

winter park



# agenda

October 24, 2016 at 2:30 p.m.

City Hall Commission Chambers  
401 Park Avenue South · Winter Park, Florida

## CRA board

### 1 administrative items

- a. Approval of minutes

### 2 action items

- a. Review of New York Avenue Project
- b. Undergrounding within the CRA boundaries

### 3 informational items

### 4 new business items

### 5 adjournment

Upcoming CRA Agency Meeting – November 28, 2016

## appeals & assistance

"If a person decides to appeal any decision made by the Commission with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F. S. 286.0105).

"Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office (407-599-3277) at least 48 hours in advance of the meeting."

**COMMUNITY REDEVELOPMENT AGENCY**  
**September 26, 2016**

The meeting of the Community Redevelopment Agency was called to order by Chairman Steve Leary at 3:45 p.m. in the Commission Chambers, 401 Park Avenue South, Winter Park, Florida.

Members present:

Mayor Steve Leary  
Commissioner Greg Seidel  
Commissioner Sarah Sprinkel  
Commissioner Carolyn Cooper (by phone)  
Commissioner Pete Weldon  
Orange County Rep. Hal George

Also present:

City Manager Randy Knight  
City Clerk Cynthia Bonham  
Planning Director Dori Stone  
CRA Attorney Kurt Ardaman

**1. Action Items**

a. Get On Board – SunRail on Saturday's support request

CRA Director Dori Stone summarized the request to fund the 'Get On Board' program being considered with several other partners (City of Orlando, Florida Hospital and other partnerships). She stated this is a \$250,000 contribution program to run SunRail trains tentatively starting October 1 through the end of January. She stated the City has been asked to be a Platinum Engineer which is \$25,000 and that they have partnered with the Chamber of Commerce and the Park Avenue Merchant's Association. She commented that they have the \$20,000 in the CRA account and the Chamber of Commerce and PAMA will share the cost of the remaining \$5,000. She stated this will be a ticketed service on Saturday which will be a good test for a longer period of time whether weekend SunRail service would be viable.

Ms. Stone stated the CRA Advisory Board approved this but with two conditions: 1) put the \$40,000 back into the small scale program account; and 2) to work with Evolve (SunRail's marketing firm) and see if there can be some statistical surveys during some of these weekends to determine the ridership and where people are coming from and going to. She spoke about Winter Park's Art Festival coming up and that this will be a great opportunity to provide this ridership into Winter Park. She concluded that this will not go forward if they do not collect the entire \$250,000 and recommended approval.

Commissioner Seidel expressed the need to extend the hours on Friday evenings as well. Commissioner Cooper asked that staff look at inviting Rollins, Valencia, the Mayflower and the Winter Park Towers to participate with the City in the future. Representative Hal George addressed the benefit to Winter Park. Commissioner Weldon addressed his support.

**Motion made by Commissioner Sprinkel to approve the request including the conditions placed by the CRA Advisory Board, seconded by**

**Commissioner Weldon.** No public comments were made. **Upon a roll call vote, Mayor Leary, Orange County Representative Hal George, and Commissioners Seidel, Sprinkel, Cooper and Weldon voted yes. The motion carried unanimously with a 6-0 vote.**

The CRA Agency meeting adjourned at 3:52 p.m.

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Chairman Steve Leary

ATTEST:

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City Clerk Cynthia S. Bonham



## agenda item

meeting date	October 24, 2016	approved by	<input type="checkbox"/> City Manager
			<input type="checkbox"/> City Attorney
item type	<input type="checkbox"/> Administrative		<input type="checkbox"/> N/A
	<input checked="" type="checkbox"/> Action		<input type="checkbox"/> Advisory Board
	<input type="checkbox"/> Information	final vote	

CRA board

**Subject**

Discussion of New York Streetscape Project

**background**

During the FY 2015-16 budget discussions with the CRA in June 2015 (minutes attached), staff proposed a CIP that included the New York Avenue streetscape. The details below were from the staff report on 12-04-15 when the CRA Agency adopted the 5 Year CIP (minutes attached).

Originally proposed in the 2007 strategic plan but cut due to budget constraints, this concept for New York Avenue proposes new landscaping, aesthetic improvements to the intersections and other safety elements. From Fairbanks to Canton Ave, the street design would allow for bricked intersections with dressed hardscapes including trees, curbing and ADA compliance in the pedestrian right-of-way. Coordination with FDOT will be required to brick the intersection of Fairbanks and New York Avenue.

No parking spaces will be lost as the proposal instead formalizes the existing ones and eliminates illegal parking (such as near the railroad tracks during the Farmer's Market). This is done through 'bulb-outs'. Considered a type of curb extension, successful bulb-outs can:

- Increase pedestrian visibility
- Decrease pedestrian exposure to vehicles by shortening crossing distance
- Increase pedestrian sidewalk/idle space
- Create additional space for street furnishings
- Formalize parking areas

Within these bulb-outs, the concept also proposes new stormwater elements. Flow-through planters are hard-edged stormwater management facilities with an impermeable base. They treat water by allowing runoff to soak through its soil and filter into an underdrain system. An additional \$680,000 also may be proposed for concrete panels to be placed at the New York & Lyman Avenue Intersection to mitigate rough railroad crossings. However, this improvement has not been programmed into the CIP and requires further evaluation of possible revenue sources



and design.

**PROPOSED CONCEPTS:**

- Bricked intersections
- Bulb outs to ensure legal parking
- Landscaping
- Sidewalk beautification

Budgeted costs for this project are \$1,762,183, which are currently split between FY 16/17 (\$762,183) and FY 17/18 (\$1 million). This was originally all funded for FY 16/17 until the CRA contribution to the acquisition of 1111 W. Fairbanks Avenue. Survey, project design and site analysis are anticipated to cost about \$170,000 and are part of the FY 16/17 dollars. Part of the project design will determine engineering cost estimates. Remaining money from FY 16/17 will be used for project construction. The CRA Agency adopted the 5 Year CIP at their meeting on December 4, 2015 (minutes attached.) These cost estimates represent a broad estimate based on data from the city's traffic design consultants.

Staff has included the renderings of the project and minutes from prior CRA Agency meetings where this project was discussed and approved as part of the 5 Year CRA CIP.

**alternatives | other considerations**

CRA Agency can reconsider CIP and the prioritization of this project. Given that the Agency is approximately at the midpoint of it's CIP compounded with larger than projected increment revenues, a draft project list provided by the CRA advisory board at it's September 22nd meeting has been attached for review and direction.

**fiscal impact**

Preliminary estimates for this project are about \$1.76 million. More precise estimates will be determined after the design is completed prior to any construction.

**strategic objective**

Streetscapes were identified in the CRA Plan as part of the release of blight for both economic development and parking.

**CRA AGENCY WORK SESSION**  
**July 20, 2015**

The work session was called to order by Mayor Steve Leary at 12:05 p.m. in the Commission Chambers, 401 Park Avenue South, Winter Park, Florida.

Members present:

Mayor Steve Leary  
Commissioner Greg Seidel  
Commissioner Sarah Sprinkel  
Commissioner Carolyn Cooper  
Commissioner Tom McMacken

Also present:

City Manager Randy Knight  
City Clerk Cynthia Bonham  
Planning Director Dori Stone  
Public Works employees

Planning Director Dori Stone presented the Capital Improvement Plan (CIP) for the Winter Park Community Redevelopment Agency FY 2015-2020. She spoke about the additional \$10,000 that the Women's Club has requested that they can fund.

She stated they asked the CRA Advisory Board to list and rank projects and that City Consultant GAI provided some scopes and drawings on each project.

These projects will provide high character infrastructure improvements for the foreseeable future. Projects within this plan's scope include: Park Avenue Beautification; Adaptive Signalization Pilot Project; Intersection Enhancements for US 17-92 & Fairbanks Avenue, US 17-92 & Morse Boulevard, and US 17-92 & Webster Avenue; and Streetscape Improvements to include Denning Drive and New York Avenue.

Kyle Dudgeon of the CRA Department explained the proposed hardscape aesthetic improvements (streetscape) for New York Avenue to include bricked intersections, bulb outs to ensure legal parking, landscaping and sidewalk beautification (Cost: \$1,762,183).

There was discussion about the New York/Lyman Avenue intersection and the need to discuss further with FDOT to try to figure out how we can smooth this out and use concrete pads. Assistant Public Works Director Don Marcotte stated it is costly but can be done. Public Works Director Attaway stated they feel that removing the existing asphalt and putting the asphalt back can have a major improvement in the bumpiness of the intersection. Ms. Stone stated the funds for that are not included and would have to include an additional \$600,000 for railroad improvements. After further discussion regarding this intersection, there was a consensus to further review this.

Improvements to the Denning Drive streetscape was then addressed by Mr. Dudgeon which included right-of-way reallocation and sidewalk on East Denning where none currently exists (Cost: \$500,000). He elaborated on the roadway and the traffic counts and capacity. After discussion, Denning Drive will be on the August 10 CRA Agency agenda.

Ms. Stone and Mr. Dudgeon elaborated on the following:

Intersection enhancements for US 17-92 & Morse Boulevard included mast arms and landscaping (Cost: \$350,000).

Intersection enhancements for US 17-92 & Fairbanks Avenue included ADA compliant streetscapes, curbing, landscaping, utility signage, lighting, mast arm traffic signals and light poles (Cost: \$1,285,648).

Intersection enhancements for US 17-92 & Webster Avenue included mast arms, pedestrian curbing and landscaping (Cost: \$717,113).

Other projects of significant scale were addressed by CRA staff to include the Winter Park Playhouse, Harper Street transmission line undergrounding, Morse Boulevard bike trail, evaluating financial assistant to the library, and the Winter Park Golf Course improvements that will be addressed but are outside the original scope of the CIP. Comments were made regarding opinions for these projects. Ms. Stone answered questions of the Commission.

The meeting adjourned at 1:42 p.m.

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City Clerk Cynthia S. Bonham, MMC

**COMMUNITY REDEVELOPMENT AGENCY**  
**December 14, 2015**

The meeting of the Community Redevelopment Agency was called to order by Chairman Steve Leary at 2:30 p.m. in the Commission Chambers, 401 Park Avenue South, Winter Park, Florida.

Members present:

Mayor Steve Leary  
Commissioner Greg Seidel  
Commissioner Sarah Sprinkel  
Commissioner Carolyn Cooper  
Commissioner Tom McMacken  
Orange County Rep. Hal George

Also present:

City Manager Randy Knight  
City Clerk Cynthia Bonham  
CRA Director Dori Stone  
CRA Attorney Kurt Ardaman

**1. Administrative Items**

**Motion made by Commissioner McMacken to approve the minutes of August 10, 2015; seconded by Commissioner Sprinkel and approved by acclamation with a 6-0 vote.**

Chairman Leary recognized Orange County Representative Hal George as a member of the CRA Agency.

**2. Action Items**

a. Approval of the extension of the Mt. Moriah parking lot lease

CRA Director Dori Stone spoke about the renegotiation of the parking lot lease with Mt. Moriah Church that they would like to continue. The property is located at 411 S. Pennsylvania Avenue and has 48 parking spaces which are open to the public. The financial obligation of the lease is budgeted in the FY2015/16 budget for \$17,280.

**Motion made by Commissioner McMacken to approve the extension of the parking lot lease with Mt. Moriah for an additional five years with a seven year option and authorize the Mayor to sign the addendum; seconded by Commissioner Cooper. No public comments were made. Upon a roll call vote, Chairman Leary, Commissioners Seidel, Sprinkel, Cooper and McMacken, and Orange County Representative Hal George voted yes. The motion carried unanimously with a 6-0 vote.**

b. Review and accept the 5 year CIP for CRA Capital projects

CRA Director Dori Stone spoke about the July 20, 2015 work session discussion whereby staff reviewed several large scale infrastructure projects with the Agency. Based on that work session, staff was able to further clarify a 5 year Capital

Improvement Plan (CIP). She stated that the CRA Advisory Board approved these projects and would like input from the CRA Agency as to any other additional projects they would like to see.

Commissioner McMacken inquired whether the US 17-92/Fairbanks and US 17-92/Webster project numbers have been revised to reflect more generally what we will be allowed to do because of certain things FDOT will not allow. Ms. Stone stated the dollar amounts are preliminary and will be revised as necessary as we get into the budget season. She spoke about previous discussions regarding the Civic Center/Library parking area utilizing CRA funds and if that if something the CRA Agency wants she asked that direction be provided so they can begin putting numbers together. She stated if there are things not on this list that have come up in the last 6-8 months, they would like to begin the budget process by building a CIP with items the CRA Agency wants to see on there. She spoke about the work proposed in 2018 by FDOT for US 17-92.

Commissioner Cooper asked about the bus bays on Denning and New York Avenues and the concrete panels to be placed at the New York and Lyman Avenue intersection to mitigate the rough railroad crossings (\$680,000). Ms. Stone stated Public Works is looking at that number that appears to be inflated and are looking at other less expensive options. She further addressed looking at Denning Drive first for the design phase so the community meeting can take place. New York Avenue will come second.

Commissioner Seidel asked if any coordination with Lynx has taken place for a facility instead of spots. Ms. Stone responded that they coordinated with Lynx when they reviewed the bus numbers and are looking at options where they can put the buses because of the level of impact on Denning Drive. He spoke about the possible PD&E study update of US 17-92 in 2018 and asked if any of those funds could be used in developing traffic management systems now. Ms. Stone stated they started a conversation with FDOT as to what we want but that they are not there yet. She stated we still have \$200,000 earmarked for adaptive signalization on 17-92 and are still speaking with FDOT about using that and becoming part of a pilot program. Ms. Stone elaborated further on this.

Commissioner Sprinkel spoke about the planning now is not necessarily what is going to be spent because they need to take care of what is already on the books and that she is not interested in spending money on anything they can get the state to fund. She addressed the need to inform the public about the facts regarding Denning Drive. Ms. Stone stated they are working to have a community meeting sometime in January.

Mayor Leary asked about acquisition of property through CRA funds and if that is a possibility whereby Ms. Stone answered it is. He spoke about Fairbanks Avenue and trying to get the additional lane and asked if they have looked at approaching the property owner at the bowling alley site. Ms. Stone stated they did a study on Fairbanks looking at Pennsylvania to 17-92 that they are going to present to

MetroPlan Orlando; and going on their long range work program right now makes it at least a decade before FDOT is willing to consider any funding on anything. She stated they have spoken to the property owner about looking into a 15-20' swath on the north side but that they can take a more active role in looking at this. Mayor Leary expressed his preference with using a more aggressive approach to acquire that through CRA funds. There was a consensus for staff to look at this.

No public comments were made.

**Motion made by Chairman Leary to accept the 5 year CIP for CRA capital projects (New York Avenue Streetscape (\$1,762,183; Denning Drive (\$500,000); the intersection of US 17-92 and Fairbanks Avenue (\$1,285,648); and the intersection of US 17-92 and Webster Avenue (\$717,113)); seconded by Commissioner Sprinkel.**

**Motion amended by Commissioner Cooper to move the Denning project to FY2018. The motion failed for lack of a second.**

**Upon a roll call vote on the original motion to accept the 5 year CIP for CRA capital projects, Chairman Leary, Commissioners Seidel, Sprinkel and McMacken, and Orange County Representative Hal George voted yes. Commissioner Cooper voted no. The motion carried with a 5-1 vote.**

### **3. Informational Items**

#### **a. Denning Drive update**

CRA Director provided an update on Denning Drive. She addressed the Denning Drive subcommittee formed to review a potential rightsizing of Denning Drive. Ms. Stone addressed staff's review with the subcommittee regarding the current conditions and potential for the road as well as Commission concerns to include trees, bus pull outs, where buses will go, and pedestrian crossings. She spoke about the Denning Drive survey completed by our City surveyor so the design can start. Ms. Stone responded to Commission questions.

Sally Flynn, 1400 Highland Road, stated she is not against three laning Denning Drive but is against the timing of it and asked that it be delayed.

#### **New Business**

Commissioner Sprinkel asked about the skating rink and if it is on target with revenues. Ms. Stone stated it opened up a week later this year so they do not expect the revenues to be as high but should break even.

Commissioner Seidel spoke about a kiosk having screen display issues. He asked about the hiring of the facilities person to help with trash collection on weekends. Ms. Stone stated this is going very well. City Manager Knight spoke about receiving

positive feedback. She stated she will provide a quarterly report to the Commission when she has it.

Commissioner Cooper inquired about the Harper Street transmission lines and if there are any funding partners for this. The Electric Department is supposed to follow up on this.

The CRA Agency meeting adjourned at 3:12 p.m.

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Chairman Steve Leary

ATTEST:

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City Clerk Cynthia S. Bonham



**COMMUNITY REDEVELOPMENT AGENCY**  
**February 22, 2016**

The meeting of the Community Redevelopment Agency was called to order by Vice Chairman Sarah Sprinkel at 2:00 p.m. in the Commission Chambers, 401 Park Avenue South, Winter Park, Florida.

Members present:

Vice Mayor Sarah Sprinkel  
Commissioner Greg Seidel  
Commissioner Carolyn Cooper  
Commissioner Tom McMacken  
Orange County Rep. Hal George

Also present:

City Manager Randy Knight  
City Clerk Cynthia Bonham  
CRA Director Dori Stone  
CRA Attorney Kurt Ardaman

Member Absent

Chairman Steve Leary

**1. Administrative Items**

Motion made by Commissioner McMacken to approve the minutes of December 14, 2015; seconded by Commissioner Seidel and approved by acclamation with a 5-0 vote.

**2. Action Items**

a. Denning Drive project review and status

Planning Director Dori Stone stated today's meeting is not for an approval but to make sure staff has enough information to hold a public meeting. She asked to be informed of anything the CRA believes is missing so they can schedule the public meeting for late March or early April.

Kyle Dudgeon spoke about the potential alternatives to the roadway and the several conversations with the public, members of the CRA Advisory Board and the Pedestrian and Bicycle Advisory Board as well as stakeholders, FDOT, and Lynx.

City traffic engineer Butch Margraf explained the 2004 Memorandum of Understanding with FDOT regarding widening the sidewalks on 17-92 to 10 feet which would not leave room to accommodate bicycles so the City provided Denning Drive as the alternate route. Ms. Stone stated the City and FDOT agreed that we would put 10' bike lanes on Denning Drive in order to get more landscaping and more pedestrian access onto 17-92. She stated they will have to re-design 17-92 if this is backed out of. She stated FDOT is in the process of reanalyzing the PD&E and expected to have a new analysis by late summer or early fall and once they are through, they can look at the design, the construction and the timing. She further elaborated on Denning and that the 10' bicycle lanes will be put on the residential side to help soften the commercial impact to the neighborhood.

She concluded with the reason they are before the CRA today: safety, promises made to FDOT, and aesthetics. She stated that all the alternatives satisfy the needs of both FDOT and Lynx and that they hope to bring this back to the CRA Agency at the next CRA meeting in May and move forward with a final alternative and final design.

Mr. Dudgeon provided several renderings on the proposed design of Denning Drive and clarified that these are not different options. He addressed the bus bays and stated they are in constant conversation with Lynx. Public Works Director Troy Attaway spoke about the consideration of moving the bus bays around the corner onto Webster.

There was a consensus for staff to move forward with the public meeting.

b. Amendment to 5 year Capital Improvement Plan (contribution to 1111 W. Fairbanks site)

Planning Director Dori Stone stated this was taken to the CRA Advisory Board to reprioritize their CIP and offer a \$1 million contribution toward the purchase of the property (old bowling alley) by shifting the New York Avenue project a year which will free up the \$1 million in cash. She stated there is not significant revenue anticipated to put toward debt service but there are enough funds to finish the improvements at Lyman and New York Avenues underway right now with the railroad track improvements. This frees up the \$1 million toward the bowling alley property purchase and reallocates the funding for the streetscape project on New York Avenue for the following two fiscal years.

She stated the CRA Board approved the reallocation of funding and deferment of the New York Avenue streetscape with two caveats: to allow them the opportunity to review the future use of the property for input, and if the City decides to sell any part of the property, the CRA would be reimbursed for their share of the funding to be used for future programs. She addressed the need to amend the CIP for these changes so they can continue with their work program for this year.

Discussion ensued regarding the allocation of monies during the budget process toward an updated master plan of MLK Park; the Fairbanks Avenue right-of-way project and if staff can do some of that work; and whether we could accelerate the intersection improvements on Fairbanks. Ms. Stone suggested taking care of the \$1 million first and that alternatives can be discussed during this year's budget process. Also discussed was the New York Avenue project and the potential timing.

No public comments were made.

**Motion made by Commissioner McMacken to amend the CRA 5-year CIP to allow the \$1 million to go toward the purchase of the bowling alley property and include the \$50,000 for fees to complete the improvements to**

**the Lyman and New York Avenue railroad project; seconded by Representative Hal George, and carried unanimously with a 5-0 vote.**

**3. Informational Items**

a. Summary of Winter in the Park 2015/16

CRA Manager Kyle Dudgeon summarized the success of the 2015/16 'Winter in the Park' ice skating rink. He stated that the City covered its costs even though two major sponsors backed out and the time open was shortened a week.

The CRA Agency meeting adjourned at 2:42 p.m.

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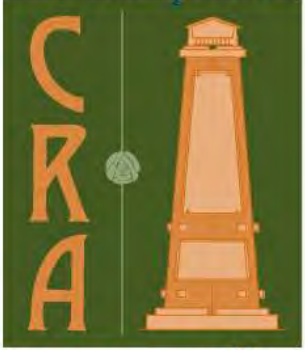
Chairman Steve Leary

ATTEST:

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City Clerk Cynthia S. Bonham

*winter park*



**community**  
redevelopment  
agency

# Capital Improvement Plan

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**Winter Park Community  
Redevelopment Agency**  
FY 2015-2020

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## Executive Summary

The Capital Improvement Plan (CIP) is in essence a continuation of the 2007 CRA Strategic Plan that founded great projects such as the Streetscape Action Plan and Community Center. The purpose of a CIP is to identify large scale projects in the short-medium term while pinpointing a financing and project execution schedule.

Working with the CRA Advisory Board, private consultant Bellomo/Herbert and the public, CRA staff has developed a CIP for large scale projects over the next 5 years. These projects address several key areas in the district and will provide high character infrastructure improvements for the foreseeable future. Within this plan's scope are a number of projects including:

- Park Avenue Beautification
- Adaptive Signalization Pilot Project
- Intersection Enhancements
  - US 17-92 & Fairbanks Avenue
  - US 17-92 & Morse Boulevard
  - US 17-92 & Webster Avenue
- Streetscape Improvements
  - Denning Drive
  - New York Avenue

During the planning process, other projects of significant scale were addressed by CRA staff. These include the Winter Park Playhouse, Harper Street transmission line undergrounding, Morse Boulevard bike trail, evaluating financial assistance to the library, and Winter Park Golf Course improvements. These will be addressed in the project section, but outside the original scope of the CIP.

From FY2015 to FY2027, tax increment values are expected to exceed \$16 million assuming no changes to debt service spending, programming and administration. The total project costs for the CIP are estimated at \$4.6 million. Through 2020, the CRA should expect to amass approximately \$5.6 million in increment revenue. In essence, projections on future revenues suggest these capital projects will not jeopardize the financial stability of the CRA. Instead while some reserve funds are expected to be used in the short term, future gains in increment revenues are expected to support additional projects after 2020.

At the June 8, 2015 CRA meeting, Park Avenue Beautification, Adaptive Signalization Pilot Project and US 17-92 and Morse Blvd improvements were approved. This reduces future spending over the life of the CIP to \$4 million.

Should intersection and streetscape improvements be approved, staff will move forward to its next phase of design plans. It is the intent of this plan to be evaluated annually with the intent and to be completed by the year 2020.



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## INTRODUCTION

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The City of Winter Park Community Redevelopment Agency (CRA) is a public agency that was created by the City Commission in June 1991 in accordance with the provisions of Florida Statutes. The CRA is set up as a sub-unit of and operates within the Winter Park City Government, and is charged with undertaking redevelopment functions in the specified community redevelopment district.

The CRA area is the heart of Winter Park, extending from U.S. Highway 17-92 to Interlachen Avenue and from the Fairbanks and Orange Avenues area to Lee Road. It includes downtown Winter Park and Winter Park Village. One out of eight residents of Winter Park lives in the CRA area, and half of all businesses in Winter Park are in the CRA area.

A CRA Plan guides the Winter Park CRA. The plan and its amendment were adopted in August 1994 and February 1999 respectively. It was designed to explore the critical factors that have shaped Winter Park and to identify opportunities to create a quality environment for residents and businesses. It has been the foundation for establishing and defining the vision and mission for revitalizing the Winter Park CRA area. Within this scope, capital improvement projects are an essential component to elevating the district for its residents, businesses and visitors.

## PURPOSE AND OBJECTIVE

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The goal of the CRA Capital Improvement Plan is to update the CRA Strategic Plan that was completed in August of 2007. It will act as a roadmap for improvements to be completed and initiatives to be continued during the last half of the CRA life cycle. Our capital improvement plan is designed to complete projects and ensure the success of the Winter Park CRA area. The capital improvements planning process validated and reinforced existing plans which outline eight overarching goals in the original CRA Plan:

### COMMUNICATION

Develop neighborhood, business and governmental communication networks that foster understanding and bring about change.

### HOUSING

Increase housing opportunities by diversifying the available housing stock and providing more opportunities for home ownership.





#### PROPERTY VALUE

Improve housing conditions and appearances to achieve a more stable and secure residential neighborhood, which create higher values for owners.

#### BUSINESS

Create opportunities to attract new and expanding businesses to the CRA area and support the existing business community.

#### PUBLIC SAFETY

Promote public safety through police and resident communication to reduce the crime and make the CRA's area a safe and desirable place to live and work.

#### SOCIAL DEVELOPMENT

Develop/improve social programs for recreation and cultural enhancement for all residents, with particular emphasis on youth, to create an environment for social enrichment.

#### ECONOMIC VITALITY

Enhance the economic vitality of the resident and business population to attract private investment in the CRA area.

#### TRANSPORTATION

Improve the public infrastructure of roads, streetscapes and parking to support the resident and business community and utilize alternative modes of transportation.



## PLANNING PROCESS

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The Winter Park CRA capital improvement planning process was designed to be participatory in nature involving stakeholders within the City of Winter Park and CRA including but not limited to elected officials, CRA members, CRA Advisory Board members, city staff and the public.

Staff also enlisted Bellomo & Herbert, a GAI Company, to assist staff in the development of conceptual renderings and cost estimates for intersection and streetscape projects. Because a portion of the design work will be completed with city resources, it is anticipated these costs could change. The following represents the steps taken to prepare the plan:

### **PUBLIC MEETINGS**

Plans of this nature require several meetings to discuss, prioritize and evaluate capital intensive projects. The CRA Advisory Board schedules monthly public meetings. Strategic planning was discussed on May 21, 2013; September 24, 2013; March 4, 2014; October 23, 2014; December 18, 2014; February 19, 2015; June 25, 2015. Minutes from these meetings are made available to the public.

### **WORKSHOP**

The CRA Advisory Board completed a Strengths, Weaknesses, Opportunities and Threats workshop on July 25, 2013. Board members were asked to take pictures of locations within the CRA they felt were strengths as well as weaknesses to the district. As a result of the workshop several project opportunities arose.

### **COMMUNITYWIDE SURVEY**

The survey was designed based on the ideas from the CRA Advisory Board workshop held on July 25, 2013. The survey was mailed to all households, businesses and property owners in the CRA area. Forty-three people responded to the survey. About 60% of respondents suggested streetscape improvements had 'high impact' potential.

### **PROJECT PRIORITIZATION MEETING**

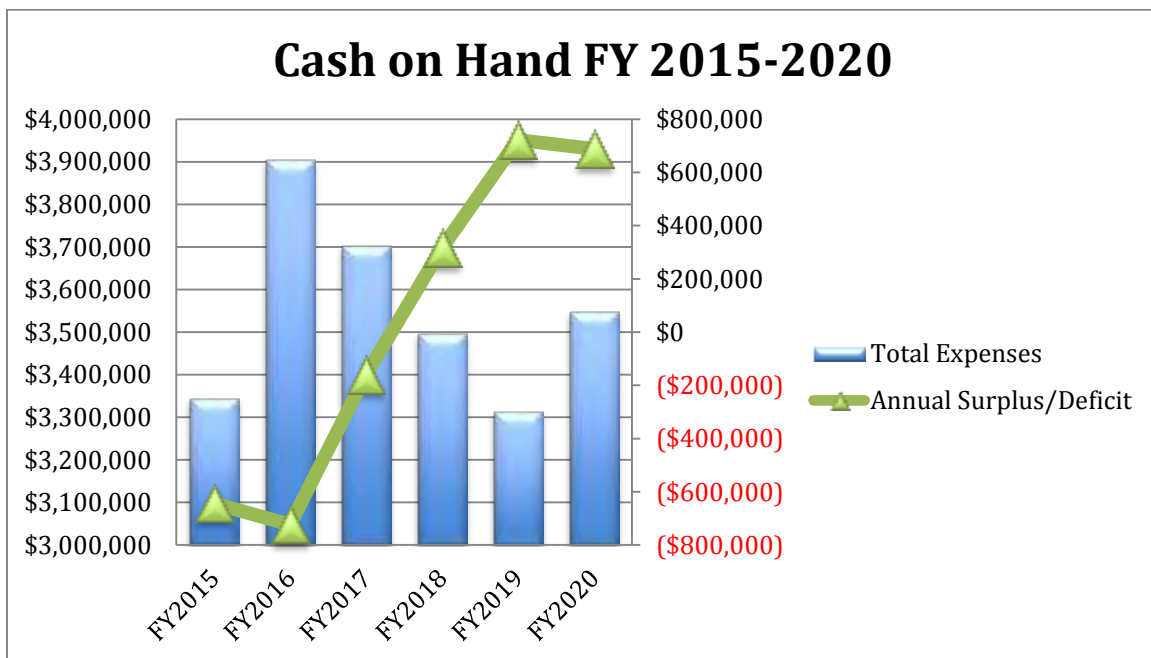
The CRA Advisory Board hosted a public meeting on March 26, 2015 to discuss the prioritization of projects.



## FINANCIAL CONSIDERATIONS

During the recession the Agency focused on placing increment revenues on debt service, which allowed the district to maintain fluidity in an uncertain market. Now that the recession has waned, revenues may once again be committed for additional purposes such as program and project funding.

Based on early assessments from the property appraiser, increment revenues are expected to jump substantially further supporting the need to not only spend, but spend on large capital projects. By combining these added dollars, the CRA can maintain cash reserves while committing to large scale projects.



The chart describes uncommitted funding for the next 5 years assuming all capital projects in the CIP scope are approved. Projecting conservatively, the CRA could fund substantial improvements in other areas during and after the life of the CIP.

In FY2015, the CRA began with \$1.8 million in surplus. Subtracting the costs from Park Avenue Beautification improvements, Adaptive Signalization Pilot Program and Morse Blvd, this accounts for the lost surplus in the chart above for FY2015. In 2016, staff will need to draw on reserves again by approximately \$700,000 to account for the beginning of the New York Avenue and Denning Drive projects. This trends changes quickly starting in 2018 as the CRA will look to add cash flow of about \$1.7 million over the next three years.



Ultimately, using conservative values, the CRA is still estimated to end with \$2.0M in unallocated funds by the year 2020.

The CRA is still in a very strong financial position even after funding several large scale projects.



## PROJECTS

As a result of the above cited process, the following projects are submitted for inclusion into CRA capital improvement plan scope:

Name	Funding Year(s)
Park Avenue Beautification	2015
Adaptive Signalization Pilot Project	2015
<b>Intersection Enhancements</b>	
U.S. 17-92 & Morse Blvd	2015
U.S. 17-92 & Webster Ave	2018
U.S. 17-92 & Fairbanks Ave	2019
<b>Streetscape Improvements</b>	
Denning Drive	2016
New York Avenue	2016-17

### **Intersection Enhancements:**

For city streets to meet the needs and demands of everyone using them, they need to function as safely and efficiently as possible. Well-designed intersections use street space to bring people together and invigorate a city, while making traffic more intuitive, seamless and predictable for those passing through.

### **Streetscape Improvements:**

According to National Association of City Transportation Officials Design Guidebook, streets comprise 80 percent of all public space in cities. Local streets should be a space of transit, but also safe and inviting places to walk with direct access to local stores. Successful street design should both respond to and influence the desired character of the public realm. The New York Avenue and Denning Drive concepts draw on these characteristics by providing enhancements to the urban landscape commensurate with the character of downtown Winter Park.

Each project is documented in the following process; narrative, existing conditions, project concept rendering.



### Additional CIP Considerations

Subsequent projects were also presented to the CRA during CIP planning process. Without a total cost in mind for each project, staff has prepared an approximate cost for additional projects. Some, such as the Morse Blvd bike trail may require further study through contractual services or a Project Development and Environment (PD&E) study.

For simplistic purposes, the chart below outlines which additional capital projects coincide with either the CRA plan or 2007 Strategic Plan. As part of the overall goal, the CIP should be reviewed to ensure project priority and the political will of the board agree with one another.

Project Name	CRA Plan	Strategic Plan	Cost	Comments
Winter Park Playhouse			\$500,000	Property acquisition assistance
Streetscape Enhancements - Harper Street	X	X	\$3,700,000	Undergrounding electric transmission lines
Morse Blvd bike trail	X	X	N/A	Reallocating ROW to include bike trail on Morse Blvd.
Civic Center/Library assistance	X	X	N/A	soft costs, parking, landscaping in accordance with F.S. 163
WP Golf Course			\$1,500,000	Renovation assistance



## PARK AVENUE BEAUTIFICATION

### OVERVIEW

Park Avenue and Central Park are two of the primary draws to the City's downtown. It has been fifteen years since the last significant improvements were made to the entire street façade. Time has begun to take its toll on several features of the streetscape including the brick planters, trash cans and sidewalks.

### PROPOSED IMPROVEMENTS:

- Rebuilding brick planters
- Landscaping improvement as needed
- Updating trash cans
- Replacing dumpsters with trash compactors along Garfield and Welbourne Avenues
- Any necessary sidewalk work and curbing
- Increasing the frequency of sidewalk cleaning

Cost: \$70,000

**Update:** Project was approved at the May 21, 2015 CRA Agency meeting.



#### Images 1, 2 and 3:

Showcase the current conditions of some areas on or near Park Avenue. Cleaning and repairing the right-of-way elevates the area as a whole and distinguishes the downtown as a high quality commerce center.





## ADAPTIVE SIGNALIZATION PILOT PROJECT

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### OVERVIEW

City staff has been working with both developers along the Orlando Avenue corridor and the FDOT regarding the installation of an Adaptive Signalization Program. Staff will work with FDOT to create a demonstration project that is monitored by the city staff as well as the department. Staff will also look for additional funding from FDOT if available to integrate the demonstration project.

Poor traffic signal timing contributes to traffic congestion and delay. Conventional signal systems use pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can:

- Continuously distribute green light time equitably for all traffic movements.
- Improve travel time reliability by progressively moving vehicles through green lights.
- Reduce congestion by creating smoother flow.
- Prolong the effectiveness of traffic signal timing.

Cost: \$200,000

**Update:** Project was approved at the May 21, 2015 CRA Agency meeting.



## INTERSECTION ENHANCEMENTS – US 17-92 & MORSE BLVD

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### OVERVIEW

As part of the Lakeside Crossings project, the developer committed \$50,000 towards four new mast arms at the intersection of Morse Boulevard and Orlando Avenue. He also committed to paying for and installing new signal heads which include a dedicated left turn movement in each direction as well as enhanced pedestrian crossings between the Lakeside project and the Lakeside Crossings project.

Recognizing that the Morse Boulevard intersection at Orlando Avenue is a major gateway into the downtown, staff is recommending that the CRA contribute the remaining funding needed to install the city's decorative mast arms at the four required corners along Morse Boulevard and Orlando Avenue. The plan also calls for additional welcoming gateway signage at the median on Morse Boulevard facing Orlando Avenue.

The City has developed a standard for decorative mast arms along Orlando Avenue and Gay Avenue as well as along Fairbanks Avenue and Pennsylvania that is both functional and attractive. The estimated cost of these mast arms for four directions is about \$250,000. The signage and additional landscaping is estimated at an additional \$150,000.

### PROPOSED IMPROVEMENTS:

- Mast arms
- Landscaping

Cost: \$350,000

**Update:** Project was approved at the May 11, 2015 CRA Agency meeting.



## EXISTING CONDITIONS

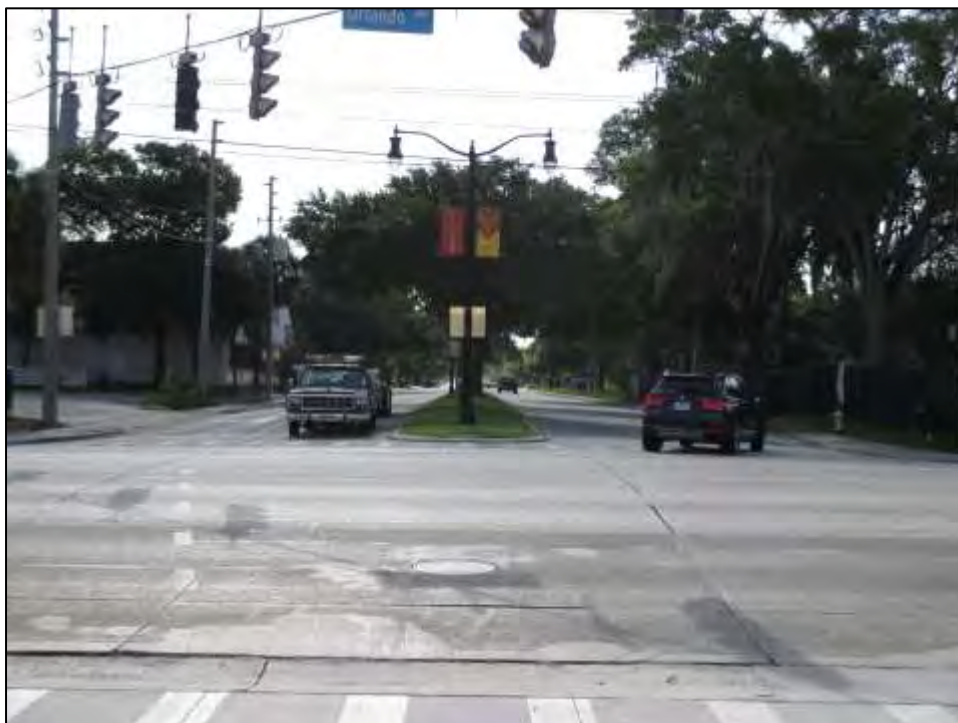


**Image 4 & 5 (above):**

Views facing eastbound toward Morse Blvd. The intersection is peppered with overhead wires making vehicular travel difficult for motorists looking for street signage.

**Image 6 (below):**

An optimal location off US 17-92 for improved landscaping and signage. By its nature, this portion of Morse Blvd is a gateway to downtown Winter Park.







- 1 COLORED EXPOSED AGGREGATE
- 2 COLORED EXPOSED AGGREGATE CROSSWALKS
- 3 CONCRETE BAND
- 4 SHORTEN MEDIAN
- 5 RECONFIGURED ADA COMPLIANT RAMPS
- 6 LOW BRICK WALL
- 7 EXISTING LIGHT POLE WITH BANNER RELOCATED
- 8 MAST ARM TRAFFIC SIGNAL
- 9 LIGHT POLE W/ BANNERS
- 10 ICON SIGNAGE
- 11 PLANTING AREA
- 12 CRAPE MYRTLES





## INTERSECTION ENHANCEMENTS – US 17-92 & WEBSTER AVE

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### OVERVIEW

A northern gateway intersection to Winter Park, US 17-92 and Webster Avenue is a commercial intersection which focuses almost exclusively on vehicular travel. Noted by the images on the next page, this plain intersection could be in any town across the United States. The proposed improvements add depth to the conversation with regards to the northern entrance of Winter Park. Traveling southbound on US 17-92, the streetscape is repetitious with the same concrete and asphalt views. By introducing aesthetic improvements to the streetscape, motorists and travelers become more aware of their surroundings. A feeling of 'I've arrived somewhere' is common in these locations.

Conceptual improvements include curbs, roadways, utility signage and lighting, site hardscapes, landscaping and irrigation.

Coordination with Electric Utility during undergrounding will be paramount during the construction phase. At this time, this intersection is scheduled for undergrounding in FY 2019-2023.

### PROPOSED IMPROVEMENTS

- Mast arms
- Pedestrian curbing
- Landscaping

Cost: \$717,113



## EXISTING CONDITIONS



### Image 7&8 (Left):

Looking southbound on US 17-92, the Webster/17-92 intersection is one of the first northern gateways through the city. The image shows several span wire stop lights as well as undistinguishable street characteristics.

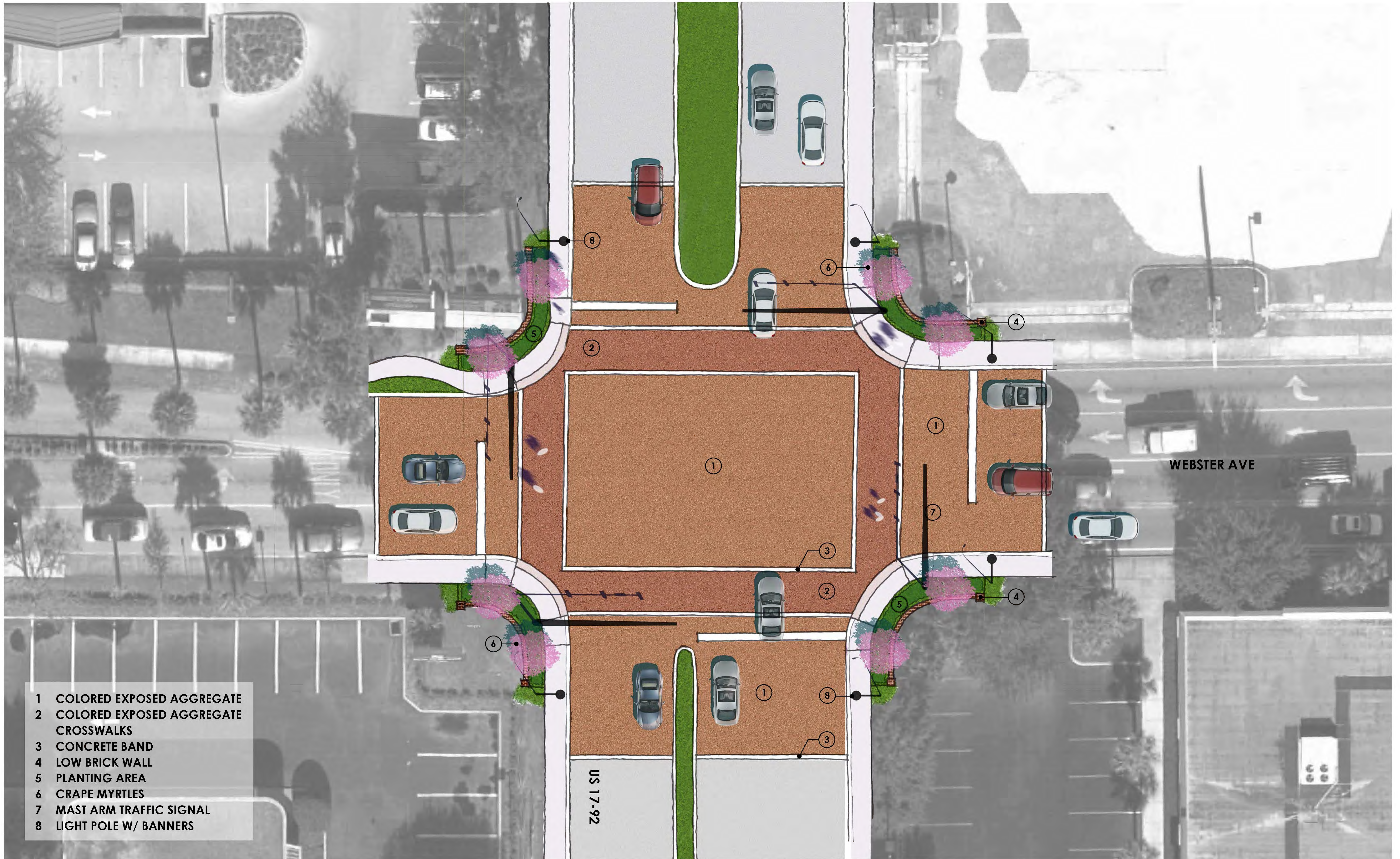


### Image 9 (Left):

US 17-92 & Webster, Northeast corner. Right turns onto 17-92 have caused cars and freight trucks to clip the sidewalk damaging the sidewalk concrete and creating hazards for both pedestrians and vehicles.







- 1 COLORED EXPOSED AGGREGATE
- 2 COLORED EXPOSED AGGREGATE CROSSWALKS
- 3 CONCRETE BAND
- 4 LOW BRICK WALL
- 5 PLANTING AREA
- 6 CRAPE MYRTLES
- 7 MAST ARM TRAFFIC SIGNAL
- 8 LIGHT POLE W/ BANNERS



## INTERSECTION ENHANCEMENTS – US 17-92 & FAIRBANKS AVE

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### OVERVIEW

Urban gateways are often characterized by markings or a signature which lets the user know they've arrived. The intersection of US 17-92 and Fairbanks Avenue serves as a unique gateway to the central core of Winter Park. Carrying a large load of vehicular traffic daily, the intersection lacks the gateway feel of a prime corridor. Improvements to this area would lend themselves to a greater sense of place and consistency with other commercial nodes of Winter Park.

A sense of place can often be defined as a well-manicured area. This may include signage, landscaping, articulated vistas, and hiding unsightly features. The concept proposal looks to ameliorate several of these issues. The proposed concept looks at aesthetic improvements from several lines of sight including a ground sign at the northeast corner, removing the span wire stop signals and replacing them with mast arms, remarking crosswalk locations and appropriate landscaping at each one of the intersection's corners, particularly to the southeast.

At this time, Electric Utility is planning to underground this location during the 2019-2023 fiscal years. Staff will coordinate with the appropriate departments to ensure improvements to this area coincide with the proposed concept.

### PROPOSED IMPROVEMENTS

- ADA compliant streetscapes
- Curbing
- Landscaping
- Utility signage
- Lighting
- Mast arm traffic signals
- Light poles

Cost: \$1,285,648



## EXISTING CONDITIONS



**Image 10 (left):**  
Public right-of-way in front of Walgreen's on the northeast corner.



**Image 11 (left):**  
Span wire light poles with no easily recognizable landscaping present.



**Image 12 (lower left):**  
Pedestrians crossing westbound across US 17-92.

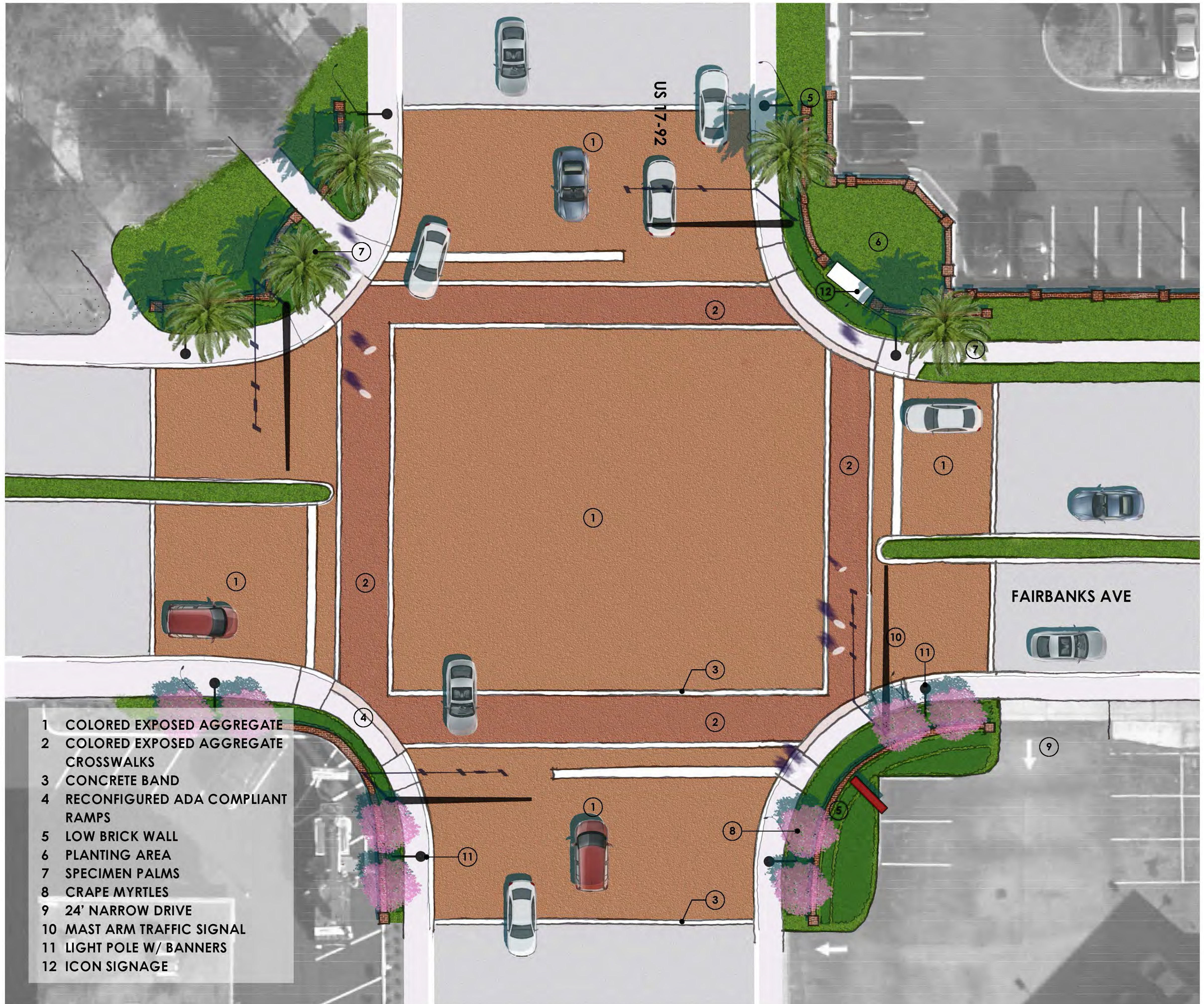
**Image 13 (below):**  
Traffic lights on span wire with utility wires further behind.



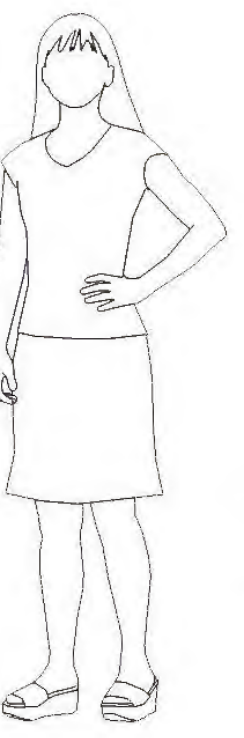
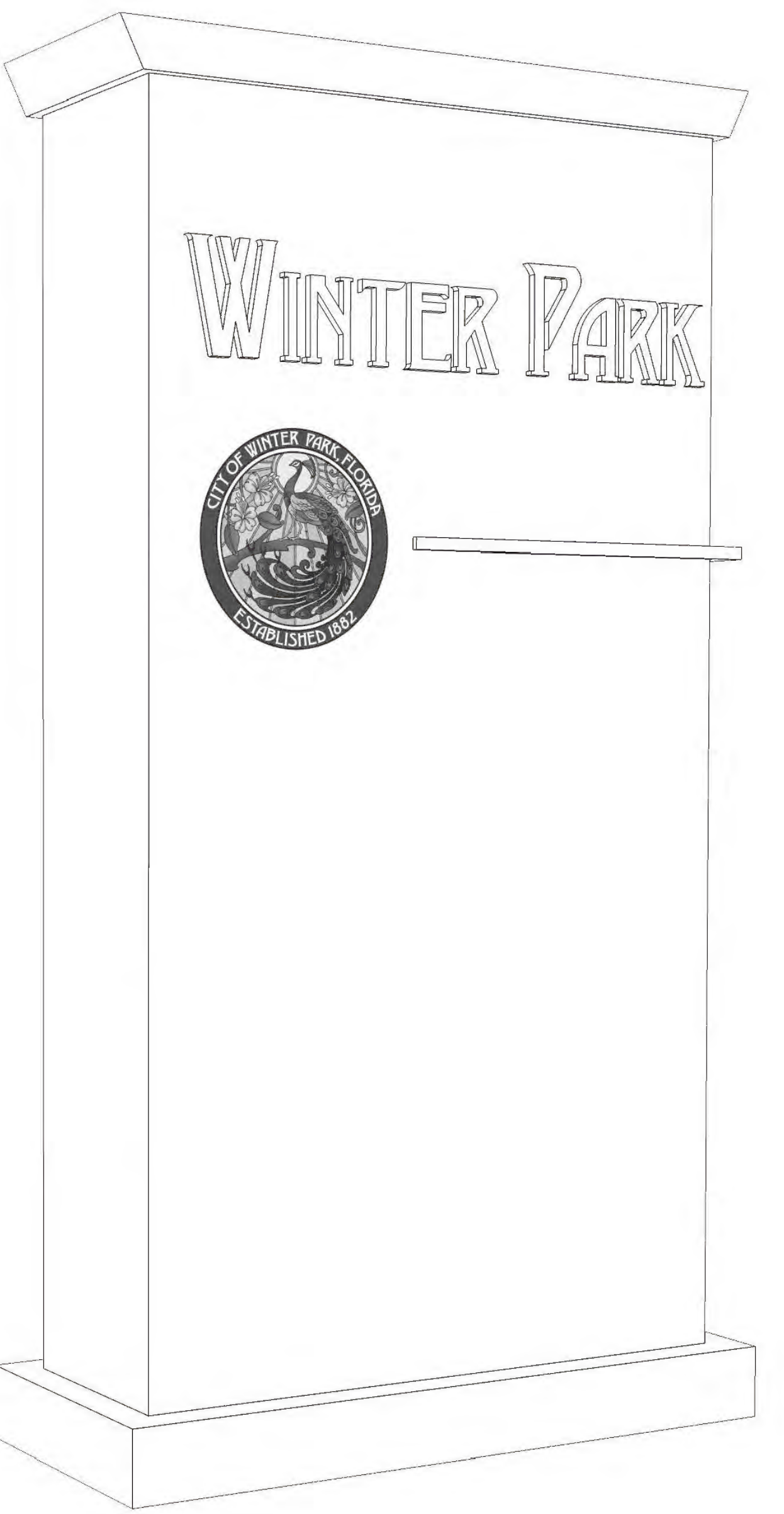








- 1 COLORED EXPOSED AGGREGATE
- 2 COLORED EXPOSED AGGREGATE CROSSWALKS
- 3 CONCRETE BAND
- 4 RECONFIGURED ADA COMPLIANT RAMP
- 5 LOW BRICK WALL
- 6 PLANTING AREA
- 7 SPECIMEN PALMS
- 8 CRAPE MYRTLES
- 9 24' NARROW DRIVE
- 10 MAST ARM TRAFFIC SIGNAL
- 11 LIGHT POLE W/ BANNERS
- 12 ICON SIGNAGE





## STREETSCAPE IMPROVEMENTS – NEW YORK AVENUE

### OVERVIEW

Originally proposed in the 2007 strategic plan, New York Avenue has been long discussed as a streetscape in need of a face lift. Running parallel to Park Avenue, it carries significant pedestrian as well as vehicular traffic. It is also used as a freight travel route as trucks are not allowed to travel on Park Avenue.

The concept proposes new landscaping, aesthetic improvements to the intersections and other beautification elements. From Fairbanks to Canton Ave, the concept proposes bricked intersections with dressed hardscapes including trees, curbing and ADA compliance in the pedestrian right-of-way. Coordination with FDOT will be required to brick the intersection of Fairbanks and New York Avenue.

No parking spaces will be lost as the proposal instead formalizes the existing ones and eliminates illegal parking (such as near the railroad tracks during the Farmer's Market). This is done through 'bulb-outs'. Considered a type of curb extension, successful bulb-outs can:

- Increase pedestrian visibility
- Decrease pedestrian exposure to vehicles by shortening crossing distance
- Increase pedestrian sidewalk/idle space
- Create additional space for street furnishings
- Formalize parking areas

Within these bulb-outs, the concept also proposes new stormwater elements. Flow-through planters are hard-edged stormwater management facilities with an impermeable base. They treat water by allowing runoff to soak through its soil and filter into an underdrain system.

### PROPOSED IMPROVEMENTS

- Bricked intersections
- Bulb outs to ensure legal parking
- Landscaping
- Sidewalk beautification

Cost: \$1,762,183



## EXISTING CONDITIONS



**Image 14 (left):**

West side of New York Avenue facing south. This view lacks street furnishings and blends the road asphalt to the concrete sidewalk providing no discernable distinction between them.



**Image 15 (left):**

New York Avenue facing east. On busy days, the street's current makeup provides little obstruction to motorists parking illegally.



**Image 16 (left):**

Intersection of New York and Canton Avenue facing North. Intersections should facilitate eye contact by moving pedestrians directly into the driver's field of vision. This can be accomplished through contrasting colors, similar to the concept proposal.







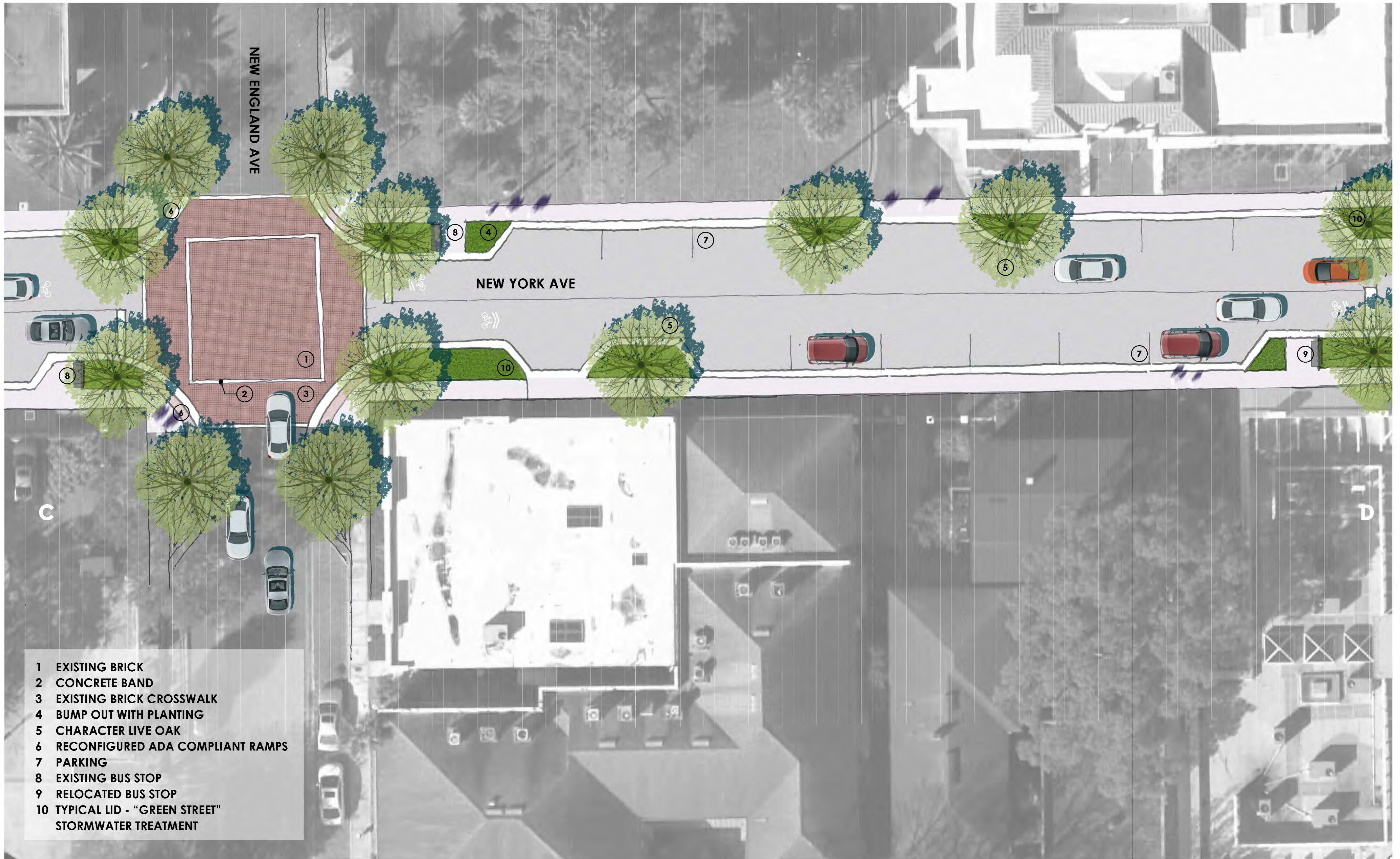












- 1 EXISTING BRICK
- 2 CONCRETE BAND
- 3 EXISTING BRICK CROSSWALK
- 4 BUMP OUT WITH PLANTING
- 5 CHARACTER LIVE OAK
- 6 RECONFIGURED ADA COMPLIANT RAMP
- 7 PARKING
- 8 EXISTING BUS STOP
- 9 RELOCATED BUS STOP
- 10 TYPICAL LID - "GREEN STREET" STORMWATER TREATMENT





- 1 BRICK PAVING
- 2 CONCRETE BAND
- 3 PARKING
- 4 BUMP OUT W/ PLANTING
- 5 CHARACTER LIVE OAK
- 6 BRICK CROSSWALK
- 7 RECONFIGURED ADA COMPLIANT RAMPS
- 8 BUS STOP
- 9 TYPICAL LID - "GREEN STREET"  
STORMWATER TREATMENT



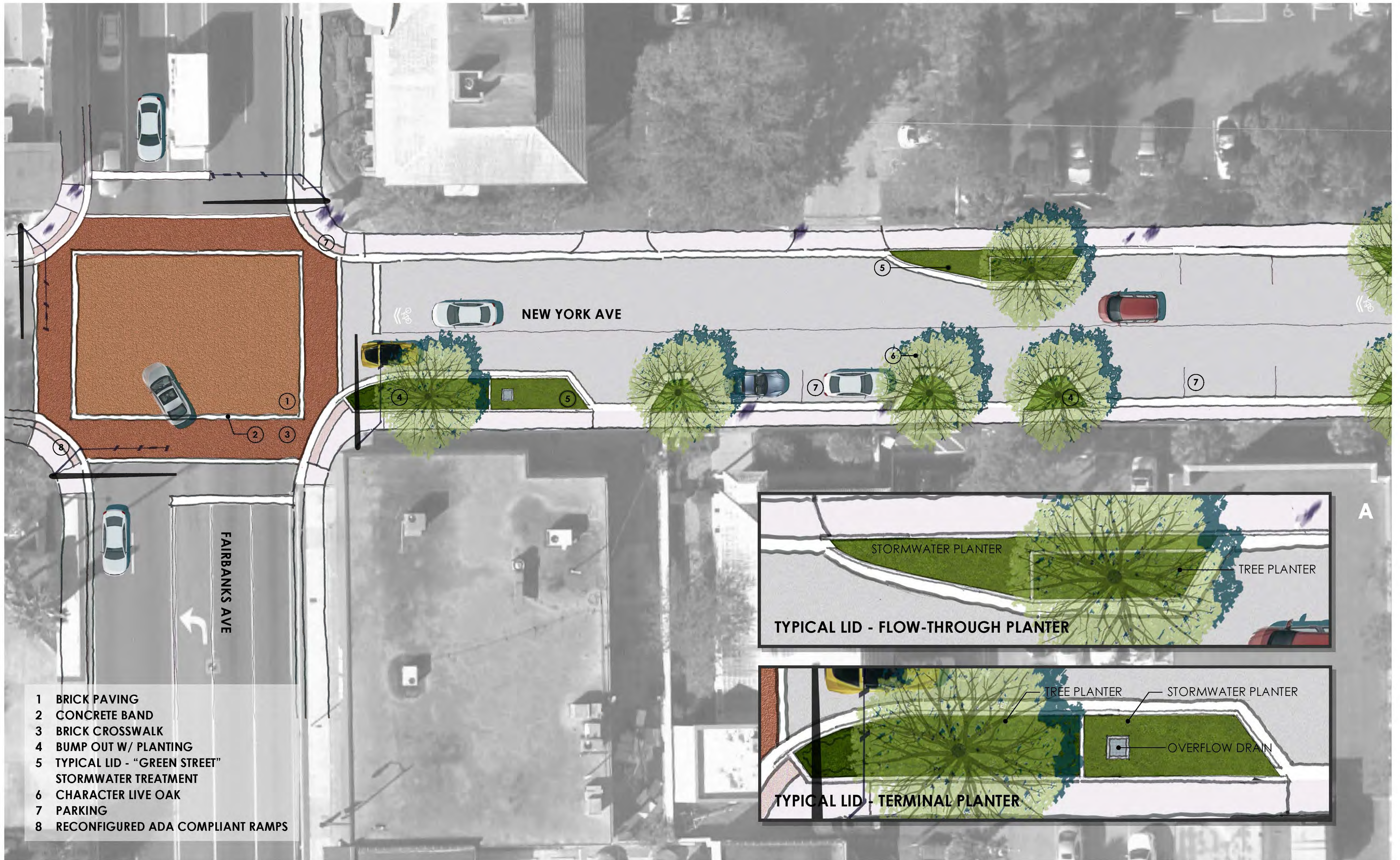






- 1 BRICK PAVING
- 2 CONCRETE BAND
- 3 BUMP OUT W/ PLANTING
- 4 CHARACTER LIVE OAK
- 5 PARKING
- 6 RECONFIGURED ADA COMPLIANT RAMPS
- 7 TYPICAL LID - "GREEN STREET" STORMWATER TREATMENT







## STREETSCAPE IMPROVEMENTS – DENNING DRIVE

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### OVERVIEW

Denning Drive is a four-lane undivided arterial that runs parallel to Orlando Avenue. It has been the topic of conversation for some time as to whether its current layout is commensurate with its traffic count capacity level. The street also suffers from a lack of multi-modal elements including consistent sidewalks and bicycle lanes. Staff has collaborated with Public Works to determine that alternative layouts to Denning Drive may be better suited to provide an appropriate capacity level while including characteristics of a complete streets model.

Concepts for Denning Drive rightsizing include two 10 foot lanes, a turning lane, pedestrian and bicycle safety elements. The second of which, not shown, includes right-sizing the lanes on Denning from 12 to 10 feet. The excess right-of-way would provide adequate space for sidewalk and green space.

Based on current traffic counts, right-sizing would not significantly affect traffic flow on Denning. The most recent counts suggest only 6000-8000 cars per day. Comparatively, Lakemont Avenue carries 20,000 cars a day as a two lane road. In essence, the current set up of Denning Drive suggests an oversaturation of roadway for its capacity. A protected left-turn signal for east and westbound traffic would also be examined at the intersections to alleviate congestion and enhance safety.

### PROPOSED IMPROVEMENTS:

- Right-of-way reallocation
- Sidewalk on East Denning (where none currently exist)

Cost: \$500,000



## EXISTING CONDITIONS



### **Image 14 (left):**

Northbound on Denning Drive. The image provided by Google Maps shows inconsistencies in the roadway from a pedestrian perspective.



### **Image 15 (left):**

Northbound on Denning Drive. Minimal vehicular traffic both northbound and southbound.

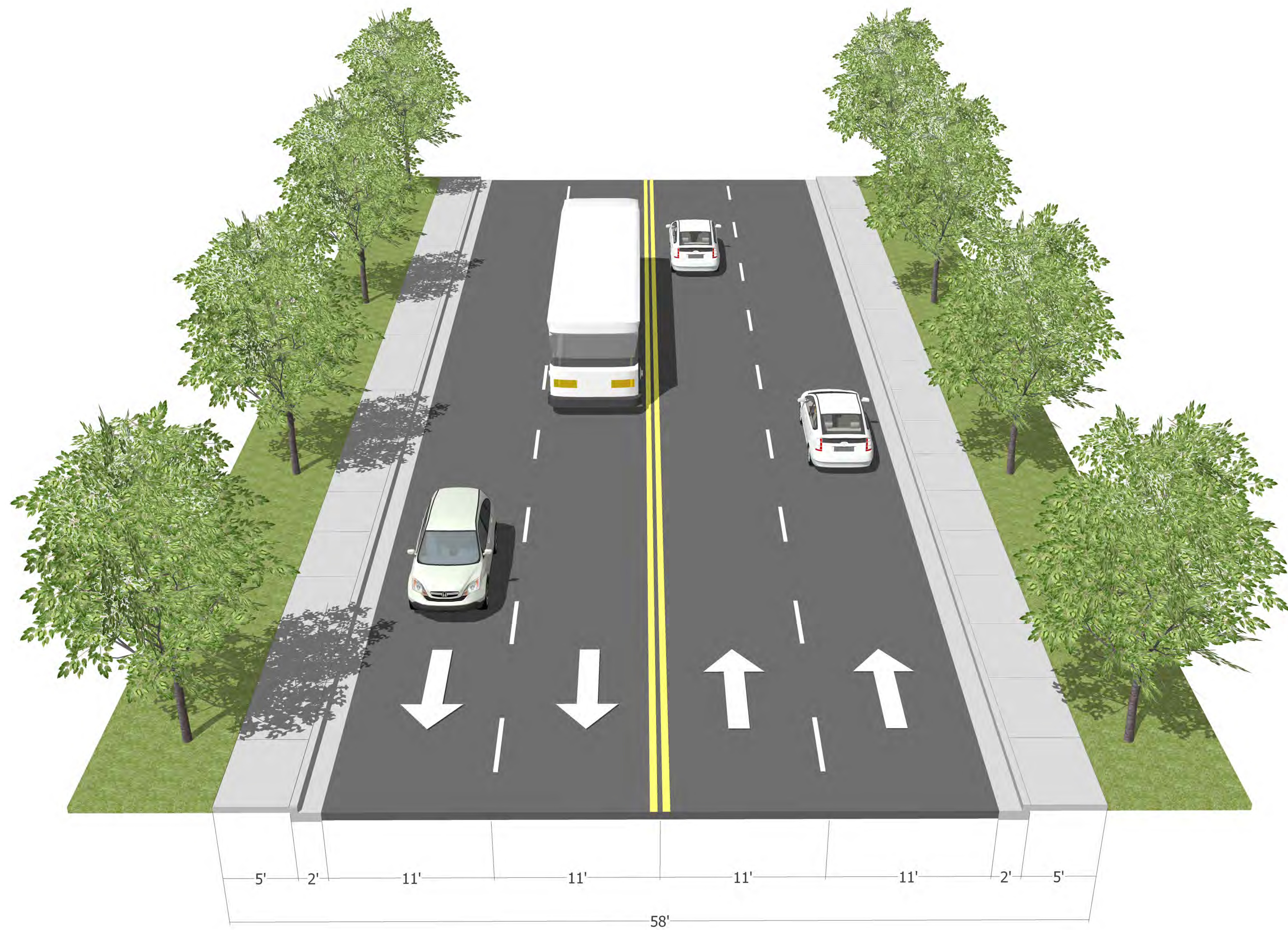


### **Image 16 (left):**

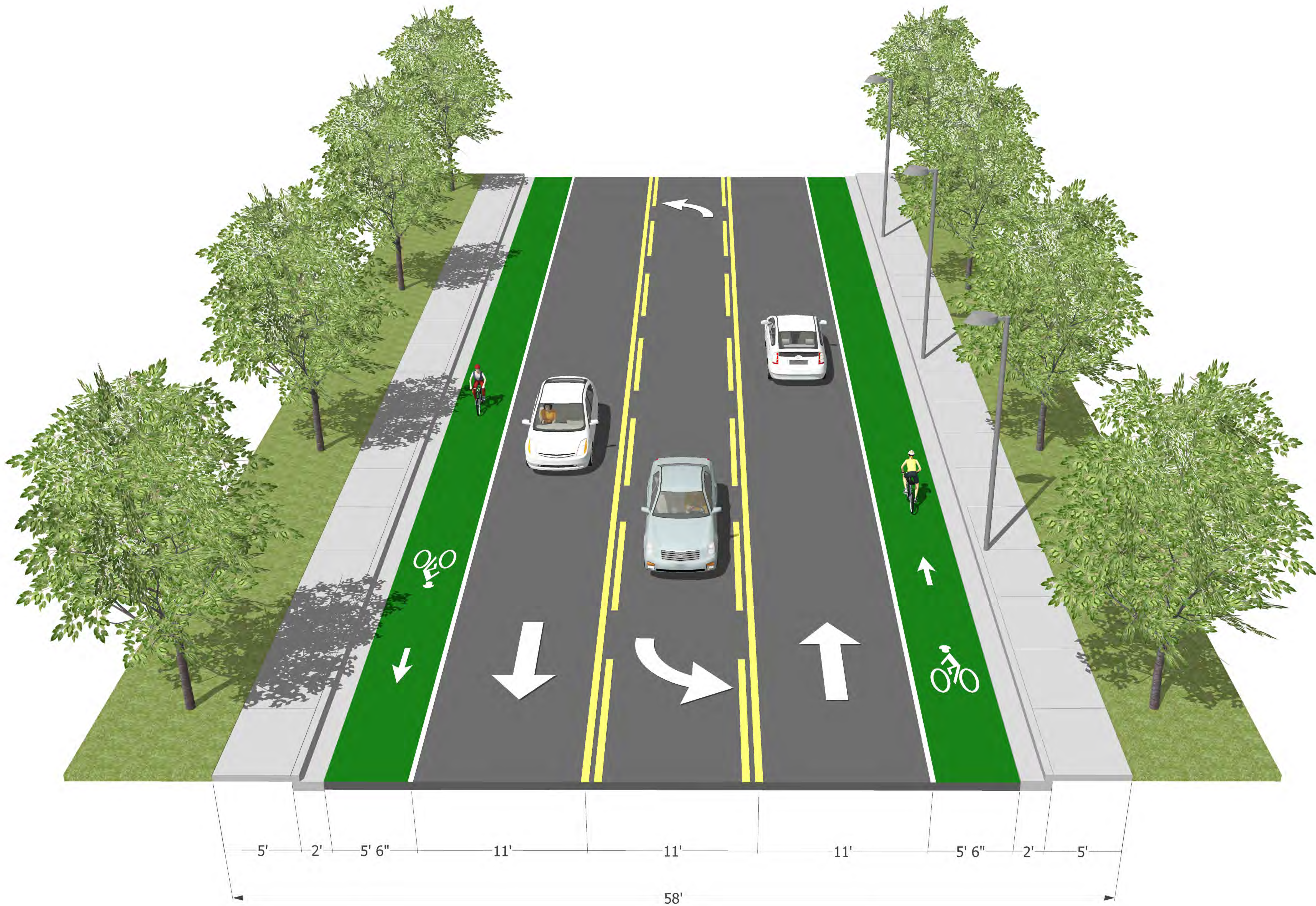
Northbound at the intersection of Denning Drive and Canton Avenue. Shows inconsistent stretches of sidewalk on Denning forcing pedestrians to cross the four lane road, walk in the road or on private property.









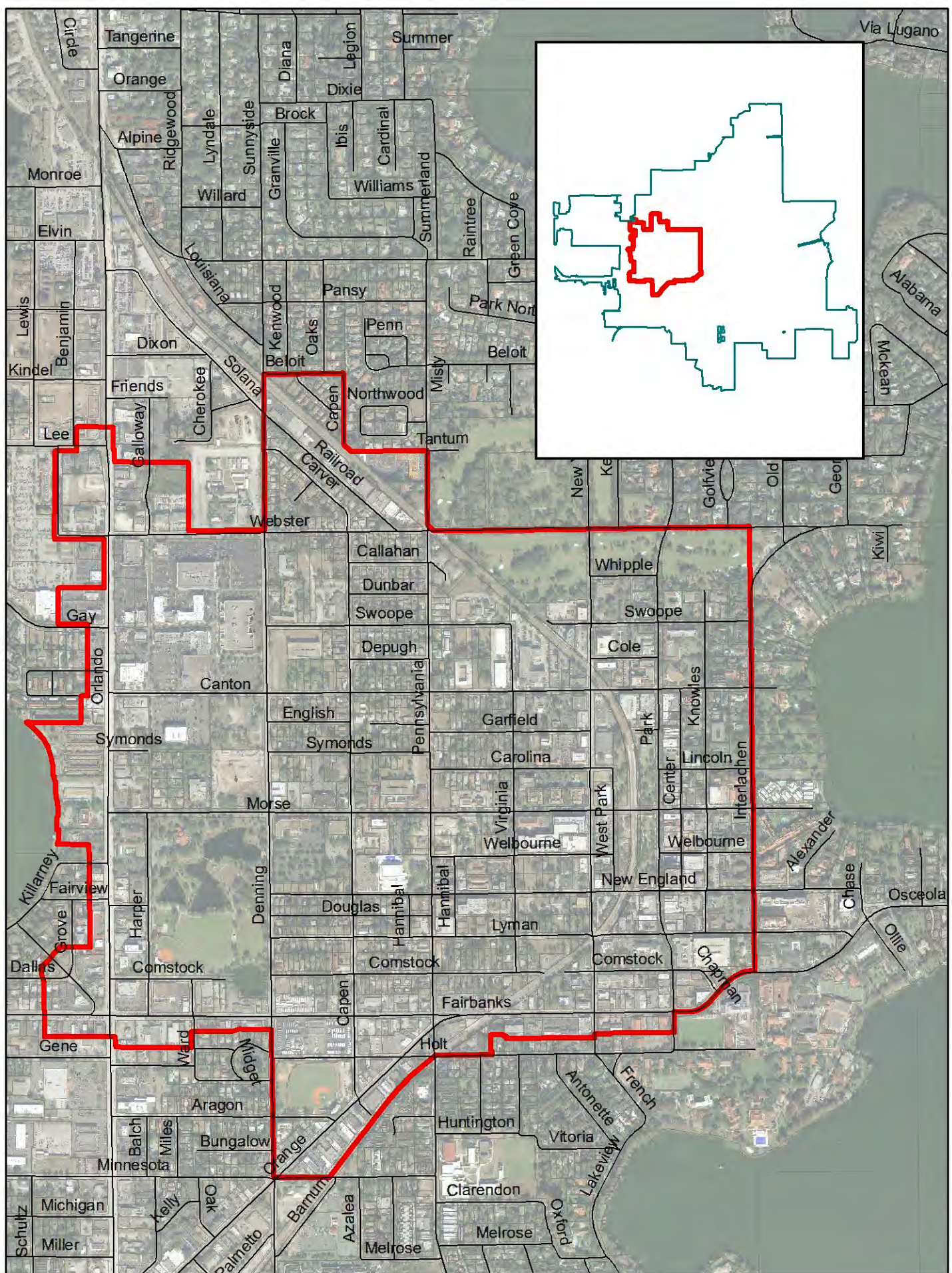




## APPENDIX







Winter Park CRA boundaries







**PROJECT NAME:** Winter Park CRA Concepts  
**PROJECT NO.:** H141545  
**DATE:** 1/30/2015 \$38.76 per SF const. cost  
**PROJECT PHASE:** Webster / 17-92 Intersection 18,500 SF

**STATEMENT OF PROBABLE COST**

Item No.	Item	Qty.	Unit	Price/Unit	Subtotal	Description
<b>A</b>	<b>Gen. Conditions, Earthwork, &amp; MOT</b>					
1.	Maintenance of Traffic	90	DA	\$350.00	\$31,500.00	Day Allowance (14 per 100 LF); includes temporary signs, work barriers, and MOT signs
2.	Stormwater Pollution Prevention Measures	1	AL	\$5,000.00	\$5,000.00	Allowance for inlet protection, silt fencing, etc.; 1 unit per block
3.	Demo and removal of existing materials	2,050	SY	\$15.00	\$30,750.00	Removal of curb, asphalt, concrete, clear and grub non-paved areas
	<b>Subtotal</b>				<b>\$67,250.00</b>	
<b>B</b>	<b>Pavement, Curbs, &amp; Roadways</b>					
1.	Vehicular concrete pavement	13,450	SF	\$12.00	\$161,400.00	8" thick, colored, exposed aggregate
2.	Flush concrete bands	1,370	SF	\$8.00	\$10,960.00	2' wide x 12" thick bands, separating concrete treatments and asphalt
3.	Concrete 'D' curb	0	LF	\$18.00	\$0.00	FDOT type 'D' curb
4.	Concrete sidewalk	2,400	SF	\$4.75	\$11,400.00	4" thick concrete pavement, broom finish, saw-cut joints
5.	Corner ADA ramps & landings	4	EA	\$3,500.00	\$14,000.00	New ADA-compliant concrete corner ramps and landings
6.	Mast arms and traffic signal heads	1	AL	\$275,000.00	\$275,000.00	Allowance
7.	Thermoplastic striping	1	AL	\$15,000.00	\$15,000.00	Allowance for lane lines, stop bars, crosswalk striping
	<b>Subtotal</b>				<b>\$487,760.00</b>	
<b>C</b>	<b>Utilities, Signage, &amp; Lighting</b>					
1.	Utility undergrounding	250	LF	\$200.00	\$50,000.00	Put overhead utilities underground w/in the project boundaries
2.	Street lights w/ banners	6	EA	\$5,000.00	\$30,000.00	FDOT-level
3.	Electrical service and wiring	1	AL	\$12,500.00	\$12,500.00	Electrical service allowance
	<b>Subtotal</b>				<b>\$92,500.00</b>	
<b>D</b>	<b>Site Hardscape &amp; Furnishings</b>					
1.	Low brick walls w/ columns	160	LF	\$200.00	\$32,000.00	24" high brick walls w/ 2' sq. x 30" high brick columns
2.	ID Sign	1	AL	\$0.00	\$0.00	Allowance for small ID sign
	<b>Subtotal</b>				<b>\$32,000.00</b>	
<b>E</b>	<b>Landscape &amp; Irrigation</b>					
1.	Crape Myrtle Trees	8	EA	\$800.00	\$6,400.00	100 gallon
2.	Shrubs and Groundcovers	930	SF	\$18.00	\$16,740.00	7 gal, 3 gal, 1 gal material
5.	Irrigation	930	SF	\$1.25	\$1,162.50	
6.	Tree Irrigation	8	EA	\$100.00	\$800.00	Cost per tree
7.	Irrigation POC, Meter, BFP, & Controller	1	AL	\$12,500.00	\$12,500.00	Equipment needed for irrigation
	<b>Subtotal</b>				<b>\$37,602.50</b>	
	<b>Subtotal Capital Improvement Budget</b>				<b>\$717,112.50</b>	
<b>F</b>	<b>Design, Engineering, and General Cond.</b>					
1.	Design and Engineering Fees				\$107,566.88	15% of Capital Improvement Subtotal
2.	General Requirements (Equip, Mobiliz., Bonds)				\$86,053.50	12% of Capital Improvement Subtotal; Equipment, mobilization, bonds, etc.
3.	Permitting/Fees				\$14,342.25	2% of Capital Improvement Subtotal; Utility connections, permit applications, etc.
4.	Contingency				\$143,422.50	20% of Capital Improvement Subtotal
	<b>Grand Total</b>				<b>\$1,068,497.63</b>	

GAI has no control over the cost of labor or materials, the General Contractors or any Subcontractor's method of determining prices, competitive bidding and market conditions. This opinion/cost analysis is made on the basis of experience, qualifications, and best judgment of a professional construction consultant familiar with the construction industry. GAI cannot, and does not, guarantee that proposals, bids or actual construction costs will not vary from this or subsequent cost opinions. GAI staff of professional cost consultants has prepared this opinion in accordance with generally accepted principles and practices. This staff is available to discuss its contents with any interested party.



PROJECT NAME: Winter Park CRA Concepts  
PROJECT NO.: H141545  
DATE: 1/30/2015 \$49.45 per SF const. cost  
PROJECT PHASE: Fairbanks / 17-92 Intersection 26,000 SF

STATEMENT OF PROBABLE COST

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Item No.	Item	Qty.	Unit	Price/Unit	Subtotal	Description
<b>A</b>	<b>Gen. Conditions, Earthwork, &amp; MOT</b>					
1.	Maintenance of Traffic	120	DA	\$350.00	\$42,000.00	Day Allowance (14 per 100 LF); includes temporary signs, work barriers, and MOT signs
2.	Stormwater Pollution Prevention Measures	1	AL	\$5,000.00	\$5,000.00	Allowance for inlet protection, silt fencing, etc.; 1 unit per block
3.	Demo and removal of existing materials	2,900	SY	\$15.00	\$43,500.00	Removal of curb, asphalt, concrete, clear and grub non-paved areas
	<b>Subtotal</b>				<b>\$90,500.00</b>	
<b>B</b>	<b>Pavement, Curbs, &amp; Roadways</b>					
1.	Vehicular concrete pavement	18,800	SF	\$12.00	\$225,600.00	8" thick, colored, exposed aggregate
2.	Flush concrete bands	1,786	SF	\$8.00	\$14,288.00	2' wide x 12" thick bands, separating concrete treatments and asphalt
3.	Concrete 'D' curb	90	LF	\$18.00	\$1,620.00	FDOT type 'D' curb
4.	Concrete sidewalk	1,650	SF	\$4.75	\$7,837.50	4" thick concrete pavement, broom finish, saw-cut joints
5.	Corner ADA ramps & landings	4	EA	\$3,500.00	\$14,000.00	New ADA-compliant concrete corner ramps and landings
6.	Mast arms and traffic signal heads	1	AL	\$300,000.00	\$300,000.00	Allowance
7.	Thermoplastic striping	1	AL	\$15,000.00	\$15,000.00	Allowance for lane lines, stop bars, crosswalk striping
	<b>Subtotal</b>				<b>\$578,345.50</b>	
<b>C</b>	<b>Utilities, Signage, &amp; Lighting</b>					
1.	Utility undergrounding	1,810	LF	\$200.00	\$362,000.00	Put overhead utilities underground w/in the project boundaries
2.	Street lights w/ banners	8	EA	\$5,000.00	\$40,000.00	FDOT-level
3.	Electrical service and wiring	1	AL	\$12,500.00	\$12,500.00	Electrical service allowance
	<b>Subtotal</b>				<b>\$414,500.00</b>	
<b>D</b>	<b>Site Hardscape &amp; Furnishings</b>					
1.	Low brick walls w/ columns	290	LF	\$200.00	\$58,000.00	24" high brick walls w/ 2' sq. x 30" high brick columns
2.	ID Sign	1	AL	\$20,000.00	\$20,000.00	Allowance for small ID sign
	<b>Subtotal</b>				<b>\$78,000.00</b>	
<b>E</b>	<b>Landscape &amp; Irrigation</b>					
1.	Crape Myrtle Trees	8	EA	\$800.00	\$6,400.00	100 gallon
2.	Specimen Palm Trees	5	EA	\$8,000.00	\$40,000.00	16'-20' CT Medjool Palms or Canary Island Date Palms
3.	Shrubs and Groundcovers	3,330	SF	\$18.00	\$59,940.00	7 gal, 3 gal, 1 gal material
4.	Irrigation	3,330	SF	\$1.25	\$4,162.50	
5.	Tree Irrigation	13	EA	\$100.00	\$1,300.00	Cost per tree
6.	Irrigation POC, Meter, BFP, & Controller	1	AL	\$12,500.00	\$12,500.00	Equipment needed for irrigation
	<b>Subtotal</b>				<b>\$124,302.50</b>	
	<b>Subtotal Capital Improvement Budget</b>				<b>\$1,285,648.00</b>	
<b>F</b>	<b>Design, Engineering, and General Cond.</b>					
1.	Design and Engineering Fees				\$192,847.20	15% of Capital Improvement Subtotal
2.	General Requirements (Equip, Mobiliz., Bonds)				\$154,277.76	12% of Capital Improvement Subtotal; Equipment, mobilization, bonds, etc.
3.	Permitting/Fees				\$25,712.96	2% of Capital Improvement Subtotal; Utility connections, permit applications, etc.
4.	Contingency				\$257,129.60	20% of Capital Improvement Subtotal
	<b>Grand Total</b>				<b>\$1,915,615.52</b>	

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**PROJECT NAME:** Winter Park CRA Concepts  
**PROJECT NO.:** H141545  
**DATE:** 1/30/2015 \$1,006.96 per SF const. cost  
**PROJECT PHASE:** New York Avenue Streetscape 1,750 LF

**STATEMENT OF PROBABLE COST**

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Item No.	Item	Qty.	Unit	Price/Unit	Subtotal	Description
<b>A</b>	<b>Gen. Conditions, Earthwork, &amp; MOT</b>					
1.	MOT	123	DA	\$325.00	\$39,812.50	
2.	Stormwater Pollution Prevention Measures	5	AL	\$5,000.00	\$25,000.00	
3.	Demo and removal of existing materials	2,350	SY	\$15.00	\$35,250.00	
	<b>Subtotal</b>				<b>\$100,062.50</b>	
<b>B</b>	<b>Pavement, Curbs, &amp; Roadways</b>					
1.	Concrete curb & gutter, Type F	2,235	LF	\$17.50	\$39,112.50	Curb extensions at corners & mid-block (where necessary)
2.	Flush concrete bands	1,670	LF	\$8.00	\$13,360.00	Flush bands at intersections, modeled after NY/New England intersection
3.	Brick paving	20,775	SF	\$12.00	\$249,300.00	Brick paving at intersections including base, modeled after NY/New England Intersection
4.	Mill & overlay asphalt	92	TN	\$5,000.00	\$460,556.25	1.5 inch milling, assume 25% of asphalt surface to be included
5.	Thermoplastic striping	1	AL	\$20,000.00	\$20,000.00	Allowance for lane lines, stop bars, crosswalk striping
	<b>Subtotal</b>				<b>\$782,328.75</b>	
<b>C</b>	<b>Utilities, Signage, &amp; Lighting</b>					
1.	Utility undergrounding	0	EA	\$75,000.00	\$0.00	Put overhead utilities underground w/in the project boundaries
2.	Street lights	35	EA	\$3,500.00	\$122,111.11	Decorative pole and luminaire, conduit and wiring to each location, spaced @ 90' O.C. alternating sides
3.	Electrical service and wiring	1	AL	\$12,500.00	\$12,500.00	Electrical service allowance
4.	Street signage	36	EA	\$380.00	\$13,680.00	New STOP and Street Name signs
5.	Mast arms and traffic signal heads	2	EA	\$250,000.00	\$500,000.00	Allowance for NY Ave intersections w/ Fairbanks and Morse
	<b>Subtotal</b>				<b>\$648,291.11</b>	
<b>D</b>	<b>Site Hardscape &amp; Furnishings</b>					
1.	Concrete sidewalk	2,625	SF	\$4.75	\$12,468.75	4" thick concrete sidewalk where repairs are necessary, assume 15% of corridor
2.	Corner ADA ramps & landings	24	EA	\$3,500.00	\$84,000.00	New ADA-compliant concrete corner ramps and landings
3.	Bike Racks	10	EA	\$600.00	\$6,000.00	Allowance, loop or hitch racks (2 bikes per rack)
4.	Litter Receptacles	5	EA	\$1,600.00	\$8,000.00	Allowance
	<b>Subtotal</b>				<b>\$110,468.75</b>	
<b>E</b>	<b>Landscape &amp; Irrigation</b>					
4.	Canopy Trees - Large	42	EA	\$1,500.00	\$63,000.00	300 gal
9.	Shrubs and Groundcovers	8,705	SF	\$3.00	\$26,115.00	7 gal, 3 gal, 1 gal
11.	Turfgrass	3,695	SF	\$0.60	\$2,217.00	St. Augustine, irrigated
13.	Irrigation	12,400	SF	\$1.25	\$15,500.00	
14.	Tree Irrigation	42	EA	\$100.00	\$4,200.00	
15.	Irrigation POC, Meter, BFP, & Controller	1	AL	\$10,000.00	\$10,000.00	
	<b>Subtotal</b>				<b>\$121,032.00</b>	
	<b>Subtotal Capital Improvement Budget</b>				<b>\$1,762,183.11</b>	
<b>F</b>	<b>Design, Engineering, and General Cond.</b>					
1.	Design and Engineering Fees				\$264,327.47	15% of Capital Improvement Subtotal
2.	General Requirements (Equip, Mobiliz., Bonds)				\$211,461.97	12% of Capital Improvement Subtotal; Equipment, mobilization, bonds, etc.
3.	Permitting/Fees				\$35,243.66	2% of Capital Improvement Subtotal; Utility connections, permit applications, etc.
4.	Contingency				\$352,436.62	20% of Capital Improvement Subtotal
	<b>Grand Total</b>				<b>\$2,625,652.84</b>	

GAI has no control over the cost of labor or materials, the General Contractors or any Subcontractor's method of determining prices, competitive bidding and market conditions. This opinion/cost analysis is made on the basis of experience, qualifications, and best judgment of a professional construction consultant familiar with the construction industry. GAI cannot, and does not, guarantee that proposals, bids or actual construction costs will not vary from this or subsequent cost opinions. GAI staff of professional cost consultants has prepared this opinion in accordance with generally accepted principles and practices. This staff is available to discuss its contents with any interested party.

## **CRA project discussion list**

Projects determined by staff and CRA advisory board at their September 22<sup>nd</sup> meeting. No priority was placed on any project by the board at that time. All values are estimated.

<b>Parking Garage</b>	\$5,000,000	
<b>Electric Undergrounding</b>	\$4,000,000	
<b>Denning Drive additional enhancements</b>	\$2,000,000	Lighting, undergrounding, combining phase I and II
<b>Central Park Children's Park</b>	\$2,000,000	
<b>CRA – Library Civic Center Garage</b>	\$2,000,000	
<b>Splash pad upgrades at Shady Park</b>	\$100,000	
<b>Roundabout at Orange Ave and Denning Drive</b>		
<b>West Meadow improvements</b>		
<b>17-92 Improvements</b>		Requires partnership with FDOT
<b>Downtown Smart Parking program</b>		Track parking availability, mobile app capability
<b>Post office purchase</b>		
<b>Morse Boulevard improvements</b>		Repurposing the median
<b>Decorative lighting</b>		Light poles and replacement to LEDs
<b>Sidewalk standardizations</b>		Hindered by lack of easement agreements
<b>Sustainability initiatives</b>		Alternative energy initiatives for residents, businesses, city facilities





## agenda item

meeting date	October 24, 2016	approved by	<input type="checkbox"/> City Manager
			<input type="checkbox"/> City Attorney
item type	<input type="checkbox"/> Administrative		<input type="checkbox"/> N/A
	<input checked="" type="checkbox"/> Action		<input type="checkbox"/> Advisory Board
	<input type="checkbox"/> Information	final vote	

## CRA board

**Subject**

Undergrounding within the CRA boundaries

**background**

Within the current undergrounding plan, there are two entire projects that fall completely within the CRA boundary. Those projects are Project G (currently scheduled for quarter 4 2017 to quarter 2 2018) and Project K (currently scheduled for quarter 3 2019 to quarter 2 2020) and the total costs of these projects is estimated to be \$3.1 million including engineering, labor and materials. If these projects are funded by the CRA instead of the electric fund, this reduces the funding need of the electric fund by an estimated \$3.1 million. These two projects could be constructed in the same schedule as originally proposed or could be advanced and constructed simultaneously with other undergrounding projects by bringing on additional crew resources temporarily (and would take approximately 1.5 years to complete). This would reduce the schedule for completion of city wide undergrounding by approximately 1.5 years).

There are additional segments of undergrounding projects that fall within the CRA boundary primarily in projects F, U, W, and X. Project F is scheduled to be started in quarter 2 2017 and there is approximately 60% of this project within the CRA. Project F is estimated to cost \$1.5 million total so the CRA funding amount would be approximately \$900,000. Projects U, W and X are scheduled for in the distant future and would cost an estimated \$900,000 combined for the portions within the CRA. Since there is a relatively small part of these 3 projects within the CRA, these projects would not be beneficial to advance as it would create gaps in reliability (due to partial construction of the project).

If it is decided to fund these electric undergrounding projects from the CRA funds, electric utility feels it makes sense to keep project F on its original schedule and to advance projects G and K as outlined above.

A map of the project locations is provided for reference.

## **alternatives | other considerations**

CRA Agency can reconsider CIP and the prioritization of this project.

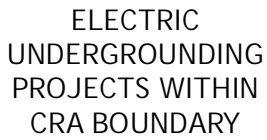
## **fiscal impact**

Total cost of projects G, K, and a portion of F is estimated at \$4 million

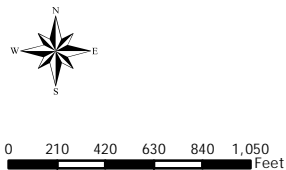
## **strategic objective**

The CRA Plan states undergrounding power lines where possible produces a better-looking environment and by extension reduces visual blight.





Legend



Date: 10/18/2016  
Project: ELEC20161018  
Source: City of Winter Park

