

**CITY OF WINTER PARK
PLANNING AND ZONING BOARD**

**Staff Report
July 7, 2015**

REQUEST OF DR. RANDALL LOY FOR: AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE I, "COMPREHENSIVE PLAN" SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION OF INSTITUTIONAL TO OFFICE AND PROFESSIONAL FUTURE LAND USE ON THE PROPERTY AT 1500 S. ORLANDO AVENUE.

REQUEST OF DR. RANDALL LOY FOR: AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE THE ZONING OF SINGLE FAMILY (R-1A) DISTRICT TO OFFICE (O-1) DISTRICT ON THE PROPERTY AT 1500 S. ORLANDO AVENUE.

REQUEST OF DR. RANDALL LOY FOR: CONDITIONAL USE APPROVAL TO REDEVELOP THE ST. JOHN'S LUTHERAN CHURCH PARKING LOT AT 1500 S. ORLANDO AVENUE WITH A TWO STORY, 15,000 SQUARE FOOT MEDICAL OFFICE BUILDING, PURSUANT TO THE REQUESTED O-1 ZONING.

This public hearing is at the request of Dr. Randall Loy (Center for Reproductive Medicine) involving rezoning and redevelopment of the St. John Lutheran Church parking lot at 1500 S. Orlando Avenue. (It does not include the two adjacent Church properties at 1010 Garden Drive and 1021 Camellia Avenue)

The applicants are requesting to change the Comprehensive Plan future land use map from institutional to office & professional and a companion rezoning from single family (R-1A) to office (O-1); along with a Conditional Use for the proposed two-story, 15,000 square foot medical building. The project statistics include:

Project Site:	1.36 acres
Existing Future Land Use Category:	Institutional
Existing Zoning District:	R-1A
Proposed Future Land Use Category:	Office & Professional
Proposed Zoning District:	O-1

Project Proposal:

The proposed medical office building is two-stories and a total of 15,000 square feet with a floor area ratio (FAR) of 25.3%. This is less than the maximum 45% FAR permitted in the requested O-1 zoning.

The overall site area is 59,242 square feet (1.36 acres). Under the current Institutional future land use and R-1A zoning, the site could be used for Church parking (as it is now) or for other new Church building(s) or based on the Single Family (R-1A) zoning, the site could be used to construct new single family homes with a maximum total size of 25,474 square feet based on the maximum 43% FAR. Thus, the proposed 15,000 sq. ft. medical building is smaller in size than the collective size that the new single family homes might be, if developed based on that R-1A zoning maximums.

For purposes of comparison, the following table outlines the R-1A zoning requirements, the O-1 zoning requirements and the proposed development standards of this project.

	R-1A Requirements	O-1 Requirements		Project Proposal
Property Size 59,242 sq. ft.				
Floor Area Ratio	Max. 43%	Max. 45%		25.3%
Lot Coverage	N/A	N/A		N/A
Min. Open Space/Imp. Cov.	Min. 50%	Min. 15%		29%
Primary Street Front setback	25 feet	10 feet		18.75 feet
Secondary Side Street setback	20 ft.	10 feet		60-90 feet
Interior Side setback	10 feet	10 feet		115 feet
Rear setback	25/35 feet	25 feet		115 feet
Parking Requirement	2/unit	1 per 200/sq. ft.		75 spaces
Bldg. Height	35 feet (2 story max)	55 feet (4 story max)		40-43 feet (2 story)

Parking Requirements:

The City's parking code for medical office is one space for each 200 gross square feet of building area. This project needs 75 spaces and is providing the 77 spaces, two more than required.

The City's parking requirement for Churches is one parking space for each four seats. There is no method prescribed in the zoning code for measuring the number of "seats" in the sanctuary when you have rows of church pews. The number of seats depends upon how much space each person occupies and the comfort level of sitting next to others. Sometimes people leave a lot of space between them, but if the Church is full then you sit much closer together. Technically, per the Building Code, each seat is defined as 22 inches wide. That is similar to the width of the seats at the Amway Arena. Church pews however, are not fixed seating. None-the-less, based on those 22 inch per seat calculations, there are 525 seats in the Church sanctuary which would translate into the need for 131 parking spaces.

The Church has 125 parking spaces comprised as follows: (A) 61 spaces to the east of the Church which will soon be increased to 78 spaces by reconfiguring the playground; (B) 13 spaces pursuant to the agreement with Lutheran Counseling Center; and (C) 34 spaces on The Baby Project. In addition, pursuant to the agreement with the doctors, the Church must provide a parking attendant on Sunday that will help usher attendees to the correct location. Given that there is no specific code prescribed method to assess seating in a sanctuary setting and that it is not realistic to think that in every church pew, every person will be 22 inches apart (as with fixed seating) then these 125 spaces are deemed by staff be in compliance with code for the required Church parking.

The current size of the congregation for Sunday services is about one-third full. Given a typical Sunday, the 88 spaces on site would be adequate to meet the parking needs of the Church with about 120-140 people in attendance. The concern of the neighbors is what happens if or when the Church restores its' congregation to resemble its' previous membership. The Church believes they can overcome that scenario by having more than one Church service. They also have the potential to seek additional parking on the other Church properties at 1010 Garden Drive and 1021 Camellia Avenue. However, that would need a future Conditional Use approval and that is not part of this application.

Tree Preservation:

Dru Dennison, the City's Urban Forestry Manager has assessed the existing trees and the efforts to preserve the best specimens. The applicant overall is doing an excellent job with respect to tree preservation. All of the seven existing oak trees along the eastern property line are being preserved. It is unfortunate that the site plan removes the largest 48 inch live oak tree on

the north portion of the site but the city staff understands the rationale given the tree's location in the parking lot, as to why that is happening.

The site plan preserves the remaining three trees (two big live oaks and a laurel oak) on that northern portion of the site. It is important that there is separation from those trees from the construction impacts of digging the retention area near those trees and tree root systems. The staff recommendation will be for a 25 foot setback from those trees before grading/digging begins for the storm water retention area. The applicant can maximize retention with a vertical wall (to increase retention capacity) on the sides away from the trees, but the City does not want more than a 6:1 side slope for the retention area on the eastern side, near the trees due to the impacts on the root systems and survivability of those trees. Similarly, staff will recommend removal of the sidewalk adjacent to those live oak trees again due to the construction impacts of digging the sidewalk so close to those trees and tree root systems.

Lastly the two existing live oak trees along the southern property line are in great condition per Dru Dennison. Both of these two nice live oak trees have been saved. As we proceed further in the parking lot design, the layout may need to lose a parking space or two for better protection of those live oaks. The proposed plan has two extra spaces and as a point of information the Code provides that up to 5 spaces can be lost to aid tree preservation and still be credited to the project. So the City has some flexibility with the parking lot design. Also, as designed, at 1 parking space per 200 sq. ft. and a building set up for 5 doctors with only 2 doctors on-site at any one time, there is ample parking.

Comprehensive Plan/Zoning Code Exceptions Requested:

The Conditional Use process allows the applicant to request certain exceptions regarding setbacks and other similar development standards. Based on the layout there are 11 parking spaces in a row before a landscape island (versus 10 per code) but that is trivial and otherwise there are no zoning code exceptions and the project plans meet all code requirements for the proposed O-1 zoning.

Traffic Study:

As required by the Land Development Code, the developer provided a traffic study to determine the impacts of this project. The study shows 283 net new trips over the current development potential of the property. The staff recognizes this location is adjacent to Orlando Avenue with 26,000 cars/day. The neighbors however, already feel overwhelmed by the cut-thru traffic especially on Garden Drive that is a popular cut-thru route to avoid congestion at the Orange/Orlando intersection. Understandably, the neighbors don't want any more cut-thru traffic and expect some of this project's traffic on their streets.

Site Design:

City staff is generally very complimentary of the site design and layout of this project. The applicants have done many things to enhance the visual appeal of the building. The elevation drawing provided is a very attractive style with elements of residential design (mediterranean) and the front façade provides a semblance of a "front" on Orlando Avenue even though the patients enter on the opposite side.

This is the "preliminary" conditional use phase. If this project proceeds on to the "final" conditional use phase, then the City reviews the final architectural plans, civil plans/storm water retention, parking lot lighting, monument signage, etc. which are important but especially at this gateway location into Winter Park.

Compatibility Analysis:

As with the previous request for the assisted living facility, one of the City's primary concerns is always based on compatibility. The staff looked to see if the size and scale of the proposed project is comparable to the density and intensity of commercial or institutional buildings in this immediate area on Orlando Avenue. To that end, the Church itself and the adjacent Office buildings seem to be the best guides for density and intensity that would fit and be compatible on these properties.

Per the tax rolls, the Church is approx. 57,462 square feet of building on a 2.6 acre site. That is a density/intensity (floor area ratio) of 53.8%. Per the tax rolls, the Office building to the north at 1400 S. Orlando Ave. is 21,023 sq. ft. on a 0.85 acre site. That is a density/intensity (floor area ratio) of 57.0%. This project is 15,000 square feet on a 1.36 acre site which is a density/intensity (floor area ratio) of 25.3%. Thus, this project is less than the neighboring density/intensity of development. (FYI: The assisted living proposal was at a FAR of 90%)

Zoning Options:

The City has two office zoning districts. The O-1 office district allows buildings up to 55 feet in height (4 stories) and the O-2 office district allows 35 feet of height (2 story maximum). Otherwise all of the development rules are essentially the same. If there were to be an objection to the 4 story potential of the O-1 zoning then an alternative option is to grant O-2 office zoning with an exception for the height as proposed.

Evolution of this Project:

Originally in April 2014 the proposed sale by the Church was just and only this parking lot property at 1500 S. Orlando Avenue. However, the two Church houses at 1010 Garden Drive and 1021 Camellia were added to the

purchase that was proposed in December 2014 by Sentio for the assisted living facility. The Sentio project was a 73,000 square foot building at an FAR of 90%. It was much larger both in land area and building size than the current request. Due to that size/scale and neighborhood objection, P&Z recommended denial of their request and it was subsequently withdrawn. Thus the Church is back to where this process started, with the sale of only the Church parking lot at 1500 S. Orlando Avenue which has resulted in a much smaller building.

Comprehensive Plan Policy Guidance:

There are not any relevant policies in the Comprehensive Plan that address the aspects of this application of the change to the Comp. Plan FLU Map from Institutional to the Office and Professional future land use category. The reason is that while the land is zoned Single Family (R-1A), it has an Institutional future land use designation. In theory the Church could be asking to build a 15,000 square foot Fellowship Building; Education Center, Gymnasium or some other type of Church building on this land.

In the previous request by Sentio, that circumstance involved the other two Church properties with Single Family future land use which brought up other Comp. Plan policy issues that are not the case with this request just limited to the 1500 S. Orlando property.

There is one Comp. Plan Policy 1-4.1.F.5 that provides that the growth and development of St. John Lutheran Church should be in conformance with a master plan. However, there has never been a master plan prepared, submitted or approved for St John Lutheran Church.

Summary and Conclusion:

The planning staff has not been opposed to the sale and redevelopment of this property. In the December 2014 staff report, it said "There are a number of other scenarios that could work well both for the Church and for the adjacent neighborhoods. One of which would be to go back to the original plan by the Church to sell only the existing parking lot and keep the two Church houses as a buffer from the neighborhood."

The staff report also said "One more compatible option would be to sell for a use, such as an office, that is more compatible with the adjacent single family residential neighborhoods. If redeveloped as an office building, then with office zoning and the 45% maximum FAR, it would be the virtually the same size as the current single family zoning would permit with its maximum 43% FAR. This is also an attractive scenario because typically the office building parking lot would be inactive at nights and on weekends and available for the Church to use on Sundays."

In an ideal scenario, this property would remain vacant and be the home of the 'Pumpkin Patch' for many years. But the Church has the ability to sell this land and still meet their requirements for Church parking both on their property and with the off-site agreements with the Lutheran Counseling Center; and this medical office project. Redevelopment for an office use is the best scenario with respect to neighborhood compatibility in that it is generally a weekday activity and so on nights and weekends when neighbors are at home, there is very little activity. This is a location that is adjacent to a neighborhood but also a location adjacent to a four lane arterial State Highway. The size and scale of two stories and 15,000 square feet on 1.36 acres (25% FAR) is thus compatible.

Staff Recommendation is for APPROVAL of the request for office and professional future land use and office (O-1) zoning.

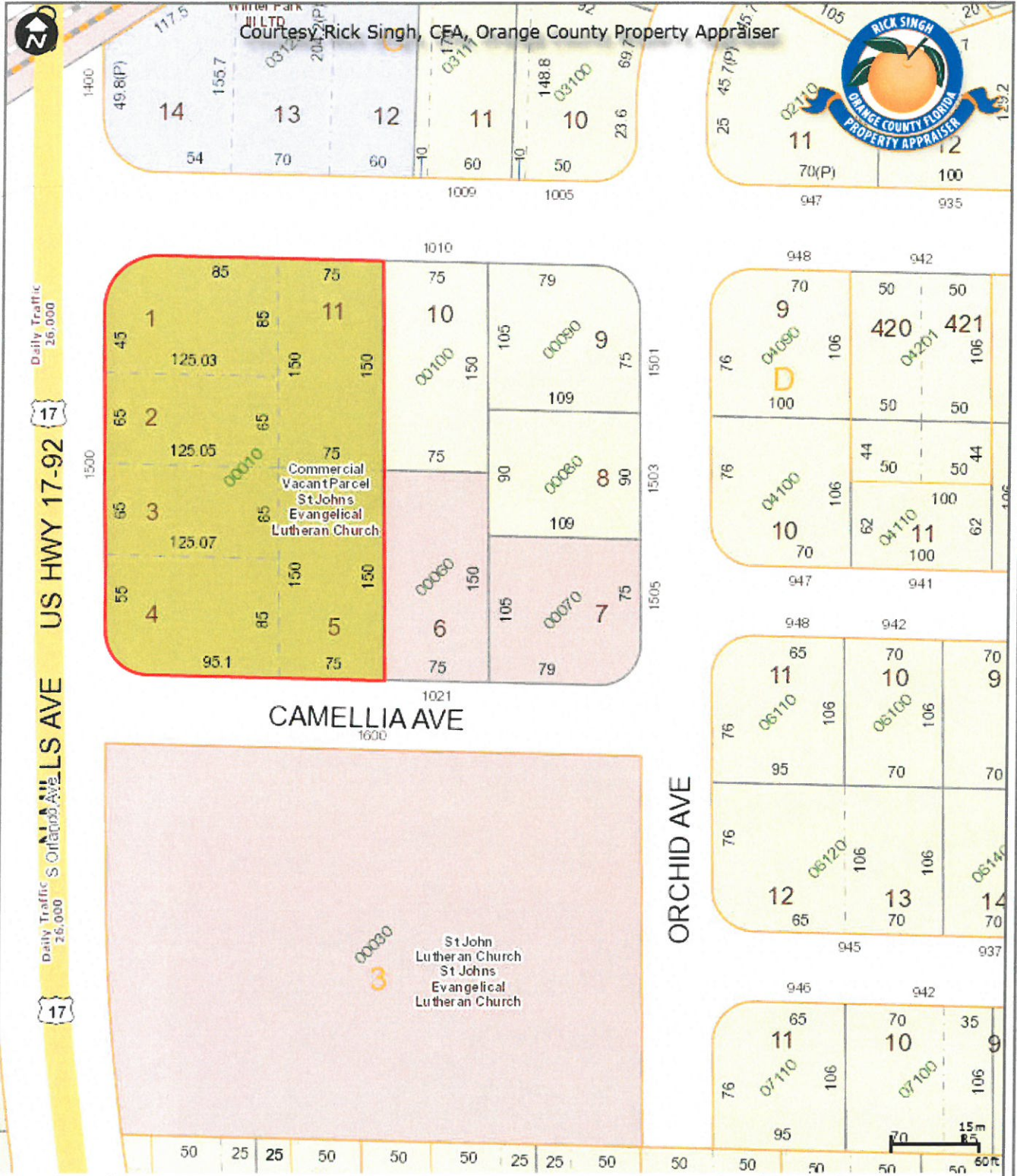
Staff Recommendation is for APPROVAL of the Preliminary Conditional Use with the following conditions:

1. That the civil site plan complies with a 25 foot setback from the oak trees in the northern portion of the site before grading/digging begins for the storm water retention area. The applicant may maximize retention with a vertical wall (to increase retention capacity) on the sides away from the trees, but may not utilize more than a 6:1 side slope for the retention area on the eastern side, near the trees due to the impacts on the root systems and survivability of those trees.
2. That the proposed sidewalk adjacent to those live oak trees be removed due to the construction impacts of digging the sidewalk so close to those trees and tree root systems.

OCPA Web Map

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

Courtesy Rick Singh, CFA, Orange County Property Appraiser



OCPA Web Map

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

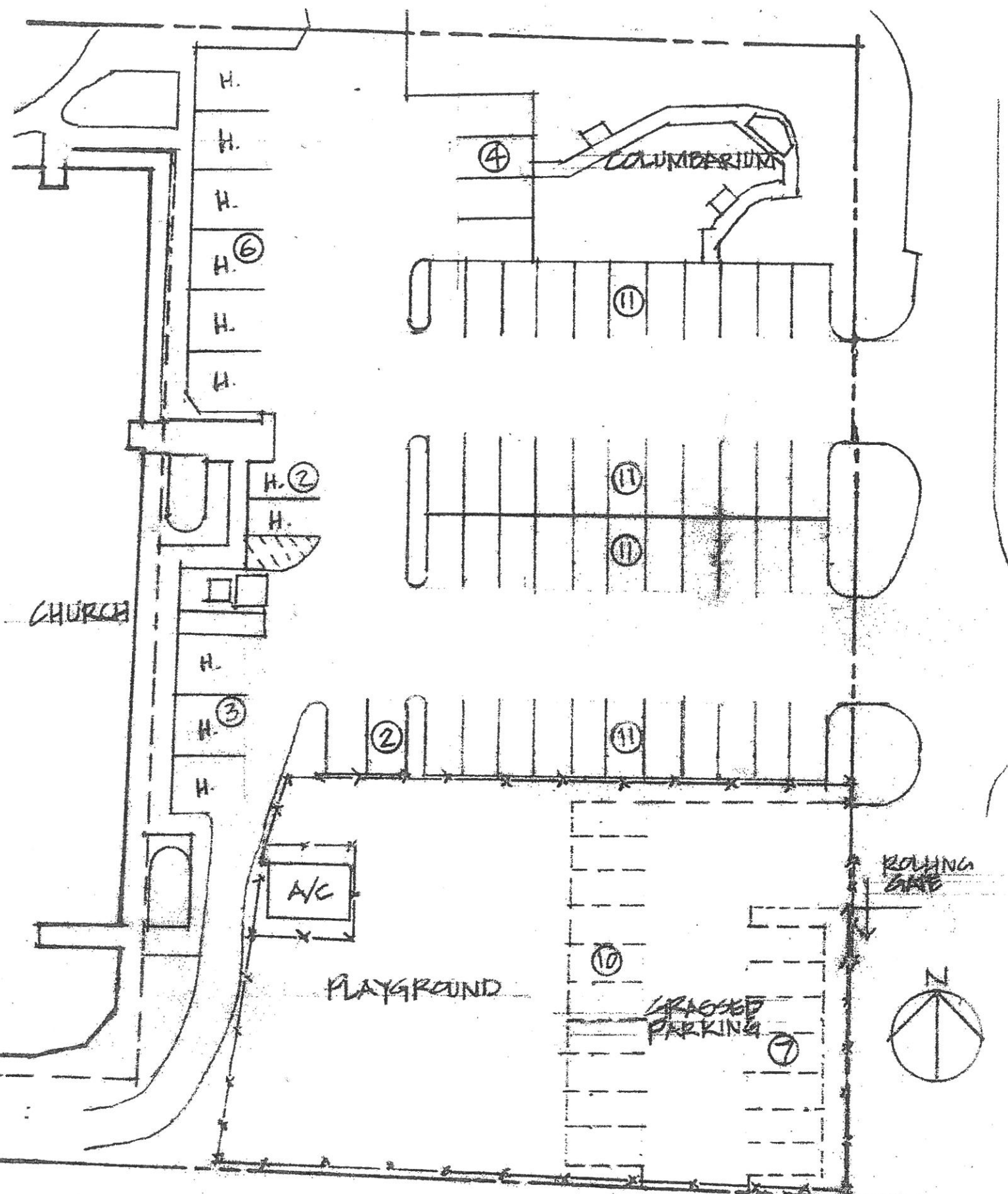


Courtesy Rick Singh, CFA, Orange County Property Appraiser



Created: 8/28/2013

This map is for reference only and is not a survey.



61 PAVED SPACES
 17 GRASSED SPACES
 78 TOTAL SPACES

525 seats

ST JOHN
 LUTHERAN CHURCH
 PROPOSED EAST PARKING
 1" = 30'

6/1/14



LUTHERAN COUNSELING SERVICES
A Service Center for the American Association of Pastoral Counselors

R. Richard Armstrong, D.Min. LMFT
Executive Director

November 5, 2014

Dear St. John's Leadership,

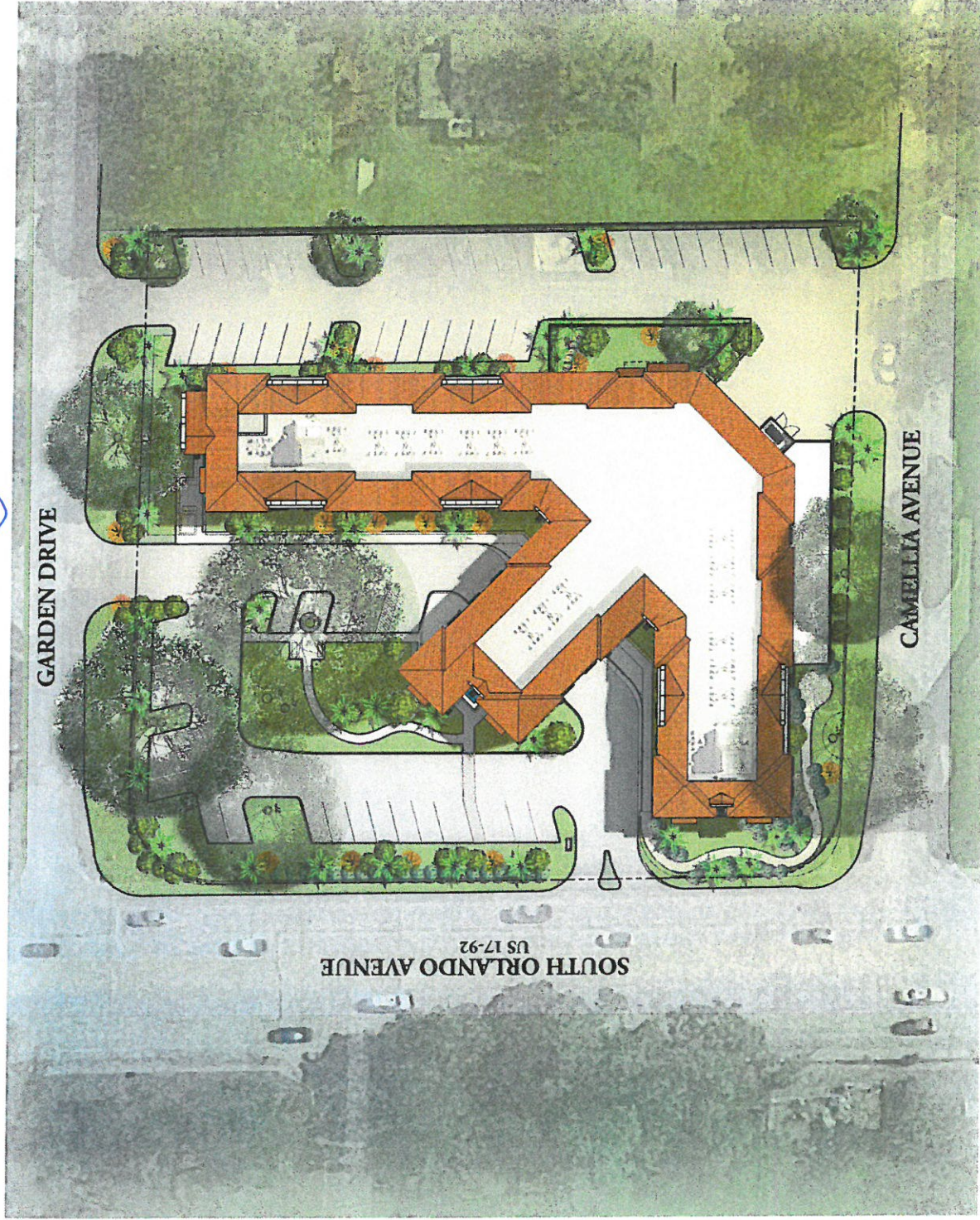
Yes, we approve the requested use of LCS parking. LCS parking is gladly available to St. John's Church on Christmas Eve and Sunday mornings.

LCS Leadership reserves the right to adjust, revoke or amend this approval with proper notification and discussion with St. John Leadership.

Sincerely,

Rev. Dr. Richard Armstrong, LMFT
Executive Director
Lutheran Counseling Services

Sentio - Assisted Living Site Plan - Dec. 2014



For comparison, this is the Sentio assisted living facility site plan presented to P&Z in Dec. 2014. Three stories, 73,000 sq.ft. It was to be on 1500 S. Orlando and 1010 Garden Drive/1021 Camellia Ave.

Chancey Design Partnership Architecture • Planning • Interior Design Tallahassee, FL 32309 Tel: 904.438.1111 Fax: 904.438.1112 www.chanceydesign.com		SENTIO WINTER PARK ASSISTED LIVING 1021 CAMELLIA AVENUE WINTER PARK, FLORIDA	
MARK	DATE	DESCRIPTION	DATE ISSUED
			August 28, 2014
PROJECT NO.	14072	XX	XX
<small>© CHANCEY DESIGN PARTNERSHIP ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.</small>			
SITE PLAN			A-001

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE I, "COMPREHENSIVE PLAN" SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION OF INSTITUTIONAL TO OFFICE AND PROFESSIONAL FUTURE LAND USE ON THE PROPERTY AT 1500 S. ORLANDO AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, the Winter Park City Commission adopted its Comprehensive Plan on February 23, 2009 via Ordinance 2762-09, and

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, the owner of this property is desirous of amending the future land use designation from Institutional to Office and Professional; 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 July 7, 2015, 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 July 27, 2015 and August 10, 2015 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. Future Land Use Map Amendment. 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 from Institutional to Office and Professional on the property at 1500 S. Orlando Avenue, more particularly described as follows:

Lots 1 through 5 & 11, Block E, Garden Acres 2nd Replat as recorded in Plat Book "R", Page 141 of the Public Records of Orange County, Florida.

Parcel ID# 12-22-29-2936-00-010

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 _____, 2015.

Mayor

Attest:

City Clerk

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 58 "LAND DEVELOPMENT CODE" ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE SINGLE FAMILY RESIDENTIAL (R-1A) DISTRICT ZONING TO OFFICE (O-2) DISTRICT ZONING ON THE PROPERTY AT 1500 S. ORLANDO AVENUE, MORE PARTICULARLY DESCRIBED HEREIN, PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the owner of a properties at 1500 S. Orlando Avenue has requested a Zoning Map amendment consistent with the amended Comprehensive Plan, and the requested zoning text change will achieve conformance with the Comprehensive Plan for the property 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 July 7, 2015 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 from Single Family Residential (R-1A) to Office (O-2) District on the properties at 1500 S. Orlando Avenue, more particularly described as follows:

Lots 1 through 5 & 11, Block E, Garden Acres 2nd Replat as recorded in Plat Book "R", Page 141 of the Public Records of Orange County, Florida.

Parcel ID# 12-22-29-2936-00-010

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. 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 _____, 2015.

Mayor

Attest:

City Clerk



**Trip Generation Analysis & Traffic Impact Assessment
Center for Reproductive Medicine**

This analysis was undertaken in support of a request to rezone, with a conditional use, an approximately two-acre property in Winter Park, Florida. This property is located on the east side of US 17-92 between Garden Drive and Camellia Avenue. **Figure 1** depicts this location.

Under the existing zoning, the property can be developed as single family residential with 9 dwelling units. The rezoning of the property with conditional use will allow the proposed development of a two-story 15,000 square foot Center for Reproductive Medicine, a medical office building.

Trip Generation

The trip generation of the land uses under the proposed zoning as well as the existing was calculated with the use of trip generation rates from the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The calculation summarized in **Table 1**. The ITE trip generation sheets are attached.

**Table 1
Trip Generation Summary**

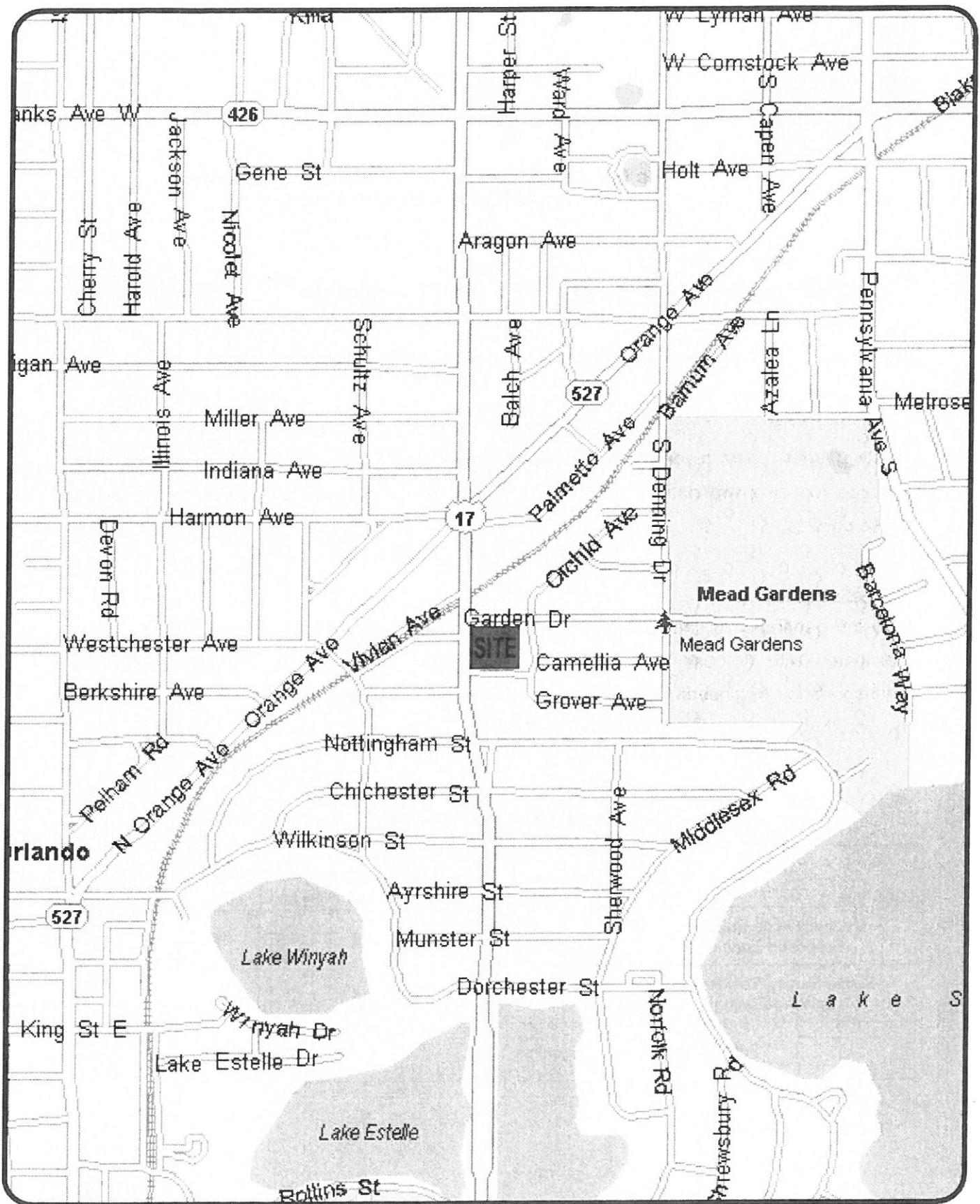
Land Use	ITE Code	Quantity*	Daily Trips		P.M. Peak Hour Generation			
			Rate	Trips	Rate**	Enter	Exit	Total
Medical Office Building (Proposed Zoning)	720	15 KSF	26.53	398	3.53/E	15	38	53
Single Family Residential (Existing Zoning)	210	9 DUs	12.79	115	1.33/E	8	4	12
Trip Increase Due to Rezoning			--	283	--	7	34	41

* KSF = Thousand Square Feet

DU = Dwelling Units

** Based Upon ITE Equations

TPD No 4653
June 1, 2015



Center for Reproductive Medicine
Project № 4653

Figure 1

Site Location



As shown in the table, the proposed zoning will increase the property's trip generation by 283 daily trips and 41 P.M. peak hour trips. These trips will utilize US 17-92 from the north and south in gaining access to the development site. **Figure 2** is a conceptual first floor plan showing the site's access configuration.

Impact on 17-92

US 17-92 is a four-lane divided arterial facility with a daily traffic volume of 25,500 vehicles and a posted speed limit of 35 mph. Its adopted LOS E daily capacity is 33,800 vehicles. With an anticipated 60/40 trip distribution on US 17-92, the additional trips to be added to this arterial facility will be a maximum of 170 daily trips and 25 P.M. peak hour trips. These trips will have a negligible impact on US 17-92 and the area roadways.

Impact on Residential Streets to the East

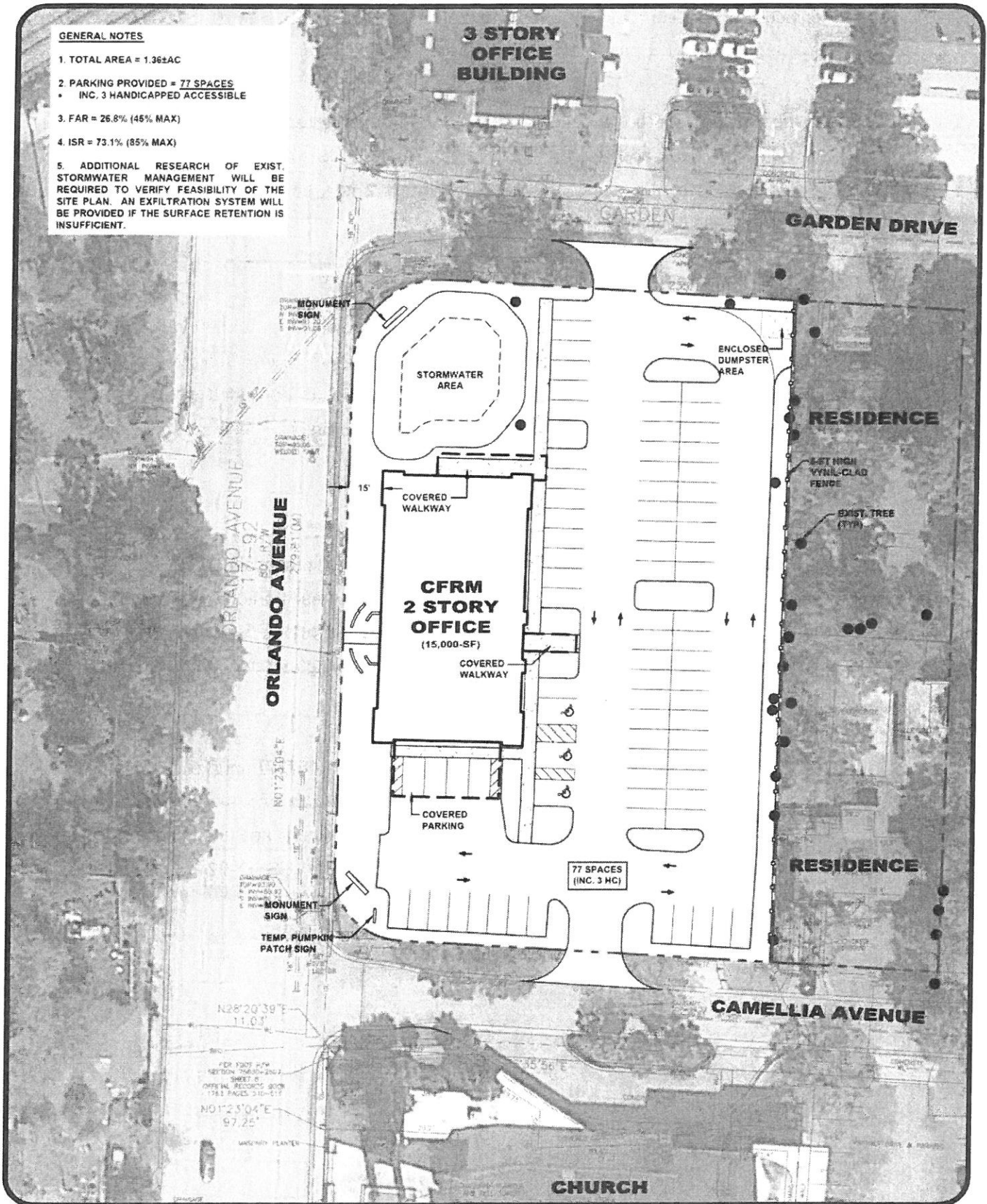
The proposed development is such a small trip generator that, for all practical purposes, all of its trips during the peak hour will come from US 17-92. However, a small portion of the generated trips (up to 15% on the high side) may be generated from the neighborhood to the east. This would represent a negligible 8 trips during the P.M. peak hour arriving and departing.

Conclusions

The proposed rezoning which would allow the development of a 15,000 square foot medical office building will increase the site's trip generation by 283 daily trips and 41 P.M. peak hour trips. The impact of these trips on the adjacent US 17-92 segment and the neighborhood streets to the east will be minimal, if not negligible. Furthermore, US 17-92 has additional excess capacity to accommodate the project trips.

GENERAL NOTES

1. TOTAL AREA = 1.36±AC
2. PARKING PROVIDED = 77 SPACES
• INC. 3 HANDICAPPED ACCESSIBLE
3. FAR = 26.8% (45% MAX)
4. ISR = 73.1% (85% MAX)
5. ADDITIONAL RESEARCH OF EXIST. STORMWATER MANAGEMENT WILL BE REQUIRED TO VERIFY FEASIBILITY OF THE SITE PLAN. AN EXFILTRATION SYSTEM WILL BE PROVIDED IF THE SURFACE RETENTION IS INSUFFICIENT.



Center for Reproductive Medicine
Project № 4653

Figure 2

**First Floor Conceptual Plan
& Access Configuration**



Attachments

Medical-Dental Office Building (720)

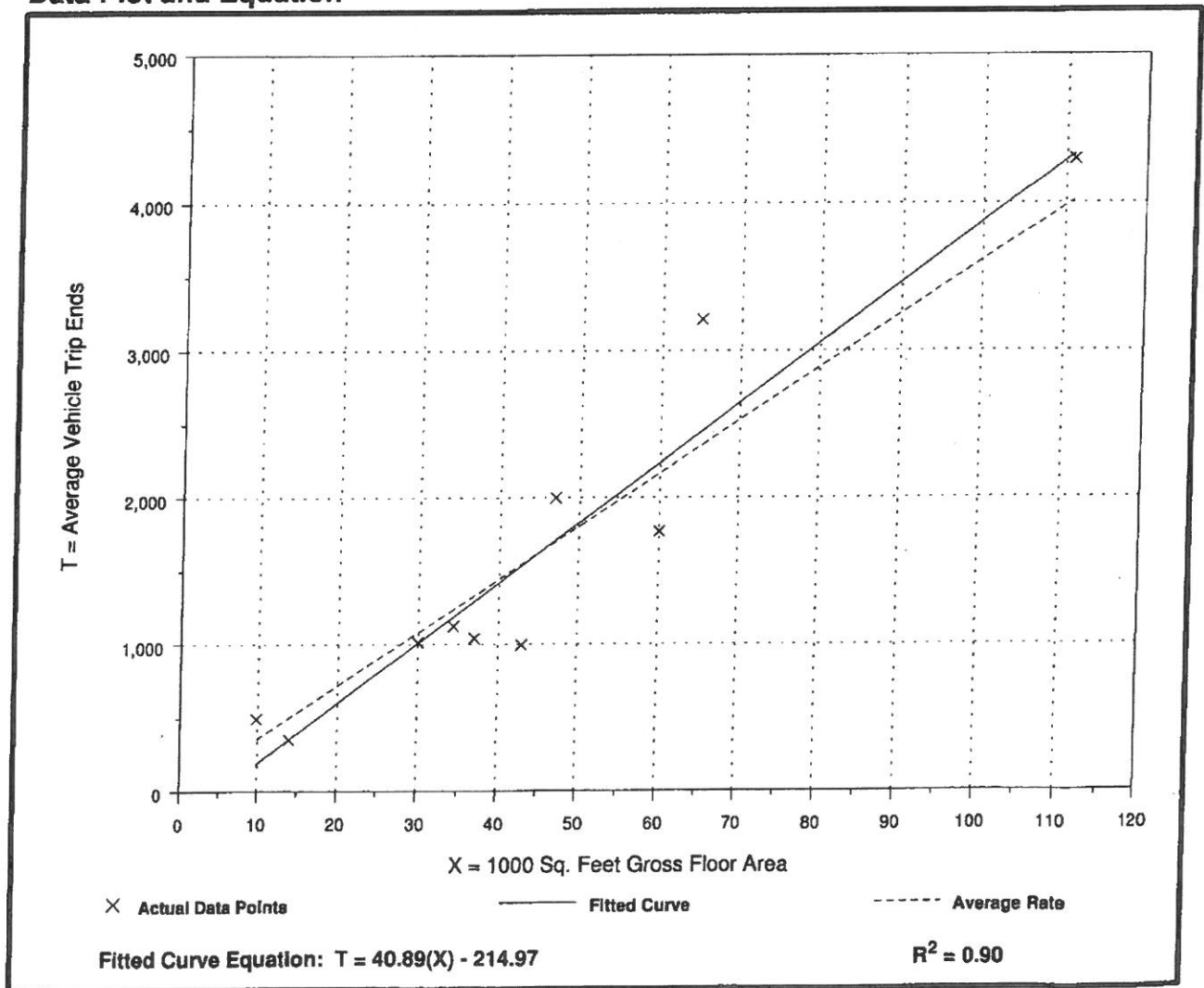
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday**

Number of Studies: 10
Average 1000 Sq. Feet GFA: 45
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
36.13	23.16 - 50.51	10.18

Data Plot and Equation



Medical-Dental Office Building (720)

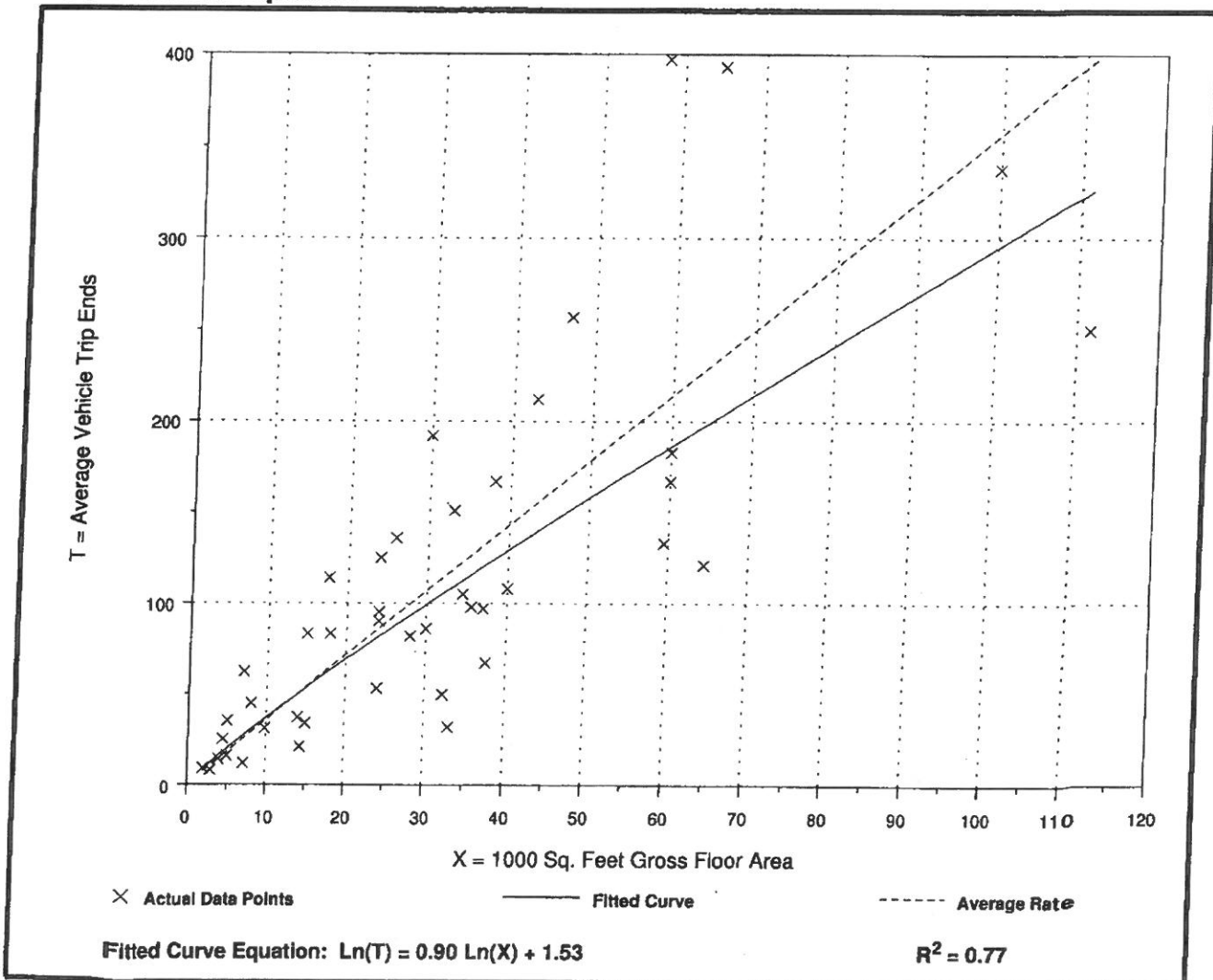
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 43
 Average 1000 Sq. Feet GFA: 31
 Directional Distribution: 28% entering, 72% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.57	0.97 - 8.86	2.47

Data Plot and Equation



Single-Family Detached Housing (210)

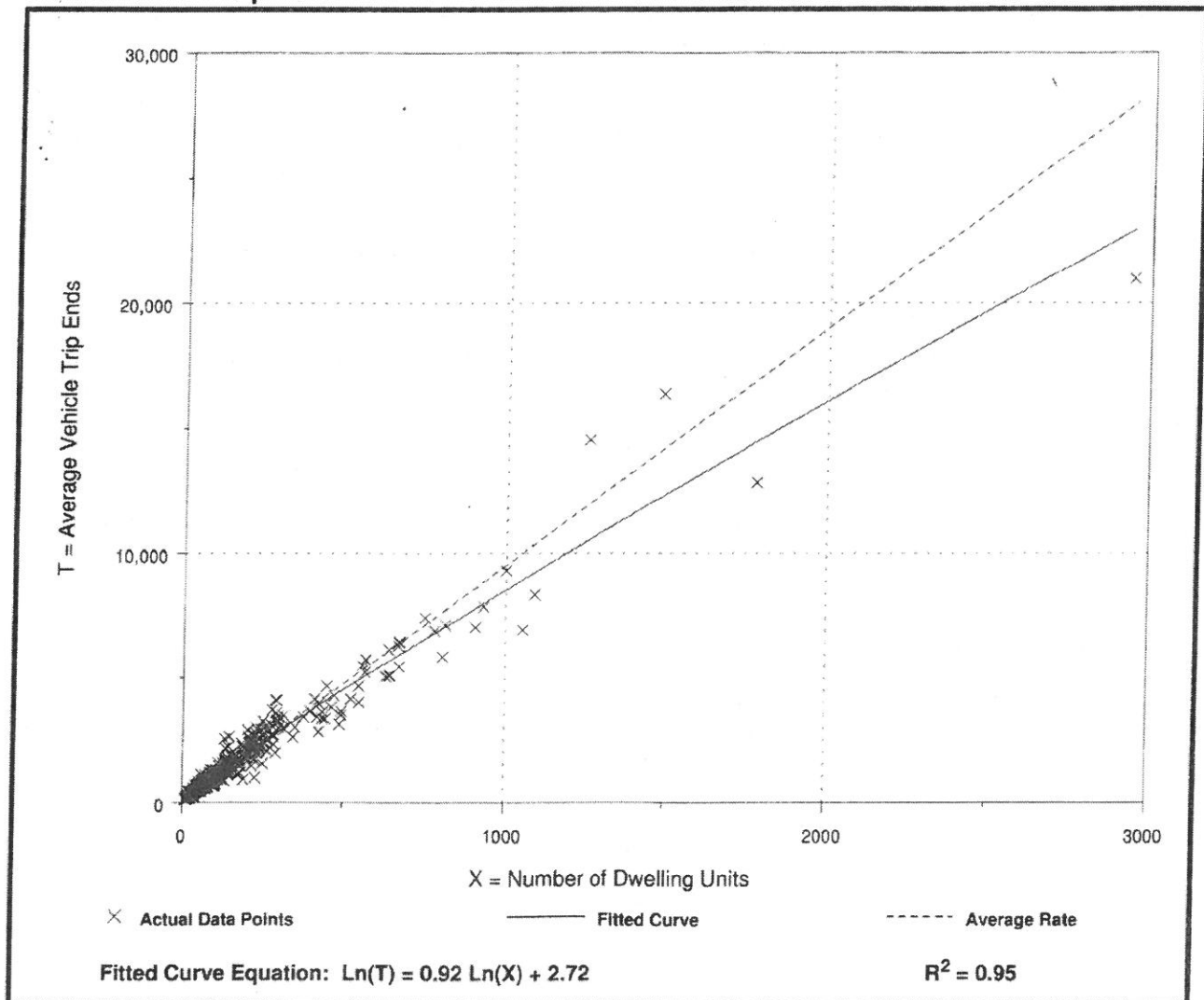
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 355
Avg. Number of Dwelling Units: 198
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.52	4.31 - 21.85	3.70

Data Plot and Equation



Single-Family Detached Housing (210)

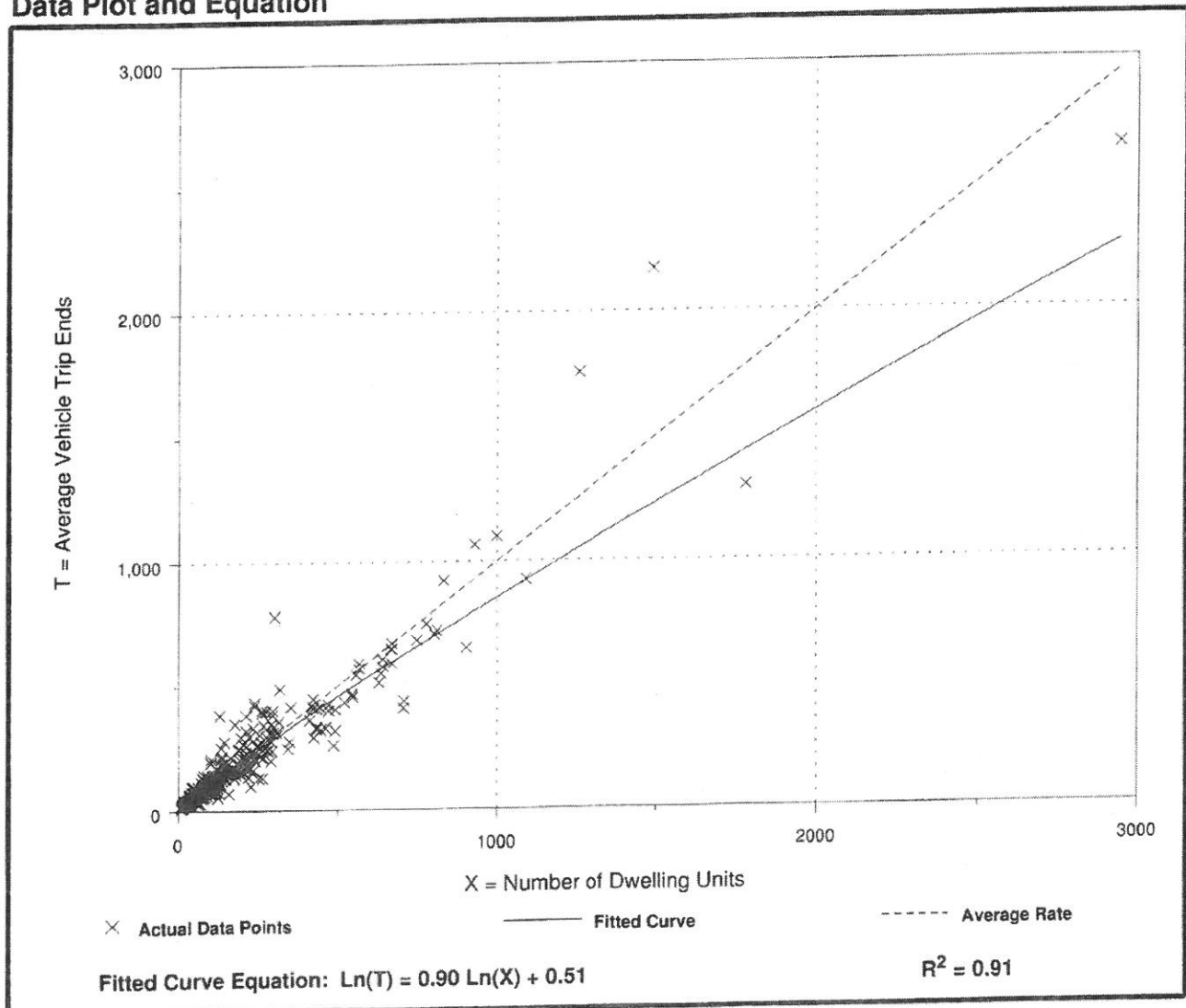
Average Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Number of Studies: 321
 Avg. Number of Dwelling Units: 207
 Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

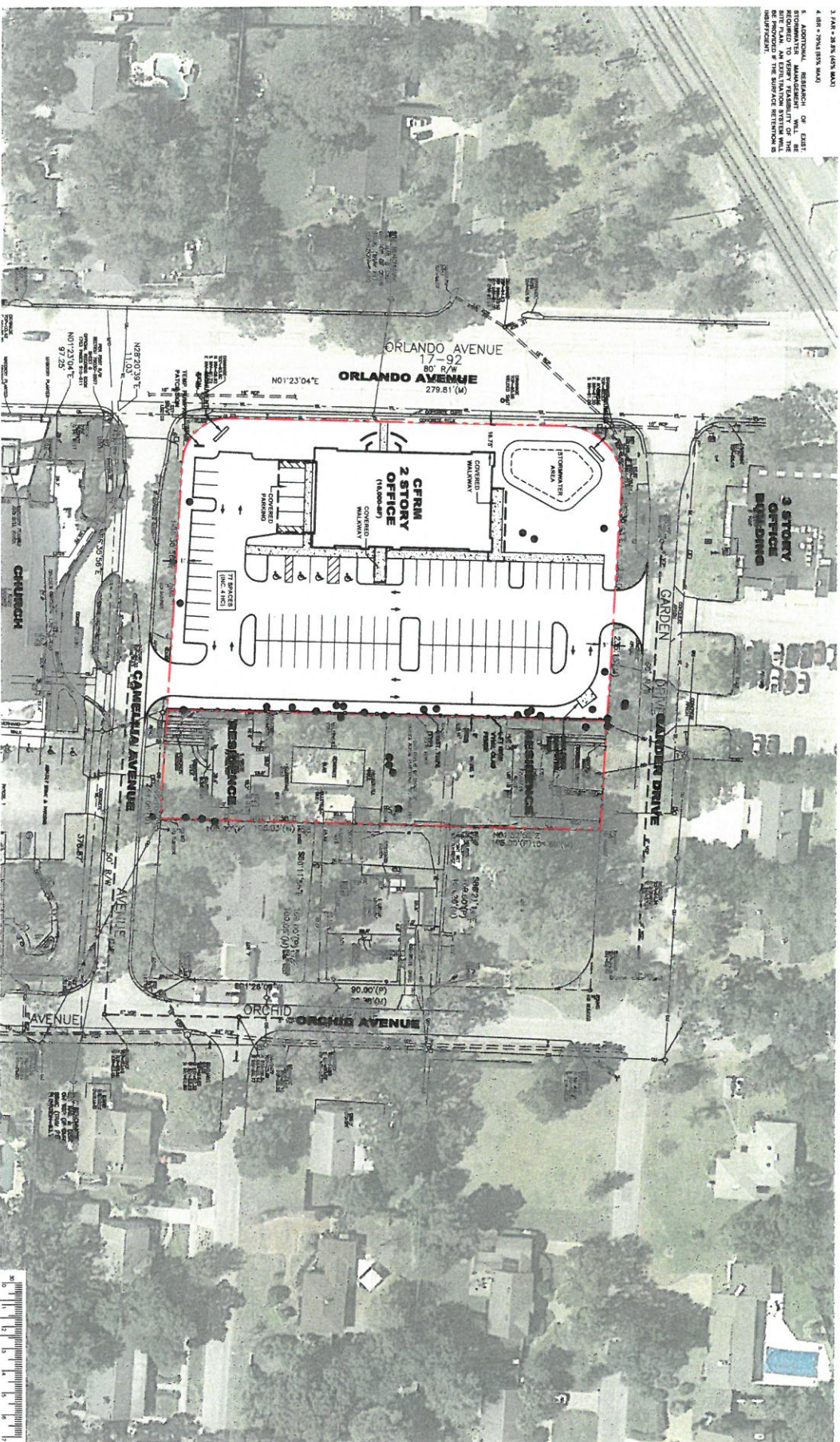
Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

Data Plot and Equation





- GENERAL NOTES
1. TOTAL AREA = 1.56AC
 2. PARKING PROVIDED = 77 SPACES
 3. IN-C = 28.5K (ON MAJ)
 4. IN-C = 19K (ON MAJ)
 5. ADDITIONAL RESEARCH OF EXISTING UTILITIES WILL BE REQUIRED TO VERIFY EXISTENCE OF THE UTILITIES. THE SERVICES UTILITIES WILL BE INDICATED ON THE SERVICES UTILITIES SHEET.



NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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FRED M HUMPHREY & ASSOCIATES, INC.
 800 S. ORLANDO AVENUE, SUITE C, WINTER PARK, FLORIDA 32789 • OFFICE: (907) 281-5200 • FAX: (907) 281-5200

CONCEPTUAL SITE PLAN

THE BABY PROJECT

1500 S. ORLANDO AVE., WINTER PARK

1541

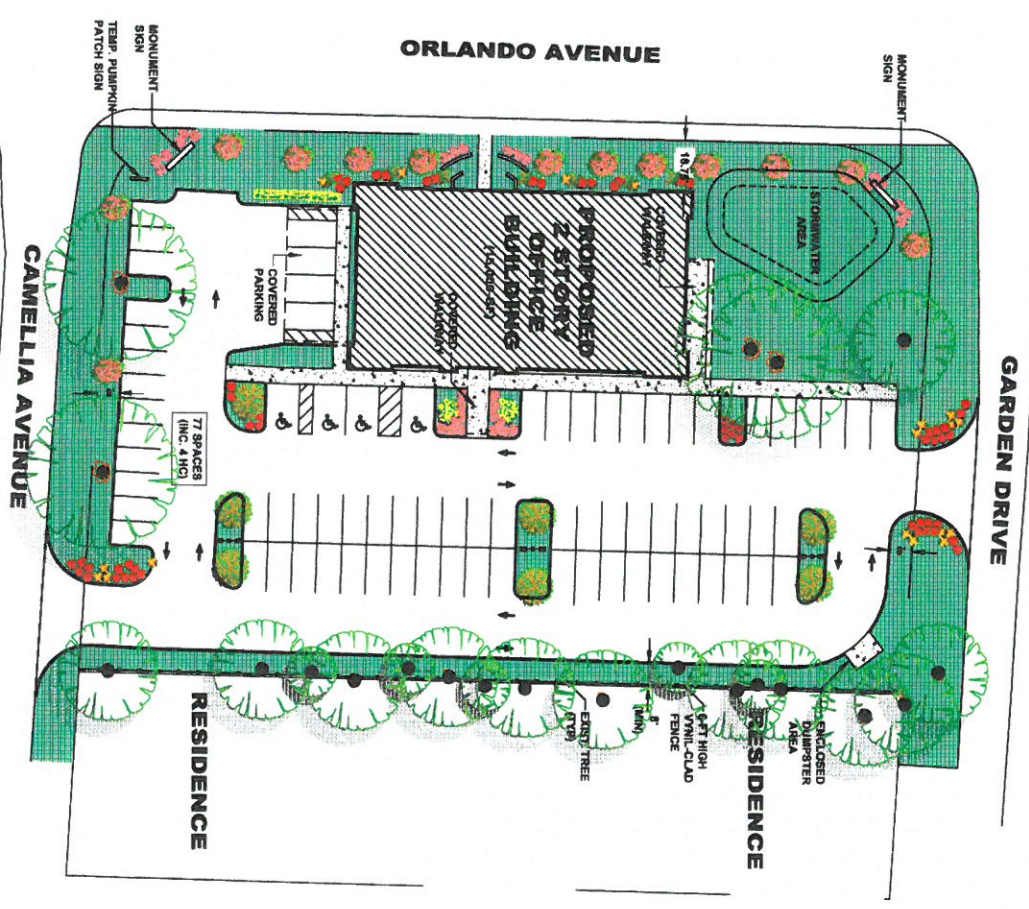
meilcivil

964 Lake Baldwin Lane, Suite 200
 Orlando, FL 32814 CA 00006505
 P: 407.893.6594 | F: 407.893.6851
 Web Site: meilcivil.com

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↑ NORTH



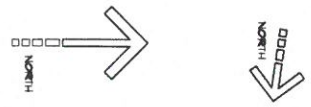
ORLANDO AVENUE

GARDEN DRIVE

CAMELLIA AVENUE

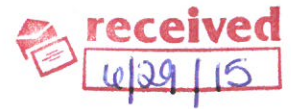
CONCEPTUAL LANDSCAPE PLAN
SCALE: 1" = 20'

FRED M. HUMPHREY & ASSOCIATES, INC. 1541
 800 S. GARDNER AVENUE, SUITE C, WINTER PARK, FLORIDA 32789 • PHONE: (407) 281-1222 • FAX: (407) 281-1222
 CONCEPTUAL LANDSCAPE PLAN THE BABY PROJECT 1541
 800 S. GARDNER AVENUE, WINTER PARK, FLORIDA



DATE: 10/20/10
 DRAWN BY: L-1

ARTHUR R. MILLER, III
929 Camellia Avenue
Winter Park, Florida 32789
Home: (407) 644-7689 – E-mail: art@armengr.com



(VIA HAND DELIVERY & E-MAIL)

MEMORANDUM

TO: MS. DORI STONE, DIRECTOR – PLANNING & COMMUNITY DEVELOPMENT
MR. JEFF BRIGGS, MANAGER – PLANNING & COMMUNITY DEVELOPEMENT
FROM: ART & MARYLEE MILLER
DATE: JUNE 28, 2015
SUBJECT: ZONING CHANGE REQUEST – 1500 S. ORLANDO AVE. – DR. RANDALL LOY

We live at 929 Camellia Avenue, about one half block east of the proposed re-zoning and conditional use request for 1500 S. Orlando Avenue. We attended the community meeting held on June 9th that was very informative and would like you to consider the following:

1. While we enjoy having a large vacant lot at this location, it's not realistic that this property on Orlando Avenue/17-92 remains residentially zoned. It's even shown on the Property Appraiser's website as "Commercial Vacant Parcel". The proposed plan, with a 2-story, 15,000 s.f. building, is less intense than the previous proposal and makes sense for this site. The City will benefit by collecting ad valorem taxes where the Church currently pays none.
2. Our main concern is what the Church will do for its Sunday parking; events such as food trucks, pumpkin patch, Christmas tree sales, and play area for the day care/school. Street parking on the substandard width streets (17' – 18') in our neighborhood is not an option!! At the community meeting we were told the proposed office building would dedicate a certain number (30 - 35?) of their paved parking spaces to the Church. Is this enough? What legal document ensures that these spaces will always be available? What if the church grows beyond its present congregation?

The attached pictures were taken on June 21st and represent, in our opinion, the number of cars parking on the vacant lot on any "normal" Sunday, excluding Christmas and Easter – 43 vehicles that day. The paved parking on the church property to the south was practically full, with 2 spaces empty.

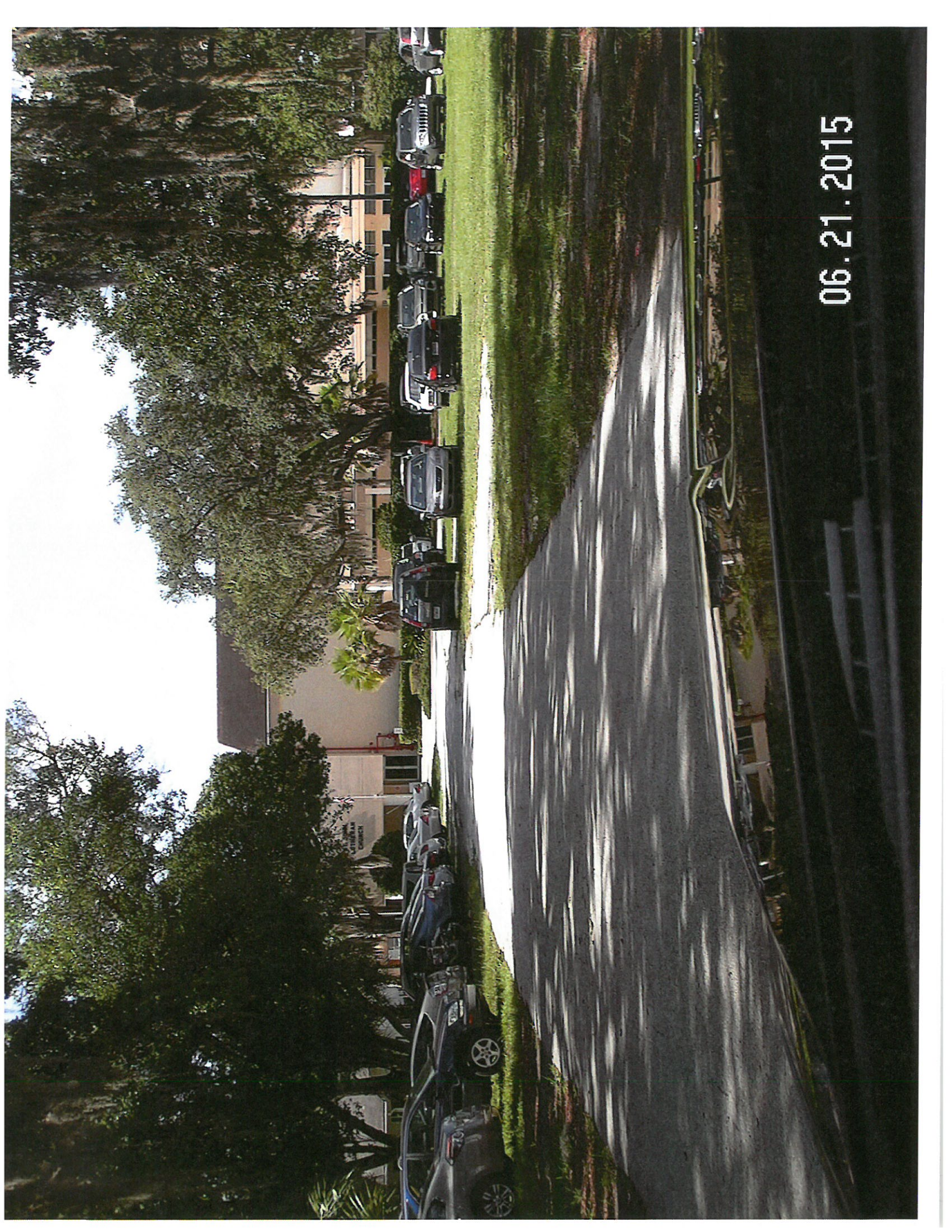
3. Throughout this discussion, the only conditions that seem to be considered concern the Zoning Applicant, with no conditions imposed on the Church. Pursuant to the City's Zoning Code, churches are allowed in the R-1A zoning district by Conditional Use. St. Johns Lutheran Church may have been grandfathered-in due to its long-time existence in the community, but it seems this reduction in available parking would trigger a Conditional Use requirement that would spell out conditions that the Church would have to abide by. These could include a limit on the number of seats, providing additional parking on other church-owned parcels, and not allowing any on-street parking. If requiring the Church to concurrently apply for a Conditional Use is not something the City is willing to do, then possibly requiring a 3-party Developers Agreement between the City, Zoning Applicant and the Church is in order.
4. Our last concern is about site lighting. The City's Code appears to address this, but we want to make sure that "dark skies" lighting is provided and that any lights are shielded from the residential areas immediately to the east, north and south.

Thank you for your consideration of our comments. We plan on being at the July 7th Planning & Zoning Board meeting, but if we cannot attend, please have this memo placed into the record on our behalf.

06.21.2015



06.21.2015



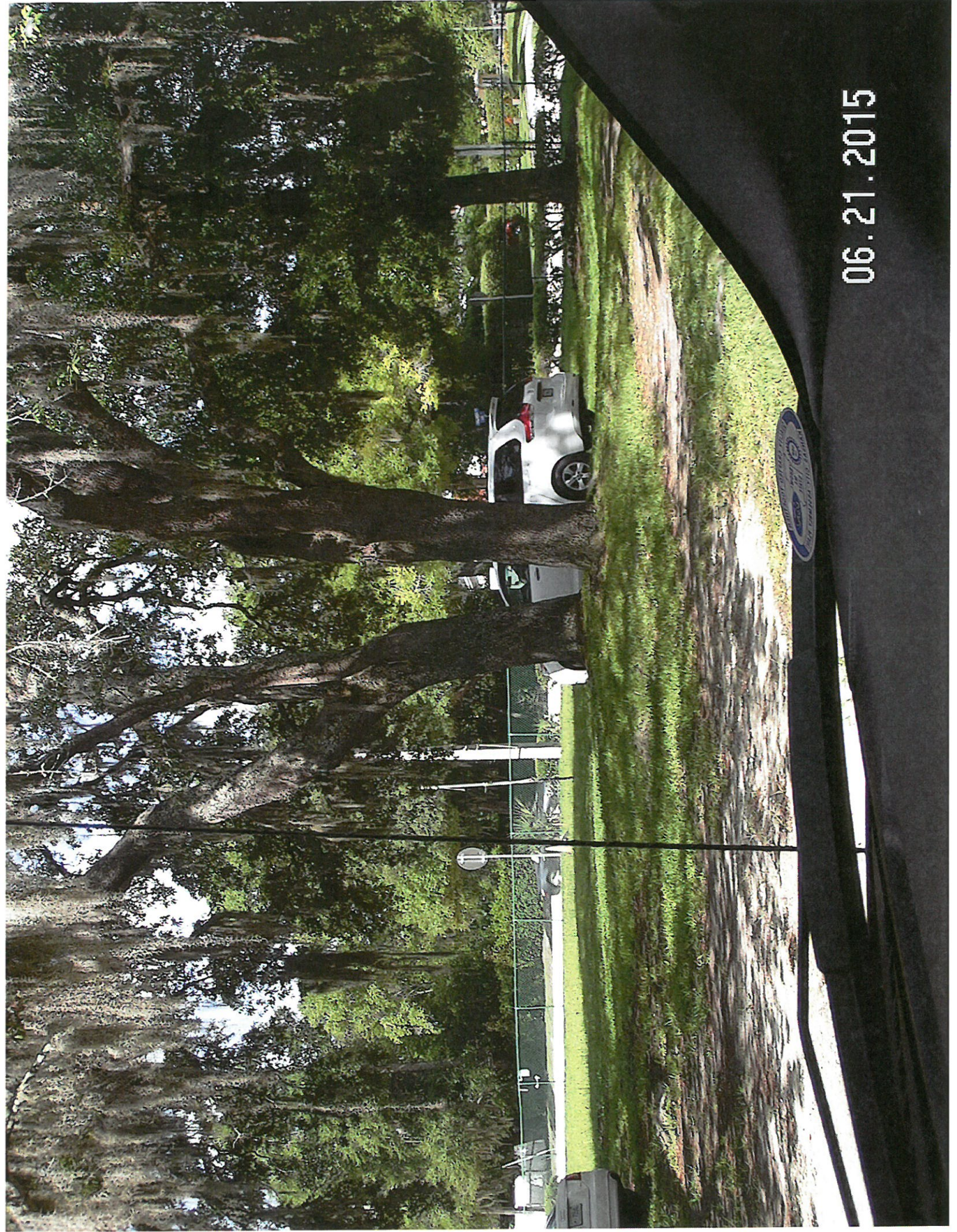
06.21.2015



06.21.2015



06.21.2015



**CITY OF WINTER PARK
PLANNING AND ZONING BOARD**

**Staff Report
July 7, 2015**

REQUEST OF THE CITY OF WINTER PARK FOR: AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 58 “LAND DEVELOPMENT REGULATIONS”, ARTICLE III, “ZONING” SECTIONS 58-71 AND 58-84 SO AS TO ADOPT PARKING GARAGE DESIGN GUIDELINES GOVERNING THE CONSTRUCTION OF PARKING GARAGES WITHIN THE CITY OF WINTER PARK, PROVIDING FOR REVIEW PROCEDURES; APPEAL PROCEDURES AND FOR RESOLUTION OF INTERPRETATIONS REGARDING SUCH GUIDELINES.

REQUEST OF THE CITY OF WINTER PARK FOR: A RESOLUTION OF THE CITY OF WINTER PARK ADOPTING PARKING GARAGE DESIGN GUIDELINES PURSUANT TO SECTIONS 58-71 AND 58-84 OF THE ZONING REGULATIONS SO AS TO ESTABLISH DESIGN GUIDELINES FOR THE CONSTRUCTION OF PARKING GARAGES.

This public hearing is to consider an Ordinance, requested by the City Commission, to add to the Zoning Code, new design guidelines for future parking garages within the City. Attached are the three relevant documents which include:

1. The Zoning Code ordinance to enable the adoption of the parking garage design guidelines, and
2. The Resolution by which the City Commission, pursuant to your recommendation, will adopt or amend the design guidelines, and
3. The actual Parking Garage Design Guidelines document.

The City has previously adopted two other sets of Design Guidelines which apply to the 1) Park Avenue/Central Business District, and 2) Morse Blvd./New England Avenue area. These design guidelines establish expectations as to the appearance of buildings within the geographical area or in this case for the appearance of future parking garages. The plan approval process is the same as currently utilized. It starts with staff review and then the staff decisions can be appealed to P&Z and ultimately to the City Commission. However, in almost every situation, any future parking garage would be part of a Conditional Use for a Large Building project (over 10,000 sq. ft.). It is theoretically possible to have a stand-alone project of a parking garage that is less than 10,000 square feet in size, (50 spaces), but the building that it serves would be larger than 10,000 square feet and then still be part of the Conditional Use. So in virtually every case, the parking garage plans and elevations would be coming to P&Z and City Commission for the ultimate decision. However, the City would now have guidelines to provide direction to the developer and to the City staff, P&Z Board and City Commission.

Staff Recommendation is for Approval.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 58 "LAND DEVELOPMENT REGULATIONS", ARTICLE III, "ZONING" SECTIONS 58-71 AND 58-84 SO AS TO ADOPT PARKING GARAGE DESIGN GUIDELINES GOVERNING THE CONSTRUCTION OF PARKING GARAGES WITHIN THE CITY OF WINTER PARK, PROVIDING FOR REVIEW PROCEDURES; APPEAL PROCEDURES AND FOR RESOLUTION OF INTERPRETATIONS REGARDING SUCH GUIDELINES; PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, the City Commission desires to implement design guidelines to govern the exterior and interior appearance and function of parking garages in order to protect the public health safety and welfare of the City; and

WHEREAS, this land development code regulation is deemed the minimum necessary regulation in order to accomplish the necessary oversight of such parking garage structures and does not affect in any way the amount of building square footage, the size, the permitted uses or the conditional uses currently allowed within the various zoning districts of the City, and

WHEREAS, this land development code amendment is consistent with the Comprehensive Plan, and meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given 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 City Staff recommends this Ordinance, and the Planning and Zoning Board of the City of Winter Park has recommended approval of this Ordinance at their July 7, 2015 meeting; and

WHEREAS, the City Commission of the City of Winter Park held duly noticed public hearings 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 amendment consistent with the City of Winter Park Comprehensive Plan and that sufficient, competent, and substantial evidence supports the land development code changes 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. That Chapter 58 "Land Development Code", Article III, "Zoning" Section 58-71 "General provisions residential zoning districts, is hereby amended and modified by adding a new subsection (II) as follows:

Sec. 58-71. General provisions for residential zoning districts.

(II) Parking garage design guidelines. Parking garages shall conform to the parking garage design guidelines and procedures outlined within Section 58-84. This requirement however, shall not apply to parking garages below grade within basements, defined as having at least half the height of the entire parking structure below existing grade or for parking garages that are totally enclosed by other liner building areas that are not visible from any public street other than the entrance/exit feature,

SECTION 2. That Chapter 58 "Land Development Code", Article III, "Zoning" Section 58-84 "General provisions non-residential zoning districts, is hereby amended and modified by adding a new subsection (ee) as follows:

Sec. 58-84. General provisions for non-residential zoning districts.

(ee) Parking garage design guidelines.

(1) The construction of parking garages within the non-residential zoning districts shall conform to and only be permitted when in conformance with parking garage design guidelines as may be adopted by Resolution by the City Commission. This requirement shall apply to any parking garages to be constructed within the City of Winter Park, other than parking garages within basements that are defined as having at least half the height of the entire parking structure below existing grade or parking garages that are totally enclosed by other liner building areas that are not visible from any public street other than the entrance/exit feature.

(2) In addition to the other requirements and regulations of the respective zoning district and prior to the issuance of a building permit for the initial construction, or renovation or remodeling of any existing parking garage other than for the scenarios outlined above, an applicant shall be required to obtain approval of the parking garage plans by the planning department.

(3) Building elevation drawings and other plans as determined by the planning department shall be submitted of sufficient detail to indicate the building materials, composition, color, etc. so that the visual appearance of the exterior and interior of the parking garage is readily apparent, as well as any proposed landscape buffer, signage and lighting.

(4) The planning department shall render a decision on all applications for building permits for parking garage construction, renovation or remodeling. After a determination that the plans presented are sufficient for the purposes of this review, the decision of the planning department shall be made within fifteen working days, excluding holidays, of the receipt of a complete and sufficient set of plans and application materials, unless referred to the planning and zoning commission for review as outlined below.

(5) The planning department's decision shall be either a continuance based upon the specific defined need for additional plan information, an approval, an approval with conditions or denial. Any applicant for parking garage approval may elect to appeal a decision of the planning department to the planning and zoning board for their consideration.

(7) Decisions by the planning department and/or the planning and zoning board shall be made at a public hearing based on the conformance of plans and application materials to the parking garage design guidelines and criteria adopted by the city commission.

(8) The decision of the planning and zoning board shall be the final decision of the City except where a building project also requires conditional use or other land development approval by the city commission. In that case, the decision of the planning and zoning board shall be a recommendation with the final decision made by the city commission.

(9) The parking garage design guidelines shall be adopted and subsequently amended by the City Commission by Resolution following a public hearing and recommendation from the Planning and Zoning Board.

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 immediately effective upon its passage and adoption.

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 _____, 2015.

Mayor

Attest:

City Clerk

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, ADOPTING PARKING GARAGE DESIGN GUIDELINES PURSUANT TO CHAPTER 58 LAND DEVELOPMENT CODE, ARTICLE III, ZONING; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Winter Park proposes to regulate the design and appearance of parking garages to be constructed within the City in order to maintain the City as the premier urban village in the State of Florida; and

WHEREAS, Chapter 58, Land Development Code, Article III, Zoning provides the enabling regulations that provide for the adoption of parking garage design guidelines by resolution, and

WHEREAS, Chapter 58, Land Development Code, Article III, Zoning includes review procedures, appeal procedures and the process for resolution of interpretations regarding the parking garage design guidelines; and

WHEREAS, it is desirable to enact such parking garage design guidelines in order to insure safe and attractive parking facilities within the City; and

WHEREAS, the Winter Park Parking Garage Design Guidelines, dated August 10, 2015 is attached as Exhibit "A".

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

Section 1. The City Commission of the City of Winter Park hereby adopts the Parking Garage Design Guidelines as attached as Exhibit "A".

Section 2. The City Commission authorizes city staff to add, update or revise the pictures within the document without formal amendment by the City Commission of the Parking Garage Design Guidelines as attached as Exhibit "A", in order to provide new pictorial examples but any text changes shall require formal amendment by the City Commission.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park held in City Hall, Winter Park on this 10th day of August 2015.

Mayor Steve Leary

ATTEST:

City Clerk

City of Winter Park

PARKING GARAGE DESIGN GUIDELINES

STATEMENT OF PURPOSE

The purpose of adopting Parking Garage Design Guidelines, within the Zoning Regulations, is to provide for architectural appeal and compatibility of the size, scale, intensity/mass and image of the parking garage structures with adjacent buildings and with the context of the surrounding area/neighborhood. Parking garages are significant buildings and the building facade treatment must be appropriately scaled and present a pedestrian friendly street image in order to compliment the commercial or multi-family project that it serves as well as be compatible and not detract from the character of the surrounding area. Additionally the interior of parking garage needs to be well lighted and attractive in order to provide a safe environment and one in which the users feel comfortable.

These Parking Garage Design Guidelines, within the Zoning Regulations, are supplementary to the other regulations within the Land Development Code and Building/Fire/Life Safety Codes of the City. All future parking garages shall comply in their design to the maximum extent possible with these guidelines. As to applicability, they shall apply to parking garages (multiple levels) and parking decks (single level) but shall not apply to underground parking structures (at least half the floor height below grade) and shall not apply to parking garages within the interior of projects that are not visible on the exterior.

The Zoning Regulations outline the process for administering these design guidelines. In summary, the city staff will make a determination as to whether the proposed plans for a parking garage structure conform to these design guidelines. Such determinations are then able to be appealed to the Planning and Zoning Board/City Commission or as will be more customary, the design will be part of a Conditional Use review. Economic impact shall not be deemed an adequate reason for non-compliance and shall not be a factor in any appeal or in determining the application of these requirements.

GENERAL BUILDING ARRANGEMENT

Build to line

The street front facade of any parking garage structure shall be setback at least ten (10) feet from any street facing property line in order to provide land area for landscape screening unless the Zoning District provides for a lesser setback requirement or such lesser setback is approved via exception by the City Commission. If there is a desire to increase sidewalk width for enhanced pedestrian utility then some of that setback area may be utilized for added sidewalk width. In zoning districts with larger street front setbacks, those larger setbacks shall apply. Within the Central Business District area, the street setback may be reduced to five (5) feet.

If the parking garage contains a below grade or basement parking level(s) with exterior access driveway ramp (at least one-half below existing grade) then the street setback for that street side providing driveway ramp access to the below grade level(s) shall be a minimum of thirty (30) feet in order to provide grade/slope transition that is not excessively steep.

Parking garage orientation, access & design

Parking garages should be located to the rear or side of the primary building such that the primary street frontage holds the principal building which then screens to the extent possible the parking structure. To the extent that a parking garage is serving existing building(s) or required by expansions to existing building(s) then this requirement may not apply. Liner buildings on the exterior of parking garages sides which face streets are encouraged but not required. Access points whenever possible should be on the secondary or side streets versus the primary frontage unless there are multiple access points and the setback to the parking garage from the primary street is at least sixty (60) feet from that right-of-way.

Access points should provide clear definition of the entry to the development. Unless specifically approved by the City, there shall be a minimum of two (2) entry and exit points shall be incorporated into the structure design. All ingress/egress points shall be designed to ensure adequate emergency vehicle access to the parking structure.

The interior of parking structures shall have a minimum floor to ceiling height of eight (8) feet and shall have signage indicating the clearance height.

PARKING GARAGE FAÇADE TREATMENT

The most important factor in the success and acceptance of parking garages in Winter Park is the exterior façade design treatment. How the parking garage looks on the exterior is just as vitally important to this community as how the facility functions on the interior. These parking garage design guidelines have been adopted primarily because the parking garage design community and development partner clients have placed economies of construction over architectural design.

Some members of the parking garage design community strive to produce the most cost efficient parking garage facilities for their clients that contain little or no architectural façade treatments other than stucco or alternating paint colors. That approach is not acceptable to the City of Winter Park. To that end, these guidelines for exterior façade treatments have been adopted in order to require the mandatory inclusion of exterior and interior design components. The concept that good design costs too much is not permitted as a grounds for appeal from these parking design guidelines as exterior and interior appearance is critically important for this community.

A parking garage is typically a precast concrete panel structure. If one does nothing to cover or screen the “bones” of the parking garage, then the result is parking garages that look like these pictures.



Example of minimal architectural treatment or interest



Example of precast concrete panels with minimal interest



Example of cost being the sole design motivation

Parking garage façade treatment design elements

The goal for parking garage design in the City of Winter Park was set with the construction of the Rollins College/Sun Trust parking garage. On many occasions, subsequent parking garages have been permitted with conditions that they should be designed to “Sun Trust parking garage standards”. In order to achieve that outcome on the exterior of parking garages, there are five methods of incorporating elements within the design in order to achieve successful architectural facades on parking structures. Location and visibility is an important factor in the degree to which the full menu of façade design elements must be applied. However, with parking garages that front on streets or are largely visible from adjoining streets then the following sections outline those elements which shall be necessary for the approval of a parking garage structure within the City of Winter Park. In general then those exterior design plans shall include the following elements which are:

1. Architectural compatibility with the principal building(s) when appropriate;
2. Exterior landscaping to screen the structure within setback and streets;
3. Exterior façade coverings on the concrete panels;
4. Fenestration for the openings and control over the design of the openings; and
5. Exterior architectural articulation and color composition.

Application of the parking garage design façade treatment requirements based on the location of the parking garage

The importance of these mandatory design elements depends in large part upon the location of the parking structure. There are situations where the parking garage structure is screened by linear exterior building components or located on a portion of the project that is less visible to the public.

Three such examples can be cited in Winter Park. The parking garage serving the office buildings at Morse Boulevard and Pennsylvania Avenue has the entire south and western sides screened and concealed by the buildings along Morse. The parking garage in the interior of the block serving the Village Park apartments on Denning Drive is similarly screened by buildings. The parking garage for the Paseo Apartment project (pictured below) is located in the rear corner distant from view from public right of ways.

In these types of circumstances and only in these situations, the City may, by specific approval, allow the use of more limited exterior façade design treatments than those outlined and required within these parking garage design guidelines. Designers should consult with the planning staff to determine whether the location criteria will apply that can result in less than a complete application of these design guidelines. Otherwise for parking garages facing public streets or visible thereto, the mandatory design elements within the guidelines shall be required.



Location is not visible from public streets so the exterior façade may exclude design treatment.



Interior location minimizes public visibility allowing landscape buffering alone to suffice.

Architectural compatibility with the principal building(s)

A general design guideline that can be found in all jurisdictions is the desire to have some elements of architectural conformity between the principal building(s) and the parking garage. This is beneficial when done successfully. These design guidelines encourage designers to make attempts for architectural conformity as one of the design goals. For example, matching a brick veneer façade or stone façade from the principal building can provide beneficial architectural consistency. However, this design guideline is not a 'be all-end all'. It also can be an excuse for doing nothing. One such example would be just using the same stucco or paint color as the principal building. The other design challenge is that while the principal building is typically broken up architecturally by windows, storefronts, signage, etc., the parking garage is a large monolithic structure that needs other design elements to achieve architectural interest.

One of the more successful examples of architectural compatibility is the Bank of America parking garage. These photos show examples of architectural compatibility done successfully (right).



Bank of America parking garage on New England Avenue which successfully incorporates common architectural elements and design within two separated buildings as shown above and below.



Steelhouse Apartments on Colonial Drive with parking garage shown in the photo to the right.



Landscape screening of parking garages

One method to provide for the enhanced visual appeal of parking garages is to hide them from view with significant landscaping and trees. This can be a successful approach and a critical element in the total design package. However, landscape screening alone is not to be used in place of exterior façade treatments but to complement those design features.

Below are pictures of successful examples within Winter Park where the use of landscaping/trees successfully screens the view of the parking garage by landscape elements.



Mature oak trees screen the view of the garage



Landscape buffer screens an otherwise non-descript facade



Landscaping is one element in attractive look of the Sun Trust garage.



Significant landscape screening works to screen a very long wall façade of this parking garage

Exterior façade coverings on the concrete panels

One of the most important design elements is to add “skin” to the concrete panel “bones” of the parking garage. These exterior façade coverings shall be brick, stone or other complimentary materials that provide a covering to concrete structure. Reliance solely on stucco, scored stucco and paint alone is NOT an acceptable exterior façade covering to meet this design objective. In addition, the ground level of the parking structure shall include a ‘water table’ or base element around the entire structure of architectural materials and interest other than the precast or block at least three to four (3-4) feet in height.

Included below are some pictures that illustrate this done successfully, along with other examples of design elements that are not permitted.



Articulation, color changes, expression lines and window grills combine successfully.



Exceptional window/opening treatments combine with cornice and color.



Cornice, expression lines, window boxes and window grills.



Planter boxes, window grills, protruded balconies and window framing provide the appearance of windows.

Fenestration for the openings & design of the openings

The design of the openings on the exterior of parking garages and the fenestration and/or coverings for those openings is critically important. These design guidelines prohibit the use of wire cables as the sole barrier within openings. These design guidelines can permit railings covering only half of the openings but on a limited basis. The design goal is decorative grillwork added to the openings and fenestration to resemble windows to the maximum extent possible. This is an essential component of the design of parking garages in order to replicate a window pattern so it appears more as a building than as a parking structure. Behind the metal grillwork designers are encouraged to utilize a mesh screen to the maximum extent possible in order to provide a backdrop which will appear as if the opening is an actual window.

This requirement then also controls the amount of openings, as substantially opened sides which reveal the visibility of vehicles parked within the garage are not permitted under these guidelines. Prohibited are entire sides or substantial lengths of parking garage walls designed to be open with no fenestration. Prohibited are long runs of openings that do not conform to or replicate a window or storefront pattern. Prohibited is metal grillwork within the openings that do not replicate a window or storefront pattern.

The openings should be larger on the ground floor in order to replicate storefront windows and smaller on the upper levels in order to replicate the size of windows. Based upon the local Building Code interpretation in Winter Park, the 40% opening requirement for non-mechanically ventilated garages can be met by calculating the entire area of openings and discounting any de minimus covering that is accomplished by addition of railings, grillwork or mesh screening. Below are some pictures that illustrate how these criteria can be done successfully.

Exterior architectural articulation & color composition

There shall be architectural articulation on all sides of the parking structure visible from a public right-of-way. The articulation shall be of architectural materials and interest other than the precast concrete or block and shall extend at least six (6) inches from the precast or block structure.

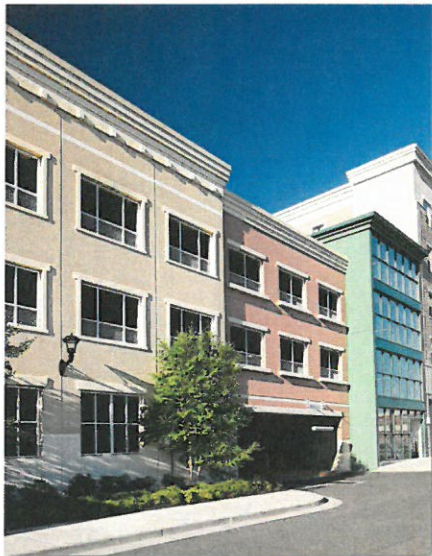
In order to provide aesthetic interest, the exterior shall contain a variety of materials and colors. Below are some pictures that illustrate this done successfully of design elements not permitted.



Building wall articulation (in's and out's) and color variation adds to the visual appeal.



Cornice, expression line and larger ground floor windows resembling storefront windows add to the visual appeal.



Articulation and color variation adds to the visual appeal.



Articulation of the stair tower adds to visual appeal.

INTERIOR PARKING GARAGE TREATMENTS

The interior of parking structures must be well lighted and provide a sense of safety and an inviting environment for the users. Typically as a cost control feature, the interior of parking garages are simply the grey unadorned concrete flooring, ceiling, columns and retaining walls with minimal lighting. The interior environment can be made much more inviting and allow for increased safety and illumination except that designers do not wish to incur those costs. As a result the interior of most parking garages resembles that of an unfinished basement. In order to provide for the safety and illumination benefits all parking garage interiors shall comply with the following design requirements:

1. Interior side walls, columns and retaining walls as well as all columns shall be painted a light color to improve illumination and safety.
2. All exposed mechanical equipment and piping should be painted to match the interior of the structure.



Above: Well-lighted interior provides a safe and inviting environment.

Left: Decorative colorful artwork.

Above & below right:
Note painted columns and side walls.



GOOD FAÇADE TREATMENT EXAMPLES



Successful articulation, color variation and window treatment for openings.



Successful articulation, color variation and window treatment for openings.



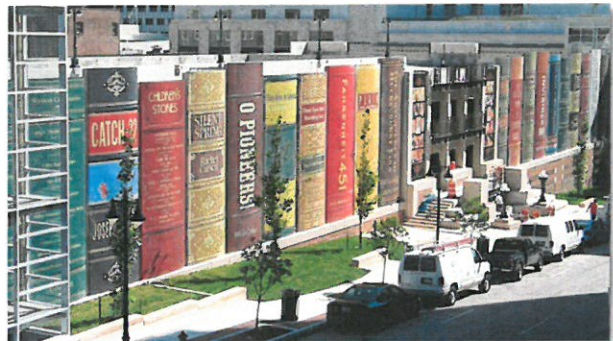
Architecture originality masks the function as a parking garage.



Sun Trust garage with cornice, color, window boxes, fenestration of the opening and landscape buffering combine successfully.



WP Towers garage with cornice, articulation, stair tower, window fenestration, planter boxes and opening framing details combine successfully.



Kansas City Library which shows that a parking garage can look like anything you want it to look like.

AWNINGS & CANOPIES

Awnings or Canopies are another exterior design feature that is encouraged to make the parking garage look more like a habitable building. They can be strategically placed over the garage openings to create the appearance of windows in a systematic method or awnings can be placed over the ground level opening or garage entry/exit. Awning and canopies are also encouraged over the pedestrian stair and elevator access points as a practical method for rain and sun protection.

Below are examples where this has been accomplished successfully.



Awnings over the ground floor openings create the look of storefronts.



Awnings or shutters over upper floor opening create the look of an office building.

Rooftop stair tower and elevator design

While the rooftops of parking garages are the last resort for parkers, that exterior environment and visual appeal is also an important element for successful parking garage design. Too often the rooftop stair tower and elevator is nothing more than a concrete appendage with a level number painted on the side. But with some architectural interest and paint those elements can be attractive features to the rooftop level.

These design guidelines shall require that the rooftop elevator and stair tower elements include architectural features such as pitched roofs, architectural materials in a fashion that compliments the overall style of the project/parking garage. Painting on the exterior of these elevator/stair towers can make a significant difference. Murals or artwork of a non-advertising nature are encouraged to be painted on the elevator stair tower interior facing walls in order to make the rooftop or interior parking garage environment more interesting and appealing. Below are pictures of the do's and don'ts for rooftops.



Unacceptable example with no architectural design elements.



Successful incorporation of architecture for the stairway element.



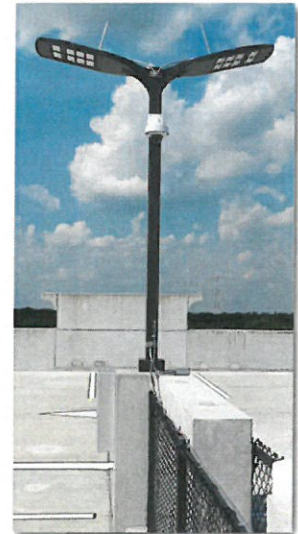
Pitch roof, roof tile and architectural design elements combine successfully.



Pitch roof, roof tile and architectural design elements combine successfully.

Lighting

Lighting can enhance or detract from the appearance of the parking structure and be distracting to pedestrians and motorists if used improperly. On the exterior of the parking garage it should be used sparingly to accent signage, entrances, architectural details, and enhance the overall appearance of the property. Lights should be shielded and directed away from the view of pedestrians and motorists. Lighting within the interior levels of the parking structure and within the stairwells shall be at levels necessary for the safety and security of the users and designers are encouraged to design to exceed those levels in order to create a safe and inviting interior environment. Lighting on the top open rooftop level shall consist of lights including fixtures no higher than sixteen (16) feet above the floor level and shall be mounted on the interior (not exterior) areas of the rooftop level.



Low height poles and fixtures reduce the off-site rooftop visibility of rooftop lighting. Directional fixtures reduce light spread and meet "dark sky" requirements.

Signage and Other Provisions

Mechanical equipment, such as air conditioning units, satellite dish antennas or emergency generators, placed on roof tops or at grade must be hidden or screened from view by architectural elements compatible with the building design as per the Winter Park Land Development Code. If placed on a roof top, the equipment should be positioned near the center of the roof to reduce as much visibility of it as possible. Solid waste containers or dumpsters shall also be screened from view of surrounding properties, and plans for new construction must show the location of containers for solid waste disposal per the Winter Park Land Development Code.

Building Signage is also one of the most prominent visual elements on the street that affects the aesthetic appeal of the parking garage building. Appropriate signage is coordinated and adds interest and variety to the streetscape and parking garage façade, while enlivening the street scene.

PARKING MANAGEMENT PLAN

The construction of any parking garage shall require the submission and approval by the City of a Parking Management Plan (PMP). The PMP shall include, at a minimum, the following elements:

1. The PMP shall include any method of charging for use of the parking structure and the proposed charges to be incurred for use of the parking garage. Without the express approval of the City, the parking garage shall not charge any fees in any manner to park within the parking garage or include charges to tenants for the ability to park within the parking garage. Any proposal to change for parking either directly or indirectly with tenant leases shall include the method by which visitors to the residential units or customers/clients to the businesses shall be entitled to park without payment of fees so that such visitors/customers/clients are not incentivized to park off-site on streets or other properties.
2. The PMP shall also include and require the City approval of signage and the location of such signage that reserves parking for specific tenant business usage. The City may require that such reserved parking signage provide for the public use of those spaces at nights or on weekends when such businesses are closed in order to facilitate the public benefit of the parking structure.
3. The PMP shall also include the contacts for the property management company responsible for the maintenance and upkeep of the parking structure. Any dangerous or unsightly conditions such as trash, broken glass or graffiti shall be remedied with 48 hours of contact from the City or the failure to remedy shall be immediate grounds for action by the Code Enforcement Board.

It shall be the responsibility of the Owner(s) of the parking structure to request approval of any amendment to the PMP and no changes to the operations of the parking garage shall be undertaken without such consent.

Both the Owner(s) of the parking structure and the City may seek amendments or changes to the PMP. The City may seek changes to the PMP when the operation of the parking garage creates situations that adversely affect the City or other property owners.

COMPREHENSIVE PLAN GUIDANCE

There are several policies within the Comprehensive Plan that relate to parking garages. Aside from the traditional setbacks that apply to all buildings, Policy 1-3.8.2 requires that above grade parking garages must be at least 100 feet from any single family or low density residential property. Also Policy 1-2.1.4, Policy 1-2.1.6 and Policy 1-3.8.2 require that the floor area of above grade parking garages shall be included in Floor Area Ratio and Lot Coverage calculations. However, public parking garages or the public portion of public/private garages may be excluded from this requirement by the City Commission. The definitions of “public” and “private” parking garages are as follows:

Private parking garage

Any parking structure, above grade, within which parking is provided as required by the parking requirements of the Land Development Code to meet the code requirements for the private (non-public) use of building space, be it for retail, office, restaurant, residential uses, etc. Regardless of the fact that the “public” uses the parking garage spaces as customers, clients, residents, visitors, or employees; if the parking space floor area is necessary to meet the code requirements, it is defined as private parking. Where a building project provides parking in excess of code requirements and such parking is open and available to the public without restriction, that pro-rata share of the parking garage floor area may be defined as public parking for the purposes of this provision, if approved by the City Commission and deed restricted as public parking as defined in the public parking garage provision of this Comprehensive Plan.

Public parking garage

Any parking structure, above grade, within which is provided parking that is owned by the City of Winter Park. Public parking must be open and available to the public or public employees and utilized for municipal purposes. Public parking may not be designated to satisfy land development code parking requirements for privately owned properties.