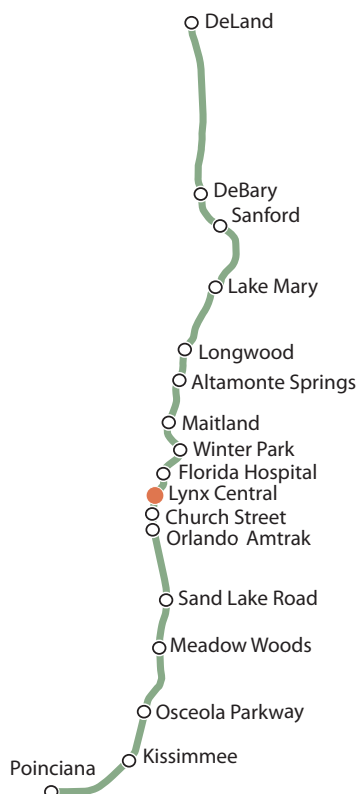


# LYNX CENTRAL TOD CONCEPT



Artist's rendering looking west towards LYNX Central Station, Interstate 4, and Creative Village.



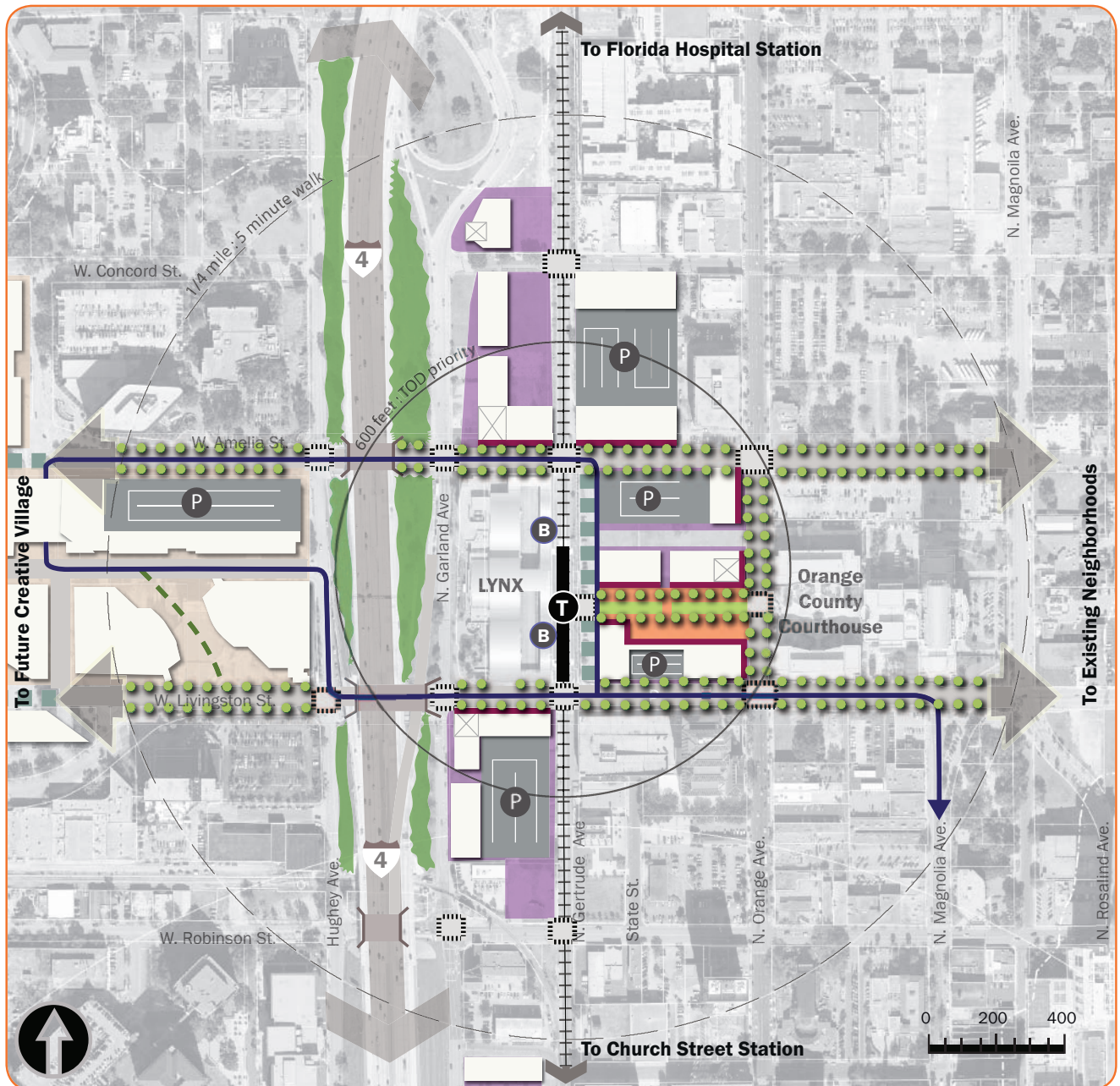
**The addition of SunRail to the LYNX Central Station is the next step in the evolution of downtown Orlando's Central Business District and main transit hub, supporting area infill and redevelopment, stimulating job creation and investment, and strengthening connections between downtown and the region.**












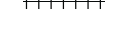







The addition of SunRail increases the existing station's transit capacity and activity, supporting the many existing and proposed uses in the area including the Orange County and Federal Courthouses, Amway Center, the "Creative Village" development to the west, and the 5.64 acre "400 North Orange" development proposed immediately to the east with 350 hotel rooms, a 25,000 sq. ft. conference center, 600,000 sq. ft. of office, 50,000 sq. ft. of retail, and 400 residential units.

Area parking structures will be set back from the station to allow development closest to the platform. The historic grid of streets will be augmented by pedestrian improvements that will facilitate connection and crossings of N. Orange Avenue and under Interstate 4.

Potential desirable next steps include careful coordination with the City of Orlando, area developers, and the Florida Department of Transportation to assure that projects complement one another and create pedestrian friendly streets.

# LYNX CENTRAL TOD STATION CONCEPT



- |   |  |  |
|---|--|--|
| <b>Transit</b><br> Transit Station<br> Parking<br> Bus Drop-off                                  | <b>Areas of Change</b><br> Mixed-Use<br> Creative Village Concept Plan   | <b>Access and Connectivity</b><br> Pedestrian and Street Enhancements<br> New Street Connection<br> Traffic Calming<br> Crossing Improvements<br> Improved Underpass Crossing<br> LYMMO Circulator<br> Proposed Pedestrian and Bike Connection<br> SunRail |
| <b>Urban Form</b><br> Active Building Edge<br> Proposed Buildings<br> Proposed Parking Structure | <b>Parks and Open Space</b><br> Transit Plaza<br> Park<br> Landscape Buffer |  |



# LYNX CENTRAL TOD NEXT STEPS



Aerial photo of existing conditions.

Lynx Central is strategically located to serve key redevelopment station parcels immediately adjacent to the station and “Creative Village” to the west, on the other side of I-4. The station is one of two downtown scale TODs on the SunRail corridor and planned to be the second most intensively developed station on the system. The City of Orlando’s Downtown Development Board (DDB), as the agency responsible for the revitalization of the City’s core area, has the tools, staff and experience to leverage the coming of SunRail. Capitalizing on these key sites underscores the importance of following the TOD Principles presented earlier in the report. Next steps so the development is truly a TOD include:

- Linking the station and the development in a spectacular manner - paying careful attention to pedestrian flows, active ground floor uses and a quality pedestrian realm through the site to help assure success.
- Assuring development is transit-supportive in terms of parking, density, mix and building orientation.
- Moving to transit-friendly parking ratios on both sites to help leverage access to SunRail. District parking, a technique which allows phasing and reducing parking over time, may be quite appropriate here.
- Creating a product mix and design for the two planned developments that takes advantage of the location, which can be a win-win.
- Traffic calming and enhanced pedestrian connections on Livingston Street under I-4 to expand the influence area of the station.