



Virginia / Lake Highland Transportation and Land Use Study

October 26, 2016 Community Workshop Summary

Introduction

City of Orlando and Renaissance Planning hosted a workshop on October 26, 2016, from 6:30-8:30 pm, at the Harry P. Leu Gardens. The purpose of the meeting was to update the community on project progress and show a series of refined design concepts for the corridor, in part based on input received from the community at the last workshop. Approximately 45 members of the public attended (based on sign-in sheet records and head counts), along with City staff and members of the consulting team.

After a presentation and Q&A, attendees were invited to review design concept graphics with the consultant team, ask questions, make comments and leave feedback. The comments below were received during this open house portion of the meeting. (Note: comments such as “Yes”, “I agree” and “Ditto” are not included.)

I. Protecting Character

Vision Form/Character

- Would like to see sustainable measures incorporated across all portions of the vision and design elements
- Need to make sure that buffers are included so that residential areas don't see large buildings sticking up above the trees
- 3 stories seem appropriate in this area, not 5 stories

II. Leveraging Growth

Land Use Plan (including Redevelopment Options and Neighborhood Parking)

- 5 stories along Virginia Drive seems out of character and unnecessarily high; can be seen by residents – consider 3 stories
- Need to have transitions to buffer residential areas
- Need more parking for retail uses
- Need to find ways to make shared parking more visible
- Make shared parking profitable for owners – provide financial incentives or use paid parking

Streetscape Plans (Virginia Drive, Brookhaven Drive, Lake Highland Drive, South Lake Formosa Drive)

- Make mid-block paseo as wide as Baltimore Avenue (the street it connects to)
- Add a mid-block paseo at Dauphin Lane
- Reduce size of traffic circle
- Roundabout may block traffic when Virginia Drive is backed up

- Add brick pavers to Virginia Drive
- No paved sidewalk in Lake Highland Park (use soft materials)
- Lake Highland Park improvements should be a separate project
- Remove the 2' grass strip between S. Lake Formosa Drive and proposed sidewalk and widen sidewalk
- No gazebo along boardwalk on S. Lake Formosa Drive; bench would be fine (don't block views or provide a place for vagrants)

Roadway Cross-Sections (Virginia Drive, Brookhaven Drive, Lake Highland Drive)

- Add pavers to Virginia Drive
- Incorporate protected bike lanes to prevent conflicts with car doors
- Combine bike lanes on either side of Virginia Drive into a cycle track on the south side of Virginia Drive
- Use 10' travel lanes
- No on-street parking on Virginia Drive
- Switch on-street parking and bike lane on Virginia Drive to provide greater protection
- Keep pavers on Brookhaven Drive
- Coordinate locations of trail and sidewalks along Lake Highland Drive with the new roadway realignment concepts

III. Completing Networks

Pedestrian Network

- Look at intersections and trail connections along Magnolia accessing the Orlando Urban Trail – slopes and railroad tracks make them tricky

Bicycle Network

- Show potential Juice station next to the trail by amenity station, not in Lake Highland Park
- Virginia Drive is important linkage between Mills 50 and Ivanhoe Boulevard – bike infrastructure should be protected for all users and abilities

Transit Network

- How will we buffer noise from LYMMO buses – residents can hear LYNX buses on Orange Avenue now; LYMMO on Virginia Drive or Brookhaven Drive will be even worse

Roadway Network (General)

- Improve intersections with better located stop signs and stop bars along angled intersections of Terrace Boulevard
- Add dual right-turn lanes (west to north) at Mills Avenue from Corrine Drive
- Support added off-street parking at Ferris/Brookhaven – good central location
- Need more parking along Orange Avenue

Roadway Network (Realignment Option #1)

- Prefer this option – connecting Lake Highland Drive to Orange Avenue will encourage cut-through traffic neighborhoods
- This alignment is more north/south oriented and will protect character and safety of neighborhoods better
- Closing the intersection of Alden Road at Orange Avenue makes sense

Roadway Network (Realignment Option #2)

- This option would encourage east/west cut-through traffic, mostly along Lake Highland Drive – the homes on the north side of Lake Highland Drive between Ferris and Mills would become isolated from the rest of the neighborhood
- Traffic calming might not be enough to mitigate at impacts of additional cut-through traffic

Gateways and Wayfinding

- Wayfinding should be used to direct people to parking options, especially ones that are not obvious like shared parking

Transportation Network Model

- Maintaining Virginia Drive as a two-lane cross-section is critical to community character
- The small historic traffic growth rate is not surprising given the trend toward alternative modes
- Millennials are increasing the trend away from single auto occupancy to alternative modes
- What are the traffic impacts from future development if lot consolidation is successful

Next Steps

The project team and City staff will discuss the results of the community workshop and decide how to address and/or incorporate public feedback as the alternatives are refined and finalized. The project team will finalize the transportation system model so that alternative road alignments can be prioritized. Final documentation will begin once all information has been evaluated, with the goal of having a draft final report by the end of November.