



LAKE MARY CITY COMMISSION

**Lake Mary City Hall
100 N. Country Club Road**

WORK SESSION

THURSDAY, FEBRUARY 07, 2013 5:00 PM

1. Items for Consideration

A. Country Club Road/Downtown Roadway Improvements

B. Proposed Downtown Parking Revisions

2. THE ORDER OF ITEMS ON THIS AGENDA IS SUBJECT TO CHANGE

Per the direction of the City Commission on December 7, 1989, this meeting will not extend beyond 11:00 P. M. unless there is unanimous consent of the Commission to extend the meeting.

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE CITY ADA COORDINATOR AT LEAST 48 HOURS IN ADVANCE OF THE MEETING AT (407) 585-1424.

If a person decides to appeal any decision made by this Commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim

record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Per State Statute 286.0105.

NOTE: If the Commission is holding a meeting/work session prior to the regular meeting, they will adjourn immediately following the meeting/work session to have dinner in the Conference Room. The regular meeting will begin at 7:00 P. M. or as soon thereafter as possible.



MEMORANDUM

DATE: February 7, 2013
TO: City Commission
VIA: Jackie Sova, City Manager
FROM: John Omana, Community Development Director
SUBJECT: Country Club Road/Downtown Roadway Improvements

- 1) Traffic Circle Feasibility Analysis for North Country Club Road**
- 2) Greenleaf Lane and Palmetto Street Traffic Circle Update**
- 3) Intersection Enhancements at E. Crystal/Old Lake Mary/Palmetto Rd.**

Attached please find the Traffic Circle Feasibility Analysis Report prepared by CPH, Engineers, Inc. The report outlines the preliminary review of the intersections of Wilbur Avenue and East Crystal Lake Avenue with N. Country Club Road, for the placement of traffic circles. The analysis summarizes findings on the potential impacts of utilizing large and medium sized traffic circles on right-of-way adequacy and emergency vehicle circulation. Staff has forwarded the report to the City's Fire and Police Departments and is closely working with the Fire Dept. on design options to accommodate fire truck and other apparatus circulation. Also included in the report are preliminary cost estimates and aerial depictions of each of the traffic circles and associated geometries. Mr. Jeremy Owens, P.E., of CPH Engineers will be presenting his findings and answering questions. Based on his presentation, staff will seek which direction the Commission wishes to pursue on what type of traffic circle to utilize on North Country Club Rd.

Also find attached an update on the Greenleaf/Palmetto St. traffic circle. Staff is also working closely with the Fire Department on design options regarding this traffic circle. At the time of packet preparation, CPH was still finalizing item #3 "Intersection Enhancements" in front of the Station House Project. Mr. Owens will present his findings at the workshop.

DISPOSITION: Staff seeks further direction on these items.



TRAFFIC CIRCLE FEASIBILITY ANALYSIS

**N. Country Club Road & East Crystal Lake Avenue
N. Country Club Road & Wilbur Avenue**



*Engineers
Planners
Landscape Architects
Surveyors
Construction Management
Design/Build*

Certificate of Authorization No. 00003215

**CPH ENGINEERS, INC.
500 WEST FULTON STREET
SANFORD, FL 32771
(407) 322-6841**

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1. INTRODUCTION

CPH was tasked to perform a preliminary review of two intersection locations selected by the City for incorporation of traffic circles in conjunction with the Downtown Master Plan. Road right-of-way information was provided by the City and design criteria were developed. CPH has reviewed each intersection to determine the ability to maneuver fire and emergency vehicles through the modified intersections.

The following items were utilized in our review:

- 1: Drive-ability of intersection with critical fire apparatus. (See Appendix B)
- 2: Traffic movement and drive-ability for the general public.
- 3: Land area needed to implement the improvements.
- 4: Large Traffic Circle Review and Medium Traffic Circle Review

The intersections included in this review are as follows:

1.1 N. Country Club Road and E. Crystal Lake Ave.

This intersection is made up of the confluence of two streets-N. Country Club Road and E. Crystal Lake Ave.

North Country Club Road right of way ownership was recently transferred from Seminole County to the City of Lake Mary. From our research, the right of way is limited to the original width per the plat (50') as depicted in the Crystal Lake Winter Homes Subdivision (Plat Book 2/Page 115).

E. Crystal Lake Ave is owned and maintained by the City of Lake Mary and is platted as a 78' ROW as depicted on the Maintenance Maps by Rockett and Associates for the City of Lake Mary (Map Book 6/Page 176).



1.2 N. Country Club Road and Wilbur Ave.

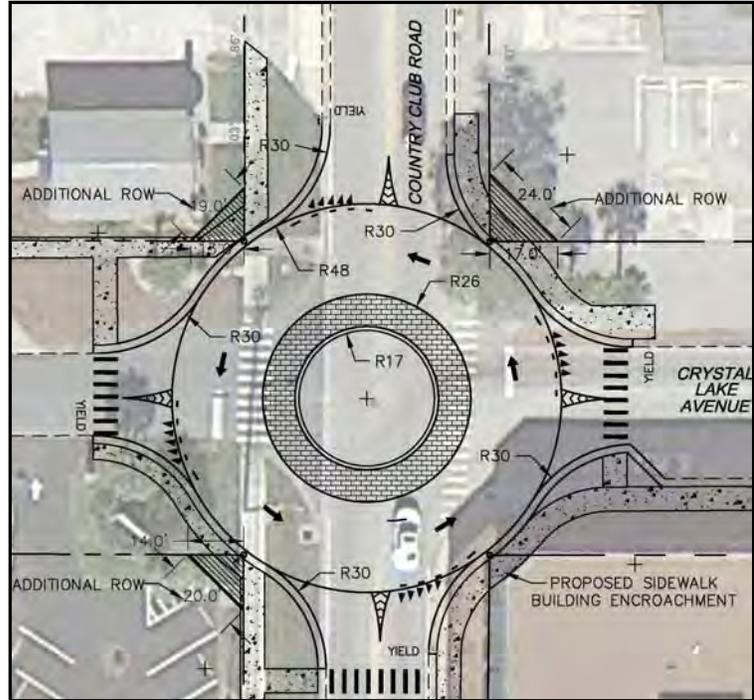
Wilbur Ave is owned and maintained by the City of Lake Mary and is platted as a 78' ROW as depicted on the Maintenance Maps by Rockett and Associates for the City of Lake Mary (Map Book 6/Page 176).



2. N. COUNTRY CLUB RD AND E. CRYSTAL LAKE AVE.

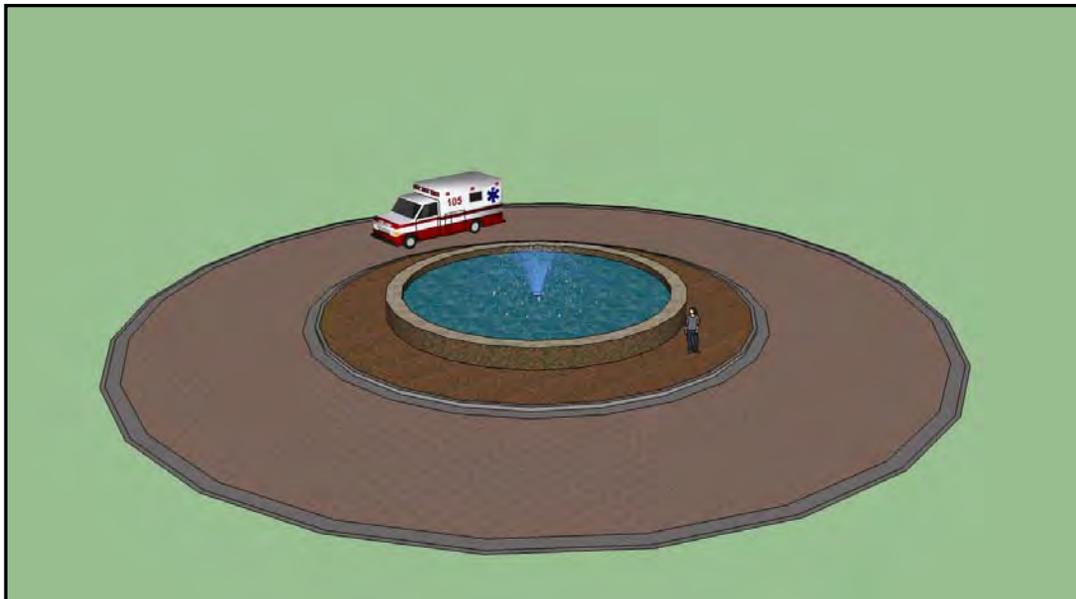
A. Large Traffic Circle

This layout allows for critical fire vehicle to easily maneuver the intersection. The center median consists of a raised curb island with pavers within and the incorporation of raised feature within the center. Six feet wide sidewalks are shown adjacent to the circle. The existing stop condition on East Crystal Lake Avenue will be removed and replaced with a yield coming into the traffic circle. The other roadways entering the traffic circle will also be a yield instead of the existing through movement. Due to the size, the traffic circle



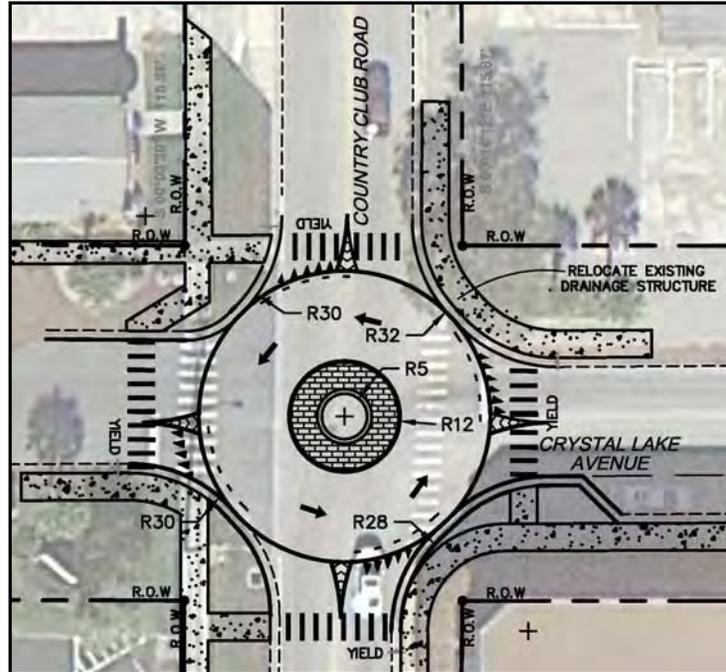
itself encroaches about 1' outside each corner of the intersection and the sidewalks encroach further. The southeast corner of the intersection is of note because of the existing building that appears to be located at a zero setback to the right of way. The overlay of the ROW lines appears to show an encroachment to the building. A formal boundary and improvement survey would be required to determine the full extent of encroachment.

Below is a to-scale perspective of the traffic circle. Pedestrian access to the middle can be designed if this option is utilized.



B. Medium Traffic Circle

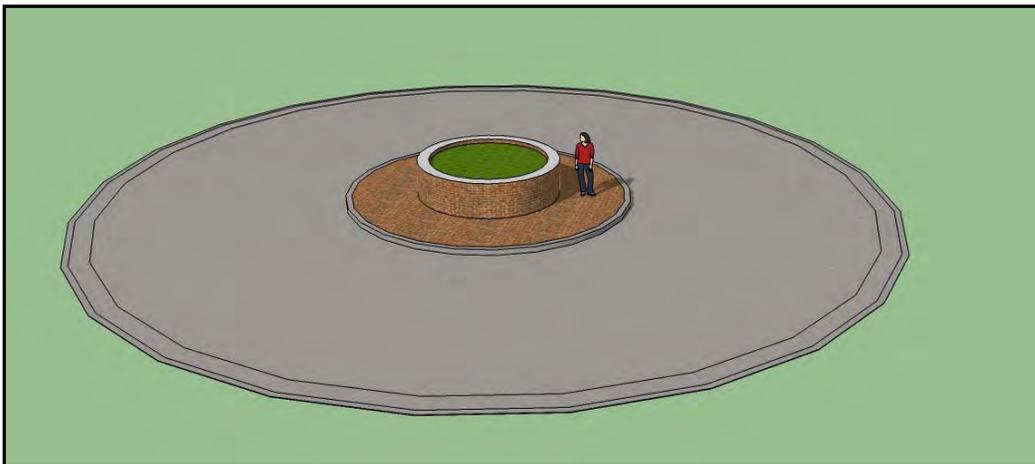
The medium traffic circle does not need as much land area as the large circle but has certain drawbacks that were not present in the earlier traffic circle. Unlike the previous circle, critical fire vehicles would not be able to travel completely around the intersection due to the center median and smaller radius. The critical fire vehicles would only be able to cross through the intersection by extending the left side of the truck over the center median as it passes through. The critical fire vehicle will not be able to maneuver the traffic circle to perform a “left hand turn” within the traffic circle. The center raised median would consist of a mountable curb with pavers designed to support the fire apparatus as well as a raised planter for implementation of other design aspects. Six feet wide sidewalks would be constructed adjacent to the circle, as well. The existing stop condition on E. Crystal Lake could be removed and replaced with a yield coming into the traffic circle. The other roadways entering the traffic circle will also be a yield instead of the existing through movement. This traffic circle appears to wholly fit within the existing ROW.



Consideration should be taken for a few items at this intersection:

- 1: Limited visibility for westbound E. Crystal Lake.
- 2: Location of the Lake Mary Fire Station from the intersection.

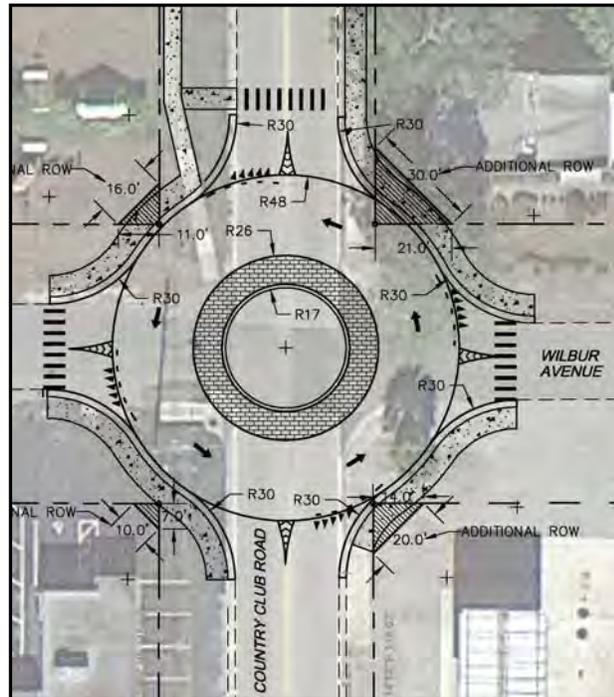
Below is a to-scale perspective of the traffic circle. Pedestrian access to the middle will not be designed. Person is used below for scaling purposes.



3. N. COUNTRY CLUB ROAD AND WILBUR AVE.

A. Large Traffic Circle

This layout allows for critical fire vehicle to easily maneuver the intersection. The center median consists of raised curb island with pavers within and the incorporation of a fountain within the center. Six feet wide sidewalks are shown adjacent to the circle. The existing stop condition on Wilbur Ave would be removed and replaced with a yield coming into the traffic circle. The other roadways entering the traffic circle would also be a yield instead of the existing through movement. Due to the size, each side of the improvements extends beyond the current ROW limits and will require additional ROW. Additional right of way surveys will be necessary to determine the current rights of way limits and the minimum amount of right of way needed.

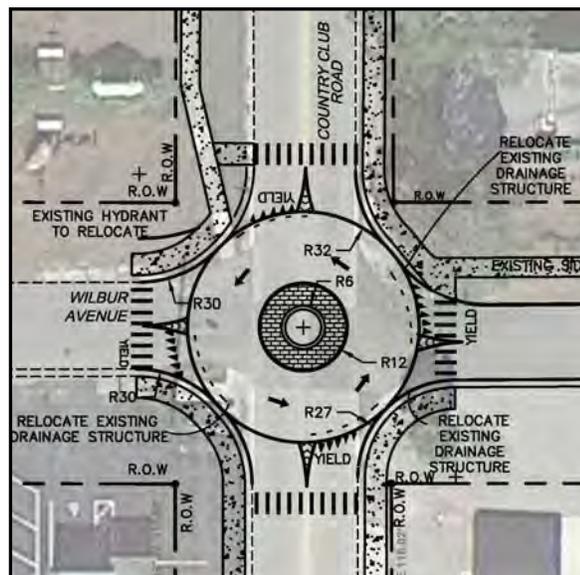


Consideration should be taken for a few items at this intersection:

- 1: Encroachment of parking and drive area at southeast corner.
- 2: No existing sidewalk on the southwest corner of the intersection.
- 3: Encroachment of parking and drive area at southwest corner.
- 4: Setback of existing building on the northeast corner.

B. Medium Traffic Circle

The medium traffic circle does not need as much land area as the large circle but has certain drawbacks that were not present in the earlier traffic circle. Unlike the large traffic circle, critical fire vehicles would not be able to travel completely around the intersection due to the center median and smaller radius. Fire vehicles would only be able to cross the intersection by extending the left side of the truck over the center median as it passes through. The critical fire vehicle will not be able to maneuver the traffic circle to perform



a “left hand turn” within the traffic circle. The center raised median would consist of a mountable curb with pavers designed to support the fire apparatus as well as a raised planter for implementation of other design aspects. Six feet wide sidewalks would be constructed adjacent to the circle, as well. The existing stop condition on Wilbur Ave. could be removed and replaced with a yield coming into the traffic circle. The other roadways entering the traffic circle will also be a yield instead of the existing through movement. Portions of the proposed sidewalk overlap the existing right of way line on the east and west sides of the intersection. Additional surveys will be necessary to determine the current right of way limits.

4. RECOMMENDATION

A. N. Country Club Rd and E. Crystal Lake.

After analyzing the two variations, it is possible to compare the pros and cons of each proposal. While the large traffic circle provides the critical fire vehicle with enough room to navigate around completely, the additional cost necessary for right of way assessment and procurement will be in addition to in the construction cost.

The medium traffic circles maintain similar decorative features as the large circles while decreasing the size of the circle. This reduction in size reduces the apparent need for additional right of way. The critical fire vehicle would not be able to completely access the intersection due to the center median and small circle radius. As mentioned in the body of the report, there are two other factors that need to be looked at for the medium traffic circle at this intersection. The first being that the existing building on the southeast corner appears to restrict visibility at this intersection. An option for this would be to maintain the stop condition instead of using a yield condition for each direction of E. Crystal Lake Drive. The second factor is the location of this intersection from the fire station. This intersection is the closest intersection for fire vehicles to be able to go north or south on Country Club Road. Additional warning signage will also be needed for larger vehicles to warn about the turning radius and a truck route should be reviewed.

If the City decides to move forward the preliminary design and implementation of a traffic circle at this intersection, then our recommendation for this intersection would be to continue review of the medium traffic circle. Discussion with the Sanford, Seminole County, and Lake Mary Fire Departments as well as the Lake Mary Police Department on the access of the roadway should be garnered before preliminary design to determine if safety personnel have any concerns on the medium traffic circle.

B. N. Country Club Rd and Wilbur Ave.

After analyzing the two variations, it is possible to compare the pros and cons of each proposal. While the large traffic circle provides the critical fire vehicle with

enough room to navigate around completely, the additional cost necessary for right of way assessment and procurement will be in addition to in the construction cost.

The medium traffic circles maintain similar decorative features as the large circles while decreasing the size of the circle. This reduction in size reduces the apparent need for additional right of way. The critical fire vehicle would not be able to completely access the intersection due to the center median and small circle radius. Additional warning signage will be needed for larger vehicles to warn about the turning radius and a truck route should be reviewed.

If the City decides to move forward the preliminary design of a traffic circle at this intersection, then either traffic circle is an option with the main difference being cost. A full topographic and ROW survey should be gathered at the intersection prior to preliminary design to determine encroachments of the larger traffic circle on adjacent properties.

C. Preliminary Estimates

The preliminary estimate for the traffic circles including design, permitting, survey, inspection, demolition and construction for each intersection as follows:

Medium Traffic Circle - Country Club Rd and Crystal Lake Ave - \$135,000
Medium Traffic Circle – Country Club Rd and Wilbur Ave - \$139,000
Large Traffic Circle – Country Club Rd and Wilbur Ave - \$190,000

Notes:

1: The large traffic circle will require additional right of way to be acquired along each corner of the intersection. The cost of the ROW acquisition is not included in the preliminary estimates.

2: The cost presented above to not include any vertical elements or landscaping features within each traffic circle. The cost of items will vary depending on what is chosen. On a similar medium traffic circle, the bids for a 2' brick façade knee wall with a light pole were between \$10,000 and \$15,000. A fountain could be \$50,000-\$100,000+ depending on what is chosen.

3: The cost presented above includes preliminary estimates on visible utility conflict resolutions.



W. Wilbur Ave.

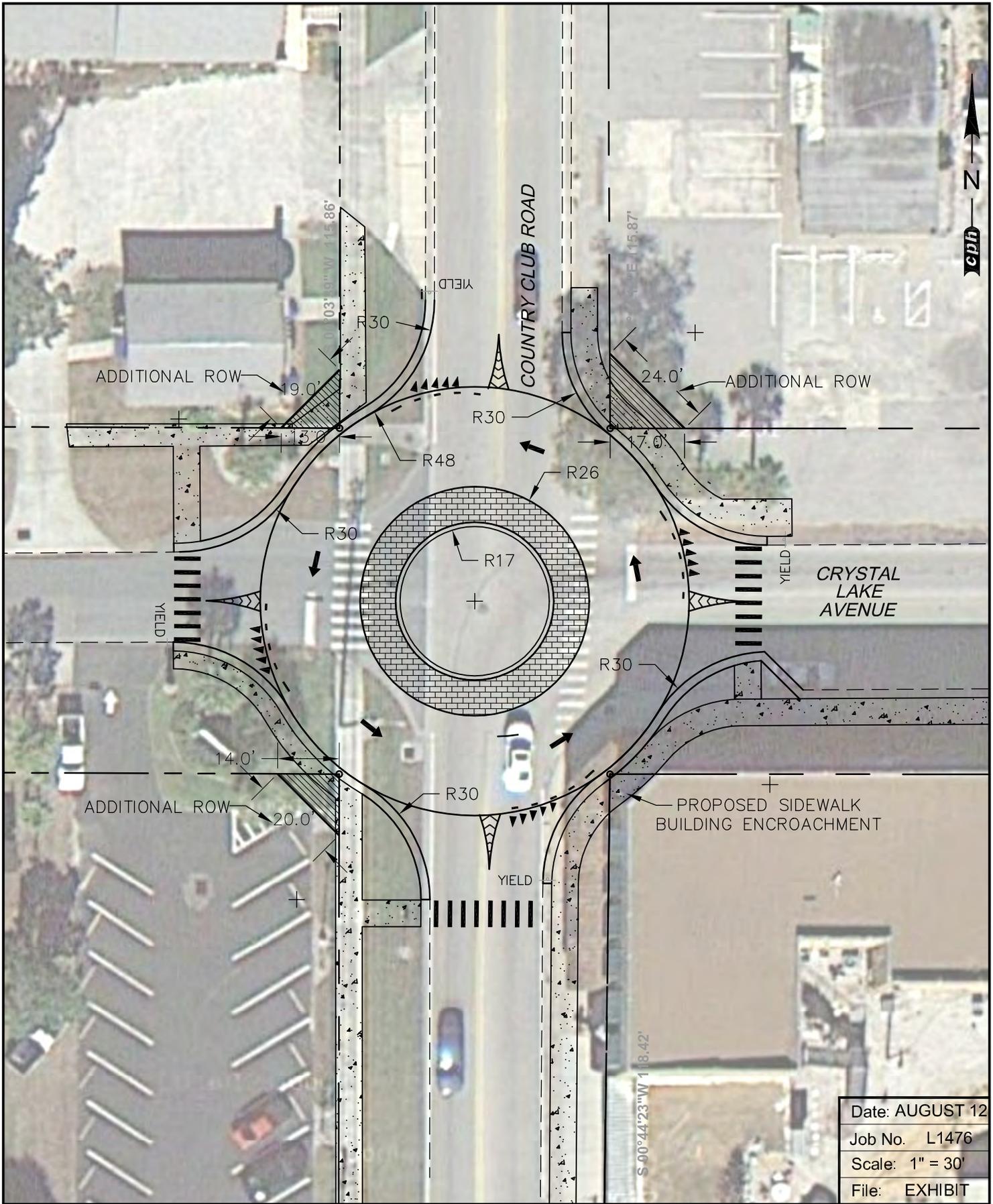
N. Country Club Rd.

W. Crystal Lake Ave.

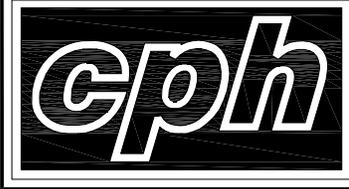
97'6"

97'6"





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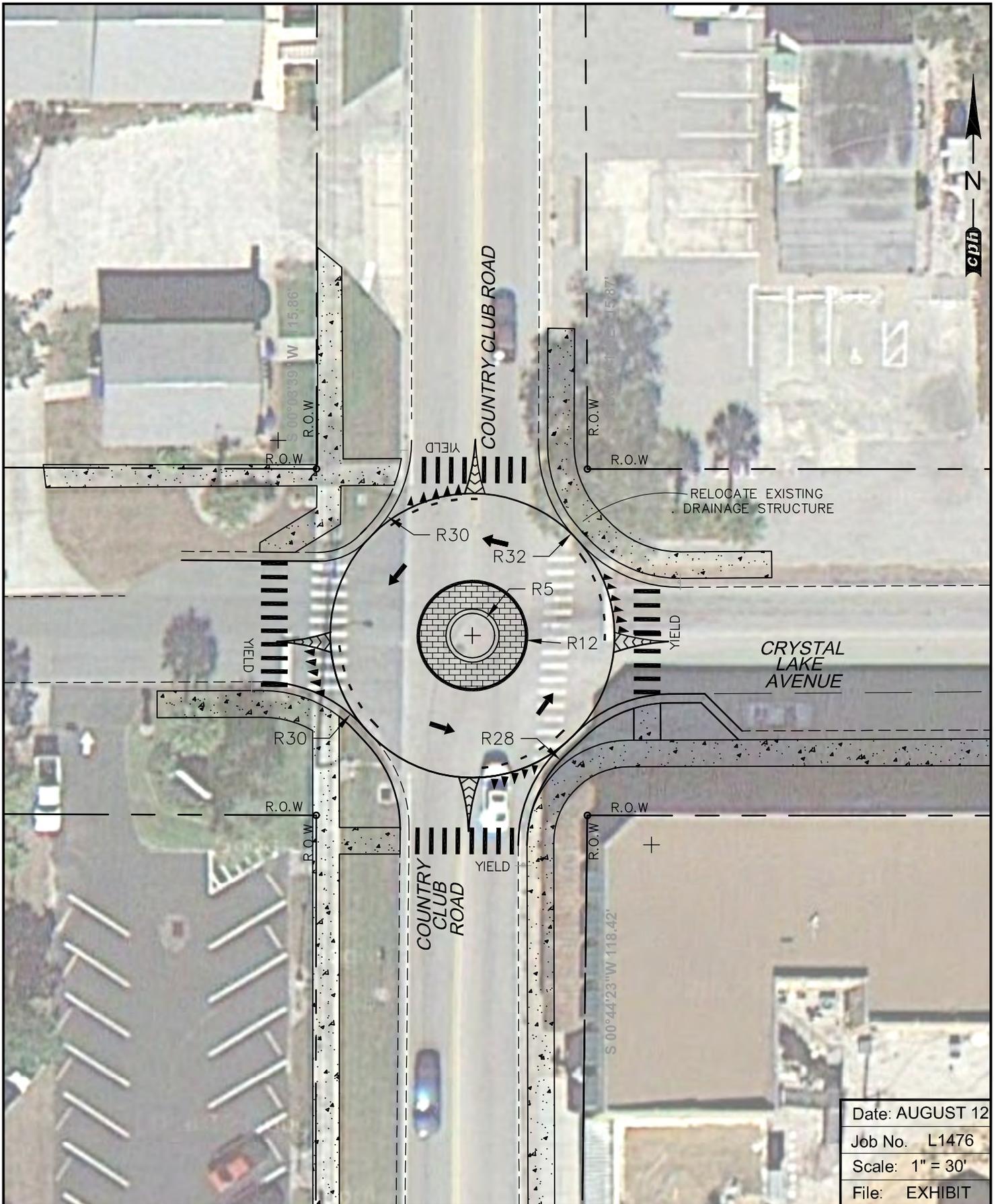


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LARGE TRAFFIC CIRCLE
COUNTRY CLUB ROAD AND CRYSTAL LAKE AVENUE
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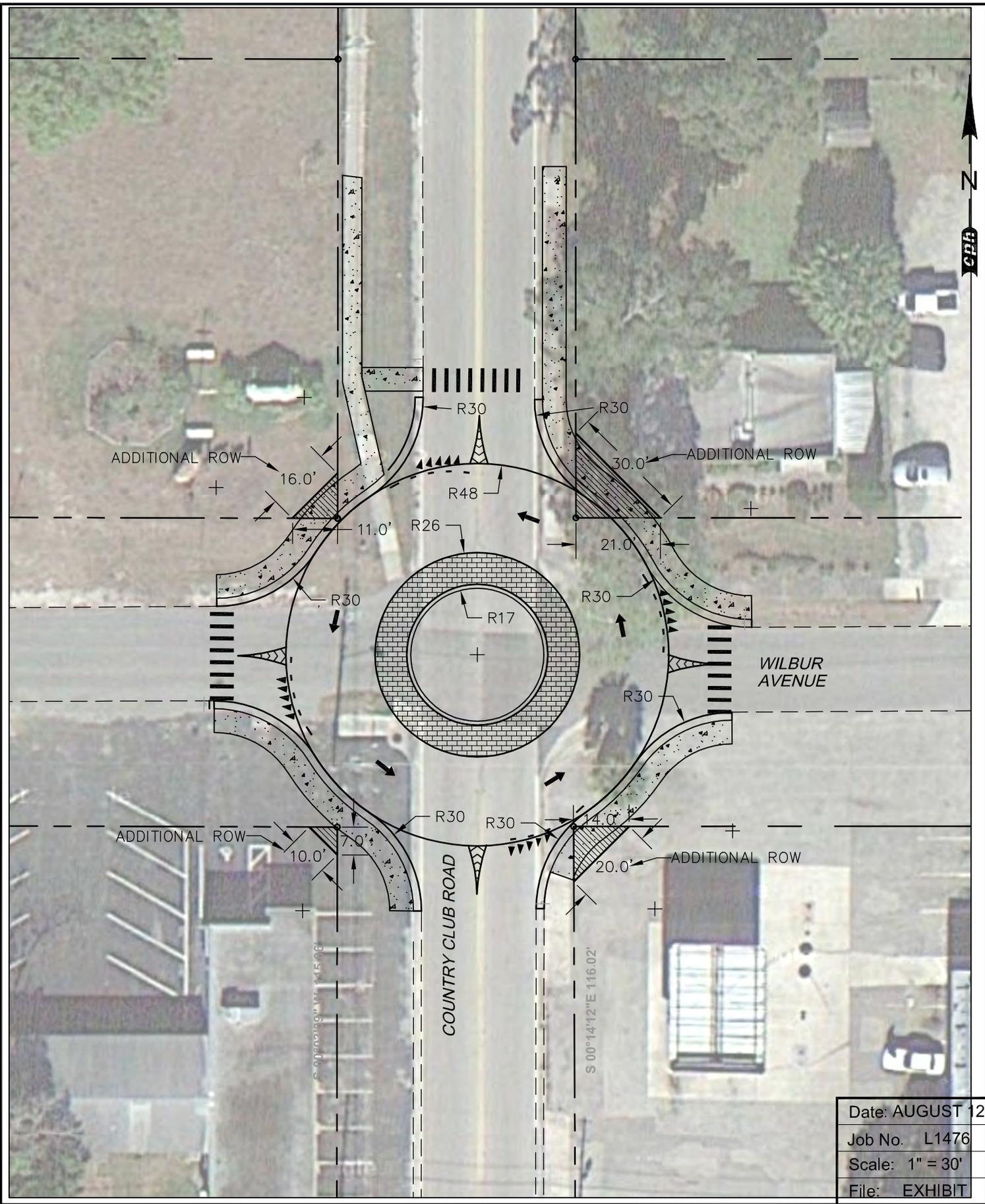


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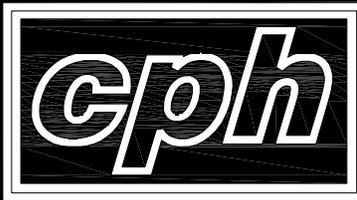
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**MEDIUM
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**COUNTRY CLUB ROAD AND
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 LAKE MARY / FLORIDA**

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 1**
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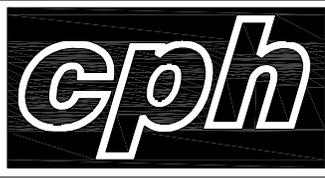
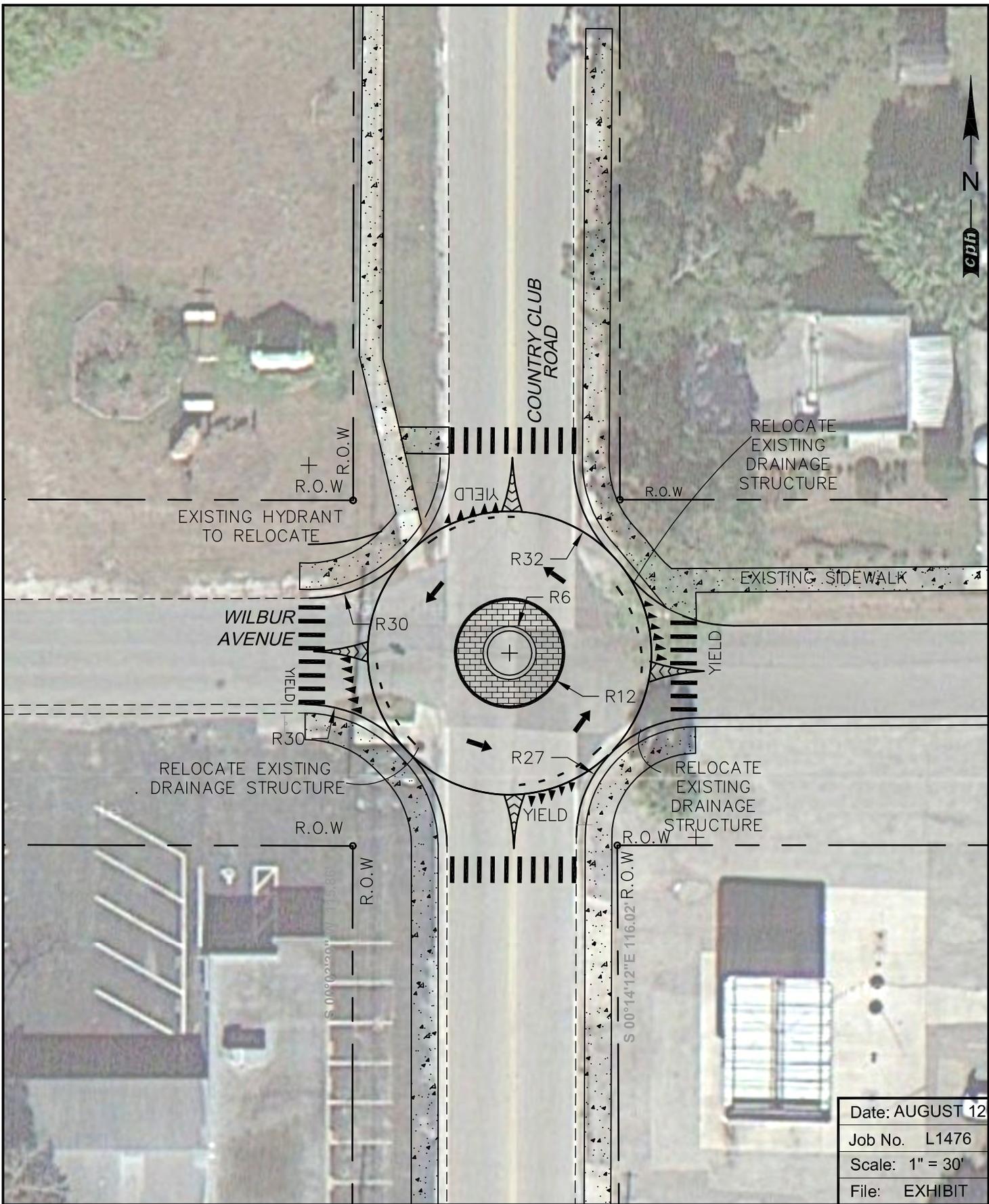


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LARGE TRAFFIC CIRCLE
COUNTRY CLUB ROAD AND WILBUR AVENUE
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MEDIUM TRAFFIC CIRCLE
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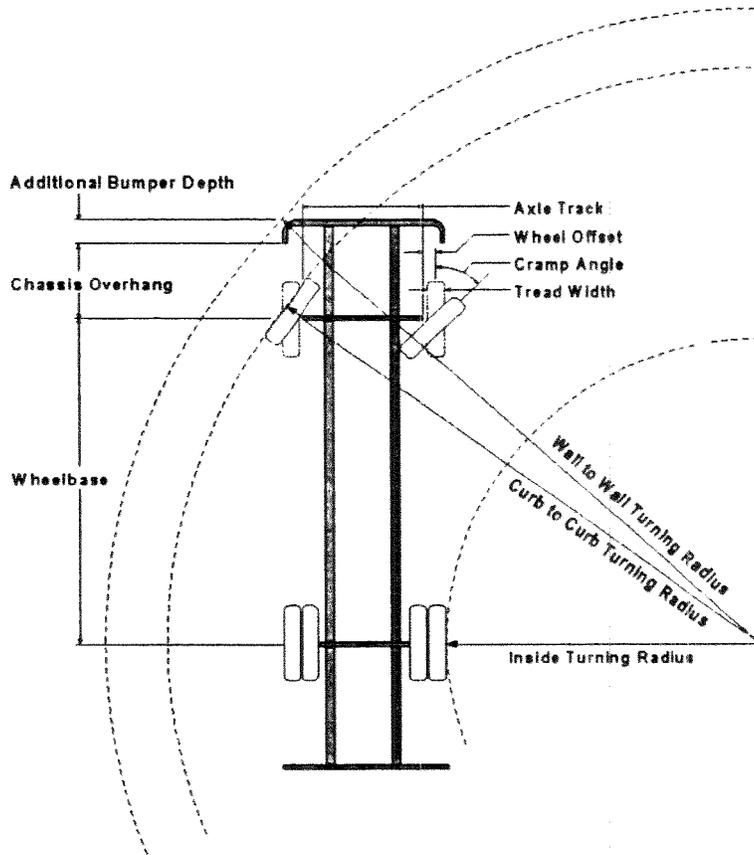


Turning Performance Analysis

4/27/2010

Bid Number: 27(23317)
Department: Sanford Fire Department

Chassis: Arrow-XT Chassis, PAP, MUX, PUC
Body: Aerial, Platform 100', PUC, Alum Body



Parameters:

Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	13.5 in.
Chassis Overhang:	68.99 in.
Additional Bumper Depth:	22 in.
Front Overhang:	133.6 in.
Wheelbase:	270 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 10 in.
Curb to curb:	41 ft. 7 in.
Wall to wall:	48 ft. 4 in.

Comments:

CategoryID	Category Description	OptionCode	OptionDescription
6	Axle, Front, Custom	0090913	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, DLX/Qtm/AXT
30	Wheels, Front	0019618	Wheels, Frt, Alum, Alcoa, 22.50" x 13.00" (425/445)
31	Tires, Front	0038270	Tires, Goodyear, 445/65R22.50 20 ply G286 SS (24K "IS")
38	Bumpers	0550017	Bumper, 22" extended - AXT
437	Aerial Devices	0022160	Aerial, 100' Pierce Platform

Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.
 Curb to Curb turning radius calculated for a 9.00 inch curb.



Turning Performance Analysis

4/27/2010

Bid Number: 27(23317)
Department: Sanford Fire Department

Chassis: Arrow-XT Chassis, PAP, MUX, PUC
Body: Aerial, Platform 100', PUC, Alum Body

Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to King-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to chassis, bumper extensions and/or aerial devices.

SANFORD TOWER 31 SPECS FROM TEN-8

1. Front axle to front bumper is 91.25".
2. Front axle to front of platform basket is 151.5".
3. Wheelbase is 270".
4. Rearward axle to rear bumper is 135.5"
5. Overall width, not including mirrors, is 96".
6. Inside cramp angle is 40 degrees
7. Axle track is 82.92"
8. Wheel offset is 5.30"
9. Tread width is 13.50"
10. Additional bumper depth is 22.00"

Calculated Turning Radii:

Inside Turn - 25 ft. 10 in.

Curb to Curb - 41 ft. 7 in.

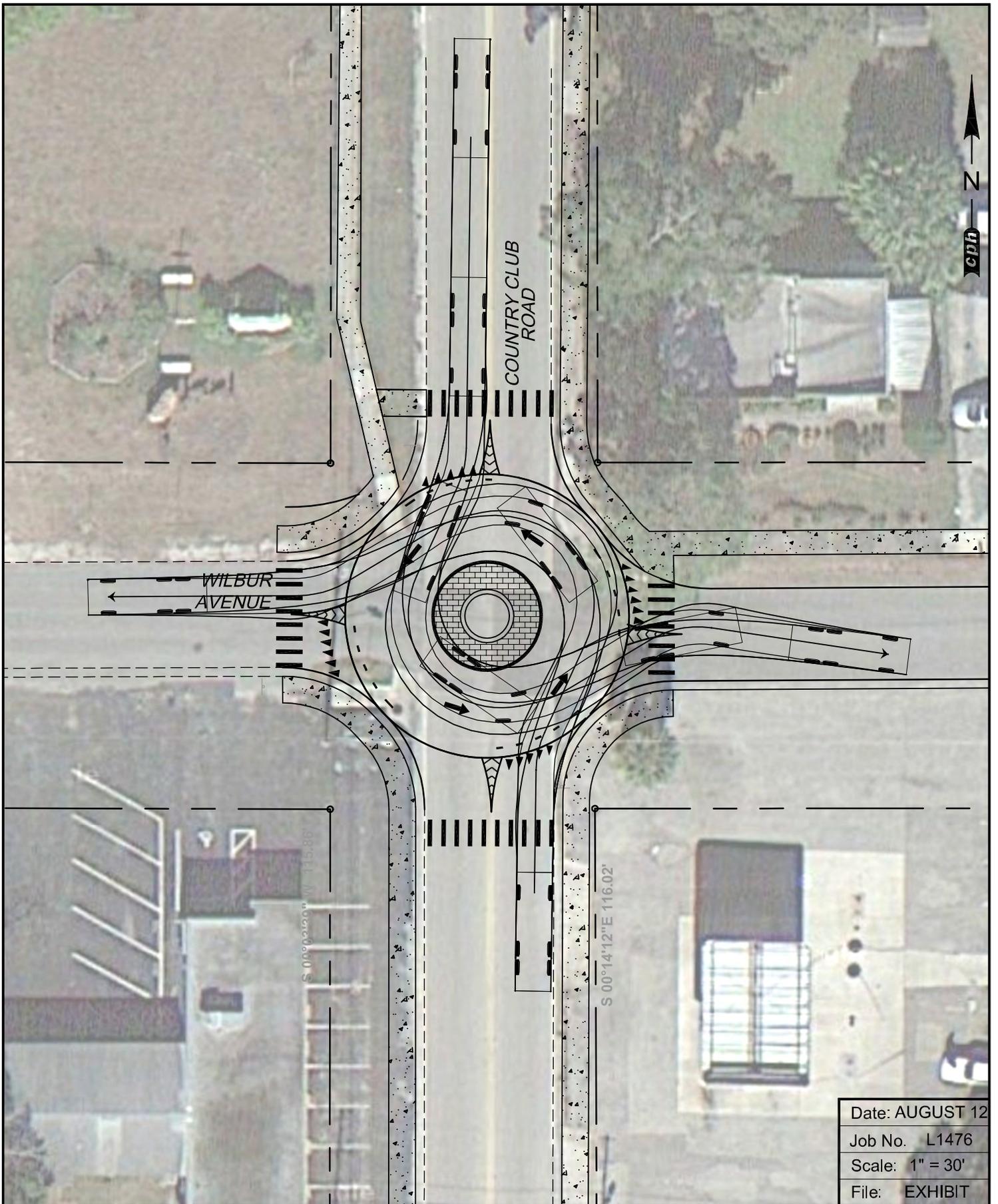
Wall to Wall - 48 ft. 4 in.

Overall w/ bucket (no rear overhang)

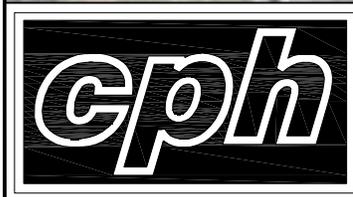
$$557'' = 46.41$$

Overall w/out bucket

$$496.75'' = 41.37$$



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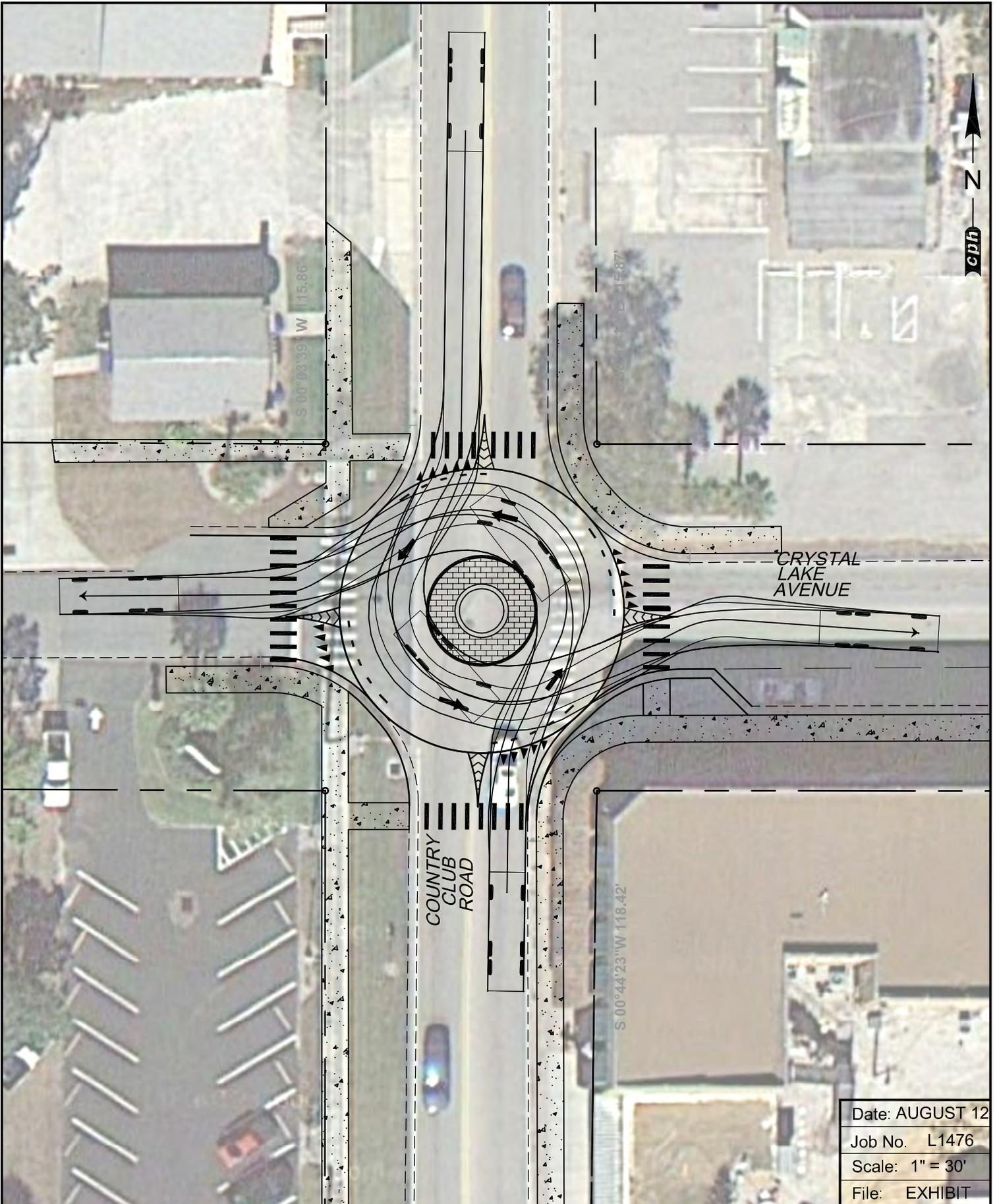


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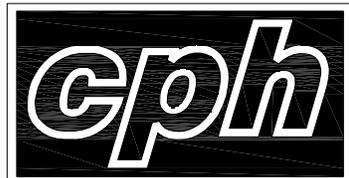
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**MEDIUM CIRCLE
 FIRE TRUCK**
 (south to east----north to west)
**COUNTRY CLUB ROAD AND
 WILBUR AVENUE**
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**EXHIBIT
 1-FIRE**
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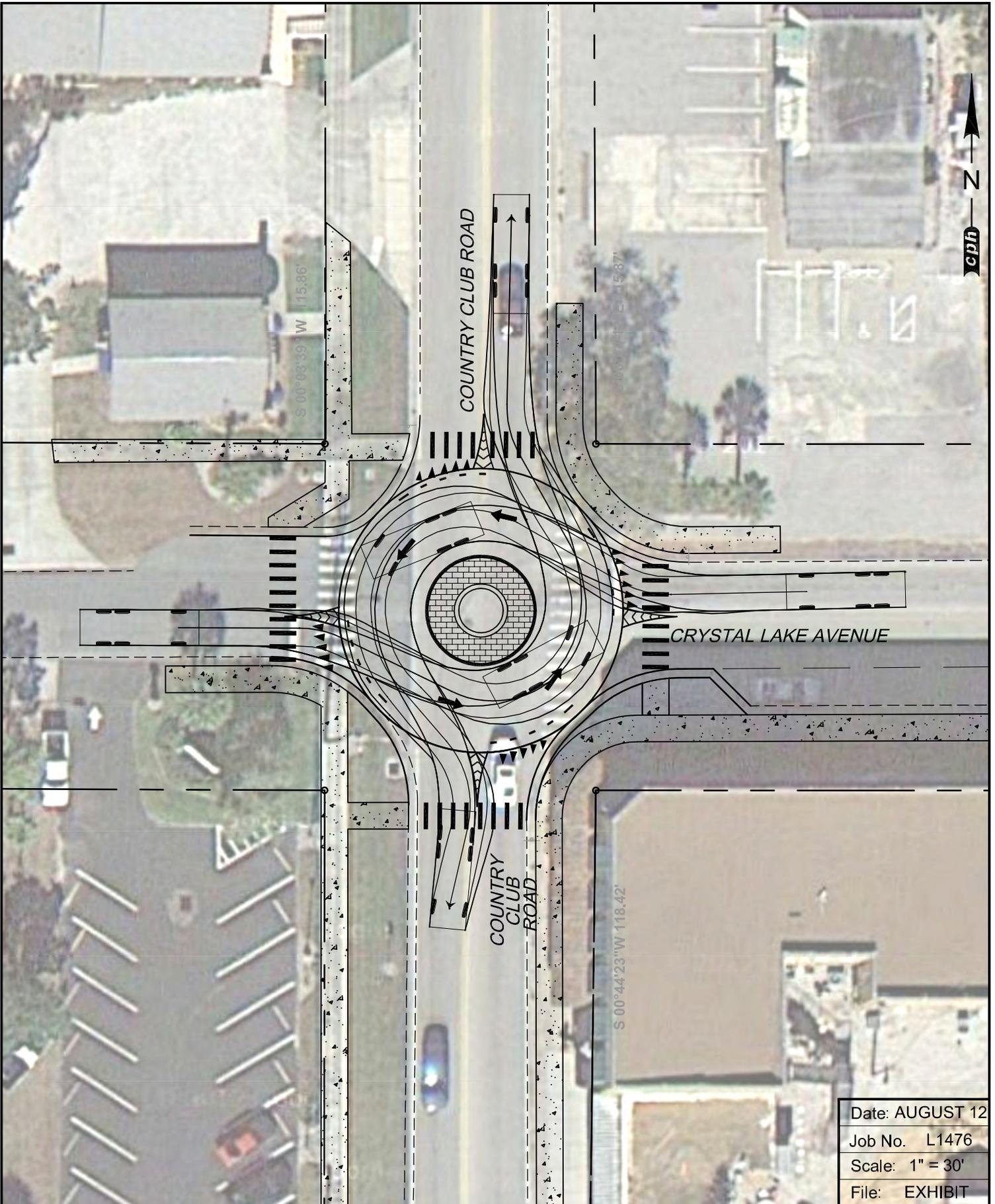


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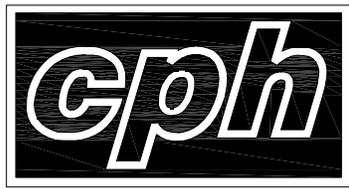
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**MEDIUM CIRCLE
 FIRE TRUCK**
(south to east----north to west)
**COUNTRY CLUB ROAD AND
 CRYSTAL LAKE AVENUE
 LAKE MARY / FLORIDA**

**EXHIBIT
 2-FIRE**
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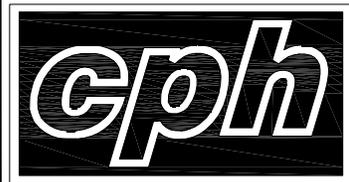
**MEDIUM CIRCLE
 FIRE TRUCK**
 (east to north----west to south)
**COUNTRY CLUB ROAD AND
 CRYSTAL LAKE AVENUE**
 LAKE MARY / FLORIDA

**EXHIBIT
 4-FIRE**

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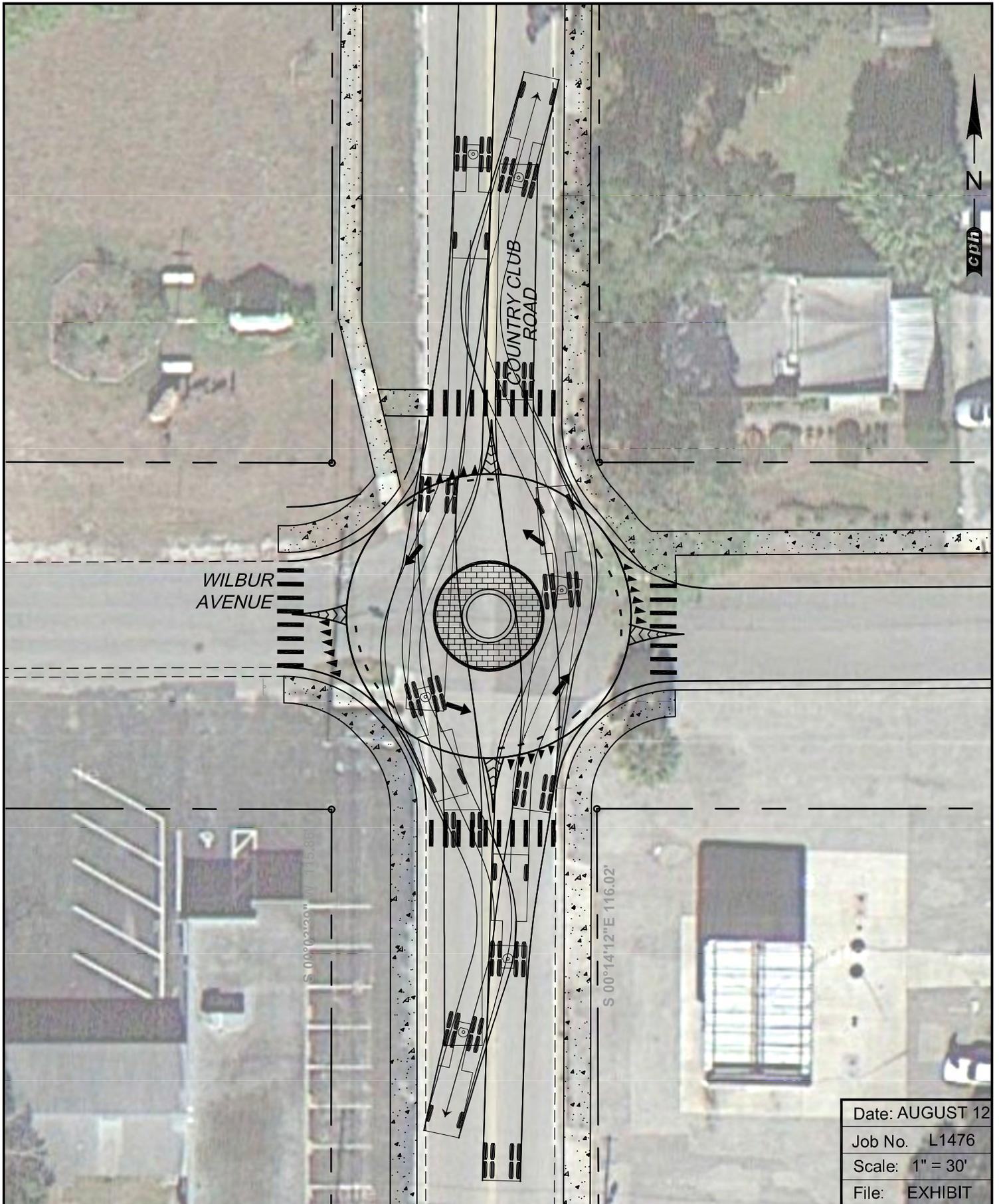
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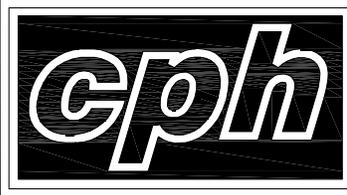
**MEDIUM CIRCLE
 FIRE TRUCK**
(east to north----west to south)
**COUNTRY CLUB ROAD AND
 WILBUR AVENUE**
LAKE MARY / FLORIDA

**EXHIBIT
3-FIRE**

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 File: EXHIBIT

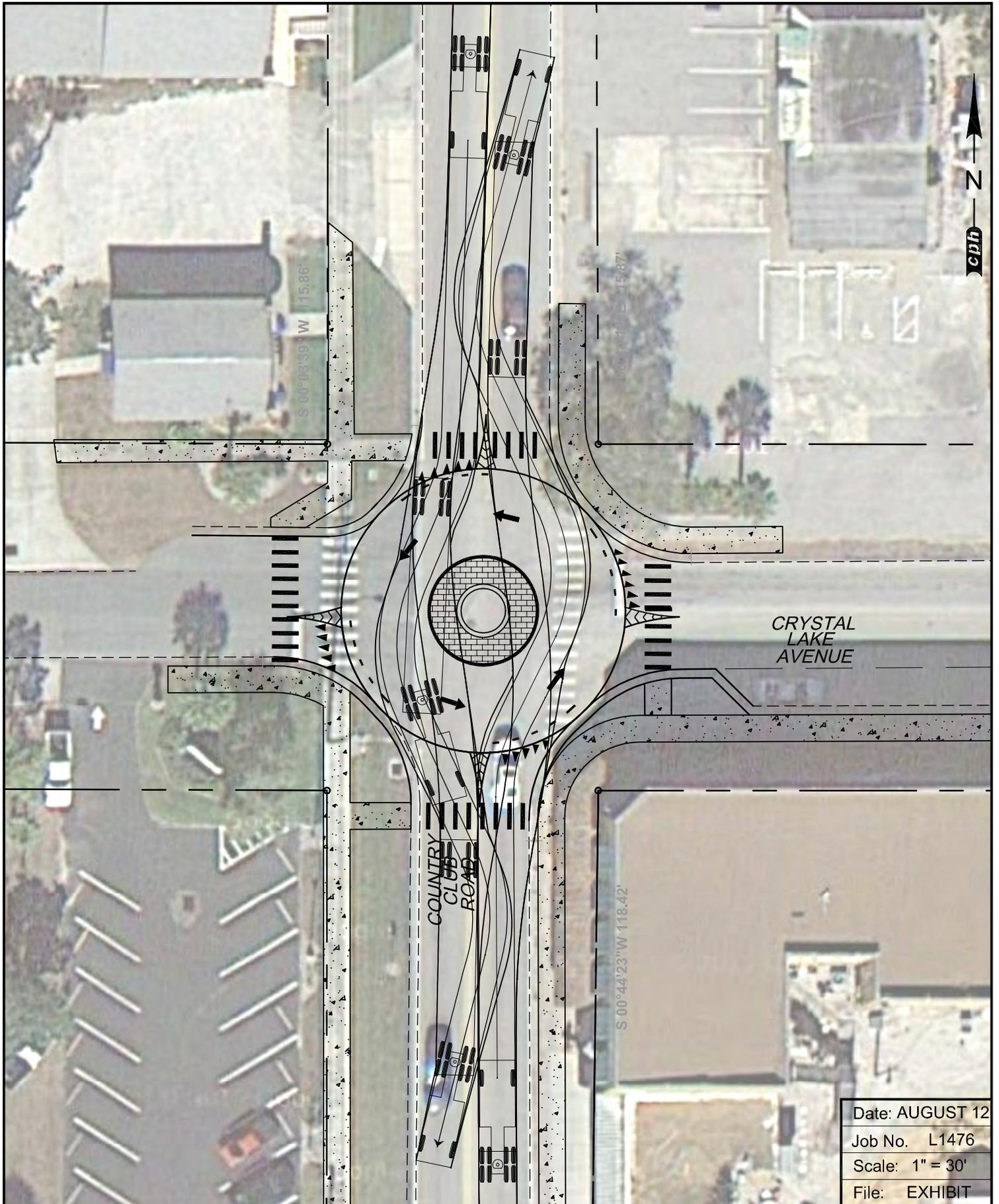


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Architects (Lic. No. AA2600926)
Surveyors (L.B. No. 7143)
Landscape Arch. (Lic. No. LC0000298)
Planners
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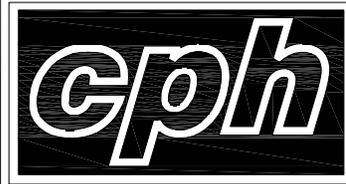
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**MEDIUM CIRCLE
 WB-67 TRUCK
 COUNTRY CLUB ROAD AND
 WILBUR AVENUE
 LAKE MARY / FLORIDA**

**EXHIBIT
 1-TRUCK**
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**MEDIUM CIRCLE
 WB-67 TRUCK**

**COUNTRY CLUB ROAD AND
 CRYSTAL LAKE AVENUE
 LAKE MARY / FLORIDA**

**EXHIBIT
 2-TRUCK**

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MEMORANDUM

DATE: February 7, 2013
TO: City Commission
VIA: Jackie Sova, City Manager
FROM: Gary Schindler, City Planner
SUBJECT: Proposed Downtown Parking Revisions

Staff has been observing the high parking demand in the Downtown and, as a result, has prepared a set of proposed revisions to our parking regulations. The proposed Code revisions are based upon similar codes in the City of Winter Garden. The intent of the proposed revisions is to facilitate development and to provide an adequate number of parking spaces to meet the demand.

Per Code, at the time of development and/or redevelopment, the developer is required to construct parking spaces within the right-of-way (ROW) adjacent to the subject property. The cost of constructing these spaces and stormwater facilities are the responsibility of the developer. Such parking spaces may be utilized to meet all or a part of the number of parking spaces required for a development.

The following are the revisions proposed by staff:

1. Parking spaces within the ROW cannot extend beyond the boundaries of the subject property proposed for development.
2. If the City constructs on-street parking, which is subsequently required by the adjacent property to meet parking requirement, the City may enter into an agreement with the property owner to allow the use of such parking spaces to permit the proposed development. The cost of utilizing such parking spaces shall be \$5,000 per space or a price deemed appropriate by the City Commission.

3. If the City constructs parking spaces within a City owned parking lot, a developer may enter into an agreement with the City to allow the use of such parking spaces to permit the proposed development or redevelopment. The cost of utilizing such parking spaces shall be \$5,000 per space or a price deemed appropriate by the City Commission. Such parking spaces shall be located within 200' of the subject property.
4. Except as authorized by the City Commission parking spaces located within the ROW and/or in a City owned parking lot may not be used exclusively by one property.
5. The same parking space may not be utilized to meet the parking requirements for more than one development.
6. The monies collected by the use of parking spaces within the right-of-way and/or within City parking lots shall be utilized for the purchase of land within the Downtown for parking and/or the construction of parking facilities.

DISPOSITION: Staff requests direction regarding incorporating the above provisions into Section 154.67, the Downtown Centre zoning district.