

MUNICIPAL PLANNING BOARD

NOVEMBER 18, 2008

Case Number

N/A

Applicant

City of Orlando

Requested Action

Forward recommendations from the Edgewater Drive Vision Task Force to the City Council, directing staff to prepare appropriate Growth Management Plan subarea policies and Land Development Code amendments, consistent with the Task Force recommendations.

Recommendation

Forward recommendations to Council; authorize staff to draft GMP sub-area policies and relevant LDC Amendments.

Project Planner

Jason Burton, AICP
Chief Planner



Updated: December 9, 2008

AGENDA ITEM 8 ■ EDGEWATER DRIVE VISION TASK FORCE RECOMMENDATIONS

Background

City Planning Staff have worked with a Task Force over the past year to shape the future vision of the Downtown College Park area. The Task Force was appointed by the Mayor in consultation with the District 3 Councilperson, Robert Stuart. The Task Force held bi-monthly meetings open to the public and sponsored several workshops, including a "walkabout" activity in early December 2007 that identified desirable elements and needs for the corridor.

A presentation by Community Planning Studio staff at the December 2008 MPB meeting will detail the recommendations that resulted from 18 meetings of the Task Force.

Purpose

The Task Force's work is an outgrowth of the Neighborhoods Horizons 2000 Plan for College Park, which called for a urban design plan for the corridor. The main focus of the Task Force's work has been developing appropriate guidelines for the maximum profile of development that is sought in Activity Center Zoning districts, which will guide future decisions regarding master plans, conditional use permits, planned developments, potential rezoning by property owners, and the density/intensity bonus system. Staff prepared transitions by utilizing the new urbanist "Transect" developed by the DPZ Co. of Miami; an initial proposal developed by staff was modified with input from the Task Force in order to minimize intrusion into the surrounding residential neighborhoods.

The result of this work will be a GMP sub-area policy that will overlay maximum height and urban form guidelines that will come back for review by the Municipal Planning Board in the first round of 2009 GMP Amendments. Staff is in the process of preparing a support document for this amendment that expands on the recommendations developed by the Task Force and documents the concepts explored.

The result of this work will be greater predictability for both residents and future development, which will incorporate appropriate transitions into the overall mass and detailing of new structures. Transportation, Parking, Pedestrian Friendliness, and Implementation issues were also studied in-depth.

Analysis

The recommendations are grouped into five sections that are objectives of the Task Force, and are provided in detail on the subsequent pages of this report.

Urban Form. The urban form recommendations protect property rights by allowing existing allowable intensity and density to remain, but determines in advance how those items are appropriately dispersed on properties in order to create an appropriate transition to surrounding areas. The result is a profile that determines maximum height, bulk and mass of structures that may be proposed throughout the core of College Park.

Architectural Details. Where Urban Form determines the overall mass of the largest possible structure, architectural detail recommendations add details how the architectural masses are to be adorned or further broken up and provide life to the buildings.

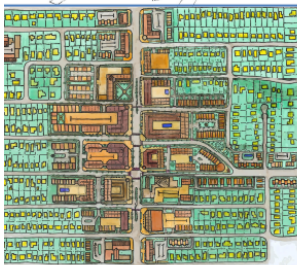
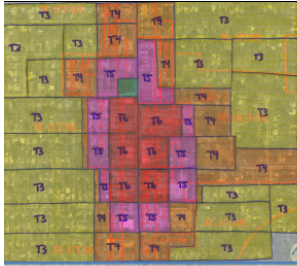
Transportation and Parking. A proposed median system is envisioned to provide traffic calming through the core and reduce cut through traffic on side streets, while reducing congestion at certain intersections by restricting movements (turns) in the future. An alleyway system is integrated to provide a way for traffic to gain ingress and egress to sites along the corridor. Cross-access easements are required.

Pedestrian Friendliness. The recommendations concentrate on closing curb cuts and minimizing them to Edgewater Drive in order to create a continuous pedestrian experience, while bulking up awnings, arcades and streetscapes.

Implementation. These recommendations authorize staff to explore a combination of financing options with the newly formed Main Street program in order to create public improvements.

Short-Term Improvements

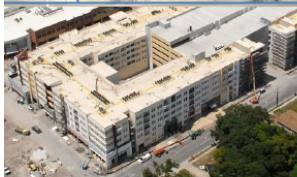
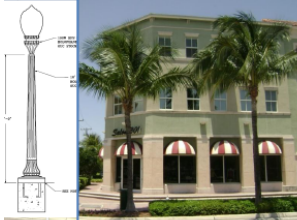
Some improvements are ongoing, including the extension of 2-hour on-street parking time limits south to Harvard recently installed in November, replacing rose bushes in tree wells with actual trees, and expanding the sidewalk through city services/sidewalk easement to allow for the expansion of the sidewalk. City staff is working with the Urban Design committee of the College Park Main Street program. subject category.



EDGEWATER DRIVE
VISION TASK FORCE

URBAN FORM Draft Objectives & Recommendations

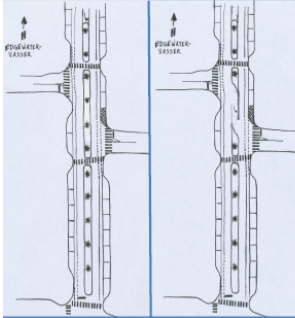
- Preserve property rights of businesses and land-owners along Edgewater Drive and adjacent neighborhood environs based on existing “by-right” zoning intensities and densities.
- Manage future growth (master plans, conditional uses, Planned Development rezoning, density bonuses, and other such methods) within the long-term vision by considering each individual development as it relates to the other components within the area and the larger vision for Edgewater Drive.
- Incorporate appropriate transitions between the residential neighborhood and activities along Edgewater Drive to protect the residential character of the neighborhood, reduce monotony of commercial development & provide opportunities for compatible development.
- Respect and protect the residential neighborhoods, especially those zoned exclusively for single family uses, to reduce the possibilities of commercial intrusion into the neighborhood.
- Encourage a mix of uses along the corridor to create an environment conducive to living all stages of life (retirement, empty nesters, families, singles, students, and children) and provide short trips to offices, services, restaurants and shopping.
- Reinforce existing housing stock of College Park, which has retained value due to its proximity and access to Downtown Orlando, such that new commercial development adds value to the surrounding neighborhood.
- Recognize schools as major anchors of the neighborhood; the maintenance of their quality creates value in the surrounding housing stock of the neighborhood.
- Encourage a rich diversity of uses and businesses to flourish in the area.



EDGEWATER DRIVE
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ARCHITECTURAL DETAILS Draft Objectives & Recommendations

- Encourage an eclectic mix of architectural styles that are true to their own style and are products of their time, but not as to dictate any style.
- Require adequate transparency at ground levels adjacent to streets to activate the streetscape and support activity.
- Preserve historically significant buildings and sites.
- Modulate building masses and materials to reduce visual monotony and create a human-scale architecture that reflects the rhythm and scale of the City’s fabric.
- Discourage buildings elements that are individually of strong scale; break building masses at 200-240 feet to reflect the lot pattern that is the neighborhood “DNA”.
- Create architectural details that are indicative of typical “Main Streets”; signage, lighting, knee walls, canopies, and variety of materials and architectural treatments.



EDGEWATER DRIVE
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PARKING & TRANSPORTATION Draft Objectives & Recommendations

- Support parking turnover to benefit pass-by customers and businesses by returning and expanding time-limited parking restrictions on Edgewater Drive, yet reduce any potential parking spillover into surrounding neighborhoods.
- Remove barriers to providing off-street parking where it is needed the most, and at critical times of the day, for customers, employees and residents.
- Encourage the establishment of a limited system of alleyways with new development and cross-access easements in existing development to allow local traffic operations to access development, without providing regional cut through traffic impacts.
- Support the creation of a system of medians to calm traffic, control access, discourage cut through traffic, provide landscaping opportunities and create a Main Street “feel”, funded through a proportionate fair share program for either existing and/or new development.
- Support the creation of a parking wayfinding system to advise patrons of parking options.
- Support Transportation Engineering’s efforts to create solutions to the Vassar Street intersection to reduce traffic time delays and protect the pedestrian environment.
- Allow shared parking between complementary uses.
- Support the creation of a driver education program targeted towards changing persistent driver behavior problems; such as red-light running, stop sign violations, speeding, pedestrian zone safety and school zone violations.



EDGEWATER DRIVE
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PEDESTRIAN FRIENDLINESS Draft Objectives & Recommendations

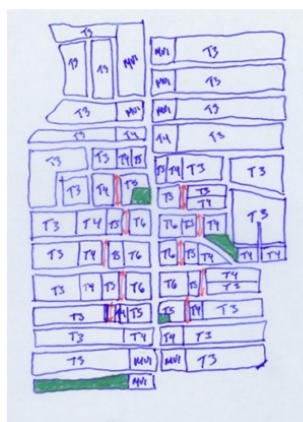
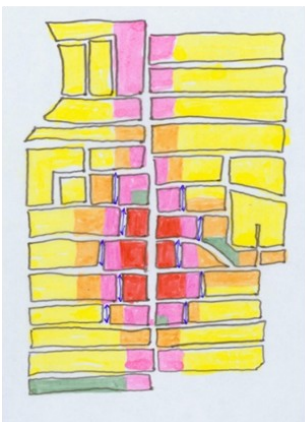
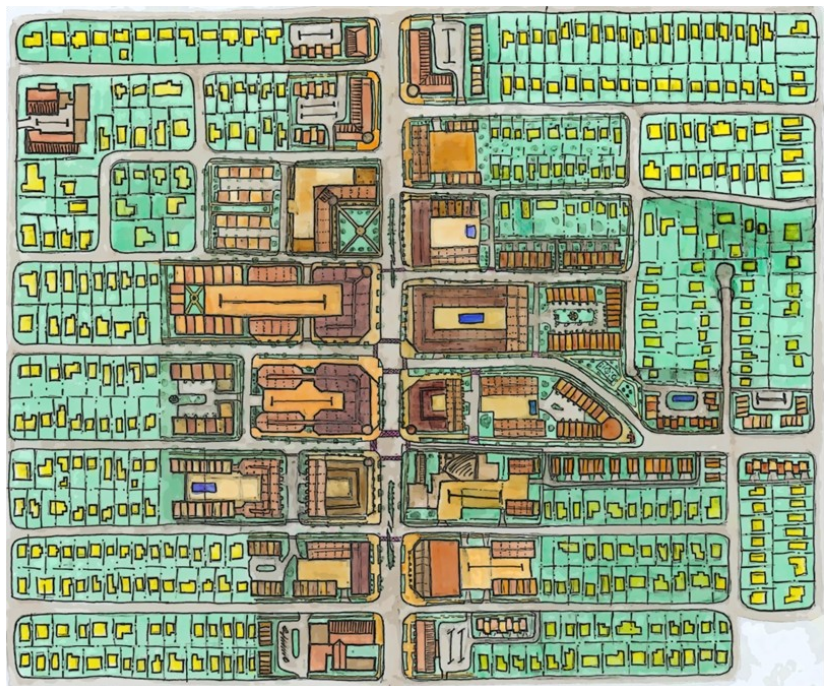
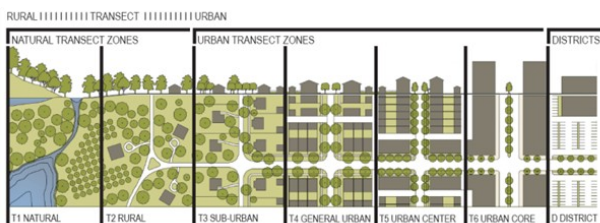
- Create a system of arcades in the center core, and/or a system of awnings inside and outside the core, to provide shade and protection from the elements and encourage walking.
- Support installing shade trees where possible along the corridor to calm traffic and create a more inviting environment.
- Support expanding the sidewalk in the short-term in critical areas where the sidewalk is substandard, by collecting easements from property owners.
- Create an ideal 13-foot streetscape for new projects consisting of a 5-foot furniture zone, a 7-foot pedestrian through zone and a 1-foot shy zone and similar standards for arcades.
- Reduce pedestrian conflicts with autos by minimizing curb cuts along Edgewater Drive to create a continuous pedestrian experience.
- Create mid-block crossings where the interval to cross is greater than 600-feet.
- Promote a recognizable transit stop system that minimizes impacts to on-street parking, creates identifiable places to board the bus, and may potentially provide protection from the elements.



IMPLEMENTATION Draft Objectives & Recommendations

- Task Force vision area becomes sub-area policy referenced in the Growth Management Plan, with implementation features included in the Land Development Code amendments to the existing Special Plan overlay as guidelines for development.
- Support extending the existing Special Plan overlay to areas covered by the Task Force's vision plan.
- Potentially streamline review of projects that conform to the Task Force's vision; better inform neighborhood and business community of projects.
- Explore and support creation of a financing structure to create public improvements through either fair share contributions, a business/neighborhood improvement district, tax increment financing, seeking available grants, property tax abatements/rebates or a combination thereof to extend public realm improvements consistent with the Task Force's vision.
- Develop appropriate financing structure in order to extend buried utilities from Edgewater Drive beyond the Core Area where utilities are already buried.
- Allow staff to create a support document that embodies all of the above recommendations for Growth Management Plan sub-area policy amendments, Land Development Code amendments and Special Plan overlay extension.

INITIALLY PROPOSED TRANSECT



VISUAL TRANSFORMATIONS

TODAY



FUTURE



PROPOSED TRANSECT—ACTIVITY CENTER

