

# Template

## APPENDIX 3

3 April 2014





# WEST192 *Redevelopment Plan*

*Prepared for the W192 Development Authority  
West US Highway 192, from the Osceola-Polk County line to  
Hoagland Boulevard*

*For Development Authority Approval  
April 3, 2014*

# current conditions

## STRUCTURAL ELEMENT

## GENERAL DESCRIPTION

### Thoroughfare Mobility

- Up to 70,000 trips per day
- Generally 3 travel lanes in each direction; 2 travel lanes in each direction at far west end of corridor
- LYNX service extends along the corridor, with stops at approximately ¼-mile spacing
- Left turn lanes occur at center medians

### Pedestrian Mobility

- BeautiVacation enhancements include a meandering 10' sidewalk for most of the corridor's length
- Numerous driveways break up public frontage areas, increasing conflicts between vehicles and pedestrians and vehicles and other vehicles

### Signage

- Cluttered and confusing display of signage along the corridor
- Signage is pole-mounted and sits approximately 90' behind the curb line
- Pole signs contain multiple signs per business and are typically 30' – 40' in height
- Billboards are spaced at 1000' apart
- "No-build" areas exist in front of each billboard and restrict type and height of landscape within those areas

### Landscape

- BeautiVacation enhancements unify the majority of the corridor ROW with a consistent lighting and landscaping theme
- Roadway and pedestrian lights are alternately spaced at 100'
- Washingtonia Palms are spaced at 100' apart

### Buildings

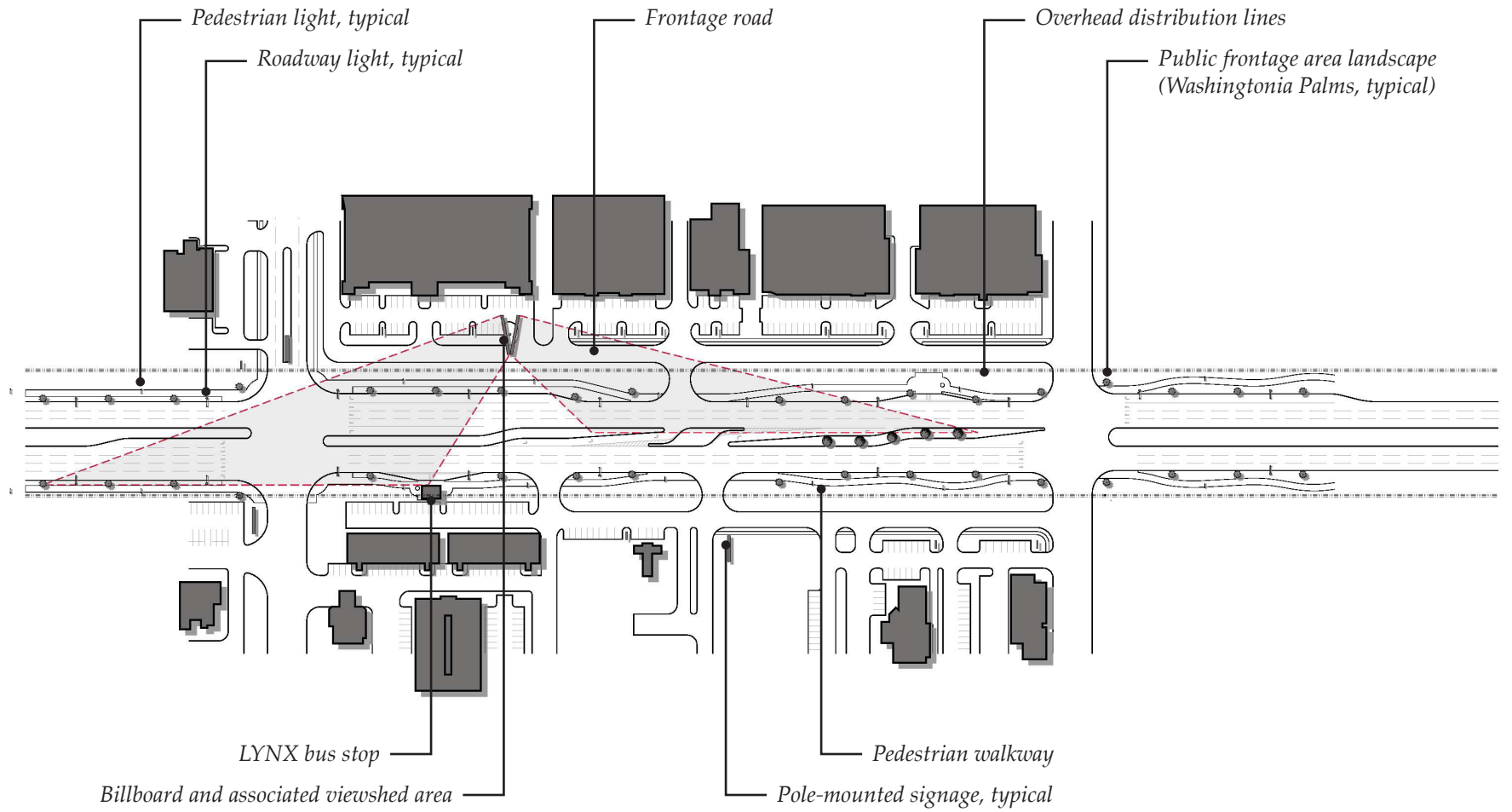
- Buildings sit between 80' and 160' behind the curb line
- Building frontage contains landscaped areas, frontage roads and parking areas
- Many structures deteriorating, in disrepair, and/or sitting vacant
- Unmaintained buildings have a negative effect on neighboring properties

### Land Use/ Land Development

- Parcels generally range from 150' frontage to 750' frontage
- Entire corridor frontage land use of Tourist Commercial
- Several large parcels exist

### Utilities

- Transmission lines cross the corridor at Celebration, and run parallel to the corridor at the west end
- Distribution lines generally run parallel to the corridor, at the ROW line
- Overhead distribution lines add to visual clutter
- Overhead transmission lines limit type and size of landscape

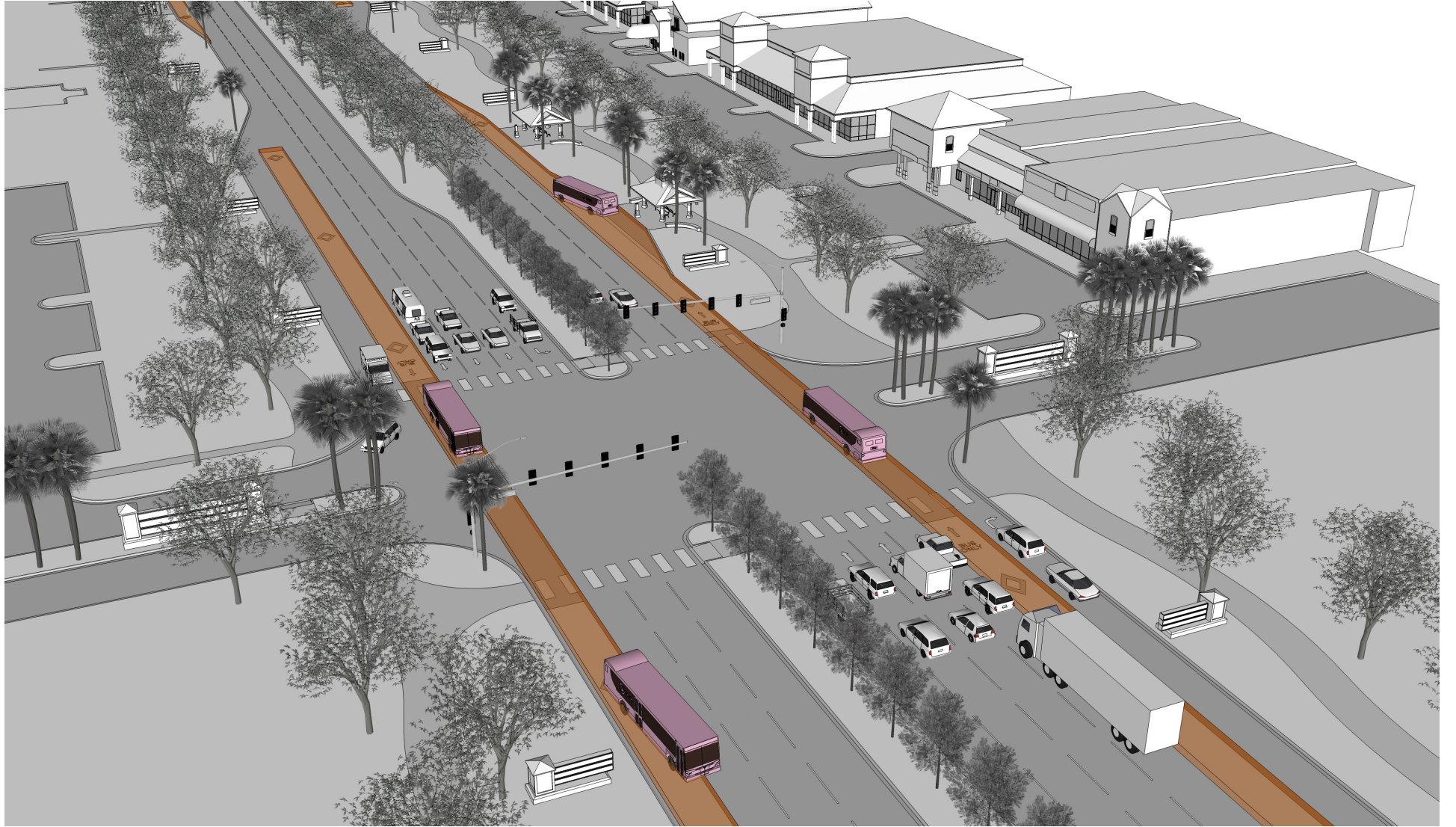


Note: Items in red suggest demolition, items in blue suggest new construction



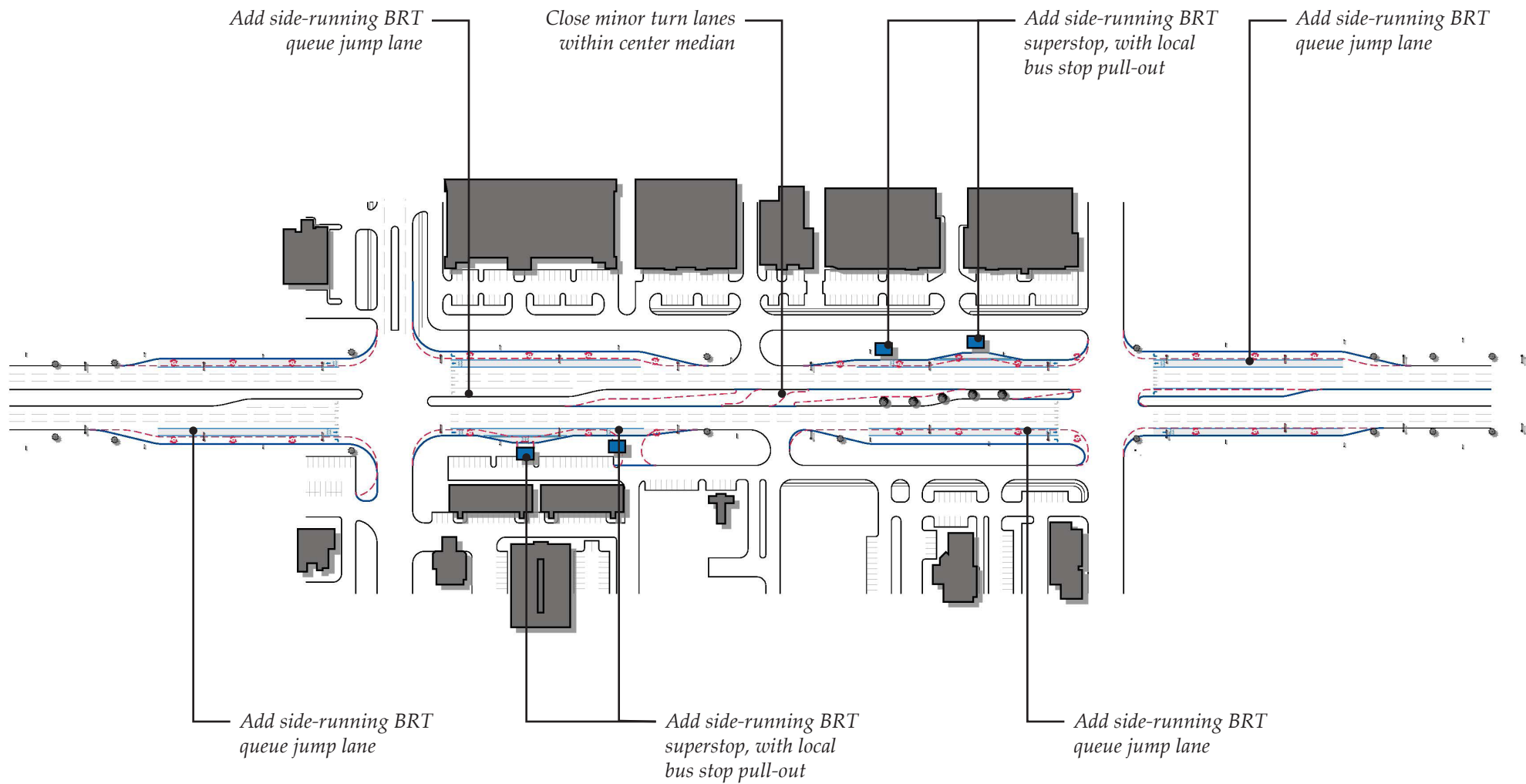
# Template A

Template A comprises the structural elements of the Destination and Entertainment Visions.



# Template A

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Thoroughfare Mobility</i>	<i>Low</i>	<i>Close minor turn lanes within center median</i>
	<i>High</i>	<i>Add side-running BRT in existing lane with select queue jumps and superstations at LYNX proposed station locations</i>
	<i>Medium</i>	<i>Signalization timing for BRT sequence/ spacing</i>
	<i>Low</i>	<i>Implement possible parallel facilities where possible</i>

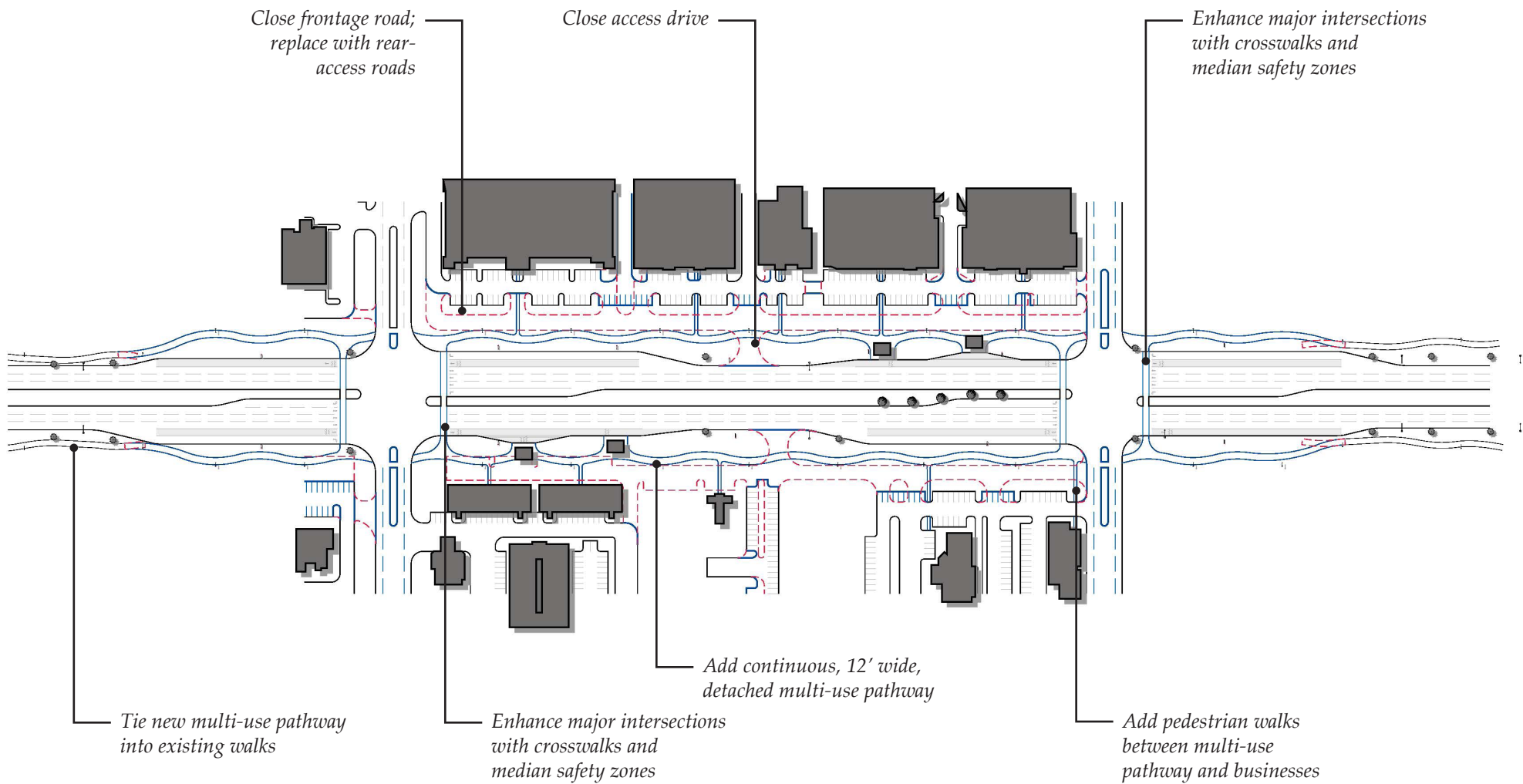


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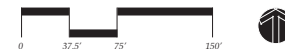


# Template A

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Pedestrian Mobility + Access</i>	<i>High</i>	<i>Phase out the majority of access drives, using FDOT standard spacing recommendations, recognizing safety concerns at pedestrian crossings, and increasing efficiency of the side-running BRT system</i>
	<i>High</i>	<i>Close frontage roads and replace with roads at the rear of properties, due to closed-off access drives</i>
	<i>High</i>	<i>Allow for a continuous, 12' wide, detached multi-use pathway linking BRT stations and businesses</i>
	<i>High</i>	<i>Add pedestrian access between multi-use pathway and individual businesses (through landscaped area)</i>
	<i>High</i>	<i>Enhance major intersections and cross streets with crosswalks, medians and safety zones at pedestrian crossings</i>
	<i>Low</i>	<i>Connect multi-use pathway to regional trail systems</i>



Note: Items in red suggest demolition, items in blue suggest new construction



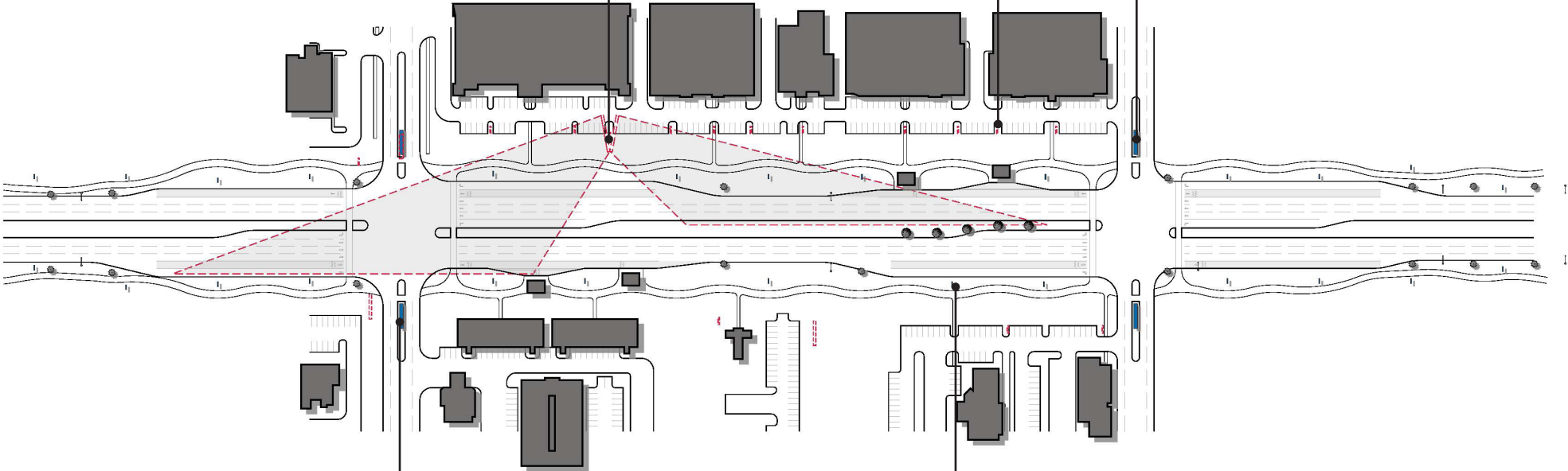
# Template A

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Signage</i>	<i>High</i>	<i>Set signage limitation at one monument sign per building</i>
	<i>High</i>	<i>Phase out existing billboards through a retirement/ buy out program</i>
	<i>High</i>	<i>Prohibit future billboards</i>
	<i>Medium</i>	<i>Place larger-scale, consolidated monument signage at intersections</i>
	<i>High</i>	<i>Adjust spacing set back to allow consolidated signs closer to/ within ROW</i>
	<i>Medium</i>	<i>Place medium-height monument signs of consistent height and placement between roadway and multi-use pathway</i>
	<i>Low</i>	<i>Include pedestrian-oriented directional signage</i>

*Phase out existing billboards through a retirement/ buy out program; prohibit future billboards*

*Set signage limitation of one monument sign per building*

*Place larger-scale, consolidated, directional monument signage at intersections*



*Place larger-scale, consolidated, directional monument signage at intersections*

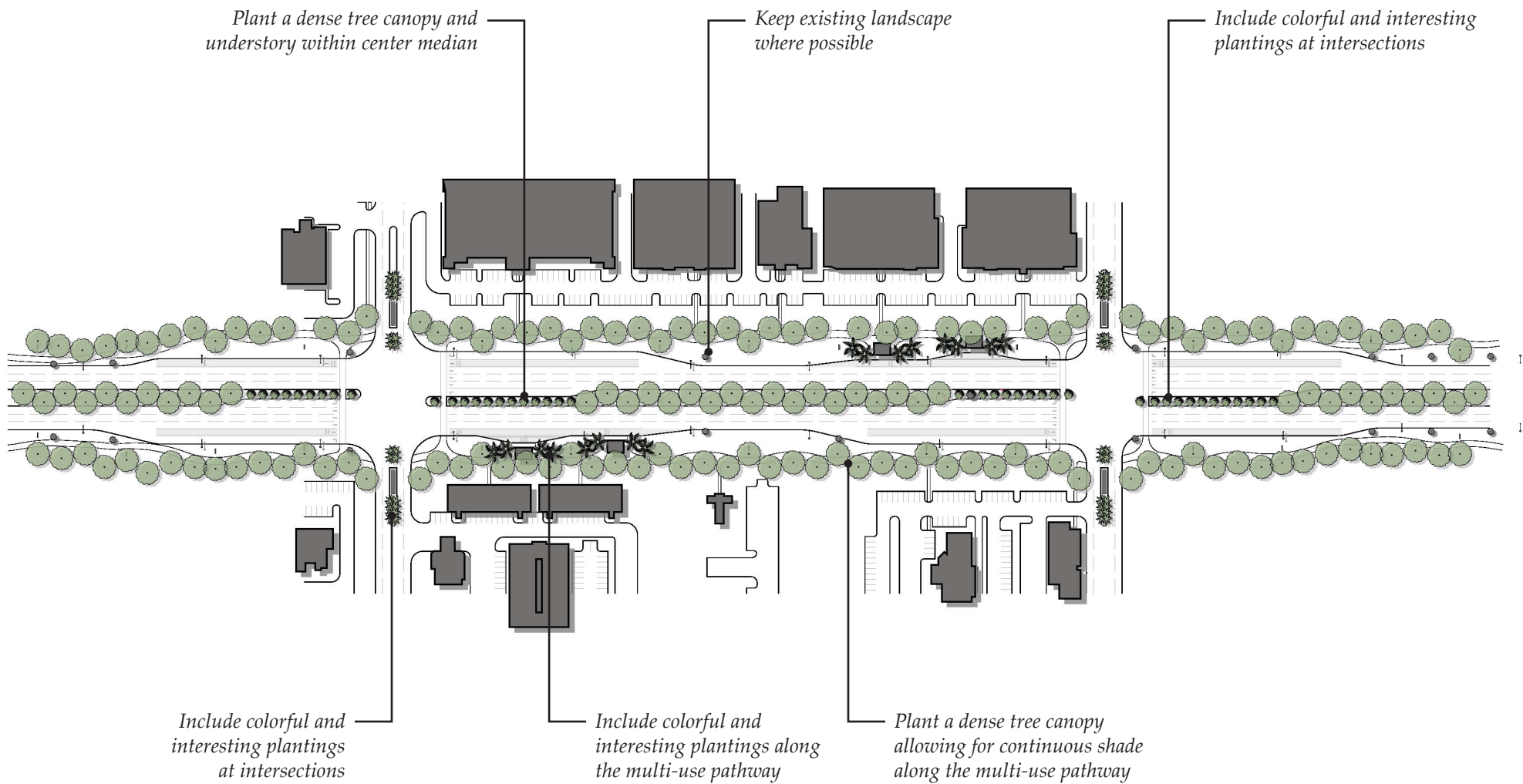
*Place medium-height monument signs of consistent height and placement between roadway and multi-use pathway*

*Note: Items in red suggest demolition, items in blue suggest new construction*

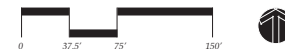


# Template A

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Landscape</i>	<i>High</i>	<i>Plant a dense tree canopy and understory within center median</i>
	<i>High</i>	<i>Plant a dense tree canopy allowing for continuous shade along the multi-use pathway</i>
	<i>High</i>	<i>Include colorful and interesting plantings along the multi-use pathway and at intersections</i>
	<i>High</i>	<i>Include activity areas, benches, focal points, art, sitting areas, plazas, small open lawn areas along the multi-use pathway</i>
	<i>Low</i>	<i>Screen parking areas from pedestrian pathways with walls, fences, hedges, plantings</i>



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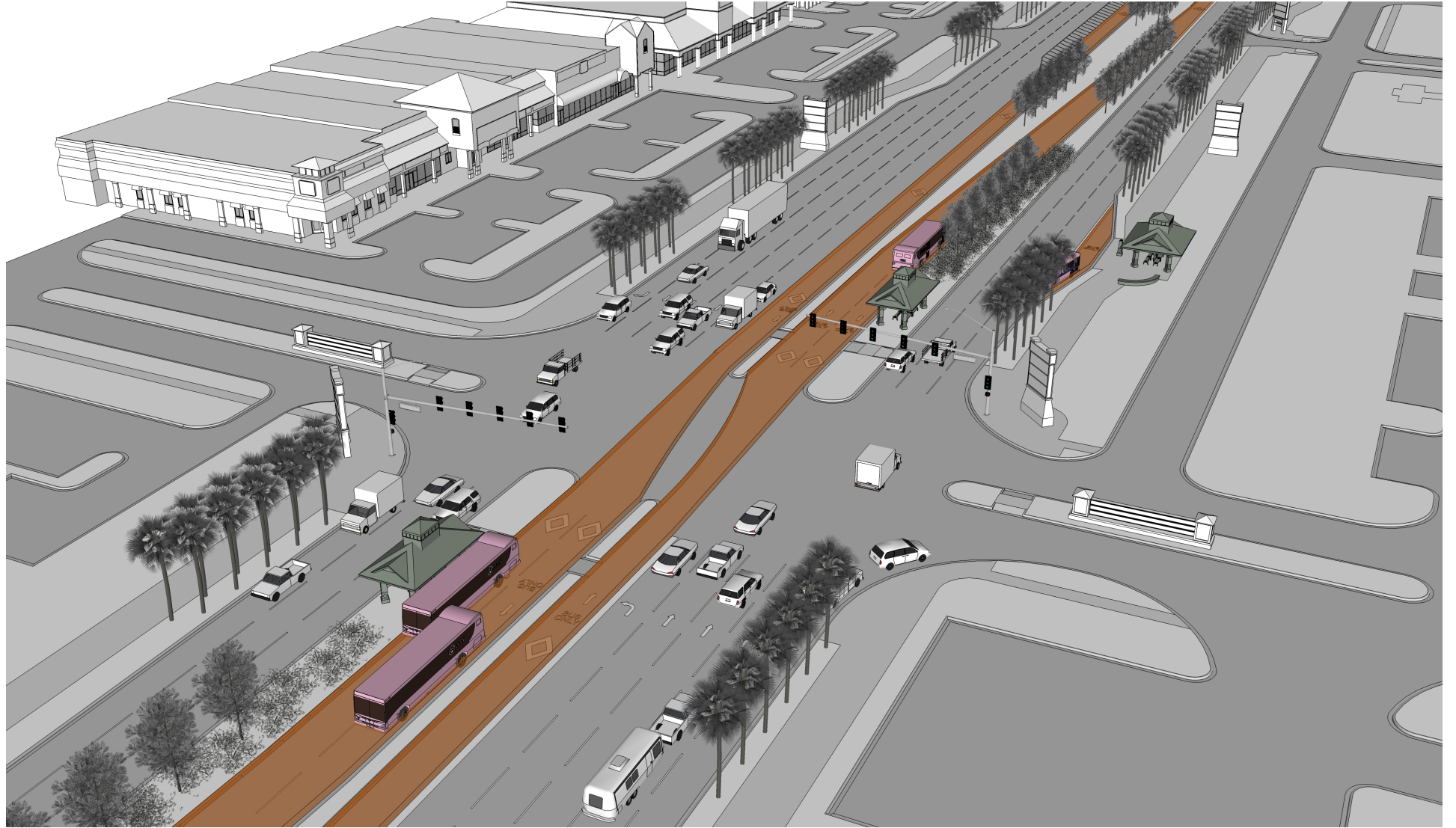
# Template A

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Buildings</i>	<i>High</i>	<i>Require new development/ redevelopment to move buildings closer to front parkway</i>
<i>Land Use/ Land Development</i>	<i>High</i>	<i>Higher-density mixed uses, with regional amenities located in close proximity to BRT stations</i>
	<i>High</i>	<i>Require businesses/ restaurants to have a certain amount of outdoor seating areas</i>
<i>Utilities</i>	<i>High</i>	<i>Bury all distribution lines</i>



# Template B

Template B comprises the structural elements of the Paradise Vision.

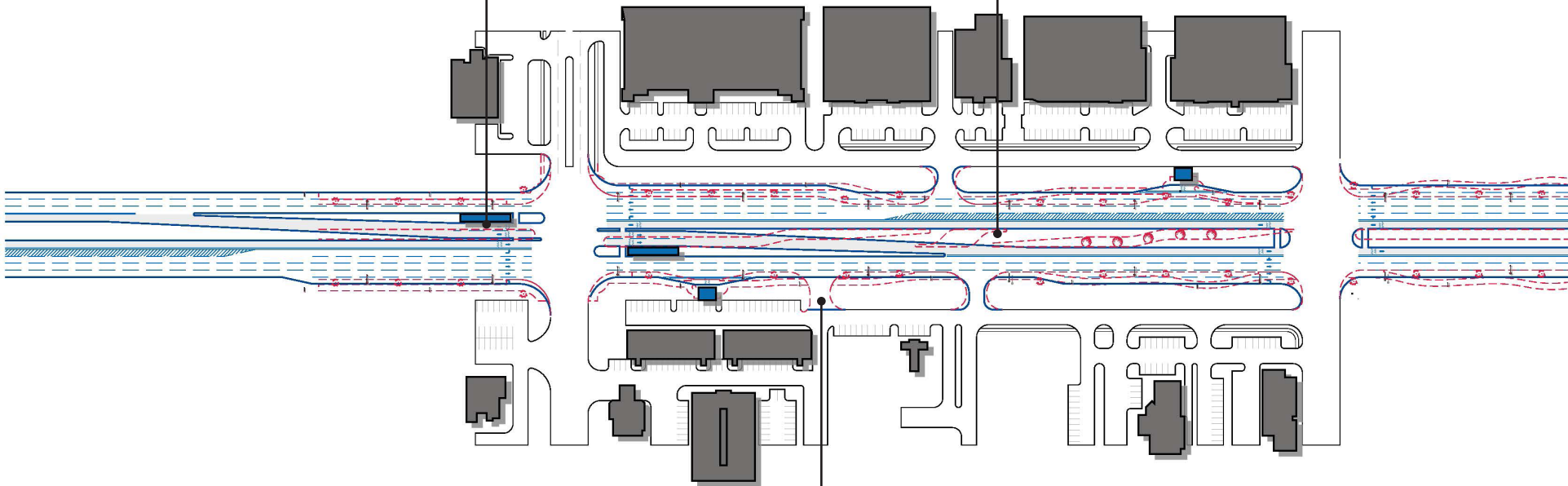


# Template B

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Thoroughfare Mobility</i>	<i>High</i>	<i>Implement possible parallel facilities where possible</i>
	<i>High</i>	<i>Expand existing frontage roads to be true through-roads</i>
	<i>High</i>	<i>Signalization timing/ sequence/ spacing/ Intelligent Transportation System (ITS)</i>
	<i>Medium</i>	<i>Remove irregularly spaced access drives, based on FDOT standard spacing recommendations and safety concerns, while preserving and/or creating access to through-streets</i>
	<i>High</i>	<i>Close the majority of turn lanes within center median, while preserving and/or creating access to through-streets</i>
	<i>High</i>	<i>Add center-running BRT, expanding overall curb-to-curb width</i>

*Add center-running BRT, expanding overall curb-to-curb width*

*Close the majority of turn lanes within center median*



*Remove irregularly spaced access drives*

*Note: Items in red suggest demolition, items in blue suggest new construction*

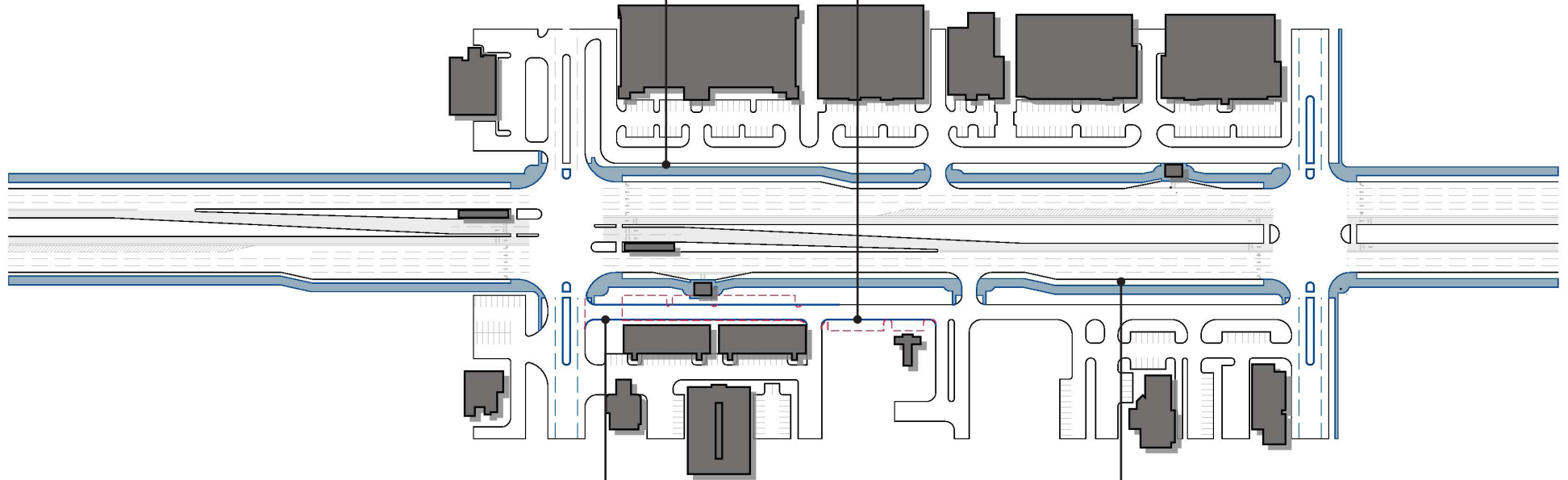


# Template B

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
Pedestrian Mobility + Access	High	Add right-turn lanes at consolidated access drives
	High	Accommodate off-street bike lanes
	Medium	Redesign parking lots/ consolidate frontage roads to allow access to businesses via frontage road, side roads or rear roads

*Accommodate pedestrian walks  
and off-street bike lanes*

*Redesign parking lots/ consolidate frontage  
roads to allow access to businesses via  
frontage road, side roads or rear roads*



*Expand existing frontage  
roads to be true through-roads*

*Add right-turn lanes at  
consolidated access drives*

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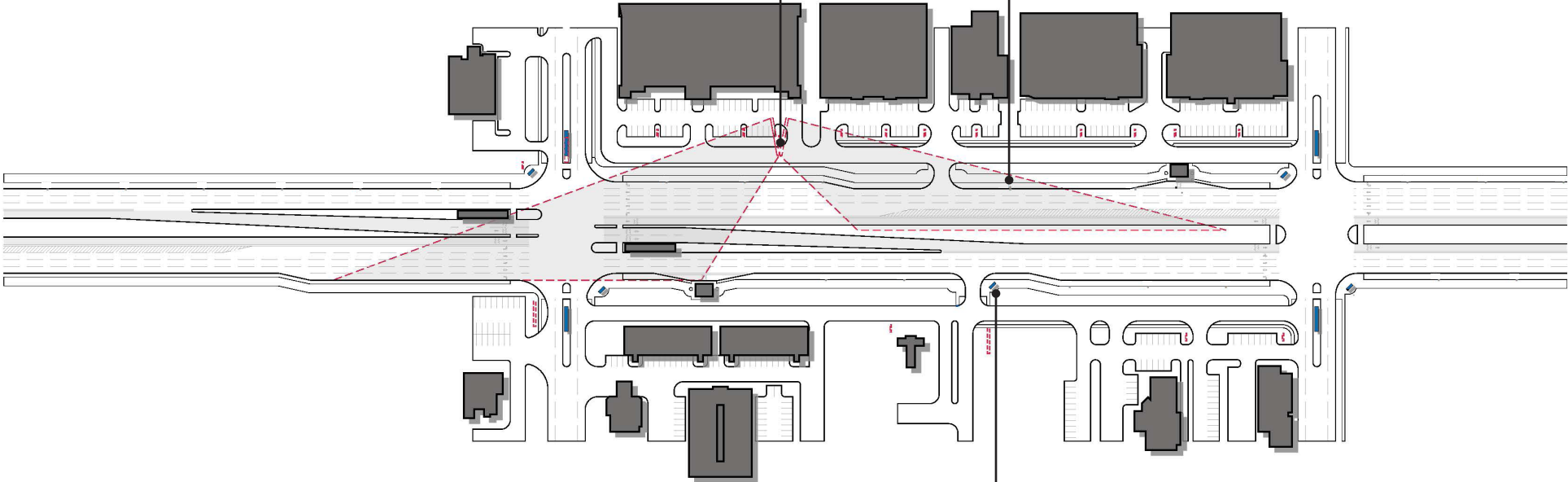


# Template B

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Signage</i>	<i>Medium</i>	<i>Install consolidated, large-scale monument signs of consistent height and placement at intersections and mid-block locations</i>
	<i>Medium</i>	<i>Adjust spacing set back to allow consolidated signs closer to ROW</i>
	<i>Medium</i>	<i>Consolidate existing billboards at 3:1 or 4:1 ratios that interfere with landscape installation into new, digital billboards at select locations, and/or building mounted</i>
	<i>High</i>	<i>Prohibit future billboards</i>

*Consolidate existing billboards at 3:1 or 4:1 ratios that interfere with landscape installation into new, digital billboards at select locations, and/or building mounted; prohibit future billboards*

*Limit signage to one monument sign per building*



*Install consolidated, large-scale monument signs of consistent height and placement at intersections and at mid-block entrances*

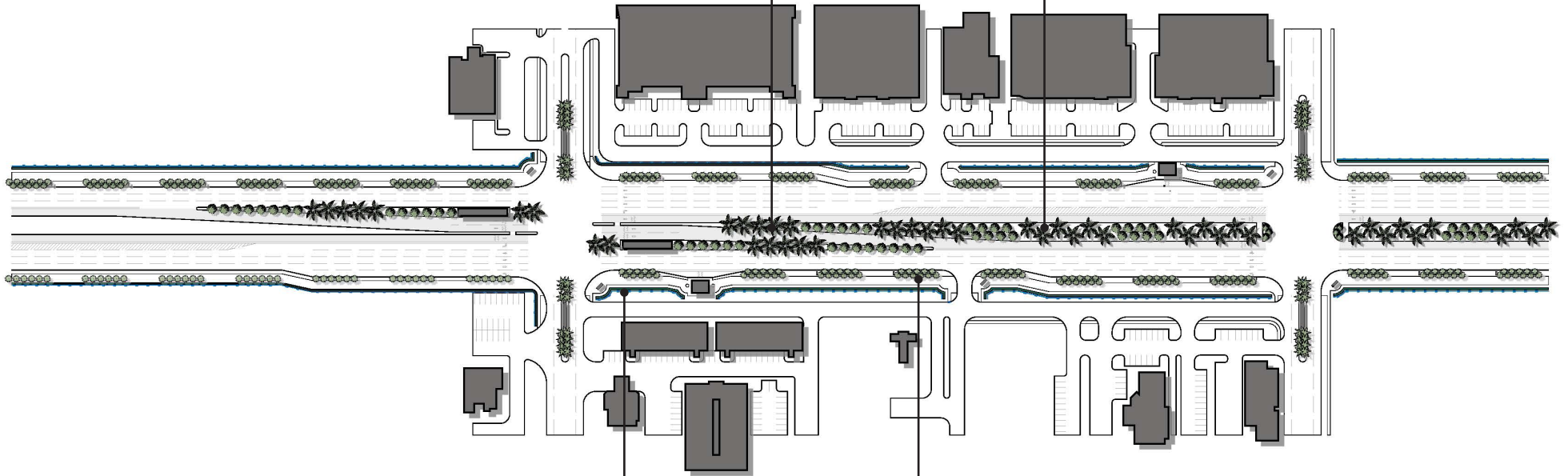
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# Template B

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
Landscape	High	<i>Landscape heavily within the median, with an understory tall enough to block view of oncoming traffic to block glare from headlights; incorporate a dense tree canopy that looks good at higher speeds (i.e. consistent spacing and height of tree canopy, intense and colorful plantings at intersections)</i>
	Medium	<i>Screen parking areas</i>

*Landscape heavily within the median, including a dense understory*

*Incorporate a dense tree canopy to frame the roadway*



*Screen parking areas from pedestrian pathways with walls, fences, hedges, plantings*

*Incorporate a dense tree canopy that looks good at higher speeds, and allows view to signage and building*

*Note: Items in red suggest demolition, items in blue suggest new construction*



# Template B

STRUCTURAL ELEMENT	IMPORTANCE	CHANGE(S)
<i>Buildings</i>	<i>Low</i>	<i>Continue minimum maintenance standards enforcement</i>
<i>Land Use/ Land Development</i>	<i>Medium</i>	<i>Consolidate property</i>
	<i>Medium</i>	<i>Encourage larger-format buildings</i>
	<i>Medium</i>	<i>Mix uses by segment</i>
<i>Utilities</i>	<i>Low</i>	<i>Relocate and/or bury distribution lines where they can't be screened by landscaping</i>



