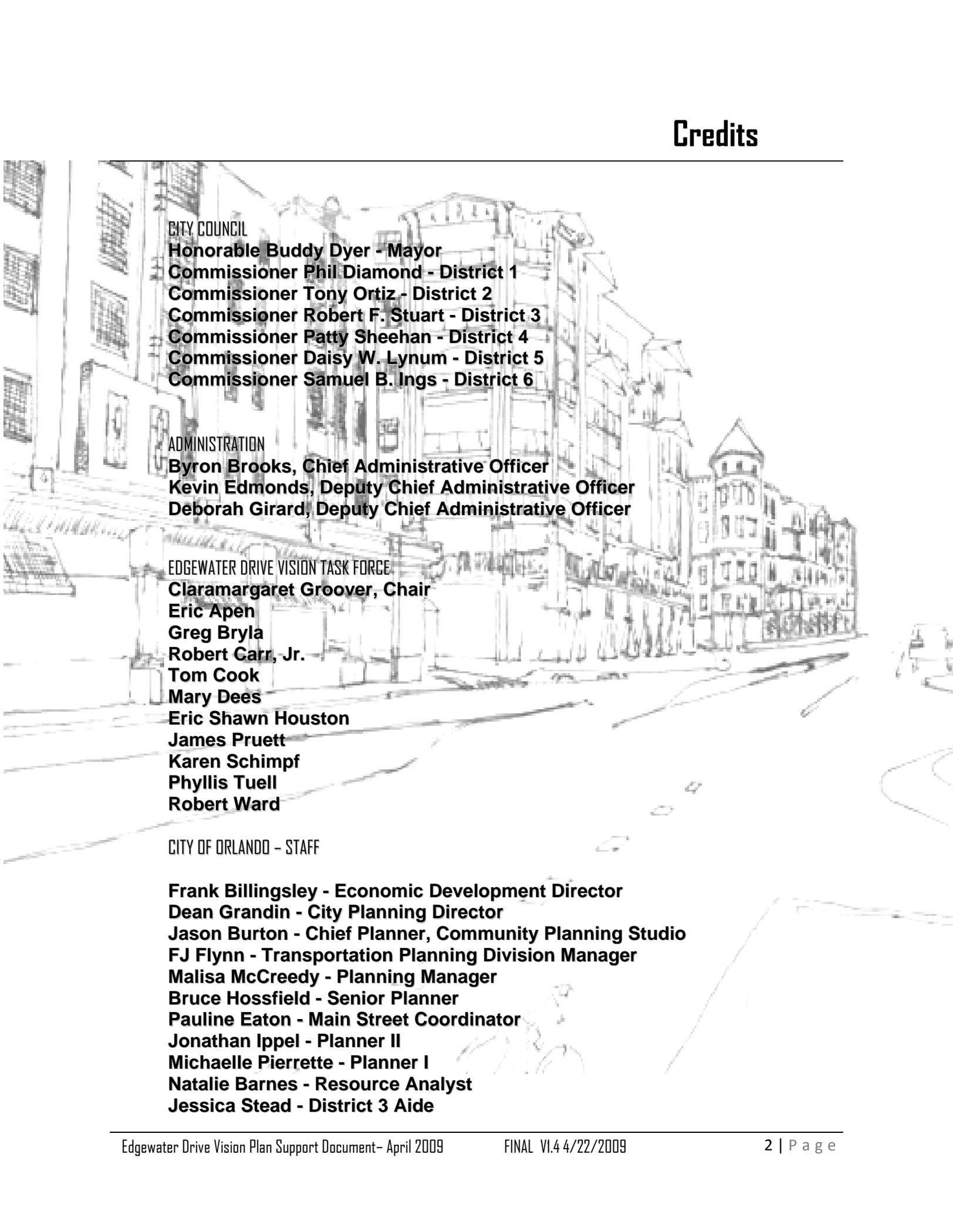




EDGEWATER DRIVE
VISION TASK FORCE
VISION PLAN SUPPORT DOCUMENT

Credits



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Commissioner Phil Diamond - District 1
Commissioner Tony Ortiz - District 2
Commissioner Robert F. Stuart - District 3
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Kevin Edmonds, Deputy Chief Administrative Officer
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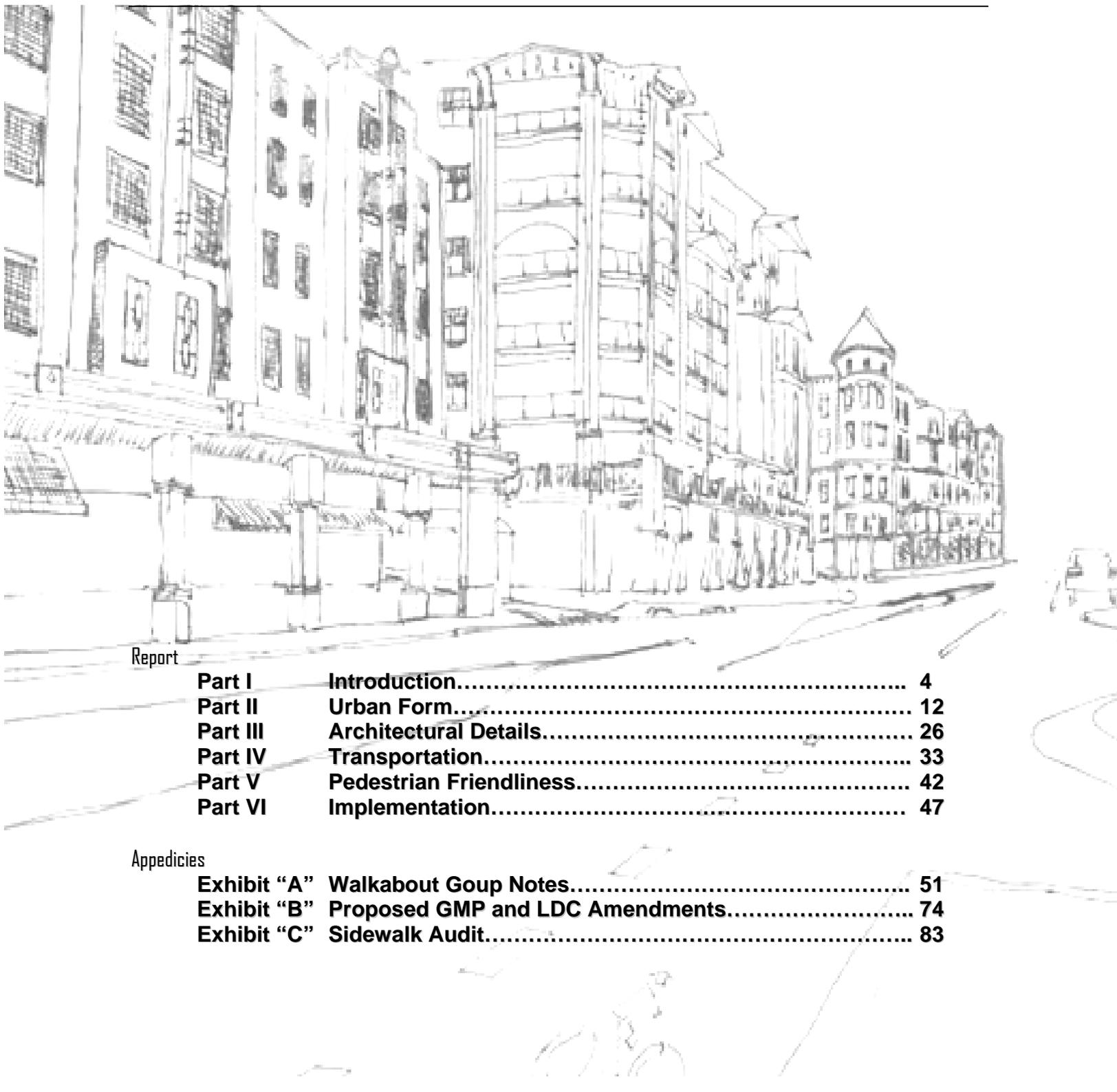
EDGEWATER DRIVE VISION TASK FORCE

Claramargaret Groover, Chair
Eric Apen
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Robert Carr, Jr.
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PART I - INTRODUCTION

BACKGROUND & SUMMARY

The City of Orlando's Community Planning Studio has teamed with the Edgewater Drive Vision Task Force to shape a vision for the Edgewater Drive corridor in Downtown College Park. The Task Force was appointed by Mayor Buddy Dyer in consultation with District 3 Commissioner Robert Stuart. The Task Force held meetings twice a month open to the public and sponsored several workshops, including a "walkabout" in early December 2007.

The work of the Task Force is an outgrowth of the Neighborhood Horizon 2000 Plan for College Park. The Horizon Plan identified the need to prepare an urban design plan for the Edgewater Drive corridor and set in motion incremental changes and policies to improve the area. The focus of the Task Force has been to develop appropriate guidelines for private development and public improvements in the corridor. The guidelines are meant to promote better decisions regarding master plans, conditional use permits, planned developments, re-zonings, and density/intensity bonuses. These guidelines will also help minimize commercial intrusion into surrounding neighborhoods.

In addition to the guidelines in this document, Growth Management Plan subarea policy changes and Land Development Code amendments are proposed. It is hoped that this work will result in greater predictability for both residents and future developers alike by establishing regulatory authority over all future development proposals.

The Task Force evaluated conditions and made recommendations in five categories:

- *Urban Form.* Urban form recommendations are intended to protect existing property rights by allowing existing intensity and density standards to remain, while guiding the massing of new buildings to ensure appropriate transitions to surrounding areas. The result is a profile for the 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 new structures, architectural detail recommendations describe how buildings are to be articulated.
- *Transportation & Parking.* A proposed median system is envisioned to provide traffic calming through the core, reduce cut-through traffic on side streets, and reduce congestion at certain intersections by restricting turning movements. An alleyway system is proposed to provide a way for traffic to gain ingress and egress to sites along the corridor. Cross-access easements will be required.
- *Pedestrian Friendliness.* Minimizing vehicular curb cuts along Edgewater Drive will improve the pedestrian experience. Awnings, arcades and streetscape improvements should be incorporated into new development and retrofits to create shade and a comfortable walking environment.
- *Implementation.* Staff will work with the newly formed Main Street program in order to explore financing options for implementing public improvements.

City staff will continue to work with the Urban Design committee of the College Park Main Street program to implement short-term improvements, including the expansion of 2-hour on-street parking time limits south to Harvard Street, replacing rose bushes in tree wells with new trees, and expanding area sidewalks through city services/sidewalk easements.

The Community Planning Studio staff presented the recommendations of the Edgewater Drive Vision Task Force at the December 2008 Municipal Planning Board meeting. Task Force recommendations were created after 18 public meetings to set out a vision that would shape the future development of the corridor.

As part of its duties as the Local Planning Agency, the Municipal Planning Board in January 2009 directed staff to draft this Vision Plan taking into consideration the recommendations of the Task Force, and draft amendments to the GMP and Land Development Code. These amendments, referenced in this document and if adopted, will allow the vision established by the Task Force to be implemented as future development is proposed.

COLLEGE PARK HISTORY

College Park is one of Orlando's oldest traditional neighborhoods. Centered two miles northwest of downtown Orlando, College Park, with its cozy bungalows, tree lined brick streets, parks and many lakes is one of Orlando's most desirable places to live.

Citrus growers and farmers first settled the College Park area before the turn of the century. The arrival of the railroad in 1880 solidified Orlando's position as a regional center where crops could be transported easily to market. However, the prosperity temporarily ended when the devastating freezes of 1894-95 wiped out the citrus industry and slowed tourism and development.

As the 1920s approached, developers started to purchase and subdivide land in the area now known as College Park. Walter Rose, who would become a prominent developer and state Senator, named the first group of "college" streets in 1921. Carl Dann started developing the Dubsdread Golf Course and surrounding neighborhoods in 1923. The Cooper-Atha-Barr Company platted a number of subdivisions during this booming period. Although much of the land that comprises the College Park neighborhood was subdivided in the 1920s, many lots remained vacant for years due to a land boom collapse around 1926 and the later effects of the Great Depression.

The development pattern in College Park includes many of the positive design elements typically found in Orlando's Traditional City, those areas generally developed or platted prior to World War II. Most of the development in College Park

consists of single-family homes. Some of the first homes to be constructed were Craftsman style bungalows with open front porches, low-pitched roofs with wide overhanging eaves and decorative windows and doors. In addition, a large number of stucco Mediterranean Revival, Colonial Revival, and Tudor Revival houses were built during the 1920s. The single story Minimal Traditional style home was popular during the 1930s and 1940s, detailed with Colonial motifs, narrow roof overhangs, multi-paned windows, and small entry porches.

The College Park neighborhood covers approximately 1,886 acres. Existing development includes approximately 4,318 single-family homes, 1,104 multifamily units, numerous churches, two elementary schools, one middle school, and one high school. Approximately 656 businesses are also located in the neighborhood, mostly along Edgewater Drive. The business community has an employment population of 3,500 persons. The College Park neighborhood has a service population (maximum daytime population) of approximately 12,195 (*Growth Management Projections, 2006*).

College Park's main street, Edgewater Drive, is home to unique retailers, assorted restaurants, and locally-based businesses. It hosts distinct annual events that bring the community together, including the famous College Park Jazz Festival in the fall.

Downtown College Park offers a unique, convenient location and a wide selection of services. These services create a true neighborhood center where residents can carry out their daily errands within the comfort of their own neighborhood.

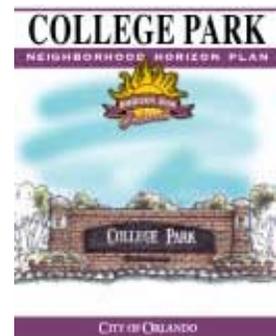


Fig. 1: Home on Clouser Avenue where the author Jack Kerouac lived at the time *On the Road* was released to worldwide acclaim.

NEIGHBORHOOD HORIZONS PLAN

In 1999, over forty College Park neighborhood volunteers participated in workshops with the City of Orlando to formulate an official plan for the entire neighborhood. The plan was intended to be used as a “blueprint” for planning future neighborhood improvement projects. The plan was accepted by the Orlando City Council in January 2000.

The Horizon Plan articulated existing policies in the Growth Management Plan and the Edgewater Drive Special Plan overlay. The Horizon Plan also provided an Action Plan to guide capital improvements and activities of the City.



The Special Plan overlay had been adopted earlier in June 1988 and requires appearance review, specified standards for signage and awnings, and has mandatory active ground floor retail areas.

The intent of the Special Plan was to achieve cohesiveness in the appearance of structures along Edgewater Drive, while allowing a variety of architectural approaches. The existing Special Plan regulations reflect the typical existing conditions found on Edgewater Drive, but are silent on the larger and more urban developments allowed within the existing AC-1/T zoning in the core area.

The Horizons Plan also foresaw the need to transfer responsibility and control of Edgewater Drive south of Par Avenue from the State of Florida to the City of Orlando. This action allowed the transformation of Edgewater Drive to a 3-lane road with bicycle lanes from 4-lanes as part of a resurfacing and restriping project in 2001-02 prior to the transfer to the City (see Figure 2).

The reconfiguration of Edgewater Drive resulted in several conclusions:

- 34% decrease in auto crash rates;
- 68% decrease in traffic injury rates;
- 12% decrease in daily traffic volumes;
- 4% decrease in side street traffic volumes;
- 23% increase in pedestrian activity (accentuated by a 53% increase in east-west pedestrian movements across the corridor).
- 30% increase in bicycling activity;
- 50 second increase in peak hour travel time;
- 12% increase in on-street parking utilization.

(Source: "Edgewater Drive Before and After Re-Striping Results" prepared by the City of Orlando, Transportation Planning Bureau, November 2001)



THE VISION TASK FORCE PROCESS

The call for architectural design standards in the Horizons Plan was never fully implemented. Increasing development pressures experienced by the College Park neighborhood during the development boom of the mid-2000's, particularly a proposal in 2005 for a mixed use project called the Ivy, lead to renewed interest in developing design standards.

Thus, the Edgewater Vision Task Force was created to address the following concerns:

- Further the vision first set forth in the College Park Horizon Plan 2000;
- Respond to the needs and desires of citizens residing, working, owning businesses, and otherwise enjoying College Park;
- Preserve and improve the attributes of Edgewater Drive which promote economic prosperity while protecting the quality of life currently enjoyed by the residents, business owners, and other citizens of Orlando; and
- Provide efficient, predictable and cost-effective service to citizens, including applicants for future development, College Park residents and area businesses.

The Neighborhood Horizon Plan called for the creation of architectural design standards for the Edgewater Drive corridor as a medium range task. This Vision Plan seeks to fulfill that need and identify other actions needed to create and implement a vision for Downtown College Park's future.

TASK FORCE ORGANIZATION:

Based on feedback from elected officials and residents, the City looked to form a Vision Task Force comprised of citizens willing to work intensively on developing a vision for this very important corridor. Other citizens, while not appointed to the Task Force, were invited to attend and participate in the Task Force meetings as their time allowed.

The City requested that citizens apply to become members of the Task Force appointed by Mayor Dyer. A goal in selecting members for the Vision Task Force was to achieve a balance of interests and to involve people who might not otherwise have been actively engaged in the process. The intended result was a citizen driven process with assistance and guidance by City staff.

The Task Force members included:

Claramargaret Groover, Chair. Former Municipal Planning Board Chair and former President of the College Park Neighborhood Association (CPNA). Also a construction and real-estate attorney and certified mediator.

Eric Apen. Co-Owner of Apenberry's Gardens on Edgewater Drive with wife Lisa. College Park resident for 15+ years. Trained as an Engineer, Eric's background includes outdoor landscape design.

Greg Bryla. Landscape Architect and Principal at Glatting Jackson Kercher Anglin, an international community design firm based in Downtown Orlando. Greg specializes in hospitality, mixed-use and parks projects around the world. Greg is a former Chair of the Historic Preservation Board for the City of Orlando.

Robert Carr, Jr. A lifelong resident of Orlando with 26 years in College Park, educator and current president of the College Park Neighborhood Association.

Tom Cook. Realtor and resident of College Park for over 25 years. Tom feels that it is important to keep College Park's character while enhancing Edgewater Drive as a destination.

Mary Dees. Former Police Officer, graduate of FSU (Criminology), MBA Graduate of Rollins College and Edgewater High School, lifelong resident of College Park.

Eric Shawn Houston. Architect, member of Edgewater High School Foundation's Task Force and a member of the foundation's Board of Directors, founding Board member of CPNA and previous chair of City of Orlando's Appearance Review Committee.

Jim Pruett. College Park Neighborhood Association Board Member and area Realtor, also serves as a Neighborhood Crime Watch Block Captain.

Karen Schimpf. A Director for Florida Hospital and Board Member of the Downtown College Park Partnership, Karen has been a resident of College Park for over 30 years.

Phyllis Tuell. Second generation owner of the venerable icon Stewart's Jewelry on Edgewater Drive and life-long resident of College Park.

Robert Ward. Former Senior Vice President for Universal Studios Parks & Resorts - Design & Planning, international urban designer specializing in mixed-use and resort development.

The Task Force met twice each month; once to hear ideas and principles from staff, the second to give feedback on the issues. This process provided a structure for moderating input, thought and reaction.

The Task Force reviewed planning fundamentals and principles needed to understand a common vocabulary for the task at hand. The members explored Traditional Neighborhood Development, form-based zoning, streetscapes, mixed-use development and traffic access management principles for a pedestrian-friendly environment.

The Task Force then conducted the first major activity (see Walkabout) and were encouraged to explore how the principles might actually be applied to the neighborhood to enhance the environment and sense of place.

WALKABOUT ACTIVITY:

On Saturday, December 1, 2007, residents and property owners near the corridor were invited to join Task Force members in small groups on a walking tour. The comments of each group were documented with the assistance of City staff members who captured each group's comments and took photos.



Fig. 3. Task Force members followed certain routes during the Walkabout, in order to gather information.

Ten groups walked along pre-designated routes. When the groups returned, they combined into slightly larger groups to discuss commonalities between the routes – positive elements and areas of weakness that needed improvement.

Each combined group identified its Top 5 conclusions along with the top three photos from the smaller groups for a large “show-and-tell” session. The feedback from the Workshop was used to focus the work of the Task Force in subsequent months based on the information and issues identified by the workshop participants.

Staff debriefed each Task Force member to garner individual insights learned on the tour and to further identify desirable elements and needs for the corridor. The documentation of these interviews and the walkabout activity is found in Exhibit “A”.

Primary common issues identified by the groups were concerns about the streetscape, comparisons to more successful business districts, the mix of neighborhood-serving uses in the area, and the need for transitions between the existing residential neighborhood and the emerging activity center.

TWICE-MONTHLY MEETINGS:

The Task Force held meetings twice a month on in-depth subjects. Further information was gathered with presentations from the major stakeholders in the area, including: Edgewater High, College Park Neighborhood Association in written form, and Downtown College Park Partnership.



Fig. 4: Commissioner Stuart presenting his preliminary comments at the Walkabout on Saturday, December 1, 2007.



Fig. 5: Task Force members Eric Apen and Phyllis Tuell discuss issues prior to going on the Walkabout.

TASK FORCE RECOMMENDATIONS

The following briefly summarize the recommendations developed by the Task Force following in-depth meetings regarding each of the general subjects studied. These recommendations have been taken into consideration and form the basis the drafting of policies in this document.

Urban Form

- 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.

Architectural Details

- 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.

Transportation & Parking

- 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.

Pedestrian Friendliness

- 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

- 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.

CONCLUSION:

City staff and elected officials believe that the broadest statement of citizen desires comes through an open dialogue with residents and business owners.

Visioning is about creating greater predictability and certainty, not only for the City, but also for the residents, businesses and development community. The result is a level of stability and understanding of what can be expected from new development.

The Task Force recommendations express concepts that would preserve and improve the attributes of Edgewater Drive, promote economic prosperity and protect the quality of life currently enjoyed by the residents, business owners, and the citizens of Orlando.

The process employed here required that the Task Force reach a consensus on a strategy and vision prior to City staff drafting revised regulations. Where the recommendations above guide the new practices to be put into place, the following Parts of this document detail the new policies and strategies proposed to reach the neighborhood's goal for long-term sustainability of the Edgewater Drive corridor.

PART II – URBAN FORM

TRANSITIONS

The urban form recommendations described herein would protect existing property rights by allowing existing allowable intensity and density to remain, but guide the massing of new buildings to create an appropriate transition to surrounding areas. The result is a proposed profile that would determine maximum height, bulk and mass of structures that may be proposed and built throughout the Edgewater Drive corridor.

Without understanding how multiple pieces fit together into a larger context, the City is left without guidance for a rational system to evaluate new development. Therefore, this section proposes a new Growth Management subarea policy transition goal, defines a “Precise Plan” for building mass incorporated into the Special Plan overlay, and creates acceptable conceptual future land use designations where needed transitions do not exist. These considerations would form the basis for staff analysis of future development approvals.

NEW GROWTH MANAGEMENT PLAN SUB-AREA POLICIES

In order to memorialize the Task Force’s aspirations to have development fit within a context, the following is proposed as a subarea policy in the Growth Management Plan for the Activity Centers along Edgewater Drive and surrounding areas to form a transition:

NEW Sub-Area Policy S.4.6 (b) & S.2.4 (b):

(b) Development within the activity center, mixed use corridor and office areas shall provide a logical transition in mass, scale and height between existing residential neighborhoods and proposed development.

The subarea policy would apply to the areas shown on the following page, including the Activity Center in the core area of College Park, the Activity Center on the northern end of the corridor near Par Street and Maury Road, and intervening areas.

TRANSECT CONCEPT

In order to create a logical and appropriate transition between the activity center and the surrounding neighborhoods, there must be gradations in the intensity of development from high to low. These changes occur best at mid-block as they transition into sensitive areas, in order to create a building envelope that is not jarring to the surroundings. The figure below conceptually demonstrates a gradual increase of mass, scale and building types from the “yellow” residential zones to the most intense “red” zones adjacent to Princeton and Smith Streets.

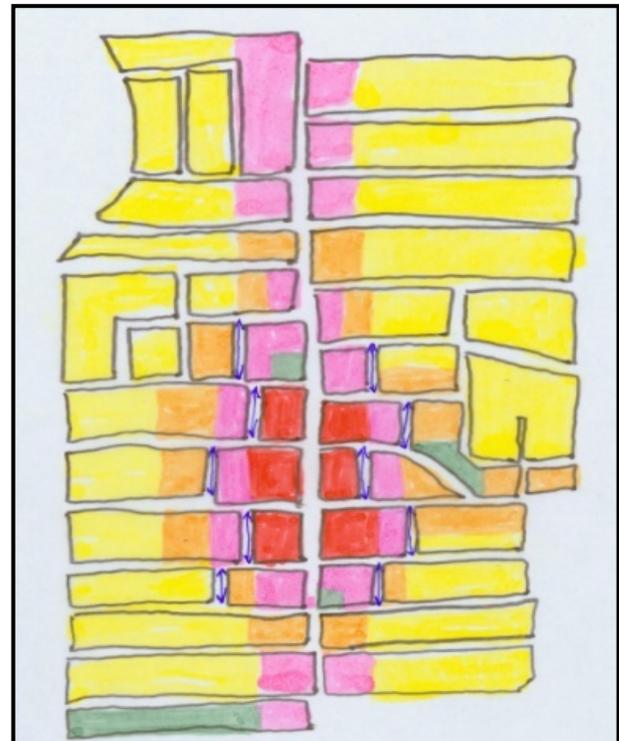
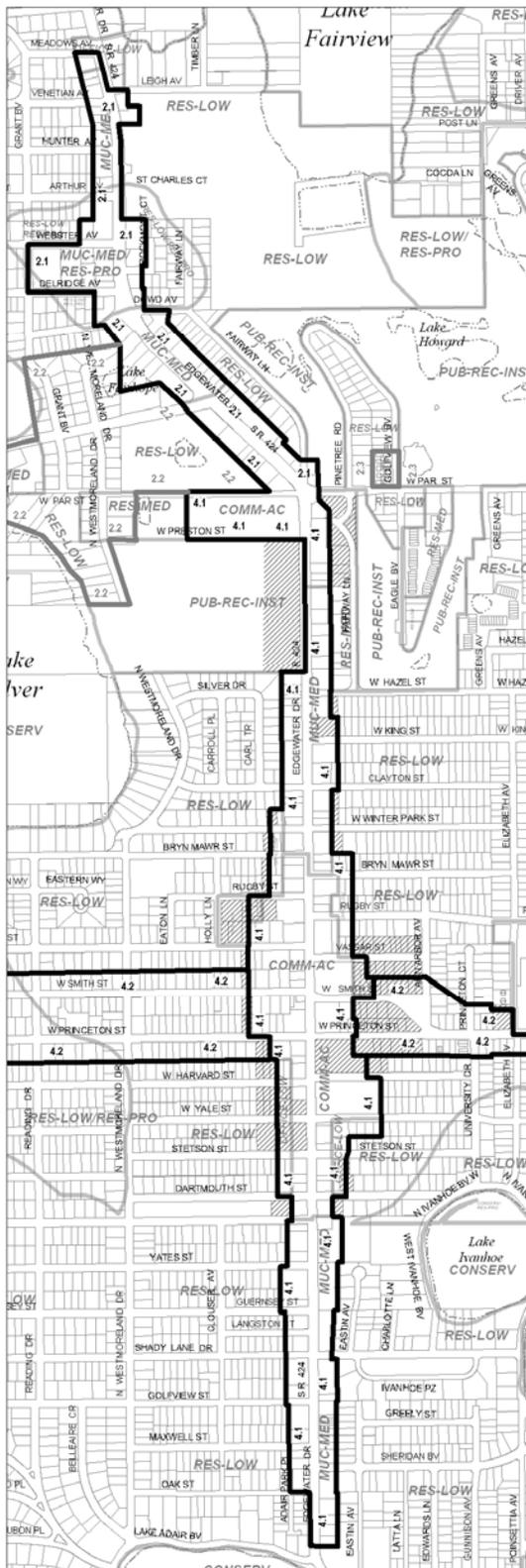
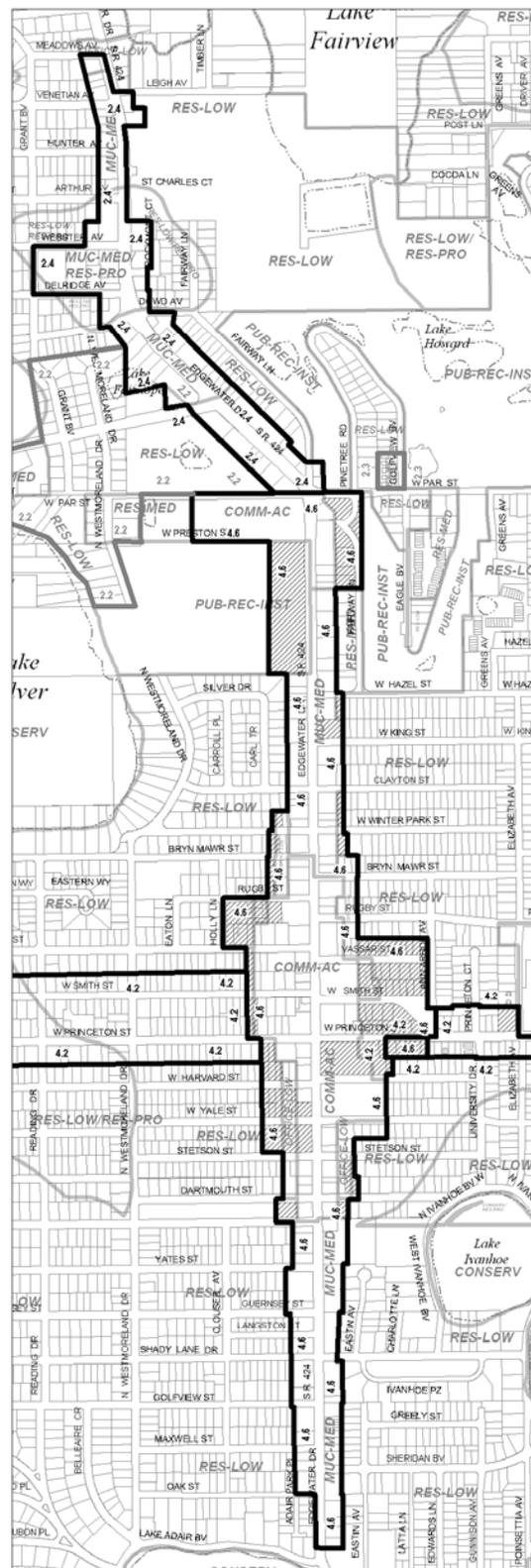


Fig. 6: The “Bullseye”- Early conceptual drawing to create a systematic approach to transitioning intensity.

Growth Management Plan: New Subarea Policies S.4.6 and S.2.4:

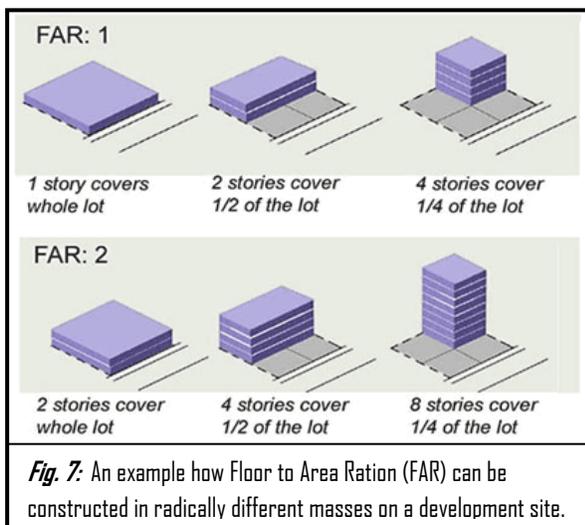


**EXISTING
GMP2009-00010**



**PROPOSED
GMP2009-00010**

When making decisions on development, the Municipal Planning Board considers how the allowable Floor to Area Ratio (FAR), residential density, height, parking facilities and other elements are arranged on the site in order to ensure harmonious development with the project's surroundings. This is the essence of any Master Plan or Planned Development review - the MPB may limit the height, size or location of buildings in order to integrate proposed developments with adjacent off-site uses and the surrounding neighborhood. However, these decisions are currently made on a site-by-site basis without the benefit of guidance from an area-wide review method that examines logical transitions of building mass.



Planning for transitions can make good business sense, too. Larger buildings of six to seven stories on small parcels near the edge of the activity center are impractical; ownership patterns and depth of the parcels preclude adequate parking, lack dimensions to provide adequate core services for larger buildings, and are less appropriate as the activity tapers off into the neighborhood. This was clearly evident during review of previous developments considered on the corridor, such as the Wellesley.

The development standards for the affected Traditional City zoning districts within the corridor include the following:

- AC-1: 0.35-0.70 non-residential FAR
20-40 residential units/acre
75-feet maximum height
- MU-1: up to 0.50 non-residential FAR
15-30 residential units/acre
35-feet maximum height
75-feet maximum height with CUP
- O-1 up to 0.30 non-residential FAR
up to 21 residential units/acre
30-feet maximum height

EFFECT ON CURRENT PROPERTY RIGHTS

The FAR ratios and residential unit/acre densities shown above do not allow enough intensity to yield development that reaches the maximum height of 75-feet in an Activity Center; taller buildings require a density/intensity bonus, as well as a Master Plan to determine the size and placement of buildings on a development site. As previously discussed, Master Plan review helps ensure compatible development is situated into the surroundings.

Additionally, through the Special Plan process, the City may prescribe urban design plans, guidelines and standards which guide the “dimensions and siting of structures” [Section 58.432(b)]. In essence, the creation of transitions in College Park would be promulgating maximum dimensions and placement of intensity of development on a site in advance of the Master Plan process, in order to achieve greater predictability for existing residents, potential development, businesses and property owners.

This can be achieved without further limiting the densities and intensities allowed by the zoning district.

EDGEWATER DRIVE TRANSCET AREAS: Development Standards

 <p>T3: Suburban</p>	<p>General Character: Existing residential neighborhood areas of College Park. Generous and various front yard setbacks with lawns and landscaped yards surrounding single family houses. Some duplexes in current R-2A/T zoning districts.</p> <p>Maximum building mass: Up to 2 stories typical; occasional 3-story structures, as current zoning regulations allow up to 30-foot building heights.</p> <p>Bonuses: Density and Intensity bonuses prohibited.</p> <p>NOTE: This transect area is not used in the Special Plan Overlay – but describes the residential surroundings.</p>
 <p>T4: General Urban</p>	<p>General Character: Existing single family residences and duplexes. Mix of building types that are rear-loaded, including townhomes, small apartments and office buildings. Some commercial uses along Edgewater Drive and smaller Public Benefit Use buildings are allowed. Parking provided by garages for individual residential units and surface parking.</p> <p>Maximum building mass: 3 stories office, residential or public benefit use(s), with architectural massing and materials articulated at least every 60-feet. Approvals to allow significantly more height are not allowed (example: Conditional Use Permits that allow up to 75-ft height prohibited).</p> <p>Bonuses: Density and Intensity bonuses discouraged.</p>
 <p>T5: Urban Center</p>	<p>General Character: Mix of larger apartment and office buildings, scattered commercial activities on the ground level – but required along Edgewater Drive. Predominately attached buildings oriented to the street and some mixed use buildings. Some structured parking for larger buildings. Principal structures of Civic and Public Benefit Uses allowed.</p> <p>Maximum building mass – 4 stories commercial, public benefit, or office uses; 5-stories residential uses. Architectural massing and materials are articulated at least every 120 feet.</p> <p>Bonuses: A single Density or Intensity Bonus may be allowed to reach the maximum building mass.</p>
 <p>T6: Urban Core</p>	<p>General Character: Medium to high-density mixed-use buildings form a continuous street wall. New buildings are typically built 2 stories or greater in height except for remodeling/ recreation of existing buildings. Highest pedestrian level of activity. Transit stops adjacent to Urban Core. Structured parking.</p> <p>Maximum building mass – 6 stories commercial, public benefit, or office uses; 7-stories residential uses. Architectural massing and materials are articulated at least every 240 feet.</p> <p>Bonuses: Density and Intensity Bonuses may be utilized simultaneously to reach the maximum building mass.</p>

Diagram Credit: Duany Plater-Zyberk & Co., based on Smart Code 9.0

Conceptual Future Land Use Designations.

Where GMP future land use designations conflict with the proposed transect areas, a *conceptual* future land use is proposed. This would allow for the new mixed-use zones that were previously warranted by the Horizons Plan and provide the needed intermediate office district transitions toward the activity center.

These conceptual future land use designations tell property owners what specific areas may be supported for change to a different future land use designation as it fits into the overall transect, forming a transition from surrounding neighborhoods to the more intense activity center. This could result in more harmonious development patterns and provide adequate capacity for development opportunities where appropriate.

The following pages map the areas that would allow changes to the future land use designation; however, there are two specific conditions under which such changes will be supported:

- Properties shall be contiguous to an existing mixed-use designation (O-1, MU-1 or AC-1). Several properties may apply simultaneously or subsequently with adjacent neighbors in order to create continuity, and
- Properties receiving land use designation changes must agree to provide a pro-rata share for public improvements along Edgewater Drive through a Business Improvement District or other financing mechanism developed by the Main Street program and adopted by the City.

EXTENSION OF SPECIAL PLAN OVERLAY

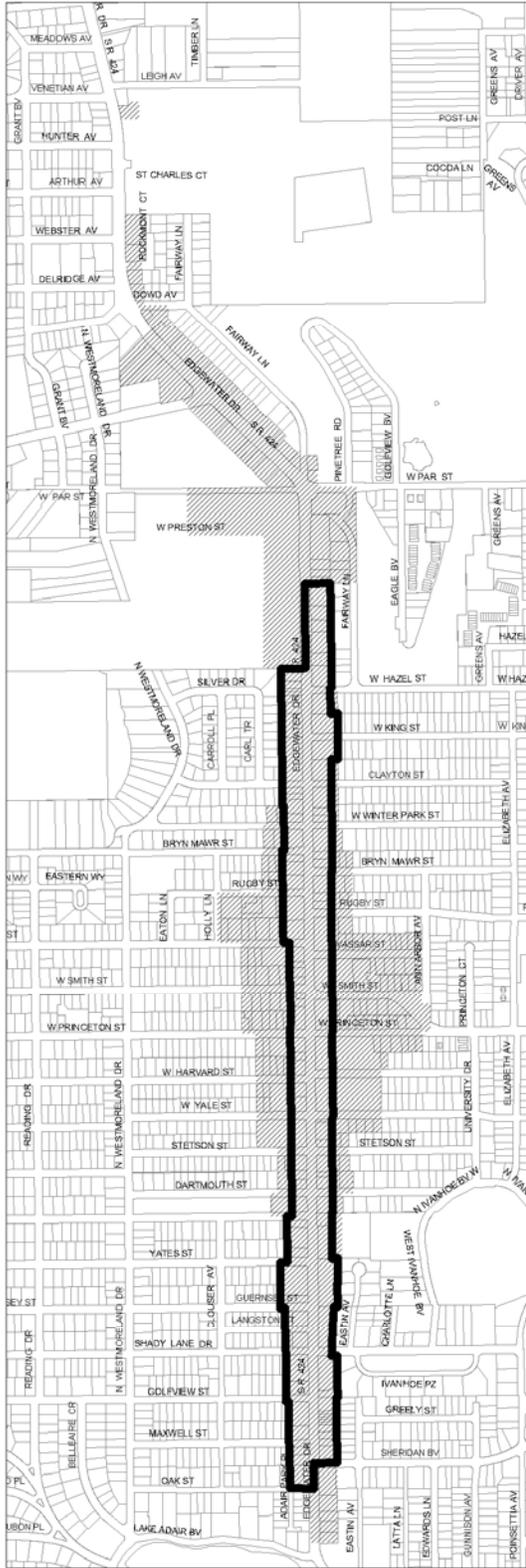
The current Edgewater Drive Special Plan Overlay and Appearance Review District contains existing regulations that guide the development of signage, awnings, and mandatory ground floor uses, with very little direction regarding new development. While the previous sections address this need, the actual location of the Special Plan and Appearance Review overlay should reflect the entire area. The Special Plan currently only applies to the first 130-foot depth of properties abutting Edgewater Drive from 1200 Edgewater Drive on the south end (at Oak Street) to 3117 North Edgewater Drive on the north end (opposite of the Edgewater High School auditorium).

The new requirements of the Special Plan, as well as the relevant existing requirements should apply on all non-residentially zoned properties on the corridor - from 1115 Edgewater Drive on the south end, up to the Bishop Moore High School property on the northern boundary.

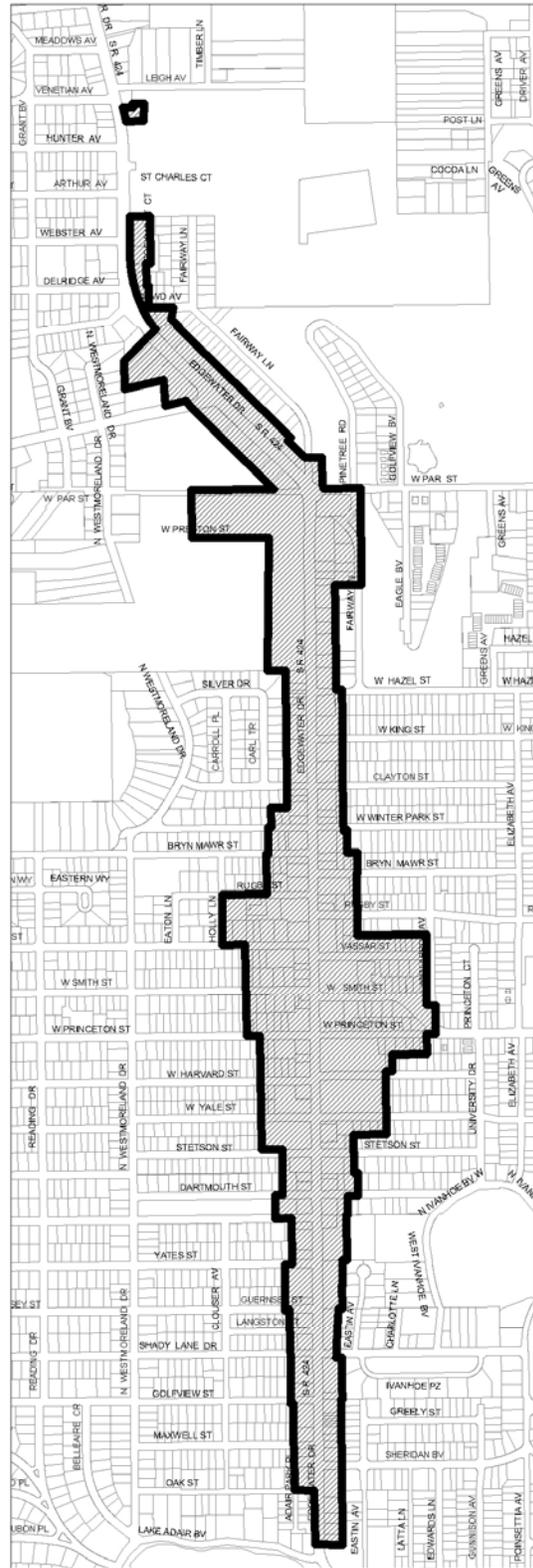
Thus, all properties with a Future Land Use Designation of Office-Low, Mixed-Use Commercial-Medium, and Activity Center are proposed for inclusion in the Special Plan and Appearance Review Overlays. Leaving out pieces of the corridor, which have migrated over time from residential to more commercial uses (example: properties at 1107-1129 Edgewater Drive) is not advised.

The subsequent maps to the Conceptual Future Land Use designation changes address the properties that are affected by this change.

EDGEWATER DRIVE SPECIAL PLAN AND APPEARANCE REVIEW OVERLAY MAP:



Edgewater Dr Special Plan NORTH
EXISTING (LDC2009-00034)



Edgewater Dr Special Plan NORTH
PROPOSED (LDC2009-00034)

VISIONING THE FUTURE

During the discussions of the Edgewater Drive Vision Task Force, staff described how the above changes would affect the overall shape of future development within the corridor through a variety of means. Several formats were used so that the Task Force and the public could understand the policy implications of the proposed transition system.

The following diagrams are included in this section to illustrate the discussion and Task Force reactions while considering the proposed system, so that they may direct future discussion of improvements and proposals along Edgewater Drive.

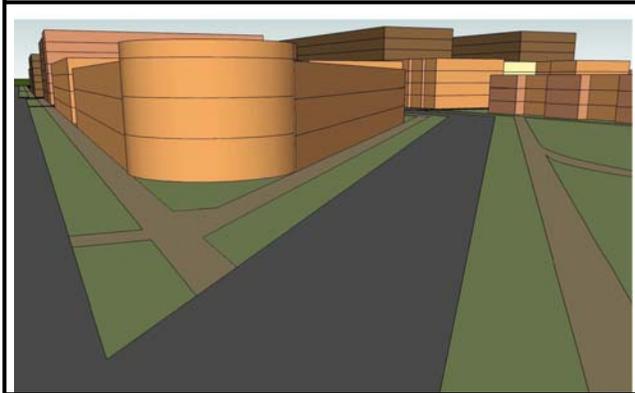
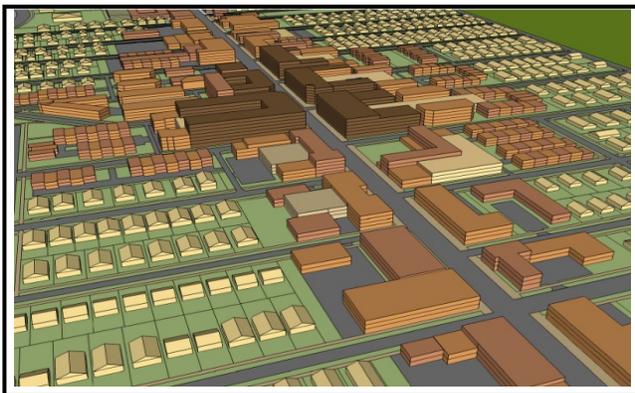


Fig. 10 Computerized 3-D models were created to understand the height and mass relationships between potential structures.

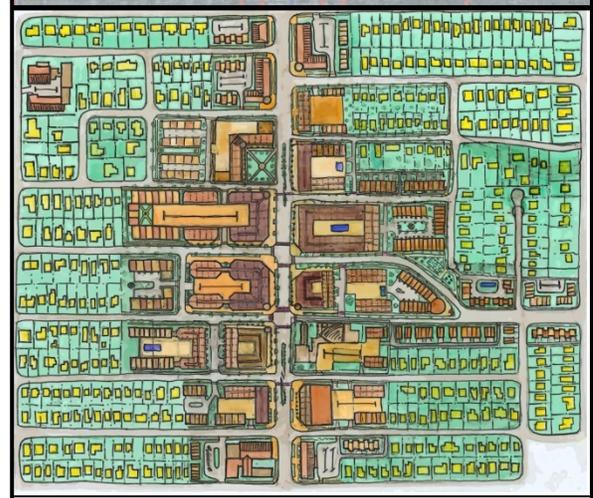
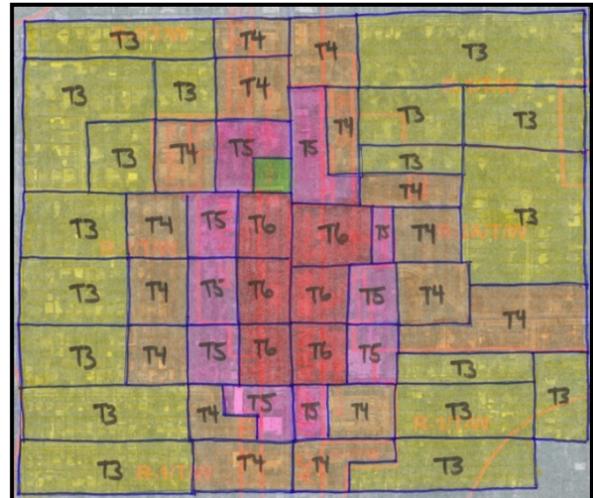


Fig. 11 Initial transect formed 240-foot square blocks, which intruded too far into existing neighborhoods to the west. The conceptual site plan shows different options for providing consolidated access alleyways/driveways throughout.

Figure 11 above shows an initially proposed transect concept which suggest site planning and access layouts resulting from use of a transect system in the core of College Park. This proposal was based on a transect that greatly violated existing policy boundaries, especially those areas to the west of the activity center. This early proposal was modified several times as staff worked with the Task Force to reach the final proposal.

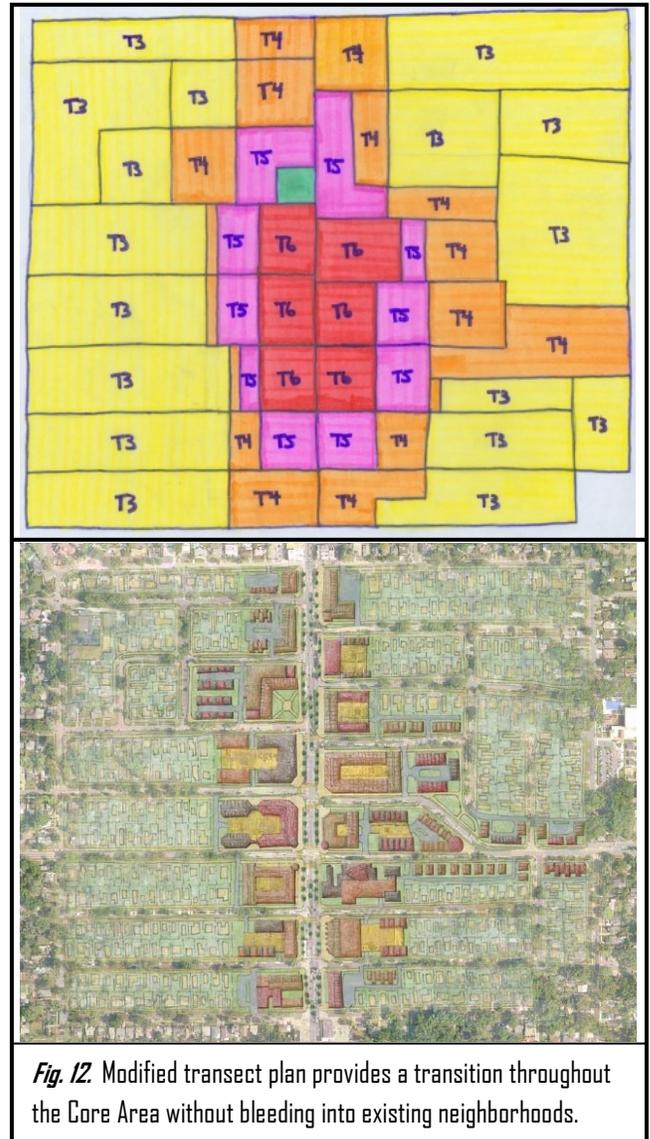
Showing how the different transect zones interact with the existing zoning on the previous figure shows how far to the west that the “T4 – General Urban” area extends into the residential neighborhood. The original concept allowed for roughly equally dimensioned transect zones, each approximately 240-feet by 240-feet square.

This pattern reflects the underlying platting of the properties and streets throughout College Park – lots generally follow a 50-foot by 120-foot lot pattern, which translates into a 240-foot wide block. These block dimensions constitute the “DNA” of College Park.

The Task Force asked that staff modify this transition to better respect existing policy lines as much as possible while still allowing for a logical transition. The transect areas in the modified proposal are not uniform in size, which allows existing by-right densities to remain, but programs transitions into the architectural massing. This results in compatible development that guides future development.

The following figure shows this modified transect concept, which has been incorporated into the transect proposal on pages 18-19.

In the northern activity center near Par Street, a maximum intensity of “T5: Urban Center” at its center is suggested to reduce the possibility of incompatible architectural massing with the nearby Residential Medium future land use designation. This activity center must be clearly subordinate to the other, creating a gateway effect. In anticipation of any redevelopment of remnant tracts of Edgewater High School, the T5 is also partially mirrored across the street at sites owned by OCPS.



Once staff modified the proposed transect, they were able to provide the Task Force with a vision of what these policies and the improvements described in subsequent sections, might have on future development by modifying photos of the area. The two examples shown on the next page visualize the transformation of the area following the construction of a median, the installation of adequate canopy trees, and the addition of infill buildings along the corridor.

VISIONING THE FUTURE: Transformation Slides



PART III – ARCHITECTURAL DETAILS

BACKGROUND: URBAN FORM VS. ARCHITECTURAL DETAILS

Whereas the Urban Form proposals of the previous section provide direction on the overall mass, height and bulk of buildings, the architectural details in this section provide guidance on specific architectural treatments utilized throughout the Edgewater Drive corridor.

ARTICULATION

Articulation is an architectural concept by which the materials and mass are substantially changed. This breaks down the overall scale of a structure so that each part is defined precisely and clearly stands out from the rest. The result can be a combination of design treatments, from utilizing different architectural materials, to providing shifts in plane on a structure. The following photo shows two examples of articulation; changing treatments within a 3-story building every 60-feet and providing a transition between a larger building by recessing and providing different colors and materials.



Fig.13 Articulation is the architectural changing of materials and mass such that each treatment stands apart from the rest as above, where the building to the left provides changes every 60-feet, and the larger building off to the right actually provides a recess to further provide separation and transition.

The existing Edgewater Drive Special Plan overlay already discourages “individual strong statement(s)” in building design. In order to clarify what this means, it is proposed that as uses taper toward residential areas, the architectural articulation of structures also becomes more periodic to create a seamless environment.

Thus, “T6: Urban Core” areas would require that buildings architecturally articulate at 240-feet in order to create an interesting and walkable urban environment. The actual block dimensions in College Park harkens to this standard, as individual blocks along Edgewater Drive are typically no longer than 240-feet.

As a project descends in intensity to the “T5: Urban Core” areas, the articulation would be halved to 120-feet; this is the depth of a typical lot in College Park.



Fig. 14 A typical “T5: Urban Core” building would articulate at 120-feet in length, approximately the size of this building. Under these requirements, the next building should appear distinct.

As development nears the final “T4: General Urban” areas, the distance is cut in half once again to 60-feet to further break down the mass and architectural treatment of structures. The combination of architectural methods is reviewed during the appearance review of projects, which is required through the existing Appearance Review overlay district to ensure conformance.

Once development enters into a residential area, the articulation is typically a minimum of 30-feet, as the smallest sized lot allowed in a residential district in College Park would be a single family home on a 40-foot wide lot with 5-foot setbacks on each side.



Fig.15 A variety of architectural styles and treatments are desirable to creating a sense of place.

ARCHITECTURAL STYLE

No one particular style is encouraged over another in College Park. There are several examples of Mediterranean, Italianate, Moderne, Craftsman, International and Art Deco styles within College Park. During appearance review on new structures, staff reviews projects to see if treatments are authentic to the style employed and compatible with existing adjacent development. This appearance review would continue in the proposed extended Special Plan overlay areas.

ARCADES & GALLERIES

Colonnades (arcades and galleries) along Edgewater Drive must also provide adequate dimensions in order to allow pedestrian movement and activities, as well as adequate height and openings. Figure 16 details the proposed requirements for minimum dimensions.

In order to provide these adequate dimensions and floor-to-floor heights in first floor retail space, it is also proposed that the Zoning Official be authorized to increase the allowable height of buildings up to 5-feet *only* for these purposes exclusively in the “T6: Urban Core” areas. This would allow for more desirable proportions for national and local retail tenants at ground level, and provide an allocation for interesting architectural parapets and rooflines.

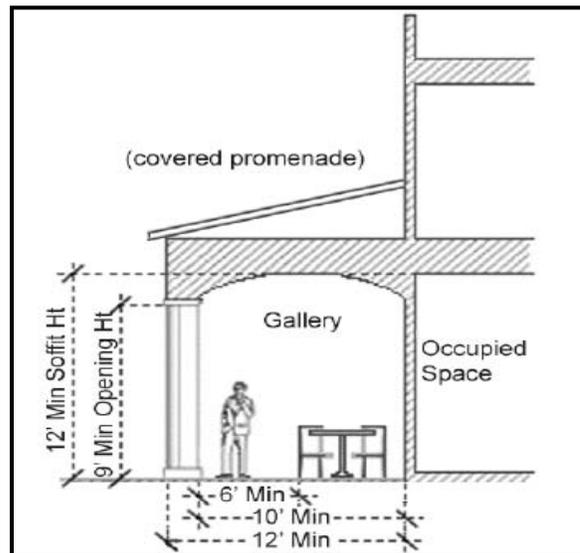


Fig.16 Minimum dimensions for colonnades allow for pedestrian movement and other functions.



Fig. 17 This arcade allows visibility between street and storefront while allowing adequate retail height.

LIGHTING/BANNERS



Lighting in the district may be improved by leasing fixtures from the Orlando Utilities Commission, similar to the type shown above. Lighting should be fully shielded to contain light spillover; decorative acorn fixtures are available that provide a shielded bulb in an opaque refractor which reduce glare and light pollution. Lighting fixtures would be installed in the streetscape Furniture Zone (see figure on Page 45), at least 2-feet behind the curb.

Due to the close proximity to residential uses in the Special Plan, private lighting fixtures within the corridor must be cutoff or fully shielded – floodlights, drop and sag lens fixtures should be prohibited to mitigate negative effects on nearby residential uses.

In addition, banners on light fixtures would be allowed in the corridor to accomplish the following:

- Give a sense of identity to the district.
- Create a sense of place/ownership.
- Highlight events.
- Entice with public art on banners.
- Generate revenue for city-sponsored Main Street programs.

The City has had an official policy for lightpole banners in College Park since November 2000. That year, the College Park Merchants and Professional Association received a Mayor's Neighborhood Matching Grant to display banners on light poles along Edgewater Drive from Lakeview Street to Par Avenue. Banners are flown throughout the year promoting national holidays and special events within College Park. Events must be associated with an event or program whose principal goal is to increase awareness of, and promote the economic vitality of the College Park Business District. The City's Chief Administrative Officer must approve applications for each light banner display.

Street Banner Proposal. In order to allow a uniform banner policy within the Special Plan, it is proposed that either the Sign Code or Special Plan be amended to provide the following provisions:

- Allow banners only in Main Street Districts and the Downtown CRA.
- Installation costs would be the responsibility of each Main Street.
- The individual Main Street program shall coordinate installation with OUC.
- Sponsorships ads are allowed on banners, limited to 15% of the total banner area on the lower quadrant of the banner, and must be subordinate to the overall banner art.
- Sponsors representing tobacco, gambling, or adult entertainment would not be permitted (similar to City of West Palm Beach regulations).
- Banners may be hung 30 days prior to an event. Banners shall be removed no later than 10 days after the event.
- Each Main Street Design Committee will approve banners for their corridor prior to final approval by the Planning Official.

MENU BOARD SIGNS

Currently, the Special Plan provides for one Menu Board sign per address to be placed no less than 2-feet into the right-of-way (sidewalk). The regulation is proposed to be modified to allow for one sign adjacent to each business, but also to allow placement in the Furniture Zone of the streetscape, provided the menu boards are located 2-feet from the back of curb.

Generally, Menu Boards are limited to 6 square feet (2-feet wide by 3-feet) so they do not overwhelm the pedestrian scale of the area but are not so small that pedestrians have trouble noticing them.

BLADE/AWNING SIGNS

The current special plan limits the height of blade signs to only 1.5 times the width of the sign. This results in signs that are relatively small. It is proposed that this allocation be doubled to allow the height to be three times the width of the sign. Other rules regarding blade signs would be retained, such as not allowing these signs above certain heights (30-feet) or over parapet/rooflines. Awning signs rules would be modified to allow up to a 2x2-foot message on the sloped portion of the awning, which is currently restricted.



Fig.19 Blade signs add special characteristics to the area, while maintaining a pedestrian orientation and adding interest.

CORNER PLAZAS

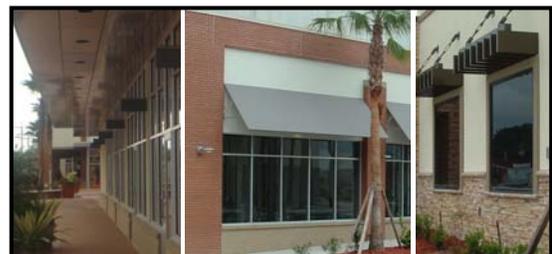


Fig.20 Barcelona's Cérda Plan (1859) requires plazas at corners to make the city more habitable as an extension to the old city.

In order to provide generous space at corners of the "T6: Urban Core", a minimum 25-foot plaza is proposed to extend along intersecting streets within Edgewater Drive independent of the pedestrian Throughway Zone (resulting in a triangular plaza area approximately 17.5-feet deep). This treatment would mitigate the bulk of larger buildings and allow light and views that would normally be truncated by the building.

BULKHEADS/KNESS-WALLS/WATERTABLE

Current appearance review standards for the City require the use of bulkheads and windows in commercial storefronts to create an inviting and pedestrian-friendly environment (see LDC Chapter 62, Figure 6). A recommended amendment includes a requirement that bulkheads must be made of durable materials (tile, brick, granite, pre-cast stone, etc.) that can withstand the daily activities in the streetscape.



SPECIAL REGULATIONS THAT IMPACT THE TRANSECT

Each transect zone may also have special regulations that require certain improvements or special setbacks in order to create the appropriate connections and bufferyards.

The following regulations address specific problems within the Land Development Code that may create certain undesirable impacts that negatively impact the area. The specific regulations can be found in Exhibit “B”.

Footnote 6. The existing Land Development Code has a special front yard setback requirement via Section 58.110 – Footnote 6, where the adjacent residential district’s front setbacks affect the nearby non-residential setbacks for 150-feet. This regulation creates dissonance between providing the additional setback and exceeding the maximum allowable Main and Town Street setbacks found in Section 62.600 – Traditional City design standards.

For example, projects that have frontage on most sidestreets are required to provide a 25-foot setback for 150-feet into the Activity Center, mixed-use corridor or office district. This overly generous setback results in development that cannot be “pulled up” to the corner of Edgewater Drive and any sidestreet, since the depth of the non-residential corridor is less than 150-feet in most cases.

In order to resolve this conflict, it is proposed that the requirements of Footnote 6 be reduced by half within the Edgewater Drive Special Plan overlay. However, the first 60-feet along a sidestreet adjacent to Edgewater Drive shall be exempted from this requirement, in order to allow buildings to properly address the corner.

Residential District Setbacks. Smaller development sites (less than 0.20 acres in AC-1/T) adjacent to an existing residential district may be rendered unbuildable due to another regulation found within the Table of Zoning Districts (58.110), where an additional Residential District Setback (20-foot) is required on the sides of properties directly adjacent to a residential district.

The Edgewater Drive area has a plethora of situations where a 50-foot commercial lot is immediately adjacent to a residential district. With the required bufferyard and setbacks, this side setback would result in a 10-foot bufferyard and a 24-foot two-way driveway, leaving the property owner only 16-feet to construct a building. Such a development regulation is so onerous that it may be considered inverse condemnation of the property.

These regulations may be modified by the Zoning Official by providing a 5-foot bufferyard planted with sufficient plantings to meet Bufferyard “B” requirements, providing a one-way 11-foot wide driveway, and providing a 6-foot tall solid masonry wall. This requirement, which provides an additional level of planting, a driveway for circulation, and a masonry wall that is not typically required, should mitigate a reduced setback while providing a buildable option for the property owner.

However, the property must provide full ingress and egress via cross-access easements and unified circulation with its non-residential neighbors in order for this program to work. This allows for a reasonable 30-foot+ commercial building module to be constructed on a small 50-foot wide property in the AC-1/T, MU-1/T or O-1/T zoning district.

O-1 District Setbacks. Since the “intermediate areas” will take on a new Office-Low designation (which allows a mixture of uses), a modification of the setbacks of a typical O-1 zoning district is recommended for projects that are rear-loaded and need to fit in with existing uses. A reduced setback from the typical 25-foot front yard setback is warranted in situations where the parking is behind the building, consistent with Traditional City standards.

The modified front yard setback would be 15-feet, with a 20-foot setback for any required parking, carport or garage. The side setback would also be modified from 10-feet to 5-feet. If these standards are utilized, non-residential projects should maintain a Residential District Setback of 10-feet to ensure that the required Bufferyard “B” may be installed. Additionally, the Zoning Official would be authorized to reduce the side yard setback to 0-feet through a Determination along contiguous O-1 property lines when rear-loaded and consolidated circulation is provided.

HISTORIC PRESERVATION

Historic preservation has been a subject discussed frequently in College Park over the years. Recently, the neighborhoods east of Edgewater Drive were the subject of a historic inventory funded by the Florida Department of Transportation. The report, which was part of a larger mitigation package for impacts to potentially historic resources along the I-4 corridor, concluded that parts of the neighborhood north of Lake Ivanhoe and east of Edgewater Drive were eligible for the National Register as a residential neighborhood historic district.

Eligibility of structures and districts to local, state and national registers are based primarily of four factors:

- *Artistic Merit.* Does the structure embody distinctive characteristics of a type, period or method of construction, or represents the work of a master, or that possesses high artistic values; or
- *Associative Value.* Is the structure associated with the lives of persons that are significant to our past; or
- *Events.* The structure is associated with an event that made a significant contribution to the broad patters of our history; and
- *Artifacts.* Preservation could yield important information about our prehistory or history.

While there are several examples of finely constructed homes and buildings within College Park, the community has resisted, and continues to resist during the deliberations of the Task Force, the creation of a Historic Preservation district that would further control development through application of the Secretary of Interior standards for historic preservation and its associated reviews.

While there are some pre-World War II commercial buildings in the area, there is not sufficient concentration and continuity of the above eligibility factors to support the creation of a historic district along the commercial corridor. While there are several reasons that the area evokes a certain nostalgia as a Main Street district, the area is not currently eligible as a historic preservation district.

However, it should be noted that the home at 815 Princeton Street (the former childhood home of John Young) may be eligible as a City Historic Landmark due to its associate value with the former astronaut (Mr. Young was a commander of first space shuttle mission, was heavily involved in both the Gemini and Apollo space programs, and Chief of NASA's Astronaut Office).

The City should work with the property owners to evaluate whether the structure should be considered as a City Historic Landmark. Other historic resources in the area, including the Jack Kerouac program home on Clouser Avenue, have previously been designated as landmarks.



Fig. 21 The John Young home at 815 W Princeton Street contains a historic marker, yet is not a historic landmark.

GROUND LEVEL OFFICES USES

Financial institutions and office uses are currently not allowed on the ground level by the Special Plan overlay in a central commercial core (see Chapter 62.309, "Ground Floor Use Commercial Area"). While this ensures active retail commercial uses in the core of Edgewater Drive, several financial institutions currently exist in this Area. In order to reflect this situation and provide leasing opportunities for vacant space, it is proposed that up to 35% of a

buildings frontage be allowed for office and financial institution uses, provided that the public areas of the offices are located along the entire street frontage, have minimal window coverings and a minimum 18-foot deep public area inside the building. This would allow potential vacant properties in the core to be utilized for office uses, while still maintaining a level of interactivity and transparency.

STRUCTURED PARKING

Parking structures that are not lined by buildings should be architecturally treated to match surrounding structures, using a combination of techniques to mitigate their impact on the streetwall. Pilaster treatments, greenscreens, landscaping and other architectural techniques are suggested to be utilized in combination to ensure that parking structures appear as normal buildings from a distance.



Fig. 22 Brick-clad pilasters and green screening were planned to treat structured parking against a public street at the S000 project. When viewed from oblique angles from the street, the structure doesn't appear to be a parking garage.

“Stacked” parking garage treatments are inconsistent with the character of the Main Street feel for the area; parking garages should be lined with active uses directly against Edgewater Drive. If this is impossible, the garage should be fully treated in integrated into the architecture of the building.

Therefore, parking structures that face onto Edgewater Drive shall be architecturally treated to appear as a normal commercial building, similar to the treatment of 300 S Orange Avenue in Downtown Orlando. This may require the use of partial forced ventilation in proposed structures against Edgewater Drive.



Fig. 23 The building at 300 S Orange Avenue in Downtown Orlando utilizes architectural treatments to completely disguise a parking structure along the Orange Avenue and South Streets, similar to the requirements for such uses directly adjacent to Edgewater Drive.

PART IV – TRANSPORTATION

BACKGROUND AND STRATEGY

Edgewater Drive is a two-way, three-lane section arterial route that runs through College Park. Pedestrian oriented uses and businesses line both sides of Edgewater Drive, yet many driveways damage the district's continuity. A 4-foot bike lane and parallel-style street parking are located on both sides throughout the majority of the corridor. Due to the limited dimensions between Princeton and Smith Streets, the bike lanes are absent in this segment in order to accommodate vehicular turn lanes onto these respective streets.

College Park is entirely located within the City of Orlando's Transportation Concurrency Exception Area (TCEA). Development within this area is exempt from Transportation Concurrency requirements in order to encourage urban infill, reduce pressures on suburban sprawl, improve the capability for alternative transportation options to move persons, and allow the overall reduction of carbon footprints with a likely reduction of Vehicle Miles Traveled (VMT) per trip.

The existing transportation infrastructure in this area is based on a pre-WW II street grid system, which allows for a high level of intersection density (which recent studies prove there is an increase in traffic safety), multiple routes for connecting destinations, and direct routes for pedestrian movements. The Edgewater Drive corridor is within walking distance (one-quarter to one-half mile) from nearly every residential unit in the surrounding neighborhood.

Rather than concentrating on Level of Service and roadways capacity to exclusively serve automotive needs,

projects and policies within the TCEA are geared toward providing improvements to alternative modes of transportation and improved traffic operations. For example, the Growth Management Plan requires that new development projects within the TCEA provide adequate sidewalks, bicycle racks, transit stops, and even improve deficient operations of near-site intersections; however, the provision of additional roadway lane capacity is often not feasible within the urban environment due to its expense and the likelihood of enticing traffic from outside the area.

IDENTIFYING TRAFFIC ISSUES

The primary traffic concerns along Edgewater Drive include:

- High volume of commuter traffic during the AM and PM peak periods.
- Close signal spacing at Smith, Princeton and Vassar Streets,
- Offset alignment of Vassar Street, which dramatically exacerbates the efficiency of the above signalized intersections due to the signal's five phases.
- Maneuvers from parallel parking and vehicles accessing individual driveways disrupt traffic flow.
- Disruptions caused by the egress (afternoon) of Edgewater High School due to high concentration of pedestrians, autos, and buses simultaneously accessing the corridor.

The relatively recent "road diet" to a three-lane section has encouraged commuter traffic to find alternative routes other than Edgewater Drive, increased pedestrian activity and reduced accidents. However, congestion is frequent in both peak and non-peak hours. Certain traffic improvements could help the area better accommodate these traffic issues.

ALLEYWAY AND MEDIAN SYSTEM

A system of alleys and medians (or increased levels of turning restrictions) are proposed throughout the “T6: Urban Core” and “T5: Urban Center” areas in order to allow traffic to operate more efficiently in the area.

Medians. The median system allows improved site access for individual blocks, adds capacity at existing signalized intersections by reducing phases, and improves aesthetics when the median is landscaped.

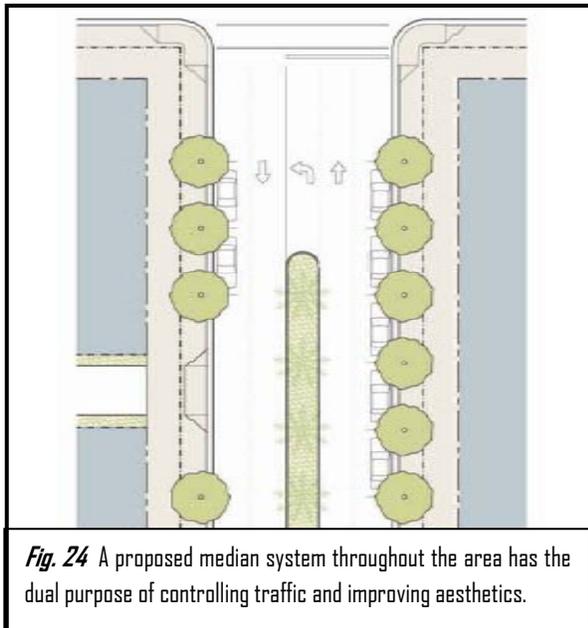


Fig. 24 A proposed median system throughout the area has the dual purpose of controlling traffic and improving aesthetics.

This solution has the ability to relieve congestion at the worst intersection - Vassar Street - where one or more turning restrictions could be introduced to reduce the amount of phases required of the traffic signal. Thus, the following intersections are proposed to accommodate a median system (in order of priority):

- Vassar Street (offset)
- Harvard Street
- Stetson Street
- Bryn Mawr Street (offset)

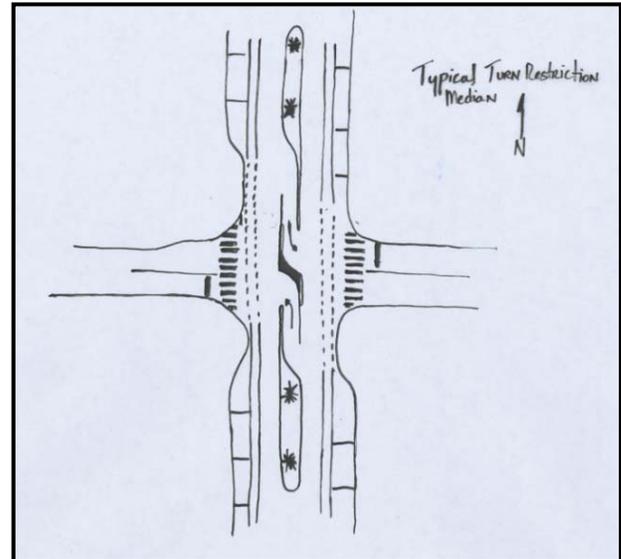


Fig.25 A median system may traverse intersections to reduce turning movements, encouraging existing traffic to use signals.

If medians and turning restrictions are added at certain intersections, commercial traffic is forced to exit properties at controlled signalized intersections (such as Yale Street), which has the added benefit of improved safety. The median system is also designed to reduce potential outside cut-through traffic from utilizing side streets to avoid congestion on the major thoroughfares (Smith, Princeton and Edgewater). Additional local traffic from re-routing is offset by the decrease in outside cut-through traffic.

Future studies of the Vassar Street intersection should consider maintaining the left turning movement from southbound Edgewater Drive onto the eastern section of Vassar Street in order to prevent potential commercial traffic from entering residential areas via other streets. Destinations on the western side of Vassar Street, which remain more residential in nature, have ample opportunities to accommodate movements from other locations (Rugby Street – Holly or Eaton Lanes, and Smith Street – Westmoreland Drive).

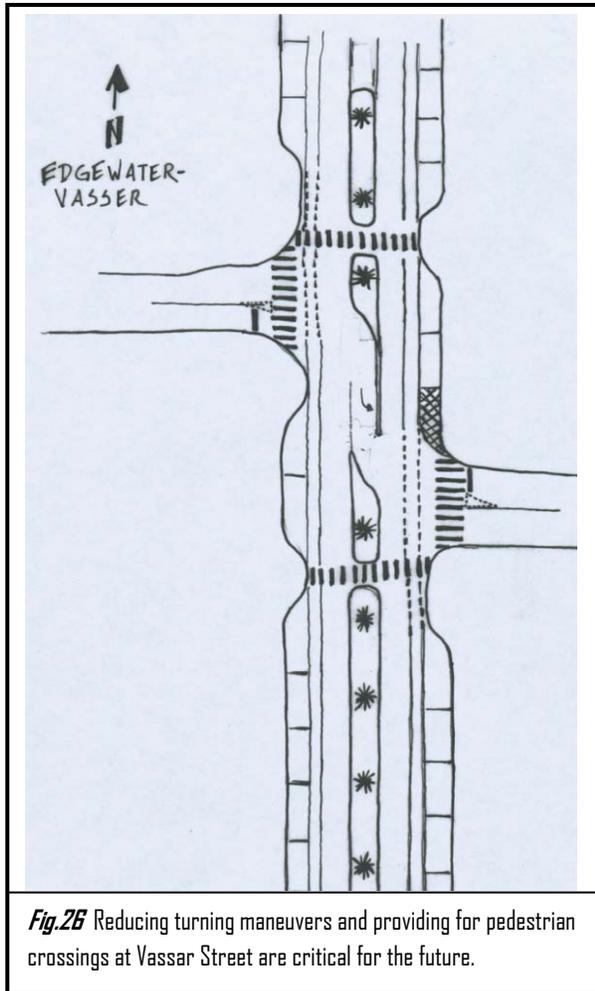


Fig. 26 Reducing turning maneuvers and providing for pedestrian crossings at Vassar Street are critical for the future.

Alleyways. Complimenting the median system is a proposed network of alleys that allow for individual sites within the core area to be accessed for ingress and egress purposes, as well as serve deliveries. The alleyways are essential in order to allow traffic to route away from the turning restrictions, which generally disallow left turn movements onto Edgewater Drive at alternating intersections.

Traffic may utilize the alley system to get to the next sidestreet, which typically contains a traffic signal (Princeton, Smith, Yale, and Winter Park Streets). When located adjacent to a residential district, the alleyway system can serve as an additional buffer and transition between differing building masses and types.

The alleyway system should not be continuous within the area, which could lead to them becoming an alternative route for Edgewater Drive through traffic, but coordinated on a block-by-block basis.

In order to reflect the need for a unified and coordinated alleyway system, it is proposed that new developments within “T5: Urban Center” and “T6: Urban Core” areas are required to provide an alleyway/driveway system that executes the above concepts.

CROSS-ACCESS AND DRIVEWAY CURBCUTS

Integral to the remainder of the corridor and sidestreets outside of residential areas are cross-access requirements. Each block requires unified circulation through a system of cross-access easements. While cross-access is currently required for new projects and must be maintained in existing locations, the City’s Land Development Code currently only requires these arrangements along major thoroughfares (Edgewater, Smith, and Princeton).



Fig. 27 Curbcuts are so frequent on the corridor that they impair the overall walkability and aesthetic value.

However, in order for this access system to function, the cross-access requirement would be extended to include all properties in activity centers, mixed-use corridors and office districts that don't have major thoroughfare frontage.

Vehicular cross-access ultimately allows for curb-cuts to be closed as access is consolidated. This will lessen vehicle conflicts on Edgewater Drive currently caused by the maneuvering of vehicles on and off individual properties. It also improves the overall walkability by increasing pedestrian safety and enhancing the potential streetscape aesthetic.

MIDBLOCK CROSSINGS

Edgewater Drive has limited opportunities for pedestrians to legally cross the street from east to west, which not only impairs pedestrian safety, but subconsciously suggests to local residents that they must drive to their destination on the corridor, even if they are close enough to walk.

Midblock crossings can be enhanced by including a median that includes additional landscaping to match the treatment of the previously suggested medians inside the core area. This provides a refuge for the pedestrian from traffic and can also be designed with an off-set to provide two stages for additional safety. Crossings should be noticeable 12-feet in width.

Crossings could be further enhanced by extending the curb to reduce the pedestrian crossing distance, or raising the crosswalk itself as a plateau. Pedestrian safety at crossings may be further enhanced by providing pedestrian signals, either exclusive mast arms signals or in-pavement strobes, that alert drivers to a pedestrian entering the crosswalk.



Fig. 28 Midblock crossing at Edgewater High could be integrated with a signalized intersection or a median.

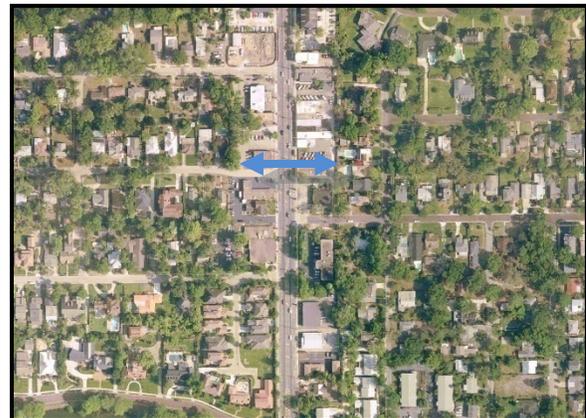


Fig. 29 A midblock crossing with a median at the Lake Adair shops near Maxwell Street could provide a gateway to the area.



Fig. 30 Crossings should use a variety of techniques, such as the off-set above, in order to enhance pedestrian safety.

PARKING

Parking strategies can be a critical component to the successful implementation of Main Street environments. In these pedestrian friendly areas, there are competing interests in accommodating automobiles – including the large area and land costs of providing overly ample parking – and providing no more parking than necessary in order to concentrate on providing other amenities.

The City of Orlando’s parking strategy is unique, in that the City not only has reduced parking minimums (typically half of those required in most suburban locations), but also has a parking maximum so that uses are not overparked (the parking maximum is typically the minimum of most jurisdictions). This allows the market to decide on an appropriate amount of parking without creating so much that transit and pedestrian friendly environments are impossible to achieve. Additionally, parking demands of mixed-use and infill environments can realize up to 40% less parking demand than typical suburban development patterns.

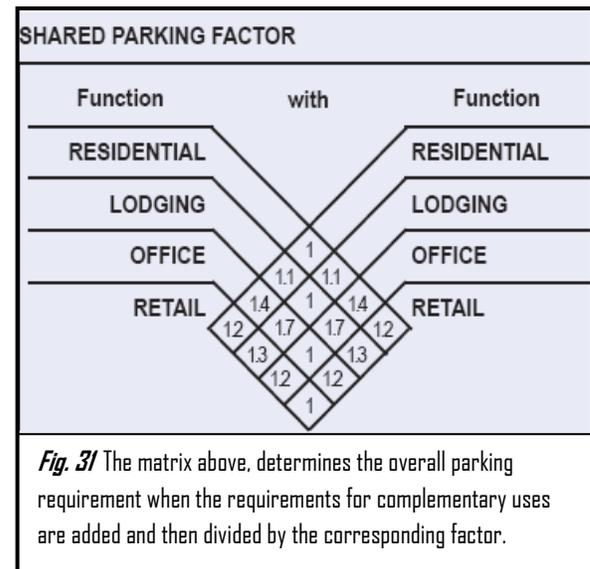
On-Street Parking. The City has recently expanded two-hour time limits for on-street parking south to Harvard Street in order to encourage parking turnover on Edgewater Drive with some success.

Staff also investigated on-street angled parking (including back-in) in order to increase the amount of parking available to the commercial district. The cross section of the street, which already contains constrained sidewalk facilities, does not have adequate dimensions to accommodate this configuration even when the center turn-lane is removed (angled parking requires at least 15-feet in the cross section).

Parking Counting Rules. In order for complementary uses to share parking and allow on-street parking’s contribution to the overall parking supply of a development site (which a development may be required to improve), it is proposed that additional counting rules apply in pedestrian-friendly areas such as Edgewater Drive. These rules include:

- *Shared Parking for Mixed Uses.* Projects with multiple uses, and dissimilar adjacent uses with reciprocal parking and vehicular cross-access easements (open parking between uses), shall be able to utilize an alternative method of calculating required parking as follows: The actual parking required is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor from the Shared Parking Factor matrix. Other functions may perform a shared parking study.

Shared parking can reduce the overall cost of development, as parking structures can cost in excess of up to \$25,000/space and private surface lots may be consolidated.



- There are evenings where parking demands are not being immediately met by Scruffy Murphy's due to its lack of off-street parking (a legal non-conforming situation). However, on-street parking should be utilized on surrounding blocks fronting Edgewater Drive, with special care to minimize intrusion into the residential areas to the east on Winter Park Street.

Reciprocal Parking. Consolidated access through cross-access may motivate several adjacent properties to cooperate in providing consolidated parking facilities in order to gain better efficiencies. This could allow the realization of more parking supplies in critical blocks. While the City will not require it, the Main Street program should work to provide reciprocal parking arrangements between properties so that potential customers are not inconvenienced in private parking lots.

Parking Wayfinding. Noticeably absent from the corridor is parking wayfinding signage that can guide potential customers to their destination. The City must work in the short term with the Main Street program and property owners to identify parking structures and open surface lots that would be willing to accommodate wayfinding signage.



Fig. 32 Parking wayfinding signage can be beneficial to directing potential customers that are not area residents.

Parking Meters and Garages. During the Task Force discussion of expanding parking time limitations, the use of parking meters was explored in order to fund additional parking improvements, such as a structured parking garage sponsored by the City. The consensus of the group was that parking meters are not warranted at this time. The parking demands experienced in the area currently could not supply adequate operating and capital revenues should the City decide to finance a parking structure in the area.

TRAFFIC UNDER DEVELOPMENT SCENARIOS

Staff also analyzed potential traffic resulting from development along the corridor by determining likely development patterns based on under-utilization of land and relative assessed values of commercial properties. When considering a 25% capture and mode split factor, the following amount of development traffic generation could be expected:

Likely Development:

- 119 Added Residential Units:
Generation: 600 Average Daily Trips
PM Peak: 56 trips (36 in, 20 out)
- 24,500 Square Feet Commercial
Generation: 790 Average Daily Trips
PM Peak: 69 trips (33 in, 36 out)

Possible Development:

- 697 Added Residential Units
Generation: 3,500 Ave. Daily Trips
PM Peak: 324 trips (211 in, 113 out)
- 157,456 Square Feet Commercial
Generation: 5,056 Ave. Daily Trips
PM Peak: 441 trips (211 in, 230 out)

During development review, a traffic analysis is required for projects over 1,000 average daily trips to determine possible mitigation for near-site improvements.

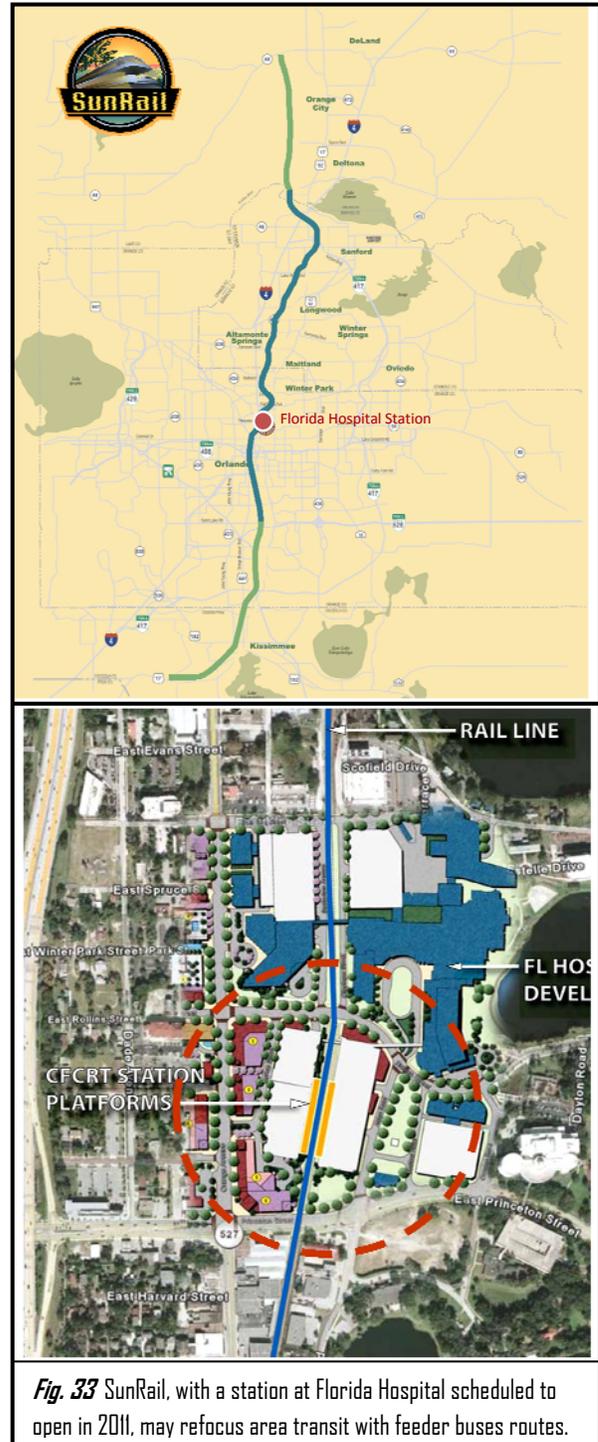
TRANSIT IMPROVEMENTS

Central Florida's Commuter Rail system, SunRail, scheduled to open in 2011 with 30-minute peak service, will create a new central spine on which to base additional transit improvements in the future. Phase I (DeBary to Sand Lake Road) will include a stop at Florida Hospital adjacent to the College Park neighborhood on the eastern side of Interstate 4. While Edgewater Drive is not located within the immediate area of the station, it could be expected that this improved transit choice may refocus local bus routes to service the station. Resulting feeder buses could be advantageous to the corridor. Thus, it is important that new development plan for this future transportation investment by including adequate bus stops and shelters.

Despite recent cuts to transit service on the Edgewater corridor, LYNX still operates the Silver Star Crosstown route each day from 5:00 AM to 12:40 AM, which traverses Princeton/Smith Streets from the east, runs north on Edgewater Drive and exits the area via Maury Road. Typical headways are 20-minutes apart during the day.

The City and development should plan to incorporate major transit stops at the edge of the "T6: Urban Core" areas, taking advantage of public open spaces that could incorporate transit shelters where possible (example: Albert Park and prior to signalized intersections).

Previous placement of transit stops on the corridor have placed stops at nearly every street; a new strategy is suggested to consolidate stops every second or third block, concentrating on creating a more visible presence with posted schedules and shelters.



CONTEXT SENSITIVE DESIGN

Context Sensitive Design (CSD) is the art of creating roadways and improvements that meet the needs of the users, the neighboring communities, and the environment. It integrates projects into the “context” or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances.

It is suggested that roadway improvements on Edgewater Drive follow the guidelines outlined in “*Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*”, a recommended practice by the Institute of Transportation Engineers, developed in coordination with the Congress for the New Urbanism.

The impact of adopting this recommended practice is to re-consider the largest design vehicle that frequents the corridor, such that reduced dimensions may be considered in order to create a more walkable environment, such as:

- Reducing corner radii/turning radius.
- Reducing lane width to calm traffic.
- Eliminating channelized turns.
- Reducing crossing distances for pedestrians.
- Considering bicycle routes/safety.
- Using paving materials with textured concrete and striping (e.g., crosswalks, intersection operating areas) detectable by drivers as a notification of the presence of pedestrians, and
- Considering a control vehicle, the largest vehicle that must be accommodated, which is designed to encroach into opposing lanes, utilize multiple point turns, etc.

DRIVER EDUCATION

The Task Force included a recommendation that encourages the City to create 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. These problems can aggravate incremental improvements that create a more walkable environment on Main Streets, such as Edgewater Drive.

Safe driving is essentially respecting the community in which you live. Where engineering and enforcement alone has been unable to address persistent problems in the Orlando metropolitan area (the area is frequently listed as one of the worst locations for pedestrian safety in the nation), education could be utilized to raise a public discussion about our attitudes and actions on the streets.

In addition, underlying attitudes regarding driving and pedestrian safety that contribute to behavior could be an important part of an educational message, with an overarching goal of adopting new attitudes and behaviors that will make our streets, roads and highways safer and friendlier for everyone who uses them. The ultimate benefit will be a reduction in the injuries and deaths caused by irresponsible driving and non-compliance with traffic laws.

Corporate, neighborhood, and school partners could be enlisted to provide presentation opportunities to their respective memberships in the effort to raise awareness and initiate changes in driver behavior.

PART V - PEDESTRIAN FRIENDLINESS

While the previous section concentrates on improvements to transportation infrastructure that primarily impact vehicular operations, this section concentrates on streetscape improvements that can strategically improve the business environment on Edgewater Drive to benefit walkability, both in the short and long terms.

STREETSCAPE

The balance of the corridor consists of inadequate sidewalks to serve the growing business community and pedestrian demands for a walkable, interesting and inviting environment. The area has a wide variety of vegetation in tree wells, including indian hawthorne, cabbage palms, bradford pear, sweet viburnum, gem magnolia and elm trees. Many of these choices are not ideal streetscape materials, as they block views between 2-7 feet above grade. Many of the plant materials do not provide adequate shade coverage to protect pedestrian activities and provide visual relief in the urban environment. Some installations run counter to creating a passable pedestrian environment.

The presence of overhead utilities on the corridor is challenging; while they are absent on the west side of the street, the location of utilities on the east side of the street disrupts the continuous pedestrian environment, at times blocking safe passage for the mobility impaired.

The proposed strategy for Edgewater Drive is to make short-term streetscape improvements that will correct current problems, while “setting the table” to make coordinated improvements that can be advanced in the future.

Comparables. Most Task Force participants inquired about the streetscape occurring along Park Avenue in Downtown Winter Park. As a comparable and competitive business district to College Park, it is worth noting its streetscape and adapting its best aspects to Edgewater Drive.



Fig. 34 Typical Park Avenue streetscape treatment includes an 18-foot sidewalk, with live oaks in tree wells every 30-feet.

The typical streetscape dimensions in Downtown Winter Park include a 6.5-foot wide tree well in the Furniture Zone, a 10-foot pedestrian Throughway Zone, and a 1.5-foot shy zone against the buildings where planters and details are allowed to enter. Generous shading occurs with Live Oak street trees placed no greater than 30-feet apart and sometimes as close as 15-feet apart. Standard newspaper racks, trash receptacles and street furniture provide a coordinated look.

Sidewalk cafés in Downtown Winter Park are required to maintain a minimum 5-foot clear and continuous pedestrian path, as outdoor dining is found adjacent to the storefront, as well as in the Furniture Zone.



Fig.35 Vegetation located throughout Edgewater Drive include improper streetscape installations, such as this one near Dechoes.

Sidewalk Audit. Staff field investigated the existing streetscape to document its condition and to determine what immediate improvements could be made. These findings are included as Exhibit “C”. The conclusion of this survey is that there is currently little coordination of streetscape standards throughout the corridor.

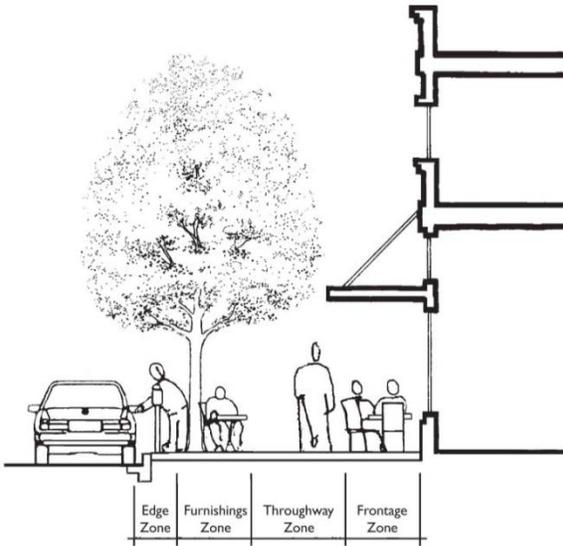
In order to address the most pressing needs on the corridor, certain short-term improvements are proposed. Further surveying and solutions to the streetscape problems on the corridor must be mutually addressed through the Main Street program’s Urban Design committee. Following the short-term improvements, an ultimate streetscape standard is proposed for Edgewater Drive and sidestreets through the Special Plan overlay.

Short-Term Improvements. In order to improve the business district and overall walkability, the Main Street program and the City must coordinate with property owners along Edgewater Drive to dedicate easements for sidewalks. Many of the potential locations along Edgewater Drive for expanding the sidewalk are readily available; City sidewalk gap fund, District Three and business improvement district funds may be pooled to accomplish this mutual investment. However, the City does not have the ability to acquire these easements for a fee – adjacent businesses and property owners must freely dedicate the easements if the City is to improve the sidewalks without significant cost or condemning property.

In addition, the City has removed existing rose bushes that were previously installed on the corridor, and replaced them with Japanese Blueberry trees in Fall 2008. These trees can tolerate the constrained dimensions of the tree wells currently along Edgewater Drive, while providing an interim street tree that provides more shade and affords proper views between storefronts and the street.

Ultimate Edgewater Drive Streetscape

Current Land Development Code regulations require that a five foot sidewalk be built along all right of ways, with a minimum 6-foot landscaped parkstrip in conventional development. In a pedestrian oriented corridor such as Edgewater Drive, the sidewalk dimensions must be increased to accommodate the increased pedestrian demands and create a walkable environment. As development and substantial improvements occur along the corridor, a new streetscape will be installed according to the following:



The minimum streetscape along Edgewater Drive shall be 13-feet, with a 1-foot Edge Zone (not inclusive of gutter), a 4-foot Furnishings Zone, a 7-foot pedestrian Throughway Zone, and a 1-foot Frontage Zone (up to 0.5-foot encroachments for occasional architectural details (pilasters, knee-walls etc.) in order to create a pedestrian friendly environment. The Frontage Zone may also contain removable planters.

Maximum canopy tree distance shall be 40-feet; when understory trees are utilized due to overhead utilities, the maximum distance for trees shall be 20-feet. When Sidewalk Café dining is programmed into new development, a minimum 15-foot streetscape is required with a 5-foot Furnishings Zone, 6-foot continuous pedestrian Throughway Zone, and a 4-foot Frontage Zone for dining. A continuous 5-foot pedestrian Throughway zone shall be maintained free of obstructions wherever outdoor dining is provided where the existing streetscape is narrower. Pedestrian ramps at street corners are required in each direction of travel.



Fig. 3B Recent streetscape improvements to Region's Bank totals 13-feet, but doesn't differentiate a Frontage Zone

In addition to providing more generous streetscape dimensions, tree wells along Edgewater Drive are not sufficient to allow for healthy growth and irrigation of trees. Therefore, it is suggested that the tree well be tripled in size laterally on both sides of the existing tree wells in order to expand the available area for plant materials and root growth. Saw cuts to the surrounding pavements and expansion of the brick borders are necessary to accomplish these new dimensions. The Main Street program may plant annuals and other flowering plants in the tree wells, so long as the program maintains and waters the vegetation.

Ultimate Sidestreet Streetscape. The above treatment shall extend on sidestreets for all T5 and T6 areas. When entering a T4 zone, the standard City sidewalk shall be increased to 6-feet from the standard 5-feet. A 7-foot landscaped park strip with similar street tree placement as the above as described above is required the urban area transitions towards more residential areas.

Additional landscaping may be required for parking uses located adjacent to the sidewalk on individual development sites per current regulations - which require 5-

feet of landscaped area planted with the appropriate bufferyard standards.

Street Trees. Edgewater Drive has various experiences with the installation of street trees up and down the corridor. A previous installation of Bradford Pear trees was unsuccessful due to the tree's inability to adapt to the semi-tropical climate. Various street trees have been introduced on the corridor, from crepe myrtles to gem magnolia trees to find a workable alternative. Unfortunately, these trees are not a good choice in order to provide the shade canopy needed to create a successful pedestrian environment.

New projects have installed various trees, ranging from Sabal Palms (which also occur at curb extensions in the core area) to indian hawthorne and other shrub-type planting materials. Therefore, it is suggested that the City have a uniform requirement for trees on the corridor to be one of the following:

- Tree Wells: Bosque Elm or High-Rise Live Oak, so long as the selected tree is continuous on the blockface.
- Medians. Shumard Oak or High-Rise Live Oak.
- Corner Plazas at Core: Sabal/Cabbage palm.

The above trees are selected not only for their ability to withstand the smaller planting areas of the urban environment, but their ability to provide appropriate shading with vertical and well-structured growth. When overhead utilities require understory trees, single trunk crepe myrtles shall be installed.



Fig. 37 Bosque Elm trees provide a non-aggressive, fast growing and structured street tree and provides a formal look.

Bulb-outs. Where possible outside of the core T5 and T6 areas on Edgewater Drive, it may be desirable to create bulb-outs to contain street trees where drainage facilities can accommodate them. This allows for further traffic calming effects by narrowing the cone of vision for drivers, while providing additional locations for trees where vegetation is largely absent.

Bikeracks. Bicycle racks are to be installed in the Furniture Zone, where passive monitoring from storefronts can occur and provide a convenient space for bicyclists that frequent the corridor. Inverted "U" or hitches shall be installed. The Main Street program may also desire to upgrade bikeracks with public art and other attachments, which shall be allowed. Where possible install under cover to provide weather protection on private property.



Fig. 38 Bikeracks are to be installed in streetscape Furniture Zones, providing passive monitoring from nearby storefronts.

CURB CUT /DRIVEWAY TREATMENT

Previously mentioned proposed policies regulate the location of curb-cuts, generally discouraging them on Edgewater Drive. When curb cuts are necessary either on Edgewater Drive or any sidestreet, they must be treated to continue the pedestrian through zone, independent of the slope of the driveway apron. This treatment results in a traffic calming effect, making drivers more aware of potential for pedestrians to be in the sidewalk, by creating a greater grade/slope that reduces ingress speed.

Further refinements to this design may be encouraged, by creating color and tactile changes outside of the streetscape area with the parking lot itself. These measures result in a safer pedestrian experience and calms ingress and egress traffic speeds.

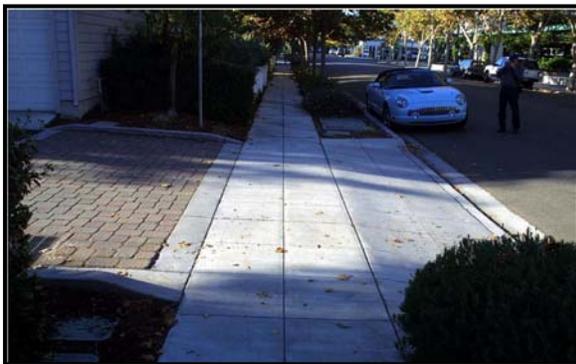


Fig. 39 Design driveways to be pedestrian friendly.

NEW GROWTH MANAGEMENT PLAN SUBAREA POLICIES

In order to memorialize the Task Force’s aspirations to have a walkable, pedestrian friendly environment to guide the previous improvements proposed in Parts III and IV, the following is proposed as a subarea policy in the Growth Management Plan for the Activity Centers along Edgewater Drive and surrounding areas:

NEW Sub-Area Policy S.4.6 (C) & S.2.4 (C):

(C) Design details of proposed development (streetscape, arcades, landscaping, location of ingress/egress, materials, etc) shall result in a pedestrian-friendly environment.

PART VI – IMPLEMENTATION

The creation of this urban design vision plan for Edgewater Drive is intended to focus the resources of the City and community in order to create incremental improvements that will result from new development and investments coordinated with the Main Street program. While the previous Parts have documented the Growth Management Plan subarea policy and Special Plan overlay amendments, this section deals with special issues and goals necessary to implement the vision.

BUSINESS IMPROVEMENT DISTRICT

Should the business community desire to advance certain public improvements, this Plan advocates that the Main Street program explore and support the creation of a Business Improvement District financing structure to fund public improvements consistent with the vision. Other financing mechanisms, such as fair share contributions from development, tax increment financing, seeking available grants, property tax abatements/rebates or a combination thereof may be possible, but will be more challenging to execute due to the variation in revenue streams from these sources and their reliance on the approvals of entities beyond the City. A neighborhood improvement district could be employed if residents wish to participate in certain improvements to create a more desirable living environment, but would require the approval of the affected electorate.

As an example of successful implementation over a decade ago, the central six block area of Edgewater Drive implemented an improvement area that was financed similarly to a business improvement district in order to underground the utilities in this area. Properties were assessed for the improvement and contracts were executed with the individual property owners. Similar techniques could be employed to extend the undergrounding of utilities throughout the corridor as well as for other needed improvements.

ADVANCE NOTICING

The City may also work more closely with the City Council district offices to better inform the neighborhood and business community of projects as they are received, both in the Planning and Permitting stages. Going forward, City Planning will inform the Council office of development plans on the corridor as they are received, in order to show progress implementing the vision and allow for coordinated community input on projects. The Council offices could be added just as Technical Review Committee members receive packets of information as projects are reviewed for this special district.

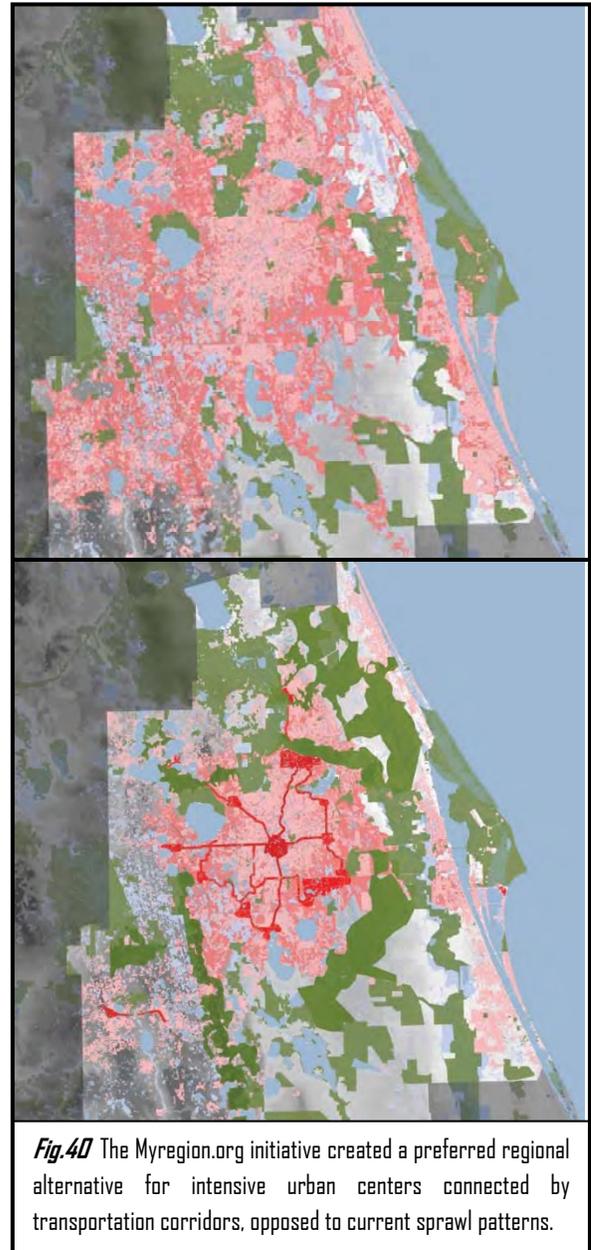
When discretionary land use decisions are not required, staff will work through the Appearance Review process to inform the Council offices of pending development applications in the Permitting process.

POSTSCRIPT

The intent of this vision plan is to implement an urbanized core to College Park that could accommodate larger structures in the activity center that would employ appropriate transitions to the residential surroundings without looking out of place; the City has proposed this vision as a rational system that takes into account the many concerns of the community as development progresses on Edgewater Drive.

To reiterate the objectives of the Myregion.org initiative, the question is not, “Are we going to grow”, but “How shall we grow?” – and this Plan address in detail how Edgewater Drive should grow over the long term. 86% of Central Floridians surveyed across the region indicate that the current development path is least preferred, where suburban sprawl decimates our precious natural resources and forces us to commute between our daily activities. The preferred development alternative coming from the Myregion.org consensus is that development must be focused on urban centers, connected with transportation corridors and thereby allowing preservation of environmental and agricultural lands. This Plan seeks to meet that challenge.

This Plan specifically meets the MyRegion.org objectives of fostering a distinct, attractive and safe place to live, creates a range of new housing opportunities, builds on existing cultural resources, provides the ability to have a variety of transportation choices, and steers desirable development from natural resources to the center of our region. Creating a more efficient and urban area contributes to our region as a diverse, globally competitive economy.



The vision offered in this Plan allows a reference point by which to judge individual development. It provides specific guidance to development and the neighbors to integrate various intensities of mixed-use projects with consistent guidance as they approach the surrounding neighborhood. We hope that the Plan offers a simple and relevant vision as College Park manages development challenges into the future.

TENTATIVE TIMELINE FOR APPROVALS

The following dates are the tentative schedule for considering this Vision Plan's new Growth Management Plan amendments and changes to the Special Plan overlay:

- **Thursday, March 26, 2009 6:30 pm:** Community Workshop at College Park United Methodist Church, 644 Edgewater Drive.
- **Thursday, April 2, 2009 3:30 pm:** Community Workshop at City Hall, 400 South Orange Avenue, Harvard Room, 9th Floor. Former members of the Edgewater Drive Vision Task Force were specially invited to attend.
- **Monday, April 6, 2009 7:00 pm:** City Staff presented the proposed changes to the Board of Directors of the College Park Neighborhood Association and answered questions from those attending.
- **Wednesday, April 8, 2009 9:30 am:** City Staff presented the proposed changes to the Urban Design Committee of the Edgewater Main Street program and answered questions from those attending.
- **Monday, April 13, 2009 5:00 pm:** City Staff presented the proposed changes to Downtown College Park Partnership and answered questions from those attending.
- **Tuesday, April 21, 2009 8:30 am:** Municipal Planning Board hearing to consider changes to Subarea Policy and Zoning Overlay.
- **May 18, 2009, 2:00 PM:** City Council consideration of the Municipal Planning Board meeting minutes.
- **June 8, 2009, 2:00 PM:** City Council considerations of Growth Management Plan amendment first reading – omnibus ordinance with Cycle 2 amendments.
- **July 2009:** City Council consideration of second reading of Growth Management Plan Amendments (further City Council dates not set as of March 2009).
- **August 2009:** City Council first readings of Edgewater Drive Special Plan Overlay amendments.
- **September 2009:** City Council second reading and hearing on Edgewater Drive Special Plan overlay amendments.

Exhibit "A"

Walkabout Group Comments:
Saturday, December 1, 2007

EDGEWATER DRIVE

VISION TASK FORCE



Walkabout Group Comments – December 1, 2007

Orlando City Commissioner Robert Stuart, the Edgewater Drive Vision Task Force and City of Orlando staff conducted an Edgewater Drive Walkabout on Saturday, December 1, 2007.

The Walkabout's purpose was for the public, with assistance from the Task Force and members of City Planning staff, to analyze assets and opportunities along the Edgewater Drive corridor while creating a vision that manages future growth.

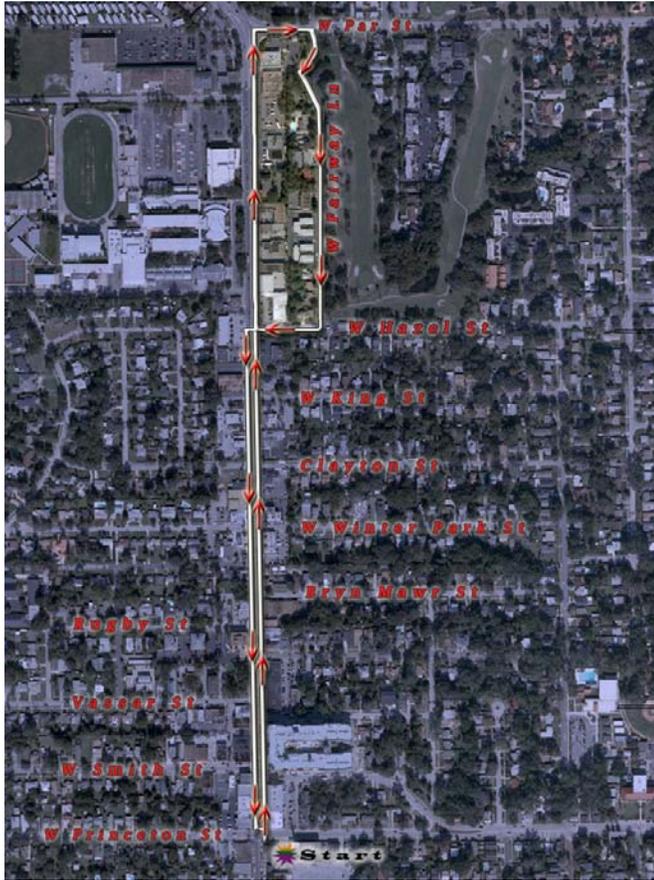
The Task Force was specifically seeking input from the public so that they could understand how citizens want the street to look and feel; both the public street and the buildings that frame the street.

Starting from the College Park United Methodist Church on the morning of December 1, 2007, at 644 W. Princeton Street, ten teams walked different sections along the Edgewater Drive Corridor between Maury Road and Lakeview Street.

The teams were lead by a Task Force member who walked routes along Edgewater Drive to ascertain assets and opportunities for improvement. Following you will find summaries of the findings of each Group from their routes, as well as a map of each Group's route.

Group 1

Route



Edgewater/Princeton/Smith/Vassar Intersection: Light at Edgewater and Princeton/Smith/Vassar has become an increasing problem for traffic congestion since the Road Diet. Some suggestions – better synchronize the lights; think about taking out the light at Vassar, put in a median at Vassar offset. Be creative in coming up with solutions for this problem. Lots of people speeding passing in the center lane – medians could increase the landscaping and reduce the illegal passing in the center lane.

CWA Building, with its windowless façade, is a sort of an eyesore. Perhaps get in contact with CWA to see if there is a possibility of putting displays in their windows or other opportunities to liven up the building.

Signs. There could be a possibility that the sign code for Edgewater Drive is not producing the results that we may want. For example, the Orange Cycle signs are good, since they enliven the parapet of the building. However, several other businesses are difficult to see, even to the pedestrian, since there are not complementary signs in the arcades, or on the parapet of the building.

Façade Improvement Program. Suggest a façade improvement program to create improvements to the facades of existing buildings along Edgewater as part of the Main Street program. Some buildings have applied fake stones in fashion that it appears dated. Should have a stone base. Don't make the buildings consistent – have unique architectural styles expressed by every store if possible.

Street Trees. Trees tend to come and go on the Drive – they seem to be pulled out every 10 years or so. The most recent trees were installed in the year 2000 range but they aren't big enough; there used to be bradford pear trees. Wish oaks were the street tree on the street, or something with more of a canopy than the palms, “bushes” and dwarf magnolia trees in front of the Wellesley. Downtown Winter Park has created a decent treescape in a similar environment. The City should look into what they installed and see if we can utilize something similar. Also, think about the location of the trees themselves – they might be able to be relocated in bulb-outs on the Drive either near corners or in between parking spaces, creating a more sidewalk space that could be ADA compliant. Whatever happens, do not include a tree that has “berries”.

Vassar Street. With the talk of possibly closing Vassar Street, or limiting the movements from Vassar onto Edgewater (like right-out only at westbound Vassar from the east side of Edgewater nearest the Wellesley), we must also consider the queuing and exiting impacts to Lake Silver Elementary.

Walls Facing the Street. Restrict walls facing the street, require some transparency for new buildings, and encourage the owners of the older buildings with blank walls to incorporate openings in the walls to open them to inside courtyards. Require transparency and windows to “turn the corners”. Consider having a mural contest for existing blank walls facing the street.

Undergrounding of Utilities. The existing concrete poles are placed in a strange location in the middle of the sidewalk. City should continue to explore undergrounding of utilities, as they have in the center of College Park.

Newspaper Racks. City and/or downtown partnership should contemplate a standard rack to clean the appearance of news racks.

Architecture and Design: Region’s Bank has a nice Pergola treatment along the Drive where there isn’t the building extending for part of the frontage of the property. Utilize corners for “plaza” treatments. Figure out heights of buildings to see if the City should grant a design/density bonus on Edgewater. Love the Lady-bug building; it’s pleasant to have a variety of architectural styles on Edgewater (Art-Deco at Top drawer adds to the mix). Remember to require shielding of existing parking lots from the street with both landscaping and streetwalls. Chain Link fences should be prohibited to appear from the street. Lack of shade is problematic – support architectural design guidelines that requires overhangs/arcades. Keep an “old-Florida” feeling to the buildings – brick is nice – but it doesn’t have to be all brick.

Access and Vehicular Circulation: Drive-Thru’s – Need to restrict new drive-thru’s on the Drive, and reduce the amount of curb cuts on the street. Work with businesses to eliminate driveway s and improve circulation on Edgewater. Important to develop a system of back alleys for site circulation that is parallel to Edgewater Drive and creates needed cross access easements between properties.

Sidewalks and Pedestrian Circulation: Coordinate pedestrian crossing across Edgewater near the School and properties across the street. For sidewalk dimensions, 10.5-feet at Moe’s is getting close to the ideal sidewalk width. 13-feet in front of Regions Bank is ideal – but may be too generous. Streetscape landscaping is deficient near the laundrymat. May be able to punch out the curb and increase the sidewalk between Vassar and Smith on Edgewater. Encourage display windows - Perhaps have a competition for vacant display windows, murals, and street art.

Task Force Leader: Tom Cook

Staff: Jason Burton

Staff: Pauline Eaton



Fig. 1 This wall lacks transparency and has limited appeal to pedestrians from the sidewalk.



Fig. 2 Entrance compliments street corner and provides shade to pedestrians.

Group 2

Route



Streetscape

The Gateway sign at Par & Edgewater has been maintained well and has beautiful landscape. The trees, buildings and awnings on the East side of the street add to the beauty of the streetscape. Edgewater Drive has a very unique appearance and an eclectic character. However, the palm trees along the street disrupt the streetscape continuity. Humongous signage on streets should be removed and the historical detail of the building facades should be preserved without looking ragged and out of place.

Traffic

There are some lights along the Edgewater corridor that need to be removed, because they are causing traffic problems. It is possible that a multilane roundabout could resolve the traffic issues at the Par Edgewater intersection. The roundabout could slow down fast dangerous traffic at such a confusing intersection. Between

Edgewater High school and Bishop Moore there is a shift from single lane to multi-lanes, which compels drivers to accelerate in a school zone. It is also hard to access the parking lots from certain parts of the corridor.

Pedestrians

Many of the sidewalks are in poor condition, with cracks and uneven pavement. There seems to be a competition for the space available on the sidewalk. Trees, poles, utility cables and bushes seem to obstruct the already narrow pathways and make the sidewalks uncomfortable for pedestrians. The awnings and trees do not consistently provide shade along the sidewalks, and in some instances the trees are so low that pedestrians have to duck to avoid hitting the branches. There is also a need to reduce the amount of curb cuts, so that there are not as many interruptions in the pedestrian path and more focused vehicular circulation with the entryways and exits of parking lots. More drainage is necessary to prevent large puddles from collecting at curb cuts after rain. Some of the crosswalks are so wide that it may encourage pedestrians to jaywalk at narrower sections of the streets. All of the Plaza should have pedestrian access from the street.

Transition

Bulb out parking will not just shade cars, and provide more space for the walkway, but it also provides a buffer between street and walkway. The transition from one business' parking to another could be smoother; ragged metal fences aren't aesthetically pleasing. Knee walls can be used to separate sidewalks from store parking lots.

Community Feel

Edgewater High School provides a sense of community, with the way it is laid out. The large shade trees and sidewalks are inviting to the youth of the community and encourage drives to slow down and enjoy the scenery. Covered wide sidewalks in storefront areas make room for outside sales and that contributes to a positive community feel. It is most important to rebuild the trust between planning government and the citizens, by keeping the public informed about planned developments.

Task Force Leader: Eric Apen

Staff: Malisa McCreedy

Staff: Natalie Barnes



Fig. 3 Auto oriented use has lots of curb cuts and concrete, but the building is charming.



Fig. 4 Entryway into College Park from the north is aesthetically pleasing.

Group 3

Route



Streetscape

Sidewalks are too narrow as well as uneven in many spots. The concrete to brick transitions are unsafe and hazardous. Some ideas to enhance the streetscape include bricking the four corners of intersections and encouraging awnings along sidewalks for added shelter and coverage. Interior/residential sidewalks don't connect with Edgewater drive. They are also inconsistent and are not on both sides of the street. The landscaped right-of-way in front of the Wellesley is seen as a negative though landscaping in general is not.

Albert Park is seen as an asset, especially the fact that its trees "reach" into the street and are highly visible from various angles along the corridor. It lacks canopy in certain areas due to the loss of a number of oaks in the hurricane. The overall streetscape contains too many poles and business signage is being covered by over/under grown trees and sometimes inappropriate plants. Trees

take up too much space and hedges may serve better as sidewalk buffers.

Traffic

The 2-lane road diet is believed to be a mistake because it creates more traffic. The short time between lights and certain left turn areas also cause back-up. People are speeding and using Edgewater as a cut-thru for traffic. Right turns on red impede pedestrians crossing the street. On street parking is seen as a positive though there aren't enough spaces. A possibility could be parking areas behind buildings, with a parking structure on multiple properties. If no structure is desired then the parking needs good maneuvering and should be open to the public outside of business hours. If parking is left in the front of lots there needs to be some sort of screening to help with the transitioning.

Pedestrian

The pedestrian experience is enhanced by outdoor dining and adequate trash receptacles. Areas that need attention include adequate corner lighting at night, lack of crosswalks and more eyes on alleyways. Vacant buildings were felt to be a hindrance and it was suggested that uniform paper be placed in the windows to minimize the vacant feel. The transition from commercial to residential is abrupt. It was suggested that on residential streets, a property's front yard should be primarily grass instead of pavement. There also exists a transition issue when it comes to above and below ground utilities. In the urban area, North of Rugby, the utilities are underground and as you move outside of the core they move back above ground.

Transition

Smith Street is a good example of transitioning between two zones. The mix of businesses and restaurants is a big help. The setbacks provide the benefit of street tree visibility and the sidewalks actually continue down the block.

Community Feel

Encouraged by the fact that college park is locally sustainable and want families to be a part of the streetscape. Want to keep community feel single story or less than 4 stories. Mom and Pop stores are good. Hate to lose existing buildings.

Task Force Leader: Robert Ward

Staff: Holly Stenger

Staff: Michaëlle Pierette



Fig. 5 The trees in the park have high visibility from various angles along the corridor and compliments the area.



Fig. 6 Better organization of shared parking is needed in order to maximize parking and establish circulation.



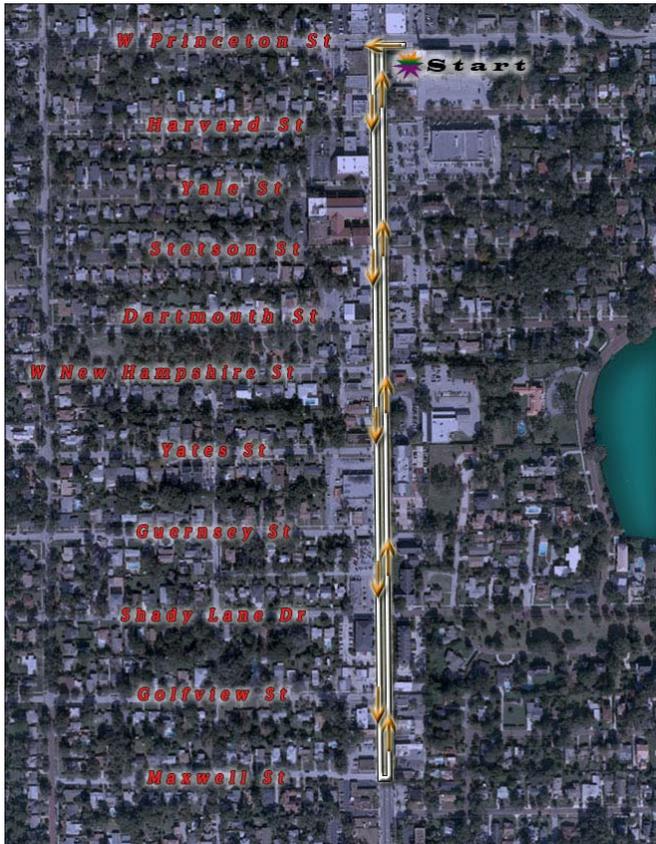
Fig. 7 One of the sidewalks along Edgewater Drive that accommodates side by side walking.



Fig. 8 Screen high voltage electrical boxes, have low visual aesthetic quality.

Group 5

Route



Streetscape

The existing sidewalks are not pedestrian friendly. Two people can't walk side-by-side down the street. Bus stops, light poles, and tree wells take up the much needed space in the sidewalks. The situation is exacerbated when outdoor cafes further restrict the area designated for walking. The pavement is not attractive either.

Canopies and covered walkways are favored, similar to the area in front of the Wellesley. Larger Canopies are preferred. The view down Shady lane has canopy trees on both side and gives the street a "green edge". Simple things such as

well-kept landscaping make a really plain building attractive. Some of the Crepe myrtles need to be trimmed. People are being forced to duck when on the sidewalk.

Landscaping in front of the Edgewater professional building is a good model but it must be the right scale; the canopy trees interfere with power lines. The landscaped strip outside of the 7-11 is a good idea but it looks bad.

Architecture

Pedestrians like things that add visual interest in the design of buildings. The Gribble interior building has a color that is simple but decorative. The mass and proportions are pleasing to the eye compared to Chloe's, though having a variety of buildings is good. The detail on 1615 Edgewater Dr, such as the columns and functional balconies, add appeal. Two-story buildings with mixed-use, like Park Ave in Winter Park could be nice. The relationship between street corner and building should complement each other. Building height shouldn't be an issue because if the building is beautiful then people will embrace it regardless.

Details/extras

The light poles need a better design so as to be more attractive. They also need to be more consistent in there placement. There are no free standing trash cans, though there are a couple on poles. This lack of trash receptacles is encouraging littering. The banner poles in front of the Publix, though they obstruct the sidewalk, must stay. They are a part of the community. Last but not least, no cell phone towers are wanted in College Park.

Traffic

Traffic is something we must live with when in a growing city. The 3-laning of Edgewater Drive slowed down traffic and created bike lanes. Alleys

behind buildings, like in Baldwin Park, could be nice, though it may not work everywhere here.

Currently no unified, comprehensive approach to solving the parking issue along the corridor exists. Shared parking needs to be better organized or placed in a parking structure. We wonder what percentage of frontage is devoted to parking or driveways.

Task Force Leader: Eric Shawn Houston

Staff: Elisabeth Holler

Staff: Erin Hartigan



Fig. 9 Attractive architectural details add to the character of Edgewater Drive.



Fig. 10 Rusty utility objects infringing on the pedestrian right of way don't add appeal to the area.

Group 6

Route



Streetscape

There is a concern about narrow sidewalks along Princeton, especially in respect to the safety of the school children. For new development along this street having a close abutment of buildings to the street is not desirable. The sidewalks also need to be unobstructed from tree overhangs and such.

There is worry for the closeness of the Scruffy Murphy building to the corner; it is simply too close. The farmer's market layout under the Wellesley arcade is poorly planned. A better location would be on Vassar St itself. Another issue of concern is the lack of a crosswalk connecting the Publix to the restaurants on the opposite side.

Pocket parks are a positive concept. Both Albert Park and the green space at the Princeton and Smith intersection are highly favored. The building framing Albert Park is a good example, construction materials and all.

Transition

Wellesley project should have had townhouse development to help transition into the residential zone. The use of landscaping and parking areas could help to buffer also.

Traffic

It is felt that parking lots located between buildings are better than those located behind buildings. Also large open parking lots adjacent to single family neighborhoods are not favored.

Architecture

The corner of Edgewater Drive and Rugby is a good example of different architecture styles on three adjacent buildings. The CITGO service station on Main Street has appearance issues however the use is a necessity for the neighborhood.

Task Force Leader: Bob Carr, Jr.

Staff: Kevin Tyjeski

Staff: Stuart Wraight



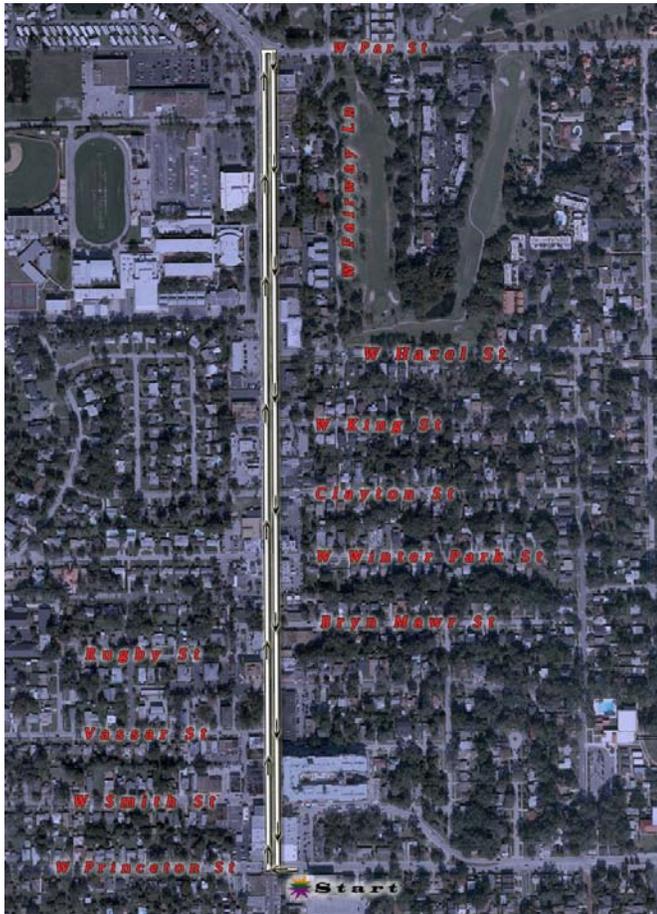
Fig. 11 Buildings that are too close to the corners create uncomfortable pedestrian landings at intersections.



Fig. 12 Covered arcade provides shade and uses oriented to the pedestrian experience on Edgewater Drive.

Group 7

Route



Streetscape

Having landscaping in medians would be considerably attractive in comparison to plain islands. The tinted windows along the streetscape are uninviting and you can't see inside the stores. The brick buildings are attractive, but the concrete block buildings are not. Landscaping is so important that builders and tenants should be required to incorporate it on their property. Landscape can also be a great filler for gaps and closing up unnecessary curb cuts. The Ivey

covering the walls is a beautiful accent to the building's exterior, and a great alternative to boring blank walls. Underground utilities and storm water is ideal for improving the view of the streets. Some business owners would pay an extra assessment for underground utilities. Buildings have an appropriate height, but the signs over the setbacks need adequate sidewalk space. There should be a list of colors that are not allowed to be used on the buildings along Edgewater Drive.

Traffic

There is a huge issue with Vassar, Smith, and Edgewater's traffic light situation. Having Wellesley Sales Center at corner of Vassar is terrible for the vehicular circulation on that street. Traffic could be significantly slowed down by bricking the streets. In addition to calming the traffic and it also signifies the downtown center (Smith/ Edgewater/ Princeton). On-street parking impedes traffic flow at busy times and narrows sidewalks. The bulb outs along Vassar intersection should be used at other intersections as well.

Pedestrian

There are no palm trees and no shade for the pedestrians. The sidewalks are narrow and busy. Increasing the depth of the sidewalks should definitely be considered. The Wellesley provides some shade. Adequate sidewalks still funnel into narrower area. There shouldn't be placards/ temporary signs on sidewalks unless there is adequate sidewalk width. The street lighting is inadequate for evening pedestrians.

Transitioning

Take advantage of setbacks for more attractive space/ re-zone adjacent space to properly transition. Straight zoning rules are not needed as everything integrates from business to residential. 2-story apartments are good for transition to Edgewater's greater density areas and they also support the businesses

Community Feel

To establish a sense of community among businesses, a greater focus should be put towards deciding what types of businesses (family restaurants) residents really need. The area should also be expanded to include Princeton and Smith, while creating more usable green space. Albert Park is a great example of a community jewel with good open space, as well as Dartmouth Park. These types of features should be encouraged along Edgewater. Nice landscaping, but if it were open, you could use it for more events. Back parking/ landscaping between businesses and residential properties is good.

Task Force Leader: Phyllis Tuell

Staff: Jon Ippel

Staff: Gus Castro



Fig. 13 On-street parking interferes with bus access.



Fig. 14 Plenty of space for pedestrians, but the trees are too short to provide comfortable shade.

Group 8

Route



Streetscape

The blank wall on side of CVS is undesirable, as it is the 100% prime corner of Princeton and Edgewater. The lighting poles and the supports are not aesthetic and underground utilities are a possible solution. Whether underground utilities are implemented or not, the utility boxes should just be disguised better. The awnings are attractive, but they should be continuous. The arcades at the Wellesley have aesthetic value, but the building is at least two stories too high. There is possibly a design flaw with landscaping; it's hard to get around, as it takes up sidewalk space. It is nice that the retailers spill out onto the sidewalks, but the sidewalks is too narrow. One of the reasons was the wider sidewalks/ you have 6 ½ feet outside of the columns and 12 feet from the columns to the building. There should be landscaping guidelines for businesses. There is a wonderful diversity of buildings along Edgewater; don't want it to be "cookie-cutter." It would be nice to see wider sidewalk curb cuts or two curb cuts that face both directions for wheelchairs, strollers, etc.

Traffic

There is a broken light at Albert Park that needs to be repaired or taken down. The drive thrus in the area should use side-street exits because it can be dangerous pulling out on to Edgewater. The signalization is off (like having the light at Vassar, but needs to be timed better and needs to have a switch at night or be blinking at night). There is street flooding on NE corner of Smith and Princeton after it rains. Edgewater and Princeton needs better maintenance for the potholes in the street and traffic lights. Employees of businesses should not be allowed to park on residential streets. The location of the bus stop at Smith and Edgewater impedes traffic.

Pedestrian

There are opportunities for more windows and wider sidewalks; to enhance the pedestrian experience. Trees that are planted don't do much for shade and take up sidewalk space. Bike lanes are always a positive, but pedestrian safety is an issue at Smith/Princeton and in the core of downtown. Trees in the middle of the sidewalk infringes upon the pedestrians right of way. The 12 foot sidewalks on the SW corner of Princeton and Edgewater are more functional, than the other cramped, too narrow sidewalks.

Transitioning

If there were alleys behind businesses, there could be a smoother transition to organized parking. Driveways could go out onto sidewalks, and then some of the driveways could be closed and made into green/public spaces. Businesses that bleed off of Edgewater should have residential feel to smooth the transition between office and home.

Community Feel

There are opportunities for bus shelters and for small green/ open spaces to promote social interaction between the public. Nicer garbage cans will incentivize people not to litter. Ground cover could be used instead of grass to give the feel of a more urban park. A water fountain is an option. All in all public spaces/ green spaces should be implemented as much as possible.

Task Force Leader: Grey Bryla

Staff: Dean Grandin

Staff: Jessica Stead



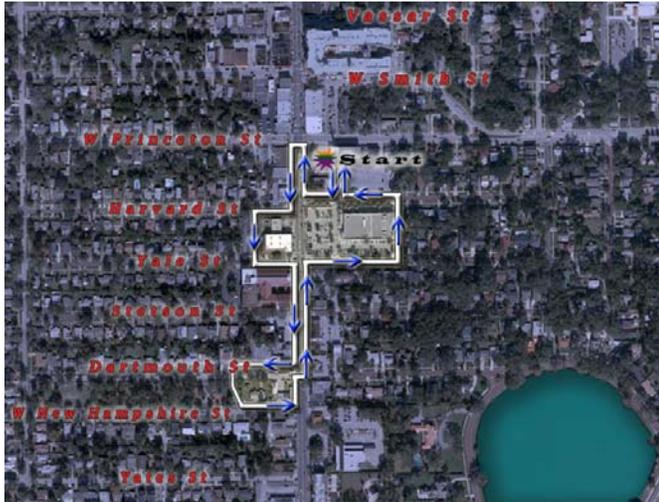
Fig. 15. Damaged curbs need maintenance.



Fig. 16. Park provides picturesque view from the street.

Group 9

Route



Streetscape

The landscaping around the Publix on Edgewater Drive is consistent and attractive. The store overhangs are well maintained and are aesthetic, contributing to the fabric of the streetscape. It is contrasted with the cluttered light posts regular signs, and unmaintained landscaping at the southwest corner of Harvard and Edgewater; on the other side of the street, there are far too many driveways/curb cuts and an unmaintained bench. Dartmouth Park doesn't front onto Edgewater Drive; if we did see it there would be more green space on Edgewater. The Park ends just west of the Women's Club. There is no sidewalk on New Hampshire Street in front of the residences to get out to Edgewater Drive. The driveway to the metal works building (northeast corner of Edgewater/Stetson) goes to nowhere; it looks like a parking spot. There are not enough trash cans or benches in the streetscape. Publix has placed a plastic garbage can at the bus stop at the southeast corner of Harvard and Edgewater.

Traffic

Edgewater Bike lanes are eliminated between Yale and Vassar due to street lane. We should require developers to build parking. To allow for bike lines, eliminate a turn lane between Princeton & Smith streets. Also, eliminate turn lane and light at Vassar. Provide Lymmo service along Edgewater and close the driveways on the east side of Edgewater between New Hampshire and Stetson since these businesses have parking in the rear that can be accessed off of side streets.

Pedestrians.

There is evening pedestrian traffic along Edgewater and awnings/overhangs on the storefronts for protection for sun and rain. Sidewalks are narrow and tree wells cause obstacles. Light poles, sign poles, bus stops, and benches cause obstacles as well. Trees are too low and hit pedestrians in the face. The tree choices are no consistent or pedestrian friendly, i.e. rosebush in front of Art Gallery Framing. Christo's Restaurant awning is dripping water on pedestrians after rain and causes the sidewalk to be slippery. The Publix driveway on Edgewater is not pedestrian friendly. The only pedestrian access to Publix is the vehicular entrances. Pedestrian access at corners of the Publix block would be ideal. Create bulb-outs at street corners to make pedestrian area larger and safer.

Community Feel.

Dartmouth Park is wonderful. Outside eating areas encourage interaction between pedestrians and customers. There are some benches for sitting along Edgewater, but more is needed. If the City purchases property on the west side of Edgewater between Dartmouth and West New Hampshire Street. This would make it possible to extend the park or build a bandshell for the park. Edgewater should not be bricked. Parking in the rear of businesses is preferred,

to insure that the front of the business is more community friendly.

Task Force Leader: James Pruett

Staff: Colandra Jones

Staff: Susan Harris



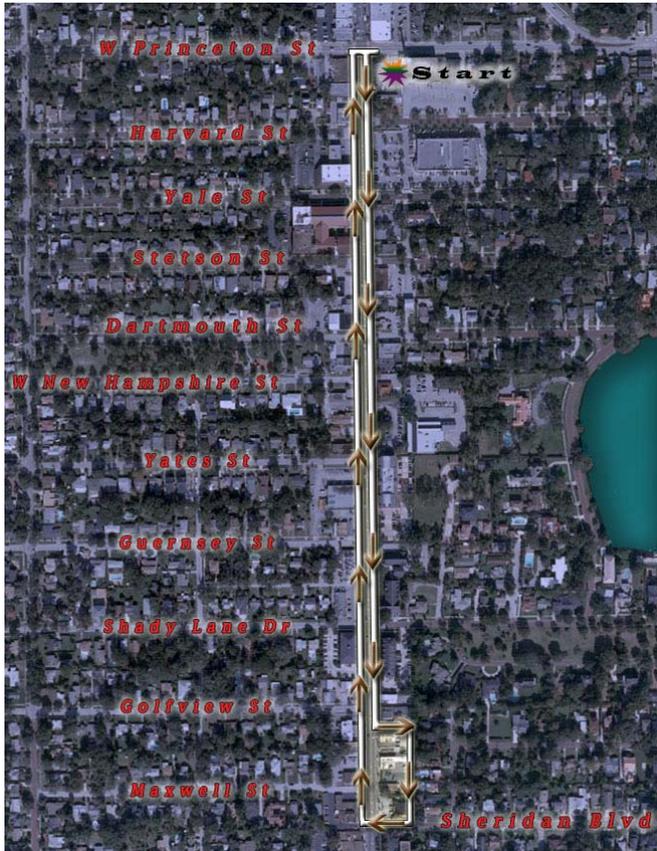
Fig. 17 Plant selection and placement forces pedestrians to maneuver through a tight path.



Fig. 18 Curb cuts are too wide and out of place.

Group 10

Route



Streetscape

Two to three story buildings are great for this streetscape. However, if it is used to much the ambience will be lost, and light is needed to feed the greenery that also contributes to the streetscape. The seven story stucco building sticks out in a bad way and is already starting to rust from rain. Landscaping should be more consistent along the street. The street furniture is too much of a mixture and should be more contiguous with the theme of the corridor. We need more expensive signs with higher designer consistency and sign clutter needs to be reduced.

Traffic

The traffic lights at Edgewater Drive and Dartmouth are a concern. To reduce the speed of traffic, a brick intersection and bulb outs could be used.

Pedestrians

Planters should not interfere with pedestrian circulation, but brick sidewalks are a nice touch. Sidewalk width is key to the pedestrian experience. The crosswalks at intersections really don't invite you to cross. Crossing Edgewater Drive is difficult. There are some pedestrians walking in the evening and that's a good sign, but there would be more if the lighting were better. Pedestrians will feel safer the more visible they are to the traffic. Bike lanes stop and begin abruptly; not consistent enough to encourage bikers to use them.

Transition

The Edward Jones alcove with columns is a nice transition from sidewalks along with the brick walls across the street. Instead of the sea of concrete in front of many buildings running over onto the sidewalks; wrought iron fencing can be used along the street to organize the transition from public to private property.

Community Feel

Strollers and dog walkers should feel at home in this community. The benches make you want to stop and talk with neighbors and store owners. Dartmouth Park should continue on to Edgewater. Outdoor dining encourages sitting, lingering, and socializing. Farmer's Market is nice as well as the movies in the band shell. Once the access is expanded to meet the needs of the activities Edgewater Drive will improve as a community street.

Task Force Leader: Claramargaret Groover

Staff: F.J. Flynn

Staff: Mary-Stewart Droege



Fig. 19 Landscaping makes a nice buffer between streetscape and adjacent parking.



Fig. 20 No landscape divider between parking and street creates an auto-dominated landscape.

Exhibit "B"

Proposed

Growth Management Plan Subarea Policies S.4.6 & S.2.4

and changes to the

Edgewater Drive Special Plan & Appearance Review Overlay

DRAFT

New Growth Management Policies S.4.6 and S.2.4:

- (a) In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand (NOTE: This is retained from the previous sub-area policy S.4.1 and S.2.1).
- (b) Development within the activity center, mixed use corridor and office areas shall provide a logical transition in mass, scale and height between existing residential neighborhoods and proposed development.
- (c) Design details of proposed development (streetscape, arcades, landscaping, location of ingress/egress, materials, etc) shall result in a pedestrian-friendly environment.

Additions / Amendments to the Edgewater Drive Special Plan Overlay:

Precise Plan Transitions.

(Note: Building profiles which exceed the maximum transition profile are required to obtain a Conditional Use Permit, where additional bufferyards, setbacks, circulation, landscaping, etc. may be required of the proposed development, or denied if incompatible).

The following Transition Areas are hereby created:

T4: General Urban

General Character: Existing single family residences and duplexes. Mix of building types that are rear-loaded, including, townhomes, small apartments and office buildings. Some commercial uses along Edgewater Drive and smaller Public Benefit Use buildings are allowed. Parking provided by garages for individual residential units and surface parking.

Maximum building mass – 3 stories office, residential or public benefit use(s), with architectural massing and materials articulated at least every 60-feet. Approvals to allow significantly more height are not allowed (example: Conditional Use Permit allows 75-foot height in MU-1/T).

Bonuses: Density and Intensity bonuses discouraged.

Special Requirements:

- Offices, Commercial, Townhomes and Multi-family provide cross-access for adjacent properties and are rear-loaded.
- For development sites less than 0.20 acre in size in the “T4: General Urban” Area, the Zoning Official may approve through a Determination a reduced Residential District Setback of 16-feet (Section 58.110) to accommodate a 11-foot one-way private driveway, a 5-foot bufferyard planted with 4-canopy trees and 25-shrubs per 100-feet and a 6-foot solid masonry wall with intervening pilasters every 30-feet. Adequate ingress/egress shall be provided, and cross-access easements shall be provided to all non-residential (including multi-family) properties.
- O-1 setbacks are modified within the “T4: General Urban” area to a 15-foot minimum front yard setback, 5-foot sideyard setback and a 20-foot setback for any garage, carport or other required parking. Townhomes, multi-family and office buildings shall be rear loaded. When these

standards are utilized, non-residential projects shall maintain a Residential District Setback of 10-feet to ensure that the required Bufferyard “B” may be installed. Additionally, the side yard setback may be reduced to 0-feet by Zoning Official Determination along contiguous O-1 property lines when consolidated circulation is provided that is rear-loaded.

T5: Urban Center

General Character: Mix of larger apartment and office buildings, scattered commercial activities on the ground level – but required along Edgewater Drive, some mixed use buildings, predominately attached buildings oriented to the street. Some structured parking for larger buildings. Civic and Public Benefit Use principal buildings.

Maximum building mass – 4 stories commercial, public benefit, or office uses; 5-stories residential uses. Architectural massing and materials are articulated at least every 120 feet.

Bonuses: A single Density or Intensity Bonuses may be allowed to reach the maximum building mass.

Special Requirements:

- Provides cross-access to adjacent properties, coordinates common alleyway or driveway shared with adjacent T6: Urban Core Transition Areas.

T6: Urban Core

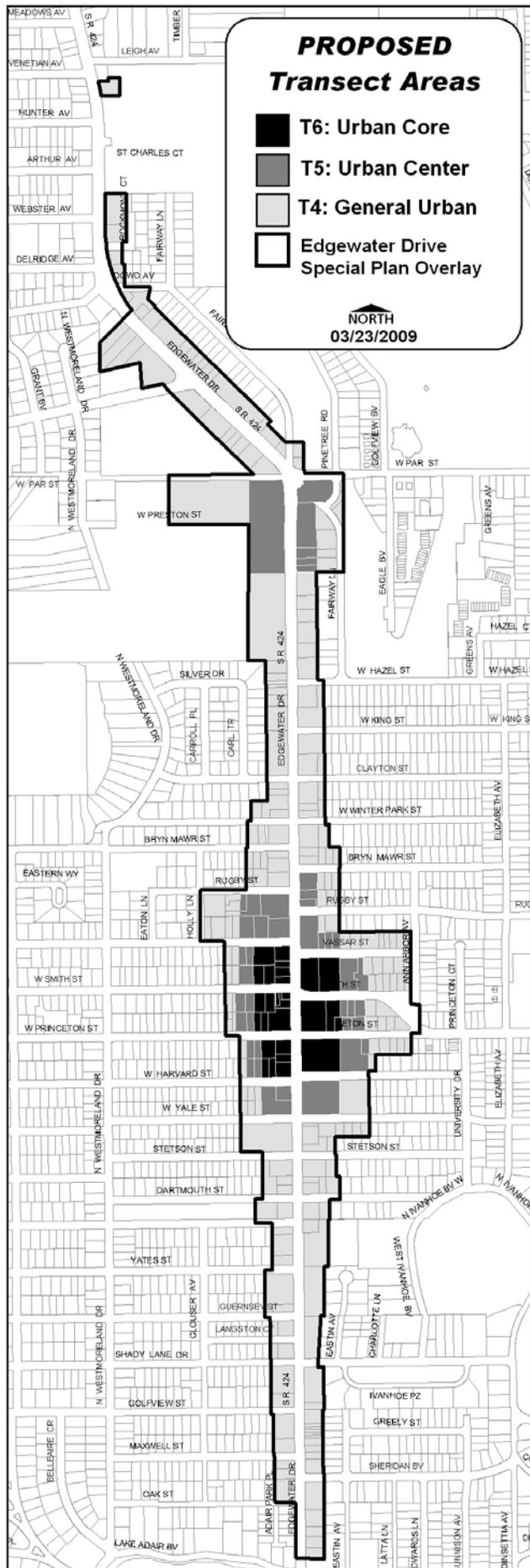
General Character: Medium to high-density mixed-use buildings form a continuous street wall. No new buildings built under 2 stories in height except for remodeling/recreation of existing buildings. Highest pedestrian level of activity. Transit stops adjacent to Urban Core. Structured parking.

Maximum building mass – 6 stories commercial, public benefit, or office uses; 7-stories residential uses. Architectural massing and materials are articulated at least every 240 feet.

Bonuses: Both Density and Intensity Bonuses are encouraged to be utilized simultaneously to reach the maximum building mass.

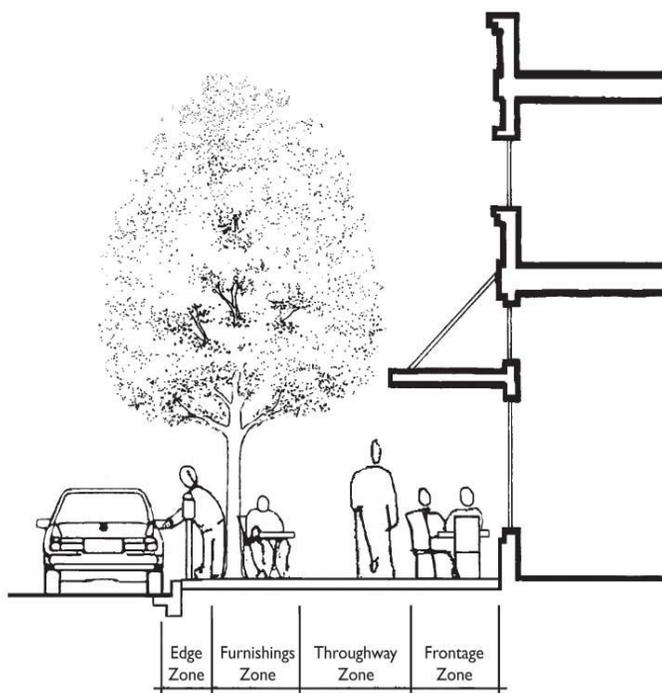
Special Requirements and Options

- Provides cross-access to adjacent properties, coordinates common alleyway or driveway shared with adjacent “T5: Urban Center” areas.
- Plaza areas are provided at corners of building sites along Edgewater Drive – minimum 25-foot linear dimension along right-of-ways
- Ground Floor has a minimum 12-foot floor to ceiling height; height limit may be increased by up to 5-feet to accomplish this requirement through Master Plan and Planned Development Review.
- In order to allow additional light and views in the “T6: Urban Core” area, buildings over 3-stories in height must provide a triangular Plaza treatment at street corners independent of the pedestrian Throughway Zone, with a minimum one-side dimension of 25-feet.



Automobile Ingress/Egress and Cross-Access. Curb cuts to Edgewater Drive shall be closed whenever possible. All development and substantial improvements shall provide cross-access easements to the benefit of adjacent property owners, and subsequent properties on the block, in order to minimize the need for automobile access to Edgewater Drive in order to create a continuous pedestrian experience.

Edgewater Drive Streetscape. The minimum streetscape along Edgewater Drive shall be 13-feet, with a 1-foot Edge Zone, 4-foot Furnishings Zone, 7-foot pedestrian Throughway Zone, and a 1-foot Frontage Zone (not inclusive of gutter) that allows up to 0.5-foot encroachment of occasional architectural details (pilasters, knee-walls, etc.) in order to create a pedestrian friendly environment. The Frontage Zone may also contain removable planters. Maximum canopy tree distance shall be 40-feet; when understory trees are utilized due to overhead utilities, the maximum distance shall be 20-feet. When Sidewalk Café dining is programmed into new development, a minimum 15-foot streetscape is required with a 5-foot Furnishings Zone, 5-foot continuous pedestrian Throughway Zone, and a 5-foot Frontage Zone. A continuous 5-foot pedestrian Throughway zone shall be maintained free of obstructions wherever outdoor dining is provided. The Zoning Official may modify these standards as part of a Master Plan or Determination, so long as the minimum overall dimension of the streetscape is not less than 13-feet. This treatment shall extend on sidestreets for all T5 and T6 areas.



Sidestreet Streetscape. Sidestreets outside of the T5 and T6 areas shall incorporate a minimum 7-foot landscaped parkstrip with canopy trees spaced no less than 40-feet apart (and understory trees no greater than 20-feet apart), and a 6-foot continuous sidewalk for a total of 13-feet. Additional on-site landscaping required for parking facilities, including structured parking, as required in the Parking Code (Ch. 61, Part 3).

Arcade/Gallery Treatments: Arcades and Galleries shall have a minimum height of 12-feet and a minimum width of 10-feet wide, with a minimum 9-foot wide by 9-foot high opening to the street between columns. Arcades and Galleries are not elevated from the street. A minimum 6-foot streetscape is provided in front of the arcade with a 5-foot by 10-foot curbed planter (or structural soil with tree grates for hardscape) with a canopy tree centered on each pilaster/column – the additional 1-foot is paved at the back of curb in order to allow door swings from adjacent parallel parking. Columns are typically 2-feet by 2-feet square. Dining and uses inside Arcades and Gallery much provide a continuous 6-foot pedestrian Throughway Zone. Such treatments are strongly encouraged throughout the six-block Red (T-6) core area along Edgewater Drive.

Drive-Through Uses. Due to the automotive nature of drive-throughs and their disruptive nature to pedestrian-friendly areas, such uses are prohibited in any Activity Center District along Edgewater Drive, unless they are fully enclosed within a Parking Structure or building, do not add additional curb cuts, taper their ingress and egress from standard circulation to a singular-lane and provide adequate circulation entirely within the development site. Outdoor drive-through uses in the MU-1/T zoning districts shall have no more than two service lanes, not add additional curb cuts, and provide adequate circulation entirely within the development site.

Menu Boards. Along Edgewater Drive, Menu Boards are allowed in the Furnishings Zone, so long as they are located 2-feet behind the back of curb, and Frontage Zones, so long as they do not encroach greater than 2-feet into the right-of-way. Only one such sign is allowed for each business (Note: as opposed to one per address as currently stated in the Special Plan Overlay).

Footnote 6. The minimum front yard setback requirements of Section 58.110 - Footnote 6 are reduced to half within the Edgewater Drive Special Plan Overlay in order to more closely match the maximum setbacks for Main and Town Streets required within the Traditional City (Section 62.608). However, the first 60-feet along a sidestreet adjacent to Edgewater Drive shall be exempted from this requirement, in order to allow buildings to adequately address the corner.

Mandatory Ground Floor Uses. Up to 35% of the Ground Floor Commercial Use area may contain office uses, as long as the public areas of the office use are oriented towards Edgewater Drive at a minimum depth of 18-feet, and interior window coverings are minimized in order to create transparency between the public areas of the office use and the adjacent sidewalk. The Minimum Depth from Building Façade for ground floor uses shall be increased to 30-feet in order to create a standard module that encourages retail uses.

Architectural Massing and Articulation. No single building mass or architectural treatment shall be greater than 240-feet in length in “T6: Urban Core” areas, 120-feet in “T-5: Urban Center areas, or 60-feet in “T-4: General Urban” areas. When a building is longer, the mass shall be articulated, while architectural materials and detailing shall be modulated to create the perception of a separate building.

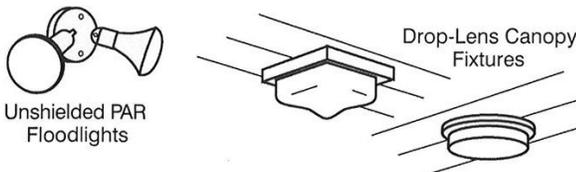
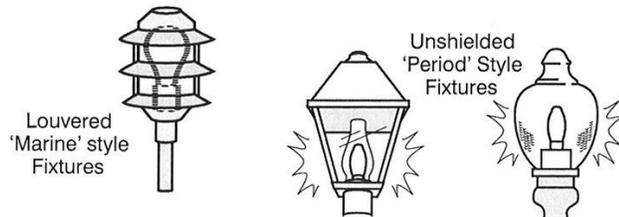
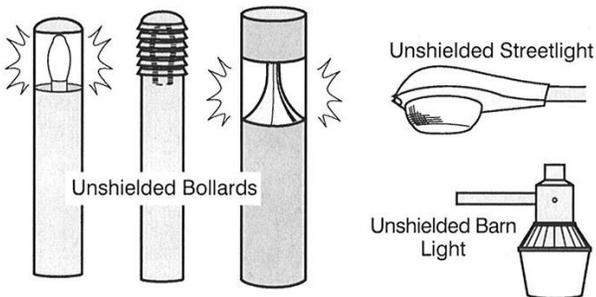
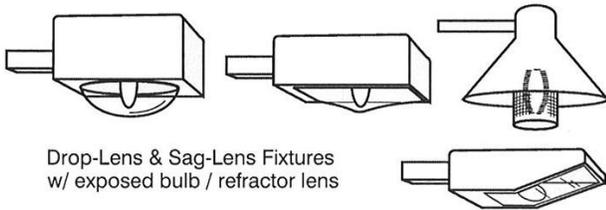
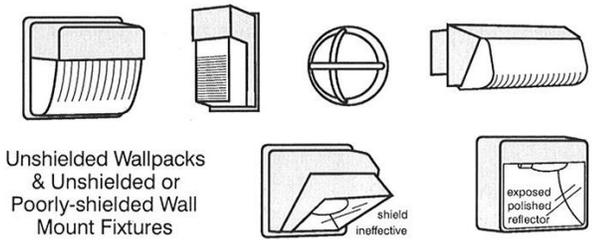
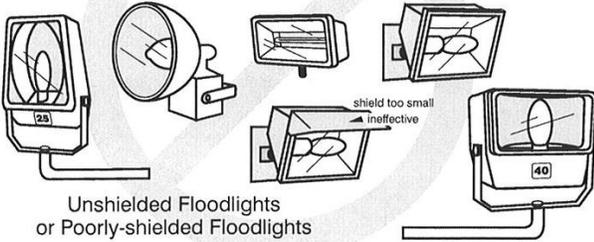
Projecting Signs. **** Sign height shall not exceed ~~one-half (1½)~~ three (3) times the width of the sign. ****

Bulkheads. Durable impervious materials shall be incorporated into storefronts where transparency is required, in the form of stone, tile, granite, brick or other impervious materials acceptable to the Zoning Official (also known as knee-walls and watertables).

Lighting. Due to the close proximity to residential uses, as well as the possibility for a mixture of uses in the several areas that include residential, all lighting fixtures utilized in the Special Plan shall be cutoff or fully shielded to reduce glare, mitigate light pollution and reduce spillover lighting into surrounding properties. See diagrams below.

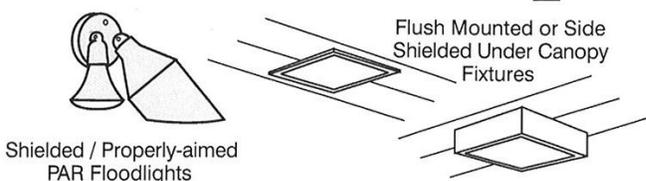
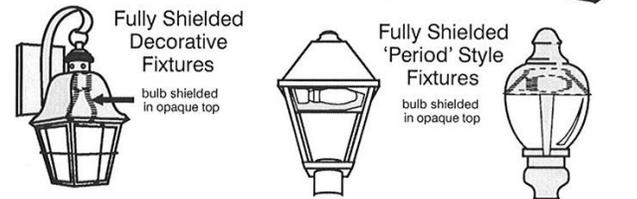
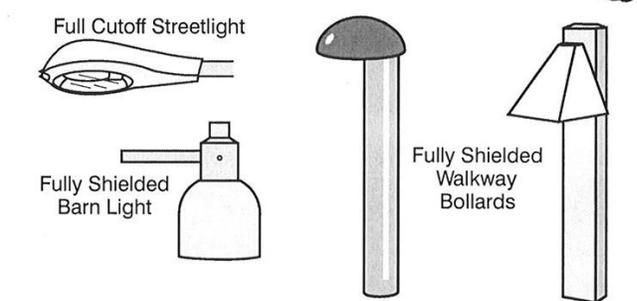
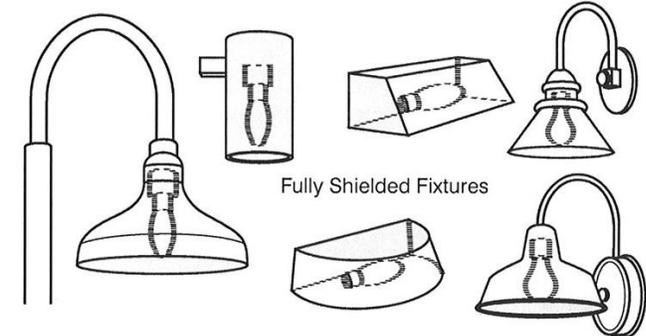
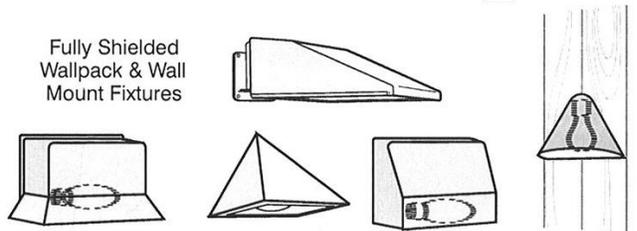
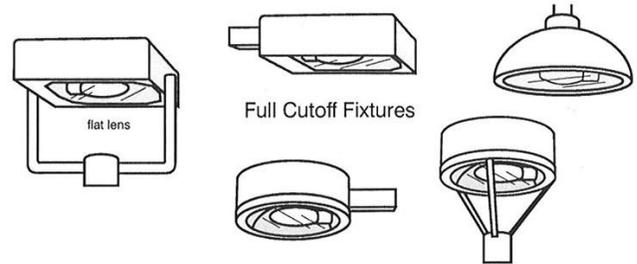
Unacceptable / Discouraged

Fixtures that produce glare and light trespass



Acceptable

Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night



Shared Parking. The Edgewater Special Plan Overlay shall be considered a Shared Parking District. Shared Parking shall be employed in order for development to match the Precise Plan Transitions in mixed use development. (Note: Following excerpt incorporated into Proposed Parking Code, Chapter 61, Part 3)

Shared Parking Districts.

Purpose and Establishment. Shared Parking Districts shall be identified by the Planning Official, in consultation with Transportation Official, and enumerated by Planning Official Determination to define unique pedestrian-oriented thoroughfares where a different parking strategy is sought counterpoint to typical suburban, parking-intensive development. (example: Edgewater Drive in College Park, Washington Street in Thornton Park, Ivanhoe Village along North Orange Avenue). The Planning Official shall define the area applicable to the Shared Parking District by defining limits of the District by cross streets, where all properties and developments that have frontage on said street are part of the Shared Parking District (Example: Edgewater Drive between Lakeview Street and Maury Road).

Special Design Requirements. Within Shared Parking Districts, all requirements of the Traditional City found in 62.600 are required, even if the area is outside of the Traditional City. New curb cuts to the main thoroughfare of the Shared Parking District (example: Edgewater Drive) are not allowed unless the Planning Official and Transportation Official determine that no other possible ingress and egress solutions are practical for the development site. Cross access easements shall be provided between all parking areas and adjacent properties, designed with potential stub outs. Existing curb cuts to the main street shall be closed upon substantial improvement or expansion, where other ingress and egress solutions are possible.

Additional Parking Counting Rules. The following additional counting rules shall apply to required parking within Shared Parking Districts:

- a) On-Street Parking. On-street parking on all right of ways on the block face directly adjacent to a development site may be counted towards the parking requirement. Where parking spaces are not defined by marked parking spaces, a parking space shall be defined as a full 24-feet of clear parking space parallel and adjacent to the curb where parking is allowed on the street. However, the counting of such spaces shall not obligate the City to provide said on-street parking should any issue require the removal of such parking. In such cases, the parking conditions of the site shall be considered legal non-conforming.
- b) Shared Parking for Mixed Uses. In Shared Parking Districts, projects with multiple uses, and dissimilar adjacent uses with reciprocal parking and vehicular cross-access easements (open parking between uses), shall be able to utilize an alternative method of calculating required parking as follows: The actual parking required is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor from the Shared Parking Factor matrix. Other functions may perform a shared parking study in Section 61.323(5).

An example of this calculation: The residential function requires 10 spaces while the office portion requires 12 spaces. Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces. A second way to calculate: If there is a total of 22 spaces available for residential and office, multiplying this by the factor 1.4 gives the equivalent of 30 spaces. Buildings may be designed to a functional density corresponding to 30 parking spaces. (Note: When three functions share parking, use the lowest factor so that enough parking is assured.)

SHARED PARKING FACTOR

<i>Function</i>	RESIDENTIAL	LODGING	OFFICE	RETAIL
RESIDENTIAL	1.0	1.1	1.4	1.2
LODGING	1.1	1.0	1.7	1.3
OFFICE	1.4	1.7	1.0	1.2
RETAIL	1.2	1.3	1.2	1.0

(Use_A Parking Requirement + Use_B Parking Requirement) / (Shared Parking Factor) = (Parking Requirement)'

Flexibility of Development Program. The Planning Official may modify the development program of a mixed-use project previously approved through a Master Plan, Conditional Use Permit or Planned Development process by Determination, provided the approved building mass and bulk is not increased and any additional traffic impacts (both on and off-site) are fully mitigated in consultation with the Transportation Official, and the project does not exceed the Growth Management Plan intensities and densities for the relevant Future Land Use designation(s).

Street Banners. In order to allow for uniform street banners sponsored by the Main Street program in coordination with the City within the Special Plan, the following provisions shall apply to street banners within the Edgewater Drive Special Plan overlay:

- Installation costs will be the responsibility of the Main Street program.
- The Main Street program shall coordinate installation with OUC.
- Sponsorships ads allowed on banners, no more than 15% of the banner area on the lower quadrant of the banner, and are subordinate to the overall banner message or art.
- Sponsors representing tobacco, gambling, or adult entertainment are not be permitted.
- Banners may be hung 30 days prior to an event. Banners shall be removed no later than 10 days after the event.
- Each Main Street Design Committee will approve banners for their corridor prior to submitting for final approval by Planning Official through a Determination.

Awning Sign. Allow up to 2x2-foot message on the sloped portion of each awning.

Parking Structures. Parking structures that are not lined by buildings should be architecturally treated to match surrounding structures, using a combination of techniques to mitigate their impact on the streetwall. Pilaster treatments, greenscreens, landscaping and other architectural techniques are suggested to be utilized in combination to ensure that parking structures appear as normal buildings from a distance during the appearance review. Parking structures that face directly onto Edgewater Drive shall be architecturally treated to appear as a normal commercial building, employing forced or partially forced ventilation, fenestration, and an architectural treatment that does not distinguish the garage from other parts of the connected or adjacent buildings. Outside of ground floor required commercial areas along Edgewater Drive, active ground floor uses shall be preferred to actively engage the pedestrian environment; no less than 50% of the frontage of a parking garage directly on Edgewater Drive shall have a 20-foot depth office, commercial or residential use.

Exhibit "C"

Sidewalk Audit:

Dartmouth to King Street

2817 Edgewater Drive (Einstein's)

Existing: 7-foot sidewalk includes 3-foot crepe myrtle tree wells.

Proposed: 2-foot additional easement needed; takes away unneeded grass strip that has to be maintained, allows for 5-foot clear pedestrian through zone.

Notes: Large Curb cut on Edgewater might become an "in" only in the future. Reduce size of curb cut and have autos exit on to West King Street.

Pictures:



2807 Edgewater Drive (Edison Insurance)

Existing: 7-foot sidewalk, includes 3-foot crepe myrtle tree wells.

Proposed: 2-foot additional easement needed; takes away unneeded grass strip that has to be maintained, allows for 5-foot clear pedestrian through zone. Get 15-foot corner clip at Clayton Street to create pedestrian landing plaza.

Notes: Hedge may need small retaining wall in order to accommodate a slight change in elevation where the wood chips begin.

Pictures:



2645 Edgewater Drive (Regions Bank)

Existing: 5-foot furniture zone, 7-foot pedestrian zone, 1-foot unmarked shy zone (13-feet total). Magnolia Understory Street Tree.

Proposed: No change to sidewalk. 23-foot wide one-way curb cut could be reduced to 16-feet in width.

Notes: Magnolia Trees may be the incorrect tree choice due to the inability to see “through” the tree.

Pictures:



2629 Edgewater Drive (Scruffy Murphy’s et al)

Existing: 7-foot sidewalk, includes 3-foot crepe myrtle tree wells. Indian Hawthorne has been fashioned into a streetscape “tree”.

Proposed: Remove “tree”, Get cabbage palm or crepe myrtle. Extend sidewalk into shy-zone in front of Scruffy’s. Get 2-foot easement in front of office.

Notes: Magnolia Trees may be the incorrect tree choice due to the inability to see “through” the tree.



Winter Park and Edgewater Drive Intersection.

Notes: Potential Opportunity to repaint cross walks. Propose art competition for traffic signal box or paint to match building.



2611 Edgewater Drive (Moe's/Dunkin Donuts)

Existing: 7-foot sidewalk similar to remainder of Edgewater Drive with up to 4-feet of additional concrete added to create a 10.5-foot sidewalk in front of building. Large amount of newsracks. Curb Cut is 24-feet.

Proposed: Missing tree well in front of Dunkin's Donuts. Need 4-foot easement along parking lot streetwall.

Notes: Curb cut the correct size at 24-feet.



2531 Edgewater Drive (Dentist Office)

Existing: 7-foot sidewalk similar to remainder of Edgewater Drive. Small curb cut in only. Indian Hawthorne in tree well.

Proposed: Need 4 to 5-foot sidewalk easement to expand the sidewalk.

Notes:



2527 Edgewater Drive (Forever Young Florist)

Existing: Existing 12-foot sidewalk. Indian Hawthorne in tree well.

Proposed: No change. May need blade sign underneath canopy. Could utilize street furniture (flower boxes) in front of the florist shop.

Notes: The corner of Bryn Mawr and Edgewater Drive has no drainage structure; there is the possibility of expanding the corner to include a bulb-out (both sides of the street).



2517 Edgewater Drive (David's Bikes & Shears)

Existing: 16-foot sidewalk total. 7-foot old sidewalk, 9-feet additional under canopy.

Proposed: No Change. Consider change of tree in tree well (unknown tree).

Notes: Aluminum raceway of the building (Similar to the tile store) is covered up by the canopy.



2507 Edgewater Drive (Legal Building/Bijou)

Existing: Existing 7-foot sidewalk. Indian Hawthorne in tree well.

Proposed: Ask for 3-foot sidewalk easement. Consider taking out tree wells, or relocating the tree well to the street.

Notes: College Park Legal Building sign is not attached to the building as required by Traditional City sign requirements.



2445 Edgewater Drive (Ace Hardware – Jade – Rolly Polly)

Existing: Existing 7-foot sidewalk with 12-foot arcade Bulb-outs at corners with Cabbage Palms. No tree wells on the interior of the block.

Proposed: No change. May need blade sign underneath canopy.

Notes: This block has been identified as the best amenity in Downtown College Park. Good lighting underneath the canopy at night.



Intersection of Vassar/Edgewater

Existing: Unstripped crosswalk.

Proposed: Stripe crosswalk.



2305 Edgewater Drive (Harmoni Market - Wellesley)

Existing: Existing 10-foot arcade, 2.5-foot column, 7-feet of landscaping. Magnolia trees.

Proposed: No change.

Notes: The corner has a nice bulb-out “plaza area”.



Edgewater /Smith Street intersection.

Existing: Splitter island and crosswalk. Stripped crosswalk paint has rubbed off.

Proposed: Re-Stripe sidewalk.



2527 Edgewater Drive (Blockbuster/CVS)

Existing: 7-foot sidewalk. 12-foot bulb-outs at corners with Cabbage Palms.

Proposed: No change. Explore whether bus shelter can be installed near corner in bulb-out.

Notes: Unkempt seating area at corner – needs art project to bring the benches alive. Trash can attached to light poles need to be painted black.



Edgewater Drive (Methodist Church)

Existing: 7-foot sidewalk. 12-foot bulb-outs at corners with Cabbage Palms. Crepe Myrtles in tree wells – no overhead wires. Light posts placed in the middle of sidewalk rather in the furniture zone. Extra Bus stop.

Proposed: Get 4-5-foot easement from the church. Relocate light posts towards curb. Consider changes in street tree where there are no overhead wires.

Notes: May want to consolidate bus stops into every other block along Edgewater. Consolidate cross walk signs with other street furniture – such as light poles.



Harvard/Edgewater Intersection

Notes: Restripe crosswalk. Consider bulb-outs at corners (no drainage structure)



2015 Edgewater Drive (Publix)

Existing: 12-foot bulb-outs at corners with Cabbage Palm at Harvard corner only. 6.5-foot sidewalk with 4.5-foot “walkarounds” where light and sign post interfere. Bus stop.

Proposed: Get 2-foot easement from Publix landscaping in front of streetwall.

Notes: Curb cut to Publix along Edgewater is unusually large (31-feet). Consider right-sizing to 24-foot wide in the future. Clean up graffiti on sign post.



1915 Edgewater Drive (Starbucks)

Existing: 7-foot sidewalk with 5—feet added in front of Starbucks Store. Newspaper racks between Starbucks and Publix Employee parking lot. 30-foot curb cut for out-only traffic at Starbucks. 30-Foot curb cut for Publix Employee Lot.

Proposed: Get 5-foot easement. Add Street wall landscaping.

Notes: Consider newspaper rack installation.



1901 Edgewater Drive (Metalworks Studio)

Existing: 7-foot sidewalk.

Proposed: Get 5-foot easement.

Notes: Consider newspaper rack installation.



1835 Edgewater Drive (McElroy Engineering)

Existing: 7-foot sidewalk with an additional 6-feet (13-feet total). No tree wells.

Proposed: No change.

Notes: Needs a tree well.



1815 Edgewater Drive (Christo's)

Existing: 7-foot sidewalk in front of Christo's. No sidewalk at curb cut. Road construction sign needs to be taken down. Newsracks

Proposed: Get 5-foot easement through parking lot area. Relocate newsracks to furniture zone;

Notes: Consider standard newspaper rack installation. Moisture dripping down from awning.



1814 Edgewater Drive (McRae's Florist/ Milton's / Anne Rodger's)

Existing: 7-foot sidewalk in front of Anne Rodger's. Extra 6-feet in front of Milton's and McRae's.

Proposed: No Change to sidewalk. Consider change out of Indian Hawthorne to pavement in tree well, or relocate to street.

Notes: None.



710 Stetson (Avanti-Dance)

Existing: 7-foot sidewalk that is mostly a sloped curbcut.

Proposed: Get 5-foot sidewalk easement, streetwall landscaping, close north curbcut.

Notes: Could gain extra on-street parking spaces. Fix leaning light standard in parking lot.



Edgewater Drive (Baptist Church)

- Existing:** 7-foot sidewalk in front of classrooms. 7-foot plus 8-foot area (15-feet total) in front of sanctuary. Light posts interfering with sidewalk.
- Proposed:** Get 3-foot easement south of light pole to corner of Stetson. Consider replacing street tree, or not trimming the crepe myrtle.
- Notes:** Floodlights in Public ROW.



Edgewater Drive (Baptist Church Fitness Center)

- Existing:** 7-foot sidewalk in front of gym. Crepe Myrtle.
- Proposed:** Need 3-foot easement the entire length of the gym. Concrete light posts incorrectly placed in sidewalk – move to furniture zone.
- Notes:** Remove “Road Work Ahead” sign.



2010 Edgewater Drive (Exum Chiropractic)

Existing: 7-foot sidewalk. Bulb-out at corner with cabbage Palm.

Proposed: Need 5-foot easement the entire length of the property. Clean up mounds of dirt.

Notes: Matching graffiti on pole. Broken Bus bench moved from Quizno's



2102 Edgewater Drive (Quizno's/Haircuts)

Existing: 7-foot sidewalk with 5-feet extra in front of stores.

Proposed: Need 3-foot easement in front of street wall – cut back landscaping.

Notes: 35-foot curb cut for the property. Reduce curb cut.



2110 Edgewater Drive (Echoes to Tile Store)

Existing: 7-foot sidewalk with 5-foot extra in front of stores.

Proposed: No Changes to sidewalk – suggest signage under canopy for pedestrians. Consider different street tree than rose bushes.

Notes: Very attractive moderne aluminum raceway above canopy.



Edgewater Drive (Orange Cycle to CWA)

Existing: 7-foot sidewalk, 12-foot bulb-out at corners.

Proposed: No Changes to sidewalk – suggest signage under canopy for pedestrians.

Notes: Consolidate crosswalk signage.



2318 Edgewater Drive (Phone Store to Paper Gallery)

Existing: 7-foot sidewalk, 12-foot bulb-out at corners. Magnolia Tree for street tree.

Proposed: No Changes to sidewalk – suggest signage under canopy for pedestrians.

Notes: Need standard Newspaper rack.



Edgewater Drive (Albert Park)

Existing: 7-foot sidewalk.

Proposed: No Changes to sidewalk – consider 5-foot easement to expand sidewalk if park is remodeled.

Notes: Unusual light post placed up inside tree canopy of park for street lighting.



2424 Edgewater Drive (Washington Mutual)

Existing: 7-foot sidewalk.

Proposed: Need 4 to 5-foot easement.

Notes: Approximately 50-foot curb-cut for out on drive through. May want to consider relocation of the mail box to the park.



Edgewater Drive (Top Drawer)

Existing: 7-foot sidewalk

Proposed: No Changes to sidewalk in front of store – Change out viburnum in tree well. Need 5-foot easement in front of open space.

Notes: 3-hour parking only occurs in front of Top Drawer.



Edgewater Drive (Citgo)

Existing: 7-foot sidewalk, Need 3-5-foot easement at planters.

Proposed: Consider closing curb cut where cars are parked.

Notes: None.



2618 Edgewater Drive (Chloe's)

Existing: 7-foot sidewalk with 5-foot additional pavement.

Proposed: No change in front of Chloe's and Idea. Need 5-foot easement in front of parking.

Notes: Magnolia street tree. Ideal sidewalk dimensions for College Park?

