

Planning for Division Avenue in Downtown South

Public Meeting + Update
January 30, 2018



**Did you grab a Survey?
Complete the comment
card & turn in to our staff
tonight!**

**Survey cards are in located at the
room entrance.**

Welcome

Introduction

Purpose of Workshop

Overview

Division Avenue

Design Ideas

Your Input

Purpose of Workshop

To Listen to You

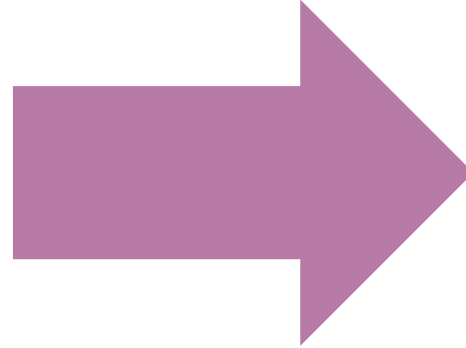
As we develop a conceptual streetscape plan to help shape the future of Division Avenue.

Overview

Where are we in the process?

Team

- + DSNID Advisory Council
- + Main Street
- + City of Orlando
- + Consultants
- + You



Outcomes

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

SODO NID Website

www.cityoforlando.net/sodonid

Meetings & Workshops

Gathering Input

Lots of Listening & Learning
Sharing our Observations and Comps
Some early Drawing & Brainstorming
Building a set of guiding Vision Ideas



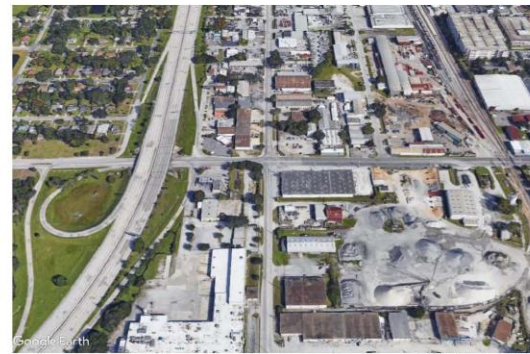
Documenting the Ideas

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



Documenting the Ideas



SECTION 3 | MODELS FOR PROGRESSIVE CIRCULATION

Progressive as defined in Merriam-Webster.com

- 1: a. of, relating to, or characterized by **progress**
 b. making use of or interested in **new ideas, findings, or opportunities**
- 2: of, relating to, or characterized by **progression**
- 3: moving forward or onward : **advancing**

The Downtown South Complete Streets effort is designed to advocate and implement improvements to the urban street environment that supports quality of life, multi-modal circulation and long term community economic value. What this means to the project stakeholders is taking charge of the streets as part of the Public Realm and better balancing vehicular needs with other modes of transportation as well as broader local objectives. The work of the various stakeholders in the June, 2016 workshop, as well as public officials supports the objective of thinking 'progressively' about the streets in Downtown South.

recognizes the many roles that streets have to play in the overall form and function of the area. Downtown South is interested in opportunities for the street environment to take advantage of new ideas and creative opportunity within District. Downtown South is also aware that the development of streets and adjacent land uses will occur over time, and so it is important that one investment builds upon another such that over time, each corridor will become a more livable place that builds in value and in function.

'Progressive Circulation' is therefore used in several connotations across economic, social and physical topics. Downtown South is interested in the upward mobility of the entire district, and

This section, therefore addresses several aspects of Progressive Circulation, including a discussion of **Complete Streets**, considerations of **Emergent Transportation** alternatives and a **Review of Comparables** from locations that have incorporated ideas that may apply to Downtown South (and Orlando's Center City in general).



"Capacity" of a Street

Graphic credit: Ian Lockwood

Documenting the Ideas

Local Examples

NORTH ORANGE AVENUE ORLANDO, FL

Right-of-Way: 80 feet

Type: Three lanes, One way

Max Speed: 25mph

Context: Mixed-Use (Residential/Commercial)

Bicycle Infrastructure: On Street Lane

On-Street Parking: Both Sides, Parallel



OVERVIEW

Three lanes travel southbound toward downtown Orlando with parallel parking flanking both sides as well as an on-street bike lane along the west side of the street. Within the 80' right-of-way, ample sidewalk widths are provided especially along the eastern commercial area which provides a minimum of 10' with an additional 6' for street trees, pedestrian lighting and planting areas. The buildings along the eastern edge are also setback from the right-of-way at several points along the corridor which gives additional space to the pedestrian zone. Often times these spaces are utilized for seating areas, outdoor dining as well as for additional landscape. The streetscape is activated with a variety of mixed-use development and provides amenities such as bike racks, seating and bike share facilities.

ENHANCEMENT TO STREETScape PROVIDES OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND GROWTH OVER TIME!

KEY ELEMENTS

SCALE + SETBACK

Provide pedestrian and retail space.

BUILDING ARCADES

Amenity to retail + Activates the Street

BIKE LANE

Creates a bicycle corridor

ON-STREET PARKING

Access to retail and offices

UPGRADED STREETScape

TAKE AWAY

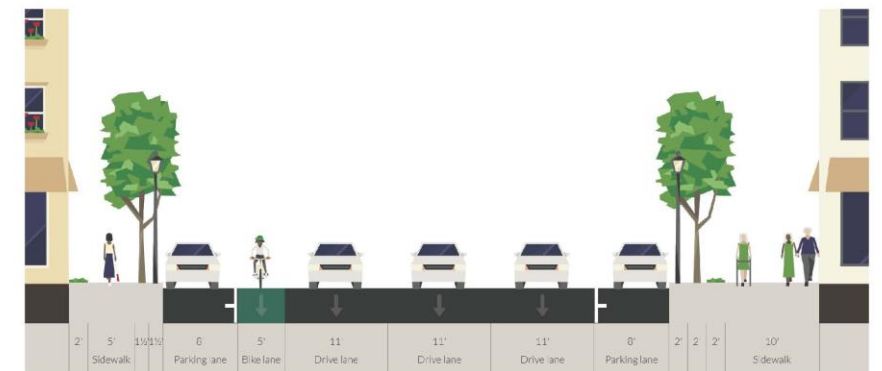
- Buildings set back from the right-of-way can provide opportunities for additional pedestrian environments such as outdoor dining as well as provide additional landscape buffer.

- Wider sidewalks adjacent to tall buildings provide an ideal scale for the pedestrian environment

OUTCOMES



North of Colonial



Typical Cross Section

Documenting the Ideas

Targeted Examples

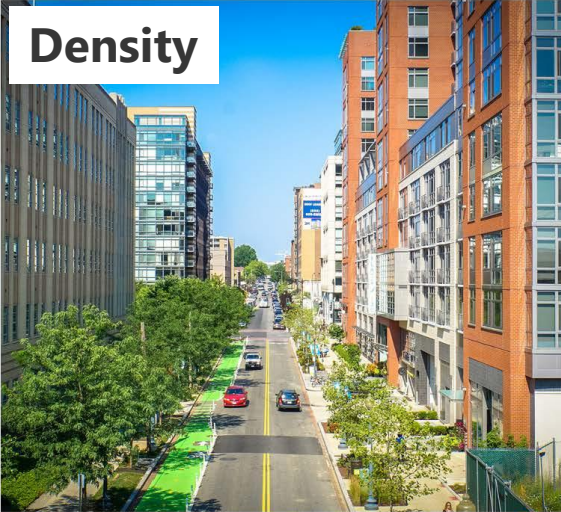
FIRST STREET
NOMA BID
WASHINGTON D.C.

Right-of-Way: 105 feet
Type: Three lanes, Two way
Max Speed: 25mph
Context: Mixed-Use (Residential/
Commercial)
Bicycle Infrastructure: On Street Lane
On-Street Parking: One Side

OVERVIEW

NoMa was comprised of 6 million square feet of office space and virtually no residential buildings. The objectives for the NoMa BID were to improve the quality of life, and make the District more attractive to businesses and potential residents.

First Street serves as the commercial spine of NoMa Business Improvement District. First street from K Street to Florida Avenue is intended to function as a linear park with a variety of seating opportunities, gardens, integrated artwork and commercial amenities at frequent intervals. The Street allows for flexibility between the curbs to configure the roadway for on street parking and bicycle lanes or a combination of on-street parking and two-way cycle track. The Street section is D.C.'s first separated cycle track.



KEY POINT:



Documenting the Ideas

National Examples

INDIANAPOLIS CULTURAL TRAIL
INDIANAPOLIS, IN

- Right-of-Way: 70 feet
- Type: Two lanes, Two way
- Max Speed: 25mph
- Context: Mixed-Use (Residential/ Commercial)
- Bicycle Infrastructure: Shared-Use Path
- On-Street Parking: None

OVERVIEW

The Indianapolis cultural Trail is an eight-mile, urban pedestrian and bicycle trail in the heart of downtown Indianapolis. It was designed and constructed through a public-private partnership between the City of Indianapolis' Department of Public Works and the Central Indiana Community Foundation. Total construction budget was approximately \$63 million.

KEY ELEMENTS

- MULTI-MODAL
XXXX
- PROMENADE
Dedicated Pedestrian Space



REFLECT THE CULTURE AND CHARACTER OF THE DISTRICT



Caption



Caption

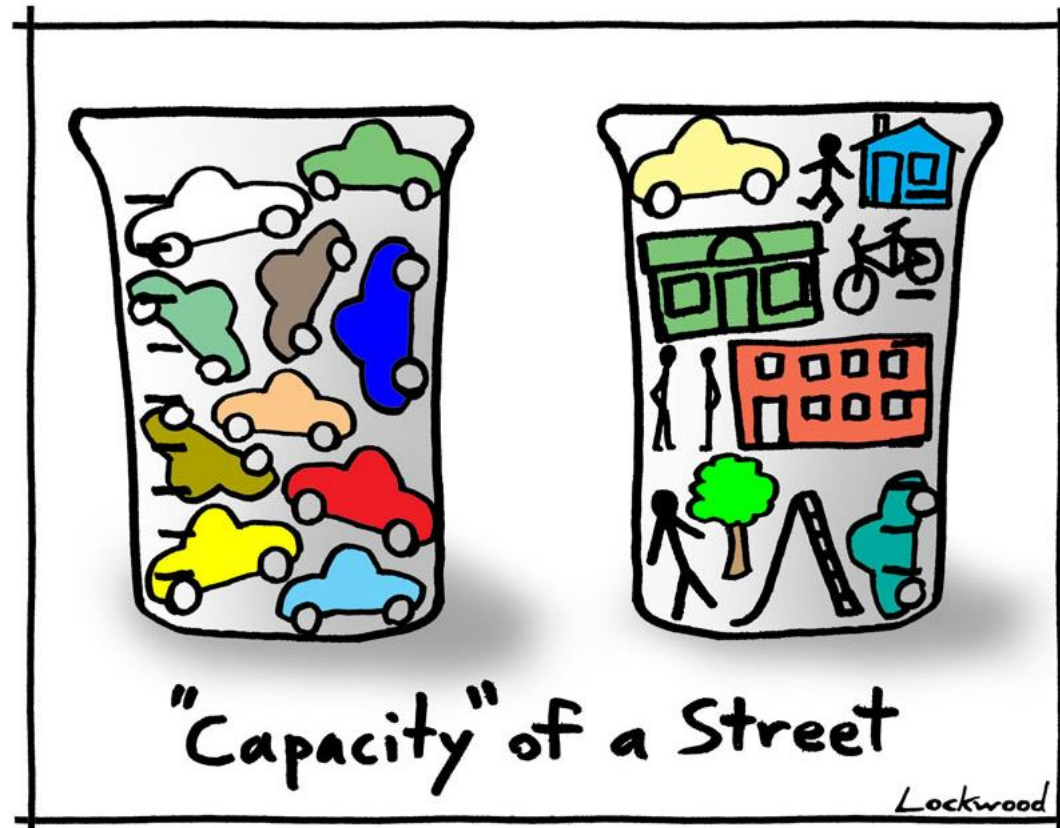
TAKE AWAY

- Named "the biggest and boldest step by any American city" by Project for Public Spaces in New York City, this \$63 million, internationally-acclaimed 8-mile biking and walking trail connects all six of Indy's Cultural Districts.
- Alongside the bike path are swales and landscape areas designed to capture and filter storm runoff and to provide greenery and shade.
- Custom-designed benches, light poles, signage and trash receptacles contribute to the overall impression of safety, beauty and quality and also serve as artistic statements along the trail.
- At least \$800 million in development has occurred as a result of the \$61 million city, state and federal investment in the canal, said economic development consultant Brad Hurt.
- During design and construction, approximately \$4 million in private funding supported new public art projects along the Trail.



Typical Cross Section

What do communities get for their investments in Complete streets?



Complete Streets = Sustainable Community

Access and Linkages



↑ Bicycle Trips.



↑ Trips by Public Transit.



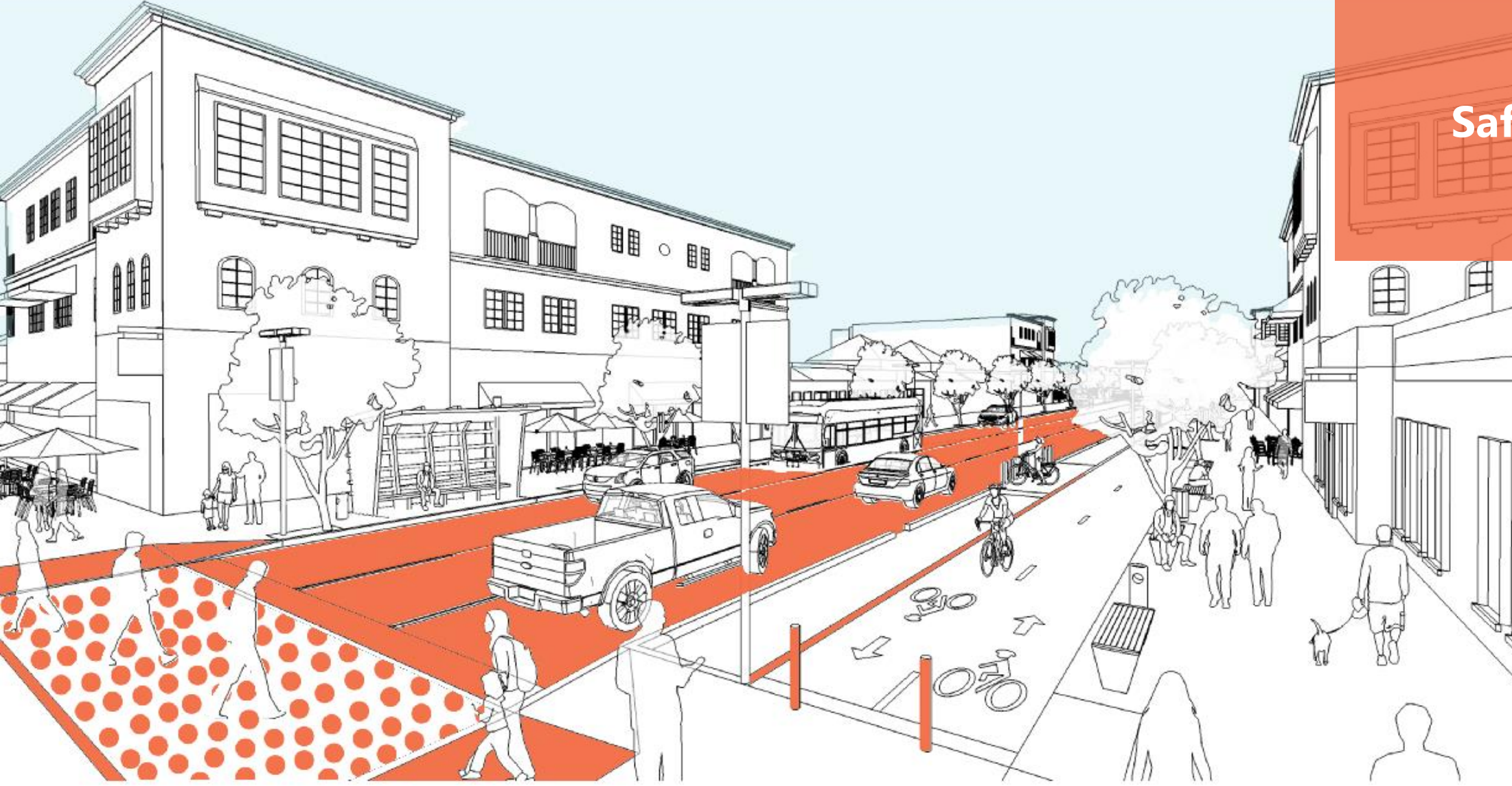
↑ Walking Trips.

Multiple Modes of Transportation

Connected Network of Streets

Connections to Public Resources + Destinations

Safety



Traffic Calming



↓ Collisions



Designated Crossings

Narrow Lanes
Lower Speed Limits
Increase Visibility

Environmental



Carbon Footprint



Improved Storm Water
Quality and Quantity



Reduce Heat Island

Placemaking



Economic Growth +
Development



Activate the Public Realm



Timeless

The Strategic Vision Elements

Orlando's Urban Lab – a Place for Ideas

...Invention, Incubation, Investment and Industry

The Urban Lab - to test and deploy new ideas

Character Places – a District of places

Social Connection – physical and virtual

Artistic Expression – many opportunities, do it all!

Progressive Circulation – complete + time + tech

Economic Development – all land use types

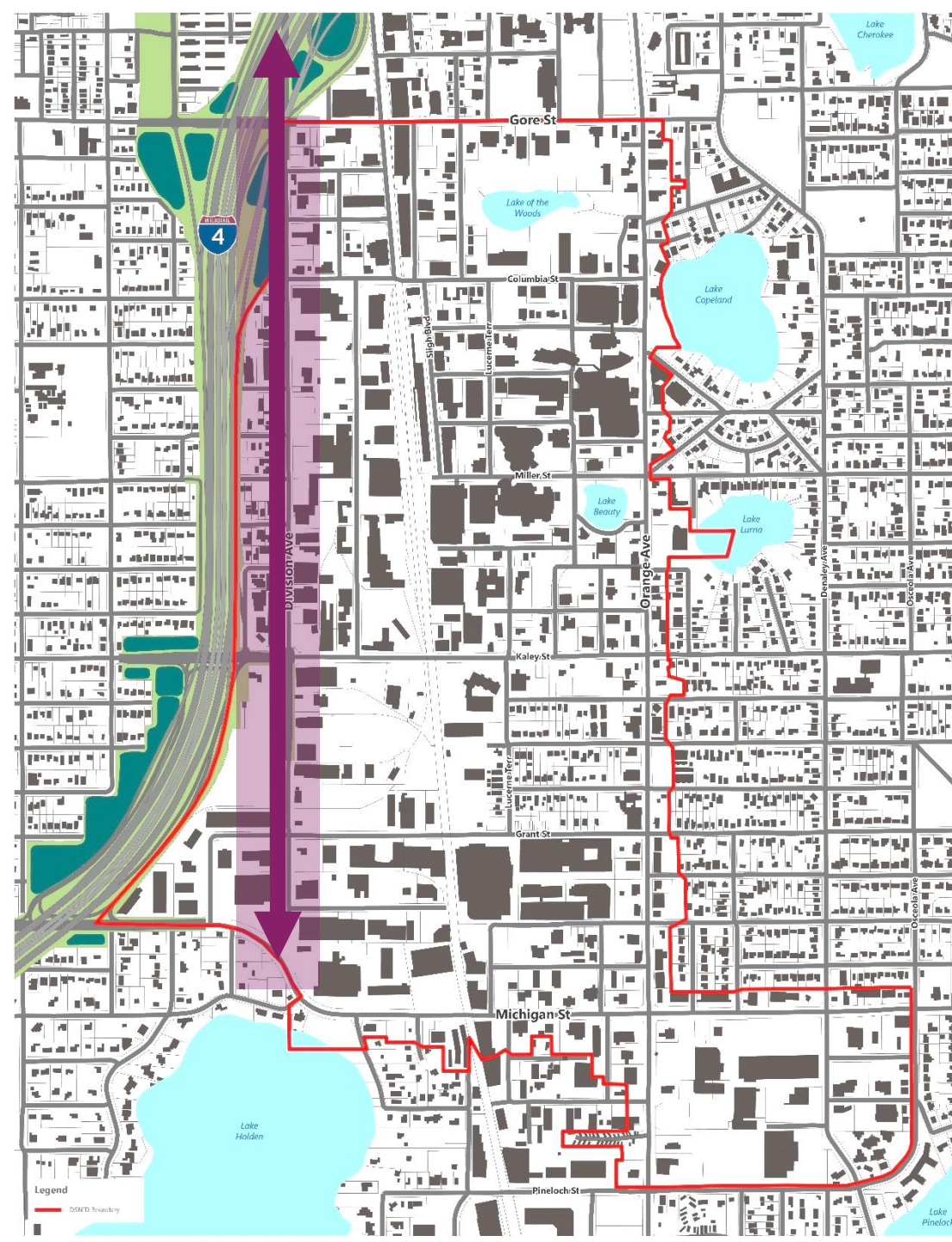
Sustainable Infrastructure – energy + eco + info

Programmatic Implementation – priorities, policy, partners



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.



Vision Elements: Orange South of Harding



Vision Elements: Orange

South of Harding



A. O'Hara

Vision Elements: Michigan

(at Delaney)

Untitled Map

Write a description for your map.

Legend



Google earth

Vision Elements: Michigan

(at Delaney)

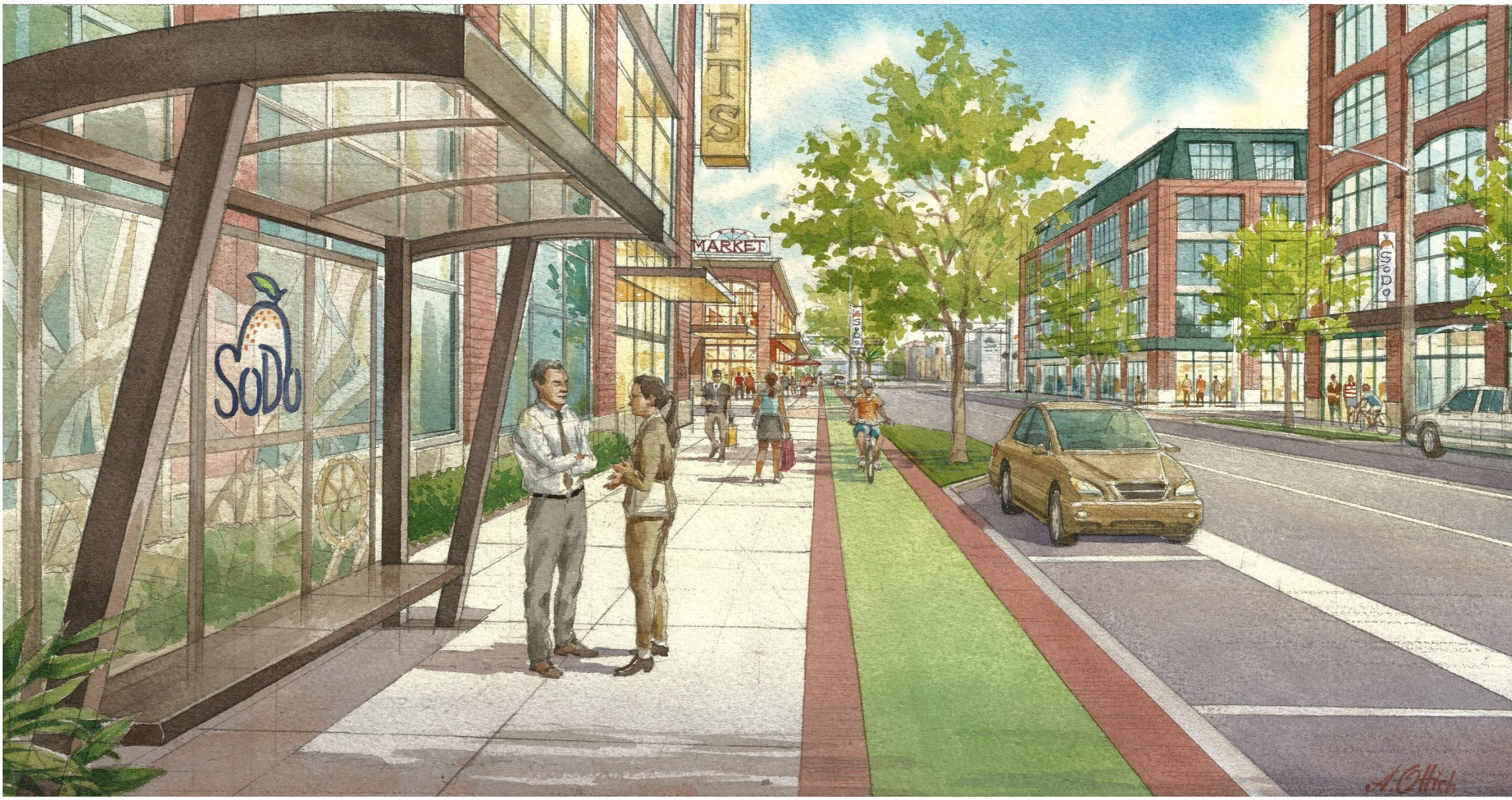


A. Ottich

Vision Elements: Gore (near CSX Rail)



Vision Elements: Gore (near CSX Rail)



Division Avenue

Vision Elements: Division

(North of Kaley)



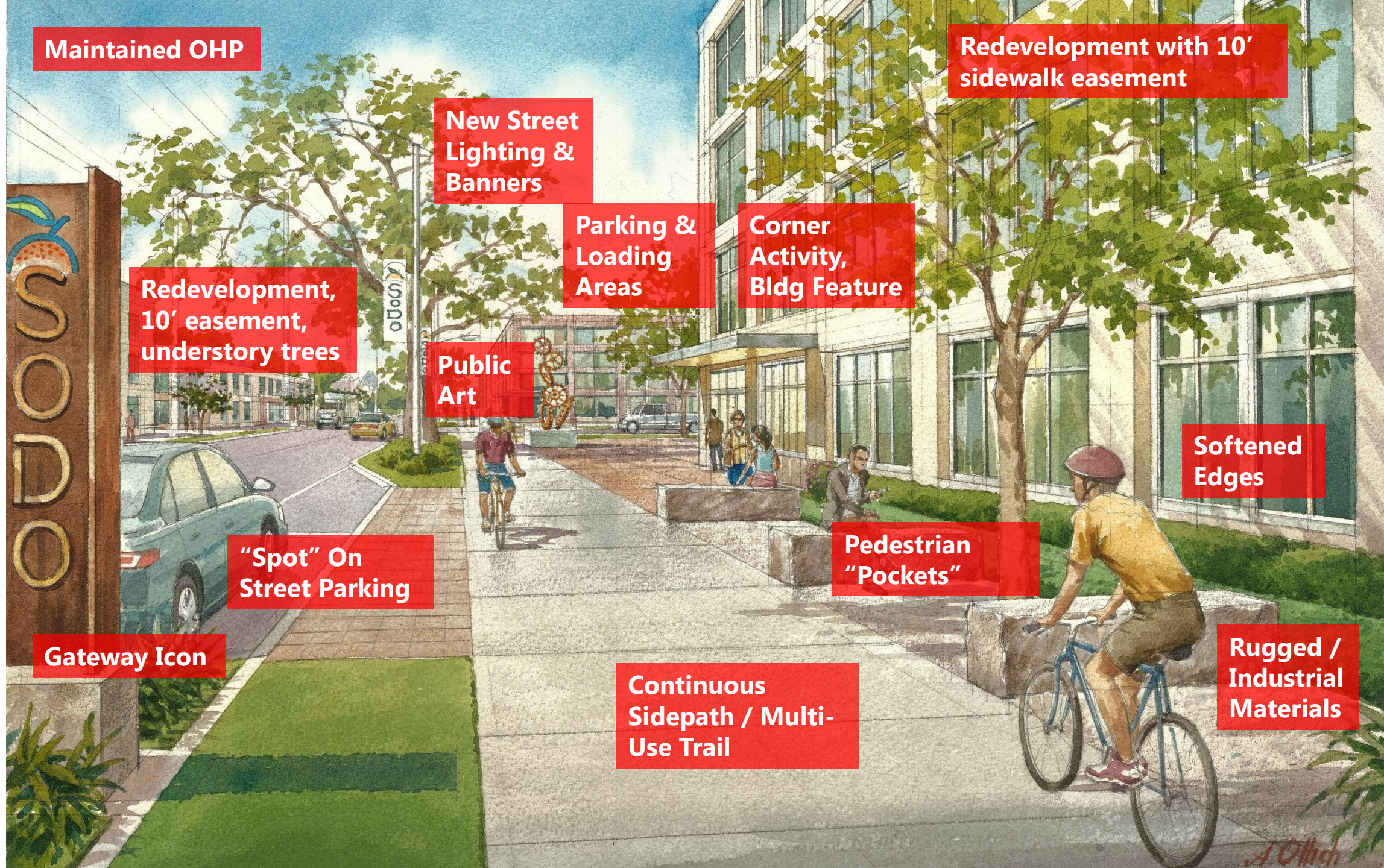
Vision Elements: Division

(North of Kaley)



Vision Elements: Division

(North of Kaley)



Maintained OHP

Redevelopment with 10' sidewalk easement

New Street Lighting & Banners

Redevelopment, 10' easement, understory trees

Parking & Loading Areas

Corner Activity, Bldg Feature

Public Art

Softened Edges

"Spot" On Street Parking

Pedestrian "Pockets"

Gateway Icon

Continuous Sidepath / Multi-Use Trail

Rugged / Industrial Materials

A. Ollich

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



Vehicular

- Improve circulation
- Provide on-street parking



Enhancements

- Wayfinding
- Public art
- Pedestrian lighting
- Street furnishings

Supporting Existing Industrial/Manufacturing

- **Contribute to the character**, appeal, and **success** of walkable neighborhoods.
- Not only employers, they are **destinations** in themselves!
- Powerful **brand ambassadors** for the City, highlighting the **innovation** and benefit of **local production**.
- Benefits from proximity to transit, retail, housing, and a robust **diversity of businesses and workers**.



Opportunities & Constraints



Opportunities & Constraints



Opportunities & Constraints



Opportunities & Constraints



Opportunities & Constraints

RETAIL ZONE

- > Tables & Chairs
- > Retail Wares
- > Retail Signage
- > Storefront Awning
- > Pots/Planters

WALK ZONE

- > Minimum 5'-0" clear
- > Concrete to reduce trip hazards

FURNISHINGS ZONE

- > Tables & Chairs
- > Street Trees
- > Shrubs & Groundcover
- > Hardscape
- > Benches
- > Trash Cans
- > Newspaper Boxes
- > Street Lights
- > Retail Signage



Design Approach

- Review **circulation** in relationship to Division Avenue.
- Establish a **hierarchy of intersecting streets** based on access to Division Avenue, SODO District, and Greater Orlando Area.
- Establish **trail alignment**.
- Define the general function of **gathering spaces** and **landscapes** that enhance the street hierarchy.
- Select **materials and furnishings** that reinforce the designed spaces, street hierarchy and ultimately aid in the improved experience of Division Avenue.

Roadway Network

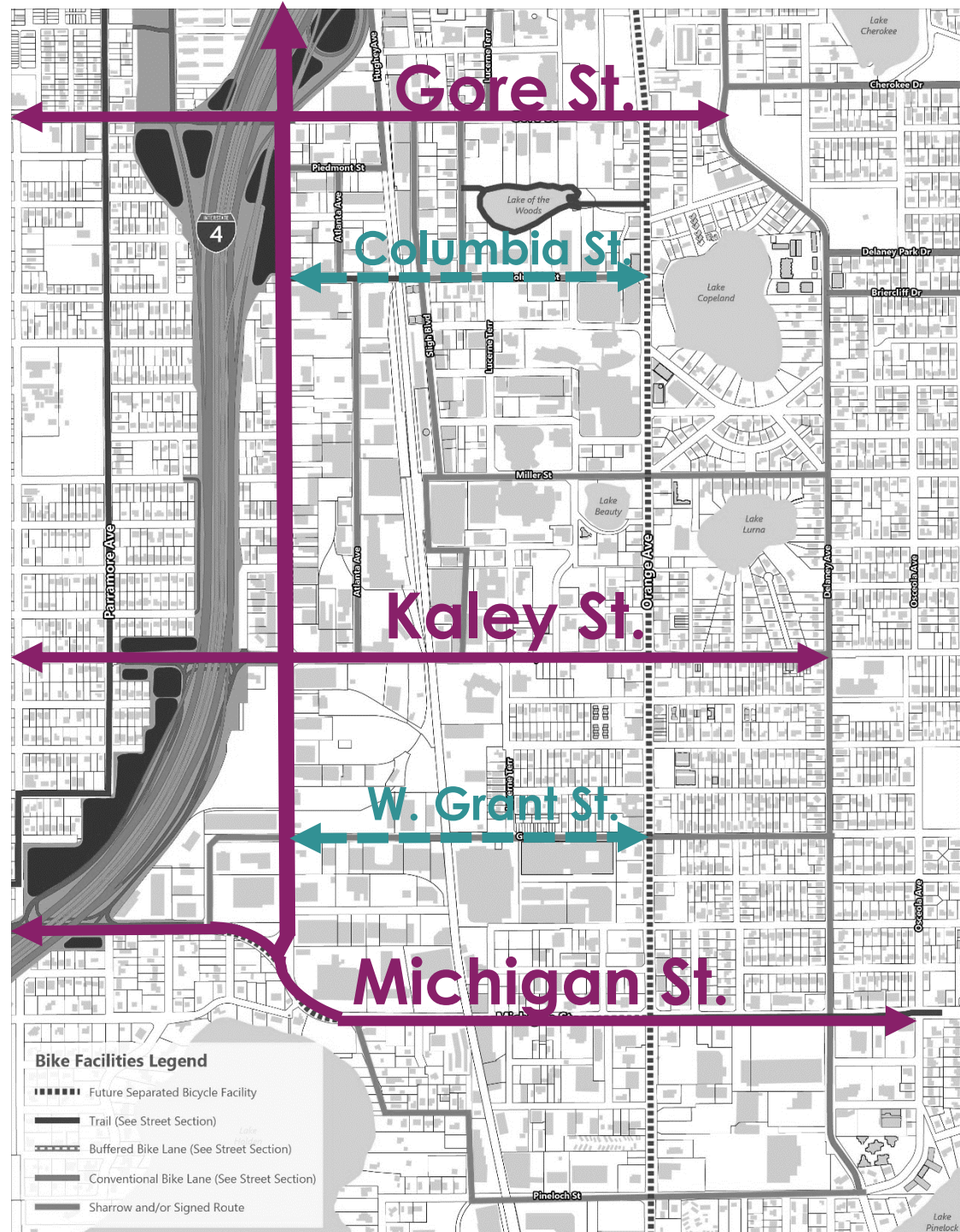
“A complete Street does not occur within a single development. It requires a cluster of supportive developments that creates a walkable community”
– *Complete Streets in Central Florida*



Primary Connections



Secondary Connections



Roadway Network



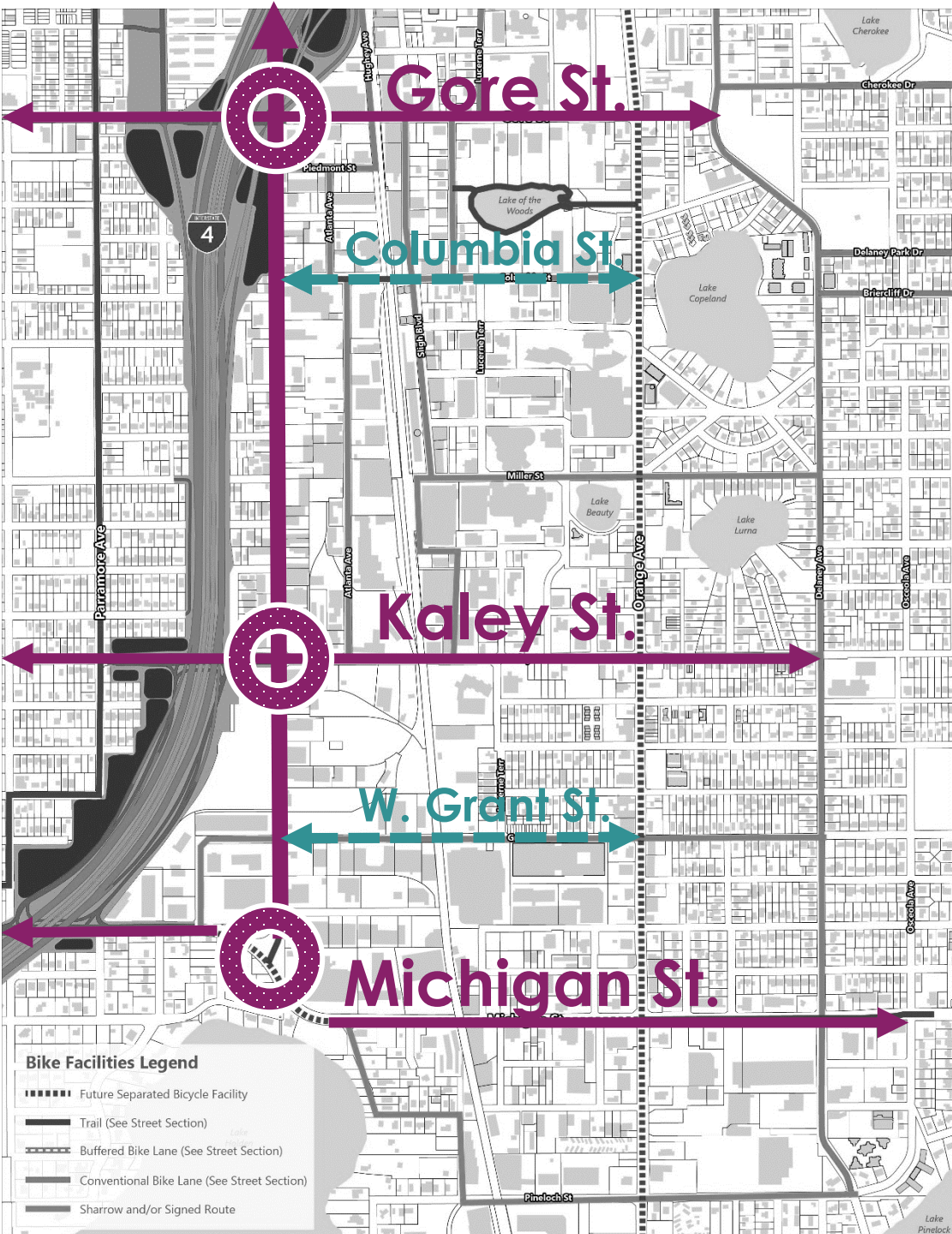
Roundabouts/
Gateways



Primary
Connections

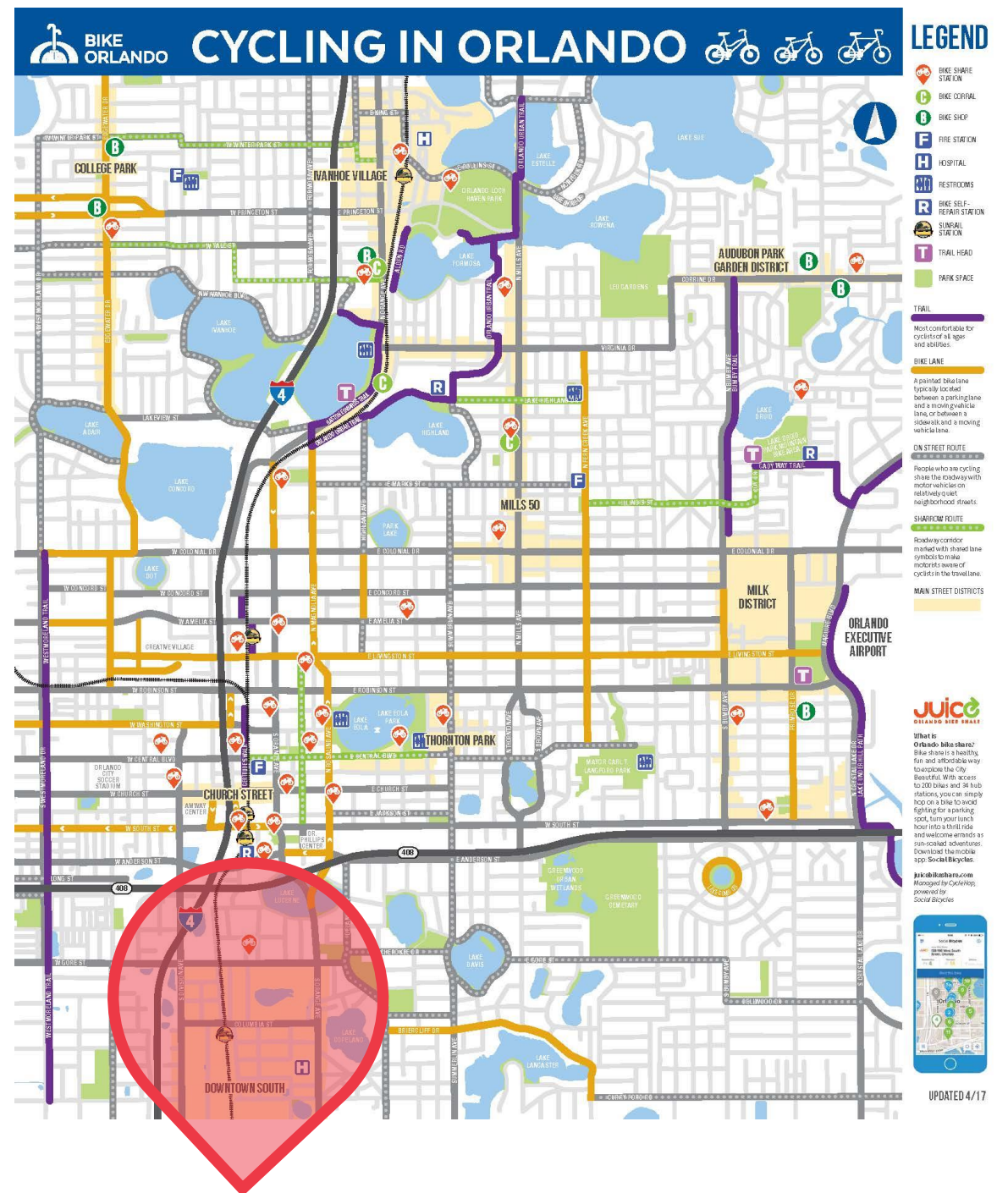


Secondary
Connections



City of Orlando Cycling

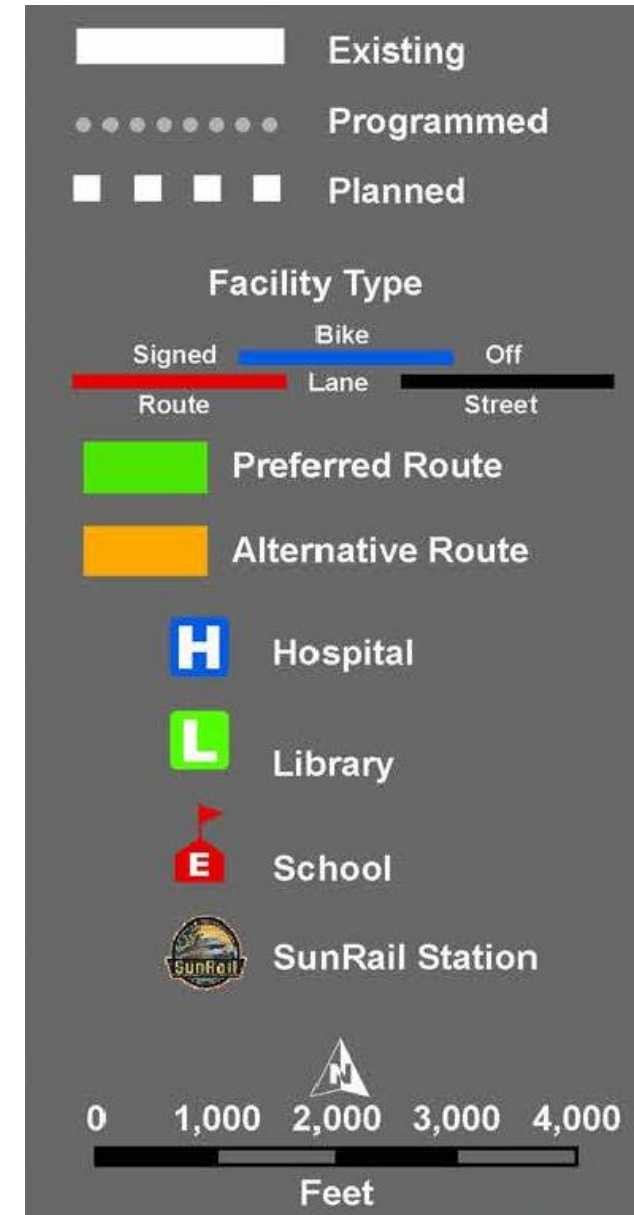
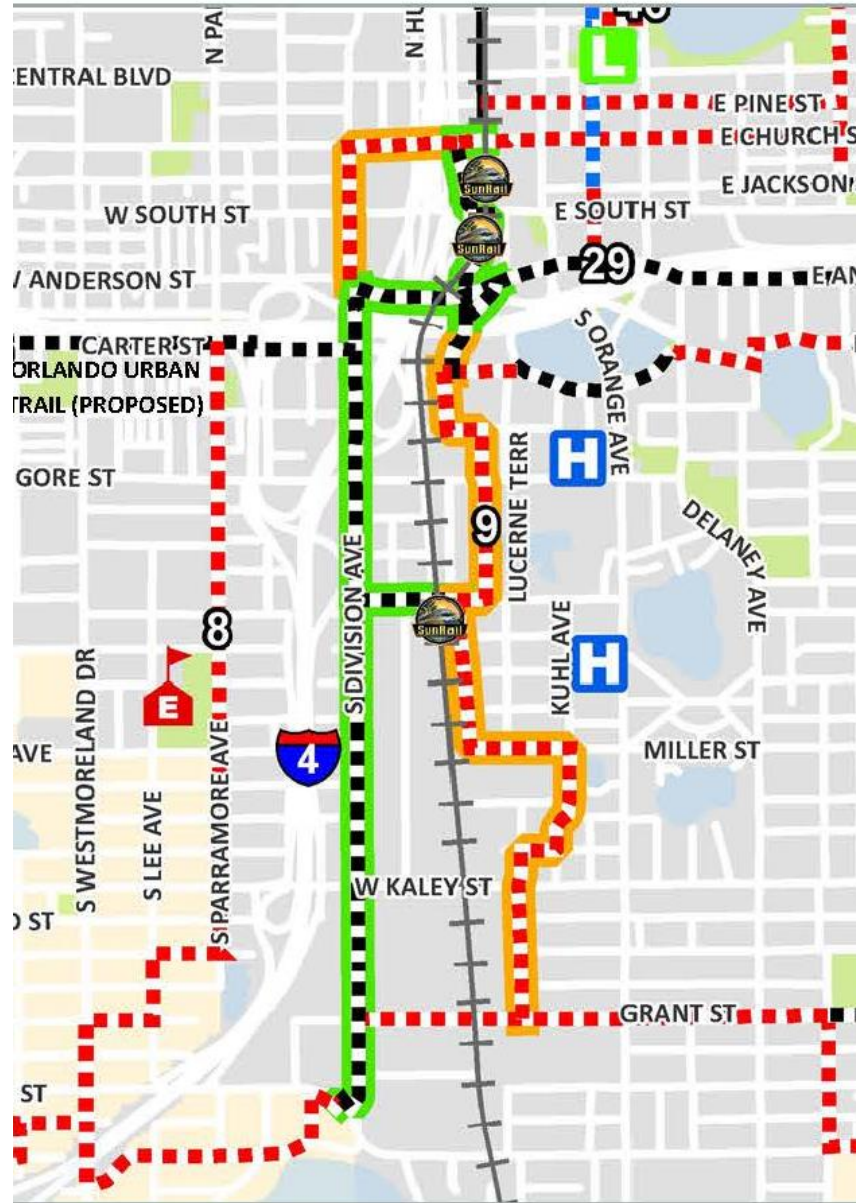
- Over 46 miles of off street trails citywide
- High priority to connect to Downtown Orlando through protected bicycle infrastructure to surrounding districts
- Gertrude's Walk and Colonial Overpass projects currently under construction
- Bicycle connectivity from Downtown South to the CBD is needed



Downtown Central Trail

Critical N-S trail connection between Michigan Street Orlando Urban Trail (OUT) / Gertrude's Walk

- 2.5 mile trail links to several different trails
- Navigation through I-4/SR408
- Columbia Spur connecting to Orlando Health and Sunrail



Bike Orlando Primary Bicycle Routes Study

Downtown Central Trail

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



Trail



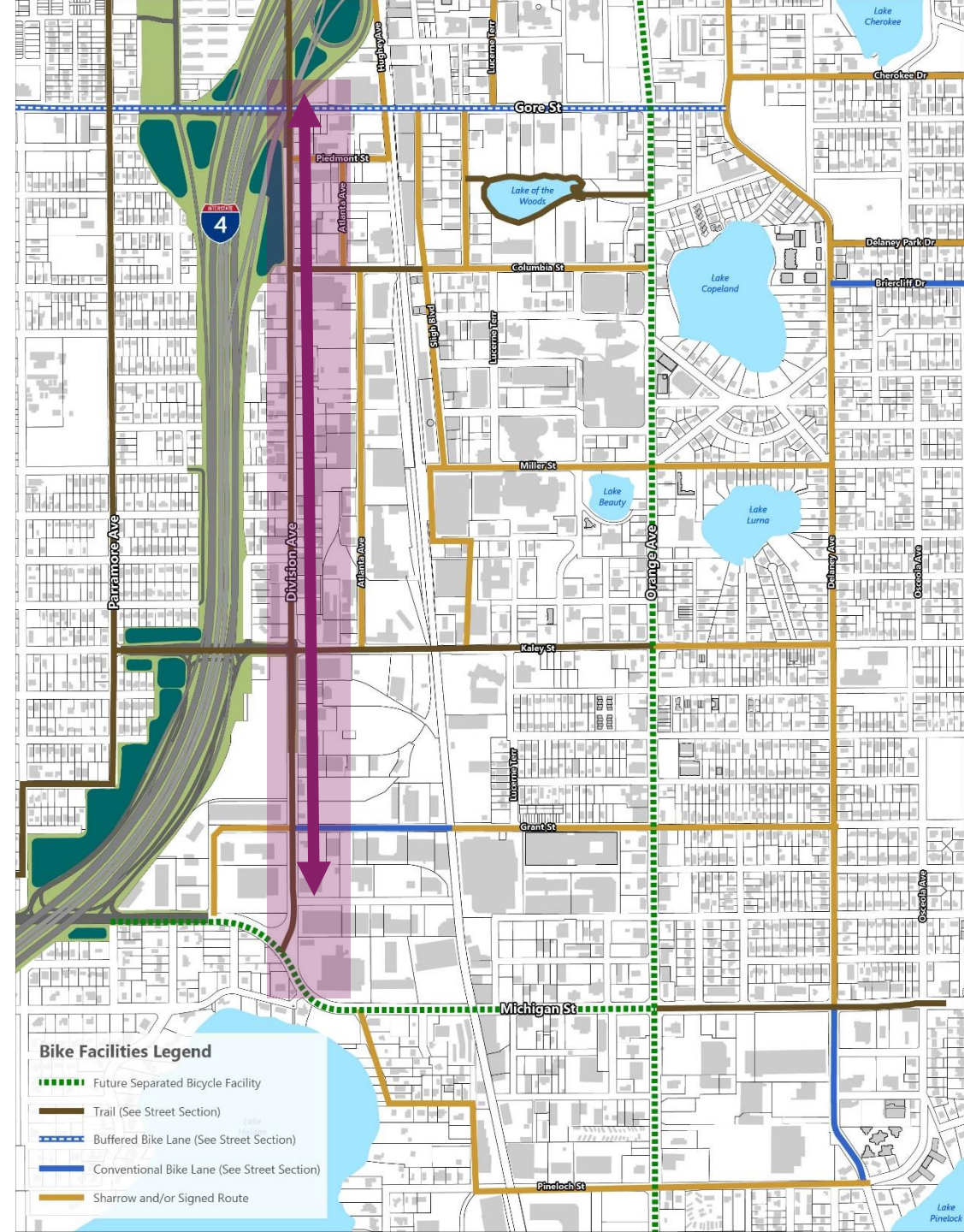
Future Separated Bicycle Facility



Buffered Bike Lane



Conventional Bike Lane



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

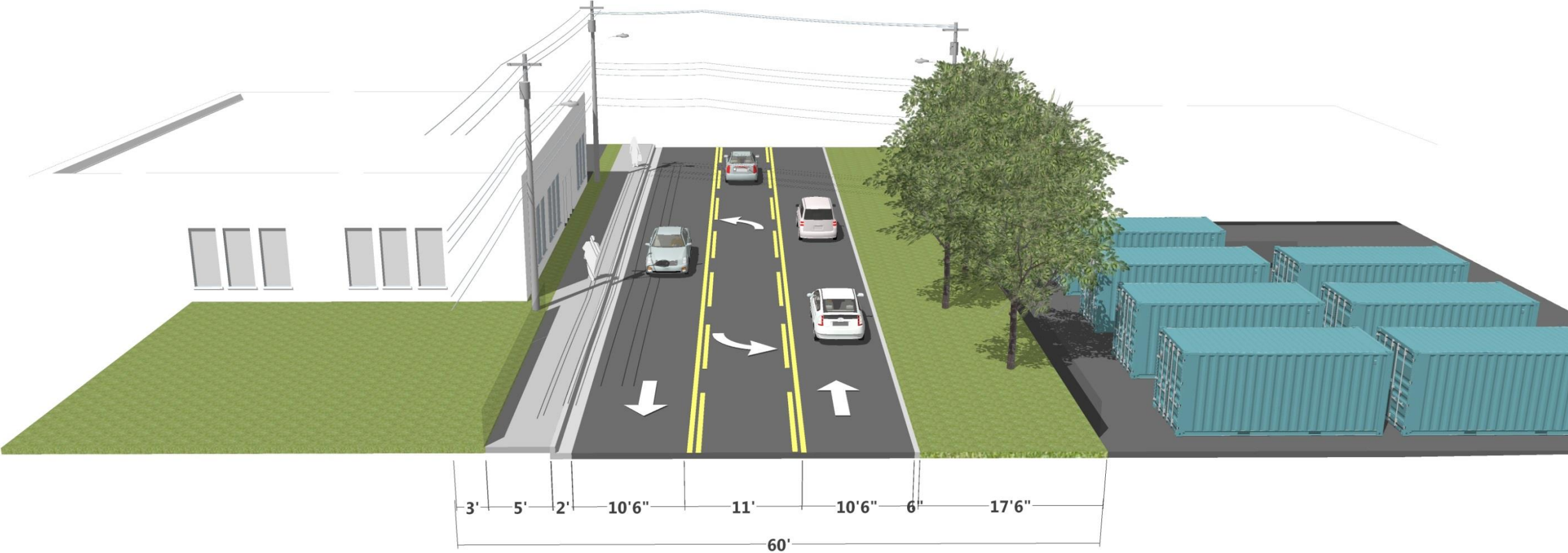
Pedestrian
"Pockets"

Softened
Edges

Continuous
Sidepath /
Multi-Use Trail

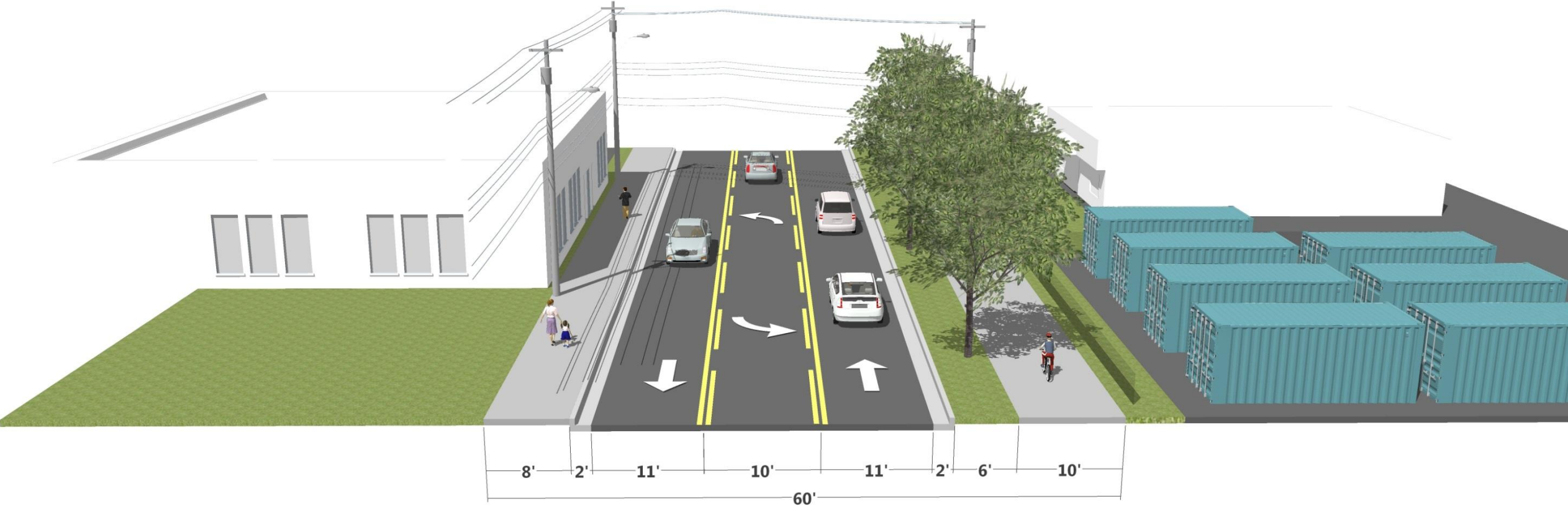
Existing 60' Cross Section

North of Kaley



Proposed 60' Cross Section

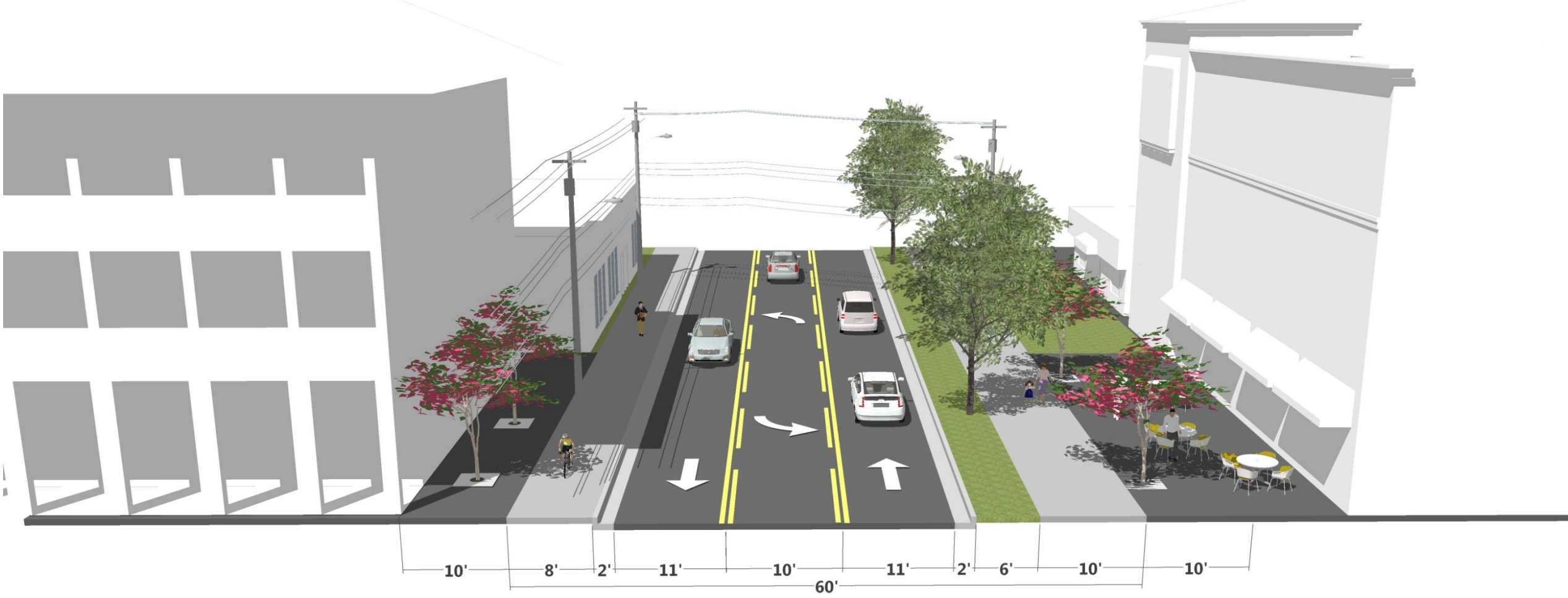
North of Kaley



** From Complete Streets Master Plan Report*

Proposed 60' Cross Section

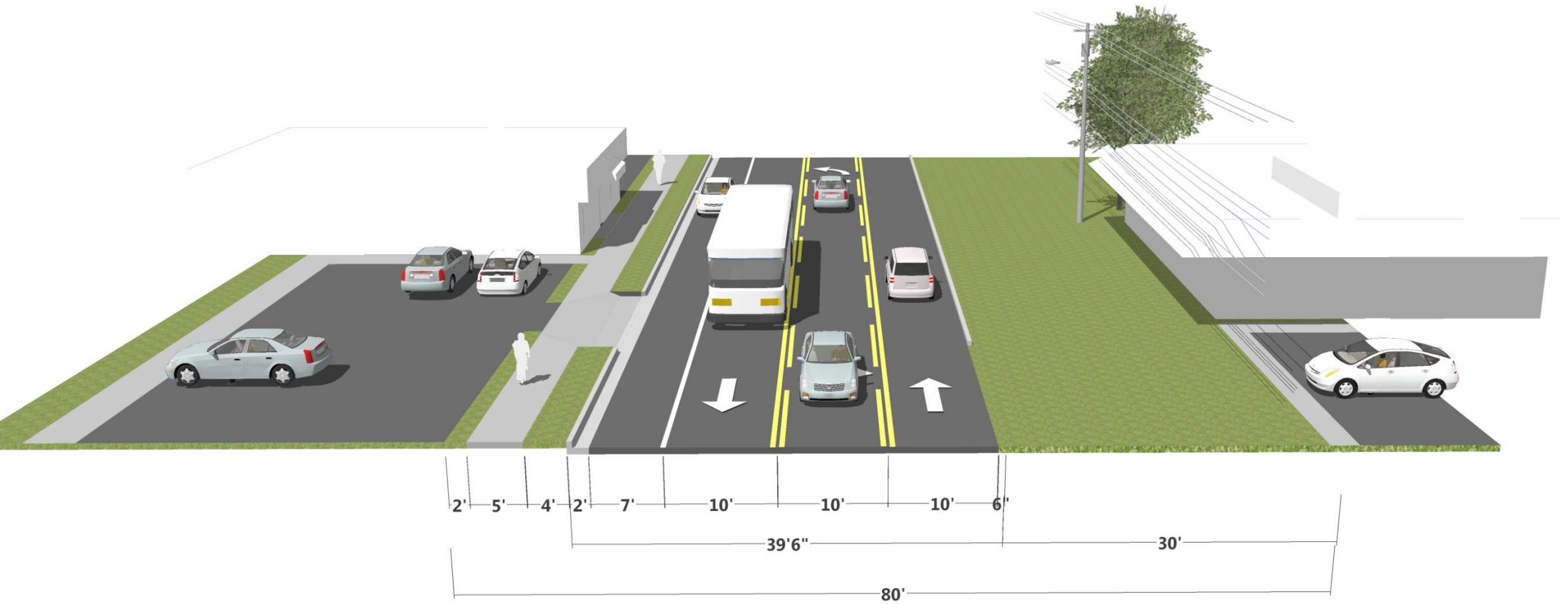
North of Kaley



* From Complete Streets Master Plan Report

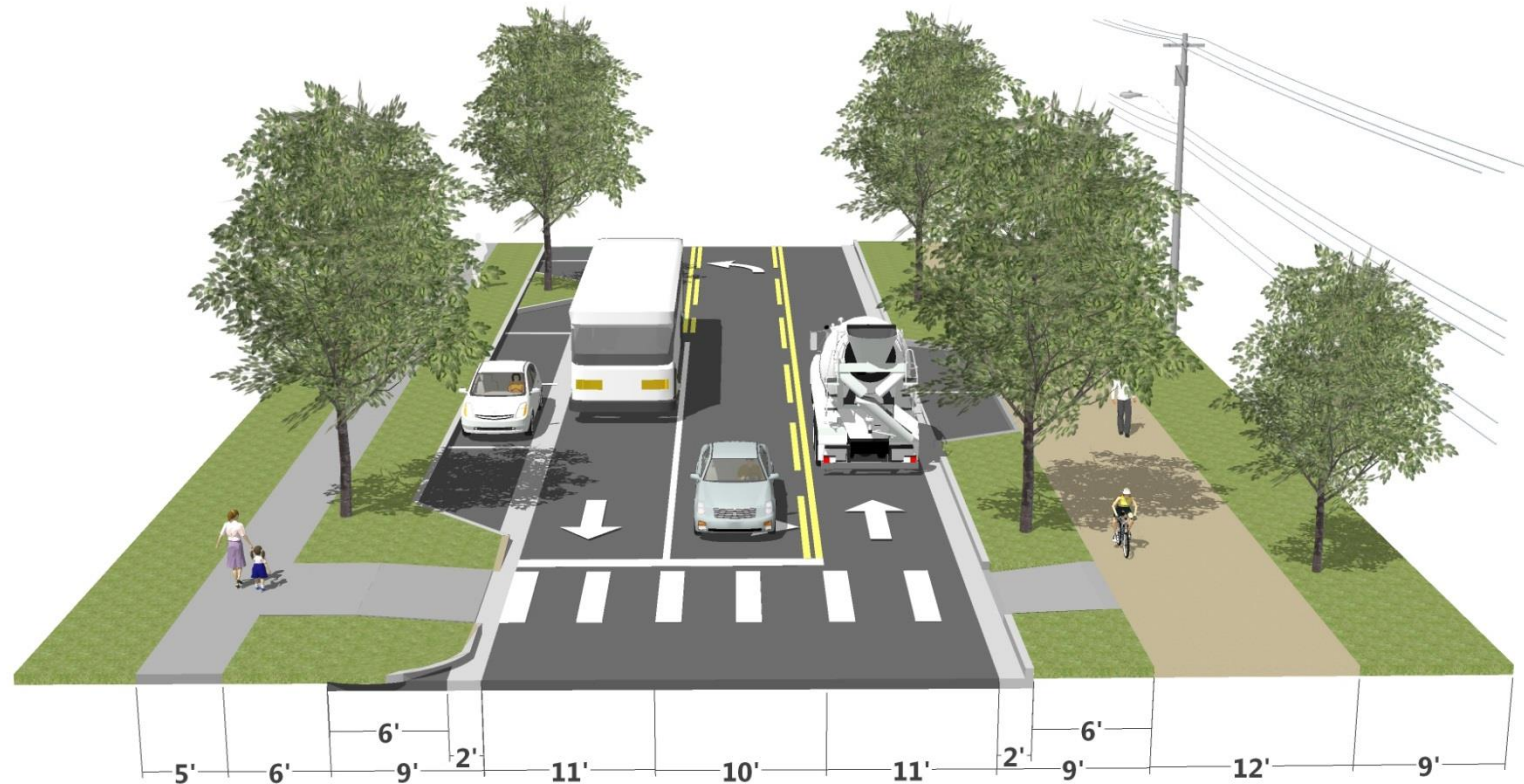
Existing 80' Cross Section

South of Kaley



Proposed 80' Cross Section

South of Kaley



** From Complete Streets Master Plan Report*

Roundabouts

Michigan St. & Division Ave.



Roundabouts

Michigan St. & Division Ave.



Safety

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

Users

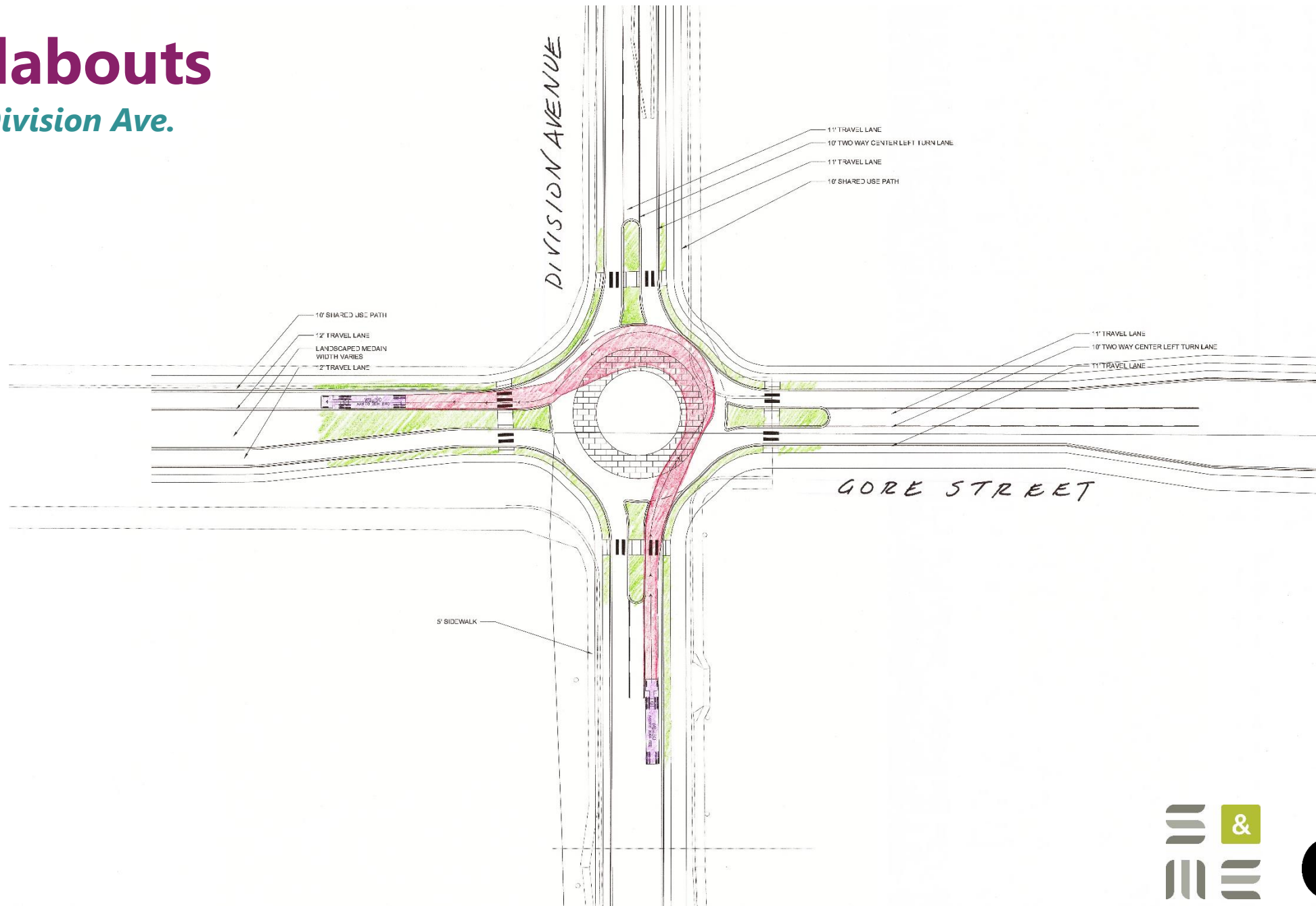
- *Shorter travel time*
- *Inclusive of pedestrians, cyclists & transit*
- *Attractive*
- *Makes a statement with entry features*

Environmental

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

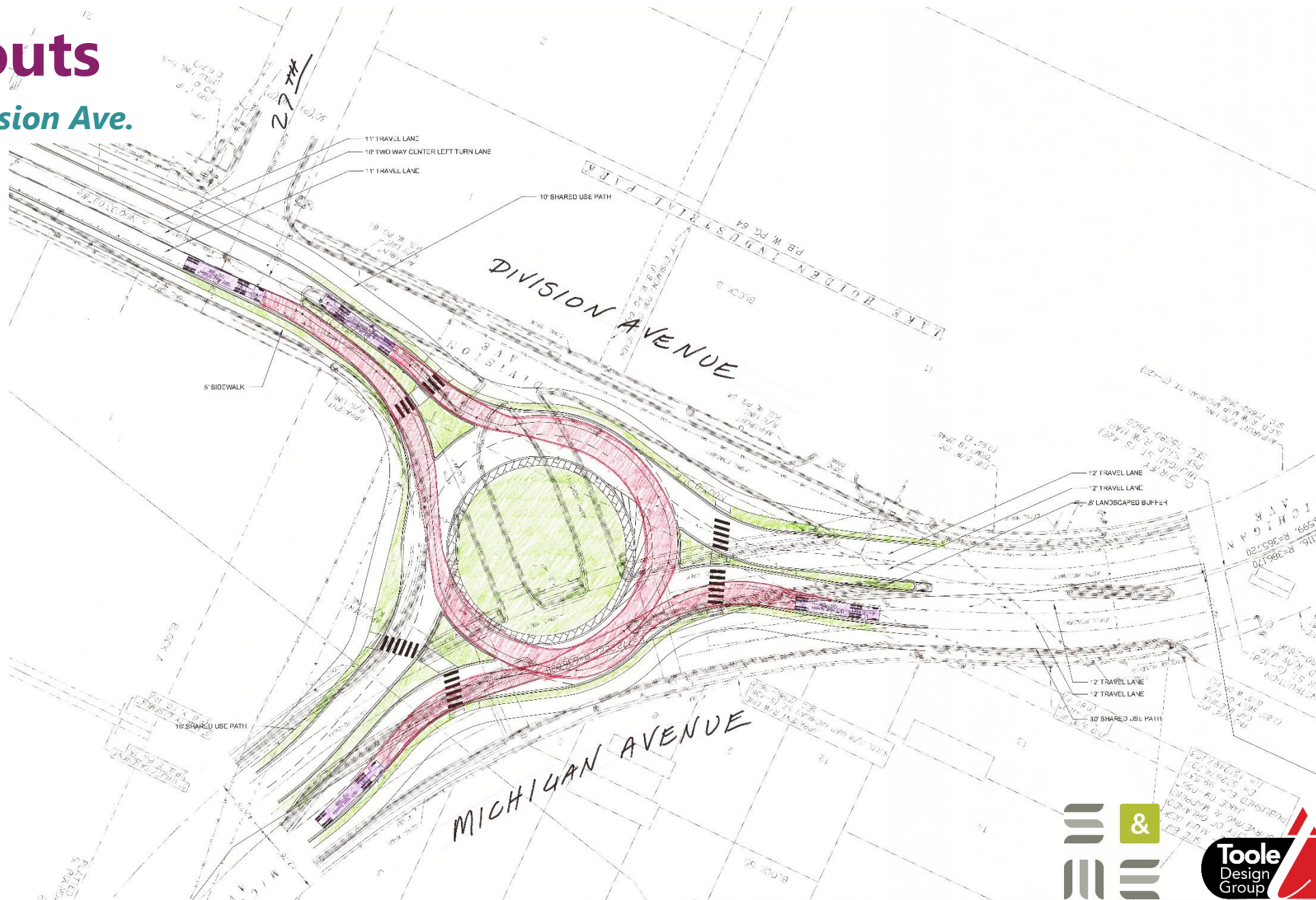
Roundabouts

Gore St. & Division Ave.



Roundabouts

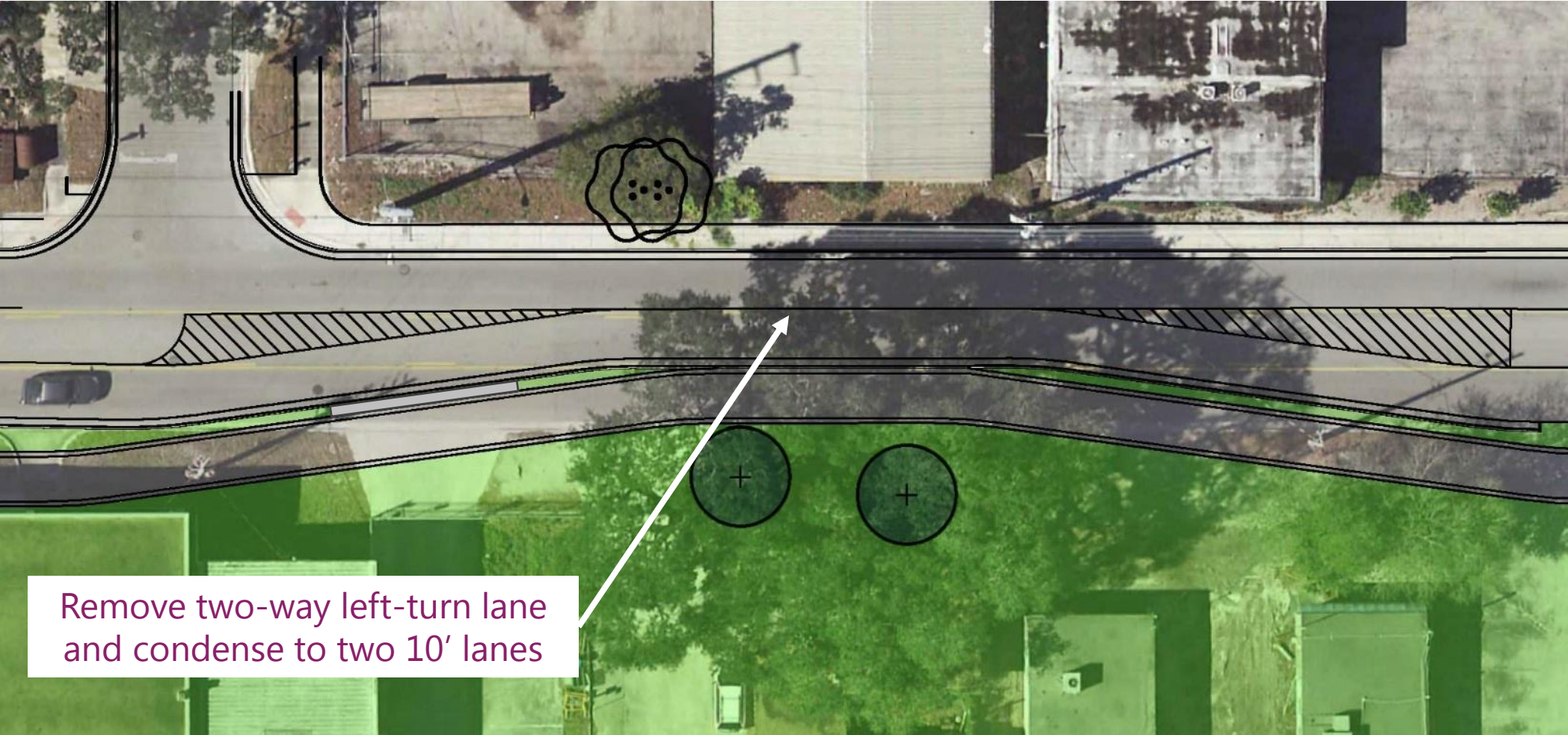
Michigan St. & Division Ave.



Division Street Layout

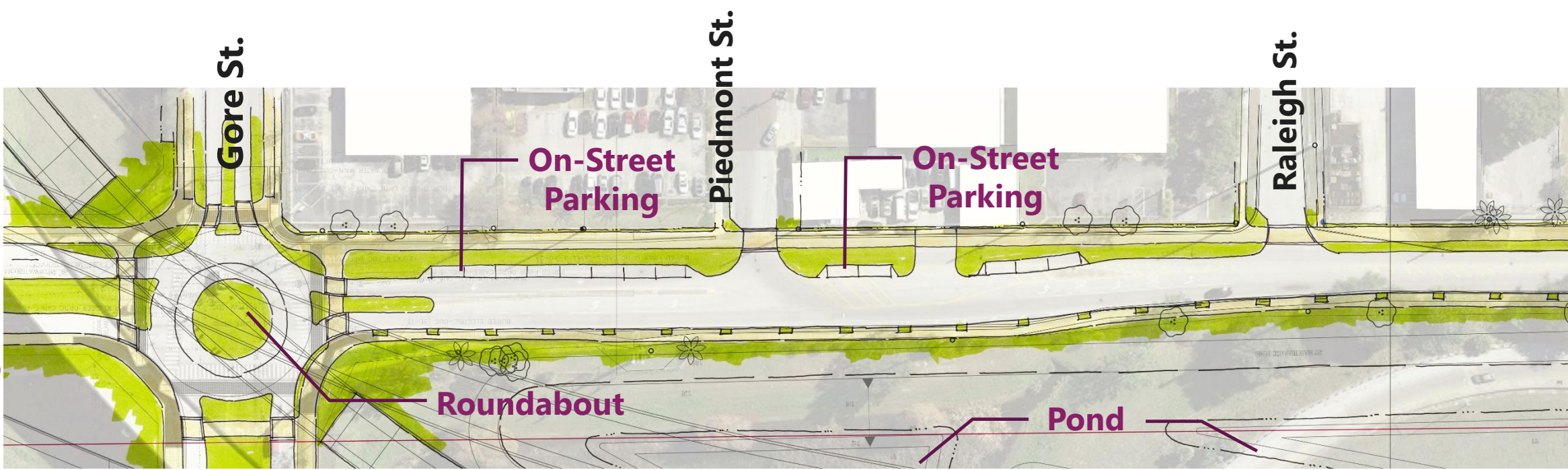
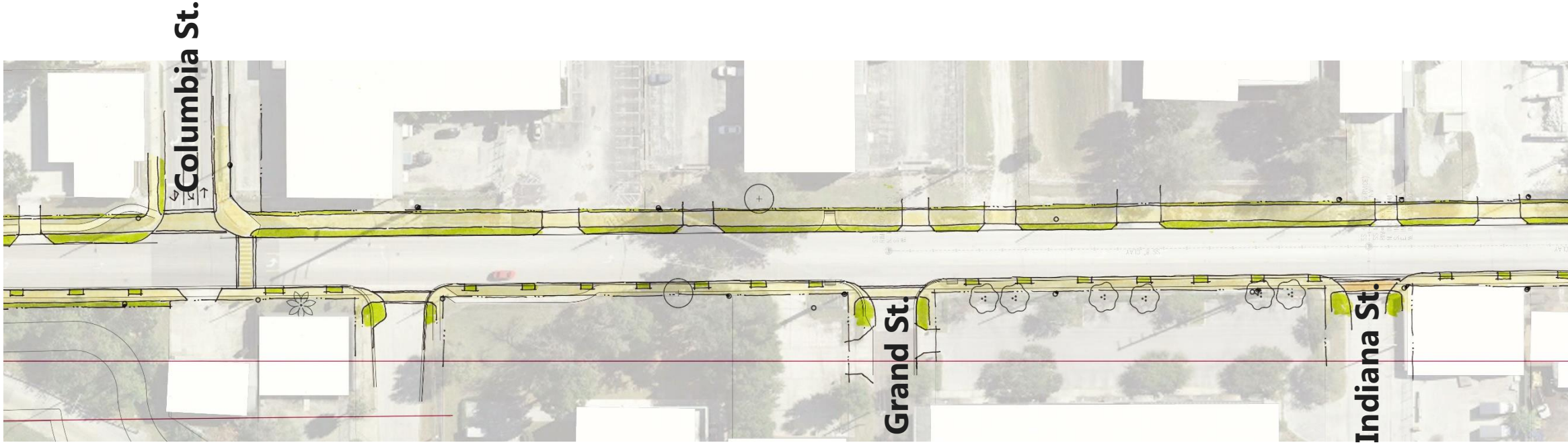


Division Street Layout

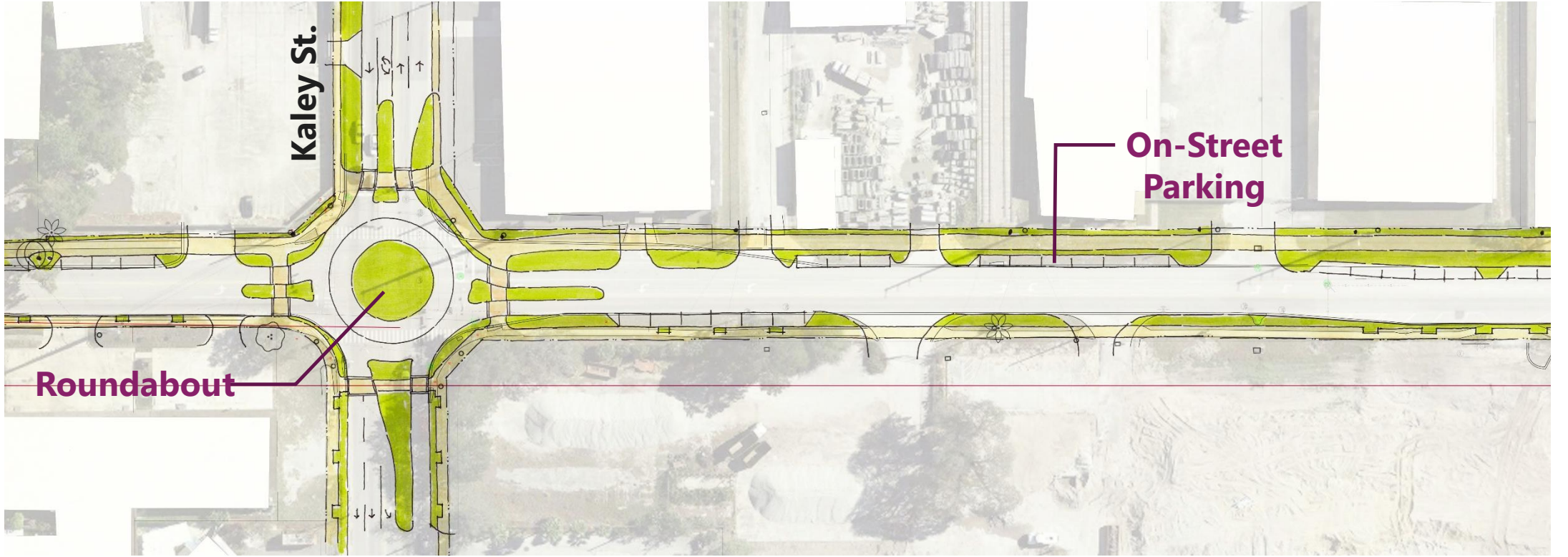
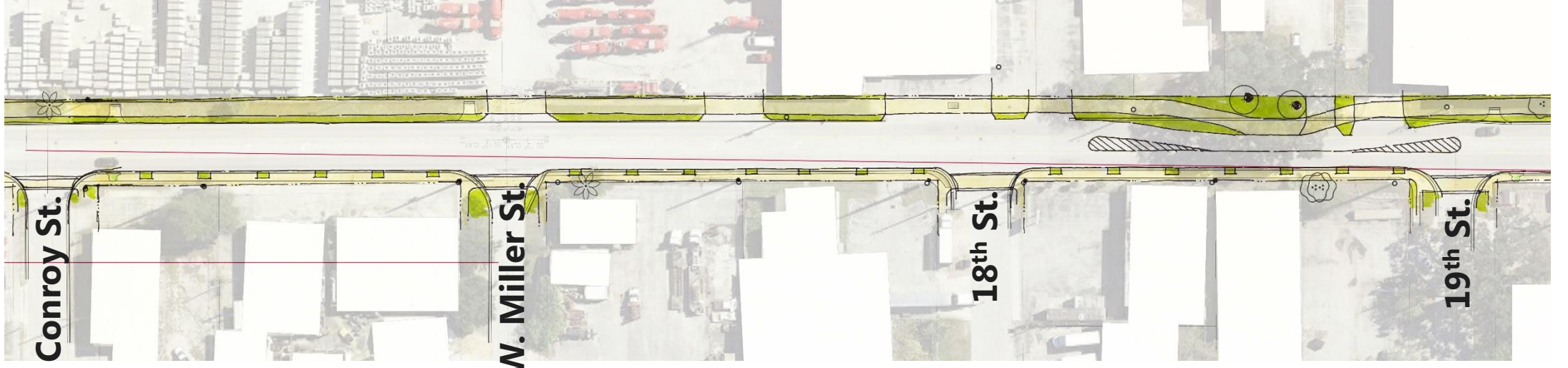


Remove two-way left-turn lane and condense to two 10' lanes

Division Avenue Layout



Division Avenue Layout



Division Avenue Layout

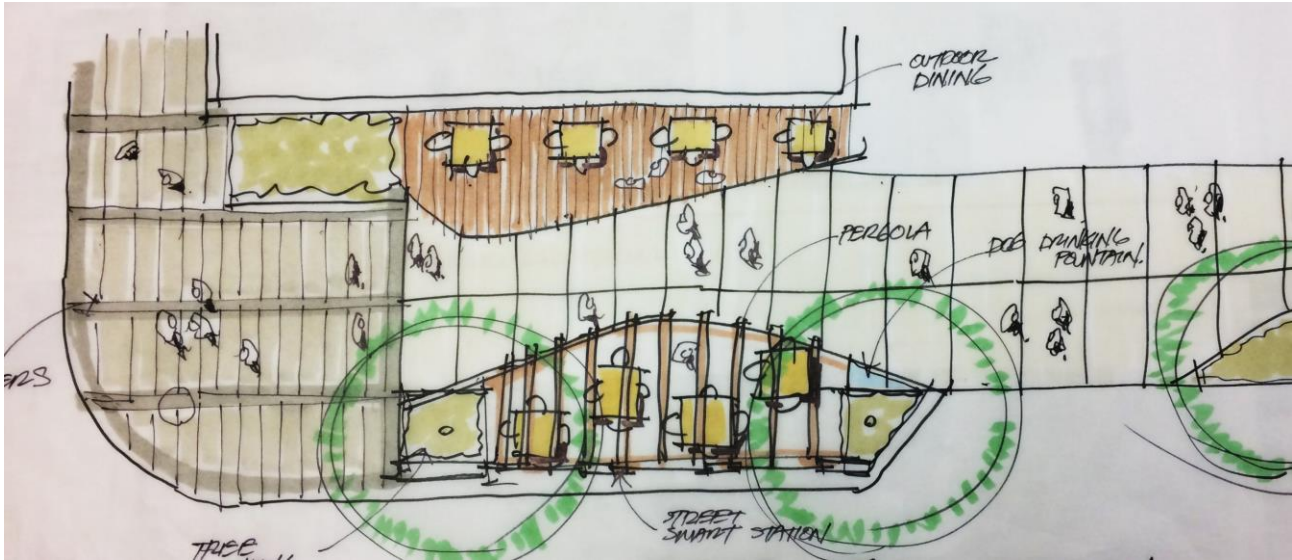
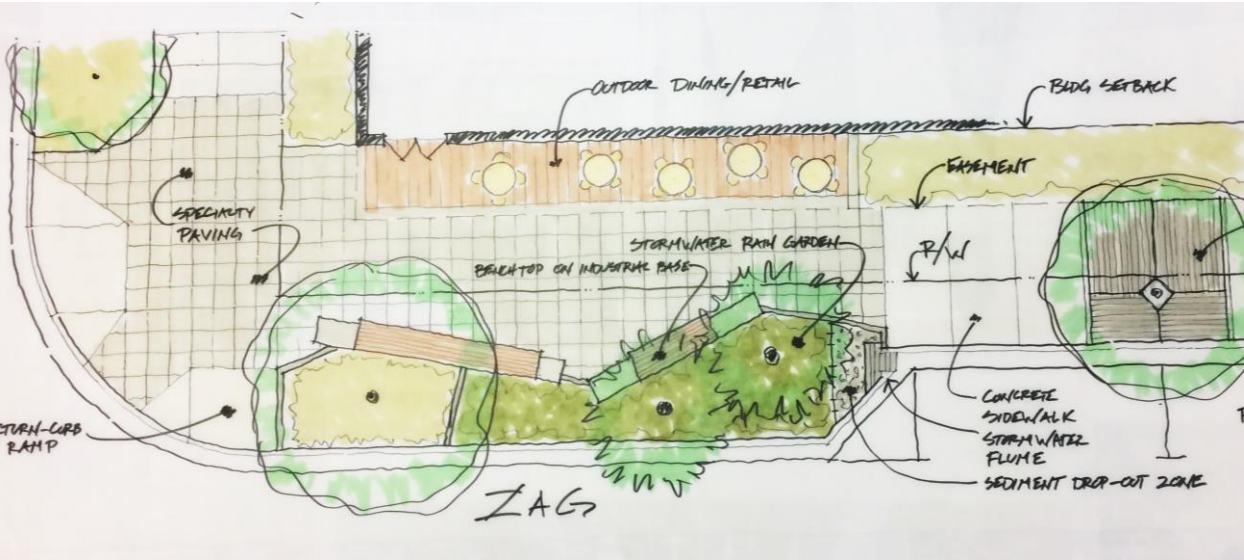


Design Ideas

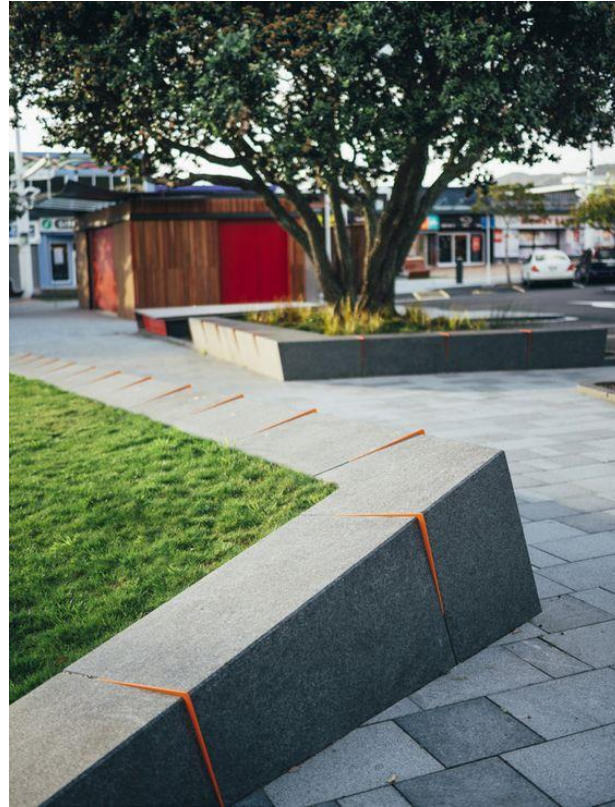
*Public Spaces
Vision*

Meet Me at The Corner!

Concepts Developed in the Public Workshop



Play



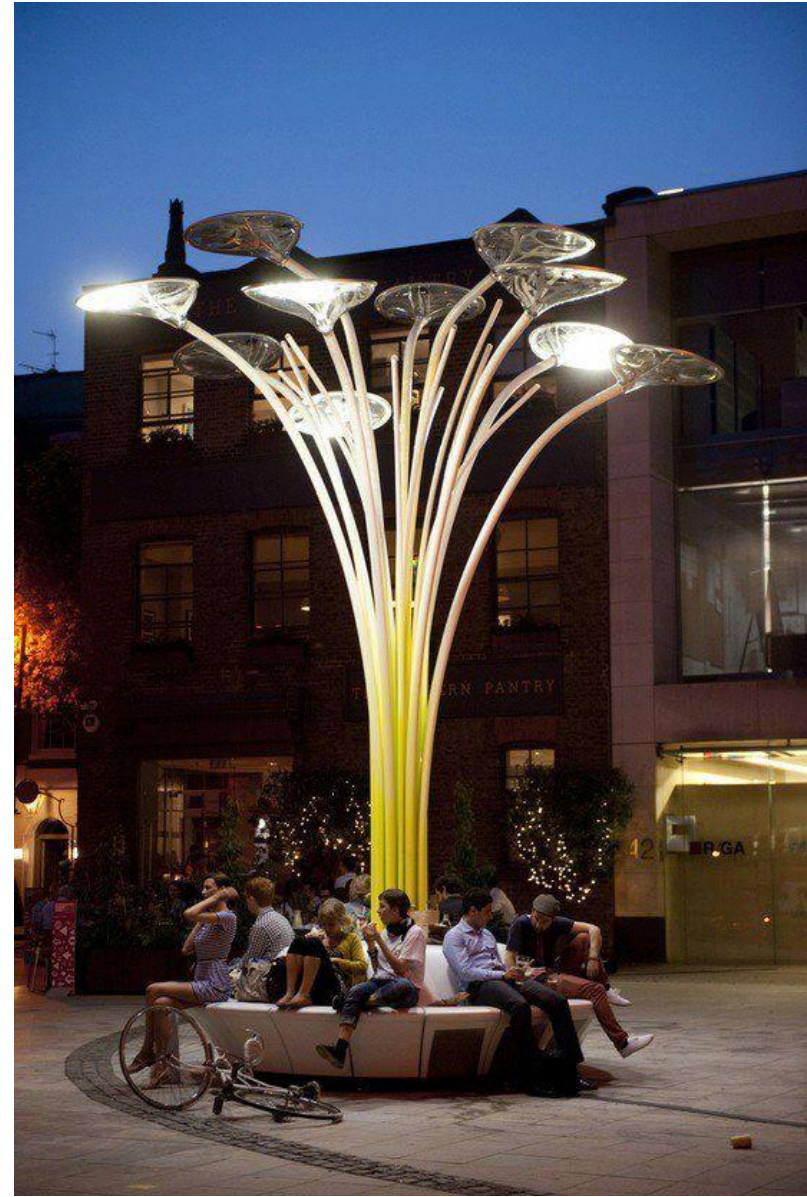
Art



Dine

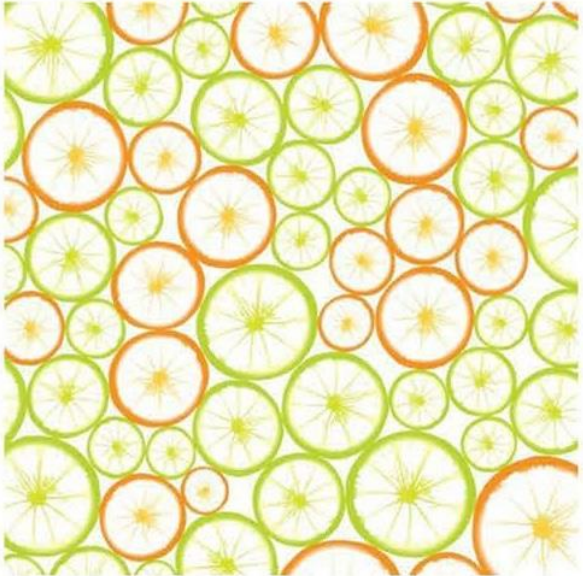
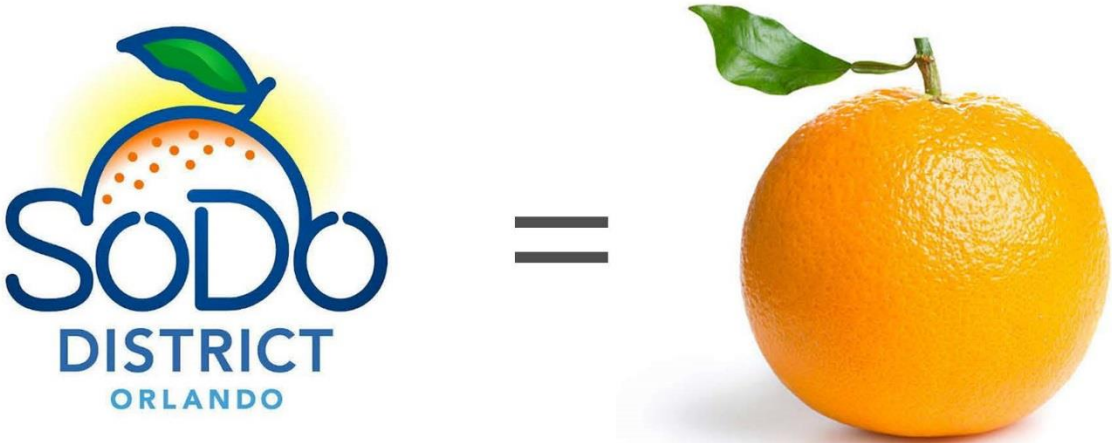


Shade & Light



Conceptual Design

orange ave + sodo (orange logo) = orange motif



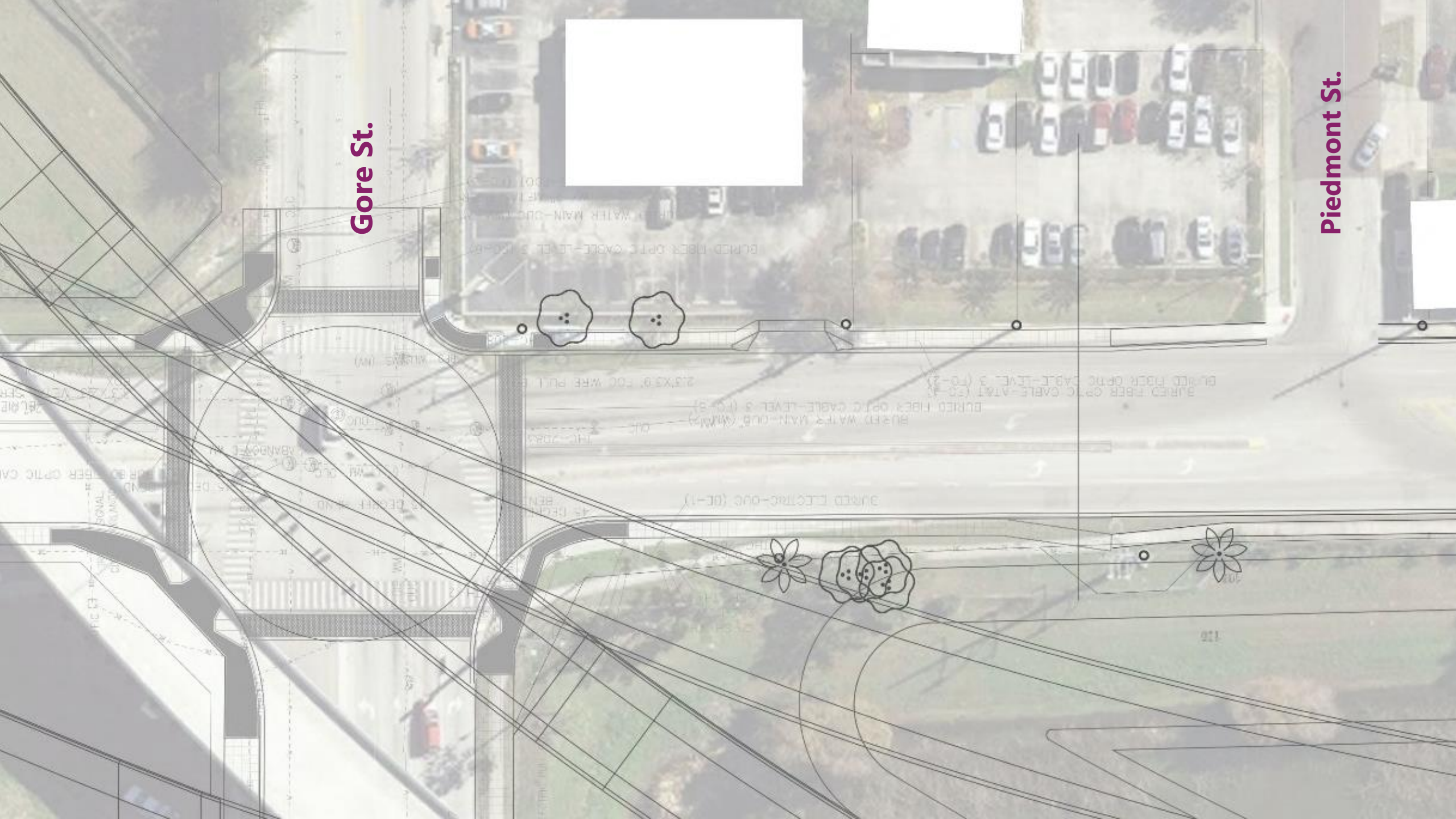
simple idea, complex breakdown



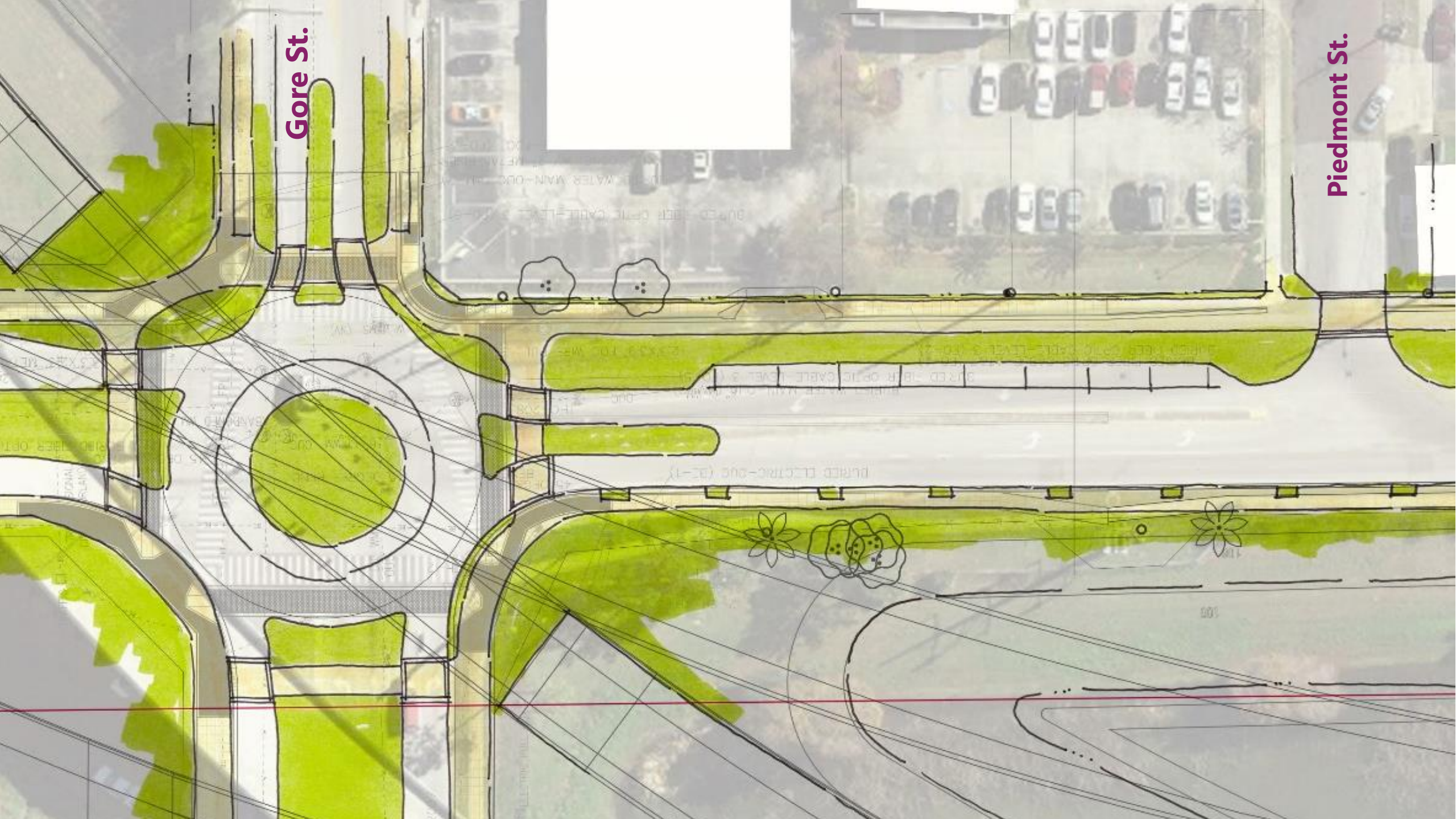
* From GAI Community Solutions Group

Gore St.

Piedmont St.



Gore St.



Piedmont St.

Conceptual Design: Division



Conceptual Design: Division



Conceptual Design: Division



Conceptual Design: Division



Conceptual Design: Division





Animation



Next Steps

12.15.17 Kickoff

1.30.18 Workshop

3.1.18 Survey Closes

3.14.18 Plan Update to Board

5.9.18 Final Draft

Division Avenue Schedule

Share your Thoughts

Design Ideas

North of Kaley

South of Kaley

Survey

SODO NID Website
www.cityoforlando.net/sodonid

Q & A

**We want to hear from
your friends & neighbors!**

Survey

SODO NID Website

www.cityoforlando.net/sodonid

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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our
SoDo