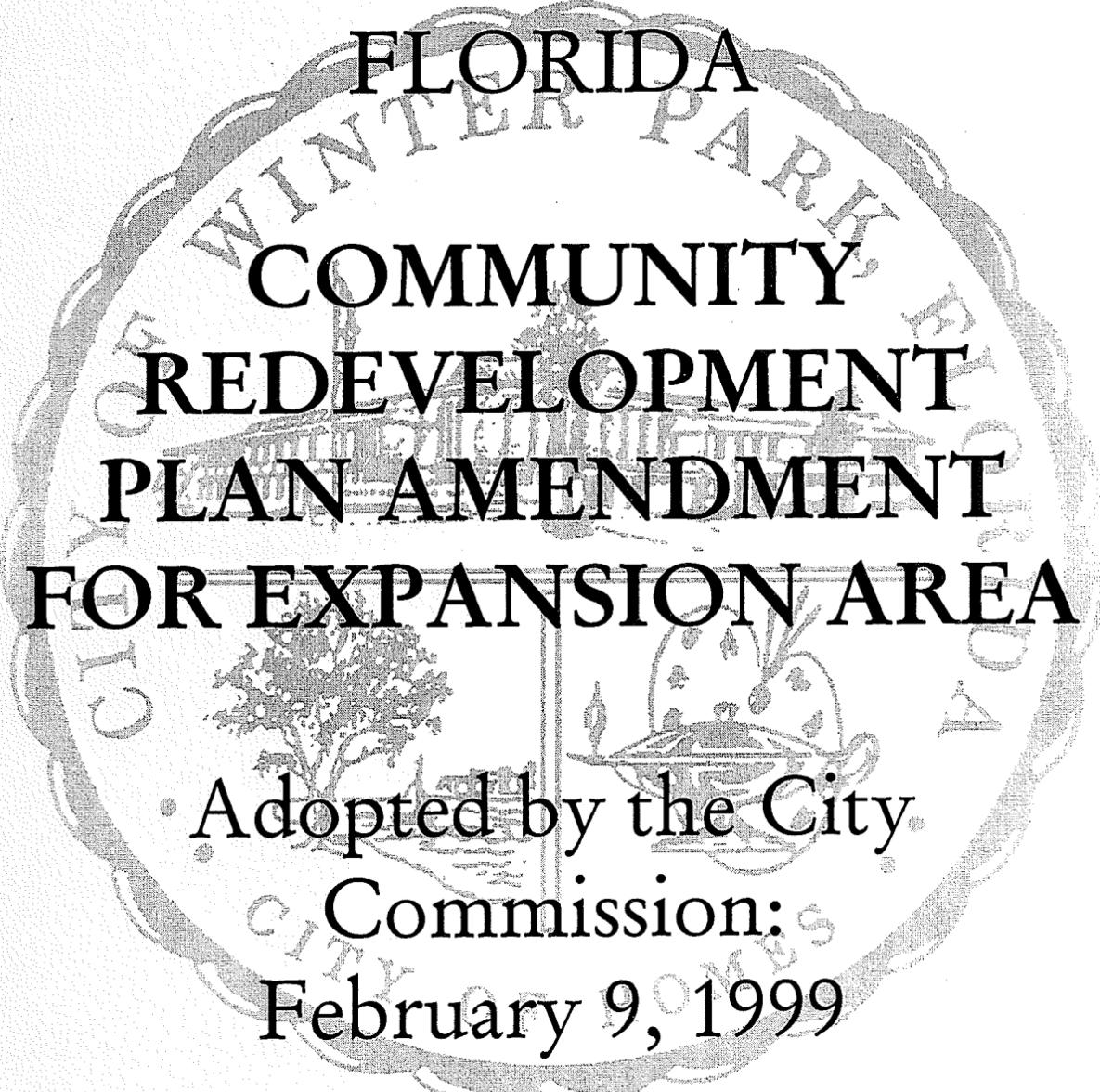


**CITY OF
WINTER PARK
FLORIDA
COMMUNITY
REDEVELOPMENT
PLAN AMENDMENT
FOR EXPANSION AREA**



Adopted by the City
Commission:
February 9, 1999

Prepared with the Assistance of:
The Department of Planning & Community Development
and Ivey, Harris, & Walls, Inc.

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This report is the product of the efforts of many individuals, agencies, and Winter Park staff members. Therefore, it does not represent unanimous approval, but represents consensus of all parties involved in its development.

Introduction

The Winter Park Community Redevelopment Agency (CRA) was established in June 1991 for the purpose of addressing conditions impeding sound economic growth in a particular section of the City. The targeted area, generally bounded by Denning Drive on the west, Interlachen Avenue on the east, Webster Avenue on the north and Fairbanks Avenue on the south, was designated as the Redevelopment Area. An analysis of the area was conducted and it was determined that blighting conditions as defined in the Community Redevelopment Act (Chapter 163.3, F. S.) existed. According to the procedures set forth in the Act, the CRA prepared a Community Redevelopment Plan. The City adopted the Plan on September 13, 1994. The CRA Program has been in operation ever since.

In 1994, the CRA decided that a portion of the City immediately west of the Redevelopment Area necessitated study and consideration for possible inclusion in Winter Park's redevelopment efforts. Specifically, Orlando Avenue/US 17-92 appeared to have negative characteristics related to its function and its appearance. The CRA initiated an assessment of need and an examination of the issue of broadening the Redevelopment Area.

Upon finding that blight does exist in the Orlando Avenue/US 17-92 Corridor, generally from Fairbanks Avenue on the south to Lee Road on the north, the City determined that the sector was appropriate for redevelopment. The effort to enlarge the Redevelopment Area was begun. The CRA directed the preparation of an Amendment to the Community Redevelopment Plan to encompass the Orlando Avenue/US 17-92 Corridor, sometimes referred to as the Community Redevelopment Expansion Area (CREA). Completed in 1999, this Amendment document emerged from the combined efforts of the Winter Park City Commission, the Community Redevelopment Expansion Plan Steering Committee, City of Winter Park staff, the residents and owners of property in Winter Park, and the consulting firm of Ivey, Harris & Walls, Inc.

This Amendment to the Community Redevelopment Plan responds to the findings of the Study of Blight, dated November 21, 1994. For that reason, the document concentrates on the Community Redevelopment Expansion Area only. It does not propose to alter goals, objectives and policies contained in the original Community Redevelopment Plan, but rather, to add to them. Since this document also serves a second function, that of a stand-alone Master Plan for the improvement of Orlando Avenue/US 17-92, the additional goals, objectives, and policies largely relate to that particular effort.

As with the original Community Redevelopment Plan, this Amendment represents a vision of how the Redevelopment Area may evolve over time as private reinvestment is stimulated by the City's intervention and market forces are free to operate normally. The projects and activities identified are ones that the City, the CRA or other public sector entities will undertake form the backbone of this Plan. They represent what the City and the CRA believe are the actions necessary to inspire greater private sector confidence and interest in improving property and the quality of life within the Orlando Avenue/US 17-92 Corridor.

The Plan Map is divided into "zones" for the purpose of identifying the locations associated with the projects delineated in this Amendment to the Community Redevelopment Plan. The zones are sites that are likely to be redeveloped by the private sector during the course of implementing the CRA Program. The visual depictions of the zones on the Plan Map merely show what the market might demand; they do not mean that some plan for a particular use is underway. The CRA does not presume to dictate that a particular privately owned site must be used only for office or only for retail, for example. The market processes, within the boundaries of rational urban planning practices, will determine what uses prove most suitable (profitable) for a property owner. The zones are described in this Plan in terms of what options would be contributive to the overall vision and goals of the City, especially with regard to design features and development standards.

It is the intention of the City of Winter Park and the Winter Park CRA that the Community Redevelopment Program will be implemented in a holistic way, treating each project and activity as a component of the comprehensive vision for the entire (expanded) Community Redevelopment Area. In order to assure the success of the Community Redevelopment Program, the CRA will undertake the coordination of the original Community Redevelopment Plan and this Amendment with regard to prioritization of improvements, allocation of funds and other implementation activities.

Community Redevelopment Area Defined

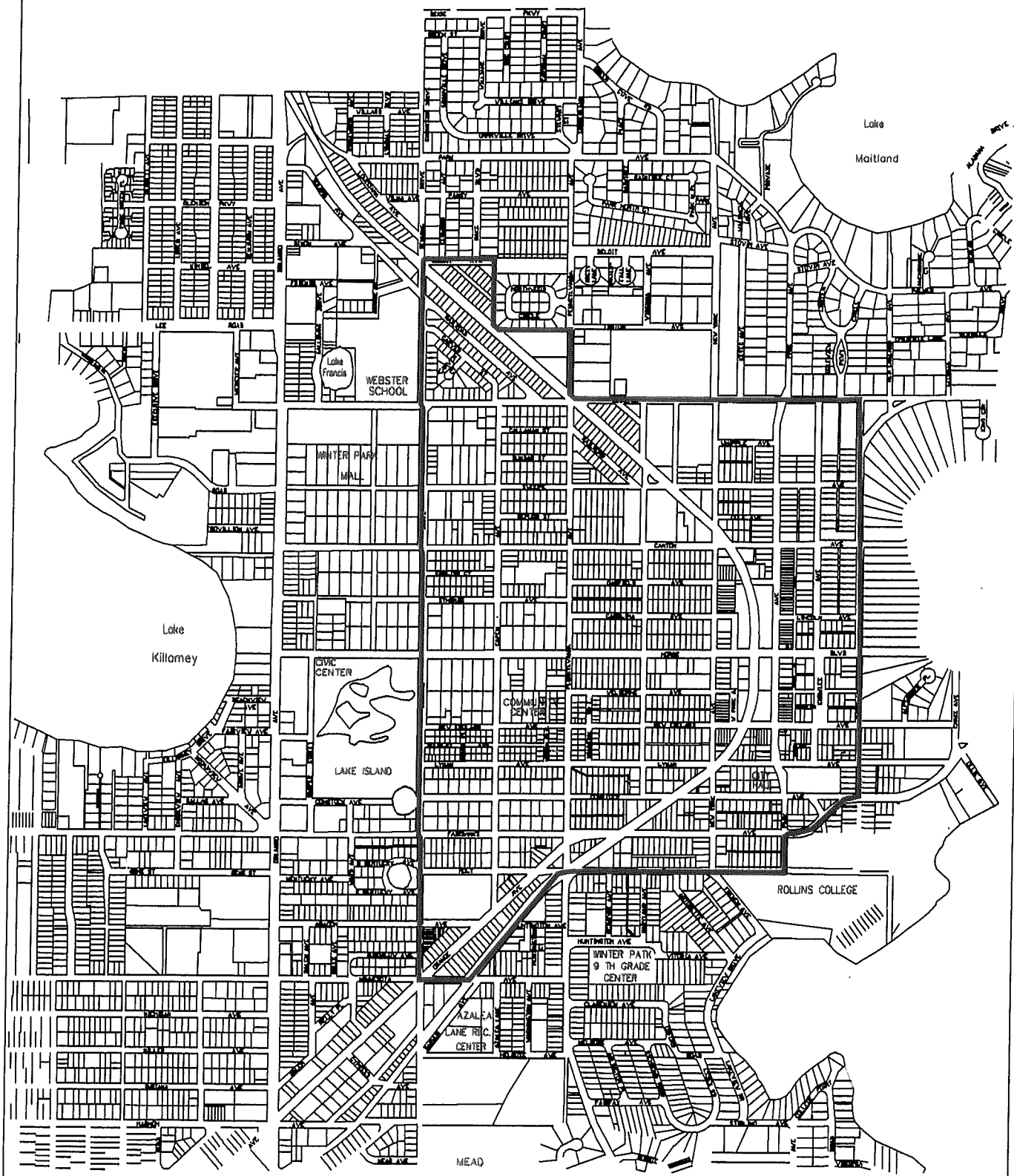
Winter Park's Community Redevelopment Expansion Area (CREA) is the subject of this Amendment to the Community Redevelopment Plan.

The original Community Redevelopment Area is illustrated in Figure 1-1 (See Appendix A for the legal description). It is generally described as the 443 acres bounded by Denning Drive on the west, Fairbanks Avenue on the south, Interlachen Avenue on the east, and Webster Avenue on the north.

The Expansion Area is approximately 175 acres and is situated immediately west of the original Redevelopment Area. The Expansion Area is illustrated on Figure 1-2 (See Appendix B for the legal description). It is the land area generally bounded by Lee Road on the north, Denning Drive on the east, Fairbanks Avenue on the south, and the rear property line of the parcels fronting the west side of Orlando Avenue (US 17-92). The commercial properties on the south side of Fairbanks Avenue and on the north side of Webster Avenue are also included. The recently renovated Big K-Mart Plaza between Lee Road and Gay Road is not included in the Expansion Area.

Upon adoption of this Amendment to the Community Redevelopment Plan, the entire 618-acre area will be referred to as the Community Redevelopment Area. Figure 1-3 illustrates the unification of both parts.

Concurrent with the development of this Amendment to the Community Redevelopment Plan, a Master Plan for the Orlando Avenue/US 17-92 Corridor has been developed. The study area for the Orlando Avenue/US 17-92 Corridor Master Plan extended north and south beyond the boundaries of the Expansion Area. For clarity, the relationship between the Orlando Avenue/US 17-92 Corridor Master Plan study area and the Expansion Area is shown on Figure 1-4.



— ORIG. CRA

FIGURE 1-1

CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA

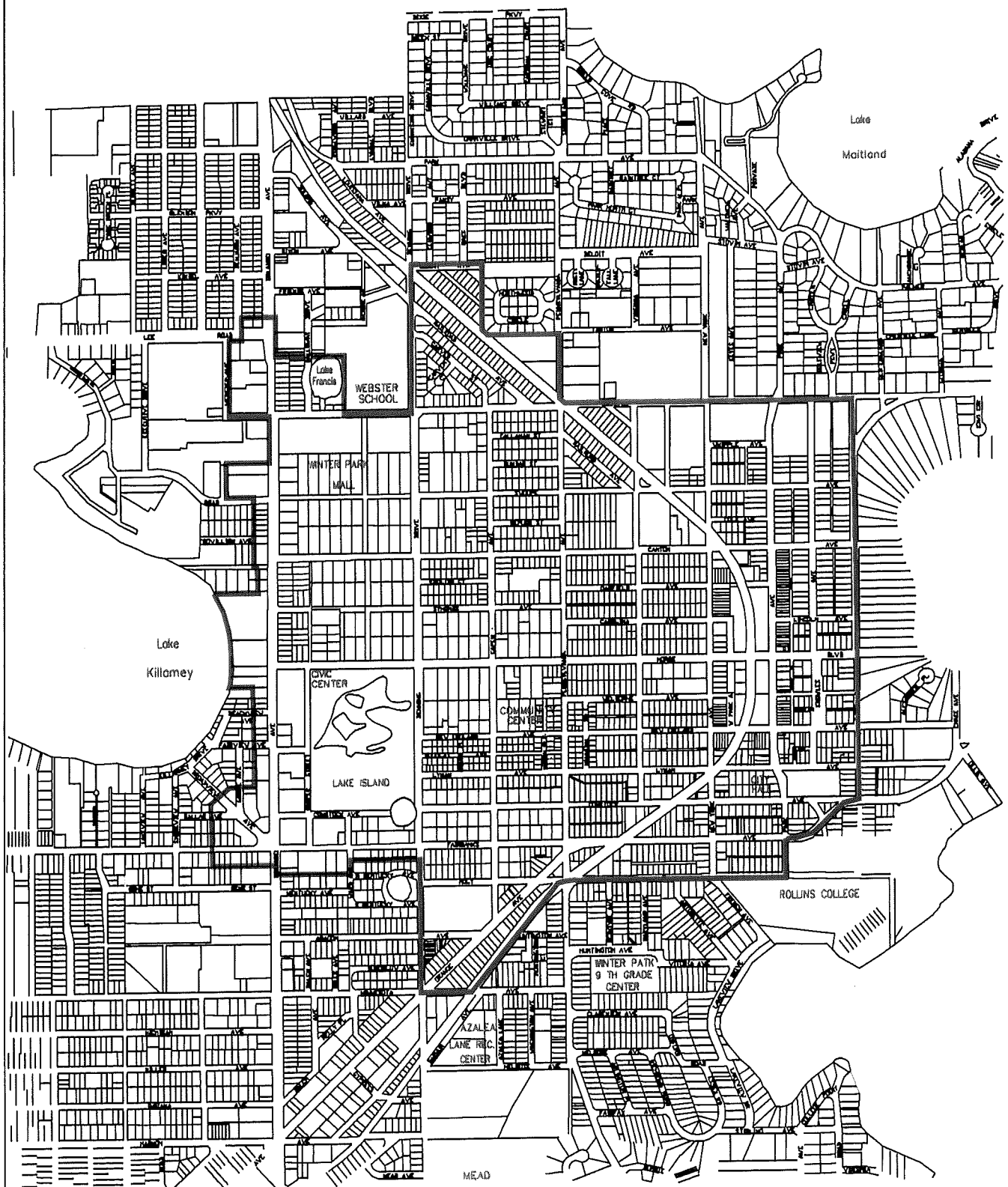
ORIGINAL CRA MAP





FIGURE 1-2

THE COMMUNITY REDEVELOPMENT EXPANSION AREA



——— NEW CRA
 - - - - - ORIG. CRA

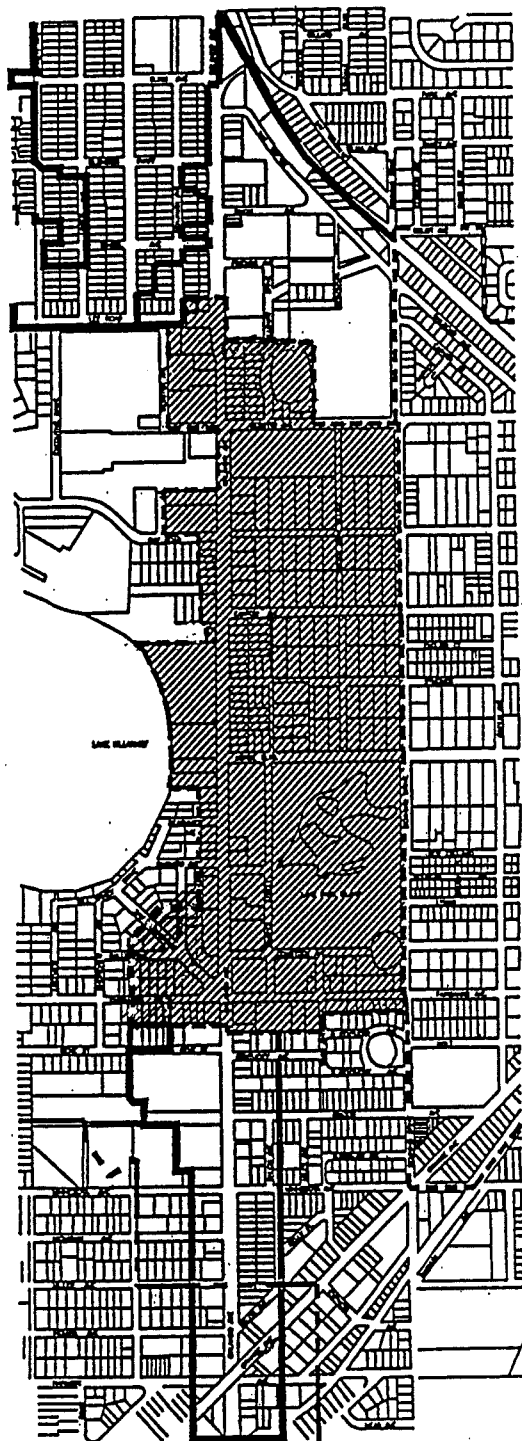
FIGURE 1-3

CITY OF WINTER PARK
 COMMUNITY REDEVELOPMENT AREA



UNIFIED CRA MAP

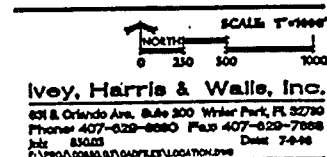


Figure 1 - 4 Project Location Map - CRA Expansion Boundaries & the US 17-92 Master Plan Study Area



KEY

- — — — — WINTER PARK CITY LIMITS
- - - - - EXISTING CRA BOUNDARY
-  CRA EXPANSION AREA
-  US 17-92 Corridor Master Plan Study Area



Existing Conditions

The Analysis Report cited conditions of blight that fall into the following broad categories:

- Beautification and Urban Form
- Transportation and Traffic Management
- Land Use
- Utilities
- Stormwater Management

BEAUTIFICATION AND URBAN FORM

The 1994 Study of Blight concluded that the indications of blight throughout the Expansion Area emanate from the degraded condition of the Orlando Avenue/US 17-92 Corridor. The character of the corridor itself is unpleasant and chaotic. It appears as an overcrowded highway, cluttered with signs and overhead power lines. There are many inadequately maintained structures and the scene is a jumble of incongruous building designs. The corridor has no clear differentiation between the public roadway and the private property. Its inconsistent building setbacks, "7-11" type of parking configuration, and poor or non-existent landscape present an image quite different from the rest of Winter Park. Right now, the corridor also lacks any distinctive identifying features to notify travelers that they have entered the City of Winter Park.

Winter Park's Central Business District, on the other hand, has certain attributes that make it appealing to the visitor and local resident alike. It works. The design elements built into it make it attractive and functional. The streetscape changes to inform one that he or she has arrived at a special place. A mix of uses is within walking distance of each other. There are visitors and residents to buy the

goods and services the local businesses are offering. Conversely, there are businesses providing goods and services that the local residents and visitors want to buy. Government services and places of worship are nearby. The distinction between public and private spaces is very clear. It is pedestrian friendly and developed at a human scale.

The Orlando Avenue/US 17-92 Corridor is not exactly the same type of neighborhood as downtown Winter Park, but there are many Traditional Neighborhood Design (TND) elements that could be incorporated into future developments that will help it function more effectively. Some of the elements are:

- Residences, shops, workplaces, places of worship, and civic buildings located within close proximity.
- A hierarchy of streets to serve the pedestrian and the automobile equitably.
- Private buildings forming a clear edge, delineating the street space.
- Bikeways and pedestrian ways incorporated into the design of the roadways.
- Requiring building heights and street widths to be constructed to the correct proportions.
- Locating parking behind buildings, not in front.
- Requiring planting of street trees and installation of lighting suitable to the type of use and the type of street.

- Locating most daily activities within walking distance in order to provide the elderly and the young with independence of movement.
- Minimizing traffic congestion and limiting road construction by reducing the number and length of automobile trips.
- Making public transit, bicycles and walking viable alternatives to the automobile by organizing appropriate building densities.
- Integrating age and economic classes and forming bonds of an authentic community by providing a full range of housing types and workplaces.

This Amendment to the Community Redevelopment Plan focuses on strengthening the commercial corridor, providing additional residential and open space, enhancing public spaces and improving the transportation system. TND principles will be applied wherever possible and appropriate.

TRANSPORTATION AND TRAFFIC MANAGEMENT

The automobile traffic congestion on Orlando Avenue/US 17-92 is troublesome; the traffic volumes consistently exceed the levels of service desired by the City. As a main north-south arterial, the roadway serves both regional and local traffic. One cause of traffic congestion on Orlando Avenue/US 17-92 is the lack of parallel roads for local trips.

As a commercial thoroughfare, Orlando Avenue/US 17-92 is dominated by strip shopping centers, free standing office buildings and fast food establishments. Every business property has its own driveway and that creates a dangerous situation. Too many narrow driveways set the stage for a high number of auto accidents, particularly rear end collisions. Cars traveling at higher speeds must

stop suddenly if a turning car has to slow to nearly a stop in order to enter a narrow driveway.

The manner in which the roadway was developed limits the choice of transportation modes, also. Currently, the environment is car-oriented and hostile to pedestrians and bicyclists. Cyclists have to ride among the cars and there is little or no buffer between the travel lanes and the sidewalks.

LAND USE

Research conducted for the 1994 Study of Blight indicated that compared to the rest of the City of Winter Park, and compared to Orange County as a whole, the values of properties in the Expansion Area are not increasing at the same rate. In some cases, it is declining.

There are properties with building values considerably lower than the land value would prescribe under normal market conditions. Buildings on some of the most valuable land are deteriorating. Faulty lot layouts limit full development on some properties because parking requirements cannot be met. Sometimes the parking difficulties induce traffic problems by blocking cars trying to enter or exit a property.

Housing is a critical component of a balanced and successful community. Right now, only a tiny amount of housing exists in the Expansion Area: the 123 units of the Lake Killarney Condominiums plus a 12-unit rental apartment building and a single-family home, both on Broadview Avenue. The Expansion Area needs more affordably priced, market-rate housing choices. Additional units, whether rental or owned, will provide housing for people working at the Winter Park Village and other local businesses. The close proximity of home to work will remove some local trips from Orlando Avenue/US 17-92. It saves commuting

time, promotes the better utilization of mass transit, and saves the cost of owning and operating a vehicle. Having housing near the commercial areas also provides the businesses with a built-in local market. It promotes a lively, upbeat center where people come and go throughout the day and evening.

An added benefit of introducing more housing into the Expansion Area is that of crime reduction. Crime Prevention Through Environmental Design (CPTED) principles teach that having more "eyes on the street" deters crime. Residences mixed in with commercial uses generate more activity in an area and result in less opportunity for criminal activity to go unnoticed.

UTILITIES

Two problems relating to power exist in the Expansion Area: first, the Florida Power Substation. It is located at the southeast corner of Canton Avenue and Orlando Avenue/US 17-92 and has been identified as a public concern. Specifically, there is a strong community interest in relocating it away from this corridor, if possible. If relocation is not feasible, then some methods for mitigating its negative effects need to be found.

The second problem is the overhead lines along both major and minor roadways. These overhead power lines are considered another blighting influence, particularly along Orlando Avenue/US 17-92. If possible, the power lines should be buried so as not to add to the visual clutter.

Previous studies by the City have identified the potential costs of resolving these issues.

STORMWATER MANAGEMENT

Stormwater treatment is an issue in the Expansion Area. Within the boundaries, there are two drainage basins that currently receive what is essentially untreated stormwater: the Lake Killarney Basin and The Lake Island Basin. Pollutants, particularly nitrogen and phosphorous, are contained in the runoff from the roadways and developed properties. The City is concerned because those pollutants affect water quality in the lakes and, in the case of the Lake Island Basin, the aquifer that is the source of drinking water for the area.

In general, the property improvements in the Expansion Area were built prior to the most recent, and thus more stringent, State stormwater management agencies' regulations for the treatment of runoff. The City of Winter Park, which has had stormwater management requirements in the Code since 1974, has taken a stronger position on this matter in recent years. In 1989, the City expanded its Stormwater Management ordinance to include a retrofit requirement for all existing commercial developments. The intent was to bring existing properties up to code. The amended ordinance also expanded the applicability of the requirement to include residential properties; they would now have to construct on-site surface stormwater management.

In 1990, the City implemented a Stormwater Utility which bills all property owners based on the amount of impervious coverage of the property. The revenues collected support stormwater and lake enhancement programs and projects. Adequate resolution of this problem will take a good deal of time, effort and money. Although private property owners need to bear some responsibility in resolving this problem, the broader scope of the problem is beyond the capabilities of the private sector to address. It will have to be undertaken by the public sector.

The description of existing conditions is not intended to offend the residents, business and property owners in the Expansion Area. Even though there are numerous problems listed here, they are not the fault of any single person or entity. It is important to point out that the Expansion Area has many positive attributes, too, and they will be emphasized.

To put it simply, the basic principle behind Community Redevelopment programs is to accentuate the positive while eliminating the negative. This Amendment to the Community Redevelopment Plan will explain how the Winter Park CRA will accomplish that.

Redevelopment Goals and Objectives

The overall purpose of this Amendment to the Community Redevelopment Plan is this: to put forth a plan for addressing and resolving certain problems so that the Expansion Area can become an economically and socially thriving urban neighborhood, presenting a healthy and attractive image, harmonious with the rest of the City.

To accomplish this end, the Plan sets forth strategies for transforming Orlando Avenue/US 17-92 into a Grand Boulevard and for facilitating appropriate private sector redevelopment in the Expansion Area.

The main goals and the related objectives are listed below:

1. Beautification of the Corridor
 - 1.1 To eliminate visual clutter
 - 1.2 To establish gateway features
 - 1.3 To add unique lighting treatment
 - 1.4 To implement new signage regulations
 - 1.5 To create planted medians
 - 1.6 To require buffers between the roadway and private property
 - 1.7 To remove or mitigate the effects of the power substation
 - 1.8 To augment and improve open space
 - 1.9 To showcase Lake Island Park
 - 1.10 To maintain open sight lines to Lake Killarney
2. Reestablishment of the Appropriate Urban Form
 - 2.1 To foster a balanced mix of uses contributing to the urban fabric of the neighborhood
 - 2.2 To introduce special development regulations for new construction and substantial rehabilitation in the area

- 2.3 To require that parking be in the rear of buildings
- 2.4 To facilitate shared parking agreements on commercial and mixed use properties
- 3. Improvement of the Transportation System
 - 3.1 To make through-traffic move more efficiently
 - 3.2 To modify medians and turning lanes
 - 3.3 To introduce bike facilities
 - 3.4 To make pedestrian pathways safer
 - 3.5 To develop a network of parallel local streets
 - 3.6 To apply traffic calming strategies
 - 3.7 To eliminate cut-through traffic in neighborhoods
 - 3.8 To coordinate with the City of Maitland, Orange County, and the City of Orlando in developing a Corridor Management Plan
- 4. Expansion of Housing Opportunities
 - 4.1 To encourage private development of residential projects and mixed-use projects with residential components
 - 4.2 To encourage the development of innovative and varied types of housing
 - 4.3 To promote the development of affordably priced rental units
 - 4.4 To promote the development of affordable units to purchase
 - 4.5 To enlist support from the local financial institutions to promote housing in the Expansion Area
 - 4.6 To advocate home ownership
- 5. Promotion of Economic Vitality
 - 5.1 To eliminate deterrents to private reinvestment
 - 5.2 To relocate or lessen the negative effects of the Florida Power Substation
 - 5.3 To address infrastructure deficiencies

- 5.4 To generate support from the local financial institutions for businesses in the Expansion Area
- 5.5 To establish a variety of programs offering economic incentives for complying with this Amendment to the Community Redevelopment Plan

6. Preservation of the Tax Base

- 6.1 To strictly enforce codes pertaining to building maintenance and appearance
- 6.2 To establish and apply appropriate development regulations and design standards
- 6.3 To ensure compatible uses adjacent to each other
- 6.4 To support greater utilization of physical resources
- 6.5 To resolve stormwater pollution issues

Community Redevelopment Plan

This Amendment to the Community Redevelopment Plan has as its primary objective, the transformation of Orlando Avenue/US 17-92 into a Grand Boulevard. "Grand Boulevard" is a term that connotes a thoroughfare with particular traits. That designation refers to a main road intended to efficiently move through-traffic and yet be sensitive to the needs of pedestrians and bicyclists. It is meant to have a distinctive identity provided by means of aesthetic guidelines. The goal reflects the desire to create a safe, efficient and aesthetically pleasing roadway and adjacent environment that reestablish a traditional urban form that is more consistent with Winter Park's core.

The following considerations are incorporated into this Amendment to the Community Redevelopment Plan:

- Lake Island Park is a huge hidden asset. Future development shall be patterned in a fashion that takes advantage of this resource, rather than ignoring it.
- Lake Killarney is a wonderful natural asset that is hidden from the public along Orlando Avenue/US 17-92. Interjection of sight lines and other sensitive design treatments will visually open up this resource. Any future development in the Orlando Avenue/US 17-92 corridor shall be designed to accent the view of the lake.
- Broad tenets of TND include reinforcement of road edge treatments and having mixed uses in close proximity to promote urban vitality. This Amendment to the Community Redevelopment Plan deliberately injects residential uses into the Expansion Area beyond the 136 units currently there.

- The relatively heavy traffic volumes on Orlando Avenue/US 17-92 are not going away. In fact, some growth in volume should be anticipated in light of the Winter Park Village and other favorable redevelopment. This Amendment to the Community Redevelopment Plan emphasizes striking a balance between accommodating vehicles on the regional system, providing parallel roadways, promoting other transportation modes (pedestrian, bicycle and buses), and altering driver behavior on the supporting circulation network.
- The overall aesthetics of the Expansion Area warrant upgrading. While there are several examples of thoughtful design and property management, there are too many examples of poor design and little regard for the public domain. Future development shall be guided by carefully developed regulations pertaining to roadway edge treatments, yards, landscaping, parking location and signage in order to achieve the CRA goals.

This Amendment to the Community Redevelopment Plan illustrates an areawide concept for redevelopment. Target areas ("zones") of special consideration are identified on the Plan Map and are discussed in further detail later in this document.

Projects for Immediate Implementation

Although many projects are proposed, there are four that are recommended for implementation early in the Community Redevelopment Program. They are:

- The Orlando Avenue/US 17-92 Roadway Improvements
- The Changes to Signage and Signage Regulations
- The Facilitation of the Mass Transit Super Stop
- The Exploration of Strategies for Development Intensification

The project with the largest scope is the Orlando Avenue/US 17-92 Roadway Project. It has impacts on and is interrelated with the other projects. In order to describe the project tasks in detail, the Orlando Avenue/US 17-92 Roadway Project needs to be addressed first and separately.

ORLANDO AVENUE/US 17-92 ROADWAY IMPROVEMENTS

Orlando Avenue/US 17-92 is a five-lane road, with two northbound lanes and two southbound lanes separated by a "suicide" turn lane. It is a federal highway built in 80 feet of right-of-way and it carries in excess of 40,000 vehicles per day. The application of Traditional Urban Design (TND) principles in this setting will necessarily be limited but not impossible.

One of the predominant features of TND is the development of certain edge treatments on particular classifications of roadways. This refers to the way the public space is framed by the arrangement of buildings and other improvements on the adjacent properties. Factors such as the distance from the lot front to the building, how much building mass covers the lot frontage, the height of the buildings, where the parking is located---are among some of the elements adjusted according to prescribed guidelines, depending on the function of the roadway. Orlando Avenue/US 17-92 is a regional arterial roadway and because it is essentially built out, without acquiring additional right-of-way, the TND principles have to be retrofitted into this circumstance.

Redevelopment of Orlando Avenue/US 17-92 emphasizes transportation solutions that will also result in the enhancement of the road's function and aesthetics. These improvements are the framework for developing the urban form consistent with the precepts of TND.

Several key elements will combine to create a successful, safe, and efficient transportation corridor for drivers, bicyclists, and pedestrians traveling on Orlando Avenue/US 17-92:

- Installation of 16' wide tree-lined medians between the northbound and southbound travel lanes on Orlando Avenue/US 17-92.
- Development of strong pedestrian and bicycle systems.
- Enhancements to the parallel roads east and west of Orlando Avenue/US 17-92.
- Widening Fairbanks Avenue east of Orlando Avenue/US 17-92 to enlarge the travel lanes.
- Addition of a landscaped median on Fairbanks Avenue east of Orlando Avenue/US 17-92 to continue the boulevard (requires acquisition of right of way from the north side of Fairbanks Avenue).

It is important to recognize that the Orlando Avenue/US 17-92 Roadway Improvement Project is huge. The alterations listed above will not take place overnight. The changes proposed are complicated, expensive, time consuming, and will require the coordinated efforts of many parties. The CRA will begin by identifying some activities as highest priority and others as secondary, and so on. The entire project will take years to complete and the CRA will schedule the work to be done in the most efficient and least disruptive manner.

Sidewalks

Along Orlando Avenue/US 17-92, wherever possible, sidewalks will be placed a minimum of five feet away from the curb edge. A protective barrier such as a landscape buffer should lie between the walkway and the back of the curb. Generally, the CRA will work with individual property owners to construct or relocate sidewalks where the parcel frontage exceeds 175 feet in length or where the relocated sidewalk can efficiently connect to the adjacent, existing sidewalks.

Public input received during the preparation of this Amendment to the Community Redevelopment Plan indicated that the ability to implement off-street sidewalks would be limited in some places. Locations where shallow parcel depth, established structures, or sites of existing major investment are some examples. In these cases, the pedestrian enhancement can only occur through the recommended installation of street trees at closely spaced intervals (50 feet on center). Also, the installation of a "silent" bike lane (striped edge of road pavement three feet away from the face of the curb) will further the perception of separation from the traffic lanes.

Additional sidewalks will be installed in all parts of the Expansion Area where they are lacking in order to create connectivity for pedestrians. The recommended minimum sidewalk width is five feet.

Traffic Calming

It should be noted here that the development of parallel streets will accommodate local traffic, leaving Orlando Avenue/US 17-92 to handle the through-traffic more efficiently. It is likely that drivers traveling the local streets will have to be reminded that slower speeds are required on local streets and greater care in

driving will be necessary. It is the desire of the CRA to introduce a variety of appropriate traffic calming devices in the parallel streets in locations where they can be effective.

The tasks identified above are of a public nature and would appropriately be undertaken by the CRA or the City of Winter Park, with cooperation and possibly funding from other governmental agencies, such as the Florida Department of Transportation. Installation of traffic calming elements would occur in conjunction with the City's overall traffic calming program and neighborhood participation.

It is the intention of the CRA to coordinate in this effort with Orange County, the City of Orlando and the City of Maitland, which is currently developing its own US 17-92 Corridor Plan.

CHANGES TO SIGNAGE AND SIGNAGE REGULATIONS

As indicated earlier, the hodgepodge of signage types, sizes, lighting, and placement, adds to the cluttered appearance of the Orlando Avenue/US 17-92 Roadway. To address this problem, the CRA will propose that the City Commission consider adopting new regulations pertaining to on-premise commercial and billboard signage. The details of the regulations will be worked out to allow individuality yet maintain a high level of quality and attractiveness. The input of citizens of Winter Park, particularly business and property owners, will be sought in the development of the new regulations. The City of Maitland is contemplating changes to signage in its 17-92 Plan.

It is expected that the changes to the signage regulations can be developed "in-house" by Planning and Community Development Department staff. The CRA may establish a program to encourage timely compliance by subsidizing the cost of replacing the non-conforming signs.

FACILITATION OF THE MASS TRANSIT SUPER STOP

With the closing of the Winter Park Mall, the City's only bus transfer station was lost. Replacement of this facility with a new Mass Transit Super Stop was proposed for the vacated "Cherokee" right-of-way south of Canton Avenue, along the western property edge of the Department of Motor Vehicles Driver's License facility. Working with Lynx and the State Division of Motor Vehicles, CRA staff will assist in the development of a full-scale transit center including several shelters and multiple bus bays.

This project will be funded with dollars from the various public agencies involved and perhaps some grant funds. The CRA is not expected to be a significant funding source.

STRATEGIES FOR DEVELOPMENT INTENSIFICATION

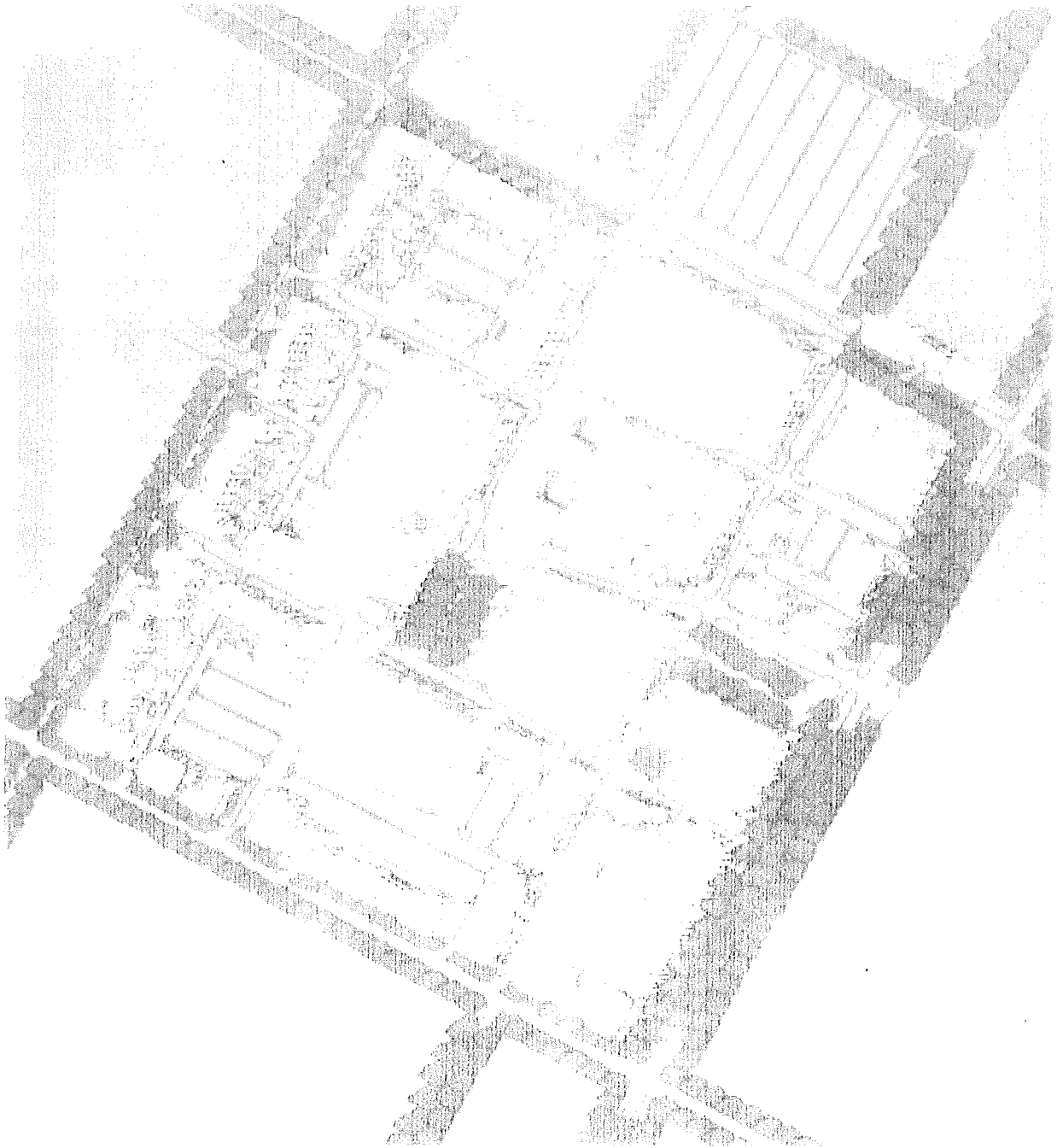
Encouraged by the development of the Winter Park Village, the CRA will investigate strategies for eliciting high quality and higher intensity development at that location, similar to the concept as generated by Dover, Kohl and Partners for long term buildout (see attached illustration). This type of outcome benefits the property owners and the City. Ideally, this will be accomplished without triggering the need for a Development of Regional Impact (DRI) Review. The statutes pertaining to Municipal Planning and Land Development Regulation (Chapters 163 and 380, F.S.) afford some mechanisms that may be helpful.

Since the Expansion Area is a Redevelopment Area, more efficient use of the land through infill development and higher intensity uses are valid objectives. They promote a healthier tax base and a more efficient use of existing urban services. In an effort to achieve those goals, the CRA may ask the City to designate the Expansion Area as a regional activity center as described in

Chapter 380. Forming a Transportation Concurrency Management Area or a Transportation Concurrency Exemption Area may also permit higher intensity development. The CRA will look for and take advantage of opportunities to proactively relieve the barriers to more efficient development by the private sector at the Winter Park Village site and at other locations in the Orlando Avenue/US 17-92 corridor.

This project will be publicly funded but not all of the expense will be borne by the CRA. It is expected that the Planning and Community Development Department staff will accomplish a significant portion of the initial research and activities associated with this project "in-house".

REDEVELOPMENT of the WINTER PARK MALL PROPERTY
Long-Term Prospects



Prepared for the City of Winter Park, Florida
by
Dover, Kohl & Partners, Urban Design
May 19 1997

Other Projects Proposed for Later Implementation

WINTER PARK'S GATEWAY AT ORLANDO AVENUE/US 17-92 AND FAIRBANKS AVENUE (Zone 1)

The four corners meeting at Fairbanks Avenue and Orlando Avenue/US 17-92 form a gateway into the City of Winter Park and as such, should be a distinctive place. Any redevelopment of this area must support this concept. This is a location at which the edge treatment created by buildings is critically important. The corners must not be degraded by lack of form. The northwest corner (Regions Bank) property can significantly contribute to the desired gateway effect by developing an additional structure on the vacated mini-park and vacated Broadview Avenue right of way. Some parking currently at the back of the bank lot would be displaced by the extension of Grove Avenue through to Fairbanks Avenue*. New spaces would be placed on a different part of the property as long as they were screened from view. Ideally, a cooperative effort by the bank and its neighbors would redevelop the properties as a "package".

The vacation of the mini-park serves a second important function. It will afford the development of an additional left-hand turn lane for traffic on Fairbanks Avenue turning to go north on Orlando Avenue/US 17-92. While it is not the custom of the City to give up parkland for transportation purposes, in this instance, the mini-park is one that is inappropriately located and seldom used by pedestrians.

Ultimate redevelopment on the four corner properties shall result in a massing of taller than usual buildings built close to the edge of the roadway. In the future, if market demand justifies private redevelopment, the rear of the northeast corner site might present the opportunity for the development of a parking garage under

a public-private partnership arrangement with the CRA and the City. The CRA will propose new regulations for development on these sites and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no public funds associated with this project except those specified under the Orlando Avenue/US 17-92 Roadway Improvements described earlier and the development of parallel streets described later in this document.

*Note: the existing fountain, mini-park, and Broadview Avenue right of way east of Grove Avenue would be abandoned as part of the development of parallel streets. All or part would then be available to the adjacent property owner in exchange for land at the rear of the property to extend Grove Avenue through to Fairbanks Avenue.

FAIRBANKS AVENUE EAST. COMMERCIAL NORTH SIDE
FRONTAGE AND SOUTH SIDE FRONTAGE (Zone 2)

The commercial property in the first block of the northeast corner of Fairbanks and Orlando Avenue/US 17-92 will be affected by the loss of some land at the front of the property*. The amount of right of way needed for the road widening and construction of a median will not impact any buildings on that site. Upon the vacation of Harper Street* right of way, that land will be made available for the eventual redevelopment of that corner. If, in the future, that corner is privately redeveloped to a different use, the same type of "gateway" characteristics described in the previous project will be required of any new development.

While there is no current private redevelopment project proposed for the existing commercial properties on the south side of Fairbanks Avenue, over the course of the implementation of this Amendment to the Community Redevelopment Plan, it is likely that will happen. If such redevelopment is proposed, it shall be accomplished in such a way as to produce the starting point for a transitional area between Orlando Avenue/US 17-92 and downtown Winter Park. The existence of a rear alley way along these properties provides the opportunity to construct improvements nearer the roadway edge and to accommodate parking and deliveries through the rear of the buildings. This configuration will be more consistent with the urban form promoted under TND precepts.

The CRA will propose new regulations for development on these sites and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no public funds associated with this project except for those specified under the Orlando Avenue/US 17-92 Roadway Improvements described earlier and the development of parallel described later in this document.

*Note: As part of the Orlando Avenue/US 17-92 Roadway Improvements, property will be acquired from the north side of Fairbanks Avenue for the widening of travel lanes and beautification which includes a median at the intersection of Fairbanks Avenue and Orlando Avenue/US 17-92. Harper Street right of way will be vacated as one of the activities involved in the development of parallel streets.

LAKE ISLAND PARK EXPANSION (Zone 3)

An expansion of Lake Island Park is proposed. It will be enlarged to include all land east of Ward Avenue to Denning Drive, from its existing boundary at Comstock Avenue to Fairbanks Avenue. The expanded park will provide additional open space, increase opportunities for better utilization of the park, and showcase the property as an aesthetic enhancement along Fairbanks Avenue. The project will include the enlargement of Lake Mendsen in order to increase capacity for stormwater treatment and mitigate the threat of pollution of the aquifer.

The park expansion will require the acquisition of some properties fronting the north side of Fairbanks Avenue. This is an activity the CRA will undertake. It is probable, that with the expansion of the park, events previously diverted to other public facilities because of limited space, will be staged at Lake Island Park. If the public demand for parking at the park warrants it and nearby private property owners indicate interest, the CRA will entertain the idea of constructing a parking facility via a public-private partnership in or adjacent to the park.

The CRA will recommend that the City consider incorporating into the Land Development Code language indicating that such a facility is a permissible use under specific conditions.

This project will be paid for with public funds.

ORLANDO AVENUE/US 17-92. WEST SIDE COMMERCIAL
FRONTAGE (Zone 4)

Fairbanks Avenue to Beachview Avenue

Future redevelopment initiated by the private sector is likely to occur in this area over the course of the implementation of this Amendment to the Community Redevelopment Plan. In the event that redevelopment is proposed, it shall be achieved in manner that reiterates the positive design characteristics established under TND. The roadway edge shall be well defined, building placement and massing shall be appropriate, parking shall be to the rear or side of the lot, buffers shall be provided to screen parking, etc. In this area particularly, facilitation of alternative transportation modes is necessary. Curb cuts shall be minimized and the concept of shared access (driveways) to commercial enterprises shall be implemented. The extension of Grove Avenue* to Fairbanks Avenue will permit greater utilization of the commercial properties in this segment. It will facilitate the relocation of the building front closer to the roadway edge and permit ingress and egress by local traffic from the back of the property. Safe pedestrian ways shall be provided and bike traffic shall be accommodated because of the danger posed by the close proximity to the heavy vehicular activity at the major intersection of Fairbanks Avenue and Orlando Avenue/US 17-92.

Also, because the properties on the Grove Avenue side of the block abut an adjoining neighborhood, any redevelopment shall be sensitive to the nearby residents.

There are no public funds associated with this project.

*Note: The extension of Grove Avenue southward is part of the development of parallel streets.

Beachview Avenue to Houston's Restaurant

Presently, there are some traffic issues which have arisen as a result of the juxtaposition of the Houston's restaurant and the single-family residential area south of Beachview Avenue. Considerable traffic from Houston's routinely cuts through the neighborhood using Killarney Drive to get to Fairbanks Avenue west of Orlando Avenue/US 17-92. This Plan proposes to vacate the Killarney Drive* right of way between Beachview Avenue and Fairview Avenue, connecting the four residential lots directly to the lakefront. In exchange, the CRA will acquire right of way from the rear of those lots in order to extend Grove Avenue north to Beachview. This strategy will divert local traffic from the residential area into the more commercial setting on Grove Avenue. A small cul-de-sac will be built at the west end of Beachview Avenue for fire and EMS vehicle access.

The CRA will propose new regulations for any future development in both of the above-cited areas to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no public funds associated with this project except for those specified under the development of parallel streets described later in this document.

*Note: the vacation of Killarney Drive and the extension of Grove Avenue north to Beachview Avenue are elements of the development of parallel streets.

ORLANDO AVENUE/US 17-92. EAST SIDE COMMERCIAL (Zone 5)
Comstock Avenue and Morse Boulevard

This is currently the location of the Best Western Mt. Vernon Motel, which serves a necessary and important function in the Orlando Avenue/US 17-92 corridor. Although not likely to be redeveloped in the near future, any redevelopment that does take place will need to focus on maintaining a strong building edge on Orlando Avenue/US 17-92. A small commercial or office building placed at the south end of the site would aid in accomplishing that, for example. Parking shall be located at the rear of the property and pedestrian and bicycle systems shall be developed on both Orlando Avenue/US 17-92 and Harper Street.

The CRA will propose new regulations for development on this site and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no publicly funded activities associated with this zone except for the Orlando Avenue/US 17-92 Roadway Improvements already described.

ADVENTIST MEDICAL CENTER AND LAKE KILLARNEY
CONDOMINIUM SITES (Zone 6)

This property extends from Orlando Avenue/US 17-92 west to the edge of Lake Killarney. Lake Killarney Condominiums are in good physical condition and currently provide the only sizeable aggregation of residential units within the Expansion Area. That property will probably remain as it is for some time. The condominiums are a stock of moderately priced housing and exemplify how housing can survive intact in even the most stressful of environments, such as a

regional highway, when there are other positive factors in the equation, i.e. the lake.

The site immediately south of the Lake Killarney Condominiums, recently acquired by the Adventist Medical Center, is a probable candidate for redevelopment in the near term. Redevelopment of this area must provide a strong roadway edge, good pedestrian and cyclist pathways, minimal number of curb cuts, and parking away from Orlando Avenue/US 17-92 rather than right next to it. In this particular segment of the corridor, it is important to balance those desired urban characteristics with the goal of maintaining clear sightlines to the lake. In this case, buildings should not be grouped in such a way that the beauty of the lake is totally obscured from public view.

The CRA will propose new regulations for development on this area and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no publicly funded activities associated with this zone except for the Orlando Avenue/US 17-92 Roadway Improvements already described.

MIXED USE ADJACENT TO WINTER PARK VILLAGE (Zone 7)

The two blocks bounded by Morse Boulevard on the south, Canton Avenue on the north, Denning Drive on the east, and Cherokee Avenue on the west are presently occupied by public facilities: the State Driver's License Bureau on the north end and the HRS building on the south end. Land uses contiguous to these properties vary widely. They include open space, residential, office and commercial.

At this time, the CRA is not aware that the State has any plans to dispose of these properties. But their location, relative to other developments in the Expansion Area, is important in the evolution of an areawide plan. For this reason, the sites gave rise to considerable discussion during the public input phase of this Amendment to the Community Redevelopment Plan. There was consensus that this area needed to be redeveloped during the term of the CRA Program. But no consensus was reached on the appropriate eventual use. Three suggestions were put forth: use it for parkland, for office and professional uses, or for residential use. There were concerns about the possible ramifications of each of the proposals.

It is expected that the market will determine what eventually will develop on those properties. The CRA's position is that a land use change to Commerce or Mixed-Use on the two blocks will foster development that can make an appropriate transition to the other surrounding uses. It will permit open space, residential, office and commercial elements and yet not be dominated by one. A mixed-use designation will permit a high yield type of development and the flexibility in new construction that can include the needed housing component. Proper placement of the new buildings on these sites will be an important feature of any redevelopment at these locations, for the necessary reinforcement of the street edge.

One of the more immediate objectives of the CRA with regard to the State property is the establishment of a Mass Transit Super Stop as mentioned earlier in this document.

The CRA will propose new regulations for development on these sites and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. All new regulations will direct development in

such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no publicly funded activities associated with this zone except for the Orlando Avenue/US 17-92 Roadway Improvements already described.

WINTER PARK VILLAGE (Zone 8)

The redevelopment of this site, the former Winter Park Mall, is an eagerly awaited redevelopment project. The establishment of the new Winter Park Village will provide a valuable boost to the Community Redevelopment Expansion Area. It will contribute significantly to the Redevelopment Trust Fund, generating dollars to be reinvested into the Redevelopment Area. But in addition to that, the Winter Park Village provides a real-life laboratory for applying the precepts of TND, with some components of the project being developed incrementally as the market is stimulated. This project may ultimately provide some of the residential units that will enrich the urban fabric of the Expansion Area. These might be provided in mixed-use buildings, in areas now planned as open space or parking, or in some other innovative design. Using other sections of the site might satisfy open space requirements. Parking requirements might then be met through parking structures. In the future, the opportunity to develop a parking structure by means of a public-private partnership will be considered in relation to this and nearby projects, if circumstances warrant it.

This site is one that would benefit directly from the CRA's investigation of methods under Chapter 163 F.S. for maximizing the utility of the land and intensifying development. If such an advantage arises, it may induce the property owner to further redevelop the site.

The CRA will propose new regulations for development on this site and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no publicly funded activities associated with this zone at this time except the Orlando Avenue/US 17-92 Roadway Improvements already described.

DENNING DRIVE RESIDENTIAL (Zone 9)

This area is not contained within the Expansion Area. The reasons for discussing it here are: 1) it is likely to be redeveloped during the duration of the implementation of this Amendment to the Community Redevelopment Plan and 2) it is a good site for the development of additional housing in the corridor.

Residential development is an important and necessary component in the evolution of the Orlando Avenue/US 17-92 corridor into a balanced, economically successful community. For this reason, the CRA proposes that the site west of Denning Drive at the northeast boundary of the Expansion Area be eventually redeveloped for multifamily residential use. The site is currently the location of a technical school and a parking lot for public school buses. Residential development will provide a more appropriate level of utilization of the land. It will also introduce a housing type suitable for bridging the commercial areas with the single-family residential areas to the east.

The CRA will propose new regulations for development on this area and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. Such new regulations will direct development in

such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no publicly funded activities associated with this project at this time.

REDEVELOPMENT AND INTENSIFICATION OF THE BIG K MART SITE (Zone 10)

This area is not contained within the Expansion Area. It is necessary to refer to it, though, because of its size and its potential for impacting other activity zones addressed in this Amendment to the Community Redevelopment Plan.

The Big K Mart site is a recently redeveloped property and the expectation that it will undergo massive changes in the next few years is faint. In the event that development should be initiated in the future, that redevelopment will be required to conform to the ideals put forth in this Amendment to the Community Redevelopment Plan.

Additionally, any future redevelopment of this site shall include a northwest realignment of Webster Avenue (the east-west segment) to connect with Executive Drive in a manner resulting in minimum traffic intrusion into the neighborhood immediately southwest. Also, to further the development of the parallel local roadway network, this Amendment to the Community Redevelopment Plan proposes that Webster Avenue (the north-south segment*) extend south to Gay Road.

*Note: This site is the location of a peculiarity in the roadway system: as Webster Avenue passes over from the east side of Orlando Avenue/US 17-92 westward into this area, it makes a 90 degree turn north and continues up to Lee Road. This north-south segment needs to be renamed. Several sub-projects in this

Amendment to the Community Redevelopment Plan are related to this segment of Webster Avenue and to keep referring to it as "Webster Avenue (the north-south segment)" is cumbersome and confusing. The CRA will initiate a request for renaming.

This location is one that may benefit directly from the CRA's investigation of methods under Chapter 163 F.S. for maximizing the utility of the land and intensifying development. If such an advantage arises, it may induce the property owner to redevelop the site earlier than expected. The CRA will consider bringing the Big K Mart site into the Redevelopment Area prior to or at the time of redevelopment and intensification.

The CRA will propose new regulations for development on these sites and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

There are no publicly funded activities associated with this zone except acquisition of right of way for the proposed realignment of Gay Road and the extension of Webster Avenue (the north-south segment) south to Gay Road which are part of the development of parallel streets.

LEE ROAD EXTENSION (Zone 11)

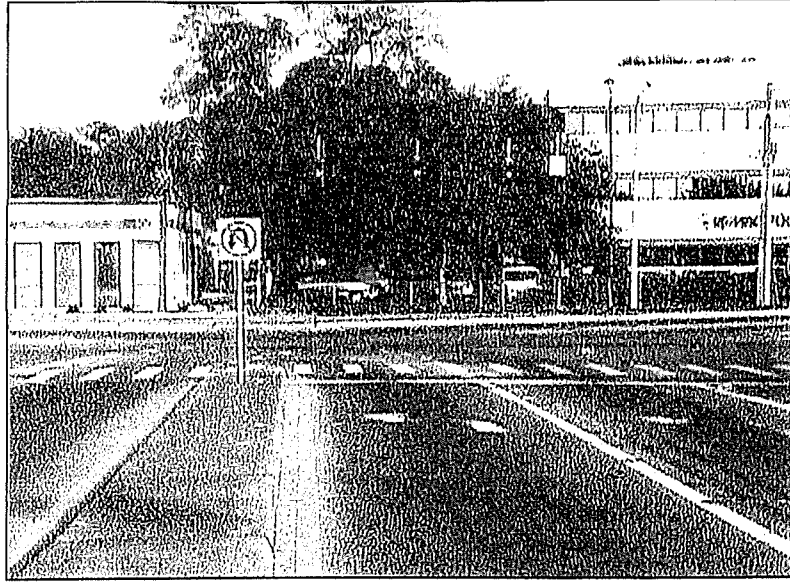
Automobile traffic on Orlando Avenue/US 17-92 is a mix of local traffic and through-traffic. The competing objectives of these traffic types contribute to the poor performance and schizophrenic character of the highway as it exists today. On one hand, it is a through street, moving traffic quickly. The frequent stops and turns of drivers with local destinations are inconvenient interruptions in what

should be a smooth flow. On the other hand, it is a local street. The local vendors want business from all the passersby, regardless of their travel direction, and they want unimpeded access such as individual curb cuts for every property. Any changes that might inconvenience a potential customer are adamantly opposed by local businesses.

The CRA's position is that the Orlando Avenue/US 17-92 Roadway Improvements planned and the development of parallel streets will aid in reducing the conflicts in the traffic. But there is one stretch of Orlando Avenue/US 17-92 that creates a bottleneck so severe it requires a radical resolution. That section, between Webster Avenue and Lee Road, suffers the most pronounced conflicts among through- and local traffic, both northbound and southbound. The two traffic signals at the ends of this segment are so close that cars must sit through several light changes before they can get out of the congestion. Traffic backs up beyond the left-hand storage lane (northbound) and impedes cars traveling north. Another path at the Lee Road and Orlando Avenue/US 17-92 intersection will relieve the pressure considerably.

This Amendment to the Community Redevelopment Plan recommends the extension of Lee Road eastward over Orlando Avenue/US 17-92 to tee into Galloway Drive. The extension section will have a different aspect from the Lee Road on the west. The new segment will be two lanes wide and will look and function more like a residential street (see the attached illustration). Right of way must be acquired from the current property owner to put the new road through.

With regard to any future redevelopment in this zone, this Amendment to the Community Redevelopment Plan requires that a gateway appearance and function be established, similar to the urban form required at the Fairbanks Avenue and Orlando Avenue/US 17-92 intersection.



Existing Lee Road intersection "tees" in to the southbound lane of US 17-92.



Proposed Lee Road extension would continue eastbound across US 17-92.

The CRA will propose new regulations for development in this area and others throughout the Expansion Area to be considered for incorporation into the Land Development Code by the City. The new regulations will direct development in such a way as to contribute to the overall urban form recommended throughout this Amendment to the Community Redevelopment Plan.

The CRA will initiate the project and secure the funding for the acquisition of the right of way and the building of the Lee Road extension.

DEVELOPMENT OF PARALLEL STREETS

To establish a system of parallel local streets, the following actions would have to be taken:

1. Harper Street right of way between Fairbanks Avenue and Comstock Avenue would need to be abandoned and incorporated into the northeast block of Fairbanks Avenue and Orlando Avenue/US 17-92. Ward Avenue would become the parallel connector to Harper Street. Ward Avenue and Harper Street would have bicycle and pedestrian connections to Fairbanks Avenue.
2. Killarney Drive right of way would be vacated between Beachview Avenue and Fairview Avenue. The property would be deeded to the residential property owners allowing their property to connect directly to the lakefront. This would be in exchange for giving up some property on the rear of their lots in order to extend Grove Avenue to the south. A small cul-de-sac would be put at the end of Beachview Avenue to accommodate fire and rescue vehicles.

3. Webster Avenue (the north-south segment, which needs to be renamed) would run south from Lee Road and continue uninterrupted until it runs into Gay Road.
4. A north-south connection would be made between Gay Road and Trovillion Avenue (requires acquisition of right of way).
5. Lee Road would be extended east of Orlando Avenue/US 17-92 to Galloway Drive.
6. Galloway Drive would extend south uninterrupted to Canton Avenue.
7. A northwest realignment of Webster Avenue (the east-west segment) would be needed to connect with Executive Drive.
8. The fountain and pedestrian plaza on the northwest corner of Fairbanks Avenue and Orlando Avenue/US 17-92 would need to be eliminated (vacated).
9. Broadview Avenue right of way east of its intersection with Grove Avenue would need to be vacated.
10. Grove Avenue would need to be connected southward to Fairbanks Avenue (requires acquisition of right of way).

In some cases, where there is an exchange of property for property proposed between the CRA/City and a private landowner, the activity will necessarily require the cooperation of that landowner. Public funds would be used in acquiring right of way and in constructing the new street connections. Right of way will be acquired through eminent domain only when absolutely necessary, subject to specific approval by the Orange County Board of County Commissioners per Florida Statutes, Chapter 163.375 (1).

FLORIDA POWER SUBSTATION

The relocation of the Florida Power Substation on the southeast corner of Canton and Orlando Avenue/US 17-92 is an activity the CRA is committed to addressing. It is understandable that the private sector is not eager to invest in nearby properties only to have their project's value be diminished by such an unattractive neighbor. If the CRA concludes that the relocation of the substation is not feasible, then it will examine various methods for screening the substation from public view. It may happen that the CRA and Florida Power can cooperate on a beautification project that will moderate the negative effects the substation has on the Orlando Avenue/US 17-92 corridor.

The relocation or beautification of the substation will be undertaken by the CRA with the participation of Florida Power. Public funds will be applied to this project, perhaps augmented by Florida Power.

OVERHEAD POWERLINES

The City of Winter Park recognizes that burying power lines where possible produces a better-looking environment. It currently has a policy to require the burial of power lines on new construction projects. The elimination of the overhead power lines will go a long way to relieving the disorderly appearance of Orlando Avenue/US 17-92. There are two options the CRA can take on this matter: the first, and to the CRA, the most desirable, is the complete burial of the power lines. The second option is to move the power poles and lines off Orlando Avenue/US 17-92 to the back of the properties. An analysis of the power supply and delivery configuration will be necessary to ascertain what properties are linked to each other so that appropriate phasing of the work can be planned. Depending on the costs and logistical factors associated with the burial of the

power lines versus the relocation to the back of the properties, the CRA will determine which procedure it will use, what the total costs will be, methods of financing the project, etc.

Wherever possible, the work will be planned to coincide with the Orlando Avenue/US 17-92 Roadway improvements so as to avoid extra costs, minimize interruption of business, and to more efficiently apply resources.

This project will be initiated by the CRA, in cooperation with Florida Power and the individual property owners. The CRA may develop a program for absorbing some of the costs so as to offset some of the expense to the property owners. This project will be funded, at least in part, by public funds.

BUFFERS AND DEMARCATATIONS

In locations along Orlando Avenue/US 17-92, where the parking spaces are at the front of the property or the building is set far back on the lot, the lack of a clearly distinguishable delineation of public versus private space detracts from the appearance of the corridor. The CRA recognizes that the private redevelopment will be incremental. It will take time before the desired urban form becomes visible on properties fronting Orlando Avenue/US 17-92. To facilitate the beautification of the corridor, new development regulations encouraging improvements that come close to achieving that visual effect will be devised. Over a period of time, street walls, attractive fences, landscape treatments and other appropriate roadway edge definitions will be required. As with the signage changes, the details of the regulations will be worked out to allow individuality yet maintain a high level of quality and attractiveness. The CRA may establish a program for offsetting the cost of installing such improvements in order to stimulate timely compliance

Contributive Programs

It is important to understand that the Community Redevelopment Act, under which the CRA was established, creates the mechanism by which a local government may accomplish two different, but equally important tasks:

- the elimination of the obstacles to private sector reinvestment in the community, and
- the creation of favorable circumstances to motivate the private sector to generate development which best serves the community's long term goals.

Often, redevelopment projects are thought of in terms of bricks and mortar but the appropriate range of activities for a CRA is vast. Besides building projects or constructing public improvements, the CRA can administer many types of programs that can stimulate a resumption of normal market activity.

The CRA may administer programs that make it easier or more palatable to comply with the new rules that are sometimes imposed in the implementation of a CRA Program. For example, many CRA Plans include proposed changes to such things as the development code, design standards, and regulations pertaining to signage and lighting. Sometimes such changes end up costing the affected property owners a substantial amount of money and may even provoke protest against the CRA Program by those parties. CRAs frequently develop incentive programs to soften the impact of these changes on residents, business and property owners as a way of achieving the desired outcomes. The CRA can offer subsidies, technical assistance, a streamlined permitting process, forgiveness of some locally imposed fees, discounted permit costs, and other types of incentive programs, with the approval of the City.

The CRA, over the course of implementing this Amendment to the Community Redevelopment Plan, will devise programs to facilitate cooperation and foster high quality development. Incentive programs may be established to assist in accomplishing specific objectives such as the following:

- To facilitate the incorporation of appropriate TND concepts in project design.
- To encourage the incorporation of Crime Prevention Through Environmental Design (CPTED) features in project design.
- To subsidize the cost of sign replacement.
- To subsidize the cost of burying the power lines.
- To encourage meeting or exceeding the prescribed design standards early on in the CRA Program implementation period.
- To encourage façade treatment as part of rehabilitation projects.
- To facilitate shared parking arrangements where appropriate.
- To include residential elements in mixed use projects.
- To encourage meeting and exceeding landscaping requirements, particularly with regard to screening parking lots as part of rehabilitation projects.
- To encourage meeting and exceeding stormwater treatment requirements on site.

The CRA has the latitude to develop programs intended to further economic development. Programs may be established for these purposes:

- To attract new business.
- To retain existing business.
- To assist small business enterprises.
- To assist minority- and woman-owned businesses.
- To foster neighborhood business and employment opportunities.

Programs promoting social goals are legitimate CRA activities, too, particularly if they abate conditions impeding private reinvestment. The CRA may undertake activities and programs related to the following:

- To encourage businesses to employ residents of the Redevelopment Area and/or graduates of publicly administered job-training and Self-Sufficiency programs.
- To promote homeownership.
- To advocate sound property management practices.
- To facilitate the formation of neighborhood associations.
- To discourage criminal and anti-social activities.
- To support community policing activities.

These are just a small sample of the wide range of programs the Winter Park CRA may engage in. Throughout the duration of the Community Redevelopment Program, conditions will change and the CRA will need be innovative and open minded about devising new programs and activities to accomplish the City's redevelopment goals.

Implementation Schedule

OVERVIEW

There are tremendous challenges and opportunities ahead for the CRA in the implementation of this Amendment to the Community Redevelopment Plan. The determination of which specific projects to undertake will be made by the CRA in light of available funding and strategic impact. Generally, the recommended plan for implementation is as follows:

Projects need to be prioritized based on what would constitute a logical sequence. Activities that lay the foundation for others need to be implemented first.

Projects that will generate the greatest positive impact need to be done early. Ones that result in significantly increased tax increment or which stimulate other private sector projects are the generators of more money to fund the CRA-initiated projects. Sometimes, though, private development initiatives provide unexpected opportunities to significantly advance CRA objectives. Such situations require the CRA to act quickly and may necessitate a change in the order of proposed projects.

For instance, the City became involved with the design of the Winter Park Village in order to persuade the developer to deliver a superior product. The expense to the City was approximately \$25,000, but the return on the investment will be worth it. The Winter Park Village, with a higher quality design, improved urban form, and greater intensity of use, will generate hundreds of thousands of dollars for the Tax Increment Trust Fund over the course of the CRA Program and millions in tax revenues to the City and County thereafter. This instance

demonstrates the need for the CRA to be flexible in order to take advantage of such opportunities.

Funding is the most variable factor and, at the same time, probably the one most likely to drive the Community Redevelopment Program. Sometimes availability (or unavailability) of funding disrupts the established priority order of projects. Projects designed to take advantage of grant funds or other outside resources allow the CRA to leverage its own dollars; they are good candidates for near-term implementation.

To implement the projects identified in this Amendment to the Community Redevelopment Plan will require actions under the general headings below:

LAND USE

Most of the land uses and zoning considerations envisioned in this Amendment to the Community Redevelopment Plan are consistent with the Comprehensive Plan and zoning ordinances. There are some differences, though, that will need to be accommodated. The projects with changes to the Comprehensive Plan are:

- Zone 3 - The Lake Island Park Expansion. This will require a change of land use from Office and Professional and Commerce to Open Space and Recreation.
- Zone 7 - The Mixed Use Adjacent to Winter Park Village (State owned properties). This will require a change of land use from Governmental, Religious, Educational, and Community Service to Mixed Use.

- Zone 9 - Denning Drive Residential. This would require a change from Governmental, Religious, Educational, and Community Service to Multi Family.

It will be necessary to create a new land use classification called Mixed Use, define that classification and incorporate its use in the Comprehensive Plan.

The CRA will initiate this process and present its recommendations to the City for its approval and implementation.

DEVELOPMENT REGULATIONS

The current Land Development Code shall be modified to incorporate regulations that will effect the desired changes in the built environment. The new or modified regulations will pertain primarily to reestablishing the appropriate urban form in the Expansion Area. Issues such as build-to lines, lot coverage, parking requirements, landscaping, buffers, sidewalk width, sign regulations and any other elements of development activity will be addressed. The CRA will initiate this process and present its recommendations to the City for adoption into the Code.

Options for development intensification shall be investigated and the CRA will report its findings and recommendations to the City for approval and implementation.

ROADWAY IMPROVEMENTS

The planning and coordination of executing the roadway improvements described earlier will be undertaken by the CRA. It will be necessary for the CRA and the City to contact and stay in touch with Florida Department of Transportation (FDOT), Orange County, the City of Orlando, and City of

Maitland. Engineering the project, determining points of conflict and concurrence, planning the necessary phasing of sub-projects, scheduling the sub-projects, funding the project and many other issues in the preliminary phases will have to be coordinated.

A schedule for development of parallel streets and plans for funding the activities will be established. Coordination with the other governmental agencies will be necessary and details regarding how the vacations, trades and acquisitions will be managed will be outlined.

SCHEDULING PROJECTS AND ACTIVITIES

In the early years of implementing this Amendment to the Community Redevelopment Plan, many activities will be of an administrative and fundamental nature. The groundwork will be laid for the execution of the projects. Activities associated with one project may be associated with other projects, also. Below is an outline that depicts the plan of action.

Phase One - Years 1 through 7

***** Denotes projects for immediate implementation***

*****Investigate and act on methods for intensifying development.***

*****Make new signage regulations and begin execution, including incentive program.***

*****Orlando Avenue/US 17-92 Roadway Improvements:***

Coordinate all the governmental entities, address specifics of the project.

Implement median installation on Orlando Avenue/US 17-92.

*****Initiate development of the Mass Transit Super Stop.***

Administrative responsibilities:

Conduct Public Relations program regarding the CRA Plan.

Develop the Financial Plan to support implementation of projects.

Apply for grant funds in support of implementing projects.
Develop needed development code modifications and begin execution.
Implement road widening/beautification on Fairbanks Avenue (Zone 2).
Begin Fairbanks and Orlando Avenue/US 17-92 Gateway project (Zone 1).
Establish incentive programs and administer them.
Prepare Comprehensive Plan Amendments.
Begin development of parallel streets.
Begin burying or relocating power lines.

Phase Two - Years 8 through 15

Begin expansion of Lake Island Park.
Continue Public Relations program regarding the CRA Plan.
Continue development of parallel streets.
Initiate Lee Road Extension.
Facilitate development of the State-owned properties (Zone 7).
Continue applying for grant funds in support of implementing projects.
Continue with burying or relocating power lines.
Continue administering incentive programs.
Relocate or mitigate negative effects of Power Substation.

Phase Three - Years 16 through 30

Essentially, during the third phase of implementation of this Amendment to the Community Redevelopment Plan, the CRA expects to be continuing some of the ongoing projects such as administering the incentive programs, applying for grants. Facilitating the development of the appropriate urban form through providing assistance with design issues in new private development and private rehabilitation will be continuous. New projects will evolve, new opportunities will present themselves and the CRA will perform the duties necessary to achieve the redevelopment goals.

The community must recognize that the current condition of the Orlando Avenue/US 17-92 corridor and the rest of the Expansion Area has been decades in the making. The correction of the negative conditions will not occur instantly. Rather, it will require the long-term foresight, patience, and dedication of the community to work together toward the common goal of improving the urban environment of Winter Park.

ACQUISITION AND DISPOSITION OF REAL PROPERTY

In the course of implementing this Amendment to the Community Redevelopment Plan, the City or the CRA may acquire property within the Redevelopment Area that is ultimately developed by a subsequent purchaser or agent. Chapter 163.362, F.S., requires the provision of "...retention of controls and the establishment of any restrictions or covenants running with the land sold or leased for private use, for such periods of time and under such conditions as the governing body deems necessary to effectuate the purpose of this part."

The CRA and the City will comply with the statute and undertake the establishment of controls in the form of covenants and restrictions to reasonably manage the obligations of successors, in title or in other interests, to those interests of the CRA. The CRA will take all actions necessary to ensure that any obligations undertaken by other parties, such as agents or third party representatives, adhere to the established covenants and restrictions.

The duration of the Community Redevelopment Program put forth in this Amendment to the Community Redevelopment Plan is thirty years. Within that time frame, all activities financed by increment revenues will be completed.

Opinion of Costs

Project Type & Location	Specific Sub-Project	Price per unit	Unit Type	Number Of Units	Total Cost	Total Project Cost
TRANSPORTATION						
Orlando Ave/US 17-92	Planning/Engineering	250,000	Allowance		250,000	
	Median construction	77.12	Linear foot	3,284	253,262	
	Improvements to overlay existing Orlando Ave./US 17-92	67.70	2 lane road, per linear foot	2,380	161,126	
	Median Planting	5.75	Square foot	52,544	302,128	
	Street Trees	1,000	Each	178	178,000	
	Street Planting	5.75	Square foot	8,924	51,313	
	Major Gateway Signs - Lee, Fairbanks	50,000	Each	4	200,000	
	Sidewalks	5	Square foot	22,576	112,880	
	Street Lights - Roadway	15,000	Each	100	1,500,000	
	Street Lights - Sidewalks	2,000	Each	119	238,000	3,246,709
Lee Rd., Morse Blvd., Gay Ave. Intersections	Planting, Special Paving, Signage	75,000	Each	3	225,000	
	Street Furniture, Banners, Trash Cans	170,000	Allowance		170,000	
	Mast Arm, Replace Span Wire Assembly at Traffic Signal with Cast Aluminum Mast Arm	115,000	Each signal	5	575,000	970,000
TRANSPORTATION - Other Roads						
	Improvements to Construct New Roads	68	2 lane road, per linear foot	2380	161,840	
	Construction of New Roads	95	2 lane road, per linear foot	2,500	237,500	
	Right-of-way Acquisition					
	Commercial Real Estate	5000,000	Acre	2.5	1,250,000	2,619,340
TRANSPORTATION - Mass Transit Super Stop	Facilitation/Enhancement	10,000	Allowance		10,000	10,000
						0
UTILITIES						
	Potable Water Lines	108,875	Mile	1.84	200,330	
	Overhead Power Lines	1,000,000	Mile	1.84	1,840,000	
	Relocation/Improvement of Power Substation	3,000,000		1	3,000,000	7,659,670
LAKE ISLAND PARK EXPANSION						
	Lake Edge Enhancements	30,000	Allowance		30,000	
	Landscape Enhancement to the Park	150,000	Allowance		150,000	
	Signage	30,000	Allowance		30,000	
	Street Trees	500	Each	188	94,000	
	Street Plantings	5.75	Square Foot	188	1,081	
	Parking Garage	8,000	Per space	120	960,000	
	Land Acquisition	400,000	Acre	3.8	1,520,000	
DRAINAGE	Retention Basin Construction	75,000	Acre	12	900,000	3,685,081
LAND USE - Development Intensification	Professional Services	100,000	Allowance		100,000	
	Parking Garage/Partnership-Zone 1	8,000	Per space	120	960,000	
	Parking Garage/Partnership-Zone 8	8,000	Per space	120	960,000	2,020,000
CONTRIBUTIVE PROGRAMS						
	Sign Subsidy Program	150,000	Allowance		150,000	
	Others - Land Development, Economic Development, Housing & Social	3,000,000	Allowance		3,000,000	3,150,000
ADMINISTRATIVE COSTS	CRA Publications, Public Relations, Audits, Bond Costs, etc.	5,000,000	Allowance		5,000,000	5,000,000
					PROGRAM	
					TOTAL	28,360,800

Funding Sources

TAX INCREMENT REVENUES (TIF)

Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act. This increment, which is to be determined annually, is equal to 95% of the difference between two figures: the amount of ad valorem taxes levied each year by each applicable taxing authority on taxable real property within the Community Redevelopment Area; and, the amount of ad valorem taxes that would have been produced by the current millage rates prior to establishing of the Redevelopment Trust Fund. Both of these amounts are exclusive of debt service millage of the taxing authorities.

REDEVELOPMENT REVENUE BONDS (RDR)

The provisions of F.S. 163.3 85 allow the City of Winter Park or the Community Redevelopment Agency to issue "Revenue Bonds" to finance redevelopment actions. The security for such bonds would be based on the anticipated assessed valuation of the completed Community Redevelopment Area. Revenues generated (Tax Increment Funds) are used to finance the long-term bond debt. Prior to the issuance of long-term revenue bonds, the City or Community Redevelopment Agency may issue bond anticipation notes to provide up-front funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond issue.

The City or the CRA may issue revenue bonds pursuant to Section 163.385, Florida Statutes, provided that the City or the CRA first obtain Orange County Board of County Commissioners' (BCC) approval of (i) the projects to be funded by the bonds, (ii) the principal amount of the bonds to be issued, and (iii) the maturity schedule and interest rates for the bonds to be issued.

The issuance of the bonds shall not create a pledge of the faith and credit of Orange County, but shall be payable solely from the tax increment revenues generated from the Community Redevelopment Area as expanded by resolution of the BCC, plus any other non-ad valorem revenues expressly approved by the BCC.

Any extension of the maturity of the bonds and any increase in the interest rates for the bonds, whether as part of the issuance of refunding bonds or otherwise, shall be prohibited without the express consent of the BCC.

GENERAL REVENUE BONDS (GRB)

For the purposes of financing redevelopment actions, the City may also issue General Revenue Bonds. These bonds are secured by debt service millage on the real property within the City and must receive voter approval.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Federal dollars available through the CDBG Program may be used to finance activities benefiting low- and moderate-income populations. Projects such as demolition of substandard housing units, housing rehab assistance, residential development and home ownership assistance are typical projects funded by CDBG. Economic development projects are also eligible for funding from CDBG.

CDBG COMMERCIAL REVITALIZATION GRANTS (CRG)

Funding may be used for planning, design and construction of infrastructure that supports commercial revitalization or strategic planning initiatives for redevelopment and revitalization of commercial properties contained in targeted areas of low-to-moderate income.

PARKS AND RECREATION AND BEAUTIFICATION GRANTS (PRBG)

Grant funds may be available for projects such as design and construction of parks and streetscape improvements. These programs have funding limits, they require a 50% local matching contribution, and are awarded through competitive processes.

FLORIDA RECREATION DEVELOPMENT ASSISTANCE PROGRAM (FRDAP)

This annual State Recreation Assistance program may be used for recreational land acquisition, park design and construction. Active park amenities are normally afforded a higher priority than passive parks. There is a \$150,000 limit and projects may be phased over several years.

INTERMODAL SURFACE TRANSPORTATION ENHANCEMENT ACT GRANTS (ISTEA)

This is an excellent source of funding for streetscape improvements. As the name implies, this program is particularly valuable for pedestrian and bicycle improvements. Those are key elements in the Orlando Avenue/US 17-92 Roadway Improvements. This is an annual Federal program administered through FDOT and local MPO. There are no specific funding limitations. Projects are awarded on merit, need and political influences.

FDOT HIGHWAY BEAUTIFICATION GRANTS (HBG)

Annual State Highway Beautification program. This has a \$150,000 annual limit and projects may be phased over several years. This is expected to be an excellent source for funding improvements on Orlando Avenue/US 17-92.

KEEP AMERICA BEAUTIFUL GRANT (KAB)

This is an annual Landscaping Grant program administered through the State Department of Agriculture. There is a \$20,000 limit and projects may be phased.

This may serve as a source of funding for the street trees and plantings indicated as part of the Orlando Avenue/US 17-92 Roadway Improvements.

SMALL BUSINESS ADMINISTRATION TREE PLANTING GRANT (SBA)

This is an annual tree planting grant geared toward supporting nursery operations and landscaping contractors with less than 100 employees. The limit is \$20,000.

INDUSTRIAL REVENUE BONDS (IRB)

Industrial Revenue Bonds may be used to finance industrial, and some commercial projects. The primary emphasis on such projects is the creation of jobs, and as a consequence, speculative ventures are not normally financed by these means. Such bonds are typically issued by the City, with repayment pledged against the revenues of the private enterprise being funded. IRB's are tax exempt and consequently are typically three percentage points below prevailing interest rates.

LAND SALES/LEASES

Acquisition of property and its preparation for development are powers available to the Community Redevelopment Agency under statutory provisions. The resale or leasing of such land to private developers can provide another source of income to support the Community Redevelopment Program.

PRIVATE CONTRIBUTIONS

Voluntary contributions by private companies, foundations, and individuals are a potential source of income to the Community Redevelopment Agency. Although such contributions may only account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

SAFE NEIGHBORHOODS ACT – CHAPTER 163.502 FS

Neighborhood Improvement Districts created pursuant to the Act may request a planning grant from the State's Sage Neighborhood Trust Fund on a 100% matching basis. A Safe Neighborhood District may also authorize the levy of an ad valorem tax of up to two mills annually on real and personal property.

DIRECT BORROWING FROM COMMERCIAL LENDERS

The CRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular project(s) funding requirements, the CRA may utilize both short-and long-term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the CRA will generally attempt to attain the lowest available interest rate.

TAX INCREMENT REVENUE PROJECTIONS

Comparison of Total Taxable to Total Assessed Values

Jurisdiction	Calendar Year					1997	Average Annual Change	Total Change 1993-1997
	1993	1994	1995	1996	1997			
Orange County	33,004,583,635	34,059,521,490	35,251,785,566	37,206,664,619	40,340,037,437			
Annual Change		1,054,937,855	1,192,264,076	1,954,879,053	3,133,372,818		1,833,863,451	7,335,453,802
Percent Change		3.2%	3.5%	5.5%	8.4%		5.2%	22.2%
Greater WP CREA	147,728,129	144,132,047	147,210,490	152,811,387	159,751,282			
Annual Change		(3,596,082)	3,078,443	5,600,897	6,939,895		3,005,788	12,023,153
Percent Change		-2.4%	2.1%	3.8%	4.5%		2.0%	8.1%

Source: Orange County Property Appraiser

CREA Tax Increment Funding Projection - Scenario #1

Calendar Year	Greater CREA Based Projection			Orange County Based Projection			Average of Two Projections	
	Tax Base Growth in Just Taxable	Tax Increment @ 95% of Growth	5 Year Increment	Tax Base Growth in Just Taxable	Tax Increment @ 95% of Growth	5 Year Increment	Tax Increment @ 95% of Growth	5 Year Increment
1999	\$81,042,702			\$81,042,702				
2000	\$82,673,232	\$13,283		\$85,299,344	\$34,106		\$23,694	
2001	\$84,336,567	\$26,833		\$89,632,266	\$69,974		\$48,403	
2002	\$86,033,367	\$40,656		\$94,262,642	\$107,694		\$74,175	
2003	\$87,764,306	\$54,757		\$99,132,222	\$147,363		\$101,606	
2004	\$89,530,070	\$69,141		\$104,253,363	\$189,082		\$129,112	
2005	\$91,331,361	\$83,815	\$204,669	\$109,639,060	\$232,956	\$548,219	\$158,385	\$376,444
2006	\$93,168,892	\$98,784		\$115,302,981	\$279,096		\$188,940	
2007	\$95,043,393	\$114,054		\$121,259,498	\$327,620		\$220,837	
2008	\$96,955,608	\$129,632		\$127,523,728	\$378,650		\$254,141	
2009	\$98,906,296	\$145,523		\$134,111,565	\$432,317		\$288,920	
2010	\$100,896,230	\$161,734	\$571,809	\$141,039,729	\$488,756	\$1,650,639	\$325,245	\$1,111,224
2011	\$102,926,201	\$178,271		\$148,325,799	\$548,111		\$363,191	
2012	\$104,997,013	\$195,140		\$155,988,265	\$610,532		\$402,836	
2013	\$107,109,489	\$212,349		\$164,046,572	\$676,178		\$444,264	
2014	\$109,264,467	\$229,904		\$172,521,169	\$745,215		\$487,560	
2015	\$111,462,801	\$247,813	\$977,398	\$181,433,560	\$817,819	\$3,068,794	\$532,816	\$2,023,096
2016	\$113,705,365	\$266,081		\$190,806,364	\$894,173		\$580,127	
2017	\$115,993,047	\$284,718		\$200,663,363	\$974,471		\$629,594	
2018	\$118,326,757	\$303,729		\$211,029,572	\$1,058,918		\$681,323	
2019	\$120,707,419	\$323,122		\$221,931,297	\$1,147,727		\$735,425	
2020	\$123,135,978	\$342,906	\$1,425,463	\$233,396,201	\$1,241,124	\$4,893,107	\$792,015	\$3,159,285
2021	\$125,613,399	\$363,088		\$245,453,379	\$1,339,346		\$851,217	
2022	\$128,140,664	\$383,676		\$258,133,427	\$1,442,642		\$913,159	
2023	\$130,718,776	\$404,678		\$271,468,522	\$1,551,274		\$977,976	
2024	\$133,348,758	\$426,103		\$285,492,505	\$1,665,519		\$1,045,811	
2025	\$136,031,654	\$447,959	\$1,920,452	\$300,240,962	\$1,785,665	\$7,239,905	\$1,116,812	\$4,580,179
TOTAL		\$5,547,749			\$19,186,330			\$12,367,040

CREA Tax Increment Funding Projection - Scenario #2

Calendar Year	Greater CREA Based Projection			Orange County Based Projection			Average of Two Projections	
	Tax Base Growth in Just Taxable	Tax Increment @ 95% of Growth	5 Year Increment	Tax Base Growth in Just Taxable	Tax Increment @ 95% of Growth	5 Year Increment	Tax Increment @ 95% of Growth	5 Year Increment
1999	\$81,042,702			\$81,042,702				
2000	\$82,673,232	\$13,283		\$85,229,344	\$34,106		\$23,694	
2001	\$105,000,000	\$195,164		\$105,000,000	\$195,164		\$195,164	
2002	\$107,112,536	\$212,374		\$110,424,269	\$239,352		\$225,863	
2003	\$109,267,575	\$229,930		\$116,128,753	\$285,823		\$257,896	
2004	\$111,465,972	\$247,838		\$122,127,930	\$334,694		\$291,266	
2005	\$113,708,599	\$266,108	\$898,589	\$128,437,022	\$386,090	\$1,089,140	\$326,099	\$993,865
2006	\$115,996,347	\$284,744		\$135,072,040	\$440,142		\$362,443	
2007	\$118,330,123	\$303,756		\$142,049,821	\$496,985		\$400,371	
2008	\$120,710,852	\$323,150		\$149,388,072	\$556,765		\$439,958	
2009	\$123,139,481	\$342,935		\$157,105,415	\$619,633		\$481,284	
2010	\$125,616,972	\$363,117	\$1,520,694	\$165,221,434	\$685,749	\$2,499,615	\$524,433	\$2,010,154
2011	\$128,144,309	\$383,706		\$173,759,723	\$755,280		\$569,493	
2012	\$130,722,495	\$404,709		\$182,732,944	\$828,404		\$616,556	
2013	\$133,352,552	\$426,134		\$192,172,873	\$905,305		\$665,719	
2014	\$136,035,524	\$447,990		\$202,100,466	\$986,178		\$717,084	
2015	\$138,772,475	\$470,287	\$2,025,657	\$212,540,915	\$1,071,230	\$4,160,916	\$770,758	\$3,093,286
2016	\$141,564,493	\$493,031		\$223,520,715	\$1,160,675		\$826,853	
2017	\$144,412,684	\$516,234		\$235,067,728	\$1,254,741		\$885,487	
2018	\$147,318,179	\$539,903		\$247,211,257	\$1,353,666		\$946,785	
2019	\$150,282,131	\$564,048		\$259,982,116	\$1,457,702		\$1,010,875	
2020	\$153,305,716	\$588,679	\$2,583,503	\$273,412,714	\$1,567,112	\$6,298,014	\$1,077,896	\$4,440,759
2021	\$156,390,133	\$613,806		\$287,537,133	\$1,682,175		\$1,147,991	
2022	\$159,536,608	\$639,438		\$302,391,215	\$1,803,181		\$1,221,310	
2023	\$162,746,387	\$665,586		\$318,012,654	\$1,930,439		\$1,298,013	
2024	\$166,020,745	\$692,260		\$334,441,093	\$2,064,271		\$1,378,266	
2025	\$169,360,981	\$719,471	\$3,199,771	\$351,718,219	\$2,205,016	\$9,047,178	\$1,462,244	\$6,123,475
TOTAL		\$10,947,684			\$25,299,881		\$18,123,782	

Element of Residential Use

The provision of additional residential units is basic to this Amendment to the Community Redevelopment Plan. As stated earlier in this document, the only residential use already existing in the Expansion Area is the Lake Killarney Condominiums, a 12-unit rental apartment complex on Broadview Avenue and one single-family home, also on Broadview Avenue. Just outside the Expansion Area, to the west, there are three other condominiums, an apartment building of subsidized housing for the elderly, and a small pocket of single family detached homes that are in the moderate-to-high price range. On the east, also outside the Expansion Area, is the West Winter Park neighborhood that is in the original Community Redevelopment Area. The housing there is generally lower priced; some are low-income units. The Westside neighborhood is the subject of redevelopment efforts outlined in the original Community Redevelopment Plan.

Within the Expansion Area there is no low-income or moderate-income housing. That, in itself, is not a problem, because of the proximity of low-income and moderate-income housing nearby. The issue of housing that this Amendment to the Community Redevelopment Plan seeks to address is a shortage of affordable housing options.

"Affordable housing" and "low- or moderate-income housing" do not mean the same thing. There is a difference between "low- and moderate-income housing" and housing which households of low and moderate income can afford. The term "low- and moderate-income housing" means housing that is constructed and/or operated for occupancy by only those households which meet the HUD guidelines for income eligibility. Examples of this are Habitat houses or housing administered by HUD or a Public Housing Authority. The "low-income" designation indicates that the household, adjusted for number of household members, makes no more than 60% of the area median income. To be

designated as "moderate-income" means the household makes no more than 80% of the area median.

The term "affordable housing" simply means this: if the occupants, regardless of income, are paying 30% or less of their gross monthly income for housing, electric and water, then the dwelling they occupy is affordable for them.

The CRA wants to induce the private sector to develop a variety of good quality housing types that would be affordable to households that are in a middle range. Those are households that are not wealthy, but make too much money to be eligible for the Community Development and Public Housing assistance programs. There are a number of ways to accomplish this:

- Promote and permit mixed-use development. Mixed-use development affords the developer the opportunity to build a project with high-profit components such as commercial or luxurious condos that can offset the lower profitability of modest rental apartments, moderately priced condos, or live-work units.
- Encourage design and construction methods that "build in" affordability. Housing units can be designed to be more energy efficient. If built of materials a homeowner can repair and maintain himself, the need for costly contractors can be reduced. If housing units are located close to employment centers, the need for a vehicle is reduced, thus eliminating the cost of purchase, insurance, fuel, repairs, etc.
- The CRA can assist in the assembly of land or with buying down the cost of development in order to produce affordably priced, market-rate housing. In return, the CRA may ask the developer to agree to "cap" rental charges or apply some other type of price control for a period of time or for a specified number of units.

- The CRA can aid the developer in obtaining discounted loan rates for the development of the project.
- The CRA can steer the developer to State and federally funded programs that promote housing development and home ownership to identify useful funding options.
- The CRA and the City can donate vacant residential land under its control to a program they create that is designed to develop moderate priced housing to attract new homeowners in the middle-income range.

Besides wanting a variety of good quality, medium-priced housing options, the CRA wants them to contribute to the desired urban form and it wants them distributed throughout the entire (expanded) Redevelopment Area.

The CRA will be especially cautious not to create a false market for housing but it would like to facilitate the diversity that occurs in spontaneously evolving neighborhoods. Generally, they are comprised of households of families, singles, couples, the elderly, and the young. Economic diversity among households, a range of housing types, and a variety of lifestyles are common in genuine, healthy communities. Diversity in neighborhoods is a goal to strive for because it lends character and richness to the City. The CRA will deliberately avoid concentrating a particular type of housing or economic class of households in specific areas. To do so would be contrary to the redevelopment goals the CRA is committed to, as well as unfair to the households and neighborhood.

Areas identified earlier as being good locations in the Expansion Area for the development of housing are the site of the HRS building, the site of Driver's License Office, Winter Park Village, and the northwest Denning Drive area.

Neighborhood Impact Statement

Chapter 163.3 F.S. requires the Community Redevelopment Plan to include a Neighborhood Impact Statement if the Redevelopment Area contains low- or moderate-income housing. Although there is no low- or moderate-income housing in the Expansion Area, the CRA wishes to address the anticipated impacts of the implementation of this Amendment to the Community Redevelopment Plan.

The residential neighborhoods within or just outside the Expansion Area can expect some impacts in the form of increased traffic circulation on the local streets immediately parallel to Orlando Avenue/US 17-92. These local streets will capture some of the local traffic that will be diverted from the Orlando Avenue/US 17-92. Since many of the local trips originate in the nearby neighborhoods and are going to local destinations, significant negative impacts are not expected. On the positive side, there will be less conflict with through-traffic vehicles in the course of conducting daily affairs.

Environmental quality will improve as a result of the better stormwater management proposed in this Amendment to the Community Redevelopment Plan. This will reduce the risk of pollution to the aquifer. Better traffic management will improve air quality. Less congestion will reduce the number of idling cars on Orlando Avenue/US 17-92 discharging contaminants. Also, locating mixes of land uses nearer to each other in efficient development patterns will obviate the need for as many cars polluting the air while making trips for shopping, working, entertainment, etc.

If, in the future, the State chooses to dispose of the HRS building and the Driver's License Office, that will constitute a reduction in the availability of community facilities and services. Those services will not be eliminated, just delivered at another site.

The CRA does not anticipate any publicly funded projects that would cause the relocation of any homeowner-occupants. Some CRA acquisition of land for right of way or park expansion may affect business properties but whether or not relocation procedures will be activated will depend on the particular situation. (See the Relocation Element of the Amendment to the Community Redevelopment Plan.)

It is likely that over the course of the CRA Program, redevelopment projects undertaken by the private sector may displace some residential property owners or renters. The CRA will not have responsibility for providing moving expenses or providing replacement housing under such circumstances. However, the CRA will provide referrals to and information about the County and State programs related to housing assistance and support to those who request it.

It is expected that the implementation of this Amendment to the Community Redevelopment Plan will have only a small or no effect on the school population. Some of the new housing units will be smaller types, more suitable to single persons or couples without children. The actual portion of the Expansion Area with potential for housing is relatively small. If housing for families is produced, the numbers are not likely to significantly increase the school population.

The expansion of Lake Island Park will provide increased open space for relaxation and recreation. More community events may be offered in the Expansion Area because of more staging space.

Development of more housing in the areas recommended will open up more housing options and will create a more subtle transition between existing residential neighborhoods and commercial properties.

Relocation Plan

OVERVIEW

Property acquisition by eminent domain is a very serious and complicated process that should be invoked only when absolutely necessary to accomplish a redevelopment goal that benefits the majority of citizens of the City of Winter Park. If such action ever becomes necessary, the resulting involuntary displacement will trigger certain relocation benefits. The CRA will determine the extent of the relocation benefits on a project-by-project basis.

Displaced homeowner-occupants will always be the first concern of the CRA in any involuntary relocation situation. Owner/operators of active businesses who are involuntarily displaced from their business location will be the second concern of the CRA. These are the only categories of involuntary displacees who might expect monetary compensation.

Commercial property owners, owners of residential property who don't occupy the acquired property and renters fall into a different category. Generally, they will not be eligible for the same type or extent of compensation as homeowner-occupants or business owner-occupants.

None of the projects the CRA will undertake within the framework of this Amendment to the Community Redevelopment Plan is expected to require involuntary displacement of homeowner-occupants due to CRA acquisition by eminent domain. A few business properties fronting the north side of Fairbanks Avenue east of Orlando Avenue/US 17-92 will be acquired by the CRA for the Lake Island Park Expansion Project. If these properties cannot be acquired through an ordinary sale/purchase transaction, the affected business operators may be eligible for relocation benefits from the CRA.

This section is included chiefly to satisfy the statutory requirements and to make a clear statement of the CRA's policy on relocation.

OWNER-OCCUPIED HOMES

The CRA, in its efforts to implement this Amendment to the Community Redevelopment Plan, will make every effort to avoid involuntary displacement of homeowner-occupants in the Expansion Area.

If a situation arises where the CRA must acquire an owner-occupied home through eminent domain in order to carry out a project which requires that acquisition, the CRA will assist the owner-occupant with relocation. Aside from the payment for the property as established through the eminent domain process, a payment in compensation for having to move will be paid to the owner-occupant by the CRA. That payment will consist of two components: 1) a moving expense benefit, based on the number of bedrooms the acquired property has, and 2) a displacement compensation amount, based on the number of immediate family members in the household. The CRA will also refer the displaced owner to the various programs administered by the County and the State, which facilitate home ownership.

BUSINESS PROPERTIES

If, in order to carry out a project that requires acquisition through eminent domain, the CRA acquires a property that houses an ongoing, legitimate business, the CRA will assist the business owner-occupant with relocation. A payment in compensation for having to move will be paid to the business owner-occupant by the CRA. That payment will consist of two components: 1) a moving

expense benefit, based on the square footage of the actual business space occupied prior to displacement, and 2) a displacement compensation amount, based on the average monthly dollar volume of business during the course of the previous year as evidenced by bank statements, IRS returns or other such official, verifiable records.

A schedule detailing the amount of the monetary compensation and the procedure for the award of such will be devised and approved by the CRA. The schedule will be in place prior to the CRA acquisition of property to implement the projects delineated in this document.

ACQUISITIONS BY THE CRA FROM WILLING SELLERS

If the CRA acquires property from a willing seller, regardless of the current use of the property or the nature of the occupants, the CRA is not under obligation to pay moving expense or displacement compensation in addition to the purchase price agreed on. If the property is currently occupied with rental tenants, it is the seller's responsibility to inform the tenants of the sale and to provide adequate notice that the premises must be vacated by a certain date. The development of affordable housing units proposed by this Amendment to the Community Redevelopment Plan will provide replacement housing for households interested in staying in the same or nearby neighborhoods.

RENTERS

The CRA assumes no responsibility for relocating rental tenants from property the landlord willingly sells. Even in the event that a residential rental property is acquired through eminent domain, renters, having no tie to the land, are considered transient. The CRA will help renters requesting relocation assistance

by referring them to the County and federal programs designed to provide housing information and support. Replacement housing for households ineligible for subsidized rental assistance is available in the numerous rental complexes in or around Winter Park. Information about how to contact these complexes will be made available upon request.

ACQUISITION AND RELOCATION IN FEDERALLY FUNDED PROJECTS

If the CRA initiates a project in which acquisition and relocation are involved and federal funds are being used, the relocation procedures as described under the Uniform Relocation Act, in effect at the time of the actual acquisition, will apply.

APPENDIX A
Original Community Redevelopment Area

LEGAL DESCRIPTION

AREA LIMITS: Commencing at Center Line of Beloit Avenue and Center Line of Denning Drive; thence Southerly to center line of Minnesota Avenue; thence easterly to center line of Seaboard Coast Line Railroad; thence North Easterly along center line of Seaboard Coast Line Railroad to center line of Holt Avenue; thence Easterly to 25' South of the East lot line of Lot 16, Block 89 of Town of Winter Park; Misc 3-220; A-67 to 72; B-86-88; thence Northerly along said Lot 107'; thence Easterly 100' across Lot 15, Block 89, Town of Winter Park to the Southwest corner of Lot 14, Block 89 Town of Winter Park; thence easterly along the South lot lines of Lot 14 thru Lot 3, Block 89 of Town of Winter Park to the Southeast corner of Lot 3, Block 89 of Town of Winter Park; thence easterly to the center line of New York Avenue; thence northerly along the Center line of New York Avenue 35' to a point 25' West of Lot 305 unplatted, thence 125' East across Lot 35 unplatted to a point 7' South of the southwest corner of Lot 10, Block 88 of Town of Winter Park; misc 3-220; A67 to 72, B-86 to 88; thence easterly 525' along center line of alley way south of Lots 10 thru Lot 1 to the center line of Park Avenue South; thence northerly along center line of Park Avenue South to center line of Fairbanks Avenue; thence Northeasterly along center line of Fairbanks Avenue to the Center line of Interlacken Avenue; thence Northerly along center line of Interlacken Avenue to the center line of Webster Avenue; thence westerly along center line of Webster Avenue to the center line of the Seaboard Coast Line Railroad; thence northwesterly to the center line of the Seaboard Coastline Railroad to the center line of Pennsylvania Avenue; thence Northerly along center line of Pennsylvania Avenue to a point 25' east of the Southeast corner of Lot 2 of Winter Park Oasis plat book Z-135; thence westerly along the South line of Lot 2 thru Lot 8 of Winter Park Oasis to a point 94.07' west of the southeast corner of Lot 8 of Winter Park Oasis; thence Northwesterly 77.07' along the Southwest line of Lot 8 and Lot 7 of Winter Park Oasis to the center line of Capen Avenue; thence northerly along center line of Capen Avenue to the center line of Beloit Avenue; thence westerly to the point of beginning.

APPENDIX B
Community Redevelopment Expansion Area

Page 1 of 4

**LEGAL DESCRIPTION FOR THE
COMMUNITY REDEVELOPMENT AGENCY**

A 173.57 acre tract of land in Winter Park, Florida. The tract is located in Sections 1 and 12, Township 22 South, Range 29 East, Orange County, Florida and described metes and bounds as follows.

Beginning at the southeast corner of Section 1 a point near the center line of Denning Drive, located and described in the plat of Lake Island Estates, Plat Book M, Page 95 of the official records of Orange County, Florida:

Thence; South 01 deg.-10'-36" East, 1,430.70 feet with the east line of Section 12, Township 22 South, Range 29 East to its point of intersection with the extended center line of an alley between Blocks A and B of the Fairbanks Park Subdivision as recorded in Plat Book D, Page 36 for an angle point in this description.

Thence; North 90 deg.-00'-00" West, 266.37 feet, 7 foot from and parallel to the south line of Block A to an angle point in the center line of said alley for an angle point in this description.

Thence; South 76 deg.-08'-13" West 62.82 feet, 7 foot from and parallel to the North line of Block B to an angle point in the center line of said alley for an angle point in this description.

Thence; South 89 deg.-00'-00" West, 333.29 feet, 7 foot from and parallel to the south line of Block A to a point in the east line of a 0.491 acre tract and the west line of the 50 foot Ward Avenue Right-of-Way for an angle point in this description.

Thence; South 00 deg.-43'-49" East, 141.15 feet with the west Right-of-Way line of Ward Avenue to the Northeasterly corner of Lot 12, Block A of the Oak Crest Subdivision as recorded in the official records in Plat Book L, Page 42 of Orange County, Florida for an angle point in this description.

Thence; South 90 deg.-00'-00" West, 636.70 feet with the North line of Oak Crest Subdivision, Block A to the Northwest corner of Lot 1, Block A a point on the East Right-of-Way line of Orlando Avenue (US 17-92) for an angle point in this description.

Thence; North 01 deg.-01'-00" West, 59.22 feet with the East Right-of-Way line of Orlando Avenue (US 17-92) to its intersection with the extended South line of Lot 25 of the Beverly Park Subdivision as recorded in Plat Book K, Page 45 of the official records of Orange County, Florida for an angle point in this description.

Thence; North 90 deg.-00'-00" West, 565.69 feet with the South lines of Lots 25 through 16 to the Northeast corner for an angle point in this description.

Thence; North 00 deg.-00'-00" East, 150.00 feet, with the East line of Lot 15 to its northeast corner for an angle point in this description.

Thence; North 02 deg.-54'-29" East, 41.50 feet, crossing Fairbanks Avenue, to the Southwest corner of Lot 8, Block 3 of the Killarney Estates Subdivision as recorded in Plat Book L, Page 9 of the official records of Orange County, Florida for an angle point in this description.

Thence; North 00 deg.-00'-00" East, 250.00 feet with the East lines of Lots 7 and 15, Block 3 to the Northwest corner of Lot 16 and the South Right-of-Way line of Dallas Avenue for an angle point in this description.

Thence; North 21 deg.-07'-30" West, 53.60 feet crossing Dallas Avenue (50' Right-of-Way) to the Southwesterly corner of Lot 8, Block 4 of Killarney Estates, for an angle point in this description.

Thence; North 01 deg.-26'-17" East, 75.00 feet, with East line of Lot 7, Block 4, to the Southeast corner of Lot 10, Block 4, for an angle point of this description.

Thence; North 43 deg.-53'-59" East, 72.00 with the West line of Lot 8, Block 4 to the Northeast corner of lot 10, Block 4 for an angle point in this description on the West Right-of-Way line of Broadview Avenue.

Thence; North 43 deg.-41'-48" East, 50.00 feet, crossing Broadview to the Southwest corner of Lot 1, Block 5 of the Killarney Estates Subdivision for an angle point in this description.

Thence; North 43 deg.-46'-48" East, 77.76 feet, with the Southeast line of Lot 2, Block 5, Killarney Estates Subdivision of the Southwest corner of Lot 14, Block 5, and an angle point in this description.

Thence; South 88 deg.-36'-33" East, 71.58 feet, with the South line of Lot 14 to the Northeast corner of Lot 1, Block 5 a point on the West Right-of-Way line of Grove Avenue for an angle point in this description.

Thence; North 84 deg.-03'-52" East, 50.16 feet, crossing Grove Avenue to the Southwest corner of Lot 8, Block 6, Killarney Estates for an angle point in this description and a point on the East Right-of-Way line of Grover Avenue.

Thence; North 90 deg.-00'-00" East, 124.10 feet, with the North line of Lot 7, Block 6 to the Southeast corner of Lot 8, Block 6 for an angle point in this description.

Thence; North 01 deg.-27'-56" West, 842.17 feet with the West line of Lots 19 through 24, Block 6, Lots 10 through 13, Block 7 and Lots 4 and 5, Block 8 to the Northeast corner of Lot 3, Block 8 a point on the Block D of the L.A. Chase's Addition of Winter Park as recorded in Plat Book A, Page 73 of the official records of Orange County, Florida for an angle point in this description.

Thence; North 88 deg.-55'-23" West, 259.67 feet, with the common lines of Killarney Estates and L.A. Chase Addition to the edge of Lake Killarney for an angle point of this description.

Thence; Northwesterly with the meanders of edge of the lake approximately 1,100 feet (North 09 deg.-43'-06" West, 1,071.15) to a point on the South line of Lot 6, Block 6 being 55.32 feet west of its Southeast corner for an angle point in this description.

Thence; North 90 deg.-00'-00" East, 355.32 feet, with the North line of Lot 8, Block C to the Southwest corner of Lot 2, Block C of the L.A. Chase's Subdivision for an angle point in this description.

Thence; North 00 deg.-33'-00" West, 221.01 feet, with the West lines of Lots 1 and 2, Block C, to the Northeast corner of Lot 3, Block C and a point on the South line of the abandoned Canton Avenue Right-of-Way for an angle point in this description.

Thence; North 90 deg.-00'-00" East, 75.01 feet with the North line of Lot 2 and the South line of the abandoned Canton Right-of-Way to its intersection with the extended West line of Lot 3, Block D of the Killarney Shores Subdivision as recorded in Plat Book Q, Page 135 for an angle point in this description.

Thence; North 0 deg.-29'-13" West, 584.08 feet with the East line of Lot 1, Block D and the East line of Lots 1 and 16, Block B and the West lines of Blocks C and A to the North Right-of-Way line of Executive Drive (formerly Gay Road) for a point in the South line of the 1.3 acre tract and an angle point in this description.

Thence; South 90 deg.-00'-00" West, 252.24 feet, with the North line of Executive Drive to the West line of Marion Drive and its intersection with the Right-of-Way line for an angle point of this description.

Thence; North 0 deg.-00'-00" East, 299.86 feet with the West line of Marion Drive to an angle point of this description.

Thence; South 90 deg.-00'-00" East 364.72 feet with north line on a 0.661 acre tract to the West Right-of-Way line of Orlando Avenue (US 17-92) for an angle point in this description.

Thence; North 00 deg.-38'-52" West, 398.36 feet with the West Right-of-Way of Orlando Avenue (US 17-92) to its intersection with the South Right-of-Way line of Webster Avenue as described on Orange County Book 1881, Page 570 for an angle point in this description.

Thence; South 89 deg.-32'-19" West, 408.00 feet with the South Right-of-Way line of Webster Avenue to the Southwest corner of the road Right-of-Way described in Orange County Book 1881, Page 570 for an angle point in this description.

Thence; North 00 deg.-37'-41" West, 768.86 feet with the West line of Webster Avenue Right-of-Way to the South Right-of-Way line of Lee Road (SR 423) for an angle point in this description.

Thence; North 89 deg.-03'-19" East, 165.85 feet with the South Right-of-Way line of Lee Road (SR 423) to its intersection with the extended East Right-of-Way line of Benjamin Avenue as recorded in Plat Book M, Page 97 of the official records of Orange County, Florida for an angle point in this description.

Thence; North 00 deg.-56'-41" West 202.20 feet crossing Lee Road and to the Northwest corner of Lot 1, Block A of the Home Acres Subdivision as recorded in Plat Book M, Page 97 of the official records of Orange County, Florida for an angle point within description.

Thence; North 89 deg.-34'-39" East, 302.98 feet, with the North lines of Lots 1 through 9, Block A to a point in the East Right-of-Way line of Orlando Avenue (Us 17-92) and a point in the West lien of Block 1, of the Haulah Park Subdivision as recorded in Plat Book O, Page 144 of the official records of Orange County, Florida for an angle point in this description.

Thence; South 00 deg.-24'-15" East, 339.23 feet, along the East Right-of-Way of Orlando Avenue (US 17-92) to the Southwest corner of Lot 10, Block 1, at the North Right-of-Way line of Quacker Avenue for an angle point in this description.

Thence; North 88 deg.-47'-18" East, 637.76 feet, to an angle in Lot 7, 45 foot South of the North line and 138.16 feet West of its Northeast corner of said Lot 7 as recorded in Plat Book A, Page 61, Holden Brothers Addition to Winter Park in the official records of Orange County, Florida, for an angle point of this description.

Thence; South 00 deg.-33'-10" East, 588.46 feet, passing the South line of Lot 19, Block B at 510.46 feet, to the North Right-of-Way of Webster Avenue for an angle point in this description.

Thence; South 89 deg.-50'-31" East, 621.57 feet, with the North Right-of-Way line of Webster Avenue to its intersection with the East line of Section 1, Township 22 South, Range 29 South for an angle point in this description.

Thence; South 01 deg.-45'-48" East, 2,561.76 feet, with the Section line to the Point of Beginning and containing 173.57 acres of land.

Save and except Lots 2 and 3 of the E.B. Mandsen Subdivision as recorded in Plat Book G, Page 143 of the Official Records of Orange County, Florida

Note: This description written from records on the City of Winter Park Engineering Division, Public Works Department of the City.

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AMENDING AND MODIFYING THE COMMUNITY REDEVELOPMENT PLAN OF THE WINTER PARK COMMUNITY REDEVELOPMENT AGENCY; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA:

SECTION 1. AUTHORITY. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes (the "Act").

SECTION 2. DEFINITIONS. The definitions of terms contained in Section 163.340 of the Act are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the original area within the territorial boundaries of the City of Winter Park, Florida (the "City"), as adopted in City Resolution No. 1587 on January 11, 1994 and the additional area within the territorial boundaries of the City as adopted in City Resolution No. 1629 on January 23, 1996, and as outlined on the map attached hereto as Exhibit A, entitled "Winter Park Community Redevelopment Area."

SECTION 3. FINDINGS. It is hereby found and determined as follows:

A. By resolutions of the City Commission (the "Governing Body") of the City duly adopted on January 11, 1994 and January 23, 1996, the Governing Body determined that the Redevelopment Area is a slum or blighted area, or an area in which there exists a shortage of housing affordable to residents of low or moderate income, including the elderly; and that the Redevelopment Area is appropriate for community redevelopment.

B. The Winter Park Community Redevelopment Agency (the "Agency") has heretofore caused to be prepared a Community Redevelopment Plan (the "Plan") for the original Redevelopment Area. The City Commission of the City has approved the Plan by Resolution No. 1610, adopted on September 13, 1994.

C. The Agency has also caused to be prepared an Amendment to the Plan (the "Amendment") to change the boundaries of the redevelopment area to add land and provide for redevelopment therein.

D. The Plan, as amended, conforms to the comprehensive plan for the City prepared in accordance with the Local Government Comprehensive Planning and Land Development Regulation Act, and has been recommended by the Agency and the planning board of the City for approval by the Governing Body.

E. The Plan, as amended, is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements and rehabilitation as may be proposed to be carried out in the Redevelopment Area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.

F. On February 9, 1999, a public hearing was held by the Governing Body on the Amendment to the Plan after notice thereof was published in accordance with Section 163.360 of the Act.

G. A feasible method exists for the location of families who will be displaced from the Redevelopment Area, in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families.

H. The Plan, as amended, conforms to the general plan of the City as a whole.

I. The Plan, as amended, gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the Redevelopment Area.

J. The Plan, as amended, will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the rehabilitation or redevelopment of the Redevelopment Area by private enterprise.

K. A shortage of housing of sound standards and design which is decent, safe, sanitary and affordable to residents of low or moderate income, including the elderly, exists in the City.

L. The need for housing accommodations has increased in the Redevelopment Area.

M. The conditions of blight in the Redevelopment Area or the shortage of decent, safe, affordable and sanitary housing cause or contribute to an increase in and spread of disease and crime or constitute a menace to the public health, safety, morals or welfare.

N. The acquisition of land in the Redevelopment Area for residential uses is an integral part of and is essential to the redevelopment program of the City.

O. Nonresidential uses of property in the Redevelopment Area are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, and acquisition of property within the Redevelopment Area may require the exercise of governmental action, as provided in the Act, because of:

1. defective, or unusual conditions of, title or diversity of ownership which prevents the free alienability of such land;

2. tax delinquency;

3. improper subdivisions;

4. outmoded street patterns;

5. deterioration of sites;

6. economic disuse;

7. unsuitable topography or faulty lot layouts;

8. lack of correlation of the area with other areas of the City by streets and modern traffic requirements; or

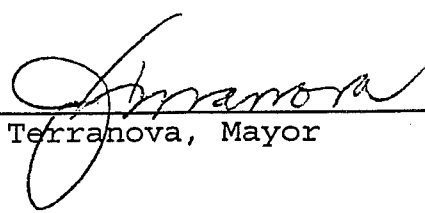
9. any combination of such factors or other conditions which retard development of the area.

P. Notice of the proposed adoption of this resolution has been published or mailed in accordance with Sections 163.346 and 166.041(3), Florida Statutes.

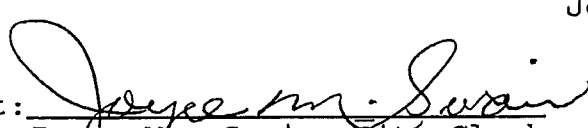
SECTION 4. APPROVAL OF AMENDMENT TO PLAN. This Amendment and the Plan, as amended, and the redevelopment specified in the Plan, as amended, are hereby approved, and the Agency shall carry out the Plan, as amended, in accordance with its terms.

SECTION 5. EFFECTIVE DATE. This resolution shall take effect immediately upon its adoption.

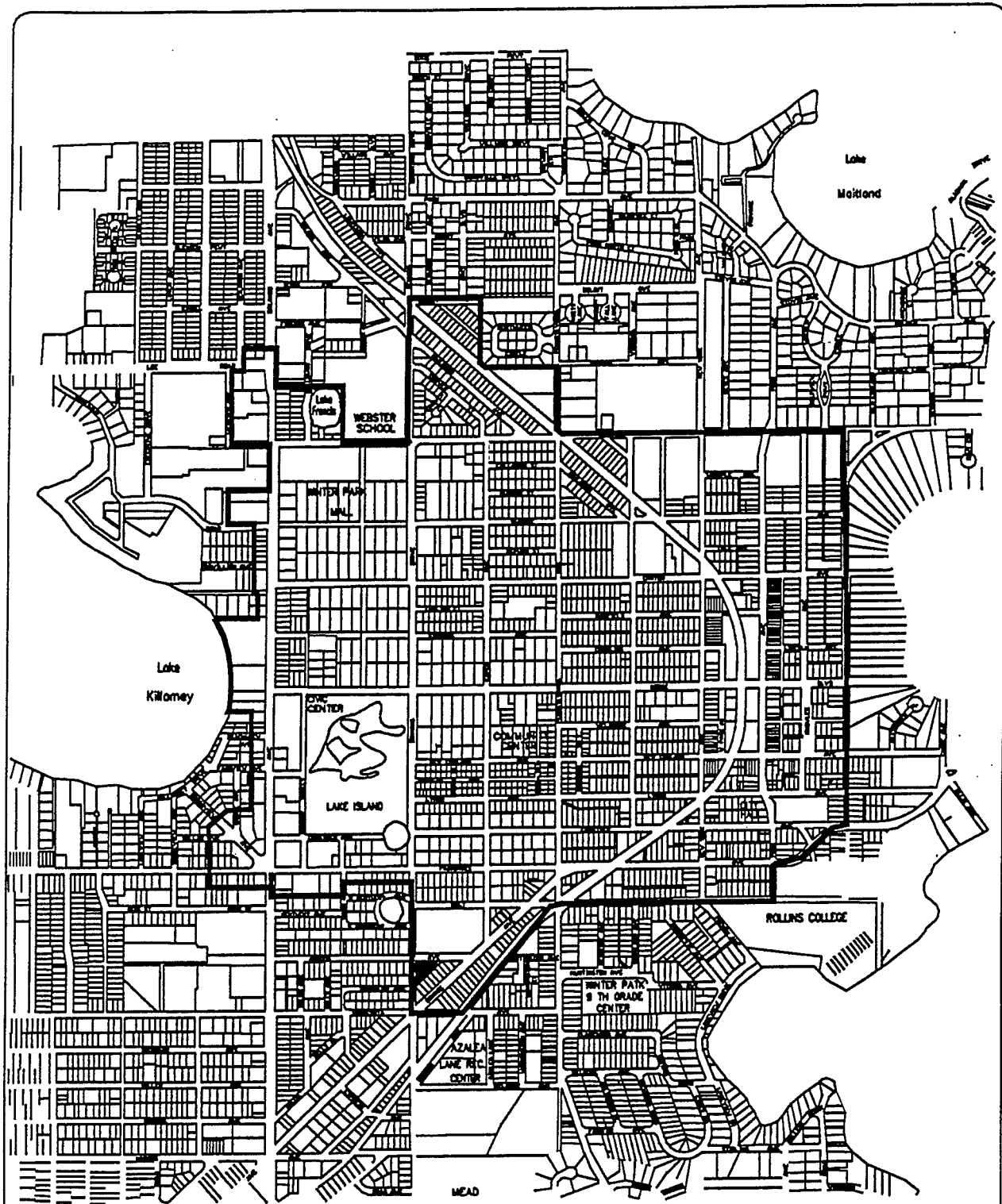
ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, this 9th day of February, 1999.



Joe Terranova, Mayor

Attest: 

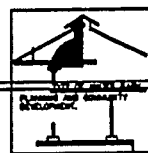
Joyce M. Swain, City Clerk



— NEW CRA

CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA

UNIFIED CRA MAP



MAR 02 1999

vs/ala

RECEIVED

MAR 05 1999

ORANGE COUNTY
PLANNING DEPARTMENT

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding

WINTER PARK COMMUNITY REDEVELOPMENT AREA

Resolution No. 99-M-04

WHEREAS, on April 25, 1995, the Orange County Board of County Commissioners (the "Board") adopted Resolution No. 95-M-24 (the "Resolution"), which delegated to the City of Winter Park (the "City") the authority to implement an expansion of the existing Winter Park Community Redevelopment Area; and

WHEREAS, the Board of County Commissioners retained the power to review and approve any amendment to the City's Redevelopment Plan which expanded the community redevelopment area; and

WHEREAS, on February 9, 1999, the City approved an amendment to its community redevelopment plan which expanded the boundaries of the community redevelopment area; and

WHEREAS, on February 12, 1999 the City requested that Orange County approve the amended community redevelopment plan.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY, FLORIDA:

Section 1. The Board hereby approves the amended community redevelopment plan adopted by the City under Resolution No. 1696.

ADOPTED this 2nd day of march, 1999.

ORANGE COUNTY, FLORIDA

By: Board of County Commissioners,

BY:

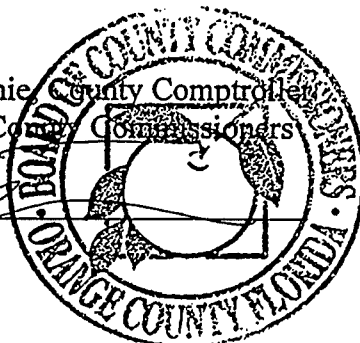
Mel Martinez

Orange County Chairman

ATTEST: Martha O. Haynie, County Comptroller
As Clerk to the Board of County Commissioners

By:

Deputy Clerk



RESOLUTION NO. 1696

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AMENDING AND MODIFYING THE COMMUNITY REDEVELOPMENT PLAN OF THE WINTER PARK COMMUNITY REDEVELOPMENT AGENCY; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA:

SECTION 1. AUTHORITY. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes (the "Act").

SECTION 2. DEFINITIONS. The definitions of terms contained in Section 163.340 of the Act are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the original area within the territorial boundaries of the City of Winter Park, Florida (the "City"), as adopted in City Resolution No. 1587 on January 11, 1994 and the additional area within the territorial boundaries of the City as adopted in City Resolution No. 1629 on January 23, 1996, and as outlined on the map attached hereto as Exhibit A, entitled "Winter Park Community Redevelopment Area."

SECTION 3. FINDINGS. It is hereby found and determined as follows:

A. By resolutions of the City Commission (the "Governing Body") of the City duly adopted on January 11, 1994 and January 23, 1996, the Governing Body determined that the Redevelopment Area is a slum or blighted area, or an area in which there exists a shortage of housing affordable to residents of low or moderate income, including the elderly; and that the Redevelopment Area is appropriate for community redevelopment.

B. The Winter Park Community Redevelopment Agency (the "Agency") has heretofore caused to be prepared a Community Redevelopment Plan (the "Plan") for the original Redevelopment Area. The City Commission of the City has approved the Plan by Resolution No. 1610, adopted on September 13, 1994.

C. The Agency has also caused to be prepared an Amendment to the Plan (the "Amendment") to change the boundaries of the redevelopment area to add land and provide for redevelopment therein.

STATE OF FLORIDA, COUNTY OF ORANGE I HEREBY CERTIFY
That the above and foregoing is a true copy of the original filed in this office.

JOYCE M. SWAIN, City Clerk
City of Winter Park, Florida

Dated: 2/10/99 By Joyce M. Swain
City Clerk

D. The Plan, as amended, conforms to the comprehensive plan for the City prepared in accordance with the Local Government Comprehensive Planning and Land Development Regulation Act, and has been recommended by the Agency and the planning board of the City for approval by the Governing Body.

E. The Plan, as amended, is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements and rehabilitation as may be proposed to be carried out in the Redevelopment Area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.

F. On February 9, 1999, a public hearing was held by the Governing Body on the Amendment to the Plan after notice thereof was published in accordance with Section 163.360 of the Act.

G. A feasible method exists for the location of families who will be displaced from the Redevelopment Area, in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families.

H. The Plan, as amended, conforms to the general plan of the City as a whole.

I. The Plan, as amended, gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the Redevelopment Area.

J. The Plan, as amended, will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the rehabilitation or redevelopment of the Redevelopment Area by private enterprise.

K. A shortage of housing of sound standards and design which is decent, safe, sanitary and affordable to residents of low or moderate income, including the elderly, exists in the City.

L. The need for housing accommodations has increased in the Redevelopment Area.

M. The conditions of blight in the Redevelopment Area or the shortage of decent, safe, affordable and sanitary housing cause or contribute to an increase in and spread of disease and crime or constitute a menace to the public health, safety, morals or welfare.

N. The acquisition of land in the Redevelopment Area for residential uses is an integral part of and is essential to the redevelopment program of the City.

O. Nonresidential uses of property in the Redevelopment Area are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, and acquisition of property within the Redevelopment Area may require the exercise of governmental action, as provided in the Act, because of:

1. defective, or unusual conditions of, title or diversity of ownership which prevents the free alienability of such land;
2. tax delinquency;
3. improper subdivisions;
4. outmoded street patterns;
5. deterioration of sites;
6. economic disuse;
7. unsuitable topography or faulty lot layouts;
8. lack of correlation of the area with other areas of the City by streets and modern traffic requirements; or
9. any combination of such factors or other conditions which retard development of the area.

P. Notice of the proposed adoption of this resolution has been published or mailed in accordance with Sections 163.346 and 166.041(3), Florida Statutes.

SECTION 4. APPROVAL OF AMENDMENT TO PLAN. This Amendment and the Plan, as amended, and the redevelopment specified in the Plan, as amended, are hereby approved, and the Agency shall carry out the Plan, as amended, in accordance with its terms.

SECTION 5. EFFECTIVE DATE. This resolution shall take effect immediately upon its adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, this 9th day of February, 1999.


Joe Terranova, Mayor

Attest: 
Joyce M. Swain, City Clerk

