



Washington Shores Vision Plan

**SUPPORT DOCUMENT
JUNE 2010**



CITY OF ORLANDO
ECONOMIC DEVELOPMENT DEPARTMENT

Prepared by the Community Planning Studio

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Message from Orlando Mayor Buddy Dyer:



“I believe that partnerships and collaboration between citizens and government is essential to shaping our community’s future, revitalization efforts, and positioning it for future development. By participating in the Washington Shores Vision Plan process, you are providing valuable input to guide the long-term vision of your neighborhood and improve the quality of life for everyone in our community.”

Message from District 6 Commissioner Samuel B. Ings:



“Bringing the Community together, to plan and shape our future economic development and growth is essential and paramount to the residents and business owners of District 6... Visioning the future of this community with the goal of creating positive policies for establishing Washington Shores as the pre-eminent neighborhood center of the City’s west side will produce a prioritized plan to empower Washington Shores path into a better future. “

PART 1- INTRODUCTION

BACKGROUND AND SUMMARY

The City of Orlando's Community Planning Studio has teamed with the Washington Shores Vision Task Force to shape a vision for the west Orlando neighborhood. The Task Force held monthly meetings, open to the public, and sponsored several workshops, including a community planning day on a Saturday morning in early September 2009.

The present-day work of the Task Force is an outgrowth of the Town Center Plan- Phase One Study Area report that was prepared for a portion of the Washington Shores area. The Phase One study, completed in August 1995, identified the need to continue improvements into the Columbia St. and Bruton Blvd. corridors and set in motion incremental changes and policies to improve these areas. The current focus of the Task Force is to develop appropriate guidelines for private development and public improvements in the Washington Shores Neighborhood while adding flexibility via a form-based zoning approach. The guidelines will promote better decisions regarding master plans, conditional use permits, planned developments, re-zonings, and density/intensity bonuses. The guidelines will also help to minimize intrusion of office and commercial uses into the surrounding residential neighborhoods and future redevelopment efforts on areas where they are most appropriate.

In addition to the guidelines provided in this document, Growth Management Plan subarea policy changes and Land Development Code amendments are also proposed. It is hoped that this work will yield greater predictability by

establishing regulatory authority over future development proposals, while focusing the city's efforts to improve the infrastructure of the area.

The Task Force divided the issues they felt most relevant to their community into four general categories:

- *Urban Form and Design.* These recommendations are intended to create a unified overall design scheme for Washington Shores. The massing of new buildings will be guided to ensure appropriate transitions to surrounding areas, resulting in a profile for the maximum height, bulk and mass of structures that may be proposed.
- *Transportation.* Proposed median and road diets are envisioned to calm traffic and increase pedestrian friendliness. Cross-access easements will be required. Bus circulation to and from the SuperStop will also need to be re-evaluated to prevent cut-through traffic on residential streets.
- *Security.* Use of Crime Prevention Through Environmental Design (CPTED) techniques eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other. Ensuring a visible police presence in the community, and encouraging a partnership between the police, the community and code enforcement, will better address security concerns.

- *Future aspirations.* There is a desire for the creation of a designated town center as well as a business incubator. This vision plan is intended to allow the type of development that will attract more families into the area, as well as attract needed retail and dining options to provide goods and services for residents of the neighborhood. Many of the essential services are located several miles away from this centrally located neighborhood.



Figure 1: Map of general study area.

Task Force Members

The Task Force was appointed by the Mayor in consultation with Commissioner Ings, in order to create a balance of interests that could advise on the future redevelopment of the area and create recommendations for consideration by the Municipal Planning Board and City Council. The members are:

Harry Rucker, Co-Chair. Resident of Bethune Dr. and Reverend at First Shiloh Missionary Baptist Church.

Ezzie Thomas, Co-Chair. Resident of Wooden Blvd. and community activist.

Michael Arrington. President of ACY Contractors.

Arthur Carter. Resident of Columbia St.

Macene Isom. Resident of Wooden Blvd.

Jesse Ivory. Reverend at Zion Hill Missionary Baptist Church.

Hilda Johnson. Resident of Rogers Dr.

Tess Kassye. Vice President of Washington Shores Business Partnership. Owner of gasoline station/convenience store on the corner of Bruton Blvd. and Columbia St.

Mary Maxwell. Resident of Bruton Blvd. Retired Orange County Public Schools teacher.

Epsie McCleese. Resident of Hankins Cir. Current President of the Washington Shores Homeowner Association.

Lee McElroy. Resident of Bethune Dr.

Thelma Montgomery. Long-time resident of Goldwyn Ave. Former president of the Washington Shores Homeowner Association.

Willie B. Sherman. Property Owner of Washington Shores Shopping Plaza.

Alexander Smith. Executive Director of Most Worshipful Prince Hall Grand Lodge.

Lyvonne Thompson. Resident and President of Lake Mann Homes Resident Association.

Allen T.D. Wiggins. Resident of Monte Carlo Trail. Bishop of the Hope Church.

WASHINGTON SHORES HISTORY

In 1946, a civic group bought approximately 300 acres between Lake Mann and Clear Lake to be sold without profit to African Americans moving into the area. Starting with five homes and no paved roads, these “model homes” were located at the corner of Rogers Drive and Goldwyn Avenue. The majority of the remaining land was orange groves.

This endeavor, referred to as the “Washington Shores Project,” was started by John R. Graham specifically for blacks. One of his employees, Eugene Guinyard, approached Graham about buying a home for his own family. At this time, most blacks lived in the segregated Jonestown area and sought better housing. Mr. Graham and his friends raised over \$50,000 for the project.



Figure 3: 1959 Aerial of Washington Shores.



Figure 2: Present day Urban Trust Bank

Washington Shores is home to many firsts in the state of Florida. The Washington Shores Federal Savings and Loan, currently the Urban Trust Bank, was the first black savings and loan in the state. It was started in 1963 by seven black men including Dr. James R. Smith, Charles Hawkins and Paul Perkins. In 1965, ground broke for the largest privately financed African American apartment complex in Florida. This apartment complex is currently known as the Washington Shores Village.

The Washington Shores neighborhood covers approximately 350 acres. Existing development includes approximately 449 single-family homes, 5 multifamily complexes (2 of which belong to the Orlando Housing Authority), numerous churches, and one elementary school. Small businesses line Orange Center Blvd., Goldwyn Ave., Columbia St., and Bruton Blvd., but the area is lacking essential shopping and services that residents desire.

The large amounts of parishioners at various churches in the area create a captive market, which could create a latent demand for additional housing and services and further stabilize the neighborhood, provided the policies and regulations of the City avail adequate development capacity to create resurgence to this community.

PREVIOUS NEIGHBORHOOD PLANS

The Washington Shores Improvement Plan was completed in 1988 for the 12 sub-neighborhoods that comprise the Greater Washington Shores community. The goal of this plan was to assist in suggesting future physical and economic improvements within the neighborhood, create recommendations for and to appropriate agencies and apply resources that would make the plan a reality.

The 1995 Town Center Plan-Phase One Study Area was initiated as a follow up to the earlier

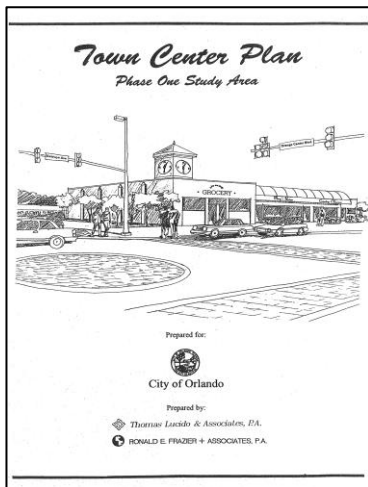


Figure 4: Town Center Plan-Phase One Study Area report

joint planning venture between the Washington Shores Community and the City of Orlando. The intent was to provide a basis for stabilizing and enhancing the economic and business opportunities in a future town center area, which was primarily envisioned in the area east of Goldwyn Ave. Recommendations included the installation of Town Center identification signs, streetscape improvements, and intersection modifications. These recommendations provided a basis for identifying the needs of the community, but a plan of action was still needed. This vision plan provides that plan of action and expands that vision to include the traditional center of the neighborhood focused on Columbia Street.

COMMUNITY MEETINGS

The following meetings were conducted during the visioning process:

February 19, 2009 - Introductory meeting of the Task Force. Brainstormed on issues to study.

April 2, 2009 - Task Force meeting to discuss policing and security issues with Orlando Police Department.

May 1, 2009 - Tour of Orlando Police Department Communications Center.

May 14, 2009 - Task Force meeting to discuss town center connectivity.

September 12, 2009 - Community Planning Day at the Hope Church.

October 15, 2009 - Task Force debriefing concerning Community Planning Day.

November 19, 2009 - Task Force meeting to discuss urban design and architectural details.

December 17, 2009 - Task Force meeting and training on transportation issues.

January 14, 2010 - Task Force meeting on historic preservation options and growth management policies.

February 24, 2010 – Task Force meeting with presentations by Green-Up Orlando, Code Enforcement, and Neighborhood Watch.

April 7, 2010 – City presents Task Force recommendations at L. Claudia Allen Senior Center.

April 20, 2010 – City presents Task Force Growth Management Plan recommendations to Municipal Planning Board.

An additional public hearing for zoning changes will be required by the Municipal Planning Board. At the City Council level, four advertised hearings (two for Growth Management Plan amendments and two for zoning changes) are required before the Vision Plan becomes official policy.



Figure 5: First meeting of the Task Force.

COMMUNITY PLANNING DAY

Washington Shores residents and business owners were asked to join Task Force members and City Staff in a community planning day, held September 12, 2009.

Participants were organized into five groups; four with discussion topics including housing opportunities, urban design, security and transportation strategies and the last group participating in a physical walkabout through the neighborhood.

Once the individual groups completed their discussion, everyone reconvened into one large group to report their findings and allow the assembly to hear and consider the most important ideas. The documentation of the community planning day activity can be found in Exhibit “A”.

PART 2- VISIONING THE FUTURE

WHY A VISION PLAN?

Vision Plans contain specific regulations that are context sensitive and allow for a “win-win” development process. Developers gain confidence and clear expectations on what they can build and how they can design so that projects complement one another. City staff has consistent standards to review development proposals, focusing infrastructure investments in the long term. Residents will gain confidence and clear expectations that their neighborhoods will be protected. Also adopted plans for improvements will increase the viability of funding improvements in the future.

Washington Shores, specifically, was selected for a vision plan due to its potential to be one of the premier areas of the City’s west side and its availability of private and institutional land. The area has top-rated neighborhood schools, community churches serve regional populations and its central spot provides the opportunity to offer much need retail and services. In addition there was resident interest in bettering the neighborhood.

DESIGN PROCESS

During meetings of the Washington Shores Vision Task Force, staff described how certain changes would affect the overall shape of future development within the neighborhood. Several formats were used so the Task Force and public could understand the policy implications of the proposed transition system, including the urban planning model referred to as the Transect.

TRANSECT

In ecology, the term “transect” is used to describe sequences of natural habitats that can be found as one travels, for example, further away from a water body or higher up a mountainside. The same concept can be observed in the patterns of cities built before traditional zoning codes were enacted – gradual changes from undeveloped land to dense urban areas occur incrementally, with changes in intensity and form happening over several blocks and uses often mixed together the closer one comes to the urban core.

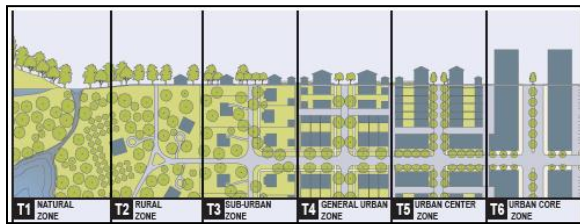


Figure 6: Transect Illustration showing conceptual site plans and block sections (Source: SmartCode Version 9.2)

Conventional zoning has changed this natural pattern found in older cities, as zoning lines often divide streets and introduce regulations that do not always relate to the urban context. A transect planning approach can begin to address these issues by programming logical and appropriate transitions between areas where higher intensity development is permitted and areas reserved for lower intensity use, often single family residential, as in the original Washington Shores subdivision.

To create the desired transitions and intermediate areas that provide an appropriate buffer between commercial uses and the residential neighborhood, the Special Plan overlay will create transect areas that will

create development standards to guide the overall massing and location of structures. These transect areas, abbreviated “T” zones, form the basis for regulating appropriate maximum height, mass, bulk and scale of buildings on particular development sites, also known as a Precise Plan, by the City’s Land Development Code.

Variations from this Precise Plan are permissible, though not guaranteed, through the Conditional Use Permit process, where additional mitigation measures may be required [see LDC 65.281(c)]. This allows a property owner to bring forward a project that may not fit within the programmed transect, but might gain approval in conjunction with additional considerations to ensure compatibility with the neighborhood.

VISION PLAN

An initially proposed transect concept, Image A of Figure 7, suggests the creation of an urban center through the redevelopment of the Columbia Ave. and Bruton Blvd. corridors and the possibility of a new urban center along the interior of the Phase One Study Area. The Phase One Study Area urban center would clearly be subordinate to the other urban center due to its interior location. It would be oriented with the Hope Church area and surrounding properties. General Urban zones were then added to serve as a buffer to the residences without over encroaching into the neighborhood. This early proposal was modified several times as staff worked with the Task Force to reach the final proposal.

These early schemes of a form-based vision plan were modified at the Community Planning day held in September. There, a group assigned to draft the design scheme came up with an alternate proposal (Image B of Figure 7). The town centers did not change but the General Urban boundaries were slightly extended into the residential neighborhood to accommodate future desires for educational opportunities, business incubator, and other desired redevelopment, specifically envisioning redevelopment of the single-family dwellings on the west side of Goldwyn Ave. The Task Force did not favor this concept because it did not protect the integrity and richness in history of the existing residential area. The Task Force asked that staff modify this transition to protect the single family character of existing residential areas while still allowing for a logical transition, so a new compromise transect plan was created. Figure 8 is the final proposed Transect Plan.

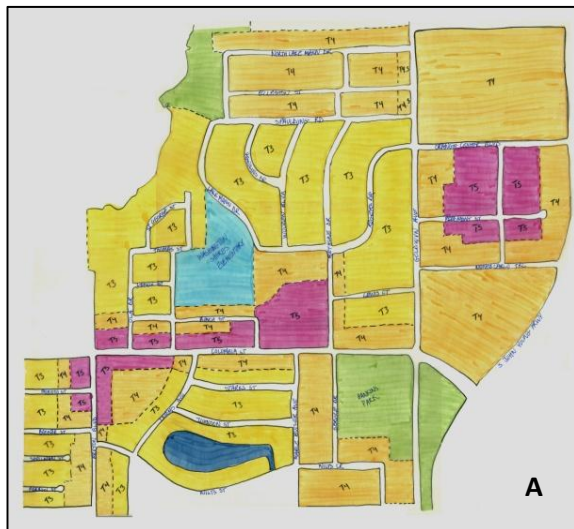
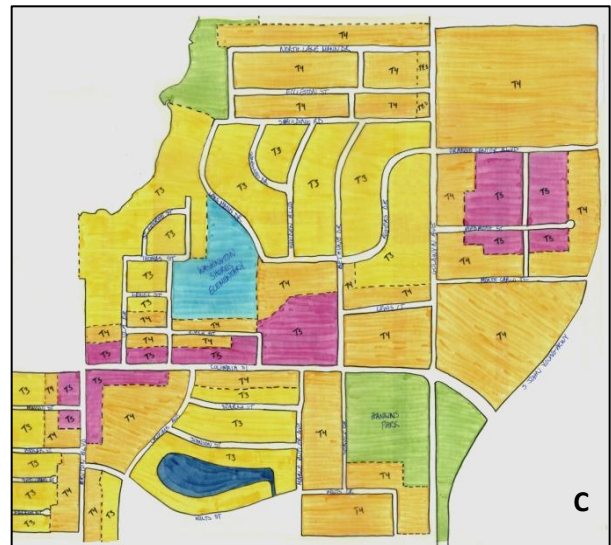
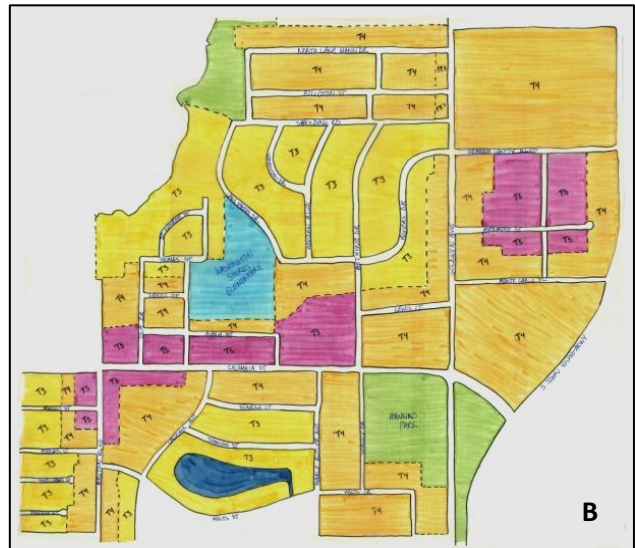


Figure 7: Transect Concepts. "A" is the initial proposal, "B" is the proposal from the Community Planning Day and "C" is the compromise proposal.



Figure 8: Proposed Transect Plan, as agreed to by the Task Force


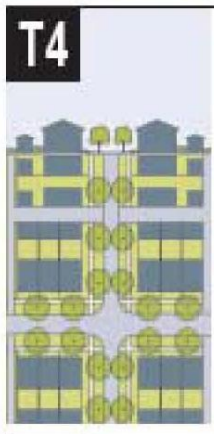
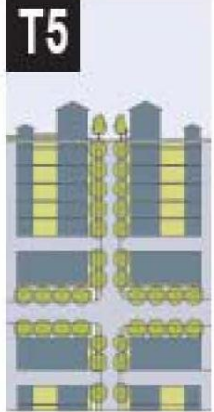
	<p>T3</p> <p>T-3: Sub-Urban*</p> <p>General Character: Consists of low-density residential areas. Setbacks are deep and landscaping surround residences and they tend to have porches and fences. Commercial and office uses are prohibited.</p> <p>Building Mass: 1 to 2 stories typical, bonuses are prohibited</p> <p style="text-align: center;">*Very few T-3 zones are actually used within the Special Plan boundaries</p>
	<p>T4</p> <p>T-4: General Urban</p> <p>General Character: Consists of a mixed use but primarily residential urban fabric. It may have a wide range of building type including rowhouses, and offices. Setbacks are variable.</p> <p>Building Mass: Up to 3 stories with architectural massing and material articulated approximately every 60 feet. In the O-1 zoning district, specific O-2 standards are permissible.</p>
	<p>T5</p> <p>T-5: Urban Center</p> <p>General Character: Consists of higher density mixed use buildings that accommodate retail, offices, or apartments. It has substantial pedestrian activity zones with trees within the public right-of-way. Vehicular cross access required between adjacent properties.</p> <p>Building Mass: Four stories for retail, office and public benefit use and five stories for residential uses. Active uses are required on the ground floor. Articulation is required approximately every 120 ft.</p>

Figure 9: Transition Zones

PART 3- IMPLEMENTATION

TRANSITIONS

The urban form recommendations provided in the final transect plan 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. It also has the potential to increase entitlements in areas that the Task Force and community identified as ideal opportunities for creating a better transition between residential and commercial areas. The result is a profile that determines maximum height and mass of structures that may be proposed and built in Washington Shores.

SPECIAL PLAN OVERLAY

Currently, Washington Shores does not have a Special Plan Overlay or architectural guidelines, nor are there opportunities to encourage desirable commercial uses, ground floor uses that interact with an active street life and adequate space under current adopted zoning designations. While the previous section addresses the overall massing and urban form, the actual boundaries of the Special Plan Overlay District reflects the entire area and apply to all affected properties to create a cohesive activity center through appropriate architectural guidelines that effect the plan

Policy 2.1.1 in the Urban Design Element of the Growth Management Plan (GMP), specifically calls for the creation of an urban design plan for Washington Shores. The urban design plan is intended to incorporate the positive design elements of the Traditional City to a commercial district outside the typical Traditional City.

Figure 11 (Figure UD-20 of the GMP) defines the initial study area. The subsequent subarea policy also encourages the establishment of an appearance review process if requested by the property owners, which is a result of the Task Force process.

Objective 2.1 *By 2015, the City shall develop urban design plans for activity centers which have unique conditions outside the Traditional City.*

Policy 2.1.1 *To enhance business opportunities, aesthetics and safety within and immediately surrounding the Goldwyn and Columbia activity centers (see Figure UD-20), and to implement the general concepts in the Town Center Plan, Phase One Study Area (1995), the following shall be considered appropriate components to any future development and redevelopment:*

Land Use

- a. Small scale neighborhood commercial businesses;*
- b. Public community facilities such as primary health care facility, branch post office or branch library;*
- c. Residential development compatible with adjacent residential areas*
- d. Religious and related facilities.*

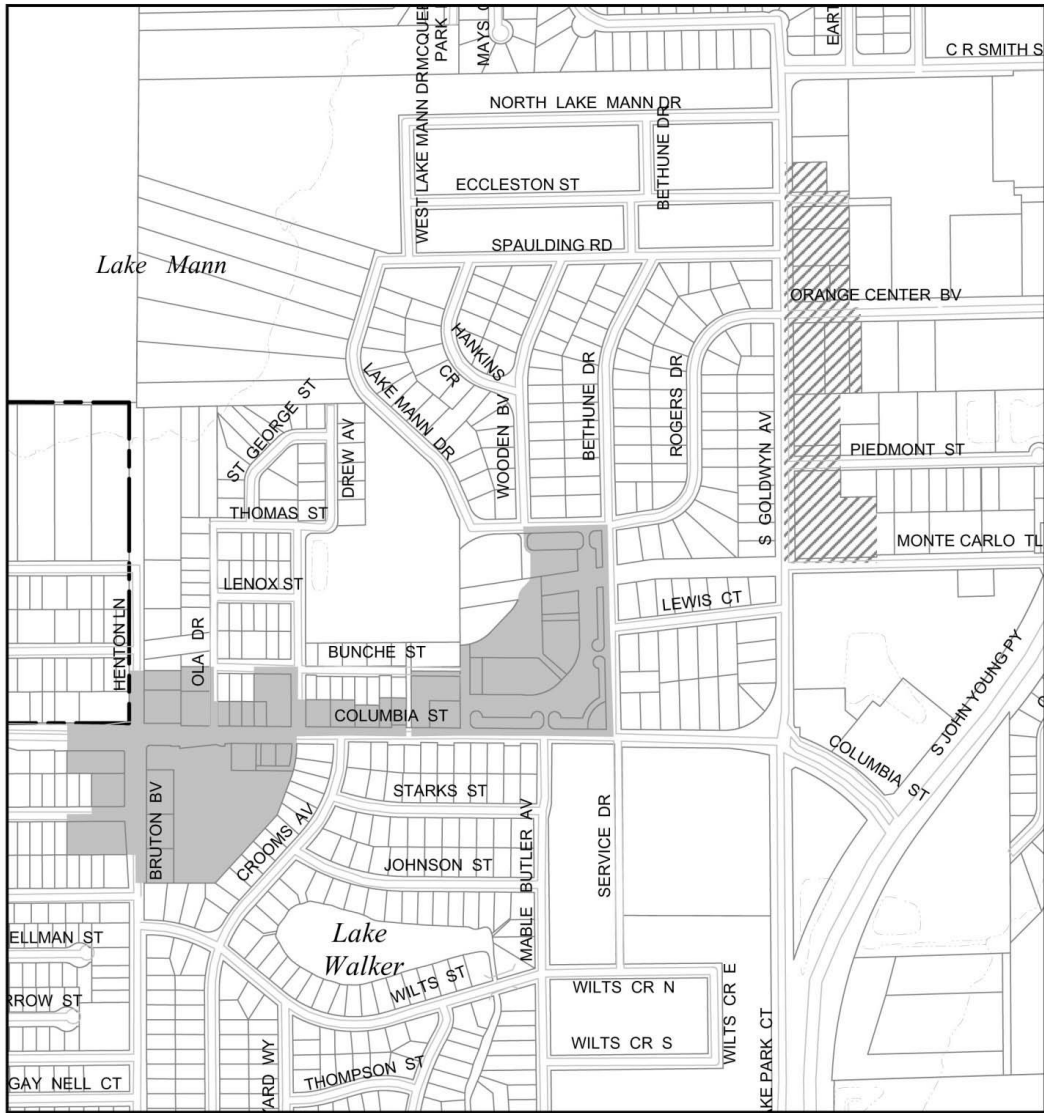
Appearance Review

Establish an Appearance Review Overlay District at property owner's initiation.

Figure 10: GMP Policy, Urban design element

**Figure
UD-20**

**Columbia St. Goldwyn Av.
Urban Design Plan**



LEGEND



City of Orlando Economic Development Department
City Planning Division July, 2008



Orlando City Limits



Columbia Street Activity Center



Goldwyn Av Activity Center

Source: City of Orlando Zoning (AC-1)

Figure 11: Map of initial study area (Figure UD-20 of the Growth Management Plan). The policy directs staff to create an overall urban design scheme and appearance review overlay following a community input process.

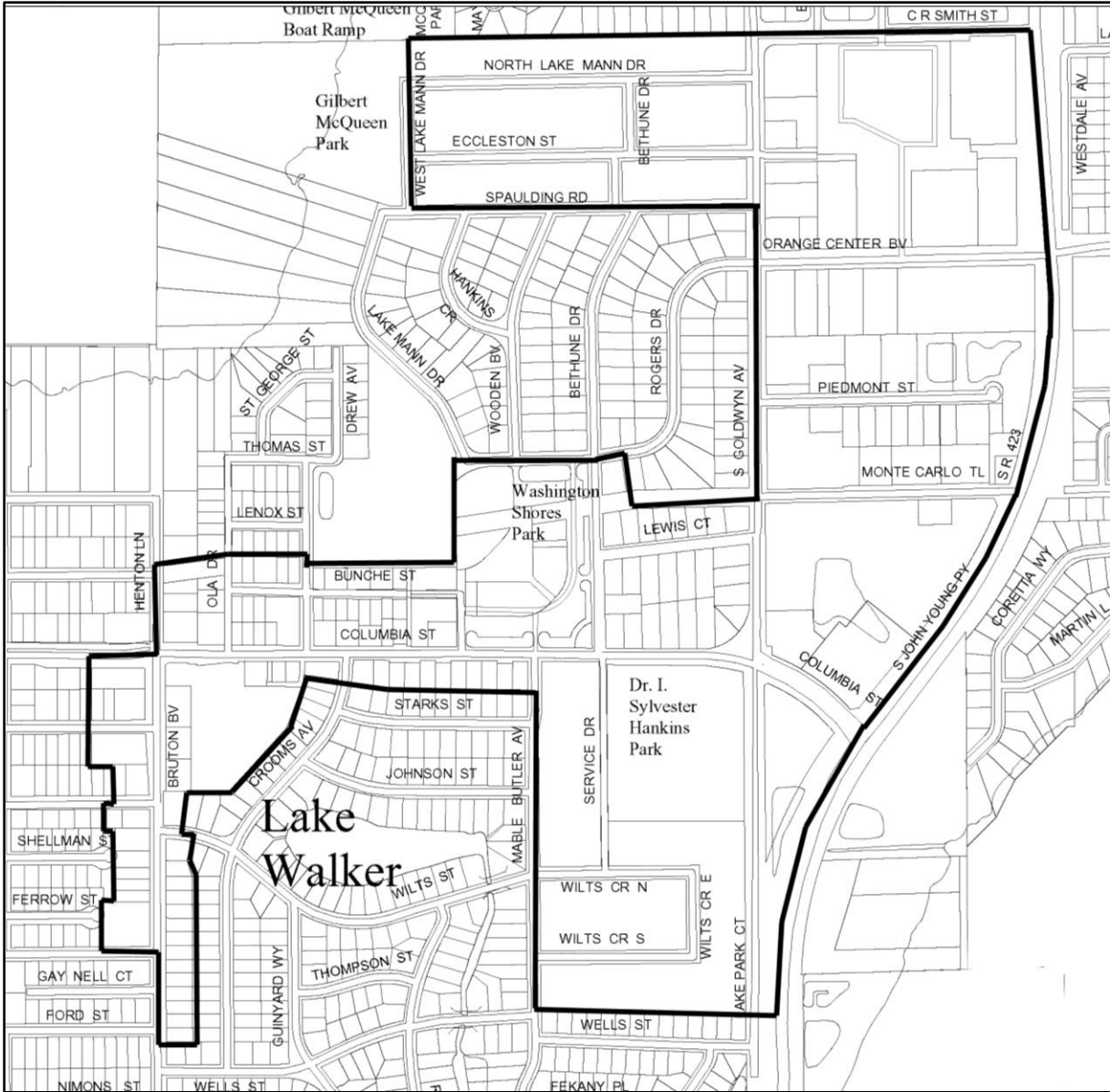


Figure 12: Map of Special Plan Overlay District for Washington Shores.

Washington Shores has a strong, thriving stock of single-family homes and several surrounding residential neighborhoods, but this stock is not adequately supported by its current activity centers. This objective serves to resolve that disparity by creating a town center opportunity so area residents don't have to travel several miles outside the neighborhood for essential services.

Figure 12 shows the proposed Special Plan Overlay Review District boundaries, which are larger than the current activity center boundaries to allow for redevelopment at the discretion of individual property owners, who may opt to change their Future Land Use categories consistent with this Vision Plan at a future date. This allows for additional development capacity to realistically infuse new development into the area at the option of property owners.

CONCEPTUAL FUTURE LAND USE

Where the existing Growth Management Plan future land use designations conflict with the proposed transect zones, a *conceptual* future land use designation is assigned. This will allow for flexible new mixed-use zones needed for future redevelopment and allow intermediate office district transitions adjacent to the activity center. These conceptual future land use designations indicate the land use types and intensities the City would likely support if requested by the property owners.

The Office-Low intensity designation is proposed on the conceptual future land use map (Figure 14) to serve as intermediate zones. This designation would allow both single family residential and various types of multi-family, up

to 21 dwelling units to the acre. Small scale office buildings up to three stories are also permitted. On current zoning maps these intermediate zones are presently scattered around the activity centers zones. The proposed transect incorporates these transition intermediate zones into a rational system.

- Office-Low Intensity:
 - No min. intensity
 - Max. intensity of 21 du/acre
 - Permitted zoning of O-1, MXD-1
- Community Activity Center:
 - Min. Intensity of 20 du/acre
 - Max. intensity of 40 du/acre
 - Permitted zoning of AC-1
- Residential Medium Intensity:
 - Min. intensity of 12 du/acre
 - Max intensity of 30 du/acre
 - Permitted zoning of R-2B, R-3B, R-3C, MXD-1

Figure 13: Future Land Use designation allowances.

This will result in more harmonious development patterns and provide adequate capacity for development opportunities where appropriate. Figure 14 identifies areas where changes to the future land use designation may be appropriate; however changes must be contiguous to an existing mixed-use designation (O-1, MU-1 or AC-1) in order to prevent "leap-frog" type development. Several properties may apply simultaneously with adjacent neighbors in order to create continuity as these activity centers develop over time.



Figure 14: Map of Conceptual Future Land Use designation.

GMP SUBAREA POLICIES

Currently adopted future land use subarea policies for the study area focus mainly on protecting the residential neighborhoods from encroachment.

To keep in line with the desires of the Task Force members and those expressed by residents during the Community Planning Day and Task Force meetings, policy changes are proposed to allow for the creation of certain desired uses, promote appropriate guidelines for development, and improve the neighborhood while protecting the integrity of the residential areas. Protecting the integrity of the residential areas is of utmost importance. Most homes were built in the 1950's and many are still occupied by the original owner or a family member.

In order to memorialize these desires, the following are proposed subarea policies along with the expansion of the boundaries of the current subarea policies. Approved by City Council in May 2010, the subarea policy will apply to the geographic areas on Figure 15.

Proposed Subarea Policies:

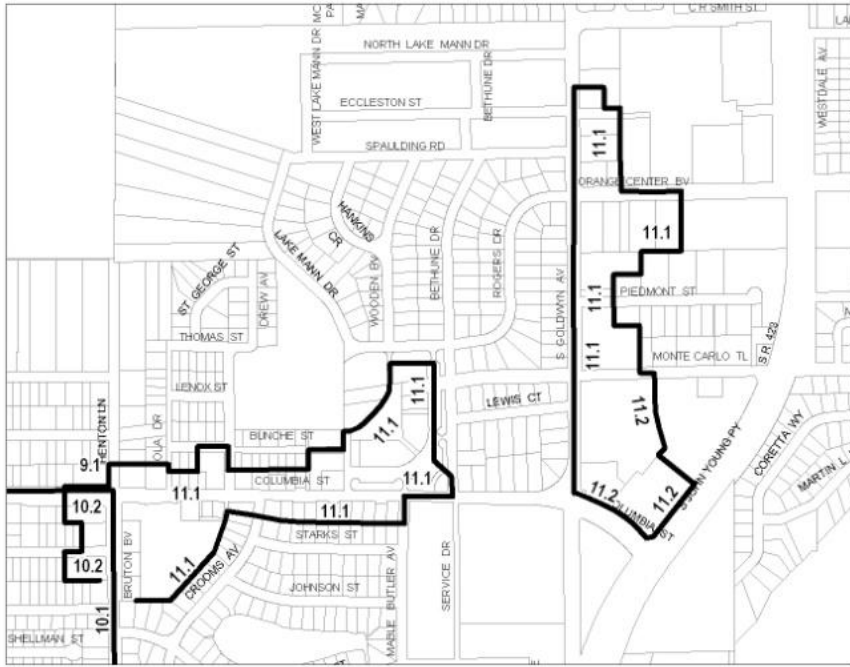
Subarea Policy S.10.4

- (a) To protect residential uses on property adjoining this subarea, non-residential uses allowed within this subarea shall be restricted to property within this subarea.
- (b) Development within the activity center and office areas shall provide a logical transition in mass, scale and height between existing residential neighborhoods and proposed development.

- (c) Design of proposed development, including streetscape, arcades, landscaping, location of ingress/egress, materials, shall be tailored to create a pedestrian-friendly environment.

Subarea Policy S.11.5

- (a) To protect residential uses on property adjoining this subarea, commercial uses allowed within this subarea shall be restricted to property within this subarea.
- (b) Development within the activity center and office areas shall provide a logical transition in mass, scale and height between existing residential neighborhoods and proposed development.
- (c) Design of proposed development, including streetscape, arcades, landscaping, location of ingress/egress, materials, shall be tailored to create a pedestrian-friendly environment.



Existing Subarea Policies

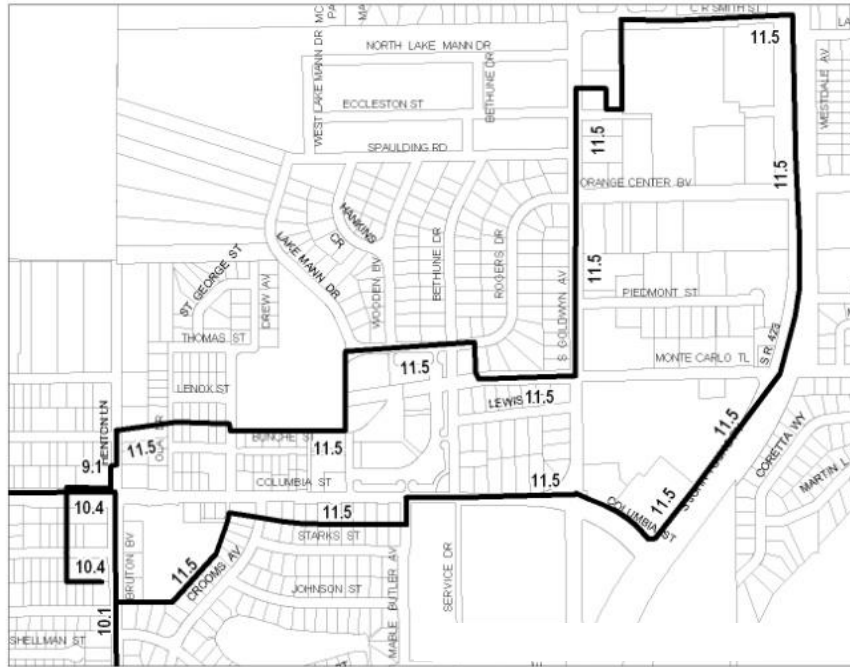
Subarea Policy S.10.2 states:

“In order to protect residential neighborhoods from encroachment, the activity center shall not be permitted to expand.”

Subarea Policy S.11.1 states:

“In order to protect residential neighborhoods from encroachment, the activity center and office areas shall not be permitted to expand.”

Future Land Use – Policies Existing



Future Land Use – Policies Proposed



Figure 15: GMP Subarea Policy Map

DEVELOPMENT STANDARDS BY TRANSECT ZONES

The transect plan sets the standards for the urban form of the development within the plan area. The following pages explain how the transect zones ensure logical transitions in height, scale, and mass for new development within the plan area. The transect zone standards are presented in order, from the most intense zones to the least intense zones. The most intense zone, the “T-6: Urban Core”, when applied to Washington Shores is much too great of an intensity for the neighborhood and is therefore excluded.

In order to promote a variety of active uses, mixed-use buildings, and civic buildings, all of which add to the vitality and stability of the area, an additional story may be possible as a bonus in some transect zones for mixed uses with active ground floor uses. Underlying zoning standards will continue to apply to development, except where the underlying zoning conflicts with the provisions of the Transect Plan and overlay zoning.

T-5: Urban Center

The “T-5: Urban Center” transect zone is the highest intensity transect zone found within the proposed Special Plan. The T-5 zone is found along the Columbia St. and Bruton Blvd. intersection, where the activity center zoning currently permits fairly intense development, and along the interior of blocks surrounded by Orange Center Blvd. to the north, Monte Carlo Trail to the south, Goldwyn Ave. to the west and John Young Pkwy. to the east.

These areas also allow additional floor height when a building is mixed-use or public benefit use with an active ground-floor element,

further encouraging development that could enhance Washington Shores as the pre-eminent neighborhood of Orlando’s west side.

Maximum Building Height:

- 4 stories for retail, office and public benefit use.
- 5 stories for residential uses.
- For mixed-use buildings, the predominate use of the building shall determine the maximum number of stories.
- Active uses on the ground floor are required.

Characteristics and Special Requirements:

- Either a density or an intensity bonus may be sought to be utilized to reach maximum building profile, but not to extend the profile prescribed by the transect.
- Architectural massing and materials must be articulated at least every one hundred twenty (120) feet.
- Vehicular cross-access shall be provided between adjacent properties. Common alleyways or driveways shall also be shared with adjacent properties located within the “T-4: General Urban” zone.





Figure 16: Examples of T-5 development.

T-4: General Urban

The “T-4: General Urban” zone consists of mixed-use but primarily residential urban fabric. A mixture of building types, including some new to the Washington Shores neighborhood such as townhomes and duplexes, can be seamlessly intertwined with the existing single-family homes. Bonuses are discouraged due to its close interface with low density residential neighborhoods. T-4 helps transition from activity center to single-family homes as these areas form a transition to the higher intensity town center located in T-5 areas.

Maximum Building Height:

- Up to three stories
- Bonuses to allow more height are not permitted

Characteristics and Special Requirements

- Density and intensity bonuses are discouraged
- Commercial uses shall be permitted along Goldwyn Ave.

- Architectural massing and materials must be articulated at least every sixty (60) feet.
- In the O-1 zoning district, O-2 setback and ISR standards are permissible
- Surface parking lots shall not be located in the front of the building



Figure 17: Examples of T-4 development.

T-3 Sub-Urban

The “T-3: Suburban zone” is where low density, detached residential uses are found. The majority of development within T3 zones is single-family residential, with allowable duplexes and accessory apartments when allowed by the underlying zoning district. No standards are specifically proposed to regulate T-3 areas, as such the default zoning rules will continue to apply. The T-3 zones indicate areas where City Planning staff would be unlikely to

support future land use or zoning amendments to allow non-residential uses or increase the density of allowable development. The T-3 zones are largely located outside of the proposed Special Plan zoning overlay boundaries. The following descriptions of T-3 areas are included to provide a context for better understanding the other transect zones.

Maximum Building Height

- 30 feet allowed, 1-2 stories typical

Characteristics and Special Requirements

- Varied front yard setbacks
- Many streets have traffic calming improvements such as roundabouts, and speed humps



Figure 18: Examples of T-3 development. These are existing homes.

PART 4- URBAN FORM AND DESIGN

Whereas the previous section briefly touched on the overall mass, height and bulk of buildings, the urban design standards in this section provide guidance on specific architectural treatments and site design to be utilized throughout the special plan area. Additionally, this section provides more detailed explanations of the articulation standards presented in the Transect Plan.

ARTICULATION

Articulation is an architectural term used to describe substantial changes to the mass and materials along a single building façade. Articulation 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. Figure 19 shows different examples for achieving articulation. At the SoDo development near Downtown Orlando, articulation is created by recessing a portion of the building and providing different colors and materials. In the Ivanhoe photograph articulation is accomplished through the change of architectural treatments approximately every 60 feet.



Figure 19: Articulation examples. The top photo is SoDo while the bottom is Ivanhoe Village. The various mass of buildings are distinct to create a fine grained architectural treatment

In the Washington Shores neighborhood, appropriate articulation standards are based on the Transect Plan – as buildings taper in height toward residential areas, the architectural articulations should become more frequent to create a seamless environment and reinforce the shift from large-scale buildings in the Urban Center(T-5) to the small-scale residences in the Suburban neighborhoods (T-3).

The requirements for architectural articulation are reduced by half in each progressively less intense transect zone, as follows:

T5: Urban Center – articulation required every 120 feet

T4: General Urban – articulation required every 60 feet

T3: Suburban – individual buildings are typically 30 feet long, with open setbacks on each lot's side yards.

STREETSCAPE

The current streetscape in Washington Shores does not meet the redevelopment standards being proposed for the area. The nonresidential blocks along Columbia St., Goldwyn Ave., and Bruton Blvd. have approximately 6ft. wide sidewalks with intermittent light poles obstructing the pathway. The residential blocks along those same streets have a slightly larger sidewalk due to the addition of an approximately 5 ft. wide landscape strip. Within the interiors of the neighborhood, the situation is more ideal and pedestrian orientated. The sidewalks are approximately 5 ft. wide with a 10 ft. wide landscape strip that contains large shade streets.



Figure 20: Interior residential block.



Figure 21: Sidewalk along commercial side of Goldwyn Ave.

The ideal streetscape for the main corridors of the neighborhood would be of 13 ft. wide and could be installed within the existing right-of-way, with additional sidewalk easements obtained from private property owners through the redevelopment process. This results in a streetscape that could be installed incrementally over time (as redevelopment occurs. Individual property owners may be responsible for the installation of street trees or sidewalks adjacent to their property) or could be installed all at once, if a funding source were to become available in the future. The 13 ft. wide streetscape would be composed of a 5 ft. wide landscape strip (or area for tree wells), a 7 ft. wide pedestrian through-zone and a 1 ft. wide frontage zone.

All streets and streetscape improvements shall incorporate street lights. Light poles shall be located so as to not interfere with the clear pedestrian path or be blocked by street trees.

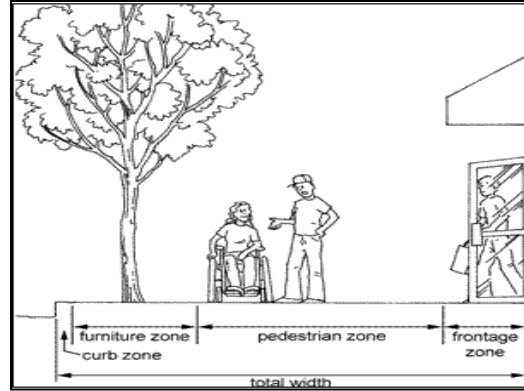


Figure 22: Streetscape sidewalk composition.

SITE DESIGN

To enhance the pedestrian oriented nature of the neighborhood, two automobile oriented issues need to be addressed: access management and parking.

Access Management

Most commercial sites in Washington Shores have numerous curb cuts and very few, if any, cross access easements between properties. In all transect zones, cross-access easements are to be required between parking and vehicular use areas and adjacent properties. Rear placements are preferred for vehicular cross access easements. Where cross access is not possible due to current conditions, future cross access routes will be preserved.

Excessive curb cuts, located throughout the plan area, must be closed upon substantial improvement or expansion where other ingress and egress solutions are possible. Existing standards on width of curb-cuts will continue to apply along the main corridors. Site circulation and access to non-residential and multifamily developments should be designed to direct traffic away from T-3 areas. Additional restrictions may be required on a site-by-site

basis to ensure the intent of these access management guidelines are met.



Figure 23: Access management image. Red arrows show existing curb cuts. The purple arrows demonstrate potential cross-access easements.

Parking

Parking strategies can be a critical component to the successful implementation of a pedestrian oriented environment. The City of Orlando’s existing 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 over-parked. 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.

The implementation of on-street parking would enhance the feeling of safety for pedestrian through the creation of a buffer zone and slow traffic speeds while providing the added benefit of convenience. On- street parking also uses

land more efficiently than off-street surface parking, increasing the space available for high-density development. Two roadways that would benefit from this addition are Goldwyn Ave. and Orange Center Blvd.

In order for complementary uses to share parking and allow on-street parking’s contribution to the overall parking supply on a development site, the following additional counting rule is proposed for pedestrian-friendly areas such as Washington Shores.

Projects with multiple uses, and dissimilar adjacent uses with reciprocal parking and vehicular cross-access easements, 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.

SHARED PARKING FACTOR				
Function	with			Function
RESIDENTIAL				RESIDENTIAL
LODGING				LODGING
OFFICE		1		OFFICE
RETAIL	1.4	1.1	1.1	RETAIL
	1.2	1.7	1.7	
	1.3	1	1.3	
		1.2	1.2	
			1	

Figure 24: Shared Parking Factor Matrix.

PART 5- TRANSPORTATION

During the evaluation of Washington Shores transportation issues by the Task Force, one of the primary concerns was traffic in terms of volume and speed. Also of importance was town center connectivity for the pedestrian and the SuperStop located in the heart of the neighborhood.

TRAFFIC CALMING

Currently, Washington Shores is used as a means of access to and from Orlando and beyond. Motorists are driving through the neighborhood via three main thoroughfares; John Young Pkwy., Columbia St., and Bruton Blvd. This creates an influx of commuter traffic that passes through the area, and the neighborhood is central to several large residential neighborhoods.



Figure 25: Roads regional motorists use to drive through the neighborhood.

One method geared towards traffic reduction is a “road diet,” a technique whereby a road is reduced in number of travel lanes and/or

effective width in order to achieve improvements. The Task Force concluded that due to the relatively small traffic volumes, a road diet would be appropriate for two main roadways within Washington Shores; Goldwyn Ave. and Orange Center Blvd.

Goldwyn Ave. is currently a four lane road, which encourages speeding. Before the extension of John Young Pkwy. in the 1990’s, Goldwyn Ave. was the primary arterial of the neighborhood. It helped disperse traffic away from the Orange Bowl and was the next North/South roadway subsequent to Rio Grand Ave. and Tampa Ave. Now that it no longer serves these same purposes, due to a bypass created by John Young Pkwy., Goldwyn Ave. no longer needs to accommodate such high automobile capacity. This makes Goldwyn Ave. a good candidate for a road diet, which will turn it into a neighborhood street that collects traffic, rather than directs traffic through the neighborhood. The four lanes could be converted to a three lane road with on-street parking on the non-residential side of the street to provide additional parking capacity for existing and potential businesses.

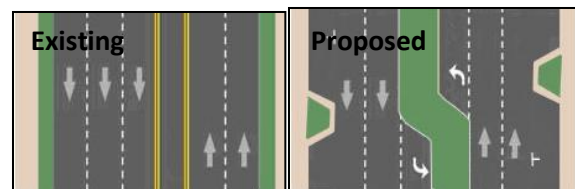


Figure 26: Orange Center Blvd. (looking west) road diet possibilities with

The three lane street section would contain a travel lane for each direction and either a center dual turn lane or a median with strategic openings to provide turning movements. Orange Center Blvd. is the east/west roadway that connects the sub-neighborhoods that compose the Greater Washington Shores area. Currently, it is a five lane roadway (two through lanes each direction with a turn lane) with a median. It could be converted to a four-lane road with on-street parking on both sides with a reconfiguration of the median system.

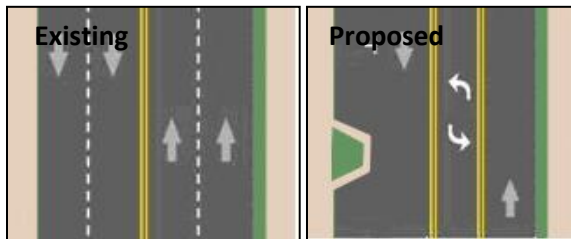


Figure 27: Goldwyn Ave.(looking south) road diet possibilities. This option includes an optional landscaped median.

Traffic calming can also be achieved through the use of a median system. Medians are multi-purpose: they have the potential to reduce traffic speed, improve safety through site access restrictions, provide pedestrian refuge and enhance aesthetics when landscaped. The opportunity for medians is currently only available on Goldwyn Ave. and Orange Center Blvd. It is not presently plausible for such additions on Bruton Blvd. or Columbia St.; the Task Force rejected the idea of calming these streets due to the relatively large amount of

local and regional traffic volumes that these streets handle.

The examples shown on the next pages illustrate the transformation of the area following the construction of medians, the installation of adequate trees, and the addition of infill buildings along the corridors that conform to the form-based plan.

BUS STOPS AND SHELTERS

In the center of the Washington Shores study area is a Lynx SuperStop, serving six routes (319, 20, 21, 57, 303, and 24). These routes go in and out of the Washington Shores shopping plaza parking lot as well as the residential neighborhood located to the north via Rogers and Bethune Dr., two local residential streets.

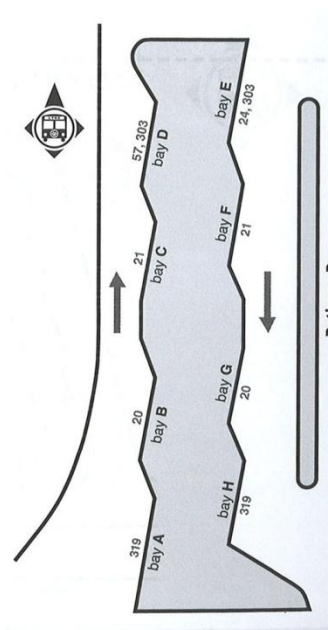


Figure 28: Washington Shores SuperStop layout



Figure 29: Potential redevelopment scenario on Goldwyn Ave. Images descend from existing to future, with gradual inclusion of infill development. Landscaping, a median and on-street parking (on the commercial side) are also added.



Figure 30: Potential redevelopment scenario on Columbia St. Images descend from existing to future. Buildings are brought to the street front, street trees are planted in the streetscape and intersections are branded.



Figure 31: Potential redevelopment scenario on Orange Center Blvd. Infill development gets built along with landscaped medians and on-street parking on both sides of the street.



Figure 32: Potential redevelopment scenario on Bethune Dr. (looking south). Multi-family housing with on-street parking is added across from the SuperStop until the SuperStop is eventually relocate to a more peripheral location between the activity centers.



Figure 33: Potential redevelopment scenario on Bruton Blvd (looking south from Columbia St.). Streetscape improvements take place on both sides of the street along with infill development.



To resolve safety and intrusion issues raised by the Task Force and residents, City staff proposed 3 concepts (Figure 36) that could help Lynx in the event that they are able to upgrade the site. The first two reflect changes to the parking lot configuration which affect the in and out points for the buses. The third option moves the SuperStop one block over to the east, making it more of a destination point between the two activity centers. This frees up room in the Washington Shores shopping plaza for additional retail options and allows a more central point to the surrounding neighborhoods. All options would allow for the re-routing of buses from the residential streets of Roger Dr. and Bethune Dr. to Columbia Ave. and Lewis Ct.



Figure 34: Depiction of possible relocated SuperStop option.

The following is a list of priority locations for bus shelters, based on perceived need and location.

Columbia St.

- Zion Hill Missionary-corner of Drew Ave. (Westbound)
- Prince Hall site (Eastbound)

C.R. Smith St.

- Boca Club Apartment (Eastbound)

TOWN CENTER CONNECTIVITY

The Washington Shores town center is currently home to many uses: churches, a park, retail, a SuperStop, personal services and offices. The street connections and site planning is not the most conducive for a neighborhood center.



Figure 35: Aerial of current town center configuration.

Based on community input, the churches lack sufficient parking, the park should be relocated, the buildings should be brought closer to the street, and the current site access of the Lynx buses is a hazard to pedestrians. Future on-street parking would still provide the capacity needed for the churches, while celebrating the church buildings around an ultimate town square, shown in the final option of Figure 36. Staff presented two reconfiguration schemes (Figure 37) to the Task Force, which could resolve the above mentioned concerns.



Figure 36: Three SuperStop options. The first is free-standing from the block, as is there currently. The second image shows the SuperStop attached to the block while the third relocates it one block east.

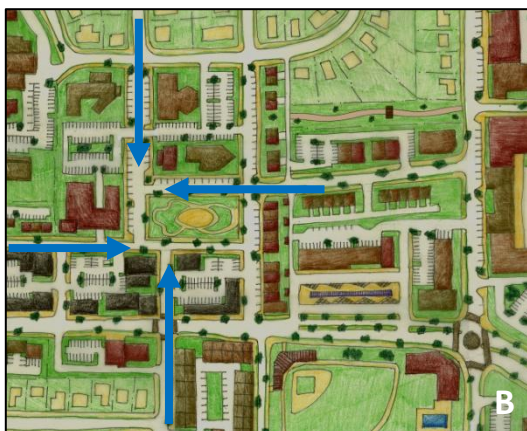


Figure 37A creates a new street to go through the town center block along the existing flow pattern. This street would allow frontage for all buildings on the site and creates formal parking layout for the churches. The Washington Shores Park is replaced with buildings that front Columbia St.

Figure 37B extends all the existing streets around the town center to create a more formal layout with a town square feel. The Washington Shores Park is relocated to the center to improve visibility from the surrounding buildings and improve security. In this scheme, the SuperStop would be relocated to the adjacent block, as stated in option 3 of the previous section. A formal grid is established, but direct throughs are discouraged to reduce cut-thru traffic to neighbors north of the town center.



Figure 37:
Two possibilities for town center reconfiguration.



PART 6- SECURITY

Safety and security were big concerns for the Task Force. To address this several meetings were held between Task Force and Law enforcements officials. Visible police presence and communication between the police force and the neighborhood were considered key for a successful working relationship. Crime Prevention Through Environmental Design (CPTED) strategies were also discussed at the Community Planning Day and at a Task Force meeting as a technique to be applied to future as well as existing development.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

CPTED deals with the management of built and natural environments to prevent, reduce, or mitigate criminal acts. It has four basic strategies: Natural Surveillance, Territorial Reinforcement, Natural Access Control, and Target Hardening.

Natural Surveillance

A design concept directed at keeping intruders easily observable. It's promoted by features that maximize visibility of parking areas, entrances, along with doors and windows that look onto the street.





Figure 38: Existing examples of natural surveillance. The 1st image has covered windows, while the windows in image 2 provide good visibility of the street.

Territorial Reinforcement

A physical design concept that helps users develop a sense of territorial control while making potential offenders aware of this control, are discouraged. Territorial reinforcement is promoted by features that define property lines and features that distinguish private spaces from public spaces.



Figure 39: Existing examples of territorial reinforcement. The 1st image lacks clear separation between public and private spaces. The 2nd image uses a knee wall and landscaping to provide that separation.

Natural Access Control

This strategy is directed at decreasing crime by denying access to crime targets and instilling a perception of risk to offenders. It is gained by designing building entrances and neighborhood gateways to clearly indicate public routes.



Figure 40: Existing examples of natural access control. The 1st image depicts a site with no clear path, resulting in motorists and pedestrian creating their own. The 2nd image has two clear paths that lead from the sanctuary to the sidewalks.

Target Hardening

This concept is accomplished by features that prohibit entry or access. It can be upheld via window locks, door deadbolts and hinges.



Figure 41: Existing examples of target hardening. The 1st image alludes to a negative connotation inferred from barred-up doors and windows. The 2nd image uses landscaping to discourage access.

PART 7- FUTURE ASPIRATIONS

At the first meeting of the Washington Shores Task force and at the Community Planning Day, a list of future aspirations for the neighborhood were discussed. Commissioner Ings and community members expressed the desire to redevelop the old fire station, on Goldwyn Ave, into a police sub-station; but this improvement would need to be budgeted and prioritized in the Police Department's overall budget. Other items mentioned on both dates include housing

succession, senior housing and creation of a business incubator.

HOUSING SUCCESSION

Residents concluded the importance of housing opportunities for people having a broad range of incomes and ages who will contribute to making Washington Shores a great place to live. The housing stock of the neighborhood is currently occupied by the older generations that have lived in the area for at least thirty years. The area needs to be made more appealing to young families and young professionals since continuous renewal is essential to vital communities. This can be accomplished by expanding the current housing stock and providing more of the activities that appeal to these groups. In addition to single family homes, young professional and families desire townhomes, condominiums and apartments, none of which are currently available in the Washington Shores study area. Also of importance to them are leisure activity options such as dining and retail. In its present state, the grocery shopping needs of the neighborhood are not being met. The closest supermarkets are approximately three miles away (Walmarts at Princeton St. and John Young Pkwy. and at Kirkman Rd. and Metrowest Blvd.) requiring residents to travel far outside the area for essential shopping and services.

SENIOR HOUSING

Two methods of senior housing were evaluated to accommodate the older residents who no longer desire to live alone in their single family homes or to leave the neighborhood they have resided in for decades.

Elder Cottage Housing Opportunity Housing

Residents have expressed great interest in maintaining several generations within a single home site. One method for accommodating this need is to allow small accessory dwellings such as ECHO (Elderly Cottage Housing Opportunity) housing. This approach would allow family members to live in these accessory units on the same site to stabilize the housing base without detrimental impacts to the character of the neighborhood. Either generation could live in the detached accessory unit, allowing the next generation to stabilize the neighborhood and begin re-investment in the area. Therefore, it is not necessary that these small units provide an additional parking space, nor require an age restriction, the idea is to provide additional housing capacity that potentially allows neighborhood residents to “age in place”. The accessory unit would be a maximum of 450 sq. ft. and one story tall following typical accessory structure setbacks. It could be established as a pilot program for the R-1 zones of the Washington Shores and Johnson Village neighborhoods.

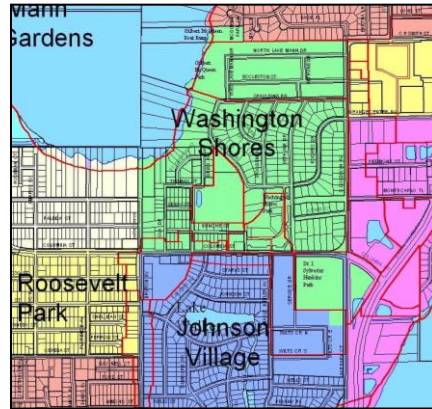


Figure 42: Map of Washington Shores and Johnson Village neighborhoods

Senior Housing Facility

Residents expressed a need for additional senior housing support facilities, possibly a facility within the community that will allow seniors access to neighbors and friends and eliminate isolation from the community. They desire a facility that would also provide planned activities, classes, healthcare and the community is willing to support an afterschool/mentoring program for the youth.

The Orlando Housing Authority property on the northern border of the Washington Shores boundaries is currently undergoing redevelopment plans. Included in these plans is the proposal for a senior-dedicated apartment building. It would include approximately 60 dwelling units along with meeting and service spaces for the residents.

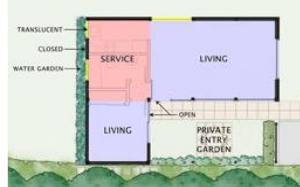


Figure 43: Example of possible elderly cottage housing.



Figure 44: Example of senior housing facility at Carver Park, also owned by the Orlando Housing Authority. A similar facility is envisioned for the Lake Mann Homes redevelopment.

BUSINESS INCUBATOR

The community expressed the desire for a small business incubator to help get small professional businesses started. The incubator would provide resources and services, such as counseling, meeting space, and a virtual support system, to help support the local businesses. First-hand business experience and career training could also be provided to the youth and inexperienced. This incubator could serve as infill on vacant parcels. A good resource for this community based business incubator is the University of Central Florida Business Incubation Program. It is nationally renowned and has many available resources.

The City, area churches, businesses and other agencies should coordinate efforts to identify strategic alliances to make these efforts a reality. As such the City of Orlando is supporting the creation of a Washington Shores retail center by providing an in-house development team made up of representatives from various City departments. Individuals involved in the development team are members of senior staff as well as experts in diverse

fields, who bring experience and knowledge to aid in the development effort. The team will be available to the development team as they move forward with their plans to improve the Washington Shores area. As situations arise throughout the project that may require assistance and support, as well as critical problem solving skills, the team members will support efforts to bring about desired solutions.

HISTORIC PRESERVATION

During several meeting of the Task Force, the desire for the historic preservation of the neighborhood was expressed. As a result, the Historic Preservation Officer of the City was brought in to discuss the different historic preservation designation options available to the neighborhood along with the pros and cons associated with each designation.

The Local districts designation requires minimum 15% of the neighborhood homeowners to sign a petition to the Historic Preservation Board. The neighborhood is there after protected by a Historic Preservation Board ordinance and restrictions are than placed on property owners. The Local Landmarks designation can be applied to any site, building, structure or object that possesses integrity of location, design, setting, materials and meets other requirements on significant contribution to history. It is also restrictive and offers protection against inappropriate changes and demolitions. The National Register District designation is a great honor but offers very limited protection. However, it does allow for a 10-20% federal tax credit for the rehabilitation of registered commercial properties. Individual National Registers designation has a fairly long process, requiring research on buildings and sites and is reviewed by the Florida Department of Historic Resources and the Federal National

Register. The Historic Markers and Plaques option identifies historic structures and recognize people and events and would not be restrictive to property owners. They must however be approved by the State Historical Marker Council. The Task Force expressed the desire to create a Historic Marker to explain the history of the Washington Shore neighborhood. The Urban Trust Bank also has the potential to be a landmark due to its cultural significance and unique architectural styles reminiscent of the time period.

PART 8- CONCLUSION

The requirements contained in this document, and in the proposed Special Plan overlay zoning designation, will not affect existing development approvals (Master Plans, Planned Developments, Conditional Use Permits, or Variances) as long as the approval is effectuated within the allowable time period. However, if any existing approval expires prior to the project being built, future applications must conform to the standards of the Special Plan overlay zoning. Likewise, requests to significantly change an approved development must also meet the standards of the Special Plan overlay zoning.

The City has proposed this vision as a rational system that takes into account the many concerns of the community as development progresses in Washington Shores. This plan addresses in detail how the neighborhood should grow over the long term. Development must be focused on urban centers, connected with transportation corridors, thereby allowing preservation of the thriving residential

neighborhood. This Plan seeks to meet that challenge and as City resources are currently unavailable for public improvement projects, creative financing solutions or incremental improvements tied to individual developments may be utilized to realize the goals of this plan. This Plan also seeks to foster a distinct, attractive and safe place to live, create a range of new housing opportunities, build on existing cultural resources, provide the ability to have a variety of transportation choices, and steer desirable development from infringing into the surrounding residential neighborhoods.

The development standards of the existing zoning districts will continue to apply except as explicitly modified by the Special Plan. For example, building heights are dictated by the assigned transect zone and specific O-2 development standards are allowed for O-1 zoning districts and the addition of ECHO housing in the specified neighborhoods.

Exhibit "A"
Community Planning Day Notes
September 12, 2009

Introduction by District 6 Commissioner Samuel B. Ings:

Commissioner Ings personally welcomed the participants to the Community Planning Day for the Washington Shores neighborhood: The strategies discussed will be incorporated into a complete long-term vision for Washington Shores, where the collective goals established today provide a critical link to our success. In creating that vision, our City staff assembled today will help facilitate and shape that vision, and our citizens will work together to formulate the direction for the future.

Even though there may be differences expressed today, we all have one goal in mind- to create a positive plan for the future and to establish Washington Shores as the pre-eminent neighborhood of the City's west side. Your involvement today is the very essence of good government, where ideas and opinions will shape the revitalization of our community for years to come.

Today, we are focused on five activities designed to give critical feedback to the Vision Task Force and City staff. I hope you will provide constructive feedback on these topics. Your positive input and energy will be critical to our success: Transportation, Urban Design, Housing, Security, and Walkability.

We need to plan now for the challenges that lie ahead regarding transportation, security,

housing, design and the pedestrian experience that will create a "sense of place" to build upon our history for generations to come. We can set the stage to create a focus for this neighborhood that will enable us to take our place as one of Orlando's great urban places. We appreciate your insight and commitment to Washington Shores' future.

Introduction by Chief Planner Jason Burton:

Mr. Burton explained the day's format as follows: Attendees will be broken up into five subject groups based on the number on their nametag. In the event that anyone has special comments relating to multiple subjects, they are encouraged to participate in multiple groups. An hour and a half will be allotted to discuss the issues and propose solutions in each area. Following the group discussions, we will all convene to "report out" our findings. We prefer that the citizens actively participate in reporting these findings. Staff will be taking copious notes during the report out session and carefully listening to the conclusions garnered.



Group Summaries:

Group 1-Walkabout

The neighborhood needs better branding or a logo. The current acorns on the “Welcome to Washington Shores” signs do not represent the community. The residential area appears to be very stable, well-maintained and surrounded by lush trees though the Lake Mann homes. Some of the commercial areas have unscreened dumpsters, some of which are clearly in the Right-of-Way.

The businesses along Goldwyn Ave. could benefit from additional landscaping, lighting and signage, and parking appears to be lacking. The bars on the windows might foster a negative perception and prevent potential patrons from knowing whether the use is operating or open for business. Façade improvements would provide a more welcoming feel. Inefficient vehicular connectivity between parking areas creates multiple, large curb-cuts, which are unbecoming

to pedestrians. Crosswalks at the intersections of Goldwyn Ave. and Orange Center Blvd., as well as Goldwyn Ave. and Eccleston St., need to be reevaluated in terms of design (the street is very wide and automobiles often speed). Also critical to the area’s success is adequate and well-maintenance signage and lighting.

The Columbia corridor seems like the perfect spot to create a small business incubator for the neighborhood to help get small professional businesses started. This incubator could help fill up the vacant parcels around the shopping plaza or fill the existing vacant rental office space. These businesses might all work together to help provide public restrooms for the park users and transit bus drivers. Currently people relieve themselves behind the shopping center, and the smell is noticeable. The sidewalks in this area should also be widened to enhance walkability and to accommodate the existing protruding utility poles.

People like the Christmas decorations on the street lights. It makes them feel more connected to downtown. Murals were also a topic of choice. Some people like them; others don't but there are several buildings on Goldwyn where the space is available, and they could improve the aesthetics. The idea of an open air market area might also be beneficial. There is a merchant that sells a good variety of fruit on the corner across from Popeye’s, as well

as a couple of BBQ trucks and some other temporary retailers that could be grouped together and become more of an “al fresco” destination.

Group 2- Design

There is a desire to see mixed-use and office/retail space to the south of Columbia S at Bruton Blvd. with low to mid-rise multi-family serving as a buffer to the existing single family homes. The current Murchison Terrace property could become an extension of Hankins Park with more green, area open space, and upgraded park facilities.

To the north of Columbia St, the agreed that commercial/office space with more multi-family units and townhomes serving as a transition to Washington Shores Elementary School and the existing single family homes in the neighborhood to the north. Row houses could be built fronting onto the school open space.

The density of this housing buffer would decrease as it went from the neighborhood center perimeter towards the residential neighborhood. The block between Ola Dr. and Drew Ave. would be ideal for a vocational facility that provides hands-on training. The block between Goldwyn Ave. and Bethune Dr. could house a relocated bus terminal, civic uses, and other uses of more intensity to bridge between the two activity centers.

Group 3-Security

Impressions of the commercial area are seen as improving but still in need of work. Loitering has largely ceased, except for a few individuals who linger until the very end of each day and after events such as the car show. The illegal conversion of residential homes into commercial uses creates a Code Enforcement issue.

Lighting is considered adequate in some areas but can get blocked by overgrown trees or by being “put-out” by kids. A light audit is available to OUC customers, and shatterproof fixtures could be installed as a low cost and effective intervention to vandalism. In addition to lighting, abandoned homes in the area also attract crime. If not abandoned, some homes are being rented to occupants who have no vested interest in maintaining the home or the neighborhood.

The possibility of expanding the IRIS camera system to the area has been discussed. It could be used to monitor those “hanging out” in the community, as well as provide general security for the neighborhood as a whole. Officers discussed how the system works, the costs involved, and grant monies used to initiate it. In addition, the officers brought up that there was a mobile surveillance camera that is occasionally utilized in Washington Shores. Concerns over racial profiling and resident’s

ability to report crimes anonymously were also discussed in order to increase the awareness of citizens in attendance.

Noise complaints were expressed about the cricket matches played in the Burton Blvd. and Columbia St.. area. Officers indicated that the City's noise ordinance does not permit loud noise after 10 p.m. and that any issues should be reported. It also appears that heavy garbage trucks, when heading out to the transfer station, via John Young Parkway create a lot of noise. In regards to Hankins Park, complaints were mentioned about kids hanging out and discouraging other residents from using the park.

Group 4-Transportation

Residents feel safer driving than walking in the community due to traffic concerns. Suggested improvements include the addition of speed bumps and appropriate pedestrian signage. There are no flashing "school zone" signs on Columbia Ave., nor do all the intersections have crosswalks or wheelchair ramps, which makes it difficult for residents to cross the street. Some suggested mid-block crossing or pedestrian overpass on Columbia Ave.

As far as bicycle-related issues are concerned, the residents desire bicycle lanes to prevent cyclists from riding on the sidewalk. They also expressed a desire for a bicycle path connection from John Young Parkway's bicycle lanes to

other destinations in the city. This could be complimented by a bicycle trail near the Smith Center site, with bicycle racks at the SuperStop as well as in the neighborhood parks.

Traffic concerns included using of Goldwyn Ave. and Wilts St. as a cut-through route, speeding on residential streets, and extending Bunche St. for better connectivity. Other concerns with Bunche St. include a lack of a sidewalk and the need for speed bumps to prevent speeding. There is also a desire to increase the speed on John Young Parkway. Since Washington Shores is the only segment of that roadway that is limited to 35 mph, it becomes a speed trap. Residents also had issues with parking on John Young Pkwy. and Columbia St, as well as over-parking at businesses.

There is a desire for public transportation service during non-traditional hours (from 2 a.m. to 6 a.m.) and improved pedestrian access to LYNX bus stops. Bus stops also need better maintenance (including graffiti removal) and panic buttons in the case of an emergency. There is a desire for more transit pull-off bays and greater spacing between stops. Opportunities for improvement include improved lighting at the SuperStop and the positioning of stops at traffic lights. Both of these improvements could address safety concerns.

Additional miscellaneous concerns from the residents include drainage issues (two feet of water when it rains) on Bethune Dr. and Columbia St, pedestrian access or shuttles to the Citrus Bowl for events, and a request for a park & ride lot. There is also an issue with stray dogs and Orange County's animal control policies, which assess a fee/ownership of the animal to the complainant. The group suggested that the formal policy from Orange County Animal Control is distributed at the next neighborhood meeting.

Group 5-Housing

Residents expressed a need for additional senior housing options, possibly a facility within the community that will allow seniors access to neighbors and friends without isolation from community. They desire a senior center that provides exercise machines, planned activities, computer classes, healthcare, and language classes, and the community is willing to support an afterschool/mentoring program for the youth.

Concerns were raised regarding the sharp increase in rental properties in the area. Discussions contributed to crime and the neglect of vacant single family housing to the increase in non-homesteaded property. There is a desire to rehabilitate existing housing as well as the multifamily developments along Orange Center Blvd. Residents want to maintain

property values as well as the historic cultural influences of the neighborhood.

There was an interest in maintaining several generations within a single home site. A suggested item thoroughly discussed, and agreed to by all, would be small accessory dwellings that could potentially be allowed in the neighborhood – such as ECHO (Elderly Cottage Housing Opportunity) housing. This would provide the flexibility for the older demographic of the neighborhood to invite their family to stay with them in these accessory units to stabilize the housing base, without detrimental impacts to the character of the neighborhood. Either generation could live in the detached accessory unit allowing the next generation to stabilize the neighborhood and begin the cultural re-investment in the area.

Conclusion

The Washington Shores Vision Task Force, which met on a regular basis prior to this community planning day, shall continue to meet to consider and in greater depth the concepts raised at this meeting. Today's process focused around getting valued input from the community at large. The information gathered will be researched by staff for future discussion and planning with the Task Force, producing a

final working document to guide future development and policies.

Pictures from the event:



The meeting gathers for introductions.



Staff leading a discussion on transportation issues.



Urban design groups plan for the future.



Citizens discuss innovations for the town center.



A citizen reports out housing group findings.



A citizen reports out security group solutions.