

Ordinance No. 2025-4838

An ordinance of the City of Sanford, Florida providing for the Planned Development rezoning of real property totaling approximately 5.84 acres in size and assigned Tax Identification Parcel Nos. 30-19-31-507-0E00-0000 and 30-19-31-507-0F00-0000, which are generally addressed as 1000 East 1st Street within the City Limits (map of the property attached) to establish a mixed-use development; providing for the taking of implementing administrative actions; providing for the adoption of a map by reference; repealing all conflicting ordinances; providing for severability; providing for non-codification and providing for an effective date.

Whereas, 1000 East First Estates LLC, whose sole manager is Marian Spisak, is the owner of certain real property which totals approximately 5.84 acres in size; and

Whereas, the property owner's representative applicant, Javier Omana, CNU-A of CPH Corp., has made application for the owner. A Citizens Awareness and Participation Plan (CAPP) meeting was held on April 29, 2025, to the satisfaction of the City relative to which the required CAPP report was submitted to the City; and

Whereas, the subject property is ideally located on the north side of East 1st Street between San Juan Avenue and Mellonville Avenue and is assigned Tax Parcel Identification Numbers: 30-19-31-507-0E00-0000 and 30-19-31-507-0F00-0000 by the Property Appraiser of Seminole County; and

Whereas, the subject property includes three vacant lots, zoned as commercial, fronting State Road 46; and

Whereas, the property is currently zoned Multiple-Family Residential-Office-Institutional, RMOI for a mixed use and has a future Land Use Designation of Waterfront Downtown Business District (WDBD); and

Whereas, the WDBD future land use designation is assigned to an area which is designed to provide centralized residential, governmental, cultural, institutional, and general commercial activities within the downtown and waterfront urban area, while preserving the City's historic character and cultural heritage through context-sensitive design; and

Whereas, the property owner is seeking a proposed amendment to the Planned Development zoning to allow for a mixed-use development consisting of office, multiple-family dwellings, and a history museum and bookstore/gift shop and/or exhibition space of not more than 550 square feet; and

Whereas, the property owner has applied to the City of Sanford, pursuant to the controlling provisions of State law and the *Code of Ordinances of the City of Sanford*, for rezone to Planned Development, PD; and

Whereas, the City's Planning and Development Services Department has conducted a thorough review and analysis of the demands upon public facilities and general planning and land development issues should the subject rezone be approved and has otherwise reviewed and evaluated the application to determine whether is comports with sound and generally accepted land use planning practices and principles as well as whether the application is consistent with the goals, objectives and policies set forth in the City's *Comprehensive Plan*; and

Whereas, on October 2, 2025 the Planning and Zoning Commission of the City of Sanford recommended that the City Commission approve a rezoning to Planned Development to allow a mixed-use development of multiple-family, office, and a museum; and

Whereas, professional City planning staff, the City's Planning and Zoning Commission and the City Commission have determined that the proposed amendment of the Planned Development as set forth in this Ordinance is consistent with the *Comprehensive Plan of the City of Sanford*, the land development regulations of the City of Sanford, and the controlling provisions of State law; and

Whereas, the City Commission of the City of Sanford, Florida has taken, as implemented by City staff, all actions relating to the amendment set forth herein in accordance with the requirements and procedures mandated by State law and all prior land use actions of the City are hereby ratified and affirmed.

Now, therefore, be it enacted by the People of the City of Sanford, Florida:

Section 1. Legislative Findings and Intent.

(a). The City Commission of the City of Sanford hereby adopts and incorporates into this Ordinance the City staff report and City Commission agenda memorandum relating to the application relating to the proposed rezoning of the subject property as well as the recitals (whereas clauses) to this Ordinance.

(b). The City of Sanford has complied with all requirements and procedures of Florida law in processing and advertising this Ordinance.

Section 2. Planned Development Amendment /Conditions Approved.

(a). Upon enactment of this Ordinance the following described property, as depicted in the map attached to this Ordinance, and totaling 5.84 acres in size, the Planned Development shall allow a mixed-use development consisting of office, multiple-family dwellings, and a history museum and bookstore/gift shop and/or exhibition space

of not more than 550 square feet, as outlined by staff, and subject to a development order that includes all staff-recommended conditions as follows:

<u>Tax Identification Parcel Number</u>	<u>Owner</u>
30-19-31-507-0E00-0000	1000 East First Estates LLC
30-19-31-507-0F00-0000	1000 East First Estates LLC

1. Pursuant to Section 4.B.6.c of the Land Development Regulations (LDR) of the City of Sanford, this rezoning shall expire 3 years from the effective date of this Ordinance if all required infrastructure improvements have not been completed or an extension granted.
2. Unless specifically requested and approved on the PD Master Plan, any required elements missing from or not shown on the Mayfair PD Master Plan, as resubmitted for City Commission consideration, and Landscape Plan dated September 8, 2025, or found within the associated PD documents shall comply with and default to the regulations in the City's *LDR*.
3. Prior to issuance of a Certificate of Occupancy, the Applicant shall obtain a Local Historical Landmark Designation from both the Historic Preservation Board and the City Commission.
4. Upon adoption of the Planned Development Ordinance, the property shall be subject to and must comply with Schedule S – Historic Preservation, as outlined in the City's Land Development Regulations. This requirement shall remain in effect unless formally amended through a modification to the approved Planned Development.
5. Upon completion of construction and prior to issuance of any final Certificate's of occupancy for the renovations, the applicant shall work with staff to have the property designated as a Local Historic Landmark.
6. A Development Plan prepared and sealed by a licensed Florida professional engineer meeting the requirements of the City's *Land Development Regulations* must be submitted and approved prior to any site development activity.
7. Decorative and functional fountains shall be installed in all wet retention ponds as part of development approval which approval shall provide for ongoing maintenance requirements and responsibilities upon the appropriate party, but not the City.
8. In lieu of meeting standard landscaping requirements, the Applicant may submit a Comprehensive Landscaping Plan for review and approval, if such an approach is determined to better support the historic character and context of the property. The plan must demonstrate functional site design and be found acceptable by the City Engineer and Planning Staff.
9. The applicant will provide for a retail/commercial component open to the public that may consist of a history museum and/or bookstore/gift shop/cafe and/or exhibition space of not less than 550 square feet that, at a minimum, highlights the history of the Mayfair historic landmark and the uses within In addition, there will be

signage/plaques regarding the historical character of the site at locations near the public sidewalks on 1st Street and on Seminole Boulevard.

10. If City Staff and the Property Owner are unable to agree to the details of this Development Order in any way, the matter will be submitted to the Planning and Zoning Commission for resolution at a public hearing, and the matter will be adjudicated by means of a development order or denial development order relating thereto.

(b). The City Manager, or designee, is hereby authorized to execute all documents necessary to formalize approval of the amendment taken herein and to revise and amend the Official Zoning Map or Maps of the City of Sanford as may be appropriate to accomplish the action taken in this Ordinance.

(c). Conditions of development relating to the subject property may be incorporated into the subsequent pertinent development orders and development permits and such development orders and development permits may be subject to public hearing requirements in accordance with the provisions of controlling law.

Section 3. Incorporation of Map. The map attached to this Ordinance is hereby ratified and affirmed and incorporated into this Ordinance as a substantive part of this Ordinance.

Section 4. Conflicts. All ordinances or part of ordinances in conflict with this Ordinance are hereby repealed.

Section 5. Severability. If any section, sentence, phrase, word, or portion of this Ordinance is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Ordinance not otherwise determined to be invalid, unlawful, or unconstitutional.

Section 6. Non-codification. This Ordinance shall not be codified in the *City Code of the City of Sanford* or the *Land Development Code of the City of Sanford*; provided, however, that the actions taken herein shall be depicted on the zoning maps of the City of Sanford by the City Manager, or designee.

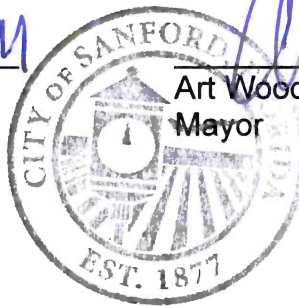
Section 7. Effective Date This Ordinance shall take effect immediately upon enactment.

Passed and adopted this 10th day of November, 2025.

Attest:

**City Commission of the City of
Sanford, Florida**


Traci Houchin, MMC, FCRM
City Clerk




Art Woodruff
Mayor

Approved as to form and legality:


Lindsay N. Greene, Esquire
City Attorney



PROJECT INFORMATION — 1000 EAST 1ST STREET PLANNED DEVELOPMENT REZONE

Requested Action:	Request to consider a Rezone from Residential Multifamily Office Institutional (RMOI) to Planned Development (PD) to establish a mixed-use development consisting of 46 dwelling units and 28,000 square feet of office at 1000 East 1st Street.
Proposed Use:	Mixed-use Multiple-family
Project Address:	1000 East 1 st Street
Current Zoning:	RMOI
Proposed Zoning:	PD, Planned Development (City of Sanford)
Current Land Use:	Private School & College
Tax Parcel Number:	30-19-31-507-0E00-0000 30-19-31-507-0F00-0010
Site Area:	5.84 Acres
Property Owners:	1000 EAST FIRST ESTATES LLC 61 Broadway, Suite 2809 New York City, NY 10006
Applicant/Agent:	Javier Omana, CNU-A CPH Corp. 1117 E Robinson Street Orlando, Florida 32801 Phone: 407.425.0452
CAPP Meeting:	A CAPP meeting was held on April 29, 2025
Commission District:	District 1 – Commissioner Sheena Britton.

COMPREHENSIVE PLAN COMPLIANCE REVIEW

Planning Staff has reviewed the request and is unable to determine if the use and proposed improvements are or are not consistent with the Goals, Objectives and Policies of the Comprehensive Plan.

 Subject Site



SITE



Property Address: 1000 E. 1st Street
Tax Parcel Number(s):
30-19-31-507-0E00-0000 & 30-19-31-507-0F00-0010

 Subject Site

City Zoning

Multi-Fam.

 Residential 20DU/
ac.

 Planned
Development

 Parks, Recreation
and Open Space

 Multi-Fam. Res./
Office/Institutional

 Special Commercial

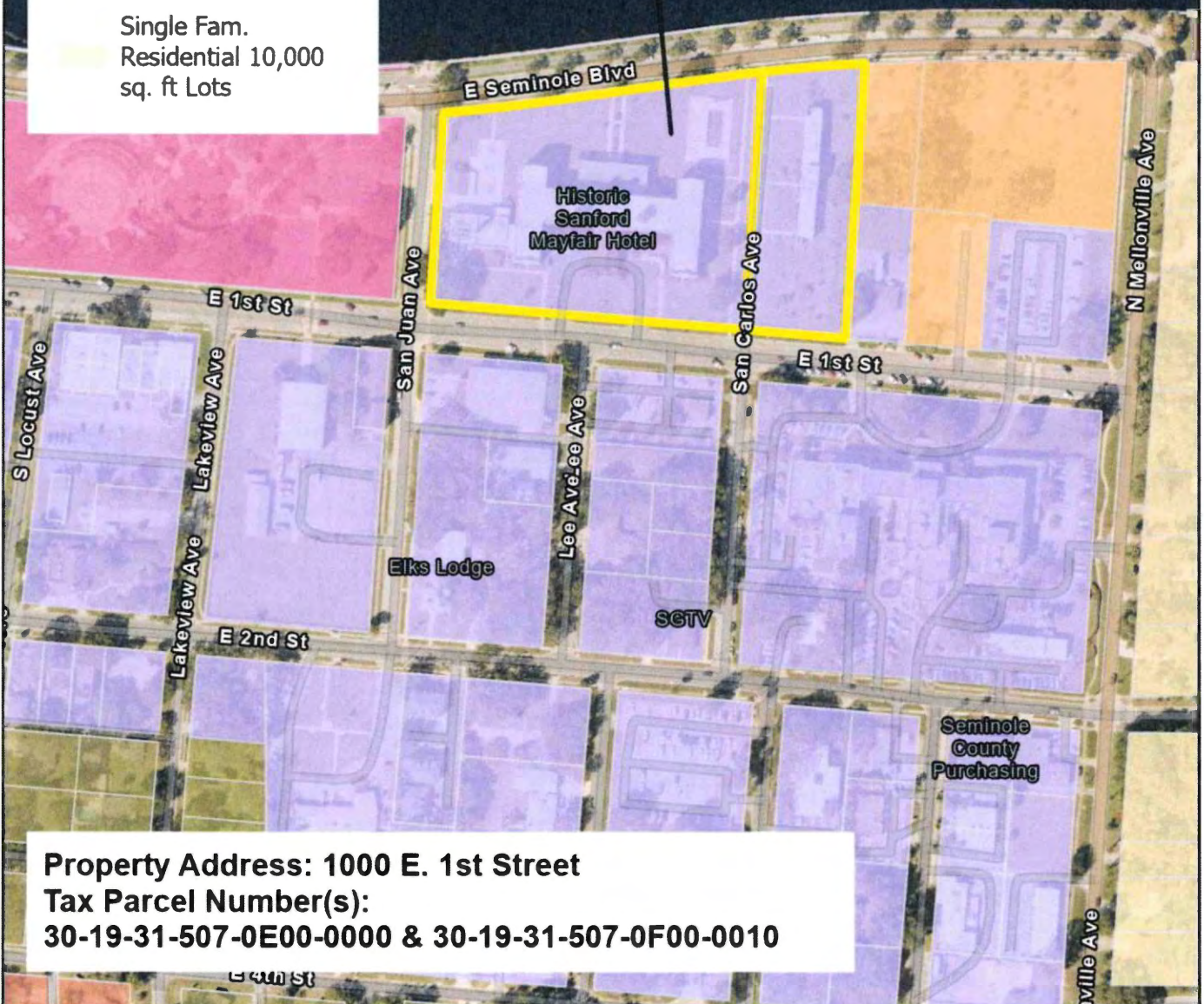
Single Fam.

 Residential 6,000
sq. ft Lots

Single Fam.

 Residential 10,000
sq. ft Lots

SITE



Property Address: 1000 E. 1st Street

Tax Parcel Number(s):

30-19-31-507-0E00-0000 & 30-19-31-507-0F00-0010



CITY OF
SANFORD
FLORIDA

www.sanfordfl.gov

AFFIDAVIT OF OWNERSHIP AND DESIGNATION OF AGENT

Please use additional sheets as needed. If any additional sheets are attached to this document, please sign here and note below.

I. Ownership

I, _____, hereby attest to ownership of the property described below:

Tax Parcel Number(s): 30-19-31-507-0E00-0000

Address of Property: 1000 E. 1st Street, Sanford, FL 32771

for which this PD Rezone

application is submitted to the City of Sanford

II. Designation of Applicant's Agent (leave blank if not applicable)

As the owner/applicant of the above designated property for which this affidavit is submitted, I designate the below named individual as my agent in all matters pertaining to the application process. In authorizing the agent named below to represent me, or my company, I attest that the application is made in good faith and that all information contained in the application is accurate and complete to the best of my personal knowledge.

Applicant's Agent (Print): Javier E. Omana, CNU-a

Signature: _____

Agent Address: 1117 E. Robinson Street, Orlando, FL 32801

Email: jomana@cphcorp.com

Phone: 407-425-0452

Fax: _____

III. Notice to Owner

- A. All changes in Ownership and/or Applicant's Agent prior to final action of the City shall require a new affidavit. If ownership changes, the new owner assumes all obligations related to the filing application process.
- B. If the Owner intends for the authority of the Applicant's Agent to be limited in any manner, please indicate the limitations(s) below. (i.e.: limited to obtaining a certificate of concurrency; limited to obtaining a land use compliance certificate, etc.)

The owner of the real property associated with this application or procurement activity is a (check one)

- ☐ Individual ☐ Corporation ☐ Land Trust ☐ Partnership ☒ Limited Liability Company
☐ Other (describe): _____

1. List all natural persons who have an ownership interest in the property, which is the subject matter of this petition, by name and address.
2. For each corporation, list the name, address, and title of each officer; the name and address of each director of the corporation, and the name and address of each shareholder who owns two percent (2%) or more of the stock of the corporation. Shareholders need not be disclosed if a corporation's stock are traded publicly on any national stock exchange.
3. In the case of a trust, list the name and address of each trustee and the name and address of the beneficiaries of the trust and the percentage of interest of each beneficiary. If any trustee or beneficiary of a trust is a corporation, please provide the information required in paragraph 2 above.
Name of Trust: _____
4. For partnerships, including limited partnerships, list the name and address of each principal in the partnership, including general or limited partners. If any partner is a corporation, please provide the information required in paragraph 2 above.

5. For each limited liability company, list the name, address, and title of each manager or managing member, and the name and address of each additional member with two percent (2%) or more membership interest. If any member with two percent (2%) or more membership interest, manager, or managing member is a corporation, trust or partnership, please provide the information required in paragraphs 2, 3 and/or 4 above.

Name of LLC: 1000 EAST FIRST ESTATE LLC
Marian Spisak, manager

6. In the circumstances of a contract for purchase, list the name and address of each contract purchaser. If the purchaser is a corporation, trust, partnership, or LLC, provide the information required for those entities in paragraphs 2, 3, 4 and/or 5 above.

Name of Purchaser:

Date of Contract:

NAME	TITLE/OFFICE/TRUSTEE OR BENEFICIARY	ADDRESS	% OF INTEREST

(Use additional sheets for more space.)

7. As to any type of owner referred to above, a change of ownership occurring subsequent to the execution of this document, shall be disclosed in writing to the City prior to any action being taken by the City as to the matter relative to which this document pertains.
8. I affirm that the above representations are true and are based upon my personal knowledge and belief after all reasonable inquiry. I understand that any failure to make mandated disclosures is grounds for the subject rezoning, future land use amendment, special exception, or variance involved with this Application to become void or for the submission for a procurement activity to be non-responsive. I certify that I am legally authorized to execute this Affidavit and to bind the Applicant or Vendor to the disclosures herein.

Date 12/26/2024.

Owner (Agent) Applicant Signature

[Signature]

STATE OF FLORIDA
COUNTY OF Seminole

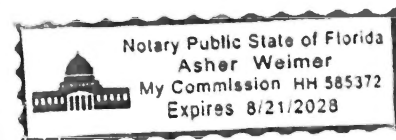
Sworn to (or affirmed) and subscribed before me by

on this 26 day of Dec, 2024.

[Signature]
Signature of Notary Public

Asher Weimer
Print, Type or Stamp Name of Notary Public

Personally Known OR Produced Identification X
Type of Identification Produced NJ Driver License



MAYFAIR PD REZONE

Citizen Awareness & Participation Plan

I. INTRODUCTION

On behalf of Mayfair (Applicant), CPH Consulting, LLC. (CPH) is pleased to submit this Citizen Awareness & Participation Plan (CAPP) Report for the Mayfair PD Rezone. The CAPP was conducted on April 29, 2025, as part of the Planned Development Rezone application filed with the City of Sanford. The CAPP is prepared in accordance with the *Citizen Awareness and Participation Plan Guideline and Resource Handbook* developed by the City to ensure early and effective citizen participation in conjunction with proposed development application.

II. BACKGROUND

The site is 5.84± acres in size, located on E. 1st Street, with parcel identification number 30-19-31-507-0E00-0000. The site is located in the City of Sanford, Seminole County, Florida.

The subject rezone requests a PD to allow for office and multi-family uses within the existing Mayfair structure. (Refer to Exhibit A for proposed site plan)

III. PARTIES NOTIFIED

The following parties may be impacted by the proposed development application and were notified of the proposed rezone and thus invited to a Neighborhood Meeting:

- A. Property owners within 500 feet of the subject site (Refer to Exhibit B)
- B. City of Sanford Economic Development Department
- C. Greater Sanford Regional Chamber of Commerce
- D. City of Sanford Planning & Development Services
- E. Seminole County Planning & Development Department

IV. NOTIFICATION PROCEDURES

Notification of the proposed development application and an invitation to the Neighborhood Meeting has been accomplished in the following manner:

Neighborhood Meeting Notice

Meeting Notices were mailed to the parties listed under Section III above. The notice was mailed to all impacted parties no later than twelve (12) days prior to the scheduled meeting. (Refer to Exhibit C)

Notification of news agencies

A Neighborhood Meeting Notice (Exhibit C) was mailed, to WESH TV Channel 2, WKMG Channel 6, and WFTV Channel 9.

Legal Notices

Meeting Notices were placed in the Orlando Sentinel and Sanford Herald. (Refer to Exhibit D)

V. DATE AND VENUE

The Neighborhood Meeting was held on April 29, 2025, at 520 On The Water in Sanford, Florida from 7:30 PM to 8:30 PM.

VI. SUMMARY

The CAPP Meeting started at 7:45 PM. Attending on behalf of the applicant were:

- Alma Osorio, Client Representative
- Bruce Andersen, Project Architect
- Hal Kantor, Esq., Project Attorney
- Javier E. Omana, CNU-a, Project Land Planner

Attendees (Refer to Exhibit E):

- Tim Meiser
- Dean Kreider
- Andrew Van Gaale

Given the number of attendees, the Consulting Team re-arranged the project boards and chairs in a circle to provide a more intimate setting for discussion. The applicant's consulting team provided a brief structure history and the proposed uplift to include a new use consisting of office and multifamily uses. Site improvements to include: additional parking and enhancement of landscaping to meet City code. Architectural enhancements and upgrades are to be addressed and conducted after the PD Rezoning is obtained.

One of the attendees was a resident of the building during its tenure as headquarters for the New Tribes religious entity.

All three (3) attendees were in support of the project and for bringing back the structure to its former grandeur. Refer to Exhibit F for event photographs.

Applicant Team explained the next steps for the project:

- DRC Review
- Staff Report
- Hearing before the Planning and Zoning Commission
- City Commission

Meeting adjourned at 8:15 PM.

Mayfair PD Rezone
Economic Impact Analysis
Planned Development Rezone
PDR25-000002

Parcel ID #:
30-19-31-507-0E00-0000

Prepared For:
1000 East First Estates, LLC.
Sanford, FL 32771

August 6, 2025

In its Comprehensive Plan, the City of Sanford has adopted the “Four C’s” or pillars that embody the qualities that make Sanford unique and a place of value. The Mayfair PD meets each and every component of those pillars as will be addressed in the discussion below with particular emphasis on the economic impact of the project on downtown Sanford, and, in particular, the impact of the project on the economic vitality of the Waterfront Downtown Business District (“WDBD”) and the Midtown Overlay District [See Objective FLU 1.11, Sanford Comprehensive Plan.]. Moreover, the rehabilitation and preservation of the former Mayfair Hotel meets a host of comprehensive planning objectives [See Objectives H 1.4, H 1.4.1, H 1.4.2, H 1.4.3, and Objective RE 1.4, Sanford Comprehensive Plan]. Those pillars are composed of Character, Culture, Connections, and Commerce as follows:

Character: Sanford as a hard-working community that preserves its history:

How appropriate is it to the preservation of history that the result of this project will be to restore the physical character of the iconic Mayfair Hotel, arguably the most significant historic structure in the District. [See Objectives FLU 2.1 and FLU 2.1.3, Sanford Comprehensive Plan.] Unoccupied for a decade, it has declined and is in need of repair, maintenance, upgrading and care. This building was born in 1916 and is now over a century old. It’s proposed use as a center for training Christian missionaries for service around the world will bring in an additional work force to the community and the District because the office use (28,000 square feet) will not only serve the operations of the facility in Sanford but will also serve as an administrative hub for fellowship organizations affiliated with the World Olivet Assembly (“WOA”), which will operate within the structure and is expected to employ 50 to 75 people. The work staff will be engaged in finance, education, missions, IT, public relations and will offer consulting and support services to other WOA operations in other parts of the country. In addition to the work staff, trainees will occupy many of the 46 new multifamily housing units in the Mayfair PD. Finally, in terms of history preservation, the Mayfair will be designated as an historic landmark in downtown Sanford after it receives its

Certificate of Occupancy. It is the applicant's intention to refurbish the main structure's historic look and to add new landscaping, parking, and fire safety features to the building.

Culture: Sanford as a "hard-working community that preserves its history:

In addition to the discussion above, culture may be defined as a set of shared attitudes, values, goals and practices that characterize an institution or organization. In addition to the office uses, WOA will provide housing and training for individuals that will serve as missionaries throughout the world that support the advancement of the WOA, a global denomination of evangelical churches and para-churches in the Presbyterian tradition. Note that the Mayfair PD site is not a church or religious institution but is similar in nature to the training facilities offered by companies such as Apple or IBM in other parts of the country. In terms of its culture, it should be noted that in Seminole County the dominant religious group is Christianity with a significant presence of the Catholic Church (94,532 adherents) and non-denominational Christian churches (66,856 adherents). The bottom line is that this operation has a shared or common culture with many of the residents of Sanford and Seminole County.

Connections: Sanford as a well-connected Regional hub that offers opportunity through accessibility and a collaborative spirit of problem solving;

As stated above, the operations of WOA within the Mayfair PD makes its operation both regional and international. The proposed use of the Mayfair PD is not a new model for WOA. They have established and actively operate similar centers in other parts of the United States as well as France, Canada, Brazil, Korea, Japan, India, the United Kingdom, Italy, Germany, and the Philippines. The WOA operation at the Mayfair not only has regional and national connections but also serves as part of a hub of similar operations all over the world.

Commerce: Sanford as a hub for regional access, a thriving downtown, opportunities for personal growth and promotion of our cultural and economic assets.

As discussed above, the Mayfair PD operations meet or exceed many of the goals in this pillar that have been discussed above. Much of the next part of this analysis will focus on the direct local economic benefits of the operation in downtown Sanford in particular and its economic impact on the City of Sanford revenue and tax base.

First, let's discuss what is going on within the buildings in the Mayfair Planned Development and how that impacts the local downtown. First of all, as stated above, there will be a work force of 50 to 75 individuals, many of whom will reside in one of the 46 apartments that are within the Mayfair PD. While most of the staff will be housed in the facility, it is anticipated that additional staff will be housed elsewhere in the City of Sanford adding to the population base. The infusion of a new workforce into the downtown is a hugely positive impact of this development. In addition, the trainees will add another 100 to 150 or more people to the downtown core population in the WDBD.

The workforce, along with the trainees, will be like any other business operation. They will buy office supplies and office services through local providers. Their children will attend local schools. They will tend to shop downtown, visit restaurants downtown, go to hair salons, participate in downtown cultural events, purchase groceries and other household supplies. They will buy gasoline, go to local doctors, and purchase the goods and services typically purchased by any population. Moreover, a more diverse and skilled workforce can bring new ideas and perspectives, potentially boosting innovation and productivity in the WDBD and the Midtown Overlay District.

Impact of Historic Preservation: Besides meeting the 4 C's or pillars of Sanford's comprehensive plan, historic preservation can have a significant positive economic impact

on communities by attracting heritage tourism, increasing property values, creating jobs in restoration and related industries, revitalizing downtowns, and fostering a sense of place, thereby boosting local business and tax revenue. Numerous studies around the United States support the proposition that there is economic value to historic preservation. (See, for example, Economic Impacts of Historic Preservation published by the Florida Department of State) which states as follows:

"A conservative estimate of the economic impacts of historic preservation in Florida is \$4.2 billion annually," say study co-authors Timothy McLendon and JoAnn Klein.

"Historic preservation produces a wonderful return for the public money invested and is one of the most efficient ways public funds can be invested." (See "Historic Preservation: Value Added, University of Florida Office of Research and Economic Impacts of Historic Preservation in Florida by the same authors, Center for Governmental Responsibility, University of Florida). [See also, Objective FLU 1.11 of the Sanford Comprehensive Plan]

While the calculation of that value may be very subjective and difficult to predict, other elements of the Mayfair Planned Development are more clearly measurable.

Impact of Construction: The Mayfair Planned Development consists of three existing buildings on a 5.84± parcel containing a main historic building of approximately 84,400 square feet with 36 multi-family units and 28,000 sq. ft. of office space. There is an annex building of 15,120 sq. ft. which will house 10 multifamily units and there is a 1,825 sq. ft. utility building on the site.

At this point in time, the cost of restoring and upgrading the structures and the site to meet current code requirements has not been determined. For purpose of analysis, the property owner has considered a range of investment that would be between \$15 million on the low

end and \$30 million on the upper end with the expectation that the final cost would be somewhere in the middle. That said, utilizing this range of expenditures would yield the following results:

- Construction is estimated to begin January 1, 2027, and to be completed by December 31, 2027.
- Labor is estimated at 50% of construction cost and would range between \$7.5 million and \$15 million.
- Almost all of the labor would be locally sourced and, using a general multiplier of .7 of labor costs, the funds spent for labor in the local community would be between \$5.25 million and \$10.5 million during the construction period.
- The rule of thumb for construction employment is 10 to 15 employees per \$1 million of expenditure, so in the case of the Mayfair Planned Development, it is estimated that the job would produce employment for 150 to 400 workers.
- It is further estimated that the average annual salary of the construction workers is \$43,000.

Impact of Operations: The Mayfair Planned Development will house the operation of World Olivet Assembly which will train people in providing a Christian ministry on a world-basis. Over the course of a year, it is estimated that there will be more than 100 to 150 such trainees at any one time, who will mostly occupy the multi-family housing units on site (some trainees may seek housing outside of the WOA operation). The Mayfair Planned Development will have an operating staff of 50 to 75 employees, many of whom will live on site. [See Policy FLU 1.11.1, Sanford Comprehensive Plan.]

As stated above, the staff and trainees will stimulate the economic activities downtown in terms of the local goods and services typically expended by tenants including such thing as expenditures for such things as restaurants, cleaners, beauty salons, groceries,

entertainment venues, and all the typical household expenditures that a population brings to an area. With the Mayfair Planned Development, most of these expenditures will naturally be concentrated in the downtown core. The geographic location of the Mayfair Planned Development furthers the Comprehensive Policy dealing with downtown preservation and redevelopment (See Policy FLU 2.2.5 and Policy FLU 2.2.6 City of Sanford Comprehensive Plan).

Tax Impact: The Mayfair Planned Development is owned by an entity that is a for-profit corporation and pays real estate taxes. Under current conditions, the taxes paid by the Mayfair Planned Development are \$91,823 per year. Depending on the amount of funds expended for the redevelopment and making assumptions regarding how it might be assessed, the taxes could rise to as much as \$575,650 per year. Of course, changing to a non-profit model would impact the tax revenue, but would bring other value to the downtown core as discussed above.

Fee Revenue Impact: Real estate projects develop **two** main types of fee revenues for local governments and school boards. The City of Sanford would receive a total of \$114,164 for fire, police, recreation impacts from both the office and residential uses, while Seminole County would receive \$168,876 for library, fire rescue, and road impact fees. Depending on expenditures, the building permit cost would range between \$134,157 and \$268,138. It is anticipated that water impact fees for the project would be \$102,068 and \$229,900 for the sewer impacts. In addition to the revenues described herein, there will also be school impact fees with respect to the multi-family units.

Mayfair PD Rezone
Local Multiplier Impact Supplement to
Economic Impact Analysis
Planned Development Rezone
PDR25-000002

Parcel ID #:
30-19-31-507-0E00-0000

Prepared For:
1000 East First Estates, LLC.
Sanford, FL 32771

August 18, 2025

The Mayfair Planned Development is a mixed-use development that combines office and apartment spaces which will significantly impact the local economy through what's known as the "local multiplier effect". This means that the initial investment and activity generated by the project will lead to further rounds of spending and job creation within the local area, resulting in a total economic impact greater than the initial expenditure.

Here's a breakdown of the local multiplier impact from an office and apartment project:

During construction:

- **Direct impact:** The construction itself generates spending on materials, equipment, and labor, creating jobs in various fields like architecture, engineering, and skilled trades. It is estimated that the project construction costs will range between \$15 million and \$30 million, most of which will be spent locally for labor and materials and the like.
- **Indirect impact:** Construction activities create demand for goods and services from supporting industries, like manufacturing and transportation, leading to additional employment and economic activity in those sectors.
- **Induced impact:** Workers involved in the construction and supporting industries spend their wages on local goods and services like housing, food, and retail, further boosting local businesses and creating more jobs.

Ongoing operations:

- **Job creation:** Once the development is complete, new jobs are created for onsite staff. It is estimated that there will be 50 to 75 employees and that the average annual salary will be \$60,000. Staff members will be hired with a minimum of at least a master's or doctoral degree and will consist of people with more than 10 years of missionary experience or successful business experience. The majority will hold PHD's, or Doctors of Ministry or MBAs. They will have administrative and practical missionary experiences and, as degree holders, will provide administrative and educational support as well as

financial self-sufficiency training. Depending on the ultimate number of employees, it is anticipated that the annual payroll will be \$3 million to \$4.5 million.

- **Resident/trainee spending:** New trainees moving into the apartments increase demand for local goods and services, including groceries, restaurants, and entertainment, leading to increased revenue for local businesses. It is anticipated that the trainees will be compensated at an annual payroll of \$26,000 to \$36,400 per year or a range of \$2.6 million to \$3.64 million, assuming 100 trainees.
- **Business spending:** The operation located in the office space will also contribute to the local economy through their own spending on supplies, services, and employee wages as stated above.

The Bottom Line: In essence, the initial investment in an office and apartment project creates a domino effect, leading to a much larger positive economic impact than the initial investment itself. Studies have shown that mixed-use developments can be significant drivers of economic growth, creating jobs and boosting local economies.

Mayfair PD Rezone
Responses to City of Sanford Staff
Comments
Planned Development Rezone
PDR25-000002

Parcel ID #:
30-19-31-507-0E00-0000

Prepared For:

1000 East First Estates, LLC.
Sanford, FL 32771

Prepared By:



CPH Consulting, LLC.
1117 E. Robinson Street
Orlando, FL 32801
Javier E. Omana, CNU-a
(407) 425-0452
jomana@cphcorp.com

June 24, 2025
CPH Job #W16902

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For formatting purposes, City Comments appear first, followed by Applicant responses.

Exhibits

Exhibit A:	Revised Master Development Plan
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Appendices

Appendix A:	CAPP Report
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File #: 25-000802

Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Fire Plan Review

Status: Review Complete



[Comments](#)

[Plans](#)

Fire Plan Review: **Matt Minnetto** matt.minnetto@sanfordfl.gov, 407.688.5052

- For new construction, the fire hydrant shall be no more than 250 feet from the principle building. For single family and duplex residential areas, the maximum distance to a fire hydrant from the closest point on the building shall not exceed 600 feet and the maximum distance between fire hydrants shall not exceed 800 feet. For all properties, other than single family/duplex, the maximum distance to a fire hydrant from the closest point on the building shall not exceed 400 feet and the maximum distance between fire hydrants shall not exceed 500 feet (NFPA 1 Ch. 18) apart. The maximum actual travel distance between the principle building and the first hydrant shall be 250 feet regardless of property type. Hydrant shall be on the same side of the street as the principle building. Maintain 36 inch clearance around all 2 1/2 inch hydrant connections and 60 inch clearance around all 4 inch connections. Fire hydrant placement shall start at the entrance to each development.

- All fire water flow systems shall meet the Fire Department and Utility Departments specifications and locations. If there is a conflict between the fire and utility codes, please get with myself or Deborah Cole (Utilities Engineer) for clarification at 407.688.5524 or email at deborah.cole@sanfordfl.gov
- Knox box required to be installed on building. Shall be located no higher than 6 feet from the ground. Location shall be determined by the Fire Prevention division during site visit. Order form must be obtained from the Fire Marshal for proper key coding.
- All new and existing buildings shall provide a minimum radio signal strength for fire department communications and shall be maintained at the level determined by the AHJ. If it is determined that the proper signal strengths cannot be provided upon testing by the City of Sanford, a two-way radio enhancement system will be provided. Two-way (Class A only) radio enhancement systems shall be permitted and approved prior to installation and meet the requirements of all applicable NFPA codes, which includes, but is not limited to NFPA 72 (Section 11.10, NFPA 1) (Florida Fire Prevention Code, 8th Edition). Contact shall also be made with the Seminole County Radio Shop since 911 dispatch is through them. Contact Richard Ruiz at 407.665.1039 or 321.363.7660 or email at r Ruiz@seminolecountyfl.gov. Systems shall not be installed preemptively; however, conduit and junction boxes may be installed to facilitate a retrofit at a later date.
- Any storage tanks located on the property shall have to submit a separate permit and meet all NFPA and state code compliance, including tank type and set backs.
- If a building or structure has been vacant/unoccupied for a period of six months or longer, then said building or structure shall be subject to the same requirements as new construction prior to being reoccupied--This would require pre-existing buildings 8,000 square feet or larger to install a fire sprinkler and fire alarm system.--Ordinance 2020-4573
- All buildings constructed within the city that are 8,000 square feet or larger, under one roof, regardless of construction type, are required to be provided with an automatic fire sprinkler system and a fire alarm system. The systems shall be monitored by a central station and shall have a minimum of two pull stations and horn/light strobes.--The property owners of these buildings shall also receive a 20% reduction on their fire impact fees Property owners will receive a 20% credit on the City's fire public safety facilities impact fees as required to be paid under the provisions of Chapter 74, Article IV, Division 4 of the City Code or a reimbursement of any fee paid when the fire sprinkler system meets code.--City Ordinance No. 2020-4573. Mezzanines also count as additional square footage and all NFPA travel distance/egress requirements for mezzanines shall be strictly adhered to.
- Fire hydrant(s) and a stabilized weather resistant road base shall be required before going vertical with construction. There shall be no concerns for fire apparatus to be able to drive through the site even during rainy conditions. Road width shall be at least 20 feet wide and 14 feet above with no overhead obstructions.
- Fire department access roads shall have an unobstructed width of not less than 20 ft. The angle of approach and departure for any means of fire department access road shall not exceed 1 ft drop in 20 ft or the design limitations of the fire apparatus of the fire department, and shall be subject to approval by the Fire Department.
- Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft from fire department access roads as measured by an approved route around the exterior of the building or facility. When buildings are protected throughout with an approved automatic sprinkler system that is installed in accordance with NFPA 13, NFPA 13D, or NFPA 13R, the distance in shall be permitted to be increased to 450 ft.
- A fire department access road shall extend to within 50 ft (15 m) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building.

- Dead end roads cannot exceed 150 feet. 110 foot diameter for all cul-de-sac's and a minimum radius of 50 feet of pavement is required for all turn around points. (information can also be found in schedule N of our planning and zoning department codes).
- If facility is gated, a 20 foot minimum gate width is required for FD access and motorized gates shall include an S.O.S yelp siren activation, an approved emergency key code for FD access, and a Knox override emergency key control (application can be obtained by contacting Fire Marshal Matt Minnetto at 407.688.5052).
- Additional fire alarm pull stations, horn strobes, and light strobes may be required throughout the work area based on the configuration features of the building if determined by Fire Prevention--Ordinance 2020-4573
- If cooking will occur, a commercial hood and hood suppression system shall be installed. If the building has a fire alarm, then the hood suppression system shall be connected to the fire alarm.
- In all buildings over one story in height, at least one stairway shall be provided that is in usable condition at all times and that meets the requirements of NFPA 101. This stairway shall be extended upward as each floor is installed in new construction and maintained for each floor still remaining during demolition. The stairway shall be lighted. During construction, the stairway shall be enclosed where the building exterior walls are in place. All exit stairs shall be provided with stair identification signs to include the floor level, stair designation, and exit path direction as required to provide for safe egress.
- In all new buildings in which standpipes are required or where standpipes exist in buildings being altered or demolished, such standpipes shall be maintained in conformity with the progress of building construction in such a manner that they are always ready for use. The standpipes shall be provided with conspicuously marked and readily accessible fire department connections on the outside of the building at the street and shall have at least one standard hose outlet at each floor. At least one approved hose valve for attaching fire department hose shall be provided at each intermediate landing or floor level in the exit stairway, as determined by the authority having jurisdiction.
- All fire sprinkler systems installed in any area that is subject to temperatures of 40 degrees or lower shall be installed as a dry pipe or antifreeze system per NFPA. Approvals will not be given to non-climate controlled fire sprinkler system installs that do not meet these requirements. Fire sprinkler systems shall also have floor isolation control valves installed for every multi-story structure.
- All fire and utilities water flow test and hydrant flow test calculations shall be within six months of date of application submittal.
- Canopies shall have fire sprinkler protection unless they meet the requirements of NFPA 703: 13.3.2.6.2 * Sprinklers shall be permitted to be omitted where the exterior projections are constructed with materials that are noncombustible, limited-combustible, or fire retardant treated wood as defined in NFPA 703, Standard for Fire Retardant treated Wood and Fire-Retardant Coatings for Building Materials. <13:8.15.7.2>
- All dedicated fire line and combined domestic/fire water main shall be inspected by Fire Prevention. The piping and installation shall meet both the requirements of the City Utility Manual as well as NFPA 24. A visual inspection, a 2-hr pressure test at 200 psi, as well as a flush are required. This flush must be scheduled through Fire Prevention by calling the fire inspection request line at 407.562.2780. No inspection will occur without City Water Plant Manager approval. We suggest scheduling the flush 4 weeks in advance.
- All requirements for fire lanes can be found in schedule H of the City of Sanford Land Development Regulations (LDR) and in Local Ordinance 2020-4573. All new or modified parking/pavement areas shall have to follow these regulations prior to closing out the permit or issuing the Certificate of Occupancy.

- All fire alarms installed under the requirements of NFPA 72 with alarm signals transmitted to a supervising station, shall be by addressable device or zone identification. <72:26.2.3> We require waterflow alarms to zone/ID separately from other fire alarms, when reported to Fire Dispatch.

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RESPONSES TO FIRE REVIEW

The subject Mayfair project's existing structures are to undergo major internal renovations and code upgrades upon approval of the PD rezone, Site Development Plans and corresponding permitting.

No new vertical structures are being proposed.

An expanded and improved surface parking field will be designed and constructed per approved PD rezone document.

Building Plans (architecture) and site development plans (civil) will adhere to applicable life safety and utility requirements per LDC.

Applicant acknowledges Mr. Minnetto's comments and will meet with him prior to the preparation of building and site development plans.



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File #: 25-000802

Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Planning and Zoning Compliance Review

Status: Corrections Requested



[Comments](#)

[Plans](#)

Planning and Zoning Compliance Review: Darren Ebersole darren.ebersole@sanfordfl.gov, 407-688-5146

- Max Parking allowed per code is 135 spaces
- Per Schedule U. A knee wall of minimum two (2) feet in height to a maximum of three (3) feet. in height is required along all parking areas fronting on 1st Street and Seminole Blvd. (pg 16)
- Parking Lots containing more than thirty-six (36) parking stalls shall have clearly defined pedestrian connections provided between: a. A public right-of-way and building entrances b. Parking lots and building entrances 2. Pedestrian walkways shall be landscaped with additional shade or ornamental trees equal to an average of one (1) shade tree per fifty (50) linear feet of walkway, unless the walkway is adjacent or included within an existing compliant buffer or frontage planting. The walkway shall not be less than five (5) feet in width. 3. Pedestrian connections shall be clearly defined by at least two (2) of the following: a. Six (6) inch vertical curb. b. Textured paving, including across vehicular lanes. c. Continuous landscape area at

a minimum of three (3) feet wide on at least one (1) side of the walkway. d. One (1) shade tree shall be planted for each two-hundred (200) square feet of separate additional landscaped area.

- Palm Trees are not a compatible landscape trees. The trees need to be canopy trees along 1st Street and Seminole Blvd
- Standard buffers apply in addition to knee wall. See Schedule J
- Provide open space calculations, FAR, and Density
- Along the pedestrian connection to the building from the waterfront the landscaping needs to be re-established.
- Any stormwater ponds need to be landscaped in accordance with Schedule D (Recommend Cypress). Wet ponds require fountains
- Foundation Landscaping is required in accordance with Section 2.6 of Schedule J on the north and south facades.
- Missing CAPP meeting information, legal description

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RESPONSES TO PLANNING & ZONING COMPLIANCE REVIEW

- PD Rezone Master Development Plan has been revised per City comments to depict a maximum of 135 spaces (Refer to Exhibit A).
- Refer to Exhibit A for knee wall along 1st Street and Seminole Boulevard. Knee wall details, materials, and placement to be included in Site Development Plan package.
- PD Rezone Master Development Plan (Exhibit A) and Landscape Plan (Exhibit B) have been revised to include:
 - A) Pedestrian connections between R/W and building entrances
 - B) Pedestrian walkways include landscaping
 - C) No vertical structures are proposed with the exception of the knee walls
 - D) Open space, FAR, and density calculations:
 - Open Space: 44% (2.55 AC±)
 - FAR: .37
 - Density: 7.9 DU/AC
 - E) Pedestrian connection from main structure to waterfront to be re-established (Refer to Exhibit B: Concept Landscape Plan)
 - F) Stormwater pond(s)/area to be landscaped per Schedule D. Specific landscape plan to be included in Site Plan/civil engineering plan set based on final pond area configuration per St. Johns Water Management District permitting.
 - G) Foundation landscape on north and south elevations provided.
 - H) Refer to CAPP Report. (Exhibit A)
 - I) Refer to Legal Description:
Lots 1 through 16, Block F, together with the East 1/2 of vacated street to the West and all of Block E, together with the West 1/2 of vacated street on the East, First Street Extension, according to plat thereof as recorded in Plat Book 3, Page 76, of the Public Records of Seminole County, Florida.

Landscape plan-specific adjustments (Refer to Exhibit B)

- Added knee wall as applicable
- Due to Overhead Utility (OHU) conflicts, palms have been added. Canopy trees have been added where no OHU conflicts exist.
- Added new planting areas along pedestrian connections.





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File #: 25-000802

Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Engineering Plan Review

Status: Corrections Requested



[Comments](#)

[Plans](#)

Engineering Plan Review: Prince Bates prince.bates@sanfordfl.gov, 407-688-5148

- The following must also be submitted for a Planned Development application: (a) CAPP Meeting Summary (b) Completed Utilities Review Checklist (c) Economic Impact Statement (d) Environmental Impact Statement (e) Geotechnical Study Report (f) Hydrant Flow Curve Test (g) Justification Statement (h) Lighting Plans (i) Grading Plan (j) Prior Development Order (k) Traffic Statement (ADT), or Traffic Study if ADT is above 500. Please note that the build has been vacant for over a decade, as such, no "existing" traffic counts can be used. (l) Floodplain Mitigation Statement/Analysis with the minimum floodplain information provided.

Document: S-1 Survey.pdf

PAGE: 1

- The survey provided does not provide contour elevation ids, or provide spot elevations to confirm the FEMA BFE boundary.
- The Engineer must demonstrate that the floodplain volume will be compensated 100%. Only the volume between the Base Flood Elevation (BFE) and the Seasonal High Water Table (SHWT, established by a Geotechnical Report) can be used for floodplain compensation. The proposed parking lot does not provide elevations or contours to show impact of floodplain. At a minimum the following calculations must be provided to the City's Certified Floodplain manager for review:
 - An existing floodplain map clearly showing: a. the floodplain boundary b. the Base Flood Elevation (BFE) c. the Seasonal High Water Table (SHWT) d. the existing floodplain area (SF and ac) existing onsite. e. At least 1 cross section of the floodplain showing: i. existing topography ii. BFE iii. SHWT
 - A Floodplain compensation map clearly showing: a. the proposed floodplain boundary b. the BFE c. the SHWT d. the proposed floodplain compensation areas (SF and ac) e. Proposed Finished Floor Elevations (FFE's must be a minimum 2 feet above BFE) f. a table showing: i. the existing volume (CF and ac-ft) of the impacted floodplain (on-site, off-site, and total) ii. The impacted floodplain volume (CF and ac-ft) of the impacted floodplain (on-site, off-site, and total) iii. the proposed floodplain compensation volume (on-site off-site, and total) iv. the Net Compensation Volume (Total Compensation ? Total volume of existing floodplain to be impacted). This Net compensation Volume shall be equal to or greater than zero (0, CF and ac-ft.)
 - Provide calculations and methodology (i.e. tables, models, cross sections, etc.) showing: a. The volume (CF and ac-ft) of floodplain to be impacted on site, and off-site. b. The volume (CF and ac-ft) of the floodplain compensation (only between the BFE and the SHWT). c. A summary of the results.

RESPONSES TO ENGINEERING REVIEW

- Refer to Exhibit A for the CAPP Report.
- A complete utility systems design must be undertaken to complete the Utility Review Checklist. This item is a site plan/construction document item, not a PD submittal requirement. The Checklist will be provided at construction plan submittal.

- **Economic Impact Statement**

In its Comprehensive Plan, the City of Sanford has established the “Four C’s” or pillars that embody the qualities that make Sanford unique and a place of value:

Character:	Sanford as a “hard-working community that preserves its history”,
Culture:	Sanford as a hard-working community that preserves its history”,
Connections:	Sanford as “well connected Regional hub that offers opportunity through accessibility and a collaborative spirit of problem solving” and
Commerce:	Sanford as a hub for “regional access, a thriving downtown, opportunities for personal growth and promotion of our cultural and economic assets.”

Impact of Historic Preservation: The Mayfair Planned Development meets each of the Four C’s identified in the comprehensive plan identified as the community’s pillars. Historic preservation can have a significant positive economic impact on communities by attracting heritage tourism, increasing property values, creating jobs in restoration and related industries, revitalizing downtowns, and fostering a sense of place, thereby boosting local business and tax revenue. Numerous studies around the United States support the proposition that there is economic value to historic preservation. (See, for example, Economic Impacts of Historic Preservation published by the Florida Department of State).

“A conservative estimate of the economic impacts of historic preservation is Florida is \$4.2 billion annually,” say study co-authors Timothy McLendon and JoAnn Klein. “Historic preservation produces a wonderful return for the public money invested and is one of the most efficient ways public funds can be invested.” (See “Historic Preservation: Value Added, University of Florida Office of Research and Economic Impacts of Historic Preservation in Florida by the same authors, Center for Governmental Responsibility, University of Florida).

While the calculation of that value may be very subjective and difficult to predict, other elements of the Mayfair Planned Development are more clearly measurable.

Impact of Construction: The Mayfair Planned Development consists of three existing buildings on a 5.84± parcel containing a main building of approximately 84,400 square feet and housing 36 multi-family units and 28,000 sq. ft. of office space. There is an annex building of 15,120 sq. ft. which will house 10 multi-family units and a 1,825 sq. ft. utility building.

At this point in time, the cost of restoring and upgrading the structures and the site to meet current code requirement has not been determined as of yet. For purpose of analysis, the property owner has considered a range of investment that would be between \$15 million on the low end and \$30 million on the upper end with the expectation that the final cost would be somewhere in the middle. That said, utilizing this range of expenditures would yield the following results:

- Construction is estimated to begin January 1, 2027, and to be completed by December 31, 2027.
- Labor is estimated at 50% of construction cost and would range between \$7.5 million and \$15 million.
- Almost all of the labor would be locally sourced and, using a general multiplier of .7 of labor costs, the funds spent for labor in the local community would be between \$5.25 million and \$10.5 million during the construction period.
- The rule of thumb for construction employment is 10 to 15 employees per \$1 million of expenditure, so in the case of the Mayfair Planned Development, it is estimated that the job would produce employment for 150 to 400 workers.
- It is further estimated that the average annual salary of the construction workers is \$43,000.

Impact of Operations: The Mayfair Planned Development will house the operation of World Olivet Assembly which will train people in providing a Christian ministry on a world-basis. Over the course of a year, it is estimated that there will be 200 to 300 such trainees, who will occupy the multi-family housing units on site. The Mayfair Planned Development will have an operating staff of 40 to 50 employees, some of whom will live on site. The staff and trainees will stimulate the economic activities downtown in terms of the local goods and services typically expended by tenants including such thing as expenditures for such things as restaurants, cleaner, beauty salons, groceries, entertainment, and all the typical household expenditures that a population brings to an area, but, with the Mayfair Planned Development, most of these expenditures will naturally be concentrated in the downtown core. The geographic location of the Mayfair Planned Development furthers the Comprehensive Policy dealing with downtown preservation and redevelopment (See Policy FLU 2.2.5 and Policy FLU 2.2.6 City of Sanford Comprehensive Plan 2018-2030).

Tax Impact: The Mayfair Planned Development is owned by an entity that is a for-profit corporation and pays real estate taxes presently constituted. Under current conditions, the taxes paid by the Mayfair Planned Development are \$91,823 per year. Depending on the amount of funds expended for the redevelopment and making assumptions regarding how it might be assessed, the taxes could rise to as much as \$575,650 per year. Of course, changing to a non-profit model would impact the tax revenue, but would bring other value to the downtown core as discussed above.

Fee Revenue Impact: Real estate projects develop two main types of fee revenues for local governments and school boards. The City of Sanford would receive a total of \$114,164 for fire, police, recreation impacts from both the office and residential uses, while Seminole County would receive \$168,876 for library, fire rescue, and road impact fees. Depending on expenditures, the building permit cost would range between \$134,157 and \$268,138. It is anticipated that water impact fees for the project would be \$102,068 and \$229,900 for the sewer impacts.

- Preliminary Ecological Assessment Report (Refer to Appendix B)
- Geotechnical Study Report (Refer to Appendix C)
- Hydrant Flow Curve Test (Refer to Appendix D)
- Justification Statement – Refer to Exhibit C.
- Lighting Plans and Grading Plans – These items will be addressed as part of the Final Site Plan/Civil Construction Plan Submittal to be provided after PD rezone approval.
- Prior Development Order – Applicant is not aware of prior Development Order.
- Traffic Study (Refer to Appendix D)
- Floodplain Mitigation Statement/Analysis (Refer to Exhibit E for graphics)

JUSTIFICATION/PROJECT INFORMATION

The Mayfair PD project is on a 5.84-acre site that is classified in the City of Sanford Comprehensive Plan Future Land Use Map as Waterfront Downtown Business District ("WDBD") and is also subject to the Midtown Overlay District. It is zoned Multi-Family Residential/Office/Institutional (ROMI) which permits office uses and multi-family uses at a density of 20 units per acre as a matter of right. No new buildings are contemplated on the site.

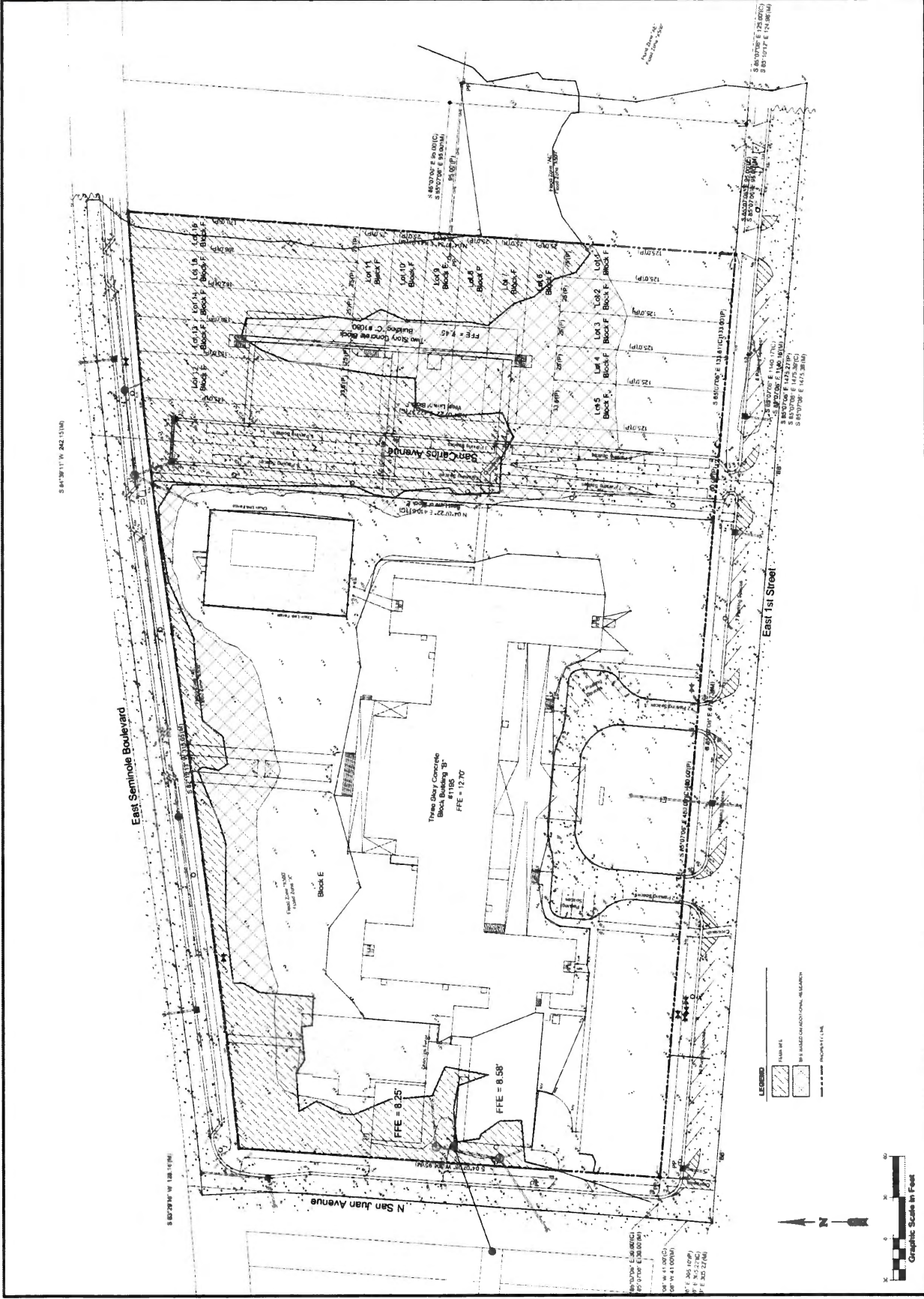
The existing structures will include approximately 28,000 square-feet of office space and accessory uses. In addition, the Mayfair PD project will also provide 46 units of multi-family housing for both employees of the World Olivet Assembly (the "Assembly") as well as housing for trainees that will serve as missionaries throughout the world that support the advancement of the Assembly-global denomination of evangelical churches and parachurch in the Presbyterian tradition. The Sanford Campus is not a church or religious institution but is similar in nature to the training facilities offered by companies such as Apple or IBM. And like those corporate operations, the missionary trainees come from across the globe.

Serving in a manner similar to a regional office, the nature of the office activities includes operations such as general business services for the Assembly, communications and outreach, research, health counseling, finance, planning, conference and meeting rooms, publications, library, similar business operations. The office services are being provided in what is identified on the Concept Plan as the Main Building.

The site contains a total of three (3) existing buildings identified as the Main Building, the Annex, and a Utility Building. The site also contains a large swimming pool and deck, a basketball court, and parking. The Main Building is approximately 28,000 square feet. The office uses will occupy the first floor of the building. The second and third floor will contain multifamily units with a mix of one, two, three, and four-bedroom units complete with kitchens with one or more bathrooms and other living space. The small third floor will also contain storage space. The Annex will contain 10 multi-family units (final unit mix to be determined in design stage).

The site will be improved to provide parking spaces for 135 cars and landscaping per the Sanford Code. The buildings will be refurbished and upgraded to meet all codes, including of course the current life-safety requirements of the applicable building codes. The preservation and upgrading of this structure constructed in 1925 is a primary goal of the Assembly.

The Applicant is seeking approval as a PD as provided in Section 4.3, Article IV (Schedule D) of the Land Development Regulations and will promptly apply for a site plan approval and corresponding site work permitting.



Graphic Scale in Feet



No.	Date	Revision
1	01/11/2024	Initial Design
2	01/11/2024	Final Design
3	01/11/2024	Final Design
4	01/11/2024	Final Design
5	01/11/2024	Final Design
6	01/11/2024	Final Design
7	01/11/2024	Final Design
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88	01/11/2024	Final Design
89	01/11/2024	Final Design
90	01/11/2024	Final Design
91	01/11/2024	Final Design
92	01/11/2024	Final Design
93	01/11/2024	Final Design
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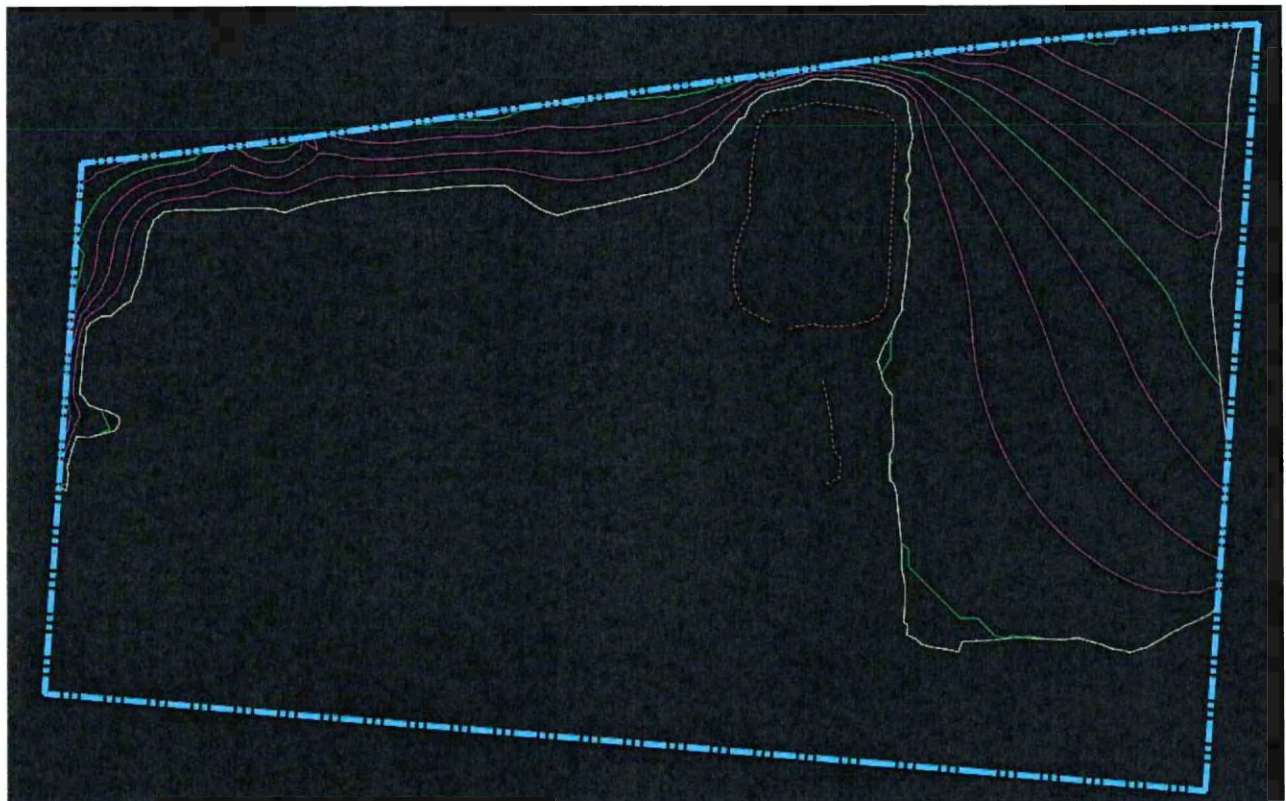
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Volume Summary							
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Totals				
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* Value adjusted by cut or fill factor other than 1.0



Cut/Fill Report

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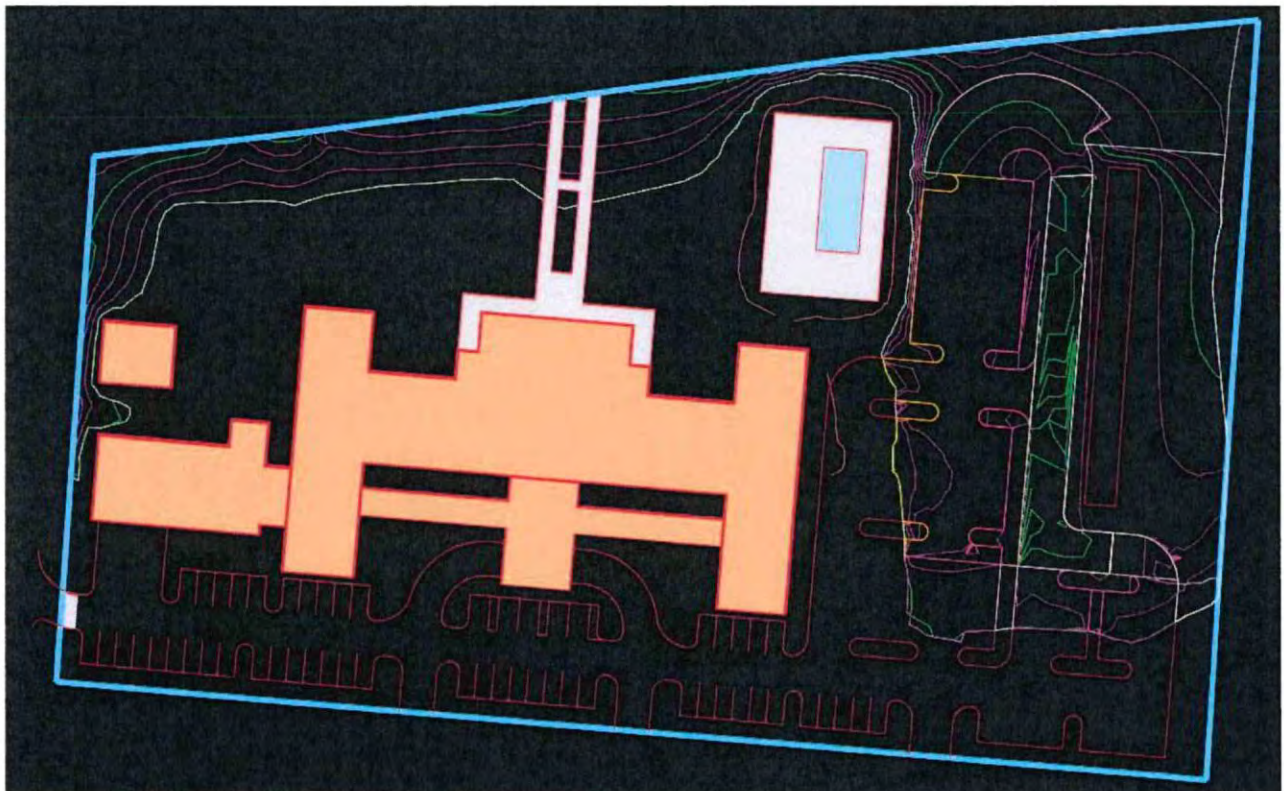
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Volume Summary							
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Totals				
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Total	86472.10	273.55	357.28	83.73<Fill>

* Value adjusted by cut or fill factor other than 1.0





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File #: 25-000802

Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Development Administrative Review

Status: Review Complete



[Comments](#)

[Plans](#)

Development Administrative Review: Adam Mendenhall adam.mendenhall@sanfordfl.gov, 407-688-5156

- **Advisory Note:** This public hearing application is limited to a maximum of three reviews before incurring additional review fees. This is the FIRST review for this application. Please be aware that a review fee equal to half the cost of the original fee will be assessed, if necessary, prior to a fourth review and must be paid prior to the review. Please be aware that public hearing review applications must have a decision rendered within 180 days of the date the application was deemed sufficient. This application was deemed sufficient on 01/23/2025. Pursuant to Florida Statute 166.033 if there are any outstanding staff comments at the 180 day deadline the application may be denied. An applicant may request a 30 day time extension to the application a maximum of six times equaling a total of six months. The time extension request must include a justification for the necessity of the extension, the project application number, the project address, and the applicants/agents name. The letter must be provided to the planning office prior to the application deadline (07/23/2025) or

an approved extension deadline, addressed to the Administrative Official. It is not guaranteed that the time extension will be approved. It is the applicants responsibility to track these deadlines and provide necessary documents prior to the due dates. Extensions may not be considered for applications where staff receive requests after the deadline.

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RESPONSES TO DEVELOPMENT ADMINISTRATIVE REVIEW

Applicant acknowledges comments. No additional responses required.

The Applicant will be submitting via separate communication a 30-day extension to complete staff review.



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File #: 25-000802

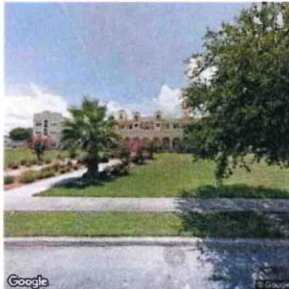
Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Architectural Plan Review

Status: Review Complete



[Comments](#)

[Plans](#)

Architectural Plan Review: Julie Scofield Julie.Scofield@sanfordfl.gov, 407.688.5145

- This historically and architecturally significant building is eligible for listing on the National Register of Historic Places, and for designation as a City of Sanford local landmark per Schedule S. Designation is encouraged, as well as compliance with the Secretary of the Interior's Standards for Rehabilitation and Schedule S for exterior building maintenance and /or alterations.

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RESPONSES TO ARCHITECTURAL REVIEW

- Applicant is aware of the Historic and architectural significant of the building and its eligibility for listing on the National Register of Historic Places and its potential designation as a City of Sanford local landmark.
- An application for the National Register of Historic Places and Local Landmark Designation will be filed on or before 45 days after the City of Sanford issues a Certificate of Occupancy for the project buildings.



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FLORIDA



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Resubmit Plans

File #: 25-000802

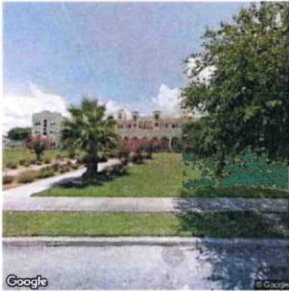
Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Utility Site Review

Status: Corrections Requested



[Comments](#)

[Plans](#)

Utility Site Review: Michelle Edmiston michelle.edmiston@sanfordfl.gov,

- Please include water and sewer demand calculations for review.

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RESPONSES TO UTILITY SITE REVIEW

- Preliminary calculations are as follows to be adjusted per final program:
- Water demand (residential)
 $46 \text{ units} \times 300 \text{ GPD} = 13,800 \text{ GPD}$
- Sewer demand/generation (residential)
 $46 \text{ units} \times 300 \text{ GPD} = 13,800 \text{ GPD}$

Assumed Fixture Units for Office include 8 water closets, 4 urinals, 4 wash sinks, 5 automatic clothes washers.

$8 \text{ water closes} \times 4 \text{ (Fixture Unit Value)} + 4 \text{ urinals} \times 4 \text{ (Fixture Unit Value)} + 4 \text{ wash sinks (Fixture Unit Value)} + 5 \text{ automatic clothes washers}$

$71 \text{ Fixture Units} / 25 \text{ Fixture Units per ERU} = 2.84 \text{ ERUs}$

$2.84 \text{ ERUs} \times 300 \text{ GPD/ERU} = 852 \text{ GPD}$

$\text{Main Building Estimated Water Demand} = 22,500 \text{ GPD} + 10,500 \text{ GPD} + 852 \text{ GPD} = 33,852 \text{ GPD}$



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File #: 25-000802

Permit #: PDR25-000002

Address: 1000 E 1ST ST SANFORD FL 32771

Work Description: 28,000 SF of office uses, 46 multi-family units

Task: Pre Treatment Review

Status: Review Complete



[Comments](#)

[Plans](#)

Pre Treatment Review: Hope Duncan hope.duncan@Sanfordfl.gov, 407-688-5000 ext 5512

- For the multi-family units, a grease interceptor(s), sampling box (if no lift station proposed) and wastewater discharge permit will be required.
- For the multi-family units, at each unit, install a separate line for kitchen waste and a separate line for bathroom/laundry waste. In an effort to minimize grease build-up, the City recommends installing the largest possible diameter piping for all kitchen waste line discharges. If the clubhouse/leasing office will have a kitchen then it will also be required to connect to a grease interceptor.
- For the multi-family units, include the required grease interceptor (125 or less units=750 gallons; 126 to 300 units=1250 gallons) prior to the sampling box or lift station (if feasible). If one interceptor is not feasible, then multiple interceptors will be required. A two way cleanout must be included before/after the interceptor(s). Grease interceptor(s) must be installed in a

location that is accessible for inspection/cleaning at all time and can't be situated in parking spaces. This also includes minimizing landscaping around manholes. Include City grease interceptor(s) spec on plans.

- For the multi-family units, it is the developer's responsibility to ensure that all lines are routed properly during construction of the units. Only the kitchen sinks and dishwashers should be routed to the grease waste line then to the interceptor(s). All other sources of waste including bathrooms and laundry must be routed to the sanitary lines. Sanitary lines must not enter ANY grease interceptor as it could lead to blockages and back-ups. If after units are constructed and the complex is occupied sanitary waste is found to be present in ANY interceptor, each unit will be required to be inspected to locate the source of the sanitary waste and reroute it to the sanitary line.
- For the multi-family units, any dog washing sink(s) must be equipped with a hair strainer to prevent the discharge of pet hair to City sewers. Include make/model/spec on plans
- For the multi-family units, if there will be a communal laundry, all washing machines must connect to an appropriately sized lint trap(s) prior to discharge to City sewers. Include make/model/spec on plans

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RESPONSES TO PRE-TREATMENT REVIEW

- Applicant acknowledges comments. Comments deal with specific design elements to be addressed at site development/construction plan stage.

MAYFAIR PD REZONE

Citizen Awareness & Participation Plan

I. INTRODUCTION

On behalf of Mayfair (Applicant), CPH Consulting, LLC. (CPH) is pleased to submit this Citizen Awareness & Participation Plan (CAPP) Report for the Mayfair PD Rezone. The CAPP was conducted on April 29, 2025, as part of the Planned Development Rezone application filed with the City of Sanford. The CAPP is prepared in accordance with the *Citizen Awareness and Participation Plan Guideline and Resource Handbook* developed by the City to ensure early and effective citizen participation in conjunction with proposed development application.

II. BACKGROUND

The site is 5.84± acres in size, located on E. 1st Street, with parcel identification number 30-19-31-507-0E00-0000. The site is located in the City of Sanford, Seminole County, Florida.

The subject rezone requests a PD to allow for office and multi-family uses within the existing Mayfair structure. (Refer to Exhibit A for proposed site plan)

III. PARTIES NOTIFIED

The following parties may be impacted by the proposed development application and were notified of the proposed rezone and thus invited to a Neighborhood Meeting:

- A. Property owners within 500 feet of the subject site (Refer to Exhibit B)
- B. City of Sanford Economic Development Department
- C. Greater Sanford Regional Chamber of Commerce
- D. City of Sanford Planning & Development Services
- E. Seminole County Planning & Development Department

IV. NOTIFICATION PROCEDURES

Notification of the proposed development application and an invitation to the Neighborhood Meeting has been accomplished in the following manner:

Neighborhood Meeting Notice

Meeting Notices were mailed to the parties listed under Section III above. The notice was mailed to all impacted parties no later than twelve (12) days prior to the scheduled meeting. (Refer to Exhibit C)

Notification of news agencies

A Neighborhood Meeting Notice (Exhibit C) was mailed, to WESH TV Channel 2, WKMG Channel 6, and WFTV Channel 9.

Legal Notices

Meeting Notices were placed in the Orlando Sentinel and Sanford Herald. (Refer to Exhibit D)

V. DATE AND VENUE

The Neighborhood Meeting was held on April 29, 2025, at 520 On The Water in Sanford, Florida from 7:30 PM to 8:30 PM.

VI. SUMMARY

The CAPP Meeting started at 7:45 PM. Attending on behalf of the applicant were:

- Alma Osorio, Client Representative
- Bruce Andersen, Project Architect
- Hal Kantor, Esq., Project Attorney
- Javier E. Omana, CNU-a, Project Land Planner

Attendees (Refer to Exhibit E):

- Tim Meiser
- Dean Kreider
- Andrew Van Gaale

Given the number of attendees, the Consulting Team re-arranged the project boards and chairs in a circle to provide a more intimate setting for discussion. The applicant's consulting team provided a brief structure history and the proposed uplift to include a new use consisting of office and multifamily uses. Site improvements to include: additional parking and enhancement of landscaping to meet City code. Architectural enhancements and upgrades are to be addressed and conducted after the PD Rezoning is obtained.

One of the attendees was a resident of the building during its tenure as headquarters for the New Tribes religious entity.

All three (3) attendees were in support of the project and for bringing back the structure to its former grandeur. Refer to Exhibit F for event photographs.

Applicant Team explained the next steps for the project:

- DRC Review
- Staff Report
- Hearing before the Planning and Zoning Commission
- City Commission

Meeting adjourned at 8:15 PM.

PRELIMINARY ECOLOGICAL ASSESSMENT REPORT

MAYFAIR PD SEMINOLE COUNTY, FLORIDA

APRIL 2025



*Engineers
Architects
Planners
Surveyors
Landscape Architects
Traffic/Transportation
Environmental Scientists
Construction Management*

Prepared by:
CPH Consulting LLC
1117 E. Robinson Street
Orlando, Florida 32801
Office: 407-425-0452

**PRELIMINARY ECOLOGICAL ASSESSMENT REPORT
MAYFAIR PD
SEMINOLE COUNTY**

APRIL 2025

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APPENDICES

APPENDIX A – Figures

Figure 1	Location Map
Figure 2	Soils Map
Figure 3	Preliminary Vegetation and Land Use Map
Figure 4	Species Map

APPENDIX B – Photographs

Exhibit B1	Photograph Location Map
Exhibits B2-B5	Photographs

1.0 INTRODUCTION

CPH Consulting, LLC (CPH), Environmental Services, conducted a preliminary ecological assessment on the Mayfair PD (subject property) in Seminole County, Florida. The subject property is identified by the Seminole County Property Appraiser by Parcel Nos. 30-19-31-507-0E000-0000 and 30-19-31-507-0F00-0010. Mayfair PD is proposing to construct a corporate office with training facilities, housing, and related support uses. The purpose of this preliminary assessment is to: 1) provide a general estimate of the type and extent of upland habitat types and confirm the approximate extent and configuration of areas expected to fall within the wetland regulatory jurisdiction of the St. Johns River Water Management District (SJRWMD) and U.S. Army Corps of Engineers (ACOE); 2) conduct a public database search for the known or probable geographic distribution of protected species within these habitat types; 3) conduct a preliminary review for protected wildlife and plant species occurrence based on direct observation during the field investigation; 4) assess on-site wetland habitats, if applicable; and 5) identify special environmental designations on, or within proximity to, the subject property.

The 5.84-acre subject property is located at 1000 E. First Street in Section 30, Township 19 South, Range 31 East, Sanford, Seminole County, Florida (**Figure 1, Appendix A**). Vegetation associations and landscape descriptions were identified from aerial photography and site observations, the Soil Conservation Service (SCS) *Soil Survey of Seminole County, Florida* and ground truthing. There are two (2) vegetation and land use classifications and one (1) soil type mapped within the subject property boundary. Vegetation and land uses are generally classified following the *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) (FDOT 1999). CPH's field investigation was conducted on April 1, 2025.

2.0 METHODOLOGY

On April 1, 2025, scientists performed pedestrian surveys of the subject property for the presence of protected flora and fauna and regulated wetlands and surface waters. Pedestrian transects were sufficient to cover the subject property. Before the reconnaissance-level survey, a list of potentially

occurring protected flora and fauna was compiled based upon on-site habitat types and known or probable geographic distribution of protected species within these habitat types.

3.0 EXISTING SITE CONDITIONS

The 5.84-acre Mayfair PD Property is located at 1000 E. First Street in Sanford, Florida. The subject property is developed and surrounded by East Seminole Boulevard and Lake Monroe to the north, buildings and parking lots to the east and south and a recreational area to the west.

3.1 Soils

The *Soil Survey of Seminole County, Florida*, identifies one (1) soil map unit within the subject property (**Figure 2**). A summary of the characteristics of this soil type, as described by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), formerly Soil Conservation Service (SCS) Soil Survey Geographic (SSURGO) database, is as follows:

Urban land, 0 to 2 percent slopes

This soil map unit is covered by urban facilities as shopping centers, parking lots, industrial buildings, houses, streets, sidewalks and related urban structures. The natural soil cannot be observed. These soils generally have been covered by about 12 inches of fill material. This fill material consists of sandy and loamy material that may contain fragments of limestone and shell. Depth of the high water table is dependent upon the functioning of drainage systems.

3.2 Vegetation and Land Use Types

Two (2) vegetation and land use classifications are mapped within the subject property boundaries. Vegetation and land use classifications are generally classified in accordance with the *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) (FDOT

1999). The following descriptive titles and FLUCFCS numbers assess the property's vegetation and land uses and are presented on **Figure 3**. Select photographs of the subject property are provided in **Appendix B**.

Tourist Services (FLUCFCS No. 145)

This land use classification includes all primary and secondary facilities that can be identified as supporting overnight tourist/travel lodging. The subject property includes hotel which is currently not operating. Vegetation observed include crape myrtle (*Lagerstroemia indica*), camphor tree (*Camphora officinarum*), live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), cabbage palm (*Sabal palmetto*), Chinese elm (*Ulmus parvifolia*), Virginia creeper (*Parthenocissus quinquefolia*), pygmy date palm (*Phoenix roebelenii*), centipede grass (*Eremochloa ophiuroides*), Bahia grass (*Paspalum notatum*) and various grasses and weeds, along with other ornamental plants.

Roads and Highways (FLUCFCS No. 814)

This land classification is used for the movement of people and goods by usage of motor vehicles such as cars and trucks. The road included in the subject property is located along the eastern boundary and is identified as San Carlos Avenue.

3.3 Wetlands & Surface Waters

According to wetland delineation methodologies outlined in the *Corps of Engineers Wetland Delineation Manual* (1987), the *2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic & Gulf Coastal Plain Region* and the State of Florida Unified Wetland Delineation Methodology (Section 62-340, F.A.C.), habitats meeting the definition of jurisdictional wetlands and surface waters were not observed within the property boundaries during the field investigations.

4.0 REGULATORY CONSIDERATIONS

4.1 St. Johns River Water Management District

The SJRWMD regulates isolated wetlands and those considered within or connected to “Waters of the State” pursuant to Chapter 403 of the Florida Statutes, Rules 62-302 and 62-330 of the Florida Administrative Code (F.A.C.). Development activities altering wetlands and/or drainage require a Statewide Environmental Resource Permit (SWERP) from the SJRWMD. Different SWERP Permits for various activities, General Permits, and exemptions can be found in the *State of Florida Environmental Resource Permit Applicant’s Handbook, Volume I*. Specific design standards, basin-specific criteria, and procedures can be found in the *State of Florida Environmental Resource Permit Applicant’s Handbook, Volume II*.

4.2 U.S. Army Corps of Engineers

The ACOE regulates wetlands connected to “Waters of the United States” and “Adjacent Waters” pursuant to Section 404 of the Clean Water Act. Based on the U.S. Supreme Court decision Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers, No. 99-1178 (January 9, 2001) (SWANCC) isolated wetlands are considered non-jurisdictional for the ACOE. Based on the U.S. Supreme Court decision consolidated cases Rapanos v. United States and Carabell v. United States, 126 S. Ct. 2208 (2006) (RAPANOS) the ACOE is required to establish a physical, biological, or chemical nexus of connection to traditional navigable waters (TNW) of the United States to claim jurisdiction.

After a review of the subject property, areas meeting the jurisdictional definition of “Waters of the United States” and “Adjacent Waters” pursuant to Section 404 of the Clean Water Act were not observed within the subject property. Based on current regulatory requirements, Federal wetland permitting authorization is not required for the subject property.

5.0 PROTECTED FAUNA AND FLORA

Preliminary ecological investigations included a review of published and unpublished literature concerning the subject property and surrounding area, solicitation of databases on protected species, field investigation to generally delineate and characterize the habitats and a preliminary field survey for the occurrence of protected flora and fauna.

5.1 Records Search

Prior to the initiation of fieldwork, a records review of documented wildlife observations (Wildlife Occurrence Database System) maintained by the Florida Fish and Wildlife Conservation Commission (FFWCC) was conducted. Other resources used as aids included the following: aerials, *Soil Survey of Seminole County, Florida*; U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, Florida Natural Areas Inventory (FNAI) Biodiversity Matrix database; and Official Lists of Endangered and Potentially Endangered Fauna and Flora in Florida (FFWCC). **The records review did not indicate recorded observations or occurrences of protected species on the subject property (Figure 4).**

5.2 Field Investigation

CPH biologists conducted a field investigation of the subject property on April 1, 2025. General reconnaissance of the property was conducted, during which scientists searched for evidence of the occurrence of federal or state-listed flora and fauna and general wildlife utilization. Regulatory oversight for protected fauna and flora is the responsibility of the USFWS, FFWCC, and the Florida Department of Agriculture and Consumer Services (FDACS). The USFWS is the federal agency responsible for protecting the nation's fish and wildlife resources through the implementation of the Endangered Species Act of 1973, as amended ("ESA," 16 U.S.C. 1513-1543). **Species (or their signs) protected under the ESA were not observed on, or adjacent to, the subject property during the field investigation.**

The FFWCC regulates the taking of species listed as endangered, threatened, or of special concern and their nests through Rules listed in 68A-27 Florida Administrative Code. The FFWCC also provides technical assistance to other agencies with regulatory authority over activities that may affect fish and wildlife and their habitat. **Species protected under the Florida Administrative Code were not observed on, or adjacent to, the subject property during the field investigation.**

Section 581.185, Florida Statutes and Chapter 5B-40, F.A.C., delegates authority to FDACS to designate and regulate plants listed as "endangered," "commercially exploited," and "threatened." It is unlawful for an individual to harvest endangered or commercially exploited plants from the private land of another or any public land without first obtaining written permission from the landowner and a permit from FDACS. It is unlawful for an individual to harvest a threatened plant from private or public land without first obtaining the written permission of the landowner. **FDACS-listed endangered and threatened species were not observed within the subject property during the field investigation.**

Wildlife utilization is a measure of direct observations or evidence of animals' presence (e.g. scat, tracks, dens, etc.). Potential wildlife utilization was evaluated on food sources, nesting areas, roosting areas, den areas and protective covering. The potential for wildlife utilization of the subject property is considered low due to the proximity to surrounding transportation corridors and urban development. During the field investigations, direct observations or signs of wildlife on the subject property included an eastern gray squirrel (*Sciurus carolinensis*), domestic cat (*Felis catus*), brown anole (*Anolis sagrei*), boat tailed grackle (*Quiscalus major*), osprey (*Pandion haliaetus*), northern mockingbird (*Mimus polyglottos*), morning dove (*Zenaida macroura*), common pigeon (*Columba livia*), and bald eagle (*Haliaeetus leucocephalus*) was flying north of the subject property.

5.3 Protected Fauna and Flora Regulatory Considerations

Below is a discussion of select species or groups of wildlife that frequently affect development sites or can affect a project even though these species are not physically located on the project site.

5.3.1 Migratory Bird Treaty Act

The USFWS also administers and enforces the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 USC 703-712), which makes it unlawful to pursue, hunt, take, capture, kill or sell birds listed therein ("migratory birds"). The statute does not discriminate between live or dead birds and grants full protection to any bird parts, including feathers, eggs, and nests. A migratory bird is any species or family of birds that live, reproduce, or migrate within or across international borders at some point during their annual life cycle. The current list of birds protected under the MBTA was published in the *Federal Register* on July 31, 2023, and became effective on August 30, 2023. In total, 1,106 bird species are protected by the MBTA. Several species protected under the MBTA were identified on, or within the vicinity of, the subject property during the field investigations. **Provided the construction activities do not directly kill or harm birds, their nests or eggs, or cause nest failure due to disturbance, the proposed development of the subject property has a low probability of violating the MBTA.**

5.3.2 Bald Eagle

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) and the regulations derived therefrom (50 CFR 22) state, in part, that no person shall take any bald eagle or any golden eagle, alive or dead, or any part, nest, or egg thereof (with "take" meaning to pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb). Federal and State laws and regulations make it unlawful to take any listed species (with "take" meaning to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect) or to attempt to engage in any such conduct.

According to the Florida Audubon Society Eagle Watch Program database, active nests are not documented as occurring within the subject property boundary (**Figure 4**). The closest documented bald eagle nest (Nest SE024) is located approximately 0.68 miles southeast of the subject property. **The presence of this nest will not adversely affect development of the subject property due to the distance between the nest and the property. An eagle was observed flying over the subject property during the field investigation.**

5.3.3 USFWS Wood Stork Core Foraging Area

The wood stork (*Mycteria americana*) is listed as Threatened by the USFWS and the FFWCC. The wood stork is protected under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 *et seq.* and Florida Chapter 68A, Florida Administrative Code. Inundated forested wetlands, cypress strands and domes, mixed hardwood swamps, and sloughs provide nesting habitat. Nest sites are generally in woody vegetation over standing water or on islands surrounded by broad expanses of open water. Shallow freshwater marshes, ponds, flooded pastures, and ditches provide suitable foraging habitat. Wood storks nest in colonies and will return to the same colony site for many years so long as the site and the surrounding foraging habitat continue to supply the needs of the birds. The USFWS has determined the extent of the Core Foraging Area (CFA) as approximately 15 miles, for central Florida counties, from the nesting colony. **The subject property is located within the CFA of a wood stork colony (Figure 4). During the field investigation, wood stork foraging habitat was not observed within the subject property. Based on current regulatory guidance, further action to address the wood stork is not a consideration of this property as wetland areas were not observed on the subject property.**

5.3.4 Gopher Tortoise

The gopher tortoise (*Gopherus polyphemus*) is listed as a "Threatened" species by the FFWCC and is protected by state law under Chapter 68A-27, Florida Administrative Code. The gopher tortoise is found throughout Florida and is

generally associated with longleaf pine and xeric oak sand hills but is also located in scrub, xeric hammock, pine flatwoods, dry prairie, coastal grasslands and dunes, mixed hardwood-pine, and a variety of disturbed habitats. If the gopher tortoise or signs of the tortoise, such as burrows, is observed, their presence must be addressed before on-site construction activities. The FFWCC is the state agency responsible for overseeing the management of this species, including permitting. **During the field investigations, gopher tortoises and their signs were not observed. According to FFWCC gopher tortoise surveys are valid for 90 days.**

5.3.5 USFWS Florida Scrub-jay Consultation Area

The Florida scrub-jay (*Aphelocoma coerulescens*) is listed as a Threatened species by the USFWS through the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) Following consultation, the USFWS issues a Biological Opinion (BO) for projects and their effects on the threatened Florida Scrub-jay per Section 7 or Section 10 of the Endangered Species Act of 1973, as amended (ESA) (87 stat. 884; 16 U.S.C. 1531 *et seq.*). The BO will spell out the negotiated mitigation measures taken by the project proponent to ensure the listed species is not adversely affected.

If scrub habitat is within ¼ mile of the site, regardless of the type of habitat on the subject property, the USFWS considers the on-site habitat Type III scrub-jay habitat. According to the USFWS database, the subject property is within the Florida Scrub-jay Consultation Area but not within ¼ mile of known scrub-jay territory (**Figure 4**). The closest USFWS scrub jay territory is mapped approximately 3.22 miles north of the subject property on the north shore of Lake Monroe in Volusia County. **Based upon field observations, scrub-jays and scrub-jay habitat were not observed on the subject property. Further action regarding the Florida scrub-jay should not be necessary pursuant to current regulatory guidance.**

5.3.6 USFWS Everglade Snail Kite Consultation Area

The Everglade snail kite (*Rostrhamus sociabilis plumbeus*) is listed as Endangered by the USFWS and the FFWCC. The Everglade snail kite is protected under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 *et seq.* Typical Everglade snail kite habitat consists of freshwater marshes and the shallow vegetated edges of lakes (natural and man-made) where apple snails (*Pomacea paludosa*) can be found. Everglade snail kites require suitable foraging areas that are relatively clear and open to visually search for their specialized diet (apple snails). If suitable habitat is present or snail kites are reported on-site, the survey procedures should be conducted from January to May during the breeding season. **Based upon field observations, snail kites and snail kite habitat were not observed on the subject property. Based on current regulatory guidance, further action to address the Everglade snail kite is not a consideration of this property.**

5.3.7 USFWS Crested Caracara Consultation Area

The Audubon's crested caracara (*Caracara cheriway audubonii*) (caracara) is listed as Threatened by the USFWS and FFWCC. The caracara is protected under the U.S. ESA of 1973, as amended, 16 U.S.C. 1531 *et seq.* and Florida Chapter 68A, F.A.C. **The subject property is located within the USFWS Crested Caracara Consultation Area (Figure 4).** According to the public database, the closest documented caracara nest is located approximately 0.7 miles southeast of the subject property within a developed area of downtown Sanford.

Large expanses of pastures, grasslands, or prairies dotted with numerous shallow ponds and sloughs and single clumps of live oaks, cabbage palms, and cypress provide nesting habitat. Improved pastures, extensive networks of drainage canals, stock ponds, agricultural ditches, and marshes provide foraging habitat.

The crested caracara is non-migratory. Adult pairs stay year-round on territory which may be maintained for years. The presence of adult individuals in an area can

usually be assumed to indicate the existence of a breeding territory. Should the caracara reside on a subject property, a development plan should be designed to buffer disturbance activities. Should it become necessary to provide caracara nest protection during development activities, protection of caracara nests is described in the FFWCC *Recommended Management Practices and Survey Protocols for Audubon's Crested Caracara (Caracara cheriway audobonii) in Florida Technical Report No. 18*.

The USFWS and the FFWCC typically require a property owner to conduct surveys prior to development to ensure the crested caracara receive sufficient protection in the development plan. These surveys should occur every two (2) weeks during January through April, starting by January 10th. Once these surveys are conducted, and the extent of caracara use (if any) is determined, measures can be taken to incorporate management of the caracara within the development plan.

Based upon field observations, suitable crested caracara habitat was not observed on the subject property. Due to lack of caracara habitat on the subject property, proposed development has a low probability of adversely affecting this species. Based on current regulatory guidance, further action to address the caracara is not a consideration for this property.

6.0 PAST REGULATORY AUTHORIZATIONS

A public search of readily available records at the SJRWMD and FDEP was conducted for the subject property to discover what previous and/or existing regulatory approvals had occurred. According to the SJRWMD permitting database, the subject property is part of a larger permitted project referred to as the Sanford Downtown Community Redevelopment Area (CRA). The SJRWMD issued Permit #22310-13 on November 2, 2021, for the conceptual approval of a stormwater management system plan for a 301-acre project known as the Sanford Downtown Community Redevelopment. The permit is set to expire on November 2, 2041. The City of Sanford was issued SJRWMD permit #22310-2

for the Sanford Downtown Redevelopment Master planning for 41 acres of parcels in downtown Sanford. The subject property was included in this permit which expired on February 4, 2010.

7.0 SUMMARY & RECOMMENDATIONS

The 5.84-acre Mayfair PD Property is located at 1000 E. First Street in Sanford, Seminole County, Florida. Mayfair PD is proposing to conduct improvements for a corporate office with training facilities, housing, and related support uses. The subject property is developed and surrounded by Seminole Boulevard and Lake Monroe to the north, buildings and parking lots to the east and south and a recreational area to the west.

According to wetland delineation methodologies outlined in the *Corps of Engineers Wetland Delineation Manual* (1987), the *2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic & Gulf Coastal Plain Region* and the State of Florida Unified Wetland Delineation Methodology (Section 62-340, F.A.C.), habitats meeting the definition of jurisdictional wetlands and surface waters were not observed within the property boundaries during the field investigation.

Development activities altering wetlands and/or drainage require a Statewide Environmental Resource Permit (SWERP) from the SJRWMD. Different SWERP Permits for various activities, General Permits, and exemptions can be found in the *State of Florida Environmental Resource Permit Applicant's Handbook, Volume I*. Specific design standards, basin-specific criteria, and procedures can be found in the *State of Florida Environmental Resource Permit Applicant's Handbook, Volume II*. Adding impervious surface to the project area will require permitting with the SJRWMD.

After a review of the subject property, areas meeting the jurisdictional definition of "Waters of the United States" and "Adjacent Waters" pursuant to Section 404 of the Clean Water Act were not observed within the subject property. Based on current regulatory permitting requirements, Federal wetland impact authorization is not required for the subject property.

Preliminary ecological investigations included a review of published and unpublished literature concerning the project area for protected species and a preliminary field survey for the occurrence of protected flora and fauna. Protected species were not observed within, or adjacent to, the project area during the field investigation. An eagle was observed flying near the subject property. However, eagle nests were not observed and are not recorded in proximity to the subject property.

A public records search of readily available information from the SJRWMD and FDEP was conducted for the subject property to discover what previous and/or existing regulatory approvals had occurred. According to the SJRWMD permitting database two (2) permits included the subject property.

According to the SJRWMD permitting database, the subject property is part of a larger project referred to as the Sanford Downtown Community Redevelopment Area (CRA). The SJRWMD issued Permit # 22310-13 on November 2, 2021 for the conceptual approval of a stormwater management system plan for 301-acre project. The permit is set to expire on November 2, 2041. The City of Sanford was issued SJRWMD Permit # 22310-2 for the Sanford Downtown Redevelopment Master Planning for 41 acres of parcels in downtown Sanford. The subject property was included in this permit which expired on February 4, 2010.

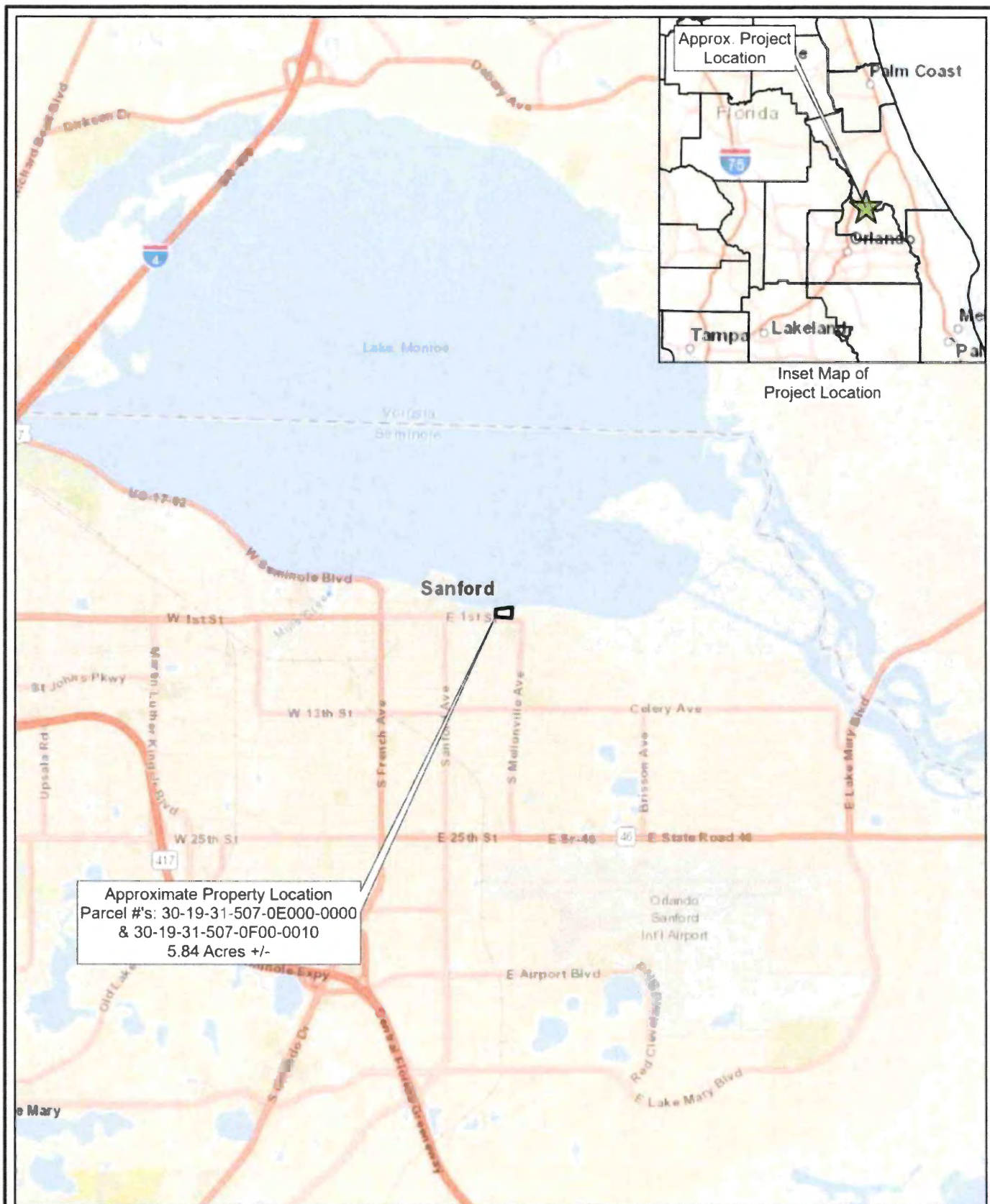
As a preliminary assessment, the findings of this report concerning native vegetation and land use may be subject to change upon more detailed analysis. Additionally, failure to detect a listed species does not necessarily infer species absence as wildlife are mobile, exhibit seasonality of occurrence, and generally have low population levels. Further, nothing in this report regarding environmental laws, rules, and regulations is intended to be a legal interpretation or opinion., Thus, readers of this report should contact an attorney concerning any matters of law.



APPENDIX A

Figures

Preliminary Ecological Assessment Report
Mayfair PD
Seminole County, Florida



	Scale: 1 inch = 1 mile		LOCATION MAP		FIGURE 1
	Date: 6/23/2025		MAYFAIR PD		
	Photo Date: N/A		SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST		
	Project No. W16902		SEMINOLE COUNTY, FLORIDA		
Biologist: AED	GIS: ERR				

Soil No.	Description	Approx. Acreage
34	Urban land, 0 to 2 percent slopes	5.84
USDA Natural Resource Conservation Service		

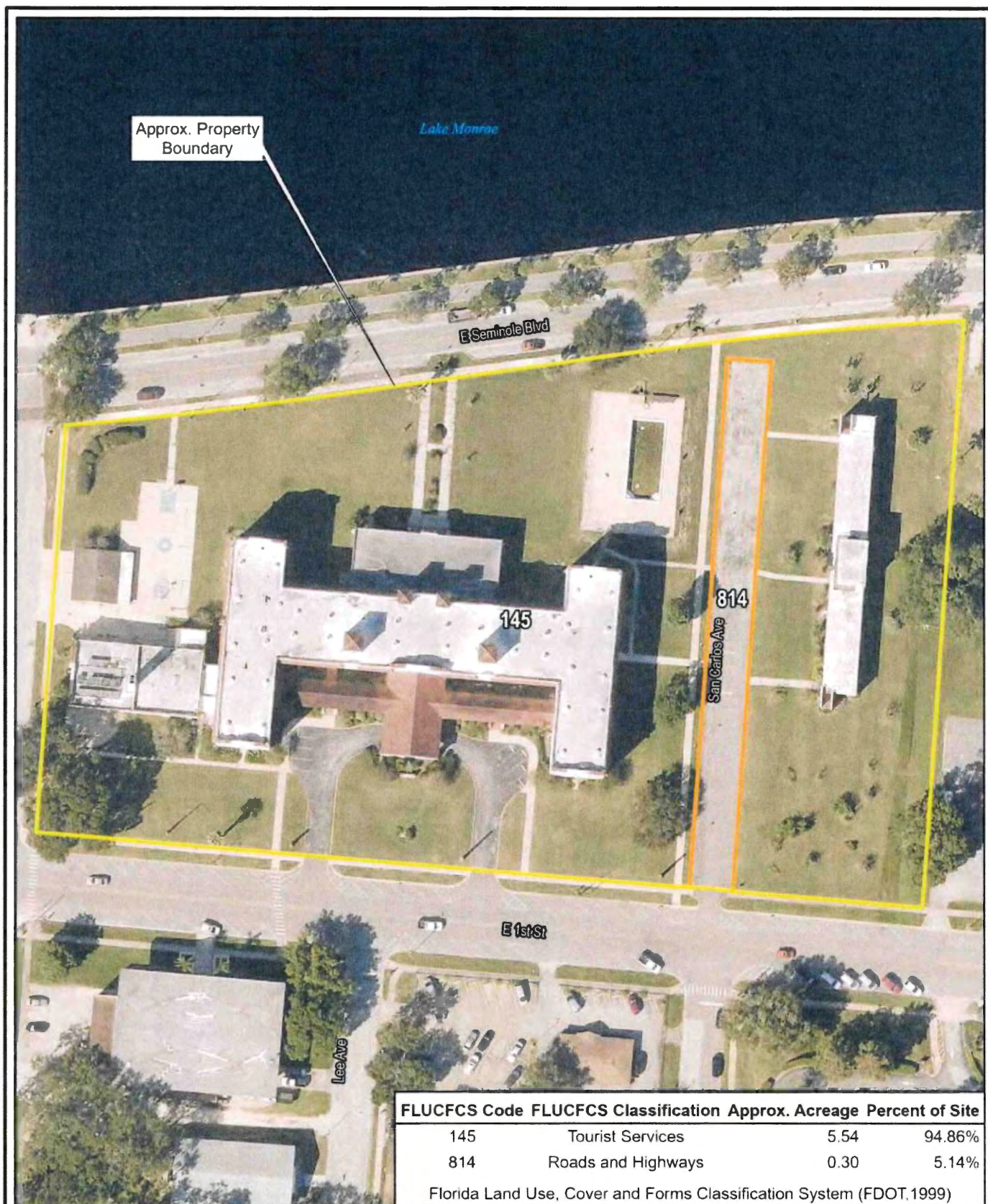


Scale: 1 inch = 300 feet
Date: 6/23/2025
Photo Date: 2023
Project No. W16902
Biologist: AED GIS: ERR



SOILS MAP
MAYFAIR PD
SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST
SEMINOLE COUNTY, FLORIDA

FIGURE
2



FLUCFCS Code	FLUCFCS Classification	Approx. Acreage	Percent of Site
145	Tourist Services	5.54	94.86%
814	Roads and Highways	0.30	5.14%

Florida Land Use, Cover and Forms Classification System (FDOT, 1999)



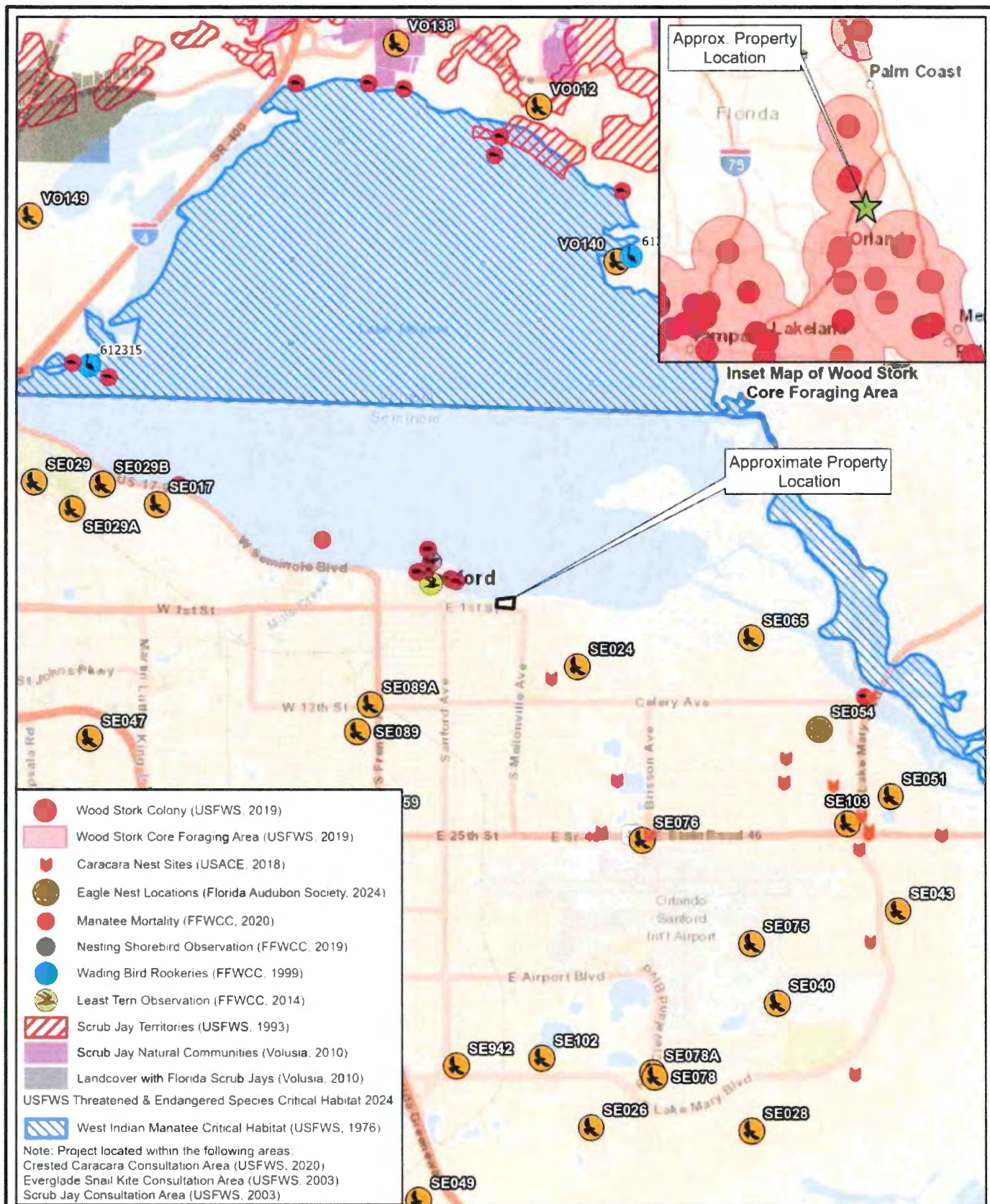
Scale: 1 inch = 100 feet
 Date: 6/23/2025
 Photo Date: 2023
 Project No. W16902
 Biologist: AED GIS: ERR/LEC



PRELIMINARY VEGETATION AND LAND USE MAP

MAYFAIR PD
 SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST
 SEMINOLE COUNTY, FLORIDA

FIGURE
3





APPENDIX B

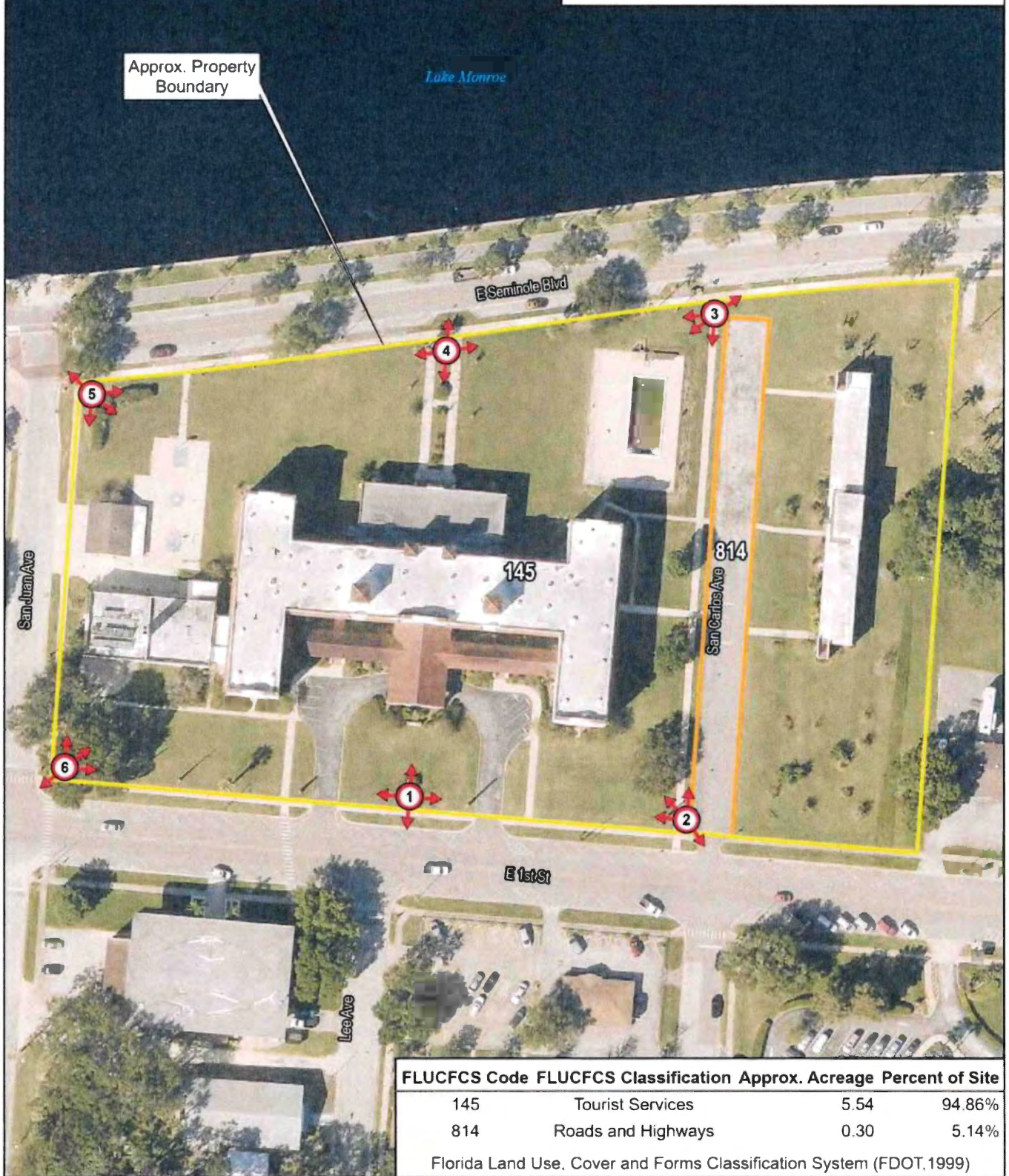
Photographs

Preliminary Ecological Assessment Report
Mayfair PD
Seminole County, Florida



Approximate Photograph Location and Direction
Refer to Exhibits B2-B5

Approx. Property
Boundary



FLUCFCS Code	FLUCFCS Classification	Approx. Acreage	Percent of Site
145	Tourist Services	5.54	94.86%
814	Roads and Highways	0.30	5.14%

Florida Land Use, Cover and Forms Classification System (FDOT, 1999)



Scale: 1 inch = 106 feet
Date: 6/23/2025
Photo Date: 2023
Project No. W16902
Biologist: AED GIS: ERR



PHOTOGRAPH LOCATION MAP

MAYFAIR PD
SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST
SEMINOLE COUNTY, FLORIDA

EXHIBIT
B1



Photograph #1A - Facing East



Photograph #1B - Facing North



Photograph #1C - Facing South



Photograph #1D - Facing West



Photograph #2A - Facing North



Photograph #2B - Facing Northwest

Refer to Exhibit B1 for photograph location.



Scale: N/A
Date: 6/23/2025
Photo Date: April 2025
Project No.: W16902
Biologist: AED GIS: ERR

PHOTOGRAPHS

MAYFAIR PD
SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST
SEMINOLE COUNTY, FLORIDA

**EXHIBIT
B2**



Photograph #2C - Facing Southeast



Photograph #2D - Facing West



Photograph #3A - Facing Northeast



Photograph #3B - Facing South



Photograph #3C - Facing Southwest



Photograph #3D - Facing West

Refer to Exhibit B1 for photograph location.



Scale: N/A
Date: 6/23/2025
Photo Date: April 2025
Project No: W16902
Biologist: AED GIS: ERR

PHOTOGRAPHS

MAYFAIR PD
SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST
SEMINOLE COUNTY, FLORIDA

**EXHIBIT
B3**



Photograph #4A - Facing East



Photograph #4B - Facing North



Photograph #4C - Facing South



Photograph #4D - Facing West



Photograph #5A - Facing East



Photograph #5B - Facing Northwest

Refer to Exhibit B1 for photograph location.

	Scale: N/A		PHOTOGRAPHS		EXHIBIT B4
	Date: 6/23/2025		MAYFAIR PD SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST SEMINOLE COUNTY, FLORIDA		
	Photo Date: April 2025				
	Project No. W16902				
	Biologist: AED GIS: ERR				



Photograph #5C - Facing South



Photograph #5D - Facing Southeast



Photograph #6A - Facing East



Photograph #6B - Facing North



Photograph #6C - Facing Northeast



Photograph #6D - Facing Southwest

Refer to Exhibit B1 for photograph location.

	Scale: N/A		PHOTOGRAPHS		EXHIBIT B5
	Date: 6/23/2025		MAYFAIR PD SECTION 30, TOWNSHIP 19 SOUTH, RANGE 31 EAST SEMINOLE COUNTY, FLORIDA		
	Photo Date: April 2025				
	Project No. W16902				
	Biologist: AED GIS: ERR				



BECHTOL ENGINEERING AND TESTING, inc.

April 1, 2025
BET Project No. G25090

TO: Ms. Alma Osorio
World Olivet Assembly
513 South Park Avenue
Sanford, Florida 32771

RE: Limited Geotechnical Study
Mayfair PUD Rezone
1000 East 1st Street
Sanford, Seminole County, Florida

Dear Ms. Osorio:

As requested, Bechtol Engineering and Testing, Inc. (BET) has completed a limited geotechnical study relative to the proposed construction of a paved parking lot at the above referenced site. The purpose of BET's limited study was to evaluate the shallow subsurface soil and groundwater characteristics within the new parking and drive areas, and based on these characteristics, to render opinions as to the overall site subsurface conditions and the materials' potential reaction to proposed construction activities. The following report summarizes BET's findings and evaluations, and provides appropriate earthwork and pavement section related recommendations.

1.0 PROPOSED CONSTRUCTION

Proposed development would include construction of new parking/drive areas to the east, south, and northwest of the existing building. Anticipated pavement section consists of asphaltic concrete surface course over limerock or crushed concrete base and stabilized subgrade, or Portland Cement concrete over stabilized subgrade. Finished pavement grades were not known at the time of this report. Design vehicle loadings and frequencies were not known at the time of this report, but traffic is anticipated to consist mostly of light-duty cars, pick-up trucks and vans, and occasional heavy-duty delivery, garbage and fire trucks.

2.0 FIELD STUDY

BET's field study, completed on March 17th, 2025, consisted of advancing twelve (12) auger borings within the probable parking/drive areas, each to an approximate depth of 8 feet below the existing ground surface. Approximate locations of the test borings are shown on the *Boring Location Plan* presented on **Sheet A1** in **Appendix A**. Encountered subsurface conditions are presented in the form of *Soil Profiles*, along with corresponding *Soil and Symbol Legend*, shown on **Sheet A2**.

3.0 ENCOUNTERED SUBSURFACE CONDITIONS

3.1 Soil Conditions

In general, the borings encountered between 6 to 36 inches of surficial deposits comprised of dark gray-brown to gray-brown and dark brown slightly silty fine sands, some with trace roots (Stratum 1). Underlying soils consisted of light gray to gray and light brown fine sands (Stratum 2), dark gray-brown to gray-brown and gray slightly silty fine sands (Stratum 3), and/or dark brown to brown slightly silty to silty fine sands (Stratum 4), extending to depths ranging from 4.5 to 8.0 feet below the existing ground surface. Borings AB-10 and AB-12 encountered between 2 to 6 feet of surficial Stratum 2 deposits. Additionally, boring AB-10 encountered an intermittent layer of Stratum 4 soils within the Stratum 2 soils at an approximate depth of 2 feet below the existing ground surface and approximately 4 inches in thickness. Underlying soils to the boring termination depths consisted of light gray to gray and gray-brown slightly clayey to clayey sand (Stratum 6). BET notes boring AB-12 encountered gray silty clay, with trace gray fine sands (Stratum 5) beneath the Stratum 2 soils, extending to an approximate depth of 7 feet below the existing ground surface. For a more in-depth soil stratification, please refer to the *Soil Profiles* presented on **Sheet A2** in **Appendix A**.

3.2 Groundwater Conditions

Groundwater level, as measured at the boring locations, was encountered at depths ranging from 3.2 to 6.7 feet below the ground surface at the time of drilling. In reference to approximate ground surface elevations at the boring locations shown on the online Florida Geographic Information Offices LiDAR Mapping, the corresponding groundwater elevations appeared to approximately be in the range of 2.8' to 6.1' North American Vertical Datum of 1988 (NAVD). BET notes that groundwater levels are subject to variation due to seasonal climate changes, site drainage/grading characteristics, and man-induced influences. Seasonal high groundwater levels within the project area are estimated to be approximately 18 inches above those levels encountered in the field at the time of drilling.

It should be noted that the estimated seasonal high groundwater levels should be considered accurate to approximately +/- 6 inches and do not provide any assurance that groundwater levels will not exceed these estimated levels during any given year in the future. Should surface water drainage be impeded, or should rainfall intensity, quantity and duration exceed the normally anticipated quantities, groundwater levels might exceed our seasonal high estimates. Furthermore, changes in the surface hydrology and subsurface drainage could have significant effects on the normal and seasonal high groundwater levels.

4.0 GEOTECHNICAL EVALUATIONS AND RECOMMENDATIONS

4.1 Suitability of Encountered Soils

The borings performed did not encounter any significant quantities of organic or plastic soils, buried debris, or other deleterious materials which would adversely affect pavement subgrade. Although not indicated by the soil profiles, a few inches of surficial topsoils, containing roots and/or organic matter may exist in some areas of the site in addition to old pavement sections, which should be stripped from the construction area during standard clearing and grubbing operations. Generally, the underlying subgrade soils are granular in nature, and should be suitable as pavement section subgrade, pending adequate completion of certain



earthwork activities, including clearing and grubbing of vegetation and surface topsoils, removal of old pavement sections, and compaction of subgrade and structural fill soils. *General Earthwork Recommendations* are outlined on the attached **Appendix B**.

4.2 Pavement Section Recommendations

The borings conducted in proposed new parking/drive areas encountered subsurface soils generally within the influence zone of traffic loading consisting of slightly silty fine sands, fine sands, and slightly silty to silty fine sands (Strata 1, 2, 3, & 4). These soils appear to be relatively clean, stable granular materials which should be suitable for support of conventional asphalt and/or concrete pavement sections pending completion of certain earthwork activities. *General Earthwork Recommendations* are presented as **Appendix B** of this report. *Pavement Section Recommendations* are presented as **Appendix C** of this report.

4.3 Review of Final Design Criteria

The evaluations and recommendations presented in this report are based partly on assumed design criteria. Final design criteria, including site grading plans and traffic loading conditions, should be reviewed by BET in order that they may evaluate the applicability of their recommendations, and provide revised or additional recommendations as may be warranted.

BET appreciates the opportunity to be of service, and trusts this report is complete and sufficient for your needs. However, if you should have any questions or if BET may be of further service, please do not hesitate to call.

Respectfully,

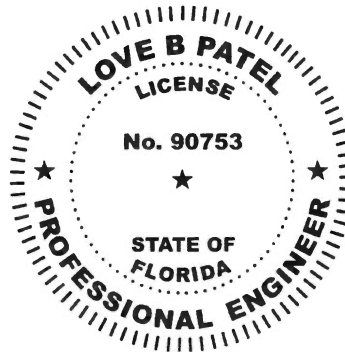
Bechtol Engineering and Testing, Inc.

C. Hendricks

Courtney Hendricks, E.I.
Project Engineer

Love B. Patel, P.E.
Senior Geotechnical Engineer

Love B. Patel, P.E., State of Florida
Professional Engineer, License No. 90753
This item has been digitally signed and sealed by Love B. Patel, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed, and the signature must be verified on any electronic copies



APPENDIX A

**BORING LOCATION PLAN
SOIL PROFILES
SOIL & SYMBOL LEGEND**



BORING LOCATION PLAN

SCALE: 1" = 80'



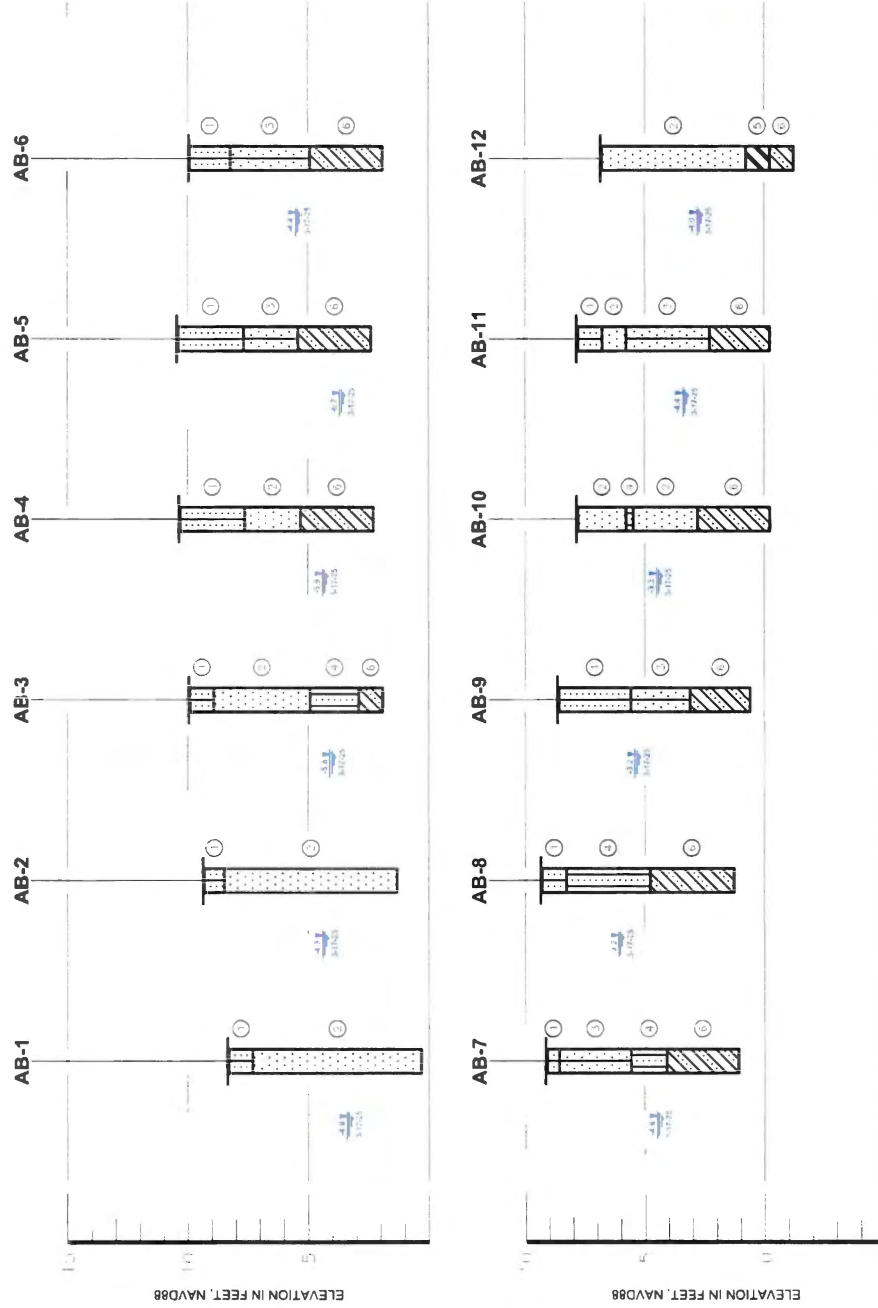
SYMBOL LEGEND


APPROXIMATE LOCATION OF AUGER BORING

 BECHTOL ENGINEERING AND TESTING, INC. CONSULTING GEOTECHNICAL, ENVIRONMENTAL, AND MATERIALS TESTING ENGINEERS		LIMITED GEOTECHNICAL STUDY MAYFAIR PUD REZONE 1000 EAST 1ST STREET SANFORD, SEMINOLE COUNTY FLORIDA		FIELD CT KT CT	DATE 3/24/25	DRAWN KG	FIELD 3/17/25	PROJ. NO. G25090	CHECKED CH	APPROVED LP	SHEET A1
---	--	---	--	---	---	---	--	---	---	--	----------------------------------

SOIL PROFILES

VERTICAL SCALE: 1" = 5'



*NOTE
ELEVATIONS BASED ON INTERPOLATION OF GROUND SURFACE
ELEVATION AT BORING LOCATIONS FROM TOPOGRAPHIC DATA
SHOWN ON THE ONLINE FLORIDA GEOGRAPHIC INFORMATION
OFFICES LIDAR MAPPING. ACTUAL ELEVATIONS MAY VARY.

LIMITED GEOTECHNICAL STUDY
MAYFAIR PUD REZONE
1000 EAST 1ST STREET
SANFORD, SEMINOLE COUNTY, FLORIDA

BECHTEL ENGINEERING
AND TESTING, INC.
CONSULTING GEOTECHNICAL, ENVIRONMENTAL, AND MATERIALS TESTING ENGINEERS

FIELD	CT KT CT	DATE	3/24/25
DRAWN	KG	DATE	3/17/25
CHECKED	CH	PROJ. NO.	G25090
APPROVED	LP		SHEET A2

APPENDIX B

GENERAL EARTHWORK RECOMMENDATIONS



APPENDIX B

GENERAL EARTHWORK RECOMMENDATIONS

1.0 CLEARING/GRUBBING

- 1.1 The pavement areas, plus suitable margins, should be cleared and stripped of all vegetation, surface topsoils, debris and any other unsuitable/deleterious materials which may be encountered.
- 1.2 Tree removal should include the extraction of stumps and associated root network.

2.0 SUBGRADE SOILS COMPACTION

- 2.1 Exposed subgrade soils in cleared and stripped pavement areas, should be wetted as needed to achieve near-optimum soil moisture conditions, and compacted to the degree and depth recommended below.
- 2.2 Recommended degree of subgrade soils compaction is 95% of the material's theoretical maximum dry density, as determined by Modified Proctor Test (ASTM D-1557, AASHTO T-1 80).
- 2.3 Recommended depth of subgrade soils compaction in pavement areas is 1 foot below finish subgrade elevation or for each foot of compacted fill thickness, whichever is deeper.

3.0 FILL MATERIAL PLACEMENT AND COMPACTION

- 3.1 Fill soils utilized to raise pavement areas to desired grade should consist of clean, granular materials with less than 15% passing Number 200 U.S. Standard Sieve.
- 3.2 Fill soils should be spread in loose lifts not exceeding sixteen inches (16") if compacted with heavy compaction equipment and eight inches (8") if compacted with light hand operated equipment.
- 3.3 Each successive lift should be wetted as needed to achieve near-optimum soil moisture conditions and compacted by appropriate mechanical means to the degree recommended below.
- 3.4 Recommended degree of fill soils compaction is 95% of the material's theoretical maximum dry density, as determined by Modified Proctor Test (ASTM D-1557, AASHTO T-180).

4.0 COMPACTION TESTING

- 4.1 The recommended depth and degree of compaction for subgrade and fill soils should be verified by in-place density tests conducted in general conformance with appropriate ASTM density testing procedures.
- 4.2 Density tests should be conducted for each foot of compacted thickness at each test location.
- 4.3 Recommended minimum frequency of in-place density testing is one (1) location per:
 - every 500 square feet of pavement area

Appropriate frequency of testing may vary depending upon construction procedures.

5.0 SPECIAL CONSIDERATIONS

- 5.1 The earthwork contractor should be aware of nearby structures, and use vibratory compaction equipment with appropriate discretion.



APPENDIX C

PAVEMENT SECTION RECOMMENDATIONS



APPENDIX C

PAVEMENT SECTION RECOMMENDATIONS

1.0 ASPHALT PAVEMENT

1.1 Surface Course

Surface course should consist of a minimum of two inches (compacted thickness) in heavy-duty truck marshaling and main drive areas, and a minimum of 1.5 inches (compacted thickness) in light duty parking areas of asphalt conforming to FDOT specifications for Superpave 12.5 mm or 9.5 mm traffic level "C" asphaltic concrete.

1.2 Base Course

1.2.1 *Limerock*: Base course should consist of a minimum of eight inches (compacted thickness) in heavy-duty truck marshaling and main drive areas, and six inches (compacted thickness) in light duty parking areas, of limerock compacted to minimum relative compaction of 98% of the material's Modified Proctor (ASTM D-1557, AASHTO T-180) laboratory maximum dry density. If limerock base is desirable, it is recommended that lowest finish pavement grade be set a minimum of 24 inches above estimated average seasonal high groundwater level.

1.2.2 *Crushed Concrete*: Base course should consist of a minimum of eight inches (compacted thickness) in heavy-duty truck marshaling and main drive areas, and six inches (compacted thickness) in light duty parking areas of crushed concrete (minimum LBR 100) compacted to minimum relative compaction of 98% of the material's Modified Proctor (ASTM D-1557, AASHTO T-180) laboratory maximum dry density.

1.3 Stabilized Subgrade

Subbase should consist of a minimum of eight inches (compacted thickness) in heavy-duty truck marshaling and main drive areas, and six inches (compacted thickness) in light duty parking areas, of granular fill or native soils mixed with a quantity of suitable stabilization material sufficient to achieve a minimum Limerock Bearing Ratio of 40% (LBR 40). Subbase should be compacted to minimum relative compaction of 98% of the material's Modified Proctor (ASTM D-1 557, AASHTO T-1 80) laboratory maximum dry density.

2.0 CONCRETE PAVEMENT

2.1 Surface Course

Surface course should consist of a minimum of eight inches (8") in heavy-duty truck marshaling areas, and six inches (6") in light duty parking areas, of concrete with a minimum 28-day compressive strength of 4,000 pounds per square inch (psi). Construction and contraction joints should be provided in general conformance to PCA guidelines.

2.2 Stabilized Subgrade

Subgrade should consist of a minimum of 12-inches (compacted thickness) of granular fill or native soils mixed with a quantity of suitable stabilization material sufficient to achieve a minimum Limerock Bearing Ratio of 30% (LBR 30). Subgrade should be compacted to minimum relative compaction of 95% of the material's Modified Proctor (ASTM D-1557, AASHTO T-180) laboratory maximum dry density.

Actual design pavement section should be determined by a licensed Civil Engineer based on design vehicle loadings and frequencies.



HYDRANT FLOW TEST REPORT

PROJECT NAME World Olivet Assembly

CPH JOB NO. W16901

TEST CONDUCTED BY: Martin Mitchell, Syed Haider, Evan Jackson, & Cristian Mendez
CPH Consulting, LLC. (407) 322-6841
Test overseen by City of Sanford Inspector Ryan Brown

DATE: 4/10/2025

TIME: 9:05 AM

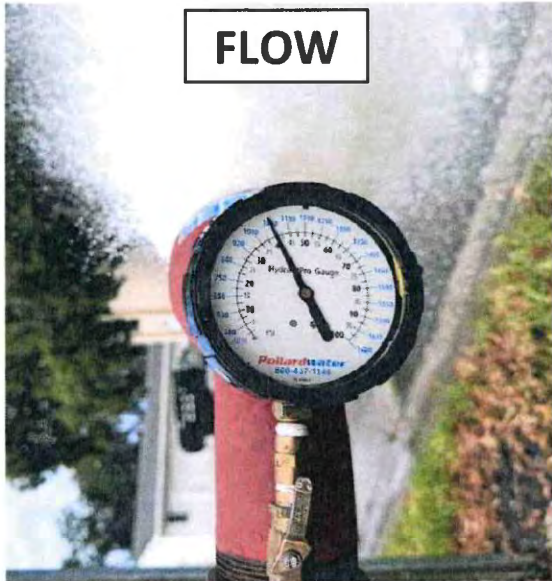
TEST #1:

RESIDUAL HYDRANT	
Location	E 1st Street and San Carlos Avenue Intersection, Sanford, FL 32771.
Static Pressure	62 Psi
Residual Pressure	55 Psi

TEST HYDRANT	
Location	E 1st Street and Lee Avenue Intersection, Sanford, FL 32771.
Static Pressure	
Flow (GPM)	1070
Residual Pressure	

TEST # 1 PHOTOS

FLOW



STATIC



RESIDUAL



HYDRANT FLOW TEST REPORT

PROJECT NAME World Olivet Assembly

CPH JOB NO. W16901

TEST CONDUCTED BY: Martin Mitchell, Syed Haider, Evan Jackson, & Cristian Mendez
CPH Consulting, LLC. (407) 322-6841
Test overseen by City of Sanford Inspector Ryan Brown

DATE: 4/10/2025

TIME: 9:20 AM

TEST #2:

RESIDUAL HYDRANT	
Location	E 1st Street and Lee Avenue Intersection, Sanford, FL 32771.
Static Pressure	62 Psi
Residual Pressure	54 Psi

TEST HYDRANT	
Location	E 1st Street and San Carlos Avenue Intersection, Sanford, FL 32771.
Static Pressure	
Flow (GPM)	1050
Residual Pressure	

TEST # 2 PHOTOS

FLOW



STATIC

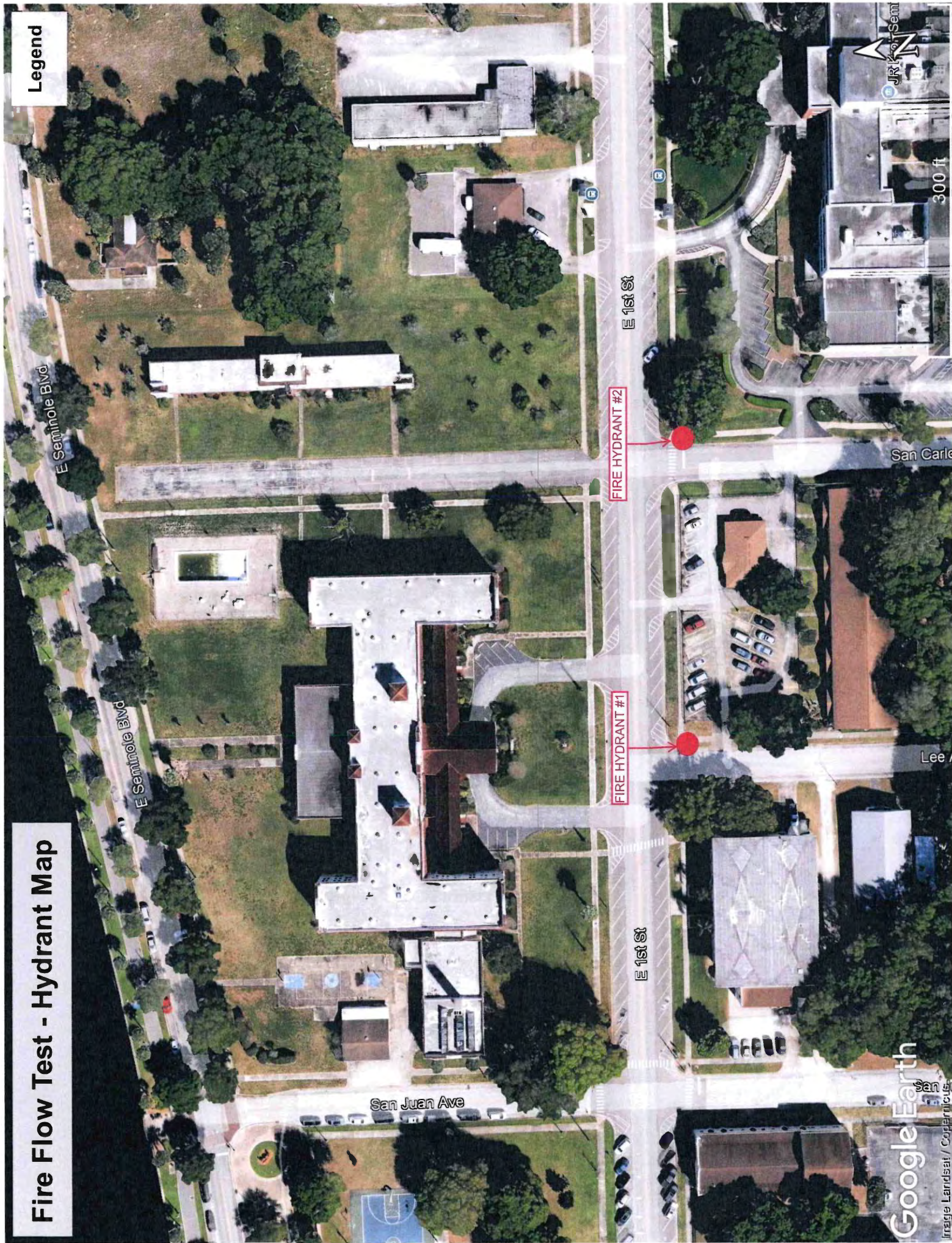


RESIDUAL



Fire Flow Test - Hydrant Map

Legend



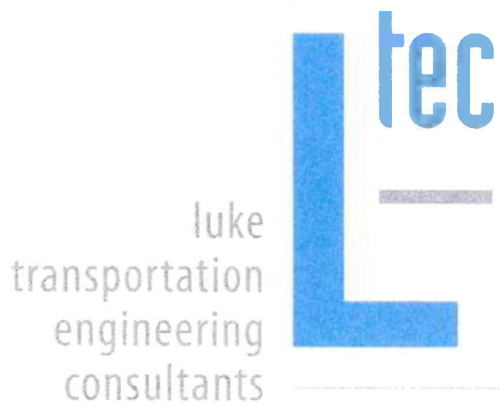
MAY 2025

WORLD OLIVET ASSEMBLY MAYFAIR REDEVELOPMENT

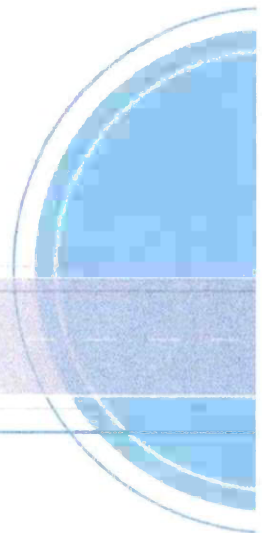
PARCEL # 30-19-31-507-0E00-0000

SANFORD, FLORIDA

Traffic Impact Study



LTEC Nº 25-0901



WORLD OLIVET ASSEMBLY MAYFAIR REDEVELOPMENT

PARCEL # 30-19-31-507-0E00-0000

SANFORD, FLORIDA

Traffic Impact Study

Prepared for:

World Olivet Assembly

513 South Park Avenue

Sanford, FL 32771

Prepared by:

Luke Transportation Engineering Consultants, Inc.

P. O. Box 941556

Maitland, Florida 32794-1556

May 2025

PROFESSIONAL ENGINEERING CERTIFICATE

I hereby certify that I am a registered professional 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 that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for

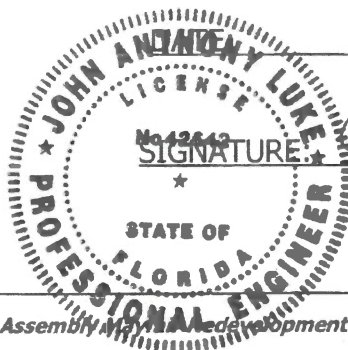
PROJECT: World Olivet Assembly Mayfair Redevelopment
LOCATION: 1000 East 1st Street, Sanford, Florida 32771
CLIENT: World Olivet Assembly

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

May 28, 2025



[Handwritten Signature]

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INTRODUCTION

Purpose

This study was conducted in order to assess the traffic impact of the proposed World Olivet Assembly Mayfair Redevelopment project in Sanford, Florida. The development site is located at 1000 East 1st Street, Sanford, Florida. The parcel identification number is: Parcel # 30-19-31-507-0E00-0000. **Figure 1** depicts the location of the development location and the adjacent roadway network. Proposed Build-out will be 2026.

The proposed redevelopment of the existing building is to provide residential units for missionary trainees who will reside on the property for periods of three (3) to six (6) months. Additionally, long-term residents and staff will also live and work on-site. The ground floor will consist of 28,000 square feet of single tenant office space to be utilized as office/training space for the staff and missionary trainees. The residential portion of the building will consist of 36 multi-family dwelling units on the upper two floors and 10 multi-family dwelling units in the annex building.

Proposed access for the site will utilize the existing one-way circular enter/exit connection driveway on East 1st Street. A right-out only access driveway will be provided on San Juan Avenue. The north leg of the East 1st Street and San Carlos Avenue intersection will become an access driveway for the proposed parking lot. On-street parking is also provided on public roadway adjacent to existing development parcel. **Figure 2** is the conceptual site plan showing the access connection locations and on-street parking.

Study Methodology

The methodology used for this study was developed to be consistent with the transportation impact study methodology guideline standards adopted by the City of Sanford. The data utilized in the study consisted of land use data provided by Project planners, traffic volume data/level of service standards obtained from the City of Sanford, Seminole County, and Florida DOT. A copy of the approved April 8, 2025, study methodology is included in **Appendix A**.

Based upon the City of Sanford transportation study methodology the impact area will consist of collector and arterial roadways impacted by Project trips that are equal to or greater than 10% of the adopted LOS capacity of each study roadway or impacted by 500 daily Project trips. **Table 1** was developed to show the Project impact area based on 10% of the adopted level of service (LOS) peak hour peak direction service volume threshold and the number of daily trips. **Table 1** lists the number of lanes, the adopted LOS standard, adopted service volume, 10% threshold volume, Project trip distribution based on the CFRPM V 7 model assignment, Project trip volume for each roadway segment and a determination of significance. Based on the minimum 10% criteria or 500 daily trips threshold not being met, the study roadways will be limited to the study roadways listed in **Table 1**.

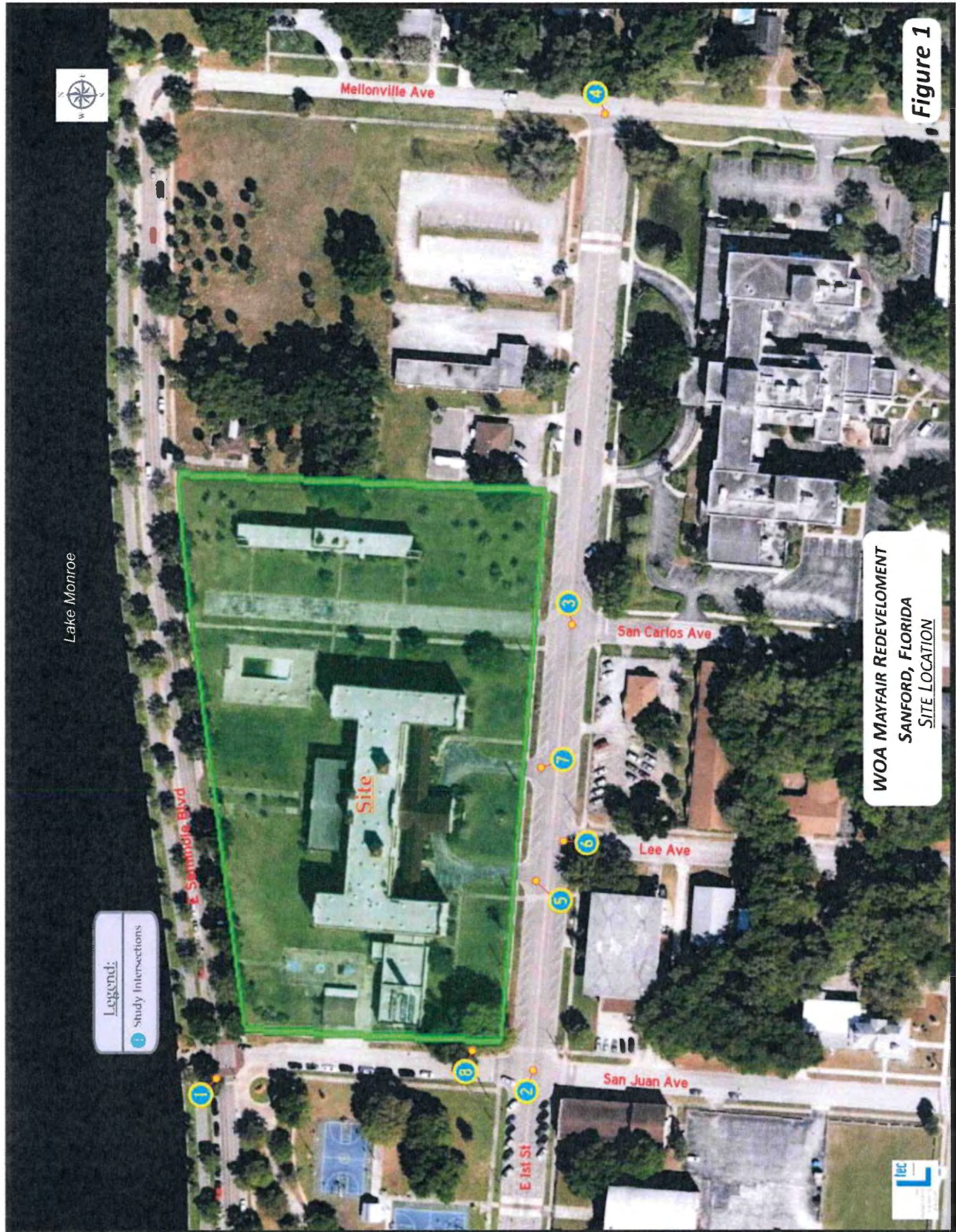
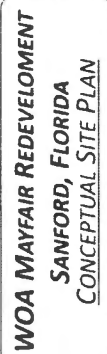


Figure 1



**TABLE 1
Potential Study Impact Area Determination**

Roadway Segments		# Of Lanes	Adopted Roadway (1)			10% of Adopted LOS	Project Trips			Project Trips	
From	To		Class	LOS	Cap.		Distribution	Daily	P.M. Pk Hour	% of LOS Std	10% / > 500 Sig ?
East Seminole Boulevard											
US 17-92	Sanford Ave	2L	Local	D	870	87.0	5.6%	23	3	0.34%	No
Sanford Ave	N Mellonville Ave	2L	Local	D	870	87.0	0.0%	0	0	0.00%	No
East 1st Street											
US 17-92	Park Ave	2L	Min Collector	D	790	79.0	59.2%	246	27	3.42%	No
Park Ave	Sanford Ave	2L	Min Collector	D	790	79.0	65.7%	273	30	3.80%	No
Sanford Ave	Project Ent	2L	Min Collector	D	790	79.0	79.1%	328	36	4.56%	No
Project Ent	N Mellonville Ave	2L	Min Collector	D	790	79.0	20.9%	87	10	1.27%	No
North Mellonville Avenue											
E Seminole Blvd	E 1 st St	2L	Maj Collector	D	870	87.0	0.0%	0	0	0.00%	No
E 1 st St	E 2 nd St	2L	Maj Collector	D	870	87.0	20.9%	87	10	1.15%	No
E 2 nd St	E 4 th St	2L	Maj Collector	D	870	87.0	20.6%	85	9	1.03%	No
San Juan Avenue											
E Seminole Blvd	E 1 st St	2L	Local	D	690	69.0	5.6%	23	3	0.43%	No

(1) Roadway Classification and Adopted LOS from City of Sanford Comprehensive Plan.

Service Volumes from FDOT 2023 Multimodal Quality/Level of Service Handbook.

(2) Project trips based on daily and P.M. peak hour peak direction total traffic (no reduction for pass-by).

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Existing Roadways and Traffic Conditions

The following section documents the existing traffic operation in the vicinity of the proposed World Olivet Assembly Mayfair Redevelopment project which is located in the northeast quadrant of East 1st Street and San Juan Avenue. The roadways adjacent to the site, existing traffic, and the relationship of the site to the access driveways are discussed below. The purpose of this survey was to obtain information on the physical and traffic characteristics of these facilities.

Study Roadways

Existing conditions on the study roadways are presented in **Table 2**. Daily traffic volumes are from the Seminole County 2024 Average Annual Daily Traffic database with the exception of East 1st Street and San Juan Avenue. The site visit and Intersection turning movement traffic counts were conducted on Thursday, April 17, 2025. See **Appendix B** for the intersection turning movement count summaries and FDOT seasonal adjustment factors. Because the FDOT seasonal factor was 0.96, no adjustment was applied to the collected turning movement counts. As can be seen from **Table 2**, all of the study roadway segments currently operate at acceptable levels of service.

TABLE 2
Existing Study Roadways Parameters and Level Of Service

Roadway Segments		# Of Lanes	Adopted		Generalized Service Volumes Thresholds (1) Daily/PM Peak Direction Peak Hour							
From	To		Roadway Class	LOS	B		C		D		E	
East Seminole Boulevard					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak
US 17-92	Sanford Ave	2L	Local	D	*	*	*	*	17,600	870	24,000	1,190
Sanford Ave	N Mellonville Ave	2L	Local	D	*	*	*	*	17,600	870	24,000	1,190
East 1st Street					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak
US 17-92	Park Ave	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030
Park Ave	Sanford Ave	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030
Sanford Ave	Project Ent	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030
Project Ent	N Mellonville Ave	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030
North Mellonville Avenue					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak
E Seminole Blvd	E 1st St	2L	Maj Collector	D	*	*	*	*	17,600	870	24,000	1,190
E 1st St	E 2nd St	2L	Maj Collector	D	*	*	*	*	17,600	870	24,000	1,190
E 2nd St	E 4th St	2L	Maj Collector	D	*	*	*	*	17,600	870	24,000	1,190
San Juan Avenue					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak
E Seminole Blvd	E 1st St	2L	Local	D	*	*	*	*	13,900	690	21,800	1,080

Existing Conditions (2025) Level of Service

Roadway Segments		Traffic Volumes										Meets Adopted LOS	
		AADT (2)			A.M. Peak Hour (3)			P.M. Peak Hour (3)					
From	To	Volumes	LOS	V/C	Volumes	LOS	V/C	Volumes	LOS	V/C			
East Seminole Boulevard					EB	WB		EB	WB				
US 17-92	Sanford Ave	2,382	D	0.14	35	43	D	0.05	65	51	D	0.07	Yes
Sanford Ave	N Mellonville Ave	2,382	D	0.14	30	40	D	0.05	51	45	D	0.06	Yes
East 1st Street					EB	WB		EB	WB				
US 17-92	Park Ave	2,530	D	0.16	69	63	D	0.09	103	125	D	0.16	Yes
Park Ave	Sanford Ave	2,270	D	0.14	71	64	D	0.09	98	106	D	0.13	Yes
Sanford Ave	Project Ent	1,990	D	0.12	73	65	D	0.09	92	87	D	0.12	Yes
Project Ent	N Mellonville Ave	1,920	D	0.12	35	80	D	0.10	112	61	D	0.14	Yes
North Mellonville Avenue					NB	SB		NB	SB				
E Seminole Blvd	E 1st St	4,936	D	0.28	50	34	D	0.06	65	57	D	0.07	Yes
E 1st St	E 2nd St	4,936	D	0.28	123	62	D	0.14	104	147	D	0.17	Yes
E 2nd St	E 4th St	4,936	D	0.28	123	62	D	0.14	104	147	D	0.17	Yes
San Juan Avenue					NB	SB		NB	SB				
E Seminole Blvd	E 1st St	400	D	0.03	10	13	D	0.02	29	7	D	0.04	Yes

(1) Roadway Classification and Adopted LOS from City of Sanford Comprehensive Plan.

Service Volumes from FDOT 2023 Quality/Level of Service Handbook. * Service volume cannot be achieved using input value defaults.

(2) 2024 AADT Seminole County Traffic Counts for East Seminole Blvd and North Mellonville Ave. 0.09 K for East 1st St and San Juan Ave.

(3) A.M. & P.M. Peak Hour traffic volumes from LTEC TMC traffic counts.

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Study Intersections

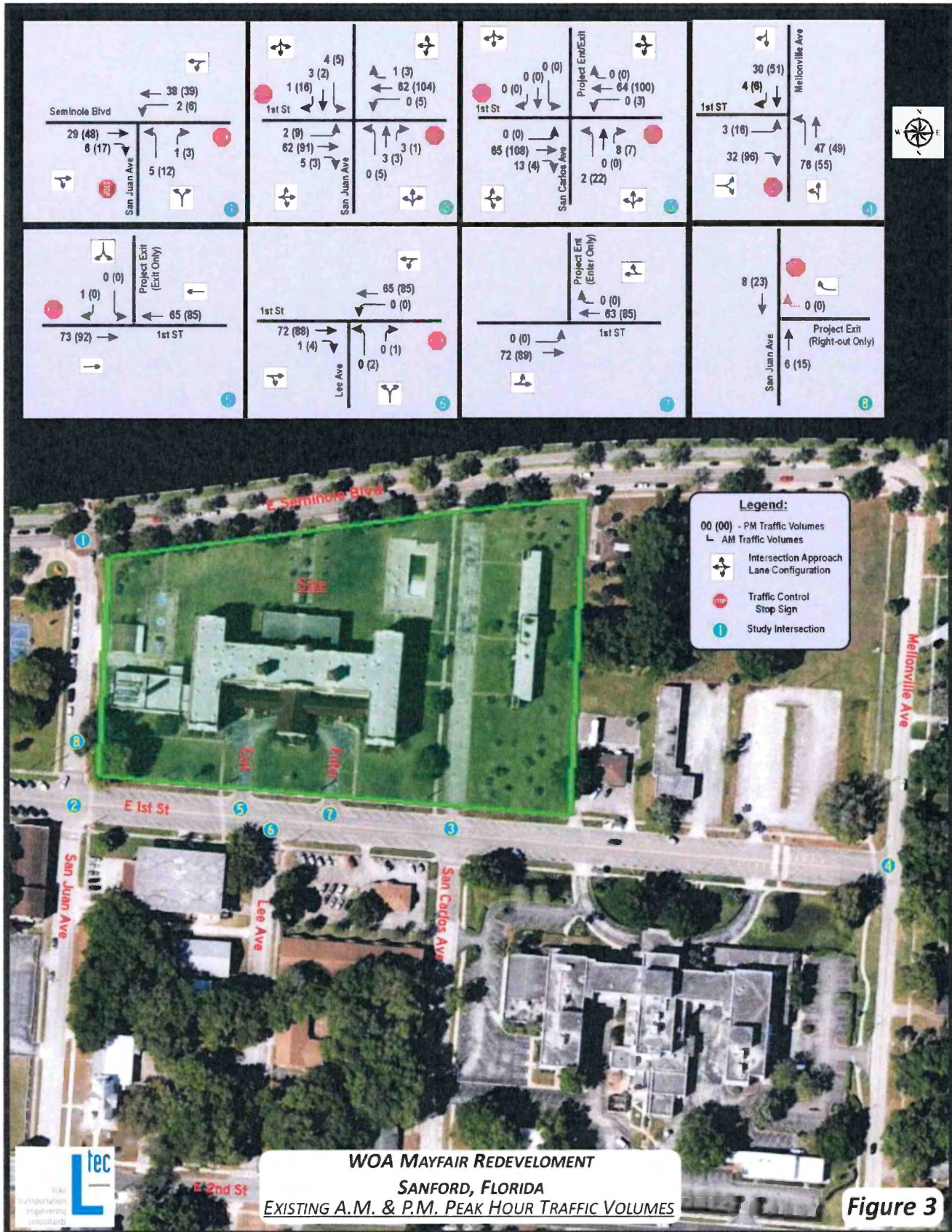
The A.M. and P.M. peak hour directional traffic volumes were taken from Thursday, April 17, 2025, intersection turning movement traffic counts collected at the existing study intersections.

Figure 3 shows the existing A.M. and P.M. peak hour traffic volumes at the study intersections. The study intersections were analyzed under existing conditions using the procedures of the *Highway Capacity Manual, 7th Edition* for unsignalized intersections. This analysis used existing traffic volumes and existing geometric conditions. **Table 3** includes the summary results of the existing intersection analysis. The analysis worksheets are included in **Appendix C**.

As can be seen, all the study intersections currently operate at satisfactory levels of service with short queue lengths.

Programmed Roadway Improvements

A review of the City of Sanford and Seminole County Transportation Improvement Plan did not show any programmed roadway improvement for the adjacent study roadways.



**TABLE 3
Study Intersections Existing (2025) Level of Service**

Approach / Movement	Lanes	Turn Lane Leng	Traffic Control	Control Delay (s) (sec/veh)	Lane V/C Ratio	Lane LOS	95th %ile Queue (Feet)	Control Delay (s) (sec/veh)	Lane V/C Ratio	Lane LOS	95th %ile Queue (Feet)
1 - East Seminole Boulevard (EB/WB) & San Juan Avenue (NB)											
A.M. Peak Hour						P.M. Peak Hour					
EB	Thru Right	1		7.1	0.011	A	0	7.3	0.089	A	8
WB	Left Thru	1		7.1	0.055	A	5	7.4	0.066	A	5
NB	Left Right	<		7.5	0.069	A	5	7.4	0.023	A	3
Intersection Summary				7.3		A		7.3		A	
2 - East 1st Street (EB/WB) & San Juan Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB	Left Thru Right	< 1 >	Free Flow	7.4	0.002	A	0	7.5	0.009	A	0
WB	Left Thru Right	< 1 >	Free Flow	0.0	0.000	A	0	7.5	0.005	A	0
NB	Left Thru Right	< 1 >		9.4	0.009	A	0	11.0	0.021	B	3
SB	Left Thru Right	< 1 >		9.7	0.013	A	0	9.8	0.043	A	3
3 - East 1st Street (EB/WB) & San Carlos Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB	Left Thru Right	< 1 >	Free Flow	0.0	0.000	A	0	0.0	0.000	A	0
WB	Left Thru Right	< 1 >	Free Flow	0.0	0.000	A	0	7.5	0.002	A	0
NB	Left Thru Right	< 1 >		9.0	0.016	A	0	10.0	0.044	B	3
SB	Left Thru Right	< 1 >		0.0	0.000	A	0	0.0	0.000	A	0
4 - East 1st Street (EB) & Mellonville Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB	Left Right	< >		9.0	0.051	A	0	9.4	0.131	A	13
NB	Left Thru	< 1	Free Flow	7.5	0.068	A	5	7.4	0.040	A	3
SB	Thru Right	1 >	Free Flow								
5 - East 1st Street (EB/WB) & Project Exit Only (SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB	Thru	1	Free Flow								
WB	Thru	1	Free Flow								
SB	Left Right	< >		8.7	0.001	A	0	0.0	0.000	A	0
6 - East 1st Street (EB/WB) & Lee Avenue (NB)											
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	< >		0.0	0.000	A	0	9.4	0.004	A	0
7 - East 1st Street (EB/WB) & Project Entrance Only											
A.M. Peak Hour						P.M. Peak Hour					
EB	Left Thru	< 1	Free Flow	0.0	0.000	A	0	0.0	0.000	A	0
WB	Thru Right	1 >	Free Flow								
SB		1	Enter Only								

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Proposed Development

The proposed redevelopment land use will consist of a total of 46 multi-family dwelling units and 28,000 square feet of single tenant office space. To determine the traffic impact of this development, an analysis of its trip generation characteristics was made. This included the determination of the increase in trips to be generated by the proposed development.

Trip Generation

The 11th Edition, *ITE Trip Generation Report* does not have a specific land use category for a low-rise (1-3 stories) residential building with ground floor office space like they do for low-rise residential with ground floor retail space (LUC 230). Therefore, the trip generation was calculated using the *ITE Trip Generation Report* data for low-rise (1-3 stories) multi-family dwelling units and single tenant office space as summarized in **Table 4**. The total unadjusted trip generation at build-out for this development is estimated to be 736 average weekday vehicle trip ends. Of this total, 82 vehicle trip ends will occur during the A.M. peak hour, and 96 vehicle trip ends will occur during the P.M. peak hour.

In order to account for on-site living/working interaction, the ratio between the ITE low-rise multi-family housing (LUC 220) and the low-rise residential with ground floor retail (LUC 230) was used to calculate the internal capture that will occur between the two proposed land uses: low-rise residential and office. Applying the estimated internal capture ratio, the total external trip generation at build-out for this development is estimated to be 415 average weekday vehicle trip ends. Of this total, 40 vehicle trip ends will occur during the A.M. peak hour with 28 trips entering and 12 trips exiting the development and 62 vehicle trip ends will occur during the P.M. peak hour with 16 trips entering and 46 trips exiting the development.

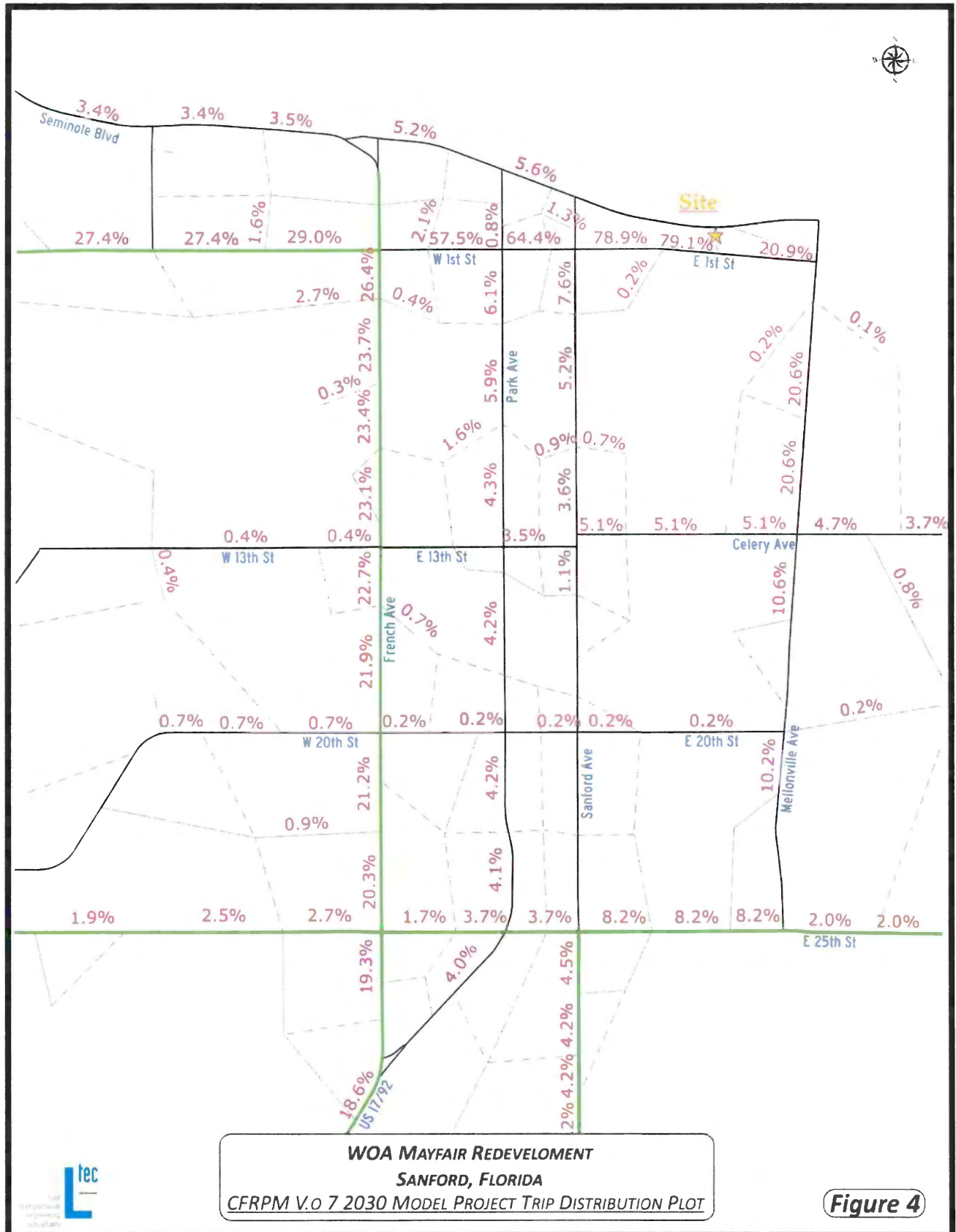
TABLE 4
Estimated Trip Generation (1)

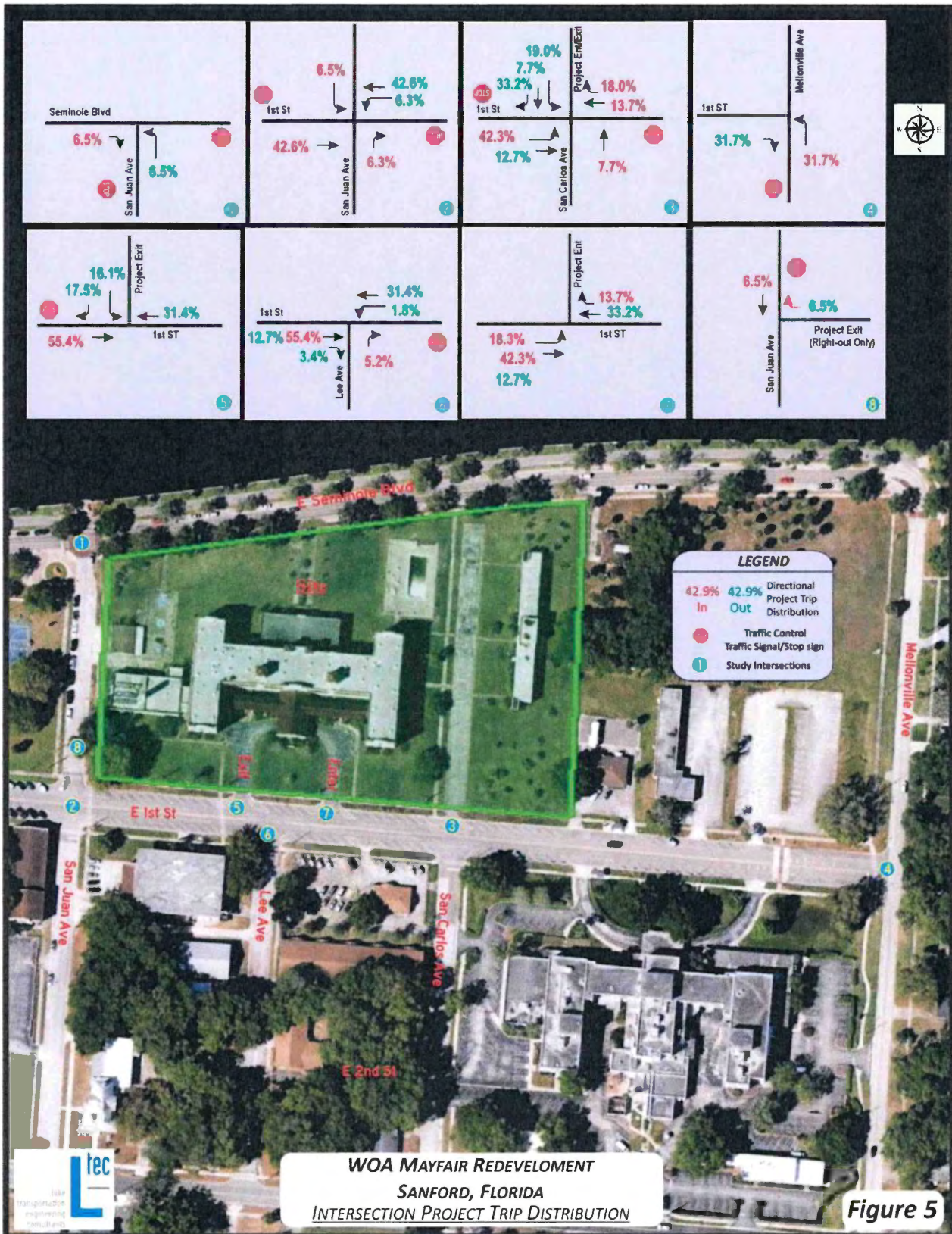
Estimated Trip Generation (2)																					
Land Use	Size	ITE Code (2)	Daily	Trip Generation Rates						Traffic Volumes											
				A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour							
				Total	Enter	Exit	Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit					
Multi-family (Low-Rise: 1-3 Stories)	46 DU	220 / E	8.047	0.807	0.194	0.613	0.877	0.553	0.324	370	37	9	28	40	25	15					
Single Tenant Office Building	28,000 SF	715 / R & E	13.070	1.616	1.438	0.178	2.002	0.300	1.702	366	45	40	5	56	8	48					
Total										736	82	49	33	96	33	63					
Land Use	Size	Internal Capture (3)			Internal Capture						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			
Multi-family (Low-Rise: 1-3 Stories)	46 DU	49.5%	56.8%	42.5%	183	21	5	16	17	11	6	187	16	4	12	23	14	9			
Single Tenant Office Building	28,000 SF	37.7%	46.7%	30.4%	138	21	16	5	17	6	11	228	24	24	0	39	2	37			
Total					43.6%	51.2%	35.4%	321	42	21	21	34	17	17	415	40	28	12	62	16	46
ITE Land Use Code 215 Daily: $T = 7.62 * (X) - 50.48$, Enter 50%/Exit 50% ($R^2 = 0.94$) A.M. Peak Hour: $T = 0.52 * (X) - 5.70$, Enter 25%/Exit 75% ($R^2 = 0.92$) P.M. Peak Hour: $T = 0.60 * (X) - 3.93$, Enter 59%/Exit 41% ($R^2 = 0.91$)					ITE Land Use Code 715 Weekday Daily: $(T) = 13.07 * (X)$, Enter 50%/Exit 50% ($R^2 = 0.53$) Weekday A.M. Peak Hour: $(T) = 1.89 * (X) - 7.67$, Enter 89%/Exit 11% ($R^2 = 0.84$) Weekday P.M. Peak Hour: $(T) = 1.72 * (X) + 7.89$, Enter 15%/Exit 85% ($R^2 = 0.85$)																
(1) Trip generation calculations from 11 th Edition of ITE Trip Generation Report (2) ITE Land Use Code Number / E = Fitted Curve Equation ($R^2 \geq 0.75$), R = Average Trip Rate or R & E = Daily & Peak Hour. Land Use Subcategory - LUC 220 - Not near rail. (3) Internal Percentage based on A.M. & P.M. ratio between ITE LUC 230 and ITE LUC 220 as described in the text. Individual land use percentage adjusted to balance internal trip calculation.																					
Low Rise W/Commercial	46 DU	230 / R	3.44	0.44	0.10	0.34	0.36	0.26	0.10	158	21	5	16	17	12	5					
Percent change due to internal capture											42.7%	56.8%	55.6%	57.1%	42.5%	48.0%	33.3%				

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

Project trip distribution and assignment of World Olivet Assembly Mayfair Redevelopment project traffic to the study roadways and study intersections was based upon an FSUTMS CFRPM 7.0 Model 2030 assignment. The model network included all planned and programmed roadways and improvements within the impact area. The socioeconomic data was updated to reflect the proposed development in a separate traffic zone. Subsequently, a selected zone assignment was performed to determine distribution of site trips in the impact area to the area roadways. **Figure 4** shows the model Project trip distribution on the model roadway segments. Using the model Project trip distribution and a review of existing travel patterns, the Project study intersections directional Project trip distribution was developed. **Figure 5** presents the Project trip distribution to the study intersections utilized in the analysis.





Projected Traffic Transportation Assessment

The Project trips generated by the proposed development were combined with background traffic and assigned to the study intersection. Background traffic was based upon a minimum 2% annual growth calculation or a historic annual trend growth rate (whichever yields a higher background growth result). See **Appendix D** for the historical traffic count Trend Growth Rate to Design Year 2026 worksheet. **Table 5** presents the 2026 background Daily and Peak Hour traffic volumes.

This analysis used existing traffic volumes plus growth traffic volumes and Project traffic volumes. Included in **Appendix D** are the projected 2026 intersection future traffic calculations by intersection movement. These worksheets include the existing traffic, background traffic, and Project trips by movement.

Roadway Analysis of Projected Traffic Conditions

An analysis of the Daily and peak hour traffic conditions was conducted to determine if adequate capacity was available on each study roadway segment. Each study roadway segment was analyzed by comparing its Daily and directional peak hour volume to the available capacity of the segment as shown in **Table 6**. Based upon this analysis, all of the study roadway segments continue operate at acceptable levels of service.

Intersection Analysis of Projected Traffic Conditions

To determine the projected Level of Service provided by the study intersections to be impacted by the proposed redevelopment, a capacity analysis was conducted utilizing the procedures of the *Highway Capacity Manual, 7th Edition* for the unsignalized study intersections. This analysis used projected 2026 Background traffic volumes plus projected Project traffic volumes (**Figure 6** shows the projected 2026 build-out A.M. peak hour traffic volumes and **Figure 7** shows the projected 2026 build-out P.M. peak hour traffic volumes) and existing geometric conditions. Printouts of the 2026 intersection analyses may be found in **Appendix E**. The projected intersection levels of service and delay, for each study intersection, are shown in **Table 7** for total traffic (Background plus Project) conditions.

As can be seen, based on projected traffic conditions (**Table 7**) all the study intersections will continue to operate at acceptable levels of service.

**TABLE 5
2026 Background Traffic Calculation**

Roadway Segments From To		Daily Traffic Volumes					Daily Growth Factor
		2,024 Existing (1)	2% Annual Growth (2)	Committed Trips (3)	Historical Trend (4)	Total Background (5)	
East Seminole Boulevard							
US 17-92	Sanford Ave	2,382	95	0	-82	2,477	1.04
Sanford Ave	N Mellonville Ave	2,382	95	0	-82	2,477	1.04
East 1st Street							
US 17-92	Park Ave	2,530	101	0	-87	2,631	1.04
Park Ave	Sanford Ave	2,270	91	0	-78	2,361	1.04
Sanford Ave	Project Ent	1,990	80	0	-69	2,070	1.04
Project Ent	N Mellonville Ave	1,920	77	0	-66	1,997	1.04
North Mellonville Avenue							
E Seminole Blvd	E 1 st St	4,936	197	0	1,364	6,300	1.28
E 1 st St	E 2 nd St	4,936	197	0	1,364	6,300	1.28
E 2 nd St	E 4 th St	4,936	197	0	1,364	6,300	1.28
San Juan Avenue							
E Seminole Blvd	E 1 st St	400	16	0	111	511	1.28

2026 A.M. Peak Hour Background Traffic Calculation

Roadway Segments		P.M. Peak Hour Traffic Volumes										Intersection Growth Factor	
		2025		2% Annual Growth (2)		Committed Trips (3)		Historical Trend (4)		Total Background (5)			
From	To	Existing (1)											
East Seminole Boulevard		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
US 17-92	Sanford Ave	35	43	1	1	0	0	0	0	36	44	1.03	1.02
Sanford Ave	N Mellonville Ave	30	40	1	1	0	0	0	0	31	41	1.03	1.03
East 1 st Street		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
US 17-92	Park Ave	69	63	2	1	0	0	-2	-2	71	64	1.03	1.02
Park Ave	Sanford Ave	71	64	2	1	0	0	-1	-1	73	65	1.03	1.02
Sanford Ave	Project Ent	73	65	2	1	0	0	-1	-1	75	66	1.03	1.02
Project Ent	N Mellonville Ave	35	80	1	2	0	0	0	-1	36	82	1.03	1.03
North Mellonville Avenue		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
E Seminole Blvd	E 1 st St	50	34	1	1	0	0	5	3	55	37	1.10	1.09
E 1st St	E 2 nd St	123	62	2	1	0	0	11	6	134	68	1.09	1.10
E 2nd St	E 4 th St	123	62	2	1	0	0	11	6	134	68	1.09	1.10
San Juan Avenue		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
E Seminole Blvd	E 1 st St	10	13	1	0	0	0	1	1	11	14	1.10	1.08

2026 P.M. Peak Hour Background Traffic Calculation

Roadway Segments		P.M. Peak Hour Traffic Volumes										Intersection Growth Factor	
		2025		2% Annual Growth (2)		Committed Trips (3)		Historical Trend (4)		Total Background (5)			
From	To	Existing (1)											
East Seminole Boulevard		<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>
US 17-92	Sanford Ave	65	51	1	1	0	0	-1	-1	66	52	1.02	1.02
Sanford Ave	N Mellonville Ave	51	45	1	1	0	0	-1	-1	52	46	1.02	1.02
East 1st Street		<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>
US 17-92	Park Ave	103	125	2	3	0	0	-3	-4	105	128	1.02	1.02
Park Ave	Sanford Ave	98	106	2	2	0	0	-1	-1	100	108	1.02	1.02
Sanford Ave	Project Ent	92	87	2	2	0	0	-1	-1	94	89	1.02	1.02
Project Ent	N Mellonville Ave	112	61	2	1	0	0	-1	-1	114	62	1.02	1.02
North Mellonville Avenue		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
E Seminole Blvd	E 1 st St	65	57	1	1	0	0	6	5	71	62	1.09	1.09
E 1st St	E 2 nd St	104	147	2	3	0	0	10	14	114	161	1.10	1.10
E 2nd St	E 4 th St	104	147	2	3	0	0	10	14	114	161	1.10	1.10
San Juan Avenue		<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>	<u>NB</u>	<u>SB</u>
E Seminole Blvd	E 1 st St	29	7	1	0	0	0	3	1	32	8	1.10	1.14

(1) From Table 2

(2) Minimum default 2% Annual Growth Rate (1.02 growth factor).

(3) Committed traffic from Seminole County December 22, 2022 E+C Summary.

(4) FDOT Historical Trends Worksheets (5 Year or 10 Year) 2026 Projection Growth Factor.

(5) Existing plus the maximum of 2% Annual Growth, Committed or Trends Analysis = Background traffic volumes.

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TABLE 6
Projected 2026 Study Roadways Parameters and Level Of Service

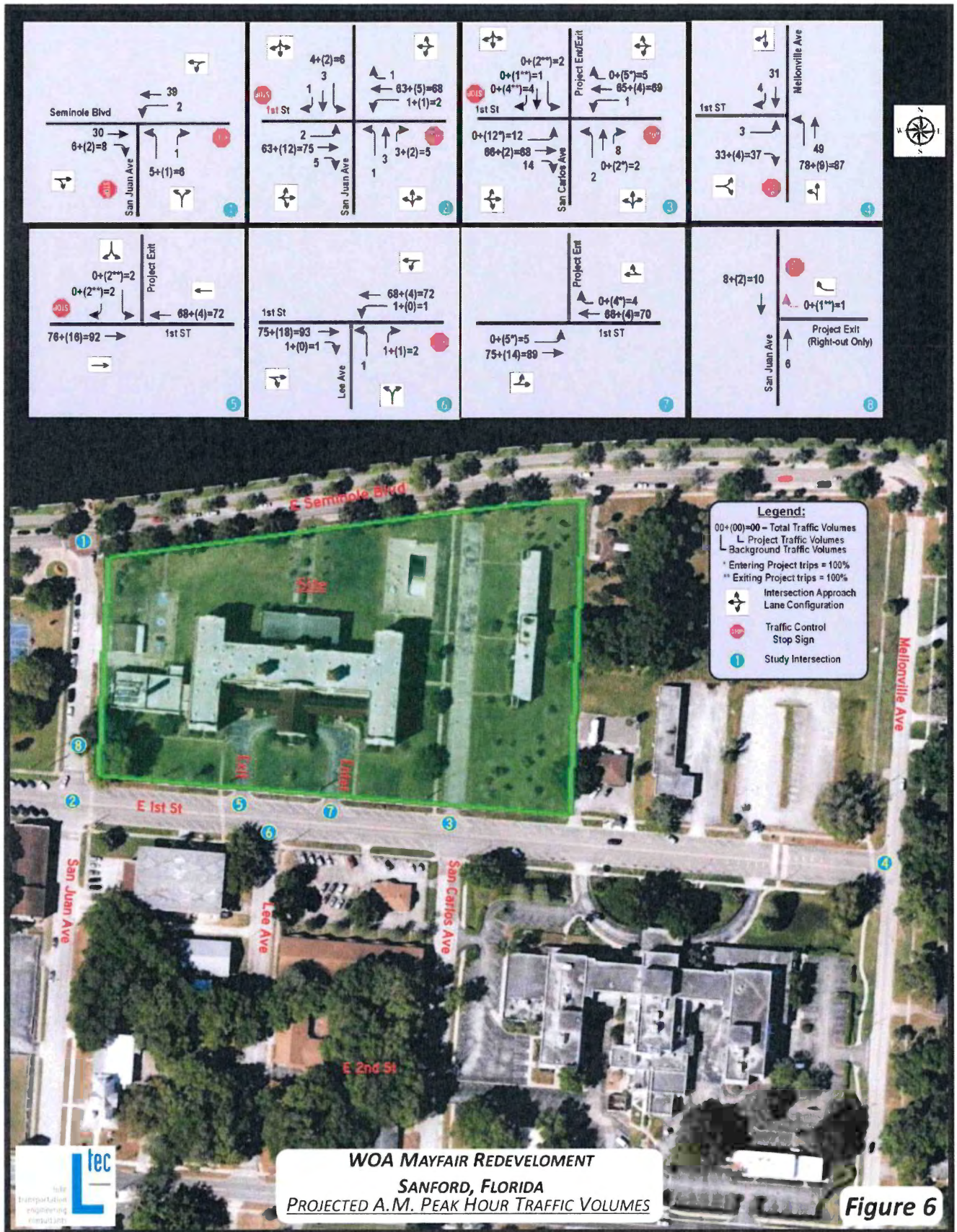
Roadway			# Of Lanes	Adopted		Generalized Service Volumes Thresholds (1)							
Segments		Roadway Class		LOS	Daily/PM Peak Direction Peak Hour								
From	To				B	Peak	C	Peak	D	Peak	E	Peak	
East Seminole Boulevard					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak	
US 17-92	Sanford Ave	2L	Local	D	*	*	*	*	17,600	870	24,000	1,190	
Sanford Ave	N Mellonville Ave	2L	Local	D	*	*	*	*	17,600	870	24,000	1,190	
East 1st Street					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak	
US 17-92	Park Ave	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030	
Park Ave	Sanford Ave	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030	
Sanford Ave	Project Ent	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030	
Project Ent	N Mellonville Ave	2L	Min Collector	D	*	*	*	*	16,000	790	20,800	1,030	
North Mellonville Avenue					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak	
E Seminole Blvd	E 1st St	2L	Maj Collector	D	*	*	*	*	17,600	870	24,000	1,190	
E 1st St	E 2nd St	2L	Maj Collector	D	*	*	*	*	17,600	870	24,000	1,190	
E 2nd St	E 4th St	2L	Maj Collector	D	*	*	*	*	17,600	870	24,000	1,190	
San Juan Avenue					Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak	
E Seminole Blvd	E 1st St	2L	Local	D	*	*	*	*	13,900	690	21,800	1,080	
Roadway Segments			2026 Projected Daily Traffic Conditions.								% Project Trips	Meets Adopted LOS	
		Background AADT			Project Traffic		Total						
From	To	Volumes (2)	LOS	V/C			Traffic	LOS	V/C				
East Seminole Boulevard													
US 17-92	Sanford Ave	2,477	D	0.10	23		2,500	D	0.10	0.1%	Yes		
Sanford Ave	N Mellonville Ave	2,477	D	0.10	0		2,477	D	0.10	0.0%	Yes		
East 1st Street													
US 17-92	Park Ave	2,631	D	0.13	246		2,877	D	0.14	1.2%	Yes		
Park Ave	Sanford Ave	2,361	D	0.11	273		2,634	D	0.13	1.3%	Yes		
Sanford Ave	Project Ent	2,070	D	0.10	328		2,398	D	0.12	1.6%	Yes		
Project Ent	N Mellonville Ave	1,997	D	0.10	87		2,084	D	0.10	0.4%	Yes		
North Mellonville Avenue													
E Seminole Blvd	E 1st St	6,300	D	0.26	0		6,300	D	0.26	0.0%	Yes		
E 1st St	E 2nd St	6,300	D	0.26	87		6,387	D	0.27	0.4%	Yes		
E 2nd St	E 4th St	6,300	D	0.26	85		6,385	D	0.27	0.4%	Yes		
San Juan Avenue													
E Seminole Blvd	E 1st St	511	D	0.02	23		534	D	0.02	0.1%	Yes		
Roadway Segments			2026 A.M. Peak Hour Traffic Conditions								% Project Trips	Meets Adopted LOS	
		Background			Project Traffic		Total						
From	To	Traffic (2)	LOS	V/C			Traffic	LOS	V/C				
East Seminole Boulevard			EB WB			EB WB	EB WB						
US 17-92	Sanford Ave	36 44	D	0.05	2 1		38 45	D	0.03	0.2%	Yes		
Sanford Ave	N Mellonville Ave	31 41	D	0.05	0 0		31 41	D	0.03	0.0%	Yes		
East 1st Street			EB WB			EB WB	EB WB						
US 17-92	Park Ave	71 64	D	0.09	17 7		88 71	D	0.09	1.7%	Yes		
Park Ave	Sanford Ave	73 65	D	0.09	18 8		91 73	D	0.09	1.7%	Yes		
Sanford Ave	Project Ent	75 66	D	0.09	22 9		97 75	D	0.09	2.1%	Yes		
Project Ent	N Mellonville Ave	36 82	D	0.10	6 3		42 85	D	0.04	0.6%	Yes		
North Mellonville Avenue			EB WB			EB WB	EB WB						
E Seminole Blvd	E 1st St	55 37	D	0.06	0 0		55 37	D	0.05	0.0%	Yes		
E 1st St	E 2nd St	134 68	D	0.15	6 3		140 71	D	0.12	0.5%	Yes		
E 2nd St	E 4th St	134 68	D	0.15	6 2		140 70	D	0.12	0.5%	Yes		
San Juan Avenue			EB WB			EB WB	EB WB						
E Seminole Blvd	E 1st St	11 14	D	0.02	2 1		13 15	D	0.01	0.2%	Yes		
Roadway Segments			2026 P.M. Peak Hour Traffic Conditions								% Project Trips	Meets Adopted LOS	
		Background			Project Traffic		Total						
From	To	Traffic (2)	LOS	V/C			Traffic	LOS	V/C				
East Seminole Boulevard			EB WB			EB WB	EB WB						
US 17-92	Sanford Ave	66 52	D	0.08	3 1		69 53	D	0.06	0.3%	Yes		
Sanford Ave	N Mellonville Ave	52 46	D	0.06	0 0		52 46	D	0.04	0.0%	Yes		
East 1st Street			EB WB			EB WB	EB WB						
US 17-92	Park Ave	105 128	D	0.16	37 9		142 137	D	0.14	3.6%	Yes		
Park Ave	Sanford Ave	100 108	D	0.14	41 11		141 119	D	0.14	4.0%	Yes		
Sanford Ave	Project Ent	94 89	D	0.12	49 13		143 102	D	0.14	4.8%	Yes		
Project Ent	N Mellonville Ave	114 62	D	0.14	13 3		127 65	D	0.12	1.3%	Yes		
North Mellonville Avenue			EB WB			EB WB	EB WB						
E Seminole Blvd	E 1st St	71 62	D	0.08	0 0		71 62	D	0.06	0.0%	Yes		
E 1st St	E 2nd St	114 161	D	0.19	13 3		127 164	D	0.11	1.1%	Yes		
E 2nd St	E 4th St	114 161	D	0.19	13 3		127 164	D	0.11	1.1%	Yes		
San Juan Avenue			EB WB			EB WB	EB WB						
E Seminole Blvd	E 1st St	32 8	D	0.05	3 1		35 9	D	0.03	0.3%	Yes		

(1) Roadway Classification and Adopted LOS from City of Sanford Comprehensive Plan.

Service Volumes from FDOT 2023 Quality/Level of Service Handbook. * Service volume cannot be achieved using input value defaults.

(2) From Table 5.

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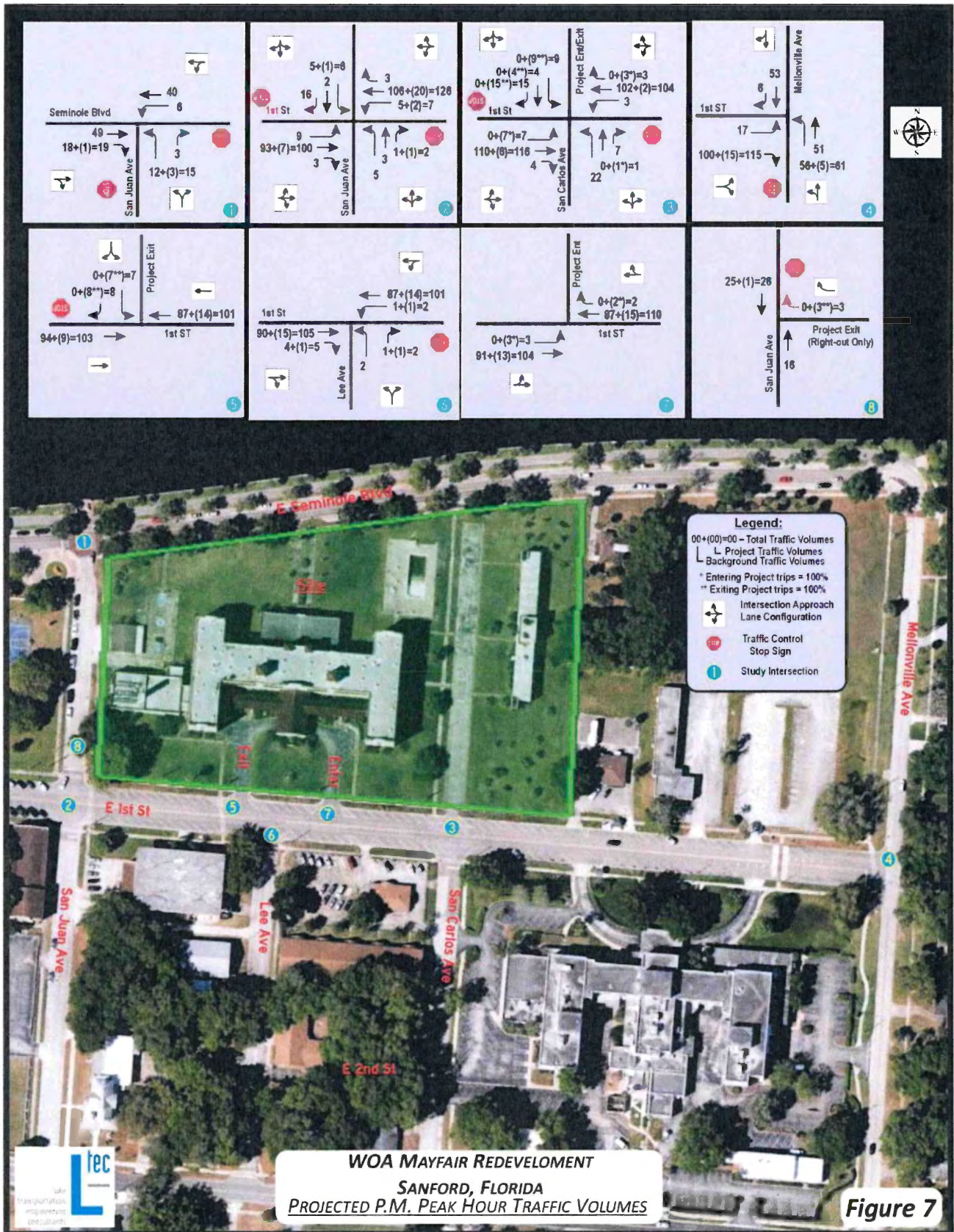


TABLE 7
Projected 2026 Study Intersections Level of Service

Approach / Movement	Lanes	Turn Lane Length	Traffic Control	Control Delay (s) (sec/veh)	Lane V/C Ratio	Lane LOS	95th %ile Queue (Feet)	Control Delay (s) (sec/veh)	Lane V/C Ratio	Lane LOS	95th %ile Queue (Feet)
1 - East Seminole Boulevard (EB/WB) & San Juan Avenue (NB)											
A.M. Peak Hour						P.M. Peak Hour					
EB Thru Right	1	>		7.1	0.060	A	5	7.3	0.094	A	8
WB Left Thru	1	<		7.3	0.067	A	5	7.4	0.067	A	5
NB Left Right	<	>		7.3	0.012	A	0	7.4	0.028	A	3
Intersection Summary				7.2		A		7.3		A	
2 - East 1st Street (EB/WB) & San Juan Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB Left Thru Right	<	>	Free Flow	7.4	0.002	A	0	7.6	0.009	A	0
WB Left Thru Right	<	>	Free Flow	7.4	0.002	A	0	7.6	0.007	A	0
NB Left Thru Right	<	>		9.4	0.014	A	0	11.2	0.024	B	3
SB Left Thru Right	<	>		9.9	0.017	A	3	10.2	0.048	B	5
3 - East 1st Street (EB/WB) & San Carlos Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB Left Thru Right	<	>	Free Flow	7.5	0.012	A	0	7.5	0.005	A	0
WB Left Thru Right	<	>	Free Flow	7.5	0.001	A	0	7.5	0.002	A	0
NB Left Thru Right	<	>		9.5	0.021	A	3	10.4	0.049	B	5
SB Left Thru Right	<	>		9.5	0.013	A	0	9.8	0.041	A	3
4 - East 1st Street (EB) & Mellonville Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB Left Right	<	>		9.0	0.058	A	5	9.5	0.155	A	13
NB Left Thru	<	>	Free Flow	7.5	0.078	A	8	7.5	0.044	A	3
SB Thru Right	>	>	Free Flow								
5 - East 1st Street (EB/WB) & Project Exit Only (SB)											
A.M. Peak Hour						P.M. Peak Hour					
EB Thru	1		Free Flow								
WB Thru	1		Free Flow								
SB Left Right	<	>		9.2	0.006	A	0	9.4	0.021	A	0
6 - East 1st Street (EB/WB) & Lee Avenue (NB)											
A.M. Peak Hour						P.M. Peak Hour					
EB Thru Right	1	>	Free Flow								
WB Left Thru	<	>	Free Flow	7.5	0.001	A	0	7.5	0.002	A	0
NB Left Right	<	>		9.2	0.005	A	0	9.4	0.006	A	0
7 - East 1st Street (EB/WB) & Project Entrance Only											
A.M. Peak Hour						P.M. Peak Hour					
EB Left Thru	<	>	Free Flow	7.4	0.005	A	0	7.5	0.002	A	0
WB Thru Right	>	>	Free Flow								
SB	1		Enter Only								
8 - Project Exit Only (WB) & San Juan Avenue (NB/SB)											
A.M. Peak Hour						P.M. Peak Hour					
NB Thru	1		Free Flow								
SB Thru	1		Free Flow								
WB Right	1			8.3	0.001	A	0	8.4	0.003	A	0

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Auxiliary Turn Lanes

An evaluation was conducted to determine if projected traffic volumes at the World Olivet Assembly Mayfair Redevelopment Project entrance on East 1st Street would meet the minimum requirements for an auxiliary eastbound left-turn lane or westbound right-turn lane. Procedures documented in the *National Cooperative Highway Research Program (NCHRP) Report 457* were used to evaluate the need for the auxiliary turn lanes at the Project Entrance.

As documented in this report, the projected A.M. and P.M. peak hour access driveway (Intersection #3 and Intersection #7) traffic volumes **do not** meet the recommended minimum threshold traffic volume for an auxiliary eastbound left-turn lane or westbound right-turn lane on East 1st Street. See **Appendix F** for the auxiliary A.M. and P.M. peak hour turn lane worksheets.

Multimodal Analysis

The existing site has an existing sidewalk along all four boundaries of the redevelopment site. The four roadways which border the redevelopment site are all two-lane roadways with on-street parking.

Existing pedestrian crosswalks are provided on all four approaches to the study intersection of East Seminole Boulevard and San Juan Avenue (Intersection #1). The intersection of East 1st Street and San Juan Avenue (Intersection #2) has pedestrian crosswalks on three approaches, northbound, southbound and westbound. The intersection of East 1st Street and Mellonville Avenue (Intersection #4) has a pedestrian crosswalk on the eastbound approach. A pedestrian crosswalk is provided on the eastbound approach for the intersection of East 1st Street and Project Exit only (Intersection #5).

Currently LYNX route 46E travels along East 1st Street adjacent to the proposed World Olivet Assembly Mayfair Redevelopment Project entrance on East 1st Street. A copy of Route 46E is included in **Appendix G**.

Study Conclusions

This study was conducted to evaluate existing and future traffic conditions in the vicinity of the World Olivet Assembly Mayfair Redevelopment Project proposed development on East 1st Street in Sanford. The build-out of the redevelopment is expected to occur by the end of 2026.

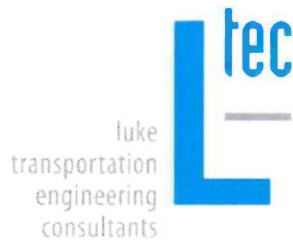
The proposed redevelopment land use will consist of a total of 46 multi-family dwelling units and 28,000 square feet of single tenant office space.

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

- The new trips to be generated by the proposed development were estimated to be 415 daily vehicle trips, 40 A.M peak hour vehicle trips and 62 P.M. peak hour vehicle trips.
- Based upon this analysis, all of the study roadway segments currently operate at acceptable levels of service.
- Based upon this analysis, all of the study intersections are currently operating at an acceptable level of service.
- Based upon this analysis, at build-out of the proposed redevelopment in 2026, all of the study roadway segments are projected to continue to operate at acceptable levels of service.
- Based upon this analysis, at build-out of the proposed redevelopment in 2026, all of the study intersections are projected to continue to operate at acceptable levels of service.
- As documented in this report, the projected A.M. and P.M. peak hour access driveway traffic volumes for Intersection #3 and Intersection #7 **do not** meet the recommended minimum threshold traffic volume for an auxiliary eastbound left-turn turn lane or westbound right-turn lane on East 1st Street.

APPENDICES

Appendix A – Study Methodology



transportation engineering + planning



MEMORANDUM

TO: Eileen Hinson, AICP, Planning Director via: Eileen.Hinson@Sanfordfl.gov
FROM: Joseph T. Roviato
DATE: April 8, 2025
RE: Mayfair Building Redevelopment, Sanford, Florida
Traffic Impact Analysis Methodology (LTEC Nº 25-0901)

The following is an outline of the traffic impact analysis methodology for the proposed Mayfair Building Redevelopment in Sanford, Florida. The development site is located at 1000 East 1st Street, Sanford, Florida, 32771. The parcel identification number is:

- o Parcel # 30-19-31-507-0E00-0000.

The project site location and the surrounding area are shown in **Figure 1**.

1. Proposed Development

The proposed redevelopment of the existing building is to provide residential units for missionary trainees who will reside on the property for periods of three (3) to six (6) months. Additionally, long-term residents and staff will also live and work on-site. The ground floor will consist of the office/training space for the staff and missionary trainees. The residential portion of the building will consist of 46 multi-family dwelling units on the upper two floors. The ground floor will consist of 28,000 square feet of single tenant office space. The Project build-out is projected by the end of 2027.

2. Site Access

Current access for the site is a one-way circular enter/exit connection driveway onto East 1st Street. Two access driveways are also located on San Juan Avenue. ON-street parking is provided on all four sides of the existing redevelopment parcel. **Figure 2** is an aerial of the site showing the access connection locations and on-street parking.

3. Trip Generation

The 11th Edition, **ITE Trip Generation Report** does not have a specific land use category for a low-rise (1-3 stories) residential building with ground floor office space like they do for low-rise residential with ground floor retail space (LUC 230).

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Therefore, the trip generation was calculated using the **ITE Trip Generation Report** data for low-rise (1-3 stories) multi-family dwelling units and single tenant office space as summarized in **Table 1**. The total unadjusted trip generation at build-out for this development is estimated to be 736 average weekday vehicle trip ends. Of this total, 82 vehicle trip ends will occur during the A.M. peak hour and 96 vehicle trip ends will occur during the P.M. peak hour.

In order to account for on-site living/working interaction, the ratio between the ITE low-rise multi-family housing (LUC 220) and the low-rise residential with ground floor retail (LUC 230) was used to calculate the internal capture that will occur between the two proposed land uses: low-rise residential and office. Applying the estimated internal capture ratio, The total external trip generation at build-out for this development is estimated to be 415 average weekday vehicle trip ends. Of this total, 40 vehicle trip ends will occur during the A.M. peak hour with 28 trips entering and 12 trips exiting the development and 62 vehicle trip ends will occur during the P.M. peak hour with 16 trips entering and 46 trips exiting the development.

Based on the estimated traffic volume, the analysis will analyze the roadways and the study intersections for both the A.M. and P.M. peak hours.

4. Trip Distribution/Assignment

Project trip distribution for the Marquette Avenue Mixed-Use Development site will be based on a 2030 Cost Feasible CFRPM V 7 model assignment and the observed turning movement patterns at the adjacent intersections. A plot of the model Project trip distribution is shown in **Figure 3**.

5. Study Roadways and Study Intersections

Based upon the City of Sanford transportation study methodology the impact area will consist of collector and arterial roadways impacted by Project trips that are equal to or greater than 10% of the adopted LOS capacity of the study roadway or impacted by 500 daily Project trips. **Table 2** was developed to show the Project impact area based on 10% of the adopted level of service (LOS) peak hour peak direction service volume threshold and the number of daily trips. **Table 2** lists the roads adjacent to the study site and within the potential impact area. This table also lists the number of lanes, the adopted LOS standard, adopted service volume, 10% threshold volume, Project trip distribution based on the above CFRPM V 7 model assignment, Project trip volume for each roadway segment and a determination of significance. Based on the minimum 10% criteria or 500 daily trips threshold and the proposed Project trip distribution, the study roadways will be as follows:

- East Seminole Boulevard,
- East 1st Street,
- North Mellonville Avenue, and
- San Juan Avenue.

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A.M. and P.M. peak hour turning movement traffic counts will be conducted at the following intersections:

- East Seminole Boulevard and San Juan Avenue (Intersection #1),
- East 1st Street and San Juan Avenue (Intersection #2),
- East 1st Street and San Carlos Avenue (Intersection #3),
- East 1st Street and North Mellonville Avenue (Intersection #4), and
- East 1st Street and Lee Avenue/Project Entrance (Intersection #5).

6. Trip Distribution/Assignment

- Assessments for the Existing (2025) condition and Project's build-out (2027) condition will be provided.
- Background traffic will be based upon a 2% annual growth calculation or a historic annual trend growth rate (whichever yields a higher background growth result). At a minimum, the annual growth rate shall be 2%.
- Combine project traffic with background traffic to obtain total traffic flows.
- Project traffic assignment for the study roadways will be provided for the **A.M.** and **P.M.** peak hours.
- Intersection analysis to be performed using Synchro 12 software applying the *7th Edition Highway Capacity Manual* intersection analysis procedures for the **A.M.** and **P.M.** peak hours for all study intersections.
- Analysis will include an assessment of the need for auxiliary turn lanes at the Project entrances.
- An evaluation of alternative modes available within the study area will be included.

7. Traffic Report

Prepare traffic report summarizing study procedures, analyses and recommendations per the City of Sanford traffic impact analysis procedures. A signed and sealed pdf copy of the completed traffic study will be submitted to the City.

Subject to the City staff's approval of this proposed methodology, the analysis will be initiated. Please contact our office if you have any questions or comments.

CC:

J. Anthony Luke, PE
Prince Bates, P.E., CFM
Michael Cash

via: tony@ltec-fl.com
via: Prince.Bates@Sanfordfl.gov
via: Michael.Cash@Sanfordfl.gov

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TABLE 1
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
Multi-family (Low-Rise: 1-3 Stories)	46 DU	220 / E	8,047	0.807	0.194	0.613	0.877	0.553	0.324	370	37	9	28	40
Single Tenant Office Building	28,000 SF	715 / R & E	13,070	1.616	1.438	0.178	2,002	0.300	1,702	366	45	40	5	56
Total			736	82	49	33	96	33	63					

Land Use	Size	Internal Capture (3)	Internal Capture						External Trips (4)					
			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
Multi-family (Low-Rise: 1-3 Stories)	46 DU	49.5%	56.8%	42.5%	183	21	5	16	17	11	6	187	16	4
Single Tenant Office Building	28,000 SF	37.7%	46.7%	30.4%	138	21	16	5	17	6	11	228	24	24
Total			43.6%	51.3%	321	42	21	21	34	17	17	415	40	28

ITE Land Use Code 215
Daily: $T = 7.62 * (X)^{-0.56}$, Enter 50%/Exit 50% ($R^2 = 0.94$)
A.M. Peak Hour: $T = 0.52 * (X)^{-0.57}$, Enter 25%/Exit 75% ($R^2 = 0.92$)
P.M. Peak Hour: $T = 0.60 * (X)^{-0.57}$, Enter 30%/Exit 41% ($R^2 = 0.91$)

ITE Land Use Code 715
Weekly Daily: $(T) = 13.07 * (X)^{-0.57}$, Enter 50%/Exit 50% ($R^2 = 0.52$)
Weekly A.M. Peak Hour: $(T) = 1.89 * (X)^{-0.62}$, Enter 80%/Exit 11% ($R^2 = 0.84$)
Weekly P.M. Peak Hour: $(T) = 1.72 * (X)^{-0.59}$, Enter 15%/Exit 85% ($R^2 = 0.85$)

(1) Trip generation calculations from ITE Trip Generation Report.
(2) ITE Land Use Code Number; E = Platted Curve Equation ($R^2 \geq 0.70$), R = Average Trip Rate or R & E = Daily & Peak Hour.
Land Use Subcategory - LUC 220 - Not near rail.
(3) Internal Percentage based on A.M. & P.M. ratio between ITE LUC 210 and ITE LUC 220 as described in the text.
Individual land use percentage adjusted to balance internal trip calculation.

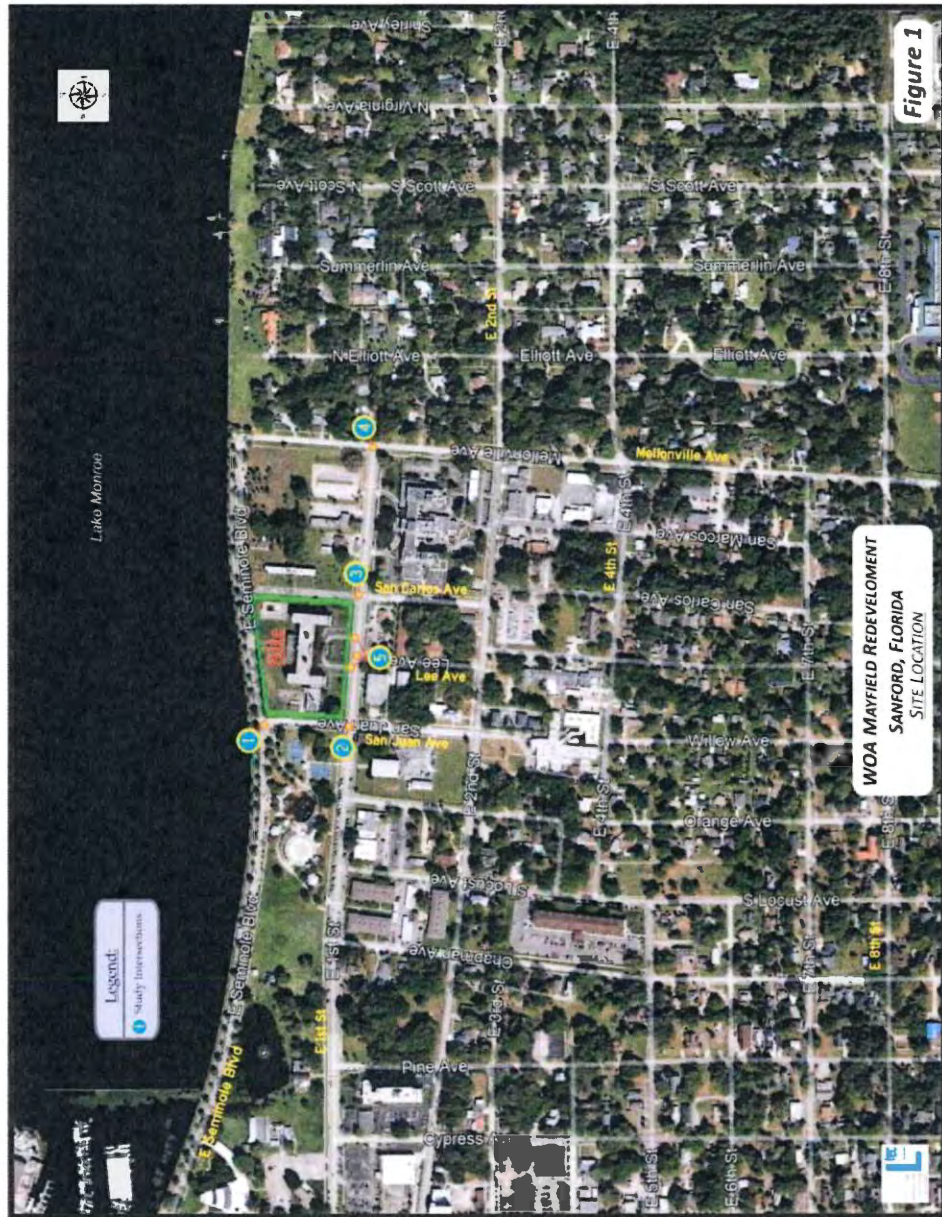
Low Rise W/Commercial	46 DU	230 / R	3.44	0.44	0.10	0.34	0.36	0.26	0.10	158	21	5	16	17
											Percent change due to internal capture			
											42.7%			
											56.8%			
											55.6%			
											57.1%			
											42.5%			
											48.0%			
											33.3%			

(4) Total Traffic Volumes minus Internal Capture Trips = External Trips
Luke Transportation Engineering Consultants, Inc., 2025

TABLE 2
Potential Study Impact Area Determination

Roadway Segments	# Of Lanes	Adopted Roadway (1)		10% of Adopted		Project Trips			Project Trips		
		Class	LOS	Cap.	LOS	Distribution	Daily	P.M. Pk Hour	% of LOS Std	10% / >500	Sig 7
East Seminole Boulevard											
US 17-92	2L	Local	D	870	87.0	5.6%	23	3	0.34%	No	
Sanford Ave	2L	Local	D	870	87.0	0.0%	0	0	0.00%	No	
East 1st Street											
US 17-92	2L	Min Collector	D	790	79.0	59.2%	246	37	4.68%	No	
Park Ave	2L	Min Collector	D	790	79.0	65.7%	273	41	5.19%	No	
Sanford Ave	2L	Min Collector	D	790	79.0	79.1%	328	49	6.20%	No	
Project Ent	2L	Min Collector	D	790	79.0	20.9%	87	13	1.65%	No	
North Mellonville Avenue											
E Seminole Blvd	2L	Major Collector	D	870	87.0	0.0%	0	0	0.00%	No	
E 1 st St	2L	Major Collector	D	870	87.0	20.9%	87	13	1.49%	No	
E 2 nd St	2L	Major Collector	D	870	87.0	20.6%	85	13	1.49%	No	
San Juan Avenue											
E Seminole Blvd	2L	Local	D	690	69.0	5.6%	23	3	0.43%	No	

(1) Roadway Classification and Adopted LOS from City of Sanford Comprehensive Plan.
Service Volumes from FDOT 2023 Multimodal Quality/Level of Service Handbook.
Luke Transportation Engineering Consultants, Inc., 2025

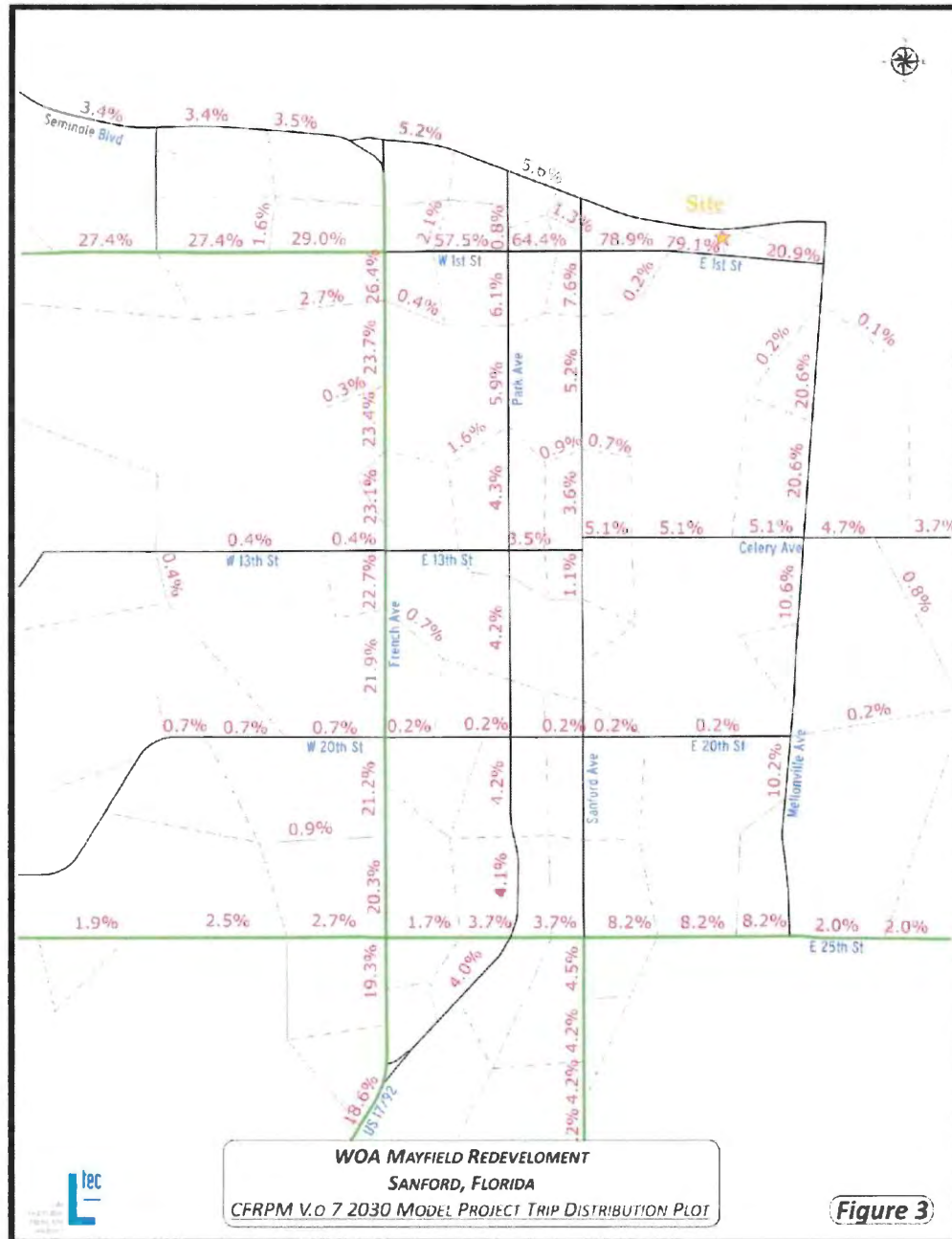




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{mailing address} po box 941556 maitland florida 32794-1556 • 29 east pine street orlando florida 32801 {phone} 407 423 8055 {fax} 407 423 8022

Luke Transportation Engineering Consultants



25-0901 Mayfair Building Redevelopment TIA Methodology April 8, 2025

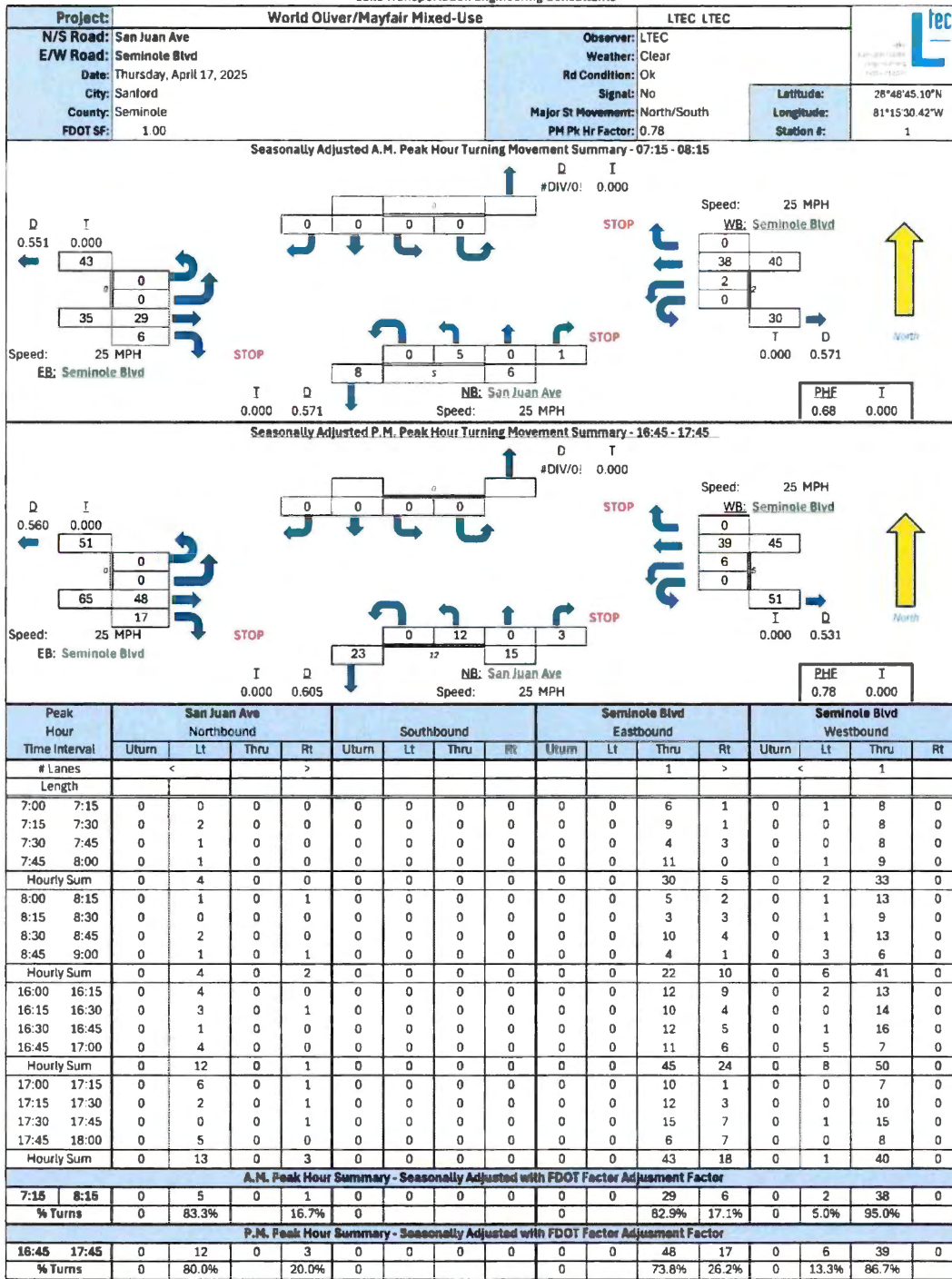
Page 7 of 7

[mailing address] po box 941556 maitland florida 32794-1556 • 29 east pine street orlando florida 32801 [phone] 407 423 8055 [fax] 407 423 8022

Appendix B – Traffic Count Data

Summary of Vehicle Movements

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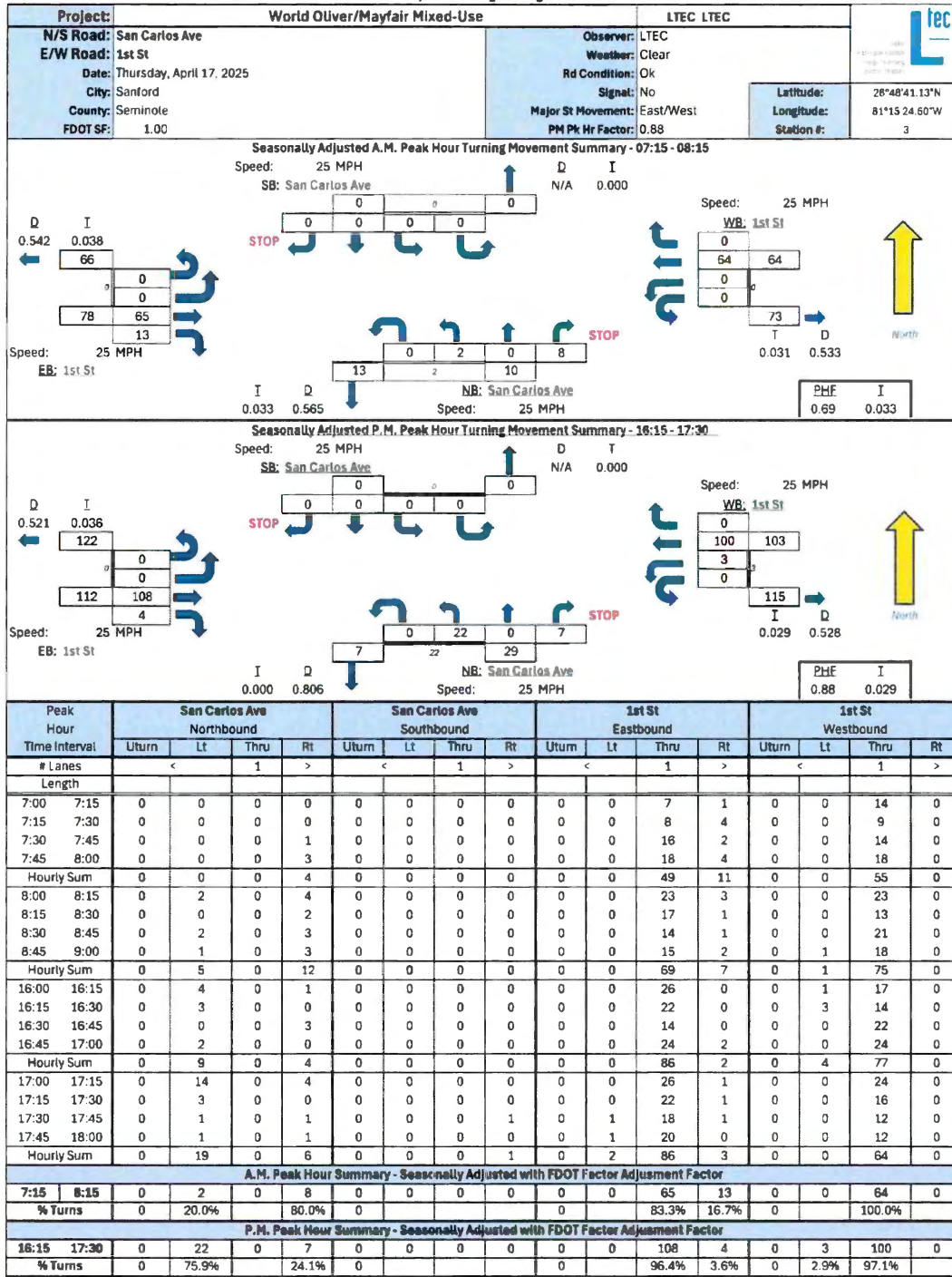
Luke Transportation Engineering Consultants, 2025

Luke Transportation Engineering Consultants

Luke Transportation Engineering Consultants, 2025

Summary of Vehicle Movements

Luke Transportation Engineering Consultants



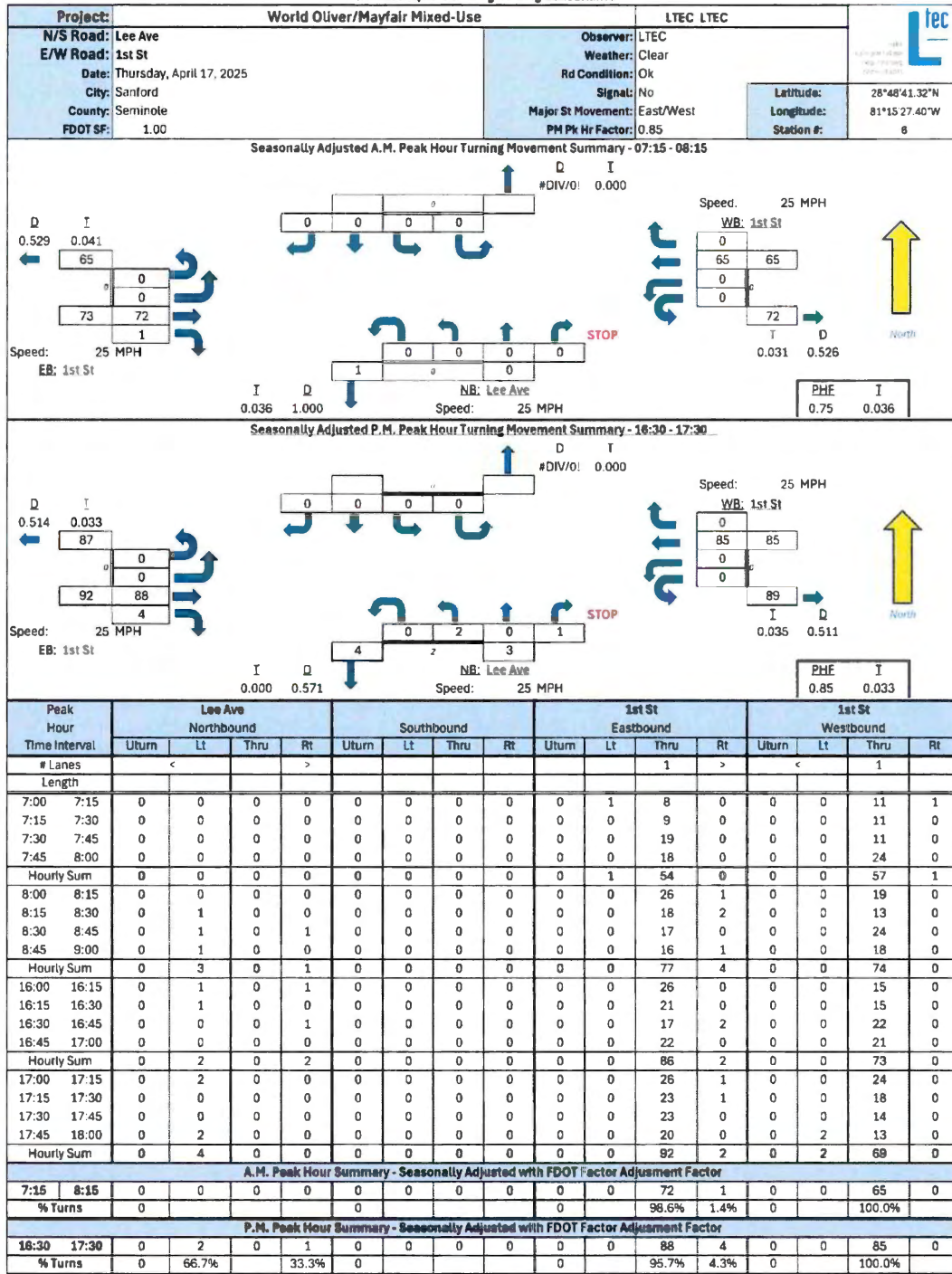
Luke Transportation Engineering Consultants, 2025

Luke Transportation Engineering Consultants

Luke Transportation Engineering Consultants, 2025

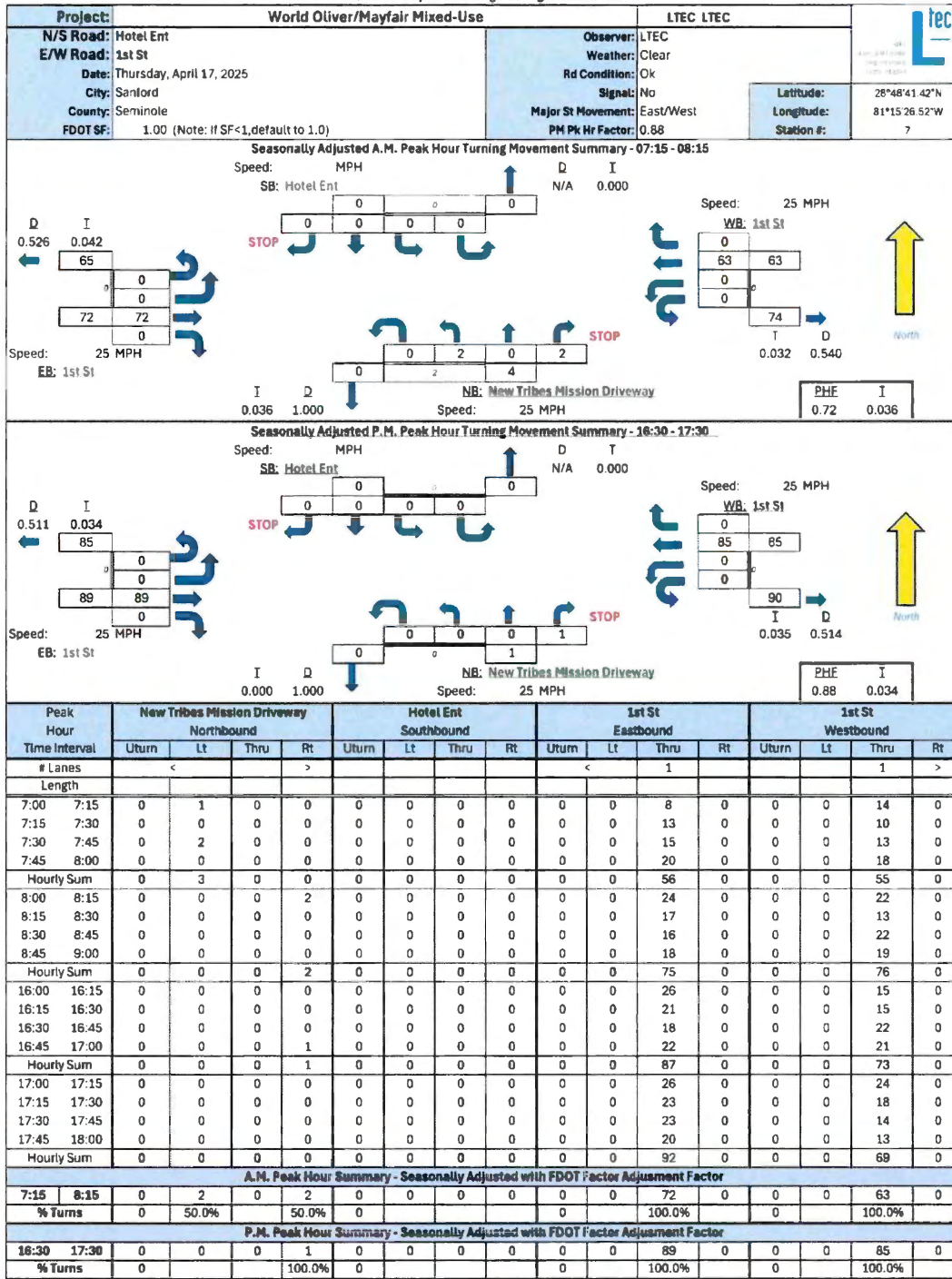
Summary of Vehicle Movements

Luke Transportation Engineering Consultants



Summary of Vehicle Movements

Luke Transportation Engineering Consultants



Luke Transportation Engineering Consultants, 2025

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7700 SEMINOLE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2024 - 01/06/2024	1.02	1.06
2	01/07/2024 - 01/13/2024	1.03	1.07
3	01/14/2024 - 01/20/2024	1.04	1.08
4	01/21/2024 - 01/27/2024	1.02	1.06
5	01/28/2024 - 02/03/2024	1.00	1.04
6	02/04/2024 - 02/10/2024	0.99	1.03
7	02/11/2024 - 02/17/2024	0.97	1.01
* 8	02/18/2024 - 02/24/2024	0.97	1.01
* 9	02/25/2024 - 03/02/2024	0.97	1.01
*10	03/03/2024 - 03/09/2024	0.96	1.00
*11	03/10/2024 - 03/16/2024	0.96	1.00
*12	03/17/2024 - 03/23/2024	0.96	1.00
*13	03/24/2024 - 03/30/2024	0.96	1.00
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.96	1.00
*18	04/28/2024 - 05/04/2024	0.96	1.00
*19	05/05/2024 - 05/11/2024	0.97	1.01
*20	05/12/2024 - 05/18/2024	0.97	1.01
21	05/19/2024 - 05/25/2024	0.98	1.02
22	05/26/2024 - 06/01/2024	0.99	1.03
23	06/02/2024 - 06/08/2024	1.00	1.04
24	06/09/2024 - 06/15/2024	1.01	1.05
25	06/16/2024 - 06/22/2024	1.01	1.05
26	06/23/2024 - 06/29/2024	1.01	1.05
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.02	1.06
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.02	1.06
31	07/28/2024 - 08/03/2024	1.01	1.05
32	08/04/2024 - 08/10/2024	1.01	1.05
33	08/11/2024 - 08/17/2024	1.00	1.04
34	08/18/2024 - 08/24/2024	1.00	1.04
35	08/25/2024 - 08/31/2024	1.01	1.05
36	09/01/2024 - 09/07/2024	1.01	1.05
37	09/08/2024 - 09/14/2024	1.01	1.05
38	09/15/2024 - 09/21/2024	1.02	1.06
39	09/22/2024 - 09/28/2024	1.02	1.06
40	09/29/2024 - 10/05/2024	1.02	1.06
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.03	1.07
43	10/20/2024 - 10/26/2024	1.04	1.08
44	10/27/2024 - 11/02/2024	1.06	1.10
45	11/03/2024 - 11/09/2024	1.08	1.13
46	11/10/2024 - 11/16/2024	1.10	1.15
47	11/17/2024 - 11/23/2024	1.08	1.13
48	11/24/2024 - 11/30/2024	1.07	1.11
49	12/01/2024 - 12/07/2024	1.05	1.09
50	12/08/2024 - 12/14/2024	1.04	1.08
51	12/15/2024 - 12/21/2024	1.02	1.06
52	12/22/2024 - 12/28/2024	1.03	1.07
53	12/29/2024 - 12/31/2024	1.04	1.08

* PEAK SEASON

04-MAR-2025 16:32:53

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2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7744 SEMINOLE I4 URBAN

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2024 - 01/06/2024	1.00	1.03
2	01/07/2024 - 01/13/2024	1.01	1.04
3	01/14/2024 - 01/20/2024	1.02	1.05
4	01/21/2024 - 01/27/2024	1.01	1.04
5	01/28/2024 - 02/03/2024	1.00	1.03
6	02/04/2024 - 02/10/2024	0.99	1.02
7	02/11/2024 - 02/17/2024	0.98	1.01
8	02/18/2024 - 02/24/2024	0.98	1.01
* 9	02/25/2024 - 03/02/2024	0.97	1.00
*10	03/03/2024 - 03/09/2024	0.97	1.00
*11	03/10/2024 - 03/16/2024	0.96	0.99
*12	03/17/2024 - 03/23/2024	0.96	0.99
*13	03/24/2024 - 03/30/2024	0.97	1.00
*14	03/31/2024 - 04/06/2024	0.97	1.00
*15	04/07/2024 - 04/13/2024	0.97	1.00
*16	04/14/2024 - 04/20/2024	0.97	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.00
*18	04/28/2024 - 05/04/2024	0.98	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.01
*20	05/12/2024 - 05/18/2024	0.98	1.01
*21	05/19/2024 - 05/25/2024	0.98	1.01
22	05/26/2024 - 06/01/2024	0.99	1.02
23	06/02/2024 - 06/08/2024	0.99	1.02
24	06/09/2024 - 06/15/2024	0.99	1.02
25	06/16/2024 - 06/22/2024	0.99	1.02
26	06/23/2024 - 06/29/2024	1.00	1.03
27	06/30/2024 - 07/06/2024	1.00	1.03
28	07/07/2024 - 07/13/2024	1.00	1.03
29	07/14/2024 - 07/20/2024	1.01	1.04
30	07/21/2024 - 07/27/2024	1.01	1.04
31	07/28/2024 - 08/03/2024	1.01	1.04
32	08/04/2024 - 08/10/2024	1.01	1.04
33	08/11/2024 - 08/17/2024	1.01	1.04
34	08/18/2024 - 08/24/2024	1.01	1.04
35	08/25/2024 - 08/31/2024	1.02	1.05
36	09/01/2024 - 09/07/2024	1.02	1.05
37	09/08/2024 - 09/14/2024	1.02	1.05
38	09/15/2024 - 09/21/2024	1.02	1.05
39	09/22/2024 - 09/28/2024	1.03	1.06
40	09/29/2024 - 10/05/2024	1.04	1.07
41	10/06/2024 - 10/12/2024	1.04	1.07
42	10/13/2024 - 10/19/2024	1.05	1.08
43	10/20/2024 - 10/26/2024	1.05	1.08
44	10/27/2024 - 11/02/2024	1.05	1.08
45	11/03/2024 - 11/09/2024	1.05	1.08
46	11/10/2024 - 11/16/2024	1.06	1.09
47	11/17/2024 - 11/23/2024	1.05	1.08
48	11/24/2024 - 11/30/2024	1.04	1.07
49	12/01/2024 - 12/07/2024	1.02	1.05
50	12/08/2024 - 12/14/2024	1.01	1.04
51	12/15/2024 - 12/21/2024	1.00	1.03
52	12/22/2024 - 12/28/2024	1.01	1.04
53	12/29/2024 - 12/31/2024	1.02	1.05

* PEAK SEASON

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Appendix C – Existing Synchro Worksheets

HCM 7th AWSC
1: San Juan Ave & E Seminole Blvd

Existing AM 2025

Intersection						
Intersection Delay, s/veh	7.3					
Intersection LOS	A					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	29	6	38	2	5	1
Future Vol, veh/h	29	6	38	2	5	1
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	9	56	3	7	1
Number of Lanes	1	0	0	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	1	1		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		1		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		1		
HCM Control Delay, s/veh	7.1	7.5		7.3		
HCM LOS	A	A		A		
Lane	NBLn1	EBLn1	WBLn1			
Vol Left, %	83%	0%	95%			
Vol Thru, %	0%	83%	5%			
Vol Right, %	17%	17%	0%			
Sign Control	Stop	Stop	Stop			
Traffic Vol by Lane	6	35	40			
LT Vol	5	0	38			
Through Vol	0	29	2			
RT Vol	1	6	0			
Lane Flow Rate	9	51	59			
Geometry Grp	1	1	1			
Degree of Util (X)	0.01	0.056	0.068			
Departure Headway (Hd)	4.191	3.89	4.178			
Convergence, Y/N	Yes	Yes	Yes			
Cap	849	922	860			
Service Time	2.24	1.908	2.191			
HCM Lane V/C Ratio	0.011	0.055	0.069			
HCM Control Delay, s/veh	7.3	7.1	7.5			
HCM Lane LOS	A	A	A			
HCM 95th-ile Q	0	0.2	0.2			

AM Existing AM 2025 2:22 pm 05/27/2025
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HCM 7th TWSC
2: San Juan Ave & E 1st St

Existing AM 2025

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		+			+			+			+		
Traffic Vol, veh/h	2	62	5	0	62	1	0	3	3	4	3	1	
Future Vol, veh/h	2	62	5	0	62	1	0	3	3	4	3	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78	
Heavy Vehicles, %	4	4	4	3	3	3	3	3	3	2	2	2	
Mvmt Flow	3	79	6	0	79	1	0	4	4	5	4	1	

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	81	0	0	86	0	0	169	169	83	167	171	80	
Stage 1	-	-	-	-	-	-	88	88	-	80	80	-	
Stage 2	-	-	-	-	-	-	81	81	-	87	91	-	
Critical Hdwy	4.14	-	-	4.13	-	-	7.13	6.53	6.23	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-	
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.527	4.027	3.327	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1504	-	-	1504	-	-	792	722	974	798	722	980	
Stage 1	-	-	-	-	-	-	917	820	-	928	828	-	
Stage 2	-	-	-	-	-	-	924	826	-	921	820	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1504	-	-	1504	-	-	786	721	974	789	721	980	
Mov Cap-2 Maneuver	-	-	-	-	-	-	786	721	-	789	721	-	
Stage 1	-	-	-	-	-	-	916	819	-	928	828	-	
Stage 2	-	-	-	-	-	-	919	826	-	912	818	-	

	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0	9.38	9.68
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	51	-	-	1504	-	-	780
HCM Lane V/C Ratio	0.009	0.002	-	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	9.4	7.4	0	-	0	-	-	9.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

AM Existing AM 2025 2:22 pm 05/27/2025
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Page 2

HCM 7th TWSC
3: San Carlos Ave & E 1st St

Existing AM 2025

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬆			⬆			⬆			⬆	
Traffic Vol, veh/h	0	65	13	0	64	0	2	0	8	0	0	0
Future Vol, veh/h	0	65	13	0	64	0	2	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	4	4	4	3	3	3	3	3	3	2	2	2
Mvmt Flow	0	94	19	0	93	0	3	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	113	0	0	196	196	104	187	206	93
Stage 1	-	-	-	-	-	-	104	104	-	93	93	-
Stage 2	-	-	-	-	-	-	93	93	-	94	113	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.13	6.53	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.527	4.027	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1470	-	-	760	697	948	774	691	964
Stage 1	-	-	-	-	-	-	900	807	-	914	818	-
Stage 2	-	-	-	-	-	-	912	816	-	913	802	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1489	-	-	1470	-	-	760	697	948	764	691	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	760	697	-	764	691	-
Stage 1	-	-	-	-	-	-	900	807	-	914	818	-
Stage 2	-	-	-	-	-	-	912	816	-	901	802	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			9.05			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1489	-	-	1470	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	9	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

AM Existing AM 2025 2:22 pm 05/27/2025
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Synchro 11 Report
Page 3

HCM 7th TWSC
4: Mellonville Ave & E 1st St

Existing AM 2025

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	3	3	3	3	3	3
Traffic Vol, veh/h	3	32	76	47	30	4
Future Vol, veh/h	3	32	76	47	30	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	9	9	3	3	2	2
Mvmt Flow	4	44	106	65	42	6
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	321	44	47	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	659	1006	1554	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	612	1006	1554	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Approach	EB	NB	SB			
HCM Ctrl Dly, s/v	8.98	4.63	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR		
Capacity (veh/h)	1112	-	953	-		
HCM Lane V/C Ratio	0.068	-	0.051	-		
HCM Ctrl Dly (s/v)	7.5	0	9	-		
HCM Lane LOS	A	A	A	-		
HCM 95th %tile Q(veh)	0.2	-	0.2	-		

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HCM 7th TWSC
5: E 1st St & Project Exit Only

Existing AM 2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	73	65	0	0	1
Future Vol, veh/h	0	73	65	0	0	1
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	76	76	76	76	76	76
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	0	96	86	0	0	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	182	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	808	973
Stage 1	0	-	-	0	938	-
Stage 2	0	-	-	0	928	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	808	973
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	928	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0	0	8.7			
HCM LOS			A			
Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	973			
HCM Lane V/C Ratio	-	-	0.001			
HCM Ctrl Dly (s/v)	-	-	8.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

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HCM 7th TWSC
6: Lee Ave & E 1st St

Existing AM 2025

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	
Traffic Vol, veh/h	72	1	0	65	0	0
Future Vol, veh/h	72	1	0	65	0	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	75	75	75	75	75	75
Heavy Vehicles, %	4	4	3	3	4	4
Mvmt Flow	96	1	0	87	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	97	0	183	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.13	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.227	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1490	-	801	954
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	801	954
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	932	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1490	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

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HCM 7th TWSC
7: E 1st St & Project Enter Only

Existing AM 2025

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	75	63	0	0	0
Future Vol, veh/h	0	75	63	0	0	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	72	72	72	72	72	72
Heavy Vehicles, %	4	4	3	3	2	2
Mvmt Flow	0	104	88	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	88	0	-	0	192	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1496	-	-	-	797	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	-	797	971
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	920	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1496	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

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HCM 7th AWSC
1: San Juan Ave & E Seminole Blvd

Existing PM 2025

Intersection						
Intersection Delay, s/veh	7.3					
Intersection LOS	A					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	48	17	6	39	12	3
Future Vol, veh/h	48	17	6	39	12	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	22	8	50	15	4
Number of Lanes	1	0	0	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	1	1		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		1		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		1		
HCM Control Delay, s/veh	7.3	7.4		7.4		
HCM LOS	A	A		A		
Lane	NBLn1	EBLn1	WBLn1			
Vol Left, %	80%	0%	13%			
Vol Thru, %	0%	74%	87%			
Vol Right, %	20%	26%	0%			
Sign Control	Stop	Stop	Stop			
Traffic Vol by Lane	15	65	45			
LT Vol	12	0	6			
Through Vol	0	48	39			
RT Vol	3	17	0			
Lane Flow Rate	19	83	58			
Geometry Grp	1	1	1			
Degree of Util (X)	0.023	0.089	0.065			
Departure Headway (Hd)	4.216	3.853	4.056			
Convergence, Y/N	Yes	Yes	Yes			
Cap	843	930	883			
Service Time	2.271	1.877	2.081			
HCM Lane V/C Ratio	0.023	0.089	0.066			
HCM Control Delay, s/veh	7.4	7.3	7.4			
HCM Lane LOS	A	A	A			
HCM 95th-tile Q	0.1	0.3	0.2			

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**HCM 7th TWSC
2: San Juan Ave & E 1st St**

Existing PM 2025

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	✚			✚			✚			✚		
Traffic Vol, veh/h	9	91	3	5	104	3	5	3	1	5	2	16
Future Vol, veh/h	9	91	3	5	104	3	5	3	1	5	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	13	132	4	7	151	4	7	4	1	7	3	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	136	0	0	327	330	134	328	330	153
Stage 1	-	-	-	-	-	-	160	160	-	167	167	-
Stage 2	-	-	-	-	-	-	167	170	-	160	162	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1425	-	-	1436	-	-	626	589	915	626	589	893
Stage 1	-	-	-	-	-	-	842	765	-	835	760	-
Stage 2	-	-	-	-	-	-	835	758	-	842	764	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1425	-	-	1436	-	-	598	580	915	611	580	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	580	-	611	580	-
Stage 1	-	-	-	-	-	-	834	758	-	830	756	-
Stage 2	-	-	-	-	-	-	806	754	-	828	756	-
Approach	EB			WB			NB			SB		
HCM Ctr Dly, s/v	0.66			0.34			10.98			9.83		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	615	156	-	-	80	-	-	778				
HCM Lane V/C Ratio	0.021	0.009	-	-	0.005	-	-	0.043				
HCM Ctr Dly (s/v)	11	7.5	0	-	7.5	0	-	9.8				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

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HCM 7th TWSC
3: San Carlos Ave & E 1st St

Existing PM 2025

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	108	4	3	100	0	22	0	7	0	0	0
Future Vol, veh/h	0	108	4	3	100	0	22	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	123	5	3	114	0	25	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	127	0	0	245	245	125	243	248	114
Stage 1	-	-	-	-	-	-	125	125	-	120	120	-
Stage 2	-	-	-	-	-	-	120	120	-	123	127	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1463	-	-	1453	-	-	708	657	926	711	655	939
Stage 1	-	-	-	-	-	-	879	792	-	884	796	-
Stage 2	-	-	-	-	-	-	884	796	-	881	791	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1463	-	-	1453	-	-	707	655	926	703	653	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	655	-	703	653	-
Stage 1	-	-	-	-	-	-	879	792	-	882	794	-
Stage 2	-	-	-	-	-	-	882	794	-	874	791	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.22	10.03	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	749	1463	-	-	52	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-	0.002	-	-	-
HCM Ctrl Dly (s/v)	10	0	-	-	7.5	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

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HCM 7th TWSC
4: Mellonville Ave & E 1st St

Existing PM 2025

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	96	55	49	51	6
Future Vol, veh/h	16	96	55	49	51	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	18	107	61	54	57	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	237	60	63	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	747	1000	1539	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	717	1000	1539	-	-	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.38	3.93		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR		
Capacity (veh/h)	952	- 946	-			
HCM Lane V/C Ratio	0.04	- 0.131	-			
HCM Ctrl Dly (s/v)	7.4	0 9.4	-			
HCM Lane LOS	A	A A	-			
HCM 95th %tile Q(veh)	0.1	- 0.5	-			

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HCM 7th TWSC

Existing PM 2025

5: E 1st St & Project Exit Only

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	92	85	0	0	0
Future Vol, veh/h	0	92	85	0	0	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	85	85	85	85	85	85
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	0	108	100	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	208	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	780	956
Stage 1	0	-	-	0	924	-
Stage 2	0	-	-	0	916	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	780	956
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	916	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0	0	0			
HCM LOS			A			
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	-			
HCM Lane V/C Ratio	-	-	-			
HCM Ctrl Dly (s/v)	-	-	0			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	-			

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HCM 7th TWSC
6: Lee Ave & E 1st St

Existing PM 2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	2	2	2	2	2	2
Traffic Vol, veh/h	88	4	0	85	2	1
Future Vol, veh/h	88	4	0	85	2	1
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	85	85	85	85	85	85
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	104	5	0	100	2	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	108
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1470
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1470
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.35
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	831	-	-	1470	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

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HCM 7th TWSC
7: E 1st St & Project Enter Only

Existing PM 2025

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	89	85	0	0	0
Future Vol, veh/h	0	89	85	0	0	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	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	0	101	97	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	97	0	-	0	198	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1491	-	-	-	791	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1491	-	-	-	791	960
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	923	-
	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1491	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

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Synchro 11 Report
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Appendix D – Background & Intersection Assignment Worksheets

Historical Traffic Counts - FDOT Trend Analysis Calculations																		
Roadway Name		From/To	Max RSQ	Station Number	Seminole County AADT (1)					FDOT Trends Analysis - V2.0						Projected Growth Factor - 2026		Annual Growth Rate
					2020	2021	2022	2023	2024	Linear Regression		Exponential Growth		Decaying Growth		RSQ >= 0.7	Best Fit RSQ < 0.7	
										RSQ	Projected	RSQ	Projected	RSQ	Projected			
Seminole Boulevard		US 17-92 to N Sanford Ave	0.13	252	2,530	2,324	2,555	2,410	2,382	0.11	2,400	0.11	2,400	0.13	2,400	N/A	-1.7%	
Mellonville Avenue		Celery Ave to Seminole Blvd	0.15	180	5,451	5,014	5,865	5,138	4,936	0.14	4,900	0.15	4,900	0.09	5,100	N/A	13.8%	
1. From 2024 AADT Seminole County Traffic Counts																		
Luke Transportation Engineering Consultants, Inc., 2025																		

Historical Traffic Counts - FDOT Trend Analysis Calculations																				
Roadway Name		From/To	Max RSQ	Station Number	Seminole County AADT (1)										FDOT Trends Analysis - V2.0					
					2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Linear Regression		Exponential Growth		Decaying Growth	
														RSQ	Projected	RSQ	Projected	RSQ	Projected	
Seminole Boulevard	US 17-92 to N Sanford Ave		0.41	252	2,650	2,716	2,679	2,542	2,198	2,530	2,324	2,555	2,410	2,382	0.36	2,200	0.34	2,100	0.41	2,300
Mellonville Avenue	Celery Ave to Seminole Blvd		0.39	180	2,029	5,491	5,531	5,544	5,419	5,451	5,014	5,865	5,138	4,936	0.16	6,100	0.20	8,600	0.39	6,300
1. From 2024 AADT Seminole County Traffic Counts																				
Luke Transportation Engineering Consultants, Inc., 2025																				

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #1

Project:	World Oliver/Mayfair Mixed-Use										LTEC		LTEC							
N/S Road:	San Juan Ave										Observer: LTEC Weather: Clear Rd Condition: Ok Signal: No		City of Dallas Engineering Department 2025-04-17 City of Dallas Engineering Department 2025-04-17							
E/W Road:	Seminole Blvd																			
Date:	Thursday, April 17, 2025				Base Year	Build-out Year														
Approach:	NB	SB	EB	WB	2025	2026														
AM Annual Growth %	5.0%	4.0%	3.0%	2.0%	2025	2026														
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026		Intersection 1												
								FDOT - Seasonal Adj Factor:		1.00										
A.M. Peak Hour	San Juan Ave Northbound				Southbound				Seminole Blvd Eastbound				Seminole Blvd Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
# Lanes	<				>								<				1			
Length									1				>							
Existing	0	5	0	1	0	0	0	0	0	0	29	6	0	2	38	0				
Growth Factor	104%	102%	105%	103%	105%	103%	104%	102%	102%	105%	103%	104%	103%	104%	102%	105%				
Growth	0	5	0	1	0	0	0	0	0	0	30	6	0	2	39	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	5	0	1	0	0	0	0	0	0	30	6	0	2	39	0				
External A.M. Project Trips																				
Enter: 28 Exit: 13																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Project Trips In	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0				
Project Trips Out	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Project	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0				
Total Trips	0	6	0	1	0	0	0	0	0	0	30	8	0	2	39	0				
P.M. Peak Hour	San Juan Ave Northbound				Southbound				Seminole Blvd Eastbound				Seminole Blvd Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
Existing	0	12	0	3	0	0	0	0	0	0	48	17	0	6	39	0				
Growth Factor	107%	102%	105%	102%	105%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%				
Growth	0	12	0	3	0	0	0	0	0	0	49	18	0	6	40	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	12	0	3	0	0	0	0	0	0	49	18	0	6	40	0				
External P.M. Project Trips																				
Enter: 16 Exit: 46																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Project Trips In	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
Project Trips Out	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Project	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0				
Total Trips	0	15	0	3	0	0	0	0	0	0	49	19	0	6	40	0				

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #2

Project:	World Oliver/Mayfair Mixed-Use										LTEC				LTEC					
N/S Road:	San Juan Ave										Observer: LTEC									
E/W Road:	1st St										Weather: Clear									
Date:	Thursday, April 17, 2025										Rd Condition: Ok									
Approach:	NB	SB	EB	WB	Base Year	Build-out Year		Signal: No												
AM Annual Growth %	5.0%	4.0%	2.0%	2.0%	2025	2026		FDOT - Seasonal Adj Factor: 1.00				Intersection 2								
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026														
A.M. Peak Hour	San Juan Ave Northbound				San Juan Ave Southbound				1st St Eastbound				1st St Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
# Lanes	<				>				<				>							
Length																				
Existing	0	0	3	3	0	4	3	1	0	2	62	5	0	0	62	1				
Growth Factor	104%	102%	105%	102%	105%	102%	104%	102%	102%	105%	102%	104%	102%	104%	102%	105%				
Growth	0	1	3	3	0	4	3	1	0	2	63	5	0	1	63	1				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	1	3	3	0	4	3	1	0	2	63	5	0	1	63	1				
External A.M. Project Trips		Enter: 28				Exit: 12														
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	0.0%	6.3%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	42.6%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	42.6%	0.0%				
Project Trips In	0	0	0	2	0	2	0	0	0	0	12	0	0	0	0	0				
Project Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0				
Total Project	0	0	0	2	0	2	0	0	0	0	12	0	0	1	5	0				
Total Trips	0	1	3	5	0	6	3	1	0	2	75	5	0	2	68	1				
P.M. Peak Hour	San Juan Ave Northbound				San Juan Ave Southbound				1st St Eastbound				1st St Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
Existing	0	5	3	1	0	5	2	16	0	9	91	3	0	5	104	3				
Growth Factor	107%	102%	105%	102%	106%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%				
Growth	0	5	3	1	0	5	2	16	0	9	93	3	0	5	106	3				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	5	3	1	0	5	2	16	0	9	93	3	0	5	106	3				
External P.M. Project Trips		Enter: 16				Exit: 46														
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	0.0%	6.3%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	42.6%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	42.6%	0.0%				
Project Trips In	0	0	0	1	0	1	0	0	0	0	7	0	0	0	0	0				
Project Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	0				
Total Project	0	0	0	1	0	1	0	0	0	0	7	0	0	2	20	0				
Total Trips	0	5	3	2	0	6	2	16	0	9	100	3	0	7	126	3				

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #3

Project:	World Oliver/Mayfair Mixed-Use										LTEC				LTEC				 LTEC Transportation Engineering & Consulting	
N/S Road:	San Carlos Ave										Observer: Weather: Rd Condition: Signal:		LTEC		Clear					
E/W Road:	1st St																			
Date:	Thursday, April 17, 2025					Base Year		Build-out Year												
Approach:	NB	SB	EB	WB	2025	2026														
AM Annual Growth %	5.0%	4.0%	2.0%	2.0%	2025	2026														
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026	FDOT - Seasonal Adj Factor:		1.00				Intersection 3							
A.M. Peak Hour	San Carlos Ave Northbound				San Carlos Ave Southbound				1st St Eastbound				1st St Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
# Lanes	< 1 >				< 1 >				< 1 >				< 1 >							
Length																				
Existing	0	2	0	8	0	0	0	0	0	0	65	13	0	0	64	0				
Growth Factor	104%	102%	105%	102%	105%	102%	104%	102%	102%	105%	102%	104%	102%	104%	102%	105%				
Growth	0	2	0	8	0	0	0	0	0	0	66	14	0	1	65	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	2	0	8	0	0	0	0	0	0	66	14	0	1	65	0				
External A.M. Project Trips Enter: 28 Exit: 12																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.3%	0.0%	0.0%	0.0%	0.0%	13.7%	18.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	7.7%	33.2%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	0.0%	0.0%				
Project Trips In	0	0	2	0	0	0	0	0	0	12	0	0	0	0	4	5				
Project Trips Out	0	0	0	0	0	2	1	4	0	0	2	0	0	0	0	0				
Total Project	0	0	2	0	0	2	1	4	0	12	2	0	0	0	4	5				
Total Trips	0	2	2	8	0	2	1	4	0	12	68	14	0	1	69	5				
P.M. Peak Hour	San Carlos Ave Northbound				San Carlos Ave Southbound				1st St Eastbound				1st St Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
Existing	0	22	0	7	0	0	0	0	0	0	108	4	0	3	100	0				
Growth Factor	107%	102%	105%	102%	105%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%				
Growth	0	22	0	7	0	0	0	0	0	0	110	4	0	3	102	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	22	0	7	0	0	0	0	0	0	110	4	0	3	102	0				
External P.M. Project Trips Enter: 16 Exit: 46																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.3%	0.0%	0.0%	0.0%	0.0%	13.7%	18.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	7.7%	33.2%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	0.0%	0.0%				
Project Trips In	0	0	1	0	0	0	0	0	0	7	0	0	0	0	2	3				
Project Trips Out	0	0	0	0	0	9	4	15	0	0	6	0	0	0	0	0				
Total Project	0	0	1	0	0	9	4	15	0	7	6	0	0	0	2	3				
Total Trips	0	22	1	7	0	9	4	15	0	7	116	4	0	3	104	3				

Luke Transportation Engineering Consultants, 2025

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #4

Project:	World Oliver/Mayfair Mixed-Use								LTEC				LTEC				 Real earth and water only improvement			
N/S Road:	Mellonville Ave								Observer: LTEC		Weather: Clear		Rd Condition: Ok		Signal: No					
E/W Road:	1st St																			
Date:	Thursday, April 17, 2025				Base Year		Build-out Year		FDOT - Seasonal Adj Factor: 1.00										Intersection 4	
Approach:	NB	SB	EB	WB	2025	2026														
AM Annual Growth %	5.0%	4.0%	3.0%	2.0%	2025	2026														
PM Annual Growth %	5.0%	4.0%	2.0%	2.0%	2025	2026														
A.M. Peak Hour	Mellonville Ave Northbound				Mellonville Ave Southbound				1st St Eastbound				1st St Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
# Lanes	<		1				1		<		>									
Length																				
Existing	0	76	47	0	0	0	30	4	0	3	0	32	0	0	0	0				
Growth Factor	104%	102%	105%	103%	105%	103%	104%	102%	102%	105%	103%	104%	103%	104%	102%	105%				
Growth	0	78	49	0	0	0	31	4	0	3	0	33	0	0	0	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	78	49	0	0	0	31	4	0	3	0	33	0	0	0	0				
External A.M. Project Trips Enter: 28 Exit: 12																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	31.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.7%	0.0%	0.0%	0.0%	0.0%				
Project Trips In	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Project Trips Out	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0				
Total Project	0	9	0	0	0	0	0	0	0	0	0	4	0	0	0	0				
Total Trips	0	87	49	0	0	0	31	4	0	3	0	37	0	0	0	0				
P.M. Peak Hour	Mellonville Ave Northbound				Mellonville Ave Southbound				1st St Eastbound				1st St Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
Existing	0	55	49	0	0	0	51	6	0	16	0	96	0	0	0	0				
Growth Factor	104%	102%	105%	102%	105%	102%	104%	102%	102%	105%	102%	104%	102%	104%	102%	105%				
Growth	0	56	51	0	0	0	53	6	0	17	0	100	0	0	0	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	56	51	0	0	0	53	6	0	17	0	100	0	0	0	0				
External P.M. Project Trips Enter: 16 Exit: 46																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	31.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.7%	0.0%	0.0%	0.0%	0.0%				
Project Trips In	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Project Trips Out	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0				
Total Project	0	5	0	0	0	0	0	0	0	0	0	15	0	0	0	0				
Total Trips	0	61	51	0	0	0	53	6	0	17	0	115	0	0	0	0				

Luke Transportation Engineering Consultants, 2025

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #5

Project:	World Oliver/Mayfair Mixed-Use								LTEC				LTEC				 L TECHNICAL ENGINEERING PLANNING & DESIGN CONSULTANTS		
N/S Road:	Mayfair Exit Only 1st St								Observer:	LTEC									
E/W Road:									Weather:	Clear									
Date:	Thursday, April 17, 2025				Base Year	Build-out Year	Rd Condition:	Ok											
Approach:	NB	SB	EB	WB	2025	2026	Signal:	No											
AM Annual Growth %	5.0%	4.0%	4.0%	5.0%	2025	2026	FDOT - Seasonal Adj Factor: 1.00								Intersection 5				
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026													
A.M. Peak Hour	Northbound				Mayfair Exit Only Southbound				1st St Eastbound				1st St Westbound						
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt			
# Lanes						<		>			1				1				
Length																			
Existing	0	0	0	0	0	0	0	1	0	0	73	0	0	0	65	0			
Growth Factor	104%	105%	105%	104%	105%	104%	104%	105%	105%	105%	104%	104%	104%	104%	105%	105%			
Growth	0	0	0	0	0	0	0	1	0	0	76	0	0	0	68	0			
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Projected Back	0		0	0	0		0	0	1	0	0	76	0	0	0	68	0		
External A.M. Project Trips Enter: 38 Exit: 32																			
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	16.1%	0.0%	17.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.4%	0.0%			
Project Trips In	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0			
Project Trips Out	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4	0			
Total Project	0	0	0	0	0	2	0	2	0	0	16	0	0	0	4	0			
Total Trips	0	0	0	0	0	2	0	3	0	0	92	0	0	0	72	0			
P.M. Peak Hour	Northbound				Mayfair Exit Only Southbound				1st St Eastbound				1st St Westbound						
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt			
Existing	0	0	0	0	0	0	0	0	0	0	92	0	0	0	85	0			
Growth Factor	107%	102%	105%	102%	108%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%			
Growth	0	0	0	0	0	0	0	0	0	0	94	0	0	0	87	0			
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Projected Back	0	0	0	0	0	0	0	0	0	0	94	0	0	0	87	0			
External P.M. Project Trips Enter: 38 Exit: 46																			
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	16.1%	0.0%	17.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.4%	0.0%			
Project Trips In	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0			
Project Trips Out	0	0	0	0	0	0	7	8	0	0	0	0	0	0	14	0			
Total Project	0	0	0	0	0	7	0	8	0	0	9	0	0	0	14	0			
Total Trips	0	0	0	0	0	7	0	8	0	0	103	0	0	0	101	0			

Luke Transportation Engineering Consultants, 2025

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #6

Project:	World Oliver/Mayfair Mixed-Use										LTEC		LTEC			
N/S Road:	Lee Ave										Observer:		LTEC			
E/W Road:	1st St										Weather:		Clear			
Date:	Thursday, April 17, 2025						Base Year		Build-out Year		Rd Condition:		Ok			
Approach:	NB	SB	EB	WB	2025	2026						Signal:		No		
AM Annual Growth %	5.0%	4.0%	4.0%	5.0%	2025	2026						FDOT - Seasonal Adj Factor:		1.00		
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026								Intersection 6		
A.M. Peak Hour	Lee Ave Northbound				Southbound				1st St Eastbound				1st St Westbound			
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
# Lanes	<				>								1			
Length																
Existing	0	0	0	0	0	0	0	0	0	0	72	1	0	0	65	0
Growth Factor	104%	105%	105%	104%	105%	104%	104%	105%	105%	105%	104%	104%	104%	104%	105%	105%
Growth	0	1	0	1	0	0	0	0	0	0	75	1	0	1	68	0
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected Back	0	1	0	1	0	0	0	0	0	0	75	1	0	1	68	0
External A.M. Project Trips Enter: 28 Exit: 12																
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Project In	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.4%	0.0%	0.0%	0.0%	0.0%	0.0%
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.7%	3.4%	0.0%	1.6%	31.4%	0.0%
Project Trips In	0	0	0	1	0	0	0	0	0	0	16	0	0	0	0	0
Project Trips Out	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
Total Project	0	0	0	1	0	0	0	0	0	0	18	0	0	0	4	0
Total Trips	0	1	0	2	0	0	0	0	0	0	93	1	0	1	72	0
P.M. Peak Hour	Lee Ave Northbound				Southbound				1st St Eastbound				1st St Westbound			
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt
Existing	0	2	0	1	0	0	0	0	0	0	88	4	0	0	85	0
Growth Factor	107%	102%	105%	102%	105%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%
Growth	0	2	0	1	0	0	0	0	0	0	90	4	0	1	87	0
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected Back	0	2	0	1	0	0	0	0	0	0	90	4	0	1	87	0
External P.M. Project Trips Enter: 16 Exit: 46																
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Project In	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.4%	0.0%	0.0%	0.0%	0.0%	0.0%
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.7%	3.4%	0.0%	1.6%	31.4%	0.0%
Project Trips In	0	0	0	1	0	0	0	0	0	0	9	0	0	0	0	0
Project Trips Out	0	0	0	0	0	0	0	0	0	0	6	1	0	1	14	0
Total Project	0	0	0	1	0	0	0	0	0	0	15	1	0	1	14	0
Total Trips	0	2	0	2	0	0	0	0	0	0	105	5	0	2	101	0

Luke Transportation Engineering Consultants, 2025

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #7

Project:	World Oliver/Mayfair Mixed-Use										LTEC		LTEC			
N/S Road:	Mayfair Ent Only 1st St								Observer: LTEC Weather: Clear Rd Condition: Ok Signal: No		FDOT - Seasonal Adj Factor: 1.00		Intersection 7			
E/W Road:																
Date:	Thursday, April 17, 2025				Base Year	Build-out Year										
Approach:	NB	SB	EB	WB	2025	2026										
AM Annual Growth %	5.0%	4.0%	4.0%	5.0%	2025	2026										
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026										
A.M. Peak Hour	New Tribes Mission Driveway Northbound				Mayfair Ent Only Southbound				1st St Eastbound				1st St Westbound			
# Lanes	<				>				<				1			
Length																
Existing	0	2	0	2	0	0	0	0	0	0	72	0	0	0	63	0
Growth Factor	104%	105%	105%	104%	105%	104%	104%	105%	105%	105%	104%	104%	104%	104%	105%	105%
Growth	0	2	0	2	0	0	0	0	0	0	75	0	0	0	66	0
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected Back	0	2	0	2	0	0	0	0	0	0	75	0	0	0	66	0
External A.M. Project Trips Enter: 28 Exit: 13																
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.3%	42.3%	0.0%	0.0%	0.0%	0.0%	13.7%
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	33.2%	0.0%
Project Trips In	0	0	0	0	0	0	0	0	0	5	12	0	0	0	0	4
Project Trips Out	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
Total Project	0	0	0	0	0	0	0	0	0	5	14	0	0	0	4	4
Total Trips	0	2	0	2	0	0	0	0	0	5	89	0	0	0	70	4
P.M. Peak Hour	New Tribes Mission Driveway Northbound				Mayfair Ent Only Southbound				1st St Eastbound				1st St Westbound			
Existing	0	0	0	1	0	0	0	0	0	0	89	0	0	0	85	0
Growth Factor	107%	102%	105%	102%	105%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%
Growth	0	0	0	1	0	0	0	0	0	0	91	0	0	0	87	0
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected Back	0	0	0	1	0	0	0	0	0	0	91	0	0	0	87	0
External P.M. Project Trips Enter: 16 Exit: 46																
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.3%	42.3%	0.0%	0.0%	0.0%	0.0%	13.7%
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	33.2%	0.0%
Project Trips In	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	2
Project Trips Out	0	0	0	0	0	0	0	0	0	0	6	0	0	0	15	0
Total Project	0	0	0	0	0	0	0	0	0	3	13	0	0	0	15	2
Total Trips	0	0	0	1	0	0	0	0	0	3	104	0	0	0	102	2

Summary of Vehicle Movements
 Luke Transportation Engineering Consultants
 Summary of Future Growth Vehicle Movements - Intersection #8

Project:	World Oliver/Mayfair Mixed-Use										LTEC				LTEC				 Local Technical Engineering Construction and Consultants	
N/S Road:	San Juan Ave										Observer:		LTEC							
E/W Road:	New Project Exit										Weather:		Clear							
Date:	Thursday, April 17, 2025					Base Year		Build-out Year		Rd Condition:		Ok								
Approach:	NB	SB	EB	WB					Signal:		No									
API Annual Growth %	5.0%	4.0%	2.0%	2.0%	2025	2026														
PM Annual Growth %	5.0%	7.0%	2.0%	2.0%	2025	2026	FDOT - Seasonal Adj Factor: 1.00													
																		Intersection		
																		B		
A.M. Peak Hour	San Juan Ave Northbound				San Juan Ave Southbound				New Project Exit Eastbound				New Project Exit Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
# Lanes			1													1				
Length																				
Existing	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0				
Growth Factor	104%	102%	105%	102%	105%	102%	104%	102%	102%	105%	102%	104%	102%	104%	102%	105%				
Growth	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0				
External A.M. Project Trips Enter: 28 Exit: 12																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%				
Project Trips In	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
Project Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total Project	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1				
Total Trips	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	1				
P.M. Peak Hour	San Juan Ave Northbound				San Juan Ave Southbound				New Project Exit Eastbound				New Project Exit Westbound							
	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt	Uturn	Lt	Thru	Rt				
Existing	0	0	15	0	0	0	23	0	0	0	0	0	0	0	0	0				
Growth Factor	107%	102%	105%	102%	105%	102%	107%	102%	102%	105%	102%	107%	102%	107%	102%	105%				
Growth	0	0	16	0	0	0	25	0	0	0	0	0	0	0	0	0				
Vested	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Projected Back	0	0	16	0	0	0	25	0	0	0	0	0	0	0	0	0				
External P.M. Project Trips Enter: 18 Exit: 46																				
Pass-by Trips In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass-by Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Pass Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Project In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Project Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%				
Project Trips In	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
Project Trips Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
Total Project	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3				
Total Trips	0	0	16	0	0	0	26	0	0	0	0	0	0	0	0	3				

Luke Transportation Engineering Consultants, 2025

Appendix E – Projected 2026 Synchro Worksheets

HCM 7th AWSC
1: San Juan Ave & E Seminole Blvd

Build-out 2026 AM

Intersection						
Intersection Delay, s/veh	7.2					
Intersection LOS	A					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	8	2	39	6	1
Future Vol, veh/h	30	8	2	39	6	1
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	12	3	57	9	1
Number of Lanes	1	0	0	1	1	0
Approach	EB	WB		NB		
Opposing Approach	WB	EB				
Opposing Lanes	1	1		0		
Conflicting Approach Left		NB		EB		
Conflicting Lanes Left	0	1		1		
Conflicting Approach Right	NB			WB		
Conflicting Lanes Right	1	0		1		
HCM Control Delay, s/veh	7.1	7.3		7.3		
HCM LOS	A	A		A		
Lane	NBLn1	EBLn1	WBLn1			
Vol Left, %	86%	0%	5%			
Vol Thru, %	0%	79%	95%			
Vol Right, %	14%	21%	0%			
Sign Control	Stop	Stop	Stop			
Traffic Vol by Lane	7	38	41			
LT Vol	6	0	2			
Through Vol	0	30	39			
RT Vol	1	8	0			
Lane Flow Rate	10	56	60			
Geometry Grp	1	1	1			
Degree of Util (X)	0.012	0.06	0.067			
Departure Headway (Hd)	4.221	3.871	4.003			
Convergence, Y/N	Yes	Yes	Yes			
Cap	844	927	897			
Service Time	2.265	1.887	2.018			
HCM Lane V/C Ratio	0.012	0.06	0.067			
HCM Control Delay, s/veh	7.3	7.1	7.3			
HCM Lane LOS	A	A	A			
HCM 95th-tile Q	0	0.2	0.2			

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HCM 7th TWSC
2: San Juan Ave & E 1st St

Build-out 2026 AM

Intersection													
Int Delay, s/veh	1.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		+			+			+			+		
Traffic Vol, veh/h	2	75	5	2	68	1	1	3	5	6	3	1	
Future Vol, veh/h	2	75	5	2	68	1	1	3	5	6	3	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78	
Heavy Vehicles, %	4	4	4	3	3	3	3	3	3	2	2	2	
Mvmt Flow	3	96	6	3	87	1	1	4	6	8	4	1	

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	88	0	0	103	0	0	199	198	99	196	201	88	
Stage 1	-	-	-	-	-	-	104	104	-	93	93	-	
Stage 2	-	-	-	-	-	-	94	94	-	103	108	-	
Critical Hdwy	4.14	-	-	4.13	-	-	7.13	6.53	6.23	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-	
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.527	4.027	3.327	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1495	-	-	1483	-	-	758	696	954	763	695	970	
Stage 1	-	-	-	-	-	-	899	807	-	914	818	-	
Stage 2	-	-	-	-	-	-	910	815	-	903	806	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1495	-	-	1483	-	-	750	693	954	751	693	970	
Mov Cap-2 Maneuver	-	-	-	-	-	-	750	693	-	751	693	-	
Stage 1	-	-	-	-	-	-	897	805	-	912	816	-	
Stage 2	-	-	-	-	-	-	903	814	-	891	805	-	

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.21	9.42	9.89
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	825	43	-	-	51	-	-	749
HCM Lane V/C Ratio	0.014	0.002	-	-	0.002	-	-	0.017
HCM Ctrl Dly (s/v)	9.4	7.4	0	-	7.4	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

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HCM 7th TWSC
3: San Carlos Ave & E 1st St

Build-out 2026 AM

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	12	68	14	1	69	5	2	2	8	2	1	4
Future Vol, veh/h	12	68	14	1	69	5	2	2	8	2	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	4	4	4	3	3	3	3	3	3	2	2	2
Mvmt Flow	17	99	20	1	100	7	3	3	12	3	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	107	0	0	119	0	0	247	254	109	241	260	104
Stage 1	-	-	-	-	-	-	143	143	-	107	107	-
Stage 2	-	-	-	-	-	-	104	110	-	135	154	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.13	6.53	6.23	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.527	4.027	3.327	3.518	4.018	3.318
Pot Cap-1 Maneuver	1471	-	-	1463	-	-	704	648	942	713	644	951
Stage 1	-	-	-	-	-	-	857	776	-	899	807	-
Stage 2	-	-	-	-	-	-	900	802	-	869	770	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1471	-	-	1463	-	-	689	639	942	691	636	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	689	639	-	691	636	-
Stage 1	-	-	-	-	-	-	846	766	-	898	806	-
Stage 2	-	-	-	-	-	-	892	801	-	844	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.95	0.1	9.45	9.52
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	826	222	-	-	24	-	-	807
HCM Lane V/C Ratio	0.021	0.012	-	-	0.001	-	-	0.013
HCM Ctrl Dly (s/v)	9.5	7.5	0	-	7.5	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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**HCM 7th TWSC
4: Mellonville Ave & E 1st St**

Build-out 2026 AM

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	87	49	31	4
Future Vol, veh/h	3	37	87	49	31	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	9	9	3	3	2	2
Mvmt Flow	4	51	121	68	43	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	356	46	49	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.13	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.227	-	-	-
Pot Cap-1 Maneuver	629	1004	1552	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	1004	1552	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.02	4.81		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1151	-	951	-	-	
HCM Lane V/C Ratio	0.078	-	0.058	-	-	
HCM Ctrl Dly (s/v)	7.5	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-	

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HCM 7th TWSC

Build-out 2026 AM

5: E 1st St & Project Exit Only

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	85	72	0	2	2
Future Vol, veh/h	0	85	72	0	2	2
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	76	76	76	76	76	76
Heavy Vehicles, %	2	4	3	2	2	2
Mvmt Flow	0	112	95	0	3	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	207	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	782	962
Stage 1	0	-	-	0	929	-
Stage 2	0	-	-	0	913	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	782	962
Mov Cap-2 Maneuver	-	-	-	-	782	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	913	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0	0	9.2			
HCM LOS			A			
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	863			
HCM Lane V/C Ratio	-	-	0.006			
HCM Ctrl Dly (s/v)	-	-	9.2			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

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HCM 7th TWSC
6: Lee Ave & E 1st St

Build-out 2026 AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	93	1	1	72	1	2
Future Vol, veh/h	93	1	1	72	1	2
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	75	75	75	75	75	75
Heavy Vehicles, %	4	4	3	3	4	4
Mvmt Flow	124	1	1	96	1	3
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	125	0	223	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	4.13	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.227	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1455	-	760	921
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1455	-	760	921
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	919	-
	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.1		9.21		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	860	-	-	25	-	
HCM Lane V/C Ratio	0.005	-	-	0.001	-	
HCM Ctrl Dly (s/v)	9.2	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

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HCM 7th TWSC
7: E 1st St & Project Enter Only

Build-out 2026 AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	89	70	4	0	0
Future Vol, veh/h	5	89	70	4	0	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	72	72	72	72	72	72
Heavy Vehicles, %	4	4	3	3	2	2
Mvmt Flow	7	124	97	6	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	103	0	-	0	238	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1477	-	-	-	751	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1477	-	-	-	747	956
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	889	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.4	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	96	-	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

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**HCM 7th TWSC
8: San Juan Ave & Project Exit**

Build-out 2026 AM

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑			↑
Traffic Vol, veh/h	0	1	6	0	0	10
Future Vol, veh/h	0	1	6	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	1	6	0	0	11
Major/Minor						
	Minor1	Major1	Major2			
Conflicting Flow All	-	6	0	-	-	-
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	1076	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1076	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach						
	WB	NB	SB			
HCM Ctrl Dly, s/v	8.35	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt						
	NBTWBLn1	SBT				
Capacity (veh/h)	-	1076	-			
HCM Lane V/C Ratio	-	0.001	-			
HCM Ctrl Dly (s/v)	-	8.3	-			
HCM Lane LOS	-	A	-			
HCM 95th %tile Q(veh)	-	0	-			

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HCM 7th AWSC
1: San Juan Ave & E Seminole Blvd

Build-out 2026 PM

Intersection						
Intersection Delay, s/veh	7.3					
Intersection LOS	A					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	49	19	6	40	15	3
Future Vol, veh/h	49	19	6	40	15	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	24	8	51	19	4
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.3		7.4		7.4	
HCM LOS	A		A		A	
Lane	NBLn1	EBLn1	WBLn1			
Vol Left, %	83%	0%	13%			
Vol Thru, %	0%	72%	87%			
Vol Right, %	17%	28%	0%			
Sign Control	Stop	Stop	Stop			
Traffic Vol by Lane	18	68	46			
LT Vol	15	0	6			
Through Vol	0	49	40			
RT Vol	3	19	0			
Lane Flow Rate	23	87	59			
Geometry Grp	1	1	1			
Degree of Util (X)	0.027	0.093	0.067			
Departure Headway (Hd)	4.25	3.851	4.066			
Convergence, Y/N	Yes	Yes	Yes			
Cap	836	930	880			
Service Time	2.309	1.876	2.092			
HCM Lane V/C Ratio	0.028	0.094	0.067			
HCM Control Delay, s/veh	7.4	7.3	7.4			
HCM Lane LOS	A	A	A			
HCM 95th-tile Q	0.1	0.3	0.2			

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HCM 7th TWSC
2: San Juan Ave & E 1st St

Build-out 2026 PM

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		+			+			+			+		
Traffic Vol, veh/h	9	100	3	7	126	3	5	3	2	6	2	16	
Future Vol, veh/h	9	100	3	7	126	3	5	3	2	6	2	16	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69	
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2	
Mvmt Flow	13	145	4	10	183	4	7	4	3	9	3	23	

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	187	0	0	149	0	0	378	380	147	378	380	185	
Stage 1	-	-	-	-	-	-	173	173	-	205	205	-	
Stage 2	-	-	-	-	-	-	204	207	-	173	175	-	
Critical Hdwy	4.12	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1387	-	-	1420	-	-	580	552	900	579	552	857	
Stage 1	-	-	-	-	-	-	829	756	-	797	732	-	
Stage 2	-	-	-	-	-	-	798	730	-	829	754	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1387	-	-	1420	-	-	551	542	900	562	542	857	
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	542	-	562	542	-	
Stage 1	-	-	-	-	-	-	820	748	-	791	726	-	
Stage 2	-	-	-	-	-	-	767	725	-	813	746	-	

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.61	0.39	11.21	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	144	-	-	92	-	-	727
HCM Lane V/C Ratio	0.024	0.009	-	-	0.007	-	-	0.048
HCM Ctrl Dly (s/v)	11.2	7.6	0	-	7.6	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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HCM 7th TWSC
3: San Carlos Ave & E 1st St

Build-out 2026 PM

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	7	116	4	3	104	3	22	1	7	9	4	15
Future Vol, veh/h	7	116	4	3	104	3	22	1	7	9	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	8	132	5	3	118	3	25	1	8	10	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	136	0	0	277	278	134	275	279	120
Stage 1	-	-	-	-	-	-	150	150	-	127	127	-
Stage 2	-	-	-	-	-	-	127	128	-	148	152	-
Critical Hdwy	4.14	-	-	4.13	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.227	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1453	-	-	1442	-	-	675	630	915	677	629	932
Stage 1	-	-	-	-	-	-	853	773	-	877	791	-
Stage 2	-	-	-	-	-	-	877	790	-	854	771	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1453	-	-	1442	-	-	652	624	915	665	624	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	624	-	665	624	-
Stage 1	-	-	-	-	-	-	847	769	-	875	789	-
Stage 2	-	-	-	-	-	-	853	788	-	841	767	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.41	0.2	10.42	9.83
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	698	99	-	-	49	-	-	777
HCM Lane V/C Ratio	0.049	0.005	-	-	0.002	-	-	0.041
HCM Ctrl Dly (s/v)	10.4	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

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HCM 7th TWSC
4: Mellonville Ave & E 1st St

Build-out 2026 PM

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	WT			WT	WT	
Traffic Vol, veh/h	17	115	61	51	53	6
Future Vol, veh/h	17	115	61	51	53	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	19	128	68	57	59	7
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	254	62	66	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	730	997	1536	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	697	997	1536	-	-	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	836	-	-	-	-	-
	EB	NB	SB			
HCM Ctrl Dly, s/v	9.51	4.06	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR		
Capacity (veh/h)	980	-	945	-		
HCM Lane V/C Ratio	0.044	-	0.155	-		
HCM Ctrl Dly (s/v)	7.5	0	9.5	-		
HCM Lane LOS	A	A	A	-		
HCM 95th %tile Q(veh)	0.1	-	0.5	-		

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HCM 7th TWSC
5: E 1st St & Project Exit Only

Build-out 2026 PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	103	101	0	7	8
Future Vol, veh/h	0	103	101	0	7	8
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	85	85	85	85	85	85
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	0	121	119	0	8	9
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	240	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	748	933
Stage 1	0	-	-	0	906	-
Stage 2	0	-	-	0	904	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	748	933
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	904	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0	0	9.4			
HCM LOS			A			
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	837			
HCM Lane V/C Ratio	-	-	0.021			
HCM Ctrl Dly (s/v)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 85th %tile Q(veh)	-	-	0.1			

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6: Lee Ave & E 1st St

Build-out 2026 PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	105	5	2	101	2	2
Future Vol, veh/h	105	5	2	101	2	2
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	85	85	85	85	85	85
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	124	6	2	119	2	2
Major/Minor						
	Major1	Major2	Minor1			
Conflicting Flow All	0	0	129	0	250	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1444	-	739	924
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1444	-	737	924
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	900	-
Approach						
	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.15		9.42		
HCM LOS	A					
Minor Lane/Major Mvmt						
	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	820	-	-	35	-	
HCM Lane V/C Ratio	0.006	-	-	0.002	-	
HCM Ctrl Dly (s/v)	9.4	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

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HCM 7th TWSC
7: E 1st St & Project Enter Only

Build-out 2026 PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	104	110	2	0	0
Future Vol, veh/h	3	104	110	2	0	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	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	3	118	125	2	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	127	0	-	0	251	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1453	-	-	-	737	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1453	-	-	-	736	924
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	901	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.21	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	50	-	-	-	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Ctrl Dly (s/v)	7.5	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

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HCM 7th TWSC
8: San Juan Ave & Project Exit

Build-out 2026 PM

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑			↑
Traffic Vol, veh/h	0	3	16	0	0	26
Future Vol, veh/h	0	3	16	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	3	17	0	0	27
Major/Minor						
	Minor1	Major1		Major2		
Conflicting Flow All	-	17	0	-	-	-
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	1062	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	1062	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach						
	WB	NB		SB		
HCM Ctrl Dly, s/v	8.4	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt						
	NBTWBLn1		SBT			
Capacity (veh/h)	- 1062		-			
HCM Lane V/C Ratio	- 0.003		-			
HCM Ctrl Dly (s/v)	- 8.4		-			
HCM Lane LOS	- A		-			
HCM 95th %tile Q(veh)	- 0		-			

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Appendix F – Auxiliary Turn Lane Worksheets

Build-out – Eastbound Left-Turn Lane Analysis Project Entrance (Intersection #3) on East 1st Street

A.M. Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

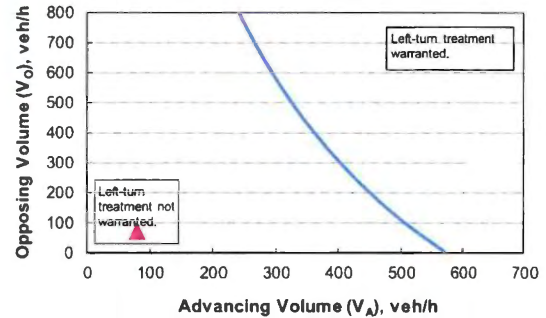
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	15%
Advancing volume (V_A), veh/h:	80
Opposing volume (V_O), veh/h:	75

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	522
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

P.M. Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

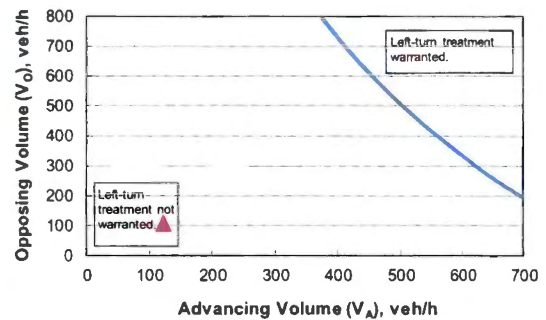
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	123
Opposing volume (V_O), veh/h:	110

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	771
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



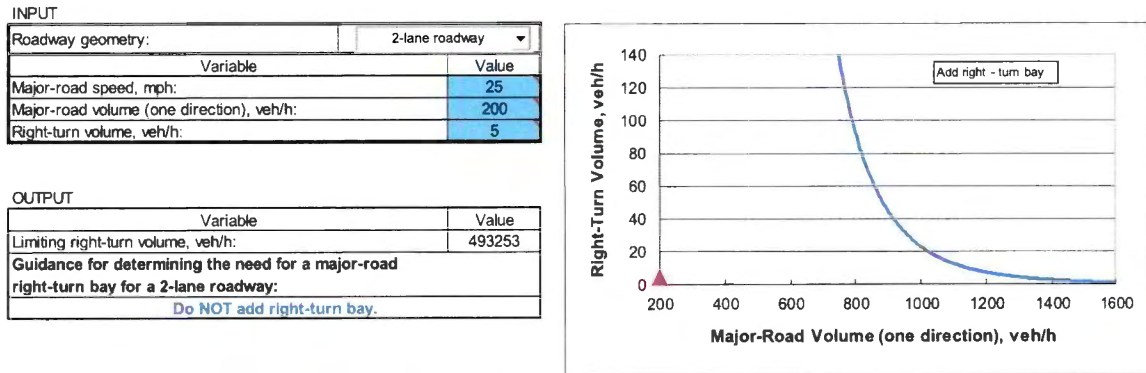
CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Build-out – Westbound Right-Turn Lane Analysis Project Entrance (Intersection #3) on East 1st Street

A.M. Peak Hour

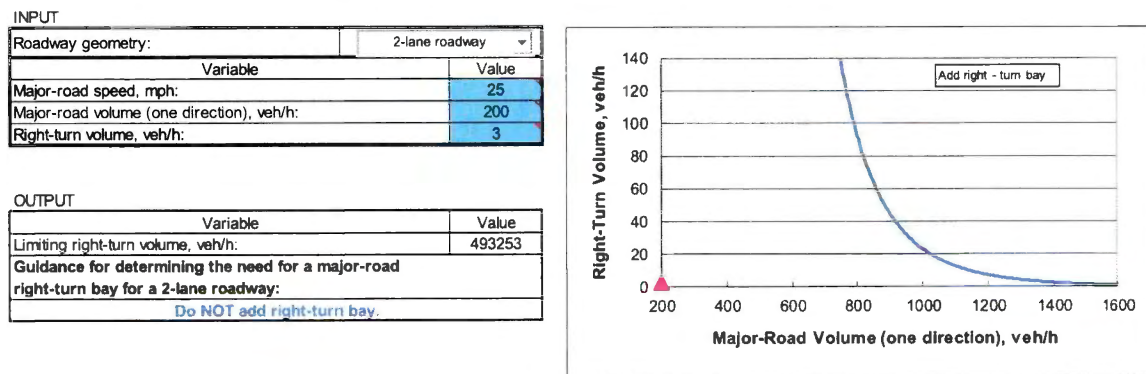
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Note: Major road volume set to 200 to show **Red** triangle in the graph. Actual major street volume is 75.

P.M. Peak Hour

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



Note: Major road volume set to 200 to show **Red** triangle in the graph. Actual major street volume is 110.

Build-out – Eastbound Left-Turn Lane Analysis Project Entrance (Intersection #7) on East 1st Street

A.M. Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

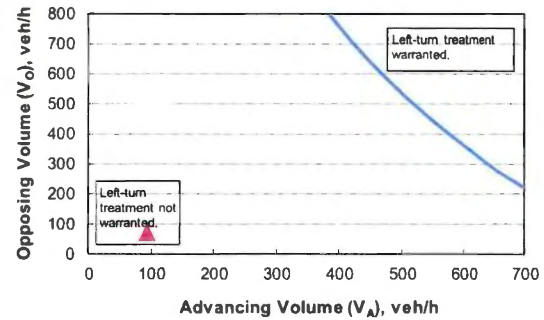
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	94
Opposing volume (V_O), veh/h:	74

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	831
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

P.M. Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

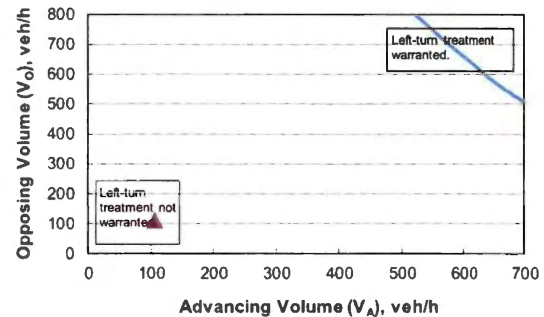
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	107
Opposing volume (V_O), veh/h:	112

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1080
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



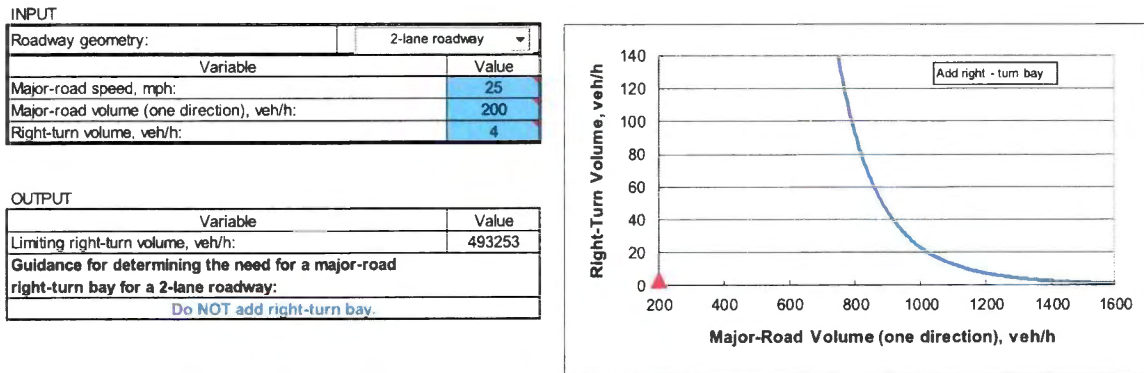
CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Build-out – Westbound Right-Turn Lane Analysis Project Entrance (Intersection #7) on East 1st Street

A.M. Peak Hour

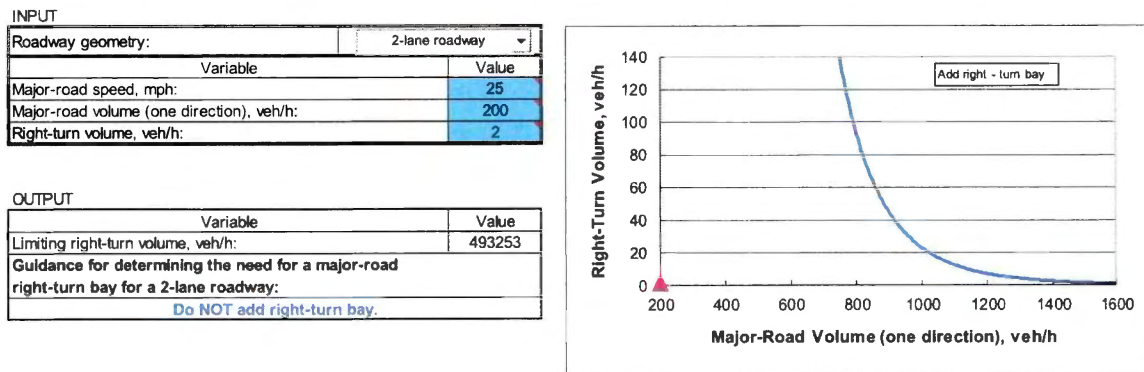
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Note: Major road volume set to 200 to show **Red** triangle in the graph. Actual major street volume is 74.

P.M. Peak Hour

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



Note: Major road volume set to 200 to show **Red** triangle in the graph. Actual major street volume is 112.

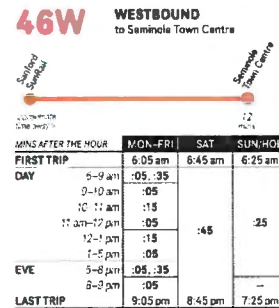
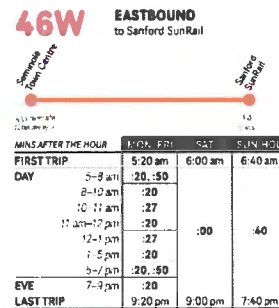
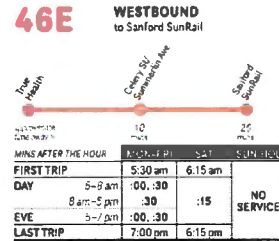
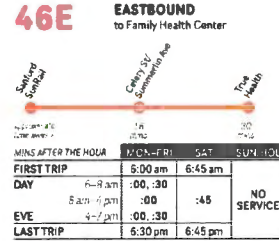
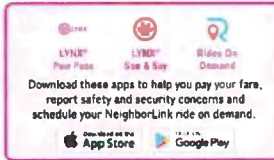
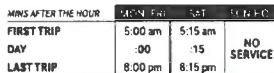
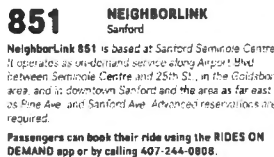
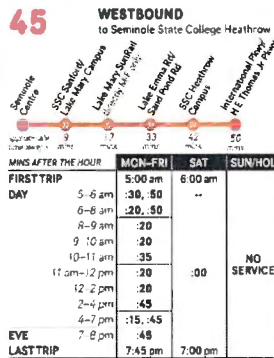
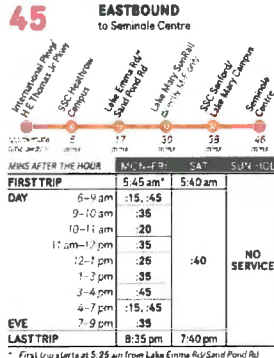
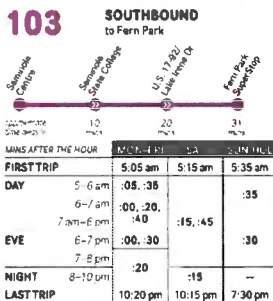
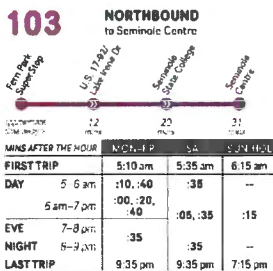
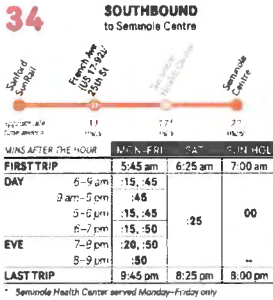
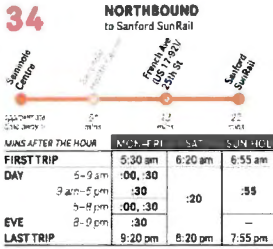
Appendix G – LYNX Route 46E

BUS SERVICE FREQUENCY

4700 GOLFVIEW BLVD., SUITE 300, SANFORD, FL 32779-4000 | 407-244-0808 | golyx.com

EFFECTIVE APRIL 2025 - ALL BUS SERVICE FREQUENCIES ARE APPROXIMATE AND SUBJECT TO CHANGE

Times indicate departures from the BEGINNING of the route. Diagrams show major points on each Link - buses make additional local stops along the way.



CAN'T FIND YOUR LINK?

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

LYNX BUS SERVICE BROCHURES

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

QUESTIONS?



Link	Brochure	Link	Brochure	Link	Brochure	Link	Brochure
1	(A)	46	(A)	302	(A)	FastLink	
2	(B)	47	(B)	303	(B)	467	(B)
3	(C)	48	(C)	304	(C)	418	(C)
4	(D)	49	(D)	305	(D)	441	(D)
5	(E)	50	(E)	306	(E)	LYMMO	
6	(F)	51	(F)	307	(F)	100	(A)
7	(G)	52	(G)	308	(G)	101	(A)
8	(H)	53	(H)	309	(H)	102	(A)
9	(I)	54	(I)	310	(I)	103	(A)
10	(J)	55	(J)	311	(J)	104	(A)
11	(K)	56	(K)	312	(K)	105	(A)
12	(L)	57	(L)	313	(L)	106	(A)
13	(M)	58	(M)	314	(M)	107	(A)
14	(N)	59	(N)	315	(N)	108	(A)
15	(O)	60	(O)	316	(O)	109	(A)
16	(P)	61	(P)	317	(P)	110	(A)
17	(Q)	62	(Q)	318	(Q)	111	(A)
18	(R)	63	(R)	319	(R)	112	(A)
19	(S)	64	(S)	320	(S)	113	(A)
20	(T)	65	(T)	321	(T)	114	(A)
21	(U)	66	(U)	322	(U)	115	(A)
22	(V)	67	(V)	323	(V)	116	(A)
23	(W)	68	(W)	324	(W)	117	(A)
24	(X)	69	(X)	325	(X)	118	(A)
25	(Y)	70	(Y)	326	(Y)	119	(A)
26	(Z)	71	(Z)	327	(Z)	120	(A)
27	(A)	72	(A)	328	(A)	121	(A)
28	(B)	73	(B)	329	(B)	122	(A)
29	(C)	74	(C)	330	(C)	123	(A)
30	(D)	75	(D)	331	(D)	124	(A)
31	(E)	76	(E)	332	(E)	125	(A)
32	(F)	77	(F)	333	(F)	126	(A)
33	(G)	78	(G)	334	(G)	127	(A)
34	(H)	79	(H)	335	(H)	128	(A)
35	(I)	80	(I)	336	(I)	129	(A)
36	(J)	81	(J)	337	(J)	130	(A)
37	(K)	82	(K)	338	(K)	131	(A)
38	(L)	83	(L)	339	(L)	132	(A)
39	(M)	84	(M)	340	(M)	133	(A)
40	(N)	85	(N)	341	(N)	134	(A)
41	(O)	86	(O)	342	(O)	135	(A)
42	(P)	87	(P)	343	(P)	136	(A)
43	(Q)	88	(Q)	344	(Q)	137	(A)
44	(R)	89	(R)	345	(R)	138	(A)
45	(S)	90	(S)	346	(S)	139	(A)
46	(T)	91	(T)	347	(T)	140	(A)
47	(U)	92	(U)	348	(U)	141	(A)
48	(V)	93	(V)	349	(V)	142	(A)
49	(W)	94	(W)	350	(W)	143	(A)
50	(X)	95	(X)	351	(X)	144	(A)
51	(Y)	96	(Y)	352	(Y)	145	(A)
52	(Z)	97	(Z)	353	(Z)	146	(A)
53	(A)	98	(A)	354	(A)	147	(A)
54	(B)	99	(B)	355	(B)	148	(A)
55	(C)	100	(C)	356	(C)	149	(A)
56	(D)	101	(D)	357	(D)	150	(A)
57	(E)	102	(E)	358	(E)	151	(A)
58	(F)	103	(F)	359	(F)	152	(A)
59	(G)	104	(G)	360	(G)	153	(A)
60	(H)	105	(H)	361	(H)	154	(A)
61	(I)	106	(I)	362	(I)	155	(A)
62	(J)	107	(J)	363	(J)	156	(A)
63	(K)	108	(K)	364	(K)	157	(A)
64	(L)	109	(L)	365	(L)	158	(A)
65	(M)	110	(M)	366	(M)	159	(A)
66	(N)	111	(N)	367	(N)	160	(A)
67	(O)	112	(O)	368	(O)	161	(A)
68	(P)	113	(P)	369	(P)	162	(A)
69	(Q)	114	(Q)	370	(Q)	163	(A)
70	(R)	115	(R)	371	(R)	164	(A)
71	(S)	116	(S)	372	(S)	165	(A)
72	(T)	117	(T)	373	(T)	166	(A)
73	(U)	118	(U)	374	(U)	167	(A)
74	(V)	119	(V)	375	(V)	168	(A)
75	(W)	120	(W)	376	(W)	169	(A)
76	(X)	121	(X)	377	(X)	170	(A)
77	(Y)	122	(Y)	378	(Y)	171	(A)
78	(Z)	123	(Z)	379	(Z)	172	(A)
79	(A)	124	(A)	380	(A)	173	(A)
80	(B)	125	(B)	381	(B)	174	(A)
81	(C)	126	(C)	382	(C)	175	(A)
82	(D)	127	(D)	383	(D)	176	(A)
83	(E)	128	(E)	384	(E)	177	(A)
84	(F)	129	(F)	385	(F)	178	(A)
85	(G)	130	(G)	386	(G)	179	(A)
86	(H)	131	(H)	387	(H)	180	(A)
87	(I)	132	(I)	388	(I)	181	(A)
88	(J)	133	(J)	389	(J)	182	(A)
89	(K)	134	(K)	390	(K)	183	(A)
90	(L)	135	(L)	391	(L)	184	(A)
91	(M)	136	(M)	392	(M)	185	(A)
92	(N)	137	(N)	393	(N)	186	(A)
93	(O)	138	(O)	394	(O)	187	(A)
94	(P)	139	(P)	395	(P)	188	(A)
95	(Q)	140	(Q)	396	(Q)	189	(A)
96	(R)	141	(R)	397	(R)	190	(A)
97	(S)	142	(S)	398	(S)	191	(A)
98	(T)	143	(T)	399	(T)	192	(A)
99	(U)	144	(U)	400	(U)	193	(A)
100	(V)	145	(V)	401	(V)	194	(A)
101	(W)	146	(W)	402	(W)	195	(A)
102	(X)	147	(X)	403	(X)	196	(A)
103	(Y)	148	(Y)	404	(Y)	197	(A)
104	(Z)	149	(Z)	405	(Z)	198	(A)
105	(A)	150	(A)	406	(A)	199	(A)
106	(B)	151	(B)	407	(B)	200	(A)
107	(C)	152	(C)	408	(C)	201	(A)
108	(D)	153	(D)	409	(D)	202	(A)
109	(E)	154	(E)	410	(E)	203	(A)
110	(F)	155	(F)	411	(F)	204	(A)
111	(G)	156	(G)	412	(G)	205	(A)
112	(H)	157	(H)	413	(H)	206	(A)
113	(I)	158	(I)	414	(I)	207	(A)
114	(J)	159	(J)	415	(J)	208	(A)
115	(K)	160	(K)	416	(K)	209	(A)
116	(L)	161	(L)	417	(L)	210	(A)
117	(M)	162	(M)	418	(M)	211	(A)
118	(N)	163	(N)	419	(N)	212	(A)
119	(O)	164	(O)	420	(O)	213	(A)
120	(P)	165	(P)	421	(P)	214	(A)
121	(Q)	166	(Q)	422	(Q)	215	(A)
122	(R)	167	(R)	423	(R)	216	(A)

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49 east pine street orlando florida 32801

[phone] 407 423 8055 [fax] 407 423 8022



CITY OF
SANFORD
FLORIDA



APPROVED

WS __ RM ✓
Item No. 7C

CITY COMMISSION MEMORANDUM 25-254
NOVEMBER 10, 2025 AGENDA

TO: Honorable Mayor and Members of the City Commission
PREPARED BY: Eileen Hinson, AICP, MSSR – Director of Planning
SUBMITTED BY: Norton N. Bonaparte, Jr., ICMA-CM, City Manager
SUBJECT: Adoption of Ordinance No. 2025-4838 for a Planned Development
Rezone to establish a mixed-use development at 1000 East 1st Street.

THIS IS A MATTER INVOLVING THE QUASI-JUDICIAL PROCESS, THUS COMMISSIONERS MUST DISCLOSE ALL EX-PARTE COMMUNICATIONS INCLUDING THE NAME OF THE COMMUNICATOR, AND THE TIME, PLACE AND SUBSTANCE OF THE COMMUNICATION. WRITTEN COMMUNICATIONS MUST BE DISCLOSED AND MADE A PART OF THE RECORD BEFORE FINAL ACTION IS TAKEN. A COMMISSIONER'S INVESTIGATION, SITE VISITS AND RECEIPT EXPERT OPINIONS MUST ALSO BE DISCLOSED AND MADE A PART OF THE RECORD. PERSONS WHO HAVE OPINIONS CONTRARY TO THOSE EXPRESSED IN AN ORAL OR WRITTEN EX-PARTE COMMUNICATION MUST BE GIVEN A REASONABLE OPPORTUNITY TO REFUTE OR RESPOND TO THE COMMUNICATION AT THE HEARING. THE PARTIES TO THIS PROCEEDING ARE THE CITY STAFF AND THE APPLICANT AND THEY ARE SUBJECT TO CROSS EXAMINATION AND MUST GIVE THEIR TESTIMONY UNDER OATH. OTHERS WHO SEEK PARTY STATUS ARE ALSO SUBJECT TO CROSS EXAMINATION. PERSONS ONLY PARTICIPATING BY PROVIDING COMMENTS ARE NOT SUBJECT TO CROSS EXAMINATION AND ARE NOT SWORN IN AS EVIDENTIARY WITNESSES. THE QUALIFICATIONS OF CITY STAFF ARE EITHER PUBLISHED ON THE CITY'S WEBSITE OR SUBMITTED AT THE HEARING.

SYNOPSIS:

Requesting to consider a Planned Development, (PD) rezone to establish a mixed-use development at 1000 East 1st Street has been received.

The property is owned by 1000 East First Estates LLC, whose sole manager is Marian Spisak. Javier Omana, CNU-A of CPH Corp., has made application for the owner. A Citizens Awareness and Participation Plan (CAPP) meeting was held on April 29, 2025, and a copy of the report is attached, which has been found to be satisfactory to the City.

The Affidavit of Ownership and Designation of Agent form is attached, and additional information is available to ensure that all potential conflicts of interest are capable of being discerned.

FISCAL/STAFFING STATEMENT:

According to the Property Appraiser's records, the two parcels are developed with two separate stand-alone buildings which are vacant with the assessed tax values and total tax bills for 2025 shown below:

Parcel Number	Assessed Value (2025)	Tax Bill (2025)	Property Status
30-19-31-507-0E00-0000	\$3,839,726	\$68,590	Private School & College
30-19-31-507-0F00-0010	\$1,360,248	\$24,519	Private School & College

It is the applicant's intent to redevelop the property as a mixed-use development. The proposed re-development may generate additional tax revenue to the City.

No additional staffing is anticipated if the PD Rezone is approved.

BACKGROUND:

The 5.84-acre subject property is ideally located on the north side of West 1st Street between San Juan Avenue and Mellonville Avenue. The property is currently assigned the RMOI, Multiple Family Residential, Office, Institutional, zoning district/classification under the provisions of the City's *Land Development Regulations (LDRs)* while being assigned the WDBD, Waterfront Downtown Business District future land use designation under the provisions of the City's *Comprehensive Plan*.

The existing 3-story main building located on the property is approximately 75,000 square feet in size and was constructed **circa 1925** with a 3-story detached dormitory building, about 7,582 square feet in size which was constructed in 1955. First known as Hotel Forrest Lake in **1926**, the building was first used to boost tourism in a primarily agricultural area of Central Florida. Forrest Lake was a local politician and later a member of State government. One of his most well-known successes in politics was the passing of the bill that created Seminole County in 1913. Throughout the early- to mid-1920s, Lake owned an icehouse and founded Seminole County Bank as well as developing the Hotel. The construction of a resort hotel was first proposed in the late-1920s by Forrest Lake when he served as Mayor of Sanford. As Mayor, Lake completed a public works program in the hopes of Sanford becoming the powerful and influential Seminole County seat. The public works program included the construction of a new city hall, a police station, a seawall along Lake Monroe, and the paving of City streets. Not only did Lake want to attract permanent citizens to the newly updated City, but he also wanted Sanford to become Central Florida's next tourist destination. The Hotel Forrest Lake was part of his solution. Consisting of 158 guest rooms each with their own private bathrooms, a ballroom and 2 dining rooms, the Hotel opened in 1926, but tourists did not visit due to a real estate bust occurring throughout Florida that same year. By 1928, the Hotel closed its doors as its namesake faced trial on charges of bank fraud. He was later sent to State prison for 14 years, only serving 6 years and living the rest of his life in Sanford dying in 1939.

Historically, the property had many different land uses including most notably the former Mayfair Inn (hotel and dormitory) **until 1966**. The then New York Giant professional baseball team who resided in the Mayfair Inn during spring training that was held in the City using the City's historic baseball stadium as an important venue. **By 1963**, the former New York Giants moved their franchise to San Francisco becoming the current day San Francisco Giants. As a result, the Giants also moved their spring training facilities to another location. That same year, the City authorized a \$1.3 million construction program to renovate the Sanford Naval Air Station and to create a new military academy. The Bernard McFadden Foundation, the directors of the school, purchased the Mayfair Inn as the location for the newly established Sanford Naval Academy. The Foundation significantly altered the building to accommodate the students and staff, including constructing a gymnasium and dormitory building on the property.

From 1966 – 1975 the subject property was operating as the Sanford Naval Academy.

The non-profit New Tribes Mission purchased the Mayfair Inn **in 1976**. New Tribes Mission used property for housing and office uses for the organization's international headquarters until **2016**.

In 2016 the New Tribes Mission rebranded itself as Ethnos 360 and relocated to 312 West First Street.

Since 2016, the property has been vacant with Ethnos 360 having sold the property to private

On August 3, 2017, the Planning and Zoning Commission approved a conditional use to re-establish a hotel on the subject property. No other applications to implement the permitted hotel use were ever received by the City. Based on this approval the City and its citizens had anticipated the property being developed in a manner that is consistent with the overall goals of the City to enhance the economic and tourism development of the City's historic and vibrant downtown area.

Project Background Provided at the September 4, 2025 P & Z Commission Meeting

The Planned Development rezone request is described as a proposed mixed-use development consisting of 46 multiple-family dwelling units and 28,000 square feet of office uses, which are supportive to the proposed use of a Christian Missionary Training Center. The proposed Administrative Hub projects to employ 50-75 people.

The proposed Mayfair PD Master Plan complies with Article I submittal requirements, landscaping requirements, Article III Site Plan requirements, and parking requirements.

While the Master Plan complies with the parking requirements for office uses and dormitory, Staff has determined that the amount of proposed paved parking is not consistent with the historic character of the structure and will negatively impact the historic context of the property. Staff seeks flexibility within this PD to either allow up to a 50-percent reduction in parking or the ability to allow 50-percent of the required parking to be of a stabilized base with grass parking, as approved by the City Engineer.

Update following the Continued September 4, 2025 P & Z Commission Meeting

Since the September 4, 2025, Planning and Zoning Commission meeting, Planning Staff has met with the applicant and revisions to the parking lot and landscaping has been made. The updated landscape plan has been added to the Staff report. Based on the new modifications to the plan, Staff removed the condition to allow grass parking and or a 50-percent reduction to the total parking requirement.

Comprehensive Plan

Pursuant to Objective 1.11 of the City's Comprehensive Plan, the WDBD land use designation "is designed to provide centralized residential, governmental, cultural, institutional, and general commercial activities within the downtown and waterfront urban area, while preserving the City's historic character and cultural heritage through context-sensitive design."

Further, the objective states

"The purpose of the WDBD land use designation is to:

- Generate a revitalization effort that attracts private sector investment and strengthens the City's economy;*
- Establish the district as a Regional Center;*
- Strengthen public/private partnerships;*

- *Enhance the livability of North Seminole County by encouraging improved residential, retail, education, cultural and entertainment opportunities; and*
- *Provide the framework for redevelopment and infill."*

Policy FLU 1.11.2: Apply Performance Criteria. *All new development shall comply with the following criteria, all of which shall be implemented through mandatory site plan review of new development:*

- Historic District Compatibility: The design of future development and redevelopment within the vicinity of the historic district shall be compatible with the design of buildings of historic significance which are located within the historic area and its environs. Site plan review shall incorporate criteria to ensure that the design of new structures, including building materials, roof lines, fenestration and setbacks, are compatible with buildings of historic significance.*

The subject property is not within or adjacent to a historic district. However, the subject property is a historically significant building worthy of preservation and eligible to be designated as a historic landmark. During the Development Plan process, site improvements will be considered in the context of preserving the historic significance of the property.

- Parking Provisions: New development within the WDBD shall be served by adequate parking resources. New development shall provide off-street parking sufficient to serve each proposed new development either on site or through the provision of a shared parking agreement or shall otherwise comply with the provisions of this Comprehensive Plan and implement land development regulations.*

Original Findings:

The proposed Master Plan provides significant parking and parking lot landscaping that complies with the City's parking regulations. However, Staff found the amount of parking and impervious/lot coverage will be detrimental to the goal of preserving the historic nature of the property. Therefore, Staff recommends a reduction in either the number of parking spaces or number of spaces required to be paved in efforts to preserve the historic context.

Update following the Continued September 4, 2025, P & Z Commission Meeting:

The revised Master Plan landscape sheet provides parking and parking lot landscaping that complies with the City's parking regulations. The proposed reconfiguration of the parking area shifts the parking to the east so that the historic building is the central focus of the property and is in its proper context.

- Urban Design Amenities: Proposed new development shall provide a higher level of urban design amenities including landscaping, compatible signage, and pedestrian linkages together with a broader mix of land uses attractive to potential users of the downtown area.*

The applicant has provided a landscape plan that proposes enhancements to the streetscape as well as pedestrian connectivity within the site. However, as a religious organization, the function and operation of World Olivet Assembly administrative offices is designed to be a private space that neither encourages pedestrian activity nor will it attract potential users to the downtown area and is therefore inconsistent specifically with the Urban Design Amenities portion of this Comprehensive Plan Policy.

- Site Plan Review Process: The site plan review process shall include management procedures necessary to implement the WDBD development criteria, objectives and policies cited in the Comprehensive Plan. Where appropriate, the site plan review process shall ensure the preservation and enhancement of the "original" traditional neighborhood by implementing the*

recommendations of the historic surveys of the downtown area and the historic residential area along the Park Avenue Corridor.

Original Findings:

During the site design portion of the Master Plan review process, Planning Staff has attempted to work with the applicant to preserve the appropriate context of the property while ensuring future adaptive re-use of the property remains viable. Staff maintains that there is need for additional layout design elements, such as parking, landscaping, and pedestrian connectivity to be further assessed to preserve the historic context of the property and preserve the original traditional neighborhood.

Update following the Continued September 4, 2025, P & Z Commission Meeting:

Since the first hearing, Staff has worked with the applicant to reconfigure the parking to be sifted to the east and no longer in front of the main building to preserve the appropriate context of the property while ensuring future adaptive re-use of the property remains viable.

- e. Reinforce/Regenerate Historic Buildings: Encourage development and redevelopment of projects that reinforce and regenerate the historic significance of buildings and corridors within the historic area and its environs.*

Original Findings:

The adaptive re-use of the property, as proposed, may encourage structural regeneration of a historic building that has been vacant for over ten years, however, some of the historic significance of the Mayfair Hotel may be lost through the redevelopment of the property.

Update following the Continued September 4, 2025, P & Z Commission Meeting:

The adaptive re-use of the property, as proposed, may encourage structural regeneration of a historic building that has been vacant for over ten years. With proper site design and context sensitive landscaping the redevelopment could regenerate the historic significance of the former Mayfair Hotel.

- f. Strategic Parking Resources: Promote development of adequate parking resources in strategic areas of the WDBD and pedestrian walkways linking major retail activity centers, as well as social, civic, recreational, or cultural attractions within the downtown and waterfront area.*

Original Findings:

While the proposed Master Plan includes a substantial increase in parking capacity, it falls short in addressing a critical element of urban connectivity: pedestrian access. The current design does not introduce any new walkways or pedestrian corridors that would link the waterfront to key destinations such as the downtown district and Fort Mellon Park. This omission undermines the potential for a cohesive and walkable urban experience.

Update following the Continued September 4, 2025 P & Z Commission Meeting:

While the proposed Master Plan includes a substantial increase in parking capacity and introduces new sidewalks, staff has not seen sufficient demonstration of how these pedestrian improvements will function beyond basic connectivity. The applicant has not yet illustrated how the walkways will actively encourage movement between the waterfront, downtown district, and Fort Mellon Park, or help enhance the vibrant, walkable urban experience. Sanford's waterfront is a key cultural and economic asset, and with thoughtful design, these pathways could serve as vital links that encourage engagement, accessibility, and cohesion across the city's core destinations.

- g. *Mix of Land Uses: Achieve a higher level of urban design amenities together with a broader mix of land uses attractive to potential users of the downtown and waterfront area.*

Original Findings:

The applicant is not proposing a mix of uses that achieve a higher level of urban design amenities that will attract any potential users of the downtown as the uses being proposed are not publicly available.

Update following the Continued September 4, 2025, P & Z Commission Meeting:

The applicant has not demonstrated that a mix of uses that achieve a higher level of urban design amenities to attract potential users of the downtown are being implemented as part of this proposal.

- h. *Regulatory Concepts: Provide a planning and management framework that incorporates regulatory concepts necessary to implement redevelopment planning objectives together with the recommendations of the historic surveys of the downtown area and the historic residential area along the Park Avenue Corridor.*

In review of the historic uses of this property, Staff has evaluated the existing conditions of the site and the objectives of both Comprehensive Plans policies and Land Development Regulations to provide the applicant with recommendations on the redevelopment of the property to maintain consistency with the historic downtown area. Those recommendations included modifications, site drainage concerns, floodplain, appropriate uses for the site, and several other elements.

Staff finds that the Master Plan to be generally consistent with **5 of the 8** the Performance Criteria of numerated in Policy 1.11.2. However, the proposed development fails to meet Criteria C, F, and G.

Based on the Economic Impact Statement provided by the applicant, they anticipate spending between 15 million and 30 million dollars on construction and renovation in addition to property tax bill of \$91,832. Additionally, applicant has provided an Economic Impact Statement identifying how having the property occupied with residents and employees could have a “multiplier effect”. The EIS identifies all secondary impacts of the proposed use and the possibility of obtaining Tax Exempt Status.

Conclusion provided to the Planning and Zoning Commissions on October 2, 2025

While the proposed development may fulfill its internal organizational goals of the applicant, it fails to prove it meets the broader civic expectation of connectivity and public engagement within the downtown core. The site is strategically positioned as a potential link between three vital areas of Sanford’s downtown in relation to: the waterfront, the 1st Street corridor and Fort Mellon Park. Yet the current design, centered around private administrative offices for a self-contained organization, does not facilitate that connection.

The proposed building function is inherently inward facing. It is designed for private use, with limited public access and no features that encourage pedestrian flow, gathering, or interaction. There are no walkways, plazas, or visual cues that invite movement between adjacent public spaces. As a result, the site fails to bridge the urban fabric, reducing the opportunity for a cohesive, walkable downtown experience.

Moreover, with the potential for the property to be tax-exempt, the City could forfeit a stream of revenue that could have supported public infrastructure or services. In exchange, the community receives a space that may not contribute to economic vitality, does not attract visitors, and may not support the goals of downtown revitalization. This is especially concerning given Sanford's ongoing efforts to enhance its waterfront and historic district as distinct cultural and commercial destinations.

In short, the development may serve its private mission, unfortunately may be at the expense of a greater public opportunity. A truly community-minded plan would integrate pedestrian pathways, shared spaces, and design elements that invite movement and interaction, strengthening the connection between key downtown assets and enriching the experience for residents and visitors alike.

While Staff finds that the proposed Planned Development (PD) does not specifically align with all elements of the Waterfront Downtown Business District (WDBD), the determination of its consistency with the Future Land Use designation is respectfully deferred to the Planning and Zoning Commission and the City Commission. Two recommendations have been provided for consideration.

Update following the October 2, 2025, P & Z Commission Meeting

After the continuation from September 4, 2025, at its regularly scheduled meeting, by a vote of vote of 4-3, on October 2, 2025, the City's Planning and Zoning recommend that the City Commission adopt an ordinance to rezone 5.84 acres located at 1000 East 1st Street from Multiple-Family Residential-Office-Institutional, RMOI to Planned Development PD, zoning district. The recommendation is based on consistency with the goals, objectives, and policies of the City's Comprehensive Plan, as outlined by staff, and subject to a development order that includes all staff-recommended conditions. Motion carried with Mr. Acosta, Ms. Woodard and Ms. Wilson in opposition. All three commissioners stated that the proposed development does comply with FLU Policy 1.11.2.

The recommendation included additional approval conditions and necessitated that, with adoption of the ordinance, a final revised Master Plan be adopted concurrently.

The final recommendation to the Commission included the following conditions as provided by staff to accompany any approval in an associated Development Order:

1. Pursuant to Section 4.B.6.c of the Land Development Regulations (LDR) of the City of Sanford, this rezoning shall expire 3 years from the effective date of this Ordinance if all required infrastructure improvements have not been completed or an extension granted.
2. Unless specifically requested and approved on the PD Master Plan, any required elements missing from or not shown on the Mayfair PD Master Plan, as resubmitted for City Commission consideration, and Landscape Plan dated September 8, 2025, or found within the associated PD documents shall comply with and default to the regulations in the City's *LDR*.
3. Prior to issuance of a Certificate of Occupancy, the Applicant shall obtain a Local Historical Landmark Designation from both the Historic Preservation Board and the City Commission.
4. Upon adoption of the Planned Development Ordinance, the property shall be subject to and must comply with Schedule S – Historic Preservation, as outlined in the City's Land Development Regulations. This requirement shall remain in effect unless formally amended through a modification to the approved Planned Development.

5. A Development Plan prepared and sealed by a licensed Florida professional engineer meeting the requirements of the City's *Land Development Regulations* must be submitted and approved prior to any site development activity.
6. Decorative and functional fountains shall be installed in all wet retention ponds as part of development approval which approval shall provide for ongoing maintenance requirements and responsibilities upon the appropriate party, but not the City.
7. In lieu of meeting standard landscaping requirements, the Applicant may submit a Comprehensive Landscaping Plan for review and approval, if such an approach is determined to better support the historic character and context of the property. The plan must demonstrate functional site design and be found acceptable by the City Engineer and Planning Staff.
8. If City Staff and the Property Owner are unable to agree to the details of this Development Order in any way, the matter will be submitted to the Planning and Zoning Commission for resolution at a public hearing, and the matter will be adjudicated by means of a development order or denial development order relating thereto.

In addition to the staff recommendations, the Commission added the following additional condition based on the new information provided.

9. The applicant will provide for a retail/commercial component open to the public to consist of a history museum and bookstore/gift shop and/or exhibition space of not more than 550 square feet that not only highlight the history of the Mayfair historic landmark but also presents the legacy of Christian missions including the former New Tribes Mission and World Olivet Assembly. In addition, there shall be signage/plaques regarding the historical character of the site at locations near the public sidewalks on 1st Street and on Seminole Boulevard.

Update following the October 27, 2025 City Commission meeting

At the October 27, 2025 regular meeting, by a vote of 4-1, the City Commission approved on first reading an ordinance for a Planned Development Rezone to establish a mixed-use development at 1000 East 1st Street based on consistency with the goals, objectives, and policies of the City's Comprehensive Plan, as outlined by staff, and subject to a development order that includes all recommended conditions with the following modifications:

Modify number 4 to require landing-marking of the property prior to Certificate of Occupancy, which has been added to the conditions as number 5 as follows:

5. Upon completion of construction and prior to issuance of any final Certificates of Occupancy for the renovations, the applicant shall work with staff to have the property designated as a Local Historic Landmark.

In addition, the Commission requested modification to the condition regarding the museum/commercial/retail component added by the Planning and Zoning Commission, which has been included in the conditions and is written as follows:

9. The applicant will provide for a retail/commercial component open to the public that may consist of a history museum and/or bookstore/gift shop/cafe and/or exhibition space of not less than 550 square feet that, at a minimum, that highlights the history of the Mayfair historic landmark and the uses within. In addition, there will be signage/plaques regarding the historical character of the site at locations near the public sidewalks on 1st Street and on Seminole Boulevard.

LEGAL REVIEW:

The City Attorney may or may not have reviewed the staff report and the specific analysis provided by City staff, but has noted the following that should be adhered to in all quasi-judicial decisions.

Section 166.033, *Florida Statutes*, as amended in the 2022 Legislative Session, in Chapter 2021-224, *Laws of Florida* (deriving from Committee Substitute for Committee Substitute for House Bill Number 1059) provides as follows (please note **emphasized** text):

“166.033 Development permits and orders.—

(1) Within 30 days after receiving an application for approval of a development permit or development order, a municipality must review the application for completeness and issue a letter indicating that all required information is submitted or specifying with particularity any areas that are deficient. If the application is deficient, the applicant has 30 days to address the deficiencies by submitting the required additional information. Within 120 days after the municipality has deemed the application complete, or 180 days for applications that require final action through a quasi-judicial hearing or a public hearing, **the municipality must approve, approve with conditions, or deny the application for a development permit or development order.** Both parties may agree to a reasonable request for an extension of time, particularly in the event of a force majeure or other extraordinary circumstance. An approval, approval with conditions, or denial of the application for a development permit or development order must include written findings supporting the municipality’s decision. The timeframes contained in this subsection do not apply in an area of critical state concern, as designated in s. 380.0552 or chapter 28-36, *Florida Administrative Code*.

(2)(a) **When reviewing an application for a development permit or development order that is certified by a professional listed in s. 403.0877, a municipality may not request additional information from the applicant more than three times, unless the applicant waives the limitation in writing.**

(b) If a municipality makes a request for additional information and the applicant submits the required additional information within 30 days after receiving the request, the municipality must review the application for completeness and issue a letter indicating that all required information has been submitted or specify with particularity any areas that are deficient within 30 days after receiving the additional information.

(c) If a municipality makes a second request for additional information and the applicant submits the required additional information within 30 days after receiving the request, the municipality must review the application for completeness and issue a letter indicating that all required information has been submitted or specify with particularity any areas that are deficient within 10 days after receiving the additional information.

(d) Before a third request for additional information, the applicant must be offered a meeting to attempt to resolve outstanding issues. If a municipality makes a third request for additional information and the applicant submits the required additional information within 30 days after receiving the request, the municipality must deem the application complete within 10 days after receiving the additional information or proceed to process the application for approval or denial unless the applicant waived the municipality’s limitation in writing as described in paragraph (a).

(e) Except as provided in subsection (5), if the applicant believes the request for additional information is not authorized by ordinance, rule, statute, or other legal authority, the municipality, at the applicant’s request, shall proceed to process the application for approval or denial.

(3) **When a municipality denies an application for a development permit or development order, the municipality shall give written notice to the applicant. The notice must include a citation to the applicable portions of an ordinance, rule, statute, or other legal authority for the denial of the permit or order.**

- (4) As used in this section, the terms “development permit” and “development order” have the same meaning as in s. 163.3164, but do not include building permits.
- (5) For any development permit application filed with the municipality after July 1, 2012, **a municipality may not require as a condition of processing or issuing a development permit or development order that an applicant obtain a permit or approval from any state or federal agency unless the agency has issued a final agency action that denies the federal or state permit before the municipal action on the local development permit.**
- (6) Issuance of a development permit or development order by a municipality does not create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. A municipality shall attach such a disclaimer to the issuance of development permits and shall include a permit condition that all other applicable state or federal permits be obtained before commencement of the development.
- (7) This section does not prohibit a municipality from providing information to an applicant regarding what other state or federal permits may apply."

The above-referenced definition of the term “development permit” is as follows:

"(16) 'Development permit' includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land." (Section 163.3164(16), *Florida Statutes*).

The term “development order” is defined as follows and, as can be seen, refers to the “granting, denying, or granting with conditions [of] an application”:

“(15) ‘Development order’ means any order granting, denying, or granting with conditions an application for a development permit.” (Section 163.3164(15), *Florida Statutes*).

Thus, if this application is denied, a denial development order must be issued which must cite to the applicable portions of each ordinance, rule, statute or other legal authority supporting the denial of the application. For example, if a goal, objective or policy of the *Sanford Comprehensive Plan* were to be the basis for a denial, then such goal, objective or policy must be part of the motion proposing the denial. A denial development order would be drafted to implement the actions of the City Commission in the event of such occurrence. Accordingly, any motion to deny must state, with particularity, the basis for the proposed denial.

The City Commission has also expressed its desire for all who vote against the majority decision to express the rationale for their vote regarding all matters.

When voting on matters such as whether to recommend approval of an amendment to the City’s *Comprehensive Plan* or the enactment of, or amendment to, a land development regulation, those matters are legislative in nature and not quasi-judicial matters.

RECOMMENDATION:

Following the October 27, 2025 City Commission meeting, the conditions for approval are proposed as follows:

1. Pursuant to Section 4.B.6.c of the Land Development Regulations (LDR) of the City of Sanford, this rezoning shall expire 3 years from the effective date of this Ordinance if all required infrastructure improvements have not been completed or an extension granted.

2. Unless specifically requested and approved on the PD Master Plan, any required elements missing from or not shown on the Mayfair PD Master Plan, as resubmitted for City Commission consideration, and Landscape Plan dated September 8, 2025, or found within the associated PD documents shall comply with and default to the regulations in the City's *LDR*.
3. Prior to issuance of a Certificate of Occupancy, the Applicant shall obtain a Local Historical Landmark Designation from both the Historic Preservation Board and the City Commission.
4. Upon adoption of the Planned Development Ordinance, the property shall be subject to and must comply with Schedule S – Historic Preservation, as outlined in the City's Land Development Regulations. This requirement shall remain in effect unless formally amended through a modification to the approved Planned Development.
5. Upon completion of construction and prior to issuance of any final Certificate's of occupancy for the renovations, the applicant shall work with staff to have the property designated as a Local Historic Landmark.
6. A Development Plan prepared and sealed by a licensed Florida professional engineer meeting the requirements of the City's *Land Development Regulations* must be submitted and approved prior to any site development activity.
7. Decorative and functional fountains shall be installed in all wet retention ponds as part of development approval which approval shall provide for ongoing maintenance requirements and responsibilities upon the appropriate party, but not the City.
8. In lieu of meeting standard landscaping requirements, the Applicant may submit a Comprehensive Landscaping Plan for review and approval, if such an approach is determined to better support the historic character and context of the property. The plan must demonstrate functional site design and be found acceptable by the City Engineer and Planning Staff.
9. The applicant will provide for a retail/commercial component open to the public that may consist of a history museum and/or bookstore/gift shop/cafe and/or exhibition space of not less than 550 square feet that, at a minimum, that highlights the history of the Mayfair historic landmark and the uses within. In addition, there will be signage/plaques regarding the historical character of the site at locations near the public sidewalks on 1st Street and on Seminole Boulevard.
10. If City Staff and the Property Owner are unable to agree to the details of this Development Order in any way, the matter will be submitted to the Planning and Zoning Commission for resolution at a public hearing, and the matter will be adjudicated by means of a development order or denial development order relating thereto.

SUGGESTED MOTION:

"I move to deny the proposed Planned Development (PD) rezoning for the subject property, based on the applicant's failure to provide sufficient information or evidence demonstrating consistency with the City's Comprehensive Plan, specifically Objective 1.11 and Policy FLU 1.11.2, which emphasizes the importance of preserving and enhancing the character, connectivity, and walkability of the downtown area. The proposal also does provide sufficient evidence that it aligns with the stated Purpose and Intent of the Waterfront Downtown Business District (WDBD) and lacks the necessary elements to support cohesive integration with surrounding public spaces."

OR

"I move to adopt Ordinance No. 2025-4838 to rezone 5.84 acres from Residential Multifamily-Residential, Office, Institutional, (RMOI) to Planned Development, PD for a proposed mixed-use

development at 1000 East 1st Street, based on consistency with the goals, objectives and policies of the City's *Comprehensive Plan* as recommended by Staff and subject to a revised PD Master Plan meeting the modifications depicted during the hearing and subject to a development order that includes all recommended conditions and standards.”

Attachments: Ordinance
 Project Information Sheet
 Site Aerial Map
 Zoning Map
 Affidavit of Ownership
 CAPP Meeting Report
 Economic Impact Statement
 Response to Comments and Studies
 Mayfair Master Plan Set
 Landscape Plan