

My name is Jose Gaztambide. I live at 14407 Prunningwood Place,  
which is located 2 ~~3~~ miles to this high school site. Winter Garden

I am a member of Citizens United for Sensible Growth, Inc.

I am submitting the Transportation Element from the Comprehensive Plan.

If approved, this high school will create long term traffic congestion and pedestrian safety on County Road 535 <sup>at Fiquette</sup> ~~at this~~ intersection. CR 535 is a four lane arterial highway with interspersed turn lanes (7 lanes at one point). It serves as the primary roadway for Disney employees. The Comprehensive Plan Transportation Element indicates that three segments of CR 535 will be failing through 2030. The proposed high school allows for 69 bus trips per day. There will be overlap with morning rush hour. They want to put two more traffic signals in addition to the existing one already there. That would be three traffic lights within 2,112 ft. Can somebody please tell me how this is going to work, especially the bus loop entrance?

Also, I am submitting a letter from the East Central Florida Regional Planning Council which shows that the percentage of parcels located on the opposite side of CR535 within a two mile walk zone from the school site is 80% which shows that this school site is on the wrong side of the road once again.

~~This proposed school will be on the wrong side of the road just like Sunset Park Elementary.~~

## West Orange Relief High School Site Data Analysis

### **Parcel Information**

The following tables summarize the number of parcels located within the two-mile walk zone (provided by Orange County) of each school site, as well as the percentage of those parcels located on the opposite side of County Road 535 from the school site.

Parcels are broken into three categories: Residential parcels with a structure, platted residential parcels without a building structure, and undeveloped/non-residential parcels.

\*Please note that future DRI's without platted parcel lines are included within the "Undeveloped or Non-Residential Lands" category. An analysis to determine the number of units within these areas has not been determined at this time.

<b>North of Alberts Site - Parcel Information</b>			
<b>Parcel Type</b>	<b># Parcels in 2-Mi. Walk Zone</b>	<b>% Crossing CR 535</b>	<b>Acreage</b>
<i>Residential - Built</i>	3860	36.6%	1129.67
<b>Total (Res. Built)</b>	<b>3860</b>	<b>36.6%</b>	<b>1129.67</b>
<i>Residential - Undeveloped</i>	709	29.9%	457.81
<b>Total (Res. Built + Undeveloped)</b>	<b>4569</b>	<b>35.6%</b>	<b>1587.48</b>
<i>Undeveloped/Non-Res. Lands</i>	399	N/A	1251.89
<b>Total (All Parcels in Walk Zone)</b>	<b>4968</b>	<b>N/A</b>	<b>2839.37</b>

<b>Beck Site - Parcel Information</b>			
<b>Parcel Type</b>	<b># Parcels in 2-Mi. Walk Zone</b>	<b>% Crossing CR 535</b>	<b>Acreage</b>
<i>Residential - Built</i>	3406	80.9%	1242.31
<b>Total (Res. Built)</b>	<b>3406</b>	<b>80.9%</b>	<b>1242.31</b>
<i>Residential - Undeveloped</i>	349	53.6%	249.02
<b>Total (Res. Built + Undeveloped)</b>	<b>3755</b>	<b>78.4%</b>	<b>1491.33</b>
<i>Undeveloped/Non-Res. Lands</i>	480	N/A	1447.02
<b>Total (All Parcels in Walk Zone)</b>	<b>4235</b>	<b>N/A</b>	<b>2938.35</b>

% Crossing CR 535 measures the percentage of parcels located on the opposite side of CR 535 from the school site.

The maps on the following two pages depict the information in the tables provided above.



# East Central Florida Regional Planning Council

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Hugh W. Harling, Jr. P.E.  
Executive Director

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## Memorandum

To: Commissioner Scott Boyd, Orange County  
From: Hugh W. Harling, Jr., Executive Director, ECFRPC  
Tara M. McCue, AICP, Director of Planning and Community Design, ECFRPC  
Date: March 17, 2013  
Subject: Site Comparisons for West Orange Relief High School  
CC: Tyrone Smith, Orange County School District

As requested, the ECFRPC conducted a comparison of the Beck and North of Alberts Site utilizing available data at the ECFRPC and a 2 mile walk zone of each site obtained from Orange County. The purpose of this analysis was to review various data, focusing on walkability and connectivity consistently between the two sites and provide the findings for review by both the Orange County Commission and the Orange County School District.

Maps and tables detailing the findings are attached. Findings and recommendations for further analysis are below.

- The Beck site is more representative of a “smaller school site” as is recommended through the EPA. The EPA, in their 2010 publication School Siting Guidelines, recommends no minimum acreage for school sites and for districts to reconsider large enrollment schools.
- The North of Alberts site is a considerably large site and the wetlands and water located on the property may constrain development of some areas of the site.
- The wetlands located south of the North of Alberts site provides a buffer between the site and other development.
- The North of Alberts walk-zone contains more residential units (built and platted) and more units are located on the same side of CR 535 as the school, thus potentially less students will be crossing CR 535 by foot to access the school site.
- Roadway speeds near the Beck Site are 0 - 15 mph lower than that of the North of Alberts Site.
- The roadway width of CR 535/Winter Garden Vineland Rd. is narrower at the Beck Site, providing a shorter crossing distance for students to access the school site.
- Currently, one crossing guard location is located on CR 535 at Sunset Park Elementary.
- Sidewalks appear to be consistent through both site areas.
- Walled and gated communities within the walk zones limit the connectivity and accessibility of students to the sites. To improve connectivity for students to access the sites on foot, it is recommended to coordinate with developments to provide a

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connection (gate, etc.) from the community to the school property or connecting sidewalk. It is also recommended that, as proposed in the Central Florida 2060 Plan, jurisdictions prohibit walled subdivisions within proximity to schools; or in existing communities, provide pedestrian access and connection from the subdivision at a location other than the main entrance, to improve access and walkability to school sites.

- Access for walkers and bikers to the sites through low volume roads should be a consideration. This would separate vehicular and pedestrian access, thus decreasing points of conflict. The North of Alberts site appears to have a greater potential for this. See the two figures below.



- Regardless of the site, traffic calming improvements should be implemented within the C.R.535 corridor due to the traffic volume and speed limit. It is the recommendation of the ECFRPC that upon entering the “educational corridor” (as it will contain 3 schools), vehicles may be slowed both north and south bound with a roundabout on each end, signaling entry into a specific corridor and a decrease in the posted speed limit to 35 mph, at a minimum during school hours. This, in conjunction with other improvements, such as a road diet, wide buffers between the roadway and sidewalk, signalized crossings and crossing enhancements, pedestrian friendly medians/refuges, will create a more pedestrian friendly corridor. *“Improved infrastructure that increases pedestrian and bike safety can increase the opportunity for incidental physical activity” (EPA, 2010 School Siting Guidelines)* This, in turn, should improve both actual and perceived safety, increase walkability and decrease the number of vehicles from within the two mile walk zone accessing the school site (as well as Sunset Park Elementary). A more in-depth walking audit and discussion/analysis with experts and stakeholders, including residents within the 2 mile walk zone, should be conducted to further assess potential improvements.

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- Two main concepts to consider when reviewing these sites and future sites, as taken from the 2010 EPA School Siting Report and reflective in the Central Florida 2060 Plan, are:
  - Identifying opportunities to serve multiple community purposes (e.g., emergency shelters, community centers, joint school and public libraries, gymnasiums, playing fields, theaters and community gardens) so that schools can become a hub for the whole community;
  - Encouraging decision makers to consider short- and long-term construction, transportation and operation and maintenance costs and benefits in design and construction (and siting) decisions.

Additional sources of best practices for school siting, including the 2010 EPA School Siting Guidelines and Traffic Operations and Safety at Schools: Recommended Guidelines from the Texas Transportation Institute, provide the following guidelines which should be taken into consideration when reviewing potential school sites:

- School entrances should not be placed on truck highways (major roads);
- Locations should be chosen on roadways with the lowest speed limit and/or lowest average daily traffic;
- Students approaching on foot should not have to cross main traffic arteries;
- Provide access from more than one direction to the immediate vicinity of the site, and provide access to the site from at least two adjacent streets;
- Locate schools adjacent to other community facilities where there is potential for shared use parking (e.g., parks, churches, etc): coordinate with the operation and layout of adjacent uses;
- Consider true long-term costs of a site assessment/investigation, including land acquisition, initial construction, long-term busing costs and other transportation costs, improvements to the utilities and street network around the school, long-term site location monitoring and maintenance costs in policies on estimating costs for renovation versus construction;
- Consideration should be given to near-road and other transportation source locations before eliminating them if the only alternatives are to locate schools much farther from the communities being served. Unintended negative consequences to moving schools away from communities may include increased pollutant exposures during longer bus or personal car commutes, increased traffic on local roads to access schools further from their communities, and lack of walking, biking, or other alternative commute options to school.
- School design techniques may be employed to reduce exposures at near-source schools, such as locating athletic fields, playgrounds and classrooms as far from the source as possible, and locating air intakes in areas on the school building(s) that are least affected by offsite or onsite transportation air pollutant sources;

A Site Plan Review Checklist provides additional questions to consider in choosing the proper site for a school facility. (TRAFFIC OPERATIONS AND SAFETY AT SCHOOLS: RECOMMENDED GUIDELINES, Texas Transportation Institute, pg. 3-2).

Attachments to this memo includes the West Orange Relief High School Site Data Analysis.

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# LOS From Transportation Element of Comprehensive Plan

Table 15: 2030 Future Roadway Conditions Analysis

Road Name	From	To	LOS	OUATS	Capacity	2030	2030	2030	2030	2030	Constrained/ Backlogged
			Std	Lanes		AADT	PkHrPkDr	LOS	Fail?	Needs	
Windermere Road	Robertson Road	Maguire Road	E	2	810	10,968	555	D	No		
Winegard Road	McCoy Road	Oak Ridge Road	E	2	810	12,269	627	D	No		
Winter Garden-Vineland Road	Apopka-Vineland Road	Buena Vista Drive	E	4	1,860	62,410	2,475	F	Yes	6	Backlogged
Winter Garden-Vineland Road	Buena Vista Drive	Centurion Court	E	4	1,860	34,821	1,677	C	No		
Winter Garden-Vineland Road	Centurion Court	Sunset Boulevard	E	4	1,860	31,543	1,526	B	No		
Winter Garden-Vineland Road	Sunset Boulevard	Reams Road	E	4	1,860	30,674	1,486	B	No		
Winter Garden-Vineland Road	Reams Road	Chase Road	E	4	1,860	50,116	2,764	F	Yes	6	Backlogged
Winter Garden-Vineland Road	Chase Road	Ficquette Road	D	4	1,860	27,763	1,517	B	No		
Winter Garden-Vineland Road	Ficquette Road	Tilden Road	D	4	1,860	43,831	2,539	F	Yes	6	Backlogged
Winter Garden-Vineland Road	Tilden Road	SR 429	D	4	1,860	55,398	2,764	F	Yes	6	Backlogged
Winter Garden-Vineland Road	SR 429	Roper Road	E	4	810	58,718	2,812	F	Yes	6	Backlogged
Winter Garden-Vineland Road	Daniels Road	Colonial Drive	E	4	810	37,402	1,891	F	Yes	6	Backlogged
Winter Park Road	Corrine Drive	Lake Sue Avenue	E	2	810	18,127	991	F	Yes	4	Backlogged
Woodbury Road	Golfway Boulevard	Lake Underhill Road	E	2	810	15,417	913	F	Yes	4	Backlogged
Woodbury Road	Lake Underhill Road	Waterford Lakes Parkway	E	4	1,720	16,139	648	C	No		
Woodbury Road	Waterford Lakes Parkway	Colonial Drive	E	4	1,720	16,139	648	C	No		
Woodbury Road	Colonial Drive	Challenger Parkway	E	4	1,720	19,711	922	C	No		
Wurst Road	A.D. Mims Road	Claroona-Ocoee Road	E	2	810	11,076	533	D	No		
Wymore Road	Fairbanks Avenue	Lee Road	E	4	1,720	24,667	2,020	F	Yes	6	Backlogged
Wymore Road	Lee Road	Kennedy Boulevard	E	4	1,720	29,113	1,654	E	No		
Wymore Road	Kennedy Boulevard	Maitland Boulevard	E	4	1,720	44,275	3,647	F	Yes	6	Backlogged
Wymore Road	Maitland Boulevard	Seminole County Line	E	4	1,720	41,833	3,562	F	Yes	6	Backlogged
Wyndham Lakes Boulevard	Mountleigh Court	J Lawson Boulevard	E	4	1,860	9,500	433	B	No		
Young Pine Road	Dean Road	Orange County Land Fill	E	2	810	3,570	122	C	No		