

SR 436 TRANSIT-ORIENTED DEVELOPMENT STUDY

FINAL REPORT

AUGUST 2025



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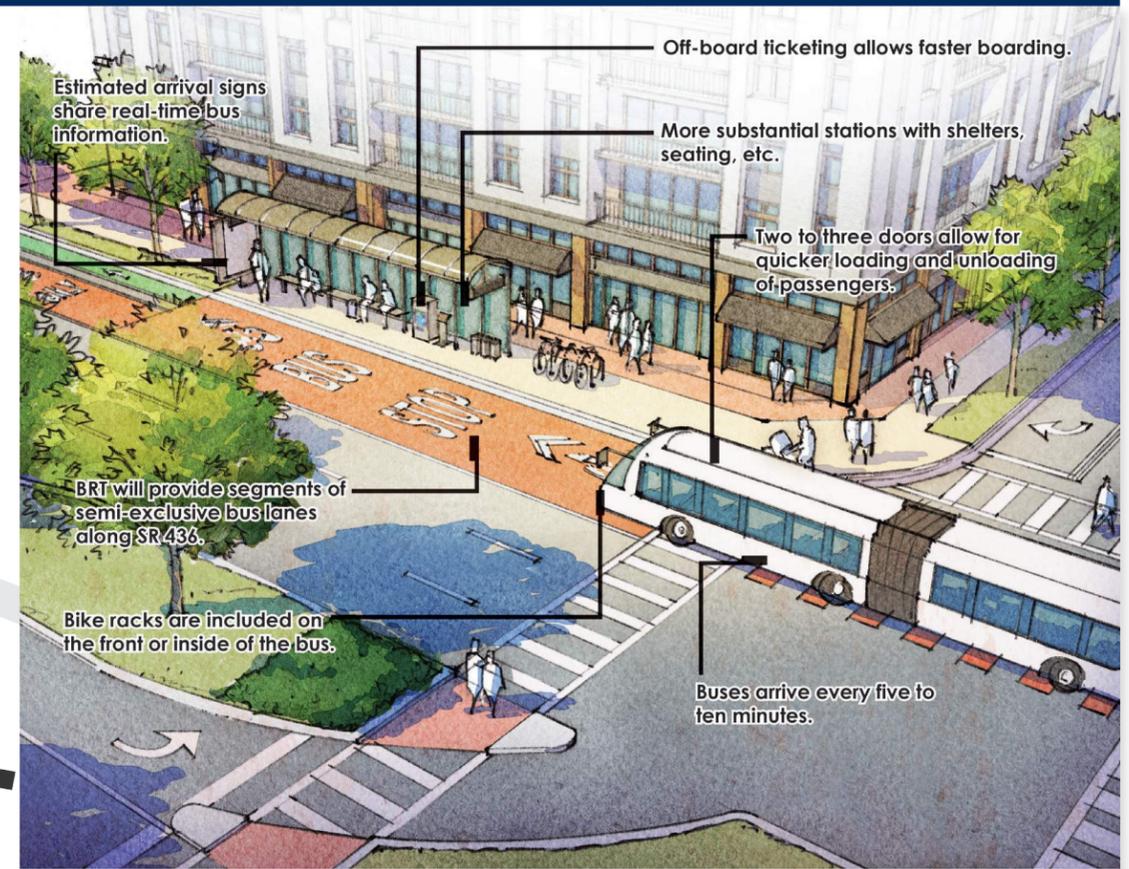
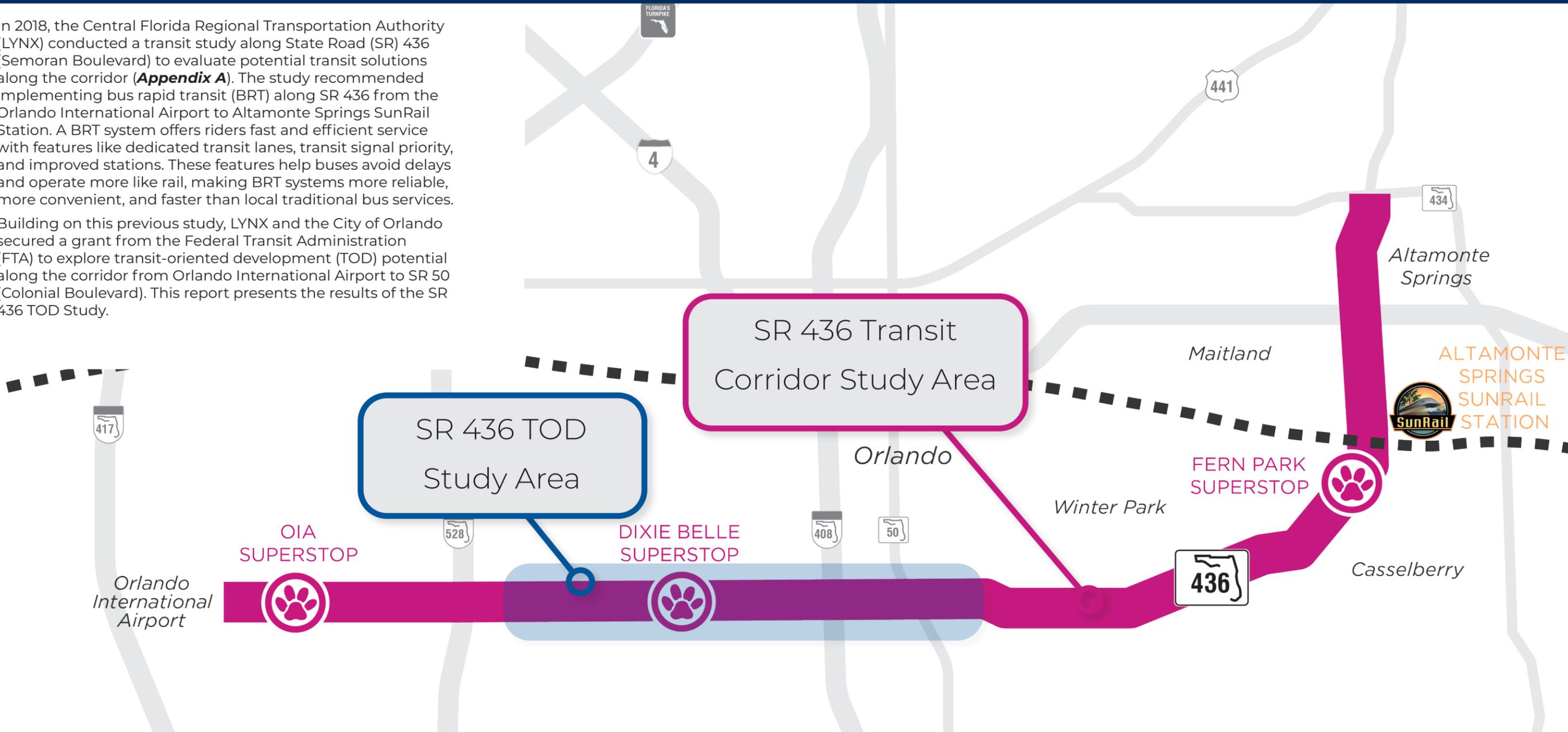
ABOUT THE STUDY



ABOUT THE STUDY

In 2018, the Central Florida Regional Transportation Authority (LYNX) conducted a transit study along State Road (SR) 436 (Semoran Boulevard) to evaluate potential transit solutions along the corridor (**Appendix A**). The study recommended implementing bus rapid transit (BRT) along SR 436 from the Orlando International Airport to Altamonte Springs SunRail Station. A BRT system offers riders fast and efficient service with features like dedicated transit lanes, transit signal priority, and improved stations. These features help buses avoid delays and operate more like rail, making BRT systems more reliable, more convenient, and faster than local traditional bus services.

Building on this previous study, LYNX and the City of Orlando secured a grant from the Federal Transit Administration (FTA) to explore transit-oriented development (TOD) potential along the corridor from Orlando International Airport to SR 50 (Colonial Boulevard). This report presents the results of the SR 436 TOD Study.



Example of BRT Transit Station with TOD, supported by multimodal transportation infrastructure

ABOUT THE STUDY

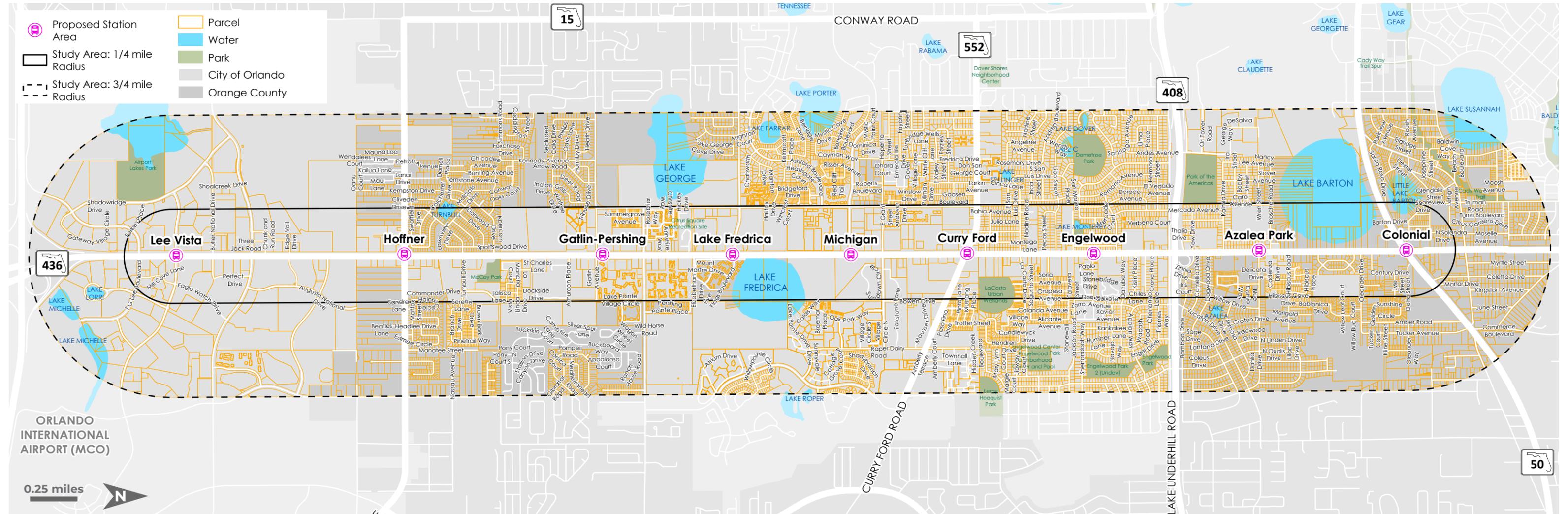
This study sought to understand what TOD land use and transportation infrastructure opportunities and challenges lay along the corridor and provided recommendations to support TOD.



TOD is a dense and mixed-use development style within a walkable environment meant to access premium transit. TOD typically includes a mix of housing, offices, retail, and neighborhood amenities that allow for reduced reliance on personal vehicles to travel to/from key destinations. TOD supports premium transit service by providing access to housing, jobs, and services within walking or biking distance to the transit station.

This report provides a potential planning and policy framework for nine station areas along SR 436 between Lee Vista Boulevard and SR 50: Lee Vista, Hoffner, Gatlin-Pershing, Lake Fredrica, Michigan, Curry Ford, Engelwood, Azalea Park, and Colonial (**Figure 1**). These station areas could potentially support a future BRT system along the corridor.

Figure 1. Study Area Map



ABOUT THE STUDY

Why Invest in SR 436?

SR 436 is a critical north-south artery that connects residents and employees to businesses along the corridor, the Orlando International Airport, the Orlando Executive Airport, key government facilities, hotels, restaurants, and grocery stores. The corridor's local businesses provide more than 100,000 jobs and its neighborhoods are home to more than 180,000 residents.^{1,2} **In fact, this corridor has one of the highest concentrations of residents in the Orlando metropolitan statistical area outside of downtown Orlando!**³ Additionally, SR 436 is a gateway for many of the 72 million annual Orlando tourists. **Investing in premium transit and TOD will provide better access to the numerous key businesses, homes, tourist centers, and economic centers along SR 436 for residents, employees, and tourists alike.**

The corridor is also well-connected to transit. LYNX route 436S runs north-south through the full study area. In fiscal year 2024, this route served approximately 754,000 transit riders⁴, making it LYNX's second most used fixed route with 30-minute headways. High ridership despite frequent headways indicates strong demand. An additional six routes run along and/or across SR 436. SunRail also intersects SR 436 in Altamonte Springs. **Providing premium transit and TOD will improve the transit experience for current and future riders.**

SR 436 has seen a higher number of bicycle and pedestrian crashes compared to other major study area roadways. Of those crashes, more involve a person walking who has been seriously injured or killed. **TOD along SR 436 offers opportunities to make safety and accessibility improvements that could help transit users, residents, and visitors get home safely.**

Why Invest Now?

Safety and access for all users is a top priority for LYNX and the City of Orlando. Central Florida has also experienced high population growth and supports numerous visitors each year. **Premium transit is a vital ingredient in the recipe for communities that attract high-tech jobs and talent, support attainable housing, drive economic development, provide safety and access, and advance the community's vision and comprehensive planning goals.** As the region continues to grow, investments in premium transit will help allow Central Florida to not get left behind. Investing in TOD around transit stations will help support premium transit, revitalize underutilized and vacant properties, and increase access for businesses, residents, and tourists. This will in turn provide economic growth, increased housing, and a safer and more connected transportation system for all users.

Over the past 10 years, LYNX, the City of Orlando, and other regional partners have advanced a number of key transit initiatives including SunRail; transit studies for SR 50, US 192, US 441, and the Volusia Transit Connector; and expanded LYMMO and local bus routes. SR 436 presents another critical opportunity for regional partners to address key transportation challenges and to demonstrate the region's commitment to transit investments along growth corridors.

Benefits of TOD



ENGAGING PUBLIC SPACES

Streets and buildings are carefully designed to create lively urban spaces and a sense of place. The streetscape encourages higher activity and walking and bicycling, which offer economic, health, and environmental benefits. Put simply, TOD creates a place that people want to be, which creates a more vibrant community.



ENHANCED MULTIMODAL CONNECTIONS

Comfortable walking and bicycling routes on a well-connected and redundant street network means many more people can reach their destinations quickly, easily, and safely. This can bring in more users of transit, support the success of the transit system, and reduce vehicle dependence.



DENSE AND MIXED USES

Gathering residential, retail, office, and civic uses around transit makes these places easier to access. The proximity and mix of uses supports shorter trips on foot or by bike and increases transit ridership. Mixed-use development also creates places local residents and visitors want to get to, which boosts the economy and a collective sense of community.



COMMUNITY-CENTERED DEVELOPMENT FOR ALL

TOD helps everyone experience the benefits of mixed-use, walkable developments by preserving existing single-family housing and adding affordable housing, supporting small businesses, and enhancing multimodal infrastructure that connects jobs, key services, and housing.

SR 436 is a Prime Location



STRATEGIC ECONOMIC LOCATION



DIVERSE POPULATION



EXISTING TRANSIT CONNECTIONS AND ROBUST RIDERSHIP

1 U.S. Census 2022 Longitudinal Employer-Household Dynamics Data – OnTheMap, <https://onthemap.ces.census.gov/>
 2 U.S. Census Bureau, ACS 5-Year Estimates Subject Tables, S0101, 2023: Census Tracts 135.10, 132.01, 133, 134.03, 134.06, 135.03, 135.07, 135.12, 135.13, 136.03, 136.04, 136.05, 136.06, 136.07, 162, 163.01, 163.02, 164.02, 164.06, 182.03, 182.04, 184; Orange County; Florida, and Census Tracts 216.08, 216.14, 217.05, 218.02, 218.03, 218.06, 219.01, 219.02, 220.01, 220.02, 220.04, 220.06, 220.07, 221.04, 222.01, 222.05, 222.06, 222.08; Seminole County; Florida
 3 U.S. Census Bureau, 2020 Census Demographic Data Map Viewer
 4 LYNX FY 2024 Ridership by Route Summary: https://www.golynx.com/file/137531/2024_Annual-Ridership-by-Link.pdf

ABOUT THE STUDY

TOD Could Support the Implementation of Premium Transit Over Time:



SHORT TERM (2-5 YEARS)

- Vacant lots or underused parking lots/parcels are repurposed as dense, mixed-use developments.
- The corridor better balances the needs of people walking and biking with investments in better transportation infrastructure.
- More people walk and bike to access the new bus service.



MEDIUM TERM (10-15 YEARS)

- New development pops up around stations.
- The street network becomes more connected, which shortens walking and biking trips.
- Older buildings are renovated or replaced to be dense, mixed-use developments that are more supportive of transit.



LONG TERM (30-50 YEARS)

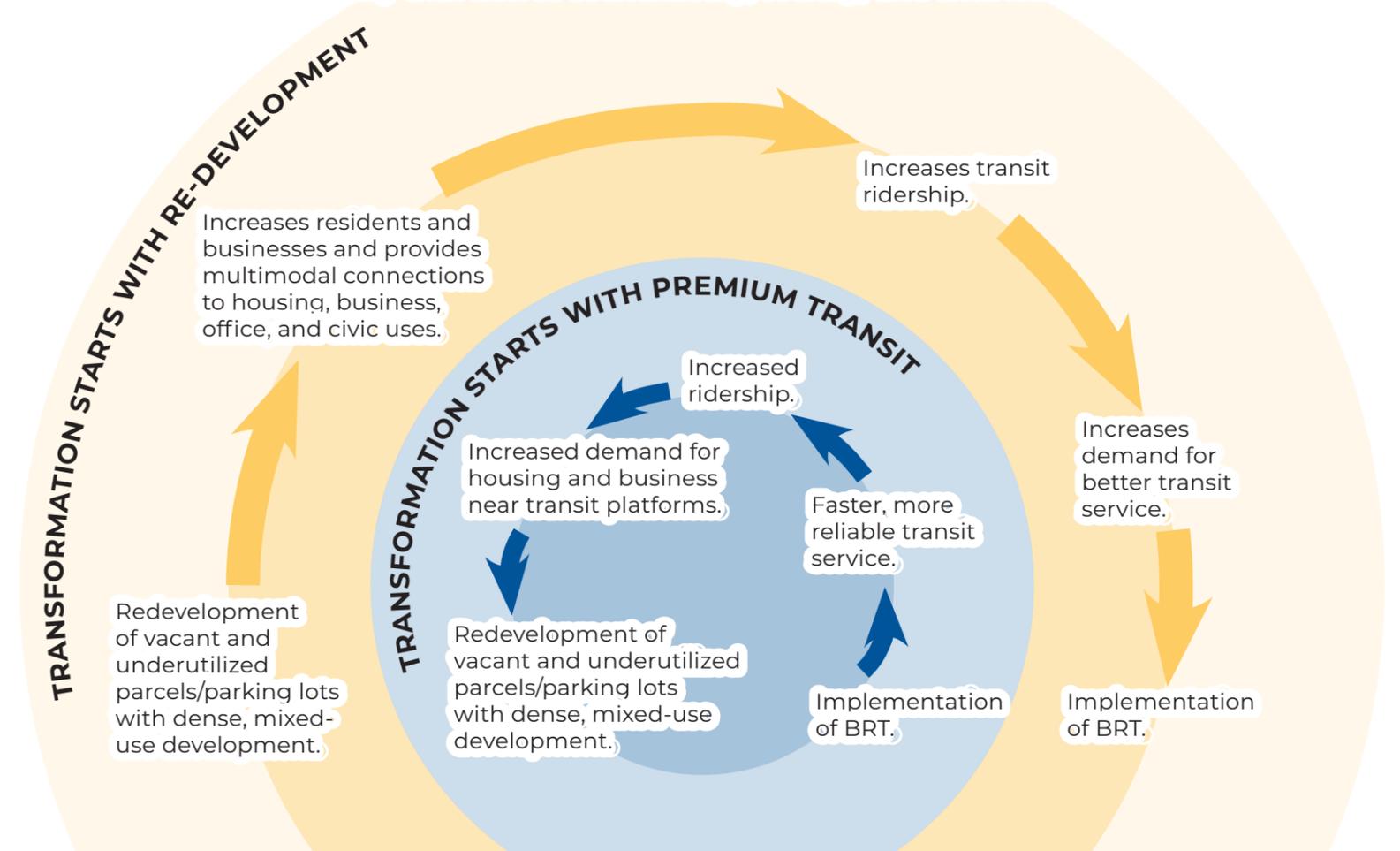
- Parking lots shrink, making way for more housing, shops, and local businesses.
- Dense, mixed-use redevelopment continues near transit stations.
- Higher-quality transit modes continue to have strong ridership and support the economic health and vitality of the entire corridor.

How Can Premium Transit and TOD Create More Livable Communities?

Transit improvements and TOD have the power to transform a community, making travel easier and activating the local economy. The implementation of BRT on SR 436 with TOD around each transit station could remake the corridor into a network of thriving, mixed-use connected neighborhoods where people want to live, work, and visit.

How TOD Creates a Livable Community

The implementation of BRT on SR 436 and TOD surrounding each transit station is a symbiotic relationship where both support the creation of a livable community that thrives economically, socially, and environmentally.



ABOUT THE STUDY

What Are the Study Goals?

This study analyzed nine BRT station areas along SR 436 from Lee Vista to Colonial (18 stations on both sides of SR 436). The study assessed the readiness of each station area to spur TOD, illustrated potential development scenarios for TOD within each station area, recommended policy changes to better support TOD, developed potential locations for the transit station platform, and recommended infrastructure improvements to support transit users.



Provide sustainable solutions for all



Implement land use policies to maximize transit ridership



Support safe bicycle and pedestrian routes to the station area



Spur economic development



Support mix of higher-density residential and commercial uses at station areas



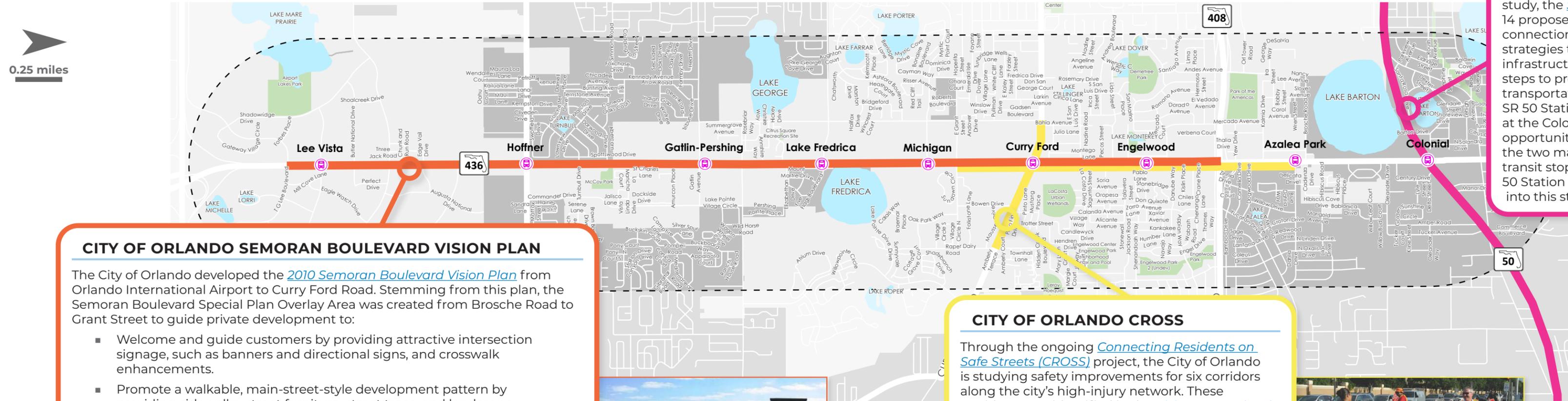
PLANNING CONTEXT



PLANNING CONTEXT

This study incorporated other recent and ongoing planning and policy efforts (**Figure 2**) that set the framework for and informed TOD planning around the nine station areas. The critical details of these efforts (**Appendix B**) and their relevance to the SR 436 TOD Study are explained in this section.

Figure 2. Previous and Ongoing Studies and Plans



CITY OF ORLANDO SEMORAN BOULEVARD VISION PLAN

The City of Orlando developed the [2010 Semoran Boulevard Vision Plan](#) from Orlando International Airport to Curry Ford Road. Stemming from this plan, the Semoran Boulevard Special Plan Overlay Area was created from Brosche Road to Grant Street to guide private development to:

- Welcome and guide customers by providing attractive intersection signage, such as banners and directional signs, and crosswalk enhancements.
- Promote a walkable, main-street-style development pattern by providing sidewalks, street furniture, street trees, and landscape.
- Activate the frontage on SR 436 by placing parking behind businesses with enough parking to serve customers but not more than is needed.
- Promote a mix of land uses within each block.

Additional design specifications for trees, hardscape, and signage (**Appendix C**) were also developed. The overlay plan guides development at the Curry Ford, Engelwood, and Azalea Park station areas within the SR 436 TOD study.



CITY OF ORLANDO CROSS

Through the ongoing [Connecting Residents on Safe Streets \(CROSS\)](#) project, the City of Orlando is studying safety improvements for six corridors along the city's high-injury network. These corridors were identified in the [Vision Zero Orlando Plan](#) as having the highest number of fatal and serious injury crashes. Within the SR 436 TOD Study area, the intersection of SR 436 & Curry Ford Road was identified as a high injury intersection and recommendations for improving bicycle and pedestrian safety that also supports TOD will be incorporated.



LYNX SR 50 BRT AND TOD STUDIES

In 2013, LYNX initiated the [SR 50/UCF Connector Alternatives Analysis](#) that identified a locally preferred alternative for BRT service along SR 50 from the Town of Oakland to SR 434 (Alafaya Trail), then north along SR 434 to UCF. A subsequent study, the [SR 50 Station Area Analysis](#), evaluated 14 proposed station locations to optimize user connections. This analysis also developed strategies to increase TOD, concepts for station infrastructure, and recommendations and next steps to provide TOD-supportive land use and transportation infrastructure improvements. The SR 50 Station Area Analysis study intersects SR 436 at the Colonial Drive Station Area and creates an opportunity for a major regional transfer facility at the two major arterials of SR 436 and SR 50. The transit stop design guidelines developed in the SR 50 Station Area Analysis were directly incorporated into this study.



PLANNING CONTEXT

Orlando International Airport and Intermodal Terminal

The [Greater Orlando Aviation Authority \(GOAA\)](#) invested \$2.8 billion to expand the Orlando International Airport's north terminal and the construction of a south terminal complex, Terminal C, in 2022. Terminal C hosts the intermodal transportation facility and the Orlando Station of Brightline, a high-speed intercity passenger rail that connects Orlando to Miami. The intermodal facility will also be the terminus of the proposed SR 436 BRT with the first station off airport property being the Lee Vista station. Based on the adjacencies of the airport and intermodal terminal, it is critical for the SR 436 TOD Study to accommodate opportunities for more housing choices for airport workers and to provide greater access for all users to and from the Orlando International Airport.



Orange County Vision 2050 & Orange Code

Orange County adopted their [Vision 2050 study](#) in June 2025 which updated the County's Comprehensive Plan to provide a framework for context-sensitive planning with a focus on durability, placemaking, and affordability. Orange County has also adopted Orange Code, development guidelines that support Vision 2050. This form-based zoning code offers more flexible land uses and helps prepare for the County's growth and development. Orange Code is consistent with supporting TOD within the SR 436 TOD study area, specifically at the Colonial, Azalea Park, and Hoffner station areas.

SR 436 has a regional focus on improving safety & connectivity for all users and providing development opportunities that support transit. This study aims to further the work from other partners to achieve this goal.



Photo Source: Kittelson & Associates, Inc.

PUBLIC INVOLVEMENT



PUBLIC INVOLVEMENT

The public involvement plan and engagement activities (**Appendix E**) for this study were intended to reveal local issues and opportunities and provide meaningful feedback on the best ways to advance TOD for the communities along SR 436. This study sought feedback from many community members throughout the planning process, including key stakeholders, real estate developers, neighborhood and business associations, community groups, landowners, and the wider public. Results from this study were also informed by agency partners in the Project Advisory Group (PAG). Below is a timeline of public involvement activities as well as critical takeaways from each engagement effort.

Stakeholder Meetings

December 2023 to January 2024

At stakeholder meetings, representatives from the City of Orlando's Planning, Streets and Stormwater, Housing, and Business Development/Main Street divisions; Orange County Planning and Development; and GOAA helped clarify important potential constraints and considerations for TOD along SR 436, including:

- Constraints and costs related to exfiltration and centralized stormwater practices;
- Opportunities to use Florida's Live Local Act for affordable housing;
- City plans for affordable housing on City-owned property adjacent to the Engelwood station area;
- Rebates and local business incentives that are part of Main Street District programs;
- Orange County Orange Code's support of TOD; and
- Needs of the large body of the GOAA and airport employees who live, and want to live, along SR 436 and would rely on transit for mobility.

Public Workshops

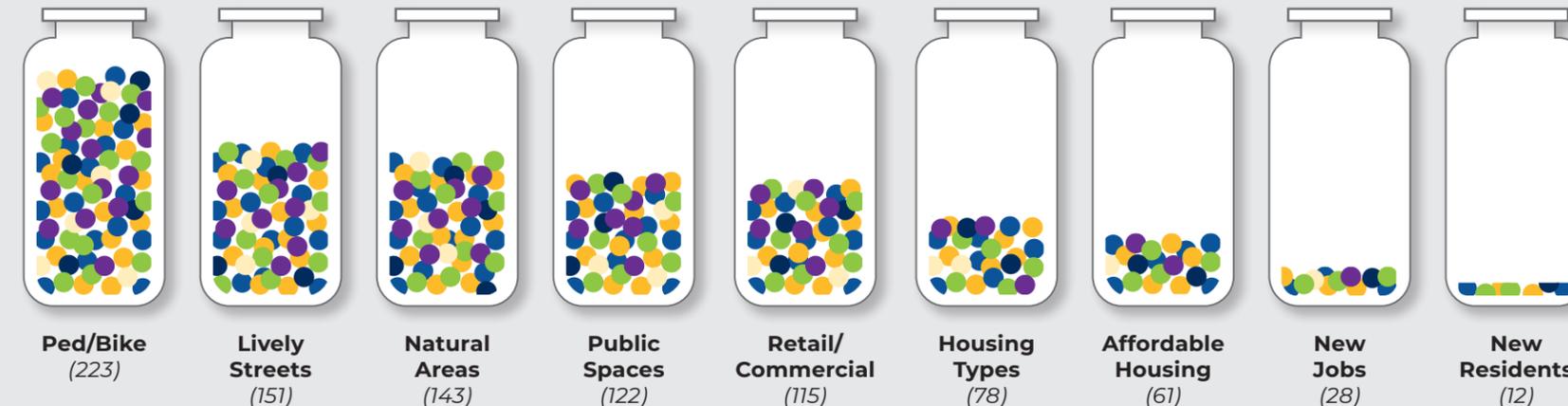
April 2024

The study conducted three public open houses. These sessions helped brainstorm initial ideas and gathered community feedback on proposed station area plans. Information was provided in both English and Spanish and public meetings included a native Spanish speaker to solicit and translate input.



Over 90 participants were engaged across three public workshops.

Participants were asked what is most important to them by voting with ten marbles at each station area:



Most Community Members Would Like to See:



More **multimodal connections** to key destinations near the corridor—parks, schools, small businesses, and restaurants.



Better **multimodal facilities** (shared-use paths, trails, etc.) to easily access the transit stations.



New restaurants and shops in a **"main street" or "town center" type of environment** as opposed to strip retail development with drive through restaurants.



New **housing choices** including duplex, multiplexes, courtyard apartments, townhomes, and low- to mid-rise mixed-use developments. However, most community members were against high-rise (more than 12 stories) developments.

PROJECT ADVISORY GROUP
(August 2023 - December 2024)

STAKEHOLDER MEETINGS
(December 2023 - January 2024)

PUBLIC WORKSHOPS
(April 2024)



PUBLIC INVOLVEMENT

Neighborhood Leaders Meeting with Commissioner Ortiz

August 2024

City of Orlando Commissioner Tony Ortiz invited the study team to showcase preliminary station area plans at a neighborhood meeting. Neighborhood leaders shared concerns for additional traffic impacts that may result from redevelopment. Commissioner Ortiz and the study team emphasized how premium transit and better connectivity through redevelopment could help alleviate existing and future traffic on the corridor.



Commissioner Ortiz discussing the preliminary station area plans with neighborhood leaders.

Photo Source: Kittelson & Associates, Inc.

Development Community Workshop

December 2024

The study team partnered with the Urban Land Institute (ULI) to host a Development Community Workshop to gather feedback on preliminary station area plans from real estate brokers, developers, and investment firms interested in TOD and properties along SR 436. This group communicated that investment in public transit and adjacent public spaces will help spur TOD and provide an incentive for even more ancillary development adjacent to the corridor.



The Development Community Workshop in LYNX's Conference Room.

Photo Source: Kittelson & Associates, Inc.

Project Advisory Group

August 2023 - December 2024

Throughout the course of the study, project decisions and directions were informed by the agency partners in the Project Advisory Group (PAG). During these regular meetings, the PAG discussed key project milestones, visited and traveled the study corridor, provided feedback on proposed concepts, and reviewed TOD-related policies.



PAG members sharing feedback on proposed station area plans.

Photo Source: Kittelson & Associates, Inc.

Business Leader Meeting

April 2025

A meeting with local business leaders was held to solicit project feedback and spur discussion for the potential redevelopment of vacant and underutilized parcels towards TOD. These leaders noted various opportunities along SR 436 for redevelopment and shared strong support for advancing safer and more connected bicycle & pedestrian networks, premium transit, and TOD along SR 436.



Local business leaders sharing feedback on proposed station area plans.

Photo Source: Kittelson & Associates, Inc.

Project Advisory Group Members

 <p>CITY OF ORLANDO Megan Barrow Cade Braud</p>	 <p>LYNX Trish Whitton Myles O'Keefe James Boyle Bruce Detweiler Cliff Slatter</p>	 <p>MO metropolitan orlando Alex Trauger Sarah Larsen</p>
 <p>FDOT Libertad Acosta-Anderson Jamie Ledgerwood Jo Santiago</p>	 <p>ORANGE COUNTY GOVERNMENT FLORIDA Carter Gresham</p>	 <p>CITY OF ORLANDO Michelle Morrison</p>



TOD EVALUATION PROCESS



TOD EVALUATION PROCESS

This section provides an overview of the TOD evaluation process that produced the station area concepts. It evaluates nine station areas for TOD readiness based on factors like land use, zoning, infrastructure, and transit routes. It identifies key opportunities and constraints for redevelopment, with a focus on preserving residential neighborhoods and integrating flood-prone areas into park spaces. The section also reviews policy changes needed to support TOD, describes the process for locating transit platforms, and outlines necessary infrastructure improvements to enhance bicycle and pedestrian access and safety around the stations.

Assessing Opportunity

An opportunity assessment identified which station areas, and the individual properties and roadways within them, have the most potential to redevelop into TOD, whether in a few years or a few decades. Each station area was evaluated for its:

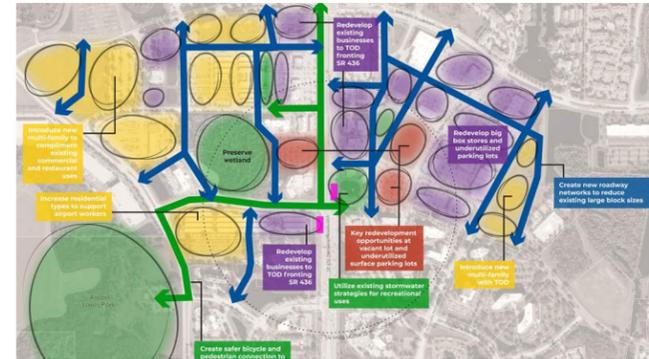
- Existing and future land use;
- Zoning;
- Vacant or underutilized nonresidential parcels;
- Wetlands and floodplains;
- Neighborhood business and recreational anchors;
- Existing infrastructure, such as bicycle facilities, sidewalks, and trails
- Transit routes and average weekday ridership.

With these considerations in mind, each station's key assets and opportunities to improve land use and transportation infrastructure were summarized as "Synthesis Maps" in the Station Area Concepts section.

Illustrative Concepts

Illustrative concept plans for each station area were generated showing what future redevelopment in 25 years could look like.

The concept plans show a mix of land uses with higher densities near the transit station that "step down" to lower intensities closer to existing neighborhoods. The plans focus on providing bicycle and pedestrian connectivity, lively streets, natural areas, and public spaces that were identified as priorities during public involvement activities. The concepts also prioritized areas where there were vacant or underutilized parcels, older buildings, or areas identified during public involvement activities that were prime for redevelopment.



Example of Assessing Opportunity Map



Example of Short-Term Station Area Illustrative Plan

A short-term station area illustrative plan was developed to show how infrastructure investments and strategic catalyst sites could set the stage for near-term redevelopment at each station.

Then, a long-term station area illustrative plan was developed to envision a potential scenario for longer-term redevelopment along the corridor, building off the near-term success and focusing on future development focused on premium transit.

Station area visualizations were also developed to show the size, scaling, density, and development patterns for some of the station areas.



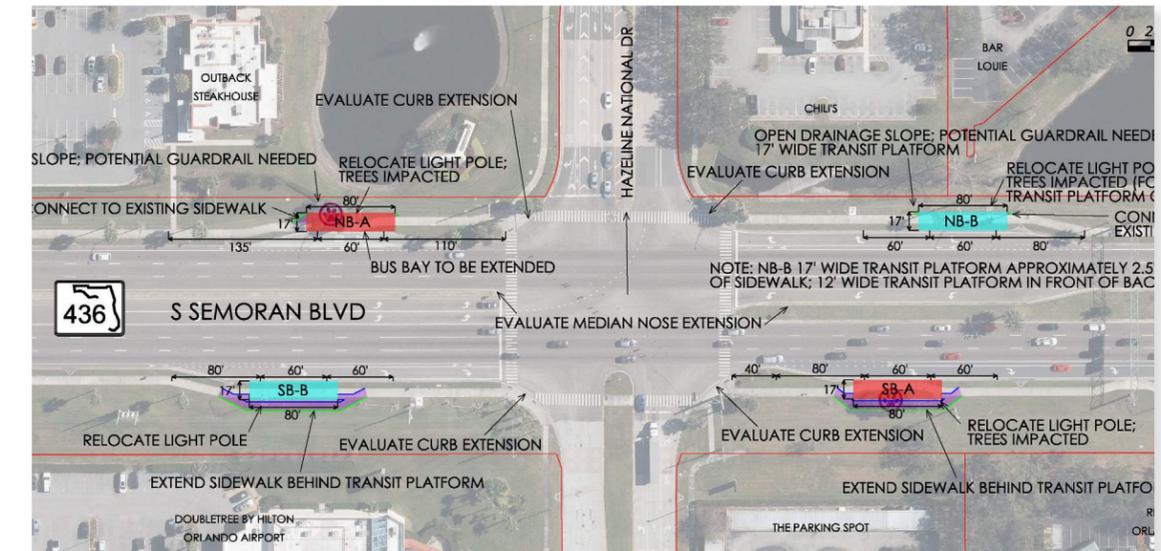
Example of Long-Term Station Area Illustrative Plan



Example Station Area Visualization

Locating Transit Platforms

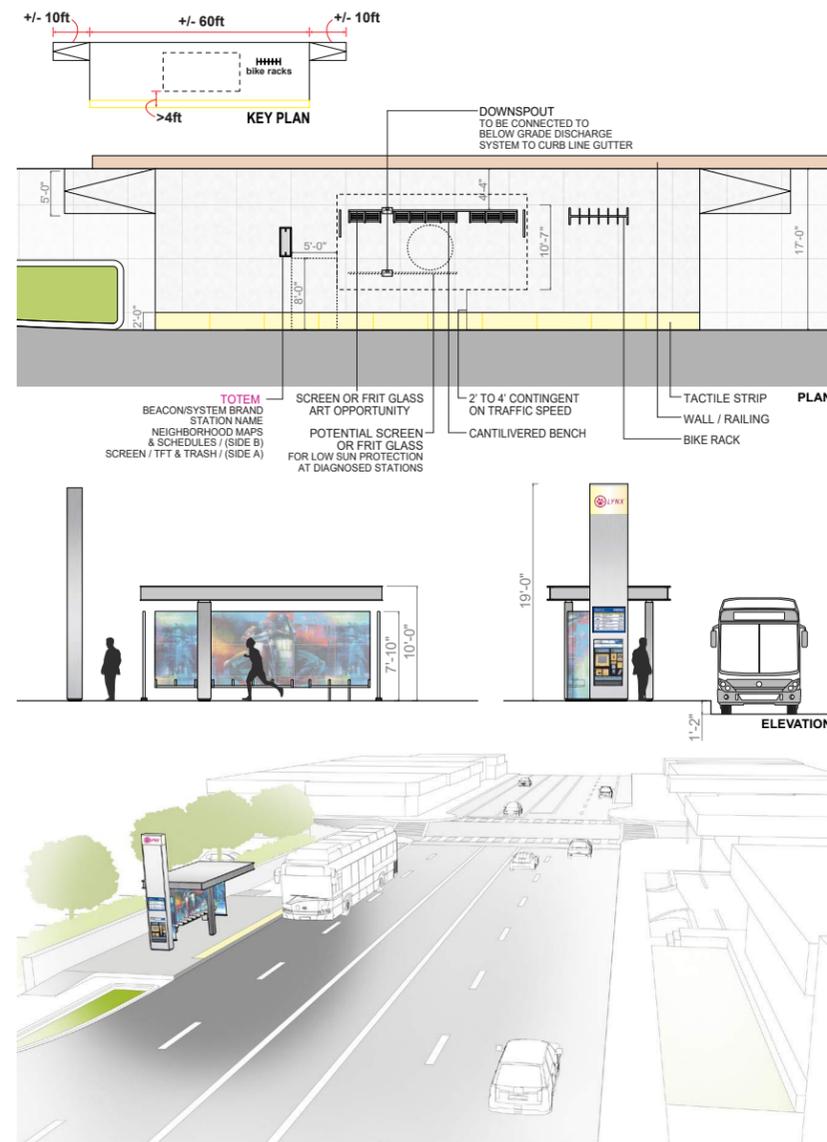
Each of the nine station areas will have two transit platforms: one for northbound service and one for southbound service. The study team used the transit platform designs from the [2019 LYNX SR 50 BRT Station Area Analysis](#) as the prototype for 17-foot by 80-foot platform footprint (**Figure 3**) which includes a transit shelter, bicycle racks, information boards, off-board ticketing, benches, and a pedestrian walkway behind the shelter. For constrained conditions, 12-feet by 80-feet or 10-feet by 80-feet platform footprint was used (**Appendix D**).



Example of Transit Platform Location Alternative

TOD EVALUATION PROCESS

Figure 3. Typical Transit Platform



The [2017 FDOT Transit Facility Guidelines \(Appendix F\)](#) informed the location of transit platforms along SR 436. Transit platform locations were also determined based on:

- Proposed transit platform size**—Locations were selected where the largest transit platform (17 feet by 80 feet) could be used while still being close to signalized crossings. The 12-foot by 80-foot and 10-foot by 80-foot transit platform sizes were used for constrained conditions.
- Right-of-way needed**—Locations avoided or minimized right-of-way impacts. No full properties are required for any of the platform location alternatives.
- Conflicts with business signs, driveways, utilities, and drainage**—Alternative locations minimized potential conflicts with these features. Potential impacts are documented.
- Platform location**—LYNX prefers transit stops to be on the far side of the intersection (after the bus crosses the intersection) to reduce delays, minimize vehicle and pedestrian conflicts, and to better integrate with transit signal priority features. Platform location alternatives prioritize far-side locations.
- Distance to the nearest signalized crossing**—Alternative locations were sited near signalized crossings to provide transit users with connections across SR 436. At some locations, new midblock crossings were proposed to improve pedestrian connectivity.
- Proximity to short-term development potential**—Parcels identified in the short-term, illustrative station area plans as places where redevelopment is likely to first occur (i.e., where there is potential synergy between the redevelopment and the improved transit service) were considered in the selection of platform locations.

The guidelines also evaluated and documented potential new sidewalk connections, midblock crossings, and intersection improvements to provide better connectivity to the transit platform.

Land Use Policy & Infrastructure Improvements

A policy review was completed to understand what policy changes were needed to encourage and support TOD along SR 436. Parcels where current zoning does not support TOD (such as those zoned for industrial uses only) were identified and highlighted for potential refinement. More information on TOD policy can be found in the [TOD Policy Review](#) section of this report.

Each station area will need infrastructure improvements to bolster bicycle and pedestrian access, safety, and comfort around the station and its TOD. Multimodal connectivity and safety are important because every SR 436 BRT user is also a bicyclist or pedestrian at some point in their connection to/from transit.

Plans were developed to identify bicycle and pedestrian facility gaps and improvements that could help make the quarter-mile surrounding a transit platform a safer and more comfortable walking and biking experience. These plans also outline new streets that could improve overall connectivity and support future TOD.

Infrastructure Improvements Near Stations Could Include:



MULTIMODAL INTERSECTION IMPROVEMENTS



NEW ROADWAYS



NEW OR IMPROVED BICYCLE AND PEDESTRIAN FACILITIES



NEW SIGNALS



NEW TRAILS

TOD EVALUATION PROCESS

MULTIMODAL INTERSECTION IMPROVEMENTS

Signalized or unsignalized intersection improvements can help improve safety and connectivity across intersections for bicyclists and pedestrians. This will allow transit users to safely and comfortably travel to and from the transit station to and from their destination. The study proposes a toolkit of different options to be applied as appropriate for each intersection within quarter-mile of the SR 436 study corridor.

Intersection Improvements Might Look Like:

High Visibility Crosswalks

Higher visibility crosswalks alert motorists that a bicyclist or pedestrian may be crossing the street.



Rectangular Rapid Flashing Beacons (RRFBs)

Warning beacons that, once pressed, use flashing yellow lights to alert drivers of crossing pedestrians or bicyclists.



Pedestrian Hybrid Beacons (PHBs)

Typically found along major streets, PHBs use one or more signals (each having two red lights over a single yellow light) that, once the button is pressed, require vehicles to stop as they would at a normal traffic signal. This gives pedestrians and bicyclists a protected crossing.



Hardened Centerlines

Hardened centerlines are raised elements to guide drivers to make safer turns and reduce conflicts with bicyclist and pedestrians crossing.



Raised Crossings

Elevating the crossing area brings attention to pedestrians and slows vehicle traffic.



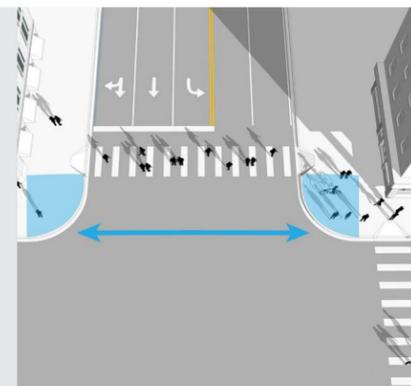
Median Refuge Islands and Intersection Nose Extensions

These improvements provide a protected place for pedestrians and bicyclists to wait, which reduces how many lanes they must cross at one time, as well as their exposure, and slows down turning vehicles.



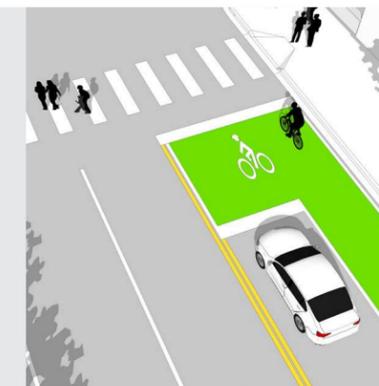
Tighter Curb Radii

Making curb angles sharper slows down turning vehicles, shortens crossing distances for pedestrians and bicyclists, and increases the space pedestrians have while they wait to cross.



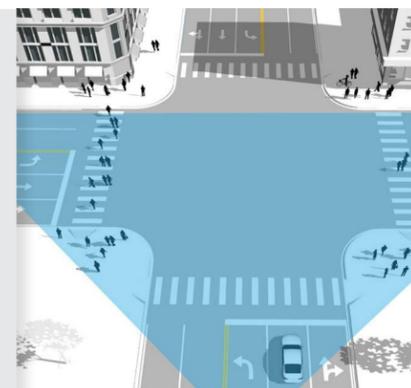
Bicycle Boxes

These green painted squares allow cyclists to wait ahead of vehicles, which increases bicyclist visibility and reduces conflicts with right-turning vehicles.



Increase sight distance

Adjusting stop bars and crosswalk locations or moving roadside elements can help make approaching pedestrians and bicyclists more visible to drivers and vice versa.



Channelized Right-Turn Lanes

Converting channelized right-turn lanes into standard 90-degree turns reduces turning speeds and shortens pedestrian crossing distances. If a channelized right-turn lane cannot be removed, adding signals or a raised pedestrian crossing can help protect the crossing.



TOD EVALUATION PROCESS

Truck Aprons

This additional space can slow down all turning vehicles while still allowing enough room for turning trucks.



Alternative Intersection Designs

Replacing a traditional intersection with an alternative like a modern roundabout can significantly reduce the number of conflict points, travel speeds, and pedestrian crossing distances.



OTHER IMPROVEMENTS

New Signals

Full signalization or pedestrian signals should be installed to expand the pedestrian and bicyclist network and improve safety at intersections that connect key roadways and provide access to new development. If possible, these signals should also provide additional elements that support multimodal travel, such as shorter cycle lengths, longer pedestrian walk times, a rest-on-walk phase, a pedestrian-only phase, and/or a leading pedestrian interval.

Photo Source: Kittelson & Associates, Inc.



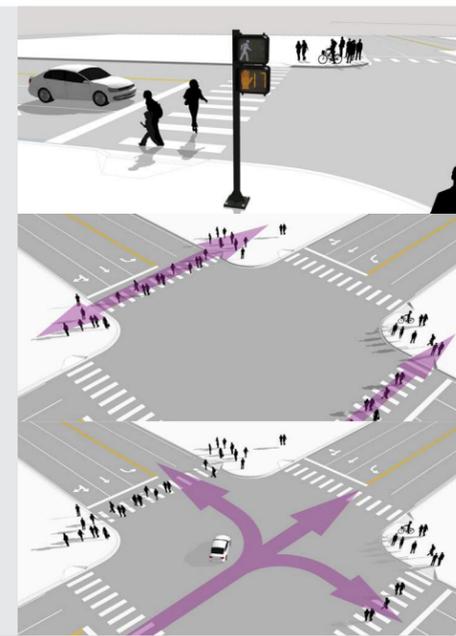
Protected Intersections

These intersections separate pedestrians and bicyclists from vehicle traffic using strategies like raised crossings, curb extensions, and signal timing. Combined, these features increase visibility and significantly reduce potential conflicts.



Pedestrian-Friendly Signal Timing

Altering signal timing to have shorter cycle lengths, longer pedestrian walk times, a rest-on-walk phase, a pedestrian-only phase, and/or a leading pedestrian interval can improve safety for pedestrians crossing signalized intersections.



New Trails

New trail segments can help add regional connections from transit stations to parks, schools, community centers, and existing trails.

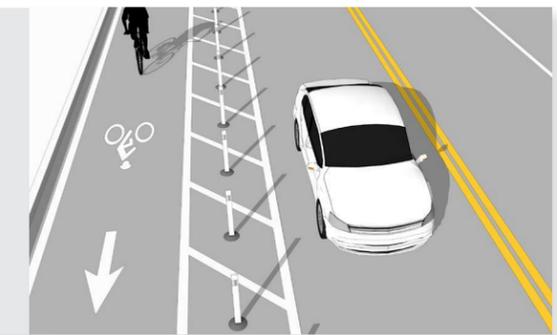
Photo Source: Kittelson & Associates, Inc.



New or Improved Bicycle and Pedestrian Infrastructure

New multimodal facilities should be added along existing streets with gaps in bicycle and pedestrian infrastructure. Facilities should be improved where current infrastructure is failing. Adding or enhancing bicycle and pedestrian facilities can connect transit stations to residential, commercial, and office uses.

Photo Source: Kittelson & Associates, Inc.

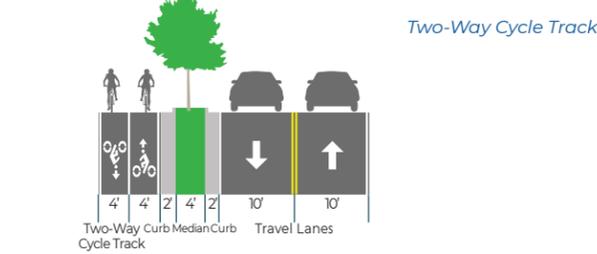
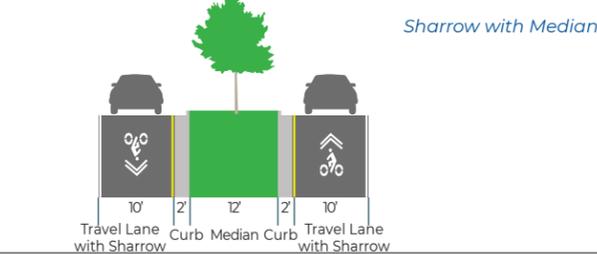


TOD EVALUATION PROCESS

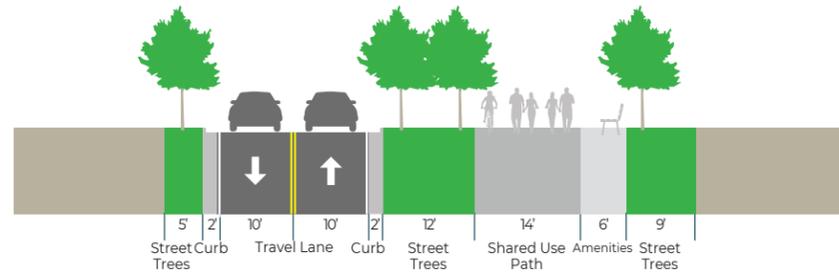
New Streets

New local streets can enhance connectivity and establish a foundation for future TOD with walkable block sizes and a dense, mixed-use development pattern. New streets should provide adequate bicycle and pedestrian infrastructure and elements such as street trees and on-street parking to provide more connections for all users.

These images show a few different typical sections that many of the new street connections could look like that provide bicycle and pedestrian connectivity to and from the station.



70' General Trail Typical Section



80' General Typical with Linear Park & Shared Use Path

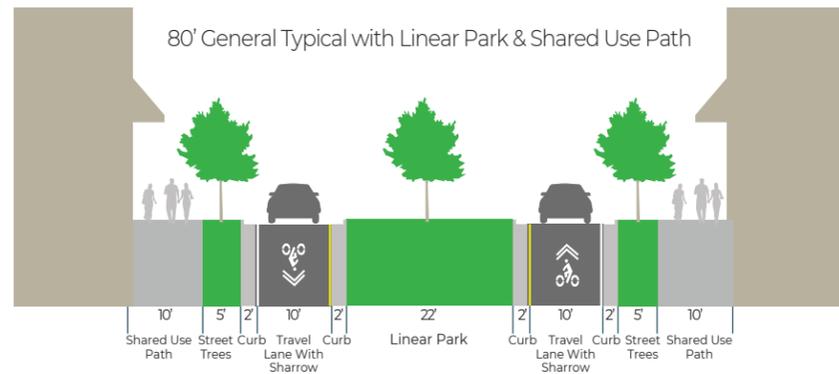
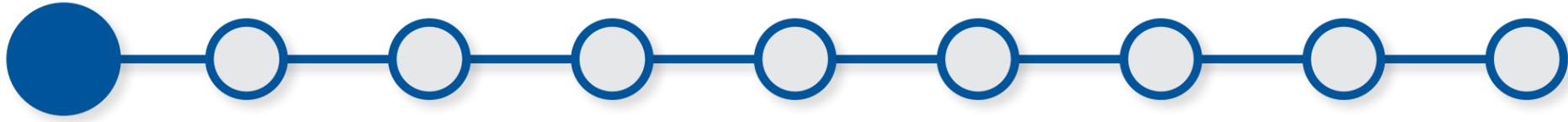


Photo Source: LYNX

STATION AREA CONCEPTS





LEE VISTA

BIG IDEAS

- Enhance connections to the Orlando International Airport for hotel guests, visitors, and airport workers.
- Introduce new residential uses to support airport workers. New housing can complement existing commercial and restaurant uses.
- Create a station that functions as a gateway to the City of Orlando along SR 436.

Additional Potential Development at Proposed Station Area

 **RESIDENTIAL**
4,600 units

 **COMMERCIAL**
1,271,500 square feet

 **OFFICE**
1,065,300 square feet

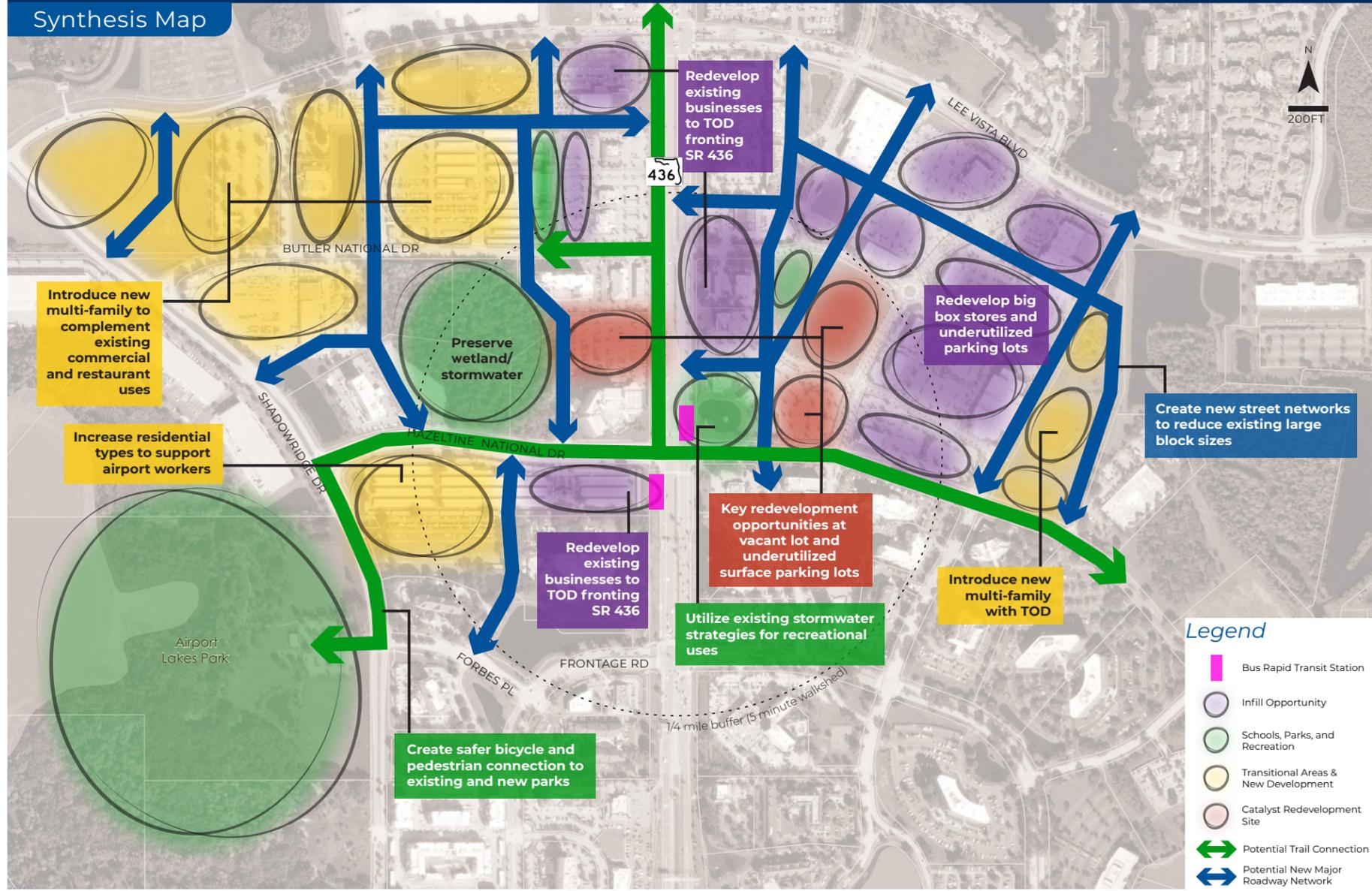
 **PARKING SPACES**
3,400 spaces

 **PARKS**
13.26 acres

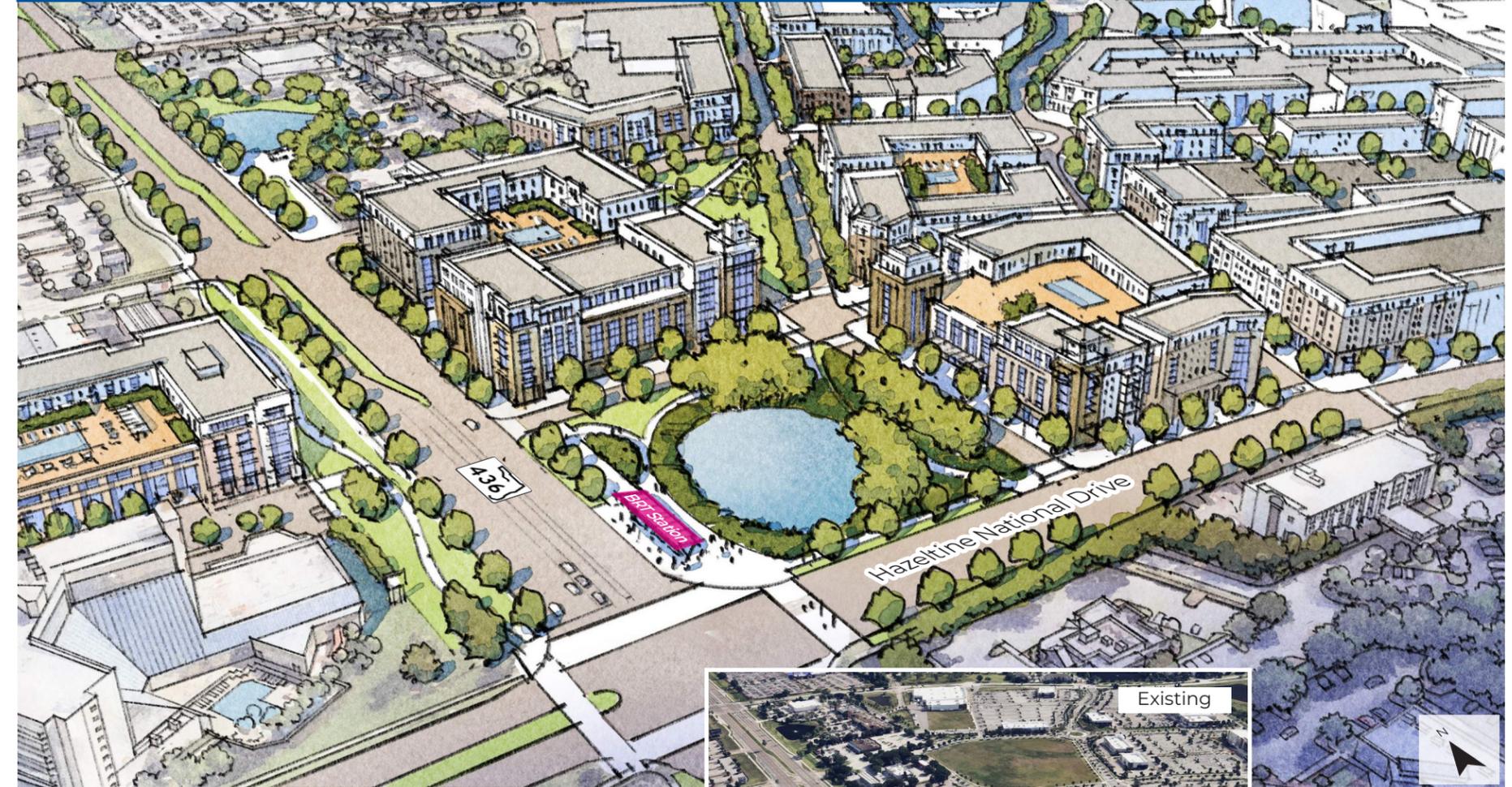


LEE VISTA

Synthesis Map



Station area vision at SR 436 and Hazeltine National Drive looking northeast



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

LEE VISTA

Short-Term Illustrative Plan



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

Legend

- Bus Rapid Transit Station
- Residential-Based Mixed-Use Building (four to eight stories)
- Trail/Greenway
- Community Parks/Open Space

- A** Focus short-term redevelopment on large, underutilized parking lots, and undeveloped properties as a catalyst for TOD.
- B** Integrate existing stormwater facility into community park that connects new development to the transit station.
- C** Build new street connection and leverage underutilized existing parking lot adjacent to hotel to build a new residential-based mixed-use building with a shared parking garage.

Long-Term Station Area Illustrative Plan



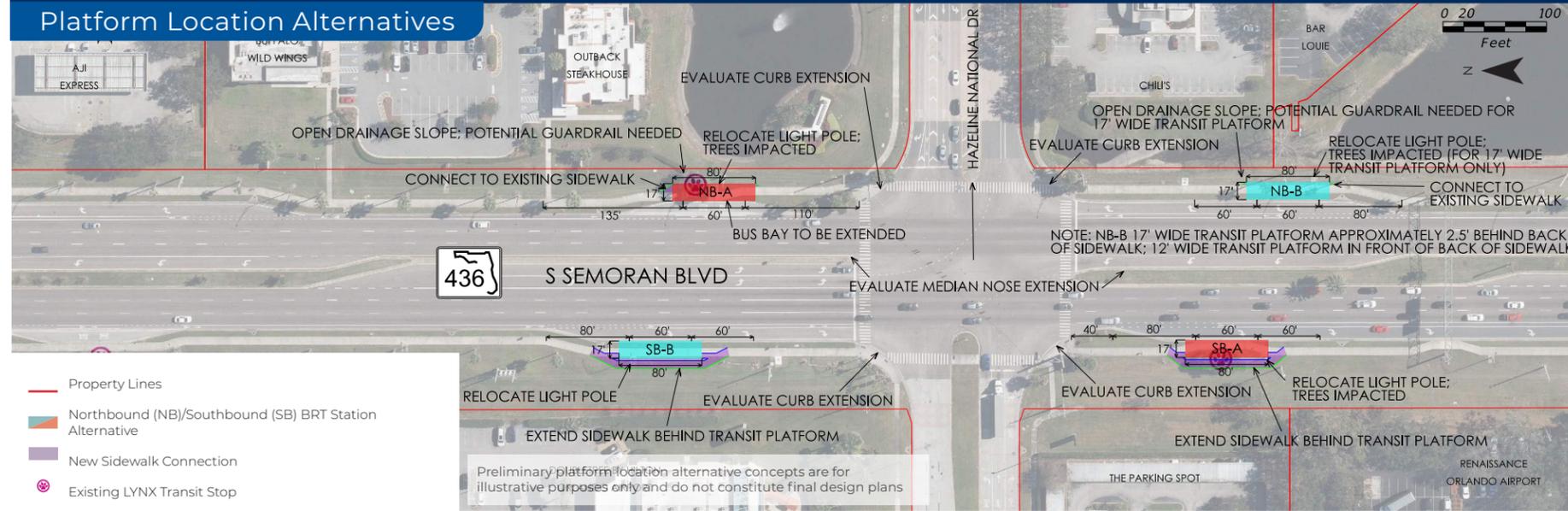
Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Office-Based Mixed-Use Building (three to six stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- 1** Introduce multi-family residential uses that are compatible with intensities of adjacent uses to provide new housing options.
- 2** Introduce community park space to connect retail/commercial or office with multi-family residential.
- 3** Introduce new retail/commercial uses to frame a key street or key streets in front of a community park.
- 4** Introduce residential-based mixed-use redevelopment with shared parking that can support kiss-n-ride connections to the airport via bus rapid transit.
- 5** Develop existing parking lot with shared parking garage for both the residential-based mixed-use development and the existing hotel with a new street connection.
- 6** Introduce new full-access intersection to improve multimodal connectivity and safety.
- 7** Retain existing hotels and restaurants, and provide improved connections for visitors and staff to new commercial and residential uses.
- 8** Integrate existing stormwater area into community park space that connects the transit station to the new mixed-use development.
- 9** Introduce signature community park and plaza space.
- 10** Introduce additional office-based mixed-use space for airport adjacent industries.
- 11** Introduce mid-rise residential-based mixed-use development to complement adjacent existing residential uses.

LEE VISTA

Platform Location Alternatives

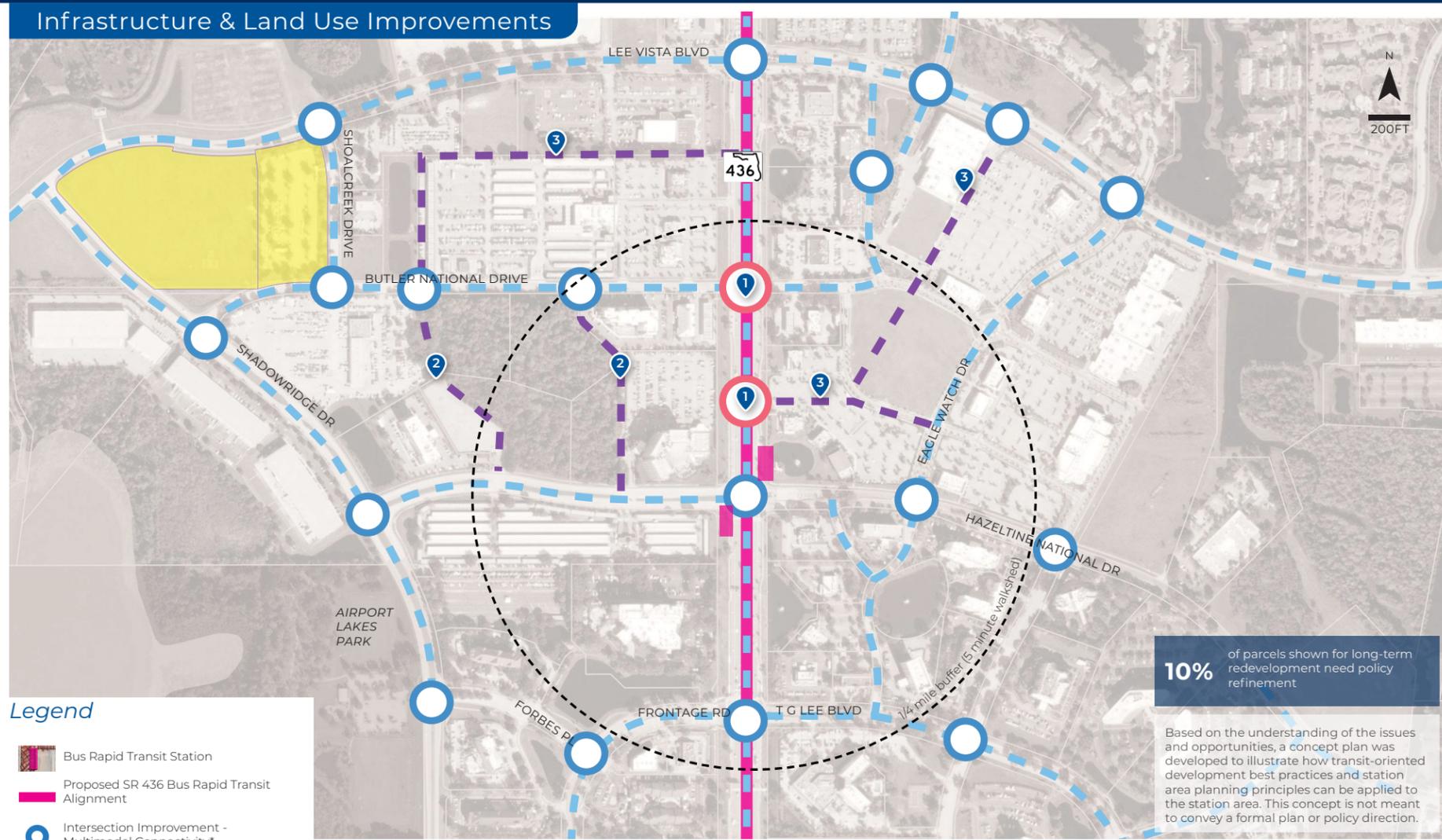


- Property Lines
- Northbound (NB)/Southbound (SB) BRT Station Alternative
- New Sidewalk Connection
- Existing LYNX Transit Stop

Preliminary platform location alternative concepts are for illustrative purposes only and do not constitute final design plans.

CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	No	No	No	No
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	Yes, 1 light pole	Yes, 1 light pole	Yes, 1 light pole	Yes, 1 light pole
CONFLICT WITH DRAINAGE	Yes, 17' wide transit station may slightly encroach on open drainage swale	No	Yes, 17' wide transit station may slightly encroach on open drainage swale	No
PLATFORM LOCATION	Far side	Far side	Near side	Near side
DISTANCE TO NEAREST SIGNALIZED CROSSING	100' (existing crossing)	125' (existing crossing)	175' (existing crossing)	150' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	Yes	No	No	No

Infrastructure & Land Use Improvements



Legend

- Bus Rapid Transit Station
- Proposed SR 436 Bus Rapid Transit Alignment
- Intersection Improvement - Multimodal Connectivity*
- Intersection Improvement - New Signal*
- New Roadway
- Improve or Add New Bicycle and/or Pedestrian Infrastructure
- Policy Refinement

*At all marked intersections possible improvements could include improvements outlined in the TOD Evaluation Process section of the report.

1 Introduce new full-access signalized intersection to improve multimodal connectivity and safety.

2 Construct new roadways to connect Hazeltine National Drive to Butler National Drive to provide framework for redevelopment.

3 Construct new roadways to create smaller, pedestrian-scaled block sizes to provide a framework for redevelopment.

10% of parcels shown for long-term redevelopment need policy refinement

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

BIG IDEAS

- Community-serving station to support existing established neighborhoods.
- Supporting existing civic services (eg. Immigration Office, Children's Home Society of Florida, Florida Department of Health Dental Clinic, South East Branch Library, Ana G. Mendez University, etc.).

Additional Potential Development at Proposed Station Area

- RESIDENTIAL**
1,000 units
- COMMERCIAL**
140,900 square feet
- OFFICE**
66,500 square feet
- PARKING SPACES**
1,200 spaces
- PARK SPACE**
3.16 acres



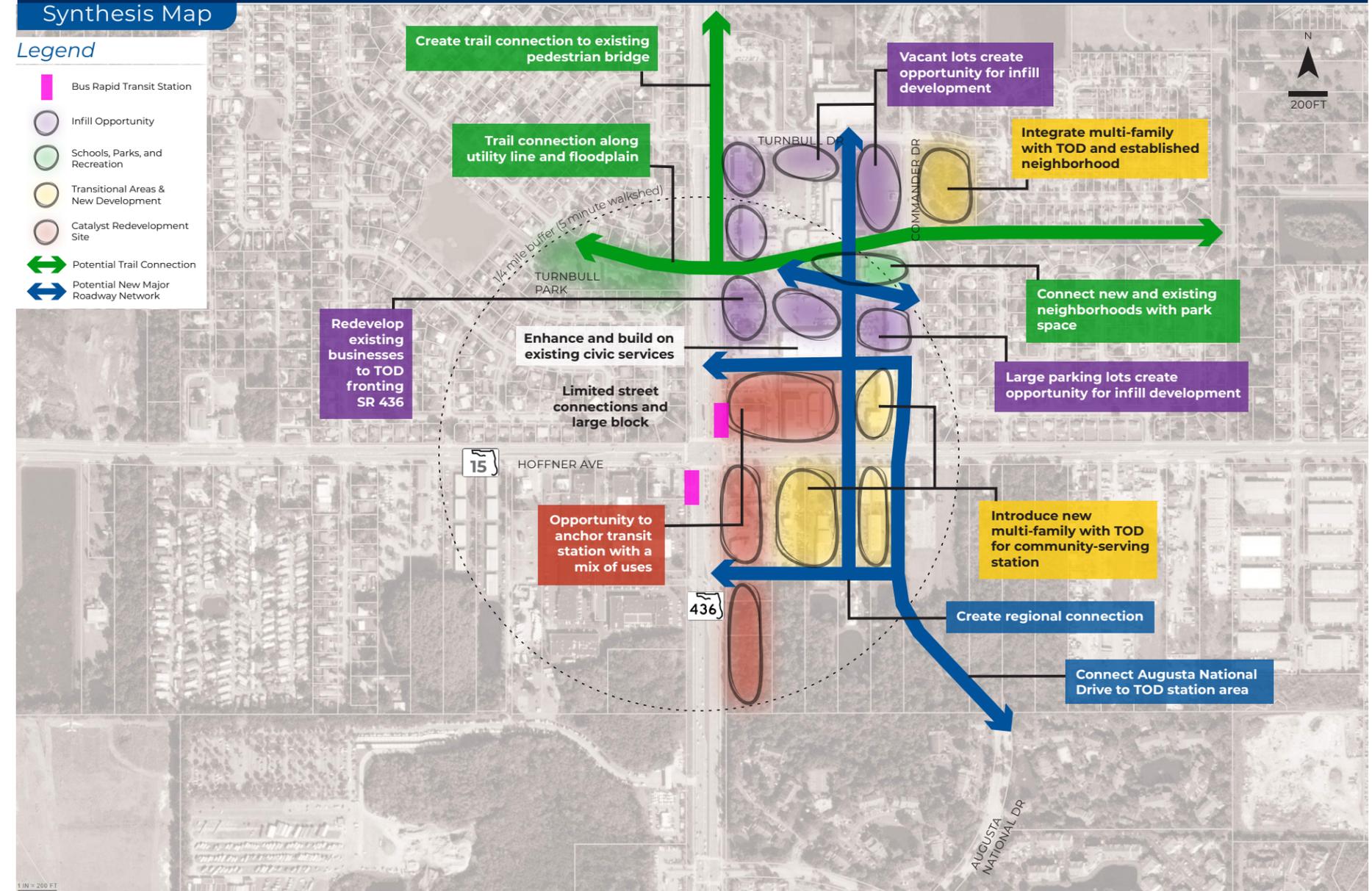
HOFFNER

HOFFNER

Synthesis Map

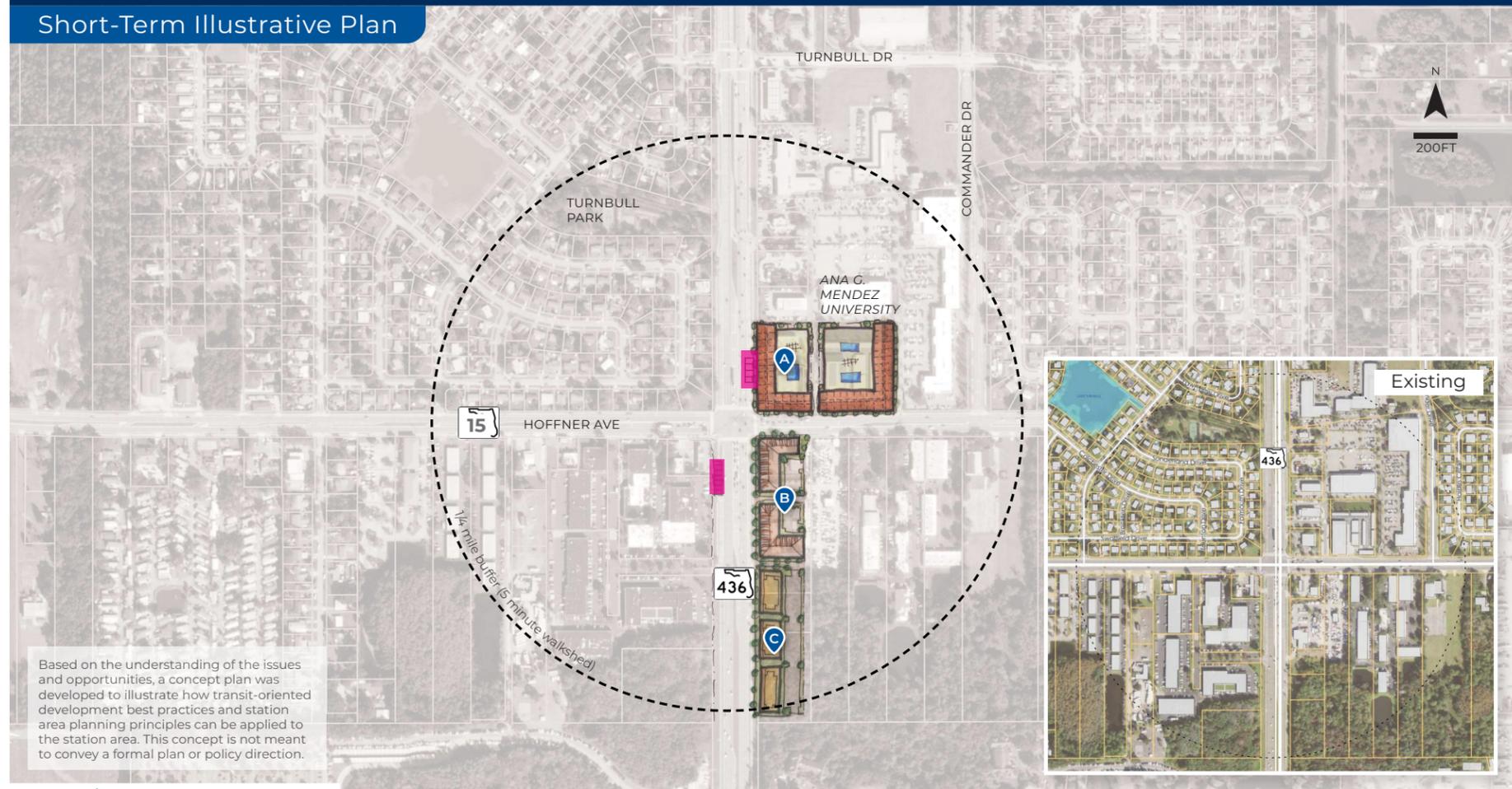
Legend

- Bus Rapid Transit Station
- Infill Opportunity
- Schools, Parks, and Recreation
- Transitional Areas & New Development
- Catalyst Redevelopment Site
- Potential Trail Connection
- Potential New Major Roadway Network



HOFFNER

Short-Term Illustrative Plan

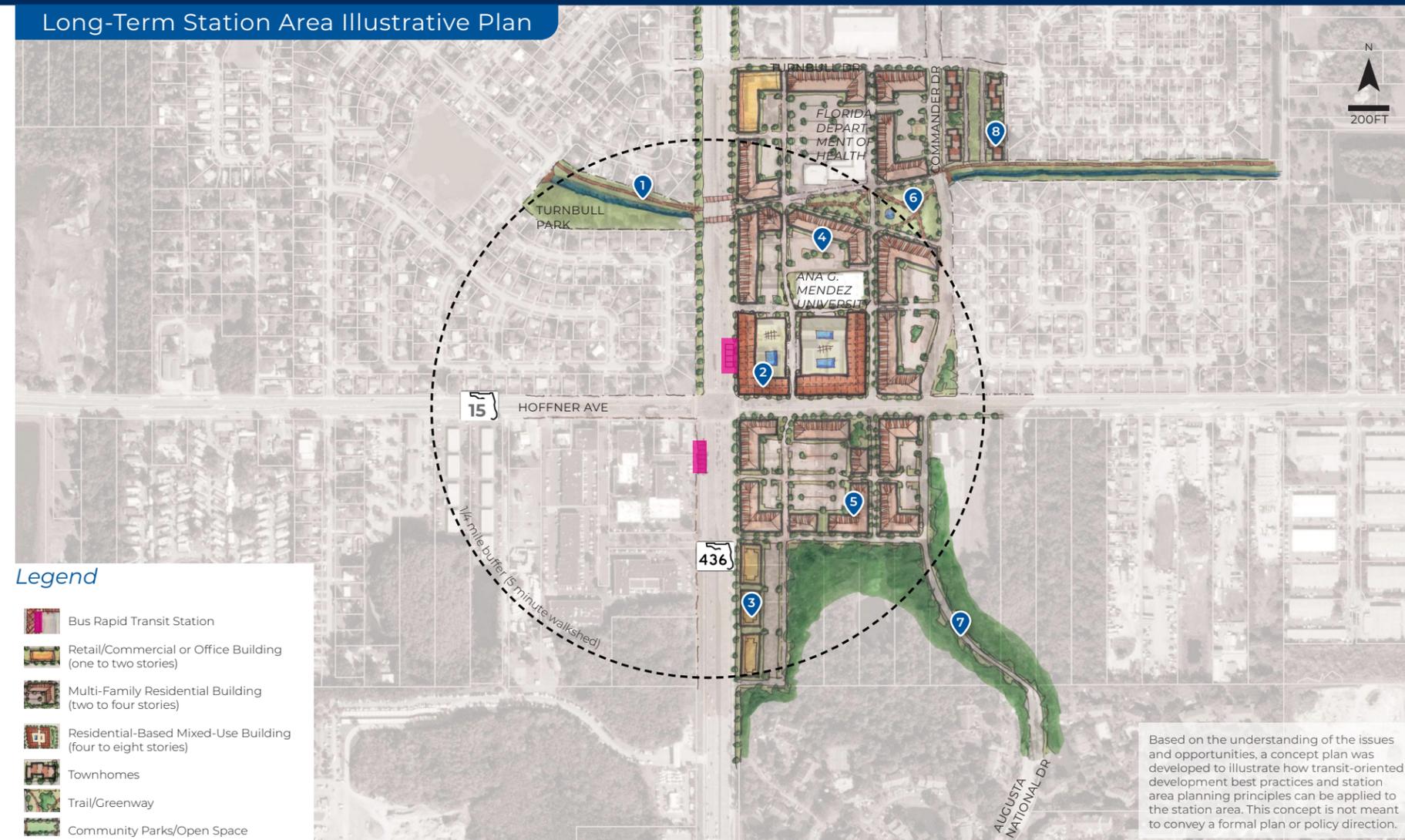


Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)

- A** Redevelop existing low-density industrial and commercial uses to residential-based mixed-use development next to transit station.
- B** Redevelop existing underutilized and vacant properties to multi-family residential development next to transit station.
- C** Develop vacant properties with community-serving retail/commercial or office uses that front SR 436.

Long-Term Station Area Illustrative Plan



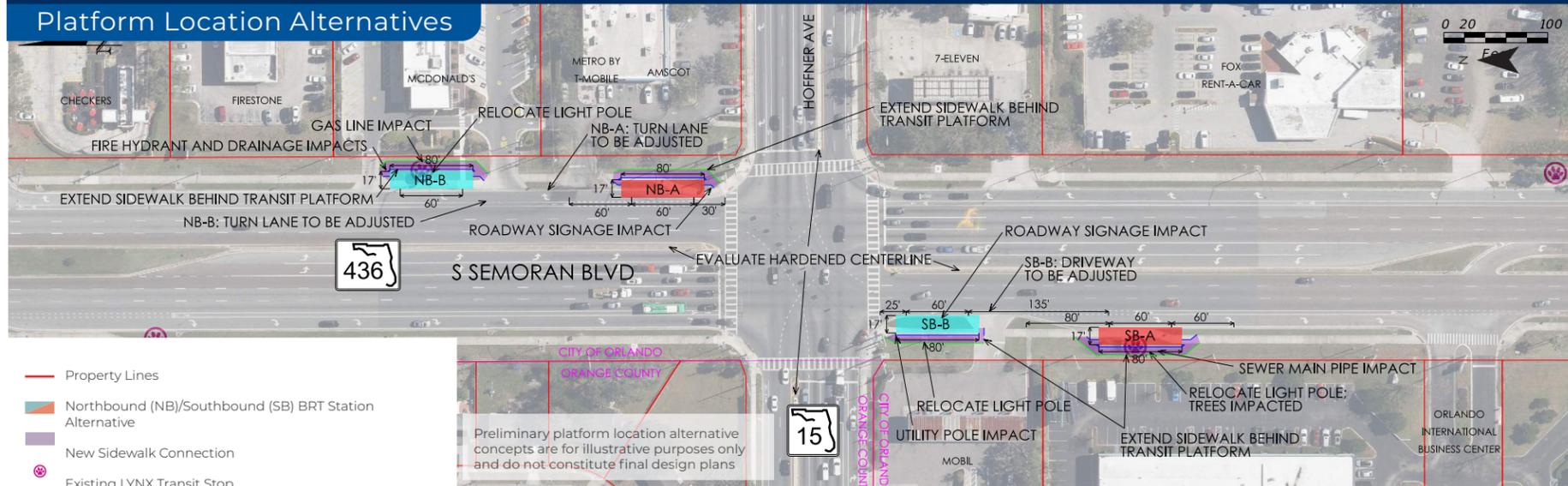
Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- 1** Create trail connection across SR 436 to link existing neighborhoods and new multi-family residential.
- 2** Introduce higher-intensity residential-based mixed-use development near the transit station.
- 3** Introduce low-intensity community-serving retail/commercial or office uses lining SR 436.
- 4** Redevelop underutilized parking lots and vacant properties to multi-family residential around existing civic and healthcare uses (eg. Florida Department of Health Dental Clinic, Ana G. Menendez University, etc.).
- 5** Redevelop existing underutilized industrial uses to provide multi-family residential.
- 6** Create new community park space to provide a seam between existing lower-intensity neighborhoods and new higher-intensity multi-family residential development. This also provides community park space to support McCoy Elementary School to the north and Ana G. Menendez University to the south.
- 7** Introduce a new north-south street connection between Augusta National Drive and Commander Drive to provide parallel street connections throughout the station area.
- 8** Introduce townhomes to provide lower-intensity multi-family housing next to existing single-family residential neighborhoods.

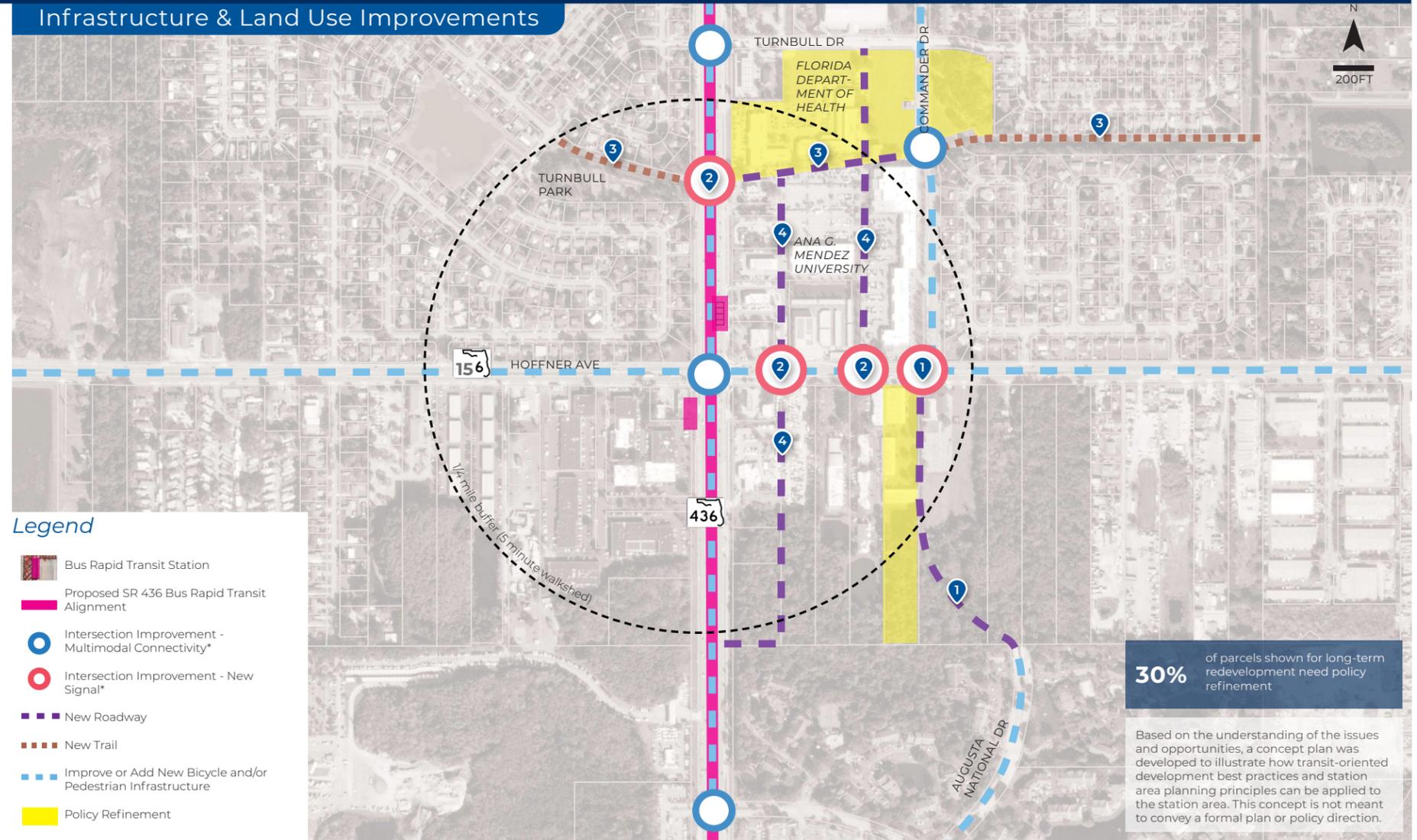
HOFFNER

Platform Location Alternatives



CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	No	No	No	No
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No, turn lane next to driveway to be adjusted	No, turn lane next to driveway to be adjusted	No	Yes
CONFLICT WITH UTILITIES	No	Yes, 1 light pole	Yes, 1 light pole, 1 fire hydrant, gas line	Yes, 1 light pole, 1 utility pole
CONFLICT WITH DRAINAGE	No	Yes, sewer main pipe	Yes	No
PLATFORM LOCATION	Far side	Far side	Far side	Far side
DISTANCE TO NEAREST SIGNALIZED CROSSING	25' (existing crossing)	225' (existing crossing)	250' (existing crossing)	25' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	Yes	No	Yes	No

Infrastructure & Land Use Improvements



*At all marked intersections possible improvements could include improvements outlined in the TOD Evaluation Process section of the report.

- Construct new roadway to connect Augusta National Drive north to Commander Drive at Hoffner Avenue. Create a new signalized intersection at Hoffner Avenue & Augusta National Drive/Commander Drive.
- Introduce new full-access signalized intersection to improve multimodal connectivity and safety for the new trail/new roadways.
- Construct a new trail along the existing utility corridor, a new roadway from SR 436 to Commander Drive, and a new trail from SR 436 to Turnbull Park space to connect existing and future residents to Turnbull Park and future redevelopment.
- Construct new roadways to create smaller, pedestrian-scaled block sizes to provide a framework for redevelopment.

BIG IDEAS

- Community-serving station to support established neighborhoods.
- Connect to existing civic uses (eg. Barber Park, Lake George Elementary School, etc.).
- Incrementally redevelop aging "big box" commercial uses.

Additional Potential Development at Proposed Station Area



RESIDENTIAL
2,700 units



COMMERCIAL
408,500 square feet



OFFICE
92,200 square feet



PARKING SPACES
1,300 spaces



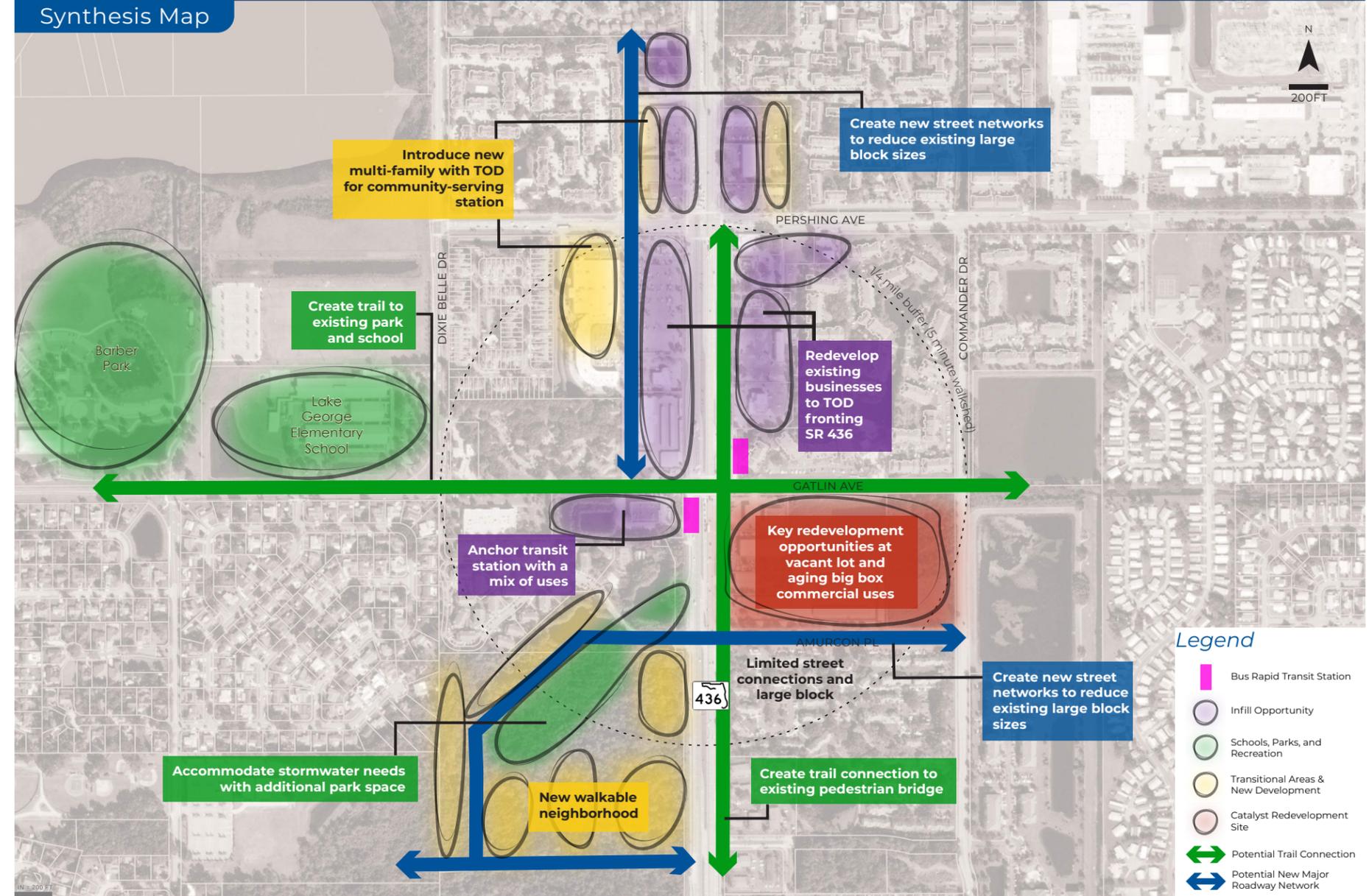
PARK SPACE
15.39 acres



GATLIN-PERSHING

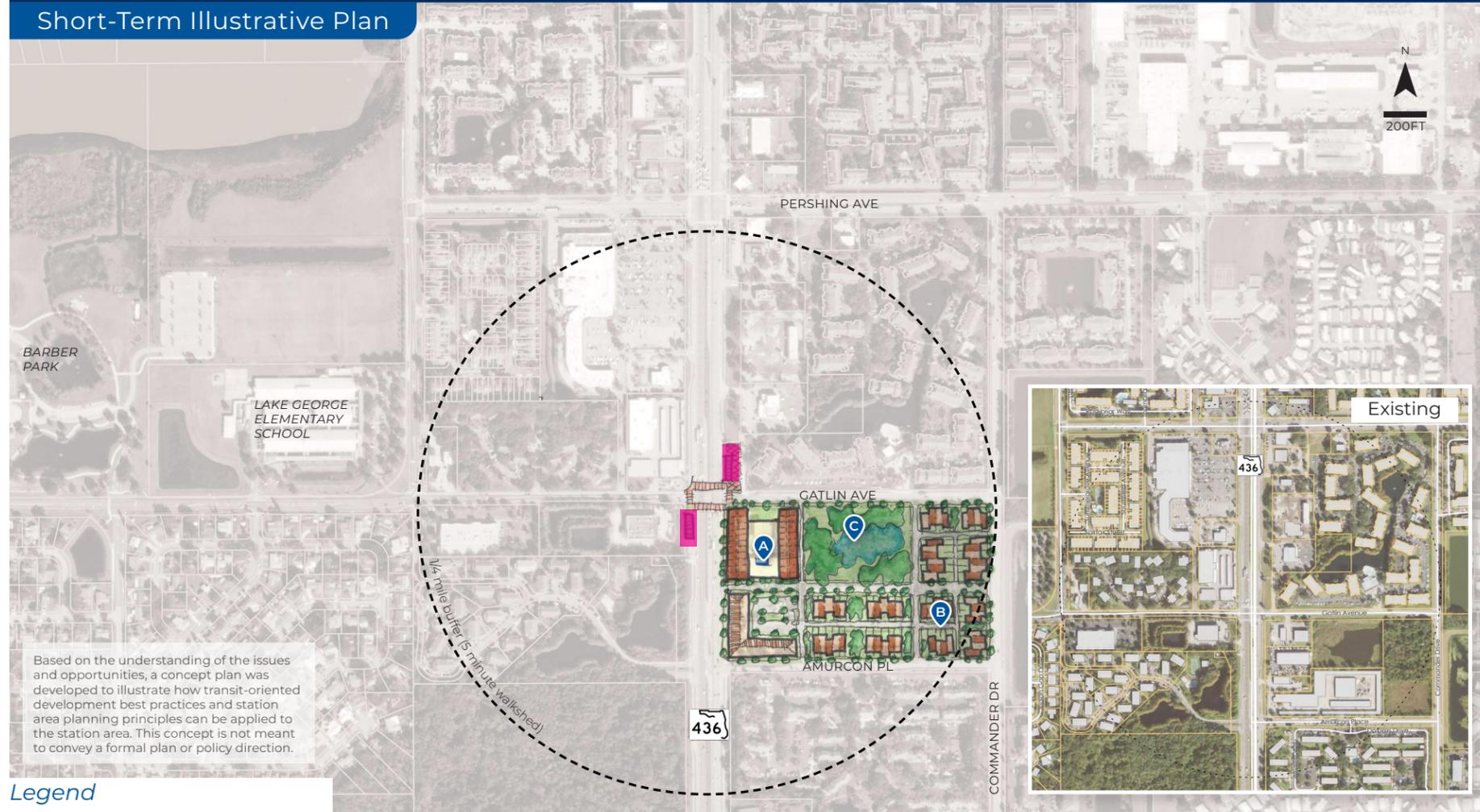
GATLIN-PERSHING

Synthesis Map



GATLIN-PERSHING

Short-Term Illustrative Plan

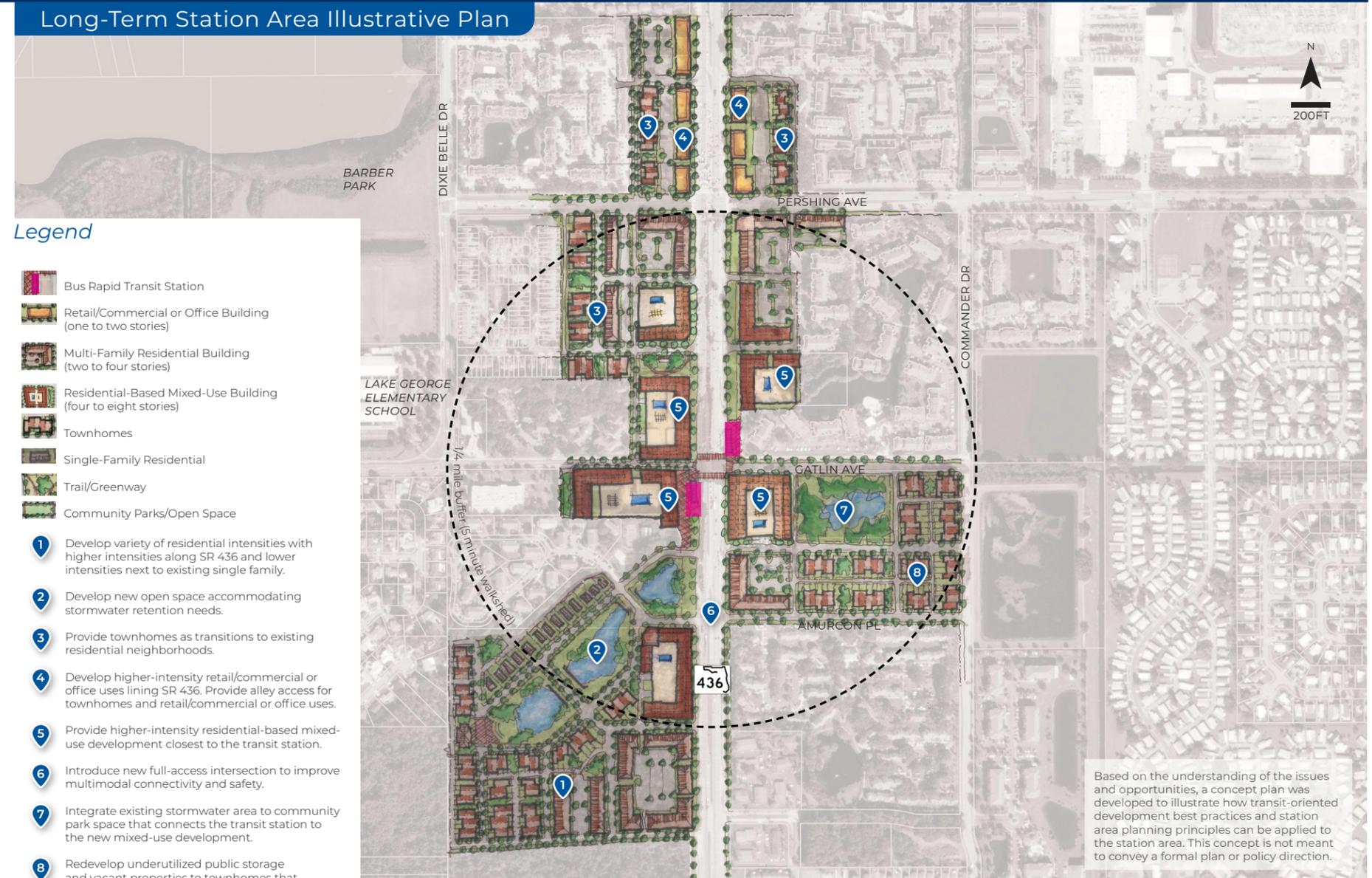


Legend

- Bus Rapid Transit Station
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- A** Provide higher-density, residential-based, mixed-use development at the transit station. Garage parking can support new uses as well as existing commercial uses.
- B** Redevelop underutilized public storage and vacant properties to townhomes that complement existing neighborhoods.
- C** Integrate existing stormwater area to community park space that connects the transit station to new townhomes.

Long-Term Station Area Illustrative Plan

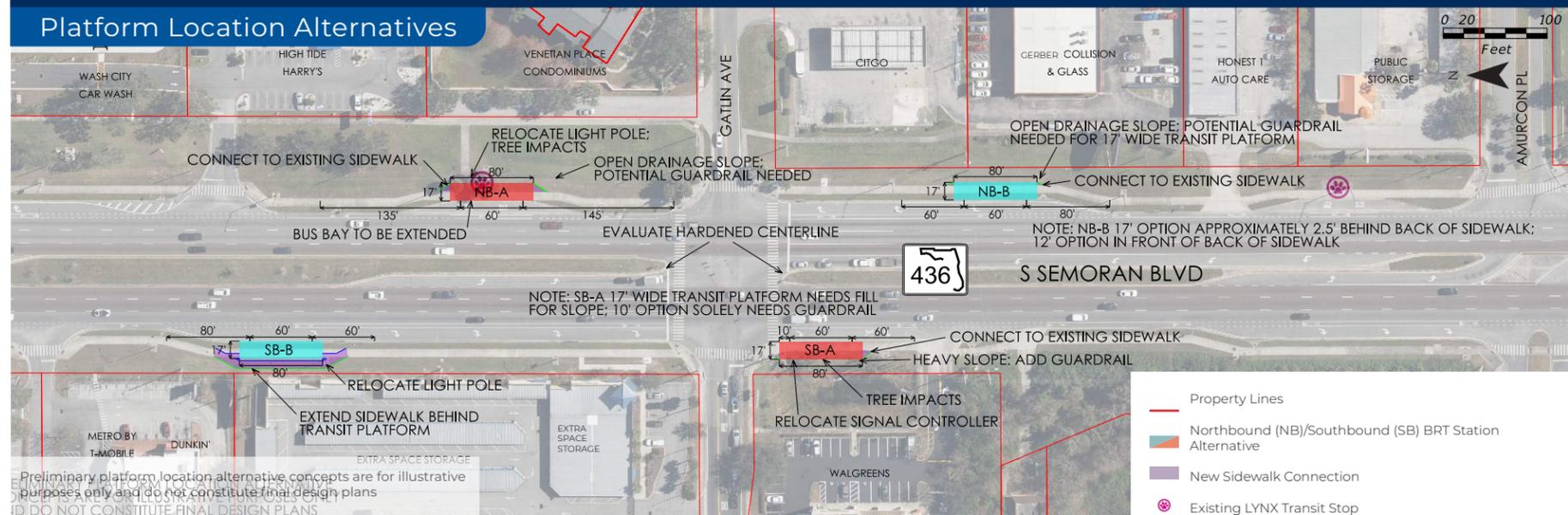


Legend

- Bus Rapid Transit Station
 - Retail/Commercial or Office Building (one to two stories)
 - Multi-Family Residential Building (two to four stories)
 - Residential-Based Mixed-Use Building (four to eight stories)
 - Townhomes
 - Single-Family Residential
 - Trail/Greenway
 - Community Parks/Open Space
- 1** Develop variety of residential intensities with higher intensities along SR 436 and lower intensities next to existing single family.
 - 2** Develop new open space accommodating stormwater retention needs.
 - 3** Provide townhomes as transitions to existing residential neighborhoods.
 - 4** Develop higher-intensity retail/commercial or office uses lining SR 436. Provide alley access for townhomes and retail/commercial or office uses.
 - 5** Provide higher-intensity residential-based mixed-use development closest to the transit station.
 - 6** Introduce new full-access intersection to improve multimodal connectivity and safety.
 - 7** Integrate existing stormwater area to community park space that connects the transit station to the new mixed-use development.
 - 8** Redevelop underutilized public storage and vacant properties to townhomes that complement existing neighborhoods.

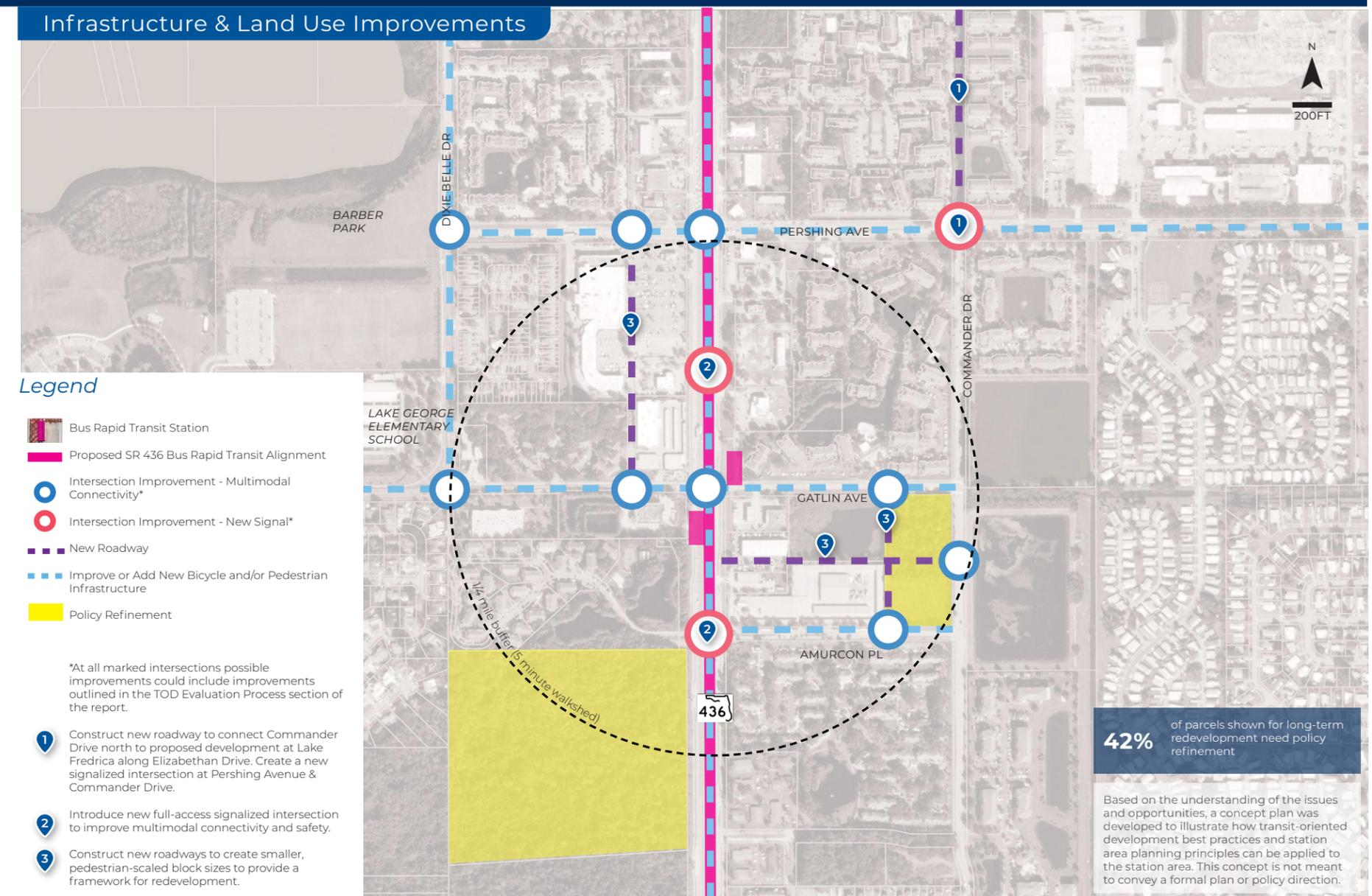
GATLIN-PERSHING

Platform Location Alternatives



CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	No	No	No	No
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	Yes, 1 light pole	Yes, signal controller	No	Yes, 1 light pole
CONFLICT WITH DRAINAGE	Yes, 17' wide transit station may slightly encroach on open drainage swale	Yes, 17' wide transit station may slightly encroach on open drainage swale	Yes, 17' wide transit station may slightly encroach on open drainage swale	No
PLATFORM LOCATION	Far side	Far side	Near side	Near side
DISTANCE TO NEAREST SIGNALIZED CROSSING	150' (existing crossing)	25' (existing crossing)	175' (existing crossing)	350' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	No	No	Yes	No

Infrastructure & Land Use Improvements



BIG IDEAS

- Potential new walkable neighborhood development capitalizing on proximity to Lake Fredrica and the transit station.
- Incremental redevelopment of existing parking lots and outparcels within “big box” developments to transit-supportive uses.
- New street and trail connections to enhance existing limited connectivity.

Additional Potential Development at Proposed Station Area

-  **RESIDENTIAL**
2,800 units
-  **COMMERCIAL**
573,100 square feet
-  **OFFICE**
336,200 square feet
-  **PARKING SPACES**
1,300 spaces
-  **PARK SPACE**
33.17 acres



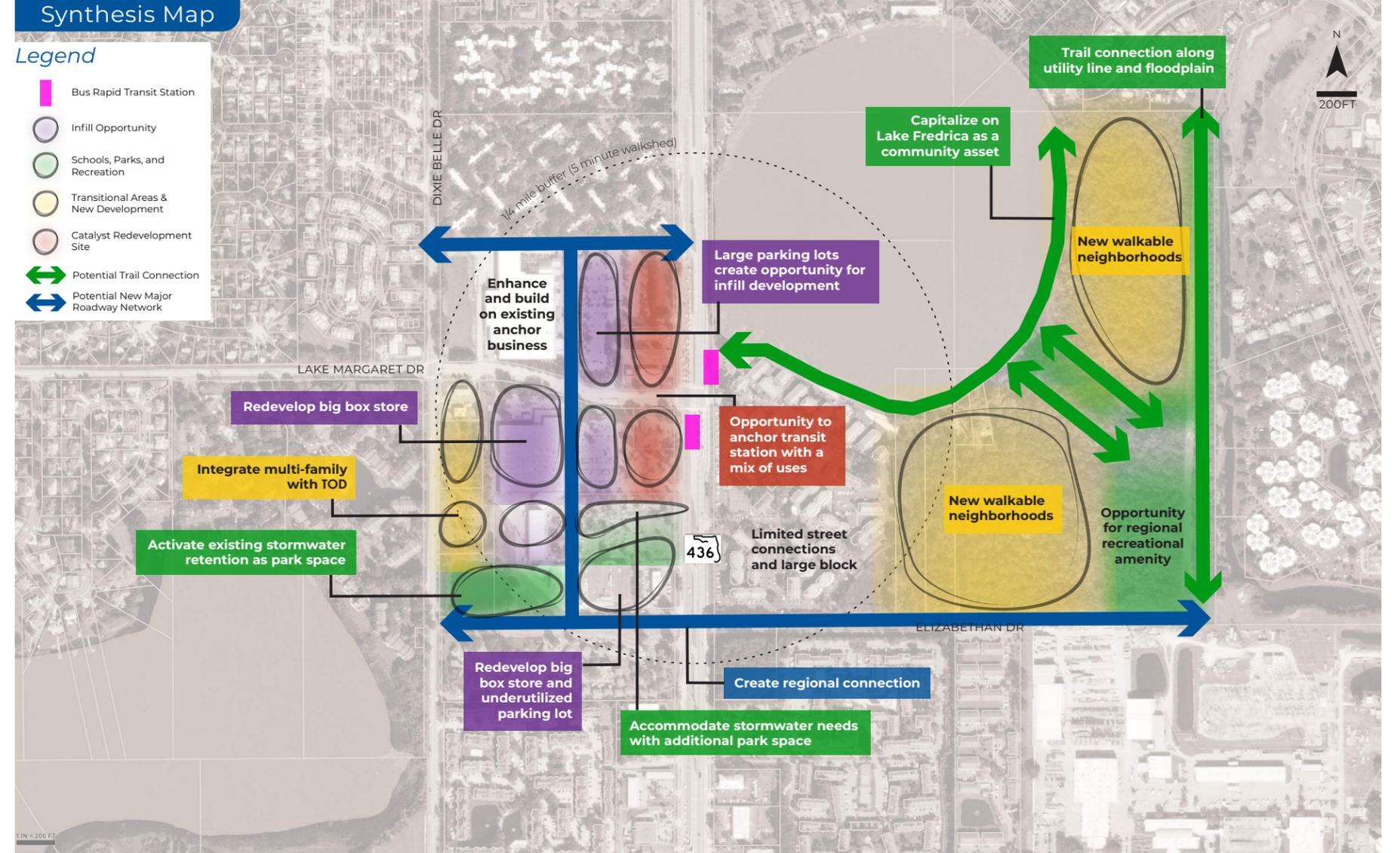
LAKE FREDRICA

LAKE FREDRICA

Synthesis Map

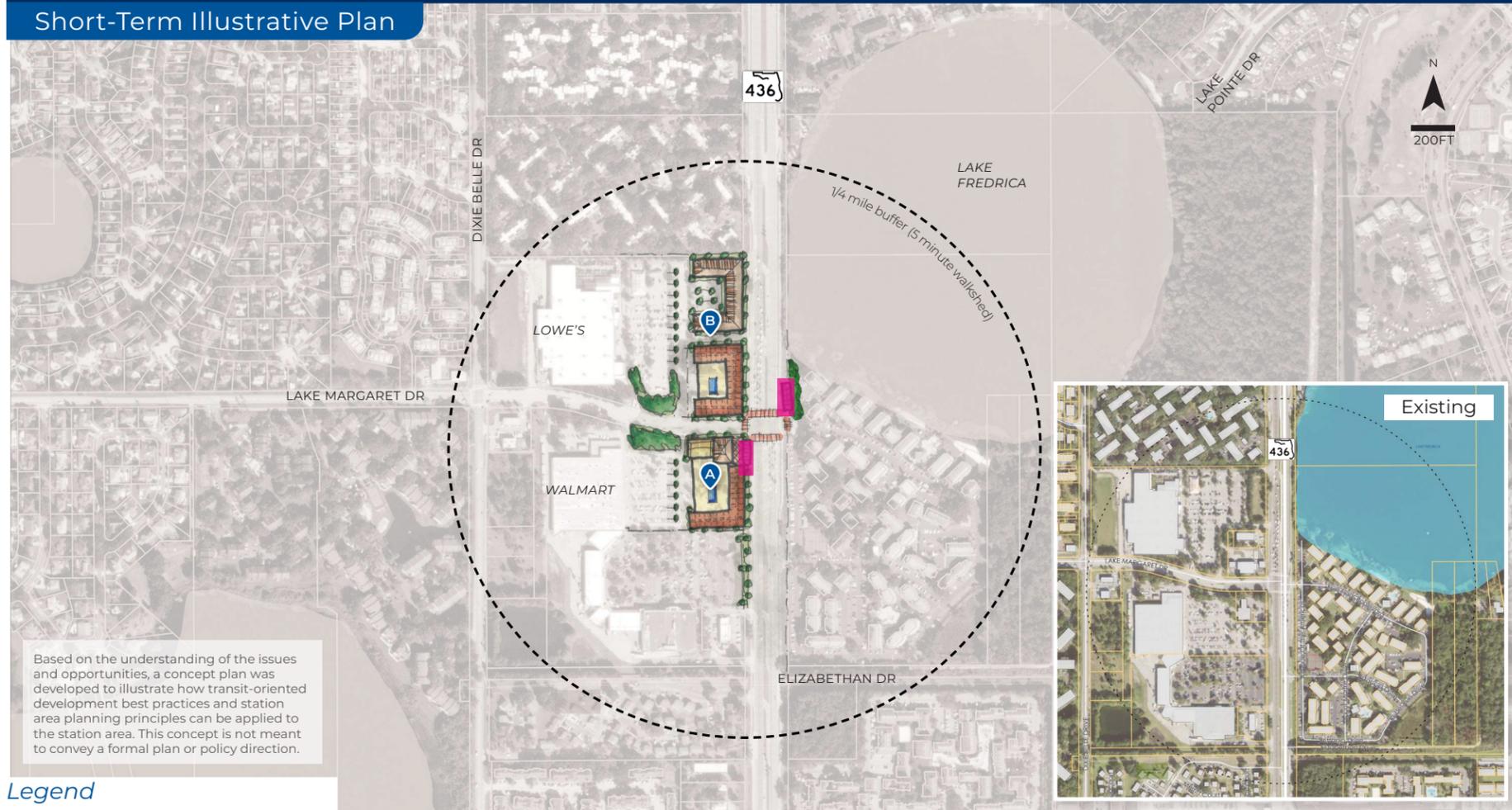
Legend

-  Bus Rapid Transit Station
-  Infill Opportunity
-  Schools, Parks, and Recreation
-  Transitional Areas & New Development
-  Catalyst Redevelopment Site
-  Potential Trail Connection
-  Potential New Major Roadway Network



LAKE FREDRICA

Short-Term Illustrative Plan



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

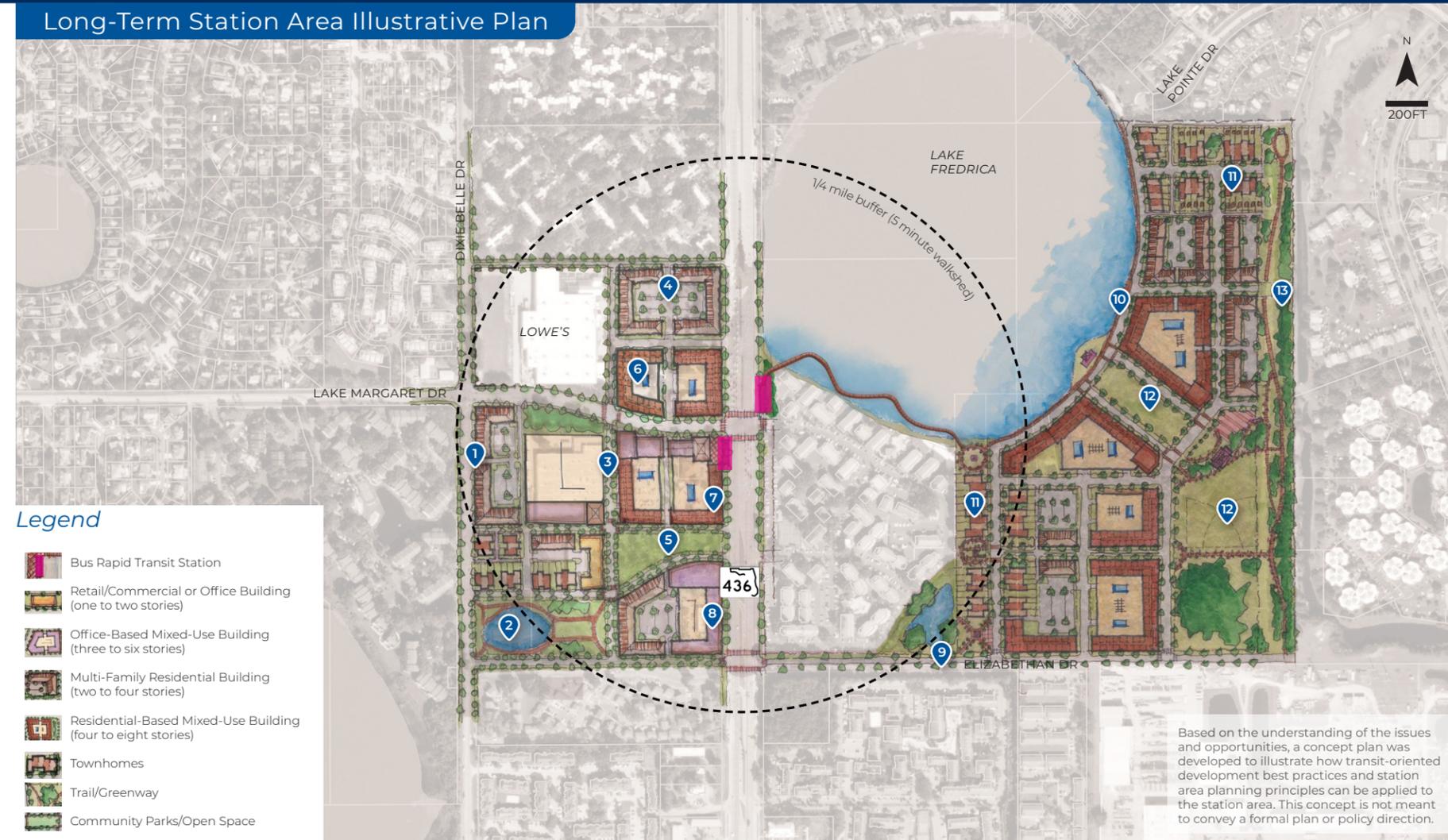
Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Trail/Greenway
- Community Parks/Open Space

A Redevelop existing parking lot and outparcel as residential-based mixed-use and office development at the transit station.

B Redevelop existing parking lot as residential-based mixed-use and multi-family residential development at the transit station. Parking can be shared across adjacent properties.

Long-Term Station Area Illustrative Plan



Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Office-Based Mixed-Use Building (three to six stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- 1** Introduce multi-family residential to complement existing residential uses.
- 2** Integrate existing stormwater area to community park space that provides a seam between existing and new development.
- 3** Redevelop existing drive aisle as a new street connection to support TOD.

- 4** Introduce multi-family residential to complement existing "big box" commercial uses.
- 5** Develop new community park that can also meet stormwater retention needs.
- 6** Introduce higher-intensity residential-based mixed-use development near the transit station with shared parking garage for adjacent existing "big box" uses.

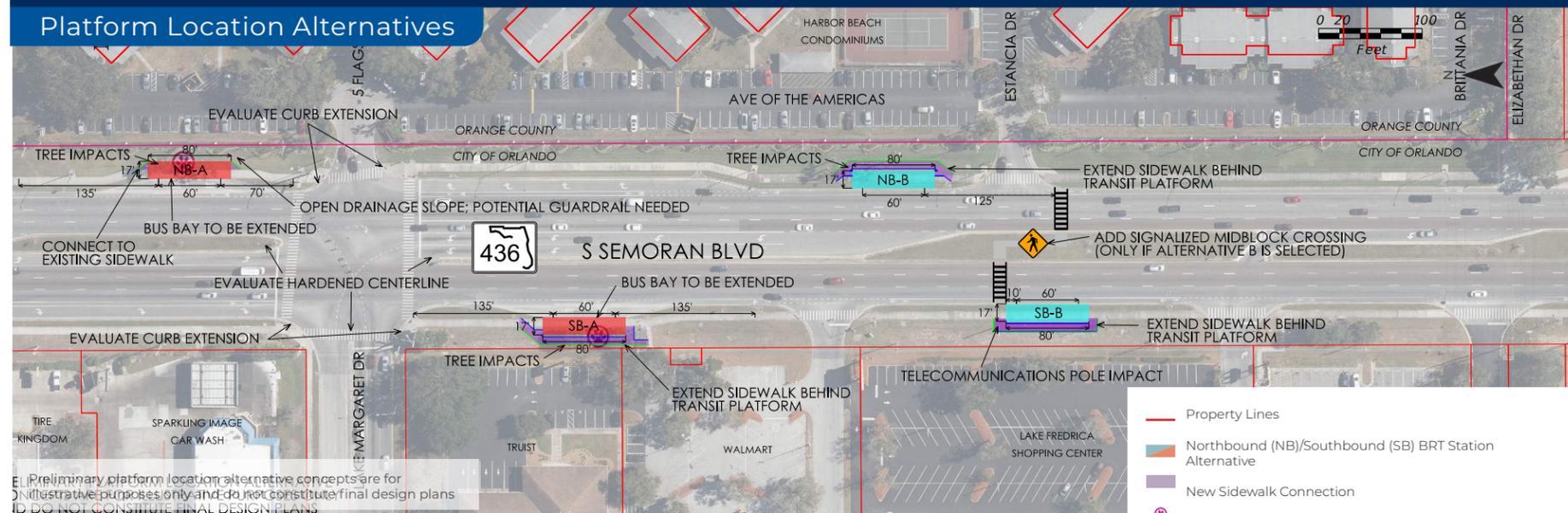
- 7** Introduce higher-intensity residential-based mixed-use and office-based mixed-use development near the transit station with shared parking garage for adjacent existing "big box" uses.
- 8** Introduce office-based mixed-use development along SR 436.
- 9** Extend Elizabethan Drive to create new community on vacant land.

- 10** Create new street and trail along Lake Fredrica.
- 11** Develop a variety of residential densities with higher intensities near the community park and lower intensities next to existing residential uses.
- 12** Develop a system of community parks and open spaces of varying sizes throughout the neighborhood.
- 13** Develop a linear community park and trail along existing powerline.

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

LAKE FREDRICA

Platform Location Alternatives



Preliminary platform location alternative concepts are for illustrative purposes only and do not constitute final design plans. DO NOT CONSTITUTE FINAL DESIGN PLANS.

CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	No	No	No	No
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	Yes, 1 light pole	Yes, signal controller	No	Yes, 1 light pole
CONFLICT WITH DRAINAGE	Yes, 17' wide transit station may slightly encroach on open drainage swale	Yes, 17' wide transit station may slightly encroach on open drainage swale	Yes, 17' wide transit station may slightly encroach on open drainage swale	No
PLATFORM LOCATION	Far side	Far side	Near side	Near side
DISTANCE TO NEAREST SIGNALIZED CROSSING	150' (existing crossing)	25' (existing crossing)	175' (existing crossing)	350' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	No	No	Yes	No

Infrastructure & Land Use Improvements



Legend

- Bus Rapid Transit Station
- Proposed SR 436 Bus Rapid Transit Alignment
- Intersection Improvement - Multimodal Connectivity*
- Intersection Improvement - New Signal*
- New Roadway
- New Trail
- Improve or Add New Bicycle and/or Pedestrian Infrastructure
- Policy Refinement

*At all marked intersections possible improvements could include improvements outlined in the TOD Evaluation Process section of the report.

1 Construct new roadway to connect Dixie Belle Drive to SR 436. Create a new signalized intersection at SR 436.

2 Extend Elizabethan Drive and construct a new roadway network for development south of Lake Fredrica. Create a new signalized intersection at SR 436 & Elizabethan Drive.

3 Create a new trail/park space along the existing utility corridor.

4 Construct new roadway to connect Commander Drive north to proposed development at Lake Fredrica along Elizabethan Drive. Create a new signalized intersection.

5 Create a connection between new roadway and Lake Pointe Drive to provide access to the transit station.

6 Create a trail around Lake Fredrica to provide access to the transit station. Create a trail connection to Oak Park Way.

7 Construct new roadways to create smaller, pedestrian-scaled block sizes to provide a framework for redevelopment.

BIG IDEAS

- Redevelopment of aging multi-family into new walkable higher-intensity residential development.
- New development around stormwater infrastructure and long-term resiliency.
- Incremental development of underutilized commercial and vacant properties to transit-supportive uses.

Additional Potential Development at Proposed Station Area

- RESIDENTIAL**
1,300 units
- COMMERCIAL**
252,000 square feet
- OFFICE**
159,800 square feet
- PARKING SPACES**
800 spaces
- PARK SPACE**
20.68 acres



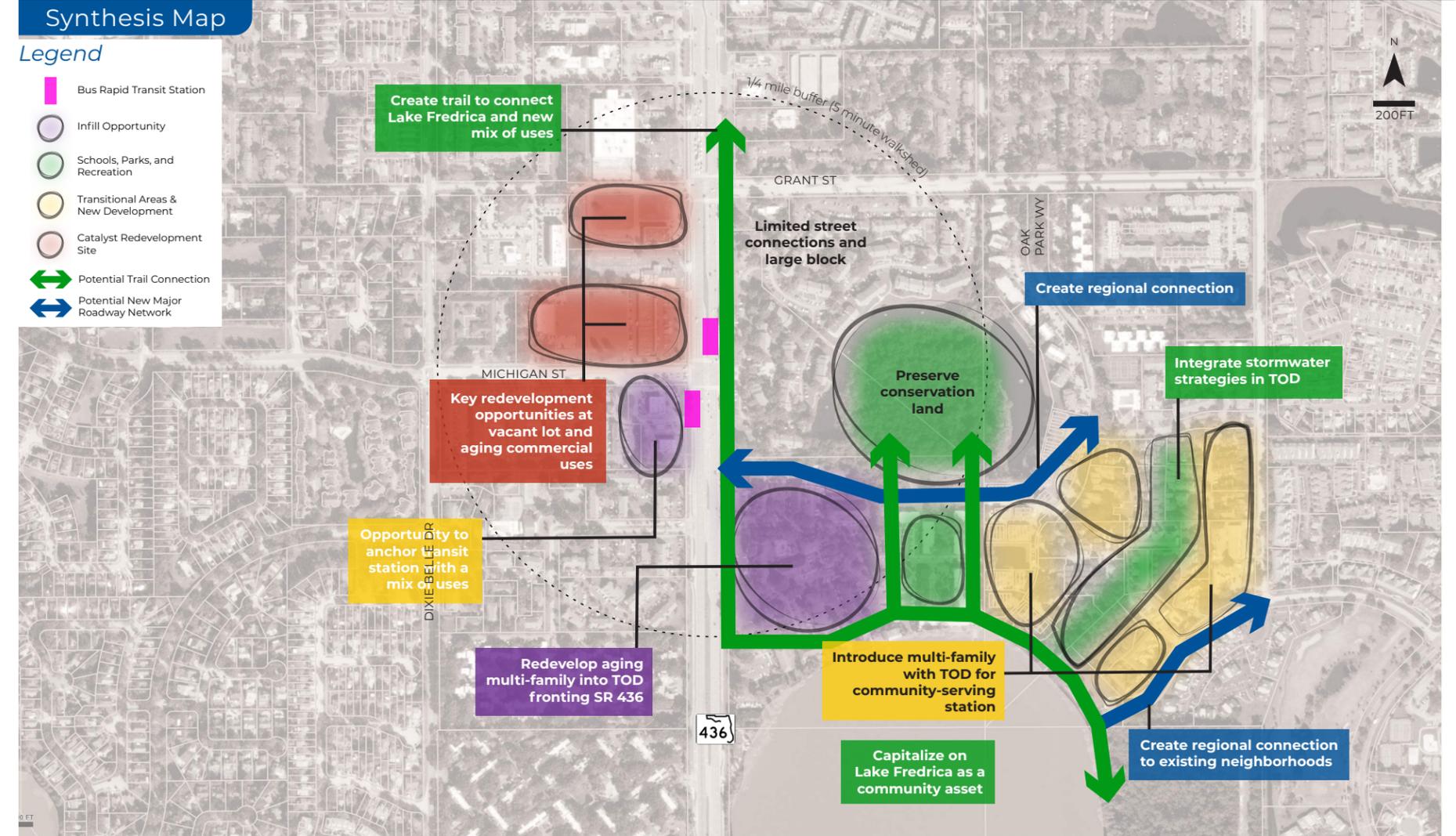
MICHIGAN

MICHIGAN

Synthesis Map

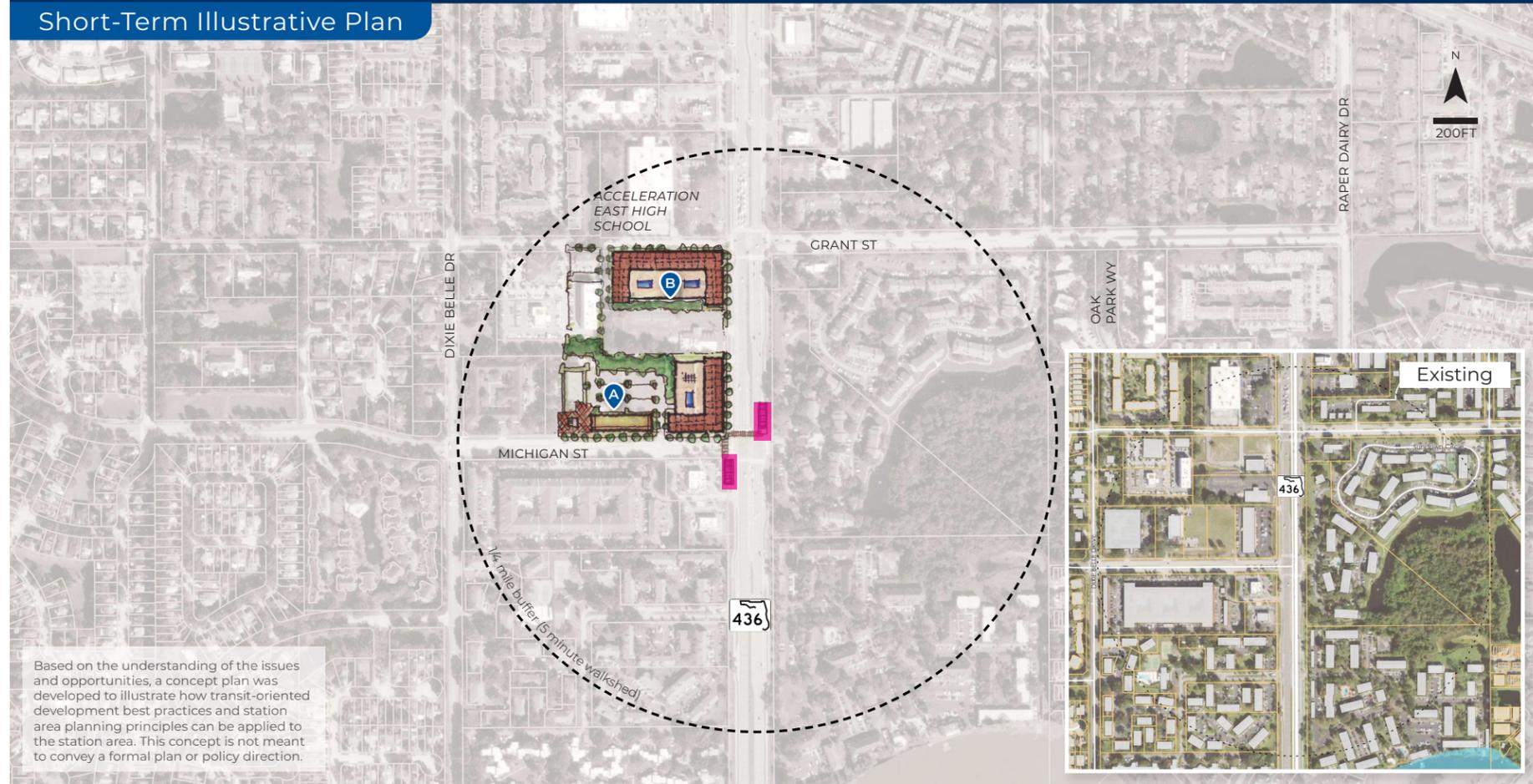
Legend

- Bus Rapid Transit Station
- Infill Opportunity
- Schools, Parks, and Recreation
- Transitional Areas & New Development
- Catalyst Redevelopment Site
- Potential Trail Connection
- Potential New Major Roadway Network



MICHIGAN

Short-Term Illustrative Plan



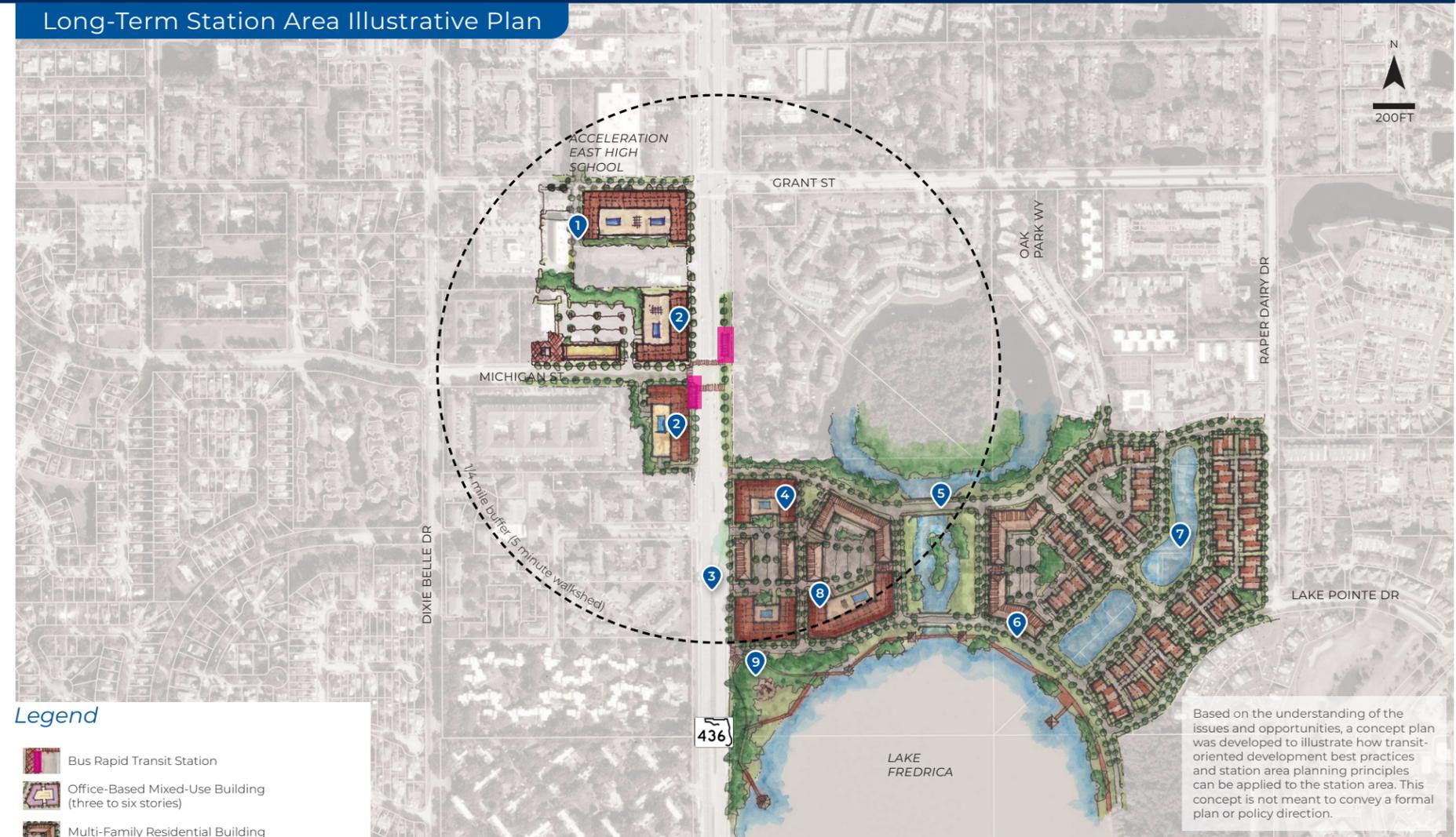
Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Trail/Greenway
- Community Parks/Open Space

A Develop vacant and underutilized properties with retail/commercial uses that front Michigan Street.

B Develop vacant property to new multi-family residential and retail/commercial or office uses that front Grant Street and SR 436.

Long-Term Station Area Illustrative Plan



Legend

- Bus Rapid Transit Station
- Office-Based Mixed-Use Building (three to six stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

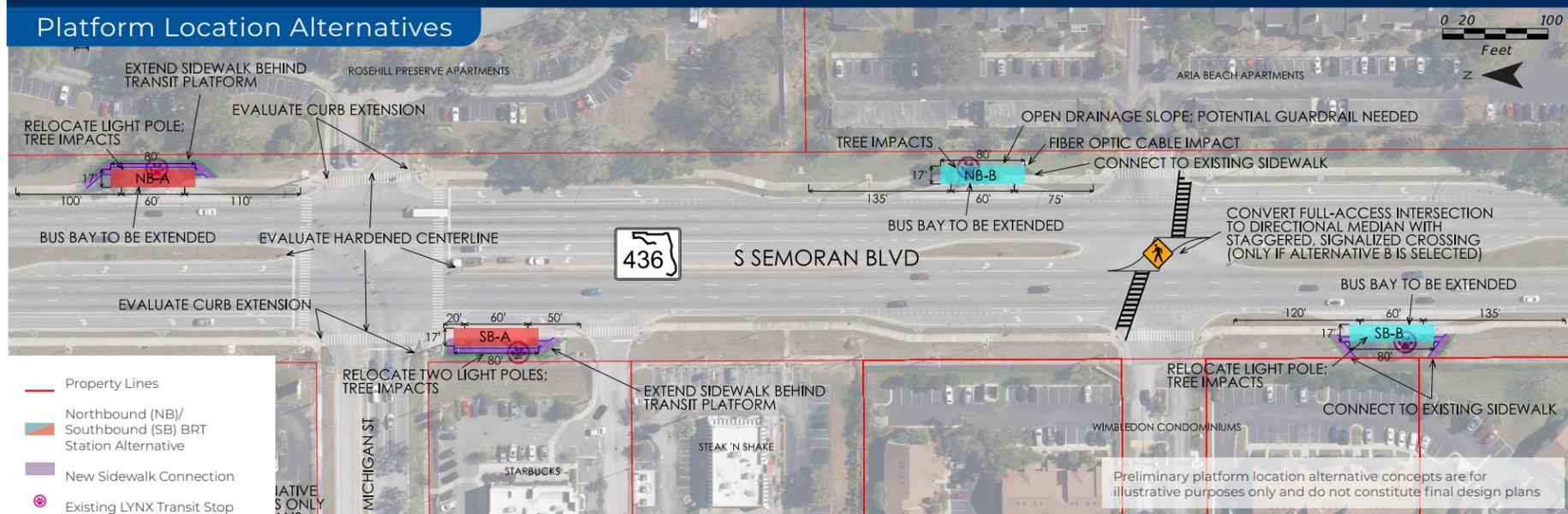
- 1 Develop new pocket community park linking Acceleration East High School, existing doctor's offices, and new development.
- 2 Introduce higher-intensity residential-based mixed-use development near the transit station.
- 3 Introduce new intersection to improve connectivity and safety.

- 4 Introduce higher-intensity residential-based mixed-use development along SR 436.
- 5 Create new east-west roadway to connect new development to SR 436.
- 6 Create new street and trail along Lake Fredrica.

- 7 Create system of greenways and blueways to accommodate stormwater retention needs and function as an asset for new development.
- 8 Redevelop existing low-density multi-family to higher-density residential-based mixed-use development with shared parking.
- 9 Integrate existing stormwater facility into community park.

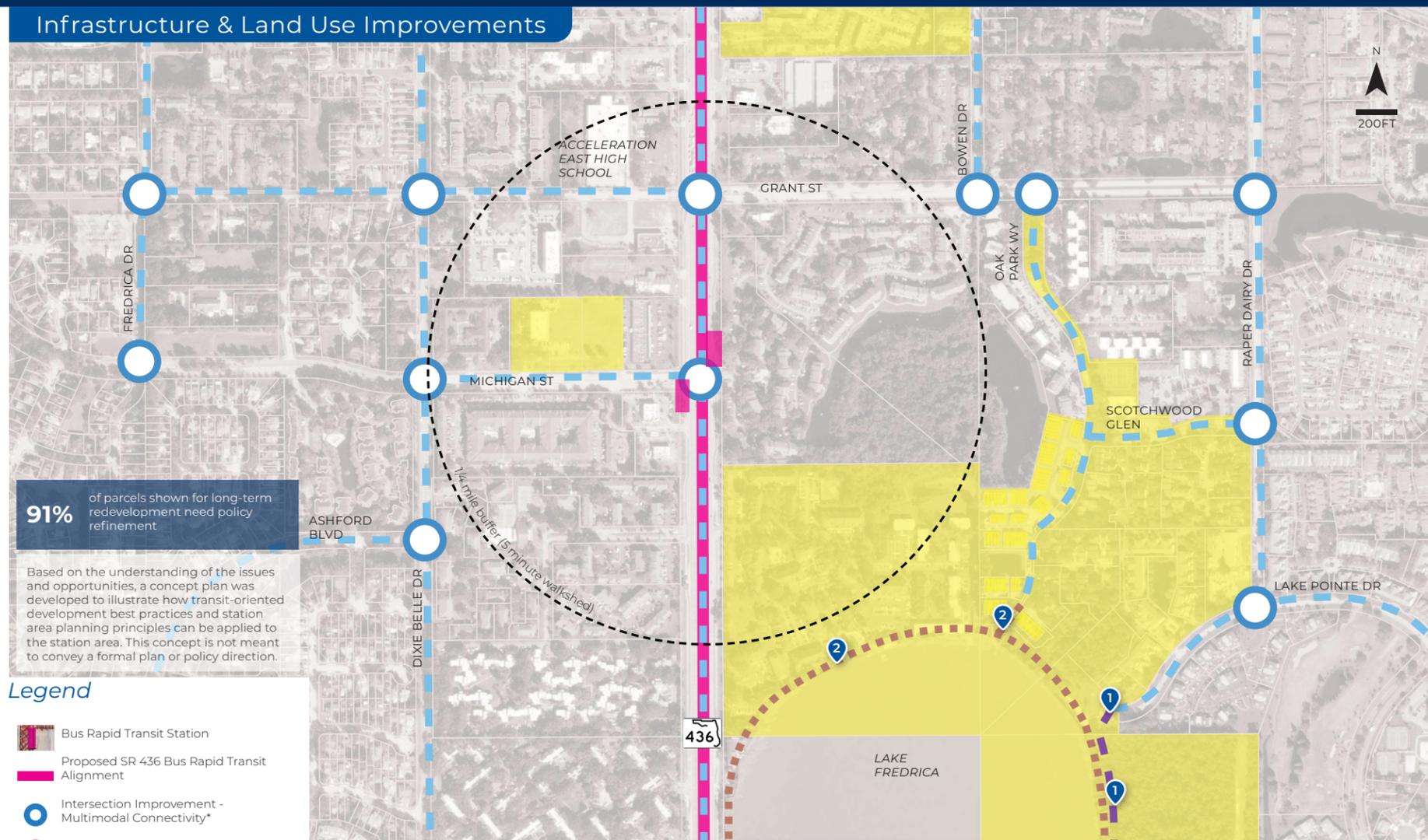
MICHIGAN

Platform Location Alternatives



CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	No	No	No	No
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	Yes, 1 light pole	Yes, 2 light poles	Yes, fiber optic cable	Yes, 1 light pole
CONFLICT WITH DRAINAGE	No	No	Yes, 17' wide transit station may slightly encroach on open drainage swale	No
PLATFORM LOCATION	Far side	Far side	Far side (proposed crossing), Near side (existing crossing)	Far side (proposed and existing crossing)
DISTANCE TO NEAREST SIGNALIZED CROSSING	100' (existing crossing)	25' (existing crossing)	125' (proposed crossing) 450' (existing crossing)	150' (proposed crossing) 825' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	No	No	No	No

Infrastructure & Land Use Improvements



91% of parcels shown for long-term redevelopment need policy refinement

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

Legend

- Bus Rapid Transit Station
- Proposed SR 436 Bus Rapid Transit Alignment
- Intersection Improvement - Multimodal Connectivity*
- Intersection Improvement - New Signal*
- New Roadway
- New Trail
- Improve or Add New Bicycle and/or Pedestrian Infrastructure
- Policy Refinement

*At all marked intersections possible improvements could include improvements outlined in the TOD Evaluation Process section of the report.

1 Create a connection between new roadway connecting Commander Drive north to proposed development at Lake Fredrica and Lake Pointe Drive to provide access to the transit station.

2 Create a trail around Lake Fredrica to provide access to the transit station. Create a trail connection to Oak Park Way.



CURRY FORD

BIG IDEAS

- Create a system of community parks and open spaces to connect and celebrate the La Costa Urban Wetlands.
- Create a mobility hub for transit serving SR 436 and Curry Ford.
- Redevelop aging multi-family uses to residential developments of different types and intensities.
- Phased redevelopment of existing underutilized parking lots and “big box” uses.

Additional Potential Development at Proposed Station Area



RESIDENTIAL
2,700 units



COMMERCIAL
431,800 square feet



OFFICE
1,569,100 square feet



PARKING SPACES
1,200 spaces



PARK SPACE
15.58 acres

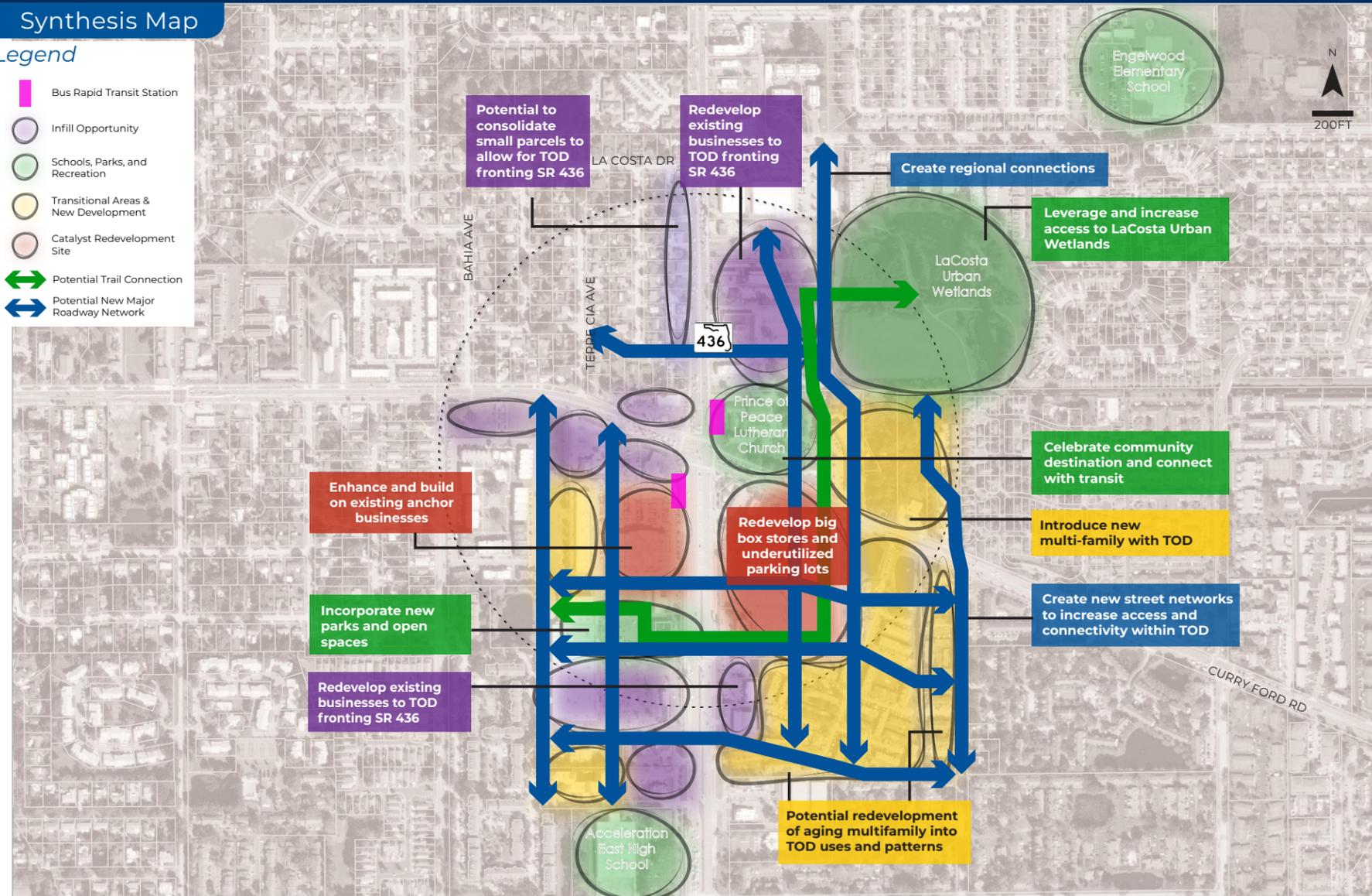


CURRY FORD

Synthesis Map

Legend

- Bus Rapid Transit Station
- Infill Opportunity
- Schools, Parks, and Recreation
- Transitional Areas & New Development
- Catalyst Redevelopment Site
- Potential Trail Connection
- Potential New Major Roadway Network



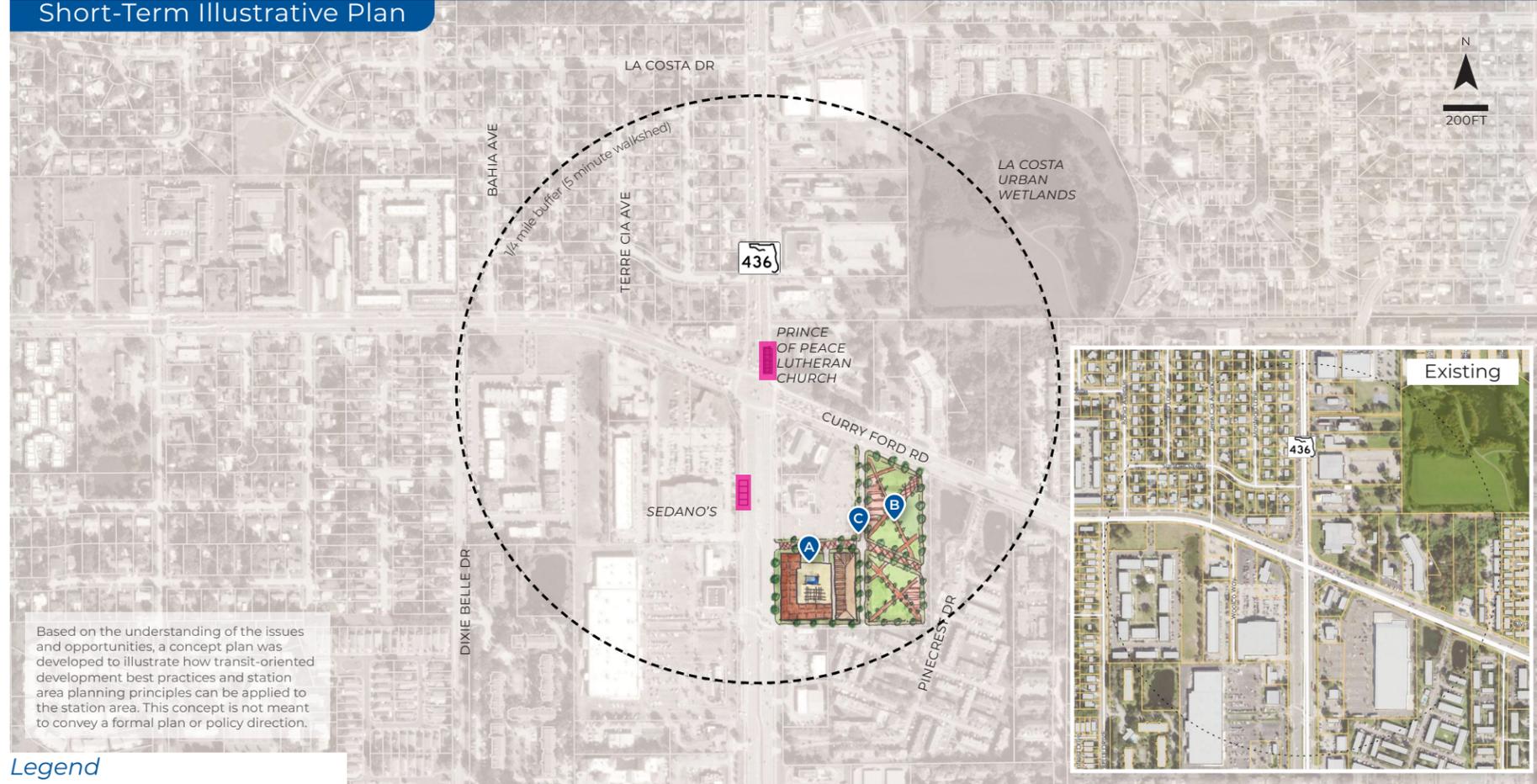
Station area vision at SR 436 & Curry Ford Road looking northeast



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

CURRY FORD

Short-Term Illustrative Plan



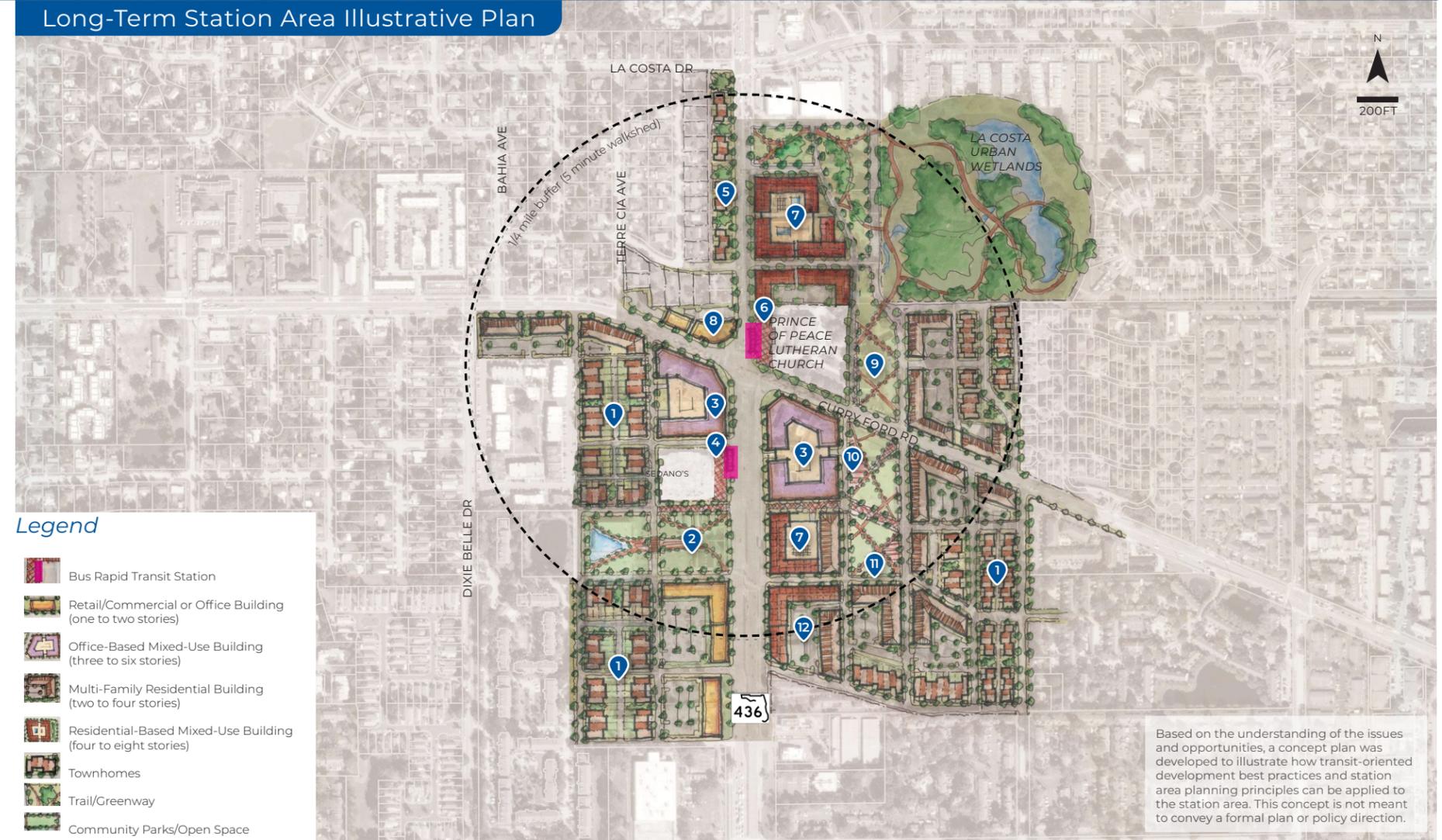
Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

Legend

- Bus Rapid Transit Station
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Trail/Greenway
- Community Parks/Open Space

- A** Redevelop underutilized properties to residential-based mixed-use development.
- B** Redevelop underutilized properties to community park space that can incorporate area stormwater retention needs.
- C** Construct new streets to serve TOD.

Long-Term Station Area Illustrative Plan



Legend

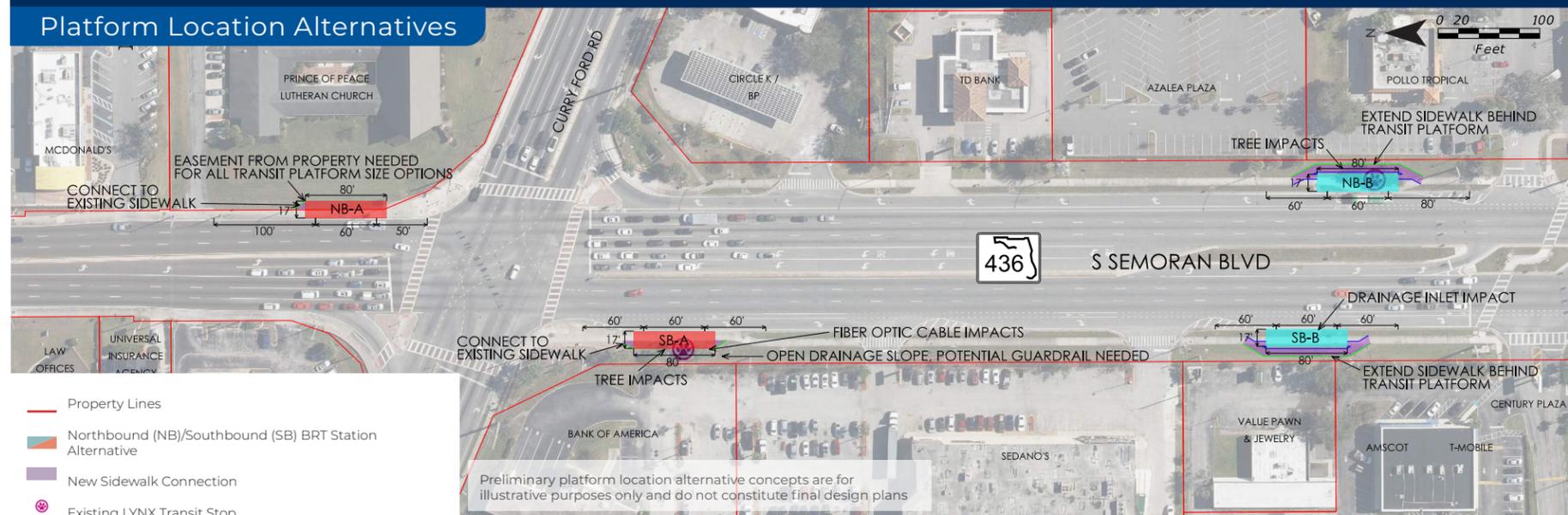
- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Office-Based Mixed-Use Building (three to six stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- 1** Introduce townhomes to provide lower-intensity multi-family housing next to existing residential neighborhoods.
- 2** Create new community park space to provide a seam between existing lower-intensity neighborhoods and new higher-intensity development.
- 3** Introduce higher-intensity office-based mixed-use development near the transit station.
- 4** Create transit station plaza and outdoor seating along SR 436 next to Sedano's.
- 5** Introduce townhomes to provide lower-intensity multi-family housing next to existing single-family office/residential neighborhoods.
- 6** Create transit station plaza in front of Prince of Peace Lutheran Church.
- 7** Introduce high-density residential-based mixed-use development fronting the community park.
- 8** Introduce community-serving retail/commercial or office uses, including doctors' offices, restaurants, dry-cleaners, etc.
- 9** Create series of community parks/open spaces connecting new development to La Costa Urban Wetlands.
- 10** Potential for new mobility hub and transit layover facility.
- 11** Create a network of new streets serving TOD.
- 12** Introduce residential-based mixed-use development fronting SR 436.

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

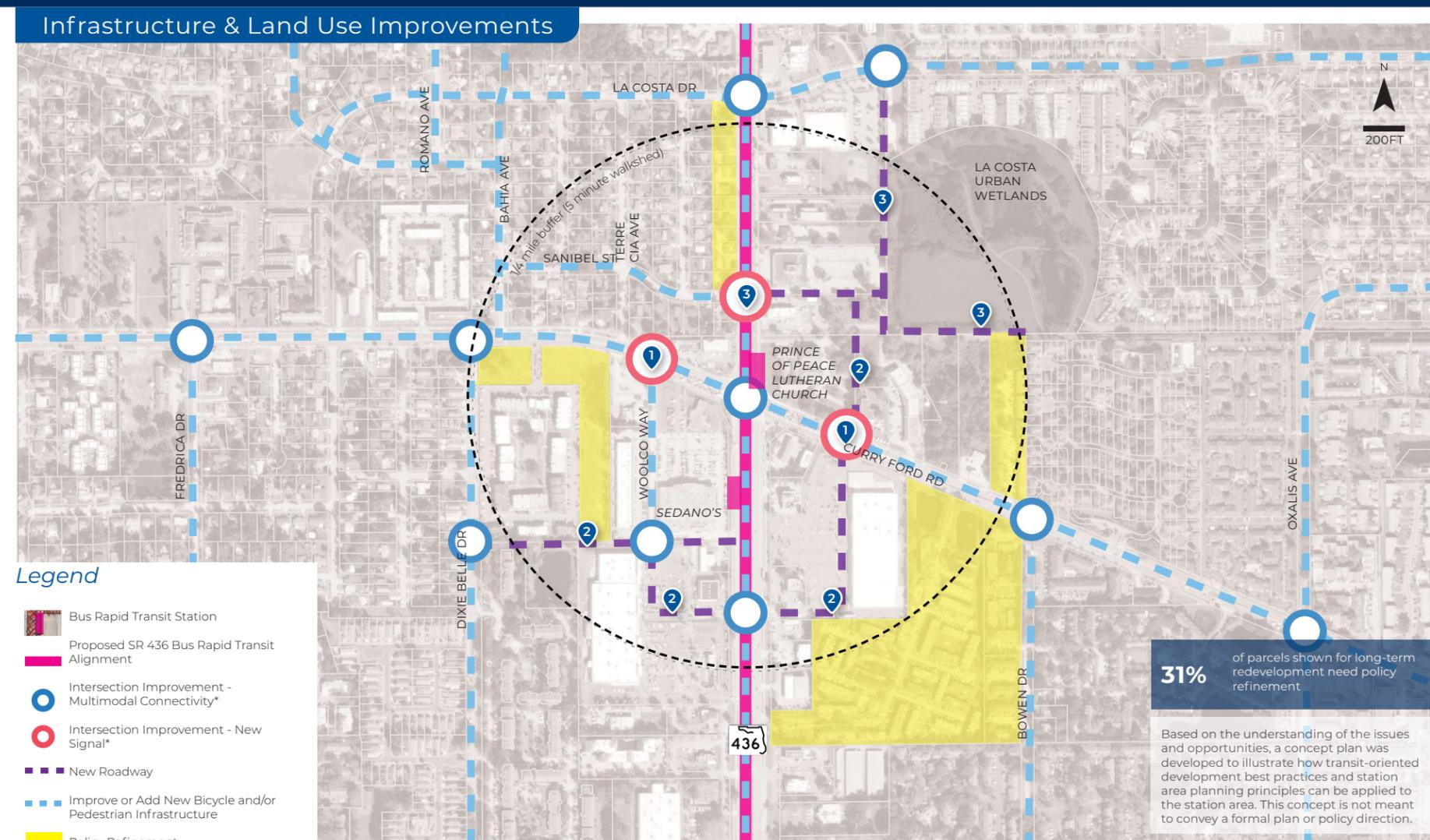
CURRY FORD

Platform Location Alternatives



CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	Yes, for all transit station sizes	No	No	No
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	No	Yes, fiber optic cable	No	No
CONFLICT WITH DRAINAGE	No	Yes, 17' wide transit station may slightly encroach on open drainage swale	No	Yes, drainage inlet
PLATFORM LOCATION	Far side	Far side	Far side	Near side
DISTANCE TO NEAREST SIGNALIZED CROSSING	50' (existing crossing)	100' (existing crossing)	125' (existing crossing)	150' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	No	No	Yes	No

Infrastructure & Land Use Improvements





ENGELWOOD

BIG IDEAS

- Realignment of Roberto Clemente Road to connect station to surrounding neighborhood.
- Phased redevelopment of parking lots and “big box” stores.
- Development of a central linear park space to support a new walkable neighborhood.

Additional Potential Development at Proposed Station Area



RESIDENTIAL
2,100 units



COMMERCIAL
218,300 square feet



OFFICE
195,300 square feet



PARKING SPACES
1,000 spaces

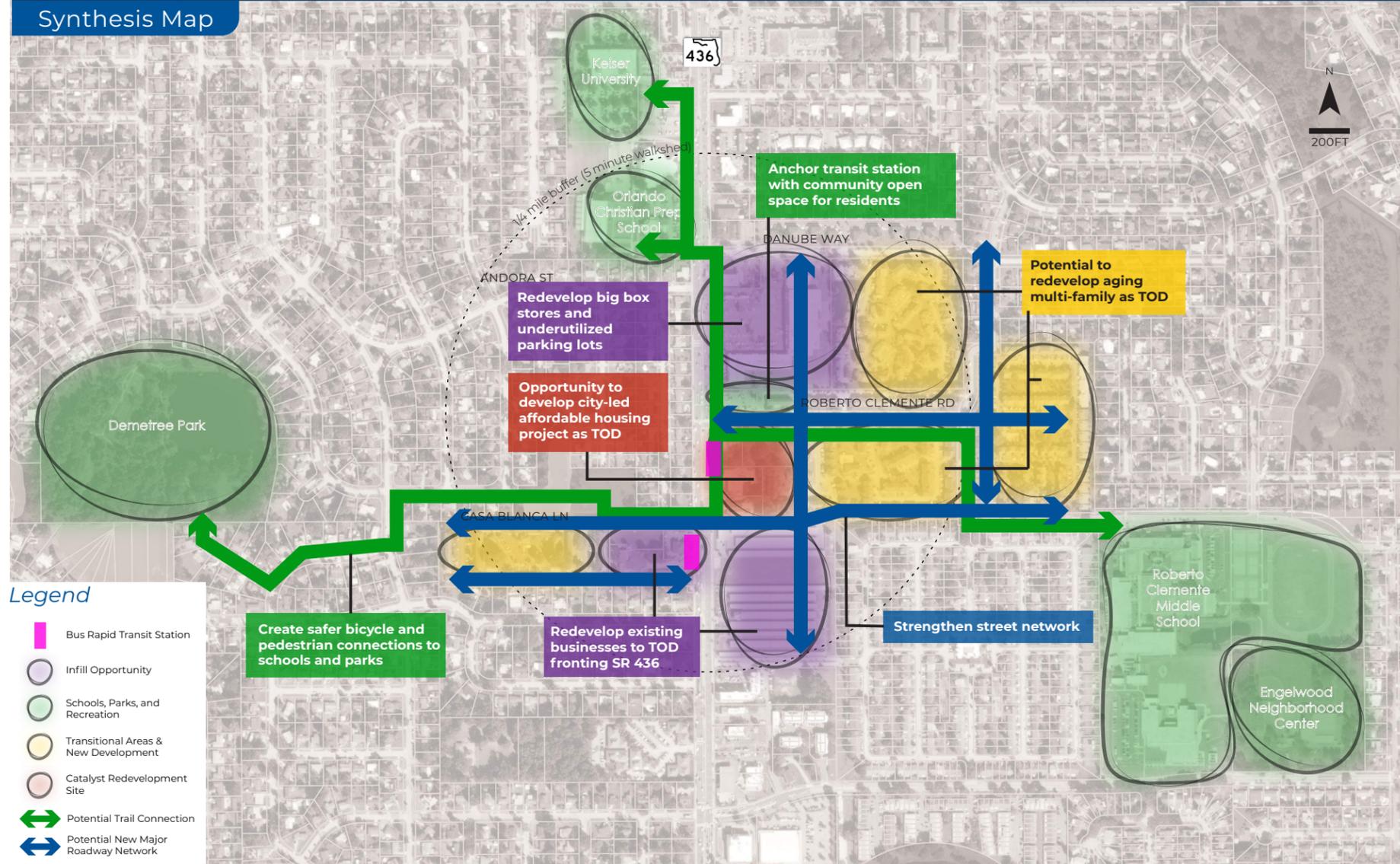


PARK SPACE
5.24 acres



ENGELWOOD

Synthesis Map



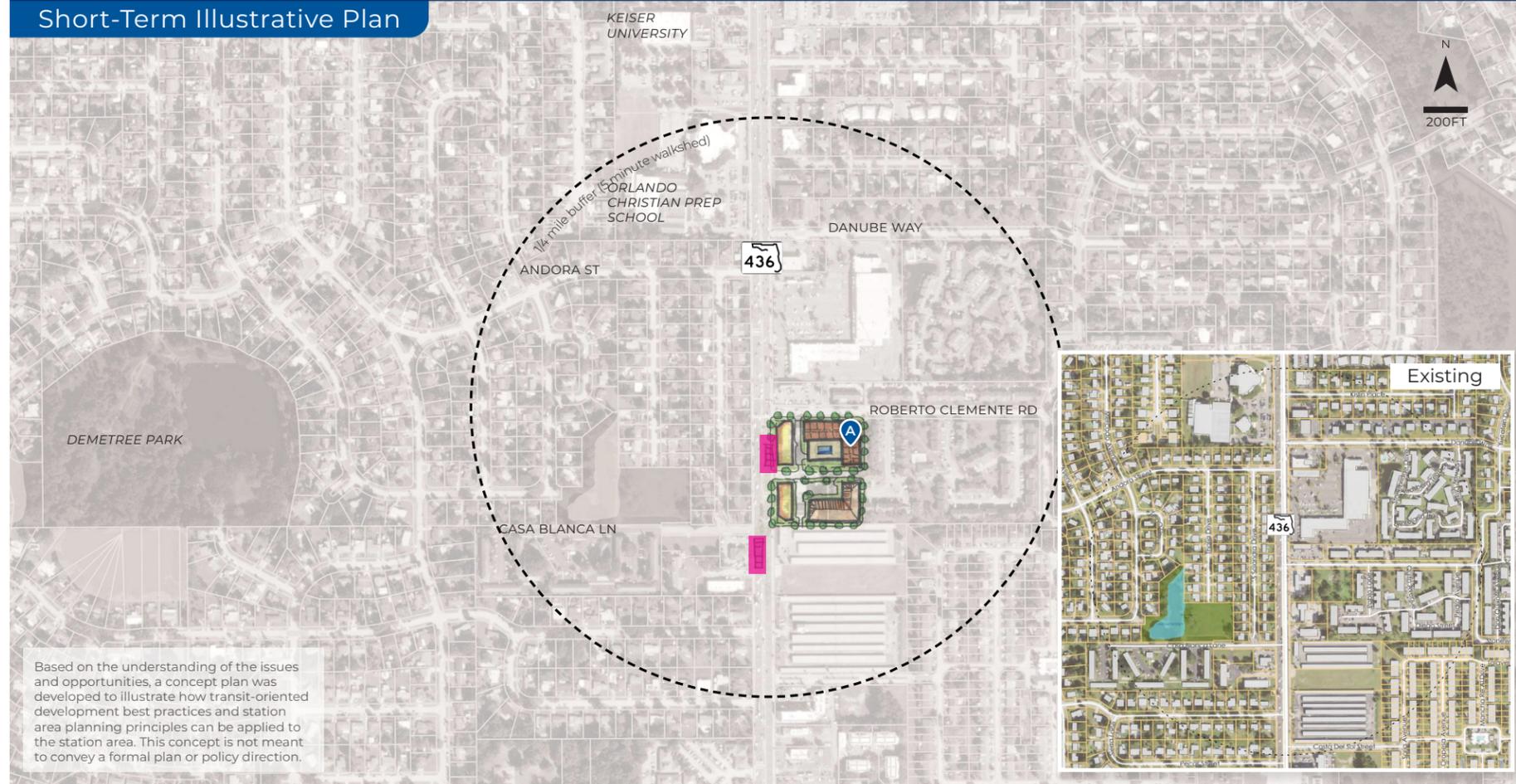
Station area vision at SR 436 & Roberto Clemente Road looking east



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

ENGELWOOD

Short-Term Illustrative Plan

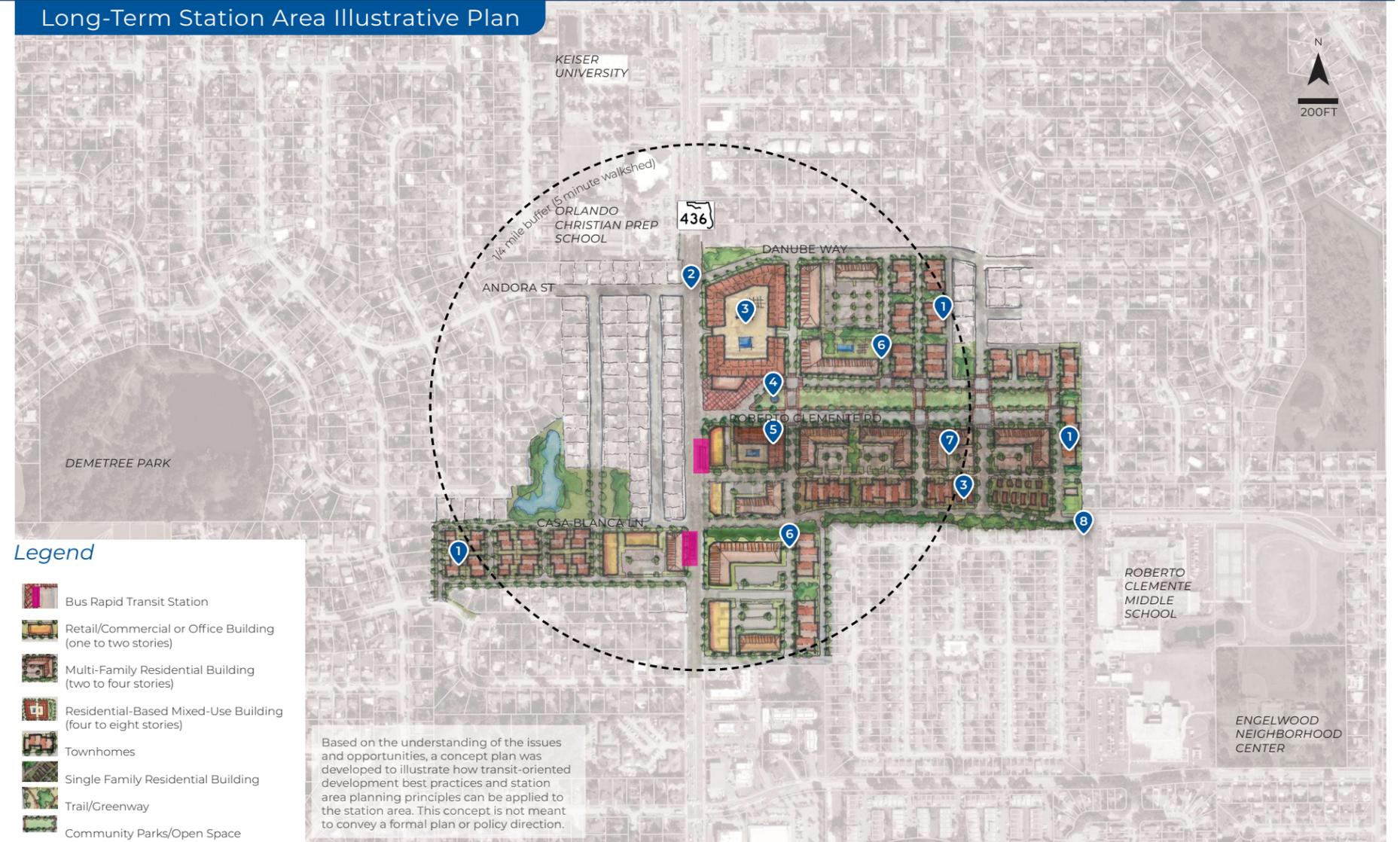


Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)

A Redevelop existing underutilized and vacant property to residential-based mixed-use development that aligns with the City of Orlando's proposed affordable housing project.

Long-Term Station Area Illustrative Plan



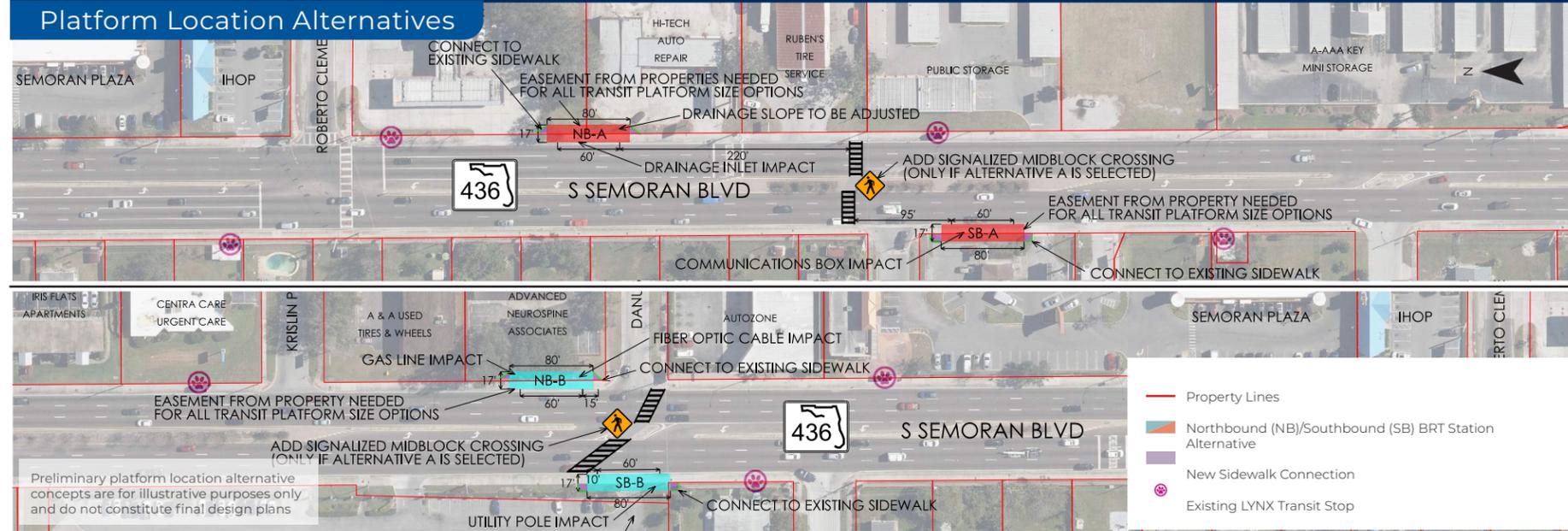
Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Single Family Residential Building
- Trail/Greenway
- Community Parks/Open Space

- 1** Introduce townhomes to provide lower-intensity multi-family housing next to existing single-family residential neighborhoods.
- 2** Realign Danube Way to Andora Street to create full access intersection to improve multimodal connectivity and safety.
- 3** Introduce higher-intensity residential-based mixed-use development
- 4** Provide a linear community park along Roberto Clemente Road with plaza space connecting to transit station.
- 5** Introduce residential-based mixed-use development that aligns with the City of Orlando's proposed affordable housing project.
- 6** Introduce higher-intensity multi-family residential stepping down to lower-intensity townhomes to complement existing residential uses.
- 7** Provide multi-family residential development fronting the community linear park along Roberto Clemente Road.
- 8** Provide a greenway connection from the transit station to Roberto Clemente Middle School.

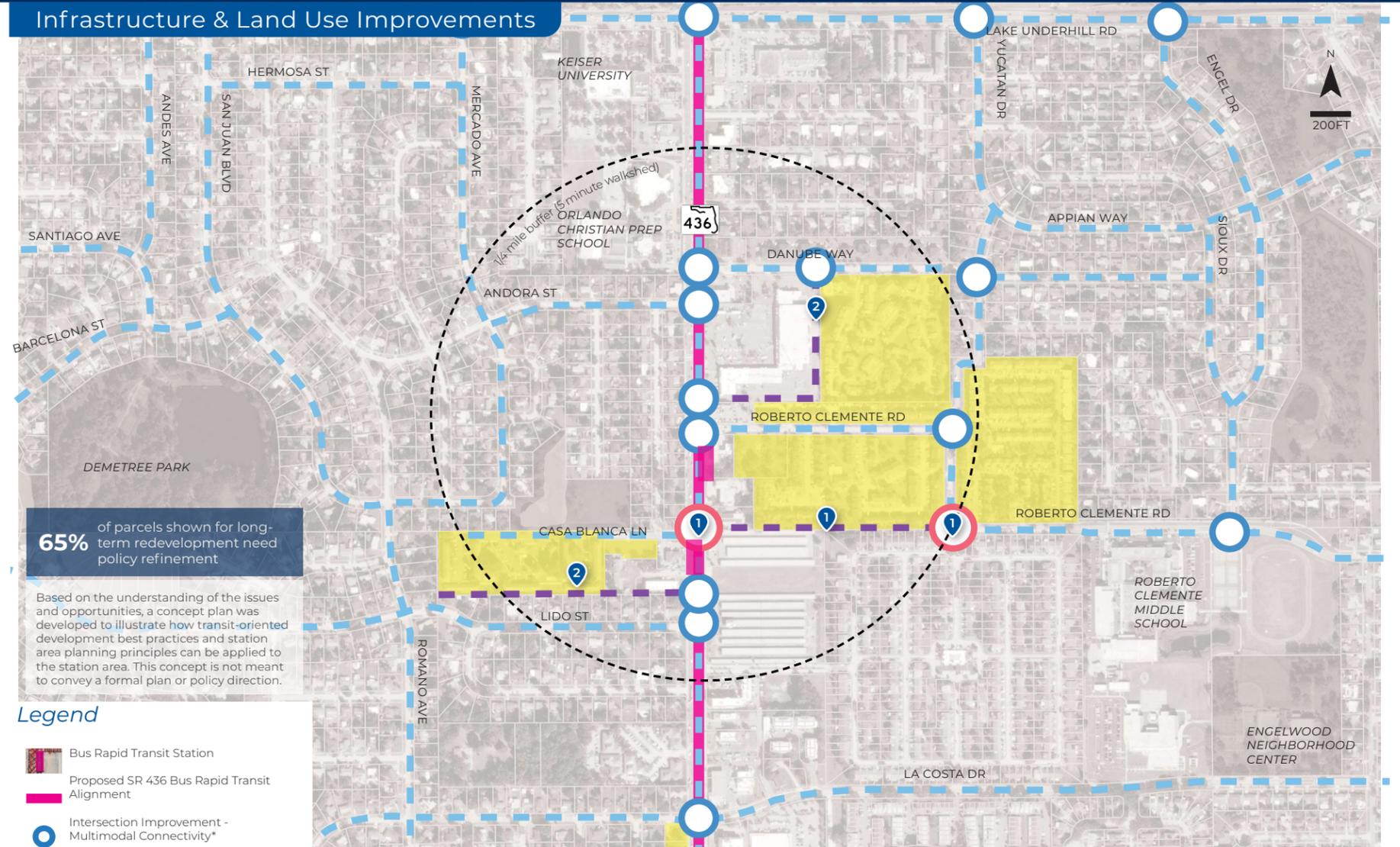
ENGELWOOD

Platform Location Alternatives



CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	Yes, for all transit platform sizes	Yes, for all transit platform sizes	Yes, for all transit platform sizes	Yes, for all transit platform sizes
CONFLICT WITH BUSINESS SIGNS	No	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	No	Yes, communications box	Yes, fiber optic cable	Yes, 1 utility pole
CONFLICT WITH DRAINAGE	Yes, drainage inlet, slightly encroaches on drainage slope	No	No	No
PLATFORM LOCATION	Far side (proposed crossing) Near side (existing crossing)	Far side (proposed and existing crossing)	Far side (proposed and existing crossing)	Far side (proposed crossing) Near side (existing crossing)
DISTANCE TO NEAREST SIGNALIZED CROSSING	250' (proposed crossing) 200' (existing crossing)	10' (proposed crossing) 600' (existing crossing)	50' (proposed crossing) 900' (existing crossing)	10' (proposed crossing) 825' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	Yes	No	No	No

Infrastructure & Land Use Improvements



65% of parcels shown for long-term redevelopment need policy refinement

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

- Legend**
- Bus Rapid Transit Station
 - Proposed SR 436 Bus Rapid Transit Alignment
 - Intersection Improvement - Multimodal Connectivity*
 - Intersection Improvement - New Signal*
 - New Roadway
 - Improve or Add New Bicycle and/or Pedestrian Infrastructure
 - Policy Refinement

*At all marked intersections possible improvements could include improvements outlined in the TOD Evaluation Process section of the report.

1 Create new roadway connections from SR 436 and Roberto Clemente Road to support future redevelopment and provide connections to the transit station. Create a new signalized intersection at SR 436 & Casa Blanca Lane and Roberto Clemente Road & the new roadway.

2 Construct new roadway to create smaller, pedestrian-scaled block sizes to provide a framework for redevelopment.



AZALEA PARK

BIG IDEAS

- Trail connection linking a string of community destinations: Colonial High School, Good Shepherd Catholic School, Azalea Park Elementary School, Park of the Americas, and the transit station.
- Community park and plaza space at the transit station function as community gathering area and event space.
- Incremental redevelopment of existing underutilized parking lots and shopping plazas.

Additional Potential Development at Proposed Station Area



RESIDENTIAL
900 units



COMMERCIAL
443,300 square feet



OFFICE
110,500 square feet



PARKING SPACES
800 spaces



PARK SPACE
5.26 acres

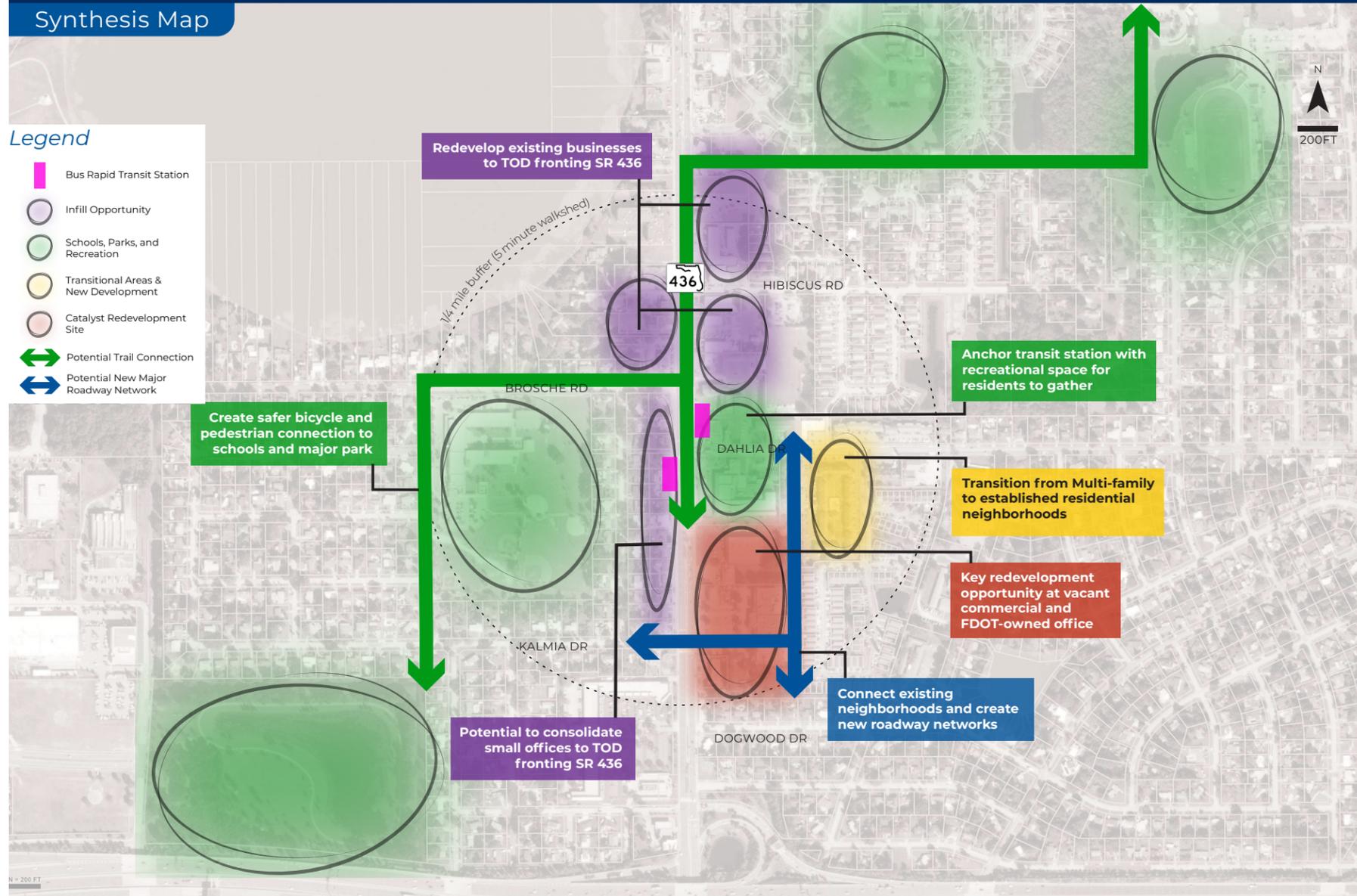


AZALEA PARK

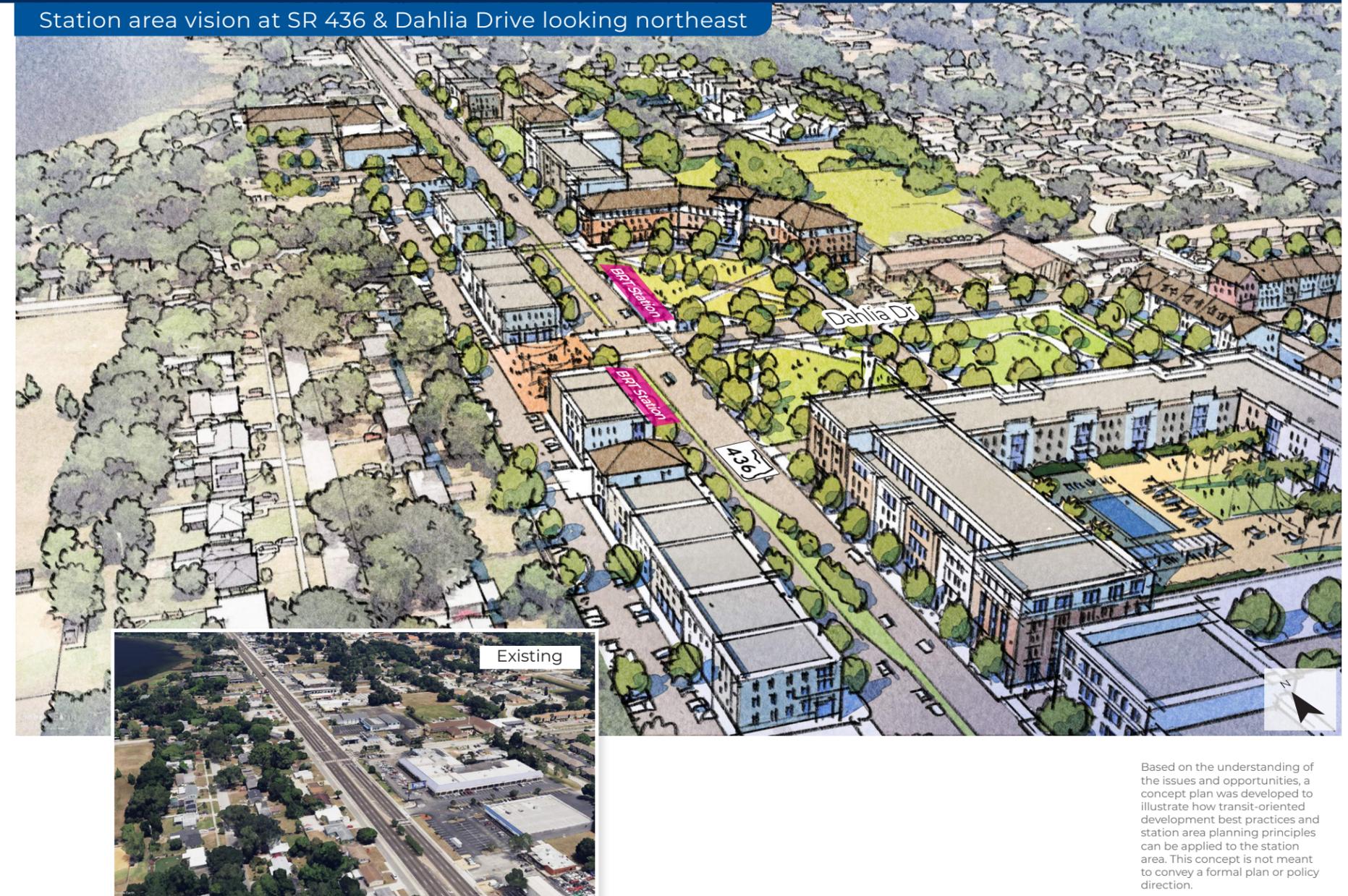
Synthesis Map

Legend

- Bus Rapid Transit Station
- Infill Opportunity
- Schools, Parks, and Recreation
- Transitional Areas & New Development
- Catalyst Redevelopment Site
- Potential Trail Connection
- Potential New Major Roadway Network



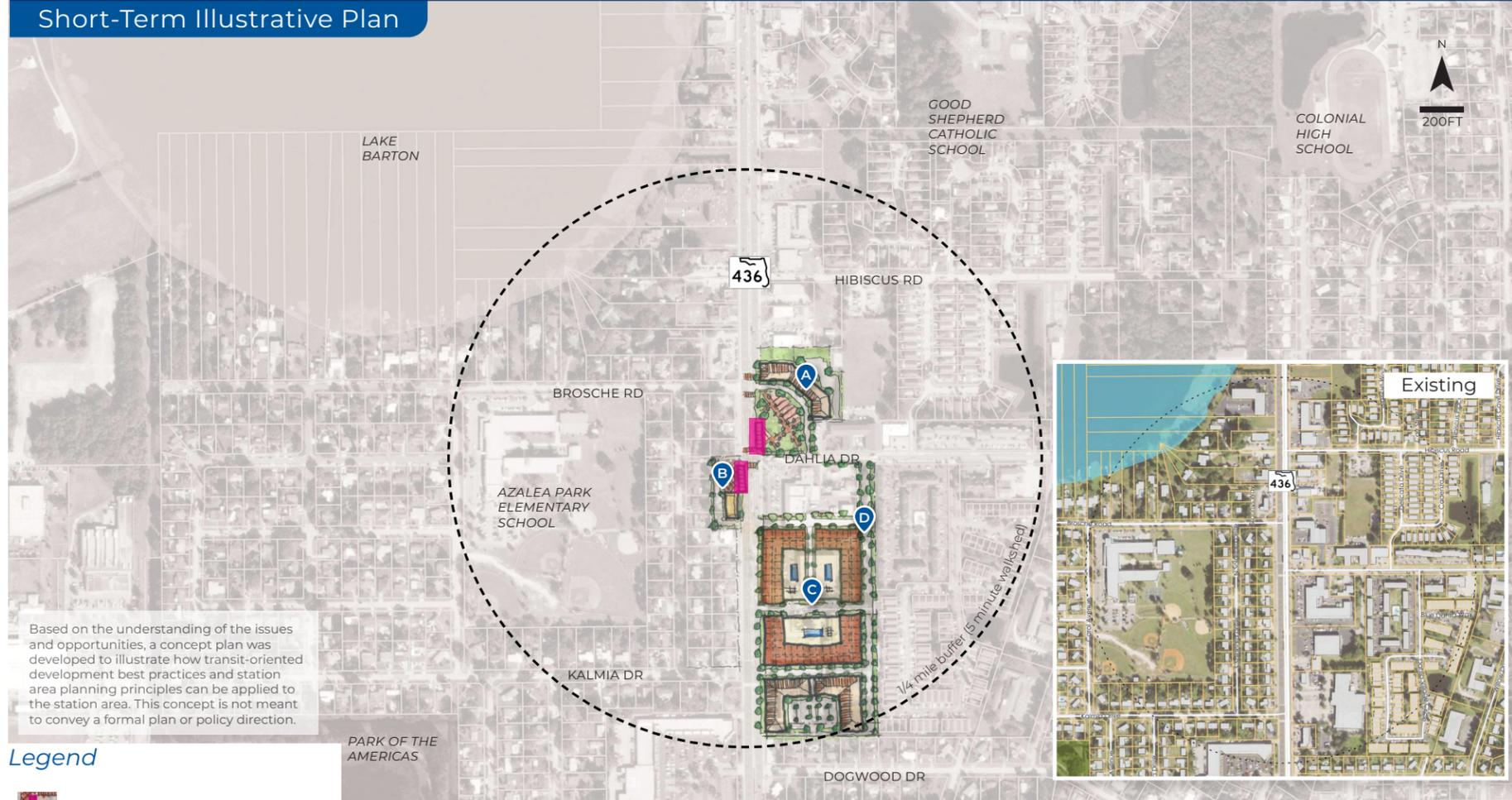
Station area vision at SR 436 & Dahlia Drive looking northeast



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

AZALEA PARK

Short-Term Illustrative Plan



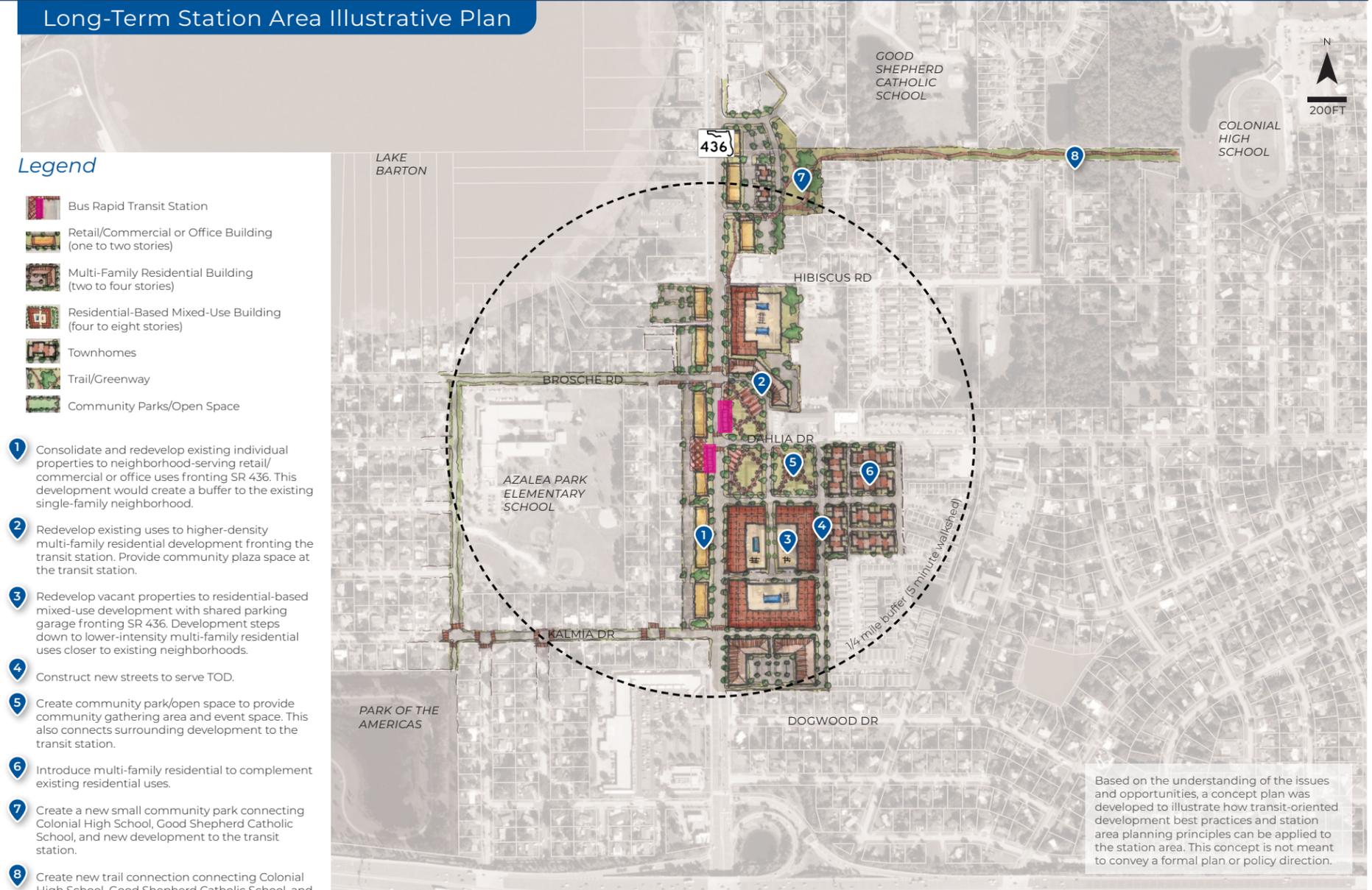
Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Trail/Greenway
- Community Parks/Open Space

- A** Redevelop existing uses to higher-density multi-family residential development fronting the transit station. Provide community plaza space at the transit station.
- B** Redevelop existing uses to provide a community plaza and a new retail/commercial or office use at the transit station.

- C** Redevelop vacant properties to residential-based mixed-use development with shared parking garage fronting SR 436. Development steps down to lower-intensity multi-family residential uses closer to existing neighborhoods.
- D** Construct new streets to serve TOD.

Long-Term Station Area Illustrative Plan



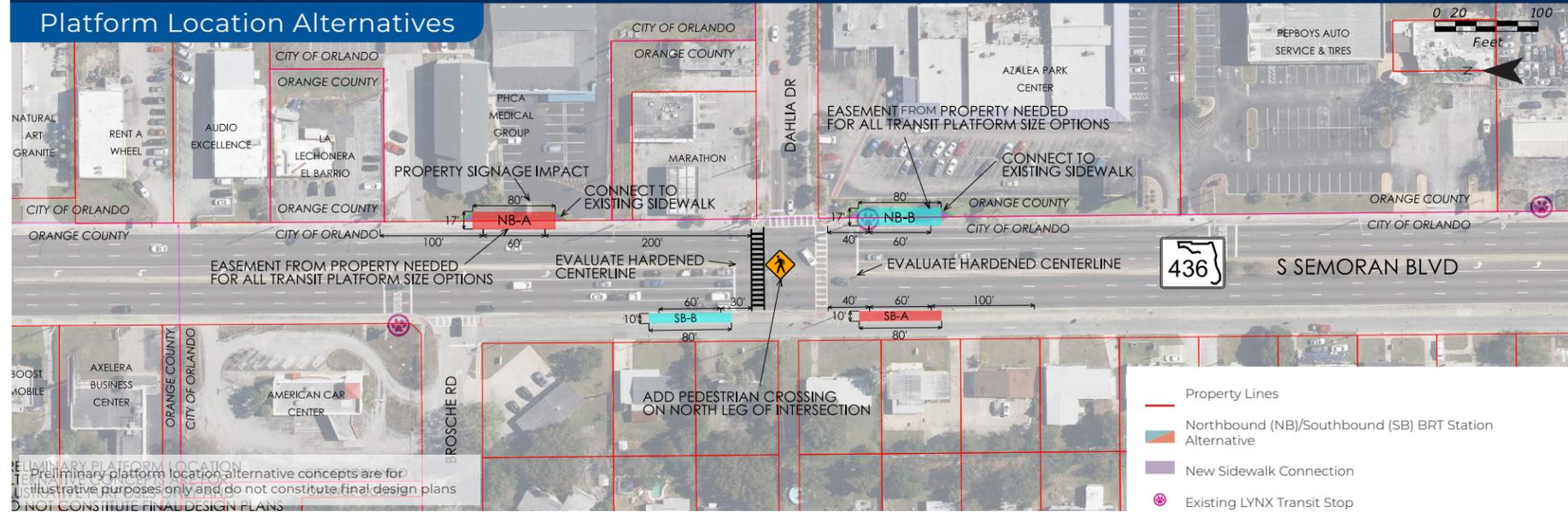
Legend

- Bus Rapid Transit Station
 - Retail/Commercial or Office Building (one to two stories)
 - Multi-Family Residential Building (two to four stories)
 - Residential-Based Mixed-Use Building (four to eight stories)
 - Townhomes
 - Trail/Greenway
 - Community Parks/Open Space
- 1** Consolidate and redevelop existing individual properties to neighborhood-serving retail/commercial or office uses fronting SR 436. This development would create a buffer to the existing single-family neighborhood.
 - 2** Redevelop existing uses to higher-density multi-family residential development fronting the transit station. Provide community plaza space at the transit station.
 - 3** Redevelop vacant properties to residential-based mixed-use development with shared parking garage fronting SR 436. Development steps down to lower-intensity multi-family residential uses closer to existing neighborhoods.
 - 4** Construct new streets to serve TOD.
 - 5** Create community park/open space to provide community gathering area and event space. This also connects surrounding development to the transit station.
 - 6** Introduce multi-family residential to complement existing residential uses.
 - 7** Create a new small community park connecting Colonial High School, Good Shepherd Catholic School, and new development to the transit station.
 - 8** Create new trail connection connecting Colonial High School, Good Shepherd Catholic School, and new development to the transit station.

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

AZALEA PARK

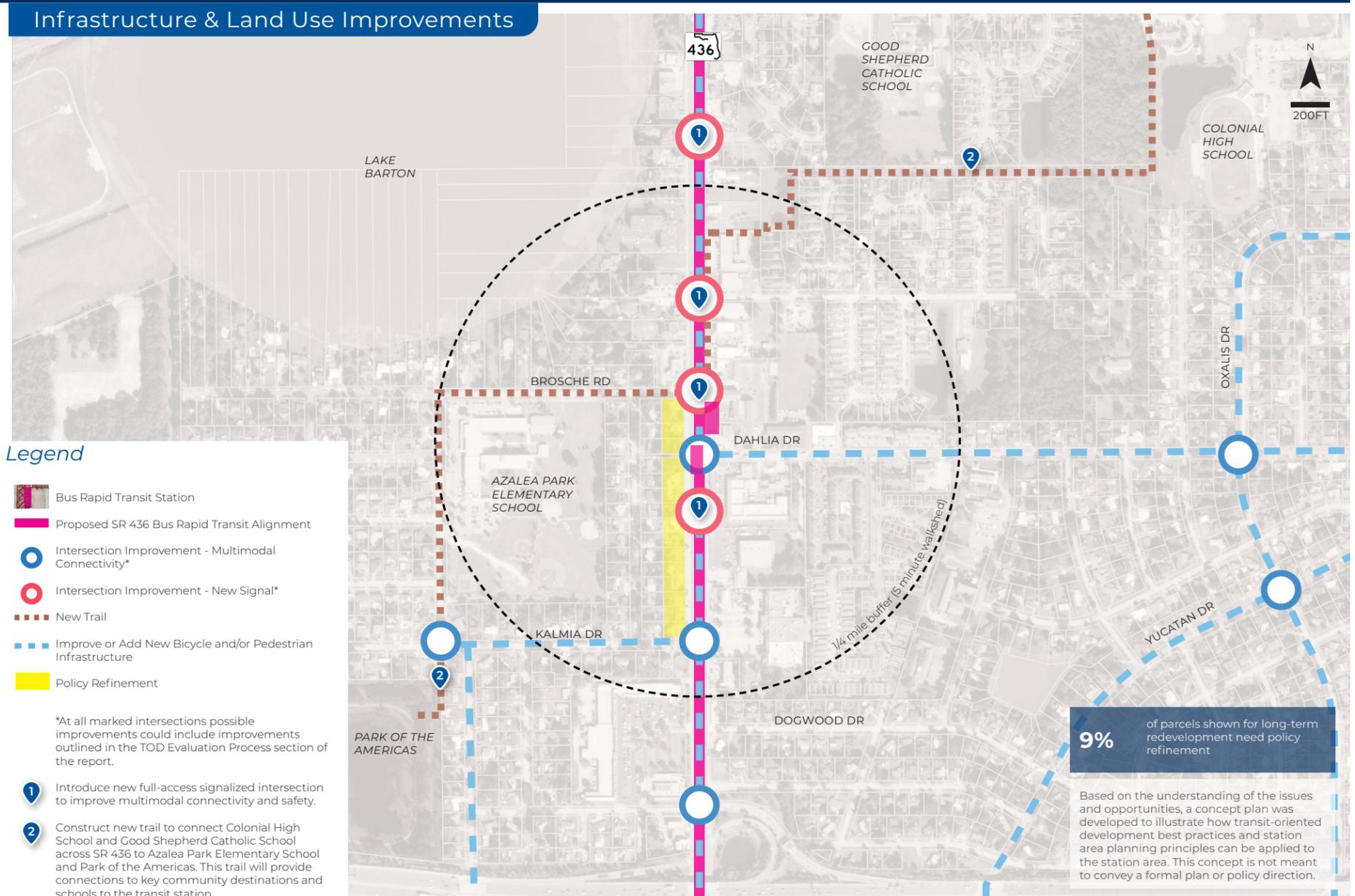
Platform Location Alternatives



Preliminary platform location alternative concepts are for illustrative purposes only and do not constitute final design plans. DO NOT CONSTITUTE FINAL DESIGN PLANS.

CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	10' x 80'	17' x 80'	10' x 80'
ROW NEEDED	Yes, for all transit platform sizes	No	Yes, for all transit platform sizes	No
CONFLICT WITH BUSINESS SIGNS	Yes	No	No	No
CONFLICT WITH DRIVEWAYS	No	No	No	No
CONFLICT WITH UTILITIES	No	No	No	No
CONFLICT WITH DRAINAGE	No	No	No	No
PLATFORM LOCATION	Far side	Far side	Near side	Near side
DISTANCE TO NEAREST SIGNALIZED CROSSING	200' (proposed crossing) 225' (existing crossing)	25' (existing crossing)	25' (existing crossing)	25' (proposed crossing) 100' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	Yes	Yes	No	No

Infrastructure & Land Use Improvements





COLONIAL

BIG IDEAS

- SR 436 and SR 50 Mobility hub that serves premium regional north-south and east-west transit lines.
- Focus development and SR 436 and SR 50 transit station areas at Old Cheney Highway & SR 436 instead of at the grade separated intersection at Colonial Drive.
- Connecting TOD to Cady Way Trail.
- Create network of streets and urban block patterns that can support phased redevelopment within station area.

Additional Potential Development at Proposed Station Area



RESIDENTIAL
3,700 units



COMMERCIAL
910,100 square feet



OFFICE
1,628,000 square feet



PARKING SPACES
1,800 spaces

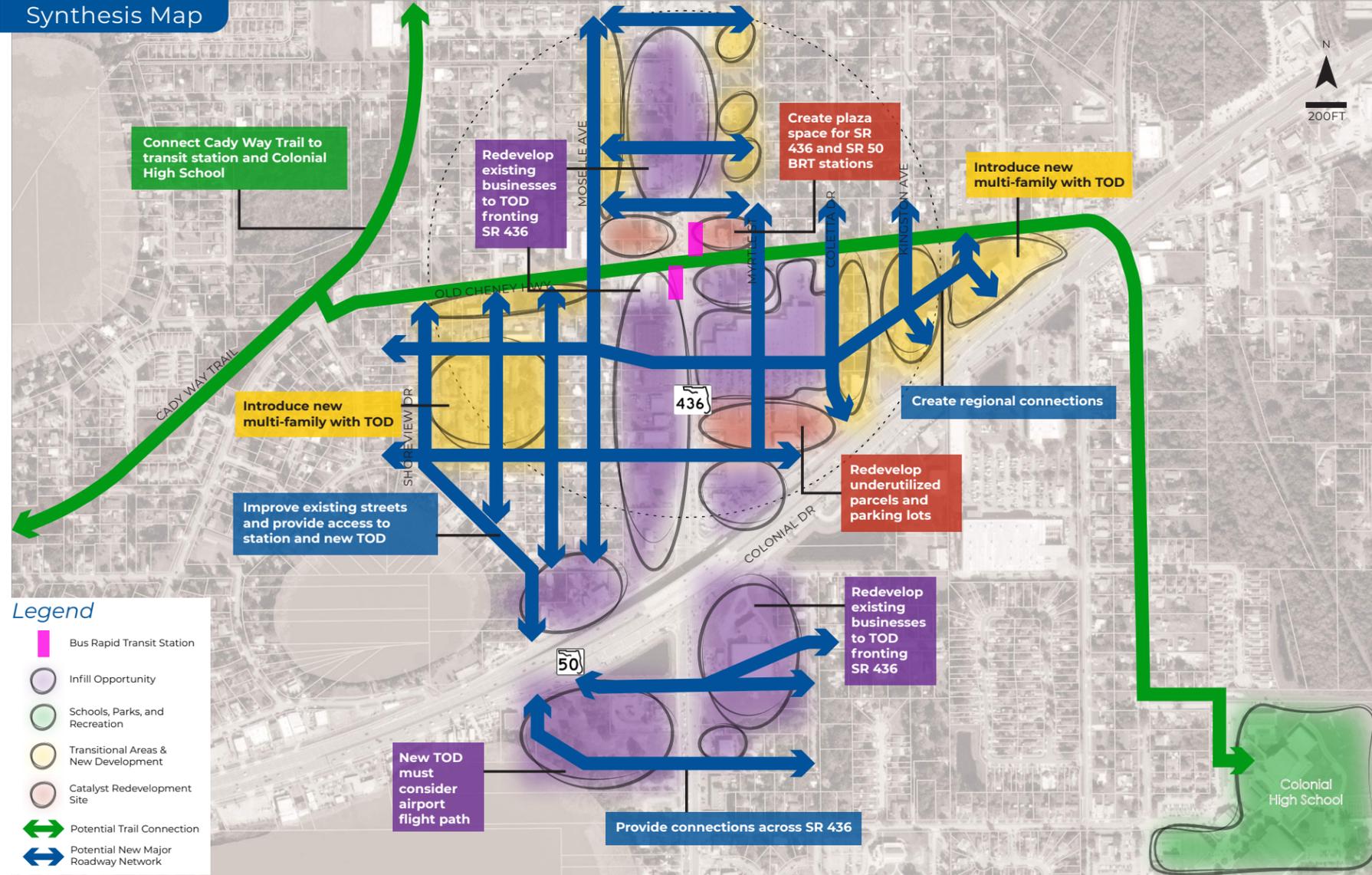


PARK SPACE
8.19 acres

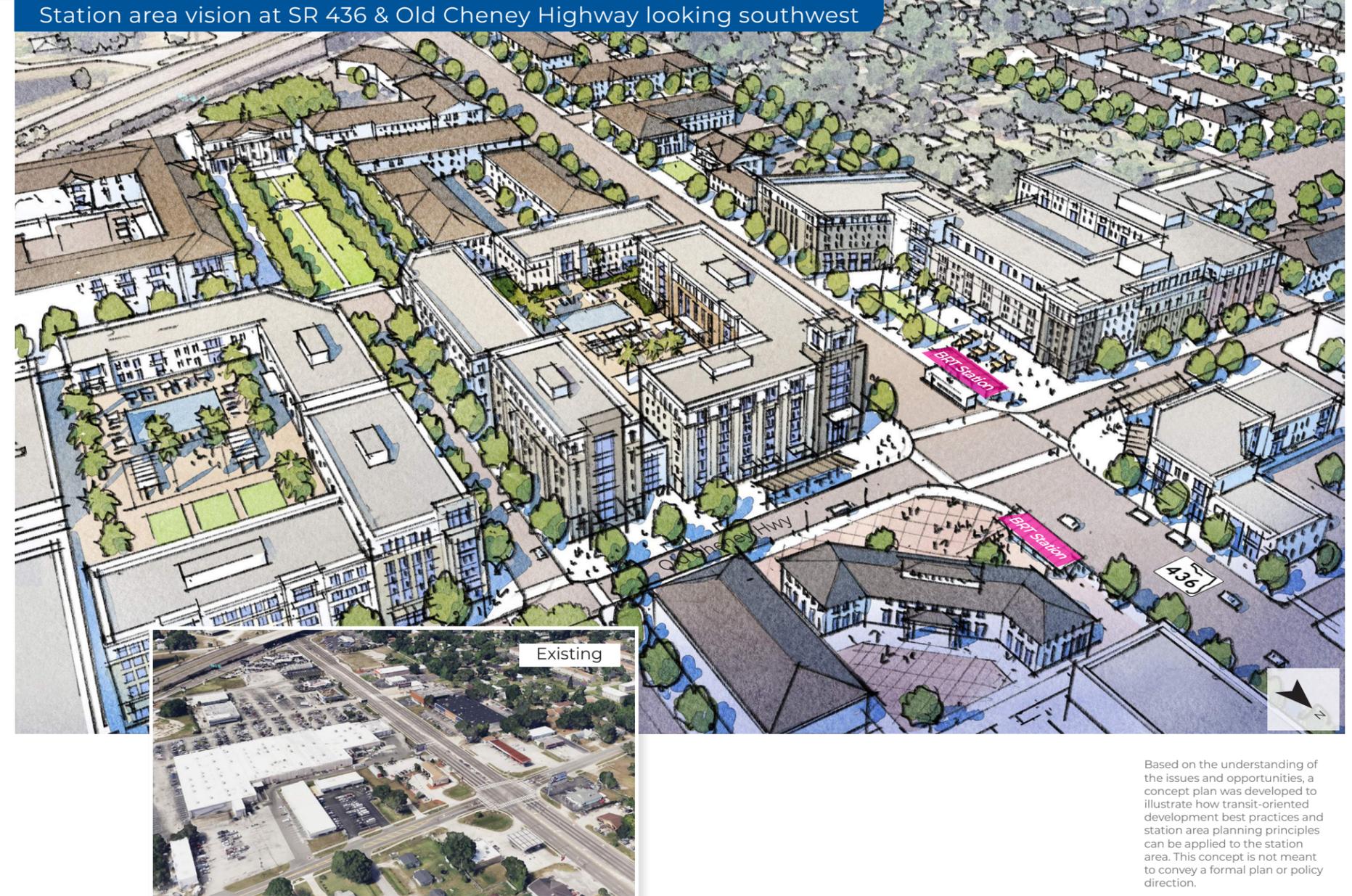


COLONIAL

Synthesis Map



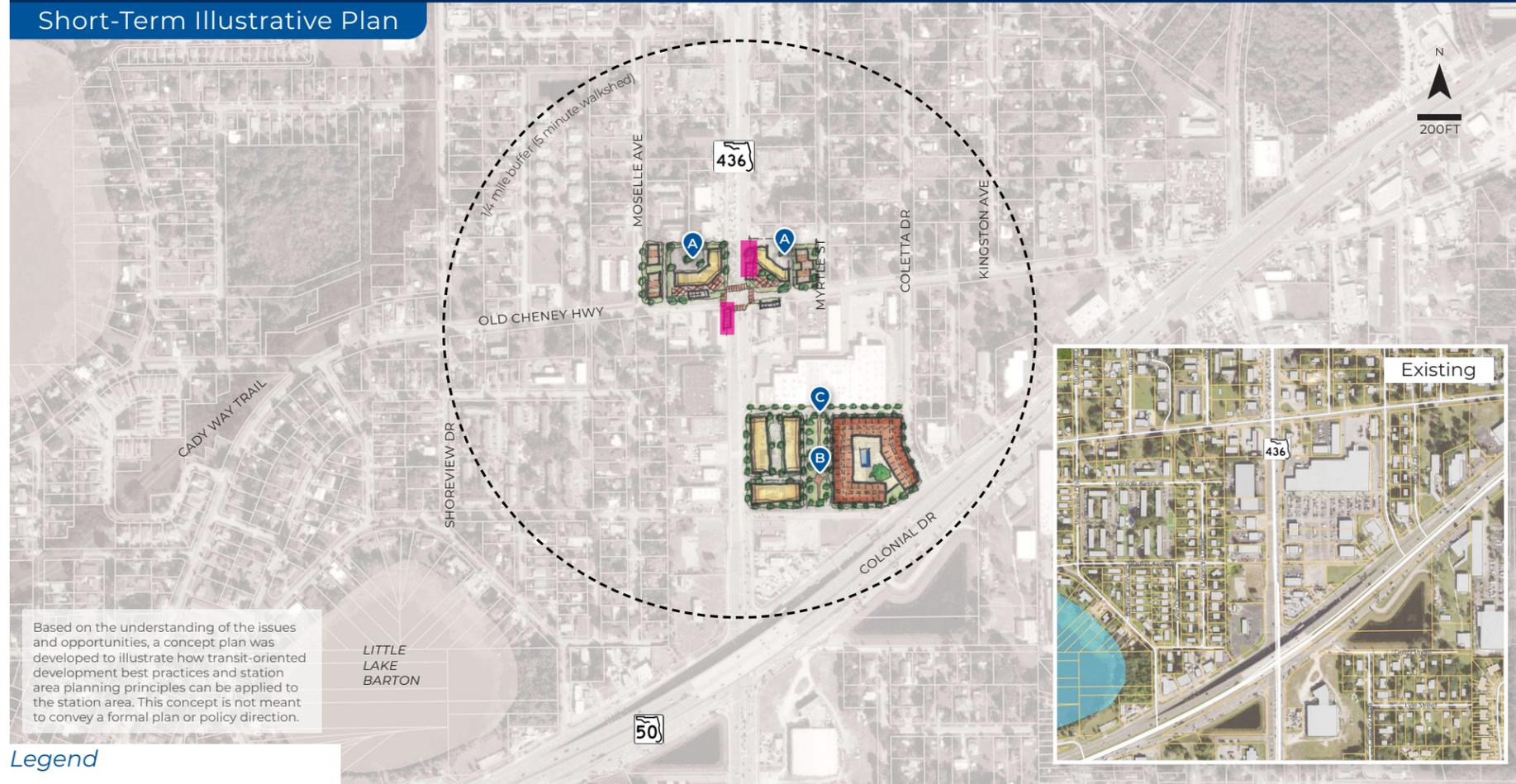
Station area vision at SR 436 & Old Cheney Highway looking southwest



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

COLONIAL

Short-Term Illustrative Plan



Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

Legend

- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- A** Redevelop corner lots to retail/commercial or office development with townhomes to complement existing residential uses.
- B** Redevelop large, single-owner properties to residential-based mixed-use developments with community park space and a shared parking garage.
- C** Construct new streets to serve TOD.

Long-Term Station Area Illustrative Plan



Legend

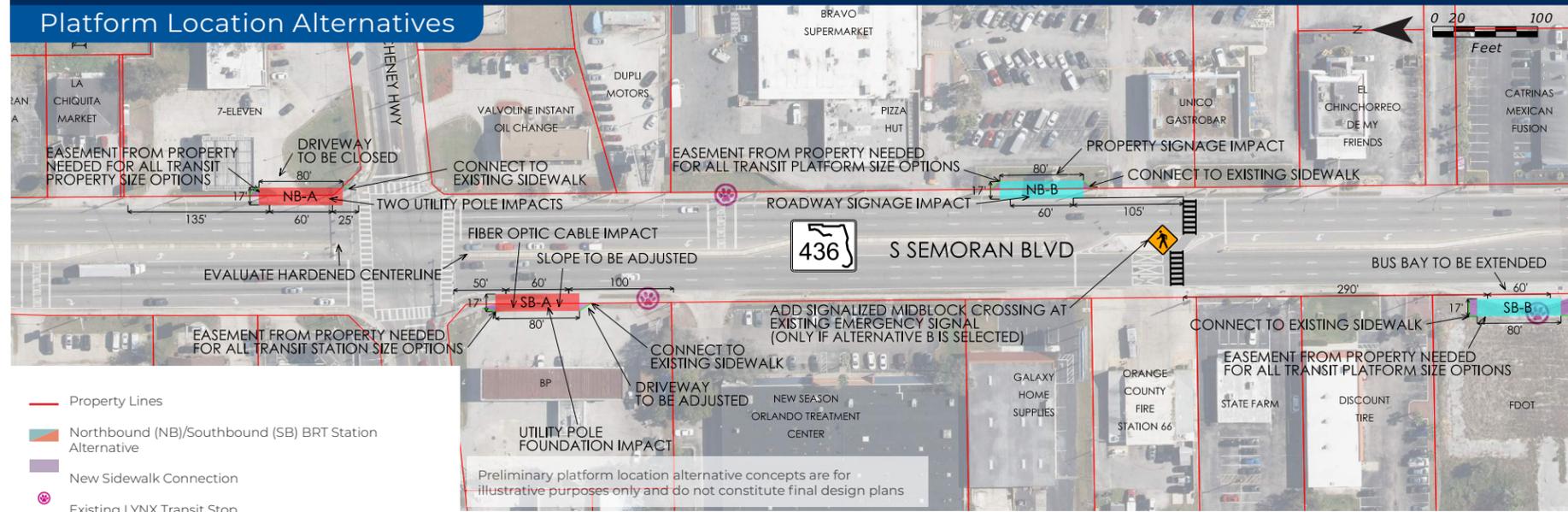
- Bus Rapid Transit Station
- Retail/Commercial or Office Building (one to two stories)
- Multi-Family Residential Building (two to four stories)
- Residential-Based Mixed-Use Building (four to eight stories)
- Townhomes
- Trail/Greenway
- Community Parks/Open Space

- 1** Provide trail connection from the Cady Way Trail to the transit station along the southside of Old Cheney Highway.
- 2** Redevelop underutilized and vacant properties to townhomes to provide lower-intensity multi-family housing next to existing single-family residential neighborhood.
- 3** Create community park/open space.
- 4** Introduce higher-intensity residential-based mixed-use development that considers the flight path and height restrictions of adjacent airport.
- 5** Redevelop existing underutilized commercial uses to retail/commercial or office uses fronting SR 436 and provide a new street network.
- 6** Construct new streets to serve TOD.
- 7** Redevelop existing underutilized parking lots and commercial uses to new retail/commercial or office development with townhomes to complement existing residential uses.
- 8** Introduce new full-access intersection to improve multimodal connectivity and safety.
- 9** Introduce higher-intensity residential-based mixed-use development to front internal street network and provide a buffer between lower-intensity multi-family development and the Colonial Drive interchange.

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.

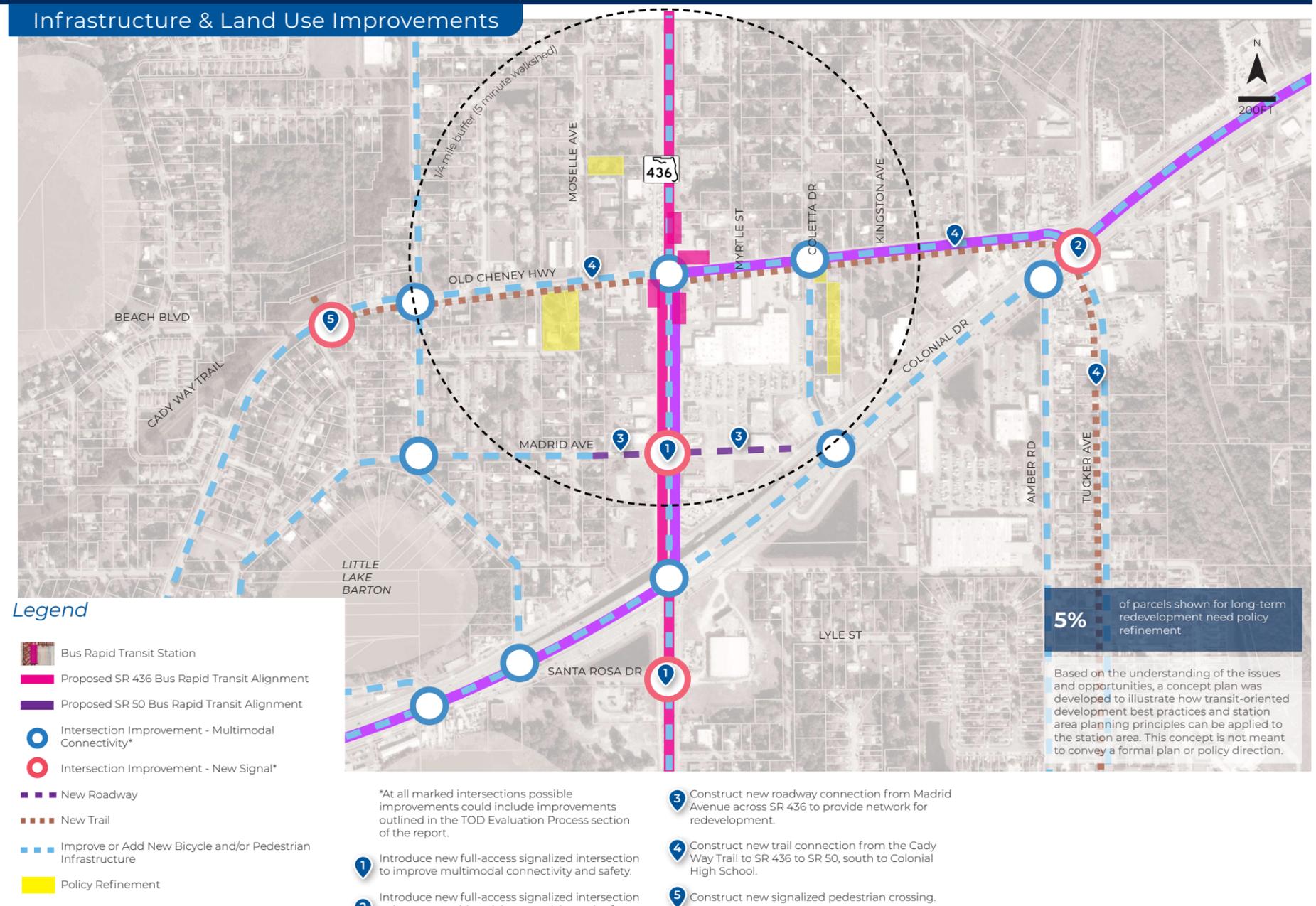
COLONIAL

Platform Location Alternatives



CONSIDERATIONS	STATION ALTERNATIVES			
	NB-A	SB-A	NB-B	SB-B
PROPOSED TRANSIT PLATFORM SIZE	17' x 80'	17' x 80'	17' x 80'	17' x 80'
ROW NEEDED	Yes, for all transit platform sizes	Yes, for all transit platform sizes	Yes, for all transit platform sizes	Yes, for all transit platform sizes
CONFLICT WITH BUSINESS SIGNS	No	No	Yes	No
CONFLICT WITH DRIVEWAYS	Yes	Yes	No	No
CONFLICT WITH UTILITIES	Yes, 2 utility poles	Yes, fiber optic cable, utility pole foundation	No	No
CONFLICT WITH DRAINAGE	No	No	No	No
PLATFORM LOCATION	Far side	Far side	Far side (proposed crossing), Near side (existing crossing)	Far side (proposed crossing), Near side (existing crossing)
DISTANCE TO NEAREST SIGNALIZED CROSSING	25' (existing crossing)	50' (existing crossing)	100' (proposed crossing) 700' (existing crossing)	300' (proposed crossing) 325' (existing crossing)
NEAR SHORT-TERM DEVELOPMENT POTENTIAL	Yes	No	Yes	No

Infrastructure & Land Use Improvements



Legend

- Bus Rapid Transit Station
- Proposed SR 436 Bus Rapid Transit Alignment
- Proposed SR 50 Bus Rapid Transit Alignment
- Intersection Improvement - Multimodal Connectivity*
- Intersection Improvement - New Signal*
- New Roadway
- New Trail
- Improve or Add New Bicycle and/or Pedestrian Infrastructure
- Policy Refinement

- 1 Introduce new full-access signalized intersection to improve multimodal connectivity and safety.
- 2 Introduce new full-access signalized intersection to improve multimodal connectivity and safety and to provide access for SR 50 BRT transit line.

- 3 Construct new roadway connection from Madrid Avenue across SR 436 to provide network for redevelopment.
- 4 Construct new trail connection from the Cady Way Trail to SR 436 to SR 50, south to Colonial High School.
- 5 Construct new signalized pedestrian crossing.

5% of parcels shown for long-term redevelopment need policy refinement

Based on the understanding of the issues and opportunities, a concept plan was developed to illustrate how transit-oriented development best practices and station area planning principles can be applied to the station area. This concept is not meant to convey a formal plan or policy direction.



TOD POLICY REVIEW



TOD POLICY REVIEW

Methodology

To evaluate the potential for TOD around station areas and understand what policy changes are needed to encourage TOD in the future, the study team reviewed the City of Orlando's zoning code and Orange County's Orange Code.¹

The policy review referenced industry TOD best practices including those from the following sources:

- Dittmar, H., Ohland, G., (2004). *The New Transit Town*. Island Press.
- City of Charlotte Unified Development Ordinances, (2023). *Article 13. Transit Oriented Development (TOD) Zoning Districts: TOD-TR, TOD-CC, TOD-NC, TOD-UC*. Part V. Centers Zoning Districts.
- Florida Department of Transportation and Department of Community Affairs, (2011). *A Framework for Transit Oriented Development in Florida*.

The study team summarized best practices into a policy review matrix and used it to assess existing zoning regulations for properties within a half-mile of each proposed station (Table 1 and Table 2). The TOD Policy review focused on the ability of existing policies to require, encourage, and support TOD as summarized by three principles: Land Use and Development, Community Design, and Mobility, Parking, and Access.

TOD Principles

LAND USE AND DEVELOPMENT

- **Encourage transit supportive land uses**—Allowing a mix of land uses vertically and horizontally, special trip attractors, a mix of housing types, multifamily housing, and higher building densities generate ridership and economic development to support transit construction, implementation, and operational costs.
- **Allow higher densities adjacent to the stations**—Setting standards for development densities—such as nonresidential floor-area ratio and the number of dwelling units per acre within the quarter- and half-mile areas around each station—helps establish a transit ridership base as well as create an active station area.
- **Protect existing established neighborhoods**—Develop in a manner that is sensitive to existing established residential neighborhoods. Transitioning building heights and development densities from lower intensity near existing residential areas to higher intensity adjacent to the transit station mitigates and minimizes negative impacts to established neighborhoods.
- **Promote affordable housing**—Protecting existing and incentivizing new affordable housing supports the local economy by increasing the available workforce for commercial activity near transit stations. Affordable housing near stations also gives access to people more likely to rely on transit: older adults, people with disabilities, and people with low incomes. To create an well-integrated station area that is resilient to market changes, affordable housing units should be indistinguishable from and incorporated with market-rate units.
- **Support existing small and local businesses**—Protect existing and encourage small local businesses as part of new TOD to support local needs and strengthen community character.

MOBILITY, PARKING, AND ACCESS

- **Design and build complete streets**—Sufficient pedestrian and bicycle facilities ensure robust connectivity and access across the community and to transit stations.
- **Optimize local street connections**—Requiring minimum intersection density and maximum block lengths—and discouraging the closure of existing streets and paths—helps create a walkable development pattern that supports multiple and efficient travel routes for pedestrians and bicyclists throughout the station area.
- **Create a “park-once” environment**—Placing shared parking facilities behind buildings fronting streets and establishing parking space maximums help support walkable community design. Requiring secure bicycle parking for commercial and public destinations in the station areas helps bicycling become a realistic and accessible mode of travel to access transit and station area amenities.

COMMUNITY DESIGN

- **Create safe and walkable developments**—Walkable communities with building entrances and windows that front the sidewalk support more “eyes on the street,” which can improve the feeling of community safety. Walkable communities also reduce walking distances for transit riders, encouraging transit use. Discouraging blank walls; encouraging windows and doors on ground floors facing the street; and varying building massing, textures, and materials create a visually interesting and vibrant public realm that feels safe and enjoyable to walk in. Well designed environments further extend the transit users’ “tolerable” walking and bicycling distances, expanding the potential catchment area for transit and therefore enhancing transit ridership.
- **Integrate open spaces**—Parks, plazas, and open spaces throughout the station area, built as public space or as part of private development, help contribute to the civic character of transit stations. Together with well-designed streets, they can incorporate trails and shared use paths that provide beautiful, calming, and interesting walks and bicycle rides for transit users. These open spaces can also be integrated into a station-area-wide stormwater retention and management facilities.
- **Create a street frontage that fits the context**—Carefully plan setbacks, landscaping, lighting, and sidewalk areas to create a sense of safety for pedestrians, particularly on multi-lane roads. Orient residential buildings toward less busy roads and provide access to side streets so that pedestrians have multiple walking routes. In the short term, SR 436 will remain a challenging walking environment, but there are opportunities for incremental improvements that will create momentum for large scale changes.

¹ Orange Code is Orange County's set of transect-based zoning and development guidelines, formed as part of the County's *Vision 2050* long-range comprehensive plan. Orange Code is in its final draft and is being reviewed and tested for adoption and implementation in 2025.

TOD POLICY REVIEW

The TOD policy review evaluated each zoning district based on the existing regulations' ability to support the TOD principles outlined on **page 108** and **page 109**. The review identifies the relevant sections of the zoning code for each TOD principle and evaluates whether the code is:

- Strongly supporting the TOD principle through well-defined standards;
- Silent or does not specifically address the TOD principle;
- Somewhat supports the principle by overall/general policies in the City or County's zoning code; or
- Does not support or is counter to the TOD principle.

LEVEL OF ALIGNMENT WITH TOD PRINCIPLE:

- Supports TOD Principle
- Silent
- General Policy
- Doesn't Support

Table 1. City of Orlando TOD Policy Readiness

EXISTING ZONING DISTRICTS	AC-N	AC-1	AC-2	AC-3	C	IG	IP	P	MU-1	O-1	O-2	PD	R-1	R-2	R-3A	R-3B
	NEIGHBORHOOD ACTIVITY CENTER	COMMUNITY ACTIVITY CENTER	URBAN ACTIVITY CENTER	METROPOLITAN ACTIVITY CENTER	CONSERVATION / WATER	GENERAL INDUSTRIAL	INDUSTRIAL PARK	PUBLIC USE	MEDIUM INTENSITY MIXED USE CORRIDOR	LOW INTENSITY OFFICE RESIDENTIAL	MEDIUM INTENSITY OFFICE RESIDENTIAL	PLANNED DEVELOPMENT	ONE FAMILY RESIDENTIAL	ONE TO TWO FAMILY RESIDENTIAL	LOW INTENSITY DEVELOPMENT	MEDIUM INTENSITY DEVELOPMENT
IS IT TOD READY?	✓	✓	✓	✓	N/A	✗	✗	N/A	✓	✗	✗	✗	N/A	✗	✗	✗
LAND USE & DEVELOPMENT																
1. ENCOURAGE TRANSIT SUPPORTIVE LAND USES.																
Encourage a mix of uses within the same parcel and within the same building.		Sec. 58.341							Sec. 58.271							
Encourage active uses such as restaurants and retail on the ground floor of buildings that front sidewalks.		Sec. 58.1103							Sec. 58.1103							
Encourage special transit trip attractors and generators (e.g., government offices, educational facilities, community centers, and stadiums) to locate adjacent to the station.		Sec. 58.341							Sec. 58.271							
Encourage a mix of housing types (e.g., walk up apartments, town houses, and live/work units, etc.).															Sec. 58.241	
Encourage development of multifamily housing integrated with other uses.		Sec. 58.1103							Sec. 58.1103							
2. ALLOW HIGHER DENSITIES ADJACENT TO STATIONS.																
Within a quarter-mile area, have a minimum of net non-residential FAR of 1.5.																
Within a quarter-mile area, have a minimum net residential density of 15 DU/AC.		FG*1C.LDC							FG*1B.LDC							
Within a half-mile area, have a minimum of net non-residential FAR of 1.0																
Within a half* mile area, have a minimum net residential density of 8 DU/AC.		FG*1C.LDC							FG*1B.LDC							FG*1A.LDC

TOD POLICY REVIEW

Table 1. City of Orlando TOD Policy Readiness Continued

LEVEL OF ALIGNMENT WITH TOD PRINCIPLE: ■ Supports TOD Principle ■ Silent ■ General Policy ■ Doesn't Support

EXISTING ZONING DISTRICTS	AC-N	AC-1	AC-2	AC-3	C	IG	IP	P	MU-1	O-1	O-2	PD	R-1	R-2	R-3A	R-3B
	NEIGHBORHOOD ACTIVITY CENTER	COMMUNITY ACTIVITY CENTER	URBAN ACTIVITY CENTER	METROPOLITAN ACTIVITY CENTER	CONSERVATION / WATER	GENERAL INDUSTRIAL	INDUSTRIAL PARK	PUBLIC USE	MEDIUM INTENSITY MIXED USE CORRIDOR	LOW INTENSITY OFFICE RESIDENTIAL	MEDIUM INTENSITY OFFICE RESIDENTIAL	PLANNED DEVELOPMENT	ONE FAMILY RESIDENTIAL	ONE TO TWO FAMILY RESIDENTIAL	LOW INTENSITY DEVELOPMENT	MEDIUM INTENSITY DEVELOPMENT
3. PROTECT EXISTING ESTABLISHED NEIGHBORHOODS.																
Require building heights and density to step down adjacent to existing residential neighborhoods.	Sec. 62.408(b)(3)					Sec. 62.408(b)(3)										
Mitigate for noise and light impacts from commercial uses adjacent to existing residential neighborhoods.	Sec. 60.218.						Sec. 60.218.									
4. PROMOTE AFFORDABLE HOUSING.																
Incentivize inclusion of affordable housing in new developments, including density bonuses, fee waivers, expedited review process, etc.		Sec. 58.1133								Sec. 58.1133					Sec. 58.1133	
Protect existing affordable housing stock and/or allow for development to replace existing affordable housing that may be impacted by new development.		Sec. 67.301								Sec. 67.301					Sec. 67.301	
Create design guidelines for inclusionary units to ensure that they are indistinguishable in appearance from market rate units.		Sec. 67.600								Sec. 67.600					Sec. 67.600	
COMMUNITY DESIGN (INCLUDING SITE DESIGN, LOT LAYOUT, BUILDING DESIGN)																
5. CREATE SAFE AND WALKABLE DEVELOPMENTS.																
Require building entrances to front primary streets.		Sec. 62.408								Sec. 62.408						Sec. 62.408
Require a maximum "build-to" distance.		Sec. 62.408							Sec. 62.408			Sec. 62.408				Sec. 62.408
Discourage "blank walls" and encourage windows and doors at ground level as well as having variety in building massing, texture, and materials.																
Incorporate active ground floor uses into parking structures on key "pedestrian-oriented" streets.		Sec. 62.631														
Incentivize high-quality pedestrian amenities and streetscape elements (seating, street trees, wayfinding, pedestrian lighting, etc.).		Sec. 62.408								Sec. 62.408			Sec. 62.408		Sec. 62.408	
Minimize interruptions to sidewalks by requiring shared driveways/cross access easements and minimizing driveway widths.		Sec. 62.408								Sec. 62.408						Sec. 62.408

TOD POLICY REVIEW

Table 1. City of Orlando TOD Policy Readiness Continued

LEVEL OF ALIGNMENT WITH TOD PRINCIPLE: ■ Supports TOD Principle □ Silent ■ General Policy ■ Doesn't Support

EXISTING ZONING DISTRICTS	AC-N	AC-1	AC-2	AC-3	C	IG	IP	P	MU-1	O-1	O-2	PD	R-1	R-2	R-3A	R-3B
	NEIGHBORHOOD ACTIVITY CENTER	COMMUNITY ACTIVITY CENTER	URBAN ACTIVITY CENTER	METROPOLITAN ACTIVITY CENTER	CONSERVATION / WATER	GENERAL INDUSTRIAL	INDUSTRIAL PARK	PUBLIC USE	MEDIUM INTENSITY MIXED USE CORRIDOR	LOW INTENSITY OFFICE RESIDENTIAL	MEDIUM INTENSITY OFFICE RESIDENTIAL	PLANNED DEVELOPMENT	ONE FAMILY RESIDENTIAL	ONE TO TWO FAMILY RESIDENTIAL	LOW INTENSITY DEVELOPMENT	MEDIUM INTENSITY DEVELOPMENT
6. DEVELOP COMMUNITY PARKS AND OPEN SPACES.																
Encourage development of publicly accessible community parks, plazas, and other open spaces as part of development larger than 3 acres.			Sec. 59.205								Sec. 59.205					
Encourage integration of stormwater facilities as part of parks and open space.			Sec. 60.144								Sec. 60.144					
Link community parks and open spaces with area multi-use trails and sidewalks and provide direct connections to the transit station.																
Allow or encourage area wide water retention facilities instead of single parcel water retention ponds (stormwater master plan).			Sec. 63.271								Sec. 63.271					
MOBILITY, PARKING & ACCESS																
7. ENHANCE THE CONNECTIVITY OF THE STREET NETWORK.																
Require minimum intersection density, maximum block lengths, or maximum block perimeters for development parcels larger than 3 acres.			Sec. 61.221(b)								Sec. 61.221(b)					
Discourage closing of existing streets and pedestrian paths.			Sec. 61.261, Sec. 54.47								Sec. 61.261, Sec. 54.47					
8. CREATE A MULTIMODAL STREET ENVIRONMENT, PRIORITIZING PEDESTRIAN CONNECTIONS, ESPECIALLY ON IMPORTANT STREETS.																
Develop complete streets with pedestrian and bicycle facilities along important pedestrian streets.			Sec. 61.250, Sec. 61.227								Sec. 61.250, Sec. 61.227					
Require pedestrian access from public street to front door.			Sec. 61.263								Sec. 61.263					
Require continuous sidewalks across driveway aprons.			Sec. 61.302(C)(5)								Sec. 61.302(C)(5)					
Require on-site bicycle parking for commercial uses and public destinations.			Sec. 61.332, Sec. 61.332(e)								Sec. 61.332, Sec. 61.332(e)					
9. INTEGRATE PARKING APPROPRIATELY INTO SITE AND BUILDING DESIGN.																
Require parking facilities to be behind buildings fronting primary streets.			Sec. 62.630													
Encourage shared-use parking facilities ("park once" environment).			Sec. 61.303							Sec. 61.303						
Reduce regulatory parking requirements and provide parking maximums.			Sec. 61.323							Sec. 61.323						
Minimize large surface parking lots and along key pedestrian streets near transit stations.																

TOD POLICY REVIEW

Table 2. Orange County Policy Review

LEVEL OF ALIGNMENT WITH TOD PRINCIPLE: ■ Supports TOD Principle ■ General Policy ■ Silent ■ Doesn't Support

EXISTING ZONING REGULATIONS	CZ-CF	CZ-OS	P-D	SZ-ED	SZ-MH	T3.2	T3.3	T4.1	T4.2	T4.3	T5.1	T5.2	T5.3
	CIVIC ZONE - COMMUNITY FACILITY	CIVIC ZONE - OPEN SPACE	FLEXIBLE ZONING DISTRICT	SPECIAL ZONE - EDUCATION	SPECIAL ZONE - MOBILE HOME PARKS	SUBURBAN RESIDENTIAL	SUBURBAN RESIDENTIAL	GENERAL URBAN	GENERAL URBAN	GENERAL URBAN	URBAN CENTER	URBAN CENTER	URBAN CENTER
IS IT TOD READY?	✗	N/A	✗	N/A	N/A	N/A	N/A	✗	✗	✓	✓	✓	✓
LAND USE & DEVELOPMENT													
1. ENCOURAGE TRANSIT-SUPPORTIVE LAND USES.													
Encourage a mix of uses within the same parcel and within the same building.		✗		✗							Article 3: Zone Standards		
Encourage active uses such as restaurants and retail on the ground floor of buildings that front sidewalks.		✗											
Encourage special transit trip attractors and generators (e.g., government offices, educational facilities, community centers, and stadiums) to locate adjacent to the station.		✗		Article 3-2.3(5)									
Encourage a mix of housing types (e.g., walk-up apartments, town houses, and live/work units, etc.).		✗						Article 3: Primary Zones Described					
Encourage development of multi-family housing integrated with other uses.		✗								Article 3: Zone Standards			
2. ALLOW HIGHER DENSITIES IMMEDIATELY AROUND STATIONS.													
Within a quarter-mile area, have a minimum of net non-residential FAR of 1.5.	CZ-CF Building Intensity	✗									T5.1 Building Intensity	T5.2 Building Intensity	T5.3 Building Intensity
Within a quarter-mile area, have a minimum net residential density of 15 DU/AC.	✗	✗			SZ-MH Building Intensity			T4.1 Building Intensity	T4.2 Building Intensity	T4.3 Building Intensity	T5.1 Building Intensity	T5.2 Building Intensity	T5.3 Building Intensity
Within a half-mile area, have a minimum of net non-residential FAR of 1.0	CZ-CF Building Intensity	✗									T5.1 Building Intensity	T5.2 Building Intensity	T5.3 Building Intensity
Within a half-mile area, have a minimum net residential density of 8 DU/AC.	✗	✗			SZ-MH Building Intensity	T3.2 Building Intensity	T3.3 Building Intensity	T4.1 Building Intensity	T4.2 Building Intensity	T4.3 Building Intensity	T5.1 Building Intensity	T5.2 Building Intensity	T5.3 Building Intensity
3. DEVELOP IN A MANNER THAT IS SENSITIVE TO EXISTING ESTABLISHED RESIDENTIAL NEIGHBORHOODS.													
Require building heights and density to step down adjacent to existing residential neighborhoods.	Article 3-3.5, Article 1-1.2				Article 3-3.5, Article 1-1.2								
Mitigate for noise and light impacts from commercial uses adjacent to existing residential neighborhoods.				Article 3-2.5 - 3(d)(ii)									

TOD POLICY REVIEW

Table 2. Orange County Policy Review Continued

LEVEL OF ALIGNMENT WITH TOD PRINCIPLE: ■ Supports TOD Principle ■ Silent ■ General Policy ■ Doesn't Support

EXISTING ZONING REGULATIONS	CZ-CF	CZ-OS	P-D	SZ-ED	SZ-MH	T3.2	T3.3	T4.1	T4.2	T4.3	T5.1	T5.2	T5.3
	CIVIC ZONE - COMMUNITY FACILITY	CIVIC ZONE - OPEN SPACE	FLEXIBLE ZONING DISTRICT	SPECIAL ZONE - EDUCATION	SPECIAL ZONE - MOBILE HOME PARKS	SUBURBAN RESIDENTIAL	SUBURBAN RESIDENTIAL	GENERAL URBAN	GENERAL URBAN	GENERAL URBAN	URBAN CENTER	URBAN CENTER	URBAN CENTER
4. PROVIDE FOR NEW AND PROTECT EXISTING AFFORDABLE/WORKFORCE HOUSING.													
Incentivize inclusion of affordable housing in new developments, including density bonuses, fee waivers, expedited review process, etc.													
Protect existing affordable housing stock and/or allow for development to replace existing affordable housing that may be impacted by new development.						Article 4-5.1(1) ADU permitted as affordable housing							
Create design guidelines for inclusionary units to ensure that they are indistinguishable in appearance from market-rate units.													
COMMUNITY DESIGN (SITE DESIGN, LOT LAYOUT, BUILDING DESIGN)													
5. URBAN DESIGN SHOULD CONTRIBUTE TO CREATING A WALKABLE ENVIRONMENT, PARTICULARLY ON KEY PEDESTRIAN STREETS CONNECTING TO STATIONS.													
Require building entrances to front primary streets.													
Require a maximum "build-to" distance.													
Discourage "blank walls" and encourage windows and doors at ground level as well as having variety in building massing, texture, and materials.	Article 3-3.6(5)(g)				Article 3-3.6(5)(g)								
Consider incorporating active ground floor uses into parking structures on key "pedestrian-oriented" streets.								*Additional Standards Required		Article 3-3.3(3)(iv)			
Incentivize high-quality pedestrian amenities and streetscape elements (seating, street trees, wayfinding, pedestrian lighting, etc.).	Article 5-2.4				Article 5-2.4								
Minimize interruptions to sidewalks by requiring shared driveways/cross access easements and minimizing driveway widths.	Article 3-4.3(4)				Article 3-4.3(4)								
6. DEVELOP COMMUNITY PARKS AND OPEN SPACES.													
Encourage development of publicly accessible community parks, plazas, and other open spaces as part of development larger than 3 acres.	Article 5-1.2(6)				Article 5-1.2(6)								
Encourage integration of stormwater facilities as part of parks and open space.	Article 5-4.2(3)				Article 5-4.2(3)								
Link parks and open spaces with area multi-use trails and sidewalks and provide direct connections to the transit station.	Article 5-4.1(4)				Article 5-4.1(4)								
Allow or encourage area-wide water retention facilities instead of single-parcel water retention ponds (stormwater master plan).	Article 5-4.2(3)				Article 5-4.2(3)								

TOD POLICY REVIEW

Table 2. Orange County Policy Review Continued

LEVEL OF ALIGNMENT WITH TOD PRINCIPLE: ■ Supports TOD Principle ■ Silent ■ General Policy ■ Doesn't Support

EXISTING ZONING REGULATIONS	CZ-CF	CZ-OS	P-D	SZ-ED	SZ-MH	T3.2	T3.3	T4.1	T4.2	T4.3	T5.1	T5.2	T5.3
	CIVIC ZONE - COMMUNITY FACILITY	CIVIC ZONE - OPEN SPACE	FLEXIBLE ZONING DISTRICT	SPECIAL ZONE - EDUCATION	SPECIAL ZONE - MOBILE HOME PARKS	SUBURBAN RESIDENTIAL	SUBURBAN RESIDENTIAL	GENERAL URBAN	GENERAL URBAN	GENERAL URBAN	URBAN CENTER	URBAN CENTER	URBAN CENTER
MOBILITY, PARKING, & ACCESS													
7. ENHANCE THE CONNECTIVITY OF THE STREET NETWORK.													
Require minimum intersection density, maximum block lengths, or maximum block perimeters for development parcels larger than 3 acres.	Article 5-1.1(3)(c)			Article 5-1.1(3)(c)									
Discourage closing of existing streets and pedestrian paths.	Article 2-3.7(3)(a)			Article 2-3.7(3)(a)									
8. CREATE A MULTIMODAL STREET ENVIRONMENT, PRIORITIZING PEDESTRIAN CONNECTIONS, ESPECIALLY ON IMPORTANT STREETS.													
Develop complete streets with pedestrian and bicycle facilities along important pedestrian streets.	Article 5-2.2(4)(a), 5-2.7			Article 5-2.2(4)(a), 5-2.7									
Require pedestrian access from public street to front door.	Article 3-4.5(6)			Article 3-4.5(6)									
Require continuous sidewalks across driveway aprons.	Article 3-4.3(4)			Article 3-4.3(4)									
Require on-site bicycle parking for commercial uses and public destinations.	Table 3-4(10)			Table 3-4(10)									
9. INTEGRATE PARKING APPROPRIATELY IN SITE AND BUILDING DESIGN.													
Require parking facilities to be behind buildings fronting primary streets.	Article 3-3.3, 3-3.3(3)			Article 3-3.3, 3-3.3(3)									
Encourage shared-use parking facilities ("park-once" environment).	Article 3-4.5(4)			Article 3-4.5(4)									
Reduce regulatory parking requirements and consider parking maximums.	Table 3-4(1), 3-4.2(3)			Table 3-4(1), 3-4.2(3)									
Minimize large surface parking lots and along key pedestrian streets near transit stations.	Article 3-4.5(1)(a), 3-4.5(6)(e)			Article 3-4.5(1)(a), 3-4.5(6)(e)									

TOD POLICY REVIEW

Table 3. Zoning by Station Area

1 LEE VISTA

CITY OF ORLANDO	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-3	AC-3
-	AC-2
-	I-G
-	I-P
-	R-3B
-	P
-	C

2 HOFFNER

CITY OF ORLANDO		ORANGE COUNTY	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA	ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-1	AC-1	T5.2	T5.2
-	AC-N	T5.1	T5.1
I-P	I-P	T4.1	T4.1
-	R-3A	T3.3	T3.3
-	R-3B	-	T3.3M
PD	PD	-	P-D
C	C	-	-

3 GATLIN-PERSHING

CITY OF ORLANDO		ORANGE COUNTY	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA	ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-1	AC-1	-	T4.3
R-3B	R-3B	-	T4.1
O-1	O-1	-	T3.2
O-2	O-2	-	SZ-ED
-	P	-	CZ-OS
-	C	-	P-D
-	-	-	SZ-MH

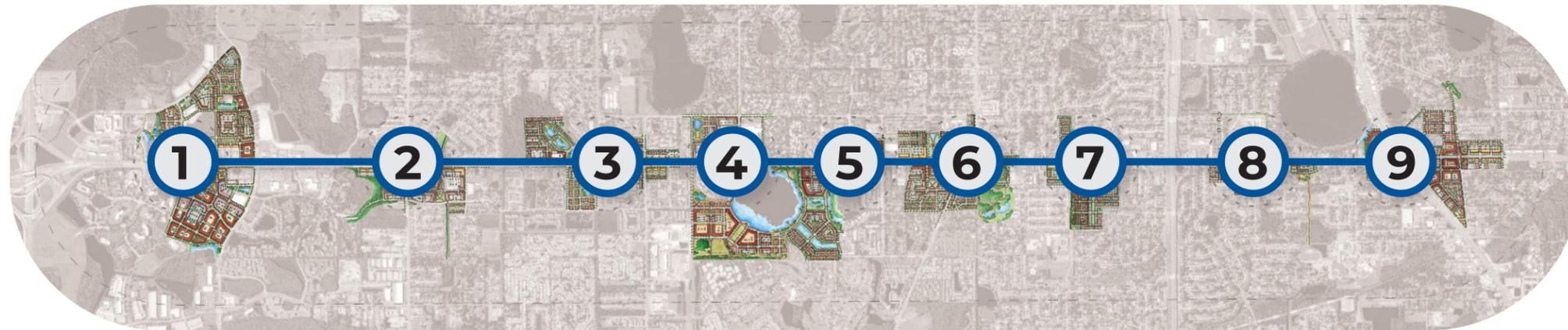
4 LAKE FREDRICA

CITY OF ORLANDO		ORANGE COUNTY	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA	ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-1	AC-1	T5.2	T5.2
-	R-3A	-	T4.1
R-3B	R-3B	T4.3	T4.3
O-2	O-2	-	T3.2
-	PD	-	-
-	P	-	-
C	C	-	-

5 MICHIGAN

CITY OF ORLANDO	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-2	AC-2
AC-N	AC-N
-	R-1AA
R-3A	R-3A
R-3B	R-3B
O-1	O-1
O-2	O-2
-	PD
-	P
C	C

ORANGE COUNTY	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
-	T3.2



6 CURRY FORD

CITY OF ORLANDO	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-2	AC-2
-	R-1A
-	R-3A
R-3B	R-3B
MU-1	MU-1
O-1	O-1
-	O-2
-	PD
C	C

7 ENGELWOOD

CITY OF ORLANDO	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-1	AC-1
R-1A	R-1A
R-3A	R-3A
R-3B	R-3B
MU-1	MU-1
O-1	O-1
-	O-2
PD	PD
P	P
-	C

8 AZALEA PARK

CITY OF ORLANDO		ORANGE COUNTY	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA	ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
AC-1	AC-1	T5.2	T5.2
R-1A	R-1A	T4.1	T4.1
R-3A	R-3A	T4.3	T4.3
R-3B	R-3B	T3.3	T3.3
MU-1	MU-1	T3.2	T3.2
O-1	O-1	-	-
P	P	-	-
C	C	-	-

9 COLONIAL
(SR 436 & Old Cheney)

CITY OF ORLANDO	
ZONING WITHIN 1/4 MILE OF STATION AREA	ZONING WITHIN 1/2 MILE OF STATION AREA
T5.2	T5.2
T4.3	T4.3
-	T4.2
T4.1	T4.1
T3.2	T3.2
P-D	P-D
-	CZ-CF

Findings

The TOD policy review revealed that several of the City and the County's zoning regulations already strongly support TOD, and many of the general policies in each of the jurisdiction's codes align with TOD. There are areas where the City and the County can refine existing policies to be more specific and directly address the principles of TOD so these can require and/or encourage future development to be more transit and TOD supportive.

CITY OF ORLANDO

The team's policy review showed that City of Orlando Activity Centers (AC) and Mixed Use (MU) zones support TOD and that existing policies regulating these zones could be modified to fully support TOD principles. For example, the AC zoning categories could be updated to include nonresidential density minimums near the half-mile walksheds around transit stations.

Orlando's existing zoning policies would benefit from more specific regulations—such as site design policies regulating lot layout, parking placement, or encouraging shared stormwater or parking facilities—that support TOD and transit-supportive densities.

More broadly, the City should consider updating non-transit-supportive single-use zoning categories, such as industrial zoning, within station areas to allow mixed land uses within the same parcel and within the same building. Specifically, the City should consider requiring or incentivizing active ground floors uses and promoting design standards that bring building frontages closer to the sidewalk to allow easy access by pedestrians and bicyclists.

All of these recommendations help to support the communities' vision for more multimodal connections and expanded housing choices. They also provide more density for housing near transit helping to ease pressures that make housing unaffordable or insecure.

ORANGE COUNTY

The team found that the Orange Code's General Urban (T4.3) and Urban Center (T5.1, T5.2, T5.3) transects are most supportive of TOD. Orange Code supports design principles that create walkable communities across each of the transects. The County should consider encouraging a greater mix of housing types and densities within suburban transects near proposed station areas. Additionally, the County should consider offering incentives for active ground floor commercial uses in mixed-use buildings and for developers of future community assets and transit trip attractors (such as community centers and educational facilities) to locate their developments within station areas.

City of Orlando TOD Impact Fee Credit Reduction:

The City of Orlando currently offers a 15% impact fee credit reduction for areas within a 1/4 mile walk of LYMMO BRT stations and SunRail Stations (Sec. 56.23). A similar impact fee credit reduction could be offered along SR 436 within a 1/4 mile buffer of each of the transit stations within the City of Orlando to encourage and incentivize TOD.

NEXT STEPS



NEXT STEPS

To make BRT along SR 436 a reality, agencies must work together to collectively implement supportive infrastructure, land use, and transit service strategies. To get there:

The City of Orlando and Orange County should consider **refining their zoning code** to be TOD supportive where noted in the **TOD Policy Review** section of this report.



The City of Orlando and Orange County should consider **working with the development community** to attract developers of higher-intensity, mixed-use development similar to those outlined in the Station Area Concepts section of the report.

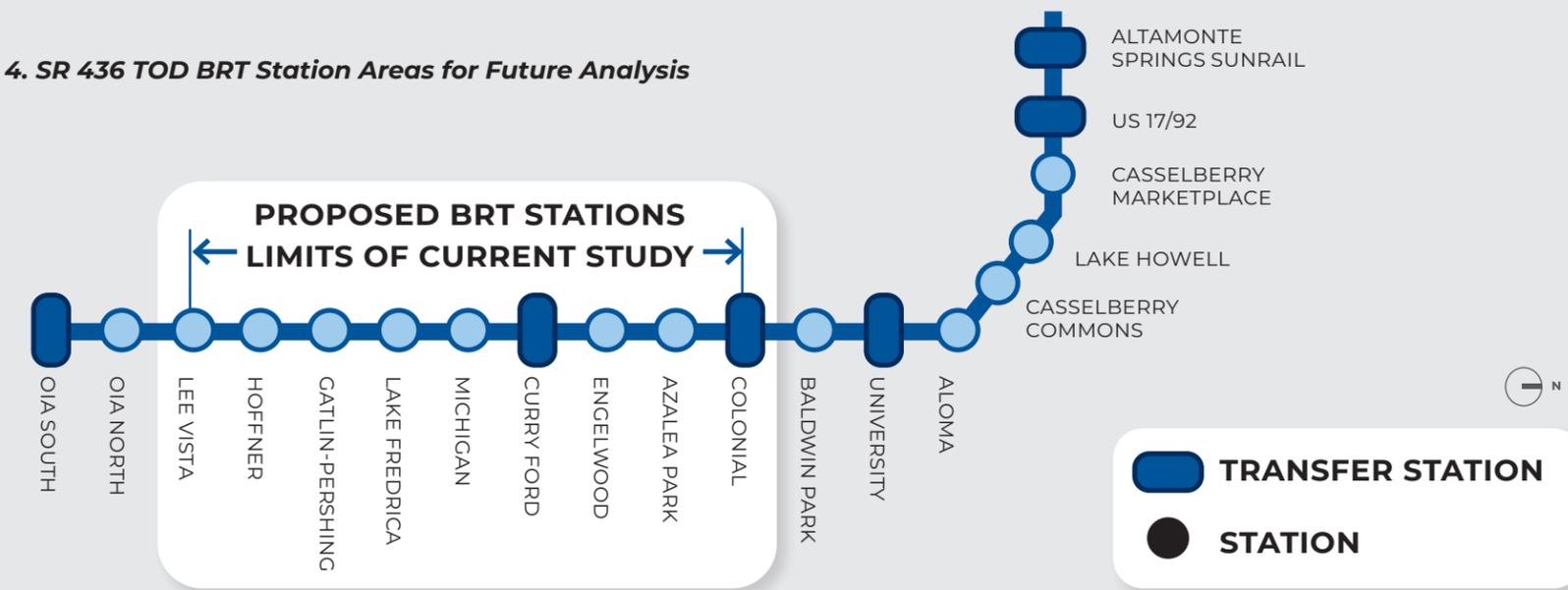
FDOT, the City of Orlando, and Orange County should consider investing in intersection improvements, new signals, new roadways, new trails, and improving and/or adding **bicycle and pedestrian infrastructure**. They should work with MetroPlan Orlando to prioritize and fund these projects.



The City of Orlando, Orange County, FDOT, MetroPlan Orlando, ECFRPC, and LYNX should consider to continue to **collaborate to seek funding** and invest in the next steps of **implementing SR 436 BRT**, which include the preliminary engineering, design, and construction of transit stations, as well as signal, roadway, sidewalk, and trail upgrades for this new transit service. For the segment north of SR 50, they should work with other municipal partners, including Seminole County, the City of Casselberry, and the City of Altamonte Springs to develop funding strategies.

LYNX, the City of Orlando, Orange County, Seminole County, the City of Casselberry, and the City of Altamonte Springs should conduct a similar **TOD evaluation** for the remaining 15 proposed station areas along the corridor (shown in **Figure 4**).

Figure 4. SR 436 TOD BRT Station Areas for Future Analysis



The following sections outline specific recommendations for land use and infrastructure that were developed in **Station Area Concepts** section of the report that will help the nine station areas become more transit-ready and thriving TOD areas.

Land Use

Refine Zoning

To support future TOD and the proposed station area concepts, zoning must be updated. To determine which parcels must be updated, the study team conducted a parcel-by-parcel analysis of current zoning within a quarter-mile of each station. **Appendix G** lists the station areas that should consider a zoning refinement.



The City and the County can employ a menu of tools to refine zoning regulations to support TOD. These options include:

- Updating City and County comprehensive plans to reflect long-term TOD goals for SR 436, including aligning future land use to future TOD zoning policy.
- Updating specific zoning categories to further strengthen their ability to encourage TOD development patterns and uses (see also **TOD Policy Review** section of the report).
- Provide impact credit fee reductions for TOD around the nine station areas.

- Adopting overlay zoning and regulations over existing zoning districts to introduce more specific controls for properties within a half-mile or more of station areas without changing the underlying zoning.
- Use form-based code (similar to Orange Code) to emphasize buildings' physical form and their relationship to streets and public spaces.
- Rezone specific parcels to TOD-supportive zoning categories to allow for mixed-use developments and increased density. Should the City and the County decide to rezone, **Appendix G** also identifies the potential alternative TOD-supportive zoning categories for both the City of Orlando and Orange County.¹
- Adopt or expand incentive zoning, such as increased density or reduced parking requirements, in exchange for providing benefits like affordable housing, green spaces, or direct connections to transit.
- Use of planned unit developments to encourage transit-supportive design and land use regulations near station areas.

¹ The table includes parcel identification numbers and parcel owner information sourced from the Orange County Property Appraiser.

NEXT STEPS

Engage the Development Community

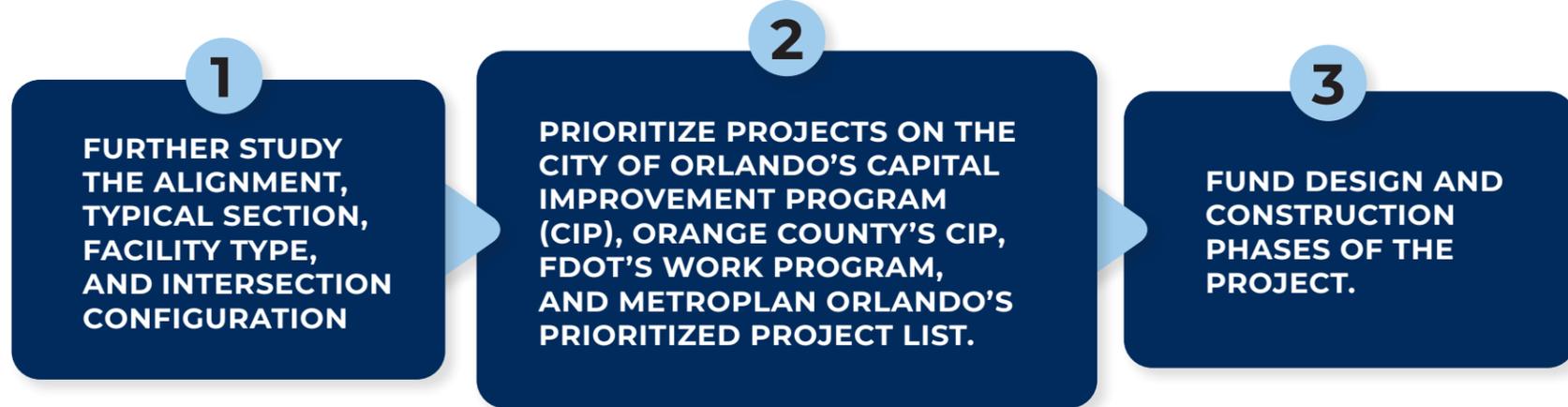
The City and County can also bolster their existing processes to provide guidance/education or design assistance to property owners and developers to encourage them to consider TOD-supportive development patterns and uses. This assistance can be in the form of targeted development response sessions during permitting and development reviews or focus group discussions with members of the development community and property owners along the corridor. Additionally, the City and the County can create regular forums for the development community to hear about opportunities along SR 436 and updates to the SR 436 TOD and transit initiatives.



Transportation Infrastructure

Transportation infrastructure improvements are needed around each station area to provide a foundation for redevelopment and to improve safety and comfort for people who walk and bike. The study team developed infrastructure improvement plans to identify new streets and new bicycle and pedestrian facility connections that could provide walking and biking connections that feel safe and comfortable for transit users. **Appendix H** outlines recommended infrastructure improvements and the agency primarily responsible for each roadway's maintenance.

There are three main next steps for each recommendation:



SR 436 BRT

Preliminary engineering, design, and construction of transit stations and BRT lanes and TOD planning at other station areas are needed along SR 436. The project is listed as operational in LYNX's FY 2033 Transit Development Plan, delayed from FY 2026 due to funding constraints, but may advance if funding becomes available. This study and community coordination supports a comprehensive planning process by preparing the corridor for premium transit service once funding is secured.

Community Engagement



Continued collaboration with community members and transit champions will be vital to the implementation of the land use and infrastructure recommendations for SR 436 developed during this study. Some key groups critical to advancing the design and construction of BRT as well as transit-supportive development include businesses owners and workers, real estate developers, community members, and elected officials and agency staff. Here are some ways LYNX, the City of Orlando, and Orange County can keep those groups engaged and invested:

COMMUNITY MEMBERS

- Use strategies like social media, grassroots public events, and small group meetings to keep the public informed about the BRT project.
- Continue to gather feedback on land use and infrastructure changes proposed from this study.
- Engage community groups by increasing awareness of TOD's benefits, transit, and the potential for SR 436 BRT that will empower them to advocate for the implementation of SR 436 BRT with their elected and appointed leaders.

BUSINESS OWNERS AND WORKERS

- Conduct regular small group and one-on-one sessions with business owners along the corridor.
- Prioritize those who have businesses closest to proposed stations and within the phase-one illustrative station area concepts (See **Station Area Concepts** section) and have properties that are more likely to redevelop sooner.
- Empower business owners, workers, and the larger business community to advocate for SR 436 BRT with their elected and appointed leaders. Engage them through their main street and community meetings and provide education, information, and resources on the BRT project and benefits of TOD.

PROPERTY OWNERS

- Continue to engage with property owners to raise awareness for redevelopment opportunities along SR 436, the benefits of TOD, and updates to the BRT project.
- Engage developers through permitting processes and other regular City and development meetings.

ELECTED OFFICIALS AND AGENCY STAFF

- Educate and empower elected officials and agency decision-makers at the City of Orlando, Orange County, FDOT, MetroPlan Orlando, and ECFRPC to advocate for and prioritize the land use and infrastructure improvements identified in this study. Provide regular briefings and equip leaders with timely information, updates, and speaking points related to SR 436 BRT and the impact of TOD.
- Engage them through regular council, commission, board workshops/meetings and strategize next steps to fund the design and construction of BRT along SR 436.



Photo Source: Kittelson & Associates, Inc.

NEXT STEPS

Funding for BRT Design and Construction

The land use and infrastructure improvements identified in this study are being done to support the future implementation of BRT along SR 436 from Orlando International Airport to Altamonte Springs SunRail station. The next steps for the BRT project are to procure funding for BRT design, construction, and operations. This effort will likely involve securing local and State funding and applying for federal funding from the Federal Transit Administration (FTA) through their Capital Investment Grants (CIG) programs.



Funding is one of the largest barriers to TOD and BRT implementation along SR 436. Below are some potential funding opportunities for TOD, affordable housing, and design and construction of BRT along SR 436.

ORANGE COUNTY TRANSPORTATION TAX

Acquiring a dedicated funding source for transportation improvements throughout Orange County could help provide critical funding for the SR 436 BRT and other improvements throughout the county. This money could directly fund the project or be used as a match to be more competitive in acquiring federal grants.

FEDERAL GRANTS FOR TOD REDEVELOPMENT AND AFFORDABLE HOUSING¹

- **Low-Income Housing Tax Credit (LIHTC)**—Administered by the Internal Revenue Service, this program provides tax credits to developers to build or rehabilitate affordable rental housing for low-income households.
- **Community Development Block Grants (CDBG)**—Administered by the United States Department of Housing and Urban Development (HUD), the City of Orlando, and Orange County, these grants fund housing rehabilitation, infrastructure, and economic development projects, including those that support affordable housing and TOD.
- **Choice Neighborhoods Initiative**—Administered by HUD, this initiative offers grants for the redevelopment of distressed public and HUD-assisted housing, supporting mixed-income communities with access to transit, jobs, and services.
- **HOME Investment Partnership Program**—Administered by HUD, the City of Orlando, and Orange County, this program provides grants to States and local governments to build, buy, or rehabilitate affordable housing and support homeownership for low-income households.
- **Emergency Solutions Grant (ESG)**—Administered by HUD, the City of Orlando, and Orange County, these grants fund emergency shelters, homelessness prevention efforts, and rapid rehousing programs to help individuals and families experiencing or at risk of homelessness.
- **State Housing Initiatives Partnership (SHIP) Program**—Administered by the State of Florida, this program provides flexible funding to local governments for affordable housing development, homebuyer assistance, and rental assistance programs.

FEDERAL GRANTS FOR BRT DESIGN AND CONSTRUCTION²

- **Capital Investment Grants (CIG)**—Administered by the FTA, these grants provide design and construction funding for major transit capital projects, including new BRT systems. A project similar to SR 436 BRT will likely align most with FTA's Small Starts CIG program.
- **Surface Transportation Block Grant (STBG) Program**—Administered by FHWA, the State of Florida, and MPOs, these grants offer flexible funding for transportation projects, including transit capital improvements, complete streets projects, and projects that implement multimodal infrastructure on major roadways.
- **Better Utilizing Investments to Leverage Development (BUILD) Grants**—Administered by USDOT, these are competitive grants for the planning, design, and construction of road, rail, transit, and port projects that improve safety, equity, and sustainability. BRT and TOD infrastructure can qualify for BUILD grants.
- **Section 5339 Bus and Bus Facilities**—Administered by the FTA, this program provides grants for bus purchases, fleet modernization, and the construction of bus-related facilities, such as stations and maintenance centers.

FLORIDA STATE GRANTS FOR TRANSIT AND TOD

- **County Incentive Grant Program (CIGP)**—Created by the state to improve a transportation facility, including transit which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS, per Section 339.2817, Florida Statutes.
- **Transportation Regional Incentive Program (TRIP)**—Created by the state to improve regionally significant transportation facilities to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The state will pay up to 50 percent of the non-federal share of project costs for public transportation facility projects.
- **Intermodal Development Program**—The state provides funding for major capital investments in fixed-guideway transportation systems; access to seaports, airports and other transportation terminals; and construction of intermodal or multimodal terminals.
- **FDOT New Starts Program (NSTP)**—Established to assist local governments in developing and constructing fixed-guideway and bus rapid transit projects and to leverage State of Florida funds to generate local transportation revenues and secure FTA New Starts Program funding for Florida projects. FDOT's NSTP will follow the selection guidelines of the FTA Section 5309 New Starts Program. Proposed projects should have political support, be included in local plans, and have a dedicated funding commitment. To receive funding, a project must have either a Record of Decision (ROD) from the Federal Transit Administration or a Finding of No Significant Impact (FONSI).
- **Public Transit Service Development Program**—This program funds new or innovative technique or measure to improve or expand public transit services. Service Development Projects are subject to specified times of duration, but no more than three years. If determined to be successful, projects funded by Service Development Program must be continued by the transit agency without additional Public Transit Service Development Program funds.

¹ Grant programs outlined are those available from the Federal and State sources at the time of the study.

² Grant programs outlined are those available from the Federal and State sources at the time of the study.

APPENDICES

Appendix A SR 436 Transit Study

Appendix B SR 436 TOD Existing Conditions and TOD Readiness

Appendix C Semoran Boulevard Vision Plan and Specifications

Appendix D LYNX SR 50 BRT Station Area Analysis Transit Platform Alternatives

Appendix E Public Involvement Materials

Appendix F FDOT Transit Facility Guidelines

Appendix G Land Use Improvements List

Appendix F Infrastructure Improvements List

APPENDIX A

SR 436 TRANSIT STUDY

APPENDIX B

SR 436 TOD EXISTING CONDITIONS
AND TOD READINESS

APPENDIX C

SEMORAN BOULEVARD VISION
PLAN AND SPECIFICATIONS

APPENDIX D

LYNX SR 50 BRT STATION AREA
ANALYSIS TRANSIT PLATFORM
ALTERNATIVES

APPENDIX E

PUBLIC INVOLVEMENT MATERIALS

APPENDIX F

FDOT TRANSIT FACILITY GUIDELINES

APPENDIX G

LAND USE IMPROVEMENTS LIST

APPENDIX H

INFRASTRUCTURE IMPROVEMENTS LIST

