THE TOWN OF
Windermere

Agenda

Development Review Board

Norma Sutton
Stephen Withers
Frank Chase
Jennifer Roper
Molly Rose
Peter Fleck
Roger Heinz
Council Liaison: Bill Martini

Agenda

February 16, 2021
6:30 PM
520 Main St.
Windermere, FL 34786

PLEASE NOTE: IN ACCORDANCE WITH F.S. 286.26: Person with disabilities needing assistance to participate in any such proceeding should contact the Office of the Town Clerk at least 48 hours beforehand at (407) 876-2563

Pursuant to Resolution No. 2005-12 adopted on December 13, 2005, the following Civility Code shall govern all proceedings before the Town of Windermere Town Council:

1. All electronic devices, including cell phones and pagers, shall be either turned off or otherwise silenced.
2. Prolonged conversations shall be conducted outside Council meeting hall.
3. Whistling, heckling, gesturing, loud conversations, or other disruptive behavior is prohibited.
4. Only those individuals who have signed the speaker list and/or who have been recognized by the Mayor (or Chair) may address comments to the Council.
5. Comments at public hearings shall be limited to the subject being considered by the Council.
6. Comments at Open Forums shall be directed to Town issues.
7. All public comments shall avoid personal attacks and abusive language
8. No person attending a Town Council meeting is to harass, annoy, or otherwise disturb any other person in the room.

Any member of the public whose behavior is disruptive and violates the Town of Windermere Civility Code is subject to removal from the Town Council meeting by an officer and such other actions as may be appropriate. PLEASE NOTE: IN ACCORDANCE WITH F.S. 286.0105: Any person who desires to appeal any decision at this meeting will need a record of this proceeding. For this, such person may need to ensure that a verbatim record of such proceeding is made which includes the testimony and evidence upon which the appeal is to be based.

AGENDA

- THE MEETING IS CALLED TO ORDER BY THE CHAIRMAN

1. OPEN FORUM/PUBLIC COMMENT (3 Minute Limit):
2. NEW BUSINESS
    a. MINUTES
        i. November 10, 2020 Board Meeting Minutes (Attachments-Board Option)
    b. GENERAL ITEMS FOR CONSIDERATION
        i. Z19-12 – Rezone to Planned Unit Development and Approval of Preliminary Development Plan at the Northeast Corner of Main Street and E 6th Avenue – Windermere Downtown Property, LLC (Attachments-Board Option)
3. ADJOURN:

TOWN OF WINDERMERE

Development Review Board **November 17, 2020**
Meeting Minutes

Present were Chair Frank Chase, Board Members; Norma Sutton, Roger Heinz (new member), Stephen Withers, Molly Rose (via Zoom), Jennifer Roper, and Peter Fleck. Town Manager Robert Smith, Liaison Bill Martini (via Zoom), Assistant Town Planner Amanda Warner, and Town Clerk Dorothy Burkhalter were also present.

Chair Chase called the meeting to order at 6:30pm. He then led everyone in the Pledge of Allegiance.

Chair Chase welcomed new member Roger Heinz to the Board.

1. OPEN FORUM/PUBLIC COMMENTS:

There were no public comments.

2. NEW BUSINESS:

a. MINUTES:

i. September 15, 2020 Meeting Minutes

Member Withers made a motion to approve the minutes. Member Fleck seconded the motion. All were in favor.

b. GENERAL ITEMS FOR CONSIDERATION:

i. Z21-01: 3229 Wauseon Drive – Christopher & Amy Rucki – Variance request to allow for the north side setback to be reduced from 13' to 11.32'

Chair Chase turned the floor over to Ms. Amanda Warner with Wade Trim. Ms. Warner presented variance Z21-01. She explained that the request is to allow a 11.32' side setback to the north side instead of the required 13'. Ms. Warner commented on the hardship requirements. She then stated that twenty (20) notices were mailed out with 8 returned all in approval. Ms. Warner then read into the record an email she received from Ms. Rachel Weston in support (attached). She completed her presentation. Chair Chase opened the floor to the owners. Mr. Chris Rucki, owner, introduced himself. He then explained that they are renovating their existing home that was originally built in 1965 to current standards. Mr. Rucki further commented on the request and stated that zero (0) disapprovals were received. Member Heinz commented on the professional and very informative submission by Mr. and Mrs. Rucki. After minimal discussion was made, Member Fleck made a motion to recommend approval of the variance request. Member Heinz seconded the motion. All were in favor.

Chair Chase questioned the 6th Avenue and Main Street submission. Manager Smith stated that the applicant missed the submission deadline, therefore, the item should be scheduled for the December 15th DRB meeting.

DRAFT

4. ADJOURN:

Member Withers made a motion to adjourn. Member Heinz seconded the motion. All were in favor.

The meeting adjourned at 6:50pm.

Dorothy Burkhalter, Town Clerk

Frank Chase, Chair

DRAFT

Town of Windermere

614 Main Street Windermere, FL 34786
Office: (407) 876-2563 Fax: (407) 876-0103

Mayor
JIM O'BRIEN

Town Manager
ROBERT SMITH

Clerk
DOROTHY BURKHALTER

Development Review Board
February 16, 2021

1st Town Council
March 23, 2021

2nd Town Council
May 11, 2021

Case No.:	Z19-12
Applicant/Representative:	Jim Karr/Jim Hall
Property Owner:	Windermere Downtown Property, LLC
Requested Action:	Rezoning and approval of Preliminary Development Plan (PDP)
Property Address:	517 Main St. (17-23-28-9336-02-430); 527 Main St. (17-23-28-9336-02-470); 516 Oakdale St. (17-23-28-9336-02-510); 522 Oakdale St. (17-23-28-9336-02-500); 119 E 6th Ave. (17-23-28-9336-02-490) , Windermere, FL 34786; and parcel no. 17-23-28-9336-02-520
Legal Description:	PLAT OF WINDERMERE G/36 LOTS 244 (LESS N 24.50 FT) & LOTS 245 & 246; PLAT OF WINDERMERE G/36 LOTS 247 & 248; PLAT OF WINDERMERE G/36 LOT 251; PLAT OF WINDERMERE G/36 LOT 250; PLAT OF WINDERMERE G/36 LOT 249; and PLAT OF WINDERMERE G/36 LOT 252
Existing Future Land Use:	Commercial/Single-Family Residential with Town Center Overlay
Existing Zoning:	Commercial/Single-Family Residential with Town Center Overlay
Existing Use:	Commercial/Residential

Proposed Use: Retail/Office/Restaurant

CASE SUMMARY:

The subject property is located at the northeast corner of Main Street and E 6th Avenue in Downtown Windermere. The subject property is within the Town Center Overlay District as adopted in the Town's Comprehensive Plan and must adhere to the Town Center Design Guidelines. The development of property within the Town Center Overlay District requires the property to be rezoned to PUD. The applicant is requesting a rezoning and a preliminary site plan, pursuant to Division 3.03.00 of the Town of Windermere Land Development Code. As required by the Comprehensive Plan, the applicant proposes to change the current zoning designation from Commercial/Single-Family Residential within the Town Center Overlay to Planned Unit Development (PUD) within the Town Center Overlay. Additionally, the applicant is requesting approval of a Preliminary Development Plan (PDP) that proposes two buildings for Office, Retail, and Restaurant uses.

The PUD zoning approval process involves three steps:

1. The **concept plan** provides a generalized plan of development. This plan is nonbinding on the developer. The concept plan is required to be submitted to individual Development Review Board (DRB) members for comments on the concept. The comments from the DRB om the concept plan are non-binding on the project but provide any comments or concerns of individual DRB members in the development of the plans for the next two steps of the process.

   The concept plan for this project was submitted to individual DRB members on September 30, 2020. Comments from individual DRB members on the concept plan were provided to the applicant on October 12, 2020. The DRB members' comments on the conceptual plan are attached to this staff report as Attachment "A".

2. The **preliminary development plan** is a more detailed plan which conveys the PUD zoning to the parcel. The preliminary development plan is reviewed in a public hearing by the DRB and also by the Town Council at two public hearings. Approval of the preliminary development plan assigns the PUD zoning to the property. Approval of the preliminary development plan does not authorize development activity.

3. The **final development plan** is a detailed fully engineered site plan, and it represents the last step in the PUD approval process prior to the approval of construction plans. The DRB will hold a public hearing to consider the final development plan for a recommendation of approval to Town Council. After DRB recommendation on the final development plan, the final development plan will be considered at a public hearing by the Town Council for final approval.

To reiterate, this request is only related to the preliminary development plan. If the preliminary development plan is approved by Town Council, then the project will come back to the DRB and Town Council for approval of the final development plan.

For general information, a timeline of the review of the PUD rezoning and preliminary development plan is provided below:

- **April 9, 2019** - A pre-application meeting for the comprehensive plan amendment and PUD was held between Robert Smith, Town Manager; Brad Cornelius, Wade Trim - Contracted Town Planner; Jim Karr of Windermere Downtown Property, LLC (Applicant); and Jim Hall (Hall Development Services, Inc).
- **June 5, 2019** - The application was received by the Town. Original application included three buildings and was not consistent with Town Center Design Guidelines. Original submittal included a proposed comprehensive plan amendment to revise comprehensive plan requirements for the Town Center Overlay District.
- **June 20, 2019 –** Wade Trim emailed sufficiency comments on submitted plans to Applicant.
- **June 14, 2019 –** Wade Trim emailed Applicant and confirmed receipt of revised plans.
- **June 20, 2019** – Wade Trim emailed Applicant the first round of comments.
- **August 23, 2019** – Wade Trim received the proposed traffic study methodology from Luke Transportation Engineering Consultants.
- **August 27, 2019 –** Wade Trim received updated plans.
- **September 5, 2019** – Wade Trim emailed Luke Transportation Engineering Consultants the Kimley-Horn and Associates (KHA) comments for the required traffic study methodology.
- **November 6, 2019 –** The Town received the traffic study prepared by Luke Transportation Engineering Consultants from Applicant.
- **November 25, 2019 –** Wade Trim forwarded Applicant comments from KHA regarding the traffic study.
- **January 10, 2020** – Wade Trim received the updated traffic study from Applicant.
- **January 10, 2020** – Wade Trim forwarded the traffic study to KHA.
- **January 27, 2020 –** KHA provides Wade Trim with final traffic study review comments and recommendation.
- **February 19, 2020** – Wade Trim forwarded Applicant Wade Trim's comments from August 27, 2019, submission and KHA comments on the traffic study received on January 10, 2020. Delay from August 2019 to February 2020 due to the preparation and review of the required traffic study.
- **August 12, 2020** – Wade Trim received revised plans from Applicant. Revised plans removed third building and request for comprehensive plan amendment. Revised plans intend to be consistent with Town Center Overlay District.
- **September 3, 2020** – Wade Trim sent Applicant updated comments based on plan received August 12, 2020.
- **September 25, 2020** – Wade Trim received updated plans from Applicant.
- **September 30, 2020** – Wade Trim emailed the Town the concept plans to send out to the Development Review Board (DRB) for their individual review.
- **October 12, 2020** – DRB comments on concept plans submitted to Applicant.
- **October 15, 2020 –** Applicant sends email confirming receipt of DRB comments on concept plan.
- **November 1, 2020 –** Wade Trim notifies Applicant that preliminary development plans have not been submitted and project cannot be scheduled for public hearings with DRB and Town Council until preliminary development plans are submitted.
- **November 3, 2020 –** Applicant contacts Town for façade plans for new Town Administration Facilities.
- **November 4, 2020 –** Town provides Applicant with façade plans for new Town Administration Facilities.

- **January 15, 2021 –** Wade Trim receives preliminary development plans from Applicant from the Town.
- **February 16, 2021** – Scheduled DRB public hearing for PUD rezoning and preliminary development plans.
- **March 23, 2021** – Scheduled Town Council first public hearing for PUD rezoning and preliminary development plans.
- **May 11, 2021** – Scheduled Town Council second/final public hearing for PUD rezoning and preliminary development plans.

CASE ANALYSIS:

This review is the preliminary development plan (PDP) step in the PUD process. The following is an assessment of the preliminary development plan requirements, and if the requirements are met with the submitted PDP plans. The submitted PDP plans are provided in Attachment "B".

Requirement	Provided
Project Name	Missing project name
Legal Description	Yes
Total Acreage	Yes
Location Map	Yes
Contact information for the owners, developers and the consultants involved in the preliminary development plan	Yes
Plan legend including north arrow, scale, and date.	Yes
Preliminary survey information showing the existing tree dimensions and locations on the site. For six inches or greater caliper trees, a tree impact plan must be provided.	Survey provided is outdated. Tree impact plan is from a previous project from 2006 (Main Street Shoppes).
A traffic study may be requested by the town manager.	Traffic study completed by Luke Transportation Engineering Consultants, Inc. date December 19, 2019. Reviewed for Town by Kimley Horn. Right-turn lane from westbound E 6th Avenue into project site required. Traffic study and Kimley Horn review attached as Attachment "B"
Existing topography at one-foot contours and other natural features including lakes, water bodies, conservation area, soils, and flood hazard areas.	Not provided. Applicant requests waiver to requirement.
Existing and proposed land uses, with each phase of the total development identified, if applicable.	Yes – Project one phase
Town Center Types of Uses	Yes – Retail/Office/Restaurant
Gross Floor Area	There are inconsistencies with the proposed gross floor areas. See staff report for discussion of inconsistencies.
Floor Area Ratio	Applicant provides the maximum limitations, but does not provide the proposed FAR.

Building Height	Applicant acknowledges the maximum 35 foot height limitation but does not provide the proposed height.
Setbacks	Provided, but not all setbacks are accurate due to poor quality of site plan document (property lines not easily visible).
Open Space	Not Applicable
Parking Spaces	Yes, but the site plan does not accurately reflect the stated amount of parking spaces, nor does it provide required handicapped parking, and the size of the spaces are inconsistent.
Service Access	Yes, loading zone shown.
Landscape Buffers	Yes, shows required 20 foot buffer and wall along Oakdale, but does not show detail. Acknowledges buffer requirement.
Identify the phasing of development and the manner in which each phase of development will exist as an independent development unit.	One phase.
The location of local streets proposed in the development, right-of-way widths, street setbacks, planned rights-of-way, the location of access points to abutting streets and projected traffic generation based on established International Traffic Engineer (ITE) standards. A traffic study may be required at the discretion of the town manager.	Traffic study completed by Luke Transportation Engineering Consultants, Inc. date December 19, 2019. Reviewed for Town by Kimley Horn. Right-turn lane from west-bound E 6th Avenue into project site required. Traffic study and Kimley Horn review attached as Attachment "B". The location of the streets is shown; however, a defined property line is not provided. Right-of-way width is not clearly illustrated on the site plan.
Buffer treatment to adjacent uses.	Yes, shows required 20 foot buffer and wall along Oakdale, but does not show detail
All building elevations and architectural character. Sketches at appropriate scale to provide sufficient detail for review.	No. Applicant provides example façade images and states the Town Center Design Guidelines will be met. No project specific sketches provided. Applicant requests a waiver for this requirement.
Water service (including fire flows), plus gallons per day requirement.	Yes
Sewage disposal, plus gallons per day generated, unless septic systems are used.	No. Applicant states that sewer will be a private septic. Does not show location of septic tank nor does it show location of drainfield.
Stormwater management concept.	Only the location of the stormwater retention area is provided. No calculations or design information provided.
Parks/recreation facilities.	Not Applicable
Waivers from this Land Development Code or the site development standards of the PUD district shall be indicated on the preliminary development plan and/or submitted in writing.	Topography and Elevation/façade waivers requested.

Since this property is within the Town Center Overlay district, it must adhere to the Town Center Design Guidelines. The Town Center Design Guidelines provide design standards for developments within the Town Center Overlay district. The following are the standards provided within the Town Center Design Guidelines:

Requirement	Compliant
Rear Building Setback: 120' from buffer zone	Information not provided; however, when scaled the buildings meet the 120' setback from buffer zone.
Building Frontage: 80% on Main St.	Information not provided; however, when scaled the buildings meet the 80% building frontage requirement.
Required off-street parking 4 parking spaces/every 1,000 square feet	Depends on accurate proposed gross floor area of buildings. Current plans say they are required 87 spaces, but the site plan only shows 85 spaces. No handicap spaces shown. Space size is inconsistent.
Storefront with entrance and display windows	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Expression line which delineates the transition between storefront and the upper façade	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Upper façade which contains horizontal area utilized for wall signage, canopies, or awnings (this area may also have windows if it is a two story building) and the cornice, which is the architectural feature that tops the building	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Store widths or building modules should be designed in 20' increments and proportions based on multiples of the same dimension.	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.

Awnings	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Canopies	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Arcades and Colonnades maximum of 8' wide (measured from outside wall to inside of column)	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Balcony Maximum Height: 35'	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Balcony Maximum Width: 5'	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Maximum Building Height: 35'	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Minimum Base building height: 12'	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Wall Materials	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Wall Configurations	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Storefront Materials and Window Treatment	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Storefront Configuration	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Trim Materials	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Trim Configurations	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Roof Materials	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Roof Configurations	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Signs	Façade design/Elevation information not provided. However, applicant states they will meet the Town Center Design Guideline standards.
Signage Materials	No information Provided. However, applicant states they will meet the Town Center Design Guideline standards.
Signage Configurations	No information Provided. However, applicant states they will meet the Town Center Design Guideline standards.
Lighting	No information Provided. However, applicant states they will meet the Town Center Design Guideline standards.
Screenwall Materials:	
Brick or stone	No information Provided. However, applicant states they will meet the Town Center Design Guideline standards.

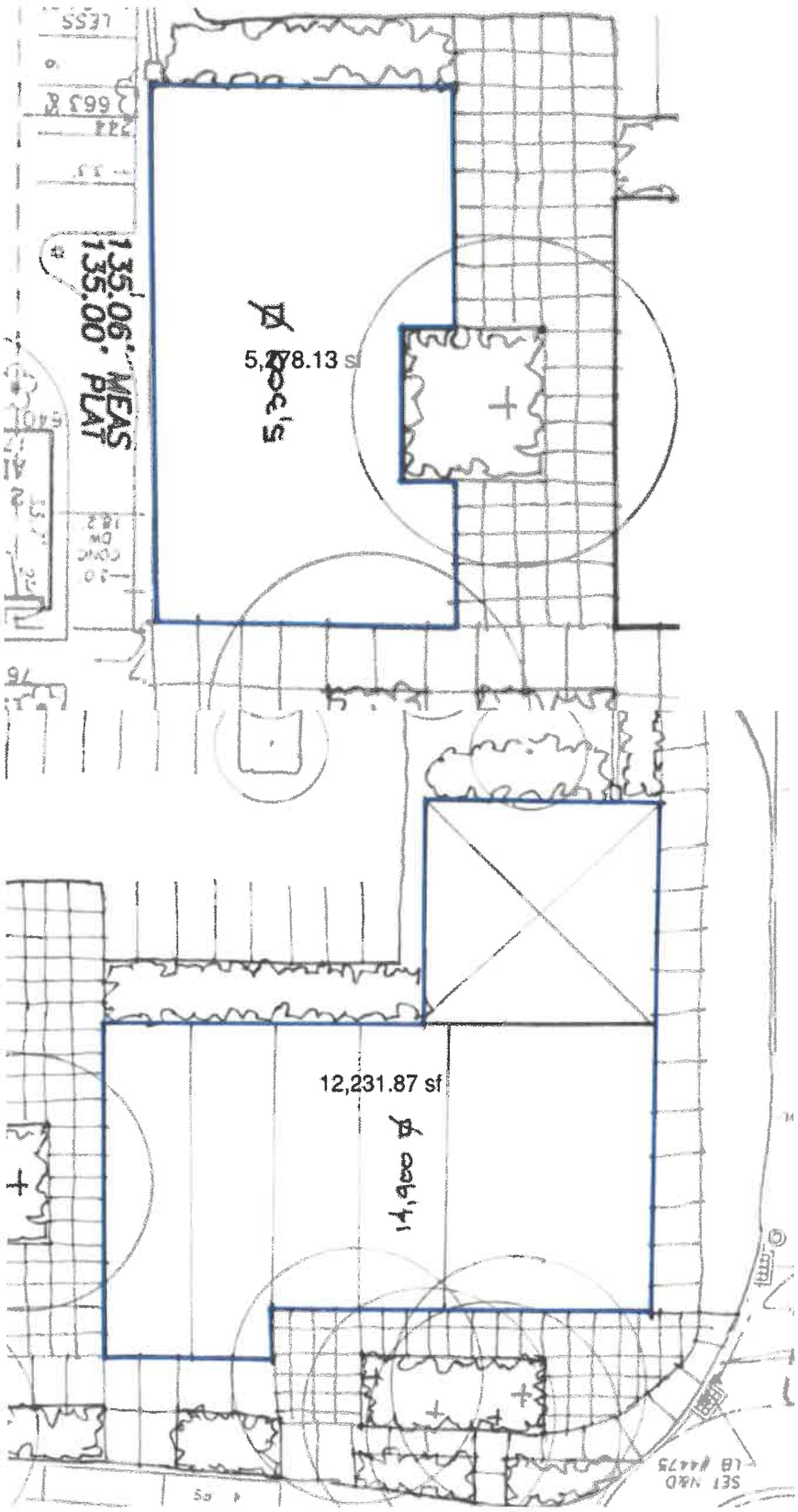
Stucco wall, consistent with character of new building	No information Provided. However, applicant states they will meet the Town Center Design Guideline standards.
Hedges shall be selected from the shrub list and shall be 36" in height.	No information Provided. However, applicant states they will meet the Town Center Design Guideline standards.
Screenwall Configuration:	
Shall be located at all parking lots in conjunctions with the 20' enhancement landscape buffer	Yes, as stated on site plan. Needs to be confirmed with the delineation of property lines.
Shall be 6' in height	Yes

Attachment "C" is the adopted Town Center Master Plan.

The following provides more specific information regarding the review of the preliminary development plans.

Sheet 03 of the preliminary development plans provides a breakdown of the building sizes by uses. When totaled, the square footage equals 21,850 square feet (Office 6,600 square feet, retail 11,500 square feet, restaurant 3,750 square feet). However, the proposed square footage stated under the "Required Parking" is 21,750 square feet. Additionally, the square footage of the buildings stated on the site plan equates to 20,200 (5,300 square feet and 14,900 square feet). Furthermore, when the buildings are scaled, the scaled area of buildings equates to approximately 17,510 square feet.

The following shows the buildings scaled from the preliminary development plan, which documents the discrepancy between the stated area of the buildings and the actual scaled size of the buildings. The difference between the stated area of the buildings and scaled areas of the buildings is approximately 2,690 square feet.


135.06' MEAS
135.00' PLAT
5,278.13 sf
12,231.87 sf

The numerous discrepancies in the stated area of the buildings in the site data table, area of the building for parking calculations, and the scaled versus stated area of the buildings on the preliminary development plan results in the inability to fully determine that the preliminary development plan is compliant with the Town's requirements for approval. Since the scaled area of the buildings on the preliminary development plan are approximately 2,690 square feet smaller than stated, it is uncertain if the larger stated area of the buildings on the site plan will appropriately fit on the project site. This area discrepancy also impacts the calculation of the required parking for the project.

The preliminary development plan does not clearly indicate the property lines. The proposed improvements are placed over the survey and obscure the surveyed property lines. Without defined property lines, it cannot be confirmed that the extent of the preliminary development plan is completely contained within the property boundary.

The preliminary development plan does not show any proposed handicap parking spaces. Furthermore, the preliminary development plan states that there are 87 parking spaces; however, the preliminary development plan only shows 85 parking spaces. The number of parking spaces will need to be determined based on the actual proposed building area. Additionally, the size of the parking spaces shown on the preliminary development plan are not consistent and cannot be verified to meet parking space size standards.

The preliminary site plan is required to include proposed façade designs. However, the applicant did not provide their proposed façade designs. The applicant states that the façade will comply with the Town Center Design Standards and is asking for a waiver to the requirement to submit proposed façade designs. As an example, the applicant provided the planned façades for the new Town Administration Facilities and the new commercial building approved on W 5th Avenue.

The tree survey and inventory submitted with the application is from 2006 and from a different proposed project (Main Street Shoppes). With the age of the survey and the disconnect of the tree schedule from the current project, there is no clear schedule on tree size, what trees are being removed, and what trees are being saved.

Another area of concern is the lack of space for the septic tank and septic drainfield. The applicant has not shown on the preliminary development plan the location of the proposed septic tank and septic drainfield. The proposed development does not appear to provide any open area for the installation of the septic tank and septic drainfield.

The applicant provided a traffic study for the proposed project. The traffic study was completed by Luke Transportation Engineering Consultants, Inc.. The development analyzed in the traffic study is slightly greater than the building areas currently proposed. However, the difference is not significant. Consistent with the requirements of the Town Center Overlay District requirements, the access to E 6th Avenue is limited to a right-in and right-out only. There is a full access on E 5th Avenue. The traffic study was reviewed for the Town by Kimley-Horn and Associates. Kimley-Horn and Associates recommended the installation of a right-turn lane from westbound E

6th Avenue into project site. The preliminary development plan shows the recommended right-turn lane into the project site. The proposed project will not impact the Town's planned changes to the existing roundabout at Main Street and E 6th Avenue. In addition, given the configuration of the roundabout, there is not a concern with impacts from the proposed project to site visibility at the intersection.

It is at the DRB's discretion to accept the preliminary development plan as proposed and move forward with a recommendation for approval, approval with conditions, or denial to the Town Council. However, if the DRB finds the preliminary development plan to be insufficient in information to provide a recommendation to Town Council, then the DRB may direct the applicant to provide additional information and to return to DRB, with the additional information, for further consideration of a recommendation by the DRB to Town Council.

PUBLIC NOTICE:

Public notices were mailed to property owners within 500 feet of the subject property on January 25, 2021 (45 notices sent). As of January 29, 2021, no responses were returned. An update to the response count after January 29, 2021 will be provided to the Development Review Board at the public hearing on February 16, 2021.

ATTACHMENT "A"

DRB Members Comments on Downtown Windermere Property Concept Plan

Peter Fleck

From: Pete Fleck <pkfleck@aol.com>

Sent: Friday, October 02, 2020 7:22 PM

To: Diane Edwards <dedwards@town.windermere.fl.us>; Robert Smith <rsmith@town.windermere.fl.us>

Subject: Re: Downtown Windermere Property PUD Conceptual Plan for DRB Member Review and Comment

I have reviewed the proposed and think this is great. It cleans up the entrance into the town and gives the downtown a needed upgrade. I assume they are able to satisfy the storm and septic needs for this plan and look forward to seeing it develop.

Pete Fleck

407 724 1550 Cell

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CBC1252836

Stephen Withers

Please accept my comments as based on my understanding of the codes and issues facing the Town.

I would defer to Brad Cornelius as to the exact intent of the process and interpretation of the current standards.

Any errors I have inadvertently made in reading the codes and standards can be challenged.

The one point I believe should be considered and discussed is reducing parking and / or building area to save the heritage trees on the site. The survey and tree plan submitted appear to be out of date. An arborist should do a tree evaluation before trees are saved or removed.

As the preliminary development plan is non binding on the applicant, should the Town be held to any vote that may binds the Town?

Stephen

Stephen Withers, AIA
WITHERS-LLC
712 Main St
Windermere FL 34786
321-945-2501
sewarch@hotmail.com

October 1, 2020

Town of Windermere

Downtown Development Proposal dated August 6, 2020 Issued Sept 24, 2020

Applicant: Jim Hall with Hall Development Services, Inc for

Property Owner: Windermere Downtown Property, LLC

Review by: Stephen Withers AIA Development Review Board Member

(For reference I have worked with both Jim Hall and Libra Design Services and both are quality consultants from my experience.)

Sheet 01 Cover Sheet

One assumes the legal description is correct. No varication done.

Sheet 02 Environmental Conditions

- This Sheet provides almost no information. Soils survey was done in 1989. No soils contamination was investigated. There is no apparent flood Zone. The existing land use is not defined as the current condition has multiple uses which are undistinguished on the map.

Sheet 03 Notes, Waivers & Land Use Plan

Site Datum

- Current Land Use is Commercial and Residential which should be indicated on a plan drawing.
- "Current Future" seem contradictory and confusing. Is this what is being requested for future????
- Town Center District is what the Town has approved with guidelines. The District includes only Commercial in one area and buffered parking in another. A drawing should be provided to show these areas.
- Requested Land use Designation should be for a Planned Unit Development as indicated on the Cover Sheet. A PUD would have the restrictions of commercial and parking under the Town Center District following the guidelines established. No Single Family residential would be

allowed unless the parcel was somehow subdivided and the existing single-family resident remained during

- Some phasing plan to be determined. The presumed phase or parcel excluding the existing single family house would have to meet all requirements of the Commercial and Parking restrictions including on site storm and sanitary sewer in that phase or parcel.
- Requested Zoning: PUD . What is Requested Land Use Designation if not PUD?
- Existing Commercial Use is 6,676 SF. Assume this is gross square feet from outside of wall to outside of wall.

Development Program

- The Program indicates 20,000 SF of gross commercial space. During the last developer's proposal, the agreement was made to allow 4 cars per 1000 SF of Commercial instead of the 5 cars per standard county requirement. This would equate to 80 parking spaces on site, (not considering street parking or golf cart parking.)
- Loading space would be separate as indicated on the document. However, the previous developers plan did not address delivery trucks being simi-tractor trailers as serves establishments like Dixie Cream Café. The plan needs to address simi's serving the project but they can not park on Main St, 6th Ave, Oakdale or 5th Ave. Turn radiuses need to be adequate to allow trucks to enter the development parking lot and then exit the parking lot. If planned properly they could enter of 6th and exit off fifth. Any additional work required on 6th. 5th or Main Street should be the developers cost.
- The project projection is an additional 824 trips per day added to the current traffic congestion. The trips per day should be reviewed by time. As example the Office trips will most likely be at peak traffic periods while Restaurant will not.

Town Center Land Use Calculations

- What does the Windermere Union Church have to do with this project? If they own a parcel that the developer has an option on than that parcel needs to be identified.
- What is the intent of this chart? It would be helpful to see a chart showing everything that exist and then how much as a percentage is being added. What are the numbers at the bottom? Percentages? If yes of what?
- Currently there are two houses on the property. Reviewer does not think either are on 501 Main St.
- Section 2.02.02 and 2.02.03 Wade Trim please verify these are the current applicable and complete code requirement for the Town. It was my understanding that we also had restrictions that prohibited business that were part of a chain or franchise like McDonald's or CVS. The Down Town Overlay has different allowance and limits. An example it would not allow residential per the reviewer's understanding.

Building Setbacks

- Building setback to Oakdale is not 20 feet. That is the buffer zone for the parking not a building setback.
- What does "Build to Line' mean?

- Why is Main St a 15' "minimum" to back of curb and 6th Ave is a 10' "maximum". Viewer question forcing the project to be close to 6th Ave especially at the intersection of the round about where the proposed building will block views. There is a 15' triangle at road intersections required for car visibility.

Building setback encroachments

- No canopies or balconies were anticipated on 6th Ave.

Notes

- It is assumed that POA stands for "Property Owners Association". Is this implying that the Owner / Developer plans to sell off the project to different entities. Any Town agreement with a Property Owners Association needs to require bonds and insurance language in case the property is not maintained etc. Property Owners Associations typically did not build sewer or water system and cannot verify their life or know how to maintain them. Developers who built cheap as possible to flip are long gone as they are only a limited life corporation. Property Owners Associations never like to put money in for a reserve to fix something in the future. Therefore, the Town needs to be proactive to insure there are funds available when the sewage hits the streets.

- Plan showing Building Envelope is not the maximum envelope allowed but the portion of the property where building(s) could be placed. Same with parking. One restriction on the previous developer was the requirement to save trees as an example.

Sheet 04 Concept Plan

- The concept plan obliterates the survey information about the existing trees. The large heritage oaks need to be saved. Can the parking lot tree islands be at the location of existing large trees.
- The southwest corner of the building is way too close to the round about and appears it will block views. People are not required to stop and if they cannot see pedestrians there will be problems.
- It appears there is no sidewalk going down 6th Ave. I could not support a project that looked like so many retail developments that only have "architecture" on one face of the project. 6th Ave is the main entry into Windermere and this Façade needs to have a very appealing character. The design guide addresses the preferred architectural design appeal. This character was not meant for only Main St. Similarly, the parking side of this project should not look like a typical strip mall loading area. Currently there is not even a small landscape buffer between the parking and back of buildings.
- The Northeast corner of the project is not defined. One would assume this is the septic field and storm water retention. Please clarify. There currently a fence between this area and the oval park in front of the chapel. It might look nice facing Oakdale but not

sure it would be great idea to imply it is an extension of the park and not part of the project. Need to understand safety, sanitary issues and design intent.

- What is the area of the footprint shown? It appears to be about 18000 SF. Leaving only 2000 Sf on a second permitted level. Need clarification on intent of height and number of stories intended. If the office 2000 SF went upstairs the corner of 6th and Main could be opened for visibility
- The intent of the Guidelines was to express a smaller scale project with a varied façade. No articulation in the plan suggest a very boxy unarticulated solution.

Sheet 05 Survey

- Who did survey and when was it done?

Sheet 06 Tree List

- Who created tree list and when was it done?
- There needs to be more attention to the existing tree canopy.
- There a maximum allowed SF area. This does not mean that this number can be achieved if tree protection, parking, intersection site lines, storm water retention and septic system criteria are not meet.

NOTE: The Town has done a study to improve the roundabout at Main and 6th Ave. This may impact the development property at that corner. Any development plan needs to address this potential impact.

End of review of document "PD complete 9.24.20"

Roger Heinz

From: Roger Heinz <rheinz@town.windermere.fl.us>

Sent: Thursday, October 08, 2020 11:08 AM

To: Diane Edwards <dedwards@town.windermere.fl.us>; Robert Smith <rsmith@town.windermere.fl.us>

Subject: Fw: Downtown Windermere Property PUD Conceptual Plan for DRB Member Review and Comment

Diane and Robert,

At this point, the only comments I have are:

-Based on the attached set of drawings I am in support of this redevelopment project moving to the next phase.

Concerns:

-The increase of pedestrian traffic with the development throughout the business district and keeping the pedestrians safe while crossing the road. My suggestion is that flashing light crosswalks are installed in the business district.

-What do the traffic engineers think of making the entrance off of 6th a one way (no right turn back to 6th from parking lot) and pushing the traffic from the parking lot to exit on to 5th? This gets more visibility to other downtown establishments but also dumps the cars out near the round-a-bout at 5th and main, which rarely has standstill traffic. From living here, it just seems like that may help avoid more traffic build-up and congestion at 6th and main.

Best,

Roger

Norma Sutton

From: Norma Sutton <normasutton@outlook.com>

Sent: Friday, October 09, 2020 10:28 AM

To: Diane Edwards <dedwards@town.windermere.fl.us>; Robert Smith <rsmith@town.windermere.fl.us>

Subject: RE: Downtown Windermere Property PUD Conceptual Plan for DRB Member Review and Comment

Sorry for the delay of my comments – I have been having email issues. I have reviewed the attachments and generally understand the response from the applicant. While I see a couple of questions that were not answered (sewage, drainage, facades) I basically approve the conceptual plans and believe we should move forward with this to the DBR. I don't understand the delay since 2019 and I think we should be prepared to accept the idea of this development without further delay.

ATTACHMENT "B"

Preliminary Development Plans

Windermere Downtown Property, LLC

12/15/2020

Land Use Plan

Issued for	Town of Windermere
Date Issued	December 15, 2020
Latest Issued	

Applicant:
Jim Hall, AICP, BLA
Hall Development Services, Inc.

Owner:
Windermere Downtown Property, LLC
9259 Point Cypress Drive
Orlando, FL 32836-5480

SHEET INDEX

SHEET #	TITLE
01	COVER SHEET
02	ENVIROMENTAL CONDITIONS
03	NOTES, WAIVERS & LAND USE PLAN
04	CONCEPT PLAN
05	SURVEY PLAN
06	TREE LIST
07	TOWN DESIGN GUIDELINES AND ELEVATION DETAILS

Preliminary Development Plan

Windermere, FL

Parcel ID: 17-23-28-9336-02-490; 17-23-28-9336-02-470; 17-23-28-9336-02-430; 17-23-28-9336-02-520; 17-23-28-9336-02-510; 17-23-28-9336-02-500

LEGAL DESCRIPTION:

PLAT OF WINDERMERE G/36 LOTS 245, 246, 247, 248, 249, 250, 251, 252 and 244 (lesss N 24.5 ft); 2.17 acres

Location Map

Hall Development Services Inc.

1302 Osprey Avenue Orlando, FL 32803
Ph: (407) 257-9235
Planning, Real Estate, and Entitlement Strategies
www.halldsi.com

LIBRA

P.O. Box 547368, Orlando, FL 32854-7368
Tel (407) 649-1828 Fax (407) 428-9526
Landscape Architecture & Planning
www.librasdesigngroup.com

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Florida License LC26000253

GeoOrbis

Prior Park House St. James, Barbados
Ph: (246) 421-6875
Geospatial Consulting
www.geoorbis.com

Wetlands

Legend

- Subject Property
- Orange County Parcels

Notes:
There are no wetlands on the subject property.

Topography & Floodplain

Legend

- Topography (5 ft.)
- Subject Property

Fema Flood Zones

- X

Source:
Topography - SFWMD 5 ft.

Boundary - Orange County Property Appraiser

Floodplain - Fema Flood Hazard Zone Lines
Dated June 1, 2018

Soils Map

Legend

- Subject Property

Map Unit Symbol - Map Unit Name

- 48 - Tavares-Urban land complex, 0 to 5 percent slopes

Source:
Soil Survey of Orange County, Florida
National Cooperative Soil Survey,
Issued August 1989

Aerial & Existing Land Use

Legend

- Subject Property

Land Use Cover

- 121 - Medium Density, Fixed Single Family Units

Source:
Aerial - FDOT - 2017 Orange County Orthophotos
FLUCFCS - Statewide Land Use Land Cover 2004-2017

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ISSUED

DATE:	FOR:
05.14.2019	REVIEW
06.19.2019	REVIEW
03.05.2020	REVIEW
06.04.2020	REVIEW
09.24.2020	REVIEW
11.17.2020	REVIEW
12.03.2020	REVIEW
12.15.2020	REVIEW

Preliminary
Development
Plan
WINDERMERE, FLORIDA

KEY PLAN

0 300 600
SCALE IN FEET

JOB NO.:

DESIGNED BY:

DRAWN BY:

CHECKED BY:

PROJECT APPROVAL: _____

TITLE

EXISTING
CONDITION
PLAN

SHEET NO.

02

SITE DATUM

Parcel Numbers 17-23-28-9336-02-490; 17-23-28-9336-02-470; 17-23-28-9336-02-430; 17-23-28-9336-02-520; 17-23-28-9336-02-510; 17-23-28-9336-02-500

Property Owners: Windermere Downtown Property, LLC, 9259 Point Cypress Drive, Orlando, Florida, 32836

Current Use on the Property:	mixed use
Current Future Land Use Designation:	commercial & single family residential & town center overlay
Town Center District:	commercial and parking
Requested Future Land Use Designation:	town center overlay district, single family residential & commercial
Current Zoning:	commercial and single family residential with town center overlay
Requested Zoning:	PUD
Existing commercial uses:	6,676 SF
Gross acres	2.17 acres
Wetlands	0.0 acres
Water Bodies	**0.0 acres**
Net Acres	2.17 acres

DEVELOPMENT PROGRAM

Land Use	Acres	Units	Trip Gen	RateTrips
Office		6,600 SF	9.74	64
Retail		11,500 SF	37.70	434
Restaurant		3,750 SF	83.84	314
Parking On Site	NA	80 PS	NA	NA
Parking On Main	NA	4 PS	NA	NA
Total Parking	NA	84 PS	NA	NA
Pass by Trips	266			
Pedestrian Trips	292			
Total Trips	560 AADT less 285 existing trips			
New trips	894 AADT			

Parking: Minimum 3 parking spaces per 1,000 gsf outside heart of commercial building (Town Center Guidelines page 13; rear access and behind the buildings)

Required Parking: 87 parking spaces to reach 21,750 square feet

Off Street Loading: Shall comply with Section 6.03.03 requiring one off street loading space.

Town Center Land Use Calculations

OWNER	GENERAL OFFIC	MEDICAL OFFICE	RETAIL	RESTAURANTS	CIVIC	RESIDENTIAL	TOTAL
Windermere Union Church					2,712		
					8,371		
501 Main St.			1,961			1	
			1,075				
			1,800				
505 Main St.	1,578						
507 Main St.				1,032			
513 Main St.	3,579						
517 Main St. Proposed			11,500				
517 Main St. Proposed				3,650			
517 Main St. Proposed	6,600						
603 Main St.		12,810					
625 Main St.		350					
				300			
			4,600				
	3,555						
422 Main St.	1,264						
428 Main St.	1,032						
Subtotals	18,608	13,160	20,933	5,082	11,083		67,016
	0.28	0.20	0.29	0.09	0.17		
Permitted	**0.50**	**0.30**	**0.30**	**0.30**	**0.30**		

Permitted Land Uses

Section 2.02.02

(2) Commercial. A wide variety of commercial uses are included in this category to include those listed and other substantially similar types of uses:

a. Shopping centers.

b. Personal service establishments, such as; barbershops, beauty parlors, medical and dental clinics, restaurants, financial institutions, professional and other offices, travel agencies, service stations, laundry and dry cleaning pickup stations, self-service coin-operated laundry and dry cleaning establishments, shoe repair, and locksmiths.

c. Retail business, such as; drug, liquor, hardware stores, book, stationery, china and luggage shops, newsstands, photographic supplies and studios, ladies', men's and children's apparel.

d. Automobile repair shops for ignition, fuel, brake and suspension systems.

e. Theatres, except drive-in theatres.

f. Florist shops, the products of which are displayed and sold wholly within an enclosed building.

g. Grocery, fruit, vegetable and meat market stores.

h. Health baths.

i. Interior decorating, home furnishings and furniture stores.

j. Music conservatory, dancing schools and art studios.

k. Music, radio and television shops.

l. Retail paint and wallpaper stores.

m. Dry cleaning establishments using equipment which emits no smoke or escaping steam, and which use nonflammable synthetic cleaning agents (perchloroethylene, trichloroethylene, etc.).

n. Bakeries, the product of which are sold only at retail on the premises.

o. Other uses which are similar or compatible to the uses permitted herein, which would promote the intent and purposes of this district. Determination shall be made by the town council which shall be without public notice or public hearing.

(9) Restricted commercial. This group of uses includes business and professional offices, medical offices or clinics, government offices, financial institutions without drive up facilities, day care facilities, convenience stores and personal service businesses where the service is performed on an individual-to-individual basis as opposed to services which are performed on objects or personal property. Examples of personal service businesses are barbershops, beauty shops, photography studios and travel agencies.

Section 2.02.03

(3) Commercial. The following uses are allowed in the commercial land use district. All others are prohibited.

a. Commercial.
b. Restricted commercial.
c. Public service.
d. Government offices and facilities.
e. Single-family residential, as an additional alternative, but not concurrent use in a restricted commercial area (Ord. No. 98-1).
f. Public elementary school.

(5) Planned unit development (mixed use). The following uses are allowed in the planned unit development land use district. All others are prohibited.

a. Residential.
b. Restricted commercial.
c. Outdoor recreation.
d. Public service.
e. Conservation.
f. Institutional.
g. Government offices and facilities.
h. Public middle and high school.

Non-Residential Intensity	Not to exceed 0.30 FAR on the subject property
	Not to exceed 0.60 FAR on commercial land

DEVELOPMENT STANDARDS	**Town Center Design Guidelines page 12**
Building height	35'
Building Setbacks	
Oakdale Street	20'
Build to Line	0'
Main Street	15' minimum BOC
6th Street	10' maximum BOC
North property line	0'
Building Setback Encroachments	
Balcony	5' MIN; 8' MAX.
Arcade	5' MIN.;8' MAX.
Canopy	5' minimum
Canopy	10' maximum
Site Development Standards	
Impervious Surface Area	80% (Sedtion 6.01.02)
Maximum building coverage	40%
Off Street Parking	Shall comply with Section 6.03.05

BUFFERS
Will comply with Town Center Guidelines.

LANDSCAPING
Will comply with Town Center Guidelines page 13.

Landscape buffer	minimum 20' on Oakdale Street and East half of 6th Avenue
6' Screen Wall	Oakdale Street and dumpster

SIGNAGE
Signs shall comply Article VIII - SIGNS, DIVISION 8.00.00

PHASING
One Phase

STORMWATER
Shall comply with Section 6.05.

ADEQUATE PUBLIC FACILITIES

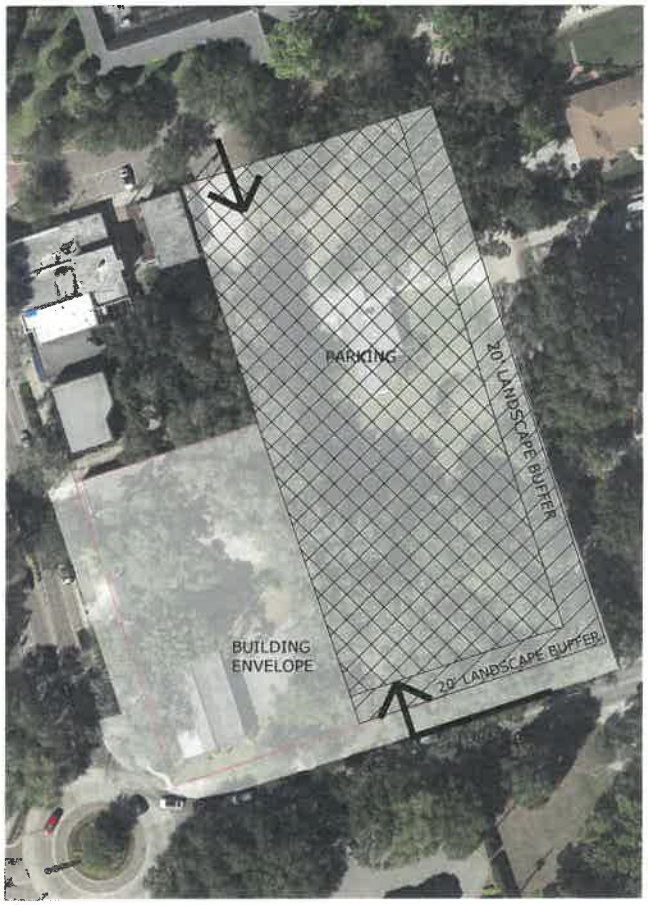
Fire Flow	1,750 GPM per 2018 International Fire Code
Water	1,300 GPD
Sewer	NA (Private Septic)

NOTES

1. Ownership of storm water management facilities shall be the OWNER.
2. Open space to be owned and maintained by the OWNER.

WAIVERS

1. 1' TOPO DEFERRED TO FDP.
2. ARCHITECTURAL ELEVATIONS DEFERED TO FDP.



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ISSUED

DATE.	FOR:
05.19.2019	REVIEW
08.19.2019	REVIEW
03.05.2020	REVIEW
05.06.2020	REVIEW
09.24.2020	REVIEW
11.17.2020	REVIEW
12.03.2020	REVIEW
12.16.2020	REVIEW

Preliminary Development Plan
WINDERMERE, FLORIDA

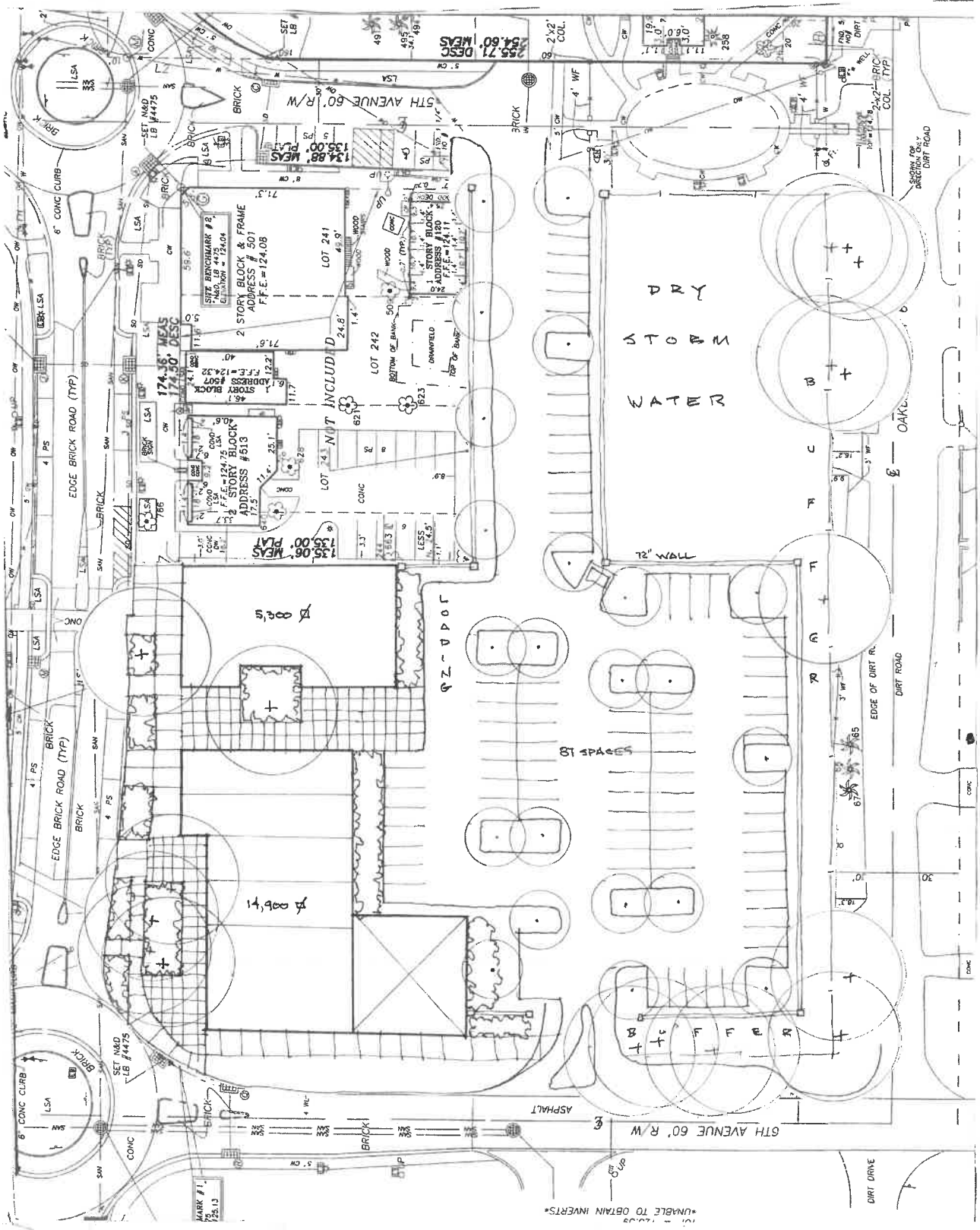
KEY PLAN

0 40 80
SCALE IN FEET

JOB NO.:
DESIGNED BY:
DRAWN BY:
CHECKED BY:
PROJECT APPROVAL: _____

TITLE
NOTES, WAIVERS, LANDUSE PLAN

SHEET NO.
03



Downtown Windermere

Windermere • Florida

Hall Development Services Inc.

Orbis

0 20 40 60 Feet

N

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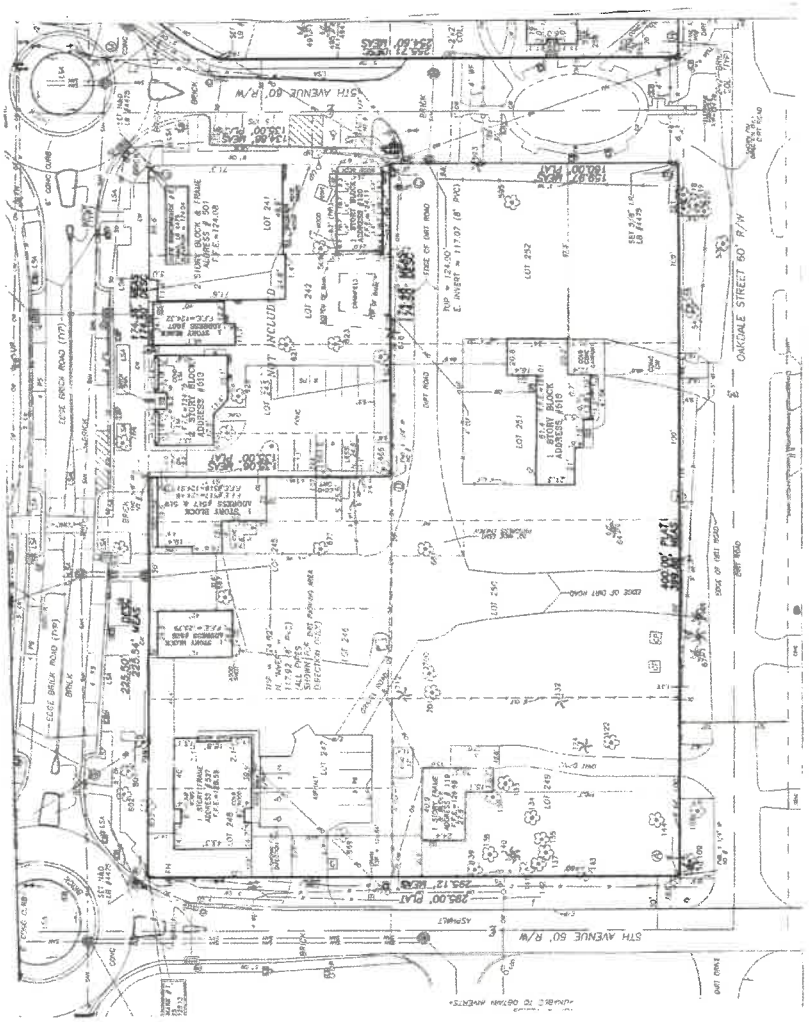

Downtown Windermere
Windermere • Florida

Hall Development Services Inc

0 20 40 60 Feet

N

HDSi

LIBRA

ISSUED

DATE:	FOR:
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06.19.2019	REVIEW
03.06.2020	REVIEW
08.04.2020	REVIEW
09.24.2020	REVIEW
11.17.2020	REVIEW
12.03.2020	REVIEW
12.16.2020	REVIEW

Preliminary
Development
Plan
WINDERMERE, FLORIDA

KEY PLAN

JOB NO.:

DESIGNED BY:

DRAWN BY:

CHECKED BY:

PROJECT APPROVAL: _____

TITLE

SURVEY
PLAN

SHEET NO.

05

Tree #	Description	Cal	On Site	Off Site	Deemed Savable by the Town	Condition	Notes
2	Oak	25	•			Save	
5	Oak	14	•			Remove	
6	Oak	16	•			Remove	
9	Camphor	14	•			Remove	Invasive/Exotic
53	Oak	48		•	Yes	Save	
54	Oak	20		•	Yes	Save	
55	Oak	22		•	Yes	Save	
63	Palm	22	•			Remove	
64	Palm	24	•			Remove	
65	Palm	14		•	Yes	Save	
66	Palm	18		•	Yes	Save	
67	Palm	13		•	Yes	Save	
108	Oak	30		•		Save	
109	Oak	32		•		Save	
110	Palm	[illegible]		•		Save	
122	Elm	10	•			Remove	
131	Tree	11	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
132	Tree	36	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
133	Oak	36	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
134	Oak	36	•			Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
135	Oak	25	•			Save	
136	Oak	27	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
137	Oak	40	•			Save	
138	Oak	30	•		Yes	Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
139	Oak	34	•		Yes	Save	Appears to be diseased and may need to be removed based on condition
140	Palm	12	•		Yes	Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
141	Oak	30	•			Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
142	Oak	14	•			Save	
143	Oak	14	•			Save	
144	Oak	32	•			Save	
218	Oak	60		•	Yes	Save	
219	Oak	40		•	Yes	Save	
220	Oak	20		•	Yes	Save	
221	Pine	36		•	Yes	Save	
256	Pine	20	•			Remove	Root system will be severely impacted by parking construction
263	Sycamore	15	•			Save	
282	Oak	62	•		Yes	Save	
302	Oak	20	•		Yes	Remove	Canopy structure is minimal and has been severely impacted by previous removal of other trees
303	Pine	16	•		Yes	Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
304	Pine	16	•		Yes	Save	
305	Pine	14	•		Yes	Save	
306	Pine	14	•		Yes	Save	
307	Pine	18	•		Yes	Save	
308	Pine	18	•		Yes	Save	
309	Oak	20	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
310	Oak	16	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
311	Oak	24	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
314	Oak	20	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
321	Oak	20		•	Yes	Save	
322	Pine	24		•		Save	
323	Pine	22		•		Save	
325	Pine	24	•			Save	
326	Pine	20	•			Save	
328	Pine	20	•		Yes	Save	
329	Pine	24	•		Yes	Save	
330	Oak	26	•		Yes	Save	
331	Oak	22	•			Save	
333	Oak	31	•			Save	
334	Oak	30	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
340	Oak	24	•			Save	

Tree #	Description	Cal	On Site	Off Site	Deemed Savable by the Town	Condition	Notes
349	Oak	28	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
360	Pine	20	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
361	Oak	27	•			Remove	
380	Oak	[illegible]	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
382	Palm	11	•			Save	
415	Oak	[illegible]	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
452	Palm	11	•			Salvage	
453	Palm	17	•			Salvage	
454	Palm	11	•			Salvage	
455	Palm	12	•			Salvage	
456	Palm	12	•			Salvage	
457	Palm	17	•			Salvage	
458	Palm	16	•			Salvage	
[illegible]	Oak	30	•			Remove	Canopy structure is minimal and has been severely impacted by previous removal of other trees
462	Oak	16	•			Remove	Falls within building pad area
464	Oak	11	•			Remove	Root system would be [illegible] in order to [illegible]
466	Palm	26	•			Remove	
467	Oak	11	•			Save	
468	Oak	[illegible]	•			Save	
469	Oak	26	•			Save	
470	Pine	20	•			Remove	
471	Oak	46@12	•			Remove	
473	Camphor	36	•			Remove	Invasive/Exotic
474	Oak	30@12	•			Remove	Falls within building pad area
476	Oak	18		•	Yes	Save	
477	Oak	19		•	Yes	Save	
491	Palm	12	•			Salvage	
492	Palm	10	•			Salvage	
493	Palm	10	•			Salvage	
494	Palm	10	•			Salvage	
495	Palm	12	•			Salvage	
509	Oak	36		•			
593	Tree	10	•			Remove	Tree falls in vehicular drive area - not capable of [illegible] in island
595	Oak	14	•		Yes	Save	
616	Tree	[illegible]	•			Remove	[illegible]
621	Oak	29		•		Save	
625	Oak	11		•		Save	
626	Oak	24		•		Save	
628	Oak	29		•		Save	
640	Oak	18		•		Save	
663	Oak	21		•		Save	
665	Oak	29		•		Save	
677	Oak	36	•		Yes	Remove	Size and [illegible]
691	Oak	12	•		Yes	Save	
697	Oak	36	•		Yes	Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
700	Oak	42	•		Yes	Save	
701	Oak	42	•		Yes	Save	
712	Elm	16	•			Remove	[illegible]
788	Oak	12		•		Save	
790	Oak	17		•		Save	
799	Oak	26		•	Yes	Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
801	Oak	24		•	Yes	Save	
802	Oak	26		•		Save	
803	Oak	28	•			Save	Root system of tree within proximity of existing buildings/structural foundations, removal may be required
808	Camphor	30@12	•			Remove	Invasive/Exotic

KEY MAP

CONSULTANT:

DATE: OCTOBER 2006
JOB NO.: 05-0316.1600
DESIGNED BY: DST
DRAWN BY: DST
CHECKED BY: DAP
APPROVED BY: DAP
SCALE IN FEET:

PROJECT NAME:
MAIN STREET SHOPPES

WINDERMERE PARTNERS

WINDERMERE, FLORIDA

SHEET TITLE:
TREE DATA / INFORMATION

SHEET NO.
LS-2

SEAL

Oct. 12, 2006

MSCW

HDSi

LIBRA

GeoOrbis

ISSUED

DATE	FOR
05.19.2019	REVIEW
08.19.2019	REVIEW
03.05.2020	REVIEW
08.06.2020	REVIEW
09.24.2020	REVIEW
11.17.2020	REVIEW
12.03.2020	REVIEW
12.15.2020	REVIEW

Preliminary Development Plan
WINDERMERE, FLORIDA

KEY PLAN

JOB NO.:
DESIGNED BY:
DRAWN BY:
CHECKED BY:
PROJECT APPROVAL:

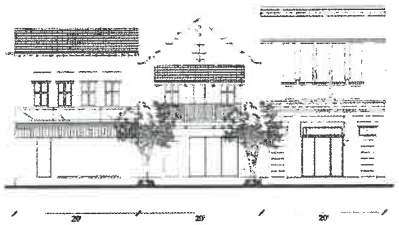
TITLE
EXISTING TREE SCHEDULE

SHEET NO.
06

Town Center Design Guidelines

Building Types and Site Disposition

+ Store Widths or Building Modules Designed in 20' Increments

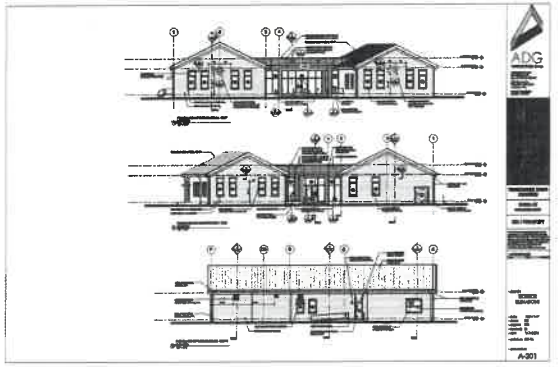


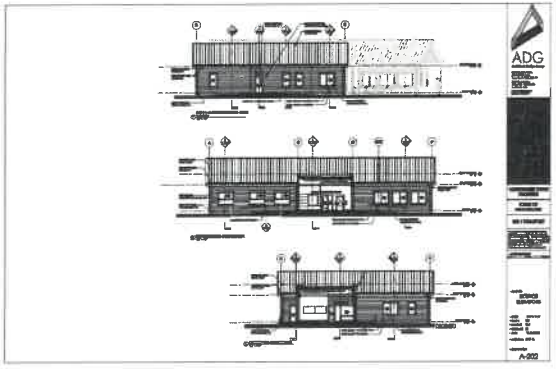
Town Center Design Guidelines

Architectural Guidelines

Design Elements

- Awnings and Canopies
- Arcades and Colonnades
- Balconies
- Signage
  - + Wall Mounted (Projecting)
  - + Sidewalk Pole Banner





HDSi

LIBRA

GAI Orbis

ISSUED

DATE:	FOR:
05.14.2019	REVIEW
08.19.2019	REVIEW
03.06.2020	REVIEW
08.06.2020	REVIEW
09.24.2020	REVIEW
11.17.2020	REVIEW
12.09.2020	REVIEW
12.15.2020	REVIEW

Preliminary
Development
Plan
WINDERMERE, FLORIDA

KEY PLAN

JOB NO.:

DESIGNED BY:

DRAWN BY:

CHECKED BY:

PROJECT APPROVAL: _____

TITLE

APPROVED
TOWN DESIGN GUIDELINES
AND ELEVATIONS

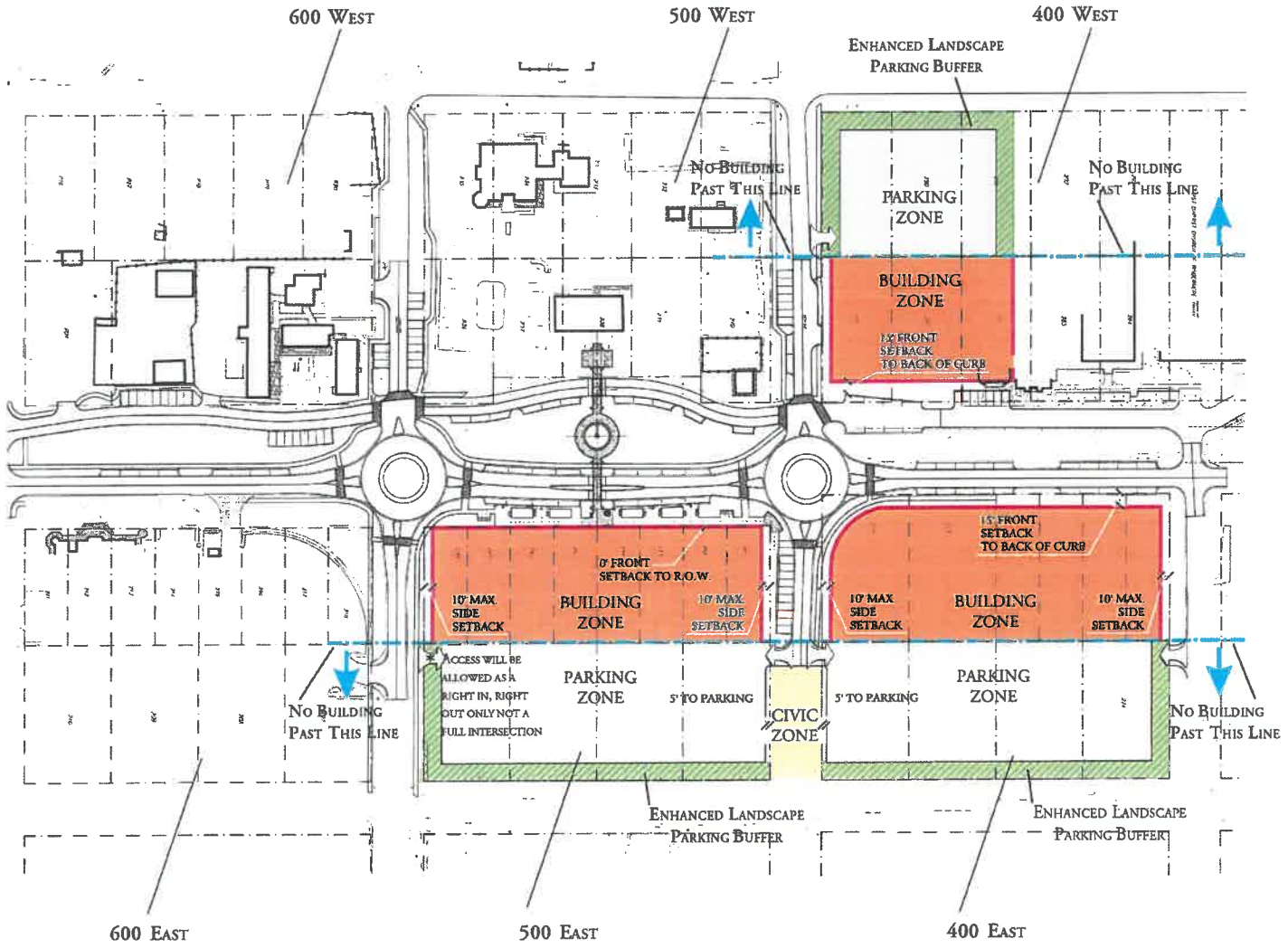
SHEET NO.

07

ATTACHMENT "C"

Adopted Town Center Master Plan

© 2004, Cann Associates



BUILD-TO LINE

BUILDING ZONE

PARKING ZONE

20' PARKING LANDSCAPE BUFFER

ACCESS TO PARKING

NOTES:

1. PARKING MAY ENCROACH INTO BUILDING ZONE.
2. BUFFER ZONES MAY ENCROACH INTO BUILDING ZONE.
3. SEE LANDSCAPE SECTION FOR DETAILED PARKING LOT DESIGN, AND LANDSCAPE PARKING BUFFERS.

Building:

Rear Setback: 120' Min. from Buffer Zone
Building Frontage: 80% Min. on Main Street

Parking Spaces:

Required off-street Parking Spaces:
A. Req. Off-Street: 4 parking spaces per 1,000 SF
B. Mitigation Measures: 3.5 parking spaces per 1,000 SF

0' 50' 100' 150' 200' 250' 300'
ONE-MINUTE WALK

ATTACHMENT "D"

Traffic Study and Review

December 2019

WINDERMERE DOWNTOWN PROJECT

Windermere, Florida

Access Traffic Study

luke
transportation
engineering
consultants

LTEC № 19-2801

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WINDERMERE DOWNTOWN PROJECT

Access Traffic Study

Windermere, Florida

Prepared for:

Windermere Downtown Property, LLC

9259 Point Cypress Drive

Orlando, FL 32836

Prepared by:

Luke Transportation Engineering Consultants, Inc.

P. O. Box 941556

Maitland, Florida 32794-1556

December 2019

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PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a registered engineer in the State of Florida, practicing with Luke Transportation Engineering Consultants, a corporation authorized to operate as an engineering business (#EB-0007429), by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: Windermere Downtown Project

LOCATION: Main Street and Sixth Avenue, Windermere, Florida

CLIENT: Windermere Downtown Property, LLC

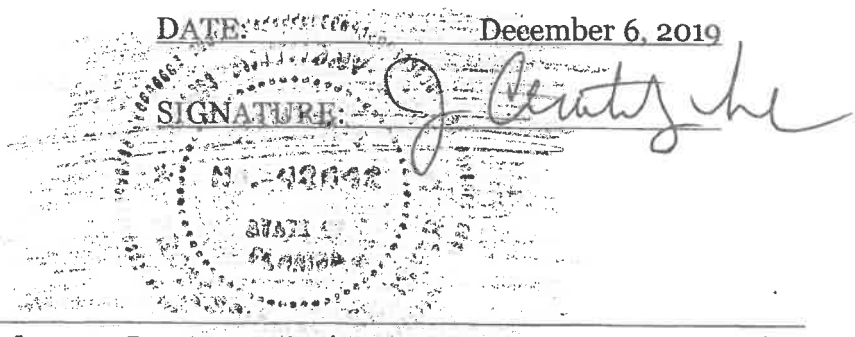
I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering, as applied through professional judgment and experience.

NAME: J. Anthony Luke, P.E.

P.E. NO.: 42642

DATE: December 6, 2019

SIGNATURE:



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INTRODUCTION

This traffic study was undertaken to provide the required traffic data for the proposed Windermere Downtown Project in Windermere, Florida. As shown, the site is located in the northeast quadrant of Main Street and East Sixth Avenue in Windermere. The Windermere Downtown Project plan will consist of a mixed-use retail development.

Figure 1 shows the location of the development and the adjacent neighborhood. The proposed Windermere Downtown Project site will be developed within a ±2.17-acre parcel. The existing structures (3,592 square feet of commercial, 2,572 square feet office and 2 single family homes) within Lots 244 – 252 will be demolished. The proposed redevelopment plan will consist of a 26,000 square foot mixed-use development. The preliminary plan contains 5,000 square feet of office, 15,000 square feet of retail space and 6,000 square feet of quality restaurant space (with full-service wait-staff). Off street parking will be provided in the rear. **Figure 2** shows the general conceptual Windermere Downtown Project plan configuration.

Access for the Windermere Downtown Project site parking lot will be via a restricted right-in/right-out only access connection onto East Sixth Avenue and via a full access connection onto East Fifth Avenue. Build-out of the development is expected to occur by the end of 2020.

Study Methodology

Before conducting this study, the assumptions and procedures to be used in the traffic impact analysis were submitted to the City of Windermere. A copy of the submitted study methodology is included in **Appendix A.**

To perform the intersection analysis, traffic counts were collected by Luke Transportation Engineering Consultants, Inc. (LTEC) at the following study intersections:

- Main Street and East Fifth Avenue
- Main Street and East Sixth Avenue
- Main Street and Chase Road/East 12th Avenue

LTEC personnel conducted a field survey to obtain geometric and traffic operations data in the area.

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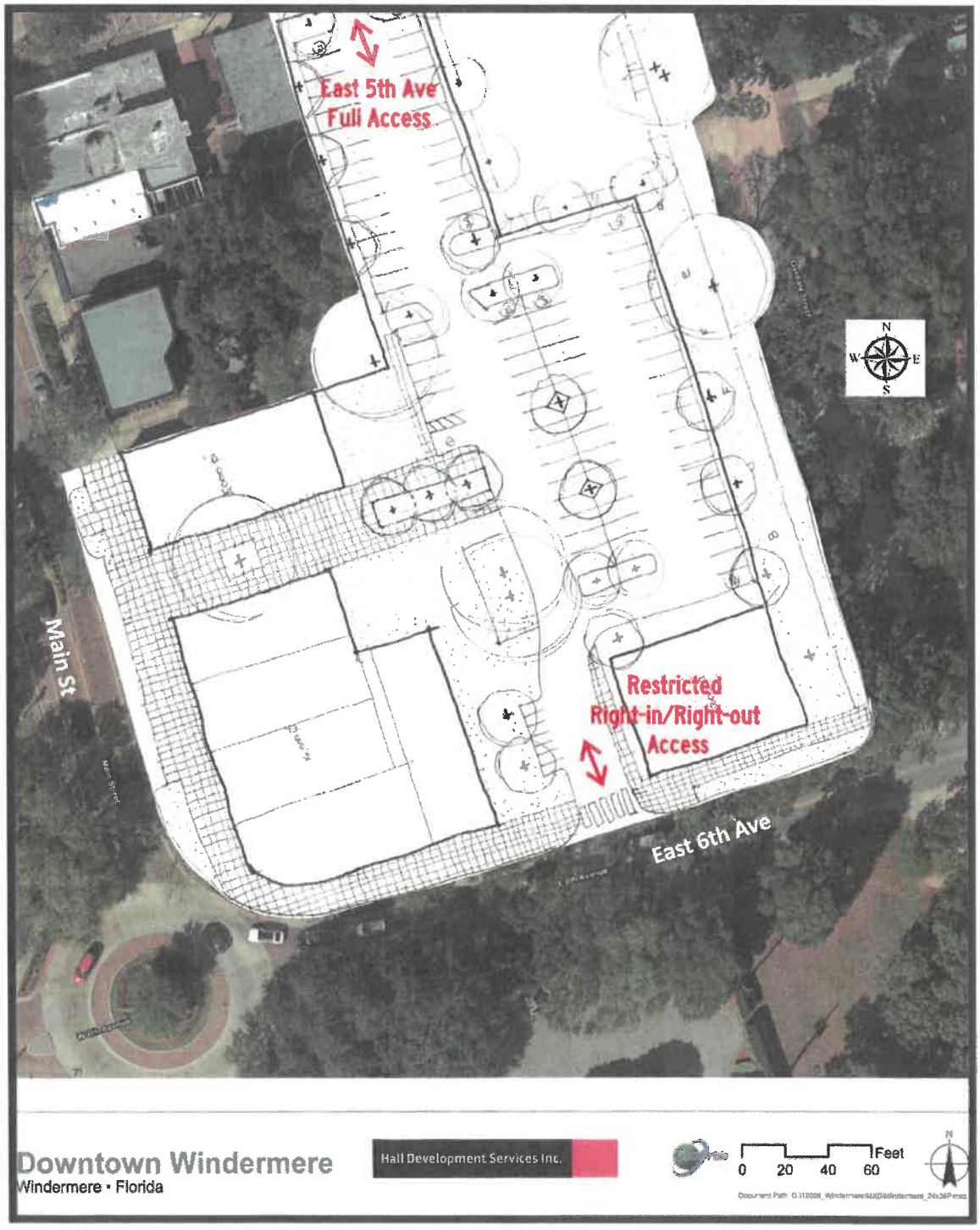
WINDERMERE DOWNTOWN PROJECT

TRAFFIC IMPACT ANALYSIS

SITE LOCATION

Figure 1



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WINDERMERE DOWNTOWN PROJECT
TRAFFIC IMPACT ANALYSIS

CONCEPTUAL SITE PLAN

Figure 2

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EXISTING TRAFFIC CONDITIONS

The following section documents the existing intersection traffic operation in the vicinity of the proposed Windermere Downtown Project.

Study Intersections

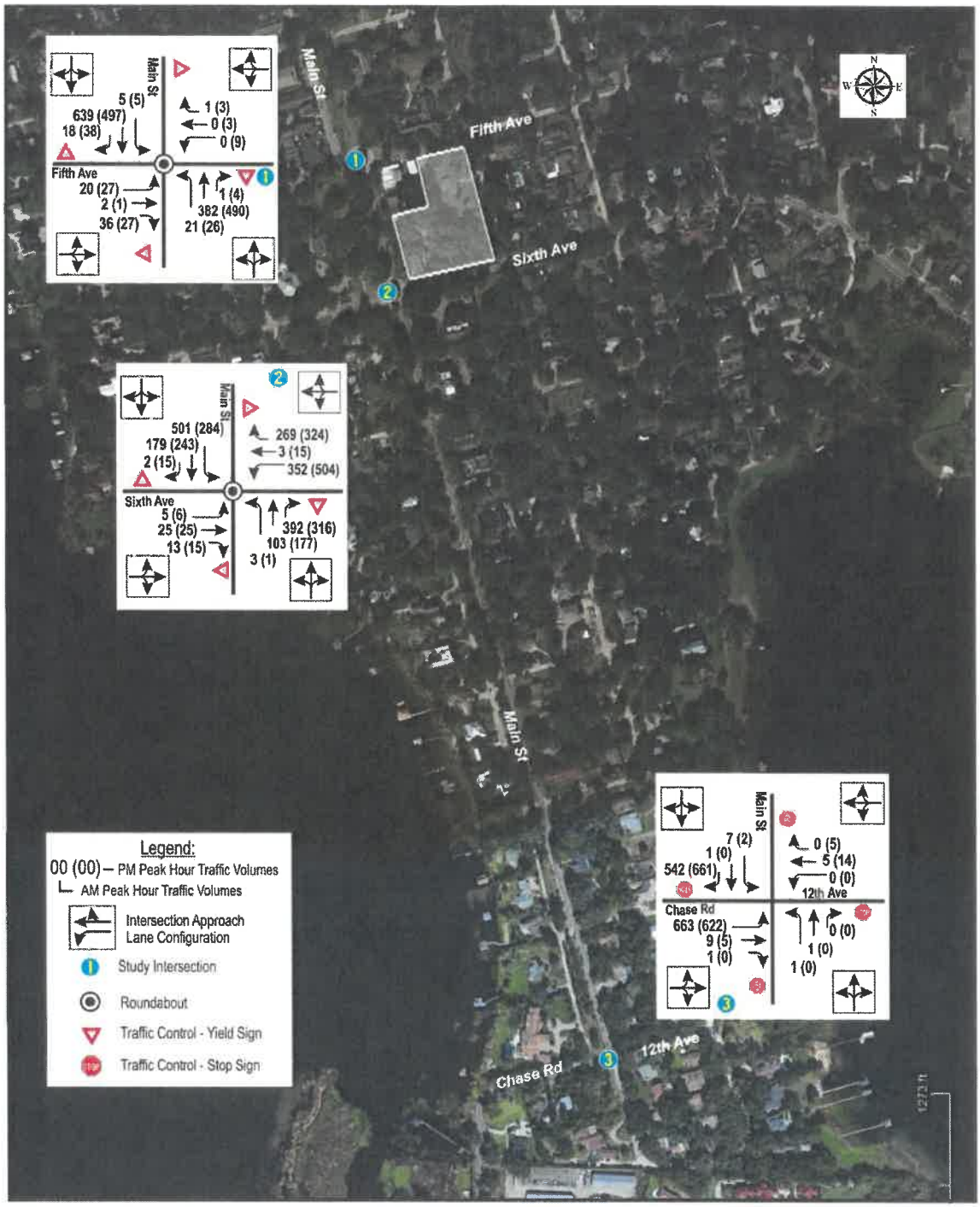
The study intersections were analyzed under existing conditions using the ***Highway Capacity Manual, 6th Edition*** procedures via *Synchro 10* software for unsignalized intersections. This analysis used existing traffic volumes and existing geometric conditions.

On Wednesday, September 21, 2019, A.M. and P.M. peak hour intersection turning movement traffic counts were conducted at the study intersections. See **Appendix B** for the turning movement summary worksheets. Follow Up Headway Adjustment Factors developed for the intersection of Main Street and Sixth Avenue, as part of a research and evaluation of roundabouts memorandum prepared for Orange County on September 10, 2012, were utilized in the analysis (see **Appendix B** for the Main Street and Sixth Avenue summary worksheet). Existing A.M. and P.M. peak hour traffic volumes are presented on **Figure 3**. The results of this analysis are shown in **Table 1** and included in computer printouts in **Appendix C**. The intersection Lane Group Delay, Lane Group V/C Ratio, Lane Group LOS, and 95th percentile queue length for the approach lanes of each study intersection are included in the analysis results table.

As can be seen, the Main Street roundabout intersections (both under Yield control) currently operate with adverse levels of service (LOS) with queues. However, it should be noted that during field observations, the two roundabout intersections had continuous vehicle movements traveling through the intersection. The critical westbound Sixth Avenue approach which had the longest queue was observed to be in continuous movement. As were the northbound and southbound movements. The study intersection of Main Street and Chase Road/12th Avenue (under Multi-way Stop control) currently operates at a deficient LOS condition. Should this intersection be converted to a roundabout intersection under Yield control, the intersection would operate at an acceptable LOS.

Programmed/Planned Roadway Improvements

No programmed roadway improvements are underway or scheduled within the next three years.



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WINDERMERE DOWNTOWN PROJECT
TRAFFIC IMPACT ANALYSIS
EXISTING PEAK HOUR TRAFFIC VOLUMES

Figure 3

TABLE 1

Study Intersections Existing (2019) Level of Service

Approach / Movement		Lanes	Traffic Control	LnGrp Delay (d) (sec/veh)	LnGrp V/C Ratio	LnGrp LOS	95th %ile Queue (Feet)	LnGrp Delay (d) (sec/veh)	LnGrp V/C Ratio	LnGrp LOS	95th %ile Queue (Feet)
1 - Main Street and Fifth Avenue											
			Roundabout	**A.M. Peak Hour**				**P.M. Peak Hour**			
EB	Left Thru Right	> 1 <		10.4	0.144	B	25	7.5	0.102	A	0
WB	Left Thru Right	> 1 <		6.9	0.002	A	0	6.6	0.028	A	0
NB	Left Thru Right	> 1 <		16.6	0.626	C	100	12.8	0.604	B	100
SB	Left Thru Right	> 1 <		63.5	1.020	F	425	13.6	0.631	B	125
Intersection Summary				43.9		E		12.8		B	
2 - Main Street and Sixth Avenue											
			Roundabout	**A.M. Peak Hour**				**P.M. Peak Hour**			
EB	Left Thru Right	> 1 <		13.5	0.142	B	0	11.8	0.131	B	0
WB	Left Thru Right	> 1 <		68.3	1.030	F	425	85.0	1.102	F	600
NB	Left Thru Right	> 1 <		110.7	1.130	F	475	21.1	0.728	C	150
SB	Left Thru Right	> 1 <		194.7	1.357	F	825	54.8	0.963	F	325
Intersection Summary				125.1		F		58.4		F	
3 - Main Street and Chase Road/12th Avenue											
			All-Way	**A.M. Peak Hour**				**P.M. Peak Hour**			
EB	Left Thru Right	> 1 <		104.0	1.124	F	568	102.1	1.164	F	525
WB	Left Thru Right	> 1 <		10.0	0.010	A	0	10.6	0.043	B	3
NB	Left Thru Right	> 1 <		10.5	0.004	B	0	10.7	0.000	A	0
SB	Left Thru Right	> 1 <		31.4	0.885	D	233	73.6	1.099	F	458
Intersection Summary				71.0		F		86.3		F	

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PROPOSED DEVELOPMENT AND TRAFFIC GENERATION

As indicated earlier, the proposed Windermere Downtown Project will consist of a redevelopment of the existing structures (3,592 square feet of commercial, 2,572 square feet of office and 2 single family homes) within Lots 244 – 252 which will be demolished and replaced with a 26,000 square foot mixed-use development. The proposed mixed-use plan contains a 5,000 square foot office, 15,000 square feet of retail space and 6,000 square feet of quality restaurant space (with full-service wait-staff). Parking will be off street in the rear of the development parcel. To determine the impact of this redevelopment, an analysis of its traffic characteristics was made. This included the determination of the traffic generated by proposed development and the distribution/assignment of this traffic to the study intersections.

Trip Generation

The trip generation was calculated utilizing the 10th Edition, ***ITE Trip Generation Report*** data as summarized in **Table 2**. Utilizing the ITE trip generation rates, the proposed mixed-use land use plan will generate a total of 1,118 daily vehicle trip ends, 27 A.M. peak hour vehicle trip ends and 109 P.M. peak hour vehicle trip ends. These total trips will consist of pedestrian walk-up trips and pass-by trips that will be discussed below.

Pedestrian Walk-up Trips

Based on the location of the proposed development parcel within downtown Windermere, the Project trip generation will be made up of trips linked to other destinations in the immediate area and includes a component of "walk-up" customers from the nearby residential areas. Based on familiarity with the businesses on this property (surrounding area, available public parking, neighboring uses) the Applicant has estimated that 30% of the trip generation of the proposed uses will be made up of walk-up traffic from customers who link the trip to another destination proximate to the Project property.

In order to develop a rational for support of the 30% walk-up percentage, the *ITE Trip Generation Handbook, 3rd Edition* internal capture procedures were utilized. The typical walking distance is 0.25 miles. Within a 0.25-mile radius of the proposed development (see **Figure 3**), there are at least 118 single-family dwelling units and other commercial and office establishments. Should only 22 (18.6% of the homes within the 0.25-mile radius) of these single-family homes interact with the proposed development the internal capture would equal the 30% walk-up percentage. Copies of the ITE internal capture calculation worksheets are in **Appendix D**. **Table 2** includes the pedestrian walk-up calculations trip ends adjustment calculations at build-out.

TABLE 2
Proposed Land Use Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates							Traffic Volumes						
				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
			Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																
Office	5,000 SF	710 / R	9.74	1.56	1.34	0.22	1.15	0.18	0.97	49	8	7	1	6	1	5
Retail	15,000 SF	820 / R	37.70	0.94	0.58	0.36	3.81	1.83	1.98	566	14	9	5	57	27	30
Restaurant	6,000 SF	931 / R	83.84	0.73	0.58	0.15	7.80	5.23	2.57	503	5	4	1	46	31	15
									Total Trips	***1,118***	***27***	***20***	***7***	***109***	***59***	***50***

Land Use	Size	Pedestrian Walk-up Calculation (3)			Pedestrian Walk-up Reduction							External Trips (4)						
						A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
		Daily	AM Pk	PM Pk	Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																		
Office	5,000 SF	14.3%	12.5%	16.7%	7	1	0	1	1	0	1	42	7	7	0	5	1	4
Retail	15,000 SF	29.5%	7.1%	35.1%	167	1	1	0	20	10	10	399	13	8	5	37	17	20
Restaurant	6,000 SF	23.5%	0.0%	26.1%	118	0	0	0	12	5	7	385	5	4	1	34	26	8
			Total Trips		***292***	***2***	***1***	***1***	***33***	***15***	***18***	***826***	***25***	***19***	***6***	***76***	***44***	***32***

Land Use	Size	Pass-by Capture % (5)			Pass-by Trips							Net New Traffic Volumes (6)						
						A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
		Daily	AM Pk	PM Pk	Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																		
Office	5,000 SF	0.0%	0.0%	0%	0	0	0	0	0	0	0	42	7	7	0	5	1	4
Retail	15,000 SF	32.1%	17.0%	34%	128	2	1	1	14	7	7	271	11	7	4	23	10	13
Restaurant	6,000 SF	35.8%	0.0%	44%	138	0	0	0	14	7	7	247	5	4	1	20	19	1
			Total Trips		***266***	***2***	***1***	***1***	***28***	***14***	***14***	***560***	***23***	***18***	***5***	***48***	***30***	***18***

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

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

(3) Pedestrian Walk-up Percentage from ITE "Trip Generation Handbook, 3rd Edition," August 2014.

(4) Total Traffic Volumes minus Pedestrian Walk-up Reduction Trips = External Trips.

(5) Pass-by trips set to ITE Handbook Table E.9 LUC 820 Shopping Center - 34% pass-by percentage (P.M. peak). AM assumed to be 50% of PM.

Pass-by trips set to ITE Handbook Table E.29 LUC 931 Quality Restaurant - 44% pass-by percentage (P.M. peak). AM assumed to be 0%.

Pass-By Check - (28 pass-by trips ÷ (843 EB Sixth Ave existing PM peak hour trips + 725 2-Way Main St) = 0.0178, use 1.8%)

(6) External Trips minus Pass-by Capture Trips = Net New (Primary) Trips.

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WINDERMERE DOWNTOWN PROJECT

TRAFFIC IMPACT ANALYSIS

PEDESTRIAN WALK-UP AREA

Figure 4

Pass-by Trips

For the retail and restaurant components of the development program, a pass-by traffic proportion was calculated. Pass-by trips are defined as those trips from the passing roadway stream that would already be on the road. Therefore, pass-by traffic does not create additional impact on the surrounding roadways. For this site, the pass-by traffic will be drawn from Main Street and East Sixth Avenue. Pass-by percentages will be based upon pass-by information contained in the *ITE Trip Generation Handbook, 3rd Edition.* Pass-by trips calculated using the ITE P.M. peak hour percentages represent 1.8% of the existing P.M. peak hour traffic volumes on Main Street and East Sixth Avenue (see the calculation in footnote 5 in **Table 2**). **Table 2** also includes the pass-by trips which were assigned at the Project access driveways.

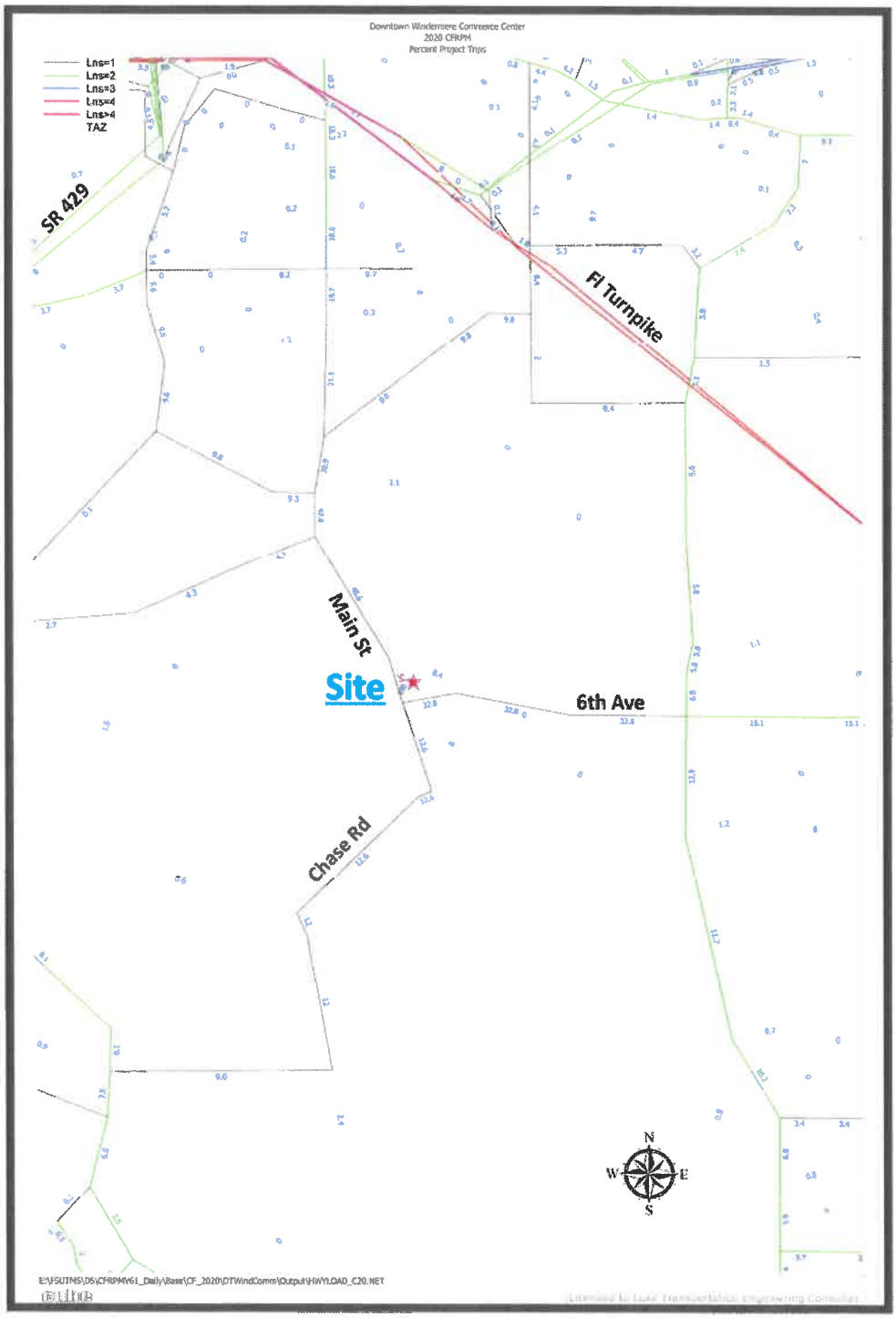
The trip generation at build-out for this redevelopment plan is estimated to result in a net increase, over the current trips generated by the existing development, of 420 net new weekday vehicle trip ends. Of this total, 9 vehicle net new trip ends will occur during the A.M. peak hour and 36 vehicle net new trip ends will occur during the P.M. peak hour (see **Appendix D** for the trip generation worksheet showing the calculations). However, the analysis will assign 100% of the proposed land use trips at the Project driveways. Which are 560 net new weekday vehicle trip ends, 23 vehicle net new A.M. peak hour trip ends and 48 vehicle net new P.M. peak hour trip ends (see **Table 2**).

Trip Distribution

Project trip distribution and assignment of projected Project trips will be based on a 2025 Cost Feasible CFRPM model assignment and the observed turning movement patterns at the adjacent roadways. The socioeconomic data was updated to reflect the proposed development in a separate traffic zone. Subsequently, a selected zone assignment was performed to determine distribution of site trips in the impact area to the adjacent roadway network. The CFRPM model plot of the Project trip distribution is shown in **Figure 5**.

Access Plan

As summarized earlier, the Windermere Downtown Project is proposed to be served by two (2) access driveways. A full access driveway connection onto East Fifth Avenue and a right-in/right-out access driveway connection on East Sixth Avenue.



WINDERMERE DOWNTOWN PROJECT
TRAFFIC IMPACT ANALYSIS

PROJECT TRIP DISTRIBUTION

Figure 5

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PROJECTED TRAFFIC CONDITIONS

Projected 2020 A.M. and P.M. peak hour traffic conditions at the study intersections were analyzed in accordance with the procedures of the ***Highway Capacity Manual, 6th Edition*** utilizing projected 2020 traffic volumes (see **Figure 6** for the projected A.M. peak hour volumes and **Figure 7** for the projected P.M. peak hour volumes) and planned access driveway geometry for the Project. Projected 2020 traffic volumes consist of background traffic and project traffic. A historical trend annual percentage from the current 2018 Orange County traffic counts on Chase Road, East Sixth Avenue and Main Street were used to develop the background traffic growth (the traffic count summary sheet is contained in **Appendix E**). Background traffic on Main Street and East Fifth Avenue was based on a 2% annual growth rate, a 3.4% annual growth rate on Chase Road and a 4.0% annual growth rate on East Sixth Avenue.

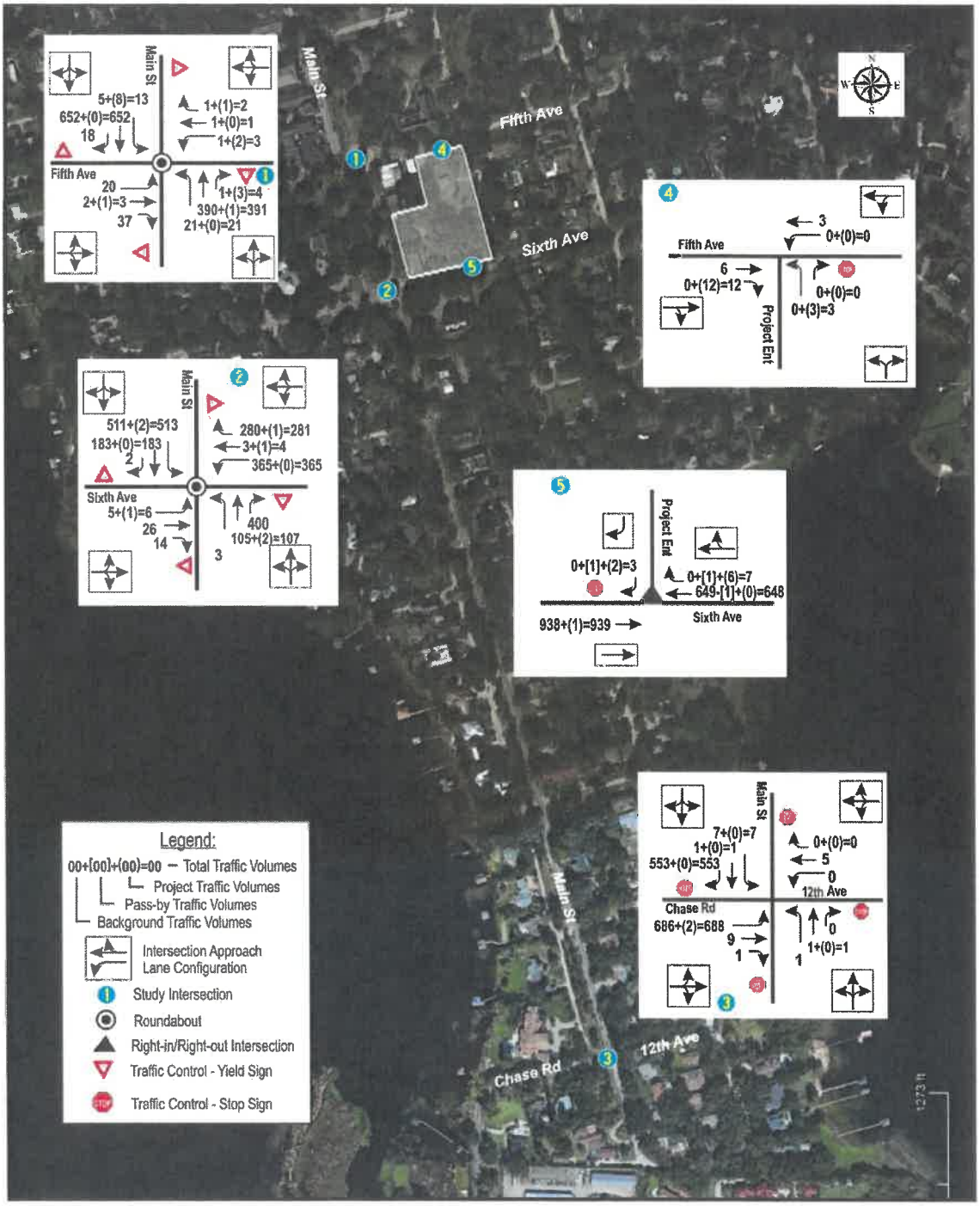
Intersection Analysis

To determine the projected Level of Service provided by the intersections to be impacted by the proposed redevelopment plan, a capacity analysis was conducted utilizing the procedures of the *Highway Capacity Manual, 6th Edition* for the unsignalized intersections. This analysis used projected background traffic volumes plus project traffic volumes and existing/proposed geometric conditions. Printouts of the intersection analyses may be found in **Appendix F**. The projected intersection LOS and delay, for each study intersection, are shown in **Table 3**.

As can be seen, at build-out of the proposed redevelopment plan all of the study intersections are projected to operate at levels of service similar to existing conditions. The intersection of Main Street and Chase Road/East 12th Avenue is projected to continue to operate at a deficient LOS during the A.M. and P.M. peak hour. Again, should this intersection be converted to a roundabout, the intersection would operate at an acceptable LOS. The proposed Project access connections are projected to operate at an acceptable level of service.

Project Access and Auxiliary Turn Lanes

An evaluation was conducted to determine if projected traffic volumes at the Project Entrance driveways on East Fifth Avenue and East Sixth Avenue would meet the minimum requirements for auxiliary turn lanes. Procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements, 2001* and the projected traffic counts utilized in this analysis were used to evaluate the need for auxiliary turn lanes at the unsignalized access driveways.



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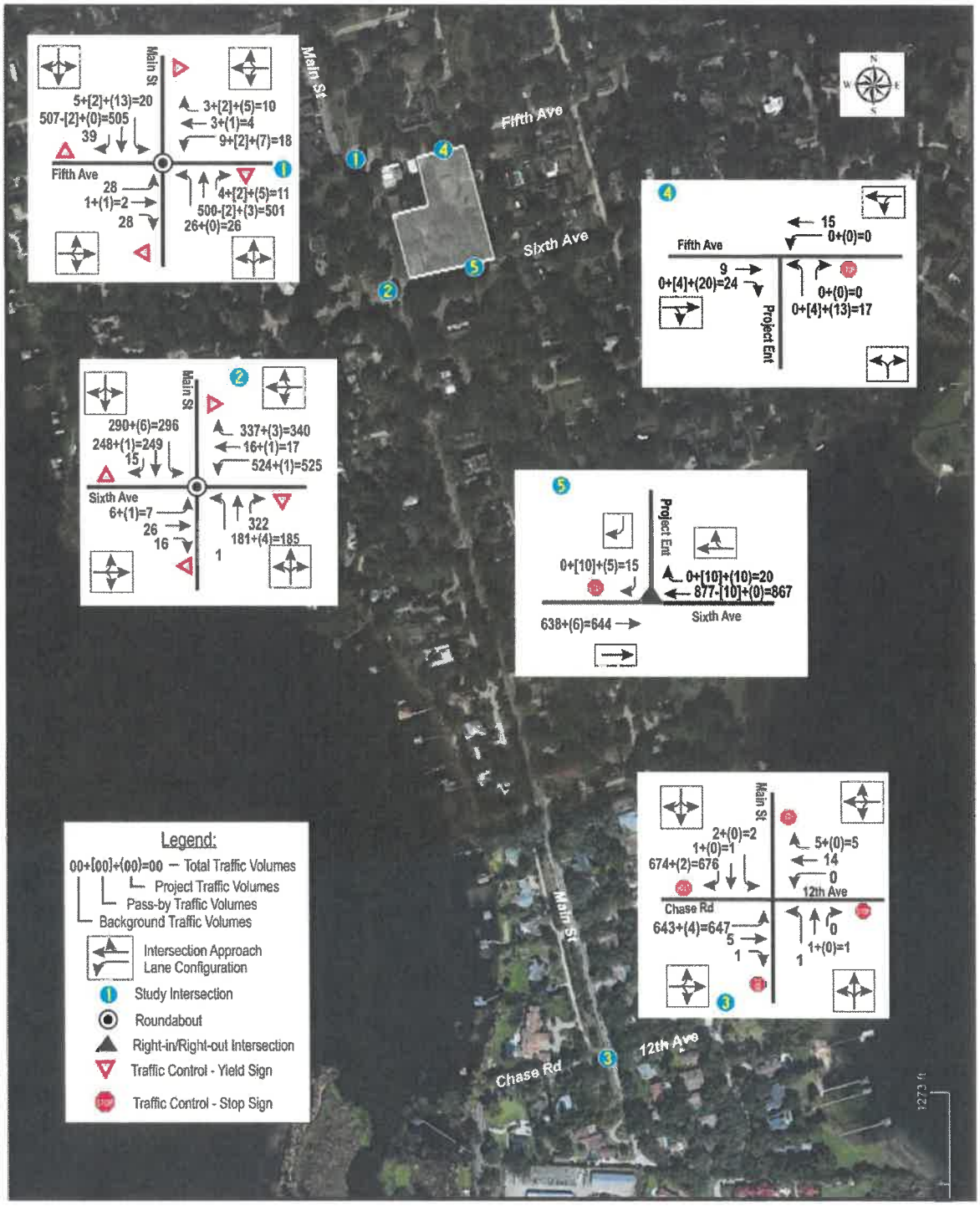
WINDERMERE DOWNTOWN PROJECT
TRAFFIC IMPACT ANALYSIS
PROJECTED A.M. PEAK HOUR TRAFFIC VOLUMES **Figure 6**



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WINDERMERE DOWNTOWN PROJECT

TRAFFIC IMPACT ANALYSIS

PROJECTED P.M. PEAK HOUR TRAFFIC VOLUMES **Figure 7**

TABLE 3
Study Intersections Projected (2020) Level of Service

Approach / Movement		Lanes	Traffic Control	LnGrp Delay (d) (sec/veh)	LnGrp V/C Ratio	LnGrp LOS	95th %ile Queue (Feet)	LnGrp Delay (d) (sec/veh)	LnGrp V/C Ratio	LnGrp LOS	95th %ile Queue (Feet)
1 - Main Street and Fifth Avenue											
			Roundabout	**A.M. Peak Hour**				**P.M. Peak Hour**			
EB	Left Thru Right	> 1 <		10.4	0.145	B	25	7.7	0.106	A	0
WB	Left Thru Right	> 1 <		7.0	0.011	A	0	7.0	0.059	A	0
NB	Left Thru Right	> 1 <		17.0	0.634	C	125	13.6	0.628	B	125
SB	Left Thru Right	> 1 <		67.3	1.033	F	450	14.6	0.657	B	125
Intersection Summary				46.1		E		13.6		B	
2 - Main Street and Sixth Avenue											
			Roundabout	**A.M. Peak Hour**				**P.M. Peak Hour**			
EB	Left Thru Right	> 1 <		13.7	0.149	B	25	12.6	0.146	B	25
WB	Left Thru Right	> 1 <		75.0	1.053	F	450	112.0	1.175	F	725
NB	Left Thru Right	> 1 <		112.0	1.134	F	475	24.0	0.769	C	175
SB	Left Thru Right	> 1 <		199.1	1.368	F	825	73.0	1.032	F	400
Intersection Summary				129.0		F		176.3		F	
3 - Main Street and Chase Road/12th Avenue											
			All-Way	**A.M. Peak Hour**				**P.M. Peak Hour**			
EB	Left Thru Right	> 1 <	STOP	122.4	1.176	F	638	112.4	1.176	F	565
WB	Left Thru Right	> 1 <	STOP	10.1	0.010	B	0	10.6	0.041	B	3
NB	Left Thru Right	> 1 <	STOP	10.6	0.004	B	0	10.8	0.004	B	0
SB	Left Thru Right	> 1 <	STOP	33.8	0.918	D	245	71.6	1.100	F	445
Intersection Summary				82.5		F		90.3		F	
4 - Fifth Avenue and Project Entrance											
				A.M. Peak Hour				**P.M. Peak Hour**			
EB	Thru Right	1 <	Free Flow								
WB	Left Thru	> 1	Free Flow	0.0	0.000	A	0	0.0	0.000	A	0
NB	Left Right	> <	STOP	8.6	0.003	A	0	8.8	0.018	B	3
5 - Sixth Avenue and Project Entrance											
				A.M. Peak Hour				**P.M. Peak Hour**			
EB	Thru	1	Free Flow								
WB	Thru Right	1 <	Free Flow								
SB	Right	1	STOP	13.1	0.007	B	0	16.6	0.048	C	5

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The results of this analysis indicate that based on the projected traffic volumes, auxiliary right-turn lanes ***are not*** warranted at the Project Entrance on East Fifth Avenue or East Sixth Avenue. See **Appendix G** for the all the auxiliary turn lane warrant worksheets.

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STUDY CONCLUSIONS

This study was conducted in order to evaluate existing and future traffic conditions in the vicinity of the proposed Windermere Downtown Project in Windermere, Florida. The ±2.17-acre parcel is located in the northeast quadrant of Main street and East Sixth Avenue in Windermere. The Windermere Downtown Project redevelopment plan will consist of a mixed-use development which will replace the existing 3,592 square feet of commercial space, 2,572 square feet of office space and 2 single family homes (within Lots 244 – 252 which will be demolished)

The proposed mixed-use plan contains a 5,000 square foot office, 15,000 square feet of retail space and 6,000 square feet of quality restaurant space (with full-service wait-staff). Parking will be off street in the rear of the development parcel. The results of the study as documented herein are summarized below:

- The trips to be generated by the proposed redevelopment were estimated to be 560 new daily vehicle trip ends, 23 new A.M. peak hour trip ends and 48 new P.M. peak hour vehicle trip ends.
- The Windermere Downtown Project is proposed to be served by a full access driveway on East Fifth Avenue and a right-in/right-out access driveway on East Sixth Avenue.
- Based upon this analysis, the two (2) existing roundabout study intersections under Yield control currently operate with poor levels of service but field observations show continuous vehicle travel through the intersections. The Multi-way Stop control intersection of Main Street and Chase Road/East 12th Avenue currently operates at a deficient level of service. Should this intersection be converted to a roundabout under Yield control, it would operate at an acceptable level of service.
- At build-out of the proposed plan the existing roundabout study intersections are projected to continue to operate at levels of service similar to existing conditions. The Multi-way Stop control intersection of Main Street and Chase Road/East 12th Avenue is projected to continue to operate at a deficient LOS. Project trips represent 0.5% of the P.M. peak hour available approach lane capacity.
- The proposed Project Entrance with projected A.M. and P.M. peak hour traffic volumes ***do not*** meet the *NCHRP Report 457* warrant for right-turn lanes.
- The proposed Project Entrance access driveways should be designed to City of Windermere and FDOT design standards.

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APPENDICES

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Appendix A – Traffic Study Methodology

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MEMORANDUM

TO: Brad Cornelius, AICP
FROM: J. Anthony Luke, P.E.
DATE: September 10, 2019 (Revised)
RE: Traffic Impact Analysis Methodology: Windermere Downtown Project, Windermere, Florida (LTEC № 19-2801)

Following up from our 8/22/19 phone conversation and the September 5, 2019 review comments, this summarizes the proposed traffic impact analysis methodology for the Windermere Downtown Project plan, located in the northeast quadrant of Main street and East Sixth Avenue in Windermere. The Windermere Downtown Project plan will consist of a mixed-use retail development. The site location showing the development parcel and the surrounding transportation area is shown in **Figure 1**.

1. Proposed Development

The proposed Windermere Downtown Project site will be developed within a ±2.17-acre parcel. The existing structures (3,592 square feet of commercial, 2,572 square feet office and 2 single family homes) within Lots 244 – 252 will be demolished. The proposed redevelopment plan will consist of a 26,000 square foot mixed-use development. The preliminary plan contains 5,000 square feet of office, 15,000 square feet of retail space and 6,000 square feet of restaurant space with off street parking in the rear. The number of spaces will be per applicable City code. **Figure 2** shows the conceptual site plan.

2. Site Access

Access for the Windermere Downtown Project site parking lot will be via a restricted right-in/right-out only access connection onto East Sixth Avenue and via a full access connection onto East Fifth Avenue.

3. Trip Generation

As discussed, the trip generation for both the existing and proposed uses is made up of trips linked to other destinations in the immediate area and includes a component of "walk-up" customers from the nearby residential areas.

The trip generation was calculated utilizing the 10th Edition, ***ITE Trip Generation Report*** data as summarized in **Table 1**. Based on familiarity with the businesses on this property (surrounding area, available public parking, neighboring uses) we estimate that 30% of trip generation for existing uses and proposed uses will be made up of walk-up traffic from customers who link the trip to another destination proximate to the Project property. In order to develop a rational for support of the 30% walk-up percentage, the ***ITE Trip Generation Handbook*** internal capture procedures were utilized. The typical walking distance is 0.25 miles. There are at least 118 single-family dwelling units within a 0.25-mile radius of the proposed development (see **Figure 3**). Should 22 (18.6% of the homes within the 0.25-mile radius) of these single-family homes interact with the

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proposed development the internal capture would equal the 30% walk-up percentage. The ITE internal capture calculation is attached.

The total driveway trips generated by the retail land use will comprise "new (primary)" and "pass-by" trips. Pass-by trips are defined as those trips from the passing roadway stream that would already be on the road. Therefore, pass-by traffic does not create additional impact on the surrounding roadways. For this site, the pass-by traffic will be drawn from Main Street and East Sixth Street. Pass-by percentages will be based upon pass-by information contained in the 3rd Edition, ***ITE Trip Generation Handbook***, September 2017. Pass-by trips will be checked to ensure they do not exceed 10% of the adjacent street traffic in the final report.

The trip generation at build-out for this redevelopment plan is estimated to result in a net increase, over the current trips generated by the existing development, of 636 net new weekday vehicle trip ends. Of this total, 11 vehicle net new trip ends will occur during the A.M. peak hour with 10 trips entering and 1 trip exiting the development site and 40 vehicle net new trip ends will occur during the P.M. peak hour with 22 trips entering and 18 trips exiting the development site.

4. Trip Distribution/Assignment

Project trip distribution and assignment of projected Project trips will be based on a 2025 Cost Feasible CFRPM model assignment and the observed turning movement patterns at the adjacent roadways.

5. Study Roadways and Study Intersection

The list of proposed study intersections is as follows:

- Main Street and East Fifth Avenue
- Main Street and East Sixth Avenue
- Main Street and Chase Road/East 12th Avenue
- East Fifth Avenue and Project Entrance
- East Sixth Avenue and Project Entrance

6. Trip Distribution/Assignment

- Perform a single phase (2020) assessment for the Project.
- A review of historical traffic counts on the adjacent roadway segments (Main Street and East Sixth Avenue) indicates an annual growth rate 4.0% on Sixth Avenue and 1.5% on Main Street (see **Table 2** for the historical counts 2020 growth factor calculations). The Main Street minimum annual growth rate will be 2.0%.
- Combine project traffic with historically grown background traffic to obtain total traffic flows.
- Project traffic assignment for the study intersections for the A.M. and P.M. peak hour.
- An auxiliary turn lane analysis will be performed for the Project Entrances.
- Perform intersection traffic analysis utilizing the *HCM Sixth Edition* operational analysis procedures for unsignalized study intersections.

7. Traffic Report

A traffic report will be prepared summarizing the study procedures, analyses and recommendations per the City traffic impact analysis procedures. Three signed and sealed copies of the completed traffic study will be submitted to the City.

Please contact our office if you have any questions or comments.

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WINDERMERE DOWNTOWN PROJECT

TRAFFIC IMPACT ANALYSIS

SITE LOCATION

Figure 1

19-5801 Windermere Downtown Project TIA August 23, 2019

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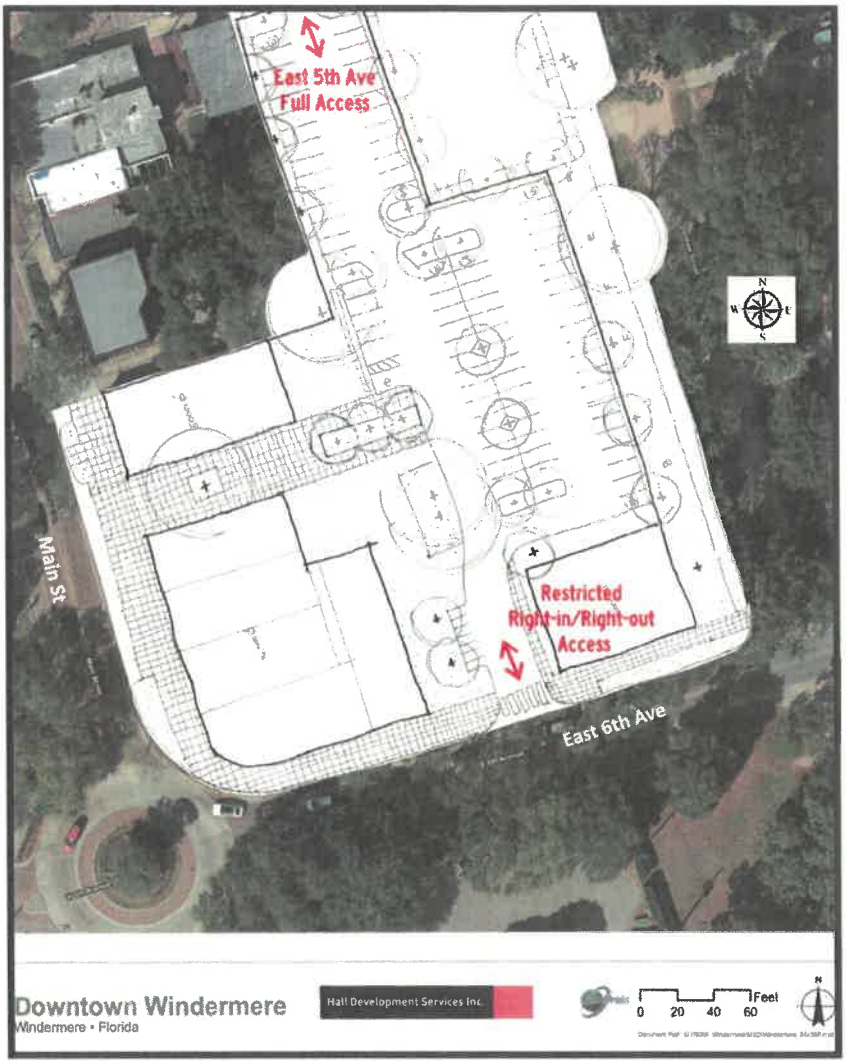

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WINDERMERE DOWNTOWN PROJECT
TRAFFIC IMPACT ANALYSIS
CONCEPTUAL SITE PLAN

Figure 2

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WINDERMERE DOWNTOWN PROJECT

TRAFFIC IMPACT ANALYSIS

PEDESTRIAN WALK-UP AREA

Figure 3

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Traffic 1

Estimated Trip Generation Rates (1)

Land Use	Size	ITE Land Use Code (2)	Trip Generation Rates							Traffic Volumes						
				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
			Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																
Office	5.000 SF	710 / R	9.74	1.56	1.34	0.22	1.15	0.18	0.97	49	8	7	1	6	1	5
Retail	15.000 SF	820 / R	37.70	0.94	0.58	0.36	3.81	1.83	1.98	566	14	8	6	57	27	30
Restaurant	6.000 SF	931 / R	83.84	0.73	0.58	0.15	7.80	5.23	2.57	503	5	4	1	46	31	15
									Total	1,118	27	19	8	109	59	50

Land Use	Size	Ped Traffic Reduction	Pedestrian Traffic Volumes Reduction							External Traffic Volumes (3)						
				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
			Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																
Office	5.000 SF	30%	15	2	2	0	2	0	2	34	6	5	1	4	1	3
Retail	15.000 SF	30%	170	4	2	2	17	8	9	396	10	6	4	40	19	21
Restaurant	6.000 SF	30%	151	1	1	0	14	9	5	352	4	3	1	32	22	10
		Total	336	7	5	2	33	17	16	782	20	14	6	76	42	34

Land Use	Size	Pass-by Capture % (4)		Pass-by Traffic Volumes							Net New Traffic Volumes (5)						
		AM	PM		A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
				Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																	
Office	5.000 SF	0%	0%	0	0	0	0	0	0	0	34	6	5	1	4	1	3
Retail	15.000 SF	5%	34%	20	0	0	0	13	6	7	376	10	6	4	27	13	14
Restaurant	6.000 SF	0%	44%	0	0	0	0	14	10	4	352	4	3	1	18	12	6
		Total		20	0	0	0	27	16	11	762	20	14	6	49	26	23

Land Use	Size	ITE Land Use Code (2)	Trip Generation Rates							Traffic Volumes						
				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
			Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Existing Land Use																
Single Family	2 DU	210 / E	14.22	3.11	0.78	2.33	1.19	0.75	0.44	28	7	2	5	2	1	1
Office	2.572 SF	710 / R	9.74	1.56	1.34	0.22	1.15	0.18	0.97	25	4	3	1	2	0	2
Retail	3.592 SF	820 / R	37.70	0.94	0.58	0.36	3.81	1.83	1.98	135	3	2	1	14	7	7
									Total	188	14	7	7	18	8	10

Land Use	Size	Ped Traffic Reduction	Pedestrian Traffic Volumes Reduction							External Traffic Volumes (3)						
				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
			Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Existing Land Use																
Single Family	2 DU	30%	8	3	1	2	0	0	0	20	4	1	3	2	1	1
Office	2.572 SF	30%	8	1	1	0	1	0	1	17	3	2	1	1	0	1
Retail	3.592 SF	30%	41	1	1	0	4	2	2	94	2	1	1	10	5	5
		Total	57	5	3	2	5	2	3	131	9	4	5	13	6	7

Land Use	Size	Pass-by Capture % (4)		Pass-by Traffic Volumes							Net New Traffic Volumes (5)						
		AM	PM		A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour		
				Daily	Total	Enter	Exit	Total	Enter	Exit	Daily	Total	Enter	Exit	Total	Enter	Exit
Existing Land Use																	
Single Family	2 DU	0%	0%	0	0	0	0	0	0	0	20	4	1	3	2	1	1
Office	2.572 SF	0%	0%	0	0	0	0	0	0	0	17	3	2	1	1	0	1
Retail	3.592 SF	5%	34%	5	0	0	0	4	2	2	89	2	1	1	6	3	3
		Total		5	0	0	0	4	2	2	126	9	4	5	9	4	5
										Net Increase	636	11	10	1	40	22	18

(1) Trip generation calculations from 10th Edition of ITE Trip Generation Report.
(2) ITE Land Use Code Number / E = Fitted Curve Equation, R = Average Rate
(3) Total trips minus Pedestrian reduction trips = External Trips
(4) Pass-by trips from 3rd Edition of ITE Trip Generation Handbook
(5) External Trips minus Pass-by Capture Trips = Net New (Primary) Trips.
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Table 2

Historical Traffic Counts - Linear Regression Calculations

Roadway Segment From	To	Station Number	Orange County AADT (1) 2012	2013	2014	2015	2016	2017	2018	FDOT Trends Analysis - V2.0 Linear Regression RSQ	Slope	Intercept	Projected 2020	2020 Growth Factor	Annual Growth Rate
East 6th Avenue															
Main St	Lake St	7078.0	18,681	19,709	22,104	22,756	23,089	24,587	24,227	0.908	977.8214	18,253.4286	27,100	1.08	4.0%
Main Street															
6th St	8th St	7.080.0	14,612	15,242	16,431	16,084	16,284	14,726	17,676	0.297	264.7500	14,834.5714	17,200	1.03	1.5%

1. From 2018 AADT Orange County Traffic Counts
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NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Downtown Windermere	Organization:	LTEC
Project Location:	Main St Windermere	Performed By:	JTR
Scenario Description:	5. Build	Date:	8/19/2019
Analysis Year:	2020	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	5,000	SF	8	7	1
Retail	820	15,000	SF	14	9	5
Restaurant	931	6,000	SF	5	3	2
Cinema/Entertainment				0	0	0
Residential	210	22	DU	20	5	15
Hotel				0	0	0
All Other Land Uses[2]				0	0	0
Total				47	24	23

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	0	0	0	0	0	0
Retail	0	1	0	0	0	0
Restaurant	1	0	1	0	0	0
Cinema/Entertainment	0	0	0	1	0	0
Residential	0	0	1	0	1	0
Hotel	0	0	0	0	0	1

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	47	24	23
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips[4]	41	21	20
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	14%	0%
Retail	0%	20%
Restaurant	67%	50%
Cinema/Entertainment	N/A	N/A
Residential	0%	7%
Hotel	N/A	N/A

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

Estimation Tool Developed by the Texas Transportation Institute

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NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Downtown Windermere	Organization:	LTEC
Project Location:	Main St Windermere	Performed By:	JTR
Scenario Description:	5. Build	Date:	8/13/2019
Analysis Year:	2020	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	5,000	SF	6	1	5
Retail	820	15,500	SF	117	78	39
Restaurant	931	6,000	SF	23	11	12
Cinema/Entertainment				0	0	0
Residential	210	22	DU	24	15	9
Hotel				0	0	0
All Other Land Uses[2]				0	0	0
Total				170	105	65

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[3]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	0		5	0	7	0
Restaurant	0	5		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	170	105	65
Internal Capture Percentage	28%	23%	37%
External Vehicle-Trips[4]	122	81	41
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	0%	20%
Retail	13%	26%
Restaurant	45%	58%
Cinema/Entertainment	N/A	N/A
Residential	60%	87%
Hotel	N/A	N/A

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

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Appendix B – Turning Movement Summary Worksheet

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Summary of Vehicle Movements

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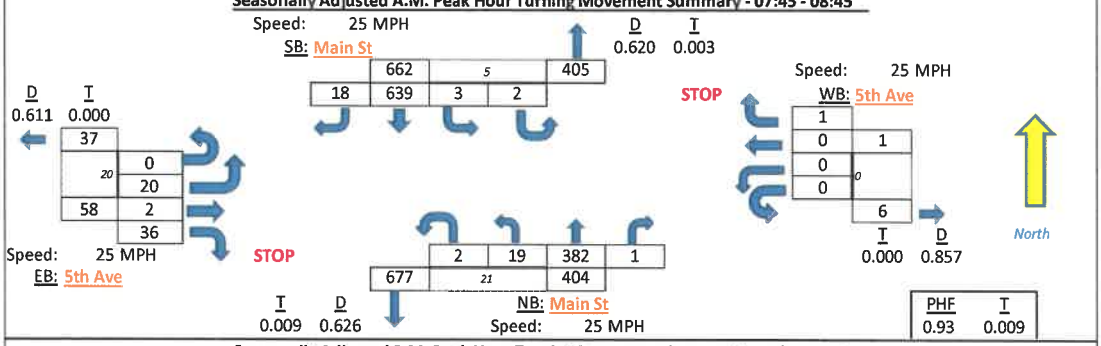
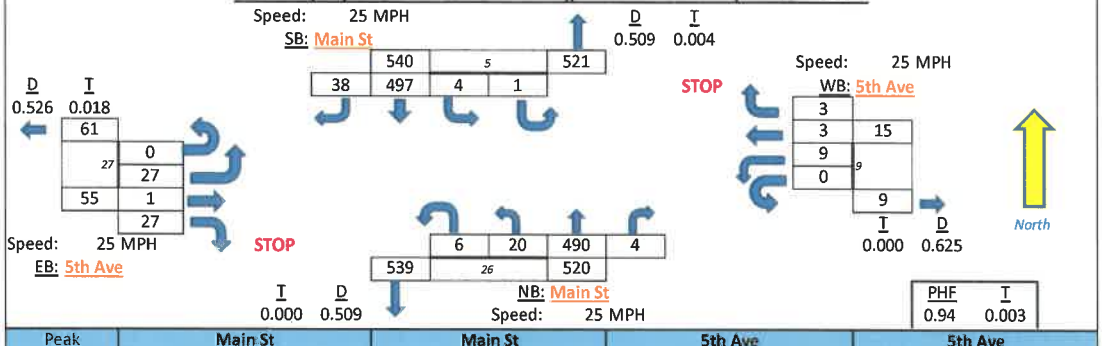
Project:	**Downtown Windermere Project**		**LTEC LTEC**		
N/S Road:	Main St	**Observer:**	LTEC		
E/W Road:	5th Ave	**Weather:**	Clear		
Date:	Wednesday, September 11, 2019	**Rd Condition:**	Ok		
City:	Windermere	**Signal:**	No	**Latitude:**	28.495680°
County:	Orange	**Major St Movement:**	North/South	**Longitude:**	-81.535004°
FDOT SF:	1.01	**PM Pk Hr Factor:**	0.94	**Station #:**	1

Seasonally Adjusted A.M. Peak Hour Turning Movement Summary - 07:45 - 08:45



Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00



Peak Hour	Main St Northbound				Main St Southbound				5th Ave Eastbound				5th Ave Westbound			
Time Interval	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>		1	<	>		1	<	>		1	<	>		1	<
Length																
7:00 7:15	0	1	57	0	0	0	160	3	0	3	0	1	0	0	0	0
7:15 7:30	0	0	67	0	0	1	140	1	0	4	0	1	0	0	0	1
7:30 7:45	0	1	68	0	0	0	169	0	0	1	0	0	0	0	0	0
7:45 8:00	0	4	92	0	0	0	160	8	0	4	0	4	0	0	0	0
Hourly Sum	0	6	284	0	0	1	629	12	0	12	0	6	0	0	0	1
8:00 8:15	0	3	89	0	1	1	157	2	0	4	2	2	0	0	0	0
8:15 8:30	1	9	104	0	0	1	159	6	0	6	0	13	0	0	0	0
8:30 8:45	1	3	93	1	1	1	157	2	0	6	0	17	0	0	0	1
8:45 9:00	0	4	72	2	0	2	158	4	0	4	1	8	0	2	1	0
Hourly Sum	2	19	358	3	2	5	631	14	0	20	3	40	0	2	1	1
16:00 16:15	0	1	120	2	0	1	111	7	0	6	0	6	0	4	0	0
16:15 16:30	0	1	108	0	0	1	105	3	1	4	0	4	0	0	2	2
16:30 16:45	0	3	105	1	0	1	101	3	0	1	0	2	1	1	2	1
16:45 17:00	0	0	124	0	0	0	105	4	0	2	0	2	0	2	0	1
Hourly Sum	0	5	457	3	0	3	422	17	1	13	0	14	1	7	4	4
17:00 17:15	1	4	127	2	0	0	106	8	0	13	0	7	0	2	1	0
17:15 17:30	1	4	125	1	1	0	141	7	0	3	1	6	0	1	0	1
17:30 17:45	1	8	126	1	0	4	134	11	0	4	0	7	0	2	0	1
17:45 18:00	3	4	107	0	0	0	111	12	0	7	0	7	0	4	2	1
Hourly Sum	6	20	485	4	1	4	492	38	0	27	1	27	0	9	3	3
A.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
7:45 8:45	2	19	382	1	2	3	639	18	0	20	2	36	0	0	0	1
% Turns	0.5%	4.7%	94.6%	0.2%	0.3%	0.5%	96.5%	2.7%		34.5%	3.4%	62.1%				100.0%
P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
17:00 18:00	6	20	490	4	1	4	497	38	0	27	1	27	0	9	3	3
% Turns	1.2%	3.8%	94.2%	0.8%	0.2%	0.7%	92.0%	7.0%		49.1%	1.8%	49.1%		60.0%	20.0%	20.0%

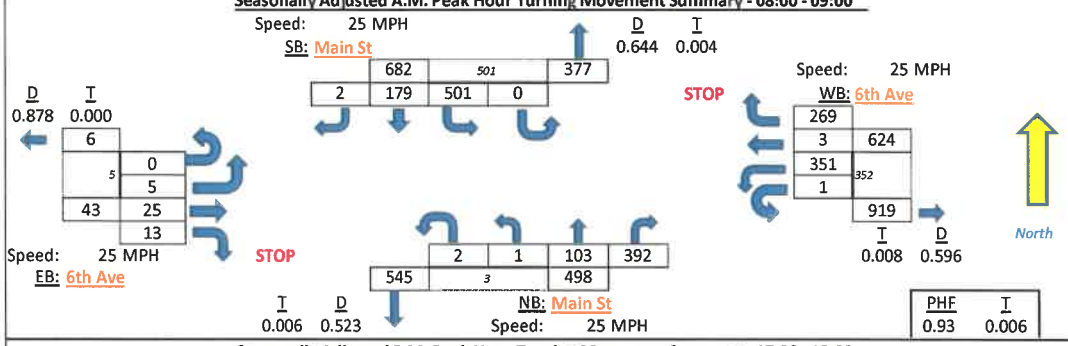
Luke Transportation Engineering Consultants, 2019

Summary of Vehicle Movements

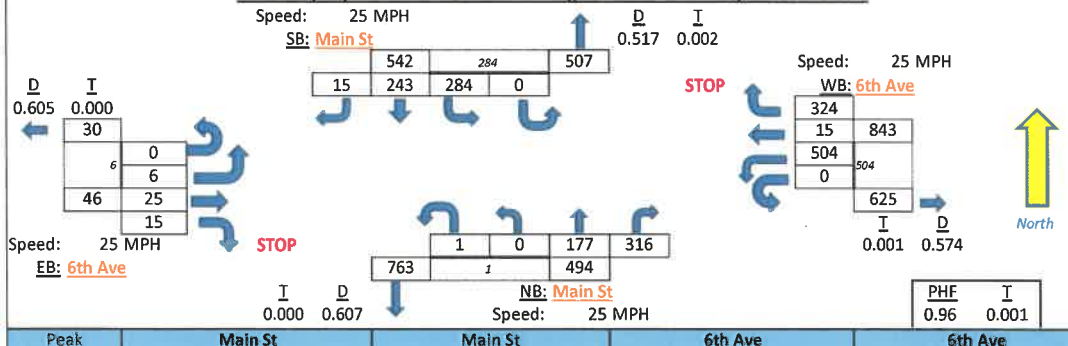
Luke Transportation Engineering Consultants

Project:	**Downtown Windermere Project**		**LTEC LTEC**		
N/S Road:	**Main St**	**Observer:**	LTEC		
E/W Road:	**6th Ave**	**Weather:**	Clear		
Date:	Wednesday, September 11, 2019	**Rd Condition:**	Ok		
City:	Windermere	**Signal:**	No	**Latitude:**	28.494437°
County:	Orange	**Major St Movement:**	North/South	**Longitude:**	-81.534571°
FDOT SF:	1.01	**PM Pk Hr Factor:**	0.96	**Station #:**	2

Seasonally Adjusted A.M. Peak Hour Turning Movement Summary - 08:00 - 09:00



Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 17:00 - 18:00



Peak Hour	Main St Northbound				Main St Southbound				6th Ave Eastbound				6th Ave Westbound			
Time Interval	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>		1	<	>		1	<	>		1	<	>		1	<
Length																
7:00 7:15	0	0	21	90	0	120	49	0	0	0	1	1	0	78	0	36
7:15 7:30	0	0	17	101	0	117	49	0	0	0	3	1	0	109	1	46
7:30 7:45	0	0	13	83	0	117	51	0	0	0	11	1	0	92	2	55
7:45 8:00	0	0	17	80	0	125	41	0	0	0	5	1	0	93	1	81
Hourly Sum	0	0	68	354	0	479	190	0	0	0	20	4	0	372	4	218
8:00 8:15	0	0	27	97	0	114	43	0	0	1	3	1	0	85	0	65
8:15 8:30	1	0	36	102	0	126	48	2	0	2	4	2	1	93	2	73
8:30 8:45	1	1	22	82	0	131	44	0	0	2	11	4	0	76	1	67
8:45 9:00	0	0	17	107	0	125	42	0	0	0	7	6	0	94	0	61
Hourly Sum	2	1	102	388	0	496	177	2	0	5	25	13	1	348	3	266
16:00 16:15	0	1	44	59	0	65	40	5	0	6	4	4	0	69	11	76
16:15 16:30	0	2	22	99	0	65	61	1	0	3	2	4	0	103	6	77
16:30 16:45	0	2	32	89	0	64	41	5	0	2	8	4	0	121	4	75
16:45 17:00	0	0	40	81	0	66	43	2	0	4	4	3	0	116	4	79
Hourly Sum	0	5	138	328	0	260	185	13	0	15	18	15	0	409	25	307
17:00 17:15	0	0	52	83	0	56	51	3	0	5	10	2	0	115	4	72
17:15 17:30	0	0	43	75	0	77	76	3	0	0	2	1	0	124	6	81
17:30 17:45	0	0	38	78	0	82	60	4	0	0	9	6	0	121	1	99
17:45 18:00	1	0	42	77	0	66	54	5	0	1	4	6	0	139	4	69
Hourly Sum	1	0	175	313	0	281	241	15	0	6	25	15	0	499	15	321
A.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
8:00 9:00	2	1	103	392	0	501	179	2	0	5	25	13	1	351	3	269
% Turns	0.4%	0.2%	20.7%	78.7%		73.5%	26.2%	0.3%		11.6%	58.1%	30.2%	0.2%	56.3%	0.5%	43.1%
P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
17:00 18:00	1	0	177	316	0	284	243	15	0	6	25	15	0	504	15	324
% Turns	0.2%		35.8%	64.0%		52.4%	44.8%	2.8%		13.0%	54.3%	32.6%		59.8%	1.8%	38.4%

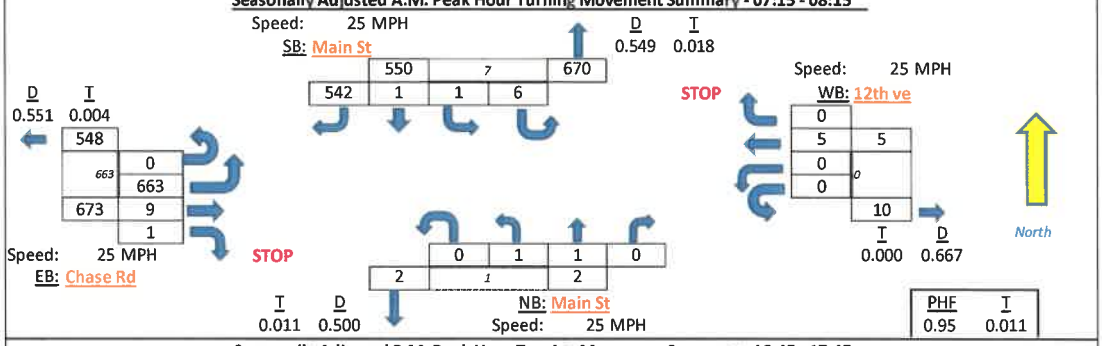
Luke Transportation Engineering Consultants, 2019

Summary of Vehicle Movements

Luke Transportation Engineering Consultants

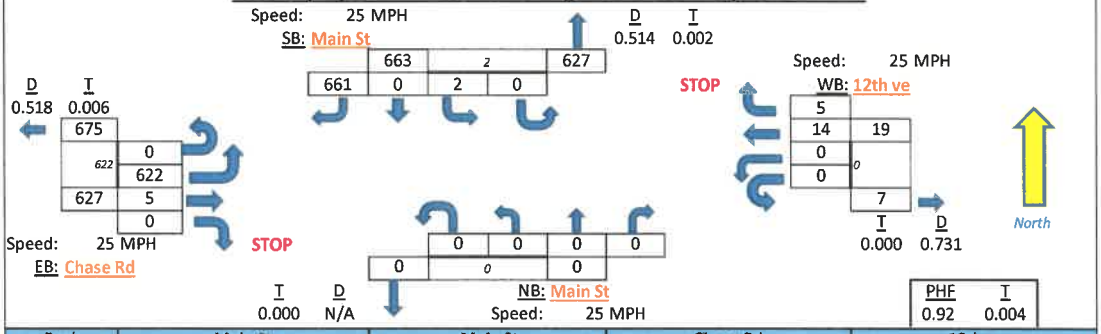
Project:	**Downtown Windermere Project**		**LTEC LTEC**		
N/S Road:	Main St	**Observer:**	LTEC		
E/W Road:	Chase Rd	**Weather:**	Clear		
Date:	Wednesday, September 11, 2019	**Rd Condition:**	Ok		
City:	Windermere	**Signal:**	No	**Latitude:**	28.487228°
County:	Orange	**Major St Movement:**	North/South	**Longitude:**	-81.531862°
FDOT SF:	1.01	**PM Pk Hr Factor:**	0.92	**Station #:**	3

Seasonally Adjusted A.M. Peak Hour Turning Movement Summary - 07:15 - 08:15



PHF	T
0.95	0.011

Seasonally Adjusted P.M. Peak Hour Turning Movement Summary - 16:45 - 17:45



PHF	T
0.92	0.004

Peak Hour	Main St Northbound				Main St Southbound				Chase Rd Eastbound				12th ve Westbound			
Time Interval	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	>		1	<	>		1	<	>		1	<	>		1	<
Length																
7:00 7:15	0	0	0	0	0	0	0	119	0	165	0	0	0	0	0	2
7:15 7:30	0	0	0	0	0	0	1	150	0	165	1	0	0	0	2	0
7:30 7:45	0	1	0	0	0	0	0	135	0	164	1	1	0	0	1	0
7:45 8:00	0	0	1	0	0	0	0	128	0	164	6	0	0	0	2	0
Hourly Sum	0	1	1	0	0	0	1	532	0	658	8	1	0	0	5	2
8:00 8:15	0	0	0	0	6	1	0	124	0	163	1	0	0	0	0	0
8:15 8:30	0	0	0	0	0	0	0	136	0	148	2	1	0	0	0	0
8:30 8:45	0	1	0	0	0	0	0	122	0	152	0	1	0	0	1	0
8:45 9:00	0	0	1	0	0	1	0	132	0	130	0	0	0	0	0	0
Hourly Sum	0	1	1	0	6	2	0	514	0	593	3	2	0	0	1	0
16:00 16:15	0	0	0	0	0	0	0	101	0	105	0	0	0	0	2	2
16:15 16:30	0	0	1	0	0	1	0	170	0	157	2	0	0	0	0	0
16:30 16:45	0	0	0	0	0	2	0	161	0	147	0	0	0	0	4	2
16:45 17:00	0	0	0	0	0	1	0	143	0	155	0	0	0	0	4	1
Hourly Sum	0	0	1	0	0	4	0	575	0	564	2	0	0	0	10	5
17:00 17:15	0	0	0	0	0	1	0	161	0	154	2	0	0	0	2	0
17:15 17:30	0	0	0	0	0	0	0	188	0	159	2	0	0	0	3	0
17:30 17:45	0	0	0	0	0	0	0	162	0	148	1	0	0	0	5	4
17:45 18:00	0	0	0	0	0	0	0	161	0	130	1	0	0	1	2	0
Hourly Sum	0	0	0	0	0	1	0	672	0	591	6	0	0	1	12	4
A.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
7:15 8:15	0	1	1	0	6	1	1	542	0	663	9	1	0	0	5	0
% Turns		50.0%	50.0%		1.1%	0.2%	0.2%	98.5%		98.5%	1.3%	0.1%			100.0%	
P.M. Peak Hour Summary - Seasonally Adjusted with FDOT Factor																
16:45 17:45	0	0	0	0	0	2	0	661	0	622	5	0	0	0	14	5
% Turns						0.3%		99.7%		99.2%	0.8%				73.7%	26.3%

Luke Transportation Engineering Consultants, 2019

TABLE 1

Main Street & 6th Street Roundabout

Seasonally Adjusted Peak Hour Turning Movement Summary

Intersection	Northbound - 25 mph			Southbound - 30 mph			Eastbound - 15 mph			Westbound - 30 mph			
Count Date	Main Street						6th Street						
5/2/2012 Wednesday													PHF
													Total
AM Pk: 7:15-8:15	3	118	420	402	177	4	0	18	5	300	14	189	0.90
AM Total		541			583			23			503		1,650
Off Pk: 3:00-4:00	3	148	279	179	142	1	0	16	20	357	22	320	0.89
Off Peak Total		430			322			36			699		1,487
PM Pk: 4:45-5:45	9	225	366	191	143	6	5	38	25	335	19	361	0.92
PM Total		600			340			68			715		1,723

Approach Volumes (3-Day Average)					
Count Period - May 1-3, 2012					Approach
Hour	NB	SB	EB	WB	Total
1	56	16	0	65	137
2	35	10	1	25	71
3	12	5	0	22	39
4	13	14	1	30	58
5	18	37	2	43	100
6	62	92	2	73	229
7	248	357	12	194	811
8	677	630	18	547	1,872
9	845	755	18	536	2,154
10	464	463	18	469	1,414
11	386	371	25	401	1,183
12	377	400	22	433	1,232
13	428	388	21	489	1,326
14	460	332	25	559	1,376
15	498	434	22	649	1,603
16	626	560	25	751	1,962
17	706	480	34	734	1,954
18	668	491	39	831	2,029
19	488	422	28	772	1,710
20	313	338	24	566	1,241
21	198	249	14	472	933
22	116	153	10	353	632
23	114	66	4	236	420
24	107	22	0	142	271
Total	7,915	7,085	365	9,392	24,757

Time	Percent Heavy Vehicles				Number of Pedestrians			
Period	NB	SB	EB	WB	NB	SB	EB	WB
AM	1.1%	1.0%	0.0%	1.5%	0	0	0	0
Off Peak	1.9%	0.0%	0.0%	0.9%	5	5	9	0
PM	0.7%	0.3%	0.0%	0.3%	3	3	2	8

Travel Time Speed Through Roundabout, 5/1/2012				
Approach	NB	SB	EB	WB
AM Speed (mph)	14.2	17.0		13.1
Off Pk Speed (mph)	16.1	12.7		13.8
PM Speed (mph)	14.2	13.6		14.4

Roundabout Approach Stop Delay Results (5/3/2012)					Intersection
AM Pk: 7:30-7:45	NB	SB	EB	WB	Total
Total Approaching Vehicles	194	124	7	128	453
Total Non Stopped Vehicles	138	84	2	93	317
Total Stopped Vehicles	56	40	5	35	136
Percent Stopped Vehicles	28.9%	32.3%	71.4%	27.3%	30.0%
Avg Stopped Delay (Sec's)	4.52	2.98	10.24	3.09	3.87
Approach Vehicle Delay (Sec's)	3.54	2.30	8.78	1.59	2.73
Max Queue Length (Veh's)	18	5	0	7	
Maximum Number of Observed Vehicles in Roundabout					6
Off Pk: 3:45-4:00	NB	SB	EB	WB	Total
Total Approaching Vehicles	179	114	11	169	473
Total Non Stopped Vehicles	126	79	3	117	325
Total Stopped Vehicles	53	35	8	52	148
Percent Stopped Vehicles	29.6%	30.7%	72.7%	30.8%	31.3%
Avg Stopped Delay (Sec's)	4.28	3.23	5.48	3.53	3.84
Approach Vehicle Delay (Sec's)	1.27	0.99	3.99	1.09	1.20
Max Queue Length (Veh's)	9	0	0	7	
Maximum Number of Observed Vehicles in Roundabout					5
PM Pk: 5:15-5:30	NB	SB	EB	WB	Total
Total Approaching Vehicles	182	142	17	211	552
Total Non Stopped Vehicles	131	95	5	161	392
Total Stopped Vehicles	51	47	12	50	160
Percent Stopped Vehicles	28.0%	33.1%	70.6%	23.7%	29.0%
Avg Stopped Delay (Sec's)	3.49	3.87	6.36	2.49	3.50
Approach Vehicle Delay (Sec's)	0.98	1.28	4.49	0.59	0.79
Max Queue Length (Veh's)	12	7	1	4	
Maximum Number of Observed Vehicles in Roundabout					5

Luke Transportation Engineering Consultants, 2012

Roundabout Approach Travel Time Results, 5/1/2012 (1)				
Approach	NB	SB	EB	WB
AM Travel Time (Sec's)	65.0	24.5		78.3
AM Approach Delay (Sec's)	28.8	15.2		33.3
Number of Stops	3.0	0.7		3.5
Off Pk Travel Time (Sec's)	51.5	31.6		65.5
Off Pk Delay (Sec's)	15.5	23.5		20.5
Number of Stops	1.0	4.0		2.5
PM Travel Time (Sec's)	66.2	28.5		93.2
PM Delay (Sec's)	29.8	19.5		48.2
Number of Stops	3.0	1.7		4.0

(1) Delay & Speed based on 30 MPH & Stops based on a Stop Speed of 4 MPH

Roundabout Level of Service (2010 HCS Calibrated) (2)					
	NB	SB	EB	WB	Overall
AM LOS	D	C	C	D	D
AM Delay (Sec's)	28.80	15.21	16.56	33.22	25.17
95th % Queue	9.2	5.7	0.3	9.7	
Off Pk LOS	C	C	B	C	C
Off Pk Delay (Sec's)	15.54	23.52	14.22	20.54	19.58
95th % Queue	4.5	5.2	0.5	8.8	
PM LOS	D	C	B	E	D
PM Delay (Sec's)	29.89	19.55	10.21	48.37	34.90
95th % Queue	10.2	4.5	0.5	15.8	

(2) Inputs Calabrated to Observed Approach Travel Time Delay

Averaged Follow Up Headway Adjustment Factors:
AM - 4.985, Mid-Day – 5.289 & PM - 3.737

Appendix C – Existing Synchro Analysis Summary Sheets

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HCM 6th Roundabout
1: Main St & Fifth Ave

Existing AM Peak Hour Revised
12/05/2019

Intersection					
Intersection Delay, s/veh	43.9				
Intersection LOS	E				
Approach		**EB**	**WB**	**NB**	**SB**
Entry Lanes		1	1	1	1
Conflicting Circle Lanes		1	1	1	1
Adj Approach Flow, veh/h		63	1	435	711
Demand Flow Rate, veh/h		64	1	443	725
Vehicles Circulating, veh/h		706	464	29	23
Vehicles Exiting, veh/h		42	8	741	442
Ped Vol Crossing Leg, #/h		0	0	0	0
Ped Cap Adj		1.000	1.000	1.000	1.000
Approach Delay, s/veh		10.4	6.9	16.6	63.5
Approach LOS		B	A	C	F
Lane	**Left**	**Left**	**Left**	**Left**	
Designated Moves	LTR	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	LTR	
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	4.985	4.985	4.985	4.985	
Critical Headway, s	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	64	1	443	725	
Cap Entry Lane, veh/h	444	524	708	711	
Entry HV Adj Factor	0.984	1.000	0.981	0.981	
Flow Entry, veh/h	63	1	435	711	
Cap Entry, veh/h	437	524	695	697	
V/C Ratio	0.144	0.002	0.626	1.020	
Control Delay, s/veh	10.4	6.9	16.6	63.5	
LOS	B	A	C	F	
95th %tile Queue, veh	1	0	4	17	

HCM 6th Roundabout
2: Main St & Sixth Ave

Existing AM Peak Hour Revised
12/05/2019

Intersection					
Intersection Delay, s/veh	125.1				
Intersection LOS	F				
Approach		**EB**	**WB**	**NB**	**SB**
Entry Lanes		1	1	1	1
Conflicting Circle Lanes		1	1	1	1
Adj Approach Flow, veh/h		46	670	536	733
Demand Flow Rate, veh/h		47	684	546	748
Vehicles Circulating, veh/h		1132	121	583	392
Vehicles Exiting, veh/h		8	1008	596	413
Ped Vol Crossing Leg, #/h		0	0	0	0
Ped Cap Adj		1.000	1.000	1.000	1.000
Approach Delay, s/veh		13.5	68.3	110.7	194.7
Approach LOS		B	F	F	F
Lane	**Left**	**Left**	**Left**	**Left**	
Designated Moves	LTR	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	LTR	
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	4.985	4.985	4.985	4.985	
Critical Headway, s	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	47	684	546	748	
Cap Entry Lane, veh/h	331	664	483	551	
Entry HV Adj Factor	0.988	0.979	0.981	0.980	
Flow Entry, veh/h	46	670	536	733	
Cap Entry, veh/h	327	651	474	540	
V/C Ratio	0.142	1.030	1.130	1.357	
Control Delay, s/veh	13.5	68.3	110.7	194.7	
LOS	B	F	F	F	
95th %tile Queue, veh	0	17	19	33	

HCM 6th AWSC
3: Main St & Chase Rd/12th Ave

Existing AM Peak Hour
10/24/2019

Intersection	
Intersection Delay, s/veh	71
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	663	9	1	0	5	0	1	1	0	7	1	542
Future Vol, veh/h	663	9	1	0	5	0	1	1	0	7	1	542
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	698	9	1	0	5	0	1	1	0	7	1	571
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	104	10	10.5	31.4
HCM LOS	F	A	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	99%	0%	1%
Vol Thru, %	50%	1%	100%	0%
Vol Right, %	0%	0%	0%	99%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	673	5	550
LT Vol	1	663	0	7
Through Vol	1	9	5	1
RT Vol	0	1	0	542
Lane Flow Rate	2	708	5	579
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	1.142	0.01	0.844
Departure Headway (Hd)	7.426	5.804	6.973	5.59
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	485	630	516	654
Service Time	5.426	3.805	4.973	3.59
HCM Lane V/C Ratio	0.004	1.124	0.01	0.885
HCM Control Delay	10.5	104	10	31.4
HCM Lane LOS	B	F	A	D
HCM 95th-tile Q	0	22.7	0	9.3

HCM 6th Roundabout
1: Main St & Fifth Ave

Existing PM Peak Hour Revised
12/05/2019

Intersection					
Intersection Delay, s/veh	12.8				
Intersection LOS	B				
Approach		**EB**	**WB**	**NB**	**SB**
Entry Lanes		1	1	1	1
Conflicting Circle Lanes		1	1	1	1
Adj Approach Flow, veh/h		59	16	553	574
Demand Flow Rate, veh/h		61	16	564	586
Vehicles Circulating, veh/h		555	590	36	42
Vehicles Exiting, veh/h		73	10	580	564
Ped Vol Crossing Leg, #/h		0	0	0	0
Ped Cap Adj		1.000	1.000	1.000	1.000
Approach Delay, s/veh		7.5	6.6	12.8	13.6
Approach LOS		A	A	B	B
Lane	**Left**	**Left**	**Left**	**Left**	
Designated Moves	LTR	LTR	LTR	LTR	
Assumed Moves	LTR	LTR	LTR	LTR	
RT Channelized					
Lane Util	1.000	1.000	1.000	1.000	
Follow-Up Headway, s	3.737	3.737	3.737	3.737	
Critical Headway, s	4.976	4.976	4.976	4.976	
Entry Flow, veh/h	61	16	564	586	
Cap Entry Lane, veh/h	597	579	934	929	
Entry HV Adj Factor	0.967	0.996	0.980	0.980	
Flow Entry, veh/h	59	16	553	574	
Cap Entry, veh/h	577	577	915	911	
V/C Ratio	0.102	0.028	0.604	0.631	
Control Delay, s/veh	7.5	6.6	12.8	13.6	
LOS	A	A	B	B	
95th %tile Queue, veh	0	0	4	5	

Existing 10/24/2019 PM Peak Hour
JTR

Synchro 10 Report
Page 1

HCM 6th Roundabout
2: Main St & Sixth Ave

Existing PM Peak Hour Revised
12/05/2019

Intersection					
Intersection Delay, s/veh	58.4				
Intersection LOS	F				

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	879	514	565
Demand Flow Rate, veh/h	49	897	525	576
Vehicles Circulating, veh/h	1095	195	335	552
Vehicles Exiting, veh/h	33	665	809	539
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.8	85.0	21.1	54.8
Approach LOS	B	F	C	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	3.737	3.737	3.737	3.737
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	897	525	576
Cap Entry Lane, veh/h	374	614	721	598
Entry HV Adj Factor	0.989	0.980	0.980	0.981
Flow Entry, veh/h	48	879	514	565
Cap Entry, veh/h	370	797	707	587
V/C Ratio	0.131	1.102	0.728	0.963
Control Delay, s/veh	11.8	85.0	21.1	54.8
LOS	B	F	C	F
95th %tile Queue, veh	0	24	6	13

HCM 6th AWSC
3: Main St & Chase Rd/12th Ave

Existing PM Peak Hour
10/24/2019

Intersection	
Intersection Delay, s/veh	86.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	622	5	0	0	14	5	0	0	0	2	0	661
Future Vol, veh/h	622	5	0	0	14	5	0	0	0	2	0	661
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	676	5	0	0	15	5	0	0	0	2	0	718
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	102.1	10.6	0	73.6
HCM LOS	F	B	-	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	99%	0%	0%
Vol Thru, %	100%	1%	74%	0%
Vol Right, %	0%	0%	26%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	627	19	663
LT Vol	0	622	0	2
Through Vol	0	5	14	0
RT Vol	0	0	5	661
Lane Flow Rate	0	682	21	721
Geometry Grp	1	1	1	1
Degree of Util (X)	0	1.13	0.039	1.054
Departure Headway (Hd)	7.657	6.266	7.3	5.579
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	586	493	656
Service Time	5.657	4.266	5.3	3.579
HCM Lane V/C Ratio	0	1.164	0.043	1.099
HCM Control Delay	10.7	102.1	10.6	73.6
HCM Lane LOS	N	F	B	F
HCM 95th-tile Q	0	21	0.1	18.3

Appendix D – Pedestrian Walk-up Internal Capture Worksheets

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NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Downtown Windermere	**Organization:**	LTEC
Project Location:	Main St Windermere	**Performed By:**	JTR
Scenario Description:	Build-out	**Date:**	9/10/2019
Analysis Year:	2020	**Checked By:**	
Analysis Period:	AM Street Peak Hour	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	5,000	SF	8	7	1
Retail	820	15,000	SF	14	9	5
Restaurant	931	6,000	SF	5	3	2
Cinema/Entertainment				0	0	0
Residential	210	22	DU	20	5	15
Hotel				0	0	0
All Other Land Uses[2]				0	0	0
Total				47	24	23

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	0	0
Restaurant	1	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	1	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	47	24	23
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips[3]	41	21	20
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	14%	0%
Retail	0%	20%
Restaurant	67%	50%
Cinema/Entertainment	N/A	N/A
Residential	0%	7%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Downtown Windermere	**Organization:**	LTEC
Project Location:	Main St Windermere	**Performed By:**	JTR
Scenario Description:	Build-out	**Date:**	9/10/2019
Analysis Year:	2020	**Checked By:**	
Analysis Period:	PM Street Peak Hour	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	5,000	SF	6	1	5
Retail	820	15,000	SF	117	78	39
Restaurant	931	6,000	SF	23	11	12
Cinema/Entertainment				0	0	0
Residential	210	22	DU	24	15	9
Hotel				0	0	0
All Other Land Uses[2]				0	0	0
Total				170	105	65

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	0	0	0	0
Retail	0		3	0	7	0
Restaurant	0	5		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	170	105	65
Internal Capture Percentage	28%	23%	37%
External Vehicle-Trips[3]	122	81	41
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	0%	20%
Retail	13%	26%
Restaurant	45%	58%
Cinema/Entertainment	N/A	N/A
Residential	60%	67%
Hotel	N/A	N/A

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

Existing Land Use Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates							Traffic Volumes						
			Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Existing Land Use																
Single Family	2 DU	210 / E	14.22	3.11	0.78	2.33	1.19	0.75	0.44	28	7	2	5	2	1	1
Office	2,572 SF	710 / R	9.74	1.56	1.34	0.22	1.15	0.18	0.97	25	4	3	1	2	0	2
Retail	3,592 SF	820 / R	37.70	0.94	0.58	0.36	3.81	1.83	1.98	135	3	2	1	14	7	7
									Total Trips	***188***	***14***	***7***	***7***	***18***	***8***	***10***

Land Use	Size	Pedestrian Capture (3)			Pedestrian Traffic Volumes Reduction							External Trips (4)						
		Daily	AM Pk	PM Pk	Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
						Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Existing Land Use																		
Single Family	2 DU	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	28	7	2	5	2	1	1
Office	2,572 SF	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	25	4	3	1	2	0	2
Retail	3,592 SF	23.7%	0.0%	28.6%	32	0	0	0	4	2	2	103	3	2	1	10	5	5
		Total Trips			***32***	***0***	***0***	***0***	***4***	***2***	***2***	***156***	***14***	***7***	***7***	***14***	***6***	***8***

Land Use	Size	Pass-by Capture % (5)			Pass-by Trips							Net New Traffic Volumes (6)						
		Daily	AM Pk	PM Pk	Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
						Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Existing Land Use																		
Single Family	2 DU	0.0%	0.0%	0%	0	0	0	0	0	0	0	28	7	2	5	2	1	1
Office	2,572 SF	0.0%	0.0%	0%	0	0	0	0	0	0	0	25	4	3	1	2	0	2
Retail	3,592 SF	15.5%	5.0%	34%	16	0	0	0	2	1	1	87	3	2	1	8	4	4
		Total Trips			***16***	***0***	***0***	***0***	***2***	***1***	***1***	***140***	***14***	***7***	***7***	***12***	***5***	***7***

Proposed Land Use Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates							Traffic Volumes						
			Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																
Office	5,000 SF	710 / R	9.74	1.56	1.34	0.22	1.15	0.18	0.97	49	8	7	1	6	1	5
Retail	15,000 SF	820 / R	37.70	0.94	0.58	0.36	3.81	1.83	1.98	566	14	9	5	57	27	30
Restaurant	6,000 SF	931 / R	83.84	0.73	0.58	0.15	7.80	5.23	2.57	503	5	4	1	46	31	15
									Total Trips	***1,118***	***27***	***20***	***7***	***109***	***59***	***50***

Land Use	Size	Pedestrian Walk-up Calculation (3)			Pedestrian Walk-up Reduction							External Trips (4)						
		Daily	AM Pk	PM Pk	Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
						Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																		
Office	5,000 SF	14.3%	12.5%	16.7%	7	1	0	1	1	0	1	42	7	7	0	5	1	4
Retail	15,000 SF	29.5%	7.1%	35.1%	167	1	1	0	20	10	10	399	13	8	5	37	17	20
Restaurant	6,000 SF	23.5%	0.0%	26.1%	118	0	0	0	12	5	7	385	5	4	1	34	26	8
		Total Trips			***292***	***2***	***1***	***1***	***33***	***15***	***18***	***826***	***25***	***19***	***6***	***76***	***44***	***32***

Land Use	Size	Pass-by Capture % (5)			Pass-by Trips							Net New Traffic Volumes (6)						
		Daily	AM Pk	PM Pk	Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
						Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Proposed Land Use																		
Office	5,000 SF	0.0%	0.0%	0%	0	0	0	0	0	0	0	42	7	7	0	5	1	4
Retail	15,000 SF	32.1%	17.0%	34%	128	2	1	1	14	7	7	271	11	7	4	23	10	13
Restaurant	6,000 SF	35.8%	0.0%	44%	138	0	0	0	14	7	7	247	5	4	1	20	19	1
		Total Trips			***266***	***2***	***1***	***1***	***28***	***14***	***14***	***560***	***23***	***18***	***5***	***48***	***30***	***18***
Net Increase in Traffic over Existing Development					***250***	***2***	***1***	***1***	***26***	***13***	***13***	***420***	***9***	***11***	***(2)***	***36***	***25***	***11***

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

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

(3) Pedestrian Walk-up Percentage from ITE "Trip Generation Handbook, 3rd Edition," August 2014.

(4) Total Traffic Volumes minus Pedestrian Walk-up Reduction Trips = External Trips.

(5) Pass-by trips set to ITE Handbook Table E.9 LUC 820 Shopping Center - 34% pass-by percentage (P.M. peak). AM assumed to be 50% of PM.

Pass-by trips set to ITE Handbook Table E.29 LUC 931 Quality Restaurant - 44% pass-by percentage (P.M. peak). AM assumed to be 0%.

Pass-By Check - (28 pass-by trips ÷ (843 EB Sixth Ave existing PM peak hour trips + 725 2-Way Main St) = 0.0178, use 1.8%)

(6) External Trips minus Pass-by Capture Trips = Net New (Primary) Trips.

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Appendix E – Background Traffic Worksheet

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Historical Traffic Counts - Linear Regression Calculations

Roadway Segment		Station	Orange County AADT (1)						FDOT Trends Analysis - V2.0 Linear Regression			Projected	Growth Factor	Annual Growth Rate
From	To	Number	2012	2013	2014	2015	2016	2017	2018	RSQ	Slope	Intercept			
Chase Road															
Tallavana Tl	Main St	7103.0	13,674	14,495	14,904	15,094	16,025	17,148	17,268	0.963	614.6071	13,057.0000	18,600	1.07	3.4%
East Sixth Avenue															
Main St	Lake St	7078.0	18,681	19,709	22,104	22,756	23,089	24,587	24,227	0.908	977.8214	18,253.4286	27,100	1.08	4.0%
Main Street															
Sixth Ave	Chase Rd	7080.0	14,812	15,242	16,431	16,084	16,284	14,726	17,676	0.297	264.7500	14,834.5714	17,200	1.03	1.5%

1. From 2018 AADT Orange County Traffic Counts

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Appendix F – Future 2021 Synchro Analysis Summary She

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HCM 6th Roundabout
1: Main St & Fifth Ave

2020 AM Peak Hour Reviaed
12/04/2019

Intersection	
Intersection Delay, s/veh	17.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	63	6	438	719
Demand Flow Rate, veh/h	64	6	446	733
Vehicles Circulating, veh/h	717	463	38	26
Vehicles Exiting, veh/h	42	21	743	443
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.9	5.9	10.5	22.7
Approach LOS	A	A	B	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	3.884	3.884	3.884	3.884
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	64	6	446	733
Cap Entry Lane, veh/h	507	627	896	907
Entry HV Adj Factor	0.983	0.997	0.982	0.981
Flow Entry, veh/h	63	6	438	719
Cap Entry, veh/h	498	625	881	890
V/C Ratio	0.126	0.010	0.497	0.808
Control Delay, s/veh	8.9	5.9	10.5	22.7
LOS	A	A	B	C
95th %tile Queue, veh	0	0	3	9

HCM 6th Roundabout
2: Main St & Sixth Ave

2020 AM Peak Hour Reviaed
12/04/2019

Intersection				
Intersection Delay, s/veh	61.9			
Intersection LOS	F			

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	48	684	537	735
Demand Flow Rate, veh/h	49	698	547	750
Vehicles Circulating, veh/h	1140	124	585	399
Vehicles Exiting, veh/h	9	1008	604	423
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.6	26.6	57.3	101.3
Approach LOS	B	D	F	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	3.884	3.884	3.884	3.884
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	49	698	547	750
Cap Entry Lane, veh/h	355	835	588	662
Entry HV Adj Factor	0.989	0.980	0.981	0.980
Flow Entry, veh/h	48	684	537	735
Cap Entry, veh/h	351	818	556	649
V/C Ratio	0.138	0.836	0.966	1.133
Control Delay, s/veh	12.6	26.6	57.3	101.3
LOS	B	D	F	F
95th %tile Queue, veh	0	10	13	23

HCM 6th AWSC
3: Main St & Chase Rd/12th Ave

2020 AM Peak Hour
10/24/2019

Intersection	
Intersection Delay, s/veh	82.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	688	9	1	0	5	0	1	1	0	7	1	553
Future Vol, veh/h	688	9	1	0	5	0	1	1	0	7	1	553
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	724	9	1	0	5	0	1	1	0	7	1	582
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	122.4	10.1	10.6	33.8
HCM LOS	F	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	99%	0%	1%
Vol Thru, %	50%	1%	100%	0%
Vol Right, %	0%	0%	0%	99%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	698	5	561
LT Vol	1	688	0	7
Through Vol	1	9	5	1
RT Vol	0	1	0	553
Lane Flow Rate	2	735	5	591
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	1.191	0.01	0.861
Departure Headway (Hd)	7.564	5.838	7.074	5.685
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	476	625	509	644
Service Time	5.564	3.839	5.074	3.685
HCM Lane V/C Ratio	0.004	1.176	0.01	0.918
HCM Control Delay	10.6	122.4	10.1	33.8
HCM Lane LOS	B	F	B	D
HCM 95th-tile Q	0	25.5	0	9.8

HCM 6th TWSC
4: Project Ent & Fifth Ave

2020 AM Peak Hour
10/24/2019

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	12	0	3	3	0
Future Vol, veh/h	6	12	0	3	3	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	13	0	3	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	19	0	16	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1597	-	1002	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	1002	1067
Mov Cap-2 Maneuver	-	-	-	-	1002	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1002	-	-	1597	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
5: Sixth Ave & Project Ent

2020 AM Peak Hour
10/24/2019

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	939	648	7	0	3
Future Vol, veh/h	0	939	648	7	0	3
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	988	682	7	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	686
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	-	-	-	0	447
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	447
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	447
HCM Lane V/C Ratio	-	-	-	0.007
HCM Control Delay (s)	-	-	-	13.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Roundabout
1: Main St & Fifth Ave

Build-out 2020 PM Peak Hour Revised
12/04/2019

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	60	34	566	594
Demand Flow Rate, veh/h	62	34	578	606
Vehicles Circulating, veh/h	561	596	53	51
Vehicles Exiting, veh/h	74	35	592	579
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.9	7.2	14.8	15.9
Approach LOS	A	A	B	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	3.884	3.884	3.884	3.884
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	62	34	578	606
Cap Entry Lane, veh/h	567	561	886	888
Entry HV Adj Factor	0.967	0.998	0.980	0.981
Flow Entry, veh/h	60	34	566	594
Cap Entry, veh/h	548	560	869	871
V/C Ratio	0.109	0.061	0.652	0.683
Control Delay, s/veh	7.9	7.2	14.8	15.9
LOS	A	A	B	C
95th %tile Queue, veh	0	0	5	6

2020 Build-out 10/24/2019 PM Peak Hour
JTR

Synchro 10 Report
Page 1

HCM 6th Roundabout
2: Main St & Sixth Ave

Build-out 2020 PM Peak Hour Revised
12/04/2019

Intersection	
Intersection Delay, s/veh	86.9
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	51	929	535	590
Demand Flow Rate, veh/h	52	947	546	601
Vehicles Circulating, veh/h	1149	207	353	583
Vehicles Exiting, veh/h	35	692	848	571
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.9	128.8	26.6	82.1
Approach LOS	B	F	D	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	3.884	3.884	3.884	3.884
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	52	947	546	601
Cap Entry Lane, veh/h	352	778	688	567
Entry HV Adj Factor	0.989	0.981	0.980	0.981
Flow Entry, veh/h	51	929	535	590
Cap Entry, veh/h	348	763	675	556
V/C Ratio	0.148	1.216	0.793	1.060
Control Delay, s/veh	12.9	128.8	26.6	82.1
LOS	B	F	D	F
95th %tile Queue, veh	1	32	8	17

HCM 6th AWSC
3: Main St & Chase Rd/12th Ave

Build-out 2020 PM Peak Hour
10/24/2019

Intersection	
Intersection Delay, s/veh	90.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	647	5	1	0	14	5	1	1	0	2	1	676
Future Vol, veh/h	647	5	1	0	14	5	1	1	0	2	1	676
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	681	5	1	0	15	5	1	1	0	2	1	712
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	112.4	10.6	10.8	71.6
HCM LOS	F	B	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	99%	0%	0%
Vol Thru, %	50%	1%	74%	0%
Vol Right, %	0%	0%	26%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	653	19	679
LT Vol	1	647	0	2
Through Vol	1	5	14	1
RT Vol	0	1	5	676
Lane Flow Rate	2	687	20	715
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	1.159	0.038	1.046
Departure Headway (Hd)	7.818	6.24	7.329	5.647
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	461	584	491	650
Service Time	5.818	4.24	5.329	3.647
HCM Lane V/C Ratio	0.004	1.176	0.041	1.1
HCM Control Delay	10.8	112.4	10.6	71.6
HCM Lane LOS	B	F	B	F
HCM 95th-tile Q	0	22.6	0.1	17.8

HCM 6th TWSC
4: Project Ent & Fifth Ave

Build-out 2020 PM Peak Hour
10/24/2019

Intersection						
Int Delay, s/veh	2.3					
Movement	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBR**
Lane Configurations						
Traffic Vol, veh/h	9	24	0	15	17	0
Future Vol, veh/h	9	24	0	15	17	0
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	25	0	16	18	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	38	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	974	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	974	1055
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1576	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
5: Sixth Ave & Project Ent

Build-out 2020 PM Peak Hour
10/24/2019

Intersection						
Int Delay, s/veh	0.2					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	644	867	20	0	15
Future Vol, veh/h	0	644	867	20	0	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	678	913	21	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	924
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	-	-	-	0	327
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	327
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	327
HCM Lane V/C Ratio	-	-	-	0.048
HCM Control Delay (s)	-	-	-	16.6
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.2

Appendix G – Auxiliary Right-Turn Worksheets

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East Fifth Avenue & Project Entrance Eastbound Right-Turn Lane Analysis

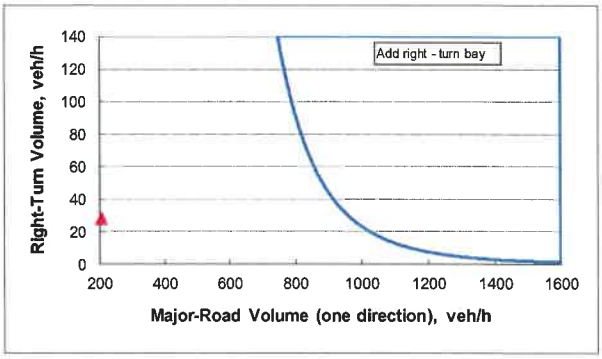
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	25
Major-road volume (one direction), veh/h:	33
Right-turn volume, veh/h:	24

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	##########
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



East Sixth Avenue & Project Entrance Westbound Right-Turn Lane Analysis

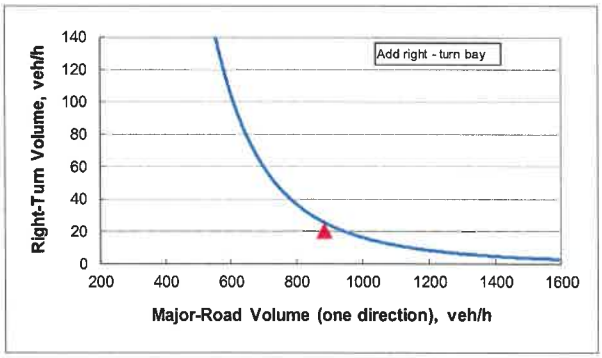
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	887
Right-turn volume, veh/h:	20

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	26
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



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Kimley»Horn

MEMORANDUM

To:	Robert Smith, Town Manager
From:	Mike Woodward, P.E.
	Kimley-Horn and Associates, Inc.
Date:	January 27, 2020
Subject:	Revised TIA - Karr Property

PURPOSE

This is intended to document our review and comments associated with the Traffic Impact Analysis (TIA) for the "Windermere Downtown Property", as proposed by LTEC in a report dated December 2019.

BACKGROUND

The proposed project will redevelop a site along Main Street between 5th Avenue and 6th Avenue, extending back to Oakdale Street, with 26,000 square feet of mixed commercial uses. A right-in / right-out driveway is proposed on 6th Avenue, and a full access driveway is proposed on 5th Avenue, connecting to Main Street. Comments were previously issued on the methodology (September 2019) and previous version of this TIA (November 2019).

REVIEW COMMENTS

Our review comments are provided below:

- Right-Turn Lane on 6th Avenue: While the NCHRP Report 457 shows that the turn lane is not needed based on projected volumes, it misses the threshold by a very slim margin. A slight increase in turning traffic or through volumes will change the results. Given that there are several assumptions related to trip generation, internal / walk capture, and trip distribution, it is not clear whether the actual volumes will trigger the need for a turn lane (per the volume criteria in NCHRP Report 457). Further, the proposed driveway is located within the influence area of the Main Street / 6th Avenue roundabout. The proximity creates safety concerns due to potential rear-end collisions caused by people that aren't sure if the car in front of them is slowing down for the roundabout or for the driveway. Due to these factors, a right-turn lane into the project driveway is required.

K:\ORL_TPTO\149563000_Windermere\PM and Tasks\Old Contract IPOs\Karr Prop\Karr Prop_TIA Comments -rev.docx

Received

Wade Trim

Town of Windermere

614 Main Street Windermere, FL 34786
Office: (407) 876-2563 Fax: (407) 876-0103

Mayor
JIM O'BRIEN

Town Manager
ROBERT SMITH

Clerk
DOROTHY BURKHALTER

January 25, 2021

PARK RESIDENTIAL RENTALS LLC
4 PINE ST
WINDERMERE, FL 34786

RE: Public Notice of Rezoning and Preliminary Development Plan Review Public Hearing for 517 Main St. Z19-12

Windermere Downtown Property LLC, owner 517 Main Street, represented by Jim Hall, submitted a request for approval of a rezoning and a preliminary site plan, pursuant to Division 3.03.00 of the Town of Windermere Land Development Code. The purpose of the rezoning request is to change the current zoning designation from Commercial/Single-Family Residential within the Town Center Overlay to Plan Unit Development (PUD) within the Town Center Overlay. Development within the Town Center Overlay is required to obtain PUD approval. Additionally, the applicant is requesting approval of a Preliminary Development Plan (PDP) that proposes two buildings for Office, Retail, and Restaurant uses.

Enclosed is additional information regarding this request.

Pursuant to the Town of Windermere Code of Ordinances, you as a surrounding property owner are entitled to comment on this matter. If you wish to comment, this form must be received by the Town of Windermere with the use of the enclosed stamped envelope to Wade Trim, Inc. by **February 12, 2021.**

This matter will be presented to the Development Review Board on **Tuesday, February 16, 2021, at 6:30 p.m.** Their recommendation will be heard by the Town Council twice, first on **Tuesday, March 28, 2021, at 6:00 p.m.** and second on **Tuesday April 13, 2021, at 6:00 p.m.** At this time, it is anticipated that all meetings will be held in person at Town Hall located at 620 Main Street. However, the meetings may also be provided virtually on ZOOM. Please check the Town's website at https://town.windermere.fl.us/ or call Town Administration at 407-876-2563 to verify meeting locations and ZOOM availability. All meetings are open to the public, and you are welcome to participate. Feel free to contact me if you have any questions.

Sincerely,
Brad Cornelius, AICP, Town Planner
Wade Trim, Inc.
813.882.4373
tow@wadetrim.com
Encl.

RECOMMEND – Z19-12 (517 Main Street)

APPROVAL: X **DISAPPROVAL** _____

COMMENTS: It would be nice to have the facade/Exterior to look like "multiple shops" as a "down-town USA" look. Will the restaurant be a "non-brand" restaurant? Love the Parking off of Main Street

SIGNATURE: Valerie Tucker P. **DATE:** 1/28/2021

PARK RESIDENTIAL RENTALS LLC

Town of Windermere

614 Main Street Windermere, FL 34786
Office: (407) 876-2563 Fax: (407) 876-0103

Received
Wade Trim

Mayor
JIM O'BRIEN

Town Manager
ROBERT SMITH

Clerk
DOROTHY BURKHALTER

January 25, 2021

D M HUBER FAMILY L P
PO BOX 730
WINDERMERE, FL 34786

RE: Public Notice of Rezoning and Preliminary Development Plan Review Public Hearing for 517 Main St. Z19-12

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Sincerely,
Brad Cornelius, AICP, Town Planner
Wade Trim, Inc.
813.882.4373
tow@wadetrim.com
Encl.

RECOMMEND – Z19-12 (517 Main Street)

APPROVAL: ✓ **DISAPPROVAL** _____

COMMENTS: _____

_____

_____

SIGNATURE: Allen Bradley **DATE:** 1/29/2021

D M HUBER FAMILY L P

Town of Windermere

614 Main Street Windermere, FL 34786
Office: (407) 876-2563 Fax: (407) 876-0103

Received
Wade Trim

Mayor
JIM O'BRIEN

Town Manager
ROBERT SMITH

Clerk
DOROTHY BURKHALTER

January 25, 2021

FITZGIBBON JOHN P
615 OAKDALE ST
WINDERMERE, FL 34786

RE: Public Notice of Rezoning and Preliminary Development Plan Review Public Hearing for 517 Main St. Z19-12

Windermere Downtown Property LLC, owner 517 Main Street, represented by Jim Hall, submitted a request for approval of a rezoning and a preliminary site plan, pursuant to Division 3.03.00 of the Town of Windermere Land Development Code. The purpose of the rezoning request is to change the current zoning designation from Commercial/Single-Family Residential within the Town Center Overlay to Plan Unit Development (PUD) within the Town Center Overlay. Development within the Town Center Overlay is required to obtain PUD approval. Additionally, the applicant is requesting approval of a Preliminary Development Plan (PDP) that proposes two buildings for Office, Retail, and Restaurant uses.

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Sincerely,
Brad Cornelius, AICP, Town Planner
Wade Trim, Inc.
813.882.4373
tow@wadetrim.com
Encl.

RECOMMEND – Z19-12 (517 Main Street)

APPROVAL:_____ **DISAPPROVAL**_____ NOT ENOUGH INFORMATION

COMMENTS: SEE ATTACHED

SIGNATURE: _____ **DATE:** 1/29/2021

FITZGIBBON JOHN P

Received
Wade Trim

Comment on Public Notice or Rezoning for 517 Main St. Z19-12

From: John Fitzgibbon, 615 Oakdale St

Brad,

While I certainly support development of the 517 Main St property, at this time, I cannot provide approval or disapproval due to the lack of information and inconsistency on the submitted plan. Some brief comments on quick initial assessment:

Appears to be a landscape plan and not a proper plan for PUD submission due to lack of details

The scale of the buildings seems to be misrepresented based on scale and do not match the SF shown on the plans

No Septic or sanitary is shown. If septic is being submitted for waste water it should be shown on the plans which will affect number of parking spaces and total allowable SF

Are buildings single story or two stories? Appears SF is for the footprint of the buildings. Need clarification on number of stories and SF allocation

No property lines, set backs or dimensions are shown to ensure the plans meet or exceed requirement

No indication of height of buffer wall along east and south of property

Existing Large heritage Live oak trees are not accounted for in the plan, which will reduce parking or at least provide a mitigation plan to save the oaks

Should sidewalk continue to Oakdale St on south property line

Please note that these are highlights and have some more questions but at this point I think plan is lacking in information for a proper PUD submittal

Thank you for reaching out to the surrounding residents.

Sincerely
John and Cindy FItzgibbon

Town of Windermere

614 Main Street Windermere, FL 34786
Office: (407) 876-2563 Fax: (407) 876-0103

Received
Wade Trim

Mayor
JIM O'BRIEN

Town Manager
ROBERT SMITH

Clerk
DOROTHY BURKHALTER

January 25, 2021

NABERS JOHN M
PO BOX 6
WINDERMERE, FL 34786

RE: Public Notice of Rezoning and Preliminary Development Plan Review Public Hearing for 517 Main St. Z19-12

Windermere Downtown Property LLC, owner 517 Main Street, represented by Jim Hall, submitted a request for approval of a rezoning and a preliminary site plan, pursuant to Division 3.03.00 of the Town of Windermere Land Development Code. The purpose of the rezoning request is to change the current zoning designation from Commercial/Single-Family Residential within the Town Center Overlay to Plan Unit Development (PUD) within the Town Center Overlay. Development within the Town Center Overlay is required to obtain PUD approval. Additionally, the applicant is requesting approval of a Preliminary Development Plan (PDP) that proposes two buildings for Office, Retail, and Restaurant uses.

Enclosed is additional information regarding this request.

Pursuant to the Town of Windermere Code of Ordinances, you as a surrounding property owner are entitled to comment on this matter. If you wish to comment, this form must be received by the Town of Windermere with the use of the enclosed stamped envelope to Wade Trim, Inc. by **February 12, 2021.**

This matter will be presented to the Development Review Board on **Tuesday, February 16, 2021, at 6:30 p.m.** Their recommendation will be heard by the Town Council twice, first on **Tuesday, March 28, 2021, at 6:00 p.m.** and second on **Tuesday April 13, 2021, at 6:00 p.m.** At this time, it is anticipated that all meetings will be held in person at Town Hall located at 620 Main Street. However, the meetings may also be provided virtually on ZOOM. Please check the Town's website at https://town.windermere.fl.us/ or call Town Administration at 407-876-2563 to verify meeting locations and ZOOM availability. All meetings are open to the public, and you are welcome to participate. Feel free to contact me if you have any questions.

Sincerely,
Brad Cornelius, AICP, Town Planner
Wade Trim, Inc.
813.882.4373
tow@wadetrim.com
Encl.

RECOMMEND – Z19-12 (517 Main Street)

APPROVAL:_____ **DISAPPROVAL** X

COMMENTS: I AM NOT NECESSARILY OPPOSED BUT I CANNOT MAKE AN INTELLIGENT DECISION WITHOUT MORE INFORMATION, IE, ELEVATIONS, HEIGHT, ETC

SIGNATURE: [signature] **DATE:** 2/28/21

NABERS JOHN M

Encl.

Received
FEB " 1 2021
Wade Trim

RECOMMEND – Z19-12 (517 Main Street)

APPROVAL: _____ **DISAPPROVAL** V

COMMENTS: We do not approve the rezoning change for those business and parking. This plan encroaches on our residential community. Please vote No!

SIGNATURE: Mark L. Huffman **DATE:** 1/20/2021

HUFFMAN MARK L Mark Huffman

GRIER DAVID M

SIGNATURE: _____ **DATE:** 1-28-21

COMMENTS: Can you tell me what comes next. dmgrier@gmail.com

APPROVAL: _____ **DISAPPROVAL** _____

RECOMMEND – Z19-12 (517 Main Street)

Received
FEB " 1 2021
Wade Trim