



Planning & Zoning Board Public Hearing

February 4, 2020 at 6:00 p.m.

City Hall | Commission Chambers
401 S. Park Ave. | Winter Park, Florida

Agenda Items

1. Call to Order

2. Approval of January 7 & 14, 2020 meeting minutes

3. Public Hearings

- **SUB #20-01 Request of William Keegan Homes for:** Subdivision approval to split the properties at 1760 and 1780 Bryan Avenue into three single-family lots, zoned R-1A. Variances are requested from the R-1A lot dimension standards.
- **CPA #20-03; RZ #20-03 & CU #20-04 Request of Hill/Grey Seven LLC for:** Ordinances to amend the Comprehensive Plan Future Land Use Map and Official Zoning Map to change the land use designations of Medium Density Residential (R-3) to Parking Lot (PL) on the property at 472 Broadview Avenue and for Conditional Use approval to construct 24,000 square feet of two-story commercial buildings on the properties at 415 S. Orlando Avenue and 336 and 434 Grove Avenue.
- **CPA #20-02; RZ #20-02 & CU #20-03 Request of Sydgan Corp. for:** (1) Ordinance to amend the Comprehensive Plan Future Land Use Element Policy Text, (2) Ordinance to amend the Future Land Use Map from Single Family and Low Density Residential to Commercial on 0.97-acres of the combined subject property, (3) Ordinance to amend the Official Zoning Map from Single Family (R-1A) and Low Density Residential (R-2) to Commercial (C-3) on 0.97-acres of the combined subject property, and (4) Conditional Use approval to construct a three-story hotel of 140 rooms with associated restaurant and ballroom/meeting space on properties at the southwest corner of Symonds and Pennsylvania Avenues.

4. New Business

5. Planning Director's Report

6. Board Updates & Comments

7. Upcoming Meeting Schedule

Next P&Z Work Session: Tuesday, February 25, 2020 at 12:00 p.m.

Next P&Z Regular Meeting: Tuesday, March 3, 2020 at 6:00 p.m.

appeals & assistance

"If a person decides to appeal any decision made by the Board 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."



Planning and Zoning Board Minutes

January 7, 2020 at 6:00 p.m.

City Hall Commission Chambers
401 S. Park Avenue | Winter Park, Florida

1. Call to Order:

Chairman Ross Johnston called the meeting to order at 6:00 p.m. in the Commission Chambers of City Hall. Present: Ross Johnston, Ray Waugh, Chuck Bell, Adam Bert, Christian Swann and Owen Beitsch. Absent: Laura Walda and Laura Turner. Also Present: City Attorney Dan Langley. Staff: Planning Director Bronce Stephenson, Principal Planner Jeff Briggs, Senior Planner Allison McGillis, Planning Intern Nicholas Lewis and Recording Secretary Kim Breland.

2. Approval of minutes

Motion made by Ray Waugh, seconded by Chuck Bell to approve the December 3, 2019 meeting minutes.

Motion carried unanimously with at 6-0 vote.

3. Public Hearings:

- SPR #19-16. Request of Marc Hagle For: Approval to construct a new, single-family home to be two-stories with a basement, totaling 40,093 square feet, located at 916 Palmer Avenue on Lake Osceola, zoned R-1AAA.

Principal Planner Jeff Briggs explained that the item was a lakefront site plan review to build a new home at 916 Palmer Avenue which is a 1.9-acre vacant lot on Lake Osceola. He explained that the item was being continued from the December Planning and Zoning meeting and was a two-story home, but with the grade drop on the lake side of the lot, the applicant would be able to build a walkout basement. He explained that the basement was below grade and did not count toward the Floor Area Ratio (FAR), but was usable in terms of coming out of existing grade on the lake side. The total size of the home, excluding the basement would be approximately 28,000 square feet which is used in the FAR calculations and conforms with code requirements.

Mr. Briggs presented aerial images of the property and site plan that was presented in December and explained that the continuance allowed time for Staff, the applicant to clarify setback calculations. During that time, the Staff and the applicant were able to meet with the neighbors to provide a more detailed view of what the application included.

Mr. Briggs went on to discuss the four criteria that Staff looks at when evaluating site plans on lakefront lots that are: preservation of existing trees, retaining walls, storm water retention, and the protection of traditional views of the lake. With respect to tree preservation, the applicant would not be removing any protected trees and would be preserving the cypress and oak trees near the lake front. With respect to the grade and retaining walls on the lake side, with the basement coming out at grade along with the outdoor swimming pool there are no issues with retaining walls. With respect to storm water retention, the applicant proposed several storm water swales throughout the lot that are sized to meet the City's code requirements.

Mr. Briggs moved on to discuss the front wall variance requested by the applicant and the protection of traditional views of the lake. In terms of the front wall variance, the applicant has planned to build a six-foot privacy wall along the Palmer Avenue frontage approximately 15 to 20 feet from the property line in lieu of the maximum 3-foot to 4-foot columns which would be heavily landscaped. Mr. Briggs stated that a number of homes along Palmer Avenue had similar landscaped screening for privacy and noise protection. He noted that Staff was in favor of the variance because of the landscape screening and provided images of similar screening used by other homes in the area. In addition, the images showed the sight lines for neighbors coming out of their drive ways on the right-hand side of the property. It was noted that the proposed screening would not obstruct any views of traffic coming from the east or west along Palmer Avenue and that Staff made a condition of approval that the screening be maintained to prevent issues with views of traffic from either direction.

Mr. Briggs moved on to discuss the lake view calculations which caused the item to be tabled from the December 3rd Planning and Zoning meeting and explained the formula used to determine the lakefront setback was to use an average of how far the adjacent homes were setback from the lake. He presented a graph outlining the shoreline and setbacks of the proposed home and adjacent properties. Since the December hearing the applicant had done field measurements of the site and provided Staff with more precise calculations and flagged the house corners. The applicant has met with the neighbor to the east and an agreement was made that the applicant would screen the east side of the property down to the end of their structure with bamboo. The neighbors to the east at 950 Palmer Avenue provide a letter stating they agreed with the application with the stipulation that the bamboo screening continue down to the closest corner of the house so their view would be landscaping not structure. Additionally, their letter requested protection related to visibility from the street and with the neighbor planning an addition to their home that the applicant support their future application. Staff recommendation was for approval with the following conditions:

1. No landscaping can block visibility between the street front wall and the sidewalk.
2. Continuation of the bamboo screen on the east side of the lot from where the existing bamboo screen ends down to the lakeside edge of the new structure.
3. No landscaping over five-feet in height along the eastern or western boundaries of the property between the end of the structure and the lake.
4. Acceptance of the added 20-foot addition to the home at 950 Palmer Avenue.

Mr. Briggs answered questions from the Board regarding the condition number four and how such a request related to the Board and proper application procedures. It was agreed that Condition #4 should be handled separately.

Hal Kantor of Lowndes, Drosdick, Doster, Kantor & Reed, P.A., 215 N. Eola Drive, Orlando, FL, represented the applicant and explained that as a result of the December meeting, the applicant met with the neighbors of the adjacent properties who asked the applicant to address some issues: the viewshed was prepared at the request of the neighbors as well the landscaping at the front of the home. Additionally, the lot was staked to specify property lines. He presented images of the neighboring homes on both sides that outlined the lakefront setbacks. He discussed the calculations in the code for measuring lakefront setbacks discussed how the shape of the lake affects the highwater mark calculations. He presented images showing that the proposed home would not impair views of the lake. Mr. Kantor explained that there was more emphasis paid to the house at 950 Palmer as the neighbor expressed concerns related to the setbacks and explained that it was unknown who planted the bamboo on the property and stated that the applicant agreed to add more bamboo to screen the home. He presented additional images of the home to indicate landscape screening and unobstructed views.

Mr. Kantor answered questions regarding the agreement with the neighbors at 950 Palmer Avenue regarding the addition to their home. Additionally, Mr. Kantor answered questions related to the bamboo trees and discussions with the neighbors to the east. He stated that the neighbor requested that the applicant put the landscaping for the six-foot wall buffer on the neighbor's side and the wall on the applicant's side which the applicant agreed with and supplied the neighbor with an email to that affect.

Lastly, Mr. Kantor and the Board discussed grading on the west and south side of the lot. It was requested that the grading be done sensitively in an effort to preserve the trees in that area. Mr. Kantor agreed with the request. Mr. Kantor requested the right to respond to any questions arising from public comment.

The Board heard public comment from:

Deno Dikeou, 900 Palmer Avenue, Winter Park, FL addressed the Board. Mr. Dikeou stated that he lived in the home directly west, adjacent to the applicant's property. He confirmed that he and the applicant had an agreement regarding the six-foot wall and the landscape buffer. He expressed his opposition to the 24-foot encroachment and stated that when his home was built; he was not allowed any flexibility by the City with relation to setbacks and his home had to be built to code so as not to encroach. He stated that the variances should only be given where there is a hardship and in the applicant's request there was no such hardship and expressed concerns that the proposed home would depreciate other properties in the area.

No one else from the public wished to speak. The public hearing was closed.

Mr. Kantor addressed concerns expressed by Mr. Dikeou and explained that the applicant was not asking for a variance because the Mr. Dikeou's property was at a 113-foot setback which is what the applicant was asking for as well. He stated that the request part of the lakefront setback for the R-1AAA code and the goal was not to be in front of someone else's home.

An in-depth discussion ensued with the P&Z Board regarding the code requirements, lakefront setback calculations and how curvature of the lake affects those calculations. Applicant Marc Hagle addressed the Board and confirmed that the proposed home was designed with different setbacks on either side and explained that the design was an effort to protect the neighbors 'views of the lake. He stated that the proposed home was designed to match the angular view lines of both neighboring homes and did not obstruct any views of the lake. With respect to tree preservation, Mr. Hagle stated that he and his wife founded the Winter Park Live Oak Fund and that he would ensure that the trees on the property would be protected and maintained.

The Board continued an extensive discussion regarding lakefront setback averages, lake views, landscaping maintenance and lakefront home entitlements. The Board chose to remove condition number 4 from the request.

Motion made by Chuck Bell, seconded by Christian Swann for approval of a new single-family home at 916 Palmer Avenue on Lake Osceola, zoned R-1AAA with the following conditions:

- 1. No landscaping can block visibility between the street front wall and the sidewalk.**
- 2. Continuation of the bamboo screen on the east side of the lot from where the existing screen now ends down to the lakeside edge of the new structure.**
- 3. No landscaping over five-feet in height along the eastern or western boundaries of the property in order to maintain neighbors views of the lake.**

Motion carried with a 5-1 vote. Vice-Chair Ray Waugh voted in opposition of the request.

SPR #20-01. Woodruff Construction & Development, Inc. for: Approval to construct a new, single-family home totaling 19,657 square feet, located at 1119 Preserve Point Drive within Windsong on Lake Virginia, zoned PURD.

Mr. Briggs stated that the request was a lakefront site plan approval for a new home at 1119 Preserve Point Drive in Windsong on Lake Virginia. Aerial views of the property location were presented and it was noted that the property was two lots that were put together in a common ownership resulting in a 3-acre estate of property.

With respect to tree preservation, Mr. Briggs stated that there were many trees on the 3-acre site and stated that all but one of the trees was being preserved. The City's Urban Forestry Division had assessed and determined that the one tree to be removed was diseased and should be removed. It was also noted that there was an active bald eagle nest in one of the trees on the property and the applicant would have to comply with eagle protection criteria which would prevent any exterior construction between October 1st and May 15th, which is the bald eagle nesting season. For storm water retention, the applicant was proposing stormwater swales throughout the lot that are sized to meet the City's code requirements.

With respect to views of neighbors, Mr. Briggs explained that is no view impact from the home to the south for the view to the lake. However, their views might be impacted by the views of the sport court on the south side. However, there is an existing, dense, ten-foot tall hedge that will be maintained and be continued down which was part of the approvals from the Home Owner's Association.

Mr. Briggs added that the application was reviewed and approved. by the Windsong Home Owner's Association and any conditions passed by the association would be incorporated into Staff approvals.

Staff recommendation was for approval.

Mr. Briggs answered questions from the Board regarding lighting of the sport courts and any impact they lighting would have on neighbors. Additionally, he answered questions regarding the Bald Eagle Federal Guidelines.

Applicant, Richard Woodruff, Woodruff Construction addressed the Board and stated he would answer any questions from the Board. The Board had no questions for the applicant.

No one from the public wished to speak. The public hearing was closed.

The Board agreed with Staff recommendation.

Motion made by Ray Waugh, seconded by Christian Swann for approval to construct a new, single-family home totaling 19,657 square feet, located at 1119 Preserve Point within Windsong on Lake Virginia with the following conditions:

- 1. Subject to conformance to the Windsong HOA approvals and conditions.**
- 2. Conformance to the eagle protections requirements.**

Motion carried unanimously with a 6-0 vote.

- ZTA #20-01. Request of City of Winter Park For: Subdivision Code amendment to allow the preservation of historic homes or the preservation of historic specimen live oak trees as an incentive for lot split variances.

Mr. Briggs explained that the item was a request of the City and the Historic Preservation Board for an Ordinance that would provide consideration for the preservation of live oak trees as well as historic properties with relation to lot split applications. He stated that the City approves a number of lot splits that has used the same a s justification for lot dimension variances and recalled a lot split application from August of 2019, 2700 Wright Avenue where live oak trees exist on the property and a condition of the lot split approval was a granting to the City an easement to preserve the trees and the preservation of the trees was the justification for the variances in terms of lot width that was granted.

Mr. Briggs added that the City Commission stated that the factors should be a part of the Code. He noted that in the past variances have not only been justified in lot splits for tree preservation, and for historic home designation, where there has been an opportunity for a home to be added to the register of historic places, preserve the home and split off a portion of the yard that might be less than the dimensions that are needed. This would allow for the City to have historic homes designated and allow the home owner the justification for a lot split.

Mr. Briggs stated that the proposed ordinance would be another incentive to encourage historic designations and to preserve significant live oak trees. The text only says that such an offer to designate “may” be considered as a “special condition and circumstance”. It in no way compels the City Commission to approve the lot split. In addition, it was noted that the request was also discussed with the Historic Preservation Board who voted unanimously to recommend approval of the Ordinance at their December 11, 2019 meeting. Mr. Briggs went on to discuss the procedures an applicant would take for such a request. Staff recommendation was for approval. Mr. Briggs answered questions from the Board regarding unintended consequences that may result from this type of request.

The Board heard public comment from John Skolfield, 358 Vitoria Avenue, Winter Park. Mr. Skolfield stated that he was a member of the Historic Preservation Board and spoke in favor of the Ordinance and the importance of preserving trees the live oak trees in Winter Park as well has the historic homes. No one else from the public wished to speak. The public hearing was closed.

During the Board comments, Board Member Chuck Bell stated that he used to serve on the Historic Preservation Board and echoed with Mr. Skolfield’s comments regarding preservation trees and homes in Winter Park. The Board agreed with Staff’s recommendation.

Motion made by Adam Bert, seconded by Ray Waugh for Approval of the Ordinance to allow consideration of the preservation of historic homes and/or historic specimen live oak trees as special conditions and circumstances for lot size variances subject to the normal public notice and public hearing process.

Motion carried unanimously with a 6-0 vote.

- SUB #20-01. Request of Samuel and Christine Hines for: Subdivision approval to split the property at 1554 Harris Circle in order to allow the existing guesthouse at 1552 Harris Circle to become an independent lot with the ability to be sold separately.

Mr. Briggs explained that the item was a lot split request and presented aerial views of the property location and a survey which outlined the top northern portion of the property where the main house is located at 1554 Harris Circle which is approximately 3,000 square feet in size and a guest house at the bottom of the survey which is 958 square feet. Both of the structures are listed on the City’s Register of Historic Places and will be preserved. Any additions and alterations would

have to go before the Historic Preservation Board for approval. The applicant would like to split the property in in order the main house to be sold independently, as it is the intent of the applicant to move into the guest cottage.

Mr. Briggs explained that the lot was only 4,300 square feet and the requirement for new lots is 8,500 square feet therefore a variance was requested for the lot size based on the commitment that both structures were to be preserved on the register of historic places for the city. He noted that the guest cottage was located on the rear property line and the front of the home was in line with the front setback therefore additions to the home would not be feasible outside of the addition of a small porch which would match the front of the main home. Thus, there would be no impact on the neighbors.

Mr. Samuel Hines (applicant) spoke and outlined the long history of this home built in 1887, which is the second oldest home in the City. He detailed the history including the period when the home was owned by the son and daughter in-law of Thomas Edison. He indicated that they desired to sell the main residence and move into the smaller guest home, which already has a full kitchen, separate electric meter, etc. That property already has parking spaces and all they may do is add a new front porch. So the neighbors will not see any changes other than new owners of the main residence.

The Board heard public comment from Christopher Wideman, 1551 Harris Circle and John Skolfield, 358 Vitoria Avenue, who spoke in favor of the request and Jim Cook, 1444 Grove Terrace, Winter Park, FL spoke in opposition of the request.

The Planning Board members discussed that the proposed lot split would have no impact on the neighbors. Nothing can be done to either structure without approval from the Historic Preservation Board following notice and public hearing. The Board acknowledged that the Historic Preservation Board has also made a recommendation that the property was worthy of historic designation and split since they used it as an example for the previous Ordinance.

Motion made by Christian Swann, seconded by Ray Waugh for subdivision approval to split the property at 1554 Harris Circle in order to allow the existing guest house at 1552 Harris Circle to become an independent lot with the ability to be sold separately.

Motion carried unanimously with a 6-0 vote.

- SUB #20-02. Request of WP View LLC For: Subdivision approval to split the vacant property at 694 N. New York Avenue, Zoned R-3, into ten single-family lots for development as ten new single-family homes. Each proposed lot has 60-65 feet of lot width and 6,000-6,240 square feet of land area, which comply with the lot dimensions required for R-3 zoning.

Principal Planner Jeff Briggs explained that the item was a subdivision request for the property at 694 N. New York Avenue, zoned R-3, located north of where the new First Church of Christian Scientist. The applicant's request is to divide the property into 10 single-family lots.

Mr. Briggs reminded the Board that in 2017 the same property was approved to build 8 three-story duplex buildings with 16 units in total. With respect to the impact on neighbors, Mr. Briggs stated that the request represents less density than what was previously approved for the property with a reduction of one-story, a reduction of FAR from 110% to 75%, 22,000 less square feet of building mass and 10 units down from 16. Mr. Briggs noted that the applicant requested adjustments to the setbacks on their property lines in order to make the project fit on the 16,000 square foot property.

Mr. Briggs provided stated that the alternative proposal for the property was to build 10 single-family homes instead. He stated that in R-3 zoning the minimum lot width was 50-feet and noted that all of the proposed lots were 60-feet in width with the exception of the corner lots at 65 feet and the minimum lot area was 6,000 feet and the proposed interior lots ranged between 6,000 to 6,240 square feet and the corner lots ranged from 6,500-6,750 square feet.

Mr. Briggs stated that no lot dimension variances were being requested and the lots comply with all code criteria. Mr. Briggs provided renderings of the proposed homes in terms of image and noted that no architectural designs were being proposed and the purchaser of the home would choose the architecture of the home.

The applicant has requested setback adjustments to the maximum building footprint coverage, impervious surface area, street side setback on New York Avenue, side setbacks on the interior lots and rear yard setbacks. Mr. Briggs stated that all of the variances were minor in the view of Staff and would not impact adjacent properties. Staff recommendation was for approval.

Mr. Briggs answered questions from the Board regarding the Plat recording for the subdivision preliminary and final plat process, Home Owner's Association for the subdivision, HOA architectural review, the existing City alley adjacent to the property and size of to be built on the lots. City Attorney Dan Langley clarified that the City requires a plat to be processed and recorded for the subdivision and clarified the requirement to make it clear that the City is not approving the request without it going through a final plat process.

Chris Gardner, Winter Park View LLC, 1353 Palmetto Avenue, Winter Park, FL., represented the applicant. Mr. Gardner explained that the request was in response to the market. He addressed questions from the Board regarding the size of homes to be built on the lots and stated that the homes would be custom built and range in size from 3,400 -3,800 square feet. Mr. Gardner stated that the homes would be fee simple lots, have a Home Owner's Association and have a developer driven internal architectural review process. Additionally, Mr. Gardner answered questions regarding fencing/ buffering between the homes and the church and visitor parking requirements.

No one from the public wished to speak. The public hearing was closed.

During public comment City Attorney Dan Langley reiterated his recommendation that P&Z add the condition that the approval of the request would be subject to the submittal and obtaining approval of a preliminary and final plat meeting City code requirements in Chapter 177 Florida Statutes and submittal and approval of a set of covenants, conditions and restrictions concerning a Home Owner's Association and governing the project.

The Planning Board members agreed that single family homes were appropriate and compatible at this location, that there were no lot dimension variances and that the setbacks reliefs were not significant. As this request represented lesser density in terms of 10 units versus 16 units and less building mass, the Board was in support.

Motion made by Owen Beitsch, seconded by Adam Bert for Subdivision approval to split the vacant property at 694 N. New York Avenue into ten single-family lots, zoned R-3, with the provisions that as outlined by the city attorney for the final plat and necessary procedures for creating a Home Owner's Association. Motion carried unanimously with a 6-0 vote.

- CU #20-01. Request of the ORC 2611/2615 Lee Road LLC for: Conditional Use approval to redevelop the properties at 2611 and 2615 Lee Road for a new Starbucks restaurant with a

drive-thru component on these two properties, zoned C-3.

Mr. Briggs explained that the request was a Conditional Use approval to redevelop the properties and 2611 and 2615 Lee Road for a new Starbucks. Aerial images were shown that outlined the location of the property, zoned commercial, which located next to a six-story office building with a large parking lot in the back.

Mr. Briggs explained that the project would include approximately 11,000 square feet from the existing office building parking lot to be encompassed within the Starbucks property. He presented images of the layout of the project and explained that it was identical to the Starbucks location at 2519 Aloma Avenue. He stated that the layout would work adequately with stacking and cueing of cars and no variances were requested.

Mr. Briggs explained that the project would have parking that exceeds code, open space or landscaping on 25% of the site, redevelopment of the property eliminating an auto repair business and a better use of the property. It was noted that an existing billboard on the property was being removed as it falls within the drive aisle of the project and the applicant would be implementing monument signage for the Starbucks. In addition to the monument signage, Mr. Briggs stated that the applicant would be adding a directional sign into the parking lot from Wymore Road.

Staff recommendation was for approval.

Brooks Stickler, Kimley-Horn and Associates represented the applicant. He stated that his team had worked with Staff on the project and modified the stacking aspect of the project based on discussion with Staff and explained that the driveway was shifted from eastern property line to the western to help alleviate any potential backups on Lee Road and would allow stacking up to 18 cars. He stated that the project is promoting access through the site to allow for easier ingress and egress to head eastbound on SR 423 by getting to the signal on the western office complex.

City Attorney asked the applicant if the necessary stops for cross access easements and signage easements were being created to make the project “run of the land” so if the Starbucks site. Mr. Stickler confirmed that the easements were being created and in addition, a drainage easement was being created. There was further discussion regarding processes for having the easement agreements recorded with the City.

Additionally, Mr. Stickler answered questions regarding the existing driveway on the property off of Lee Road.

The Board heard public comment from Kay Kistenbroker, 2429 Albert Lee Parkway, Winter Park, FL. Ms. Kistenbroker expressed concerns related to the increase in traffic the project would bring to the area and cited traffic safety concerns with cars making U-Turns at the intersections Lee Road and Gloriosa Avenue.

No one else wished to speak. The public hearing was closed.

The Planning Board addressed Ms. Kristenbroker’s concerns related to increased traffic generation but noted that any increase in traffic would be difficult to notice given that this is the City’s most heavily traveled intersection. The Board noted that the interconnection with the Office building parking providing access to and from Wymore Road would limit U-turns since traffic could turn left at Wymore and come into Starbucks through the office parking lot.

Motion made by Chuck Bell, seconded by Christian Swann for Conditional Use approval to redevelop the properties at 2611 and 2615 Lee Road for a new Starbucks restaurant with a

drive-thru component on these two properties, zoned C-3 with the following staff conditions:

1. That per the applicant's submission, a monument sign will be implemented on the Lee Road frontage.
2. That directional signage for the Starbucks will be allowed on the adjacent office property on Wymore Road.
3. That one electric vehicle charging station be implemented in the parking lot.
4. Consolidation of the three parcels into one property with one address.
5. That the property owner obtain cross access easements, signage easements and drainage easements as necessary over the adjacent property.

Motion carried unanimously with a 6-0 vote.

- ZTA #19-02. Request of City of Winter Park For: An Ordinance amending the Zoning and Subdivision Regulations to clarify the procedures for applicants seeking to table, continue or postpone public hearings after such public hearings have been duly advertised.

Principal Planner Jeff Briggs explained that the request from the City Commission, was an effort to better organize the rules on the number of times an applicant can request a continuance or postpone their item after it has already been advertised and notices mailed. He gave an example of a request in the past year, (the Glen Haven Cemetery project), where an applicant requested multiple continuances and explained challenges with properly noticing those subsequent continuances in a timely manner and not having residents come to meets when an item is to be tabled.

Mr. Briggs explained that Planning Intern Nicholas Lewis provided research on how other cities throughout the state regulate the number of continuances an applicant could request. Through his research, Mr. Lewis discovered that while some cities had no regulations, there were a number of cities that allowed an applicant to request one continuance with proper advertisement and any additional request to continue would result with the applicant being required to move forward with the public hearing or withdraw the item and start a new application process.

Mr. Briggs stated that with assistance from the City Attorney, a number of provisions were added to the Ordinance outlining circumstances where the rule would not apply and noted that the regulations would not limit the ability of the P&Z Board or the City Commission to table for valid reasons.

Staff recommendation was for approval.

Mr. Briggs, City Attorney Dan Langley and the Board further discussed how continuances would affect City Commission hearings, proper advertisement, applicant perspective and whether the intent of the regulation was to allow the applicant an opportunity to request a continuance from both the P&Z Board and the City Commission at those respective hearings.

There was no public comment. The public hearing was closed.

The Planning Board members agreed that the public is not served by allowing multiple continuances. The Board confirmed with the City attorney that this meant an applicant could get

one table at P&Z and one at City Commission.

Motion made by Chuck Bell, seconded by Ray Waugh to amend the Zoning Code and Subdivision Regulations to grant the City the ability to limit continuance requests from applicants seeking to reschedule after public hearing notice has been duly advertised.

Motion carried unanimously with a 6-0 vote.

4. New Business: None

5. Planning Director's Report:

Planning Director Bronce Stephenson addressed the Board and reminded the members that the Orange Avenue Overlay Project would be going before the Board on Monday, January 13th. He explained that since the December 3rd P&Z Board meeting, Staff held a number of work sessions with members of the City Commission to review the draft language for the Overlay Ordinance.

Mr. Stephenson stated that Staff had informed the Commission that Staff's recommendation would be for the document that was presented and approved by the Planning and Zoning Board and asked the Board members to consider giving their input at the Commission meeting on January 13th.

The Board and Staff discussed the next steps in the implementation process for the Ordinance, should it be approved and moved forward on January 13th.

6. Board Update & Comments: None

The meeting adjourned at 8:48 p.m.

Respectfully,

Kim Breland



Planning and Zoning Board Minutes

January 14, 2020 at 6:00 p.m.

City Hall Commission Chambers
401 S Park Avenue | Winter Park, Florida

1. Present

Chairman Ross Johnston called the meeting to order at 6:00 p.m. in the Commission Chambers of City Hall. Present: Ross Johnston, Ray Waugh, Chuck Bell, Adam Bert, Laura Turner, Owen Beitsch, Christian Swann and Laura Walda. Also Present: City Attorney Dan Langley. Staff: Planning Director Bronce Stephenson, Principal Planner Jeff Briggs, Senior Planner Allison McGillis, Recording Secretary Kim Breland.

2. Approval of minutes

None

3. Public Hearing:

CPA #20-01; RZ #20-01 & CU #20-02: Request of Rollins College for: Ordinances to amend the Comprehensive Plan Future Land Use Map and Official Zoning Map from Office (O-1) to Institutional (PQP) and for Conditional Use approval to build a new 3-story, Rollins Museum and a new 3-story, Crummer Graduate School of Business at 200 E. New England and 203 E. Lyman Avenues.

Board Member Laura Walda recused herself from the item as she is employed by same office as counsel for the applicant.

Principal Planner Jeff Briggs explained that the item was a request of Rollins College for Comprehensive Plan Future Land Use and Zoning changes on the Lawrence Center block and Conditional Use approval to build a new three-story Rollins Museum and three-story Crummer Graduate School of Business. Mr. Briggs presented images of the Lawrence Center block and Comprehensive Plan Map showing the property designated and zoned Office. Rollins College request is that the Land use/Zoning be changed to match that of the college campus, which is an Institutional FLU category and Public Quasi Public (PQP) zoning.

Mr. Briggs explained that one difference between the two designations was the Floor Area Ratio which would change the FAR from a maximum of 45% to a potential maximum of 200 %. It was stated that the changes were key because through the development program the density would be increased to 166% FAR, making the land use changes essential.

Mr. Briggs explained that the existing Lawrence Center four-story office building that will remain on the property to be used as "for lease" office space to third parties and not intended to transition to Rollins College use. However, redevelopment is planned for the rest of the property. He explained that the desire is to move Cornell Museum from its present, obscure location on the lakefront, to this site where more people would have an opportunity to visit the museum giving it more visibility and vitality. The other portion of the request was a new three-story Crummer Graduate School of Business measuring three-stories and approximately 79,000 square feet of building area. In addition, there would be a small parking lot at the corner of Knowles Avenue and Lyman Avenue that would serve immediate needs of visitors requiring disabled parking, deliveries and other parking needs.

Mr. Briggs explained that underground exfiltration beneath the parking lot would be used for retention. Additionally, Mr. Briggs showed preliminary elevations of the new buildings. It was noted that the elevations were intended to be preliminary as the goal of Rollins College was to gain the entitlements for the two new facilities of a museum and graduate business school. Fund raising and other design decisions would come later in the process. Thus any approval by the City would come with the condition that the final exterior elevations and materials, along with any adjustments to the landscape plan, would be brought back to P&Z for subsequent approval which was agreed to by the College.

Mr. Briggs noted that in terms of height and FAR, the project was compatible with other buildings in close proximity. Mr. Briggs discussed parking and explained that the project would primarily utilize the SunTrust garage. Rollins would be moving 300-400 students/staff from the SunTrust garage to the newly constructed Ollie parking garage on campus which would open parking opportunities to accommodate the needs of Lawrence Center and Museum employees and visitors, Crummer Graduate School students, and Alford Inn needs and still have a surplus. It was noted that most of the Crummer Graduate School classes are at night and those students park there now.

Lastly, Mr. Briggs stated that a development agreement was part of the request. He stated that Rollins College was asking for approval/entitlements to last 5 years due to the need for fund raising and further design. With the surplus parking available in the SunTrust garage, Rollins offered to provide 25 parking space for City Hall employees which would allow for additional customer and public parking behind City Hall. Additionally, Rollins' would limit the use of the Crummer Graduate School so that there would be no undergraduate classroom instruction and no dormitory construction north of Fairbanks Avenue.

Staff recommendation was for approval. There were no questions from the Board for Staff.

Rollins College President Grant Cornwell, 600 Osceola Avenue, Winter Park, FL, addressed the Board. He explained the College's vision for the Innovation Triangle in that the project was derived from the College's strategic planning process. With respect to the Cornell Museum, he stated that their art collection had grown in quality and quantity and contained approximately 5,000 pieces of fine art and it was a civic duty to share the collection with the larger community. With respect to the Crummer Graduate School, Mr. Cornwell explained that the school had been constrained in its current location and had outgrown its space. He stated that the faculty, dean and board of advisors were looking for The Crummer to be housed in a new facility and that the new building was very important to the Rollins College pedagogy. Lastly, he stated that the Innovation triangle encompasses three programs: Museum; Business school and Alford Inn that will provide synergy between them to serve Rollins college, and the City of Winter Park as a destination for innovation.

Rebecca Wilson, Lowndes, Drosdick, representing Rollins College thanked the Board for their consideration and noted that the college chose architect, Joseph Coriarty, for the project through a nationwide search and noted that Mr. Coriarty had previously designed the Hillstone Restaurant building in Winter Park. Ms. Wilson discussed the site plan, reiterated that the Lawrence Center was the existing four-story building on the property and most of the spaces are leased to 3rd party businesses with the College occasionally using it for "swing space" she spoke about the progression from Park Avenue to the Alford Inn and stated that currently there is a dead space between the current building and Park Avenue and the Innovation Triangle project would create a streetscape similar to Park Avenue.

Mrs. Wilson reviewed the Floor Area Ratio calculations for the Alford Inn and the Lawrence Center and presented conceptual images of the Innovation Triangle. She further discussed the Development Agreement and talked about the City code analysis as it relates to three-story buildings in the Central Business District. She reviewed the setbacks on Interlachen Avenue and briefly discussed issues related to parking. Mrs. Wilson reiterated that the final exterior elevations and landscape plans would be required to come back to the Planning & Zoning Board for final approval. Lastly, she asked to permission to address concerns made by residents during public comment.

The Board heard public comment from:

Jim Fitch, 1820 Via Genoa, Winter Park, FL who spoke in opposition of the Innovation Triangle Project citing issues related to parking and the City allowing Rollins College to lease office space at the Lawrence Center and Carmen Rasnick, 311 N. Knowles Avenue, Winter Park, FL; Ann Kelly, 520 N Phelps Avenue, Winter Park, FL.; Greg Marshall, 1625 Roundelay Lane, Winter Park, FL; and Patricia (could not hear last name in audio), 2837 Lake Baldwin Lane who spoke in favor of the project.

In addition, the Board heard public comment from William Gerber, 300 S. Interlachen Avenue, Winter Park. Mr. Gerber explained that The Residences has ten parking spaces in the current Lawrence center parking lot via easement and objected to the relocation of those spaces.

No one else from the public wished to speak. The public hearing was closed.

Attorney Rebecca Wilson addressed concerns made during public comment. She stated that the Crummer Graduate School held most of its classes in the evenings which would alleviate issues related to lack of available parking during the day. Ms. Wilson confirmed that in 2011 an easement was granted for parking to the Residences which allows for the relocation of those spaces and she stated the college would work directly with The Residences on that issue.

Mrs. Wilson answered questions from the Board related to public access to the property, taxes Rollins pays for leasing office space at the Lawrence Center, lot coverage and FAR percentages, and main entrance location for the museum.

The Planning Board members voiced support for the overall concept of the project and felt that the buildings were compatible with the location proposed. They agreed that the new Ollie Garage made this possible by shifting so many student/staff cars from the SunTrust garage that the Lawrence center parking lot could be removed given the new parking capacity in the SunTrust garage.

Motion made by Laura Turner, seconded by Ray Waugh, for approval for an Ordinance to amend the future land use plan map to change the future land use designation of office to institutional on the 2.37 acres of properties at 200 E. New England Avenue and 203 E. Lyman Avenue.

Motion carried unanimously with a 7-0 vote.

Motion made by Laura Turner, seconded Ray Waugh, by for approval for an ordinance to amend the official zoning map to change from Office (O-1) zoning to Public, Quasi-Public (PQP) district zoning on the 2.37 acres of properties at 200 E. New England Avenue and 203 E. Lyman Avenue.

Motion carried unanimously with a 7-0 vote.

Motion made by Laura Turner, seconded Chuck Bell for Conditional Use approval to redevelop the properties at 200 E. New England Avenue and 203 E. Lyman Avenue, to build a new 3-story, 30,766 square foot, Fine Arts Museum and a new 3-story 77,189 square foot Crummer Graduate School of Business building with the following condition:

1. That the final floorplans and exterior elevations/materials of the Museum building and final exterior elevations/materials of the Crummer School building, as well as the site, landscape plan to be reviewed and subsequently approved by the Planning and Zoning Board and City Commission.

Motion carried unanimously with a 7-0 vote.

4. New Business: None

5. Planning Director's Report:

Planning Director Bronce Stephenson updated the Board on the Orange Avenue Overlay Ordinance that was presented to the City Commission at the January 13, 2020 City Commission meeting. He explained that the meeting began at 3:30 p.m. and ended at 2:30 a.m., with two major items on the agenda, the final budget for the new library project which after lengthy discussion was tabled to the January 24, 2020 City Commission meeting and the Orange Avenue Overlay. He explained that a motion was made to approve the OAO Ordinance as presented and recommended by the Planning and Zoning Board, once the motion was made there were approximately 40 amendments made by the Commission. Mr. Stephenson stated that once the Commission and staff completed the amendments, the floor was opened to public comment at approximately 1:00 a.m., the meeting went on until 2:30 a.m. at which time the Mayor decided that the meeting would end and be continued to Thursday, January 16th when the Commission would review and vote on all amendments to the Ordinance, but would not take public comment. City Attorney Dan Langley added that it was at the discretion of the Board to take further public comment and noted that there would be a second reading of the Ordinance in March.

Mr. Stephenson thanked all of the Board members for their letters in support of the Orange Avenue Ordinance and for attending the January 13th City Commission meeting.

6. Board Update & Comments: None

The meeting adjourned at 7:34 p.m.

Respectfully,

Kim Breland

Recording Secretary



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cityofwinterpark.org

**Planning &
Community
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Planning & Zoning Board Staff Report for February 4, 2020 Meeting

SUB #20-01 Request of William Keegan Homes for: Subdivision approval to split the properties at 1760 and 1780 Bryan Avenue into three single-family lots, zoned R-1A. Variances are requested from the R-1A lot dimension standards.

Background

William Keegan (property owner) is requesting subdivision or lot split approval to divide the properties at 1760 and 1780 Bryan Avenue into three single-family lots. The zoning of this property is R-1A. Each proposed lot would have 66.8 feet of lot width and 8,466 square feet of lot area. The property is currently developed with two single-family homes that will be demolished.

During the City's review process of subdivisions or lot split requests, there are two criteria that are reviewed. First is the 'Zoning Test' as to conformance with the zoning criteria. The next is the 'Subdivision Code Test' which is conformance to the neighborhood character.

Zoning Test

As indicated above, each lot is proposed to be 66.8 feet wide and 8,466 square feet in size. The R-1A zoning requires a minimum lot size of 75 feet of lot width and 8,500 square feet of lot area. Thus, variances are requested from the R-1A lot dimension standards.

Lot Conformance to Subdivision Code Test

There are many neighborhoods in the City that are zoned R-1AA or R-1A, but the existing character may be significantly different than the zoning code minimums. As a result, the practice outlined in the Subdivision Code (attached) is to look at the surrounding neighborhood to compare the standard lot sizes. The Code dictates that the review area is within a 500-foot radius of the subject property, and limited to those in the same zoning.

There are 117 homes within this neighborhood with the same R-1A zoning (see attached map). The average lot width is 71.5 feet, and the median lot width is 75 feet. The median lot area from this 117 home survey is 9,496 square feet. The proposed lot widths are less than the averages and median sizes in this neighborhood. On Bryan Avenue there are 10 homes with 75 feet or greater width and 10 homes with 50-64 feet of lot width. Thus the request is more in keeping with the average lot size on Bryan Avenue than with the greater neighborhood average size.

Impact Upon Neighbors

As it exists now, each of these two existing properties of 12,700 square feet in size can be redeveloped with a new home of a maximum 5,200 square feet under the applicable maximum floor area ratio (FAR). As three lots of 8,466 square feet each, the maximum size of each home could be 3,640 square feet respectively under the applicable maximum 43% FAR. Currently a total of 10,400 square feet of home structures can be built on the two existing lots. With the proposed split, a total of 10,920 square feet of home structures can be built on the three proposed lots.

The lot split would alter the side setbacks to the two adjacent neighbors. As 100 foot wide lots, the first floor side setback is 13-15 feet and as 66.8 foot lots, the new first floor side setbacks would be 9-11 feet. However, the two adjacent homes at 1740 and 1790 Bryan Avenue are 50 feet and 62.5 feet wide so their respective side setbacks are the same or slightly smaller than what would be allowed in this case.

Applicable Codes

The applicable Comprehensive Plan policy and Subdivision Code section governing lot splits are on the following page.

Development Plans

The applicant has provided a generalized front elevation for the type of homes that they plan to build, and general site plans for the layout of the proposed new homes. The applicants will comply with the normal single-family development standards, setbacks, etc.

Summary

When a lot split request meets all of the R-1A zoning requirements for lot sizes, and no variances are requested, and the request passes the Comprehensive Plan test, then the staff recommendation is for approval. However, when there are lot split requests that have variances for lot dimensions, then the staff recommendation is typically for denial. However staff notes that the 66.8 foot lot width sizes, that are proposed are the same as half of the existing homes on Bryan Avenue and the end result is three homes with virtually the same square footage as would occur if two new homes were reconstructed.

Staff recommendation is for denial due to the variances, but if approved staff suggests our normal condition:

- 1. That the final front elevations of the homes be of varied architectural styles to each other to provide diversity to the neighborhood.*

RELEVANT COMPREHENSIVE PLAN POLICIES:

Policy 1-5.2.8: Subdivision of Land and Lot Splits for Non-Lakefront Single Family & Low Density Multi-Family Property. The City shall consider approving subdivision and lot split applications, which are not lakefront properties and which are not estate lots in areas designated single family, low density or multi-family residential, when the proposed new lots are designed at size and density that meet adopted subdivision regulations. The City Commission in consideration of lot consolidation requests may limit the applicable floor area ratio as a condition of approval in order to preserve neighborhood scale and character.

Policy 1-6.3.1: Protect Trees. The City shall promote the proliferation and preservation of trees throughout the City, minimize the removal of protected trees, and require compensation and replanting for the loss of protected trees in various stages of maturity on public and private property in order to preserve the quality of life in the City well into the future.

Policy 5-2.7.2: Tree Protection from Development Activities. The City shall protect and conserve specimen and other significant trees from destruction by development activities through the site development process.

ARTICLE VI. - SUBDIVISION AND LOT CONSOLIDATION REGULATIONS

Sec. 58-377. - Conformance to the comprehensive plan.

(a) In the City of Winter Park, as a substantially developed community, the review of lot splits, lot consolidations, plats, replats or subdivisions within developed areas of the city shall insure conformance with the adopted policies of the comprehensive plan as a precedent to the conformance with other technical standards or code requirements.

(b) In existing developed areas and neighborhoods, all proposed lots shall conform to the existing area of neighborhood density and layout. The proposed lot sizes, widths, depths, shape, access arrangement, buildable areas and orientation shall conform to the neighborhood standards and existing conditions. This provision is specifically intended to allow the denial or revision by the city of proposed lot splits, lot consolidations, plats, replats or subdivisions when those are not in conformance with the existing neighborhood density or standards, even if the proposed lots meet the minimum technical requirements of the zoning regulations.

(c) In determining the existing area or neighborhood density and standards, for the consideration of lot splits, plats, replats or subdivision of other than estate lots or lakefront lots, the planning and zoning commission and city commission shall consider the frontage and square foot area of home sites and vacant properties with comparable zoning within an area of 500-foot radius from the proposed subdivision.

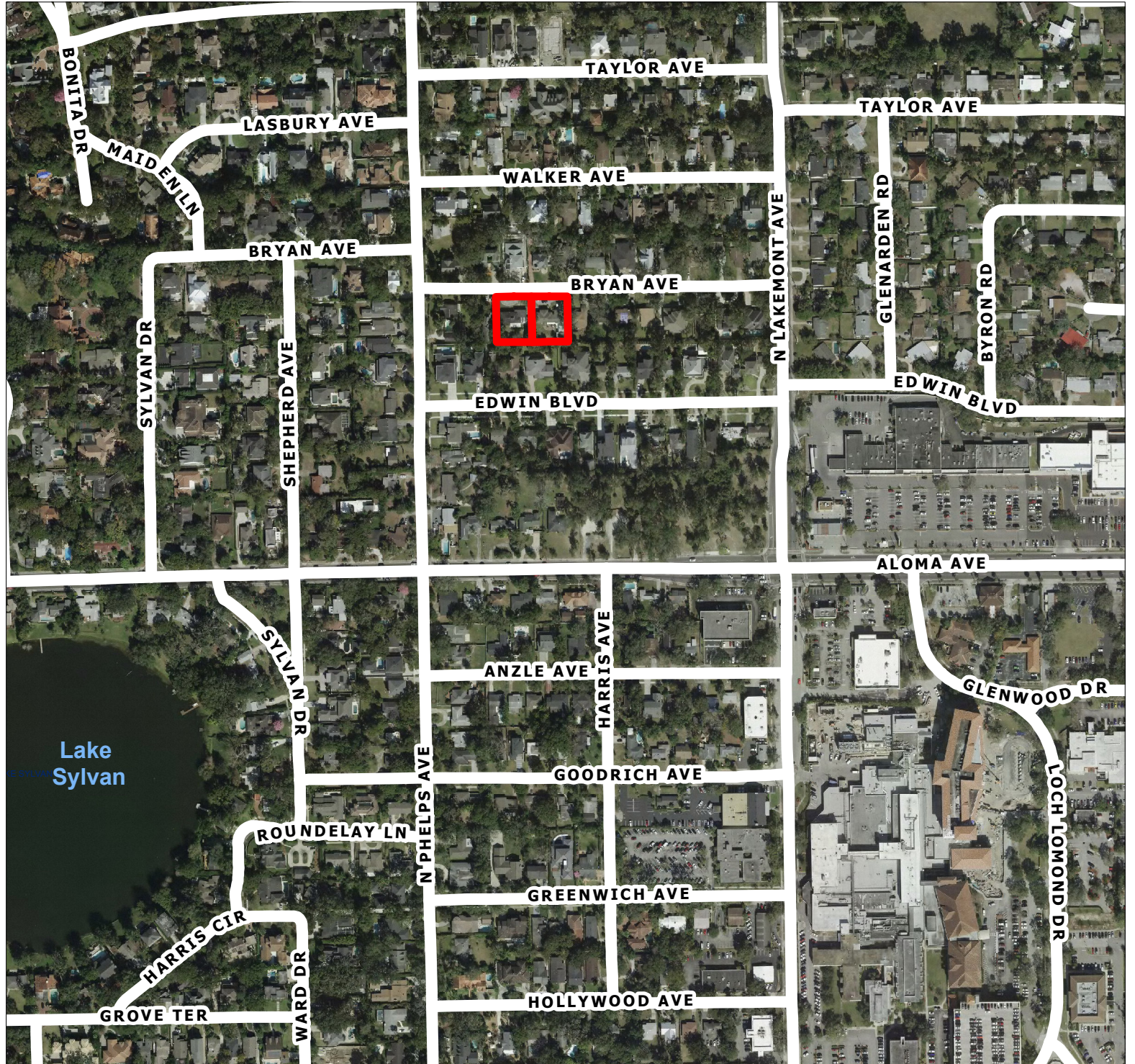
(d) In order to implement the policies of the comprehensive plan, the city commission may also impose restrictions on the size, scale, and style of proposed building, structures, or other improvements. This provision shall enable the city commission to impose restrictions on the size, height, setback, lot coverage, impervious area or right-of-way access such that proposed building and other improvements match the dimension and character of the surrounding area or neighborhood.



LOCATION MAP

1760 & 1780 Bryan Ave

City of Winter Park
Florida

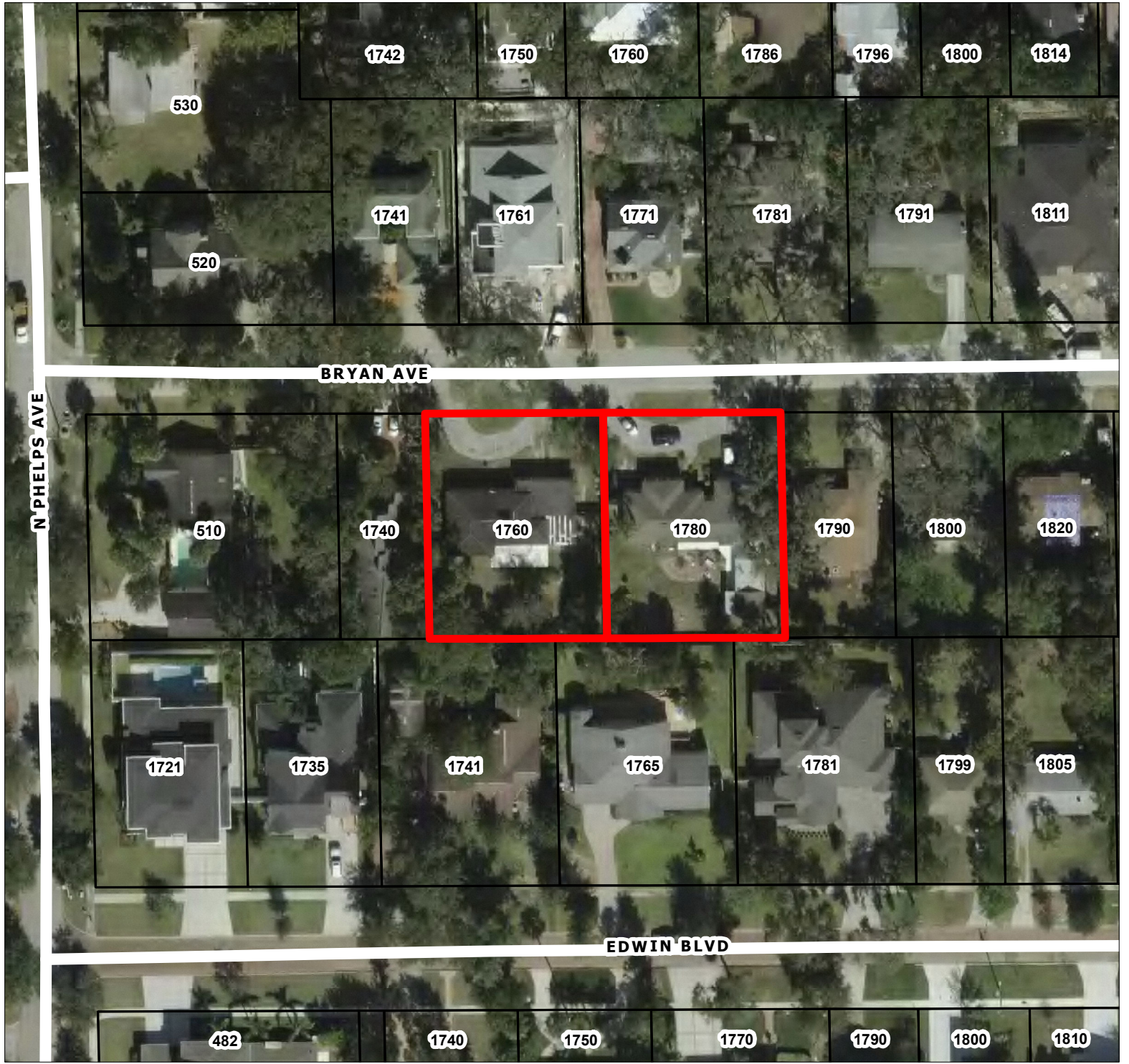




LOCATION MAP

1760 & 1780 Bryan Ave

City of Winter Park
Florida





LOT CONFORMANCE TO SUBDIVISION CODE TEST

1760 & 1780 Bryan Ave

City of Winter Park Florida

LEGEND

- Subject Site
- Single-Family Lots Within 500' of Site (117 total)

NOTES

- Average Lot Width = 71.54 ft
- Median Lot Width = 75 ft
- Average Lot Size = 10129.01 sq ft
- Median Lot Size = 9496.08 sq ft



PROPOSED CUSTOM HOMES

1760, 1770, 1780
BRYAN AVENUE



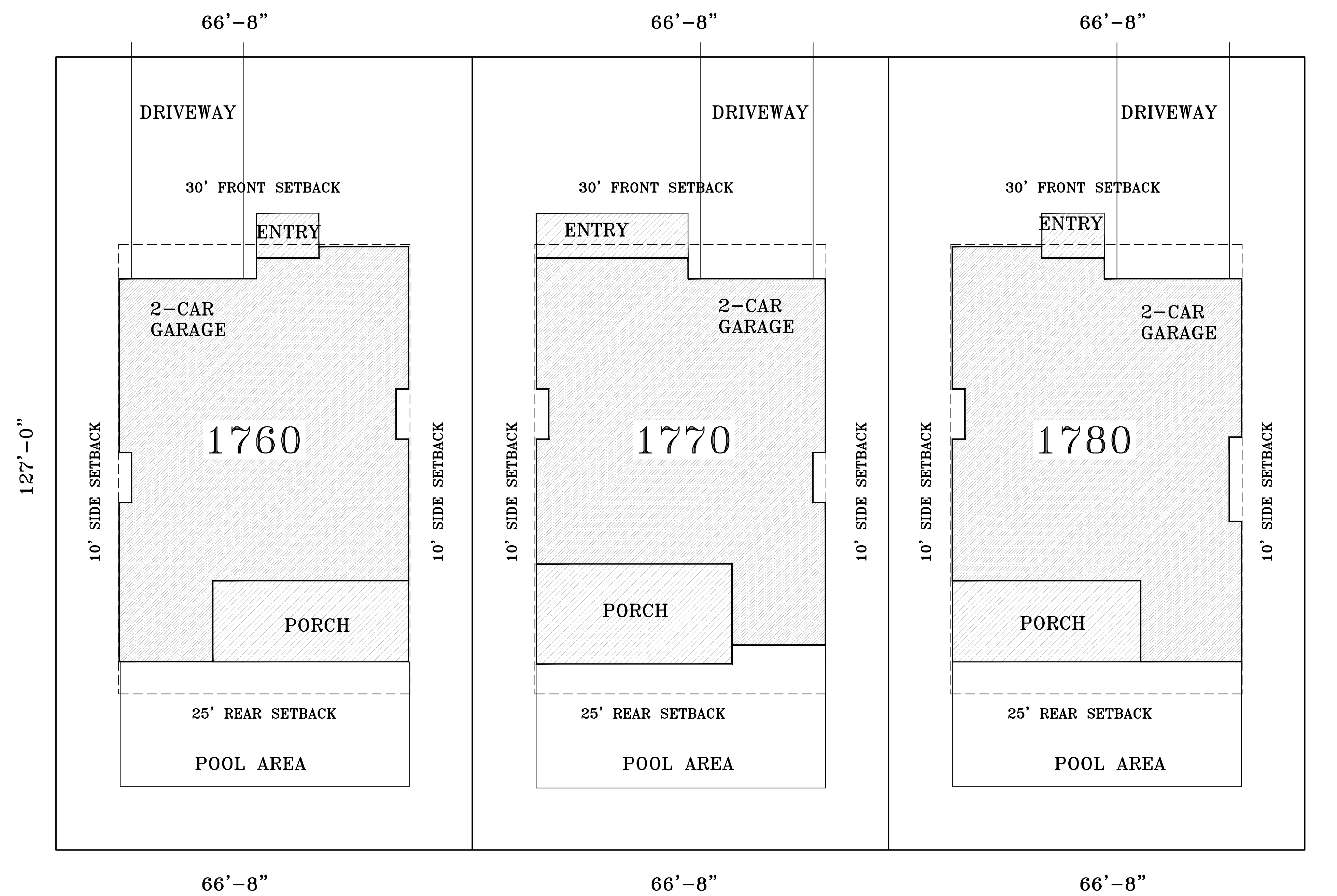
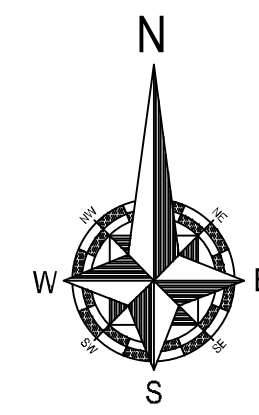
ELEVATION CONCEPTS

LOT DIMENSIONS: 127' X 66'-8"
 LOT AREA: 8,466 SQ. FT
 FAR (MAX): 3,640 SQ.FT
 IMPERVIOUS (MAX): 4,233 SQ.FT.

BRYAN AVENUE



EXISTING SITE PLAN



PROPOSED SITE PLAN

REVISIONS :

CUSTOM HOMES
1760, 1770, 1780 BRYAN AVE.

ARACE DESIGNS
3563 TERRA OAKS CT.
LONGWOOD, FLORIDA 32779
(407) 774-2468
www.aracedesigns.com



JOB NUMBER:

DATE:

1/1/20

DRAWN:

D.A.A.

SHEET

1

OF 2 SHEETS

SITE PLAN

WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALE DIMENSIONS. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR DIMENSIONS AND CONDITIONS OF THE JOB AND SHALL NOTIFY IN WRITING "ARACE DESIGNS, LLC." OF ANY VARIATION FROM THE DIMENSIONS, CONDITIONS AND SPECIFICATIONS APPEARING ON THESE PLANS.



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**Planning &
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Planning & Zoning Board Staff Report for February 4, 2020 Meeting

CPA #20-03; RZ #20-03 & CU #20-04: Request of Hill/Grey Seven LLC for: Ordinances to amend the Comprehensive Plan Future Land Use Map and Official Zoning Map to change the land use designations of Medium Density Residential (R-3) to Parking Lot (PL) on the property at 472 Broadview Avenue and for Conditional Use approval to construct 24,000 square feet of two story commercial buildings on the properties at 415 S. Orlando Avenue and 336 and 434 Grove Avenue.

Background

The applicants own 1.8 acres (78,808 square feet) of properties at 415 N Orlando Avenue (17-92) and 336/434 Grove Avenue, and have under contract 0.73 acres (31,648 square feet) of land at 472 Broadview Avenue. The subject property at 415 N Orlando Avenue is the Ranch Mall commercial center, which a former motel that has been converted to individual businesses operating out of former motel rooms. Redevelopment of this property would be a welcomed improvement to the 17-92 commercial corridor in Winter Park. The other component of the application is an existing 12-unit multi-family building located behind the Commercial property at 472 Broadview Avenue. The multi-family structure is located adjacent to single-family homes and the current condition of the property detracts from the aesthetic appeal of the neighborhood.

The applicants desire to redevelop the 1.8 acres of commercial/office properties (currently Ranch Mall) with a project involving two buildings at a total of 24,000 square feet, and to use the property at 472 Broadview (currently apartment complex) as off-site parking for that project.

The applicant has the following requests:

1. To change the Comprehensive Plan Future Land Use Map from Medium Density Residential to Parking Lot for 472 Broadview Avenue;
2. To change the Zoning Map from Medium Density (R-3) to Parking Lot (PL) for 472 Broadview Avenue; and
3. Conditional Use approval to build 24,000 square feet of commercial and office space.

Comprehensive Plan Future Land Use Map and Zoning Map changes

The property at 472 Broadview Avenue is occupied by a two-story, 12-unit apartment complex. The proposal is to demolish the existing apartment building for the construction of a parking lot to serve the development. This property is located adjacent to the single-family neighbor of Killarney Estates to the north, west and south, and the commercial development along Orlando Avenue to the east. This proposal, with the conversion of the multi-family use to

parking lot has the support of the single-family property owners immediately adjacent to 472 Broadview. When this property was rezoned to multi-family 1969, this was deemed to be a good transitional use in between commercial and single family land uses. Parking lots have also been used as transitional land uses in numerous areas of the City where commercial areas abut residential areas.

The reason why the City has a "Parking Lot" land use and zoning category is to ensure that this is the only use allowed and that no commercial buildings or uses can occur.

Comprehensive Plan

The Comprehensive Policy shown below specifically addresses the use of Parking Lot Zoning as an appropriate transitional land use. The guidance is again based upon the conclusion as to whether the proposed parking lot is compatible with the character of the surrounding area.

Policy 1-J-9: Protect Single-Family Residential Use in the Killarney Neighborhood from Non-Residential Land Use Encroachment. The City shall preserve and protect the single-family residential land use within the Killarney neighborhood from commercial and office encroachment, excluding parcels that have or obtain Parking Lot (PL) zoning designation along the edges where commercial, office and residential meet. All development should include appropriate landscape buffers, including walls if necessary, so as not to have a negative impact on the residential neighborhood.

Design Details for the Proposed Parking Lot

The proposed new parking lot at 472 Broadview Avenue would hold 70 parking spaces. In order to provide visual screening and privacy protections to the residential neighboring properties on Broadview, there is an 8-foot brick veneered wall proposed with landscape screening on the outside toward the residential homes. Because this property is a corner lot with dual frontages, the proposed wall would need a variance to allow the 8-foot height. Staff feels that a Variance creating additional buffering and screening is appropriate.

There are some minor design variances proposed that are 5 feet of landscape/wall buffer area adjacent to the Broadview and Grove Avenue streets (versus 8 feet per code) and 5 feet of landscape/wall buffer area against the two adjacent residential properties (versus 10 feet per code). However, since the overall impervious green landscape area of the parking lot is 25% versus the code minimum of 15% there is appropriate mitigation of open landscape area.

The other variance is the request to have 40 of the 70 spaces in the parking lot have an 8-foot width versus the code requirement for 9-foot width. This results in the gain of 4 additional parking spots which translates into the potential for 12 additional seats in the restaurant areas. The applicants have stated that the higher-end restaurant uses proposed will utilize valet parking. The types of variances permissible are limited via the Section 58-90 Conditional Use reviews. A variance request for the number of spaces is possible, but there is no allowance for a variance for the width of spaces. Because the limiting factor for every building project is parking, in terms of building size, number of units or restaurant seats. In limiting parking widths from the permissible variances, the City Commission simply did not want to have to make judgement calls on every project about how many spaces can be 8 feet wide versus 9 feet wide. However, in this case since we have an office use and retail/showroom use that are not active during the evening, staff feels that granting the 4 parking space/12 seat variance would not cause any adverse impact.

Design Details and Conditional Use Review for the Commercial Project

There are three types of businesses anticipated in this project. The northern 4,000 square foot building is proposed as a sales/showroom use. The southern 20,000 square foot building would have 15,000 square feet of retail/restaurant on the first floor and 5,000 square feet of office on the second floor. Based upon the 176 parking spaces shown, this would permit up to 441 restaurant seats which then is likely to be two restaurants of 220 seats.

The building elevations appear to depict two-story buildings. However, only the south 5,000 sq. ft. of the southern building is an actual two-stories with commercial restaurant space anticipated on the ground floor and office space on the second floor. The proposal for the higher single-story space is to provide tall interior floor to ceiling heights, preferable to the higher-end restaurant uses proposed for the site.

The applicant is asking for a variance to allow the buildings to be 35 feet in height to the roof and 40 feet visible height with parapet versus the Code limit of 30 feet and 35 feet respectively. The City's Floor Area Ratio (FAR) regulations are intended to control the visible size/mass of buildings and structures. A one-story building that has the appearance of two stories in height (30-35 feet tall) counts twice toward the FAR, given the appearance of more massing. For this 78,900 square foot site, there is 37,856 square feet of FAR (versus usable floor space of 24,000 square feet). As that exceeds the permitted 45% FAR, some 2,850 square feet of the buildings in some fashion will need to be reduced in height to conform to the 45% FAR. The actual floor area being proposed is well under the allowable FAR, which will reduce traffic impacts.

Underground exfiltration beneath that parking lot areas will provide the required storm water retention for both the main building site and the off-site parking lot.

Traffic Generation

There are 25,202 square feet of existing retail/office buildings on these commercial properties. Per the ITE trip generation estimates, the existing traffic would be 1,117 trips per day. The 12 units of multi-family residential create an additional 79 trips per day, for a total of 1,196 average daily trips between the two uses. Based upon the proposed 4,000 square feet of retail, 5,000 square feet of office and 14,000 square feet of high-end restaurant uses anticipated, the expected traffic generation would be 1,492 trips per day, an addition of 296 trips per day.

Impact from the Loss of the Housing Stock

Policies of the Housing Element of the Comprehensive Plan require the City to assess the impact on the loss of housing whenever residential land is changed to a non-residential use. In this case, the City is losing 12 units of multi-family housing, but with a significant improvement to the appearance of the area on both of the properties considered in this proposal. The positive impact of this redevelopment to the existing single-family homes in the area should not be discounted.

Staff Evaluation and Recommendation

This application appears to create significant upgrades to an older commercial property and an older multi-family property, each with a number of non-conformities. The redevelopment proposed for both of these areas reduces the overall square footage of development between the two properties and does not propose to maximize the FAR of the sites. Because of the Comp Plan Policy that supports Parking Lots as an appropriate transitional land use, staff can

support this rezoning. This project removes two uses that some may consider as blighted and replaces them with a development that has excellent architecture and site design that lessens the impact of what could be redeveloped on these properties under the current zoning designations.

Staff recommends approval.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" TO AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP TO CHANGE FROM AN MEDIUM DENSITY RESIDENTIAL FUTURE LAND USE DESIGNATION TO A PARKING LOT FUTURE LAND USE DESIGNATION ON THE PROPERTY AT 472 BROADVIEW AVENUE, MORE PARTICULARLY DESCRIBED HEREIN PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Section 163.3184, Florida Statutes, establishes a process for adoption of comprehensive plans or plan amendments amending the future land use designation of property; and

WHEREAS, this Comprehensive Plan amendment meets the criteria established by Chapter 163 and 166, Florida Statutes; and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the Winter Park Planning and Zoning Commission, acting as the designated Local Planning Agency, has reviewed and recommended adoption of the proposed Comprehensive Plan amendment, having held an advertised public hearing on February 4, 2020, provided for participation by the public in the process, and rendered its recommendations to the City Commission; and

WHEREAS, the Winter Park City Commission has reviewed the proposed Comprehensive Plan amendment and held advertised public hearings on February 24, 2020 and on March 9, 2020 and provided for public participation in the process in accordance with the requirements of state law and the procedures adopted for public participation in the planning process.

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" future land use plan map is hereby amended so as to change the future land use map designation of Medium Density Residential to Parking Lot on the property at 472 Broadview Avenue, being more particularly described as follows:

Lots 1, 2, 14 and 15, Block 5, Killarney Estates Resurvey, as recorded in Plat Book "L", Page 9, Public Records of Orange County, Florida.

Property Tax ID's # 12-22-29-4172-05-010.

SECTION 2. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 3. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 4. Effective Date. An amendment adopted under this paragraph does not become effective until 31 days after adoption. If timely challenged, an amendment may not become effective until the state land planning agency or the Administration Commission enters a final order determining that the adopted small scale development amendment is in compliance.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2020.

Mayor

Mayor Steve Leary

Attest:

City Clerk

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING" TO AMEND THE "OFFICIAL ZONING MAP" TO CHANGE FROM MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL (R-3) DISTRICT ZONING TO PARKING LOT (PL) DISTRICT ZONING ON THE PROPERTY AT 472 BROADVIEW AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the owners of property at 472 Broadview Avenue have requested a zoning map amendment consistent with the amended Comprehensive Plan, and such municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the Planning and Zoning Board of the City of Winter Park has recommended approval of this Ordinance at their February 4, 2020 meeting; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on the proposed zoning change set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

WHEREAS, the City Commission hereby finds that this Ordinance serves a legitimate government purpose and is in the best interests of the public health, safety, and welfare of the citizens of Winter Park, Florida.

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. Official Zoning Map Amendment. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the zoning designation of Medium Density Multiple Family Residential (R-3) District to Parking Lot (PL) District zoning on the property at 472 Broadview Avenue, more particularly described as follows:

Lots 1, 2, 14 and 15, Block 5, Killarney Estates Resurvey, as recorded in Plat Book "L", Page 9, Public Records of Orange County, Florida.

Property Tax ID's # 12-22-29-4172-05-010.

SECTION 3. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 4. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 5. Effective Date. This Ordinance shall become effective upon the effective date of Ordinance _____. If Ordinance _____ does not become effective, then this Ordinance shall be null and void.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2020.

Mayor Steve Leary

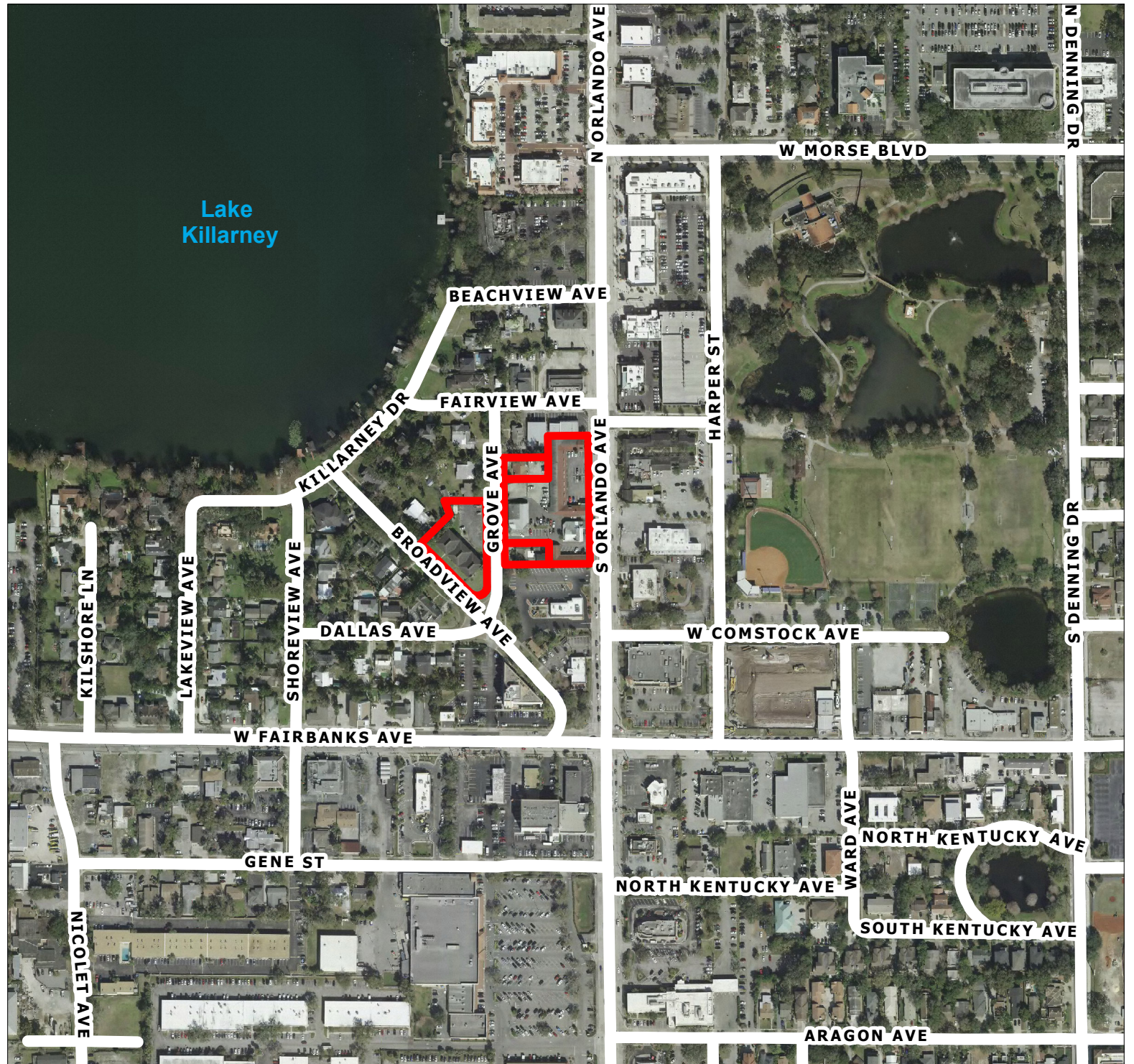
Attest:

City Clerk



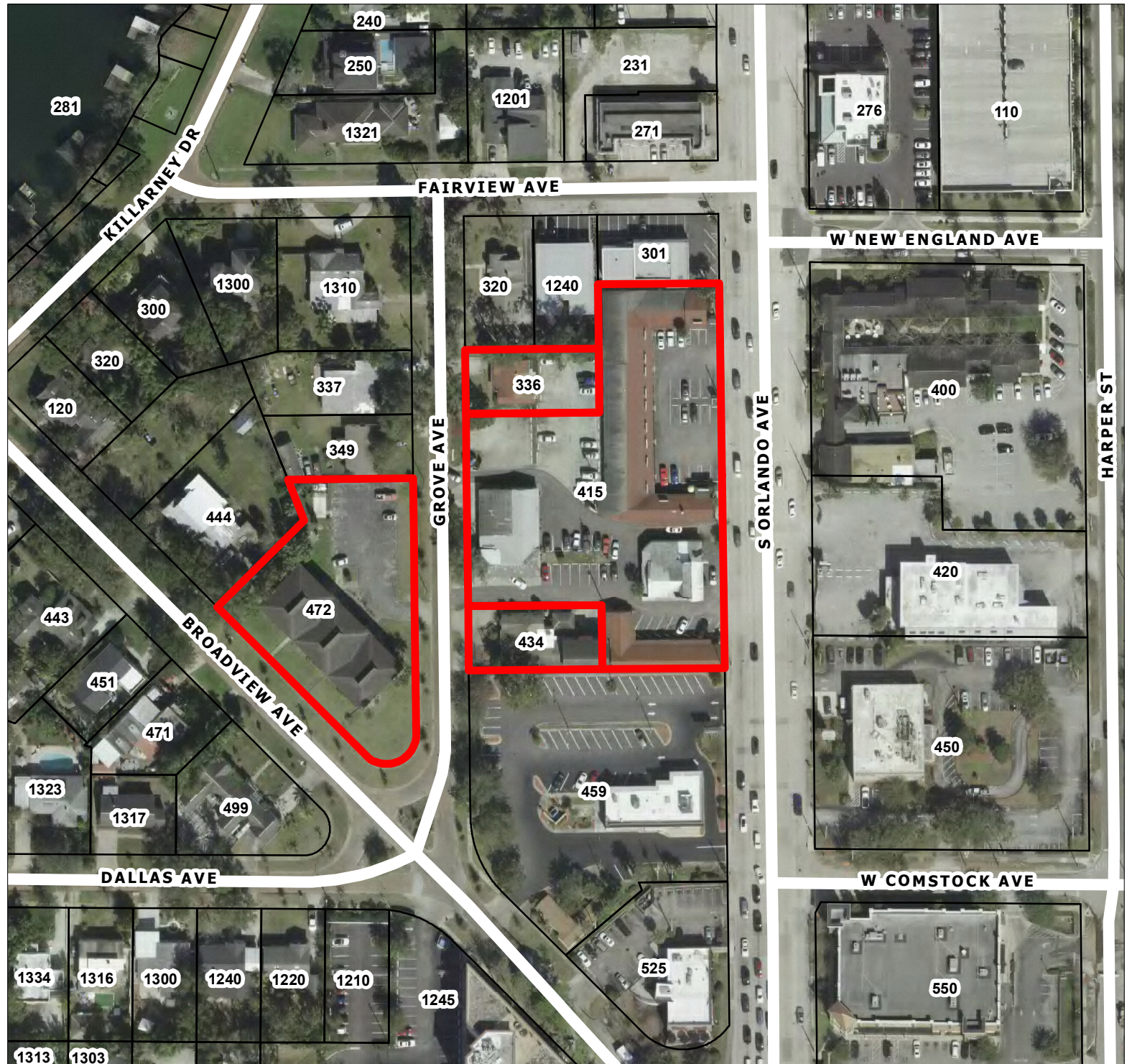
LOCATION MAP
415 S Orlando Ave
336 & 434 Grove Ave
472 Broadview Ave

City of Winter Park
Florida





LOCATION MAP
415 S Orlando Ave
336 & 434 Grove Ave
472 Broadview Ave
City of Winter Park
Florida





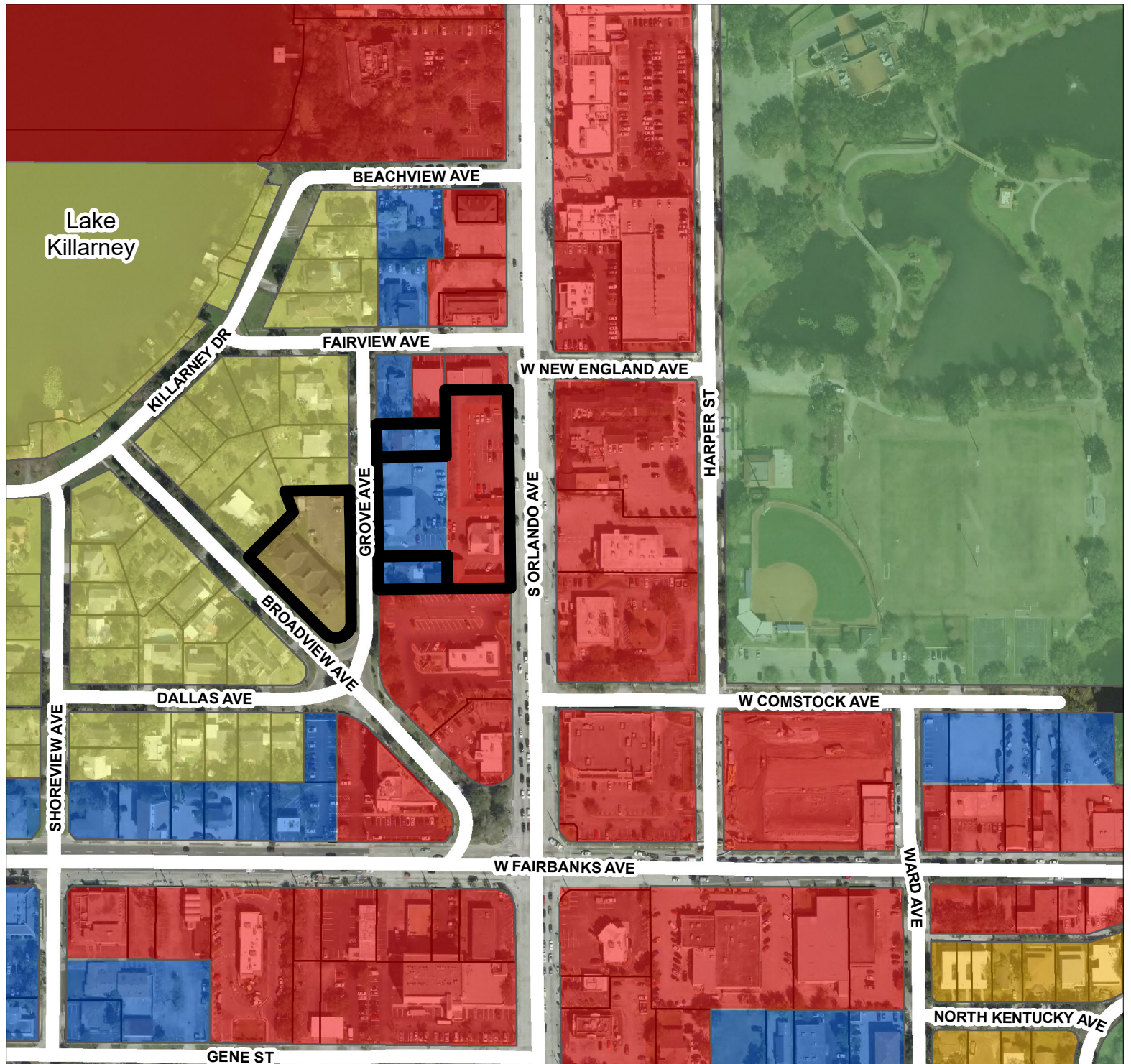
FUTURE LAND USE

415 S Orlando Ave
 336 & 434 Grove Ave
 472 Broadview Ave

City of Winter Park
 Florida

Future Land Use

- Commerce
- Office Professional
- Medium Density Residential
- Low Density
- Single Family
- Open Space Recreation





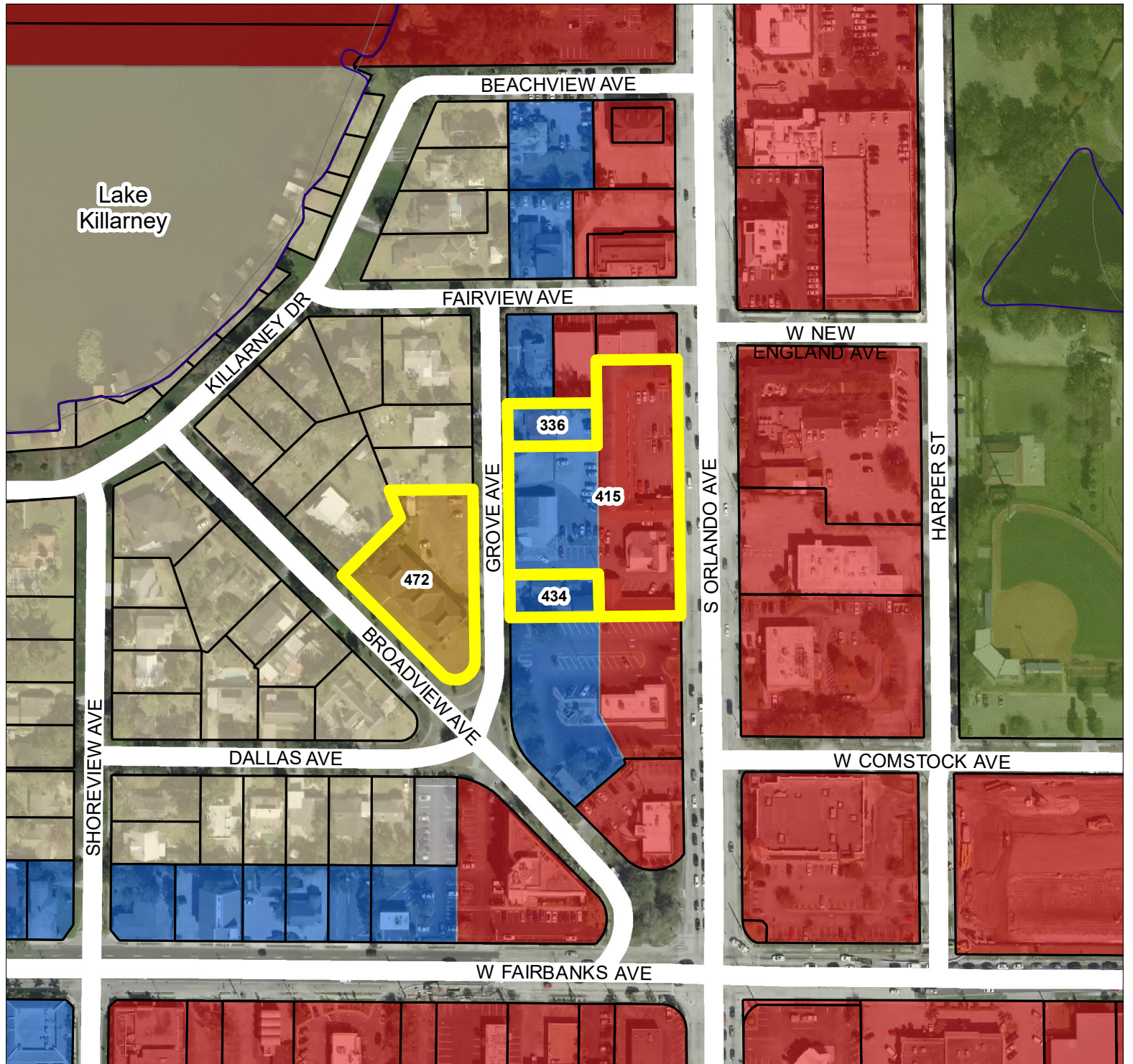
ZONING

415 S Orlando Ave
336 & 434 Grove Ave
472 Broadview Ave

City of Winter Park
Florida

Legend

-  C-3
-  O-1
-  PL
-  PR
-  R-1A
-  R-3





The Hill Center
Winter Park



Project Location 1

OCA Web Map		Major Roads	Proposed Road	Residential	Commercial/Industrial/Vacant Land	Parks	6	Lot Number
Florida Turnpike	Public Roads	Brick Road	Agriculture	Commercial/Industrial/Vacant Land	Lakes and Rivers	06060	Parcel Number	
Interstate 4	Gated Roads	Block Line	Commercial/Industrial/Misc	Agricultural Curtilage	Building	3106	Parcel Address	
Toll Road	Road Under Construction	Lot Line	Waste Land	Hydro	E	Block Number	111.9	Parcel Dimension



Created: 12/6/2019 14:1 Aerial 2018

This map is for reference only and is not a survey

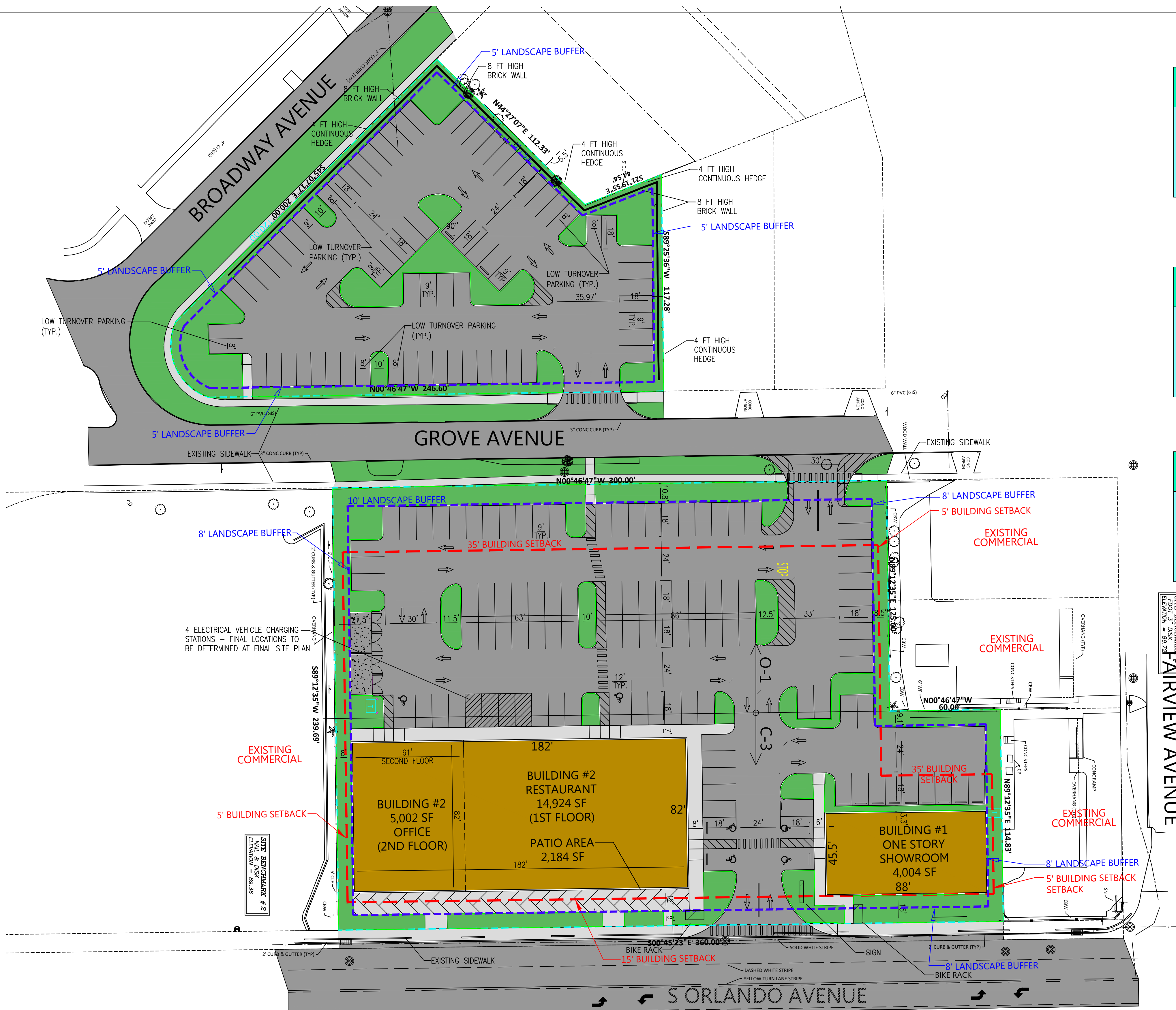
PROPERTY APPRAISER 1

OCA Web Map

Major Roads	Proposed Road	Residential	Commercial/Industrial	Parks	6 Lot Number
Florida Turnpike	Public Roads	Brick Road	Vacant Land	Lakes and Rivers	06060 Parcel Number
Interstate 4	Gated Roads	Block Line	Agricultural Curtilage	Building	3106 Parcel Address
Toll Road	Road Under Construction	Lot Line	Hydro	E Block Number	111.9 Parcel Dimension
		Agriculture	Waste Land		
		Commercial/Institutional			
		Governmental/Institutional/Misc			



Courtesy Rick Singh, CFA, Orange County Property Appraiser



THE HILL CENTER – BUILDING #1			
SHOWROOM	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	35' + PARAPET*	

THE HILL CENTER – BUILDING #2 (1ST FLOOR)			
RESTAURANT	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	35' + PARAPET*	

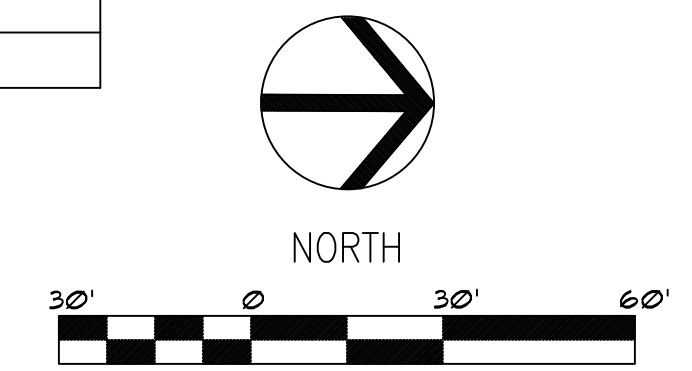
THE HILL CENTER – BUILDING #2 (2ND FLOOR)			
OFFICE	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	35' + PARAPET*	

* SEC. 58-76 ALLOWS UP TO FOUR-STORY 55' MAXIMUM HEIGHT. PROPOSING TWO-STORY WITH 35' HEIGHT DEVIATION FROM TWO-STORY HEIGHT LIMIT.
 * SEC. 58-80 MAXIMUM FENCE HEIGHT 6'. PROPOSING 8' PER NEIGHBOR'S REQUEST.
 * SEC. 58-86 REDUCTION IS FOR SIZE OF SPACES FOR LOW TURNOVER PARKING.

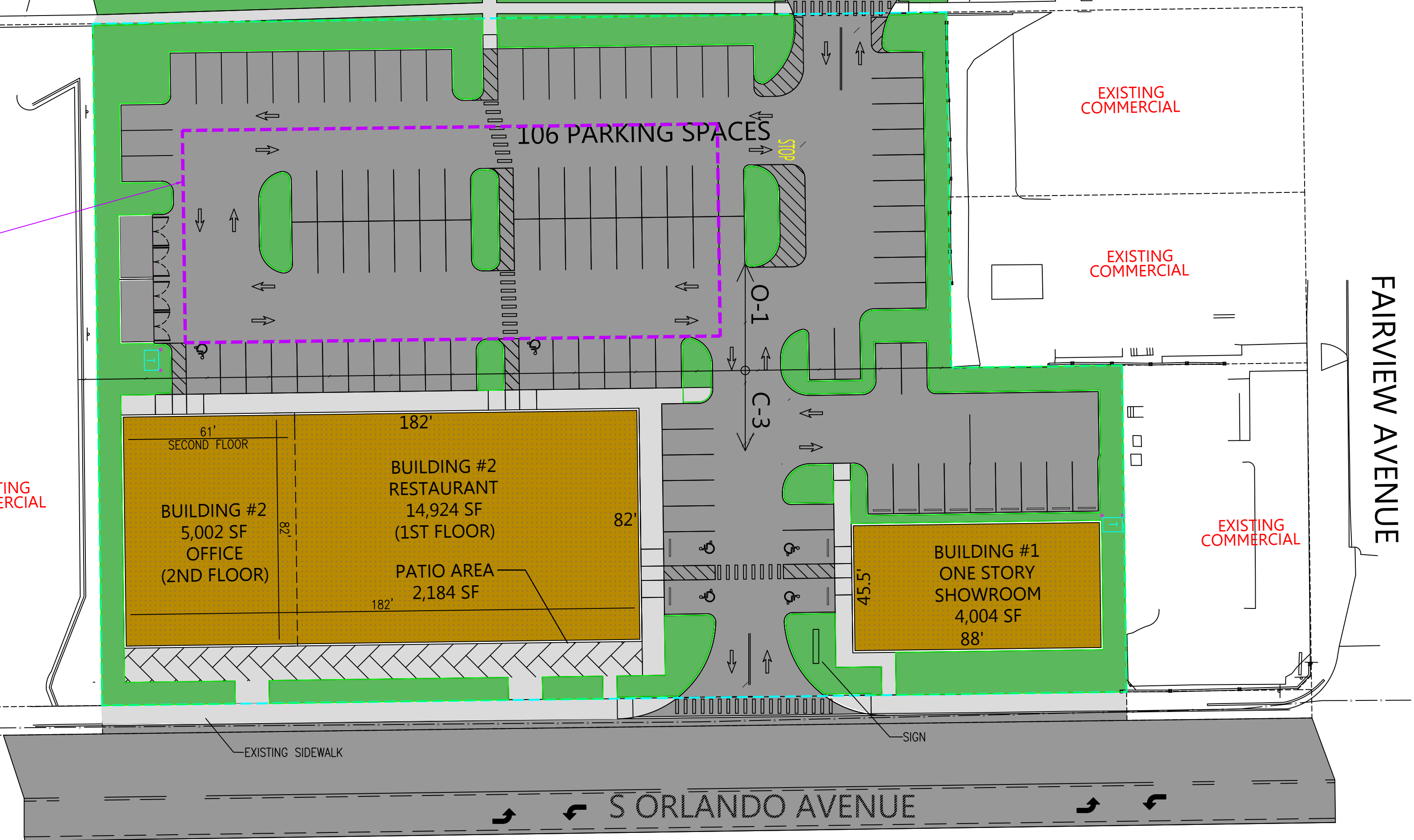
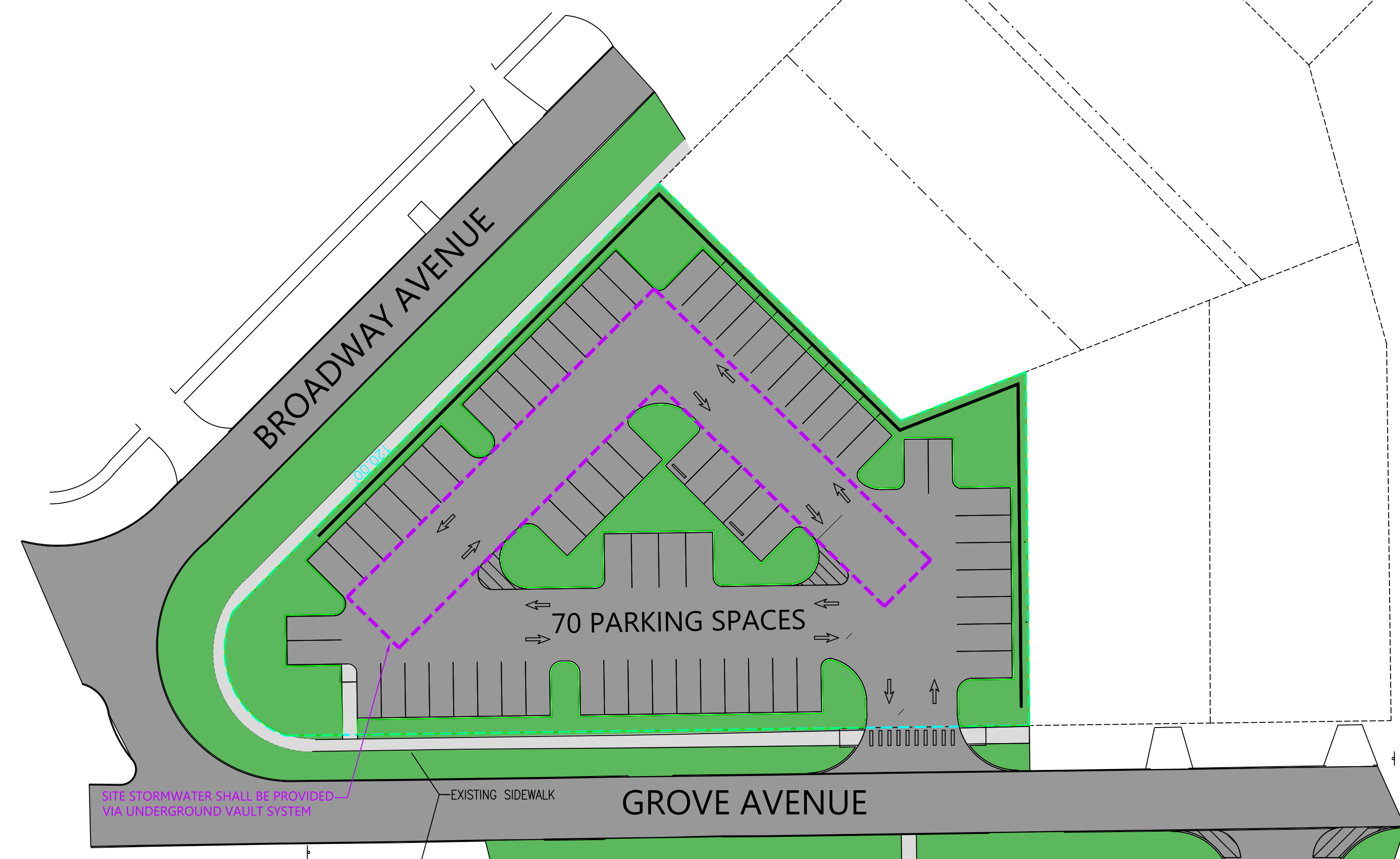
O-1 / C-3 ZONING ANALYSIS (THE SITE)					
	PROPOSED	REQUIRED	BUILDING SETBACKS	PROPOSED	REQUIRED
SITE AREA	78,808	--	FRONT YARD (Orlando Ave)	15'	15' MIN.
F.A.R.	45%	45%	SIDE YARD (NORTH)	5'	5' MIN.
IMPERVIOUS SPACE	64,985 SF (82.5%)	85% MAX.	SIDE YARD (SOUTH)	5'	5' MIN.
PERVIOUS SPACE	13,823 SF (17.5%)	15% MIN.	REAR YARD (Grove Ave.)	35'	35' MIN.
PARKING TOTAL	106				

PL ZONING ANALYSIS (PARKING)					
	PROPOSED	REQUIRED	LANDSCAPE BUFFER	PROPOSED	REQUIRED
SITE AREA	31,648	--	FRONT BUFFER (Grove Ave)	5'	5' MIN.
F.A.R.	N/A	45%	SIDE BUFFER (NORTH)	5'	5' MIN.
IMPERVIOUS SPACE	23,687 SF (74.8%)	85% MAX.	SIDE BUFFER (SOUTH)	5'	5' MIN.
PERVIOUS SPACE	7,961 SF (25.2%)	15% MIN.	REAR BUFFER (Broadway Ave)	5'	5' MIN.
PARKING TOTAL	70				

THE HILL CENTER WINTER PARK SETBACK DIAGRAM & PROJECT ANALYSIS

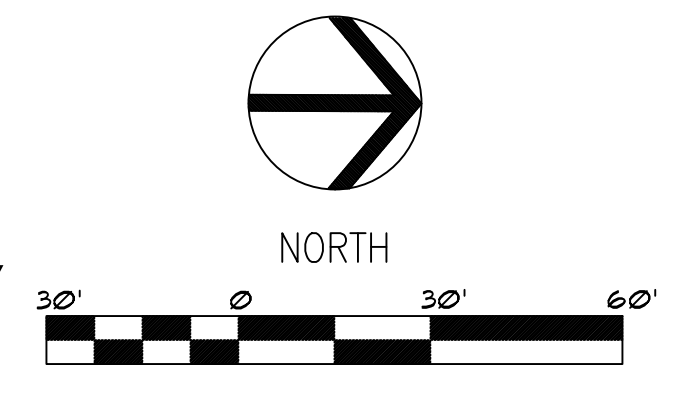


PARKING SUMMARY			
USE	PARKING CODE	PARKING FORMULA	PARKING PER USE
RESTAURANT REQUIRED	1 SPACE/3 SEATS	441 /3 = 147	147
SHOWROOM REQUIRED	1 SPACE / 350 SF + 1 SPACE / 700 SF	2,002 / 350 SF + 2,002 / 700 SF	9
OFFICE REQUIRED	1 SPACE / 250 SF	5,002 / 250 SF	20
TOTAL REQUIRED			176
TOTAL PROVIDED			176



THE HILL CENTER WINTER PARK

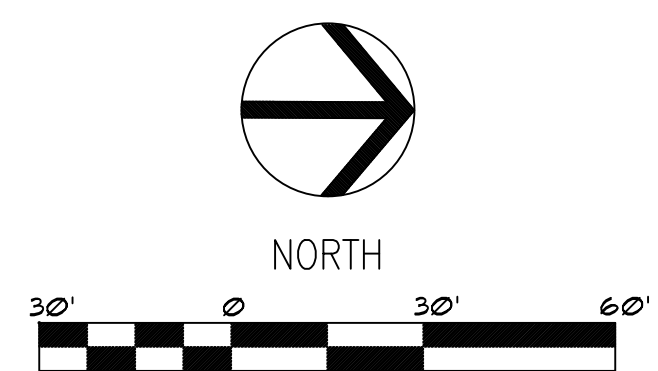
PARKING / STORMWATER SUMMARY





THE HILL CENTER WINTER PARK

LANDSCAPE CONCEPT PLAN





THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
REAR PROPERTY BRICK WALL



01 - EAST ELEVATION BUILDING 01 (STREET)
SCALE 1/16"



02 - SOUTH ELEVATION BUILDING 01 (NEIGHBOR)
SCALE 1/16"

THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
ELEVATIONS



03 - WEST ELEVATION BUILDING 01 (REAR)
SCALE 1/16"



04 - NORTH ELEVATION BUILDING 01 (ACCESS)
SCALE 1/16"

THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
ELEVATIONS



05 - EAST ELEVATION BUILDING 02 (STREET)
SCALE 1/16"



06 - SOUTH ELEVATION BUILDING 02 (ACCESS)
SCALE 1/16"



07 - WEST ELEVATION BUILDING 02 (REAR)
SCALE 1/16"



08 - NORTH ELEVATION BUILDING 02 (NEIGHBOR)
SCALE 1/16"

THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
ELEVATIONS



THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
AERIAL VIEW

ELEVEN
18
ARCHITECTURE
A WOMEN'S BUSINESS ENTERPRISE



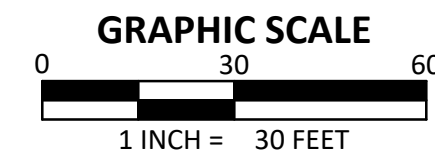
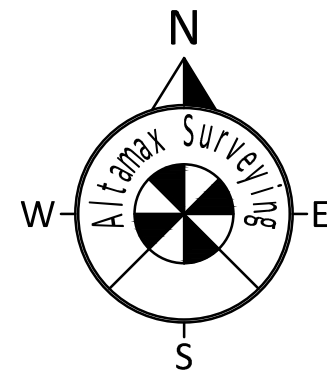
THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
BUILDING ONE PERSPECTIVE VIEW

ELEVEN
18
ARCHITECTURE
A WOMEN'S BUSINESS ENTERPRISE



THE HILL CENTER
HILL GRAY 7
325 S. ORLANDO AVE.
BUILDING TWO PERSPECTIVE VIEW

ALTA/NSPS LAND TITLE SURVEY



CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	30.00'	96°50'30"	50.71'	S67°12'34"W	44.88'
C2	50.00'	77°45'11"	67.85'	S82°41'34"W	62.76'
C3	43.50'	46°29'01"	35.29'	S22°29'08"W	34.33'
C4	100.00'	144°21'04"	77.41'	N22°57'26"W	75.49'

Tree ID#	DBH Size	Tree Type
1	24"	OAK
2	24"	CAMPBOR
3	33"	UNIDENTIFIED
4	26"	OAK
5	12"	OAK
6	6"	OAK
7	14"	OAK
8	24"	OAK
9	12"	PALM
10	6"	OAK
11	6"	PALM
12	8"	PALM
13	8"	PALM
14	6"	PALM
15	6"	PALM
16	8"	PALM
17	30"	OAK
18	18"	OAK
19	10"	OAK
20	20"	OAK
21	20"	CAMPBOR
22	10"	PALM
23	10"	OAK
24	15"	CEGAR
25	18"	PALM
26	20"	OAK
27	20"	OAK
28	15"	OAK
29	10"	OAK
30	8"	OAK
31	16"	OAK
32	12"	PALM
33	24"	OAK
34	15"	PALM
35	15"	PALM
36	20"	OAK
37	20"	OAK
38	18"	OAK
39	10"	OAK
40	24"	CAMPBOR
41	8"	PALM
42	20"	PALM
43	19"	PALM
44	8"	PALM
45	32"	OAK
46	10"	PALM
47	2"	MAGNOLIA
48	5"	OAK
49	2"	MAGNOLIA
50	4"	OAK
51	2"	MAGNOLIA
52	5"	OAK
53	4"	OAK
54	6"	OAK
55	5"	OAK
56	5"	OAK

WATERLINE PIPES SIZES
(MEASURED AT THE VALVE CONNECTIONS)

- WMR1 (5/8" PIPE)
- WMR2 (5/8" PIPE) (R2219922)
- WMR3 (5/8" PIPE)
- WMR4 (5/8" PIPE) (METER REMOVED)
- WMR5 (1" PIPE)
- WMR6 (5/8" PIPE)
- WMR7 (5/8" PIPE)
- WMR8 (1" PIPE)
- WMR9 (1" PIPE)
- WMR10 (5/8" PIPE)
- WMR11 (3/4" PIPE)
- WMR12 (5/8" PIPE)
- BFP1 (1" PIPE)
- BFP2 (5/8" PIPE)
- BFP3 (1" PIPE)
- BFP4 (1" PIPE)

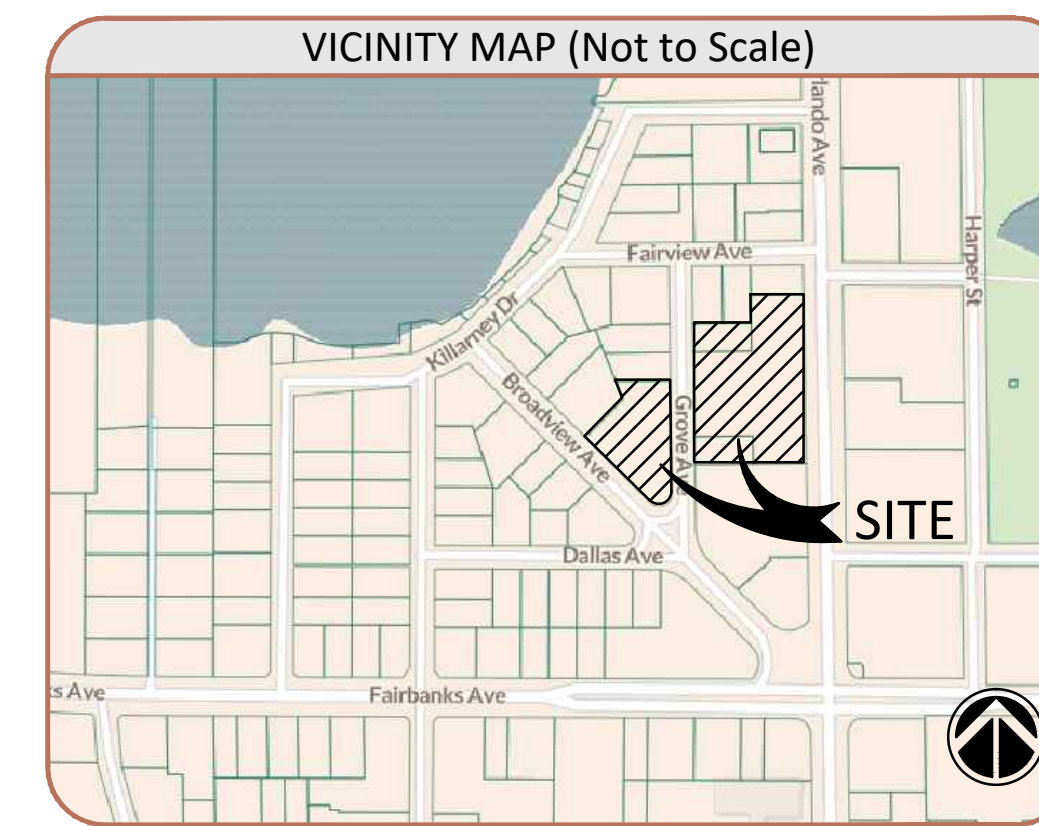
ADDRESS:
415 S ORLANDO AVENUE
336 - 434 GROVE AVENUE
472 BROADWAY AVENUE
WINTER PARK, FL 32789

Job Information
JOB NO. 903166
CF NO. ORG-L-9-LOTS7-23-BLK 6
FIELD DATE: 11-21-2019
SCALE: 1" = 30'
DRAWN BY: PJT

Altamax Surveying
910 Belle Avenue, Suite 1140
Casselberry, FL 32708
Phone: 407-677-0200
Licensed Business No. 7833
www.altamaxsurveying.com



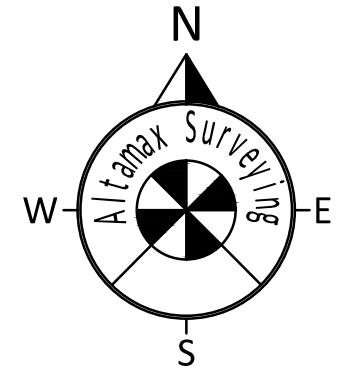
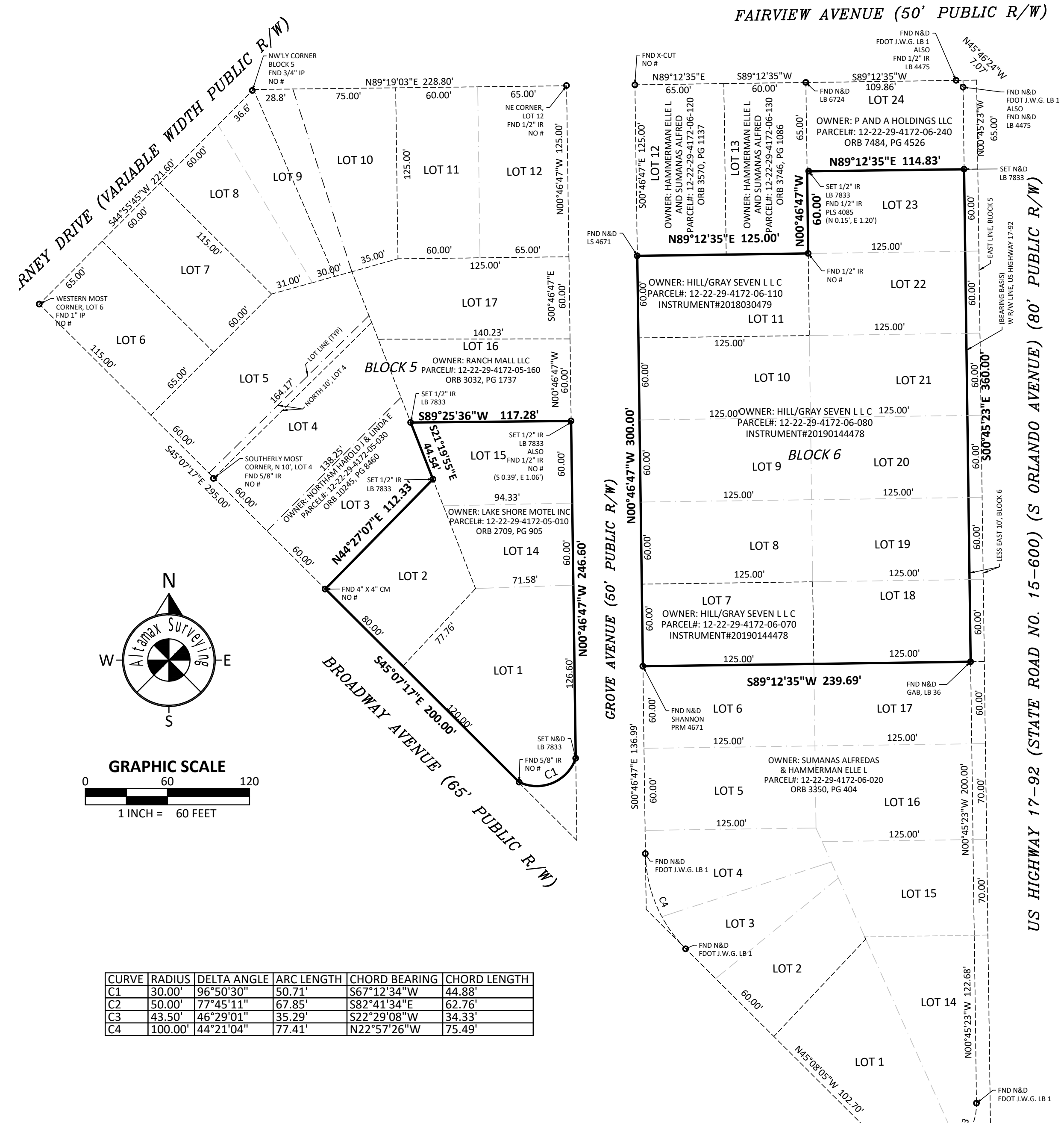
ALTA/NSPS LAND TITLE SURVEY



LEGEND	
BB	BOTTOM OF BANK
BC	BACK OF CURB
BP	BACKFLOW PREVENTER
BPM	BACKFLOW PREVENTER
BHM	BUILDING HEIGHT MEASUREMENT
BM	BENCHMARK
BL	BOLLARD
E	BURIED ELECTRIC
CE	CURB INLET
CB	CONCRETE BLOCK WALL
CC	COVERED CONCRETE
CF	CONCRETE FLOOR
CHW	CONCRETE HEADWALL
CL	CHAIN LINK FENCE
CL	CENTERLINE
CM	CONCRETE MONUMENT
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
CONC	CONCRETE
COVID	COVID
CP	CONCRETE PAD
CW	CONCRETE WALK
(D)	DESCRIBED
DB	DEED BOOK
DE	DRAINAGE EASEMENT
DI	DOT INLET
DP	DUMPSTER PAD
DW	DRIVEWAY
EM	ELECTRIC METER
EB	ELECTRIC BOX
ESMT	EASEMENT
EP	EDGE OF PAVEMENT
FIRM	FLOOD INSURANCE RATE MAP
FEE	FINISHED FLOOR ELEVATION
FF	FOUND
FOC	FIBER OPTIC CABLE BOX
F-	FIBER OPTIC CABLE LINE
G	GAS LINE
GIS	GEOSPHERIC INFORMATION SYSTEM
GM	GAS METER
GV	GAS VALVE
GV	GUY WIRE ANCHOR
H	HANDICAP PARKING
HEPE	HIGH DENSITY POLYETHYLENE PIPE
HR	HANDICAP RAMP
INV	INVERT ELEVATION
IP	IRON PIPE
IR	IRON ROD
JB	JUNCTION BOX
L	ARC LENGTH
LSA	LANDSCAPED AREA
(M)	MEASURED
MF	METAL FENCE
ML	METAL LID
MS	METAL SHED
(M)	MITTER END SECTION
MON	MONITORING WELL
NAD	NAD
NAVD	NORTH AMERICAN VERTICAL DATUM
NGVD	NATIONAL GEODETIC VERTICAL DATUM
NTS	NOT TO SCALE
OL	ON LINE
ORB	OFFICIAL RECORDS BOOK
OW	OVERHEAD WIRE
(P)	PLAT
PB	PLAT BOOK
PC	POINT OF CURVATURE
PDOT	PER DEPARTMENT OF TRANSPORTATION R/W MAP
PE	PER ENGINEERING PLANS
PK	PAVE
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PPS	PARKING SPACES
PPF	PEDESTRIAN SIGNAL POLE
PT	POINT OF TANGENCY
PVC	PLASTIC PIPE
R	CURVE RADIUS
RC	RECORD
RF	RAMP
RCP	REINFORCED CONCRETE PIPE
RS	REUSE WATER METER
RSV	REUSE WATER VALVE
RW	RIGHT OF WAY
R/W	RIGHT OF WAY
S	SANITARY MANHOLE
SL	SHOWN FOR DIRECTION ONLY
SN	STOCK WIRE FENCE
SWF	STOCK WIRE FENCE
00.00	SPOT ELEVATION
S	STORM DRAIN LINE
SI	STORM INLET
SM	STORM MANHOLE
T	TELEPHONE LINE
TB	TOP OF BANK
TP	TRAFFIC POLE
(T)	TRAFFIC SIGN
(T)	TRANSFORMER/JUNCTION BOX
TR	TELEPHONE RISE
TSB	TRAFFIC SIGNAL BOX
TSW	TRAFFIC SIGNAL WIRE
TV	CABLE TV RISER
TYP	TYPICAL
UE	UTILITY EASEMENT
UP	UTILITY POLE
UM	UTILITY MARKER
VCP	VITRIFIED CLAY PIPE
WF	WATER LINE
WF	WETLAND FLAG
WLF	WOOD SHED
WM	WATER METER
WV	WATER VALVE
(#)	EASEMENT NUMBER

GENERAL SURVEY NOTES:

- BEARING STRUCTURE BASED ON THE MONUMENTED WEST RIGHT OF WAY LINE OF US HIGHWAY 17-92; BEING: S00°45'23"E FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP OF STATE ROAD NO. 15-600, SECTION 75030, DATED MAY 12, 2006
- THIS SURVEY REFLECTS ONLY MATTERS OF RECORD AS PROVIDED BY THE CLIENT OR CLIENTS REPRESENTATIVE.
- THIS SURVEY WAS MADE ON THE GROUND. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ENGINEER AND CONTRACTOR SHALL VERIFY MEASUREMENTS OF CONNECTIONS TO EXISTING UTILITIES BEFORE ORDERING MATERIALS AND BEFORE COMMENCEMENT OF CONSTRUCTION. IF THERE IS A DISCREPANCY BETWEEN THE MEASUREMENTS SHOWN HEREON AND THE VERIFYING MEASUREMENTS, THIS SURVEYOR SHALL BE CONTACTED IMMEDIATELY TO FURTHER VERIFY THE DISCREPANCY.
- THIS SITE LIES IN ZONE "X", BASED ON FLOOD INSURANCE RATE MAP NO. 12095C0255F, COMMUNITY NO. 120188, CITY OF WINTER PARK, FLORIDA AND HAVING AN EFFECTIVE DATE OF 09-25-2009.
- ACCORDING TO FLORIDA STATUTES, CHAPTER 472.025, A LAND SURVEYOR SHALL NOT AFFIX HIS SEAL OR NAME TO ANY PLAN OR DRAWING WHICH DEPICTS WORK WHICH HE IS NOT LICENSED TO PERFORM OR WHICH IS BEYOND HIS PROFESSION OR SPECIALTY THEREIN. THEREFORE, WE ARE UNABLE TO CERTIFY AS TO MUNICIPAL ZONING COMPLIANCE, INTERPRETATION OF ZONING CODES OR THE DETERMINATION OF VIOLATIONS THEREOF.
- THIS SURVEY WAS MADE WITH THE BENEFIT OF COMMITMENT FOR TITLE NO. 7980965 EFFECTIVE: OCTOBER 18, 2019, ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY (AS TO BLOCK 5 ONLY).
- THIS SURVEY WAS MADE WITH THE BENEFIT OF OWNER'S POLICY OF TITLE INSURANCE, POLICY NO. 3152-1-7445837-2019.2730609-216485431 DATED: MARCH 11, 2019, ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY (AS TO BLOCK 6 ONLY).
- THERE ARE 91 STRIPED PARKING SPACES INCLUDING WITH ZERO HANDICAP SPACES.
- THIS "BOUNDARY AND TOPOGRAPHIC SURVEY" WAS MADE IN ACCORDANCE WITH LAWS AND/OR STANDARDS OF PRACTICE FOR THE STATE OF FLORIDA.
- THE PROPERTY HAS DIRECT ACCESS TO US HIGHWAY 17-92, GROVE AVENUE, AND BROADVIEW AVENUE, DEDICATED PUBLIC ROAD WITHIN THE CITY OF WINTER PARK, FLORIDA.
- VISIBLE ABOVE GROUND EVIDENCE OF MUNICIPAL WATER, STORM SEWER FACILITIES AND TELEPHONE, GAS AND ELECTRIC SERVICES OF PUBLIC UTILITIES EXISTS IN THE LOCATIONS INDICATED HEREON.
- THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.
- SURVEYOR IS NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED.
- THERE IS NO OBSERVED EVIDENCE OF USE AS A CEMETERY OR REFUSE ON SITE.
- ELEVATIONS ARE BASED ON BENCHMARK DESIGNATION 75048010, BEING: 89.726 FEET, (NAVD 88), PUBLISHED BY FLORIDA DEPARTMENT OF TRANSPORTATION.



CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	30.00'	96°50'30"	50.71'	S67°12'34"W	44.88'
C2	50.00'	77°45'11"	67.85'	S82°41'34"E	62.76'
C3	43.50'	46°29'01"	35.29'	S22°29'08"W	34.33'
C4	100.00'	44°21'04"	77.41'	N22°57'26"W	75.49'

DESCRIPTION:

LOTS 7, 8, 9, 10, 11, 18, 19, 20, 21, 22 AND 23, (LESS EAST 10 FEET OF LOTS 18, 19, 20, 21, 22 AND 23), BLOCK 6, KILLARNEY ESTATES RESURVEY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK L, PAGE 9, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

AND
LOTS 1, 2, 14, AND 15, BLOCK 5, RESURVEY OF KILLARNEY ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK L, PAGE 9, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SCHEDULE B-2 EXCEPTIONS NOTES:

- (For Block 6 only)
- Reservations, easements and other matters contained on the Resurvey of Killarney Estates recorded in Plat Book L, Page 9, Public Records of Orange County, Florida. (Affects subject property - Contains no easements to depict)
 - Easement in favor of Florida Power Corporation recorded January 30, 1970 in Official Records Book 1913, Page 291, together with Irrevocable Assignment of Easement Rights to the City of Winter Park, Florida, a municipal corporation created under the laws of the State of Florida. Assignee, recorded June 28, 2005 in Official Records Book 8045, Page 4770. (Affects as shown)
 - Easement in favor of Florida Power Corporation, a Florida corporation organized and existing under the laws of the State of Florida, recorded June 23, 1970 in Official Records Book 1957, Page 628, together with Irrevocable Assignment of Easement Rights to the City of Winter Park, Florida, a municipal corporation created under the laws of the State of Florida. Assignee, recorded June 28, 2005 in Official Records Book 8045, Page 4770. (Affects as shown)

ZONING INFORMATION:

NOT PROVIDED AT TIME OF SURVEY

LAND AREA:

110,462 SQ. FT.
OR 2.5358 ACRES

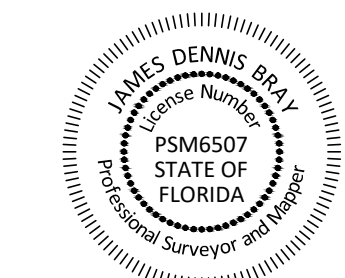
ALTA/NSPS Land Title Survey Certification

TO: Hill/Gray Seven, L.L.C., a Florida limited liability company; Lovndes, Drosdick, Doster, Kantor & Reed, P.A.; Fidelity National Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6, 7(a), 7(b), 7(c), 8, 9, 11, 13, 14, 16, 17 and 18 of Table A thereof. The field work was completed on 11-22-2019.

Date: 11-22-2019

James D. Bray PSM 6507



This Survey is "Not Valid" without the signature and the original raised seal of this Florida licensed Surveyor and Mapper, unless provided with electronic signature with the ability to validate. (See: www.altamxsurveying.com for instructions on signature validation). The seal appearing on this document was authorized by the signing Professional Surveyor and Mapper on the Date of the electronic signature.

ADDRESS:
415 S ORLANDO AVENUE
336 434 GROVE AVENUE
472 BROADVIEW AVENUE
WINTER PARK, FL 32789

Job Information
JOB NO. 903166
CF NO. ORG-L-9-LOTS7-23-BLK 6
FIELD DATE: 11-21-2019
SCALE: 1" = 30'
DRAWN BY: PJT

Revisions		
Date:	Description	By:
12-6-19	Address Comments	PJT

Altamax Surveying
910 Belle Avenue, Suite 1140
Casselberry, FL 32708
Phone: 407-677-0200
Licensed Business No. 7833
www.altamxsurveying.com

EXHIBIT C

PROPERTY SUPPORT LETTER

City of Winter Park
401 South Park Avenue
Winter Park, FL 32789

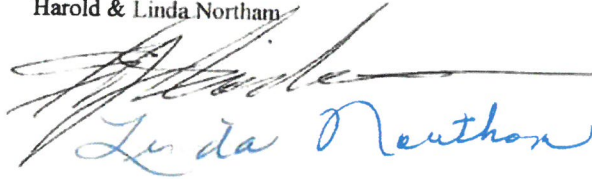
Commissioners, Planning and Zoning Board, and City Staff:

We currently live in the City of Winter Park, own the real property located at 444 BROADWAY and have reviewed the future plans for the Lake Shore Motel and Ranch Mall redevelopment by Hill/Gray Seven, L.L.C., a copy of which are attached hereto. We are writing this letter to inform you that we are in **full support** of such redevelopment.

We appreciate the efforts of Hill/Gray Seven, L.L.C. to inject much needed improvements to the area. We urge you to support the project as advanced by Hill/Gray Seven, L.L.C.

Sincerely,

Harold & Linda Northam





401 South Park Avenue • Winter Park, Florida 32789

407-599-3324 • planning@cityofwinterpark.org
cityofwinterpark.org

**Planning &
Community
Development**

Planning & Zoning Board Staff Report for February 4, 2020 Meeting

[CPA #20-02; RZ #20-02 & CU #20-03: Request of the Sydgan Corp. for: Ordinances to amend the Comprehensive Plan Future Land Use Element Policy Text and Map and Official Zoning Map to change the land use designations of Single Family \(R-1A\) and Low Density Residential \(R-2\) to Commercial \(C-3\) and for Conditional Use approval to construct a three-story hotel of 140 rooms with associated restaurant and ballroom/meeting space on properties at the southwest corner of Symonds and Pennsylvania Avenues.](#)

Background

The applicant represents the owners of the 4.84 acres of properties located at 655 West Morse Boulevard and 656, 660, 664, 672, and 710 Symonds Avenue, and is requesting the following four approvals:

1. To change the Comprehensive Plan Future Land Use element text policies, as the current policies would not permit the land use/rezonings requested;
2. To change the Comprehensive Plan Future Land Use map from Single-Family and Low Density residential on 0.97 acres of the site to Commercial;
3. To change the Zoning Map from R-1A and R-2 on 0.97 acres of the site to C-3; and
4. Conditional Use approval to build a new three-story, 115,000 square foot, 140 room hotel with associated dining and ballroom/meeting space.

Historical Summary of Requests at this Property

This combined property is located within the Community Redevelopment Agency (CRA) area. When the CRA was established in 1994, one of the primary goals was to encourage the redevelopment of West Morse Boulevard. The redevelopment of Morse Boulevard began in earnest in 1999 on this subject property at 655 West Morse Boulevard with the redevelopment of the now existing office buildings and parking garage at the northwest corner of Morse Boulevard and Pennsylvania Avenue. The zoning requested and granted for that development was C-2 (Central Business District), as allowed in the Hannibal Square Neighborhood Commercial area in the Comprehensive Plan. A Development Agreement was executed in November 2000 and there were two subsequent amendments in November 2007 and February 2012 (attached for reference).

In the initial Development Agreement, the City had approved rezoning of some residential land and rezoning the subject property to C-2, and in return the City gained certain commitments. One was that the development along the frontage of Morse Boulevard would be no higher than two stories. The second commitment was that residential development would occur on the vacant land to the rear (north) along Symonds Avenue prior to any development on the corner of the subject property zoned for commercial use at Pennsylvania Avenue and Symonds Avenue.

In 2016, the applicant successfully rezoned 9,575 square feet of R-2 property along Symonds Avenue to C-3, and received a preliminary Conditional Use approval for a three-story hotel project of 120 rooms (approximately 80,000 square feet in size), utilizing the existing three-story parking garage that was built with excess capacity. This approval also included using the existing onsite office building for the hotel use. Following this approval, a large employer moved into the existing office building, so this preliminary Conditional Use approval for a hotel never moved forward.

As part of this new Conditional Use request, there is an additional Development Agreement Amendment needed (discussed below). This request also includes additional hotel rooms (140 total) as well as extends into R-1A and R-2 land owned by the applicant.

Comprehensive Plan Future Land Use Element Policy Text changes

The first part of this application is to request three Comprehensive Plan Future Land Use policy text changes within the Hannibal Square Neighborhood Planning Area. These requested text changes will allow consideration of the other three items that are part of this application. The following are the relevant Comprehensive Plan policies for consideration of this application:

Policy 1-H-1: Discourage Non-Residential Encroachments into Residential Sections. The City shall discourage non-residential and medium or high-density residential future land use amendments into single family and low-density residential areas of this neighborhood planning area and shall deem land use changes from single family residential to low or medium density residential or to a non-residential designation to be in conflict with this Comprehensive Plan policy and shall not be permitted unless otherwise provided for in the Comprehensive Plan.

As a follow-up policy to the “unless otherwise provided for” clause in Policy 1-H-1, the following Policy 1-H-2, allows for the consideration of non-residential rezonings and land use amendments if the loss of housing or housing potential is compensated for through the provision of housing or negotiated fees in lieu of housing, paid to the Affordable and Workforce Housing Trust Fund, as shown below.

Policy 1-H-2: If Non-Residential Zonings Are Approved, Compensation Required for Lost Housing. In situations where a change to non-residential Comprehensive Plan Amendment is approved, in this planning area, the loss of housing or housing potential must be compensated for through the provision of housing or negotiated fees in lieu of housing, paid to the Affordable and Workforce Housing Trust Fund.

The Commission has previously approved a proposal to the north at 301 North Pennsylvania Avenue that allowed for non-residential land use in a designated residential area, but the provisions outlined in Policy 1-H-2 were met, with compensation provided in the form of a new house provided to the Hannibal Square Community Land Trust.

Policy 1-H-6: Non-Residential Use on Certain Segments of Comstock Avenue, New England Avenue & Symonds Avenue. Non-residential land uses and zoning on Comstock Avenue between Denning Drive and the Railroad, on New England Avenue between Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.

Policy 1-H-7: Non-Residential Use on Certain Segments of New England Avenue & Symonds Avenue. Non-residential land uses and zoning on New England Avenue between

Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.

In an alternative approach that could provide a benefit to the entire Hannibal Square Neighborhood Planning Area and meet the intent of the Comprehensive Plan for creation of affordable or workforce housing, the applicant is proposing the text amendments listed below. The underlined text is proposed by the applicant to be added to the existing policy and the strike-through text is policy language to be removed. These additions/deletions provide the opportunity for an approval of their request. Staff notes that Policy 1-H-7 is a duplicate of Policy 1-H-6. Therefore, as part of this request, staff is recommending that Policy 1-H-7 be removed.

Policy 1-H-2: If Non-Residential Zonings Are Approved, Compensation Required for Lost Housing. In situations where a change to non-residential Comprehensive Plan Amendment is approved, in this planning area, the loss of housing or housing potential must be compensated for through providing substantial infrastructure improvements with regional benefit, or by donating park land for the regional benefit to the planning area, or the provision of housing or negotiated fees in lieu of housing, paid to the Affordable and Workforce Housing Trust Fund.

Policy 1-H-6: Non-Residential Use on Certain Segments of Comstock Avenue, New England Avenue & Symonds Avenue. Non-residential land uses and zoning on Comstock Avenue between Denning Drive and the railroad, on New England Avenue between Denning Drive and Pennsylvania Avenue ~~and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues~~ shall be deemed to be in conflict with the Comprehensive Plan.

~~**Policy 1-H-7: Non-Residential Use on Certain Segments of New England Avenue & Symonds Avenue.** Non-residential land uses and zoning on New England Avenue between Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.~~

With the proposed addition of the text to Policy 1-H-2 and removing the references to Symonds Avenue in Policy 1-H-6, the applicant is proposing to construct a regional stormwater pond/open space park area of 0.79 acres to be dedicated to the City, and perpetually maintained by the property owner. The applicant is proposing this area to be constructed as a dry stormwater pond, meaning that it will stay dry with the exception of holding water during large rain events, with controlled release of the stormwater to again allow the area to be used as open space park area. Stormwater areas designed as dry ponds are often used as passive recreation park space, making effective use of green open space areas to meet quality of life and infrastructure needs. The applicant will preserve a 36-inch caliper Oak and a 48-inch caliper Oak tree and will plant new Oak and Cypress Trees along with additional landscaping along the perimeter areas of the pond to provide shade and create an open space park atmosphere.

As mentioned earlier, this project is located within the CRA boundary, and the idea of a regional pond is mentioned as an area of opportunity in the CRA Plan (see attached). The specific text in the CRA Plan mentions that the City should engineer this regional pond, however, in this case the applicant is designing the area in coordination with the Public Works Department. The applicant is then constructing and maintaining the pond/open space park area and will dedicate this land to the City. Any preservation of green open space and preservation of large trees that are a part of our tree canopy are always beneficial to the community.

Regarding the deletions to Policy 1-H-7, this would create the opportunity for non-residential development, but with the creation and dedication of the pond/open space park area, there is a definitive line where any non-residential development of the applicant's property would stop. Additionally, Policy 1-H-2 would require compensation for the non-residential use of residentially designated areas. To meet the intent of Comprehensive Plan policy for residential compensation, the applicant is required to provide four affordable or workforce housing units, to be constructed within the City of Winter Park or pay fee-in-lieu in the amount of \$400,000.00 (\$100,000.00 per unit) to the Affordable and Workforce Housing Trust Fund, prior to the Certificate of Occupancy of the hotel project.

The Winter Park Land Development Code provides the following definitions for affordable and workforce housing:

Affordable housing means a dwelling unit, with regard to a unit for sale, which costs less than 80 percent of the median price of the single-family homes sold the previous year in the Orlando metropolitan area; and with regard to a unit for rent, one which rents monthly for less than 80 percent of the median monthly cost of similar sized units for the previous year in the Orlando metropolitan area and for which the purchaser's or renter's income or combined family income does not exceed 80 percent of the median family income for the Orlando metropolitan area.

Workforce housing means a dwelling unit, with regard to a unit for sale, which costs less than 120 percent of the median price of the single-family homes sold the previous year in the Orlando metropolitan area; and with regard to a unit for rent, one which rents monthly for less than 120 percent of the median monthly cost of similar sized units for the previous year in the Orlando metropolitan area, and for which the purchaser's or renter's income or combined family income does not exceed 120 percent of the median family income for the Orlando metropolitan area.

Comprehensive Plan Future Land Use Map and Zoning Map Changes

Currently on the combined 4.84-acre subject property are two existing office buildings fronting on Morse Boulevard, and a two-story, three-level parking garage. Of this 4.84-acre combined site, 2.7 acres are designated Commercial (C-2), 0.22 acres are designated Commercial (C-3), 1.81 acres designated Single Family (R-1A) or Low Density Residential (R-2), and the remaining 0.11 acres are zoned Office (O-1). The applicant is seeking to rezone and amend the Future Land Use designations of 0.97 acres of residentially designated land to Commercial (C-3). The pond/open space park area will be designated as park space upon dedication to the City.

Conditional Use Review for the Hotel Project

The applicant is requesting Conditional Use approval of a three-story, 115,000 square foot, 140 room, hotel with associated dining and ballroom/meeting space. As will be outlined in the Development Agreement Amendment, the Floor Area Ratio (FAR) utilized will be the aggregate of only the land with current commercial zoning (C-2 & C-3). The C-2 land (117,612 square feet) permits a FAR of 200%, or 235,224 square feet. The C-3 land (9,579 square feet) permits a FAR of 50% for a hotel, or 4,790 square feet. This creates 240,102 square feet of available FAR. Once the existing office buildings (41,653 square feet, or 17% FAR) located at 655 West Morse Boulevard is subtracted, 198,449 square feet of FAR remain. The hotel proposes to use 115,000 square feet (or 48% FAR), and when subtracted from the remaining FAR, 83,449 square feet now remain. This leaves 83,449 square feet (35%) of unused aggregate FAR on the site. This means that, if the rezoning and land use amendments are approved, the applicant is using only the FAR entitlements that exist today. Therefore, the only necessity for the rezoning of the 0.97 acres of land to C-3 would be to allow the property to be used as a hotel. Where the rezoning to C-3 would create an additional 19,013 square feet of commercial FAR

in a typical rezoning application, this new Commercial FAR will not be counted or utilized now or in the future as will be stipulated in the new Amended Development Agreement. Though the parking garage was not calculated in the FAR at the time that the property originally developed and therefore would not be counted towards FAR now, the 83,449 of remaining aggregate FAR on the site would accommodate the approximately 64,000 square foot garage and the entire development would remain under the allowable aggregate FAR.

Setbacks are proposed at 10 feet from Pennsylvania Avenue and 10 to 12 feet along Symonds Avenue, which meets the code requirements for C-3 and C-2 land, and is consistent with the nearby C-3 and C-2 projects. However, this allows the hotel along Symonds to be closer to the street versus the 25 feet setback required for R-2 development. The building height is within the maximums permitted by Commercial codes, proposed at 37.8 feet. Additional height for the rooftop mechanical screening architectural elements are proposed at a maximum of 45 feet. As was approved in the previous Conditional Use request for this hotel, the applicant is requesting a variance from the third story requirements for C-2 and C-3, which require third stories to be terraced and stepped back.

These hotel plans have been reviewed by all city departments via our Technical Advisory Committee.

Parking Analysis

The plans propose a small parking lot of 40 spaces. This is to provide opportunities for parking for the hotel staff, service and deliveries, and other accessory parking needs. The remainder of the parking needed for the hotel guests will be within the existing parking garage onsite. The hotel will mostly, if not entirely, utilize valet parking for the hotel guests, via the Pennsylvania Avenue frontage. Staff is recommending that the applicant work with the Urban Forestry Department (in an effort to save the existing street trees) and Public Works Department to create additional parallel spaces along Pennsylvania to help with staging for the valet.

The existing office building requires one space for each 333 square feet, or 125 spaces. The hotel use per the city's code requires that a hotel provide parking for the cumulative uses in the building based on one space for each hotel room (140 spaces for 140 rooms), one space for each 4 seats in the restaurant/bar (140 seats proposed requires 35 spaces), one space for each 250 square feet of meeting/ballroom room area (9,229 square feet requires 37 spaces). The total parking required for the hotel and accessory uses is 212 spaces. The combined hotel and office uses create a parking requirement of 337 spaces. The existing parking garage has 269 spaces and with the 40 new spaces proposed, the entire project has 309 parking spaces. This leaves a deficit of 28 parking spaces. However, the applicant is complying with the parking requirements by utilizing the city's recent parking code updates that includes the Urban Land Institute's Methodology for Shared Parking Exclusions. This is based on time of day usage for the hotel functions and office. See attached Hotel Parking Analysis Report for a breakdown of this shared parking analysis that shows at all times of day, there will be excess parking needed for these uses.

Stormwater Pond Analysis

As previously mentioned, the applicant is proposing a 0.79-acre regional pond/park, which will handle the stormwater retention requirements per code for the hotel project. Based on the attached analysis of the stormwater capacity of the pond, this pond will allocate 19.8% of its capacity to the existing development on the site, 17.4% to the proposed hotel, 13.2% to off-site developments within the area that are owned by the applicant (338 West Morse Boulevard and 301 West New England Avenue), which leaves the remaining 43.9% of the capacity of the

pond to be utilized by the city for regional stormwater improvements. This capacity equates to over 12 acres of regional stormwater capacity and treatment per the city's stormwater calculations. The leftover 5.7% of the pond's capacity is then reserved for the pond itself. The applicant has worked closely with the city's Public Works Department and the St. John's River Water Management District to create the plans for this regional pond, which is in the drainage basin for Lake Mendocino, where any additional stormwater retention and treatment is beneficial.

Traffic Analysis

The applicant has provided a Traffic Analysis via a trip generation report (attached). This report analyzed the trips associated with the existing office development and the development potential of the site with existing zoning versus the proposed hotel use and existing office use. The report concluded that this proposed combined office/hotel use will generate 1,012 daily trips, 2,354 fewer daily trips than if the site was built out to maximum office/retail potential.

Development Agreement

The applicant is proposing a Third Development Agreement amendment. This Agreement will contain important provisions for:

1. Providing the Conditional Use entitlements for the hotel, along with any conditions of approval.
2. The dedication to the city of the 0.79-acre pond/park, the stormwater capacity that the city is gaining, along with the landscaping/irrigation and maintenance by the applicant agreement.
3. Agreement that the parking garage shall be shared by the hotel and office users.
4. Amending the requirement from the original Development Agreement for four residential units along Symonds Avenue to four affordable or workforce housing units to be constructed within City limits or pay fee-in-lieu in the amount of \$400,000.00 (\$100,000.00 per unit) to the Affordable and Workforce Housing Trust Fund, prior to the Certificate of Occupancy of the hotel project.

Staff Analysis and Recommendation

The main review criteria for the Comprehensive Plan/Zoning Map amendments and Conditional Uses is the context and compatibility with the adjacent area. The eastern and southern portions of this property are within the area of the city where the C-2 zoning is permitted and allows up to 200% FAR. This project meets the CRA Plan goals of creating regional infrastructure, open park space and employment opportunities. A hotel project similar to the current proposal was also previously approved, and provided less area-wide benefit. Additionally, the combined development on the property would be well under the current allowable FAR and would not propose to use any additional FAR proposed by the rezoning. The architecture, landscaping and open space park area would all create substantial aesthetic upgrades to the area. By ensuring that the affordable or workforce housing is created for the Winter Park community, this project meets the Comprehensive Plan goal.

Staff Recommendation is for approval of this four-part request subject to the terms of the Third Development Agreement Amendment and the following conditions:

- 1. That any ground signage be limited to the same size (square footage) and height of the Alford Inn monument sign.*
- 2. That the applicant work with Urban Forestry and Public Works to add additional on-street parking along Pennsylvania Avenue.*
- 3. That the project provides the required bike parking per code and add two electrical vehicle charging stations to either the existing parking garage or added surface parking spaces.*
- 4. The dedication to the city of the 0.79-acre pond/park, the stormwater capacity that the city is gaining, along with the landscaping/irrigation and maintenance by the applicant agreement.*
- 5. Agreement that the parking garage shall be shared by the hotel and office users.*
- 6. That four affordable or workforce housing units be constructed within City limits or pay fee-in-lieu in the amount of \$400,000.00 (\$100,000.00 per unit) to the Affordable and Workforce Housing Trust Fund, prior to the Certificate of Occupancy of the hotel project.*

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE ELEMENT TEXT POLICIES TO ENABLE THE APPROVAL OF COMMERCIAL FUTURE LAND USE ON PORTIONS OF LOTS 2, 3 AND 4, BLOCK H OF CAPEN'S ADDITION TO WINTER PARK SUBDIVISION ON SYMONDS AVENUE, AND TO AMEND THE "COMPREHENSIVE PLAN" FUTURE LAND USE MAP TO CHANGE FROM SINGLE-FAMILY AND LOW DENSITY RESIDENTIAL FUTURE LAND USE DESIGNATION TO A COMMERCIAL FUTURE LAND USE DESIGNATION ON PORTIONS OF LOTS 2, 3 AND 4, BLOCK H OF CAPEN'S ADDITION TO WINTER PARK SUBDIVISION ON SYMONDS AVENUE, MORE PARTICULARLY DESCRIBED HEREIN PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Section 163.3184, Florida Statutes, establishes a process for adoption of comprehensive plans or plan amendments amending the future land use designation of property; and

WHEREAS, this Comprehensive Plan amendment meets the criteria established by Chapter 163 and 166, Florida Statutes; and pursuant to and in compliance with law, notice has been to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the Winter Park Planning and Zoning Board, acting as the designated Local Planning Agency, has reviewed and recommended adoption of the proposed Comprehensive Plan amendment, having held an advertised public hearing on February 4, 2020, provided for participation by the public in the process, and rendered its recommendations to the City Commission; and

WHEREAS, the Winter Park City Commission has reviewed the proposed Comprehensive Plan amendment and held advertised public hearings on February 24, 2020 and March 9, 2020, and provided for public participation in the process in accordance with the requirements of state law and the procedures adopted for public participation in the planning process.

WHEREAS, words with single underline shall constitute additions to the original text and strike through text shall constitute deletions to the original text.

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. That Chapter 58 "Land Development Code", Article I, "Comprehensive Plan", is hereby amended by modifying and amending Future Land Use Policy 1-H-1, Policy 1-6-H, and removing Policy 1-H-7 of the Future Land Use

Element, Planning Area H – Hannibal Square Neighborhood Planning Area to read as shown below:

Policy 1-H-2: If Non-Residential Zonings Are Approved, Compensation Required for Lost Housing. In situations where a change to non-residential Comprehensive Plan Amendment is approved, in this planning area, the loss of housing or housing potential must be compensated for through providing substantial infrastructure improvements with regional benefit, or by donating park land for the regional benefit to the planning area, or the provision of housing or negotiated fees in lieu of housing, paid to the Affordable and Workforce Housing Trust Fund.

Policy 1-H-6: Non-Residential Use on Certain Segments of Comstock Avenue, New England Avenue & ~~Symonds Avenue.~~ Non-residential land uses and zoning on Comstock Avenue between Denning Drive and the railroad, on New England Avenue between Denning Drive and Pennsylvania Avenue ~~and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues~~ shall be deemed to be in conflict with the Comprehensive Plan.

~~**Policy 1-H-7: Non-Residential Use on Certain Segments of New England Avenue & Symonds Avenue.** Non-residential land uses and zoning on New England Avenue between Denning Drive and Pennsylvania Avenue and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues shall be deemed to be in conflict with the Comprehensive Plan.~~

SECTION 2. That Chapter 58 “Land Development Code”, Article I, “Comprehensive Plan” Future Land Use Plan map is hereby amended so as to change the Future Land Use map designation of Single-Family and Low Density Residential to Commercial on the west half of lots 2, 3 and 4, less the south 25 feet thereof, and less the north 149.47 feet of the west 33.81 feet of lot 4, Block H of Capen’s addition to Winter Park subdivision on Symonds Avenue, measuring 0.97 acres, as shown on Exhibit “A” to this Ordinance.

SECTION 3. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 4. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 5. Effective Date. An amendment adopted under this paragraph does not become effective until 31 days after adoption. If timely challenged, an amendment may not become effective until the state land planning agency or the Administration Commission enters a final order determining that the adopted small scale development amendment is in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administrative Commission, this amendment may nevertheless be made effective by the adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2020.

Mayor

Mayor Steve Leary

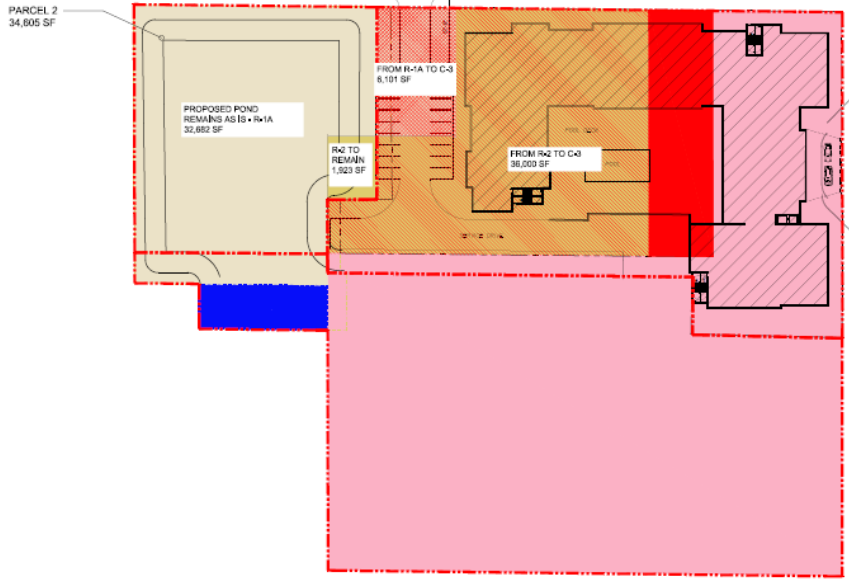
Attest:

City Clerk

Exhibit "A"

ZONING LEGEND

- C-2
- C-3
- R-2
- R1A
- OJ



15-317-11



PROPOSED CHANGE IN ZONING

BOUTIQUE HOTEL
WINTER PARK, FL | G0.7
2019-12-06

NOT FOR CONSTRUCTION

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING" TO AMEND THE "OFFICIAL ZONING MAP" TO CHANGE FROM SINGLE-FAMILY (R-1A) AND LOW DENSITY RESIDENTIAL (R-2) DISTRICT ZONING TO COMMERCIAL (C-3) ZONING ON PORTIONS OF LOTS 2, 3 AND 4, BLOCK H OF CAPEN'S ADDITION TO WINTER PARK SUBDIVISION ON SYMONDS AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the owners of lots 2, 3 and 4, Block H of Capen's addition to Winter Park subdivision on Symonds Avenue have requested a zoning map amendment consistent with the amended Comprehensive Plan, and such municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held; and

WHEREAS, the Planning and Zoning Board of the City of Winter Park has recommended approval of this Ordinance at their February 4, 2020 meeting; and

WHEREAS, the City Commission of the City of Winter Park held a duly noticed public hearing on the proposed zoning change set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

WHEREAS, the City Commission hereby finds that this Ordinance serves a legitimate government purpose and is in the best interests of the public health, safety, and welfare of the citizens of Winter Park, Florida.

NOW THEREFORE BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1. Official Zoning Map Amendment. That Chapter 58 "Land Development Code", Article III, "Zoning" and the Official Zoning Map is hereby amended so as to change the zoning designation of Single-Family (R-1A) and Low Density Residential (R-2) to Commercial (C-3) District zoning on the west half of lots 2, 3 and 4, less the south 25 feet thereof, and less the north 149.47 feet of the west 33.81 feet of lot 4,, Block H of Capen's addition to Winter Park subdivision on Symonds Avenue, measuring 0.97 acres, as shown on Exhibit "A" to this Ordinance.

SECTION 2. Severability. If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance.

SECTION 3. Conflicts. All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed.

SECTION 4. Effective Date. This Ordinance shall become effective upon the effective date of Ordinance _____. If Ordinance _____ does not become effective, then this Ordinance shall be null and void.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2020.

Mayor Steve Leary

Attest:

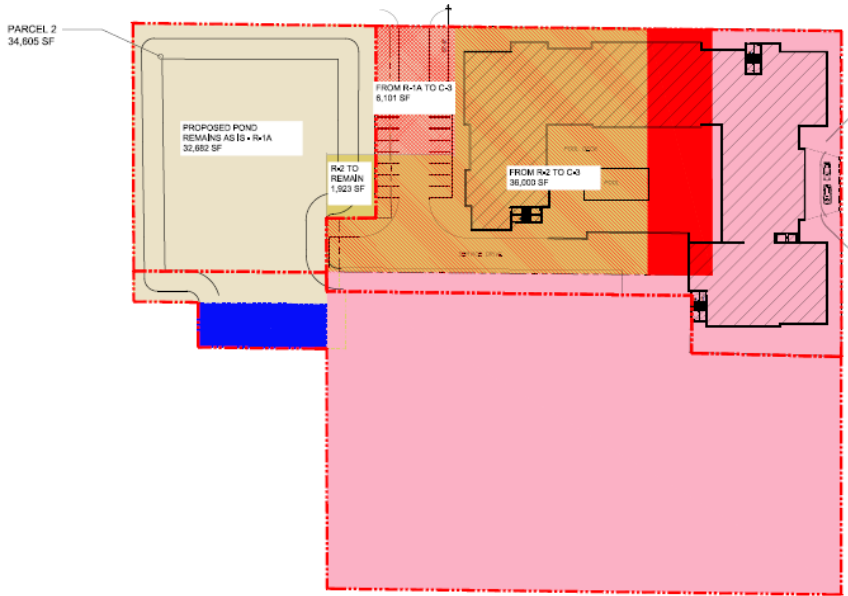
City Clerk

Exhibit "A"

ZONING LEGEND

	C-2
	C-3
	R-2
	R1A
	OI

NOT FOR CONSTRUCTION



15-317-11



PROPOSED CHANGE IN ZONING

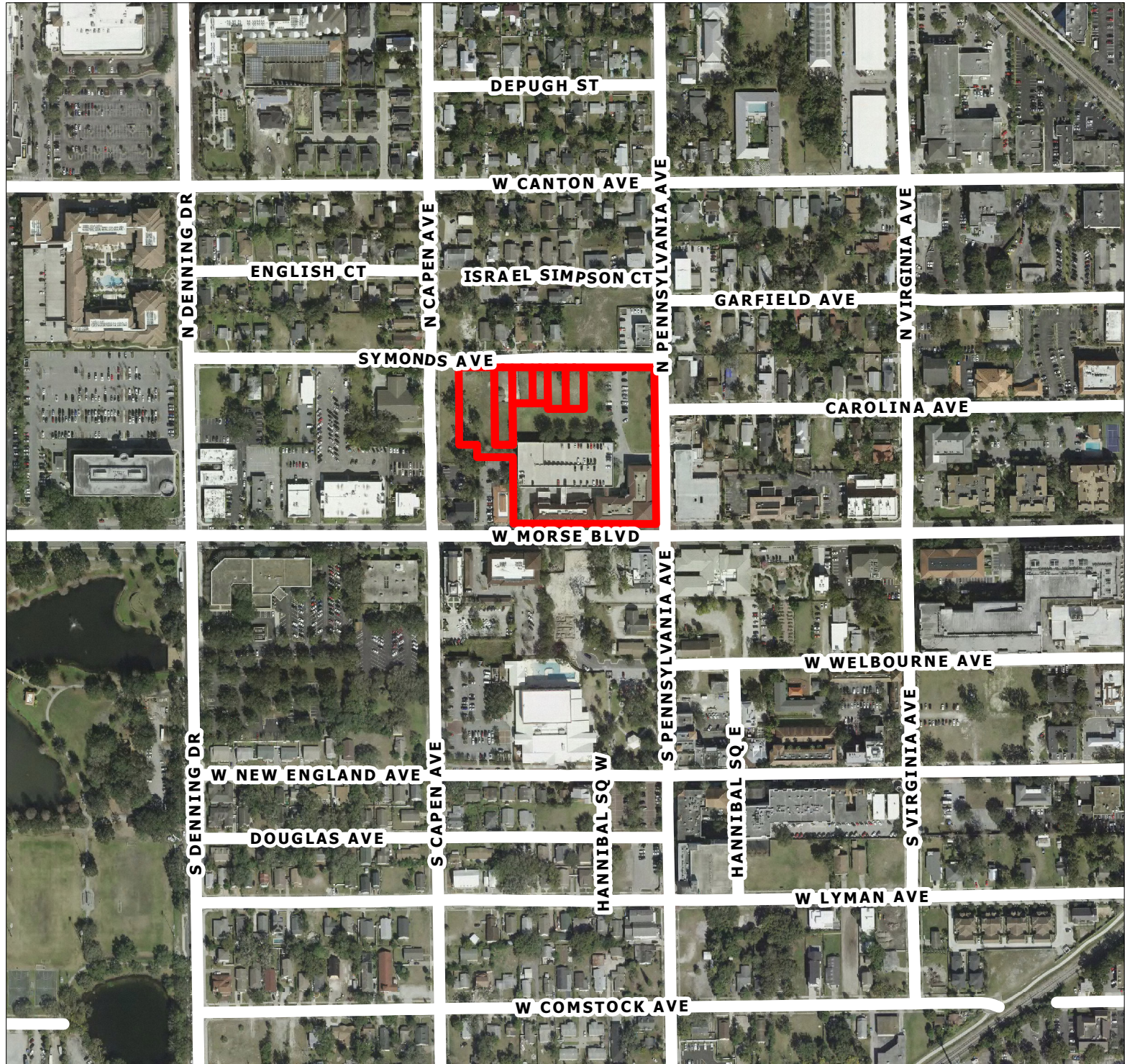
BOUTIQUE HOTEL
WINTER PARK, FL | G0.7
2019-12-06



LOCATION MAP

Hotel Project at Morse and Symonds

City of Winter Park
Florida





LOCATION MAP

Hotel Project at Morse and Symonds

City of Winter Park
Florida



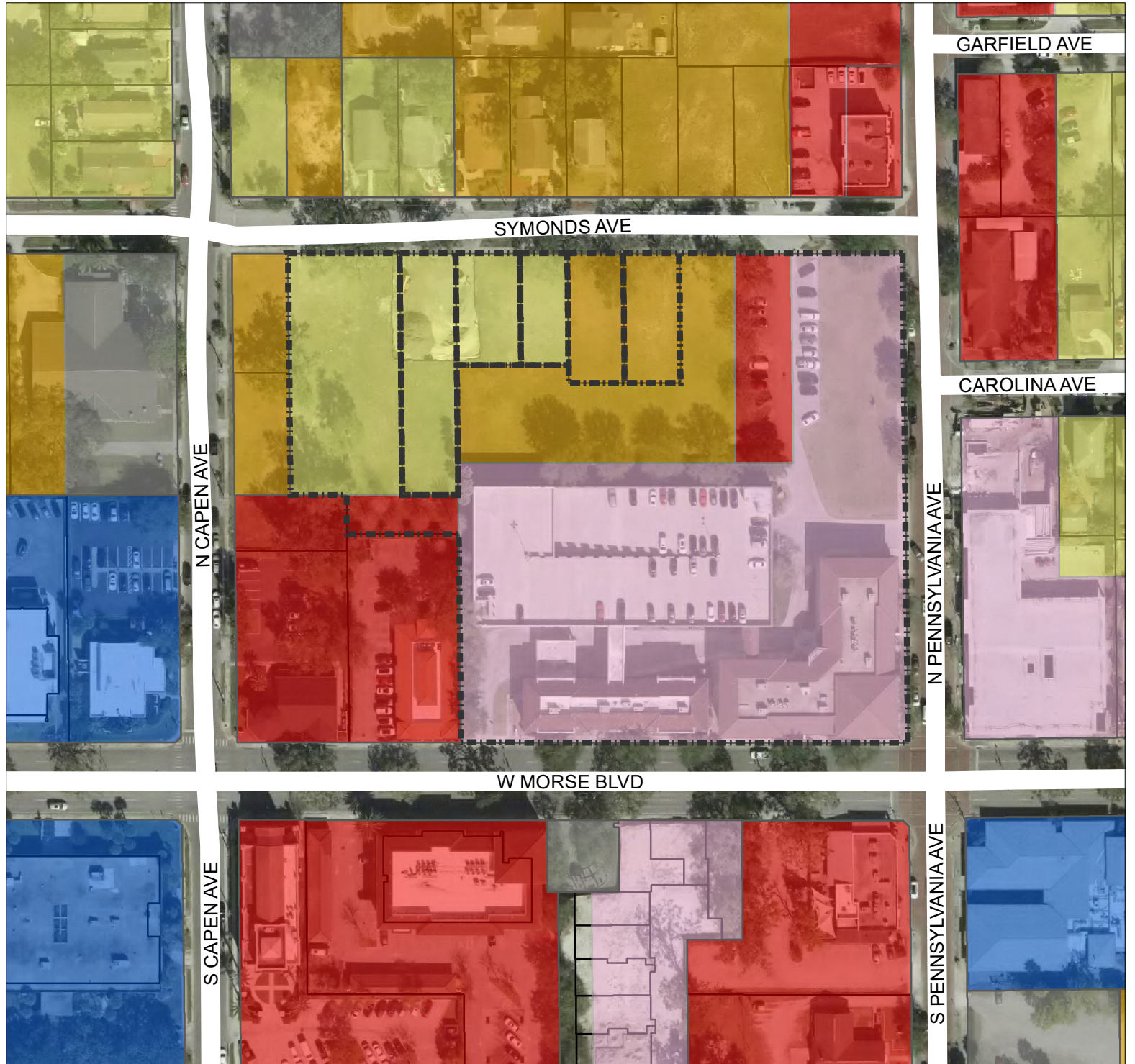


FUTURE LAND USE Hotel Project at Morse and Symonds

City of Winter Park
Florida

Future Land Use

- Central Business District
- Commerce
- Office Professional
- Institutional
- Medium Density Residential
- Low Density
- Single Family





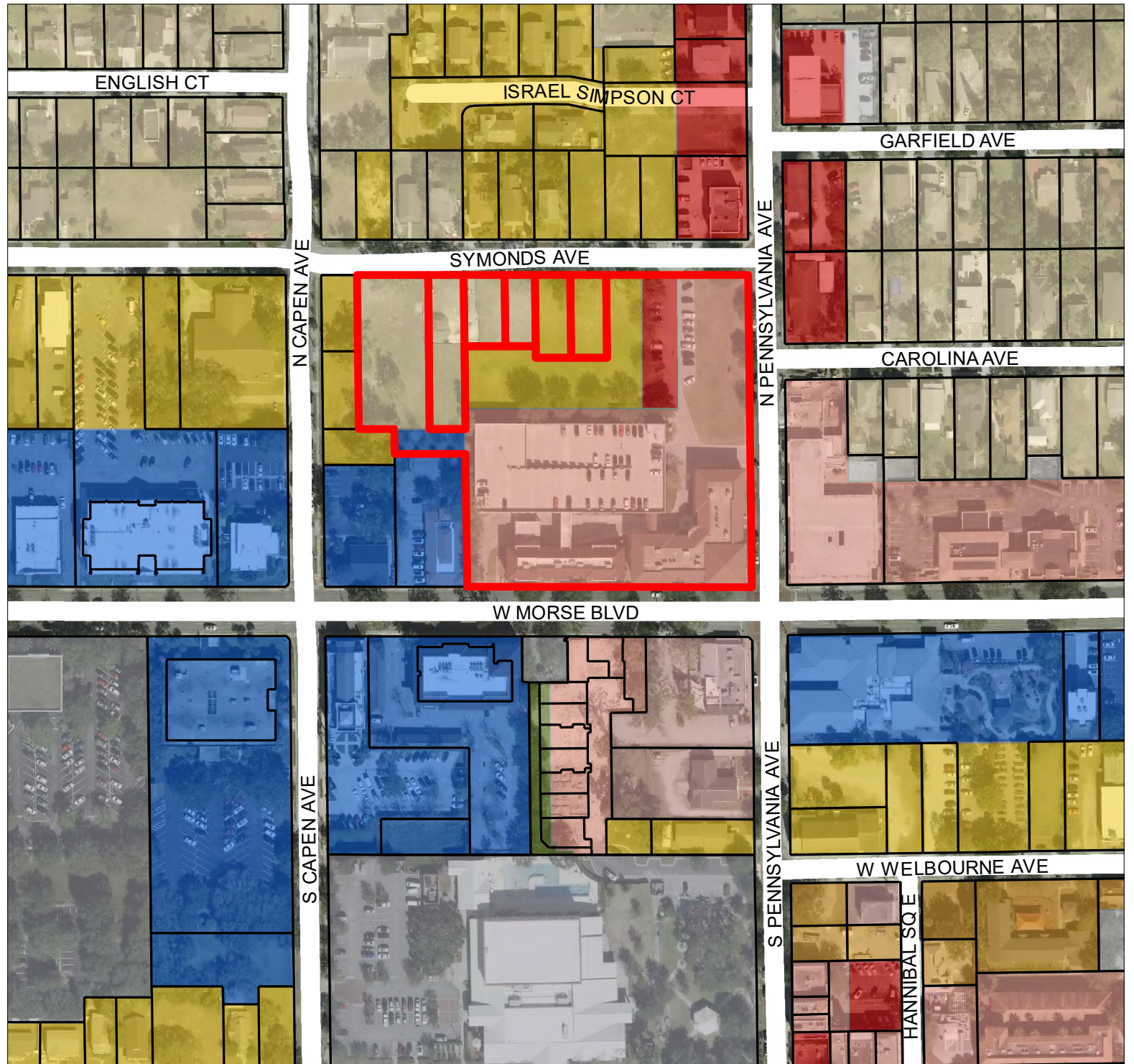
ZONING

Hotel Project at Morse and Symonds

City of Winter Park
Florida

Legend

- C-2
- C-3
- C-3A
- O-1
- PL
- PQP
- PR
- R-1A
- R-2
- R-3



HOTEL AT PENN

PRELIMINARY CONDITIONAL USE MODIFICATION
01/24/2020



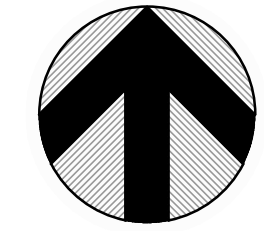
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FINFROCK DESIGN, INC.®

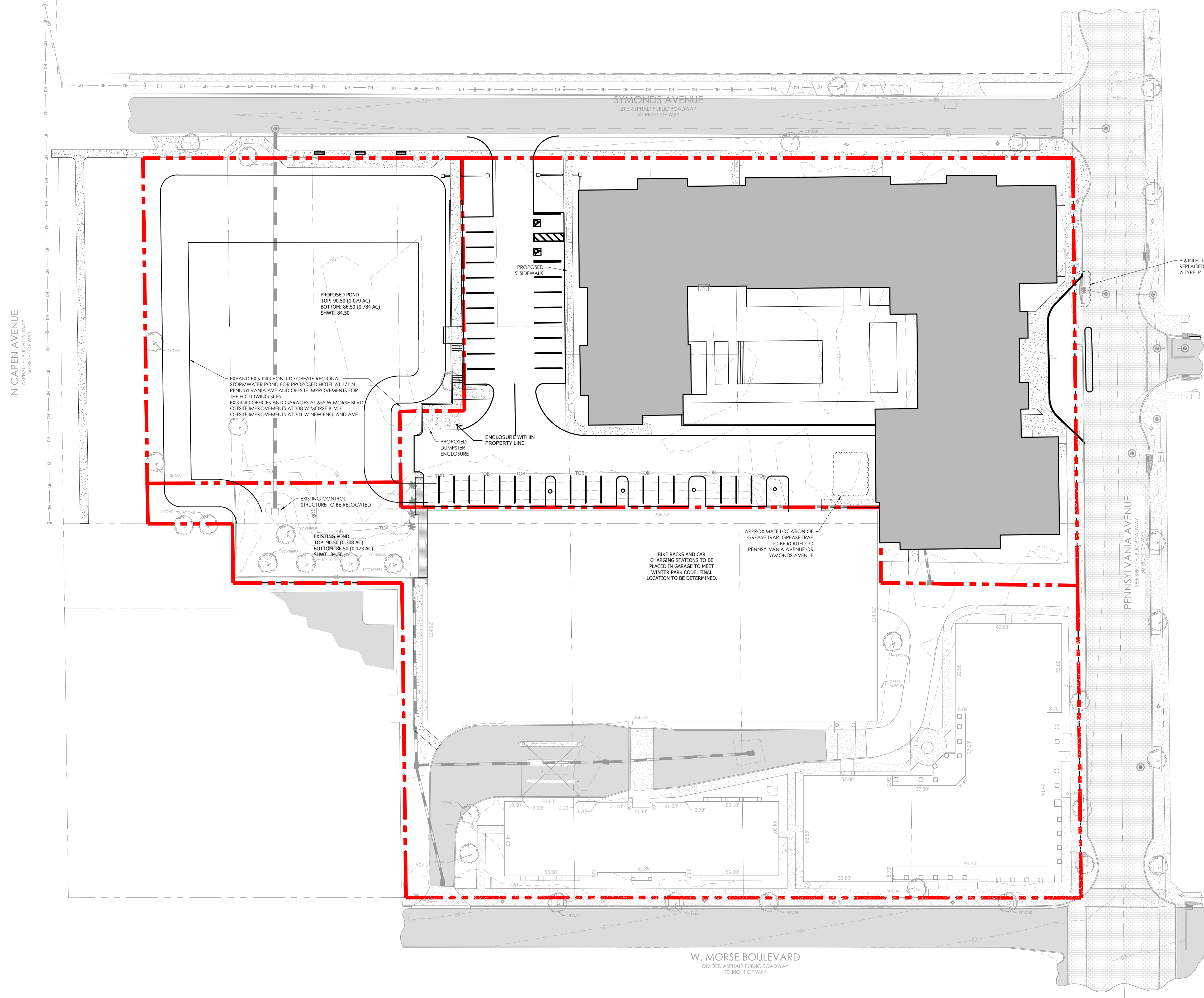
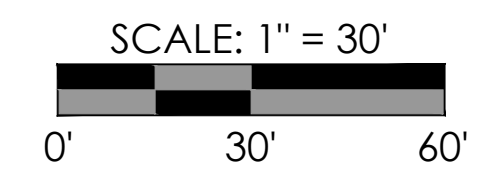
COVER

BOUTIQUE HOTEL

WINTER PARK, FL | GO
01/24/20



NORTH



STORMWATER POND TO BE NORMALLY DRY

EXISTING POND
SIDE SLOPES: 4:1
TOP: 90.50 (0.308 AC)
BOTTOM: 86.50 (0.173 AC)
SHWT: 84.50

PROPOSED POND AFTER MODIFICATION
SIDE SLOPES: 4:1
TOP: 90.50 (1.079 AC)
BOTTOM: 86.50 (0.784 AC)
SHWT: 84.50

NO.	DATE	APPROVED	DESCRIPTION

DESIGNED BY: MF
DRAWN BY: MF
CHECKED BY: MF

MICHAEL G. FLORK, P.E.
FL REG. #19415

01/23/2020
NOT VALID UNLESS SIGNED AND SEALED

150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33850
PH: 813.255.1111
FLORIDA CERTIFICATE OF AUTHORIZATION (FLCA) #24247

CLIENT: BENJAMIN PARTNERS, LTD
PROJECT: 171 N. PENNSYLVANIA AVE HOTEL PROJECT

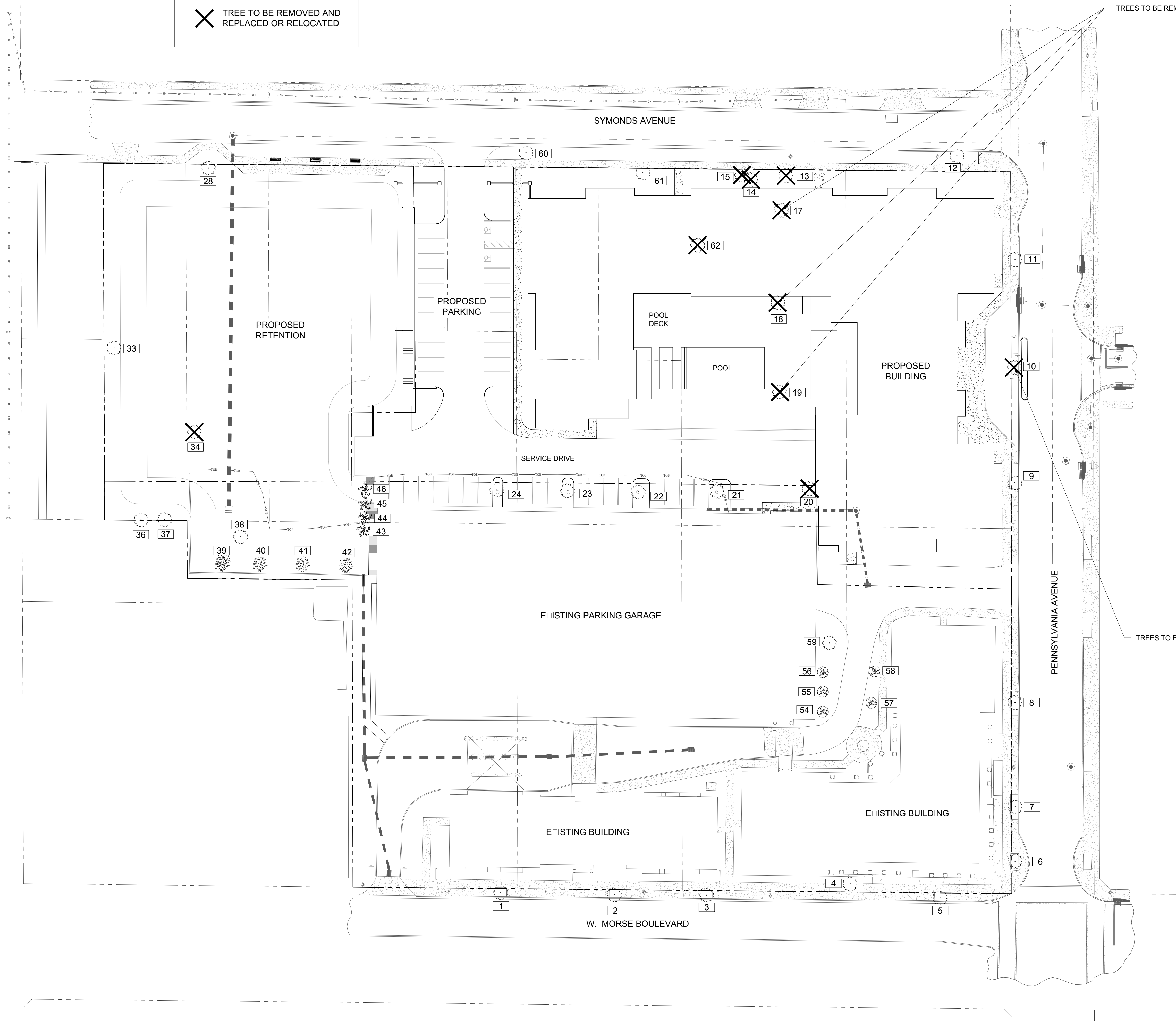
SITE PLAN

WINTER PARK, FLORIDA



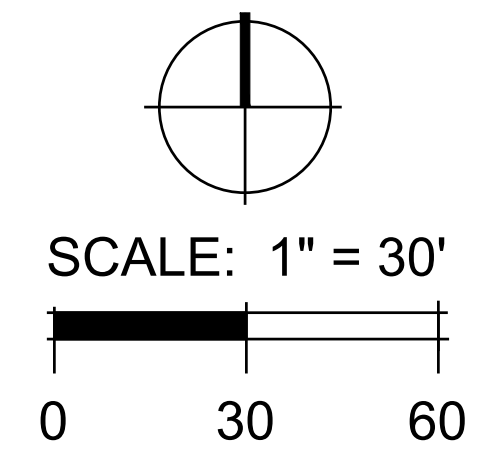
PROJECT NO.	SHEET NO.
2039	ST-1

✕ TREE TO BE REMOVED AND REPLACED OR RELOCATED



Tree No.	Common Name	DBH	Save/Remove	Replacement Required
1	Oak	15	Save	N/A
2	Oak	15	Save	N/A
3	Oak	18	Save	N/A
4	Oak	20	Save	N/A
5	Oak	16	Save	N/A
6	Oak	8	Save	N/A
7	Oak	12	Save	N/A
8	Oak	12	Save	N/A
9	Oak	15	Save	N/A
10	Oak	16	Remove	1
11	Oak	14	Save	N/A
12	Oak	18	Save	N/A
13	Oak	12	Remove	1
14	Oak	22	Remove	2
15	Oak	12	Remove	1
17	Oak	16	Remove	1
18	Oak	16	Remove	1
19	Oak	18	Remove	1
20	Oak	16	Remove	1
21	Oak	14	Save	N/A
22	Oak	14	Save	N/A
23	Oak	14	Save	N/A
24	Oak	18	Save	N/A
28	Oak	48	Save	N/A
33	Oak	36	Save	N/A
34	Oak	24	Remove	2
36	Oak	24	Save	N/A
37	Oak	30	Save	N/A
38	Oak	22	Save	N/A
39	Cypress	14	Save	N/A
40	Cypress	10	Save	N/A
41	Cypress	12	Save	N/A
42	Cypress	12	Save	N/A
43	Palm	12	Save	N/A
44	Palm	12	Save	N/A
45	Palm	12	Save	N/A
46	Palm	12	Save	N/A
54	Elm	6	Save	N/A
55	Elm	7	Save	N/A
56	Elm	5	Save	N/A
57	Elm	8.5	Save	N/A
58	Elm	8	Save	N/A
59	Oak	15	Save	N/A
60	Oak	3	Save	N/A
61	Oak	24	Save	N/A
62	Oak	14	Remove	1

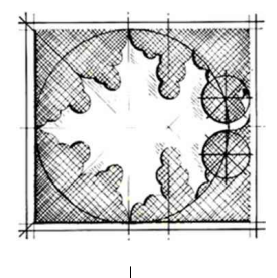
Total Trees to Remain: 36 trees
 Total Trees to be Removed: 9
 Total Replacement Trees Required: (12) 3" Trees Required
 *Numbers 16, 25-27, 29-32, 35, 47-53 intentionally left off list.



MDM BOUTIQUE HOTEL
 Winter Park, Florida

WFG, LTD.

P.O. Box 350, Winter Park, FL 32790; 407-644-3151



DIX.HITE
 + PARTNERS
 LANDSCAPE ARCHITECTS
 110 W. WOODLAND AVENUE
 WINTER PARK, FLORIDA 32789
 TEL: 407.637.1777
 FAX: 407.637.3171

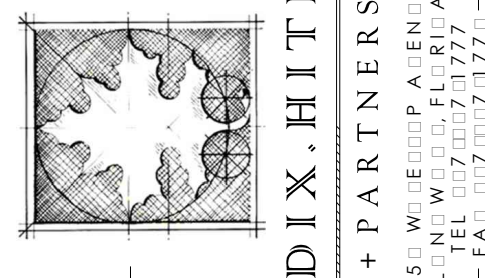
CODE LANDSCAPE PLANS
 TREE SAVE AND REMOVAL PLAN

Sheet Number:
LA5.10

Date:	1/24/2020
Drawn by:	KMD/RT
Reviewed by:	CH
Job Number:	50197
Revision:	Date:

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Winter Park, Florida

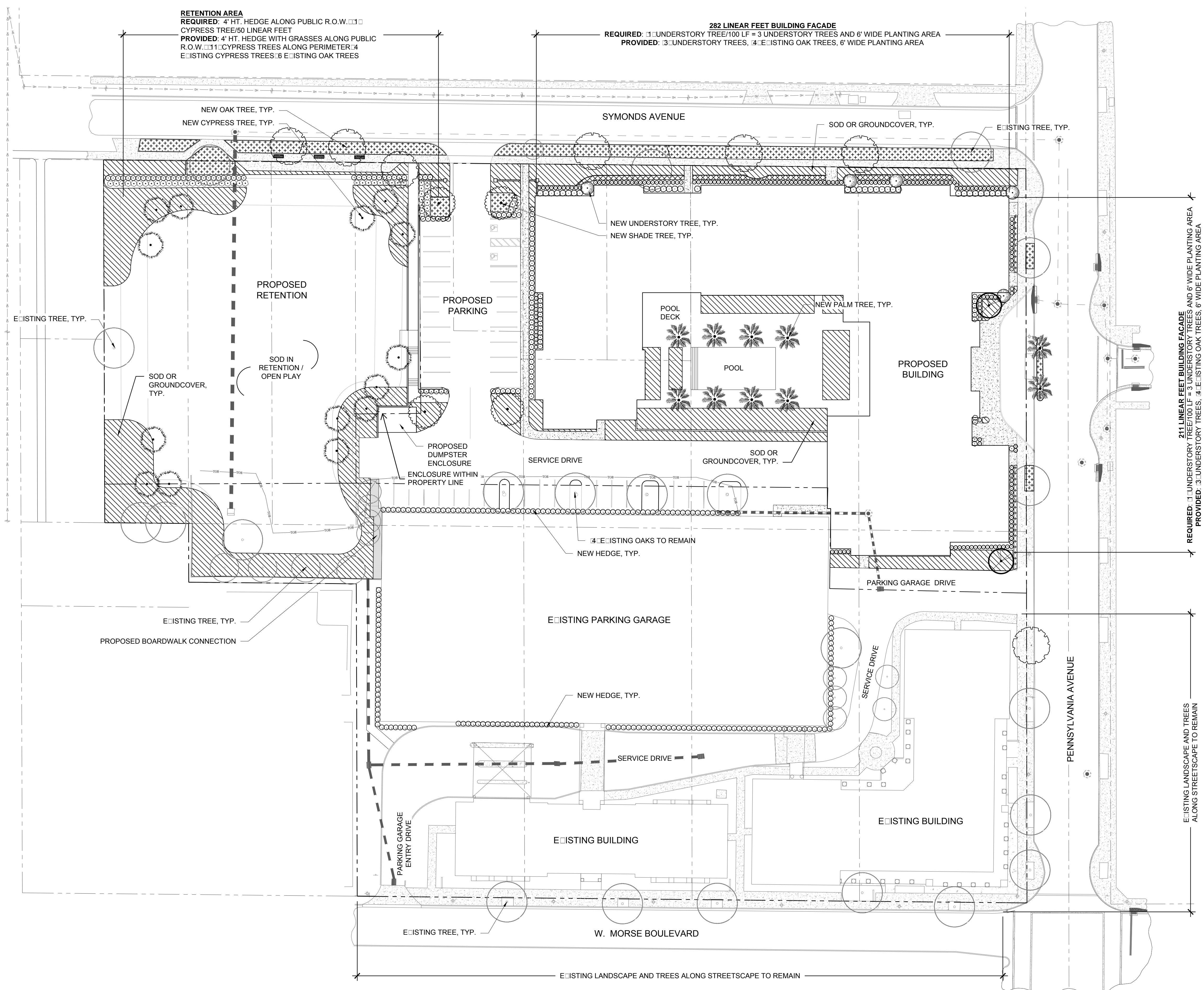
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CODE LANDSCAPE PLANS

CONCEPTUAL CODE LANDSCAPE PLAN

Sheet Number:
LA5.20



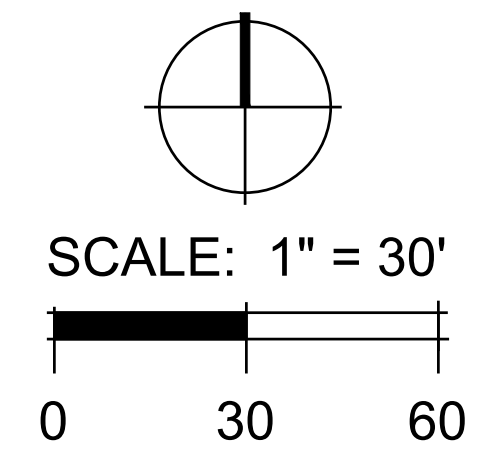
PLANT LEGEND:

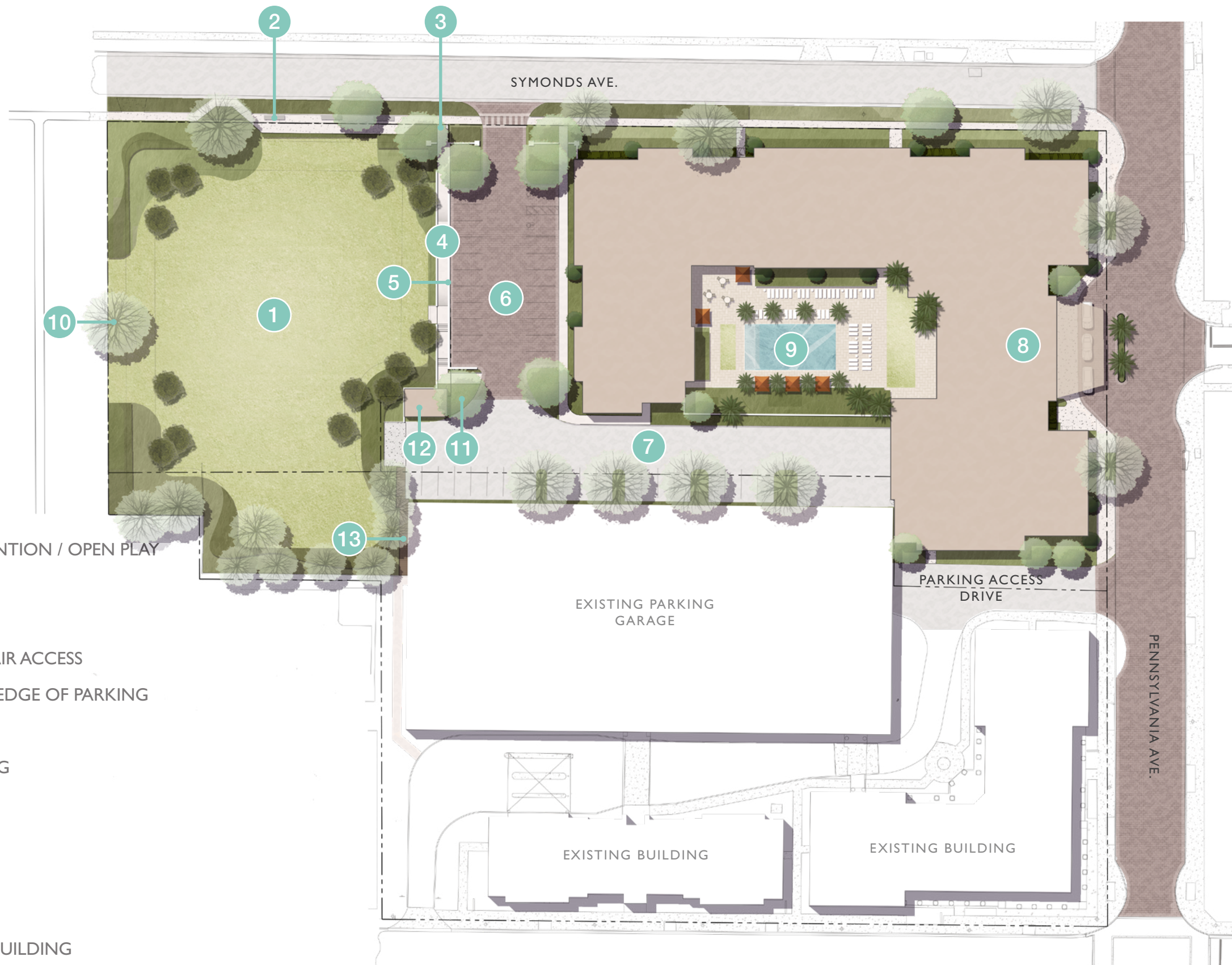
PALM TREES	BOTANICAL NAME	COMMON NAME
	P...	D...
SHADE TREES	BOTANICAL NAME	COMMON NAME
	M...	S...
	Q...	C...
	T...	B...
UNDERSTORY TREES	BOTANICAL NAME	COMMON NAME
	L...	C...
	I...	D...
SHRUBS	BOTANICAL NAME	COMMON NAME
	F...	J...
	I...	D...
	I...	Y...
	S...	S...
	V...	V...
	Z...	C...
GROUND COVERS	BOTANICAL NAME	COMMON NAME
	L...	L...
	T...	A...
PLANTING AREA	BOTANICAL NAME	COMMON NAME
	Sod or Groundcover	
EXISTING PLANTS	BOTANICAL NAME	COMMON NAME
	Existing Tree or Root	

REPLACEMENT TREES REQUIRED: 27 3" CALIPER
REPLACEMENT TREES PROVIDED: 11 3" CALIPER, 14 4" CALIPER, 7 2" CALIPER UNDERSTORY = 3 SHADE TREES
28 TOTAL REPLACEMENT TREES PROVIDED

SEE SHEET LA5.90 FOR QUANTITIES AND PLANT SCHEDULE

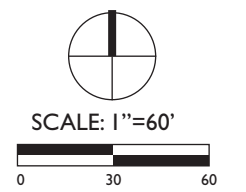
ALL NEW LANDSCAPE TO BE 100% IRRIGATED WITH AN AUTOMATIC SYSTEM.





KEY:

- 1 PROPOSED PARK / RETENTION / OPEN PLAY
- 2 PARK BENCHES
- 3 PARK ACCESS
- 4 SLOPED SIDEWALK / STAIR ACCESS
- 5 WALL AND RAILING AT EDGE OF PARKING
- 6 PROPOSED PARKING
- 7 SERVICE DRIVE / PARKING
- 8 HOTEL ENTRY
- 9 POOL
- 10 EXISTING TREE, TYP.
- 11 PROPOSED TREE, TYP.
- 12 PROPOSED DUMPSTER BUILDING
- 13 PROPOSED BOARDWALK CONNECTION

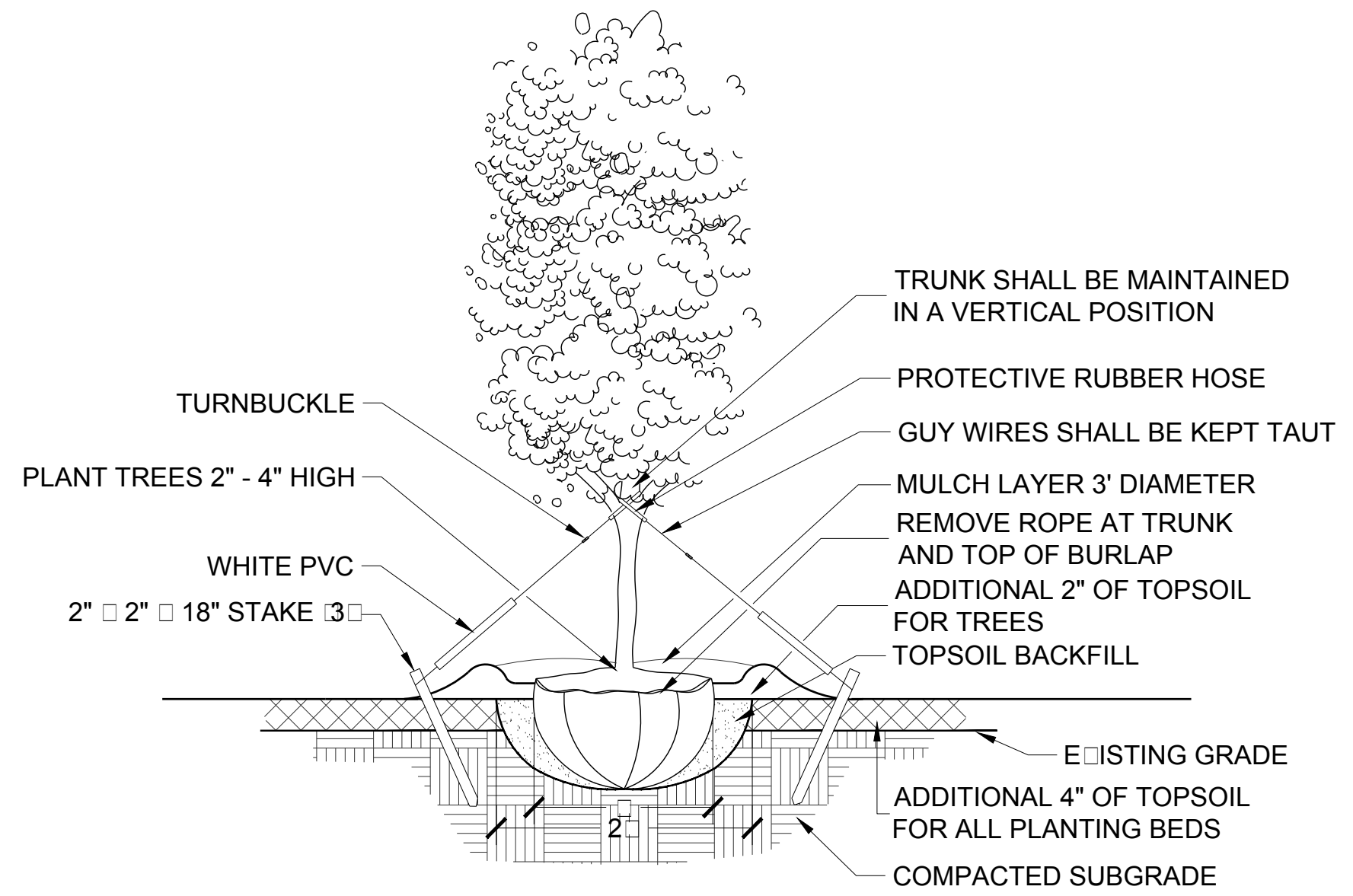


MDM HOTEL | Site Plan

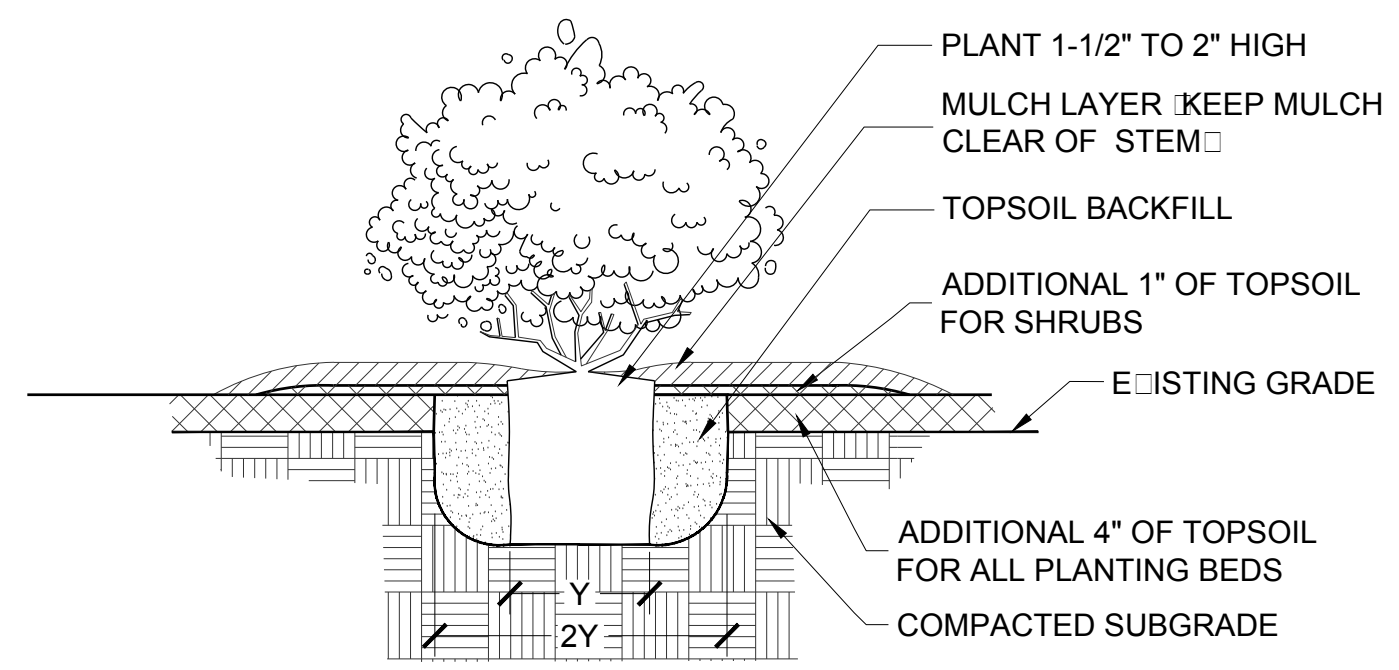
Finfrack

January 24, 2020

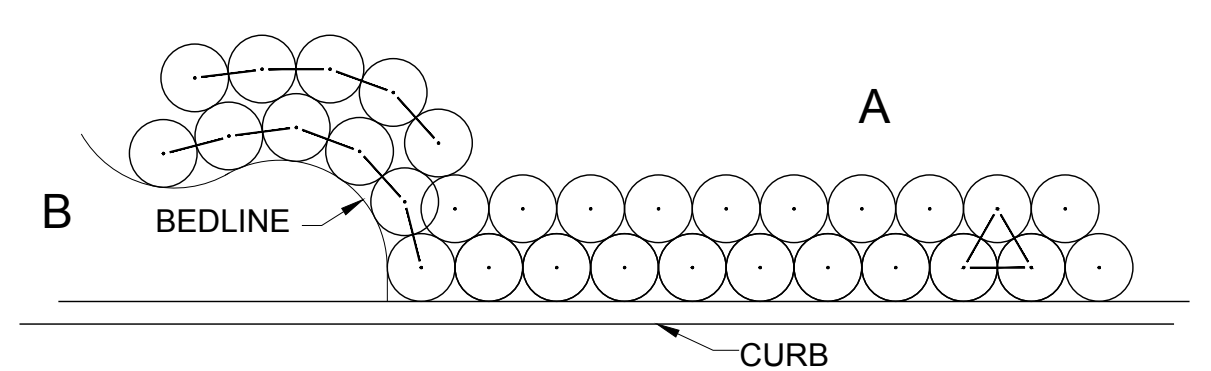




TYPICAL TREE PLANTING
 CROSS SECTION - N.T.S.



TYPICAL SHRUB PLANTING
 CROSS SECTION - N.T.S.



TYPICAL SHRUB LAYOUT
 PLAN - N.T.S.

LANDSCAPE NOTES

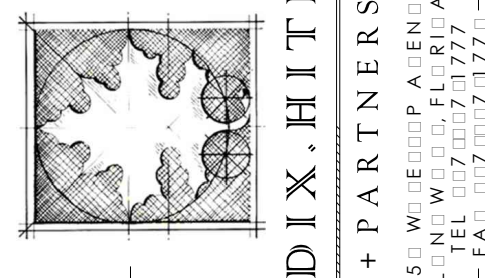
- CONTRACTOR IS EXPECTED TO CARRY OUT ALL REPOSITIBILITIES SET FORTH IN THESE LANDSCAPE NOTES AND IN THE LANDSCAPE SPECIFICATIONS. THEY WILL BE STRICTLY ENFORCED BY THE OWNER/L.A.
- ALL PLANT MATERIAL SHALL BE FLORIDA OR BETTER ACCORDING TO THE CURRENT NURSERY GRADES AND STANDARDS.
- ALL PLANT BEDS SHALL BE DRESSED WITH 3" LAYER OF MULCH. ALL OTHER AREAS SHALL RECEIVE SOD (SEE PLAN FOR TYPE)
- CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO INSTALLATION.
- ALL PLANTS SHALL MEET SIZE, CONTAINER, AND SPACING SPECIFICATIONS. ANY MATERIAL NOT MEETING SPECIFICATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL BE RESPONSIBLE TO RECEIVE THE LANDSCAPE ARCHITECT'S APPROVAL OF ALL PLANT BED LAYOUTS AND TREE LOCATIONS PRIOR TO INSTALLATION. IF PLANT MATERIAL IS INSTALLED PRIOR TO LANDSCAPE ARCHITECT'S APPROVAL, CONTRACTOR WILL BE SUBJECT TO RELOCATING THE MATERIAL AT THE LANDSCAPE ARCHITECT'S REQUEST AND THE CONTRACTOR'S OWN EXPENSE.
- ALL SHRUBS SHALL BE PLANTED 1-1/2" AND TREES 2-1/2" ABOVE GRADE. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER PLANT HEALTH IN ON-SITE SOILS.
- CONTRACTOR SHALL PERFORM SOIL TESTING PRIOR TO CONSTRUCTION TO DETERMINE NUTRIENT STATUS AND PH OF SOIL AND 2. TO DETERMINE THE SOIL TEXTURE IN THE TOP 6" - 12" OF SOIL, AND THEN AMEND THE SOIL BASED ON THE RESULTS OF THE TESTS. SEE THE LANDSCAPE SPECIFICATIONS FOR MORE INFORMATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR FINE GRADING. GRADING SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- CONTRACTOR SHALL SUBMIT UNIT PRICES FOR ALL BID ITEMS
- SOIL SHALL BE FREE FROM LIME ROCK AND CONSTRUCTION DEBRIS.
- IN THE EVENT OF A CONFLICT BETWEEN QUANTITIES REPRESENTED ON THE PLAN VS. QUANTITIES SHOWN ON THE PLANT LIST, THE PLAN SHALL CONTROL.
- CONTRACTOR SHALL MAINTAIN TREES IN A STRAIGHT AND PLUMB POSITION FOR ONE YEAR. CONTRACTOR SHALL STAKE ALL TREES IF REQUIRED BY THE JURISDICTION.
- PRIOR TO REMOVAL OF ANY TREES, THE TREES TO BE RETAINED SHALL HAVE PROTECTIVE TREE BARRIERS.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR OWN TAKE OFFS AND QUANTITIES. THE QUANTITIES ON THE PLANT LIST SERVE ONLY AS A GUIDE TO THE OWNER AND L.A. THIS INCLUDES SOD AND MULCH QUANTITIES OF WHICH THE CONTRACTOR SHALL BE HELD TO BID QUANTITIES.
- SUCCESSFUL BIDDER SHALL LOCK UP ALL MATERIALS IMMEDIATELY AFTER CONTRACT ASSIGNMENT. PLANTS SHALL BE HELD DURING THE PERIOD FROM CONTRACT TO INSTALLATION TO ALLOW ADDITIONAL GROWTH. ALL PLANTS WILL BE REQUIRED TO BE FULL AND HEALTHY. CONTRACTOR SHALL ARRANGE FOR PLANT APPROVAL PRIOR TO DELIVERY, EITHER BY SAMPLES, PHOTOS, OR NURSERY VISITS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR WARRANTY OF HEALTH OF PLANTS IN ON-SITE SOILS. IF, DURING DIGGING, CONTRACTOR DISCOVERS WATER-LOGGED, CLAYEY, COMPACTED OR SIMILARLY POORLY DRAINED SOILS, IT SHOULD BE BROUGHT TO THE ATTENTION OF OWNER/LANDSCAPE ARCHITECT FOR REMEDIAL ACTION.
- CONTRACTOR SHALL ANTICIPATE THE FIRST FIVE FEET AROUND BUILDING PERIMETER WILL BE COMPACTED AND FOUNDATION BEDS SHOULD BE TILLED AND IMPROVED TO SUSTAIN VIGOROUS, HEALTHY PLANT GROWTH.

PLANT_SCHEDULE

PALM TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	
	PD	10	Phoenix dactyloides M. d. 12" CT., SPECIMEN, MATCHED	D. Palm	FG	
SHADE TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	
	MG	4	Magnolia grandiflora 12" HT. 5" SPRD. LOW WATER USE ZONE	Southern Magnolia	3" CAL.	
	QV	7	Quercus virginiana C. 12" HT. 5" SPRD. LOW WATER USE ZONE	Coastal Live Oak	3" CAL.	
	TD	14	Taxodium distichum 12-14" HT. 5" SPRD. LOW WATER USE ZONE	Bald Cypress	4" CAL.	
UNDERSTORY TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	
	LT	2	Liriodendron tulipifera STANDARD, 10" HT. 4-5" SPRD. MEDIUM WATER USE ZONE	Creeper Maple	2" CAL.	
	IC	5	Ilex cornuta 10 HT. 4" SPRD. MEDIUM WATER USE ZONE	Dorothy Hawthorn	2" CAL.	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	FJ	35	Forsythia speciosa 24" 4" SPRD. MEDIUM WATER USE ZONE	Jasmine Forsythia	3"	42" 4"
	IN	192	Ilex naja 15" 4" SPRD. LOW WATER USE ZONE	Dorothy Hawthorn	3"	30" 4"
	IP	200	Ilex pedunculata 24-30" 18-24" 4" SPRD. LOW WATER USE ZONE	Yucca Shrub	3"	36" 4"
	SB	52	Sorbus domestica 18" 4" SPRD. LOW WATER USE ZONE	Standard Crab Apple	3"	42" 4"
	VD	105	Viburnum dentatum 15-18" 4" SPRD. LOW WATER USE ZONE	Viburnum	3"	36" 4"
	ZP	23	Zinnia elegans 18-24" 24-30" 4" SPRD. LOW WATER USE ZONE	Cosmos Purple	7"	36" 4"
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	LM	319	Liriodendron tulipifera F. 4" 15" 15" LOW WATER USE ZONE	Liriodendron	1"	15" 4"
	TA	4,313	Thymus praecox 4" 12" 12" LOW WATER USE ZONE	Arabic Jasmine	4"	12" 4"
PLANTING AREA	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	GC	19,413	Sod or Groundcover Area	-	-	-

MDM BOUTIQUE HOTEL
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CODE LANDSCAPE PLANS

LANDSCAPE DETAILS, NOTES, AND PLANT LIST

LANDSCAPE SPECIFICATIONS

PART 1 - GENERAL
1.01 WORK INCLUDED

A. THE WORK INCLUDED IN THIS SECTION CONSISTS OF FURNISHING, PLANTING, WATERING, FERTILIZING AND MULCHING ALL PLANTS AND LAWN AREAS OF THE SPECIES, SIZE AND QUALITY IN THE LOCATIONS INDICATED ON THE DRAWINGS OR AS DISCUSSED WITH THE LANDSCAPE ARCHITECT.

1.02 DELIVERY, STORAGE AND HANDLING

A. TRANSPORTATION AND INSPECTION: PLANT TRANSPORTATION SHALL COMPLY WITH ALL FEDERAL AND STATE REGULATIONS.

1.03 GUARANTEE

A. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTING WORK FOR A PERIOD OF SIX MONTHS AND ALL SOD FOR THREE MONTHS AFTER THE DATE OF FINAL ACCEPTANCE. DURING THIS PERIOD, THE LANDSCAPE CONTRACTOR SHALL CONTINUE THE OBSERVATION OF PLANTS AND GUARANTEED WORK. THE LANDSCAPE CONTRACTOR SHALL SUBMIT MONTHLY OBSERVATION REPORTS TO THE OWNERS WITH A COPY TO THE LANDSCAPE ARCHITECT DURING THE GUARANTEE PERIOD. THE PURPOSE OF THESE REPORTS IS TO STATE ANY MAINTENANCE DEFICIENCIES OBSERVED. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO REPORT THESE TO PROTECT HIS GUARANTEE. FAILURE TO SUBMIT REPORTS ELIMINATES ANY CLAIMS THAT THE GUARANTEE IS NOT VALID DUE TO IMPROPER MAINTENANCE BY THE OWNER.

B. REPLACEMENT OF DEFECTIVE PLANTS: ANY DEAD PLANTS OR PLANTS SHOWING INDICATION OF PROBABLE NO-SURVIVAL OR LACK OF HEALTH AND VIGOR, OR WHICH DO NOT EXHIBIT THE CHARACTERISTICS TO MEET SPECIFICATIONS, SHALL BE REPLACED WITHIN TWO WEEKS OF NOTICE FROM OWNER OR LANDSCAPE ARCHITECT. ALL REPLACEMENT PLANTS SHALL BE FURNISHED/INSTALLED AT NO ADDITIONAL COST TO THE OWNER AND SHALL BE GUARANTEED FOR SIX MONTHS. ALL REPLACEMENTS SHALL MEET ORIGINAL SPECIFICATIONS.

C. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE OWNER AND LANDSCAPE ARCHITECT TEN DAYS PRIOR TO THE END OF THE GUARANTEE PERIOD AND SUCH GUARANTEE SHALL BE EXTENDED UNTIL NOTIFICATION IS RECEIVED.

D. AT THE END OF THE GUARANTEE PERIOD, ALL PLANTS THAT ARE DEAD OR UNSATISFACTORY SHALL BE REPLACED WITHIN TWO WEEKS.

1.04 JOB CONDITIONS

A. PROTECTION: THE LANDSCAPE CONTRACTOR SHALL PROTECT ALL MATERIALS AND WORK AGAINST INJURY FROM ANY CAUSES AND SHALL PROVIDE AND MAINTAIN ALL NECESSARY SAFEGUARDS FOR THE PROTECTION OF THE PUBLIC. HE SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE OR INJURY TO PERSON OR PROPERTY THAT MAY OCCUR AS A RESULT OF THE NEGLIGENCE IN THE PROSECUTION OF THE WORK.

B. EXISTING CONDITIONS:

1. THE LANDSCAPE CONTRACTOR SHALL EXERCISE CARE IN DIGGING AND OTHER WORK SO AS NOT TO DAMAGE EXISTING WORK, INCLUDING UNDERGROUND PIPES AND CABLES, AND THE PIPES AND HYDRANTS OF WATERING SYSTEMS. SHOULD SUCH OVERHEAD OR UNDERGROUND OBSTRUCTIONS BE ENCOUNTERED WHICH INTERFERE WITH PLANTING, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE REPAIR OF ANY DAMAGE CAUSED BY HIS WORK. (SEE SECTION 3.01)

2. SHOULD ANY OBJECTIONABLE MATERIAL, SUCH AS OLD CONCRETE, BRICKS OR OTHER DEBRIS BE ENCOUNTERED DURING PLANTING OPERATIONS, THEY SHALL BE REMOVED FROM THE SITE BY THE LANDSCAPE CONTRACTOR.

3. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER PLANT GROWTH IN EXISTING ON-SITE SOILS. PRIOR TO COMMITMENT OF PLANT SHIPMENTS, THE LANDSCAPE CONTRACTOR SHALL EXAMINE THE SOILS IN ALL AREAS OF WORK BY CONDUCTING SOIL TESTS AND FILLING TEST HOLES WITH WATER TO DETERMINE IF SOIL CHEMISTRY AND DRAINAGE ARE SATISFACTORY. ANY UNSATISFACTORY CONDITIONS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE LANDSCAPE ARCHITECT FOR POSSIBLE CORRECTIVE ACTION OR PLANT MATERIAL SUBSTITUTIONS. THE OWNER/LANDSCAPE ARCHITECT RESERVES THE RIGHT TO MAKE CHANGES OR SUBSTITUTIONS IN PLANT TYPE OR QUANTITIES FOR THE PURPOSES OF INSURING PROPER PLANT GROWTH.

4. PRIOR TO WORK, LANDSCAPE CONTRACTOR SHALL BECOME FULLY FAMILIAR WITH THE SITE AND THE WORK OF ALL OTHER TRADES, INCLUDING HARDCAPE AND GRADING, IN ORDER TO UNDERSTAND THE FULL EXTENT OF THE WORK.

1.05 QUALITY CONTROL

A. THE LANDSCAPE ARCHITECT / OWNER SHALL HAVE THE RIGHT, AT ANY STAGE OF THE OPERATIONS, TO REJECT ANY AND ALL WORK AND MATERIAL THAT, IN HIS/HER OPINION, DO NOT MEET THE REQUIREMENTS OF THESE SPECIFICATIONS.

B. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURE AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.

C. ALL WORK SHALL COMPLY WITH APPLICABLE CODES AND REGULATIONS.

D. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS.

1.06 QUANTITIES

A. IN THE EVENT OF A CONFLICT BETWEEN QUANTITIES SHOWN ON THE PLANT LIST AND PLANS, THE PLANS SHALL CONTROL.

PART 2 - PRODUCTS

2.01 MATERIALS

A. GENERAL:

1. NOMENCLATURE: ALL TREES, SHRUBS AND PLANTS SHALL BE TRUE TO NAME AS ESTABLISHED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURAL NOMENCLATURE PUBLICATION "STANDARD PLANTS NAMES". THE DESIGNATED AUTHORITY FOR THE IDENTIFICATION OF ALL MATERIAL SHALL BE THE TWO PUBLICATIONS OF L.H. BAILEY, "HORTUS III" AND "MANUAL OF CULTIVATED PLANTS", AND ALL SPECIMENS SHALL BE TRUE TO TYPE, NAME, ETC., AS DESCRIBED THEREIN.

GRADE STANDARDS AND QUALITY: ALL PLANTS SHALL BE NURSERY GROWN, AND SHALL COMPLY WITH ALL REQUIRED INSPECTION, GRADING STANDARDS AND PLANT REGULATIONS AS SET FORTH BY ANSI Z60.1-2004 "AMERICAN STANDARD FOR NURSERY STOCK".

THE MINIMUM GRADE FOR ALL TREES AND SHRUBS SHALL BE ANSI Z60.1-2004 UNLESS OTHERWISE INDICATED AND ALL PLANTS SHALL BE SOUND, HEALTHY AND VIGOROUS, WELL BRANCHED AND DENSELY FOLIATED WHEN IN LEAF. THEY SHALL HAVE HEALTHY, WELL-DEVELOPED ROOT SYSTEMS AND SHALL BE FREE OF DISEASE AND INSECT PESTS, EGGS OR LARVAE.

3. MEASUREMENTS: THE MINIMUM ACCEPTABLE SIZE OF PLANTS, MEASURED AFTER PRUNING, WITH BRANCHES IN NORMAL POSITIONS, SHALL CONFORM TO THE SPECIFIED SIZES AS SHOWN ON THE PLANS. SIZES SPECIFIED ARE MINIMUM STANDARDS. PLANTS SHALL BE EQUAL TO OR LARGER THAN ALL CATEGORIES' HEIGHT, SPREAD, CALIPER, OF SIZE SPECIFICATION. SUBSTANTIAL DEVIATIONS FROM THESE MEASUREMENTS MUST BE APPROVED BY LANDSCAPE ARCHITECT. CALIPER OF TREE TRUNKS SHALL BE MEASURED ONE FOOT ABOVE ROOTBALL FOR TREES OVER 6 INCHES IN CALIPER, AND SHALL BE MEASURED 6 INCHES ABOVE THE ROOT BALL FOR TREES UNDER 6 INCHES IN CALIPER.

4. PLANT PROTECTION: PLANTS SHALL BE PROTECTED UPON ARRIVAL AT THE SITE, BY BEING THOROUGHLY WATERED, KEPT MOIST, AND PROPERLY MAINTAINED UNTIL PLANTED.

B. PLANT MATERIALS: WITH REFERENCE TO METHOD OF CULTIVATION, ROOT SYSTEM STATUS, ETC., PLANTS FOR LANDSCAPING SHALL BE CLASSIFIED UNDER THE FOLLOWING DESIGNATIONS:

1. BALLED AND BURLAPPED: PLANTS SO CLASSIFIED SHALL BE DUG WITH FIRM NATURAL ROOT BALLS OF EARTH COMING FROM SINGULAR CLIMATIC AND SOIL CONDITIONS AS THOSE ON PROJECT SITE AND OF SUFFICIENT DIAMETER AND DEPTH TO INCLUDE MOST OF THE FIBROUS ROOTS. THE ROOT BALL OF THESE PLANTS SHALL BE PROPERLY WRAPPED WITH BURLAP SACK MATERIAL AND REMAIN PROTECTED AND WET UNTIL THEY ARE PLANTED. THE PLANTS SHALL BE HANDLED ONLY BY THE EARTH BALL AND NOT BY THE PLANT ITSELF. ALL BALLED AND BURPED PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY UPON DELIVERY SHALL BE SET ON THE GROUND AND SHALL BE WELL PROTECTED WITH SOIL, WET SOIL, WET MOSS, OR OTHER ACCEPTABLE MATERIAL. THE PLANTS SHALL BE SET WITH THE BURLAP COVER INTACT AND WITH THE BURLAP SHOWING, UNTIL INSPECTION. AT FINAL INSPECTION THE BURLAP MAY BE CUT AWAY TO GROUND LEVEL AND THEN COMPLETELY COVERED WITH SOIL. BURLAP: SHALL BE PURE BURLAP, ORGANIC FIBER WITH THE ABILITY TO DECOMPOSE.

2. CONTAINER GROWN PLANTS:

CONTAINER GROWN PLANTS SHALL HAVE BEEN GROWN IN CONTAINERS LARGE ENOUGH AND FOR SUFFICIENT TIME FOR THE ROOT SYSTEM TO HAVE DEVELOPED WELL ENOUGH TO HOLD ITS SOIL TOGETHER FIRM AND WHOLE. NO PLANTS SHALL BE LOOSE IN THE CONTAINER. PLANTS THAT HAVE BECOME ROOT BOUND OR FOR WHICH THE TOP SYSTEM IS TOO LARGE FOR THE SIZE OF THE CONTAINER, WILL NOT BE ACCEPTABLE.

ALL CONTAINERS SHALL BE CUT AND OPENED FULLY, IN A MANNER SUCH AS WILL NOT DAMAGE THE ROOT SYSTEM. CONTAINER GROWN PLANTS SHALL NOT BE REMOVED FROM THE CONTAINER UNTIL IMMEDIATELY BEFORE PLANTING, WHEN ALL DUE CARE SHALL BE TAKEN TO PREVENT DAMAGE TO THE ROOT SYSTEM.

3. BARE ROOT PLANTS: NO BARE ROOT PLANTS SHALL BE USED, UNLESS SPECIFIED.

4. GROW BAG PLANTS: NO GROW-BAG PLANTS SHALL BE USED.

C. PLANTING MATERIALS:

1. TOPSOIL:

SOIL CHARACTERISTICS: TOPSOIL SHALL BE FRABLE SANDY LOAM, TYPICAL OF CULTIVATED TOPSOIL LOCALLY, CONTAINING AT LEAST 5 PERCENT

OF DECAYED ORGANIC MATTER (HUMUS); IT SHALL OCCUR AS ON-SITE NATURAL TOPSOIL WITH GOOD CHARACTERISTICS OR BE TAKEN FROM A WELL DRAINED, ARABLE SITE. IT SHALL BE REASONABLY FREE OF WEEDS, SUBSOIL, STONES, CLODS, STICKS, ROOTS OR OTHER OBJECTIONABLE EXTRANEOUS MATTER OR DEBRIS. IT SHALL NOT CONTAIN TOXIC MATERIALS AND SHALL HAVE ACIDITY RANGE OF PH 6.0 TO 7.0. TOPSOIL FROM NUT GRASS INFESTED AREAS WILL NOT BE ACCEPTABLE. CLAYEY SOIL FROM POND EXCAVATIONS WILL NOT BE ACCEPTABLE.

SOIL TESTING:

LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PLANT HEALTH AND SURVIVAL IN ON-SITE SOILS. SEVERAL WEEKS PRIOR TO SCHEDULED LANDSCAPE INSTALLATION, LANDSCAPE CONTRACTOR SHALL COLLECT SOIL SAMPLES FROM THE SITE FOR SOIL PH AND FERTILITY TESTING. ALLOW ENOUGH TIME FOR TESTING FACILITY TO PERFORM THEIR TESTS, GENERATE THEIR RESULTS AND RECOMMENDATIONS, AND ENOUGH TIME TO AMEND THE SOIL, IF NECESSARY, BASED ON THE RECOMMENDATIONS OF THE TESTING FACILITY. ALSO PRIOR TO LANDSCAPE INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL EVALUATE THE ON-SITE SOIL'S ABILITY TO DRAIN.

1.1. SOIL PH AND FERTILITY TESTING:

SOIL TESTING SHALL BE PERFORMED AND ANALYZED BY A STATE-REGISTERED TESTING FACILITY (THE UNIVERSITY OF FLORIDA'S INSTITUTE OF FOOD AND AGRICULTURAL SCIENCES (IFAS) PROVIDES THIS TESTING SERVICE FOR A NOMINAL FEE); THE RESULTS OF THE TESTS SHALL BE FORWARDED TO THE OWNER/LA. FOR REVIEW. THE RECOMMENDATIONS FROM THE TESTING FACILITY FOR FERTILIZER AND SOIL AMENDMENTS SHALL TAKE PRECEDENCE OVER THE FERTILIZER RATES AND ANALYSES IN THIS SECTION. SOIL TESTING IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR AND SHALL BE PERFORMED PRIOR TO LANDSCAPE INSTALLATION.

1.2. SOIL DRAINAGE EVALUATION:

WELL-DRAINED SOILS ARE REQUIRED FOR NEW LANDSCAPES TO SURVIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO EVALUATE THE ON-SITE SOILS TO DETERMINE THE ABILITY TO DRAIN PROPERLY. SOILS WITH TOO MUCH CLAY HOLD WATER AND CAUSE PROBLEMS FOR PLANT SURVIVAL. CONTRACTOR SHALL VISUALLY INSPECT THE SITE FOR SIGNS OF POORLY DRAINED SOILS (STANDING WATER, SURFACE CRACKING, HARD TO THE TOUCH, ETC.) AND DIG TEST HOLES. CONTRACTOR SHALL WRITE A REPORT DEMONSTRATING THEIR FINDINGS AND ALERT THE OWNER/LA. IF ANY EVIDENCE OF POORLY-DRAINED SOILS ARE DISCOVERED.

DESIRED PARTICLE SIZE DISTRIBUTION IN TOP 6"-12" OF SOIL:

1.1. COARSE SAND 0.5-2.0MM; MEDIUM SAND 0.25-0.5MM; MINIMUM OF 60% BY WEIGHT OF PARTICLES SHALL FALL WITHIN THIS RANGE 180 SIEVE.

1.2. FINE SAND 0.15-0.25MM; MAXIMUM OF 20% BY WEIGHT OF PARTICLES SHALL FALL WITHIN THIS RANGE 100 SIEVE.

1.3. VERY FINE SAND 0.075-0.15MM; MAXIMUM OF 5% BY WEIGHT OF PARTICLES SHALL FALL WITHIN THIS RANGE 200 SIEVE.

1.4. SILT 0.075-0.075MM; MAXIMUM OF 5% BY WEIGHT OF PARTICLES SHALL FALL WITHIN THIS RANGE 400 SIEVE.

1.5. CLAY LESS THAN 0.075MM; MAXIMUM 3% OF PARTICLES BY WEIGHT SHALL FALL WITHIN THIS RANGE PAN.

d. INFILTRATION OR PERCOLATION RATE OF SOIL: DESIRED LEVEL IS 2" PER HOUR.

SOIL PREPARATION: PRIOR TO PLACING MIX AND BACKFILL, OR COMMENCING WITH PLANTING, ROTOTILL ANY OR ALL AREAS THAT HAVE BEEN PREVIOUSLY COMPACTED OVER 90 PERCENT FOR OTHER CONSTRUCTION PURPOSES.

2. FERTILIZER: FERTILIZER SHALL BE A COMPLETE BALANCED BLEND FORMULA, OF WHICH PART OF THE ELEMENTS SHALL BE DERIVED FROM ORGANIC SOURCES. IT SHALL CONTAIN NITROGEN, PHOSPHORUS AND POTASSIUM AS WELL AS RECOMMENDED MICRONUTRIENTS SUCH AS MAGNESIUM, IRON, COPPER, ZINC, BORON, AND MANGANESE IN SULFATE FORM. NITROGEN SHALL BE APPLIED OVER ALL TURF, SHRUB AND TREE AREAS AT A RATE OF 1 1/2 POUNDS PER 1,000 SQUARE FEET. THE COMPLETE FERTILIZER ANALYSIS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.

3. MULCH: PINE STRAW MULCH SHALL BE CLEAN, BRIGHT AND FREE OF WEEDS, MOSS, STICKS AND OTHER DEBRIS.

4. WATER: SUITABLE WATER FOR THE IRRIGATION OF THE NEW PLANTINGS DURING THE PROGRESS OF CONSTRUCTION SHALL BE PROVIDED AND PAID FOR BY THE LANDSCAPE CONTRACTOR, WHO SHALL ALSO FURNISH ADEQUATE WATERING EQUIPMENT.

5. STAKES AND TIES: STAKES AND TREE TIES SHALL BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 3.02.B HEREINAFTER.

PART 3 - EXECUTION

3.01 PREPARATION

A. UNDERGROUND OBSTRUCTIONS:

1. THE LANDSCAPE CONTRACTOR, PRIOR TO CONSTRUCTION, SHALL VERIFY ALL UTILITIES.

2. UPON REQUEST FROM THE LANDSCAPE CONTRACTOR, THE OWNER SHALL PROVIDE PLANS SHOWING LOCATIONS OF UNDERGROUND UTILITIES AND/OR WILL ASSIST THE LANDSCAPE CONTRACTOR IN SECURING UNDERGROUND LOCATIONS FROM OTHER PUBLIC UTILITY COMPANIES, SUCH AS TELEPHONE, ELECTRICITY, ETC.

3. IN THE EVENT THAT ROCK, UNDERGROUND CONSTRUCTION WORK, UTILITY LINES OR OBSTRUCTION OUT OF THE ORDINARY ARE ENCOUNTERED IN ANY PLANT EXCAVATION, ALTERNATIVE LOCATIONS SHALL BE SELECTED BY THE LANDSCAPE ARCHITECT. WHERE LOCATIONS CANNOT BE CHANGED AND THE OBSTRUCTIONS MAY BE REMOVED, THE OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF NOT LESS THAN 3-FEET BELOW GRADE AND NO LESS THAN 6-INCHES BELOW BOTTOM OF BALLS OR ROOTS WHEN PLANT IS PROPERLY SET AT THE REQUIRED GRADE.

B. EXCAVATION OF PLANTING BEDS AND/OR PLANT HOLES:

1. WHERE EXCAVATION ENCOUNTERS MATERIAL WHICH ARE SUITABLE FOR PLANT GROWTH, THE PLANT HOLE EXCAVATIONS SHALL BE ROUGHLY CYLINDRICAL IN SHAPE, WITH THE SIDES APPROXIMATELY VERTICAL. PLANTS SHALL BE CENTERED IN THE HOLE, WITH THE TRUNK LOCATION AS SHOWN IN THE DRAWINGS. BOTTOMS OF THE HOLES SHALL BE UNDISTURBED NATURAL SUBGRADE PREVENTING THE TREE FROM SETTLING.

C. PROTECTION OF EXISTING TREES: THE LANDSCAPE CONTRACTOR SHALL PROTECT EXISTING TREES FROM DAMAGE. WHERE DAMAGE DOES OCCUR, THE LANDSCAPE CONTRACTOR SHALL REMOVE THE DAMAGED TREE, THEN REPLACE IT IN KIND AND SIZE IN ACCORDANCE WITH THE INSTRUCTION OF THE LANDSCAPE ARCHITECT AND THE APPROPRIATE SPECIFICATIONS, ALL AT NO ADDITIONAL COST TO THE OWNER.

D. GRADES: IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO FINISH/FINE GRADE ALL LANDSCAPE AREAS ELIMINATING ALL SURFACE IRREGULARITIES, DEPRESSIONS, STICKS, STONES AND OTHER DEBRIS TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT. NO PLANT MATERIAL SHALL BE PLANTED UNTIL FINAL GRADE HAS BEEN ESTABLISHED, ENSURING POSITIVE DRAINAGE, COMPACTED TO THE REQUIRED DEPTH, AND APPROVED BY THE LANDSCAPE ARCHITECT.

3.02 PLANTING

A. SETTING OF PLANTS:

1. WHEN LOWERING INTO THE HOLE, THE PLANT SHALL REST ON A PREPARED HOLE BOTTOM SUCH THAT THE ROOTS ARE LEVEL WITH, OR SLIGHTLY ABOVE, THE LEVEL OF THEIR PREVIOUS GROWTH AND SO ORIENTED SUCH AS TO PRESENT THE BEST APPEARANCE. THE LANDSCAPE CONTRACTOR, WHEN SETTING PLANTS IN HOLES, SHALL MAKE ALLOWANCES OF ANY ANTICIPATED SETTLING OF THE PLANTS. IF WET CONDITIONS ARE ANTICIPATED, PLANTS SHALL BE SET 2 INCHES TO 3 INCHES HIGHER THAN NORMAL.

2. THE BACKFILL SHALL BE MADE WITH NATIVE TOPSOIL, AND SHALL BE FIRMLY RODDED AND WATERED-IN, SO THAT NO AIR POCKETS REMAIN. THE QUANTITY OF WATER APPLIED IMMEDIATELY UPON PLANTING SHALL BE SUFFICIENT TO THOROUGHLY MOISTEN ALL OF THE BACKFILLED EARTH. PLANTS SHALL BE KEPT IN A MOISTENED, BUT NOT SATURATED, CONDITION FOR THE DURATION OF THE ESTABLISHMENT PERIOD.

B. STAKING AND GUYING: IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO MAINTAIN ALL PLANTS IN A PLUMB, UPRIGHT POSITION UNTIL THE END OF THE GUARANTEE PERIOD. STAKING SHALL BE THE OPTION OF THE LANDSCAPE CONTRACTOR, ALTHOUGH ALL DAMAGED PLANTS RESULTING FROM THE LACK OF PROPER STAKING AND GUYING SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR AT NO EXPENSE TO THE OWNER. ALL THREE GUY WIRES SHALL BE FLAGGED WITH YELLOW SAFETY RIBBON.

C. PRUNING:

1. ALL BROKEN OR DAMAGED ROOTS SHALL BE CUT OFF SMOOTHLY AND THE TOPS OF ALL TREES SHALL BE PRUNED IN A MANNER COMPLYING WITH STANDARD HORTICULTURAL PRACTICE. AT THE TIME PRUNING IS COMPLETED, ALL REMAINING WOOD SHALL BE ALIVE. ALL CUT SURFACES OF 1-INCH OR MORE IN DIAMETER, ABOVE THE GROUND, SHALL BE TREATED WITH AN APPROVED COMMERCIAL TREE PAINT. FINE PRUNING FOR TREE SHAPE AND APPEARANCE SHALL BE DONE ONLY UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT.

2. AT THE END OF THE GUARANTEE PERIOD, AT LEAST 80 PERCENT OF THE WOOD REMAINING SHALL BE ALIVE.

D. MULCHING: WITHIN ONE WEEK AFTER THE PLANTING, MULCH MATERIAL SHALL BE UNIFORMLY APPLIED TO A MINIMUM LOOSE THICKNESS OF 2 1/2-INCHES OVER THE ENTIRE AREA OF THE BACKFILLED HOLE OR BED. THE MULCH SHALL BE MAINTAINED CONTINUOUSLY IN PLACE UNTIL THE TIME OF FINAL INSPECTION.

E. WATERING: THE LANDSCAPE CONTRACTOR SHALL CONTINUE WATERING FOR AS LONG AS IS NECESSARY TO PROPERLY ESTABLISH THE NEW PLANTINGS. CARE SHALL BE TAKEN TO PREVENT STAINING OF NEW CONSTRUCTION WHERE TEMPORARY WELL WATER IS USED.

F. PEST CONTROL: PRIOR TO FINAL ACCEPTANCE, OCCURRENCE OF SCALES, BORERS, FOLIAR FEEDERS, APHIDS, MITES, LEAF-SPOT AND DIEBACK, NEMATODES AND CANKER-PRODUCING FUNGI, SHALL BE TREATED WITH APPROPRIATE PESTICIDE.

G. ALL PLANTS SHALL RECEIVE THE SPECIFIED FERTILIZER PRIOR TO FINAL ACCEPTANCE

3.03 BERMING

FILL DIRT SHALL BE LOCALLY OBTAINED MATERIAL FROM NATURALLY DRAINED SOURCES, FREE FROM DRY, ORGANIC DEBRIS, STONES LARGER THAN 1-INCH DIAMETER AND OTHER MATERIALS HARMFUL TO SUCCESSFUL DRAINAGE AND PLANT GROWTH. SOIL SHALL BE WELL MIXED AND CONTAIN NO MORE THAN 25 PERCENT MUCK.

B. GRADE AREAS INDICATED WITH UNIFORM LEVELS OR SLOPES WITH NO MORE THAN 4:1 MAXIMUM SLOPE. BERMS SHALL BE GENTLY ROLLING AND PARABOLIC.

C. REPAIR AND RE-ESTABLISH GRADES IN SETTLED, ERODED, RUTTED, OR OTHERWISE DAMAGED AREAS.

3.04 SODDING

A. THE SOD SHALL BE OF FIRM, TOUGH TEXTURE HAVING A COMPACT GROWTH OF GRASS WITH GOOD ROOT DEVELOPMENT. IT SHALL CONTAIN NO BERMUUDA GRASS, WEEDS OR ANY OTHER OBJECTIONABLE VEGETATION. THE SOIL EMBEDDED IN THE SOD SHALL BE GOOD CLEAN EARTH, FREE FROM STONES AND DEBRIS. THE SOD SHALL BE FREE FROM FUNGUS, VERMIN AND OTHER DISEASES. FINAL TURF SHALL HAVE NO AREA GREATER THAN 6 SQUARE INCHES OF UNSODDED AREA.

B. SOLID SOD SHALL BE LAID WITH CLOSELY ABUTTING JOINTS WITH A ROLLED EVEN SURFACE. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BRING THE SOD EDGE IN A NEAT, CLEAN MANNER TO THE EDGE OF ALL PAVING AND SHRUB AREAS. AFTER THE SOD IS LAID, A TOP DRESSING OF CLEAN SAND WILL BE EVENLY APPLIED OVER THE ENTIRE SURFACE AND THOROUGHLY WASHED IN, IF DETERMINED NECESSARY. PEG SOD ON SLOPES AS REQUIRED TO PREVENT SLIPPAGE. FERTILIZE ALL SOD: 1 POUND NITROGEN PER 1,000 SQUARE FEET.

3.05 FIELD QUALITY CONTROL

A. MAINTENANCE PRIOR TO FINAL ACCEPTANCE:

1. MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PLANT IS PLANTED AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. PLANTS SHALL BE WATERED, MULCHED, WEEDED, PRUNED, SPRAYED, FERTILIZED, CULTIVATED AND OTHERWISE MAINTAINED AND PROTECTED FOR THE PERIOD OF TIME STATED ABOVE. SOD SHALL BE MOWED, IF REQUIRED.

2. SETTLED PLANTS SHALL BE RESET TO PROPER GRADE POSITION, PLANTING SAUCER RESTORED AND DEAD MATERIAL REMOVED. GUYS SHALL BE TIGHTENED AND REPAIRED.

3. DEFECTIVE WORK SHALL BE CORRECTED AS SOON AS POSSIBLE AFTER IT BECOMES APPARENT AND WEATHER AND SEASON PERMIT. UPON COMPLETION OF PLANTING, THE LANDSCAPE CONTRACTOR SHALL REMOVE FROM THE SITE EXCESS SOIL AND DEBRIS, AND REPAIR ANY DAMAGE TO STRUCTURES, ETC., RESULTING FROM PLANTING OPERATIONS.

4. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROTECTION AGAINST MECHANICAL DAMAGE. THIS SHALL INCLUDE PROVIDING PROTECTION FROM VEHICLES, INCLUDING THE POSTING OF APPROVED WARNING SIGNS AND BARRICADES, AS NEEDED. THE LANDSCAPE CONTRACTOR SHALL REPAIR, RESTORE OR REPLACE ANY PLANTS OR PLANTING AREAS WHICH MIGHT BECOME DAMAGED AS A RESULT OF ANY NEGLIGENCE BY THE LANDSCAPE CONTRACTOR IN COMPLYING WITH THESE REQUIREMENTS. AS A SPECIFIC REQUIREMENT OF THESE CONDITIONS, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT ALL PLANTS AT THE TIME OF FINAL ACCEPTANCE, EXHIBIT THE CHARACTERISTICS AND QUALIFICATIONS REQUIRED FOR THE GRADE OF PLANT AS ORIGINALLY SPECIFIED.

5. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL WATERING REQUIRED IF IRRIGATION PROVES TO BE INADEQUATE FOR FRESHLY PLANTED MATERIAL.

6. EXCEPT AS OTHERWISE SPECIFIED, THE LANDSCAPE CONTRACTOR'S WORK SHALL CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE.

B. FINAL ACCEPTANCE:

1. UPON COMPLETION OF ALL WORK, INCLUDING MAINTENANCE, THE LANDSCAPE CONTRACTOR SHALL ARRANGE FOR A FINAL REVIEW. THE LANDSCAPE WORK MAY BE REVIEWED FOR ACCEPTANCE IN PARTS, PROVIDED THE WORK COMPRISES OF ONE FULL UNIT OR AREA OF SUBSTANTIAL SIZE.

2. DATE OF FINAL ACCEPTANCE SHALL MARK THE BEGINNING OF THE GUARANTEE PERIOD.

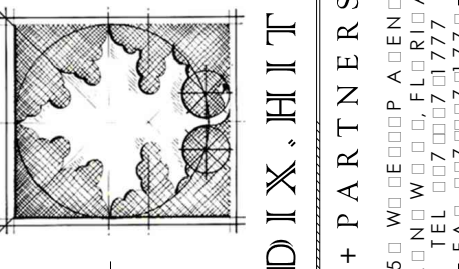
C. GUARANTEE REVIEW: AT THE END OF THE GUARANTEE PERIOD, REVIEW OF PLANTS WILL BE MADE BY THE LANDSCAPE ARCHITECT UPON WRITTEN NOTICE REQUESTING SUCH REVIEW, SUBMITTED BY THE LANDSCAPE CONTRACTOR AT LEAST TEN DAYS BEFORE THE ANTICIPATED WALK-THRU. ALL DEFECTS DISCOVERED SHALL BE REPAIRED OR REPLACED BY THE LANDSCAPE CONTRACTOR.

3.06 ADJUSTMENT AND CLEANING

A. CLEANING UP THE SITE: UPON COMPLETION OF ANY LANDSCAPE PROJECT, THE LANDSCAPE CONTRACTOR MUST THOROUGHLY CLEAN UP THE PROJECT SITE. IN ADDITION TO REMOVING ALL EQUIPMENT, UNUSED MATERIALS, DELETERIOUS MATERIAL, AND SURPLUS EXCAVATED MATERIAL, THE LANDSCAPE CONTRACTOR SHALL FINE GRADE ALL DISTURBED AREAS AND THE AREAS ADJACENT TO THE NEW PLANTINGS TO PROVIDE A NEAT AND UNIFORM SITE. ALL DAMAGED OR ALTERED EXISTING STRUCTURES, AS A RESULT OF THE LANDSCAPE WORK, SHALL BE CORRECTED.

Table with 2 columns: Date, Revision. Date: 1/24/2020. Drawn by: KMD/RT. Reviewed by: CH. Job Number: 50197. Revision: (empty). Date: (empty).

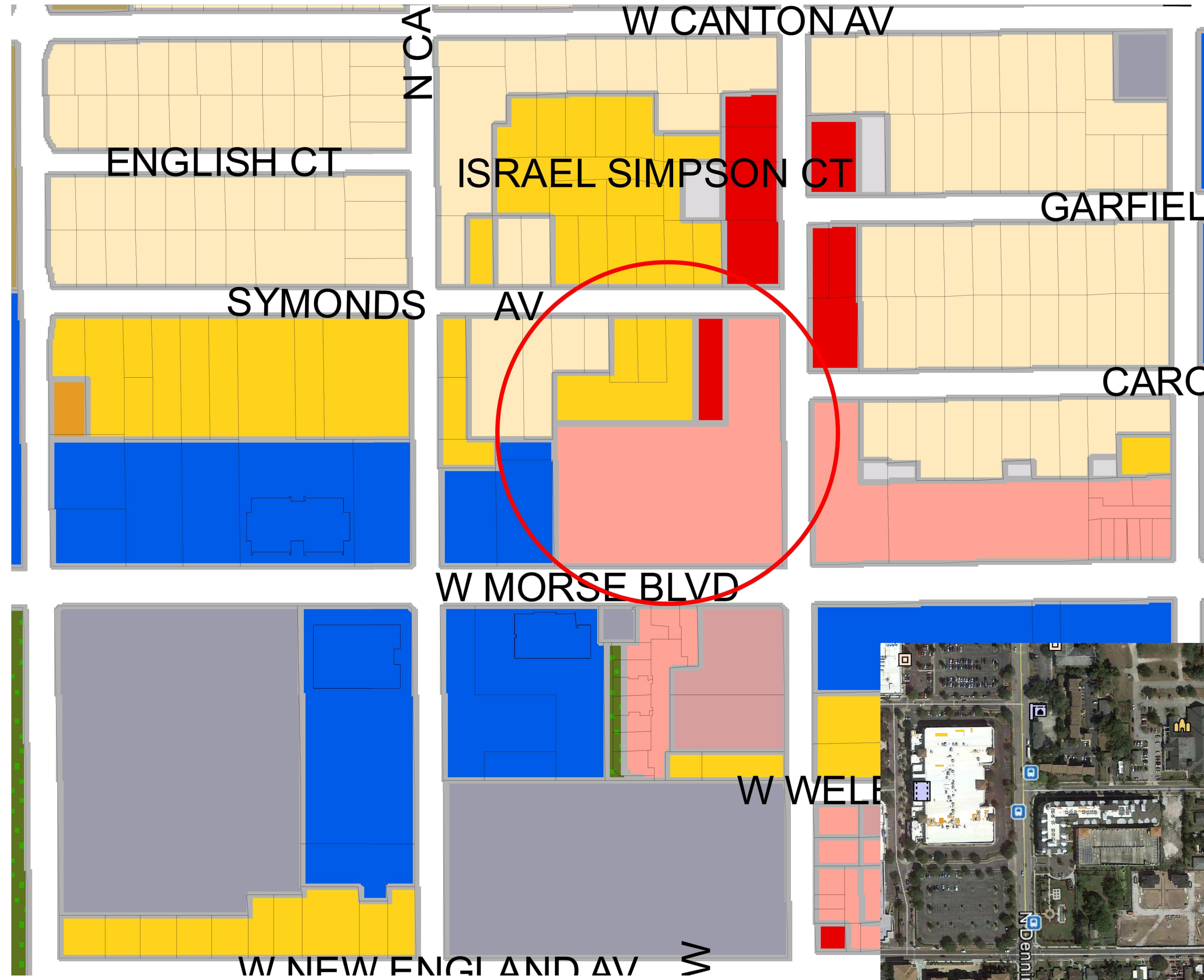
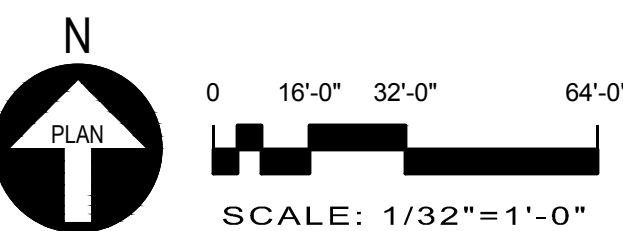
MDM BOUTIQUE HOTEL Winter Park, Florida WFG, LTD. P.O. Box 350, Winter Park, FL 32790; 407-644-3151



CODE LANDSCAPE PLANS LANDSCAPE SPECIFICATIONS

Sheet Number: LA5.99

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ZONING MAP
 City of Winter Park, Florida

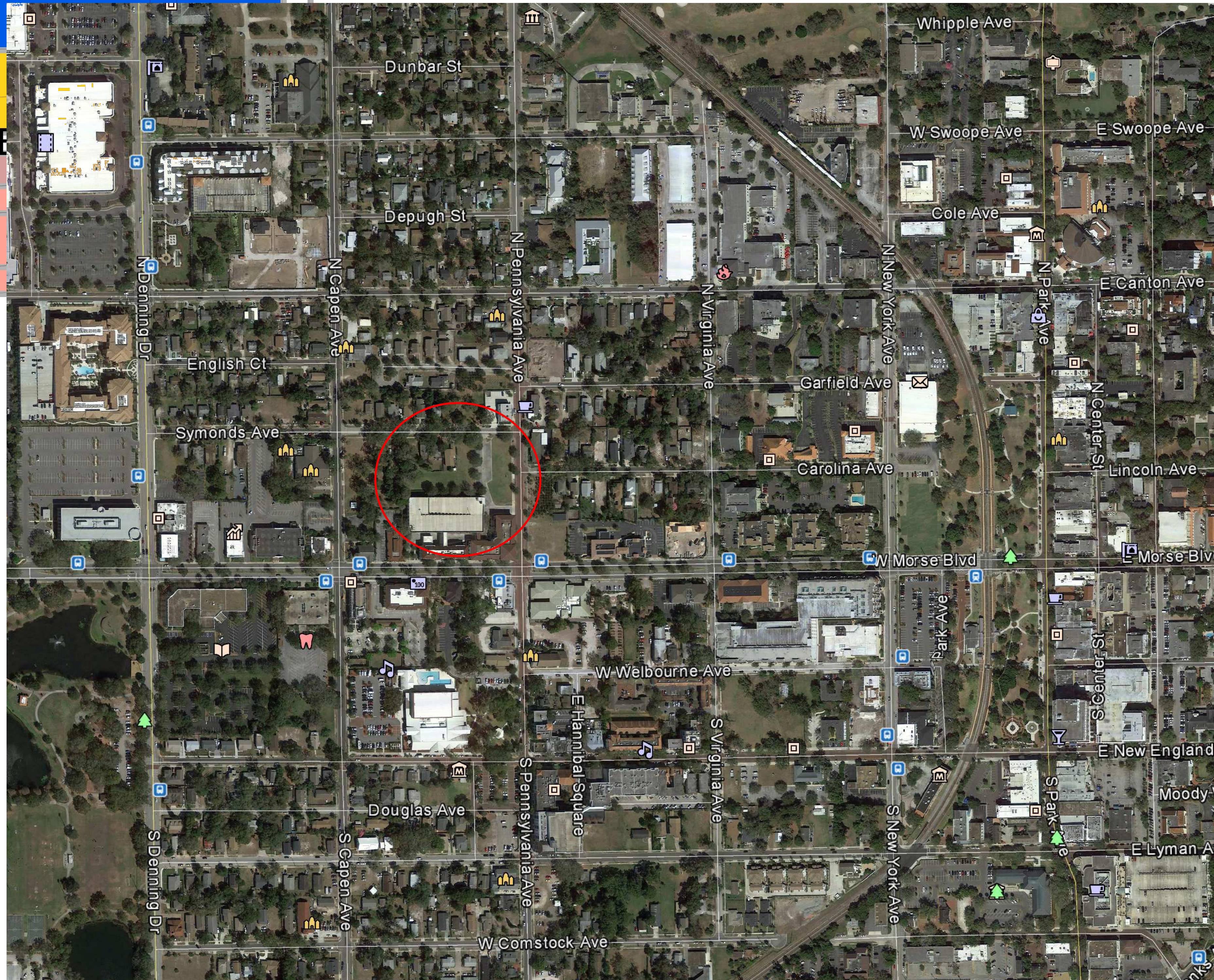
Legend
 Zoning: C-1, C-2, C-3, C-3A, I-1, OC PD, O-1, O-2, PD-2, PD-1, PL, PQP, PR, PURD, R-1A, R-1AA, R-1AAA, R-2, R-3, R-4, County Boundary, Winter Park, Other Cities, City Map Sheets, Water, Streets, Parcel Ownership.

This is to certify that this official Zoning Map was adopted April 12, 2010 as part of the Land Development Code of the City of Winter Park, Florida.

Mayor: Honorable Steve Leary Attested by City Clerk: Cindy Bonham

Zoning Map updated for ordinances adopted through 6/26/2019 by the City of Winter Park.

Printed Date: 6/26/2019
 Sources: City of Winter Park; Orange County Government
 Scale: 1:10,000



ZONING: C-2
MA HEIGHT: 40'

MIN SETBACKS:
 Fr: 0'
 Sid: N r r r r r r r r r r
 Ror: 10'
MA FAR: 200'

ZONING: C-3
MA HEIGHT: 40'

MIN SETBACKS:
 Fr: 0'
 Sid: 15'
 Ror: 10'
MA FAR: 45'

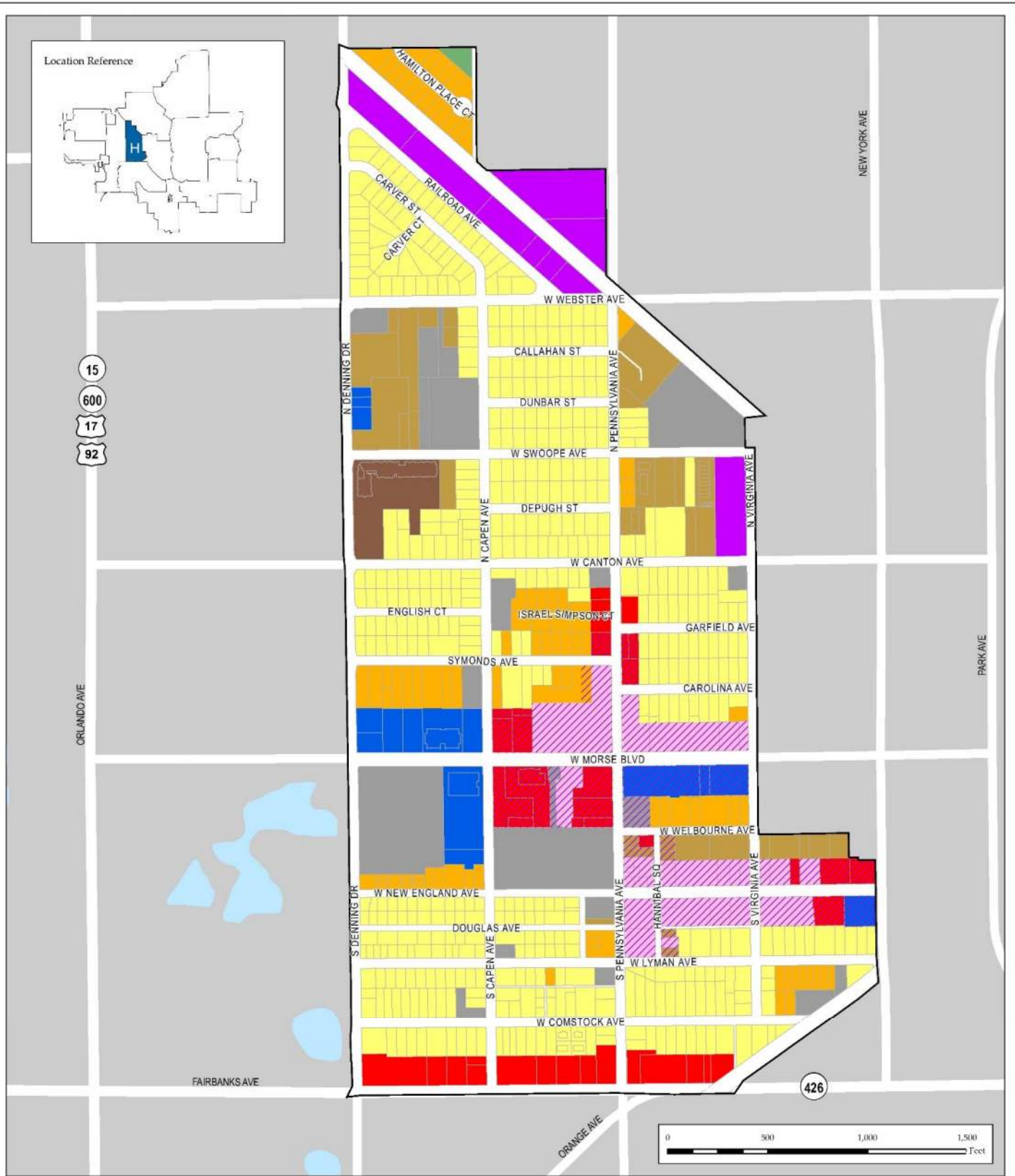
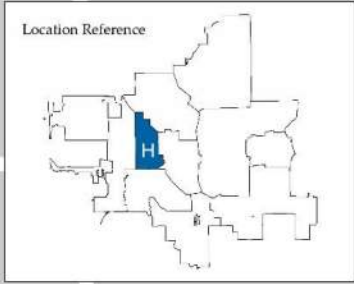
ZONING: R-2
MA HEIGHT: 30'

MIN SETBACKS:
 Fr: 25'
 Sid: 10'
 Ror: 10' r r r r r r r r r r
 Ror: 25' r r r r r r r r r r
MA FAR: 55'

ZONING: R-1A
MA HEIGHT: 30'

MIN SETBACKS:
 Fr: 25'
 Sid: 7.5' r 1 r r r r r r r r r r
 Sid: 10' r 2 d r r r r r r r r r r
 Ror: 25' r 1 r r r r r r r r r r
 Ror: 35' r 2 d r r r r r r r r r r
MA FAR: 33'

NOT FOR CONSTRUCTION



PLANNING AREA H
Hannibal Square Neighborhood
 City of Winter Park
 Florida

- Hannibal Square Neighborhood
- Commercial District
- Central Business District
- Commerce
- Office Professional

Legend

- Institutional
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Single Family Residential
- Open Space Recreation
- Industrial

MAP
FLUM-1-19
 November 2016



ZONING LEGEND

- C-2
- C-3
- R-2
- R1A

EXISTING C-2 AREA = 117,656 SF
 FAR = 117,656 SF \times 2 = 235,312 SF

EXISTING C-3 AREA = 9,579 SF
 FAR = 9,579 SF \times .50 = 4,790 SF

EXISTING ENTITLED FAR
 C-2 = 235,312 SF
 C-3 = 4,790 SF

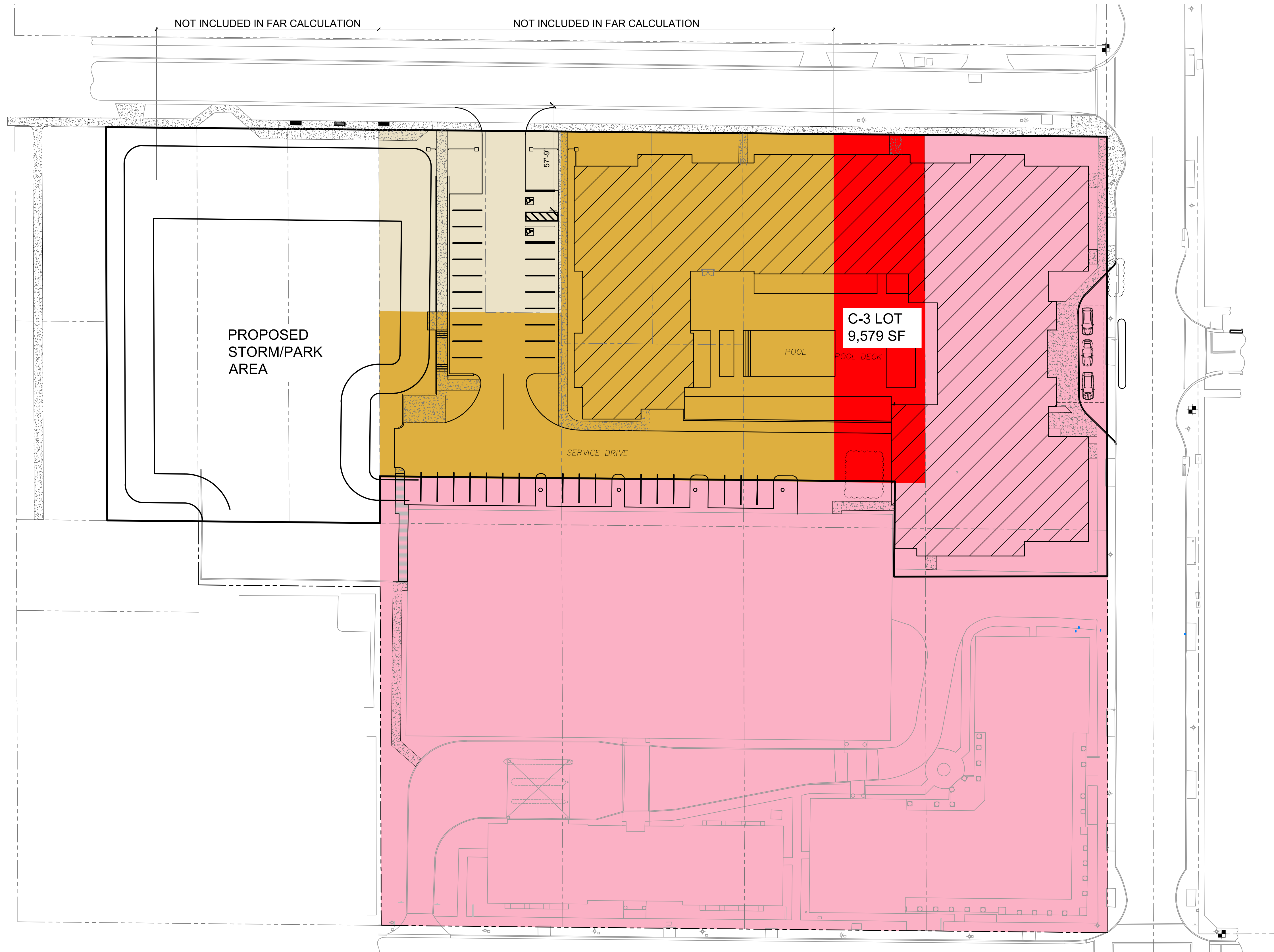
TOTAL = 240,102 SF

EXISTING PROJECT AREA FAR:
 655 W. MORSE BLVD. - 13,936 SF
 631 W. MORSE BLVD. - 27,717 SF
 41,653 SF

PROPOSED NEW FAR IN PROJECT AREA:
 171 N. PENNSYLVANIA AVE - 115,000 SF

TOTAL EXISTING PROPOSED FAR:
 156,653 SF

EXISTING C-2 C-3 ENTITLED FAR:
 240,102 SF
 LESS 156,653 SF
 83,449 SF UNUSED FAR



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SITE FAR

OPTION 1 FAR CALCULATIONS BASED ON THE AGREGATE OF EXISTING C-2/C-3 ZONING

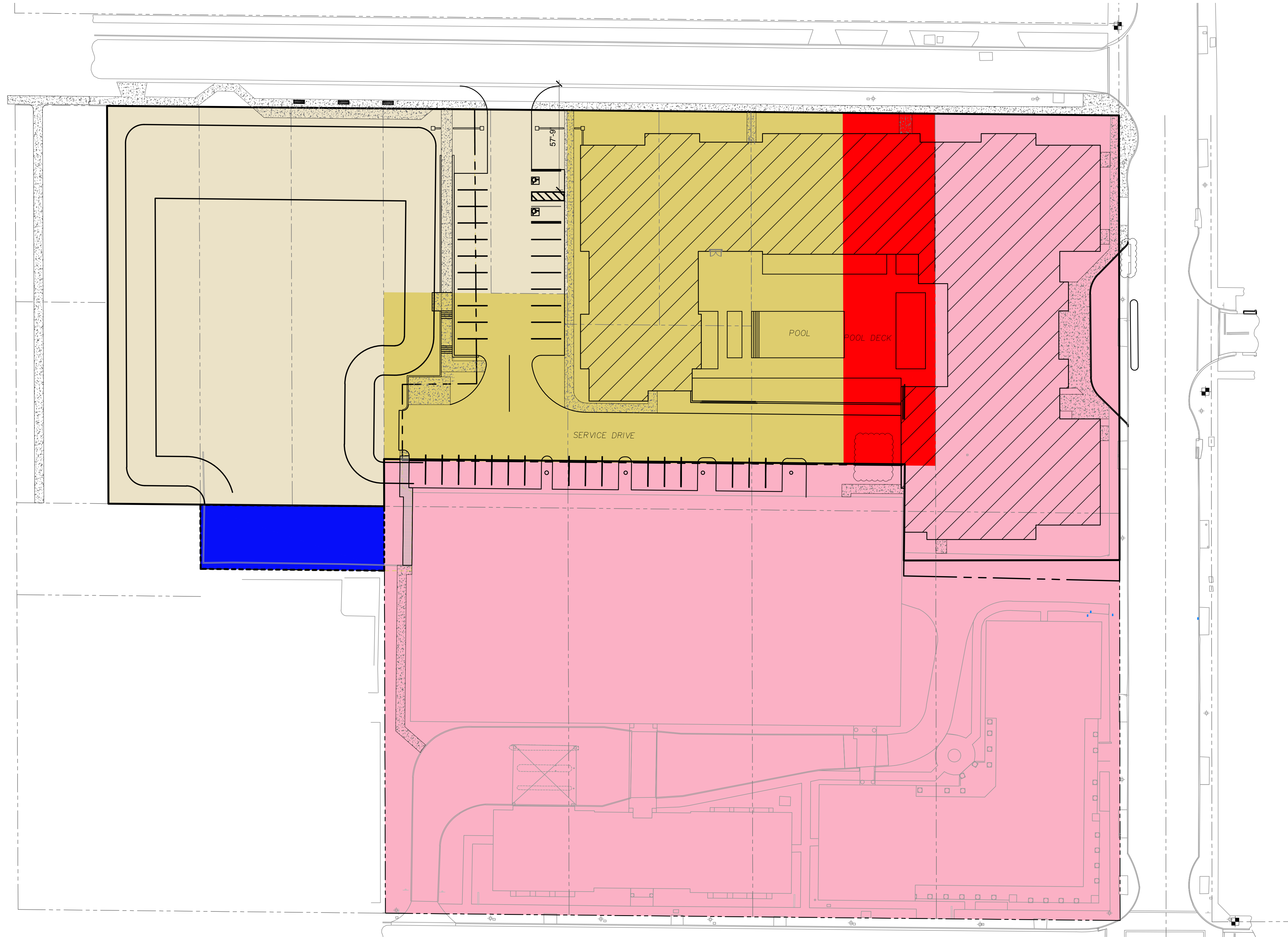
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15-317-11



FINFROCK
FINFROCK DESIGN, LLC.

SITE FAR



ZONING LEGEND

- C-2
- C-3
- R-2
- R1A
- OI

EXISTING ZONING

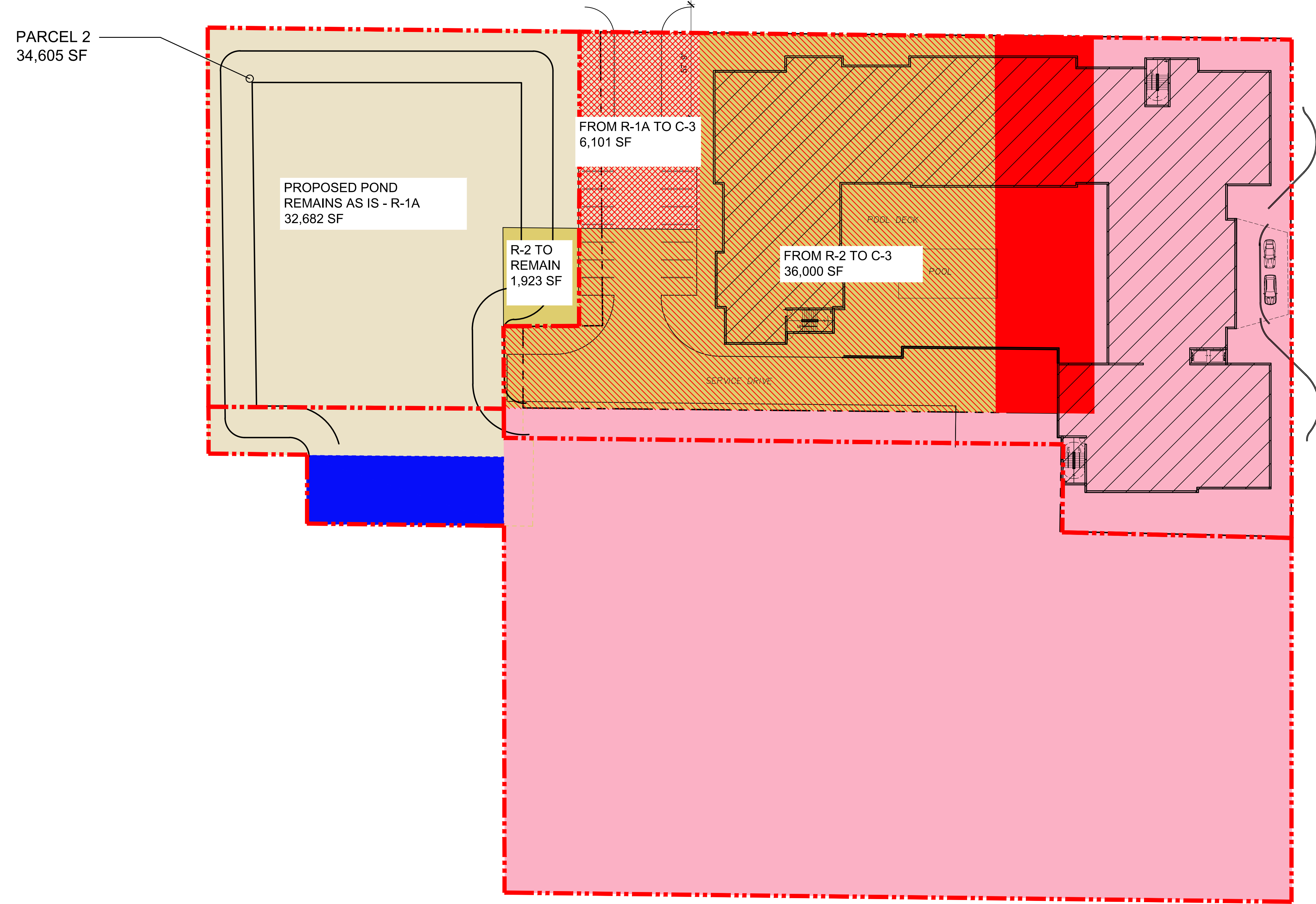
BOUTIQUE HOTEL

WINTER PARK, FL | G0.6
2020-01-24

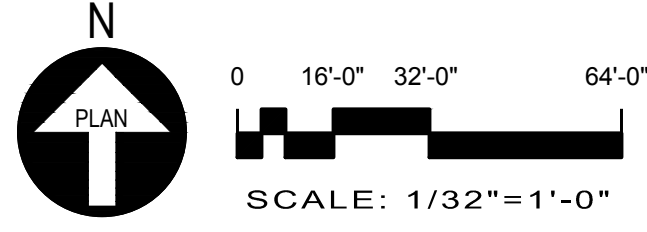
NOT FOR CONSTRUCTION

ZONING LEGEND

- C-2
- C-3
- R-2
- R1A
- OI

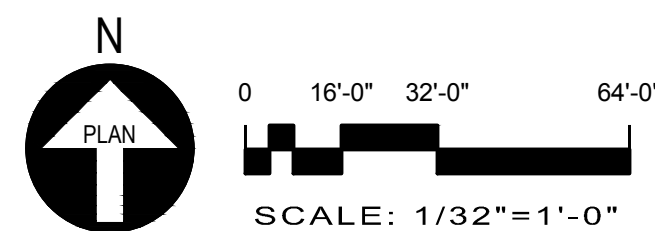


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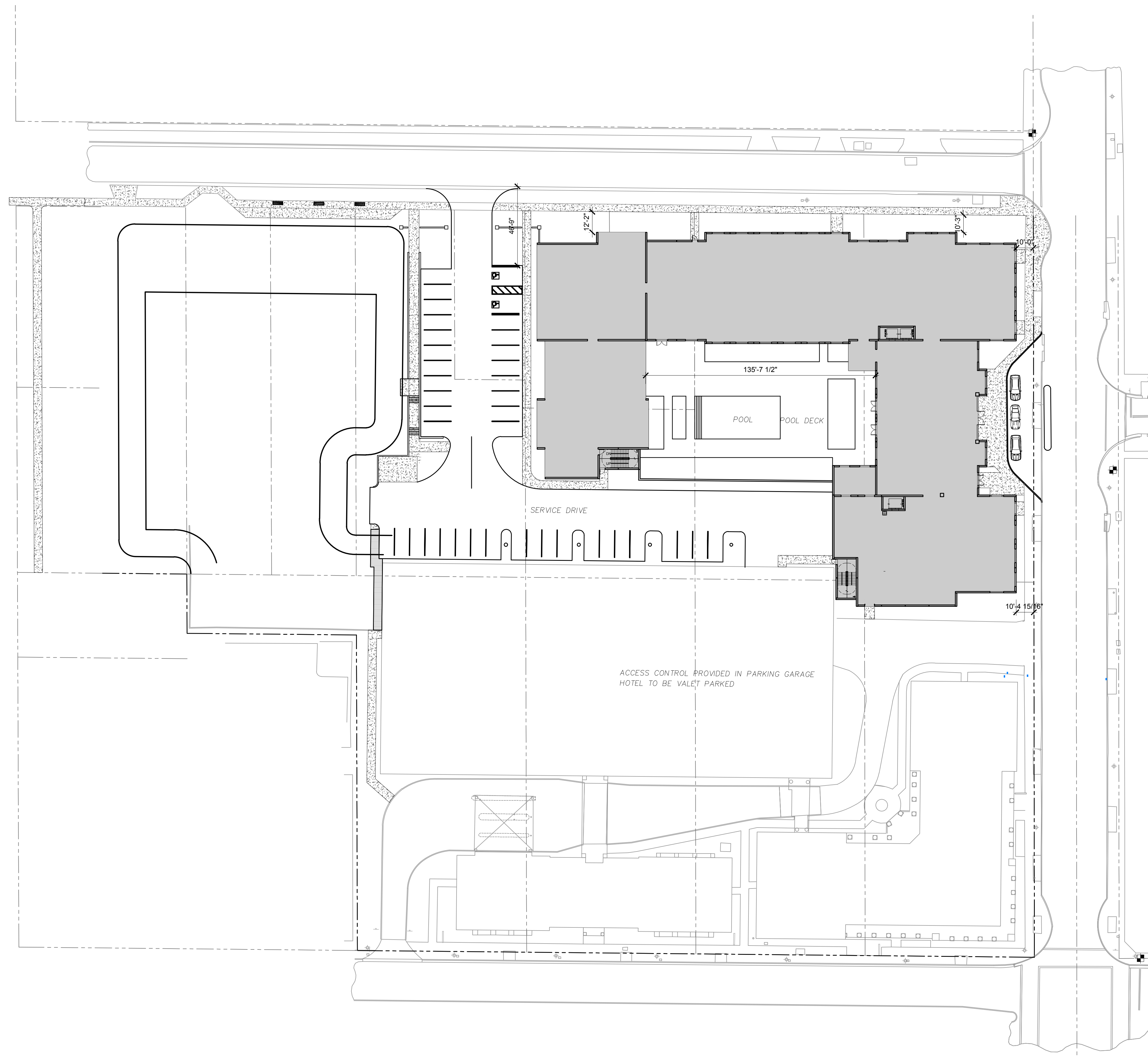


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15-317-11



FINFROCK
FINFROCK DESIGN, LLC.



EXISTING PARKING GARAGE SCHEDULE

BUILDING	STALLS
631 W. MORSE BLVD	140 **
655 W. MORSE	61
NON ALLOCATED SPACES	68
	269

**SHARED PARKING WITH HOTEL

EXISTING PARKING GARAGE SPACES PROVIDED	269
NEW SURFACE PARKING STALLS	40
TOTAL	309

PARKING REQUIREMENTS - WINTER PARK CODE OF ORDINANCES, CH. 58, SEC. 58-86

USE	AREA / ROOM	PARKING REQUIRED PER SF OR ROOM	REQUIRE D SPACES
HOTEL	140	1 SPACE PER ROOM	140
RESTAURANT	2,867	140 SEATS/ 4	35
MEETING ROOMS	9,229	1 SPACE/ 250	37
HOTEL PARKING SPACES REQUIRED			212

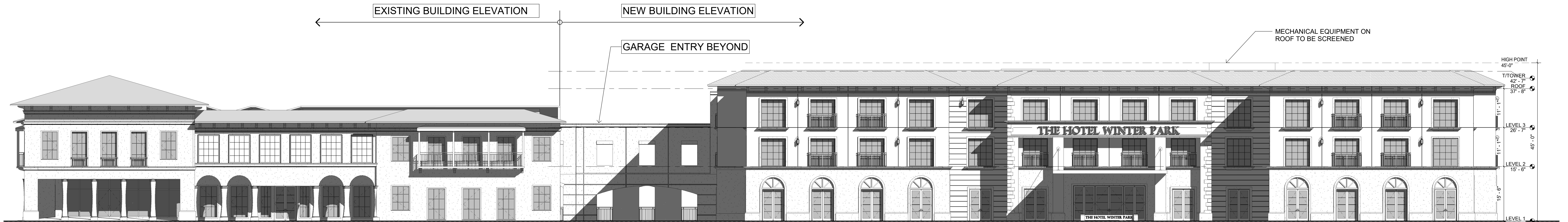
OFFICE (EXISTING)	41,653	1 SPACE/ 333	125
--------------------------	--------	--------------	-----

ARCHITECTURAL SITE PLAN

BOUTIQUE HOTEL

WINTER PARK, FL | G1.0
2020-01-24

NOT FOR CONSTRUCTION



2 EAST ELEVATION - PENNSYLVANIA AVE
3/32" = 1'-0"



1 NORTH ELEVATION - SYMONDS AVE
3/32" = 1'-0"

1/24/2020 11:14:47 AM
15-317

FINROCK
FINROCK DESIGN, INC.

BUILDING ELEVATIONS
BOUTIQUE HOTEL
WINTER PARK, FL | G1.2-
01/24/2020

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N. PENNSYLVANIA AVENUE



SYMONDS AVENUE

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N. PENNSYLVANIA AVE. ENTRANCE PERSPECTIVE

BOUTIQUE HOTEL

WINTER PARK, FL |

2020/01/24



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N. PENNSYLVANIA AVE. ENTRANCE PERSPECTIVE

BOUTIQUE HOTEL

WINTER PARK, FL |
2020/01/24



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N. PENNSYLVANIA AVE. & SYMONDS AVE. PERSPECTIVE

BOUTIQUE HOTEL

WINTER PARK, FL |
2020/01/24

15-317

FINFROCK
FINFROCK DESIGN, INC.



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SYMONDS AVE. PERSPECTIVE

BOUTIQUE HOTEL

WINTER PARK, FL

2020/01/24

15-317

FINFROCK
FINFROCK DESIGN, INC.

TIPTON ASSOCIATES INCORPORATED

TRAFFIC/TRANSPORTATION/CIVIL ENGINEERING

December 11, 2019



W.F.G., LTD.
PO Box 350
Winter Park, FL 32790

Re: Winter Park Boutique Hotel
171 N. Pennsylvania Ave., Winter Park, FL
Trip Generation Calculations

Dear Dan:

As requested, Tipton Associates Incorporated (TAI) has accomplished trip generation calculations for the existing office on this site plus two development options for the vacant C-2/C-3 zoned property based upon the following development options.

Development Option No. 1:
41,653 SF of office (existing)
138,914 SF of additional office
59,535 SF of retail

Development Option No. 2:
41,653 SF of office (existing)
140-room business hotel

The results of these trip generation calculations area provided on the attached Table 1. This table indicates that the construction of a 140-room business hotel on the vacant C-2/C-3 zoned property will generate 2,354 fewer daily trips than currently allowable retail/office land use. Should you have any questions or require any additional information, please do not hesitate to contact me.

Sincerely,

TIPTON ASSOCIATES INCORPORATED

WILLIAM T. TIPTON, JR.
LICENSED PROFESSIONAL ENGINEER
No. 48012
STATE OF FLORIDA
Date: 12/11/19
FL Reg. No. 10616012
Cert. of Approval No. 00001548

760 MAGUIRE BOULEVARD ORLANDO, FL 32803-3751
407.894.2055 • 1.800.447.9836 • FAX 407.896.9949
WWW.TIPTONAI.COM



December 11, 2019

City of Winter Park
401 S Park Ave.
Winter Park, FL 32789

Re: Morse & Penn Winter Park Hotel ULI Shared Parking Analysis

To Whom It May Concern:

Please see the tables below for the calculation for the required on-site parking, provided parking, and associated parking demand ratios table for the ULI Shared Parking Analysis.

REQUIRED PARKING - PHASE 1 OPTION 1				
	USE	RATE	S.F./UNITS	TOTAL STALLS
OFFICE	OFFICE	1/333	41,653	125
HOTEL BUSINESS	HOTEL	1	89	89
HOTEL LEISURE	HOTEL	1	51	51
HOTEL CONFERENCE BANQUET	HOTEL	1/250	9,229	37
HOTEL RESTAURANT	HOTEL	1/4 seats	140 seats	35
TOTAL REQUIRED PARKING				337

PROVIDED PARKING	
	TOTAL STALLS
GARAGE PARKING	269
SITE PARKING	40
TOTAL PROVIDED PARKING	309

		PARKING DEMAND RATIOS - WEEKDAY																							
		TIME OF DAY																							
	MAX REQUIRED	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM			
OFFICE	125		3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%						
HOTEL BUSINESS	89		95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%				
HOTEL LEISURE	51			95%	90%	80%	70%	60%	60%	65%	65%	70%	70%	75%	80%	85%	90%	95%	100%	100%					
HOTEL CONFERENCE BANQUET	37			0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%						
HOTEL RESTAURANT	35			0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%			

		SHARED PARKING ACCUMULATION - WEEKDAY																							
		TIME OF DAY																							
	MAX REQUIRED	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM			
OFFICE	125.0	0.0	3.8	37.5	93.8	118.8	125.0	125.0	112.5	112.5	125.0	125.0	112.5	62.5	31.3	12.5	8.8	3.8	1.3	0.0	0.0	0.0			
HOTEL BUSINESS	89.0	0.0	84.6	80.1	71.2	62.3	53.4	53.4	49.0	49.0	53.4	53.4	57.9	62.3	66.8	66.8	71.2	75.7	84.6	89.0	89.0	0.0			
HOTEL LEISURE	51.0	0.0	48.5	48.5	45.9	40.8	35.7	35.7	33.2	33.2	35.7	35.7	38.3	40.8	43.4	43.4	45.9	48.5	48.5	51.0	51.0	0.0			
HOTEL CONFERENCE BANQUET	37.0	0.0	0.0	0.0	11.1	22.2	22.2	22.2	24.1	24.1	24.1	24.1	24.1	37.0	37.0	37.0	37.0	37.0	37.0	37.0	18.5	0.0			
HOTEL RESTAURANT	35.0	0.0	0.0	3.5	10.5	3.5	3.5	1.8	35.0	35.0	11.6	3.5	3.5	10.5	19.3	21.0	24.5	23.5	21.0	14.0	10.5	0.0			
REQUIRED PARKING	0	137	170	232	248	240	238	254	254	250	242	236	213	198	181	187	188	174	154	151	0				
PROPOSED PARKING	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309	309			
OVER/UNDER PARKED		309	172	139	77	64	69	71	55	55	59	67	73	96	111	128	122	121	135	155	158	309			

Please do not hesitate to contact us if you have any further questions or comments.

Sincerely,

FINFROCK

William Finfrock

President

407.293.4000 o

wfinfrock@finfrock.com

December 10, 2019

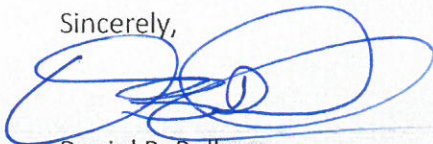
Mr. Bronce Stephenson, Planning Director
City of Winter Park
401 Park Avenue South
Winter Park, Fla 32789

Re: Employment opportunities within walking distance of the Hannibal Square
community

Dear Mr. Stephenson,

The proposed Boutique Hotel to be located at 171 N. Pennsylvania ave Winter Park, Fla will create approximately 65-70 jobs in the Hannibal Square district of the City of Winter Park, totaling approximately \$2,500,000 in salaries and benefits annually. Jobs will be diverse, and will range in salaries and benefits from \$30,000 to over \$100,000 per year. Opportunities for career advancement within hotels are commonplace and are expected at this property. Types of careers include Housekeeping, Food preparation including Executive and Sous Chef positions, Food Service, Hotel General Management, Accounting/Night auditing, Maintenance/Engineering, Event planning, Valet positions and other miscellaneous Hospitality related positions.

Sincerely,



Daniel B. Bellows
Sydgan Corporation

REQUEST FOR FUTURE LAND USE/ZONING CHANGE, DEVELOPMENT AGREEMENT AMENDMENT THREE AND CONDITIONAL USE MODIFICATION TO THE CITY OF WINTER PARK'S COMPREHENSIVE DEVELOPMENT PLAN FOR THE HOTEL PROJECT AT 655 W MORSE BLVD WINTER PARK, FLA

SUBMITTED BY:

SYDGAN CORPORATION

P.O BOX 350

WINTER PARK, FLORIDA 32790-0350

407-644-3151

SUBMITTED TO:

CITY OF WINTER PARK PLANNING DEPARTMENT

401 PARK AVENUE SOUTH WINTER PARK, FLA 32789

PREPARED AND SUBMITTED ON BEHALF OF:

WFG, LTD, A FLORIDA LIMITED PARTNERSHIP c/o

WELBORNE AVENUE CORPORATION, ITS GENERAL PARTNER

and

CRDI, LLC, A FLORIDA LIMITED LIABILITY COMPANY

SUBMITTAL DATE: NOVEMBER 6, 2019

|

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SECTION 1: INTRODUCTION

SECTION 2: BACKGROUND

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SECTION 4: POTENTIAL COMMUNITY ECONOMIC IMPACT

SECTION 5: PUBLIC SERVICES AND GENERAL INFORMATION

SECTION 6: PROPOSED AMENDED DEVELOPMENT AGREEMENT THREE

LIST OF EXHIBITS

EXHIBIT G0: COVER PAGE

EXHIBIT ST-1: SITE PLAN

EXHIBIT LA5.10: TREE SAVE AND REMOVAL PLAN

EXHIBIT LA5.20: CONCEPTUAL CODE LANDSCAPE PLAN

EXHIBIT Site Plan: CONCEPTUAL LANDSCAPE SITE PLAN

EXHIBIT LA5.60: LANDSCAPE DETAILS, NOTES AND PLANT LIST

EXHIBIT LA5.99: LANDSCAPE SPECIFICATIONS

EXHIBIT G0.2B: SITE ANALYSIS

EXHIBIT FLUM -1-19: COMPREHENSIVE PLAN

EXHIBIT G0.4: FAR CALCULATIONS

EXHIBIT G0.6: EXISTING ZONING

EXHIBIT G0.7: PROPOSED CHANGE IN ZONING

EXHIBIT G1.0: ARCHITECTURAL SITE PLAN WITH REQUIRED PARKING COUNTS

EXHIBIT G1.2: Building elevations

EXHIBIT FACADES: N. Pennsylvania Ave, Symonds Ave

EXHIBIT PERSPECTIVES: N. Pennsylvania Avenue

EXHIBIT PERSPECTIVES: N. Pennsylvania Avenue & Symonds Ave

EXHIBIT PERSPECTIVES: N. Pennsylvania Avenue Entrance

EXHIBIT PERSPECTIVES: Symonds Ave

SECTION 1: INTRODUCTION

The Applicant hereby respectfully submits the following application to amend the City's Comprehensive Development Plan (CDP), amend the development agreement regarding 655 W. Morse Blvd as last amended February 13, 2012 and a conditional use modification in order to construct a three story, 140 room full-service hotel (Refer to Exhibit 9 for proposed map).

Subject parcels:

- Parcel 1: W F G, Ltd
06-22-30-1168-08-095
655 W. Morse Blvd Winter Park, Fla 32789
4.10 acres
- Parcel 2: CRDI, LLC
06-22-30-1168-08-033
656 Symonds Avenue Winter Park, Fla 32789
.13 acres
- Parcel 3: CRDI, LLC
06-22-30-1168-08-031
660 Symonds Avenue Winter Park, Fla 32789
.13 acres
- Parcel 4: CRDI, LLC
06-22-30-1168-08-040
664 Symonds Avenue Winter Park, Fla 32789
.10 acres
- Parcel 5: W F G, Ltd
06-22-30-1168-08-041
672 Symonds Avenue Winter Park, Fla 32789
0.13 acres
- Parcel 6: W F G, Ltd
06-22-30-1168-08-051
710 Symonds Avenue Winter Park, Fla 32789
0.25 acres

Total Land Area: 4.84 acres +/-

The Applicant has provided a proposed amendment three to the existing development agreement for 655 W. Morse Blvd Winter Park that also provides for a regional Stormwater treatment pond and passive community park with the City of Winter Park. (Pond/Park .79 acres).

The subject parcels are located within the jurisdictional limits of the City of Winter Park, Florida.

Respective Future Land Use designations and zonings are:

- Parcel 1: C2, C3, R2, R1A
- Parcel 2: R2
- Parcel 3: R2
- Parcel 4: R1A
- Parcel 5: R1A
- Parcel 6: R1A

Refer to Exhibit G0.2B, G0.4, G0.6 and G0.7.

SECTION 2: BACKGROUND/COMPATIBILITY

Growth Management Plans through their Future Land Use Elements and Maps attempt to ensure that the character and location of land uses create smooth and orderly transitions, avoid incompatible uses and establish the regulatory framework for orderly growth, economic development and place-making opportunities.

Given the City's unique location within the Central Florida and Metropolitan Orlando region, the City must continue to promote quality infill development by enhancing and improving existing neighborhoods with adequate infrastructure, minimizing land use conflicts and accommodating higher densities and intensities in a contextual fashion.

The subject parcels are uniquely positioned between the Downtown CBD District and adjacent to Hannibal Square Neighborhood Commercial District in Winter Park, Florida.

The subject parcels currently house two (2) office buildings totaling 41,653 SF, a 269 space parking garage on a portion of Parcel 1 and vacant land on parcels 2,3,4,5 and 6. The parcels are bounded by vacant church land to the west, Symonds avenue with residential and office to the north, Pennsylvania with a commercial funeral home and office to the east, office and parking garage to the south. The following table provides a detailed description of the surrounding uses and zonings:

<u>LOCATION</u>	<u>EXISTING USES</u>	<u>EXISTING ZONING</u>
Subject site	Office, parking garage	C2, C3, R2, R1A
North	Residential, Office	C3, R1A
South	Office	C2
East	Funeral Home, Office	C3, C2
West	Vacant Land	R2

COMPATIBILITY WITH SURROUNDING LAND USES

North: To the north lies five (5) single family homes and five (5) vacant lots and one office/retail building. The subject amendment would enhance the property values of the adjoining use while strengthening neighborhood as a whole.

East: Uses to the east consist of restaurant, commercial, office. The parcels are separated by Pennsylvania avenue. The proposed amendment uses are compatible with the adjoining uses.

South: Uses to the south consist of commercial, office, parking garage. The proposed amendment uses are compatible with the adjoining uses.

West: Uses to the west consist of vacant land. The proposed amendment uses would not negatively impact the adjoining uses.

SECTION 3: FRAMEWORK FOR GROWTH

INFILL
CONSISTENCY
COMPATIBILITY
CONNECTIVITY
CONTEXT
MIXED USE

These six growth/development parameters can be described as urban strategies that promote efficient use of infrastructure, compact development, and proper transitional uses.

The Applicant's vision is to develop an infill Hotel project with elements to include: hotel rooms, meeting space, retail and a restaurant.

The proposed hotel development:

- Will not require an expansion of the Urban Service Area
- Will not create or contribute to urban sprawl
- Lies adjacent to the CBD
- Is located contiguous to and within existing development where infrastructure and services are available
- Lies within two blocks of the sun rail station.
- Will provide public electric car charging stations.
- Will provide for the reuse of rain water for irrigation.

COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT,

Applicant proposes the text modification as follows:

Policy 1-H-2: If Non-Residential zonings are approved, compensation required for lost housing In situations where a change to non-residential comprehensive plan amendment is approved, in this planning area, the loss of housing or housing potential must be compensated for through the provision of housing or negotiated fees **or donation of public infrastructure to serve the housing needs**, in lieu of housing, paid to the affordable and workforce housing trust fund.

(See proposed Development agreement amendment three paragraph five)

POLICY 1-H-6 is hereby amended as follows:

Policy 1-H-6: Non-Residential Use on Certain Segments of Comstock Avenue, New England Avenue & ~~Symonds Avenue~~ Non-residential land uses and zoning on Comstock Avenue between Denning Drive and the Railroad, on New England Avenue between Denning Drive and Pennsylvania Avenue ~~and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues~~ shall be deemed to be in conflict with the Comprehensive Plan.

POLICY 1-H-7 is hereby amended as follows:

Policy 1-H-7: Non-Residential Use on Certain Segments of New England Avenue ~~& Symonds Avenue~~ Non-residential land uses and zoning on New England Avenue between Denning Drive and Pennsylvania Avenue ~~and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues~~ shall be deemed to be in conflict with the Comprehensive Plan.

It is the applicant's position that the city already foresaw special circumstances along this section of Symonds ave as stated in the below policy:

POLICY 1 – H – 13: Special circumstances for 446 W. Swoope Ave. and on Symonds between Capen and Pennsylvania ave Notwithstanding policy 1-H-1 above, there exists and isolated property at 446 W. Swoop eave surrounded by medium density residential future land use that may be considered for a change to that designation and single family properties on Symonds Avenue between Capen and Pennsylvania Avenue in a street section otherwise designated as low density residential that may be permitted a similar future land use.

SECTION 4: POTENTIAL COMMUNITY ECONOMICAL IMPACT

The proposed Boutique Hotel to be located at 171 N. Pennsylvania ave Winter Park, Fla will create approximately 65 - 70 jobs in the Hannibal Square district of the City of Winter Park, totaling approximately \$2,500,000 in salaries and benefits annually. Jobs will be diverse, and will range in salaries and benefits from \$30,000 to over \$100,000 per year. Opportunities for career advancement within hotels are commonplace and are expected at this property. Types of careers include Housekeeping, Food preparation including Executive and Sous Chef positions, Food Service, Hotel General Management, Accounting/Night auditing, Maintenance/Engineering, Event planning, Valet positions and other miscellaneous Hospitality related positions.

This project will significantly increase the ad valorem tax base for the CRA as well.

SECTION 5: PROVISION OF PUBLIC SERVICES

FUTURE LAND USE

The current Future Land Use for the subject site is: Hannibal Square Neighborhood Commercial District, Commerce, Low Density Residential and Single Family Residential. The subject Application requests a comp plan amendment of 36,000 sq ft of low density residential to commerce and 6,101 sq ft of single family residential to commerce.

ZONING

Current zoning categories are C2, C3 (Commercial), RS-2 (multi family) ,R1A (Single Family). Proposed rezone of the properties will be R2 and R1A to C3. The current C2 and C3 shall remain AS-IS.

FIRE AND POLICE PROTECTION

The City of Winter Park provides both Fire and Police protection to the parcels. The nearest fire station is located at 500 N. Virginia Avenue less than one mile from the subject property this is consistent with the adopted level of service. The City of Winter Park Police Department located at 500 N. Virginia Avenue, is less than one mile from the subject property this is consistent with the adopted level of service.

PROPERTY ACCESS

The subject parcels are accessed off Pennsylvania and Symonds Avenue.

STORMWATER/DRAINAGE

Stormwater management will be designed to meet the requirements of the City and the St. Johns River Water Management District (SJRWMD). The applicant proposes to donate .79 acres of land to the city of Winter Park to provide for a shared storm water pond with excess capacity to serve an additional 12.4 acres of city right of way storm water runoff.

RECREATION

The applicant proposes to donate .79 acres of land to the city of Winter Park to provide for a shared storm water pond that will be able to be used as a passive community park between rain events.

SECTION 6: PROPOSED AMENDED DEVELOPMENT AGREEMENT THREE

(SEE ATTACHED DRAFT)

SECTION 7: LOT COMBINATION AND SPLIT APPROVAL

Applicant requests approval to combine and split the parcels per the attached sketch and descriptions New parcels, 1, 2 and 3.

BOOKER & ASSOCIATES, P.A.
ATTORNEYS AT LAW

KIM C. BOOKER
kbooker@bookerandassoc.com

1019 TOWN CENTER DRIVE, SUITE 201
ORANGE CITY, FLORIDA 32763
PHONE (386) 774-6552
FAX (386) 774-5997

December 12, 2019

City of Winter Park
Bronce Stephenson, Director
Planning Department
401 Park Ave. South
Winter Park, FL. 32789

Re: W.F.G, Ltd and CDRI, LLC. (“Applicants”) 656, 660, 664, 672, 710 Symonds, and 655 Morse Blvd; Request made pursuant to 163.3187, Small Scale Amendment; Proposed amendment to the Conditional Use Permit for W.F.G., Ltd. (“Hotel Project”); amend the Comprehensive Plan policies and Future Land Use Map; and Amend the Zoning Map

Dear Mr. Stephenson:

In furtherance of the public interest and needs of the citizens of Winter Park, my client, W.F.G., Ltd. has agreed to donate approximately .79 acres of land (“Pond”) valued at \$1,600,000.00 for the purpose of creating stormwater capacity for 12.756 acres of public right of way (“Donation”). In addition, the Applicants shall create sufficient capacity for and shall retain a stormwater easement to use said Pond for the benefit of properties located at 655 and 338 W. Morse Boulevard, 171 N. Pennsylvania Avenue, 314, 313, 309 and 301 W. New England Avenue and 316, 308 and 262 W. Welbourne Avenue, at Applicant’s sole discretion and consent. This Donation will also protect from the discharge of pollutants into the local lakes by allowing the treatment of runoff. This Pond will be located on Symonds Avenue within an area designated for residential development. In addition, this regional stormwater Pond will be privately maintained, at no costs to the City, other than the costs of the design and construction of the connections to allow the runoff to travel into the Pond. Furthermore, the surrounding area along the edge of the Pond will be utilized as a passive community park and recreation area for the nearby residential and commercial neighborhoods with attractive walkways and landscaping. This Donation will significantly benefit the residents of the surrounding neighborhoods by providing a capital improvement at a fraction of the typical costs to the City and will enhance the overall area by providing additional green space that may be utilized by the residents.

As a consequence of the enlargement of the regional Pond to accommodate the City’s stormwater runoff, the property owned by W.F.G., Ltd. between the existing Hotel Project and the Pond is no longer suitable for residential land uses. All of the parcels are owned by W.F.G., Ltd and CRDI, LLC, which are related entities under common ownership. Accordingly, W.F. G., Ltd, (“Applicant”) seeks to modify the Conditional Use Permit to extend to the area between the Pond as follows:

1. Increase the size of the Hotel to 115,000 square feet from 70,000 square feet (increase by 45,000 square feet)

2. Increase the number of rooms to 140 from 120 (increase by 20 rooms)
3. Reduce the restaurant size to 2867 from 4000 square feet (decrease of 1,133 square feet)
4. Increase meeting room to 9228 square ft from 4900 square ft (increase of 4,298 square feet)
5. Agree to delete the residential building requirements since a portion of the residential parcels are being used for the regional stormwater Pond and passive park; and allow the Applicant to pay an affordable housing fee or elect to construct work force housing within the city limits on other property for two residential units which construction shall be commenced before the CO is issued on the Hotel Project.

In addition, the Applicant proposes to make the following changes to the Comprehensive Plan, Future Land Use Element:

1. ORDINANCE NO. ____-20: AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I, "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION OF LOW DENSITY RESIDENTIAL TO COMMERCIAL ON ALL OF LOT 3 EXCEPT THE SOUTH 25 FEET THEREOF, AND ALL OF LOT 4 EXCEPT THE SOUTH 25 FEET THEREOF, AND THE WEST HALF OF LOT 2, ALL LYING IN BLOCK H OF CAPEN'S ADDITION TO WINTER PARK SUBDIVISION ON SYMONDS AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.
2. ORDINANCE NO. ____-20: AN ORDINANCE AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING AND THE OFFICIAL ZONING MAP SO AS TO CHANGE THE LOW DENSITY RESIDENTIAL (R-2) DISTRICT ZONING TO COMMERCIAL (C-3) DISTRICT ZONING ON ALL OF LOT 3 EXCEPT THE SOUTH 25 FEET THEREOF AND ALL OF LOT 4 EXCEPT THE SOUTH 25 FEET THEREOF, AND THE WEST HALF OF LOT 2, ALL LYING IN BLOCK H OF CAPEN'S ADDITION TO WINTER PARK SUBDIVISION ON SYMONDS AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.
3. Propose to amend the COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT, POLICY 1-H-6 as follows:

Policy 1-H-6: Non-Residential Use on Certain Segments of Comstock Avenue, New England Avenue & Symonds Avenue Non-residential land uses and zoning on Comstock Avenue between Denning Drive and the Railroad, on New England Avenue between Denning Drive and Pennsylvania Avenue ~~and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues~~ shall be deemed to be in conflict with the Comprehensive Plan.

4. Propose to amend the COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT, POLICY 1-H-7 ~~is hereby amended~~ as follows:

Policy 1-H-7: Non-Residential Use on Certain Segments of New England Avenue & ~~Symonds Avenue~~ Non-residential land uses and zoning on New England Avenue between Denning Drive and Pennsylvania Avenue ~~and on Symonds Avenue between Capen Avenue and Pennsylvania Avenues~~ shall be deemed to be in conflict with the Comprehensive Plan.

5. Propose to amend the COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT POLICY 1-H-2 as follows:

Policy 1-H-2: If Non-Residential Zonings Are Approved, Compensation Required for Lost Housing In situations where a change to non-residential Comprehensive Plan Amendment is approved, in this planning area, the loss of housing or housing potential must be compensated for through the provision of housing or negotiated fees or donation of public infrastructure to serve the housing needs, in lieu of housing, paid to the Affordable and Workforce Housing Trust Fund.

The purpose of this amendment is to allow the contribution or donation of the regional stormwater Pond as partial compensation in lieu of housing as it will provide significant and material benefits to the City for the treatment of runoff, creating a regional storage capacity for public roads and protect the City's lakes from the discharge of pollutants.

6. Modify the Conditional use approval to construct a three story building of approximately 115,000 square feet in size to include a proposed hotel with 140 rooms, a 2867 square foot restaurant, meeting rooms of 9228 square feet, a swimming pool amenity and landscaped gardens utilizing an existing 3 level parking garage, and providing for certain exceptions and for the approval of a Developer's Agreement, if required. The FAR and ISR shall be an aggregate of the C-2 and C-3 zoning designations for all contiguous land owned by the Applicant.

7. The following policies support the expansion of the Pond, as a Capital Improvement (regional stormwater facility) and the promotion of the public health and welfare by allowing the runoff to be treated before it enters the neighboring lakes and waterways:

a) **Future Land Use Element: Policy 1-H-2:** If Non-Residential Zonings Are Approved, Compensation Required for Lost Housing In situations where a change to non-residential Comprehensive Plan Amendment is approved, in this planning area, the loss of housing or housing potential must be compensated for through the provision of housing or negotiated fees in lieu of housing, paid to the Affordable and Workforce Housing Trust Fund.

b) **Future Land Use Element: Policy 1-5.3.1:** Criteria for Managing Encroachment of Nonresidential Uses into Established Residential Neighborhoods. The City shall require that any change in land use designation from residential to nonresidential comply with all of the following:

1. That this change shall not be a precedent toward other similar applications for change requesting similar land use as a matter of equity or fairness;
2. That the change can be demonstrated to be in the best interests of the City at large;
3. That the change can be demonstrated to be in the best interests of the adjacent residential area;
4. That residential use of the property is no longer a viable use.

c) Policy 1-5.3.2: Protect Single Family & Low-Density Residential Property from Parking Garages. The City shall prohibit above grade parking garages within 100 feet of a single family or low-density residential property.

Clearly, the change will not be a precedent for future changes, the Donation of the regional Pond is in the best interest of the City at large due to the public benefits being provided to the regional stormwater system and the protection of City lake from pollutants being discharged from the roads. The neighborhood is benefitting from the services being provided by the Pond as well as the creation of a neighborhood park and recreational area. Finally, the residential uses between the proposed Pond and the previously approved 120 room Hotel are no longer viable as said lots abut the proposed hotel and a regional stormwater Pond and the existing parking garage is within 100 feet from the residential uses. As a consequence of the proximity of the existing parking garage to the residential uses, said lots are no longer suitable for residential and contrary to the Comprehensive plan policy. Moreover, the City approved a zoning change on the south 25 feet of the subject lots on November 28, 2000 changing the zoning from R-2 to C-2, establishing a precedent for the suitability and compatibility of this commercial zoning classification. Accordingly, Symonds right of way creates a more logical transition point for the residential uses. Symonds Avenue creates a natural buffer to the residential uses across the street and is a more practical and rationale location for low density residential uses.

d) Capital Improvements Element- OBJECTIVE 7-1.2: Coordination of Land Use, Public Facilities & Fiscal Management Decisions The City shall coordinate land use decisions and available or projected fiscal resources with a Schedule of capital improvements which maintains adopted level of service standards and which meets the existing and future facility needs.

The Donation of the Pond meets this objective by allowing the City to increase the level of services provided for stormwater runoff for the roads with little costs. The long- term savings to the City for the maintenance costs of the regional stormwater facility is also a significant benefit to the City and increases the level of services that can be provided in other areas of the City.

e) Recreation and Open Space Element - Policy 6-1.1.7: Neighborhood Park- The City shall provide park space within each designated service area in the City of Winter Park.

The Donation of the Pond creates a passive park and recreational area for the residents of the City.

f) **Public Facilities Element - Policy 4-4.1.5:** Reduce Localized Flooding & Pollutant Discharge to Lakes through the Stormwater Utility Capital Improvement Plan. The City's Stormwater Utility CIP includes a continuous program of capital funding to implement drainage improvement projects to reduce localized flooding. The City's CIP also includes water quality projects to reduce pollutants by reducing nutrient loads from stormwater runoff that discharges directly into lakes and drainage wells. This is accomplished by retrofitting the drainage systems to include solids removal technologies and stormwater retention or detention to allow percolation into the ground. These CIP projects shall be implemented through methodologies equivalent to the standards referenced in Policies 4-4.1.1 and 4-4.1.2.

Furthermore, the Donation of the Pond allows the City to implement a drainage improvement project to reduce localized flooding and implement a water quality project to reduce pollutants by reducing nutrient loads from the stormwater runoff that discharges directly into lakes and drainage wells.

Lastly, the increase in the tax revenues for the City will be significant and a hotel will provide important advantages and benefits to the local businesses in the Hannibal Square area of Winter Park. The additional meeting rooms will create space that may be utilized by the local community as well as the nearby visitors wanting a unique location to provide educational or business meetings. The extension of the Hotel Project onto the adjacent lots, Donation to the City of the regional Pond and creation of a passive community park and recreational area, will provide substantial benefits to the City by creating a beautiful hotel for visitors to the City, creating more green space, capturing pollutants from the stormwater runoff from the local roadways and increasing capacity for stormwater runoff for the City.

Please let me know if you have any questions regarding the foregoing comments.

Sincerely,

Booker & Associates, P.A.

By: _____


Kim C. Booker, Attorney at Law

cc: Daniel Bellows

CRA PLAN AND IMPLEMENTATION

includes the completion of the Morse streetscape program. The bulk of the streetscape work should be paid for by private development of the existing blocks through a special assessment.

There are several additional opportunities that should be reviewed for each of these three areas that could be useful in stimulating private development. They include having the City's engineering department analyze the possibility of shared stormwater retention areas for each corridor or a combination of corridors. This would allow developers to gain some additional density and at the same time develop larger contiguous open areas. The next would be to review the parking requirements for each of these areas in relation to on-street versus off-street parking requirements. Since the idea is to create pedestrian-oriented commercial areas, parking should not become a burden or focal point. Finally, the CRA or City should develop design standards for these corridors that generally define the character that is desired. This should include provisions for such things as canopies, backyard or sideyard parking, and screening of nonpublic areas. A Merchants Association for this entire area should be encouraged to promote communication and business opportunities.

While the primary focus of this redevelopment plan has been on the supply side, it is necessary to devote some attention to strategies and methods to attract appropriate new businesses to the redevelopment area. For the success of the redevelopment effort is

SURFACE WATER MANAGEMENT SYSTEM REPORT

FOR

710 Symonds Ave Regional Pond

LOCATED AT:

710 Symonds Ave
Winter Park, Florida 32790

PREPARED FOR:

WFG, LTD
P.O. Box 350
Winter Park, FL 32790

PREPARED BY:



SLOAN
Engineering Group

Florida Certificate of Authorization (FLCA) #26247
150 South Woodlawn Avenue
Bartow, Florida 33830
863-800-3046

Michael O. Flora, P.E.
Florida Registration #79415
Sloan Engineering Group, Inc.
P.O. Box 253
Bartow, Florida 33831
Certificate of Authorization #26247
(863) 800-3046

This item has been electronically signed and sealed by the engineer on the date indicated hereon using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

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CHAPTER 1

Stormwater Management Design Summary



1.1 Narrative

Sloan Engineering Group (SEG) is proposing a major modification to the existing SJRWMD ERP 42-095-64093-1 to expand the existing pond for use as a regional/join-use pond with the City of Winter Park. The pond will be expanded to serve a combination of onsite existing development, onsite future development, offsite future development, and offsite existing city roadways. No development is proposed (other than the pond expansion) as part of this ERP modification; however, the pond is being design for the future improvements to be completed by various entities at a later date.

This project encompasses the following existing SJRWMD Permit No's:

- 42-095-64093-1 ←To be modified

1.2 References and Resources

The following references and resources were used for this design:

- SJRWMD ERP Applicant Handbook Volume II
- State of Florida Department of Transportation Drainage Manual
- City of Winter Park Land Development Code
- TR-55 Urban Hydrology for Small Watersheds
- FEMA Flood Model Data (refer to Appendix B.1)
- ICPR Version 3.10

1.3 Datum Reference

All elevations shown in the project stormwater calculations refer to the NAVD 1988 datum.

1.4 Floodplain

According to FEMA Flood Insurance Rate Map (FIRM) #12095C0255F, this project is not within any flood zones.

1.5 Model Input Parameters

1.5.1 Time of Concentration/Curve Numbers

Per the FDOT Drainage Manual, a minimum time of concentration of 10 minutes was used for the project area post development condition. Composite curve numbers were created using procedures set forth in the TR-55 manual. Soil conditions were analyzed using the Geotech Report, site observations, and the USDA web soil survey.

1.5.2 Drainage Basins

Pre-development basin "A" was established in coordination with the City of Winter Park and the applicant and is a representation of the existing improvements over the project area.

The post-development drainage basins for the site were broken down by outparcel or right of way for the contributing areas to the pond. The following post-development basins are provided:



Basin 100 Proposed pond expansion
Basin 200 Proposed Hotel At 171 N Pennsylvania Ave
Basin 300 Existing Offices and Garages At 655 W Morse Blvd
Basin 400 Existing City Roads
Basin 500 Offsite Improvements At 338 W Morse Blvd
Basin 600 Offsite Improvements At 301 W New England Ave

See Appendix A for detailed Basin Maps.

1.5.3 Seasonal High Water Elevation

The seasonal high water table elevation used in the storm water calculations was determined by the previous permit, ERP 42-095-64093-1 to be elevation 84.50 NAVD 88. By site observations made, this elevation appears to be correct.

1.5.4 Tailwater Determination

Existing discharge is conveyed through a 54" pipe located along Symonds Ave. A doghouse manhole is proposed over the existing pipe that will be fitted with an internal weir. This will divert runoff from the existing city roads into the pond.

For modeling purposes, the tail water node "Outfall" was set as a time/stage node at elevation 85.75' which simulates a completely surcharged 54" pipe.

1.5.5 Rainfall Amounts

The stormwater model utilizes the below rainfall amounts as seen below:

1-day/25-year:	8.6"
1-day/100-year:	11.5"
1-day/Mean Annual:	4.5"

1.6 Drainage Design Methodology

1.6.1 Water Quality

1.6.1.1 Required/Provided Volume

The SJRWMD Applicant Handbook states that the required water quality treatment volume for Dry Detention is to be:

- (a) 0.5" over the basin area, plus
- (b) Greater of: 0.5" over the basin area or 1.25" over impervious area

See Chapter 2.1 for specific treatment volume calculations for each basin. See Chapter 2.2 for stage-storage calculations that show the provided water quality treatment in Pond 100.

1.6.1.2 Impaired Water Requirements

The project drainage discharges to the Lake Virginia Drain waterbody (WBID 2997Z) which is not identified as an impaired water therefore additional water quality treatment is not required.



1.6.2 Water Quantity

The 1-day/25-year, 1-day/100-year, and 1-day Mean Annual rainfall events were used to analyze the Pond 100 discharge and flood stages. The post-development discharge rate will be less than that of the pre-development discharge rate.

1.6.2.1 Discharge Rate

See below for rate comparison entering the *Tailwater* node and Chapter 2.3 for calculations.

Condition	1-day/25-year	1-day/100-year	Mean Annual
Pre-Development	45.96 cfs	66.19 cfs	17.92 cfs
Post-Development	35.00 cfs	53.42 cfs	7.80 cfs

1.6.2.2 Maximum Staging

Condition	1-day/25-year	1-day/100-year	Mean Annual
Pond 100	89.74'	90.23'	88.80'

1.7 Erosion Control Measures

Prior to any construction, silt fences will be installed along the perimeter of the project area to protect against adverse water quality impact during construction. Vegetative cover will be established as soon as possible on all disturbed areas. These areas will be stabilized before any pause of construction.

1.8 Operation and Maintenance

The permittee will operate and maintain the stormwater management facilities as designed by the engineer. They will have the grassed areas mowed as necessary. Any debris or trash accumulated in the storm system will be collected and disposed of properly. All control structures will be promptly inspected following storm events.

1.9 Utilities

Potable water and sanitary sewer will be provided by the City of Winter Park.



CHAPTER 2

Calculations



2.1 Curve Numbers



Pre-Development



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: A

B. Total Area (ac): 11.254

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	3.740	145.860
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.000	0.000
Impervious	Building/Misc.	A	100	1.747	174.700
Impervious	Pavement/Conc.	A	98	5.767	565.166

Sum: 11.254 885.726

Total impervious area =	7.514
% DCIA for contributing area =	66.77%

Weighted Curve Number: $\frac{885.726}{11.254} =$
79

Notes:

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



Post-Development



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: 100

B. Total Area (ac): 0.958

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	0.499	19.461
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.459	45.900
Impervious	Building/Misc.	A	100	0.000	0.000
Impervious	Pavement/Conc.	A	98	0.000	0.000

Sum: 0.958 65.361

Total impervious area =	0.000
% DCIA for contributing area =	0.00%

Weighted Curve Number: $\frac{65.361}{0.958} =$ 68

Notes: Regional pond basin

Req Online TV = (0.5" over basin or 1.25" over imp area) + 0.5" over basin =
0.080 ac-ft

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: 200

B. Total Area (ac): 1.759

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	0.176	6.860
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.000	0.000
Impervious	Building/Misc.	A	100	1.583	158.310
Impervious	Pavement/Conc.	A	98	0.000	0.000

Sum: 1.759 165.170

Total impervious area =	1.583
% DCIA for contributing area =	90.00%

Weighted Curve Number: $\frac{165.170}{1.759} =$
94

Notes: Future hotel at 171 N Pennsylvania Ave (90% impervious)

Req Online TV = (0.5" over basin or 1.25" over imp area) + 0.5" over basin = 0.238 ac-ft

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: 300

B. Total Area (ac): 2.129

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	0.382	14.898
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.000	0.000
Impervious	Building/Misc.	A	100	1.747	174.700
Impervious	Pavement/Conc.	A	98	0.000	0.000

Sum: 2.129 189.598

Total impervious area =	1.747
% DCIA for contributing area =	82.06%

Weighted Curve Number: $\frac{189.598}{2.129} =$
89

Notes: Existing office and gargage at 655 W Morse Blvd

Req Online TV = (0.5" over basin or 1.25" over imp area) + 0.5" over basin = 0.271 ac-ft

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: 400

B. Total Area (ac): 6.408

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	0.641	24.991
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.000	0.000
Impervious	Building/Misc.	A	100	5.767	576.720
Impervious	Pavement/Conc.	A	98	0.000	0.000

Sum: 6.408 601.711

Total impervious area =	5.767
% DCIA for contributing area =	90.00%

Weighted Curve Number: $\frac{601.711}{6.408} =$
94

Notes: Existing City Roads (90% impervious)

Req Offline TV = 0.5" over basin or 1.25" over imp area =

0.601 ac-ft

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: 500

B. Total Area (ac): 1.036

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	0.104	4.040
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.000	0.000
Impervious	Building/Misc.	A	100	0.932	93.240
Impervious	Pavement/Conc.	A	98	0.000	0.000

Sum: 1.036 97.280

Total impervious area =	0.932
% DCIA for contributing area =	90.00%

Weighted Curve Number: $\frac{97.280}{1.036} =$ 94

Notes: Future improvements at 338 W Morse Blvd (90% impervious)

Req Online TV = (0.5" over basin or 1.25" over imp area) + 0.5" over basin =

0.140 ac-ft

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



Curve Number Calculation

710 Symonds Ave Regional Pond, SEG Job #2039-1

A. Basin: 600

B. Total Area (ac): 0.300

C. Curve Number:

Cover Type	Condition	Soil Group	CN	Area	Product
<i>Pervious Areas</i>					
OpenSpace	Good	A	39	0.030	1.170
<i>Impervious Areas</i>					
Impervious	Stormwater TOB	A	100	0.000	0.000
Impervious	Building/Misc.	A	100	0.270	27.000
Impervious	Pavement/Conc.	A	98	0.000	0.000

Sum: 0.300 28.170

Total impervious area =	0.270
% DCIA for contributing area =	90.00%

Weighted Curve Number: $\frac{28.170}{0.300} =$ 94

Notes: Future improvements at 301 W New England (90% impervious)

Req Online TV = (0.5" over basin or 1.25" over imp area) + 0.5" over basin =
0.041 ac-ft

* All information is referenced from TR-55, Urban Hydrology for Small Watersheds, Second Edition, June 1986

- 1 Poor condition (cover <50% or heavily grazed)
- 2 Fair condition (cover 50% to 75% or not heavily grazed)
- 3 Good condition (cover >75% or lightly grazed)
- 4 Roadway cover types include right-of-way
- 5 Open Space cover types include lawns, parks, golf courses, etc.
- 6 Pasture cover types include grasslands or ranges



2.2 Water Quality



Retention Stage-Storage & Treatment Elevation
710 Symonds Ave Regional Pond, SEG Job #2039-1

Pond: 100

	Elevation	Area (ft ²)	Area (ac)
Top	90.50	20,000	0.459
Control	86.50	10,000	0.230

STAGE (ft)	DEPTH (ft)	VOLUME (ft ³)	VOLUME (ac-ft)
86.50	0.00	0	0.000
87.50	1.00	35,739	0.820
88.50	2.00	74,751	1.716
89.00	2.50	95,563	2.194
89.50	3.00	117,325	2.693
90.50	4.00	163,056	3.743

	ft ³	ac-ft
Req. Treatment Vol:	59,694	1.370

Min Req. Treatment Elev: 88.11 ft

	ft ³	ac-ft
Provided Treatment Vol:	64,998	1.492

Weir Design Elev: 88.25 ft

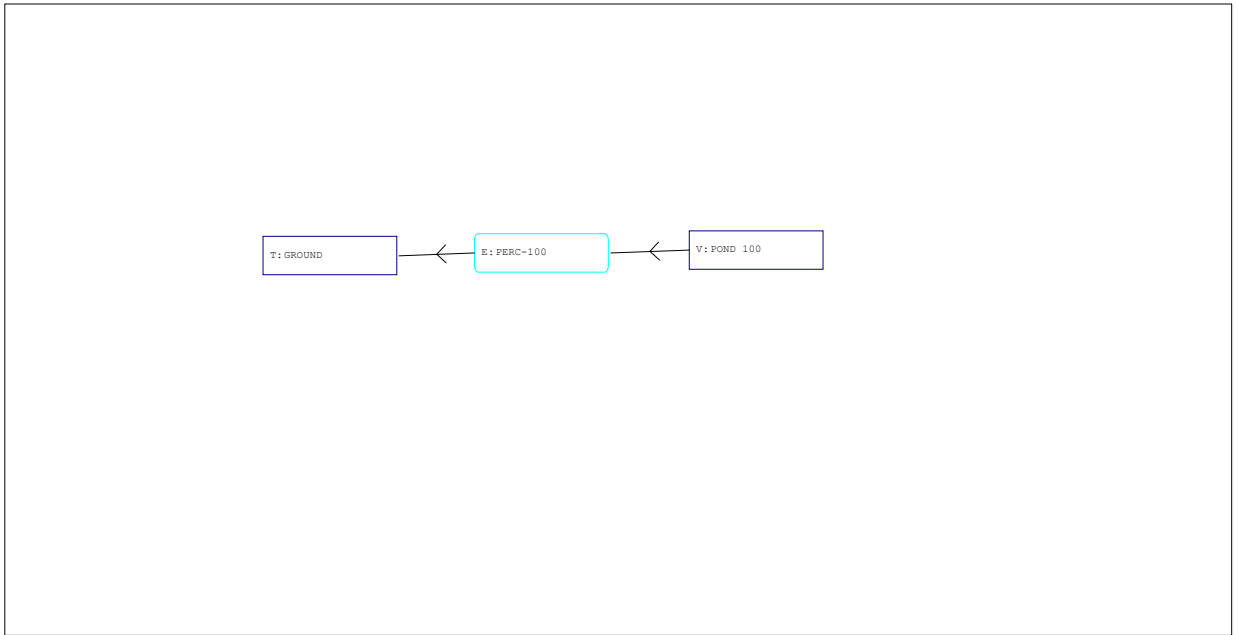
Notes: **Total TV req= 1.370 ac-ft**



Nodes
A Stage/Area
V Stage/Volume
T Time/Stage
M Manhole

Basins
O Overland Flow
U SCS Unit CN
S SBUH CN
Y SCS Unit GA
Z SBUH GA

Links
P Pipe
W Weir
C Channel
D Drop Structure
B Bridge
R Rating Curve
H Breach
E Percolation
F Filter
X Exfil Trench

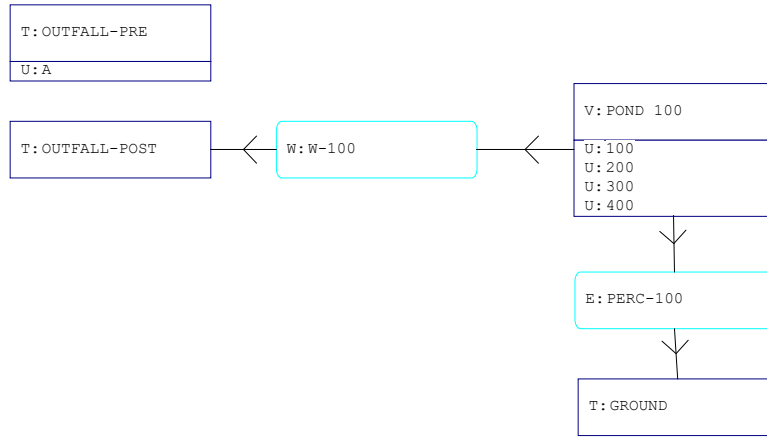


Simulation	Node	Group	Time hrs	Stage ft	Warning Stage ft	Surface Area ft2	Total Inflow cfs	Total Outflow cfs	Total Vol In af	Total Vol Out af
DRAWDOWN	POND 100	BASE	0.00	88.11	90.50	39181	0.00	0.00	0.0	0.0
DRAWDOWN	POND 100	BASE	1.01	87.78	90.50	38200	0.00	1.72	0.0	0.1
DRAWDOWN	POND 100	BASE	2.01	87.65	90.50	37818	0.00	1.12	0.0	0.2
DRAWDOWN	POND 100	BASE	3.01	87.56	90.50	37541	0.00	0.87	0.0	0.3
DRAWDOWN	POND 100	BASE	4.01	87.48	90.50	37310	0.00	0.72	0.0	0.3
DRAWDOWN	POND 100	BASE	5.01	87.42	90.50	37096	0.00	0.62	0.0	0.4
DRAWDOWN	POND 100	BASE	6.01	87.36	90.50	36909	0.00	0.55	0.0	0.4
DRAWDOWN	POND 100	BASE	7.01	87.31	90.50	36741	0.00	0.49	0.0	0.5
DRAWDOWN	POND 100	BASE	8.01	87.26	90.50	36589	0.00	0.45	0.0	0.5
DRAWDOWN	POND 100	BASE	9.01	87.22	90.50	36448	0.00	0.41	0.0	0.6
DRAWDOWN	POND 100	BASE	10.01	87.18	90.50	36319	0.00	0.38	0.0	0.6
DRAWDOWN	POND 100	BASE	11.01	87.14	90.50	36198	0.00	0.36	0.0	0.6
DRAWDOWN	POND 100	BASE	12.01	87.11	90.50	36084	0.00	0.33	0.0	0.6
DRAWDOWN	POND 100	BASE	13.01	87.08	90.50	35977	0.00	0.31	0.0	0.7
DRAWDOWN	POND 100	BASE	14.01	87.05	90.50	35876	0.00	0.30	0.0	0.7
DRAWDOWN	POND 100	BASE	15.01	87.02	90.50	35780	0.00	0.28	0.0	0.7
DRAWDOWN	POND 100	BASE	16.01	86.99	90.50	35689	0.00	0.27	0.0	0.7
DRAWDOWN	POND 100	BASE	17.01	86.96	90.50	35601	0.00	0.25	0.0	0.8
DRAWDOWN	POND 100	BASE	18.01	86.94	90.50	35518	0.00	0.24	0.0	0.8
DRAWDOWN	POND 100	BASE	19.01	86.92	90.50	35438	0.00	0.23	0.0	0.8
DRAWDOWN	POND 100	BASE	20.01	86.89	90.50	35361	0.00	0.22	0.0	0.8
DRAWDOWN	POND 100	BASE	21.01	86.87	90.50	35288	0.00	0.21	0.0	0.8
DRAWDOWN	POND 100	BASE	22.01	86.85	90.50	35217	0.00	0.21	0.0	0.9
DRAWDOWN	POND 100	BASE	23.01	86.83	90.50	35148	0.00	0.20	0.0	0.9
DRAWDOWN	POND 100	BASE	24.01	86.81	90.50	35082	0.00	0.19	0.0	0.9
DRAWDOWN	POND 100	BASE	25.01	86.79	90.50	35018	0.00	0.18	0.0	0.9
DRAWDOWN	POND 100	BASE	26.01	86.77	90.50	34957	0.00	0.18	0.0	0.9
DRAWDOWN	POND 100	BASE	27.01	86.75	90.50	34897	0.00	0.17	0.0	0.9
DRAWDOWN	POND 100	BASE	28.01	86.73	90.50	34839	0.00	0.17	0.0	1.0
DRAWDOWN	POND 100	BASE	29.01	86.72	90.50	34783	0.00	0.16	0.0	1.0
DRAWDOWN	POND 100	BASE	30.01	86.70	90.50	34728	0.00	0.16	0.0	1.0
DRAWDOWN	POND 100	BASE	31.01	86.68	90.50	34675	0.00	0.15	0.0	1.0
DRAWDOWN	POND 100	BASE	32.01	86.67	90.50	34624	0.00	0.15	0.0	1.0
DRAWDOWN	POND 100	BASE	33.01	86.65	90.50	34574	0.00	0.14	0.0	1.0
DRAWDOWN	POND 100	BASE	34.01	86.64	90.50	34525	0.00	0.14	0.0	1.0
DRAWDOWN	POND 100	BASE	35.01	86.63	90.50	34478	0.00	0.14	0.0	1.0
DRAWDOWN	POND 100	BASE	36.01	86.61	90.50	34432	0.00	0.13	0.0	1.1
DRAWDOWN	POND 100	BASE	37.01	86.60	90.50	34387	0.00	0.13	0.0	1.1
DRAWDOWN	POND 100	BASE	38.01	86.58	90.50	34343	0.00	0.12	0.0	1.1
DRAWDOWN	POND 100	BASE	39.01	86.57	90.50	34300	0.00	0.12	0.0	1.1
DRAWDOWN	POND 100	BASE	40.01	86.56	90.50	34258	0.00	0.12	0.0	1.1
DRAWDOWN	POND 100	BASE	41.01	86.55	90.50	34217	0.00	0.12	0.0	1.1
DRAWDOWN	POND 100	BASE	42.01	86.53	90.50	34177	0.00	0.11	0.0	1.1
DRAWDOWN	POND 100	BASE	43.01	86.52	90.50	34138	0.00	0.11	0.0	1.1
DRAWDOWN	POND 100	BASE	44.01	86.51	90.50	34100	0.00	0.11	0.0	1.1
DRAWDOWN	POND 100	BASE	45.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	46.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	47.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	48.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	49.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	50.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	51.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	52.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	53.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	54.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	55.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	56.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	57.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	58.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	59.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	60.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	61.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	62.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	63.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	64.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	65.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	66.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	67.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	68.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	69.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	70.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	71.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	72.01	86.50	90.50	34064	0.00	0.00	0.0	1.1
DRAWDOWN	POND 100	BASE	72.02	86.50	90.50	34064	0.00	0.00	0.0	1.1

2.3 Water Quantity/Flood Routing



- Nodes
 A Stage/Area
 V Stage/Volume
 T Time/Stage
 M Manhole
- Basins
 O Overland Flow
 U SCS Unit CN
 S SBUH CN
 Y SCS Unit GA
 Z SBUH GA
- Links
 P Pipe
 W Weir
 C Channel
 D Drop Structure
 B Bridge
 R Rating Curve
 H Breach
 E Percolation
 F Filter
 X Exfil Trench



Name	Simulation	Max Stage ft	Warning Stage ft	Max Delta Stage ft	Max Surf Area ft2	Max Inflow cfs	Max Outflow cfs
GROUND	100YR24HR	86.50	86.50	0.0000	0	5.15	0.00
GROUND	25YR24HR	86.50	86.50	0.0000	0	5.15	0.00
GROUND	MEAN	86.50	86.50	0.0000	0	5.15	0.00
OUTFALL-POST	100YR24HR	85.75	85.75	0.0000	0	53.42	0.00
OUTFALL-POST	25YR24HR	85.75	85.75	0.0000	0	35.00	0.00
OUTFALL-POST	MEAN	85.75	85.75	0.0000	0	7.80	0.00
OUTFALL-PRE	100YR24HR	85.75	85.75	0.0000	0	66.19	0.00
OUTFALL-PRE	25YR24HR	85.75	85.75	0.0000	0	45.96	0.00
OUTFALL-PRE	MEAN	85.75	85.75	0.0000	0	17.92	0.00
POND 100	100YR24HR	90.23	90.50	0.0050	46255	72.96	56.31
POND 100	25YR24HR	89.74	90.50	0.0050	45154	53.45	37.63
POND 100	MEAN	88.80	90.50	0.0050	41662	25.84	9.69

=====
Basins
=====

Name: 100 Node: POND 100 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 0.958 Time Shift(hrs): 0.00
Curve Number: 68.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: 200 Node: POND 100 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 1.759 Time Shift(hrs): 0.00
Curve Number: 94.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: 300 Node: POND 100 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 2.129 Time Shift(hrs): 0.00
Curve Number: 89.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: 400 Node: POND 100 Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 6.408 Time Shift(hrs): 0.00
Curve Number: 94.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

Name: A Node: OUTFALL-PRE Status: Onsite
Group: BASE Type: SCS Unit Hydrograph CN

Unit Hydrograph: Uh256 Peaking Factor: 256.0
Rainfall File: Storm Duration(hrs): 0.00
Rainfall Amount(in): 0.000 Time of Conc(min): 10.00
Area(ac): 11.254 Time Shift(hrs): 0.00
Curve Number: 79.00 Max Allowable Q(cfs): 999999.000
DCIA(%): 0.00

=====
Nodes
=====


```

=====
Name: GROUND          Base Flow(cfs): 0.000      Init Stage(ft): 86.500
Group: BASE          Warn Stage(ft): 86.500
Type: Time/Stage

```

Time(hrs)	Stage(ft)
0.00	86.500
999.00	86.500

```

-----
Name: OUTFALL-POST   Base Flow(cfs): 0.000      Init Stage(ft): 85.750
Group: BASE          Warn Stage(ft): 85.750
Type: Time/Stage

```

TOP OF EXISTING 54" PIPE

Time(hrs)	Stage(ft)
0.00	85.750
999.00	85.750

```

-----
Name: OUTFALL-PRE   Base Flow(cfs): 0.000      Init Stage(ft): 85.750
Group: BASE          Warn Stage(ft): 85.750
Type: Time/Stage

```

TOP OF EXISTING PIPE

Time(hrs)	Stage(ft)
0.00	85.750
999.00	85.750

```

-----
Name: POND 100       Base Flow(cfs): 0.000      Init Stage(ft): 86.610
Group: BASE          Warn Stage(ft): 90.500
Type: Stage/Volume

```

Stage(ft)	Volume(af)
86.500	0.0000
87.500	0.8200
88.500	1.7160
89.000	2.1940
89.500	2.6930
90.500	3.7430

==== Weirs =====

```

Name: W-100          From Node: POND 100
Group: BASE          To Node: OUTFALL-POST
Flow: Both           Count: 1
Type: Vertical: Mavis Geometry: Rectangular

```

```

Span(in): 72.00
Rise(in): 999.00
Invert(ft): 88.250
Control Elevation(ft): 88.250

```

TABLE

```

Bottom Clip(in): 0.000
Top Clip(in): 0.000
Weir Discharge Coef: 3.200
Orifice Discharge Coef: 0.600

```

=====
==== Percolation Links =====
=====

Name: PERC-100 From Node: POND 100 Flow: Both
Group: BASE To Node: GROUND Count: 1

Surface Area Option: Vary based on Stage/Area Table
Vertical Flow Termination: Horizontal Flow Algorithm
Aquifer Base Elev(ft): 74.500 Perimeter 1(ft): 1210.000
Water Table Elev(ft): 84.500 Perimeter 2(ft): 1364.000
Ann Recharge Rate(in/year): 0.000 Perimeter 3(ft): 1956.000
Horiz Conductivity(ft/day): 37.000 Distance 1 to 2(ft): 50.000
Vert Conductivity(ft/day): 24.000 Distance 2 to 3(ft): 100.000
Effective Porosity(dec): 0.417 Num Cells 1 to 2: 10
Suction Head(in): 4.170 Num Cells 2 to 3: 10
Layer Thickness(ft): 0.000

=====
==== Hydrology Simulations =====
=====

Name: 100YR24HR
Filename: \\Peserver1\orange\Engineering\2039-WFG Ltd- 171 N Pennsylvania Ave Hotel\Eng Design\Drainage\100YR24HR.R32

Override Defaults: Yes
Storm Duration(hrs): 24.00
Rainfall File: Flmod
Rainfall Amount(in): 11.50

Time(hrs)	Print Inc(min)
30.000	60.00

Name: 25YR24HR
Filename: \\Peserver1\orange\Engineering\2039-WFG Ltd- 171 N Pennsylvania Ave Hotel\Eng Design\Drainage\25YR24HR.R32

Override Defaults: Yes
Storm Duration(hrs): 24.00
Rainfall File: Flmod
Rainfall Amount(in): 8.60

Time(hrs)	Print Inc(min)
30.000	60.00

Name: MEAN
Filename: \\Peserver1\orange\Engineering\2039-WFG Ltd- 171 N Pennsylvania Ave Hotel\Eng Design\Drainage\MEAN.R32

Override Defaults: Yes
Storm Duration(hrs): 24.00
Rainfall File: Flmod
Rainfall Amount(in): 4.50

Time(hrs)	Print Inc(min)
30.000	60.00

=====
==== Routing Simulations =====
=====

Name: 100YR24HR Hydrology Sim: 100YR24HR

Filename: \\Peserver1\orange\Engineering\2039-WFG Ltd- 171 N Pennsylvania Ave Hotel\Eng Design\Drainage\100YR24HR.I32

Execute: Yes Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 30.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs) Print Inc(min)

30.000 60.000

Group Run

BASE Yes

Name: 25YR24HR Hydrology Sim: 25YR24HR
Filename: \\Peserver1\orange\Engineering\2039-WFG Ltd- 171 N Pennsylvania Ave Hotel\Eng Design\Drainage\25YR24HR.I32

Execute: Yes Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 30.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs) Print Inc(min)

30.000 60.000

Group Run

BASE Yes

Name: MEAN Hydrology Sim: MEAN
Filename: \\Peserver1\orange\Engineering\2039-WFG Ltd- 171 N Pennsylvania Ave Hotel\Eng Design\Drainage\MEAN.I32

Execute: Yes Restart: No Patch: No
Alternative: No

Max Delta Z(ft): 1.00 Delta Z Factor: 0.00500
Time Step Optimizer: 10.000
Start Time(hrs): 0.000 End Time(hrs): 30.00
Min Calc Time(sec): 0.5000 Max Calc Time(sec): 60.0000
Boundary Stages: Boundary Flows:

Time(hrs) Print Inc(min)

999.000 60.000

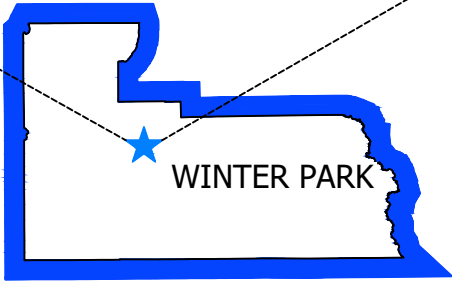
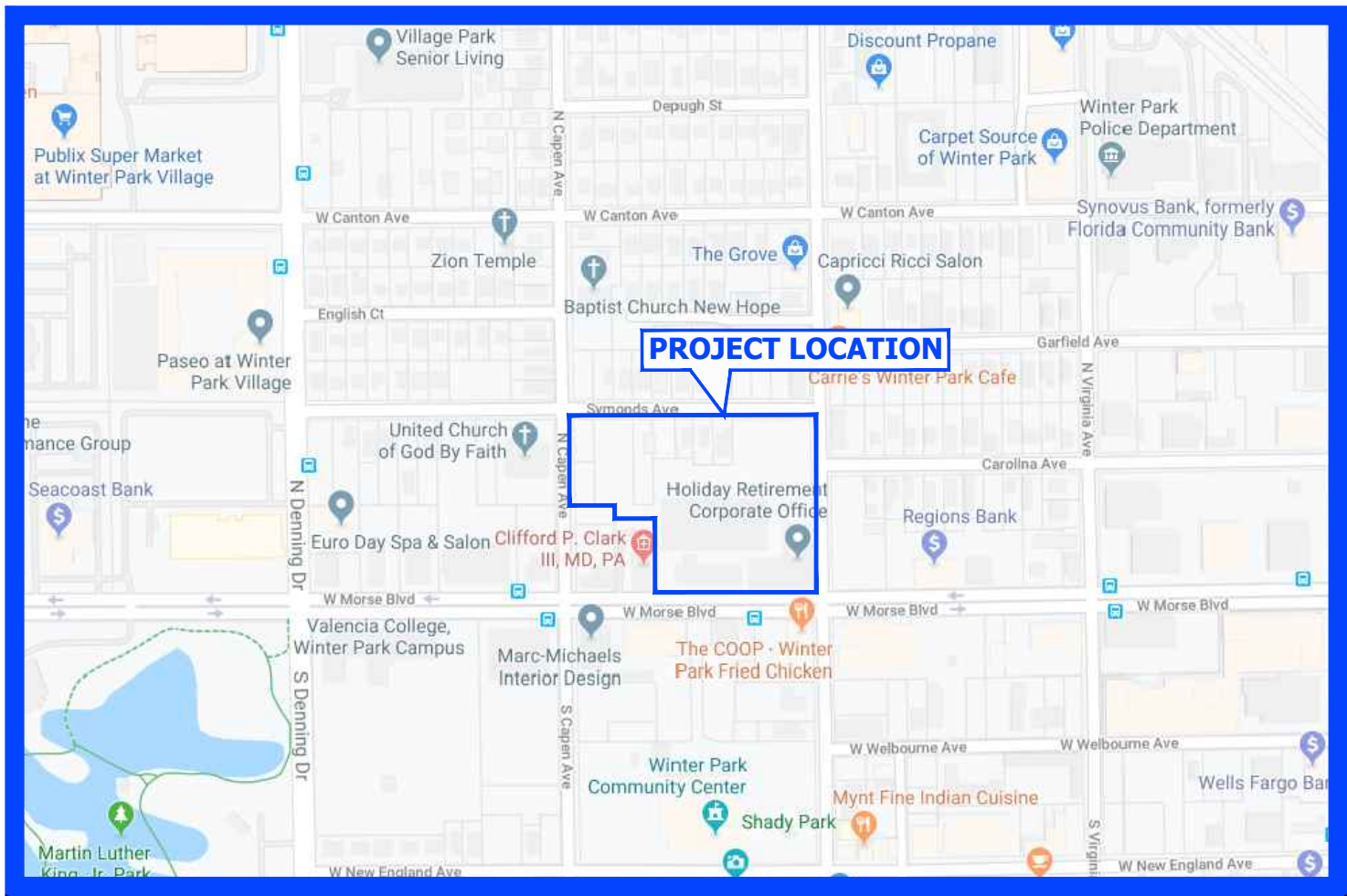
Group Run

BASE Yes

APPENDIX A

Maps





WINTER PARK

ORANGE COUNTY



NORTH

SCALE: N.T.S.



SLOAN
Engineering Group

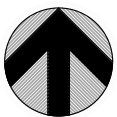
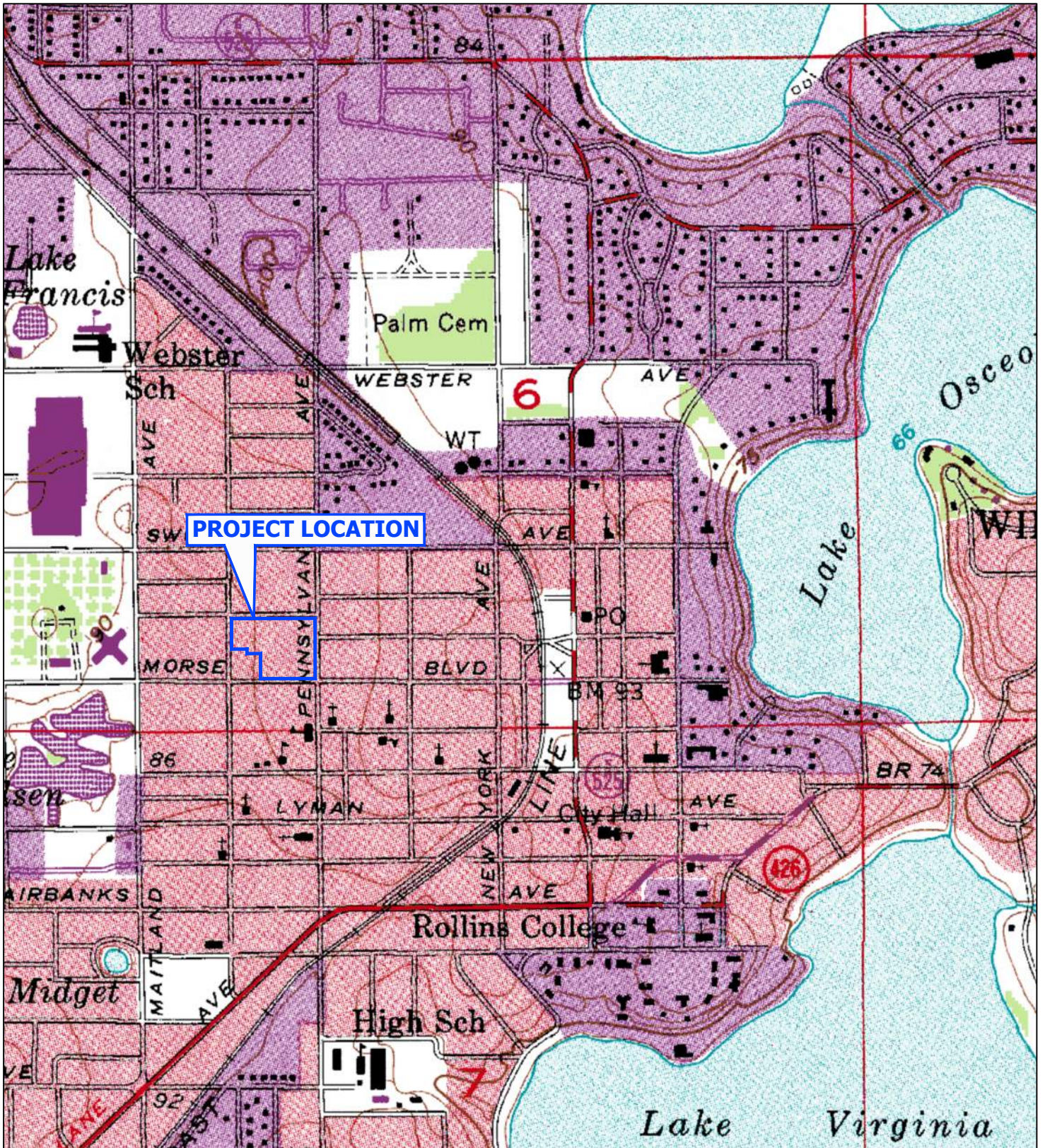
150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33830
PHONE: (863) 800-3046 - FAX: (863) 800-1159
FLORIDA CERTIFICATE OF AUTHORIZATION (FLCA) #26247

PROJECT NAME
Section 06, Township 22S, Range 30E

VICINITY MAP
MAP A

SLOAN ENGINEERING GROUP, INC.

JOB # 2039



NORTH

SCALE: 1"=1,000'



SLOAN
Engineering Group

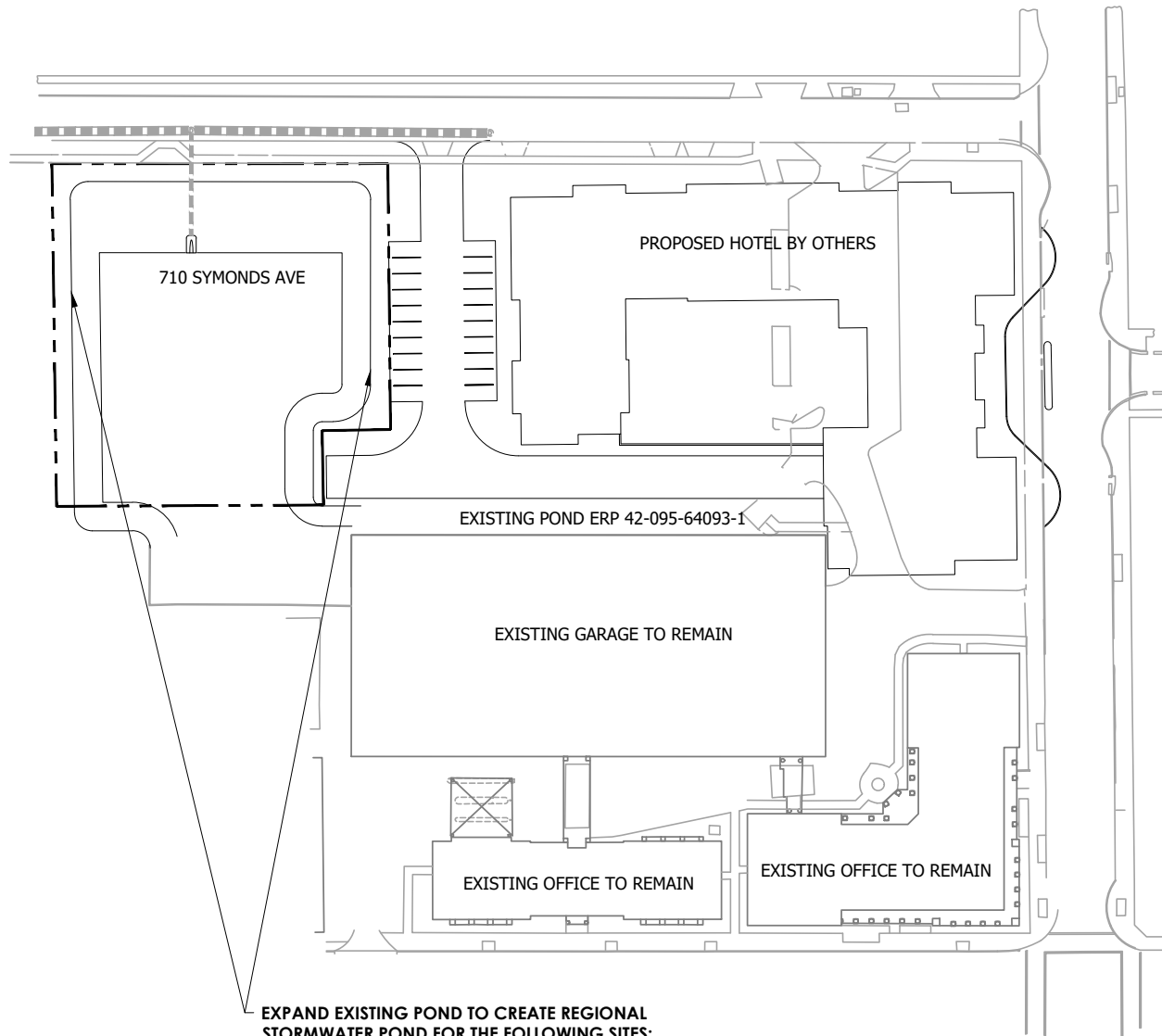
150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33830
PHONE: (863) 800-3046 - FAX: (863) 800-1159
FLORIDA CERTIFICATE OF AUTHORIZATION (FLCA) #26247

PROJECT NAME
Section 06, Township 22S, Range 30E

USGS QUAD MAP
MAP B

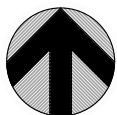
SLOAN ENGINEERING GROUP, INC.

JOB # 2039



**EXPAND EXISTING POND TO CREATE REGIONAL
STORMWATER POND FOR THE FOLLOWING SITES:**

- BASIN 200 PROPOSED HOTEL AT 171 N PENNSYLVANIA AVE
- BASIN 300 EXISTING OFFICES AND GARAGES AT 655 W MORSE BLVD
- BASIN 400 EXISTING CITY ROADS
- BASIN 500 OFFSITE IMPROVEMENTS AT 338 W MORSE BLVD
- BASIN 600 OFFSITE IMPROVEMENTS AT 301 W NEW ENGLAND AVE



NORTH

SCALE: 1"=50'



SLOAN
Engineering Group

150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33830
PHONE: (863) 800-3046 - FAX: (863) 800-1159
FLORIDA CERTIFICATE OF AUTHORIZATION (FLCA) #26247

PROJECT NAME
Section 06, Township 22S, Range 30E

**REDUCED SITE PLAN
MAP C**

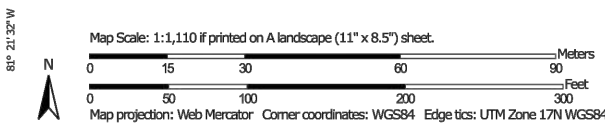
SLOAN ENGINEERING GROUP, INC.

JOB # 2039

Hydrologic Soil Group—Orange County, Florida



Soil Map may not be valid at this scale.



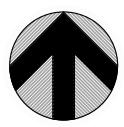
USDA Natural Resources Conservation Service

Web Soil Survey National Cooperative Soil Survey

1/21/2020 Page 1 of 4

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
48	Tavares fine sand-Urban land complex, 0 to 5 percent slopes	A	2.2	37.1%
55	Zolfo-Urban land	A	3.7	62.9%

USDA Natural Resources Conservation Service Web Soil Survey National Cooperative Soil Survey



NORTH SCALE: N.T.S.



SLOAN
Engineering Group

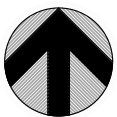
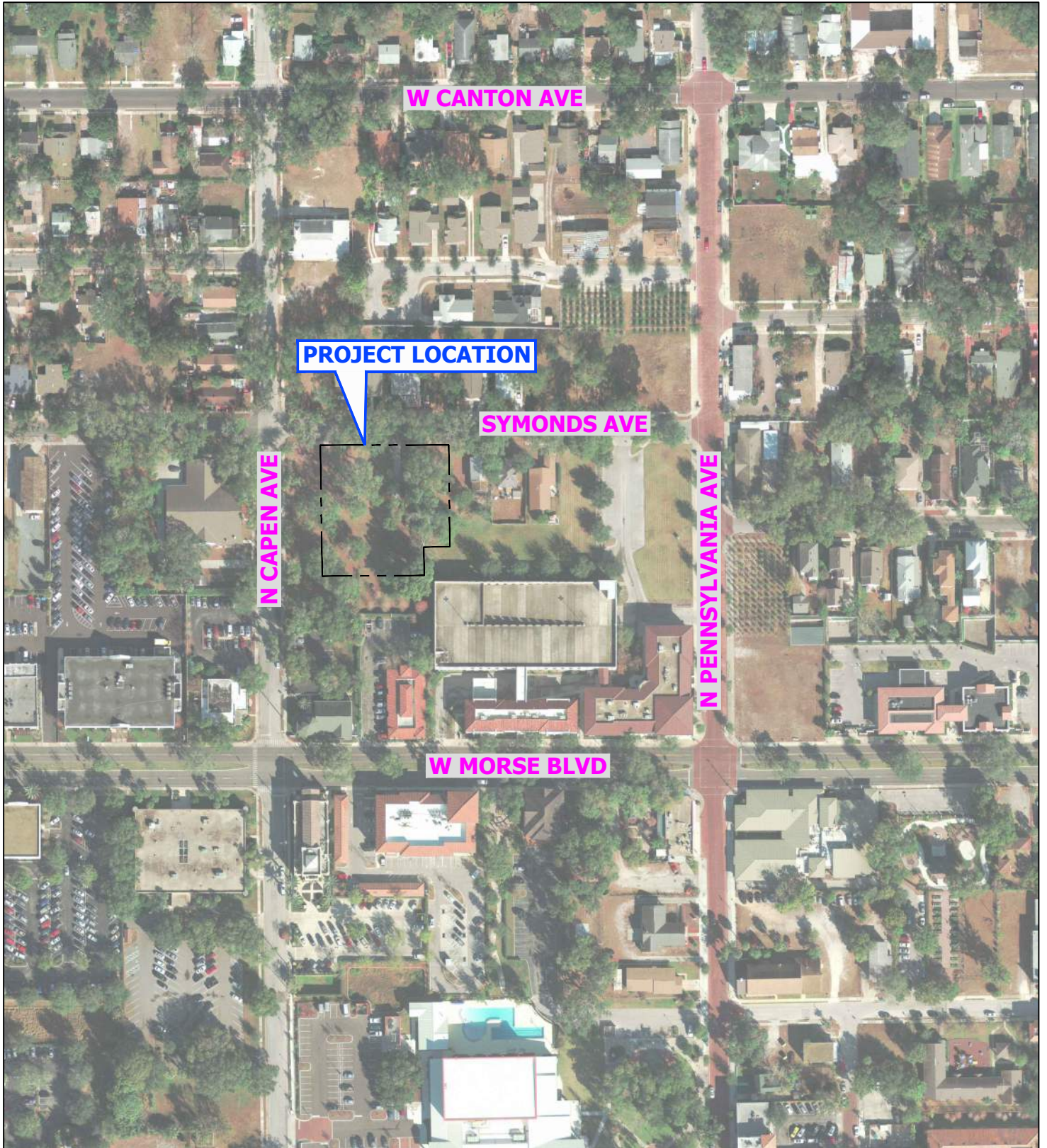
150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33830
PHONE: (863) 800-3046 - FAX: (863) 800-1159
FLORIDA CERTIFICATE OF AUTHORIZATION (FLCA) #26247

PROJECT NAME
Section 06, Township 22S, Range 30E

SOILS MAP
MAP D

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NORTH

SCALE: 1"=50'



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PROJECT NAME
Section 06, Township 22S, Range 30E

*AERIAL PHOTO
MAP E*

SLOAN ENGINEERING GROUP, INC.

JOB # 2039

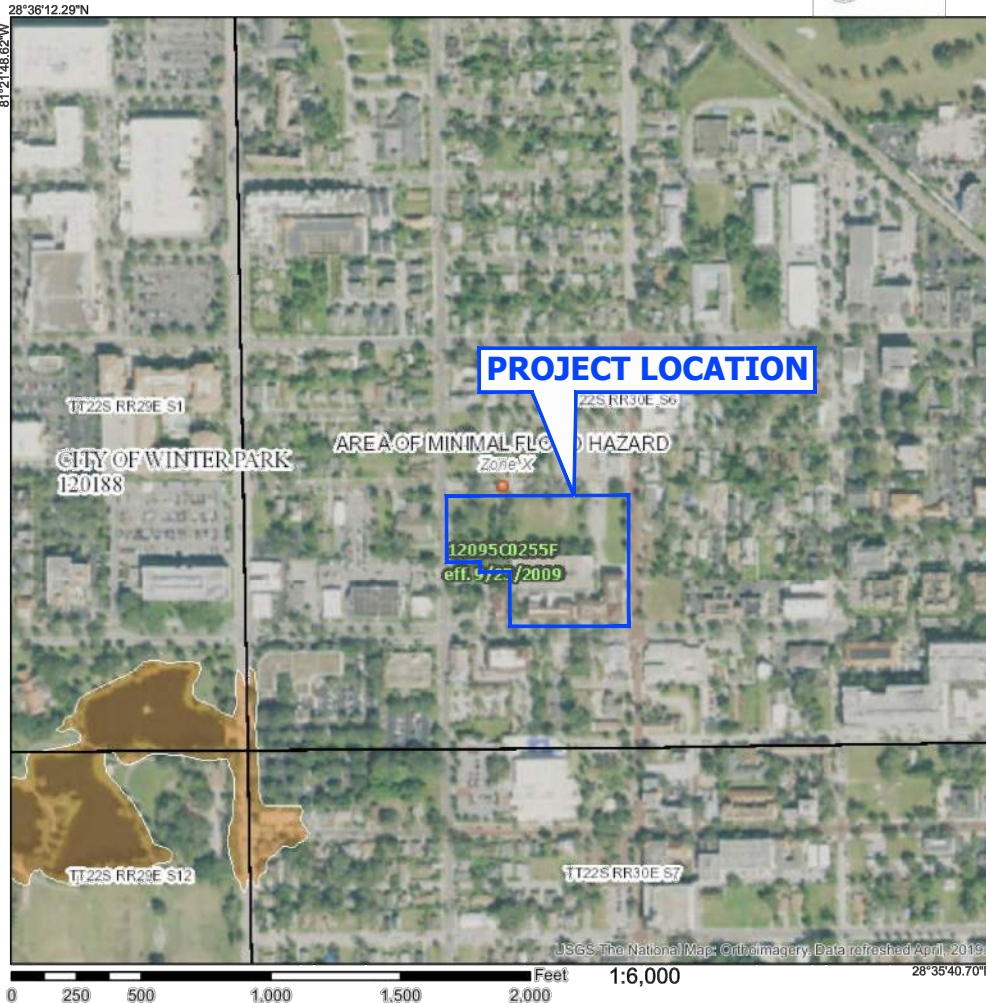
National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

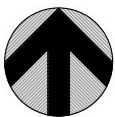
- SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) Zone A, V, A99
 - With BFE or Depth Zone AE, AO, AH, VE, AR
 - Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
 - Future Conditions 1% Annual Chance Flood Hazard Zone X
 - Area with Reduced Flood Risk due to Levee, See Notes, Zone X
 - Area with Flood Risk due to Levee Zone D
- OTHER AREAS**
- NO SCREEN Area of Minimal Flood Hazard Zone X
 - Effective LOMRs
 - Area of Undetermined Flood Hazard Zone D
- GENERAL STRUCTURES**
- Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall
- OTHER FEATURES**
- Cross Sections with 1% Annual Chance Water Surface Elevation
 - Coastal Transect
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary
 - Coastal Transect Baseline
 - Profile Baseline
 - Hydrographic Feature
- MAP PANELS**
- Digital Data Available
 - No Digital Data Available
 - Unmapped
- The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/22/2020 at 4:51:38 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



NORTH
SCALE: N.T.S.



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Engineering Group

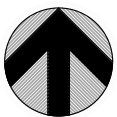
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PROJECT NAME
Section 06, Township 22S, Range 30E

FEMA FLOOD
MAP F

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NORTH

SCALE: N.T.S.



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PROJECT NAME
Section 06, Township 22S, Range 30E

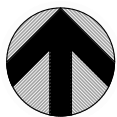
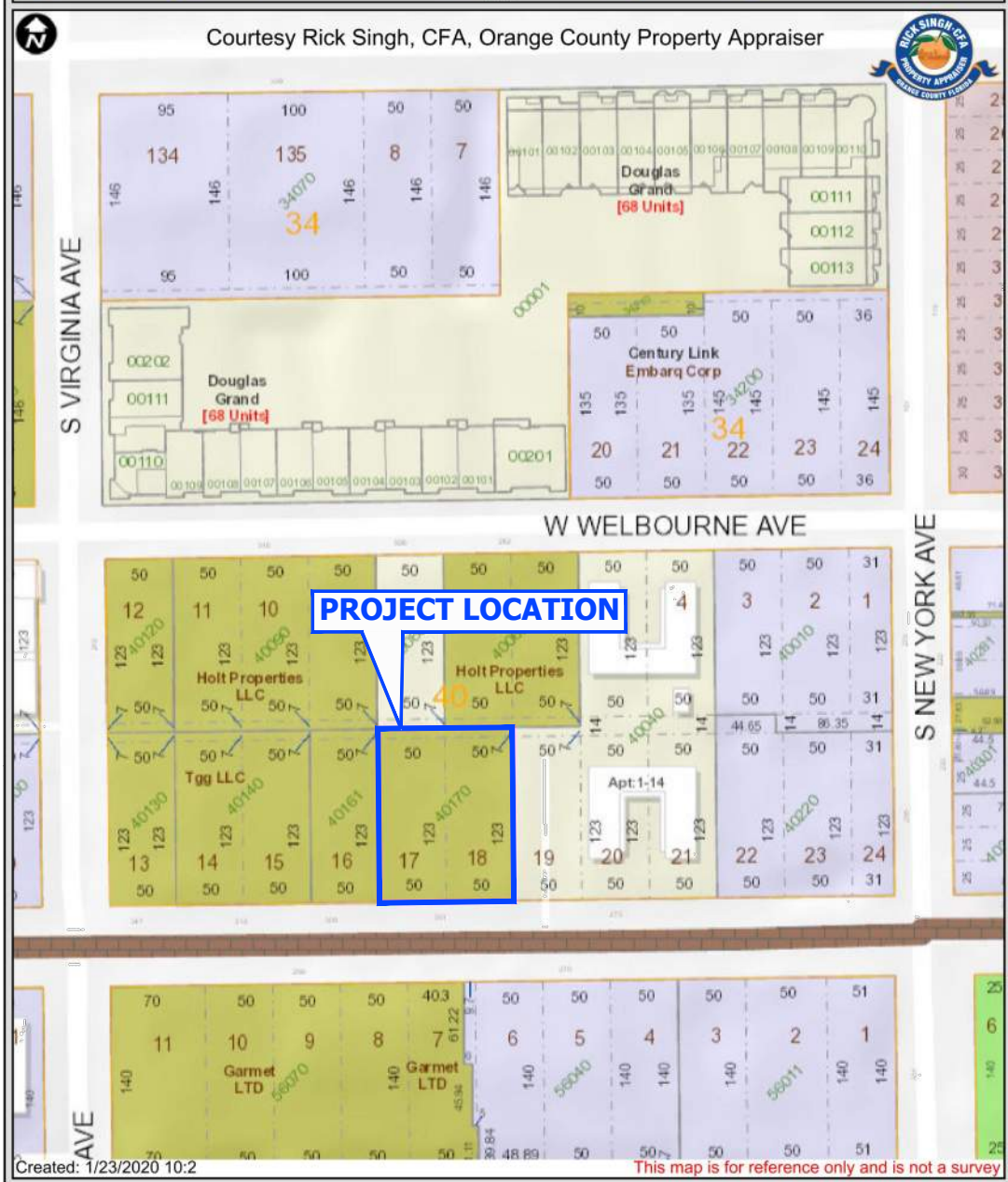
POST-DEVELOPMENT BASIN MAP
MAP G

SLOAN ENGINEERING GROUP, INC.

JOB # 2039

OCA Web Map

Major Roads	Proposed Road	Residential	Commercial/Industrial/Vacant Land	Parks	6 Lot Number	
Florida Turnpike	Public Roads	Brick Road	Agriculture	Agricultural Curtilage	Lakes and Rivers	06060 Parcel Number
Interstate 4	Gated Roads	Block Line	Commercial/Institutional	Hydro	Building	3106 Parcel Address
Toll Road	Road Under Construction	Lot Line	Governmental/Institutional/Misc	Waste Land	E Block Number	111.9 Parcel Dimension



NORTH
SCALE: N.T.S.



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PROJECT NAME
Section 06, Township 22S, Range 30E

OFFSITE BASIN 600
MAP I

SLOAN ENGINEERING GROUP, INC.

JOB # 2039

APPENDIX B

Supporting Documentation



B.1 Geotechnical Report





UNIVERSAL

ENGINEERING SCIENCES

GEOTECHNICAL EVALUATION

WEST MORSE AND PENNSYLVANIA DEVELOPMENT
WINTER PARK, FLORIDA

PROJECT NO. 10850-001-01
REPORT NO. 98754

Prepared For:

W.F.G., Ltd
P.O. Box 350
Winter Park, Florida 32790

Prepared By:

Universal Engineering Sciences
3532 Maggie Boulevard
Orlando, Florida 32811
(407) 423-0504

64093-1
2/29/00

February 10, 2000

Consultants in: Geotechnical Engineering • Environmental Sciences • Construction Materials Testing • Threshold Inspections
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- West Palm Beach
- Jacksonville
- Ocala
- Tampa
- Debary

W.F.G., Ltd
P.O. Box 350
Winter Park, FL 32790

Attention: Mr. Daniel B. Bellows

Reference: Geotechnical Exploration
West Morse and Pennsylvania Development
Winter Park, Florida
Project No. 10850-001-01
Report No. 98754

Dear Mr. Bellows:

Universal Engineering Sciences has completed the subsurface investigation for the proposed West Morse and Pennsylvania Development in Winter Park, Florida. The scope of our investigation was planned in conjunction with and authorized by, you.

This report contains the results of our investigations, an engineering interpretation of these with respect to the project characteristics described to us, and recommendations for groundwater control, foundation design, pavement design, and site preparation.

We appreciate the opportunity to have worked with you on this project and look forward to a continued association. Please do not hesitate to contact us if you should have any questions, or if we may further assist you as your plans proceed.

Respectfully submitted,

UNIVERSAL ENGINEERING SCIENCES, INC.

David W. Dickens
Project Engineer

Bruce H. Woloshin, P.E.
P.E. No. 36734
Manager, Geotechnical Engineering

DWD/BHW:clc

cc: Client (1)
Parking Structure Group (1)
Holder Engineering (5)

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1.0 INTRODUCTION

1.1 GENERAL

In this report, we present the results of the subsurface investigation of the site for the proposed West Morse and Pennsylvania Development in Winter Park, Florida. We have divided this report into the following sections:

- SCOPE OF SERVICES - Defines what we did
- FINDINGS - Describes what we encountered
- RECOMMENDATIONS - Describes what we encourage you to do
- LIMITATIONS - Describes the restrictions inherent in this report
- SUMMARY - Reviews the material in this report
- APPENDICES - Presents support materials referenced in this report.

2.0 SCOPE OF SERVICES

2.1 PROJECT DESCRIPTION

We understand from you that this project will consist of constructing four 2-story buildings ranging from 4,000 to 12,000 square feet per floor as well as a 3-story parking garage. We have been provided with a preliminary site plan by Meyer-Greenson-Paullin dated November 11, 1999 indicating the proposed project layout. Universal Engineering Sciences has previously performed a geotechnical exploration at this site. We used the borings from that exploration to supplement our current borings for the buildings and retention pond.

We understand from telephone conversations from Mr. Stan Jones with Parking Structure Group, Inc. that the parking garage will have maximum column and wall loads of 537 kips and 14.94 kips per foot, respectively. Also, Mr. Jones sent a facsimile with detailed loading of the columns and walls. Further, we understand that the garage will need a minimum soil bearing pressure of 3,000 pounds per square foot. Also, we were supplied with detailed loading information from Brad Bishop with Bishop Engineering. He stated that Buildings 1, 3, and 4 will have maximum column and wall loads of 75 kips and 5 kips per foot, respectively, and that the covered walkway will have a maximum column load of 50 kips. Further, we have assumed that no more than 2 feet of fill material will be placed on top of existing grades as part of future development.



Based on conversations with Mark Holder with Holder Engineering, a retention pond located in the approximate north central portion of the parking garage that extends north, out of the garage and wraps around the garage to the west. Based on the final grade of the footings supplied by Mr. Stan Jones, the foundation of the north wall of the parking garage is set on a silty confining layer. The continuous footing planned for this area, will not provide lateral infiltration of groundwater at the retention pond from the inside portion of the pond to the exterior portion of the pond. If the wall foundations are raised above the confining layer, it will result in excessive settlement. Based on these considerations, we recommend the north wall of the parking garage be re-designed with individual column footings set at the confining layer to allow for maximum infiltration of the groundwater.

Our recommendations are based upon the above considerations. If any of this information is incorrect or if you anticipate any changes, inform Universal Engineering Sciences so that we may review our recommendations.

The site is located in Section 6, Township 22 East, Range 30 South, better located at the intersection of West Morse Boulevard and Pennsylvania Avenue in Winter Park, Florida. A general location map of the project area appears in Appendix A: Site Location Map.

2.2 PURPOSE

The purposes of this investigation were:

- to investigate the general subsurface conditions at the site;
- to interpret and review the subsurface conditions with respect to the proposed construction; and
- to provide geotechnical engineering recommendations for foundation design, pavement design, site preparation, and stormwater parameters.

This report presents an evaluation of site conditions on the basis of traditional geotechnical procedures for site characterization. The recovered samples were not examined, either visually or analytically, for chemical composition or environmental hazards. Universal Engineering Sciences would be pleased to perform these services, if you desire.

Our investigation was confined to the zone of soil likely to be stressed by the proposed construction. Our work did not address the potential for surface expression of deep geological conditions, such as sinkhole development related to karst activity. This evaluation requires a more extensive range of field services than performed in this study. We will be pleased to conduct an investigation to evaluate the probable effect of the regional geology upon the proposed construction, if you desire.



2.3 FIELD INVESTIGATION

The subsurface conditions were investigated with 15 soil borings advanced to depths of 15 to 30 feet, while performing the Standard Penetration Test.

We performed the Standard Penetration Test in each of the borings according to the procedures of ASTM D-1586, with continuous sampling performed above a depth of 10 feet, to detect slight variations in the soil profile at shallow depths. The basic procedure for the Standard Penetration Test is as follows: A standard split-barrel sampler is driven into the soil by a 140-pound hammer falling 30 inches. The number of blows required to drive the sampler 1-foot, after seating 6 inches, is designated the penetration resistance, or N-value; this value is an index to soil strength and consistency.

A site survey was not available for our field investigation. We were supplied with a Site Plan prepared by Meyer Gresson Paullin, dated November 11, 1999. Our drilling located the borings from the site plan and obvious landmarks. Consider the indicated locations and depths to be approximate.

Jar samples of the soils encountered will be held in our laboratory for your inspection for 60 days and then discarded, unless we are notified otherwise.

2.4 LABORATORY INVESTIGATION

The soil samples recovered from the soil test borings were returned to our laboratory and then an engineer visually examined and reviewed the field descriptions. We selected representative soil samples for laboratory testing consisting of 8 wash No. 200 sieve analysis and 4 constant head permeability test.

We performed these tests to aid in classifying the soils and to help to evaluate the general engineering characteristics of the site soils. See Appendix B: Boring Logs and Description of Testing Procedures, for further data and explanations.



3.0 FINDINGS

3.1 SURFACE CONDITIONS

From the site specific topographic information provided, and from our site explorations, it is apparent that the site is generally flat. Vegetation on the site consisted primarily of grass.

We examined U.S.G.S. topographic quadrangle maps and the USDA Soil Conservation Service Soil Survey of Orange County for relevant information about the site. A review of the Orange County Soils Survey indicates the presence of Tavares-Urban land complex, 0 to 5 percent slopes and Zolfo-Urban land complex as the native surficial soils over the subject site. According to the Soils Survey, the seasonal high groundwater for Tavares-Urban land complex, 0 to 5 percent slopes in undrained areas exists at 40 to 80 inches for more than 6 months, and it recedes to a depth of more than 80 inches during extended dry periods. According to the Soils Survey, the seasonal high groundwater for Zolfo-Urban land complex in undrained areas exists at 24 to 40 inches for 2 to 4 months and is at a depth of 10 to 24 inches during periods of high rainfall. It recedes to a depth of 60 inches during extended dry periods.

3.2 SUBSURFACE CONDITIONS

The boring locations and detailed subsurface conditions are illustrated in Appendix B: Boring Location Plan and Boring Logs. The classifications and descriptions shown on the logs are generally based upon visual characterizations of the recovered soil samples and a limited number of laboratory tests. Also, see Appendix B: Soils Classification Chart, for further explanation of the symbols and placement of data on the Boring Logs.

Table 1: General Soil Profile, summarizes the soil conditions encountered by the borings performed.



TABLE 1:
General Soil Profile

<u>Typical Depth (ft.)</u>	<u>Soil Descriptions</u>
0 - 6.0	Very loose to medium dense, light to dark gray and brown to dark brown SAND [SP]
6.0 - 20	Very loose to medium dense, light to dark gray and brown to dark brown SAND with various silt contents to gray to brown clayey SAND [SP, SP-SM, SM, SC]
20 - 30*	Loose to dense, light to dark gray and brown to dark brown SAND with various silt contents [SP, SP-SM, SM]

* Termination of Deepest Boring
 [] Bracketed Text Indicates: Unified Soil Classification

Please note at boring B-13 from 26 to 30 feet we encountered a light reddish brown to reddish-brown in color, slightly cemented silty sand, classified as hardpan. Hardpan typically has a very low permeability. Although we did not encounter hardpan in any other boring location, there is the possibility that it may exist elsewhere. We encountered groundwater at depths ranging from 7 to 11 feet below grade at the boring locations after the groundwater had stabilized.



4.0 RECOMMENDATIONS

4.1 GENERAL

The following recommendations are made based upon a review of the attached soil test data, our understanding of the proposed construction, and experience with similar projects and subsurface conditions. If the structural loadings, building locations, or grading plans change from those discussed previously, we request the opportunity to review and possibly amend our recommendations with respect to those changes.

Additionally, if subsurface conditions are encountered during construction which were not encountered in the borings, report those conditions immediately to us for observation and recommendations.

In this section of the report, we present our detailed recommendations for groundwater control, building foundations, pavements, site preparation, stormwater parameters and construction related services.

4.2 GROUNDWATER CONTROL

The groundwater table will fluctuate seasonally depending upon local rainfall. The rainy season in Central Florida is normally between June and September. Based upon our review of U.S.G.S. data, Orange County Soils Survey, and regional hydrogeology, our best estimate for the seasonal high groundwater table would be between ground surface to approximately 5.5 to 9.5 feet below the existing grades at the boring locations. The existing and estimated seasonal high water levels at each boring location appear in Appendix B: Boring Logs.

It should be noted that the estimated seasonal high water levels do not provide any assurance that groundwater levels will not exceed these estimated levels during any given year in the future. Should the impediments to surface water drainage be present, or should rainfall intensity and duration, or total rainfall quantities, exceed the normally anticipated rainfall quantities, groundwater levels might once again exceed our seasonal high estimates. We recommend positive drainage be established and maintained on the site during construction. We further recommend permanent measures be constructed to maintain positive drainage from the site throughout the life of the project.

We recommend all foundation designs, pavement designs, and stormwater retention analyses incorporate the seasonal high groundwater conditions.



Temporary dewatering, likely consisting of pumping, rim and feeder ditches, and wellpoints, might become necessary, in the course of filling to the desired grades. We recommend that the contract documents provide for determining the depth to the groundwater table just prior to construction, and for any required remedial dewatering. Dewatering may become necessary in order to obtain density of the compacted surfaces during construction. If problems occur in obtaining density, we recommend that the groundwater table be maintained at least 24 inches below all earthwork and compaction surfaces.

4.3 BUILDING FOUNDATIONS

4.3.1 Office Buildings

Overall, the subsurface conditions encountered at the site are suitable for support of the proposed office buildings and covered walkway with traditional shallow spread footings.

4.3.2 Garage

The subsurface conditions encountered at the three-story parking garage are not suitable for support with traditional shallow spread footings without special remedial measures. The soil conditions encountered generally indicate the need to use deep foundations such as driven piles, stone columns, auger cast piles, or cast in place displacement piles. Due to the magnitude of the column and wall loads, use of traditional shallow foundations in this area would result in excessive settlements. All methods of subsurface improvement mentioned above are effective in improving the existing subsurface conditions and/or supporting the foundations. Basically, the type of soil improvement you select will be dependent on cost, time, and/or site constraints.

Based on similar projects we have performed in the past, specifically, we recommend vibro-replacement of the soils within the footing influence depth, using stone backfill (i.e. stone columns). We do not recommend the use of sand backfill at this site because of the high fines content of the natural soils. Costs for the vibro-replacement activities are often balanced with the decreased size of foundations with higher allowable bearing capacity.

Vibro-replacement involves densifying the soils throughout the influence zone of the footing by injecting a slender probe into the underlying soils. The "vibroprobe" is jetted to the desired depth with or without the aid of water, then slowly withdrawn, densifying the overlying soils as it is withdrawn. The voids created by densifying the soil are typically backfilled, with stone in this case, as vibro-replacement continues, resulting in "stone columns." Vibro-replacement has a lesser effect on the top 5 feet of soil due to the relative lack of confining pressures; therefore, surface compaction would still be necessary. A maximum allowable bearing pressure of 5,000 psf may be expected. However, the specialty earthwork contractor who performs the work typically determines the necessary spacing of vibroprobe points to achieve this bearing capacity.



We recommended the vibro-replacement method over excavation/recompaction or piles foundations. Over excavation/recompaction will not be suited for this site because of the proximity of existing buildings. Also, dewatering of the area to a significant depth could be very costly. Excavation/recompaction activities could undermine the existing stability and structural integrity of these areas. Piles were not selected because of the expense.

4.3.3 Foundation Details

Provided the soils are improved in accordance with the site preparation recommendations, including vibro-replacement for the garage, outlined in the Site Preparation Section of this report, we recommend that the proposed parking garage be supported on conventional, shallow spread foundations. The following parameters may be used for foundation design.

4.3.3.1 Bearing Pressure

The maximum allowable net soil bearing pressure for shallow foundations should not exceed 2,500 pounds per square foot (psf) for Buildings 1, 3, and 4 except for the parking garage which the allowable net bearing pressure for shallow spread foundations should not exceed 5,000 pounds per square foot (psf), in conjunction with vibro-replacement. Net bearing pressure is defined as the soil bearing pressure at the base of the foundation in excess of the natural overburden pressure. The foundations should be designed based upon the maximum load that could be imposed by all loading conditions.

4.3.3.2 Foundation Size

The minimum widths recommended for any isolated column footing and continuous wall footing are 24 inches and 18 inches, respectively. Even though the maximum allowable soil bearing pressure may not be achieved, these width recommendations should control the size of the foundations.

4.3.3.3 Bearing Depth

The foundations should bear at a depth of at least 18 inches below the exterior final grades. We recommend stormwater and surface water be diverted away from the building exterior, both during and after construction to reduce the possibility of erosion beneath the exterior footings.

4.3.3.4 Bearing Material

The foundations may bear on either the compacted suitable natural soils or compacted structural fill. The bearing level soils, after compaction should have compaction to at least 95 percent of the maximum dry density of the bearing soils as determined by ASTM D-1557 (Modified Proctor), to the depth described subsequently in the Site Preparation section of the report. In addition to compaction the bearing soils must exhibit stability and be free of "pumping" conditions.



4.3.3.5 Settlement Estimates

Post-construction settlement of the structure will be influenced by several interrelated factors, such as (1) subsurface stratification and strength/compressibility characteristics of the bearing soils to a depth of approximately twice the width of the footing; (2) footing size, bearing level, applied loads, and resulting bearing pressures beneath the foundation; (3) site preparation and earthwork construction techniques used by the contractor, and (4) external factors, including but not limited to vibration from offsite sources and groundwater fluctuations beyond those normally anticipated for the naturally-occurring site and soil conditions which are present.

Our settlement estimates for the structure are based upon the use of successful adherence to the site preparation recommendations presented later in this report. Any deviation from these recommendations could result in an increase in the estimated post-construction settlement of the structure.

Due to the sandy nature of the surficial soils following the compaction operations, we expect a significant portion of settlement to be elastic in nature and occur relatively quickly, on application of the loads, during and immediately following construction. Using the recommended maximum bearing pressure, the assumed maximum structural loads, and the field and laboratory test data which we have correlated into the strength and compressibility characteristics of the improved subsurface soils, we estimate the total settlements of the structure to be 1-inch or less.

Differential settlement result from differences in applied bearing pressures and the variations in the compressibility characteristics of the subsurface soils. For the building pads prepared as recommended, we anticipate the differential settlement of less than 1/2-inch.

4.3.3.6 Floor Slabs

Following completion of the site preparation procedure outlined in the "Site Preparation" section of this report, the native soils underlying the building areas should be suitable for slab-on-grade support. We recommend using a modulus of subgrade reaction of 125 pounds per cubic inch for soil-structure designs for slab-on-grade concrete floors. Finally, we recommend using a sheet vapor barrier such as visqueen beneath the building slab on grade to help control moisture migration through the slab.

4.4 PAVEMENTS

4.4.1 General

We recommend using a flexible pavement section on this project. Flexible pavements combine the strength and durability of several layer components to produce an appropriate and cost-effective combination of available materials.



4.4.2 Layer Components

For preliminary pavement designs, we recommend using a three-layer pavement section consisting of stabilized subgrade, base course, and surface course placed on top of existing subgrade or a compacted embankment.

Because traffic loadings are commonly unavailable, we have generalized our pavement design into two groups. The group descriptions and the recommended component thicknesses are presented in Table 2: Pavement Component Recommendations. The structural numbers in Table 2 are based on a structural number analysis with the stated estimated daily traffic volume for a 15-year placement design life. For loading conditions greater than those presented in Table 2, we recommend you have a complete pavement design performed based on projected traffic data.

**TABLE 2:
 Pavement Component Recommendations**

Traffic Group	Structural Number	Component Thickness (inches)		
		Stabilized Subgrade	Base Course	Surface Course
Parking lots – light duty	1.8	8	6	1.0
Parking lots – heavy duty	2.4	10	8	1.5

Parking lots-light duty: auto parking areas; over eighty cars; light panel and pickup trucks; average gross weight of 4,000 pounds

Parking lots-heavy duty: access driveways, delivery truck areas; twenty trucks or less per day; average gross vehicle weight of 25,000 pounds

4.4.3 Stabilized Subgrade

We recommend that subgrade materials be compacted in place according to the requirements in the "Site Preparation" section of this report. Further, stabilize the subgrade materials to a minimum Limerock Bearing Ratio (LBR) of 40 percent or Florida Bearing Value (FBV) of 50 psi, as specified by Florida Department of Transportation (FDOT) requirements for Type B or Type C Stabilized Subgrade.



The stabilized subgrade can be imported material or a blend of on-site soils and imported materials. If a blend is proposed, we recommend that the contractor perform a mix design to find the optimum mix proportions.

Where soil-cement base courses are used, some jurisdictions have approved pavement designs in which compacted subgrade is used in lieu of stabilized subgrade. In such cases, stabilized subgrade typically is provided beneath full-depth curbs only. An advantage in deleting the stabilized subgrade is a reduction in the tendency of groundwater to "perch" on the less-pervious subgrade materials, particularly where full-depth curbs are not provided. Our primary recommendation remains that stabilized subgrades be provided in conjunction with full-depth curbs, since compacted subgrades consisting of "clean" sand lack stability, and do not contribute to the structural number of the pavement.

Finally, please note that stabilized subgrade remains a requirement in any case where limerock base course is used.

4.4.4 Base Course

We recommend the base course be either limerock or soil-cement.

Limerock should have a minimum LBR of 100 percent and should be mined from an FDOT approved source. Place limerock in maximum 6-inch lifts and compact each lift to a minimum density of 95 percent of the Modified Proctor maximum dry density.

For a soil-cement base, we recommend the contractor perform a soil-cement design with a minimum seven-day strength of 300 pounds per square inch (psi) on the materials he intends to use. Place soil-cement in maximum 6-inch lifts and compact in place to a minimum density of 95 percent of the Standard Proctor maximum dry density according to specifications in ASTM D-558.

Place and finish the soil-cement according to Portland Cement Association requirements. Final review of the soil-cement base course should include manual "chaining" and/or "soundings" seven days after placement. Shrinkage cracks will form in the soil-cement mixture and you should expect reflection cracking on the surface course.

Perform compliance testing for either limerock or soil-cement to a depth of 1-foot at a frequency of one test per 10,000 square feet, or at a minimum of two test locations, whichever is greater.

4.4.5 Surface Course

In light duty areas where there is occasional truck traffic, but primarily passenger cars, we recommend using an asphaltic concrete, FDOT Type S-III, which has a stability of 1,000 pounds.

In heavy duty areas, where truck traffic is predominant, we recommend using as asphaltic concrete, FDOT Type S-III or S-I, which has a minimum stability of 1,500 pounds.



Asphaltic concrete mixes should be a current FDOT approved design of the materials actually used. Test samples of the materials delivered to the project to verify that the aggregate gradation and asphalt content satisfies the mix design requirements. Compact the asphalt to a minimum of 95 percent of the Marshall design density.

After placement and field compaction, core the wearing surface to evaluate material thickness and to perform laboratory densities. Obtain cores at frequencies of at least one core per 3,000 square feet of placed pavement or a minimum of two cores per day's production.

In parking lots, for extended life expectancy of the surface course, we recommend applying a coal tar emulsion sealer at least six months after placement of the surface course. The seal coat will help to patch cracks and voids, and protect the surface from damaging ultraviolet light and automobile liquid spillage. Please note that applying the seal coat prior to six months after placement may hinder the "curing" of the surface course, leading to its early deterioration.

4.4.6 Effects of Groundwater

One of the most critical influences on the pavement performance in Central Florida is the relationship between the pavement subgrade and the seasonal high groundwater level.

Many roadways and parking areas have been destroyed as a result of deterioration of the base and the base/surface course bond. Regardless of the type of base selected, we recommend that the seasonal high groundwater and the bottom of the base course be separated by at least 12 inches.

4.4.7 Curbing

We recommend that curbing around the landscaped sections adjacent to the parking lots and driveways be constructed with full-depth curb sections. Using extruded curb sections which lie directly on top of the final asphalt level, or eliminating the curbing entirely, can allow migration of irrigation water from the landscape areas to the interface between the asphalt and the base. This migration often causes separation of the wearing surface from the base and subsequent rippling and pavement deterioration.

4.4.8 Construction Traffic

Light duty roadways and incomplete pavement sections will not perform satisfactorily under construction traffic loadings. We recommend that construction traffic (construction equipment, concrete trucks, sod trucks, garbage trucks, moving vans, dump trucks, etc.) be re-routed away from these roadways or that the pavement section be designed for these loadings.



4.5 RETENTION POND PARAMETERS

In order to evaluate the permeability characteristics, we performed a total of four constant head laboratory permeability tests on representative soil samples retrieved from the surficial sand layer and from previous geotechnical exploration and laboratory testing. Further, based on the two SPT borings performed at the proposed retention pond area, the average estimated seasonal high groundwater table is at 5.5 to 8.5 feet below the ground surface.

The permeability tests resulted in the hydraulic conductivity values ranging from 4.2 to 21.7 feet per day. Based on the subsurface conditions encountered, we recommend using the top of the silty sand layer below the surficial sands as the assumed depth to "aquitar" or base of aquifer. Based on the soil borings at these locations, the average base of the aquifer may be assumed at a depth of about 8.5 feet below the ground surface.

4.6 SITE PREPARATION

We recommend normal, good practice site preparation procedures. These procedures include: stripping the site of vegetation, proof-rolling and proof-compacting the subgrade, and filling to grade with engineered fill.

A more detailed synopsis of this work is as follows:

1. If required, perform remedial dewatering prior to any earthwork operations.
2. Strip the proposed construction limits of any remaining grass, roots, topsoil, construction debris to be removed and other deleterious materials within and 10 feet beyond the perimeter for the proposed building.
3. Proof-roll the subgrade with a heavily loaded, rubber-tired vehicle under the observation of a Universal Engineering Sciences geotechnical engineer or his representative. Proof-rolling will help locate any zones of especially loose or soft soils not encountered in the soil test borings. Then undercut, or otherwise treat these zones as recommended by the engineer. For the parking garage vibro-densify the soils throughout the influence zone of the footing by vibro-replacement techniques (stone columns) to the desired depth of 15 feet. Care should be taken when operating vibratory compaction equipment within the vicinity of any existing structures or temporary construction embankments to avoid damage to said structures. Furthermore, it is especially important to follow appropriate OSHA safety standards.



4. Vibro-replacement has a lesser effect on the top 5 feet of soil due to the relative lack of confining pressures; therefore, surface excavation and re-compaction would still be necessary. Proof-roll the subgrade with a heavily loaded, rubber-tired vehicle under the observation of a Universal Engineering Sciences geotechnical engineer or his representative. Proof-rolling will help locate any zones of especially loose or soft soils not encountered in the soil test borings. Then undercut, or otherwise treat these zones as recommended by the engineer. Due to the fines content of the soils to be excavated and the proposed subgrade soils, we recommend that you protect them from surface water runoff and precipitation when not working the soils. This is because the relatively high fines contents of these soils tends to make the soils retain moisture for longer periods of time, thus increasing the necessary drying time and hindering earthwork activities.
5. Proof-compact the subgrade from the surface by a large vibratory roller (a 15- to 20-ton roller, for example), until you obtain a minimum density of 95 percent of the Modified Proctor maximum dry density (ASTM D-1557), to a depth of 3 feet below the base of the foundations in the building limits.
6. Test the subgrade for compaction at a frequency of not less than one test per 2,500 square feet per foot of depth improvement in the building area.
7. Place fill material, as required. The fill should consist of "clean," fine sand with less than 5 percent soil fines. You may use fill materials with soil fines between 5 and 10 percent, but strict moisture control may be required. Place fill in uniform 10- to 12-inch loose lifts and compact each lift to a minimum density of 95 percent of the Modified Proctor maximum dry density.
8. Perform compliance tests within the fill at a frequency of not less than one test per 2,500 square feet per lift in the building areas, or at a minimum of two test locations, whichever is greater.
9. Test all footing cuts for compaction to a depth of 2 feet. Additionally, we recommend you test one out of every four column footings, and one test per every 200 lineal feet of wall footing.

Using vibratory compaction equipment at this site may disturb adjacent structures. We recommend you monitor nearby structures before and during proof-compaction. If disturbance is noted, halt vibratory compaction and inform Universal Engineering Sciences immediately. We will review the compaction procedures and evaluate if the compactive effort results in a satisfactory subgrade, complying with our original design assumptions.



4.7 CONSTRUCTION RELATED SERVICES

We recommend the owner retain Universal Engineering Sciences to perform construction materials tests and observations on this project. The geotechnical engineering design does not end with the advertisement of the construction documents. The design is an on-going process throughout construction. Because of our familiarity with the site conditions and the intent of the engineering design, we are most qualified to address problems that might arise during construction in a timely and cost-effective manner.



5.0 LIMITATIONS

During the early stages of most construction projects, geotechnical issues not addressed in this report may arise. Because of the natural limitations inherent in working with the subsurface, it is not possible for a geotechnical engineer to predict and address all possible problems. An Association of Engineering Firms Practicing in the Geosciences (ASFE) publication, "Important Information About Your Geotechnical Engineering Report" appears in Appendix C, and will help explain the nature of geotechnical issues.

Further, we present documents in Appendix C: Constraints and Restrictions, to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.



6.0 SUMMARY

In summary, we understand that you propose to construct four 2-story buildings ranging from 4,000 to 12,000 square feet per floor as well as a 3-story parking garage and retention area. We have performed field and laboratory investigations to provide geotechnical engineering recommendations for groundwater control, foundation design, pavement design, site preparation, and stormwater parameters.

The soils encountered consist of a surficial layer of very loose to medium dense, light to dark gray and brown to dark brown sand extending to 6 feet. Below 6 feet, we encountered very loose to medium dense, light to dark gray and brown to dark brown sand with various silt contents to gray to brown clayey sand extending to 20 feet. Below 20 feet, we encountered loose to dense, light to dark gray and brown to dark brown sand with various silt contents to the depth of termination of 30 feet. At the time of our investigation, groundwater was encountered to a depth of 7 to 11 feet below grade at the test boring locations. The estimated seasonal high groundwater table is estimated to be 5.5 to 9.5 feet below land surface at existing grades.

We recommend the proposed office structures Buildings 1, 3, and 4 and the covered walkway be supported on conventional, shallow spread foundations bearing on engineered fill or compacted native soils with an allowable soil bearing pressure of 2,500 psf.

We recommend the proposed parking garage structure be supported on conventional, shallow spread foundations bearing on engineered fill or improved native soils with the vibro-densification method with an allowable soil bearing pressure of 5,000 psf.

Pavements should be designed as a function of the anticipated traffic loadings. We recommend using a three-layer pavement section consisting of stabilized subgrade, base course, and a surface course. All pavement designs should incorporate the effects of groundwater, irrigated landscape areas, and construction traffic.

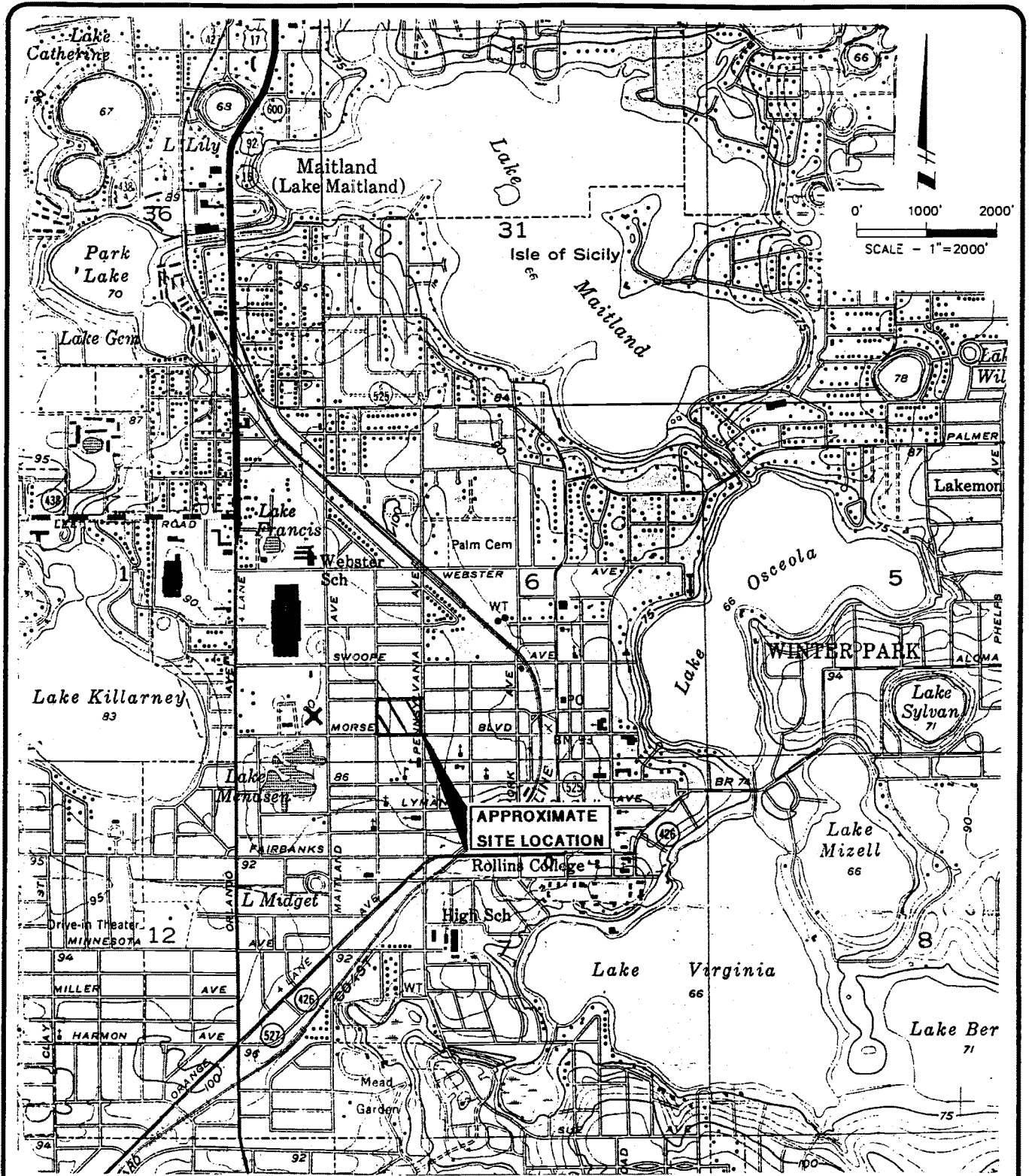
Permeability tests performed in the proposed retention indicate the surficial soils have a K value of 4.2 to 21.7 feet per day.

We recommend good practice site preparation procedures to prepare the subgrade to support the structures and pavements.

We hope this report meets your needs and discusses the problems associated with the proposed development. We would be pleased to meet with you and discuss any geotechnical engineering aspects of the project.



APPENDIX A



SOURCE: U.S.G.S. QUADRANGLE MAP OF ORLANDO EAST, FLORIDA PHOTOREVISED 1980



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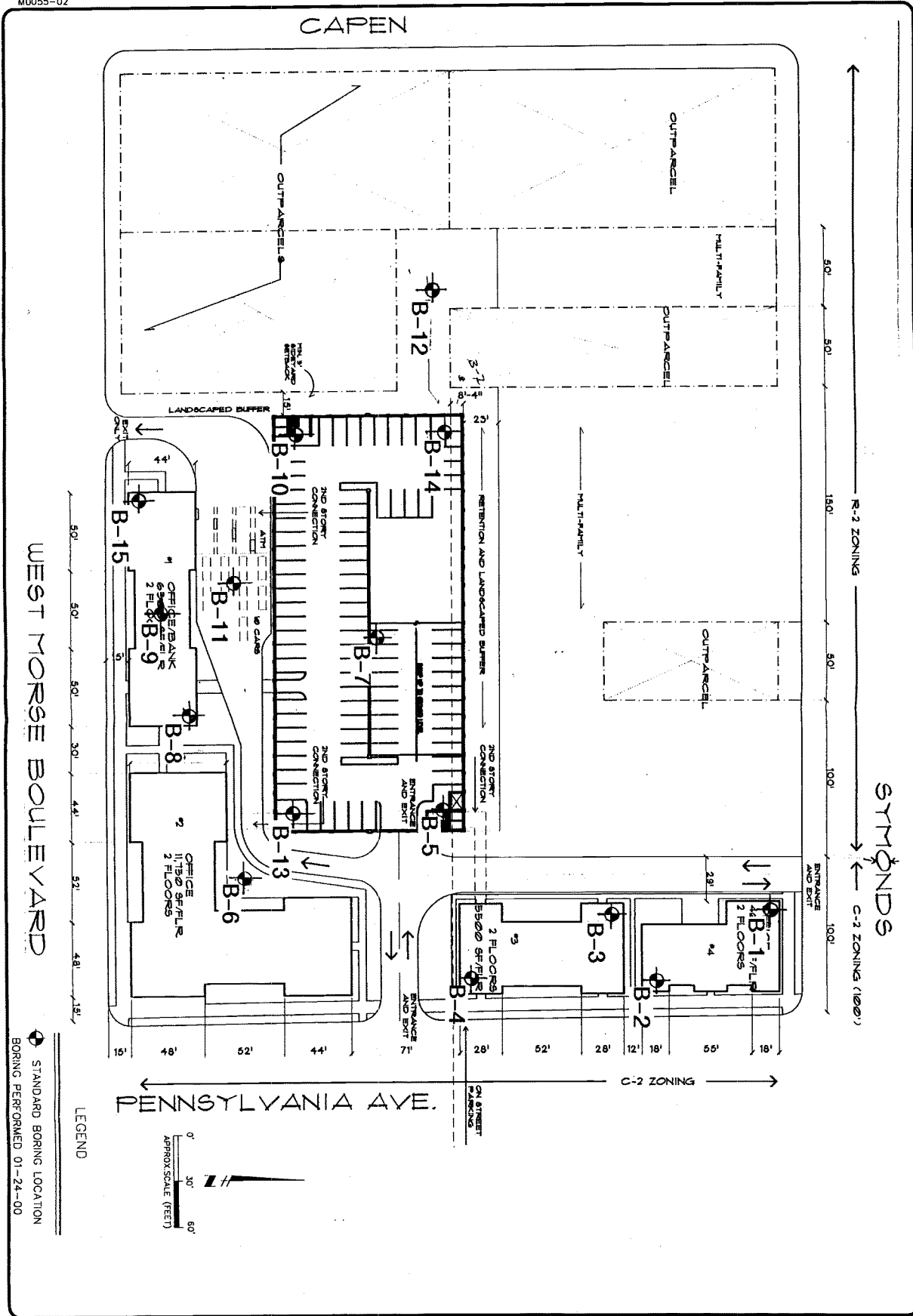
GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

U.S.G.S. SITE PLAN LOCATION MAP

DRAWN BY: M.E.T.	DATE: 01/31/00	CHECKED BY: (JWD)	DATE: 2/3/00
SCALE: AS SHOWN	PROJECT NO: 10850-001-01	REPORT: 98754	PAGE NO: A-1

MO055-01

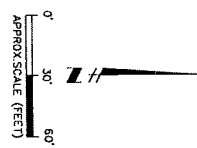
APPENDIX B



WEST MORSE BOULEVARD

STANDARD BORING LOCATION
BORING PERFORMED 01-24-00

LEGEND



PAGE NO.
B-1

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GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING LOCATION PLAN

FOR:		WFG, LTD	
DRAWN BY:	M.E.T.	DATE:	01/31/00
CHECKED BY:	DW	DATE:	2/3/00
REPORT NO:	98754	SCALE:	AS SHOWN
PROJECT NO: 10850-001-01			



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REPORT NO.: 98754

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PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-2** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN
REMARKS:

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 9.8 DATE FINISHED: 1/24/00
DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 8.4 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPLING	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0						MUCK						
		4-4-2	6			Loose, light brown fine SAND						
		2-2-2	4			--Very loose, seams of orange						
5		3-3-4	7									
		5-5-5	10			--Light gray/seams of orange						
		5-4-4	8	▽		Loose, brown silty fine SAND [SM]						
10		3-4-6	10	▽		Loose, gray brown fine SAND [SP]						
						Loose, dark brown silty fine SAND [SM]						
15		3-3-2	5									
						Medium dense, brown clayey fine SAND [SC]						
20		13-11-8	19			BORING TERMINATED AT 20.0 FEET						
25												
30												
35												
40												
45												



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REPORT NO.: 98754

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PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-3**
SECTION: 6

TOWNSHIP: 22 S

SHEET: **1 of 1**
RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN
REMARKS:

G.S. ELEVATION (ft):
WATER TABLE (ft): 9.5
DATE OF READING: 01/24/00
EST. W.S.W.T. (ft): 8.0
DATE STARTED: 1/24/00
DATE FINISHED: 1/24/00
DRILLED BY: UES-ORLANDO
TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, light brown fine SAND [SP]						
		4-4-3	7			--Very loose, shade light						
		1-1-1	2									
5		1-2-3	5			Loose, medium brown fine SAND; with silt [SP-SM] --Shade dark						
		3-3-3	6									
		3-3-4	7	▽		Loose, gray brown fine SAND [SP]						
		3-3-3	6	▽								
10						Dense, mixed dark brown clayey fine SAND [SC]						
		9-14-18	32									
15						Loose, brown SAND; with silt [SP-SM]						
		5-4-5	9									
20						BORING TERMINATED AT 20.0 FEET	11	27				
25												
30												
35												
40												
45												



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PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-4** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD

G.S. ELEVATION (ft): DATE STARTED: 1/24/00

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): 10.5 DATE FINISHED: 1/24/00

REMARKS:

DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO

EST. W.S.W.T. (ft): 9.0 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	S A M P L E	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	S Y M B O L	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, light brown fine SAND [SP]						
		4-3-3	6									
		3-2-2	4			--With seams of orange						
5		2-3-2	5			--Shade light						
		4-4-4	8									
		3-3-4	7			--Gray medium brown						
		4-4-3	7	▽								
10				▽		Loose, dark brown fine SAND; with silt [SP-SM]						
		8-8-9	17			Medium dense, dark brown silty fine SAND [SM]						
15												
		13-8-10	18									
20						BORING TERMINATED AT 20.0 FEET						
25												
30												
35												
40												
45												



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WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-5** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD

G.S. ELEVATION (ft): DATE STARTED: 1/24/00

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): 10.0 DATE FINISHED: 1/24/00

REMARKS:

DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO

EST. W.S.W.T. (ft): 8.5 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	S A M P L E	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	S Y M B O L	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, light brown fine SAND [SP]						
		3-3-3	6									
		2-1-2	3				4	4				
5		2-3-3	6			Very light gray brown/mottled, with red orange						
		3-3-4	7									
		4-4-4	8	▽								
10		3-3-3	6	▼		Dark gray brown						
15		1-1-1	2			Very loose, dark brown silty SAND [SM]						
20		3-5-7	12			Medium dense, brown SAND; with silt [SP-SM]						
25		8-10-10	20			Dark gray brown						
30		5-7-10	17			Brown						
						BORING TERMINATED AT 30.0 FEET						
35												
40												
45												



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PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
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BORING DESIGNATION: **B-6** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN
REMARKS:

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 11.0 DATE FINISHED: 1/24/00
DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 9.5 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	S A M P L E	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	S Y M B O L	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)	
									LL	PI			
0						Loose, light brown fine SAND [SP]							
	X	3-3-2	5										
	X	2-1-1	2										
5	X	2-3-3	6			---Light gray							
	X	3-3-4	7										
	X	3-4-4	8			---Light brown, with seams of orange							
10	X	3-2-1	3	▽		Very loose, dark brown silty fine SAND [SM]							
	X	3-4-4	8	▽									
15	X												
	X	7-8-9	17		---Medium dense								
20						BORING TERMINATED AT 20.0 FEET							
25													
30													
35													
40													
45													



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PROJECT: GEOTECHNICAL EXPLORATION REPORT
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WINTER PARK, FLORIDA

BORING DESIGNATION: **B-7** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 9.0 DATE FINISHED: 1/24/00
DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 7.5 TYPE OF SAMPLING: ASTM D-1586

REMARKS:

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0												
		3-2-3	5		[SP]	Loose, light brown fine SAND; with roots						
		3-3-3	6			--Shade lighter						
5		3-4-4	8		[SM]	Loose, gray brown silty SAND; with trace of clay						
		3-2-3	5			--Shade darker no clay						
		2-3-3	6	▽								
10		3-4-3	7	▽								
					[SP-SM]	Medium dense, very dark brown to black SAND; with silt						
15		4-7-8	15									
					[SM]	Medium dense, brown silty SAND						
20		6-7-9	16									
					[SP]	--Dense						
25		11-15-21	36									
					[SP]	Medium dense, brown SAND						
30		7-9-12	21									
						BORING TERMINATED AT 30.0 FEET						
35												
40												
45												



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PROJECT NO.:	10850-001-01
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 WINTER PARK, FLORIDA

BORING DESIGNATION: **B-8** SHEET: **1 of 1**
 SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
 LOCATION: SEE BORING LOCATION PLAN
 REMARKS:

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
 WATER TABLE (ft): 9.3 DATE FINISHED: 1/24/00
 DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO
 EST. W.S.W.T. (ft): 7.8 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPL E	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	S Y M B O L	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, mixed gray fine SAND; with trash [SP]						
		3-3-3	6									
		3-2-2	4			--Very loose, very light brown						
5		3-4-6	10			--Loose, light gray						
		4-5-6	11			--Shade darker						
		5-5-5	10	▽								
		3-3-3	6	▽		Loose, darker brown silty SAND [SM]						
15		4-5-6	11			--Medium dense						
20		7-7-8	15			BORING TERMINATED AT 20.0 FEET						
25												
30												
35												
40												
45												



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PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-9** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD

G.S. ELEVATION (ft): DATE STARTED: 1/24/00

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): 9.0 DATE FINISHED: 1/24/00

REMARKS:

DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO

EST. W.S.W.T. (ft): 7.5 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPLING	BLOWS PER 6" INCREMENT	N (BLOWS/FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./DAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, light brown fine SAND [SP]						
		3-3-3	6									
		1-2-3	5			---Very light brown/light gray ---Light gray						
5		3-3-3	6									
		2-2-2	4			---Very loose, gray brown						
		2-3-3	6	▽								
		2-2-3	5	▽								
10												
15		3-6-8	14			Medium dense, dark brown silty fine SAND [SM]						
20		13-16-22	38			Dense, medium brown fine SAND; with silt [SP-SM]						
						BORING TERMINATED AT 20.0 FEET						
25												
30												
35												
40												
45												



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WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-10** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN
REMARKS:

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 8.3 DATE FINISHED: 1/24/00
DATE OF READING: 01/24/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 6.8 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, light brown fine SAND [SP]						
		3-3-4	7			---Shade lighter						
		3-4-3	7									
5		3-3-4	7									
		2-3-3	6	▽		---Gray brown						
		1-0-0	0	▽		Very loose, shade darker silty SAND [SM]						
		0-1-0	1			---Very dark brown to black						
10												
						---Dense, mixed brown						
15		12-17-20	37									
						Loose, brown SAND; with silt [SP-SM]						
20		3-3-5	8									
						---Shade darker, no silt						
25		2-3-3	6									
30		2-2-3	5			BORING TERMINATED AT 30.0 FEET						
35												
40												
45												

02763



UNIVERSAL ENGINEERING SCIENCES BORING LOG

PROJECT NO.: 10850-001-01

REPORT NO.: 98754

PAGE: B-2.11

PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-11** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 8.8 DATE FINISHED: 1/24/00
DATE OF READING: 01/25/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 6.3 TYPE OF SAMPLING: ASTM D-1586

REMARKS:

DEPTH (FT.)	S A M P L E	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	S Y M B O L	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ OAY)	ORG. CONT. (%)
									LL	PI		
0						Loose, light brown fine SAND [SP]						
		2-2-3	5									
		2-2-3	5			---Light gray/seams of orange						
5		3-3-3	6			---Light gray, with shade of brown/seams of orange						
		3-3-3	6	▽								
		2-2-3	5	▽		Loose, medium brown fine SAND; with silt [SP-SM]						
10		3-4-3	7									
		7-9-9	18			Medium dense, dark brown clayey fine SAND [SC]						
15												
		4-4-5	9			Loose, medium brown silty fine SAND [SM]						
20						BORING TERMINATED AT 20.0 FEET						
25												
30												
35												
40												
45												



UNIVERSAL ENGINEERING SCIENCES BORING LOG

PROJECT NO.: 10850-001-01

REPORT NO.: 98754

PAGE: B-2.12

PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: SECTION: 6

B-12

TOWNSHIP: 22 S

SHEET: **1 of 1**
RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN
REMARKS:

G.S. ELEVATION (ft):
WATER TABLE (ft): 7.0
DATE OF READING: 01/25/00
EST. W.S.W.T. (ft): 5.5
DATE STARTED: 1/24/00
DATE FINISHED: 1/24/00
DRILLED BY: UES-ORLANDO
TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N (BLOWS/FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./DAY)	ORG. CONT. (%)
									LL	PI		
0												
		3-2-2	4			Very loose, brown fine SAND [SP]					7.5	
		2-1-3	4			---Very light brown to light gray	5	5			4.2	
5		3-4-3	7	▽		Loose, gray SAND; with silt [SP-SM]	8	8				
		2-3-3	6	▽		Loose, gray brown fine SAND [SP]						
		3-3-3	6									
		3-4-5	9			Loose, dark brown silty fine SAND [SM]						
10												
		6-7-7	14			Medium dense, medium brown fine SAND [SP]						
15						BORING TERMINATED AT 15.0 FEET						
20												
25												
30												
35												
40												
45												

VZ/63



UNIVERSAL ENGINEERING SCIENCES BORING LOG

PROJECT NO.: 10850-001-01

REPORT NO.: 98754

PAGE: B-2.13

PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-13** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN
REMARKS:

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 10.0 DATE FINISHED: 1/24/00
DATE OF READING: 01/25/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 8.5 TYPE OF SAMPLING: ASTM D-1586

DEPTH (FT.)	SAMPLING	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)	
									LL	PI			
0						Loose, light gray brown fine SAND [SP]							
		2-3-4	7		[SP]								
		2-2-3	5										
5		2-3-3	6			---Shade lighter							
		3-4-4	8										
		3-4-5	9	▽									
10		4-5-4	9	▼		---Loose, gray brown	4	9					
						Loose, gray brown silty SAND [SM]							
15		4-3-4	7		[SM]								
						---Medium dense, very dark gray brown to black							
20		7-8-10	18										
25		9-12-16	28			---Very dense, shade gray {hardpan}							
30		20-60-40	100/9"			BORING TERMINATED AT 30.0 FEET							
35													
40													
45													

UZ783



UNIVERSAL ENGINEERING SCIENCES BORING LOG

PROJECT NO.: 10850-001-01

REPORT NO.: 98754

PAGE: B-2.14

PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

BORING DESIGNATION: **B-14** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 8.0 DATE FINISHED: 1/24/00
DATE OF READING: 01/25/00 DRILLED BY: JES-ORLANOO
EST. W.S.W.T. (ft): 6.5 TYPE OF SAMPLING: ASTM O-1586

REMARKS:

DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ OAY)	ORG. CONT. (%)
									LL	PI		
0						Medium dense, light brown fine SAND [SP]						
		7-7-5	12									
		6-6-7	13			---Light gray						
5		5-7-5	12			---Gray brown						
		6-5-4	9	▽			4	15			14.4	
		2-1-1	2	▽		---Very loose, dark brown	4	20			17.3	
		1-1-2	3			Very loose, dark brown silty SAND [SM] ---Very loose, seams shade light						
10												
						---Medium dense, medium brown						
15		16-15-13	28									
						Medium dense, light brown fine SAND; with silt [SP-SM]						
20		9-9-9	18									
						Medium dense, brown silty fine SAND [SM]						
25		4-4-8	12									
30		9-11-12	23			Medium dense, brown fine SAND [SP] BORING TERMINATED AT 30.0 FEET						
35												
40												
45												



UNIVERSAL ENGINEERING SCIENCES BORING LOG

PROJECT NO.: 10850-001-01

REPORT NO.: 98754

PAGE: B-2.15

PROJECT: GEOTECHNICAL EXPLORATION REPORT
WEST MORSE, PENNSYLVANIA
WINTER PARK, FLORIDA

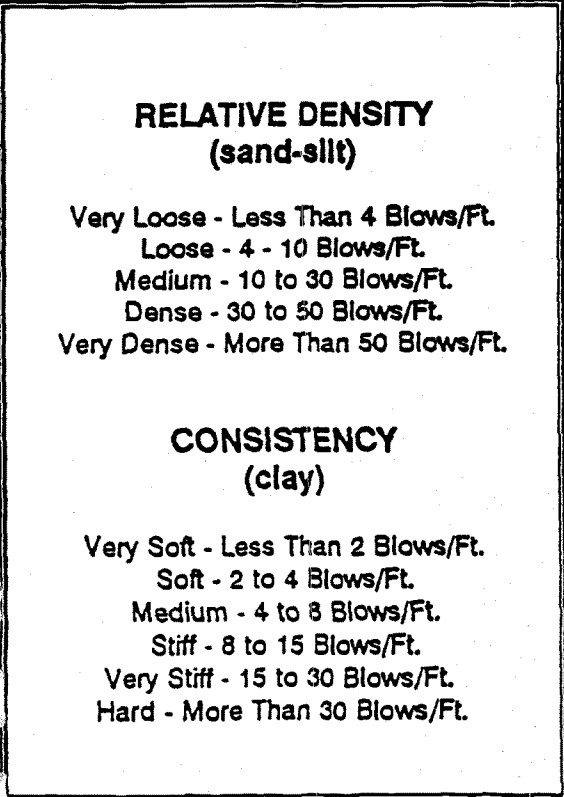
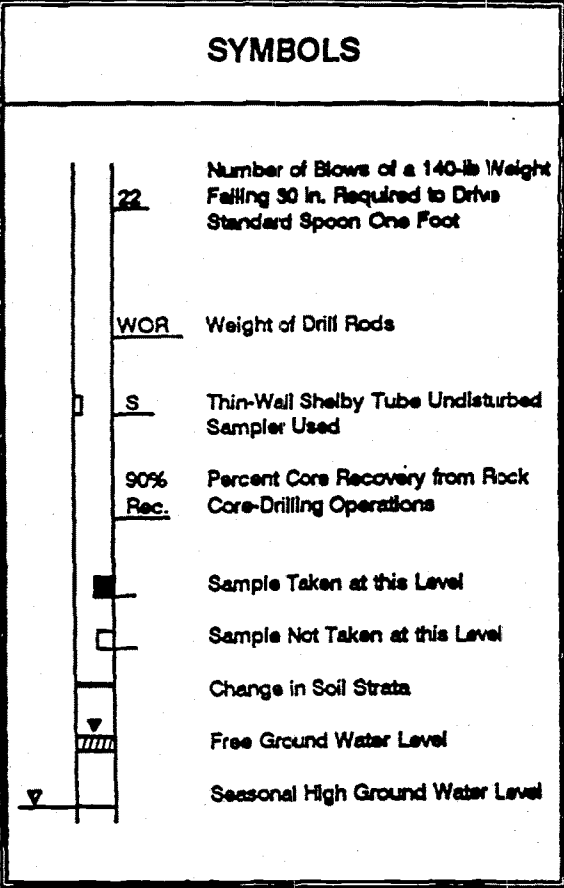
BORING DESIGNATION: **B-15** SHEET: **1 of 1**
SECTION: 6 TOWNSHIP: 22 S RANGE: 30 E

CLIENT: WFG, LTD
LOCATION: SEE BORING LOCATION PLAN

G.S. ELEVATION (ft): DATE STARTED: 1/24/00
WATER TABLE (ft): 8.0 DATE FINISHED: 1/24/00
DATE OF READING: 01/25/00 DRILLED BY: UES-ORLANDO
EST. W.S.W.T. (ft): 6.5 TYPE OF SAMPLING: ASTM D-1586

REMARKS:

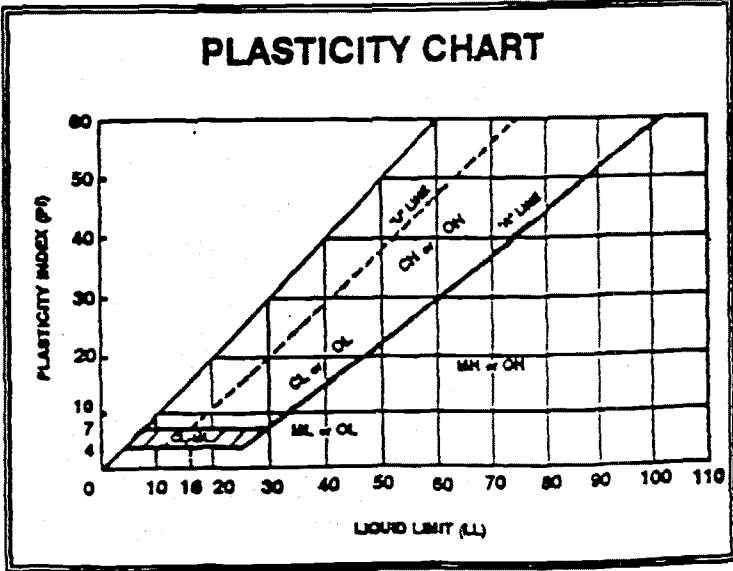
DEPTH (FT.)	SAMPLE	BLOWS PER 6" INCREMENT	N (BLOWS/ FT.)	W.T.	SYMBOL	DESCRIPTION	-200 (%)	MC (%)	ATTERBERG LIMITS		K (FT./ DAY)	ORG. CONT. (%)	
									LL	PI			
0													
		3-3-4	7			Loose, light gray brown fine SAND [SP]							
		2-3-3	6										
5		4-4-6	10				--Shade lighter						
		4-4-5	9	▽			--Gray brown						
		3-3-4	7	▽			Loose, shade darker SAND; with silt [SP-SM]						
10		2-2-3	5										
15		2-2-10	12				Medium dense, dark brown silty SAND [SM]						
							--Lighter						
20		5-4-5	9			BORING TERMINATED AT 20.0 FEET							
25													
30													
35													
40													
45													



UNIFIED CLASSIFICATION SYSTEM

MAJOR DIVISIONS		GROUP SYMBOLS	TYPICAL NAMES
COARSE-GRAINED SOILS More than 50% retained on No. 200 sieve*	GRAVELS 50% or more of coarse fraction retained on No. 4 sieve	CLEAN GRAVELS	GW Well-graded gravels and gravel-sand mixtures, little or no fines
		GRAVELS WITH FINES	GP Poorly graded gravels and gravel-sand mixtures, little or no fines
		CLEAN SANDS	GM Silty gravels, gravel-sand-silt mixtures
		SANDS WITH FINES	GC Clayey gravels, gravel-sand-clay mixtures
	SANDS More than 50% of coarse fraction passes No. 4 sieve	CLEAN SANDS	SW Well-graded sands and gravelly sands, little or no fines
		SANDS WITH FINES	SP Poorly graded sands and gravelly sands, little or no fines
FINE-GRAINED SOILS 50% or more passes No. 200 sieve*	SILTS AND CLAYS Liquid limit 50% or less	ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS Liquid limit greater than 50%	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity
Highly Organic Soils	PT	Peat, muck and other highly organic soils	

* Based on the material passing the 3-in. (75-mm) sieve.



DESCRIPTION OF LABORATORY TESTING PROCEDURES

WASH 200 TEST

The Wash 200 test is performed by passing a representative soil sample over a No. 200 sieve and rinsing with water. The percentage of the soil grains passing this sieve is then calculated.

LABORATORY PERMEABILITY TEST, CONSTANT-HEAD (ASTM D-2434)

The constant-head laboratory permeability test is performed by placing the soil sample in a tube and sealing the soil sample on both ends with a porous disk. The tube and soil sample are then sealed and the soil sample is saturated. Once the soil sample has been saturated, a constant-head water supply is run through the sealed soil sample. A pair of manometer tubes is used to measure the pressure head change through the soil. Once the manometer tubes indicate steady-state flow, test measurements of pressure head difference, quantity of flow and time of flow are made. The data recovered from this test are then used to calculate Darcy's Coefficient of Permeability (k) of the soil.

APPENDIX C

Important Information About Your Geotechnical Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

The following information is provided to help you manage your risks.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique; each geotechnical engineering report is uniquely prepared for the client. No one except you should rely on your geotechnical engineering report without first confiding with the geotechnical engineer who prepared it. And no one-not even you-should apply the report for any purpose or project except the one originally contemplated.

A Geotechnical Engineering Report is Based on A Unique Set of Project Specific Factors

Geotechnical engineers consider a number of unique project specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical engineering report that was:

- not prepared for you,
- not prepared for your project
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,

- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership

As a general rule, always inform your geotechnical engineer of project changes-even minor ones-and request an assessment of their impact. Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of when they were not informed.

Subsurface Conditions Can Change

A geotechnical engineering report is based on conditions that existed at the time the study was performed. Do not rely on a geotechnical engineering report whose adequacy may have been affected by the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events such as flood, earthquakes, or groundwater fluctuations. Always contact the geotechnical engineer before applying the report, to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identified subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgement to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ-sometimes significantly-from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are Not Final

Do not over rely on the construction recommendations included in your report. Those recommendations are not final, because geotechnical engineers develop them principally from judgement and opinion. Geotechnical engineers can finalize their recommendations only by observing actual subsurface conditions revealed during construction. The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's recommendations if that engineer does not perform construction observation.

A Geotechnical Engineering Report is Subject to Misinterpretation

Other design team members' misinterpretation of geotechnical engineering reports has resulted in costly problems. Lower that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also, retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Contractors can also misinterpret a geotechnical engineering report. Reduce that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical engineering report should never be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, but recognize that separating logs from the report can elevate risk.

Give Contractors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make contractors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give contractors the complete geotechnical engineering report, but preface it with a clearly written letter of transmittal. In that letter, advise contractors that the report was not prepared for purposes of bid development and that the report's accuracy is limited;

encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. Be sure contractors have sufficient time to perform additional study. Only then might you be in a position to give contractors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and contractors do not recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce such risks, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineer's responsibilities begin and end, to help others recognize their own responsibilities and risks. Read these provisions closely. Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform a geoenvironmental study differ significantly from those used to perform a geotechnical study. For that reason, a geotechnical engineering report does not usually relate any geoenvironmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. Unanticipated environmental problems have led to numerous project failures. If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. Do not rely on an environmental report prepared for someone else.

Rely on Your Geotechnical Engineer for Additional Assistance

Membership in ASFE exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a construction project. Confer with your ASFE-member geotechnical engineer for more information.

ASFE

PROFESSIONAL
FIRMS PRACTICING
IN THE GEOSCIENCES

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email: info@asfe.org www.asfe.org

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IIGER06983.5M

CONSTRAINTS AND RESTRICTIONS

WARRANTY

Universal Engineering Sciences has prepared this report for our client for his exclusive use, in accordance with generally accepted soil and foundation engineering practices, and makes no other warranty either expressed or implied as to the professional advice provided in the report.

UNANTICIPATED SOIL CONDITIONS

The analysis and recommendations submitted in this report are based upon the data obtained from soil borings performed at the locations indicated on the Boring Location Plan. This report does not reflect any variations which may occur between these borings.

The nature and extent of variations between borings may not become known until excavation begins. If variations appear, we may have to re-evaluate our recommendations after performing on-site observations and noting the characteristics of any variations.

CHANGED CONDITIONS

We recommend that the specifications for the project require that the contractor immediately notify Universal Engineering Sciences, as well as the owner, when subsurface conditions are encountered that are different from those present in this report.

No claim by the contractor for any conditions differing from those anticipated in the plans, specifications, and those found in this report, should be allowed unless the contractor notifies the owner and Universal Engineering Sciences of such changed conditions. Further, we recommend that all foundation work and site improvements be observed by a representative of Universal Engineering Sciences to monitor field conditions and changes, to verify design assumptions and to evaluate and recommend any appropriate modifications to this report.

MISINTERPRETATION OF SOIL ENGINEERING REPORT

Universal Engineering Sciences is responsible for the conclusions and opinions contained within this report based upon the data relating only to the specific project and location discussed herein. If the conclusions or recommendations based upon the data presented are made by others, those conclusions or recommendations are not the responsibility of Universal Engineering Sciences.

CHANGED STRUCTURE OR LOCATION

This report was prepared in order to aid in the evaluation of this project and to assist the architect or engineer in the design of this project. If any changes in the design or location of the structure as outlined in this report are planned, or if any structures are included or added that are not discussed in the report, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions modified or approved by Universal Engineering Sciences.

USE OF REPORT BY BIDDERS

Bidders who are examining the report prior to submission of a bid are cautioned that this report was prepared as an aid to the designers of the project and it may affect actual construction operations.

Bidders are urged to make their own soil borings, test pits, test caissons or other investigations to determine those conditions that may affect construction operations. Universal Engineering Sciences cannot be responsible for any interpretations made from this report or the attached boring logs with regard to their adequacy in reflecting subsurface conditions which will affect construction operations.

STRATA CHANGES

Strata changes are indicated by a definite line on the boring logs which accompany this report. However, the actual change in the ground may be more gradual. Where changes occur between soil samples, the location of the change must necessarily be estimated using all available information and may not be shown at the exact depth.

OBSERVATIONS DURING DRILLING

Attempts are made to detect and/or identify occurrences during drilling and sampling, such as: water level, boulders, zones of lost circulation, relative ease or resistance to drilling progress, unusual sample recovery, variation of driving resistance, obstructions, etc.; however, lack of mention does not preclude their presence.

WATER LEVELS

Water level readings have been made in the drill holes during drilling and they indicate normally occurring conditions. Water levels may not have been stabilized at the last reading. This data has been reviewed and interpretations made in this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, tides, and other factors not evident at the time measurements were made and reported. Since the probability of such variations is anticipated, design drawings and specifications should accommodate such possibilities and construction planning should be based upon such assumptions of variations.

LOCATION OF BURIED OBJECTS

All users of this report are cautioned that there was no requirement for Universal Engineering Sciences to attempt to locate any man-made buried objects during the course of this exploration and that no attempt was made by Universal Engineering Sciences to locate any such buried objects. Universal Engineering Sciences cannot be responsible for any buried man-made objects which are subsequently encountered during construction that are not discussed within the text of this report.

TIME

This report reflects the soil conditions at the time of investigation. If the report is not used in a reasonable amount of time, significant changes to the site may occur and additional reviews may be required.

RECEIVED
FEB 07 2000
42-095-64093-1
PDS
ORLANDO
SJR WND

**STORMWATER CALCULATIONS
FOR
MORSE-PENN OFFICE BUILDING PROJECT
WINTER PARK, FLORIDA**

**PREPARED BY
HOLDER ENGINEERING CORP.
P.O. BOX 161726
ALTAMONTE SPRINGS, FL. 32716
PH: 407-889-2917**

M. M. Hall
02-04-00



old Engineering Corporation

civil engineers / surveyors

Post Office Box 161726
Lamonte Springs, Florida 32716

(407) 889-2917

2-3-00

MORSE / PENN

DETERMINATION OF "CN" NUMBER

Land Area: 2.81 Ac

Existing Conditions: PREVIOUS RESIDENTIAL LOTS - 30% IMP.

LAND USE	AREA	%	CN	PRODUCT
BUILDINGS	}	30	98	3430
ASPHALT, CONC, ETC				
OTHER				
OPEN AREAS		70	49	1940
TOTAL	122378	100		6370 - CN=64

Tc = 20 min.

Post Developed Conditions:

LAND USE	AREA	%	CN	PRODUCT
BUILDINGS	62847	51.35	98	5032
ASPHALT, CONC., ETC:	30760	25.14	98	2464
OTHER				
OPEN AREAS	28771	23.51	49	1152
TOTAL	122378	100		8648 - CN=87

Tc = 10 min

REQUIRED RETENTION: 1.25" X IMP AREA + 0.5" X TOTAL AREA

$$\frac{1.25}{12} \times 93607 + \frac{0.5}{12} \times 122378 =$$

$$9750 + 5099 = 14849 \text{ CF}$$

18064 CF PROVIDED TO WEIR ELEV. 88.5



H. H. H. Engineering Corporation

civil engineers / surveyors

Post Office Box 161726
Altamonte Springs, Florida 32716

(407) 889-2917

02-03-00

MORSE / PENN

STAGE - STORAGE CALCULATIONS
AREA BELOW GARAGE FLOOR "

ELEVATION	AREA SF	INC. VOLUME CF	SUM VOLUME CF	DISCHARGE CFS
86.5	5400	0	0	0
87.5	5640	5520	5520	0
88.5	5880	5760	11280	0
89.0	6000	2970	14250	1.1
89.5	6120	3030	17280	3.3
90.5	6360	6240	23520	6.0

1' WEIR @ ELEVATION 88.5'

$$Q = 3.33 L H^{3/2}$$

L =

H =



Hoer Engineering Corporation

civil engineers / surveyors

Post Office Box 161726
Altamonte Springs, Florida 32716

(407) 889-2917

02-03-00

MORSE PENN

STAGE - STORAGE CALCULATIONS

AREA ALONG NORTH SIDE OF GARAGE

ELEVATION	AREA SF	INC. VOLUME CF	SUM VOLUME CF	DISCHARGE CFS
86.5	825	0	0	0
87.5	1520	1173	1173	0
88.5	2200	1860	3033	0
89.0	2725	1230	4263	1.1
89.5	3245	1493	5758	3.3
90.5	3350	3298	9056	6.0

1' WEIR @ ELEVATION 88.5

$Q = 3.33 L H^{3/2}$

L =

H =



Holler Engineering Corporation

civil engineers / surveyors

Post Office Box 161726
Altamonte Springs, Florida 32716

(407) 889-2917

02-03-00

MORSE / PENN

STAGE - STORAGE CALCULATIONS
AREA WEST OF GARAGE

ELEVATION	AREA SF	INC. VOLUME CF	SUM VOLUME CF	DISCHARGE CFS
86.5	1295	0	0	0
87.5	1842	1568	1568	0
88.5	2524	2183	3751	0
89.0	2911	1359	5110	1.1
89.5	3298	1552	6662	3.3
90.5	3686	3492	10154	6.0

WEIR @ ELEVATION 88.5

$$Q = 3.33 L H^{3/2}$$

L =

H =



Holler Engineering Corporation

civil engineers / surveyors

Post Office Box 161726
Altamonte Springs, Florida 32716

(407) 889-2917

02-03-00

MORSE PENN

STAGE - STORAGE CALCULATIONS

TOTAL COMBINED 3 AREAS

ELEVATION	AREA SF	INC. VOLUME CF	SUM VOLUME CF	DISCHARGE CFS
86.5	0	0	0 AF	0
87.5			8261-0.190	0
88.5			18064-0.415	0
89.0			23624-0.542	1.1
89.5			29699-0.682	3.3
90.5			42730-0.981	6.0

1' WEIR @ ELEVATION 88.5

$$Q = 3.33 L H^{3/2}$$

L =

H =

25YR24HR8.6"
12-28-99

PRE-MORSE-PENNA DEVELOPMENT

BASIN NAME	A-10
NODE NAME	NA-10
UNIT HYDROGRAPH	UH256
PEAKING FACTOR	256.
RAINFALL FILE	FLMOD
RAIN AMOUNT (in)	8.60
STORM DURATION (hrs)	24.00
AREA (ac)	2.81
CURVE NUMBER	61.00
DCIA (%)	.00
TC (mins)	20.00
LAG TIME (hrs)	.00
BASIN STATUS	ONSITE
BASIN QMX (cfs) TMX (hrs) VOL (in) NOTES	
A-10 5.53 12.18 3.91	

ALLOWABLE

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BASIN	MAX FLOW (cfs)	MAX TIME (hrs)	VOLUME (ins)
A-10	5.53	12.18	3.91

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TIME	A-10
.00	.00
.25	.00
.50	.00
.75	.00
1.00	.00
1.25	.00
1.50	.00
1.75	.00
2.00	.00
2.25	.00
2.50	.00
2.75	.00
3.00	.00
3.25	.00
3.50	.00
3.75	.00
4.00	.00
4.25	.00
4.50	.00
4.75	.00
5.00	.00
5.25	.00
5.50	.00
5.75	.00
6.00	.00
6.25	.00
6.50	.00
6.75	.00
7.00	.00
7.25	.00
7.50	.00
7.75	.00
8.00	.00
8.25	.00
8.50	.00
8.75	.00
9.00	.01
9.25	.02
9.50	.03
9.75	.05
10.00	.08
10.25	.11
10.50	.15
10.75	.20
11.00	.26
11.25	.32
11.50	.52
11.75	1.62
12.00	4.36
12.25	5.39
12.50	4.36
12.75	3.24
13.00	2.51

13.25
13.50

1.94
1.50

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TIME	A-10
13.75	1.16
14.00	.93
14.25	.81
14.50	.74
14.75	.68
15.00	.63
15.25	.59
15.50	.57
15.75	.53
16.00	.50
16.25	.48
16.50	.46
16.75	.44
17.00	.42
17.25	.41
17.50	.41
17.75	.38
18.00	.36
18.25	.36
18.50	.36
18.75	.34
19.00	.32
19.25	.32
19.50	.33
19.75	.32
20.00	.31
20.25	.29
20.50	.28
20.75	.27
21.00	.27
21.25	.27
21.50	.26
21.75	.26
22.00	.26
22.25	.26
22.50	.26
22.75	.25
23.00	.24
23.25	.24
23.50	.23
23.75	.22
24.00	.21

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POST-MORSE-PENN DEVELOPMENT

BASIN NAME	A-10
NODE NAME	NA-10
UNIT HYDROGRAPH	UH256
PEAKING FACTOR	256.
RAINFALL FILE	FLMOD
RAIN AMOUNT (in)	8.60
STORM DURATION (hrs)	24.00
AREA (ac)	2.81
CURVE NUMBER	87.00
DCIA (%)	.00
TC (mins)	10.00
LAG TIME (hrs)	.00
BASIN STATUS	ONSITE

BASIN	QMX (cfs)	TMX (hrs)	VOL (in)	NOTES
A-10	13.37	12.04	7.03	

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BASIN	MAX FLOW (cfs)	MAX TIME (hrs)	VOLUME (ins)
A-10	13.37	12.04	7.03

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12-28-99

TIME	A-10
.00	.00
.25	.00
.50	.00
.75	.00
1.00	.00
1.25	.00
1.50	.00
1.75	.00
2.00	.00
2.25	.00
2.50	.00
2.75	.00
3.00	.01
3.25	.02
3.50	.03
3.75	.04
4.00	.06
4.25	.08
4.50	.09
4.75	.11
5.00	.12
5.25	.13
5.50	.15
5.75	.16
6.00	.17
6.25	.20
6.50	.22
6.75	.24
7.00	.25
7.25	.29
7.50	.31
7.75	.32
8.00	.34
8.25	.38
8.50	.41
8.75	.47
9.00	.50
9.25	.54
9.50	.57
9.75	.65
10.00	.69
10.25	.83
10.50	.90
10.75	1.10
11.00	1.20
11.25	1.30
11.50	2.16
11.75	6.64
12.00	12.98
12.25	9.87
12.50	5.98
12.75	3.29
13.00	2.03

13.25
13.50

1.51
1.36

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TIME	A-10
13.75	1.15
14.00	1.07
14.25	.96
14.50	.91
14.75	.81
15.00	.77
15.25	.73
15.50	.71
15.75	.65
16.00	.63
16.25	.59
16.50	.57
16.75	.54
17.00	.53
17.25	.52
17.50	.52
17.75	.46
18.00	.44
18.25	.46
18.50	.47
18.75	.42
19.00	.39
19.25	.41
19.50	.42
19.75	.40
20.00	.39
20.25	.35
20.50	.34
20.75	.33
21.00	.33
21.25	.33
21.50	.33
21.75	.33
22.00	.33
22.25	.33
22.50	.33
22.75	.30
23.00	.29
23.25	.29
23.50	.28
23.75	.26
24.00	.24

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CONTROL PARAMETERS

=====

START TIME: .00
END TIME: 24.00

TO TIME (hours)	SIMULATION INC (secs)	PRINT INC (mins)
-----	-----	-----
100.00	150.00	15.00

RUNOFF HYDROGRAPH FILE: DEFAULT
OFFSITE HYDROGRAPH FILE: DEFAULT
BOUNDARY DATABASE FILE: NONE

NOTE:

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NODE NAME	NODE TYPE	INI STAGE (ft)	X-COOR (ft)	Y-COOR (ft)	LENGTH (ft)	STAGE (ft)	AR/TM/STR (ac/hr/af)
NA-10	STRG	86.500	.000	.000	.000	86.500	.000
						87.500	.190
						88.500	.415
						89.000	.542
						89.500	.682
						90.500	.981
NA-11	TIME	85.000	.000	.000	.000	85.000	100.000

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25YR24HR8.6"
12-28-99

>>REACH NAME : RNA-10
FROM NODE : NA-10
TO NODE : NA-11
REACH TYPE : RECTANGULAR WEIR/GATE/ORIFICE, VILLEMONTÉ EQ.
FLOW DIRECTION : POSITIVE AND NEGATIVE FLOWS ALLOWED
CREST EL. (ft): 88.500 CREST LN. (ft): 1.000 OPENING (ft): 999.000
WEIR COEF.: 3.000 GATE COEF.: .600 NUMBER OF ELEM.: 1.000
NOTE:

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25YR24HR8.6"
12-28-99

REACH SUMMARY

=====

INDEX	RCHNAME	FRMNODE	TONODE	REACH TYPE
1	RNA-10	NA-10	NA-11	RECTANGULAR WEIR/GATE/ORIFICE, VILLEMONTÉ EQ

25YR24HR8.6"
 12-28-99

NODAL MIN/MAX/TIME CONDITIONS REPORT

NODE ID	PARAMETER	<-- MINIMUMS -->		<-- MAXIMUMS -->	
		VALUE	TIME (hr)	VALUE	TIME (hr)
NA-10	STAGE (ft):	86.50	2.75	89.96	12.50
	VOLUME (af):	.00	2.50	.82	12.50
	RUNOFF (cfs):	.00	2.50	12.98	12.00
	OFFSITE (cfs):	.00	24.00	.00	24.00
	OTHER (cfs):	.00	24.00	.00	24.00
	OUTFLOW (cfs):	.00	11.75	5.30	12.50
NA-11	STAGE (ft):	85.00	24.00	85.00	24.00
	VOLUME (af):	.00	11.75	1.17	24.00
	RUNOFF (cfs):	.00	24.00	.00	24.00
	OFFSITE (cfs):	.00	24.00	.00	24.00
	OTHER (cfs):	.00	11.75	5.30	12.50
	OUTFLOW (cfs):	.00	24.00	.00	24.00

5.53 ALLOWABLE

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 12-28-99

NODAL MAXIMUM CONDITIONS REPORT

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NODE ID	STAGE (ft)	VOLUME (af)	<----- RUNOFF (cfs)	INFLOW OFFSITE (cfs)	-----> OTHER (cfs)	OUTFLOW (cfs)
NA-10	89.96	.82	12.98	.00	.00	5.30
NA-11	85.00	1.17	.00	.00	5.30	.00

25YR24HR8.6"
 12-28-99

REACH FLOW/STAGE/VELOCITY REPORT

=====

REACH ID: RNA-10 FROM NODE ID: NA-10 TO NODE ID: NA-11

TIME (hrs)	FLOW (cfs)	U/S STG (ft)	D/S STG (ft)	U/S VEL (fps)	D/S VEL (fps)	AVG VEL (fps)
.00	.00	86.50	85.00	N/A	N/A	N/A
.25	.00	86.50	85.00	N/A	N/A	N/A
.50	.00	86.50	85.00	N/A	N/A	N/A
.75	.00	86.50	85.00	N/A	N/A	N/A
1.00	.00	86.50	85.00	N/A	N/A	N/A
1.25	.00	86.50	85.00	N/A	N/A	N/A
1.50	.00	86.50	85.00	N/A	N/A	N/A
1.75	.00	86.50	85.00	N/A	N/A	N/A
2.00	.00	86.50	85.00	N/A	N/A	N/A
2.25	.00	86.50	85.00	N/A	N/A	N/A
2.50	.00	86.50	85.00	N/A	N/A	N/A
2.75	.00	86.50	85.00	N/A	N/A	N/A
3.00	.00	86.50	85.00	N/A	N/A	N/A
3.25	.00	86.50	85.00	N/A	N/A	N/A
3.50	.00	86.50	85.00	N/A	N/A	N/A
3.75	.00	86.51	85.00	N/A	N/A	N/A
4.00	.00	86.51	85.00	N/A	N/A	N/A
4.25	.00	86.52	85.00	N/A	N/A	N/A
4.50	.00	86.53	85.00	N/A	N/A	N/A
4.75	.00	86.54	85.00	N/A	N/A	N/A
5.00	.00	86.55	85.00	N/A	N/A	N/A
5.25	.00	86.57	85.00	N/A	N/A	N/A
5.50	.00	86.58	85.00	N/A	N/A	N/A
5.75	.00	86.60	85.00	N/A	N/A	N/A
6.00	.00	86.62	85.00	N/A	N/A	N/A
6.25	.00	86.64	85.00	N/A	N/A	N/A
6.50	.00	86.66	85.00	N/A	N/A	N/A
6.75	.00	86.69	85.00	N/A	N/A	N/A
7.00	.00	86.71	85.00	N/A	N/A	N/A
7.25	.00	86.74	85.00	N/A	N/A	N/A
7.50	.00	86.77	85.00	N/A	N/A	N/A
7.75	.00	86.81	85.00	N/A	N/A	N/A
8.00	.00	86.84	85.00	N/A	N/A	N/A
8.25	.00	86.88	85.00	N/A	N/A	N/A
8.50	.00	86.93	85.00	N/A	N/A	N/A
8.75	.00	86.97	85.00	N/A	N/A	N/A
9.00	.00	87.03	85.00	N/A	N/A	N/A
9.25	.00	87.08	85.00	N/A	N/A	N/A
9.50	.00	87.14	85.00	N/A	N/A	N/A
9.75	.00	87.21	85.00	N/A	N/A	N/A
10.00	.00	87.28	85.00	N/A	N/A	N/A
10.25	.00	87.36	85.00	N/A	N/A	N/A
10.50	.00	87.46	85.00	N/A	N/A	N/A
10.75	.00	87.56	85.00	N/A	N/A	N/A

25YR24HR8.6"
 12-28-99

REACH FLOW/STAGE/VELOCITY REPORT
 =====

REACH ID: RNA-10 FROM NODE ID: NA-10 TO NODE ID: NA-11

TIME (hrs)	FLOW (cfs)	U/S STG (ft)	D/S STG (ft)	U/S VEL (fps)	D/S VEL (fps)	AVG VEL (fps)
11.00	.00	87.66	85.00	N/A	N/A	N/A
11.25	.00	87.78	85.00	N/A	N/A	N/A
11.50	.00	87.93	85.00	N/A	N/A	N/A
11.75	.00	88.34	85.00	N/A	N/A	N/A
12.00	1.46	89.12	85.00	N/A	N/A	N/A
12.25	4.17	89.75	85.00	N/A	N/A	N/A
12.50	5.30	89.96	85.00	N/A	N/A	N/A
12.75	5.06	89.92	85.00	N/A	N/A	N/A
13.00	4.31	89.77	85.00	N/A	N/A	N/A
13.25	3.56	89.62	85.00	N/A	N/A	N/A
13.50	2.96	89.49	85.00	N/A	N/A	N/A
13.75	2.48	89.38	85.00	N/A	N/A	N/A
14.00	2.11	89.29	85.00	N/A	N/A	N/A
14.25	1.83	89.22	85.00	N/A	N/A	N/A
14.50	1.61	89.16	85.00	N/A	N/A	N/A
14.75	1.43	89.11	85.00	N/A	N/A	N/A
15.00	1.29	89.07	85.00	N/A	N/A	N/A
15.25	1.17	89.03	85.00	N/A	N/A	N/A
15.50	1.07	89.00	85.00	N/A	N/A	N/A
15.75	.98	88.98	85.00	N/A	N/A	N/A
16.00	.91	88.95	85.00	N/A	N/A	N/A
16.25	.84	88.93	85.00	N/A	N/A	N/A
16.50	.78	88.91	85.00	N/A	N/A	N/A
16.75	.74	88.89	85.00	N/A	N/A	N/A
17.00	.69	88.88	85.00	N/A	N/A	N/A
17.25	.66	88.86	85.00	N/A	N/A	N/A
17.50	.63	88.85	85.00	N/A	N/A	N/A
17.75	.60	88.84	85.00	N/A	N/A	N/A
18.00	.57	88.83	85.00	N/A	N/A	N/A
18.25	.55	88.82	85.00	N/A	N/A	N/A
18.50	.53	88.82	85.00	N/A	N/A	N/A
18.75	.52	88.81	85.00	N/A	N/A	N/A
19.00	.50	88.80	85.00	N/A	N/A	N/A
19.25	.48	88.79	85.00	N/A	N/A	N/A
19.50	.47	88.79	85.00	N/A	N/A	N/A
19.75	.46	88.78	85.00	N/A	N/A	N/A
20.00	.44	88.78	85.00	N/A	N/A	N/A
20.25	.43	88.77	85.00	N/A	N/A	N/A
20.50	.42	88.77	85.00	N/A	N/A	N/A
20.75	.40	88.76	85.00	N/A	N/A	N/A
21.00	.39	88.76	85.00	N/A	N/A	N/A
21.25	.38	88.75	85.00	N/A	N/A	N/A
21.50	.37	88.75	85.00	N/A	N/A	N/A
21.75	.37	88.75	85.00	N/A	N/A	N/A

25YR24HR8.6"
12-28-99

REACH FLOW/STAGE/VELOCITY REPORT
=====

REACH ID: RNA-10 FROM NODE ID: NA-10 TO NODE ID: NA-11

TIME (hrs)	FLOW (cfs)	U/S STG (ft)	D/S STG (ft)	U/S VEL (fps)	D/S VEL (fps)	AVG VEL (fps)
22.00	.36	88.74	85.00	N/A	N/A	N/A
22.25	.36	88.74	85.00	N/A	N/A	N/A
22.50	.35	88.74	85.00	N/A	N/A	N/A
22.75	.35	88.74	85.00	N/A	N/A	N/A
23.00	.34	88.73	85.00	N/A	N/A	N/A
23.25	.33	88.73	85.00	N/A	N/A	N/A
23.50	.32	88.73	85.00	N/A	N/A	N/A
23.75	.31	88.72	85.00	N/A	N/A	N/A
24.00	.30	88.72	85.00	N/A	N/A	N/A

PONDS - Version 2.26
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Written By Devo Seereeram, Ph.D., P.E.
And Robert D. Casper

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Retention Pond Recovery Analysis

I. Job Information

Job Name: MORSE-PENN
Engineer: HOLDER
Date: 02-03-00

II. Input Data

Equivalent Pond Length, [L] (ft):	450.00
Equivalent Pond Width, [W] (ft):	15.00
Pond Bottom Elevation, [PB] (ft above datum):	86.50
Porosity Of Material Within Pond, [p] (%):	100.00
Base Of Aquifer Elevation, [B] (ft above datum):	82.50
Water Table Elevation, [WT] (ft above datum):	84.50
Horizontal Saturated Hydraulic Conductivity, [Kh] (ft/day)	19.50
Fillable Porosity of Aquifer, [n] (%):	26.00
Vertical Unsaturated Infiltration, [Iv] (ft/day):	13.00
Runoff Volume, [V] (cubic feet)	18064.00
Percent Recovery Of Runoff Volume, [PV] (%)	100.00

III. Results

UNSATURATED FLOW

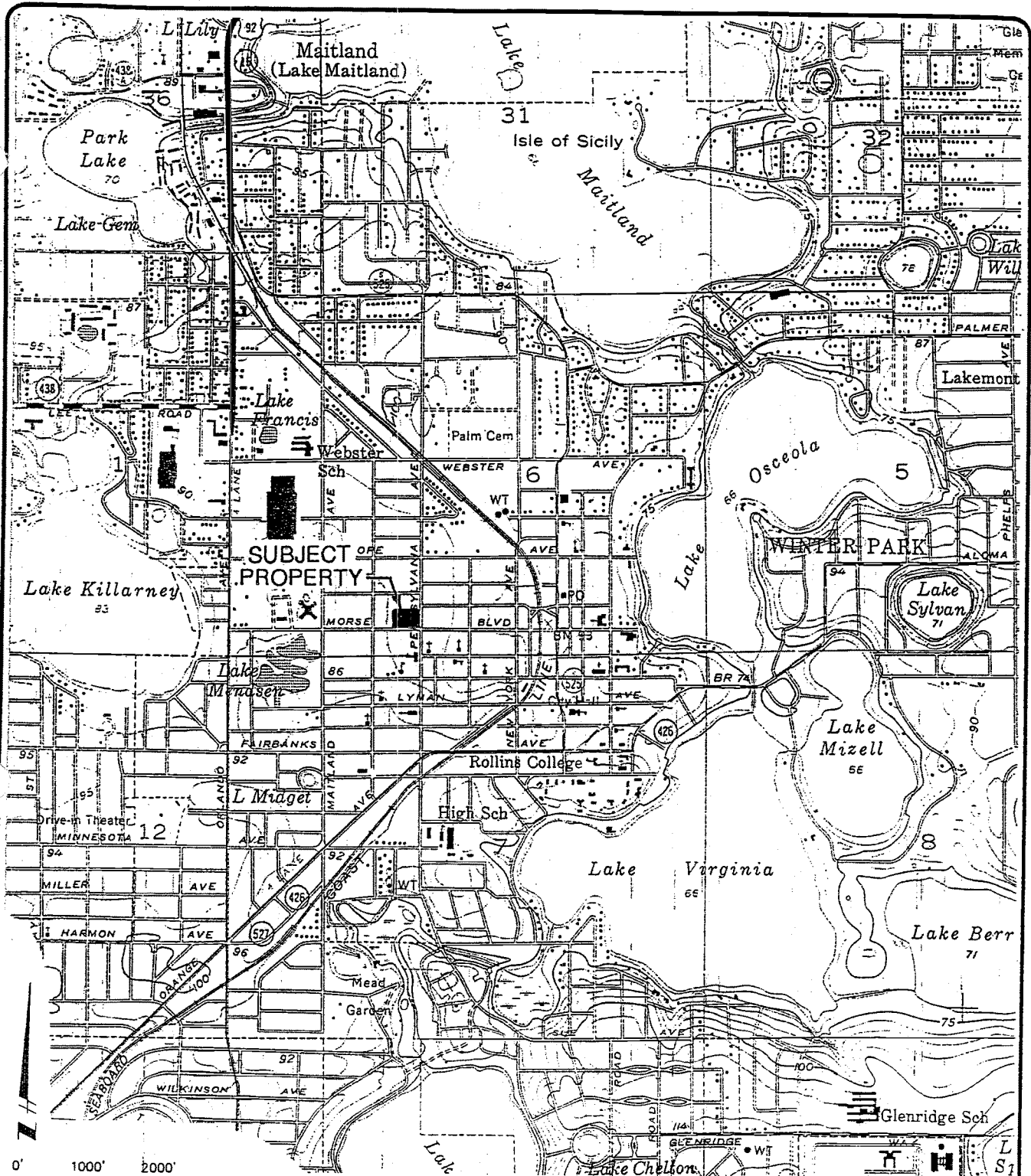
Recovery Time From Unsaturated Flow, [T1] (days):	0.0400
Recovered Volume From Unsaturated Flow, [V1] (ft ³):	3510.00

SATURATED FLOW

Recovery Time From Saturated Flow, [T2] (days):	1.4794
Recovered Volume From Saturated Flow, [V2] (ft ³):	14554.00
Maximum Radius Of Influence, [R] (ft):	53.70
Maximum Driving Head, [Hmax] (ft):	4.156
Minimum Driving Head, [Hmin] (ft):	2.000

TOTAL

Total Recovery Time, [T] (days):	1.5194
Total Recovered Volume, [V] (ft ³):	18064.00



TAKEN FROM "ORLANDO EAST, FLORIDA 1980" USGS QUADRANGLE MAP

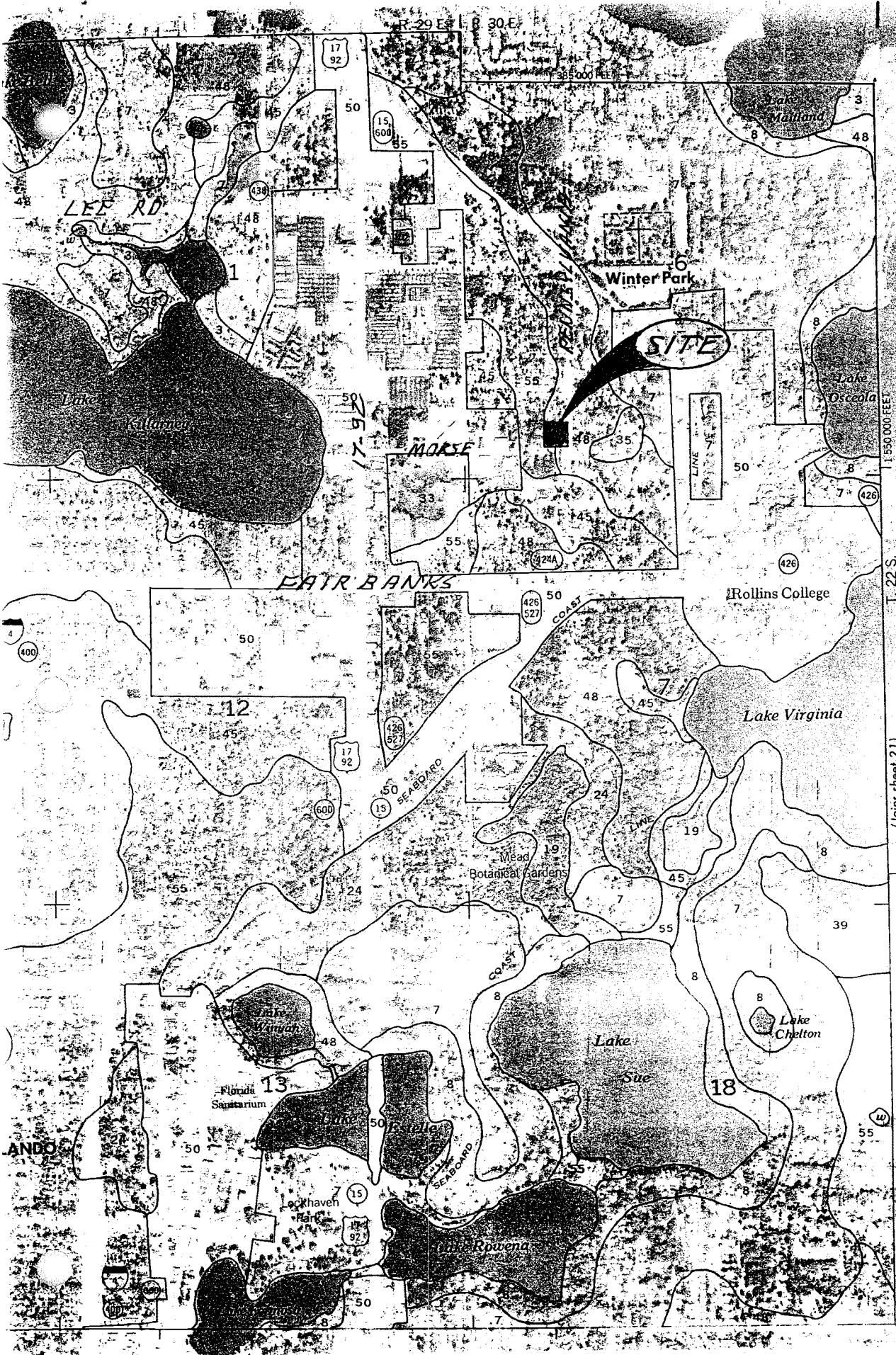


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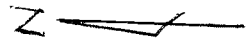
GEOTECHNICAL EXPLORATION
PROPOSED TWO STORY BUILDING
MORSE BOULEVARD AT PENNSYLVANIA AVENUE
WINTER PARK, FLORIDA

SITE LOCATION MAP

DRAWN BY: K.K.	DATE: 1/8/98	CHECKED BY: <i>Alston</i>	DATE: 19 Jan 98
SCALE: AS SHOWN	PROJECT NO: 19628-002-01	REPORT NO: 1137	PAGE NO: A-1



(Joins sheet 21)

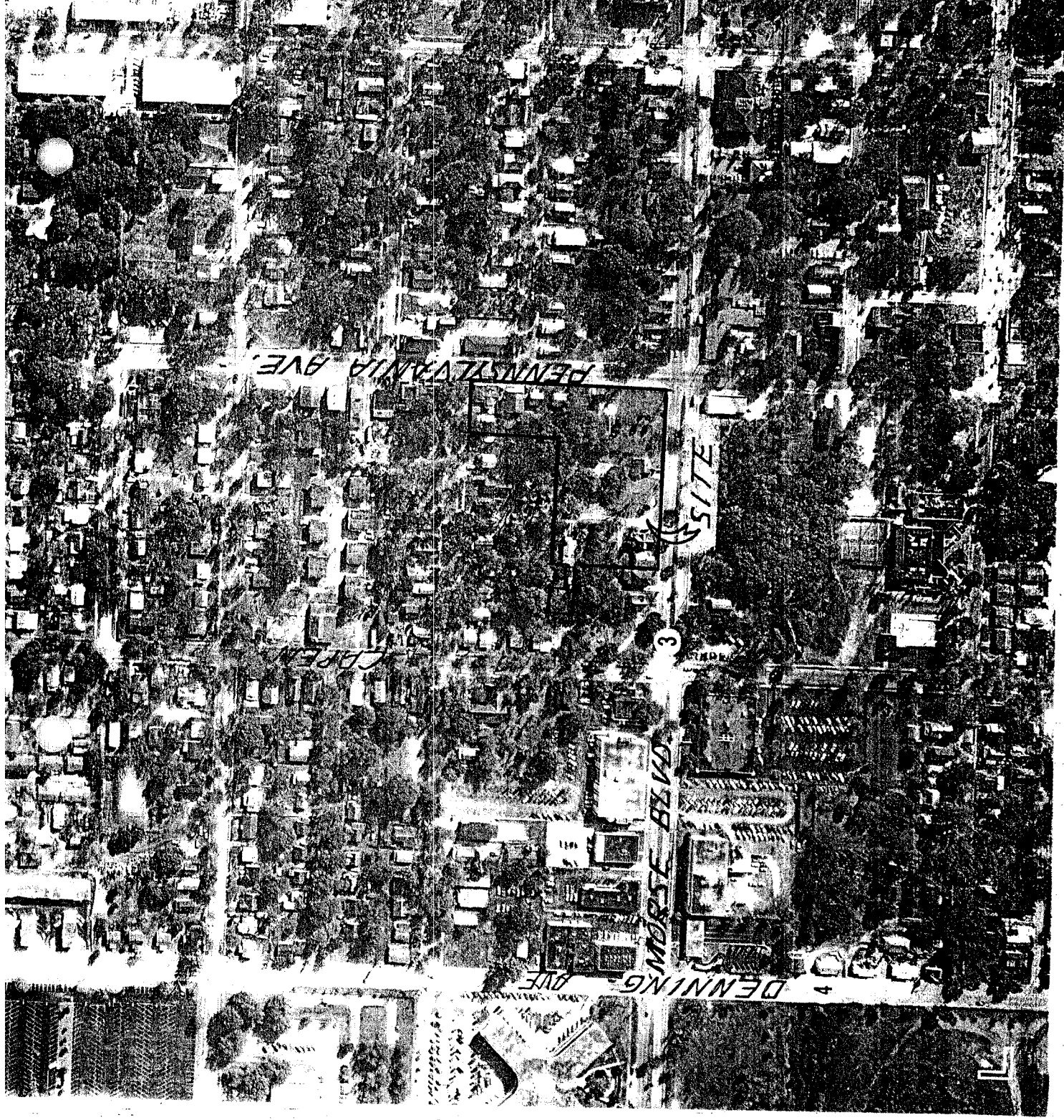


SCALE
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NOVEMBER
1983
PHOTO



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**CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA PLAN**

WINTER PARK, FLORIDA

Approved by the Winter Park City Commission: September 13, 1994

**Prepared With the Assistance of:
CITY OF WINTER PARK
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT**

BY

**ZHA INCORPORATED
23 AUGUST 1994**

ACKNOWLEDGMENTS

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CHAPTER I
INTRODUCTION

CHAPTER I
INTRODUCTION

1.1 Overview

Winter Park is at a critical juncture in its development history, especially as a competitive commercial center. Located just north of the City of Orlando in the heart of Central Florida, with access to a regional road network, a growing population, and increasing income, Winter Park is poised for positive economic growth.

The Winter Park Business District has been hailed nationwide as a model "downtown." The pedestrian scale, mix of architectural styles, retail opportunities, downtown park, AMTRAK station, tree-lined streets, and in-town housing mark Winter Park as a successful Downtown.

Immediately west of the railroad tracks is a neighborhood struggling for investment and a better quality of life. The Westside Neighborhood consists of wide tree-lined streets, central open space and a recreation center, but deteriorating neighborhood commercial establishments, rental apartments, boarding houses, and single family housing stock. The dichotomy between the two areas is reason for concern. The Westside Neighborhood, along with the valuable open space along Morse Boulevard,

presents residential & business growth opportunities as a means to infuse life and vitality to enrich the Downtown for the future.

The Redevelopment Plan is the result of significant public participation initiated through a series of workshops and public meetings. Participants included elected officials, business representatives and Westside residents. The citizens of Winter Park are key contributors to this new vision for their Downtown.

The purpose of this Plan is to explore the critical factors that have shaped Winter Park and to identify opportunities to create a quality environment for residents and businesses. Some of the critical concerns affecting the preparation of the Plan are:

- The social problems of the Westside Neighborhood which include apathy, public safety needs, and the lack of property maintenance, affordable housing, youth recreational programs/employment, and minority business development.
- The lack of private investment within the Westside Neighborhood.
- The need for physical improvements such as streetscape, trees, and sidewalks.
- The high turnover and vacancy rates within the commercial districts of the redevelopment area.

→ Bellows
Redevelopment
date

INTRODUCTION

- Lack of adequate parking in the Downtown.

The new vision for Winter Park is more than a streetscape and does more than address blight. The Plan is both physical and social in nature. It addresses land use, urban design, and human development to assist the residents in solving identified problems. Through strategic public investment, private investment will be stimulated to create a total environment where the residents can live, work and play.

The physical plan is based on maintaining Park Avenue as the primary retail core with a north/south axis. The scale, character and urban fabric of the Westside is to be enhanced through streetscape improvements and the redevelopment of a north/south neighborhood commercial corridor along Pennsylvania Avenue connecting the north and south residential areas. "Traditional" urban design projects linking Orlando Avenue (US 17-92) to Park Avenue via visual and physical components will also be included. The Plan recommends linked open spaces and tree-lined boulevards to accomplish stated objectives.

The social plan seeks to address human development issues for Westside residents. The core of the social development plan is the development of a communication network and the creation of jobs through promotion of neighborhood commercial development and attention to minority businesses. It also addresses the critical need for a variety of decent affordable housing along with moderately priced infill housing.

The importance of clean and safe living environments and social and recreation programs for residents is central to the redevelopment plan.

1.2 Transformation Process

Both public and private redevelopment initiatives within the target area are already in progress. These include:

- **Redevelopment of New England Avenue:** This private initiative includes renovation and conversion of the Watt's Rooming House, demolition of the Westside Rooming House, and landscaping and renovations to the Schubert apartment complex.

- **Improvement to the Farmer's Market:** In 1992, Winter Park voters approved a bond referendum to improve and upgrade the Winter Park Farmer's Market located in the old railroad building at the corner of New York and Lyman Avenues. The structure will continue to be used as an important social focus and will also house the Winter Park Historical Museum.

- **Construction of Affordable Housing:** In 1990, the City adopted an affordable housing assessment fee tied to all new building permits. In 1992, Winter Park voters approved a bond referendum adding more dollars to the Affordable

Housing Trust Fund. As of September of 1994, 13 new single-family homes have been completed and another six lots have been targeted for housing development. An average purchase price of these homes is \$50,000 which translates into monthly mortgages between \$250 and \$475.

Purchase and Closing of the "Big C" Bar: In June 1993, the Winter Park City Commission voted to acquire the "Big C" Bar. The closing of this establishment has reduced the incidence of police calls significantly and has eliminated a significant source of criminal activity. Private investment into the redevelopment of the structure has added vitality to the Hannibal Square business area. This redevelopment will serve as an anchor to the New England and Pennsylvania corridors.

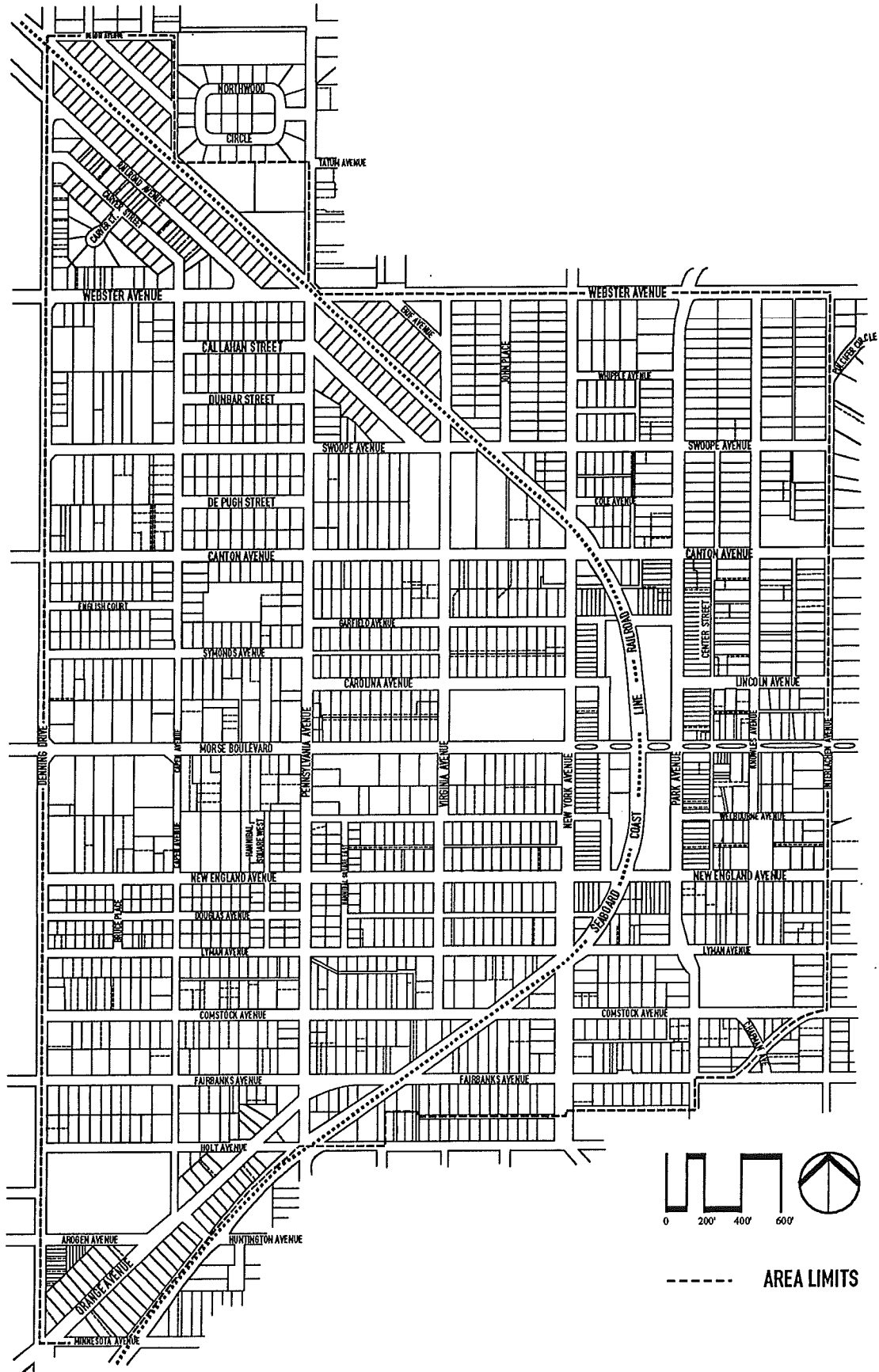
Improved lighting to Hannibal Square: Following the purchase of the "Big C" Bar by the City, Florida Power Corporation agreed to upgrade lighting of the Hannibal Square. This improvement was completed in July 1993.

The CRA plan seeks to bring these projects as well as future projects within the CRA under the umbrella of a comprehensive plan so that cohesive solutions are developed to ensure that the value of every public and private dollar is maximized.

The plan is strategic and detailed in the short term and visionary in the long term. It is meant to be updated periodically throughout the life of the CRA as projects are completed and new projects are prioritized.

1.3 Area Definition

The Community Redevelopment Area is outlined on the map shown in Figure 1-1 (See Appendix 9.8 for legal description of the area). Generally the area is bounded by Denning Drive on the west, Fairbanks Avenue on the south, Interlachen Avenue on the east and Webster Avenue on the north. The Community Redevelopment Area consists of approximately 443 acres. The Area includes the Winter Park downtown commercial core, commercial business districts along Orange and Fairbanks Avenues, as well as the Westside Neighborhood.



CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA

Figure 1-1

1.4 Redevelopment Process

Legal Framework - The Florida Statutes, Chapter 163 establishes the enabling legislation for creation of Community Redevelopment Agencies. Several parts of Chapter 163 are directly related to the preparation of redevelopment plans. Following is a brief synopsis of those sections of Chapter 163.

163.358 Powers of the CRA - This section describes the exercise of powers of the Community Redevelopment Agency (Agency) except the following, which continue to vest in the City Commission of Winter Park:

1. The power to determine an area to be a slum or blighted area, or combination thereof; to designate such area as appropriate for community redevelopment; and to hold any public hearings required with respect thereto;
2. The power to grant final approval to community redevelopment plans and plan changes;
3. The power to authorize the issuance of revenue bonds; and
4. The power to approve the acquisition, demolition, removal, or disposal of property, and the power to assume the responsibility to bear loss.

163.360 Community Redevelopment Plans -- This provision established the conditions to be determined before a Community Redevelopment Area (CRA) plan can

be developed, general provisions of the CRA plan, and how the CRA plan is adopted.

Specifically, it requires that:

1. The governing body make a finding by resolution that the area is in a blighted condition.
2. The community redevelopment plan be consistent with the City's comprehensive plan, and indicate land acquisitions, demolitions, removal of structures and redevelopment as may be needed as well as land uses, zoning and planning changes, maximum densities, and building requirements.
3. The adoption process include a 60-day review by the Planning and Zoning Commission for compliance with the Comprehensive Plan, a recommendation on the plan from the Agency to the City Commission, at which time a public hearing is held and the plan is approved based on specific findings.

163.362 Contents of the Community Redevelopment Plan - The Community

Redevelopment Plan must contain the following:

1. Legal description of the boundaries.

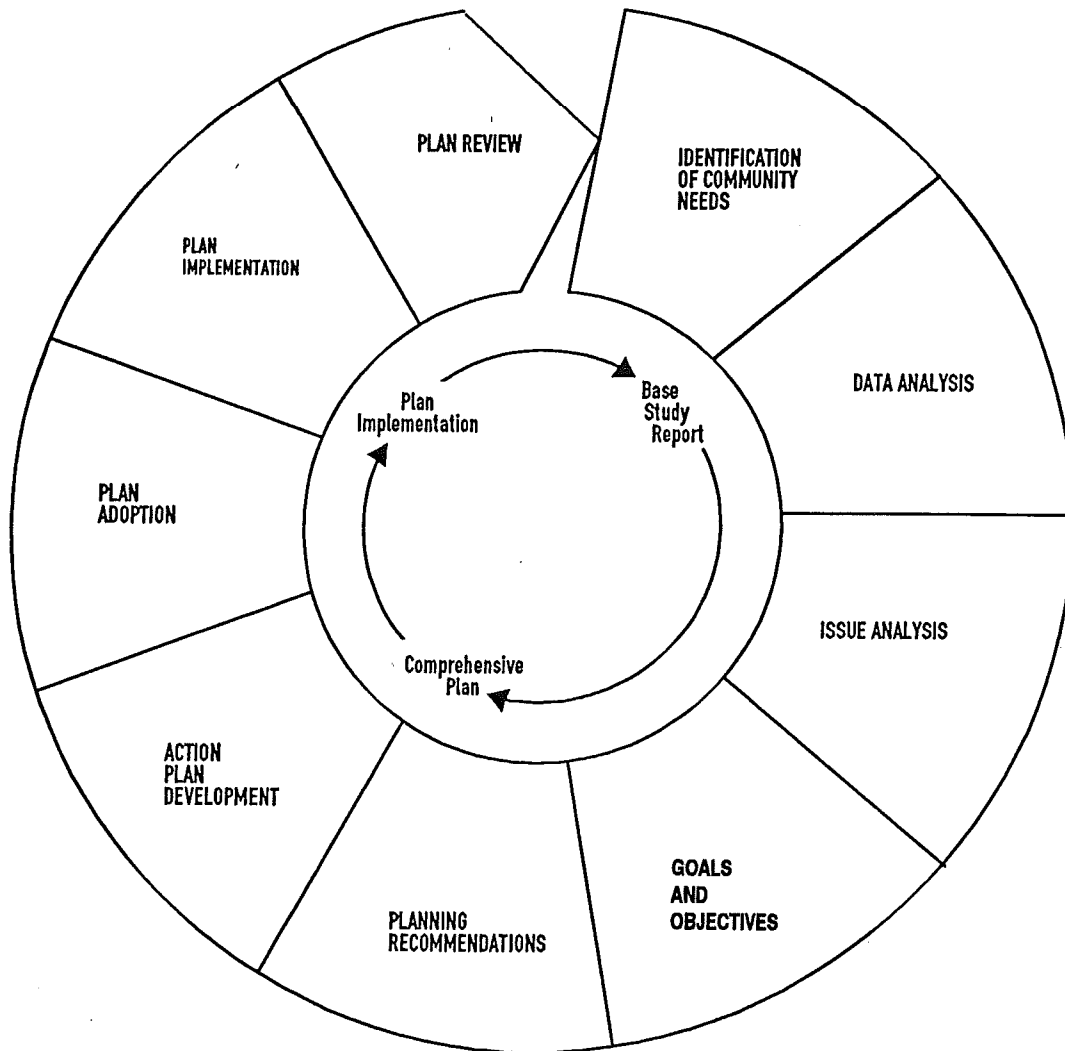
2. Diagrams and descriptions of: a) the approximate amount of open space to be provided and the street layout; b) limitations on the type, size, height, number and proposed use of buildings; c) the approximate number of dwelling units; d) such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.
3. A neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, affect on school population, and other matters affecting the physical and social qualities of the neighborhood if the redevelopment area contains low or moderate income housing.
4. Specific identification of any publicly funded capital projects to be undertaken within the community redevelopment area.
5. Adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.
6. Provision for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods

of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.

7. Assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.
8. Provision of an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan.
9. A detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the cost proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.
10. Provision of a time table for completing all redevelopment financed by increment revenues. Such completion shall occur no later than 30 years after the fiscal year in which the plan is approved or adopted.

1.5 **Planning Process**

The general planning process occurs in three stages. These stages include base studies analysis, plan development and plan implementation. (See Figure 1-2) Contained in each stage are a number of steps that facilitate a city's evolution over time. Since change and development occur regardless of the planning process, implementation of these steps can only be viewed as a vehicle to improve and guide the city's growth.



THE PLANNING PROCESS

Figure 1-2

In 1976, the City of Winter Park adopted its first Comprehensive Plan and at that time was one of the first communities in Florida to do so. Winter Park has been a city that has utilized its Comprehensive Plan not only as the typical growth management tool, but also as a mechanism to be the catalyst for improvements to the City.

In response to State Legislation adopted in 1986 that revised the requirements for comprehensive plans statewide, the City of Winter Park began revising its plan during 1989 and 1990. At that time, the original suggestion was made for Winter Park to explore the creation of a Community Redevelopment Agency.

In July 1991, after several public meetings, the City Commission adopted a Study of Blight Report for the Winter Park Community Redevelopment Area. That report determined the boundaries of the CRA District and outlined the conditions and justifications that were necessary to qualify for the status as a Community Redevelopment Area. Those findings are summarized in this CRA Plan.

On June 25, 1991, the Orange County Commission adopted Resolution 91-M-32 which provided the approval to Winter Park to allow the City to create a Community Redevelopment Agency subject to the terms and conditions outlined in its resolution. Winter Park moved ahead, and after the proper advertisements, notifications, public hearings, etc. formally created the Winter Park Community Redevelopment Agency on August 13, 1991 via the adoption of Resolution 1528.

At approximately the same time, Winter Park was in the midst of adopting its new and current Comprehensive Plan. To facilitate the CRA planning and implementation process, a policy statement was added to the Future Land Use Element of the Comprehensive Plan adopted in August 1991 which reads as follows:

"The City shall, with Orange County's approval, establish a Community Redevelopment District under the provisions of Chapter 163 for the Westside neighborhood and shall create this tax increment financing district as an implementation technique to address the capital improvement needs cited in this land use section. The City shall also, as required, prepare a Community Redevelopment Plan, whose preparation, adoption and amendment shall maximize public participation and input through, but not limited to, the creation of a citizen and property owner advisory board with representation from the Westside neighborhood."

Pursuant to Section 163.357 of the Florida Statutes, the Winter Park City Commission has chosen to act as the Community Redevelopment Agency. As such, they function as head of a separate, distinct legal entity, independent from their function as City Commissioners. In accordance with the Orange County Resolution, an additional member was appointed to the Board, that being Mr. Bill Donegan from the Orange County Commission. The Agency has also created an Advisory Board which meets

on a regular basis to make recommendations to the Agency. This plan is the recommended plan from the CRA Advisory Board to the Community Redevelopment Agency.

CHAPTER II
REDEVELOPMENT ISSUES

**CHAPTER II
REDEVELOPMENT ISSUES**

2.1 Introduction

The Winter Park Community Redevelopment Area (CRA) is faced with a number of issues, the resolution of which will determine the success of the CRA plan. The opportunity that exists with the plan is to develop a vision for the community that will be appropriate for current and future Westside residents, businesses, and the City of Winter Park as a whole. To maximize the opportunity, interested parties must be able to understand the long-term goals while implementing short-term actions to reach the goals.

The CRA encompasses a very important section of the City. The goals established for the Westside and the CRA must fit within the framework of expectations and goals for the entire City. Each area must be viewed as a piece of a larger picture and that picture must reflect where the City wants to be in 10-15 years. The CRA plan itself is an opportunity to foreshorten the transformation of underutilized areas in a unified direction. To take full advantage of this opportunity, everyone needs to raise the level of standards and expectations of the CRA to meet or exceed those of the City, irrespective of race. For the plan to achieve longevity, the necessitated changes must represent changes throughout the community and not just physical changes in a particular area.

2.2 Summary of Issues

The issues that most directly effect the CRA will need continuous assessment to monitor the progress of the plan. Some of the most critical issues follow:

Communication: There is a communication problem that exists between the Westside community and City government. Communication requires two actions: sending and receiving a message. Steps need to be taken to develop lines of communication that can be effectively utilized. The City needs to recognize that unless it proactively communicates what and why things are done, the City will only get credit for those things that people do not like. Similarly, residents need to recognize that, unless they communicate their needs, their needs will likely be unknown.

Perception: Perceptions come from communication. Some Westside residents perceive that the City treats whites differently than blacks and that the Westside residents are not capable of determining plans for their community. On the other hand, the City perceives that no one on the Westside wants to take a leadership role or that the residents are not interested in change. The only way to change perceptions is to openly communicate. Through communication, both will be able to formulate unified goals and objectives, and implement positive action.

Activity: The CRA has been discussed and under development since 1991. While certain actions have been initiated, i.e., the startup of the minority business programs, reduction in drug dealers through the closing of several bars, and construction of affordable housing through Habitat for Humanity, H.A.N.D.S., etc., it is imperative that the City, CRA Board, and the private sector take immediate steps to reinforce the commitment to the development and implementation of a comprehensive plan. Private sector involvement will eventually determine the success of the plan.

Racial Mixture: The Westside has been, historically, a black community which has made significant contributions to the development of Winter Park as a town. While many of the property owners are white, consideration needs to be given to the racial mixture of the resident and business community in 10 - 15 years. If positive actions are not initiated, the current decline in the westside black population will continue. The declining population will eventually be replaced by another population unless actions are taken to strengthen the composition of the neighborhood.

Resident Economic Status: One of the principle reasons the Westside has experienced symptoms of decay is that there is no real opportunity for a diversified economic status among residents. Consideration must be given to what the economic makeup of the Westside could be in 10 - 15 years and provide opportunities to accommodate that vision.

Real Estate Appreciation: Development and growth on the Westside will generate real estate appreciation. This is intended, in part, to fund the social programs identified as being desirable in previous surveys. This appreciation will generate two significant issues: fixed income or lower income residents will experience an increased tax burden even with State-legislated caps on increases, and speculators will be induced to buy land and hold it for future profit. Speculators could drive prices higher and impede affordable development plans in the area.

Rental vs. Ownership: A goal is to change the ratio of owner-occupied residences to be more in line with the balance of the Winter Park community. Not every renter will be a candidate for ownership. Some renters may be displaced to accomplish this goal. Displacement can be through normal attrition or relocation to other appropriate housing.

Relocation: The plan intends to facilitate community improvements that will change some existing land uses and upgrade or redevelop properties in substandard conditions. Some residents may need to be relocated to accommodate these changes in order for the plan to provide stabilized ownership opportunities in an area of the community. This should be viewed as part of the process to upgrade living standards.

Residential Area Stabilization: Owner-occupied residences are the best opportunity to develop stabilized neighborhoods. Ownership normally brings permanence, pride, and

commitment to neighborhoods that typically results in an upgrade in appearance and value.

Housing Stock: A wider variety of housing stock is needed to attract residents of varying economic status. Many existing residents have maintained properties for children to develop and occupy after returning from school or other areas. Little housing exists above a very moderate level which limits the attractiveness for prospective residents to locate in this area.

50' Lots: Most residential property on the Westside is platted in 50' lots. Opportunities need to be identified to combine multiple lots and replat to allow for different types of houses. Additionally, zoning ordinances should be reviewed and revised to permit creative development of 50' lots to provide further opportunities for a variety of housing.

Multifamily Housing: The Westside area includes a number of multifamily properties which, for the most part, provide only the minimum in living standards. These properties need to be elevated by the Owners or acquired and replaced to eliminate some of the most visible symptoms of blight.

Split Community: The widening of Morse Boulevard in 1958, to help combat the threat of I-4 going through Winter Park, effectively split the Westside community.

Commercial development of Morse Boulevard needs to be sensitive and provide connection for the neighborhood or the result could be to isolate the two areas and undermine their viability.

Public Gathering: A number of retired residents, living on fixed income or pensions, congregate in open areas of the Westside. While some activities, such as public drinking, are not acceptable behavior, there is a need to provide a variety of areas or centers for desired activities for both the young and old.

Morse Boulevard Development: The development plans for Morse Boulevard need to be sensitive to the adjacent residential areas. This corridor is a major entry to the City's business district and offers one of the greatest opportunities for commercial growth in Winter Park. This opportunity should not be at the expense of the character of Winter Park's business or residential districts. Commercial development should be guided to project and maintain an appropriate scale.

Commercial Development: Commercial development on the Westside will only be successful, in the context of redeveloping the whole community, if business opportunities are available to residents and minorities. In addition to the minority business incubator that has been initiated, other proactive steps should be taken to ensure that the commercial and business development on the Westside supports the community and is consistent with the vision for the area over the next 10 - 15 years.

Significant Intersections: The CRA does not sit on the extremes of the City limits and therefore does not encompass the beginning points or initial intersections to the City, but Fairbanks Avenue, Morse Boulevard, Webster Avenue, and Park Avenue are the circulation paths that include the main gateways to the City of Winter Park. Each street needs to be reviewed from beyond the limits of the CRA to determine how they each can add to the experience of entering and arriving in Winter Park. Secondary entries such as Canton Avenue need to be reviewed also.

Focus Areas: Different areas within the CRA have different needs. Focus areas will be utilized to identify planning options and community needs. These focus areas will be important elements in both the initial planning as well as future benchmarking to measure success.

Design: Design standards should be developed to ensure community development that encourages interaction and reflects the standards of the entire City. Development that isolates certain areas should be discouraged.

2.3 Study of Blight Summary

Pursuant to Statute 163.355 of the Florida Statutes, a Study of Blight was completed in June, 1991. Eleven individual elements of blight were analyzed including:

Population

- Building Conditions
- Housing
- Owner Occupancy
- Economics
- Crime and Safety
- Fire and Emergency Services
- Code Violations
- Lot Configurations
- Vacant/Underutilized Land
- Transportation

The population of the area was documented to be in decline. Housing conditions in the area have deteriorated while the need for affordable housing in Winter Park continues to increase. While citywide 63 percent of all units are owner occupied, less than 40 percent of units within the Community Redevelopment Area are owner occupied.

The economic analysis centered on changes in appreciation values over the past twenty years. It found that for all areas excluding Park Avenue, appreciation rates ranged from 2.0 percent to 5.1 percent. The overall CRA appreciation rate was 6.2 percent. While Park Avenue itself contains some of the highest retail rental rates outside of the

areas retail malls, a large number of store vacancies suggest that those rents may not be sustainable. A strategy to maintain Park Avenues market position is needed.

Other findings showed that:

- crime was the most serious problem in the CRA with one out of every four Winter Park crimes occurring in the area.
- 37 percent of all fire department responses were located within the Community Redevelopment Area.
- the CRA accounted for 46 percent of the City's total code violations, including 87 percent of the housing code violations, 72 percent of the unsightly/discarded articles and 69 percent of the overgrown lot citations.
- the CRA contains 450 nonconforming residential lots as regulated by the City's Zoning Ordinance.
- more than 100 recorded lots in the CRA are vacant
- Central Business District parking demand exceeds parking supply by 480 spaces within the commercial district.

Based on these factors, sufficient blight conditions exist within the CRA to satisfy the requirements for community development.

2.4 Public Participation

Through the three-year planning process, many programs and meetings soliciting public input were conducted. Among them were workshops, a design charrette and a residents' survey.

Workshops

Significant results from the workshops include findings regarding the "Best Things" and "Worst Things" about the Redevelopment Area. Participants also gave early indication of the changes the Plan should feature.

THE "BEST THINGS"

A wide variety of positive qualities characterized the area, such as:

- A sense of Neighborhood/Community
- Amenities including large trees and parks
- Numerous shopping opportunities with a wide selection and convenient location
- The Avenue's "uniqueness"

THE "WORST THINGS"

Likewise, several negative connotations were elicited from the workshops and are summarized as:

- Public safety
- Apathy
- Property maintenance
- Lack of neighborhood investment
- Lack of recreational programs
- Lack of trust in City Hall
- Mixed land use
- New store "chains" entrants
- Inadequate parking in the Downtown
- Competition from Malls/high store rents

CHANGES DESIRED

Finally, the participants ventured some indicators of their interests which the Plan should address, including:

- Viable neighborhood
- A defined downtown with good access, circulation and parking
- A place with a strong image, high quality streetscape, scale and mass
- An attractiveness to an expanded population and varied income groups
- Maintain flavor of Downtown
- A better mix of business, retail, office and housing

A willingness and openness to redevelopment

Winter Park Charrette

A design charrette sponsored by the American Institute of Architects was conducted in August 1992. The charrette was made up of both design professionals and city residents. The charrette had seven program goals including:

1. Design public spaces that reinforce the "Park" concept and develop concepts that integrate passive and active pedestrian activities.
2. Develop concept for a proposed City Hall to accommodate all the administrative and police functions. The new facility could also integrate retail shops and parking facilities. The proposed site could be along Morse Boulevard on the corner of New York Avenue.
3. Define the paths, edges, nodes, districts and landmarks that develop and support the image of the City as a special community.
4. Define the character and function of activities along Morse Boulevard from New York to Capen Avenues, as well as along Pennsylvania Avenue from New England to Canton Avenues, that would enhance the residential district activities.

5. Design public and private spaces that enhance the character of the existing prominent views, features, and elements.
6. Consider and point out opportunities for redevelopment which support traditional neighborhood planning concepts.
7. Create a lively environment along public corridors through the use of materials such as landscaping, banners, signage, and appropriate lighting. For new commercial/retail/mixed use, identify activities that enhance community pride.

The results of the charrette were positive in that it provided an opportunity to discuss issues of livability, quality of life, and the socioeconomic effects of change. The design professionals and residents both benefited from working through the problem solving process and the exploration of urban design issues.

The greatest concerns included crime prevention and affordable housing. The preservation of neighborhood identity and character were also well noted. Other significant points included the desire to:

1. Resist aggressive large scale mixed-use or commercial development on Morse Boulevard.

2. Provide infill mixed-use development on Pennsylvania and Hannibal Square for residents.
3. Develop neighborhood relations and improve image.
4. Assist neighborhood groups with the formation of street cleanup/build up efforts.
5. Improve conditions of existing multifamily housing stock.

Residents Survey

A door-to-door residents' survey was conducted in the Spring of 1993 by the Small Business Institute at the University of Central Florida. This survey was intended to determine the priorities of neighborhood residents with respect to potential improvements. It also provided valuable demographic information concerning the westside area.

The primary recommendations included:

1. Implement an affordable single family housing program.

REDEVELOPMENT ISSUES

2. Provide elderly homeowner renovation assistance.
3. Provide summer youth employment programs.
4. Establish a clinic.

The survey results were presented to the CRA Advisory Board. On May 17, 1993, the Advisory Board adopted the following priority listing for projects within the CRA.

CRA PRIORITY SURVEY

Approved by CRA Advisory Committee

May 17, 1993

	Median Score
1. Affordable Housing - Single Family Lot Purchase	1.5
2. Elderly Homeowner - Renovation Assistance	2.0
3. Summery Youth Employment Program	4.5
4. Black Business Startup Incentives/Training	5.0
5. New Recreation Staff/Programs at Comm. Center	5.5
6. New Police Staff for Community Policing	6.0
7. Police Storefront Office	6.0
8. Park Ave. Streetscape	8.5
9. Morse Boulevard Beautification	8.5
10. Central Business Parking Improvements	9.0
11. New Park Land Purchases	9.5
12. Central Park Improvements	10.0

2.5 Focus Areas

The intent of the CRA plan is to develop a vision for the future and establish goals and an implementation plan to make the vision a reality. The time required to implement the plan and the success of achieving the stated goals will be determined by the ability of the community to collectively pursue the goals. Clearly, the plan will only be a framework to identify what can be achieved and how to go about achieving the goals.

There are various issues and areas that need immediate attention. Similarly, there are issues and areas that will tend to evolve on their own over a longer period of time. To identify the differences, it is necessary to breakdown the CRA into identifiable pieces: The Community Redevelopment Area (CRA) can be subdivided into focus areas to facilitate the planning of areas that have similar characteristics and needs. There are two primary types of focus areas: residential and business. Each will be considered separately and areas of overlap will be reviewed for consistency. The golf course property is not being considered in either area. If the City is not able to negotiate the purchase of this property, the golf course will need to be analyzed with respect to its best use and potential impact of its change on the CRA.

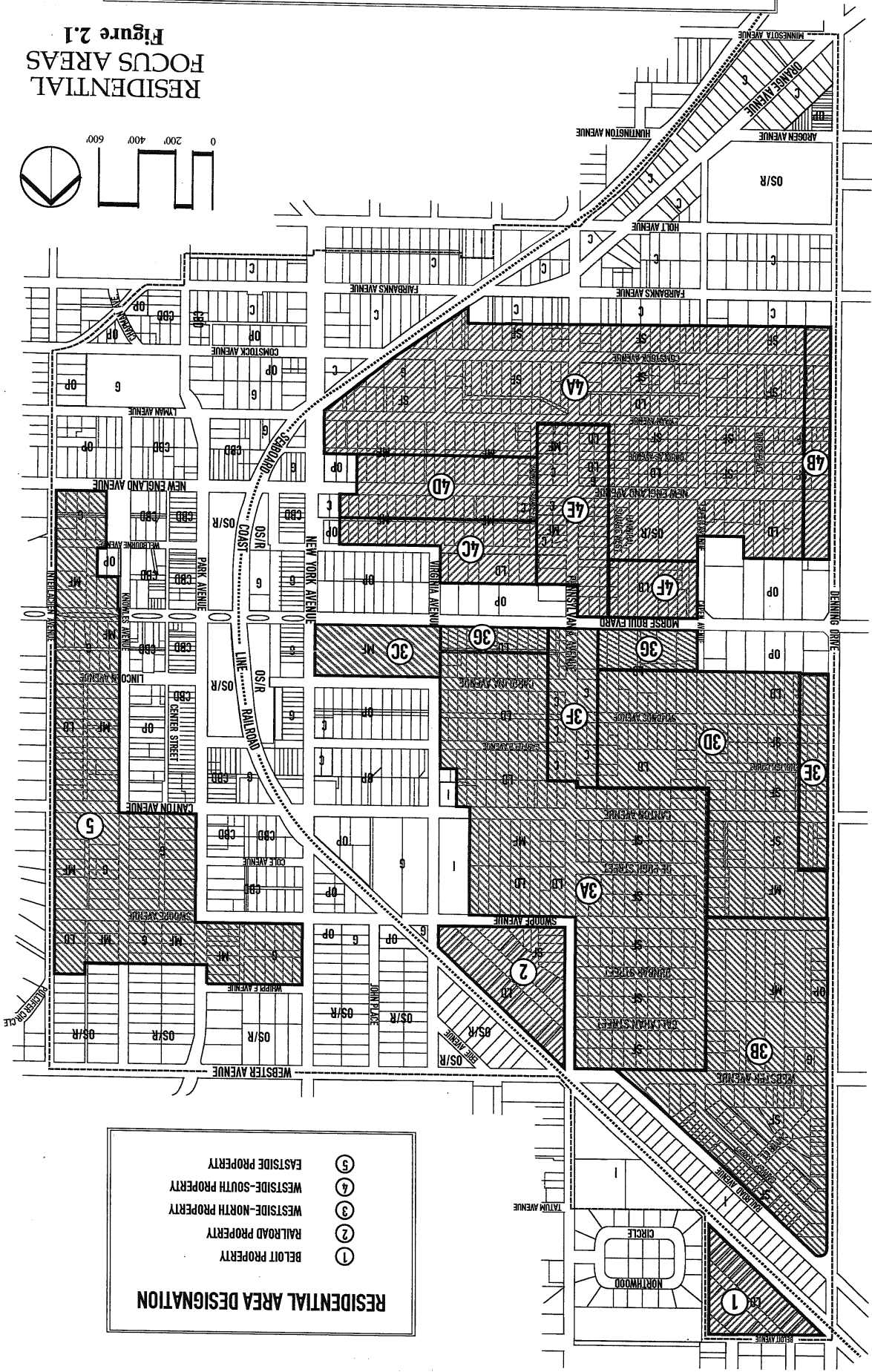
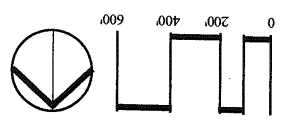
RESIDENTIAL

The residential areas, and specifically the westside residential areas, are intended to be the primary beneficiaries of the CRA planning efforts. The success of these redevelopment efforts will be dependent on several key issues.

1. The CRA board and staff as well as City staff will need to become an aggressive resource base for identification of outside programs that can be utilized for redevelopment of neighborhood areas.
2. The CRA staff will need to become a centralized point of communication to develop the necessary neighborhood networks to generate neighborhood interest and participation.
3. The resources that are received will need to be judiciously applied to ensure that the greatest value is achieved through their use.
4. The neighborhood residents must take an active role in improving their environment.

CITY OF WINTER PARK COMMUNITY REDEVELOPMENT AREA

RESIDENTIAL
FOCUS AREAS
Figure 2.1



The residential area is subdivided into five focus areas for further consideration.

1. Beloit Property
2. Railroad Property
3. Westside - North Property
4. Westside - South Property
5. Eastside Property

Those areas are illustrated in Fig. 2-1

1. **Beloit Property** This property is vacant and owned by the Morse Foundation. Its existing land use is Low Density (LD) and is platted in 50 foot lots. The property is adjacent to the Northwood Circle subdivision and vacant Morse Foundation property on Pennsylvania Avenue. Beloit Avenue is the northern boundary and the railroad tracks are the southwest boundary.

<u>Land Area:</u>	167,750	SF/	3.85 acres
<u>Vacant Land:</u>	167,750	SF/	3.85 acres
<u>Existing Property Value:</u>	\$242,200		
<u>Homestead Exemptions:</u>	0		
<u>Other Exemptions:</u>	0		
<u>Net Property:</u>	\$242,200		

Potential Uses/Actions:

- Maintain existing small single family lots (50 feet)
- Replat for larger single family lots
- Change to multifamily
- Maintain as park/open space

The Beloit property could be utilized as another moderate to upper income neighborhood similar to Northwood Circle that would be considered attractive without change to surrounding properties. Connection of Beloit to Pennsylvania Avenue might make this property more appealing.

2. **Railroad Property:** The existing land use designations are Low Density (LD) and Single Family (SF). This area is primarily rental with only one owner occupant. One parcel is vacant and seven are substandard. Most of the houses are very small and marginally maintained.

<u>Land Area:</u>	233,785	SF/	5.37 acres
<u>Vacant Land:</u>	8,440	SF/	.19 acres
<u>Existing Property Value:</u>	\$584,000		
<u>Homestead Exemptions:</u>	\$50,000		
<u>Other Exemptions:</u>	0		

Net Property Value: \$584,000

Potential Uses/Actions:

- Maintain existing mix of Low Density (LD) and Single Family (SF)
- Change to all Low Density (LD)
- Change to all Single Family (SF)
- Change to all Multifamily (MF)

This property should be considered for total rehabilitation. It could be utilized as a vital link in any temporary relocation efforts brought about by upgrades in other areas.

3. Westside - North Property: The existing land use is a mixture of Single Family (SF), Low Density (LD), Multifamily (MF), Commercial (C), Office and Professional (OP), and Government, etc. (G), etc. This area is further divided into seven sub-areas for further analysis.

A. **Subsection A** has land use designations SF, LD, and MF. This area has the highest percentage of owner occupied residential property on the Westside. There are 15 vacant parcels and four substandard properties.

Land Area: 1,295,491 SF/ 29.74 acres

REDEVELOPMENT ISSUES

<u>Vacant Land:</u>	93,295	SF/	2.14 acres
<u>Existing Property Value:</u>	\$2,923,652		
<u>Homestead Exemptions:</u>	\$1,002,303		
<u>Other Exemptions:</u>	\$1,500		
<u>Net Property Value:</u>	\$1,919,849		

Potential Uses/Actions:

- Maintain existing mix of SF, LD, and MF
- Increase % of SF
- Increase % of LD
- Increase % of MF

Subsection A offers the greatest opportunity for stabilized home ownership. This area could be used as a model for revitalization through home improvements and self determined and enforced property standards. A strong neighborhood association and transition of some MF to LD or SF would make this a homogeneous area.

B. **Subsection B** has land use designations SF, MF, OP, and G. This area includes the Winter Park Housing Authority's "Tranquil Terrace", multifamily apartments for the elderly and the Center for Independent

REDEVELOPMENT ISSUES

Living. The Carver Street area is primarily owner occupied SF with one substandard property and four vacant properties.

<u>Land Area:</u>	776,527	SF/	17.83 acres
<u>Vacant Land:</u>	49,125	SF/	1.13 acres
<u>Existing Property Value:</u>	\$7,655,659		
<u>Homestead Exemptions:</u>	\$1,367,906		
<u>Other Exemptions:</u>	\$2,356,767		
<u>Net Property Value:</u>	\$3,930,986		

Potential Uses/Actions:

- Maintain Existing mix of SF, MF, OP,
and G
- Reduce MF through increase of SF or
LD

The Carver Street property could be associated with neighborhood networks established in Subsection A or could be encouraged to develop a similar association. Separation by Webster Avenue and MF directly across Webster to south makes this area vulnerable to isolation.

Consideration should be given to creating a LD or SF tie across

Webster. Several houses orient towards the industrial area on railroad.
A wall/landscape buffer could improve those properties.

C. **Subsection C** is the block containing the Park West Condominiums and has land use designation MF. This area has been platted for the development of one more condominium building similar to the three existing.

<u>Land Area:</u>	174,556	SF/	4 acres
<u>Vacant Land:</u>	N/A		
<u>Existing Property Value:</u>	\$7,546,256		
<u>Homestead Exemptions:</u>	\$425,000		
<u>Other Exemptions:</u>	\$2,000		
<u>Net Property Value:</u>	\$7,119,256		
<u>Potential Uses/Actions:</u>			
- Maintain existing MF			
use			

The property will become more attractive as the surrounding properties are improved. Development of the last building will increase the assessed value by approximately \$1,500,000.

represent all of the Westside. The attractiveness of this area will be affected by the ability to elevate the conditions of the multifamily complex to the north and any future changes to the Winter Park Mall.

F. **Subsection F** is the neighborhood commercial area on north Pennsylvania Avenue. These properties are primarily substandard.

Land Area: 125,002 SF/ 2.87 acres

Vacant Land: 11,229 SF/ .26 acres

Existing Property Value: \$987,206

Homestead Exemptions: \$48,492

Other Exemptions: 0

Net Property Value: \$938,714

Potential Uses/Actions:

- Maintain existing land use C and LD
- Increase C through elimination of LD
- Develop a Neighborhood Business District

(NBD)

This district is extremely important for two reasons: it can provide neighborhood commercial services to the north Westside and it can

serve as a link for the community across Morse Boulevard to residential and business activities on the south Westside.

G. **Subsection G** is LD land use on Morse Boulevard. Two properties are substandard and three are vacant.

Land Area: 188,685 SF/ 4.33 acres

Vacant Land: 11,934 SF/ .27 acres

Existing Property Value: \$931,648

Homestead Exemptions: \$145,551

Other Exemptions: \$5,010

Net Property Value: \$781,087

Potential Uses/Actions:

- Maintain existing LD
- Change to SF
- Change to Mixed-Use (MU) commercial and residential
- Change to OP

The treatment of these two parcels in conjunction with development of the Pennsylvania neighborhood commercial district will have the greatest impact on long-range success of the plan. The Chamber of

represent all of the Westside. The attractiveness of this area will be affected by the ability to elevate the conditions of the multifamily complex to the north and any future changes to the Winter Park Mall.

F. **Subsection F** is the neighborhood commercial area on north Pennsylvania Avenue. These properties are primarily substandard.

Land Area: 125,002 SF/ 2.87 acres

Vacant Land: 11,229 SF/ .26 acres

Existing Property Value: \$987,206

Homestead Exemptions: \$48,492

Other Exemptions: 0

Net Property Value: \$938,714

Potential Uses/Actions:

- Maintain existing land use C and LD
- Increase C through elimination of LD
- Develop a Neighborhood Business District

(NBD)

This district is extremely important for two reasons: it can provide neighborhood commercial services to the north Westside and it can

serve as a link for the community across Morse Boulevard to residential and business activities on the south Westside.

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Land Area: 188,685 SF/ 4.33 acres

Vacant Land: 11,934 SF/ .27 acres

Existing Property Value: \$931,648

Homestead Exemptions: \$145,551

Other Exemptions: \$5,010

Net Property Value: \$781,087

Potential Uses/Actions:

- Maintain existing LD
- Change to SF
- Change to Mixed-Use (MU) commercial and residential
- Change to OP

The treatment of these two parcels in conjunction with development of the Pennsylvania neighborhood commercial district will have the greatest impact on long-range success of the plan. The Chamber of

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Vacant Land: 11,934 SF/ .27 acres

Existing Property Value: \$931,648

Homestead Exemptions: \$145,551

Other Exemptions: \$5,010

Net Property Value: \$781,087

Potential Uses/Actions:

- Maintain existing LD
- Change to SF
- Change to Mixed-Use (MU) commercial and residential
- Change to OP

The treatment of these two parcels in conjunction with development of the Pennsylvania neighborhood commercial district will have the greatest impact on long-range success of the plan. The Chamber of

represent all of the Westside. The attractiveness of this area will be affected by the ability to elevate the conditions of the multifamily complex to the north and any future changes to the Winter Park Mall.

F. **Subsection F** is the neighborhood commercial area on north Pennsylvania Avenue. These properties are primarily substandard.

Land Area: 125,002 SF/ 2.87 acres

Vacant Land: 11,229 SF/ .26 acres

Existing Property Value: \$987,206

Homestead Exemptions: \$48,492

Other Exemptions: 0

Net Property Value: \$938,714

Potential Uses/Actions:

- Maintain existing land use C and LD
- Increase C through elimination of LD
- Develop a Neighborhood Business District

(NBD)

This district is extremely important for two reasons: it can provide neighborhood commercial services to the north Westside and it can

Commerce's plans to locate across Morse Boulevard can be used to provide additional linkage opportunities through the use of open space or pedestrian circulation.

4. **Westside - South Property:** This area includes an existing mixture of SF, LD, OS/R, C, and MF. This area includes the Winter Park Community Center and Hannibal Square. There is a low percentage of owner occupied properties and a high percentage of vacant and substandard properties. The area is further broken down into six subsections for further analysis.

A. **Subsection A** is the largest area and includes SF, LD, MF, G, and OS/R. There are 14 substandard properties and 32 vacant parcels. Fewer than one-third of the properties are owner-occupied.

<u>Land Area:</u>	1,390,903	SF/	31.93 acres
<u>Vacant Land:</u>	196,989	SF/	4.52 acres
<u>Existing Property Value:</u>	\$5,174,224		
<u>Homestead Exemptions:</u>	\$1,353,263		
<u>Other Exemptions:</u>	324,298		
<u>Net Property Value:</u>	\$3,495,663		

Potential Uses/Actions:

- Maintain existing mix of SF, LD, MF, G, and OS/R
- Increase SF through reduction of LD or MF
- Increase LD through reduction of SF

This entire area needs to be targeted for major revitalization and transition to home ownership. Several Habitat for Humanity and H.A.N.D.S. houses have been constructed in this area. While these are excellent programs, consideration should be given to providing a broader mix of housing types and to elevate the standards of the entire area. The existing affordable housing programs should strive to develop housing styles that are interesting and varied.

B. **Subsection B** includes the LD and SF land uses on Denning Drive.

Two properties are vacant and two are substandard.

<u>Land Area:</u>	128,086 SF/	2.94 acres
<u>Vacant Land:</u>	19,250 SF/	.44 acres
<u>Existing Property Value:</u>	\$341,082	
<u>Homestead Exemptions:</u>	\$79,194	
<u>Other Exemptions:</u>	\$500	
<u>Net Property Value:</u>	\$261,388	

Potential Uses/Actions:

- Maintain existing mix
- Increase SF through reduction of LD
- Increase LD through reduction of SF

This area will be enhanced by the planned upgrades to Lake Island Park Orientation of this area toward the park could serve to extend the community to the park and make the park more accessible to the community.

C. **Subsection C** is a small area of LD and MF land uses between the New England/Pennsylvania neighborhood commercial areas and the offices on Morse Boulevard. This area has few owner occupants.

<u>Land Area:</u>	191,598 SF/	4.40 acres
<u>Vacant Land:</u>	23,825 SF/	.55 acres
<u>Existing Property Value:</u>	\$2,712,852	
<u>Homestead Exemptions:</u>	65,171	
<u>Other Exemptions:</u>	\$1,804,823	
<u>Net Property Value:</u>	\$842,858	

Potential Uses/Actions:

- Maintain existing LD and MF
- Increase MF through elimination of LD
- Increase OP through elimination of LD
- Increase LD through reduction of MF

The land use for this area will be largely effected by the development of surrounding properties. Single family homes in this area would create a relatively small enclave.

D. **Subsection D** is the New England Avenue corridor including part of the Hannibal Square commercial district. This area is comprised of MF and C parcels. A large percentage of this area is controlled by one entrepreneur. Current development plans envision this area to become a pedestrian scale commercial area with a mixture of multifamily. There is only one owner occupant in this corridor, two substandard properties, and considerable vacant area.

<u>Land Area:</u>	262,966 SF/	6.04 acres
<u>Vacant Land:</u>	54,002 SF/	1.24 acres
<u>Existing Property Value:</u>	\$1,265,659	

REDEVELOPMENT ISSUES

Homestead Exemptions: \$50,000

Other Exemptions: \$64,067

Net Property Value: \$1,151,592

Potential Uses/Actions:

- Maintain existing commercial and multifamily uses
- Change to all commercial
- Create a Mixed-Use commercial and multifamily district

The development of New England Avenue can provide a vital pedestrian link to the Farmers Market and the CBD. This area is appropriate for a mixed-use designation to balance commercial and residential in an appropriate pedestrian scale. Zoning restrictions and design guidelines will need to be implemented to ensure the development in this area is consistent with the desired results.

E. **Subsection E** is the southern section of the Pennsylvania neighborhood commercial corridor which includes C, MF, LD, and OS/R.

Land Area: 216,638 SF/ 4.97 acres

Vacant Land: 10,535 SF/ .24 acres

Existing Property Value: \$1,465,742

REDEVELOPMENT ISSUES

<u>Homestead Exemptions:</u>	\$0
<u>Other Exemptions:</u>	\$281,876
<u>Net Property Value:</u>	\$1,183,866

Potential Uses/Actions:

- Maintain existing C, MF, LD, and OS/R land uses
- Change to all commercial and OS/R
- Create a Neighborhood Business District (NBD)

This section, along with the northern section of Pennsylvania could be developed to provide the link between the residential areas on the north and south side of Morse Boulevard. Hannibal Square would become the southern anchor.

F. **Subsection F** is the LD parcel on Morse Boulevard north of the Community Center. The block contains one house and one grocery store. The Chamber of Commerce is planning to develop part of this block for a new building in 3-4 years.

<u>Land Area:</u>	153,000 SF/	3.51 acres
<u>Vacant Land:</u>	18,750 SF/	
<u>Existing Property Value:</u>	\$193,757	

REDEVELOPMENT ISSUES

Homestead Exemptions: 0

Other Exemptions: 0

Net Property Value: \$193,757

Potential Uses/Actions:

- Maintain existing LD
- Change LD to OP
- Change LD to mixed use OP/LD
- Create a mixed-use commercial and multifamily district

This block carries the same importance of the similar (2) parcels north of Morse Boulevard. While the neighborhood commercial corridor along Pennsylvania Avenue and appropriate treatment of the Morse/Pennsylvania intersection will serve to provide a unifying link between the residential areas, this parcel can provide additional emphasis of the connection by creating useable open spaces.

5. **Eastside Property:** The existing land uses on the eastside are LD, MF, and G. This area is a stable and mostly developed. There are four major churches in this area.

REDEVELOPMENT ISSUES

<u>Land Area:</u>	1,091.802 SF/	25.06 acres
<u>Vacant Land:</u>	0 SF/	0 acres
<u>Existing Property Value:</u>	\$43,089,174	
<u>Homestead Exemptions:</u>	\$1,475,000	
<u>Other Exemptions:</u>	\$18,383,974	
<u>Net Property Value:</u>	\$23,230,200	
<u>Potential Uses/Actions:</u>		
- Maintain existing uses		

This area is mature and stable. There is little opportunity or need for improvement to this area. Efforts should focus on maintaining the character and condition of the existing properties.

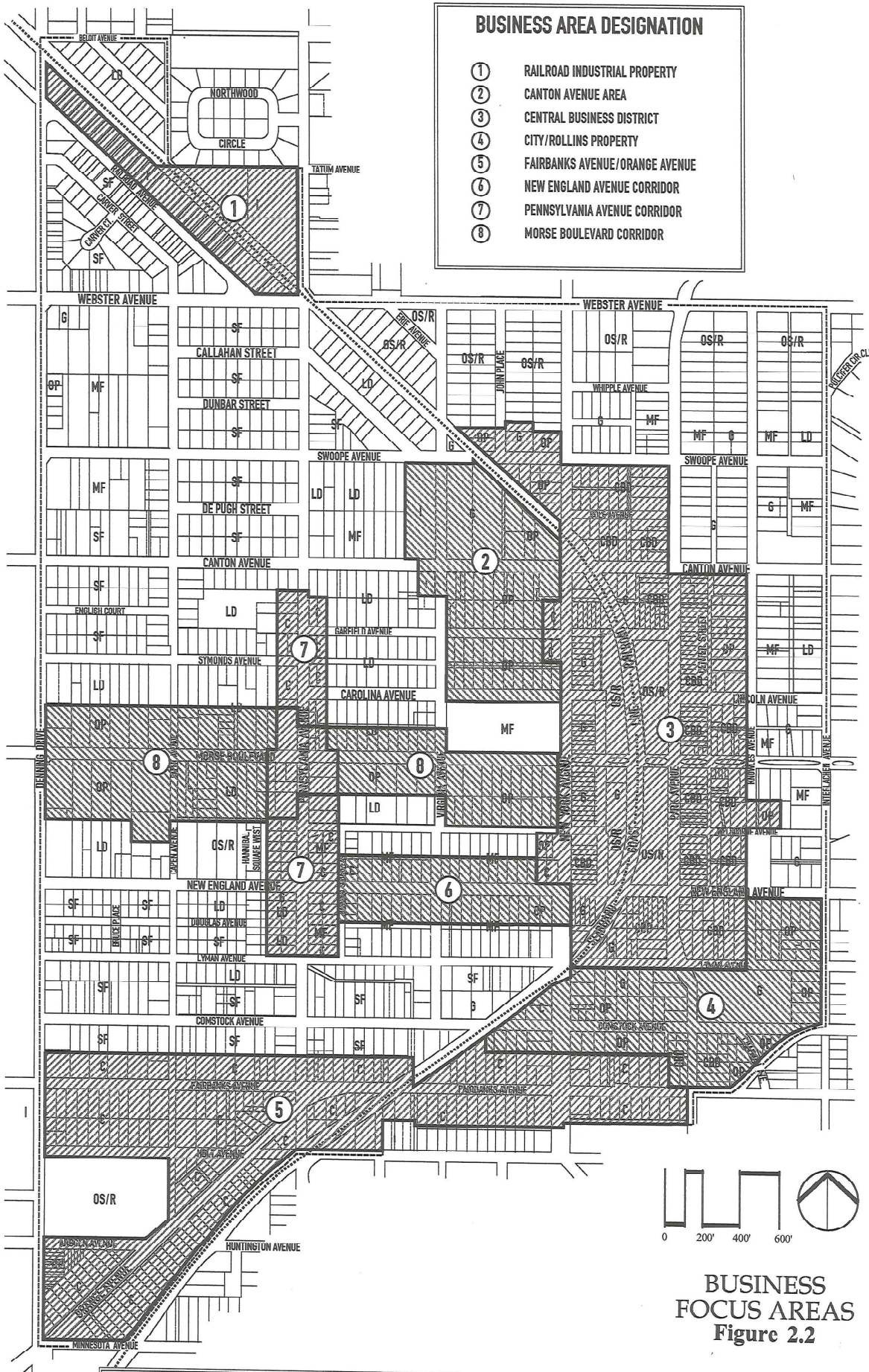
BUSINESS

The development of the business areas will provide the economic stimulus to implement the programs and projects delineated in the CRA plan. The business areas within the CRA characterize many of the unique attributes associated with Winter Park. Preservation and enhancement of the charm of Park Avenue along with the development and redevelopment of the Westside business areas and the Orange

Avenue/Fairbanks Avenue business areas will greatly increase the viability of Winter Park as an attractive community in which to live and work. There are eight primary business focus areas that will be analyzed further.

1. Railroad Industrial property
2. Canton Avenue area
3. Central Business District
4. City/Rollins property
5. Fairbanks Avenue/Orange Avenue corridors
6. New England Avenue corridor
7. Pennsylvania Avenue corridor
8. Morse Boulevard corridor

These areas are illustrated in Fig. 2-2.



**CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA**

**BUSINESS
FOCUS AREAS
Figure 2.2**

Three of these areas will have a direct and significant impact on the residential neighborhoods of the Westside. These are:

6. New England Avenue corridor
7. Pennsylvania Avenue corridor
8. Morse Boulevard corridor

In addition to the eight focus areas, there are three extremely important intersections that need special attention due to their importance as transition points into and within the City. These are:

1. Morse Boulevard/Pennsylvania Avenue
2. Orange Avenue/Fairbanks Avenue
3. Park Avenue/Fairbanks Avenue

1. **Railroad Industrial Property:** This property is entirely Industrial (I) land use and 95 percent developed.

<u>Land Area:</u>	364,145 SF/	8.36 acres
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<u>Vacant Land:</u>	17,550 SF/	.40 acres
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<u>Existing Property Value:</u>	\$3,672,063
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<u>Homestead Exemptions:</u>	0
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REDEVELOPMENT ISSUES

Other Exemptions: \$455,042

Net Property Value: \$3,217,021

Potential Uses/Actions:

- Maintain existing I land use

Because of the location and relationship to northern entry points to Winter Park, maintenance and landscaping at either end of the block should be encouraged. Construction of a wall with landscaping to shield Carver Street residences would add to the aesthetics of the area and provide privacy to the adjacent residential area.

- 2. **Canton Avenue Property:** This area consists of OP, G, and I land uses. The OP and I are fully developed and the G is the City maintenance compound which includes a fire station. The maintenance compound functions may move to City property off of Howell Branch Road. The compound has some environmental conditions that are being addressed through a clean-up program funded by the State. The fire station may be consolidated with the fire station on Lyman.

Land Area: 603,442 SF/ 13.85 acres

Vacant Land: 26,636 SF/ .61 acres

REDEVELOPMENT ISSUES

Existing Property Value: \$12,471,229

Homestead Exemptions: \$0

Other Exemptions: \$616,002

Net Property Value: \$11,855,227

Potential Uses/Actions:

- Maintain existing mixture of I, G, and OP
- Change G to I or OP

The City-owned land should be held for flexibility in implementing the CRA plan. Property could be used as temporary relocation area if required, or as a property to consolidate the fire department. Development of additional industrial or office space could enhance the tax base, but consideration should be given to the adjacent neighborhood.

3. **Central Business District:** The Central Business District (CBD) is the commercial hub of Winter Park. This area includes Central Park and all of the traditional retail areas and is made up of CBD, OP, and G land use designations. This area has experienced a recent market adjustment consistent with the retail industry across the country. The long-term prospects for this area is still very positive.

Land Area: 1,568,100 SF/ 36 acres

REDEVELOPMENT ISSUES

<u>Vacant Land:</u>	149,725 SF/
<u>Existing Property Value:</u>	\$101,022,263
<u>Homestead Exemptions:</u>	\$25,000
<u>Other Exemptions:</u>	\$25,356,520
<u>Net Property Value:</u>	\$75,640,743

Potential Uses/Actions:

- Maintain existing uses
- Convert some G to OP and CBD

The opportunities in the CBD are extremely expansive in range. Major issues include parking and transportation, the Morse Foundation and Museum, the Post Office and Chamber of Commerce properties, and the Amtrak station.

While this area represents a large impact with respect to economic growth and vitality, and in turn financial benefit to the CRA, short-term projections should not anticipate major change in the make up of this area. Further, with the initiation of Preview Winter Park, it is important that concepts for the CBD allow for appropriate input from that group to fully assess the alternatives available to the district and to prioritize the opportunities.

4. **City/Rollins Property:** This area consists of C, OP, G, and CBD land use designations. The City and Rollins College own or occupy the majority of this

REDEVELOPMENT ISSUES

property. The bank property on the corner of Park and Fairbanks has been vacant for some time. The City property and vacant Rollins property currently isolate the CBD on South Park Ave and Fairbanks from the balance of the CBD. These two properties offer great opportunities for development.

Development of each property is contingent on a number of factors.

Land Area: 605,932 SF/ 13.91 acres

Vacant Land: 144,697 SF/ 3.32 acres

Existing Property Value: \$29,092,789

Homestead Exemptions: \$0

Other Exemptions: \$14,099,556

Net Property Value: \$14,993,233

Potential Uses/Actions:

- Maintain existing C, OP, G, and CBD
- Change G to CBD and OP
- Change G to CBD

Rollins Property

The vacant Rollins property has the greatest potential for commercial development in that no functions, other than parking, would be displaced. The development of commercial property would be contingent on providing a

parking solution that would be acceptable to Rollins College. Rollins could provide for their parking needs in other areas, but their space is limited and any solution could involve the construction of a parking structure.

City Hall Property

The City Hall property also offers an excellent opportunity for commercial development and could also accommodate parking requirements of the area. There are significant considerations regarding the displacement of some or all of the functions currently accommodated including the cost and location of replacement. As with the CBD, the alternatives available need detailed and careful consideration. Impacts on the Westside due to changes in this area would be extremely positive. Economic projections for this area should be conservative since change will require the resolution of several major issues that will only come from open public debate.

The intersection of Park and Fairbanks should be considered an arrival point for the CBD.

5. Orange Avenue/Fairbanks Avenue Corridors: With the exception of one OP property on South Denning, these two corridors area entirely C land uses. Orange Avenue businesses have been upgrading their appearance for several years. Currently there are several vacant stores. Fairbanks Avenue

REDEVELOPMENT ISSUES

accommodates several car dealerships or service shops west of the railroad tracks, and transitions into office retail and restaurant to the east.

<u>Land Area:</u>	1,366,257	SF/	31.36 acres
<u>Vacant Land:</u>	188,947	SF/	4.34 acres
<u>Existing Property Value:</u>	\$34,652,024		
<u>Homestead Exemptions:</u>	\$0		
<u>Other Exemptions:</u>	1,813,599		
<u>Net Property Value:</u>	\$32,838,425		

Potential Uses/Actions:

- Maintain existing C and OP uses

These corridors are important in that they are both entryways to downtown Winter Park. As entry ways, consideration could be given to encouraging relocation of the auto service establishments to enhance the general appearance. Special consideration should be given to the intersection of Fairbanks, Orange, and Pennsylvania to create an attractive intersection. The incremental economic impact on this area should be conservative since the opportunity for and evolution of change will be slow.

6. **New England Corridor:** This corridor contains C, OP, and MF land uses. As discussed in the residential section, this corridor is rapidly evolving into a pedestrian scale mixed-use area starting at Hannibal Square and working east.

Land Area: 262,966 SF/ 6.04 acres

Vacant Land: 54,002 SF/ 1.24 acres

Existing Property Value: \$2,200,855

Homestead Exemptions: \$50,000

Other Exemptions: \$64,067

Net Property Value: \$2,086,788

Potential Uses/Actions:

- Maintain existing C, OP, and MF uses
- Maintain existing C, OP, and MF uses

The development in this area should be encouraged to continue, but the desired mix of commercial and residential uses should be established and adopted.

This corridor along with the Pennsylvania corridor could define the redevelopment standards on the Westside.

7. Pennsylvania Corridor: This corridor has a mixture of OS/R, MF, LD, and C land uses. Several parcels are vacant and many of the structures could be considered substandard. There are churches at each end and in the middle of this corridor. Hannibal Square is the southern end.

<u>Land Area:</u>	341,640 SF/	7.84 acres
<u>Vacant Land:</u>	21,764 SF/	
<u>Existing Property Value:</u>	\$2,452,948	
<u>Homestead Exemptions:</u>	\$48,492	
<u>Other Exemptions:</u>	\$281,876	
<u>Net Property Value:</u>	\$2,122,580	

Potential Uses/Actions:

- Maintain existing OS/R, C, MF, LD, and C uses
- Change to mixed use commercial/residential
- Create a Neighborhood Business District (NBD)

The mixture of zoning classifications along this corridor has prevented establishment of any cohesive identity. A new neighborhood commercial district could be utilized to promote a vital link for the north and south residential areas by providing services necessary to the general area. Central to

the success of this concept is the treatment of the Morse/Pennsylvania intersection.

8. **Morse Boulevard Corridor:** This corridor includes OP and LD land uses. The LD uses are adjacent to Pennsylvania Avenue. Much of the LD area is vacant and controlled by speculators. Most of the OP is developed although several of the buildings are currently vacant.

<u>Land Area:</u>	958,553 SF/	22.10 acres
<u>Vacant Land:</u>	30,684 SF/	.70 acres
<u>Existing Property Value:</u>	\$14,641,642	
<u>Homestead Exemptions:</u>	\$145,551	
<u>Other Exemptions:</u>	\$2,719,999	
<u>Net Property Value:</u>	\$11,776,092	

Potential Uses/Actions:

- Maintain existing OP and LD
- Change LD to OP
- Change LD to Mixed-Use commercial/residential

The classification and development of the three LD blocks on Morse Boulevard is an extremely important issue to be considered on the Westside with respect

to defining the plan and the perception of its intent. If the Pennsylvania Corridor development is approached as a unifying neighborhood commercial district and if the intersection of Morse and Pennsylvania is handled to emphasize the north-south connection, the land use for the three LD parcels could become mixed-use commercial/residential. The intensity of development for these three parcels needs to be sensitive to the adjacent neighborhood.

2.6 Property Ownership and Condition

One quality characterizing Winter Park is its strong sense of community. This is why, understandably, one of the bigger concerns affecting this quality is the lack of private investment within the Westside Neighborhood and the lack of property maintenance. The deterioration of the neighborhoods was demonstrated in the Study of Blight. The next step was to analyze the property ownership.

Based on September 1993 data from the tax assessor, the city staff completed a property ownership study in these areas to bring attention to the current stability or instability of certain areas within the Westside neighborhoods. Every Westside residential property was considered in the study.

The study classified the properties into three categories: Owner Occupied, Winter-Park Owner - who are those that have Winter Park addresses but do not occupy the

property, and Non-Winter Park Owner-investors from outside of Winter Park. It is a common belief that strong neighborhood investment produces stable, safer, more desirable neighborhoods and likewise higher property values. This can be verified from the study. The areas with high Owner Occupancy between Capen Avenue and Pennsylvania Avenue north of Swoope Avenue could suggest stability. Based on total assessed values these areas do, in fact, not only maintain higher land values but also have higher improvement values. Other areas within the CRA that have high owner occupancy were consistent with this fact.

Unfortunately, only 40.7 percent of the 729 properties within the Community Redevelopment Area were Owner Occupied. The remaining 59.3 percent was a fairly even split of 31.4 percent Winter Park Owners and 27.8 percent Non-Winter Park Owners representing outside investment of the area. On the opposite end, the areas with a high concentration of Non-Winter Park Owners are in deteriorated condition. These areas need redevelopment in order to maintain the population of the CRA. The block between Pennsylvania and Virginia Avenue north of Swoope Avenue represents considerable instability. Not only are all of the properties outside owned but the properties also have very low value and much of the improvements are dilapidated or substandard structures. Other similar examples can be seen on the maps where clusters of outside ownership prevail.

Further analysis gave an actual count of vacant or dilapidated properties in the CRA to be 171 of the total 729 properties. That is an automatic 1/4 or 25 percent of the residential land that is economically underutilized property. With economics being an element of the Plan, this area requires an immediate redevelopment strategy. Maps illustrating the ownership and property conditions are included as Figures 2-3, 2-4 and 2-5.

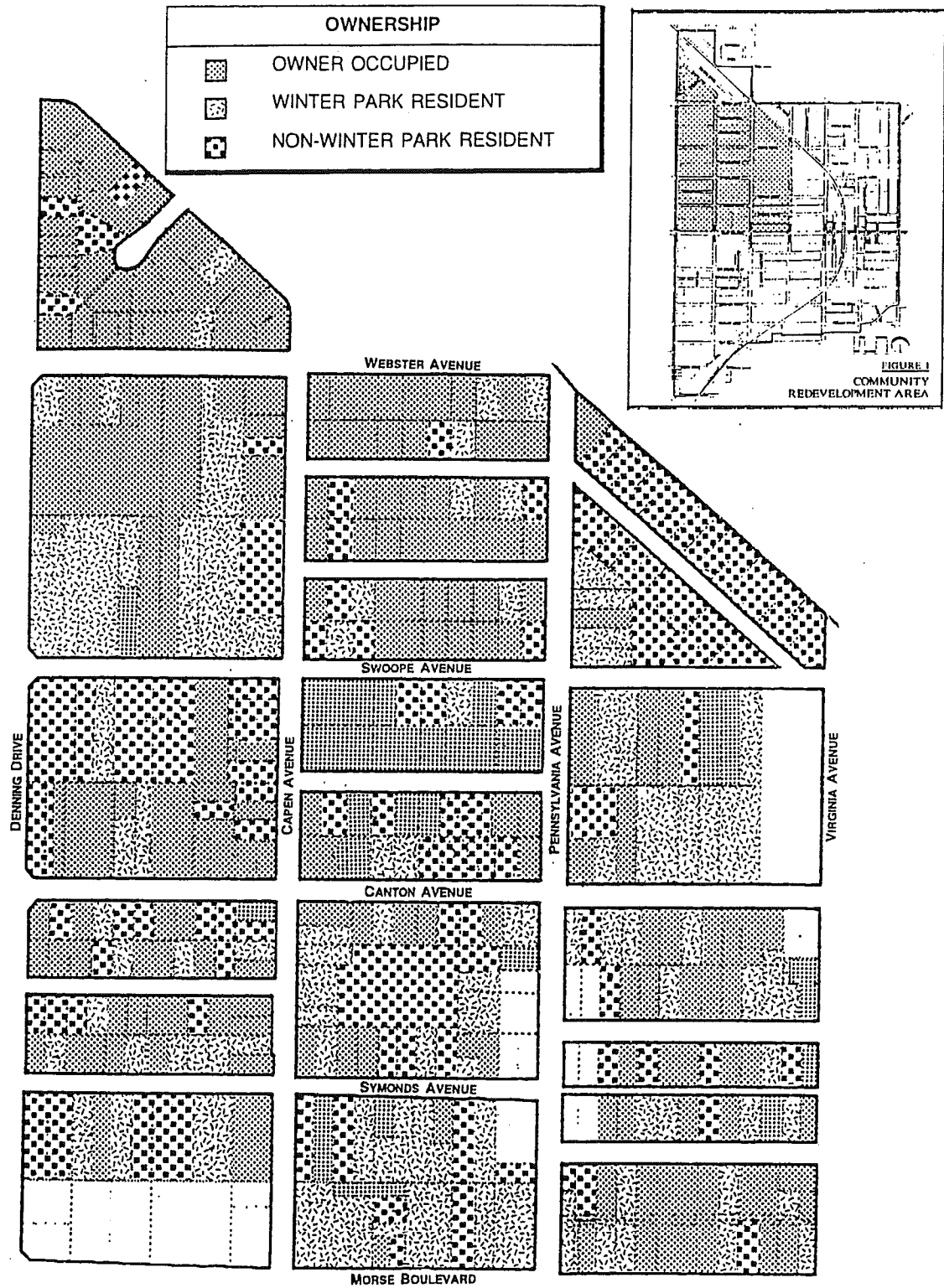
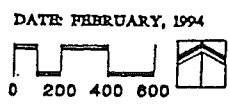


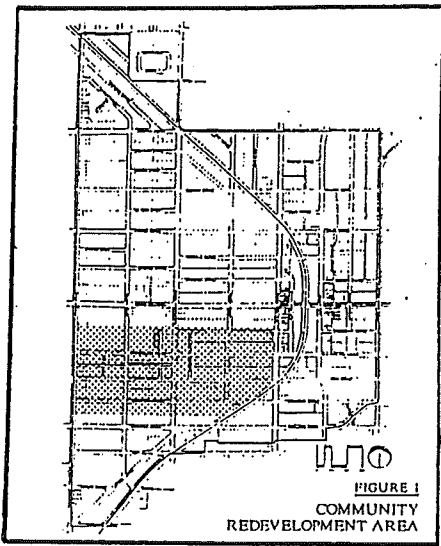
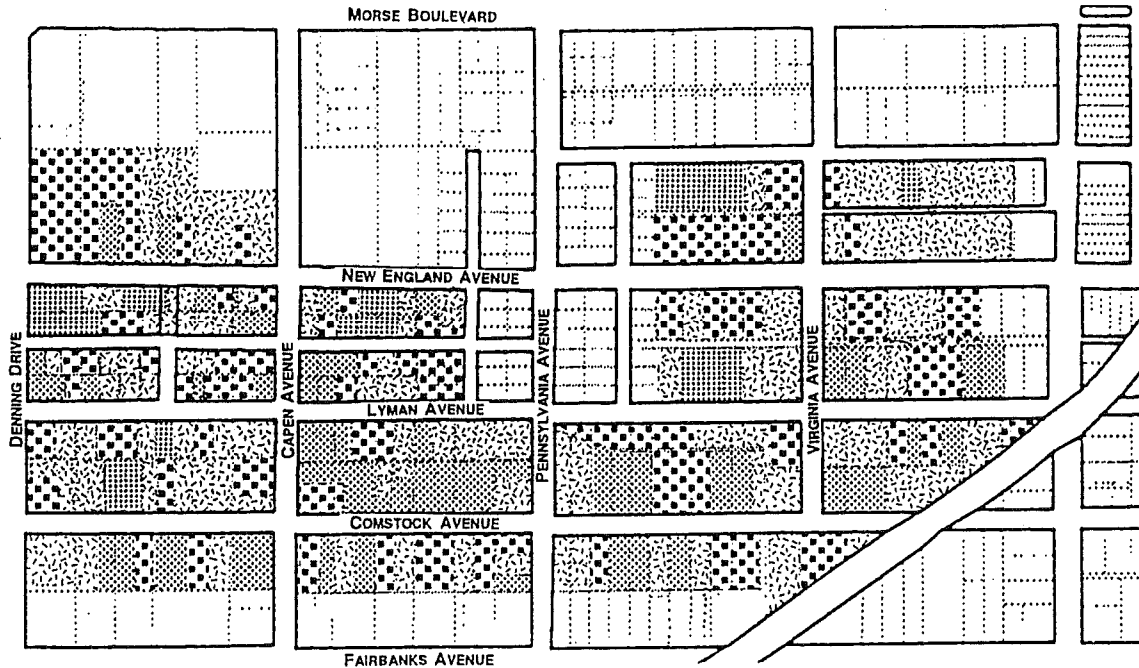
Figure 2.3

EXISTING PROPERTY OWNERSHIP



CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT PLAN

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT



OWNERSHIP	
	OWNER OCCUPIED
	WINTER PARK RESIDENT
	NON-WINTER PARK RESIDENT

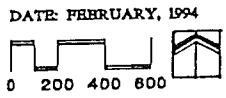
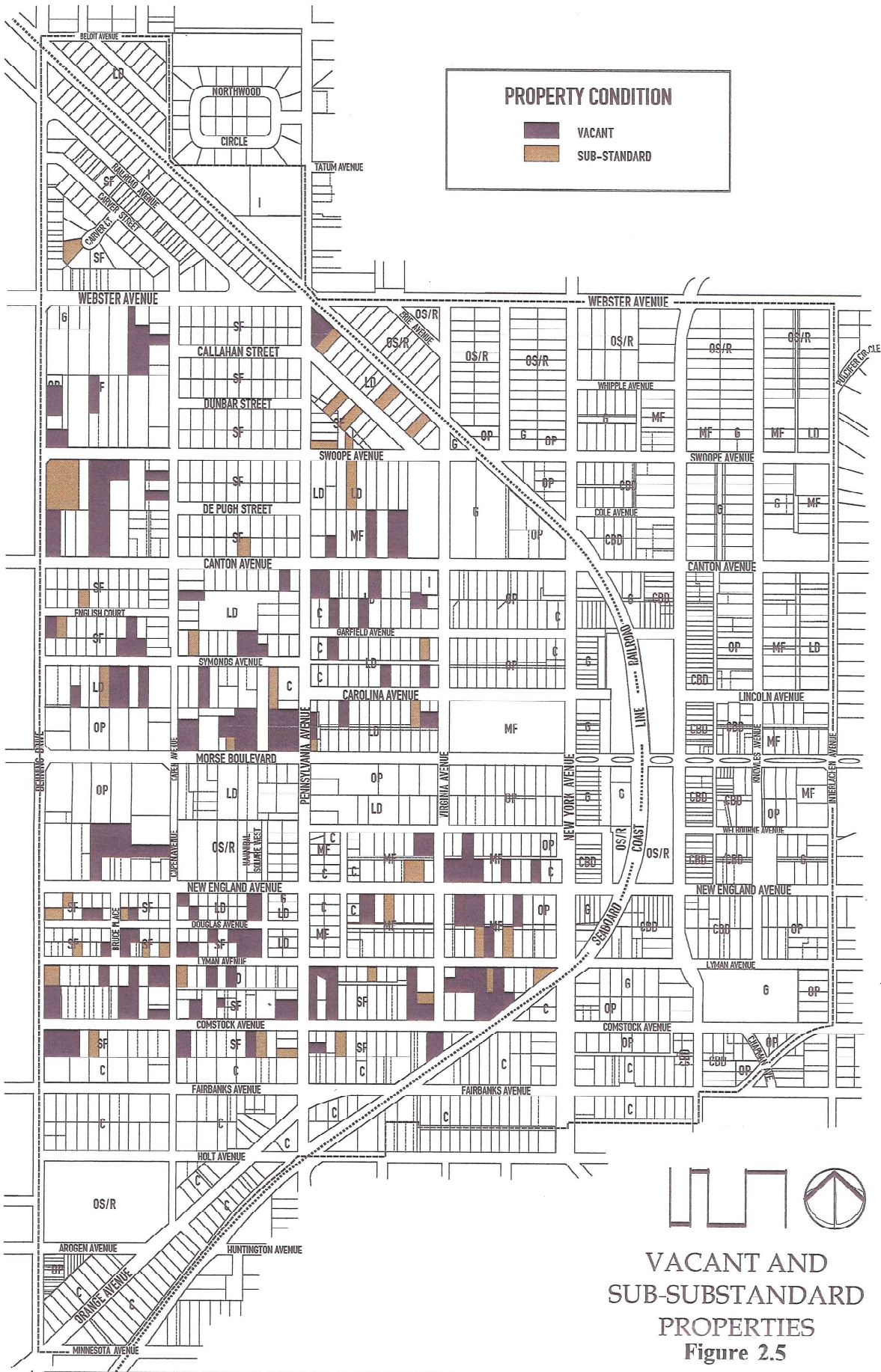


Figure 2.4

EXISTING PROPERTY OWNERSHIP

CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT PLAN
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT



CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA

VACANT AND
SUB-SUBSTANDARD
PROPERTIES
Figure 2.5

2.7 **Market Opportunities**

Market conditions will shape the CRA redevelopment opportunities and, in turn, determine the tax increment revenue available for reinvestment in the CRA. The previous sections identified the various residential and business focus areas and defined the characteristics of those areas. This information coupled with existing market data and options for property development will be used to assess the potential for growth and the implications with respect to tax increment revenue.

Each of the defined focus areas will be utilized to identify development opportunities. Articulating the opportunities provides both the public and private sectors with development goals that can be used as benchmarks as the plan matures.

RESIDENTIAL

1. **Beloit Property:** The vacant Beloit Property could be developed as approximately ten 1/4 acres single family lots with an average home value of \$100,000 or more. This development would create an overall increase in property value of \$750,000, less corresponding homestead exemptions. Eight to ten of these properties should be owner occupied. The property should be developed through private investment with the possibility of the Agency paying a portion of the infrastructure cost to stimulate development.

2. **Railroad Property:** The Railroad Property is currently valued at \$389,000. The existing single family rental units could be demolished and replaced with 19 single family units valued at \$60 - 75,000 or townhouse type units valued at \$40 - 50,000. These developments would generate an increased property value of \$700 - 900,000 and 5-10 new owner occupants. These units could be funded through private investment. The Agency could, as an alternative, acquire the properties and recoup the land purchase cost upon sale or consider a portion of the acquisition cost as an investment to lower the housing cost.

3. **Westside North**

Subsection A: This area is considered one of the primary stabilization areas. Upgrades of 17 properties by \$10,000 each, infill housing on 13 buildable lots with \$70,000 homes and an increase of 10 owner occupants would create a property assessment increase of \$700,000. Low or no interest loans for rehabilitation should be obtained from local commercial lenders or state and federal funds and supported by Agency revenues. Funds from loan repayments to the Agency should be maintained in a pooled loan program for reuse by other rehabilitation candidates. The infill housing should be developed with private funds. Additionally, there is an apartment complex on Canton Ave that needs substantial upgrade or demolition and replacement with single family units. This might result in an initial property value decrease but the overall effect and esthetics may make this a worthwhile project.

Subsection B: This area includes the Carver Street area which should receive treatment similar to subsection A. There are six buildable lots for housing in the \$70 - 80,000 range. Also, \$10,000 rehabilitation to 25% of the 69 remaining homes would create a more attractive and stabilized area. The funding for both of these should be the same as in subsection A. The increased property value would be approximately \$500,000. Four new owner occupants could be expected.

Subsection C: The Park West Condominiums are platted for one additional building. Private development of this property would add \$1,500,000 in property value. A minimum of 60 percent of the 22 units would most likely be owner occupied.

Subsection D: This area may require the largest investment by the Agency. Efforts within the single family areas should be targeted toward rehabilitation and private infill housing development. Rehabilitation and upgrades of \$10,000 to 76 homes and 20 new owner-occupants would provide an increase in taxable value of \$600,000. This should be accomplished using the same mechanisms as in subsection A. The two apartment complexes in this area need serious rehabilitation. If this is not accomplished by the owners, the properties should be acquired and renovated or demolished. Redevelopment of Lincolnshire and demolition of the Canton Ave apartments and redevelopment of six-eight single family homes would create a neutral or negative property value change but would be beneficial to adjacent properties. The Agency may have to acquire these properties and act through joint venture to make these projects happen.

Subsection E: This area could be utilized to develop additional variety in housing stock through acquisition and redevelopment. This property could be redeveloped as 20 condominium units valued at \$50 - 65,000. This would create an initial property value increase of \$350,000 including the effect of ten

new homestead exemptions. These units could be funded through private investment. The Agency could, alternatively, acquire the properties and recoup the land purchase cost upon sale or consider a portion of the acquisition cost as an investment to lower the housing cost.

Subsection F & G: These areas will be considered under the business areas.

4. **Westside South**

Subsection A: This area is targeted for major rehabilitation and residential infill. \$10,000 property upgrades to 150 units and 30 new owner-occupants utilizing homestead exemptions would create additional property value of \$750,000. This effort should be funded in a similar method as the Westside North - Subsection A. A total of 27 new \$50 - 70,000 infill homes would add another \$1,270,000 in property value taking into account 14 new homestead exemptions. The improvement of the Douglas Avenue area could best be accomplished through purchase and development of entire blocks by the Agency. Subsequent redevelopment could be accomplished through private investment or a joint venture. The Agency could recoup the acquisition costs upon sale or consider a portion of the acquisition cost as an investment to reduce the house purchase cost. This block could be bid out to profit or not-for-profit developers to maximize the value of the end product.

Subsection B: This area could be utilized to develop additional variety in housing stock through acquisition and redevelopment. This property could be redeveloped as 20 condominium units valued at \$50 - 65,000. This would create an initial property value increase of \$550,000 including the effect of ten new owner-occupied dwellings with homestead exemptions. These units could be funded through private investment. The Agency could also acquire the properties and recoup the land purchase cost upon sale or consider a portion of the acquisition cost as an investment to lower the housing cost.

Subsection C: This area could be redeveloped as multifamily units to replace the Canton Ave complex. Private development of 30 - 40 units would increase the property value by \$1,000,000 and provide relocation housing for displaced residents.

Subsections D, E, and F: These areas will be considered under the business areas.

5. **Eastside**

The Eastside area is fully developed. This area could be expected to appreciate at an annual rate of 2 - 5 percent.

BUSINESS

Most of the business opportunities will be accomplished through private investment. Investments by the Agency in streetscape and safety programs will help foster an environment attractive to private investment.

1. **Railroad Industrial Property:** This property is fully developed. The real estate value should appreciate at a moderate rate of 1 - 2 percent.
2. **Canton Avenue:** This area includes the City maintenance compound. This property could be redeveloped as office/professional. A one or two store office of 30 - 40,000 SF could be developed with a total value of \$3,500,000. The city could also receive approximately \$500,000 for the sale of this land. The balance of this area should appreciate at a moderate rate of approximately 1 - 2 percent.
3. **Central Business District:** The CBD is the center of business activities in Winter Park. As such, it contains over 1,000,000 SF of retail and office space. Park Ave is essentially developed. This area has had a recent market adjustment, but could experience property appreciation of 2 - 5 percent. In the future, the real opportunity for new development exists on New York Avenue. This area, too, is fully developed, but

there are opportunities that exist that could greatly increase the value of the New York properties. These include the expansion of Central Park and the development of a comprehensive parking and transit system. (Alternatively, the Chamber Building and adjacent parking could be redeveloped to accommodate more retail or commercial activities and a parking structure could be developed.) For the purposes of the revenue projections, no new development is considered in the CBD and the existing property values are increased moderately.

4. **City Hall/Rollins Sites:** This area has the opportunity to experience both significant new development and property appreciation. The Rollins site could accommodate 50 - 60,000 SF of new retail on Park Ave. and a sizable parking structure on the East portion of the site. Development of retail on this block would provide a continuation of the retail to the north and could serve to enhance the retail on the southern block. Additionally, the City Finance and Utility Billing departments currently occupy approximately 10,000 SF in the old Florida Power building. Consolidation of these functions in City Hall would add additional retail space. The development of new retail in this area could increase the taxable value by \$5 - 7,000,0000. The creation of a parking structure to serve this area and reduce the CBD parking deficit would also have a very positive effect. The City Hall site could provide

the same opportunity for expanded retail on Park Ave, but would have to be relocated elsewhere. The implications of such a move would need significant study to determine the feasibility or desirability of such a move. It is possible that the police station could be moved to a consolidated public safety complex. This would allow for needed expansion and consolidation of administrative services. Administrative spacial needs may not require all of the building space that would be available if police functions moved to another site. Consideration should be given to the ability to develop a parking structure on the west portion of this site.

5. **Orange Avenue/Fairbanks Avenue:** The Orange Ave area is essentially developed. These properties should appreciate approximately 2-4% annually. The Fairbanks Ave corridor could experience redevelopment of underutilized properties. Realistically this will only accommodate 10 - 20,000 SF of redeveloped buildings and the net property value increase would be no more than \$1,000,000. The effect of infill redevelopment might have a more dramatic effect on the appreciation rate of the surrounding properties. Surrounding property values could increase by an additional percentage point due to the upgrade of underutilized or unsightly properties.

6. **New England Corridor:** The New England Corridor is currently experiencing private revitalization. Changing the existing land use designation from multifamily to mixed use would allow development of approximately 20,000 SF of retail commercial and 40-60 multifamily residential units. This development would create an increase in property value of approximately \$3,000,000. Proper guidelines must be established to achieve the desired mix of uses and aesthetic appeal.

7. **Pennsylvania Corridor:** The Pennsylvania Corridor may require active participation by the Agency to stimulate neighborhood commercial development. Opportunities should be investigated to relocate the grocery store at Morse and Pennsylvania and attract other neighborhood based businesses to revitalize this area. The existing value of this area is \$1,184,000. A reasonable goal would be to double the overall value of this area within eight years.

8. **Morse Boulevard Corridor:** Morse Boulevard is an area that has always been attractive to private investors. The Morse properties surrounding Pennsylvania Avenue have been maintained as a residential district. The critical issue for this area is to replace the low density land use designation with mixed-use guidelines that require an appropriate mix of commercial, residential and open space. The

undeveloped properties could conceivably provide development opportunities for 20,000 SF of commercial along with 10 - 20 residential units. This would still leave a reasonable amount of open space. The overall property value increase for this type of development would be approximately \$3,000,000. The balance of the developed properties should appreciate, once fully occupied, at a modest annual rate of 2-3 percent.

CHAPTER III
REDEVELOPMENT STRATEGIES AND CONCEPTS

CHAPTER III

REDEVELOPMENT STRATEGIES AND CONCEPTS

3.1 Introduction

The goal of the Winter Park CRA plan is to develop a workable balance of private investment and public support to eliminate the blighted condition within the CRA and to elevate the CRA to a standard equal to the rest of the City. The City of Winter Park, as a whole, demands a high level of service from its government and maintains a high level of standards among its constituents. The redevelopment strategies seek to balance priorities between social, housing, business, and public works' objectives so that improvements are sustained over the long term. Many of these objectives are supported through the creation of a conducive physical environment, that is, the organization of the public and private space in which residents conduct the business of their daily lives. Organization of space is determined, in a large part, by the land use plan and urban design strategies.

3.2 Redevelopment Plan Overview

The defined area of the CRA is a critical component of the Winter Park village fabric. Its residential areas house 13 percent of the City's population and almost 100 percent of its minority population. In addition, the CRA area contains the City's heart and

REDEVELOPMENT STRATEGIES AND CONCEPTS

soul; its quaint and viable downtown district. Furthermore, the defined area serves as a key entrance way into the City from the west. It represents a cultural and historic component of the City, which to date has not been fully recognized. These factors make Winter Park's Westside poised for revitalization with the potential to be one of Winter Park's more attractive and diverse areas.

The CRA will develop as a wholly integrated community with a full range of uses, intensities and densities. Given the numerous positive attributes bestowed on it, the CRA plan advocates a growth strategy that will allow realization of its amenities for maximum benefits to its residents.

Components of this plan include:

1. A firm commitment to strengthen and stabilize its residential neighborhoods through:
 - a. The emphasis on restoring a single family home ownership ratio similar to other parts of the City.
 - b. An intent to rid the community of the blighting influences of inadequately maintained apartment complexes.
 - c. Creation of a housing stock with a variety of sizes and prices.

REDEVELOPMENT STRATEGIES AND CONCEPTS

2. The creation of a favorable climate for retail and services via new designations for such uses provided that proposed structures conform to specified design criteria enhancing and strengthening the sense of the Westside community.

3. A commitment to address social and cultural issues specific to the minority population in areas of neighborhood organization, youth recreational development, and economic empowerment for the City's minority population.

The degree of governmental intervention in free market activity is of major concern. In Winter Park, traditions have produced a philosophy providing for less governmental intervention. However, by its nature, the formation of a redevelopment district assumes that the government will take a more aggressive role to meet objectives established in this plan. In actuality, governmental intervention in the market has been happening for many years on the Westside with positive results. These activities have concentrated on the elimination of land uses associated with blight conditions such as bars and rooming houses. As previously noted, due to the elimination of a number of these uses, an environment conducive to new economic activity has been established. In the realm of housing, through the City's affordable housing program, over 15 vacant lots have been purchased and developed with new single family homes. Thus to date, Winter Park's intervention in private market activities on the Westside has

produced beneficial outcomes. This history suggests that additional strategic intervention decisions by the City can continue to improve conditions.

This plan provides for a continuation of this strategic intervention philosophy. This intervention is required where the presence of strong blighting influences still exist, where opportunities for preventive measures exist, and where physical conditions are such that the private market is still reluctant to provide investment. General areas identified as meeting this criteria include:

1. the Pennsylvania Avenue corridor from Lyman Avenue to Canton Avenue,
2. the apartment complexes located on Canton Avenue,
3. the property on Railroad Avenue between Swoope and Pennsylvania Avenues.

In other areas, it is believed that the private market will invest and develop without significant public assistance. In these locations, the CRA plan will simply establish guidelines so that all new development will support and enhance the overall community. These areas include Park Avenue, New England Avenue, Morse Boulevard, Fairbanks Avenue and Orange Avenue.

3.3 The Land Use Plan

REDEVELOPMENT STRATEGIES AND CONCEPTS

The precepts governing land use decisions revolve around the street as the principal public space for people. Consequently, land uses fronting the same public street must be compatible with each other. In most cases, the same land use designation provides the compatibility. Changes in land use designations occur at interior property lines. In some cases conflicts in land uses are unavoidable such as along Railroad Avenue north of Webster. In cases such as these, landscape buffers can mitigate the incompatibilities.

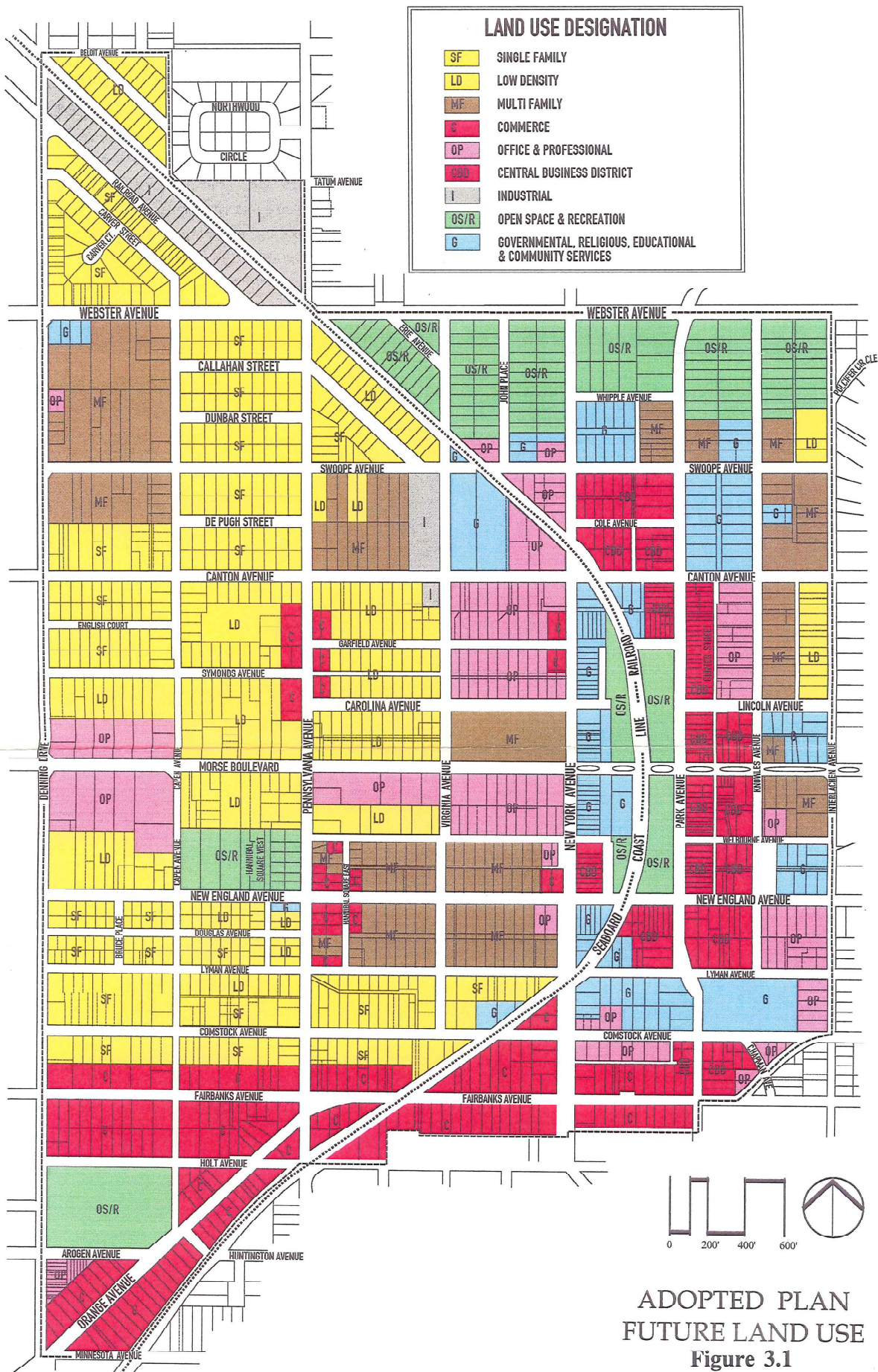
Figure 3-1 depicts the land uses for the CRA as adopted in Winter Park's Comprehensive Plan. Figure 3-2 indicates the proposed land uses necessitated by this plan and Figure 3-3 highlights the differences. As is illustrated in Figure 3-3, the CRA plan proposes to maintain the majority of the existing land uses. One major change is the introduction of districts that encourage the mixing of land uses, allowing the market to operate naturally and allowing for changes over time. In these districts (NBD and MU), the associated regulations will focus on fundamental building design issues, such as the proper placement of buildings on their sites so as each new structure is built, the overall Winter Park character is strengthened. These mixed land uses districts are designated along the Morse Boulevard and New England Avenue.

Other land use changes include:

1. the Rollins property on Park Avenue from Government to Central Business District and Office/Professional,

REDEVELOPMENT STRATEGIES AND CONCEPTS

2. the Public Works complex on Canton from Government to Office/Professional,
3. the 400 block of Canton Avenue from Multi-family to Low Density, and
4. Welborne Avenue from Low Density to Multi-family.

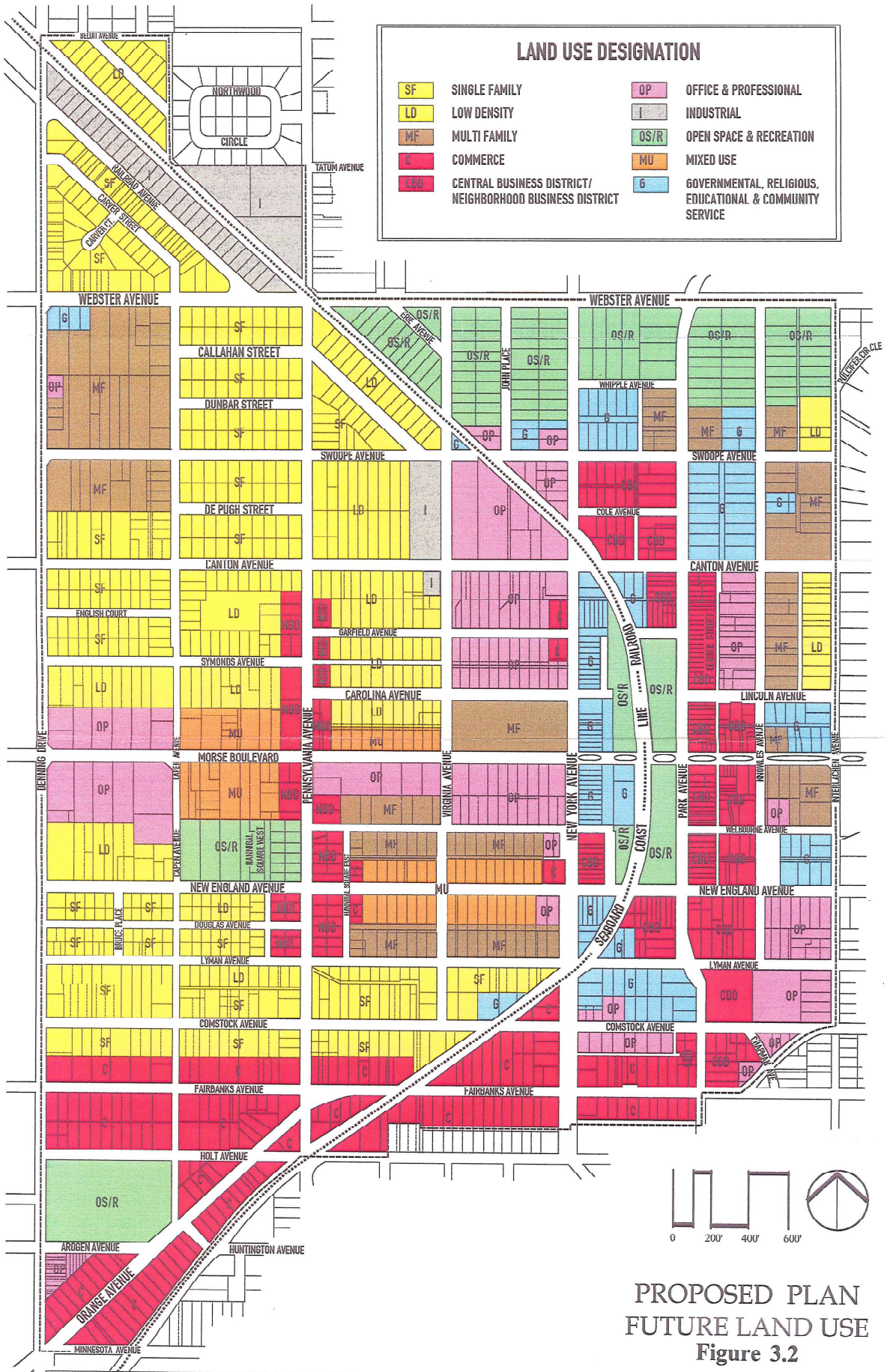


LAND USE DESIGNATION

SF	SINGLE FAMILY
LD	LOW DENSITY
MF	MULTI FAMILY
C	COMMERCE
OP	OFFICE & PROFESSIONAL
CBD	CENTRAL BUSINESS DISTRICT
I	INDUSTRIAL
OS/R	OPEN SPACE & RECREATION
G	GOVERNMENTAL, RELIGIOUS, EDUCATIONAL & COMMUNITY SERVICES

ADOPTED PLAN
 FUTURE LAND USE
 Figure 3.1

CITY OF WINTER PARK
 COMMUNITY REDEVELOPMENT AREA

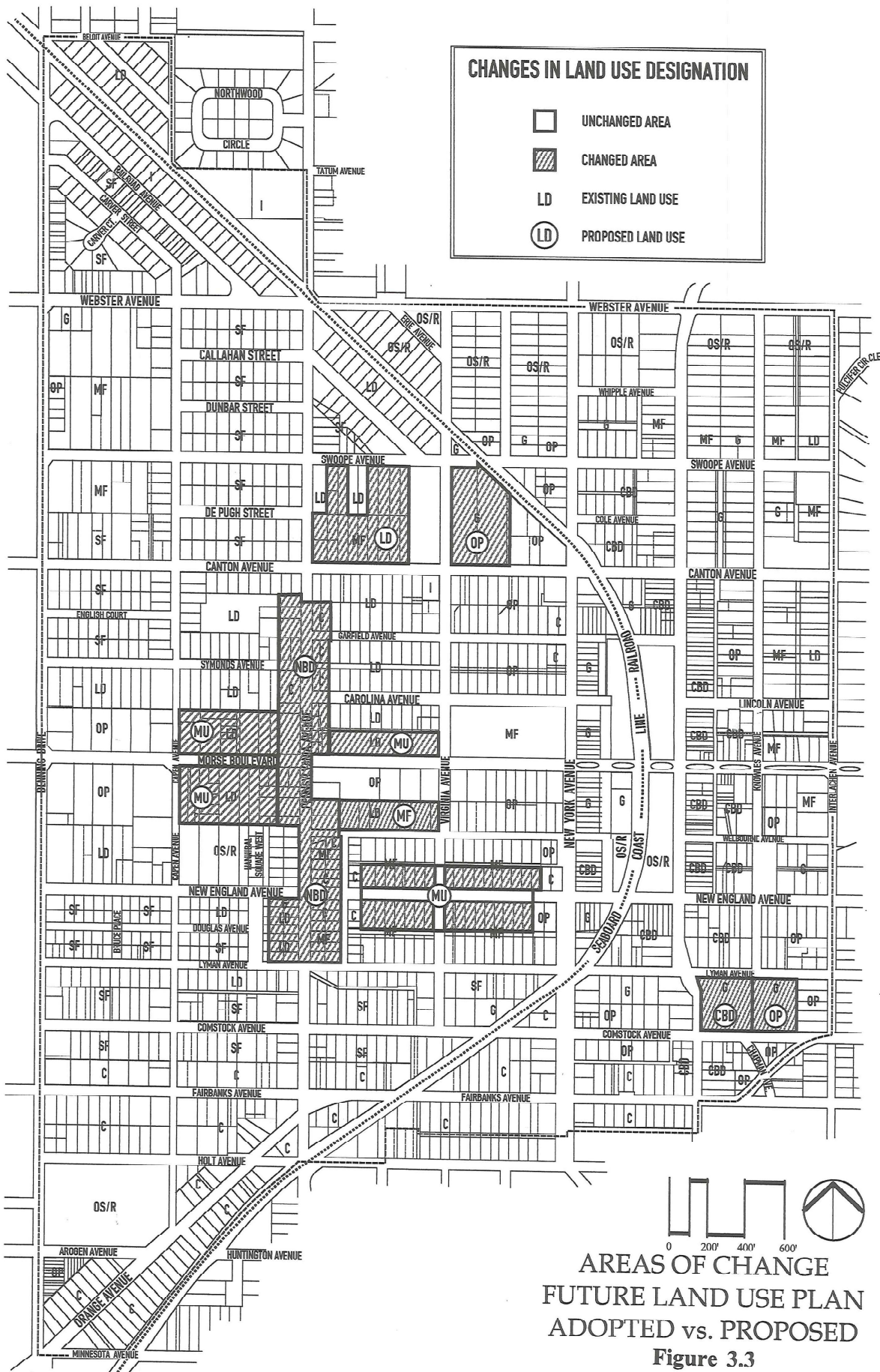


LAND USE DESIGNATION

SF	SINGLE FAMILY	OP	OFFICE & PROFESSIONAL
LD	LOW DENSITY	I	INDUSTRIAL
MF	MULTI FAMILY	OS/R	OPEN SPACE & RECREATION
C	COMMERCE	MU	MIXED USE
CBD	CENTRAL BUSINESS DISTRICT/ NEIGHBORHOOD BUSINESS DISTRICT	G	GOVERNMENTAL, RELIGIOUS, EDUCATIONAL & COMMUNITY SERVICE

PROPOSED PLAN
FUTURE LAND USE
Figure 3.2

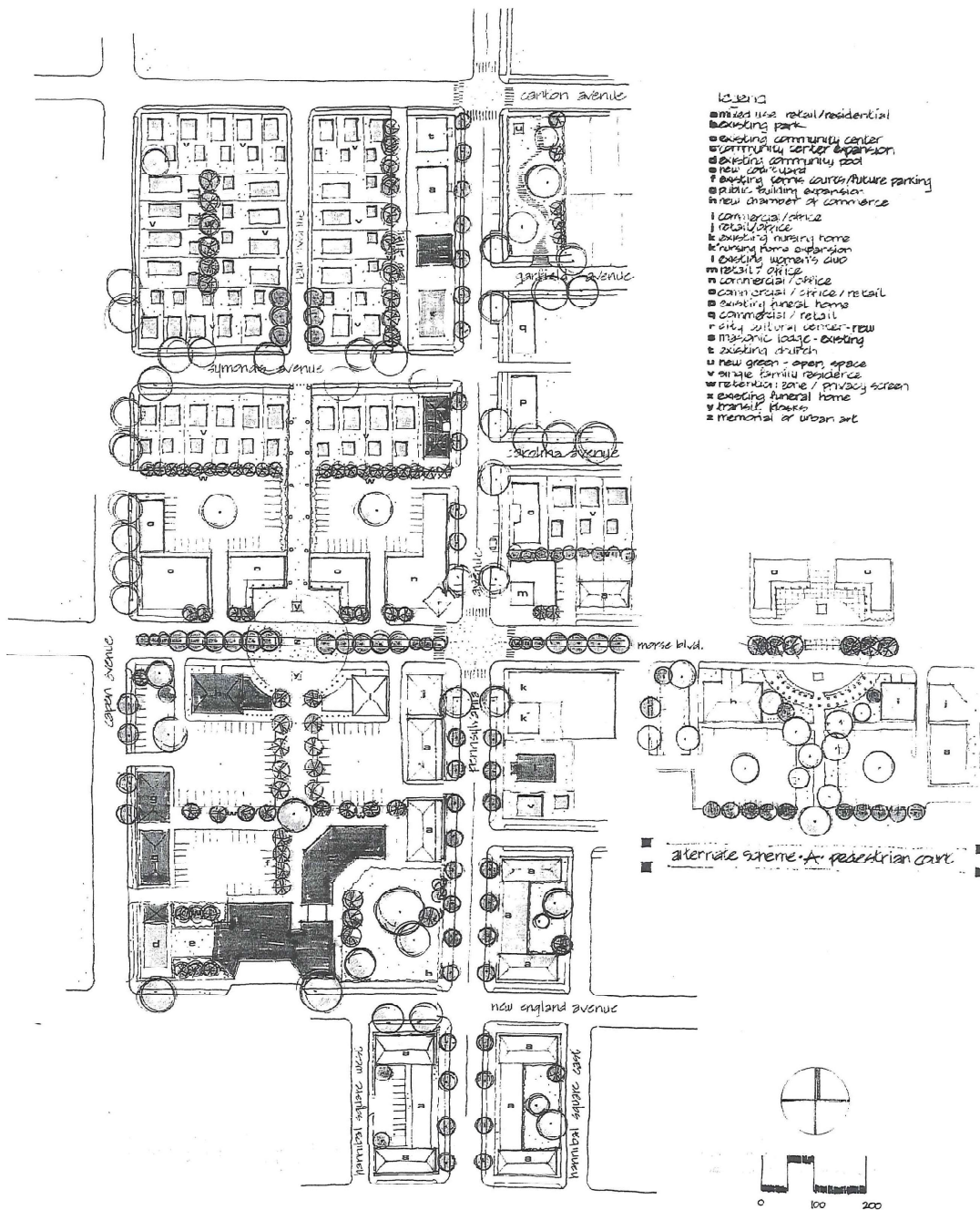
**CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT AREA**



**CITY OF WINTER PARK
 COMMUNITY REDEVELOPMENT AREA**

3.4 Urban Design Concepts

The urban design for the CRA follows "traditional neighborhood design" concepts compatible with the City's cultural and historical development. The plan is focused on strengthening neighborhoods by defining the fundamental components of the neighborhood street. In this plan, various streets on the Westside are identified for providing multi-purposes including pedestrian and vehicular movement and public gathering places. Neighborhood streets shall give pedestrian needs equal or greater priority than those of motorists. The urban form promotes the vertical mixing of commercial and residential land uses on Morse Boulevard and New England Avenue. The fundamental component of this plan is to provide pedestrian-scale linkages between the residential neighborhoods north and south of Morse Boulevard. Two parallel but compatible linkage systems have been designed. The first of these is the Pennsylvania corridor between Lyman Avenue on the south and Canton Avenue on the north. The second is primarily a pedestrian corridor at the mid-block line between Capen and Pennsylvania Avenues. This pedestrian system would connect the Community Center on New England Avenue to Morse Boulevard, Symonds Avenue, and eventually Canton Avenue. The overall plan for this core area is shown on Figure 3-4.



- LEGEND
- mixed use retail/residential
 - existing park
 - existing community center
 - community center expansion
 - existing community pool
 - new community pool
 - existing sports courts/future parking
 - public building expansion
 - new element of commerce
 - l commercial/office
 - l retail/office
 - l existing nursing home
 - l nursing home expansion
 - l existing upper's club
 - m retail/office
 - n commercial/office
 - o commercial/office/retail
 - o existing funeral home
 - o commercial/retail
 - o city cultural center-renew
 - o masonic lodge - existing
 - o existing church
 - u new green - open space
 - v on-site family residence
 - w retention zone / privacy screen
 - x existing funeral home
 - y transit kiosks
 - z memorial or urban art

Figure 3.4

CITY OF WINTER PARK
COMMUNITY REDEVELOPMENT PLAN

REDEVELOPMENT STRATEGIES AND CONCEPTS

Pennsylvania Avenue Corridor: The Pennsylvania corridor is designed to be the principal neighborhood street for the Westside community. It serves to link the more stable residential neighborhood north of Morse Boulevard to the less stable neighborhood to the south. This avenue already contains many social and civic elements necessary to serve in its capacity of unifying linkage to the westside. Existing churches include Mt. Moriah MBC at Lyman Avenue, Ward Chapel AME Church at Welborne and the Winter Park Church of God at Canton Avenue. In addition, Pennsylvania Avenue is the address for such civic facilities as the Ideal Women's Club housed in the historic home of Dr. Hooker at 120 South Pennsylvania, the Masonic Lodge at 351 Pennsylvania, and Shady Park at the corner of New England and Pennsylvania.

Pennsylvania at Hannibal Square: At this time the southern end of the corridor is in a much stronger state than the northern end due significantly to more public and private investment. The primary stabilization factor has been the recent redevelopment of Hannibal Square. This redevelopment has been made possible by City actions and private investment so as to eliminate several blighting influences of bars and boarding houses. In addition, the presence of Shady Park and the Community Center provides social activity spaces strengthening productive human interactions. The southern end is developing with a strong mix of cultural, civic, and commercial components arrayed in a very attractive spacial relationship. In essence, Hannibal Square functions as the

neighborhood center for the Westside-south residential neighborhood. Its revitalization is an encouraging first step for this neighborhood.

Additional redevelopment actions to be considered are:

1. reestablishment of productive neighborhood commercial/mixed uses between Lyman and New England Avenues,
2. infill development of vacant properties,
3. streetscape improvements, and
4. potential development of the City-owned parking lot south of Shady Park.

This last action should be evaluated from a cost/benefit standpoint and must be considered carefully relative to the need for additional parking for Hannibal Square, Shady Park and the Community Center.

Pennsylvania at Canton Avenue: North Pennsylvania Avenue serves as the neighborhood center to the Westside-north residential neighborhood. However, it lacks the same vital elements as the southern end and revitalization has yet to begin. To secure this neighborhood center, additional public and civic uses, are first needed

REDEVELOPMENT STRATEGIES AND CONCEPTS

to anchor the area. Secondly, a mix of private uses must develop to meet the daily needs of the neighborhood. Proposals include:

1. The acquisition of the parcel of land at the corner of Pennsylvania and Canton Avenue to augment its property at the south end of the block. This property should be established as a passive park or public green. Alternatively, the property could be developed by the CRA as a model building establishing the character and standard for the rest of north Pennsylvania business district.
2. The consideration of a civic or cultural facility on Pennsylvania Avenue north of Morse Boulevard.
3. The introduction of traffic-calming measures such as narrowing the street, planting of street trees and additional streetscape improvements.
4. The relocation of the heavy equipment stored at the property at 240 Pennsylvania. The CRA could negotiate with the property owner offering him an alternative site in the industrial area on Railroad or on other City property more appropriate for storage of heavy equipment.

REDEVELOPMENT STRATEGIES AND CONCEPTS

Pennsylvania at Morse Boulevard: This intersection is the central point of the redevelopment area at which the Pennsylvania Avenue Corridor intersects with the historic "boulevard" connecting lakes Osceola and Killarney. Because of the cultural and historic significance of this intersection, new development should reflect the importance of the location. Architectural, the prominence of the location can be reflected through several design details including:

1. construction of at least two story buildings with public entrances and lobbies orientated toward the intersection, and
2. placement of a higher roof, cupola, or spire at the corner location of the buildings.

Mid-block Pedestrian Corridor: A problem with many blocks on the Westside is that they are too large. Ideal blocks in traditional towns have a perimeter of 1300 feet. Blocks between Capen and Pennsylvania have perimeters of approximately 2,100 feet. Westside residents have verified that these blocks are too large by the presence of a worn foot path at the mid-block between Symonds Avenue and Morse Boulevard.

The CRA Plan calls for the reduction of block sizes by:

1. The establishment of a bike and pedestrian connector running south from Symonds Avenue to the Community Center.

2. A new street connecting Canton Avenue to Symonds Avenue through the Canton Avenue Apartments.

The creation of the pedestrian connector is advanced by the presence of a City-owned right-of-way from Morse Boulevard north to the mid-block point. The new street is proposed with the eventual redevelopment of the Canton Avenue Apartment property into single family residential units.

A plaza is designated at the intersection of the pedestrian connector and Morse Boulevard. This is a designated activity center where many neighborhood and community events can occur. Proper design of the plaza is essential to its success and will require leadership from the City in conjunction with the private parties engaged in developing the surrounding parcels. Elements to enhance the plaza would include a bus shelter, community bulletin boards, kiosks, and public art. It is recommended that a plaza development plan be established concurrently with design and construction of the Chamber of Commerce building, i.e., the first structure to be located on the plaza.

From the plaza, the connector would continue south to connect with the Community Center and Shady Park. An expansion of the Community Center is proposed as part of a new master plan for all City-owned property in this block.

Morse Boulevard

Morse Boulevard can be subdivided into three segments for purposes of this design discussion. Beginning at the Denning Drive, the first segment includes one block to Capen Avenue. This block consists of existing office building with varying rates of occupancy. This building stock is in sound shape, so no major changes are proposed. Focus of this first segment should be the intersection with Denning Drive.

Beautification improvements to this intersection could enhance the desirability of the available office space. The proposed renovations to Lake Island Park will enhance this intersection. Further beautification could occur with cooperation of the State of Florida unemployment office at the northwest corner of the intersection. A more dramatic, but perhaps controversial improvement could be the construction of a traffic circle at this intersection.

The second segment involves the blocks between Capen and Virginia Avenues. These blocks are bisected by Pennsylvania Avenue. The major physical improvement is the creation of the mid-block plaza between Pennsylvania and Capen Avenues. The plaza, anchored by the new Winter Park Chamber of Commerce building, is designed to be a new public space for civic and community functions. Morse Boulevard would traverse the square so some consideration should be given to slowing traffic while in the plaza. This can be done through various design alternatives created as part of the plaza development plan. Because almost all the land in this block is vacant, Morse Boulevard can develop a new character. The designated land use is mixed-use to

promote creation of quaint two-story structures supporting office, retail or residential development.

The final section considered in this plan is that portion of Morse Boulevard between Virginia Avenue and New York Avenue. The north side of this block is fully developed with the Park West Condominiums. The south side of the street consists of significant vacant and underutilized land prime for redevelopment. It is designated for office use. The fate of this property is intrinsically tied to future planning efforts for the central business district. More detailed plans should be developed for this block as the City completes its vision for the central business district.

New England Avenue

In recent years, New England Avenue has been the focus of specific enforcement actions by the City. These actions have eliminated many of the uses and conditions that have caused a blighted condition to exist. Today as a result of those actions, New England Avenue between Pennsylvania and New York Avenues is poised for new development activity. With the condemnation and removal of several unsafe structures, a great deal of vacant land exists. New England Avenue is a neighborhood street connecting Hannibal Square to the downtown. New development along it must serve to build pedestrian activities. This can be accomplished through the following:

REDEVELOPMENT STRATEGIES AND CONCEPTS

1. **Proper design of buildings:** New buildings should have a residential rather than a commercial feel to them. Traditional style, multi-story, zero-lot line townhouses are considered appropriate. As part of the new 3-A zoning district a front build-to line shall be established so that all new units will help to frame the street. As in the other mixed-use districts parking shall be preferred behind the buildings. In some cases sideyard parking may be necessary. However in all cases parking lots in front of buildings shall be prohibited.
2. **Controlled mixing of uses:** Proper building design allows the use of the interior space to change as market conditions dictate. The proposed land use designation is mixed-use. At this time, uses shall be limited to office and townhouse residential. Offices are encouraged on ground floors with loft or second floor apartments. New retail commercial activities could be considered at a future time, however for first several years, development of commercial activities should focus on Hannibal Square and Pennsylvania Avenue rather than New England Avenue.
3. **Enhancement of the public street space:** Beatification of New England Avenue should include establishment of the oak tree canopy, consideration of antique street lighting and other general improvements. All streetscape improvements should be consistent with the streetscape

improvements in adjacent areas, especially the central business district.

Denning Drive

Denning Drive is the western boundary to the CRA area. In previous years, it served as a major collector. Denning Drive was widened to four lanes to accommodate additional north/south traffic to and from Winter Park Mall when the mall was fully operational. With the decline of the Mall in recent years, Denning Drive accommodates only about 9,000 average daily trips. Land uses along Denning range from offices at the intersection with Morse Boulevard to multi-family units (Tranquil Terrace and Lincolnshire Apartments) north of Morse and single family residential south of Morse. Much of the land is vacant or contains substandard residential units.

This plan envisions the complete transition of this street, south of Morse Boulevard, to establish new single-family residential development and low density townhouses. Supporting this redevelop is the just completed master park plan for Lake Island Park which fronts the western side of Denning Drive. The showcase of the new Lake Island Park will be restoration of the lakes at the north end of the park. The CRA can capture the value of the park improvements by orientating new residential development toward the park. However before Denning Drive property becomes desirable for residential development, the City must mitigate the threatening atmosphere created by the four-lane street.

3.5 Additional Urban Design Studies

The urban design concept for the Pennsylvania Avenue corridor was developed in a charrette under City staff direction by a team of architects headed by Winter Park resident Mari Frith. Other members included Tim and Jackie McNicholas, Rick Mellin and Mark Wunderlin. This volunteer effort is a prime example of how detailed plans can be produced for other areas in the CRA. Many specific design opportunities still remain. This plan encourages that professional charrettes be conducted for the remaining residential and commercial areas within the CRA. Priority should be given to the Westside-south residential area, Morse Boulevard, New England Avenue, Railroad Avenue, and the Central Business District including Central Park and New York Avenue.

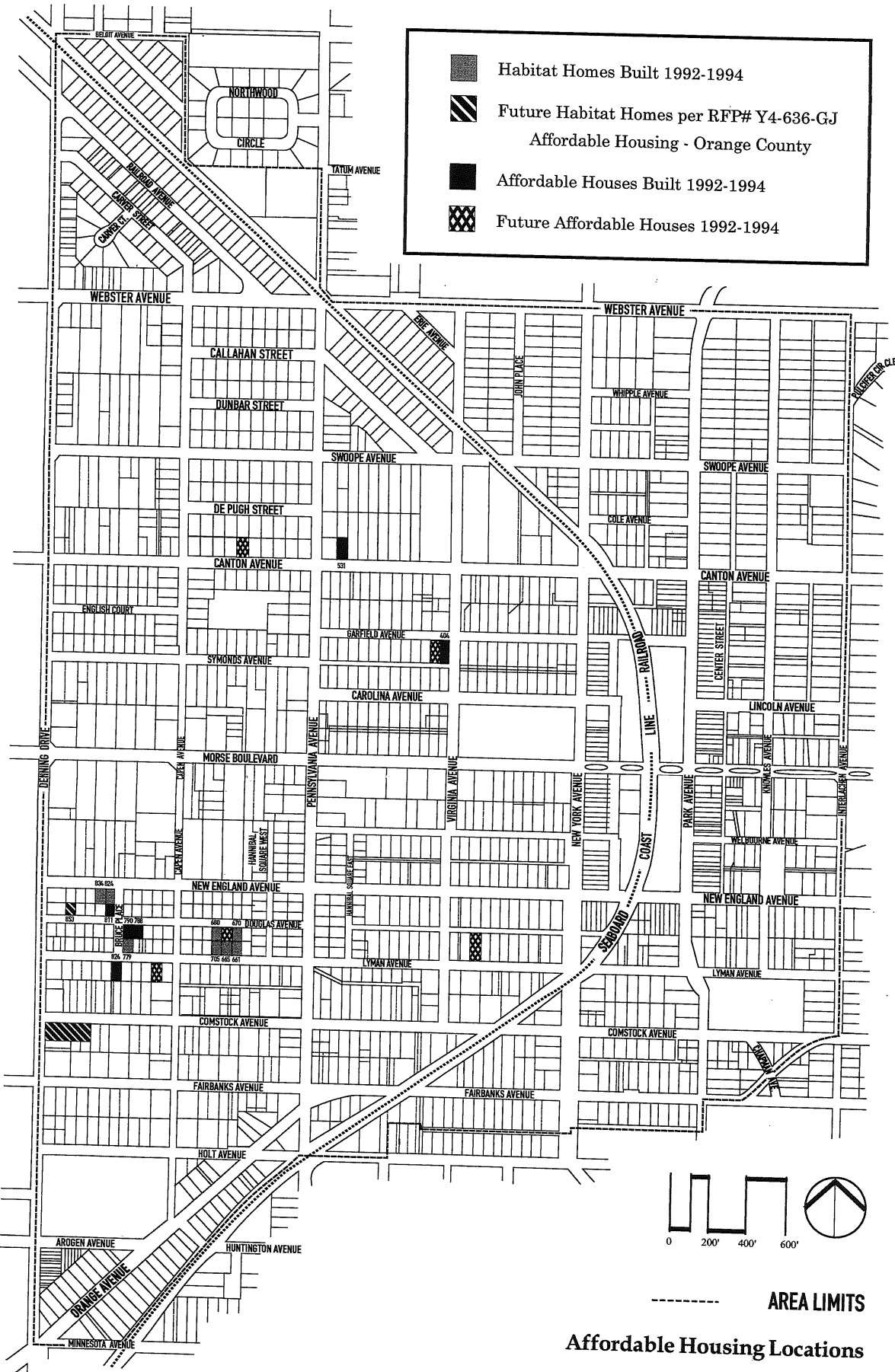
3.6 Development Guidelines:

Since World War II, much of the specific knowledge regarding the creation of traditional neighborhoods, neighborhood streets and planned villages has been lost or buried with America's drive to suburbanize. The suburban model of development, while a common pattern in Florida, is inconsistent with Winter Park's heritage. Because the knowledge of traditional town development is limited, it is important for the City to adopt detailed design guidelines to insure that the redevelopment of the City's Westside is in keeping with the City's character and ambiance. General design

REDEVELOPMENT STRATEGIES AND CONCEPTS

standards are specified in section 4.7 The plan also calls for the production of more detailed guidelines in the subsequent ordinance establishing the mixed-use zoning district (C-3A) as well as the future urban design studies.

CHAPTER IV
CRA PLAN & IMPLEMENTATION



----- AREA LIMITS
 Affordable Housing Locations
 Figure 4.1

**CITY OF WINTER PARK
 COMMUNITY REDEVELOPMENT AREA**

CHAPTER IV

CRA PLAN & IMPLEMENTATION

4.1 Organization

Successful implementation of the plan will be dependent on the organization and public presentation of the major aspects of the plan. Following are the primary steps to initiate the implementation process.

1. Communication Plan. In order to initiate activity regarding the plan at the earliest opportunity, the plan should be published and communicated to the public while it is being reviewed by Planning and Zoning for conformity with the growth management plan.

The highlights, outlining the overall mission, objectives, and potential areas of specific change should be presented to the following groups.

Residents/property owners - focusing on highlights of the plan that affect them, their role and responsibility. The plan should be presented orally and feedback should be obtained through follow-up surveys to ascertain the most effective implementation methods for community support.

Chamber of Commerce - focusing on highlights that reflect their mission and minority business development concerns for the Westside area over the next decade.

Merchants' Association - to provide the Merchant Association leaders an outline of specific areas or programs that affect their businesses and which reflect growth and development objectives.

Preview Winter Park - for review and feedback of areas of common concern and to identify the potential overlap of programmed enhancement of various areas.

Other interest groups - by communication of the plan through newsletters and identifying the availability of a draft plan available at selected sites; i.e., City Hall, Library, Chamber of Commerce, Community Center, etc.

2. Revise CRA Advisory Board's mandate. It is recommended that the CRA Board consider modifying the CRA Advisory Board's role, responsibility, and possible makeup once the CRA plan is adopted so that they can take on the necessary leadership requirements and commitment to the implementation process that the program must have over the next ten or more years. This suggests a permanent Advisory Board with a clear understanding of the

increased responsibility as the ongoing City - appointed public/private sector authority to carry out the mission and specific objectives of the plan. They should continue to act as the conduit between the residents, merchants, organizational leaders of the CRA area, and the CRA Board/City Administration.

3. Hire staff with expertise to coordinate program. There must be at least one additional staff person added to the City's Community Development and Planning Department to interface with the CRA Boards, as well as carry out day-to-day implementation of the activities and coordination of projects that will emerge from the plan.

It is critical that the additional staff person be a seasoned veteran used to managing government redevelopment, affordable housing, and community reinvestment programs to meet Winter Park's CRA enactment needs as soon as possible. We suggest recruiting a retired specialist from:

- a) The federal government (DHUD) or;
- b) A mid-size city that has a successful redevelopment program in place where the candidate was directly involved in planning, developing, and implementing or;

- c) A former business/civic leader of Winter Park with the skills to make the implementation process a success.

- 4. Identify community focused civic organizations. Incentives or inducements should be put before the Westside residents and merchants to encourage the establishment or revival of organizations and associations that are necessary to react to neighborhood self-improvement. These groups could develop a collective agreement among area merchants; i.e., Westside Business Association, the Ministerial Alliance and other organizations so that the decision-making power to enact the plan will transfer as smoothly as possible to those who have a personal vested interest in the stability, growth, and complete revitalization of the area.

- 5. Provide continuity of CRA Board's mission and objectives. Although it is not recommended that the CRA Board change its make up, the reality of possible dramatic changes brought on by the periodic elective process or resignation should be reviewed by the Board to consider the effect. Private sector members could be added with staggered Board terms for consistency of thought among the majority. In addition, an indoctrination process explaining the philosophy as well as the specific progress of the CRA program must be made available to all new members so that the original intent of the program will not

be perplexed over the decade or more of the program's implementation life span.

6. Empower Staff. The City's Community Development and Planning Director must be given the opportunity to outline the role and responsibility of that department in the day-to-day coordination of the CRA plan over the next decade. In this role, the Director must interface with city and county officials and must keep the lines of communication open so that there will be no misunderstanding or change in the Department's direction brought on by unforeseen conditions or as individuals move in or out of the process.

4.2 Housing Element

It is essential that all City of Winter Park residents are aware of the decade long program to upgrade and uplift the residential area of the westside. It is equally important for the local residents (homeowners and tenants) as well as single family, multifamily, commercial, and vacant land property owners to have a complete understanding of the mission of the plan - its goals plus objectives and what that means to each of the above.

1. Code education/enforcement. It is perceived by the non - westside residents that the lack of aggressive code enforcement measures and the lack of quality living standards in some complexes within the CRA are the reasons for

blighted and substandard pockets within the CRA. On the other hand, there is a vocal group of property owners who believe they are subject to overly aggressive regulations. Prior to initiating code education, the City should review existing codes for appropriateness, and if required, codes should be updated. A two month-long education of rights and responsibilities should be conducted concurrent to an area-wide code enforcement assessment survey. This would then be followed by a sponsored "self help" program. During this phase, residents and land owners will be counseled concerning standards and expectations of codes. It is critical that the importance of exceeding minimum standards will be conveyed and understood. This program will be for both single family and multifamily property owners.

2. Neighborhood "Residents/Tenants" Associations. The absence of viable neighborhood leadership organizations and the failure of past efforts to generate new leadership is a challenge that must be addressed and resolved before any major and significant moves can be made and sustained. Community support, self help, etc. is a key factor that will determine the long-term success of the plan.

It is recommended that a merchants association for the Pennsylvania Avenue and New England area be established and a Westside Housing Association (or similar residential group) be established. These, along with a tenants

association and northside residents alliance, could then join the other established organizations representing vested interest in the CRA to present a unified voice.

3. Setup repair/renovation loan program with banks. Using the target areas listed in item 4 below as the initial areas to start the program, the CRA authorized spokesperson(s) should meet with bank officials to finalize discussions regarding the start-up of this element of the program. This program is designed to provide qualified residents with low or no interest loans for up to 10% of the value of their property to make repairs and renovations to their property.

4. Identify target areas for sequence of stabilization. There are three initial demonstration "target" areas geographically situated within the CRA to stimulate and enhance the program's objectives at a minimum cost outlay to financial institutions.
 - North stabilization - Minimum repair to be done in two stages: the first area represents five residential blocks from Webster Avenue to Canton Avenue between Capen and Pennsylvania. The second area represents Swoope to Carolina between Pennsylvania and Virginia.

Douglas Avenue - Designate blocks between New England to Lyman and Hannibal Square west to Capen as infill village dedicated to affordable and moderate income level housing developed as demonstration project.

Carver Street area - Triangular area north of Webster that has some of the highest existing property values and minimal number of substandard conditions.

5. Private investment/development

There are two properties that could be utilized early in the plan implementation process provided private developers could be identified to initiate activities.

Beloit - Propose discussions with property owners for development of upper middle class homes or condos to promote "return to westside neighborhood campaign" or westside homeowner upgrade opportunities.

Denning south - Promote the building of resident housing, single family or condo in the moderate to upper income levels with incentives to attract upgrading of present westside residents and young adults who

seek to return to the westside where they have family ties. This property could be oriented toward Lake Island Park.

6. Housing Stock Variety. In order to curb the decline in population on the Westside, it is necessary to make the Westside area attractive to a more diverse group of potential residents. To do this, it is important to provide a variety of housing types that offer a range of amenities along with a range of prices. This is not to be considered at the expense of affordable housing programs, rather as a compliment to the entire community. A suggested target for owner occupied properties would be a ratio of 10:35:40:15. This ratio represents:

- 10% Upper price range of \$110,000 +
- 35% Moderate price range of \$70 - 110,000
- 40% Affordable price range of \$40 - 70,000
- 15% Lower price range of \$40,000 -

This would be achieved by completing a block by block inventory of the existing properties. Section 2.7 provided a summarized review of the potential Housing Development based on Focus Areas to develop a magnitude of effort. This inventory and subsequent action plan would look for areas and ways to achieve an appropriate housing mix. This inventory would catalog:

Vacant properties

Dilapidated properties

Substandard properties

Other occupied properties

Each block inventory would include an assessment of the existing property value and any required repairs. Each block would then be evaluated to determine what the potential composition of that block could and should be. This evaluation would include resident participation. Once a desired standard is agreed upon, the Agency will work with the residents, not-for-profit housing agencies and developers to achieve the desired housing standards and mix. In so doing, it is envisioned that the best kept properties will become the standard that all will strive to match.

This neighborhood block by block rehabilitation and revitalization is essential to remove blight and substandard conditions and instill community pride. The direct participation of the residents will determine the success of these efforts.

7. Multifamily rehabilitation. Three out of four complexes listed below are in need of extensive rehabilitation with no assurance that this effort will bring the property to any substantial level above minimum standard and, in turn, keep them from returning to the substandard level over the next decade.

These property owners should be counseled about the objectives of the plan and the desire of the City to reverse their present condition through rehabilitation or demolition.

Lincolnshire - This property must undergo a serious evaluation as to its present and future impact on and reasonably expected uplift to the CRA area. The question that this and its sister complex "Canton Apartments" owners must answer is their willingness to voluntarily elevate the condition of the properties to reflect the "standards" set by the CRA plan.

Canton Avenue Apartments - This property is misplaced on the interior of a block surrounded by single family homes. Even in an elevated condition, this location needs to be reviewed for the appropriateness of an enclave apartment complex in a single family neighborhood.

435 Canton - This property does not fit within the master plan of the stabilization zone and the single family residential composition of Canton Avenue. Efforts must be made to elevate the property's structure to CRA standards or purchase for removal and replacement with single family residences.

New England east - Promote and encourage the continuous rehabilitation and redevelopment of the complexes that have not yet been upgraded between Pennsylvania Avenue and New York Avenue.

8. Denning Drive - The largest blocks of land that should be immediately available for development of homes for prospective buyers of various income levels is envisioned to be part of the Denning Drive frontage between Comstock and Morse and continuing from Morse to Canton. This area requires the purchase and relocation of approximately seven houses, four of which can be relocated with minimum effort. The other three homes' future potential should be considered. There are also four/five houses that need to be acquired and demolished to create a major strip suited to attracting moderate income professionals and married adults to the site if condominiums or townhouses are developed on that land. There is adequate land for 20-30 condominiums south of Morse and an equal amount north of Morse. Initial efforts should focus on attracting private development of these properties. If there is no movement in three-four years, the CRA could look at potential incentives or joint venture opportunities to make this development happen. This is an important area, in that, outsiders view it regularly and develop their perceptions of the westside based on what they see here.

9. Douglas Village - The Douglas Avenue area between Hannibal Square and Capen Avenue should be designated as one of the demonstration areas that will lead the CRA enactment program.

This area has had a concentration of building activity by the various affordable housing groups. These efforts should be reviewed and made part of a larger area that reflects the symbols of positive change, community empowerment, and neighborhood involvement in affordable housing.

The entire area should undergo an immediate code enforcement/substandard assessment to determine which of the remaining properties should be designated for an extreme upgrading and which should be purchased for demolition.

Once that determination is made and acted upon, that block should be presented to prospective developers or nonprofit groups to build a variety of moderate affordable homes. These would be made available to the former property owners or those subject to relocation from other CRA areas.

Provisions for open space should be included. This area can be utilized to develop a model homeowners association.

Making a larger block of property available rather than continuing with the slow process of acquiring individual lots eliminates the problem of small lot sizes, and other aesthetic restrictions. It also increases the ability to develop housing without restrictions of existing configurations and the resultant cosmetic look of "affordable" houses built to date.

Developers of a block of houses could also move beyond the minimal sweat equity concept and employ local area residents with construction skills to help rebuild their own community.

10. Single Family Rehab/Redistribution and Infill Housing - The initial step of the single family rehabilitation/redistribution and infill housing process is to conduct a more precise up-to-date summary of existing property conditions to determine which structures need minor upgrading, moderate or major renovation, or demolition. Property owner economic capabilities should also be assessed to ensure that the overall program goals can be achieved. These include:
 - a. Providing an increase of home ownership to reflect the ownership percentage of the remainder of Winter Park.

- b. Assessing the impact on residents in certain blighted areas and to provide temporary or alternate living arrangements, if necessary.
- c. Providing a variety of housing types to attract residents.

The following steps should be taken:

Begin the block-by-block repair and upgrade and demolition program from Webster to Canton between Capen and Pennsylvania Avenue, as step one. Step two would entail the same procedure for blocks from Swoope to Carolina between Pennsylvania and Virginia. Step three would entail the revitalization of blocks from Pennsylvania to Bruce and Comstock to New England in conjunction with the Douglas Village program.

While steps one through three are in progress, there should be an assessment of absentee landlords' substandard properties, vacant lots and other housing stock. Those properties slated for demolition should be assembled under a City purchase or takeover plan for proposals by developers to initiate an in-fill program with neighborhood compatible or better moderate income housing. Specific efforts should be made by

the City to make property available for ownership through a housing association or corporation. The acquisition of the railroad properties, row houses on Denning and Capen Avenue should also be included for upgrading to house temporarily relocated homeowners, if necessary.

A recent review of the areas included in the initial three steps identifies the need for internal and external inspection of approximately 21 out of the 160 plus houses. These may be considered for demolition if the overall fix up cost exceeds 50% of the house's value.

The first phase of the program would set the overall area process. Upgrading a major portion of the resident owners' homes in the northern sector of the CRA zone and beginning the selective in-fill program will encourage other private investments in housing. The result should lead to an increase in moderate to middle class type homes and better mix of housing stock. The overall upgrade of the area, the removal of substandard housing stock before potential blight conditions occur, and the opportunity to enhance home ownership will provide tangible proof to the resident population that the CRA plan is viable.

11. Railroad property - The purchase and upgrade of the railroad property should be placed under the Westside Housing Corporation or other appropriate

community development group and ideally would be done in conjunction with the start of the rehabilitation of the stabilization area. Limitations on funds initially will require that this be acquired much later. It is possible, however, to negotiate with the current owner to lease the properties as they become available. The houses initially should be used as temporary homes for dislocated home owners facing major renovations.

The eventual use of this property would range from offering home ownership to lower income persons seeking affordable homes through various government programs or eventual demolition for 16 units of co-op or condo-like housing. This would serve as an intermediary step for area renters seeking eventual home ownership or as a multi-unit home for the elderly.

12. Affordable Housing - The construction of affordable housing is an important aspect of the CRA Plan. Winter Park has taken a leadership role amongst Florida communities in the implementation of new, affordable single-family homes. The City's program is funded through an affordable housing linkage fee that was created in August 1990. This linkage fee or building permit surcharge now levies a fee of 20 cents per square foot on all new buildings, additions to buildings, and substantial remodeling projects. This linkage fee has generated \$150,000 as of May 1994.

The program actively acquires single-family lots. Then new single-family homes are built in two ways:

1. Donations of lots to Habitat for Humanity. Habitat together with nonprofit sponsors such as St. Margaret Mary Church, Rollins College, First United Methodist Church, and First Congregational Church of Winter Park have then provided the materials and volunteers to construct the home. Family owners contribute 500 hours of volunteer service and purchase the home with a monthly mortgage of approximately \$250.
2. Central Florida H.A.N.D.S. works with the City to construct homes for sale at approximately \$50,000. The purchasers pay approximately a \$475 monthly mortgage and need \$2,500 for closing costs, down-payment, etc.

As of May 1994, there have been eight single-family homes built or under construction through the Affordable Housing Program (see Affordable Housing Locations Map). The program received a boost due to the referendum approval of a bond issue that will provide an additional \$200,000 of revenue to the Affordable Housing Trust Fund. Orange County's SHIP program also provides approximately \$40,000 to this fund.

The current Affordable Housing Program plans for 4 homes per year to be built in the Westside.

4.3 Social Element

One of the major factors in the rehabilitation and redevelopment of the physical aspects of a community is the area's community involvement in the upgrading process. The physical elements help expand civic pride in the appearance of their neighborhood and the acceptance of responsibility to assure that once the City-wide standards are enforced the blight conditions will not return due to neglect.

The results of recent City agency efforts to identify leadership within the community for input in discussions affecting the westside neighborhood have been less than expected. There has been, however, sufficient feedback from residents who have contributed their opinions and advice over the years to know that limited visible results could be attributed to their input. Changes have been made to curb various aspects of crime by tearing down or closing up undesirable buildings. The long-time resident homeowners and established merchants have not acted as a collective group to initiate the cohesive civic involvement of the overall area that is necessary to enhance community improvement. This is critical to the redevelopment and revitalization cycle.

The process that transforms a public agency's "what do they want" approach or "we/they" perception to a united shared responsibility effort is absolutely necessary to have any redevelopment programs work. It is the energy from within the community that must be relied upon. Residents must be given or must assume the responsibility of conveying the need for participation in the maintenance of the immediate surroundings. Community leadership and participatory government creates and sustains the civic awareness that can demand City agencies, landlords, and residents will be held responsible for improvement to the community.

The correction of physical blight and the conveyance of the belief that resident-focused change of substandard conditions is about to happen can be initiated by the church leadership in the Westside area.

Most recently, the involvement of the Ministers Alliance has had less than satisfactory results. That should not stop a second effort to expand the base of involvement by identifying the role of their entire congregations and using the organizational aspect of the church body to carry out the initial steps. These steps include:

1. Stabilizing the slow decay and refusing to accept debris as a way of life within pockets of the community.

2. Explaining the need to upgrade housing stock standards to be in line with the rest of Winter Park.
3. Communicating the redevelopment program throughout the entire community, especially to the fixed income elderly, multi-family complex tenants, and renters with absentee landlords.
4. Making sure that the elimination of blight areas and their causes are not allowed to return.
5. Forming neighborhood self-interest groups for crime watch and maintenance of properties.

The recommendation to overcome past obstacles and to move forward to provide the community leadership support should be accomplished by requesting the leadership of the Ministers Alliance and other churches in the westside community to come forward as leaders. Together with key persons from their congregations, they can be appraised of the CRA program, its physical and psychological impact on the Westside community, and how they can take the early leadership role. It will be their responsibility to mobilize a major segment of the community to assure up-front support as long overdue responses to their suggestions are enacted.

By engaging an expanded version of the Ministers Alliance through the inclusion of church leadership from; Winter Park Presbyterian, Seventh Day Adventists, etc., all issues will begin to be addressed. Goals and time frames should be established for each issue no matter what the magnitude of success might be. The leadership can rally their combined congregations by participating in surveys that address both attitudinal efforts and needs assessment. This will lead to mobilizing community action groups.

Community rebuilding cannot be instituted by outside private or public sector forces. Whether it's sweat equity in home ownership of a "Habitat House" or organizing a better clean up of neighborhood, there must be local resident involvement beyond their personal property responsibilities. This will generate a shared interest in the community as a whole.

It is strongly believed that expanded Ministers Alliance support of the CRA Advisory Board and the reestablishment of a Westside Housing Association or similar organization can achieve these goals or objectives.

To overcome the entrenched perception of the westside community, there must be a stability, growth, and development program enacted immediately after embarking on a property and street clean up program.

The residents/owners within the CRA must clearly understand the magnitude of the rehab program, their role and responsibility, the City's role, the demand that will be made, the support structure to be put in place, and the fact that the program implementation is a reality and it will go forward as scheduled.

Housing Association: The Westside Housing Corporation was once an active cross representation of the resident/owners of the CRA community. An organization of a similar nature should be established and given the incentive to become the vehicle for progressive advancement of the redevelopment program. It could become a reliable conduit of communication and the recipient of funds for program enactment where appropriate.

The reestablishment of a Westside Housing association with focused leadership could be used to evaluate the potential permanent structure of the CRA Advisory Board. It should include the progressive involvement of the Ministers Alliance and their congregations.

The Westside Housing Association, or a similarly chartered group representing the resident/owners, is extremely important and must be given an early opportunity to be the catalyst and collective support group for:

1. The initial area clean up program.

2. The public awareness and marketing of the development plan and its implementation.
3. Promoting neighborhood understanding and cooperation.
4. Promoting the future availability of funds for housing stock upgrading and neighborhood improvements in general.
5. Constructive feedback to assure that the objectives and intent of the program is not side stepped or abused.

The temporary utilization of "block captains" and charter members of a Westside Housing Association to coordinate the initiation of the upgrading of the stabilization zone, "Douglas Village" and the "new housing" site selection priority will reflect not only visible community involvement, but also emphasize improvement and joint decision making effort at work.

It is also important for the receipt of federal, state and private sector funds to have in place a respected source of community leadership. The leadership must relate to the residents who have a range of interest reflecting low, moderate and average income families, as well as the elderly or those on a fixed income.

Past efforts to induce residents to participate in low or no-interest home improvement or fix-up programs were not successful because they were perceived to be a "second mortgage." This was perceived as a burden to many owners who believed it would create additional debt which their limited incomes could not support. Peer group organizations would be a major factor in changing that image and helping the community to understand the advantages, as well as the necessity, of participating in one of the available rehab or repair programs. This could best be communicated as a part of the code education process.

Merchants Associations: One of the most essential elements of the community's revitalization, restructuring and rebirth, with respect to viable utilization of neighborhood stores and shops, is the cooperative understanding and agreement among the local merchants and business owners that massive change must take place in the community. The focal point of that rehabilitation/redevelopment effort will be the businesses on Pennsylvania Avenue between Canton and Comstock and New England Avenue. The steady decline of the physical structures combined with the clutter, debris, loitering, public drinking of alcoholic beverages, and other substandard conditions are the key elements that perpetuate and justify the negative perception of the community.

Restoration of the majority of the buildings in this corridor would only provide a short term cosmetic solution to that area and would not accomplish the magnitude of change

required to make the area a symbol of civic pride and self-help success. The necessary steps to be taken require a sensitive process that not only allows present merchants the opportunity to remain with minor inconvenience, but will encourage newly formed businesses to relocate in the corridor.

The mechanism to help plan and execute the major changes in the westside business zone is the formation of a "merchants" association. It would be made up of present responsible tenants, commercial property owners, and business operators in the corridor who would be charged with defining and sustaining the desired level of standards in the corridor.

The initial thrust of a Westside merchants association would be to meet with the CRA Board and review the recommendations for the area and to select a liaison to interface with the other merchants, business groups and Chamber of Commerce. It would be their task to assure that the high level of standards are maintained in the area. They would also coordinate efforts with other groups representing businesses, churches, City agencies, funding resources and the surrounding community to elevate the business environment.

Although the interest of passive businesses, such as the funeral home, the Women's Club, and day care centers, are different than merchants who depend on the community's small commodity needs, there is a common factor that necessitates the

formation of the group. They will all be affected by the CRA recommended changes.

The ultimate objective in the future plans of any business group would be to have that blighted area transformed into a symbol of community enhanced enterprises no different than the other business sections of Winter Park.

Social Gathering: Loitering in Shady Park and the adjacent vacant land instills a negative image of the westside. This area must be considered part of the initial planning efforts to enhance the present use of those sites.

The ability of elderly and retired residents and the community persons to utilize park facilities has been tainted by drinking and anti-social activities. A few people, who have no stake or interest in the area's much needed upkeep, perpetuate this blight. To enhance the ability of the general public to take advantage of park and recreation without being subject to litter, debris and unwarranted activities, it is recommended that an indoor social activities hall with banquet and large meeting facilities be considered in the Pennsylvania corridor. It could serve as the catalyst to draw the north and south side residents together as the emergence of community improvement, civic affairs and social functions needs expand. It could also serve as a replacement of the bars that were demolished as part of the crime abatement program.

There is a need for a meeting facility in the center of the community that can serve as the social center as well as community gathering site for neighborhood businesses and the discussion of issues affecting the CRA area or Winter Park. This facility can be

the discussion of issues affecting the CRA area or Winter Park. This facility can be a simple building with appropriate exterior to blend in with the area's development but of such structure that can be built in a short time heralding another symbol of the new community spirit and direction.

The erection and dedication of the building serving as the residence of a westside housing Association, a westside merchants association, and other appropriate groups, would allow the remainder of the area's undesirable activities to be removed from the CRA area.

Youth and Recreation Programs: One of the major concerns brought out in the resident surveys was the availability of high quality Youth and Recreation Programs on the westside. The Parks and Recreation Department has done an excellent job of initiating Youth and Recreation Programs with a limited staff and volunteers. Recently, the YMCA and Parks and Recreation have developed a relationship to provide more programs to the Westside. One of the main and immediate priorities of the CRA should be to support and expand these programs. Other groups such as the Parent Resource Center, Red Cross, Orange County school district, Winter Park Memorial Hospital, and churches should be approached to develop programs that could be offered under the coordinated leadership of the YMCA and Parks and Recreation Department. These programs could include:

Life Management Skills

Job skills and Career Counselling

Wellness and Health Programs (For young and old)

Babysitting training

Leadership Development

Social Development

To increase community awareness and participation. The development of a Youth Advisory Board should be considered. This board could be comprised of individuals from Parks and and Recreation, the YMCA, other active groups, residents and youth. Ideally, this board would be responsible for a long term program development strategy including budgeting. Funds could be generated from the city general funds, the CRA, Grants, and Fees. Fees could be subsidized for Westside residents based on need.

In addition to the program development, the physical layout of the community center and Shady Park should be assessed. The existing site configuration of the building, dirt parking and pool does not provide an integrated relationship between the building and pool. Also, the pool, area with fencing immediately adjacent to the pool deck, does not provide any attractive or comfortable seating areas to socialize. With the Chamber of Commerce relocating to the property north of the center, there is a great opportunity to develop a master plan for this block that includes continuous open space. The parking for the Chamber and Center could be shared since they have

different hours of operation and landscaping could be developed with similar guidelines to provide a unified attractive appearance.

Shady Park should be assessed to review the parking configuration and need for children's play equipment. Again, this property should become part of the overall master plan for this block.

4.4 Business Element.

There are two major components to the business element, one addresses supply and the other addresses demand. On the supply side, the business element involves the improvement and development of new office, commercial and industrial building stock in eight primary areas.

1. Railroad Industrial
2. Canton Avenue
3. Central Business District
4. City Hall/Rollins Sites
5. Fairbanks/Orange Avenue
6. New England Avenue
7. Pennsylvania Avenue
8. Morse Boulevard

While all of these areas are extremely important, initial efforts will concentrate on redevelopment activities on the Westside business areas. As with the housing element, the business element must start with code education and enforcement. The first step in the education process should be to review the existing codes for appropriateness and update sections to provide the desired mechanisms for change. The second step is to counsel property owners on the importance of the codes and their effect on business and property values. Owners should be given the opportunity to elevate and maintain their establishments to a level that is conducive to successful business. After two to three months, if property owners have not improved their properties to the standards dictated by the community, the enforcement process should be implemented. Under no circumstances should property owners be permitted to have properties with boarded up windows, accumulation of debris, or unmaintained yards as this would be detrimental to adjacent properties.

1. Railroad Industrial Property - This property is fully developed and should be considered for future streetscape improvements at its terminal points at Webster and at Denning.
2. Canton Avenue Property - The Canton Avenue property includes several offices and the City maintenance compound and fire substation. These City services may be relocated to the Howell Branch site. If so, this property could be utilized for a consolidated Fire Department, Police and Fire Department, or

could be converted to office property. This property should be assessed in context with the City Hall property. Funding for any improvements should be through the City's Capital Improvement Program or City bonds.

3. Central Business District - The CBD area includes all of the the retail and business areas on Park Ave and New York Ave north of City Hall. While the east portion of this area is fully developed, there is a need to provide streetscape improvements to Park Avenue to maintain a competitive edge over other retail areas. Additionally, the need for additional parking is well documented. These two programs should be funded through the City's Capital Improvement Program or Bonds, or a special assessment to area merchants. If a parking plan is developed that includes paid parking in a garage structure, its success will be reliant on the development of an overall parking management plan for downtown. To implement a successful parking management plan, all or most of the parking needs to be either free parking or charge parking. You cannot have both and expect the charge parking to be successful. To help identify and resolve the issues associated with parking, a parking authority could be initiated that could develop and manage an overall parking solution.

There are two major opportunities in this area for both the CRA and the City. One is the potential development of the Morse Museum. A properly conceived museum of its stature could set the stage for the City to become a cultural

focal point of Central Florida. The second opportunity involves the west side of the CBD from the railroad tracks west. Currently, this area is occupied by the Post Office, Chamber building, and several surface parking lots with some office/retail to the south. With the exception of the southern properties, the area does not generate real estate tax revenue. The opportunity exists to greatly enhance the value of the New York Avenue properties by converting the Post Office, Chamber building, and parking lots into an extended Central Park. To accomplish this, displaced parking would need to be replaced in a convenient location. If parking were developed outside of the extended park, it is conceivable that the enlarged park setting could be an appropriate location for the Morse Museum. This concept would need significant study to assess the feasibility of such a change.

4. City Hall/Rollins Sites - This area represents a significant commercial development opportunity that could range from maintaining the current status of primarily tax-exempt property to redeveloping properties to be fully taxable commercial properties. Under the current configuration, these two properties act as a terminus to the CBD (Central Business District) isolating the southern block of Park Ave. from the CBD, thereby reducing their rental value. At a minimum, the City should look at options to move City department functions out of the old Florida Power Property to allow for new retail. Additionally, the City and CRA should discuss with Rollins College the opportunity to develop

commercial/retail on the western portion of the Rollins Property with the possibility of providing additional parking for downtown establishments on the eastern portion of the property. This would allow the CBD to extend continuously on the east side of Park Avenue to Fairbanks. Finally, as part of the process of assessing the City's administrative needs, consideration should be given to consolidating the City's building needs on a different site or on the existing site. Parking options should be reviewed to determine if additional downtown parking could be accommodated through this effort. The funding for these projects should be through a combination of City Capital Improvement Funds or General Obligation Bond Funds, a Parking Authority and special assessments to nearby merchants for parking.

5. Fairbanks and Orange Avenue - The Fairbanks and Orange Avenue corridors are almost fully developed commercial corridors. Orange Avenue has experienced a redevelopment over the last five years that has included upgrades to establishments and an influx of new businesses that has made this area an attractive commercial corridor. The CRA's focus on this corridor should be to encourage the development of a Merchants Association to promote business along the corridor. The CRA should also act as a conduit to direct new businesses with similar characteristics to locate on Orange Avenue to maintain the stability of the area. The Fairbanks Avenue corridor is a relatively strong commercial district that has not developed the same aesthetic appeal as that on

Orange Avenue. The CRA should also encourage the formation of a Merchants Association for this area or encourage participation in the Orange Avenue Association.

Fairbanks Avenue is an extremely important and busy road that is the main east-west corridor for Winter Park. As such, this acts as a gateway to Winter Park. Currently, there is no real experience of arrival in Winter Park.

Fairbanks Avenue should be viewed as an opportunity to develop an arrival experience. To accomplish this, three primary things should be considered. The first is to encourage businesses that are aesthetically inconsistent with the balance of the properties to relocate to other areas that provide similar ease of access, but do not detract from adjacent properties. The next step would be to look at the redevelopment of the Orange Avenue and Fairbanks Avenue intersection into a focal intersection, and the last step would be to initiate a streetscape program. This could be funded out of a capital improvement program, a special assessment or through CRA backed bonds in five to six years.

6. New England Avenue - New England Avenue is currently in the beginning stages of redevelopment. The Farmer's Market is being refurbished by the City on the east end and Hannibal Square is being privately renovated on the west end. The area in between is primed for redevelopment. Since this area is

already benefiting from private investment, it is an ideal area on which to focus attention to show what can be done through public and private cooperation.

This area is currently zoned R-3 - medium density residential with a multifamily future land use designation. It is recommended that this corridor be rezoned to C-2 Central Business District or modify the existing C-3A zoning to provide a mixed-use classification. The basic intent should be to develop a pedestrian oriented commercial corridor with a feeling reflective of Park Avenue but which also recognizes the cultural influences of the westside community.

To assist this effort, the CRA should look at implementing a streetscape program in the first or second year to ensure that sidewalks and lighting are in the proper condition to support pedestrian and commercial activities. The CRA could levy a special assessment on land owners of this corridor to fund a portion of the project over five years.

7. Pennsylvania Avenue - Pennsylvania Avenue is a critical corridor that will require significant attention to attain a desirable level of aesthetic appeal. Many of the properties in this corridor are run down and will need substantial rehabilitation or in some cases removal. The initial strategy will, out of necessity, rely on passive promotion of private investment utilizing successes on New England Avenue as a model. This corridor consists of a mixture of

commercial, residential, and office zoning classifications. Like the New England corridor, this corridor should be rezoned to provide continuity in zoning with a pedestrian/commercial orientation. The corridor could be designated as a C-2, Central Business District, or a modified C-3A, Limited Commercial District. The commercial activities in this area should be oriented towards goods and services required by the immediate community, and may allow for limited workshop uses.

There are three primary physical improvements that should be directed toward this corridor. One is a streetscape program to provide safe and attractive pedestrian pathways. The second is the redesign and redevelopment of the Morse-Pennsylvania intersection as a focal point. This will serve as a connector between the north and south communities. To accommodate an appropriate design, the market on the southwest corner of Morse and Pennsylvania will need exterior remodeling or relocation along the corridor. This would be considered the third physical improvement. It is recommended that the CRA use passive promotion of private investment for the first two years and work with the City to include the streetscape and intersection projects in the Capital Improvement Plan beginning the third year. If there is sufficient private activity prior to that point, the timetable could be moved forward.

This corridor has significant substandard structures. The churches and funeral home along this corridor should be viewed as anchors with a majority of the rest of the structures to be replaced over time. The CRA and City should look for opportunities in this corridor for public-private ventures such as that utilized at Hannibal Square to promote business redevelopment. The importance of this corridor cannot be overstated.

8. Morse Boulevard - Morse Boulevard is the third and last westside business area that will shape the future of the westside and determine the success of the CRA plan. There is significant history to this corridor, and the solutions for its eventual development need to be sensitive to the westside residential community. The most important aspect of the Morse Boulevard implementation strategy is the development of the Morse-Pennsylvania intersection as a focal point for north to south connection as discussed previously. The next issue in the implementation is to consider rezoning the three blocks that are currently low density residential to a mixed-use classification as discussed previously by utilizing a modified C-3A Limited Commercial district zoning. This zoning needs to specifically address the desired density of buildings and mix of residential and business uses. Additionally, current plans for the Chamber's building for this area include a large open area that could be mirrored on the north side of Morse to support the pedestrian orientation of the Pennsylvania corridor. The plan for this area

includes the completion of the Morse streetscape program. The bulk of the streetscape work should be paid for by private development of the existing blocks through a special assessment.

There are several additional opportunities that should be reviewed for each of these three areas that could be useful in stimulating private development. They include having the City's engineering department analyze the possibility of shared stormwater retention areas for each corridor or a combination of corridors. This would allow developers to gain some additional density and at the same time develop larger contiguous open areas. The next would be to review the parking requirements for each of these areas in relation to on-street versus off-street parking requirements. Since the idea is to create pedestrian-oriented commercial areas, parking should not become a burden or focal point. Finally, the CRA or City should develop design standards for these corridors that generally define the character that is desired. This should include provisions for such things as canopies, backyard or sideyard parking, and screening of nonpublic areas. A Merchants Association for this entire area should be encouraged to promote communication and business opportunities.

While the primary focus of this redevelopment plan has been on the supply side, it is necessary to devote some attention to strategies and methods to attract appropriate new businesses to the redevelopment area. For the success of the redevelopment effort is

contingent on the community's ability to stimulate tax increment revenues. To do this, demand must be created for the land and buildings available within the CRA. It is recommended that the CRA undertake implementation of a systematic development strategy within the first several years of the plan's adoption. Such a strategy is presented in Figure 4-1.

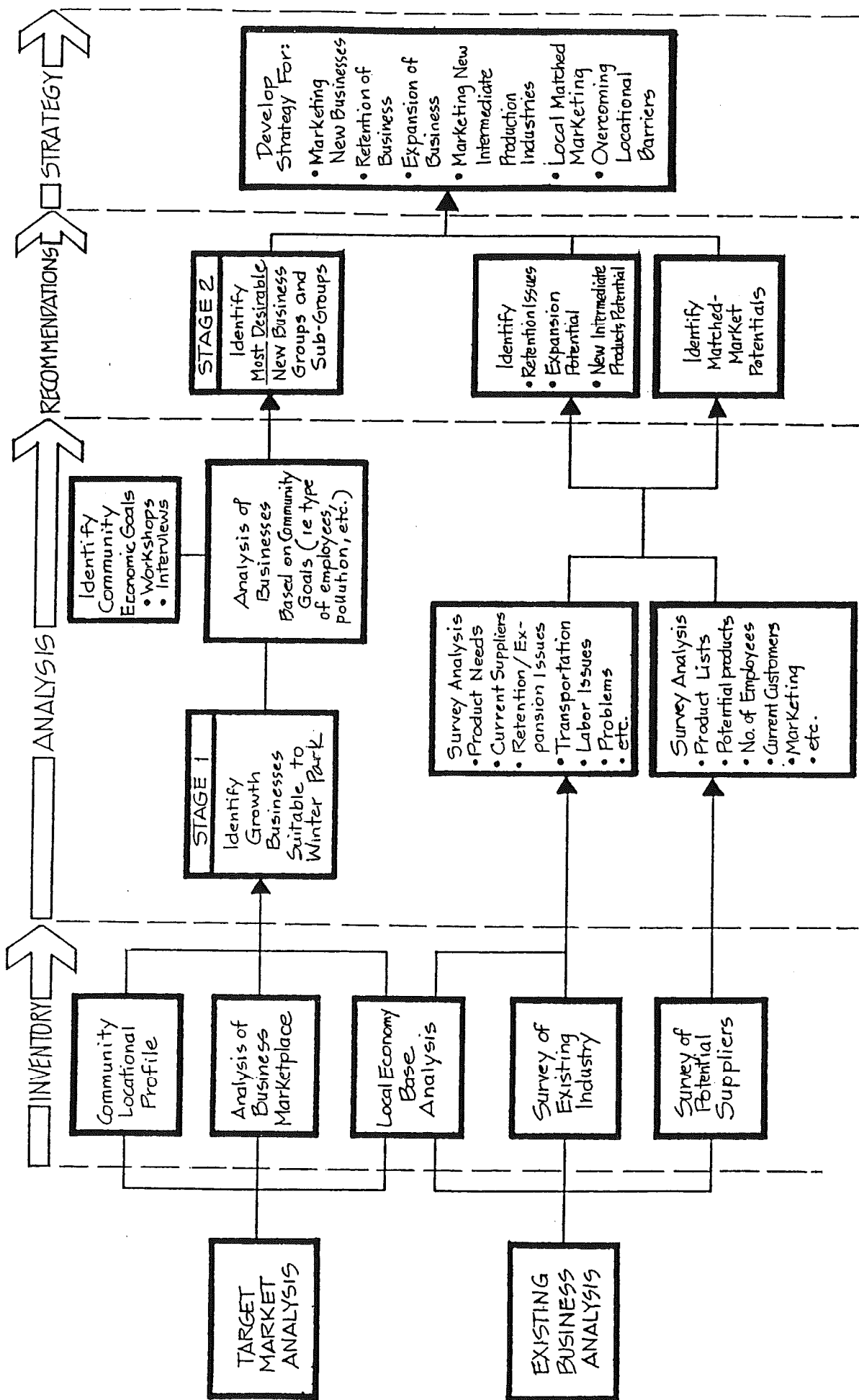
4.5 Public Works Element

The public works element encompasses those projects that will be implemented through various City departments, although funding could be obtained through various means and coordinated through the CRA. These projects include:

- ✓ New England Streetscape
- ✓ Morse-Pennsylvania Intersection
- ✓ Pennsylvania Streetscape
- ✓ Orange/Fairbanks Intersection
- Fairbanks Streetscape
- ✓ Park Avenue Streetscape
- — Gateways
 - City Hall Renovations
 - Police Department Expansion
 - Fire Department Consolidation

Figure 4-1

Economic Development Strategy Winter Park, Florida



Maintenance Compound Relocation

All of these projects were discussed to some degree previously. The streetscape, intersection, and gateway projects are intended to elevate the aesthetic appeal of those areas so that businesses would have an appropriate setting to attract new business. Ideally, these improvements will enhance the perception of all of Winter Park and at the same time make the affected areas more attractive and valuable.

The City Hall expansion, Police Department expansion, Fire Department consolidation, and maintenance compound relocation all have a variety of solutions that can be pursued. While each of these should be funded through City funds, the potential impact that these projects could have on the CRA should not be underestimated. As with the CRA plan, these four projects should be considered concurrently to maximize the available resources and ensure that all of the ramifications are considered.

4.6 Comprehensive Plan amendments and zoning

Most of the land uses and zoning considerations envisioned in this plan are consistent with the future comprehensive plan and existing zoning ordinances. There are some differences that will need to be accommodated. The areas with changes to the ~~growth~~ management plan include:

- ★ New England Corridor

Comp

- Pennsylvania Corridor
- Morse Corridor
- Rollins Property
- Canton Ave. Property

The New England and Pennsylvania corridors will require plan amendments from low density, office and professional, and multifamily to a Central Business District or Neighborhood Business District classification. The existing CBD zoning should be reviewed to confirm that the densities and mixture of uses are appropriate for these two areas. Alternatively, the C-3A Limited Commercial Zoning could be modified to accommodate the exact requirements desired for these areas. The Morse corridor will require a land use change from low density to mixed-use. Again, the C-3A Limited Commercial Zoning could be modified and utilized to provide the desired guidelines for this area.

The implementation schedule for future land use changes shall be as follows:


Phase I - Years 1 - 5



Adopt new mixed-use and neighborhood business zoning districts.

Amend the Comprehensive Plan's Future Land Use Map for the following areas:

1. Morse Boulevard from Capen to Pennsylvania.
2. Pennsylvania Avenue from Lyman to Canton.
3. Swoope/Pennsylvania/Canton/Virginia block.

-  4. New England Avenue from Hannibal Square East to New York.

Phase II - Years 6 - 10

Amend the Comprehensive Plan's Future Land Use Map for the following areas:

1. Morse Boulevard from Pennsylvania to Virginia.
2. Welbourne Avenue from Pennsylvania to Virginia.

At Owner's Request

Amend the Comprehensive Plan's Future Land Use Map for the following areas:

1. Rollin's Park Avenue Property
2. City of Winter Park's Public Works Facility

4.7 Design Standards

Modifications to the C-3A zoning classification will more specifically define regulations governing the development in the mixed-use land use districts. Until that time, the following regulations will be in effect:

Private buildings shall form a disciplined edge, delineating the public street space and the private block interior.

Parking lots shall be located on the rear or at the side of buildings. Side yard parking shall include streetwalls on the frontage line. A streetwall is a masonry or wood wall, or electrostatic plated black aluminum or wrought iron fence between 6 feet and 12 feet in height, no less than 25 percent and no more than 50 percent opaque, except for service yards which require no less than 50 percent opacity.

For parking lots with more than six spaces, the landscape area shall be comprised of a minimum of 20 percent of the total parking lot area. One shade tree shall be required for each 300 feet of the above required open space. Shade trees shall have six feet of clear trunk and a minimum caliper of three inches at time of planting.

Building heights shall not exceed 35 feet in height, except for spires, cupolas, monuments, flag poles and chimneys.

Buildings fronting a square, including Shady Park, the midblock plaza or the new green on North Pennsylvania, shall be a minimum of two stories in height. A cornice line shall define the first floor. Colonnades shall also be required. (A colonnade is a roof or building structure, extending over the sidewalk, open to the street and sidewalk except for supporting columns or piers. Colonnades shall have, at the sidewalk, a minimum clear height of ten

feet, excluding signage or lighting, and a minimum clear width of seven feet, from the frontage line to inside column face. Colonnades shall be constructed 18 inches to 24 inches from the face of the curb. Awnings are encouraged in the CRA but shall not be considered Colonnades. Colonnades shall not cause roof drainage into the public right-of-way.)

- Signage in the Mixed-Use and North Business District shall be limited to two wall signs and shall not exceed a combined total of eight square feet.

- Pedestrian pathways shall not be less than ten feet, nor more than 20 feet in width, with a minimum pavement width of ten feet. Pedestrian pathways shall provide an unobstructed view, from street to street, no less than ten feet wide.

- All new mixed-use, commercial, office or other non-residential projects shall be required to install underground utilities to and on the site.

4.8 Schedule

The implementation schedule for the CRA plan places emphasis on developing the communication, social and business networks first. Private investment will be solicited in the early years while other funding sources are pursued and tax increment revenue matures. The following schedule differentiates between passive and

aggressive strategies for program implementation. The passive strategies involve the development and use of outside resources. The aggressive strategies come into play as the CRA receives funding.

Figure 4.2

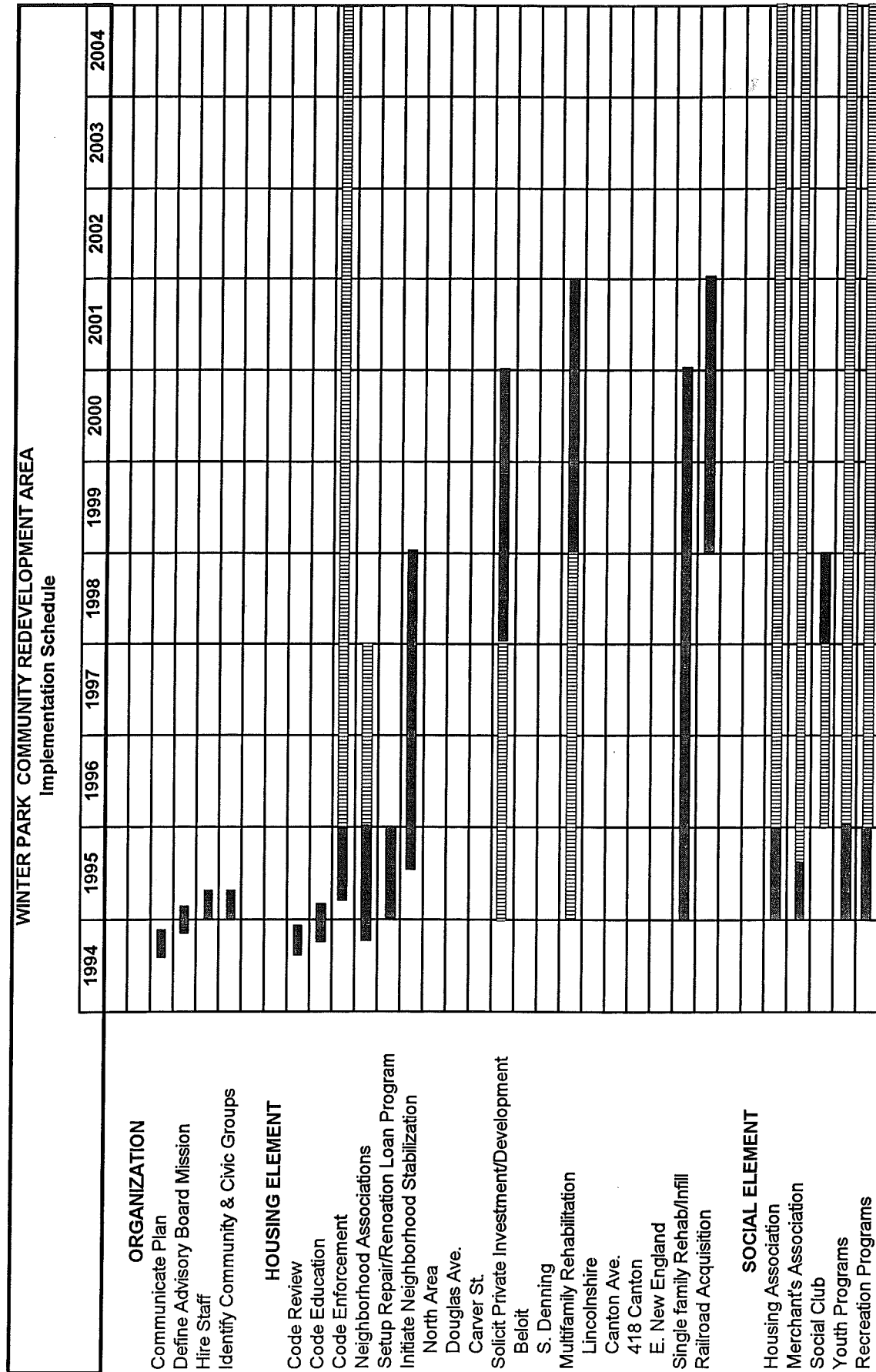
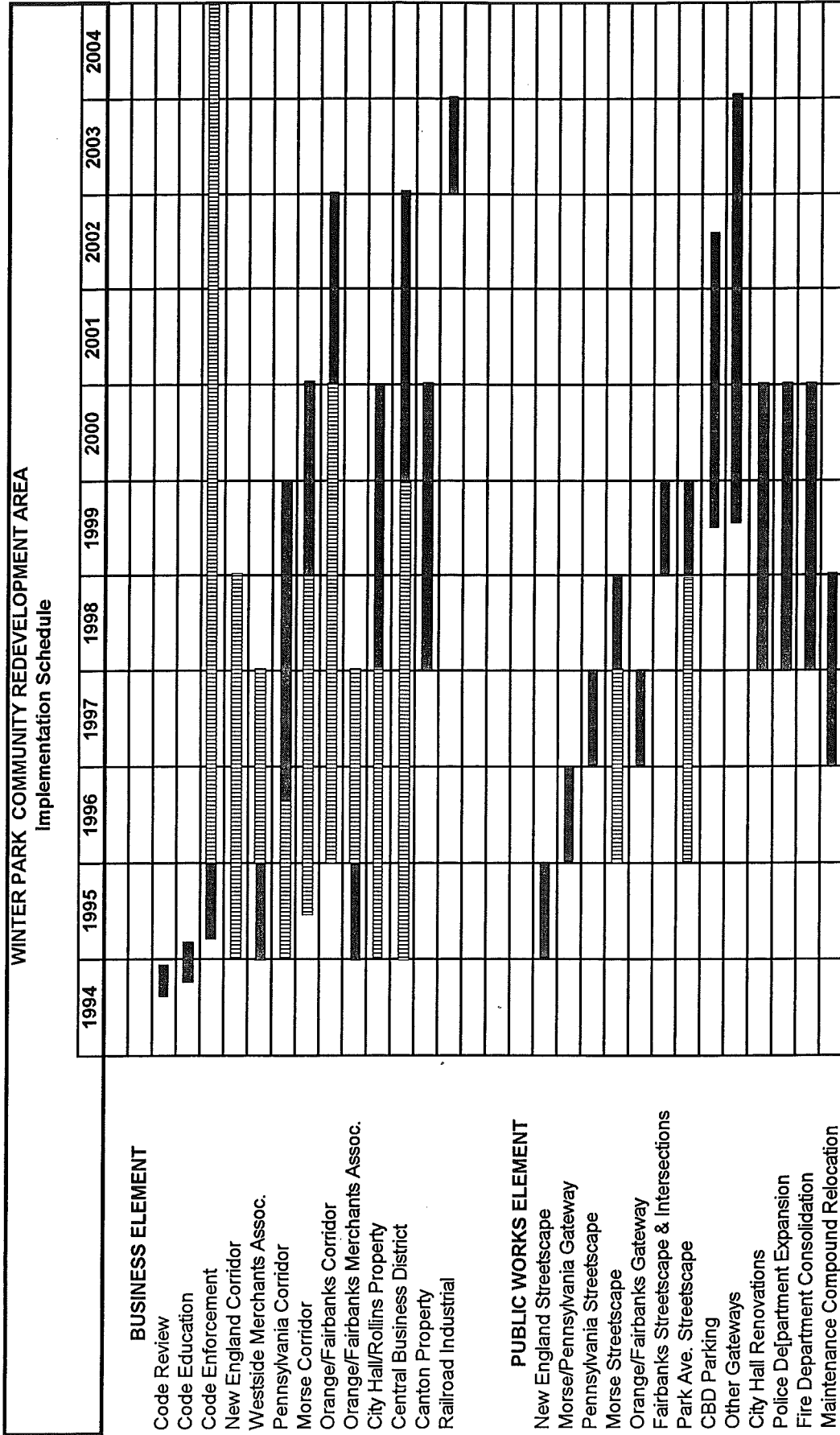


Figure 4.2



■ Passive Activity
■ Aggressive Activity

4.9 Duration

The controls, restrictions, strategies and conditions dictated in the CRA Plan shall be in effect for 30 years from its adoption, unless terminated sooner.

This plan shall only be modified as prescribed by law and ordinances enabling the creation of the agency. The Community Redevelopment Agency shall use all of its designated power to implement the plan to the benefit of the residential and business community in the CRA. Major deviations to the plan shall be presented, with the CRA Agency's recommendation, to the Orange County Board of Commissioners for approval.

If any provision of this plan is determined to be invalid, such provision shall not invalidate the remainder of the plan.

CHAPTER V

NEIGHBORHOOD IMPACT ELEMENT

CHAPTER V

NEIGHBORHOOD IMPACT ELEMENT

One of the major aspects of blight in the CRA is the condition of the residential housing stock on the Westside. The majority of Winter Park's minority population and affordable housing stock is located in the Westside community. The primary focus of the CRA Plan is to elevate the conditions of the Westside residential community and make it a safe and desirable place to live. The balance of the CRA Plan describes the strategies and steps to accomplish this goal. This chapter, required by Florida Statutes, summarizes the strategies and impacts that are described in more detail elsewhere. It is envisioned that the neighborhood will substantially benefit from the implementation of this Plan.

5.1 Resident Population

The resident population of the Westside community is declining, which is in direct contrast to the population increases experienced throughout the City. In 1990, 2,988 people resided in the Westside neighborhood. This represented 13% of the City's population of 22,242. The following table illustrates the 30 year population trends of the westside neighborhood versus the overall City.

NEIGHBORHOOD IMPACT ELEMENT

TABLE 5-1
Population Trends 1960-1990

	1960	1970	1980	1990	% Change
Westside Neighborhood	3,711	3,194	3,194	2,988	-19.5%
Winter Park Total	17,162	21,895	22,339	22,242	29.6%

Source: U.S. Census 1960, 1970, 1980;
Winter Park Comprehensive Plan.

* Winter Park Planning Department

A major objective of the CRA Plan is to reverse this trend. To accomplish this, the CRA Agency will work with affordable housing groups to continue to develop housing for lower and moderate income families, with a major emphasis on home ownership. At the same time the Agency will encourage renovation of existing housing stock utilizing several funding sources described elsewhere. Critical to the long term viability of the neighborhood is the development of a variety of infill housing types to attract families of differing economic status. Diversity will provide a stable base for the overall viability of the community.

5.2 Neighborhood Preservation

As previously stated, the redevelopment plan is designed to improve and enhance the residential community. A primary consideration is the preservation of the historically and socially significant aspects of the neighborhoods. The fundamental component of the residential elements of this plan is the designation of various residential

stabilization areas. In those areas, efforts will be made to provide funds and assistance to strengthen the character and value of these areas. The targeted stabilization areas currently have higher levels of home ownership and lower amounts of vacant or substandard properties. The successes generated through this process will then be presented to other areas of the community as a model for improvement.

5.3 Relocation

The concept of transitioning the residential area from the current majority of properties being rental to a majority of owner-occupied properties must consider the possibility and effect of relocation. This transition will occur over a long period of time and will utilize natural attrition to acquire properties. While there will be a concerted effort to use normal attrition as an opportunity for transition, there will be areas which will require relocation of current residents or business owners. Property acquisition or Agency initiated rehabilitation, shall follow procedures which will fulfill the intent of the Florida Statutes. The Agency will develop a formal set of procedures and guidelines that will be followed during any relocation. In general, the Agency will assume the burden of responsibility for reasonable expenses associate with a relocation. The formal procedures will include the following considerations.

1. The Agency will inform individuals and businesses of the benefits, policies, and procedures associated with relocation by the Agency. This information

shall be provided with sufficient notification to allow for reasonable preparation by the affected individuals or businesses.

2. The Agency will arrange for accommodations and services which are consistent with and equal to or better than the existing accommodations and services.
3. The Agency shall pay moving expenses associated with a relocation.
4. Replacement accommodations shall be in the same general area as the existing accommodations.
5. The Agency shall provide fair and reasonable payments and assistance to individuals or businesses which are relocated to insure a minimal disruption to the effected parties.

5.5 Environmental Quality

The developments within the CRA should have no material effect on the environmental quality of the area. Coordination and redistribution of stormwater collection in the Pennsylvania Ave., Morse Blvd., and New England Ave. corridors should have a positive environmental effect. The City of Winter Park shall continue

to monitor the environmental quality of the CRA in accordance with federal and state requirements and the policies outlined in the Growth Management Plan.

5.6 Schools and Community Facilities

The redevelopment activities associated with the CRA Plan will have a minimal effect on the school population and facilities. Population growth in the CRA should be gradual and diverse. Increases in property values associated with the plan will provide additional tax revenue to the school district for improvements and programs. The Agency will also work with the schools to identify areas for mutual cooperation that will lead to better learning opportunities for the youth of the CRA.

The community facilities available to the residents of the CRA will be positively affected by the redevelopment plans. The Community Center, pool and youth programs will all receive increased funds and attention. Additionally, Lake Island Park, immediately west of the CRA, is scheduled to receive major improvements as part of the City's Parks Master Plan.

CHAPTER VI
FINANCIAL PLAN

CHAPTER VI
FINANCIAL PLAN

The financial plan for the CRA plan implementation is designed to be used as a guideline to be built upon as the plan matures. The initial success will depend upon solicitation of private investment, judicious use of City funds and aggressive pursuit of alternative funding sources. Tax increment revenues will be limited in the first several years but will, in five to eight years, be capable of retiring significant debt. The first five years of the plan will rely on passive debt strategies and private investment. If necessary, debt strategies may be more aggressive in the second five years of the plan. As with any long-range plan, the financial plan should be reviewed periodically to assess successes, priorities, and resources.

6.1 Program and Project Cost

The financial plan is broken down into nine general categories. These categories will be funded through a number of different mechanisms which are described later in this chapter. Table 6-1 lists the projects, potential project funding sources and costs for the following categories:

- Administration
- Circulation

**WINTER PARK COMMUNITY REDEVELOPMENT AREA
Programs, Projects & Funding Sources**

ADMINISTRATION	FUNDING SOURCE
Salaries, Benefits, Etc.	TIF,GF
Overhead, Office, & Equipment	TIF,GF
Miscellaneous	TIF,GF
TOTAL ADMINISTRATION COSTS	\$75,000/yr

CIRCULATION	FUNDING SOURCE
Pedestrian	
Pennsylvania Streetscape	TIF,CAP,SA
New England Streetscape	TIF,CAP,SA
Morse Blvd. Streetscape	TIF,CAP,SA
Park Ave. Streetscape	TIF,CAP,SA
Vehicular	
Fairbanks Ave.	TIF,CAP,SA,OGF
Fairbanks & Denning Intersection	TIF,CAP,SA,OGF
Fairbanks & Pennsylvania Intersection	TIF,CAP,SA,OGF
Fairbanks & New York Intersection	TIF,CAP,SA,OGF
Fairbanks & Park Intersection	TIF,CAP,SA,OGF
Park & Webster Intersection	TIF,CAP,SA,OGF
Parking	
CBD	TIF,SA,PA,GOB,CAP
Pennsylvania Corridor	TIF,SA,PA,CAP
New England Corridor	TIF,SA,PA,CAP
Morse Corridor	TIF,SA,PA,CAP
Transit	
Intra Area Bus	TIF,CAP,SA,OGF
Inter Area Bus	TIF,CAP,SA,OGF
Rail	TIF,CAP,SA,OGF
Miscellaneous Circulation	TIF,CAP,SA,OGF,PA,GOB
TOTAL CIRCULATION COSTS	\$ 8,025,000

PARKS, RECREATION & BEAUTIFICATION	FUNDING SOURCE
Parks	
Central Park	GOB,CAP,OGF,TIF
Shady Park	GOB,CAP,OGF,TIF
Pennsylvania	GOB,CAP,OGF,TIF
Recreation	
Community Center Improvements	TIF,CAP,OGF
Community Center Programs	TIF,GF,OGF
Social Club	TIF,GF,OGF
YMCA Youth Programs	TIF,GF,OGF
Beautification	
Bike Trails	GF,CAP,OGF
Trees	GF,OGF
Gateways	
Pennsylvania & Morse	TIF,CAP,OGF
Fairbanks & Orange	TIF,CAP,OGF
New York & Morse	TIF,CAP,OGF
Denning & Morse	TIF,CAP,OGF

Table 6-1

Pennsylvania & Webster	TIF,CAP,OGF
Park & Fairbanks	TIF,CAP,OGF
Park & Webster	TIF,CAP,OGF
Miscellaneous Parks, Recreation & Beautification	TIF,CAP,OGF,GF
TOTAL PARKS, RECREATION & BEAUT. COSTS	\$ 1,430,000

PUBLIC SAFETY	FUNDING SOURCE
Police	
Community Policing	TIF,GF,OGF
Station Expansion	CAP,GOB
Fire/EMS	
Fire Station Consolidation	CAP,GOB
Fire Safety Programs	TIF,GF,OGF
Streets/Sidewalks	
Pave Roads	GF,CAP,TIF,SA,OGF
Resurface Roads	GF,CAP,TIF,SA,OGF
New Side Walks	GF,CAP,TIF,SA,OGF
Repair Sidewalks	GF,CAP,TIF,SA,OGF
Street Lights	GF,CAP,TIF,SA,OGF
Utilities	
Public Works Relocation	CAP,GOB
Miscellaneous Public Safety	GF,CAP,TIF,SA,OGF,GOB
TOTAL PUBLIC SAFETY COSTS	\$ 6,315,000

RESIDENTIAL	FUNDING SOURCE
Rehabilitation / Repairs	
Stabilization Area	TIF,OGF
Carver St.	TIF,OGF
Westside South	TIF,OGF
Westside North	TIF,OGF
Code Education/Enforcement	TIF,OGF,GF
Lien Forgiveness	TIF,OGF
Funding Assistance	TIF,OGF
Matching Funds	TIF,OGF
Ownership	
Affordable Housing Property Acquisition	GOB,LF,TIF,OGF
Railroad Property Acquisition	LF,TIF,OGF
Rental Property Acquisition	LF,TIF,OGF
Mortgage Assistance Program	LF,TIF,OGF
Multifamily	
Code Education/Enforcement	TIF,OGF,GF
Funding Assistance	TIF,OGF
Matching Funds	TIF,OGF
Complex Acquisitions	TIF,OGF
Joint Venture Multifamily Developments	TIF,OGF
Organizations	
Westside Housing Corporation	TIF,OGF
SAFE Neighborhoods Program	TIF,OGF
Miscellaneous Residential	GOB,LF,TIF,OGF
TOTAL RESIDENTIAL COSTS	\$ 4,940,000

Table 6-1

BUSINESS	FUNDING SOURCE
Revitalization	
Facades Matching Program	TIF,OGF
Retention	
Shared Retention Area	TIF,OGF,CAP,SWF
Start-up	
Minority Business Incubator	TIF,GF,OGF
Minority Enterprise Development	TIF,GF,OGF
Relocation	
Grocery Store	TIF,OGF
Miscellaneous Business	TIF,OGF,CAP,SWF,GF
TOTAL BUSINESS COSTS	\$ 375,000

ECONOMIC DEVELOPMENT	FUNDING SOURCE
City Hall Consolidation	CAP,GOB
Youth Employment Programs	TIF,OGF,GF
Florida Enterprise Zone	TIF,OGF,GF
Chamber of Commerce	SA,OGF
Park Ave Merchant's Association	SA,OGF
Westside Merchant's Association	TIF,OGF,GF
Miscellaneous Economic Development	TIF,OGF,GF,GOB,CAP,SA
TOTAL ECONOMIC DEVELOPMENT COSTS	\$ 725,000

CULTURAL	FUNDING SOURCE
Historic Preservation	
Farmers Market	GOB,CAP
Osceola House	TIF,OGF
Women's Club	TIF,OGF
Winter Park Historical Association	TIF,OGF
Train Station	TIF,OGF,GOB
Historical Markers	TIF,OGF
Museums/Library	
Westside Library Program	GF,TIF,OGF
Morse Museum	CAP,OGF,GOB,TIF
Miscellaneous Cultural	CAP,OGF,GOB,TIF,GF
TOTAL CULTURAL COSTS	\$ 720,000

ENVIORNMENTAL	FUNDING SOURCE
Enviornmental Awareness Programs	GF,TIF,OGF
Miscellaneous Enviornmental	GF,TIF,OGF
ENVIORNMENTAL TOTAL COSTS	\$ 50,000

FUNDING SOURCE CODES

- TIF = Tax Increment Revenue & Bonds
- GF = General Funds
- LF = Linkage Fees
- GOB = General Obligation Bonds
- CAP = Capital Improvement Plan
- SWF = Stormwater Fees
- SA = Special Assessment
- PA = Parking Authority
- OGF = Other Governmental Funds

- Parks, recreation, and beautification
- Public safety
- Residential
- Business
- Economic Development
- Cultural
- Environmental

Administration - Includes the staff and overhead to initiate, develop, and maintain the programs and projects. Initially, the staff and overhead costs will be included within the City of Winter Park's Planning and Community Development Department. It is possible that the administrative staff may require larger office space in future years. CRA staff will, to the greatest extent possible, look for ways to share costs with others to minimize administrative expense.

Circulation - Includes aesthetic and functional improvements to circulation systems that will make the CRA an attractive and safe place to live and work.

Parks, Recreation, and Beautification - Includes those projects and programs that will provide opportunities for better social interaction throughout the area.

Public Safety - Includes projects and programs that will improve the levels of services by various public departments, and also will generate additional real estate value in some areas through the consolidation of like services.

Residential - Residential programs are intended to give residents assistance and incentives to elevate living standards. Where absentee owners are resistant to improving conditions, there will be opportunities for the CRA to acquire projects for rehabilitation or demolition. Private investment and joint venture opportunities will be explored wherever possible to fully leverage CRA funds. The success of the residential programs will be determined by the acceptance and participation of the area residents.

Business - Business programs are designed to encourage business owners to upgrade their facilities so the area will be attractive to local merchants who can provide neighborhood and community services that have left the area.

Economic Development - Includes programs, projects, or associations that will initiate economic growth either by making opportunities available to a community network or by creating additional real estate value through appropriate planning and development. Promotion and marketing of the CRA or elements of the CRA could also enhance economic development.

Cultural - Cultural programs are those programs that are central to the historical development of Winter Park and improve the individual awareness of the make up the community.

Environmental - Environmental programs are intended to ensure that the community remains a fit place to live while providing opportunities for education of residents to the importance of protecting the environment.

6.2 Funding Sources

In addition to funds generated through private investment, there are a number of funding sources available to the Agency that can be utilized to implement the projects and programs identified in this CRA plan. These include:

- Tax Increment Revenues
- Community Development Block Grant
- Capital Improvement Program
- General Fund
- Affordable Housing Assessment Fees
- Impact Fees
- Federal Programs
- State Programs

- Revenue Bonds
- General Obligation Bonds
- Special Assessments

In order to be successful, the Agency will need to create a balanced approach to fund development. Initially, staff should focus attention on soliciting state, federal, and local grants to initiate projects. A listing of some of the available programs is included as Table 6-2 in this chapter. Additionally, the City of Winter Park will need to invest significant Capital Improvement Funds into the CRA, if the plan is expected to move forward in the early years. Some of these City funds could be recaptured in the form of a repayment on an advance or loan to the CRA, but the City will also need to consider the investment that it should make to make the plan successful.

In addition to the program descriptions contained in Table 6-2, there are certain considerations with the above-referenced funding sources.

Capital Improvement Program - Each year the City develops, reviews, and adopts a Capital Improvement Program designed to provide a planning tool for project development throughout the City. Several of the projects listed in the CRA project list will be funded through this process. These include:

- Fire Department consolidation

- Police Department expansion
- City Hall renovations
- Public Works relocation

Assessment Fees - In 1990, the City created an affordable housing assessment fee to initiate affordable housing. This fee is 20 cents per square foot on all new buildings and additions. As of May 1994, this program has generated \$150,000. To date, this money has been used to purchase lots for single family home developments by Habitat for Humanity, Central Florida H.A.N.D.S., and other not-for-profit groups. It is recommended that this fee be raised to 25 cents per square foot in FY 94/95.

Impact Fees - Impact Fees, such as stormwater fees and traffic impact fees can be utilized to fund stormwater or traffic projects in the CRA.

General Obligation Bonds - Some projects that are underway or could be developed in the CRA are funded by general obligation bonds. General obligation bonds require a city-wide referendum, but can be an effective tool for project development. Several projects have already been approved for this funding. These include the renovations to the Farmers Market, additional affordable housing money, and parks improvements.

Special Assessments - Special assessments could be utilized in areas where projects are desired by a limited group or benefit a limited area. A special assessment could

be levied against the people who will derive the most benefit. Typically, consensus is needed among the benefactors before initiating a special assessment.

6.3 Tax Increment Revenue and Bonds

One of the primary reasons for developing and designating a CRA is to establish the ability to utilize tax increment revenue. Tax increment revenue is generated through the capture of the incremental increase in property tax revenue generated from the redevelopment efforts. These revenues are then used to fund further improvements and development. Tax increment financing is a tool whereby local government can fund or finance the redevelopment activities over a defined term of years. The activities that are able to utilize this type of financing are prescribed by law but generally they can be used for programs, projects, or activities that will cure the blight in the CRA.

Tax increment revenue can be used as it becomes available to fund programs or projects directly, or it can be used to back the issuance of tax revenue bonds. Tax revenue bonds are issued for a project or projects with the bond payment being paid down by the yearly tax collection. This is an effective way to finance projects once the revenue stream has matured to the point where a bond of \$5 million to \$6 million can be issued. While this amount is a guide, the issuance costs of smaller bonds usually is too high to justify issuance.

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Community Planning & Development Title I Housing & Community Development Act of 1974 (42 USC 5301)					
CDBG (Entitlement) Title I	County Recipient Source	Fed add to promote community development for low and moderate income people	Low - moderate income people through CRA		Maximize funds from county
CDBG (Non-Entitlement) Title I (1981 Amendments)	County Recipient Source	Fed add to promote community development for low and moderate income people	Low - moderate income people through CRA		
CDBG (Section 108 Loan Agreement)	County Recipient Source	County/Metro City or Agency Designated by the Above to Receive the Funds	Low - moderate income people through CRA	Borrow funds for program implementation	Financing of projects
Supportive Housing Demonstration Program <i>Transitional Housing Component</i>	State, County, Private, Nonprofit	Grants to defray costs of acquiring and rehab buildings for homeless	Public/private nonprofit	For temporary homeless relocation efforts	Avoid relocation problems
SHDP - Permanent Housing Component	State, County, Private, Nonprofit	Grants to defray costs of acquiring and rehab buildings for homeless	Public/private nonprofit	For permanent housing and homeless	Avoid relocation problems

TABLE 6-2
1

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Homeownership Assistance for Low- and Moderate-Income Families	Households qualify for special terms/consideration	Mortgages for those displaced by urban renewal	As Indicated	As Indicated	For home owners in housing scheduled for demolition.
Housing in Declining Neighborhoods	Homes or property owner ineligible for RHA Mortgage	Mortgage insurance to purchase or rehab housing in older declining urban area	Low and moderate income families	As Indicated	Expand homeowners in westside area among renters.
Single Family Home Mortgage Coinsurance	Any mortgage applicant	Joint mortgage insurance by Federal Government and private lender	Home purchaser	Expedite lending process	Help marginal qualifying situations
Graduated Payment Mortgages	Credit worth applicants	For house purchaser who expects to earn higher in the future		Graduated mortgage payments	Young persons
Home Equity Conversion Mortgage	Borrowers over 62	Convert equity in their homes and monthly stream of income or line of credit	Older home owners on fixed income	Source to conduct home repair and improvement without financial drain	Increase acceptance of financial outlay for necessary house repairs
Property Improvement Loan Insurance (Title I)	Any person who is able to make cash investment and mortgage payments	Federal insurance to finance property improvements	As indicated	HUD insured loans	For home owners to repair rehabilitation homes - over an existing period of time (20 years)
Counseling for Homebuyers, Homeowners & Tenants	Home buyers, home owners, tenants	HUD sponsored programs to persons through HUD approved counseling agencies.	As indicated	Put on seminars and follow up individual counseling as part of promoting property upgrade program for CRA area	More willing participants among elderly home owners who do not understand the overall process

TABLE 6-2

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Supportive Housing for the Elderly	New profit sponsors	Cash advances to expand the supply of housing	As indicated, families with at least one member over 62 years old	Interest free monies with no payback requirements as long as housing remains for elderly	Funding for new elderly housing for relocated renters
Multifamily Rental Housing	Authorized but not in use at this time				
Cooperative Housing	Nonprofit corporation or trust organized to construct homes for members of the corporation	Federal Mortgage to finance cost of cooperative housing	Renters	For providing qualified renters with way to develop equity while in an improved living environment	Us as transition effort for potential home owners in the foreseeable future
Mortgage & Major Home Improvement Loan	Investors, builders, developers, etc.	HUD Insured Mortgages on new or rehabilitation homes located in designated renewal area, as insures supplement loans to enhance and improve salvageable homes	Home owners	Rehabilitation residents	Upgrade salvageable houses and units in need of minor repair
Multifamily Rental Housing for Moderate-Income Families	Public agencies, nonprofit co-op organizations	Finance construction or rehab of multifamily rental or co-op housing for moderate income persons	HUD income persons	For modern income or displaced person	Provide above average housing for moderate income families
Existing Multifamily Rental Housing	Investors, builders, developers, etc.	Purchase or refinancing of existing apartment complexes	Potential co-op buyer/renter	Purchase for conversion an existing rental project for cooperative housing	More renters into co-op housing situation

TABLE 6-2

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Mortgage Insurance for Single Room Occupancy Projects	Nonprofit public body	Insurance for new construction and substantial rehabilitation of facilities	Single person		
Mortgage Insurance for the Elderly	Not practical to promote in CRA area for most residents from past experience				
Supplemental Loans for Multifamily Projects	States, cities, urban counties	Increase home ownership and affordable housing for low and very low income Americans	Low/very low income	Tenant base assistance, first time buyers, site acquisition, new construction or demolition	Co-op owners out of eligible low income renters
The HOME Program: HOME Investment Partnerships	States, cities, urban counties	Increase home ownership and affordable housing for low and very low income Americans	Low/very low income	Tenant base assistance, first time buyers, site acquisition, new construction or demolition	Co-op owners out of eligible low income renters
Supplemental Assistance for Facilities to Assist the Homeless					
Hope for Home Ownership of single family homes	Private nonprofit, public agencies, and nonprofit	Provide federal assistance to eligible home buyers direct purchase/rehabilitation of single family properties	First time buyers income below 80% of area median (adjust for family size)	Properties single family residential units owned by HUD, VA, FHA, or RTC, State, local governments	Increase home owners utilizing government owned properties
HUD-owned single property disposition	Preapproved local government or private nonprofit	HUD purchased property through FHA foreclosures - to lease or sell to nonprofits who provide housing for homeless	Homeless (temporary)		Reduce any homeless activities in the City - Prepare for utilization of NTC property set up for that purpose

TABLE 6-2

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Shelter Plus Care National Affordable Housing Act	Preapproved local government or private nonprofit	Similar program for homeless			Reduce any homeless activities in the City - Prepare for utilization of NTC property set up for that purpose
Surplus Property for Use to Assist the Homeless	Preapproved local government or private nonprofit				Reduce any homeless activities in the City - Prepare for utilization of NTC property set up for that purpose
One- to Four-Family Home Mortgage Insurance	Any person owner/occupants	HUD take over of mortgages threatened with foreclosure due to job loss, illness, or death	Owner/occupant	Adjust mortgage payments until owner can reassume financial obligations	
Rehabilitation Mortgage Insurance (See 203K)	Any person	Rehabilitation one to four family properties			
Supportive Housing for Persons with Disabilities	Nonprofit	Provide housing for disabled individuals between ages 18 to 62	See as indicated	For special purposes	Disability eligible persons
HOPE 2: Homeownership of Multifamily Units	Neighborhood associations, resident councils, nonprofit organizations, public/private nonprofit	Home ownership empowerment of low income families	Renters	Demonstration effort of existing multifamily unit for sale over next five years	More home ownership

TABLE 6-2
5

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Low-Income Housing Preservation and Resident Homeownership	Owners of eligible low income housing, nonprofit organizations: resident councils	Financial incentive to owner retaining project or selling to purchasing continuing 221D3 or 236 projects	Low income residents	See Title VI of National Affordable Housing Act	Home ownership investment
Emergency Low-Income Housing Preservation	See above				
Direct Loans for Housing the Elderly or Handicapped	Private/nonprofit sponsors	Long-term direct loans to finance rental/co-op housing facilities	Elderly	As indicated	Assist in placement of elderly
Lower-Income Rental Assistance	Private owners P.H. Agencies nonprofit	Assist low and very low income to obtain decent housing in private accommodations	Low, very low renters	For those being relocated/displaced	Help in relocation program for site demolition schedule
Section 8 Rental Voucher Program					
Section 8 Rental Certificate Program					
Section 8 Moderate Rehabilitation Program	Public housing authorities	Assist very low income families to get decent safe, sanitary housing	As indicated	To assure multifamily and rent subsidiary housing is up to decent, sanitary living standards	Justification to demolish or demand extensive repairs to substandard housing units

TABLE 6-2

HUD, GOVERNMENTAL, AND OTHER FUNDING SOURCES

Fund Title Legal Authority	Applicant Eligibility	Nature of Program	Recipient	How to Utilize	Results Expected
Public Housing Development	Public housing authorities				
Public Housing Operating Subsidy	Public housing authorities				
Public Housing Modernization (Comprehensive Grant Program)	Public housing authorities	250 or more units for eligibility			
Public Housing Modernization (Comprehensive Improvement Assistance Program)	Public housing authorities	Fewer than 250 units for eligibility			
Homeownership and Opportunity for People Everywhere (HOPE)	Nonprofit, housing co-ops, resident councils, resident management corporations	Grants for affordable home ownership to residents of public housing	Public housing aspiring home owners	Survey eligibility and interest	Support reason for building condos/cooperatives and moderate cost single family homes
Condominium Housing (Section 234)	Any qualified profit or nonprofit sponsor - create worthy persons	Insured mortgages made by private lending institutions for purchase of individual family units in multifamily housing projects	Credit worthy persons seeking condo living/ownership	To support building of condos in CRA	Increase in home ownership

TABLE 6-2

Housing Program Identification Code

Code
LA = Local Agency
HO = Home Owner
CO = County
ST = State
LM = Local Municipality
NFP = Not for Profit Association
LTA = Local (Public Housing) Tenants Association
Univ = University/College
DP = Displaced Household
PO = Project Owner/Investor
FP = For Profit Group
E = Elderly
LI = Low Income
VLI = Very Low Income
MI = Moderate Income
INV = Investor
DEV = Developer
BU = Builders
PHA = Public Housing Authority

An estimate of the available tax increment revenues is included as Table 6-3. There are two tables, one assumes that the base year of 1994 is frozen and in subsequent years the overall real estate appreciates at 2.5 percent. The other assumes a 4% annual increase in property value. These tables also assume that the mileage rate remains constant. Any fluctuation in the mileage rate, appreciation rate, or new development will alter the revenue projections. For this reason, projections should be reviewed and adjusted yearly to help prioritize future projects. Alternative projections could be developed based upon property development in the different focus areas. This tool would illustrate the comparative effort to increase valuation versus the cost of the improvements. These projections are not included in this section.

Funds generated through tax increment capture will be deposited in the Redevelopment Trust Fund for use by the Agency in implementing the plan. The Redevelopment Trust Fund ordinance is included as appendix 9.5.

Table 6-4 illustrates a thirty-year cash flow projection based on expenditures for projects outlined in table 6-1 over ten years and a continuing yearly expenditure of \$500,000 thereafter. The tax increment revenues are separated between 2.5 percent appreciation and 2.5 percent to 4 percent appreciation for illustration of that increment. The lower box illustrates the debt that could be supported by a portion of the tax increment revenues. The amount used to support debt would need to be subtracted

**WINTER PARK COMMUNITY REDEVELOPMENT AREA
Tax Increment Revenue Projections**

Year	Assessed Value	Base Assessment	Increment Value	Increment Revenue	Cumulative Revenue
1	\$204,975,883	\$199,976,471	\$4,999,412	\$42,255	\$42,255
2	\$210,100,280	\$199,976,471	\$10,123,809	\$85,566	\$127,821
3	\$215,352,787	\$199,976,471	\$15,376,316	\$129,961	\$257,782
4	\$220,736,607	\$199,976,471	\$20,760,136	\$175,465	\$433,247
5	\$226,255,022	\$199,976,471	\$26,278,551	\$222,106	\$655,353
6	\$231,911,397	\$199,976,471	\$31,934,926	\$269,914	\$925,267
7	\$237,709,182	\$199,976,471	\$37,732,711	\$318,917	\$1,244,184
8	\$243,651,912	\$199,976,471	\$43,675,441	\$369,145	\$1,613,329
9	\$249,743,209	\$199,976,471	\$49,766,738	\$420,628	\$2,033,957
10	\$255,986,790	\$199,976,471	\$56,010,319	\$473,399	\$2,507,356
11	\$262,386,459	\$199,976,471	\$62,409,988	\$527,489	\$3,034,846
12	\$268,946,121	\$199,976,471	\$68,969,650	\$582,931	\$3,617,777
13	\$275,669,774	\$199,976,471	\$75,693,303	\$639,760	\$4,257,537
14	\$282,561,518	\$199,976,471	\$82,585,047	\$698,009	\$4,955,546
15	\$289,625,556	\$199,976,471	\$89,649,085	\$757,714	\$5,713,260
16	\$296,866,195	\$199,976,471	\$96,889,724	\$818,912	\$6,532,172
17	\$304,287,850	\$199,976,471	\$104,311,379	\$881,640	\$7,413,812
18	\$311,895,046	\$199,976,471	\$111,918,575	\$945,936	\$8,359,747
19	\$319,692,422	\$199,976,471	\$119,715,951	\$1,011,839	\$9,371,587
20	\$327,684,733	\$199,976,471	\$127,708,262	\$1,079,390	\$10,450,977
21	\$335,876,851	\$199,976,471	\$135,900,380	\$1,148,630	\$11,599,607
22	\$344,273,773	\$199,976,471	\$144,297,302	\$1,219,601	\$12,819,208
23	\$352,880,617	\$199,976,471	\$152,904,146	\$1,292,346	\$14,111,553
24	\$361,702,632	\$199,976,471	\$161,726,161	\$1,366,910	\$15,478,463
25	\$370,745,198	\$199,976,471	\$170,768,727	\$1,443,337	\$16,921,800
26	\$380,013,828	\$199,976,471	\$180,037,357	\$1,521,676	\$18,443,476
27	\$389,514,174	\$199,976,471	\$189,537,703	\$1,601,973	\$20,045,449
28	\$399,252,028	\$199,976,471	\$199,275,557	\$1,684,277	\$21,729,726
29	\$409,233,329	\$199,976,471	\$209,256,858	\$1,768,639	\$23,498,365
30	\$419,464,162	\$199,976,471	\$219,487,691	\$1,855,110	\$25,353,475
Appreciation Rate		2.5%			
Millage		0.008452			

Table 6-3

TAX INCREMENT REVENUE SUMMARY		
Period	Increment Value	Revenue
1994 - 1999	\$26,278,551	\$655,353
2000 - 2004	\$56,010,319	\$1,852,003
2005 - 2009	\$89,649,085	\$3,205,903
2010 - 2014	\$127,708,262	\$4,737,717
2015 - 2019	\$170,768,727	\$6,470,823
2020 - 2024	\$219,487,691	\$8,431,674
TOTAL		\$25,353,475

**WINTER PARK COMMUNITY REDEVELOPMENT AREA
Tax Increment Revenue Projections**

Year	Assessed Value	Base Assessment	Increment Value	Increment Revenue	Cumulative Revenue
1	\$207,975,530	\$199,976,471	\$7,999,059	\$67,608	\$67,608
2	\$216,294,551	\$199,976,471	\$16,318,080	\$137,920	\$205,528
3	\$224,946,333	\$199,976,471	\$24,969,862	\$211,045	\$416,574
4	\$233,944,186	\$199,976,471	\$33,967,715	\$287,095	\$703,669
5	\$243,301,954	\$199,976,471	\$43,325,483	\$366,187	\$1,069,856
6	\$253,034,032	\$199,976,471	\$53,057,561	\$448,443	\$1,518,298
7	\$263,155,393	\$199,976,471	\$63,178,922	\$533,988	\$2,052,287
8	\$273,681,609	\$199,976,471	\$73,705,138	\$622,956	\$2,675,242
9	\$284,628,873	\$199,976,471	\$84,652,402	\$715,482	\$3,390,725
10	\$296,014,028	\$199,976,471	\$96,037,557	\$811,709	\$4,202,434
11	\$307,854,589	\$199,976,471	\$107,878,118	\$911,786	\$5,114,220
12	\$320,168,773	\$199,976,471	\$120,192,302	\$1,015,865	\$6,130,085
13	\$332,975,524	\$199,976,471	\$132,999,053	\$1,124,108	\$7,254,193
14	\$346,294,545	\$199,976,471	\$146,318,074	\$1,236,680	\$8,490,874
15	\$360,146,327	\$199,976,471	\$160,169,856	\$1,353,756	\$9,844,629
16	\$374,552,180	\$199,976,471	\$174,575,709	\$1,475,514	\$11,320,143
17	\$389,534,267	\$199,976,471	\$189,557,796	\$1,602,142	\$12,922,286
18	\$405,115,638	\$199,976,471	\$205,139,167	\$1,733,836	\$14,656,122
19	\$421,320,263	\$199,976,471	\$221,343,792	\$1,870,798	\$16,526,919
20	\$438,173,074	\$199,976,471	\$238,196,603	\$2,013,238	\$18,540,157
21	\$455,699,997	\$199,976,471	\$255,723,526	\$2,161,375	\$20,701,532
22	\$473,927,996	\$199,976,471	\$273,951,525	\$2,315,438	\$23,016,971
23	\$492,885,116	\$199,976,471	\$292,908,645	\$2,475,664	\$25,492,635
24	\$512,600,521	\$199,976,471	\$312,624,050	\$2,642,298	\$28,134,933
25	\$533,104,542	\$199,976,471	\$333,128,071	\$2,815,598	\$30,950,531
26	\$554,428,724	\$199,976,471	\$354,452,253	\$2,995,830	\$33,946,362
27	\$576,605,872	\$199,976,471	\$376,629,401	\$3,183,272	\$37,129,634
28	\$599,670,107	\$199,976,471	\$399,693,636	\$3,378,211	\$40,507,844
29	\$623,656,912	\$199,976,471	\$423,680,441	\$3,580,947	\$44,088,791
30	\$648,603,188	\$199,976,471	\$448,626,717	\$3,791,793	\$47,880,584
Appreciation Rate		4.0%			
Millage		0.008452			

Table 6-3a

TAX INCREMENT REVENUE SUMMARY		
Period	Increment Value	Revenue
1994 - 1999	\$43,325,483	\$1,069,856
2000 - 2004	\$96,037,557	\$3,132,578
2005 - 2009	\$160,169,856	\$5,642,195
2010 - 2014	\$238,196,603	\$8,695,528
2015 - 2019	\$333,128,071	\$12,410,374
2020 - 2024	\$448,626,717	\$16,930,053
TOTAL		\$47,880,584

Table 6-3a

WINTER PARK COMMUNITY REDEVELOPMENT AREA
Ten Year Cash Flow Projections

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
EXPENDITURES											
TOTAL CASH FLOW	\$ 100,000	\$ 950,000	\$ 695,000	\$ 2,530,000	\$ 3,860,000	\$ 3,710,000	\$ 4,145,000	\$ 2,935,000	\$ 1,185,000	\$ 155,000	\$ 55,000
CUMULATIVE TOTAL	\$ 100,000	\$ 1,050,000	\$ 1,745,000	\$ 4,275,000	\$ 8,135,000	\$ 11,845,000	\$ 15,990,000	\$ 18,925,000	\$ 20,110,000	\$ 20,265,000	\$ 20,320,000
REVENUE SOURCES											
Capital Improvement Funds	\$ 100,000	\$ 360,000	\$ 60,000	\$ 60,000	\$ 20,000	\$ 2,600,000	\$ 1,200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Bond Funds	\$ 30,000	\$ 42,255	\$ 127,821	\$ 257,782	\$ 433,247	\$ 655,353	\$ 925,267	\$ 1,244,184	\$ 1,613,329	\$ 2,033,957	\$ 2,507,356
Linkage Fees	\$ 30,000	\$ 40,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Parking Authority Bond	\$ 130,000	\$ 642,255	\$ 637,821	\$ 1,767,782	\$ 3,103,247	\$ 2,805,353	\$ 4,175,267	\$ 3,394,184	\$ 2,763,329	\$ 2,183,957	\$ 2,557,356
REVENUE TOTALS	\$ 30,000	\$ (307,745)	\$ (57,179)	\$ (762,218)	\$ (756,753)	\$ (904,647)	\$ 30,267	\$ 459,184	\$ 1,578,329	\$ 2,028,957	\$ 2,502,356
ANNUAL CASH FLOW	\$ 30,000	\$ (277,745)	\$ (334,924)	\$ (1,097,142)	\$ (1,853,895)	\$ (2,758,542)	\$ (2,728,275)	\$ (2,269,091)	\$ (690,762)	\$ 1,338,195	\$ 3,840,551
CUMULATIVE CASH FLOW											

Table 6-4

from the revenues above. The revenue projections do not include federal, state, or county funding that must be obtained to implement the plan. The resulting financing deficits can be offset by delaying projects, obtaining additional monies from identified public or private sources, borrowing from the city or private lenders, or through the issuance of tax revenue bonds. Tax revenue bonds would be paid off over a defined period of time not to exceed thirty years from the adoption of the plan.

6.4 Short-term strategies

As is detailed in Table 6-3 revenues from the tax increment will be small in the initial years of implementation. Consequently, it is necessary to mobilize available resources to maximize their impacts. The short-term strategies must focus on securing outside sources of revenues through available grant sources. Revenues received from the tax increment may be needed to match some grant requests. Potential grants must be matched against plan programs and priorities.

Establishing a small pool of working capital is essential to the initial effort.

Allocation decisions must balance the need to invest in residential neighborhoods to continue to build trust between the City and the residents, and business related projects to bolster investment confidence from the private sector.

Initial use of working capital on projects that are highly visible in the community should be considered. Mobilization of short term capital can occur through the following efforts:

1. The City dollars invested to purchase the Big "C" Bar are to paid back within three years. These dollars should be considered as a revolving loan fund available to assist other private development initiatives on the Westside.
2. Creation of a bank consortium to provide below market interest rates to assist the Redevelopment Agency in acquiring critical properties or to attract private developers to reinvest in westside properties for residential redevelopment and acquisition of critical business properties.
3. Secure CDBG money from the county.
4. Assess the feasibility of the capture of existing fees and assessment charges to westside properties for reinvestment in the program.

6.5 Tracking and Controls

While it can be expected that with the adoption of this plan, the redevelopment effort will be an overall success, it must be stated that redevelopment activities are not easy.

It can also be expected that there will be set backs along the way. There is no exact science for redevelopment and it is not an easy process. Interventions in the private market are being attempted to correct situations which are impediments to further private market investments. When the private market perceives that conditions are favorable, the need for public involvement will lessen.

Proper financial tracking, controls, and evaluation are essential to ensure that the plan maintains its proper direction. On an annual basis the Agency will prepare an annual report for public review. This report will describe the general fiscal status, projects completed or underway, and the proposed actions for the next year. In addition, as part of the city's standard auditing process, the Agency will be audited and results of the audit will be made available to the public.

**CHAPTER VII
MANAGEMENT PLAN**

**CHAPTER VII
MANAGEMENT PLAN**

7.1 Overview

The CRA plan is based upon effective communication between the public and private sectors. The public sector will provide the vehicles to effect change and the private sector will initiate and sustain the change. The Community Redevelopment Agency will position itself to act as the conduit between the public and private sectors to ensure the plan is properly articulated and followed. The Community Redevelopment Agency will also act as a resource center for both sectors.

7.2 Community Redevelopment Agency

The Community Redevelopment Agency is the formal management structure set forth in the Florida Statutes, Chapter 163, Part III utilized to undertake redevelopment activities within the CRA. November 16, 1993, the Orange County Board of County Commissioners approved Resolution 93-M-71 (see appendix 9.3) delegating certain community redevelopment powers from the county to the City of Winter Park effective upon approval of the CRA plan. January 11, 1994, the City of Winter Park approved Resolution 1587 (see appendix 9.5) which created the Winter Park Community Redevelopment Agency (Agency). The Agency consists of the Mayor and four commissioners of the City together with one additional member to be appointed by the Board of County Commissioners of Orange County, Florida. The Agency is a

legal entity, separate, distinct, and independent from the City Commission. The Mayor serves as the Chairman of the Agency.

The staff of the Agency, with assistance from City staff, shall carry out directives from the Agency and perform those day-to-day activities necessary to the normal operation of the Agency. The Agency is authorized to exercise the redevelopment powers delegated to the City by Orange County to implement the plan. The Agency may establish an Advisory Board to assist with the implementation of the plan.

Throughout the implementation of the plan, the Agency shall maintain a focus on five general areas critical to the success of the plan.

- Funding
- Design Review
- Housing
- Economic Development
- Public Safety

Funding - The Agency shall identify public and private funding sources and coordinate their use to carry out the plan. This includes pursuing federal, state, or local funds as well as directing private investment towards appropriate funding sources. The Agency

will review project priorities in conjunction with funding available to coordinate the timely implementation of the various plan components.

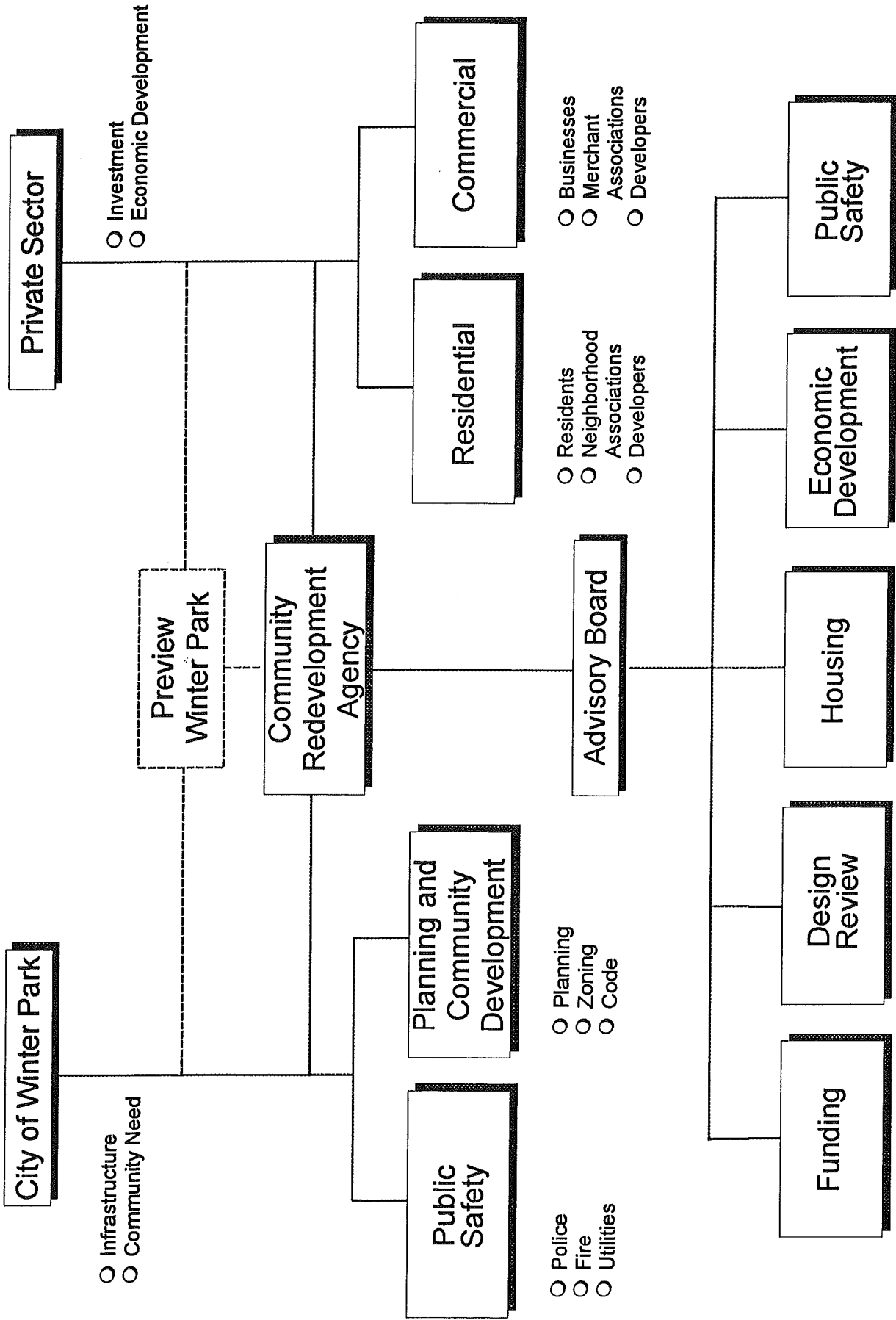
Design Review - The Agency will assist City staff to develop design guidelines that will encourage the residential and business context that is envisioned by the plan. The Agency may choose to review proposed plans within the CRA for appropriateness of scale. Design review by the Agency should focus on promoting commercial and residential development that maintains the pedestrian feel and individual style that is evident throughout the City.

Housing - The Agency shall encourage the development of a variety of housing types within the westside so as not to create pockets of future slums. The Agency shall work with residents to encourage property upgrades and ongoing maintenance to develop an acceptable community living standard. The Agency shall coordinate and communicate the program that shall be utilized to develop new housing and upgrade existing housing.

Economic Development - The Agency shall act as a conduit for economic development by assisting with the networking of various Merchants Associations and prospective new businesses. The Agency shall identify and provide available resources to maintain an atmosphere that promotes economic growth within the CRA. The Agency shall assist with the communication of area needs to the City.

Public Safety - The Agency shall work with the City staff and area businesses and residents to promote public safety and to identify areas of common concern.

Figure 7-1 represents the management structure that will be utilized to implement the plan.



COMMUNITY REDEVELOPMENT AREA PLAN MANAGEMENT STRUCTURE

Figure 7-1

7.3 Public Sector Involvement

The public sector will provide many of the vehicles necessary to implement the plan. On the federal level, there are numerous housing programs that can be utilized by private investors to assist with funding of residential development. The State of Florida also has several single and multifamily residential programs for low and moderate income housing. The county is the conduit for additional funds such as community development block grants.

In addition to general funds and capital improvement funds, the City of Winter Park can utilize many other resources to implement the plan. The City will provide staff support for planning, code education/enforcement, and governmental funding. The City will also be called upon to manage the design and construction of streetscape and intersection programs. They will also assist with the legal documentation and public notification required for zoning and Comprehensive Plan changes.

7.4 Private Sector Involvement

The private sector has the ability to make the biggest impact on the success of the plan. Without private sector participation and investment, the plan will take years to mature and most probably would not come to its full completion. The private sector

needs to participate from the inception to ensure that the needs of the community are properly expressed and considered.

It will be the residents who will set and maintain the living standards within the community. They will also be the ones who form area associations for communication to address the social needs. Developers and business people will be responsible to invest time and money to improve the overall conditions of the community.

CHAPTER VIII
GOALS AND OBJECTIVES

**CHAPTER VIII
GOALS AND OBJECTIVES**

8.1 Defining the Direction

A mission statement and comprehensive set of goals and objectives are established to define the purpose of the plan and to create a framework to address the issues identified by the community. These goals and objectives are integral to the Redevelopment Plan and set the guidelines for determining future redevelopment program and project priorities and to facilitate funding decisions.

8.2 Community Redevelopment Agency Mission Statement

The Community Redevelopment Program shall preserve and improve the residential viability and livability of the neighborhoods within the Community Redevelopment Area (CRA) by encouraging and initiating activities which empower residents to effect change and shall enhance and improve the commercial areas of the CRA by encouraging and implementing activities which promote controlled economic growth.

8.3 Community Redevelopment Agency Goals

Implementation of the CRA plan shall enhance the lifestyle within the CRA by promoting the following goals:

1. Communication - Develop neighborhood, business, and governmental communication networks that foster understanding and bring about change.
2. Housing - Increase housing opportunities by diversifying the available housing stock and providing more opportunities for home ownership.

3. Property Value - Improve housing conditions and appearances to achieve more stable and secure residential neighborhoods which create higher values for the owners.
4. Business - Create opportunities to attract new and expanding businesses to the CRA and support the existing business community.
5. Public Safety - Promote public safety and police/resident communication to reduce crime and make the CRA a safe and desirable place to live and work.
6. Social Development - Develop and improve social programs for recreation and cultural enhancement for all residents, with a particular emphasis on youth, to create an environment for social enrichment.
7. Economic Vitality - Enhance the economic vitality of the resident and business population to attract private investment in the CRA.
8. Transportation - Improve the public infrastructure of roads, streetscapes, and parking to support the resident and business community and utilize alternative modes of transportation.

8.4 Community Redevelopment Agency Objectives and Policies

1. **Communication**

Objective 1.1 - Community Organizational Development: To increase public participation and community leadership of the residents to foster solutions to neighborhood problems.

GOALS AND OBJECTIVES

Policy 1.1A: The Agency shall coordinate with Westside residents and the Winter Park Chamber of Commerce and other organizations to establish/develop a neighborhood association or associations.

Policy 1.1B: The Agency will coordinate with the neighborhood associations to identify properties contributing to blight/deterioration of the neighborhood(s) and to promote positive programs to improve maintenance of these properties.

Policy 1.1C: The neighborhood association(s) will be encouraged to coordinate with the City's Solid Waste Department to spearhead and expand participation in the annual neighborhood cleanup program.

Policy 1.1D: The neighborhood association(s) shall spearhead self-help programs to respond to problems identified by the community.

Policy 1.1E: The neighborhood association(s) will be encouraged to coordinate with the City Police Department to increase participation in the Neighborhood Watch Program.

Policy 1.1F: The neighborhood association(s) will be encouraged to host community events within the neighborhood.

Policy 1.1G: The neighborhood association(s) will be encouraged to recruit members to volunteer to contribute hours at the Community Center and assist in recreational/educational activities.

GOALS AND OBJECTIVES

Policy 1.1H: The City shall work with the neighborhood association(s) and neighborhood crime watch organizations to rid the community of identified problem spots of illegal activities.

Policy 1.1I: The City shall encourage the neighborhood association(s) to foster neighborhood leadership by sponsoring qualified individuals in approved leadership training programs.

Objective 1.2 - Business Organizational Development - To increase participation and community leadership of the business owners and land owners to foster solutions to downtown and other commercial district problems through organizations such as the Park Avenue Merchants Association (PAMA).

Policy 1.2A: The Agency shall work with business organizations such as the PAMA and Winter Park Chamber of Commerce to address problems and opportunities identified by the CRA plan, the Blight Study, and ongoing meetings.

Policy 1.2B: The Agency shall encourage dialog between business/land owner organizations by sponsoring joint meetings, projects, and activities.

Policy 1.2C: The Agency shall coordinate with business/land owner organizations such as the PAMA to develop more specific urban design, streetscape, and parking solutions.

2. **Housing**

Objective 2.1 - Housing Opportunities: The Agency will increase the opportunities for all its citizens to purchase or rent affordable decent, safe, and sanitary housing by encouraging the rehabilitation, revitalization, and redevelopment of the existing housing stock in an effort to stem the current rate of decline and extend the economic life of existing housing.

Policy 2.1A: The Agency shall continue to ensure that 50' lots are buildable.

Policy 2.1B: The Agency shall encourage innovative housing techniques (cluster, zero lot line, townhomes) through the use of traditional neighborhood design districts within the CRA.

Policy 2.1C: The Agency shall encourage innovative residential development which will result in lower costs, added convenience and privacy, and more efficient use of streets and utilities.

Policy 2.1D: The Agency shall encourage the provision of housing designed for the elderly and the handicapped, and create a community-based program for house repair.

Objective 2.2 - Home Ownership: To bring the residential neighborhood single family/multifamily ratio more in line with the City-wide average by the year 2000 by assisting residents to achieve home ownership.

GOALS AND OBJECTIVES

Policy 2.2A: The Agency shall coordinate with Central Florida H.A.N.D.S. and encourage residents to participate in the training and financial courses offered in home ownership.

Policy 2.2B: The Agency shall continue to work with non-profit and for-profit home builders such as Habitat for Humanity of Winter Park/Maitland to provide a home-building program for families who do not qualify through conventional lending institutions.

Policy 2.2C: The Agency shall coordinate and solicit funding from the Florida Housing Finance Agency's Single Family Mortgage Loan Program which provides permanent fixed rate mortgage loans and moderate income first-time home buyers.

Policy 2.2D: The Agency shall continue to assess and expand the housing surcharge on building permits for the construction of affordable housing.

Policy 2.2E: The Agency shall encourage private lenders and developers to construct new single family housing with a variety of styles and pricing within the CRA.

Policy 2.2F: The Agency shall continue to purchase lots within the CRA as a way to lower the cost to the developer for the construction of affordable housing.

Policy 2.2G: The Agency shall coordinate with the Florida Housing Predevelopment Loan Program for loans and grants to eligible sponsors

to pay for predevelopment costs, land acquisition and/or site improvements for properties within the CRA.

Policy 2.2H: The Agency shall coordinate with the State to solicit funds for below market interest rate loans from the Florida Market Rate Rental Loan Program for projects within the CRA.

Policy 2.2I: The Agency shall coordinate with the State to provide loans from the Elderly Housing Community Loan Program for the elderly for making life-safety or security-related repairs or improvements.

Policy 2.2J: The Agency will apply on an annual or opportunity basis for any available Federal or State housing assistance, such as Community Development Block Grant Rental Rehabilitation, Urban Homesteading, and 312 funding, or otherwise provide local public funds to be used directly for the rehabilitation of housing or to leverage private sector financing or rehabilitation efforts.

3. **Property Value**

Objective 3.1 - Home Rehabilitation: To assist homeowners and property owners with the rehabilitation of housing stock.

Policy 3.1A: The Agency and neighborhood associations shall coordinate with Orange County, the State of Florida's Housing Finance Agency, and the Federal Government to identify all sources of funds/programs for rehabilitation and renovation.

GOALS AND OBJECTIVES

Policy 3.1B: The Agency shall inform residents of programs and application procedures to obtain rehabilitation funds from the Orange County Emergency Repair Funds or through the State of Florida Weatherization Program.

Policy 3.1C: The Agency shall coordinate with the Housing Finance Agency's Low Income Rental Housing Tax Credit Program which allows a tax liability reduction in exchange for the acquisition and substantial rehabilitation or construction of rental housing projects with low income set asides.

Objective 3.2 - Property Maintenance: The City shall maintain a vigorous code education/enforcement program within the CRA and evaluate performance annually.

Policy 3.2A: The City shall develop a more concentrated program of code education and enforcement within the CRA.

Policy 3.2B: Owners of rental properties shall be contacted at least annually by the Agency to clean up properties and bring them up to Code.

Policy 3.2C: The Agency shall strategically place trash cans throughout the neighborhood to help control litter.

Policy 3.2D: The Agency shall, as a last resort, mow/clean vacant lots and assess the property owners.

to pay for predevelopment costs, land acquisition and/or site improvements for properties within the CRA.

Policy 2.2H: The Agency shall coordinate with the State to solicit funds for below market interest rate loans from the Florida Market Rate Rental Loan Program for projects within the CRA.

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GOALS AND OBJECTIVES

Policy 3.2E: The Agency shall take action to rid the community of vacant structures that are determined to be unsafe.

Policy 3.2F: The Agency shall map those properties that are deteriorated or in need of substantial rehabilitation and apply to the Orange County Community Development Department for rehabilitation assistance.

Policy 3.2G: The Agency shall encourage infill activities to reduce the number of vacant lots.

Objective 3.3 - Community Participation in Code Compliance - The neighborhood association(s) shall initiate activities to help decrease the number of code violations within the CRA by the year 2000.

Policy 3.3A: The neighborhood association(s) shall establish a program of self-monitoring and identification of problem lots and structures within the CRA.

Policy 3.3B: The neighborhood association(s) shall continue the annual cleanup program to improve the overall maintenance level within the CRA.

Policy 3.3C: The neighborhood association(s) shall instill neighborhood pride through community activities and involvement (i.e., Family Day, Mentor Programs, Cultural Events).

Objective 3.4: Landscaping - To emphasize and reinforce the "Park-Like" feeling within the CRA through public and private landscaping and amenities.

GOALS AND OBJECTIVES

Policy 3.4A: The Agency shall establish a streetscape theme for the major roadways (i.e., Fairbanks, Orange, Pennsylvania, Morse, New England, and Park) and activity centers within the CRA.

Policy 3.4B: Existing landscape/buffer requirements will be reviewed and revised if necessary to establish minimum standards for all new development within the CRA.

Policy 3.4C: Open spaces within new developments shall be clearly visible and easily reached from the street or pedestrian way.

Policy 3.4D: New developments shall provide public open space which contributes to the pedestrian environment and enhances the overall character of the CRA.

Policy 3.4E: A set of landscape design guidelines shall be developed for all public open spaces to integrate them with each other and strengthen an overall image of the CRA.

Policy 3.4F: A system of street parks shall be developed to give unity to the CRA completing the major streetscape program.

Policy 3.4G: Existing properties will be reviewed for conformance with landscape requirements and will be required to comply within 3 years.

4. **Business**

Objective 4.1 - Economic Development: To expand commerce within the Community Redevelopment Area by developing local resources to make the area a more prominent regional employment center within Central Florida.

Policy 4.1A: The Agency shall coordinate with the Chamber of Commerce to pursue new businesses for the CRA.

Policy 4.1B: The Agency shall actively encourage start-up businesses to locate in existing retail and office space within the Community Redevelopment Area.

Policy 4.1C: The Agency shall complete a market study analyzing existing supply and future demand for commercial and office space within the CRA. The inventory of available spaces shall be updated yearly and shall be made available to prospective businesses.

Policy 4.1D: Government administration buildings within the CRA shall be maintained to high standards and new government offices and facilities shall be encouraged to locate in the CRA.

Policy 4.1E: Agency staff shall maintain and monitor CRA property value information reporting yearly to the Agency as to changes and trends in assessed property values.

Policy 4.1F: The Agency shall conduct economic development studies for Pennsylvania Avenue and New England Avenue.

GOALS AND OBJECTIVES

Policy 4.1G: The Agency shall evaluate and, where feasible, establish economic development programs to support existing businesses and attract new businesses.

Objective 4.2 - Economic Diversity: To further develop the Community Redevelopment Area as the hub of economic activity within the City by enhancing public and private improvements for residents, workers, shoppers and tourists.

Policy 4.2A: The Agency shall seek to attract a mixture of retail and service businesses to meet resident needs within the CRA.

Policy 4.2B: The Agency shall improve the sidewalks and street intersections to create a high-quality, pedestrian-oriented shopping environments within the CRA commercial areas.

Policy 4.2C: The Agency shall encourage the establishment of an expanded visitor information center as part of the new Chamber of Commerce facility.

Objective 4.3 - Economic Opportunities for Minorities: The Agency shall promote employment opportunities that will enable all the people of Winter Park to attain a decent standard of living.

Policy 4.3A: The Agency shall work with the minority community, the Winter Park Chamber of Commerce, and the banking community to establish a minority business center within the Community Redevelopment Area.

GOALS AND OBJECTIVES

Policy 4.3B: The Minority Business Committee of the Chamber shall assist in the development of minority business success by developing a Mentor Program.

Policy 4.3C: The Agency shall enhance economic development activities for the City residents by seeking public grant opportunities whenever possible.

Policy 4.3D: The Agency shall coordinate with the Black Business Investment Fund to assist in the development of minority business of Winter Park.

Policy 4.3E: The Agency shall become a Community Contribution Tax Incentive Sponsor enabling corporate donors to receive state tax credits for donations of cash, property, and goods.

Policy 4.3F: The Agency shall monitor changes in Florida Enterprise Zone designation legislation, and when possible pursue the designation for the CRA.

Policy 4.3G: The neighborhood association(s) and the Agency shall solicit representatives/vendors for events sponsored by the City to ensure the cultural diversity of the City is represented.

Policy 4.3H: The neighborhood association(s) and the Agency shall assist in the placement of residents in employment opportunities through coordination with business groups such as the Park Avenue Association and the City of Winter Park.

5. **Public Safety**

Objective 5.1 - Crime Prevention: To continue to support and expand activities and group efforts to decrease criminal activities within the CRA.

Policy 5.1A: The Agency shall assist neighborhoods by identifying and securing funding sources necessary to establish, operate, and expand Neighborhood Watch Programs.

Policy 5.1B: The City shall provide for the adequate staffing of City law enforcement agencies and consider pilot programs such as a satellite office in the Hannibal Square area, foot patrols, bike patrols or other mobile patrols within the CRA neighborhood.

Policy 5.1C: The Agency shall keep the public informed of the nature and extent of criminal activity in the CRA.

Policy 5.1D: The Agency shall establish and maintain programs to encourage public cooperation in the prevention and solution of crimes.

Policy 5.1E: The Agency, neighborhood association(s), and Florida Power shall work together to identify the location of inadequately lighted areas within the CRA.

Policy 5.1F: The neighborhood association(s) shall host an annual meeting that includes representatives familiar with safety and security.

Policy 5.1G: The Police Department shall provide safety tips to the neighborhood association(s) on ways to protect home and property.

GOALS AND OBJECTIVES

Policy 5.1H: The Agency shall work cooperatively with Federal, State and local law enforcement agencies to eliminate illegal drug trafficking within the CRA.

Policy 5.1I: The Agency will apply for available grants from Federal, State or grant foundation sources for implementation of anti-drug programs. Funds from these programs shall be targeted to combat drug-related crimes in areas exemplifying high crime rates.

Policy 5.1J: The City will pursue the use of forfeited assets of drug offenders as another funding source to help combat crime.

Objective 5.2 - Police/Community Relations: To develop and implement an institutional approach to Police Community Relations in the City of Winter Park.

Policy 5.2A: The Agency shall encourage/support efforts of the School Board, Winter Park Memorial Hospital and churches to provide drug education classes for the earliest practical age and throughout their school years.

Policy 5.2B: The City shall develop a program to implement a two-way communications process to allow the police to interact with the public to discuss and resolve problems, differences and concerns on a regular basis.

6. **Social Development**

Objective 6.1 - Cultural Development: To enhance the CRA as the focus of cultural, educational, social and community activities.

Policy 6.1A: The City and Agency will develop a program to expand and coordinate the number of festivals and special events conducted within Westside and downtown activity centers by 1998.

Policy 6.1B: The City and Agency will embellish the environs of the CRA so as to create an aesthetically beautiful environment for the cultural facilities contained within the CRA.

Policy 6.1C: The Agency will work with the library to establish a mobile program available to westside residents.

Policy 6.1D: The Agency will coordinate with the Winter Park Historical Association to ensure that the history of the Westside is properly represented in its collections.

Policy 6.1E: The City and Agency shall ensure that historically significant buildings and structures are properly preserved and protected.

Policy 6.1F: The Agency shall erect Historic Markers at key locations to help instill pride and awareness of minority contributions to the City.

Policy 6.1G: The Agency shall encourage increased participation by Westside residents on City Boards.

GOALS AND OBJECTIVES

Objective 6.2 - Recreation: To develop programs and activities that will encourage resident participation and keep youth involved and off the streets.

Policy 6.2A: The agency staff shall continue to coordinate and solicit support from groups/organizations to assist the Volunteer Program.

Policy 6.2B: The Agency, Association, and Volunteers shall continue and improve youth programs, like the After The School Program, and others such as:

- McKnight Center of Excellence (Enrichment Program)
- Winter Park Drum Corp (Drummers and Drumettes)
- Youth Tennis
- Play ground Facility
- Teen Rap
- Summer Youth Recreation Program
- Summer Swim Lessons
- Splash Pool Party
- Headstart Back To School Fair
- Creative Dance
- Sports Banquet (expand to include adults and youth athletes)
- A Family Affair Day
- Mentor Program
- Planned Parenthood

Policy 6.2C: The Agency, neighborhood association(s), and Volunteers shall continue and improve adult programs such as:

- Senior Programs "Happy-Go-Lucky Club" (55 years and older)
- Mens Basketball (Tuesdays and Thursdays night)
- Adult Reading (Sundays 4-6 pm)
- Westside Women's Softball Team
- Westside Mens Softball Team
- A Family Affair Day

GOALS AND OBJECTIVES

Policy 6.2D: The staff shall work with the parents and neighborhood association to improve the outlook of the youth attending the Community Center.

Policy 6.2E: The neighborhood association(s) shall assist in the planning/participation of recreational activities at the Community Center.

Policy 6.2F: The City shall hire a full-time program director for the Community Center.

Policy 6.2G: The City and Agency shall assist the programs at the Center by providing funds or equipment for the continuation of such programs as Tutoring and the Drum Corps.

Policy 6.2H: The City and Agency shall recruit neighborhood youth for summer employment such as life guard positions, street/lot cleaning and facility maintenance.

Policy 6.2I: The City shall extend the hours of the pool operation with adequate staffing.

Policy 6.2J: The Agency shall develop a Day Camp Program in the summer for neighborhood youth.

Policy 6.2K: The Agency shall work with the Minority Business Council to develop hiring and training of CRA residents' youth.

Policy 6.2L: The Agency shall assess the feasibility of utilizing outside agencies, such as the YMCA, Winter Park Garden Club, etc. to implement and run youth & recreation programs.

7. Economic Vitality

Objective 7.1 - Land Use: To achieve quality redevelopment and new construction through an efficient and flexible development review process.

Policy 7.1A: The zoning standards (setbacks, height, buffer, parking, etc.) shall be reviewed and, if necessary, revised to ensure high quality infill and redevelopment.

Policy 7.1B: The City shall review the zoning districts within the Redevelopment Area to ensure that the districts are compatible with the desired land use, density and intensity.

GOALS AND OBJECTIVES

Policy 7.1C: The Land Development Code and Zoning Map shall be amended to implement the proposed Redevelopment Plan recommendations.

Policy 7.1D: A conceptual plan Review Committee shall be established to review development proposals within CRA.

Policy 7.1E: Detailed design review standards and guidelines shall be developed for adoption.

Policy 7.1F: A project Development Review procedure shall be developed to expedite development applications.

Policy 7.1G: Bonuses and incentives shall be included in the Land Development Code to achieve high quality development.

Objective 7.2 - Land Use Support: To support the adopted Redevelopment Plan direction through the provision of public and private infrastructure.

Policy 7.2A: All appropriate levels of service necessary to support the activity nodes shall be maintained.

GOALS AND OBJECTIVES

Policy 7.2B: The City shall coordinate the funding of infrastructure improvements consistent with the Redevelopment Plan.

Policy 7.2C: The City shall determine costs and prioritized improvements to coincide with the Redevelopment Plan.

Policy 7.2D: The City's Capital Improvement Program shall be evaluated and adjusted to assure the public improvements recommended within the CRA area are funded and/or planned for in the future.

Objective 7.3 - City Design: To reinforce the high quality pedestrian scale and eclectic architectural character of downtown while creating a sense of public identity; define, enhance and add public spaces and facilities.

Policy 7.3A: Where possible, the Agency shall enhance public spaces and facilities with land purchases, park improvements, facility upgrades.

Policy 7.3B: Private development shall be encouraged to incorporate public spaces that will reinforce an open space network and enhance the pedestrian environment.

GOALS AND OBJECTIVES

Policy 7.3C: Streets, alleys and other public rights-of-way shall not be vacated unless it is demonstrated that the vacation will result in a public benefit.

Policy 7.3D: A consistent architectural theme shall be developed for all civic buildings and where possible existing buildings shall be retrofitted to coordinate with the selected theme.

Objective 7.4 - Infill Development: To encourage infill and redevelopment within the CRA which implements a cohesive design theme.

Policy 7.4A: Infill development shall be encouraged which would be consistent and compatible with proposed surrounding land uses in scale, character and design.

Policy 7.4B: Design guidelines shall be developed to create the type of environment and scale desired.

Policy 7.4C: The Agency shall establish a Facade Improvement Program.

8. **Transportation**

Objective 8.1 - Transportation Develop a balanced transportation system which accommodates through traffic and facilitates movement within the CRA.

Policy 8.1A: Funding shall be identified and supported for major road improvements required to serve the needs of the CRA.

Policy 8.1B: The local and regional bus system shall be supported to complement and reduce the use of the private automobile.

Policy 8.1C: Pedestrian crossings, including ramps for the Handicapped, shall be improved along major vehicular corridors.

Policy 8.1D: All public, commercial and residential projects shall deliberate inclusion of facilities for transit and bicycle users.

Objective 8.2 - Alternative Modes of Transportation: To evaluate alternatives to automobile dependence within the CRA.

Policy 8.2A: The Agency shall conduct a study to evaluate alternative internal circulation systems and potential ridership.

GOALS AND OBJECTIVES

Policy 8.2B: Local shoppers and residents shall be surveyed to understand their needs in relation to automobile access.

Policy 8.2C: The Agency shall coordinate with Commuter Rail to establish a link with TriCounty Lynx, Tour Buses and Taxis.

Policy 8.2D: The Agency shall support the development of bike paths in the community.

Objective 8.3 - Transportation Demand Management: To manage peak hour traffic flows on major arteries.

Policy 8.3A: Large employers shall be encouraged to adopt programs to reduce peak hour traffic such as staggered hours or car pooling.

Policy 8.3B: The Agency shall encourage public employees to utilize alternative modes of transportation to go to work.

Policy 8.3C: The Agency shall coordinate with the public transit provider to receive public employee and student discounts on bus fares.

GOALS AND OBJECTIVES

Objective 8.4 - Circulation Management: To accommodate automobile circulation and storage while reducing detrimental traffic effects to and from the CRA.

Policy 8.4A: Levels of service standards that are acceptable for existing and future conditions shall be established.

Policy 8.4B: Speed limits will be evaluated on all streets and revised as necessary, to control traffic speeds in areas where there are to be high volumes of pedestrian traffic.

Objectives 8.5 - Parking Management: To develop alternative parking approaches to improve traffic flow, foster commercial development and support the activity nodes.

Policy 8.5A: A larger percentage of internal capture of traffic shall be encouraged through the use of mixed use projects and multi-use activity nodes.

Policy 8.5B: A system of parking ratios shall be developed based on shared parking supply by non competing uses.

Policy 8.5C: The location and need for structured parking shall be established.

Policy 8.5D: The City's Land Development Code may be amended to establish criteria and requirements for interconnecting parking areas located on adjacent properties.

Policy 8.5E: A parking authority may be established to manage parking within the CRA.

Objective 8.6 - Pedestrian Systems To encourage pedestrian circulation systems among and between activity nodes.

Policy 8.6A: A system of pedestrian walkways will be defined and maintained in conjunction with the street classification system.

Policy 8.6B: Areas of pedestrian/vehicular conflict such as intersections and crosswalks shall be improved.

Policy 8.6C: The ambience of the pedestrian environment shall be improved through benches, vendors and other streetscape improvements.

Policy 8.6D: Open spaces shall be proserved and coordinated to provide a cohesive neighborhood.

Objective 8.7 - Management of Commercial Traffic: To provide for the efficient delivery of goods and services to commercial and office uses.

Policy 8.7A: Establish a service period within the activity areas/nodes so as not to conflict with automobile or pedestrian traffic.

Policy 8.7B: The Agency shall encourage consolidation of freight deliveries and night-time deliveries to produce greater efficiency and reduce congestion.

Policy 8.7C: The City shall establish a clearly marked truck route system which allows easy access into the Downtown area by service vehicles, and discourage truck traffic through residential neighborhoods located on Webster, Denning and Park Ave.

Policy 8.7D: The City shall establish minimum criteria for delivery and service areas adjacent to retail and office developments.

GOALS AND OBJECTIVES

Policy 8.7E: The City shall establish new criteria for the storage and pick-up of garbage in commercial areas.

CHAPTER IX

APPENDICES

- 9.1 Orange County Resolution 91-M-32 - Creation of Winter Park CRA
- 9.2 Orange County Resoluiton 92-M-03 - Amendment to Resolution 91-M-32
- 9.3 Orange County Resolution 93-M-71 - Creation of Winter Park CRA
- 9.4 Winter Park Resolution 1528 - Finding of Necessity/Creation of Agencies
- 9.5 Winter Park Resolution 1587 - Finding of Necessity/Creation of Agency
- 9.6 Winter Park Resolution 1610 - Approval of Plan
- 9.7 Interlocal Agreement
- 9.8 Legal Description
- 9.9 Parking Plan

JUN 25 1991
[Signature]

RESOLUTION NO. 91-M-32

WINTER PARK COMMUNITY REDEVELOPMENT RESOLUTION

A RESOLUTION PERTAINING TO REDEVELOPMENT OF A SPECIFIED PART OF ORANGE COUNTY, FLORIDA; DELEGATING CERTAIN COMMUNITY REDEVELOPMENT POWERS FROM THE BOARD OF COUNTY COMMISSIONERS TO THE CITY OF WINTER PARK AND PROVIDING FOR OTHER MATTERS IN CONNECTION THEREWITH.

WHEREAS, the Community Redevelopment Act of 1969, as codified in Part III of Chapter 163, Florida Statutes, empowers counties and municipalities to undertake community redevelopment in order to eliminate, remedy or prevent slums and blighted areas and to provide affordable housing; and

WHEREAS, the City of Winter Park (the "City") has determined that a portion of the municipality comprising its "westside" area and its "downtown" area would benefit from community redevelopment in that one or more slum or blighted areas or areas in which there is a shortage of housing affordable to residents of low or moderate income exist within such portions of the city; and

WHEREAS, the City has determined that there is a need for a community redevelopment agency to function within the City in order to carry out community redevelopment; and

WHEREAS, under Section 163.410, Florida Statutes, in any county which has adopted a home rule charter, the powers conferred by the Community Redevelopment Act of 1969 are to be exercised exclusively by the governing body of such county unless the governing body of such county, by resolution, specifically delegates the exercise of such powers within the corporate boundaries of a municipality to the governing body of such municipality; and

WHEREAS, since Orange County has adopted a home rule charter, it is necessary for the City Commission of the City of Winter Park, Florida, to obtain a delegation of the powers conferred upon Orange County by the Community Redevelopment Act of 1969 so that the City may exercise the authority and privileges conferred by such act within the community redevelopment area boundaries of the City; and

WHEREAS, Section 163.410, Florida Statutes (1989), permits such a delegation to be made subject to such conditions and limitations as Orange County may impose; and

WHEREAS, the City has requested that Orange County delegate to the City the right and authority to exercise certain powers, such powers to specifically include the power to create a Community Redevelopment Agency as part of the municipal public body or taxing authority, under part III, chapter 163, Florida Statutes (1989); and

WHEREAS, the Board of County Commissioners (the "Board") is interested in delegating community redevelopment powers to the City of Winter Park not because there are problems of blight in its "downtown" area, but primarily because there are substantial social and economic problems in the "westside" area that can and should be addressed. NOW THEREFORE,

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

1. Creation of Community Redevelopment Agency; Boundaries of Community Redevelopment Area.

a. The City is hereby delegated the power to create, or in the alternative the governing body of the City may declare itself to be, a Community Redevelopment Agency relating only to that portion of the City of Winter Park described in the attached Exhibit "A", and hereafter referred to as the "community redevelopment area". The membership of the Community Redevelopment Agency shall include one person appointed by the Board. If the City Council declares itself to be the Community Redevelopment Agency, it shall add to the membership of the agency the person appointed by the Board.

b. The boundaries of the community redevelopment area may not be expanded without the further express consent of the Board evidenced by an additional delegating

resolution. However, the City may contract the boundaries of the community redevelopment area, removing up to but not exceeding ten (10%) percent of the area, without the Board's consent.

2. Community Redevelopment Plan.

a. The City is hereby delegated the power to adopt a resolution in accordance with Section 163.355, Florida Statutes, and to prepare (or to have prepared) a community redevelopment plan (the "Plan") in accordance with Section 163.360, Florida Statutes, provided that the Board expressly retains the power to review and approve such Plan, either as prepared by the City or as modified by the Board. The Plan shall not take effect until such time as the Board has approved it, as evidenced by an approving resolution of the Board.

b. As contemplated or implied by Sections 163.360, 163.362, and other pertinent sections of Florida Statutes, the Plan shall set forth with specificity

(1) the capital projects to be funded by the City in whole or in part with tax increment revenues;

(2) the location and estimated cost of each such capital project;

(3) the nature, size, design, and other descriptive elements of each such project; and

(4) the schedule or estimated timing of each project.

c. The City and the Community Redevelopment Agency shall create an advisory board to the Community Redevelopment Agency to provide input throughout the development of the Plan. The advisory board shall be composed of members at least fifty (50%) percent of whom shall be residents and business owners of the "westside" area. Prior to submitting the Plan to the Board for review, the City shall submit the Plan to the advisory board, and the advisory board shall vote to approve the Plan in its entirety, to approve only specified parts of the Plan, or to disapprove the Plan in its entirety. The results of the advisory board's deliberations shall be transmitted to the Board at the time the Plan is presented for the Board's review and approval.

d. The City may not expend any tax increment revenues deposited by the County in the Community Redevelopment Trust Fund until the Plan has been approved by the Board and adopted by the Community Redevelopment Agency in accordance with Section 163.360, Florida Statutes, and for that purpose the fund shall contain separate accounts segregating County deposits from all other deposits. However, notwithstanding the foregoing, the City may expend increment revenues necessary for the development of the Plan.

e. After its approval by the Board, the Plan shall not be amended without the express consent of the Board, as evidenced by an approving resolution, and the City shall not

deviate substantially from the projects set forth in the Plan (including their nature, size, design, location, schedule, and estimated cost) without an amendment to the Plan.

3. Delegation of Powers. Upon approval of the Plan by the Board, the City shall be deemed to have been delegated all other powers necessary or convenient to carry out and effectuate the purposes and provisions of Part III of Chapter 163 of Florida Statutes, including the powers set forth in Section 163.370 of Florida Statutes.

4. Liability. Nothing contained herein shall impose any liability upon Orange County for any acts of the City or any community redevelopment agency.

5. Financing.

a. The City may issue revenue bonds pursuant to Section 163.385, Florida Statutes, provided that the City first obtains Board approval of (i) the projects to be funded by the bonds, (ii) the principal amount of the bonds to be issued, and (iii) the maturity schedule and interest rates for the bonds to be issued.

b. The issuance of revenue bonds shall not create a pledge of the faith and credit of Orange County, but shall be payable solely from the tax increment revenues generated from the community redevelopment area plus any other non-ad valorem revenues expressly approved by the Board.

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

6. Sunset Provision. Unless the Board expressly approves otherwise, this resolution and any amendments or supplements hereto, as well as the Plan and the existence of a separate Community Redevelopment Agency, if any, shall expire and terminate on January 1, 2022. Furthermore, this resolution shall be deemed repealed and of no further effect if the Board has not received and approved the Plan on or before October 1, 1992.

7. Severability. The provisions of this resolution are not severable. If any part of this instrument is held invalid by a court of law or is superseded by any existing or future statute, this resolution shall be deemed void and of no further effect.

8. Interlocal Agreement. This resolution shall expire and be of no further effect if, as of March 31, 1992, the City and Orange County have not entered into an interlocal agreement under which the City is obligated by contract to rebate back to the County each year, as consideration for its willingness to delegate the powers described herein, the following portion of the amount deposited by the County in the Community Redevelopment Trust Fund pursuant to Section 163.387 of Florida Statutes for the particular year:

a. 30% of the amount in excess of \$2,000,000.00
but less than or equal to \$3,000,000.00, plus

b. 50% of the amount in excess of \$3,000,000.00.

ADOPTED THIS 25th DAY OF JUNE, 1991.

ORANGE COUNTY, FLORIDA

BY: Bill Dorego
For County Chairman

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

BY: Marjorie Garrison
Deputy Clerk

RESOLUTION NO. 92-M-03

FIRST AMENDMENT TO
WINTER PARK COMMUNITY REDEVELOPMENT RESOLUTION

A RESOLUTION PERTAINING TO REDEVELOPMENT OF A SPECIFIED PART OF ORANGE COUNTY, FLORIDA; AMENDING ORANGE COUNTY RESOLUTION NO. 91-M-32, WHICH DELEGATED CERTAIN COMMUNITY REDEVELOPMENT POWERS FROM THE ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS TO THE CITY OF WINTER PARK; EXTENDING A "SUNSET" DATE WITH RESPECT TO RECEIPT AND APPROVAL BY THE BOARD OF A REDEVELOPMENT PLAN; PROVIDING FOR OTHER MATTERS IN CONNECTION THEREWITH.

WHEREAS, on June 25, 1991, the Board of County Commissioners of Orange County, Florida, (the "Board") delegated community redevelopment powers to the City of Winter Park (the "City") with respect to the areas in the City known as the "westside" and "downtown"; and

WHEREAS, such delegation was accomplished through the adoption of Orange County Resolution No. 91-M-32 (the "Redevelopment Resolution"); and

WHEREAS, the Redevelopment Resolution by its terms is deemed repealed and of no further effect if the Board has not received and approved a redevelopment plan on or before October 1992; and

WHEREAS, the City has informed the Board that, because of factors beyond the control of the City, the Redevelopment Plan likely will not be prepared and delivered to the Board in time to meet the requirement described above; and

WHEREAS, the Board is willing to grant an extension of the "Sunset" date described above;

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

Section 1. The date of October 1, 1992 in paragraph 6 of the Redevelopment Resolution is deleted in its entirety and in its place is substituted the date of October 1, 1993.

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1 Section 2. The Redevelopment Resolution is ratified and
2 confirmed in all other respects.

3 ADOPTED THIS 21st DAY OF January, 1992.

4
5 ORANGE COUNTY, FLORIDA

6
7 BY: Wable Butler

8 Vice County Chairman
 WABLE BUTLER

9 DATE: JAN 21 1992

 FOR THE COUNTY CHAIRMAN

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

11
12 BY: May Jo Garrison

 Deputy Clerk

APPROVED BY THE BOARD OF COUNTY
COMMISSIONERS AT THEIR MEETING

NOV 16 1993

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RESOLUTION NO. 93-M-71

WINTER PARK COMMUNITY REDEVELOPMENT RESOLUTION

A RESOLUTION PERTAINING TO REDEVELOPMENT OF A SPECIFIED PART OF ORANGE COUNTY, FLORIDA; DELEGATING CERTAIN COMMUNITY REDEVELOPMENT POWERS FROM THE BOARD OF COUNTY COMMISSIONERS TO THE CITY OF WINTER PARK AND PROVIDING FOR OTHER MATTERS IN CONNECTION THEREWITH.

WHEREAS, the Community Redevelopment Act of 1969, as codified in Part III of Chapter 163, Florida Statutes, empowers counties and municipalities to undertake community redevelopment in order to eliminate, remedy or prevent slums and blighted areas and to provide affordable housing; and

WHEREAS, the City of Winter Park (the "City") has determined that a portion of the municipality comprising its "westside" area and its "downtown" area would benefit from community redevelopment in that one or more slum or blighted areas or areas in which there is a shortage of housing affordable to residents of low or moderate income exist within such portions of the City; and

WHEREAS, the City has determined that there is a need for a community redevelopment agency to function within the City in order to carry out community redevelopment; and

WHEREAS, under Section 163.410, Florida Statutes, in any county which has adopted a home rule charter, the powers conferred by the Community Redevelopment Act of 1969 are to be exercised exclusively by the governing body of such county unless the governing body of such county, by resolution, specifically delegates the exercise of such powers within the corporate

boundaries of a municipality to the governing body of such municipality; and

WHEREAS, since Orange County has adopted a home rule charter, it is necessary for the City Commission of the City of Winter Park, Florida, to obtain a delegation of the powers conferred upon Orange County by the Community Redevelopment Act of 1969 so that the City may exercise the authority and privileges conferred by such act within the community redevelopment area boundaries of the City; and

WHEREAS, Section 163.410, Florida Statutes (1989), permits such a delegation to be made subject to such conditions and limitations as Orange County may impose; and

WHEREAS, in June 1991, the City requested that Orange County delegate to the City the right and authority to exercise certain powers, such powers to specifically include the power to create a Community Redevelopment Agency as part of the municipal public body or taxing authority, under Part III, Chapter 163, Florida Statutes (1989); and

WHEREAS, the Board of County Commissioners (the "Board") determined that it was interested in delegating community redevelopment powers to the City of Winter Park not because there are problems of blight in its "downtown" area, but primarily because there are substantial social and economic problems in the "westside" area that can and should be addressed; and

WHEREAS, on June 15, 1991, the Board adopted Resolution No. 92-M-32 which created the Winter Park Community Redevelopment Agency pursuant to the conditions set forth in said Resolution; and

WHEREAS, Section 8 of said Resolution provided that the City and County must enter into an interlocal agreement by March 31, 1992, pertaining to rebate of certain community redevelopment trust funds or said Resolution would expire and be of no further effect; and

WHEREAS, due to oversight, the interlocal agreement was never entered into between the parties; and

WHEREAS, it is the intent of both the City and the County that the Community Redevelopment Agency be re-established under the same conditions as set forth in Resolution No. 92-M-32; and

WHEREAS, to the extent permitted by law, it is also the intent of the City and County that, for purposes of determining the tax-increment revenues to be deposited into the Community Redevelopment Trust Fund, the most recent assessment roll used in connection with the taxation of the property pursuant to Section 163.387(1)(b) shall mean the 1994 final tax assessment roll.

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

1. Creation of Community Redevelopment Agency; Boundaries of Community Redevelopment Area.

a. The City is hereby delegated the power to create, or in the alternative the governing body of the City may declare itself to be, a Community Redevelopment Agency relating only to that portion of the City of Winter Park described in the attached Exhibit "A", and hereafter referred to as the "community redevelopment area." The membership of the Community Redevelopment Agency shall include one person appointed by the Board. If the City Council declares itself to be the Community Redevelopment Agency, it shall add to the membership of the agency the person appointed by the Board.

b. The boundaries of the community redevelopment area may not be expanded without the further express consent of the Board evidenced by an additional delegating resolution. However, the City may contract the boundaries of the community redevelopment area, removing up to but not exceeding ten percent (10%) of the area as described in Exhibit "A", without the Board's consent.

2. Community Redevelopment Plan.

a. The City is hereby delegated the power to adopt a resolution in accordance with Section 163.355, Florida Statutes, and to prepare (or to have prepared) a community redevelopment plan (the "Plan") in accordance with Section 163.360, Florida Statutes, provided that the Board expressly retains the power to review and

approve such Plan, either as prepared by the City or as modified by the Board. The Plan shall not take effect until such time as the Board has approved it, as evidenced by an approving resolution of the Board.

b. As contemplated or implied by Sections 163.360, 163.362, and other pertinent sections of Florida Statutes, the Plan shall set forth with specificity:

(1) the capital projects to be funded by the City in whole or in part with tax increment revenues;

(2) the location and estimated cost of each such capital project;

(3) the nature, size, design, and other descriptive elements of each such project; and

(4) the schedule or estimated timing of each project.

c. The City and the Community Redevelopment Agency shall create an advisory board to the Community Redevelopment Agency to provide input throughout the development of the Plan. The advisory board shall be composed of members at least fifty percent (50%) of whom shall be residents and/or business owners of the "westside" area. Prior to submitting the Plan to the Board for review, the City shall submit the Plan to the advisory board, and the advisory board shall vote to approve the Plan in its entirety, to approve only specified parts of the Plan, or to disapprove the Plan in its entirety. The results of the advisory board's deliberations shall be transmitted to the Board at the time the Plan is presented for the Board's review and approval.

d. The City may not expend any tax increment revenues deposited by the County in the Community Redevelopment Trust Fund until the Plan has been approved by the Board and adopted by the Community Redevelopment Agency in accordance with Section 163.360, Florida Statutes, and for that purpose the fund shall contain separate accounts segregating County deposits from all other deposits. However, notwithstanding the foregoing, the City may expend increment revenues necessary for the development of the Plan.

e. After its approval by the Board, the Plan shall not be amended without the express consent of the Board, as evidenced by an approving resolution, and the City shall not deviate substantially from the projects set forth in the Plan (including their nature, size, design, location, schedule, and estimated cost) without an amendment to the Plan.

3. Delegation of Powers. Upon approval of the Plan by the Board, the City shall be deemed to have been delegated all other powers necessary or convenient to carry out and effectuate the purposes and provisions of Part III of Chapter 163 of Florida Statutes, including the powers set forth in Section 163.370 of Florida Statutes.

4. Liability. Nothing contained herein shall impose any liability upon Orange County for any acts of the City or any community redevelopment agency.

5. Financing.

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

b. The issuance of revenue bonds shall not create a pledge of the faith and credit of Orange County, but shall be payable solely from the tax increment revenues generated from the community redevelopment area plus any other non-ad valorem revenues expressly approved by the Board.

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

6. Sunset Provision. Unless the Board expressly approved otherwise, this resolution and any amendments or supplements hereto, as well as the Plan and the existence of a separate Community Redevelopment Agency, if any, shall expire and terminate on January 1, 2027. Furthermore, this resolution shall be deemed repealed and of no further effect if the Board has not received and approved the Plan on or before October 1, 1994.

7. Severability. The provisions of this resolution are not severable. If any part of this instrument is held invalid by a court of law or is superseded by any existing or future statute, this resolution shall be deemed void and of no further effect.

8. Interlocal Agreement. This resolution shall expire and be of no further effect if, as of October 1, 1994, the City and Orange County have not entered into an interlocal agreement under which the City is obligated by contract to rebate back to the County each year, as consideration for its willingness to delegate the powers described herein, the following portion of the amount deposited by the County in the Community Redevelopment Trust Fund pursuant to Section 163.387 of Florida Statutes for the particular year:

- a. Thirty percent (30%) of the amount in excess of \$2,000,000.00 but less than or equal to \$3,000,000.00 plus
- b. Fifty percent (50%) of the amount in excess of \$3,000,000.00.

ADOPTED THIS 16th DAY OF November, 1993.

ORANGE COUNTY, FLORIDA

BY: Bill Dwyer
For the County Chairman

DATE: NOV 16 1993

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

Martha O. Haynie
Deputy Clerk

RESOLUTION NO. 1528

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA FINDING THAT A SLUM OR BLIGHTED AREA, OR AREA WHICH LACKS AFFORDABLE HOUSING, EXISTS IN THE CITY, AND DESIGNATING SUCH AREA AS APPROPRIATE FOR REDEVELOPMENT; FINDING THAT THE REHABILITATION, CONSERVATION AND REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE PUBLIC INTEREST; DETERMINING THAT THERE IS A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY TO FUNCTION IN THE CITY, AND CREATING THE AGENCY; PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED by the City Commission of the City of Winter Park, Florida as follows:

Section 1. Authority. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes, and pursuant to the delegation of authority contained in Resolution No. 91-M-32 adopted by the Board of County Commissioners of Orange County, Florida on June 25, 1991.

Section 2. Definitions. The definitions of terms contained in Section 163.340, Florida Statutes, are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the area within the territorial boundaries of the City of Winter Park, Florida (the "city"), as described on the description attached hereto as Exhibit "A-1" and as further outlined on the map attached hereto as Exhibit "A-2", both entitled "City of Winter Park Community Redevelopment Area."

Section 3. Findings. It is hereby found and determined as follows:

A. The Redevelopment Area is a slum or blighted area which substantially impairs the sound growth of the city and is a threat to the public health, safety, morals and welfare of the residents of the city; and the existence of slum or blight further creates an economic and social liability by hindering industrial, residential and commercial development, reducing employment opportunity, retarding construction and improvement of housing accommodations, aggravating traffic problems, and substantially hampering the elimination of traffic hazards and the improvement of traffic facilities, causing an excessive proportion of public expenditure for crime prevention and other forms of public services, and depressing the tax base.

B. In the Redevelopment Area there exists a shortage of housing affordable to residents of low or moderate income, including the elderly.

C. A combination of rehabilitation, conservation and redevelopment of the Redevelopment Area is necessary in the interest of the public health, safety, morals and welfare of the residents of the city to eliminate, remedy and prevent conditions of slum and blight; and to provide affordable housing to residents of low or moderate income, including the elderly.

D. The findings of slum or blight, and shortage of affordable housing, in Paragraphs A and B above, are supported by (1) the City of Winter Park - Study of Blight - Community Redevelopment Area, dated June, 1991, prepared by Hanson Taylor, Inc. and Real Estate Research Consultants, Inc. and Transportation Consulting Group, Inc., a copy of which is on file in the office of the Clerk of the City of Winter Park; (2) and such other evidence as presented at prior public hearings, work sessions, commission meetings, and the meeting during which this resolution has been proposed for adoption.

E. There exists a need for a community redevelopment agency to function in the city to carry out the community redevelopment purposes of Chapter 163, Part III, Florida Statutes.

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

Section 4. Creation of Agency.

A. There is hereby created a community redevelopment agency known as the "Winter Park Community Redevelopment Agency", to function within the Redevelopment Area of the city.

B. The Winter Park Community Redevelopment Agency shall consist of the mayor and four (4) commissioners of the city together with one (1) additional member to be appointed by the Board of County Commissioners of Orange County, Florida.

C. The city commission of the city hereby declares itself to be the Community Redevelopment Agency and shall, together with the member appointed by the Board of County Commissioners of Orange County, Florida, act as the members of the Winter Park Community Redevelopment Agency.

D. The city commission finds and declares that the members of the Winter Park Community Redevelopment Agency constitute the head of a legal entity, separate, distinct, and independent from the city commission of the city.

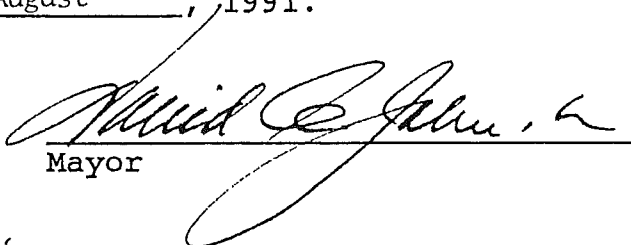
E. The mayor of the city shall serve as chairman of the Winter Park Community Redevelopment Agency.

F. Subject to those prior approvals by the city required by Chapter 163, Part III, Florida Statutes, and subject to the provisions of Resolution No. 91-M-32 of the Board of County Commissioners of Orange County, the city commission is hereby authorized to direct the Winter Park Community Redevelopment Agency to exercise the redevelopment powers delegated to the city by the Board of County Commissioners of Orange County, Florida.

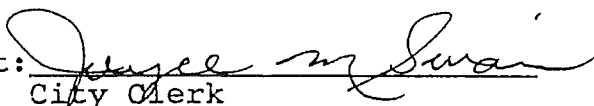
Section 5. Designation of Redevelopment Area. The Redevelopment Area is hereby designated as appropriate for community redevelopment.

Section 6. Effective Date. This resolution shall take effect immediately upon its passage and adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, on the 13th day of August, 1991.



Mayor

Attest: 

City Clerk

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA FINDING THAT A SLUM OR BLIGHTED AREA, OR AREA WHICH LACKS AFFORDABLE HOUSING, EXISTS IN THE CITY, AND DESIGNATING SUCH AREA AS APPROPRIATE FOR REDEVELOPMENT; FINDING THAT THE REHABILITATION, CONSERVATION AND REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE PUBLIC INTEREST; DETERMINING THAT THERE IS A NEED FOR A COMMUNITY REDEVELOPMENT AGENCY TO FUNCTION IN THE CITY, AND CREATING THE AGENCY; PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED by the City Commission of the City of Winter Park, Florida as follows:

Section 1. Authority. This resolution is adopted pursuant to the provisions of Chapter 163, Part III, Florida Statutes, and pursuant to the delegation of authority contained in Resolution No. 93-M-71 adopted by the Board of County Commissioners of Orange County, Florida on November 16, 1993.

Section 2. Definitions. The definitions of terms contained in Section 163.340, Florida Statutes, are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the area within the territorial boundaries of the City of Winter Park, Florida (the "city"), as detailed on the description attached hereto as Exhibit "A-1" and as further outlined on the map attached hereto as Exhibit "A-2", both entitled "City of Winter Park Community Redevelopment Area."

Section 3. Findings. It is hereby found and determined as follows:

- A. The Redevelopment Area is a slum or blighted area which substantially impairs the sound growth of the city and is a threat to the public health, safety, morals and welfare of the residents of the city; and the existence of slum or blight further creates an economic and social liability by hindering industrial, residential and commercial development. reducing employment opportunity, retarding construction and improvement of housing accommodations, aggravating traffic problems, and substantially hampering the elimination of traffic hazards and the improvement of traffic facilities, causing an excessive proportion of public expenditures for crime prevention and other forms of public services, and depressing the tax base.
- B. In the Redevelopment Area there exists a shortage of housing affordable to residents of low or moderate income, including the elderly.

- C. A combination of rehabilitation, conservation and redevelopment of the Redevelopment Area is necessary in the interest of the public health safety, morals and welfare of the residents of the city to eliminate, remedy and prevent conditions of slum and blight; and to provide affordable housing to residents of low or moderate income, including the elderly.
- D. The findings of slum or blight, and shortage of affordable housing, in Paragraphs A and B above, are supported by:
1. the City of Winter Park - Study of Blight - Community Redevelopment Area, dated June, 1991, prepared by Hanson Taylor, Inc., Real Estate Research Consultants, Inc. and Transportation Consulting Group, Inc., a copy of which is on file in the office of the Clerk of the City of Winter Park; and
 2. such other evidence as presented at prior public hearings, work sessions, commission meetings, and the meeting during which this resolution has been proposed for adoption.
- E. There exists a need for a community redevelopment agency to function in the city to carry out the community redevelopment purposes of Chapter 163, Part III, Florida Statutes.
- F. Notice of the proposed adoption of this resolution has been published and mailed in accordance with Sections 163.346 and 166.041(3), Florida Statutes.

Section 4. Creation of Agency.

- A. There is hereby created a community redevelopment agency known as the "Winter Park Community Redevelopment Agency", to function within the Redevelopment Area of the city.
- B. The Winter Park Community Redevelopment Agency shall consist of the mayor and four commissioners of the city together with one additional member to be appointed by the Board of County Commissioners of Orange County, Florida.
- C. The city commission of the city hereby declares itself to be the Community Redevelopment Agency and shall, together with the member appointed by the Board of County Commissioners of Orange County, Florida, act as the members of the Winter Park Community Redevelopment Agency.

- D. The city commission finds and declares that the members of the Winter Park Community Redevelopment Agency constitutes the head of a legal entity, separate, distinct, and independent from the city commission of the city.
- E. The mayor of the city shall serve as chairman of the Winter Park Community Redevelopment Agency.
- F. Subject to those prior approvals by the city required by Chapter 163, Part III, Florida Statutes, and subject to the provisions of Resolution No. 93-M-71 of the Board of County Commissioners of Orange County, the city commission is hereby authorized to direct the Winter Park Community Redevelopment Agency to exercise the redevelopment powers delegated to the city the Board of County Commissioners of Orange County, Florida.

Section 5. Designation of Redevelopment Area. The Redevelopment Area is hereby designated as appropriate for community redevelopment.

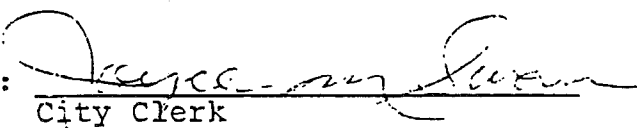
Section 6. Effective Date. This resolution shall take effect immediately upon its passage and adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida on the 11th day of January, 1994.



Mayor

Attest:



City Clerk

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

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

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

SECTION 2. DEFINITIONS. The definitions of terms contained in Section 163.340 of the Act are hereby adopted by reference whenever such terms are used in this resolution. The term "Redevelopment Area" means the area within the territorial boundaries of the City of Winter Park, Florida (the "City"), as outlined on the map attached hereto as Exhibit A, entitled "Winter Park Community Redevelopment Area."

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

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

B. The Winter Park Community Redevelopment Agency (the "Agency") has caused to be prepared a Community Redevelopment Plan (the "Plan") for the Redevelopment Area. A copy of the Plan is attached hereto as Exhibit B.

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

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

E. On September 13, 1994, a public hearing was held by the Governing Body on the Plan after notice thereof was published in accordance with Section 163.360 of the Act.

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

G. The Plan conforms to the general plan of the City as a whole.

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

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

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

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

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

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

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

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

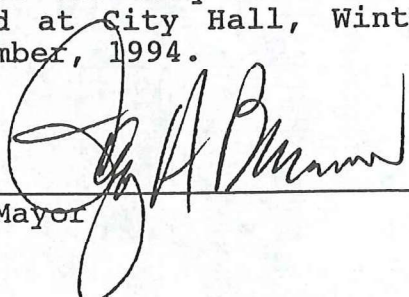
2. tax delinquency;
3. improper subdivisions;
4. outmoded street patterns;
5. deterioration of sites;
6. economic disuse;
7. unsuitable topography or faulty lot layouts;
8. lack of correlation of the area with other areas of the City by streets and modern traffic requirements; or
9. any combination of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

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

SECTION 4. APPROVAL OF PLAN. The Plan and the redevelopment specified in the Plan are hereby approved, and the Agency shall carry out the Plan in accordance with its terms.

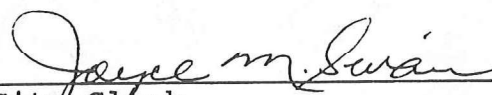
SECTION 5. EFFECTIVE DATE. This resolution shall take effect immediately upon its adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, this 13th day of September, 1994.



Mayor

Attest:



City Clerk

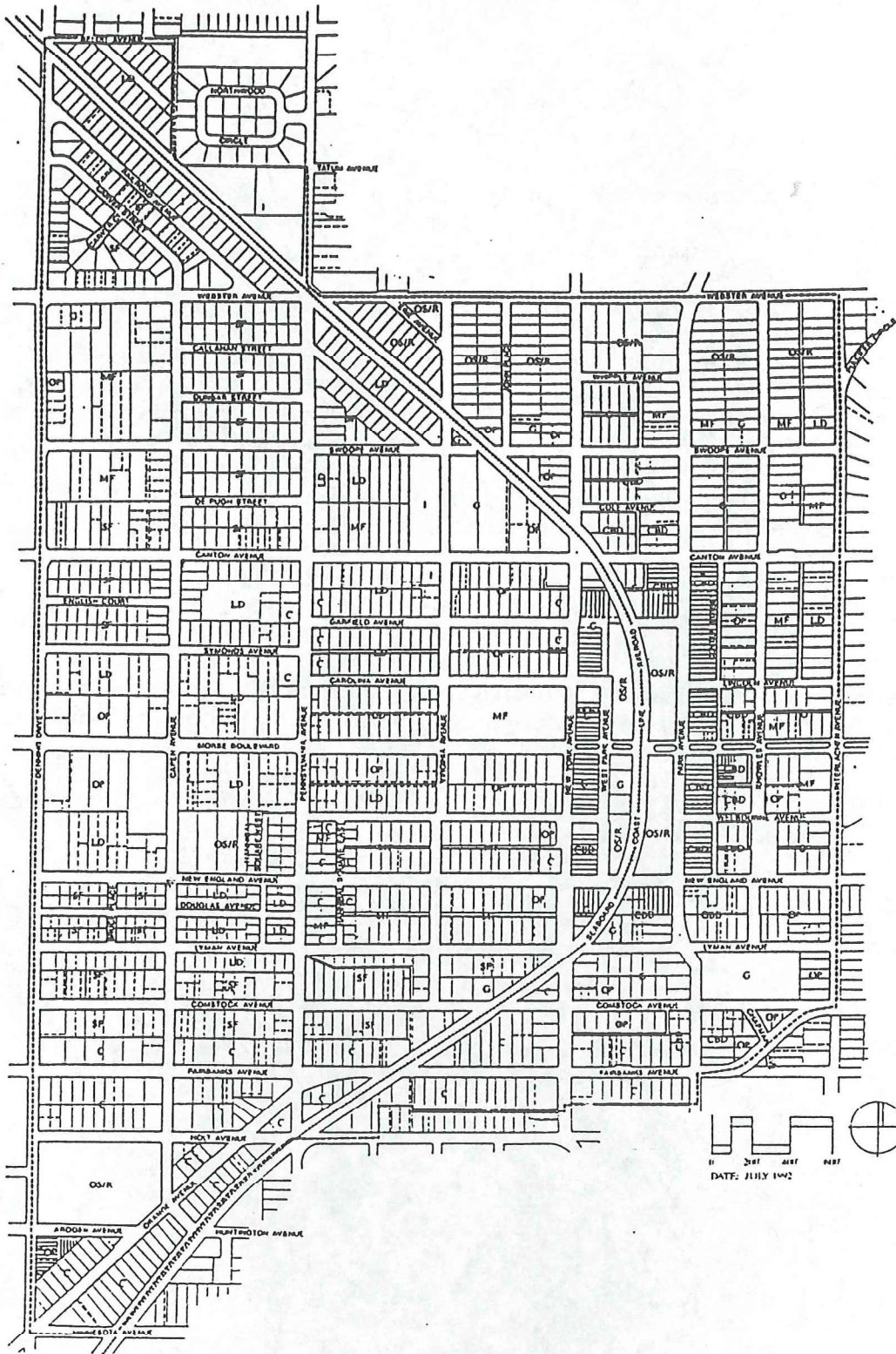


EXHIBIT "A"

CITY OF WINTER PARK COMMUNITY REDEVELOPMENT PLAN

PLANNING CONSULTANTS □ HANSON TAYLOR, INC. □ TRANSPORTATION CONSULTING GROUP, INC.

**INTERLOCAL AGREEMENT BETWEEN ORANGE COUNTY, FLORIDA
AND THE CITY OF WINTER PARK, FLORIDA
(Winter Park Community Redevelopment Agency)**

THIS INTERLOCAL AGREEMENT entered into this _____ day of September, 1994, between ORANGE COUNTY, FLORIDA, a political subdivision of the State of Florida ("Orange County") and the CITY OF WINTER PARK, FLORIDA, a municipal corporation existing under the laws of the State of Florida ("City").

R E C I T A L S

1. Orange County, by Resolution No. 93-M-71, adopted on November 16, 1993 (the "Resolution"), delegated to the City the power to create a Community Redevelopment Agency relating to a portion of the City of Winter Park.

2. Pursuant to the delegation contained in the Resolution, the City has adopted its resolution in accordance with Section 163.355, Florida Statutes, containing the City's findings of necessity for the creation of a Community Redevelopment Agency, has declared its city commission to be the Community Redevelopment Agency, and has created an advisory board to the Community Redevelopment Agency.

3. Paragraph 8 of the Resolution required the City and Orange County to enter into an Interlocal Agreement obligating the City to rebate back to Orange County each year, as consideration for the delegation of powers, a portion of the amount deposited by Orange County into the Community Redevelopment Trust Fund.

4. It is the purpose and intent of this Interlocal Agreement to satisfy the requirements of Paragraph 8 of the Resolution.

THEREFORE, the City and Orange County hereby agree to the following:

1. The City hereby agrees to rebate back to Orange County each year the following portions of the amount deposited by Orange County in the Community Redevelopment Trust Fund established by the City, pursuant to Section 163.387, Florida Statutes, for the particular year:

A. Thirty percent (30%) of the amount in excess of \$2,000,000.00 but less than or equal to \$3,000,000.00, plus

B. Fifty percent (50%) of the amount in excess of \$3,000,000.00.

2. Each year, upon depositing the increment amount into the Winter Park Community Redevelopment Trust Fund, as prescribed by Section 163.387, Florida Statutes, Orange County shall certify to the City the amount so deposited, and, in the event the amount of the deposit for that year is in excess of \$2,000,000.00, then the City shall rebate to Orange County the amount required by Paragraph 1 above, within thirty (30) days thereafter.

IN WITNESS WHEREOF, the parties hereto have made and executed this Interlocal Agreement in two counterparts, each of which shall be deemed an original, executed by the parties hereto on the _____ day of September, 1994.

BOARD OF COUNTY COMMISSIONERS
OF ORANGE COUNTY, FLORIDA

BY _____

Attest:

CITY OF WINTER PARK, FLORIDA

BY *Gary A. Brewer*
Gary A. Brewer, Mayor

Attest:

Joyce M. Swain
Joyce M. Swain, City Clerk

LEGAL DESCRIPTION

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

Forms/a:Humanity

**WINTER PARK
COMMUNITY REDEVELOPMENT AREA
PROPOSED PARKING PLAN**

Prepared by:

Hanson-Taylor and Associates, Inc.
1111 South Orange Avenue, Suite 400
Orlando, Florida 32806

and

Transportation Consulting Group
1201 South Orlando Avenue, Suite 200
Winter Park, Florida 32789

**WINTER PARK
COMMUNITY REDEVELOPMENT AREA
PROPOSED PARKING PLAN**

Presented to:

Winter Park CRA Advisory Committee

Pam Peters, Chairperson
Cynthia Mackinnon
Joseph Regner, Jr.
Leroy Brown
Rev. Dennis Bell
Pandora Russeau

Linda Walker
Cynthia Wood
Eula Jenkins
Roland Hotard III
Don Dalton
Lynda Hinckley

City of Winter Park

Tony Barrett
Jeff Briggs

Don Martin

Prepared by:

Hanson-Taylor and Associates, Inc.
1111 South Orange Avenue, Suite 400
Orlando, Florida 32806

and

Transportation Consulting Group
1201 South Orlando Avenue, Suite 200
Winter Park, Florida 32789

EXECUTIVE SUMMARY

This report is a follow-up to the transportation and parking evaluation contained in the June 1991 City of Winter Park Study of Blight which helped establish the Community Redevelopment Area (CRA). Lack of adequate parking was one factor reported in that evaluation. Consequently, this study was conducted to address this need for more and better parking in the CRA and to develop a parking plan.

Included in this report is an evaluation of existing and future parking needs, a review of alternative parking options, and a discussion of parking management approaches. Based on this information, a parking facility plan is recommended to address both existing and future needs.

The information and data used to perform this evaluation includes the detailed parking study¹ conducted in 1986 and the traffic and parking blight study conducted in June 1991². The 1986 CBD parking study was conducted at a time of high occupancy in the downtown core. Since that time, a number of office buildings are experiencing levels of high vacancy (some as high as 50%). Nevertheless, when the current recession improves, the need for additional parking spaces will still exist. Therefore, the parking surveys conducted in 1986 were assumed to be valid for today's conditions.

The recommended parking plan consists of the following components.

Parking Regulations

It is recommended that the City of Winter Park update its parking code to include the following concepts. The first is to incorporate the results of both the ITE Parking Generation Report and the Shared Parking Study compiled by the Urban Land Institute. These two studies allow flexibility in the number of spaces required for different land uses. The second is to incorporate language that

¹ "Winter Park Parking Study," Kimley-Horn & Associates, Inc. (1986)

² TCG/HTA report

would permit future development within the CRA to have the option to provide cash or land in lieu of off-street parking. Third, if a parking authority is created by the City Commission, these parking code revisions should incorporate the role of the authority.

On-Street Parking

Several on-street parking options were reviewed and evaluated in this study. These options included the removal of on-street parking, the installation of parking meters, implementing different time periods for on-street parking, and improving signage and striping for on-street parking.

Based on input from the CRA Committee, Winter Park staff, and other interested parties, the following recommendations are provided:

- 1) Improve parking signage within the CRA to clearly define "No Parking" time periods as well as zone limits. Pavement markings should also be improved to better identify parking spaces and "No Parking" areas, and improve circulation.
- 2) Current on-street parking for Park Avenue should be modified to incorporate the following concepts:
 - A way to generate revenue if parking continues to exist on the Avenue. On-street meters are suggested.
 - A modified time restriction system using street signs or meters (or both) to discourage employee parking and encourage short-term parking for shoppers and business persons. A two (2) hour limit on Park Avenue is recommended.
 - In order to make Park Avenue more "user friendly," the City should incorporate on-street parking for Park Avenue into a streetscape plan which will provide wider sidewalks (8-10') on both sides of Park Avenue. This streetscape plan should eventually extend from Swoope Avenue to Fairbanks Avenue; the initial phase should run from Canton Avenue to Lyman Avenue. If the removal of parking from one side of the Avenue is necessary to implement this streetscape plan, then these spaces must be made up in surface lots elsewhere to prevent the parking deficit from increasing. Wider sidewalks will provide better

pedestrian circulation and safety and will enhance the attractiveness of downtown Winter Park.

- 3) On-street parking for side streets should be maintained, but regulated to allow for longer time periods from four to eight hours; the further the distance from Park Avenue, the greater the time period allowed. Parking meters should be installed on all side streets to help generate the revenues necessary to implement the parking plan.
- 4) Because the last comprehensive survey was conducted in 1986 (8 years ago), it is also recommended that the City of Winter Park conduct an "On-Street" parking survey of the city residents and businesses. The purpose of this survey is to determine the perception of parking problems and possible solutions such as removing on-street parking and the use of parking meters and streetscape ideas. This survey should be conducted within the next 24 months.

Off-Street Parking

Several off-street parking options were evaluated in this study. These options were analyzed separately and in conjunction with recommendations for parking regulations and on-street parking. The off-street options evaluated included restriping existing lots, redeveloped new lots, parking garages, and the signage system guiding motorists to each lot.

Feasibility analyses for off-street parking options were explored.

Based on this evaluation of off-street parking options and input from the CRA Committee, City of Winter Park staff, and others, the following recommendations are provided:

- 1) Improve the current parking signage to clearly direct the motorists destined to the municipal parking lots. The city should also develop entrance features which define hours of operation. To the extent possible the municipal lots should be incorporated into the streetscape program. The city should also redesign the layouts of the existing lots to improve circulation and, if possible, create more spaces.

- 2) Conduct a feasibility analysis for candidate short-term surface lots. Initially, the City should evaluate the Chamber of Commerce/Post Office property, the City maintenance/utility yard, and the Fire Department/private property west of the City Hall parking lot as candidate new surface lots. The Chamber of Commerce/Post Office property may be a key element in the eventual construction of the Morse Foundation Museum, and a plan for alternative parking locations should be developed to allow for that possibility.
- 3) Incorporate the Amtrak property into the existing surface lot at the southeast corner of Morse Boulevard and New York Avenue to produce one lot.
- 4) Initiate negotiations for surface/air right agreements with selected private property owners to secure the ability to provide parking if, in the future, garages are built. Locations where such agreements may be important are the Rollins property across from City Hall, the United Telephone of Florida parking lot, and the Post Office property. The United Telephone lot is currently under-utilized.
- 5) Implement funding options for off-street lots and garages. Initially, the City should install parking meters or a master meter system in existing surface lots. New lots and garages should also have a meter system or a parking attendant.
- 6) Although the cost of parking shuttles is expensive, the City should evaluate the option of providing a downtown shuttle to carry shoppers from remote parking lots to Park Avenue. Modifications to the existing mini-bus system should be included in this evaluation.
- 7) Implement a comprehensive "Off-Street" parking survey of the city residents and businesses. The purpose of this survey is to determine the feasibility of support for off-street parking lots and structures.

Parking Management Plan

It is recommended that the City of Winter Park establish a parking authority to accomplish the above outlined recommendations and options. The purpose of the Winter Park Parking Authority would be to provide adequate parking consistent with City planning and fiscal objectives and constraints. The duties of the Authority would include the administration of City on-street and off-

street parking, including the setting of rates and the collection of revenues. The Authority would monitor parking revenues, costs, and demand and would be responsible for the construction of new off-street parking facilities and their financing. Also, the Authority would be responsible for scheduling new parking facilities and for using other policies and programs to balance growing demand for parking spaces with the supply. The Authority would be responsible to the City Commission and would prepare an annual budget to be approved by the Commission.

The Winter Park Parking Authority would provide the CBD with an opportunity to administer parking in a more businesslike manner with keen sensitivity to cost. It would collect and manage the payments received from developers in lieu of their provisions of required off-street parking spaces. The Authority would also administer dedicated lands that were similarly provided in lieu of off-street spaces.

In addition to the above recommendations, the following management options are suggested:

- Investigate increasing the size of the City's parking enforcement staff.
- Increase parking fines from \$8 to \$10.
- Investigate a parking validation program with area merchants in conjunction with a master meter system.
- Monitor the parking recommendations implemented as a result of this study.

SUMMARY OF PRESENTATION TO CRA ADVISORY COMMITTEE July 19, 1993

Transportation Consulting Group (TCG) presented the current status of the Parking Study for the CRA to the CRA Advisory Committee on July 19, 1993. The goal of the presentation was to provide the Committee with current information regarding parking deficiencies in the CBD, present options for addressing those deficiencies, and to obtain input from the Committee and other meeting attendees regarding the options presented. The parking information is contained within the attached report, and that information combined with consideration of the responses (provided below) to the presentation is included in our parking recommendations.

Responses to Parking Study Presentation

- The majority of the Committee members were opposed to parking meters on Park Avenue because they view meters as contradictory to the marketing program depicting Park Avenue as a user-friendly environment and because meters were removed from Park Avenue many years ago to reduce competition with the Winter Park Mall.
- Consideration should be given to meter alternatives (master meters) on surface lots.
- The signage for the Morse Boulevard lots is inadequate and ineffective.
- Shoppers would use remote parking if shuttle service were available.
- The option of eliminating parking on Park Avenue and widening the sidewalks should be studied. This would require investigating options to replace the spaces eliminated on one or both sides of Park Avenue.
- There should be scattered surface parking lots in the CRA near the CBD.
- Providing a trolley service from one end of the Park Avenue to the other would be conducive to shopping the entire Avenue.
- A Parking Authority is necessary.

- Although one of the primary concerns of merchants is making the Avenue user-friendly, alternative funding options (taxes, referendum, metered parking) for parking improvements need to be explored.
- Park Avenue and Winter Park Mall need to be promoted as a single shopping district rather than two separate entities. This could be done both through a promotional campaign and by providing a trolley service connecting the two. This approach could be the catalyst for getting the CRA going.

Transportation Consulting Group has prepared CRA Parking Plan recommendations in response to the needs and concerns of the Committee, the residents, and the merchants in meeting the parking needs in the Winter Park CRA.

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CRA PARKING CURRENT PARKING CONDITIONS UPDATE INTRODUCTION

The purpose of this report is to review existing and future parking needs, evaluate alternative parking options to address these needs, and to recommend a parking program for implementation as part of the Redevelopment Plan for the Winter Park Community Redevelopment Area (CRA). The information used to develop these recommendations includes previous parking studies, alternative land use plans prepared for the Winter Park CRA, and input from workshops conducted with the CRA.

Existing Parking Needs

In 1986, the City of Winter Park performed a detailed parking study for the Central Business District (CBD) only. In that study, extensive surveys were conducted regarding the utilization of, and the supply and demand for, parking within the Winter Park CBD.¹ That study concluded that the total CBD Core area parking demand was 1,919 parking spaces. The existing parking supply at that time was only 1,690 parking spaces, resulting in a parking deficit of 229 spaces.

To supplement that parking study and expand it to include other commercial areas within the CRA, Transportation Consulting Group (TCG) conducted a windshield survey in April 1991 of commercial properties fronting along Fairbanks Avenue and Orange Avenue west of the CBD. These survey results were reviewed with the Winter Park City Planner, who had also performed field surveys of parking deficiencies within the CRA. Combining the data from the three efforts resulted in an estimated total parking demand for the area serviced by Park Avenue, Fairbanks Avenue, Orange Avenue, and Pennsylvania Avenue and Morse Boulevard to be 4,260 parking spaces. The total parking availability was estimated to be only 3,780 spaces, resulting in a revised total deficit of 480 parking spaces. Thus, existing parking demand in April 1991 exceeded parking supply by approximately 13 percent.

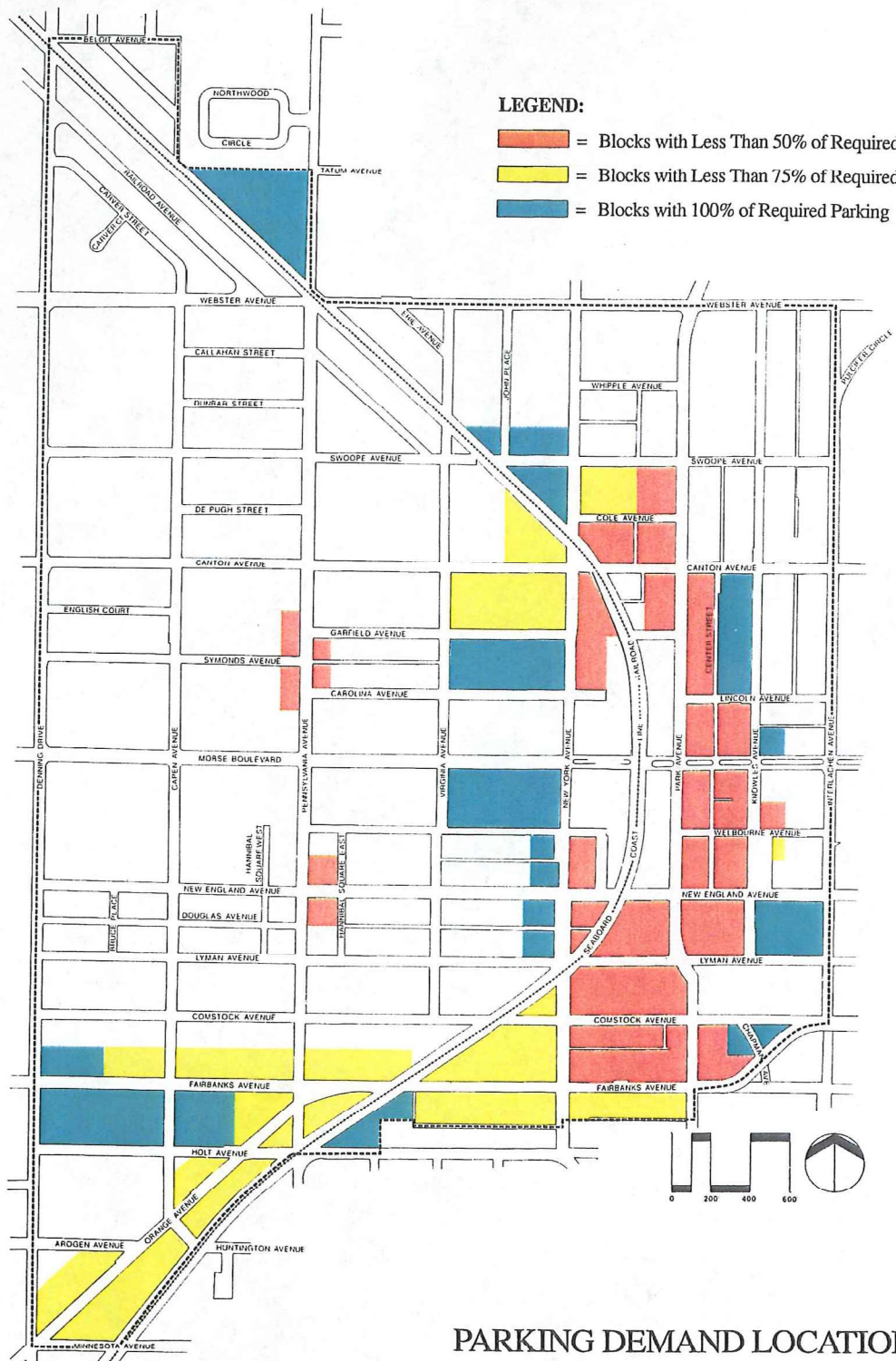
¹ "Winter Park Parking Study," Kimley-Horn & Associates, Inc. (1986)

The results of this existing parking evaluation are shown graphically in Figure 1. As can be seen from this figure, the majority of deficient parking (i.e., blocks with less than 50 percent of required parking) is generated by the commercial/office properties fronting Park Avenue, Fairbanks Avenue, and Orange Avenue. Some deficiencies also exist along Pennsylvania Avenue and New England Avenue.

An analysis of walking distances for patrons of the businesses within the Winter Park CBD area was also documented in the 1986 Parking Study. This analysis indicated that the average walking distance for shopping and work trips was 447 feet.² This distance is very similar to the national average for an area the size of the Metropolitan Orlando/Winter Park area (i.e., 250,000 to 500,000 people). Utilizing this distance as a radius, an 894-foot (double the average walking distance) parking demand corridor is established. If Park Avenue, Fairbanks Avenue, and Orange Avenue are used as the centerlines of their respective corridors, one finds that only 50 to 75 percent of the needed parking is supplied within this required walking distance (see Figure 2). This fact further documents the lack of convenient parking within the CRA.

Between April 1991 and the present, the City of Winter Park has implemented parking proposals that have increased the parking supply. Knowles Avenue, between Morse Boulevard and Lyman Avenue, has been changed into a one-way northbound roadway and restriped to add 28 new parking spaces. In addition, both City parking lots at the intersection of New York Avenue and Morse Boulevard have been restriped to add 55 additional spaces. These additional 83 spaces have reduced the current parking deficit to approximately 400 spaces.

² Ibid., pp 1.



PARKING DEMAND LOCATIONS

**PARKING NEEDS STUDY
CITY OF WINTER PARK**

HANSON • TAYLOR
PLANNING LANDSCAPE ARCHITECTURE

TRANSPORTATION CONSULTING GROUP

FIGURE 1



PARKING NEEDS STUDY CITY OF WINTER PARK

HANSON • TAYLOR
PLANNING STRATEGISTS LANDSCAPE ARCHITECTS

TRANSPORTATION CONSULTING GROUP

FIGURE 2

A review of the existing parking signs and pavement markings within the CRA indicated the following:

- Muncipal lots -- poorly signed for the traveling motorist (see Exhibit 1)
- No parking signs -- poorly maintained and missing in some locations
- Pavement markings -- indistinguishable at many locations (see Exhibit 2)
- No parking limits -- unclear; "No Parking" boundaries -- unclear

Future Parking Needs

A review of the future land use alternatives proposed by Hanson Taylor, Inc. indicate six major areas that would be candidates for redevelopment (see Figure 3) within the CRA. Individual lots or small parcels proposed for development would have to meet the City's parking code and, consequently, would not increase or decrease the City's parking needs. Therefore, this discussion will only deal with those six major redevelopment deficit. However, some of these redevelopment areas could offer surplus parking to address the deficit. Moreover, individual parcels can be identified for parking purposes and also reduce the deficit. The six (6) areas which offer opportunities for redevelopment and additional parking are the following:

- 1) The Winter Park Golf Course area along the northern boundary of the CRA.
- 2) The current City of Winter Park utility storage area between Virginia Avenue and the railroad line.
- 3) The area fronting Morse Boulevard near Pennsylvania Avenue.
- 4) The area between New York Avenue and the CRX railroad line from Canton Avenue to Welbourne Avenue.
- 5) The City Hall property and the Rollins College property fronting on Park Avenue.
- 6) The residential portion of the CRA west of the CSX Railroad and east of Denning Avenue.



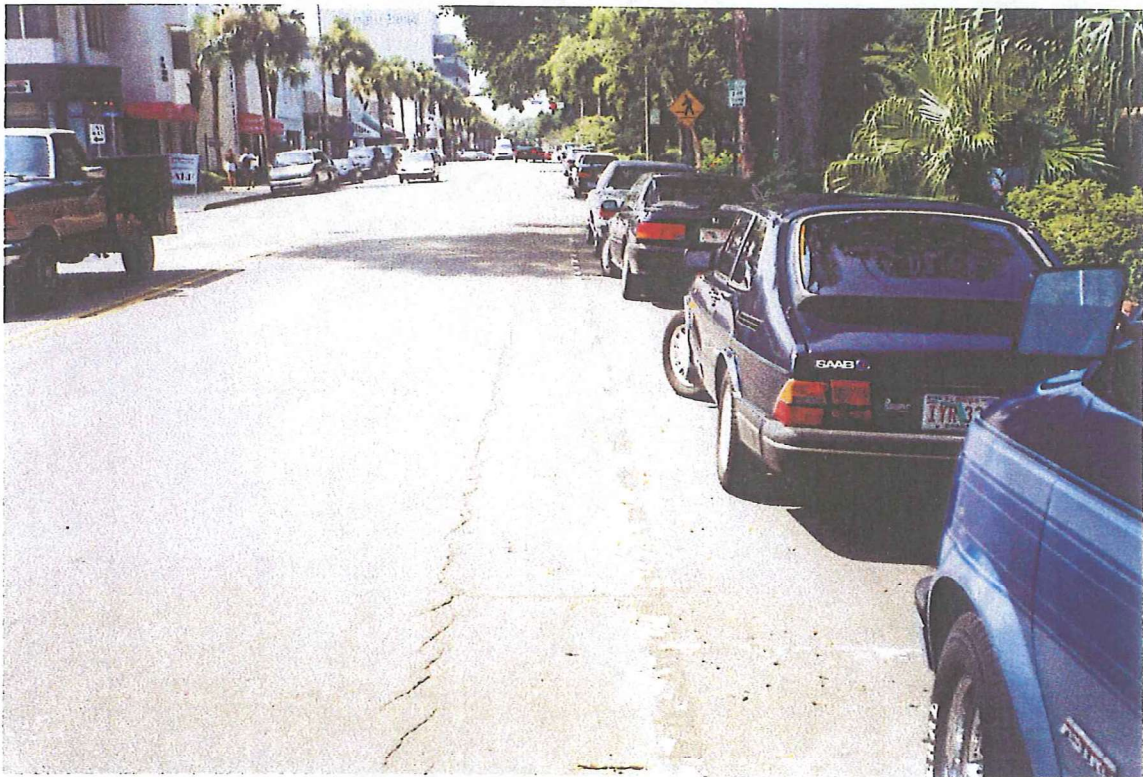
Entrance to north municipal parking lot at New York Avenue and Morse Boulevard
No signage at entrance

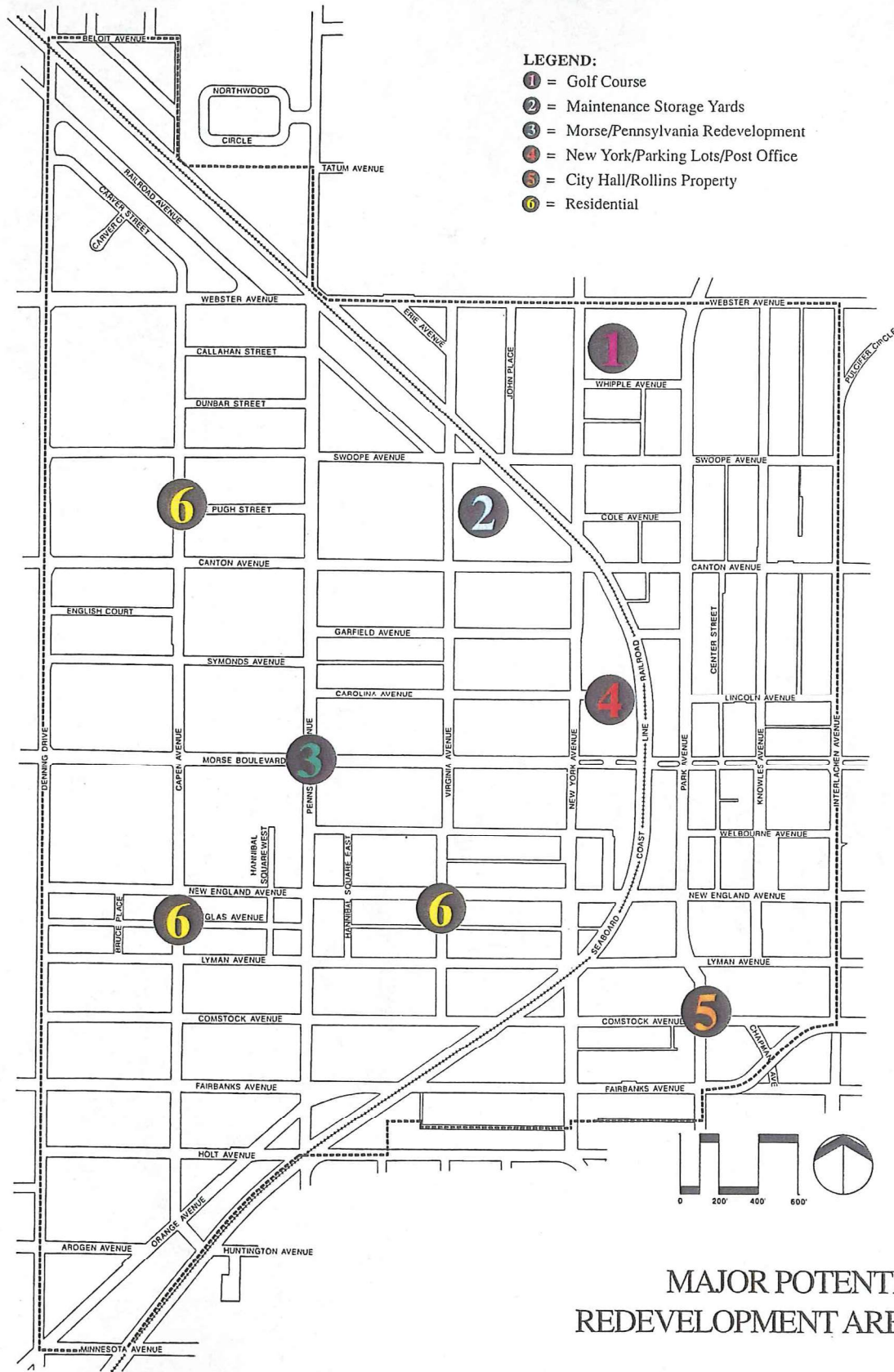


Entrance to south municipal parking lot at New York Avenue and Morse Boulevard
"Enter" sign only signage at entrance



Worn Striping along Park Avenue





PARKING NEEDS STUDY
 CITY OF WINTER PARK



FIGURE 3

A brief description of each of these areas is provided below.

The Winter Park Golf Course Area Along the Northern Boundary of the CRA

Currently, this land is being used by the Winter Park Country Club and as a municipal nine-hole golf course (all holes except the 3rd and 4th are within the CRA). Due to the large grass area and unmarked parking lot near the pro shop, there is room for approximately 80 parking spaces (30 paved and 50 grass).

Holes 2, 5, 6, 7, and 8 are owned by the Charles Hosmer Morse Foundation, Inc. which has proposed building between 125,000 and 150,000 square foot museum on the golf course property. If a museum were built in this area, it would require up to 620 parking spaces (according to the current City of Winter Park code of one space per 250 gross square feet plus .75 space per employee, assuming 27 employees). A more realistic figure for parking would be to calculate the parking need on total museum public area using 1 parking space per 250 square feet to calculate public space parking and .75 spaces per employee. Assuming that 50 percent of the building would be for public use (the average surveyed public space for ten museums of similar size to the proposed museum is 49.7% with the remaining space being used for offices and storage), there would be a need for 300 public parking spaces and an additional 20 spaces for employees. Therefore, a total of 320 parking spaces would be required.

Consequently, the parking need for the Winter Park Golf Course area ranges from the current 80 spaces (if no museum is constructed here) to as high as 620 spaces.

City of Winter Park Utility Storage Yard

This area fronting on the east side of Virginia Avenue from Swoope Avenue to the railroad is currently used by the City for utility storage for its City maintenance vehicles. There are no public parking spaces on the site. There is some discussion by the City that this operation might be relocated to the Howell Branch utility site. If this occurs, this site could be converted to 35,000 square feet of professional office space, as shown in the plans developed by Hanson Taylor, Inc. Assuming a .26 floor area ratio (FAR), approximately 140 parking spaces would be needed. These spaces would have to be accommodated on site.

The Property Fronting Morse Boulevard Near Pennsylvania Avenue

This area consists of the property on the south side of Morse Boulevard from New York Avenue to Capen Avenue and on the north side from Virginia Avenue to Capen Avenue. These properties have either single-family or office zoning, and a number of them are vacant. Existing parking in this area is approximately 440 spaces.

If this area is developed with 200,000 square feet of commercial, office, or mixed use as shown in the redevelopment plans prepared by Hanson Taylor, Inc. (again, assuming a .26 FAR), it would require approximately 800 spaces.

The Area between New York Avenue and the CRX Railroad Line from Canton Avenue to Welbourne Avenue

This area currently contains the Post Office, the Chamber of Commerce, the Amtrak Station, and two municipal parking lots. Existing parking in this area consists of 380 spaces.

Two different land use scenarios have been proposed for this area in the Hanson-Taylor report. The first is to locate the Morse Museum on the described property. As stated earlier, the museum would need approximately 320 parking spaces (see page 7). The existing 380 spaces (municipal parking lots - 260 spaces, Chamber of Commerce parking lot - 21, Post Office parking lot - 79 spaces, and the AMTRAK parking lot - 20 spaces) would also need to be replaced. If the museum were located in this area, approximately 700 parking spaces would be needed.

Existing Parking Replaced	380 Spaces
Museum Parking Needed	<u>320 Spaces</u>
Total	700 Spaces

If the existing parking deficiency is also addressed, then additional spaces would be needed. These could run between 150 to 400, depending on how much of the deficit was to be eliminated. This would require a structure, or structures, for between 850 and 1,100 spaces.

The second proposed land use would be to construct a new 40,000 to 50,000 square foot City Hall in this area. The parking needs for this structure are less, requiring only 580 spaces.

Existing Parking Replaced	380 Spaces
City Hall Parking Needed	<u>200 Spaces</u>
Total	580 Spaces

Under the City Hall scenario, if the deficit was addressed, there would be a need for a structure or structures that could hold between 730 and 980 spaces.

The City Hall Property and the Rollins College (old elementary classroom) Property Fronting on Park Avenue

The existing parking supply for both of these sites is 305 vehicles; 104 City Hall (27 are for public use and 73 are for City employees), and 201 Rollins property spaces.

Redevelopment of these two properties would generate the need for approximately 800 parking spaces. The existing Rollins College 201 spaces would not have to be replaced. However, the College is currently proposing construction of a parking structure on the main campus to accommodate these spaces.

The Residential Portion of the CRA West of the CSX Railroad and East of Denning Avenue

Residential uses within the CRA are located in the area bounded by Denning Drive on the west, Railroad Avenue on the north, Virginia Avenue to Carolina Avenue to New York Avenue to Lyman Avenue on the east, and Comstock Avenue on the south. Within this area there is a potential for current vacant land to be developed as a residential land use as well as commercial and residential properties to be redeveloped. As these parcels are developed or redeveloped, each will have to meet the current parking code.

The redevelopment of the first five (5) areas would require approximately 2,640 parking spaces. Current spaces available at these sites is approximately 1,200. Therefore, 1,440 new parking spaces would be needed if these areas were redeveloped. (The sixth area, which is the residential portion of the CRA, would be evaluated on a parcel-by-parcel basis.)

The City zoning regulation Section 31-20 requires that all new developments provide adequate parking to meet their needs. Unless these areas provide for more than their projected needs, the CRA will still have a deficit of approximately 400 parking spaces.

ALTERNATIVE PARKING OPTIONS

A number of alternative parking options are available that may be used individually or combined to address the existing parking deficits and future parking needs. These options are categorized into four areas as follows:

- Parking regulations
- On-street parking
- Off-street parking
- Administration/Management

Parking Regulations

Through zoning, communities ensure an adequate supply of parking spaces as the City grows. Historically, parking ordinances assume that parking demand has a constant and predictable relationship to land use. Similar land use may have different parking needs. A low cost alternative to address the CRA parking deficit is to review the existing City parking regulations and incorporate the findings from three published studies. The first study is the 1987 Institute of Transportation Engineers (ITE) Parking Generation Report. This report provides a comprehensive source of parking occupancy rates for a number of land uses. Table 1 is a comparison of parking requirements of local municipalities and the ITE Report for individual land uses.

An example of how the zoning regulations would be affected by adopting the ITE Parking Generation findings is provided. Under the City's current zoning regulations, a 10,000 square foot office building would require 40 parking spaces (1 space per 250 square feet of office). The ITE parking generation report indicates that for the same size land use only 28 parking spaces (1 space per 358 sq. ft.) would be needed to satisfy peak parking occupancy periods. This is a reduction of 12 parking spaces, or 20 percent when compared to City regulations. By adjusting the Code in that area and any other area where there are differences in requirements, there could be a reduction in the stated CRA parking deficit.

The second study which addresses parking standards is the Urban Land Institute's Shared Parking Study. This study examines multiple uses of parking lots and garages. It is sometimes possible to serve the combined parking needs of two or more properties with a common (shared) parking area,

TABLE 1

OFF-STREET PARKING CODE COMPARISON

Land Use	Winter Park	Orange County	City of Orlando	Altamonte Springs	National ITE Standards (1)
Office	1 Sp per 260 SF	1 Sp per 200 SF	1 Sp per 350 SF	1 Sp per 200 SF	1 Sp per 358 SF
Retail/Commercial	1 Sp per 225/250 SF	1 Sp per 200 SF	1 Sp per 300 SF	1 Sp per 200 SF	1 Sp per 310 SF
Motel/Hotel	1 Sp per Room	1 Sp per 1.5 Rooms	1 Sp per Room	1 Sp per Room	1 Sp per .52 Rooms
Industrial	1 Sp per 500 SF	1 Sp per 1,000 SF	1 Sp per 500 SF	1 Sp per 1,500 SF + 1 Sp per 2 Empl	1 Sp per 645 SF
Warehouse	1 Sp per 1,000 SF	1 Sp per 1,000 SF	1 Sp per 1,000 SF	1 Sp per 700 SF + 1 Sp per 2 Empl	
Restaurant	1 Sp per 50 SF or 1 Sp per 4 Seats	1 Sp per 75 SF + 1 Sp per 4 Seats	1 Sp per 100 SF	1 Sp per 3 Seats + 1 Sp per 2 Empl	1 Sp per 80 SF
Museum	1 Sp per 250 SF + 1 Sp per .75 Empl		1 Sp per 300 SF		

(1) "Parking Generation" 2nd Edition, Institute of Transportation Engineers, 1987.

Source: Transportation Consulting Group, 1993

rather than require each property to independently meet parking requirements (the City currently requires that each use independently meet code).

In order for shared parking to work efficiently, the parking requirements for individual land use must be calculated for the peak demand. The parking generators should have non-concurrent parking demands (i.e., peak parking periods should not occur at the same time), be located within acceptable walking distances to the parking area, and be mutually agreeable with the terms of shared use parking. An example of the savings afforded by shared parking is shown by a mixed-use parcel with 40,000 square feet of office and restaurant with 240 seats. Individually, a total 214 spaces (154 office spaces and 60 restaurant spaces) are needed to meet code. A shared parking estimate would be 150 spaces (108 office and 42 restaurant). This is a 30 percent reduction. In most cases, this approach results in less parking demand overall than if parking is supplied separately. The benefits are clear: the total number of required parking spaces is usually reduced and the space set aside for parking is more efficiently utilized.

The third study is the American Planning Association Off-Street Parking Requirements, a compilation of national parking standards. This study would be useful in determining how much or what type of parking to require for each land use.

Incorporating the information contained in these three studies into the zoning regulations may result in a reduced parking deficit, a more efficient use of land, and, potentially, an expanded tax base. The first step is to determine whether the City wants to adjust the Code or stay with a stricter requirement.

On-Street Parking

On-street parking is defined as a temporary storage area for a motor vehicle that is located on a dedicated street right-of-way, usually along the curb. This type of parking provides convenient access to nearby residences and businesses within the CRA, and is vital to the retail shopping area

in downtown Winter Park (see Figure 4 for existing on-street parking within the CRA). It can also serve as an interim parking supply until needed off-street space is built. Curb space is a scarce and valuable resource that provides many essential, and often competing, functions. Demands on curb space for pedestrian crossings, bus stops, delivery vehicles, and moving traffic generally should take precedence over on-street parking. Where the essential purpose of a street is to provide access to adjacent property, on-street parking should be retained. Thus, the capacity and safety gain that results from restricting curb parking must be balanced against curb access needs of the adjacent properties.

Curb parking adversely affects the safety of the street system. National studies show that approximately 15 percent of all accidents involve parked cars. About 5 percent of all pedestrian fatalities involve people who enter the roadway from between parked cars. Prohibition of curb parking, especially during peak hours, results in fewer accidents. Therefore, curb parking within the Winter Park CRA should be allocated carefully and be permitted only where:

- The curb lane does not impair the movement of emergency vehicles
- The curb lane is not required for buses, moving traffic, or service to adjacent property
- Streets are wide enough to allow passing of parked vehicles
- Travel delays resulting from curbside activity do not create gridlock

Eliminating curb parking on either one or both sides of Park Avenue could not only facilitate pedestrian movement, but also provide more opportunity for streetscape improvements. By eliminating parking on the east side of Park Avenue, there would be an additional 8 to 9 foot area that could be incorporated into a streetscape plan. If any on-street parking were eliminated from Park Avenue, additional spaces would need to be provided in a nearby surface lot so that the existing parking deficit would not increase.

There is also the potential for gaining that additional area without eliminating curb parking on the Avenue by decreasing the width of the street lanes in the center section of Park Avenue. The width of the street lanes vary along the Avenue; between Canton Avenue and Garfield the lanes

are 10 feet wide and from Garfield to New England, the lanes are 16 feet wide (see Exhibit 3). By decreasing the street width to 12 feet in the Garfield to New England section, there would be a total of 8 feet which could be used to widen sidewalks and enhance the streetscape.

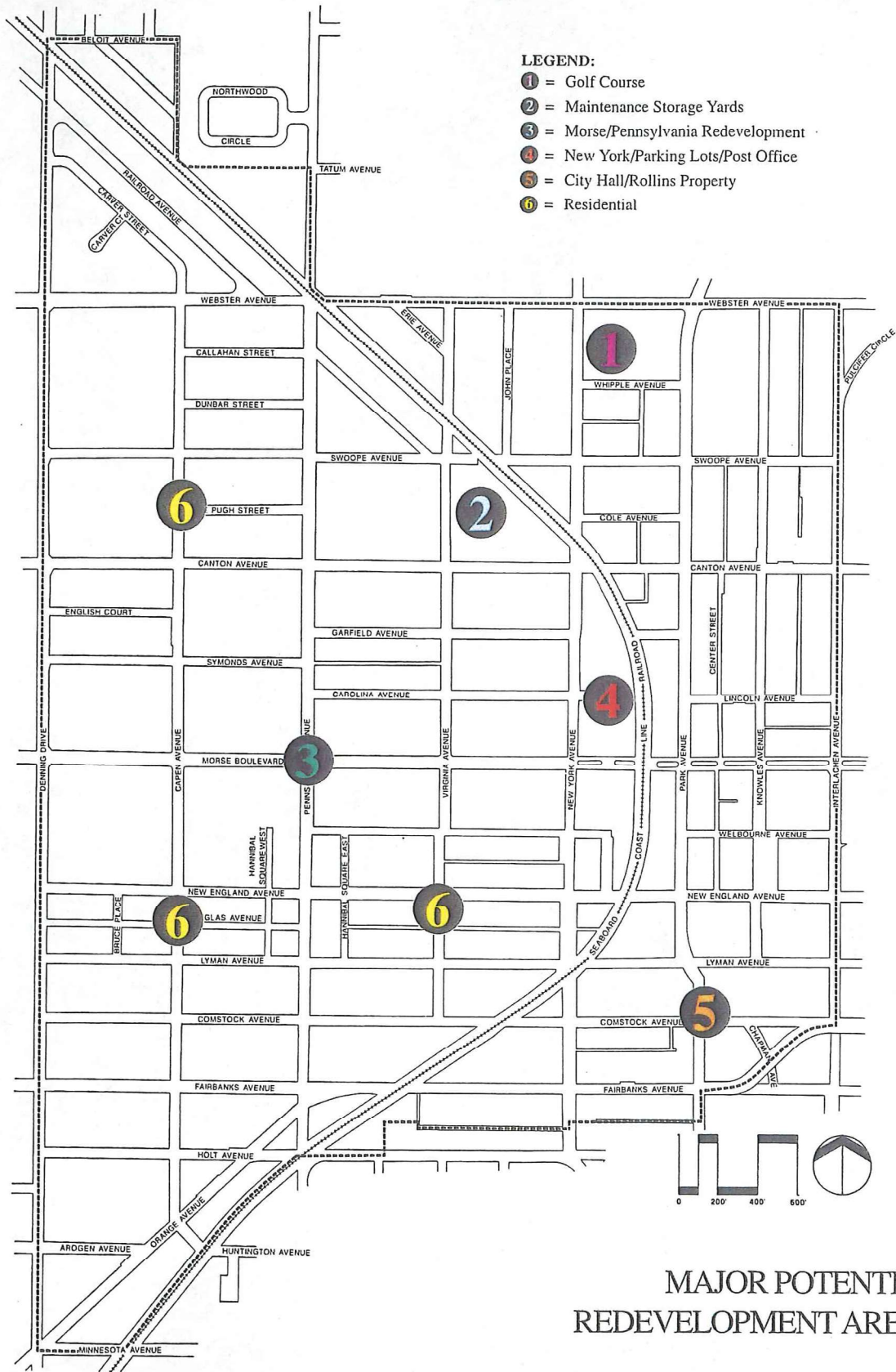
A third consideration in addressing on-street parking on Park Avenue is prohibiting parking from 6 a.m. to 10 a.m. on weekdays. This approach would be a way to resolve the problem of Park Avenue employees using prime parking spaces and, consequently, would make those spaces available for customer and client parking. However, this approach will impact establishments (i.e., restaurants) and offices which serve customers before 10 a.m.

An important aspect of on-street parking is signage. Proper signage is essential in advising motorists where and when to park. Current regulatory signage within the Winter Park CRA is, in many cases, substandard. Signs are faded and difficult to read and areas are poorly marked, resulting in confusion as to where parking is permitted or restricted.

Pavement markings in conjunction with the appropriate signs enable the motorists to know the type of parking available. The markings define the parking place, discourage erratic parking maneuvers, and reduce the average time required to park. Parking stalls within the CBD should be clearly marked where parking is permitted. Many of the spaces along Park Avenue are poorly marked.

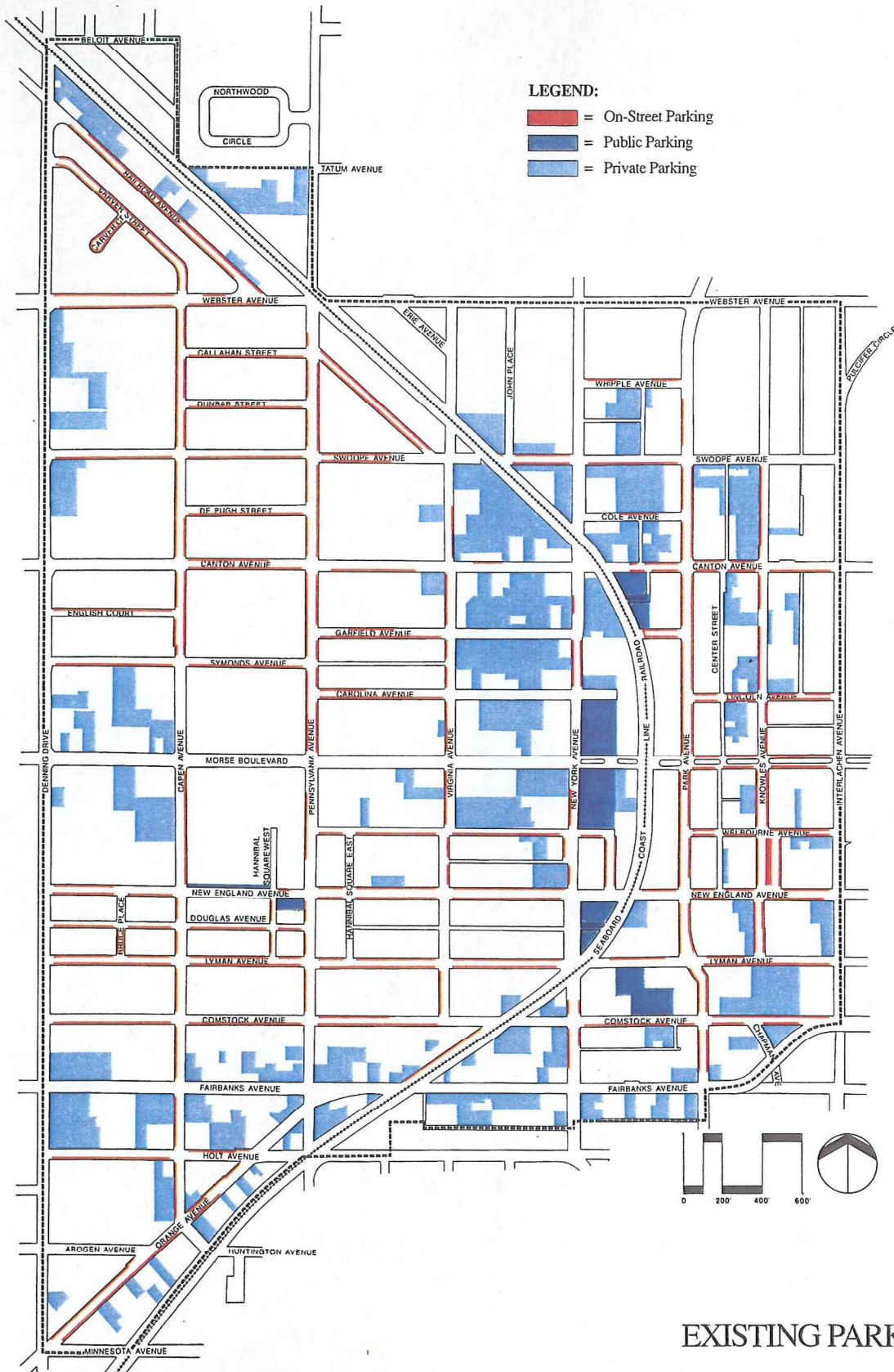
Curb spaces are typically 22 feet to 26 feet for interior spaces and a 20-foot space for end stalls. In actual practice, the total length of curb frontage, minus the space for end stalls, is divided to fit within the 22-foot to 26-foot space. Any surplus length is divided evenly into all the spaces. The existing parking stalls within the CBD are 22 feet.

The narrowing of roadways (neckdown) and the widening of sidewalks at intersections are design features that are often used as part of a streetscape program (typically referred to as corner neckdowns). They reduce crosswalk distance, increase sidewalk space, increase sight distance, and



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 CITY OF WINTER PARK

FIGURE 3



EXISTING PARKING

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CITY OF WINTER PARK

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TRANSPORTATION CONSULTING GROUP

FIGURE 4

enlarge turning radii. The minimum neckdown distance should be 20 feet with a sharp 1-in-1 taper between the end stall and the neckdown.

Since curb space is limited, the only way to increase the supply of parking spaces is via time management. Time limit restrictions encourage turnover and maximize use of each space. They are effective only where demand for short-term parking and where proper enforcement exists. Time limits depend on location and land use.

Very short time limits (5 to 20 minutes) are used at places of high turnover such as banks, public buildings, post offices, and other busy places. A 30 to 60 minute time limit is desirable near repair shops, bakeries, drug stores, and other quick service establishments. Clothing and department stores require longer time limits. Time limits of 2 to 4 hours are useful in areas that want to discourage all-day employee parking.

On-street parking can be managed by continued use of the existing time zone system or with the use of meters.

Time Zones

Currently, the City of Winter Park has Time Limit Restrictions for parking along many of its core CBD streets. The City allows two (2) hours of parking west of Knowles Avenue. The 1986 parking survey documented an average 1.5 hour parking duration which tracks the current two-hour limit. East of Knowles Avenue, the City allows four (4) hours of parking. Time zones are only effective when proper enforcement exists. In most cases, enforcement is not performed efficiently because there is no "red flag" to indicate a violation. However, the time zone system does work well on the fringe of the central business district to discourage employee parking.

Meters

Enforcement has been maintained by parking officers and tire chalking. Parking meters aid in the enforcement of time limit restrictions and promote desired parking turnover at curb space. They are beneficial in trying to increase turnover and make parking available for

retail customers. Meters also discourage employee/all-day parkers. The City can derive revenue from parking meters, and this revenue can be used to offset the cost of meter installation, operation, and maintenance. Surplus funds can help support other parking programs.

The use of parking meters has been shown to be effective in reducing overtime parking and increasing turnover. A list of the advantages and disadvantages of parking meters is presented below.

- Advantages of Parking Meters

Parking meters, when accompanied by adequate length of stalls, appropriate time restrictions, and proper provision for loading zones thoroughly supervised and actively enforced, produce the following benefits.

- Provide an accurate time check on parking, simplifying detection of overtime parking and discouraging all-day parkers.
- Reduce overtime parking, increase turnover, and make parking available for more motorists.
- Aid merchants in metered areas by increasing space turnover.
- Reduce personnel required for parking enforcement.
- Reduce double parking.
- Aid traffic flow by reducing congestion.
- Aid in the financing of traffic control and off-street parking facilities.

- Disadvantages of Parking Meters

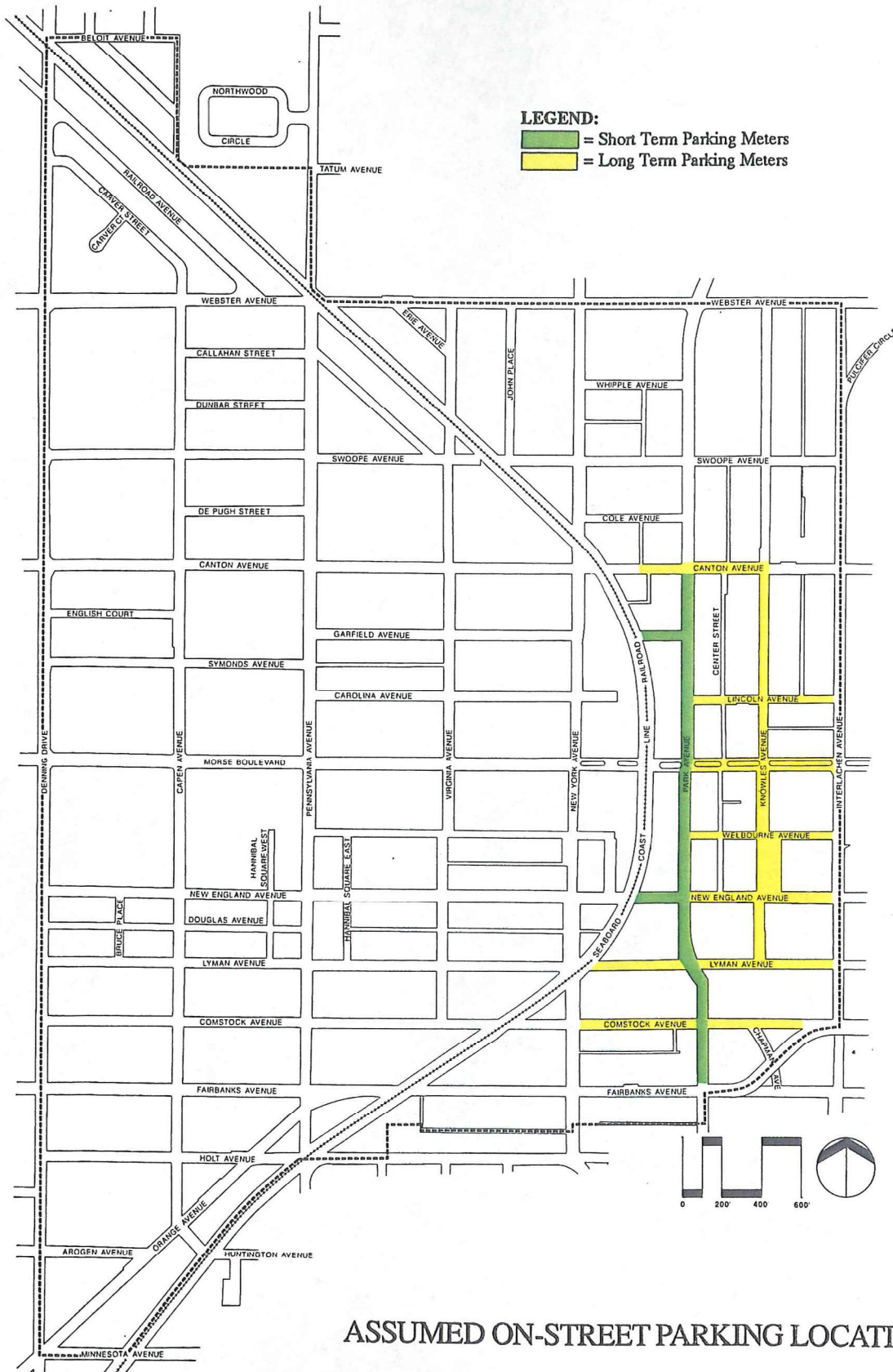
- If used where not warranted, they arouse resentment.
- Unless properly enforced, motorists learn that they can park overtime without receiving a summons.
- Unless frequently checked, some motorists will park overtime for long periods by feeding coins into the meter.
- After meters have been installed, the desire to continue the revenue may discourage elimination of curb parking when traffic demands indicate a need for it.
- On streets where parking is prohibited during rush hours, the presence of meters may make enforcement more difficult.

An example of the amount of parking meter revenue available to the City is as follows, assuming the City were to install parking meters on the streets shown on Figure 5. On Park Avenue from Canton Avenue to Fairbanks Avenue and portions of Garfield Avenue and New England Avenue, two-hour short-term meters (25¢/hour rate) are assumed. On the side streets off Park Avenue, as well as Knowles Avenue from Lyman Avenue to Morse Boulevard, long-term meters should be installed with split rate meters. These meters can be used to handle both long and short-term demand by the use of an adjusted rate. For example, a ten-hour meter is 25¢/hour for the first four quarters inserted, and the fifth quarter provides six additional hours for a total of ten hours of parking.

The amount of net revenue depends on several factors: 1) the rate charged; 2) the demand for those spaces; 3) cost of maintenance and collection; and 4) meter and installation costs. Based on historic parking usage in Winter Park, on-street meter gross revenue could be as much as \$264 per curb space per year or a total revenue of \$156,350 annually (see Table 2).

The cost of the meter itself varies from \$125 to \$350. This variance in price is due to several elements. These elements are: 1) manual vs. electronics; 2) secured or unsecured vaults; and 3) rebuilt vs. new meters. Table 3 presents the different types of meters and the costs of each, as well as an estimated cost for a money collector/repairer attendant.

Maintenance and collection costs also will vary depending on the type of meter, its age, and whether it is an open (the collector has access to the money) or closed collection system (the collector has no access to the money). Most cities utilize the open system because of the ease of collection; however, vandalism of the particular location will determine when it should be changed to a closed system. The typical problem with any meter is coin jams (bent coins). With manual meters, it is smart to have a preventive maintenance program in effect. Electronic meters have virtually no moving parts, therefore battery changes are necessary about every 12-15 months, depending on usage. When selecting meters, it should be noted that both types of meters are dependable. The



ASSUMED ON-STREET PARKING LOCATIONS

PARKING NEEDS STUDY
 CITY OF WINTER PARK



FIGURE 5

TABLE 2

ON-STREET METER SYSTEM
PROJECTED REVENUE

Type	# of Spaces	Rate	Turnover Rate (1)	Average Duration	Days Per Year	Average Occupancy	Projected Gross Revenue
Short-Term (2)							
Park Ave.	146	25¢/hour	4.0	1.5	250	80%	\$43,800
Garfield Ave.	13	25¢/hour	4.0	1.5	250	80%	\$ 3,900
New England Ave.	<u>8</u>	25¢/hour	4.0	1.5	250	80%	<u>\$ 2,400</u>
SUBTOTAL	167						\$50,100
Long-Term (3)							
Canton Ave.	31	\$1.25/day	---	---	250	80%	\$ 7,750
Lincoln Ave.	40	\$1.25/day	---	---	250	80%	10,000
Morse Blvd.	37	\$1.25/day	---	---	250	80%	9,250
Welbourne Ave.	24	\$1.25/day	---	---	250	80%	6,000
New England Ave.	32	\$1.25/day	---	---	250	80%	8,000
Lyman Ave.	27	\$1.25/day	---	---	250	80%	6,750
Comstock Ave.	44	\$1.25/day	---	---	250	80%	11,000
Knowles Ave.	<u>190</u>	\$1.25/day	---	---	250	80%	<u>47,500</u>
TOTAL	425						\$106,250
GRAND TOTAL	592						\$156,350

(1) Parking Turnover and Average Duration Taken from 1986 "Winter Park Parking Study," Kimley-Horn and Associates, Inc.

(2) Two-Hour Meters

(3) Ten-Hour Split Rate Meters

Source: Transportation Consulting Group

TABLE 3
ON-STREET METER SYSTEM
PROJECTED COST

Types of Meters				
Collection Type	<u>Individual Manual Cost</u>		<u>Individual Electronic Cost</u>	
	Unsecured	Secured	Unsecured	Secured
New	\$150	\$195	\$225	\$350
Rebuilt	\$125	\$155	N/A	N/A

Total Cost for 592 Meters				
Collection Type	<u>Individual Manual Cost</u>		<u>Individual Electronic Cost</u>	
	Unsecured	Secured	Unsecured	Secured
New	\$88,800	\$115,440	\$133,200	\$207,200
Rebuilt	\$74,000	\$ 91,760	---	---

Installation costs

Range from \$50 to \$80 per meter. Total of \$29,600 to \$47,360 for 592 meters.

Operating costs

Attendants range from \$25,000 to \$45,000 per year.

Maintenance costs range from \$5,000 to \$10,000 per year.

Source: Duncan Industries, Parking Control Systems

electronic meter allows municipalities several advantages that manual meters cannot: 1) an audit; 2) the ease of rate conversions; and 3) less regular maintenance (lubrication of moving parts).

On-Street Parking Options

Based upon the above discussion, on-street parking options for the CRA are the following:

- 1) Improve signage and pavement markings.
- 2) Implement shorter time periods for parking spaces adjacent to high turnover establishments.
- 3) Remove all on-street parking in the CBD core and purchase/build off-street parking facilities.
- 4) Prohibit some on-street parking in the CBD core and purchase/build off-street parking facilities.
- 5) Install parking meters to increase parking turnover, provide a new revenue source for the City, and to complement paid parking in off-street lots/garages.
- 6) Create additional on-street spaces by adding parking to Morse Boulevard between Denning Avenue and New York Avenue.
- 7) Survey the residents and businesses of Winter Park to determine their perception of any parking problems and solutions, such as removing on-street parking, and the use of parking meters.

Off-Street Parking

Off-street parking is defined as a temporary storage area for motor vehicles that is directly accessible to an access aisle and that is not located on a dedicated street right-of-way. See Figure 4 for existing off-street parking lot locations.

The placement, pattern, and size of off-street public parking facilities should be planned to alleviate existing shortages, reinforce commercial activity, integrate with development projects, and

serve anticipated growth or redevelopment while not exceeding the ability of the CRA to fund. Facilities should be located and designed for maximum value. There are three primary objectives of parking lot design and placement:

- 1) Must be convenient and safe (accessibility)
- 2) Should be space efficient and economical to operate (availability)
- 3) Should be compatible with its environs (suitability)

Accessibility

For parking sites, accessibility is related to parking's proximity to its traffic generator and adequacy of the street or roadway system serving the site.

Walking distance between parking and nearest pedestrian entrance to the traffic generator is the principal criteria for assessing parking site location. They should be located within acceptable walking distances. Short-term parking distance should not exceed 500 feet and long-term not exceed 1,000 feet.

Accessibility must also consider the adequacy of the street system serving the site. Ideally, the lot should be situated to intercept most parking traffic as directly as possible. Where this is not possible with existing lots, adequate signage should be utilized to direct motorists unfamiliar with the area to the parking lots.

Availability

Land availability and cost are major influences in determining what type of parking to provide. In an area such as Winter Park, limited availability of land near the central business district results in high land cost. Where land value is below \$25 to \$30 per square foot, surface lots are more economical per space than structures.

Suitability

The size, shape, and aesthetic compatibility are major concerns in the suitability of a parking lot location. Rectangular sites of minimum 120 feet by 300 feet are the most efficient. Aesthetics are more important when a parking structure is involved, but a surface parking lot should also be designed to be compatible with surrounding uses.

Currently, the City has five municipal parking lots:

- 1) The north lot at Morse Boulevard and New York Avenue
- 2) The south lot at Morse Boulevard and New York Avenue
- 3) The Jacobson's Department Store lot
- 4) The Farmer's Market lot
- 5) The City Hall lot

These lots are shown in dark blue on Figure 4.

A windshield survey (in 1991) of these lots during different time periods indicated that all the municipal lots are utilized 60 to 75 percent. In order to improve utilization of these lots, entrance features which advertise their availability and hours should be constructed. The layout and design of the Morse Boulevard and Jacobson's lots should also be reviewed to ensure that proper circulation and safety is provided. Improving circulation may result in the loss of some parking spaces in these lots.

The City has a parking lease with United Telephone Company for its lot at the corner of Morse Boulevard and New York Avenue. At the time of lease renewal, the City should secure air rights for future parking demand.

There is only one vacant lot adjacent to the CBD that would meet the walking criteria outlined above. This lot is the old Rollins College classroom building and parking lot located between Comstock Avenue and Lyman Avenue. As discussed in an earlier section, Rollins College plans to move this student parking area onto the College campus. That would open this parcel of land for redevelopment. A temporary off-street City parking lot could be built here, and the City could negotiate air rights for future use.

Other smaller parcels of vacant property are scattered throughout the residential area of the CRA. One large parcel located near Redevelopment Area 3 (Morse Boulevard/Pennsylvania Avenue

Area) could be developed as a public/private off-street parking lot. This parcel, located in the southwest quadrant of Morse Boulevard and Pennsylvania Avenue, could serve the commercial and office land uses in this section of the CRA.

Off-Street Parking Operation Plan

It is important for the City of Winter Park to balance the goal of providing more parking with the goal of cost effective parking operation. In order to do this, a plan of operation is imperative. It provides the framework of what the City wants to accomplish and establishes the desired balance between service and economy. It must be responsive to the types of patrons served. Influencing factors of patronage type include their parking demand characteristics and service expectations.

The type and mix of parkers varies, depending on the land use generating the vehicular traffic and parking demand. Every land use exhibits typical peak-traffic activity periods and parking demand characteristics. Winter Park CRA traffic is a mix of business, retail, and residential traffic. Arrival and departure patterns, parking accumulation and turnover characteristics, and type and mix of parkers each have a fundamental influence on operations planning.

When determining the best type of equipment to use on off-street surface lots, it is important to have a goal. The goal, in this case, is that the municipal lots would serve primarily as a long-term parking area for employees and supplement the short-term deficit. Other characteristics which include operational hours, peak demand, and type of parkers determine what type of equipment best fits the area.

There are three operating techniques employed in off-street parking systems. These are: 1) free; 2) meters; and 3) gates. Free parking is the technique that currently exists. Individual meters similar to those used for on-street purposes can be used. This technique would require that a meter be installed for each parking space. Another way of metering the lot is the use of a "master meter." Instead of separate meters, each parking space is numbered. This space number, along with the fee amount for the time required, is deposited with the Master Meter. These devices are centrally

located for convenience and can handle as many as 500 spaces for one location (e.g., Downtown Orlando).

Gates can be used with or without attendants. Using gates without attendants can serve both long/short-term parkers. A coin hopper can be used either at the entrance or exit. Access cards also can be used to handle the all-day parker. Utilizing attendants is a very labor intensive type of operation. Staff must be available all day to handle the funds. Security issues also must be addressed due to the easy access to cash.

Costs for each of these systems vary, depending on the automation that is used. Table 4 illustrates the equipment cost of each system, as well as general staff cost for a booth attendant.

Parking rates depend on: 1) the operational and development cost; and 2) what the public is willing to pay. It is important to have revenues that, at the minimum, break even over the operational costs. Winter Park should consider a variety of operations for their existing off-street lots. Meters would be the best system at this time to handle the short-term needs for customers' parking; also, meters (or the use of permits) could be used for long-term parking. Permits can be sold on a monthly basis to employees at a discount. Certain spaces in these lots could be set aside for permit parking with the use of signage, eliminating the cost of long-term meters. Three existing City parking lots that could be metered are both lots on New York Avenue north and south of Morse Boulevard and the City lot behind Jacobson's on Canton Avenue. Revenue from these City municipal parking lots, assuming meter/permit parking, could be as much as \$86,056 annually (see Table 5).

Administration/Management of Off-Street Parking

Selecting a site for an off-street parking structure involves the same three general site selection guidelines: accessibility, suitability, and availability. Accessibility is related to the walking distance and length of time parked. High turnover parking should be located within 100 feet of

TABLE 4

OFF-STREET PROJECTED EQUIPMENT AND OPERATING COST

Type of Equipment	New	Rebuilt
Meters	\$165 - \$195	\$125 - \$155
Installation Cost	\$50 - \$80	\$50 - \$80
Master Meters:		
With Dollar Bill	\$11,000 each	N/A
Without Dollar Bill	\$ 8,500 each	N/A
Installation Cost	\$150 - \$250	N/A
Gates	\$ 3,000 each	*
Coin Hopper	\$ 4,500 each	N/A
Booth	\$ 7,000 each	*
Card Reader System	\$5,000 - \$10,000	

Operating Cost

Attendant ranges from \$25,000 to \$40,000 per year

Maintenance costs range from \$5,000 to \$10,000 per year.

* Price varies depending on age.

Source: Duncan Industries, Parking Control Systems

TABLE 5
OFF-STREET PROJECTED METER REVENUE

	# of Spaces	Rate/Hour	Turnover Rate (1)	Average Duration (1)	Days Per Year	Average Occupancy	Projected Gross Revenue
<i>North Lot - New York Avenue & Morse Boulevard</i>							
Short-Term (2)	21	25¢/Hour	2.4	2.5	250	80%	\$ 6,300
Long-Term							
Metered (3)	32	\$1.25/Day	---	---	250	80%	\$ 8,000
Permit	<u>32</u>	\$21/Month	---	---	---	100%	<u>\$ 8,064</u>
TOTAL	85						\$22,364
<i>South Lot - New York Avenue & Morse Boulevard</i>							
Short-Term (2)	27	25¢/Hour	2.4	2.5	250	80%	\$ 8,100
Long-Term							
Metered (3)	74	\$1.25/Day	---	---	250	80%	\$18,500
Permit	<u>74</u>	\$21/Month	---	---	---	100%	<u>\$18,648</u>
TOTAL	175						\$45,248
<i>Jacobson Department Store Lot</i>							
Short-Term (2)	48	25¢/Hour	3.7	1.3	250	80%	\$11,544
Long-Term							
Metered (3)	15	\$1.25/Day	---	---	250	80%	\$ 3,750
Permit	<u>15</u>	\$21/Month	---	---	---	100%	<u>\$ 3,150</u>
TOTAL	78						\$18,444
GRAND TOTAL	338						\$86,056

(1) Parking Turnover and Average Duration Taken from 1986 "Winter Park Parking Study," Kimley-Horn and Associates, Inc.

(2) Two Hour Meters.

(3) Ten Hour Split Rate Meters.

building entrances. Longer walking distances (500 to 1,000 feet) are acceptable for long-term parking (i.e., employees or customers conducting business).

Suitability involves the site size, shape, and topographical features. At a minimum, the subject site should be 120 feet by 300 feet to achieve a good balance between area used per parker, space, and operational efficiency. Development compatibility is also a major concern. Both building height and facade should fit the area.

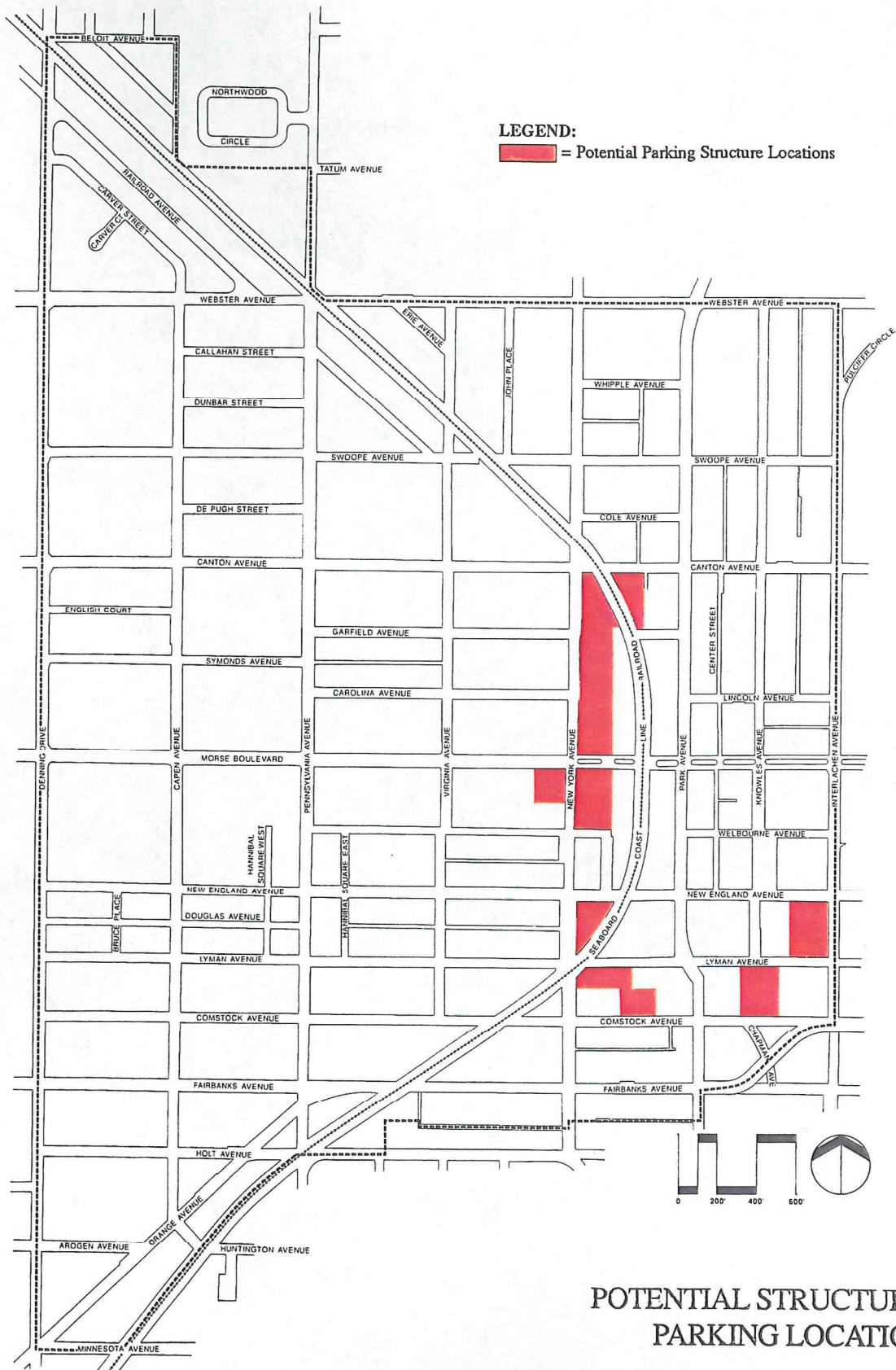
Availability is related to two factors: Is land available, and what will it cost? Limited availability of suitable sites in the CBD will result in higher costs.

Currently, most of the surface parking areas within the CRA are located in or adjacent to the CBD. Locations which meet some or all of the criteria discussed above include the following surface parking lots (see Figure 6):

- New England Avenue/Lyman Avenue/Interlachen Avenue Lot – Private ownership
- Both City Lots on Morse Boulevard (includes Chamber of Commerce) -- City ownership
- United Telephone Lot -- Private ownership
- Post Office Lot -- Private ownership
- Jacobson's Lot -- City ownership
- City Hall Lot -- City ownership
- Farmer's Market Lot -- City ownership
- Old Rollins College Classroom Property Lot -- Private Ownership

In order for the City of Winter Park to determine if a parking garage is feasible, it must first conduct a Financial Feasibility Analysis. The key steps of an analysis are outlined below:

- 1) Determine the facility's location and orientation to the roadway network
- 2) Establish the facility's estimated capacity
- 3) Determine the influence area
- 4) Establish existing and future parking supply
- 5) Select a parking rate schedule



POTENTIAL STRUCTURED
PARKING LOCATIONS

PARKING NEEDS STUDY
CITY OF WINTER PARK



HANSON + TAYLOR

PLANNING GREEN DESIGN LANDSCAPE ARCHITECTURE



TRANSPORTATION CONSULTING GROUP

FIGURE 6

- 6) Identify operating and maintenance expenses
- 7) Calculate land, construction, development, and finance costs
- 8) Determine financial performance statements, bond issue costs, net income, and debt service coverage ratio

It is not within the scope of this report to conduct a complete financial feasibility analysis. An abbreviated feasibility analysis is presented in the Economic Analysis section.

When the City of Winter Park decides to build and operate a multi-level parking structure, there are operational factors to consider. These factors are an automated versus a non-automated system and private versus public ownership.

Like off-street surface parking, there are many ways to operate a multi-level parking structure. The most commonly used is cashier (attendant) style of operation. Typically, parking ticket/gates operations work with an attendant style of operation. The equipment cost can vary depending on the number of entrances/exits and the degree of automation one selects.

The basic automated system provides for an entry at which a loop detector senses the presence of a vehicle and activates the ticket dispenser. When the ticket is removed, the entrance gate is raised allowing the vehicle into the garage. Upon exit, the patron gives the ticket to the cashier, who reads the in-time and calculates the fee. This activates the gate and the vehicle is allowed to exit. Variations can be used to upgrade a standard system to allow for better audit trails, vehicular counters, management reports, and validation reports. The basic system with a two-lane entrance and a two-lane exit can cost approximately \$55,000. In a more sophisticated system, costs could increase up to \$125,000.

Labor and labor-related costs, which typically run between 50-60 percent of the total operating cost, are a major part of the cost of operating a parking garage.

Many municipalities are now looking at privatization of this type of operation to see if any savings are possible. The city personnel salary schedule and the commitment the municipality is willing to make as its parking program determine if it hires its own staff. If the municipality elects to privatize its operation, it can be either a management or lease agreement.

A management agreement provides for a service that the municipality is requesting. This contract has more flexibility than a lease arrangement. If a municipality is not satisfied with the service it receives, provisions to terminate are normally a part of the agreement. Under a management agreement with an operator, they normally request a management fee which can be negotiated. This can be: 1) percentage of gross receipts; 2) a fixed fee plus a percentage of gross; or 3) a percentage of net income. A disadvantage under a management agreement is that the municipality may be required to pay for operational expenses over which it has no control.

A lease arrangement provides minimum risk for the municipality. All costs are borne by the operator. However, under this arrangement, the municipality has limited control, and this can be a concern when trying to provide good customer service.

The most important operational goal of any parking program is customer service and satisfaction. It is also important to monitor all revenue and expenditures carefully. Even with the best operation, without competent management and staff, the facility can fail.

Economic Analysis of Parking Garages

An economic analysis of the candidate parking lots was undertaken to identify the general financial cost of the program, basic financial characteristics, and limitations so that a general project scope could be determined. A detailed feasibility study should be undertaken for each parking facility at a later date.

Cost of Parking Garage

To determine the general cost range of the parking facilities recommended in the parking development program, the following assumptions were used in the development cost estimates identified in Table 6:

TABLE 6

PROPOSED PARKING GARAGE DEVELOPMENT COSTS
Winter Park, Florida

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Proposed Parking Facility	Number of Spaces (1)	Land Costs (2)	Demolition Costs	Construction Costs (3)	Engineer and Contingencies Costs	Total Capital Development Costs	Bond Issue Amount
City Hall Lot	350	N/A	\$50,000	\$3,062,500	\$466,900	\$3,579,400	\$4,190,000
New York Lot							(1,971)
S. Side Morse Blvd.	345	N/A	\$50,000	\$3,018,750	\$460,300	\$3,529,050	\$4,130,000
N. Side Morse Blvd.	280	N/A	\$50,000	\$2,450,000	\$375,000	\$2,875,000	\$3,360,000
Post Office Lot	250	\$608,100	\$50,000	\$2,187,500	\$426,840	\$3,272,440	\$3,880,000
Jacobsons Lot	216	\$729,700	\$50,000	\$1,890,000	\$400,460	\$3,070,160	\$3,630,000
United Telephone Lot	216	\$851,400	\$50,000	\$1,890,000	\$418,710	\$3,210,110	\$3,800,000
Farmer's Market Lot	175	N/A	\$50,000	\$1,531,250	\$237,190	\$1,818,440	\$2,130,000
New England Ave./ Lyman Ave./ Interlochen Ave. Lot	600	\$1,459,500	\$50,000	\$5,250,000	\$1,013,930	\$7,773,430	\$9,150,000
Rollins College Classroom	400	\$362,100	\$50,000	\$3,500,000	\$532,500	\$4,444,600	\$5,200,000

\$12,577

(1) Assume a maximum of only three levels.

(2) \$25 per square foot.

(3) Construction Cost Based on \$28 Per Square Foot Taken from "Parking," Robert A. Weant and Herbert S. Levinson. ENO Foundation.

Source: Transportation Consulting Group, 1993.

- \$28 per square foot per parking space for the construction of a parking garage
- 15 percent engineering and contingency cost

Feasibility Analysis of Parking Garage

The basic assumptions in the feasibility analysis concern projected parking revenues for the site. These revenues were developed by using the anticipated numbers of daily parkers (number of spaces in each facility multiplied by the estimated turnover rate) and the average parker fee. The average parker fee assumed parking rate schedules of \$1.00 per hour (a conservative rate taken from "Parking" by Robert A. Weant and Herbert S. Livinson) and the parking length frequency projected for Winter Park. Annual gross revenues were calculated by determining the daily fees collected (daily parkers times average fee) and multiplying them by 250 days per year. Because 250 operating days per year were used, the annual revenues do not assume any significant weekend or major holiday parking revenues and, therefore, would be somewhat conservative.

Operating and maintenance costs for this facility have been estimated at \$460 per space for a garage. Approximately 60 percent of this operating cost would cover personnel salaries and benefits. Some saving in these estimates could be realized if certain administrative and maintenance costs were absorbed by existing city or private administrative functions.

Table 7 includes the estimated revenues (gross revenues less operating expenses) and the annual debt payment. The yearly debt retirement was calculated assuming a 5 percent interest rate over a 14-year life of a financing program. The annual revenue and coverage factor is shown in the right-hand columns of the table.

The coverage factor represents the percentage of the facility the collected revenues would cover. Therefore, a financially feasible project would show a coverage factor of 1.00 or greater. This factor can be calculated by using the following formula:

Coverage Factor =

$$\frac{\text{Annual Gross Revenues} - \text{Annual Operating Expenses}}{\text{Annual Debt Payment}}$$

As can be seen from Table 7, the coverage factor is below 1.0 for all the candidate lots and thus, a parking garage on one or all of these lots may only be a financially feasible venture if other sources of revenue are used to retire their debt. Another way to increase the

TABLE 7

PARKING GARAGE INCOME SUMMARY
 Winter Park, Florida
 (Thousands of Dollars)

Parking Facility	# of Spaces	Development Cost ¹ (000)	Average Annual Gross Revenues	Average Annual Operating Costs	Estimated Net Revenues	Annual Average Level Debt Service ²	Revenue (Deficit)	Debt Coverage Factor
City Hall	350	\$4,190.0	\$525.0	\$161.0	\$364.0	\$423.2	(\$59.2)	0.860
New York Lot								
S. Side Morse	345	\$4,130.0	\$517.5	\$158.7	\$358.8	\$417.1	(\$ 58.3)	0.860
N. Side Morse	280	\$3,360.0	\$420.0	\$128.8	\$291.2	\$339.4	(\$ 48.2)	0.858
Post Office Lot	250	\$3,860.0	\$375.0	\$115.0	\$260.0	\$389.9	(\$129.9)	0.667
Jacobsons Lot	216	\$3,630.0	\$324.0	\$ 99.4	\$224.6	\$366.6	(\$142.0)	0.613
United Telephone Lot	216	\$3,800.0	\$324.0	\$ 99.4	\$224.6	\$383.8	(\$159.2)	0.585
Farmer's Market Lot	175	\$2,130.0	\$262.5	\$ 80.5	\$182.0	\$215.1	(\$ 33.1)	0.846
New England Ave./ Lyman Ave./ Interlachen Ave. Lot	600	\$9,150.0	\$900.0	\$276.0	\$624.0	\$924.2	(\$300.2)	0.675
Rollins College Classroom	400	\$5,200.00	\$600.0	\$184.0	\$416.0	\$525.3	(\$109.3)	0.790

1 1993 dollars

2 Assumes 5 percent interest rate for 14 years

Source: Transportation Consulting Group, 1993.

viability of a parking garage is to build a higher structure. A five level structure on the north Morse Boulevard lot would have a coverage factor of over 1.0.

Financing Options

Funding sources should be explored to finance the parking lots and garages; these sources include:

- General obligation bonds
- Revenue bonds
- Tax increment
- Federal grants
- General funds
- Developer assistance
- Metered parking
- Fees for office buildings
- Tax districts
- Merchant support

Size, type of facility, projected revenues, and estimated costs generally dictate the most favorable financing method. Because the planning period extends over 8 to 10 years, development proposals for the CRA are not detailed enough at this time to develop specific funding packages for the parking facility; but there are potential funding options that can be considered.

One of the most successful methods utilized to finance parking facilities developed by municipal governments is the issuance of general obligation bonds. General obligation bonds are issued on the full faith and credit of a city, county, or other taxing district. They are restricted to debt limits fixed by the Florida Constitution and require approval through referendum. These bonds carry the lowest interest rates and, thus, finance expenses are kept to a minimum and debt service payments are guaranteed by overall city, county, or other district tax revenues.

In addition to the issuance of obligation bonds, another source of funds is revenue bonds. These bonds are payable from net revenue of the parking development for which they are issued or from net revenues of the communitywide parking system. Because revenue bonds repayment is from a single revenue source, a higher debt coverage ratio is usually necessary (general obligation bonds - 1.1 vs. revenue bonds - 1.3).

Another method that the City could use for pledging additional funds is the tax increment funding source of the CRA. Such funds are usually derived from the CBD area and could be significant in future years. The actual amount of available funds would depend upon the

City's future tax increment financing policy and on future development in the areas designated for this type of financing. These funds, coupled with parking revenues, could provide a marketable revenue bond issue for the identified parking facility.

Federal funds, such as Urban Development Action Grants (UDAG), are also available from time to time for capital improvements. Therefore, federal sources should be continuously investigated for possible financial assistance.

The general funds source for the City of Winter Park may be able to supply additional monies that could be used to offset operating and maintenance costs which may improve the debt coverage factor.

Developer assistance may be in the form of donated land or Cash-in-Lieu program. A minimum number of parking spaces are provided on-site, and the balance provided by the City using the Cash-in-Lieu program to reduce the overall capital cost of the parking facility.

Off-Street Parking Options

Based on the discussion of off-street parking which includes surface lots and parking garages, the following options are proposed:

- 1) Improve signage for all municipal lots; both directional as well as entrance features.
- 2) Incorporate existing parking lots into a streetscape program.
- 3) Redesign layout of existing lots to improve circulation.
- 4) Secure air rights for United Telephone and Rollins College Classroom lot.
- 5) Develop a full financial feasibility analysis on each of the candidate parking lots.
- 6) Install meters or a master meter system on the Morse Boulevard/New York Avenue lots and on the Jacobson's lot.
- 7) Investigate new funding sources for parking facilities.
- 8) Develop a cash-in-lieu program (see Appendix for sample).
- 9) Evaluate the potential for a new parking garage(s).

PARKING MANAGEMENT

The key to any parking program is how it is managed. Three areas of prime importance are: enforcement, a validation program, and administration.

Enforcement

The center of any enforcement program is ticket writing. Many cities use either police officers or civilian staff; civilian staff to enforce parking regulations has become very popular. These civilians either work under the supervision of the police department or under a separate parking operation. Civilian staffing requires 40 hours of training under Florida law. In addition to requiring less training, typically they are less expensive than police department staff.

Revenue derived from parking fines has become important in the support of municipal parking programs. In the City of Winter Park, parking fines generated \$49,373 from January 1 to June 30, 1993. This is consistent with an average annual revenue in Winter Park of \$100,000 per year. Even though this money is not a pledgeable funding mechanism to cover the debt from bond covenants, it can be used to cover many operational and maintenance expenses.

Validation Program

A validation program allows businesses to participate in providing free or discounted parking for customers at either parking facilities or at meters.

The easiest system to provide a validation program at meters is token purchase. This enables merchants to provide their customers with tokens to be placed in meters in lieu of coins. Stamps or stickers can be used at attendant-style facilities. A participating merchant purchases validation stamps or tokens from either the municipality or through the merchant association. Each stamp or token is worth a specified amount of parking time at the participating facility or meter. Typically, the merchant controls the amount of stamps or tokens to be given to its customers.

Payment for these stamps or tokens can be done in two ways -- they can be purchased in advance (pre-payment) with a percentage discount placed on each stamp purchased, or payment can be made after the stamps have been validated by the participating facility (pay as you go). The success of a validation program depends on one main factor: the amount of advertising the program receives. This is mainly the responsibility of the merchants' association or the individual merchants.

All validation programs have some drawbacks. A pre-payment system asks merchants to spend money in advance, which has a financial impact on these businesses. The pay-as-you-go plan creates a bookkeeping activity in which the cost must be passed on with the program, and this sometimes costs more to administer than what the program provides in income.

Problems with control of the validation stamps or tokens require that the program be carefully monitored to ensure that neither customers nor parking attendants are misusing it. The success of any validation program is based on the cooperation of the merchants and the municipality that operates the program and facilities. The initial reaction of the Winter Park merchants, represented by Don Dalton, Executive Director of the Winter Park Chamber of Commerce, to the validation program was very positive.

Parking Administration

The organization and management of parking activities varies from city to city. Specific goals and arrangements depend on local needs. There is no one best way to administer and manage public parking activities. Because of changes in government and business, parking needs and priorities will also change. This change is better managed when all aspects of parking -- fines, meters, enforcement, and administration -- are under one program. This is necessary to ensure that parking needs are properly addressed and that parking activities are coordinated with community objectives and goals.

Administration of parking activities within local government can take many forms, depending on the community needs. Responsibilities may rest in a city department like Public Works, a bureau of

traffic and parking, or a special parking authority. Organizational arrangements and duties should be carefully matched to meet local needs and conditions.

A parking department or division should have responsibility for 1) planning and locating parking facilities, 2) regulating the construction of municipal facilities, 3) setting rates/fines for facilities and meters, and 4) developing and operating a municipal parking system. This can be done several ways:

- 1) Parking can be placed in an existing department. This is the simplest way to establish a parking program. However, in a large department, parking sometimes does not receive the necessary attention needed.
- 2) A combined department, typically a department of traffic and parking, can be formed. This works well for much of the operation, especially on-street parking. A parking section also could form a major unit in an overall department of transportation.
- 3) A separate department of parking can be created to handle all parking programs. In this scenario, parking would receive equal status with other departments. A separate department enables direct lines of authority, and its duties and responsibilities can be clearly defined. This arrangement calls for close coordination between departments, especially the traffic or transportation departments.

Each of these options for placing responsibilities for parking in a City department (separate or combined) has the advantage of coordinating the City's parking system actions; allowing maximum use of the City's powers, personnel, and equipment; facilitating regulation and enforcement of parking operations and fees; and integrating parking with other transportation elements.

The greatest disadvantage of administering parking within a City department is that funds for any major expenditures must come from the City's budget. This forces parking to compete for funding with other community needs, and parking expenditures add to the local government's total indebtedness. Also, changes in City leadership can disrupt the continuity and efficiency of a parking program.

A parking authority is a more autonomous agency. Members of the authority are appointed by the City Commission, and they can respond to the overall parking needs of a community. Moreover, the entire parking program is administered by one agency; there is relative freedom from political pressure and governmental delays. A Parking Authority can also issue non-taxable revenue bonds to finance parking development.

There are disadvantages to a parking authority. The interest rate on the authority's revenue bonds is higher than if the City finances general obligation bonds. Also, the coordination of parking programs with other City programs relating to transportation may be reduced, and there is even the potential for conflict with the development plans for City departments.

Since parking is important to the local economy, its administration calls for concerted actions by both public and private sectors. Administrative arrangements can vary. The key is efficient, responsive, and responsible structure. In any scenario, parking administrators must have vision, understand traffic and parking problems, comprehend business management principles, and possess an intimate knowledge of the public administration.

Parking Monitoring Program

A key component of administration is information. A parking monitoring program that monitors activities of the proposed parking program will supply needed feedback. Changes in parking supply and demand in the coming years would be measured and compared with those projected in the present study. The program should also encompass monitoring the revenues and costs of City parking facilities and a comparison of the actual revenues and costs with the projections. The monitoring program should include adjustments in the comprehensive plan resulting from changing conditions.

Periodic data collection is a key element in the monitoring program. In the coming years, the City of Winter Park should monitor the demand for parking from new parking generators. After new buildings are occupied and trip patterns established, interviews should be conducted to determine

the parking demand per 1,000 square feet. Every year parking accumulation by hour for a weekday should be measured for all curb and off-street parking.

Changes in parking supply, both on-street and off-street, should be monitored. A procedure should be established so that, as on-street parking spaces are added (or subtracted) through City action, these changes are automatically made to the parking space inventory. Similarly, through review of building permits for private parking garages and information about publicly constructed parking garages, changes in the supply of off-street spaces should be observed. The data collection effort should also include monthly statistics on the actual cost and revenues of on-street and off-street City parking facilities. In the case of the attendant parking areas, the data should also include the number of parkers so that the average revenue per parker can be computed.

An annual spot check should be made of the rates charged in private parking facilities. An origin/destination study of trip makers, both those using transit and those traveling by automobile and parking, should be made every three to five years. The shorter period would be called for if rapid changes and changes deviating from the projected pattern were to occur.

Every year, as part of the monitoring program, the collected data should be evaluated. An important part of the evaluation would be a comparison of the actual parking supply, demand, revenues, and costs with those projected in the present study. In fact, the data should be collected in such a way as to facilitate updating of the present study, that is the same definitions and categories should be used. In particular, since a increase in transit service may occur due to an increase in the share of trip makers using transit, it is important that the distribution of trips by mode be measured over time.

The financial data suggests the need for implementing rates both for on-street and off-street parking. The occupancy of off-street parking and on-street spaces located close to major parking generators should be closely monitored. The revenues generated from public on-street and off-street spaces located close to parking generators can be viewed as a source of revenue for peripheral parking and the City's shuttle system.

The monitoring plan should include a section on recommendations. These could include adjustments to the comprehensive plan indicated by proposed redevelopment plans within the CRA. The deletion or addition of currently proposed parking facilities could be recommended, or changes in their timing or locations. The section could also include appropriate adjustments in on-street and off-street parking rates, and the expansion (or reduction) of commuter transit services. It could also include changes in the transit services provided to parkers in the fringe parking areas. Finally, the recommendation section could include additional studies, especially in areas where deviations from the projected plan are great.

Based on the above discussion, the parking management options for the CRA are:

- 1) Investigate increasing the size of its civilian enforcement staff.
- 2) Increase parking fines from \$8 to \$10.
- 3) Investigate a validation program with area merchants.
- 4) Establish a Parking Authority.
- 5) Implement a monitoring program.

RECOMMENDED PARKING PLAN

The recommended parking program for the Winter Park CRA responds to the existing and projected parking needs and the identified planning and fiscal considerations. The recommended program consists of the following components:

- Parking requirements
- On-street parking
- Off-street parking
- Parking management program

Each component of the recommended program is discussed below.

Parking Requirements

It is recommended that the City of Winter Park update its parking requirements to incorporate the following concepts. The first is to incorporate the results of both the ITE Parking Generation Report and the Shared Parking Study compiled by the Urban Land Institute. The second is to incorporate language that would allow future development to have the option to provide cash or land in lieu of off-street parking.

On-Street Parking

It is recommended that the City of Winter Park improve its parking signage to clearly define "No Parking" time periods as well as area limits.

Pavement markings should also be improved to better define the parking area.

The following options should be considered for implementation to improve parking in Winter Park:

- Remove all on-street parking in the CBD core and purchase/build off-street parking facilities.
- Prohibit some on-street parking in the CBD core and purchase/build off-street parking facilities.

- Create additional on-street spaces by adding parking to Morse Boulevard between Denning Avenue and New York Avenue.
- Implement shorter time periods for parking spaces adjacent to high turnover establishments.
- Install parking meters to increase parking turnover and provide a new revenue source for the City.

It is also recommended that the City of Winter Park implement a comprehensive "On-Street" parking survey of the city residents and businesses. The purpose of this survey is to determine the perception of parking problems and possible solutions such as removing on-street parking and the use of parking meters.

Off-Street Parking

It is recommended that the City of Winter Park improve its parking signage to clearly define directions to the municipal parking lots. The city should also develop entrance features which define hours of operation. To the extent possible the municipal lots should be incorporated into the streetscape program. The city should also redesign the layouts of the existing lots to improve circulation.

Based on an evaluation of off-street parking options and input from the CRA Committee and the City of Winter Park, the following recommendations are provided:

- Develop a full financial feasibility analysis on each of the candidate parking lots.
- Initiate negotiations for surface/air right agreements with selected private property owners to secure the ability to provide parking.
- Investigate and implement new funding sources for parking facilities.
- Incorporate the Amtrak Property into the existing surface lot at the corner of Morse and New York.
- Evaluate option of providing a downtown shuttle to carry shoppers to remote parking.

It is also recommended that the City of Winter Park implement a comprehensive "Off-Street" parking survey of the city residents and businesses. The purpose of this survey is to determine the degree of and potential for support for off-street parking lots and structures.

Parking Management Plan

It is recommended that the City of Winter Park establish a parking authority to accomplish the above outlined recommendations and options. The purpose of the Winter Park Parking Authority would be to provide adequate parking consistent with City planning and fiscal objectives and constraints. The duties of the Authority would include the administration of City off-street parking, including the setting of rates and the collection of revenues. The Authority would monitor parking revenues, costs, and demand and would be responsible for the construction of new off-street parking facilities and their financing. Also, the Authority would be responsible for scheduling new parking facilities and for using other policies and programs to balance growing demand for parking spaces with the supply.

The Winter Park Parking Authority would provide the CBD with an opportunity to administer parking in a more businesslike manner with keen sensitivity to cost. It would collect and manage the payments received from developers in lieu of their provisions of required off-street parking spaces. The Authority would also administer dedicated lands that were similarly provided in lieu of off-street spaces.

Based on the outcome of the parking survey the following options may or may not be implemented:

- Investigate increasing the size of its civilian enforcement staff.
- Increase parking fines from \$8 to \$10.
- Investigate a validation program with area merchants.
- Implement a monitoring program.

