

# Design for Division Avenue in the SoDo NID

DSNID Board Update  
October 10, 2018



# Welcome

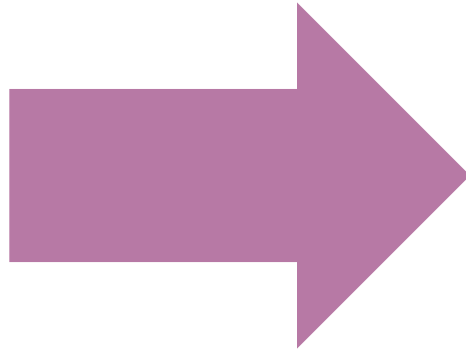
**Process Overview**  
**Public Engagement**

**Design Response**  
**The O-Line**

# 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
- Unified landscape

# 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 Avenue - at Kaley

### 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 narrower 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



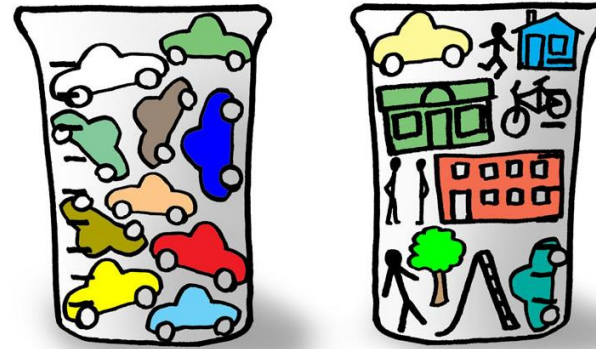
#### Proposed 60' Section - North of Kaley, Option C



# Public Engagement

# 90 +/- Attendees at 2 Public Workshops :

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



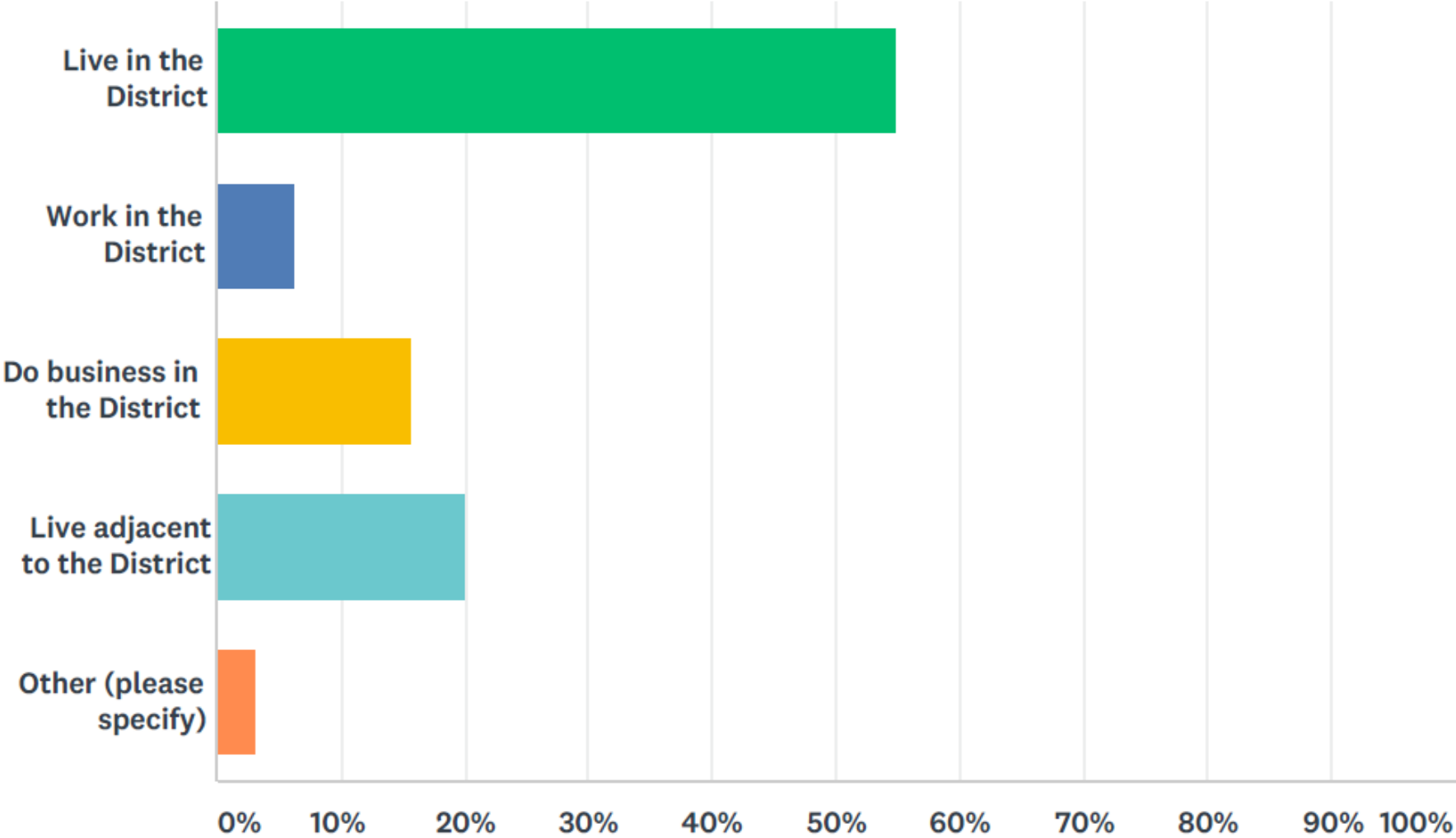
# Survey Says...

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



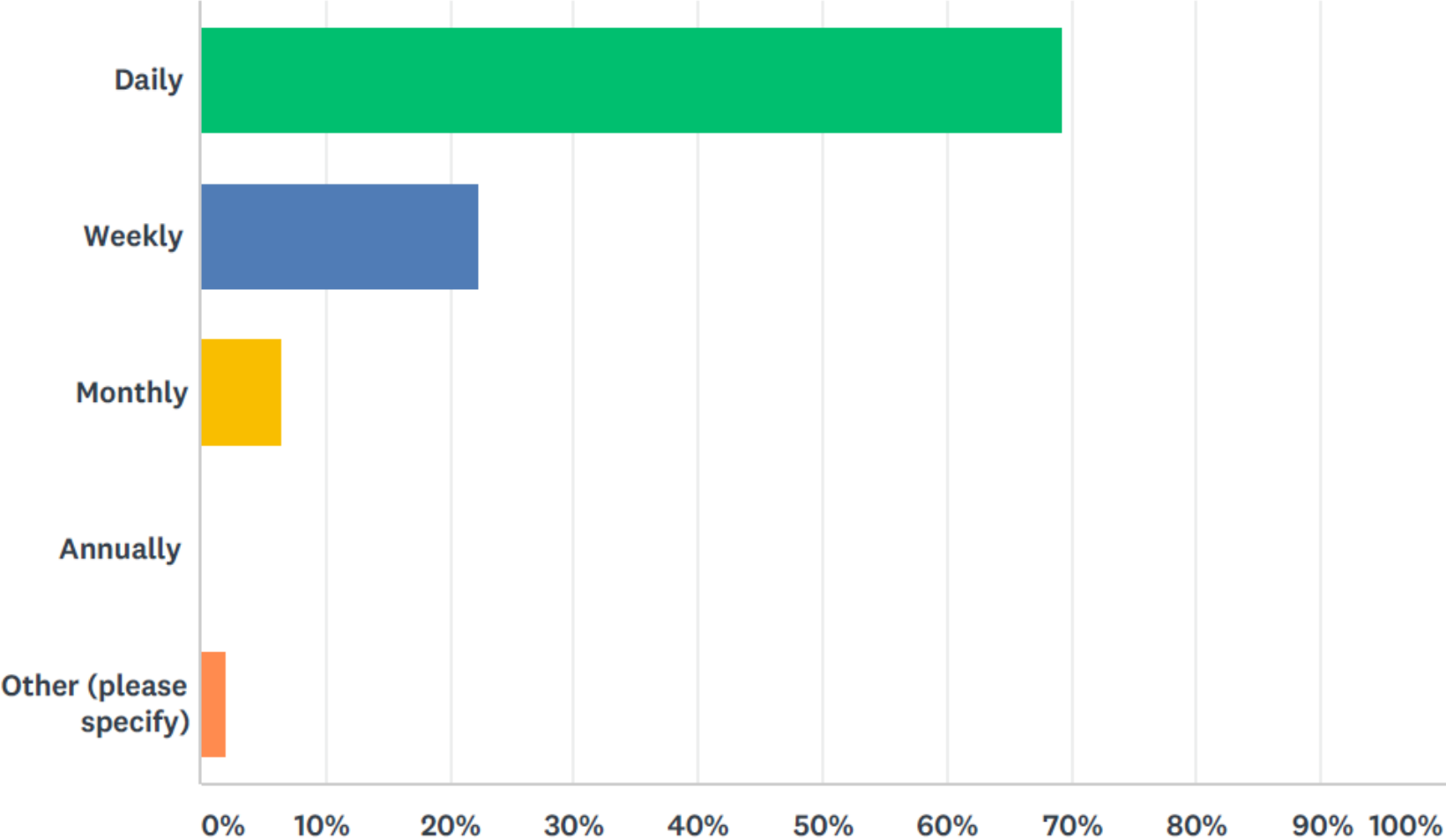
# Q1 What is your interest in the SoDo District?

Answered: 95 Skipped: 0



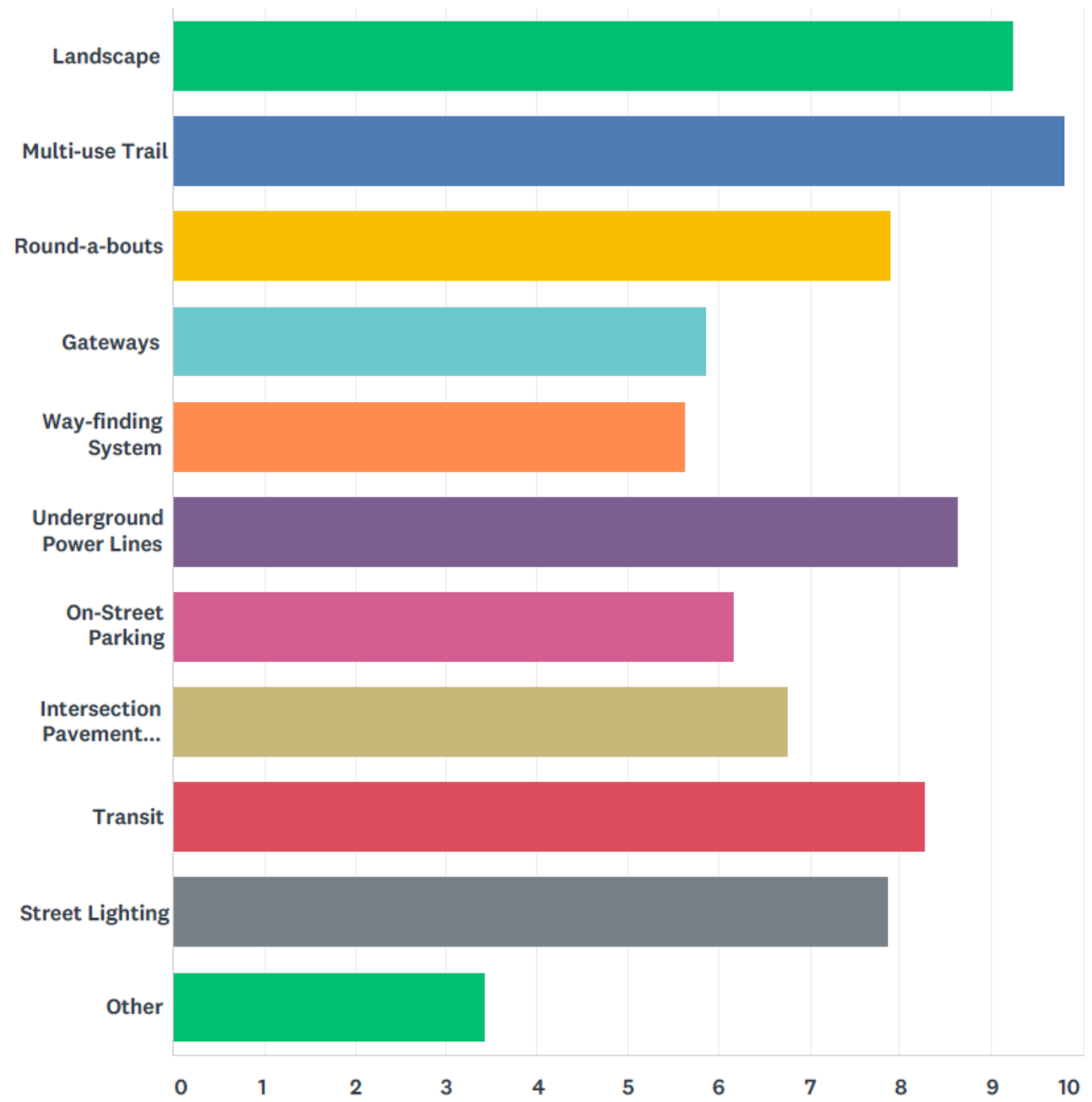
# Q2 How often do you visit SoDo District?

Answered: 94 Skipped: 1



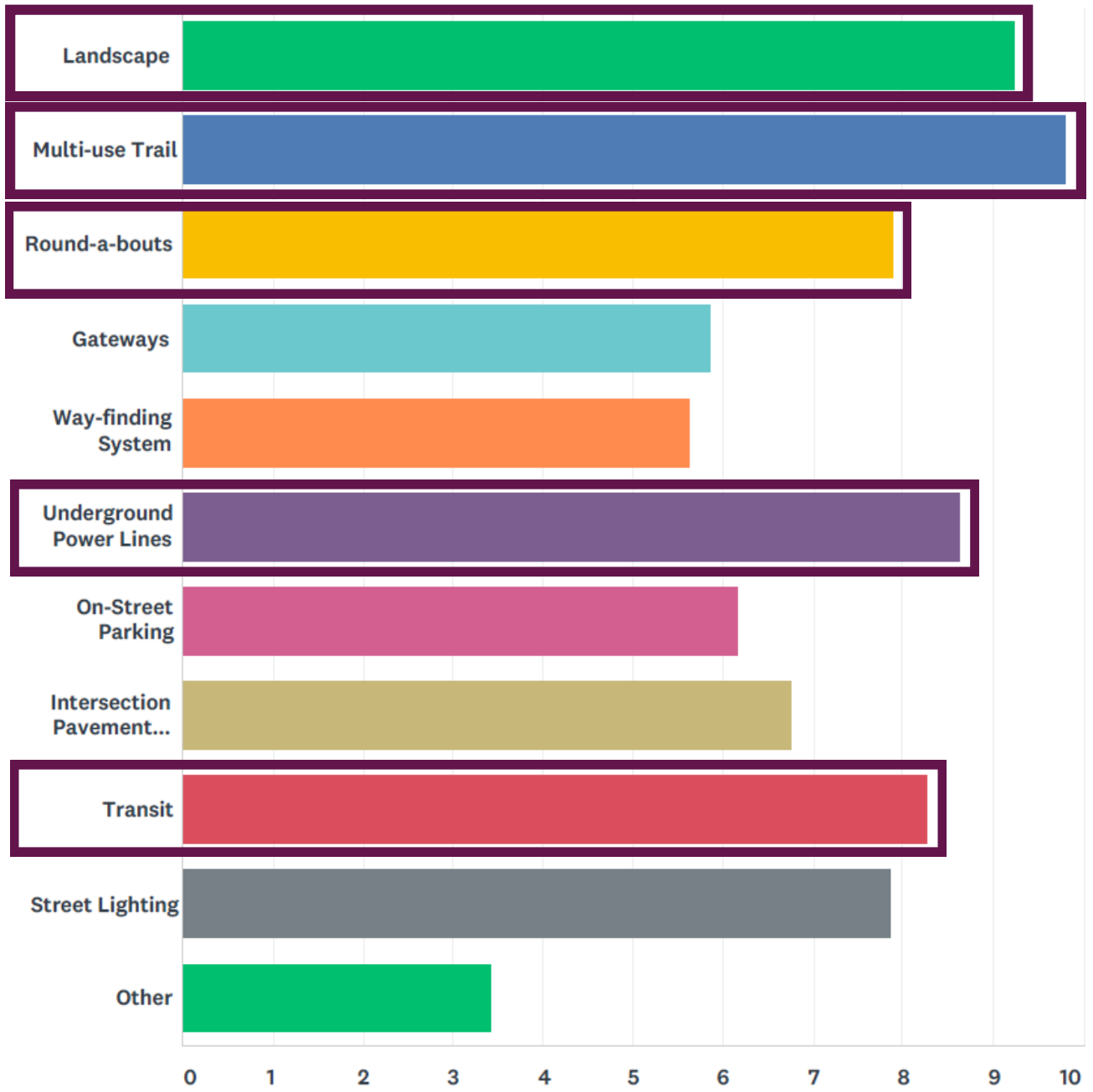
Q3 Please rank each item from 1-3, based on what would make the MOST positive impact on the District.

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



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).



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".

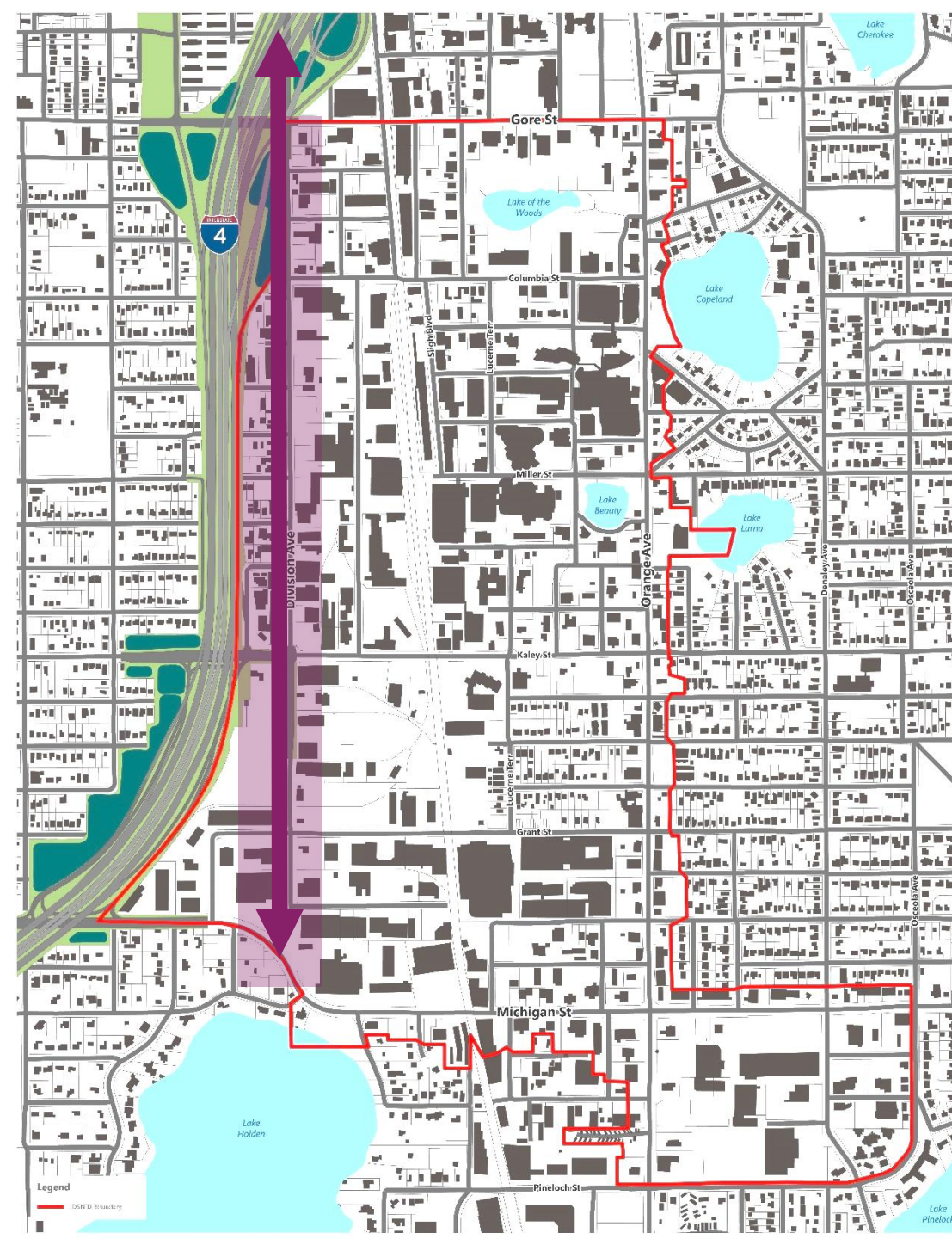
Answered: 83 Skipped: 12

- 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

# 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

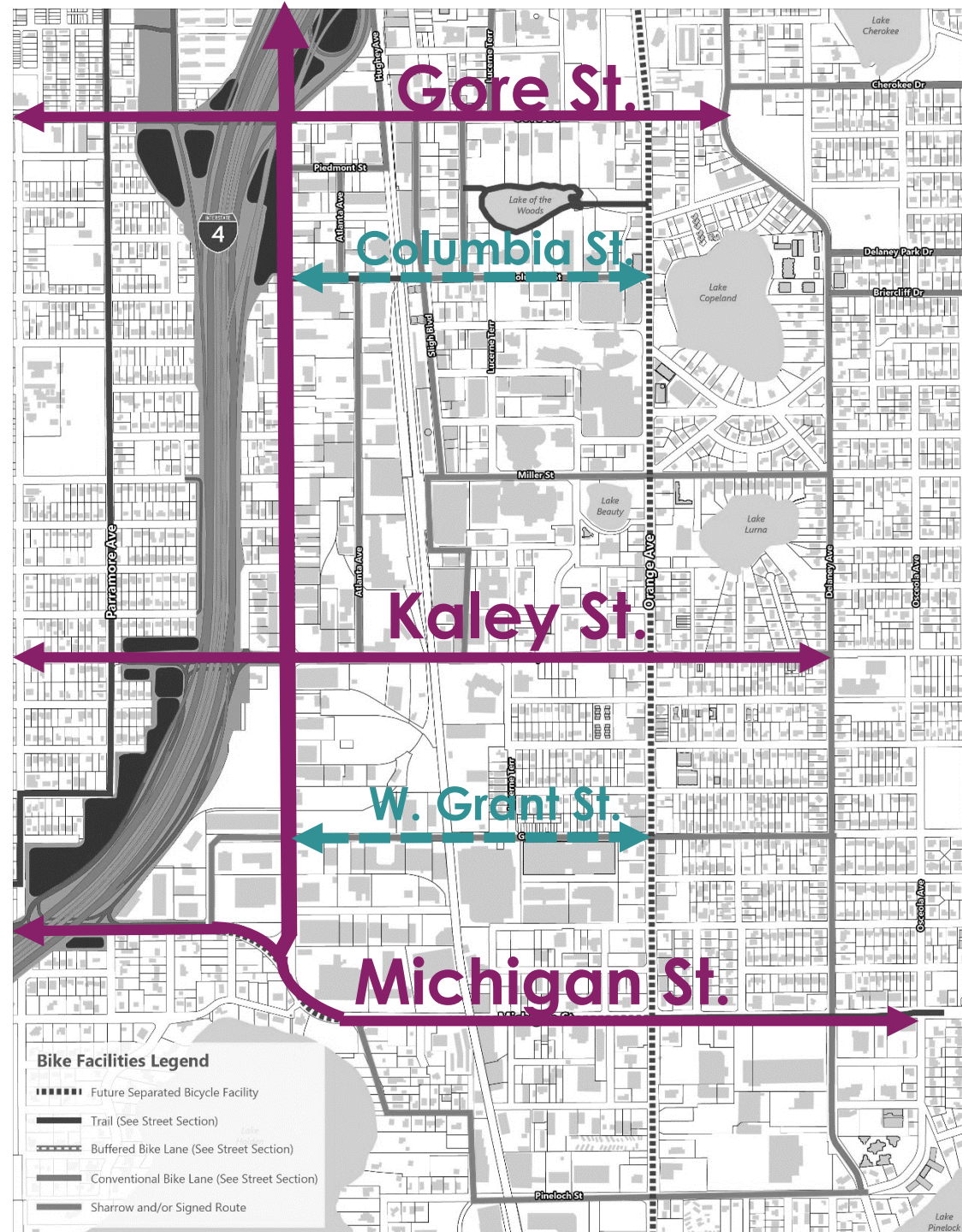
“A complete Street does not occur within a single development. It requires a cluster of supportive developments that creates a walkable community”  
– *Complete Streets in Central Florida*



**Primary Connections**



**Secondary Connections**



# Roadway Network



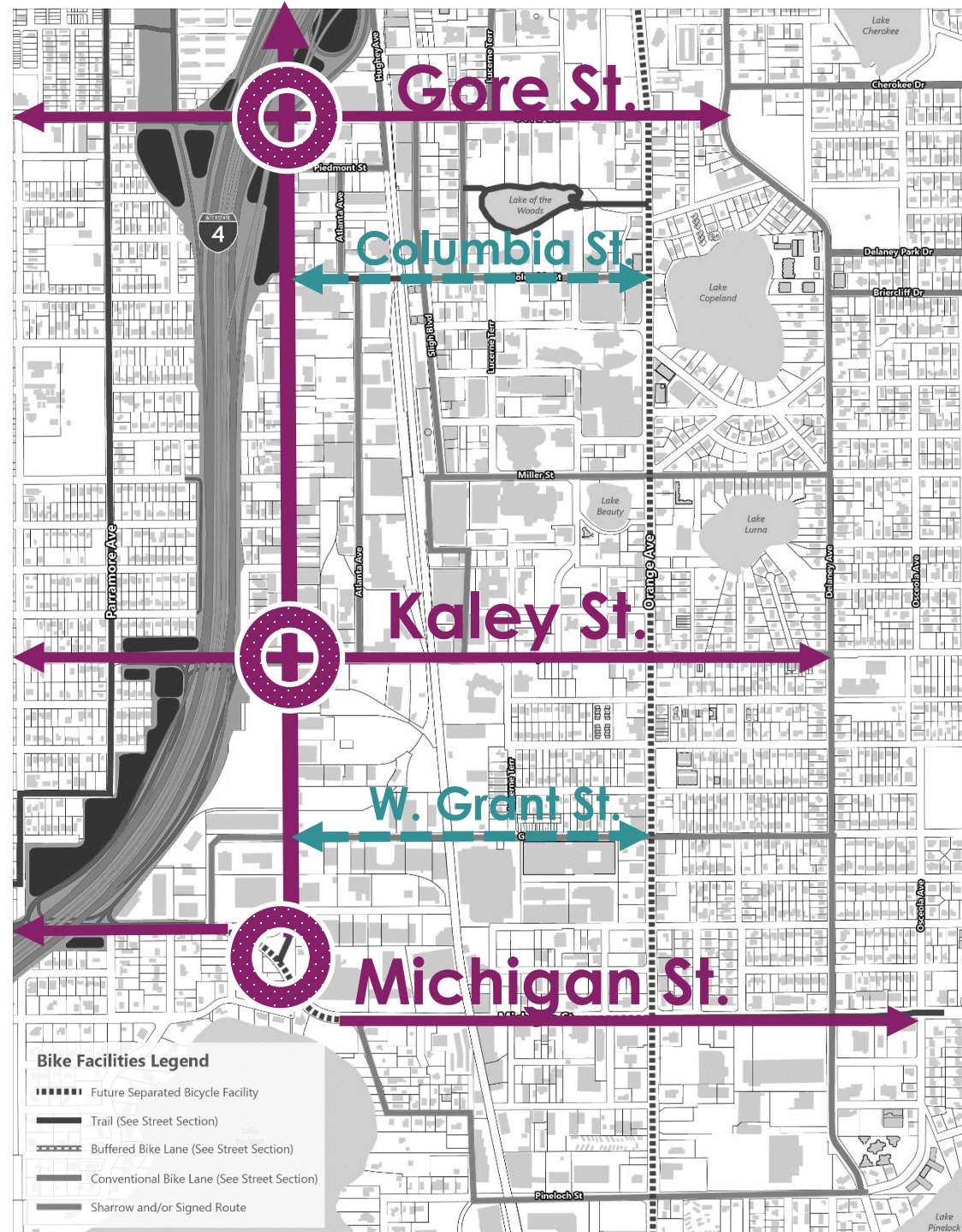
Roundabouts/  
Gateways



Primary  
Connections



Secondary  
Connections



# Vision Elements: Division

(North of Kaley)



# Vision Elements: Division

(North of Kaley)



A. Ollich

# Opportunities & Constraints



# Opportunities & Constraints

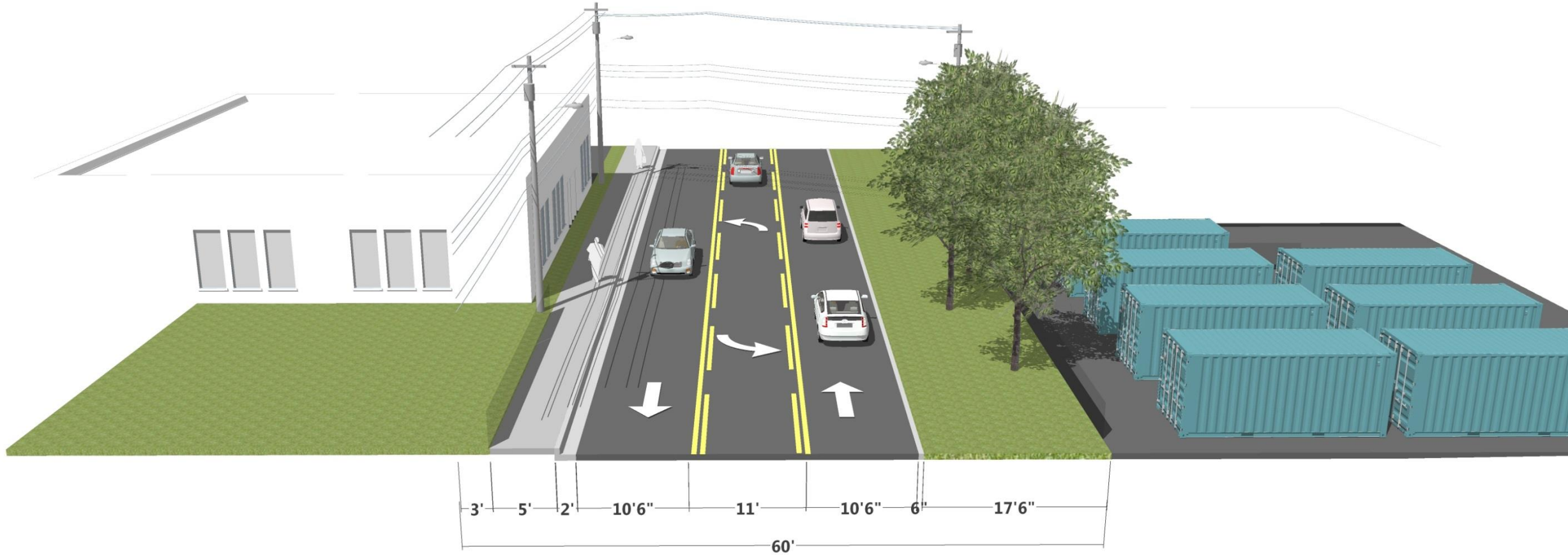


# Opportunities & Constraints



# Typical Sections

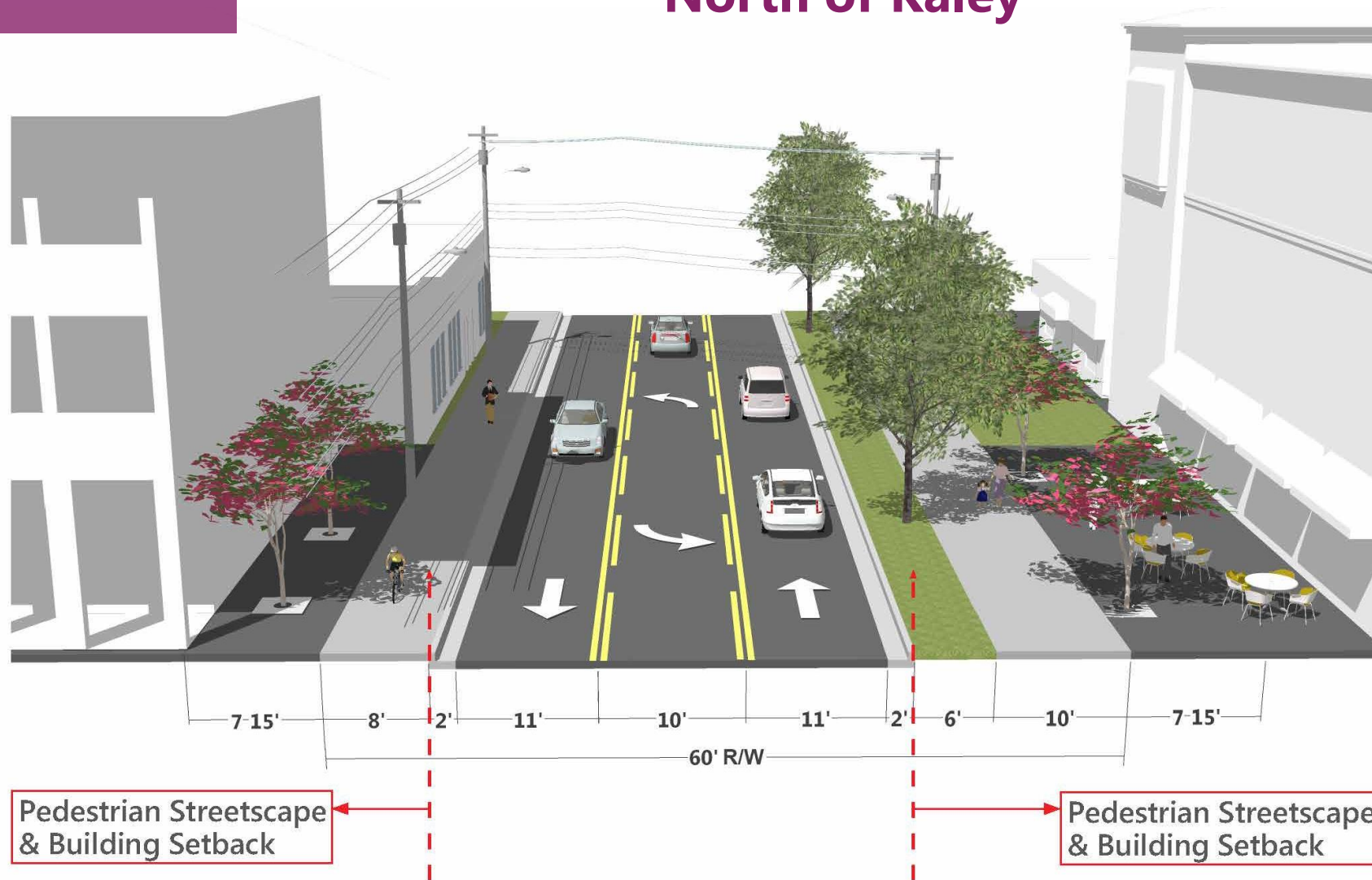
## Existing 60' Cross Section North of Kaley





# Typical Sections

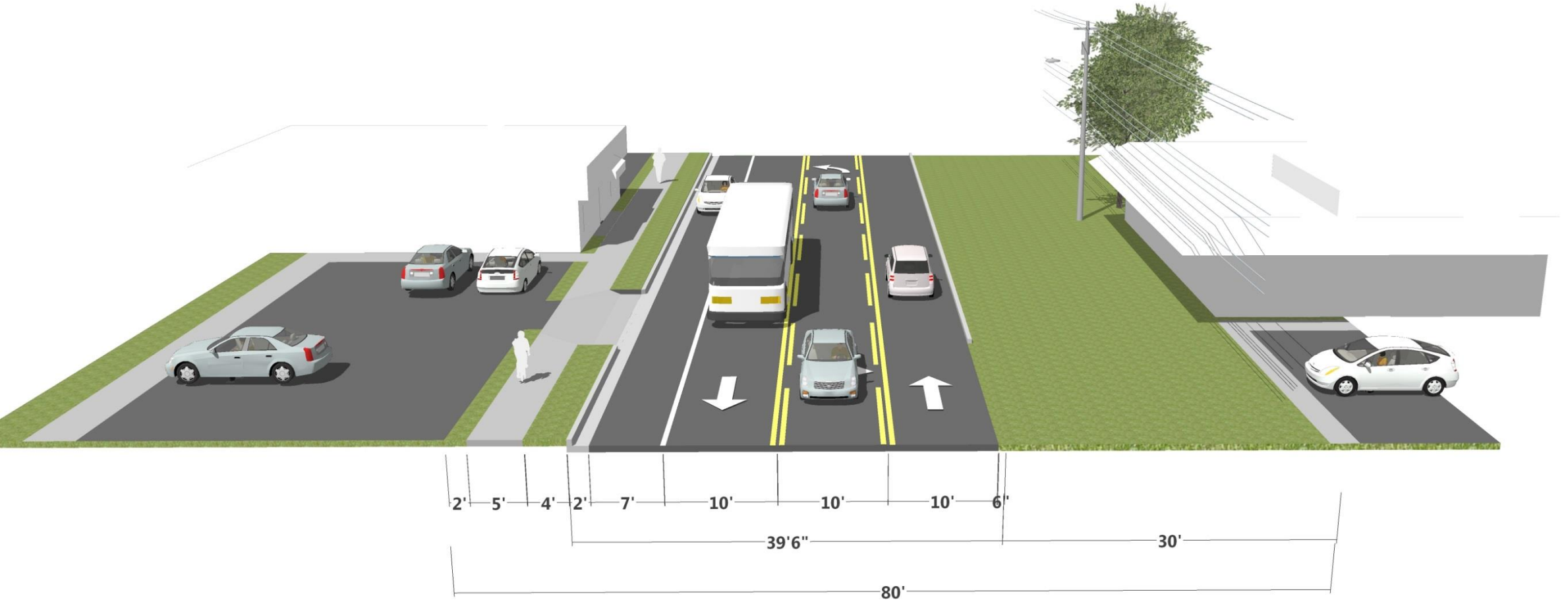
## Proposed 60' Cross Section North of Kaley



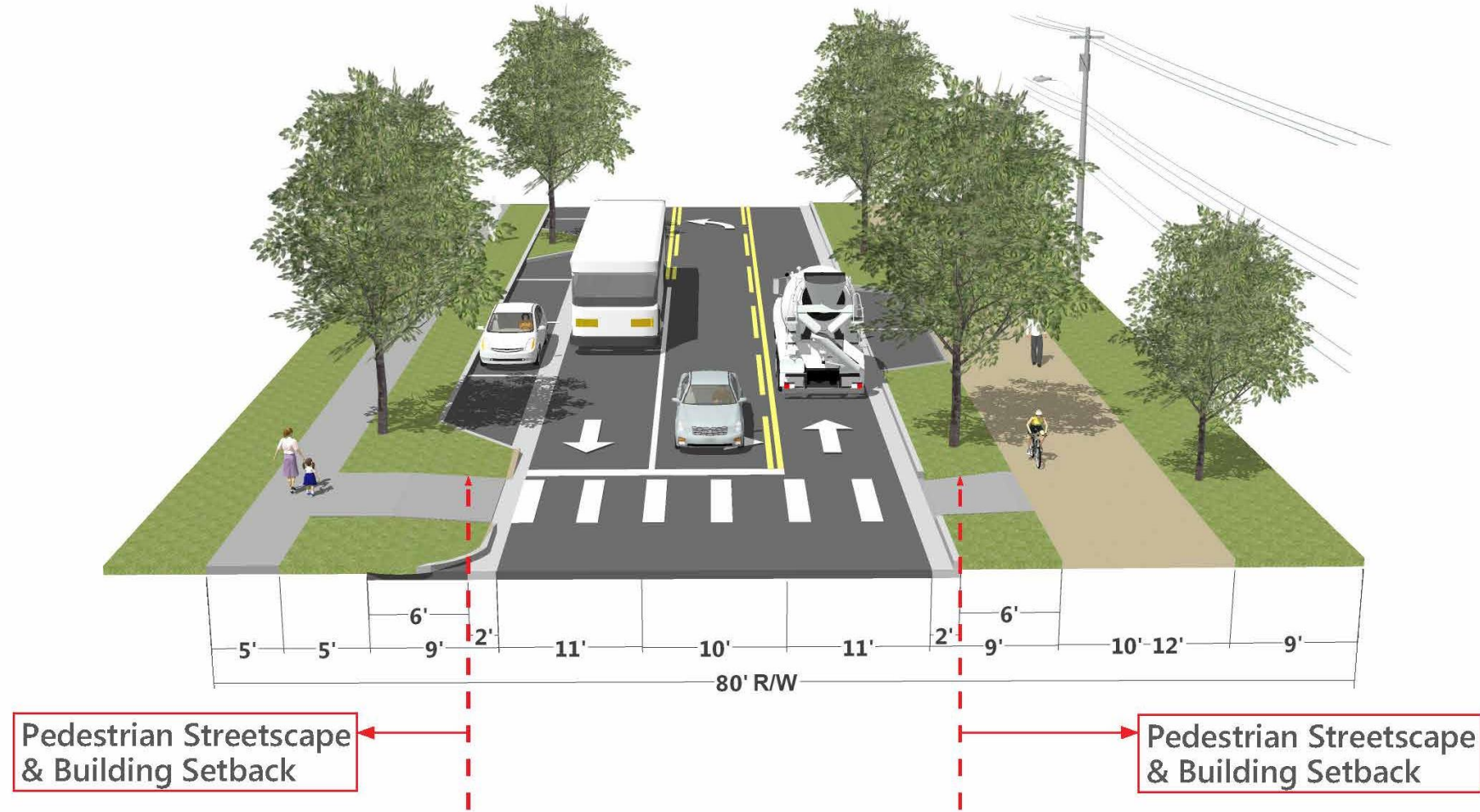
\* From Complete Streets Master Plan Report

# Typical Sections

## Existing 80' Cross Section South of Kaley



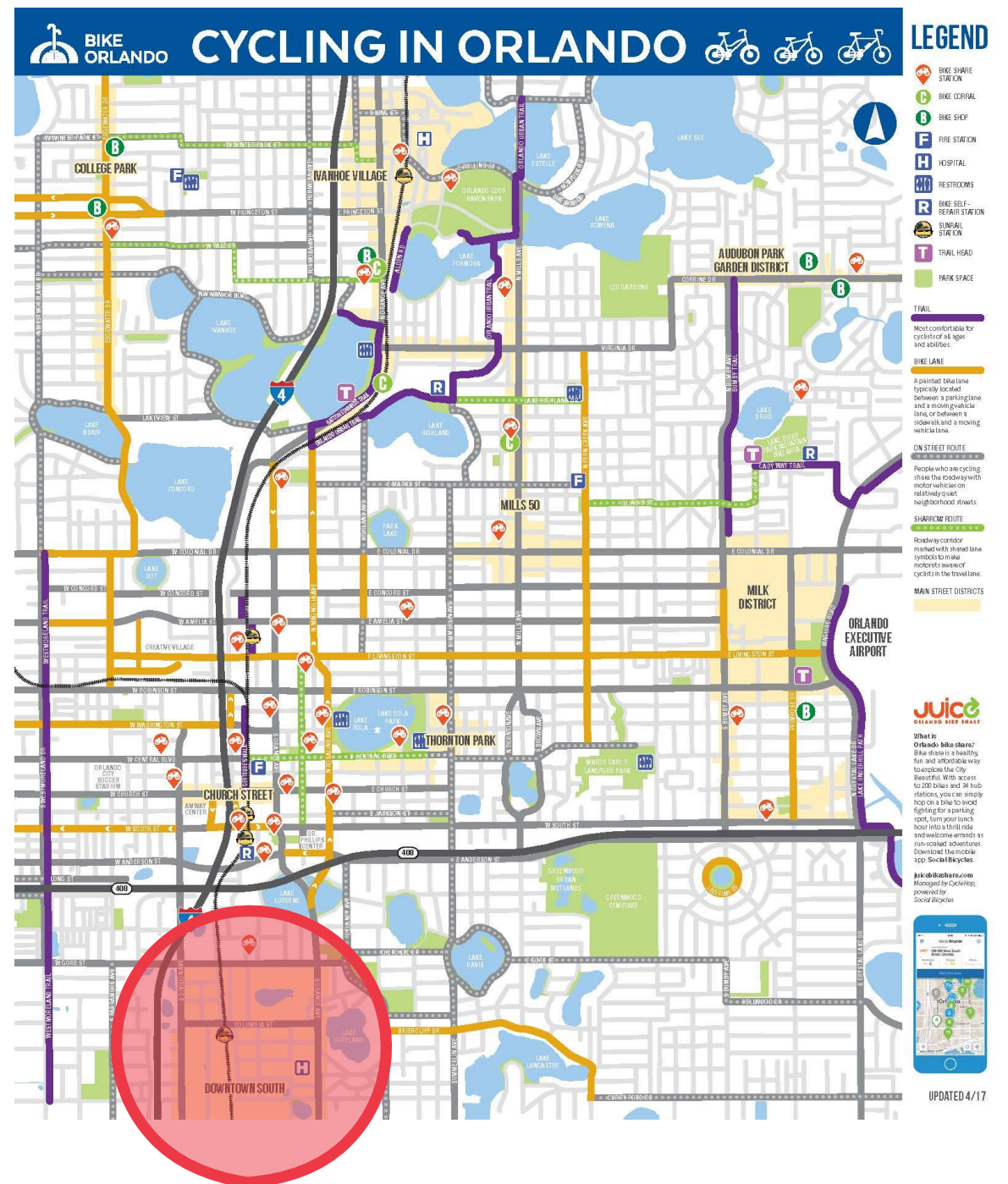
## Proposed 80' Cross Section South of Kaley



\* From Complete Streets Master Plan Report

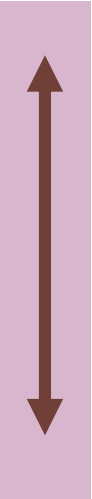
## City of Orlando Cycling

- 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

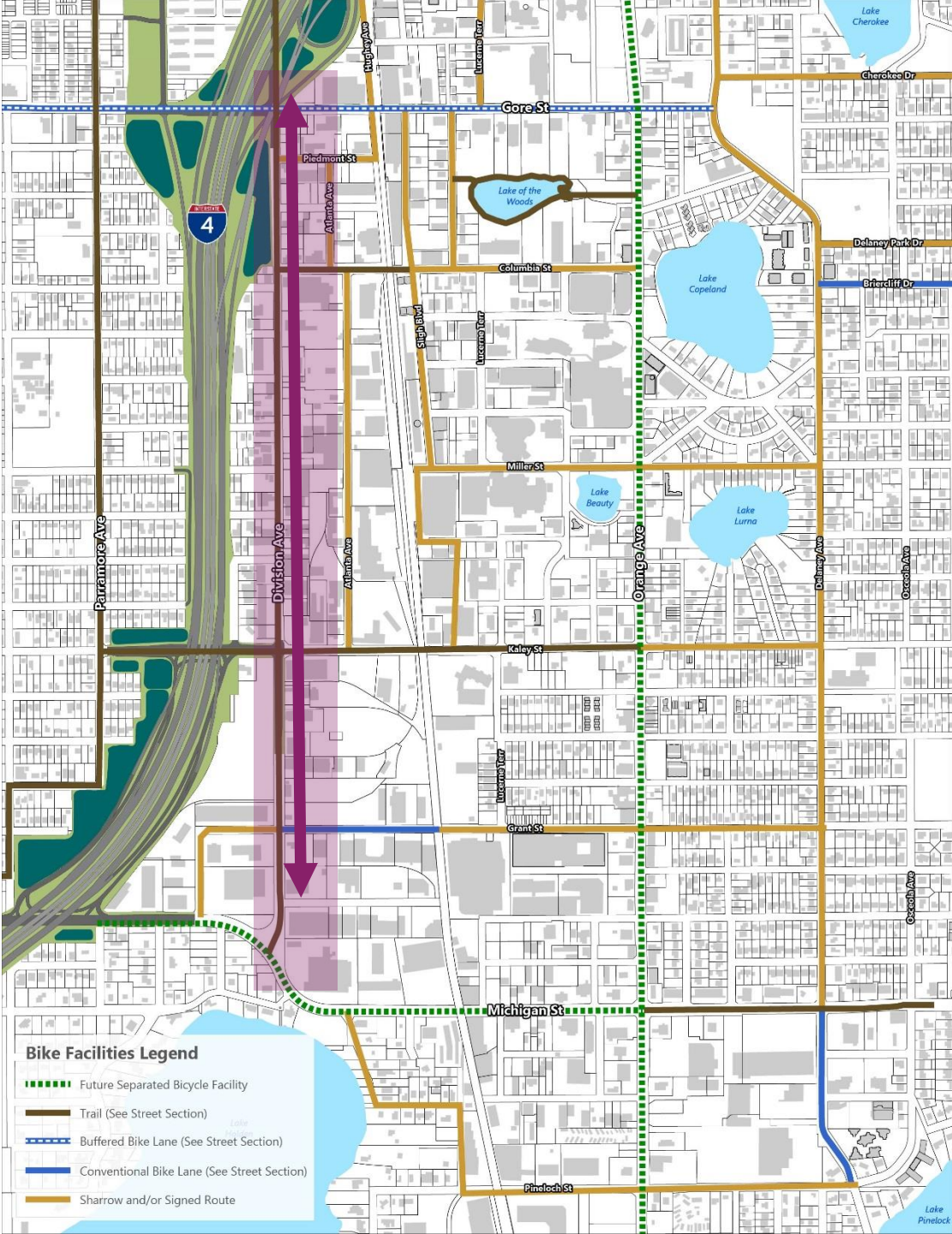


# Downtown Central Trail

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



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)



New  
Street  
Lighting  
&  
Banners

Redevelopment with 10'  
sidewalk easement

Corner  
Activity,  
Bldg  
Feature

Public  
Art

Pedestrian  
"Pockets"

Softened  
Edges

Continuous  
Sidepath /  
Multi-Use Trail

# Trail Design



# West Side Design



# Roundabouts / Intersections



## Safety

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

## Users

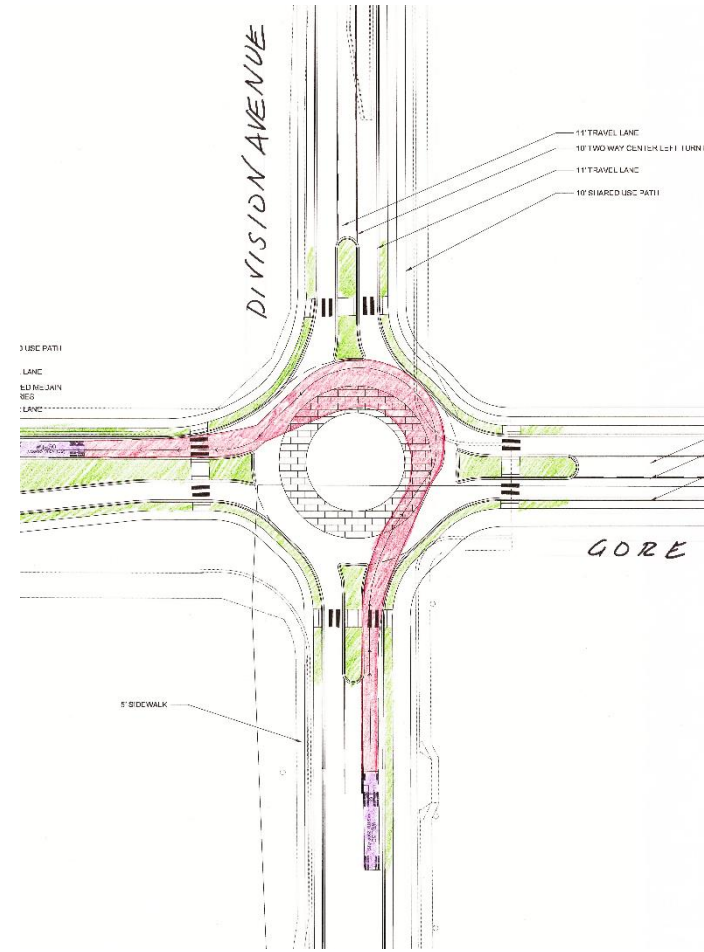
- *Shorter travel time*
- *Accommodates Industrial/ Truck traffic*
- *Inclusive of pedestrians, cyclists & transit*
- *Attractive*
- *Gateway Opportunities*

## Environmental

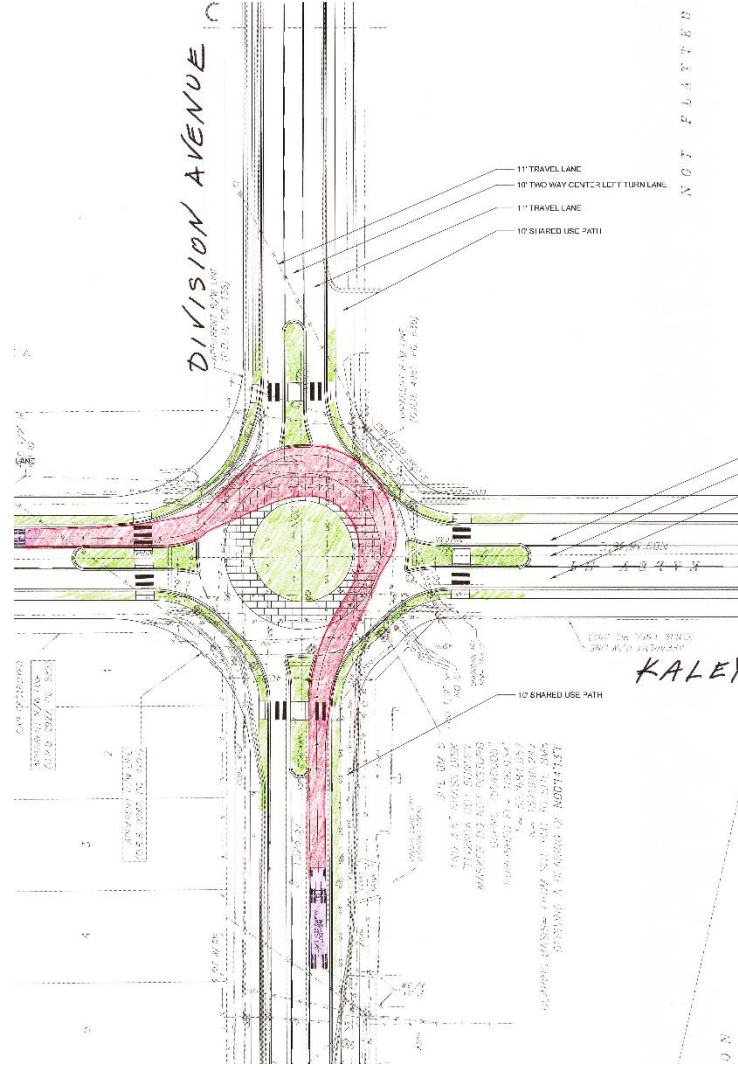
- *Reduced emissions/energy consumption*
- *Low tech*
- *Less impervious surfaces*
- *Room for other uses; landscape, stormwater, paths, etc.*
- *Reduced maintenance costs*

# Roundabouts

## Gore St. & Division Ave.



Gore St



Kaley



Michigan

# Conceptual Design

# Play





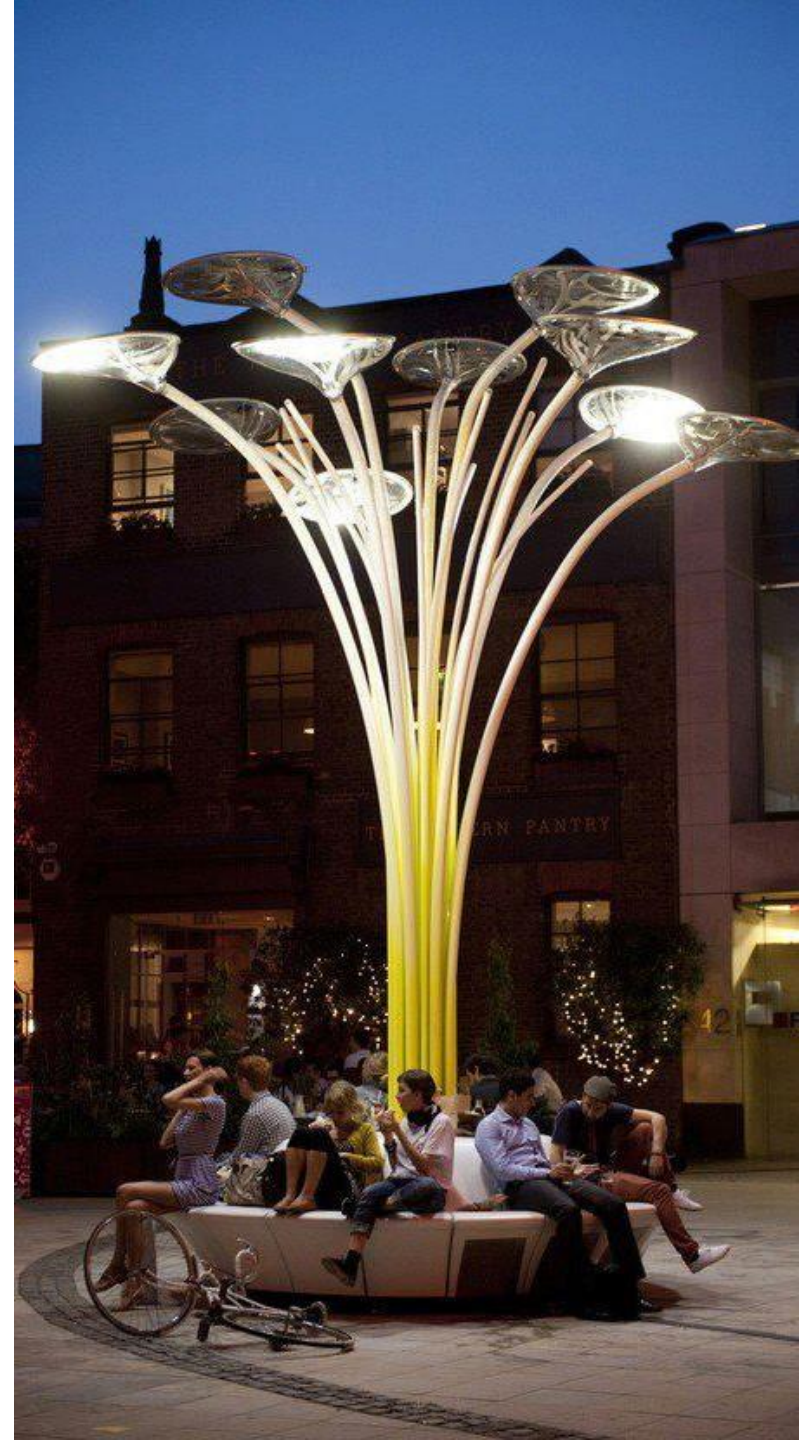
# Art



# Dine

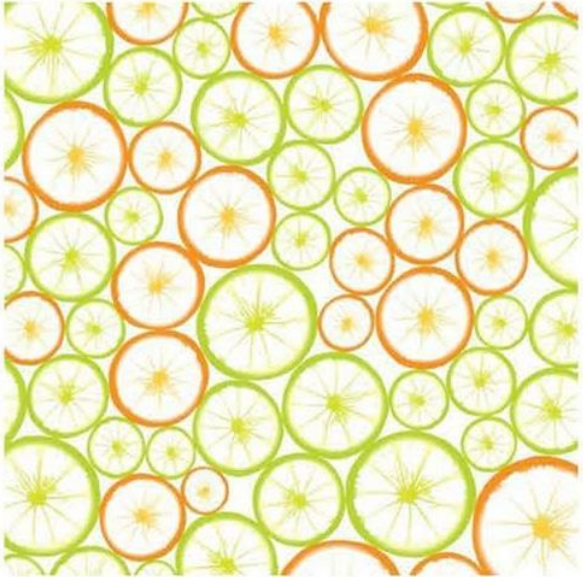
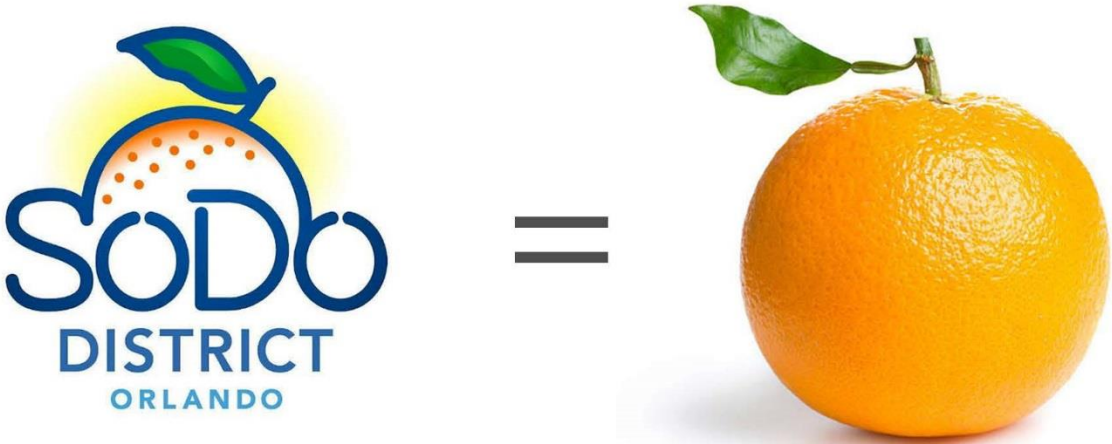


# Shade & Light



# Conceptual Design

orange ave + sodo (orange logo) = orange motif



simple idea, complex breakdown



\* From GAI Community Solutions Group

# Conceptual Design



=

# Cross Walks

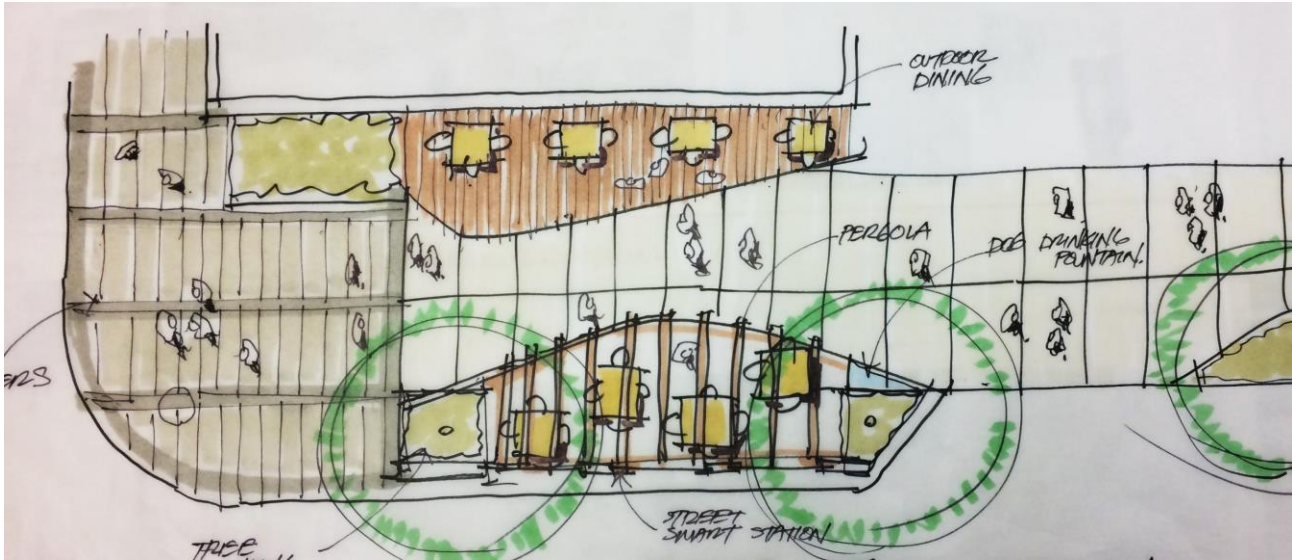
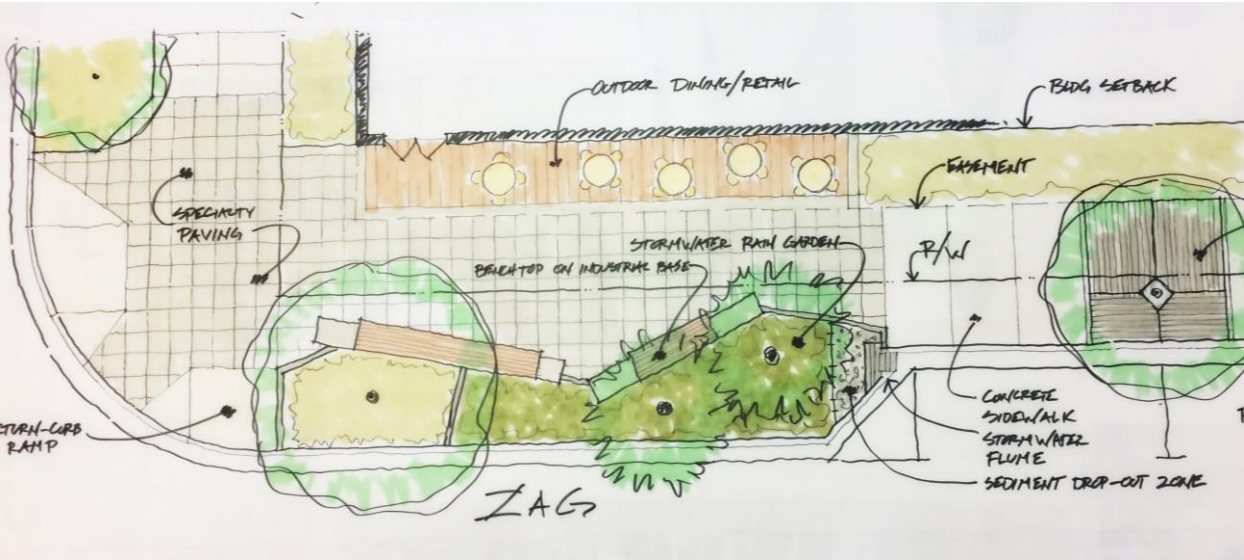


# Public Art

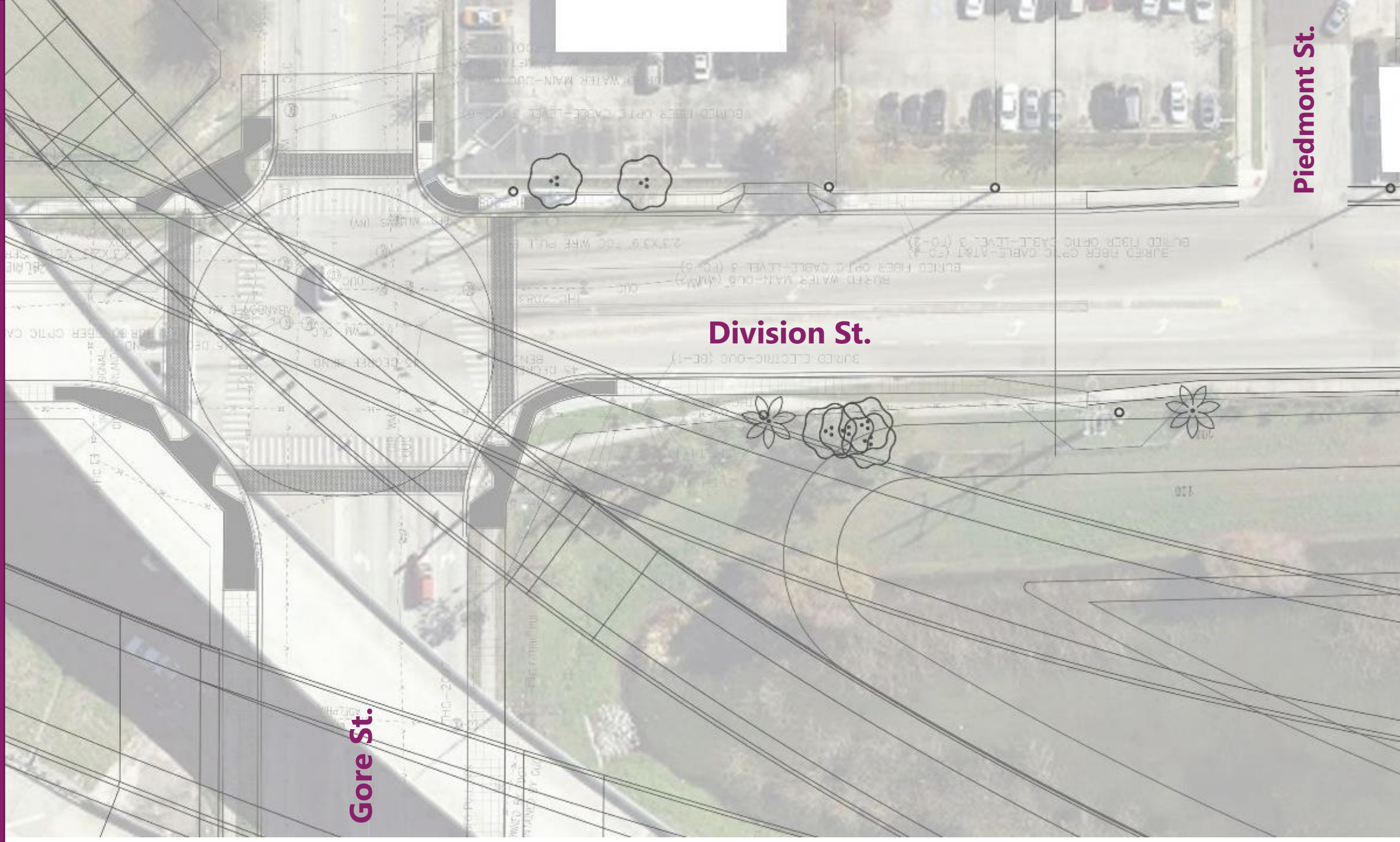


# Meet Me at The Corner!

Concepts Developed in the Public Workshop



# Conceptual Design: Division

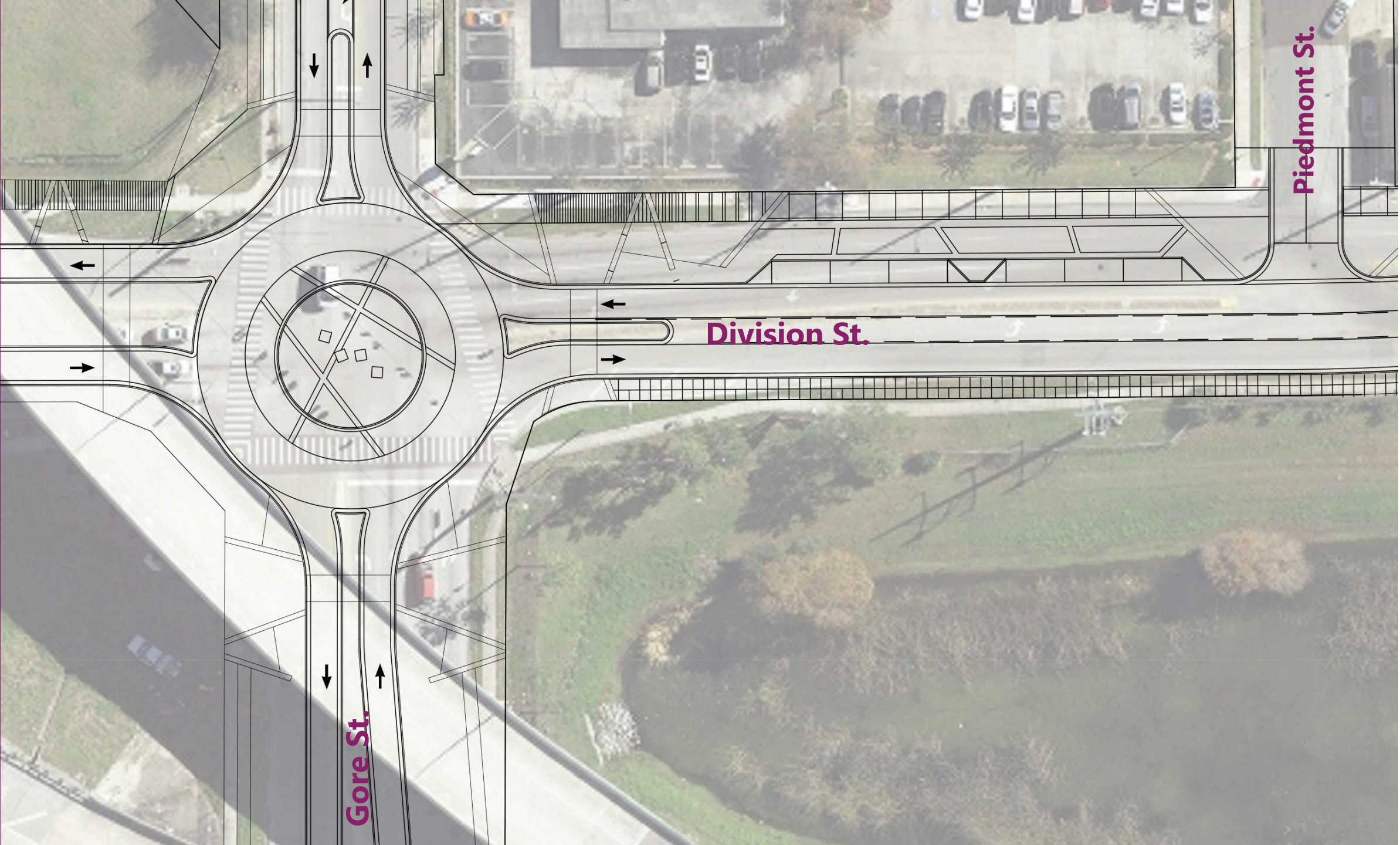


**Gore St.**

**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



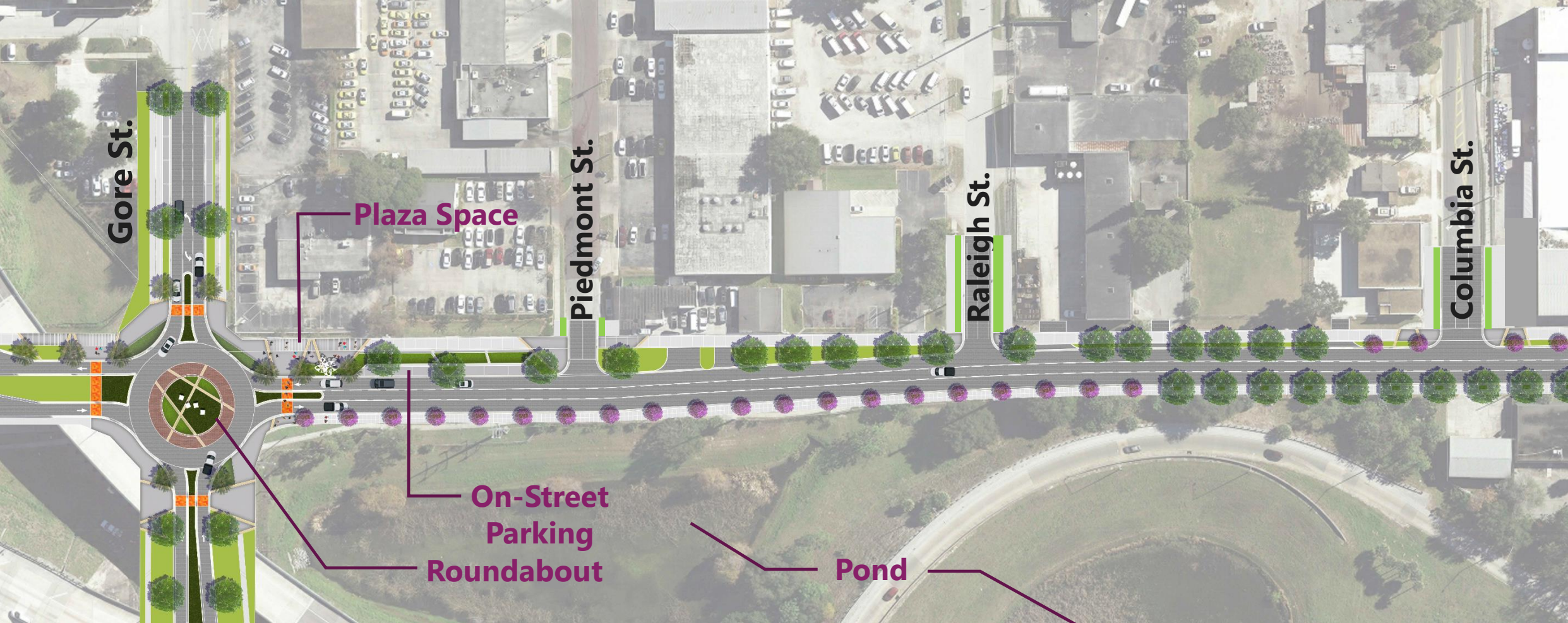
# Conceptual Design: Division



# Animation



# Division Avenue Layout



Gore St.

Plaza Space

On-Street  
Parking  
Roundabout

Pond

Piedmont St.

Raleigh St.

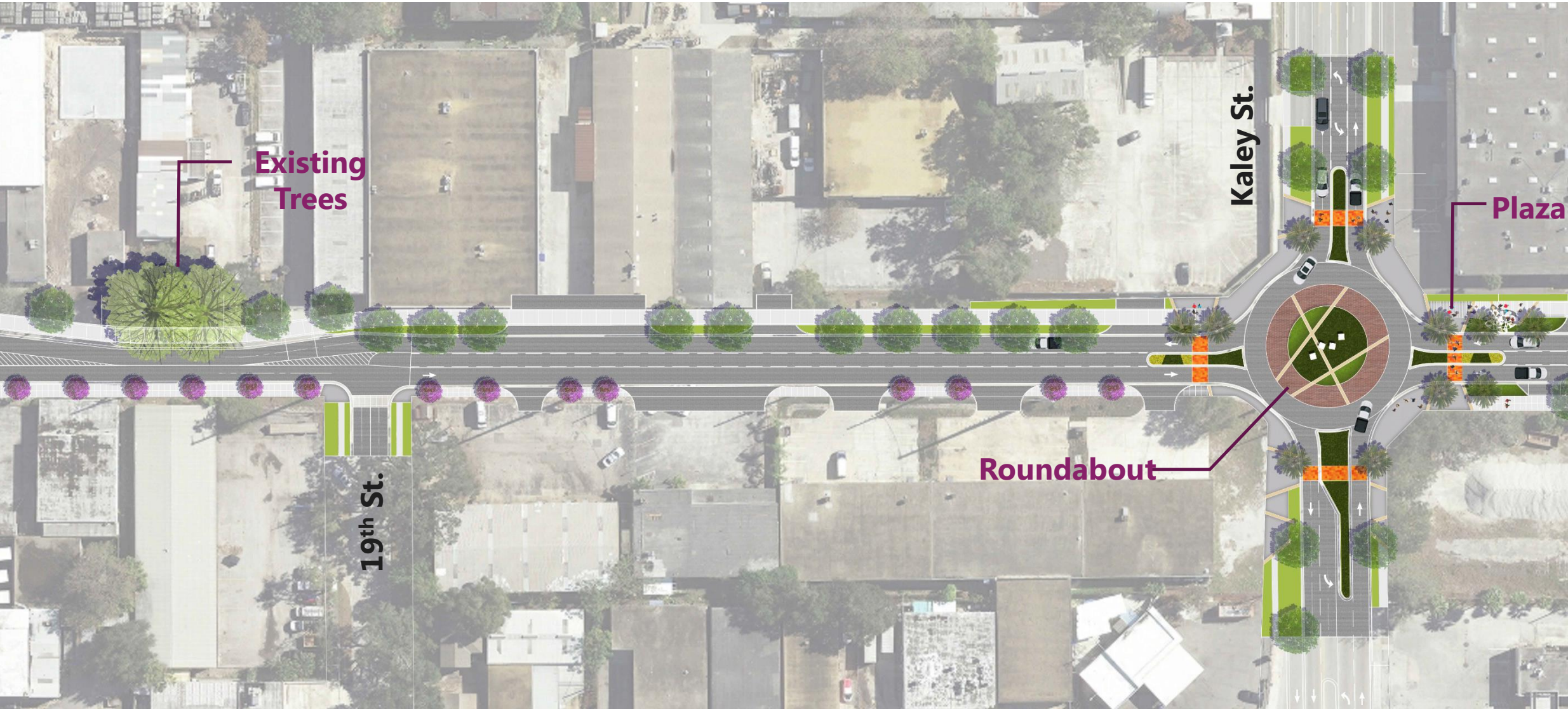
Columbia St.

# Division Avenue Layout





# Division Avenue Layout



# Division Avenue Layout



# Division Avenue Layout



Grant St.

27th St.

Public Park

Roundabout

Michigan St.

# Division Avenue Landscape Material

## Street Trees



LIVE OAK



'MUSKOGEE' CRAPE MYRTLE,  
SINGLE TRUNK



SYLVESTER DATE PALM

## Shrubs and Groundcovers



SILVERFORM SAW PALMETTO



MUHLEY GRASS



DWARF FAKAHATCHEE GRASS



DWAEF YAUPON HOLLY



DWARF FIREBUSH



WALTER'S VIBURNUM



ASIATIC JASMINE



PERENNIAL PEANUT

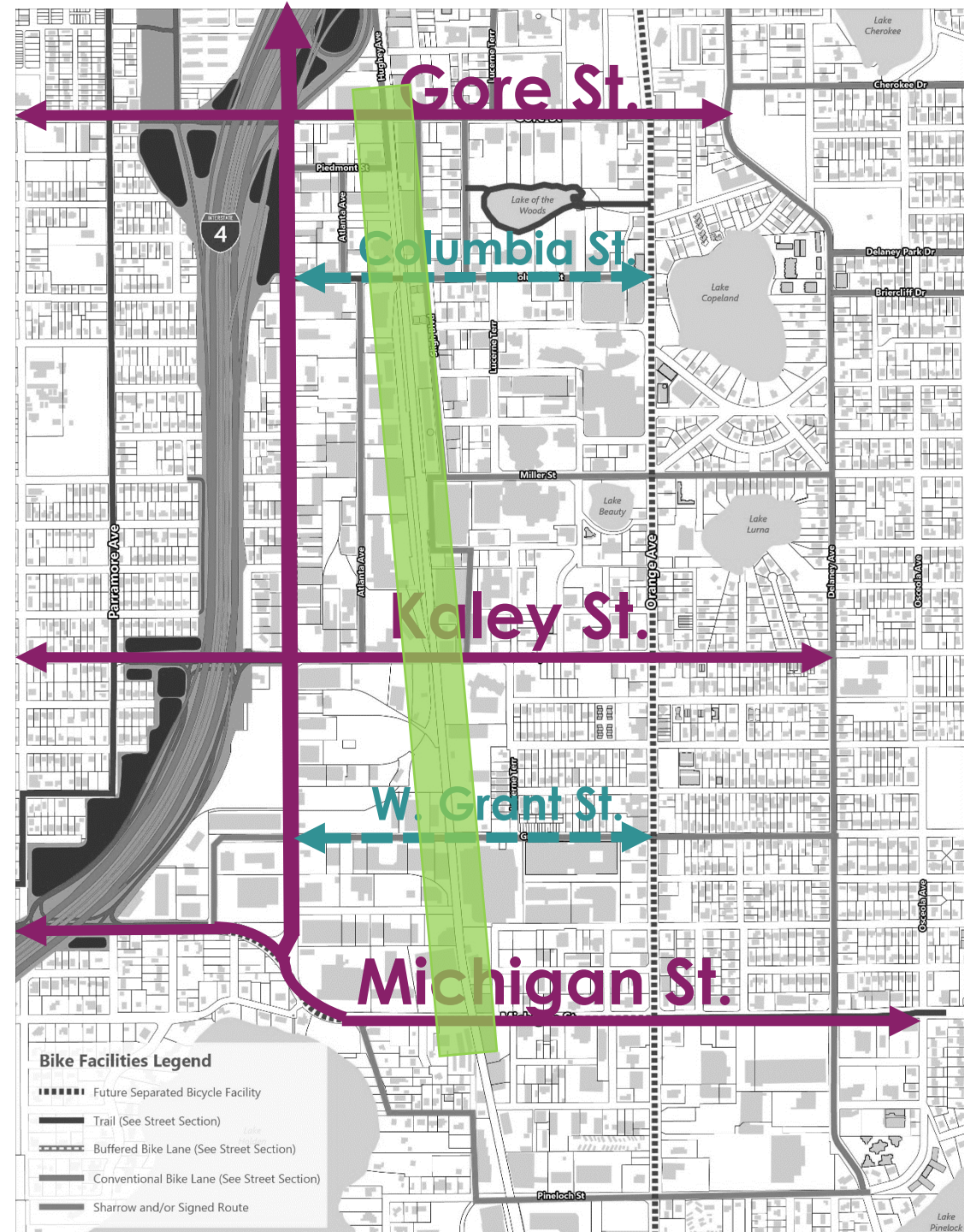


MIMOSA

O-Line

# O-Line Opportunity

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



*To see the forest from the trees*



*To see the forest from the trees*





1. Extend model to include City Hall

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



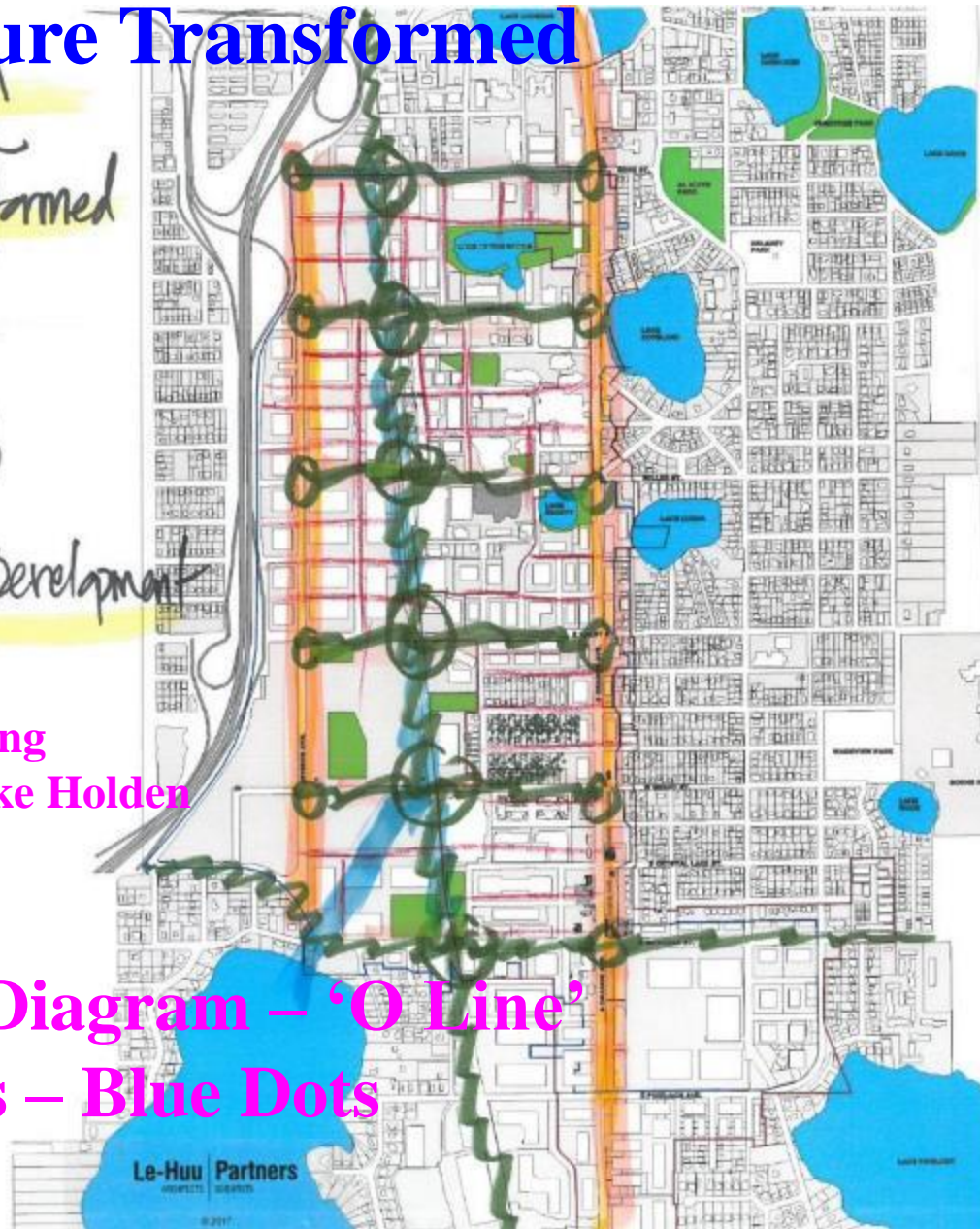
Bike Trail connecting  
Downtown and Lake Holden

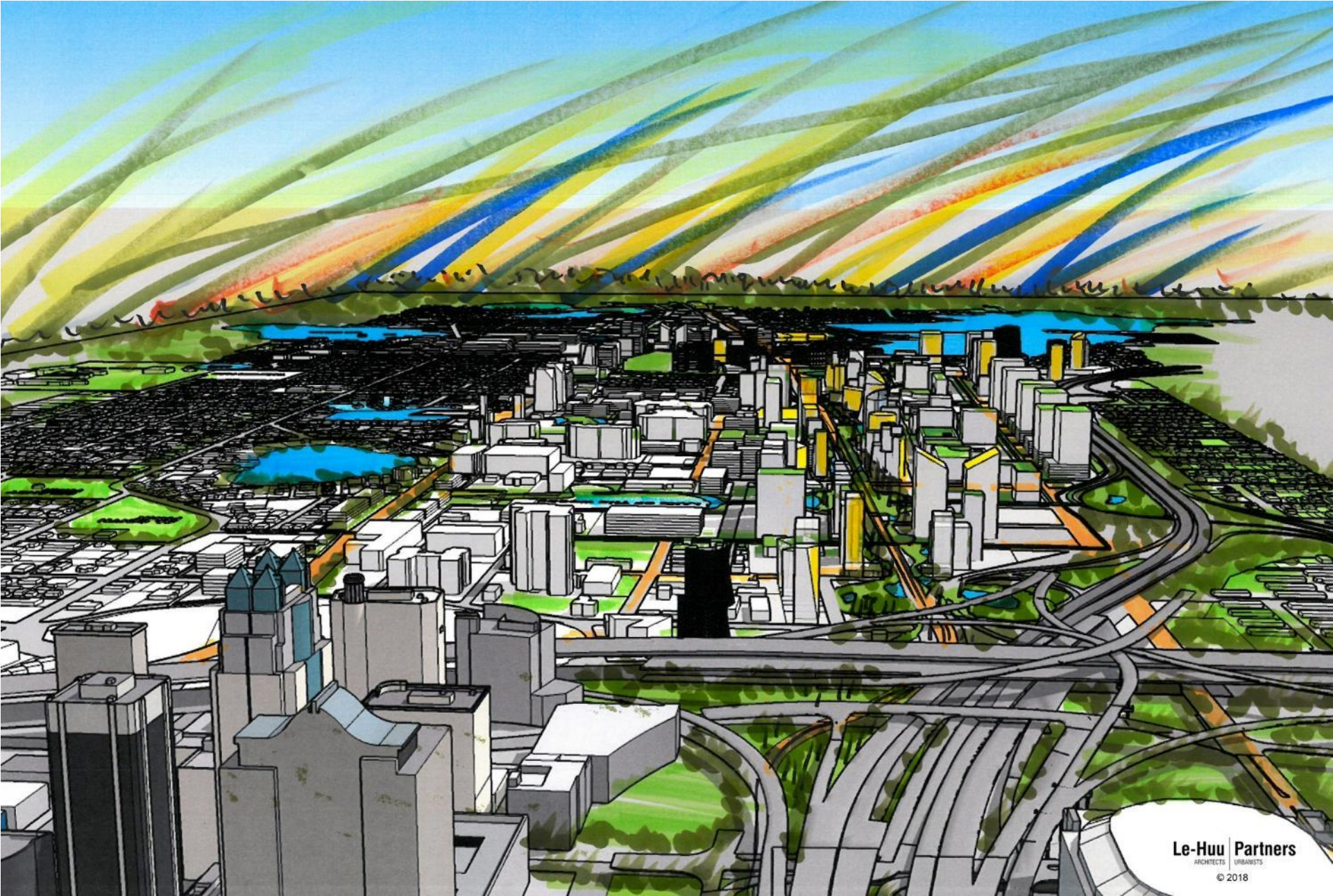
# The Big Picture Transformed

- 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

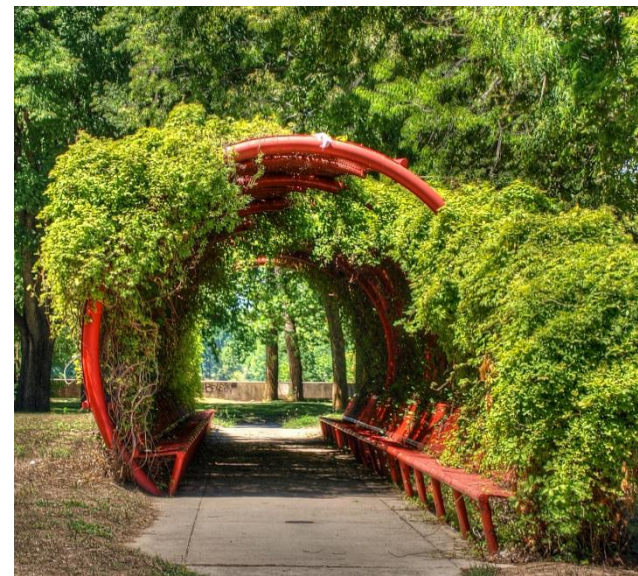




Le-Huu Partners

ARCHITECTS URBANISTS

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Q & A