

Principles & Strategies



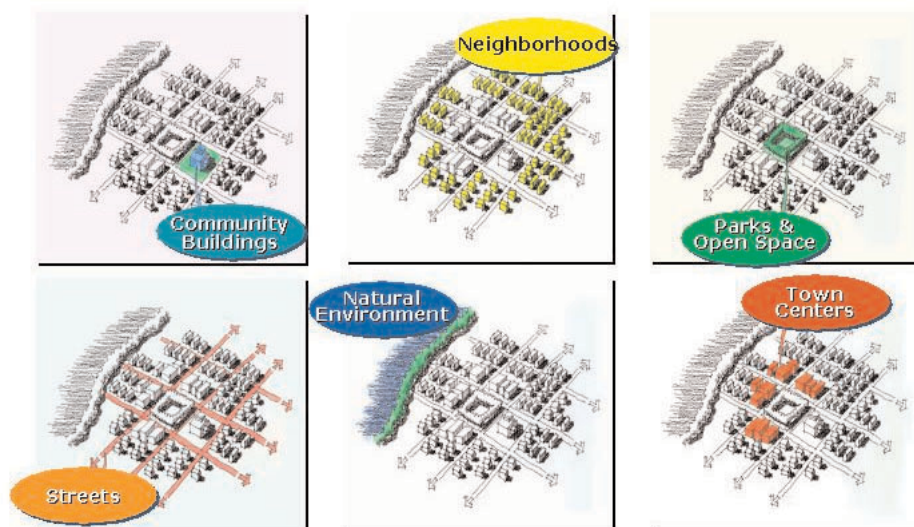
TRADITIONAL NEIGHBORHOOD DESIGN PRINCIPLES

The City of Orlando is committed to promoting the ideas of Traditional Neighborhood Design (TND) on the Southport site. The fundamental idea of TND's are connection and diversity. This includes connecting all the basic daily needs such as living, shopping, learning and recreation; connecting housing types to allow for varied housing choices within neighborhoods, connecting roads to 'disperse' neighborhood traffic calmly rather than 'collect' it; and connecting people to civic ideals by placing public buildings, parks and other important amenities in prominent locations.

Conventional Suburban Pattern



Traditional Urban Pattern



Community Design Elements

With the connection of new development to the urban pattern of existing Villages of Southport, a cohesive and healthy neighborhood can be achieved. A basic outline of TND design elements is listed below.

LIVABLE STREETS

- Pedestrians, bicycles and bike lanes, autos, sidewalks, street trees
- Architecture defines street (small setbacks, porches and entries in front, garages and parking in back)

MIXED HOUSING

- Single family, townhomes, apartments, accessory units, etc. Neighborhood provides quality of life for varied demographics

ACCESSIBLE OPEN SPACE

- Public parks, public lakes
- Community Centers
- Walking distance
- Pedestrian oriented streets
- Interface and connections with natural environment

NEIGHBORHOOD USES

- Churches, schools, grocery, parks, day care, etc. within the neighborhood structure and within walking distance

TOWN CENTERS WITH MIXED USES

- Livable streets
- Retail – 1st floor
- Office and apartments – 2nd floor
- Public park
- Civic pride

URBAN FRAMEWORK

- Hierarchy of streets
- Block structure
- Pedestrian scale
- Mixed development
- Network of many paths, many connections
- Pedestrians, bikes, cars and transit
- Relation to adjacent neighbors
- Housing diversity
- Community buildings including schools

PROJECT GOALS

Based on the site review, public meetings, advisory committee meetings, and TND standards, five general Goals were identified for the renewal of the site. This includes:

- 1** Creation of a healthy and complete Southport neighborhood - with physical, social and economic success.
 - Physically beautiful
 - Economically Viable
 - Socially Inclusive
 - Mix of uses
 - Mix of housing
 - Buffer adjacent uses

- 2** Improve the quality of the environment, which is currently highly degraded
 - Wetlands and canals
 - Tree canopy
 - Water and Air quality
 - Healthy habitat

- 3** Connections - both in terms of land use and neighborhood design
 - Discourage cut-through
 - Streets
 - Parks
 - Activities
 - Land uses
 - Shopping and work
 - Taft and Belle Isle
 - Pedestrians first

- 4** Develop an urban pattern of blocks and streets that place an emphasis on the public realm and allow uses to be mixed and to change over time.
 - “Flexible Blocks”
 - Public Realm
 - Hierarchy of spaces

- 5** Mixed uses/diversity
 - Mix of uses
 - Variety of housing types
 - Diversity of income
 - Inclusion of ethnic, racial and social cultures

PROJECT STRATEGIES

Based on the goals, the following basic design strategies were developed to guide the Vision Plan. The strategic elements of the community include:

- Neighborhood Streets
- Commercial Streets
- Gateways
- Neighborhoods
- Environment
- Trails and Parks
- Community Completion



Neighborhood Streets



Commercial Streets



Gateways



Neighborhoods



Environment



Trails & Parks

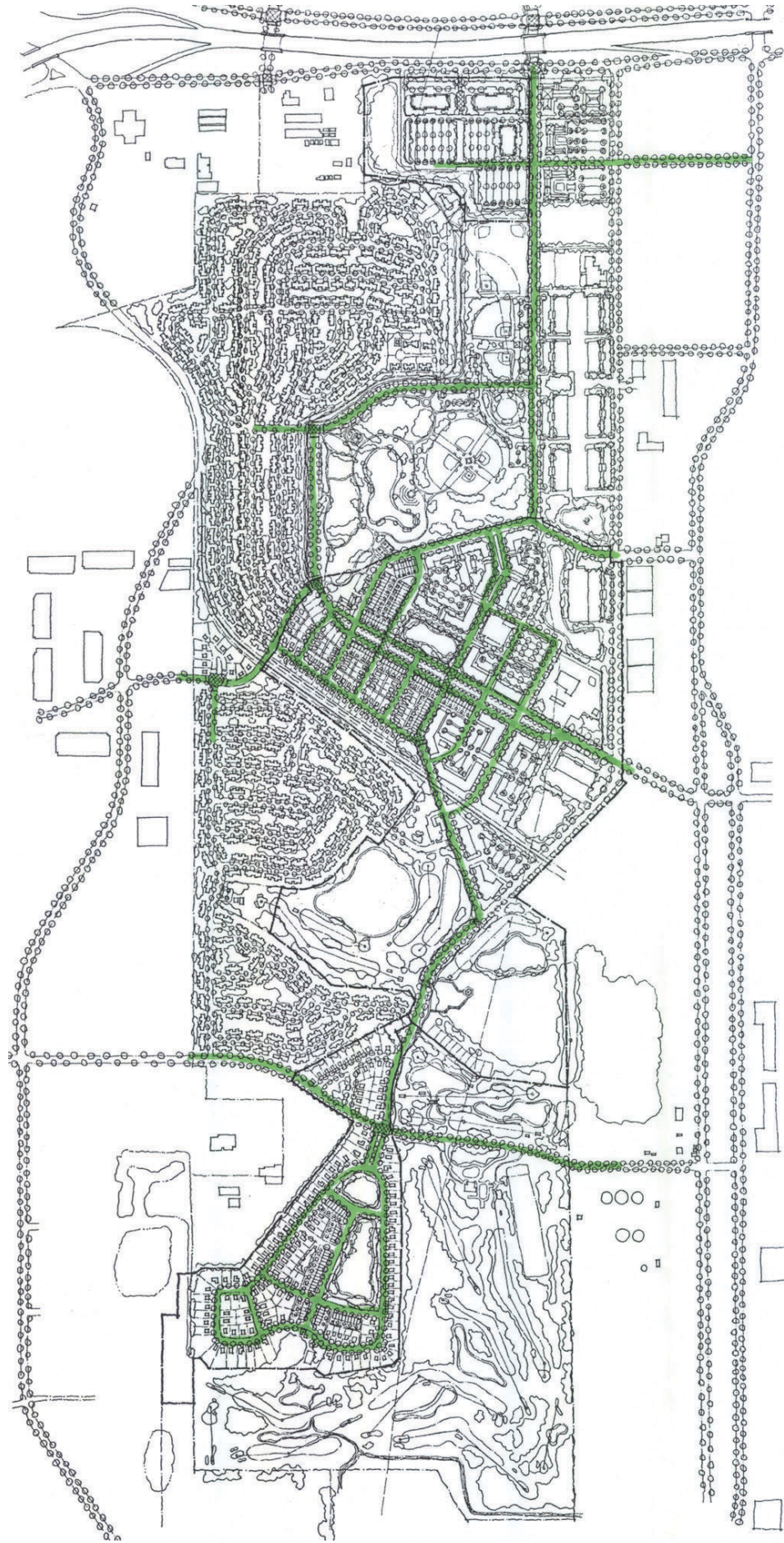


Community Completion

NEIGHBORHOOD STREETS

A system of neighborhood streets should be created for internal circulation, as well as easy access to adjacent neighborhoods, places of employment and external regional roads. These should be 2 lane streets with calmed traffic, street trees, sidewalks, on-street parking, bicycle facilities and streetlights. Daetwyler Drive is reinforced as a prominent address that all the neighborhoods can attach to. Neighborhood streets should be safe for children.



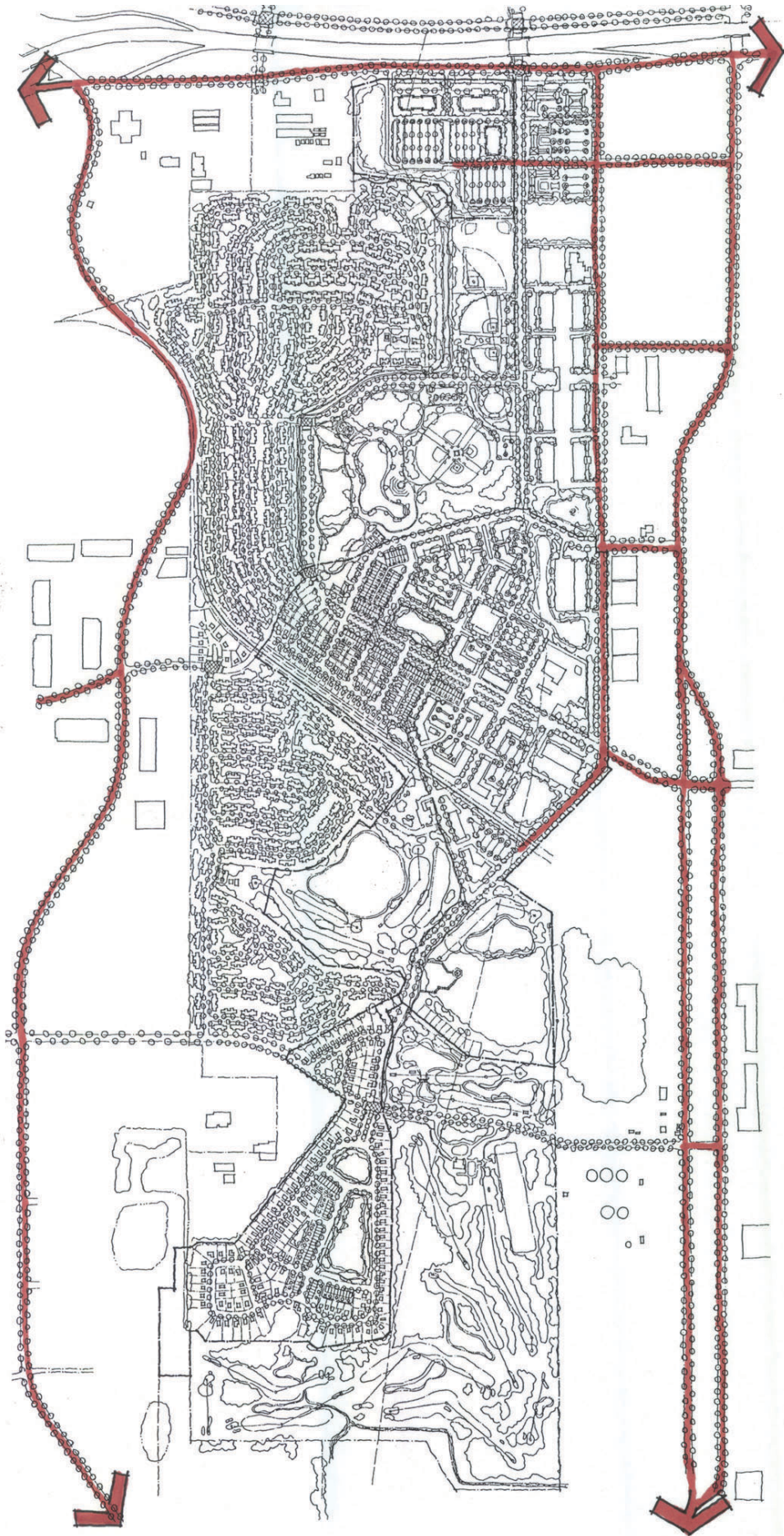


COMMERCIAL STREETS

A system of commercial streets should be reinforced as the appropriate setting for commercial/truck through-traffic, higher speed traffic, and larger format land uses. Avenue C (1 block west of Tradeport Drive) should be reinforced as an address for future airport-related development, and can be extended through the existing GOAA parking lot to Jetport Drive. Avenue C is shown as narrowed or physically disconnected from Daetwyler Rd. In this way, Avenue C and Tradeport Drive become reinforced addresses for office and industrial uses, with associated trucking, loading and employee parking; and Daetwyler Drive is protected and reinforced as a neighborhood street.

Although commercial streets carry more significant regional traffic and support more intense uses, they can still be livable. Sidewalks, street trees, landscape, clearly identified pedestrian crossing points, and bicycle facilities are important.

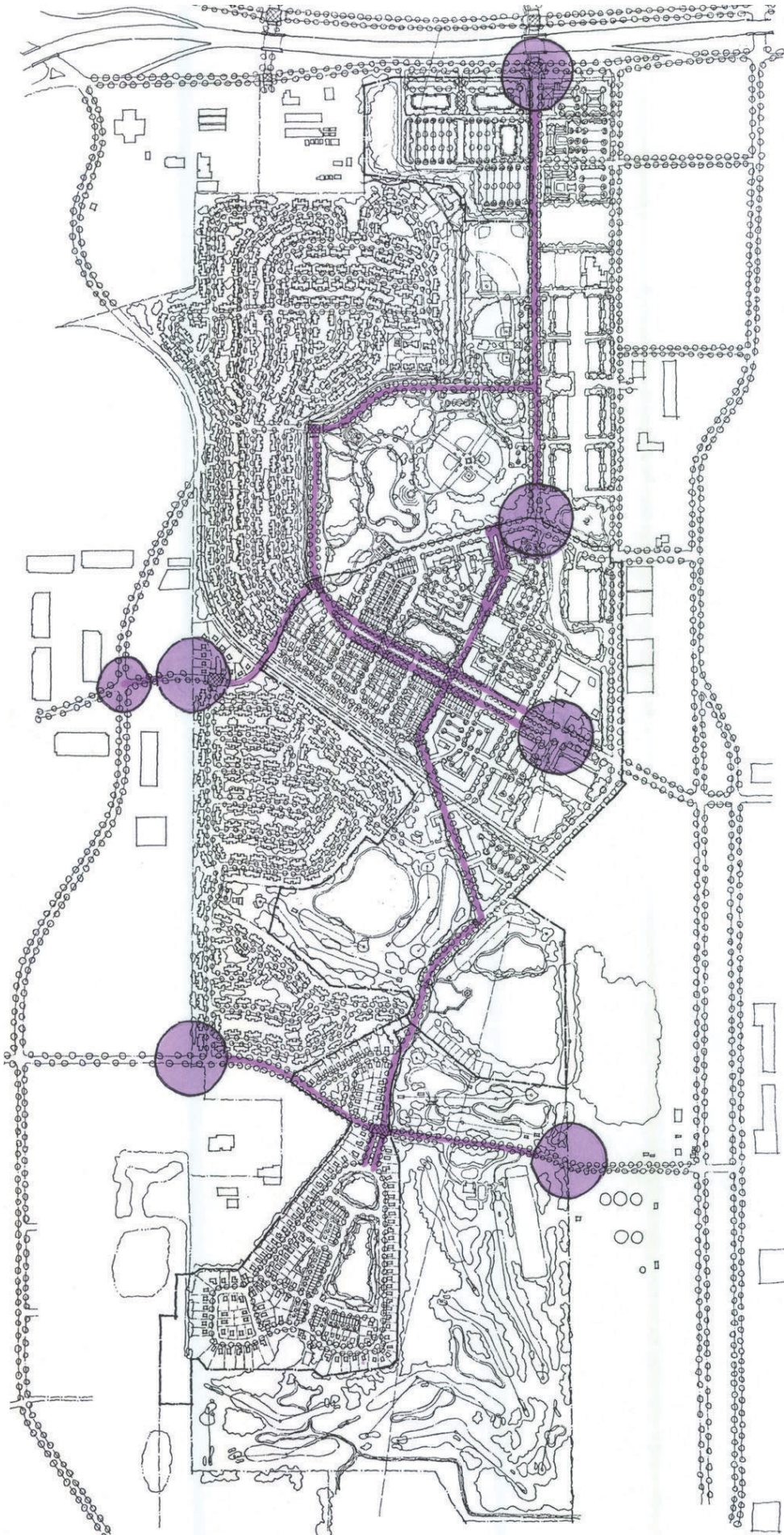




GATEWAYS

Community entries should be points of establishing community character and identity, level of quality, calmed traffic, and livable streets with trees, sidewalks, etc. They should serve points of wayfinding signage to neighborhood features such as the town center, community park or golf course; as well as discourage inappropriate truck through-trips.



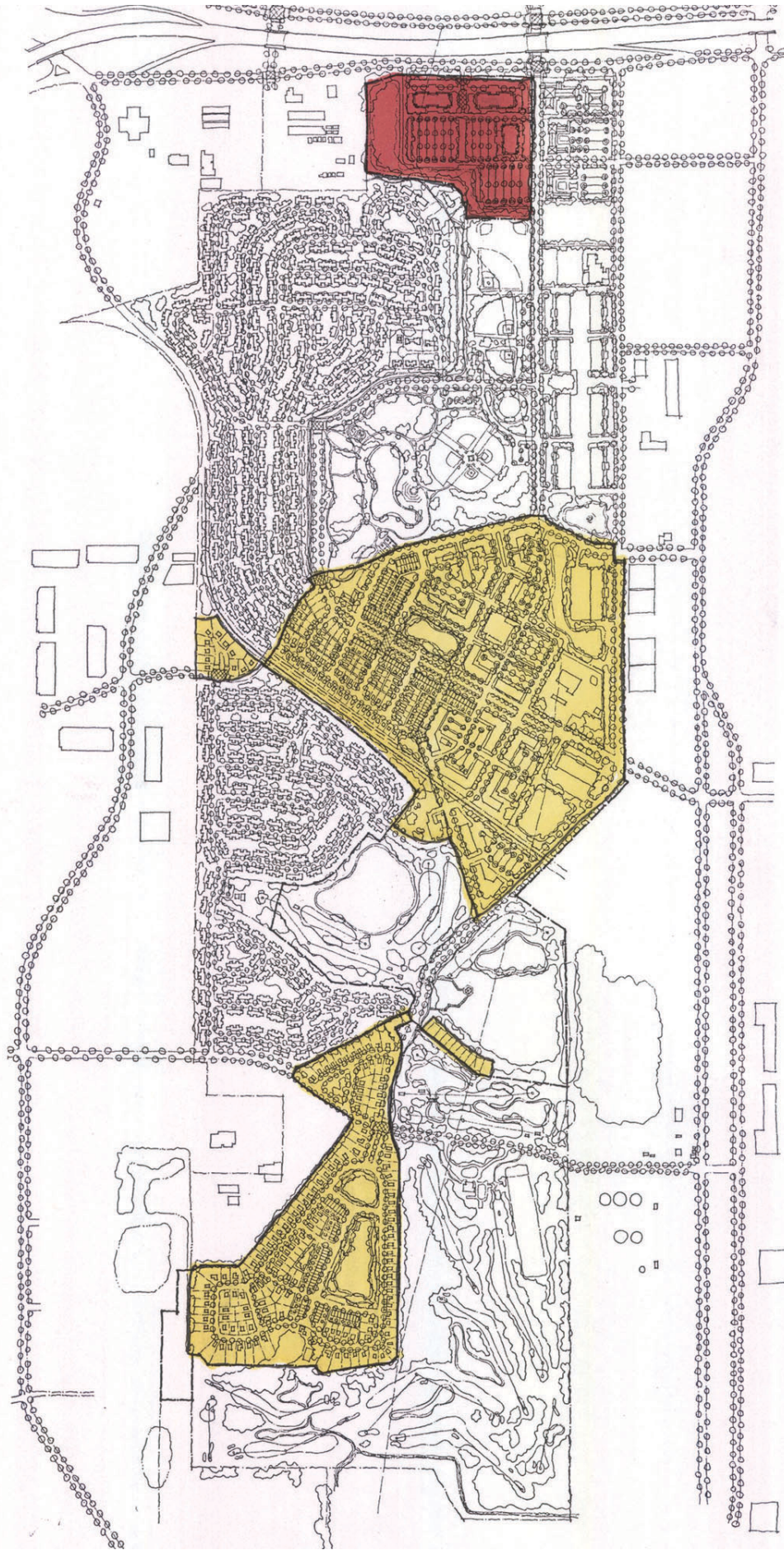


NEIGHBORHOODS

The available parcels should be designed as interconnected neighborhoods according to the TND principles. They should have a mix of uses or housing types, they should address the road and public realm, and have some organizing center such as retail, open space, public buildings, and increased architectural massing.

Although the Business Park will not include residential uses, it should still include organizing principles such as interconnection, street fronting buildings, and pedestrian accessibility.





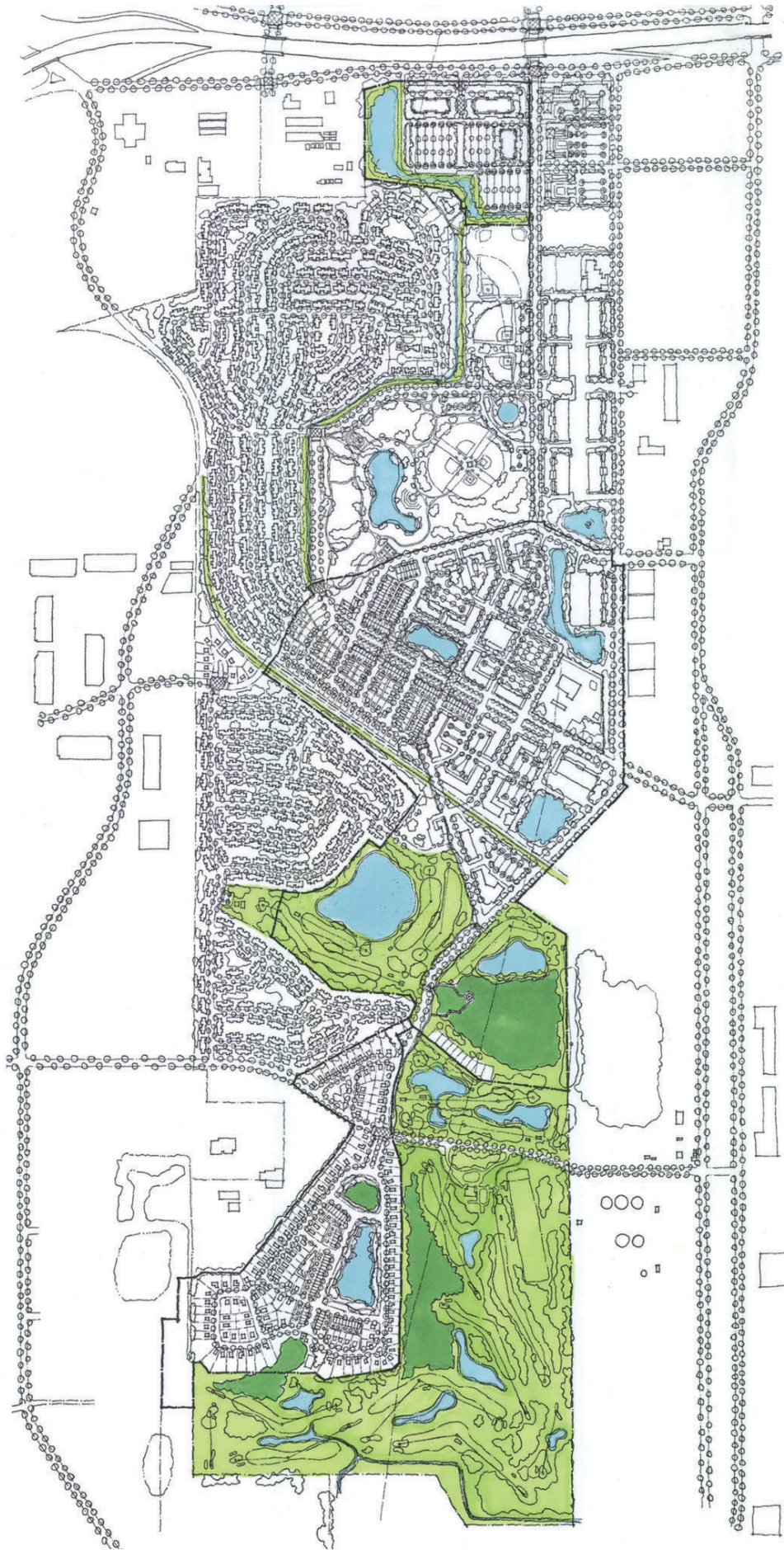
ENVIRONMENT

Southport should have a healthy environment, including improved water quality, habitat, tree canopy, and ecological communities. Currently the system is extremely degraded. The wetlands are over-drained by very large canals causing significant water table drawdown. This results in muck oxidation, loss of native trees and significant invasive non-native plant growth. The canals are extensive and are designed for stormwater conveyance. They provide very little value in terms of stormwater retention, treatment or pollutant absorption by plant material, or as open space features. Finally, the site has been almost completely deforested in the upland areas, resulting in virtually no tree canopy or other vegetative communities.

By creating an interconnected system of greenways and blueways, water quality, wetland habitat, and tree canopy can all be greatly improved. Low flow weirs or other limited control devices on the canals would raise the water table during the dry season to preserve the wetlands. Canals can be planted or even deviated to create naturalistic linear parkways and buffers. Exotic species removal would greatly clean up the wetlands making them attractive for nature-based recreation and education. Certain highly degraded wetlands might be impacted to create necessary stormwater treatment areas flowing to attenuation opportunities re-hydrating the more viable wetlands. Wetland re-hydration would also lessen off-site flows and improve the quality of water exiting the site.

The site should be a haven for plants, animals, people and water such that there is a discernable connection between the neighborhoods and the natural systems. This connection can be used to its advantage through educational trails and bikeways, golf expansion, and an improved conservation environment for the neighborhoods.



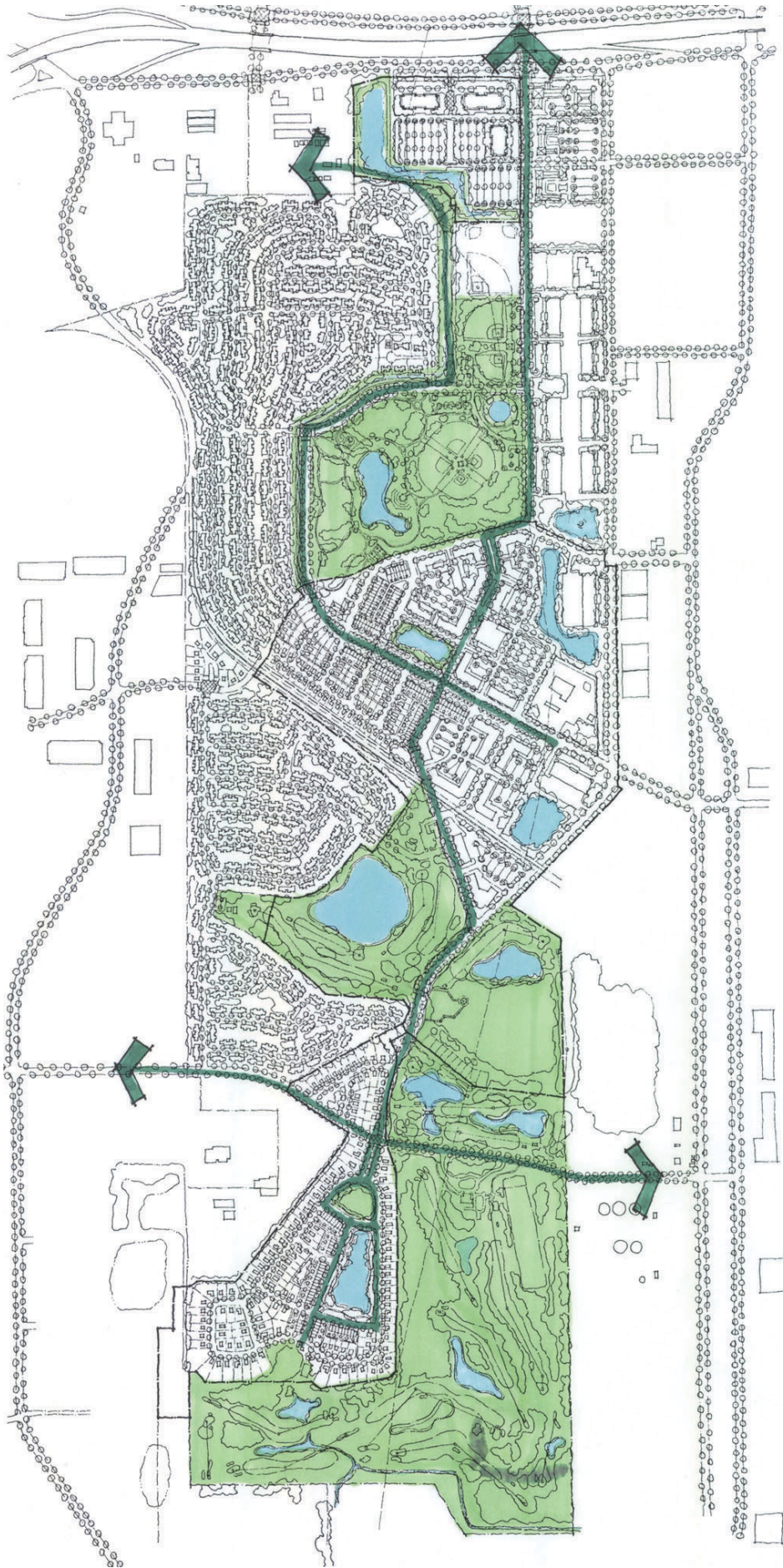


TRAILS AND PARKS

Trails and Parks are closely related to environmental systems. By creating an interconnected system of greenways and blue ways, the neighborhoods can be joined continuously. Parks and open space should be placed prominently in the public realm in public 'front door' or on-street conditions, rather than behind residential homes in an unmonitored private 'backyard' setting. This follows the 'eyes on the street' public monitoring principles of "Crime Prevention Through Environmental Design" (CPTED) as well as better celebrating the shared public realm and civic sense of community. The framework of park spaces includes:

- Interconnected, livable streets with sidewalks, street trees and street lights insuring people can safely walk or bike anywhere in the community.
- Neighborhood parks with small playgrounds and open space within easy walking access of every resident.
- Southport Community Park, constructed in 2002 by the City to provide significant open space for active and passive recreation.
- Natural spaces for environmental recharge such as the wetland park area in the center of the site.
- Continuous recreational trails and bike lanes insuring both recreational opportunity as well as regional access to Durrance Elementary School, Parks and other community features, and adjacent neighborhoods. This includes necessary partnerships in the improvement of pedestrian connections to Belle Isle and Taft via Daetwyler Road and Dowden Road/Fourth Street, to serve all users of the city park facilities and Durrance Elementary School.





COMMUNITY COMPLETION

Community is defined as the successful integration of varied housing types, daily needs shopping, proximate employment, parks, environment, streets and public buildings. Currently, the Villages of Southport is a successful neighborhood of residential homes, but is not yet a complete community. By adding the missing community pieces, sensitively treating edges, and creating centers of activity or place - the Southport Community can be completed.

Of particular note are the edges and points of entry. The existing Villages of Southport has an ill-defined edge, with an ambiguous relationship with the airport-oriented development to the east. By matching up compatible uses and appropriate buffers to the existing Southport homes, and with the Tradeport Drive development, both the neighborhood uses and Airport uses can be better defined and made more viable.



