



City Commission Work Session Minutes

April 30, 2020 at 5:00 p.m.

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

Present

Mayor Steve Leary
Commissioner Marty Sullivan
Commissioner Sheila DeCiccio
Commissioner Carolyn Cooper
Commissioner Todd Weaver

City Manager Randy Knight
City Clerk Rene Cranis

Meeting called to order

Mayor Leary called the work session to order at 5:07 p.m.

Mr. Knight provided an update on the Governor's Executive Order allowing limited reopening of restaurants and retail stores. He asked for support to close Park Avenue on Mother's Day weekend to allow for outdoor restaurant seating.

Commissioner DeCiccio supported the closure for restaurants and for retail shops to put merchandise out on sidewalks. Mayor Leary agreed and suggested coordination with the Chamber of Commerce. Mr. Knight stated staff is working with the Chamber.

Commissioner Sullivan suggested closing New England Avenue as well. Mayor Leary said he feels it should apply to all commercial areas.

Commissioner Cooper said she can support following Governor's EO and sidewalk dining with social distancing but she is not ready to fill the streets.

Staff's request was approved by consensus.

Commissioner Cooper asked about the EO relating to meetings. Mr. Knight stated the social distancing order is still in place. The Governor did not repeal the portion regarding public meetings.

Orange Avenue Overlay District

Mr. Knight stated the purpose of this meeting is to determine data and analysis needed for the OAO.

Bronce Stephenson, Director of Planning, stated that staff has been working with the commission to develop a list of data and analysis requests and is ready to move forward to refine the list based on tonight's discussion.

Commissioner Cooper said she spoke with a Kimley Horn consultant about the scope of work and revised the list based on that conversation.

Mr. Stephenson stated that staff will prepare the statement of work and bring it back to the commission including the GAI proposal which is close to completion. Mike Woodward, Kimley Horn consultant, was available as a panelist in this discussion. He reviewed the content of Technical Memorandum Four which was e-mailed to the commission and provides data and analysis on several intersections including Denning/Fairbanks, Orange/Minnesota/Denning and 17-92/Clay.

Discussion followed on previous consideration of a roundabout, roadway design and right-of-way needs.

Mr. Stephenson responded to questions stating that there many opportunities for proportionate cost sharing with the city paying the cost up front. He spoke on design options of this intersection and also challenges including obtaining additional right-of-way from Bank of the Ozarks.

Commissioner DeCiccio asked about maximum height on the Jewett property. Mr. Stephenson stated the height is 2-3 stories and the commission would have to approve the plan through the conditional use process. He said there are very few uses that generate more traffic than a medical office like Jewett which has purchased neighboring properties and using Progress Point for parking. Commissioner DeCiccio expressed the importance of capturing data with scenarios and building height.

Commissioner Cooper said that she has developed a scope from her discussions with Kimley Horn. She asked for a list of intersections that have already been studied/analyzed to avoid duplication of effort. Mr. Stephenson said that staff would have current data particularly FDOT roads; however, data collected during this pandemic while social distancing is in place would not be relevant.

Commissioner Cooper suggested that analysis could be started with land use visualization and different FAR including parking garages and building height. Discussion followed on prior discussions, options and recommendations on FAR.

In response to questions, Mr. Stephenson stated that the GAI analysis is estimated to be \$100,000, of which half was 3-D modeling and the remaining was economic analysis of the incentives. Commissioner DeCiccio questioned the necessity of spending funds on a study when the type of development is unknown and suggested modeling at different levels of FAR. Discussion followed on next steps and the data needed.

In response to questions by Commissioner Weaver, Commissioner Cooper reviewed the process beginning with outlining the data needed to move forward with analysis.

Commissioner Weaver suggested an overall city-wide interactive traffic model that includes FDOT data for 17-92.

Mayor Leary asked Mr. Woodward for his input on the proposed data requested. Mr. Woodward requested that the commission define modeling so he can better develop a scope and also for a list of specific roads and intersections to be studied. He feels that it is unnecessary to include every signalized intersection in Winter Park.

Discussion followed on current roads, corridors, cut-through traffic and current studies of intersections by FDOT. Commissioner Weaver said he feels the city should wait until FDOT completes their model before discussing entitlements and other improvements. Mr.

Stephenson clarified that Kimley Horn is doing the 17-92 modeling for the city as part of the corridor modeling for the entire city.

Mr. Woodward said they are doing an operational analysis of 17 intersections but are not able to move forward until traffic counts are collected. FDOT did provide traffic counts but it doesn't cover the entire study area which will not be available within the next 30 days.

Commissioner Sullivan said he would like a model that includes traffic nodes with interconnected network that would provide traffic movement through the city. Mr. Woodward stated that the intersections are connected in the network and movement can be seen.

Mayor Leary stated Mr. Woodward and staff are looking for very clear direction on what the commission wants to be included in the analysis. Commissioner Cooper stressed the importance of obtaining data to move forward and avoid delay work on and the resolution of the OAO.

Discussion followed on substance of analysis and feasibility of delaying until current studies and models are completed. The following data and analysis items were discussed:

1. Traffic impact analysis within one mile of the edge of the OAO to include existing conditions, 2025 and 2040 that addresses impact on alternate routes, impact at three different land development intensities, daily and peak hour trips, preferred infrastructure improvements.
2. Study the impact to the Garden district. Mr. Stephenson advised that staff has completed neighborhood traffic counts and installed a stop sign and will continue to work with the residents for additional traffic calming solutions. Staff has completed a traffic analysis in the area of Lake Midget and are looking at potential improvements.
3. Recommend most efficient alignment of Palmetto (Denning to Orlando)
4. Review city's Statement of Work and determine whether adjustments should be made to the scope. (Kimley Horn working with staff to provide information to Commission)
5. Brief Commission on the difference between an OAO specific proportionate fair share, transportation impact fee or mobility fee (Kimley Horn working with staff)
6. Avoid duplication of effort and utilize information, data and conclusions on work already completed and projects in-process.
7. Provide historical records of traffic counts
8. Model traffic at different levels of intensity and density. Concerns were expressed regarding the feasibility of decreasing the number of scenarios due to the increased cost for each additional scenario.
9. Add projections for future conditions for years 2025 and 2040 using population growth, increase in traffic and development.
10. Evaluate complete streets feasibility with regard to Comprehensive Plan hierarchy.
11. Conduct separate analysis of existing and future impacts on the Garden Area and include specific intersections. Discussion followed on the feasibility of including the Garden Area due to the potential realignment of Palmetto Avenue and planned installation of sidewalks and lighting.
12. Identify alternate travel routes and their impact.
13. Identify challenges and costs of roundabout at Denning/Minnesota
14. Recommend infrastructure needed to mitigate traffic, model improvements and cost for implementation of improvements in 2025 and 2040.

15. Discuss best practices for realignment of a road such as Palmetto Avenue.
16. Refine scope and consider adjustments to enable data collected to serve as basis for development of the OAO transportation proportionate fair share.

Mr. Woodward commented on the minor right-of-way impacts of the roundabout to adjacent properties.

Commissioner Weaver suggested further discussion on the realignment of Palmetto to accommodate adequate garage footprint and the city's willingness to realign Harmon Avenue with development cooperation. Discussion followed the realignment of Harmon to allow for parking.

17. Define a rail-trail envelope including best practices.
18. Recommend transit enhancements including Sunrail, Lynx and circulator trolley.

Mr. Woodward asked what and how much information the Commission would like Kimley Horn to provide. Mr. Stephenson suggested this remain at staff level.

Commissioner Sullivan stated these items are listed in the comp plan as more important than private vehicles and need to be included and that the city needs to advocate for an enhanced Sunrail schedule. Discussion followed on the efficiency and frequency of public transportation and whether it will improve in the absence of the penny sales tax increase.

Commissioner Cooper commented on #1 and changing the language that would give Kimley Horn latitude to determine the affected intersections to study and she explained how she came to recommend the one -mile area around the OAO. Mayor Leary suggested the city should follow Kimley Horn's recommendation on which intersections to study. Commissioner Sullivan agreed.

The meeting was adjourned at 7:22 p.m.