					Via Flora						Jetport Rd											
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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**


N
VIA FLORA
STOP
35MPH
JETPORT DR
STOP
BERNUS DR

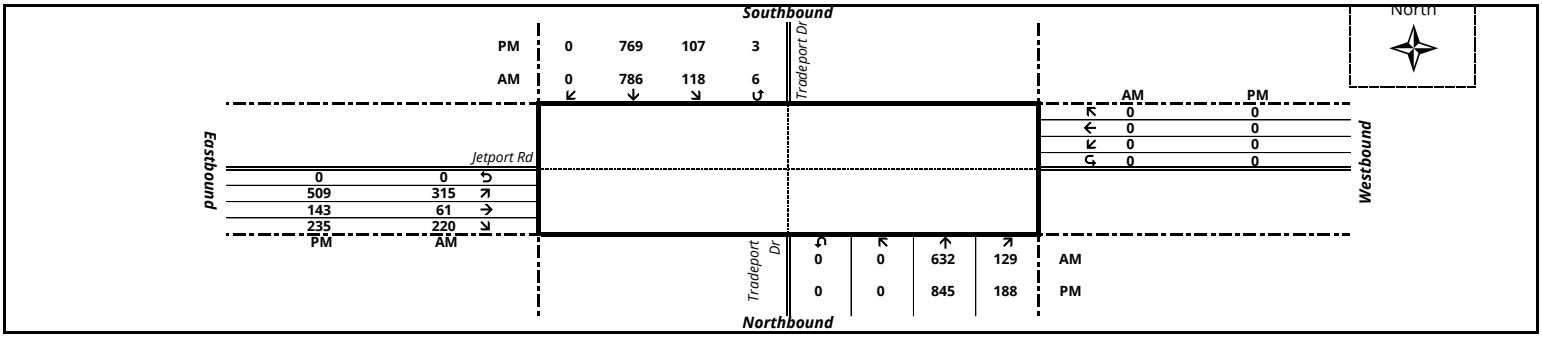
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Tradeport Dr & Jetport Rd **COUNTY:** Orange County **LONGITUDE:** 0

	Tradeport Dr					Tradeport Dr						Jetport Rd											
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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																						**Peak Hour Factor:**	**0.951**
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**
PM Peak																						**Peak Hour Factor:**	**0.902**
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**



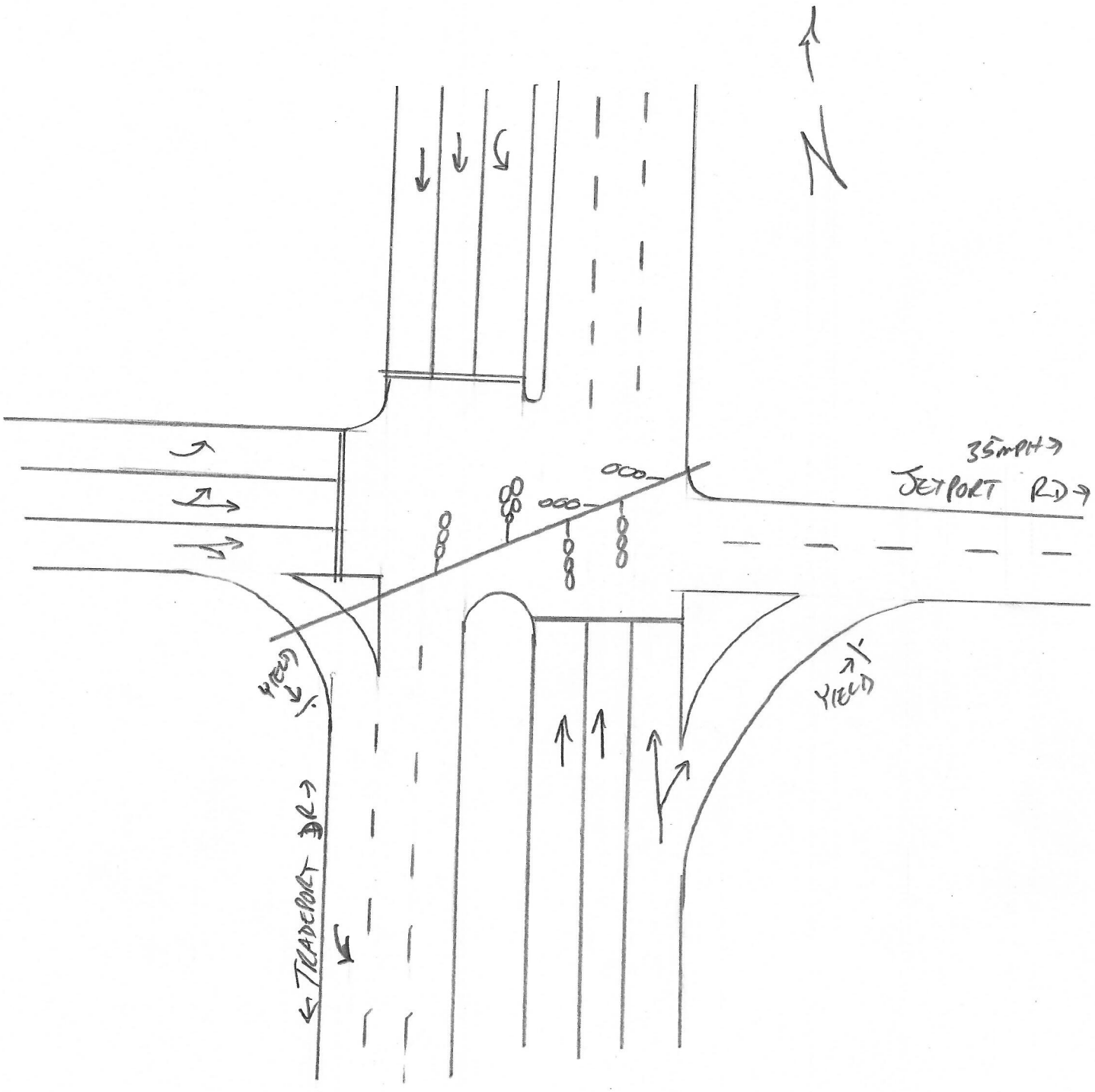
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Tradeport Dr & Jetport Rd **COUNTY:** Orange County **LONGITUDE:** 0

	Tradeport Dr					Tradeport Dr						Jetport Rd											
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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**	**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**	**16**	**115**


N
35MPH
JETPORT RD
YIELD
YIELD
TRADEPORT DR

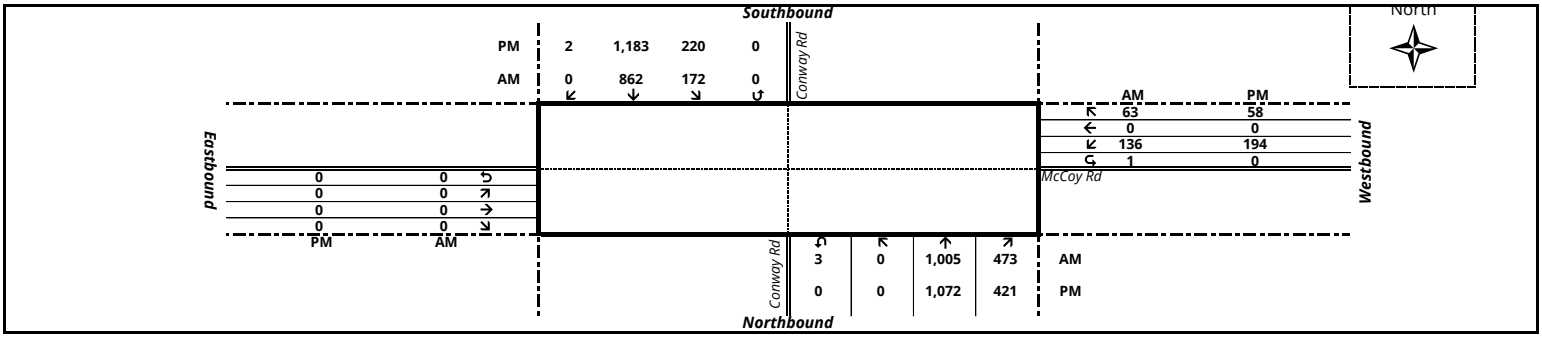
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Conway Rd & McCoy Rd **COUNTY:** Orange County **LONGITUDE:** 0

	Conway Rd					Conway Rd											McCoy Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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																						**Peak Hour Factor:**	**0.952**
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**
PM Peak																						**Peak Hour Factor:**	**0.976**
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**



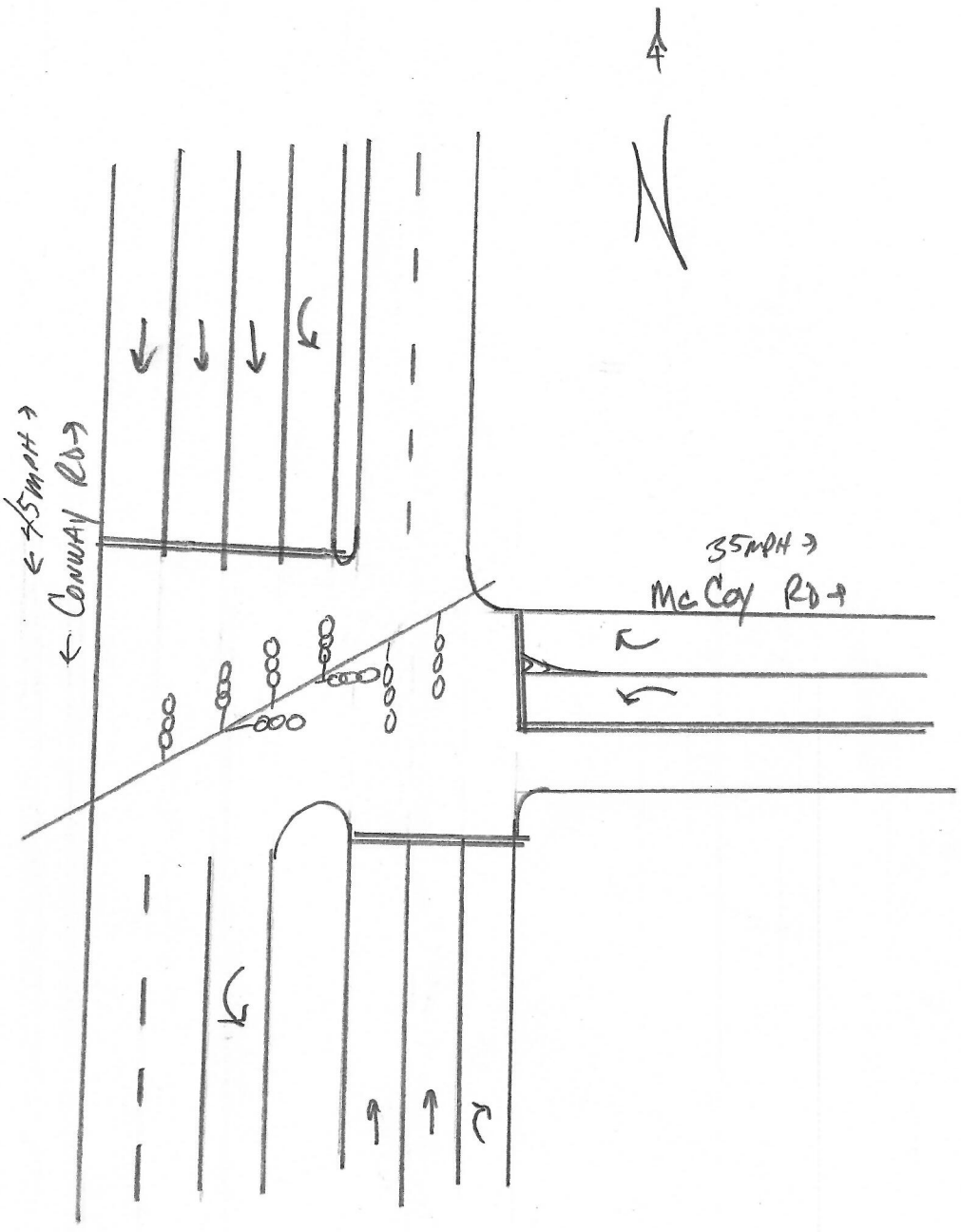
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Conway Rd & McCoy Rd **COUNTY:** Orange County **LONGITUDE:** 0

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


N
45MPH
CONWAY RD
35MPH
McCoy RD

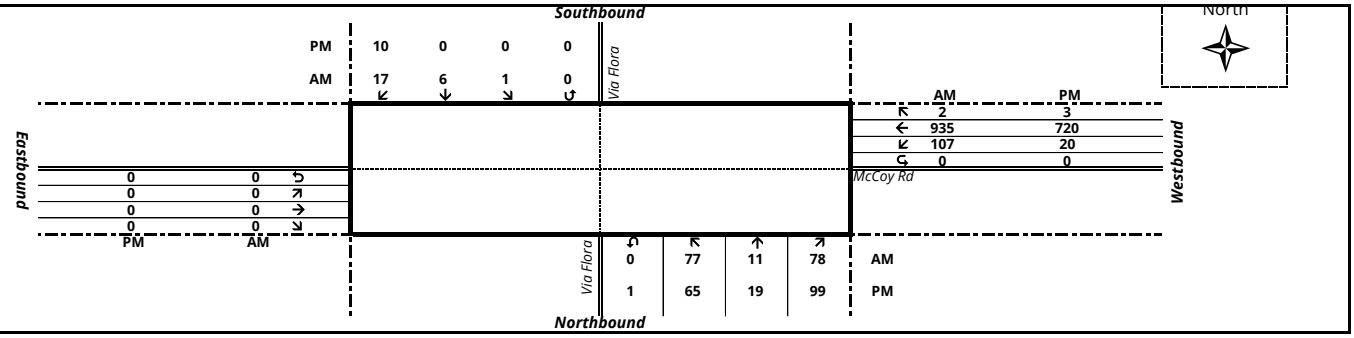
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Via Flora & McCoy Rd **COUNTY:** Orange County **LONGITUDE:** 0

	Via Flora					Via Flora											McCoy Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**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**



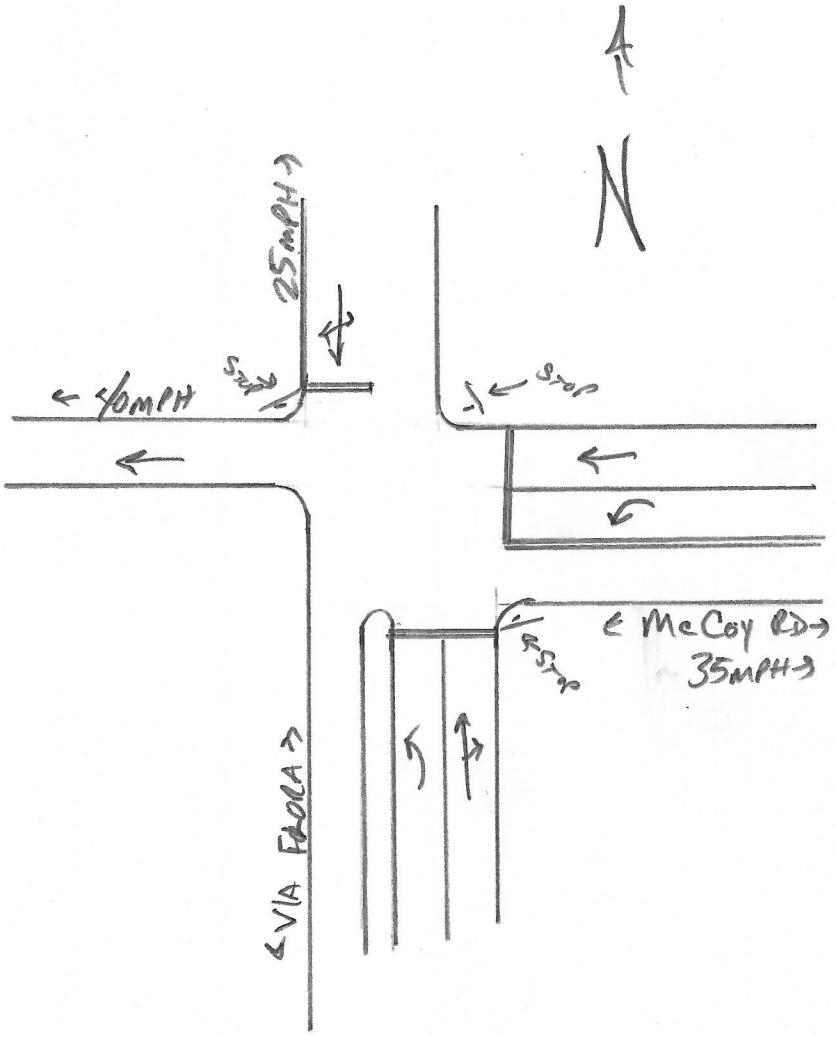
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Via Flora & McCoy Rd **COUNTY:** Orange County **LONGITUDE:** 0

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


N
25MPH
STOP
40MPH
STOP
STOP
E McCoy RD
35MPH
VIA FLORA

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

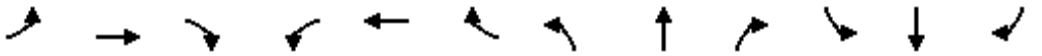
MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	1.01	1.03
2	01/03/2016 - 01/09/2016	1.03	1.05
3	01/10/2016 - 01/16/2016	1.06	1.08
4	01/17/2016 - 01/23/2016	1.04	1.06
5	01/24/2016 - 01/30/2016	1.03	1.05
6	01/31/2016 - 02/06/2016	1.02	1.04
7	02/07/2016 - 02/13/2016	1.01	1.03
8	02/14/2016 - 02/20/2016	1.00	1.02
9	02/21/2016 - 02/27/2016	0.99	1.01
*10	02/28/2016 - 03/05/2016	0.99	1.01
*11	03/06/2016 - 03/12/2016	0.98	1.00
*12	03/13/2016 - 03/19/2016	0.98	1.00
*13	03/20/2016 - 03/26/2016	0.98	1.00
*14	03/27/2016 - 04/02/2016	0.98	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.00
*16	04/10/2016 - 04/16/2016	0.98	1.00
*17	04/17/2016 - 04/23/2016	0.98	1.00
*18	04/24/2016 - 04/30/2016	0.98	1.00
*19	05/01/2016 - 05/07/2016	0.98	1.00
*20	05/08/2016 - 05/14/2016	0.98	1.00
*21	05/15/2016 - 05/21/2016	0.99	1.01
*22	05/22/2016 - 05/28/2016	0.99	1.01
23	05/29/2016 - 06/04/2016	1.00	1.02
24	06/05/2016 - 06/11/2016	1.00	1.02
25	06/12/2016 - 06/18/2016	1.01	1.03
26	06/19/2016 - 06/25/2016	1.01	1.03
27	06/26/2016 - 07/02/2016	1.01	1.03
28	07/03/2016 - 07/09/2016	1.01	1.03
29	07/10/2016 - 07/16/2016	1.02	1.04
30	07/17/2016 - 07/23/2016	1.01	1.03
31	07/24/2016 - 07/30/2016	1.01	1.03
32	07/31/2016 - 08/06/2016	1.00	1.02
33	08/07/2016 - 08/13/2016	1.00	1.02
34	08/14/2016 - 08/20/2016	1.00	1.02
35	08/21/2016 - 08/27/2016	1.00	1.02
36	08/28/2016 - 09/03/2016	1.01	1.03
37	09/04/2016 - 09/10/2016	1.01	1.03
38	09/11/2016 - 09/17/2016	1.02	1.04
39	09/18/2016 - 09/24/2016	1.01	1.03
40	09/25/2016 - 10/01/2016	1.01	1.03
41	10/02/2016 - 10/08/2016	1.01	1.03
42	10/09/2016 - 10/15/2016	1.00	1.02
43	10/16/2016 - 10/22/2016	1.00	1.02
44	10/23/2016 - 10/29/2016	1.00	1.02
45	10/30/2016 - 11/05/2016	1.00	1.02
46	11/06/2016 - 11/12/2016	1.00	1.02
47	11/13/2016 - 11/19/2016	1.00	1.02
48	11/20/2016 - 11/26/2016	1.00	1.02
49	11/27/2016 - 12/03/2016	1.00	1.02
50	12/04/2016 - 12/10/2016	1.01	1.03
51	12/11/2016 - 12/17/2016	1.01	1.03
52	12/18/2016 - 12/24/2016	1.03	1.05
53	12/25/2016 - 12/31/2016	1.06	1.08

* PEAK SEASON

APPENDIX C

Existing Intersection Capacity Analysis



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 (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				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 (d2), s/veh	148.8	99.4	0.0				7.8	56.7	0.0	144.0	0.6	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	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 (Gmax), s	56.2	25.2		78.2	10.2	71.2
Max Q Clear Time (g_c+I1), s	58.2	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.

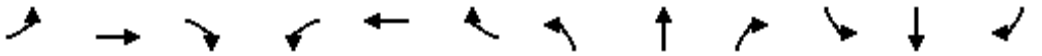
Intersection	
Int Delay, s/veh	1

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	-		-1	6979	-	-	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			Minor1			Minor2		
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	0
Stage 1	-	-	-	0	221	-	-	-	0
Stage 2	-	-	-	0	-	-	326	219	0
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 %tile Q(veh)	0.5	-	-	-	0.1	0.2



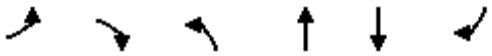
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	509	143	235	0	0	0	0	845	188	110	769	0
Future Volume (veh/h)	509	143	235	0	0	0	0	845	188	110	769	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		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(I)	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	10.5	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	7.0	53.2		58.2		78.2
Max Q Clear Time (g_c+I1), s	5.3	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.



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(I)	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 BackOfQ(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+I1), 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 Mvmt	NBLn1	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)

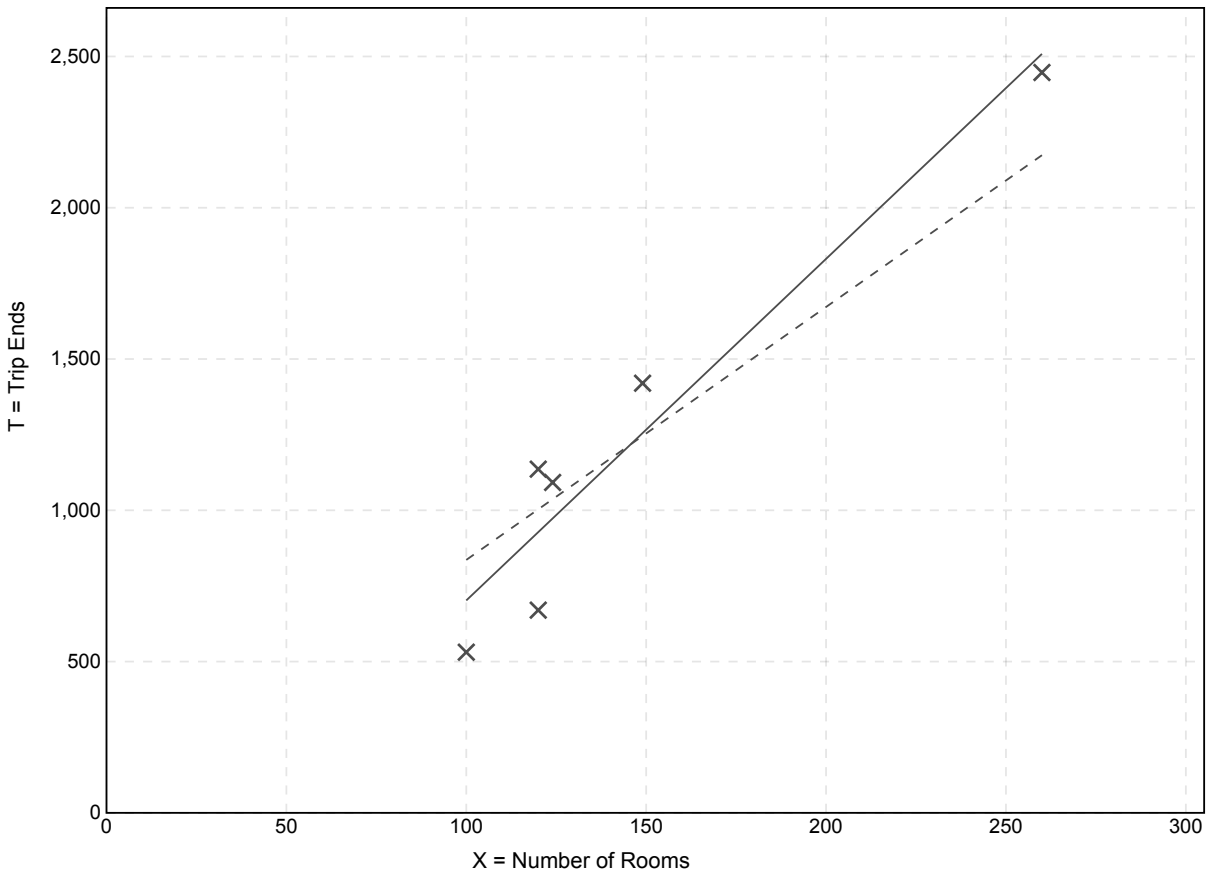
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

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



Fitted Curve Equation: T = 11.29(X) - 426.97

R^2= 0.92

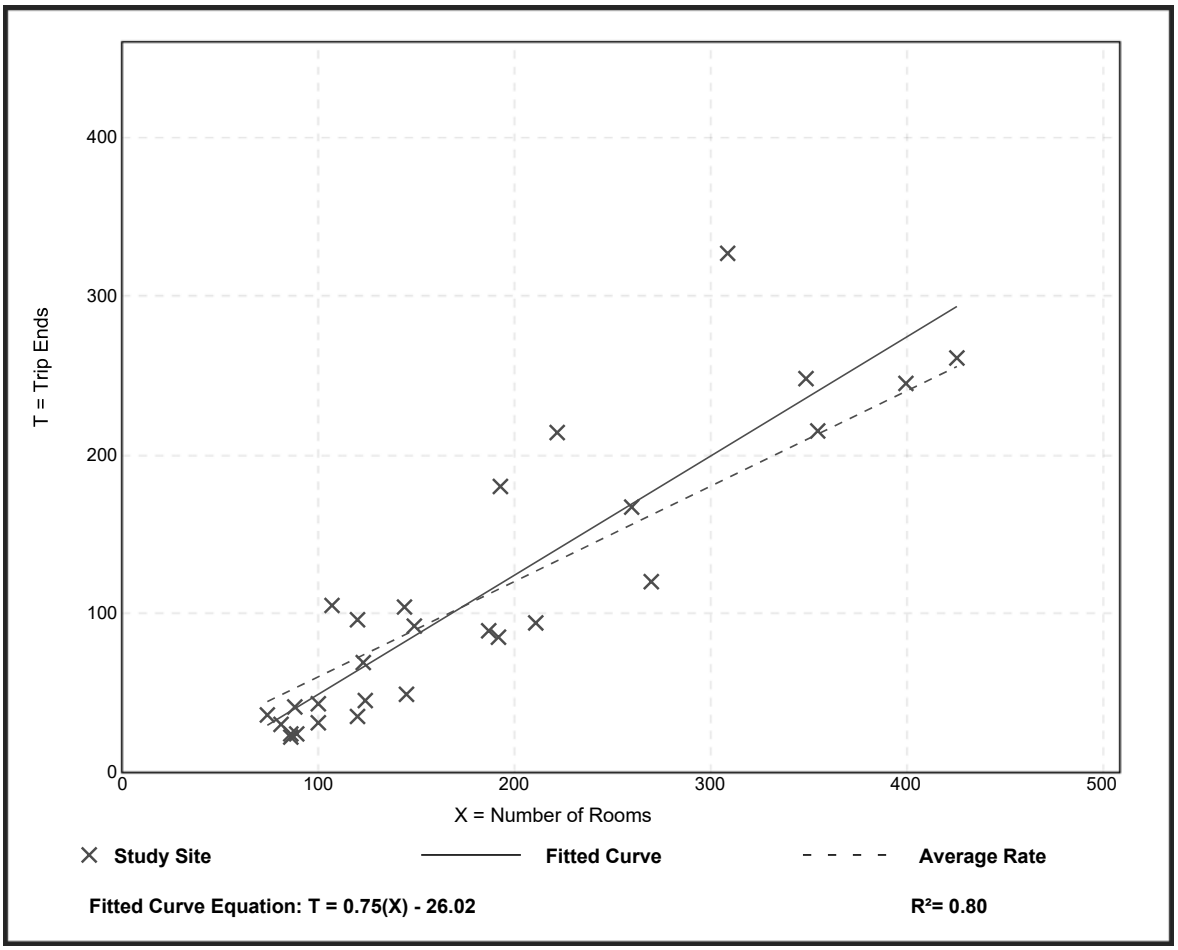
Hotel
(310)

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

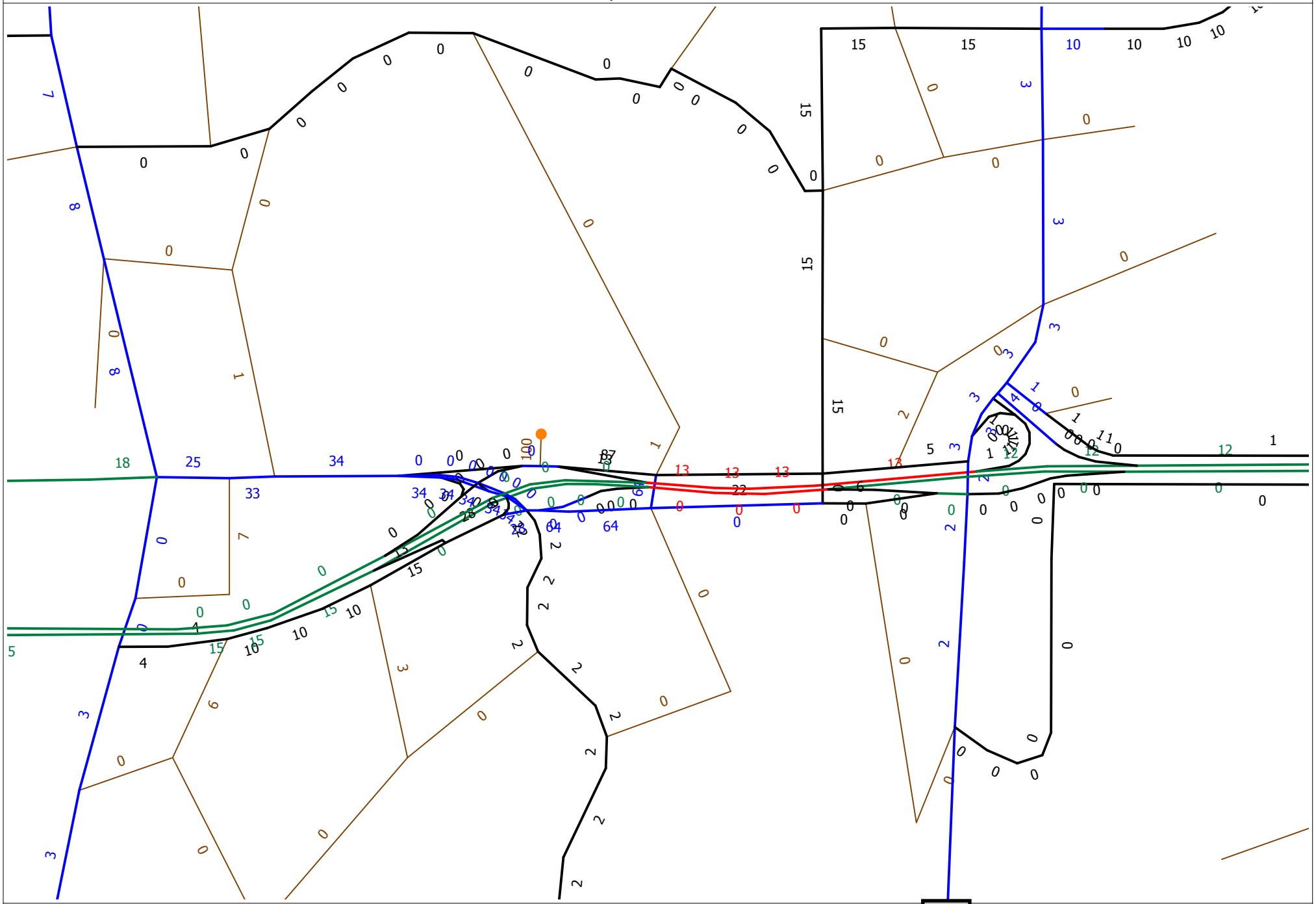
Data Plot and Equation



APPENDIX E

OUATS Model Plot

Trip Distribution



OUATS YEAR 2020 LRTP
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cube

APPENDIX F

Trends Analysis

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	0	9.00	52.50	5.70
2015	11000 R	0	0	9.00	53.20	4.40
2014	11000 T			9.00	53.20	3.80
2013	11000 S	0	0	9.00	53.30	4.10
2012	11000 F	0	0	9.00	52.90	3.60
2011	11000 C	W 0	E 0	9.00	52.70	3.50

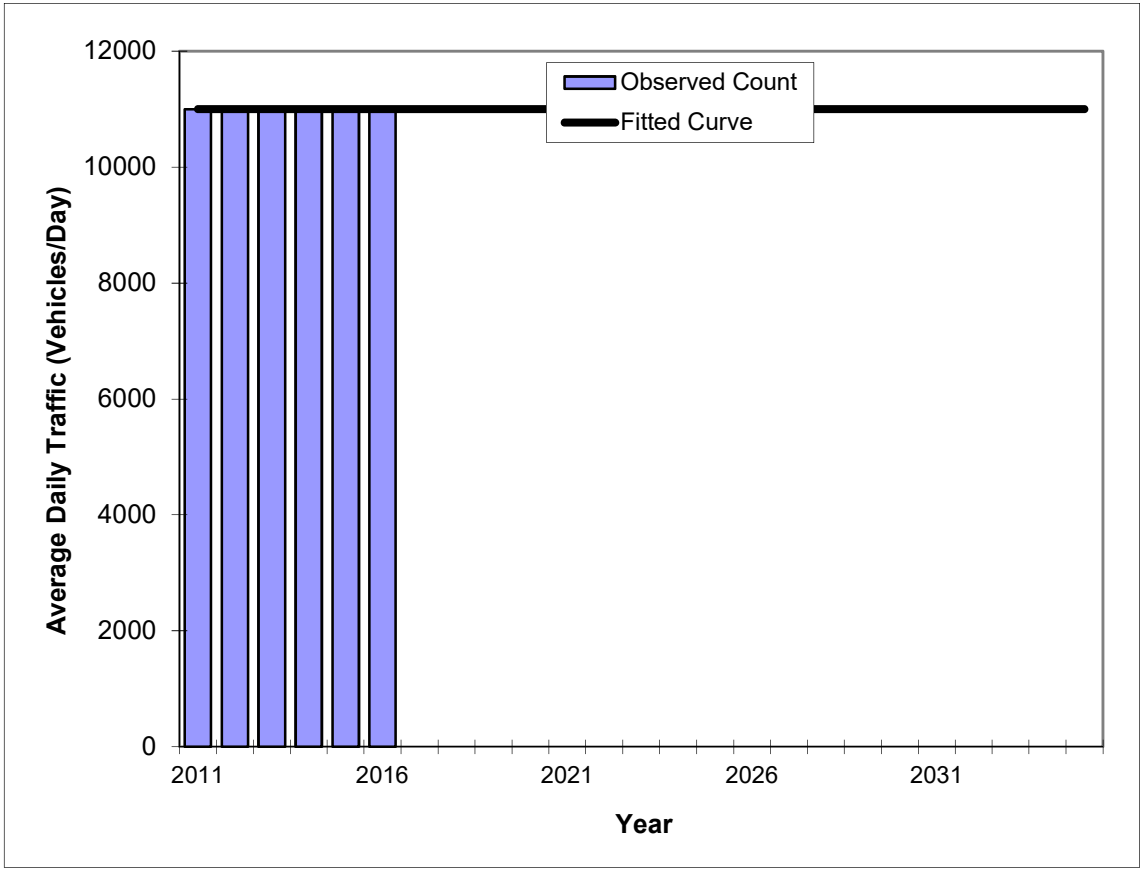
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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 (ADT/AADT) Count*	Trend**
2011	11000	11000
2012	11000	11000
2013	11000	11000
2014	11000	11000
2015	11000	11000
2016	11000	11000
2018 Opening Year Trend		
2018	N/A	11000
2019 Mid-Year Trend		
2019	N/A	11000
2020 Design Year Trend		
2020	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**

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

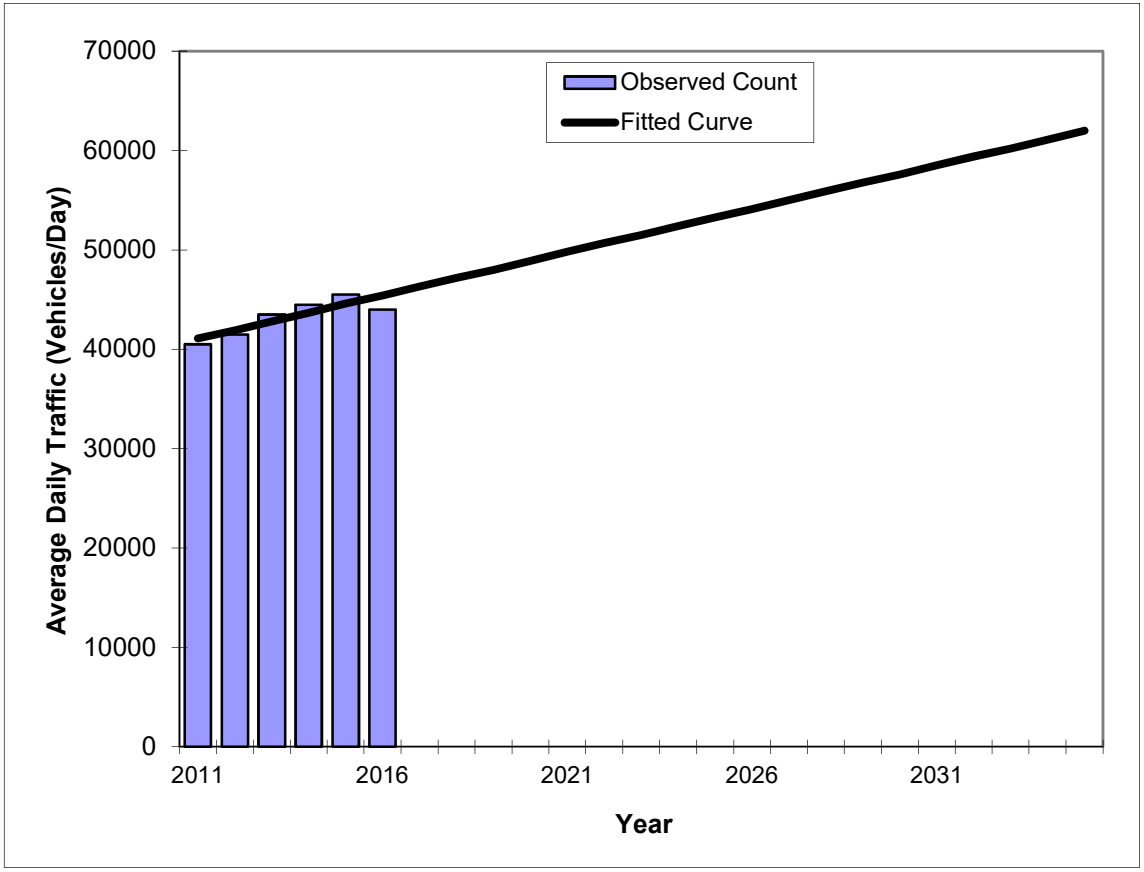
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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-18

Straight Line Growth Option

***Axle-Adjusted**

APPENDIX G

Projected Intersection Capacity Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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 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				86.2	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+I1), 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	SBLn1	SBLn2
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

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	28.8	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	7.2	53.2		58.2		78.2		
Max Q Clear Time (g_c+I1), s	5.7	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

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	7	8
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	895	890	0	-	889	843
Stage 1	-	-	-	0	0	-	-	889	-
Stage 2	-	-	-	895	890	-	-	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	-	-	-	261	282	-	0	282	364
Stage 1	-	-	-	-	-	-	0	361	-
Stage 2	-	-	-	335	361	-	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	252	282	-	-	282	364
Mov Cap-2 Maneuver	-	-	-	252	282	-	-	282	-
Stage 1	-	-	-	-	-	-	-	361	-
Stage 2	-	-	-	324	361	-	-	-	-

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

Minor Lane/Major Mvmt	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	-	-	-	-

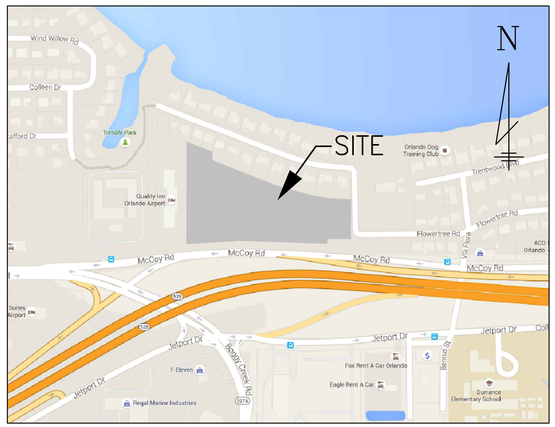
Approach	WB	SB
HCM Control Delay, s	0	17.4
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	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

Site Plan:

AIRPORT PARKING
McCoy Road

2635 Mccoy Road
Belle Isle, Florida 32809



VICINITY MAP
NOT TO SCALE

LEGAL DESC.: property appraisers records

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.F42 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

LEGAL DESCRIPTION: by surveyor

PART OF LOTS 1 AND 2, BLOCK 5, AMENDED PLAT OF BLOCKS 5 & 6, G & H, AND A PORTION OF BLOCK 8, WILDMERE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 3, PAGE 60, OF THE PUBLIC RECORDS OF SEMINOLE COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

FROM THE NORTHWEST CORNER OF SAID LOT 1, RUN SOUTH 30.00 FEET ALONG THE WEST LINE OF SAID LOT 1, TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 434, FOR A POINT OF BEGINNING; THENCE CONTINUE SOUTH 200.00 FEET; THENCE RUN S.66°18'00"E., 137.70 FEET; THENCE RUN NORTH 269.58 FEET TO THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 434; THENCE RUN N.89°38'55"W. ALONG SAID RIGHT OF WAY LINE 101.00 FEET; THENCE RUN S.00°21'05"W. 15.00 FEET; THENCE RUN N.89°38'55"W. 25.00 FEET TO THE POINT OF BEGINNING.

PARCEL I.D.

30-23-30-0000-00-005

DEVELOPMENT SUMMARY

CONSTRUCT A 328 VEHICLE PARKING LOT TO PROVIDE AIRPORT PARKING AND SHUTTLE TRANSPORTATION

PROJECT DIRECTORY

PROPERTY OWNER: Thirumala Propertys LLC
10644 Lago Bella Drive
Orlando, Florida 32832
Ph. (321) 356-7308

SURVEYOR: VisionLand ServiceS, Inc.
PO Box 941186
Maitland, Florida 32794
Ph. (888) 399-8474

ENGINEER: John Herbert, P.E.
American Civil Engineering Co.
207 N. Moss Road, Suite 211
Winter Springs, Florida 32708
Ph. (407) 327-7700
Fax (407) 327-0227

INDEX OF SHEETS

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS RD., SUITE 211; WINTER SPRINGS, FLA 32708
PH. (407) 327-7700; FAX (407) 327-0227
cert. of authorization number 8729

Site Plan:
Airport Parking
McCoy Road
2635 Mccoy Road
Belle Isle, Florida 32809

rev. date: 03/08/18

Plans issued for:
- ■ *site plan*
- □ *final review*
- □ *construction*
- □ *record drawings*

COVER SHEET
project no. 15165
sheet number 1 of 9

BOUNDARY SURVEY
FOR
JD Eligeti

LEGAL DESCRIPTION:

The South 150 feet of the East 100 feet of the following described parcel:

Commence at the Southeast corner of Government Lot 5, Section 30, Township 23 South, Range 30 East, Orange County, Florida, run thence South 89°42'04" West along the South line of Government Lot 5 a distance of 60 feet; thence North 00°04'04" East a distance of 200 feet to the point of beginning; run thence North 00°04'04" East a distance of 249.20 feet to the Southeast corner of Lot 1, CONWAY SHORES, as recorded in Plat Book Page 58, Public Records of orange County, Florida, thence along the South line of said CONWAY SHORES, North 85°03'28" West a distance of 1 19.88 feet; thence North 81°08'16" West a distance of 112.42 feet; thence North 76°57' 16" West a distance of 112.42 feet; thence North 72°46'16" West a distance of 112.42 feet; thence North 69°48'21 " West a distance of 47.18 feet, thence North 68°50'29" West a distance of 412.65 feet, thence North 00°04'04" East a distance of 53.36 feet; thence North 68°50'29" West a distance of 389.50 feet, thence South 00°30'01 " West a distance of 199.68 feet, thence South 00°02'31 " West a distance of 534.14 feet to a point on the North right-of-way line of McCoy Road (S.R. #528); thence along said North right-of-way the following courses and distances: North 88°58'32" East a distance of 124.75 feet to a point on the arc of a curve concave South and having a radius of 2952.79 feet; thence from a tangent bearing of North 82°04' 10" East run Easterly along the arc of said curve through a central angle of 10°03 148" a distance of 518.62 feet to the P.T.; thence South 87°52'02" East a distance of 448.98 feet, thence North 00°04'04" East a distance of 27.53 feet; thence North 89°42'04" East a distance of 150 feet to the point of beginning.

LESS the West 200 feet thereof.

SURVEY NOTES:

1. 1. "NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER".

2. BEARINGS SHOWN HEREON ARE RELATIVE TO THE OF GOVERNMENT LOT 5, SECTION 30, TOWNSHIP 23 SOUTH, RANGE 30EAST, ORANGE COUNTY, FLORIDA AS BEING S89°42'04"W AS SHOWN (PER THE DESCRIPTION).

3. 3. THE "LEGAL DESCRIPTION" HEREON PER THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA.

4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OR OPINION OF TITLE. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS NOTED.

5. ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 12105C0560H EFFECTIVE DATE: DECEMBEMBER 22, 2016. THIS PROPERTY LIES IN ZONE "X" LYING OUTSIDE THE FLOOD ZONE.

6. ALL BEARINGS AND DISTANCES SHOWN HEREON ARE PER THE DESCRIPTION AND ARE CORRECT AND IN AGREEMENT WITH THE FOUND AND SET MONUMENTS AS MEASURED IN THE FIELD UNLESS OTHERWISE NOTED.

7. NO UNDERGROUND UTILITIES, FOUNDATIONS OR IMPROVEMENTS, IF ANY, HAVE BEEN LOCATED EXCEPT AS SHOWN.

8. THIS BOUNDARY SURVEY MEETS OR EXCEEDS THE HORIZONTAL CONTROL ACCURACY OF 1/7500 BEING A SUBURBAN SURVEY.

ABBREVIATION & SYMBOL LEGEND:

1. C/L – DENOTES CENTERLINE
2. P.O.B. – DENOTES POINT OF BEGINNING
3. P.O.C. – DENOTES POINT OF COMMENCEMENT
4. O.R. – DENOTES OFFICIAL RECORDS BOOK
5. ELEV. – DENOTES ELEVATION
6. P.C. – DENOTES POINT OF CURVATURE
7. P.C.C. – DENOTES POINT OF COMPOUND CURVATURE
8. P.T. – DENOTES POINT OF TANGENCY
9. W.L. – DENOTES UNDERGROUND WATER LINE
10. R.W.L. – DENOTES UNDERGROUND RECLAIM WATER LINE
11. O.U.L. – DENOTES OVERHEAD UTILITY LINES
12. E.L. – DENOTES UNDERGROUND ELECTRICAL LINES
13. T.V.L. – DENOTES UNDERGROUND CABLE T.V. LINES
14. INV. – DENOTES INVERT
15. C – DENOTES CHORD
16. C.B. – DENOTES CHORD BEARING
17. EP – DENOTES EDGE OF PAVEMENT
18. (M) – DENOTES DISTANCE MEASURED IN THE FIELD
19. I.D. – DENOTES IDENTIFICATION
20. T24S – DENOTES TOWNSHIP 24 SOUTH
21. R28E – DENOTES RANGE 28 EAST
22. PGS. – DENOTES PAGES
23. PG. DENOTES PAGE
24. P.B. – DENOTES PLAT BOOK
25. (A) – DENOTES ACTUAL
26. (D) – DENOTES DESCRIPTION
27. F.D.O.T. – DENOTES FLORIDA DEPARTMENT OF TRANSPORTATION
28. HYD – DENOTES FIRE HYDRANT
29. ● – DENOTES LIGHT POLE
30. ♿ – DENOTES HANDICAP PARKING SPACE
31. ▨ – DENOTES CONCRETE
32. Ⓢ – DENOTES SANITARY SEWER MANHOLE
33. ◀ – DENOTES FLOOD LIGHT
34. ⊸ – DENOTES SIGN
35. GV – DENOTES GAS VALVE
36. WV – DENOTES WATER VALVE
37. Ⓓ – DENOTES STORM DRAINAGE MANHOLE
38. – DENOTES WOOD UTILITY POLE

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF AS SURVEYED IN THE FIELD UNDER MY DIRECTION ON SEPTEMBER 20, 2016. I FURTHER CERTIFY THAT THIS BOUNDARY SURVEY MEETS THE STANDARD OF PRACTICE AS SET FORTH IN RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE AS ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO FLORIDA STATUTES 472.027.

DATE: 02/18/18

W. C. ELLIOTT, P.S.M.
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5599

Feb 19 2018 - 1:38pm
C:\Users\546-JM-001 2635 mccoy road orlando\DRAWINGS\SURVEY\546-JDE-001 Base\546-JDE-001 new trees.dwg

REV.	DATE	DESCRIPTION	F.B./PG.	BY
1	02/18/18	BOUNDARY SURVEY	12/11-13	TRYSTON

PREPARED FOR: JD Eligeti

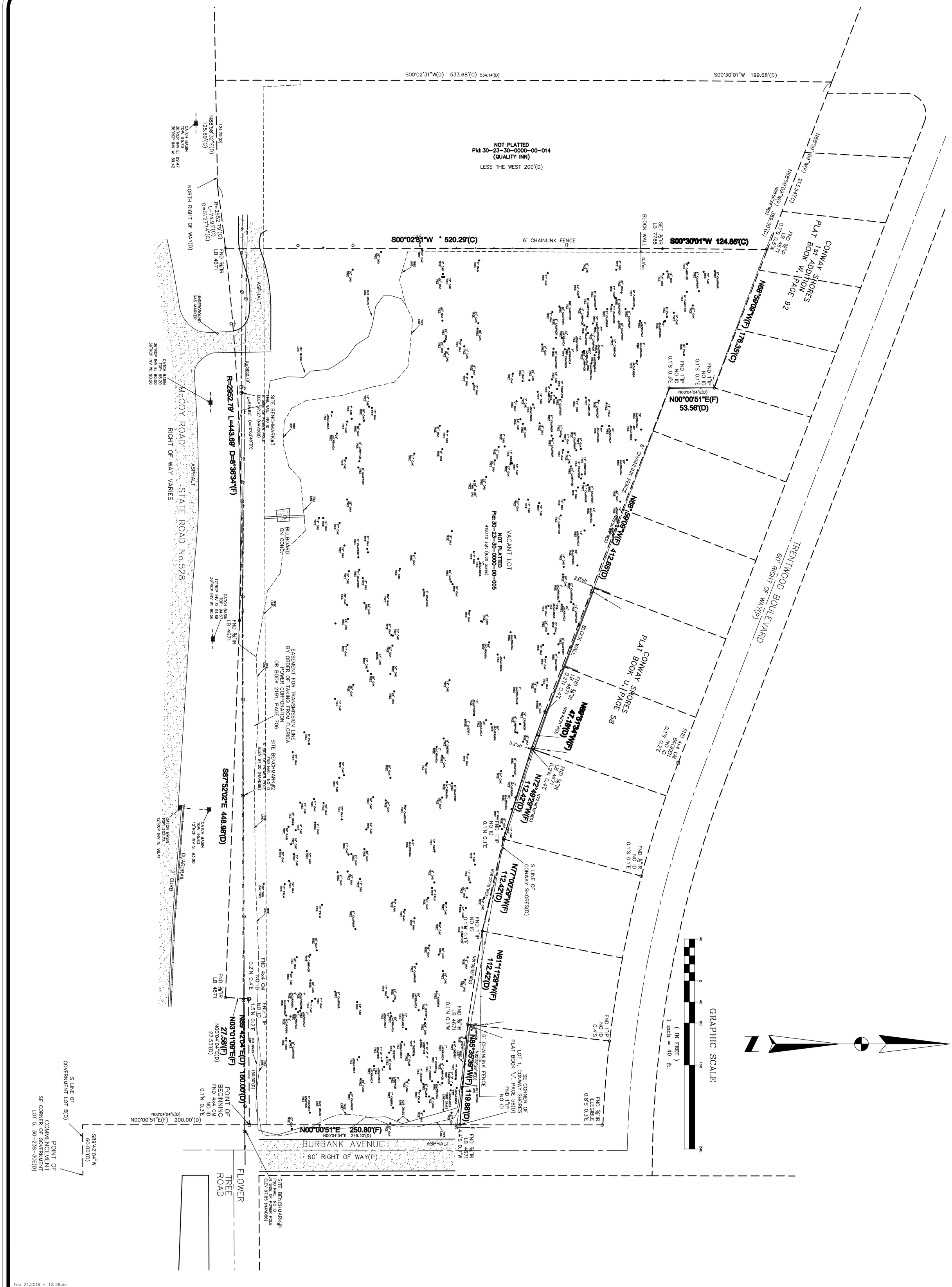
BOUNDARY SURVEY

2635 McCOY ROAD
SECTION 30, TOWNSHIP 23 SOUTH, RANGE 30 EAST,
ORLANDO ORANGE COUNTY, FLORIDA

K L E
Surveying and Mapping, Inc.
239 WASHINGTON AVENUE
LAKE MARY, FLORIDA 32746
PH. No. (407) 402-2331
LICENSED BUSINESS REGISTRATION No. 7899

PROJECT No.:	546-JDE-001
FIELD DATE:	02/18/18
DRAWN DATE:	02/18/18
SCALE:	N/A
CHECKED BY:	W.C.E.
DRAWN BY:	W.C.E.

SHEET 1 OF 2



Feb 24,2018 - 12:28pm
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SHEET 2 OF 2

PROJECT No.: 546-JDE-001
FIELD DATE: 02/18/18
DRAWN DATE: 02/18/18
SCALE: 1" = 40'
CHECKED BY: W.C.E.
DRAWN BY: W.C.E.

K L E
Surveying and Mapping, Inc.
239 WASHINGTON AVENUE
LAKE MARY, FLORIDA 32746
PH. No. (407) 402-2331
LICENSED BUSINESS REGISTRATION No. 7899

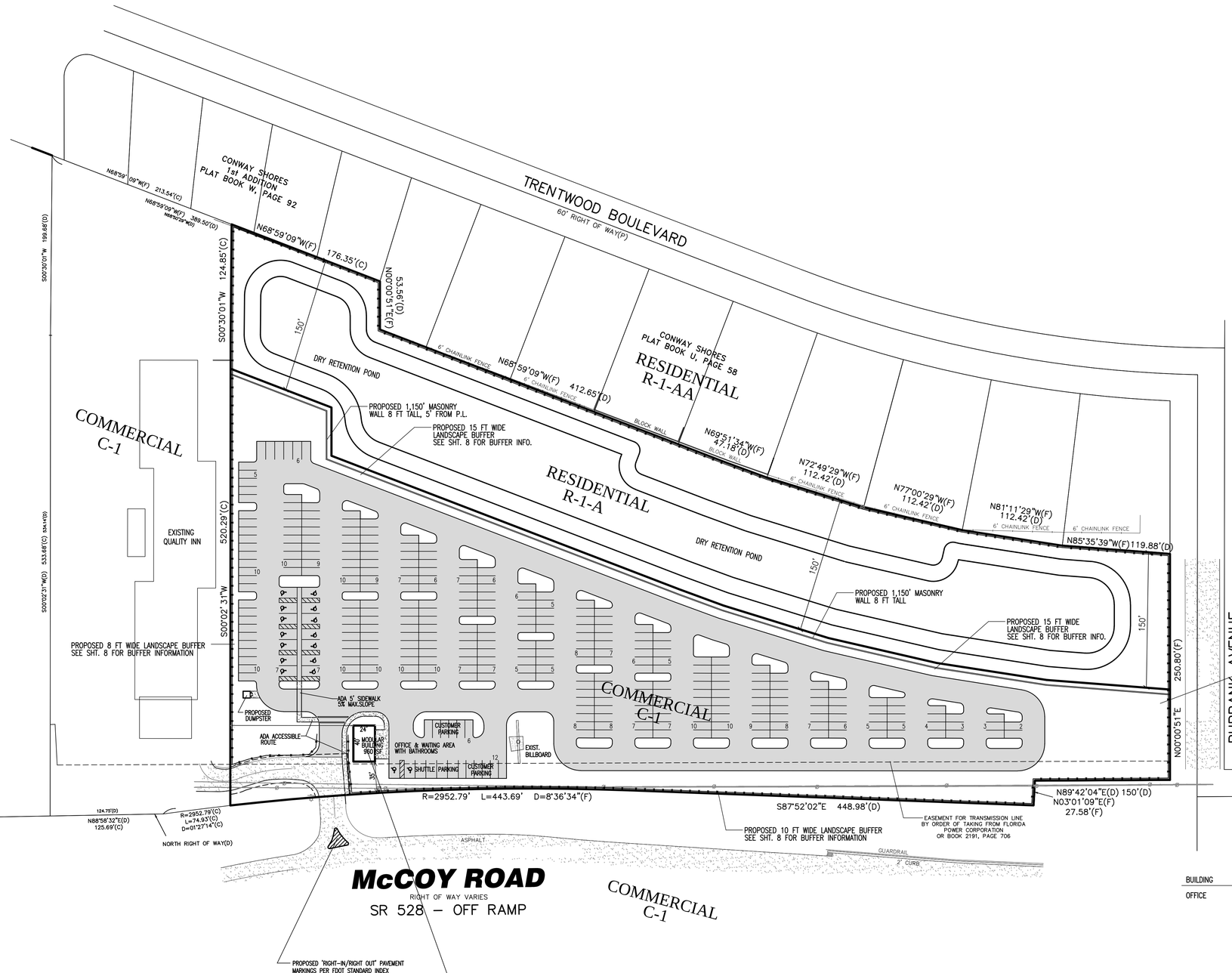
BOUNDARY SURVEY

2635 McCOY ROAD
SECTION 30, TOWNSHIP 23 SOUTH, RANGE 30 EAST,
ORLANDO ORANGE COUNTY, FLORIDA

PREPARED FOR:

JD Eligeti

REV.	DATE	DESCRIPTION	F.B./PG.	BY
△				
△				
△				
△				
1	02/18/18	BOUNDARY SURVEY	12/11-13	TRYSTON



Scale: 1 inch = 60 feet

DEVELOPMENT NOTES:

1. AT TIME OF BUILDING PERMIT APPLICATION A PHOTOMETRIC PLAN SHALL BE PROVIDED SHOWING THE ILLUMINATION IN FOOT-CANCLES OF THE LIGHT INTENSITY ON THE SITE AND SURROUNDING PROPERTIES. THE LIGHT SHALL NOT SPILL OVER ONTO RESIDENTIAL PROPERTY.

2. PROVIDED PARKING FOR THIS DEVELOPMENT IS BASED ON THE FLOOR AREA OF THE OFFICE BUILDING AS FOLLOWS:

   GENERAL OFFICE REQUIRED PARKING: 1 SPACE PER 250 SF
   960 SF / 250 = 4 PARKING SPACES

   PROVIDED PARKING FOR OFFICE: 4 STANDARD AND 2 HANDICAP PARKING SPACES

   PROVIDED PARKING AIRPORT: 314 STANDARD PARKING SPACES
   14 HANDICAP PARKING SPACES
   TOTAL PARKING: 328 SPACES

3. THE STORMWATER MANAGEMENT DESIGN TO BE CONSISTENT WITH THE REQUIREMENTS OF SEC. 50-74 AND SEC. 54-79(F)(2) AND SHALL BE PROVIDED FOR REVIEW BY THE BUILDING PERMIT APPLICATION.

BUILDING	AREA	USE	DISTANCE FROM SETBACK
OFFICE	960 SF	GENERAL	23'

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%
COMMERCAL AREA	C-1	5.530 ACRES	58 %	3.669 AC	1.861 AC	66.3%
	TOTAL AREA	9.599 ACRES	100%			

DEVELOPMENT LOCATION

ADDRESS	2635 McCOY ROAD, BELLE ISLE, FL
PIN	30-23-30-0000-00-005

LAND USE	ZONING	AREA	PERCENT
LOW DENSITY RES.	R-1-A	4.069 ACRES	42 %
COMMERCAL AREA	C-1	5.530 ACRES	58 %

DATE	REVISIONS
06.08.17	current edition
07.31.17	second edition
11.02.17	third edition
12.19.17	forth edition
03.08.18	current

ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 16030

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS RD. SUITE 211; WINTER SPRINGS, FLA 32708
PH. (407) 327-7700; FAX (407) 327-0227
cert. of authorization number 27129

SITE DEVELOPMMENT PLAN

AiRPORT PARKING
McCoy Road

2635 McCoy Road, Belle Isle, Florida

DEVELOPMENT PLAN
project no. 15325
sheet number 3 of 9

TRENTWOOD BOULEVARD
60' RIGHT OF WAY(P)

CONWAY SHORES
1st ADDITION
PLAT BOOK W, PAGE 92

CONWAY SHORES
PLAT BOOK U, PAGE 58

N68°59' 09"W(F) 213.54'(C)
N68°59'09"W(F) 389.50'(D)
N68°59'09"W(F) 176.35'(C)
S00°30'01"W 124.85'(C)
53.56'(D)
N00°00'51"E(F)
6' CHAINLINK FENCE
N68°59'09"W(F) 412.65'(D)
BLOCK WALL
N69°51'34"W(F) 47.18'(D)
N72°49'29"W(F) 112.42'(D)
N77°00'29"W(F) 112.42'(D)
N81°11'29"W(F) 112.42'(D)
N85°35'39"W(F) 119.88'(D)
S00°02'31"W 520.29'(C)
N00°00'51"E 250.80'(F)
139.02'
S87°52'02"E 448.98'(D)
N89°42'04"E(D) 150'(D)
N03°01'09"E(F) 27.58'(F)
R=2952.79' L=443.69' D=8°36'34"(F)
R=2952.79'(C)
L=74.93'(C)
D=01°27'14"(C)
NORTH RIGHT OF WAY(D)

RESIDENTIAL
R-1-AA

RESIDENTIAL
R-1-A

COMMERCIAL
C-1

DRY RETENTION POND

EXISTING
QUALITY INN

PROPOSED
DUMPSTER

MODULAR
BUILDING
960 SF

CUSTOMER
PARKING
6

SHUTTLE PARKING
12

CUSTOMER
PARKING

EXIST.
BILLBOARD

10' MIN.
15' BUFFER WITH 6' MASONRY WALL

7 SPACE @ 9' =63'
10 SPACE @ 9' =90'
8 SPACE @ 9' =72'
8 SPACE @ 9' =72'
9 SPACES @ 9' =81'

R=5'
R=30'
R=15'
R=25'
R=10'

EASEMENT FOR TRANSMISSION LINE
BY ORDER OF TAKING FROM FLORIDA
POWER CORPORATION
OR BOOK 2191, PAGE 706

BURBANK AVENUE
60' RIGHT OF WAY(P)

FLOWER TREE RD.

ASPHALT
GUARDRAIL
2' CURB

McCOY ROAD
RIGHT OF WAY VARIES
SR 528 – OFF RAMP

North
W E S
0' 20' 40' 80'
Scale: 1 inch = 40 feet

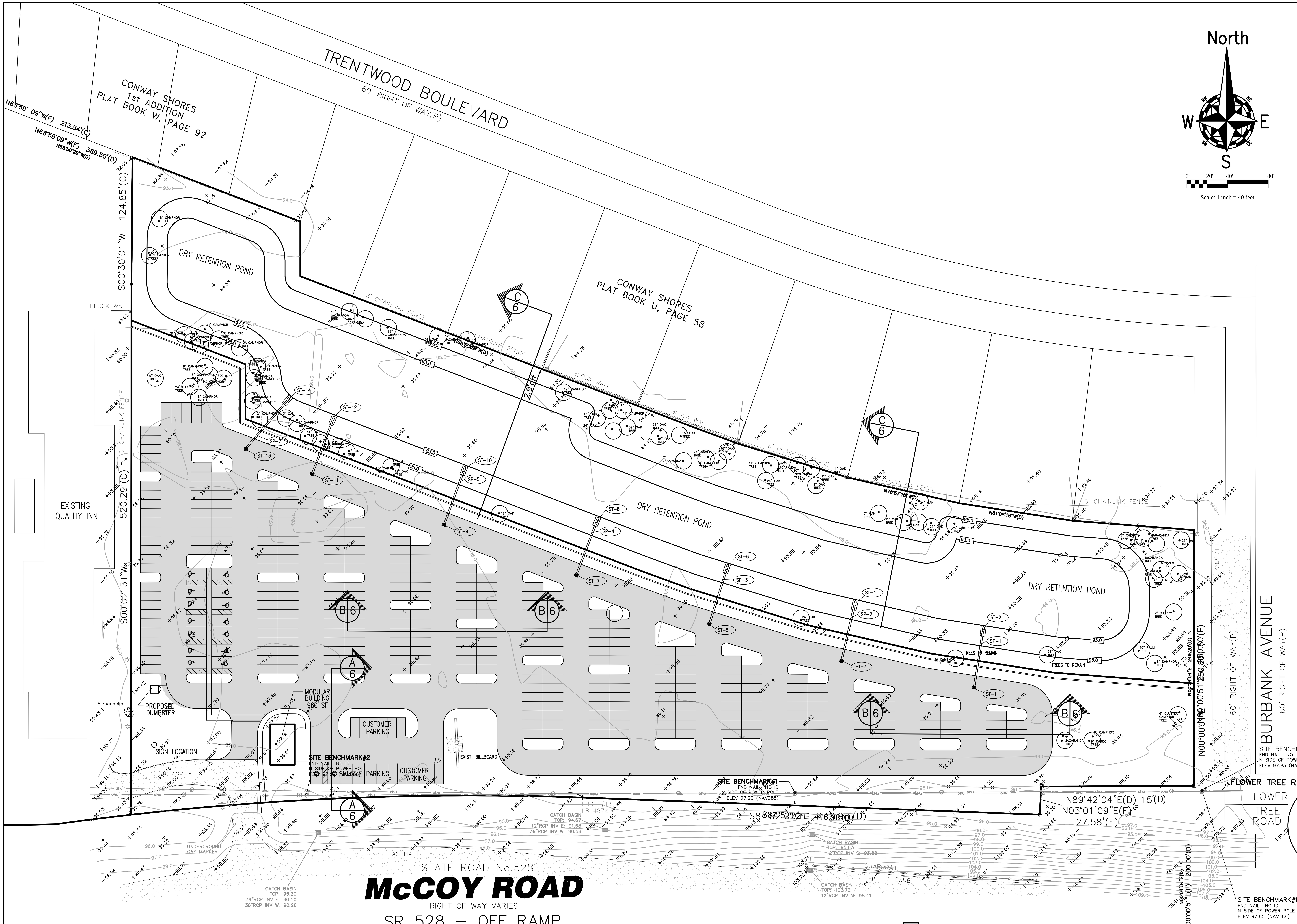
DATE	REVISIONS
03.08.18	current
12.19.17	forth edition
11.02.17	third edition
07.31.17	second edition
06.08.17	current edition

ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 1639

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS RD. SUITE 211; WINTER SPRINGS, FLA 32708
PH. (407) 327-7700; FAX (407) 327-0227
cert. of authorization number 8729

GEOMETRY PLAN
AiRPORT PARKING
McCoy Road
2635 McCoy Road, Belle Isle, Florida

GEOMETRY PLAN
project no. 15325
sheet number 4 of 9


North
W
E
S
0'
20'
40'
80'
Scale: 1 inch = 40 feet
TRENTWOOD BOULEVARD
60' RIGHT OF WAY(P)
CONWAY SHORES
1st ADDITION
PLAT BOOK W, PAGE 92
CONWAY SHORES
PLAT BOOK U, PAGE 58
DRY RETENTION POND
DRY RETENTION POND
DRY RETENTION POND
EXISTING
QUALITY INN
BLOCK WALL
6' CHAINLINK FENCE
MODULAR
BUILDING
960 SF
CUSTOMER
PARKING
PROPOSED
DUMPSTER
SIGN LOCATION
SHUTTLE PARKING
EXIST. BILLBOARD
TREES TO REMAIN
SITE BENCHMARK#1
FND NAIL NO ID
N SIDE OF POWER POLE
ELEV 97.85 (NAVD88)
SITE BENCHMARK#2
FND NAIL NO ID
N SIDE OF POWER POLE
ELEV 97.20 (NAVD88)
BURBANK AVENUE
60' RIGHT OF WAY(P)
FLOWER TREE RD.
FLOWER
TREE
ROAD
N89°42'04"E(D) 15'(D)
N03°01'09"E(F)
27.58'(F)
S00°30'01"W 124.85'(C)
S00°02'31"W 520.29'(C)
N68°59'09"W(F) 213.54'(C)
N68°59'09"W(F) 389.50'(D)
N76°57'18"W(D)
N81°08'16"W(D)
UNDERGROUND
GAS MARKER
CATCH BASIN
TOP: 95.20
36"RCP INV E: 90.50
36"RCP INV W: 90.26
CATCH BASIN
TOP: 103.72
12"RCP INV N: 98.41
ASPHALT
GUARDRAIL
2' CURB
STATE ROAD No.528
McCOY ROAD
RIGHT OF WAY VARIES
SR 528 – OFF RAMP

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ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 16030

DATE	REVISIONS
07.31.17	second edition
06.08.17	current edition

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS RD., SUITE 211; WINTER SPRINGS, FLA 32708
PH. (407) 327-7700; FAX (407) 327-0227

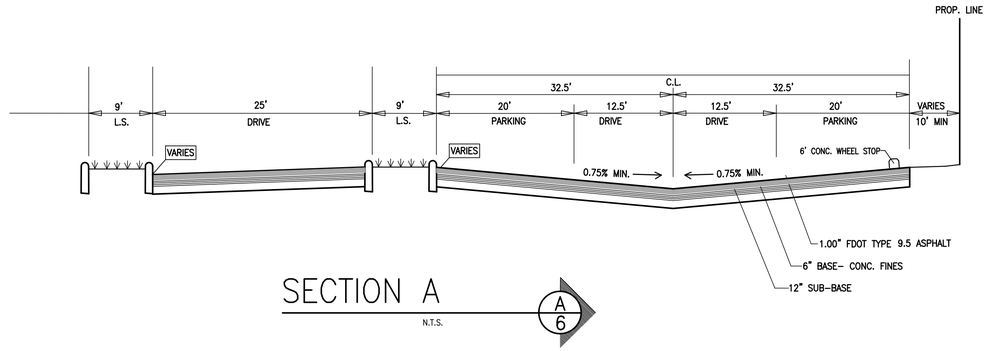
cert. of authorization number 8729

PAVING / GRADING / DRAINAGE PLAN

AiRPORT PARKING McCoy Road

2635 McCoy Road, Belle Isle, Florida

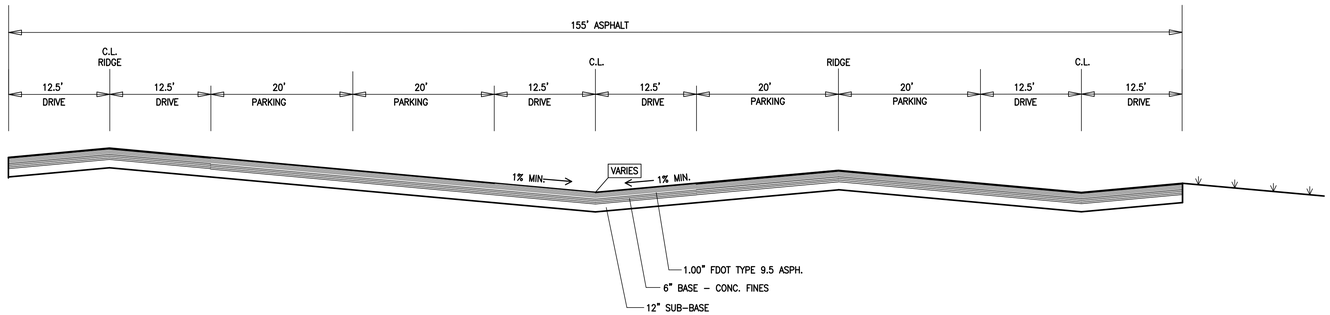
P/G/D PLAN
project no. 15325
sheet number 5 of 9



SECTION A

N.T.S.

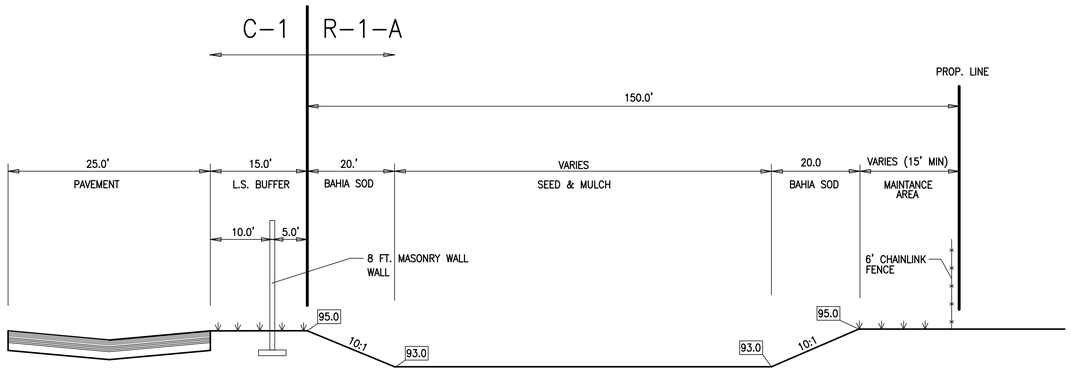
A/6



SECTION B

N.T.S.

B/6



SECTION C

N.T.S.

C/6

PAVING SPECIFICATIONS – ASPHALT SURFACE/CONCRETE FINES BASE:

SPECIFICATIONS FOR THE PARKING AREA AND DRIVES ARE AS FOLLOWS:
SUB–BASE REQUIREMENTS: FOR RECYCLED CONCRETE FINES

A). COMPACT TO 98% OF AASHTO T–180 FOR TOP 12", MIN. 40% LBR
B). STABILIZE TOP 6" TO 75 PSI FLORIDA BEARING VALUE UNDER CURBS.

BASE REQUIREMENTS:
CONCRETE FINES (BASE THICKNESS = 6"

A). COMPACTED TO 98% OF MAX. DENSITY AS DETERMINED BY AASHTO T–180

SURFACE COURSE:
1.00" FDOT ASPHALT CONCRETE TYPE 9.5

ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 16030

DATE	REVISIONS
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07.31.17	second edition
11.02.17	third edition
12.19.17	forth edition
03.08.18	current

AMERICAN CIVIL ENGINEERING CO.
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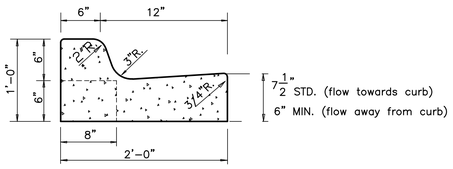
cert. of authorization number 07929

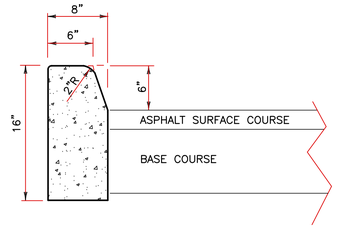
TYPICAL SECTIONS

AIRPORT PARKING
McCoy Road
2635 McCoy Road, Belle Isle, Florida

SECTIONS
project no. 15325
sheet number
6 of 9



18" TYPE F CURB DETAIL

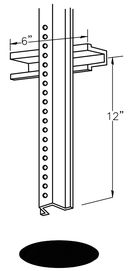


TYPE D – STANDARD

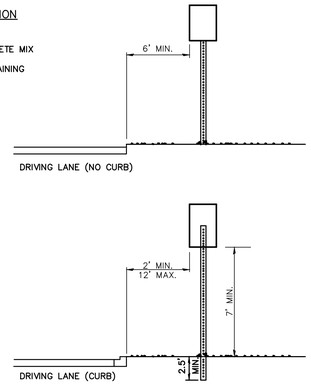
CURB DETAILS

TYPICAL INSTALLATION

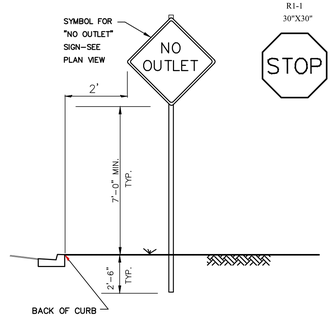
1. PLACE POST
2. POUR IN DRY CONCRETE MIX
3. ADD WATER AND MIX
4. FILL HOLE WITH REMAINING DIRT OR SAND



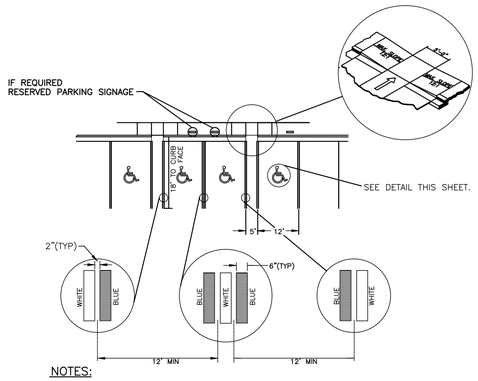
TYPICAL SIGN PLACEMENT DETAIL
N.T.S.



TYPICAL SIGN PLACEMENT
N.T.S.



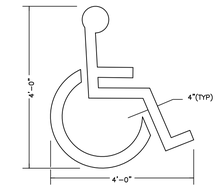
SIGN DETAILS
N.T.S.



NOTES:

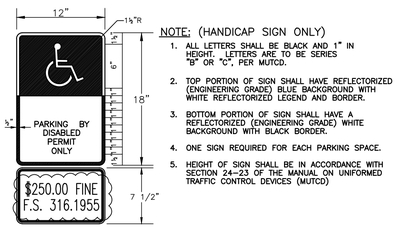
1. EACH SUCH PARKING SPACE SHALL BE CONSPICUOUSLY OUTLINED IN BLUE PAINT, AND SHALL BE POSTED AND MAINTAINED WITH A PERMANENT, ABOVE GRADE SIGN BEARING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, OR THE CAPTION "PARKING BY DISABLED PERMIT ONLY," OR BEARING BOTH SUCH SYMBOL AND CAPTION. SUCH SIGNS SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE. ALL HANDICAPPED PARKING SPACES MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE DEPARTMENT OF TRANSPORTATION.
2. FL DOT RECOMMENDS MEASURING PARKING SPACE WIDTH FROM CENTER TO CENTER BETWEEN BLUE AND WHITE STRIPES.

HANDICAP PARKING STRIPING FOR MULTIPLE SPACES
N.T.S.



NOTE:
THIS SYMBOL TO BE WHITE D.O.T. THERMOPLASTIC

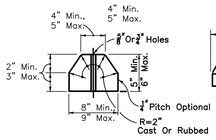
TYPICAL PAVEMENT SYMBOL FOR HANDICAPPED PARKING
N.T.S.

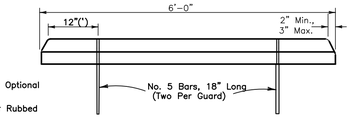


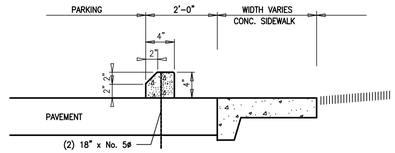
NOTE: (HANDICAP SIGN ONLY)

1. ALL LETTERS SHALL BE BLACK AND 1" IN HEIGHT. LETTERS ARE TO BE SERIES "B" OR "C", PER MUTCD.
2. TOP PORTION OF SIGN SHALL HAVE REFLECTORIZED (ENGINEERING GRADE) BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER.
3. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) WHITE BACKGROUND WITH BLACK BORDER.
4. ONE SIGN REQUIRED FOR EACH PARKING SPACE.
5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24–23 OF THE MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES (MUTCD)

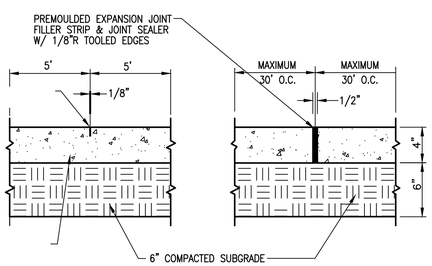
TYPICAL RESERVED PARKING SIGNAGE
N.T.S.

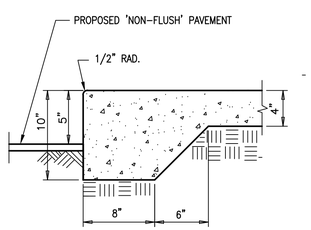






WHEEL STOP DETAIL
N.T.S.

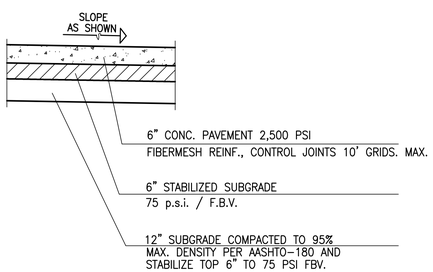




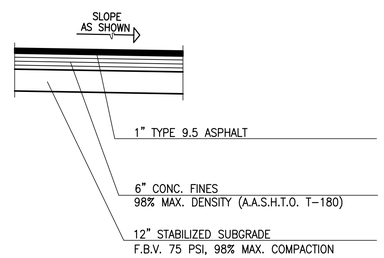
NOTES:

1. A THICKENED EDGE SHALL BE PROVIDED BETWEEN SIDEWALK AND DRIVEWAYS OR PARKING LOT.
2. SLOPE CONC. SIDEWALKS AWAY FROM BUILDINGS TO PROVIDE POSITIVE DRAINAGE.
3. PROVIDE 1% CROSS SLOPE ON CONC. WALKS TYP.
4. PROVIDE CONTROL JOINTS @ INTERVALS EQUAL TO SIDEWALK WIDTH (W).
5. PROVIDE PREMOLDED EXPANSION JOINT WHERE CONC. WALK ABUTS BLDG., POLES, AND OTHER CONC. WALKS.
6. REINFORCED CONCRERTE WTH FIBERMESH OR 6–6X10X10 WWF

CONCRETE SIDEWALK DETAIL
N.T.S.



CONC. PAVE. SECTION



ASPHALT PAVEMENT TYPICAL SECTION

DATE	REVISIONS
03.08.18	current
12.19.17	forth edition
11.02.17	third edition
07.31.17	second addition
06.08.17	current addition

ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 16030

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS RD. SUITE 211; WINTER SPRINGS, FLA 32708
PH. (407) 327-7700; FAX (407) 327-0227
cert. of authorization number 27529

SITE CONSTRUCTION DETAILS

AIRPORT PARKING
McCoy Road
2635 McCoy Road, Belle Isle, Florida

SECTIONS
project no. 15325
sheet number 7 of 9

LANDSCAPE CHART: SHRUBS

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

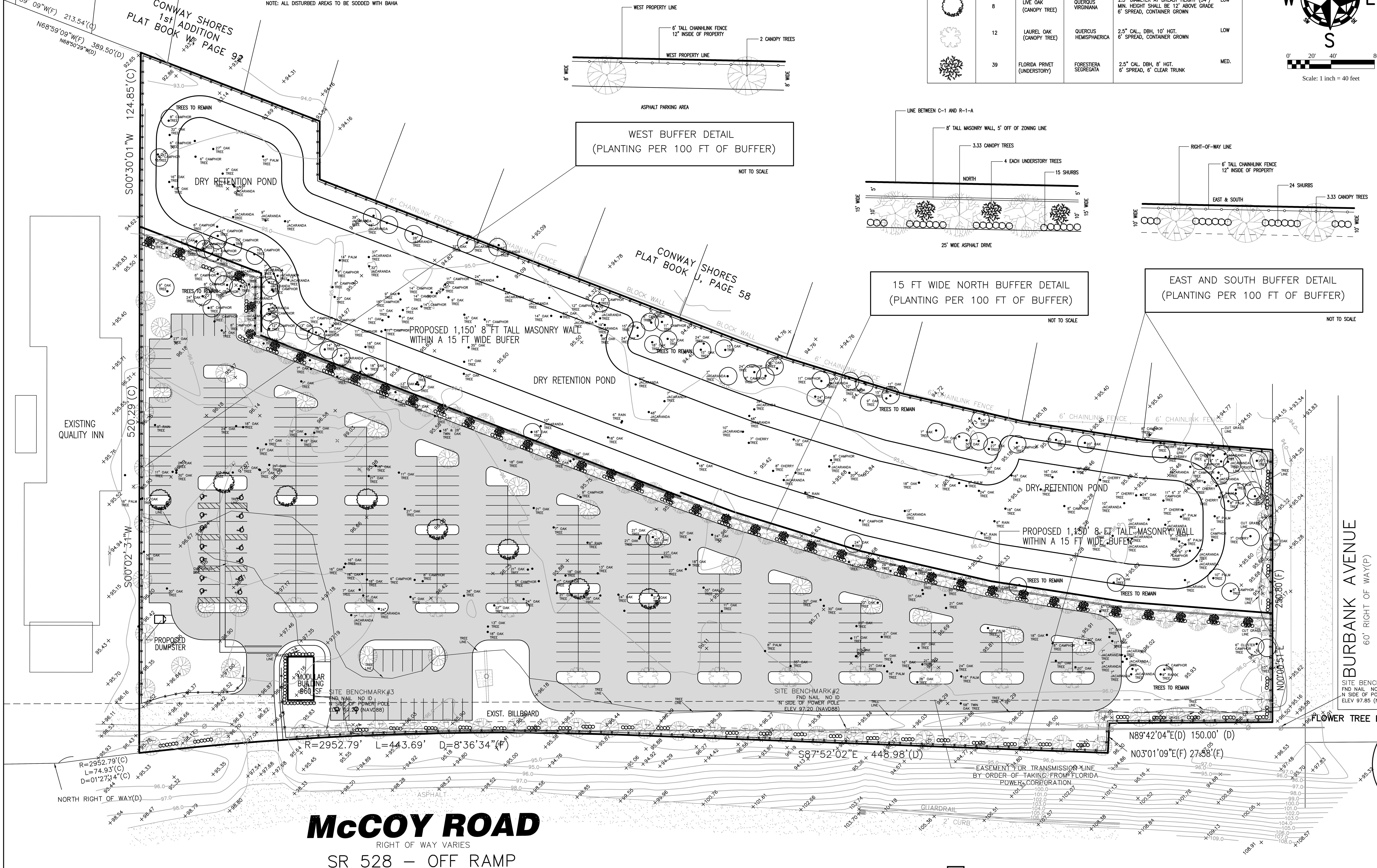
SYMBOL KEY	QUANTITY	COMMON NAME:	BOTANICAL NAME:	PLANTING SIZE:	WATER RATED
○○○○○	491	HAWTHORN	CRATAEGUS SPP.	3–4 GAL. 30" HIGH, 30" O/C.	LOW
✱✱✱✱✱	0	YEW PODOCARPUS	PODPCARPUS MACROPHYLLUS	3–4 GAL. 30" HIGH, 30" O/C.	MED.

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	QUERQUS 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)	QUERQUS 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)	QUERCUS HEMISPHAERICA	2.5" CAL., DBH, 10' HGT. 6' SPREAD, CONTAINER GROWN	LOW
	39	FLORIDA PRIVET (UNDERSTORY)	FORESTIERA SEGREGATA	2.5" CAL. DBH, 8' HGT. 6' SPREAD, 6' CLEAR TRUNK	MED.



cert. of authorization number 8729

AMERICAN CIVIL ENGINEERING CO.

207 N. MOSS RD., SUITE 211; WINTER SPRINGS, FLA 32708
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ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 16030

DATE	REVISIONS
03.08.18	current
12.19.17	forth edition
11.02.17	third edition
07.31.17	second edition
06.08.17	current edition

LANDSCAPING PLAN

AIRPORT PARKING LONG TERM

2635 McCoy Road, Belle Isle, Florida

LANDSCAPE PLAN
project no. 15325
sheet number 8 of 9

SEC. A GENERAL CONSTRUCTION NOTES:

1. THE FOLLOWING GENERAL NOTES APPLY TO ALL CONSTRUCTION AS DEPICTED ON THE SITE CONSTRUCTION PLANS.
2. ALL PROPOSED SITE CONSTRUCTION SHALL BE PURSUANT TO INFORMATION SHOWN ON THESE PLANS AS APPROVED BY THE GOVERNING AUTHORITIES.
3. ALL CONSTRUCTION SHALL COMPLY WITH THE APPLICABLE STATE, FEDERAL AND LOCAL CODES. ALL NECESSARY LICENSES AND PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT THEIR EXPENSE UNLESS PREVIOUSLY OBTAINED BY THE OWNER. IT WILL BE THE RESPONSIBILITY OF OF THE CONTRACTOR TO INSURE THAT ALL REQUIRED PERMITS ARE OBTAINED AND IN HAND AT THE JOB SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL ABIDE BY ALL CONDITIONS CONTAINED THERE IN.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING A VISUAL INSPECTION OF THE SITE PRIOR TO BIDDING AND ACCEPTING THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEMOLITION OF ALL UNDERGROUND AND ABOVE GROUND STRUCTURES THAT WILL NOT BE INCORPORATED WITH THE NEW FACILITIES. SHOULD ANY DISCREPANCIES EXIST WITH THE PLANS THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE PROEJCT ENGINEER AND REQUESTING A CLARIFICATION OF THE PLANS PRIOR TO DEMOLITION.
5. ANY PROPOSED FIELD CHANGES WHICH SUBSTANTIALLY DEVIATE FROM THIS PLAN SHALL BE APPROVED BY THE GOVERNING AUTHORITIES AND THE ENGINEER PRIOR TO THE CHANGE TO MADE IN THE FIELD.
6. ALL WORK AND MATERIALS FURNISHED SHALL BE IN REASONABLE CONFORMITY WITH THE LINES, GRADES, GRADING SECTIONS, CROSS SECTIONS, DIMENSIONS, MATERIAL REQUIREMENTS AND TESTING REQUIREMENTS THAT ARE SPECIFIED IN THE CONTRACT, PLANS OR SPECIFICATIONS.
7. ANY DISCREPANCY BETWEEN THE CONSTRUCTION INFORMATION SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS SHALL IMMEDIATELY BE BROUGHT TO THE ENGINEER'S ATTENTION. FAILURE TO DO SO AND TO CONTINUE CONSTRUCTION WITHOUT WRITTEN NOTIFICATION SHALL MAKE THE CONTRACTOR COMPLETELY LIABLE FOR WHATEVER ACTIONS AND/OR ERRORS THAT MAY SUBSEQUENTLY ARISE.
8. ALL IMPROVEMENTS SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN SUBSTANTIAL CONFORMANCE WITH INFORMATION SHOWN ON THESE PLANS. ANY CONFLICTS WHICH RESULT IN CHANGES TO THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IN WRITING PRIOR FOR REVIEW AND APPROVAL PRIOR TO FIELD CHANGES. MINOR ADJUSTMENTS CAUSED BY VARYING FIELD CONDITIONS, INCLUDING CHANGES AND DEPTHS OF BERMS AND SWALES MAY BE MADE WITH THE APPROVAL OF THE ENGINEER IF THE BASIC DESIGN INTENT IS MET.
9. THE INTENT AND/OR INTERPRETATION OF THESE CONSTRUCTION PLANS IF REQUIRED, SHALL BE MADE BY THE ENGINEER OF RECORD. ANY NEED BY THE CONTRACTOR FOR FOR INTERPRETATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER UPON DISCOVERY. NO A.D.A. TRAVEL ROUTES SHALL EXCEED A 5% SLOPE. NO A.D.A. PARKING SPACE SHALL EXCEED A 2% SLOPE IN ANY DIRECTION. DRIVEWAYS CONNECTING TO EXISTING ROADS/STREETS TO PROPOSED SITE PAVING AREAS SHALL NOT EXCEED AN 8% SLOPE. VERTICAL CURVES SHALL HAVE A LENGTH OF 20 FT. MIN. AT CREST AND SAG LOCATIONS.
10. ALL HORIZONTAL LAYOUT FOR SITE CONSTRUCTION SHALL BE BASED ON THE APPROVED PLAN AND/OR PLAT, AND PERFORMED BY QUALIFIED PERSONNEL.
11. ALL ELEVATIONS REFER TO THE DATUM AS INDICATED ON THE SURVEY (BY OTHERS).
12. THE CONTRACTOR SHALL TAKE CARE DURING THE CONSTRUCTION TO AVOID DISTURBING ANY EXISTING SURVEY MONUMENTS. ANY MONUMENT DISTURBED BY THE CONTRACTOR SHALL BE RESET AT THE CONTRACTOR'S EXPENSE BY THE PROJECT SURVEYOR.
13. THE CONTRACTOR SHALL HIRE A PROFESSIONAL TESTING LABORATORY AS NECESSARY TO PERFORM ALL TESTS REQUIRED BY THIS CONSTRUCTION.
14. THE CONTRACTOR SHALL NOTIFY AMERICAN CIVIL ENGINEERING COMPANY 24 HOURS IN ADVANCE PRIOR TO ANY TESTING AND SUPPLY THE ENGINEER WITH REQUIRED TEST RESULTS.
15. THE DESIGN AND ENGINEERING OF THIS PROJECT IS BASED ON INFORMATION SUPPLIED BY OTHERS. EASEMENTS OR OTHER ENCUMBRANCES, WHICH MAY EXIST AND NOT SHOW ON THE SURVEY ARE NOT THE RESPONSIBILITY OF THE ENGINEER.
16. EXITING SOILS CONDITIONS WHICH DIFFER FROM THE SOILS REPORT SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AT TIME OF DISCOVERY.
17. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS CONTROLLING POLLUTION OF THE ENVIRONMENT AND EROSION/SEDIMENT CONTROL.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPE BUFFER AND RETENTION AND DETENTION FACILITIES UNTIL THE WORK HAS BEEN ACCEPTED BY THE OWNER. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION.
19. ANY FUEL STORAGE AREAS SHALL HAVE PRIOR OWNERS APPROVAL AND APPROPRIATE MEASURES SHALL BE TAKEN TO INSURE PROTECTION OF GROUNDWATER AND SOIL RESOURCES.
20. SITE WORK PERFORMED ON THIS PROEJCT SHALL INTERFACE SMOOTHLY WITH OTHER WORK BEING PERFORMED ON SITE BY OTHER CONTRACTORS TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WHEN AND WHERE NECESSARY WITH OTHER CONTRACTORS AND UTILITY COMPANIES.
21. THE INFORMATION ON THESE CONSTRUCTION PLANS ARE SUBJECT TO APPROVAL BY THE CITY, COUNTY, STATE AND FEDERAL AGENCIES. ALL WORK SHALL BE PURSUANT TO APPROVED PLANS AND ISSUED PERMITS.
22. ALL CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS.
23. THE EXISTENCE AND LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT GUARANTEED AND AND SHALL BE INVESTIGATED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO INSTALLATION OF UNDERGROUND PIPES, FOOTERS OR EXCAVATION. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY OF LOCATION OF EXISTING UTILITIES SHOWN OR NOT SHOWN SHOWN ON THESE PLANS. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE ALL NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL COST WHICH MAY OCCUR DUE TO TO ANY DAMAGES CAUSED BY THE CONTRACTOR TO EXISTING UTILITY STRUCTURES OR PROPERTY. THE CONTRACTOR SHALL COVER THE ENTIRE COSTS OF ALL REPAIRS AND/OR REPLACEMENT.
25. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES AND SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS AFFECTED UTILITY COMPANIES IN ORDER TO PERMIT MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION, BY CALLING "SUNSHINE" AT 1-800-432-4770 OR 811. THE CONTRACTOR IS IS RESPONSIBLE FOR CONTACTING ALL UTILITIES NOT INCLUDED IN THE "SUNSHINE" PROGRAM.
26. CHAPTER 77-153 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL GAS UTILITIES A MINIMUM OF TWO WORKING DAYS PRIOR TO EXCAVATING. MAPS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS AND DO NOT SHOW SERVICE LINES. THE ONLY SAFE AND CORRECT WAY TO LOCATE EITHER MAINS OR SERVICE LINES IS BY AN ON-SITE INSPECTION BY THE THE RESPECTIVE GAS COMPANY PERSONNEL. THEREFORE, EXCAVATORS ARE INSTRUCTED TO CONTACT THE RESPECTIVE GAS COMPANY TWO WORKING DAYS BEFORE ENTERING A CONSTRUCTION AREA.
27. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE UTILITY COMPANIES OF THE PROPOSED START OF WORK IN ACCORDANCE WITH THEIR STANDARD REQUIREMENTS; INCLUDING BUT NOT LIMITED TO WATER, SEWER, ELECTRIC POWER, TELEPHONE, GAS AND CABLE TV COMPANIES. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL UNDERGROUND CONDUITS (INCLUDING IRRIGATION) PRIOR TO SUB-BASE CONSTRUCTION.
28. UPON NOTICE FROM THE CONTRACTOR THAT CONSTRUCTION IS COMPLETE AND READY FOR ACCEPTANCE, THE ENGINEER SHALL MAKE FINAL INSPECTION AND NOTIFY THE CONTRACTOR AND OWNER OF ANY INCOMPLETE AND/OR DEFECTIVE WORK. THE CONTRACTOR SHALL CORRECT ALL SUCH ITEMS TO THE SATISFACTION OF THE ENGINEER AND OWNER. ALL REGULATORY AND GOVERNMENTAL AGENCIES WHICH REQUIRE FINAL INSPECTIONS SHALL HAVE BEEN CONTACTED BY THE CONTRACTOR AND HAVE INSPECTED AND APPROVED THE PROJECT PRIOR TO ACCEPTANCE BY THE OWNER.
29. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED PLANS AND PERMITS AT THE CONSTRUCTION SITE. THE PLANS SHALL BE KEPT IN GOOD ORDER
30. THE CONTRACTOR SHALL PROVIDE COMPLETE "AS-BUILT" INFORMATION TO THE ENGINEER RELATIVE TO THE LOCATION OF ALL WATER LINES, WATER SERVICES, VALVES, SEWER LINES, SEWER SERVICES, STORM LINES, INVERTS OF STRUCTURES, FINAL RETENTION AREAS, FINISH PAVEMENT GRADES AND CONSTRUCTION BENCH MARKS FOR VERIFICATION. THE "AS-BUILT" RECORDS SHALL BE KEPT AT THE JOB SITE AND UPDATED AS THE PROJECT PROGRESSES. ONE (1) SET OF AS-BUILT PLANS ARE TO BE PROVIDED TO THE ENGINEER.
31. ENGINEER TO PROVIDE RECORD DRAWINGS AND CERTIFICATIONS TO THE ISSUED PERMITS.

48 HOURS BEFORE DIGGING
CALL TOLL FREE
1-800-432-4770
SUNSHINE STATE ONE CALL
OF FLORIDA, INC.

SEC. B EARTHWORK:

1. EXISTING TOPOGRAPHY AND CONTOURS ARE BASED ON THE SURVEY (BY OTHERS).
2. A GEOTECHNICAL SOILS REPORT HAS BEEN PREPARED FOR THIS PROJECT. CONFLICT BETWEEN INFORMATION WITHIN THE REPORT AND THESE CONSTRUCTION PLANS SHALL BE REPORTED TO THE ENGINEER UPON DISCOVERY. THE CONTRACTOR SHALL REVIEW THE SOILS REPORT PRIOR TO BIDDING.
3. THE CONTRACTOR SHALL READ AND ADHERE TO ALL RECOMMENDATIONS CONTAINED IN THE SOILS REPORT.
4. EXISTING TREES, PLANTS AND SHRUBS WHICH ARE MARKED OR DESIGNATED AS PART OF THE LANDSCAPING SHALL BE CAREFULLY PROTECTED DURING CONSTRUCTION. WHERE TREES, PLANTS OR SHRUBS ARE ADJACENT TO THE CONSTRUCTION CARE SHALL BE TAKEN TO PROTECT AND RESTORE THE ORIGINAL CONDITIONS OF THE VEGETATION.
5. DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND PROPER SOIL EROSION CONTROL MEASURES, AS NECESSARY.
6. ALL SITE CLEARING AND GRUBBING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 110 OF FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
7. ALL EXCAVATION AND EMBANKMENT SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 120 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. LATEST EDITION.
8. ALL FILL AREAS GREATER THAN 12 INCHES IN HEIGHT SHALL BE COMPACTED IN 12 INCH LIFTS (MEASURE PRIOR TO COMPACTION) TO 98% MAXIMUM DENSITY PER A.A.S.H.T.O. T-180.
9. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED UNLESS OTHERWISE NOTED ON THESE PLANS. ALL GRASSING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 570 OF FLORIDA DEPARTMENT OF TRANSPIRATION SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
10. ALL DESIGNATED AREAS TO BE SODDED PER THE PLANS, SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 575 OF THE F.D.O.T. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
11. THE CONTRACTOR SHALL NOT COMPACT, STABILIZE, OR CONSTRUCT BASE COURSE WITHIN LANDSCAPE ISLANDS OR MEDIANS.
12. FINISH FLOOR ELEVATIONS ARE TYPICALLY 6 INCHES ABOVE DESIGN FINISHED GRADE AT OUTSIDE PERIMETER OF BUILDINGS EXCEPT AT ENTRIES AND WHERE OTHERWISE SHOWN ON THE GRADING PLAN.
13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO CONTROL DUST, MUD AND EROSION DURING CONSTRUCTION AND SHALL PROTECT ALL ADJACENT PROPERTIES AND RIGHTS-OF-WAY FROM DAMAGE BY EROSION, SEDIMENTATION OR OTHER POTENTIAL CONSTRUCTION RELATED DUST.
14. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXISTING SITE AND SOIL CONDITIONS AND DETERMINE IF ANY OFF-SITE MATERIALS WILL NEED TO BE IMPORTED TO ACHIEVE THE GRADES SPECIFIED ON THE PLANS.
15. ALL EXCESS FILL FROM THE SITE SHALL BE STOCKPILED BY THE CONTRACTOR, IN A LOCATION DETERMINED BY THE OWNER OR THE OWNER'S REPRESENTATIVE AND THE ENGINEER.
16. ALL AREAS INDICATED SHALL BE COMPLETELY CLEAR OF ALL TIMBER, BRUSH, STUMPS ROOTS, GRASS, WEEDS, RUBBISH, AND ALL OTHER DEBRIS AND OBSTRUCTIONS RESTING ON OR PROTRUDING THROUGH THE SURFACE OF THE GROUND.
17. PRIOR TO BID PREPARATION, THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE OVERALL SITE CONDITIONS AND PERFORM ADDITIONAL INVESTIGATIONS AS DETERMINED NECESSARY TO UNDERSTAND THE LIMIT AND DEPTH OF EXPECTED ORGANIC SILT PEAT AREAS, ADEQUACY OF EXISTING MATERIALS AS FILL, DEWATERING REQUIREMENTS, CLEAN FILL REQUIRED FROM OFF-SITE AND MATERIALS TO BE DISPOSED OF OFF-SITE, ALL OF WHICH WILL AFFECT PRICING. ANY DELAY, INCONVENIENCE OR EXPENSE CAUSED TO THE CONTRACTOR DUE TO INADEQUATE INVESTIGATION OF EXISTING CONDITIONS SHALL BE INCIDENTAL TO THE CONTRACT, AND NO EXTRA COMPENSATION WILL BE ALLOWED. THE MATERIALS ANTICIPATED TO BE ENCOUNTERED DURING CONSTRUCTION MAY REQUIRE DRYING PRIOR TO USE AS BACKFILL, AND THE CONTRACTOR MAY HAVE TO IMPORT MATERIALS, AT NO EXTRA COST, FROM OFF-SITE TO MEET THE REQUIREMENTS FOR COMPACTION AND PROPER FILL.

SEC. C DRAINAGE:

1. ALL DRAINAGE RELATED CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ST. JOHNS RIVER WATER MANAGEMENT DISTRICT PERMIT ISSUED FOR THIS PROJECT.
2. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
3. THE ABOVE F.D.O.T. CONSTRUCTION DETAILS ARE HEREBY INCORPORATED THESE PLANS BY REFERENCE.
4. PIPE LENGTHS SHOWN REPRESENT SCALED DIMENSIONS BETWEEN CENTERLINES OF DRAINAGE STRUCTURES AND FROM END OF HEADWALLS AND MITERED END SECTIONS. BIDDERS SHALL ADJUST FOR PIPE LENGTHS WHEN BIDDING MITERED END SECTIONS.
5. ALL STORMWATER DRAINAGE PIPES SHALL BE REINFORCED CONCRETE PIPE (ASTM C-76, CLASS III) UNLESS NOTED OTHERWISE.

SEC. D PAVING:

1. ALL PAVEMENT CONSTRUCTION SHALL BE IN ACCORDANCE WITH F.D.O.T. CURRENT CONSTRUCTION SPECIFICATIONS.
2. ALL PAVING SURFACES IN INTERSECTIONS AND ADJACENT SECTIONS SHALL BE GRADED TO DRAIN POSITIVELY IN THE DIRECTION SHOWN BY THE FLOW ARROWS ON THE PLANS AND TO PROVIDE A SMOOTHLY TRANSITIONED DRIVING SURFACE FOR VEHICLES WITH NO SHARP BREAKS IN GRADE, AND NO UNUSUALLY STEEP OR REVERSE CROSS SLOPES. APPROACHES TO INTERSECTIONS AND ENTRANCE AND EXIT GRADES TO INTERSECTIONS WILL HAVE TO BE ADJUSTED IN THE FIELD TO INSURE A SMOOTH AND UNIFORM CONNECTION. IN THESE AREAS, IT MAY ALSO BECOME ADVISABLE TO MAKE MINOR FIELD ADJUSTMENTS IN PAVEMENT GRADES TO ACCOMPLISH GRADE TRANSITIONS.
3. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. THE CONTRACTOR IS TO COORDINATE WITH THE ENGINEER PRIOR TO ANY ELEVATION CHANGES.
4. PRIOR TO CONSTRUCTING CONCRETE PAVEMENT, THE CONTRACTOR IS TO SUBMIT A PROPOSED JOINTING PATTERN TO THE ENGINEER FOR APPROVAL.
5. THE CONTRACTOR IS TO PROVIDE A 1/2" BITUMINOUS EXPANSION JOINT MATERIAL AT ABUTMENT OF CONCRETE AND ANY STRUCTURE.
6. ALL ON-SITE PAVEMENT MARKINGS SHALL BE MADE WITH NON-THERMOPLASTIC PAINT TO FDOT STANDARD SPECIFICATIONS. PARKING STALL STRIPING TO BE 4" WIDE.
7. THE CONTRACTOR IS TO INSTALL EXTRA BASE MATERIAL WHEN THE DISTANCE BETWEEN THE PAVEMENT ELEVATION AND THE TOP OF THE PIPE OR BELL IS LESS THAN 12 INCHES. SEE "EXTRA BASE FOR CROSS CULVERTS UNDER FLEXIBLE PAVEMENT DETAIL."
8. CURBING SHALL BE CONSTRUCTED WHERE NOTED ON THE CONSTRUCTION PLANS. CONCRETE FOR CURBS SHALL BE DEPARTMENT OF TRANSPORTATION CLASS "I" CONCRETE WITH A 28-DAY COMPRESSION STRENGTH OF 3000 PSI. ALL CURBS SHALL HAVE SAW CUT CONTRACTION JOINTS AND SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED 10'-0" ON CENTER. CONSTRUCTION OF CURBS SHALL BE IN CONFORMANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 520 AND DETAILS PROVIDED ON THE CONSTRUCTION PLANS.
9. PAVEMENT MARKINGS AND SIGNAGE SHALL BE PROVIDED AS SHOWN ON THE CONSTRUCTION PLANS AND SHALL MEET THE REQUIREMENTS OF THE OWNER/OPERATOR. SIGNAGE SHALL BE IN CONFORMANCE WITH MUTCD (LATEST EDITION). A 14 DAY PAVEMENT CURING TIME WILL BE PROVIDED PRIOR TO APPLICATION OF THE PAVEMENT MARKINGS. REFLECTIVE PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH FDOT INDEX NO. 17352.
10. A MINIMUM OF 2-WAY TRAFFIC SHALL BE MAINTAINED IN THE WORK SITE AREA. ALL CONSTRUCTION WARNING SIGNAGE SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF CONSTRUCTION AND BE MAINTAINED THROUGHOUT CONSTRUCTION. ACCESS SHALL BE CONTINUOUSLY MAINTAINED FOR ALL PROPERTY OWNERS SURROUNDING THE WORK AREA. LIGHTED WARNING DEVICES ARE TO BE OPERATIONAL PRIOR TO DUSK EACH NIGHT DURING CONSTRUCTION.

SEC. E EROSION CONTROL:

1. APPROVED EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY CLEARING, GRADING, EXCAVATION, FILLING OR OTHER LAND DISTURBING ACTIVITIES, EXCEPT THOSE OPERATIONS NEEDED TO INSTALL SUCH MEASURES OR UNDERGROUND UTILITIES INSTALLATIONS.
2. DURING CONSTRUCTION, THE CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO INSURE AGAINST POLLUTING, SILTING OR DISTURBING TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY TO THE EXISTING DRAINAGE SYSTEM AND ADJACENT WATER BODIES AND WETLANDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL PERMIT CONDITIONS RELATED TO SUCH MEASURES. METHODS MAY INCLUDE BUT ARE NOT LIMITED TO, FLOATING SILT BARRIERS, SEDIMENTATION BASINS, SEDIMENT CHECK DAMS, SILT FENCES, SYNTHETIC BAILS. THE MEASURES SHOWN ON THESE PLANS SHALL BE CONSIDERED MINIMUM AND SHALL NOT DEVIATE THE CONTRACTOR FROM THE RESPONSIBILITY TO IMPLEMENT ANY MEASURES NECESSARY TO PROVIDE PROTECTION, EROSION, SEDIMENTATION AND TURBIDITY.
3. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE F.D.O.T. MANUAL FOR EROSION CONTROL (LATEST ED.)
4. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND NEEDED REPAIRS OR MAINTENANCE SHALL BE COMPLETED BEFORE WORK STOPS FOR THE DAY.
5. TEMPORARY SEDIMENT TRAPS ARE ACCEPTABLE IF THE INLET IS PROPERLY SCREENED WITH SYNTHETIC BALES AND LOW ENOUGH IN ELEVATION FOR FOR RUNOFF TO ENTER THE STRUCTURE.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONTINUOUSLY MAINTAINED BY THE CONTRACTOR DURING THE CONSTRUCTION PHASE OF THIS PROJECT UNTIL ACCEPTED BY THE OWNER.
7. FAILURE TO PROPERLY INSTALL AND MAINTAIN EROSION CONTROL PRACTICES COULD RESULT IN CONSTRUCTION BEING SUSPENDED BY THE ENGINEER.
8. SEDIMENT BARRIERS SHALL MEET D.O.T STANDARDS.
9. EROSION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ON SITE INSPECTION BY THE ENGINEER OF RECORD.
10. ALL SEEDING FOR TEMPORARY STABILIZATION SHALL BE DONE AS EACH AREA IS MADE READY. CONSTRUCTION SEQUENCE TO MINIMIZE EROSION AND SEDIMENTATION AT STORM-WATER DISCHARGE POINTS:

A. CONTRACTOR TO INSTALL FDOT TYPE III SILT FENCES AT SITE DISCHARGE POINTS.

B. CONTRACTOR TO CONSTRUCT POND AND CONNECTING DRAINAGE AND OUTFALL PIPES AT INITIAL STAGES OF CONSTRUCTION.

C. ALL GRADING OPERATIONS SHALL BE PERFORMED WITHOUT DELAY, PAUSE OR SUSPENDED (CONTINUOUS OPERATION) UNTIL PROPOSED GRADES ARE MET. ALL EXPOSED EARTH SHALL BE SEEDED AND MULCHED OR SODDED SOON AFTER AFTER GRADING IS COMPLETED.

11. EROSION CONTROL PLAN – ANY MODIFICATIONS TO THIS PLAN MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REPRESENTING THE CONTRACTOR. THE MODIFICATIONS MUST BE APPROVED BY THE ENGINEER OF RECORD AND IF SIGNIFICANT, THE PERMITTING AGENCY. NO CONTRACT DELAYS WILL BE ALLOWED FOR SUCH MODIFICATIONS OR APPROVALS.
12. OUTFALL PROTECTION – PROJECT PIPE OR DITCH DISCHARGES INTO OFF-SITE OUTFALLS SHALL BE INSPECTED DAILY FOR POSSIBLE SEDIMENT BUILDUP OR EROSION. OUTFALLS SHALL BE PROTECTED THROUGH USE OF ENVIRONMENTAL CONTROL FEATURES AS NECESSARY TO CONTAIN ANY SEDIMENT ENTERING THE IMMEDIATE AREA OF THE PROJECT. ANY SEDIMENT BUILDUP OR TRANSPORT OFF-SITE SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMEDY. THE CONTRACTOR SHALL USE APPROPRIATE MEASURES AS DIRECTED BY THE PROJECT ENGINEER FOR OUTFALL PROTECTION.
13. SLOPE PROTECTION – ANY DISTURBED OR REWORKED SLOPES 3:1 OR GREATER IN SLOPE SHALL BE ADEQUATELY PROTECTED FROM EROSION THROUGH THE USE OF TEMPORARY SODDING UNTIL PERMANENTLY STABILIZED. SUCH SLOPES SHALL NOT BE LEFT UNPROTECTED MORE THAN 24 HOURS OR PRIOR TO ANTICIPATED RAINFALL EVENTS.
14. SYNTHETIC HAY BALES – SHALL BE PLACED AT THE BASE OF ANY SLOPE WHERE A RAINFALL EVENT COULD ERODE A SLOPE AND TRANSPORT SEDIMENTS OFF SITE. BALES SHALL BE DOUBLE STAKED IN ACCORDANCE WITH FDOT STANDARDS. IF EROSION DEPOSITS REACH THE NEAR THE TOP OF EXISTING BALES THEN SEDIMENTS SHOULD BE REMOVED, ANY DAMAGED OR INEFFECTIVE BALES ARE TO BE REPLACED. THE EXACT LOCATION OF BALE INSTALLATIONS SHALL BE AS DIRECTED BY THE CONSTRUCTION SUPERINTENDENT.
15. A. BACK OF SIDEWALK OR MEDIAN INLETS – THESE SHALL BE PROTECTED FROM SEDIMENT INTAKE UNTIL PROJECT IS COMPLETE. ELEVATION OF GROUND OUTSIDE INLET TOP SHALL NOT BE HIGHER THAN INLET TOP. SOCK PIPE SHALL BE INSTALLED AROUND INLET TOP. A SECOND ROW OF SOCK PIPE SHALL BE PLACED AROUND INLET APPROXIMATELY 4 " OUTSIDE FIRST ROW. BETWEEN ROWS THERE SHALL BE A DEPRESSIONS TO ACT AS A SEDIMENT BASIN. COMPLETED INLETS IN PAVED AREAS SHALL ALSO BE PROTECTED WITH A SINGLE LINE OF SOCK PIPE TO PREVENT SEDIMENT INTAKE FROM OTHER AREAS.

    B. CURB INTAKES – THESE INLETS SHALL BE PROTECTED FROM SEDIMENT INTAKE UNTIL THE PROJECT IS COMPLETE. A SILT FENCE (TYPE III) SHALL BE PLACED AROUND THE OF THE BACK INLET IMMEDIATELY ADJACENT TO THE EDGE OF THE THE INLET. ALL EXPOSED SLOPED MATERIAL ADJACENT TO THE INLET SHALL BE BE COVERED WITH EROSION CONTROL SOD TO MINIMIZE SEDIMENT ENTERING THE NEW INLET.
16. STOCKPILED MATERIALS SHALL NOT BE LEFT IN EROSION PRONE AREAS TO NEXT TO A KNOWN WETLAND.
17. DAILY INSPECTION OF ALL EROSION CONTROL MEASURES AND CONDITIONS OF ADJACENT PROPERTIES SHALL BE PERFORMED BY THE CONTRACTOR. ANY AREAS OF CONCERN SHALL BE NOTED AND CORRECTED. ANY SIGNIFICANT EROSION AREAS ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD.

SEC. F DRY POND & SWALE RETENTION AREAS:

1. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL SYSTEMS FOR CONFORMANCE WITH THE SITE CONSTRUCTIONS PLANS AND FIELD CHANGES. BANKS AND SLOPES OF RETENTION PONDS SHALL ALSO BE CHECKED AFTER RAINFALL EVENTS FOR EROSION PROBLEMS.
2. THE CONTRACTOR SHALL REPAIR ALL EROSION AND SEDIMENT CONTROL SYSTEMS AS REQUIRED FOR CONTINUED FUNCTION. RE-GRADE IF REQUIRED, TO MAINTAIN DESIGN CONFIGURATION. ADD SOD AND SILT FENCES AS REQUIRED TO PREVENT SOIL AND SILT FROM EXITING THE SITE.
3. MOW RETENTION AREAS REGULARLY TO MAINTAIN WEED OVERGROWTH AND PROMOTE TURF GROWTH.
4. INSPECT RETENTION AREAS PERIODICALLY FOR ACCUMULATION OF DEBRIS AND TRASH. PROPERLY DISPOSE OF ALL DEBRIS AND TRASH IN RETENTION AREAS AND CONVEYANCE SWALES.
5. INSPECT RETENTION AREA BOTTOMS FOR DEPOSITS OF SAND AND/OR SILT AND REMOVE.
6. PERCOLATION PERFORMANCE SHALL BE EVALUATED YEARLY FOR EACH DRY RETENTION AREA. THE RETENTION AREAS SHALL PERCOLATE THE DESIGN WATER QUALITY VOLUME WITHIN 72 HOURS OF THE END OF RAINFALL EVENT. BOTTOM MAINTENANCE SHALL BE PERFORMED AS REQUIRED BY EXERCISING THE FOLLOWING PROCEDURE:
    - A. REMOVE 4 TO 6 INCHES OF RETENTION AREA BOTTOM MATERIAL AND SCARIFY.
    - B. REPLACE EXCAVATED MATERIAL WITH CLEAN SAND MATERIAL TO DESIGN GRADE AND SEED AND MULCH OR COVER WITH NON-MUCK GROWN SOD.

SEC. G WORKS IN PUBLIC RIGHT-OF-WAY:

1. ALL LOCAL, STATE AND FEDERAL ORDINANCES, POLICIES AND/OR OTHER REGULATIONS REGARDING TRAFFIC AND PEDESTRIAN TEMPORARY BARRICADES, LIGHTS, SIGNALS, SIGNAGE ETC., SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SAFE AND CONVENIENT MEANS OF ACCESS AND EGRESS TO ALL PARTS OF THE PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR.
2. PRIOR TO COMMENCING WORK THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL BARRICADES, WARNING SIGNS, AND MARKINGS FOR HAZARDS AND THE CONTROL OF TRAFFIC IN REASONABLE CONFORMITY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS OR AS DIRECTED BY F.D.OT. AND LOCAL TRAFFIC ENGINEER SUCH AS TO EFFECTIVELY PREVENT ACCIDENTS IN ALL PLACES WHERE THE WORK CAUSES OBSTRUCTIONS TO THE NORMAL TRAFFIC OR CONSTITUTES IN ANY WAY A HAZARD TO THE PUBLIC.
3. THE CONTRACTOR SHALL CONTROL HIS OPERATIONS AND THOSE OF HIS SUBCONTRACTORS AND ALL SUPPLIERS TO ASSURE THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL MAINTAIN FREE AND UNOBSTRUCTED MOVEMENT OF VEHICULAR TRAFFIC AND SHALL LIMIT HIS OPERATIONS FOR THE SAFETY AND CONVENIENCE OF THE TRAVELING PUBLIC. UNDER ALL CIRCUMSTANCES, SAFETY SHALL BE THE MOST IMPORTANT CONSIDERATION.
4. THE CONTRACTOR SHALL COMPLY WITH ALL LEGAL LOAD RESTRICTIONS IN THE HAULING OF MATERIALS IN PUBLIC ROADS BEYOND THE LIMITS OF THE WORK. A SPECIAL PERMIT WILL NOT RELIEVE THE CONTRACTOR OF LIABILITY FOR THE DAMAGE WHICH MAY RESULT FROM THE MOVING OF MATERIAL AND EQUIPMENT.
5. ALL STRIPING SHALL BE THERMOPLASTIC AND SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATIONS AND SUPPLEMENTS.
6. REFLECTIVE PAVEMENT MARKERS SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATIONS AND SUPPLEMENTS.
7. ALL SIGNS WITHIN FDOT RIGHT-OF-WAY SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATIONS AND SUPPLEMENTS.
8. REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH CURRENT FDOT STANDARDS.
9. STRIPING WITHIN FDOT RIGHT-OF-WAY SHALL BE PLACED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 17346.
10. SIGNS WITHIN FDOT RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 11860 AND SHALL BE PLACED IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 17302.
11. SIGNING AND STRIPING WITHIN FDOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12. ALL WORK PERFORMED WITHIN THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY SHALL CONFORM TO:
    - A.) FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION LATEST EDITION.
    - B.) FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARDS CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS FOR STREETS AND HIGHWAYS ON STATE MAINTAINED SYSTEMS. (AKA: STANDARD INDEX) COMPLIANCE WITH ALL APPLICABLE FDOT INDEXES IS REQUIRED.
13. THE MAINTENANCE OF TRAFFIC IS TO BE PER APPLICABLE FDOT INDEX DESIGN.

SEC. H SAFETY:

1. DURING THE CONSTRUCTION AND/ OR MAINTENANCE OF THIS PROJECT. ALL SAFETY REGULATIONS ARE TO BE ENFORCED BY THE CONTRACTOR. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELING PUBLIC AND THE SAFETY OF HIS PERSONNEL. LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY CURRENT OSHA STANDARDS.
2. THE MINIMUM STANDARDS AS SET FORTH IN THE CURRENT EDITION OF THE STATE OF FLORIDA MANUAL ON TRAFFIC CONTROL AND SAFE PRACTICES FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS.
3. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY AND ENFORCE ALL APPLICABLE SAFETY REGULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY AND DOES NOT IMPLY THAT THE OWNER OR ENGINEER WILL INSPECT AND/OR ENFORCE SAFETY REGULATIONS.

SEC. L DEMOLITION:

1, THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND LICENSES FOR PERFORMING THE DEMOLITION WORK AND SHALL FURNISH A COPY OF SAME TO THE ENGINEER PRIOR TO COMMENCING THE WORK. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE PERMITS.

2. THE CONTRACTOR SHALL MODIFY ALL UTILITY COMPANIES OR LOCAL AUTHORITIES FURNISHING GAS, WATER, ELECTRICAL, TELEPHONE, OR UTILITY/SEWER SERVICE. SO THEY CAN REMOVE, RELOCATE, DISCONNECT, CAP OR PLUG THEIR EQUIPMENT IN ORDER TO FACILITATE DEMOLITION.
3. THE CONTRACTOR SHALL PROTECT ALL UTILITIES AND OTHER IMPROVEMENTS SHOWN ON THESE PLANS AND ALL OTHER UTILITIES AND OTHER IMPROVEMENT NOT SHOWN. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR REPAIRS OF UTILITIES AND OTHER IMPROVEMENTS DAMAGED DURING CONSTRUCTION AND SHALL MAINTAIN SUFFICIENT PROTECTION TO ALL UTILITIES REQUIRED TO PROTECT THEM FROM DAMAGE AND TO PROTECT THE PUBLIC DURING CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL TREES, STRUCTURES, AND UTILITIES NOT MARKED FOR REMOVAL OR DEMOLITION AND SHALL PROMPTLY REPAIR ANY DAMAGE AS DIRECTED BY THE ENGINEER AT NO COST TO THE OWNER.
5. THE CONTRACTOR TO REMOVE ALL BUILDING STRUCTURES MARKED FOR DEMOLITION WHICH INCLUDES ALL FOOTERS ASSOCIATED WITH THE STRUCTURE, SEPTIC SYSTEMS AND WATER LINES TO THE METER LOCATION, LATERALS TO THE RIGHT-OF-WAY LINE (CAP PRIOR TO BACKFILLING THE TRENCH), AND ALL UNDERGROUND ELECTRICAL WIRING NOT ASSOCIATED WITH THE APPROPRIATE POWER COMPANY.
6. THE CONTRACTOR SHALL REMOVE ALL PAVING MARKED FOR DEMOLITION WHICH INCLUDES ALL ASPHALT, CONCRETE, BASE, GRAVEL, BRICK AND SIDEWALK.
7. THE CONTRACTOR SHALL REMOVE ALL TREES MARKED FOR REMOVAL WHICH INCLUDES THE ROOTS ASSOCIATED WITH THE TREE. THE TREES NOT MARKED FOR REMOVAL SHALL BE PROTECTED IN ACCORDANCE WITH THE TREE PROTECTION DETAILS.
8. THE CONTRACTOR IS TO REMOVE ALL UNSALVAGEABLE MATERIALS AND YARD WASTE FROM THE SITE IMMEDIATELY AND DISPOSE OF IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
9. THE CONTRACTOR SHALL SAW-CUT A SMOOTH STRAIGHT EDGE ON ANY PAVEMENT PROPOSED FOR DEMOLITION PRIOR TO ITS REMOVAL TO ENSURE THAT THE EDGE OF THE INTERFACE BETWEEN OLD AND NEW PAVEMENT IS STRAIGHT, UNIFORM AND EVEN IN ELEVATION.

SEC. I UNDERGROUND UTILITIES:

1. THE ENGINEER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO UNCOVER, RETEST AND/OR PERFORM ANY ACTION NECESSARY TO ENSURE THAT THE IMPROVEMENTS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL COORDINATE ALL BACKFILL OPERATIONS WITH THE PROJECT SOILS ENGINEER AND SUBMIT TEST REPORTS TO ENGINEER PRIOR TO BEGINNING WORK ON THE NEXT ITEM OF WORK, I.E. SUBGRADE PRIOR TO CURB.
3. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.
4. FLORIDA LAW (533.851) REQUIRES THAT PERSONS MAKING EXCAVATIONS IN PUBLIC OR PRIVATE STREETS, ALLEYS, RIGHT-OF-WAY OR UTILITY EASEMENTS WITH HAND TOOLS OR POWER EQUIPMENT MUST FIRST OBTAIN INFORMATION ON THE THE LOCATION OF UNDERGROUND GAS PIPE LINES. THE CONTRACTOR SHALL NOTIFY THE GAS UTILITY A MINIMUM OF 48 HOUR AND A MAXIMUM OF 5 DAYS PRIOR TO EXCAVATION.
5. ALL WORK SHALL SHALL BE OPEN TO AND SUBJECT TO INSPECTION.
6. THE CONTRACTOR SHALL COORDINATE THE INSTALLATIONS OF UTILITY CONDUITS (SLEEVES) UNDER PAVED AREAS WITH EACH UTILITY COMPANY PRIOR TO BASE INSTALLATION.
7. ALL DEWATERING COSTS ASSOCIATED WITH THE INSTALLATION AND CONSTRUCTION OF THE UNDERGROUND UTILITIES; STORMWATER PIPES AND MANHOLES; SANITARY SEWER MAINS, FORCE MAINS, MANHOLES, AND LIFT STATIONS; AND STORMWATER MANAGEMENT SYSTEMS SHALL BE INCLUDED AS PART OF THE CONSTRUCTION BID COSTS.

SEC. J SANITARY SEWER SYSTEM:

1. ALL SEWER COLLECTION SYSTEM RELATED ITEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL STANDARDS, THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND HEALTH DEPT. REQUIREMENTS.
2. IF UNSUITABLE MATERIAL IN THE VICINITY OF SANITARY SEWER LINES ARE FOUND DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHO WILL DIRECT THE CONTRACTOR TO REMOVE THE UNSUITABLE MATERIAL AND PREPARE THE TRENCH AND INSTALL THE SEWER LINES IN ACCORDANCE WITH ASTM D-2321.
3. ALL SANITARY SEWER MAINS AND LATERALS WITH IN THE R.O.W. SHALL HAVE A MINIMUM OF 36 INCHES OF COVER.
4. PRIOR TO COMMENCING WORK WHICH REQUIRES CONNECTING NEW WORK TO EXISTING LINES OR APPURTENANCES, THE CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING CONNECTION POINT AND NOTIFY OWNER'S ENGINEER OF ANY CONFLICTS OR DISCREPANCIES.
5. ALL SANITARY SEWER COVERS SHALL BE TRAFFIC RATED FOR H-20 LOADING.
6. THE CONTRACTOR SHALL PROVIDE CERTIFIED UTILITY RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR. THE RECORD DRAWINGS SHALL SHOW FINAL GRADES AND LOCATIONS ON ALL SANITARY SEWER MAINS AND SERVICES. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF THE CERTIFIED RECORD DRAWINGS TO THE ENGINEER.
7. THE CONTRACTOR SHALL PERFORM AN INFILTRATION/EXFILTRATION TEST ON ALL GRAVITY SEWER IN ACCORDANCE WITH THE REGULATION AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE TESTING COMPANY. COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.
8. ALL FORCEMAINS SHALL BE SUBJECT TO A HYDROSTATIC PRESSURE TEST IN ACCORDANCE WITH THE REGULATORY AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER OF RECORD AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.

SEC. K WATER DISTRIBUTION:

1. ALL WATER DISTRIBUTION SYSTEM RELATED ITEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL UTILITIES PROVIDER REQUIREMENTS, FLORIDA DEPT. OF ENVIRONMENTAL PROTECTION, AND HEALTH DEPT. REQUIREMENTS.
2. ALL MATERIALS FURNISHED BY THE CONTRACTOR UNDER THIS SECTION SHALL BE NEW, HIGH GRADE AND FREE FROM DEFECTS.
3. PRESSURE AND LEAKAGE TESTS FOR NEWLY-INSTALLED WATER DISTRIBUTION SYSTEM PRESSURE PIPES AND APPURTENANCES SHALL BE PERFORMED IN CONFORMANCE WITH F.D.E.P AND LOCAL UTILITIES PROVIDER.
4. ALL WATER LINES SHALL BE INSTALLED IN A DRY TRENCH.
5. PRESSURE AND LEAKAGE TESTS FOR NEWLY-INSTALLED WATER DISTRIBUTION SYSTEM PRESSURE PIPES AND APPURTENANCES SHALL BE PERFORMED IN CONFORMANCE WITH CITY, COUNTY AND FDOT STANDARDS. POTABLE WATER TEST PRESSURES SHALL BE 150 PSI; DURATION OF TESTS IS TO BE 2 HOURS. TESTS TO BE CONDUCTED PURSUANT TO AWWA C605 DUCTILE IRON PIPE AND 90% OF THAT ALLOWABLE LEAKAGE FOR PVC PIPE.
6. DISINFECT POTABLE WATER MAINS IN ACCORDANCE WITH AWWA C651 STANDARD PROCEDURES FOR DISINFECTING WATER MAINS.
7. ALL PVC PIPE MUST BEAR THE NSF LOGO FOR POTABLE WATER USE.
8. PRIOR TO THE CONNECTION TO ANY EXISTING MAIN, THE PROPOSED WATER MAIN SHALL BE DISINFECTED, HAVE ENGINEER APPROVED PRESSURE TESTING AND HAVE FDEP CLEARANCE. REFER TO FDEP PERMIT FOR ANY ADDITIONAL REQUIREMENTS.
9. THE WATERMAINS SHALL BE INSTALLED AS NOTED ON THE PLANS. WHERE APPLICABLE, A SEPARATION BETWEEN WATERMAINS, SEWER, RE-USE OR STORM PIPES SHALL MEET OR EXCEED THE REQUIREMENTS OF F.D.E.P.

LEGEND

ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.W.H.
PROJECT NO. 15165

DATE	REVISIONS
03.08.18	current
12.19.17	forth edition
11.02.17	third edition
07.31.17	second edition
06.08.17	current edition

AMERICAN CIVIL
ENGINEERING CO.
207 N. MOSS RD., SUITE 211; WINTER SPRINGS, FLA 32708
PH. (407) 327-7700; FAX (407) 327-0227
cert. of authorization
number 8729

GENERAL NOTES
AiRPORT PARKING
McCoy Road
2635 McCoy Road, Belle Isle, Florida

GENERAL NOTES
project no. 15100
sheet number
9 *of* 9

CITY OF BELLE ISLE, FL

1600 NELA AVENUE, BELLE ISLE, FL 32809 * TEL 407-851-7730

MEMORANDUM

From the Desk of Bob Francis, City Manager

To: Planning and Zoning Board
Date: February 7, 2018
Re: Boat Dock Ordinance Revision

In February 2017, the Council adopted Ordinance 17-02 for the regulation, construction and repair of docks. Since its adoption, there has been difficulty in administering this ordinance due to places where it conflicts with itself. There have also been complaints by constituents that the ordinance is not easy to follow and is confusing. The City Manager requested the City Council to look at these areas that conflict and consider some revisions to the ordinance. The City Council approved changes at the February 6 Council meeting and now directed that the ordinance be sent to the P&Z Board for their review and comment. The Council will consider any comments prior to adopting the ordinance.

The convenience, the revisions are highlighted and summarized here.

Page 2: Adds the definition of "Personal Watercraft" replacing "jetski" or "jet ski"

Page 4: Adds a time frame to how old a survey may be as part of the application.

Page 5: Changes the property line setback from 5 feet to 10 feet. If a property owner wants 5 feet, then they can apply for a variance.

Page 7: States that power curtains, power boat covers, etc. are not considered enclosures under this ordinance.

Page 8: Change the dimensions of storage lockers from 65 cubic feet to 30 inches in height above the deck; 36 inches in width; 9 feet in length. This prevents a 65 c.f. structure to be a tall structure.

Page 9: Adds that docks that are have active permits or enforcement actions on them at the time of the passage of this ordinance will not be grandfathered in.

ORDINANCE No.: 17-19

AN ORDINANCE OF THE CITY OF BELLE ISLE, FLORIDA; AMENDING THE BELLE ISLE LAND 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.

WHEREAS, Citizens of the City of Belle Isle have expressed concern to the City Council about the scope and extent of regulation of docks within the City; and

WHEREAS, on March 21, 2017, the City Council adopted Ordinance No. 17-02 amending Chapter 48, Article II the City Land Development Code with respect to dock regulations; and

WHEREAS, the City Council has determined that further amendment to Chapter 48, Article II of the City Land Development Code is necessary in order to further improve and clarify the City's dock regulations and to respond to the concerns of citizens of Belle Isle; and

WHEREAS, the City of Belle Isle Planning and Zoning Board serves as local planning agency for the City; and

WHEREAS, the Planning and Zoning Board, acting in its capacity as the City's Local Planning Agency, has duly considered and recommended approval to the City Council of the revisions to the dock regulations effected by this Ordinance at a public meeting on _____; and

WHEREAS, the City Council has found and determined that the adoption of this Ordinance is in the interests of the public health, safety and welfare, will aid in the harmonious, orderly and progressive development of the City, and serves a valid public purpose.

BE IT ORDAINED by the City Council of Belle Isle, Florida:

SECTION 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and are hereby made a part of this ordinance.

SECTION 2. Amendment of Land Development Code. Chapter 48, Article II of the City Land Development Code is hereby repealed in its entirety and replaced with the following:

ARTICLE II. - DOCKS

Sec. 48-30. – Definitions

The following words, terms and phrases, when used in this article, will have the following meanings unless the context clearly indicates a different meaning:

Access walkway means that portion of the dock that commences on the upland parcel and extends to and terminates at the junction with the terminal platform.

Boats means all rowboats, sailboats, canoes, kayaks, skiffs, rafts, dugouts, dredges, personal watercraft, and other vehicles of transportation for use on water, including inboard and outboard motorboats, unless otherwise indicated; and any and all objects tied to or connected therewith while being propelled through the water.

Boathouse means a roofed structure constructed over or adjacent to water to provide a covered mooring or storage place for watercraft.

Boathouse lot means a lot that is waterfront and was platted as a "B" lot to a primary "A" lot under the same parcel identification number and serves as a lake access lot for the parcel with the primary "A" lot having a principal structure.

Dock means any permanently fixed or floating structure, slip, platform (whether covered or uncovered) extending from the upland into the water, capable of use for boat or vessel mooring and other water-dependent recreational activities. 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 hours in any one day.

Maintenance means the act of keeping the dock in a safe and useable condition consistent with original design specifications.

Mooring area means the portion of a docking facility used for the mooring of watercraft.

Normal High Water Contour (NHWC) means the horizontal location of the theoretical shoreline when the lake level is at the Normal High Water Elevation as defined herein. This is more specifically the horizontal location of the surface ground elevation points which match the Normal High Water Elevation as defined herein.

Normal High Water Elevation (NHWE) means the water surface elevation of Lake Conway and its directly connected water bodies as defined by Orange County. As of December 2016 the NHWE was 85.45, NAVD 88.

NHWE Shoreline means the edge of a body of water at the normal high water elevation (NHWE).

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.

Principal structure means the building or structure in which the principal use of the parcel or lot is conducted. A dock shall not be the principal structure on a parcel or lot.

Principal use means a use of the upland parcel for residential, commercial or governmental purposes. At a minimum, a principal use shall be established by the issuance of a building permit for a principal structure.

Private dock means a dock, which may be used by only those persons living on the upland parcel and their usual and customary guests.

Projected property line means a continuation of, and extension to, the upland property line. In cases of privately owned bottomland, that is, non-sovereignty submerged lands underlying a water body, the projected property line is the actual property line.

Public dock means a dock which is subject to public access. Docks associated with governmental and non-governmental institutions, and private organizations are included in the definition of public dock.

Repair means to restore to the permitted design specifications of a dock structure, including the replacement of the entire dock or portions of the dock.

Semi-private dock means a dock, which may be used by a group of residents living in a subdivision 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 watercraft.

Terminal platform means that portion of a dock beginning at the waterward end of the access walkway. The terminal platform shall be designed for the mooring and launching of boats, or other water-dependent activities.

Sec. 48-31. - Application process.

(a) *Permit and review*. Any person desiring to construct a new dock, repair an existing non-conforming dock or add to an existing dock, regardless of whether it is made of wood or another material, within the city shall first apply for a permit to the city. The City shall determine for a pre-existing dock, whether a permit for repair is necessary under sec. 48-34 below. The city shall review the application for completeness and sufficiency as to whether all data, documentation, and materials required herein are provided and shall contact the applicant if the application fails to meet any of the requirements set forth in this section. After an application has been deemed complete and sufficient by the City, the City shall perform a site review of the proposed dock location.

(1) *City's administrative review fees.* Application fees shall be in accordance with the city fee schedule. The administrative review fee does not include the City of Belle Isle building permit's processing fee.

(2) *Application.* The applicant shall submit a completed city dock application, a survey and five sets of plans showing the proposed dock. These forms shall be available in the city hall office.

(3) The survey of the property, perfomed 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.

(i) Lot lines or boundaries of the upland area;

(ii) Location of the edge of water;

(iii) Location of any wetlands vegetation both upland or aquatic;

(iv) Any fences, docks, bulkheads, seawalls, ramps, buildings, paths or walkways or any structure on the upland and lake area;

(v) The NHWC line across the property;

(vi) Elevation 79.5 (NAVD 1988) of the lake bottom closest to the upland subject of the application established by Orange County.

(vii). Elevation 80.0 (NAVD 1988) contour of the lake bottom closest to the upland subject of the application.

(4) The plans shall include a scale drawing(s) signed and sealed by a professional licensed professional engineer or architect and accompanied by five (5) copies that provide accurate information as to each of the following elements:

(i) An arrow indicating the northerly direction and an indication of the scale to which the drawing was prepared. All drawings must be drawn utilizing an industry standard engineering scale;

(ii) The dimensions of the property, and the length and location of the proposed dock, or dock addition, as measured from the shoreline to the point most waterward of the shoreline, and identify the licensed contractor who will be installing or constructing the improvements;

(iii) The exact distance between the 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, and an approximation of the distance from the closest dock on each side of the property;

(v) The 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;

(vii) Location of any water lines, electrical outlets or sources, hose bibs;

(viii) All items of the survey in (3) above; and

(ix) Location of lifts, hoists, mooring pilings and mooring areas of any boat.

(5) *Building permit.* Following the approval by the city of a dock application, the applicant is also required to obtain a building permit from the City of Belle Isle building department prior to commencing construction. In the event electricity is run to the dock, the proper electrical permit must also be obtained from the City of Belle Isle building department.

(6) Each dock length will be measured perpendicularly from the NHWC to the most waterward point on the dock. A distance from two fixed objects or structures on each lot shall be referenced on the dock permit application plans.

(b) *Commencement and completion of construction.* All construction must be commenced, or completed, or both, within the guidelines established by the City of Belle Isle building department. The applicant is responsible for all fees associated with the procurement of the necessary permits.

(c) The approved permit is valid for one year from the date of the application.

Sec. 48-32. - Design criteria.

(a) Dock applications shall be reviewed under the following design criteria:

(1) *Setbacks.* Private docks shall have a minimum side setback of 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 deviation from the minimum side setback will require a variance.

(2) *Length.* The lakeward end of the terminal platform shall be allowed to project to the greater of:

(i) Where the lake bottom has an elevation of 79.5 (NAVD 88);

(ii) 15 feet lakeward of the point where the lake bottom has an elevation of 80 (NAVD 88); or

(iii) 40' from the NHWC shoreline.

(3) *Total area.* 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. The area for the docking and mooring of boats, personal watercraft, watercrafts and other appurtenances is included in the dock area calculation

(4) *Height.* Except for floating docks, the minimum height of dock decks shall place them one foot above the NHWE of Lake Conway. The maximum height, which is to be measured from the top of the structure, shall be 14 feet above the NHWE of Lake Conway.

(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 be included as part of the total area for the dock.

(6) *Number and location of docks*:

(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.

(ii) No dock construction permit shall be issued on a lot or combination of lots that does not have a principal building first located thereon.

(iii) Only one 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.

(iv) Dock(s) that are privately owned or attached to private property shall only be permitted on lots or combinations of lots zoned or used for residential purposes, and no docks shall be permitted on any lot or combination of lots used for agricultural, commercial, professional-office and/or industrial purposes. If the permit is for a combination of lots, the dock shall be built on the lot where the principal building is located.

(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 (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.

vi) All dock(s) shall be permanently affixed to the lake bottom, and shall be subject to the provisions of this article.

vii) A floating structure, unless it is associated with a permanent dock, shall be considered a separate dock subject to all provisions of this article.

viii) A floating structure shall be considered to be associated with a dock, if it is installed within the boat slip area, is attached to the dock, or is immediately adjacent to a side of the dock. In no case shall any floating structure extend the permitted length of a dock or extend into the side yard setback, or violate other relevant restrictions.

ix) Notwithstanding any other regulation to the contrary, no dock shall extend across more than 50% of the linear shoreline. The linear shoreline frontage shall be measured in a straight line between the two outermost property corners at the NHWC.

(b) *Dock or Boathouse on canal lot*:

(1) Boathouses and docks on canal lots are subject to this article and the additional requirements of this subsection (b), notwithstanding that the lots along the canals interconnecting with Lake Conway within the city were platted and accepted by the city under the premise that these lots would serve as lake access for the residents of the associated parcel.

(2) Docks on canals are limited to the edge of the canal, and only if the proposed dock does not impede or restrict the boat traffic in the canal.

(3) The length, size and location of a Dock on a canal are further limited to no more than a width of 10 feet along the canal frontage if boat traffic in the canal is not impeded or restricted by the proposed Dock.

(c) *Restrictions*. All docks are subject to the additional restrictions below:

(1) No dock or work for or on a dock shall be within areas which constitute easements for ingress or egress, or for drainage held by individuals or the general public.

(2) No flat roofs. Minimum roof pitch (slope) is 2:12; Maximum roof pitch (slope) is 5:12.

(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.

(4) Under no circumstances shall a dock be used, permitted or occupied as living quarters, or as a bunk house, enclosed recreational use, or for any other non-water related use.

(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.

(6) Any permit to place, locate, extend, expand, use or otherwise construct a dock, whether along Lake Conway or any canal or any other water body within the City, is subject to and shall not be construed as inconsistent with any law or regulation of the State of Florida or the United States. In addition, in granting or denying any application under this article the City may consider whether the proposed construction or activities would create unreasonable interference with the riparian or littoral rights of one or more nearby property owners, or the general public, as determined by the City in its discretion. As used in this subsection (6), "unreasonable interference" shall include but not be limited to situations in which a proposed structure or activity would impede access to, ingress to, or egress from the relevant body of water by boaters, swimmers, and others with a right to utilize the water body; encroaches upon, intersects, or otherwise interferes with commonly traveled boat routes or established watercraft channels; creates an unusual configuration of the shoreline that restricts boating access within navigable sections of the waterway; unreasonably impairs the view of the water body from one or more other waterfront properties; or otherwise unreasonably impairs or encroaches upon a riparian or littoral right held by one or more property owners or the general public under the law. Notwithstanding the foregoing, the City does not represent or guarantee that a dock or other permitted activity under this article will not affect a riparian or littoral right held by a property owner or the public, which rights are by law subject to local government regulations such as those contained in this article, and the City disclaims to the extent consistent with the law any liability for claims related to such.

Sec. 48-33. – Dock Variances.

(a) In the event the applicant wishes to construct, expand, extend, or repair a dock, or conduct any other activity not meeting one or more of the criteria or requirements described in section 48-32, a variance application must be made for hearing by the Belle Isle Planning and Zoning Board. Application fees shall be in accordance with the city fee schedule.

(b) The board shall not approve an application for a variance unless and until each of the following criteria have been met:

(1) The dock shall not create conditions hazardous to navigation nor any safety hazards;

(2) The location and placement of the dock shall be compatible with other docks in the area, and the shoreline contour of the lake;

(3) The current level of the lake shall not be a factor in deciding whether to approve or deny a variance

(4) The application does not confer a special benefit to the landowner over and above the adjoining landowners and does not interfere with the rights of the adjoining property owner to enjoy reasonable use of their property; and

(5) The requirements of subsection 42-64(1) Variances except for subsection 42-64(1)d (hardship).

Sec. 48-34. - Dock maintenance and repair and minor modifications.

(a) *Dock maintenance and repair, responsibility of property owner.* The owner of property on which a dock is located is responsible for maintaining a dock in safe and useable condition. Every dock and associated structures shall remain adequately supported, not create debris or obstructions, and shall be maintained in sound condition and good repair, so as to prevent negative impact on adjacent properties or waterway use and recreation.

(b) *Maintenance and repair of docks.* When maintenance and repair of docks involves the repair or replacement of pilings or other portions of the dock at or below the water surface, or of any roofed structure, the permit holder shall submit an application for a permit pursuant to section 48-31 of this article. Maintenance or repair of the deck surface of a dock that does not involve activity at or below the water surface, or of any roofed structure, is allowed without notice or permit, except that all such maintenance and repair activities must maintain the original design and original footprint of the dock and structures located on such dock or associated therewith.

(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 docks 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.

(d) Minor modifications to permitted docks. Minor modifications to all existing docks must be approved by the city. The applicant must submit a request for the proposed deviation change or modification to the original site plan to the city manager for consideration. Additional information may be requested from the applicant in order to complete the review. Minor modifications must comply with the provisions of this article. Any modification that may require

a variance or waiver of any provision of this article shall not be considered a minor modification. Any modification that increases the size of the terminal platform shall not be considered a minor modification. The city manager may require notification of abutting shoreline property owners of the application for minor modification. City approval or disapproval shall include a statement regarding requirement or no requirement for a permit.

(e) When repair of an existing dock is subject to a new permit by the City, an applicant shall provide to the City the prior dock permit and survey whether issued by Orange County or the City. The City shall determine whether or not the proposed repair necessitates a permit under this section. The applicant shall have the burden of proof to show the dock preceded any dock regulation of Orange County or the City or provide the prior permit and survey for the dock.

Sec. 48-35. - Violations; penalties; enforcement.

(a) It shall be unlawful for any person to violate any provision of this article, or any provision of any resolution enacted pursuant to the authority of this article. Any person who violates this chapter, or any provision of any resolution enacted pursuant to the authority of this article, may be prosecuted in accordance with Chapter 14 of the Belle Isle code.

(b) In addition to the enforcement and penalty provisions provided in Chapter 14, the city may avail itself of any other legal or equitable remedy available to it, including without limitation, injunctive relief or revocation of any permit involved.

(c) Any person violating this article shall be liable for all costs incurred by the city in connection with enforcing this article or any provision of any resolution enacted pursuant to this article, including without limitation, attorneys' fees and investigative and court costs.

(d) If the code enforcement officer determines that construction is occurring without prior approval or not in accordance with these regulations, the code enforcement officer shall promptly issue a written notice of violation to the applicant and/or designated contractor. The notice of violation shall include a description of the site where the violation has occurred, cite the provisions of these regulations, general or special laws which have been violated, and set forth the remedial action required by the city. Such remedial action may include submittal of revised drawings, reapplication for a permit, double the permit fee, removal of dock, and administrative and civil penalties.

SECTION 4. Codification. This Ordinance shall be incorporated into the Land Development Code of the City of Belle Isle, Florida. Any section, paragraph number, letter and/or any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical and similar or like errors may be corrected, and additions, alterations, and omissions not affecting the construction or meaning of this ordinance or the Land Development Code may be freely made.

SECTION 5. Severability. If any section, subsection, sentence, clause, phrase, word or provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, whether for substantive, procedural, or any other reason, such portion shall be

deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 6. Conflicts. In the event of a conflict or conflicts between this Ordinance and any other ordinance or provision of law, this Ordinance controls to the extent of the conflict, as allowable under the law.

SECTION 7. Effective Date. This Ordinance shall become effective immediately upon adoption by the City Council of the City of Belle Isle, Florida.

FIRST READING: _____, 2018

SECOND READING: _____, 2018

ADOPTED this ____ day of _____, 2018, by the City Council of the City of Belle Isle, Florida.

CITY COUNCIL
CITY OF BELLE ISLE

_____
Lydia Pisano, Mayor

ATTEST:

_____
Yolanda Quiceno, City Clerk

DWoods comments

ORDINANCE No.: 17-19

AN ORDINANCE OF THE CITY OF BELLE ISLE, FLORIDA; AMENDING THE BELLE ISLE LAND 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.

WHEREAS, Citizens of the City of Belle Isle have expressed concern to the City Council about the scope and extent of regulation of docks within the City; and

WHEREAS, on March 21, 2017, the City Council adopted Ordinance No. 17-02 amending Chapter 48, Article II the City Land Development Code with respect to dock regulations; and

WHEREAS, the City Council has determined that further amendment to Chapter 48, Article II of the City Land Development Code is necessary in order to further improve and clarify the City's dock regulations and to respond to the concerns of citizens of Belle Isle; and

WHEREAS, the City of Belle Isle Planning and Zoning Board serves as local planning agency for the City; and

WHEREAS, the Planning and Zoning Board, acting in its capacity as the City's Local Planning Agency, has duly considered and recommended approval to the City Council of the revisions to the dock regulations effected by this Ordinance at a public meeting on _____; and

WHEREAS, the City Council has found and determined that the adoption of this Ordinance is in the interests of the public health, safety and welfare, will aid in the harmonious, orderly and progressive development of the City, and serves a valid public purpose.

BE IT ORDAINED by the City Council of Belle Isle, Florida:

SECTION 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and are hereby made a part of this ordinance.

SECTION 2. Amendment of Land Development Code. Chapter 48, Article II of the City Land Development Code is hereby repealed in its entirety and replaced with the following:

ARTICLE II. - DOCKS

Sec. 48-30. – Definitions

The following words, terms and phrases, when used in this article, will have the following meanings unless the context clearly indicates a different meaning:

Access walkway means that portion of the dock that commences on the upland parcel and extends to and terminates at the junction with the terminal platform.

Boat or

Boats means all rowboats, sailboats, canoes, kayaks, skiffs, rafts, dugouts, dredges, personal watercraft, and other vehicles of transportation for use on water, including inboard and and unmotorized vessels outboard motorboats, unless otherwise indicated; and any and all objects tied to or connected therewith while being propelled through the water.

Boathouse means a roofed structure constructed over or adjacent to water to provide a covered mooring or storage place for watercraft.

Boathouse lot means a lot that is waterfront and was platted as a "B" lot to a primary "A" lot under the same parcel identification number and serves as a lake access lot for the parcel with the primary "A" lot having a principal structure.

Dock means any permanently fixed or floating structure, slip, platform (whether covered or uncovered) extending from the upland into the water, capable of use for boat or vessel mooring and other water-dependent recreational activities. 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.

Maintenance means the act of keeping the dock in a safe and useable condition consistent with original design specifications.

boats

Mooring area means the portion of a docking facility used for the mooring of ~~watercraft.~~

Normal High Water Contour (NHWC) means the horizontal location of the theoretical shoreline when the lake level is at the Normal High Water Elevation as defined herein. This is more specifically the horizontal location of the surface ground elevation points which match the Normal High Water Elevation as defined herein.

Normal High Water Elevation (NHWE) means the water surface elevation of Lake Conway and its directly connected water bodies as defined by Orange County. As of December 2016 the NHWE was 85.45, NAVD 88.

~~*NHWE Shoreline* means the edge of a body of water at the normal high water elevation (NHWE).~~

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.

Principal structure means the building or structure in which the principal use of the parcel or lot is conducted. A dock shall not be the principal structure on a parcel or lot.

Principal use means a use of the upland parcel for residential, commercial or governmental purposes. At a minimum, a principal use shall be established by the issuance of a building permit for a principal structure.

problem 40-32 a 6 ii

Private dock means a dock, which may be used by only those persons living on the upland parcel and their usual and customary guests.

Projected property line means a continuation of, and extension to, the upland property line. In cases of privately owned bottomland, that is, non-sovereignty submerged lands underlying a water body, the projected property line is the actual property line.

Public dock means a dock which is subject to public access. Docks associated with governmental and non-governmental institutions, and private organizations are included in the definition of public dock.

Repair means to restore to the permitted design specifications of a dock structure, including the replacement of the entire dock or portions of the dock.

and authorized by

Semi-private dock means a dock, which may be used by a group of residents living in a subdivision or multifamily development and their usual and customary guests.

Association

Slip or boat-slip means a space designed for the mooring or storage of a single ~~watercraft.~~ boat

Terminal platform means that portion of a dock beginning at the ~~waterward end of the access walkway.~~ point where the lateral width of the dock exceeds the maximum allowed width for the access walkway or provision is made for mooring boats. The terminal platform shall be designed for the mooring and launching of boats, or other water-dependent activities.

Sec. 48-31. - Application process.

(a) *Permit and review.* Any person desiring to construct a new dock, repair an existing non-conforming dock or add to an existing dock, regardless of whether it is made of wood or another material, within the city shall first apply for a permit to the city. The City shall determine for a pre-existing dock, whether a permit for repair is necessary under sec. 48-34 below. The city shall review the application for completeness and sufficiency as to whether all data, documentation, and materials required herein are provided and shall contact the applicant if the application fails to meet any of the requirements set forth in this section. After an application has been deemed complete and sufficient by the City, the City shall perform a site review of the proposed dock location.

(1) *City's administrative review fees.* Application fees shall be in accordance with the city fee schedule. The administrative review fee does not include the City of Belle Isle building permit's processing fee.

(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, perfomed 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) Lot lines or boundaries of the upland area;
, date and elevation

(ii) Location of the edge of water;

(iii) Location of any wetlands vegetation both upland or aquatic;

(iv) Any fences, docks, bulkheads, seawalls, ramps, buildings, paths or walkways or any structure on the upland and lake area;

(v) The NHWC line across the property;
location of contour

(vi) Elevation 79.5 (NAVD 1988) of the lake bottom closest to the upland subject of the application ~~established by Orange County.~~
Location of contour

(vii). Elevation 80.0 (NAVD 1988) contour of the lake bottom closest to the upland subject of the application.

(4) The plans shall include a scale drawing(s) signed and sealed by a professional licensed professional engineer or architect and accompanied by five (5) copies that provide accurate information as to each of the following elements:

(i) An arrow indicating the northerly direction and an indication of the scale to which the drawing was prepared. All drawings must be drawn utilizing an industry standard engineering scale;

(ii) The dimensions of the property, and the length and location of the proposed dock, or dock addition, as measured from the ~~shoreline~~ NHWC to the point most waterward of the ~~shoreline~~ NHWC, and identify the licensed contractor who will be installing or constructing the improvements;

shoreward end of the proposed dock

(iii) The exact distance between the ~~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;

deck

(v) The ~~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;~~

(vii) Location of any water lines, electrical outlets or sources, hose bibs;

(viii) All items of the survey in (3) above; and

(ix) Location of lifts, hoists, mooring pilings and mooring areas of any boat.

(5) *Building permit.* Following the approval by the city of a dock application, the applicant is also required to obtain a building permit from the City of Belle Isle building department prior to commencing construction. In the event electricity is run to the dock, the proper electrical permit must also be obtained from the City of Belle Isle building department.

(6) Each dock length will be measured perpendicularly from the NHWC to the most waterward point on the dock. A distance from two fixed objects or structures on each lot shall be referenced on the dock permit application plans.

(b) *Commencement and completion of construction.* All construction must be commenced, or completed, or both, within the guidelines established by the City of Belle Isle building department. The applicant is responsible for all fees associated with the procurement of the necessary permits.

(c) The approved permit is valid for one year from the date of the application.

Sec. 48-32. - Design criteria.

(a) Dock applications shall be reviewed under the following design criteria:

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(1) *Setbacks*. Private docks shall have a minimum side setback of 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 ~~deviation~~ from the minimum side setback will require a variance.

reduction

(2) *Length.* The lakeward end of the terminal platform shall be allowed to project to the greater of:

(i) Where the lake bottom has an elevation of 79.5 (NAVD 88);

(ii) 15 feet lakeward of the point where the lake bottom has an elevation of 80 (NAVD 88); or

(iii) 40' from the NHWC shoreline.

terminal platform of the

(3) *Total area.* 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.~~ The area for the docking and mooring of boats, personal watercraft, watercrafts and other appurtenances is included in the dock area calculation

A maximum terminal platform area of 400 sf shall be allowed for properties with less than 40' of linear shoreline frontage.

(4) *Height.* Except for floating docks, the minimum height of dock decks shall place them one foot above the NHWE of Lake Conway. The maximum height, which is to be measured from the top of the structure, shall be 14 feet above the NHWE of Lake Conway.

(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 be included as part of the total area for the dock.

not

(6) *Number and location of docks*:

(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

(ii) No dock construction permit shall be issued on a lot or combination of lots that does not have a principal building first located thereon. (HOA lots may not have a principal structure)

(iii) Only one 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.

This is an opening for multiple docks.

(iv) Dock(s) that are privately owned or attached to private property shall only be permitted on lots or combinations of lots zoned or used for residential purposes, and no docks shall be permitted on any lot or combination of lots used for agricultural, commercial, professional-office and/or industrial purposes. If the permit is for a combination of lots, the dock shall be built on the lot where the principal building is located.

(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~~ (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 or members of a HOA or by a public entity.

vi) All dock(s) shall be permanently affixed to the lake bottom, and shall be subject to the provisions of this article.

vii) A floating structure, unless it is associated with a permanent dock, shall be considered a separate dock subject to all provisions of this article.

viii) A floating structure shall be considered to be associated with a dock, if it is installed within the boat slip area, is attached to the dock, or is immediately adjacent to a side of the dock. In no case shall any floating structure extend the permitted length of a dock or extend into the side yard setback, or violate other relevant restrictions.

ix) Notwithstanding any other regulation to the contrary, no dock shall extend across more than 50% of the linear shoreline. The linear shoreline frontage shall be measured in a straight line between the two outermost property corners at the NHWC.

(b) *Dock or Boathouse on canal lot*:

(1) Boathouses and docks on canal lots are subject to this article and the additional requirements of this subsection (b), notwithstanding that the lots along the canals interconnecting with Lake Conway within the city were platted and accepted by the city under the premise that these lots would serve as lake access for the residents of the associated parcel.

(2) Docks on canals are limited to the edge of the canal, and only if the proposed dock does not impede or restrict the boat traffic in the canal.

(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

(c) *Restrictions*. All docks are subject to the additional restrictions below:

(1) No dock or work for or on a dock shall be within areas which constitute easements for ingress or egress, or for drainage held by individuals or the general public.

(2) No flat roofs. Minimum roof pitch (slope) is 2:12; Maximum roof pitch (slope) is 5:12.

(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.

(4) Under no circumstances shall a dock be used, permitted or occupied as living quarters, or as a bunk house, enclosed recreational use, or for any other non-water related use.

(5) Storage lockers shall not exceed 30 inches in height above the deck; ~~36 inches in width; 9 feet in length.~~ and 67 cubic feet of volume. 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.

(6) Any permit to place, locate, extend, expand, use or otherwise construct a dock, whether along Lake Conway or any canal or any other water body within the City, is subject to and shall not be construed as inconsistent with any law or regulation of the State of Florida or the United States. In addition, in granting or denying any application under this article the City may consider whether the proposed construction or activities would create unreasonable interference with the riparian or littoral rights of one or more nearby property owners, or the general public, as determined by the City in its discretion. As used in this subsection (6), "unreasonable interference" shall include but not be limited to situations in which a proposed structure or activity would impede access to, ingress to, or egress from the relevant body of water by boaters, swimmers, and others with a right to utilize the water body; encroaches upon, intersects, or otherwise interferes with commonly traveled boat routes or established watercraft channels; creates an unusual configuration of the shoreline that restricts boating access within navigable sections of the waterway; unreasonably impairs the view of the water body from one or more other waterfront properties; or otherwise unreasonably impairs or encroaches upon a riparian or littoral right held by one or more property owners or the general public under the law. Notwithstanding the foregoing, the City does not represent or guarantee that a dock or other permitted activity under this article will not affect a riparian or littoral right held by a property owner or the public, which rights are by law subject to local government regulations such as those contained in this article, and the City disclaims to the extent consistent with the law any liability for claims related to such.

Sec. 48-33. – Dock Variances.

(a) In the event the applicant wishes to construct, expand, extend, or repair a dock, or conduct any other activity not meeting one or more of the criteria or requirements described in section 48-32, a variance application must be made for hearing by the Belle Isle Planning and Zoning Board. Application fees shall be in accordance with the city fee schedule.

(b) The board shall not approve an application for a variance unless and until each of the following criteria have been met:

(1) The dock shall not create conditions hazardous to navigation nor any safety hazards;

(2) The location and placement of the dock shall be compatible with other docks in the area, and the shoreline contour of the lake;

(3) The current level of the lake shall not be a factor in deciding whether to approve or deny a variance

(4) The application does not confer a special benefit to the landowner over and above the adjoining landowners and does not interfere with the rights of the adjoining property owner to enjoy reasonable use of their property; and

(5) The requirements of subsection 42-64(1) Variances except for subsection 42-64(1)d (hardship).

Sec. 48-34. - Dock maintenance and repair and minor modifications.

(a) *Dock maintenance and repair, responsibility of property owner.* The owner of property on which a dock is located is responsible for maintaining a dock in safe and useable condition. Every dock and associated structures shall remain adequately supported, not create debris or obstructions, and shall be maintained in sound condition and good repair, so as to prevent negative impact on adjacent properties or waterway use and recreation.

(b) *Maintenance and repair of docks.* When maintenance and repair of docks involves the repair or replacement of pilings or other portions of the dock at or below the water surface, or of any roofed structure, the permit holder shall submit an application for a permit pursuant to section 48-31 of this article. Maintenance or repair of the deck surface of a dock that does not involve activity at or below the water surface, or of any roofed structure, is allowed without notice or permit, except that all such maintenance and repair activities must maintain the original design and original footprint of the dock and structures located on such dock or associated therewith.

(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 docks 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. 50%?

(d) Minor modifications to permitted docks. Minor modifications to all existing docks must be approved by the city. The applicant must submit a request for the proposed deviation change or modification to the original site plan to the city manager for consideration. Additional information may be requested from the applicant in order to complete the review. Minor modifications must comply with the provisions of this article. Any modification that may require

a variance or waiver of any provision of this article shall not be considered a minor modification. Any modification that increases the size of the terminal platform shall not be considered a minor modification. The city manager may require notification of abutting shoreline property owners of the application for minor modification. City approval or disapproval shall include a statement regarding requirement or no requirement for a permit.

(e) When repair of an existing dock is subject to a new permit by the City, an applicant shall provide to the City the prior dock permit and survey whether issued by Orange County or the City. The City shall determine whether or not the proposed repair necessitates a permit under this section. The applicant shall have the burden of proof to show the dock preceded any dock regulation of Orange County or the City or provide the prior permit and survey for the dock.

Sec. 48-35. - Violations; penalties; enforcement.

(a) It shall be unlawful for any person to violate any provision of this article, or any provision of any resolution enacted pursuant to the authority of this article. Any person who violates this chapter, or any provision of any resolution enacted pursuant to the authority of this article, may be prosecuted in accordance with Chapter 14 of the Belle Isle code.

(b) In addition to the enforcement and penalty provisions provided in Chapter 14, the city may avail itself of any other legal or equitable remedy available to it, including without limitation, injunctive relief or revocation of any permit involved.

(c) Any person violating this article shall be liable for all costs incurred by the city in connection with enforcing this article or any provision of any resolution enacted pursuant to this article, including without limitation, attorneys' fees and investigative and court costs.

(d) If the code enforcement officer determines that construction is occurring without prior approval or not in accordance with these regulations, the code enforcement officer shall promptly issue a written notice of violation to the applicant and/or designated contractor. The notice of violation shall include a description of the site where the violation has occurred, cite the provisions of these regulations, general or special laws which have been violated, and set forth the remedial action required by the city. Such remedial action may include submittal of revised drawings, reapplication for a permit, double the permit fee, removal of dock, and administrative and civil penalties.

SECTION 4. Codification. This Ordinance shall be incorporated into the Land Development Code of the City of Belle Isle, Florida. Any section, paragraph number, letter and/or any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical and similar or like errors may be corrected, and additions, alterations, and omissions not affecting the construction or meaning of this ordinance or the Land Development Code may be freely made.

SECTION 5. Severability. If any section, subsection, sentence, clause, phrase, word or provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, whether for substantive, procedural, or any other reason, such portion shall be

deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 6. Conflicts. In the event of a conflict or conflicts between this Ordinance and any other ordinance or provision of law, this Ordinance controls to the extent of the conflict, as allowable under the law.

SECTION 7. Effective Date. This Ordinance shall become effective immediately upon adoption by the City Council of the City of Belle Isle, Florida.

FIRST READING: _____, 2018

SECOND READING: _____, 2018

ADOPTED this ____ day of _____, 2018, by the City Council of the City of Belle Isle, Florida.

CITY COUNCIL
CITY OF BELLE ISLE

_____
Lydia Pisano, Mayor

ATTEST:

_____
Yolanda Quiceno, City Clerk