

Economic Development Advisory Board

October 17, 2016 at 8:00 a.m.

Winter Park City Hall, Chapman Room
401 Park Avenue S., Winter Park, FL 32789



1 administrative

2 action

- a. Comprehensive Plan – Transportation Element
- b. Comprehensive Plan - Housing Element

3 informational

- a. Future Land Use Element
- b. New Development under review

4 new business

5 public comment

adjourn

Next meeting: October 24, 2016 Proposed Review Date for FLU Element

Upcoming Comp Plan meetings/hearings

October 18, 2016 – 8:00 a.m. TAB – Transportation and FLU, 5:00 p.m. P&Z Review of Future Land Use

October 19, 2016 – 5:00 p.m. City Transportation Element

October 20, 2016 – 6:00 p.m. Public Hearing on five Elements

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."

Economic Development Advisory Board



meeting date 10-17-16

approved by

item type Administrative
 Action
 Information

City Manager
 City Attorney
 N/A

**agenda
item**

Subject 2b

Comprehensive Plan – Transportation Element

motion | recommendation

Request for consideration of the Transportation Element of the City of Winter Park Comprehensive Plan Update is requested.

Background

The Transportation Element is one of nine which combine to form the city's Comprehensive Plan. The plan itself ensures that the overarching growth management for Winter Park meets all state and federal regulations and the stated vision for the city. In short, it lays out the priorities of the city to its residents for the foreseeable future. The last update to the plan was in 2009. It must be reviewed to reflect current trends, new technologies, and policy-driven priorities into the future. The timing of the update is further augmented given the city's recent adoption of its Visioning Plan.

Each municipality and county is required to review their comprehensive plan every seven years per state statute. In February, the City sent a letter to the state of its intention to update the plan. The city has one year to complete its updates and receive approval from the state.

Each mandatory and optional element in the comprehensive plan is divided into two sections; the Goals, Objectives, and Policies (GOP) and the Data Inventory and Analysis (DIA) section. The GOP is the only section of the two to be officially adopted by the city and approved by the state. The DIA provides support and supplemental material only and is intended to act as a reference.

The Transportation Element for this Comprehensive Plan update is a total rewrite of the 2009 adopted Plan. So many components of the 2009 Element have changed including the repeal of transportation concurrency, the State's emphasis on multi-modal transportation networks and the implementation of SunRail that staff worked with Kimley Horn to rewrite the element completely. The Element is divided into four goals that reflect the Visioning Plan – a balanced network, safety, innovation and technology and funding. The Transportation Advisory Board played a huge role in developing this GOPs that are reflected in the documentation.

Included in this packet is an update to the DIA portion of the element, the text of the GOP and matrix of the Transportation Element.

No.	DRAFT Transportation Element
1	<u>GOAL 2-1: BALANCED TRANSPORTATION SYSTEM.</u> The City of Winter Park desires to ensure a balanced and safe transportation system that promotes a walkable, bicycle-friendly environment that encourages transit as well as ensures efficiencies along the roadway network.
2	<u>OBJECTIVE 2-1.1: SAFE AND BALANCED MULTIMODAL SYSTEM.</u> The City shall create a Mobility Plan that promotes and supports the broad transportation needs of the community.
3	<u>Policy 2-1.1.1: Multimodal Activities.</u> The City defines mobility as the provision of multiple opportunities or choices in transportation modes for travel within and to/from the City through a multi-modal transportation system. The general hierarchy of modes is 1) walking, 2) bicycling, 3) transit (bus and rail), and 4) private vehicles. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where adequate facilities exist for all modes, the City will prioritize enhancing the quality of the facilities based upon the mode hierarchy.
4	<u>Policy 2-1.1.2: Implementation Guidelines.</u> At a minimum, the City will incorporate the following principles into the City's Mobility Plan and under applicable sections of the City's Land Development Code regulations: <ul style="list-style-type: none"> • <u>Complete Streets criteria</u> • <u>Interconnected street network</u> • <u>Access management</u> • <u>The City's Pedestrian and Bicycle Circulation Plan (as updated)</u> • <u>Transit opportunities through Lynx, SunRail and other providers</u> • <u>Freight Mobility</u>
5	<u>Policy 2-1.1.3: Provide a Bicycle Circulation System.</u> The City, in partnership with Orange and Seminole Counties, MetroPlan Orlando, and other local and state agencies, will continue to plan, fund and construct a network of bicycle facilities as depicted in the Winter Park 2010 Pedestrian and Bicycle Circulation Plan Update, to increase the non-motorized transportation system.
6	<u>Policy 2-1.1.4 Coordination.</u> The City shall coordinate with all appropriate local, regional, state, and federal agencies, particularly the Cities of Orlando and Maitland, the Counties of Orange and Seminole, FDOT, LYNX and MetroPlan Orlando regarding the location, classification, planning, and construction of needed transportation system improvements within the City.
7	<u>Policy 2-1.1.5 SunRail Coordination.</u> The City's Mobility Plan will prioritize and encourage the use of SunRail through enhanced sidewalks, improved and new bicycle facilities, and greater use of technology in support of mobility.
8	<u>Policy 2-1.1.6 Tree Canopy and Landscaping along Transportation System.</u> Recognizing the integral part of the City's tree canopy and landscaping along the right-of-way, the City will seek to protect the existing canopy and landscaping and expand it where possible in support of the Mobility Plan.
9	<u>Policy 2-1.1.7: Support the Development of a Regional Trails System.</u> The City will coordinate with MetroPlan Orlando, the Cities of Orlando and Maitland, and Counties of Orange and Seminole to identify, program, and fund pedestrian and multiuse trails within the City limits as part of a regional trails system. In particular, bicycle facilities in the City shall connect to regional facilities, including connections between the Dinky Line Trail and trails within Mead Gardens, and the Cady Way Trail and the Cross Seminole Trail.

No.	DRAFT Transportation Element
10	<u>Policy 2-6.7: Facilitate Regional Transit at National Passenger Rail Station.</u> The City will work with FDOT, LYNX and the national passenger rail system (AMTRAK) to continue transit service that links national passenger rail users with major destinations in the City and region.
11	<u>Policy 2-1.1.7: Constrained Facilities within the Transportation Network.</u> The City designates all roadways within the City as Constrained (no additional through lanes shall be added), except for Interstate 4. A comprehensive transportation study shall be required for all development or redevelopment within the City along these facilities, and if the adopted level of service cannot be met under current or future configuration, the City will determine the mitigating improvements.
12	<u>Policy 2-1.1.8: Functional Classification.</u> The City recognizes the roadway Functional Classification established by the Florida Department of Transportation, MetroPlan Orlando and the Federal Highway Administration; and the City designates additional roadways as City Collectors as illustrated in Figure X.

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13	<p data-bbox="298 226 1425 296">Policy 2-1.1.9: Level of Service Standards. The City established the following Level of Service standards based on the tables below:</p> <p data-bbox="298 327 846 464"> <u>Pedestrian LOS Standard: LOS C</u> <u>Bicycle LOS Standard: LOS C</u> <u>Transit LOS Standard: LOS D</u> <u>Roadway LOS Standard: LOS E</u> </p> <p data-bbox="298 495 846 531">Pedestrian Level of Service Thresholds</p> <table border="1" data-bbox="298 531 1432 669"> <thead> <tr> <th rowspan="2"><u>Functional Classification</u></th> <th colspan="3"><u>Sidewalk Coverage</u></th> </tr> <tr> <th><u>LOS C</u></th> <th><u>LOS D</u></th> <th><u>LOS E</u></th> </tr> </thead> <tbody> <tr> <td><u>Arterials and Collectors</u></td> <td><u>85% to 100%</u></td> <td><u>50% to 84%</u></td> <td><u>0% to 49%</u></td> </tr> <tr> <td><u>Local Roadways</u></td> <td><u>0% to 100%</u></td> <td><u>n/a</u></td> <td><u>n/a</u></td> </tr> </tbody> </table> <p data-bbox="298 701 797 737">Bicycle Level of Service Thresholds</p> <table border="1" data-bbox="298 737 1432 911"> <thead> <tr> <th rowspan="2"><u>Functional Classification</u></th> <th colspan="3"><u>Paved Shoulder/Bicycle Lane/Trail Coverage/Sharrow</u></th> </tr> <tr> <th><u>LOS C *</u></th> <th><u>LOS D</u></th> <th><u>LOS E</u></th> </tr> </thead> <tbody> <tr> <td><u>Arterials and Collectors</u></td> <td><u>85% to 100%</u></td> <td><u>50% to 84%</u></td> <td><u>0% to 49%</u></td> </tr> <tr> <td><u>Local Roadways</u></td> <td><u>0% to 100%</u></td> <td><u>n/a</u></td> <td><u>n/a</u></td> </tr> </tbody> </table> <p data-bbox="298 911 1377 980">* - LOS C can be achieved by providing equivalent bicycle facility parallel to subject roadway.</p> <p data-bbox="298 1012 794 1047">Transit Level of Service Thresholds</p> <table border="1" data-bbox="298 1047 1432 1186"> <thead> <tr> <th rowspan="2"><u>Sidewalk Coverage</u></th> <th colspan="4"><u>Transit Vehicles in Peak Hour in Peak Direction</u></th> </tr> <tr> <th><u>LOS B</u></th> <th><u>LOS C</u></th> <th><u>LOS D</u></th> <th><u>LOS E</u></th> </tr> </thead> <tbody> <tr> <td><u>0% to 84%</u></td> <td><u>> 5</u></td> <td><u>≥ 4</u></td> <td><u>≥ 3</u></td> <td><u>≥ 2</u></td> </tr> <tr> <td><u>85% to 100%</u></td> <td><u>> 4</u></td> <td><u>≥ 3</u></td> <td><u>≥ 2</u></td> <td><u>≥ 1</u></td> </tr> </tbody> </table> <p data-bbox="298 1218 1425 1619">The City recognizes the appropriate method for measuring roadway level of service as the methods described in the latest Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Other acceptable methods include evaluating level of service using the FDOT 2013 Quality/Level of Service Handbook (including FDOT programs such as ARTPLAN), and MetroPlan Orlando’s Travel Time Runs. The acceptable K factors and D factors shall be the most recently measured values at the location being evaluated. Values for future conditions shall be determined by the City’s Traffic Engineer. The City shall consider level of service calculations based on more in-depth studies of roadway operation as these are available, provided that such studies are prepared in a professionally acceptable manner and, if necessary, are subjected to independent review and confirmation. Such studies may be performed by regional agencies, the City and/or individual developers subject to the stipulations herein.</p>	<u>Functional Classification</u>	<u>Sidewalk Coverage</u>			<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>	<u>Arterials and Collectors</u>	<u>85% to 100%</u>	<u>50% to 84%</u>	<u>0% to 49%</u>	<u>Local Roadways</u>	<u>0% to 100%</u>	<u>n/a</u>	<u>n/a</u>	<u>Functional Classification</u>	<u>Paved Shoulder/Bicycle Lane/Trail Coverage/Sharrow</u>			<u>LOS C *</u>	<u>LOS D</u>	<u>LOS E</u>	<u>Arterials and Collectors</u>	<u>85% to 100%</u>	<u>50% to 84%</u>	<u>0% to 49%</u>	<u>Local Roadways</u>	<u>0% to 100%</u>	<u>n/a</u>	<u>n/a</u>	<u>Sidewalk Coverage</u>	<u>Transit Vehicles in Peak Hour in Peak Direction</u>				<u>LOS B</u>	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>	<u>0% to 84%</u>	<u>> 5</u>	<u>≥ 4</u>	<u>≥ 3</u>	<u>≥ 2</u>	<u>85% to 100%</u>	<u>> 4</u>	<u>≥ 3</u>	<u>≥ 2</u>	<u>≥ 1</u>
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14	<p data-bbox="298 1619 1339 1724">Policy 2-1.1.10: Monitoring. The City shall monitor, evaluate and appraise the implementation of its Mobility Plan, the City shall annually collect the following information:</p> <ul data-bbox="347 1724 1089 1900" style="list-style-type: none"> • <u>Pedestrian levels of service</u> • <u>Bicycle levels of service</u> • <u>Transit levels of service, including SunRail ridership</u> • <u>Roadway levels of service</u> • <u>Crashes involving vehicles, pedestrians and bicyclists</u> 																																																	

No.	DRAFT Transportation Element
15	GOAL 2-2: SAFE TRANSPORTATION NETWORK. Winter Park seeks to create a safe transportation system for all modes of travel.
16	OBJECTIVE 2-2.1: SAFETY FOR ALL MODES OF TRANSPORTATION. The City will strive to provide the safest possible transportation network using all means necessary including development review, technology and redesign.
17	Policy 2-2.1.1: Transportation Safety. The Winter Park Police Department will provide crash summary reports each quarter to the Transportation Advisory Board and City Staff. If determined appropriate by City staff, a study will be initiated to identify potential strategies (i.e., engineering, enforcement, education or technology) to address the safety issues associated with the crashes.
18	Policy 2-2.1.2: Pedestrian and Bicycle Safety. The City will annually review the FDOT Safety Office Geographic Information System Crash Query Tool to identify locations with multiple pedestrian or bicycle crashes and initiate studies to identify potential improvements to improve the safety for pedestrians and cyclist where warranted.
19	Policy 2-2.1.3: Roadway Safety. The City will annually review the FDOT High Crash Locations Web Application to determine if any high crash intersections or facilities are located in the City and if so, will initiate a study to identify potential improvements to increase the safety of the roadway or intersection.
20	<p>Policy 2-2.1.2: Cross Access and Access Management. To maintain or improve mobility and safety on roadways, sites shall be designed to manage access to roadways. These access management techniques and activities may include, but are not limited to:</p> <ul style="list-style-type: none"> • <u>Direct cross access connections to all adjacent parcels (except parcels with single family zoning);</u> • <u>No inherent right of direct access to arterial streets for out-parcels, unless such access is the only access available to the property;</u> • <u>Design that directs primary access toward adjacent Collector and Local level facilities, with limited secondary access to the adjacent State roadway;</u> • <u>Limitation of access points to one major access point or curb cut along each roadway frontage; additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street.</u>
23	GOAL 2-3: PURSUIT OF TECHNOLOGY AND INNOVATION: The City will strive to be the premier community within Central Florida using advanced technology and innovation to create a safe and efficient transportation system.
24	OBJECTIVE 2-3.1: INNOVATIVE TRANSPORTATION INFRASTRUCTURE: The City will embrace innovative transportation infrastructure to ensure that travel is safe and efficient, through prioritization of pedestrians, bicyclists and transit users.
25	Policy 2-3.1.1: Intelligent Transportation System. The City will continue to invest in Intelligent Transportation System (ITS) solutions to improve the efficiency of the arterial roadway system as well as cross streets which serve local traffic. The ITS will consider bus priority and improved pedestrian crossings.
26	Policy 2-3.1.2: Web Site and Smart Phone Apps. The City will invest in web site and smart phone apps which enhance mobility for pedestrians, bicyclists, transit riders, automobiles and freight delivery; as well as providing real time information for parking, and other transportation related activities.

No.	DRAFT Transportation Element
27	Policy 2-3.1.3: Automated Vehicles. The City will consider improvements to support automated vehicles which promote improved safety and efficiency.
28	Policy 2-3.1.4: Innovative Transportation Services. The City will consider improvements to support existing and evolving innovative modes of transportation, such as bicycle sharing programs, Uber, Lyft and other such services.
29	Policy 2-3.1.5: Alternative Fuel. The City will continue to support alternative fuel vehicles through encouraging the provision of charging stations throughout the City.
30	GOAL 2-4: FUNDING OPPORTUNITIES. The City will pursue innovative funding strategies to implement a balanced and safe transportation system.
31	OBJECTIVE 2-4.1 FUNDING PARTNERSHIPS: The City will work with governmental partnerships, private developers and the community to fund and share in the cost of a balanced transportation network
32	<p>Policy 2-4.1.1: Transportation Funding Sources. The City shall continue to fund transportation improvements, operation, and maintenance costs of the applicable Arterial, and all Collector and Local Streets, Sidewalk Program, Street Tree Program, and pedestrian and bicycle facilities through available sources of revenue, which include, but are not be limited to:</p> <ul style="list-style-type: none"> • <u>State and Federal funds,</u> • <u>Constitutional gas tax,</u> • <u>Local road and bridge ad valorem tax,</u> • <u>Local option gas tax,</u> • <u>Local option sales tax,</u> • <u>General revenue funds,</u> • <u>Special grants,</u> • <u>Bond funding,</u> • <u>Special assessment districts, and</u> • <u>Development site access and off-site impact assessments.</u> <p><u>The City may jointly fund projects with Orange County, City of Orlando, City of Maitland, Florida Department of Transportation.</u></p>
33	Policy 2-4.1.2: Mobility Fees: Within 24 months of adoption of the City's Mobility Plan, the City will explore the use and implementation of a mobility fee as a means to fund improvements to the Mobility Plan.
34	Policy 2-4.1.3: Regional Mobility Strategy. The City currently has agreed to contribute local funding for SunRail, which is a cornerstone of the regional mobility strategy. In order to continue this partnership and cooperation, the City commits, on a proportional basis, to program and budget revenue on other regional mobility improvements within the City limits which are consistent with our Mobility Plan, coordinating the City's Five-Year Capital Improvements Plan with improvements identified in MetroPlan Orlando's Transportation Improvement Program (TIP) and Long Range Transportation Plan. The City will work with the Florida Department of Transportation (FDOT) in the planning, implementation and operation of SunRail.
35	Policy 2-4.1.4: Participate in Regional Transportation Planning Efforts. In order to pursue funding for the City's Mobility Plan within the regional transportation system, the City will continue to develop its partnership with FDOT, MetroPlan Orlando and Orange County to ensure that the City's Mobility Plan is incorporated into MetroPlan Orlando's Long Range Transportation Plan.

CHAPTER 2: TRANSPORTATION ELEMENT

WINTER PARK RELATED VISION THEMES

Cherish and sustain Winter Park's extraordinary quality of life.

Plan our growth through a collaborative process that protects our City's timeless scale and character.

GOAL 2-1: BALANCED TRANSPORTATION SYSTEM. The City of Winter Park desires to ensure a balanced and safe transportation system that promotes a walkable, bicycle-friendly environment that encourages transit as well as ensures efficiencies along the roadway network.

OBJECTIVE 2-1.1: SAFE AND BALANCED MULTIMODAL SYSTEM. The City shall create a Mobility Plan that promotes and supports the broad transportation needs of the community.

Policy 2-1.1.1: Multimodal Activities. The City defines mobility as the provision of multiple opportunities or choices in transportation modes for travel within and to/from the City through a multi-modal transportation system. The general hierarchy of modes is 1) walking, 2) bicycling, 3) transit (bus and rail), and 4) private vehicles. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where adequate facilities exist for all modes, the City will prioritize enhancing the quality of the facilities based upon the mode hierarchy.

Policy 2-1.1.2: Implementation Guidelines. At a minimum, the City will incorporate the following principles into the City's Mobility Plan and under applicable sections of the City's Land Development Code regulations:

- Complete Streets criteria
- Interconnected street network
- Access management
- The City's Pedestrian and Bicycle Circulation Plan (as updated)
- Transit opportunities through Lynx, SunRail and other providers
- Freight Mobility

Policy 2-1.1.3: Provide a Bicycle Circulation System. The City, in partnership with Orange and Seminole Counties, MetroPlan Orlando, and other local and state agencies, will continue to plan, fund and construct a network of bicycle facilities as depicted in the Winter Park 2010 Pedestrian and Bicycle Circulation Plan Update, to increase the non-motorized transportation system.

Policy 2-1.1.4 Coordination. The City shall coordinate with all appropriate local, regional, state, and federal agencies, particularly the Cities of Orlando and Maitland, the Counties of Orange and Seminole, FDOT, LYNX and MetroPlan Orlando regarding the location, classification, planning, and construction of needed transportation system improvements within the City.

Policy 2-1.1.5 SunRail Coordination. The City's Mobility Plan will prioritize and encourage the use of SunRail through enhanced sidewalks, improved and new bicycle facilities, and greater use of technology in support of mobility.

Policy 2-1.1.6 Tree Canopy and Landscaping along Transportation System. Recognizing the integral part of the City’s tree canopy and landscaping along the right-of-way, the City will seek to protect the existing canopy and landscaping and expand it where possible in support of the Mobility Plan.

Policy 2-1.1.7: Support the Development of a Regional Trails System. The City will coordinate with MetroPlan Orlando, the Cities of Orlando and Maitland, and Counties of Orange and Seminole to identify, program, and fund pedestrian and multiuse trails within the City limits as part of a regional trails system. In particular, bicycle facilities in the City shall connect to regional facilities, including connections between the Dinky Line Trail and trails within Mead Gardens, and the Cady Way Trail and the Cross Seminole Trail.

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Policy 2-1.1.7: Constrained Facilities within the Transportation Network. The City designates all roadways within the City as Constrained (no additional through lanes shall be added), except for Interstate 4. A comprehensive transportation study shall be required for all development or redevelopment within the City along these facilities, and if the adopted level of service cannot be met under current or future configuration, the City will determine the mitigating improvements.

Policy 2-1.1.8: Functional Classification. The City recognizes the roadway Functional Classification established by the Florida Department of Transportation, MetroPlan Orlando and the Federal Highway Administration; and the City designates additional roadways as City Collectors as illustrated in Figure X.

Policy 2-1.1.9: Level of Service Standards. The City established the following Level of Service standards based on the tables below:

Pedestrian LOS Standard:	LOS C
Bicycle LOS Standard:	LOS C
Transit LOS Standard:	LOS D
Roadway LOS Standard:	LOS E

Pedestrian Level of Service Thresholds

<u>Functional Classification</u>	<u>Sidewalk Coverage</u>		
	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>
<u>Arterials and Collectors</u>	<u>85% to 100%</u>	<u>50% to 84%</u>	<u>0% to 49%</u>
<u>Local Roadways</u>	<u>0% to 100%</u>	<u>n/a</u>	<u>n/a</u>

Bicycle Level of Service Thresholds

<u>Functional Classification</u>	<u>Paved Shoulder/Bicycle Lane/Trail Coverage/Sharrow</u>		
	<u>LOS C *</u>	<u>LOS D</u>	<u>LOS E</u>
<u>Arterials and Collectors</u>	<u>85% to 100%</u>	<u>50% to 84%</u>	<u>0% to 49%</u>
<u>Local Roadways</u>	<u>0% to 100%</u>	<u>n/a</u>	<u>n/a</u>

* - LOS C can be achieved by providing equivalent bicycle facility parallel to subject roadway.

Transit Level of Service Thresholds

Sidewalk Coverage	Transit Vehicles in Peak Hour in Peak Direction			
	LOS B	LOS C	LOS D	LOS E
0% to 84%	> 5	≥ 4	≥ 3	≥ 2
85% to 100%	> 4	≥ 3	≥ 2	≥ 1

The City recognizes the appropriate method for measuring roadway level of service as the methods described in the latest Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Other acceptable methods include evaluating level of service using the FDOT 2013 Quality/Level of Service Handbook (including FDOT programs such as ARTPLAN), and MetroPlan Orlando's Travel Time Runs. The acceptable K factors and D factors shall be the most recently measured values at the location being evaluated. Values for future conditions shall be determined by the City's Traffic Engineer. The City shall consider level of service calculations based on more in-depth studies of roadway operation as these are available, provided that such studies are prepared in a professionally acceptable manner and, if necessary, are subjected to independent review and confirmation. Such studies may be performed by regional agencies, the City and/or individual developers subject to the stipulations herein.

Policy 2-1.1.10: Monitoring. The City shall monitor, evaluate and appraise the implementation of its Mobility Plan, the City shall annually collect the following information:

- Pedestrian levels of service
- Bicycle levels of service
- Transit levels of service, including SunRail ridership
- Roadway levels of service
- Crashes involving vehicles, pedestrians and bicyclists

GOAL 2-2: SAFE TRANSPORTATION NETWORK. Winter Park seeks to create a safe transportation system for all modes of travel.

OBJECTIVE 2-2.1: SAFETY FOR ALL MODES OF TRANSPORTATION. The City will strive to provide the safest possible transportation network using all means necessary including development review, technology and redesign.

Policy 2-2.1.1: Transportation Safety. The Winter Park Police Department will provide crash summary reports each quarter to the Transportation Advisory Board and City Staff. If determined appropriate by City staff, a study will be initiated to identify potential strategies (i.e., engineering, enforcement, education or technology) to address the safety issues associated with the crashes.

Policy 2-2.1.2: Pedestrian and Bicycle Safety. The City will annually review the FDOT Safety Office Geographic Information System Crash Query Tool to identify locations with multiple pedestrian or bicycle crashes and initiate studies to identify potential improvements to improve the safety for pedestrians and cyclist where warranted.

Policy 2-2.1.3: Roadway Safety. The City will annually review the FDOT High Crash Locations Web Application to determine if any high crash intersections or facilities are located in the City and if so, will initiate a study to identify potential improvements to increase the safety of the roadway or intersection.

Policy 2-2.1.2: Cross Access and Access Management. To maintain or improve mobility and safety on roadways, sites shall be designed to manage access to roadways. These access management techniques and activities may include, but are not limited to:

- Direct cross access connections to all adjacent parcels (except parcels with single family zoning);
- No inherent right of direct access to arterial streets for out-parcels, unless such access is the only access available to the property;
- Design that directs primary access toward adjacent Collector and Local level facilities, with limited secondary access to the adjacent State roadway;
- Limitation of access points to one major access point or curb cut along each roadway frontage; additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street.

GOAL 2-3: PURSUIT OF TECHNOLOGY AND INNOVATION: The City will strive to be the premier community within Central Florida using advanced technology and innovation to create a safe and efficient transportation system.

OBJECTIVE 2-3.1: INNOVATIVE TRANSPORTATION INFRASTRUCTURE: The City will embrace innovative transportation infrastructure to ensure that travel is safe and efficient, through prioritization of pedestrians, bicyclists and transit users.

Policy 2-3.1.1: Intelligent Transportation System. The City will continue to invest in Intelligent Transportation System (ITS) solutions to improve the efficiency of the arterial roadway system as well as cross streets which serve local traffic. The ITS will consider bus priority and improved pedestrian crossings.

Policy 2-3.1.2: Web Site and Smart Phone Apps. The City will invest in web site and smart phone apps which enhance mobility for pedestrians, bicyclists, transit riders, automobiles and freight delivery; as well as providing real time information for parking, and other transportation related activities.

Policy 2-3.1.3: Automated Vehicles. The City will consider improvements to support automated vehicles which promote improved safety and efficiency.

Policy 2-3.1.4: Innovative Transportation Services. The City will consider improvements to support existing and evolving innovative modes of transportation, such as bicycle sharing programs, Uber, Lyft and other such services.

Policy 2-3.1.5: Alternative Fuel. The City will continue to support alternative fuel vehicles through encouraging the provision of charging stations throughout the City.

GOAL 2-4: FUNDING OPPORTUNITIES. The City will pursue innovative funding strategies to implement a balanced and safe transportation system.

OBJECTIVE 2-4.1 FUNDING PARTNERSHIPS: The City will work with governmental partnerships, private developers and the community to fund and share in the cost of a balanced transportation network

Policy 2-4.1.1: Transportation Funding Sources. The City shall continue to fund transportation improvements, operation, and maintenance costs of the applicable Arterial, and all Collector and Local Streets, Sidewalk Program, Street Tree Program, and pedestrian and bicycle facilities through available sources of revenue, which include, but are not be limited to:

- State and Federal funds,
- Constitutional gas tax,
- Local road and bridge ad valorem tax,
- Local option gas tax,
- Local option sales tax,
- General revenue funds,
- Special grants,
- Bond funding,
- Special assessment districts, and
- Development site access and off-site impact assessments.

The City may jointly fund projects with Orange County, City of Orlando, City of Maitland, Florida Department of Transportation.

Policy 2-4.1.2: Mobility Fees: Within 24 months of adoption of the City's Mobility Plan, the City will explore the use and implementation of a mobility fee as a means to fund improvements to the Mobility Plan.

Policy 2-4.1.3: Regional Mobility Strategy. The City currently has agreed to contribute local funding for SunRail, which is a cornerstone of the regional mobility strategy. In order to continue this partnership and cooperation, the City commits, on a proportional basis, to program and budget revenue on other regional mobility improvements within the City limits which are consistent with our Mobility Plan, coordinating the City's Five-Year Capital Improvements Plan with improvements identified in MetroPlan Orlando's Transportation Improvement Program (TIP) and Long Range Transportation Plan. The City will work with the Florida Department of Transportation (FDOT) in the planning, implementation and operation of SunRail.

Policy 2-4.1.4: Participate in Regional Transportation Planning Efforts. In order to pursue funding for the City's Mobility Plan within the regional transportation system, the City will continue to develop its partnership with FDOT, MetroPlan Orlando and Orange County to ensure that the City's Mobility Plan is incorporated into MetroPlan Orlando's Long Range Transportation Plan.



TRANSPORTATION ELEMENT

Data, Inventory, and Analysis



Prepared by
Kimley»Horn

DRAFT

Contents

1.0	INTRODUCTION	1
2.0	EXISTING CONDITIONS	1
2.1	<i>Roadways</i>	1
2.1.1	Jurisdiction	1
2.1.2	Functional Classification	1
2.1.3	Functional Classification	6
2.1.4	Constrained Roadways	11
2.2	<i>Pedestrian Facilities</i>	11
2.2.1	Sidewalks and Trails	11
2.2.2	Pedestrian Levels of Service	11
2.3	<i>Bicycle Facilities</i>	16
2.3.1	Bicycle Lanes, Shared Lanes, Paved Shoulders and Trails	16
2.3.2	Bicycle Level of Service	16
2.4	<i>Transit Service</i>	20
2.4.1	SunRail	20
2.4.2	LYNX	20
2.4.3	Transit Support	22
2.4.4	Transit Level of Service	22
3.0	Trends	26
3.1	<i>Population</i>	26
3.2	<i>Historic Traffic Volumes</i>	26
3.3	<i>Travel Demand Model Review</i>	28
3.4	<i>Projected Growth Rates</i>	28
4.0	Future Conditions	28
4.1	<i>Planned Improvements</i>	28
4.1.1	Roadway Improvements	28
4.1.2	Pedestrian Improvements	28
4.1.3	Bicycle Improvements	28
4.1.4	Transit Improvements	29
4.2	<i>2021 Conditions</i>	29
4.2.1	2021 Roadway Conditions and City's Plans	29
4.2.2	2021 Pedestrian Conditions	32
4.2.3	2021 Bicycle Conditions	32
4.2.4	2021 Transit Conditions	32

4.3	2030 Conditions	35
4.3.1	2030 Roadway Conditions and City's Plans.....	39
4.3.2	2030 Pedestrian Conditions	39
4.3.3	2030 Bicycle Conditions	39
4.3.4	2030 Transit Conditions	39

Figures

Map 1: Number of Lanes	3
Map 2: Jurisdiction	4
Map 3: Functional Classification	5
Map 4: 2015 Roadway Level of Service	10
Map 5: Sidewalks and Trails	13
Map 6: 2016 Pedestrian Level of Service	15
Map 7: Bicycle Facilities.....	17
Map 8: 2016 Bicycle Level of Service	19
Map 9: Existing Transit Service	21
Map 10: Future Land Use Along Transit Routes.....	23
Map 11: 2016 Transit Level of Service	25
Map 12: 2021 Roadway Level of Service	29
Map 13: 2021 Pedestrian Level of Service	34
Map 14: 2021 Bicycle Level of Service	36
Map 15: 2021 Transit Level of Service	38
Map 16: 2030 Roadway Level of Service	41
Map 17: 2030 Pedestrian Level of Service	43
Map 18: 2030 Bicycle Level of Service	45
Map 19: 2030 Transit Level of Service	47

Tables

Table 1: Number of Lanes, Functional Classification and Jurisdiction.....	2
Table 2: Roadway Level of Service Thresholds.....	6
Table 3: Generalized Peak Hour Directional Volumes for Signalized Roadways	7
Table 4: Generalized Peak Hour Directional Volumes for Freeways	8
Table 5: 2015 Roadway Level of Service	9
Table 6: Pedestrian Level of Service Thresholds	11
Table 7: 2016 Pedestrian Level of Service	14
Table 8: Bicycle Level of Service Thresholds	16
Table 9: 2016 Bicycle Level of Service	18
Table 10: 2016 Bus Service.....	20
Table 11: Transit Level of Service Thresholds.....	22
Table 12: 2016 Transit Level of Service	24
Table 13: Population Trends and Projections	26
Table 14: Historic Traffic Annual Growth Rates.....	27
Table 15: 2021 Roadway Level of Service	30
Table 16: 2021 Pedestrian Level of Service	33
Table 17: 2021 Bicycle Level of Service	35
Table 18: 2021 Bus Level of Service	37
Table 19: 2030 Roadway Level of Service	40
Table 20: 2030 Pedestrian Level of Service	42
Table 21: 2030 Bicycle Level of Service	44
Table 22: 2030 Bus Level of Service	46

1.0 INTRODUCTION

This document provides the relevant data, inventory and analysis of transportation conditions in support of the City’s Transportation Element of their Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f). This information was considered in developing the Goals, Objectives and Policies in the City’s Transportation Element.

2.0 EXISTING CONDITIONS

The existing conditions within Winter Park were identified in this document, including an inventory of sidewalks, trails, bicycle facilities, transit service, roadway laneage, functional classification, jurisdiction and traffic counts.

This information was used to identify existing levels of service for each mode of travel – pedestrian, bicycle, transit and roadway.

2.1 Roadways

Winter Park is served by a network of state, county and local roads which range from Interstate 4 to local neighborhood streets. **Table 1** summarizes the number of lanes, functional classification and jurisdiction of the key roadways within the City. This information is also illustrated in **Map 1: Number of Lanes**, **Map 2: Jurisdiction** and **Map 3: Functional Classification**

2.1.1 Jurisdiction

The Jurisdiction refers to the “ownership” of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls the access to these roads. Orange County and the City have similar responsibilities for roads within their jurisdiction. It should be noted that the City has the authority to establish the level of service standard for all roads within the City, regardless of jurisdiction. In addition, jurisdictions can be transferred between FDOT, Orange County and the City upon the parties reaching agreement as to the transfer.

2.1.2 Functional Classification

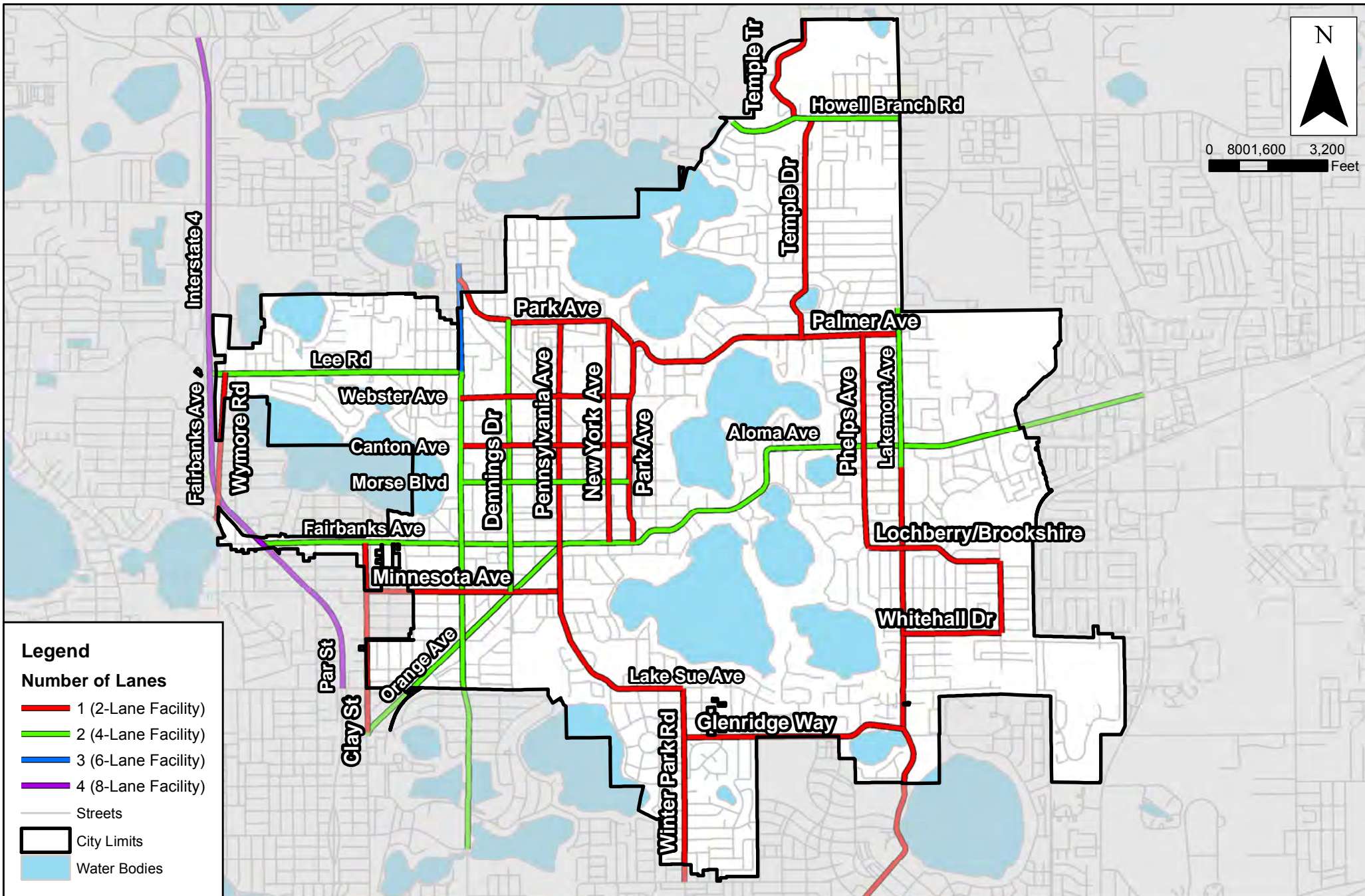
All roadways within Winter Park are assigned a Functional Classification based on the agreement of the Florida Department of Transportation, MetroPlan Orlando and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census. Five functional classification categories are common to roads:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Table 1: Number of Lanes, Functional Classification and Jurisdiction

Roadway	From	To	No. Lanes	Functional Classification	Jurisdiction
State Roads					
I-4	Lee Rd.	Maitland Blvd.	3+1 Aux	Principal Arterial-Interstate	State
I-4	Fairbanks Ave.	Lee Rd.	3+1 Aux	Principal Arterial-Interstate	State
I-4	Par St.	Fairbanks Ave.	4	Principal Arterial-Interstate	State
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	3	Principal Arterial-Other	State
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	2	Principal Arterial-Other	State
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	2	Principal Arterial-Other	State
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	2	Principal Arterial-Other	State
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	2	Principal Arterial-Other	State
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	2	Principal Arterial-Other	State
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	2	Principal Arterial-Other	State
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	2	Principal Arterial-Other	State
Aloma (SR 426)	Lakemont Ave.	SR 436	2	Principal Arterial-Other	State
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	2	Principal Arterial-Other	State
Non-State Roads					
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	1	City Collector*	City
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	1	Major Collector	County
Denning Dr.	Minnesota Ave.	Park Ave.	2	Major Collector	City
Greene Dr.	Whitehall Cir.	Brookshire Ave.	1	Minor Collector	City
Glenridge Way	Winter Park Rd.	General Reese Ave.	1	Local	City
Glenridge Way	General Reese Ave.	Lakemont Ave.	1	Major Collector	City
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	2	Major Collector	County
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	1	Minor Collector	City
Lakemont Ave.	SR 426	Lake Howell Rd.	2	Major Collector	City
Lakemont Ave.	Goodrich Ave.	SR 426	2	Major Collector	City
Lakemont Ave.	Glenridge Way	Goodrich Ave.	1	Major Collector	City
Lakemont Ave.	Common Way Rd.	Glenridge Way	1	Major Collector	City
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	1	Minor Collector	City
Minnesota Ave	Clay St.	Pennsylvania Ave.	1	Major Collector	City
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	2	Minor Collector	City
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	City Collector*	City
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	2	Principal Arterial-Other	City
Palmer Ave.	Park Ave.	Lakemont Ave.	1	Major Collector	City
Park Avenue	US 17-92	Palmer Ave.	1	Minor Arterial	City
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	1	Minor Arterial	City
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	City Collector*	City
Phelps Avenue	Lochberry Rd.	Palmer Ave.	1	Minor Collector	City
Temple Drive	Palmer Ave.	Horatio Ave.	1	Minor Collector	City
Temple Trail	Horatio Ave.	City Limits	1	Minor Collector	City
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	1	Minor Collector	City
Whitehall Drive	Lakemont Ave.	Greene Dr.	1	Minor Collector	City
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1	Minor Collector	City
Wymore Road	Fairbanks Ave.	Lee Rd.	1	Minor Collector	City

Note: * = City Collector is not recognized by FDOT or FHWA.

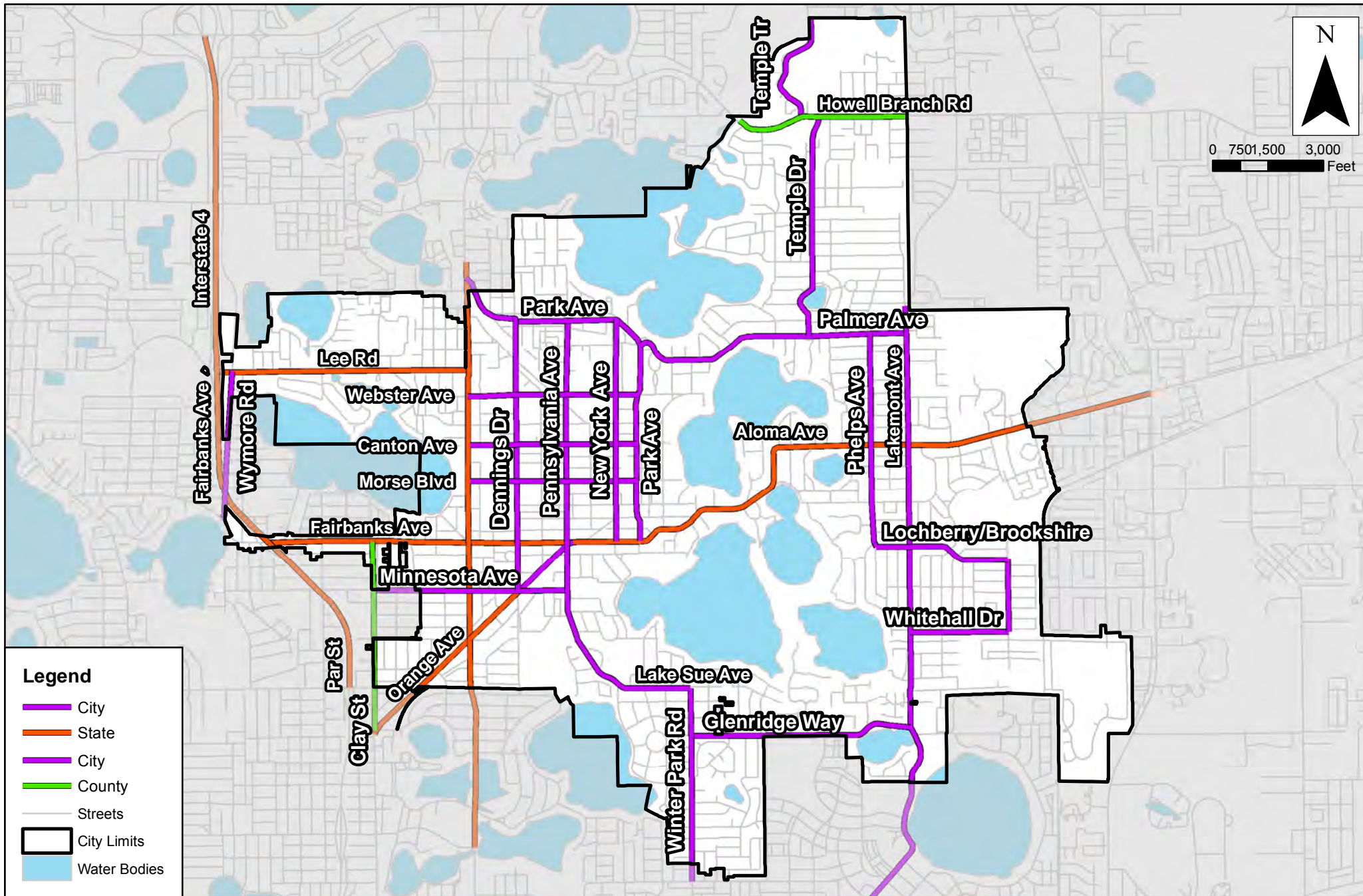


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Feet

- Legend**
- Number of Lanes**
- 1 (2-Lane Facility)
 - 2 (4-Lane Facility)
 - 3 (6-Lane Facility)
 - 4 (8-Lane Facility)
- Streets
- City Limits
- Water Bodies

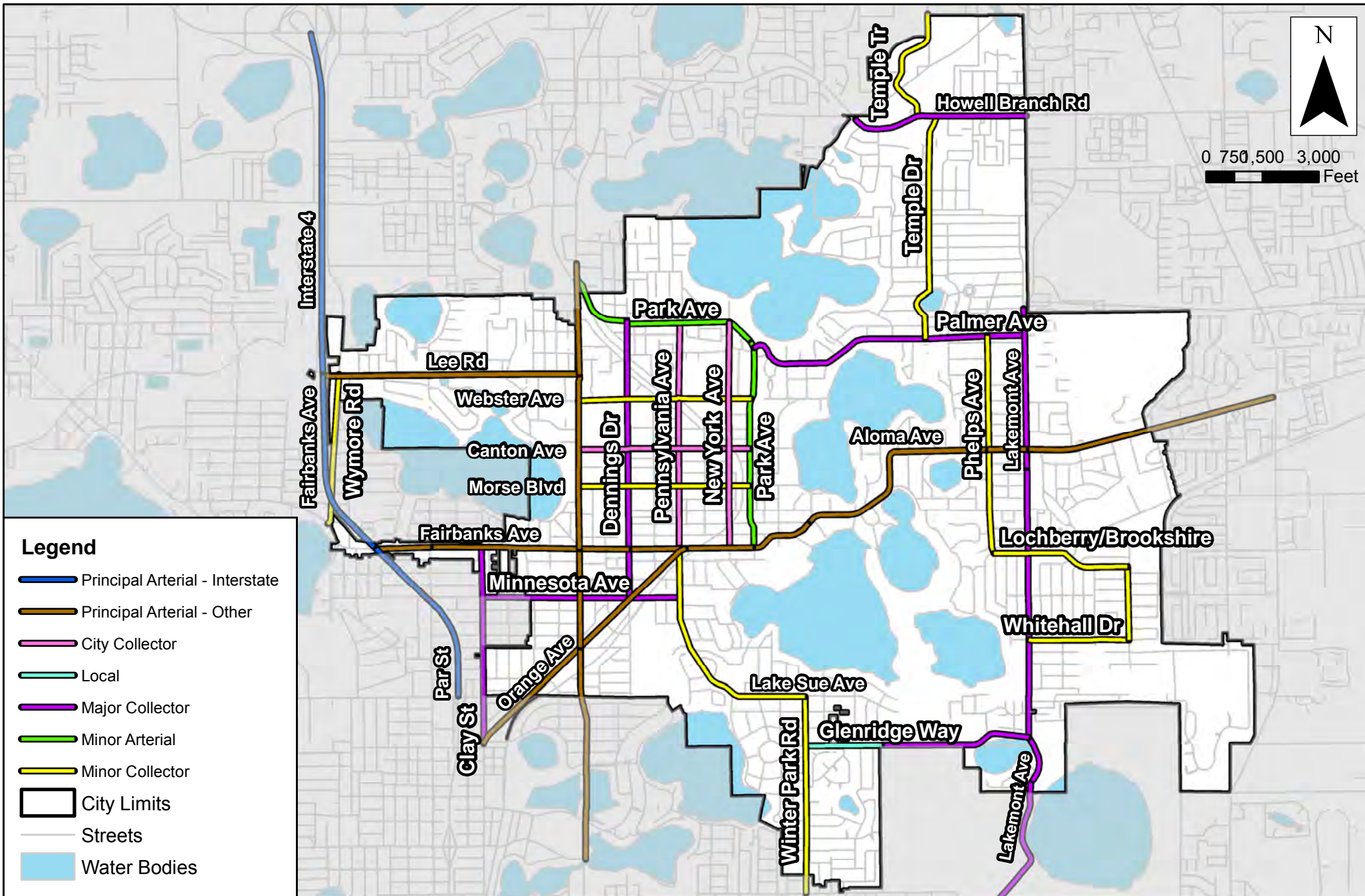
MAP 1: WINTER PARK NUMBER OF LANES





MAP 2: WINTER PARK JURISDICTION





Legend

- Principal Arterial - Interstate
- Principal Arterial - Other
- City Collector
- Local
- Major Collector
- Minor Arterial
- Minor Collector
- City Limits
- Streets
- Water Bodies

MAP 3: WINTER PARK FUNCTIONAL CLASSIFICATION



In addition to these classifications, the City has identified additional roads as City Collectors due to their function serving traffic with the City.

2.1.3 Level of Service

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual, published by Transportation Research Board. The LOS quality of service is divided into six letter grades, A through F, with A being the best and F being the worst. It is important to note that LOS for urban roadways which are controlled by signals is based on average travel speeds over a distance of 0.5 to 2 miles. **Table 2** summarizes the LOS for roadways based on the speed limit of the roadway.

Table 2: Roadway Level of Service Thresholds

Speed Limit	Average Travel Speed for 0.5 to 2 miles			
	LOS C	LOS D	LOS E	LOS F
40 MPH or Higher	>23 MPH	>18 MPH	>15 MPH	≤15 MPH
35 MPH or Slower	>17 MPH	>13 MPH	>10 MPH	≤10 MPH

Source: FDOT 2013 Q/LOS Handbook

Recognizing that it is costly to measure average travel speeds, traffic volumes are often used as a surrogate for the average travel speeds, based on models that FDOT has developed to correlate traffic volumes with the projected travel speeds. **Table 3** summarizes the generalized peak hour directional volumes for levels of service for signalized roadways, based on the speed limit in miles per hour (mph) of the facility.

Currently, the City has established a LOS Standard of E for all roads within the City, with the exception of Interstate 4, which is LOS D. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of E for all roads within the City.

Table 3: Generalized Peak Hour Directional Volumes for Signalized Roadways

Lanes	Median	LOS C	LOS D	LOS E
Speed limit ≥ 40 mph				
1	Undivided	830	880	n/a
2	Divided	1,910	2,000	n/a
3	Divided	2,940	3,020	n/a
Speed limit ≤ 35 mph				
1	Undivided	370	750	800
2	Divided	730	1,630	1,700
3	Divided	1,170	2,520	2,560
<i>Adjustments</i>				
<i>Lanes</i>	<i>Median</i>	<i>Exclusive Left Lanes</i>	<i>Exclusive Right Lanes</i>	<i>Adjustment Factors</i>
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
Any	n/a	n/a	Yes	+5%

It should be noted that FDOT does not identify service volumes for LOS A or B and that LOS E is not applicable for roadways with a speed limit of 40 (volumes greater than LOS D represent LOS F).

Table 4 identifies the generalize volumes by LOS for freeways (i.e., Interstate 4).

Table 4: Generalized Peak Hour Directional Volumes for Freeways

Lanes	LOS B	LOS C	LOS D	LOS E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

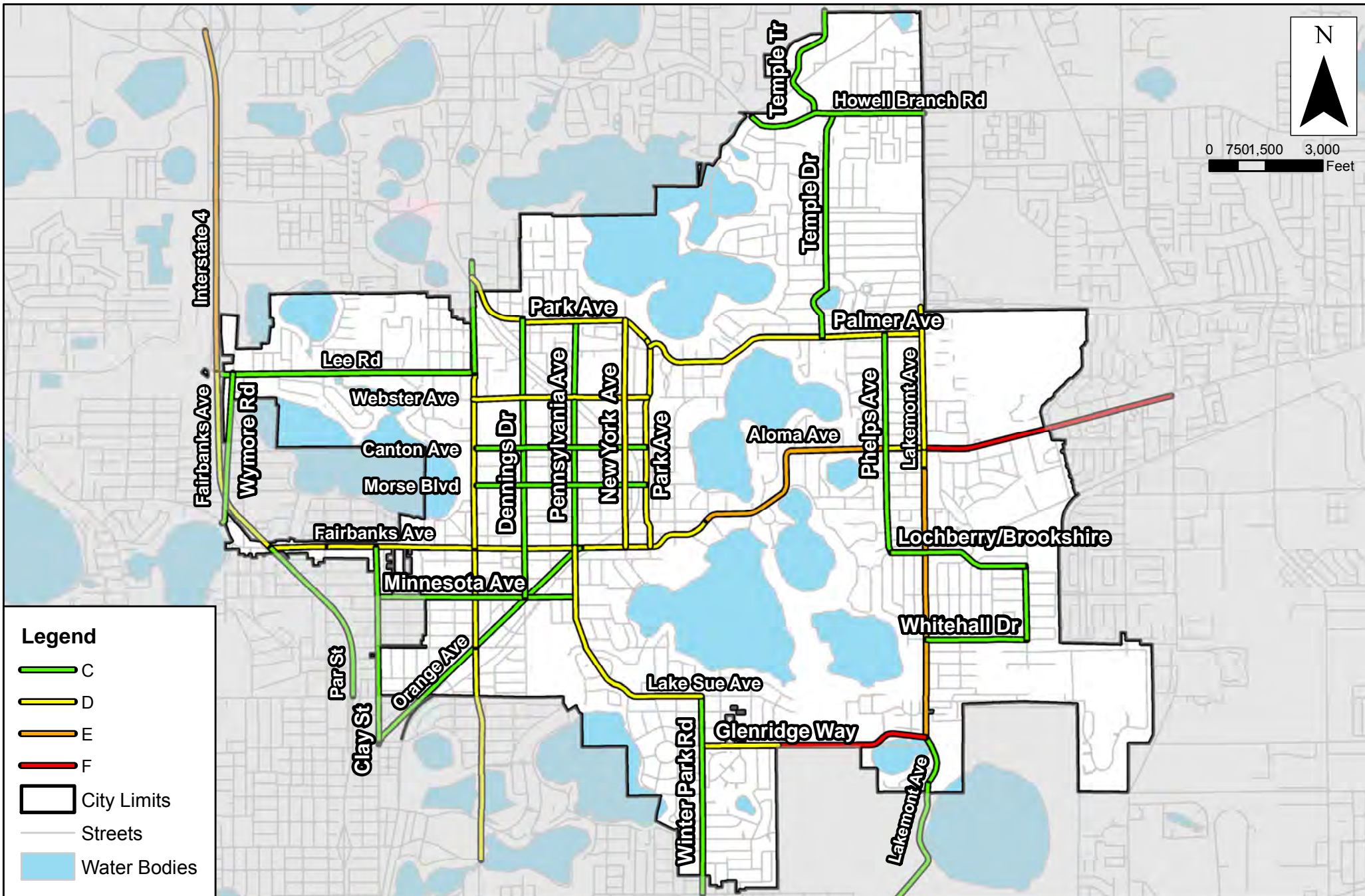
The existing levels of service for roadways within Winter Park are identified in **Table 5** and illustrated in **Map 4**. All roadways currently operate at LOS D, or better, except for the following:

- Interstate 4, from Lee Rd. to Maitland Blvd., which operates at LOS E
- Aloma Ave., from Lyman Ave. to Phelps Ave., which operates at LOS E
- Aloma Ave., from Lakemont Ave. to SR 436, which operates at LOS F
- Glenridge Way, from General Reese Ave. to Lakemont Ave., which operates at LOS F
- Lakemont Ave., from Glenridge Way to Goodrich Ave., which operates at LOS E

Table 5: 2015 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
State Roads						
I-4	Lee Rd.	Maitland Blvd.	3+1 Aux	185,000	6,736	E
I-4	Fairbanks Ave.	Lee Rd.	3+1 Aux	169,500	6,171	D
I-4	Par St.	Fairbanks Ave.	4	161,000	5,862	C
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	3	38,500	1,661	C
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	2	29,000	1,251	D
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	2	26,000	1,122	D
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	2	26,000	1,122	D
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	2	36,000	1,622	C
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	2	39,500	1,554	D
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	2	32,500	1,278	D
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	2	33,000	1,221	D
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	2	24,500	907	D
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	2	38,500	1,425	D
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	2	33,500	1,240	D
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	2	33,500	1,240	E
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	2	37,000	1,432	D
Aloma (SR 426)	Lakemont Ave.	SR 436	2	45,500	1,891	F
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	2	14,600	605	C
Non-State Roads						
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	1	2,900	123	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	1	6,900	294	C
Denning Dr.	Minnesota Ave.	Park Ave.	2	4,400	187	C
Greene Dr.	Whitehall Cir.	Brookshire Ave.	1	2,300	98	C
Glenridge Way	Winter Park Rd.	General Reese Ave.	1	7,001	298	D
Glenridge Way	General Reese Ave.	Lakemont Ave.	1	19,000	809	F
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	2	29,500	1,256	C
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	1	6,900	294	D
Lakemont Ave.	SR 426	Lake Howell Rd.	2	18,735	797	D
Lakemont Ave.	Goodrich Ave.	SR 426	2	19,040	810	D
Lakemont Ave.	Glenridge Way	Goodrich Ave.	1	19,040	810	E
Lakemont Ave.	Common Way Rd.	Glenridge Way	1	4,300	183	C
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	1	850	36	C
Minnesota Ave	Clay St.	Pennsylvania Ave.	1	3,400	145	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	2	7,200	306	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	7,500	319	D
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	2	14,900	617	C
Palmer Ave.	Park Ave.	Lakemont Ave.	1	13,929	593	D*
Park Avenue	US 17-92	Palmer Ave.	1	6,575	280	D
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	1	7,600	323	D
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	3,600	153	C
Phelps Avenue	Lochberry Rd.	Palmer Ave.	1	1,500	64	C
Temple Drive	Palmer Ave.	Horatio Ave.	1	4,600	196	C
Temple Trail	Horatio Ave.	City Limits	1	4,600	196	C
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	1	10,100	430	D
Whitehall Drive	Lakemont Ave.	Greene Dr.	1	4,400	187	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1	7,400	315	C
Wymore Road	Fairbanks Ave.	Lee Rd.	1	6,100	260	C

Note: * = LOS based on traffic speed.



MAP 4: WINTER PARK 2015 ROADWAY LOS

2.1.4 Constrained Roadways

As part of the City's existing Transportation Element, the following roadways are identified as constrained within the City, meaning that that these roadways will not be considered for widening to add additional through lanes of traffic:

- Lee Rd., west of Interstate 4
- Fairbanks Ave./Aloma Ave. (SR 436)
- Orange Ave., from Clay Ave. to Fairbanks Ave.
- All local roads

As part of the City's update to the Transportation Element, the City intends to designate all roadways within the City as constrained, except for Interstate 4.

2.2 Pedestrian Facilities

2.2.1 Sidewalks and Trails

The City maintains an inventory of sidewalks and trails within the City, which is illustrated in **Map 5**. Most of the roads classified as arterials or collectors have sidewalks on both sides of the road.

2.2.2 Pedestrian Levels of Service

The City uses the criteria summarized in **Table 6** to establish the pedestrian level of service for roadways.

Table 6: Pedestrian Level of Service Thresholds

Functional Classification	Sidewalk Coverage		
	LOS C	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	0% to 100%	n/a	n/a

Currently, the City does not have a LOS Standard for pedestrian facilities. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of C for all pedestrian facilities within the City.

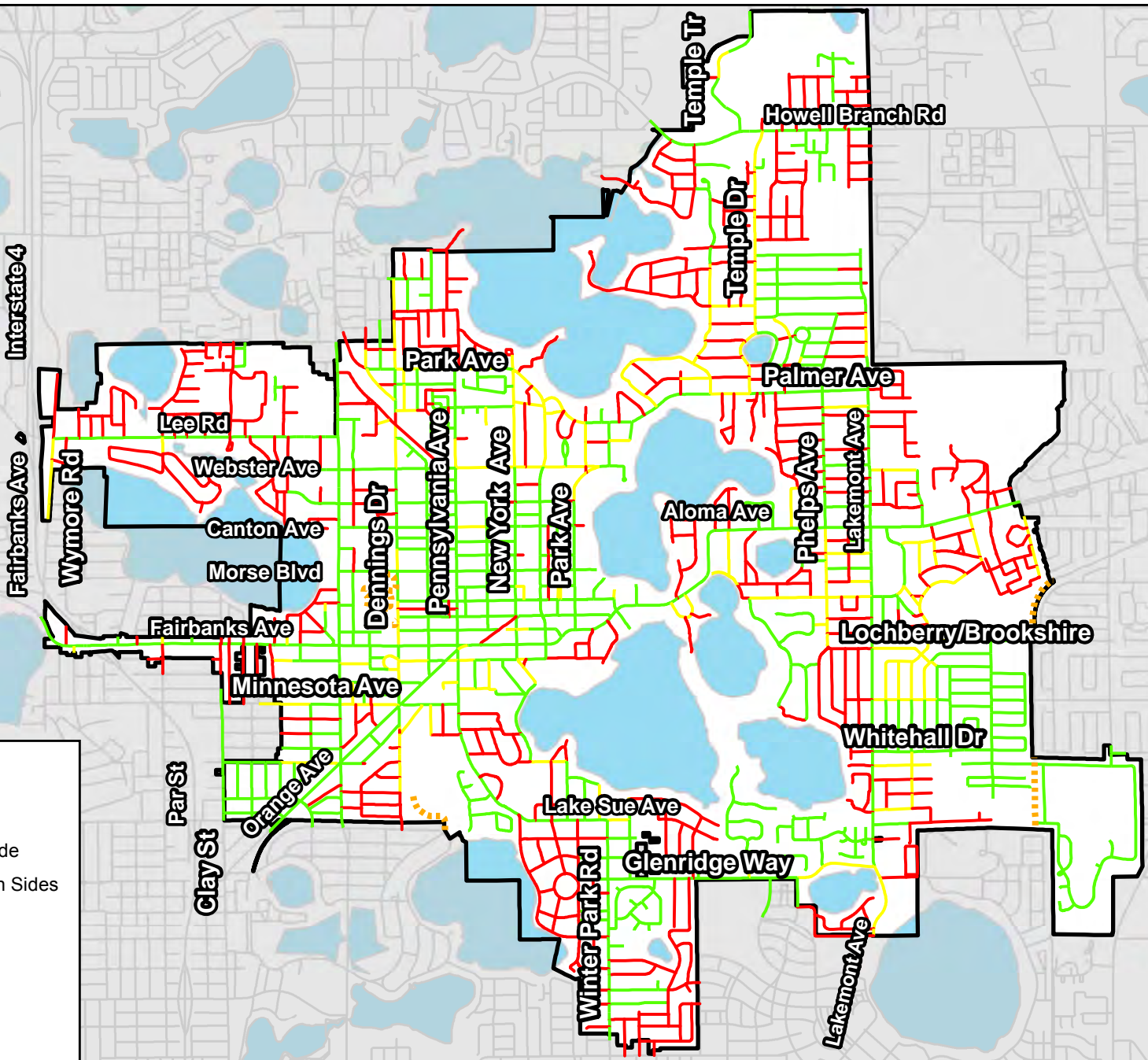
The existing levels of service for pedestrian facilities within Winter Park are identified in **Table 7** and illustrated in **Map 6**. All roadways within the City have a LOS C, except for the following, which are at LOS D:

- Lochberry Rd./Brookshire Ave., from Phelps Ave. to Green Dr.
- Minnesota Ave., from Clay St. to Pennsylvania Ave.
- Park Ave., from US 17-92 to Palmer Ave.
- Phelps Ave., from Lochberry Rd. to Palmer Ave.

- Temple Dr., from Palmer Ave. to Horatio Ave.
- Temple Tr., from Horatio Ave. to the City Limits
- Webster Ave., from US 17-92 to Park Ave.
- Wymore Rd., from Fairbanks Ave. to Lee Rd.



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Feet



Legend

- No Sidewalks
- Sidewalks One Side
- Sidewalks on Both Sides
- - - Existing Trail
- City Limits
- Streets
- Water Bodies

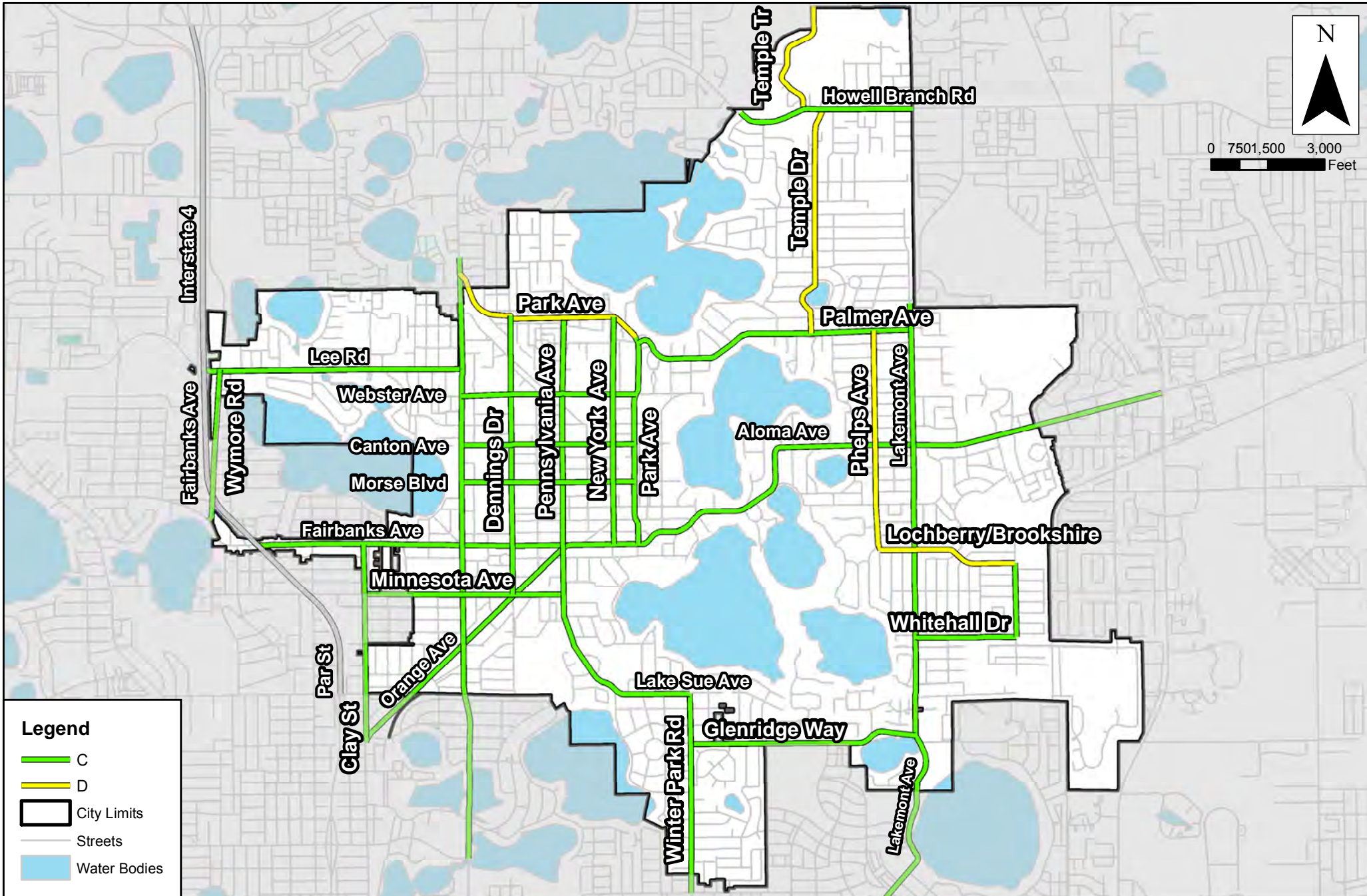
MAP 5: WINTER PARK SIDEWALKS AND TRAILS



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Table 7: 2016 Pedestrian Level of Service

Roadway	From	To	Ped LOS
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	C
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	C
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	C
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	C
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	C
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	C
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	C
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	C
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	C
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	C
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	C
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	C
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	C
Aloma (SR 426)	Lakemont Ave.	SR 436	C
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	C
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	C
Denning Dr.	Minnesota Ave.	Park Ave.	C
Greene Dr.	Whitehall Cir.	Brookshire Ave.	C
Glenridge Way	Winter Park Rd.	General Reese Ave.	C
Glenridge Way	General Reese Ave.	Lakemont Ave.	C
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	C
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	C
Lakemont Ave.	SR 426	Lake Howell Rd.	C
Lakemont Ave.	Goodrich Ave.	SR 426	C
Lakemont Ave.	Glenridge Way	Goodrich Ave.	C
Lakemont Ave.	Common Way Rd.	Glenridge Way	C
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	D
Minnesota Ave	Clay St.	Pennsylvania Ave.	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	C
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	C
Palmer Ave.	Park Ave.	Lakemont Ave.	C
Park Avenue	US 17-92	Palmer Ave.	D
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	C
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	C
Phelps Avenue	Lochberry Rd.	Palmer Ave.	D
Temple Drive	Palmer Ave.	Horatio Ave.	D
Temple Trail	Horatio Ave.	City Limits	D
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	C
Whitehall Drive	Lakemont Ave.	Greene Dr.	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	C
Wymore Road	Fairbanks Ave.	Lee Rd.	C



MAP 6: WINTER PARK 2016 PEDESTRIAN LOS



2.3 Bicycle Facilities

2.3.1 Bicycle Lanes, Shared Lanes, Paved Shoulders and Trails

The City maintains an inventory of bicycle facilities within the City, which is illustrated in **Map 7**. These bicycle facilities consist of paved shoulders, bicycle lanes, shared lanes (i.e., marked with sharrows), and trails.

2.3.2 Bicycle Level of Service

The City uses the criteria summarized in **Table 8** to establish the bicycle level of service for roadways.

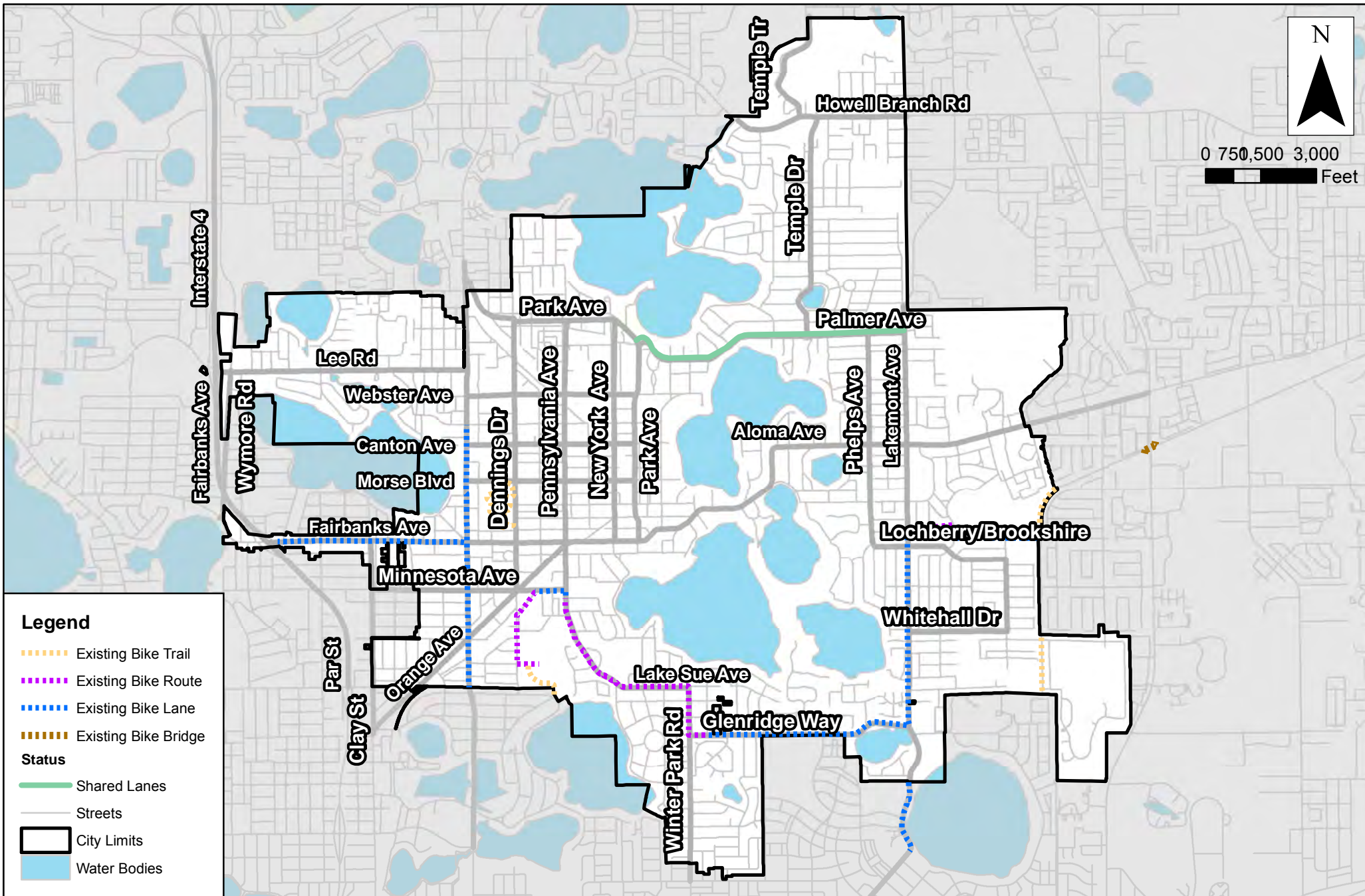
Table 8: Bicycle Level of Service Thresholds

Functional Classification	Paved Shoulder/Bicycle Lane/Trail Coverage/Shared Lane (Sharrows)		
	LOS C *	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	0% to 100%	n/a	n/a

* - LOS C can be achieved by providing equivalent bicycle facility parallel to subject roadway.

Currently, the City does not have a LOS Standard for bicycle facilities. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of C for all bicycle facilities within the City.

The existing levels of service for bicycle facilities within Winter Park are identified in **Table 9** and illustrated in **Map 8**. Most roads currently operate with a bicycle LOS of D or E. For the roads currently operating at LOS D or E, the City has identified proposed improvements to achieve LOS C by providing parallel routes, designating shared lanes, or designating bike routes.



0 750,500 3,000
Feet

Legend

- ⋯ Existing Bike Trail
- ⋯ Existing Bike Route
- ⋯ Existing Bike Lane
- ⋯ Existing Bike Bridge

Status

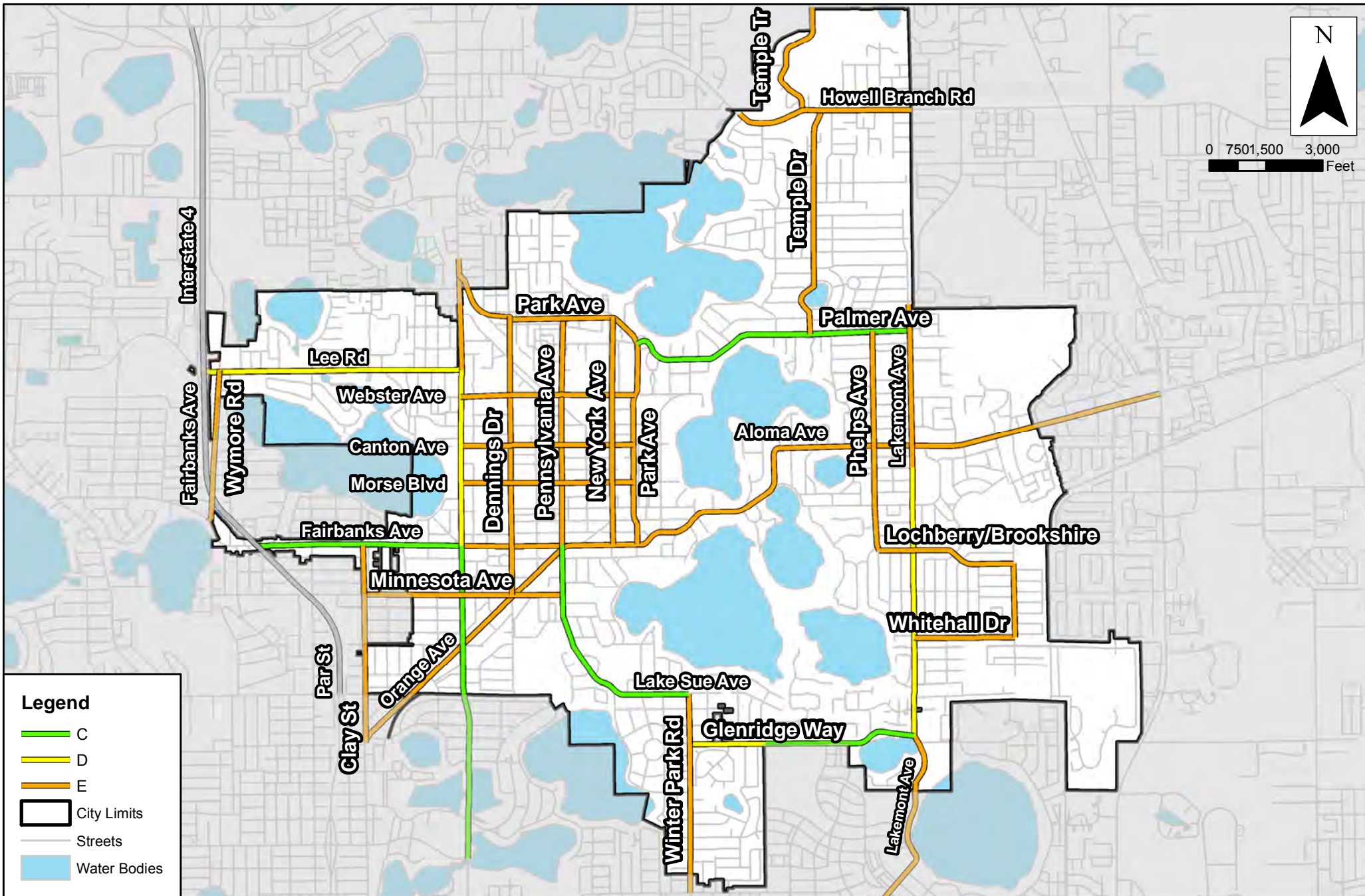
- Shared Lanes
- Streets
- City Limits
- Water Bodies

MAP 7: WINTER PARK BICYCLE FACILITIES MAP



Table 9: 2016 Bicycle Level of Service

Roadway	From	To	Bike LOS	Planned Improvement
State Roads				
I-4	Lee Rd.	Maitland Blvd.	n/a	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a	n/a
I-4	Par St.	Fairbanks Ave.	n/a	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	E	Parallel Route
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	D	Parallel Route
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	C	n/a
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	C	n/a
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	C	n/a
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	C	n/a
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	C	n/a
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	E	Bike Lanes
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	E	Bike Lanes
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	E	Shared Lanes
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	E	Shared Lanes
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	E	Shared Lanes
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	E	Shared Lanes
Aloma (SR 426)	Lakemont Ave.	SR 436	E	Shared Lanes
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	E	Bike Lanes
Non-State Roads				
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	E	Bike Route
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	E	Bike Route
Denning Dr.	Minnesota Ave.	Park Ave.	E	Bike Lanes
Greene Dr.	Whitehall Cir.	Brookshire Ave.	E	Bike Route
Glenridge Way	Winter Park Rd.	General Reese Ave.	D	Bike Lanes
Glenridge Way	General Reese Ave.	Lakemont Ave.	C	n/a
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	E	Bike Lanes
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	C	n/a
Lakemont Ave.	SR 426	Lake Howell Rd.	E	Parallel Route
Lakemont Ave.	Goodrich Ave.	SR 426	E	Parallel Route
Lakemont Ave.	Glenridge Way	Goodrich Ave.	D	Parallel Route
Lakemont Ave.	Common Way Rd.	Glenridge Way	E	Bike Lanes
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	E	Bike Route
Minnesota Ave	Clay St.	Pennsylvania Ave.	E	Bike Route
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	E	Bike Route
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	E	Bike Route
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	E	Bike Lanes
Palmer Ave.	Park Ave.	Lakemont Ave.	C	n/a
Park Avenue	US 17-92	Palmer Ave.	E	Bike Route
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	E	Bike Route
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	E	Bike Route
Phelps Avenue	Lochberry Rd.	Palmer Ave.	E	Bike Route
Temple Drive	Palmer Ave.	Horatio Ave.	E	Bike Route
Temple Trail	Horatio Ave.	City Limits	E	Bike Route
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	E	Bike Route
Whitehall Drive	Lakemont Ave.	Greene Dr.	E	Bike Route
Winter Park Road	Corrine Dr.	Lake Sue Ave.	E	Bike Route
Wymore Road	Fairbanks Ave.	Lee Rd.	E	Bike Route



MAP 8: WINTER PARK 2016 BICYCLE LOS

2.4 Transit Service

2.4.1 SunRail

SunRail provides commuter rail service to downtown Winter Park with trains scheduled every 30 minutes (northbound and southbound) during the morning and afternoon peak periods. Mid-day service is every 2 hours. Service runs from 5:30 am to 9:30 pm on weekdays. SunRail does not operate on weekends except on some occasions.

2.4.2 LYNX

LYNX currently serves Winter Park with seven routs, including:

- 1 - Winter Park/Altamonte Springs
- 9 – Winter Park/Rosemont
- 13 – University of Central Florida
- 23 – Winter Park/Springs Village
- 102 – Orange Avenue/South US 17-92
- 313 – Winter Park
- 443 – Winter Park/Pine Hills

The routes are illustrated in **Map 9** and the hours of service and headways are summarized in **Table 10**,

Table 10: 2016 Bus Service

Route	Weekday		Saturday		Sunday	
	Hours	Headway	Hours	Headway	Hours	Headway
1 – Winter Park/Altamonte Springs	6:00 am – 9:30 pm	1 hr.	6:30 am – 9:30 pm	1 hr.	None	N/A
9 – Winter Park/Rosemont	6:00 am – 12:00 am	1 hr.	6:00 am – 9:00 pm	1 hr.	6:00 am – 8:00 pm	45 min.
13 – University of Central Florida	6:00 am – 11:30 pm	1 hr.	6:00 am – 11:30 pm	1 hr.	6:30 am – 9:30 pm	1 hr.
23 – Winter Park/Springs Village	5:30 am – 8:00 pm	1 hr.	5:30 am – 8:00 pm	1 hr.	None	N/a
102 – Orange Ave./S. US 17-92	5:00 am – 12:00 am	15 min.	5:00 am – 11:00 pm	15 min.	5:30 am – 10:30 pm	30 min.
313 – Winter Park	6:30 am – 8:00 pm	1 hr.	6:30 am – 8:00 pm	1 hr.	None	N/A
443 – Winter Park/Pine Hills	6:00 am – 8:30 pm	1 hr.	6:00 am – 8:30 pm	1 hr.	6:30 am – 6:00 pm	1 hr.



MAP 9: WINTER PARK EXISTING TRANSIT SERVICE

2.4.3 Transit Support

The City Future Land Use Element is consistent with, and supportive of, the transit service with higher land use densities and intensities located along transit routes. **Map 10** illustrates the Future Land Use Map land use categories within a quarter mile distance of transit routes.

In addition, the City supports the implementation of transit priority along transit routes to facilitate efficient transit service through the City.

2.4.4 Transit Level of Service

The City uses the criteria summarized in **Table 11** to establish the level of service for transit. It is based on the frequency of buses during the peak hour and the availability of sidewalks along the route to facilitate bus riders to travel between the bus stops and their final destination.

Table 11: Transit Level of Service Thresholds

Sidewalk Coverage	Transit Vehicles in Peak Hour in Peak Direction			
	LOS B	LOS C	LOS D	LOS E
0% to 84%	> 5	≥ 4	≥ 3	≥ 2
85% to 100%	> 4	≥ 3	≥ 2	≥ 1

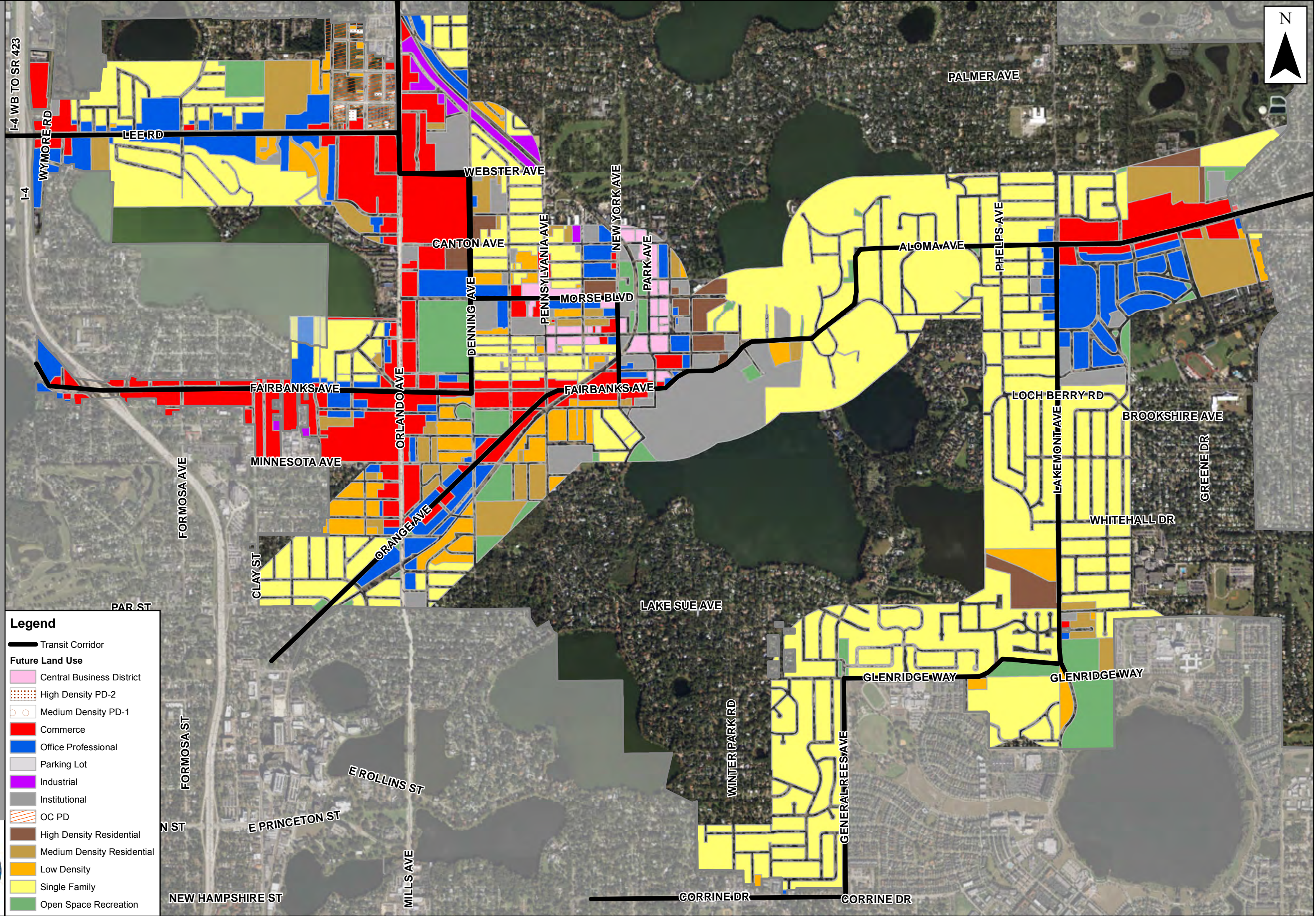
Source: FDOT 2013 Q/LOS Handbook

Currently, the City does not have a LOS Standard for transit service. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all transit service within the City.
















The existing levels of service for transit routes within Winter Park are identified in **Table 12** and illustrated in **Map 11**. Most transit routes currently operate at transit LOS of D or better. Transit routes operating at LOS E include:

- Lee Rd., from Interstate 4 to US 17/92
- Fairbanks Ave./Aloma Ave., from Park Ave. to SR 436

Currently, SunRail operates at LOS D.



Legend

-  Transit Corridor
- Future Land Use**
-  Central Business District
-  High Density PD-2
-  Medium Density PD-1
-  Commerce
-  Office Professional
-  Parking Lot
-  Industrial
-  Institutional
-  OC PD
-  High Density Residential
-  Medium Density Residential
-  Low Density
-  Single Family
-  Open Space Recreation

MAP 10: WINTER PARK FUTURE LAND USE ALONG TRANSIT ROUTES

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Project No.: 149749001

Scale: As Noted

October 2016

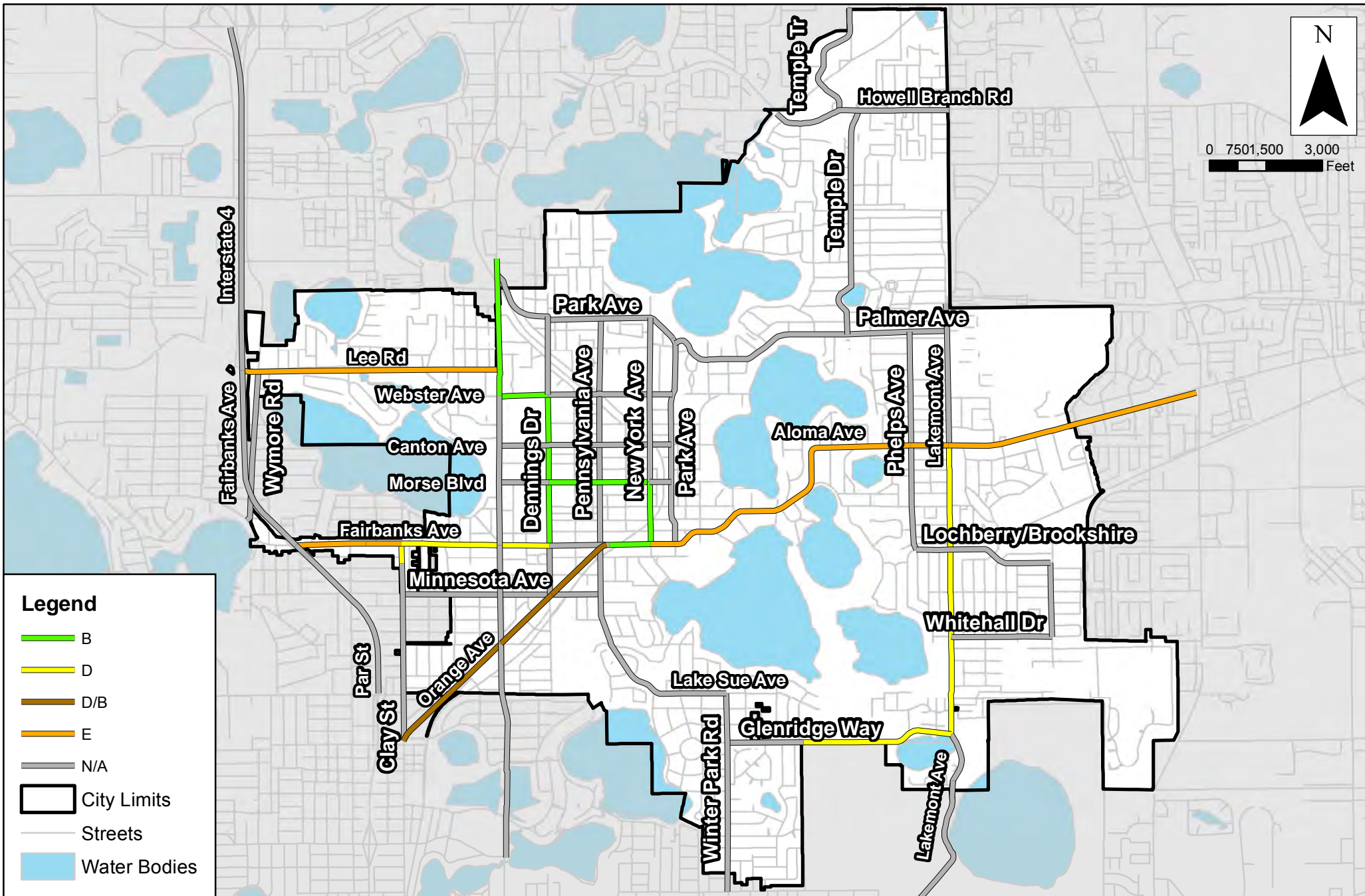
Page 27



Table 12: 2016 Transit Level of Service

Roadway	From	To	Bus LOS
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	B
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	n/a
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	n/a
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	E
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	E
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	E/D
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	D
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	n/a
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	B*
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	E
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	E
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	E
Aloma (SR 426)	Lakemont Ave.	SR 436	E
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	B
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	n/a
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	D*
Denning Dr.	Minnesota Ave.	Park Ave.	D/B*
Greene Dr.	Whitehall Cir.	Brookshire Ave.	n/a
Glenridge Way	Winter Park Rd.	General Reese Ave.	n/a
Glenridge Way	General Reese Ave.	Lakemont Ave.	D
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	n/a
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	n/a
Lakemont Ave.	SR 426	Lake Howell Rd.	n/a
Lakemont Ave.	Goodrich Ave.	SR 426	D
Lakemont Ave.	Glenridge Way	Goodrich Ave.	D
Lakemont Ave.	Common Way Rd.	Glenridge Way	n/a
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	n/a
Minnesota Ave	Clay St.	Pennsylvania Ave.	n/a
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	B*
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	B*
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	B
Palmer Ave.	Park Ave.	Lakemont Ave.	n/a
Park Avenue	US 17-92	Palmer Ave.	n/a
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	n/a
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	n/a
Phelps Avenue	Lochberry Rd.	Palmer Ave.	n/a
Temple Drive	Palmer Ave.	Horatio Ave.	n/a
Temple Trail	Horatio Ave.	City Limits	n/a
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	n/a
Whitehall Drive	Lakemont Ave.	Greene Dr.	n/a
Winter Park Road	Corrine Dr.	Lake Sue Ave.	n/a
Wymore Road	Fairbanks Ave.	Lee Rd.	n/a

Note: * = LOS is for portion of segment with bus service



MAP 11: WINTER PARK 2016 TRANSIT LOS



3.0 Trends

3.1 Population

Based on projections provided by the Bureau of Economic and Business Research (BEBR), the 2015 population within the City of Winter Park was 28,967 and the population of Orange County was 1,252,396 (see **Table 13**). Since 1980, Winter Park has experienced an annual growth rate ranging from 0.0% to 1.6%. Over this same period, Orange County has experienced an annual growth rate ranging from 1.9% to 4.4%. Although no projections are available for the City of Winter Park, Orange County is projected to experience annual growth rates ranging from 1.7% to 2.5% between 2015 and 2030.

Table 13: Population Trends and Projections

Year	Winter Park		Orange County		Source
	Population	Growth Rate	Population	Growth Rate	
2030	n/a	n/a	1,679,700	1.7%	BEBR
2025	n/a	n/a	1,551,400	2.0%	BEBR
2020	n/a	n/a	1,407,600	2.5%	BEBR
2015	28,967	0.8%	1,252,396	1.9%	BEBR
2010	27,852	1.6%	1,145,956	2.8%	US Census
2000	24,090	0.8%	896,344	3.2%	US Census
1990	22,242	0.0%	677,491	4.4%	US Census
1980	22,339	0.2%	471,016	3.7%	US Census

3.2 Historic Traffic Volumes

Historic traffic volumes were obtained from FDOT and Orange County for roads within Winter Park. Most of the traffic counts on state roads collected by FDOT covered the period from 2000 to 2015 (16 years). Most of the FDOT counts on non-state roads covered the period from 2011 to 2015 (five years). Counts from Orange County ranged from covering the last eight to 16 years.

Table 14 summarized the annual growth rates calculated based on the FDOT and County historic traffic counts. Most segments of the state roads within Winter Park have experienced a flat or negative growth rate. A possible explanation for this trend is the achievement of a better balancing of jobs to housing in the surrounding area. For example, downtown Orlando has experienced a significant increase in residential housing which likely creates shorter work trips. It is possible that some people living in residential developments north of Winter Park, which traveled through Winter Park to access jobs in downtown Orlando, have moved to downtown Orlando to shorten their travel. Another possibility is the roadway network around Winter Park has become congested to the point the traffic cutting through Winter Park is constrained.

The shorter history of FDOT counts show trends for non-state roads as being generally positive, ranging from 0% to as high as 3.8%. The longer history of County counts shows trends for non-

Table 14: Historic Traffic Annual Growth Rates

Roadway	From	To	FDOT Rate	County Rate	Model Rate	Rate Used
State Roads						
I-4	Lee Rd.	Maitland Blvd.	-0.02%	--	1.47%	1.5%
I-4	Fairbanks Ave.	Lee Rd.	-1.11%	--	1.23%	1.3%
I-4	Par St.	Fairbanks Ave.	-0.83%	--	1.27%	1.3%
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	-2.14%	--	0.05%	0.5%
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	-2.43%	--	-0.28%	0.5%
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	-1.04%	--	-0.08%	0.5%
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	-1.20%	--	0.29%	0.5%
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	-1.34%	--	0.30%	0.5%
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	-0.18%	--	0.91%	0.9%
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	-0.06%	--	0.61%	0.6%
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	-0.52%	--	0.41%	0.5%
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	0.00%	--	0.25%	0.5%
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	1.23%	-0.40%	0.35%	1.0%
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	-1.01%	--	0.58%	0.6%
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	-0.22%	--	0.32%	0.5%
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	-0.81%	--	0.32%	0.5%
Aloma (SR 426)	Lakemont Ave.	SR 436	-0.71%	--	0.23%	0.5%
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	-0.13%	--	0.14%	0.5%
Non-State Roads						
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	n/a	--	0.26%	0.5%
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	n/a	--	-0.32%	0.5%
Denning Dr.	Minnesota Ave.	Park Ave.	0.00%	--	0.85%	0.9%
Greene Dr.	Whitehall Cir.	Brookshire Ave.	-8.00%	--	n/a	0.5%
Glenridge Way	Winter Park Rd.	General Reese Ave.	n/a	-1.11%	0.34%	0.5%
Glenridge Way	General Reese Ave.	Lakemont Ave.	0.53%	--	0.38%	0.5%
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	-0.72%	--	0.66%	0.7%
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	3.79%	--	0.38%	0.5%
Lakemont Ave.	SR 426	Lake Howell Rd.	n/a	-1.22%	0.90%	0.9%
Lakemont Ave.	Goodrich Ave.	SR 426	n/a	-0.46%	0.31%	0.5%
Lakemont Ave.	Glenridge Way	Goodrich Ave.	n/a	-0.46%	0.31%	0.5%
Lakemont Ave.	Common Way Rd.	Glenridge Way	1.09%	--	0.30%	1.0%
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	0.00%	--	n/a	0.5%
Minnesota Ave	Clay St.	Pennsylvania Ave.	0.59%	--	n/a	0.6%
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	0.56%	--	0.45%	0.6%
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	n/a	--	0.00%	0.5%
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	1.39%	--	0.94%	1.0%
Palmer Ave.	Park Ave.	Lakemont Ave.	n/a	0.81%	0.55%	0.8%
Park Avenue	US 17-92	Palmer Ave.	n/a	-0.63%	1.40%	1.0%
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	1.05%	1.03%	0.78%	1.0%
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	n/a	--	0.20%	0.5%
Phelps Avenue	Lochberry Rd.	Palmer Ave.	0.00%	--	n/a	0.5%
Temple Drive	Palmer Ave.	Horatio Ave.	1.01%	-1.17%	0.95%	1.0%
Temple Trail	Horatio Ave.	City Limits	1.01%	--	n/a	1.0%
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	1.00%	--	0.02%	1.0%
Whitehall Drive	Lakemont Ave.	Greene Dr.	1.06%	--	n/a	1.0%
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1.08%	-1.27%	0.43%	1.0%
Wymore Road	Fairbanks Ave.	Lee Rd.	0.77%	-1.78%	0.60%	0.6%

state roads as being generally negative. Overall, most trends for non-state roads are between -1.0% and +1.0% (considering both FDOT and County counts).

3.3 Travel Demand Model Review

The travel demand model used by MetroPlan Orlando to develop their Long Range Transportation Plan was reviewed for its accuracy in replicating 2009 conditions (the base year for the model). There was a very wide range in accuracy in replicating 2009 traffic counts, ranging from very accurate (within 5%), to well below (by 27%), to significantly higher (by 112%). This is actually very common performance for large urban models which are developed to evaluate regional needs. In an effort to capture the value of the model in projecting the impacts of future growth, without being affected by any inaccuracies in replicating existing conditions, growth rates were calculated based only on the growth in traffic on each roadway (i.e., the change in model traffic volumes between 2009 and 2030, compared to the model projected 2015 volume).

Table 14 summarizes the model growth rate for roads within Winter Park. While three segments showed negative growth, the majority of segments showed growth rates ranging from 0.2% to 0.9%. Interstate 4 showed growth rates ranging from 1.23% to 1.47%, largely due to the additional capacity currently under construction and considered in the model analysis.

3.4 Projected Growth Rates

After considering both the historic growth rates and the projected model growth rates, growth rates to be used in projecting future conditions were identified, as shown in **Table 14**. Generally, for all roadways except for Interstate 4, rates ranged from a minimum of 0.5% to 1.0%. This is considered a conservatively high estimate, given the historic negative growth rates; therefore, it represents a “worse case” scenario.

4.0 Future Conditions

4.1 Planned Improvements

4.1.1 Roadway Improvements

Based on a review of MetroPlan Orlando’s Cost Feasible Long Range Transportation Plan, no significant roadway improvements (i.e., road widenings) are planned within Winter Park, beyond the current improvements to Interstate 4. However, there are congestion management efforts underway, like active arterial management on US 17/92.

The City is currently planning to reduce the lanes on Denning Drive, between Fairbanks Ave. and Webster Ave. and this change was taking into consideration in the analysis of future conditions.

4.1.2 Pedestrian Improvements

The City has plans to fill the existing sidewalk gaps to achieve LOS C on all roadways by 2030.

4.1.3 Bicycle Improvements

The City’s Bicycle Circulation Plan identifies planned bike lanes, shared lanes, and bike routes to achieve LOS C on all facilities by 2030.

4.1.4 Transit Improvements

Based on the LYNX Transit Development Plan, Annual Update and Progress Report covering FY 2015-2024, there are several changes planned for transit routes through Winter Park.

Changes to existing routes include:

- 1 - Winter Park/Altamonte Springs – Route realignment in 2018, extend route to LYNX Central Station.
- 102 – Orange Avenue/South US 17-92 – Schedule and route adjustment in 2018. Eliminate service in 2019.
- 443 – Winter Park/Pine Hills – Route realignment in 2018

New routes planned to serve Winter Park include:

- NL5 – Aloma Ave. Route – New local fixed route to be added in 2016
- NL9 – Winter Park to LYNX Central Station – New Local Route via US 17/92 to be added in 2019

SunRail is currently being extended north to DeLand and south into Osceola County and service is expected to begin in early 2018.

4.2 2021 Conditions

4.2.1 2021 Roadway Conditions and City's Plans

Year 2021 conditions were projected using the growth rates identified in **Table 14**. The resulting roadway levels of service are summarized in **Table 15** and illustrated in **Map 12**.

All roadways are projected to operate at LOS D or better in 2021 except for the following:

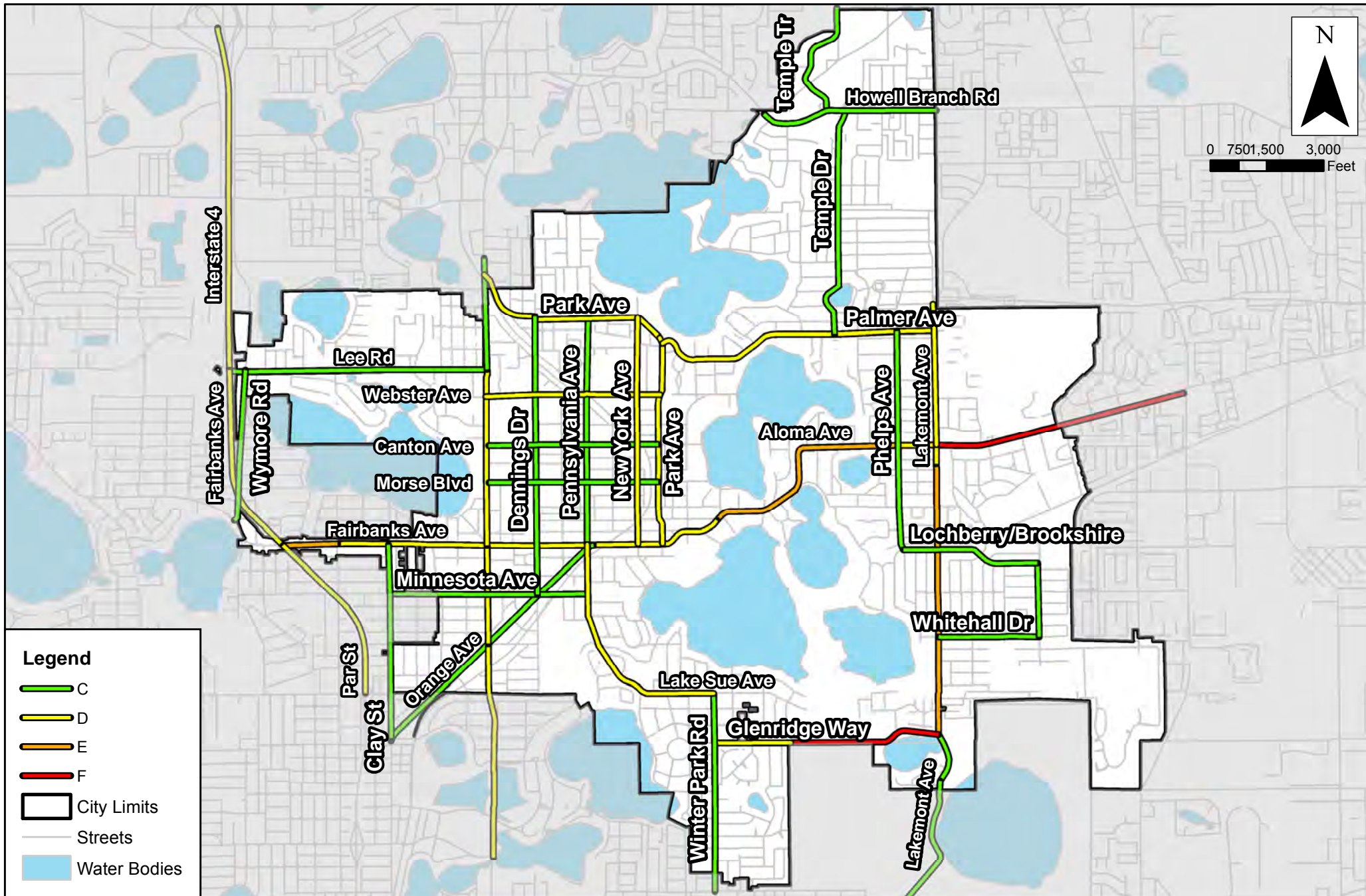
- Fairbanks Ave., from Interstate 4 to Formosa Ave., projected to operate at LOS E
- Aloma Ave., from Lyman Ave. to Phelps Ave., projected to operate at LOS E
- Aloma Ave., from Lakemont Ave. to SR 436, projected to operate at LOS F
- Glenridge Way, from General Reese Ave. to Lakemont Ave., projected to operate at LOS F
- Lakemont Ave., from Glenridge Way to Goodrich Ave., projected to operate at LOS E

Table 15: 2021 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
State Roads						
I-4	Lee Rd.	Maitland Blvd.	4+2	201,700	7,344	D**
I-4	Fairbanks Ave.	Lee Rd.	4+2	182,700	6,652	D**
I-4	Par St.	Fairbanks Ave.	4+2	173,600	6,321	D**
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	3	39,700	1,713	C
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	2	29,900	1,290	D
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	2	26,800	1,156	D
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	2	26,800	1,156	D
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	2	37,100	1,671	C
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	2	41,600	1,636	E
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	2	33,700	1,325	D
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	2	34,000	1,258	D
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	2	25,200	933	D
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	2	40,800	1,510	D
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	2	34,700	1,284	D
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	2	34,500	1,277	E
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	2	38,100	1,474	D
Aloma (SR 426)	Lakemont Ave.	SR 436	2	46,900	1,949	F
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	2	15,000	622	C
Non-State Roads						
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	1	3,000	128	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	1	7,100	302	C
Denning Dr.	Minnesota Ave.	Park Ave.	1	4,600	196	C
Greene Dr.	Whitehall Cir.	Brookshire Ave.	1	2,400	102	C
Glenridge Way	Winter Park Rd.	General Reese Ave.	1	7,200	306	D
Glenridge Way	General Reese Ave.	Lakemont Ave.	1	19,600	834	F
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	2	30,700	1,307	C
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	1	7,100	302	D
Lakemont Ave.	SR 426	Lake Howell Rd.	2	19,700	838	D
Lakemont Ave.	Goodrich Ave.	SR 426	2	19,600	834	D
Lakemont Ave.	Glenridge Way	Goodrich Ave.	1	19,600	834	E
Lakemont Ave.	Common Way Rd.	Glenridge Way	1	4,600	196	C
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	1	900	38	C
Minnesota Ave	Clay St.	Pennsylvania Ave.	1	3,500	149	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	2	7,500	319	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	7,700	328	D
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	2	15,800	655	C
Palmer Ave.	Park Ave.	Lakemont Ave.	1	14,600	621	D*
Park Avenue	US 17-92	Palmer Ave.	1	7,000	298	D
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	1	8,100	345	D
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	3,700	157	C
Phelps Avenue	Lochberry Rd.	Palmer Ave.	1	1,500	64	C
Temple Drive	Palmer Ave.	Horatio Ave.	1	4,900	209	C
Temple Trail	Horatio Ave.	City Limits	1	4,900	209	C
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	1	10,700	455	D
Whitehall Drive	Lakemont Ave.	Greene Dr.	1	4,700	200	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1	7,800	332	C
Wymore Road	Fairbanks Ave.	Lee Rd.	1	6,300	268	C

Note: * = LOS based on traffic speed.

** = Volume implies better LOS for 6 lanes; however, congestion will be more in non-tolled lanes.



Legend

- C
- D
- E
- F
- City Limits
- Streets
- Water Bodies

MAP 12: WINTER PARK 2021 ROADWAY LOS



All of these roadways are constrained and the City does not support adding additional through lanes. The City plans to implement Intelligent Transportation System (ITS) improvements along Fairbanks Ave. and Aloma Ave. The City also supports enhancing transit service along Fairbanks Ave. and Aloma Ave.

No specific improvements are planned to address the operation of Glenridge Way and Lakemont Ave.; however, the City will continue to implement its Pedestrian and Bicycle Circulation Plan to support these modes of transportation in an effort to provide improved mobility throughout the City.

4.2.2 2021 Pedestrian Conditions

The projected 2021 levels of service for pedestrian facilities within Winter Park are identified in **Table 16** and illustrated in **Map 13**. In 2021, all pedestrian facilities within the City are planned to operate at LOS C, except for the following, which are at LOS D:

- Temple Dr., from Palmer Ave. to Horatio Ave.
- Temple Tr., from Horatio Ave. to the City Limits

4.2.3 2021 Bicycle Conditions

The projected 2021 levels of service for bicycle facilities within Winter Park are identified in **Table 17** and illustrated in **Map 14**. The planned improvements to bring segments up to LOS C are identified, as well as the planned improvements for segments operating at LOS E, to be improved by 2030. In 2021, all bicycle facilities within the City are planned to operate at LOS C, except for the following, which will be at LOS E:

- Fairbanks Ave., from US 17/92 to Denning Dr.
- Fairbanks Ave., from Denning Dr. to Orange Ave.
- Canton Ave., from US 17/92 to Park Ave.
- Greene Dr., from Whitehall Cir. To Brookshire Ave.
- Lochberry Rd./Brookshire Ave., from Phelps Ave. to Greene Dr.
- Orange Ave., from US 17/92 to Fairbanks Ave.
- Wymore Rd., from Fairbanks Ave. to Lee Rd.

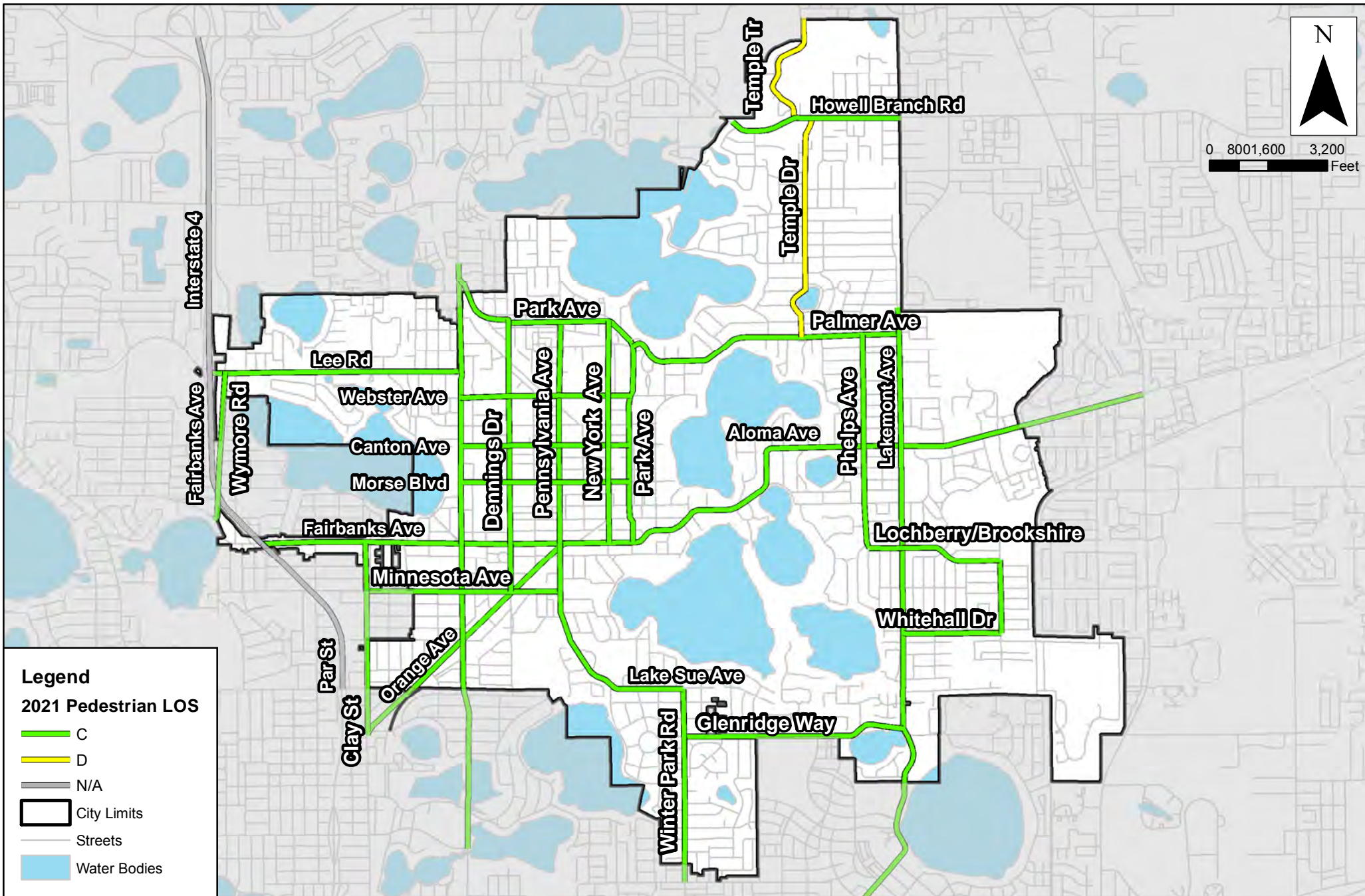
4.2.4 2021 Transit Conditions

The projected 2021 LOS for transit routes within Winter Park are identified in **Table 18** and illustrated in **Map 15**. The 2021 conditions are to be determined, based on coordination with LYNX. SunRail is projected to operate at LOS D.

Table 16: 2021 Pedestrian Level of Service

Roadway	From	To	Ped LOS
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	C
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	C
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	C
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	C
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	C
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	C
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	C
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	C
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	C
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	C
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	C
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	C
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	C
Aloma (SR 426)	Lakemont Ave.	SR 436	C
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	C
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	C
Denning Dr.	Minnesota Ave.	Park Ave.	C
Greene Dr.	Whitehall Cir.	Brookshire Ave.	C
Glenridge Way	Winter Park Rd.	General Reese Ave.	C
Glenridge Way	General Reese Ave.	Lakemont Ave.	C
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	C
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	C
Lakemont Ave.	SR 426	Lake Howell Rd.	C
Lakemont Ave.	Goodrich Ave.	SR 426	C
Lakemont Ave.	Glenridge Way	Goodrich Ave.	C
Lakemont Ave.	Common Way Rd.	Glenridge Way	C
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	C*
Minnesota Ave	Clay St.	Pennsylvania Ave.	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	C
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	C
Palmer Ave.	Park Ave.	Lakemont Ave.	C
Park Avenue	US 17-92	Palmer Ave.	C*
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	C
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	C
Phelps Avenue	Lochberry Rd.	Palmer Ave.	C*
Temple Drive	Palmer Ave.	Horatio Ave.	D
Temple Trail	Horatio Ave.	City Limits	D
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	C
Whitehall Drive	Lakemont Ave.	Greene Dr.	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	C
Wymore Road	Fairbanks Ave.	Lee Rd.	C

* - Improvement planned by 2021 to improve LOS

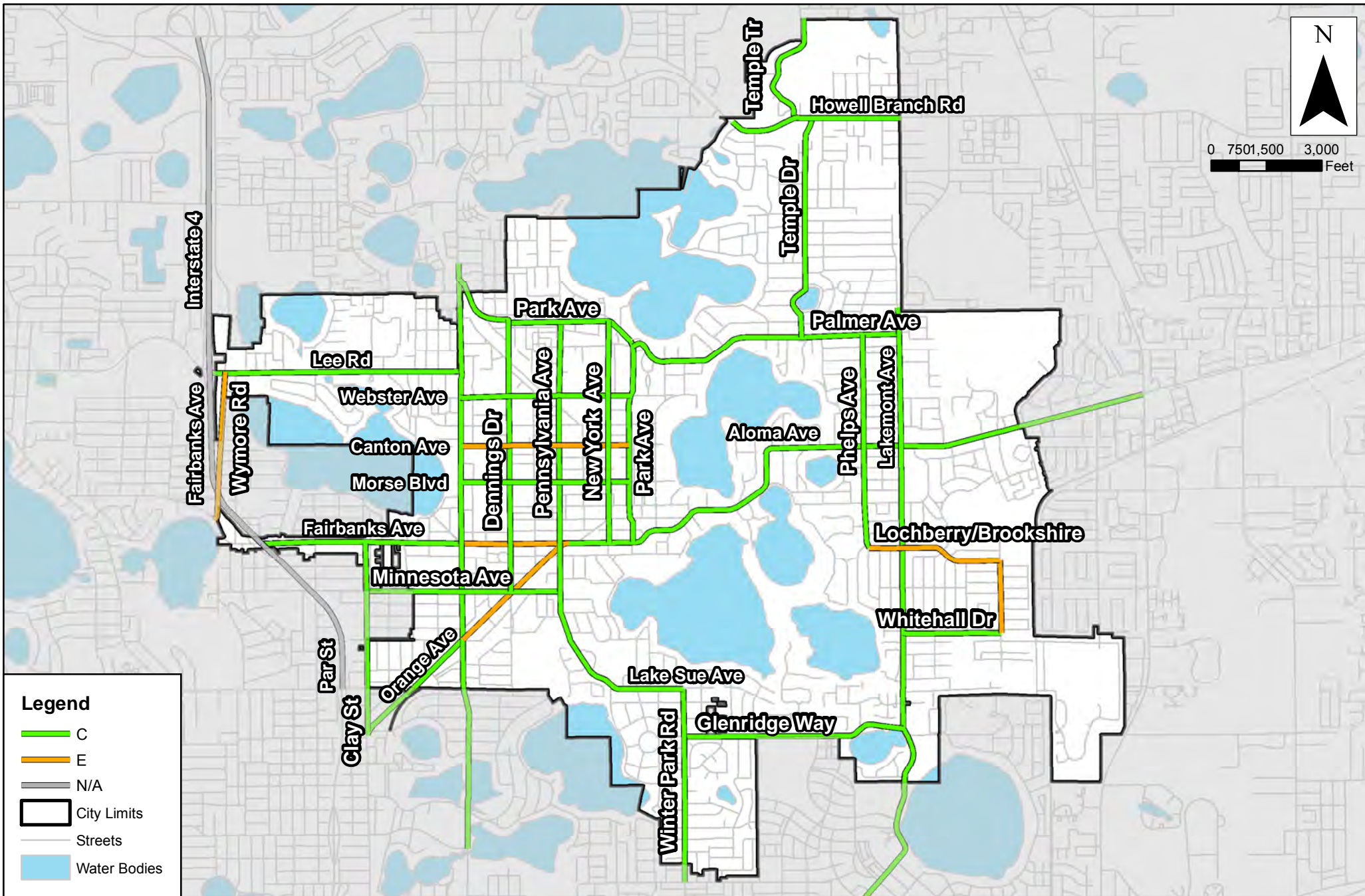


MAP 13: WINTER PARK 2021 PEDESTRIAN LOS



Table 17: 2021 Bicycle Level of Service

Roadway	From	To	Bike LOS	Planned Improvement
State Roads				
I-4	Lee Rd.	Maitland Blvd.	n/a	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a	n/a
I-4	Par St.	Fairbanks Ave.	n/a	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	C	Parallel Route
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	C	Parallel Route
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	C	n/a
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	C	n/a
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	C	n/a
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	C	n/a
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	C	n/a
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	E	Bike Lanes
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	E	Bike Lanes
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	C	Shared Lanes
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	C	Shared Lanes
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	C	Shared Lanes
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	C	Shared Lanes
Aloma (SR 426)	Lakemont Ave.	SR 436	C	Shared Lanes
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	C	Bike Lanes
Non-State Roads				
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	E	Bike Route
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	C	Bike Route
Denning Dr.	Minnesota Ave.	Park Ave.	C	Bike Lanes
Greene Dr.	Whitehall Cir.	Brookshire Ave.	E	Bike Route
Glenridge Way	Winter Park Rd.	General Reese Ave.	C	Bike Lanes
Glenridge Way	General Reese Ave.	Lakemont Ave.	C	n/a
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	C	Bike Lanes
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	C	n/a
Lakemont Ave.	SR 426	Lake Howell Rd.	C	Parallel Route
Lakemont Ave.	Goodrich Ave.	SR 426	C	Parallel Route
Lakemont Ave.	Glenridge Way	Goodrich Ave.	C	Parallel Route
Lakemont Ave.	Common Way Rd.	Glenridge Way	C	Bike Lanes
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	E	Bike Route
Minnesota Ave	Clay St.	Pennsylvania Ave.	C	Bike Route
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	C	Bike Route
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	C	Bike Route
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	E	Bike Lanes
Palmer Ave.	Park Ave.	Lakemont Ave.	C	n/a
Park Avenue	US 17-92	Palmer Ave.	C	Bike Route
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	C	Bike Route
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	C	Bike Route
Phelps Avenue	Lochberry Rd.	Palmer Ave.	C	Bike Route
Temple Drive	Palmer Ave.	Horatio Ave.	C	Bike Route
Temple Trail	Horatio Ave.	City Limits	C	Bike Route
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	C	Bike Route
Whitehall Drive	Lakemont Ave.	Greene Dr.	C	Bike Route
Winter Park Road	Corrine Dr.	Lake Sue Ave.	C	Bike Route
Wymore Road	Fairbanks Ave.	Lee Rd.	E	Bike Route



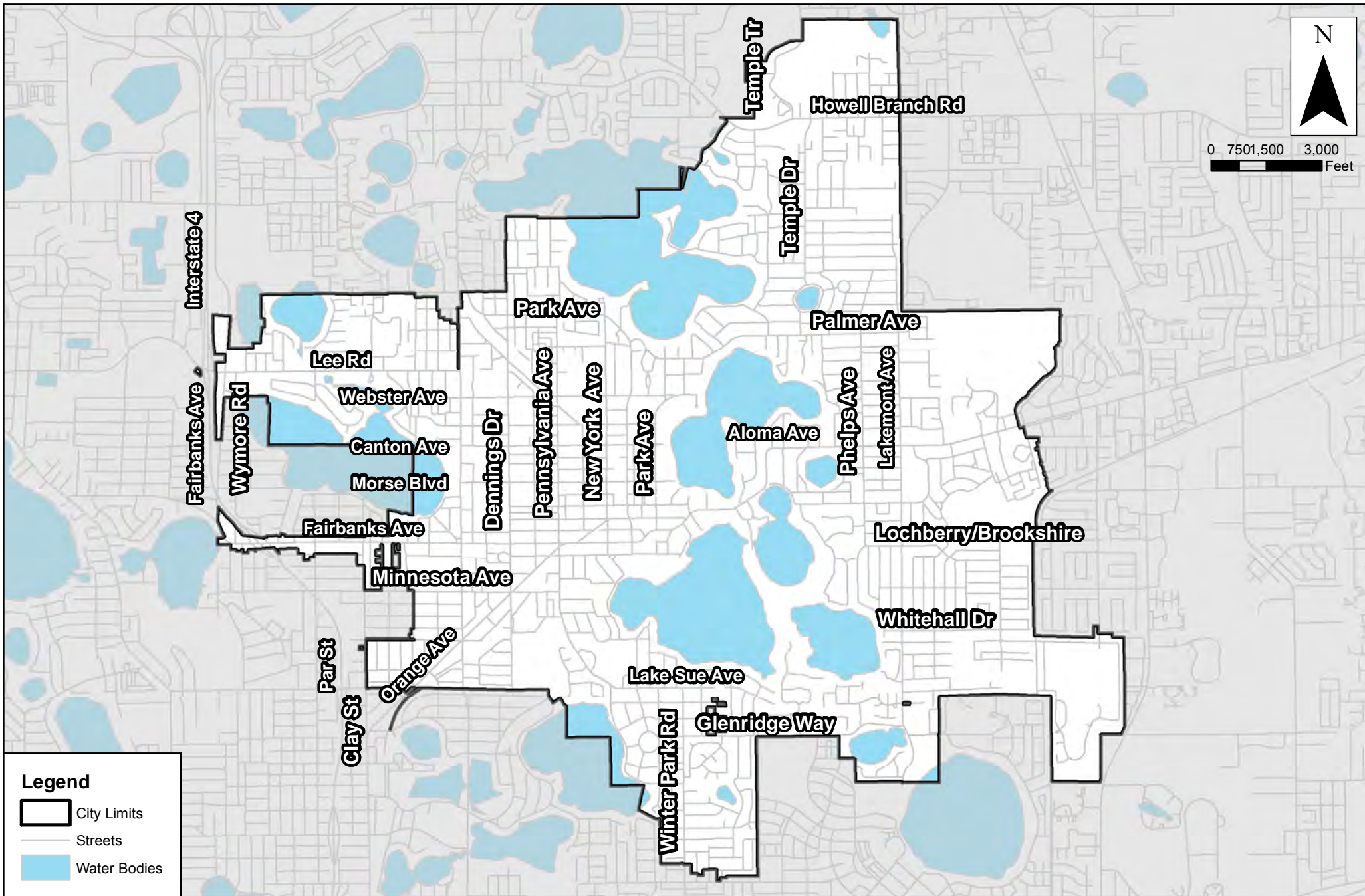
MAP 14: WINTER PARK 2021 BICYCLE LOS



Table 18: 2021 Bus Level of Service

Roadway	From	To	Bus LOS *
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	TBD
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	TBD
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	TBD
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	TBD
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	TBD
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	TBD
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	TBD
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	TBD
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	TBD
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	TBD
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	TBD
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	TBD
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	TBD
Aloma (SR 426)	Lakemont Ave.	SR 436	TBD
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	TBD
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	n/a
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	TBD
Denning Dr.	Minnesota Ave.	Park Ave.	TBD
Greene Dr.	Whitehall Cir.	Brookshire Ave.	n/a
Glenridge Way	Winter Park Rd.	General Reese Ave.	n/a
Glenridge Way	General Reese Ave.	Lakemont Ave.	TBD
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	n/a
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	n/a
Lakemont Ave.	SR 426	Lake Howell Rd.	n/a
Lakemont Ave.	Goodrich Ave.	SR 426	TBD
Lakemont Ave.	Glenridge Way	Goodrich Ave.	TBD
Lakemont Ave.	Common Way Rd.	Glenridge Way	n/a
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	n/a
Minnesota Ave	Clay St.	Pennsylvania Ave.	n/a
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	TBD
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	TBD
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	TBD
Palmer Ave.	Park Ave.	Lakemont Ave.	n/a
Park Avenue	US 17-92	Palmer Ave.	n/a
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	n/a
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	n/a
Phelps Avenue	Lochberry Rd.	Palmer Ave.	n/a
Temple Drive	Palmer Ave.	Horatio Ave.	n/a
Temple Trail	Horatio Ave.	City Limits	n/a
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	n/a
Whitehall Drive	Lakemont Ave.	Greene Dr.	n/a
Winter Park Road	Corrine Dr.	Lake Sue Ave.	n/a
Wymore Road	Fairbanks Ave.	Lee Rd.	n/a

Note: * = To be determined based on coordination with LYNX



MAP 15: WINTER PARK 2021 TRANSIT LOS - TBD



4.3 2030 Conditions

4.3.1 2030 Roadway Conditions and City's Plans

Year 2030 conditions were projected using the growth rates identified in **Table 14**. The resulting roadway levels of service are summarized in **Table 19** and illustrated in **Map 16**.

All roadways are projected to operate at LOS D or better in 2021 except for the following:

- Fairbanks Ave., from Interstate 4 to Formosa Ave., projected to operate at LOS F
- Fairbanks Ave., from Orange Ave. to Park Ave., projected to operate at LOS E
- Aloma Ave., from Lyman Ave. to Phelps Ave., projected to operate at LOS F
- Aloma Ave., from Lakemont Ave. to SR 436, projected to operate at LOS F
- Glenridge Way, from General Reese Ave. to Lakemont Ave., projected to operate at LOS F
- Lakemont Ave., from Glenridge Way to Goodrich Ave., projected to operate at LOS E

All of these roadways are constrained and the City does not support adding additional through lanes. The City plans to implement ITS improvements along Fairbanks Ave. and Aloma Ave. The City also supports enhancing transit service along Fairbanks Ave. and Aloma Ave.

No specific improvements are planned to address the operation of Glenridge Way and Lakemont Ave.; however, the City will continue to implement its Pedestrian and Bicycle Circulation Plan to support these modes of transportation in an effort to provide improved mobility throughout the City.

4.3.2 2030 Pedestrian Conditions

The projected 2030 levels of service for pedestrian facilities within Winter Park are identified in **Table 20** and illustrated in **Map 17**. All roadways within the City are planned to operate at LOS C.

4.3.3 2030 Bicycle Conditions

The projected 2030 LOS for bicycle facilities within Winter Park are identified in **Table 21** and illustrated in **Map 18**. All bicycle facilities within the City are planned to operate at LOS C.

4.3.4 2030 Transit Conditions

The projected 2030 LOS for transit routes within Winter Park are identified in **Table 22** and illustrated in **Map 19**. The 2030 conditions are to be determined, based on coordination with LYNX.

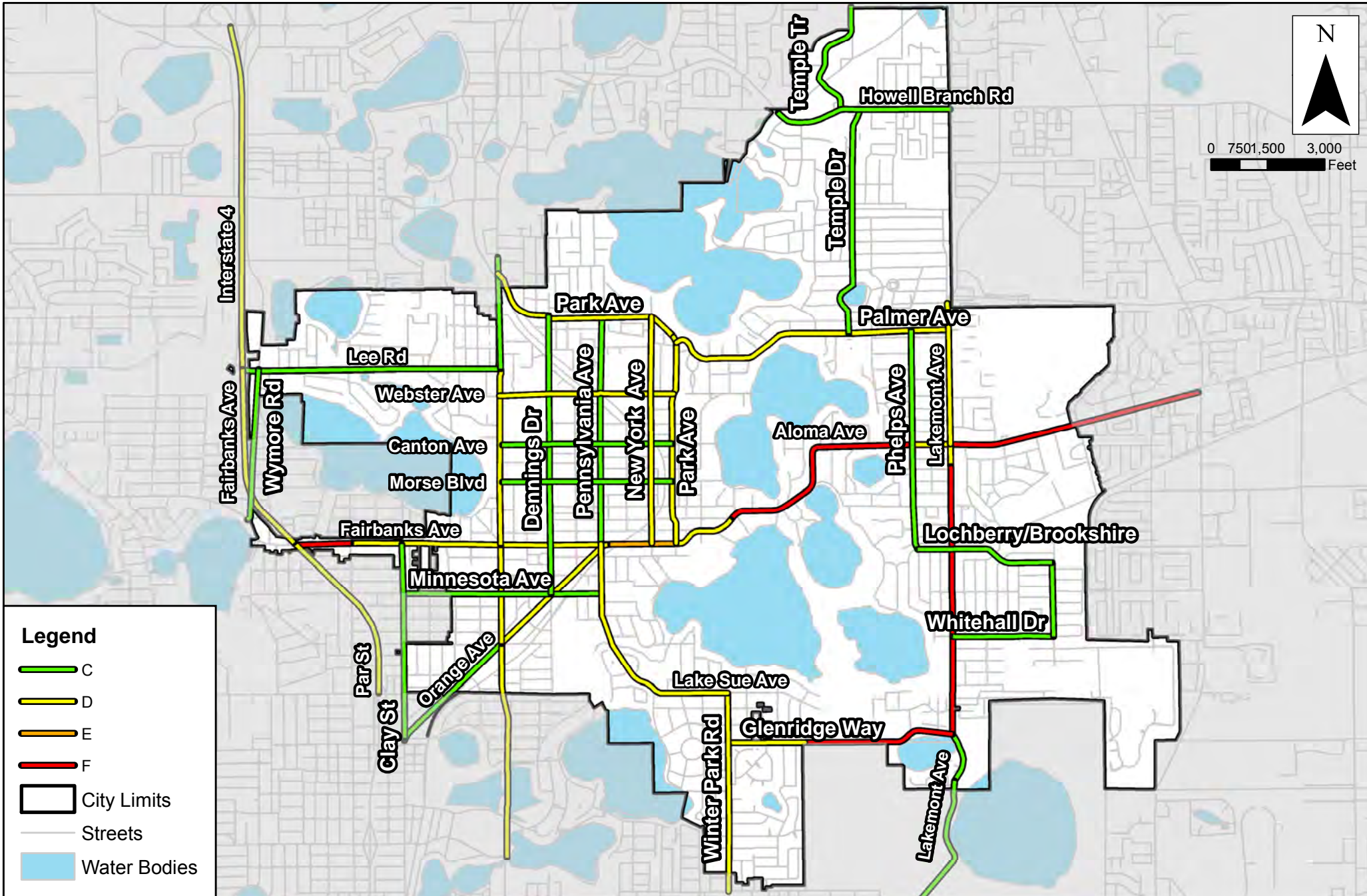
SunRail is projected to operate at LOS D.

Table 19: 2030 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
State Roads						
I-4	Lee Rd.	Maitland Blvd.	4+2	226,600	8,250	D
I-4	Fairbanks Ave.	Lee Rd.	4+2	202,600	7,376	D
I-4	Par St.	Fairbanks Ave.	4+2	192,400	7,005	D**
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	3	41,400	1,786	C
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	2	31,200	1,346	D
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	2	28,000	1,208	D
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	2	28,000	1,208	D
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	2	38,700	1,744	C
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	2	44,800	1,762	F
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	2	35,400	1,392	D
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	2	35,500	1,314	D
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	2	26,300	973	D
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	2	44,300	1,639	E
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	2	36,500	1,351	D
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	2	36,000	1,332	F
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	2	39,800	1,540	D
Aloma (SR 426)	Lakemont Ave.	SR 436	2	48,900	2,032	F
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	2	15,700	651	C
Non-State Roads						
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	1	3,100	132	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	1	7,400	315	C
Denning Dr.	Minnesota Ave.	Park Ave.	1	5,000	213	C
Greene Dr.	Whitehall Cir.	Brookshire Ave.	1	2,500	106	C
Glenridge Way	Winter Park Rd.	General Reese Ave.	1	7,500	319	D
Glenridge Way	General Reese Ave.	Lakemont Ave.	1	20,400	868	F
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	2	32,600	1,387	C
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	1	7,400	315	D
Lakemont Ave.	SR 426	Lake Howell Rd.	2	21,300	907	D
Lakemont Ave.	Goodrich Ave.	SR 426	2	20,500	872	D
Lakemont Ave.	Glenridge Way	Goodrich Ave.	1	20,500	872	F
Lakemont Ave.	Common Way Rd.	Glenridge Way	1	4,900	209	C
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	1	900	38	C
Minnesota Ave	Clay St.	Pennsylvania Ave.	1	3,700	157	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	2	7,800	332	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	8,100	345	D
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	2	17,100	709	D
Palmer Ave.	Park Ave.	Lakemont Ave.	1	15,600	664	D*
Park Avenue	US 17-92	Palmer Ave.	1	7,600	323	D
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	1	8,700	370	D
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	1	3,900	166	C
Phelps Avenue	Lochberry Rd.	Palmer Ave.	1	1,600	68	C
Temple Drive	Palmer Ave.	Horatio Ave.	1	5,300	226	C
Temple Trail	Horatio Ave.	City Limits	1	5,300	226	C
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	1	11,600	494	D
Whitehall Drive	Lakemont Ave.	Greene Dr.	1	5,100	217	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	1	8,500	362	D
Wymore Road	Fairbanks Ave.	Lee Rd.	1	6,600	281	C

Note: * = LOS based on traffic speed.

** = Volume implies better LOS for 6 lanes; however, congestion will be more in non-tolled lanes.



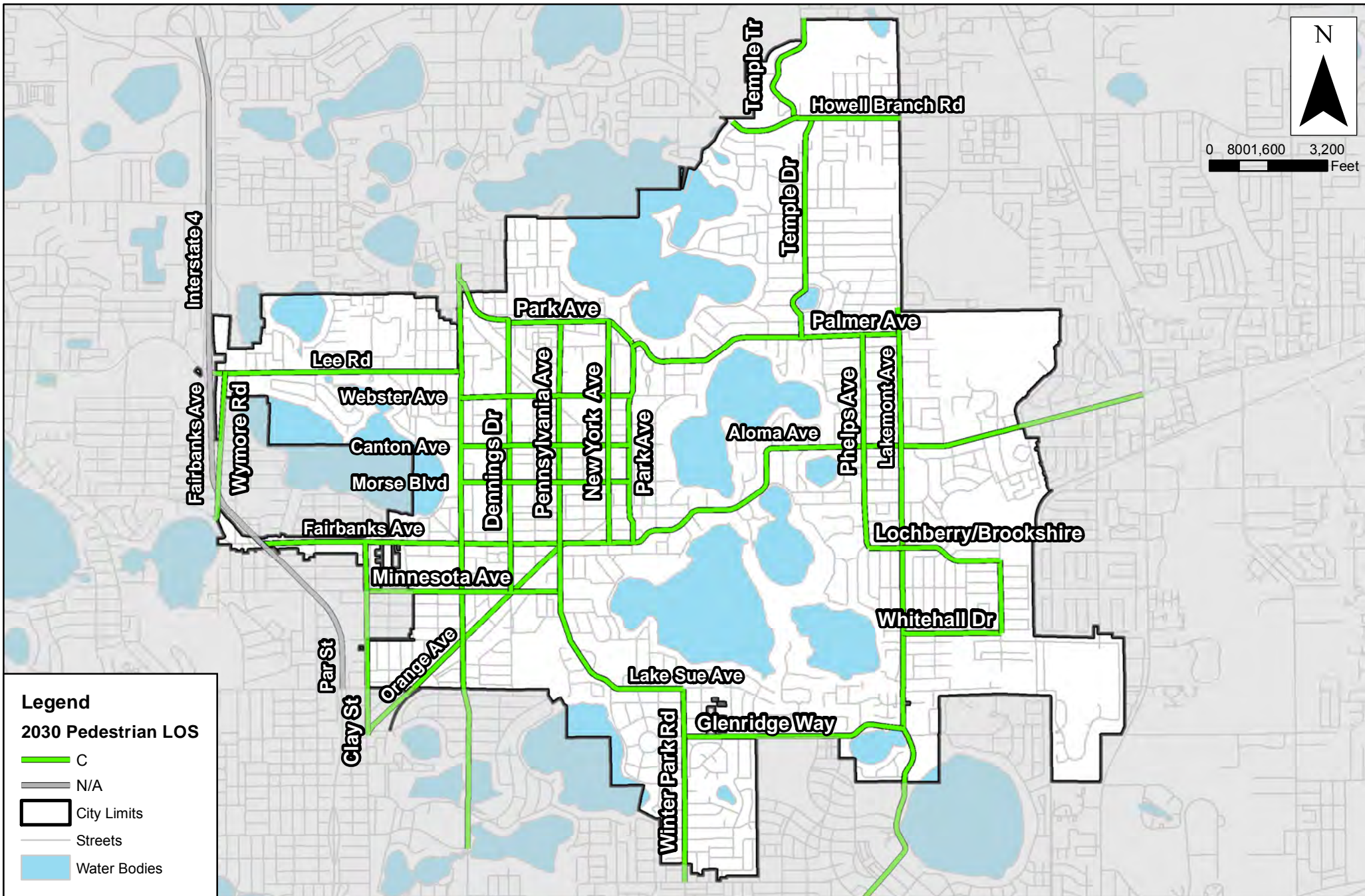
MAP 16: WINTER PARK 2030 ROADWAY LOS



Table 20: 2030 Pedestrian Level of Service

Roadway	From	To	Ped LOS
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	C
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	C
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	C
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	C
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	C
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	C
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	C
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	C
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	C
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	C
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	C
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	C
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	C
Aloma (SR 426)	Lakemont Ave.	SR 436	C
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	C
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	C
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	C
Denning Dr.	Minnesota Ave.	Park Ave.	C
Greene Dr.	Whitehall Cir.	Brookshire Ave.	C
Glenridge Way	Winter Park Rd.	General Reese Ave.	C
Glenridge Way	General Reese Ave.	Lakemont Ave.	C
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	C
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	C
Lakemont Ave.	SR 426	Lake Howell Rd.	C
Lakemont Ave.	Goodrich Ave.	SR 426	C
Lakemont Ave.	Glenridge Way	Goodrich Ave.	C
Lakemont Ave.	Common Way Rd.	Glenridge Way	C
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	C
Minnesota Ave	Clay St.	Pennsylvania Ave.	C
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	C
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	C
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	C
Palmer Ave.	Park Ave.	Lakemont Ave.	C
Park Avenue	US 17-92	Palmer Ave.	C
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	C
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	C
Phelps Avenue	Lochberry Rd.	Palmer Ave.	C
Temple Drive	Palmer Ave.	Horatio Ave.	C*
Temple Trail	Horatio Ave.	City Limits	C*
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	C
Whitehall Drive	Lakemont Ave.	Greene Dr.	C
Winter Park Road	Corrine Dr.	Lake Sue Ave.	C
Wymore Road	Fairbanks Ave.	Lee Rd.	C

* - Improvement planned by 2030 to improve LOS



MAP 17: WINTER PARK 2030 PEDESTRIAN LOS



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Project No: 149749001

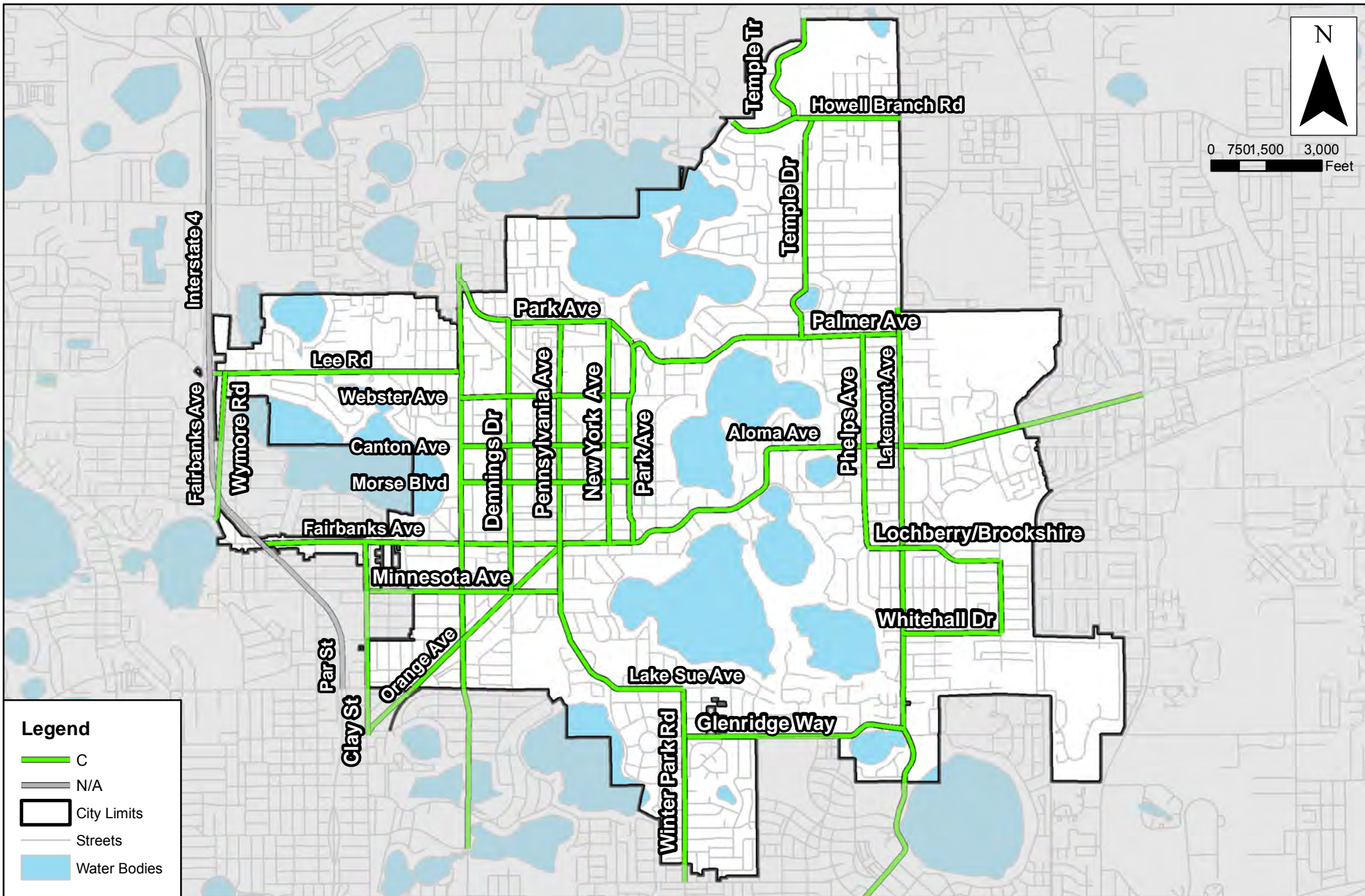
Scale: As Noted

October 2016



Table 21: 2030 Bicycle Level of Service

Roadway	From	To	Bike LOS	Planned Improvement
State Roads				
I-4	Lee Rd.	Maitland Blvd.	n/a	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a	n/a
I-4	Par St.	Fairbanks Ave.	n/a	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	C	n/a
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	C	n/a
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	C	n/a
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	C	n/a
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	C	n/a
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	C	n/a
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	C	n/a
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	C	Bike Lanes
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	C	Bike Lanes
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	C	n/a
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	C	n/a
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	C	n/a
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	C	n/a
Aloma (SR 426)	Lakemont Ave.	SR 436	C	n/a
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	C	n/a
Non-State Roads				
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	C	Bike Route
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	C	n/a
Denning Dr.	Minnesota Ave.	Park Ave.	C	n/a
Greene Dr.	Whitehall Cir.	Brookshire Ave.	C	Bike Route
Glenridge Way	Winter Park Rd.	General Reese Ave.	C	n/a
Glenridge Way	General Reese Ave.	Lakemont Ave.	C	n/a
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	C	n/a
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	C	n/a
Lakemont Ave.	SR 426	Lake Howell Rd.	C	n/a
Lakemont Ave.	Goodrich Ave.	SR 426	C	n/a
Lakemont Ave.	Glenridge Way	Goodrich Ave.	C	n/a
Lakemont Ave.	Common Way Rd.	Glenridge Way	C	n/a
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	C	Bike Route
Minnesota Ave	Clay St.	Pennsylvania Ave.	C	n/a
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	C	n/a
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	C	n/a
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	C	Bike Lanes
Palmer Ave.	Park Ave.	Lakemont Ave.	C	n/a
Park Avenue	US 17-92	Palmer Ave.	C	n/a
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	C	n/a
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	C	n/a
Phelps Avenue	Lochberry Rd.	Palmer Ave.	C	n/a
Temple Drive	Palmer Ave.	Horatio Ave.	C	n/a
Temple Trail	Horatio Ave.	City Limits	C	n/a
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	C	n/a
Whitehall Drive	Lakemont Ave.	Greene Dr.	C	n/a
Winter Park Road	Corrine Dr.	Lake Sue Ave.	C	n/a
Wymore Road	Fairbanks Ave.	Lee Rd.	C	Bike Route



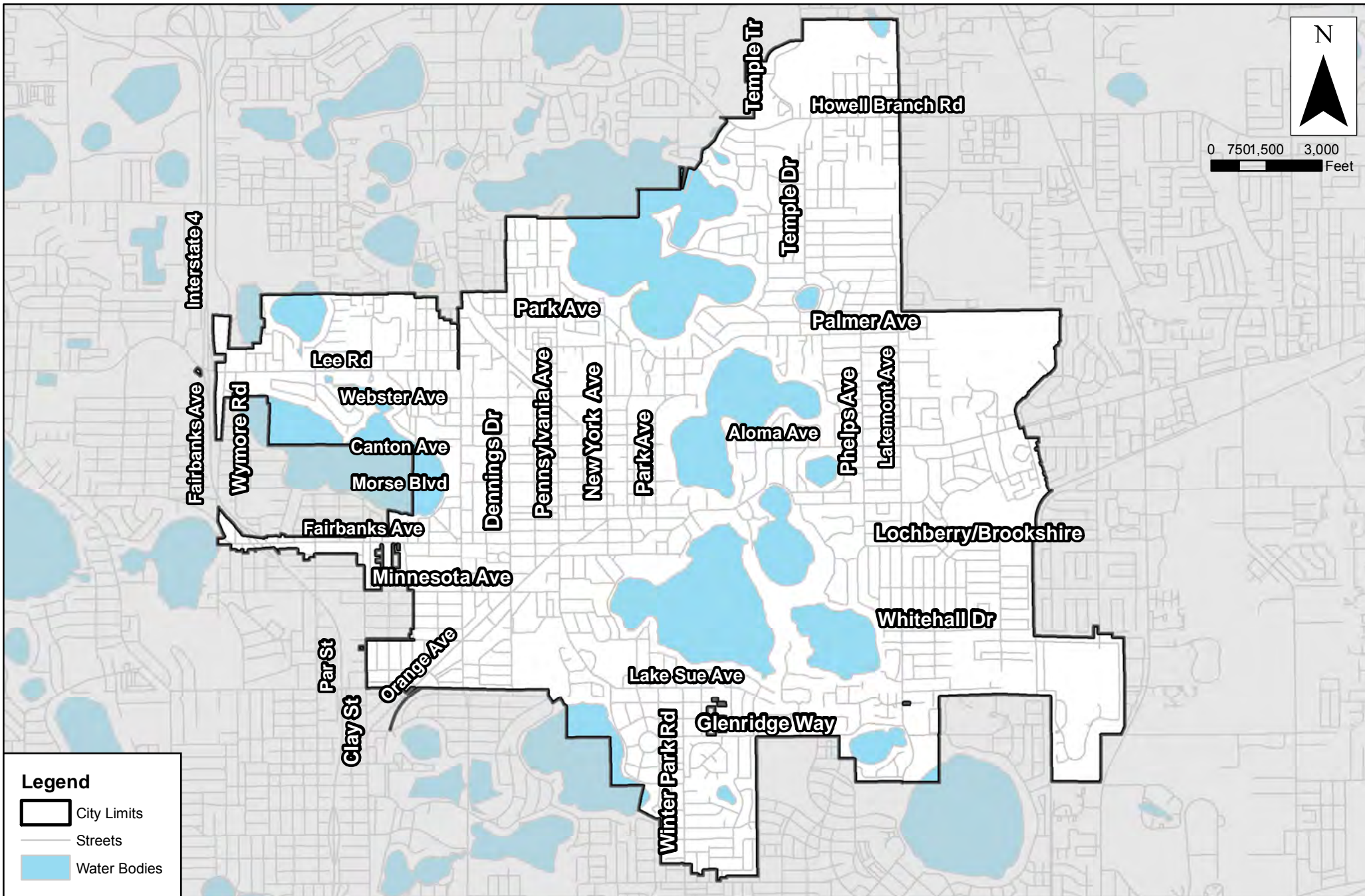
MAP 18: WINTER PARK 2030 BICYCLE LOS






Table 22: 2030 Bus Level of Service

Roadway	From	To	Bus LOS *
State Roads			
I-4	Lee Rd.	Maitland Blvd.	n/a
I-4	Fairbanks Ave.	Lee Rd.	n/a
I-4	Par St.	Fairbanks Ave.	n/a
US 17/92/Orlando Ave.	SR-423/Lee Rd.	Park Ave.	TBD
US 17/92/Orlando Ave.	SR-426/Fairbanks Ave.	SR-423/Lee Rd.	TBD
US 17/92/Orlando Ave.	SR-527/Orange Ave.	SR-426/Fairbanks Ave.	TBD
US 17/92/Orlando Ave.	Princeton St.	SR-527/Orange Ave.	TBD
Lee Rd. (SR 423)	I-4	US 17-92/Orlando Ave.	TBD
Fairbanks Ave. (SR 426)	I-4	Formosa Ave.	TBD
Fairbanks Ave. (SR 426)	Formosa Ave.	US 17-92/Orlando Ave.	TBD
Fairbanks Ave. (SR 426)	US 17-92/Orlando Ave.	Denning Dr.	TBD
Fairbanks Ave. (SR 426)	Denning Dr.	SR-527/Orange Ave.	TBD
Fairbanks Ave. (SR 426)	SR-527/Orange Ave.	Park Ave.	TBD
Fairbanks Ave. (SR 426)	Park Ave.	Lyman Ave.	TBD
Aloma (SR 426)	Lyman Ave.	Phelps Ave.	TBD
Aloma (SR 426)	Phelps Ave.	Lakemont Ave.	TBD
Aloma (SR 426)	Lakemont Ave.	SR 436	TBD
Orange Ave. (SR 527)	Clay Ave.	US 17-92/Orlando Ave.	TBD
Non-State Roads			
Canton Ave.	US 17-92/Orlando Ave.	Park Ave.	n/a
Clay Street	SR 527/Orange Ave.	Fairbanks Ave.	TBD
Denning Dr.	Minnesota Ave.	Park Ave.	TBD
Greene Dr.	Whitehall Cir.	Brookshire Ave.	n/a
Glenridge Way	Winter Park Rd.	General Reese Ave.	n/a
Glenridge Way	General Reese Ave.	Lakemont Ave.	TBD
Howell Branch Rd.	Maitland City Line	Seminole Co. Line	n/a
Lake Sue Avenue/Penn Avenue	Winter Park Rd.	Orange Ave.	n/a
Lakemont Ave.	SR 426	Lake Howell Rd.	n/a
Lakemont Ave.	Goodrich Ave.	SR 426	TBD
Lakemont Ave.	Glenridge Way	Goodrich Ave.	TBD
Lakemont Ave.	Common Way Rd.	Glenridge Way	n/a
Lochberry/Brookshire	Phelps Ave.	Greene Dr.	n/a
Minnesota Ave	Clay St.	Pennsylvania Ave.	n/a
Morse Blvd	US 17-92/Orlando Ave.	Park Ave.	TBD
New York Ave.	SR 426/Fairbanks Ave.	Park Ave.	TBD
Orange Ave.	US 17-92/Orlando Ave.	SR-426/Fairbanks Ave.	TBD
Palmer Ave.	Park Ave.	Lakemont Ave.	n/a
Park Avenue	US 17-92	Palmer Ave.	n/a
Park Avenue	SR 426/Fairbanks Ave.	Palmer Ave.	n/a
Pennsylvania Ave.	SR 426/Fairbanks Ave.	Park Ave.	n/a
Phelps Avenue	Lochberry Rd.	Palmer Ave.	n/a
Temple Drive	Palmer Ave.	Horatio Ave.	n/a
Temple Trail	Horatio Ave.	City Limits	n/a
Webster Avenue	US 17-92/Orlando Ave.	Park Ave.	n/a
Whitehall Drive	Lakemont Ave.	Greene Dr.	n/a
Winter Park Road	Corrine Dr.	Lake Sue Ave.	n/a
Wymore Road	Fairbanks Ave.	Lee Rd.	n/a

Note: * = To be determined based on coordination with LYNX



- Legend**
-  City Limits
 -  Streets
 -  Water Bodies

MAP 19: WINTER PARK 2030 TRANSIT LOS - TBD



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Project No: 149749001

Scale: As Noted

October 2016



Economic Development 10-17-16 Advisory Board



meeting date



approved by

item type

Administrative

Action

Information

City Manager

City Attorney

N/A

**agenda
item**

Subject 2b

Comprehensive Plan – Housing Element

motion | recommendation

Request for consideration of the Housing Element of the City of Winter Park Comprehensive Plan Update is requested.

Background

The Housing Element is one of nine which combine to form the city's Comprehensive Plan. The plan itself ensures that the overarching growth management for Winter Park meets all state and federal regulations and the stated vision for the city. In short, it lays out the priorities of the city to its residents for the foreseeable future. The last update to the plan was in 2009. It must be reviewed to reflect current trends, new technologies, and policy-driven priorities into the future. The timing of the update is further augmented given the city's recent adoption of its Visioning Plan.

Each municipality and county is required to review their comprehensive plan every seven years per state statute. In February, the City sent a letter to the state of its intention to update the plan. The city has one year to complete its updates and receive approval from the state.

Each mandatory and optional element in the comprehensive plan is divided into two sections; the Goals, Objectives, and Policies (GOP) and the Data Inventory and Analysis (DIA) section. The GOP is the only section of the two to be officially adopted by the city and approved by the state. The DIA provides support and supplemental material only and is intended to act as a reference.

The purpose of the Housing Element is to provide guidance for policies needed to meet the need for current and housing supply. Staff is requesting a review by the Economic Development Advisory Board to ensure compliance with local goals, objectives, and policies.

Included in this packet is an update to the DIA portion of the element, the text of the GOP, and a matrix of the Housing Element.

The following chart relates to Chapter 3 – Housing, and outlines all of the Goals, Objectives, and Policies of this Chapter. Space is provided to the right to add any comments/recommendations. Staff comments/changes to this element of the Comprehensive Plan are shown as black underlined text. This element was reviewed by the _____ Board (their comments/changes are shown in _____text).

No.	Chapter 3: Housing Element	Comments
1	<p style="text-align: center;"><u>WINTER PARK RELATED VISION THEMES</u></p> <p style="text-align: center;"><u>Cherish and sustain Winter Park’s extraordinary quality of life.</u></p> <p style="text-align: center;"><u>Plan our growth through a collaborative process that protects out City’s timeless scale and character.</u></p>	
2	<p><u>GOAL 3-1: QUALITY RESIDENTIAL ENVIRONMENT. ALLOCATE LAND AREA TO ACCOMMODATE A SUPPLY OF HOUSING RESPONSIVE TO THE DIVERSE HOUSING NEEDS OF THE EXISTING AND FUTURE POPULATION AND ASSIST THE PRIVATE SECTOR TO RESPONSIVELY MEET DEMAND FOR QUALITY HOUSING IN NEIGHBORHOODS PROTECTED FROM INCOMPATIBLE USES AND SERVED BY ADEQUATE PUBLIC FACILITIES.</u></p>	
3	<p><u>OBJECTIVE 3-1.1: PROVIDE ADEQUATE SITES FOR RESIDENTIAL USES.</u> Winter Park shall develop programs and strategies to achieve adequate, and safe housing for current and future populations and shall maintain a sufficient ratio of affordable housing.</p>	
4	<p><u>Policy 3-1.1.1: Regulations to Support Housing Diversity.</u> The City’s Future Land Use Map shall allocate land resources that shall accommodate a range of housing densities and structure types to accommodate current and future population needs.</p>	
5	<p><u>Policy 3-1.1.2: Technical Assistance to Private Sector.</u> The City shall provide technical assistance, information, and referral services to the housing industry in order to maintain housing production sufficient to meet the projected housing market demand, particularly for affordable housing construction activities.</p>	
6	<p><u>Policy 3-1.1.3: Developing Public/Private Partnerships.</u> Winter Park shall explore developing local government partnerships with the private sector to improve and expand the efficiency of the affordable housing delivery system. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources.</p>	
7	<p><u>Policy 3-1.1.4: Housing Demands Generated by College Students.</u> The City shall coordinate with Rollins College regarding campus development plans and the availability of on-campus housing. The purpose of such coordination is to evaluate impacts college enrollment places on housing needs within the City.</p>	
8	<p><u>OBJECTIVE 3-1.2: SUPPORT AND PROTECT AFFORDABLE HOUSING.</u> The City shall establish programs and activities intended to discourage loss of existing affordable housing and to support construction of new affordable housing.</p>	

No.	Chapter 3: Housing Element	Comments
9	<p><u>Policy 3-1.2.1: Winter Park Affordable Housing Program.</u> The City shall establish programs and activities intended to discourage loss of existing affordable housing and to support construction of new affordable housing through existing Winter Park Affordable Housing programs where warranted and consistent with broader comprehensive plan policies. The Winter Park Affordable Housing programs includes, but is not limited, to the following activities intended to improve and protect the City’s supply of affordable housing as well as to link qualified households with affordable housing assistance:</p> <p><u>1. Affordable Housing Partnerships.</u> The City shall establish and support partnerships with non-profit affordable housing entities, charitable foundations and other groups as needed to accomplish the affordable housing implementation goals of the City.</p> <p><u>3. Explore a Land Bank Program.</u> The City will explore a land bank program for use by the City or a private partner to implement the affordable housing goals of the City, as needed.</p> <p><u>4. Affordable Housing Linkage Fee.</u> The City shall continue to administer and impose an affordable housing linkage fee on new development as a revenue source to fund construction of affordable or workforce housing for Winter Park residents, as needed. Periodically the City shall evaluate the linkage fee program to determine if affordable housing needs and construction costs warrant adjustment of linkage fee rates.</p> <p><u>6. Affordable Housing Construction.</u> The City shall continue to directly support the construction of affordable housing units through revenue generated by the affordable housing linkage fee revenue, county, state, federal programs and the private sector.</p> <p><u>7. Affordable Housing Rehabilitation Program.</u> The City shall continue to support the preservation of the existing affordable housing stock through its housing rehabilitation program in concert with Orange County.</p> <p><u>8. Winter Park Housing Authority.</u> The City shall continue to support the Winter Park Housing Authority public housing program for very low and low income households.</p> <p><u>9. Promote Private Sector Investment in Affordable Housing.</u> The City shall encourage private sector housing providers and nonprofit organizations to construct affordable housing.</p> <p><u>10. Technical Assistance, Information, and Referral Services.</u> The City shall continue efforts to serve as a source of information regarding City and County housing assistance programs through brochures, pamphlets, and to provide staff assistance available through the City’s Planning and Community Development Department and the Winter Park Housing Authority.</p> <p><u>11. Identify City Owned Sites Available for Affordable Housing Development.</u> The City shall establish an internal review process for City owned sites suitable for development of workforce housing at various income levels.</p>	
10	<p><u>Policy 3-1.2.2: Selecting Sites for Affordable Housing.</u> The City shall continue to promote access to a broad range of housing opportunities with a full complement of public services through cooperation and coordination with the private sector, Orange County, and the East Central Florida Regional Planning Council.</p>	
11	<p><u>Policy 3-1.2.3: Barriers to Affordable Housing within Land Development Regulations.</u> The City shall ensure that its regulatory techniques and review procedures do not create cumbersome barriers to affordable housing. As part of the evaluation, the City shall evaluate the Future Land Use Map and the Official Zoning Map to assess whether sufficient land is available to support housing types for low to moderate income households. The City’s Future Land Use Map and Zoning Map shall include provisions that allow locations for diverse housing types such as, but not limited to, Planned Unit Residential Developments, cluster housing townhouses, apartment units, and apartments in upper floors above retail and office uses.</p>	

No.	Chapter 3: Housing Element	Comments
12	<u>Policy 3-1.2.4: Maintain a Streamlined Development Review Process.</u> Within one year from the effective date of the Winter Park Comprehensive Plan, the City shall establish a streamlined development review and permitting process for affordable and workforce housing developments and redevelopment.	
13	<u>Policy 3-1.2.5: Maximize Use of Orange County Housing Programs.</u> The City shall maximize use of housing programs administered by the Orange County Division of Housing and Community Development by annually coordinating with the County to identify assistance programs and funds available to Winter Park residents. The City shall continue efforts to jointly work with the Orange County Division of Housing and Community Development regarding housing assistance programs for very low, low, and moderate income households.	
14	<u>Policy 3-1.2.6: Coordination with State Planning Agencies.</u> The City shall coordinate with the Florida Department of Economic Opportunity, Department of Health, and Department of Children and Family Services regarding grant programs available to Winter Park for affordable housing, housing rehabilitation, and group home facilities.	
15	<u>Policy 3-1.2.7: Coordination with Regional Agencies.</u> Winter Park shall continue participation on affordable housing committees sponsored by the East Central Florida Regional Planning Council.	
16	<u>Policy 3-1.2.8: Public Involvement in Housing Production.</u> Winter Park shall support the involvement of county, regional, state, and federal agencies in housing production, where such housing is consistent with the City's Comprehensive Plan and implementing regulations. The City shall also promote nondiscrimination in access to housing within the City by promoting fair housing laws and practices.	
17	<u>Policy 3-1.2.9: Housing Assistance Grant Programs.</u> The City shall continue to pursue grant funds from federal, state, and county agencies for affordable housing assistance, housing construction, and supporting neighborhood infrastructure improvements.	
18	<u>OBJECTIVE 3-1.3: ELIMINATE SUBSTANDARD HOUSING CONDITIONS.</u> Winter Park shall implement activities and programs that eliminate and prevent substandard housing conditions as measured by the following policies:	
19	<u>Policy 3-1.3.1: Implement Progress to Eliminate Substandard Housing.</u> The City shall continue to ensure that new housing construction, as well as remodeling or rehabilitation of existing residences, conforms to the Florida Building Code. At each update of the Florida Building Code, the City shall evaluate its administrative and technical manpower and the overall condition of the City's housing resources and commit necessary resources to reconciling related issues identified.	
20	<u>Policy 3-1.3.2: Maintain Housing Condition Records.</u> The City shall attempt to contact owners of substandard housing units to communicate necessary corrective actions and to inform property owners of available federal, state, and local housing assistance programs for housing rehabilitation.	
21	<u>Policy 3-1.3.3: Enforcement Program Capabilities.</u> The City shall annually monitor the City's capability to responsively remedy code enforcement violations.	
22	<u>Policy 3-1.3.4: Housing Demolition and Rehabilitation.</u> The City shall require rehabilitation of deteriorated or unsafe housing identified as a threat to the safety of occupants or the welfare of the community. If the extent of deterioration prevents rehabilitation, or if the property owner is unwilling to improve an unsafe structure, the City shall require the house to be demolished.	
23	<u>Policy 3-1.3.5: Infrastructure Improvements for Targeted Neighborhoods.</u> The City shall continue coordination with the Orange County Division of Housing and Community Development regarding the use of Community Development Block Grant funds for infrastructure improvements within the Hannibal Square neighborhood.	

No.	Chapter 3: Housing Element	Comments
24	<u>Policy 3-1.3.6: Sewer Extensions to Lower Income Neighborhoods.</u> The City shall evaluate the merits and feasibility of a city grant program or similar assistance program to assist with costs to connect homes owned and occupied by very low and low income households to sewer lines within adjacent streets.	
25	<u>Policy 3-1.3.7: Coordination with Orange County Housing Improvement Programs.</u> The City shall continue to support the County's designation of the Hannibal Square neighborhood as a target community for receipt of Community Development Block Grant (CDBG) funds. The City shall provide the County with a list of infrastructure improvement needs warranting financial assistance from the CDBG program.	
26	<u>Policy 3-1.3.8: Implement of Green Building Practices and Programs.</u> The City shall develop criteria that ensures that housing developed with public subsidies be cost effective to build, durable and practical to maintain. The green building practices criteria should ensure that housing developed with public subsidies results in high-quality, healthy living environments, lower utility costs, enhanced connections to nature, protection of the environment by the conservation of energy, water, materials and other resources, and the advancement of the health of local and regional ecosystems.	
27	<u>OBJECTIVE 3-1.4: PROVIDE OPPORTUNITIES FOR GROUP HOMES, HOUSING FOR THE ELDERLY AND FOSTER CARE FACILITIES.</u> The City shall promote housing opportunities to meet the special housing needs of the elderly, dependent children, the physically and mentally handicapped, and the developmentally disabled.	
28	<u>Policy 3-1.4.1: Foster Care Facilities.</u> The City shall continue to comply with state Laws and administrative rules designed to ensure availability of sites for foster care and adult foster care facilities.	
29	<u>Policy 3-1.4.2: Community Residential Homes.</u> The City shall continue to permit community residential homes in residential zoning districts providing they meet criteria in Chapter 419, Florida Statutes. The facilities shall foster nondiscrimination and shall provide residential alternatives to institutionalization.	
30	<u>Policy 3-1.4.3: Housing for the Elderly.</u> The City shall promote the development of housing alternatives specially designed for the elderly, including but not limited to adult living facilities and adult foster care homes. Sites for elderly housing shall be approved only if such sites have access appropriate infrastructure and are located on a paved street.	
31	<u>Policy 3-1.4.4: Nursing Homes.</u> The City shall establish adequate locations for nursing homes with appropriate zoning categories and where central sewer and wastewater systems are available.	
32	<u>Policy 3-1.4.5: Adequate Sites for Special Housing Needs.</u> The City shall support the placement of group homes, nursing homes, foster care facilities, and other special housing needs licensed or certified by the State of Florida. Location criteria for such uses shall at minimum comply with state laws.	
33	<u>OBJECTIVE 3-1.5: CONSERVE NEIGHBORHOOD QUALITY AND EXISTING HOUSING STOCK.</u> The useful life of existing housing stock shall be conserved through effective implementation of laws, ordinances, and programs directed toward preserving neighborhood quality, including conservation of natural and historic resources, maintenance of community facilities, and code enforcement activities.	
34	<u>Policy 3-1.5.1: Conservation and Rehabilitation of Existing Housing.</u> The City shall develop a method to promote the conservation and rehabilitation of existing housing as a means to maintain or improve residential conditions and reduce the waste of valuable housing resources, particularly those serving as affordable and workforce housing.	
35	<u>Policy 3-1.5.2: Maintain Active Code Enforcement.</u> The City shall maintain an active code enforcement program to identify housing accommodations and nonresidential structures that fail to comply with the minimum specification governing building construction, electrical facilities, water and wastewater systems, construction, fire protection, flood prevention, and housing. Where structures fail to meet minimum standard specifications, the City shall duly notice the violation and stipulate conditions for bringing the structure into compliance.	

No.	Chapter 3: Housing Element	Comments
36	<u>Policy 3-1.5.3: Supportive Facilities and Services for Quality Residential Neighborhoods.</u> The City shall ensure that sufficient public facilities and services supportive to a quality residential environment have been planned, designed and implemented where possible.	
37	<u>Policy 3-1.5.4: Compatibility of New Residential Development.</u> Winter Park shall continue to ensure compatibility of proposed development with adjacent and surrounding residential uses through recognition of existing neighborhoods and minimizing impacts created by new development through the city's Land Development Code regulations.	
38	<u>Policy 3-1.5.5: Compatibility of Development.</u> Where the Future Land Use Map allows both residential and commercial development, the City shall allow residential uses to occur with compatible nonresidential uses.	
39	<u>Policy 3-1.5.6: Monitor Housing Demolition.</u> The City shall annually conduct an inventory of residential construction activity resulting in the demolition of residential units. As part of the inventory process, the City shall identify demolition removing affordable housing.	
40	<u>Policy 3-1.5.7: Protection of Established Neighborhoods.</u> The City shall formalize a process for neighborhood planning to address traffic, parking, infrastructure and utility needs, land use and density ranges consistent with neighborhood character, natural and historic features, and public facilities to serve the area.	
41	<u>OBJECTIVE 3-1.6: PRESERVE RESIDENTIAL HISTORIC OR ARCHITECTURAL RESOURCES.</u> Neighborhood character and housing diversity shall be protected and enhanced by preserving residential structures determined to have historic or architectural significance to the City of Winter Park by the Florida Master Site File survey report entitled <i>Architectural Survey and National Register Evaluation</i> , which may be amended from time to time.	
42	<u>Policy 3-1.6.1: Historical Housing Assessment and Survey.</u> The City shall update its Florida Master Site File survey and National Register of Historic Places evaluation report as described in the Future Land Use Element.	
43	<u>Policy 3-1.6.2: Accessory Dwelling Units.</u> The City shall continue to support the ability for properties that have been individually designated to the Winter Park Register of Historic Places or properties in historic districts that have been designated to the Winter Park Register of Historic Places to preserve existing accessory dwelling units and to construct new accessory dwelling units.	
44	<u>OBJECTIVE 3-1.7: RELOCATION ASSISTANCE AND HOUSING.</u> Winter Park shall apply uniform and equitable treatment of persons and businesses displaced by City programs, consistent with §421.55, FS.	
45	<u>Policy 3-1.7.1: Provide Alternative Housing Sites for Displaced Structures and Residents.</u> The City shall continue to enforce its displacement and relocation ordinance. When planning the location of land acquisition for public purposes, the City shall assess the degree of displacement that may occur. Winter Park shall not be responsible for relocating City residents who are displaced as the result of county, state, or federal programs or actions.	
46	<u>OBJECTIVE 3-1.9: COORDINATE HOUSING TYPE AND LOCATION WITH TRANSPORTATION PROGRAMS AND PLANS.</u> Land use and transportation planning shall be coordinated to assure that affordable housing, higher density housing, and housing for special groups are accessible to future public transportation programs or transit systems.	
47	<u>Policy 3-1.9.1: Transportation Programs.</u> The City shall make available information and brochures regarding any transportation assistance programs available to the elderly, disabled, or transportation-disadvantaged.	
48	<u>Policy 3-1.9.2: Integration of Residential Design with Transportation Plans.</u> Residential development and design shall be compatible in scale, type and density to adjacent roadway functional classifications.	

CHAPTER 3: HOUSING ELEMENT

WINTER PARK RELATED VISION THEMES

Cherish and sustain Winter Park's extraordinary quality of life.

Plan our growth through a collaborative process that protects our City's timeless scale and character.

GOAL 3-1: QUALITY RESIDENTIAL ENVIRONMENT. ALLOCATE LAND AREA TO ACCOMMODATE A SUPPLY OF HOUSING RESPONSIVE TO THE DIVERSE HOUSING NEEDS OF THE EXISTING AND FUTURE POPULATION AND ASSIST THE PRIVATE SECTOR TO RESPONSIVELY MEET DEMAND FOR QUALITY HOUSING IN NEIGHBORHOODS PROTECTED FROM INCOMPATIBLE USES AND SERVED BY ADEQUATE PUBLIC FACILITIES.

OBJECTIVE 3-1.1: PROVIDE ADEQUATE SITES FOR RESIDENTIAL USES. Winter Park shall develop programs and strategies to achieve adequate, and safe housing for current and future populations and shall maintain a sufficient ratio of affordable housing.

Policy 3-1.1.1: Regulations to Support Housing Diversity. The City's Future Land Use Map shall allocate land resources that shall accommodate a range of housing densities and structure types to accommodate current and future population needs.

Policy 3-1.1.2: Technical Assistance to Private Sector. The City shall provide technical assistance, information, and referral services to the housing industry in order to maintain housing production sufficient to meet the projected housing market demand, particularly for affordable housing construction activities.

Policy 3-1.1.3: Developing Public/Private Partnerships. Winter Park shall explore developing local government partnerships with the private sector to improve and expand the efficiency of the affordable housing delivery system. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources.

Policy 3-1.1.4: Housing Demands Generated by College Students. The City shall coordinate with Rollins College regarding campus development plans and the availability of on-campus housing. The purpose of such coordination is to evaluate impacts college enrollment places on housing needs within the City.

OBJECTIVE 3-1.2: SUPPORT AND PROTECT AFFORDABLE HOUSING. The City shall establish programs and activities intended to discourage loss of existing affordable housing and to support construction of new affordable housing.

Policy 3-1.2.1: Winter Park Affordable Housing Program. The City shall establish programs and activities intended to discourage loss of existing affordable housing and to support construction of new affordable housing through existing Winter Park Affordable Housing programs where warranted and consistent with broader comprehensive plan policies. The Winter Park Affordable Housing programs includes, but is not limited, to the following activities intended to improve and protect the City's supply of affordable housing as well as to link qualified households with affordable housing assistance:

- 1. Affordable Housing Partnerships.** The City shall establish and support partnerships with non-profit affordable housing entities, charitable foundations and other groups as needed to accomplish the affordable housing implementation goals of the City.
- 3. Explore a Land Bank Program.** The City will explore a land bank program for use by the City or a private partner to implement the affordable housing goals of the City, as needed.
- 4. Affordable Housing Linkage Fee.** The City shall continue to administer and impose an affordable housing linkage fee on new development as a revenue source to fund construction of affordable or workforce housing for Winter Park residents, as needed. Periodically the City shall evaluate the linkage fee program to determine if affordable housing needs and construction costs warrant adjustment of linkage fee rates.
- 6. Affordable Housing Construction.** The City shall continue to directly support the construction of affordable housing units through revenue generated by the affordable housing linkage fee revenue, county, state, federal programs and the private sector.
- 7. Affordable Housing Rehabilitation Program.** The City shall continue to support the preservation of the existing affordable housing stock through its housing rehabilitation program in concert with Orange County.
- 8. Winter Park Housing Authority.** The City shall continue to support the Winter Park Housing Authority public housing program for very low and low income households.
- 9. Promote Private Sector Investment in Affordable Housing.** The City shall encourage private sector housing providers and nonprofit organizations to construct affordable housing.
- 10. Technical Assistance, Information, and Referral Services.** The City shall continue efforts to serve as a source of information regarding City and County housing assistance programs through brochures, pamphlets, and to provide staff assistance available through the City's Planning and Community Development Department and the Winter Park Housing Authority.
- 11. Identify City Owned Sites Available for Affordable Housing Development.** The City shall establish an internal review process for City owned sites suitable for development of workforce housing at various income levels.

Policy 3-1.2.2: Selecting Sites for Affordable Housing. The City shall continue to promote access to a broad range of housing opportunities with a full complement of public services through cooperation and coordination with the private sector, Orange County, and the East Central Florida Regional Planning Council.

Policy 3-1.2.3: Barriers to Affordable Housing within Land Development Regulations.

The City shall ensure that its regulatory techniques and review procedures do not create cumbersome barriers to affordable housing. As part of the evaluation, the City shall evaluate the Future Land Use Map and the Official Zoning Map to assess whether sufficient land is available to support housing types for low to moderate income households. The City's Future Land Use Map and Zoning Map shall include provisions that allow locations for diverse housing types such

as, but not limited to, Planned Unit Residential Developments, cluster housing townhouses, apartment units, and apartments in upper floors above retail and office uses.

Policy 3-1.2.4: Maintain a Streamlined Development Review Process. Within one year from the effective date of the Winter Park Comprehensive Plan, the City shall establish a streamlined development review and permitting process for affordable and workforce housing developments and redevelopment.

Policy 3-1.2.5: Maximize Use of Orange County Housing Programs. The City shall maximize use of housing programs administered by the Orange County Division of Housing and Community Development by annually coordinating with the County to identify assistance programs and funds available to Winter Park residents. The City shall continue efforts to jointly work with the Orange County Division of Housing and Community Development regarding housing assistance programs for very low, low, and moderate income households.

Policy 3-1.2.6: Coordination with State Planning Agencies. The City shall coordinate with the Florida Department of Economic Opportunity, Department of Health, and Department of Children and Family Services regarding grant programs available to Winter Park for affordable housing, housing rehabilitation, and group home facilities.

Policy 3-1.2.7: Coordination with Regional Agencies. Winter Park shall continue participation on affordable housing committees sponsored by the East Central Florida Regional Planning Council.

Policy 3-1.2.8: Public Involvement in Housing Production. Winter Park shall support the involvement of county, regional, state, and federal agencies in housing production, where such housing is consistent with the City's Comprehensive Plan and implementing regulations. The City shall also promote nondiscrimination in access to housing within the City by promoting fair housing laws and practices.

Policy 3-1.2.9: Housing Assistance Grant Programs. The City shall continue to pursue grant funds from federal, state, and county agencies for affordable housing assistance, housing construction, and supporting neighborhood infrastructure improvements.

OBJECTIVE 3-1.3: ELIMINATE SUBSTANDARD HOUSING CONDITIONS. Winter Park shall implement activities and programs that eliminate and prevent substandard housing conditions as measured by the following policies:

Policy 3-1.3.1: Implement Progress to Eliminate Substandard Housing. The City shall continue to ensure that new housing construction, as well as remodeling or rehabilitation of existing residences, conforms to the Florida Building Code. At each update of the Florida Building Code, the City shall evaluate its administrative and technical manpower and the overall condition of the City's housing resources and commit necessary resources to reconciling related issues identified.

Policy 3-1.3.2: Maintain Housing Condition Records. The City shall attempt to contact owners of substandard housing units to communicate necessary corrective actions and to inform property owners of available federal, state, and local housing assistance programs for housing rehabilitation.

Policy 3-1.3.3: Enforcement Program Capabilities. The City shall annually monitor the City's capability to responsively remedy code enforcement violations.

Policy 3-1.3.4: Housing Demolition and Rehabilitation. The City shall require rehabilitation of deteriorated or unsafe housing identified as a threat to the safety of occupants or the welfare of the community. If the extent of deterioration prevents rehabilitation, or if the property owner is unwilling to improve an unsafe structure, the City shall require the house to be demolished.

Policy 3-1.3.5: Infrastructure Improvements for Targeted Neighborhoods. The City shall continue coordination with the Orange County Division of Housing and Community Development regarding the use of Community Development Block Grant funds for infrastructure improvements within the Hannibal Square neighborhood.

Policy 3-1.3.6: Sewer Extensions to Lower Income Neighborhoods. The City shall evaluate the merits and feasibility of a city grant program or similar assistance program to assist with costs to connect homes owned and occupied by very low and low income households to sewer lines within adjacent streets.

Policy 3-1.3.7: Coordination with Orange County Housing Improvement Programs. The City shall continue to support the County's designation of the Hannibal Square neighborhood as a target community for receipt of Community Development Block Grant (CDBG) funds. The City shall provide the County with a list of infrastructure improvement needs warranting financial assistance from the CDBG program.

Policy 3-1.3.8: Implement of Green Building Practices and Programs. The City shall develop criteria that ensures that housing developed with public subsidies be cost effective to build, durable and practical to maintain. The green building practices criteria should ensure that housing developed with public subsidies results in high-quality, healthy living environments, lower utility costs, enhanced connections to nature, protection of the environment by the conservation of energy, water, materials and other resources, and the advancement of the health of local and regional ecosystems.

OBJECTIVE 3-1.4: PROVIDE OPPORTUNITIES FOR GROUP HOMES, HOUSING FOR THE ELDERLY AND FOSTER CARE FACILITIES. The City shall promote housing opportunities to meet the special housing needs of the elderly, dependent children, the physically and mentally handicapped, and the developmentally disabled.

Policy 3-1.4.1: Foster Care Facilities. The City shall continue to comply with state Laws and administrative rules designed to ensure availability of sites for foster care and adult foster care facilities.

Policy 3-1.4.2: Community Residential Homes. The City shall continue to permit community residential homes in residential zoning districts providing they meet criteria in Chapter 419, Florida Statutes. The facilities shall foster nondiscrimination and shall provide residential alternatives to institutionalization.

Policy 3-1.4.3: Housing for the Elderly. The City shall promote the development of housing alternatives specially designed for the elderly, including but not limited to adult living facilities

and adult foster care homes. Sites for elderly housing shall be approved only if such sites have access appropriate infrastructure and are located on a paved street.

Policy 3-1.4.4: Nursing Homes. The City shall establish adequate locations for nursing homes with appropriate zoning categories and where central sewer and wastewater systems are available.

Policy 3-1.4.5: Adequate Sites for Special Housing Needs. The City shall support the placement of group homes, nursing homes, foster care facilities, and other special housing needs licensed or certified by the State of Florida. Location criteria for such uses shall at minimum comply with state laws.

OBJECTIVE 3-1.5: CONSERVE NEIGHBORHOOD QUALITY AND EXISTING HOUSING STOCK. The useful life of existing housing stock shall be conserved through effective implementation of laws, ordinances, and programs directed toward preserving neighborhood quality, including conservation of natural and historic resources, maintenance of community facilities, and code enforcement activities.

Policy 3-1.5.1: Conservation and Rehabilitation of Existing Housing. The City shall develop a method to promote the conservation and rehabilitation of existing housing as a means to maintain or improve residential conditions and reduce the waste of valuable housing resources, particularly those serving as affordable and workforce housing.

Policy 3-1.5.2: Maintain Active Code Enforcement. The City shall maintain an active code enforcement program to identify housing accommodations and nonresidential structures that fail to comply with the minimum specification governing building construction, electrical facilities, water and wastewater systems, construction, fire protection, flood prevention, and housing. Where structures fail to meet minimum standard specifications, the City shall duly notice the violation and stipulate conditions for bringing the structure into compliance.

Policy 3-1.5.3: Supportive Facilities and Services for Quality Residential Neighborhoods. The City shall ensure that sufficient public facilities and services supportive to a quality residential environment have been planned, designed and implemented where possible.

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OBJECTIVE 3-1.7: RELOCATION ASSISTANCE AND HOUSING. Winter Park shall apply uniform and equitable treatment of persons and businesses displaced by City programs, consistent with §421.55, FS.

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HOUSING DATA INVENTORY AND ANALYSIS

INTRODUCTION.

The purpose of the data inventory and analysis component of the Housing Element is to identify housing trends and needs from which goals, objectives and policies can establish actions and programs that guide housing development within the City of Winter Park. This element provides a statistical and qualitative evaluation of the characteristics and conditions of the existing housing stock within Winter Park.

Several data sources were used to compile this analysis. The principal sources of data include the 2010 Census and the American Community Survey (ACS), both prepared by the US Department of Commerce, the Florida Housing Data Clearinghouse (FHDC) and the Orange County 2015 certified tax rolls. These specific resources are applied as they comprise some of the most current or accurate information available for the purposes described. The analysis also relies substantively on the work of Miami Economics Associates, Inc. (MEAI) to link key housing variables drawn from these data sources with measures of income and housing affordability

- The actual census is completed every ten years and remains the standard for allocating a number of federal resources, and it is the basis for congressional districting. The data are deemed reliable in terms of their detailed profile of the community's housing inventory, its tenure, age, and structural characteristics. As a community which is largely fully developed, these attributes change modestly from one period to another. To the degree these changes may have significance, they are captured in the ACS and the area's local tax roll.
- Certain data within the census, reported only every ten years, is updated on a selected basis in the course of completing the ACS with samples made available for analysis on a 1, 3 and 5 year cycle. The ACS was fully implemented in 2010. This change in estimating and reporting procedures makes certain socioeconomic information available on a continuing basis which had otherwise been generated strictly during the decennial census. Of relevance to this analysis, in particular, are the recently released data on area income and population.
- The FHDC is the most exhaustive source of information on Florida's supply of subsidized rental housing but the organization is also a gateway to other resources. Additional data from FHDC include the above-mentioned U.S. Census, other federal population and housing surveys, the U.S. Department of Housing and Urban Development, the U.S. Department of Agriculture Rural Housing Service, Florida Housing Finance Corporation, local housing finance authorities, Public Housing Agencies, the Florida Association of Realtors, the Florida Department of Revenue, the Florida Agency of Workforce Innovation, and the Bureau of Economic and Business Research at the University of Florida
- Orange County's tax rolls, maintained as the public record of the area's tax base, is a valuable source of current housing and property valuations. Because this data directly and explicitly impacts every local government's budget and financial planning process, it is deemed relevant and correct for the purposes used.
- The City of Winter Park and Orange County Department of Community Development and Housing maintain their own respective records of housing building and development activity.

Where any of this data warrants further clarification, confirmation, qualification or discussion, that amplification appears in the appropriate area of the analysis. Specific sources of key data appear systematically in footnotes located at the bottom of each table itself or at the bottom of the same page on which the table appears.

HOUSING INVENTORY

This section presents an inventory of housing trends and characteristics, describing in particular certain housing conditions and potential resources typically linked those conditions. Differences may appear in certain figures for housing data totals. The difference or inconsistency results from the use of US Census sample data versus complete (100%) census survey data.

Housing Characteristics and City to County Comparisons

Tables 3-1 through 3-15 of this section provide an inventory and comparison of housing characteristics for the City of Winter Park and Orange County. Data appearing for Orange County represents the entire county, including all unincorporated and incorporated areas as well as Winter Park.

Dwelling Units by Structure Type. Table 3-1 of this section denotes a comparison of dwelling units by structure type for the City of Winter Park and Orange County. The proportional share of housing distributed between single and multiple family structure types does not significantly differ between the City and the County. In comparing Winter Park with the County, the only significant difference in housing structure types is found with the number of mobile homes. The City has significantly fewer mobile homes.

The City has a ratio of slightly more than two single-family homes for every one multi-family home. Vacant land is estimated at about 309.74 acres. About half of the acreage is zoned for residential use; however there are existing conservation easements on several large parcels owned by the Elizabeth Morse Genius Foundation that preclude development. Multiple family units are anticipated to represent a greater share of new housing construction than single-family homes. This housing trend projection may be supported by proposed land use policies and zoning regulations allowing residential use to occur above ground-level retail and office uses in some areas of the City.

Dwelling Units	Winter Park		Orange County	
	Number	Percentage	Number	Percent
Single Family	9,401	69.8%	308,100	62.8%
Multi-Family	4,006	29.7%	162,082	33.0%
Mobile Homes	56	0.4%	20,664	4.2%
Other	9	0.1%	17	0.03%
Total Dwelling Units	13,472	100.0%	490,993	100.0%

Source: 2010 U.S. Census

Tenure. Based on the 2010 US Census, Table 3-2 denotes a comparison between owner-occupied dwelling units and renter-occupied dwelling units in the County and in the City. As shown in Table 3-2, approximately 64.7% of the City’s occupied dwelling units are occupied by the owner, while approximately 42.2% of the occupied dwelling units in Orange County are occupied by renters.

Tenure	Winter Park			Orange County		
	# of Units	Units as a % of Total		# of Units	Units as a % of Total	
		Total Housing Units	Occupied Housing Units		Total Housing Units	Occupied Housing Units
Occupied Units	12,228	89.7%	100.0%	421,847	86.5%	100.0%
Owner-Occupied	7,908	58%	64.7%	243,950	50%	57.8%
Renter-Occupied	4,320	31.7%	35.3%	177,897	36.5%	42.2%
Vacant	1,398	10.3%	n/a	65,992	13.5%	n/a
Total Units	13,626	100.0%	n/a	487,839	100.0%	n/a

Source: 2010 US Census

Persons per Household. The 2010 US Census reported that the City averages 2.15 persons per household with an average family size of 2.85. Table 3-3 lists households according to the number of persons comprising a household.

Persons per Household	Number of Households
Total Households:	12,228
1-person household	4,463
2-person household	4,334
3-person household	1,577
4-person household	1,167
5-person household	500
6-person household	141
7-or-more-person household	46

Source: 2010 US Census

Vacancy Rate. Based on the 2010 US Census, the City experienced a vacancy rate of 10.3% for all housing units, a figure slightly lower than that experienced by the County, which had a 13.5% vacancy rate. Table 3-4 shows the number of vacant housing units according to the circumstances creating vacant units. Less than one three percent of all residential units in Winter Park were vacant because the home was for sale. This housing characteristic likely indicates a quick turnover in home sales and a stronger demand to purchase homes in the Winter Park housing market than in the County as whole.

	Winter Park		Orange County	
	Number of Units	%	Number of Units	%
Total Housing Units	13,626	100.0%	487,839	100%
Total Vacant Housing Units	1,398	10.3%	65,992	13.5%
For rent	481	3.5%	26,787	5.5%
For sale only	324	2.4%	10,683	2.2%
Rented or sold, but not occupied	82	0.6%	695	0.1%
For seasonal, recreation or occasional use	222	1.6%	13,633	2.8%
Other vacant	289	2.1%	12,793	2.6%

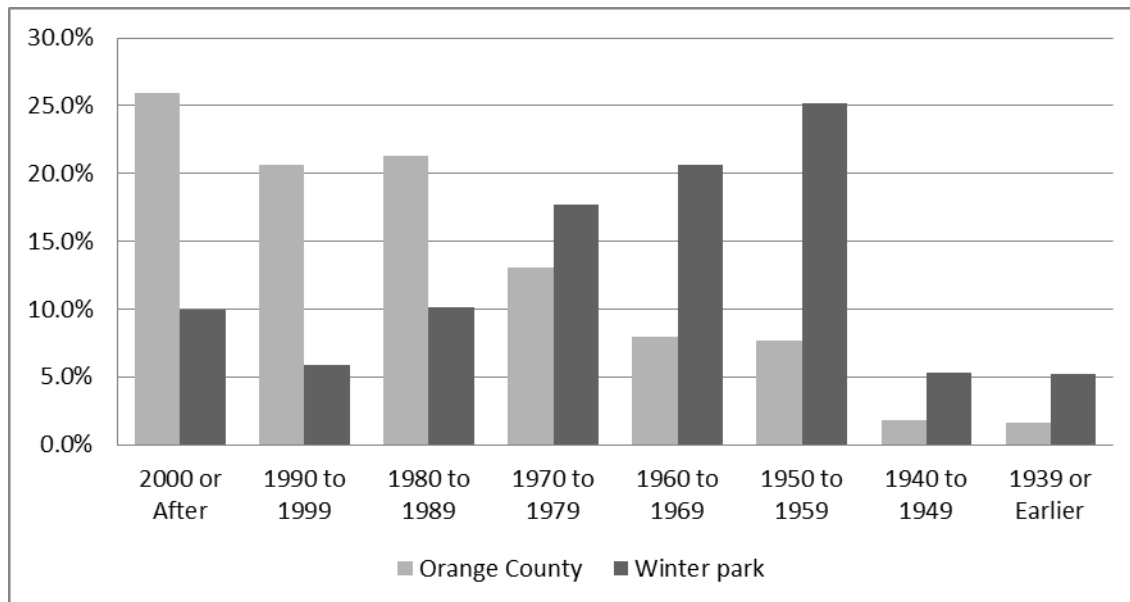
Source: 2010 US Census, sample data

Age of Housing Units. Tables 3-5 and 3-6 compare the age of year-round housing units in the City of Winter Park and Orange County. As denoted in Table 3-5, the largest share of Winter Park’s housing stock (46%) was constructed between 1950 and 1970, while over 80% of the County’s housing stock was constructed after 1970. The housing stock in Winter Park is generally older than that within the County. With limited vacant land in the City, its residential growth rate has curtailed substantially in the last two decades while residential growth has moved to other areas of the County where vacant land is more abundant.

Year of Construction	Winter Park		Orange County	
	# of Units	Percentage	# of Units	Percentage
2000 or After	1,336	9.95%	127,170	25.9%
1990 to 1999	796	5.9%	100,921	20.6%
1980 to 1989	1,358	10.12%	104,548	21.3%
1970 to 1979	2,376	17.7%	64,464	13.1%
1960 to 1969	2,764	20.6%	39,413	8.0%
1950 to 1959	3,376	25.15%	37,717	7.7%
1940 to 1949	709	5.28%	8,740	1.8%
1939 or Earlier	706	5.26%	8,020	1.6%
Total:	13,421	100%	490,993	100%

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Summary File

Table 3-6: Distribution of Housing by Year of Construction



Housing Conditions

An inventory of the City's housing stock was accomplished through a review of the 2010 Census of Population and Housing Data. The 2010 US Census provided information regarding dwelling units lacking complete plumbing facilities, dwelling units lacking complete kitchen facilities, dwelling units lacking central

heating facilities, dwelling units lacking air conditioning, and overcrowded dwelling units. A summary of the housing conditions for the City of Winter Park is shown in Table 3-16. Although the City promotes and enforces housing conditions consistent with or exceeding City codes, substandard housing conditions do occur but only in isolated areas within the City, as described in another section presented below. All new housing construction or reconstruction must conform to the City’s adopted building codes. Minimum property standards follow standard housing conditions as defined in the City’s adopted building codes and as established by the State of Florida.

Table 3-7: Condition of Housing		
Criteria	Number of Units	Share of Total Units
Lack of complete plumbing	44	0.3%
Lack of complete kitchen	276	2.1%
Lack of central heating	52	0.4%
Overcrowding ¹	124	1.1%
Total Housing Units ²	12,228	100.00%

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Summary File

¹Units with over one person per room.

²Occupied housing units

Recent housing construction trends in Winter Park show that older homes are demolished and replaced with new structures constructed under current building codes. Based on this trend, overall housing conditions should improve. However, annexation of land into the City since 2000 included older homes constructed under obsolete building codes.

Many of substandard housing incidents occur in neighborhoods or homes where households may qualify for assistance from Orange County or the Winter Park CRA to complete repairs and maintenance to the structure. The City is aware of areas where substandard housing occurs or has a history of occurrence. While the majority of the known substandard housing units are concentrated within neighborhoods where the City and County have targeted housing assistance programs or improvement activities, a smaller number of substandard housing units occur as isolated incidents temporarily emerging in other neighborhoods.

Enforcement of building and property codes sometimes requires eviction of low income households, many that may have a challenge finding housing affordable given their household income. The City recognizes that it must continue to work with property owners and tenants to address alternative housing when enforcement may require tenant eviction. The City understands that in some cases it must exercise compassion to assure sufficient opportunities for the tenant to find alternative housing.

Housing Costs and Affordability

Given strong perceptions about Winter Park’s very high cost of housing, the City opted to retain MEAI to evaluate the relationship among income, tenure, and expenditures for both owner and reenter occupied units. The bulleted paragraphs below are an excerpt from MEAI’s final report that was published in September, 2016.

- The term “Affordable Housing” relates to shelter that is accessibly-priced for households of very low, low and moderate income at a cost that does not exceed 30 percent of their income. Table 3-10

defines the terms “very low”, “low” and “moderate” income as income ranges relative to Area Median Income (AMI), which are the figures that generally guide federal housing programs. According to the U.S. Department of Housing and Urban Development, AMI is currently \$57,800 in Orange County, Florida. Table 1 also shows the income range associated with each of those income categories. Finally, it provides the definition of “Workforce Housing” and its associated income range.

**Table 3-10
Housing Income Categories**

Income Category	Definition	Income Range
Very Low Income	Up to 50% of AMI	<= \$28,900
Low Income	50 – 80% of AMI	\$ 28,901 – \$ 46,240
Moderate Income	80 – 120% of AMI	\$ 46,241 – \$ 69,360
Workforce Income	120 – 145% of AMI	\$ 69,361 – \$ 83,810

Source: U.S. Department of Housing and Urban Development; Miami Economic Associates, Inc.

- Table 3-11 shows the amount of rent that households of very low, low, moderate and workforce income can afford to pay on a monthly basis while not spending more than 30 percent of their monthly income on their living unit.

**Table 3-11
Accessible Rental Rate Ranges by Income Category**

Income Category	Monthly Income	Rental Range
Very Low Income	<= \$ 2,408	<= \$ 722
Low Income	\$ 2,409 - \$ 3,853	\$ 722 – \$ 1,156
Moderate Income	\$ 3,854 - \$ 5,780	\$ 1,157 – \$ 1,734
Workforce Income	\$ 5,780 - \$ 6,984	\$ 1,785 – \$ 2,095

Source: Miami Economic Associates, Inc.

- Residential realtors and mortgage underwriters have traditionally used a rule-of-thumb that estimated that prospective homeowners could afford to buy a home valued up to 2.5 times their annual income. The home value ranges for each income range being considered in this report arrived at using that rule-of-thumb are shown In Table 3. MEAI, however, found during the course of its analysis with respect to Winter Park that given the current low interest rate environment and the ad valorem tax and insurance rates paid by homeowners in Winter Park, considerably more expensive units could be purchased than application of the referenced rule-of-thumb would suggest while keeping the annual outlays for mortgage principal and interest payments as well as real estate taxes and insurance below 30 percent of monthly income. In conducting our analysis, it was assumed that the down payment would equate to 20 percent of unit value, which would negate the need for mortgage insurance. Table 3-12 also presents the accessible home value ranges that MEAI calculated using current interest, tax and insurance rates applicable in Winter Park.

**Table 3-12
Accessible Home Value Ranges by Income Categories**

Income Category	Annual Income	Rule-of-Thumb Home Value Range	Calculated Home Value Range
Very Low Income	<= \$28,900	<= \$ 72,250	<= \$ 137,531
Low Income	28,901 – \$ 46,240	\$ 72,251 – \$ 115,600	\$ 137,532 – \$ 214,195
Moderate Income	46,241 – \$ 69,360	\$ 115,601 – \$ 173,400	\$ 214,196 – \$ 316,414

Workforce Income	69,361 – \$ 83,810	\$ 173,401 – \$ 209,525	\$ 316,415 – \$ 380,258
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Source: Miami Economic Associates, Inc.

- The American Community Survey for the 2010 – 2014 period conducted by the U.S. Census Bureau estimated that the City of Winter Park contained a total of 4,671 rental units. Of this total, cash rent was being paid on 4,130 units. The remainder were either vacant or occupied with no cash rent being paid. MEAI believes that a substantial number of the rental units within the City, inclusive of both occupied and vacant units, were single-family detached units or duplexes, triplex and quadraplexes because the American Community Survey for the 2010 – 2014 period also showed that only 3,417 residential units in Winter Park were located in structures with 5 or more units and some of those were condominium units rather than rental units. Adjusting for rental rate increases that may have occurred since the Survey was compiled, MEAI estimates the current distribution of renter-occupied units in Winter Park by gross rent is that shown In Table 3-13¹. According to that distribution, approximately 82 percent of renter-occupied units are accessibly-priced for a household at the top of the workforce income range, including approximately 11.0 percent that are accessibly-priced for households at the top end of the very low income range, approximately 40 percent for a household at the top end of the low income range and nearly 73 percent for a household at the top end of the moderate income range.

**Table 3-13
Distribution of Rental Units by Gross Rent
City of Winter Park
2016**

Rent	Number	Percent	Cumulative Percent
Less than \$500	201	4.9	4.9
\$500 – 749	277	6.7	11.6
\$750 – 999	702	17.0	28.6
\$1,000 – 1,249	798	19.3	47.9
\$1,250 – 1,499	568	13.8	61.7
\$1,500 - 1,749	489	11.8	73.5
\$1,750 to 1,999	349	8.5	82.0
\$2,000 or more	746	18.0	100.0
Total	4,130	100.0	

Source: U.S. Census Bureau, American Community Survey 2010 - 2014; Miami Economic Associates, Inc.

- Table 3-14 shows the distribution of the 10,558 single-family and condominium units in Winter Park based on MEAI’s estimate of their current market value.² The basis of our estimate was the 2015 tax roll for the City; however, the Just Values shown in the tax roll were adjusted upwards to reflect the average discrepancy that existed between the Just Value on the 2015 rent roll and the actual sales price realized in the cases of approximately 250 transactions that occurred between January 1, 2016 and May 31, 2016.

¹ The table assumes that all of the renter-occupied units that existed when the American Community Survey for the 2010 – 2014 period was compiled still exist as rental units. While there has been little, if any, condominium conversion activity in recent years, MEAI is aware that a number of units within the City have been demolished to accommodate the construction of new units. It is possible that renter occupied units that existed when the Survey was conducted were among those razed.

² Two points should be noted, which are as follows: 1) the term “single-family units” refers to single-family detached and townhouse units; and 2) the tax roll on which Table 5 is based does take into account the tenure of a unit’s occupant which means that some of the units may be rented and also be considered in Table 3-14.

**Table 3-14
Distribution of Single-Family and Condominium Unit
By MEAI’s Estimate of Current Market Value
City of Winter Park
2016**

Value	Single-Family	Condominiums	Total Units	Percent	Cumulative Percent
Less than \$100,000	103	609	712	6.7	6.7
\$100,000 – 199,999	1,046	623	1,669	15.8	22.5
\$200,000 – 299,000	1,934	236	2,170	20.6	43.1
\$300,000 – 399,000	1,382	180	1,562	14.8	57.9
\$400,000 – 499,999	820	81	901	8.5	66.4
\$500,000 or more	3,321	223	3,544	33.6	100.0
Total	8,606	1,952	10,558	100.0	

Source: Orange County Property Appraiser, Winter Park Tax Roll, 2015; Miami Economic Associates, Inc.

- Table 3-15 estimates the number of units that are currently valued at levels accessible for very low, low and moderate income households utilizing the alternative home value ranges presented in Table 3 and the data regarding current market values that served as the basis for the preceding table. Using the calculated home value range, it concludes that 4,026 existing single-family and condominium units in Winter Park are valued at levels accessible for households at the top end of the workforce housing range. That figure equates to 38 percent of total number of single-family and condominium units on the City of Winter Park’s 2015 tax roll. Included in that figure are 314 that are valued at a level accessible for households at the top end of very low income range, 1,354 for households at the top end of the low income range and nearly 3,200 for households at the top end of the moderate income range.

**Table 3-15
Number of Accessibly-Valued Units
2016**

Income Category	Rule-of-Thumb Home Value Ranges Units	Calculated Home Value Range Units
Very Low Income	14	314
Low Income	167	1,040
Moderate Income	460	1,843
Workforce Income	619	829
Total	1,260	4,026

Source: Orange County Property Appraiser, Winter Park Tax Roll, 2015; Miami Economic Associates, Inc.

- A review of the listings for Winter Park realtor.com on July 26, 2016, showed that a total of 351 units accessibly-priced for households at the top of the workforce income range were available including 85 rental units and 276 for-sale units. Of the total number available, 47 were accessibly-priced for households at the top end of very low income range, 120 for households at the top end of the low income range and 201 for households at the top end of the moderate income range.
- The fact that nearly 3,400 rental units and that more than 4,000 single-family and condominium units in Winter Park are accessibly-priced/valued for households at the top end of the workforce housing range --- and that portions of those units are also accessibly-priced/valued for lower earning

workforce income households as well as very low, low and moderate income households --- does not mean that households in those income ranges will, in fact, be able to access in them in all cases. A potential impediment for households both trying to rent or purchase them will be the households' credit ratings and/or the extent to which they are otherwise leveraged. Unfortunately, many households of very low, low, moderate and workforce income have poor credit ratings while others whose credit ratings are fair to even good may already be overleveraged from a mortgage underwriting perspective. For households trying to purchase a unit, a second impediment may be having the necessary cash to make a down payment. Assuming conventional financing that requires a 20 percent down payment, the amount needed will exceed \$20,000 in many cases and could exceed \$60,000 for households at the top end of the moderate income range and for households of workforce income.

- For households with poor credit ratings and those that are overleveraged, the solutions are highly limited and generally not governmentally-based. There are, however, governmental programs that can significantly reduce the amount of the down payment required. Illustratively, in some instances a VA mortgage can be obtained with no down payment required while a FHA mortgage may have a down payment requirement as low as 3.5 percent. However, the amount of the down payment required by either of these programs varies depending on the credit-worthiness of the borrower and as it increases, the amount of the down payment may continue to be an impediment purchasing an accessibly-priced unit. It should also be noted that these programs have other aspects that can affect the potential borrower negatively, including the following:
 - The VA loan program may only be accessed by individuals who have served in the military at a level that meets the program's eligibility requirements. Individuals who do not meet those requirements would need to focus their attention on the FHA loan program.
 - The VA loan program will finance units that are priced up to \$417,000; however, the FHA's loan program limits the amount of the loan on single-family homes in Orange County to \$274,850.
 - To the extent that the mortgage is issued subject to a down payment of less than 20 percent, the borrower will be required to obtain mortgage insurance at a rate that will vary depending on the borrower's credit rating. The cost of the mortgage insurance will be taken into account along with principal and interest, real estate taxes and liability insurance when calculating whether the unit being sought can be carried for 30 percent or less of the perspective borrower's income. As it will result, it will reduce the amount that the perspective borrower can afford to pay for a unit, albeit not significantly.
 - To the extent that a borrower makes a down payment of less than 20 percent, the amount paid for principal and interest will increase, again reducing the amount that a perspective buyer can afford to pay for a home. Depending on how much less than 20 percent the down payment is, the impact on the affordable price of a unit may be significant.

Inventory of Housing Assistance Programs

Recognizing that there may be financial needs, several housing assistance programs are available for qualifying households residing within the City of Winter Park. The US Census Bureau reports in the 2010 Census data that 89 households in Winter Park received some form of public assistance to augment

household income. However, the number of households receiving public assistance specifically for housing was not identified.

Housing assistance programs are available through the City of Winter Park, the Winter Park Community Redevelopment Agency, Orange County Division of Housing and Community Development, the Florida Department of Community Affairs and other State offices, and the US Department of Housing and Urban Development (HUD). An inventory and description of housing assistance programs provided by the city are listed below, but should not be construed as all-inclusive.

a. **Affordable Housing Linkage Fees.** The City Commission adopted a linkage fee or building permit surcharge in the amount of 50 cents (\$0.50) per square foot on new buildings and additions to buildings to establish a funding source used to help implement the City's affordable and workforce housing programs. This fee is assessed to non-residential and certain residential development. Winter Park is the first community in Florida to have adopted and implement an affordable housing linkage fee.

These funds have gone to a number of not-for-profit groups in the community including Habitat for Humanity, the Hannibal Square Community Land Trust and the Winter Park Housing Authority to help fund homes in Winter Park.

b. **Promotion of Private Sector Affordable Housing Projects.** The City has embraced a pro-active approach to supporting affordable housing offered by the private sector housing developers. The City offers density bonuses within several residential land use categories to promote slightly higher density bonuses for affordability. Winter Park Oaks is a residential subdivision specifically designed to accommodate affordable single family housing. This subdivision was constructed by a private developer and provided forty lots for single family homes.

c. **Public Assistance Awareness.** The City has made information available to very low, low and moderate income households regarding housing assistance programs administered by the County as well as affordable housing programs sponsored by the City. The City also coordinates with community leaders for neighborhoods targeted for community assistance to link housing and infrastructure improvement needs with applicable assistance programs.

d. **Not-For-Profit Organizations.** The City has several not-for-profit partners that are providing both affordable and workforce housing opportunities in the community. This list may not be inclusive, but includes those organizations that have received either CRA funds and/or city funding.

- **Community Land Trust.** In 2004, the City established the not for profit Hannibal Square Community Land Trust (HSCLT) to provide sustainable affordable housing in the Winter Park Community Redevelopment Area (CRA). The HSCLT has constructed 19 homes within the CRA and received over \$3 million from the City and the CRA to promote affordable housing in the Hannibal Square neighborhood. The HSCLT is currently revising its strategic plan.
- **Winter Park Housing Authority.** Housing is provided for very low and low income households through the Winter Park Housing Authority (Housing Authority). Under the HUD Section 23 Leased Housing Program, the Housing Authority manages two apartment complexes; Margaret Square Apartments provides 119 units for qualifying families, and Tranquil Terrace Apartment provides 52 units for qualifying elderly residents.

- **Habitat for Humanity.** Habitat for Humanity is a global volunteer organization that, together with other sponsors, such as local churches schools, and private companies, provides materials and labor to construct new single family homes. Within Winter Park, Habitat has constructed over 40 homes for families that make less than 50% of the median income.
- e. **Homeowner Rehabilitation Program.** Low and very low income households may qualify for deferred loans to rehabilitate single family housing units needing repair and upkeep to remedy a major building code violation through the Winter Park CRA. This program has funded over 140 housing rehabilitation projects since 1995.
- f. **Weatherization Program.** The Sustainability Division of the City’s Building Department has offered a weatherization pilot program to help low-income residents of the City of Winter Park lower their energy bills in conjunction with the Orange Audubon Society, and supported by a \$64,000 Toyota TogetherGreen by Audubon grant. Orange Audubon and City of Winter Park Sustainability staff partnered with area churches to engage residents in this energy bill and greenhouse gas reduction effort.

The program allowed 40 City of Winter Park electricity customers to secure energy efficiency improvements, with no upfront costs. Retrofits were also performed on five area churches and one nursery, including Welborne Avenue Nursery, Flowers Temple and Annex, New Fellowship Church of God, Ward Chapel, and two of Winter Park’s oldest churches, Bethel Baptist Church and Mt. Moriah Baptist Church. Sixty participants attended one of eight energy efficiency workshops, learned simple measures to implement, and signed a pledge agreeing to implement some of these practices. Workshop participants were given weather-stripping and caulking materials, and were given a chance to practice their use.

Weatherization, insulation and duct repair were the most common retrofits performed, determined to be most cost-effective in an earlier energy efficiency retrofit program administered by Orange County. The grant-funded pilot was modeled on the Orange County Homeowners Energy Efficiency Program (OCHEEP) that used American Recovery and Reinvestment Act of 2009 funding to provide retrofits and energy efficiency education to nearly 2,500 Orange County residents from 2010–2012. Reductions in greenhouse gas emissions and information to promote the benefits of energy efficiency are the overall goals of the program. Energy usage must be compared with usage in the same month in successive years, in order to have roughly comparable environmental conditions. As funding becomes available, it would be desirable to expand the pilot to include more residences, including low income and historic structures.

Special Housing Needs

Special housing needs are necessary for the elderly, children, and those adults who have physical and/or emotional needs that require special residential accommodations. The type of residential accommodation varies based on the person’s physical and emotional needs. Such residential accommodations may or may not demand on-site professional medical assistance, twenty-four hour assistance, or other special facilities. In some cases, special housing situations can involve a group of unrelated residents sharing living accommodations because their physical or emotional needs require special services or assistance from other group members.

The State of Florida has adopted laws that control local government regulation of certain residential facilities serving special needs groups. The law ensures that there are adequate sites for group homes in every community throughout the state.

Special housing needs for certain members of Winter Park’s residents can include nursing homes or group homes. Group homes can be further defined as an assisted living facility, community residential home, or family foster home.

Based on records maintained by the State Agency for Health Care Administration and the State’s Facility Locator², Table 3-16 lists nursing homes and assisted living facilities located within or close to the City of Winter Park. Locations of foster family home sites are kept confidential.

Residential Care Facility/ Group Home	Location	Beds	Type of Housing Service	Inside or Outside City Boundary
Aiden Springs	5520 Howell Branch Road	25	Assisted Living Facility	Outside City
Alabama Oaks at Winter Park	1759 Alabama Drive	19	Assisted Living Facility	Inside City
Faith House of Winter Park	1604 Bomi Circle	6	Assisted Living Facility	Outside City
Fremont Manor	909 Fremont Avenue	12	Assisted Living Facility	Outside City
Magnolia House	1229 Formosa Avenue	6	Assisted Living Facility	Outside City
Mayflower Assisted Living Facility	1620 Mayflower Court	60	Assisted Living Facility	Inside City
Summer Time Lodge	909 N. Wymore Road	95	Assisted Living Facility	Outside City
Winter Park Towers	1111 S. Lakemont Ave.	193	Assisted Living Facility/Nursing Home	Inside City
Regents Park of Winter Park	558 N. Semoran Blvd.	120	Assisted Living Facility/Nursing Home	Outside City
Manor Care Nursing and Rehabilitation Center	2027 Loch Lomond Drive	138	Nursing Home	Inside City
Mary Lee Depugh Nursing Home	555 W. Morse Blvd.	40	Nursing Home	Inside City
Integrated Health Services of WP	2970 Scarlett Road	103	Nursing Home	Outside City
View at Winter Park	1047 Princess Gate Blvd.	6	Assisted Living Facility	Outside City

Dormitory and Campus Housing

Rollins College is located in the heart of Winter Park on the south side of downtown and along the shore of Lake Virginia. In 2015, the college had a full-time undergraduate student enrollment of 2,687. The college manages dormitories and other student housing capable of accommodating 1,320 students (depending on bed configuration). Students who do not use on-campus housing find residential accommodations in apartments or homes within or near Winter Park. Students living in on-campus dormitories are not counted as permanent residents in the City’s year-round population estimates and projections.

Inventory of Existing Mobile Homes

The City of Winter Park currently has, based on the 2010 U.S. Census, 56 manufactured or mobile homes. The principal reasons for the scarcity of this housing type are land costs within the City, local demand for traditional housing types, and affordable housing programs that allow low and lower income households to obtain traditional housing types through homeownership or rent.

Historically Significant Housing

The historical housing resources of Winter Park contribute to the aesthetic appeal and the solid economic base of the City. Much of the housing development activity over the last decade has involved the

² Source: www.floridahealthstat.com/qs/owa/facilitylocator.faclocator, March 2016.

demolition and redevelopment of existing houses, many of which were built fifty or more years ago. Given the high cost of new construction, the replacement of older dwellings has resulted in the loss of viable, more affordable housing stock as well as the loss of historic resources. Concerns have been expressed within the community that the design and architectural style of new residential buildings does not retain and support the established neighborhood character unique to Winter Park.

In 2000, a study was conducted by the City to evaluate potential structures and sites for the Florida Master Site File and the Comprehensive Plan. Based on the findings and recommendations of this study, the City adopted a historic preservation ordinance in 2001, and was updated in 2015. The Future Land Use Element of the Comprehensive Plan contains a full listing of the historic resources within Winter Park including historic housing. The vast majority of historic resources in the City are single family residential units.

Inventory of Residential Construction Activity

The 2010 US Census reports that the City of Winter Park had 13,626 housing units that year, a gain of 2,196 units above the 11,431 units reported in the 2000 US Census. Based on the U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Summary File, the City had an estimated 9,401 single family homes and 4,006 multiple family units. No mobile homes were used as housing within the City during this date range. The City of Winter Park saw an increase of housing units from 2000 to 2010 (Table 3-17) experiencing a 17% increase over the 10-year period. A similar rate of housing unit growth took place in Altamonte Springs over the same period with an 11% increase. However, substantial growth occurred in the neighboring cities of Maitland and Orlando with a 59% and a 37% increase, respectively. The rate of growth in housing units in Orange County (35%) was almost double the rate of growth in Winter Park.

Place	2000	2010	% Change
Winter Park	11,431	13,626	17%
Maitland	5,104	8,137	59%
Altamonte Springs	19,992	22,088	11%
Orlando	88,486	121,254	37%
Orange County	361,349	487,839	35%

Source: U.S. Census Bureau of the Census, U.S. Census of Population and Housing, 2000, 2010.

In 2010, there were over 13,000 housing units in the City of Winter Park. As can be seen in table 3.22, single-family housing is the dominant form of housing in the city, representing 63% of the total housing stock in 2010; small multifamily housing (3-19 units) represented 14.5%. The remaining inventory consists of single family attached, mobile homes, and other miscellaneous types of housing.

From 2000 to 2010, approximately 1,931 units were added to the housing inventory, an increase of 17%. While single-family attached units accounted for much of the growth, there was also a significant increase in the number of single family attached units and small multi-family, with approximately 691 units added to the inventory. As Table 3-18 notes, multi-family units and duplexes experienced a significant decrease.

Type	2000		2010		Change	
	Units	Percent	Units	Percent	Unit Change	% Change
1 Unit Detached	6,882	60%	8,502	63%	1,620	23%

1 Unit Attached	435	4%	941	7%	506	116%
2 Units	266	2%	231	2%	-35	-13%
3 – 19 Units	1,753	15%	1,938	14.5%	185	10%
20 or More Units	2,166	19%	1,786	13%	-380	-17%
Total	11,431	100%	13,626	100%	2,195	17%

Source: U.S. Census Bureau, American Community Survey 2000, 2010.

A trend not apparent from the statistics appearing in Tables 3-21 and 3-22 involves the replacement of existing older residential units with new structures. A number of the new homes were constructed on the same lot where an existing house was demolished. Housing and land economics have made reconstruction of existing residential development cost feasible in some neighborhoods within Winter Park.

Housing and economic conditions that support this trend include:

- Age, condition, and value of existing residential structures;
- Demand to live in Winter Park, and
- High costs associated with bringing existing older structures into compliance with new building standards.

HOUSING ANALYSIS

The purpose of the housing analysis is to identify housing needs through year 2026. Analysis and projections are based on growth and development anticipated to occur within the City’s boundaries. Housing needs created by annexation are not considered. Such analysis is performed when the Comprehensive Plan is amended to address planning needs for the annexed land.

The City staff took a two-fold approach to estimating the population. Staff looked at existing population in the future Annexation Reserve Areas (ARA) to determine the potential timing and population that could be added to the City. The second examination was of the building permit data for the past 15 years for new home construction. Staff determined from that data the estimate of new infill single family home and new infill multi-family development projected.

Future housing needs are determined by comparing existing housing inventories with housing demands generated by estimated future population.

Population and Housing Demand

Demand for housing has a direct correlation with population growth. As population increases, the demand for additional housing increases. However, population growth over the past decade has primarily occurred through annexation. Only a limited amount of vacant land remains available for new residential development. The City currently has 309.74_vacant acres; the majority of which is zoned for residential use. Pursuant to State growth management laws, population and housing growth are re-evaluated when amendments to the Future Land Use Map address annexed lands.

Recent Growth and Construction Trends. Over the past decade, trends in housing and population change have emerged that likely will affect population growth and housing construction during the planning period for the Winter Park Comprehensive Plan.

A. **Growth from Annexation.** Housing and population growth have primarily occurred over the past ten years through annexation of unincorporated residential property and neighborhoods. Between 2000 and 2010, 1,931 housing units were added to the City's housing stock, an increase of 17%. While single-family attached units accounted for much of the growth, there was also a significant increase in the number of single family attached units and small multi-family, with approximately 691 units added to the inventory. However, multi-family units and duplexes experienced a significant decrease. With limited acres available for new residential development, annexation is expected to serve as the primary contributor to population growth. Population estimates presented are based on development activities within the City's current jurisdictional boundaries. As unincorporated areas are annexed, the Comprehensive Plan will need to be amended to evaluate impacts and planning needs arising from the expanded jurisdictional lines.

This trend is expected to continue in the future. Housing and population growth will occur primarily from annexation. As stated in the previous paragraph, the Comprehensive Plan only evaluates growth and development within the City's jurisdictional boundaries.

B. **Reconstruction.** Most new residential construction, particularly single family homes, has occurred on lots where an existing older home was demolished to make room for a new structure. Housing construction between 2000 and 2010 accounted for 1,931 new residential units, but 415 units were demolished over this same period. While the quality of housing is improved through construction using current Florida building codes, demolition of older homes may decrease affordability and may also impact the number of contributing resources available as consideration to the historic or architectural significance to the community. The City has measures in place to consider these factors as demolitions occur.

C. **Household Size.** Based on information from the Shimberg Center for Affordable Housing, state and national population trends indicate that the average number of persons in a household will decline over the next twenty years. Contrary to the national trend, household size has remained level in Winter Park. The 2000 US Census reports an average household size of 2.1 persons for Winter Park. The 2010 US Census lists 2.15 persons per household. With a population growth rate that will be low compared to rates anticipated for Orange County and some of its suburban cities, Winter Park is not anticipated to experience a significant increase in population through the 2026 planning horizon. Several factors impact household size. The population of Winter Park continues to age in place, creating smaller household size. Multi-family housing units that have been developed are primarily one or two bedroom units in size, again supporting a smaller household size. The methodology used to estimate future population herein applies the current average for persons per household.

Population Estimates. As past trends demonstrate that population and housing growth have predominantly occurred through annexation, the use of traditional growth methodologies – such as exponential, straight-line, or cohort population projection methodology – will not generate a reliable population projection for future years. The City estimates population in conjunction with residential development on vacant land. Population estimates were prepared for the Winter Park Comprehensive Plan using a land-yield methodology. As new residential development occurs on vacant lands, additional population will be added to the City. There is also the potential for new residential development will also occur through redevelopment of existing commercial structures into mixed-use structures that include residential units. The land-yield population methodology evaluates population anticipated from vacant land and from residential lands. Future population estimates for the City appear in Table 3-19.

The City currently has a citywide residential density of 2.5 units per acre as of 2015. As land becomes scarcer for new development, density will rise to maximize the value of the land. Staff anticipates an overall higher density per acre based on current zoning and the value of the both vacant and redeveloped land in the city. Based on current zoning assigned to property, the Winter Park Planning and Community Development Department estimates that approximately 50% of remaining 309.74 acres of vacant land may be used for residential development during this planning horizon. For analysis purposes, future population arising from redevelopment projects is estimated to be half of that yielded from vacant lands. A units per acre factor of 6 dwelling units per acre was used as a more practical expectation for future development densities on vacant land. The average number of persons per household used for population projections is 2.15 persons per household; the rate identified in the 2010 US Census. The formula used for estimating the 2026 planning horizon population yield from vacant land is:

$$\text{Vacant residential acres (154.87) X Density (6 du/ac) X Average number of persons per household (2.15) = Total Estimated future population growth for a 10 year horizon}$$

Year	2000	2010	2016	2020	2026
Total Permanent Population	24,090	28,434	29,308	30,508	32,308

Source: City of Winter Park

Redevelopment and Affordable Housing

Once vacant land is exhausted, greater development pressures will be placed on redevelopment of existing older housing, particularly single family housing. A positive attribute from this development pressure will likely include increased interest to include residential development with commercial reconstruction. The commercial and housing markets may create more interest in placing residential apartments above retail and office uses.

Redevelopment pressures to accommodate future population will also create pressure to rebuild at greater residential density, building height, and building mass. While increased densities may be appropriate within some areas of the City, desired residential and neighborhood character may be adversely affected if such encroachment occurs.

Based on data inventory and analysis presented in the Housing Element, the following housing and development trends are acknowledged:

- A. **Protection of Established Neighborhoods and Promotion of Affordable Housing.** Demand for housing will continue to create pressure to remove older residential structures and replace them with newer homes. Based on the location and type of housing, the removal of older structures can have either a positive or negative affect on the availability of affordable housing.

The redevelopment of older multi-family units with higher density development could create opportunities for more housing units. Where multi-family development is located near or adjacent to retail commercial or employment centers, more people can live within walking distance to jobs and shopping. Examples include the both the Paseo and Village Park Senior Living. These projects reflect a live, work and play lifestyle of multi-family development located adjacent to commercial development and city parks and resources.

Replacement of older single family homes with higher value homes creates fewer housing opportunities for lower to middle income households. Also, older homes have been replaced with larger structures that create less open space and are not in character with the surrounding housing. Existing residential neighborhoods may need protection from the encroachment of residential development activities that are not consistent with the desired neighborhood character. Such activity may also adversely affect available affordable housing.

B. Availability of Affordable Housing. The notion of what comprises affordable housing can, and will likely, change over a period of time as interest rates, underwriting criteria, and the larger market's overall level of activity also change. In the present context, both the variables and assumptions that underlie the analysis are reasonable, especially given this community's built out conditions. To the degree the larger region places a greater emphasis over the next decade on containing residential construction to existing areas, effectively intensifying them, that could alter the price value relationships in Winter Park as they have been described.

C. Mixed-Use Development and Higher Residential Densities. Future demand to live in Winter Park will place pressure on the private sector to develop at greater densities, including greater building height and building mass. This demand will conflict with the community character and built environment desired within some neighborhoods while creating opportunities to create more pedestrian friendly development within other areas.

With scarce vacant land available for new residential development, housing could be provided as mixed-use development with residential, office and commercial retail uses. Strategic areas within the City are likely appropriate for mixed-use development, particularly areas near major transportation corridors. Mixed-use development is likely inappropriate where encroachment of certain types of commercial retail uses into established residential areas will create land use incompatibilities.

D. Substandard Housing. While substandard housing conditions occur infrequently within Winter Park, the City should continue to monitor housing conditions and enforce building code requirements through its code enforcement program. The City should continue and perhaps augment coordination with Orange County to help direct housing assistance programs to eligible households and neighborhoods within Winter Park.

E. Preservation of Historic Houses and Architecturally Significant Housing. Land values, housing market conditions, housing trends and construction costs to repair older houses have created a redevelopment trend. Older homes are demolished and replaced with new homes. There are a number of homes within Winter Park that have historic significance or have architectural design that establishes a residential vernacular creating a unique community character. The City has established a historical preservation ordinance that can protect structures identified as historic or of architectural significance if the owner agrees to designate their property.

F. Integration with Transportation and Land Use. The Transportation Element proposes a transportation system designed to create compatibility between land uses and the transportation system serving adjacent land uses. Residential development will need to be designed and oriented in a manner that enhances the integration of the transportation system with land uses. Residential densities and housing types will need to occur in a manner compatible with the designed transportation system.