



TRANSIT ORIENTED DEVELOPMENT WORKSHOP SKETCHBOOK



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Why TOD for SunRail?

The proposed SunRail Commuter Rail project is one key to providing long term economic strength for Central Florida. The addition of this innovative transportation option will provide a transportation alternative to the region's road system, making the area more attractive to businesses and improving residents' quality of life.

The Commuter Rail line is just a start to achieve the desired economic and quality of life benefits. When station areas are integrated into surrounding communities, the full advantage of the public investment in transit will be realized. In other words, development around stations must be shaped by transit to create walkable, mixed-use places that provide needed services for users and others. This type of development is called transit-oriented development (TOD).

Transit rich neighborhoods allow for 16% more savings over auto dependent suburbs.

As proven throughout the United States, TOD can transform an auto-dependent place into one that has value and character: a place where people want to be. TOD can be used to manage growth consistent with a community's vision for how it wants to grow. For Central Florida, the opportunity for TOD to enhance the 17 station areas along the 61-mile SunRail corridor is great. The corridor will permanently connect regional community and employment destinations, including major hospitals serving Central Florida. By creating walkable, mixed-use communities around these destinations, more people will choose to leave their cars at home and take transit or walk to work, recreation and residences.



The SunRail system will be served by 17 stations

Sketchbook Purpose

To maximize benefits of this investment in transportation infrastructure, the Florida Department of Transportation (FDOT) and SunRail corridor communities have been working together to create a symbiotic relationship between the rail line and the surrounding station areas.

In 2007, FDOT conducted workshops throughout the corridor to begin the conversation about transit-oriented development (TOD). The end result of that discussion was a Transit-Oriented Development Workshop Sketchbook that introduced TOD and illustrated potential future TOD opportunities along the SunRail corridor.

This document serves as an update of the 2007 Transit-Oriented Development Workshop Sketchbook. It is intended to provide SunRail station host communities information about current TOD state-of-the-practice, input from national TOD experts, and refinement of 2007 station area TOD concepts. Potential “next steps” are included that may help define a blueprint for corridor TOD implementation.

The sketchbook is divided into three sections:

- I. Overview of TOD introduces the concept of TOD, its benefits and principles for success.
- II. Creating TOD along SunRail discusses corridor-wide issues and recommends TOD typologies that can be applied to stations along the corridor.
- III. Station Area TOD Concepts summarizes TOD concepts created at workshops held in March 2011.

The TOD typologies presented in Section II (Creating TOD Along SunRail) suggest a framework for recommendations in Section III (Station Area TOD Concepts). Therefore, the sketchbook is intended to be read in its entirety by all communities along the corridor.

One final caveat: This sketchbook is not intended to serve as adopted policy; rather, its intent is to be a reference and guidebook that helps advance TOD throughout the SunRail corridor.

Central Florida TOD Conversations

The conversation of walkable, transit supportive communities is not new for Central Florida. It began in 2007 with the first version of this Sketchbook. The conversation was taken to a higher level in 2009 with an Urban Land Institute (ULI) workshop that discussed the transportation and land use intersect with more than 150 of the region’s elected officials, civic leaders, and land development experts.

Several important themes emerged that can be supported through TOD:

- 1) Establish a long-term regional vision for transportation
- 2) Create a proactive communication and education plan around the vision
- 3) Improve transportation connectivity and regional mobility
- 4) Increase the number of walkable, mixed-use places and reduce suburban sprawl
- 5) Provide for alternative forms of transportation
- 6) Revamp regulations that inhibit creating transit supportive walkable mixed-use places
- 7) Provide incentives to encourage creation of transit supportive walkable mixed-use places
- 8) Establish a dedicated revenue source in support of transit



First edition TOD Sketchbook Spring 2007

Section I: Overview of TOD

TOD is a “land use planning concept that promotes a mix of residential, commercial, office and public uses, all within a comfortable walking distance to maximize access to public transportation, and incorporates features to encourage transit ridership.”

— DeBary Station TOD Comprehensive Plan Amendment & Land Development Code TOD Overlay Regulating Plan, 2010

What is Transit-Oriented Development (TOD)?

Ideally, TOD seeks to align transit investments with a community's vision for how it wants to grow. Typically, TOD is characterized by the incorporation of a mix of uses, more intensity of development, walkable streets, and is often described as a “transit village.” Successful TOD reinforces both the community and the transit system. It is not enough to just be located near transit; adjacent land uses must be shaped by and integrated with transit. Creating a mix of uses within a TOD, or easily accessible from a TOD, promotes activity 18-hours a day. This, in turn, promotes an efficient use of the transit system - travel in both directions, throughout the day.

Many of the communities in Central Florida have experience with walkable urbanism that can be used as a starting point for TOD. For example, Kissimmee and Winter Park are communities built on a historic grid of streets forming the backbone of walkable urbanism. Baldwin Park and Celebration both have walkable mixed use centers with a variety of housing choices.

By encouraging walkable, compact, and infill development within $\frac{1}{4}$ mile of transit (approximately 5 minute walk), TODs produce a variety of benefits. 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. 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, maintained their land value during the recent recession.



Market Demand for TOD

TOD taps into changing preferences for how Americans want to live. More and more people desire to trade in the large lot, single family home located away from their daily needs for walkable urban centers with smaller homes and grocery stores and other services within a short walk from their front doors. Nationally, 30% of housing demand is for the compact, walkable, mixed-use communities provided in TODs. The existing compact mixed-use housing type is not even close to meeting the existing need: currently, less than 2% of housing is in this category. TOD adds to this supply of small lot housing and increases affordable options by providing more accessible housing.

The demand can be expected to grow as the baby boomers age and the younger generation chooses not to drive. A whopping 88% of the 80 million person strong millennial generation prefers to live in a walkable urban environment. The millennials are part of a decades long trend of decreased preference for driving by young people. Since 1978 the number of 16 year olds with a driver's license has decreased by 38%. According to research done by the Center for Transit-Oriented Development, by 2030, 25% of people in the rental or housing market will be seeking housing near transit.

Increased Desire for Walkable Urban Centers –

Washington D.C.

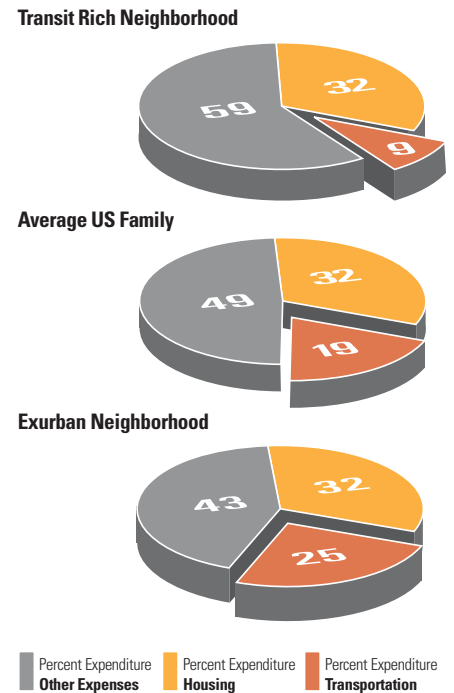
Market shifts in Washington D.C. help illustrate the trend for TOD. Twenty years ago, there were just two walkable urban centers in metro Washington. There are 20 now, with another 10 taking shape. About 90% of them have a Metro station. Those walkable places command the highest premiums for housing with 50% to 70% higher prices per square foot in walkable urban neighborhoods than in high-end suburban neighborhoods.



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. Best practices in TOD have identified the following benefits.

- 1. Increased mobility choice, reduced transportation costs.** By creating “activity nodes” linked by transit, TOD creates more options for travel, especially for young people, the elderly and those who do not own cars or prefer not to use a car for the trip. Residents in transit-rich neighborhoods spend 16% less on transportation than those living in auto dependent neighborhoods, according to a recent study by the Center for Transit-Oriented Development. In 2008, households could have saved an average of \$9,499 if they used transit instead of driving. Since transportation is the second largest household expense, the reduction in transportation costs effectively increases disposable household income.
- 2. Increased health benefits and public safety.** TOD promotes a healthier lifestyle by making walking more convenient than driving and providing infrastructure that supports walking and biking. According to recent studies, people who live in neighborhoods within an easy walk of shops and businesses are seven percent less likely to be obese. The increased activity provides “eyes on the street” throughout the day and evening, thus helping to increase safety for pedestrians, transit users, and others.



Source: Center for Transit-Oriented Development



Source: Image courtesy of ACI

3. Enhanced local economic development and land values. Used as a tool to help revitalize neighborhood main streets and declining mature neighborhoods, TOD can enhance tax revenues for local jurisdictions. Locations next to transit can enjoy increases in land values by as much as 50% in comparison to locations away from transit stops. During economic downturns, neighborhoods closer to urban centers have maintained their value - unlike sprawling suburban areas, which have lost value.

4. Protection of existing mature neighborhoods. TOD directs higher intensity development to appropriate areas near transit stations, thereby reducing pressure to add density in existing mature neighborhoods, or sprawling onto land further from the city centers.

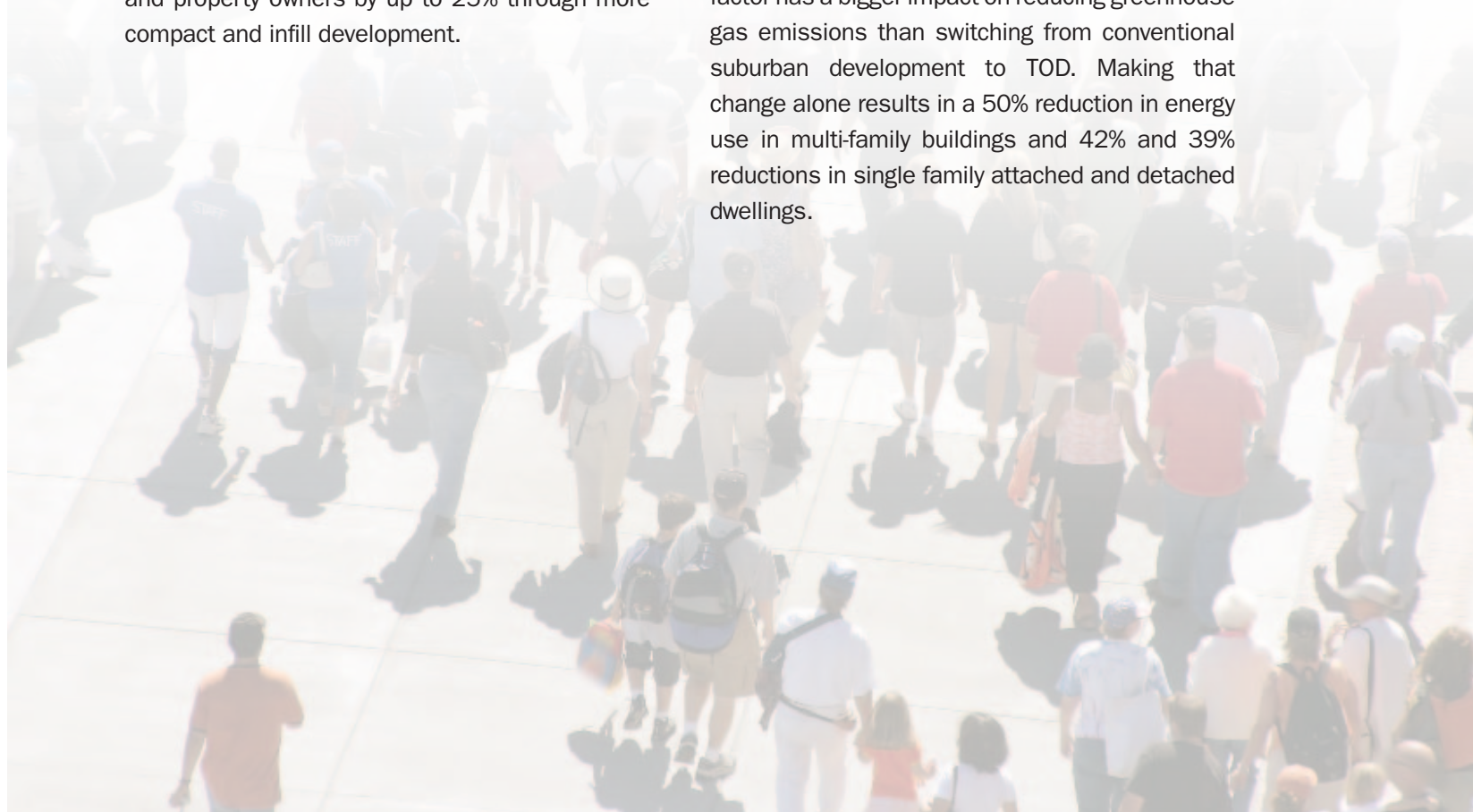
5. Decreasing local infrastructure costs. Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewer and roads) to local governments and property owners by up to 25% through more compact and infill development.

Distance from Station	Metrorail Ride Share	
	Office	Residential
At station	35%	54%
1/4 mile	23%	43%
1/2 mile	10%	31%

Access to transit increases ridership

Source: "2005 WMATA development related ridership survey".

6. Increased transit ridership, reduced auto ridership results in reduced greenhouse gas emissions. TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40%, and up to 5% overall at the regional level. According to new research by the US EPA, no factor has a bigger impact on reducing greenhouse gas emissions than switching from conventional suburban development to TOD. Making that change alone results in a 50% reduction in energy use in multi-family buildings and 42% and 39% reductions in single family attached and detached dwellings.



Principles for Successful TOD

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

1. Medium to high density development that is greater than the community average
2. A mix of uses
3. Compact, high quality pedestrian-oriented environment
4. An active defined center
5. Limited, managed parking
6. Public leadership

TOD offers new opportunities to live and work in more walkable neighborhoods with improved access along the corridor. SunRail's 17 station locations vary significantly in character, including greenfield sites, low density suburban communities, downtown business districts, and high density urban development. Along with their different attributes and market potential, the planning goals and future development objectives for each station area are, and should remain, unique. While TOD principles should be applied to create a transit-supportive environment surrounding each of the 17 stations, TOD must be customized to be compatible with community character and aspirations.



Higher density and a mix of uses creates a compact, vibrant, and walkable district.



Active ground floor uses promote livability.

TOD Timeline

Creation of TOD is an evolutionary process; development in the right form, function, and location does not occur overnight. It can take years, sometimes decades, for planning and development to achieve high performing TOD - with planning beginning well before transit construction is underway and service commences. Generally speaking, there are five key phases involved in creating successful TOD. TOD planning and development should progress at the same pace as the development of the transit project. As the certainty of the transit investment increases, so should the strength of the planning.

Phase 1: Before the Plan

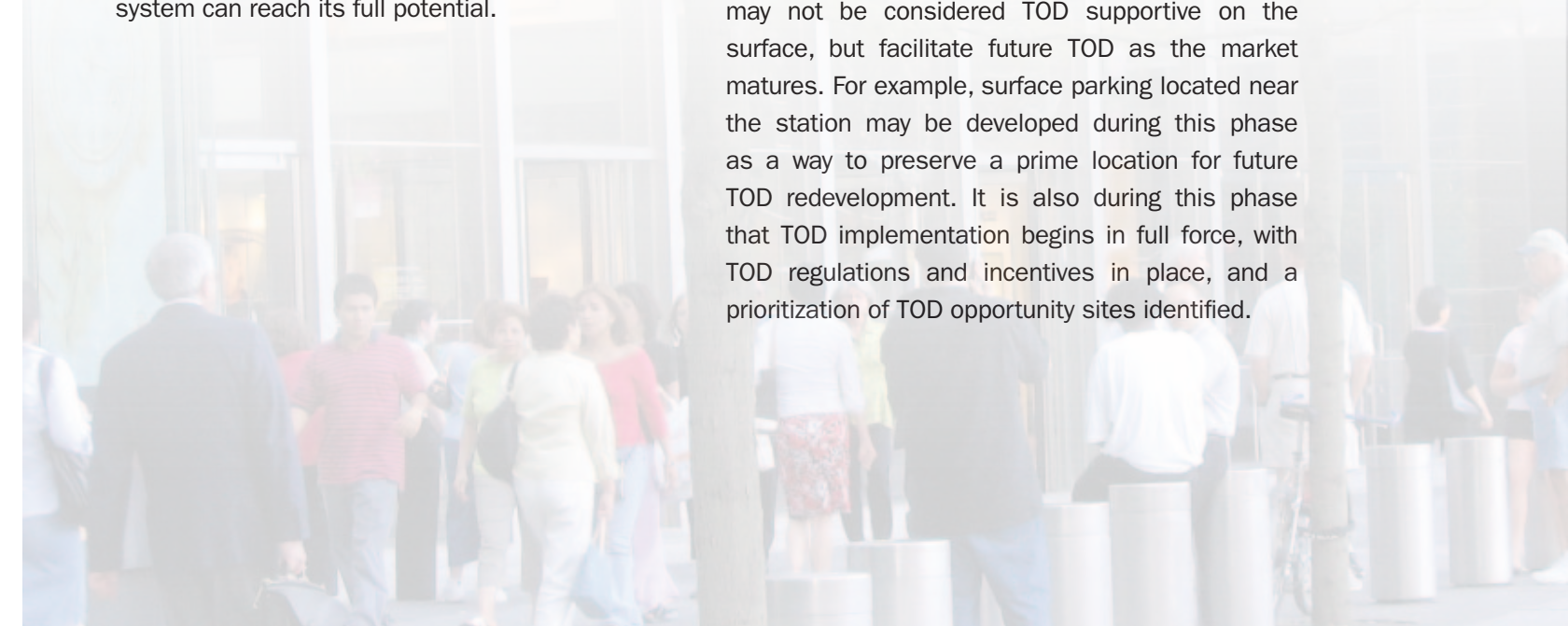
Ideally, TOD planning begins early in a transit project. When a region and its communities decide to pursue high capacity transit, so should discussion of TOD. This initial phase begins a public conversation of “how do we want to grow and how can the coming of transit help us get there?” Typically, this phase of TOD planning occurs during what is often referred to as the “alternatives analysis” stage. Early consideration of important places to serve and opportunities for redevelopment can help identify potential station locations. Creation of an overall TOD corridor vision will help ensure that individual station TODs complement one another so the overall system can reach its full potential.

Phase 2: The TOD Plan

With TOD, one size does not fit all. Continuing the public conversation about future growth in the community, TOD plans typically specify details about desired land uses, density, urban form and pedestrian amenities - all elements to facilitate and encourage use of transit as well as creation of high quality, desirable places. Ideally, TOD plans and associated guidelines are adopted into land use policy and require future development to be consistent with TOD principles. An implementation strategy should be part of TOD plans and provide a road map on how to make the plan reality, including roles and responsibilities of various partners. Typically, this discussion begins during the “alternatives analysis” phase, and carries through “preliminary engineering” and final design/construction phases.

Phase 3: Rail & Walkable Streets

As transit infrastructure construction begins (platform, stations, and tracks), additional station area improvements, such as pedestrian crossings and connections near the station platforms, enhance the walkability of the place and support future development of TOD. These public improvements lay the groundwork for assuring easy access to the transit stations. Some improvements, however, may not be considered TOD supportive on the surface, but facilitate future TOD as the market matures. For example, surface parking located near the station may be developed during this phase as a way to preserve a prime location for future TOD redevelopment. It is also during this phase that TOD implementation begins in full force, with TOD regulations and incentives in place, and a prioritization of TOD opportunity sites identified.



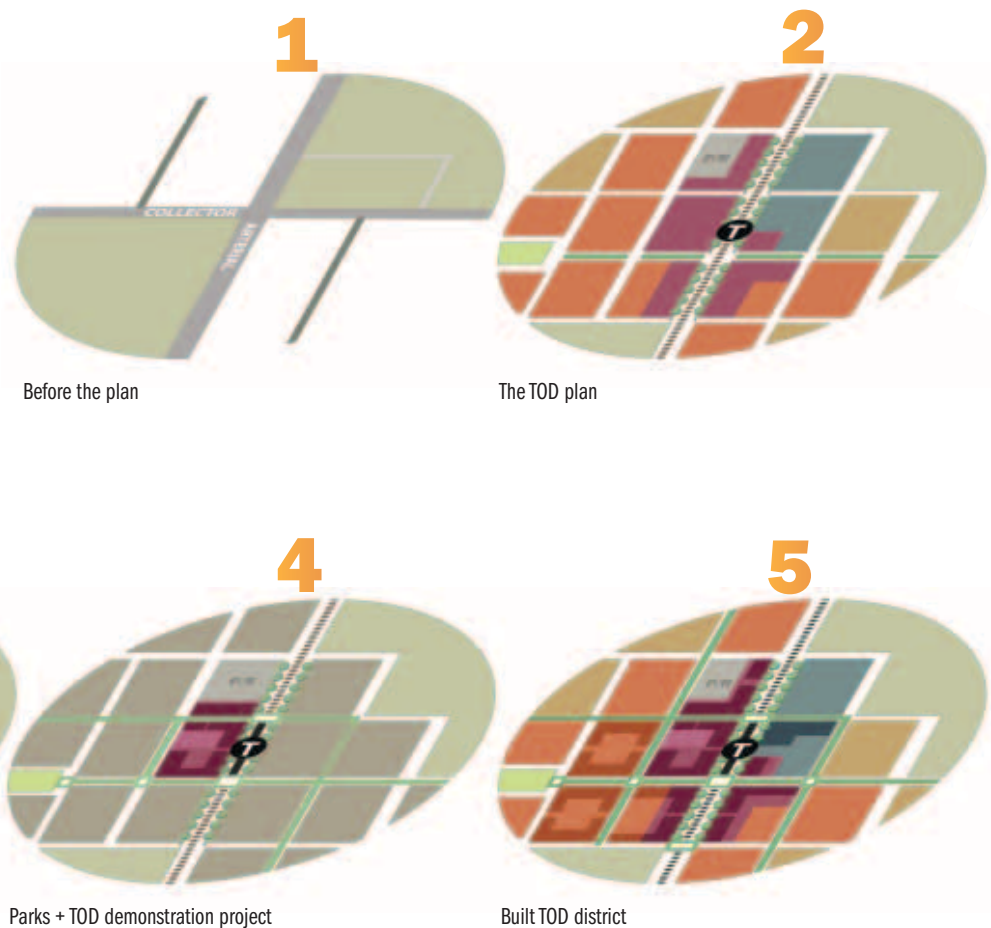
Phase 4: Parks & TOD Demonstration Project

As the transit line matures, there will likely be greater interest in development along and near the line. Developers may be engaged in station area land speculation, but may not have the right experience to develop parcels consistent with TOD principles. The private market may support TOD densities and character in places like downtown, but “faux TODs” that do not incorporate all TOD principles may pop-up near transit. Government and its partners will need to take the lead on managing and encouraging TOD through regulation, providing incentives, and initiating TOD pilot projects. Provision of public amenities, such as parks and streetscape improvements, can promote TOD and high quality station places where people want to live, work and play.

Phase 5: Built TOD Districts

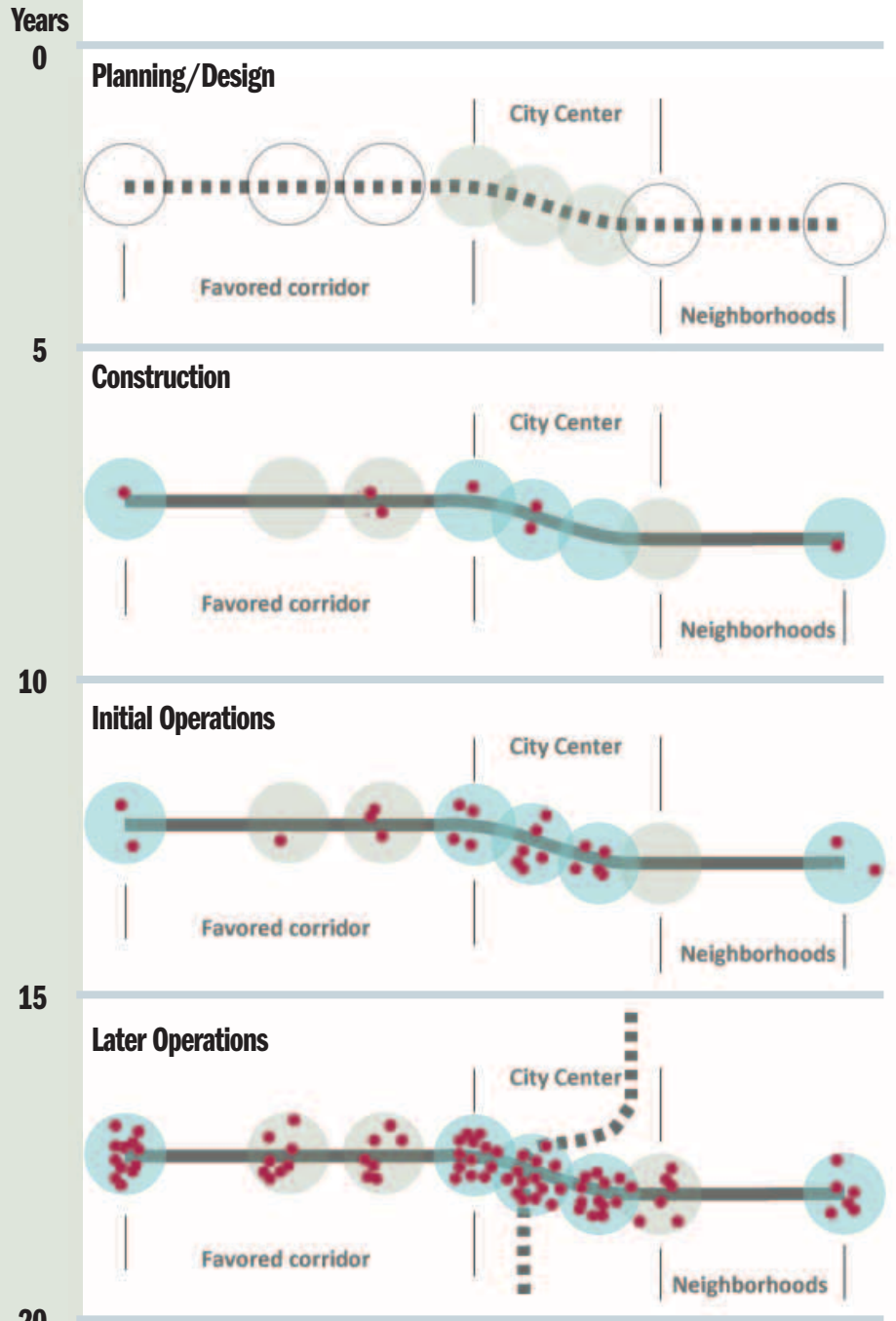
The commitment to managing and encouraging good TOD is on-going. As TOD districts reach build-out, there will likely be instances where additional mixed-use/residential infill, redevelopment, parking structures, pedestrian improvements and additional open space are desired. Although government and non-profit partners will still have a role in implementing TOD, more specialized TOD developers will emerge, broadening the pattern of TOD throughout the corridor.

The five phases of TOD evolution



TOD is a long-term commitment

Although government agencies can move the process along through incentives and pilot projects, the evolution of TOD is dictated by the market. In general, planning/advocacy and education, land speculation and initial TOD interest occurs during the first 10 years of the process, when only the rail line has been constructed. Between 10 and 15 years, during the initial operations of the line, modest TOD occurs, primarily residential, with government encouraging TOD and pilot projects pushing performance. It is not until between 15-20 years, when the line is in full operation, that TOD typically gets fully underway with specialized TOD developers emerging and a broader pattern of TOD developing into districts through the corridor.



TOD phasing...what developments happen when