

# ORDINANCE NO. 2823-10

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE I, "COMPREHENSIVE PLAN" SO AS TO ADOPT AMENDMENTS TO THE CAPITAL IMPROVEMENT ELEMENT OF THE COMPREHENSIVE PLAN INCLUDING A NEW UPDATED FIVE YEAR CAPITAL IMPROVEMENT PLAN AS PART OF THE COMPREHENSIVE PLAN, GOALS, OBJECTIVES AND POLICIES DOCUMENT SUBSTITUTING FOR THE CURRENT FIVE YEAR CAPITAL IMPROVEMENTS PLAN AND PROVIDING FOR SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE.**

**NOW THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF WINTER PARK:**

**SECTION 1.** That Chapter 58 "Land Development Code", Article I "Comprehensive Plan" of the Code of Ordinances is hereby amended and modified by repealing and replacing within Section 58-1 "Comprehensive Plan adopted by reference"; the text and tables within the Capital Improvements Element including the "Winter Park Five Year Capital Improvement Plan" text and tables, currently included on Pages 7-9 to 7-23 to read as follows:

## **CHAPTER 7: CAPITAL IMPROVEMENT ELEMENT §9J-5.016(3), FAC**

### **WINTER PARK FIVE YEAR CAPITAL IMPROVEMENT PLAN**

#### **Introduction**

The format of the Winter Park five year capital improvement plan (CIP) is to provide a narrative description of the status of each program to provide an understanding of the status of previous projects, the status of currently committed and programmed improvements and the direction for committed projects in the time horizon beyond the current five year program. This section shall be updated annually.

Since the initial adoption of the Comp. Plan CIP in 2009, the factors affecting concurrency have been de minimis. The City's population has declined by 340 persons ~~in the past year~~ and the corresponding park land, potable water and sewer capacity needs are static. A de minimis report per transportation impact has been prepared as part of the DIA showing no degradation of any transportation level of service standard. Growth in the City during the past fiscal year consisted of two ~~four~~ net new single family homes and two medical office buildings totaling 37,200 square feet. ~~six multi-family residential units.~~ ~~Due to the economy there were no commercial/office building projects that began construction.~~ In addition, ~~again due to the economy,~~ There were no new multi-family or commercial/office projects

approved for future construction. This is clearly a unique scenario, given the economy, where vacancy rates have diminished population and the overall construction activity has declined to de minimis levels.

### Potable Water

The City of Winter Park owns and operates three potable water production plants that serve the nine square miles of the city and the overall twenty-two square miles of the city’s utility service area. These three water treatment facilities are the Swoope Avenue Water Treatment Plant, the University Boulevard Water Treatment Plant and the Magnolia Avenue Water Treatment Plant. Beginning in 2001 and ending in 2008, all three of these water plant facilities were completely rebuilt, modernized and have increased water production capacity. This water plant improvement project was a \$37 million dollar investment. As a result, the City’s Capital Improvement Program does not include any major water plant improvement projects as that major effort has just been completed. Design capacity for these three interconnected water plants are 28.8 mgd. (Design capacity is based on maximum daily usage plus fire emergency) Available unused water production capacity in 2008 is 17.6 mgd. Available unused water production capacity in 2028 is projected at 16.6 mgd. This surplus capacity insures the availability of potable water for all growth/development throughout the entire utility service area plus emergency capacity for firefighting capabilities.

However, despite that available capacity, the volume of groundwater available to the City’s water system is limited by the levels established in the consumptive use permit issued by the St. Johns River Water Management District (SJRWMD). Current groundwater allocation is limited to 12.7 mgd by the SJRWMD in 2025. The consumptive use permit does not cover the planning period from 2026 to 2028. The City will apply for a renewal of the consumptive use permit prior to that time. The table below lists available capacity in groundwater supplies based on groundwater allocations authorized by the SJRWMD by year 2008 thru 2025 demands.

**Current Available Capacity from Groundwater Sources**

Year	Permitted Groundwater Withdrawal <sup>1</sup>	Average Daily Demand	
		Average Daily Flow <sup>2</sup>	Available Capacity
	(mgd)	(mgd)	(mgd)
<b>2008</b>	11.9	11.2	0.7
<b>2013</b>	12.0	11.4	0.6
<b>2018</b>	12.2	11.4	0.8
<b>2023</b>	12.7	11.7	1.0
<b>2025</b>	12.7	11.9	0.8

### Water Supply Plan

The St. Johns River Water Management District has determined that traditional water supply sources will not be sufficient to meet demands of the growing population and the needs of the east central Florida area. The Florida Legislature enacted bills in 2002, 2004 and 2005 to more effectively address

the state's water supply situation by improving the coordination between local land use planning and water supply planning. In 2004, the Legislature amended Chapter 163, Florida Statutes, to give local governments until December 1, 2006, to prepare the 10-year water supply facilities work plans. The City's water supply plan is within the Public Facilities Element of this Comprehensive Plan.

The SJRWMD has identified alternative water supplies in the District Water Supply Plan 2005. For the City of Winter Park, when the Comprehensive Plan was adopted in February 2009, it appeared that the St. Johns River (near Yankee Lake) was identified as the best option for an alternative water supply. The City of Winter Park began working with the Seminole County and exploring the technical and institutional feasibility of developing the St. Johns River near Yankee Lake alternative. To that end, the original FY 2009 ~~previous year's~~ CIP showed the City's share of funding for the planning and design for the Yankee Lake Regional Water Source project. ~~Funding was shown for FY 2009/FY2010/FY2011 combined at \$1,682,182.~~ It was expected that significant additional design expenditures would be required for and FY2012/FY 2013. construction costs were estimated at \$44 million for the City's share to begin after fiscal year 2013. Total costs for this alternate water supply option were expected to top \$50 million.

In light of the potential \$50 million projected cost for an alternative water supply that may or may not be needed, together with the environmental, legal and political challenges looming for that option, the City of Winter Park has undertaken a ~~new~~ strategy to comply with the unfunded mandate imposed by the Florida Legislature. It is composed of three major initiatives as follows:

Comply with the consumptive use permit – The City is resolved to 'live within our means' and comply with the maximum groundwater withdrawal levels allowed under the current SJRWMD consumptive use permit. Winter Park and its water service area are substantially built-out and the demands for additional potable water use by new growth and development should be manageable within the current permitted levels of the consumptive use permit.

Expand the use of reclaimed water – The most effective way to reduce and conserve potable water usage is to reduce the amount of potable groundwater used for irrigation by increasing and substituting the use of reclaimed water for irrigation purposes. The City intends to work with the City of Orlando to utilize reclaimed water from the regional Iron Bridge treatment plant, now that it is available adjacent to us within Baldwin Park. The City also intends to increase the capacity of our own Winter Park Estates plant. Together, these two future projects could provide for significant reductions in potable groundwater use for irrigation thereby significantly increasing available capacity for new growth and development.

Enhanced conservation efforts - The City believes in the untapped potential of water conservation as a difference maker if taken seriously. The first step is the City's ongoing conversion to an automatic meter reading (AMR) system to track consumption. This is important to identify leaks to prevent water loss and to track water usage (especially irrigation) by times of day, days of the week, etc so that water conservation rules can be enforced. Other important conservation measures are currently identified in the Water Supply Plan will also provide effective means of water conservation.

The previous FY 2010 ~~current~~ CIP showeds the Automatic Meter Reading (AMR) project. This is a \$9 million dollar capital improvement project shown on the City's capital improvements plan budgeted in FY 2009/2010 as phased in for implementation over FY 2010/FY2011. The AMR system provides budget efficiencies in eliminating the meter reading personnel but the other attractive feature is that the

AMR system continually transmits data on water consumption which is important in identifying leaks that occur in the system. Significant amounts of potable water are lost annually to leaks that are undiscovered by the property owners until they receive a huge monthly utility bill in the mail. The AMR system provides the ability to identify water system leaks to then facilitate quick repair and will be an important water conservation tool in the future to conserve potable water usage.

### **Waste Water or Sanitary Sewer**

With the exception of the Winter Park Estates waste water plant, all wastewater or sanitary sewer flows are collected and pumped for treatment at plants owned and operated by the City of Orlando and the City of Altamonte Springs. The City of Winter Park through previous contractual agreements has purchased ample sewer treatment capacity for all the projected growth and development anticipated within both the nine square miles of the city and the twenty-two square miles of the city's utility service area. The average annual flow for 2008 is 6.3 million gallons per day (mgd) and available sewer treatment capacity for city flows are 8.3 mgd. Projected sanitary sewer flows in 2028 are 7.0 million gpd again contrasted with treatment capacity purchased by the City totaling 8.3 mgd.

#### **Upgrading/Rerating of the Iron Bridge Regional Treatment Plant**

Due to the age of Orlando's Iron Bridge treatment plant, the City of Winter Park in partnership with Orlando and the other contributing jurisdictions need to make significant reinvestments in this treatment plant's infrastructure. These expenses are to maintain the existing capacity and not an increase in treatment capacity. The City's capital improvement plan shows \$12,873,272 in committed expenditures in ~~FY 2010~~/FY 2011/FY 2012 for this project with \$1,000,000 already committed in FY 2010.

#### **Additional Capacity from the City of Altamonte Springs**

The City of Altamonte Springs has 5.483 mgd of excess sewer treatment capacity available for purchase. Only a small portion of the City's overall flow is sent to Altamonte Springs. The operational costs at Altamonte Springs are significantly less than at the City of Orlando plants. The City of Winter Park anticipates a capital improvement project to divert flow going to Orlando's Iron Bridge treatment plant to Altamonte Springs. The savings in operational treatment costs may very well pay for this project over time plus in would open up more capacity long term for growth and development. The City's capital improvement plan shows \$1.5 million in FY 2013/FY 2014 which includes the construction costs and purchase expense for that project.

#### **Expansion of the Winter Park Estates Plant**

The Winter Park Estates Water Reclamation Facility, owned by the City, is a sewer treatment plant utilizing spray irrigation of the treated effluent as disposal method onto golf courses and parks. That facility is permitted at 0.75 mgd but limited to 0.615 mgd due to wet weather storage limitations. Spray irrigation has the benefits of aquifer recharge and water conservation. As such, it is an important component of the City's consumptive use permit from SJRWMD. The City's desire is to expand the

Winter Park Estates plant to 1.0 million gpd via rerating of the plant, plant improvements and by expanding the irrigation system to include adjacent residential neighborhoods. By reducing the need for the use of potable water for irrigation this project also is a potable water conservation and aquifer recharge capital improvement project. Funding for this 4.5 million dollar project is shown in FY 2012/FY 2013/FY2014/FY2015.

#### Fairbanks Avenue Sewer Extension

In order to encourage the redevelopment of the Fairbanks Avenue commercial corridor from I-4 to US 17-92, the City has committed to a \$7.8 million dollar sewer expansion project in ~~FY 2010/FY 2011~~/FY2012. This corridor, annexed by the City in 2003 is now entirely served by septic tanks. The availability of sanitary sewer, over time, will encourage redevelopment of this gateway corridor now composed of strip commercial, car lots and convenience stores into offices and restaurants that need sanitary sewer.



# Comprehensive PLAN 2028

## Capital Improvements Element Balance Sheet

Community Name: Winter Park		Potable Water / Sanitary Sewer							
Fiscal Year: 10-11									
	Project Name	Cost	Description	Funding Source	2011	2012	2013	2014	2015
1	Renovation/ Rebuild of Iron Bridge <sup>1</sup>	\$2,873,272	Upgrading/ rerating of Orlando's Iron Bridge Regional Wastewater Treatment Facility, City of Winter Park's share cost	Water / Sewer Utility Bonds	\$1,000,000	\$873,272			
2	Sewer Treatment Capacity Purchase	\$1,500,000	Altamonte Springs wastewater treatment facility. Purchase of additional sewer treatment capacity.	Water / Sewer Utility Funds			\$500,000	\$1,000,000	
3	Re-rating Water Supply Plan Phase II of Winter Park Estates Sewer/ Water Re-use Plant	\$4,250,000	Re-rating of Winter Park Estates sewer treatment plant via reclaimed water system for alternative water sources for irrigation purposes	Projected Water / Sewer Utility Bonds		\$500,000	\$1,250,000	\$1,250,000	\$1,250,000
4	Fairbanks Avenue Sewer Extension	\$6,100,000 <sup>2</sup>	Sewer extension on West Fairbanks	Water / Sewer Utility Bonds and Funds	\$1,700,000	\$4,400,000			

1 Funding from bonds issued in 2009

2 Includes \$1 million state grant for resurfacing, \$3.4 million bond and \$1.7 million sewer impact fees

## Recreation and Open Space

The City of Winter Park has adopted a level of service standard for park land of 10 acres per 1,000 residents. This is an ambitious standard, well above state and national standards, that reflects the importance of park and open spaces areas to the character and quality of the city. While state comprehensive plan regulations do not require the adoption of a park land level of service standard, the City of Winter Park has voluntarily chosen to adopt such a level of service standard so that the quantity of park land available to its residents is maintained along with the expected population growth.

The population increases that the City has experienced over the past 15 years have largely come from the annexation of existing neighborhoods adjacent to the city. The population projections for the city also are largely based upon the potential for annexations of some other adjacent residential neighborhoods in order to round off the city limits. There has been debate that these residents already use the city parks and thus there is not degradation of the level of service. However, the city remains committed to maintaining the 10 acres per 1,000 resident level of service standard.

Winter Park's population as of April 1, 2009 is 28,581 which requires 285.81 acres to meet the required level of service. The current inventory indicates 297.66 acres of park and recreation land. Given the current calculation, the inventory shows an excess of 11.85 acres over the required 285.81, which translates to the capacity of an additional 1,185 residents in the City of Winter Park without compromising the necessary levels of service outlined in the Comprehensive Plan.

### Future Park and Recreational Needs

The City's population is anticipated to increase by 5,919 residents between 2009 and 2028. As population increases, so too will the demand for parks and recreation facilities.

Winter Park Population Projections					
Year	2009	2013	2018	2023	2028
Total Permanent Population	28,581	30,000	31,500	33,000	34,500

Future Park Demands. The demand for future parkland is based upon two factors, the future population, and the LOS for parks. Winter Park's LOS for park land is 10 acres for each 1,000 residents. Based upon that LOS, the City has sufficient park land for a population of 29,645. As a result, additional park land will need to be acquired to meet the adopted LOS in 2013.

**Projected Park Acreage Demands & Needs Based on Population Projections for Park & Recreation Acreage**

Year	Population	Proposed LOS (acres per 1,000 residents)	Existing Acres	Acreage Needs (+ Surplus/ - Need)	Projected LOS (acres per 1,000 residents)
2009	28,581	10.0	297.66	+11.85	10.37
2013	30,000	10.0	297.66	-2.34	9.92
2018	31,500	10.0	297.66	-17.34	9.45
2023	33,000	10.0	297.66	-32.34	9.02
2028	34,500	10.0	297.66	-47.34	8.63

The City’s Comprehensive Plan includes a policy commitment to convert the existing tree farm property into a park facility more readily usable by the public. This does not affect the level of service standard, as this property is already included in the city’s inventory but the improvement of this property into a park (vs. tree farm) will greatly enhance the usability of that 17 acre parcel for the city’s residents.

The city’s capital improvement plan does include continued funding for the acquisition of additional park land in order to meet the expected needs of the anticipated population growth. Funding at that time and in the future years will be necessary to maintain the level of service standard if the expected annexations occur. Again the need for additional park land is largely dependent upon annexations increasing the city’s population.





# Comprehensive PLAN 2028

Capital Improvements Element Balance Sheet									
Community Name: Winter Park		Parks and Open Space							
Fiscal Year: 10-11									
	Project Name	Cost	Description	Funding Source	2011	2012	2013	2014	2015
1	Fleet Peoples Park improvements (Phase I) <sup>1</sup>	\$228,000		Fund Raising	\$114,000	\$114,000			
2	Mead Garden Master Plan Renovation <sup>2</sup>	\$650,000		Bond Issue Fund Raising	\$200,000	\$200,000	\$50,000	\$100,000	\$100,000
3	Ward Park Field Lighting	\$948,000		General Funds	\$220,000	\$231,000	\$243,000	\$254,000	
4	The Tree Farm Park Conversion	\$1,000,000		General Funds				\$500,000	\$500,000
5	Future Park Acquisitions <sup>3</sup>	\$460,764		General Funds	\$147,982	\$12,323	\$64,620	\$91,957	\$143,882
6	Ward Park Master Plan	\$429,000		General Funds	\$210,000	\$219,000			
7	Central Park Expansion <sup>4</sup>	\$4-6,000,000		Fund Raising					
1 Contingent upon fund raising by Friends of Fleet Peoples Park									
2 Contingent upon bond issue approval by City Commission and fund raising by Friends of Mead Gardens. Bond issue size not determined but estimated at \$4.6 million for total project									
3 Comprehensive Plan Policy 6-1.1.5 requires 10% of the increase in general fund balance to be allocated to park and recreation trust fund for new park acquisition. Fund balance is estimated based on 10 year proforma approved by City Commission									
4 Project Budget not set. Funds to come from fund raising, state and federal grants									

## Drainage and Aquifer Recharge

The City of Winter Park has a storm water utility fee charged to all properties within the City. This fee funds ongoing drainage repairs and improvements, street sweeping for surface water quality (to reduce debris into the lakes) and our “Save our Lakes” program of capital water quality improvement projects. The storm water utility fee was established in 1990 and is an ongoing continual program of maintenance/repair and capital improvement (water quality and drainage) projects. The City Commission has established a policy of directing 40% (approx. \$822,000 annually) to capital improvement projects and the balance to ongoing operational expenses.

### Storm Water Retrofits and Outfall Improvements

Street debris (leaves/grass clippings, etc.) that are carried through the storm water drainage system during rain events are the major component that causes degradation to the surface water quality of the City’s lakes. As a result, reducing the volume of that street debris from entering the lakes is the primary focus of the “Save our Lakes” program of water quality and drainage capital improvements. The City’s capital improvements plan shows ongoing storm water retrofits during the five year timeframe of the CIP to the storm water outfalls going into Lake Sylvan, Lake Killarney, Lake Sue, Lake Osceola (at Alexander Place and Elizabeth Drive) and Lake Maitland (at Dixie Parkway) as well as other miscellaneous drainage and outfall improvements. The bulk of the CIP is composed of these types of projects that aid drainage but more importantly increase lake water quality.

### Exfiltration within the Golf Course

The City has just completed a major project on the third hole of City’s municipal golf course by diverting the street drainage from the adjacent streets into a large exfiltration pipe system buried below that portion of the golf course. Diverting these storm water flows reduces the amount of street debris into Lake Maitland and significantly enhances aquifer recharge potential. Additional funding is shown in FY ~~2013~~FY2014/FY2015 for the start of another similar project within the golf course area.



# Comprehensive PLAN 2028

Capital Improvements Element Balance Sheet - Drainage

	Project Name	Cost	Description	Funding Source	2011	2012	2013	2014	2015
1	Minnesota Avenue	\$400,000	Nicolet Pond & Retention Improvements	Storm Water Utility Fund	\$400,000				
2	Lincoln Avenue	\$100,000	Outfall Improvements	Storm Water Utility Fund	\$100,000				
3	Canton Avenue	\$100,000	Outfall Improvements	Storm Water Utility Fund	\$100,000				
4	Dixie Parkway	\$300,000	Storm Water Retrofit	Storm Water Utility Fund			\$300,000		
5	North New York	\$200,000	Storm Water Retrofit	Storm Water Utility Fund		\$200,000			
6	FEMA Map	\$80,000	Map Revisions	Storm Water Utility Fund	\$80,000				
7	Lake Sue	\$300,000	Liquid/Solid Separators	Storm Water Utility Fund		\$300,000			
8	Misc. Lakes	\$346,000	Storm Water Retrofits	Storm Water Utility Fund	\$52,000	\$172,000			\$122,000
9	Alum Stations	\$300,000	Solids Removal	Storm Water Utility Fund			\$300,000		
10	Lake Sylvan	\$150,000	Storm Water Retrofits	Storm Water Utility Fund			\$150,000		
11	Lake Killarney	\$822,000	Storm Water Retrofits	Storm Water Utility Fund				\$472,000	\$350,000
12	Golf Course	\$400,000	Exfiltration System	Storm Water Utility Fund				\$200,000	\$200,000
13	Misc. Drainage Improvements	\$462,000	Misc. Drainage Improvements	Storm Water Utility Fund	\$90,000	\$150,000	\$72,000	\$150,000	
14	Lake Bell	\$150,000	Storm Water Retrofits	Storm Water Utility Fund					\$150,000

## **Transportation-Traffic Circulation Capital Improvement Projects**

Winter Park's five year Capital Improvement Plan (CIP) contains significant financial obligations and commitments for full range of multi-modal transportation improvement projects that address both local needs and which work to assist in the implementation of the region's transportation and mobility strategy. A brief summary of these projects from current year out to future funding is as follows:

### **State/Federal/Local Committed Transportation Projects**

#### **Central Florida Commuter Rail**

The Florida Department of Transportation (FDOT) intends to purchase 61.5 miles of the existing CSX right-of-way and freight tracks to construct and operate a commuter rail system that would serve Volusia, Seminole, Orange, and Osceola Counties. The City of Winter Park had agreed to participate in the commuter rail project and entered into an inter-local agreement with Orange County in August 2007 to facilitate a "kiss and ride" stop in downtown Winter Park in conjunction with the existing Amtrak station. The overall Commuter Rail project will be constructed in two phases. Phase I is to be constructed along 31 miles of the tracks from Debary in Volusia County to Sand Lake Road in south Orange County. This phase was to include 12 commuter rail stations, including the destination station at the existing Amtrak location in the City of Winter Park, and is was expected to be in operation in 2012 late 2010.

The overall project cost for Phase I was projected at \$357.2 million. Included in this overall project in 2007 dollar estimates was \$3.75 million in federal funding earmarked for the City of Winter Park's commuter rail stop. This specific federal funding specified that no local match is required by the City although the City did spend \$125,000 on a citizen involvement and preliminary design process. One important component of the Winter Park rail stop project will be improvements for drop-off/pick-up and transit/bus service which is lacking given the minimal needs experienced at this current Amtrak station. Projected initial ridership at the Winter Park stop is 549 boardings per day.

Operation and maintenance expenses for the first seven years of service are to be funded by Florida DOT. Following that time period, the participating local governments pick up the operational and maintenance expenses as outlined above. The inter-local agreements expect that a dedicated funding source for those expenses will be forthcoming. Winter Park's agreement contains an opt-out provision in case a dedicated funding source is not realized.

#### **Amtrak Station Improvements**

Winter Park has received a Federal earmark grant to improve and reconstruct the existing Amtrak station, located where the commuter rail stop had been proposed. Federal funds available starting in FY 20102011 are \$950,000 and in addition the City must provide the 20% local match of \$237,500. The new constructed Amtrak Station, enhanced restrooms and companion transit accommodations will augment service for the future use of the rail system. The City is pursuing an agreement to implement the project. At this time the project parameters, design and cost have not been determined by the City Commission.

## **Federal/State Funded Committed Transportation Projects**

Currently funded transportation improvement projects via Federal or State funding within the City of Winter Park include the following projects:

### Fairbanks Avenue (SR 426) Pedestrian Improvements

To increase pedestrian safety and bicycle mobility along the 4.2 mile Fairbanks/Osceola/Aloma Avenues (SR 426) corridor, from U.S. 17-92/SR 15/600 to Lakemont Avenue, the City is implementing with FY 2010 funding, a \$1,000,000 program of pedestrian improvements including sidewalk ramping, removal of obstructions in the sidewalks (palm trees), lighting improvements and sidewalk repairs/expansions. This project is funded with federal dollars administered by Fl. DOT and included in the current Fl. DOT work program (Project ID 416368-1-58-01). The end result will be bike and pedestrian improvements along a heavily travelled state road corridor that is safer and more conducive to pedestrian and bicycle travel. In addition ~~to these funds~~, the City's electric utility has completed ~~currently engaged in~~ a complimentary project to underground electric along 1.2 miles of this corridor that will result in the removal of utility poles and increased pedestrian and bicycle mobility and safety.

### Fairbanks (SR 426)/Orange (SR 527)/Pennsylvania Avenue Intersection Improvements

To improve traffic flow and pedestrian mobility within this three-way intersection, the City is implementing with FY 2010 funding, a \$490,000 intersection improvement project. This project is funded with federal dollars administered by Fl. DOT and included in the current Fl. DOT work program (Project ID 416368-1-58-02). This project involves some reconfigurations to the intersection for traffic safety to eliminate times when local traffic on Pennsylvania Avenue cannot clear the intersection (due to turning vehicles) and then blocking traffic on the Fairbanks Avenue and Orange Avenue legs of the intersection. ~~The project also and~~ involves new traffic signals and controllers to the Fl. DOT specifications and new pedestrian signals that are important as this intersection is ¼ mile from the OCPS (Ninth Grade Center).

## **State/Federal/Local Future Transportation Projects (not currently funded in the TIP)**

Included in the 2025 Metroplan Orlando Area Transportation Study (OUATS) Financially Constrained Network and the OUATS Transportation Needs Network (Needs Plan) but not in the Transportation Improvement Program (TIP) are four traffic improvement projects, of which two are at the urging of the City of Winter Park to increase traffic capacity along U.S. 17-92/SR 15/600 and Lee Road (SR 423). Since they are not committed projects, they cannot be reflected in the City's CIP except as indicated as outside the five year plan. Except for Interstate Four, the policies of this Comprehensive Plan have also committed local funding participation in the following projects:

### Interstate Four Expansion Project

Interstate Four (I-4) linking Daytona Beach to Tampa has 73 miles of its length through Central Florida. I-4 accommodates an average of 1.5 million trips daily in Osceola, Orange, Seminole and Volusia

counties. Over the next few decades, FDOT will reconstruct those 73 miles of I-4 by expanding the road to six lanes and two HOV lanes. Right-of-way acquisition has already started in Central Florida. The City of Winter Park has 100 feet of I-4 within our city limits at the Fairbanks Avenue (SR426) intersection. Despite the minimal extent of I-4 within the City of Winter Park, this roadway on the city's western border is the cornerstone of the region's transportation and mobility improvement strategy for Central Florida. It is estimated that the project cost will be approximately \$2 billion.

#### Aloma Avenue (SR 426) Widening Project

This project involves the expansion of Aloma Avenue from four lanes to six lanes from Lakemont Avenue to the Seminole County line. Approximately one mile of this roadway is within the city limits. At this time that project has been included by the MPO in the Metroplan Orlando Needs Network but not in the Financially Constrained Network, thus no dollar value has been assigned. Project timing is dependent upon the MPO. At such time as funding is identified and the project programmed in the TIP, the policies of this Comprehensive Plan have committed local funding participation to this project in a manner consistent with Policy 2-4.1 of the Transportation Element.

#### Lee Road Extension

The flow of traffic through intersection and the operation of intersection traffic signals are the primary functions that control the LOS and traffic capacity on all the state roads in the city. The City has two intersections in close proximity (660 feet) of each other at Lee Road (SR 423) and US 17-92/SR 15/600 and at Webster Avenue and US 17-92/SR 15/600 that are the major "choke" points restraining peak hour capacity particularly on US 17-92/SR 15/600. The Lee Road (SR 423) extension project would improve traffic flow on both Lee Road (SR 423) and US 17-92/SR 15/600 by extended Lee Road and eliminating the left hand turn movements onto Webster thereby increasing capacity on US 17-92/SR 15/600. The City has supported this project and Fl. DOT in support of this project has completed the preliminary design and engineering of the project. However, at this time that project of \$16 million has not been included by the MPO in the TIP but it is included in the Metroplan Orlando Financially Constrained Network and Needs Network. Thus, project timing is dependent upon the MPO. At such time as funding is identified and the project programmed in the TIP, the policies of this Comprehensive Plan have committed local funding participation to this project in a manner consistent with Policy 2-4.1 of the Transportation Element.

#### US 17-92/SR 600 Improvement Project

This project would widen the sidewalks along the US 17-92 corridor to enhance pedestrian bicycle mobility and safety plus eliminate and consolidate driveways thereby increasing traffic capacity. The City has supported this project and Fl. DOT has done preliminary engineering costing of the project. However, at this time that project has not been included by the MPO in the TIP but it is included in the Metroplan Orlando Financially Constrained Network and Needs Network. Thus, project timing is dependent upon the MPO. At such time as funding is identified and the project programmed in the TIP, the policies of this Comprehensive Plan have committed local funding participation to this project in a manner consistent with Policy 2-4.1 of the Transportation Element.

## City of Winter Park Committed and Funded Transportation Projects

### Denning Drive Traffic Signal Improvements

The City of Winter Park has ~~begun and has programmed~~ and completed in FY 2009/FY2010 ~~in the City's capital improvements plan,~~ the upgrade of the traffic signals at the Denning Drive intersections with Canton Avenue, Webster Avenue and Morse Boulevard. Total project cost ~~was~~ is \$375,000. ~~The Canton and Webster Avenue intersections are complete. The project will continue at the other intersection (\$125,000) with traffic signal/controller replacements and pedestrian signal additions.~~ Adjacent to these intersections are the OCPS Vocational Education Center (Webster School), Center for Independent Living (handicapped/blind services housing), Winter Park Village, Valencia Community College and Lake Island Park. The end result ~~is~~ will be better traffic signal timing/traffic flow as well as enhanced pedestrian mobility and safety.

### West Fairbanks Avenue (SR 426) Improvement Project (I-4 to U.S. 17-92)

The sanitary sewer component of the City's capital improvements plan includes the ~~\$7.8~~ \$4.6 million dollar project to extend sanitary sewer along this corridor. While primarily a project to encourage redevelopment and improvement along this corridor, that subsequent redevelopment that will now be possible from the availability of sanitary sewer will be required to eliminate and consolidate driveways and to use mandatory rear common alley/driveway access to the adjacent side streets. This will increase traffic capacity and movement along this 1.5 mile length of this project. In addition, the City utilizing a combination of general fund revenue and assessments will also be undertaking traffic signal improvements and pedestrian/bicycle safety enhancements at an additional projected cost of \$2.8 million dollars.

### US 17-92/SR 15/600 and Orange Avenue (SR 527) Intersection Improvement

The US 17-92/SR 15/600 and Orange Avenue (SR 527) intersection operates effectively at all times with "green" timing more than adequate for all straight-thru traffic. However, at peak hours, the traffic engaged in the left turn movements from both sides of Orange Avenue (SR527) onto US 17-92/SR 15/600 cannot all clear the intersection due to insufficient stacking in the single turn lane configuration. Utilizing a combination of general fund and CRA revenue the City has planned a \$415,000 intersection improvement project to add an additional turn lane on both legs of Orange Avenue (SR 527) along with a traffic signal upgrade which will improve the LOS for this intersection.

### Sidewalk/Pedestrian Improvements

As a recurring annual expenditure, the City's capital improvements plan reflects annual incremental pedestrian/sidewalk enhancements ~~of the \$50,000 annually.~~ These projects include ramping of curbs, sidewalks repairs and sidewalk extensions to accomplish greater pedestrian and bicycle mobility and safety. In addition, as part of the West Fairbanks Avenue improvement project, the parallel roadway, Minnesota Avenue, will be reconstructed with bicycle lanes and pedestrian/sidewalk improvements as shown in FY 2012/FY2013.



# Comprehensive PLAN 2028

Community Name: Winter Park		Transportation								
Fiscal Year: 10-11										
	Project Name	Cost	Description	Funding Sources		2011	2012	2013	2014	2015
1	Central Florida Commuter Rail <sup>1</sup>	\$357,200,000	Construction of 31 mile Commuter Rail Network, Phase 1	50% Federal	\$178,600,000		\$178,600,000	\$178,600,000		
				25% State	\$89,300,000					
				25% Local/ County	\$89,300,000					
2	Winter Park Amtrak Station	\$1,187,500	Construction of new Winter Park Amtrak Station and new restrooms	Federal Earmark		\$950,000				
				20% Local Match (CRA)		\$237,500 <sup>3</sup>				
3	Traffic signal/Pedestrian Improvements	\$300,000	Various Intersections	General Fund			\$75,000	\$75,000	\$75,000	\$75,000
4	West Fairbanks (SR 426) Improvements	\$2,800,000 <sup>2</sup>	New Traffic Signals, Pedestrian Crossings/ Medians	General Fund & Assessments		\$1,400,000 <sup>3</sup>	\$1,400,000 <sup>3</sup>			
5	Railroad Quiet Zones	\$2,000,000	New rail road crossing gates	General Fund			\$2,000,000			
6	US 17-92/ SR 15/ 600 and Orange (SR 527) Intersection	\$215,000	New Turn Lanes & Traffic Signal Upgrade	General Fund					\$215,000	
7	Sidewalk/ Bike Paths	\$575,000	Sidewalk/ Bike Path Improvements	General Fund			\$100,000	\$325,000	\$75,000	\$75,000
8	Buss Transit Shelters	\$50,000	New Bus Stop Transit Shelters	90% Lynx/Federal/ State	\$50,000	\$50,000				
				10% Local City	\$0 <sup>3</sup>					
9	Interstate Four Expansion	\$2 Billion	Widen to Six Lanes Plus 2 HOV Lanes	Federal/ State		Outside of 5 year Plan				
10	Lee Road (423) Extension	\$16,000,000	Extension of Lee Road to Webster Ave Elimination of Webster signal on 17-92	State/ Local City Prop. Share		Outside of 5 year Plan. Dependent upon MPO Funding				
11	US 17-92/ SR 15/ 600 Improvement	TBD	Widen Sidewalks, Improve Two Lane Median, Close Private Driveways	State/ Local City Prop. Share		Outside of 5 year Plan. Dependent upon MPO Funding				
12	Aloma Ave (SR 527) Widening	TBD	Widen to Six Lanes from Lakemont to Seminole County	State/ Local City Prop. Share		Outside of 5 year Plan. Dependent upon MPO Funding				

1 Contingent upon State and Federal funding projected O&M contingent upon a dedicated funding source or City decision not to opt-out in lieu

2 Total project cost estimated at \$2,800,000 and \$1,400,000 in funding provided in prior year budget with balance to come from property owner assessments

3 Local match budgeted in prior years or local funds budgeted in prior years budget



**SECTION 2.** That Chapter 58 “Land Development Code”, Article I “Comprehensive Plan” of the Code of Ordinances is hereby amended and modified by repealing and replacing within Section 58-1 “Comprehensive Plan adopted by reference”; within the Capital Improvements Element, Policy 7-6.6 “Orange County Public Schools 10-Year Capital Outlay Plan” currently included on Page 7-7 so as to update and reflect the current OCPS 10 Year Capital Outlay Plan, to read as follows:

**Policy 7-6.6: Orange County Public Schools 10-Year Capital Outlay Plan.** The City of Winter Park hereby incorporates by reference the Orange County Public Schools 10-Year District Capital Outlay Plan (DCOP) adopted by the School Board on September 14, 2010 ~~on September 8, 2009~~ that includes school capacity sufficient to meet anticipated student demands projected by OCPS.

**SECTION 3.** That Chapter 58 “Land Development Code”, Article I “Comprehensive Plan” of the Code of Ordinances is hereby amended and modified by repealing and replacing within Section 58-1 “Comprehensive Plan adopted by reference”; within the Capital Improvements Element, that portion of Policy CMS 1.1 subsection (E) “School Facilities” currently included on Page 7-28 to reflect the adoption and execution of the required interlocal agreement with the Orange County School Board, to read as follows:

#### **CONCURRENCY MANAGEMENT SYSTEM**

- E. **School Facilities.** On September 13, 2010 ~~December 8, 2008~~ the City executed an amended interlocal agreement with the Orange County School Board that includes the means to implement school facility concurrency requirements. It includes the following school facility standards to satisfy the school concurrency requirement:
1. For district-wide concurrency service areas:
    - a. At the time the residential development order or permit is issued, the necessary facilities and services are in place or under construction; or
    - b. A residential development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under construction not more than 3 years after permit issuance as provided in the adopted public school facilities program.
  2. For less than district-wide concurrency service areas: If public school concurrency is applied on less than a district-wide basis in the form of concurrency service areas, a residential development order or permit shall be issued only if the needed capacity for the particular service area is available in one or more contiguous service areas and school capacity is available district-wide as defined in Section 163.3180(13)(e), F.S.

**SECTION 4. Severability.** If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

**SECTION 5. Conflicts.** All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

**SECTION 6.** The effective date of this Plan Amendment shall be the date a Final Order is issued by the Florida Department of Community Affairs or the Administration Commission finding the amendment in compliance in accordance with Section 163.3184, Florida Statutes, whichever occurs earlier. No development orders, development permits, development agreements or land uses dependent on this ordinance or Plan Amendment may be issued or commenced before the Plan Amendment has become effective. If the final order of noncompliance is issued by the Administrative Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status.

**ADOPTED** at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this 11th day of OCTOBER, 2010.

*Kenneth W. Bradley*

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Kenneth W. Bradley, Mayor

Attest:

*Cynthia S. Bonham*

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Cynthia S. Bonham, City Clerk