Sustainable Communities Regional Planning Grant
SunRail Station Area Plans - Report to ECFRPC

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HUD Sustainable Communities Grant Overview

- 26 Partners (East Central Florida Sustainable Communities Consortium)
- “Transit as an Economic Catalyst”
- 6 Station Area Plans
- Affordable Housing Assessments (Ph.1)
- Fair Housing Equity Assessment (HUD requirement)
- Six Livability Principles
Partnership for Sustainable Communities

Livability Principles

- Provide more transportation choices
- Promote equitable affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investments
- Value communities and neighborhoods
Sub-Grantee Funding = $1,716,830

- DeBary: $154,000.00
- Seminole County: $316,790.00
- Longwood: $422,386.00
- Orlando: $696,938.00
- Orange County: $126,716.00
What is TOD?

• Develop sustainable & compact neighborhoods containing a range of housing types, workplaces, shops, entertainment, schools, parks, & civic facilities essential to the daily lives of residents.

• Medium-High density within a 5-10 minute walk of quick, efficient public transit.

• Encourage residents & workers to drive their cars less & ride public transit more.
17 Planning Principles that Define a Station Area

These principles will help create places with a strong sense of community and vibrant pedestrian-focused neighborhoods. They will be used as a framework to help direct growth and shape development around the Sanford SunRail Station Area.

1. Interconnected Streets
   An interconnected street pattern is a traditional urban design feature that facilitates navigation, encourages travel choices, and supports mixed-use development.

2. Compact Development
   The scale or the transit supportive development approximates the scale of the pedestrian. The density of these neighborhoods is based on a use footprint walking distance from edge to center (approximately 400 to 800 metres in radius).

3. Mixed Land Uses
   A mix of diverse and complementary land uses in a compact pattern allows residents and workers to walk or to stroll rather than driving for daily needs.

4. Walkability
   Pedestrian-friendly environments allow walking to be a pleasant, safe, and efficient alternative for extensions off the automobile.

5. Natural Open Space
   A variety of open spaces contributes to a sense of place, healthy communities, and allows for lesser-scaled open spaces for each household or workplace.

6. Public Realm
   A transit supportive development is defined as much by its public realm as its private development. Public and semi-public spaces provide the neighborhood infrastructure to build community bonds, social interaction, and community participation.

7. Commercial Centre
   Retail streets provide the goods and services of daily life, activate the street, reduce auto reliance, and increase ownership and safety of the pedestrian realm.

8. Transit Station/Stop
   Transit is at the heart of transit supportive development and transit facilities should be designed to connect with each other, not be isolated from the surrounding neighborhood.

9. Streetscape Design
   A highly connected street pattern with design elements encourages the provision of visual interest, pedestrian amenity, and sense of place improve the desirability of walking and short walking distances.

10. Mixed Use Buildings
    Vertical and horizontal integration of uses encourages more residents to live in transit supportive development, making evening and morning use of buildings and providing vehicle税收 on the street.

11. Architectural Variety
    Promoting an architectural style that is pedestrian-friendly contains visual variety and, with improved economy of higher density, higher quality building materials.

12. Narrow & Calmed Streets
    Narrowed street widths in combination with an elongated centered street grid will accommodate auto traffic in a manner that is safe, efficient, and compatible with increased pedestrian traffic.

13. Street Facing Buildings
    Buildings should be placed near streets, not backwards, facing towards the street. Street frontage should be provided to humanize the building wall and activate the sidewalk.

14. Relaxed Parking Standards
    By relaxing parking standards to reflect increased transit use as a walking, the amount of site area that can be used for active uses or public amenities increases.

15. Bicycle Friendly Streets/Parking
    Bicycles are efficient ways to expand the service area of the station without relying on automobiles or bus service. Bike lanes, bike routes, and secure parking make the bicycle an easy option.

16. Market Acceptance
    Suspense shows buyers and renters will choose smaller unit housing types when compared to their suburban counterparts, especially when located near community amenities and access to rapid transit.

17. Public Art
    Public art adds meaning and value to public spaces. It increases a sense of place, belonging, and provides a lasting cultural legacy.
Business
SunRail sparks more than 1,000 nearby apartment units

The success of development spurred by SunRail remains to be seen as they crop up and begin leasing.

(George Skene, Orlando Sentinel)

Mary Shanklin
Contact Reporter
Orlando Sentinel

How many apartments are too many near SunRail?
In its maiden year, SunRail hasn't sparked the kind of sprawling development that emerges at highway interchanges, but it has spurred more than 1,000 apartment units with other development on the way.

In addition to the four SunRail-related apartments underway or completed in downtown Orlando, Longwood and Lake Mary, new projects have been approved recently for Maitland and Altamonte Springs. DeBary officials have considered allowing gambling near their station. And investors are eyeing opportunities near the newly proposed Meadow Woods station in south Orange County.

The challenge ahead, said Altamonte Springs City Manager Frank Martz, is building enough apartments and other development to generate the kind of ridership needed for the commuter-rail system.
"In order for SunRail to work, there has to be dramatic change in the viewpoints of many," Martz said recently.
SunRail sparks $12 million development near this new station

Emma Skeels  Reporter Orlando Business Journal

SunRail's $186.9 million Phase 2 South extension is driving developer AV Homes to chug full steam ahead with its plans for a nearby community. Vacant land, directly north of the Poinciana Sunrail Station, will be rezoned from industrial to residential use for the planned community's more than 400 townhomes and single-family homes. Site development costs alone will exceed $12 million, said AV Homes' Central Florida division co-president Matt Orosz.
Construction begins on $65 million project near new SunRail station

Emma Skeels Reporter Orlando Business Journal

Construction has begun on downtown Kissimmee's Toho Square, the first portion of a $65 million redevelopment project, which covers 10 acres total.
DeBary plans its SunRail district
Posted Feb 29, 2016 at 2:00 AM

The plan will give DeBary a potent marketing tool.

Across Central Florida, SunRail stations have sparked an estimated $3 billion (and counting) in new development, including apartments, offices, shopping and connections to other forms of transit.

But DeBary — the current northern terminal of the commuter-rail line — seems to have been left out. There are a few automotive businesses and a convenience store nearby, which were there before the rail stop was constructed, along with some houses and a mobile home park. But more than 80 percent of the land in the identified “transit oriented development” district around the station is vacant, leaving plenty of room for development to occur.
Orlando Business Journal Jack Weir is pretty bullish on the area near one of the newer SunRail stations that’s now under construction. The managing member of Palm Beach Gardens based multifamily builder Eastwind Development LLC already has two projects just a few miles away from the Osceola Parkway SunRail Station near the headquarters of Tupperware Brands Corp. (NYSE: TUP). And now, the firm is investing another $85 million into two more projects just steps from the new commuter rail platform at the new mixed use, transit oriented development (TOD) being prepared by Tupperware’s related Deerfield Land Corp. Earlier this week, Orlando Business Journal learned Deerfield Land had lined up several interested developers for projects to be part of that complex, including market rate apartments and an active adult community on the border of Orange and Osceola counties.
See inside: New apartments near SunRail Longwood station
Jan 29, 2016, 2:41pm EST Updated Jan 29, 2016, 2:43pm EST

If you’re looking for an apartment in Seminole County where you don’t have to get into your car to get around Central Florida, Weston Park may have just what you need.

The new $30 million, 208-unit apartment complex debuted this month adjacent the SunRail Longwood Station, a stop on Central Florida’s commuter train system. The complex now is accepting applications for new residents who are ready for a more car-free lifestyle, said Jonathan Wolf, president and founder of project developer Wendover Housing Partners LLC.

Work to start on new $47M apartments near Maitland SunRail station
DeBary Station Area

• TOD Overlay
• Bicycle and Pedestrian Plan
• Master Drainage Plan
Sanford Station Area Plan

- Developed Goals
- Examined Challenges and Opportunities
- Studied Housing, Retail and Industrial Needs
- Advanced Three Development Scenarios
Longwood Station Area

- Enhanced Bicycle and Pedestrian Connections
- Complete Street Study for CR 417 Between Station and Historical Downtown
- Transit Plan for Industrial Area on Central Florida Parkway
Livable East Altamonte SunRail Station Area Plan

- SunRail Transit Oriented Development
- Housing needs
- Jobs market and access
- Conceptual land use plan
- Capital facilities
- Community development

Community dialogue
City of Orlando
Parramore Comprehensive Neighborhood Plan
Vision for a Healthy Community
Parramore
Today

819 total acres

- 35% public ownership
- 13% vacant
- 13% industrial
- 12% single family
- 12% multi family
- 10% commercial
Ten Big Ideas – Creating a Healthy Community

1. Drive Economic Development by Creating a Unique Identity
2. Improve Access to Job Opportunities
3. Promote Social & Environmental Justice
4. Increase Housing Opportunities
5. Make Education the Cornerstone of Revitalization
6. Empower Champions for a Healthy Community
7. Promote Access to Healthy Food
8. Invest in People, not Cars
9. Maximize the Opportunity for All Residents to get Physical Activity
10. Encourage Mixed Use Development
Preferred Plan

- **Neighborhood Preservation and Enhancement** (residential infill)
- **Arlington/Concord & Callahan neighborhoods connected to and around new K-8 Community School** (new residential infill & improvements to bike/pedestrian network)
- **Increased Importance of OBT – Regional Connector West of Parramore** (opportunities of intensification)
- **West Church Street & OBT Gateway Node** (increased intensity)
- **Historical/Cultural Heritage District** (heart of community; events; enhance Main Street program)
- **Creative Village & Educational District**
- **Sports & Entertainment/Parramore Square**
Orange Avenue Corridor Planning Study

Hoffner Avenue to Parkline Blvd.
Joint Orange County/FDOT Study
Orange Avenue Corridor Visioning

- Orange Avenue between Parkline Blvd & Lancaster Rd
  - Focuses on planning efforts adjacent to SunRail
  - Result is a Staged Concept Plan that:
    - Adds 22 foot raised median
    - Adds Bicycle Lanes
    - Adds Sidewalks
    - Allows for future on-Street Parking
    - Master Drainage Study
    - Construction Estimates
Most assisted housing tenants drive to work

- 84% report driving
- 10% take transit
- 6% travel another way
Tenant characteristics affect transit use

– Use of public transit to work increases to 16-20% for:
  • Households with income ≤ $10,000/year
  • Tenants receiving Section 8 rent assistance (project- or tenant-based)
  • Households with at least one person age 62 or older

– “Other” modes also increase, to 10-15%
– Driving drops to 65-75%
Location also affects transit use

– Use of public transit increases to 20-24% for:
  • Units with job access score 40-50 (where transit goes to where the jobs are)
  • Units with total transit access score 80-100 (where transit is easily accessible to residences)
Orange areas:

- High driving costs
- Little or no transit accessibility to jobs
Zooming In:

Improving transit access in Lake Mary, Sanford station areas can lead to lower travel costs, more accessibility to job centers for residents.
Most assisted rental housing is located in southern 2/3 of SunRail station areas.
Assisted Rental Housing with Expiring Subsidies by 2029: 30 year affordability period

- 1990s building boom in Orlando metro area
- At risk: 42 developments, 8,183 units (1/4 units in region)
- For-profit owned, serves families (many with children)
Preservation Recommendations

1. Preserve affordable multifamily developments in proximity to SunRail stations.

2. Preserve assisted housing for families with children in areas that offer quality schools and low poverty levels as well as high transit access to work.

3. Prepare for the “Year 30” expiration problem well in advance of the beginning of property loss in the early 2020s, particularly for properties at high risk of affordability loss (for-profit owned, well-located and in good condition).

4. Develop a strong local infrastructure for preservation.
Poor Accessibility due to Road Network Configuration and Physical Barrier
Poor Accessibility due to Road Network Configuration
Poor Accessibility due to Physical Barrier
Poor Accessibility due to Physical Barrier and Road Network Configuration
East Central Florida Regional Planning Council Fair Housing and Equity Assessment

James Carras
Carras Community Investment, Inc.
March 2015
RCAPs/ ECAPs

These census tracts identify racially/ethnically-concentrated areas of poverty. RCAPs/ECAPs have been defined by HUD as being represented by a non-white population of more than 50%. Poverty has been defined as census tracts with 40% or more of individuals living at or below poverty line (HUD FHEA Data Documentation, 2013).
Segregation of racial and ethnic groups with a Black majority
Segregation of racial and ethnic groups with a Hispanic majority
a study. It represents a summary measure of the extent to which the distribution of opportunity differs across census tracts.
Strategies to Implement Policies

• Transit-Oriented Development (TOD) provides an opportunity not only for greater public transit use, reduced traffic congestion or pedestrian-friendly communities, but an opportunity for equitable development as well.

• Creating affordable housing in TODs can give lower income families an opportunity to significantly lower their transportation and living costs as well as giving them greater access to job opportunities in the area.
Key FHEA Recommendation

• Form a Regional Working Committee to explore, structure and advocate detailed strategies to address affordable housing and social equity opportunities along the corridor and respond to the revitalization opportunities and displacement risks.

• Committee should be made up policy makers, planners, developers, residents and other key stakeholders.
Policy 1  Incorporate affordable housing into existing or planned neighborhoods

1.1  Allow accessory dwelling units by right in appropriate residential neighborhoods.

1.2  Promote development strategies that offer long-term affordability and a range of housing choices available to all income levels. Such strategies could include land trusts, linkage fees, development fee waivers, cottage housing and inclusionary zoning.

1.3  Multi-family senior housing should be allowed in residential neighborhoods.
Policy 2  Provide incentives for affordable housing in urban centers and along transit-served corridors within one-quarter mile of transit served-corridors

2.1  Consider overlay districts around SunRail stations areas that incentivize Transit Oriented Design to maximize use of enhanced transit service.
Policy 3  Pedestrian and bicycle connections should be optimized to provide accessibility to transit.

3.1  Connectivity enhancements should be provided wherever possible.

3.2  Bicycle and pedestrian paths to transit should be mandatory.

3.3  Cul-du-sacs should be retrofitted to provide pedestrian and bicycle access at dead ends near transit stations. New street systems should stress connectivity.
Policy 4 When evaluating affordable housing needs, consider using the cost of housing plus transportation as a determinant so that when housing and transportation costs combined exceed 45% of gross monthly income, a household is considered cost burdened.
Policy 5   Utilize the comprehensive plan and Development of Regional impact (DRI) review process as an opportunity to promote mixed-income housing that is equitably distributed and inclusionary.

Policy 6   Encourage flexible dwelling unit square footage allowances in zoning codes.

Policy 7   Encourage the prohibition of new dead end streets (cul-de-sacs) unless absolutely necessary due to topographic features or natural resources of regional significance.
Policy 8    New development should include smaller block sizes to accommodate pedestrians and to maximize opportunities for economic investment.
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New Office Location

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