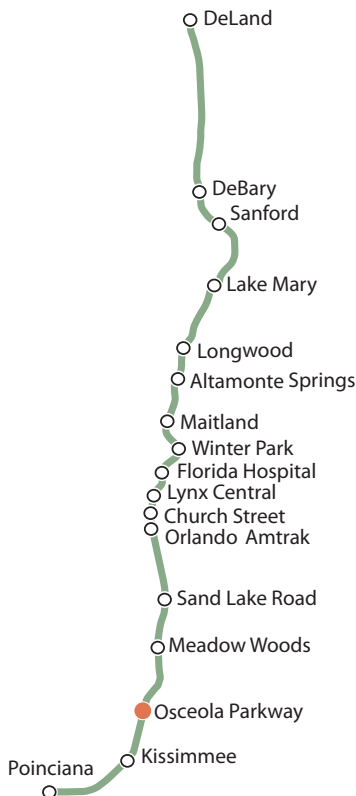


OSCEOLA PARKWAY TOD CONCEPT



Artist's rendering looking southeast towards station.



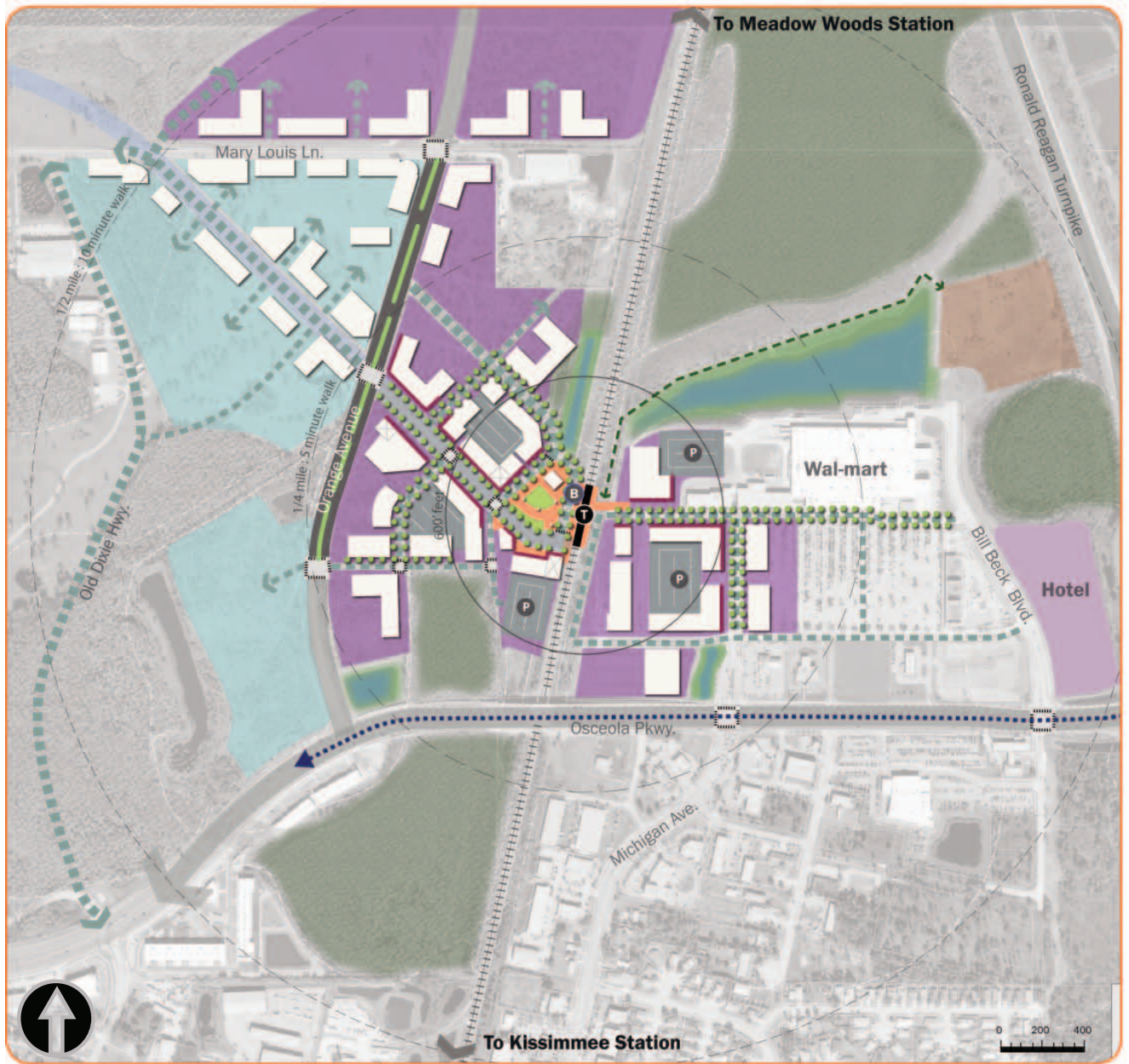
This Village Center station is an opportunity to attract new forms of development, redevelopment and infill to the area, strengthen connections across South Orange Avenue to under-utilized property to the west, and potentially stimulate job creation and investment.

The TOD vision includes a mixture of locally desired new development and redevelopment within one mile of the SunRail tracks. Uses could include a limited amount of mixed-use in the immediate station area; a hotel and multi-family residential to the east; and a combination of multi-family residential, offices and/or light industrial to the west.

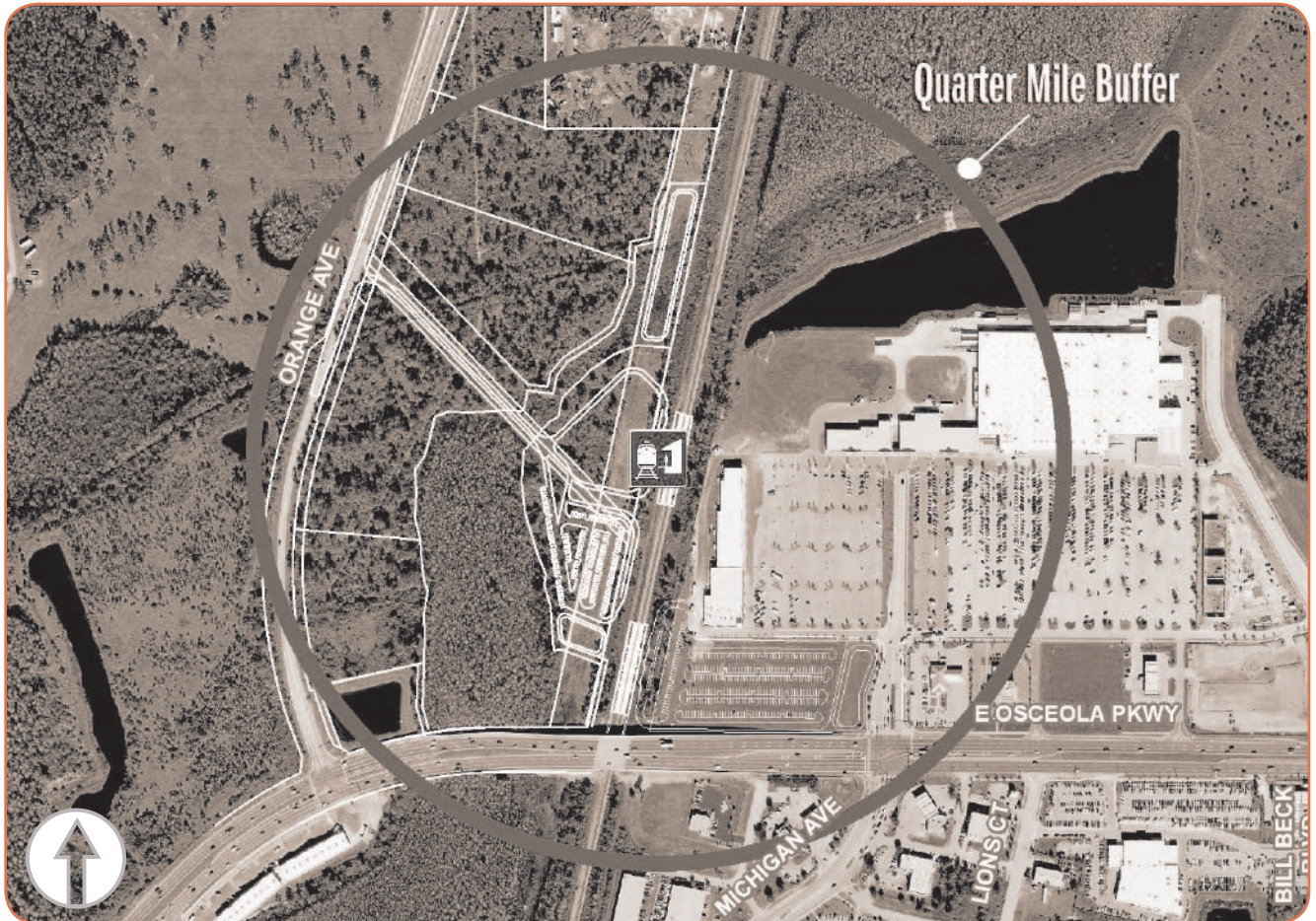
Transit parking could be integrated within the development as internal parking structures. Streetscape and pedestrian improvements will facilitate connections within the immediate station area and crossings of South Orange Avenue. The station area could also serve as an important destination within the local suburban context.

Potential next steps include assuring that TOD overlay zone requirements require and incentivize transit-supportive development, and coordinating with: Osceola County for limited but strategic improvements to South Orange Avenue; Tupperware on their existing DRI plans; and Wal-Mart on intensification of their surface parking areas.

OSCEOLA PARKWAY TOD STATION CONCEPT



- | | | |
|--|---|--|
| <p>Transit</p> <ul style="list-style-type: none"> Transit Station Parking Bus Drop-off | <p>Areas of Change</p> <ul style="list-style-type: none"> Mixed-Use Residential Planned Unit Development | <p>Access and Connectivity</p> <ul style="list-style-type: none"> Pedestrian and Street Enhancements New Street Connection Traffic Calming Crossing Improvements Future Transit Pipeline Easement Proposed Pedestrian and Bike Connection SunRail |
| <p>Urban Form</p> <ul style="list-style-type: none"> Active Building Edge Proposed Buildings Proposed Parking Structure | <p>Parks and Open Space</p> <ul style="list-style-type: none"> Transit Plaza Open Space/Retention Floodplain | |



Aerial photo of existing conditions.

The planning challenge for the Osceola Parkway Station is to introduce an urban footprint into a low-intensity suburban environment. The amount of under-developed land surrounding the station underscores the importance of creating a planning framework to guide phased implementation of the station area into a Village Center. The trip cap for the area may create an incentive to develop as a TOD. In addition to the information presented earlier in the report, next steps in TOD planning for the Osceola Parkway Station might include:

- Undertaking further station area planning to establish an urban street grid and pedestrian network oriented to the station, which can serve as an armature for phased implementation of TOD.
- Setting minimum TOD densities at the top of today's real estate market.
- Requiring that buildings provide active ground floor uses along the new street connecting the station to Orange Avenue. This street could serve as a new pedestrian-oriented front door to the area.
- "Shadow platting" the existing surface parking areas in the Wal-Mart precinct east of the station to allow for intensification over time. The goal would be development of a walkable urban street grid integrated with infill and redevelopment.
- Working with FDOT on design options for the placement of parking and bus transfers which allow development to occur as close as possible to the station.