



Orange Avenue Overlay Steering Committee Minutes

October 16, 2019 at 5:30 p.m.

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

1. Call to Order:

Planning Director and Committee Lead Bronce Stephenson called the meeting to order at 5:35 p.m. in the Commission Chambers of City Hall. Steering Committee Members Present: Sally Flynn, Sheila De Ciccio, Laura Turner, Ben Ellis, Lamont Garber, Lambrine Macejewski, Michael Dick, Jill Hamilton-Buss, Phil Kean and Bill Sullivan. Absent: Bill Segal. Staff Present: Planning Director Bronce Stephenson; Senior Planner Allison McGillis and Recording Secretary/Clerk Kim Breland.

2. Minutes Approval for October 16th Meeting:

Motion made by Jill Hamilton Buss, seconded by Laura Turner to approve the October 2, 2019 meeting minutes, with amendments. The motion carried unanimously with a 10-0 vote.

The Committee discussed their role in the redevelopment of Orange Avenue and what input they would provide the Commission regarding the Progress Point property. Mr. Stephenson explained that the Steering Committee has been tasked with making a recommendation of the Overlay District as a whole, not to make recommendations to the Commission on how City-Owned properties should be used. They discussed the meeting schedule and reviewed the Orange Avenue Overlay Planned Timeline.

3. Discussion Items:

A. Design Standards

Mr. Stephenson provided the Committee with an updated draft of the Orange Avenue design standards language. He informed the Committee that Staff had modified the section related to design standards since the last meeting. He explained that while the previous standards said the Orange Avenue area should have its own distinctive style, the guidelines did not allow for creativity and limited potential architectural styles too much. He talked about the unique buildings and atmosphere of Orange Avenue and stated that the Committee would create basic standards for the area. Mr. Stephenson asked the Committee members to review the draft language and set up meetings with staff to discuss their feedback. The Committee discussed a timeline for providing feedback to Staff and decided that the members would send in their input to Staff by October 23rd.

In addition, Mr. Stephenson informed the Committee of changes to the draft related to design elements for building heights and setbacks, building entrance design and exterior building materials.

B. Draft Language - Parking

Mr. Stephenson began the conversation by explaining that parking has been shown to be a major concern for the area since the beginning of the process. He presented a map and parking study which highlighted properties included in the Overlay area parking study. He explained that the gross square footage calculations used in the study were from the Orange County Property Appraiser. He explained that the area included in the study was 541,618 Gross Square Feet and would require 2,166 of off-street parking spaces at a conservative parking rate of 1 per 250 square feet of gross sq ft. He stated that currently, 1,681 off-street parking spaces were

provided within the study area, which resulted in a 485 parking spot deficit. Discussion ensued regarding what properties were included in the calculations. Mr. Stephenson reiterated that only the highlighted commercial properties were included in the calculations and clarified that on-street parking was not included, as public parking is never included in off-street parking calculations. Mr. Stephenson went on to explain standard parking space measurement requirements and explained the amount of land needed to alleviate the parking deficit. He stated that a standard parking space is 18X9 feet, or 162 square feet. But in standard parking lot design, each spot will require approximately 350 square feet of area for drive aisles. That would mean that a 3.9 acre surface parking lot would be needed just to get the properties in the area the code-required number of parking of parking spaces. Discussion ensued regarding locations in the district that are currently being used for “relief” parking and discussed shared parking solutions for the area. They discussed population growth in the Greater Orlando area and the effects it would have on Orange Avenue and Winter Park as a whole.

The discussion moved on to multi-family development parking standards. Mr. Stephenson stated that he felt there only two were two locations that he felt could be considered for multi-family residential opportunities in the area. He explained that current parking code requirements state that 2.5 parking spaces are required per unit, regardless of the number of bedrooms. He stated that with existing code, new developments would be required to have an excessive amount of unused parking spaces and mentioned the Paseo at Winter Park Village apartment complex as an example of an existing multi-family project where the parking lot is only 50% full (or less) at any given time of day. Mr. Stephenson stated that the current code is very much out of line with other cities.. He reviewed the proposed changes to the code:

- Each one-bedroom or studio unit shall be required to provide 1.25 dedicated parking spaces per unit.
- Each two-bedroom unit shall be required to provide 1.5 dedicated spaces per unit.
- Each three-bedroom or above unit shall be required to provide 2 dedicated parking spaces per unit.

Committee member Lambrine Macjewski stated that the Paseo apartment complex was unique because its location allowed for walkability to the SunRail, Winter Park Village shops, restaurants and other businesses in the area. Discussion ensued regarding how multi-family could bring more people to Orange Avenue, which would provide for pedestrian traffic in the area and more eyes on the street and people around, making the area safer..

Mr. Stephenson noted that the proposed changes to the parking spaces would still be higher than other communities, but was an appropriate number of spaces for Winter Park. Committee member Bill Sullivan asked what other communities were being compared for parking space requirements. Mr. Stephenson stated that Orlando part of a national study related to the number of vehicles per apartment unit. He explained that nationwide the number of vehicles owned per apartment unit are the lowest they have been since the 1960’s. The trend for the number vehicles per apartment had peaked for years but has now curved back down over time with people finding other modes of transportation, such as Rideshare, Uber, bikes and commuter rails.

Mr. Stephenson stated that Winter Park is one of the only cities that counts parking structures toward Floor Area Ratio (FAR). He stated that people do not like strip-mall style developments and stated that our current code counts parking structure towards allowable FAR, which limits the ability to build much different that a strip shopping center around a surface parking lot. He stated that allowing for structured parking, which is more sustainable and would have less urban heat island effect, and allow for more pervious space, would be preferable. He remarked that the current code does not reflect the City’s sustainability goals. He reminded the Committee members of a discussion from a previous meeting where it was decided that parking garage FAR should not be counted and would not be in the new code. However, the new code language would have requirements to make parking available for shared parking use and public use for events. The Committee discussed potential locations for shared parking structures in the area, square footage and FAR requirements for potential parking structures, and how those structures would be developed and managed.

Meaningful Open Space

Mr. Stephenson began the discussion by emphasizing the importance of having meaningful open space in the Orange Avenue area. He talked about opportunities for creating third-places in a “built environment” such as the hidden open spaces behind Park Avenue that cannot be seen from the street, which includes shops, restaurants and recreational areas where people can relax. He stated that open space was not limited to green space like lawns and trees, but includes areas like the open space in front of the State Auto Body building where people congregate for recreational events and public rooftops and balconies. Committee member Jill Hamilton Buss mentioned adding water features to the area as another option for meaningful open space.

Mr. Stephenson stated that at a minimum, each area that receives major redevelopment should create at least 25% meaningful open space. He stated that currently there are no open space requirements for development in the City of Winter Park area and explained that there is an 85% allowable impervious area, which means 15% of lots are pervious, resulting in parking lot islands and retention ponds, but no real open space. He talked about incentives for larger developments to create open space in the area. The Committee discussed the 25% open space requirement for new developments and agreed with the percentage. They discussed speed and safety concerns, traffic calming, parking structures and different locations for open space options in the area.

Orange Avenue Overlay District Development Enhancement

Mr. Stephenson explained that over the years Staff had conducted studies and held meetings to discuss obstacles heeding redevelopment in the Orange Avenue area. The most significant challenges related to lack of parking, traffic safety concerns, stormwater retention issues, lack of connectivity, and no sense of “place”. He stated that he recently met with the Mead Botanical Garden Board of Directors, who discussed the lack of connectivity between the Garden and the rest of the City. He also discussed a meeting that he attended with Mead Garden Condominiums residents who shared similar concerns about lack of connectivity to the area as well as traffic and safety concerns. The Committee discussed the Denning Drive enhancement and options for continuing connectivity connection to Mead Botanical Garden and Orange Avenue.

Percentage-Based Development Enhancement Upgrade System

Mr. Stephenson went on to explain that fixing area wide issues and making new opportunities to create sense of would require capitalizing on the investment on the larger parcels. He stated that Staff looked at percentage based developments enhancement upgrade system where in exchange for the ability to earn additional development entitlements above those allowed in the zoning code, certain public improvements and addressing the area wide issues such as parking and stormwater retention would be required by those who develop or redevelop property. He talked about the different development standards for the other unique areas of Winter Park (New England Avenue, Park Avenue and Hannibal Square) and explained how the development enhancement upgrade system would benefit both large and small business owners in the area as well as create a positive impact citywide.

Mr. Stephenson presented a matrix with potential development enhancements for the area. The Committee reviewed the enhancements by category:

Sustainability

Mr. Stephenson explained that sustainability is one of the biggest goals for the area and discussed the challenges to accomplish that goal with the current codes. The Committee reviewed and discussed the following enhancements and entitlement percentages: Electric Vehicle Charging Stations, On-site Food Production, Shared Electric Vehicle On-site, Green Roof, Solar Panels, and Rainwater reuse. The Committee discussed percentage changes to Green Roof and Rainwater reuse enhancements.

Meaningful Open Space:

The Committee reviewed and discussed the following enhancements and entitlement percentages: Open Space Beyond Minimums, Shade Tree Planting, Mead Botanical Garden Improvements and Social Connection Amenities. The Committee discussed adjusting the

entitlement bonus minimum for the Open Space Beyond Minimum enhancement. Further discussion ensued regarding Mead Garden Improvements and Social Connection Amenities.

Mr. Stephenson paused the discussion to open the meeting for public comment.

Public Comment:

Dan Bellows, 411 W New England Ave, addressed the Committee. He asked the Committee to consider adjusting the boundary of the area to the northeast along the railroad right-of-way, north of Fairbanks Avenue. He stated that he recently acquired the property at 499 Fairbanks Avenue next to the railroad tracks and talked about the bike path the City built in that location and discussed possibilities for connectivity between the railroad tracks at Fairbanks Avenue and the Farmer's Market.

No one else wished to speak and the public comment portion of the meeting was closed.

Connectivity and Transportation:

The Committee reviewed and discussed the following enhancements and entitlement percentages: Pedestrian/Bicycle Bridge Over 17-92, Rail Trail Construction & Easement, Denning Drive Mobility Extension, RideShare Dedicated Curb, Bicycle/Pedestrian Facilities, Covered Transit Stops and Land Donation for Transportation Improvements. In-depth conversation followed regarding Rail-Trail Construction & Easement, Denning Drive Mobility Extension and Land Donation for Transportation Improvement enhancements.

Infrastructure & Stormwater:

The Committee reviewed and discussed the following enhancements and entitlement percentages: Stormwater Retention Beyond Code Minimum Requirements. There were questions of how the stormwater percentages would be calculated.

Parking:

The Committee reviewed and discussed the following enhancements and entitlement percentages: Shared Parking and Public Parking. It was determined that no development bonus should be given to shared parking, with parking garage FAR not being counted.

Aesthetics:

The Committee reviewed and discussed the following enhancements and entitlement percentages: Screening of Parking Structures and Gateway Feature. The Committee had in-depth discussion of parking garage screening and green or living walls to screen parking garages.

Arts & Culture:

The Committee reviewed and discussed the following enhancement and entitlement percentages: Public Art. The Committee did not feel that public art should be considered as a development enhancement.

Miscellaneous:

The Committee reviewed and discussed the following enhancements and entitlement percentages: 5G Small Cell Facilities Placed On Building and Affordable Housing Provided.

C. Review Concept Drawings

Mr. Stephenson briefly reviewed concept drawings created for the area and stated that the topic would be covered in-depth at the October 30th meeting. He asked the Committee to review the updated draft language for the Overlay and the Development Enhancement Menu and provide their input to Staff. Lastly, he informed the Committee that Staff would be reaching out to set up individual meetings with the Committee members to review the draft language.

The meeting was adjourned at 7:45 p.m.

The next Orange Avenue Overlay Steering Committee will be held, Wednesday, October 30, 2019 at 5:30 p.m.

Respectfully submitted,

Kim Breland, Recording Secretary