

PINE CASTLE DISTRICT

SAFE NEIGHBORHOOD
COMMUNITY MEETING



February 6, 2017

ORANGE COUNTY PLANNING DIVISION

COMMUNITY, ENVIRONMENTAL & DEVELOPMENT SERVICES DEPARTMENT

AGENDA



1. Purpose

2. Deliverables Review

- Infrastructure
- Comprehensive Plan
- Land Development Code

3. Upcoming Meeting Schedule

CONCLUDING REMARKS

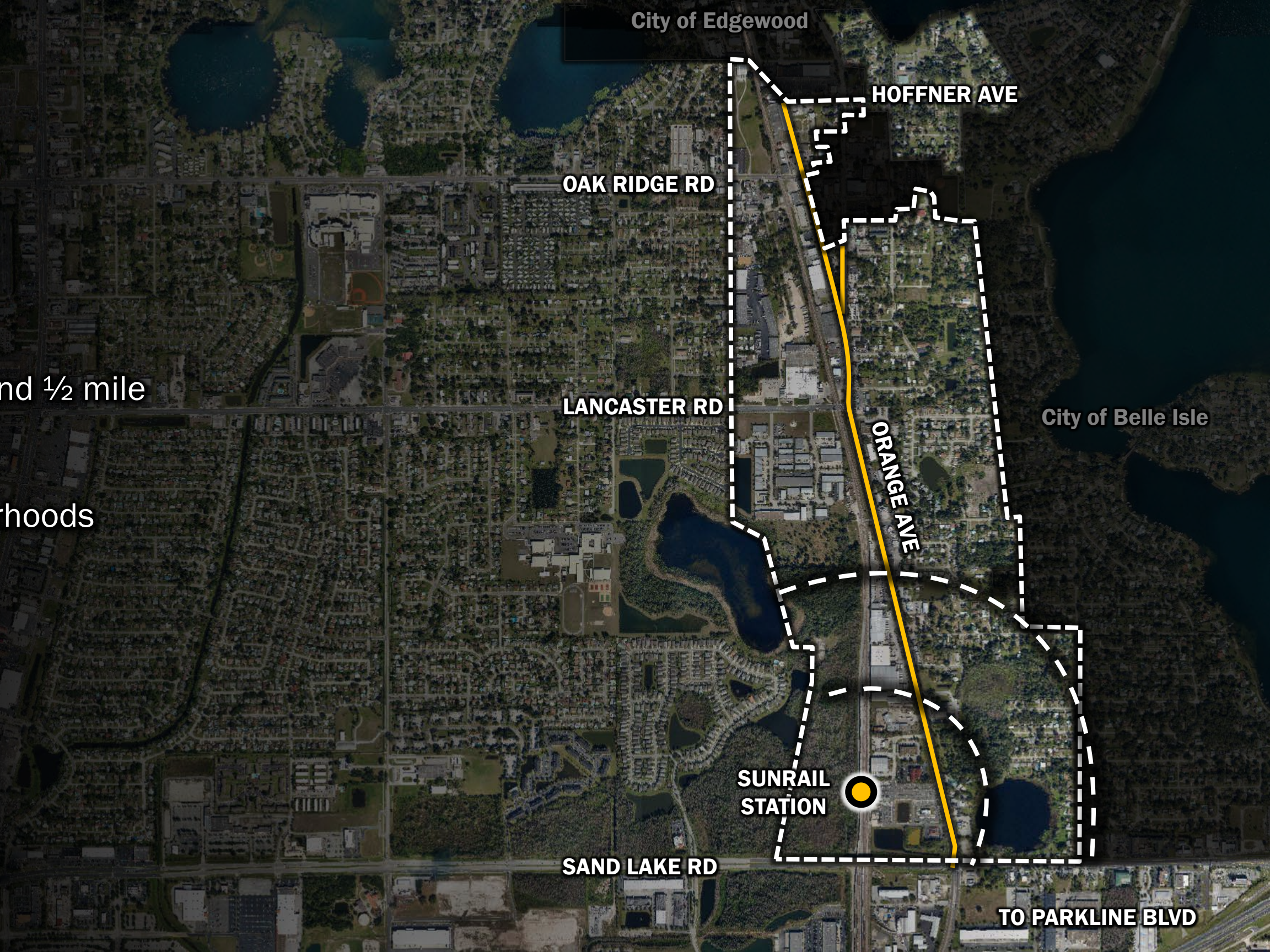


1. PURPOSE

Pine Castle

DISTRICT BOUNDARY

- Station Area ¼ and ½ mile
- Corridor
- Existing Neighborhoods
- ~ 525 acres



City of Edgewood

HOFFNER AVE

OAK RIDGE RD

LANCASTER RD

City of Belle Isle

ORANGE AVE

SUNRAIL
STATION

SAND LAKE RD

TO PARKLINE BLVD

Purpose

To ***implement*** Pine Castle's vision shaped through **previous efforts** focused on revitalizing the South Orange Avenue corridor and **SunRail station area**.

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To ***implement*** Pine Castle's vision shaped through **previous efforts** focused on revitalizing the South Orange Avenue corridor and **SunRail station area**.

Main deliverables include updates to Orange County's **Comprehensive Plan, Land Development Code**, and an **Infrastructure Plan** for the Pine Castle District.

Review Group Schedule

2016

Oct 8 **Review Group 9 - 11 am**

Nov 18 **Review Group 9 - 11 am**

Dec 16 **Review Group 9 - 11 am**

Pine Castle

SunRail

JULY 2016 RIDERSHIP

DeBary	8,560
Pine Castle	8,522
Winter Park	7,828
Church St	7,355
LYNX	7,281
Lake Mary	6,466
Sanford	5,380
Altamonte	4,627
Longwood	4,573
FL Hospital	4,022
Maitland	3,359
Orl Amtrak	2,247



Walk Score
33

SUNRAIL
STATION

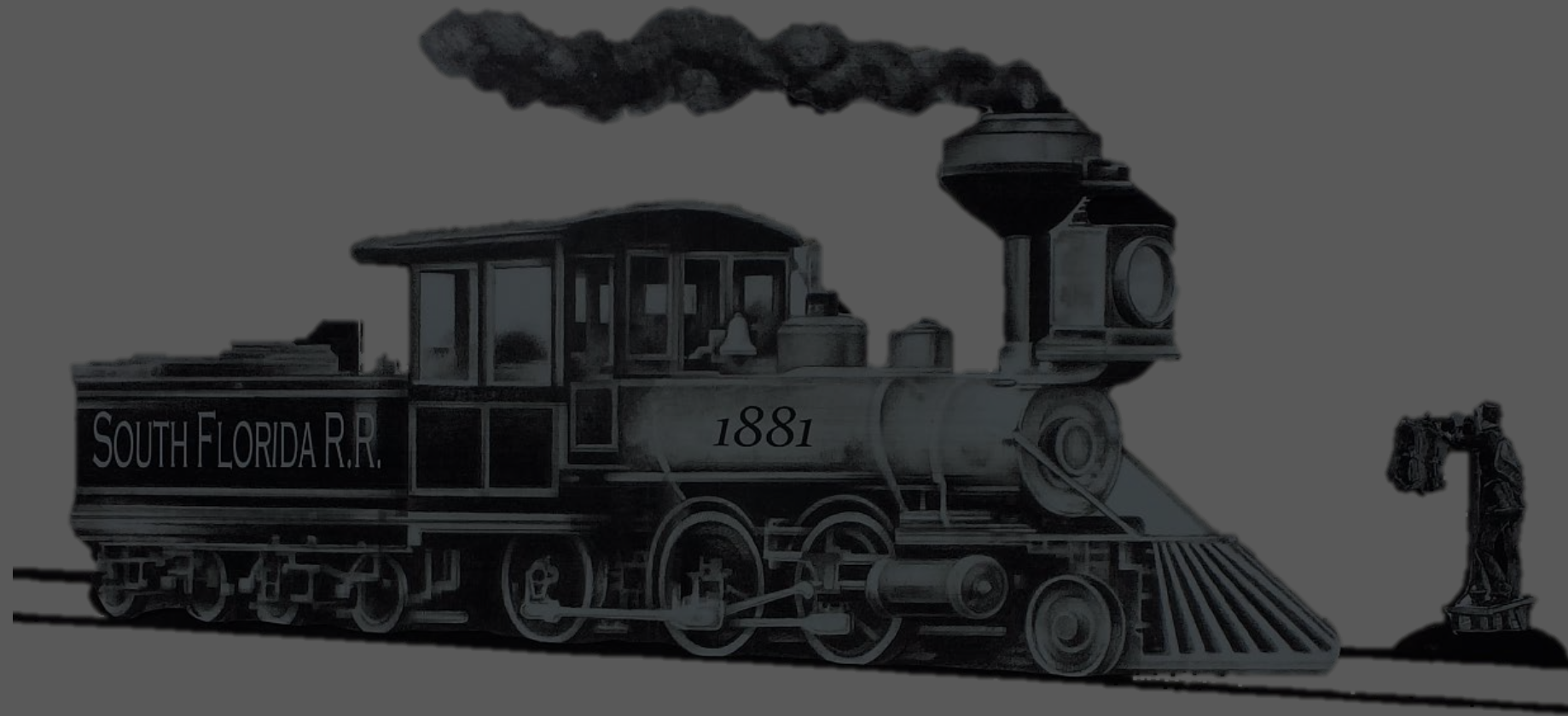
Pine Castle

GROWING INTO A DESTINATION

Walk Score

33

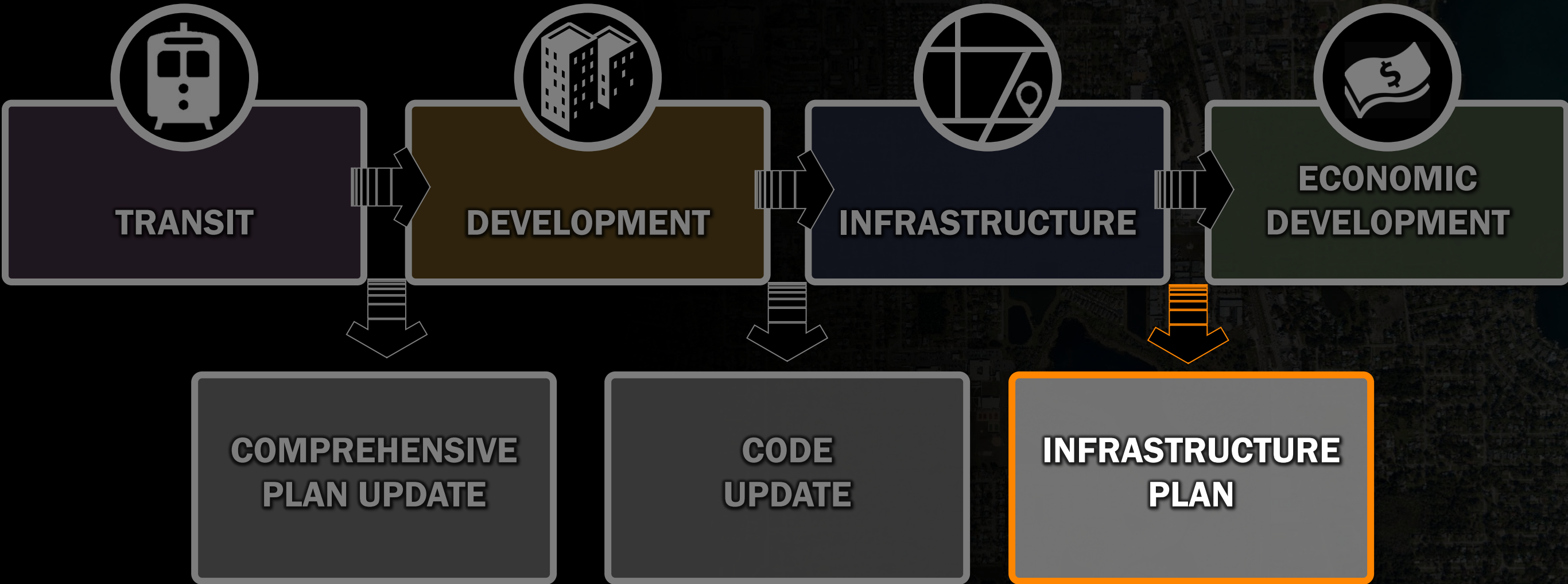




HISTORIC PINE CASTLE

2. DELIVERABLES REVIEW

IMPLEMENTATION



What We Heard

TRANSPORTATION

- Pedestrian Safety
- Freight operations



SAND LAKE RD

TO PARKLINE BLVD

Orange Ave. Corridor Study

2014

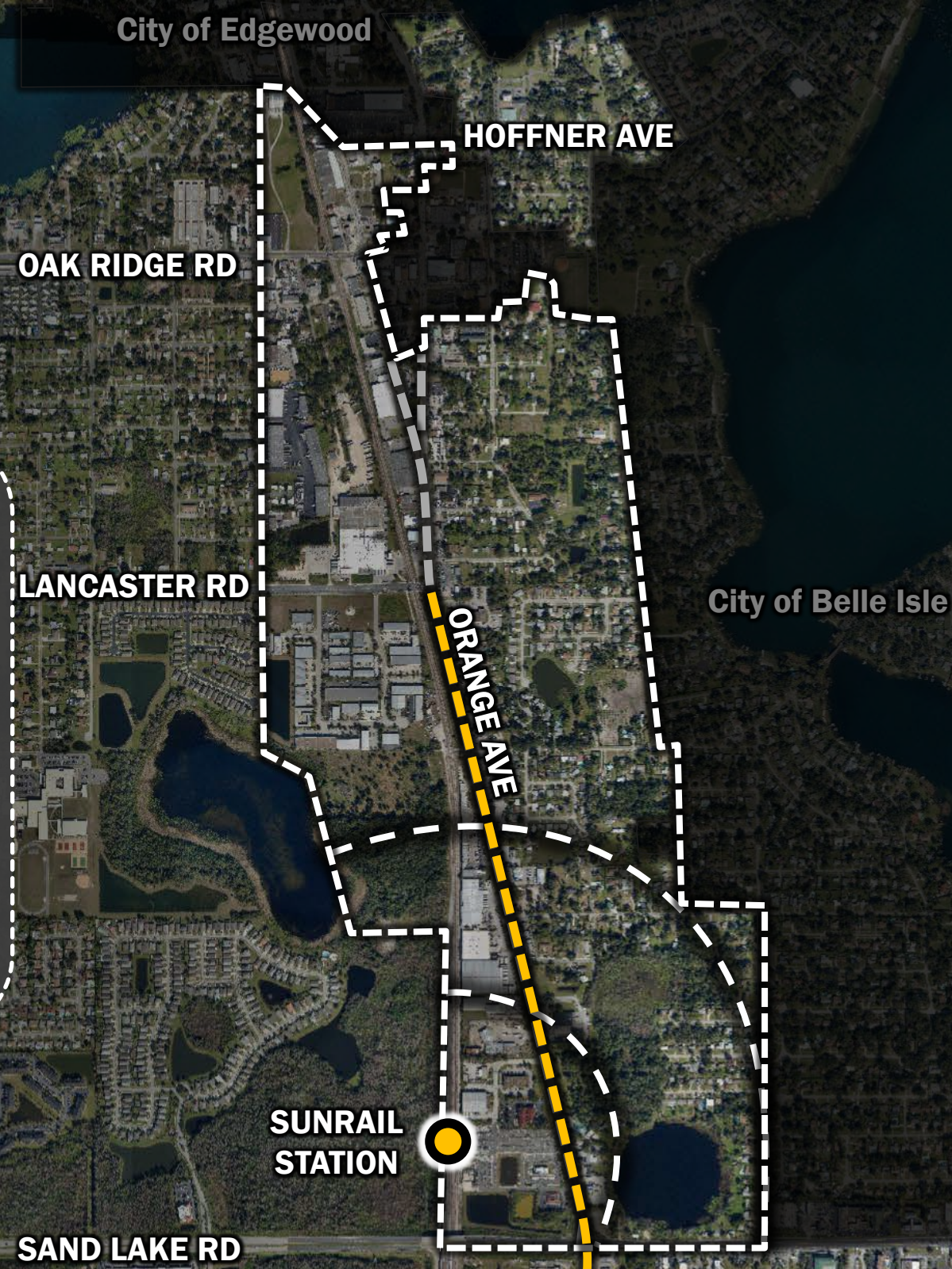


Design Phase Funding Requested
(Sand Lake Road to Hoffner Avenue)

Design
Engineering

= ~\$1.27 M*

*** Ranked #4**



* Federal funding requested through MetroPlan Orlando for design phase only

Orange Ave. Corridor Study

2014



CONSTRUCTION ESTIMATE (Lancaster Road to Parkline Boulevard)

Medians

Sidewalks

Traffic Signals

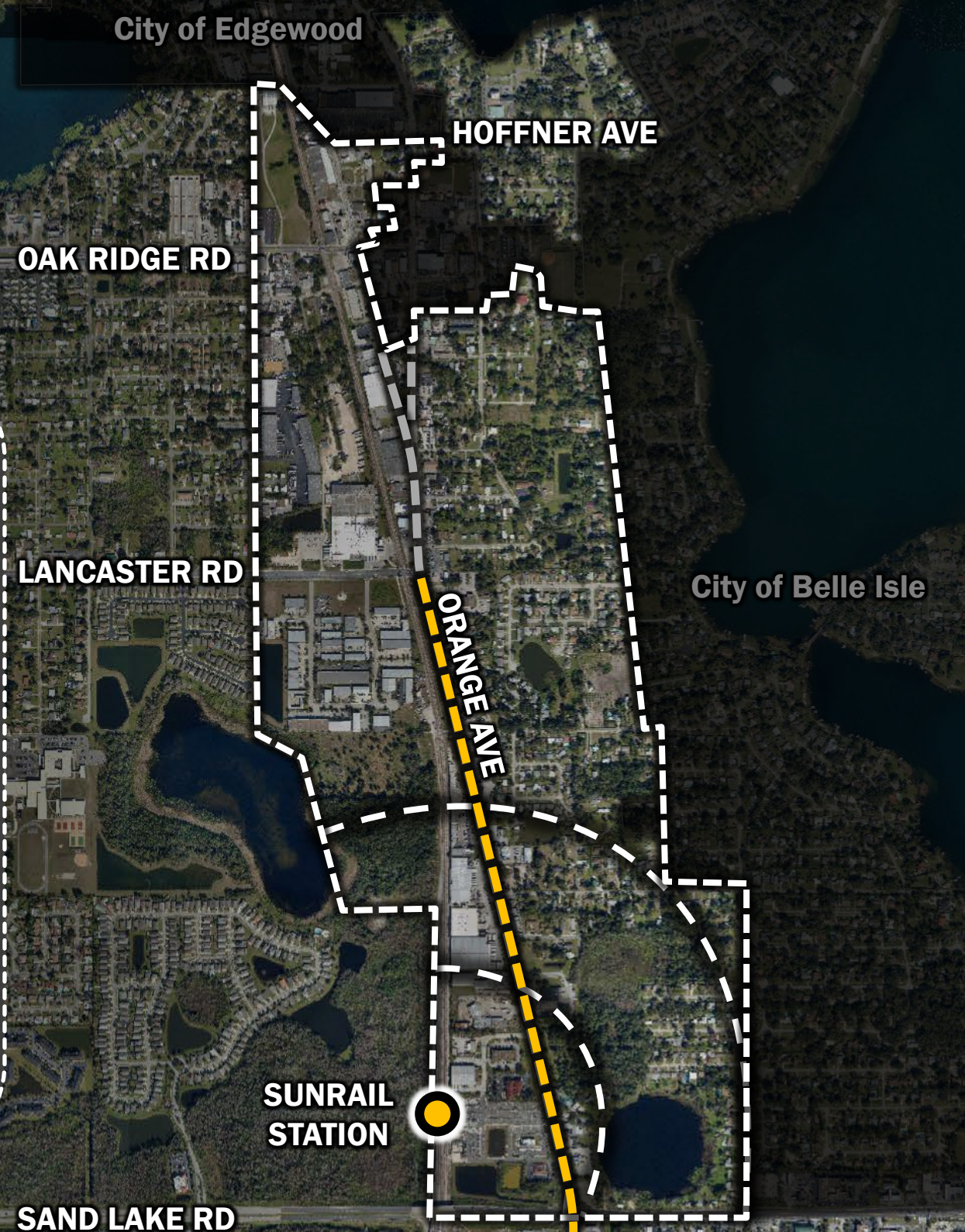
Curb & Gutter

Inlets, Pipes & Pond(s)

Landscaping Option

On-street Parking Option

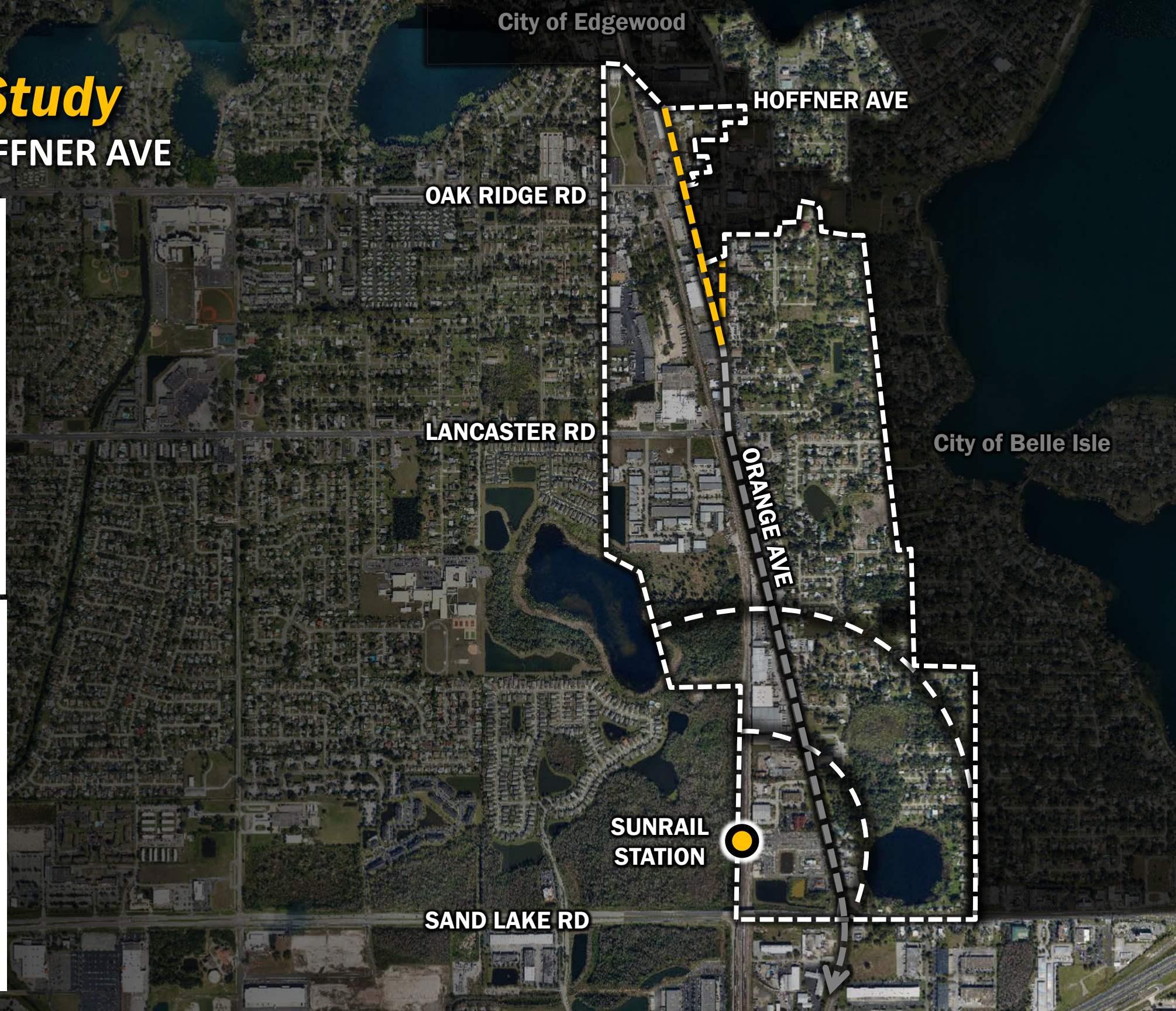
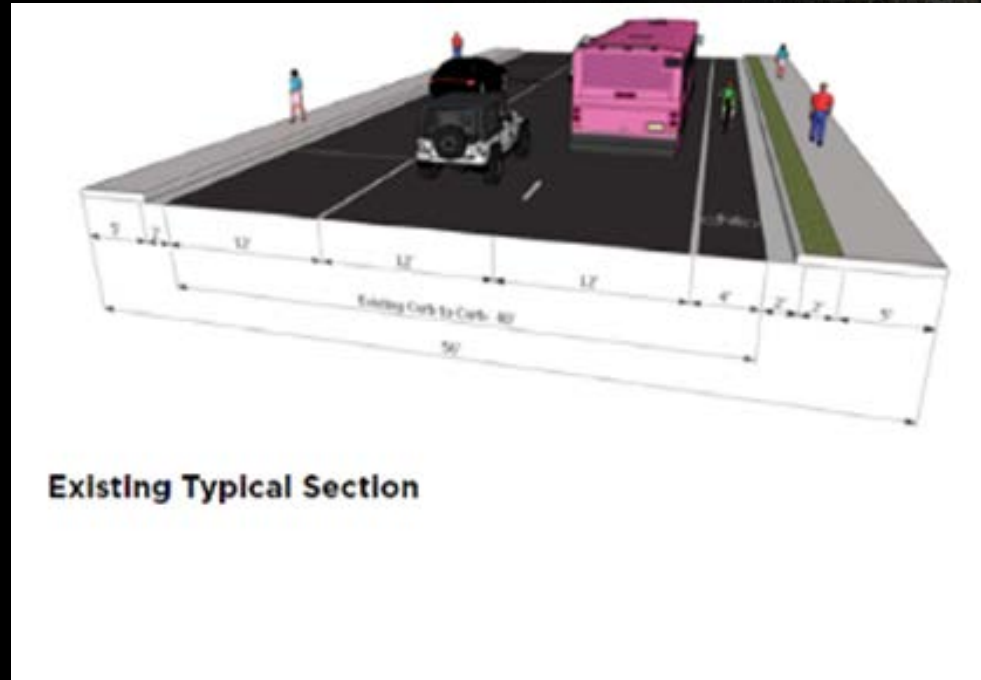
= ~\$10 M *



* Estimate does not include ROW acquisition for stormwater pond(s)

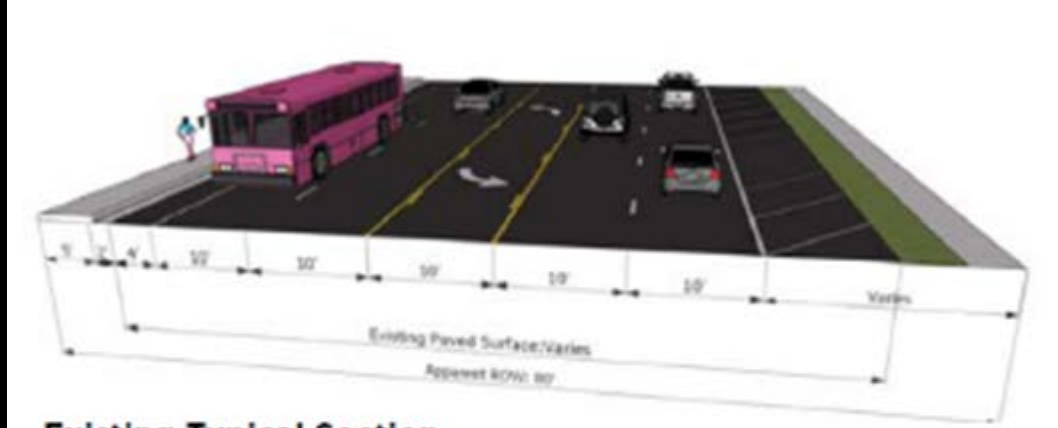
Orange Ave. Corridor Study

HANSEL FROM PRINCE ST – HOFFNER AVE



Orange Ave. Corridor Study

LANCASTER RD– PRINCE ST



Existing Typical Section

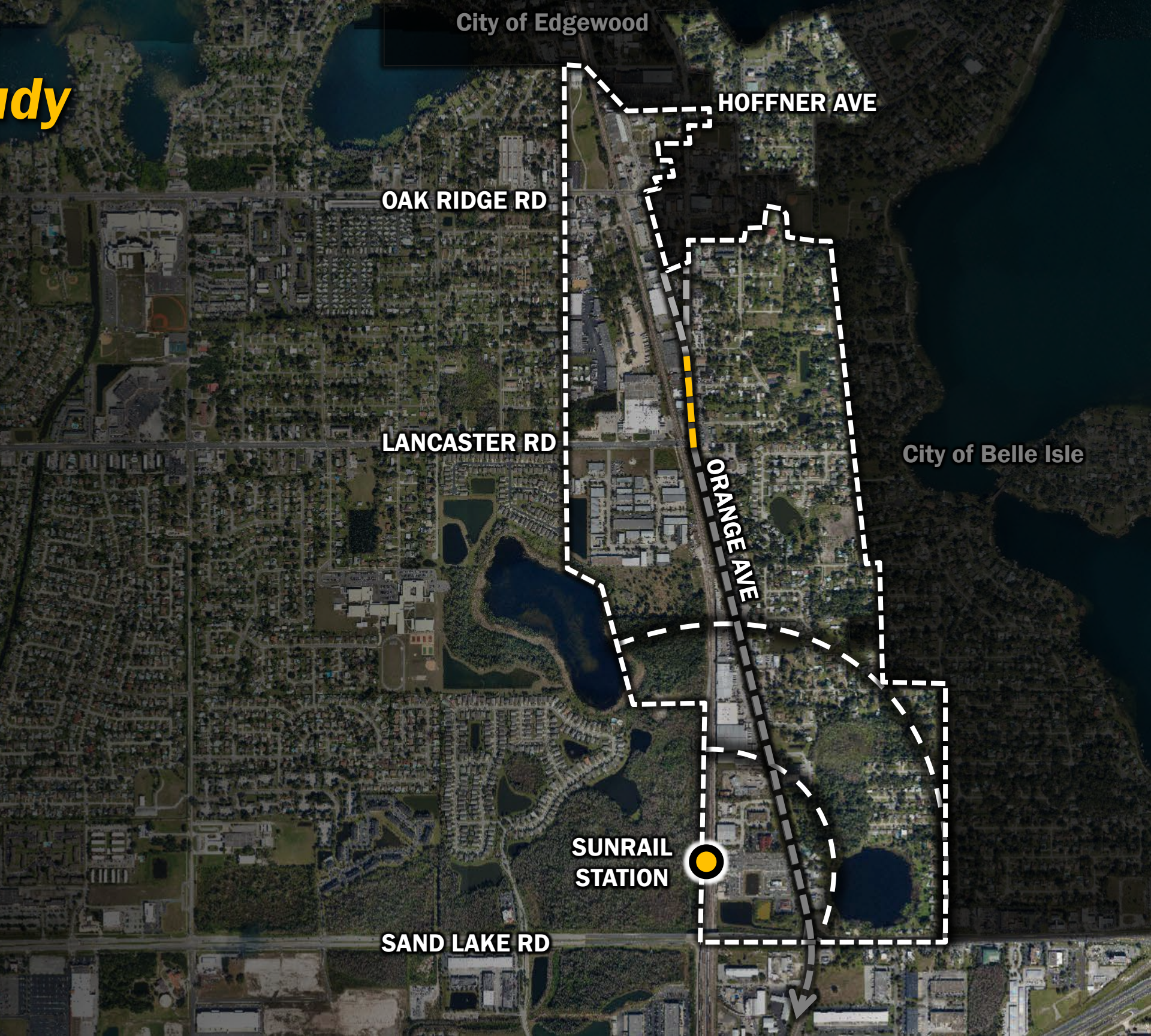


Four Lane Divided

- Add raised traffic separator from Lancaster Road to approximately 150 feet north of intersection
- Add bicycle lanes

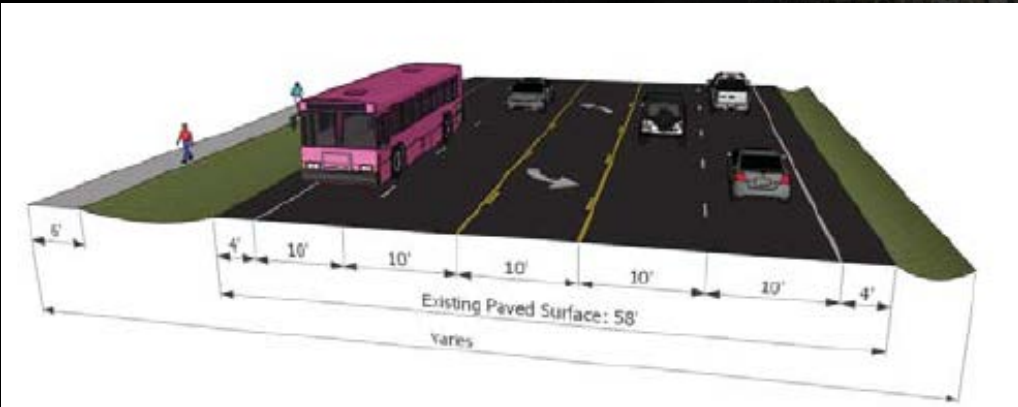
- Add curb and gutter to portions missing from east side of roadway

Typical section subject to change pending further project development.

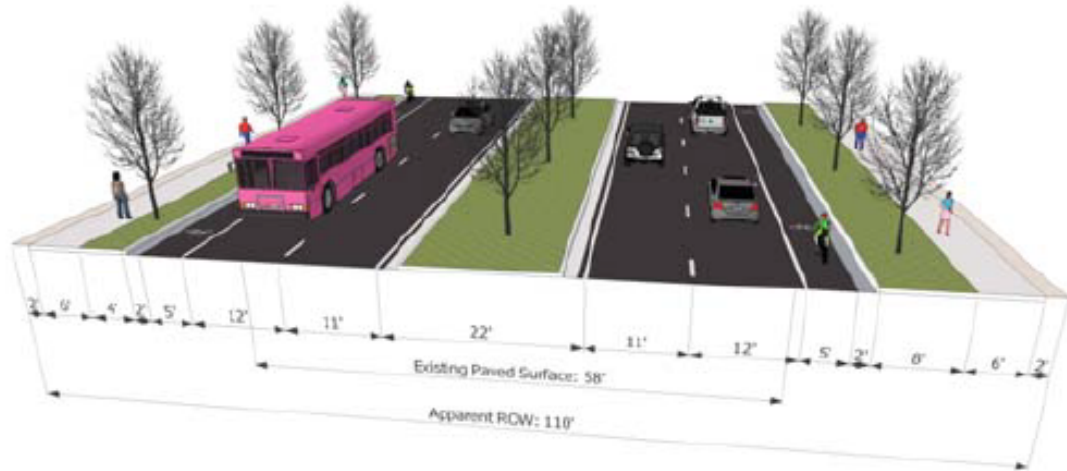


Orange Ave. Corridor Study

ROYAL PALM AVE – LANCASTER RD



Existing Typical Section
Open Drainage and Five-Lane Section



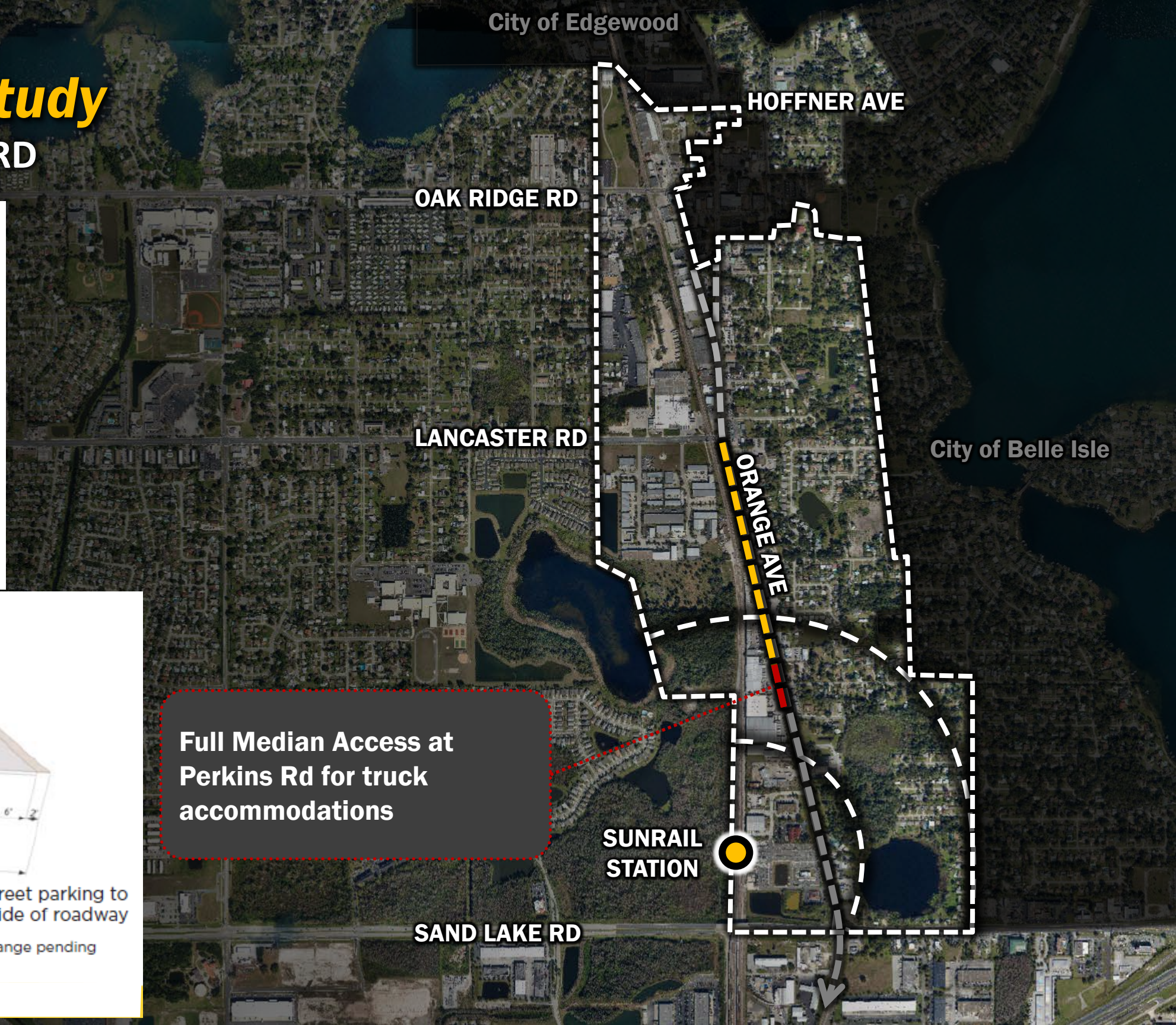
Four Lane Divided with Curb and Wider Median

- Add 22-foot raised median, providing better U-turn capabilities for trucks
- Add bicycle lanes
- Add sidewalk on east side

- Allows for future on-street parking to be added to the east side of roadway

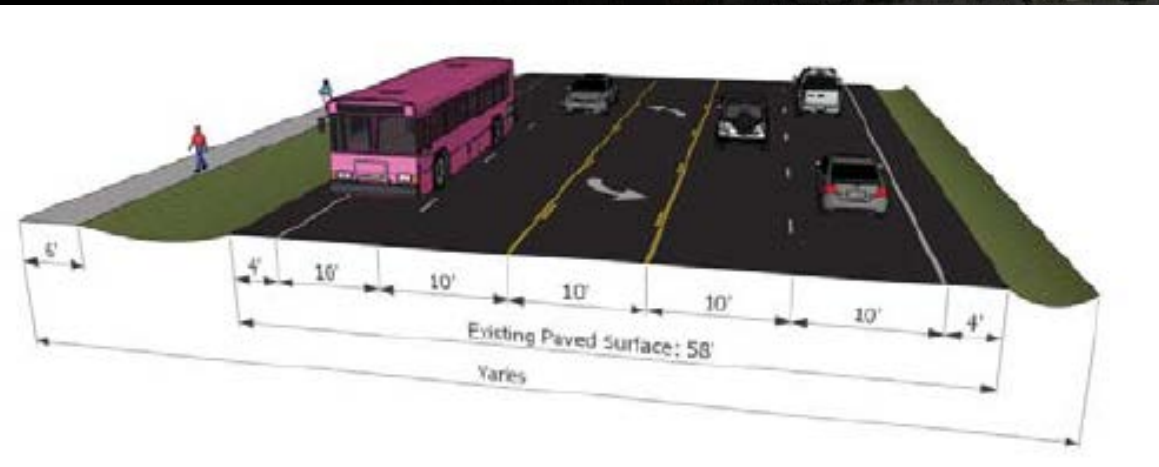
Typical section subject to change pending further project development.

Full Median Access at Perkins Rd for truck accommodations

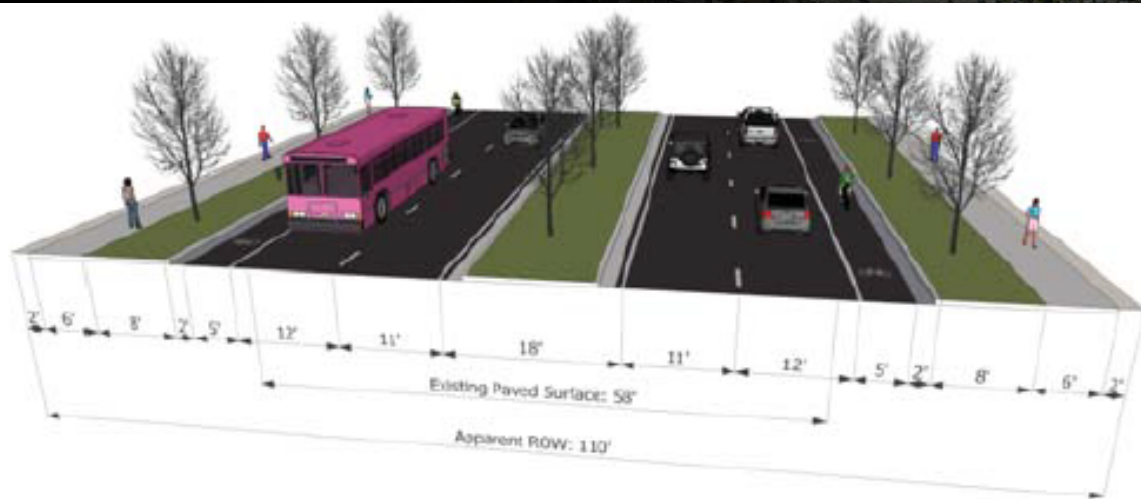


Orange Ave. Corridor Study

OFFICE COURT - ROYAL PALM AVE

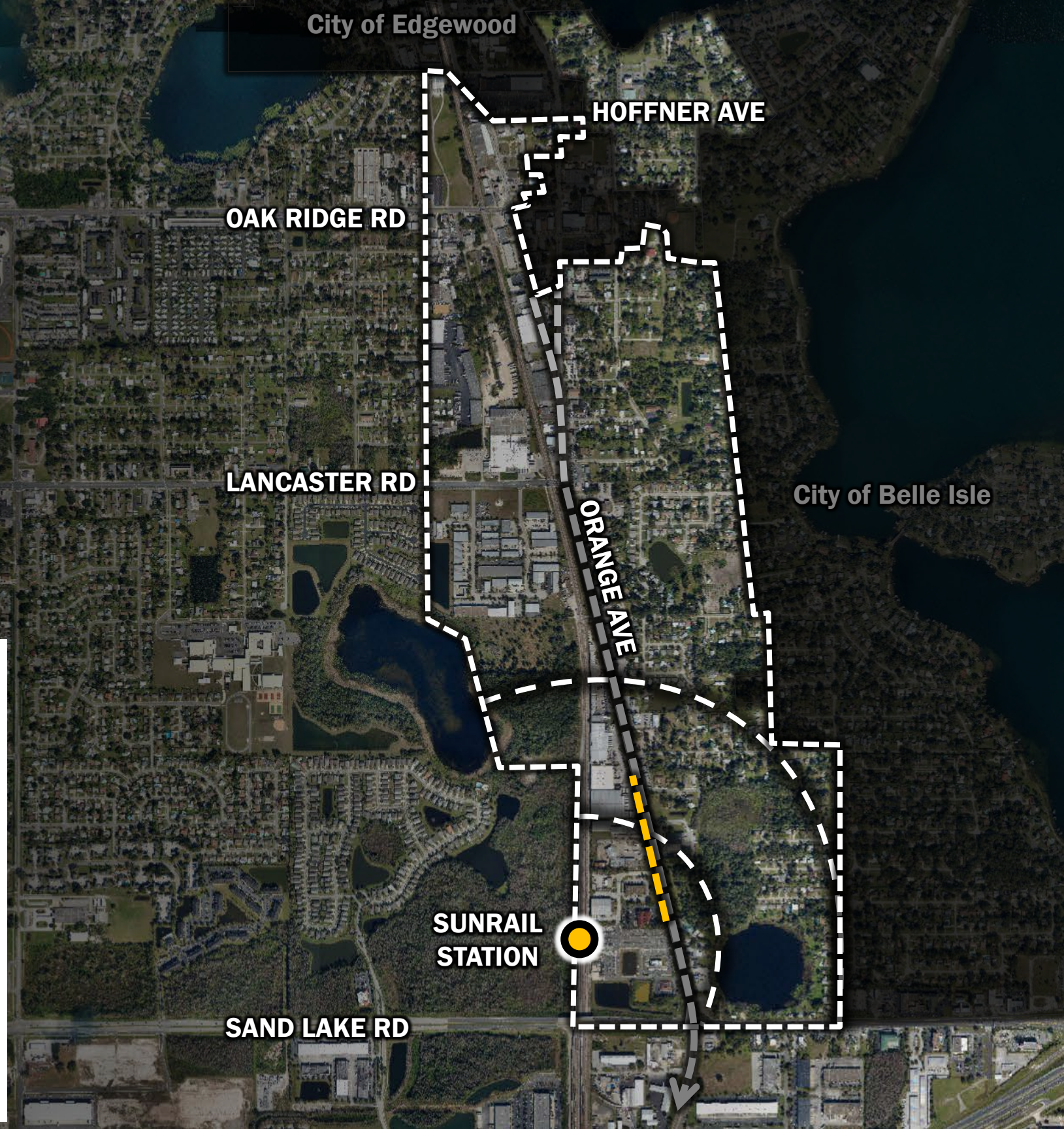


Existing Typical Section
Open Drainage and Five-Lane Section



- Four Lane Divided with Curb and Provision for On-Street Parking**
- Add 18-foot raised median
 - Add bicycle lanes
 - Add sidewalk on east side

- Allows for future on-street parking to be added to both sides of roadway
- Typical section subject to change pending further project development.



Orange Ave. Corridor Study

INTERSECTION OF ORANGE AVE & SAND LAKE RD

City of Edgewood

HOFFNER AVE

OAK RIDGE RD



SUNRAIL STATION

SAND LAKE RD

Orange Ave. Corridor Study

OFFICE COURT - ROYAL PALM AVE

C Orange Avenue/Sand Lake Road Pedestrian Mobility Improvements

- Eliminate channelized right turn lanes and bring right turn movements under signal control
 - Shortens pedestrian crossing times across every leg of intersection
 - Improve pedestrian safety by eliminating conflicts created by existing right turn channelization



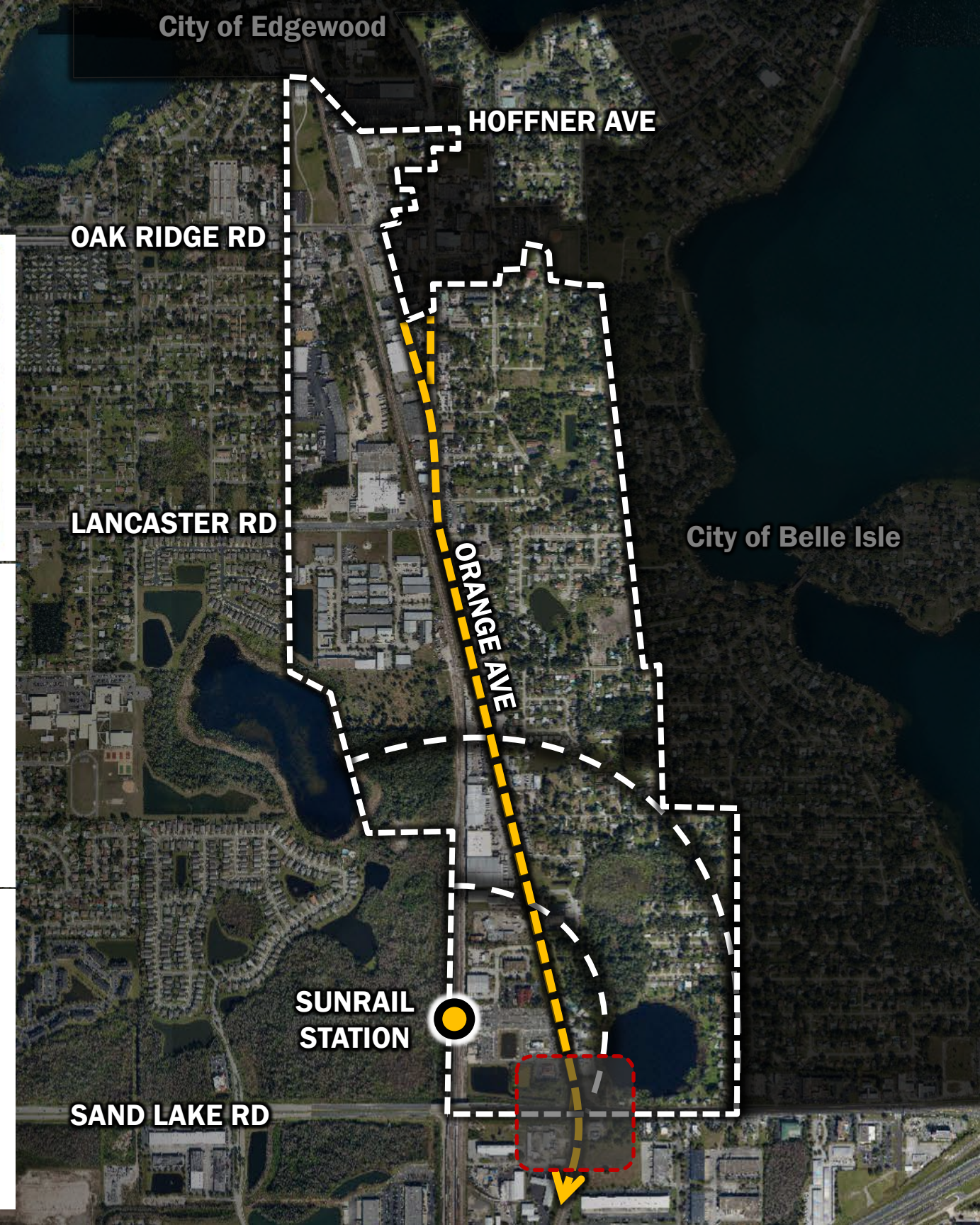
Corridor-Wide Access Management Improvements

- Provides reduction in vehicular conflicts corridor-wide
- Assumes signalized intersections at Office Court and Nela Avenue
- Full median access at Perkins Road for truck accommodations
- Provides opportunities for landscaping enhancements in the median
- At the Sunrail Station, a directional median opening is provided between Sand Lake Road and Office Court.



Corridor-Wide Multimodal Improvements

- New bike lanes on both sides of Orange Avenue
- Improve sidewalk on west side of roadway
- Add sidewalk on east side of roadway
- Add crosswalks across Orange Avenue at Office Court to improve pedestrian connectivity and access to SunRail Station in conjunction with future signal





C Widen Median

- Improve channelization compared to existing configuration
- Potential addition of landscaping

D Potential Pedestrian Crossing

- Further evaluate one potential pedestrian crossing between Prince Street and Pierce Avenue (crossing shown at Prince St. for illustrative purposes only). Further study would identify specific location, corresponding signing/markings, and other applicable crossing treatments.



E Sidewalk Enhancements along Orange Avenue

- Replace sidewalks in poor condition

F Sidewalk Enhancements along Local Streets

- Add sidewalks to both sides of the street
- Improvements to non-state facilities will be the responsibility of Orange County

G Sidewalk Enhancements along Local Streets

- Fill in gaps in existing sidewalks
- Improvements to non-state facilities will be the responsibility of Orange County

H Add Bulb-Outs

- Reduce pedestrian crossing distance
- Better define on-street parking
- Reduce opportunities for tractor trailer truck parking

I Orange Avenue/Oak Ridge Road Intersection Improvements

- Adjustments to markings on eastbound approach to improve vehicle alignment (Implemented by FDOT in January 2014)
- Reduce curb radius in the southeast corner

J Extension of Northbound Right Turn Lane

- Extends vehicle storage for high volume right turn movements
- Will help prevent right turning vehicles from blocking through lanes

K Green Lanes for Bicycles

- Improves awareness of bicycle/vehicle conflict points
- Use of this treatment is contingent upon outcome of FDOT green lanes pilot study



What We Heard

ENVIRONMENTAL

- Stormwater & lake water quality
- Wetlands west of station
- Brownfields Cleanup

29.5 acres

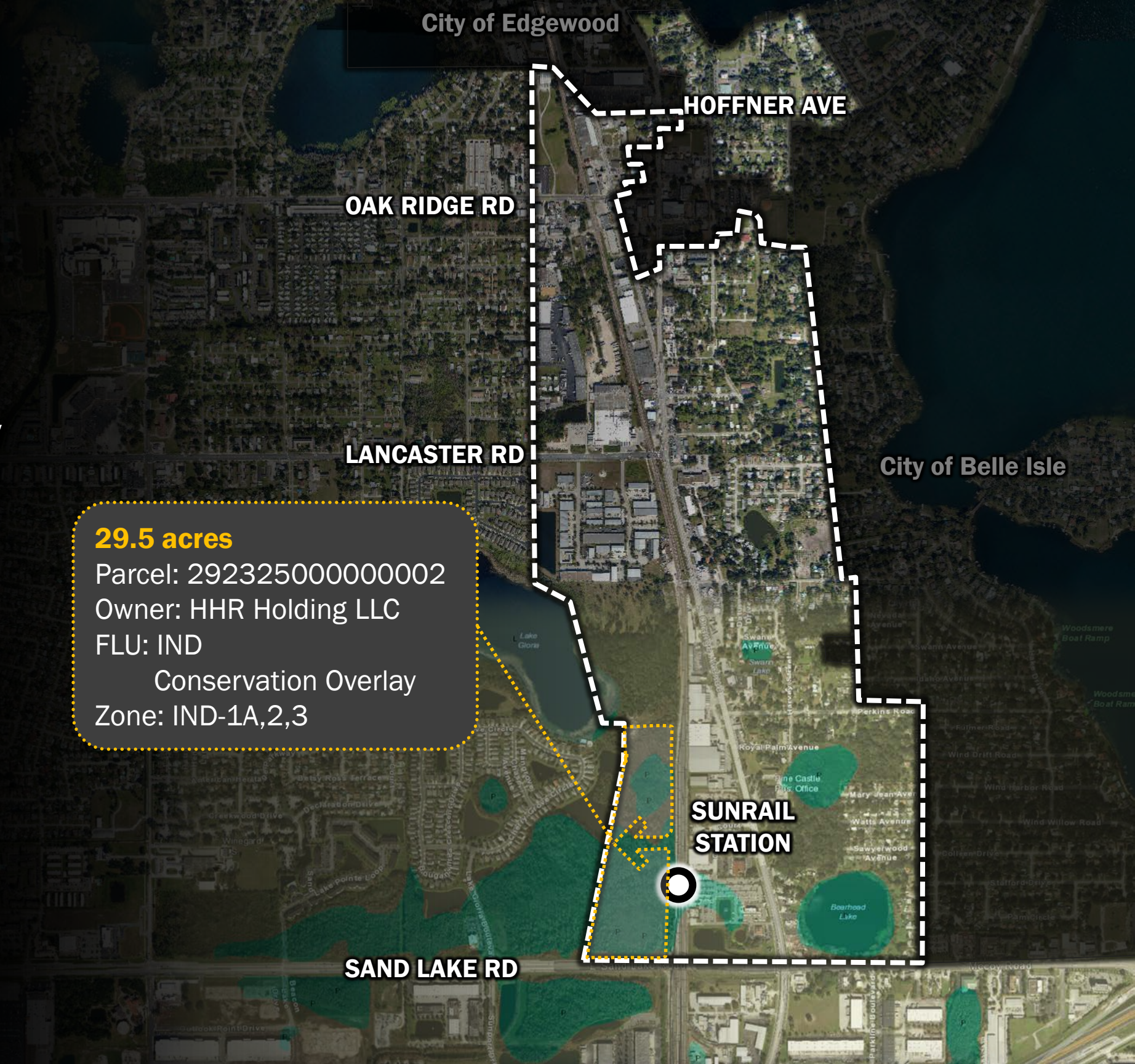
Parcel: 292325000000002

Owner: HHR Holding LLC

FLU: IND

Conservation Overlay

Zone: IND-1A,2,3



Stormwater

POTENTIAL SITES (Previous Studies)

PRELIMINARY COST ESTIMATE

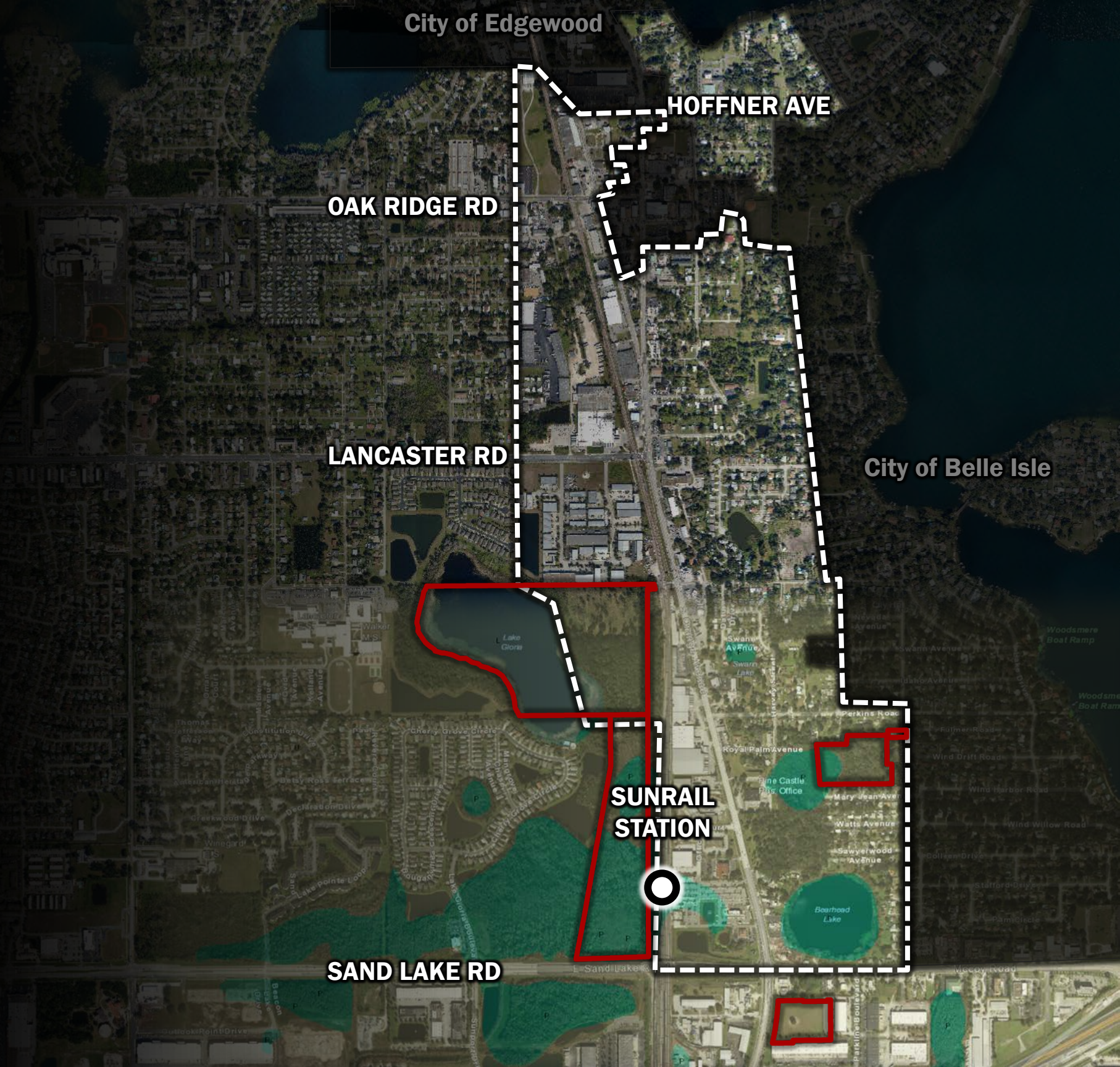
Required Retention (acres)

Corridor..... .3

Station Area 3

Total 6

= ~\$4 M



Green Infrastructure

MASTER PLAN

SCOPE OF SERVICES

Time ~ 6-8 months

Stormwater Parks

Improved Water Quality

Landscaping

Low Impact Development (LID)

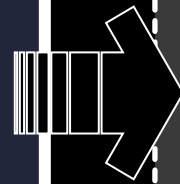
Financing Structure

= ~\$100K





INFRASTRUCTURE PLAN



Green Infrastructure

Master Plan ~\$100K

Stormwater Parks ~\$ 4M

Orange Ave Corridor Streetscape.... ~\$10M

= ~\$14.1 M

What We Heard

ENVIRONMENTAL

- Transportation
 - Pedestrian Safety
 - Reduce truck traffic
 - Impact on businesses
- Environmental
 - Brownfields

BROWNFIELD DESIGNATION

County Resolution Required

1. Agree to redevelop site
2. Job creation
3. Consistent with Comp Plan and Code
4. Public notice and comment
5. Financial assurance

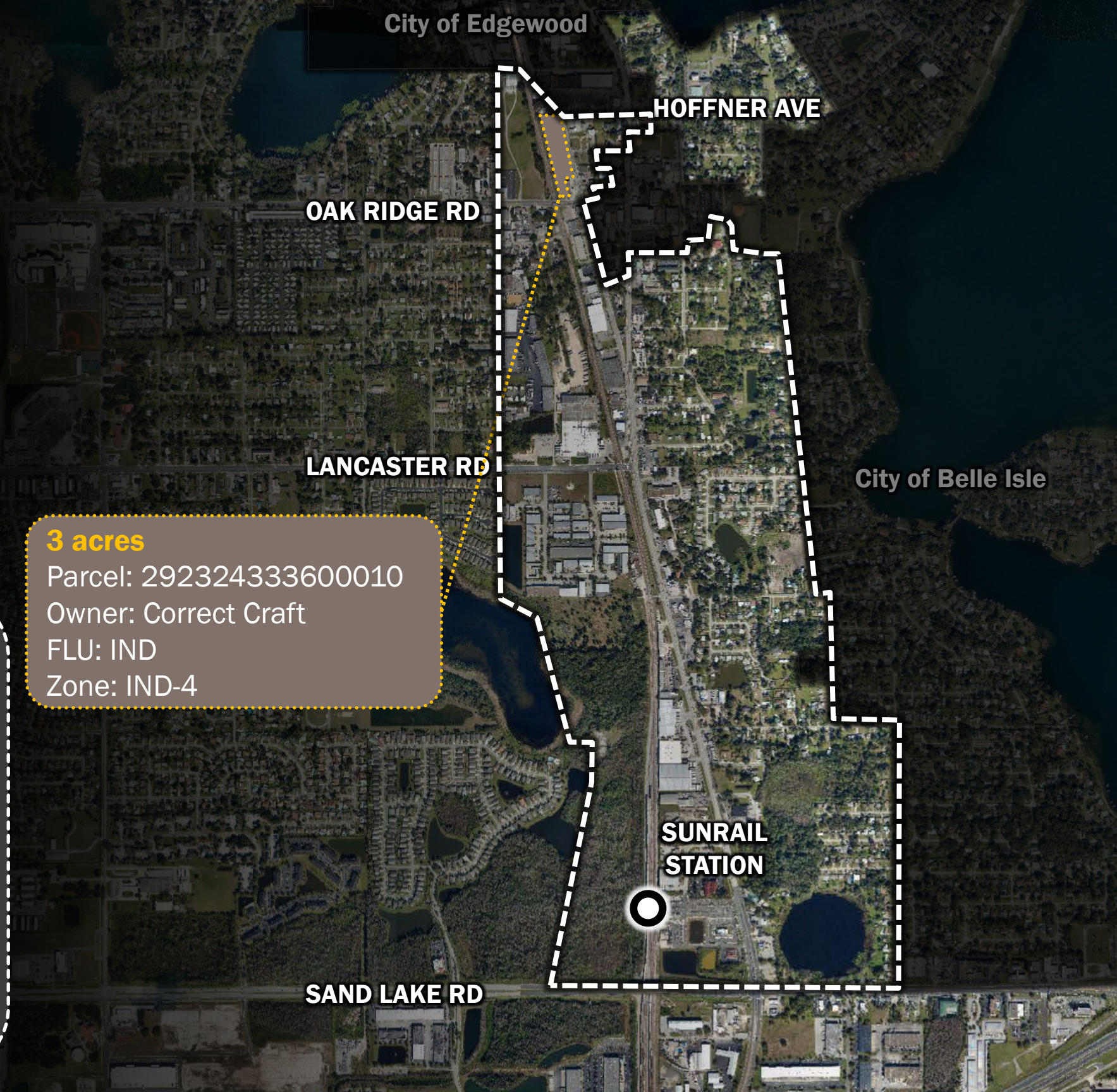
3 acres

Parcel: 292324333600010

Owner: Correct Craft

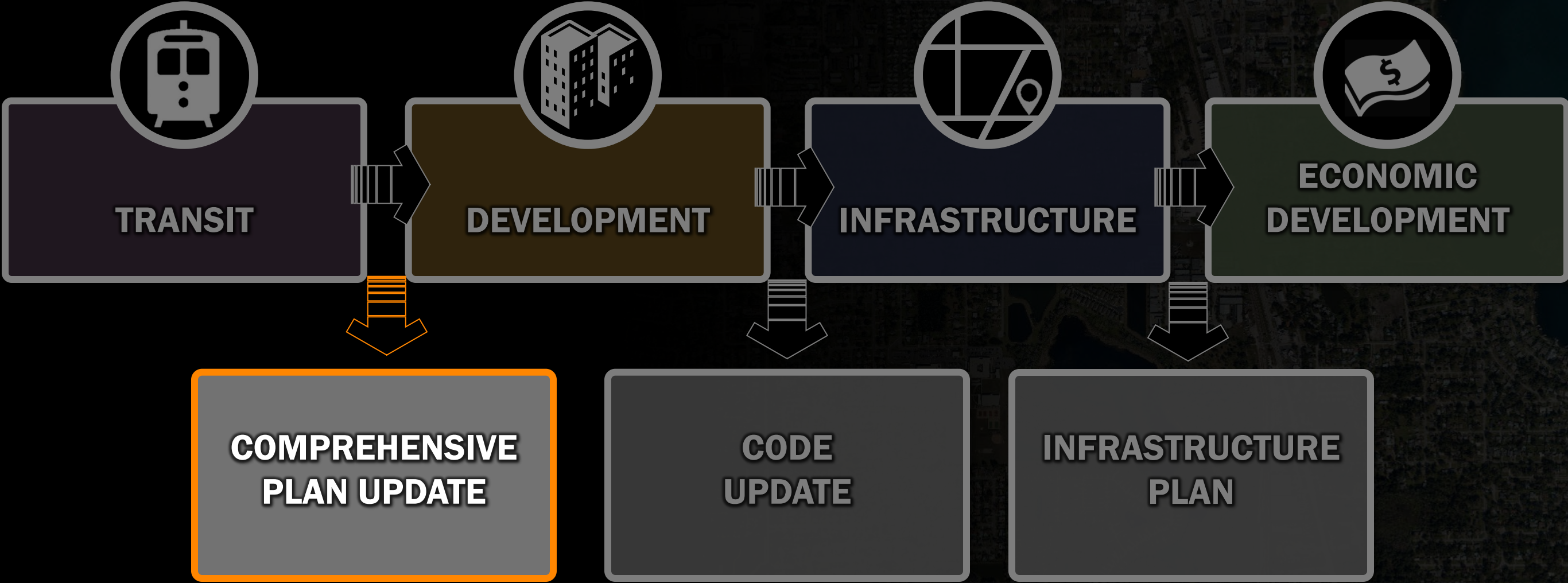
FLU: IND

Zone: IND-4



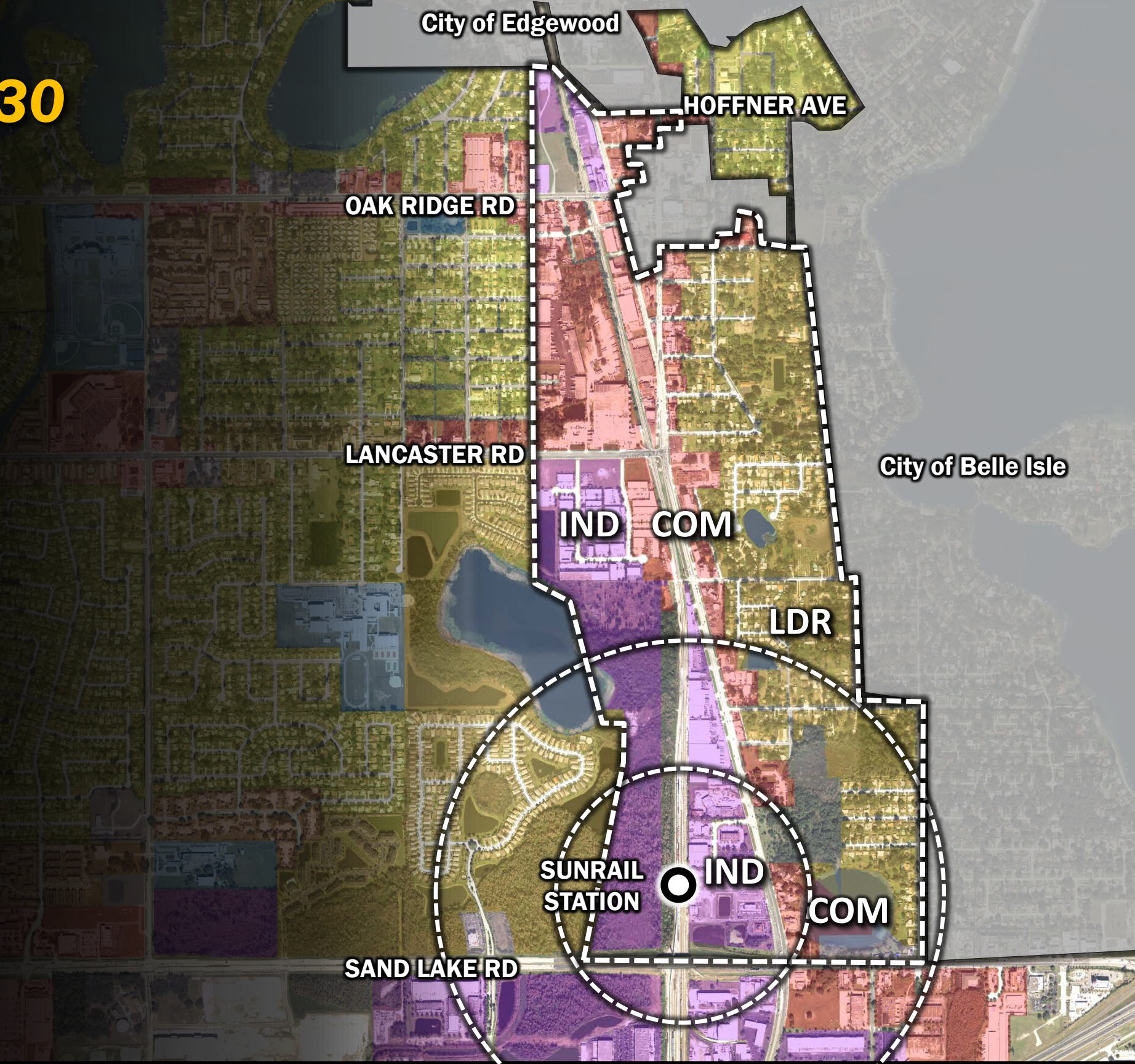
Implementation

DELIVERABLES



Future Land Use Map - 2030

EXISTING



City of Edgewood

HOFFNER AVE

OAK RIDGE RD

LANCASTER RD

IND COM

LDR

City of Belle Isle

SUNRAIL
STATION

IND

COM

SAND LAKE RD

Future Land Use Map - Update

PROPOSED DISTRICT OVERLAY

- Preserve neighborhoods
- Provide diverse housing options
- Preserve natural resources
- Incentivize mixed-use development along major corridors
- Provide a clear vision and intent for the community

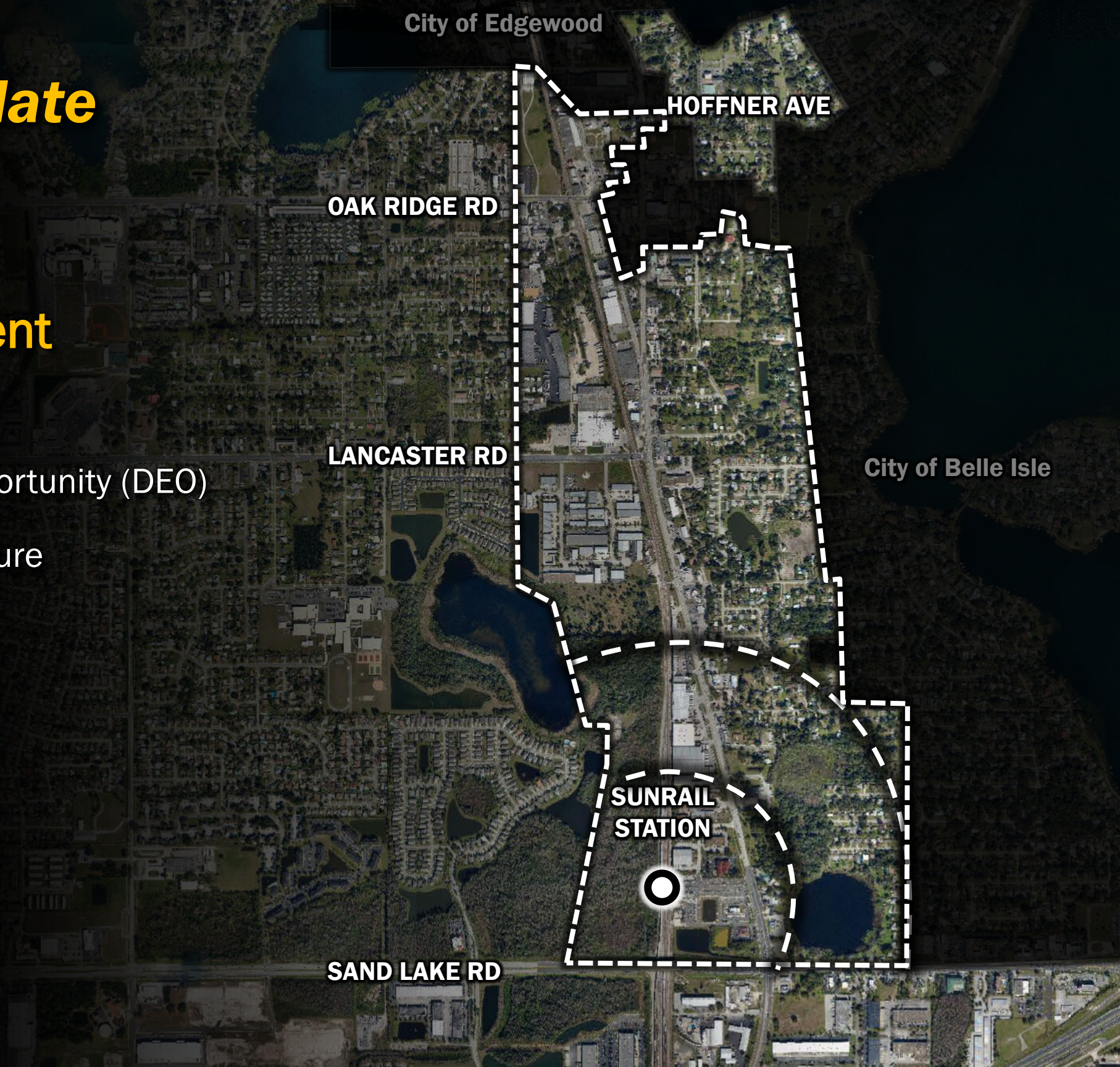


Future Land Use Map - Update

PROPOSED DISTRICT OVERLAY

Urban Infill and Redevelopment Area Designation

- State of Florida's Dept. of Economic Opportunity (DEO)
- Additional funding options for Infrastructure
- Development Incentives
- Revitalization promoted and encouraged

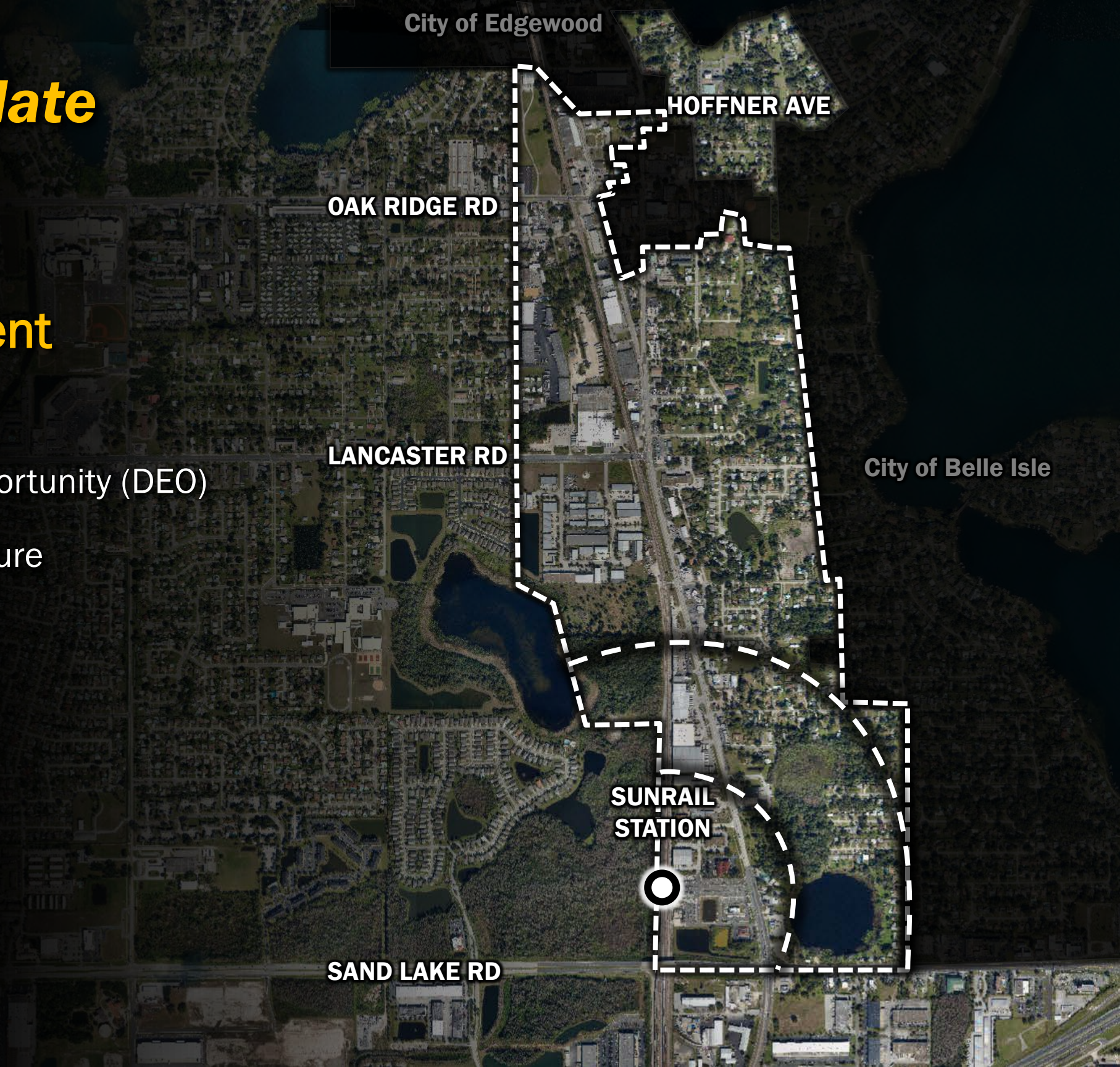


Future Land Use Map - Update

PROPOSED DISTRICT OVERLAY

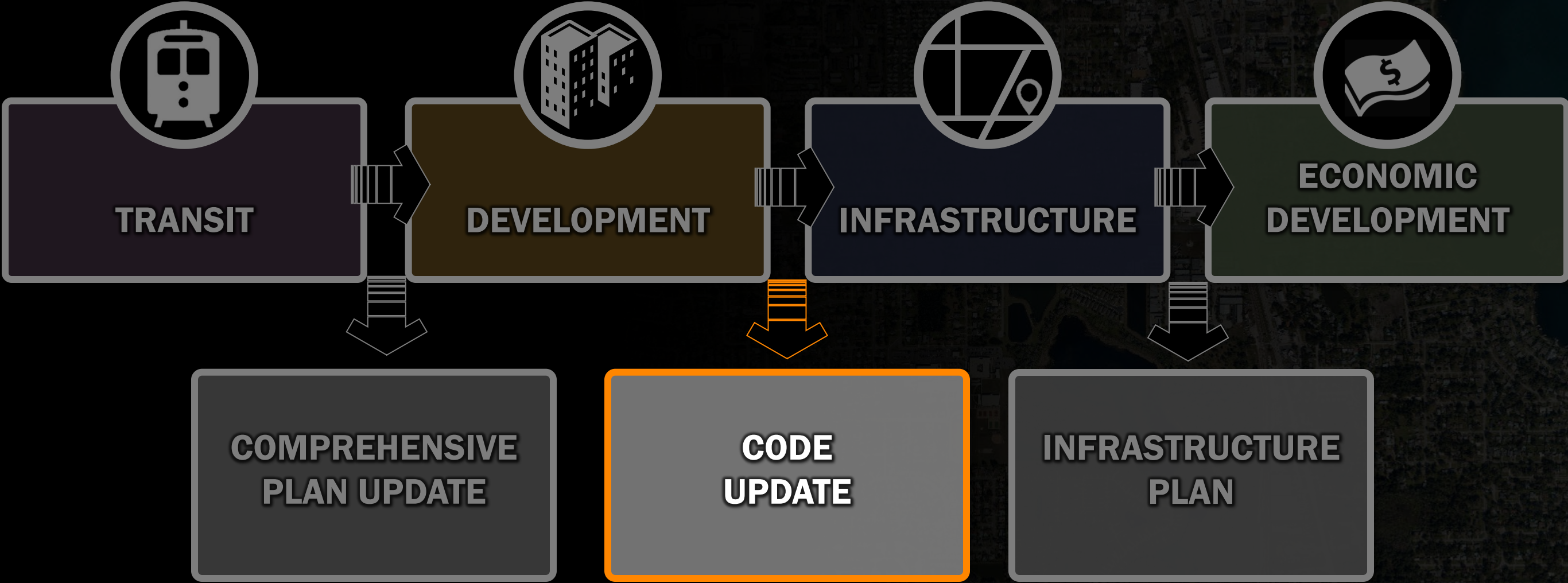
Urban Infill and Redevelopment Area Designation

- State of Florida's Dept. of Economic Opportunity (DEO)
- Additional funding options for Infrastructure
- Development Incentives
- Revitalization promoted and encouraged



Implementation

DELIVERABLES



Previous Efforts

2009

2009
SunRail Corridor
Purchase and Stations
Selection (FDOT)

2010

2011

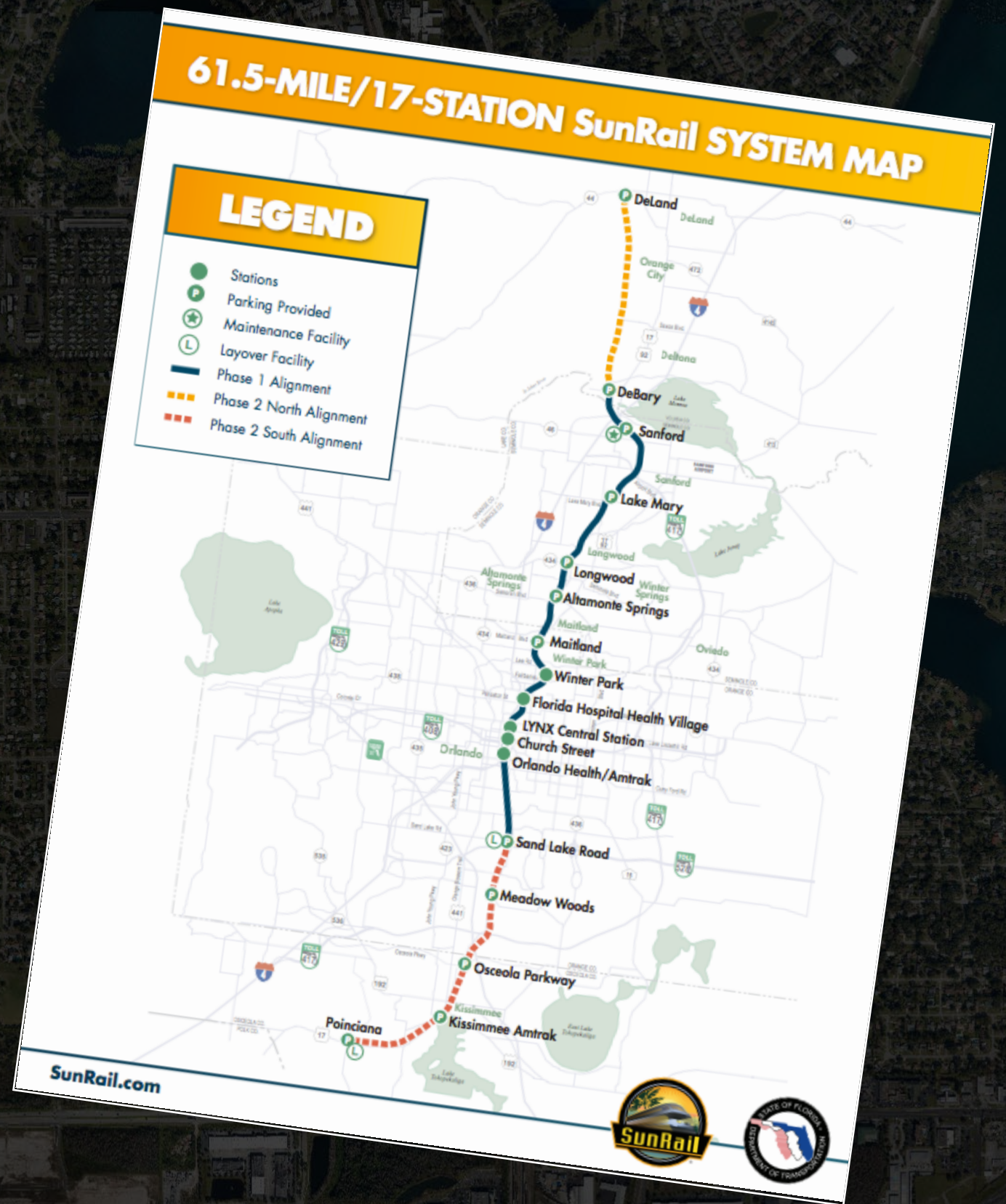
2012

2013

2014

2015

2016



Previous Efforts

2009

2010

2010-2011
SLR Station Area Plan

2011

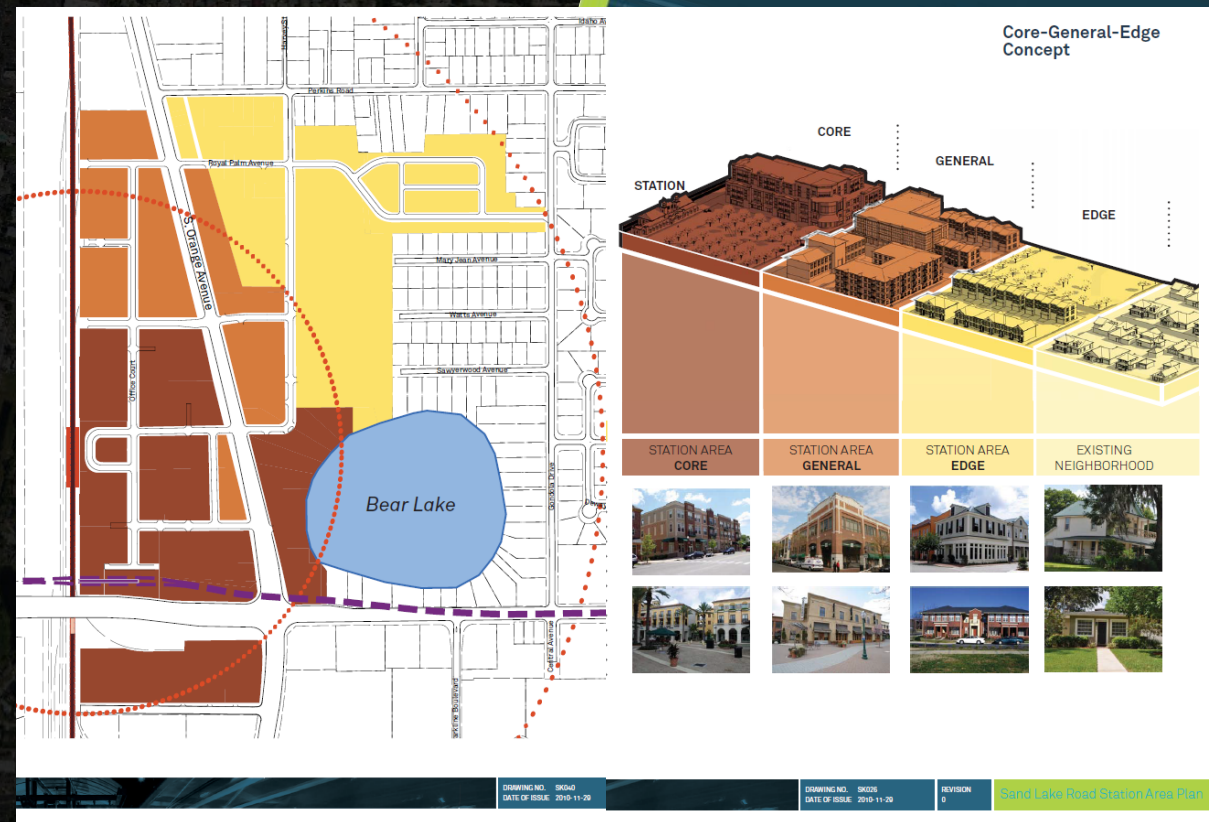
2012

2013

2014

2015

2016



Sand Lake Road Station Area Plan
PANEL EXHIBITS

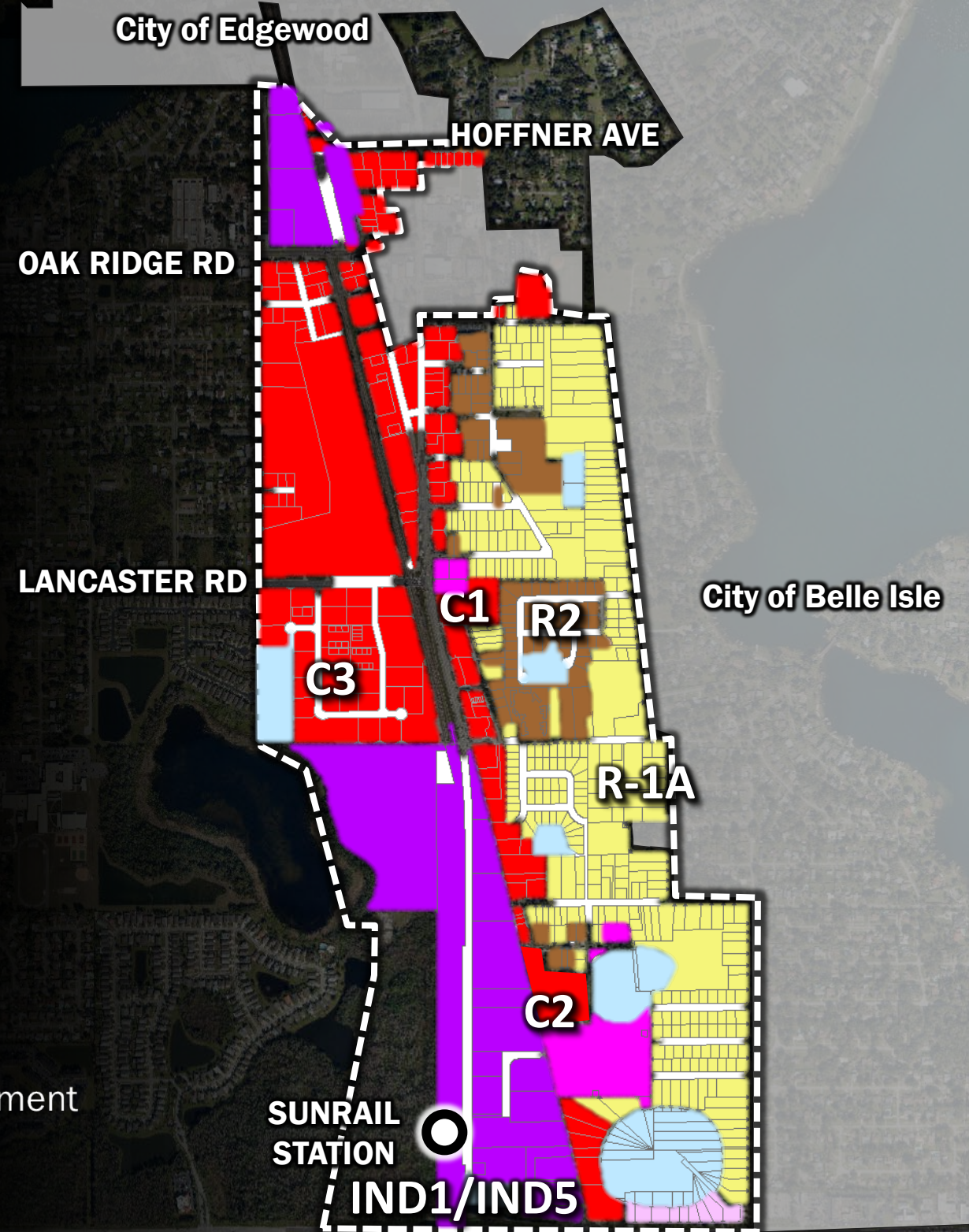
Prepared for Orange County Planning Division
10 December 2010

Zoning Map

EXISTING

- Map Designating Zones where **use** based standards apply
- Mix of uses not allowed
- **Inflexible** to changing economy
- Standards do not promote **vision**

- Single Family
- Multi Family
- Commercial
- Industrial
- Office
- Planned Development
- Hydrology



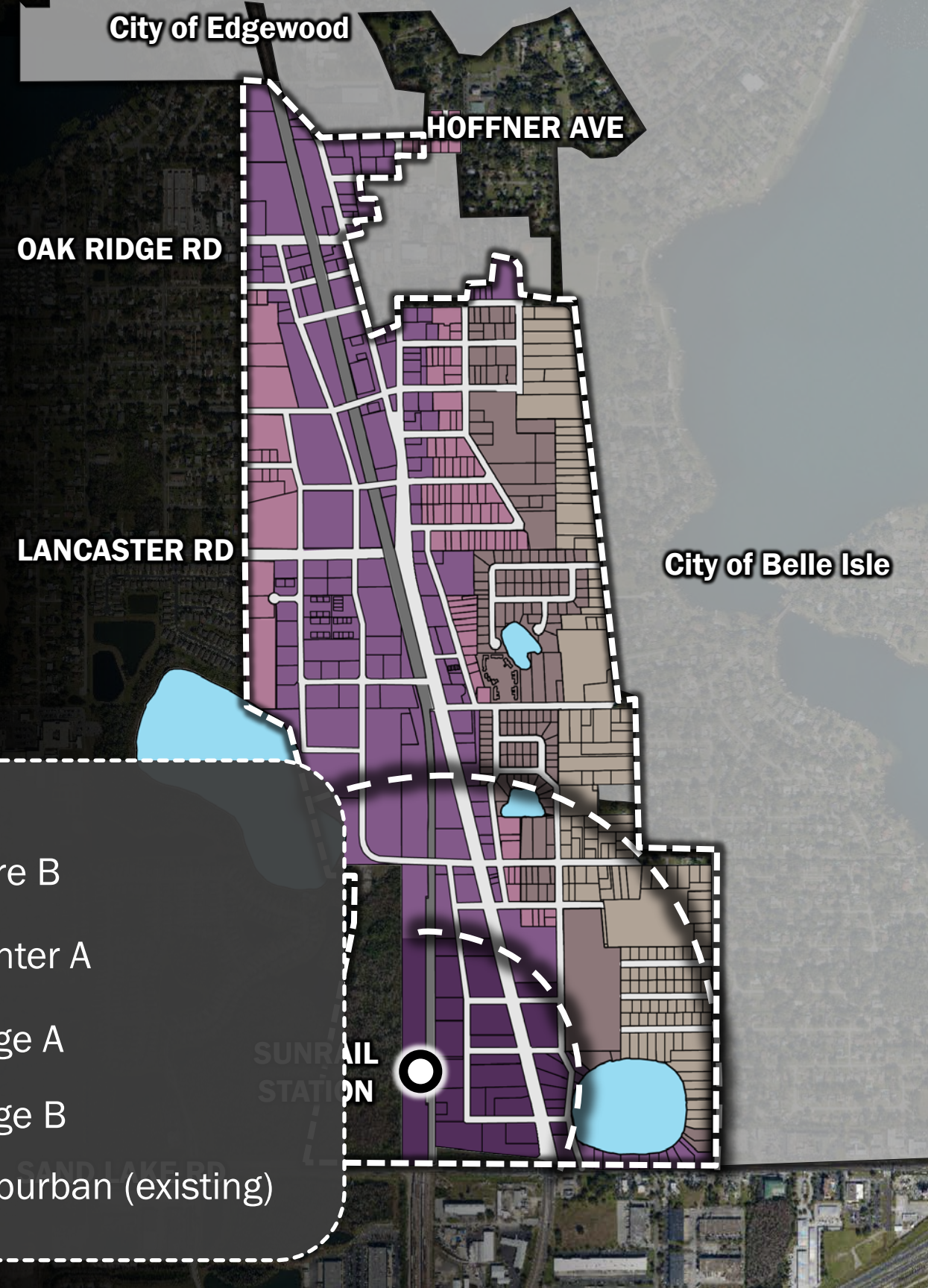
ZONING MAP

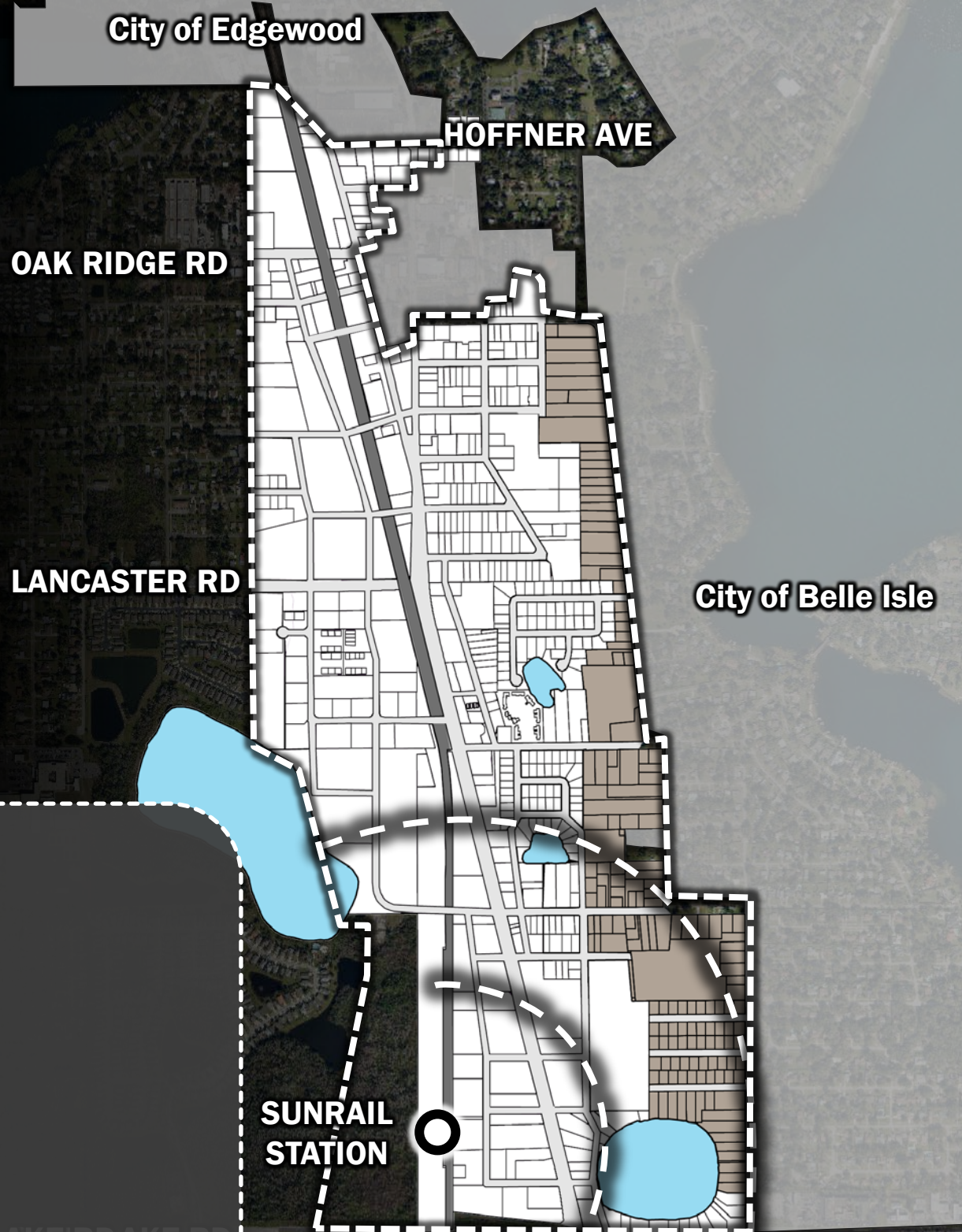
PROPOSED – REGULATING PLAN

- Map Designating Zones where **form** based standards apply
- Creates a Predictable Built Environment based on community **VISION**
- Adds Flexibility for Incremental Infill based on Market Conditions

LEGEND

- T6 Core B
- T5 Center A
- T4 Edge A
- T4 Edge B
- T3 Suburban (existing)







LEGEND

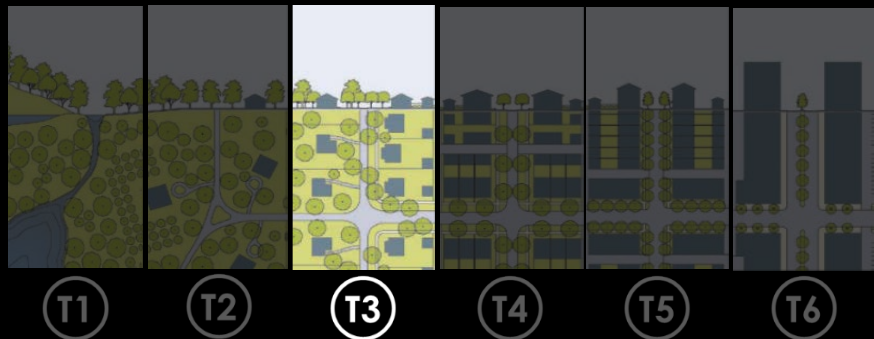
 T6 Core B

 T5 Center A

 T4 Edge A

 T4 Edge B

 T3 Suburban (existing)



T1

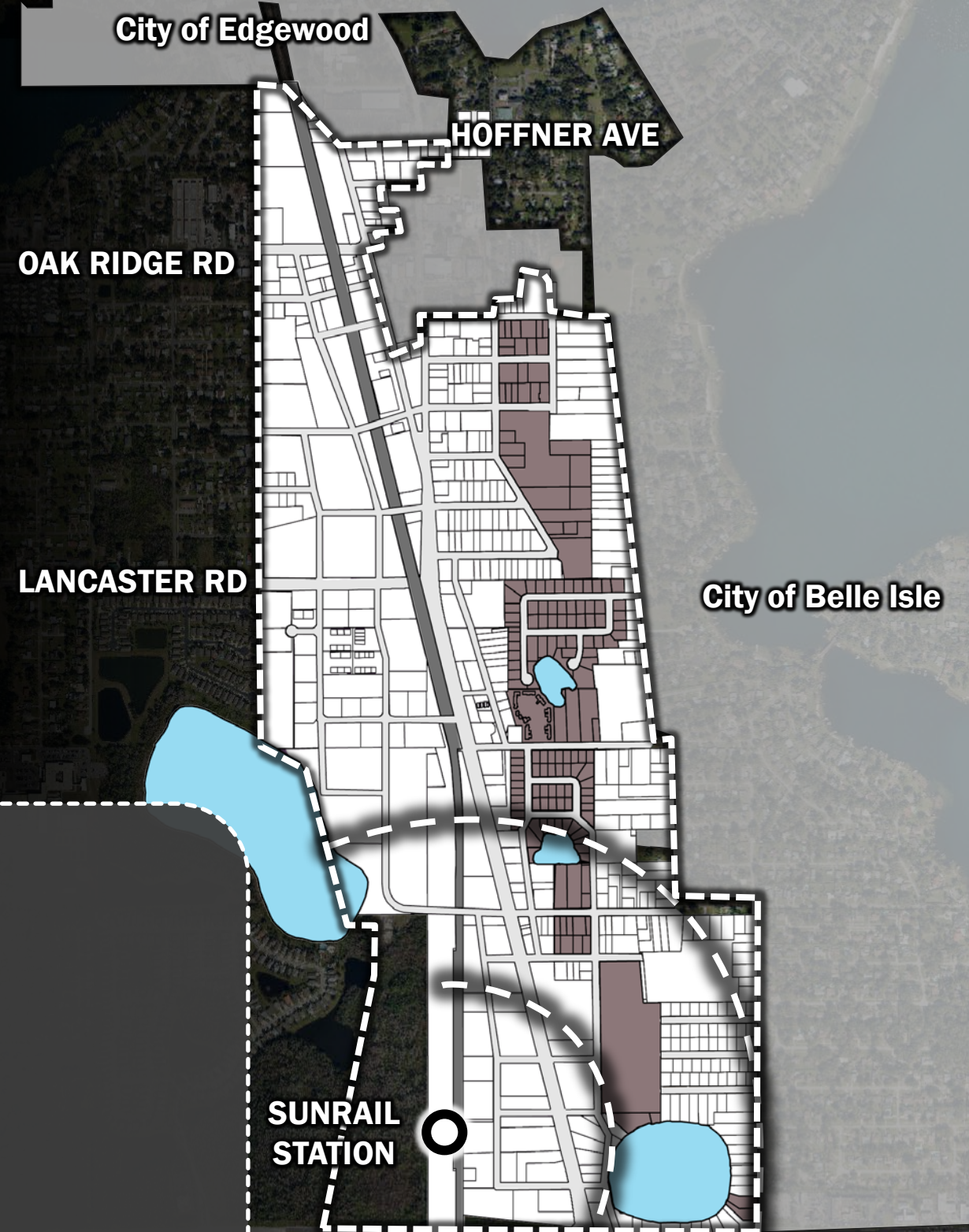
T2

T3


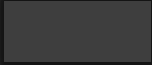



T4

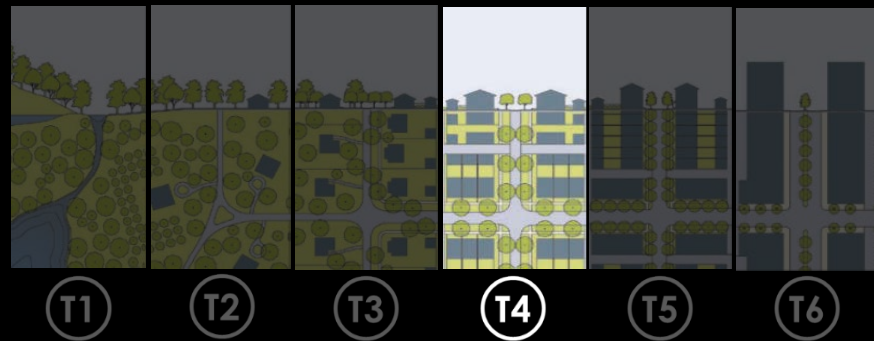
T5

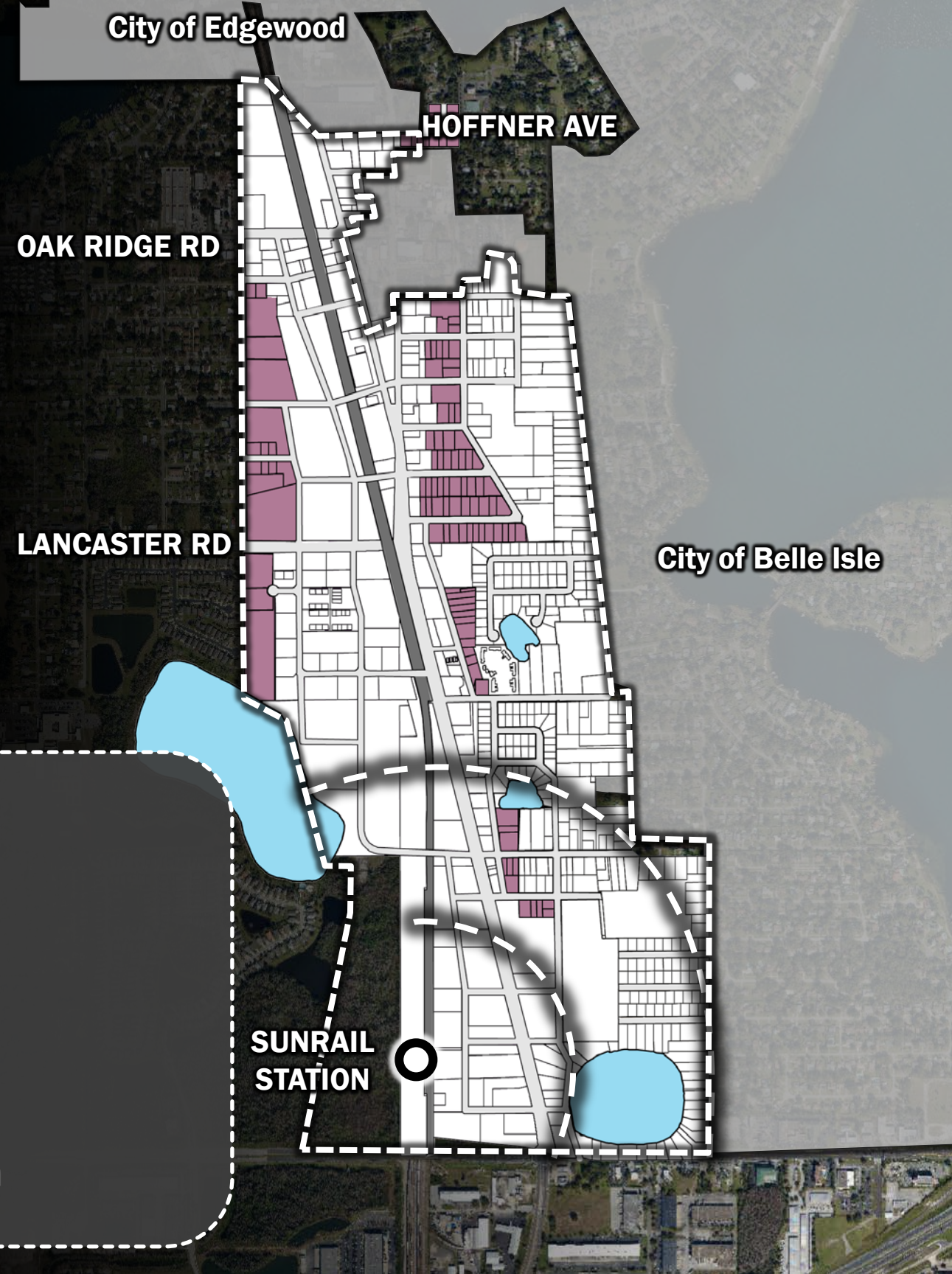
T6






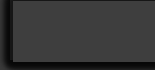

LEGEND

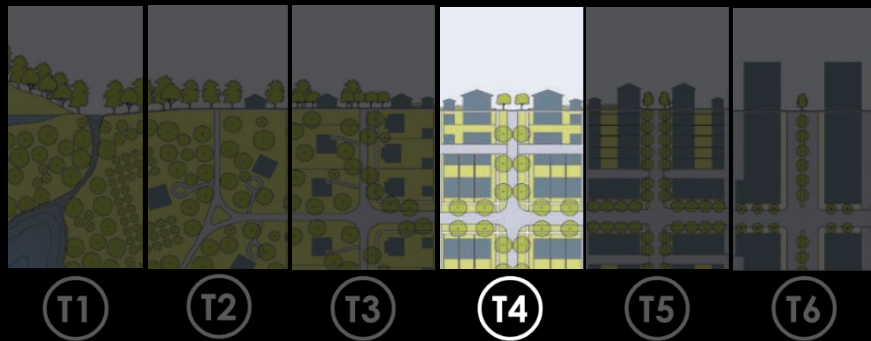
-  T6 Core B
-  T5 Center A
-  T4 Edge A
-  T4 Edge B
-  T3 Suburban

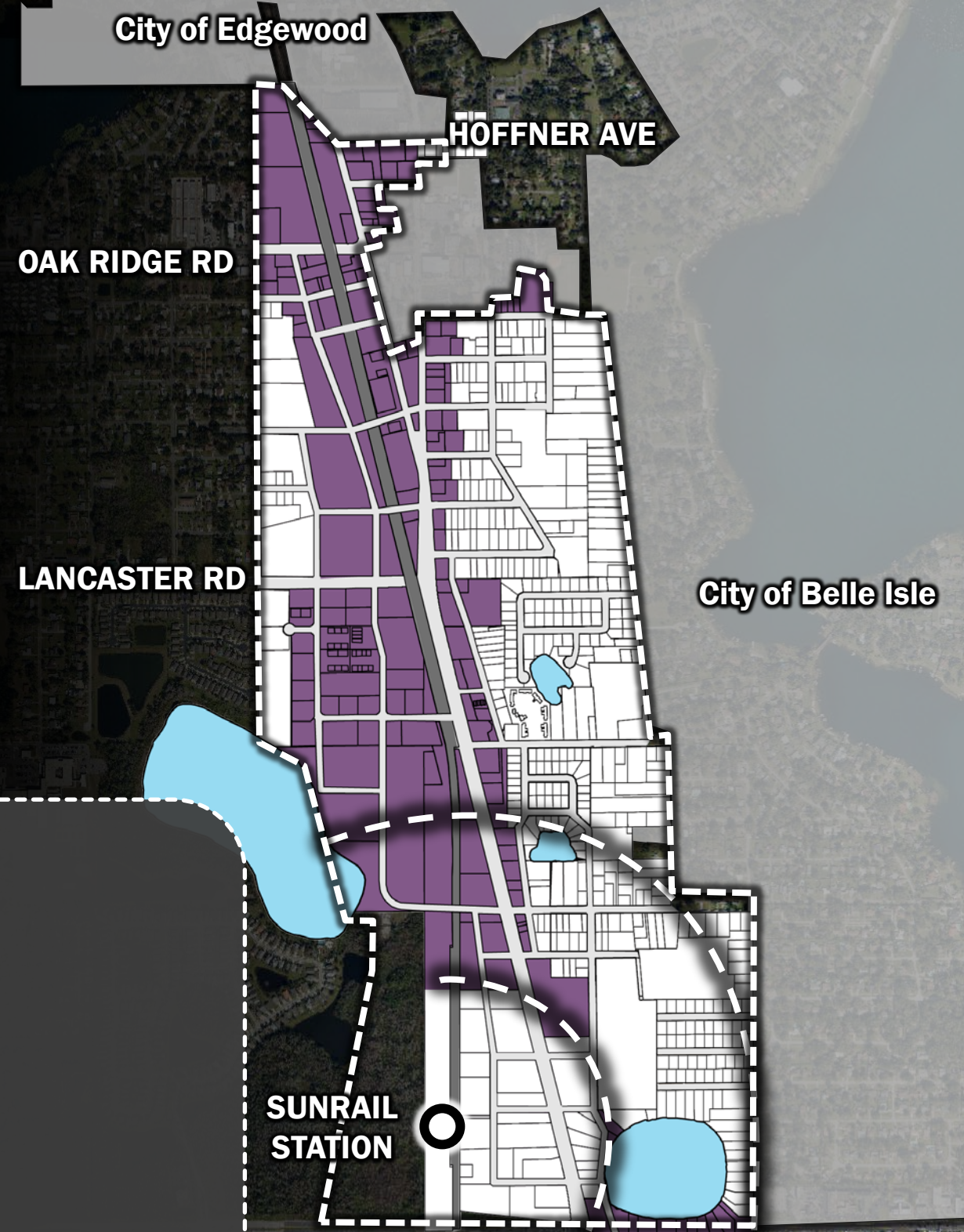




LEGEND

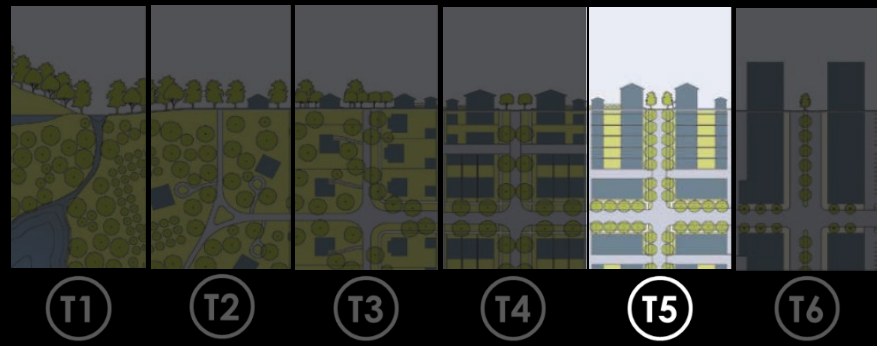
-  T6 Core B
-  T5 Center A
-  T4 Edge A
-  T4 Edge B
-  T3 Suburban



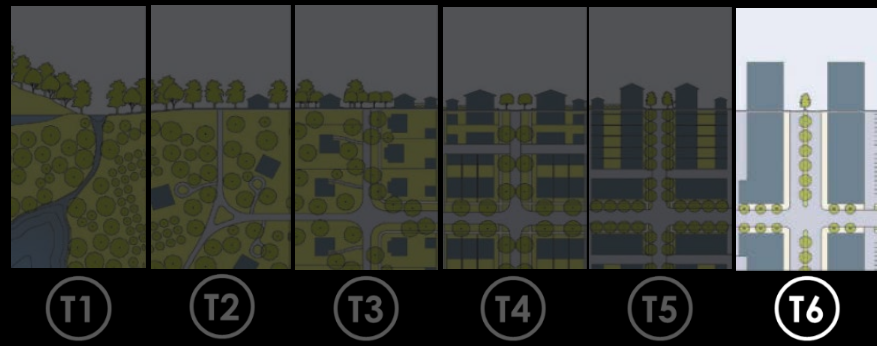
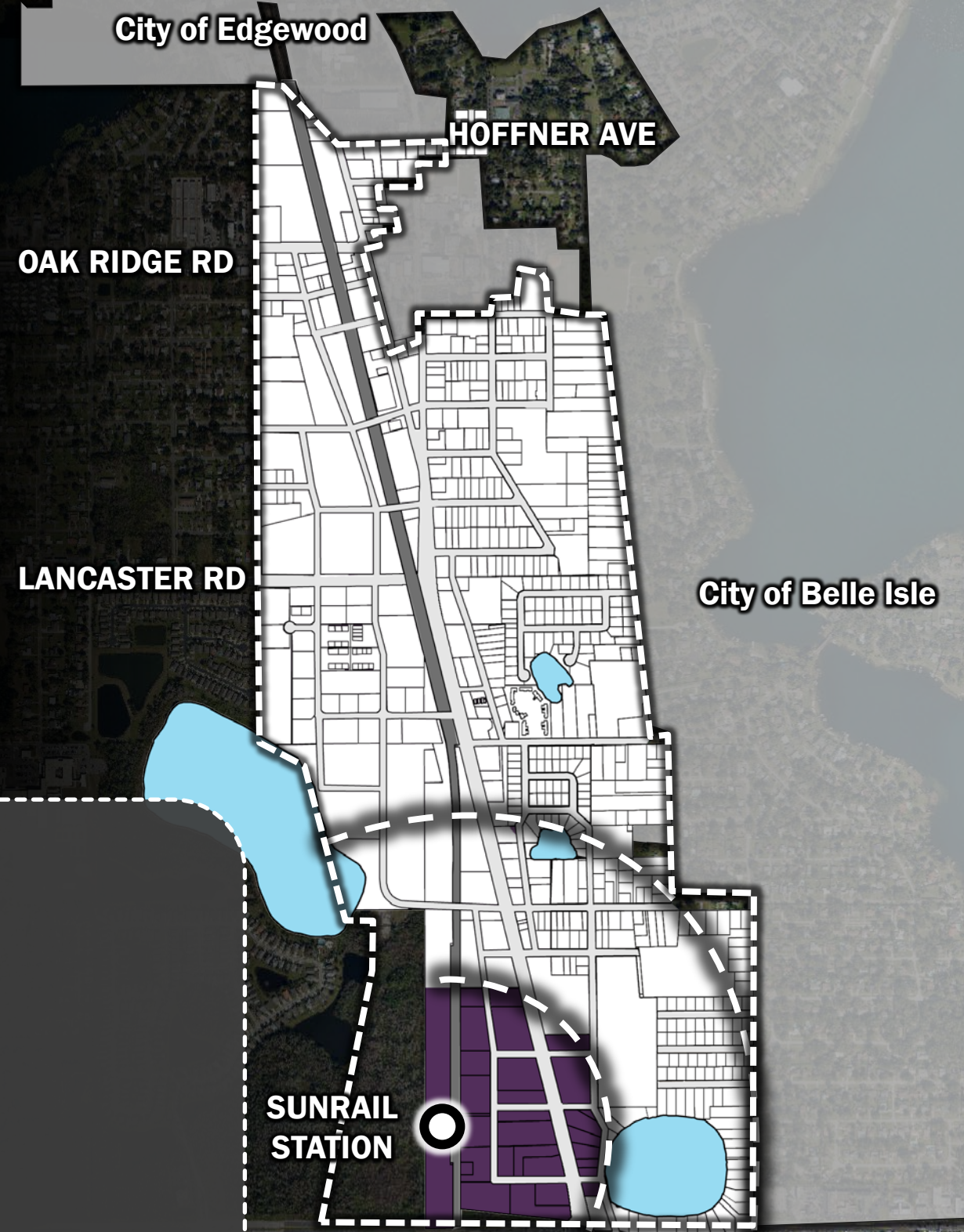


LEGEND

- T6 Core B
- T5 Center A
- T4 Edge A
- T4 Edge B
- T3 Suburban



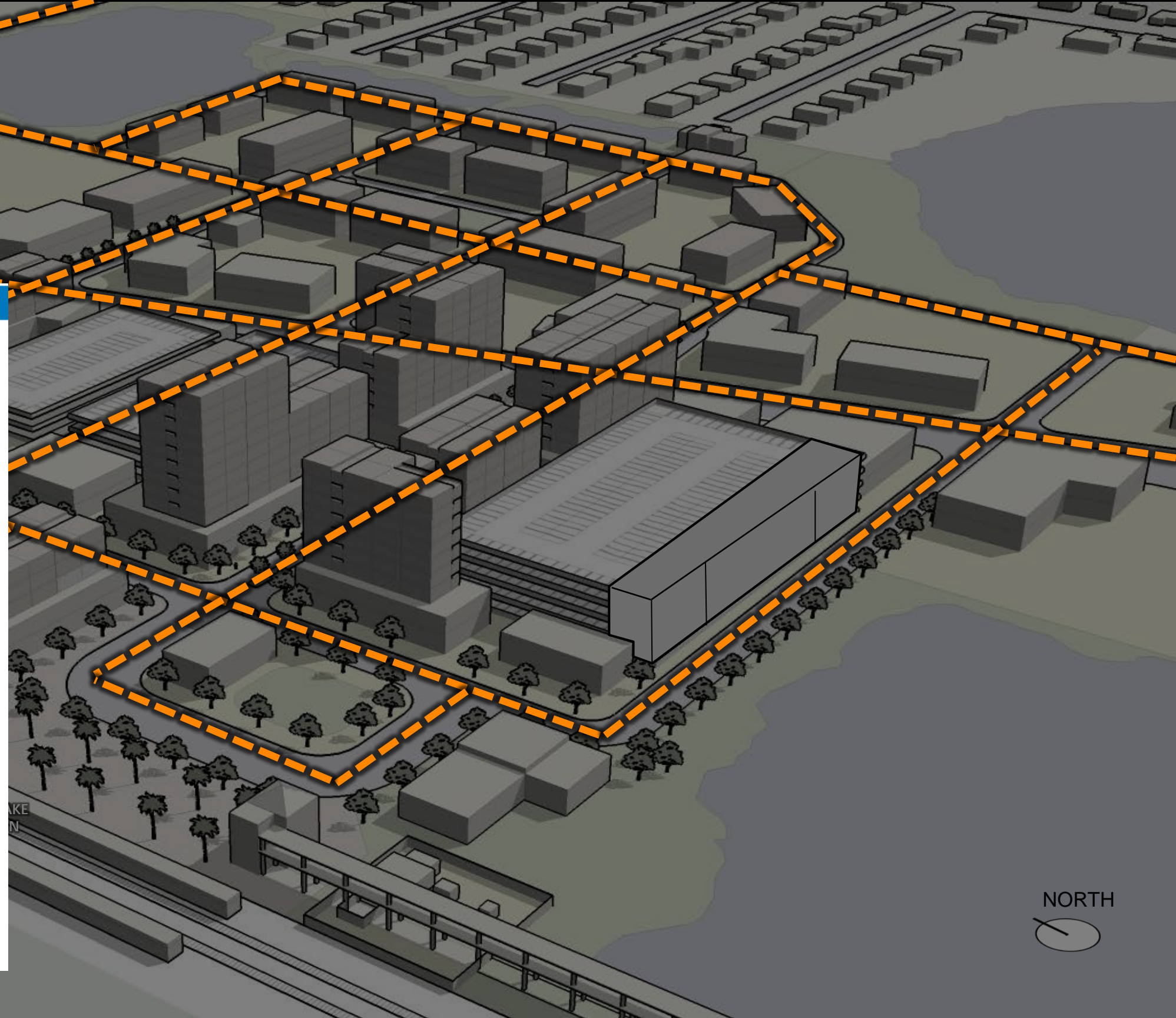
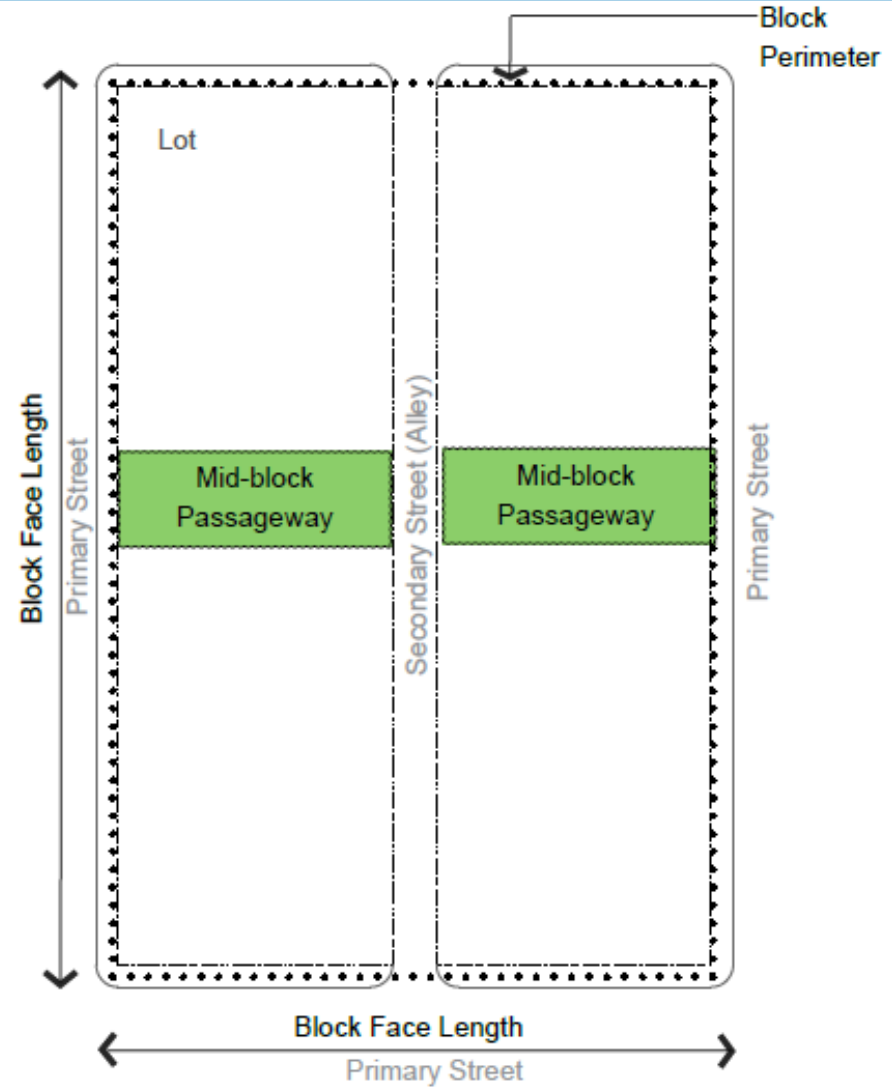
T1 T2 T3 T4 T5 T6



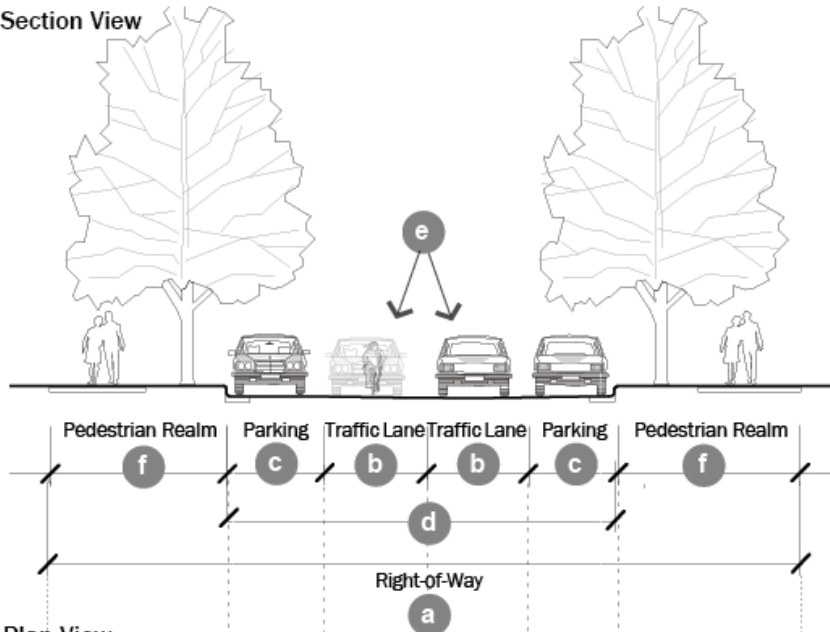
LEGEND

- T6 Core B
- T5 Center A
- T4 Edge A
- T4 Edge B
- T3 Suburban

Figure (2). Typical Block Elements.



Section View



Plan View

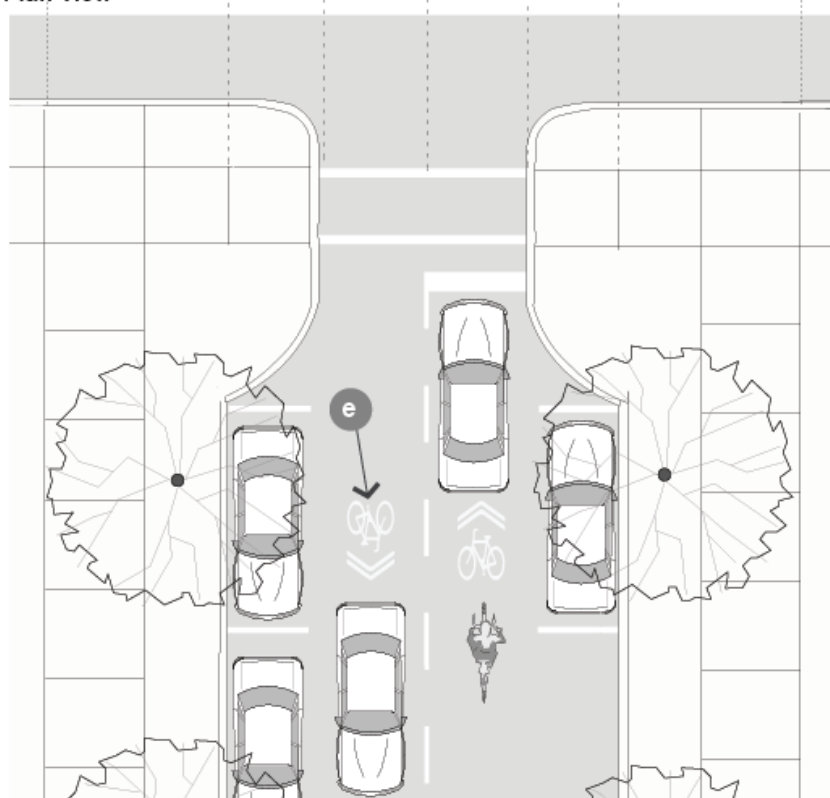


Table (8). Local Street Requirements

Expected ADT	500 - 5,000
a Typical Right-of-Way Width	68' to 75' maximum
Vehicular Realm	
Traffic Lanes	1 traffic lane in each direction
b Traffic Lane Width	10' minimum 11' with truck/transit traffic 12' when reverse angled parking is adjacent
Design Speed	25 mph
Allowable Turn Lanes	Right permitted in place of parking at intersections with Avenue; left prohibited
c Parking Lanes*	On-street parking required on primary streets. Parallel permitted on both sides of street. Angled or reverse angled permitted on only one side of the street. On-street parking optional on secondary streets.
d Curb to Curb Width	36' Minimum, bulb-outs may be required.
Median	Prohibited
e Bicycle Facilities**	Shared Lane (sharrows) required
Pedestrian Realm	
f Pedestrian Realm	Landscape: Street trees and landscaping recommended adjacent to storefront. See Ch. 24 for more detail. Sidewalk: Minimum 10' clear sidewalk on both sides of street Furnishing Zone: cafe seating and benches requires 5' clear walking path Lighting: Street and pedestrian lighting required and shall meet the local utility standards

* See Figure 6 for Vehicular On-Street Parking requirements

** See Figure 7 for Bicycle Facilities requirements



Open Space

h. Square

Intent. To provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Squares are rectilinear in shape and are bordered on all sides by vehicular right-of-way and building facades. See Figure (24).

Figure (24). Typical Square.



Table (15) Square Requirements	
(1) Dimensions	
Minimum Size (acres)	0.25
Maximum Size (acres)	3
Minimum Dimension (feet)	80' wide
Minimum % of Vehicular ROW Frontage	100%
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 5% of total area
Maximum Impervious Surface	60%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

i. Plaza

Intent. To provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. The Plaza may contain a greater amount of impervious coverage than any other Open Space Type. Special features, such as fountains and public art installations, are encouraged.

Figure (25). Typical Plaza.



Table (16) Plaza Requirements	
(1) Dimensions	
Minimum Size (acres)	0.25
Maximum Size (acres)	2
Minimum Dimension (feet)	80' wide
Minimum % of Vehicular ROW Frontage	50%; 70% building frontage required on non-street frontage
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 10% of area
Maximum Impervious Surface	90%
Maximum % of Open Water	50%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required
(4) Additional Design Requirements	
Minimum impervious is 40%.	

j. Green.

Intent. To provide informal, medium scale active or passive recreation for neighborhood residents within walking distance, mainly fronted by streets for public access or buildings for increased privacy.

Figure (26). Typical Green Layout.



Table (17) Green Requirements	
(1) Dimensions	
Minimum Size (acres)	1
Maximum Size (acres)	10
Minimum Dimension (feet)	100' wide
Minimum % of Vehicular ROW Frontage	0%, 50% for Public Access Bonus
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	35%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

k. Greenway.

Intent. To provide informal, primarily natural linear open spaces that serve to enhance connectivity between open space types and other uses. Greenways are linear open spaces that often follow a natural feature, such as a river, stream, ravine, or man-made feature, such as a vehicular right-of-way. A greenway may border other open space types.

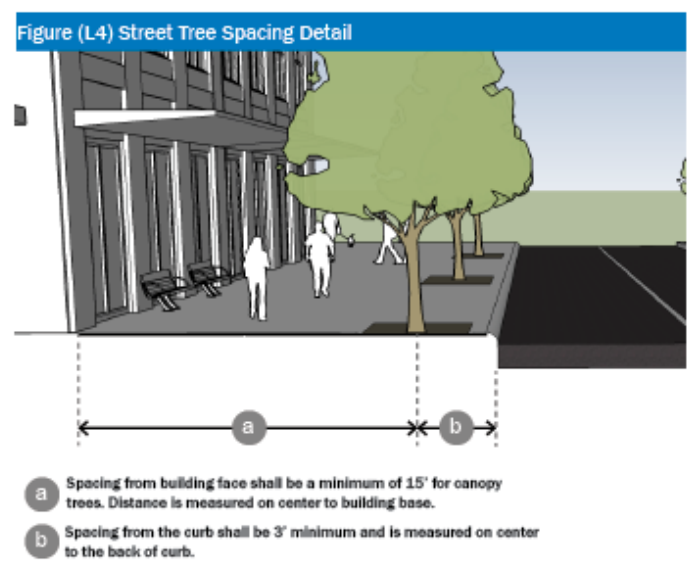
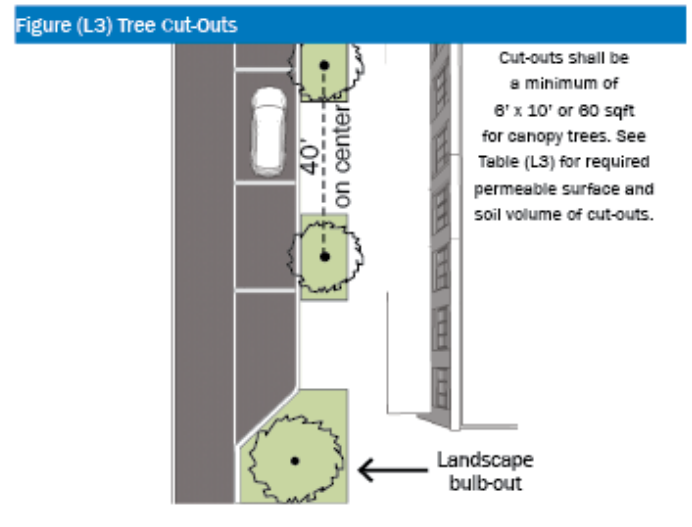
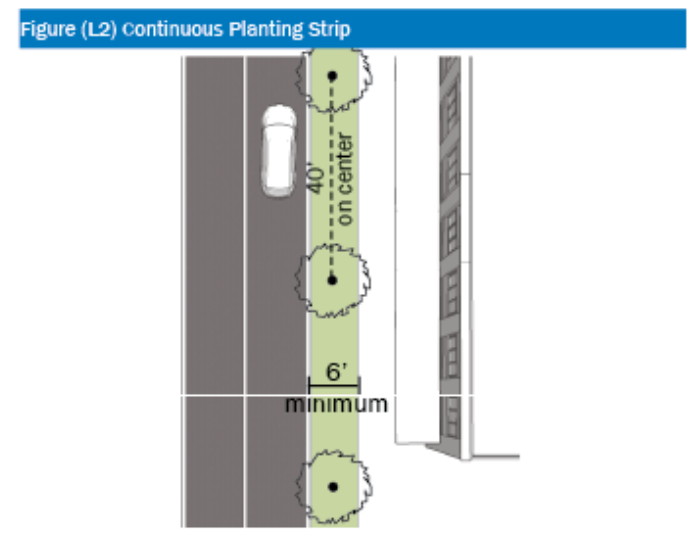
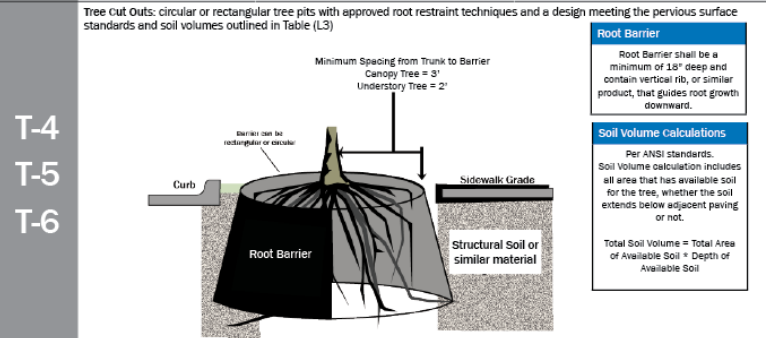
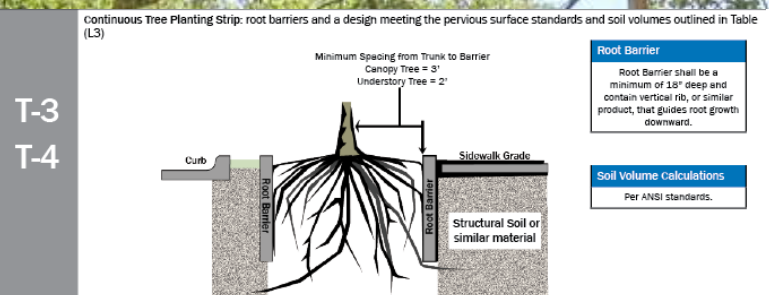
Figure (27). Typical Greenway.



Table (18) Greenway Requirements	
(1) Dimensions	
Minimum Size (acres)	1
Maximum Size (acres)	None
Minimum Dimension (feet)	50' wide
Minimum % of Vehicular ROW Frontage	0%; 1 access point required per 500 linear ft, minimum 20' width for Public Access Bonus
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Any
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	30%
Maximum % of Open Water	75%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required



Winter Park, FL





3. UPCOMING MEETING SCHEDULE

Review Group Schedule

2016

Oct 8 **Review Group 9 - 11 am**

Nov 18 **Review Group 9 - 11 am**

Dec 16 **Review Group 9 - 11 am**

2017

Feb 6 **Safe Neighborhoods 7 - 8 pm**

Review Group Schedule

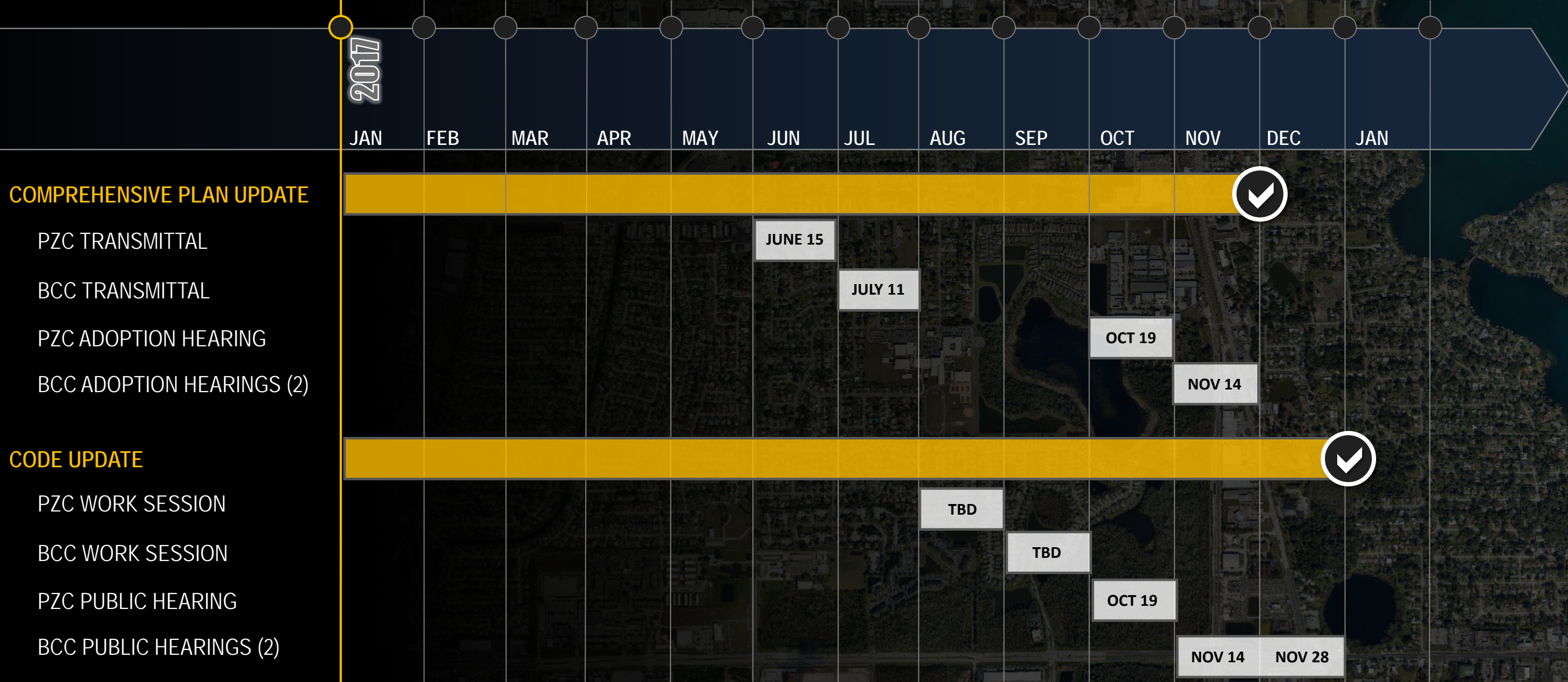
2016

<i>Oct 8</i>	<i>Review Group</i>	<i>9 - 11 am</i>
<i>Nov 18</i>	<i>Review Group</i>	<i>9 - 11 am</i>
<i>Dec 16</i>	<i>Review Group</i>	<i>9 - 11 am</i>

2017

<i>Feb 6</i>	<i>Safe Neighborhoods</i>	<i>7 - 8 pm</i>
Feb 17	Review Group	9 - 11 am
Mar 17	Review Group	9 - 11 am

Implementation Schedule



 = Adoption Date

Historic Crawford House

COMMUNITY SPOTLIGHT

- Built in 1909, one of the finest examples of vernacular country architecture in Central Florida
- Lifted and moved to a new location (631 Wilks Avenue)
- Will be restored to serve as the new Pine Castle History Center
- Joint project of the Pine Castle Woman's Club and Pine Castle Historical Society



For more information or to make a donation please visit:

www.savethehouse.org