

# Planning for Complete Streets in Downtown South,

*DSNID Advisory Committee Update  
August 9, 2017*





# Project Update

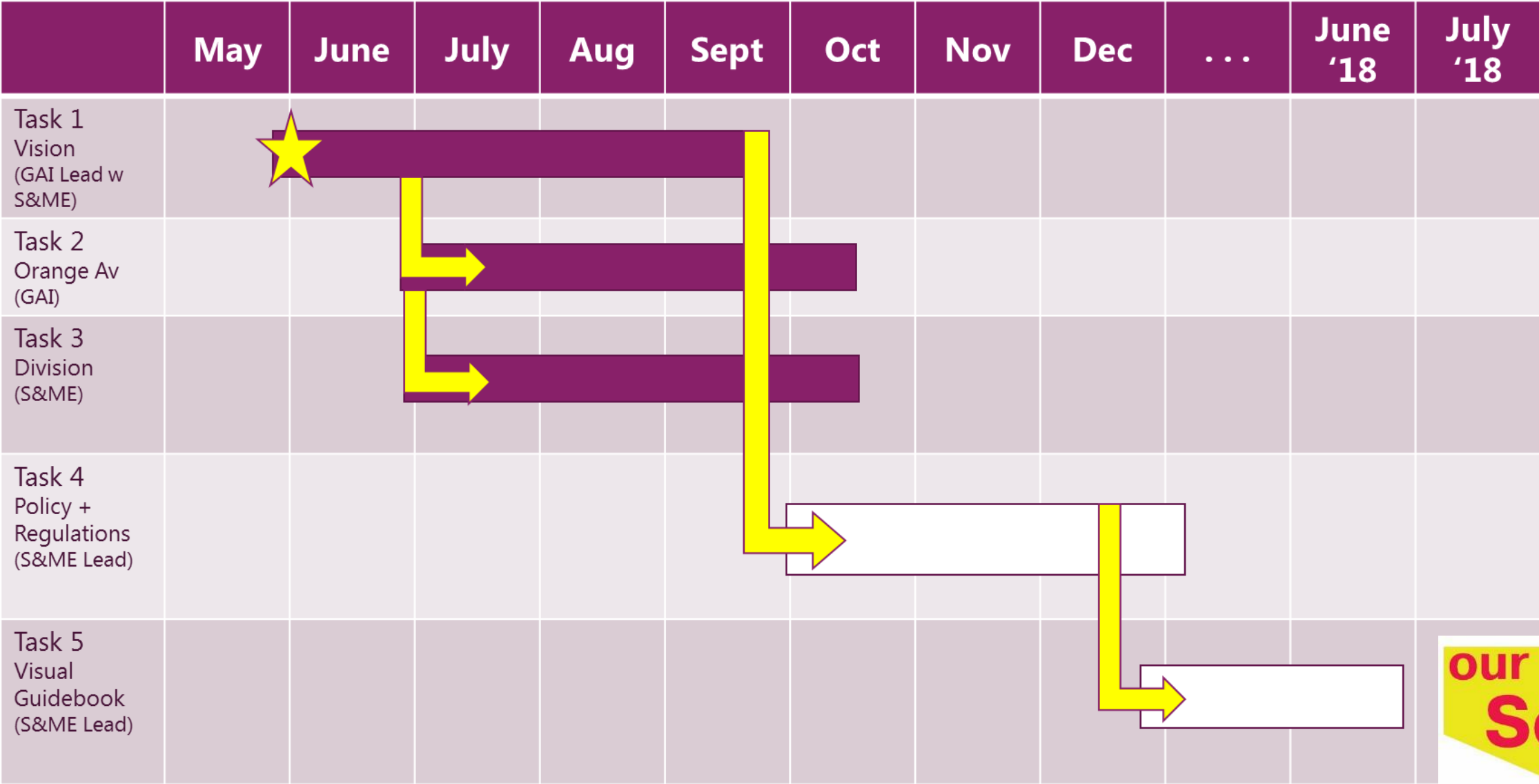
- Team Coordination + Linkage to Martin Hudson
- Outline for the Vision Report
- Documenting the Workshop Outcomes
- Next Steps

our  
**SoDo**



# Planning for a Successful Downtown South NID

- Project Components: Visioning, Street Design + Corridor Planning, Guidelines + Visual Guidebook



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# Welcome Marty!!

- Marty supports the work to date, has input on the directions and is getting prepared to help us advance the ideas
- **Marty wants one Vision and Guidebook Document – for Adoption as the new Unified Vision**
  - Capture the Overall Vision / Goals for the District
  - Every Project Should Build Towards the Vision
  - Infrastructure is Part of the Strategy, not the Whole Program
- **We need a Mission Statement that captures a Vision as a place of Innovation...*but perhaps with other words...*that all the stakeholders and entitles can use as inspiration and guide...**
- **The Mission Statement relates to the Brand, a unified face for the Main Street and the District.**
- **What we are doing is a possible model for other Main Streets**

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# Mission Words: June Workshop

## Re-conceptualize the District:

*...for People, Neighborhoods & Business Investment*

**Beauty:** Art, Interest, Detail, Icons

**Comfort:** Trees, Shade, Green, Environment

**Distinctive:** Each Corridor is Different

**Community:** 'Linkages, Seams & Patches'

**Balance:** People, Bikes, Cars, Transit and Place

**Positioning:** Build toward Future – be ready!

**Celebrate:** Places, Nodes, Edges

**Social Fabric:** Join the Community Groups



# Words: Boiling Down Vision Elements

## Orlando's Urban Lab – a Place for Ideas

*...Invention, Incubation, Investment and Industry*

**The Urban Lab** - to test and deploy new ideas

**Character Places** – a District of places

**Social Connection** – physical and virtual

**Artistic Expression** – many opportunities, do it all!

**Progressive Circulation** – complete + time + tech

**Economic Development** – all land use types

**Sustainable Infrastructure** – energy + eco + info

**Programmatic Implementation** – priorities, policy, partners

*We think we can find a 'HOME' for every major piece input & topic rec'd to date somewhere in this Strategic Framework*



# Report Format

## Part 1: Vision + Complete Streets

### 1. Introduction + Executive Summary

### 2. Visions of Place – Imagining Downtown South

An Urban Lab  
Character Places  
Social Connection  
Artistic Expression  
Progressive Circulation  
Economic Development  
Sustainable Infrastructure  
Programmed Implementation

### 3. Inventory: Existing Streets Conditions

Frameworks + Streets

### 4. Opportunity: Models for Progressive Circulation

Complete Streets, Comparables, Transit, Autonomous Vehicles

### 5. Inspiration: Integrated Circulation in the DSNID

Frameworks: hierarchy, role of streets, gateways, nodes  
Street Sections: starter ideas + progressive opportunity  
Character: materials, form & detail





# Advancing the Workshop Products

## Part 1: Vision + Complete Streets

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Walking & Talking; Build on Ideas



Finished as Poster Summaries



Documenting our Research



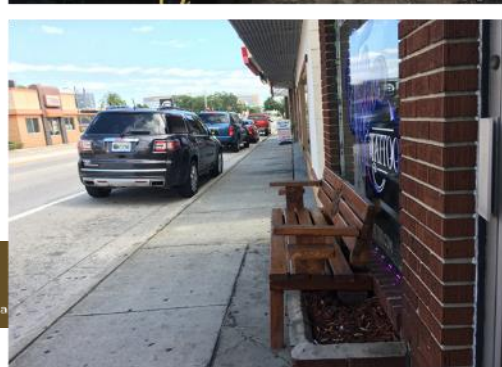
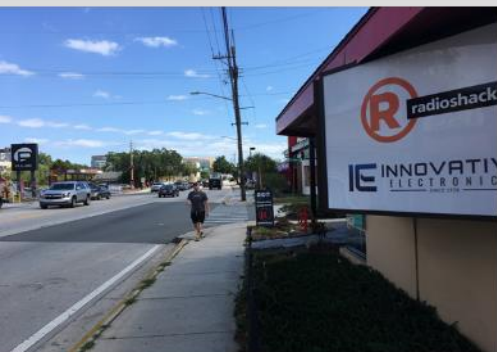
Significant work in Progress



# Advancing the Workshop Products

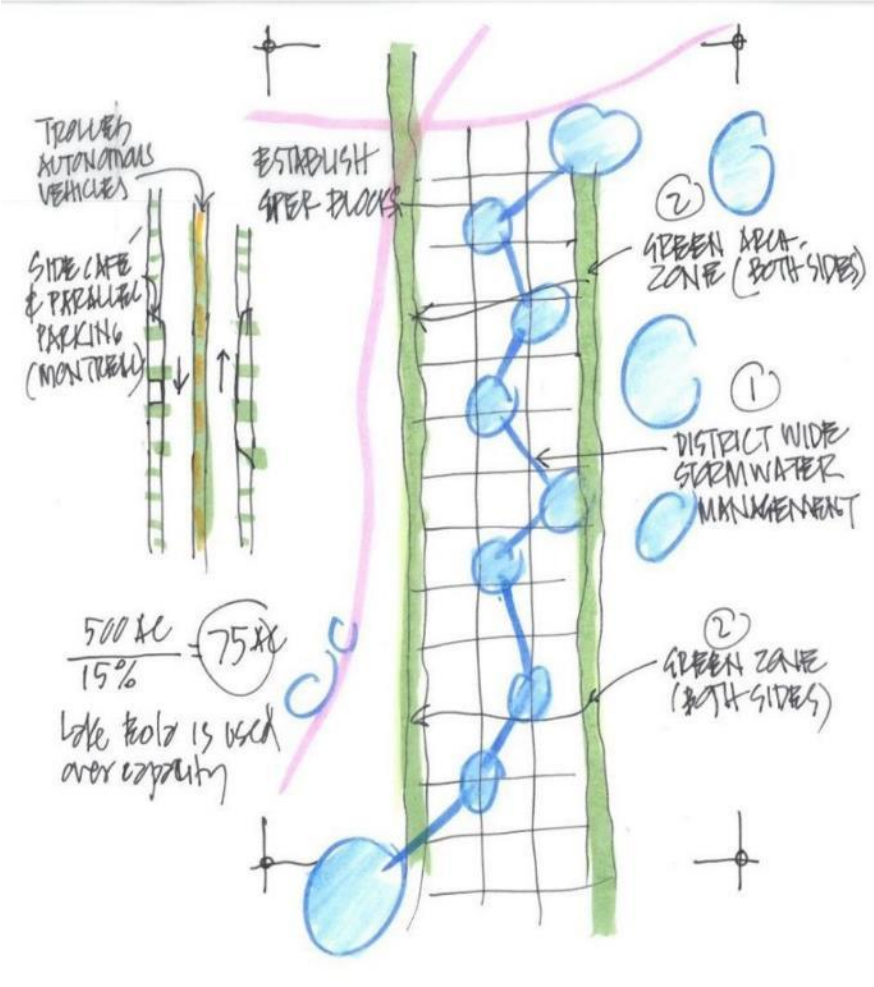




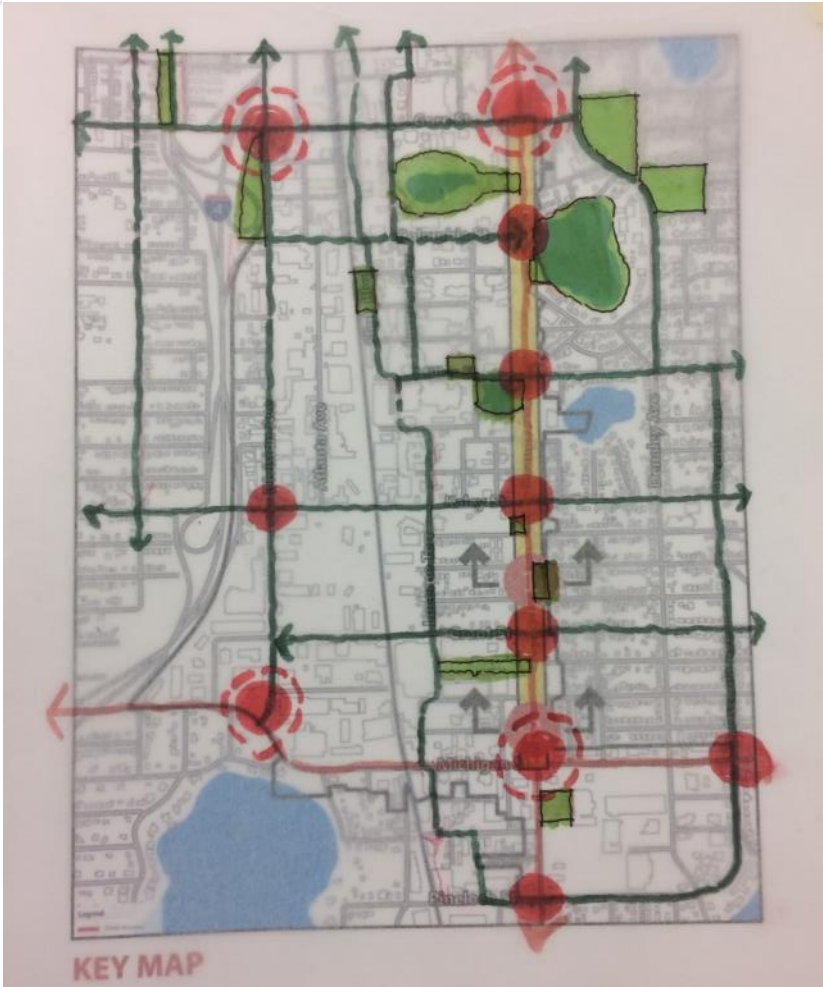




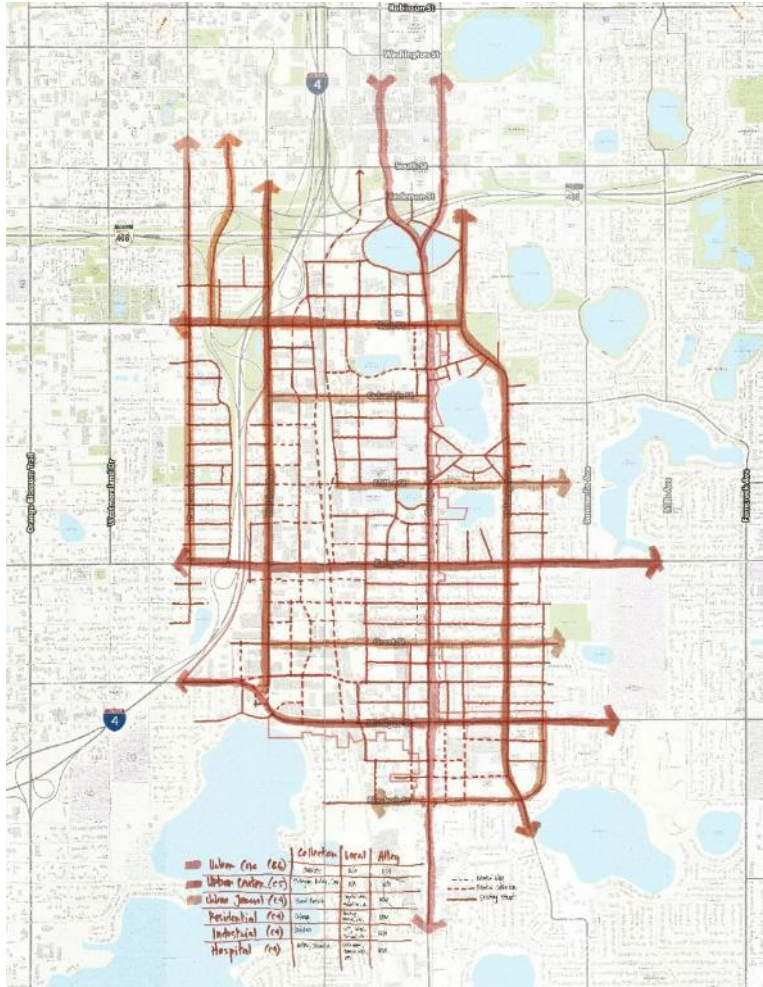
# Advancing the Workshop Products: Urban Structure



Big Ideas



Organizing Frameworks

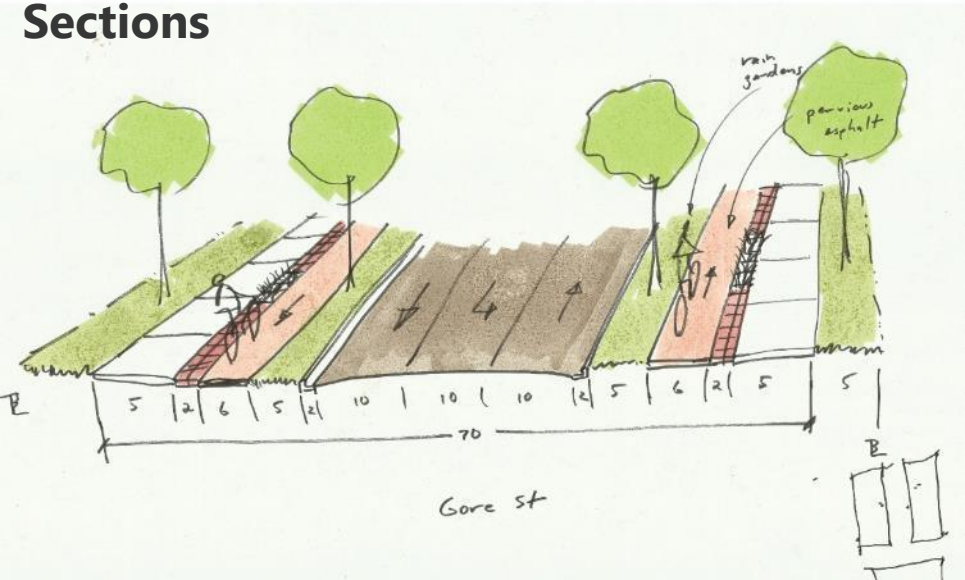


Detail Structure

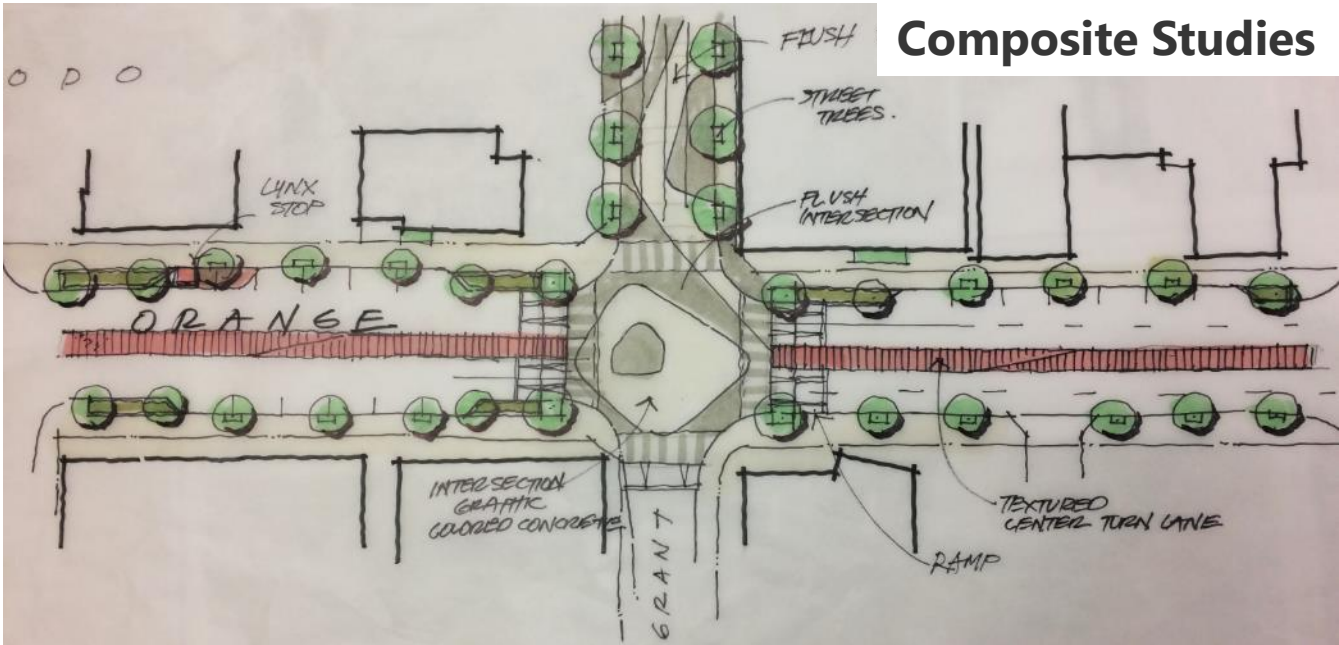


# Advancing the Workshop Products: Design Studies

Sections



Composite Studies



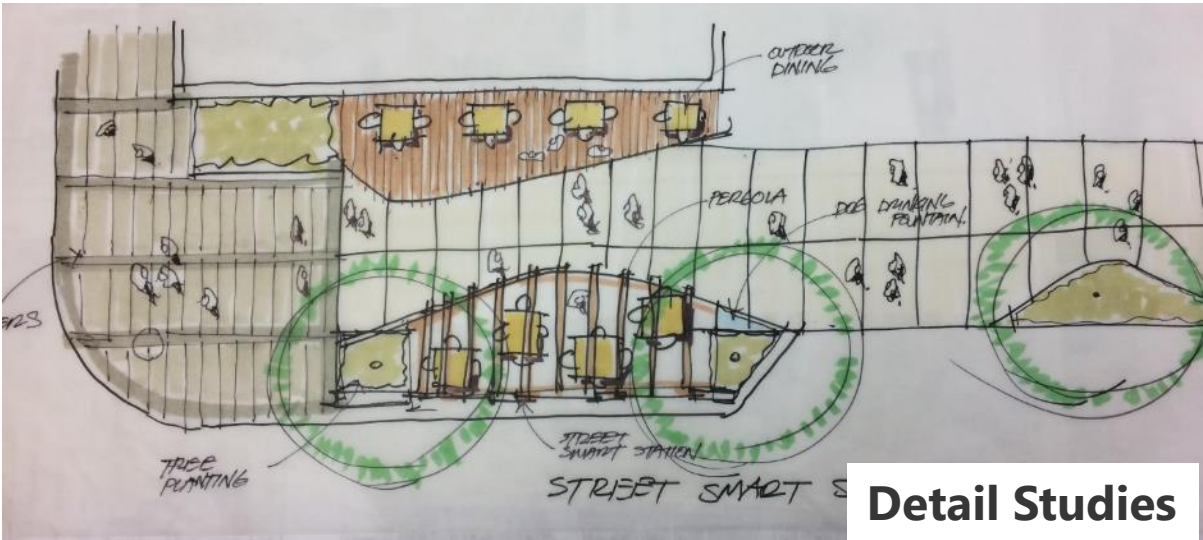
Gateways



Iconography



Detail Studies





# Advancing the Workshop Products: Materials





# Building the DRAFT Report: Documentation

**our  
downtown  
south**

Our Downtown South Kick-Off Meeting  
May 31, 2017 – June 2, 2017

Meeting Public Workshop Date May 31, 2017

| Name             | Neighborhood/<br>Zip Code | Email Address (specify church name if possible) (to receive email updates) | ✓ | Phone Number   |
|------------------|---------------------------|--|---|----------------|
| Erin Flynn       | 32806                     | erin.flynn.ec@johndelmont.com  |   | 407-246-2092   |
| Gus Castro       | 32801                     | GUSTAVO.CASTRO@CITYPLANNERS.net  |   | (407) 246-3385 |
| Pot Tyjeski      | 32803                     | ptyjeski@smcinc.com  |   | (407) 495-1273 |
| David Nelson     | 32809                     | DNELSON@CITYPLANNERS.com   |   | 407-595-1831   |
| Nick Schultz     | 32804                     | nick.schultz@ecgma.com   |   | 616-108-6004   |
| Jennifer Chapin  | 32801                     | jennifer.chapin@cityoforlando.net  |   | 407 246 38146  |
| Charlotte Manley | 32803                     | Cmanley@kucorealty.com   |   | 407-322-6510   |
| Kevin Jones      | 32806                     | KEVINJONES@CMTN.COM  | ✓ | 321-281-7185   |
| Maria Huels      | 32838                     | cityplanner10@gmail.com  |   | 813-215-6782   |
| Janelle Horn     | 32613                     | janelle.horn@kurje.org   | ✓ | 707-463-4050   |

**our  
downtown  
south**

Our Downtown South Kick-Off Meeting  
May 31, 2017 – June 2, 2017

Meeting STAKEHOLDER MEETINGS Date 6/1

| Name              | English/Email/<br>Zip Code | Email Address (please check box<br>if you wish to be contacted again) | Phone Number |
|-------------------|----------------------------|---|--------------|
| Jeff Zier         | 32801                      | jzief@epienvi.com   | 407 254 6046 |
| Doreen Macmurtrei | 32803                      | dmacmurtrei@epienvi.com   | 407 701 0924 |
| Kym Cunningham    |                            |   |              |
| Veran Ford        | 32701                      | vford@awc.com   | 321-436-6306 |
| Gregg Jones       | 32806                      | gregorycharles.jones@gmail.com  | 407-622-7020 |
| Payline Eaton     | 32809                      | payline.eaton@cityofmclane.net  | 407-246-3255 |
| Teri McDonald     | 32804                      | tmcdonald@kw.com  | 703-992-4752 |
| Steve Heller      | 32806                      | stev.e.attitude.bkstrng.com   |              |
| Ross Harrington   | 32801                      | rossdaniel21@gmail.com  | 407.443.9420 |

## Our Downtown South

Street Vision Comment Card

**our  
downtown  
south**

May 31, 2017

Name  
Laura Minns

E-mail  
laura.67@gmail.com

Phone  
407 245 8532

Address  
2506 Center Ave  
Orlando FL 32806

My VISION for Orange Ave  
is a place where I have choices  
in getting across the corridor  
for Arts Culture Retail & Services

More efficient traffic movements  
check pts @ Michigan Gore Kaley

~~Transit~~ Transit Friendly corridor

## Our Downtown South

### Street Vision Comment Card

5/31

**our  
downtown  
south**

May 31, 2017

|                                     |  |
|-------------------------------------|--|
| Name<br>JAM GALLAHER                | My VISION for Orange Ave<br>is more bike-friendly design that<br>addresses the wants & needs<br>of <del>new</del> riders of all ages & abilities<br>(who are likely riding @ 9-10 mph)<br>Division is too far from Delaney Park<br>& Wadsworth (plus concrete dust) Delaney Ave<br>& Summerlin Ave are too narrow for cars<br>to pass making people on bikes an impediment |
| E-mail<br>samuel.gallaher@gmail.com |  |
| Phone<br>407-864-6402               |  |
| Address<br>33 W Grant St<br>32806   |  |



### KEY MAP



**5 KALEY STREET - RAILROAD TRACKS TO DIVISION AVE**



**6 KALEY STREET - ORANGE AVE TO RAILROAD TRACKS**



**KEY MESSAGE**



**12 GRANT STREET - WEST OF RAILROAD TRACKS**

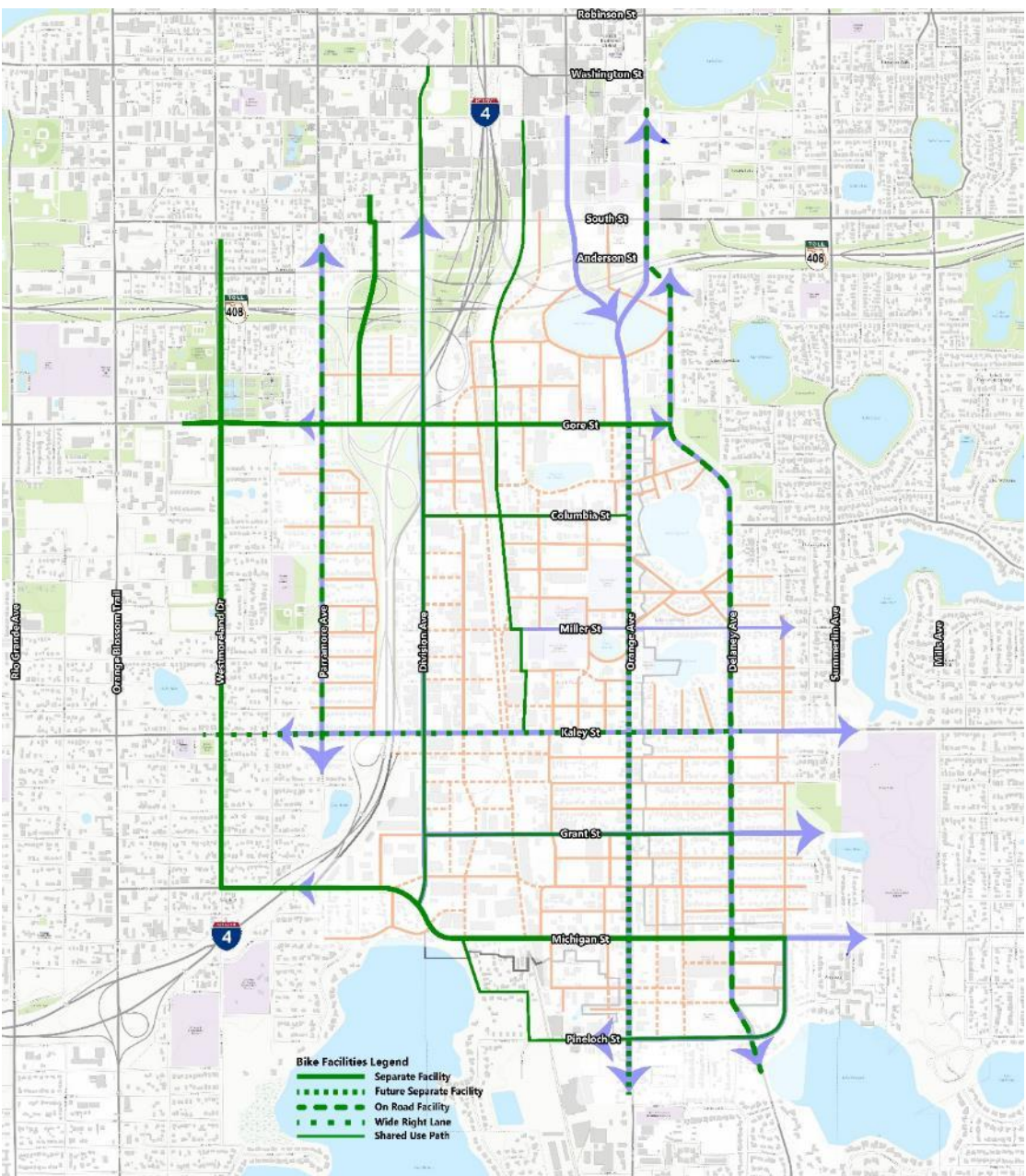
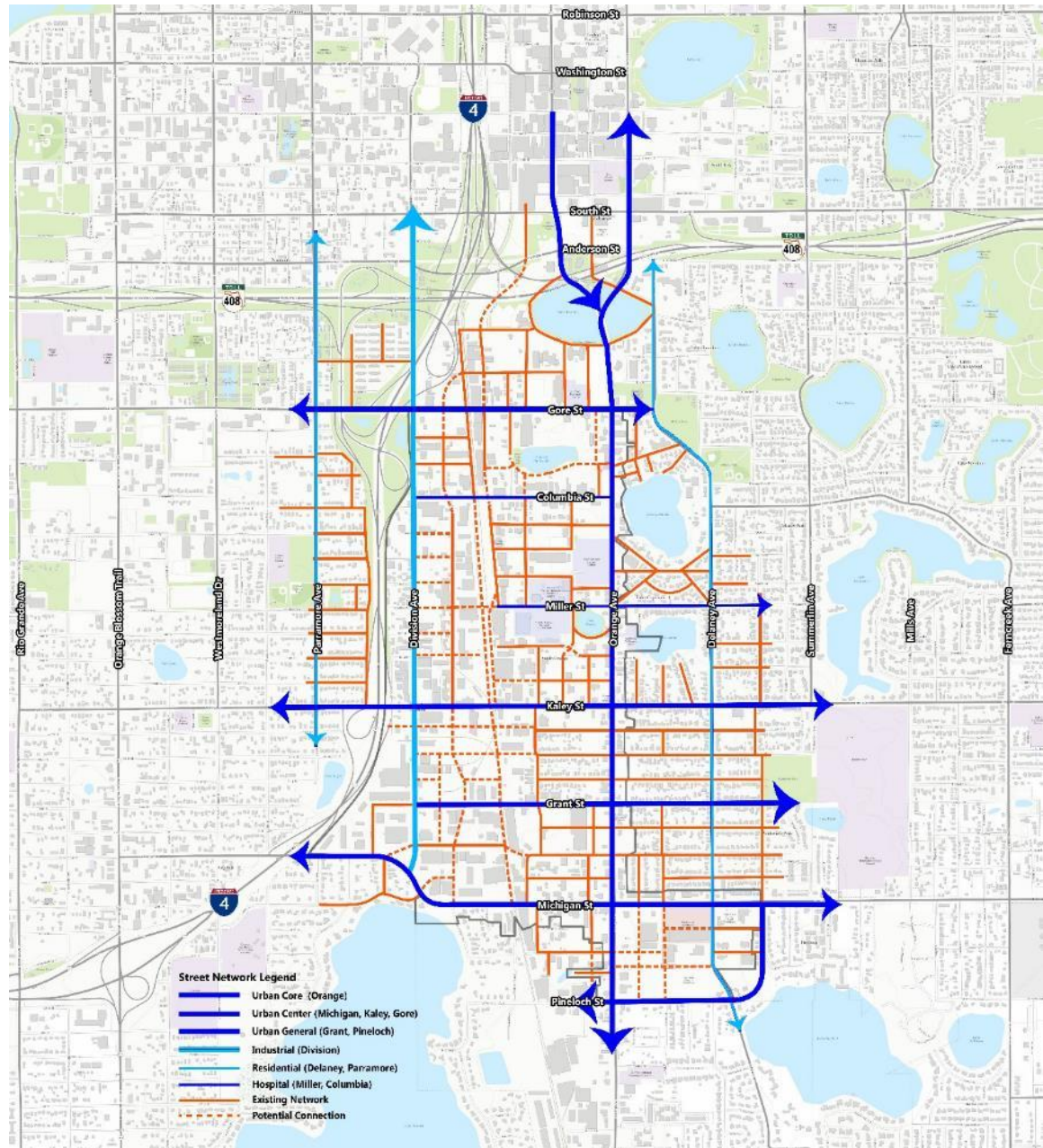


**13 GRANT STREET - EAST OF RAILROAD TRACKS**





# Building the DRAFT Report: Refining the Diagrams





# Building the DRAFT Report: Reference Examples

## Local Examples

### NORTH ORANGE AVENUE ORLANDO, FL

Right-of-Way: 80 feet  
Type: Three lanes, One way  
Max Speed: 25mph  
Context: Mixed-Use (Residential/ Commercial )  
Bicycle Infrastructure: On Street Lane  
On-Street Parking: Both Sides, Parallel

#### OVERVIEW

Three lanes travel southbound toward downtown Orlando with parallel parking flanking both sides as well as an on-street bike lane along the west side of the street. Within the 80' right-of-way, ample sidewalk widths are provided especially along the eastern commercial area which provides a minimum of 10' with an additional 6' for street trees, pedestrian lighting and planting areas. The buildings along the eastern edge are also setback from the right-of-way at several points along the corridor which gives additional space to the pedestrian zone. Often times these spaces are utilized for seating areas, outdoor dining as well as for additional landscape. The streetscape is activated with a variety of mixed-use development and provides amenities such as bike racks, seating and bike share facilities.



ENHANCEMENT TO STREETScape PROVIDES OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND GROWTH OVER TIME!

#### KEY ELEMENTS

##### SCALE + SETBACK

Provide pedestrian and retail space.

##### BUILDING ARCADES

Amenity to retail + Activates the Street

##### BIKE LANE

Creates a bicycle corridor

##### ON-STREET PARKING

Access to retail and offices

##### UPGRADED STREETScape

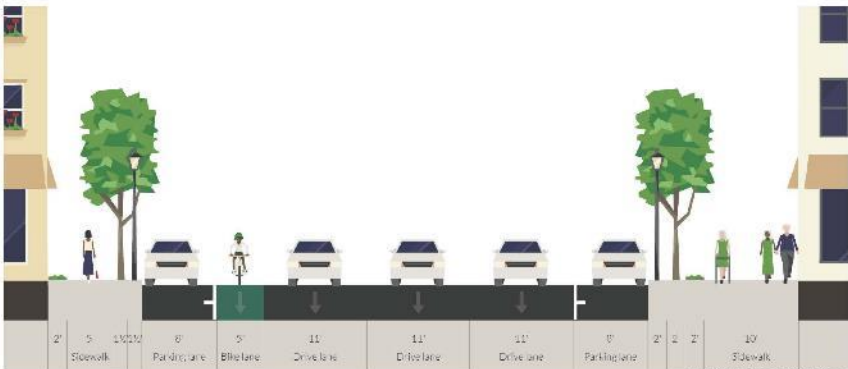
#### TAKE AWAY

- Buildings set back from the right-of-way can provide opportunities for additional pedestrian environments such as outdoor dining as well as provide additional landscape buffer.
- Wider sidewalks adjacent to tall buildings provide an ideal scale for the pedestrian environment

#### OUTCOMES



North of Colonial



Typical Cross Section



# Building the DRAFT Report: Reference Examples

## National Examples

INDIANAPOLIS  
CULTURAL TRAIL  
INDIANAPOLIS, IN

- Right-of-Way: 70 feet
- Type: Two lanes, Two way
- Max Speed: 25mph
- Context: Mixed-Use (Residential/  
Commercial )
- Bicycle Infrastructure: Shared-Use Path
- On-Street Parking: None

OVERVIEW

The Indianapolis cultural Trail is an eight-mile, urban pedestrian and bicycle trail in the heart of downtown Indianapolis. It was designed and constructed through a public-private partnership between the City of Indianapolis' Department of Public Works and the Central Indiana Community Foundation. Total construction budget was approximately \$63 million.

- KEY ELEMENTS
- MULTI-MODAL  
XXXX
- PROMENADE  
Dedicated Pedestrian Space



REFLECT THE CULTURE AND CHARACTER OF THE DISTRICT



Caption



Caption



Typical Cross Section

- TAKE AWAY
- Named "the biggest and boldest step by any American city" by Project for Public Spaces in New York City, this \$63 million, internationally-acclaimed 8-mile biking and walking trail connects all six of Indy's Cultural Districts.
  - Alongside the bike path are swales and landscape areas designed to capture and filter storm runoff and to provide greenery and shade.
  - Custom-designed benches, light poles, signage and trash receptacles contribute to the overall impression of safety, beauty and quality and also serve as artistic statements along the trail.
  - At least \$800 million in development has occurred as a result of the \$61 million city, state and federal investment in the canal, said economic development consultant Brad Hurt.
  - During design and construction, approximately \$4 million in private funding supported new public art projects along the Trail.



# Building the DRAFT Report: Reference Examples

## Targeted Examples

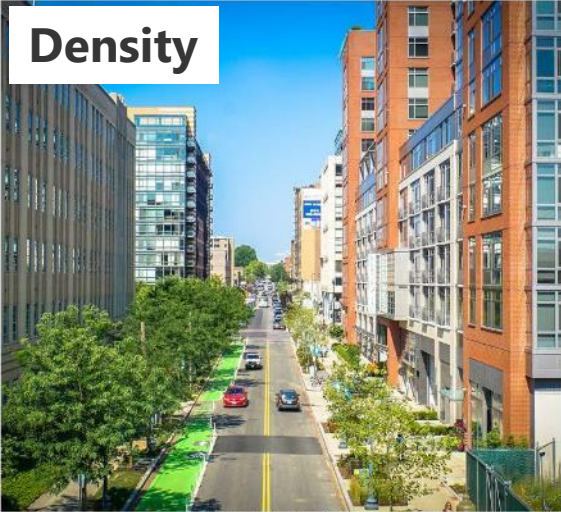


Right-of-Way: 105 feet  
Type: Three lanes, Two way  
Max Speed: 25mph  
Context: Mixed-Use (Residential/Commercial )  
Bicycle Infrastructure: On Street Lane  
On-Street Parking: One Side

**OVERVIEW**

NoMa was comprised of 6 million square feet of office space and virtually no residential buildings. The objectives for the NoMa BID were to improve the quality of life, and make the District more attractive to businesses and potential residents.

First Street serves as the commercial spine of NoMa Business Improvement District. First street from K Street to Florida Avenue is intended to function as a linear park with a variety of seating opportunities, gardens, integrated artwork and commercial amenities at frequent intervals. The Street allows for flexibility between the curbs to configure the roadway for on street parking and bicycle lanes or a combination of on-street parking and two-way cycle track. The Street section is D.C.'s first separated cycle track.



Density

Bike Way

KEY POINT:



Materials



Sidewalk Setbacks



# Building the DRAFT Report: Existing & Proposed Streets

## Existing Streets and Proposed Sections



Description / Challenges



Description / Challenges



Description / Challenges

LEGEND

1

11' travel lanes with 12' turn lane and 6' bicycle lanes on both side.

2

Optional on-street parking on one side or both sides of the street. Parking space dimension is 6.5' x 20'. A 6' clear zone is required every two parking spaces. A curb bump out with a mature tree should be placed every 3 to 4 parking spaces.

3

Planting zone with mature trees. (See Streetscape Standards for permitted trees)

4

Spacing between street trees should not exceed 70'. One tree should be planted between street lights if they are parallel and two trees if lights are staggered. (See spacing diagrams on Streetscape Standards)

5

Minimum 4' furniture and planting zone (See Streetscape Standards)

6

Minimum 5' walking zone

7

Street lights should be placed every 60' to 90' accordingly and between parking spaces when applicable (See lighting zones [1] and Streetscape Standards for permitted lighting fixtures and spacing)



# Building the DRAFT Report: Developing Materials Std.

## DESIGN STANDARDS

A streetscape consist of a variety of components that when combined properly create a dynamic engaging space. These components consist of the pedestrian and vehicular realm. The pedestrian realm along the sidewalk provides space for live, work, and play including furnishings, lighting, landscape, and street trees. The vehicular realm consists of on-street parking, bicycle lanes, travel lanes, bus loading and unloading zones. The two areas and their associated materials and finishes should seamlessly fuse to create a thriving public space.

The following standards have been developed with the intent of developing a unified and cohesive area development for the district. Standards include hardscape, site furnishings, stormwater management areas, landscape lighting, art opportunities, and gateways. The materials and site furnishings suggested in this section of the report are recommendations only. The product selections were chosen based on their materiality and form and other products may also meet these criteria both now and in the future as the District develops. Overall, these material and product selections are meant to convey the design intent of the streetscapes and future development of the District.

- Hardscape
- Landscape
- Transit Shelters
- Site Furnishings
- Art Opportunities
- Lighting + ‘Smart’
- Stormwater Management

## STREET PAVING

The use of various pavement in the street will designate the path of multi-mode transportation and promote safety by identifying locations where pedestrians and vehicles may encounter each other. The following provides the proposed treatment for various street pavement within the district.



Intersection at West Copeland Drive and South Lucerne Terrace



### ROADWAY INTERSECTIONS

Making use of street print to paint the intersection



### CROSSWALKS

Crosswalks should be enhanced with a different material contrasting with the main pavement surface. Preferred treatment includes concrete with a simple grid and banding pattern.



### STREET BRICK

Should be used as an accent material and not as the main pavement surface.



### EXPOSED AGGREGATE/ WASHED CONCRETE

### COLORED CONCRETE

Color can be added as integral to the concrete or during the curing process. It is important to consider the problem of Color material when future maintenance is required, the new patches may not completely match the original.

### BIKE LANES



# Building the DRAFT Report: Developing Materials Std.

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**Hardscape**  
**Landscape**  
**Transit Shelters**  
**Site Furnishings**  
**Art Opportunities**  
**Lighting + ‘Smart’**  
**Stormwater Management**

## STREET TREES

The following plant list has been designed to use water efficiency and provide a unified and dependable plant palette for the district. This list includes native and Florida friendly plants and should be arranged in groupings with similar maintenance needs.



LIVE OAK



NATCHEZ CRAPE MYRTLE



Winged Elm



Bosque Elm



Alice Elm



SABAL PALM



Washingtonia Palm



## STORMWATER MANAGEMENT

The following plant list has been designed to use water efficiency and provide a unified and dependable plant palette for the district. This list includes native and Florida friendly plants and should be arranged in groupings with similar maintenance needs.





# Building the DRAFT Report: Developing Materials Std.

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**Landscape**  
**Transit Shelters**  
**Site Furnishings**  
**Art Opportunities**  
**Lighting + 'Smart'**  
**Stormwater Management**

## ART OPPORTUNITIES

Making use of Industrial Structures

### MATERIAL

Re-Purposing Industrial Structures



### COLOR

Bright Colors



### FORM

Public Art

Park Space





# Shifting GEARS: Orange Avenue and a Closer Look

Existing Condition, FDOT Project, Additional DSNID Investment and the long term future





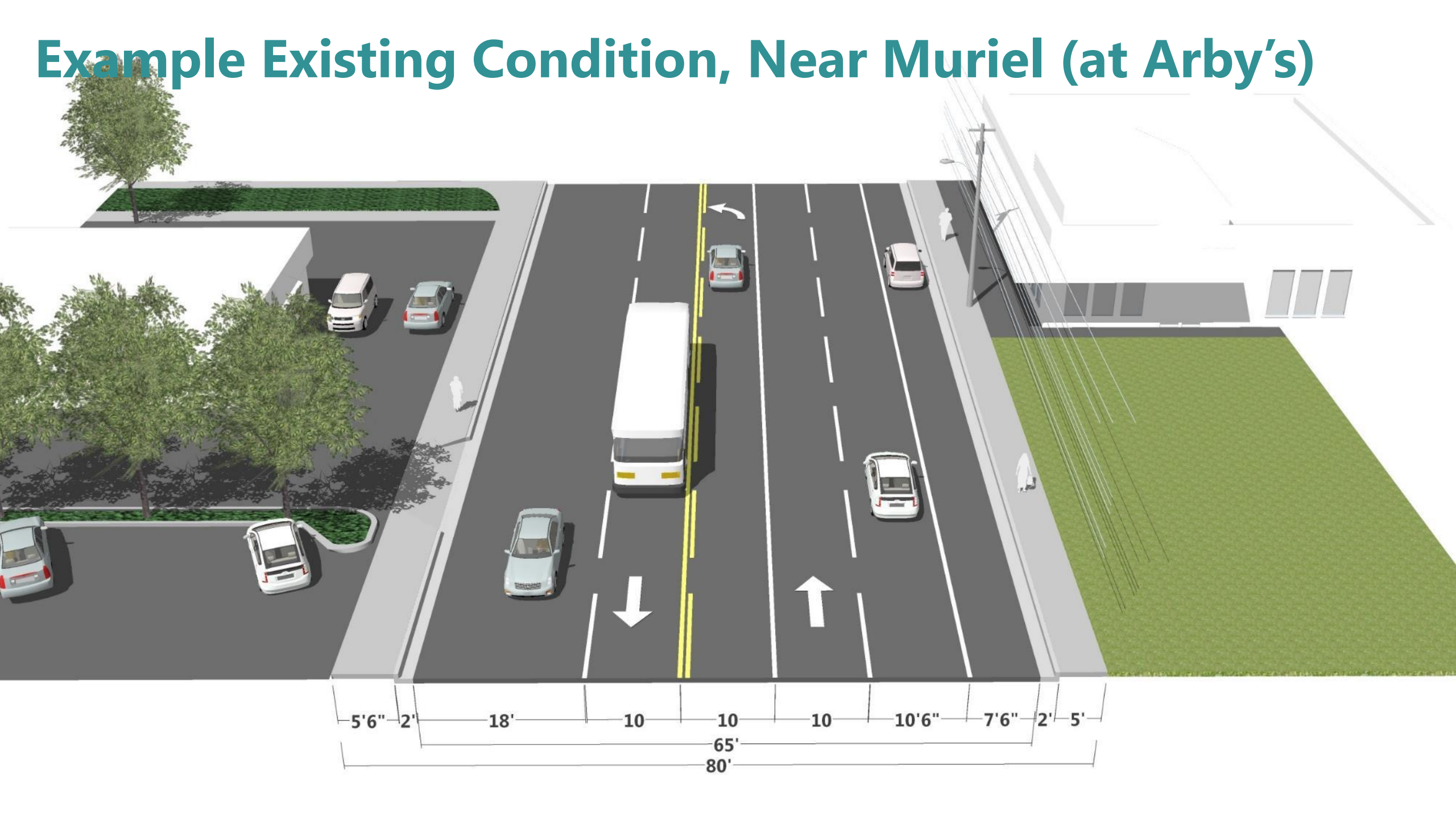
# Shifting GEARS: Orange Avenue and a Closer Look

Automate Vehicles, Transit and future Mixed Use Corridors



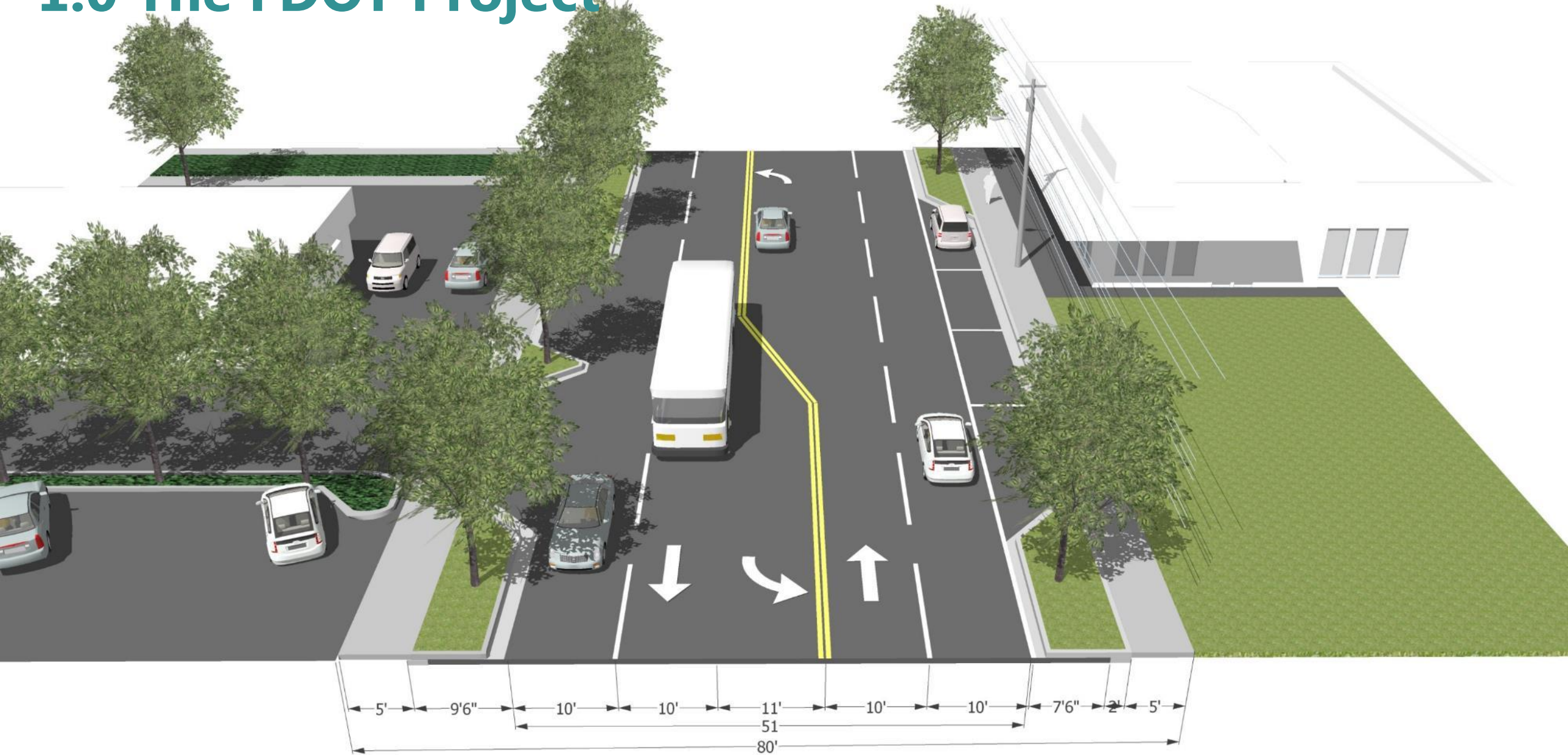


# Example Existing Condition, Near Muriel (at Arby's)



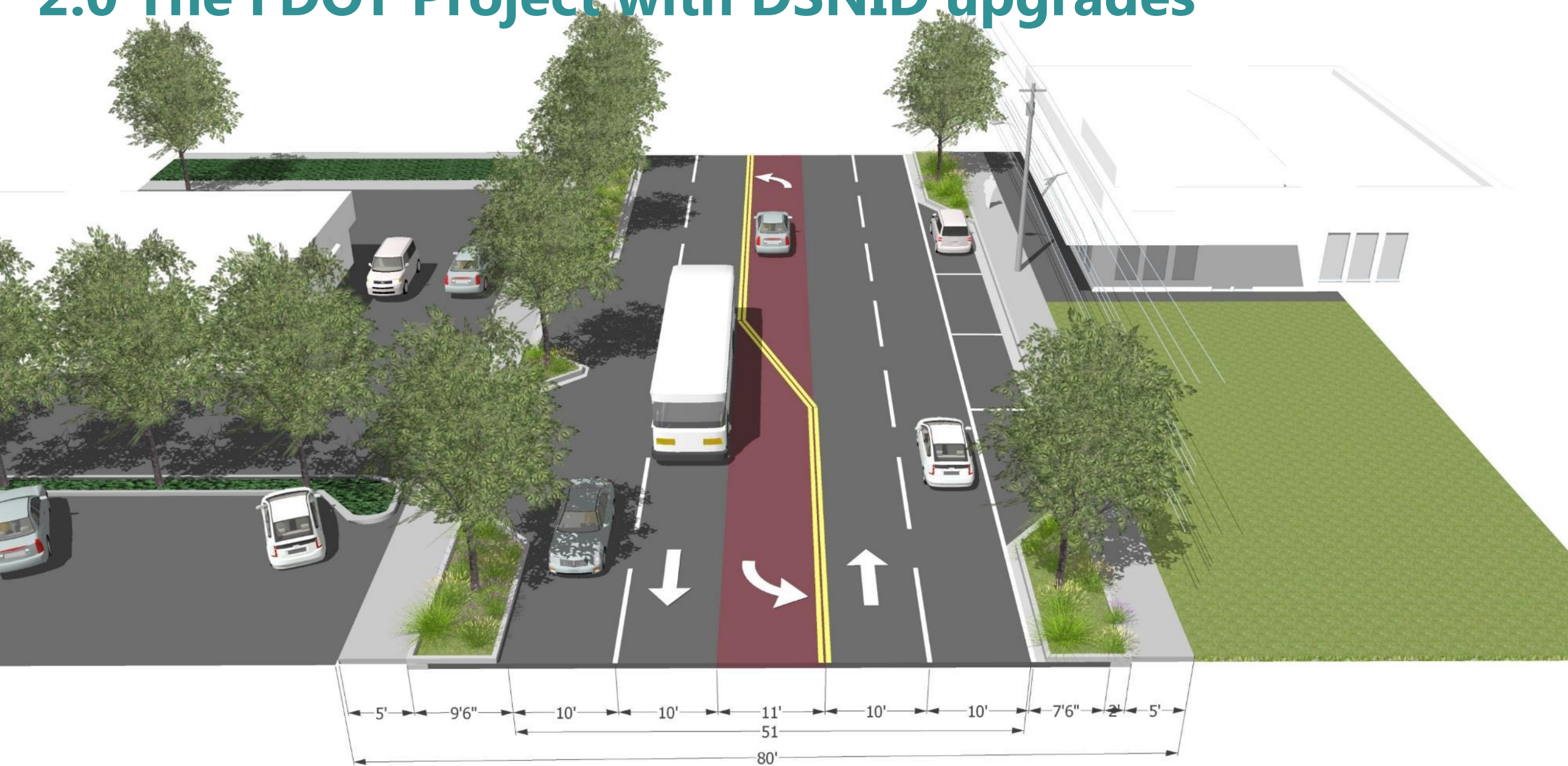


# 1.0 The FDOT Project



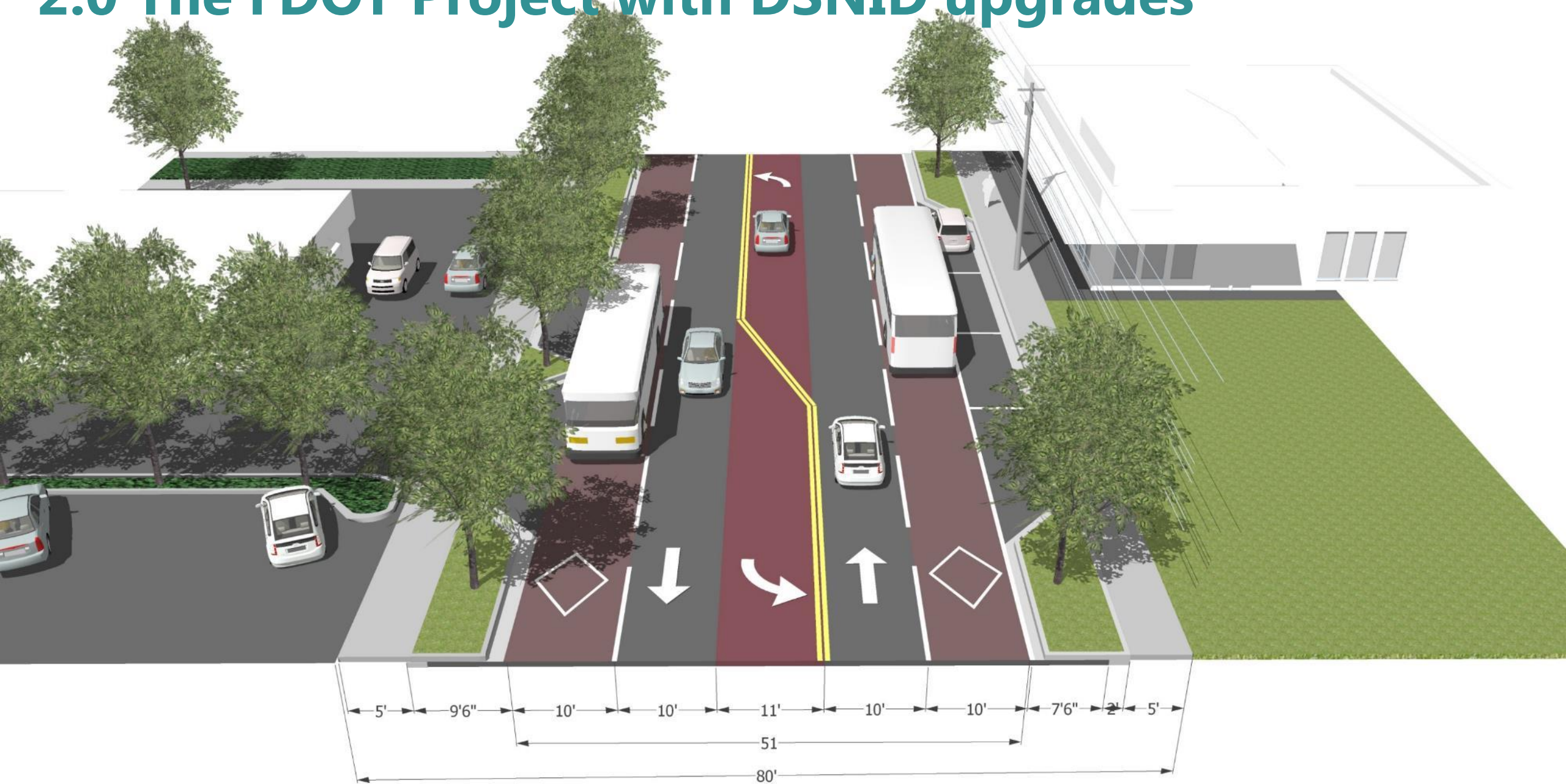


# 2.0 The FDOT Project with DSNID upgrades



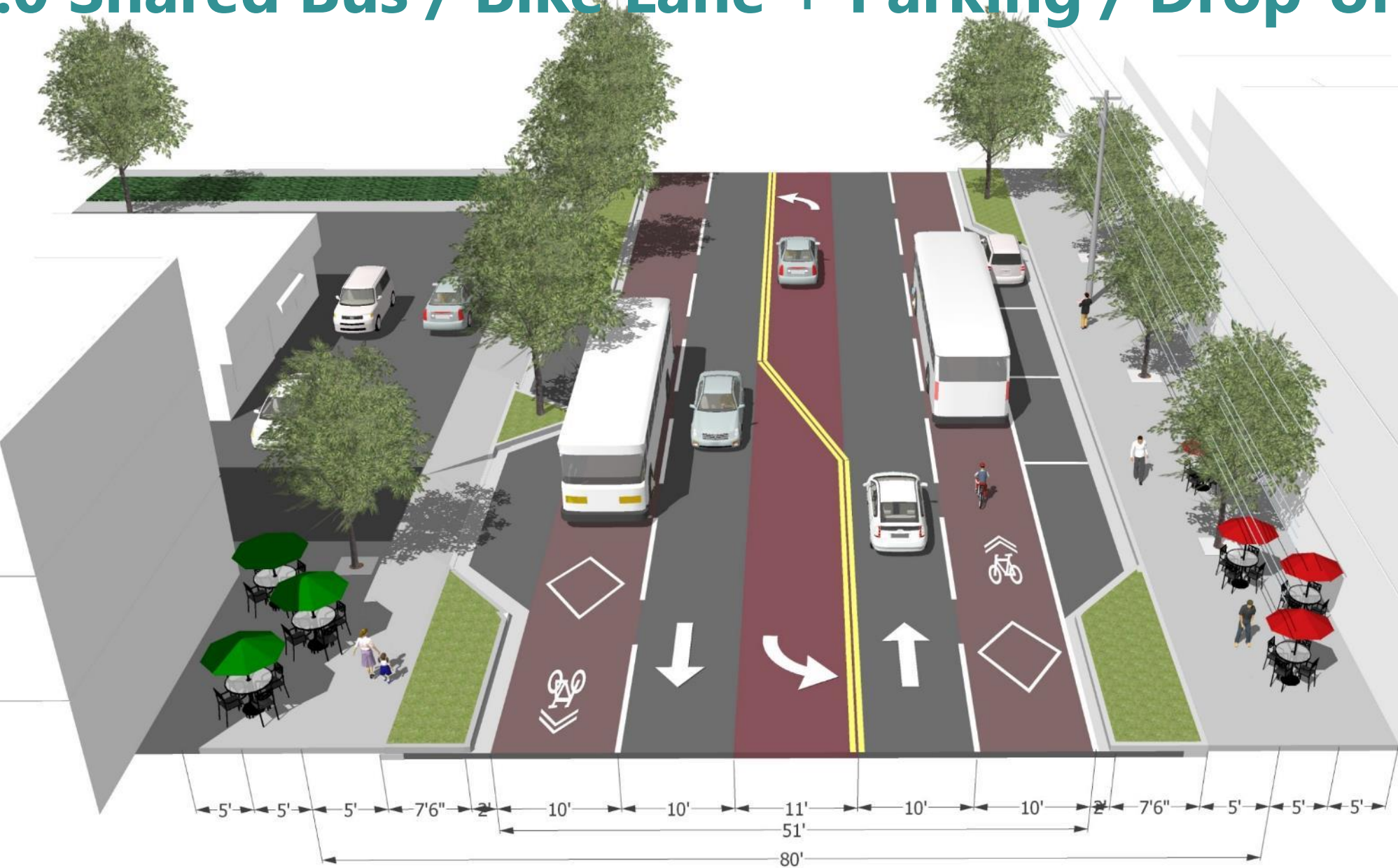


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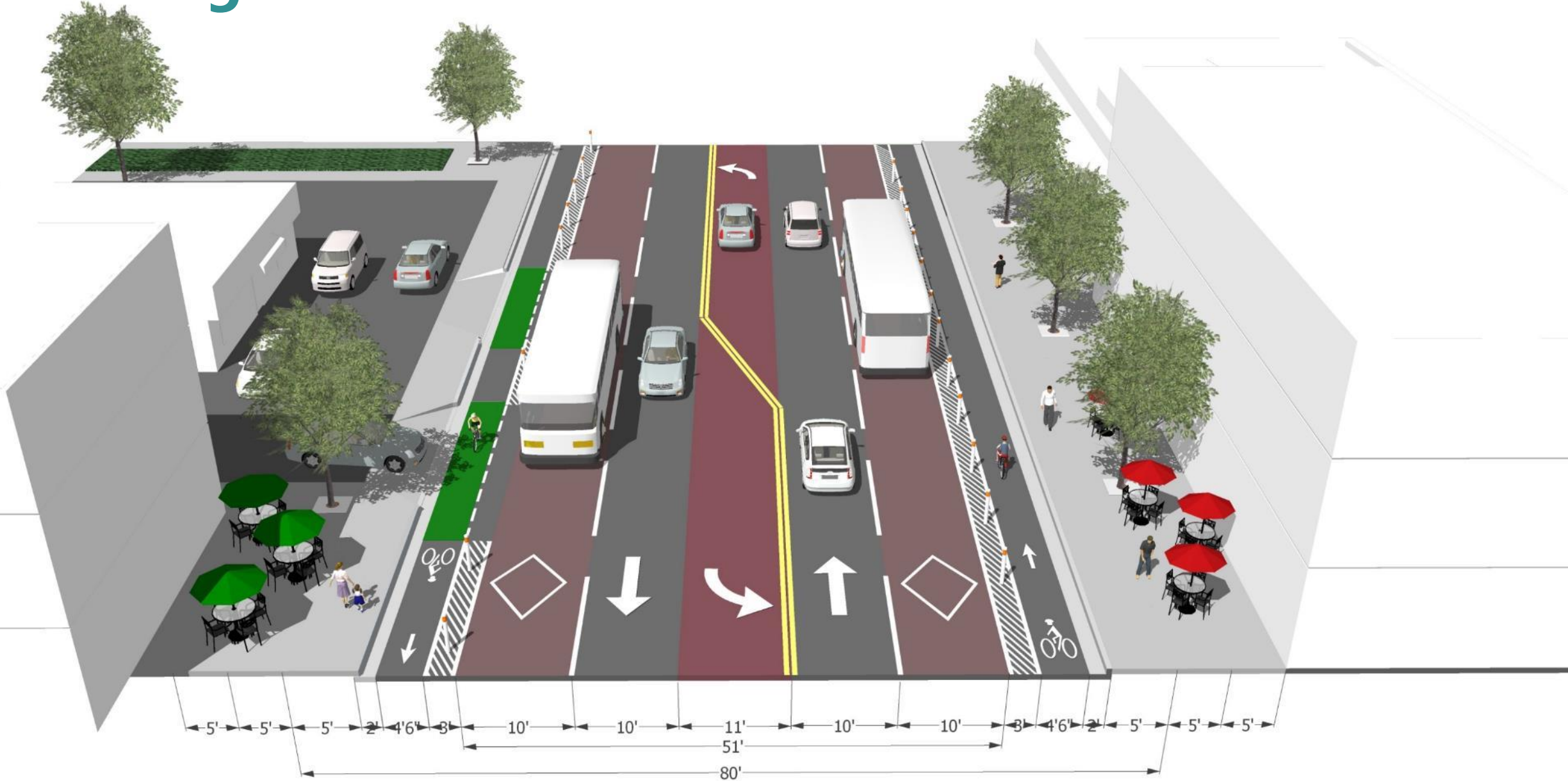


# 3.0 Shared Bus / Bike Lane + Parking / Drop-off



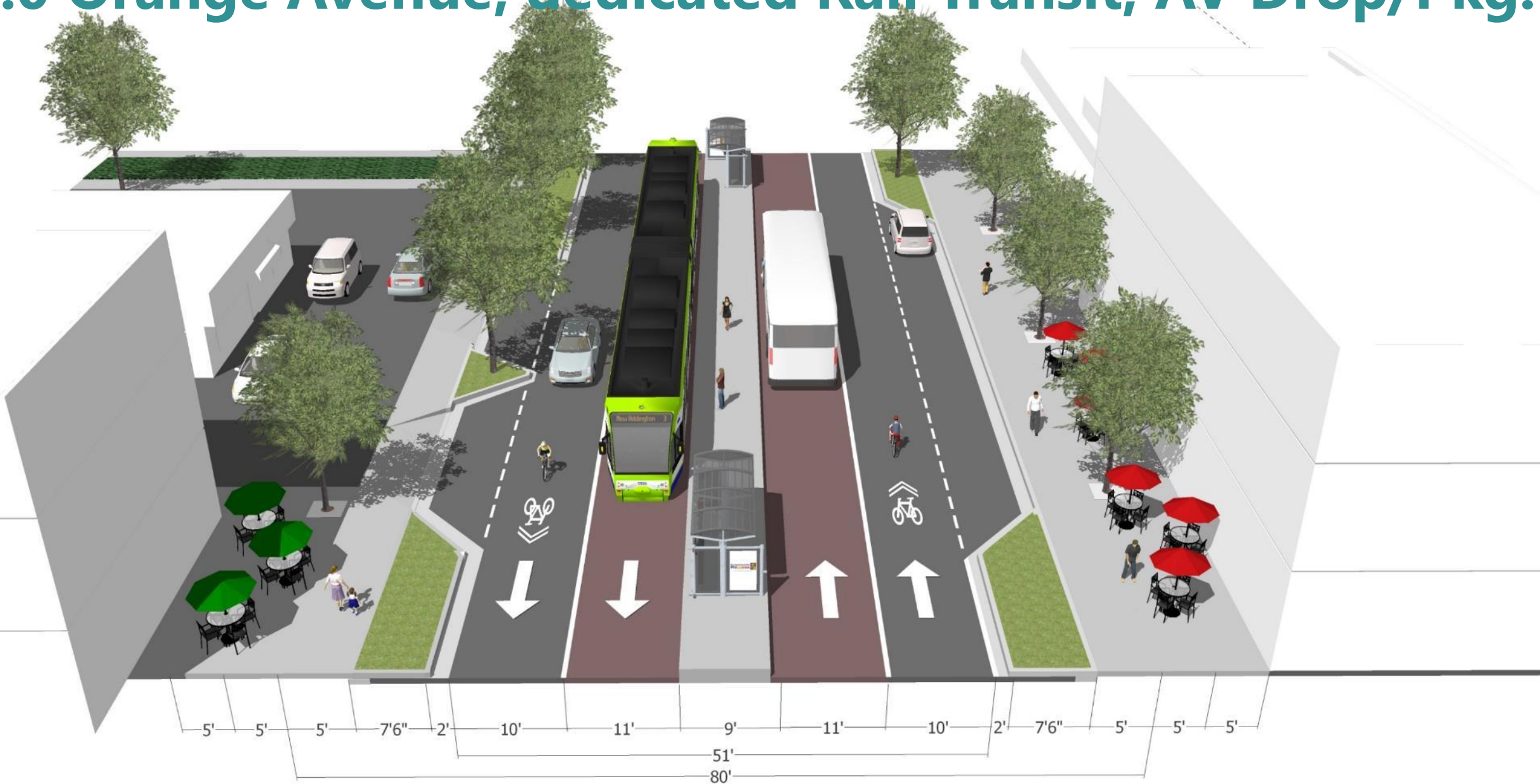


# 4.0 Orange Avenue with Dedicated Bus + Bike Lanes





# 5.0 Orange Avenue, dedicated Rail Transit, AV Drop/Pkg.





# Shared Bus / Bike Lane – Emergent Discussion





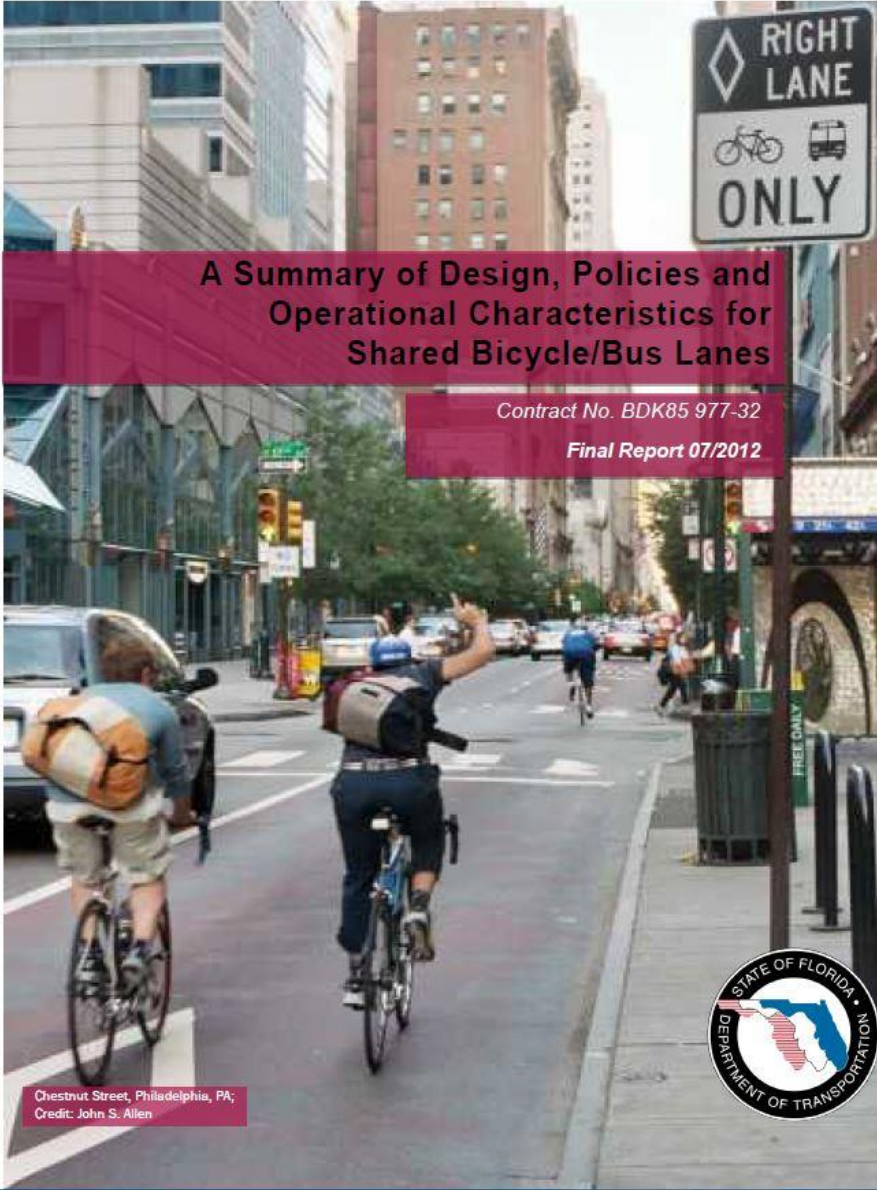
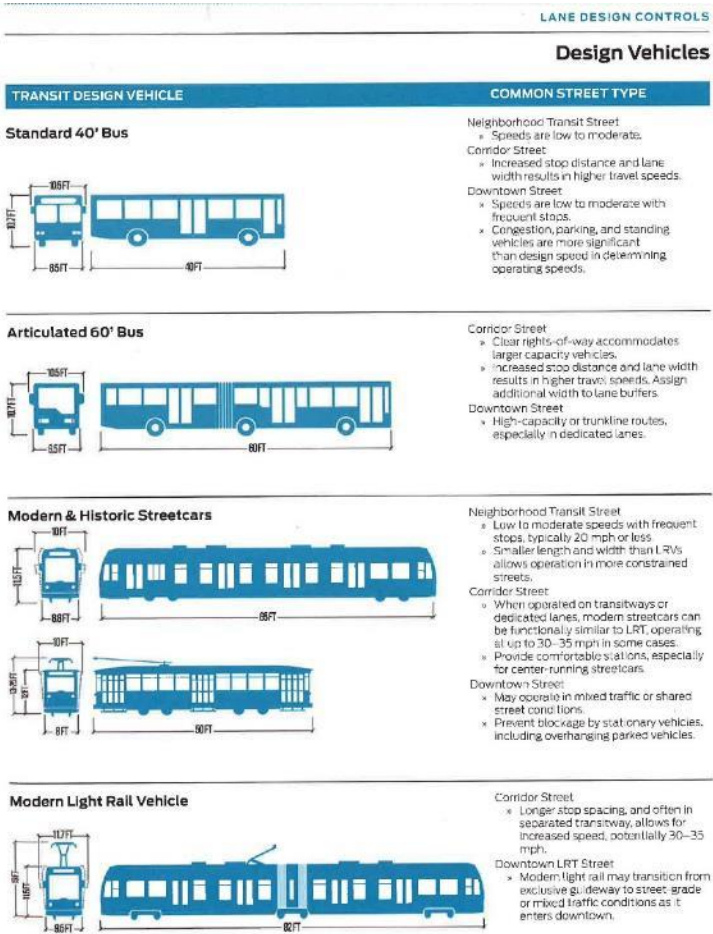
# Bus / Bike Lanes + Linked Transit – Emergent Discussion



## Lane Design Controls

At the outset of any redesign project, the project team sets forth key criteria governing the street design. These "design control" parameters critically shape decision making.

Enhancing transit function requires a proactive design approach—the complete assemblage of the street drives how users perceive their environment, and determines street capacity. While transit vehicles present geometric challenges, "over-designing" transit facilities limits the ability to balance multiple modes and provide a safe and vibrant street. Transit design controls, like all street design controls, should always be driven by the targeted outcome and the unique issues and opportunities to increase the character and efficiency of the street.



## A Summary of Design, Policies and Operational Characteristics for Shared Bicycle/Bus Lanes

Contract No. BDK85 977-32  
Final Report 07/2012

Chestnut Street, Philadelphia, PA;  
Credit: John S. Allen





# Next Steps – Working toward the September 13 Mtg

## A - Draft Report

1. Introduction + Executive Summary
2. Visions of Place – Imagining Downtown South
3. Inventory: Existing Streets Conditions  
Frameworks + Streets
4. Opportunity: Models for Progressive Circulation  
Complete Streets, Comparables, Transit, Autonomous Vehicles
5. Inspiration: Integrated Circulation in the DSNID  
Frameworks: hierarchy, role of streets, gateways, nodes  
Street Sections: starter ideas + progressive opportunity  
Character: materials, form & detail

## B - Initiate and Reconnect: Orange Avenue FDOT Design Team

