



CITY OF ORLANDO

Downtown South Neighborhood Improvement District
Advisory Council Meeting Minutes
Veterans Conference Room – City Hall
March 19, 2014

Members Present:

Rex V. McPherson II, Chair
Jon Toothman
Shannon Gravitte
William Nassal, Sr.

Members Not Present:

Mary Hurley

1. Call to Order/Determination of a Quorum

The meeting was called to order at 9:06 A.M.

2. Public comment

Chairman Rex McPherson opened the floor for public comment. Greg Lee told the Advisory Board that he had a meeting with Mary Hurley last week and they enjoyed a good discussion about NID activities. Greg relayed a message from Mary that she sends regrets that she is unable to attend this meeting because she has a closing this morning. The Advisory Board welcomed Kyle Shephard back to work. Jon Toothman read a statement from the Downtown South Main Street Board of Directors expressing their support of the NID.

3. Consideration of the Minutes for the DSNID Advisory Council Meeting of February 19, 2014

Chairman Rex McPherson opened the floor for additions or corrections to the minutes of the February 19, 2014 Advisory Council meeting. Hearing none, the minutes were approved as submitted.

4. Staff reports

a. Freeholder outreach

Dana Loncar gave a consultant update on the freeholder meetings to date. The consultants continue to reach out to freeholders to educate them on the proposed ad valorem referendum, the timeline of events, and potential items for the capital improvement budget. The consultants have also circled back to freeholders they've previously met with to explain the recent changes to the ordinance. An informational website has been developed and is ready to go public pending the approval of City staff and legal.

b. Plan adoption and GMP amendment process

Jason Burton explained that he has begun developing a capital improvement budget based on a 1 mil ad valorem increase. While City Council has adopted the resolution, the next sequence of events is a bit unique because the proposed referendum hasn't yet taken place but there are several planning steps that need to be taken ahead of time to be in place should the referendum pass. If the Advisory Board makes a millage rate recommendation today, then it can be included on the City Council agenda for March 31 and the working capital improvement plan can be included in City budget hearings on April 14, allowing the recommendations to be adopted into the growth management plan



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amendments. Kyle Shephard reviewed the proposed referendum timeline and presented a draft letter to be mailed on March 26 to property owners noticing them of the proposed referendum, important dates, and method to correct registration of property owners. This list of parcels will be provided by Orange County Property Appraiser and will reflect the assessed value as of December 31. Parcels that have multiple owners will have the opportunity to report each of their owners' interest in the property. Those who do not specify this will be assumed to be in agreement of their vote. Similarly, if there are changes to ownership since December 31, owners can report this to the City Clerk. Corrections need to be communicated to the City Clerk before the list closes on April 21, 2014. The original date was April 20 which is Easter Sunday, so it has been changed to April 21.

Jason Burton presented a draft 5-year capital improvement plan to the Advisory Board. It is important to understand this is a working document and the numbers and projects shown are just ideas right now which will become more concrete during City budget hearings. Some potential projects that could be funded by the NID include administrative duties, Downtown South Main Street, Orange/Michigan intersection improvements, Orange Avenue traffic management and bulb-outs, Division Street enhancements between Kaley and Michigan, Delaney Avenue improvements, infrastructure participation such as water/sewer/drainage, aesthetic improvements, transportation connections, Lymmo extension, quiet zones in relation to train crossings, Sligh and Columbia, Atlanta Avenue enhancements, and utility undergrounding. In discussion following Jason's report, it is understood that some of these projects may not be suitable for NID funds such as undergrounding utilities (at a cost of approximately \$4 million per mile) and Lymmo extension (which is a long term process and not feasible in this 5-year plan). Chair Rex McPherson asked if this capital improvement plan assumed a 1 mil tax for 15 years. Jason Burton clarified this example is only for the first 5 years and that the millage rate can be changed on an annual basis if there are specific improvements the Advisory Board identifies as needing additional funds. The approximate revenue that would be generated by 1 mil is \$325,000 per year, plus Orlando Health's PILOT participation \$175,000 per year, for a total of \$500,000. The revenue is not a very large amount and meant more to be used as contribution for projects the NID wants to support hoping for matching/grants/private investment in encouraging projects the NID sees as beneficial to the district. The Advisory Board discussed concerns that the public may not realize items in the capital improvement plan are just examples, but that without it, the public criticizes a lack of plan for NID revenues, while the proposed referendum hasn't yet taken place. Chair Rex McPherson called for a motion to refine the draft framework and bring it back for future vote at the next meeting. Bill Nassal made the motion. Shannon Gravitte seconded. Motion carried.

c. Review tax-exempt property agreement form

Kyle Shephard explains that properties wholly exempt from ad valorem taxation may be granted the right to vote if they agree by contract to make an annual payment to the district equal to the amount of ad valorem taxes that it would pay to the district if they were not wholly tax exempt. This is called a PILOT (payment in lieu of taxes). Orlando Health is working on finalizing their agreement. Jon Toothman asked if there had been any discussion suggesting the contribution by Orlando Health would not grant them a vote weighted greater than 50%. Kyle Shephard answered no, but noted that language could be added restricting a PILOT contribution to no greater vote than 50%. The NID has not heard interest from other tax-exempt properties in the district about participating in a PILOT program at this point in time. PILOT agreements must be finalized by April 21 when the registered list of parcels closes.

d. Recommendation on ad valorem millage rate

If the referendum passes, the Advisory Board will need to recommend a millage rate not to exceed two 2 mils. Staff recommends setting the rate at 1 mil for the first year. Kyle Shephard explained



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that the Downtown Development Board currently charges a 1 mil ad valorem tax and that making the 1 mil recommendation for the NID will allow property owners to have a concrete estimate of their tax liability and may give them peace of mind that they are not being taxed at the highest allowable level. Shannon Gravitte made a motion to recommend setting year 1 ad valorem tax at 1 mil and to include a note about this in the letter for property owners noticing the referendum. Motion carried.

5. Calendar

The next meeting will be held on Wednesday, April 9, 2014 at 9:00 A.M. in the Veterans Conference Room, City Hall.

6. Announcements/Miscellaneous

Jason Burton announced the City has compiled comments on the FDOT Orange Avenue Corridor Planning Study into a letter that has been sent to FDOT in support of their Ultimate Alternative plan and urging to revisit items such as medians, certain access points and intersections, right-turn lanes, and on-street parking spaces. Holly Vanture and Doug Doudney thanked the Advisory Board for considering the draft capital improvement plan and expressed they think it will be helpful in future discussions with property owners regarding the proposed referendum to have some clearer objectives and goals. Chair Rex McPherson thanked them.

7. Adjourn

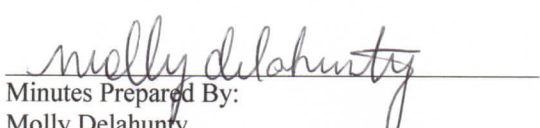
The meeting was adjourned at 10:22 A.M.

Orlando City Staff Present:

Jason Burton – Chief City Planner
Kyle Shephard – City Attorney
Pauline Eaton – Main Street Coordinator

Also in Attendance:

Holly Vanture – Downtown South
Autumn Martin – Downtown South
Doug Doudney – Doudney Investment Co.
Greg Lee – Baker & Hostetler
Dana Loncar – Consensus Communications
Richard Crotty – Richard Crotty Consulting Group
Molly Delahunty – Richard Crotty Consulting Group
Christina Almanzar – Richard Crotty Consulting Group


Minutes Prepared By:

Molly Delahunty
Richard Crotty Consulting Group
DSNID Administrative Services



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Downtown South
Neighborhood Improvement District
Advisory Council

MEETING NOTICE

A meeting of the Downtown South Neighborhood Improvement District (NID) Advisory Council will be held on Wednesday, March 19, 2014 at 9:00 a.m., City Hall, Second Floor, Veterans Conference Room, 400 South Orange Avenue, Orlando, Florida.

AGENDA

1. Call to order and determination of a quorum
2. Public comment
3. Review and approval of minutes
 - a. February 19, 2013 – Regular meeting (Motion to approve)
4. Staff reports
 - a. Freeholder outreach (Richard Crotty/Dana Loncar)
 - b. Plan adoption and GMP amendment process (Jason Burton/City Attorney)
 - c. Review tax-exempt property agreement form (Greg Lee/City Attorney)
 - d. Recommendation on ad valorem millage rate (Discussion)
5. Next meeting: Wednesday, April 9, 2014, City Hall, Veterans Conference Room, 9:00 a.m.
6. Announcements and other business
7. Adjourn

In July of 2011 the Board of Directors of the Downtown South Main Street District declared its support for the creation of the Downtown South Neighborhood Improvement District (NID). The purpose of the NID is to monitor and advocate for the interests of the business and property owners within a defined area. It is intended to foster communication and cooperation among business and property owners. It may also plan for, construct, operate or maintain physical improvements. We feel that the NID's purpose consistently aligns with the mission of the Downtown South Main Street Program. This mission is to foster revitalization and improvement to our district in order to make it a more attractive place to work, live, shop, and entertain. Our funding continues to originate from "grass roots" resources along with a matching grant from the City of Orlando. The purpose of this statement is to re affirm our Board of Director's support of the NID. Regardless of the outcome of the NID special referendum, the Downtown South Main Street Program will continue to support our district in its current and long term goals.

March 26, 2014

First Class United States Mail

Owner name
Street address
City, ST ZIP

Re: Downtown South Neighborhood Improvement District Tax Referendum

Dear Property Owner(s),

This letter is sent in accordance with subsection 5(2) of City of Orlando Ordinance #2011-28, requiring the City Clerk to notify landowners within the City of Orlando Downtown South Neighborhood Improvement District (the "Improvement District") of an upcoming referendum to determine whether the Improvement District shall have the authority to levy up to 2 mills of ad valorem taxes for the next 15 years.

The Improvement District was created by Ordinance #2011-28 of the Orlando City Council on July 25, 2011, and is governed by a board of directors comprised of the members of the Orlando City Council. The work of the board of directors is guided by the Downtown South Neighborhood Improvement District Advisory Council (the "Advisory Council") comprised of representatives of property and business owners within the Improvement District. The boundaries of the Improvement District are depicted in Attachment "A" to this letter.

The Improvement District was created pursuant to the Safe Neighborhood Act, Part IV, Chapter 163, Florida Statutes, and is charged with planning, financing, constructing, and maintaining public infrastructure and services such as roads, sidewalks, landscaping, parks, utilities, drainage, and to promote the commercial advantages of the district. The Improvement District is authorized by state law to levy up to 2 mills of ad valorem taxes each year. Each mill represents a tax of \$1 for every \$1,000 in value of taxable property as determined annually by the Orange County Property Appraiser. Tax revenues from the district can only be used to fund public improvements within the district.

While state law allows the Improvement District to levy the ad valorem tax without a referendum, the Orlando City Council conditioned the district's taxing authority on approval by referendum of the property owners within the district. This letter is being sent to you because the tax assessment roll of Orange County as of December 31, 2013, identifies you as a property owner within the district. The tax assessment roll constitutes the elector registration list for purposes of the referendum. If your status as property owner within the district has changed since December 31, 2013, please submit corrections to my office by 5:00 p.m., April 21, 2014. After this date and time, the voter registration list will be closed.

Within 15 days of the closing of the voter registration list I will send a ballot to each property owner on the list. The ballot will include a brief description of the Orlando Neighborhood Improvement District Code and the Improvement District. The ballot will also include the current assessed value of your property, the percentage of your interest in the property, and then the following referendum question:

**“Do you favor authorizing the Downtown South
Neighborhood Improvement District to levy up to 2
mills of ad valorem taxes for no more than 15 years?”**

Voters will then be asked to indicate their support or opposition to the question. Ballots must be received in the City Clerk’s Office by May 20, 2014. Ballots may be personally delivered to the City Clerk’s Office or returned by United States mail. Results of the referendum will be tabulated and certified by May 25, 2014.

The property owners in the district will have approved of the authority to levy the ad valorem tax if approval has been given by owners representing in excess of 50% of the assessed value of the properties represented by ballots cast. Ballots cast by property owners wholly exempt from taxation will not be counted unless the owner agrees by contract to make an annual payment to the Improvement District equal to the amount of taxes that would be paid to the Improvement District if not exempt. Such contract must be dated as of the closing of the registration list and must obligate the exempt owner to such payments for 15 years.

For more information about the Improvement District, please consult the Orlando Neighborhood Improvement District Code (see Chapter 40, Orlando City Code, at [www.municode.com /Library/FL/Orlando](http://www.municode.com/Library/FL/Orlando)) and City Ordinances #2011-28 and #2014-6. Land use plans, reports, maps, the Downtown South Safe Neighborhood Improvement Plan, and other important information about the Improvement District can be found on the City Economic Development Department, Planning Division’s website.

If you have any questions about the Improvement District, please contact Mr. Jason Burton, AICP, in the City’s Planning Division. His email address is jason.burton@cityoforlando.net and phone number is (407) 246-3389. With questions about the upcoming referendum, please contact me at alana.brenner@cityoforlando.net or call my office at the number indicated below.

Sincerely,

Alana Brenner
City Clerk

TYPE OF SERVICE: Marketing		PROJECT NUMBER		PROJECT NAME:		PAGE			
DEPARTMENT: DSNID		2		Downtown South NID: Main Street Marketing Services		2			
		PRIORITY: Moderate		OMIS PROJECT #					
PROBLEM IDENTIFICATION OR Need.						PROJECT RANKING			
The Main Street District collects annual dues from business and property memberships. In order to defray the costs of possible business membership reductions associated with a Neighborhood Improvement District, it is proposed that these current revenues be backfilled with NID funds, while residential memberships and community partnerships be maintained. If the City's contribution of Main Street Program were to be discontinued, an additional \$35,000 could be allocated to defray the loss of this revenue.						Department Rating CIE Requirement			
RECOMMENDED SOLUTION (PROJECT DESCRIPTION)						CONTACT			
Contract with the Downtown South Main Street to provide marketing, special event and support services on an annual basis.						Jason Burton, Chief Planner Jason.Burton@cityoflando.net			
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR									
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL
DSNID	15,000	15,000	15,000	15,000	15,000	75,000	150,000	N/A	\$225,000
City	35,000	35,000	35,000	35,000	35,000	175,000	Unknown		\$175,000
Revenue	50,000	50,000	50,000	50,000	50,000	250,000	500,000		\$750,000
Partners	16,500	16,500	16,500	16,500	16,500	82,500	165,000		\$247,500
Res Mem	5,000	5,000	5,000	5,000	5,000	25,000	50,000		\$75,000
ALL	121,500	121,500	121,500	121,500	121,500	607,500	865,000		\$1,472,500
PROJECT COST BY PHASE								IMPACT ON OPERATING COSTS (+ -)	
Project Phasing	Estimated Time		Estimated Cost		Personnel: Number				
	From	To			Salaries, Wages, Benefits				
Description		Mths			Operating Costs				
					Other Capital Costs				
					Total Annual Operating Costs				
					IMPACT ON REVENUE				
					Source:				
					Total Annual Income				
Total									

TYPE OF SERVICE: Transportation		PROJECT NUMBER		PROJECT NAME:		PAGE			
DEPARTMENT: DSNID		3		Orange/Michigan Intersection Improvements		3			
		PRIORITY: High				OMIS PROJECT #			
PROBLEM IDENTIFICATION OR Need.						PROJECT RANKING			
With the construction of the Ultimate I-4 improvement, truck routes will change to focus more on Michigan Street. As a result, there is a critical regional and localized freight improvement to the geometry of the eastbound Michigan St to southbound Orange Avenue. Improvement of this movement, coupled with signage and new truck routes, will alleviate freight pressure on Orange Avenue itself north of Michigan Street, freeing up capacity to benefit business and development along the corridor (including improvements to walkability).						Department Rating			
RECOMMENDED SOLUTION (PROJECT DESCRIPTION)						CIE Requirement			
Improvement to the southwest corner of Orange/Michigan intersection to create freight friendly geometry, better define safe locations for pedestrians and sign the preferred truck route. Additional modifications to the intersection could create aesthetic improvements to the intersection by placing stamped/colored asphalt treatment to the intersection later (after the 5 year plan)						CONTACT			
						Jason Burton, Chief Planner Jason.Burton@cityoflando.net			
						SERVICE AREA			
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR									
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL
DSNID	0	100,000	0	0	0	100,000	100,000	N/A	\$200,000
State SIS	0	200,000	0	0	0	200,000	100,000	N/A	\$300,000
ALL	0	300,000	0	0	0	300,000	200,000		\$500,000
PROJECT COST BY PHASE				IMPACT ON OPERATING COSTS (+ -)					
Project Phasing	Estimated Time		Estimated Cost		Personnel: Number				
	From	To			Salaries, Wages, Benefits				
Description					Operating Costs				
		Mths			Other Capital Costs				
					Total Annual Operating Costs				
					IMPACT ON REVENUE				
					Source:				
					Total Annual Income				
Total									

TYPE OF SERVICE: Transportation/Beautification		PROJECT NUMBER		PROJECT NAME:		PAGE				
DEPARTMENT: DSNID		4		Orange Avenue Traffic Management and Bulb-Outs		4				
		PRIORITY: Medium				OMIS PROJECT #				
PROBLEM IDENTIFICATION OR Need. Currently, Orange Avenue is built with oversized traffic lanes that encourage speeding throughout the corridor. As the corridor urbanizes, it is imperative to maximize the traffic volume through context sensitive design, address pedestrian/bike fatalities occurring on the corridor by creating a safe corridor by right-sizing the travel lanes, and improve the overall aesthetics of the corridor.						PROJECT RANKING Department Rating				
RECOMMENDED SOLUTION (PROJECT DESCRIPTION) Design and construction documents, and construction of the ultimate Orange Avenue improvement, as contemplated by FDOT's preliminary plan study.						CIE Requirement CONTACT Jason Burton, Chief Planner Jason.Burton@cityoflando.net				
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR										
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL	LOCATION
DSNID	0	0	250,000	250,000	250,000	750,000	1,250,000		\$2,000,000	
Grant/TBD	0	0	250,000	250,000	250,000	750,000	1,250,000		\$2,000,000	
ALL		500,000	500,000	500,000	500,000	1,500,000	2,500,000		\$4,000,000	
PROJECT COST BY PHASE										
Project Phasing	Estimated Time		Estimated Cost			IMPACT ON OPERATING COSTS (+ -)				
	From	To	Mths			Personnel: Number Salaries, Wages, Benefits Operating Costs Other Capital Costs Total Annual Operating Costs				
Description						IMPACT ON REVENUE				
Total						Source: Total Annual Income				

TYPE OF SERVICE: Transportation		PROJECT NUMBER		PROJECT NAME:		PAGE			
DEPARTMENT:		6		Delaney Avenue Improvement		6			
		PRIORITY: Low				OMIS PROJECT #			
PROBLEM IDENTIFICATION OR Need. Delaney Avenue between Pineloch and Michigan Street is currently over-designed with a 5-lane section. Throughout this link, multiple curb cuts are located on both sides of the street that typically do not match. Traffic tends to weave in and out of the area with several potential conflicts.						PROJECT RANKING Department Rating			
RECOMMENDED SOLUTION (PROJECT DESCRIPTION) Channelization of the traffic, or a lessor amount of lanes could potentially better define the locations for traffic and reduce conflicts.						CIE Requirement			
						CONTACT Jason Burton, Chief Planner Jason.Burton@cityoflando.net			
						SERVICE AREA			
						LOCATION			
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR									
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL
DSNID	0	0	0	0	0	0	TBD	N/A	0
Grant/TBD									
ALL									0
PROJECT COST BY PHASE								IMPACT ON OPERATING COSTS (+ -)	
Project Phasing	Estimated Time		Estimated Cost		Personnel: Number				
	From	To	Mths		Salaries, Wages, Benefits				
Description					Operating Costs				
					Other Capital Costs				
					Total Annual Operating Costs				
					IMPACT ON REVENUE				
					Source:				
Total					Total Annual Income				

TYPE OF SERVICE: Infrastructure		PROJECT NUMBER		PROJECT NAME:		PAGE				
DEPARTMENT: DSNID		7		Infrastructure Participation: Water/Sewer/Drainage		7				
		PRIORITY: Medium				OMIS PROJECT #				
PROBLEM IDENTIFICATION OR Need. As new development occurs in the NID, there are critical corridors (Atlanta and Columbia) where new development will occur with the advent of SunRail, conversion of industrial to more urban uses, and near-hospital related development.						PROJECT RANKING Department Rating				
RECOMMENDED SOLUTION (PROJECT DESCRIPTION) If new infrastructure is placed on these corridors, the NID could participate in the differential cost to size water/sewer/drainage improvements on these corridors to benefit future redevelopment and phase-in such improvements over time.						CIE Requirement				
						CONTACT Jason Burton, Chief Planner Jason.Burton@cityoflando.net				
						SERVICE AREA				
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR										
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL	LOCATION
DSNID	0	0	100,000	100,000	100,000	300,000	1,000,000	0	1,300,000	
Other										
ALL										
PROJECT COST BY PHASE								IMPACT ON OPERATING COSTS (+ -)		
Project Phasing	Estimated Time		Estimated Cost		Personnel: Number					
					Salaries, Wages, Benefits					
					Operating Costs					
					Other Capital Costs					
					Total Annual Operating Costs					
Description	From	To	Mths		IMPACT ON REVENUE					
					Source:					
Total					Total Annual Income					

TYPE OF SERVICE: Transportation		PROJECT NUMBER		PROJECT NAME:		PAGE			
DEPARTMENT: DSNID		9		Transportation Connections		9			
PRIORITY:		OMIS PROJECT #							
PROBLEM IDENTIFICATION OR Need. The area currently has a street grid that does not match up, and missing sidewalk connections. This causes confusion in the area, and hampers the ability for the area to increase its transportation connectivity and capacity.		PROJECT RANKING Department Rating CIE Requirement							
RECOMMENDED SOLUTION (PROJECT DESCRIPTION) . Fund small improvements within the right of way, or participate on creating key connections to the street grid.		CONTACT Jason Burton, Chief Planner Jason.Burton@cityoforlando.net							
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR		SERVICE AREA							
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL
DSNID	50,000	50,000	50,000	50,000	50,000	250,000	TBD	N/A	\$250,000
ALL									
PROJECT COST BY PHASE		IMPACT ON OPERATING COSTS (+ -)							
Project Phasing	Estimated Time		Estimated Cost			Personnel: Number			Salaries, Wages, Benefits
	From	To				Operating Costs			
Description	Mths					Other Capital Costs			Total Annual Operating Costs
Total									IMPACT ON REVENUE
									Source:
									Total Annual Income

TYPE OF SERVICE: Quality of Life		PROJECT NUMBER		PROJECT NAME:		PAGE			
DEPARTMENT: DSNID		11		Quiet Zone		11			
		PRIORITY: Medium				OMIS PROJECT #			
PROBLEM IDENTIFICATION OR Need. Currently, the former CSX line has 26 crossings within the City of Orlando, five of which are located with the Downtown South NID.						PROJECT RANKING Department Rating			
RECOMMENDED SOLUTION (PROJECT DESCRIPTION) In order to make the quiet zones a reality, the NID could participate financially in crossing infrastructure to advance the creation of quiet zones within the NID.						CIE Requirement			
						CONTACT Jason Burton, Chief Planner Jason.Burton@cityoforlando.net			
						SERVICE AREA			
						LOCATION			
PROPOSED PROJECT FINANCING AND EXPENDITURES BY YEAR									
FUND	14/15	15/16	16/17	17/18	18/19	FIVE YR	LATER	PRIOR	TOTAL
DSNID	0	0	0	0	0	0	TBD	0	TBD
City	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
ALL									
PROJECT COST BY PHASE								IMPACT ON OPERATING COSTS (+/-)	
Project Phasing	Estimated Time		Estimated Cost		Personnel: Number				
	From	To	Mths		Salaries, Wages, Benefits				
Description					Operating Costs				
					Other Capital Costs				
					Total Annual Operating Costs				
					IMPACT ON REVENUE				
					Source:				
Total					Total Annual Income				



CITY OF ORLANDO

Monday, March 17, 2014

Heather Garcia
FDOT, District 5
719 South Woodland Blvd
Deland, FL 32720

**RE: South Orange Avenue Corridor Planning Study
City of Orlando Comments on Alternatives.**

Dear Heather:

The City of Orlando appreciates FDOT's partnership in planning for the urbanization of the South Orange Avenue corridor to a more visually pleasing and multi-modal environment. These key commercial corridors are by and large the public realm that citizens and visitors interact with and perceive our City; our agencies have a common interest in ensuring that these corridors are healthy for the business community, while the corridor itself can realize its full potential operationally, aesthetically and economically enhanced. We have been in touch with several property owners and interests throughout the corridor, and have combined our comments and their thoughts to create this document on the various opportunities to improve the South Orange Avenue corridor.

The City has also committed to improving this area by calling for a referendum that could raise potential revenues to improve the corridor and the surrounding areas. We expect this referendum to occur in May 2014. Local funds raised in this particular district could potentially be used to leverage funds to improve the corridor with FDOT's participation.

As such, we have the following recommendations considering the various alternatives to improve the corridor, based on the Ultimate Alternative provided to the City in February 2014:

- *Ultimate vs. Basic Alternative:* The City and various stakeholders we've met with are less supportive of the basic alternative concept which creates an emphasis on medians along the corridor. While this concept was explored during our Vision Plan process, we expected these improvements would occur infrequently at locations where they do not interfere with access to adjacent properties (and occur after further street connections are provided into the Downtown to relieve the Orange Avenue corridor). However, upon further consideration, the City finds greater benefit in right-sizing travel lanes to 10-ft and the complementary "bulb-outs" at corners that the ultimate alternative provides. If medians are to be introduced in the corridor at all, they should be mountable for emergency services (ambulances that traverse the corridor, as well as our fire trucks).

CITY OF ORLANDO • CITY PLANNING DIVISION

400 SOUTH ORANGE AVENUE • PO BOX 4990 • ORLANDO, FLORIDA 32802-4990
PHONE 407-246-2269 • FAX 407-246-3392 • <http://www.cityoforlando.net>

Monday, March 17, 2014

South Orange Avenue Corridor Planning Study

- *Orange/Michigan Intersection.* With the beginning of construction of the Ultimate I-4 project and new design of the Michigan/Kaley interchange, truck routes will change to focus more on Michigan Street to traverse to industrial properties south of the area (and adjacent to the Orange Avenue corridor itself). As a result, there is a critical regional freight transportation need to improve the right turn geometry from eastbound Michigan to southbound Orange; currently there is a movement that is unfriendly to both trucks and potentially dangerous to pedestrians. Improvement of this movement, the previously mentioned changes to the freeway, and better signage of the truck route, will alleviate freight pressure on Orange Avenue itself north of Michigan Street, freeing up capacity to benefit businesses and development along the corridor. FDOT recently hired Tindale Oliver to study regional freight mobility, and the City of Orlando has identified this route (and this particular improvement) with the consultant as a key potential SIS facility for freight/intermodal transportation.
- *Access Management – Michigan to Pineloch.* The City has engaged the owners of the “Marketplace at Southside” and their engineering consultants to best determine an access management system for the safe operation of this key section of the corridor. As a result of these discussions, we believe that the ultimate option could be modified to allow for phased redevelopment of the adjacent site utilizing key corridors that access through this block. For example, the current full access point near the Chick-fil-A is a high priority for the property owner to keep as full access, while exploring the possibility of a potential directional left-in only from Orange Avenue; the City also has an interest in keeping this corridor through the block which is generally unobstructed by development. We believe the cross section in this area could modify the continuous left turn lane just north of this access point into a separated turn lane pocket in each direction to access the Chick-fil-A/Publix driveway and Illiana Street to the west (see attached diagram). Also included in this potential improvement would be moving the proposed consolidated Lynx bus stop to just north of the RBC Bank curb cut, across from ABC Liquor (where a complementary Lynx stop is located on the west side of the street). A median or pavement markings north of the Illiana Street intersection would also channelize the movements in the area, and prevent left turns out of the RBC curb cut, as well as the proposed “right-in-right out” near the BB&T Bank. A diagram of this improvement is attached.

The closure of the RBS Bank curb cut still needs to be further explored and evaluated with the property owner, as they are not supportive of closure at this time; however, the channelization of left turns from Orange Avenue into the shopping center could prevent left-outs at this curb cut.

The dedicated right turn lane onto Michigan Street (northbound) could also be considered for a queue jump for Lynx buses and BRT in the future. The team can explore the viability of transit signal priority given to transit at this intersection and at other signals throughout the corridor.

- *Pineloch/Orange Intersection.* This intersection supports heavy and light industrial operations of the former citrus plant owned by Pineloch Management. It would be ideal if the team could explore changes to the western approach to this intersection to add a dual left turn lane in the future (right turn lane, left/through, and left), in order to allow for better freight operations coming out of this area and ease its movement ultimately

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through the corridor. This analysis should be coupled with potential signal timing and lane modifications of this approach to the intersection.

- *Mountable Medians.* It is important to include mountable medians (islands), especially the infrequent ones that could be supported by the City; for example, the median between Starbucks and Taco Bell would need to be mountable for emergency services, as well as the possible channelized medians south of Michigan near ABC Liquors.
- *Grant Street Right-Turn Lane at Ace Hardware.* The City does not support the right turn lane in front of Ace Hardware. We believe that north of Michigan Street, the area should be more pedestrian friendly and urban. A right turn is less conducive to walkability and denudes the creation of a more urban corridor north of Michigan Street. Further consideration should be given towards creating more bulb-outs and on-street parking at this location.
- *Right Turn Lane at Einstein's.* Similarly, the City is less supportive of a right turn lane on the northbound approach to Kaley Street (unless potential transit queue jumps and transit signal priorities are created at this intersection). However, we do see benefit of keeping in the design the exclusive right turn lane in front of Fire Station #5, in order to provide additional room for their operations.
- *Bulb-outs near Subway to Brick-and-Fire.* It would be desirable to have less of a lane shift in this vicinity, so that each side of the street has equal opportunity to be enhanced with bulb-outs; the current design concentrates this on one side, we suspect to optimize on-street parking near Brick-and-Fire. Please explore whether on-street parking on the east side can still be accommodated while providing some bulb-outs on the west side of the street south of Miller Street. Under the best of scenarios, provide on-street parking on the west side of the street near Lake Beauty Drive. Consider a mountable refuge island between Hollenbeck and Lake Beauty Drive, due to the considerable lack of available pedestrian crossing between Kaley and Miller Street.
- *On-Street Parking South of Sturtevant.* Between Miller and Sturtevant, there are premium on-street metered parking spaces on the west side of the street that serve the emergency room. Please reconsider whether a few may be kept in the design.
- *Underwood/Orange/Copeland Intersection.* The City and Orlando Health are concerned about potentially enhancing a left turn movement from northbound Orange Avenue onto Underwood Street. We have analyzed whether moving the signal from Copeland to the Underwood intersection would provide for better operations. However, Underwood is too close to Columbia to be practical; therefore, providing a left turn lane to Underwood is important to the development of the new ORMC hospital, the cancer center and major garages of the ORMC Campus. Likewise, there are few opportunities to access the campus in this area, with limited capacity for the streets going west. Columbia Street has been identified as a BRT Locally Preferred Alternative (and is currently a single lane going westbound), so providing this left turn movement at Underwood is highly desirable to provide adequate access to the hospital campus. Islands could be considered south of Copeland and just north of Underwood to channelize this left turn movement (again, these medians would need to be mountable for emergency services).

- *Columbia Street Southbound Approach.* Between Silver Court/Annie Street, analyze whether an island/refuge could provide channelization towards the Columbia Street intersection. This island would provide similar storage for southbound left turn movements into a medical office building (to the east), as the northbound approach to this intersection.
- *Three-lane north of Gore Street.* Due to the heavy traffic demands in the PM peak going northbound from the hospital on Orange, the City believes that it would be detrimental to remove the third lane of traffic north of Gore Street. The Lucerne Circle and the traffic coming off of 408 operate relatively efficiently in this area; providing the third lane after Lucerne fixes a problem that doesn't exist in the field today. We'd urge FDOT to look at the traffic figures that resulted in this improvement, and visit in the field during the PM peak hour to observe the traffic operations to see if they come to the same conclusion.
- *Lucerne Hospital Redevelopment.* The Lucerne Hospital block, located on the west side of Orange Avenue north of Gore Street, is expected to redevelopment soon; the City is in preliminary talks with the property owner. Ideally, on-street parking and new streetscape would be accommodated on the project's site by dedicating additional easement. The site will likely need an access point at mid-block, a bus/future Lymmo stop near mid-block, and on-street parking on the remainder of the block. We hope that the analysis for Orange Avenue can accommodate these potential plans to expand the Downtown area with mid- to high-rise development on this block in the future.
- *Bicycle Facilities Alternatives Comments.* The City of Orlando has previously asked FDOT to consider alternative routes to Orange Avenue for bicycle connections. As a result, in early March 2014, FDOT provide three concept alternatives for the City staff to consider as alternate routes for bikes.

After considering these alternatives, the City prefers Route "C" on Lucerne Terrace and Sturtevant Street provided the route is continued to the west on Sturtevant to Slight Blvd and then flows the proposed Sligh Blvd alignment from the SunRail station to the Church Street SunRail Station; portions of this route are being improved as part of a SIS grant and should be considered for both on-street and shared facilities "sharrow markings" (a map of this alignment is dashed on the plans provided to the City).

In addition to Route C, the alternate routes should include Delaney Avenue as contemplated in the City's 2006 Downtown Transportation Plan. This particular alternative relies on brick streets, which would need further evaluation - and improvement with a wider extruded gutter pan, in order to enhance an on-street bike route to ensure a smooth and convenient ride for cyclists. Signage of both Route C and Delaney alternative must be considered to create a viable alternative to Orange Avenue.

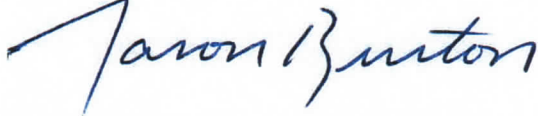
In order for the corridor to support bicycling as an effective option, FDOT should evaluate and identify key bicycle parking locations along the Orange Avenue corridor, potentially on both sides of the street. Please consider providing locations that are predictable locations near transit stops and at destinations. The potential proposed curb extensions as shown in the ultimate alternative should be considered as a potential location for bike racks.

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Such bicycle route alternatives must be coordinated with large landowners in the area, particularly SODO, the Orlando Health campus and the Market at Southside, as they are dominant destinations on the corridor. If no alternatives are feasible for bicycle routing away from Orange Avenue, a detailed written justification of why a preferred bicycle route cannot be accommodated adjacent to the corridor must be accomplished as part of the study.

Please contact me at jason.burton@cityoforlando.net or directly via phone at 407.246.3389 if you require any additional information.

Regards,

A handwritten signature in blue ink that reads "Jason Burton". The signature is fluid and cursive, with the first name "Jason" and last name "Burton" clearly legible.

JASON BURTON, AICP, CNU-A, LEED-AP
Chief City Planner

CC: Ben Faust, DRMP
DSNID Advisory Council