



TRANSIT ORIENTED DEVELOPMENT WORKSHOP SKETCHBOOK



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The Central Florida Commuter Rail project will provide the opportunity not only to move people more efficiently, but to also build new, walkable, transit-oriented communities around some of its stations and strengthen existing communities around others.

In February 2007, FDOT conducted a week long charrette process, individually meeting with the agencies and major stakeholders from each of the jurisdictions along the proposed 61-mile commuter rail corridor. These included: Volusia County, Seminole County, Orange County, Osceola County, and the cities of: DeLand, DeBary, Sanford, Lake Mary, Longwood, Altamonte Springs, Maitland, Winter Park, Orlando and Kissimmee.

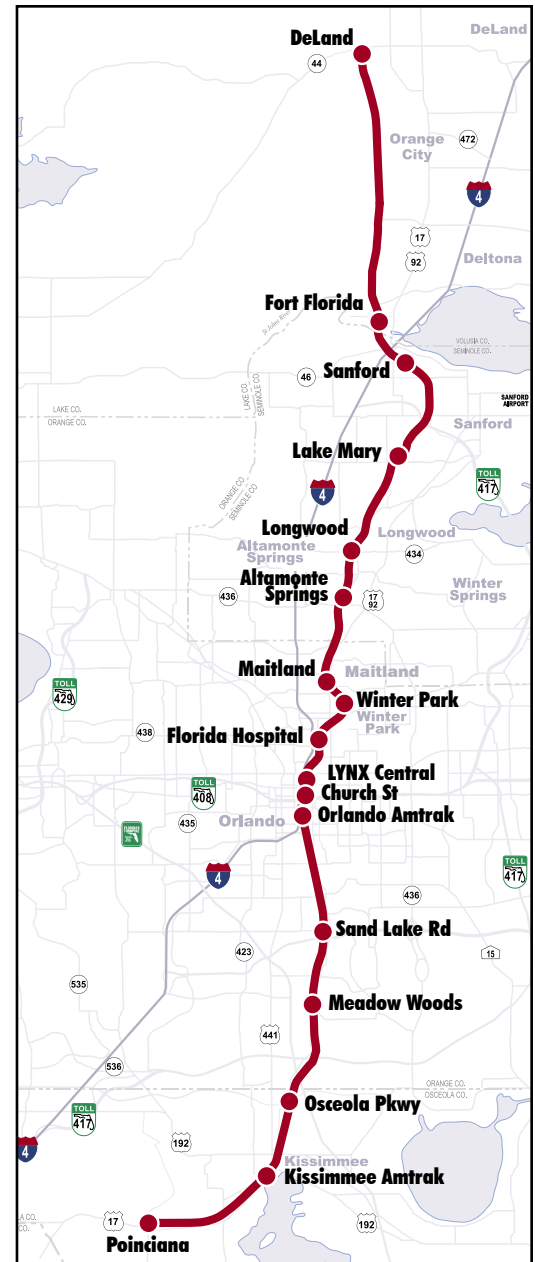
Building upon the Transit Oriented Development (TOD) group workshop in December 2006, these half-day charrettes included a presentation covering the benefits and challenges of TOD, along with case studies illustrating various development scenarios that have been successfully built around transit. Following the presentation and facilitated discussion, all charrette participants got the chance to “roll up their sleeves” and help create a potential development vision for their respective station area.

The plans and concepts illustrated in this report represent ideas generated in a series of workshops designed to convey the potential for transit oriented development and how development around transit can respond sensitively to the existing surrounding context while providing community and transit ridership benefits. The plans created during the workshops are not intended to suggest any planned or agreed-upon development at those stations.



Each of the seventeen station sites had a different outcome. Some had TOD development plans in process, some had strong development potential, and some were largely developed. The purpose of the charrettes was to explore how

best to leverage the coming of commuter rail to help realize the development goals and potential of the communities it will serve. Depending upon the discussion and needs of each station area, one or two graphics were produced at each workshop to illustrate the issues, opportunities, and potential for TOD. The results of each station charrette are presented sequentially from north to south. Issues and Opportunities outline what was discussed specific to the respective station area.



Initially, the system will be served by 17 stations

Charrette Outcomes lists the results of the development vision for each station area. The aerial photo includes the ¼ and ½ mile (5 and 10 minute) walking radii from the station platform location. The analysis and concept diagrams illustrate the issues and ideas developed during the charrette.

What is Transit-Oriented Development (TOD)?

TOD is a strategy available to help manage growth and improve the quality of life in Central Florida. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns. In one recent Caltrans study, TOD was defined as follows:

“Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.”

California Department of Transportation TOD Study Technical Advisory Committee, January 2002

TOD seeks to align transit investments with a community’s vision for how it wants to grow, creating “livable” mixed-use, possibly denser, walkable “transit villages.” A successful TOD will reinforce both the community and the transit system.

In general, people living and working in TODs walk more, use transit more, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the “average” household. At an individual station, TOD can increase ridership by 20 to 40 percent and up to five percent overall at the regional level. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to fixed guideway systems such as Commuter Rail Transit and Light Rail Transit can enjoy increases in land values over 50 percent in comparison to locations away from transit stops.



The transit station is an integral part of the development in successful TOD

TOD Land Use and Design Principles

Transit-oriented development may be described by four basic principles, which define the essential characteristics of all successful TODs:

- A greater density than community average
- A mix of uses
- A quality pedestrian environment
- A defined center

BENEFITS OF TOD

By implementing TOD and coordinating investment in transportation and land use projects, communities can make significant progress toward improving their quality of life. The extent to which this progress is made depends largely on the type and quality of transit service available as well as the primary characteristics of the TOD. Ten major benefits from TOD are:

1. Providing mobility choices

By creating “activity nodes” linked by transit, TOD provides much needed mobility options, including options for young people, the elderly and people who do not own cars or prefer not to drive.

2. Increasing public safety

By creating active places that are busy through the day and evening and providing “eyes on the street”, TOD helps increase safety for pedestrians, transit users, and many others.

3. Increasing transit ridership

TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level.

4. Reducing rates of vehicle miles traveled (VMT)

Vehicle travel has been increasing faster than population growth. TOD can lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent research shows that automobile ownership in TOD is approximately one half the national average.

5. Increasing disposable household income

Housing and transportation are the first and second largest household expenses, respectively. TOD can effectively increase disposable income by reducing the need for more than one car and reducing driving costs, saving households \$3,000-4,000 per year.



► **A transit supportive environment includes a mixture of residential, commercial, service, employment, and public uses making many trips between destinations shorter and more walkable.**

Greater density than the community average

A key ingredient for walkable communities and support for transit is having sufficient residential densities to reduce walking distances between residences and other destinations, including commercial services, schools, parks, and transit. The following elements contribute to appropriate density for transit supportive land uses:

- Densities that are higher than the community norm are located within $\frac{1}{4}$ to $\frac{1}{2}$ mile of transit
- Structured parking is used rather than surface lots in higher density areas
- Site design for major projects allows for the intensification of densities over time



Higher density housing should be compatible with the surrounding environment and with adjacent housing at the edges of TOD

A Mix of Uses

A transit supportive environment includes a mixture of residential, commercial, service, employment, and public uses making many trips between destinations shorter and more walkable. In addition:

- First floor uses are “active” and oriented to serve pedestrians
- Multiple compatible uses are permitted within buildings near transit
- A mix of uses generating pedestrian traffic is concentrated within walking distance ($\frac{1}{4}$ to $\frac{1}{2}$ mile) of transit
- Auto-oriented uses, such as service stations and drive through facilities, are limited or prohibited near transit



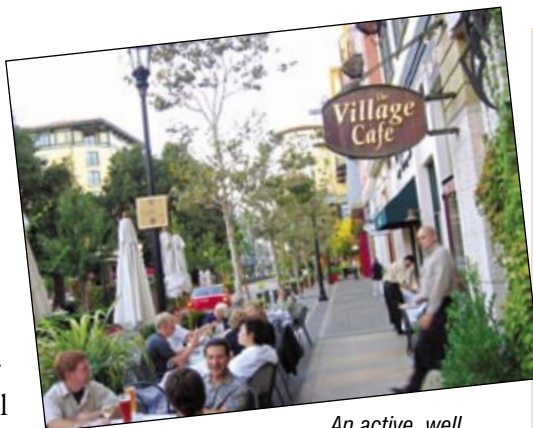
Mixed-use development can combine retail or commercial at the street level with residential or office above

Quality Pedestrian Environment

Vibrant communities, with or without transit, always are convenient and comfortable places for pedestrians. There are a number of components that contribute to a quality pedestrian environment:

- Buildings and primary entrances are sited and oriented to be easily accessible from the street
- Buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment
- Amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, are provided to help create a comfortable pedestrian environment along and between buildings

- The site layout and building design allow direct pedestrian movements between transit, mixed land uses, and surrounding areas
- Most of the parking is located to the side or to the rear of the buildings
- Sidewalks are present along site frontages, which connect to sidewalks and streets on adjacent and nearby properties
- Street patterns are based on a grid of interconnected systems that simplify access for all modes of travel
- Pedestrian routes are buffered from fast-moving traffic and expanses of parking
- Trees sheltering streets and sidewalks are provided along with pedestrian-scale lighting
- Buildings and parks are used to provide a focal point or anchor for key areas or intersections
- Secure and convenient bicycle parking is available



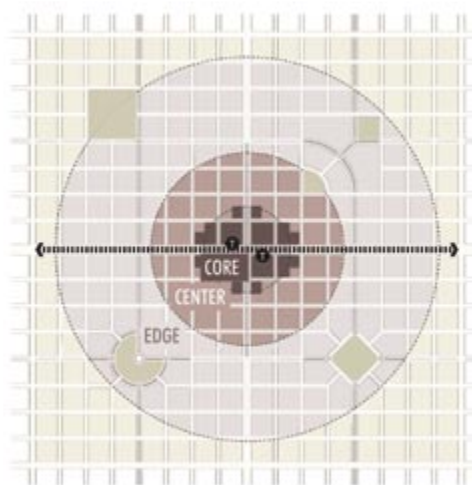
An active, well designed pedestrian environment

A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area. These areas project a sense of place by including at least several of the following attributes:

- The density and buildings are highest in the core near the transit station, moderating somewhat in the center that is within $\frac{1}{4}$ mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately $\frac{1}{2}$ mile from the station as shown in the Core, Center, Edge Diagram to the right
- Buildings are located closer to the street and are typically taller than the surrounding area
- Buildings are primarily oriented to the street with windows and main entrances
- Parking is less predominant, being located to the rear and in parking structures
- Parking requirements are reduced in close proximity to transit, compared to the norm
- Sidewalks are wider than in lower density areas, and offer pedestrian amenities, such as street trees, benches, kiosks, and plazas

These basic four principals are dependent upon one another to collectively create the transit and pedestrian supportive environments exemplified by successful TODs. Used together, they provide the opportunity to create great places at transit stations.



Core, Center, Edge

BENEFITS OF TOD

6. Reducing air pollution and energy consumption rates

By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

7. Helping protect existing single-family neighborhoods

TOD directs higher density development to appropriate areas near transit, thereby reducing pressure to build higher density development adjacent to existing single-family neighborhoods.

8. Playing a role in economic development

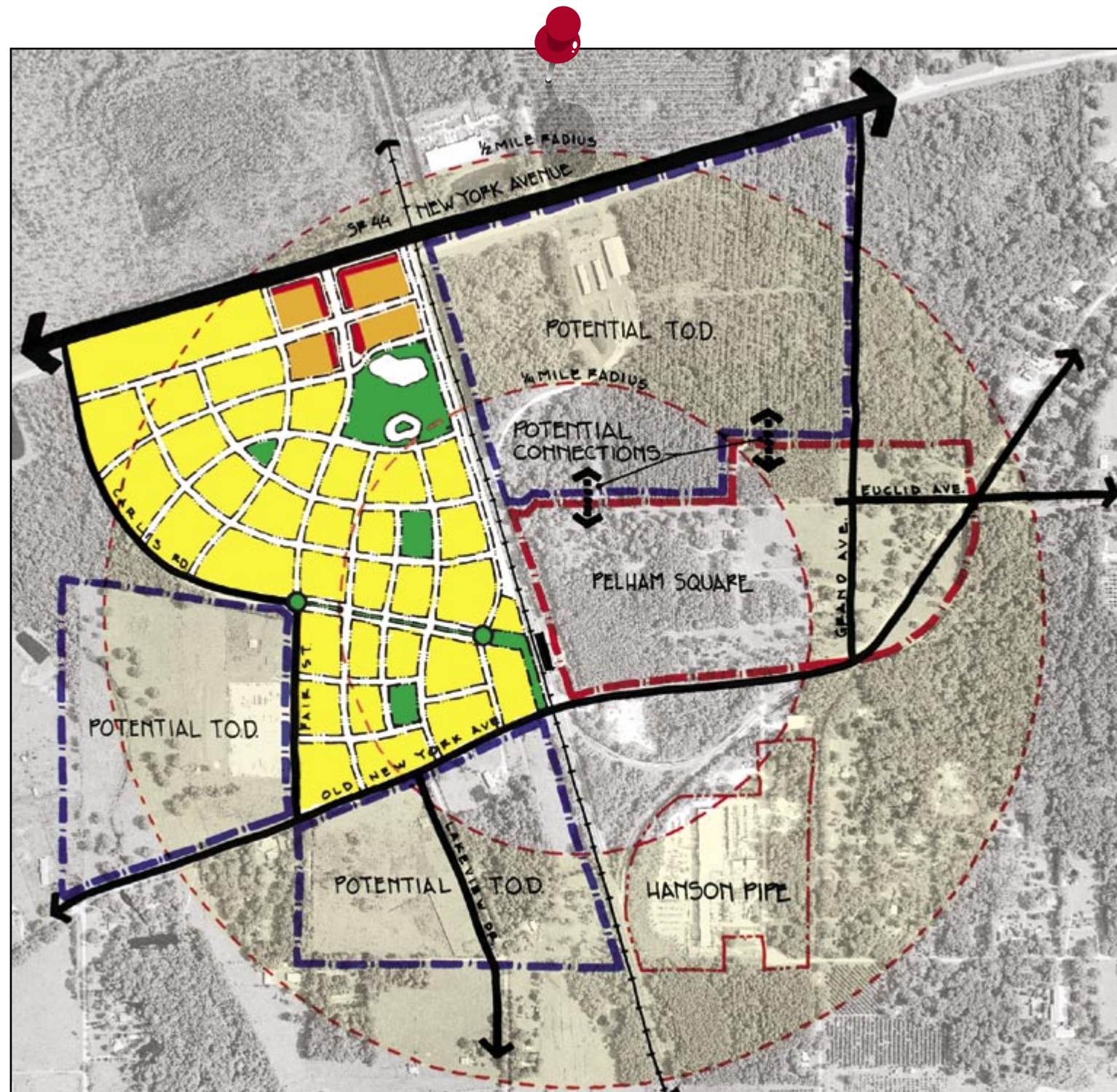
TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.

9. Contributing to more affordable housing

TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and structures can be significantly reduced through more compact growth patterns.

10. Decreasing local infrastructure costs

Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, and roads) to local governments and property owners by up to 25 percent through more compact and infill development.



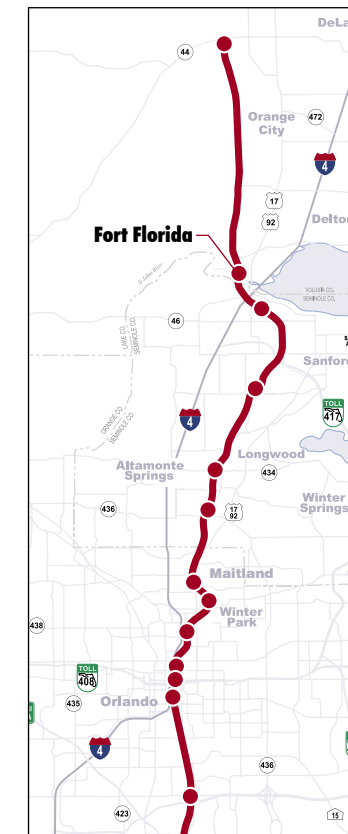
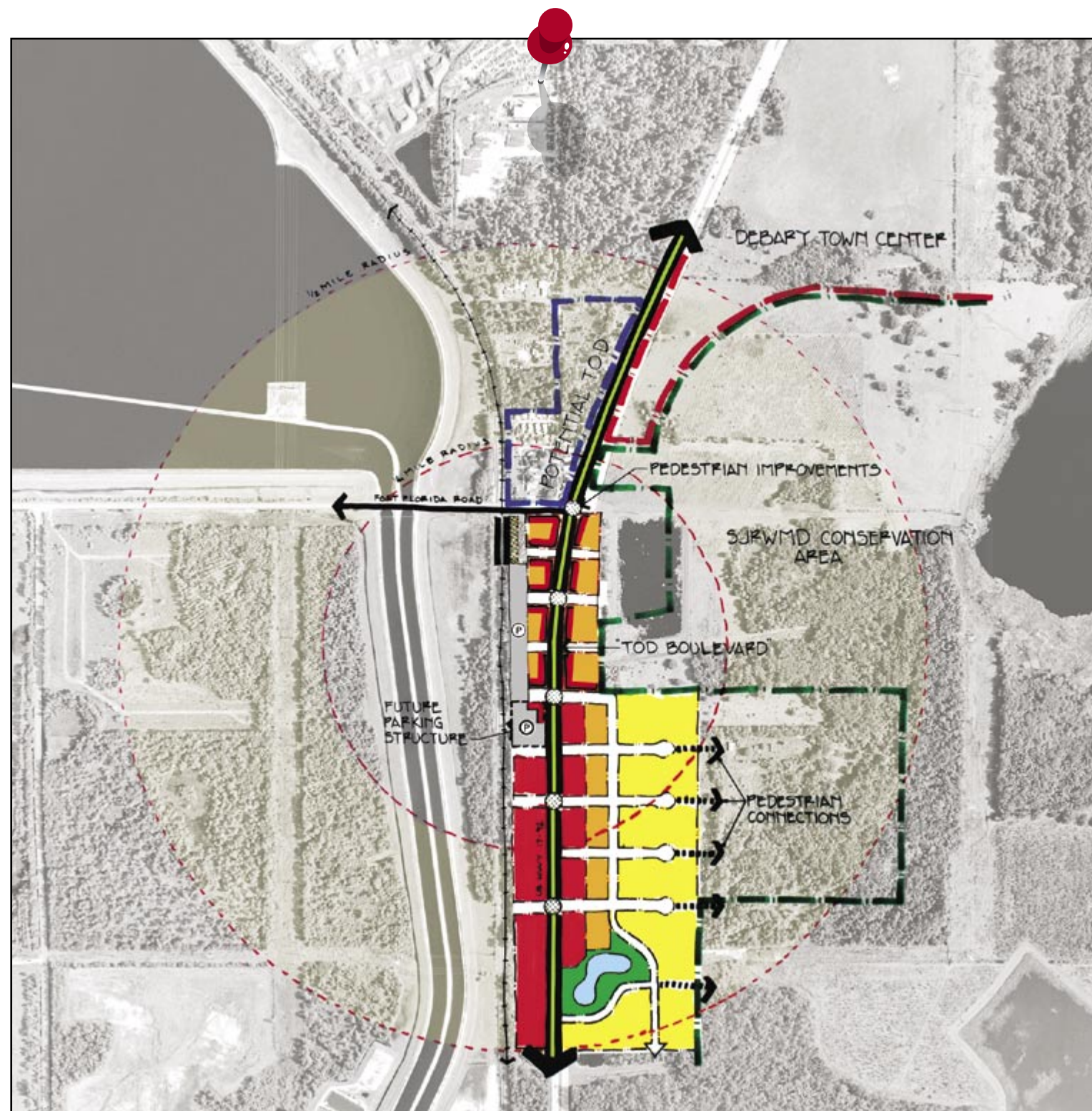
DeLand Amtrak Station

Issues & Opportunities

- Crosland is developing a mixed residential community, Pelham Square, adjacent to the station on the east side of the tracks
 - The street pattern is aligned towards the station with an axial park boulevard giving the station visual prominence
- Hanson Pipe industrial facility occupies a large segment of the south east quadrant of the station area
 - Other light manufacturing is located to the west of the station

Charrette Outcomes

- The station location has direct access but is some distance from downtown DeLand and in a rural setting
 - As a result this TOD would be primarily residential in use with some supporting commercial
- Residential character could be similar to Pelham Square
- Medium density residential could consist of townhouses and garden condominiums or apartments
- Low density residential indicates small lot single family or zero lot line homes
- Like Pelham Square, a park boulevard makes the station an integral component of future development and serves to make the station location visible from within the TOD



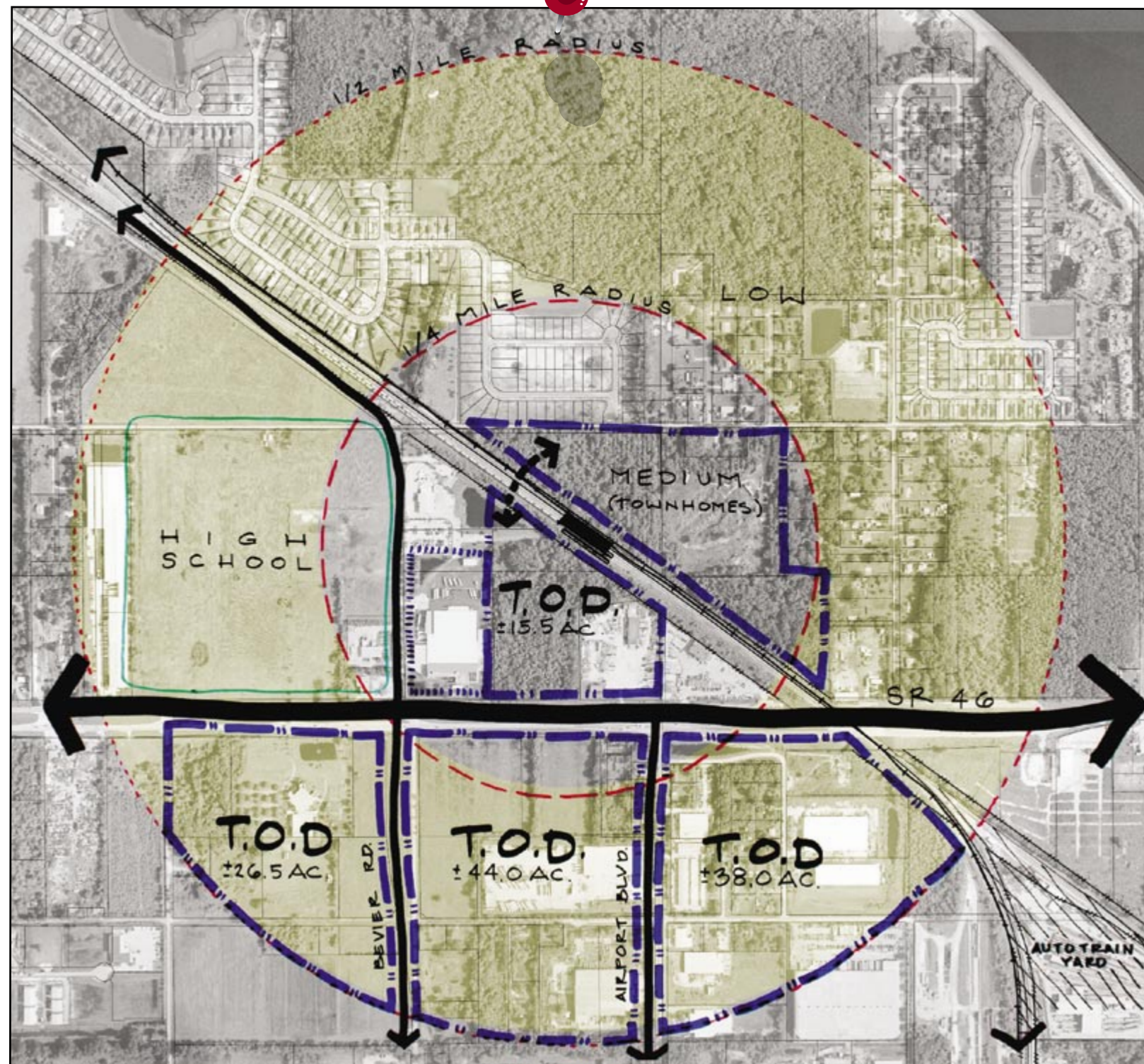
Fort Florida Station

► Issues & Opportunities

- Site constrained by Army Core of Engineers land on west side of station and environmental preserve east of US Highway 17-92
- DeBary town center mixed-use development is planned immediately north of the station area
- US highway 17-92 is a major north-south connector with some auto oriented businesses
 - It's a barrier to pedestrians in its current state

► Charrette Outcomes

- Between DeBary Town Center and the southern end of the TOD area US Highway 17-92 becomes a pedestrian friendly "TOD boulevard" with pedestrian amenities and traffic calming measures
 - This will create a pedestrian link between the station and DeBary Town Center as well as to future TOD development in the station area
- A node of mixed-use development is adjacent to the station on both sides of the highway at the intersection of Fort Florida Road
- Parking for the transit station occurs in smaller lots interspersed with pedestrian friendly commercial development south of the station
- Residential development on the east side of the highway takes advantage of the adjacent nature preserve and easy accessibility to the Town Center
- Medium density residential could consist of townhouses and garden condominiums or apartments
- Low density residential indicates small lot single family or zero lot line homes



Sanford Station

► Issues & Opportunities

- There is good TOD development potential within this station area with direct accessibility to SR 46 and two signalized intersections
- There is development potential on both sides of SR 46
- A large Catholic high school is being developed west of the station within the 1/2 mile station area boundary
- Approximately 200 townhomes are being developed on the north side of the planned commuter rail tracks

► Charrette Outcomes

- Townhome development should allow for a public pedestrian easement through the site to allow the surrounding residential neighborhood direct accessibility to the station
- There is approximately 15 1/2 acres of developable TOD directly adjacent to the station
- There are over 100 acres of potential TOD development opportunity across SR 46 within 1/2 mile of the station
- Pedestrian connections to the new high school should be incorporated into any future TOD development







► Issues & Opportunities

- The city has created a town center boundary around their historic town core with a mixed-use Traditional Neighborhood Development-type zoning code for the area
- Land to the east of the park and ride property would require a sewer extension beyond the limit the city had previously set
- Development and higher densities need to be compatible with the historic identity of Lake Mary
- Other large scale townhouse projects under construction in the city have given new development a negative perception

► Charrette Outcomes

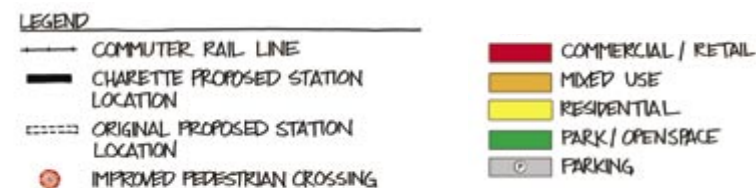
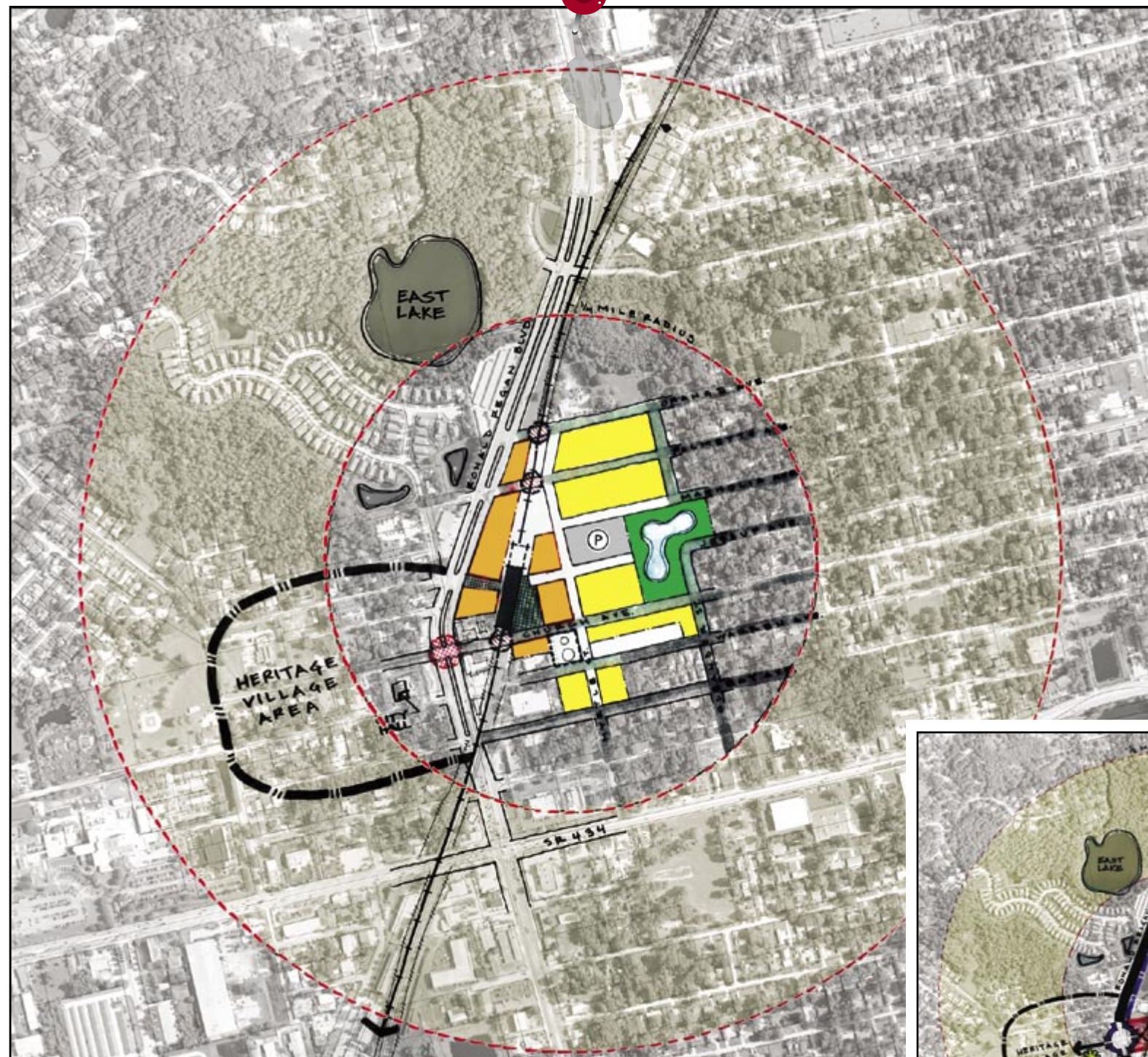
- The workshop participants identified 20+ acres on the south east side of the station ideal for TOD that was complementary to the existing town center
 - Approximately half of the area is already planned acquisition for the station and park and ride
- The park and ride site could be the first phase of development with additional land to the east being acquired and developed in a later phase
- Connectivity and traffic flow between the existing town and new development is critical with emphasis on pedestrian accessibility across the commuter rail tracks



 COMMUTER RAIL LINE
 STATION LOCATION
 PEDESTRIAN PLAZA
 BIKE/PEDESTRIAN CONNECTION
 IMPROVED PEDESTRIAN CROSSING

 COMMERCIAL/RETAIL
 MIXED USE
 RESIDENTIAL
 PARK/ OPEN SPACE
 PARKING

 COMMUTER RAIL LINE
 STATION LOCATION
 T.O.D. BOUNDARY
 IMPROVED PEDESTRIAN CROSSING
 EXISTING DETENTION POND



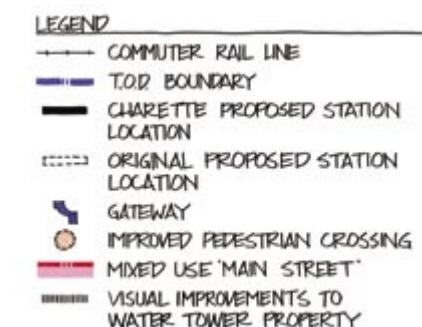
Longwood Station

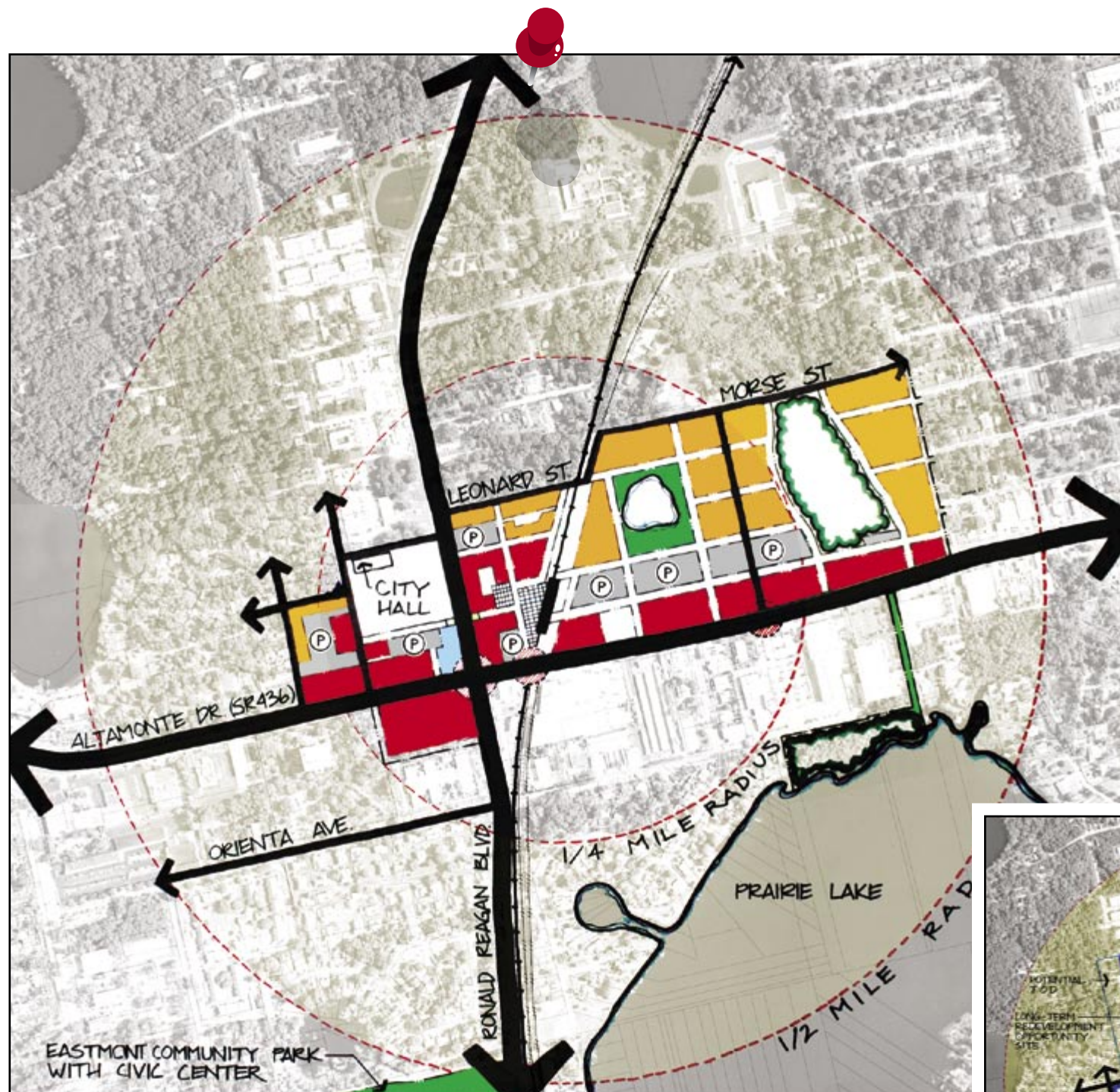
Issues & Opportunities

- TOD overlay zoning is currently being developed for the area around the station site
- Stormwater retention ponds adjacent to the station site for Ronald Reagan Boulevard seem like potential development opportunity sites
- The design of the station and TOD development should be compatible with the historic nature of Heritage Village across Ronald Reagan Boulevard
- The station needs to connect to Heritage Village across Ronald Reagan Boulevard

Charrette Outcomes

- Pedestrian improvements at the crossings of Church Avenue and Ronald Reagan Boulevard are critical
 - This intersection can become a gateway to Heritage Village and future TOD at the station
- Move the station slightly south, adjacent to Church Avenue to allow better visibility and allow at-grade pedestrian crossing, eliminating the need for a pedestrian bridge
- Create a mixed-use retail "main street" environment at the station to accompany the mostly residential Heritage Village
- Create an "amenity" of the water tower on Church Avenue across from the station location by surrounding it with a decorative fence along with other aesthetic improvements
- Enlarge pond and park at Oleander Street and Jessup Avenue to provide open space and stormwater amenities to future TOD development
- Connect TOD to pedestrian/bike improvements planned along Ronald Reagan Boulevard that lead to nearby parks





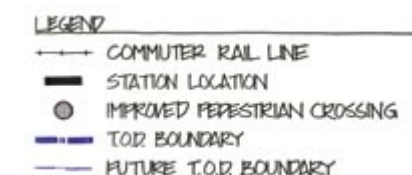
Altamonte Springs Station

► Issues & Opportunities

- There are TOD opportunity sites immediately adjacent, on all sides of station
- The city would prefer development, not surface parking at the 100% corner of Altamonte Drive and Ronald Reagan Boulevard
- The Post Office site on the north side of the station site is a local Post Office, not a distribution facility
 - Efforts should be made to work with the Post Office to include the site in TOD redevelopment plans for the station area

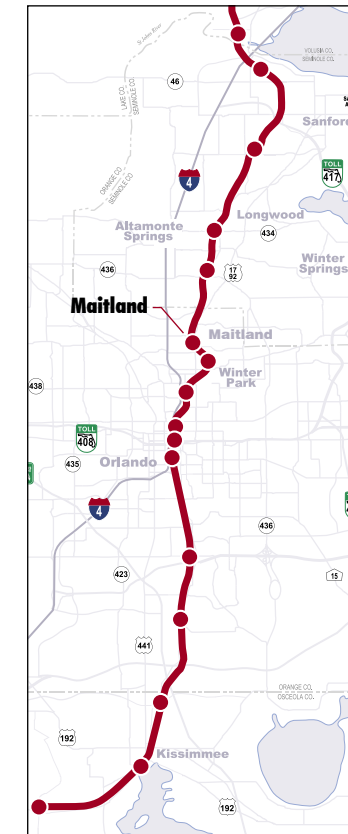
► Charrette Outcomes

- With redevelopment on all four corners, the intersection of Altamonte Drive and Ronald Reagan Boulevard could become a gateway to the city
- The existing gas station on the southeast corner could remain with retail uses added on the corner





Maitland illustration shown

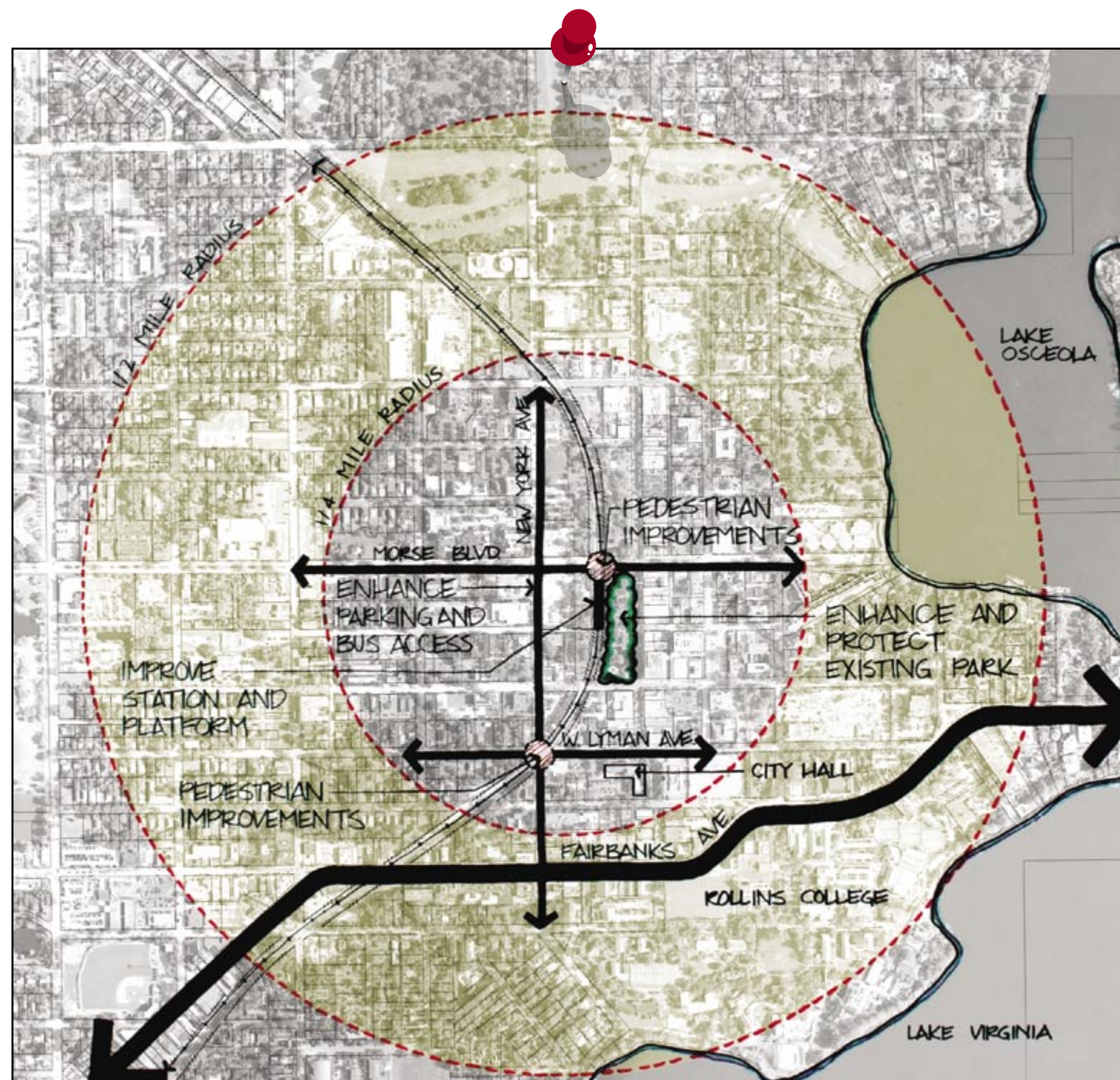


Maitland Station

► Issues & Opportunities

- Maitland has already been pursuing the development of a TOD plan for the station area, and has been discussing the plan with a developer
- The city's illustrative drawing shown on the aerial photo to the left, implies mixed use development, structured parking adjacent and parallel to the rail tracks, a bike/pedestrian trail, plaza and turn around at the station, a new traffic signal on Route 17/92 across from Mercedes of Orlando, and a pedestrian crossing to the Greenwood Gardens residential area
- Issues to consider include:
 - The final detailing on the buildings and open spaces, streetscaping, number of parking spaces, type and mix of uses, building heights, and length of building massing fronting parking structures





LEGEND

- +—+—+ COMMUTER RAIL LINE
- STATION LOCATION
- IMPROVED PEDESTRIAN CROSSING



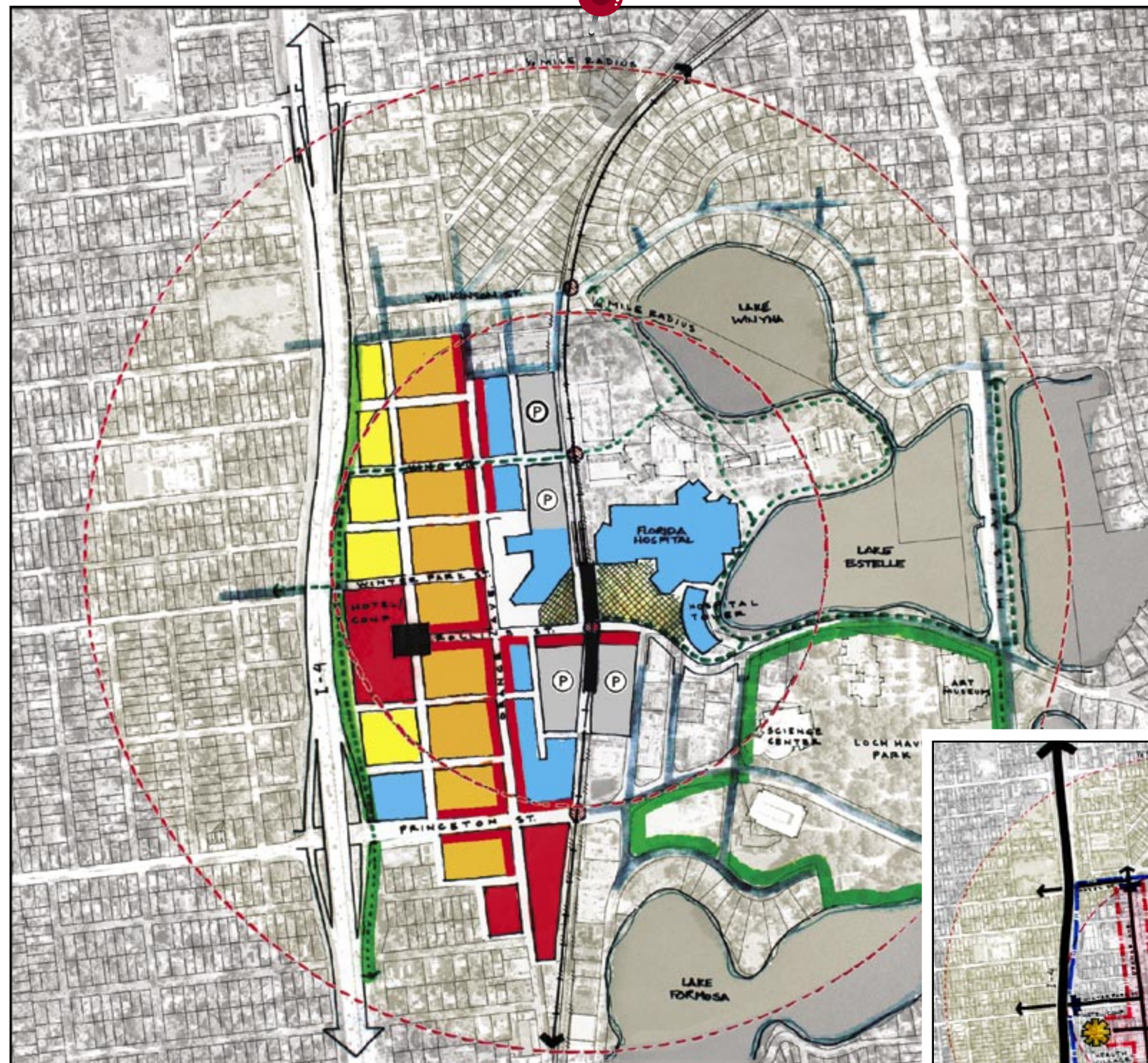
Winter Park Station

► Issues & Opportunities

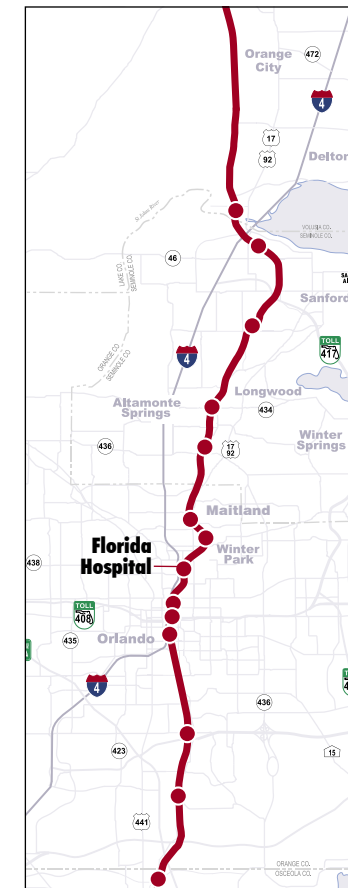
- City is currently a model of TOD with proposed station stop central to high density development, retail center, parks and pedestrian-friendly amenities
- Some residents are concerned about the possibility of increased density close to the city's Central Park
- This station is seen as a destination station rather than a park-and-ride station
- The city is looking at creating some downtown parking for businesses, but is not interested in a park-and-ride at this station
- Many workers might use the train to get to work

► Charrette Outcomes

- Provide pedestrian improvements at grade crossings on Lyman Avenue and Morse Boulevard
- Provide at grade pedestrian crossings at each end of the station platform
- Interface with buses important to consider
- Rehabilitation opportunities for old Amtrak station
- Enhance and protect existing park



- LEGEND**
- COMMUTER RAIL LINE
 - STATION LOCATION
 - PEDESTRIAN PLAZA
 - BIKE/PEDESTRIAN CONNECTION
 - IMPROVED PEDESTRIAN CROSSING
 - COMMERCIAL/RETAIL
 - MIXED USE
 - RESIDENTIAL
 - INSTITUTIONAL
 - PARKING



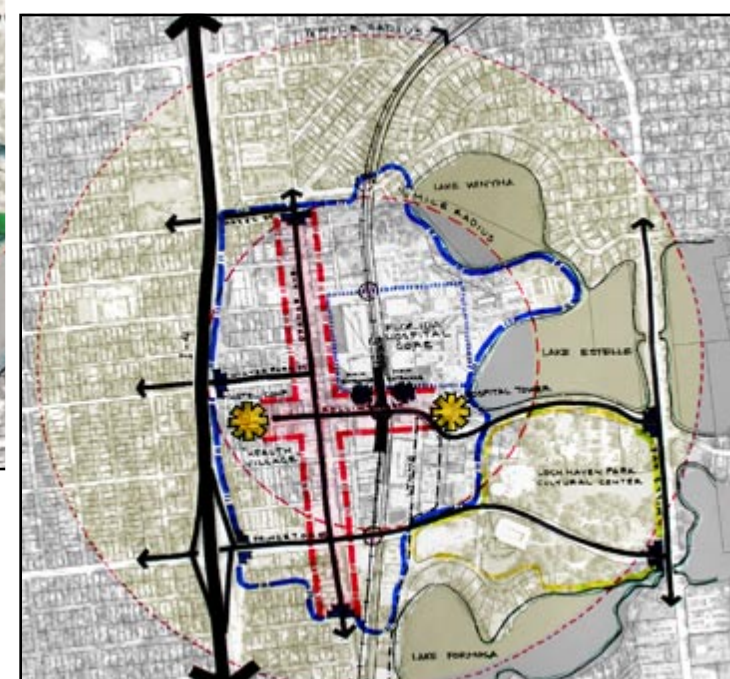
Florida Hospital Station

► Issues & Opportunities

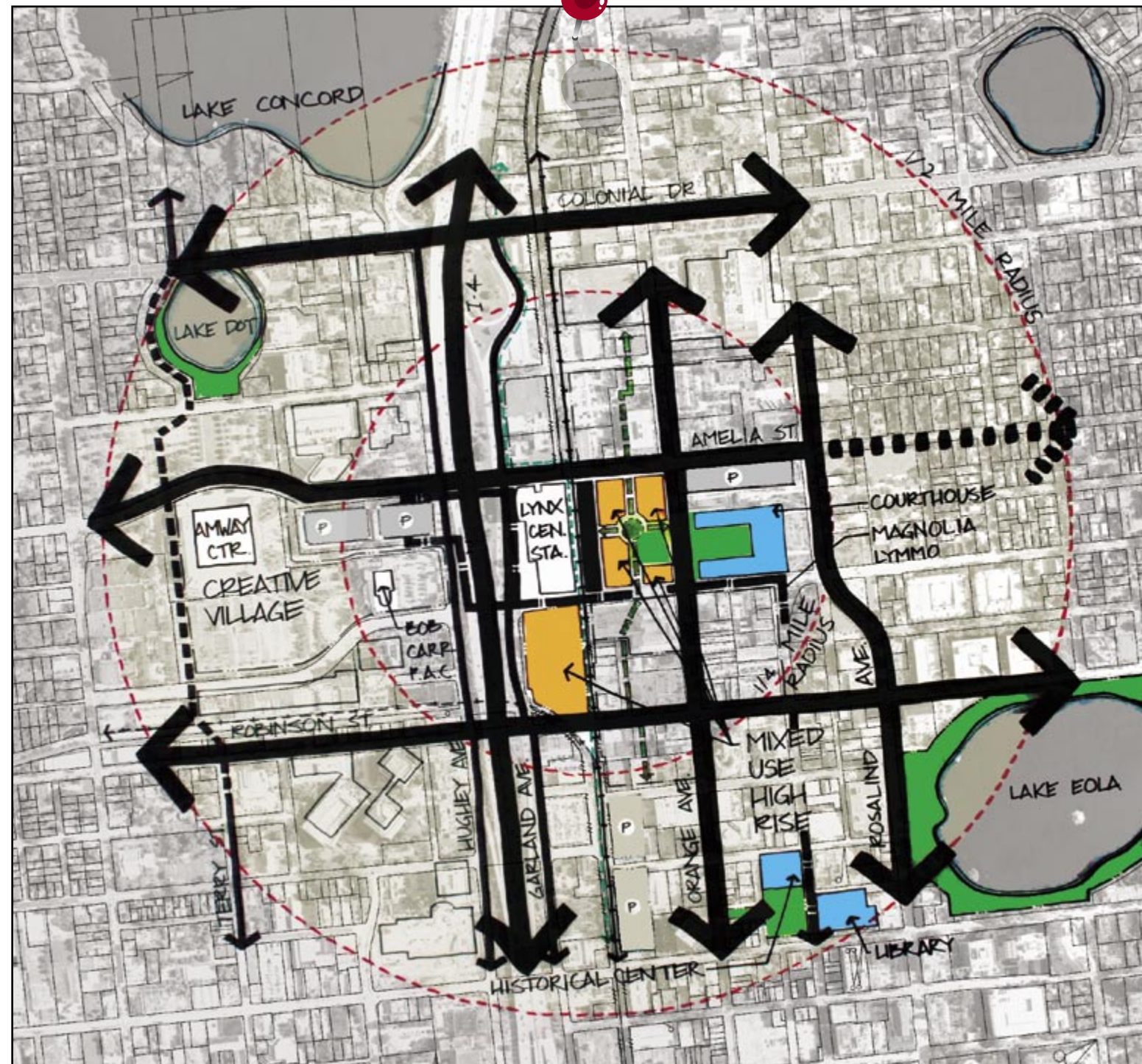
- Florida Hospital has aggressive development plans currently being implemented
- The proposed station location is in a constrained site with an 8 ft. masonry utility enclosure running the length of the station block parallel with the tracks on the east side
 - West of the station is the hospital's hazardous waste loading dock
- Rollins Street is planned as the hospital's east/west main street with retail and a potential conference facility anchoring the west end

► Charrette Outcomes

- Moving the station to the north at or on either side of Rollins Street would provide greater accessibility and visibility for the station and from the station
- A mixed-use "Health Village" Area centered on Rollins Street and Orange Avenue activity corridors provides amenities, housing, and associated commercial opportunities to the hospital, visitors and employees
- Moving the station location would situate it between and directly adjacent to, both main entrances of the hospital while placing it central within the "Health Village" concept area



- LEGEND**
- COMMUTER RAIL LINE
 - T.O.D. BOUNDARY
 - CHARETTE PROPOSED STATION LOCATION
 - ORIGINAL PROPOSED STATION LOCATION
 - GATEWAY
 - IMPROVED PEDESTRIAN CROSSING
 - MIXED USE 'MAIN STREET'



LEGEND

→ COMMUTER RAIL LINE	■ MIXED USE
● STATION LOCATION	■ INSTITUTIONAL
--- PEDESTRIAN CONNECTION	■ PARK / OPENSPACE
--- BIKE / PEDESTRIAN CONNECTION	○ PARKING



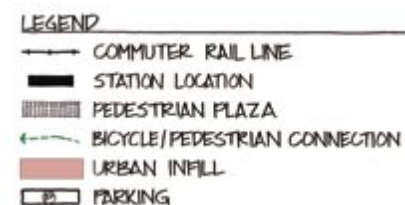
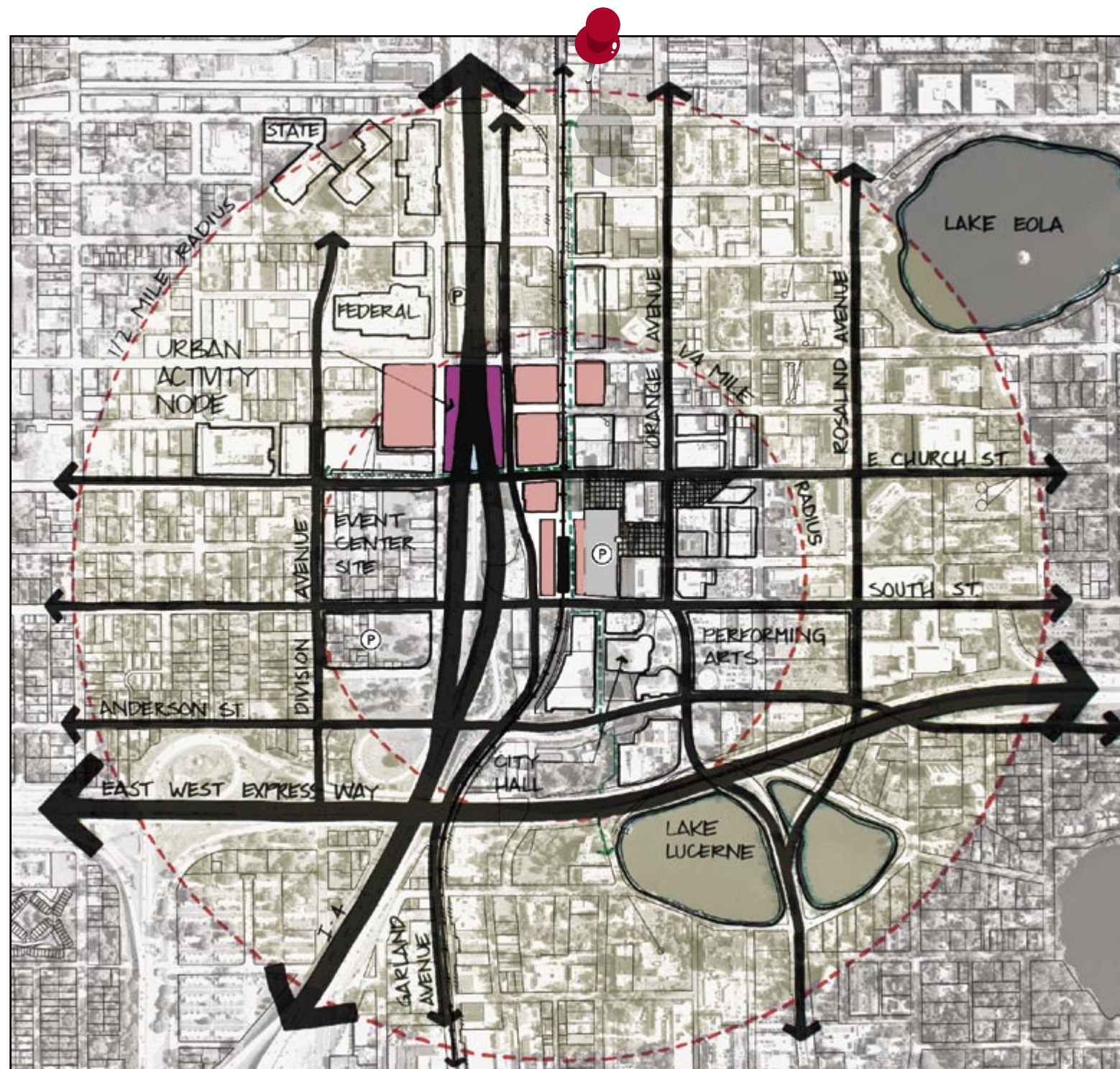
LYNX Central Station

► Issues & Opportunities

- Bike/pedestrian trail placement challenging through the Lynx Central Station area
- Safe east-west pedestrian access under I-4 on Robinson and Amelia Streets a security concern

► Charrette Outcomes

- Create two distinct districts on either side of I-4:
 - "Lynx Central Square" on the east
 - "Creative Village" on the west
 - Strengthen pedestrian connections between the two
- Transform Lynx Central Station into a "Grand Arcade" with multi-level, multi-modal connections:
 - Bus, commuter rail, and bike/pedestrian on ground
 - Light rail over commuter rail
 - Pedestrian bridge over all of the above
- Infill surrounding blocks with high-density mixed-use development
- Provide pedestrian walks and a square on infill blocks



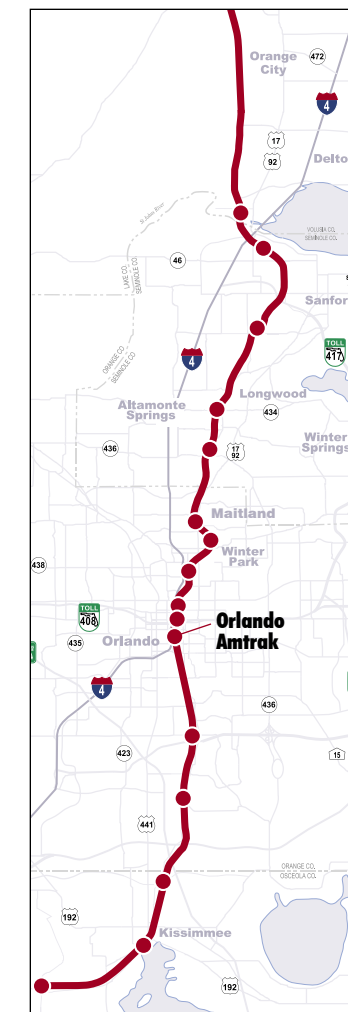
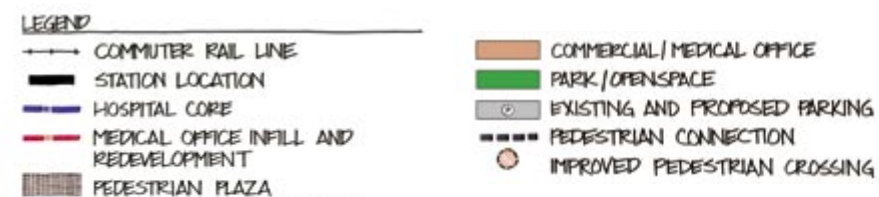
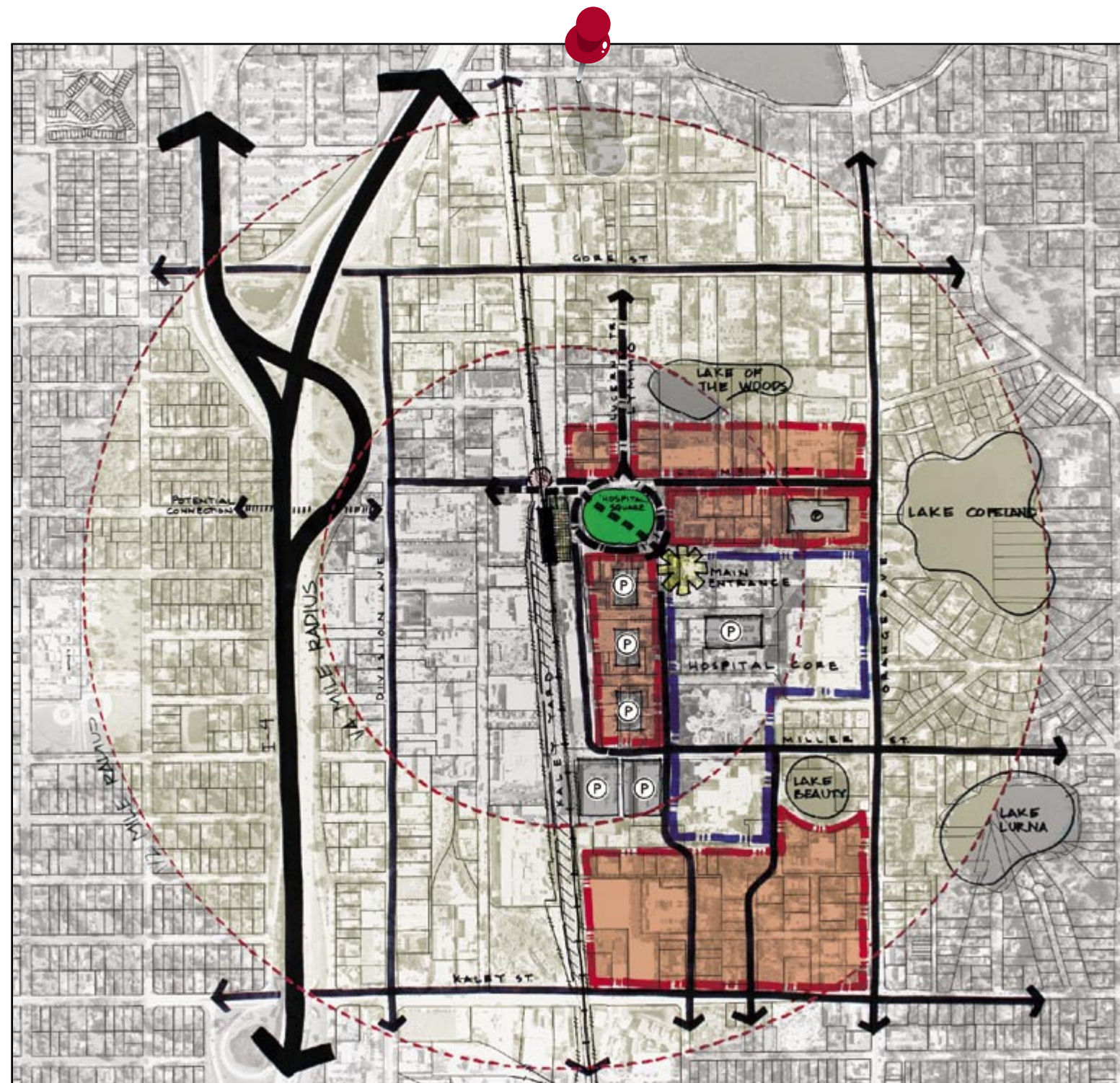
Church Street Station

► Issues & Opportunities

- Station access and visibility from east-west streets
- Church Street primary east-west pedestrian street
- Potential for urban activity node under I-4 at Church Street under-crossing
- New event center and Citrus Bowl west of I-4 along with City Hall and the Performing Arts Complex to the south east are all strong pedestrian destinations for commuter rail

► Charrette Outcomes

- Urban infill redevelopment opportunity around, and possibly over station location
- Use pedestrian plazas to define station entrances



Orlando Amtrak/ORMC Station

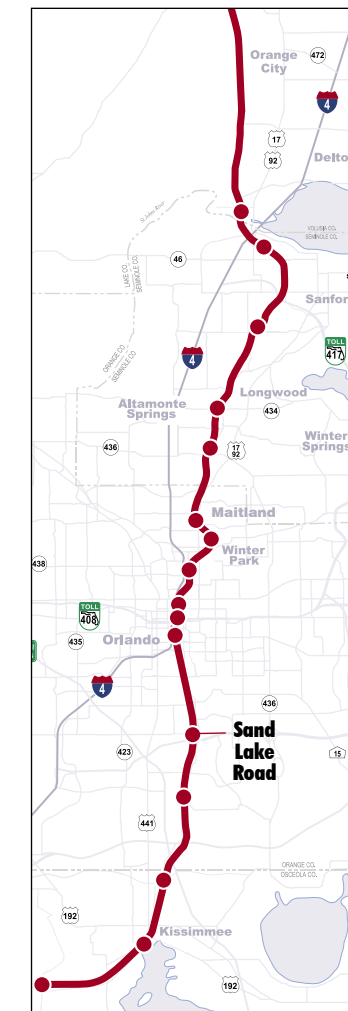
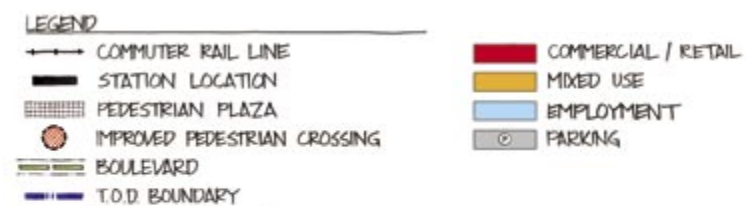
► Issues & Opportunities

- ORMC is developing a master plan for the hospital and representatives were present to discuss their plans
- Connectivity to the opposite side of the tracks is poor
 - This industrial area could be a redevelopment opportunity over time
- A sense of arrival at the hospital is necessary as is a strong link between the proposed station and the hospital's "front door"

► Charrette Outcomes

Three options for linking the station to the hospital's "front door" are:

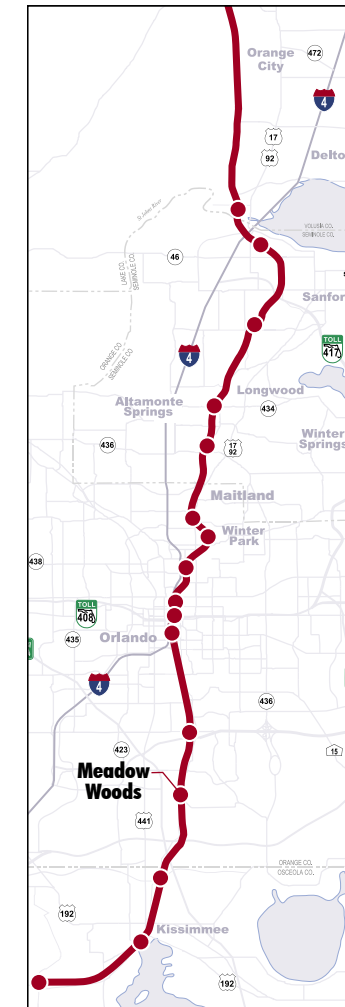
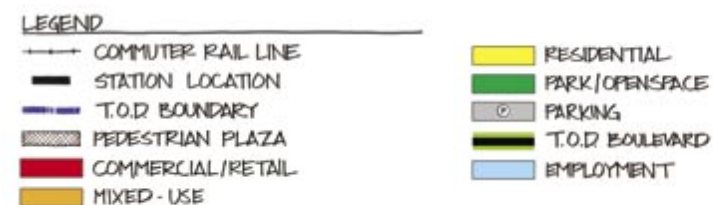
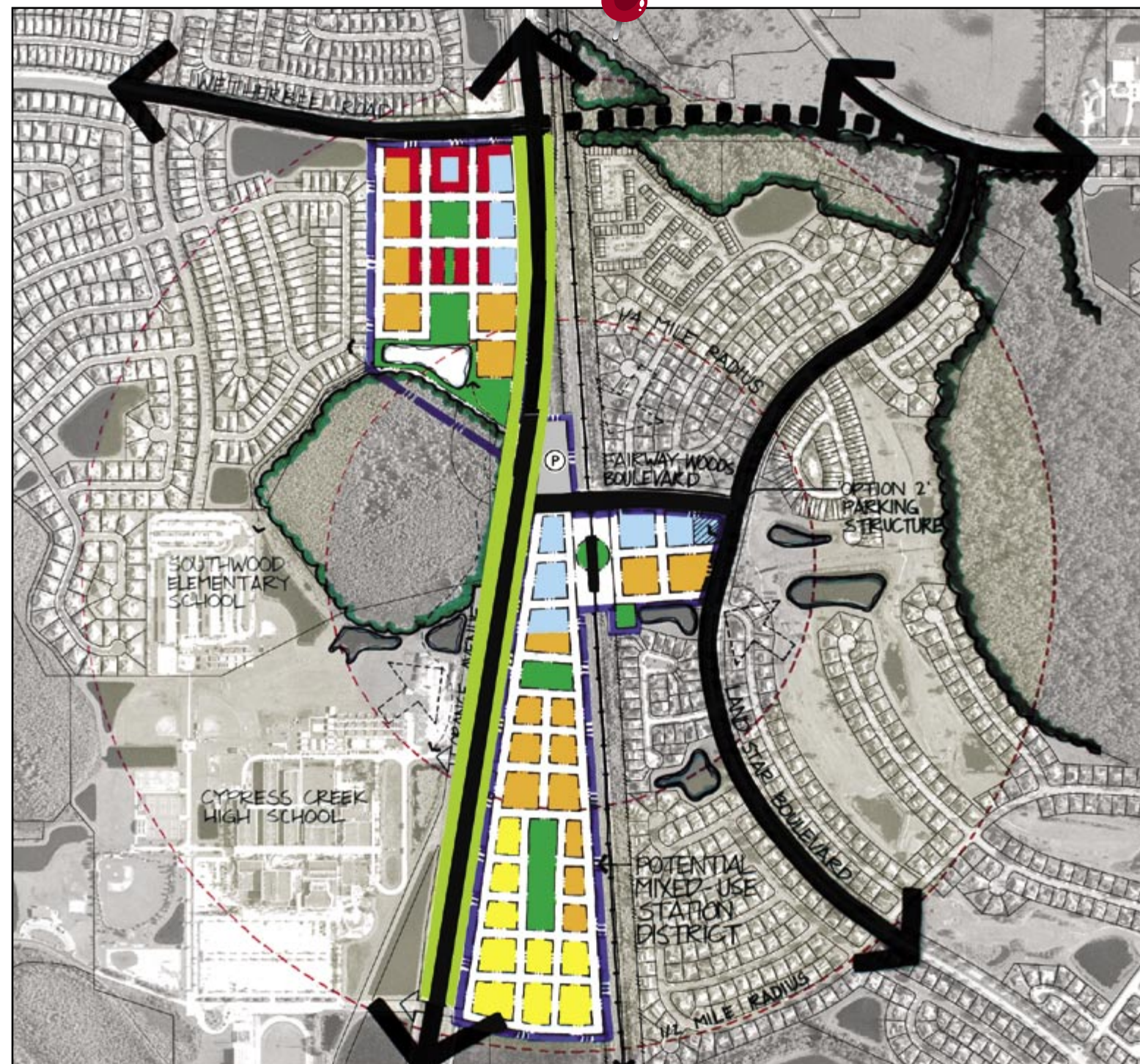
- Reuse Amtrak Station Option:
 - This option would create a direct axial link to the hospital
 - Even with a pedestrian bridge over the tracks, pedestrian connectivity on the opposite side is difficult due to the locations of industrial properties and the hospital's central plant
 - Visibility and accessibility to the station is challenging as this location is between two cross streets, away from major traffic patterns
- Station at Columbia Street with Minimal Intervention Option:
 - This option requires improving the pedestrian quality of the streets linking the station to the hospital's main entrance
- Station at Columbia Street with New Public Square Option. This option is preferable from an urban design standpoint because:
 - The square provides direct line of sight between the station and the hospital main entrance
 - The "Hospital Square" could create enhanced land values for the potential medical offices that would develop around it
 - Additional land assembly is required for this option, however it could also function as a modified rotary and a turn-around point for the LYMMO Extension



► Issues & Opportunities

- Future light rail proposed along Sand Lake Road connecting Orlando International Airport to International Drive
- Pending townhome development on northeast side of Orange Avenue
- Heavy Industrial currently on south side of Sand Lake Road

- Create a mixed-use TOD adjacent to commuter rail station with a residential core of 250-300 dwelling units
- Link commuter rail and future light rail with a transit plaza on the north side of Sand Lake Road and the east side of the commuter rail station location
- Transform heavy industrial on south side of Sand Lake Road to TOD similar to that described for the land adjacent to the commuter rail station
- Interconnected local roadway network and major north/south roadway



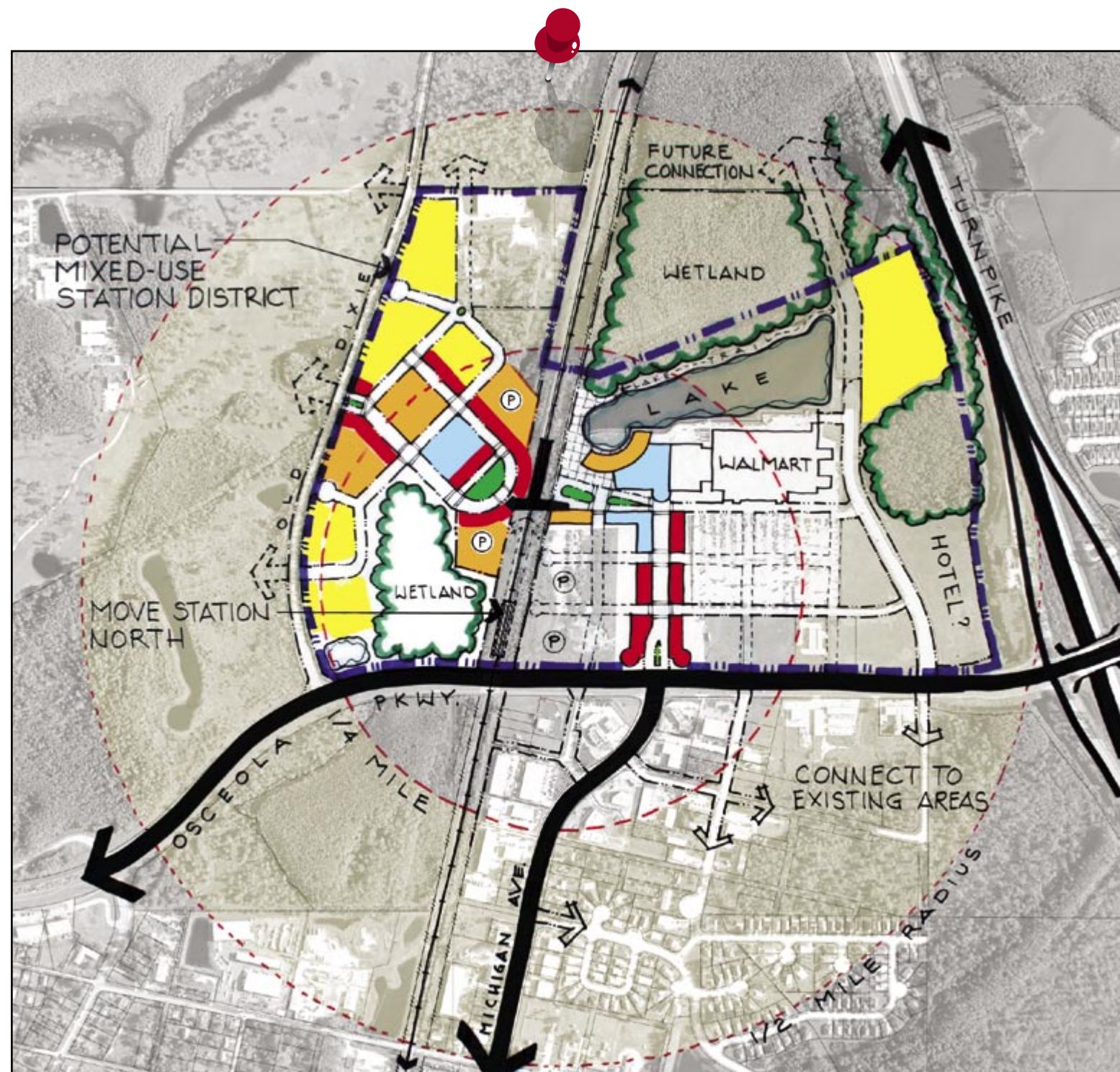
Meadow Woods Station

► Issues & Opportunities

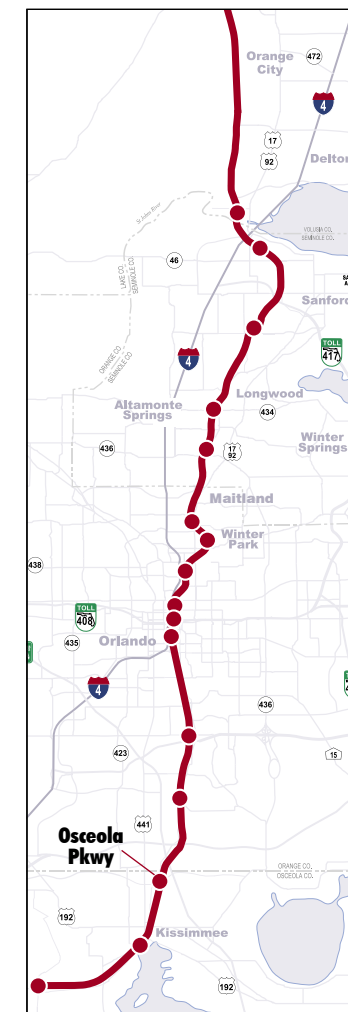
- Potential ridership and TOD patronage from neighborhoods to the east and schools to the west
- Orange Avenue is a wide pedestrian barrier between schools, TOD and station

► Charrette Outcomes

- Create a lifestyle center at the southwest corner of Wetherbee Road and Orange Avenue with 6-story buildings in a “Main Street” type environment including:
 - Office
 - Retail
 - Courtyard hotel
 - Residential
 - Public plaza
- Create mixed-use station district adjacent to station with 4-5 story buildings at an average 50 dwelling units per acre including:
 - Office
 - High-density residential
 - Retail
- At south end of station district, develop as a medium density mixed-use neighborhood with an average 25 dwelling units per acre
 - Focus development around a central park feature
 - Include service retail
- Structured parking for transit and TOD development to replace short-term surface parking
- Orange Avenue becomes a pedestrian friendly “transit station boulevard” with pedestrian amenities and traffic calming measures



LEGEND	
	COMMUTER RAIL LINE
	ORIGINAL PROPOSED STATION LOCATION
	CHARRETTE PROPOSED STATION LOCATION
	T.O.D. BOUNDARY
	PEDESTRIAN PLAZA
	COMMERCIAL/RETAIL
	MIXED USE
	RESIDENTIAL
	EMPLOYMENT
	PARKS/OPEN SPACE
	PARKING



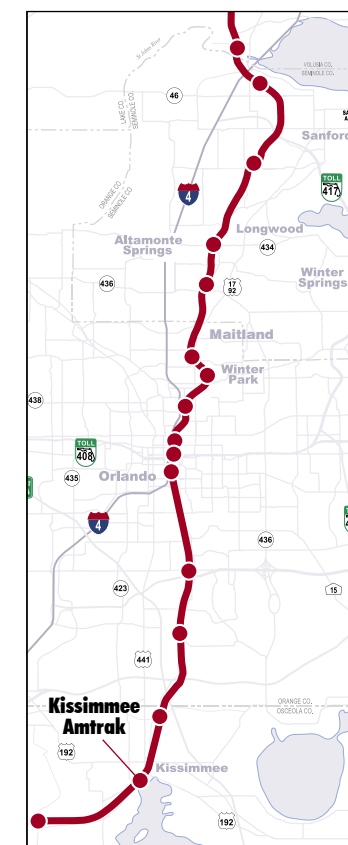
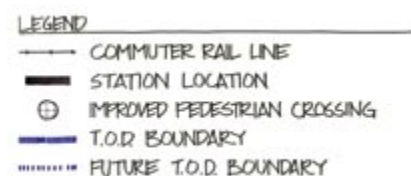
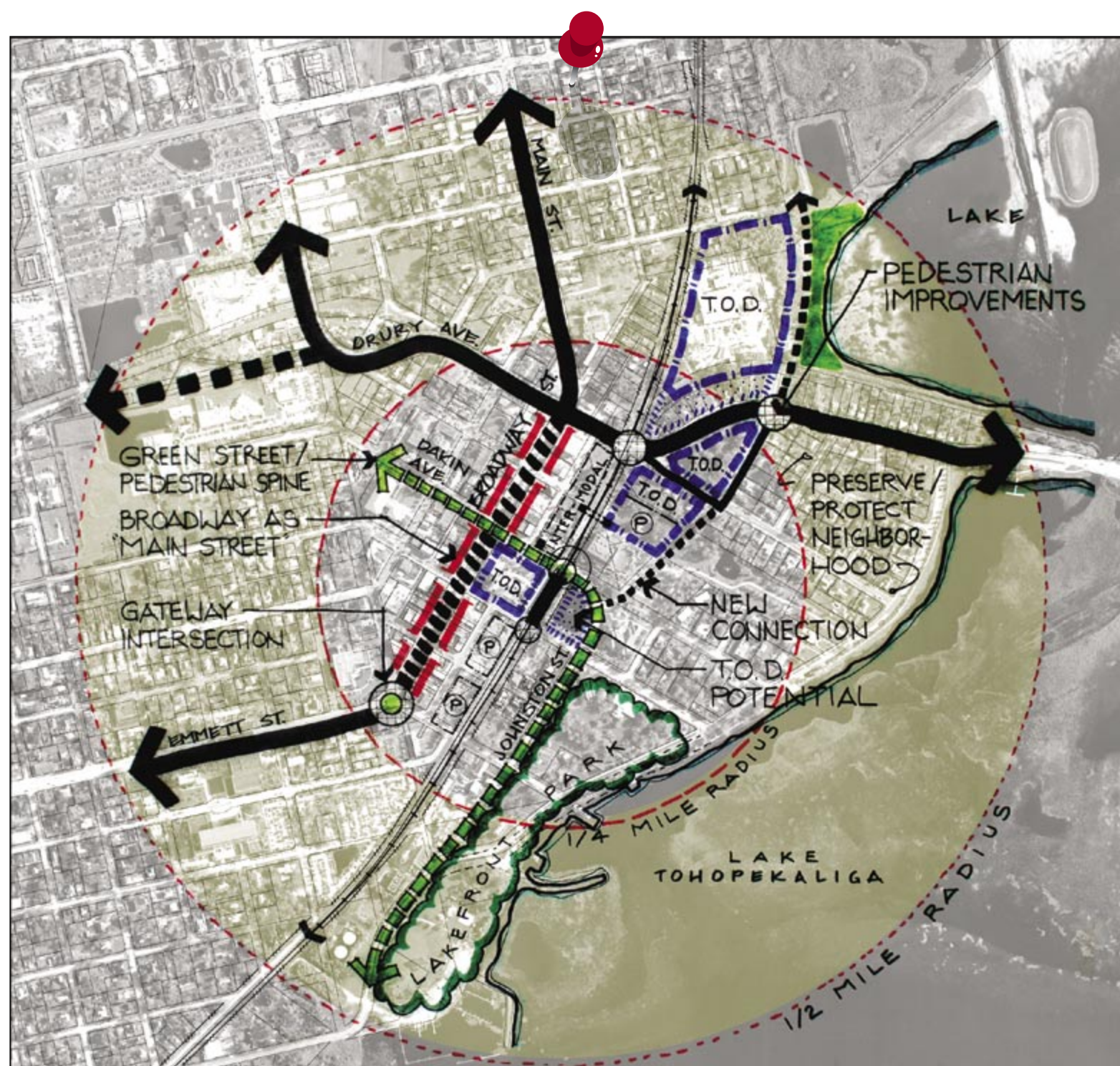
Osceola Parkway Station

► Issues & Opportunities

- There is an existing Wal-Mart shopping center east of the station, an office/industrial park is planned on greenfield land to the west
- West of the station, there is an existing gas line that runs diagonally northwest away from the general location of the station and a wetlands area between the gas line and Osceola Parkway
- The rail alignment is also the jurisdictional boundary between the city of Kissimmee to the west and Osceola County to the east

► Charrette Outcomes

- Moving the station approximately 800 feet to the north takes advantage of better orientation for TOD opportunities and a potential location for a pedestrian crossing
- Develop a mixed-use node on each side of the tracks while respecting the current location of the Wal-Mart building
- The east side has the additional benefit of a lake that could offer views and trail opportunities
- West side of railroad tracks is useful for new TOD development



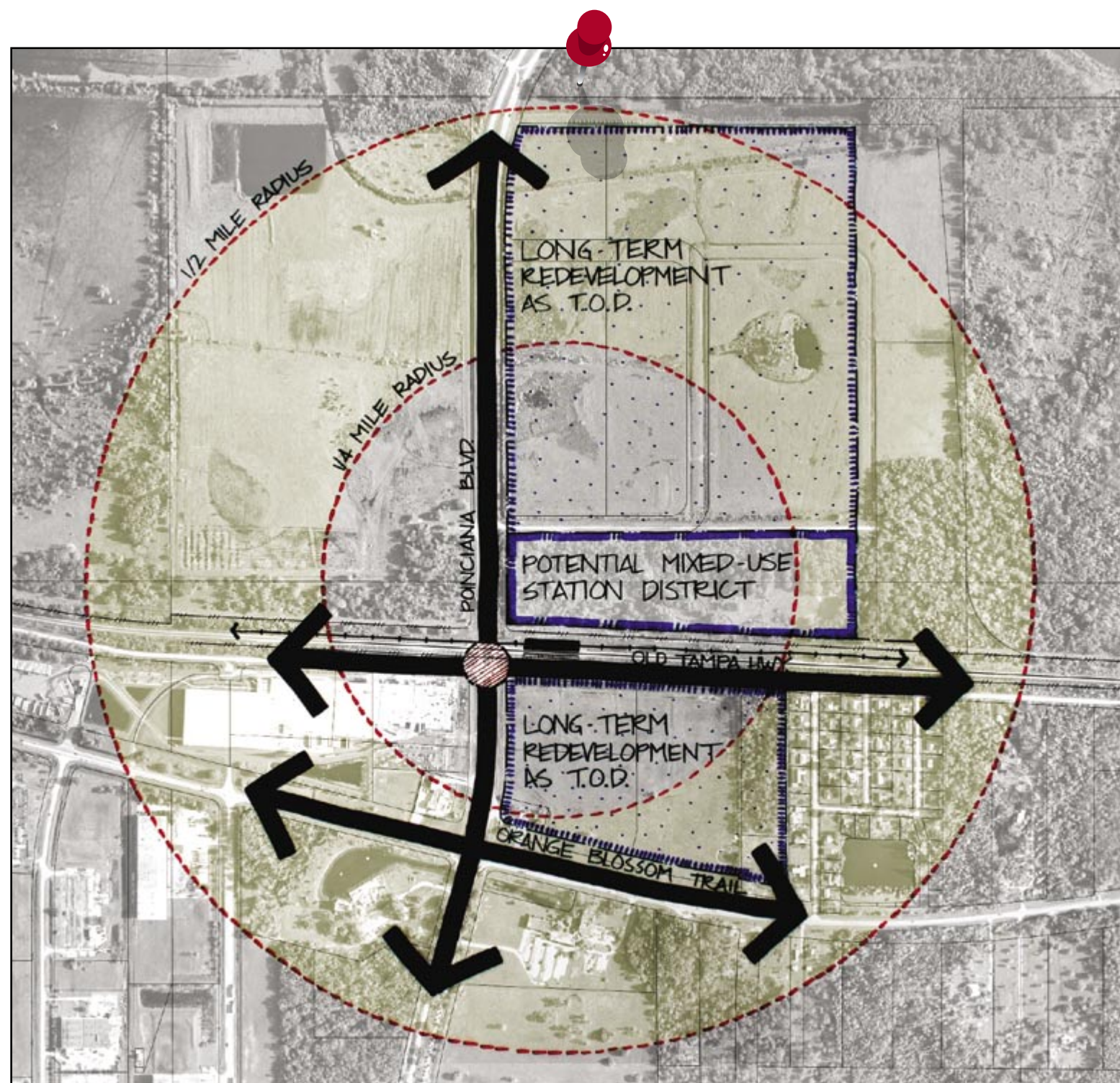
Kissimmee Amtrak Station

Issues & Opportunities

- A downtown master plan has been developed that is very TOD supportive
- A developer is proposing an 8-story mixed use project adjacent to the proposed station
- Concerns about CRT noise associated with new residential and commercial development above station stop

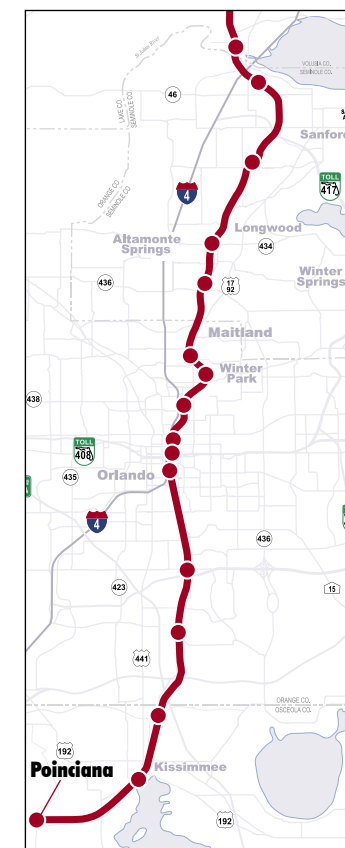
Charrette Outcomes

- Concerns were expressed about traffic that cuts through town, especially future traffic from approved DRI's in the area
- Downtown redevelopment preserves:
 - Existing residential neighborhoods
 - Creates city gateways
 - Creates parks
 - Creates pedestrian-friendly walkways to residential areas, retail and commercial activities
- Provides intermodal connectivity and decked parking within mixed-use station development



LEGEND

- COMMUTER RAIL LINE
- STATION LOCATION
- IMPROVED PEDESTRIAN CROSSING
- T.O.D. BOUNDARY
- FUTURE T.O.D. BOUNDARY



Poinciana Industrial Park Station

► Issues & Opportunities

- A developer discussed a pending sale of a large portion of the study area to an industrial user/developer just north of the Amtrak property north of the station location
- A shopping center is being developed to the south of the station site
- Big-box retail planned for southwest of the station
- Long-range suburban residential development planned north of proposed station site

► Charrette Outcomes

- The Amtrak property on the north side of the station location is a potential mixed-use station area redevelopment opportunity
- Old Tampa access to development to south Poinciana Boulevard
- Industrial Park developer interested in potential for TOD at sites to the north and south of the station currently planned for big-box retail and a shopping center
- Interested in the long-term potential for TOD connectivity to those projects



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