

Planning for Division Avenue in the SoDo NID

*DSNID Board Update
April 11, 2018*



Welcome

January Workshop
On-Line Survey

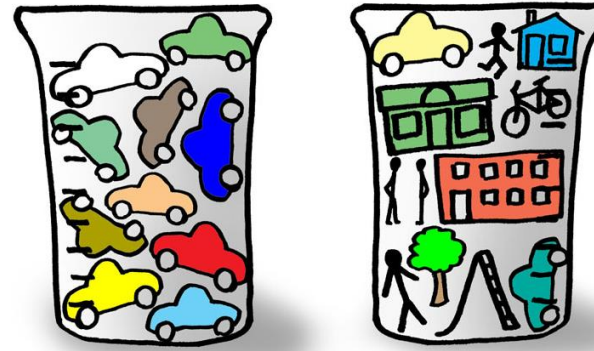
Design Response
The O-Line

Division Ave. Workshop

50 +/- Attendees

Workshop Included :

- Complete Streets
- Opportunities & Constraints
- Preliminary Design Components
 - Round-a-bouts
 - Trail
 - Amenities
 - Alignment
- Table-top review

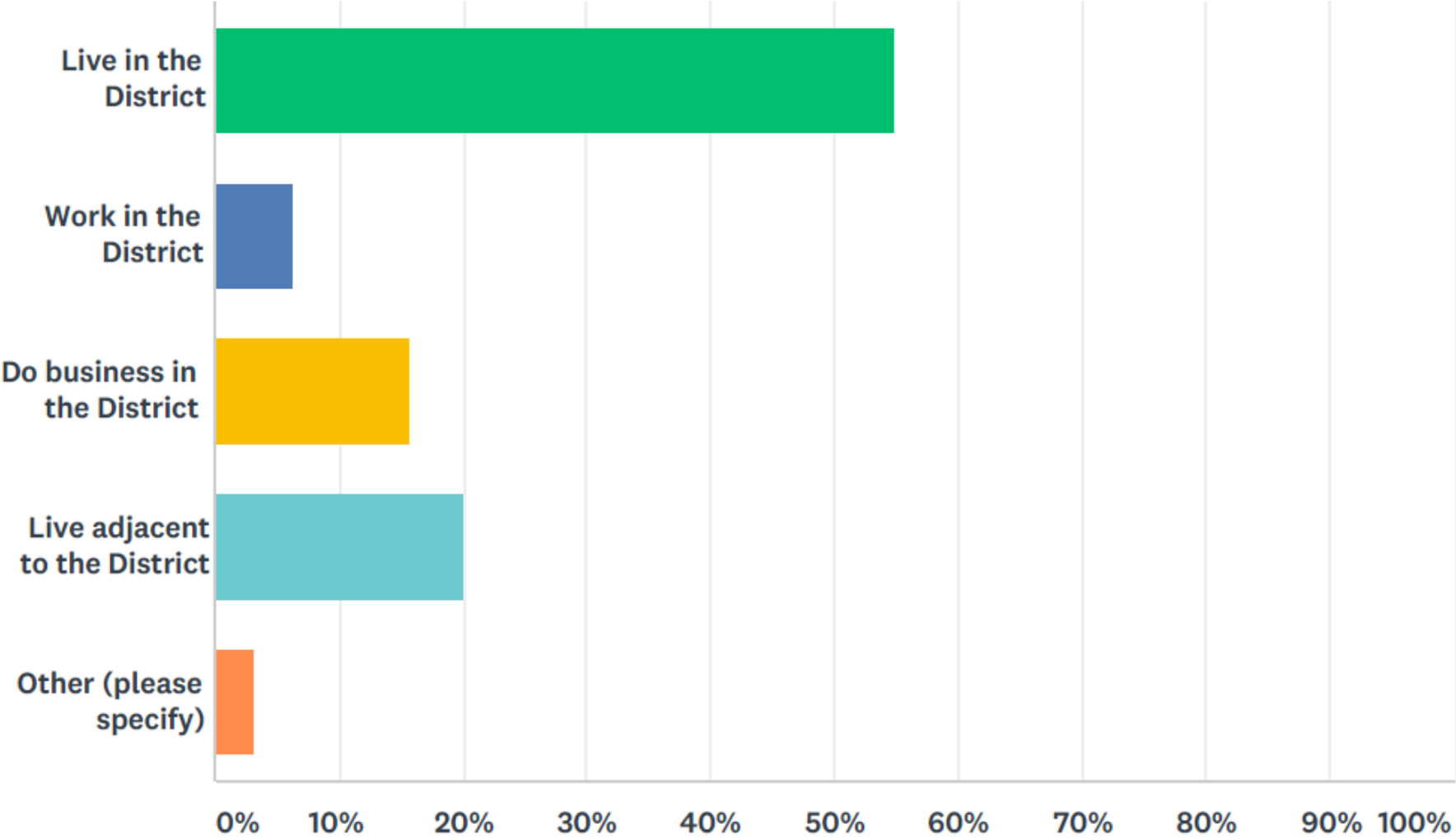


Survey Says...

*5 question survey sent out to SoDo Contacts
Received 95 responses*

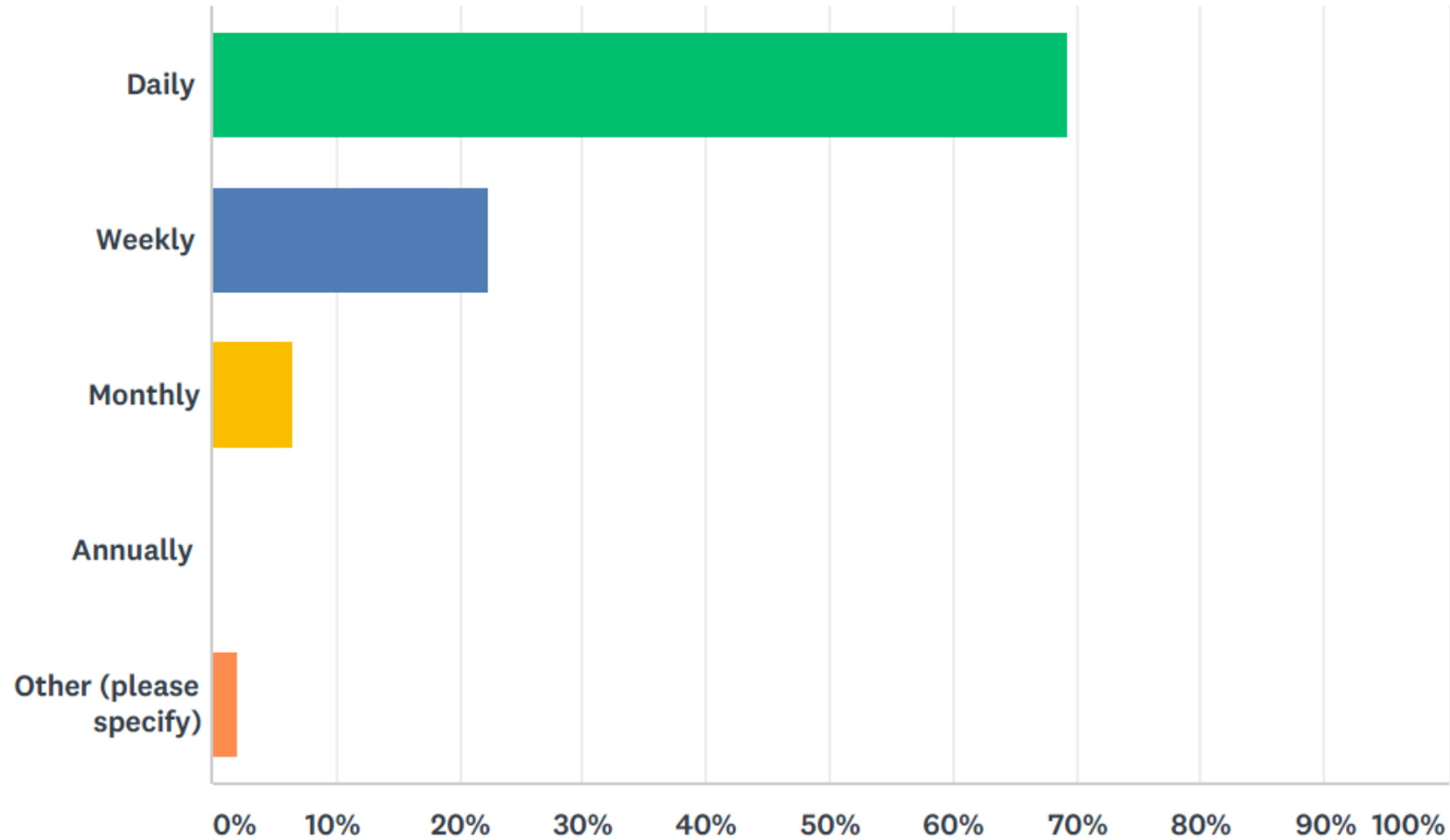
Q1 What is your interest in the SoDo District?

Answered: 95 Skipped: 0



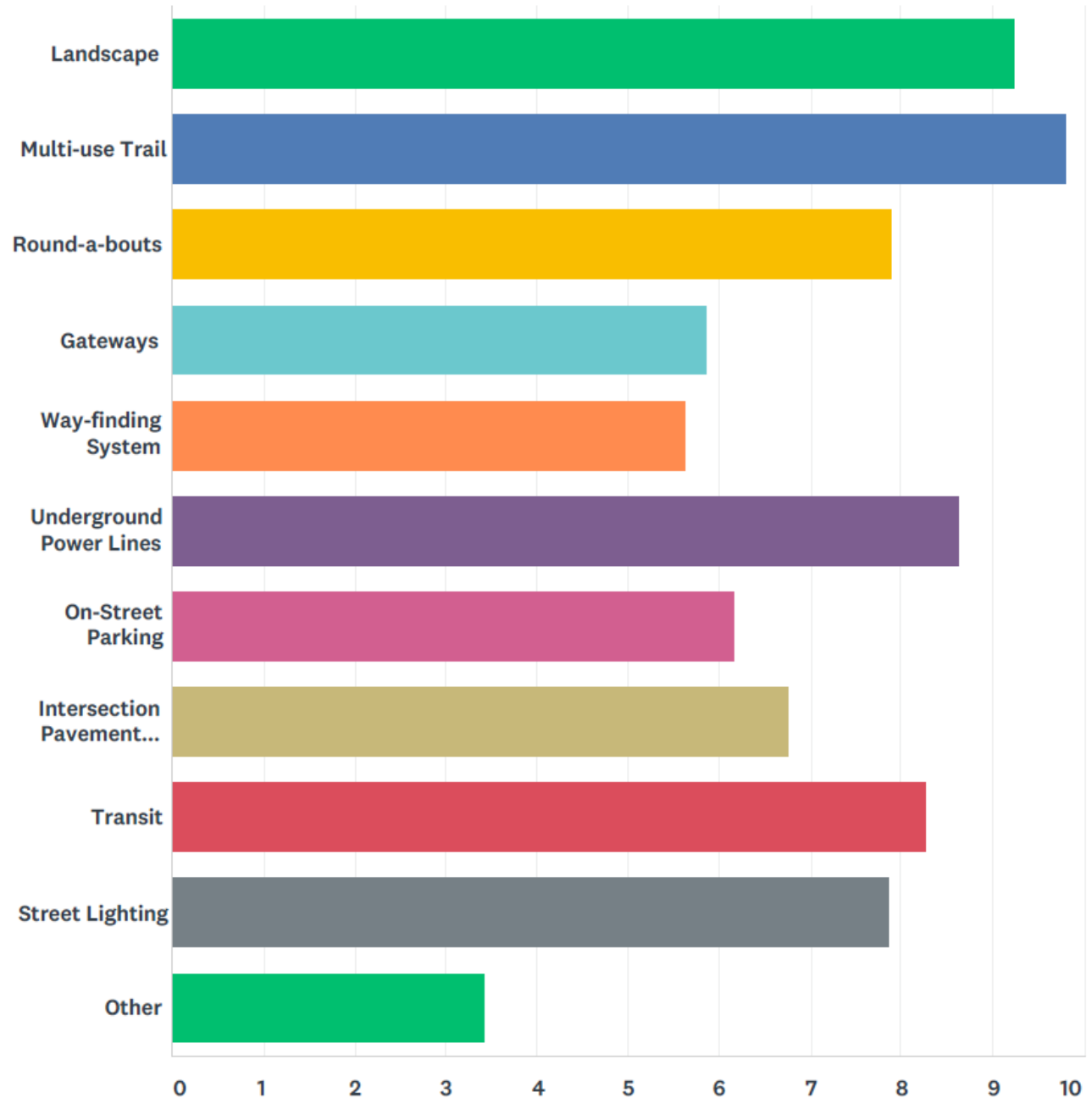
Q2 How often do you visit SoDo District?

Answered: 94 Skipped: 1



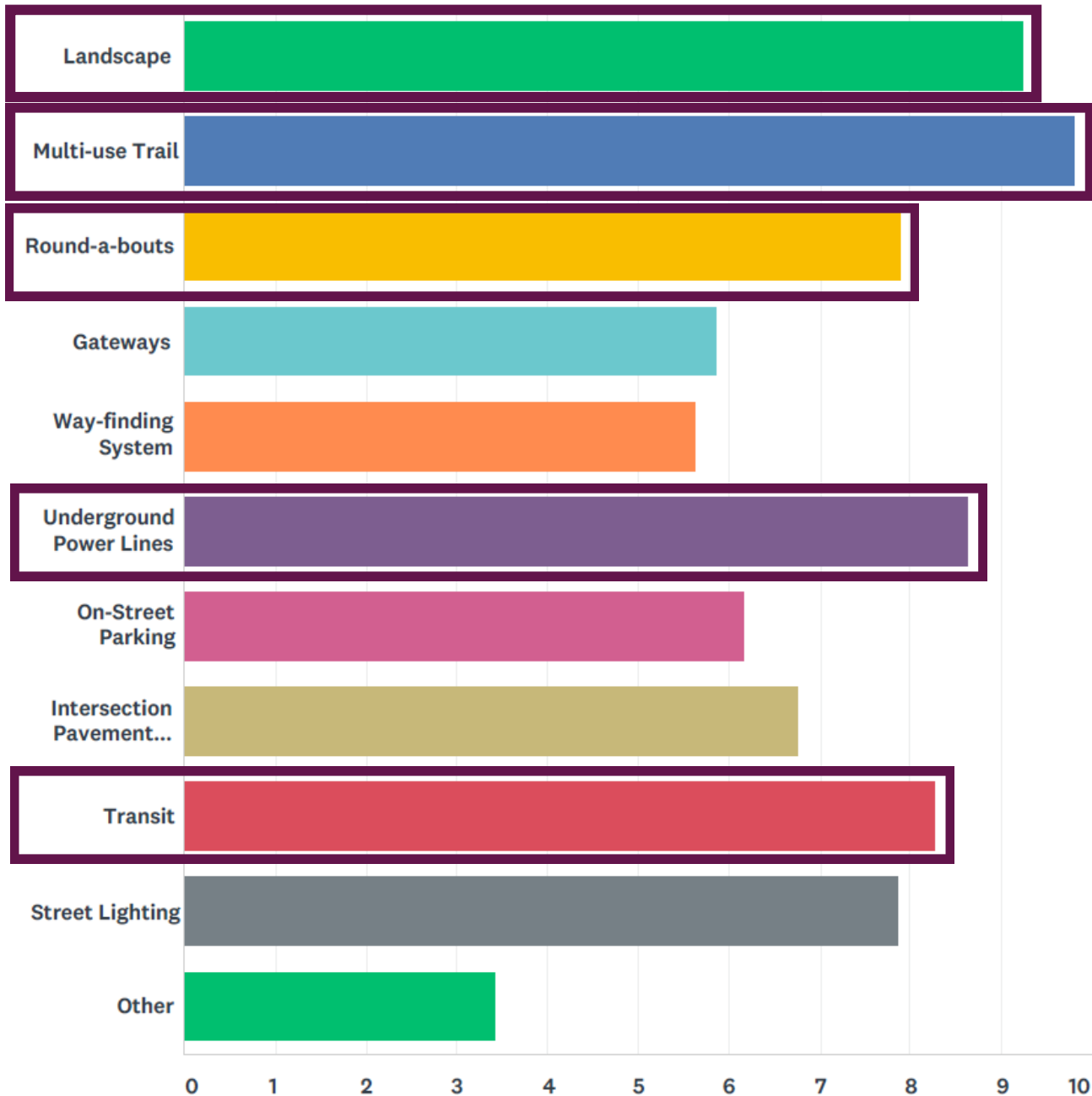
Q3 Please rank each item from 1-3, based on what would make the MOST positive impact on the District.

(1 being the most positive, 3 being least positive).



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(1 being the most positive, 3 being least positive).



Q4 What is your biggest concern about the Division Avenue Project? If you are not familiar with the project, enter "I don't know about the Division Avenue Project".

Answered: 86 Skipped: 9

- Not being connected to neighborhoods and the rest of SoDo
- Traffic/Congestion
- Affect on industrial businesses
- That it won't happen

Q5 What is the greatest opportunity for the Division Avenue Project? If you are not familiar with the project, enter "I don't know about the Division Avenue Project".

Answered: 83 Skipped: 12

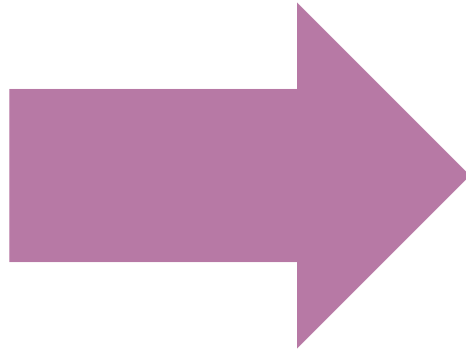
- Beautification, Safety, Security
- Integrated district - connected
- Increased property values
- Transit oriented development
- Redevelopment
- Multi-modal; environment for walking and biking
- Calmed traffic and gateways with round-a-bouts

Design Response

Process Overview

Team

- Residents and Businesses
- DSNID Advisory Council
- Main Street
- City of Orlando
- Consultants



Outcomes

- Strategic Vision
- Complete Street Master Plan
- Orange Avenue
- **Division Avenue**
- **Development Standards**

Creating Synergies



Industry

- Support existing successful businesses
- Provide safe access to properties
- Maintain the ability to move heavy equipment



Pedestrians

- Create an attractive, walkable place
- Establish safe crossings
- Increase foot traffic!
- Design Public Gathering Spaces



Cyclist

- Design a Bike friendly corridor.
- Designate trail crossings and connections



Development

- New development
- Improvements to existing development
- Opportunity for redevelopment



Vehicular

- Improve circulation
- Provide on-street parking
- Calm traffic



Enhancements

- Wayfinding
- Public art
- Pedestrian lighting
- Street furnishings
- Underground power lines

Documenting the Ideas

Complete Streets Master Plan

Division Ave | Existing Sections

The Division Avenue Mixed Use Corridor. Division Avenue (Division) is a critical parallel facility to Orange, focused on serving legacy industrial and emergent flex, office and commercial / distribution uses as part of the downtown employment sector. Division is a City street, with portions on the SIS route. Division is also heavily influenced by Interstate 4, including the planned modifications to entry/exit ramps as part of the current construction. Division also forms a highly useful north south route from Michigan Avenue to Downtown as a parallel facility to Orange.

Division is characterized today as a utilitarian corridor supportive of truck access and significant regional electrical transmission lines. While there are continuous sidewalks, this is a fairly "exposed" environment for pedestrians, with minimal buffering from heavy vehicle traffic, large intersection crossings, extended driveway aprons and very limited shade / street trees, site furnishings or lighting. There are no dedicated bicycle facilities, despite a visible pattern of working class employees accessing some of the industrial sites via bike, transit and on foot. Land use patterns are generally internally focused as typically found with industrial, light manufacturing and office / flex space.



Division Ave | Existing Section

Character and Configuration. Today, Division is comprised of two distinct typical sections. North of Kaley Street, the roadway is generally 3 lanes (center turn lane) within a 60' right of way. Some available green space exists along the east curb line (15'-18'), while the significant overhead power is primarily located on the west curb line.

South of Kaley Street, Division maintains its 3 lane configuration, but adds some on-street parking along the west curb line and includes a larger amount of greenspace (30') along the east curb line within a larger overall right of way (~80'). The overhead electrical transmission shifts to the east side of the right of way at Kaley, continuing south on this alignment to Michigan Ave.



1 Existing 60' Section (North of Kaley)



2 Existing 80' Section (South of Kaley)



Division Ave | Proposed Sections

An Accessible Approach to Division Avenue. There are several simple opportunities to create a more livable, accessible Division Corridor. This begins with the recognition that the supplemental green space within the right of way could be utilized to develop a continuous "Sidepath" - a multi-purpose trail for bikes and peds with canopy shade trees and branded design & art elements. South of Kaley, there is ample space on the east curb line for such a path, including trees that can be adequately offset from the overhead power. On the both sides, space is available for conventional 7' on-street parking, tree lawn / bulb outs and street trees as appropriate. Finally, there is an opportunity at the Michigan Intersection to develop a feature "southern gateway" that may include a large ~180' diameter roundabout - all within publically owned land (Orange County + City).



North of Kaley, many of the ideas continue, adapted to the narrowed right of way. The signature "sidepath" feature continues along the eastern curb line with canopy shade trees as Options A, B & C explore different outcomes. Option A maintains existing buildings and power lines and simply maximizes the available space for sidewalk. Option B keeps the road in its current position but illustrates how a 10' redevelopment setback could create additional sidewalk and street tree space over time. Option C shifts the entire road slightly to the east, allowing for a traditional tree lawn & sidewalks along each curb.

Gateway Roundabout Opportunity at Division and Michigan

Proposed 60' Section - South of Kaley



Division Ave | Proposed Sections

Proposed 60' Section - North of Kaley: Option A



Proposed 80' Section - North of Kaley: Option B

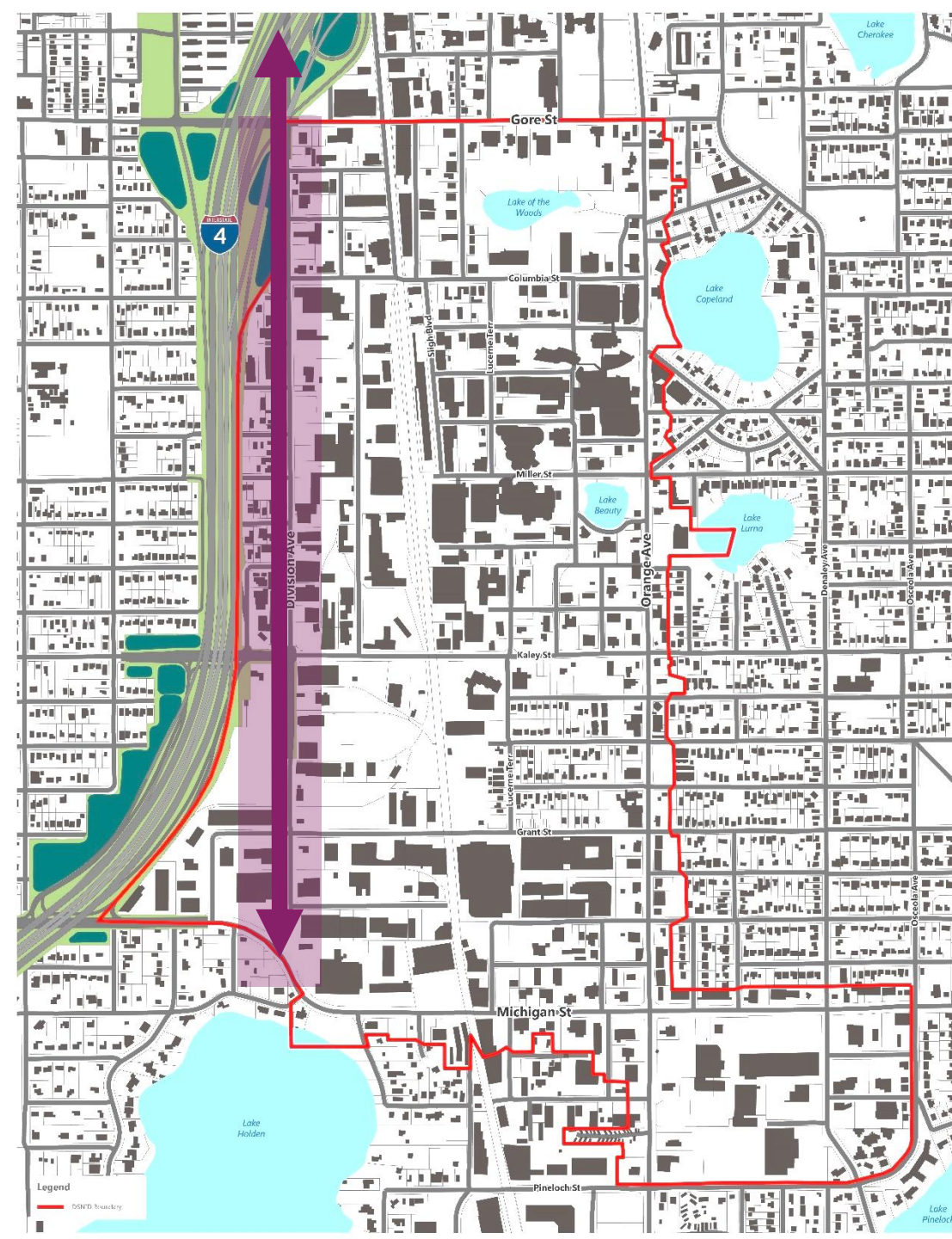


Proposed 60' Section - North of Kaley: Option C



Disclaimer:

The Plans and Images we are developing are to gain a contextual understanding of the public realm along Division, and do not reflect the long term goals of the private development.



Roadway Network

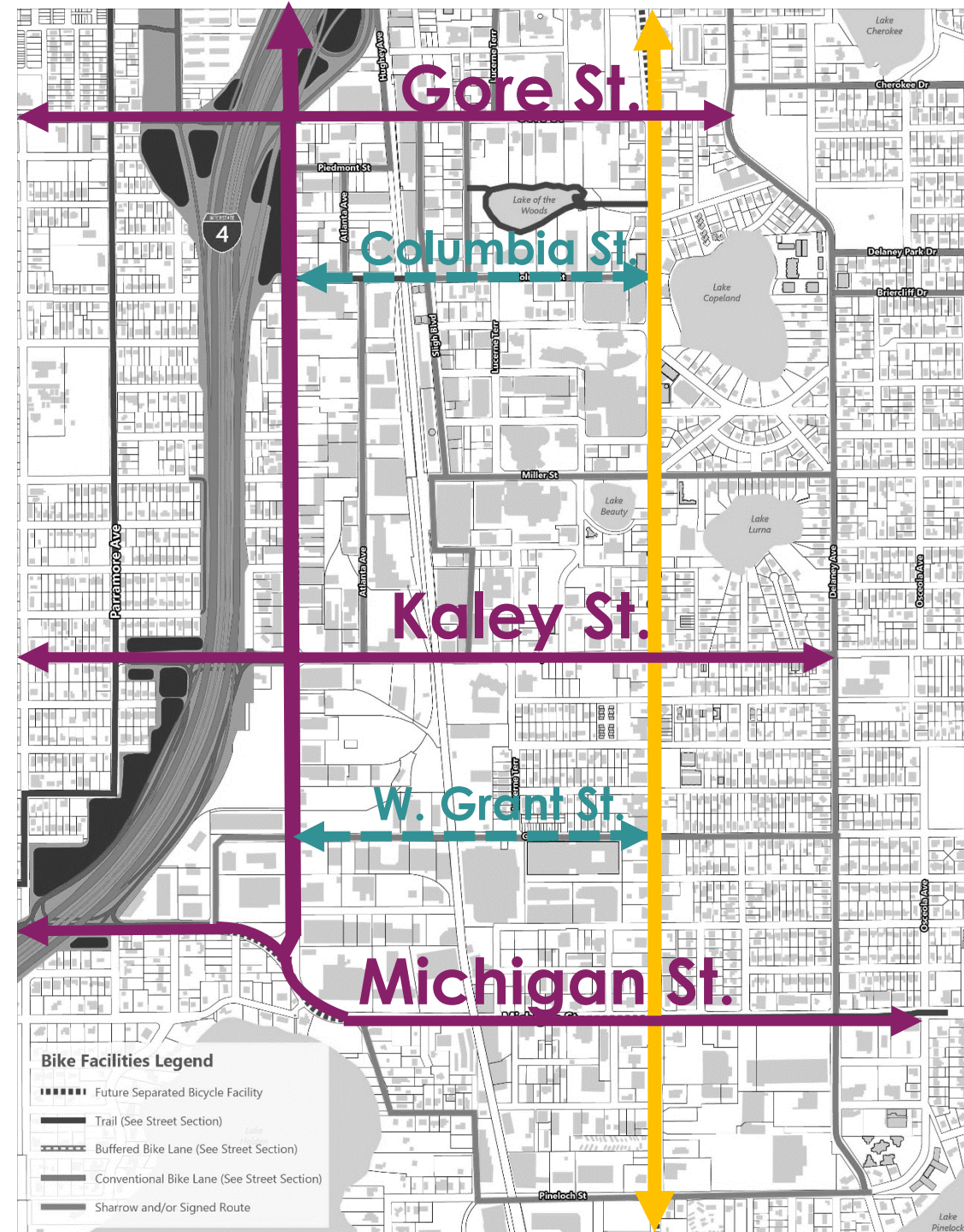
“A complete Street does not occur within a single development. It requires a cluster of supportive developments that creates a walkable community”
– *Complete Streets in Central Florida*



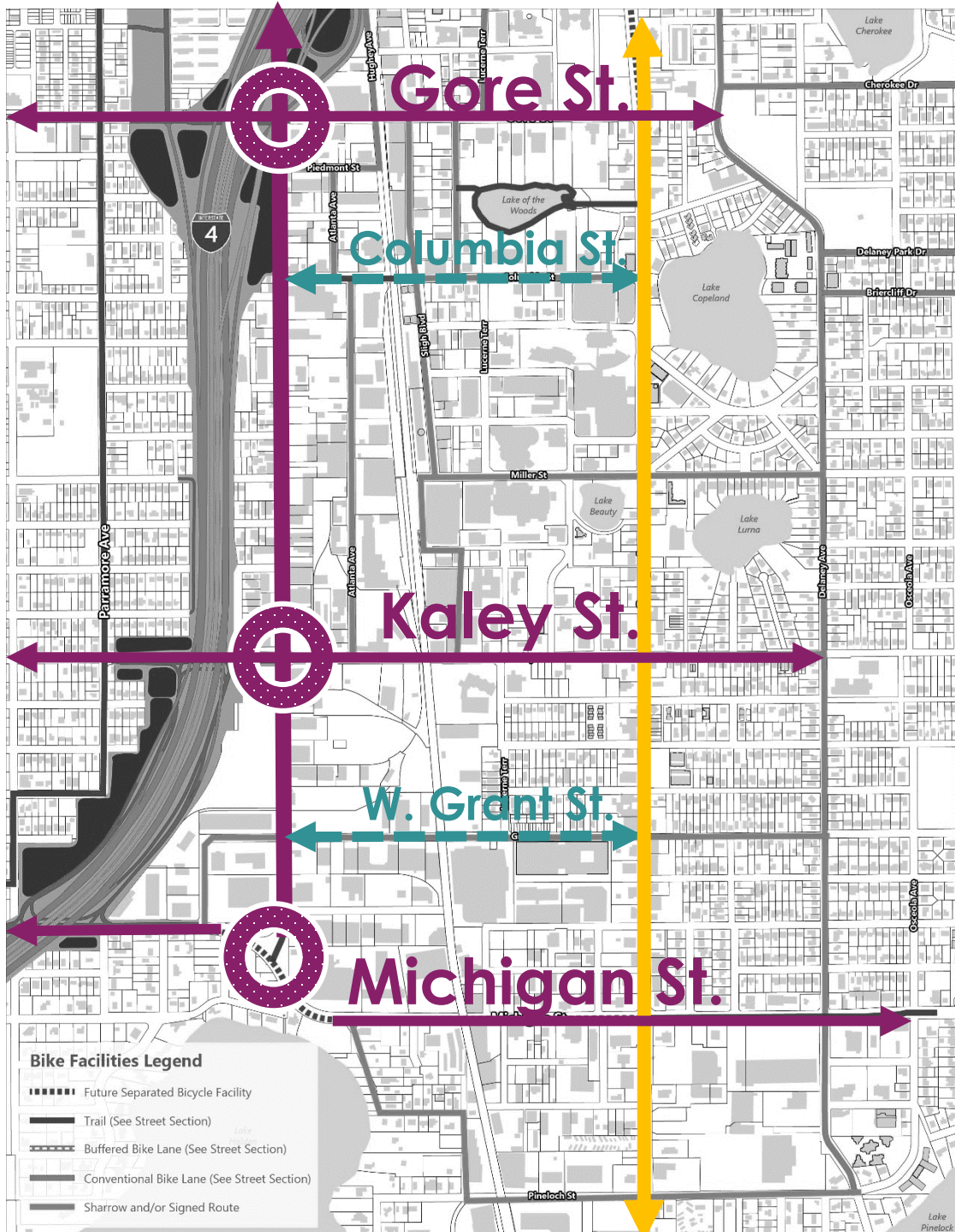
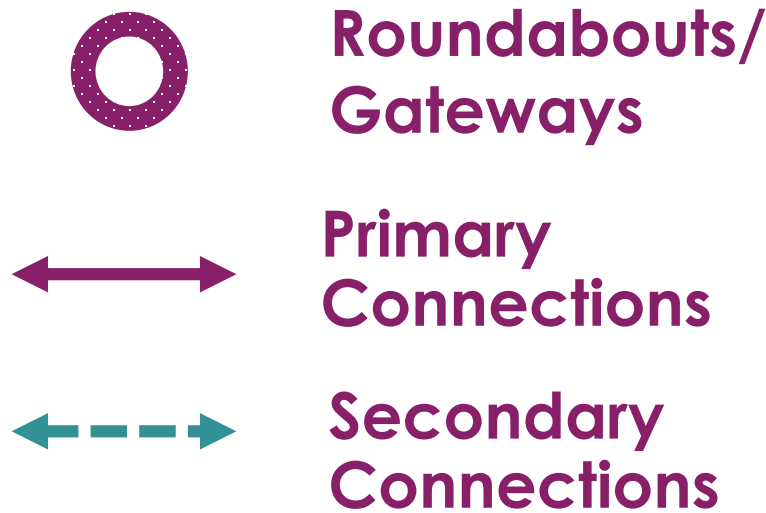
**Primary
Connections**



**Secondary
Connections**



Roadway Network



Vision Elements: Division

(North of Kaley)



Vision Elements: Division

(North of Kaley)



A. Otlich

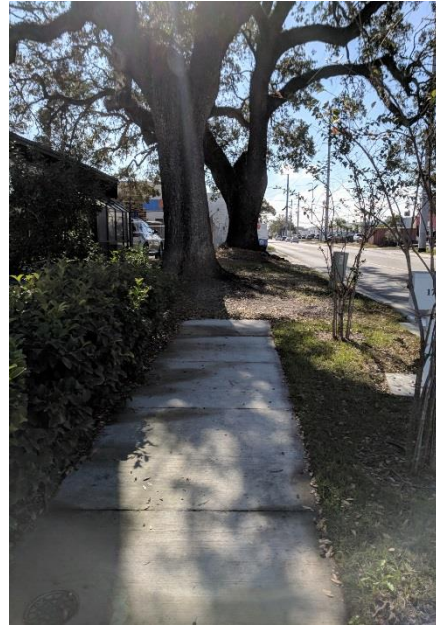
Opportunities & Constraints



Opportunities & Constraints

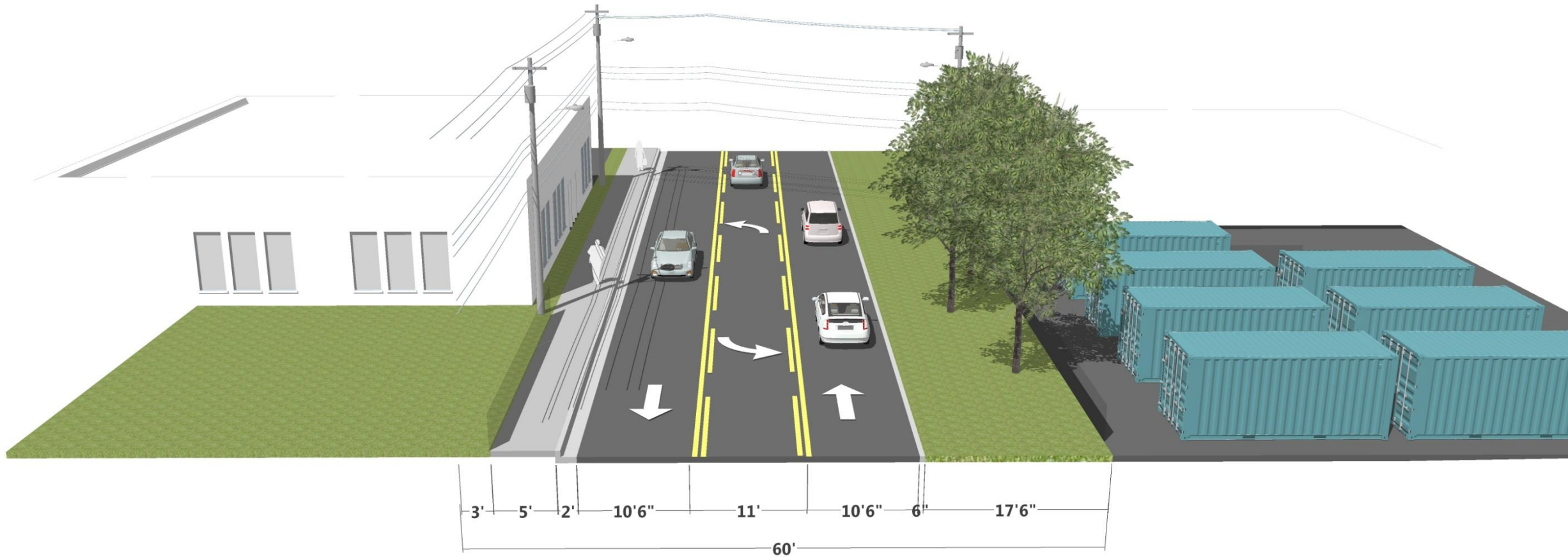


Opportunities & Constraints



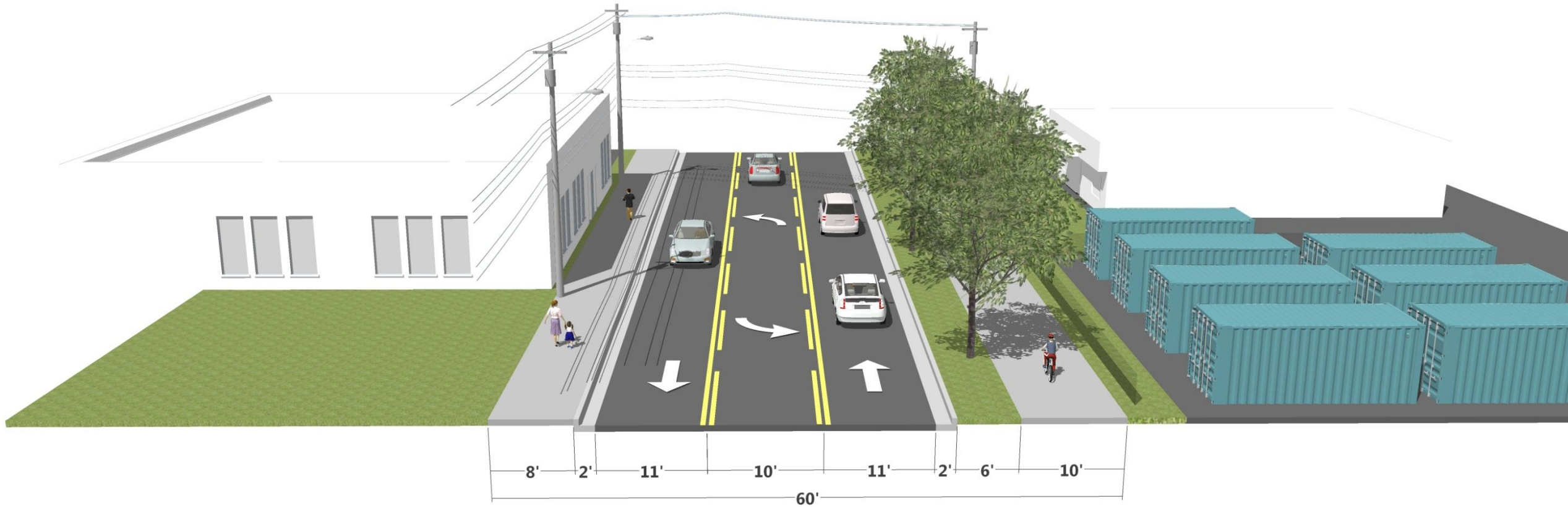
Typical Sections

Existing 60' Cross Section North of Kaley



Typical Sections

Proposed 60' Cross Section North of Kaley



** From Complete Streets Master Plan Report*

Typical Sections

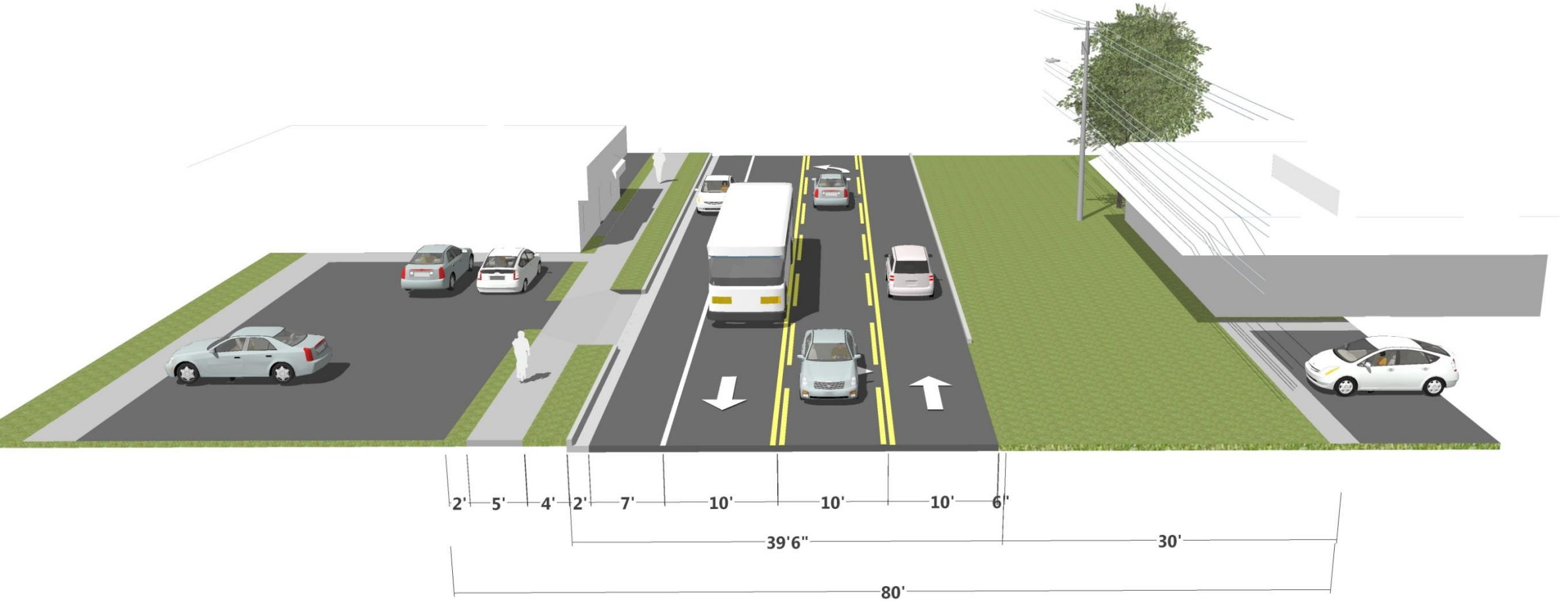
Proposed 60' Cross Section North of Kaley



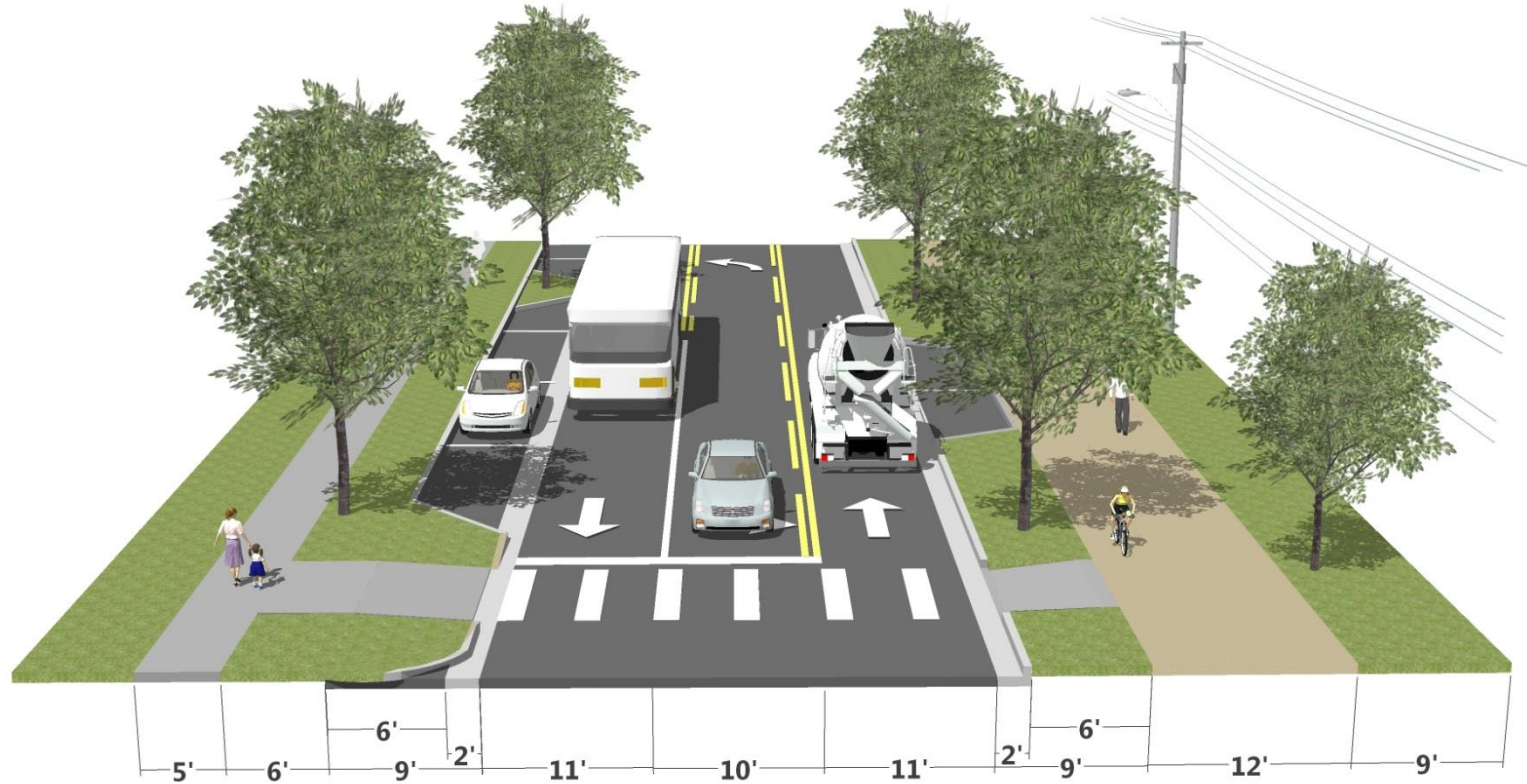
** From Complete Streets Master Plan Report*

Typical Sections

Existing 80' Cross Section South of Kaley



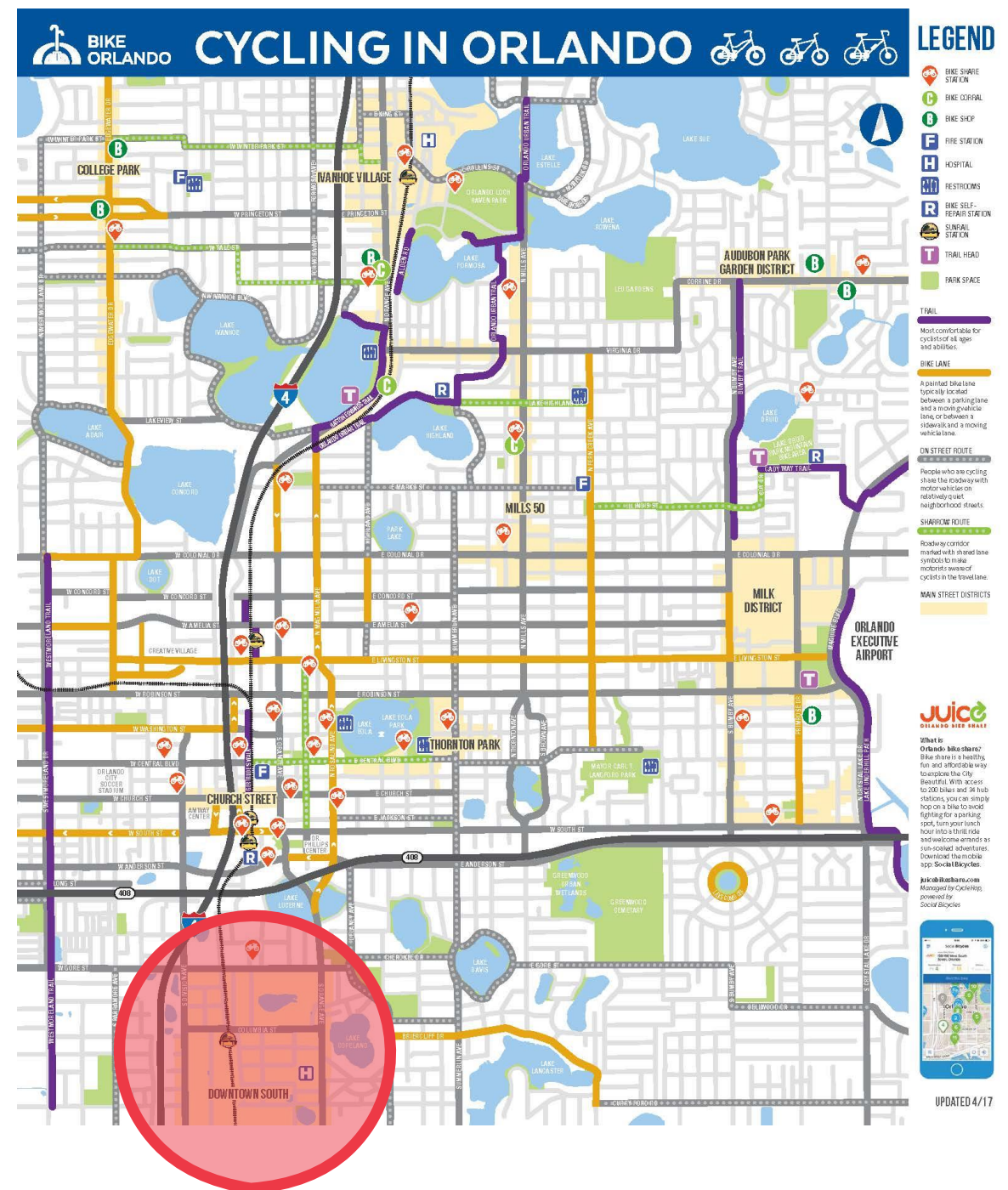
Proposed 80' Cross Section South of Kaley



** From Complete Streets Master Plan Report*

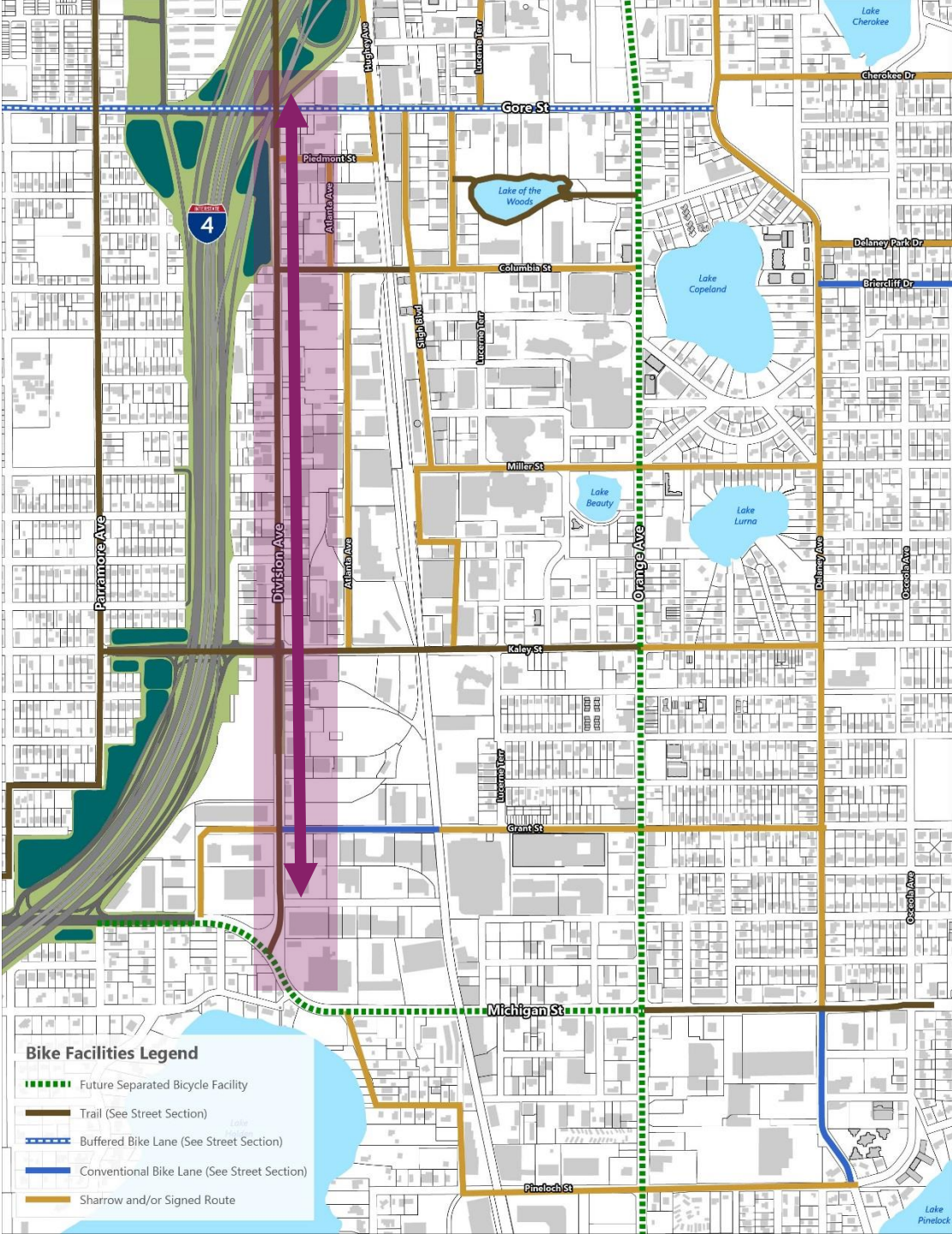
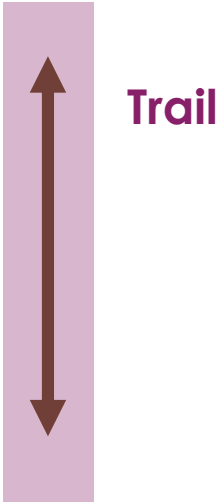
City of Orlando Cycling

- Over 46 miles of off street trails citywide
- High priority to connect to Downtown Orlando through protected bicycle infrastructure to surrounding districts
- Gertrude's Walk and Colonial Overpass projects currently under construction
- Bicycle connectivity from SoDo to the CBD is needed



Downtown Central Trail

The Division Avenue Complete Street Plan will include the alignment of 1.3 miles of the Downtown Central Trail



Vision Elements: Division

(North of Kaley)



Vision Elements: Division

(North of Kaley)



Phase 1 Trail

East Side Alignment

- *Allows for immediate construction*
- *Cost Effective*
- *Available R/W*
- *Connects NID to Downtown*

Vision Elements: Division

(North of Kaley)



Vision Elements: Division

(North of Kaley)



Redevelopment with 10'
sidewalk easement

New
Street
Lighting
&
Banners

Corner
Activity,
Bldg
Feature

Public
Art

Pedestrian
"Pockets"

Softened
Edges

Continuous
Sidepath /
Multi-Use Trail

Trail Design



Trail Design



West Side Design



Roundabouts / Intersections



Safety

- *Reduction in crash rates & severity*
- *Traffic Calming*
- *Good for distributing traffic after confluences*
- *Hurricane Proof*

Users

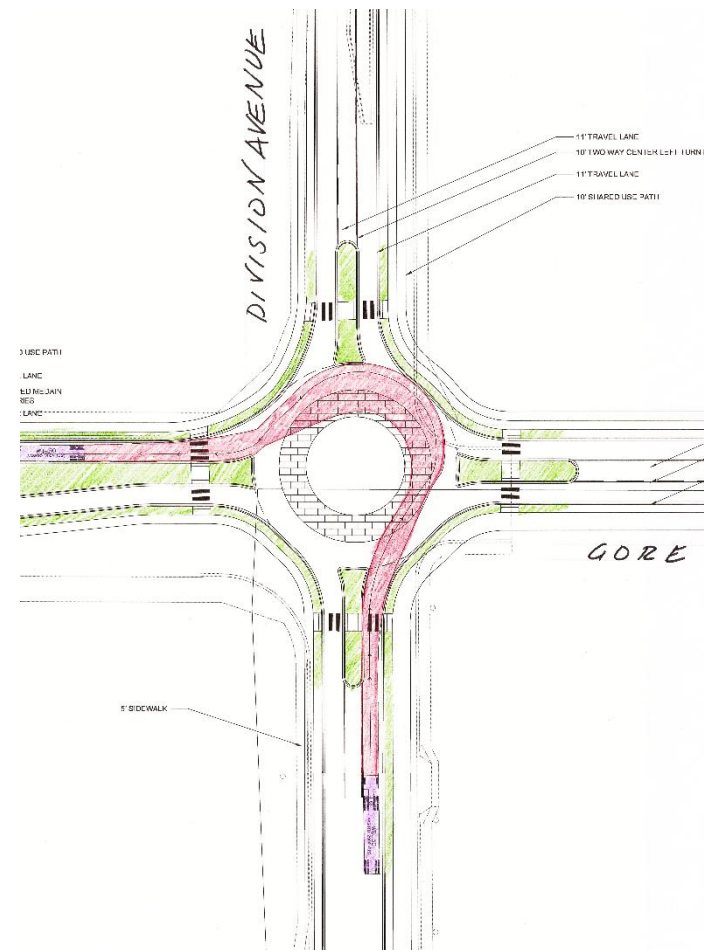
- *Shorter travel time*
- *Inclusive of pedestrians, cyclists & transit*
- *Attractive*
- *Gateway Opportunities*

Environmental

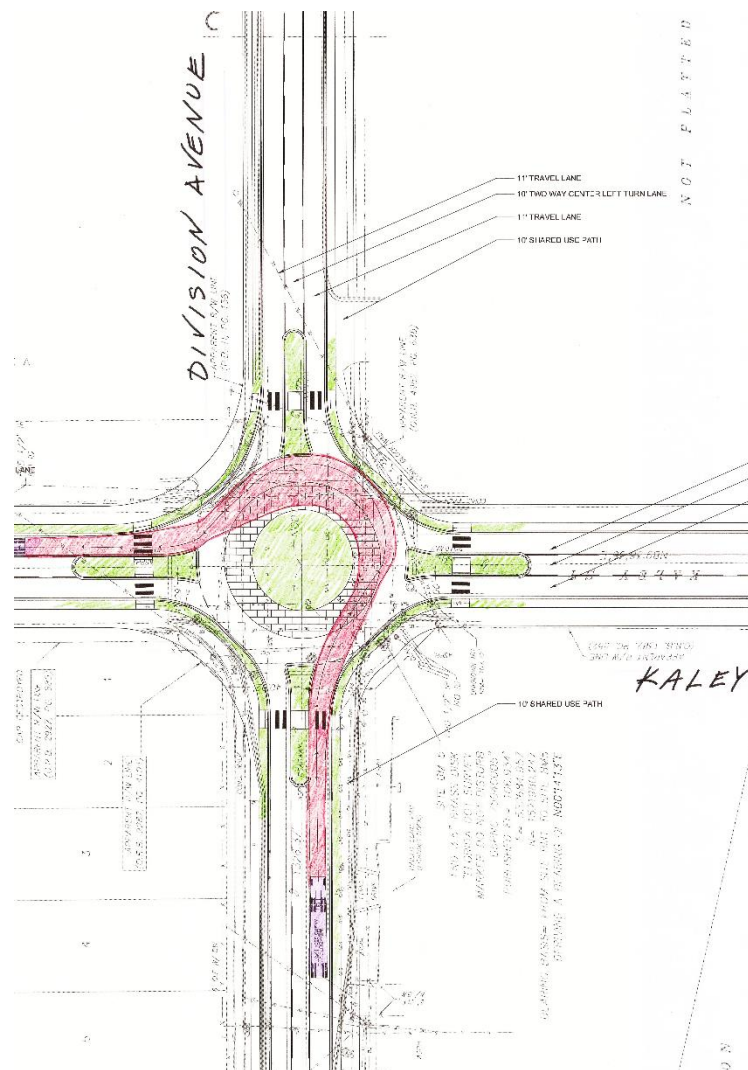
- *Reduced emissions/energy consumption*
- *Low tech*
- *Less impervious surfaces*
- *Room for other uses; landscape, stormwater, paths, etc.*
- *Reduced maintenance costs*

Roundabouts

Gore St. & Division Ave.



Gore St



Kaley



Michigan

Play



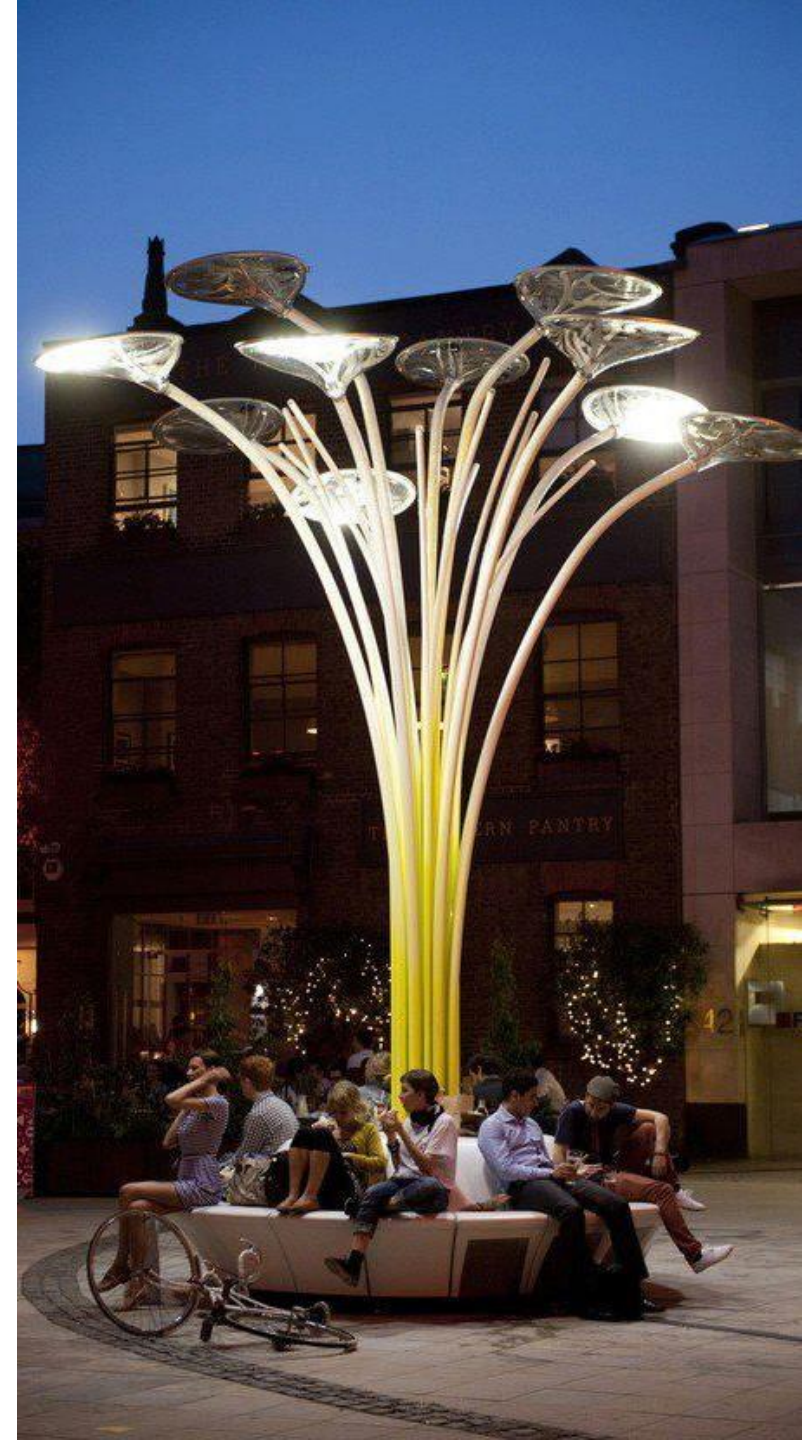
Art



Dine



Shade & Light



Conceptual Design



=

Cross Walks



Public Art

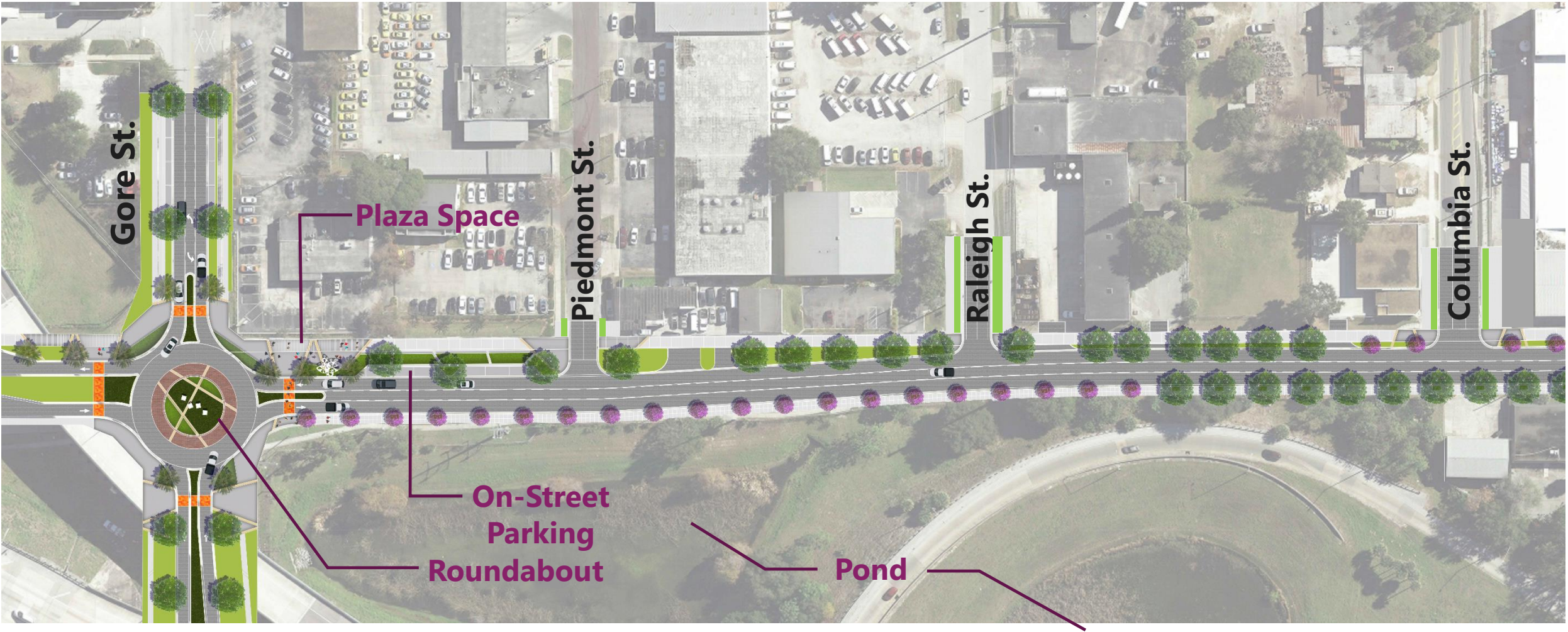


Conceptual Design: Division



Conceptual Design

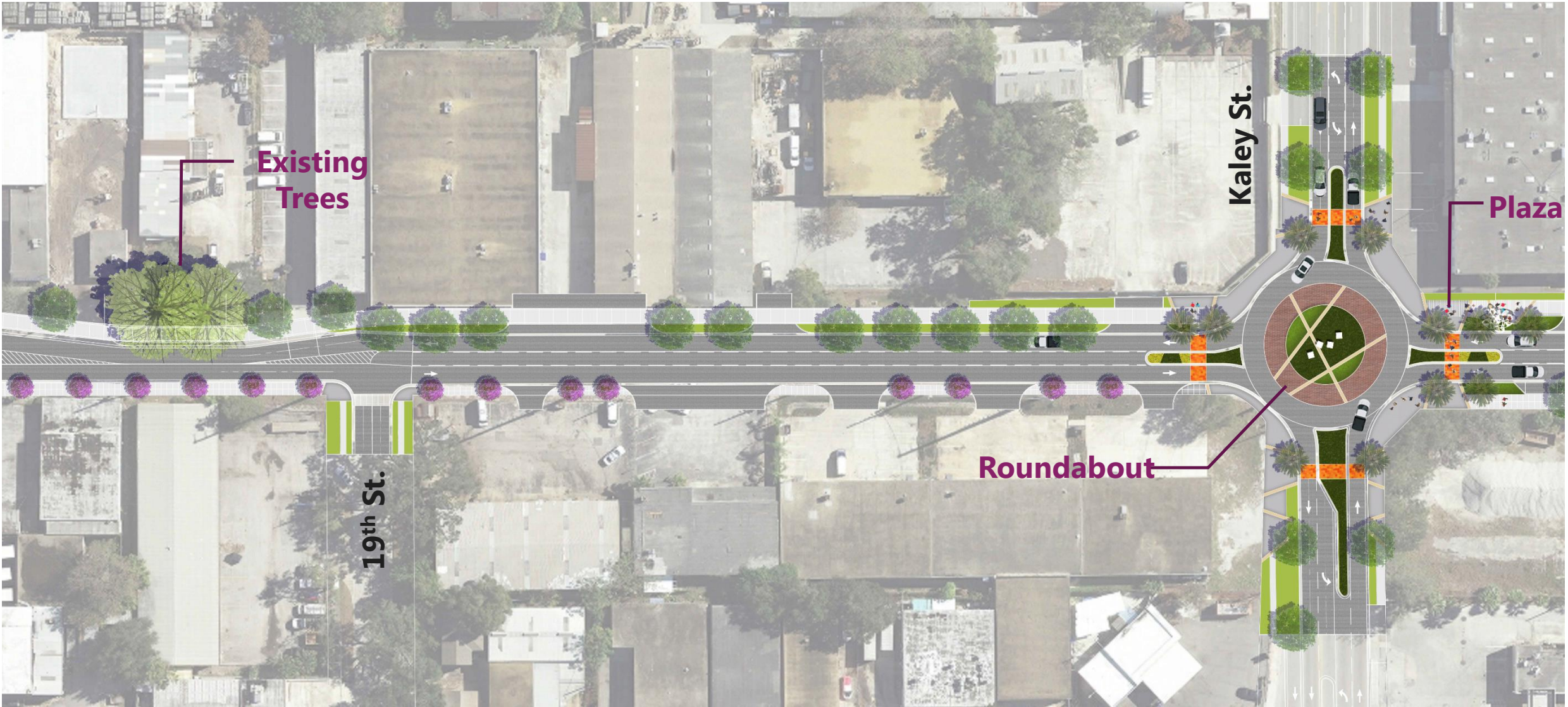
Division Avenue Layout



Division Avenue Layout



Division Avenue Layout



Division Avenue Layout



Division Avenue Layout

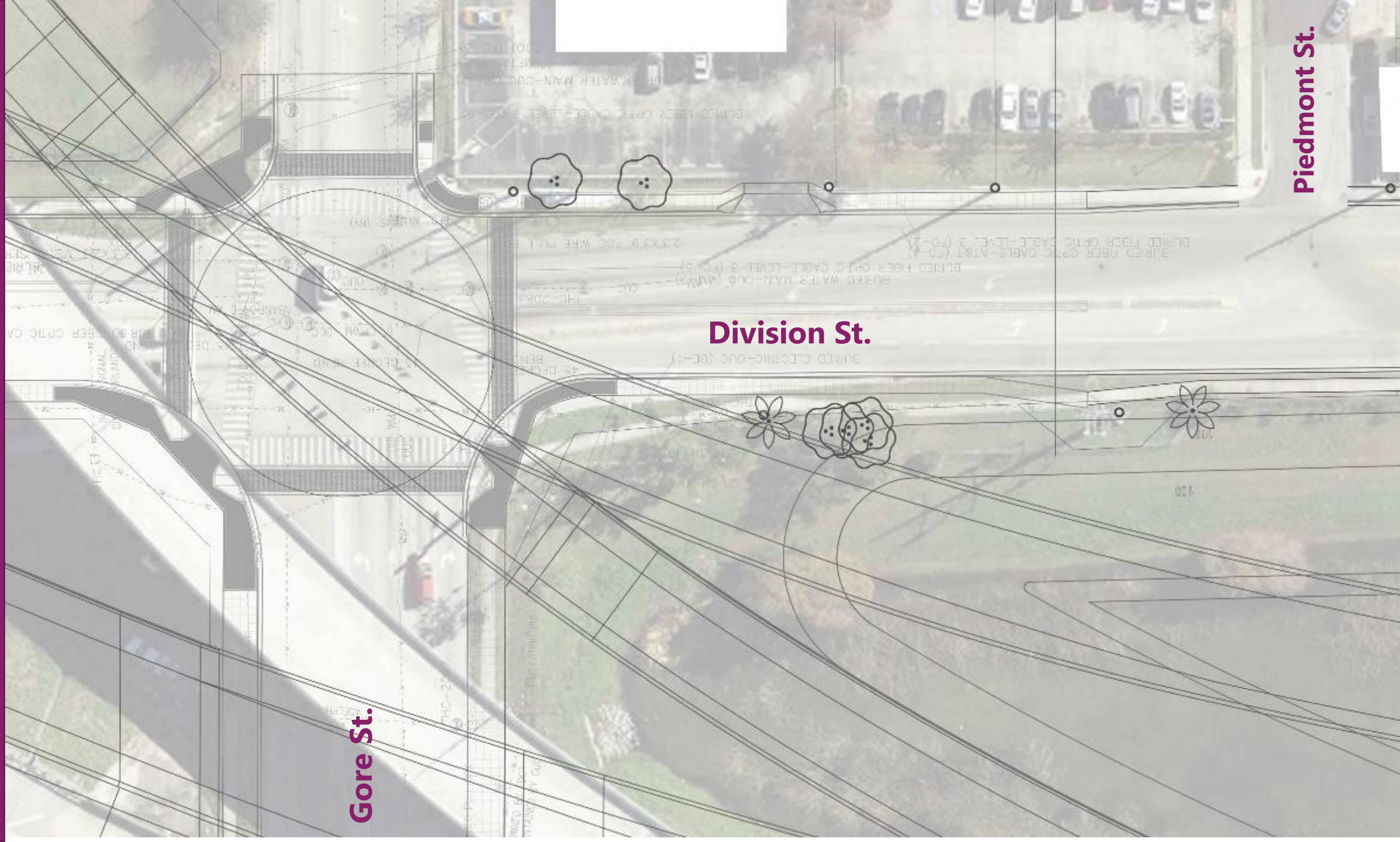


Conceptual Design: Division

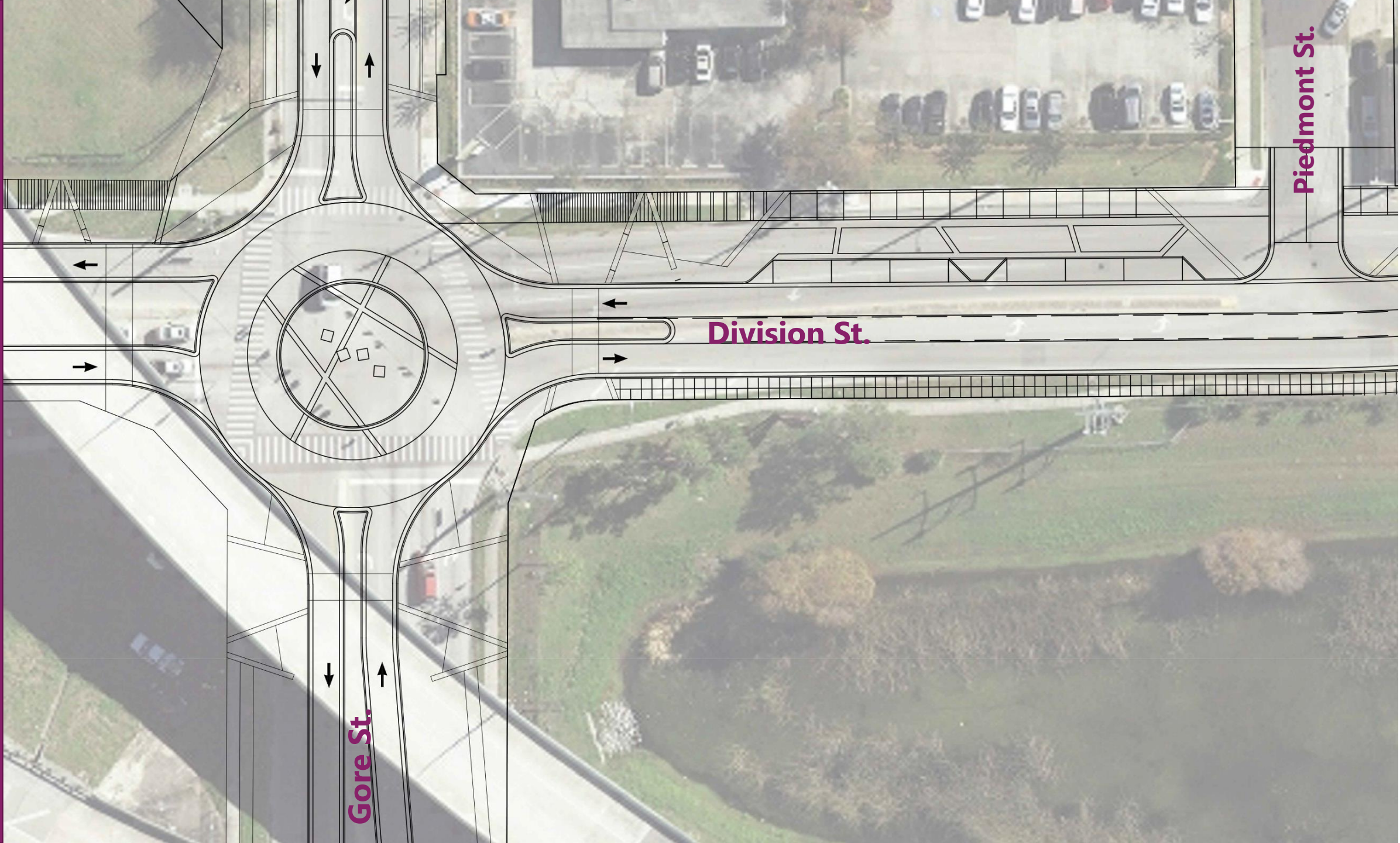
Gore St.

Division St.

Piedmont St.



Conceptual Design: Division



Gore St.

Division St.

Piedmont St.

Conceptual Design: Division



Gore St.

Division St.

Piedmont St.

Conceptual Design: Division



Conceptual Design: Division



Conceptual Design: Division



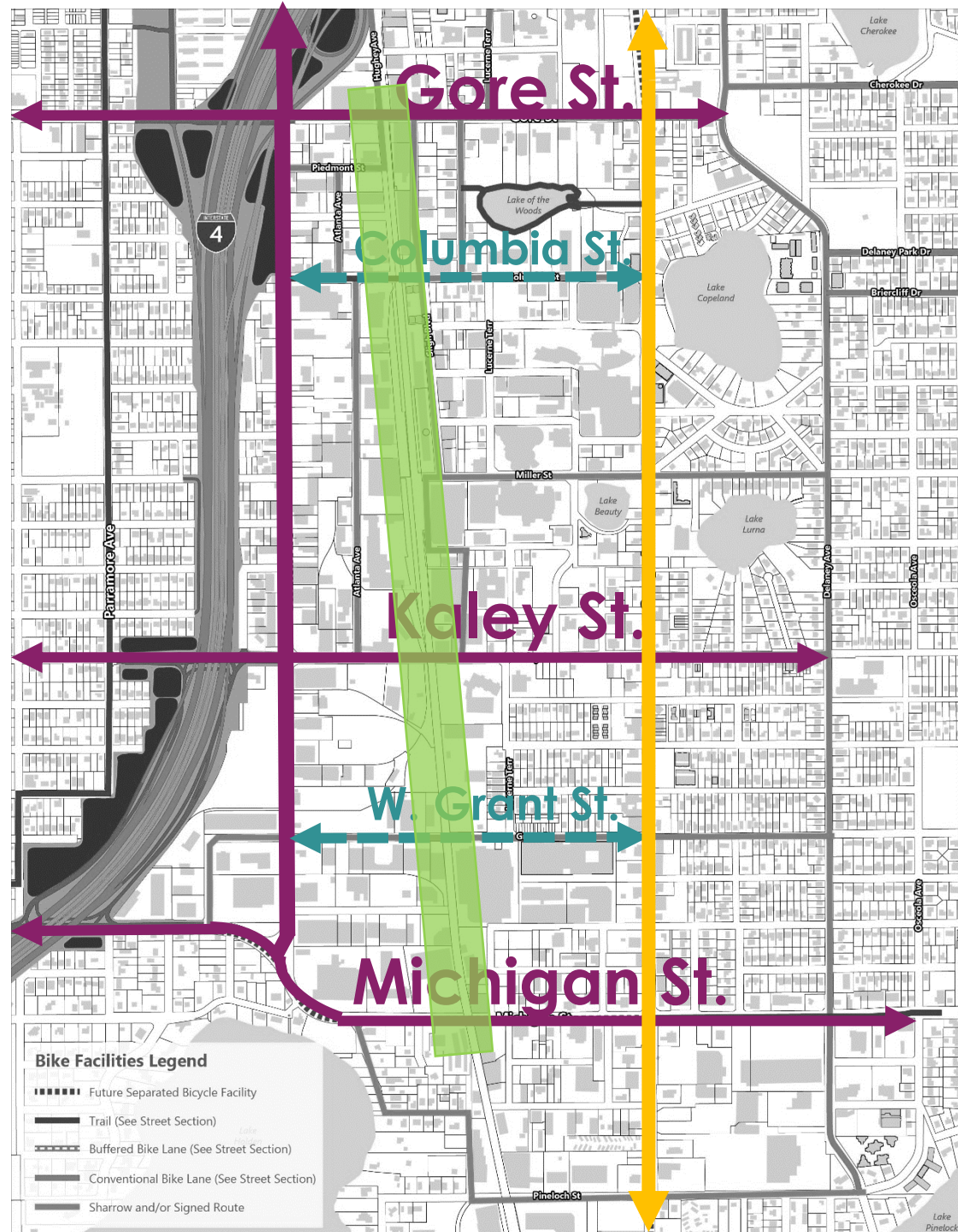
Animation



O-Line

O-Line Opportunity

- Connectivity
- Common Space
- Stormwater
- Open Space
- Some City Owned R/W
- Design Guideline for Future Redevelopment



1. Extend model to include City Hall

A Spine to Heal the City: Rust, Dust & Smell to become Lungs & Kidneys for the District



We have an idea!

Bike Trail connecting
Downtown and Lake Holden

Le-Huu Partners
ARCHITECTS SCIENTISTS

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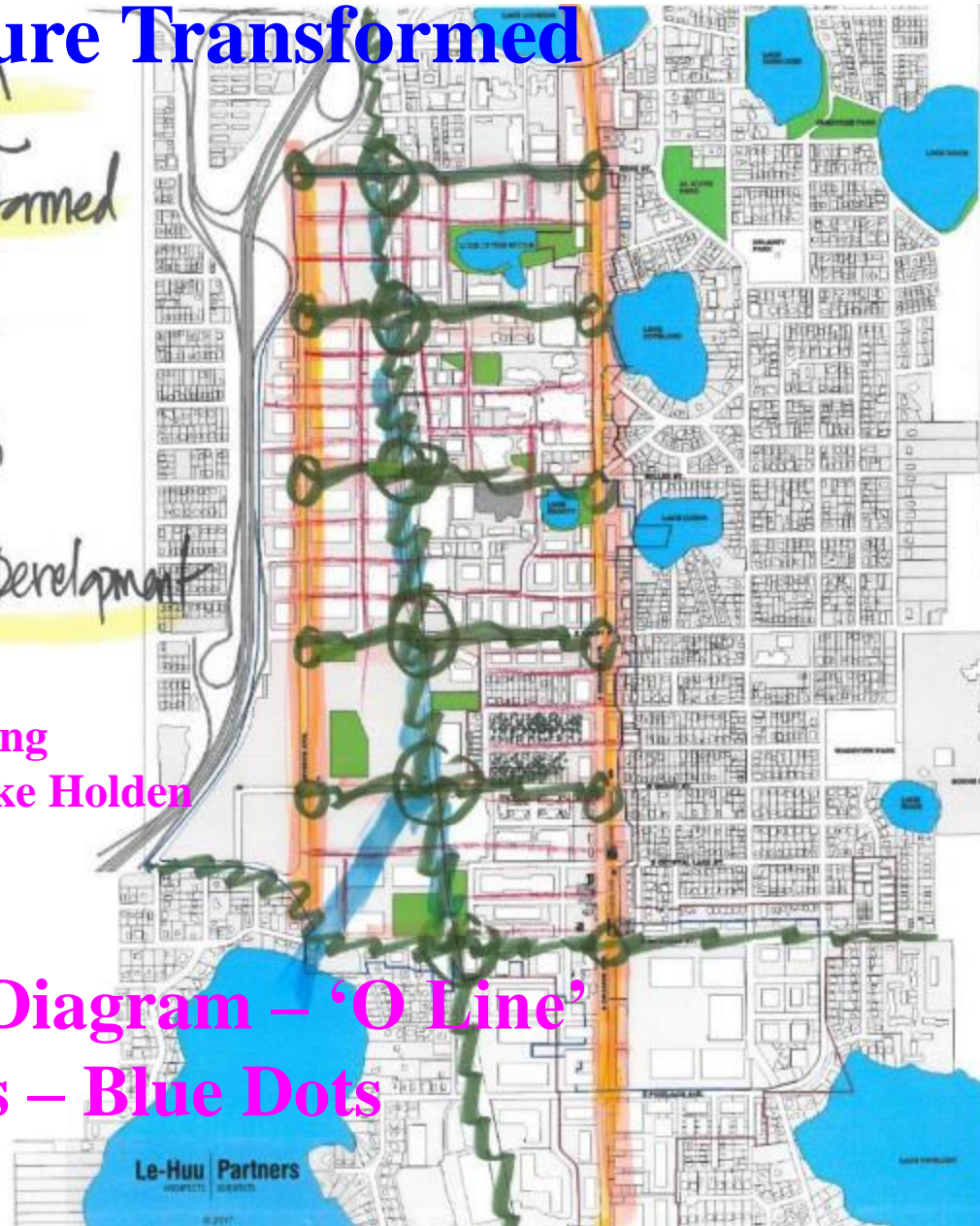
The Big Picture Transformed

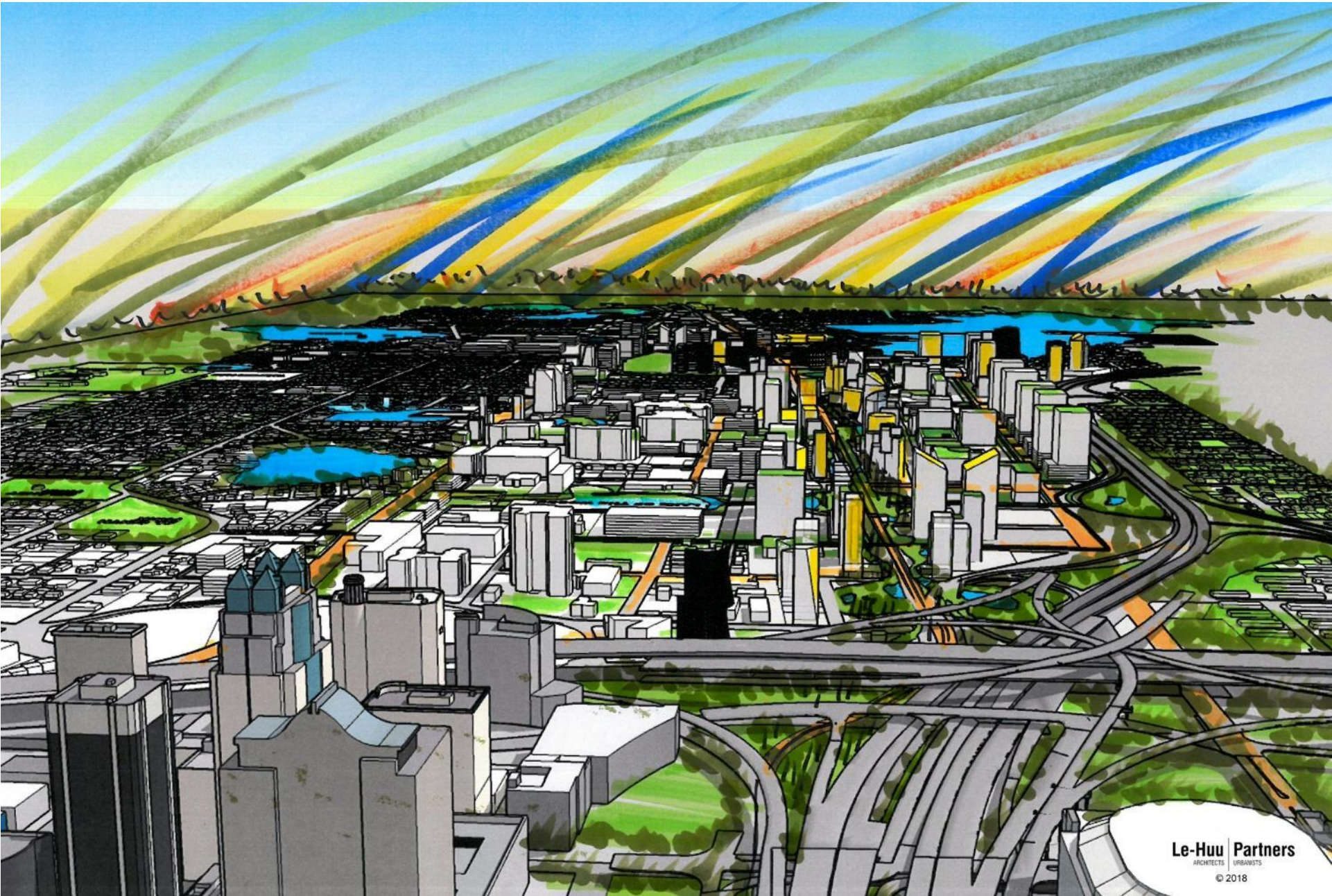
- Conceptual Diagram*
- East & West Transformed
 - ↓ ↓
 - Kidneys Lungs
 - Biological > Approach
 - Spatial
 - \$\$\$ Economic Development

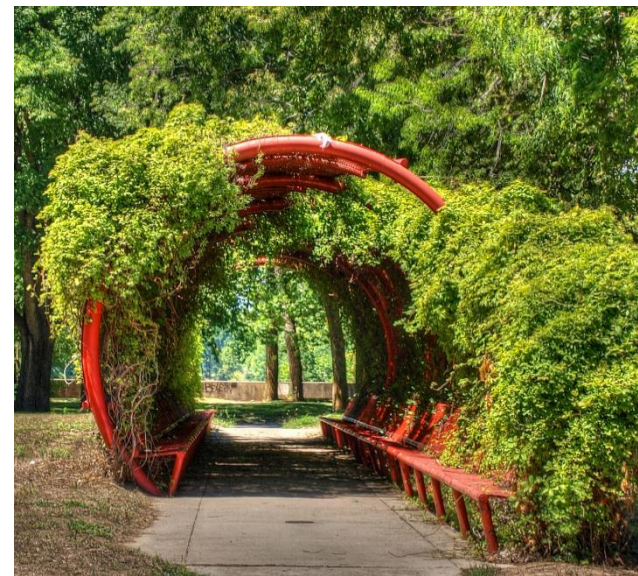
Along the *Spine*:

Bike Trail connecting
Downtown and Lake Holden

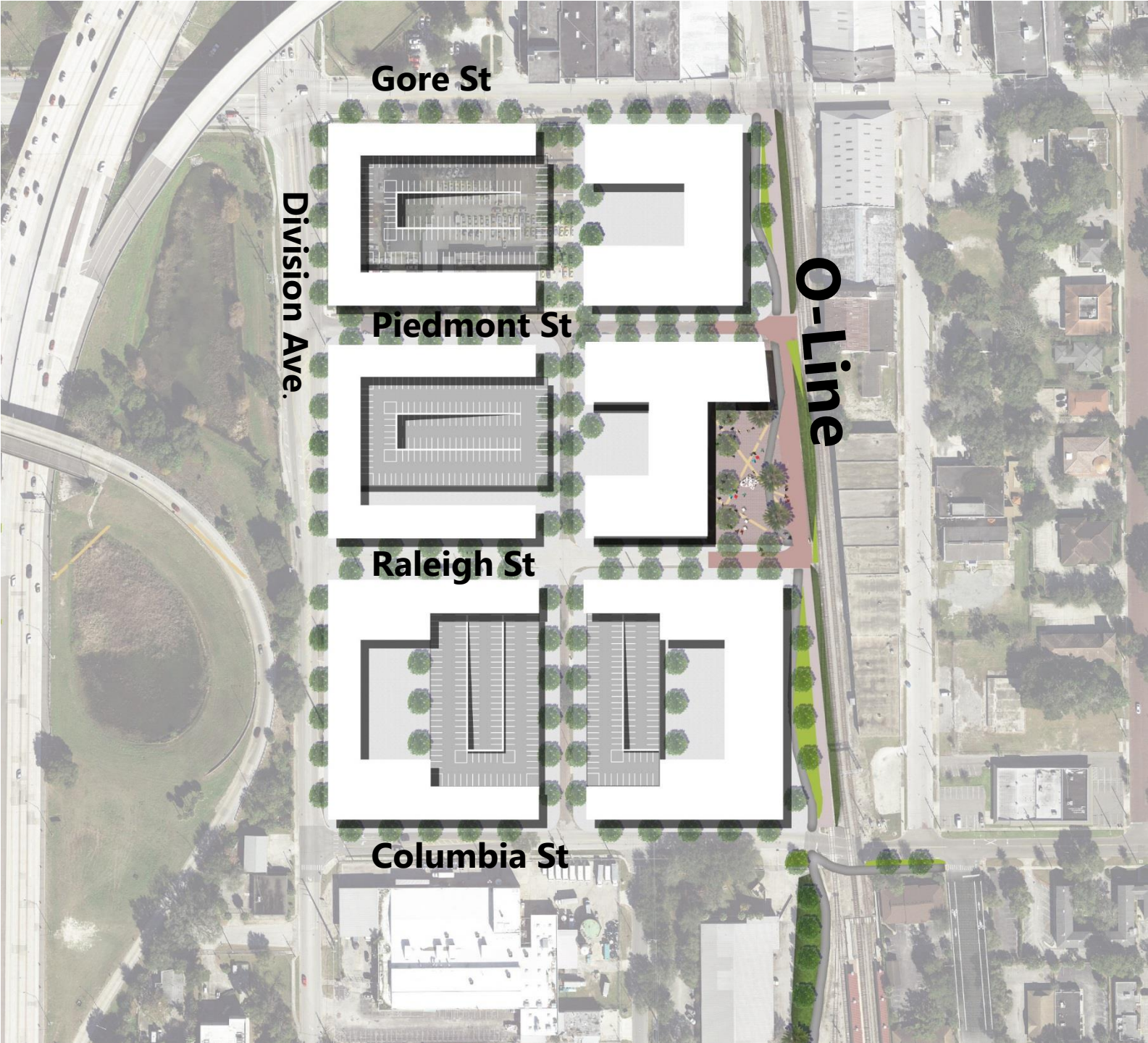
Conceptual Diagram – ‘O Line’
Green Bands – Blue Dots







O-Line Opportunity









Q & A

Stay Involved



SODO NID Website

www.cityoforlando.net/sodonid

Facebook

<https://www.facebook.com/sododistrict/>

Twitter

<https://twitter.com/thesododistrict>

Instagram

<https://www.Instagram.com/sododistrict/>

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