

Walnut Street Concept Design

Final Concept

12.8.2021

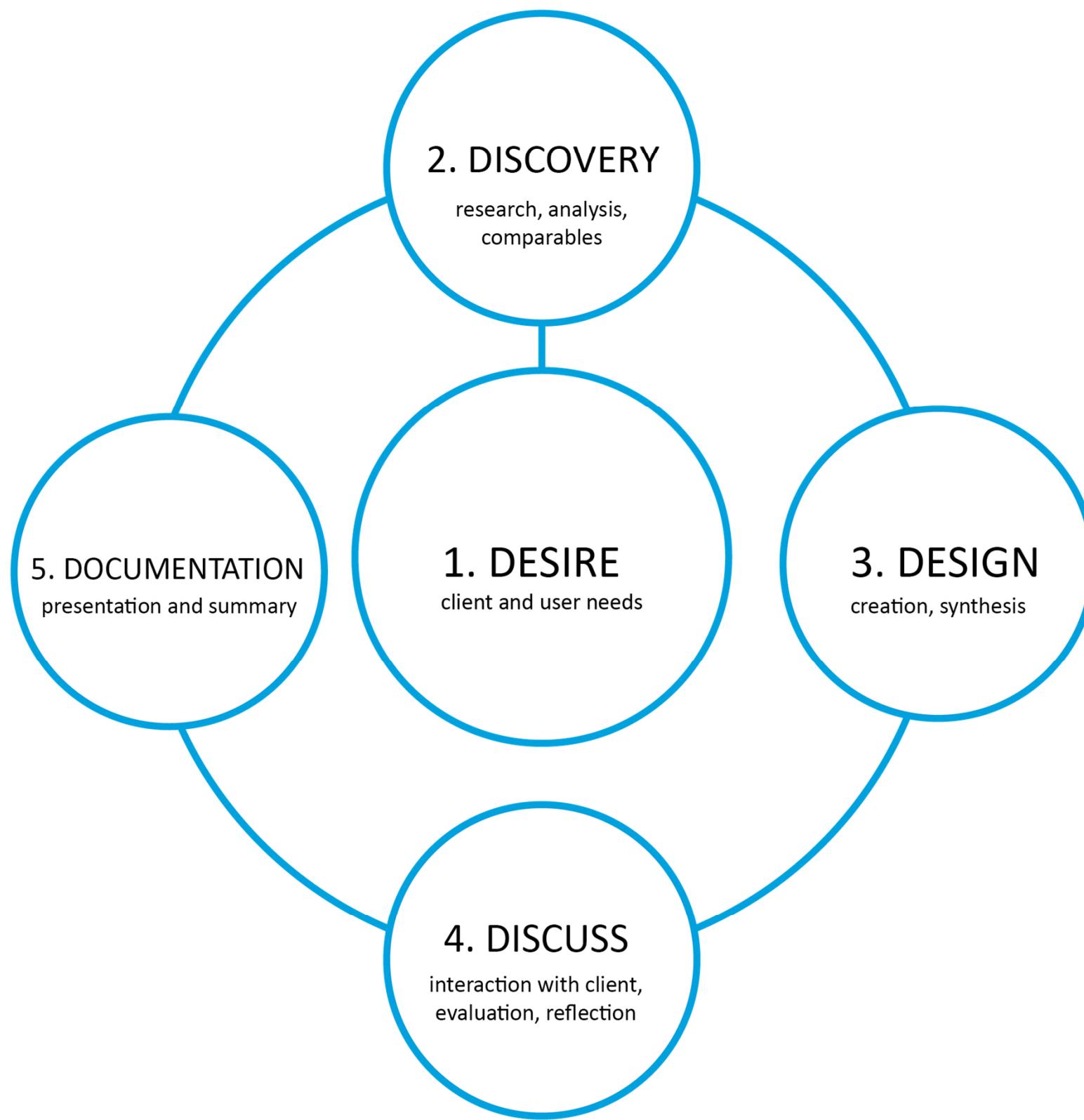


Agenda

1. Introductions
2. Goals
3. Design Drivers
4. Comparable Projects
5. Precedent Imagery
6. Design Concepts & Visualization
7. Discussion / Q&A



5-D APPROACH



1. DESIRE

Implement a Streetscape Design along the Corridor:

- Design
- Activate
- Connectivity
- Community
- Create a Sense of Place



Design Drivers

- A Place for Community
- Connected & Flexible
- Improved Access and Use for Pedestrians



2. DISCOVERY

- Understand context
- Engage stakeholders
- Best practices
- Precedent projects
- Opportunities and constraints



Comparable Projects





WINTER PARK, FL







FAIRHOPE, AL



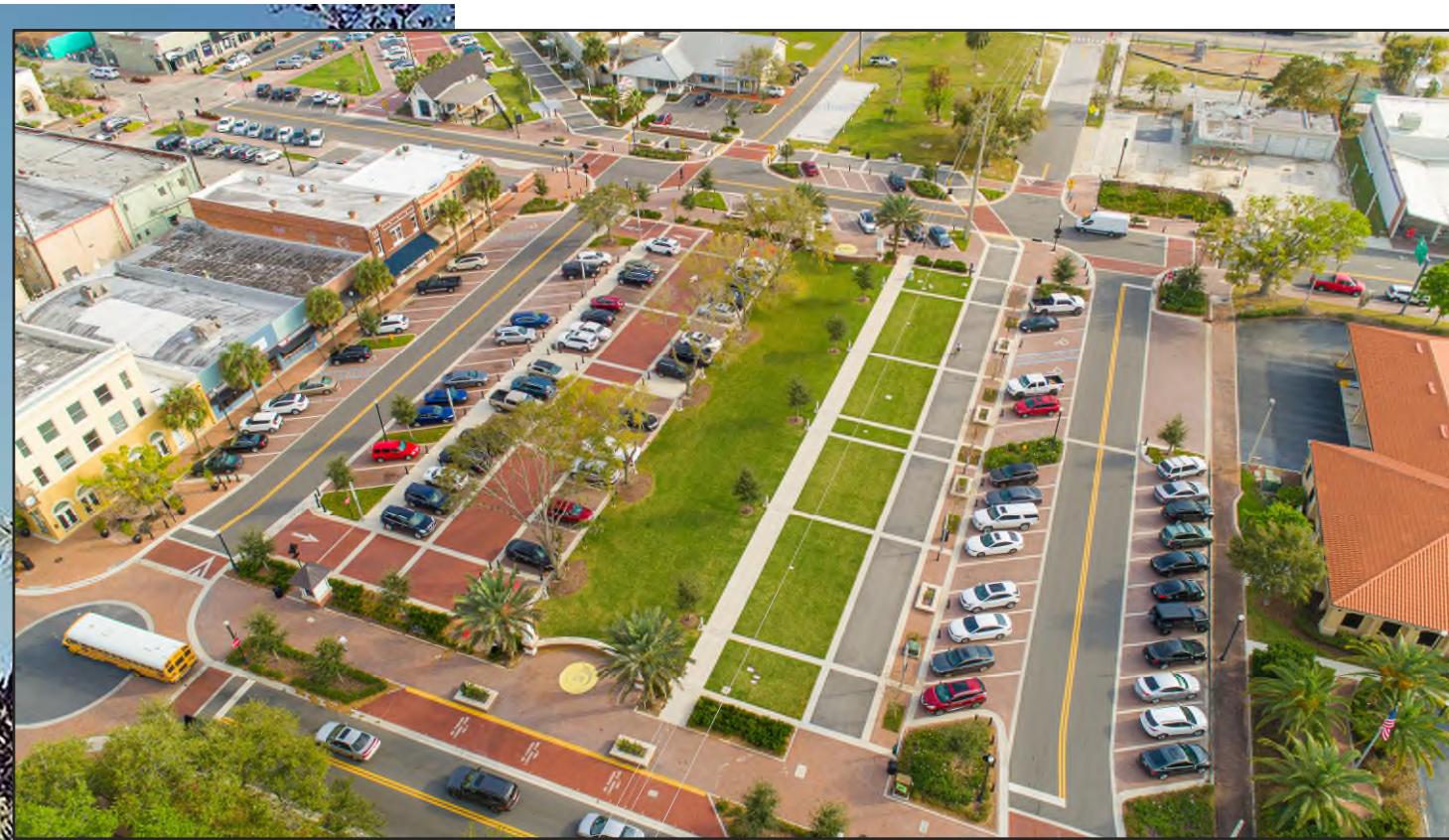
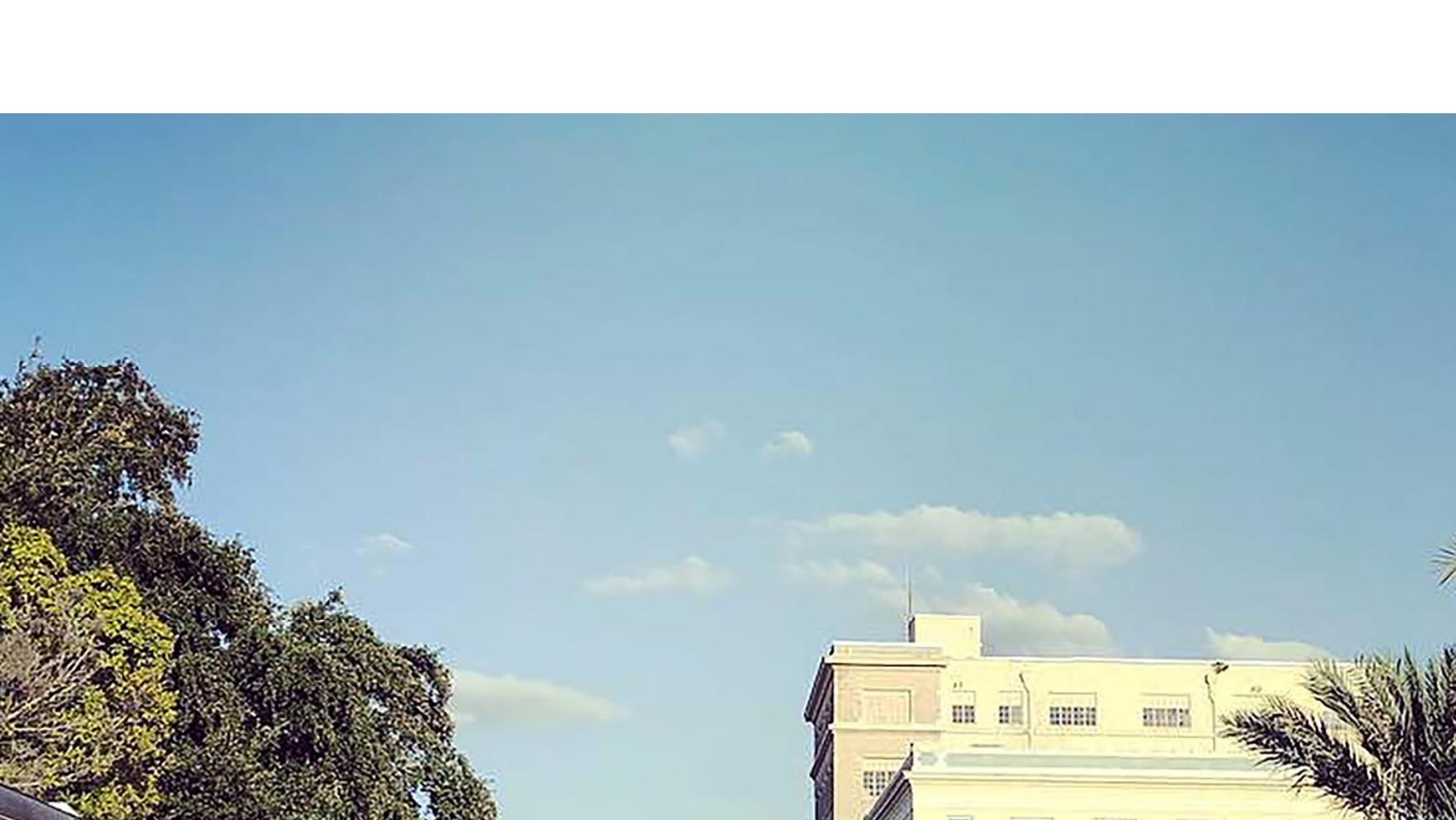


WINTER GARDEN, FL





WINTER HAVEN, FL





LAKE WALES, FL

Google





SANFORD, FL

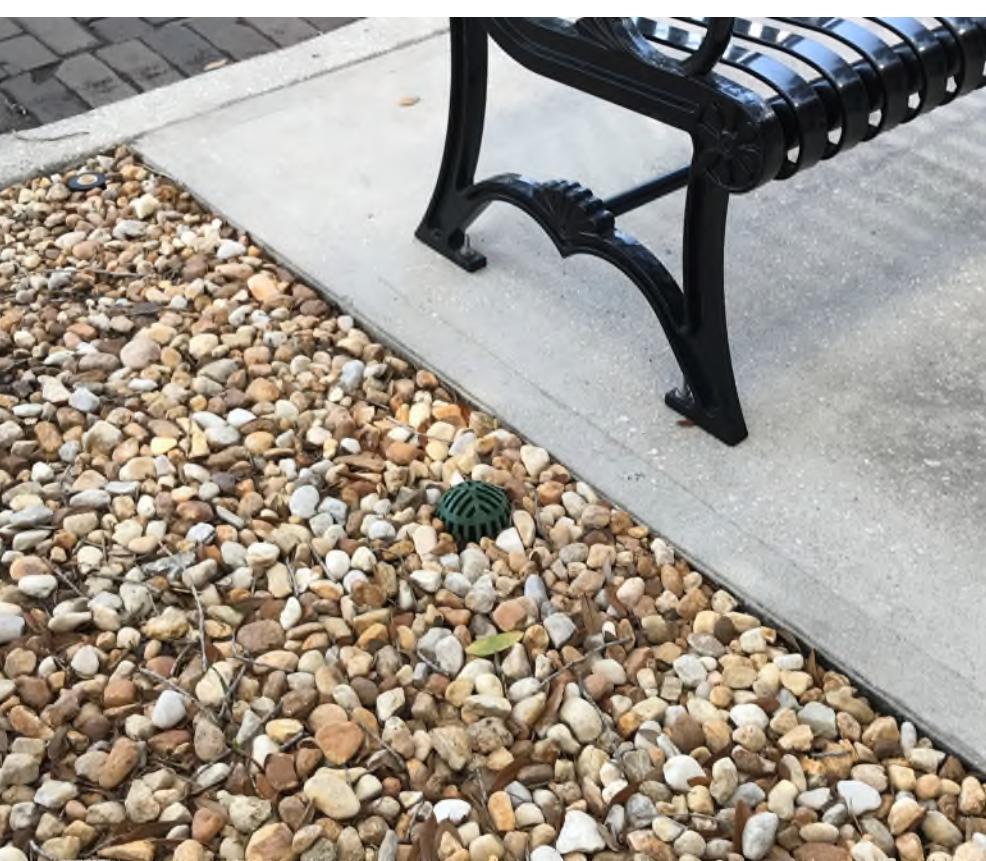
Precedent Imagery Landscape and Hardscape

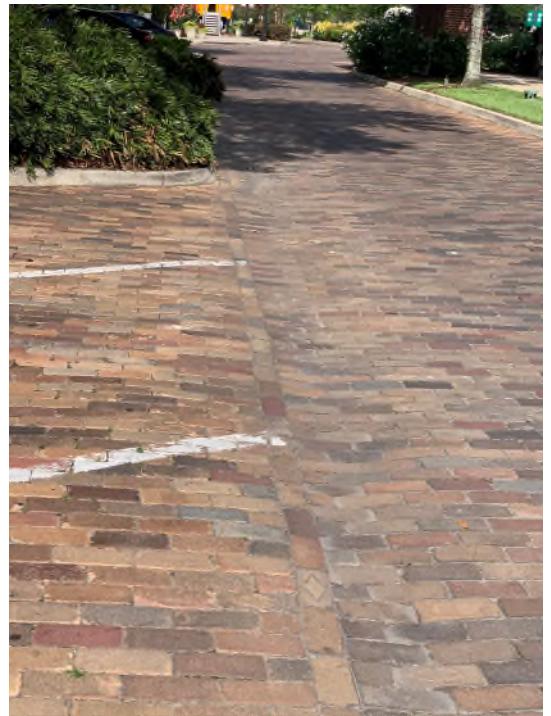












Precedent Imagery Site Furnishings

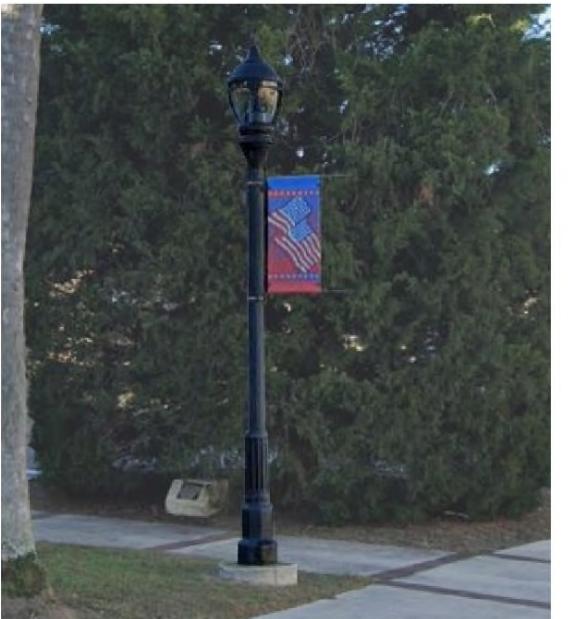








Existing Materials



Acorn Lamps



Historic signage



Bike Racks



Benches



Bike Racks



Bricks

Potential New Materials



Custom Logo bench



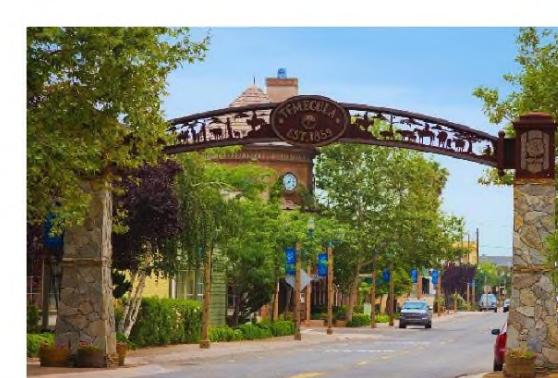
Signage



Planter Pots



Bench



Gateway signage



Planter Pots



Custom Logo Bike Racks



Bollards



Table and Chairs





2. DISCOVERY

OUTCOMES

- Create a bike and pedestrian-friendly streetscape environment
- Improve connectivity across Orange Ave
- Improve bike connectivity from planned trail on Palmetto
- Expand sidewalk areas
- Create flexible, curb-less streets
- Provide vertical gateway elements
- Enhance landscape opportunities



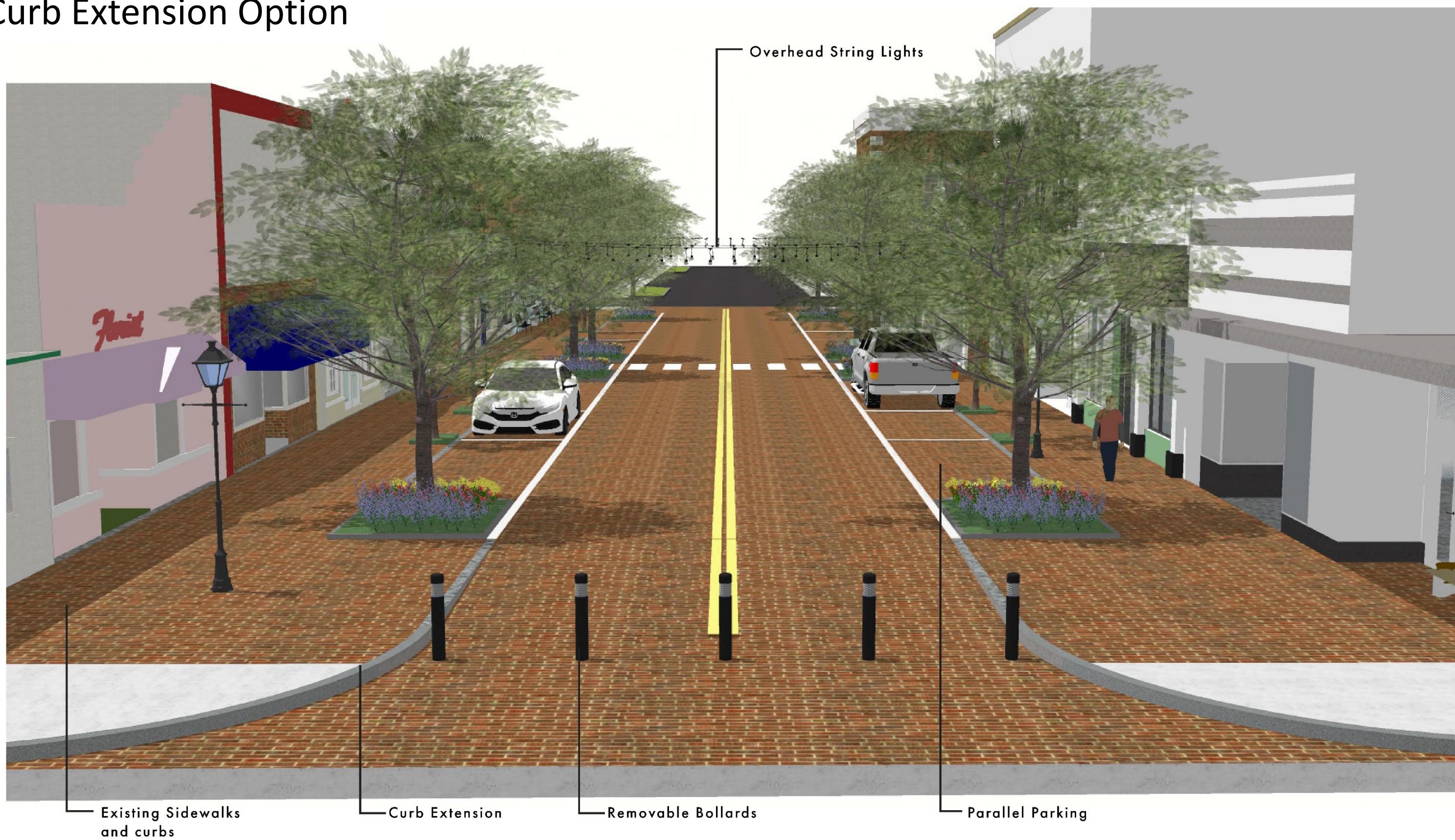
Design Concepts Interim Options



Parklet Option



Curb Extension Option



Mid-Block Crossing Option



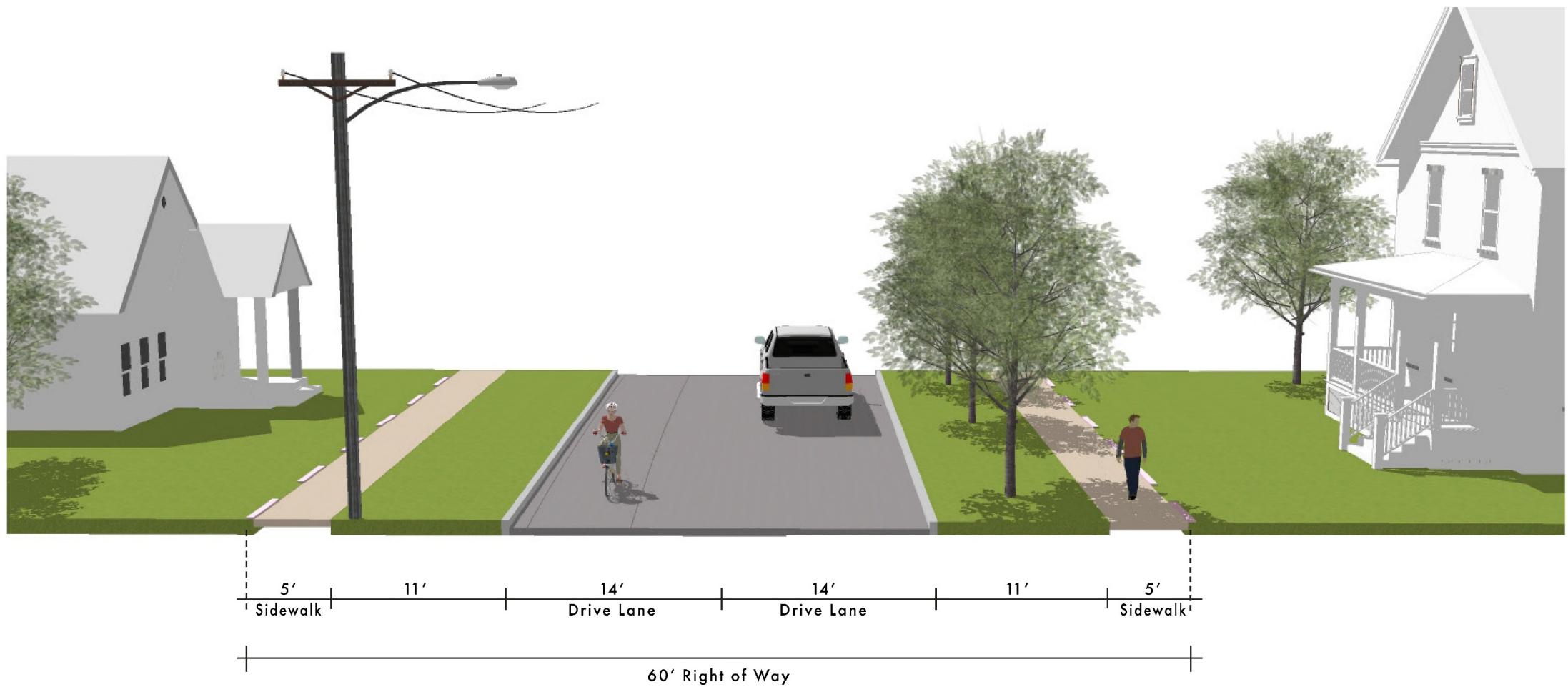
Design Concepts

Typical Cross Sections

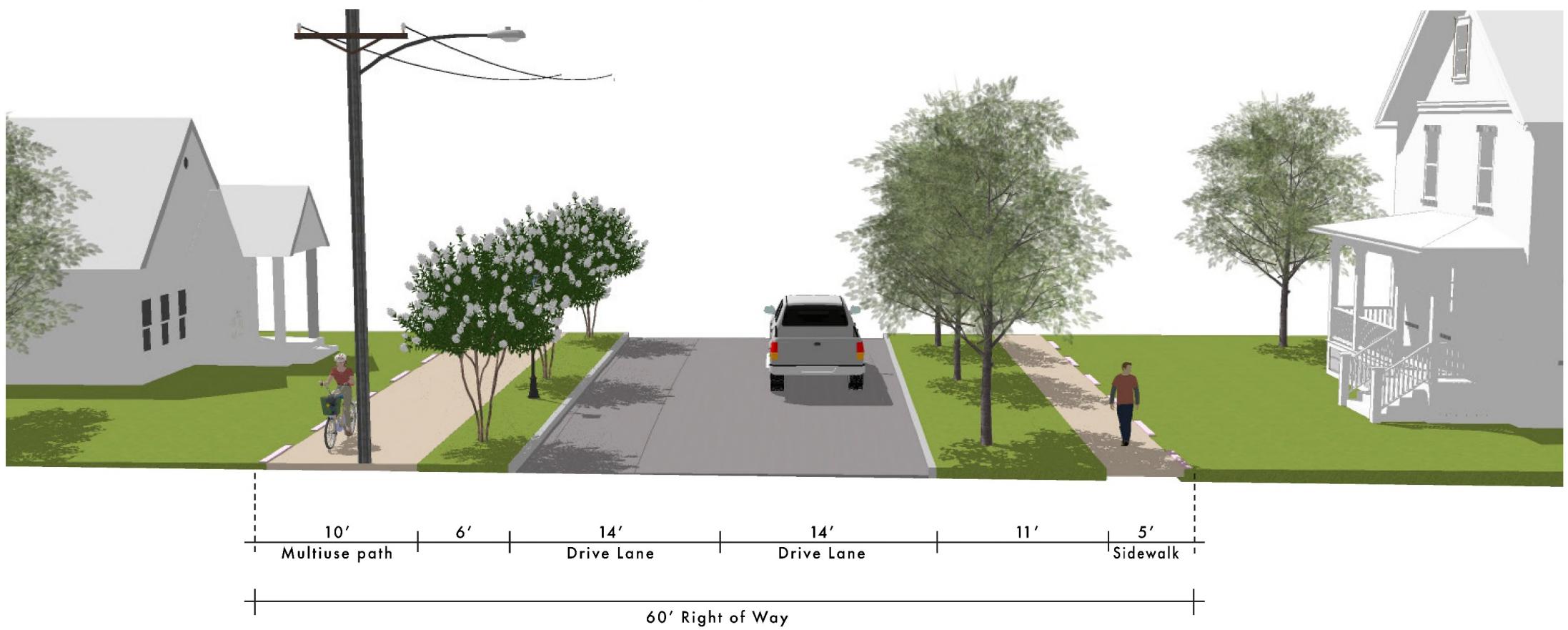




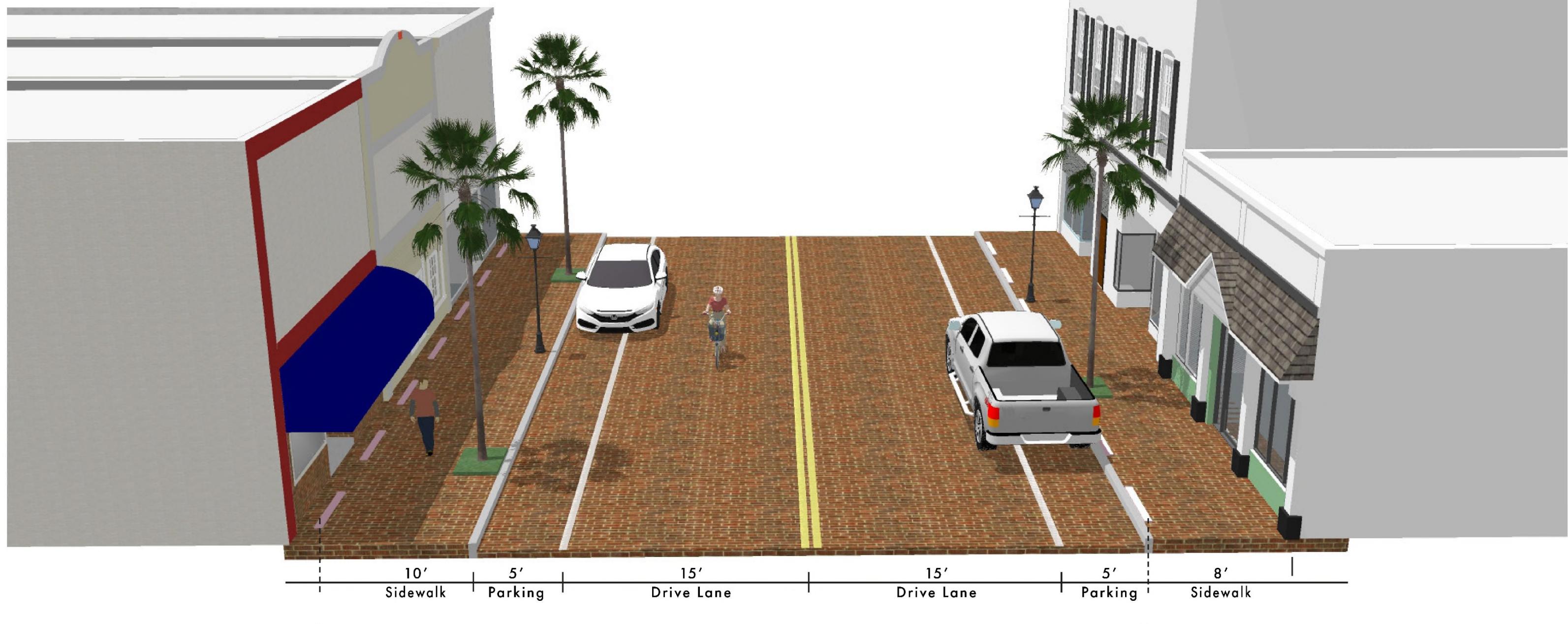
West of Pine Ave.
Existing



Proposed



Palmetto Ave. to Orange Ave.
Existing

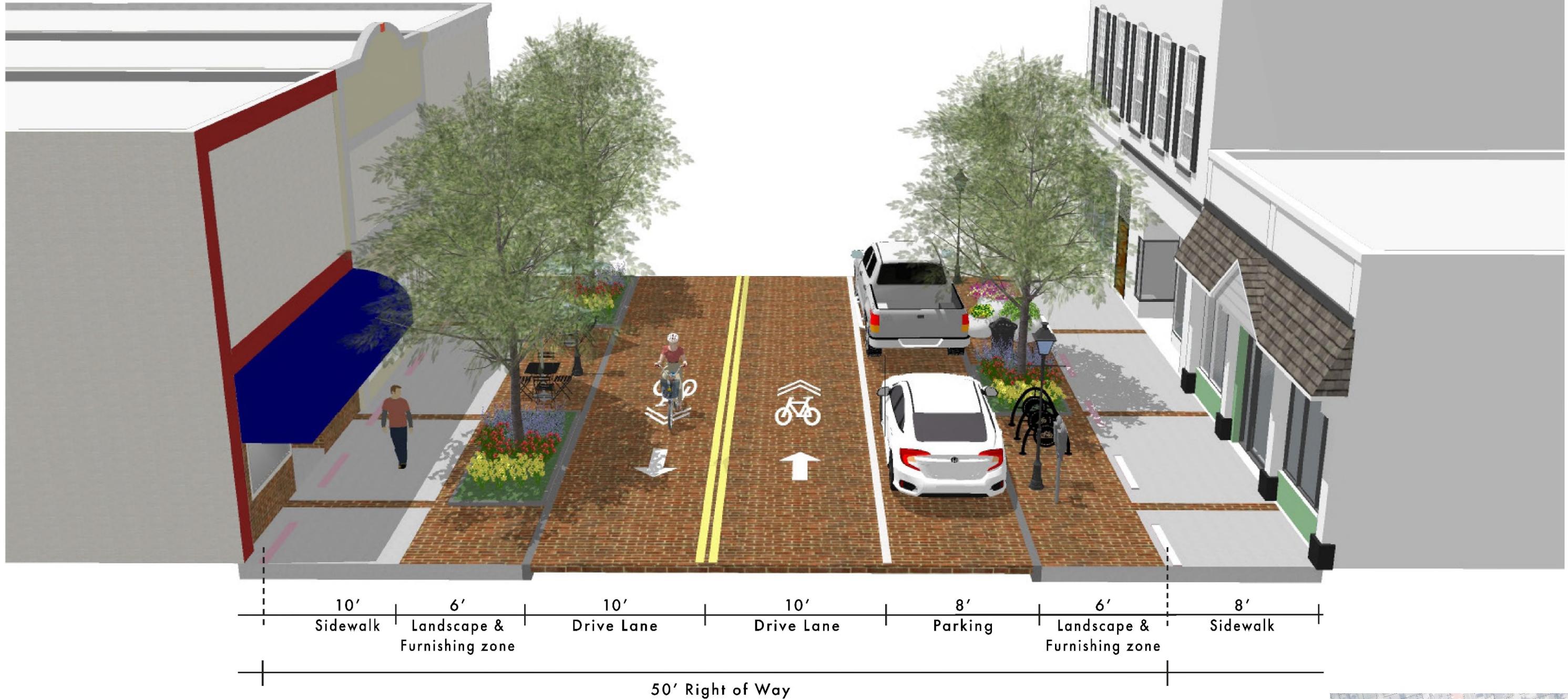




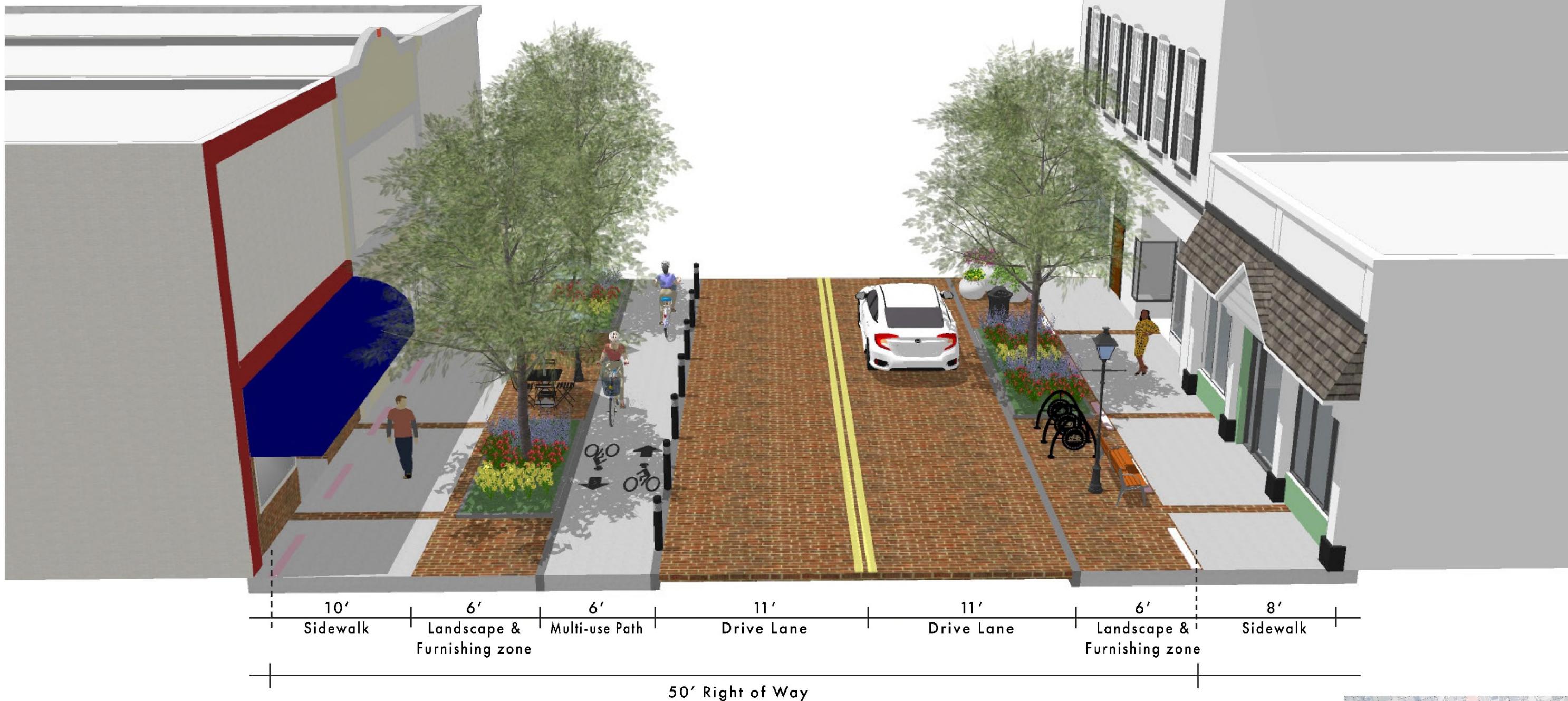


Palmetto Ave. to Orange Ave.

Proposed Option 1



Palmetto Ave. to Orange Ave.
Proposed Option 2



Design Concepts Intersection Treatment



Intersection Treatments













Design Concepts Visualization



Welcome
to
CITY OF GREEN COVE SPRINGS

PINE
Ave

WALDO
ST



Option 1



Option 1



Option 1



Option 1



Option 2



Option 2



Option 2



Option 2



Option 2









Design Considerations



Importance of Connectivity and Walkability

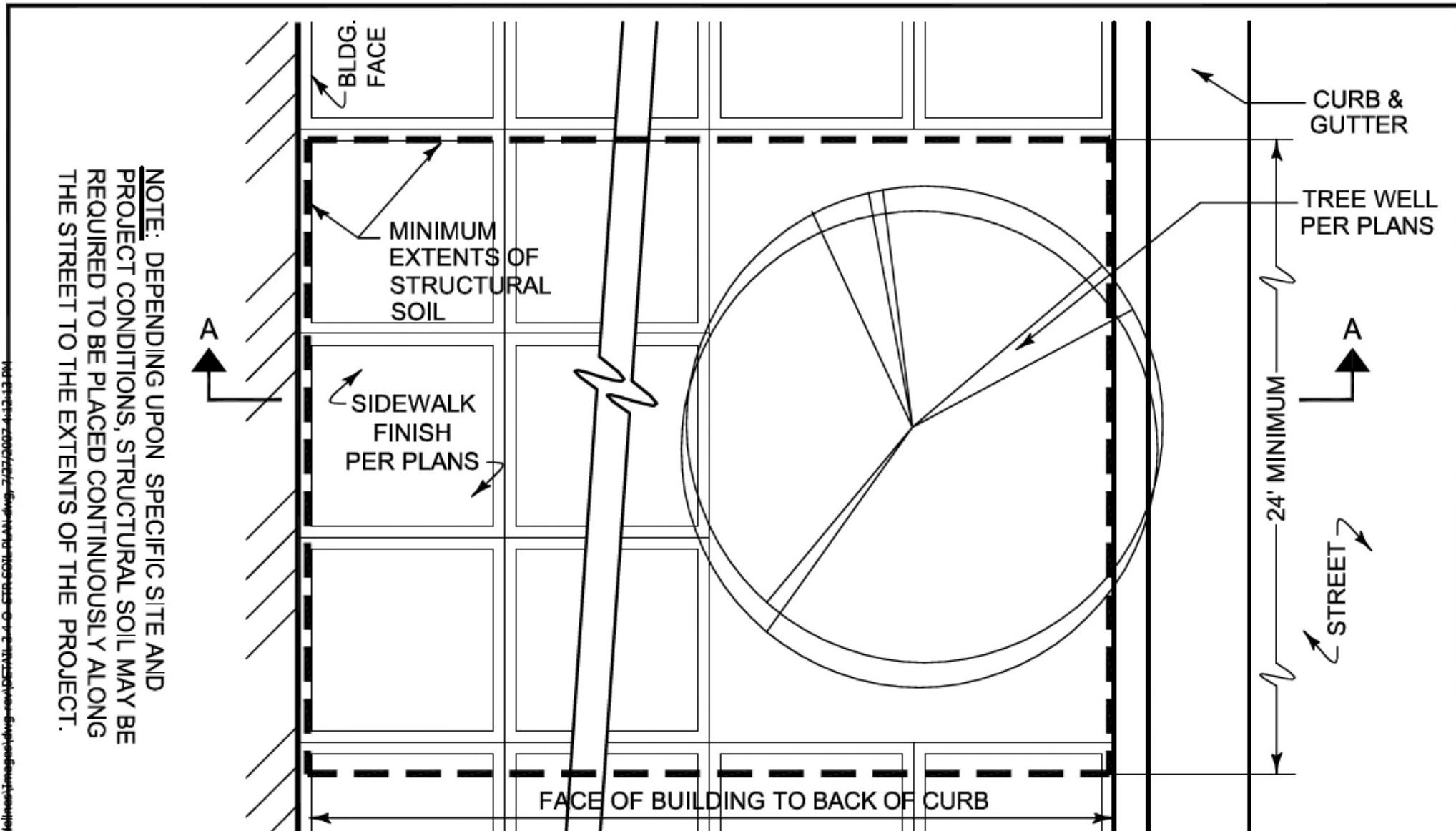
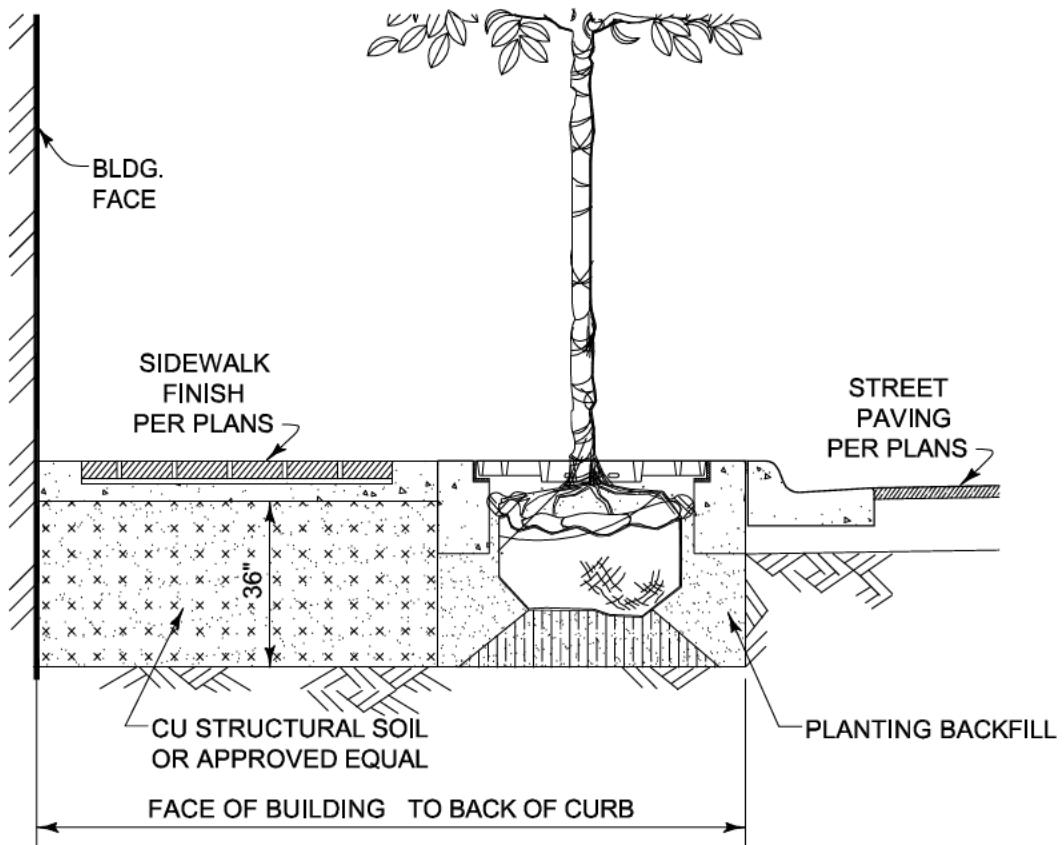
- Proposed improvements to the paseo/pedestrian connection to the City parking lot south of Walnut
- Proposed landscape and lighting improvements
- Improved access to adjacent parking



Additional Considerations

Structural Soil:

- Should extend underneath the sidewalk
- Minimum dimensions should be 10' x 20' per tree

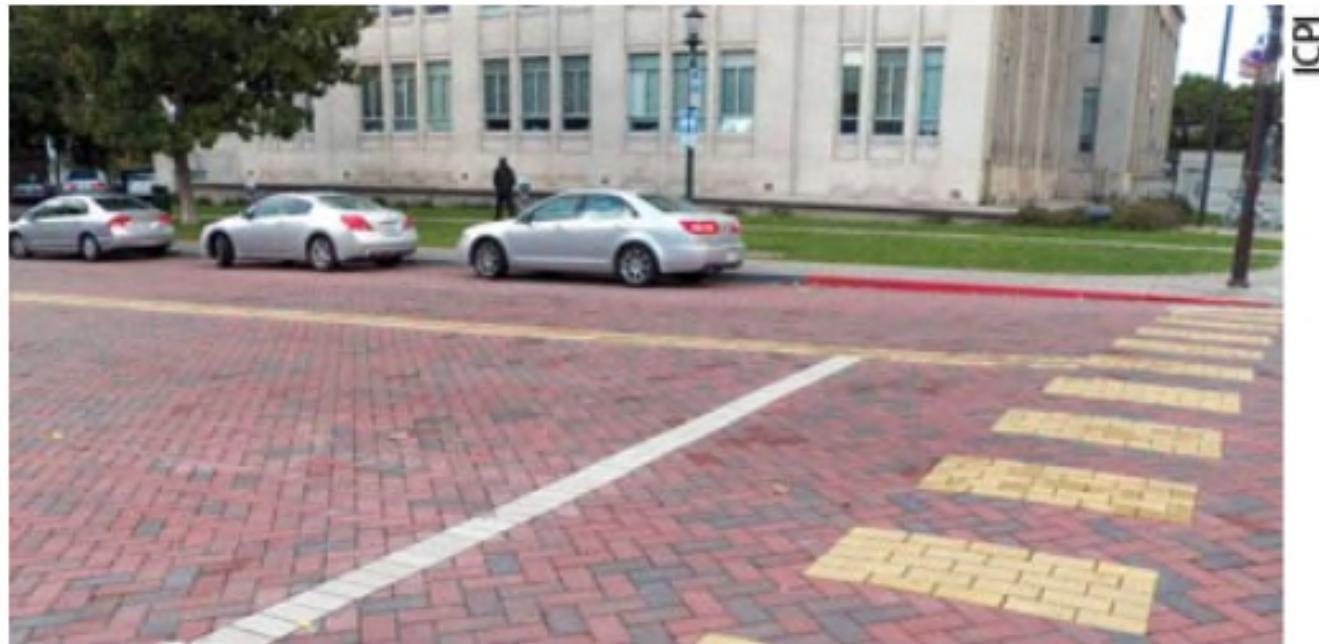


STRUCTURAL SOIL PLACEMENT DETAIL PLAN

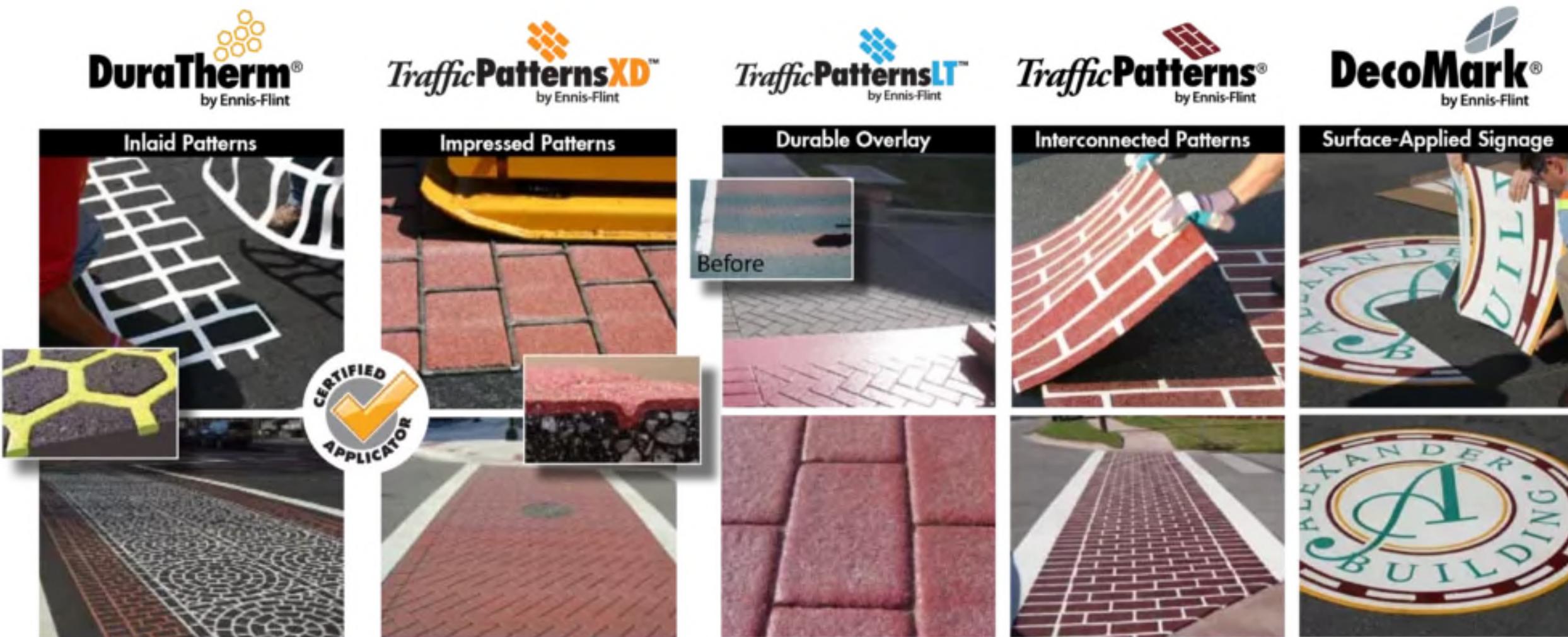
Additional Considerations

Pavement Markings:

- Explore using durable pavement markings in paver areas for sharrows and other markings
- Explore using white pavers for pavement markings



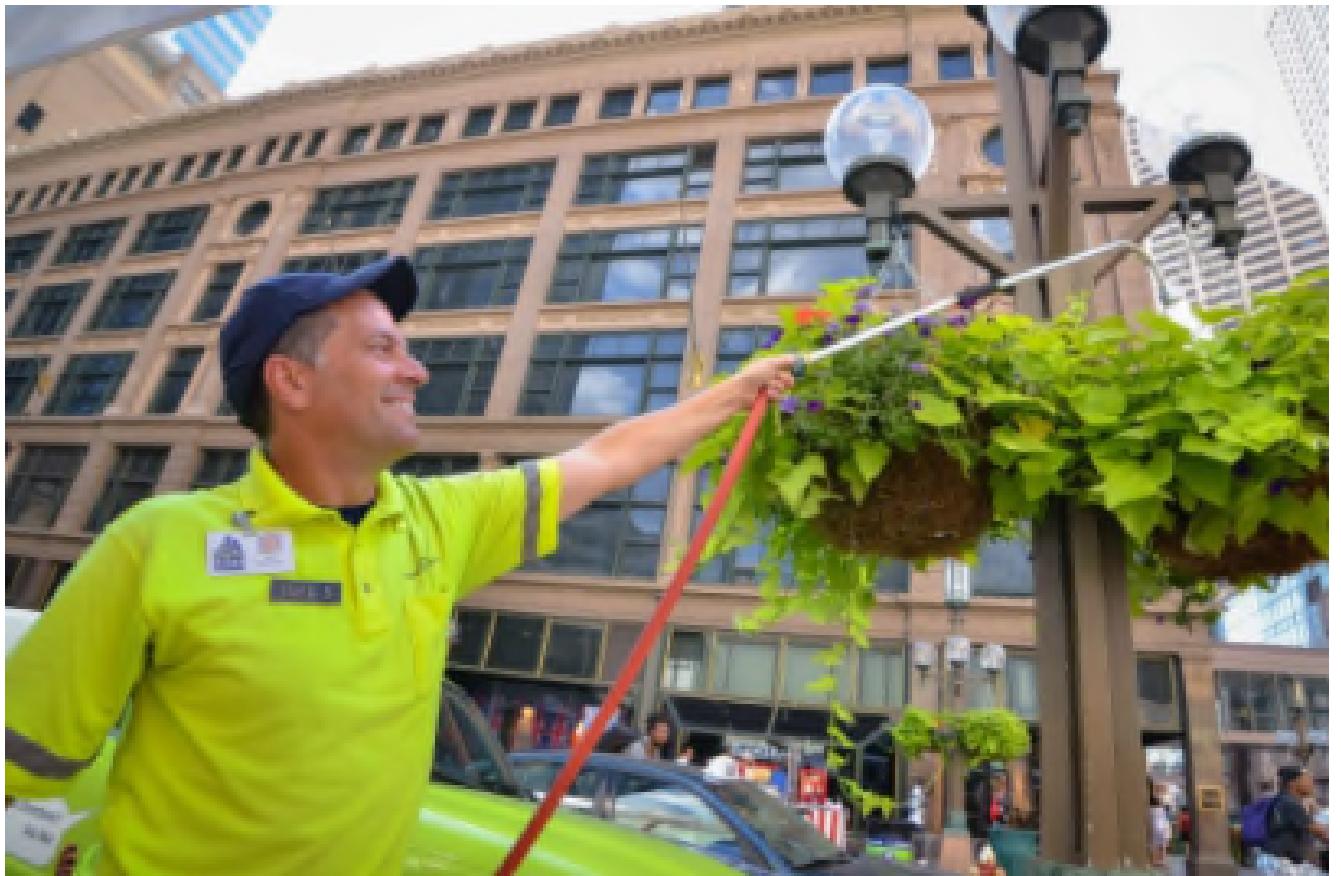
ICPI



Additional Considerations

Maintenance:

- Explore having a maintenance fund for ongoing project maintenance including landscaping
- Some municipalities create Business Improvement Districts or set up other types of funding mechanisms for ongoing maintenance



Magnitude of Cost

Interim Option(s)

- Approximately \$50,000 to \$150,000 depending on the level of finish desired

Entire Corridor (Green St. to St. Johns River)

- Approximately \$6.8M
- Would include soft costs (design/engineering, survey, etc. and contingency costs)
- Would not include relocating overhead utility lines underground

One Block (Palmetto Ave. to Orange Ave)

- Approximately \$1.3M
- Would include soft costs (design/engineering, survey, etc. and contingency costs)

Overhead Gateway Signage

- Approximately \$400,000 to \$500,000 each
- Would include soft costs (design/engineering, survey, etc. and contingency costs)

Intersection Improvements

- Approximately \$500,000 to \$600,000 for mast arms at signalized intersections
- Non-signalized intersection \$500,000 to \$600,000 for curb extensions and other improvements (approximately 100 linear feet)
- Would include soft costs (design/engineering, survey, etc. and contingency costs)



Q&A

