



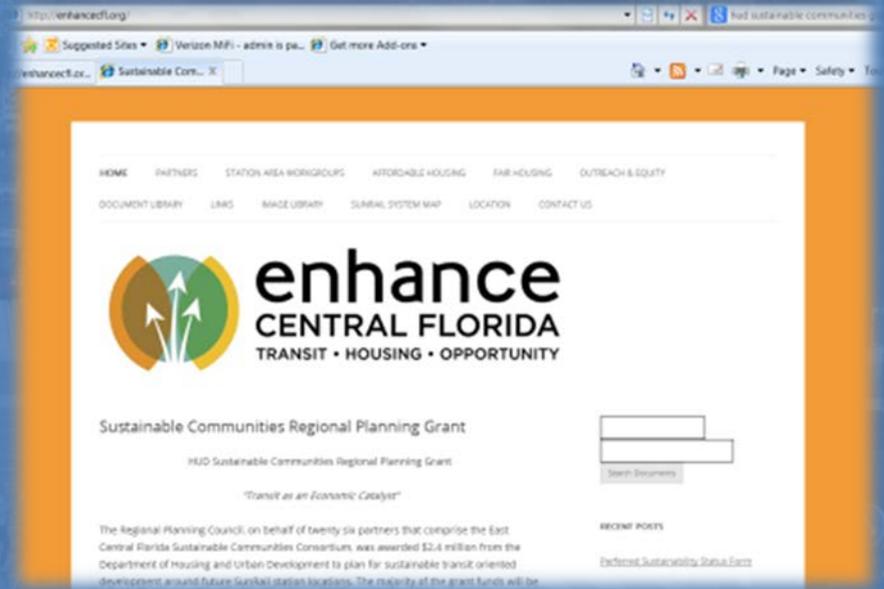
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TRANSIT • HOUSING • OPPORTUNITY

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

Fred Milch, AICP, Project Manager
May 20, 2015

HUD Sustainable Communities Grant Overview

SunRail System Map



- 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

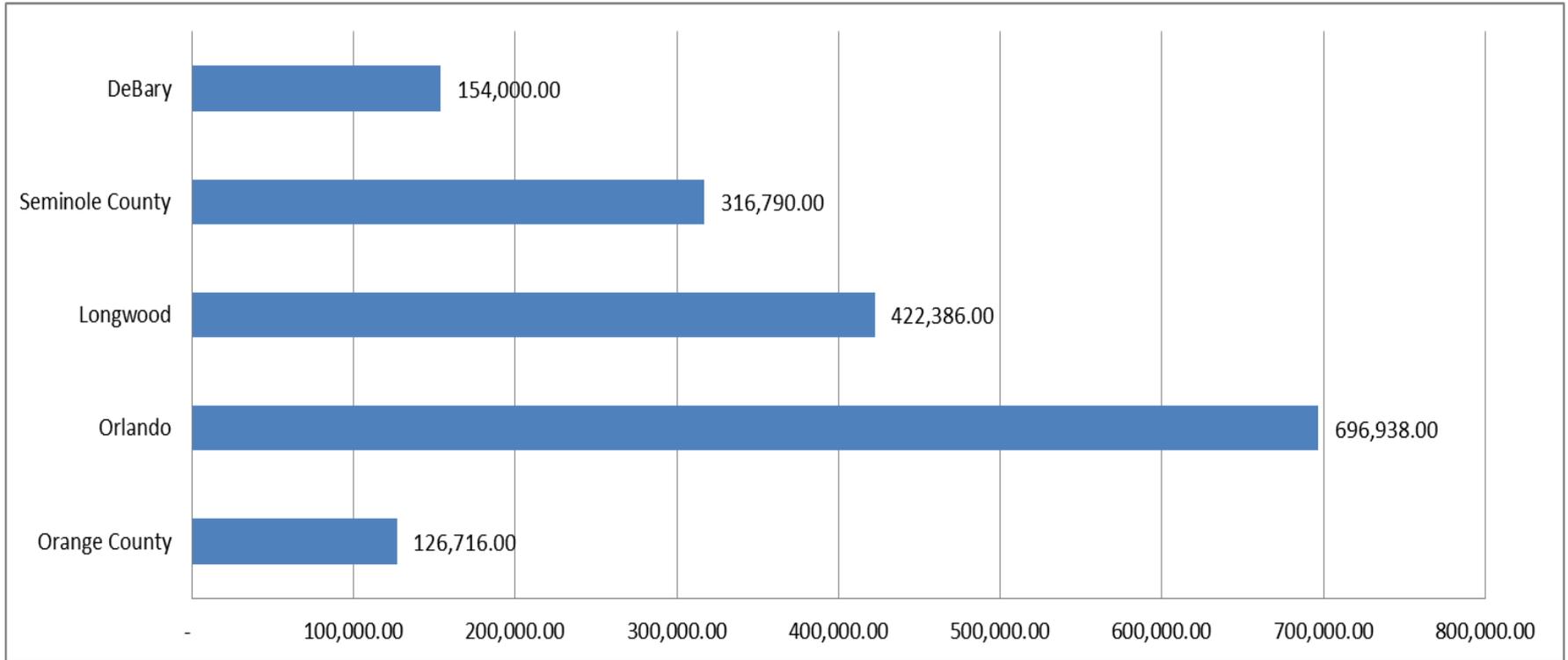
Enhance economic competitiveness

Support existing communities

Coordinate and leverage federal policies and investments

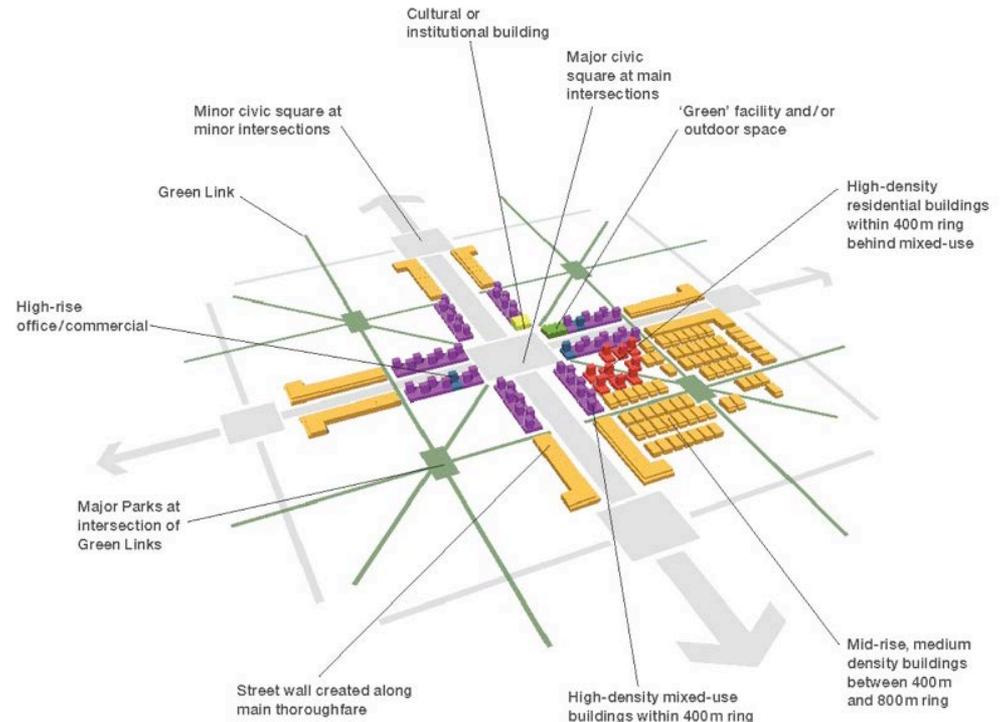
Value communities and neighborhoods

Sub-Grantee Funding = \$1,716,830



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.



The order of importance of users in a TOD is as follows: (1) Pedestrians; (2) Cyclists; (3) Transit Services; and (4) Autos. All design efforts must respect and respond to this prioritization.

TOD Guiding Principles

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 technique that reduces congestion, encourages travel choice, and supports mixed use development.



2 Compact Development

The scale of the transit supportive development approximates the scale of the pedestrian. The extent of these neighbourhoods is based on a comfortable walking distance from edge to center (approximately 400 to 600 metres in radius).



3 Mixed Land Uses

A mix of diverse and complimentary land uses in a compact pattern allows residents and workers to walk to work or to shop rather than driving for all daily needs.



4 Walkability

Pedestrian-friendly environments allow walking to be a pleasant, safe, and efficient alternative to (or extension of) the automobile.



5 Natural Open Space

A variety of public open spaces contributes to a sense of place, healthy communities, and allows for less private open space 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 neighbourhood 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, not be isolated from, the surrounding neighbourhood.



9 Streetscape Design

A highly connected street pattern with design elements coordinated to provide visual interest, pedestrian amenity, and sense of place improve the desirability of walking and shorten perception of distance.



10 Mixed Use Buildings

Vertical and horizontal integration of uses encourages more people to live in transit supportive development, ensuring evening and weekend use of buildings and providing valuable 'eyes on the street'.



11 Architectural Variety

Promoting an architectural style that is pedestrian-friendly, contains visual variation and, with improved economics of higher density, higher quality building materials.



12 Narrow & Calmed Streets

Reduced street widths in combination with an intersection-based 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 behind parking areas, to better define the street. Street front retail should be provided to humanize the building wall and activate the sidewalk.



14 Relaxed Parking Standards

By reducing parking standards to reflect increased transit use and 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

Experience shows buyers and renters will choose similar infill 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**

Aug 23, 2016, 4:19pm EDT

[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

Aug 9, 2016, 7:04am EDT [Emma Skeels](#) Reporter *Orlando Business Journal*

Related Content

[Kissimmee OKs \\$65M residential, retail plan near SunRail station](#)

[Another SunRail station to break ground](#)

As [construction ramps up on SunRail Phase 2 South](#), development around the stations has surged, as well.

Construction has begun on [downtown Kissimmee's Toho Square](#), the first portion of a \$65 million redevelopment project, which covers 10 acres total.

Daytona Beach News-Journal Online

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.

Exclusive: \$85M in new apartments being planned near Tupperware SunRail station

Apr 29, 2016, 12:43pm EDT

Anjali Fluker, Senior Staff Writer,

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

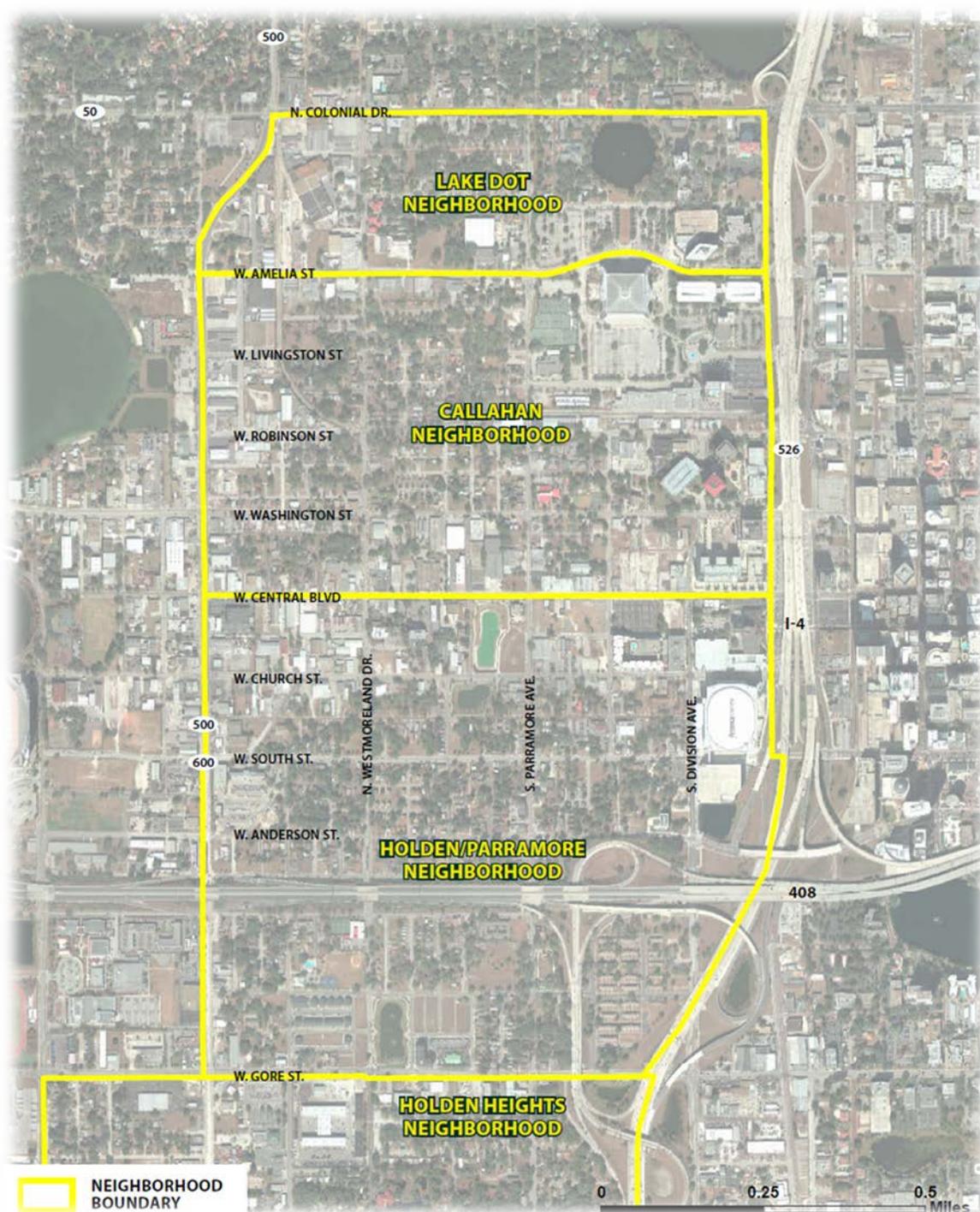
Vision for a Healthy Community



Parramore Today

819 total acres

- 35% public ownership
- 13% vacant
- 13% industrial
- 12% single family
- 12% multi family
- 10% commercial



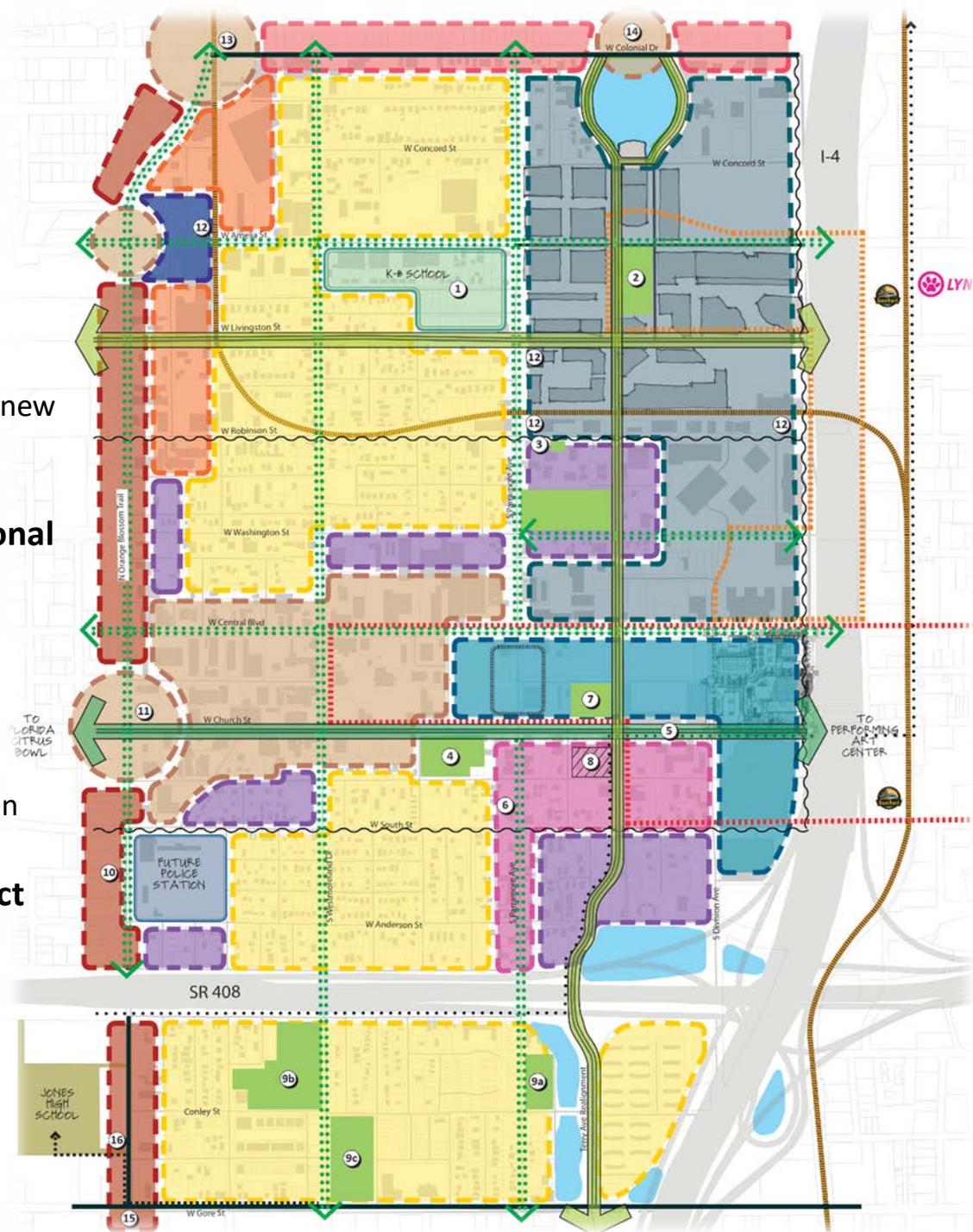
Ten Big Ideas – Creating a Healthy Community

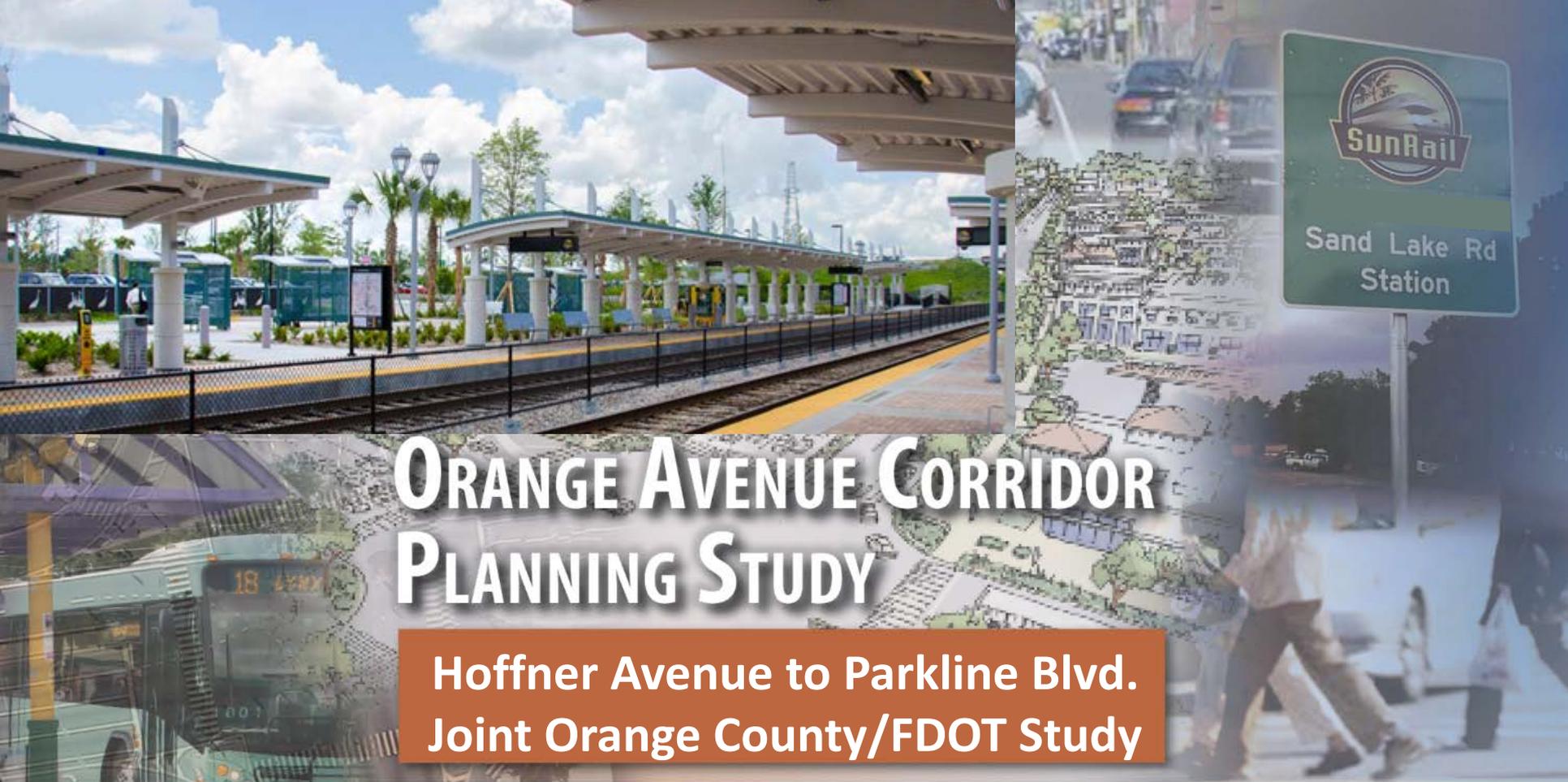
1. Drive Economic Development by Creating a Unique Identity
2. Improve Access to Job Opportunities
3. Promote Social & Environmental Justice
4. Increase Housing Opportunities
5. Make Education the Cornerstone of Revitalization
6. Empower Champions for a Healthy Community
7. Promote Access to Healthy 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



East Central Florida
Sustainable Communities Regional Planning Grant
Affordable Housing Group

Bill O'Dell
Shimberg Center for Housing Studies
7 April 2014

Most assisted housing tenants drive to work

- 84% report driving
- 10% take transit
- 6% travel another way



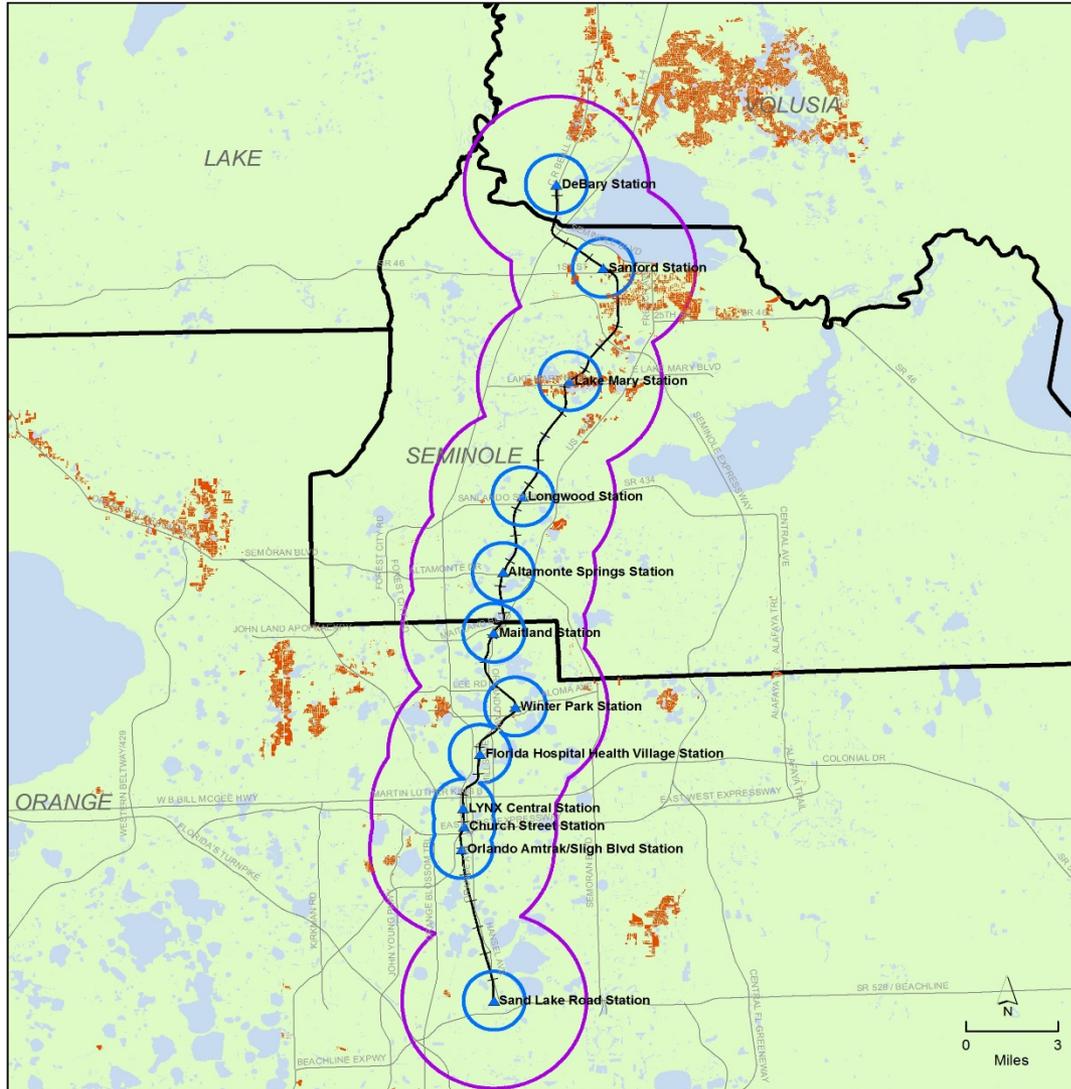
Tenant characteristics affect transit use

- Use of public transit to work increases to 16-20% for:
 - Households with income \leq \$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)

Moderate-High Travel Cost / Low Transit Accessibility



Orange areas:

- High driving costs
- Little or no transit accessibility to jobs

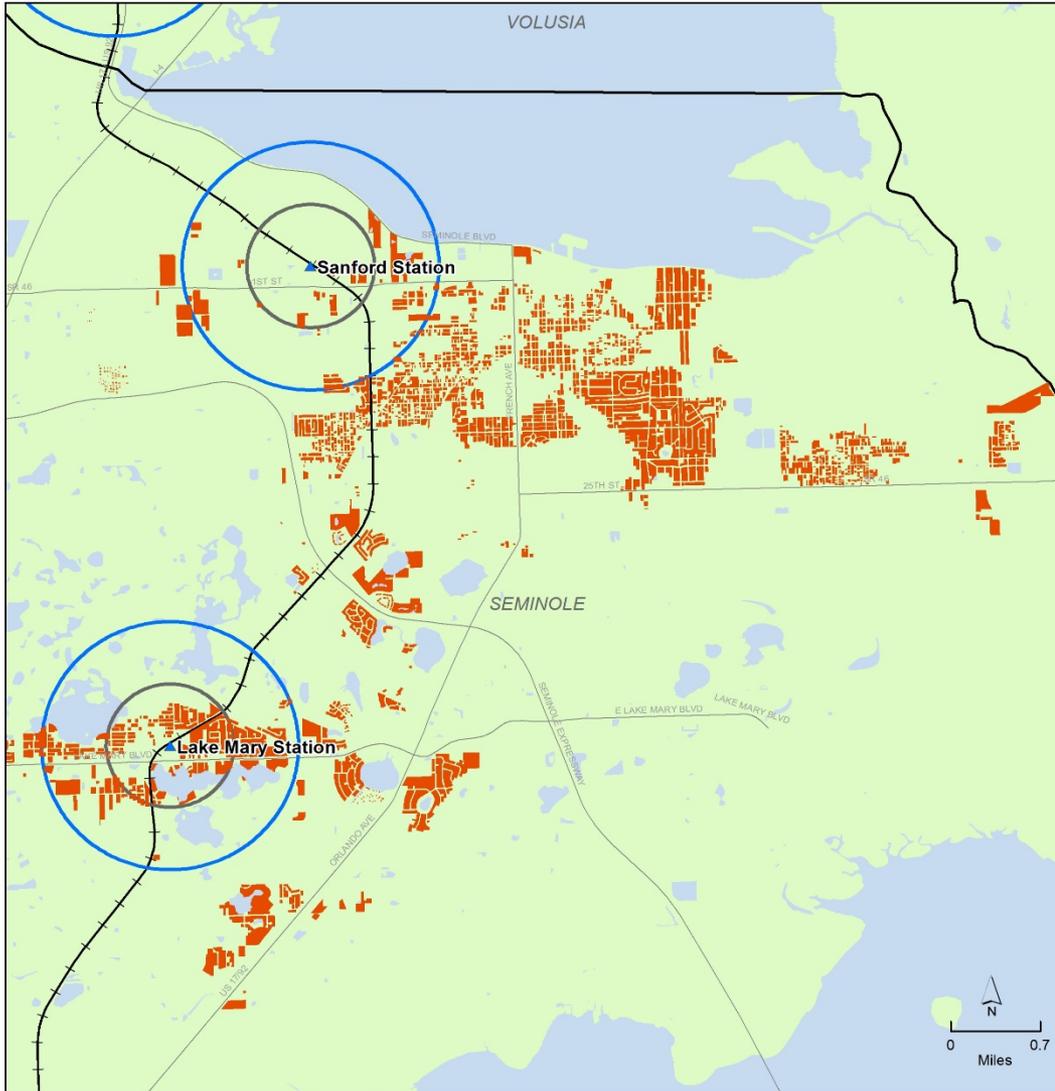
Legend

- ▲ Stations
- +— SunRail
- Major Highways
- 1 mile station buffer
- 3 mile station buffer
- Residential with Mod-High Travel Cost / Low Transit Access



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Moderate-High Travel Cost / Low Transit Accessibility



Zooming In:

Improving transit access in Lake Mary, Sanford station areas can lead to lower travel costs, more accessibility to job centers for residents

Legend

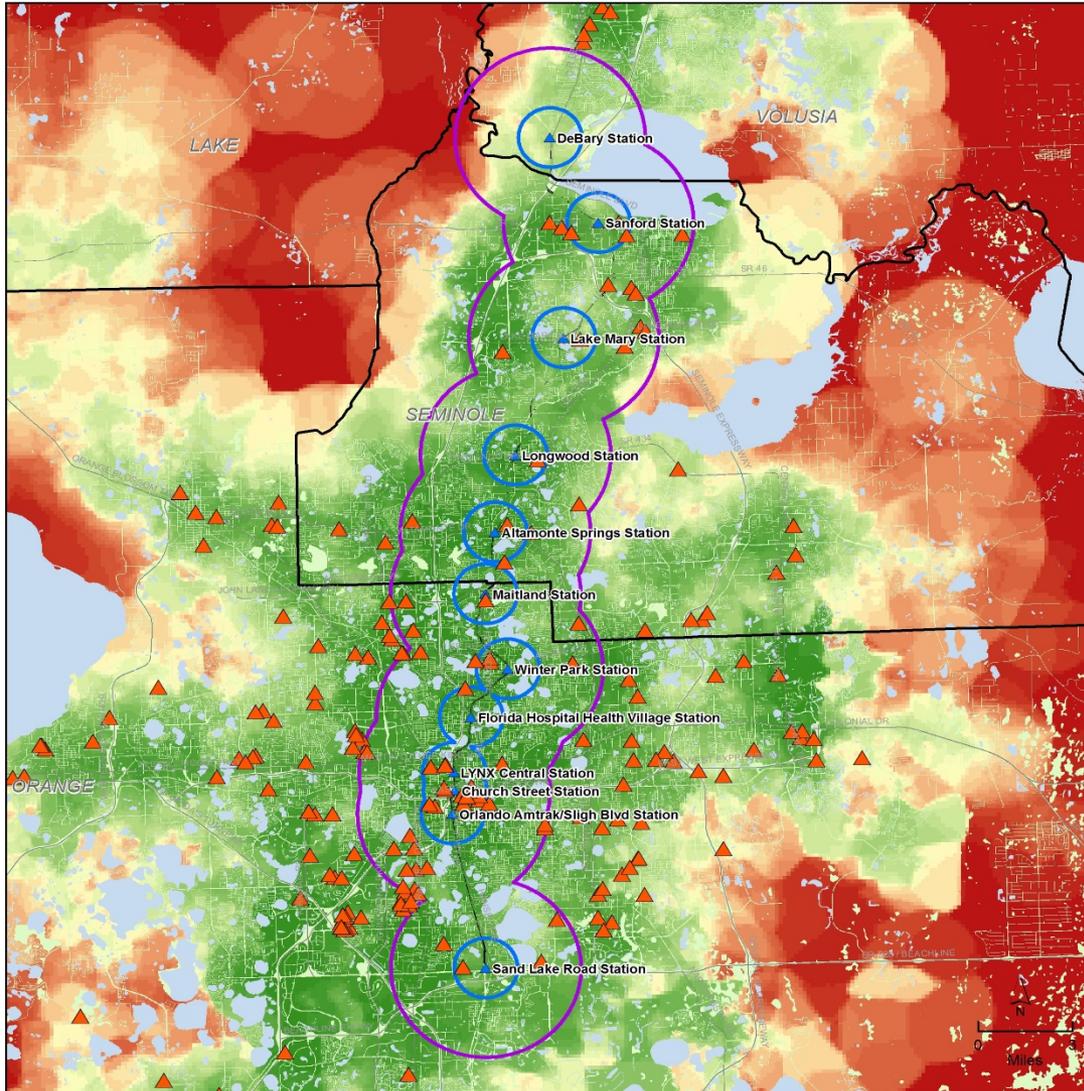
- ▲ Stations
- +— SunRail
- Major Highways
- 800 meter station buffer
- 1 mile station buffer
- Residential with Mod-High Travel Cost / Low Transit Access



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Demand for Workforce Housing

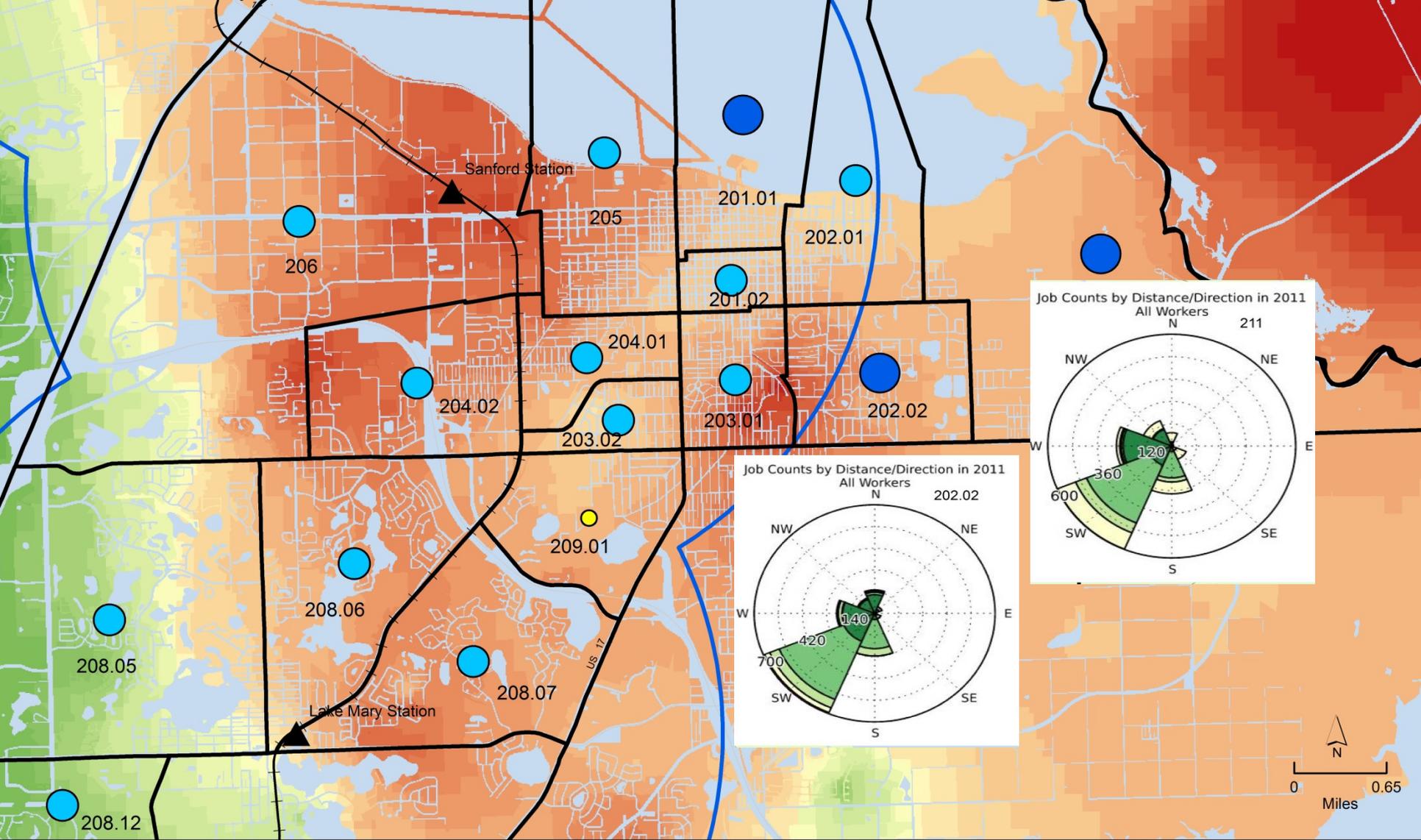
Most assisted rental housing is located in southern 2/3 of SunRail station areas



Legend

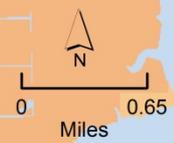
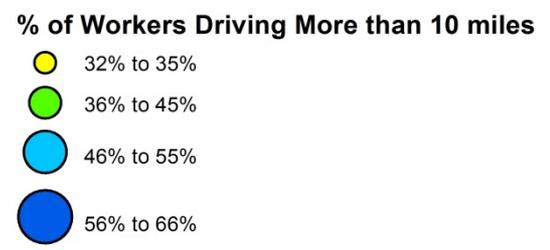
- ▲ Assisted Housing Developments
- ▲ Stations
- +— SunRail
- Major Highways
- 1 mile station buffer
- 3 mile station buffer
- Demand for Workforce Housing**
 - High
 - Low

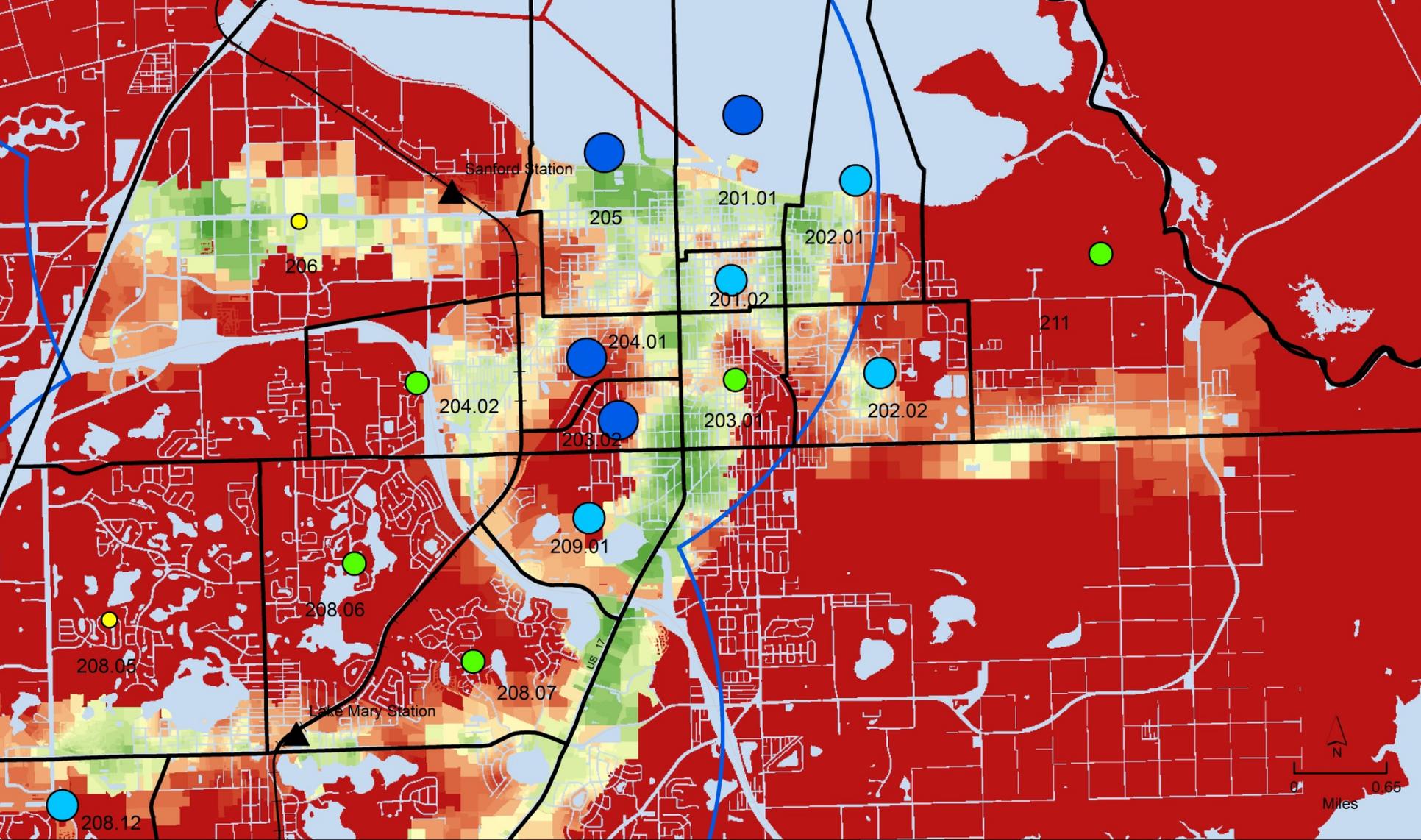




legend

- Stations
- SunRail
- Major Highways
- 3 mile station buffer





legend

-  Stations
-  SunRail
-  Major Highways
-  3 mile station buffer

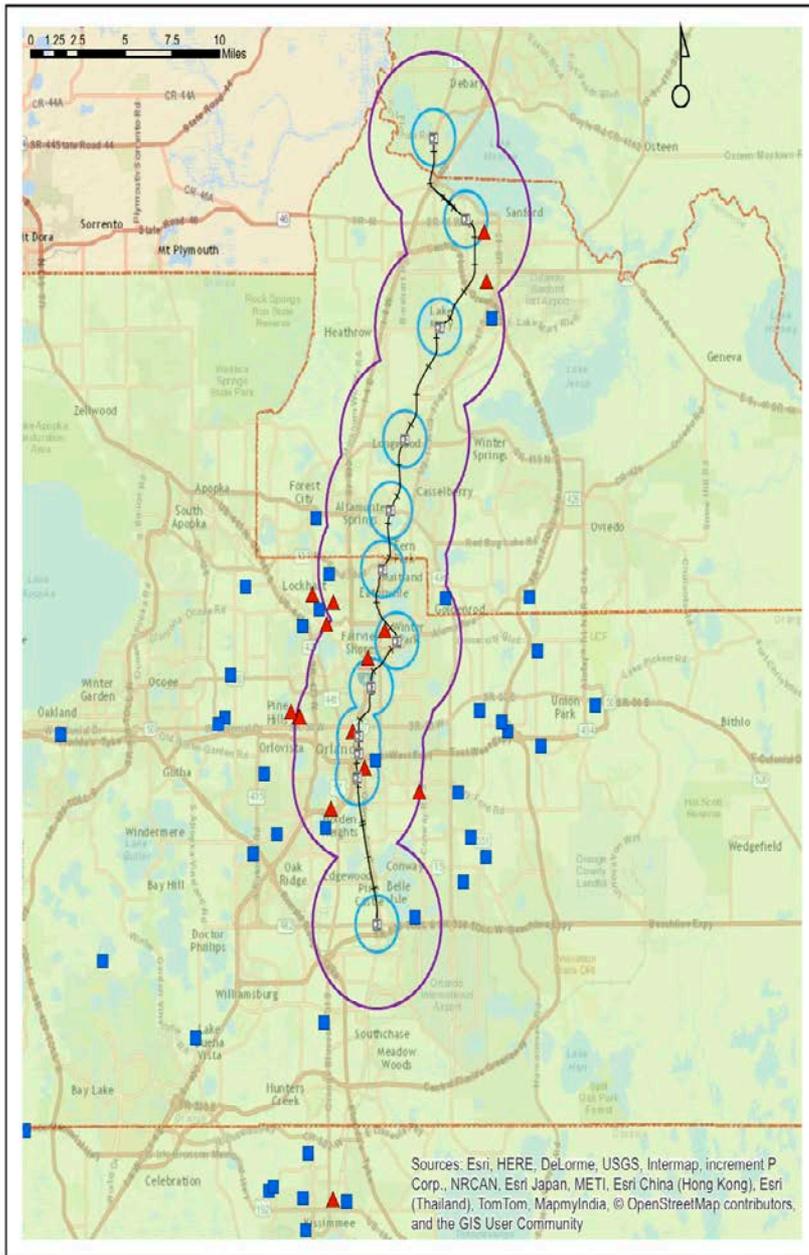
Transit Accessibility

-  High
-  Low

% of Workers Earning \$1,250/month or less

-  18 to 21%
-  21 to 24%
-  25 to 28%
-  28 to 36%





Assisted Rental Housing with Expiring Subsidies by 2029: 30 year affordability period

Legend

- SunRail Station
- SunRail Phase 1
- 1 Mile Buffer from station
- 3 Mile Buffer from station
- Counties
- Risk Type**
- HUD Rental Assistance
- LIHTC Year 30

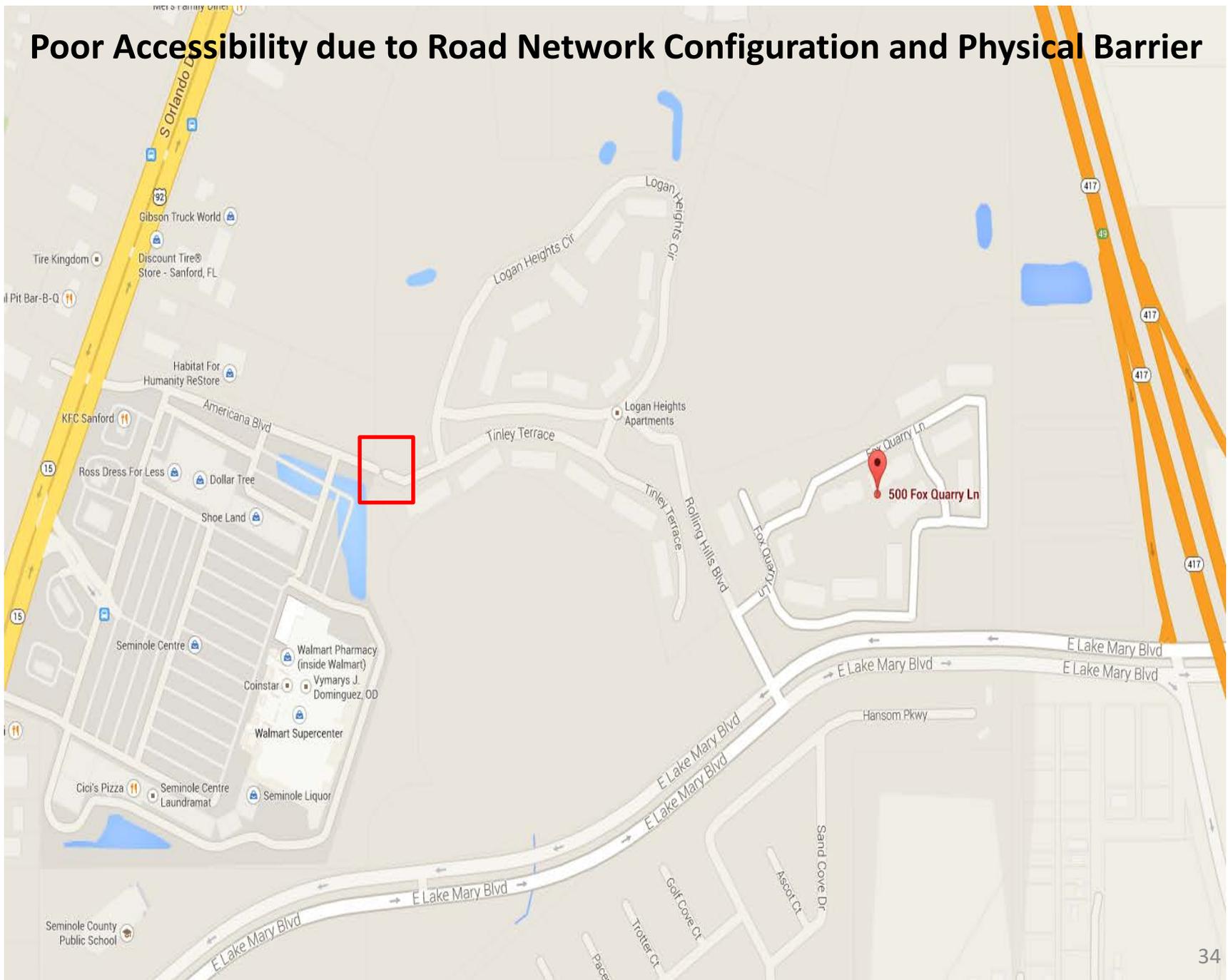
- 1990s building boom in Orlando metro area
- At risk: 42 developments, 8,183 units (1/4 units in region)
- For-profit owned, serves families (many with children)



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



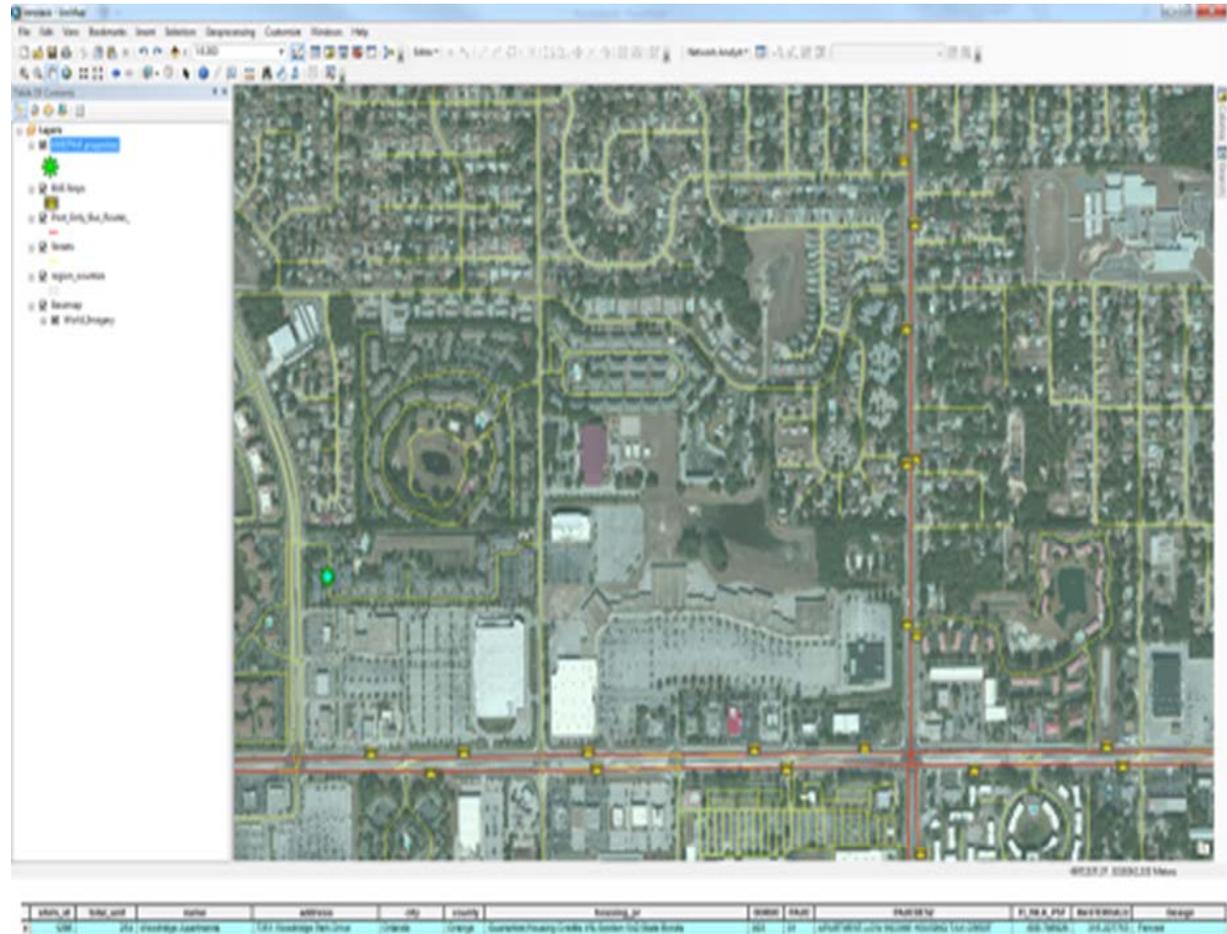
Legend

- ★ Assisted / Public Housing Property
- Bus Stops
- Bus Routes

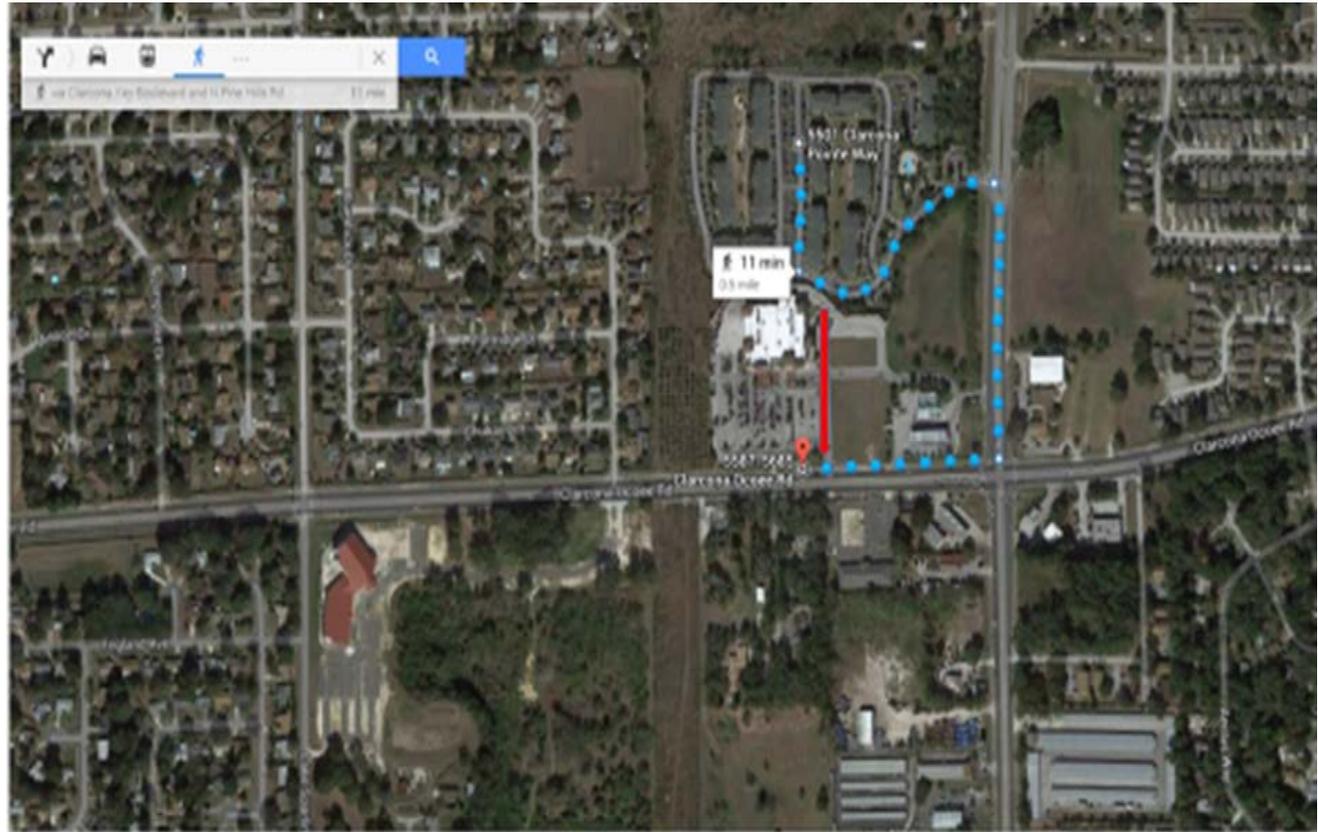


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Poor Accessibility due to Physical Barrier



Poor Accessibility due to Physical Barrier and Road Network Configuration



name	address	city	zip	FI_WALK_PST	RASTERVALU	Ratio	Design
Clarcona Groves	5462 Clarcona Key Boulevard	Orlando	32830	541.5291748	143.1782074	3.782	Fenced

East Central Florida Regional Planning Council Fair Housing and Equity Assessment

James Carras

Carras Community Investment, Inc.

March 2015

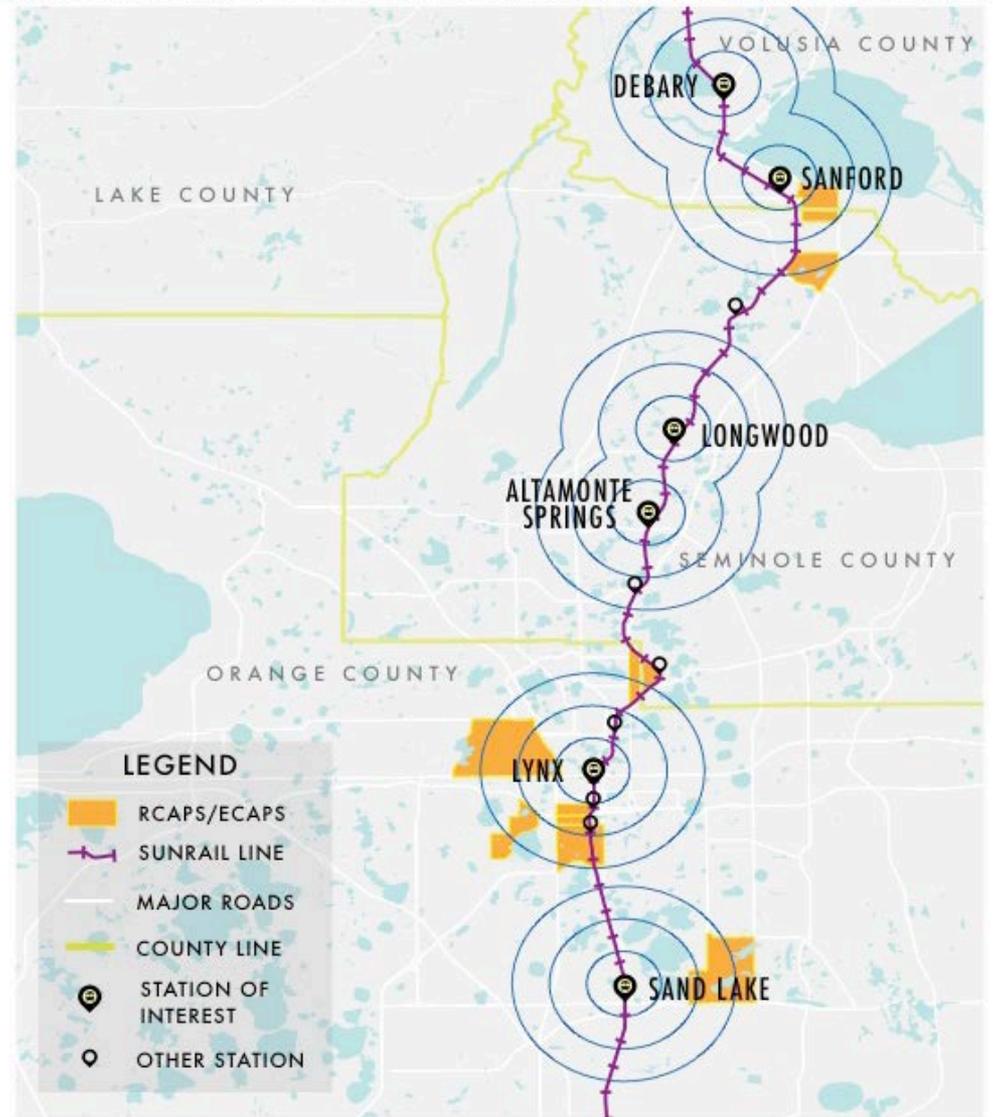
EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
SUNRAIL STATION AREA FAIR HOUSING AND EQUITY ANALYSIS
RACIALLY/ETHNICALLY CONCENTRATED AREAS OF POVERTY

RCAPs/ ECAPs

These census tracts identify racially/ ethnically- concentrated areas of poverty.

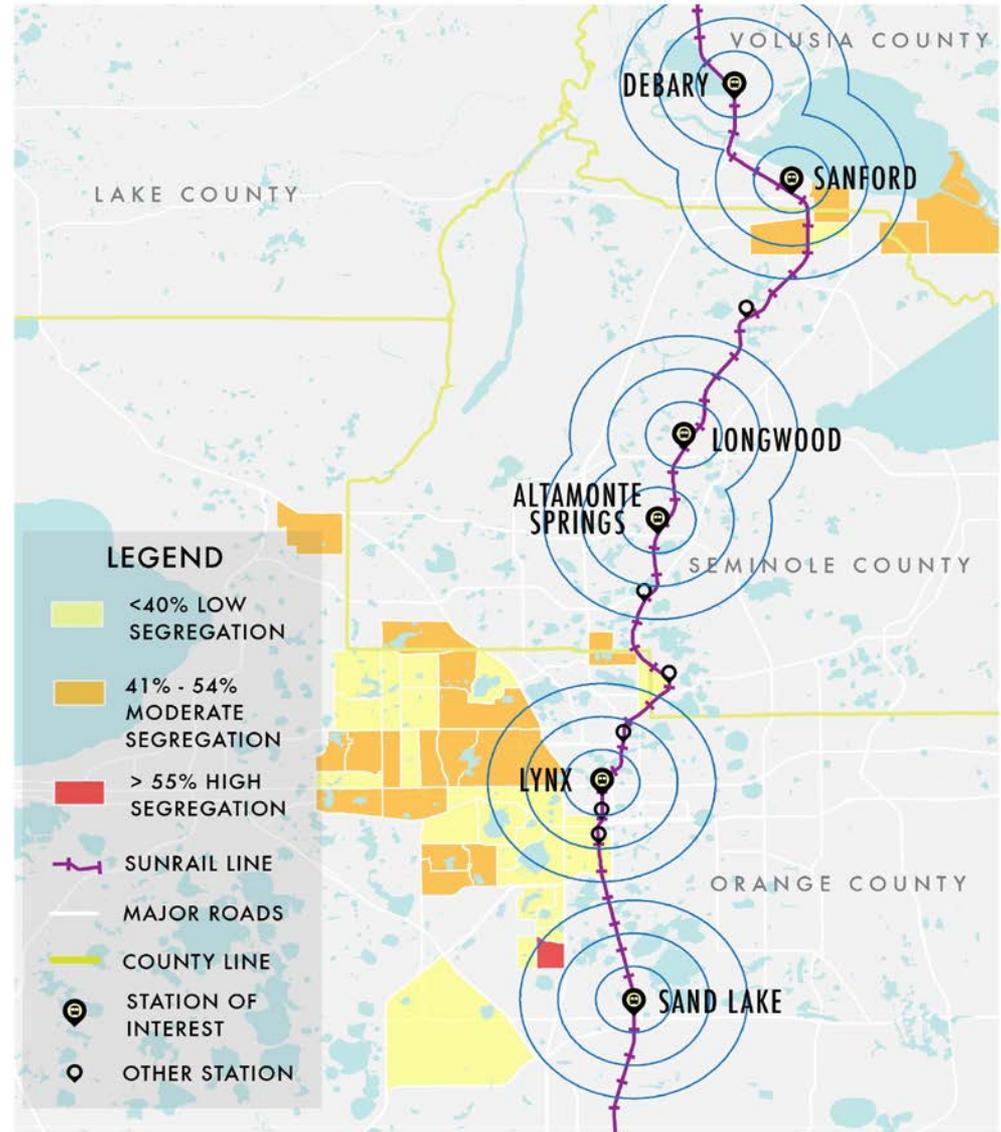
RCAPs/ ECAPs have been defined by HUD as being represented by a non-white population of more than 50%.

Poverty has been defined as census tracts with 40% or more of individuals living at or below poverty line (HUD FHEA Data Documentation, 2013).



Produced by: Carras Investments in collaboration with A. Andrei and A. McMaster
Source: HUD dataset last updated 2012
Note: The notion of ECAP and RCAP data was developed and provided by HUD PD&R.

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
SUNRAIL STATION AREA FAIR HOUSING AND EQUITY ANALYSIS
DISSIMILARITY INDEX OF ETHNICITIES WITHIN A BLACK MAJORITY

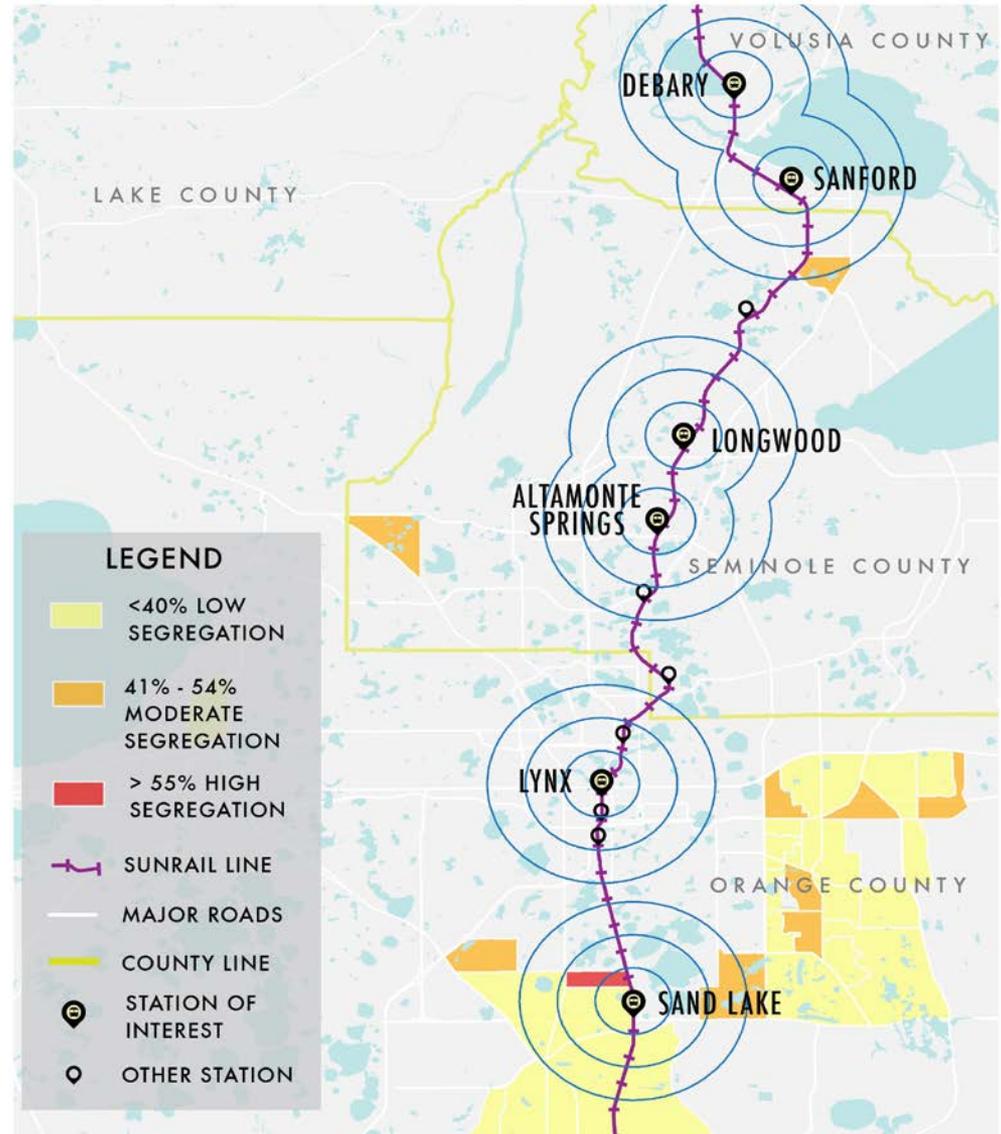


Segregation of racial and ethnic groups with a Black majority



Produced by: Carras Investments in collaboration with A. Andrei and A. McMaster
Source: HUD dataset last updated 2012
Note: The notion of ECAP and RCAP data was developed and provided by HUD PD&R.

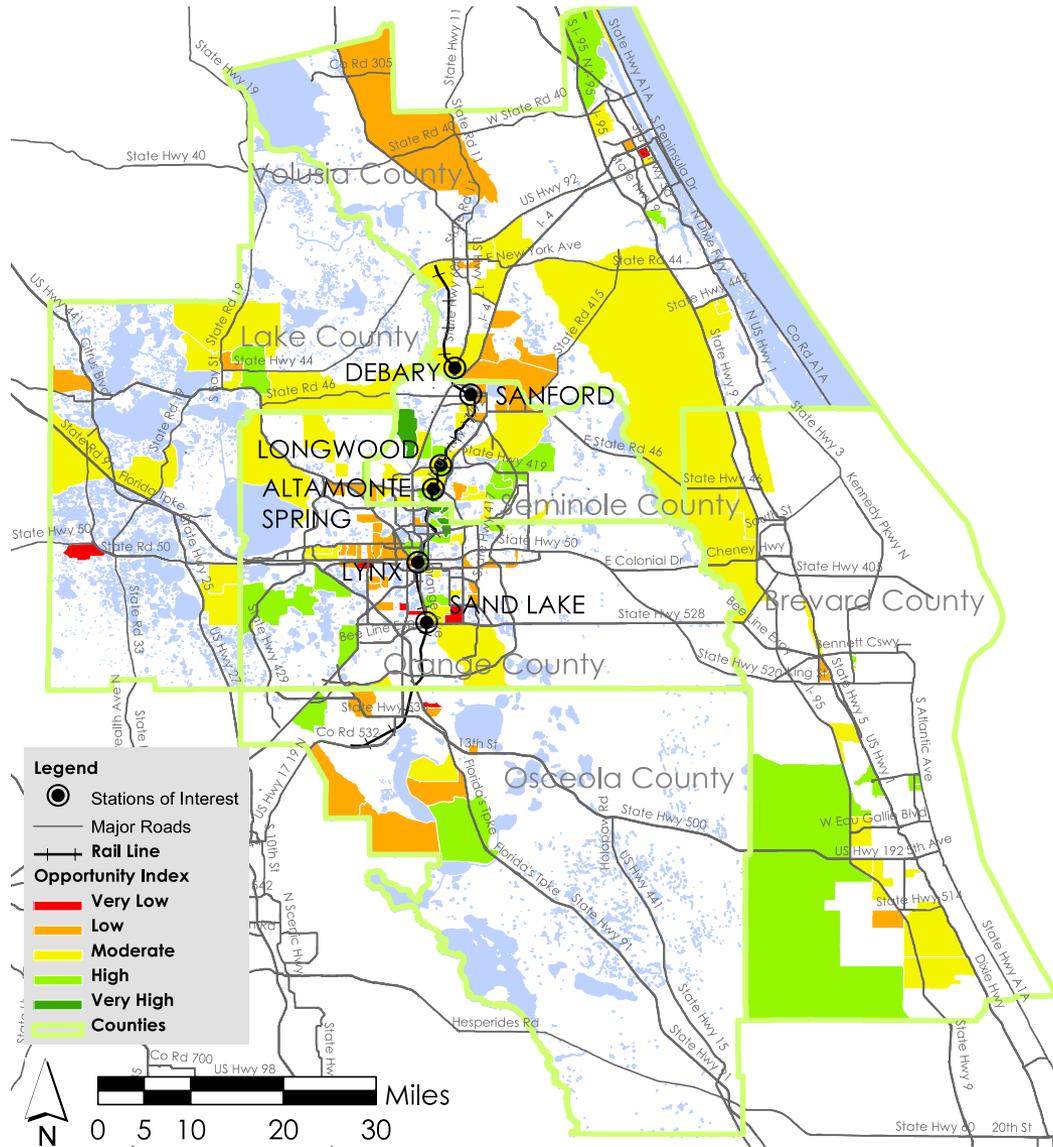
EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
 SUNRAIL STATION AREA FAIR HOUSING AND EQUITY ANALYSIS
DISSIMILARITY INDEX OF ETHNICITIES WITHIN A HISPANIC MAJORITY



Segregation of racial and ethnic groups with a Hispanic majority



Produced by: Carras Investments in collaboration with A. Andrei and A. McMaster
 Source: HUD dataset last updated 2012
 Note: The notion of ECAP and RCAP data was developed and provided by HUD PD&R.



Carras Community Investment, Inc.

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

455 N. Garland Avenue

