VIRGINIA / LAKE HIGHLAND
TRANSPORTATION AND LAND USE STUDY

COMMUNITY MEETING #3 - PRESENTATION OVERVIEW

1	BACKGROUND

2	VISION – PROTECTING CHARACTER

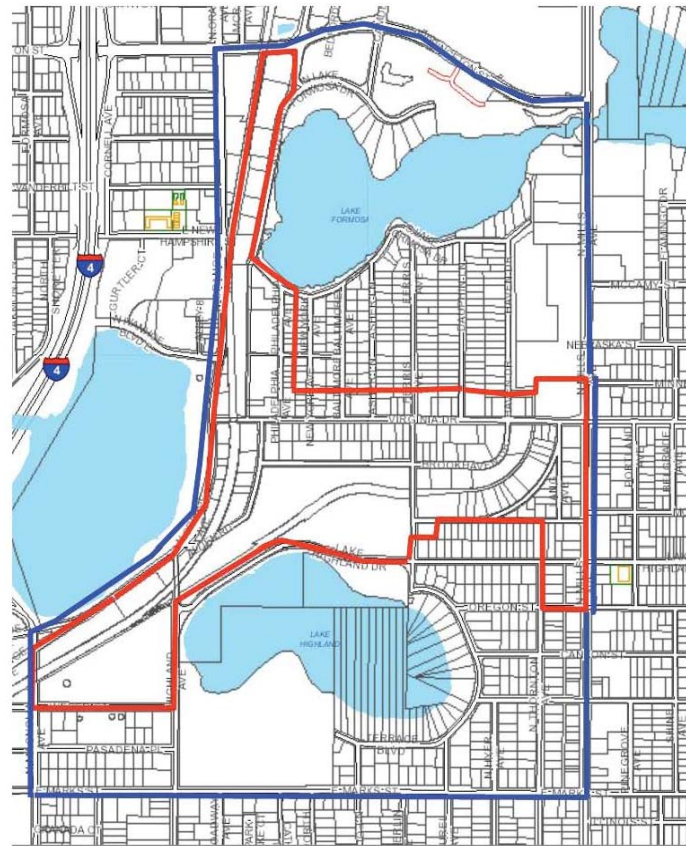| 3	VISION – LEVERAGING GROWTH

4	VISION – COMPLETING NETWORKS

1 BACKGROUND

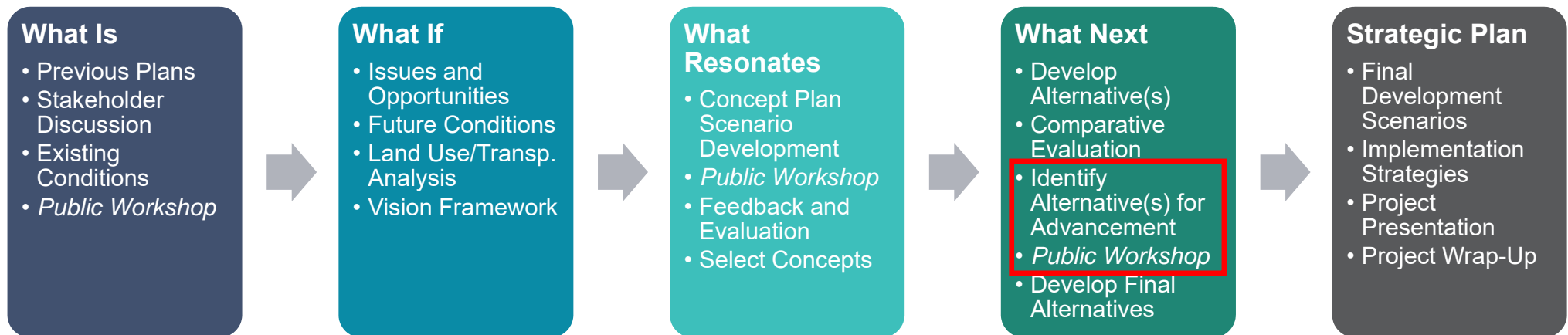Project goals and review of prior community meetings

STUDY AREA

Blue boundaries show transportation study area.
Red boundaries show land use study area.

PROJECT GOALS

The City wished to develop a transportation infrastructure plan and land use plan for the neighborhoods surrounding the Virginia Drive corridor, including the Lake Formosa and Park Lake/Highland neighborhoods.

This study will look at **land use** and **projected development** against an examination of **travel patterns** to develop a **multimodal transportation network** design that supports the City's vision of sustainability, mobility options, and a safe community that meets the needs of residents, businesses, and visitors.

PLANNING PROCESS

What Is
- Previous Plans
- Stakeholder Discussion
- Existing Conditions
- *Public Workshop*

What If
- Issues and Opportunities
- Future Conditions
- Land Use/Transp. Analysis
- Vision Framework

What Resonates
- Concept Plan Scenario Development
- *Public Workshop*
- Feedback and Evaluation
- Select Concepts

What Next
- Develop Alternative(s)
- Comparative Evaluation
- Identify Alternative(s) for Advancement
- *Public Workshop*
- Develop Final Alternatives

Strategic Plan
- Final Development Scenarios
- Implementation Strategies
- Project Presentation
- Project Wrap-Up

BACKGROUND

COMMUNITY MEETING #1 SUMMARY

Attendees at the kickoff meeting participated in a mapping exercise to identify issues and opportunities within the study area. Some of the common ideas between different tables included:

- Make Virginia more pedestrian and bike friendly
- Increase pedestrian safety - along roads, on sidewalks, and at intersections
- Improve connectivity
- Provide appropriate transitions in height and scale between neighborhoods and non-residential uses
- Add parking, especially near the trail
- Reduce neighborhood cut-through traffic
- Slow down traffic

BACKGROUND

COMMUNITY MEETING #2 SUMMARY

Preliminary designs were introduced and attendees had the opportunity to discuss the project with the consultant team and provide input and comments on specific elements of the preliminary plans. Key "big picture" discussion included:

*   **Speeding** – There were many comments regarding ways to cut down speeding, including speed humps, roundabouts, 4-way stops, and brick pavement.
*   **Cut-Through Traffic** – A number of suggestions were made on how to reduce traffic in residential neighborhoods, but it was also noted that the connected grid street pattern makes it hard to eliminate all cut-through traffic
*   **Bike Lanes** – Discussion centered on whether bicycles are better served by adding bike lanes or by creating wider sidewalks
*   **Vision** – There were questions regarding implementation of the study: would it be done now or in the future as parcels redevelop?

BACKGROUND

What is the Virginia Drive area story?

Virginia Drive area is the epicenter of north Orlando….it is the place to be.

How can we make it a better place?

- **Protecting Character**

- **Leveraging Growth**

- **Completing Networks**

2 PROTECTING CHARACTER

Maintaining the quality of life valued by the community

GREAT NEIGHBORHOODS

Characteristics of a great neighborhood include:

- Has a variety of functional uses that contribute to day-to-day life (residential, commercial, mixed use)

- Accommodates multimodal transportation

- Has design and architectural features that are visually interesting

- Encourages social activity and interaction

- Promotes community involvement

- Encourages sustainability

- Has memorable character

COMMUNITY VALUES

Orlando is a living city – it grows, evolves and moves

Residents of this area **recognize** and **value** the importance of the historic, social, cultural and economic character in their community

Encouraging sustainable and **appropriate growth** and **investment** is a principal concern to ensure that neighborhoods retain their character and continue to flourish and serve as a stable foundation for the future

Ensure that inevitable changes are in keeping with the scale, form and composition of the area and honor its past

PERSONALITY

How does and how should this area:

- Reflect the community's local character and set itself apart from other neighborhoods

- Retain, interpret and use local history to help create a sense of place

- Promote and protect air and water quality and respond to climate changes

- Accommodate multiple users and provide access

- Promote security and safety

NEEDS

Considering the values of the community, and existing and future conditions, the following elements were identified as general needs for this project:

- Maintain character

- Embrace innovation and creativity

- Create complete streets

- Invest in multimodal linkages

- Improve accessibility and mobility

- Provide greater safety

- Adopt sustainability

3 LEVERAGING GROWTH

Growing within the community vision

PLANNING FOR GROWTH

Great neighborhoods are much sought after, but they are also fragile. We want to encourage contemporary improvements and additions that contribute to the livability of the area, but ensure that inevitable changes are in keeping with the scale and form established and desired by the community. Once character is gone, it cannot be replaced.......

The Land Use Plan looks at the likelihood for redevelopment from now through 2040 and considers the City's existing growth projections to see if growth will impact transportation networks.

LAND USE PLAN - EXISTING USES

The existing uses map serves as the framework upon which to begin building the land use plan. The story of the study area begins to emerge both internally and as it relates to the surrounding urban areas. Uses are grouped in typical land use categories such as:

- Commercial
- Residential
- Institutional
- Industrial
- Service

Property Use

Commercial   Institutional   Residential   Transportation Study Area Boundary
Service   Industrial   Vacant

Ownership patterns help identify opportunity sites and parcels for potential assemblage.
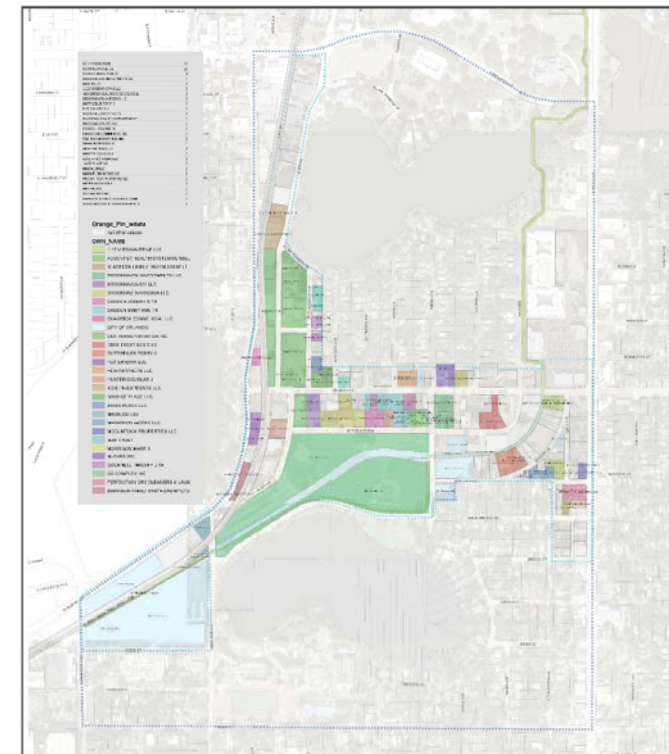
Ownership Patterns

LAND USE PLAN – MARKET TRENDS

The study area is well-positioned for development due to several locational factors:

- Epicenter of urban north Orlando
- Multimodal accessibility
- Amenities and activities

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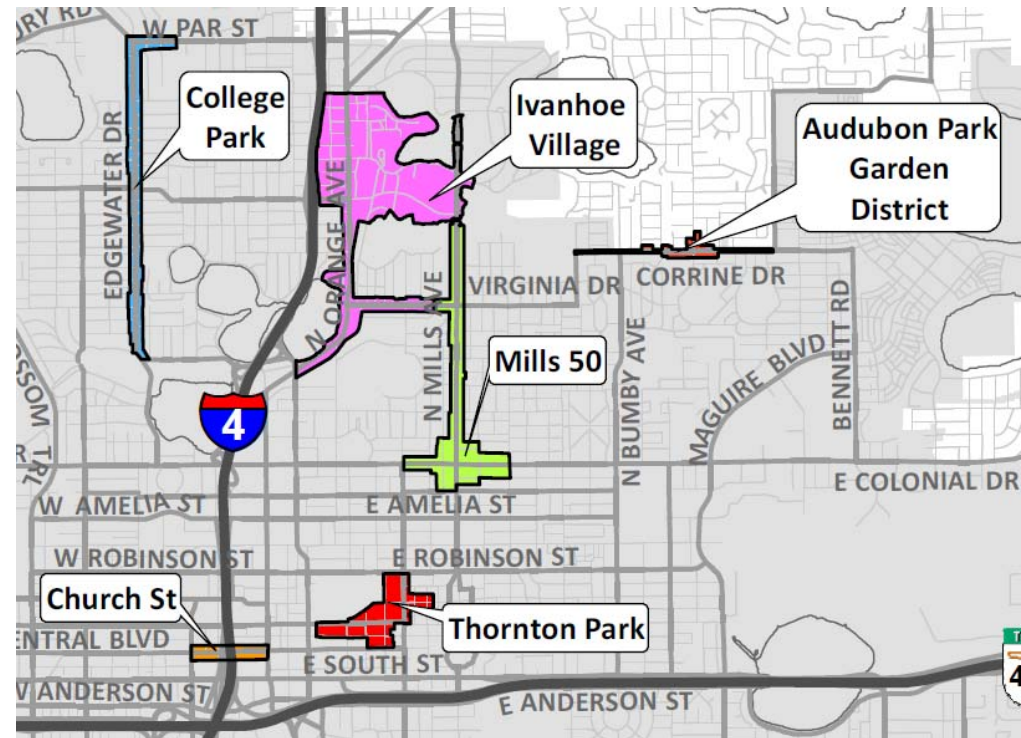
LAND USE PLAN – MARKET ANALYSIS

Key future development takeaways:

- Future demand exists for more multi-family housing, probably before 2030

- Retail and office development will likely be limited to renovation and re-tenanting of viable buildings

- Target businesses: small, independent, unique, possibly medical offices

- Significant redevelopment will call for assembling larger sites – the need is for more parcel depth, with the best prospect being the south side of Virginia Drive, where through-block sites could be assembled that extend to Brookhaven Avenue

While opportunities for significant development in the study area is limited by parcel constraints – renovation and re-tenanting seem to be the most likely future activity - there are several opportunities for redevelopment involving a variety of potential products including:

- Townhomes
- Retail/Office/Restaurant
- Mixed Uses
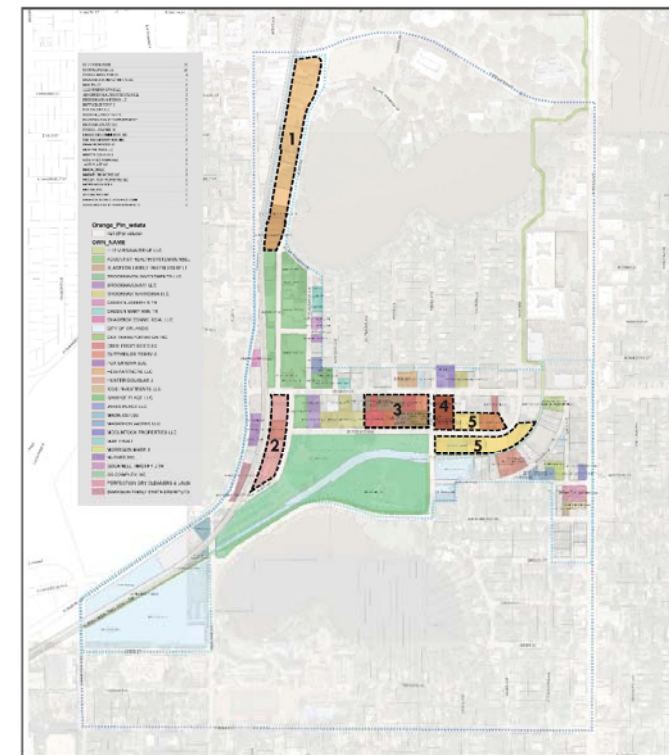
Redevelopment Opportunities

LAND USE PLAN – PARKING ANALYSIS

Parking was evaluated on a neighborhood level to identify parking deficiencies based on existing development. Elements considered include:

- Overall parking – required (by code) vs. provided
- Block or Sub-Areas by walkshed
- Identification of "hotspots" for parking congestion
- Potential locations for new parking
- Potential locations for shared parking

Neighborhood Parking Analysis
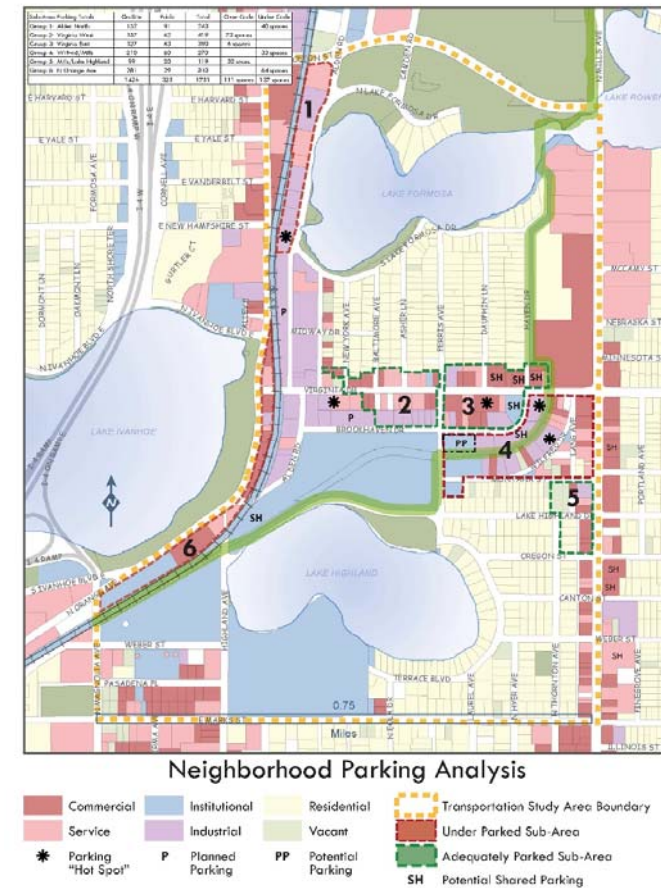
LAND USE PLAN – KEY TAKEAWAYS

Key takeaways from the Land Use Plan include:

- A variety of opportunities exist for redevelopment, both in the short- and long-term

- Single parcel redevelopment form and size will be limited by small lot dimensions

- There is potential for lot aggregation

- Although parking is adequate from the perspective of the overall land use study area, sub-area analysis shows there are several places where additional parking is needed

TRANSPORTATION NETWORK – ANALYSIS

Transportation system analysis involves constructing a small area model for scenario and alternative comparison, developing growth trends from the FDOT Project Traffic Forecasting Handbook, using existing data analysis for near term development, market analysis and land use scenarios:

- Historic average annual traffic (AADT) – 10 year analysis showing a flat growth rate

- OUATS model data: 2010 – 2040 showing an annual growth rate of 0.53%

- For purposes of modeling, assume a growth rate of 1.0%

- Model factors in existing traffic, planned developments (Yard and Yard Crossman) and background traffic data for 2040

Orange Avenue

Mills Avenue
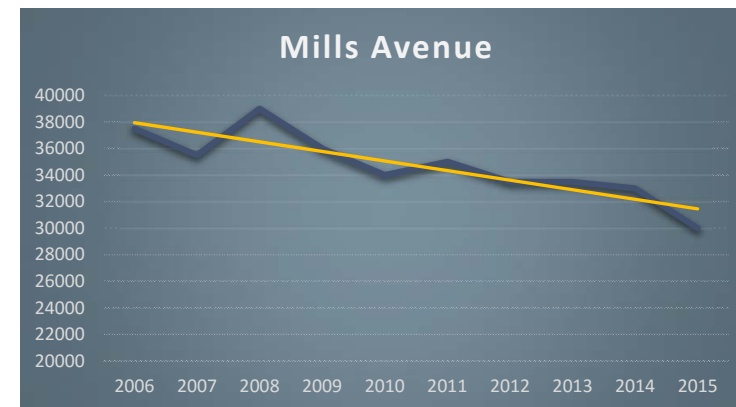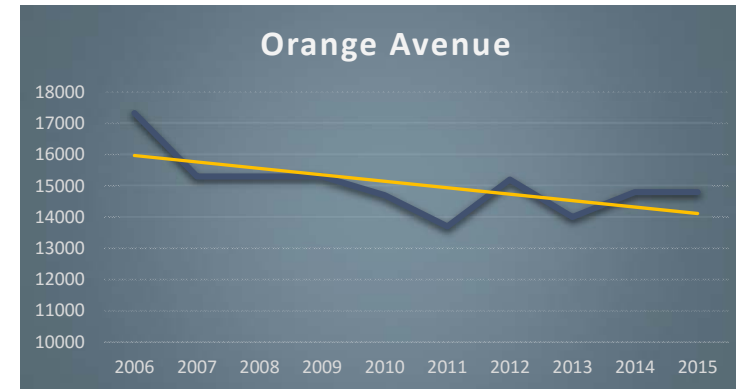
Roadway re-alignment options were put into the transportation model to see what the impact on the larger network was. Option #1 is a north/south oriented realignment with the following characteristics:

- Close RR crossing at Alden Road

- Close intersection of Alden Road and Orange Avenue

- Extend Alden Road to Highland Avenue (and possibly beyond towards Orange Avenue)

- Create 3-way intersection of Alden Road and Lake Highland Drive

- Remove segments of Lake Highland Drive and Alden Road

- Model indicates that existing network can support this realignment without a change in level of service (LOS)
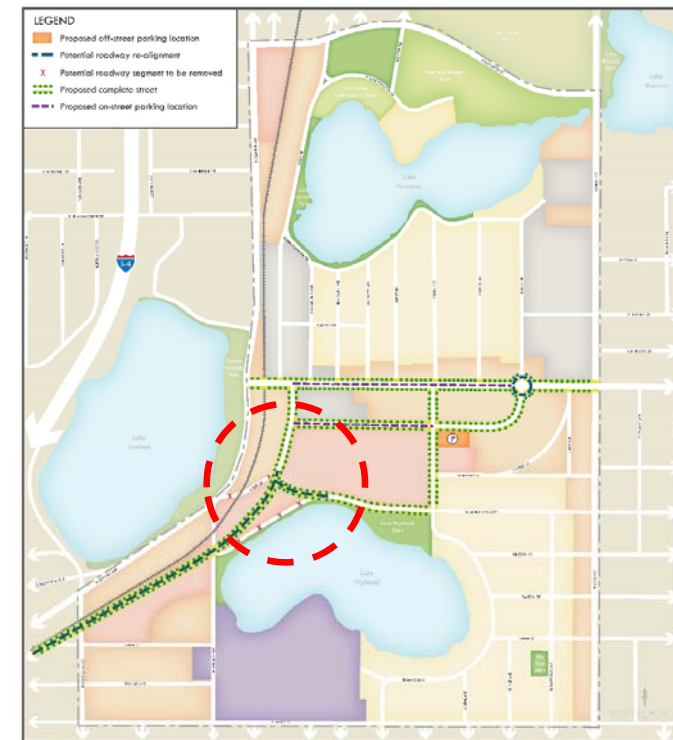
ROADWAY NETWORK OPTION 1

Roadway Option #2 is an east/west oriented realignment with the following characteristics:

- Close RR crossing at Highland Avenue

- Close intersection of Highland Avenue and Orange Avenue

- Extend Alden Road to Highland Avenue (and possibly beyond towards Orange Avenue)

- Create 4-way intersection of Alden Road and Lake Highland Drive

- Extend Lake Highland Drive to Orange Avenue (new intersection)

- Remove segments of Highland Avenue, Lake Highland Drive and Alden Road

- Model indicates that existing network can support this realignment without a change in level of service (LOS)
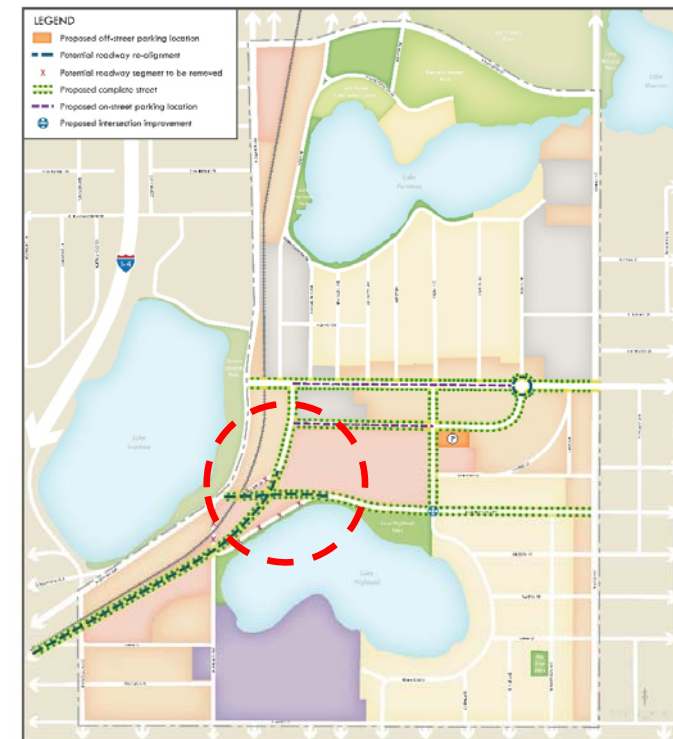
ROADWAY NETWORK OPTION 2

STREETSCAPE SCENARIOS – VIRGINIA DRIVE

Virginia Drive is envisioned as a pedestrian-priority street with an active ground level, with streetscape elements including:

- Bike lane
- Wider sidewalks
- Green parkway/on-street parking
- Active pedestrian realm with buildings pulled up to the sidewalk
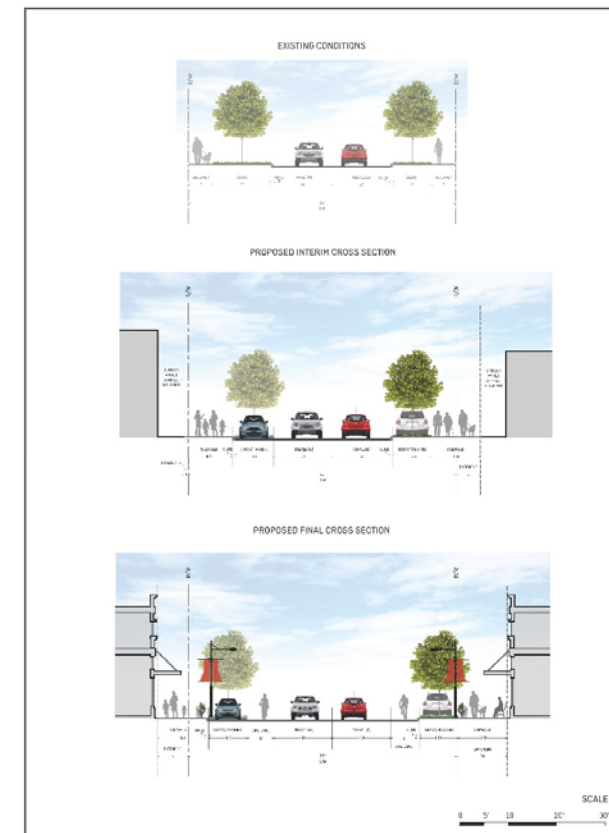

VIRGINA DRIVE
FROM BALTIMORE AVE TO FERRIS AVE

STREETSCAPE SCENARIOS – BROOKHAVEN DRIVE

Brookhaven Drive is envisioned as a vehicular-priority street providing access to larger projects, with streetscape elements including:

- On-street parking on one or both sides of the street

- Potential surface parking lot near Ferris Avenue

- Wider sidewalks fronting buildings along the north side of street
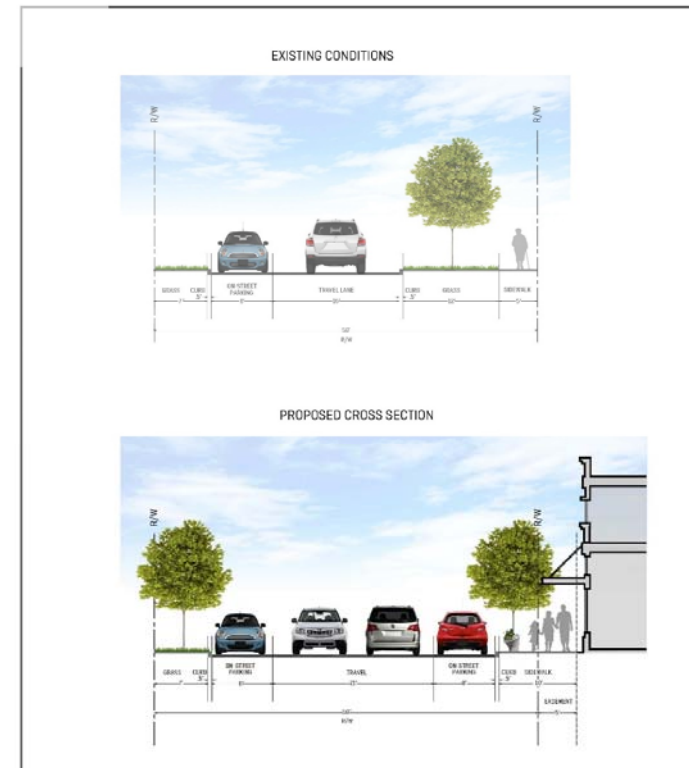
BROOKHAVEN DRIVE

STREETSCAPE SCENARIOS – LAKE HIGHLAND DRIVE

Lake Highland Drive is envisioned as a vehicular-priority street providing connections to other parts of the study area, with streetscape elements including:

- Bulb-outs in place of striped pavement to narrow roadway
- Street trees to frame roadway and provide shade
- Sidewalk on south side of roadway
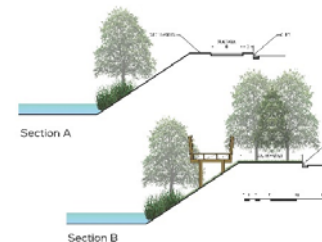- Sidewalk or soft surface path through park
- Connections to lake

EXISTING CONDITIONS

PROPOSED CROSS SECTION
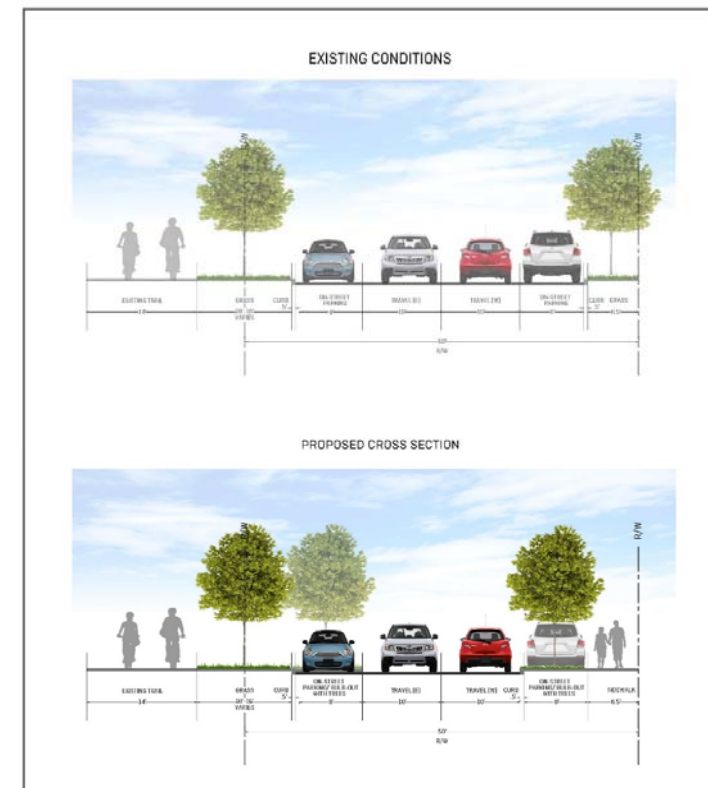
LAKE HIGHLAND DRIVE

STREETSCAPE SCENARIOS – SOUTH LAKE FORMOSA DRIVE

The proposed South Lake Formosa Drive sidewalk improvements include:

- 6' wide sidewalk where at-grade width is available; some areas might need slope fill

- Low boardwalk over exposed roots to protect canopy trees

- Raised boardwalk in areas where an at-grade sidewalk is not possible

- Removal of select water level vegetation to improve views

- Viewing platform/gazebo over lake

- New sidewalk at eastern end – connect to existing sidewalk

- Enhanced connection to Orlando Urban Trail

South Lake Formosa

4 COMPLETING NETWORKS

Providing multimodal options for all users

MULTIMODAL SYSTEM PLANNING

In order to keep people moving in and through the project area, it is important to look at how different modes of transportation work together. Multimodal planning:

- Looks at pedestrian, bicycle, roadway, and transit networks
- Focuses on how these networks connect to each other and work together
- Ensures that each network not only works well by itself, but also that each interacts and connects with other modes to create more opportunities to move around

PEDESTRIAN NETWORK

An organized, walkable, pedestrian-friendly environment encourages people to get out and explore. A public realm framed by buildings with walkable blocks, quality sidewalks and public spaces, lighting and landscape provides opportunities for shopping and dining, and gathering spaces to sit, relax and people watch. Pedestrian network improvements could include:

- Wider sidewalks

- New sidewalks to close gaps

- Pedestrian-scale lighting along streets and trails

- Tree belts between travel lane and sidewalk

- Intersection enhancements – crosswalks, bulb outs, signals/beacons

Pedestrian Network
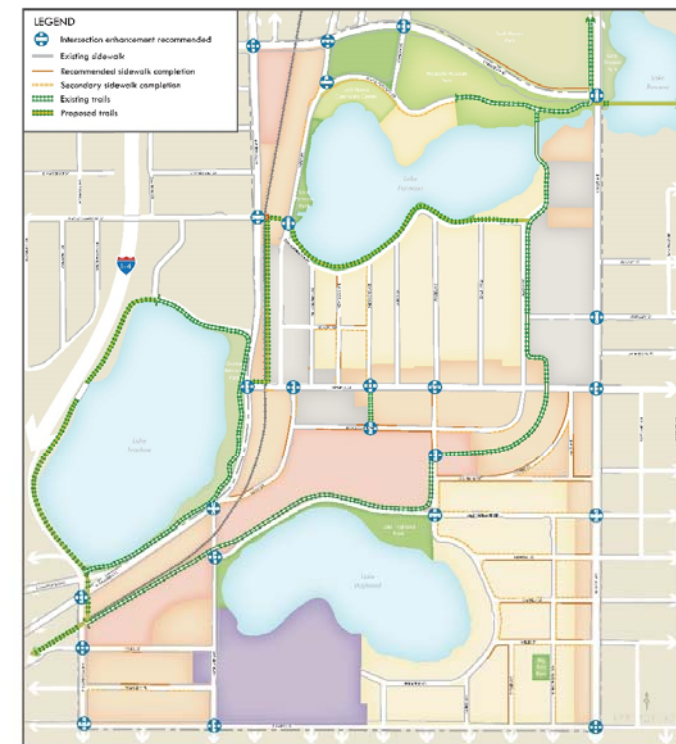
BICYCLE NETWORK

Bicycling has gained momentum as an alternative mode of transportation, for both casual users and serious bicyclists. Bicycling happens at all hours of the day and night. Enhancements that improve safety and provide facilities and amenities are important for both bicyclists and motorists. Bicycle network improvements could include:

- On-street bicycle routes

- Bike lanes

- Trails

- Bike Share stations

- Pedestrian-scale lighting along streets and trail
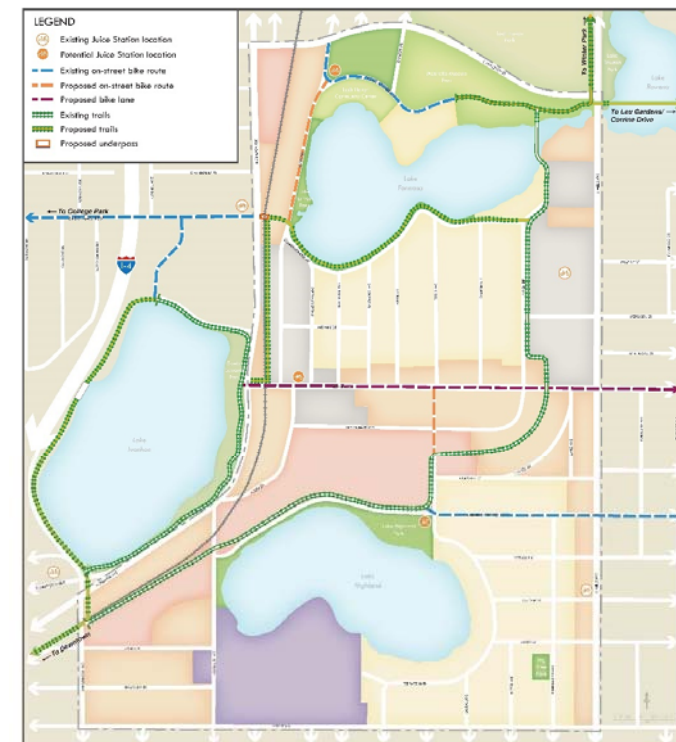
Bicycle Network

TRANSIT NETWORK

In increasing numbers, people are using public transportation. Everyone benefits from public transportation – it saves money, enhances personal mobility, saves fuel and resources, reduces road congestion and travel time, improves the environment and public health, provides economic opportunities and drives community growth and revitalization.   Transit network improvements could include:

- New LYMMO route

- Enhanced amenities at transit stops

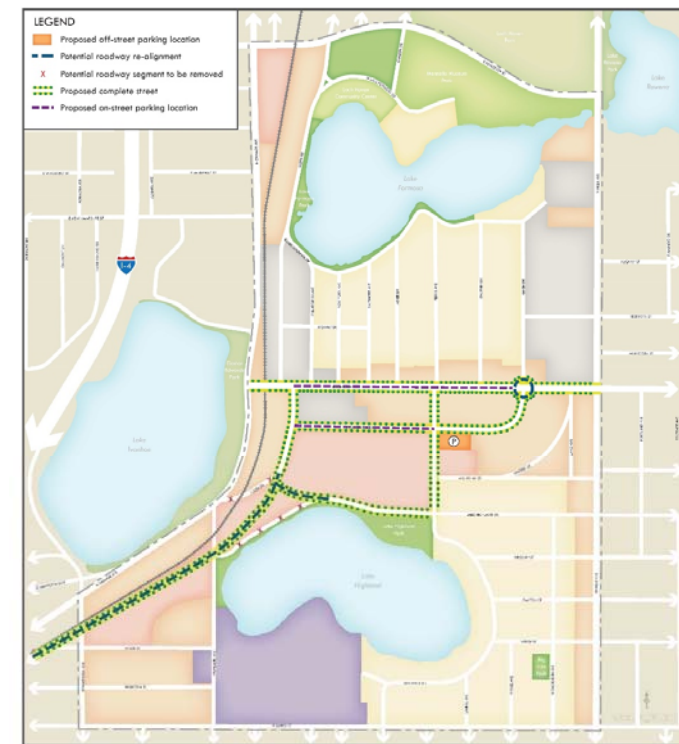- Shelters

- Real-time information
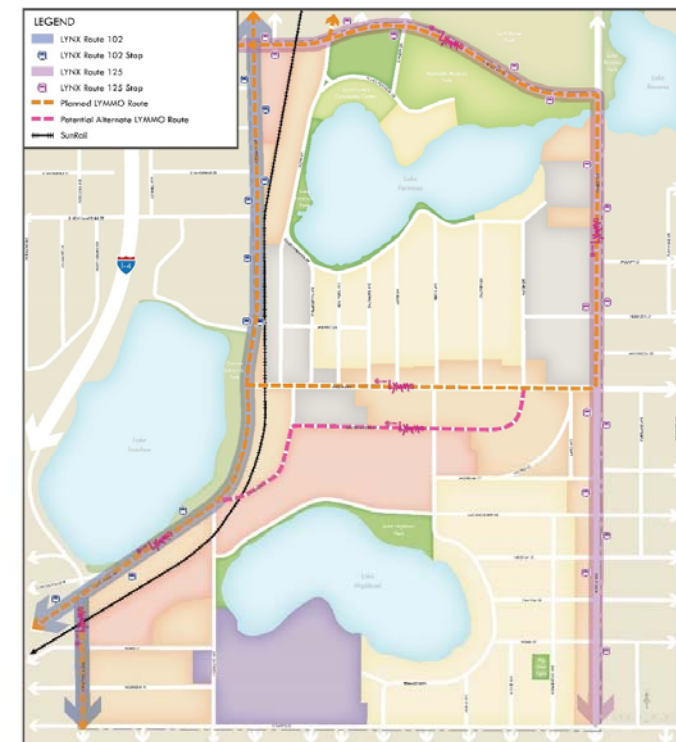
Transit Network

ROADWAY NETWORK

Street traffic is composed of several primary user groups – local residents, employees and delivery who travel the area daily; visitors who make the corridor a destination; and people who traverse the area on route to other destinations. Design of the street contributes to the perception of an area and the manner in which individuals interact with its built environment. Roadway network improvements could include:

- Roadway realignment

- Traffic calming measures

- Complete streets design

- Additional parking

ROADWAY NETWORK

GATEWAYS AND WAYFINDING

While gateways and wayfinding are not technically part of the multimodal network system, they are important unifying elements. A clear street network provides logical and safe routes for pedestrian, bicycle and vehicular traffic and minimizes conflicts between the different modes. Gateway and wayfinding elements improve the street environment and could include:

- Wayfinding signs - vehicular routes

- Wayfinding signs - parking

- Wayfinding signs – pedestrian/trail guidance

- Gateway features – neighborhood identity
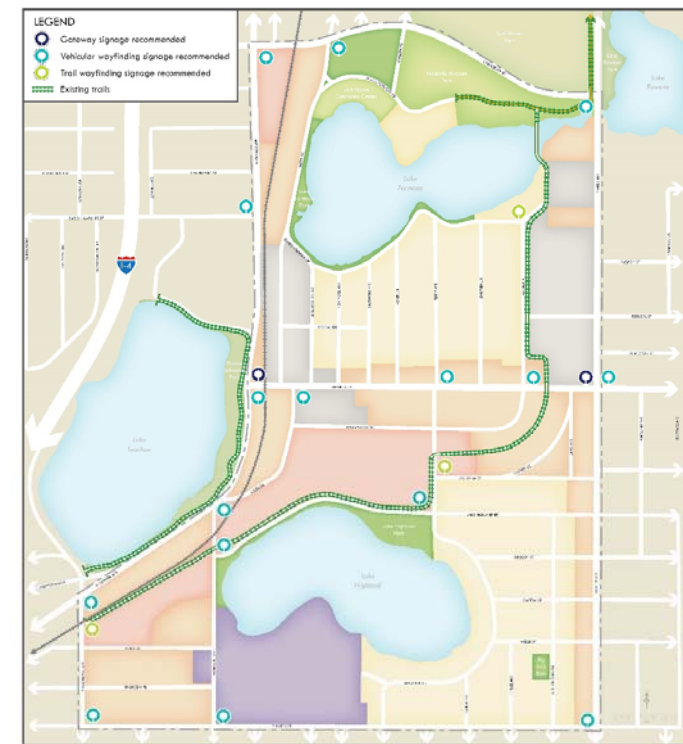
Gateway Network

NEXT STEPS

Next steps in the planning process include:

- Analyze feedback from this meeting
- Refine and finalize development options through studio work sessions
- Complete traffic analysis of future roadway options
- Develop planning level costs
- Document strategies and recommendations

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NEXT STEPS

PROJECT CONTACTS

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