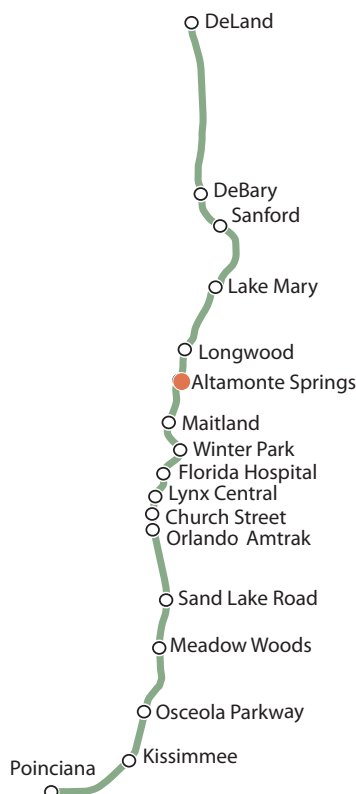




Artist's rendering looking northeast towards proposed station.

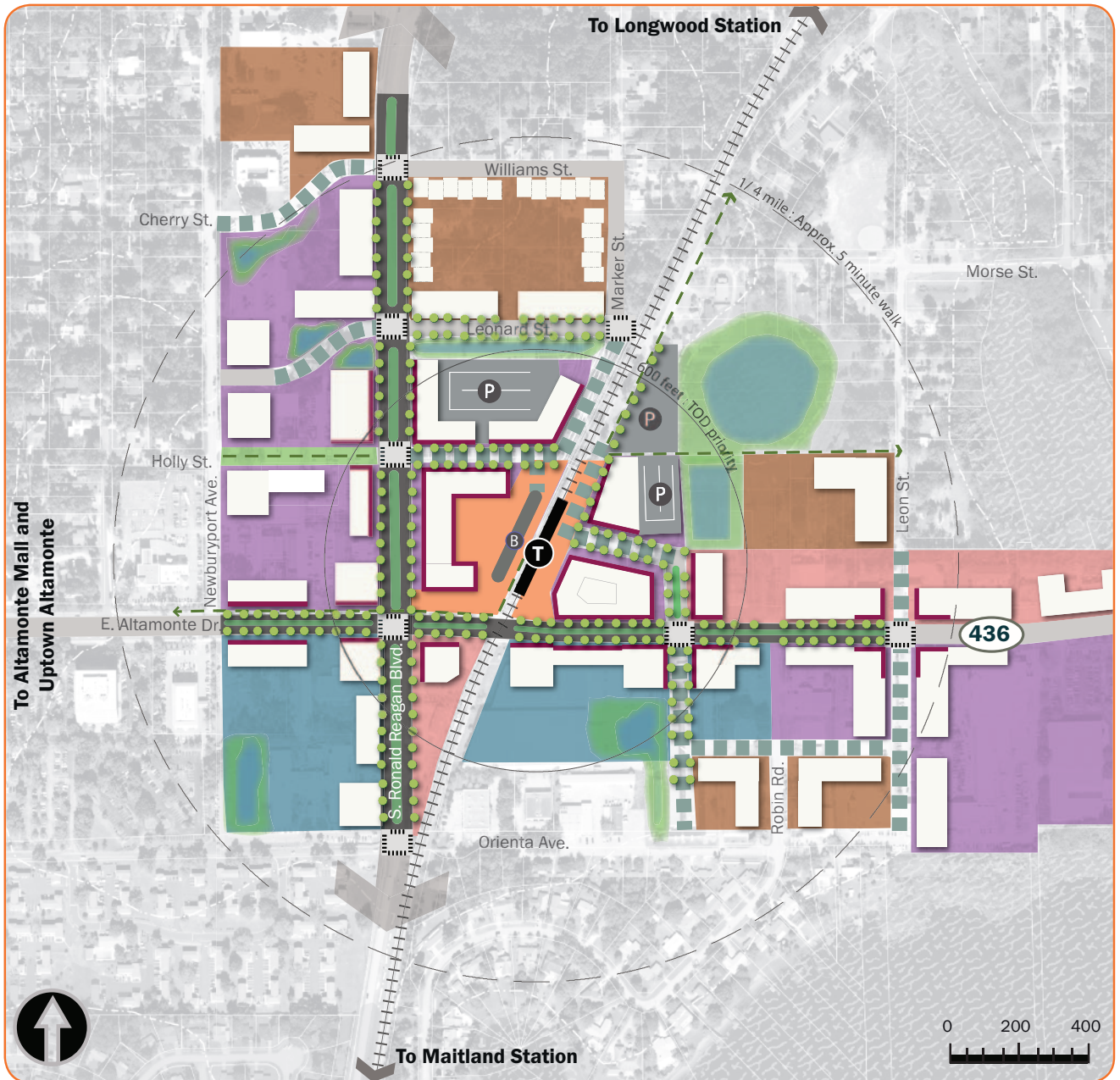









This Village-scaled station is part of the community vision for revitalizing area properties, stimulating job creation and investment, and strengthening connections between neighborhoods on both sides of Ronald Reagan Boulevard and E. Altamonte Drive (SR 436).

Although currently developed with auto-dependent uses, the coming of SunRail is an opportunity to redevelop in a more pedestrian-friendly manner. A variety of uses, such as two- to four-story mixed-use, office, and/or residential buildings, may be attracted by the close proximity of transit and the high visibility of parcels on the corner of Ronald Reagan Boulevard and SR 436 - including the first phase SunRail park-and-ride site. Spreading out from the station, redevelopment of parcels along the SR 436 corridor and/or between Newburyport Avenue and Ronald Reagan Boulevard may also benefit from high visibility and close proximity to transit. It will be important to transition from multi-family residential density along Leonard Street to single family along Williams Street.




Traffic calming along Ronald Reagan Boulevard and SR 436, with well defined pedestrian crossings, will encourage transit patrons to walk to and through the area. A generous open space/plaza, with adjacent ground floor business activity, will connect to the station platform creating a welcoming new “front door” for Altamonte Springs.







ALTAMONTE SPRINGS TOD STATION CONCEPT



- Transit**
-  Transit Station
 -  Parking
 -  Bus Drop-off
- Urban Form**
-  Active Building Edge
 -  Proposed Buildings
 -  Proposed Parking Structure
 -  Surface Parking

- Areas of Change**
-  Mixed-Use
 -  Mixed-Use Office
 -  Mixed-Use Commercial
 -  Residential

- Parks and Open Space**
-  Transit Plaza
 -  Park
 -  Open Space / Detention

- Access and Connectivity**
-  Pedestrian and Street Enhancements
 -  New Street Connections
 -  Traffic Calming
 -  Crossing Improvements
 -  Proposed Pedestrian and Bike Connection
 -  SunRail



Aerial photo of existing conditions.

Altamonte Springs shares the challenge of many emerging TODs across the United States - how to retrofit older suburban automobile-oriented development patterns into a walkable mixed-use TOD district. The transformation of the area into a Village Center TOD will likely require proactive planning and an implementation process involving both the city and the county. In addition to the information presented earlier in the report, next steps in TOD planning for Altamonte Springs might include:

- Undertaking station area planning to complete a vision for the station area together with a land use, transportation, urban design and open space plan and supportive zoning for the station area.
- Finding the right mix of uses to serve the community and to create the economics to help drive redevelopment. Setting minimum TOD densities at the top of today's market ought to be considered.
- Developing a district wide approach to parking, the future street network and stormwater management as a development incentive and as a tool to achieve the density and connectivity desirable for a TOD.
- Working with Seminole County and the City of Altamonte Springs to initiate a complete streets study to calm Ronald Reagan Boulevard and E. Altamonte Drive in the vicinity of the station.
- Addressing the scale of development appropriate at the station and transition back to the surrounding single-family neighborhoods.