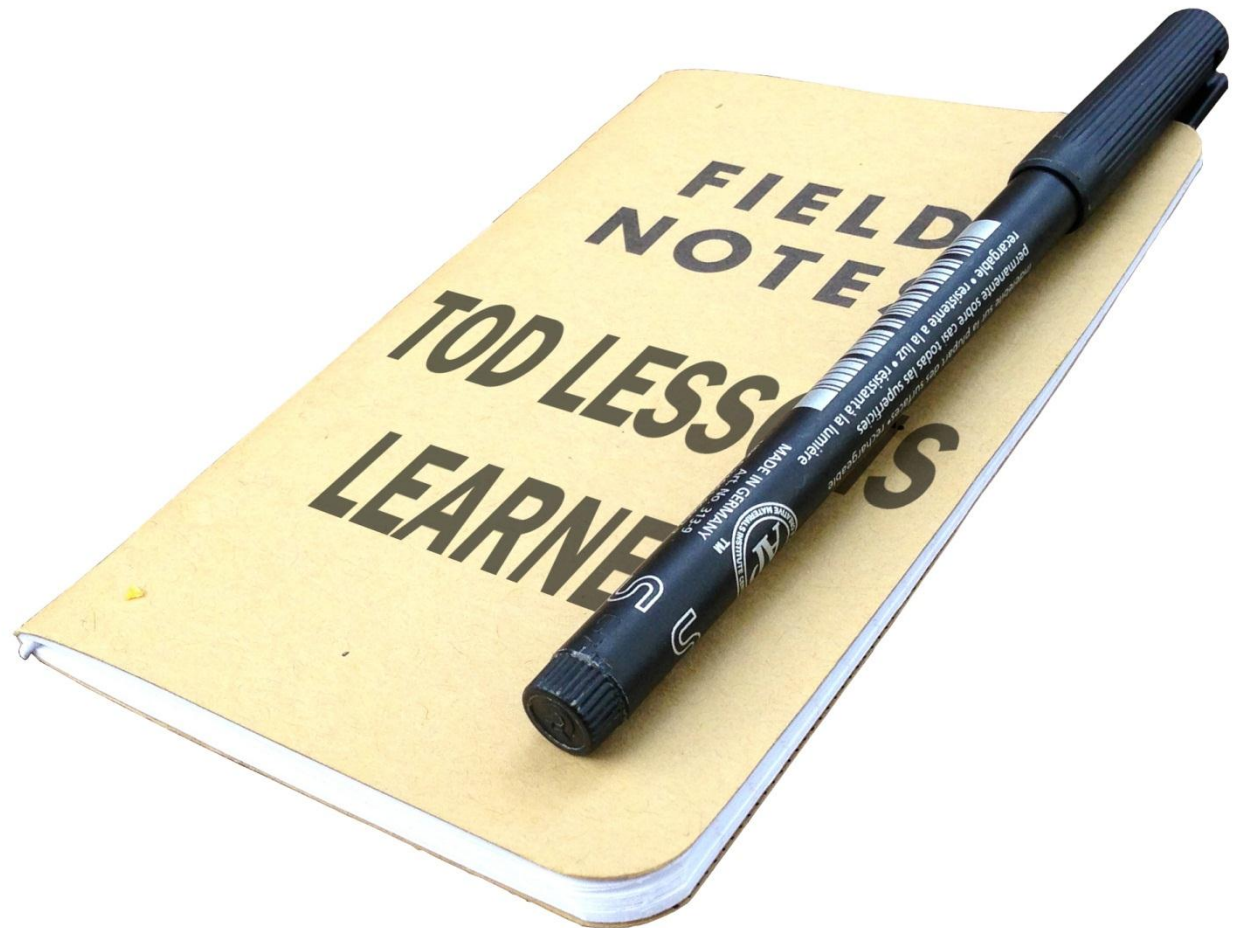


PLANNING AND DESIGN CONSIDERATIONS FOR T.O.D.

LESSONS FROM THE FIELD

Blake Drury, AICP
AECOM



North American Rail Cities

The map displays the continental United States, southern Canada, and northern Mexico. Gray circles indicate the locations of rail cities across the continent. A single circle in the state of Florida is highlighted with an orange border, distinguishing it from the other gray circles. The map includes dashed lines for state and provincial boundaries and solid lines for international borders.

TOD FACILITATION PROGRAM

Three activities involved:

TECHNICAL OUTREACH + EDUCATION:

To proactively connect and work with landowners, developers, potential lenders, city staff, county staff, and others as identified to advance approval and construction of transit-oriented development

TRANSIT-ORIENTED DEVELOPMENT METRICS:

To support the community involvement team with quantifiable data as to the extent of TOD activity within vicinity of each SunRail station

IMPLEMENTATION + ACTION PLANS:

To initialize work on developing concepts for potential improvements to support TOD within the immediate station area outside of the station parcel

	MPO	City/ County	Transit Agency	State DOT	Private Developer
Implementation Requirements					
Coordinated Vision	☐	☐	☐	☐	☐
Comp plan consistency		☐			
Transit master planning	☐		☐	☐	
Transportation master planning	☐	☐		☐	
TOD development guidelines	☐	☐	☐	☐	
Transit Delivery					
Primary program elements	☐		☐	☐	
Secondary program elements	☐		☐	☐	
Joint development strategy				☐	
Timetable/phasing commitment	☐		☐	☐	
Mobility Hub Area Planning and Regulations					
Creating area development concepts					☐
Developing area plans	☐	☐	☐	☐	☐
Adopting area plans		☐			
Revising land development codes		☐			
Building TOD					☐
Areawide Infrastructure					
Pedestrian improvements	☐	☐		☐	☐
New streets	☐	☐		☐	☐
Intersection design		☐		☐	☐
Parks and public space infrastructure		☐			☐
Transit facilities design			☐	☐	
Internal Consistency					
Develop internal departmental consistency	☐	☐	☐	☐	



**SELL THE
BUSINESS
COMMUNITY ON
THE BENEFITS
OF TOD**

Real estate

Reinsurer relocates for commuter rail

BY MARY SHANKLIN | Staff Writer

Insurance company **Hannover Life Re** will take one of downtown Orlando's largest office spaces when it relocates to 40,000 square feet in SunTrust Center by the start of next year.

The company, with about 270 employees in Orlando and elsewhere, will take two floors in the area's tallest office tower for 120 workers who will move from existing offices in One Orlando Centre, the building on Magnolia Avenue at Park Lake Street in downtown's Uptown section.

"The SunTrust building offers us an opportunity to be on the Sunrail system," said Steven Najjar, general counsel for the firm. "We view that as a big benefit. There's going to be a stop right there, and it will better benefit employees to be near shopping, dining and entertainment opportunities."

One factor in the relocation was that the **Brookdale Group** of Atlanta, which purchased SunTrust Center in May, provided the 18th and 19th floors, keeping the work group together, Najjar said. Hannover Life Re is a backup-insurance provider for other insurance companies, particularly those that specialize in life and health coverage.

With help from Winter Park real estate lawyer Bill Bird, Hannover represented itself in the lease. **CBRE Group** Senior Vice President John Gilbert represented Brookdale.

Sales

Cohen & Company Inc. Real Estate of New York announced the \$16 million sale of Regency Village, an 83,167-square-foot shopping center in Orlando. Vice President Michael Cleeman

Leases

Robert Kellogg, vice president of office properties for **Lincoln Property Co.**, represented the landlord, **TR North Lake LLC**, in four leases totaling 20,000 square feet at Northlake Business Park in

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BY SANDRA P

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O TOD and Business Economics

“

The SunTrust building offers us an opportunity to be on the SunRail system. We view that as a big benefit. There's going to be a stop right there, and it will better benefit employees to be near shopping, dining and entertainment opportunities.”

Steven Najjar, Hannover Life Re
General Counsel



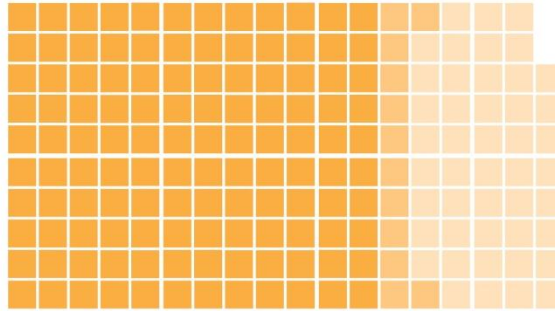
O TOD and Business Economics



D What's Under Construction?

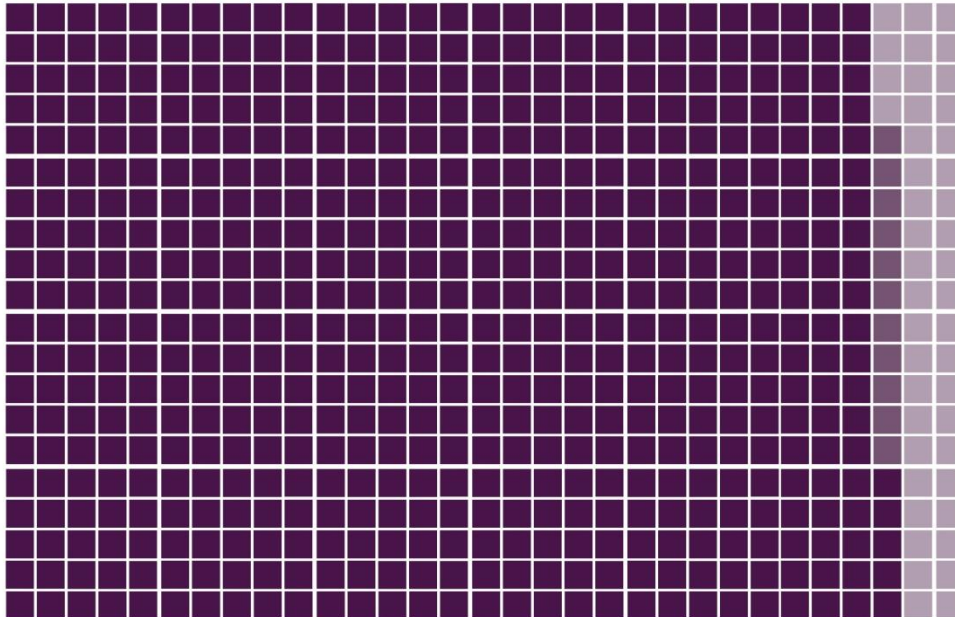
Population

- 18,000 in 2010
- 19,900 in 2014
- 26,900 with announced/proposed projects



Employment

- 85,000 in 2010 | 86,600 in 2014
- 93,400 with announced/proposed projects



\$700 Million

CONSTRUCTION VALUE
OF THE 13 PROJECTS
CURRENTLY
UNDER CONSTRUCTION
WITHIN A 10-MINUTE
WALK OF
PHASE I SUNRAIL
STATIONS

D What's Announced or Pending?

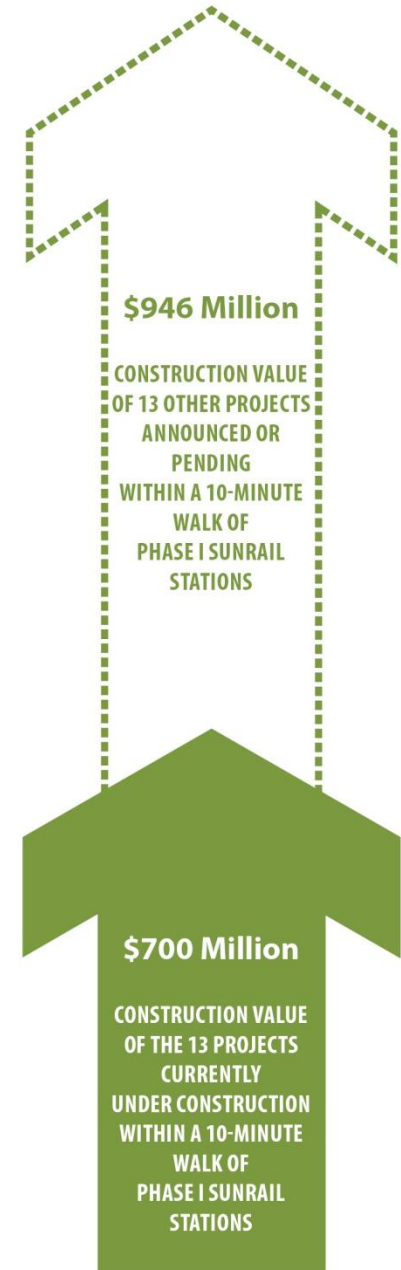
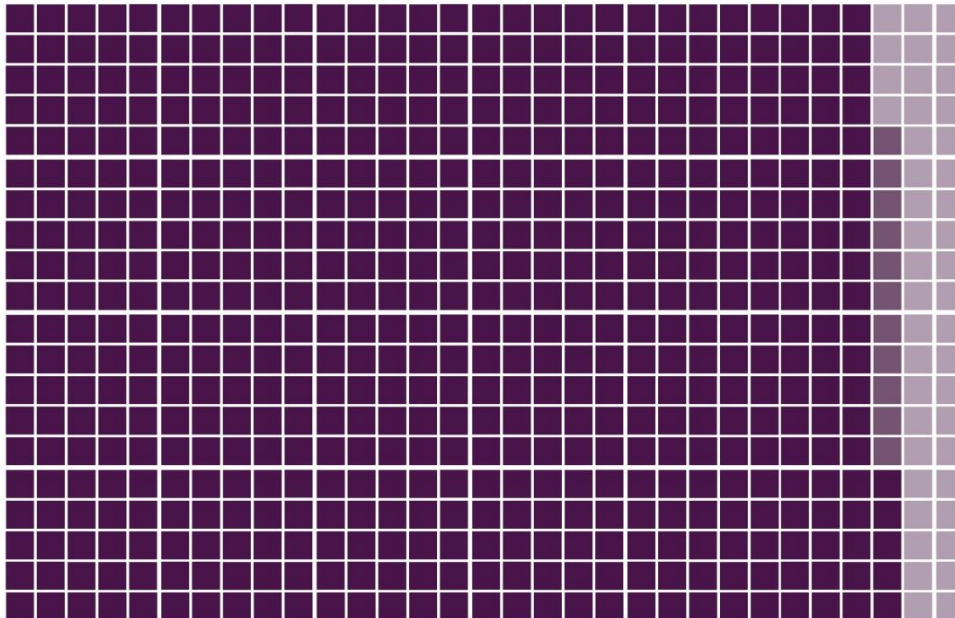
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- 19,900 in 2014
- 26,900 with announced/proposed projects



Employment

- 85,000 in 2010 | 86,600 in 2014
- 93,400 with announced/proposed projects





**DON'T LET THE
PROJECT GET IN
THE WAY OF THE
SYSTEM.**

O Maximizing Connections to Transit

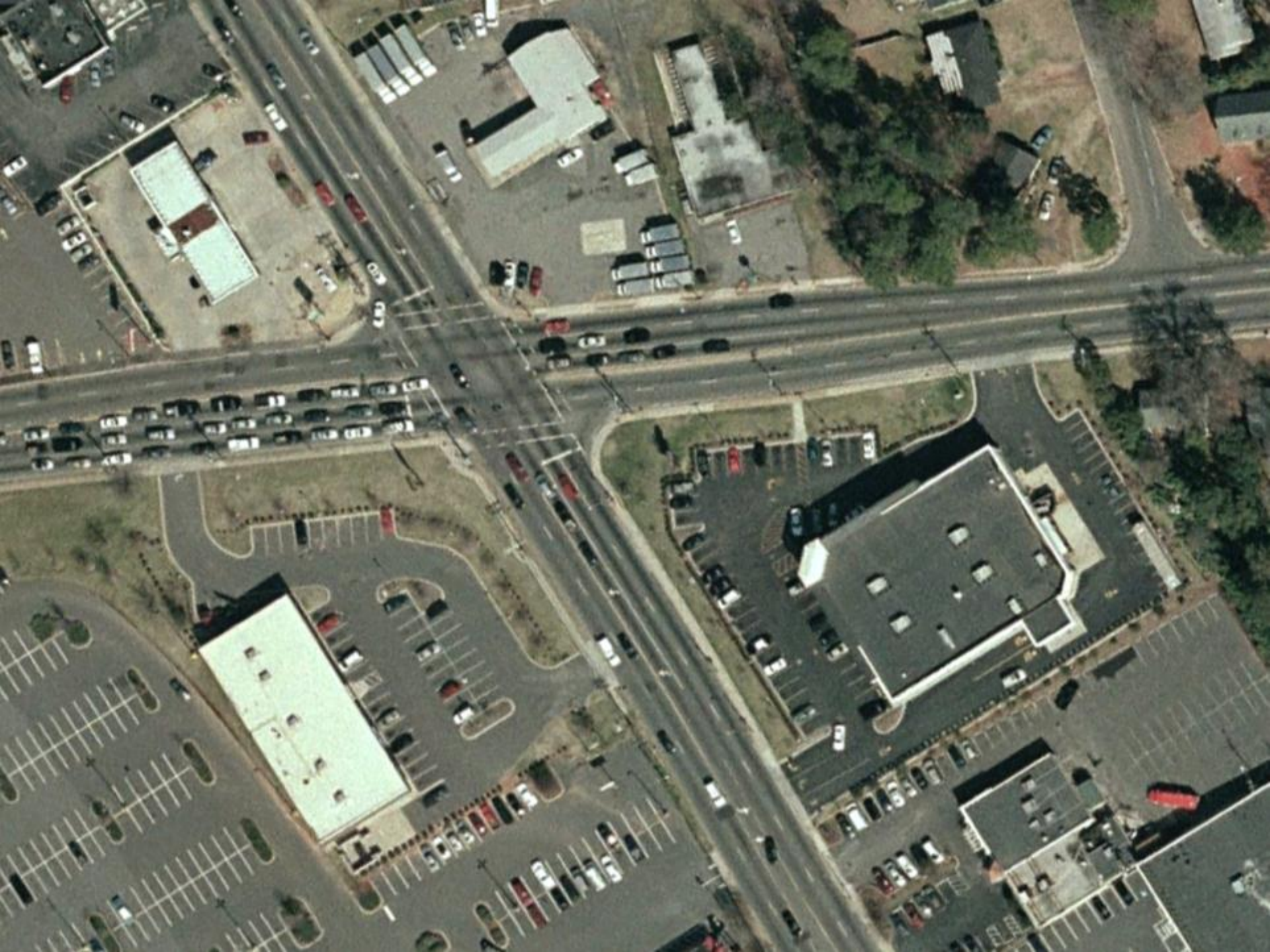


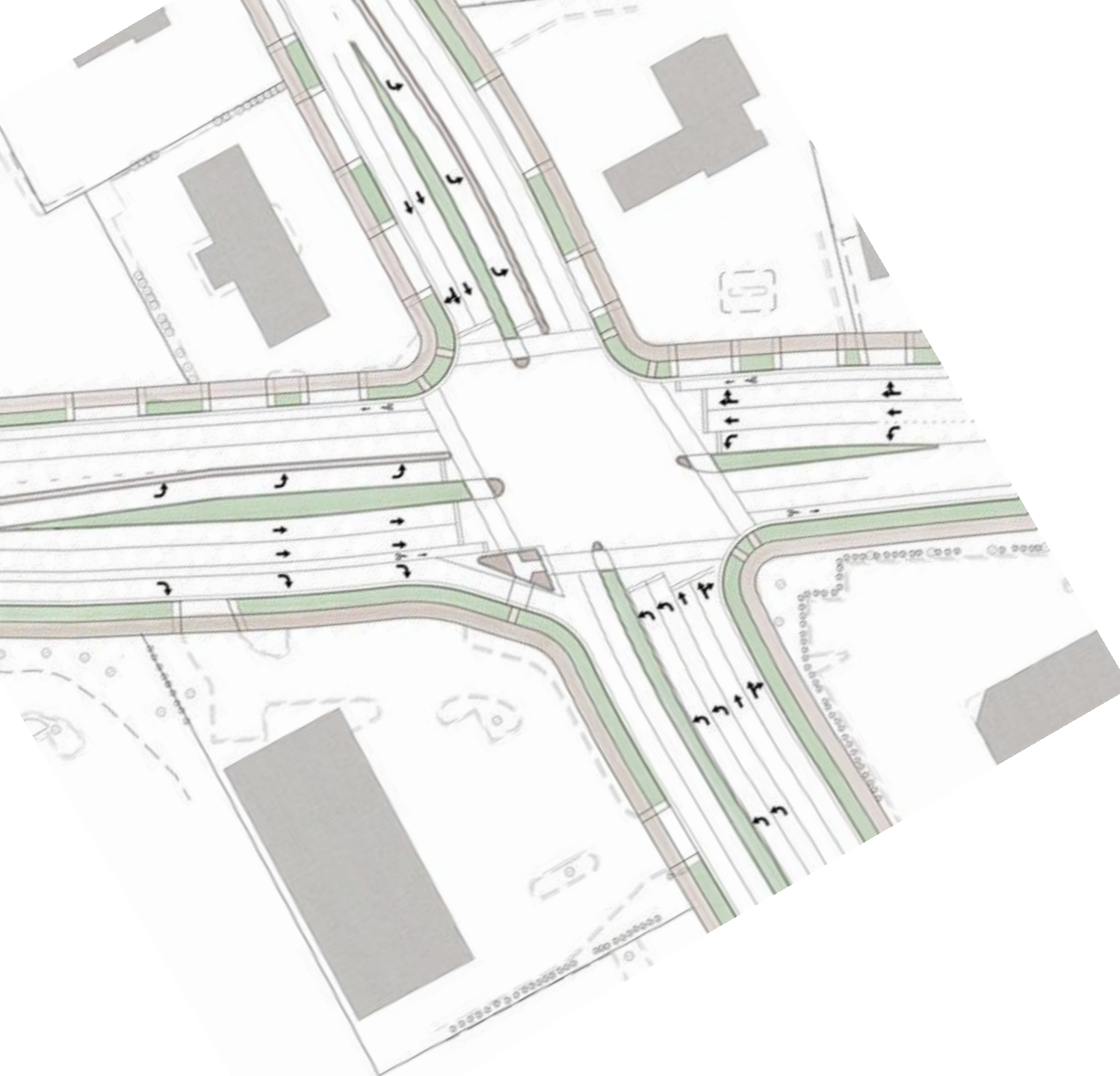
Orlando Health – Orlando Amtrak Today

O Maximizing Connections to Transit



Orlando Health – Orlando Amtrak Potential TOD





Final Concept







**SELL THE
PEOPLE WHO
SELL TO THE
COMMUNITY.**

O Adjacency to Transit is a Marketing Advantage

United States > North Carolina > Charlotte > New Homes in Charlotte > Park South Station

Park South Station

1853 Royal Gorge Avenue
Charlotte, NC 28210
Map it



6,000 sq. ft. Community Clubhouse

NOW OPEN
\$159,999 - \$264,999
Payments starting from \$805/month¹
1,491-2,483 Sq. Ft. Single Family Homes, Townhomes
2-3 Bedrooms | 2.5-3.5 Baths

FEATURES | View All >

- Townhome & Single Family Homes in South Charlotte
- 6,000 Sq. Ft. Clubhouse with Fitness Center & Pool
- South Park Location near Upscale Shopping, Fine Dining & Entertainment

Call: 877-879-5555
Visit: map & directions | tours

Or fill out this short form for more info:
Email Address **SUBMIT >**

Receive a Whirlpool® or KitchenAid® Appliance Upgrade* **VIEW OFFERS**

Home Designs
Neighborhood Features
About the Area
Map and Directions
Events
Amenities

NEIGHBORHOOD FEATURES

- ✓ Townhome & Single Family Homes in South Charlotte
- ✓ 6,000 Sq. Ft. Clubhouse with Fitness Center & Pool
- ✓ South Park Location near Upscale Shopping, Fine Dining & Entertainment
- ✓ Over 40 Acres of Green Space and Tree Preserves
- ✓ Light Rail Station less than 1 Mile Away

✓ Light Rail Station less than 1 Mile Away

D Development by the Numbers



17

SunRail stations in Phase I and II

72

Percentage of people said the best long-term solution to reduce congestion was to **build walkable communities and improve transit** ^

6,000

Acres of land within a half-mile of SunRail stations

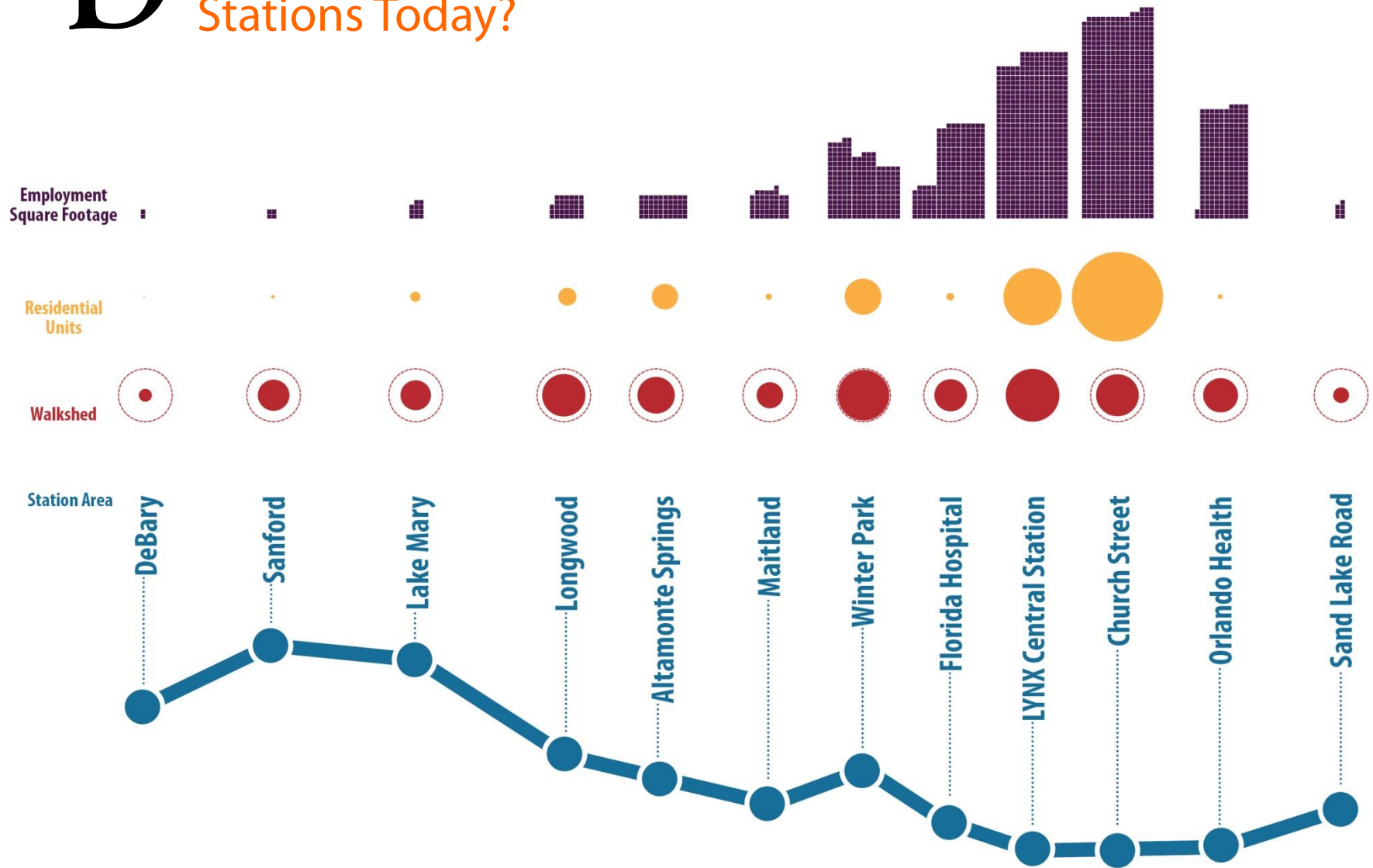
2,500

Number of parcels within a 5-minute walk of SunRail stations



^ January 2009 Growth and Transportation Survey by Hart Assoc. As reported in "Common Ground" Summer 2009, Published by National Association of Realtors

D What's Nearby the Stations Today?



5

**SPEAK THE
LANGUAGE OF
ELECTED
OFFICIALS.**



**REMEMBER
THAT PUBLIC
INVESTMENT
DRIVES PRIVATE
DEVELOPMENT.**

D Development Follows Public Investment



Public Investment in
Station



Public Investment in
Infrastructure

DRIVES



Private Development Nearby

D Development Follows Public Investment



Local Example:
First Street in Sanford

D Development Follows Public Investment



Local Example:
Plant Street in
Winter Garden

D Development Follows Public Investment



Local Example:
Hannibal Square in Winter Park



**FOCUS ON
COMPLETE
NEIGHBORHOOD
DEVELOPMENT.**

“

The reality is that people get almost too focused on transit. There's a symbiotic relationship between it and walkable destinations. You can't have good transit if you can't walk when you arrive. So pedestrian-oriented development is really at the heart and soul of great cities. Every city that you love is a city that you want to walk in. We travel the globe in order to walk in great cities.

”

- Peter Calthorpe



FOCUS AREA:

Area within one-half mile of each
SunRail station

CATEGORIES

CONNECTIVITY

PEDESTRIAN
ACCESSIBILITY +
WALKABLE STREETS

NEIGHBORHOOD
DEVELOPMENT



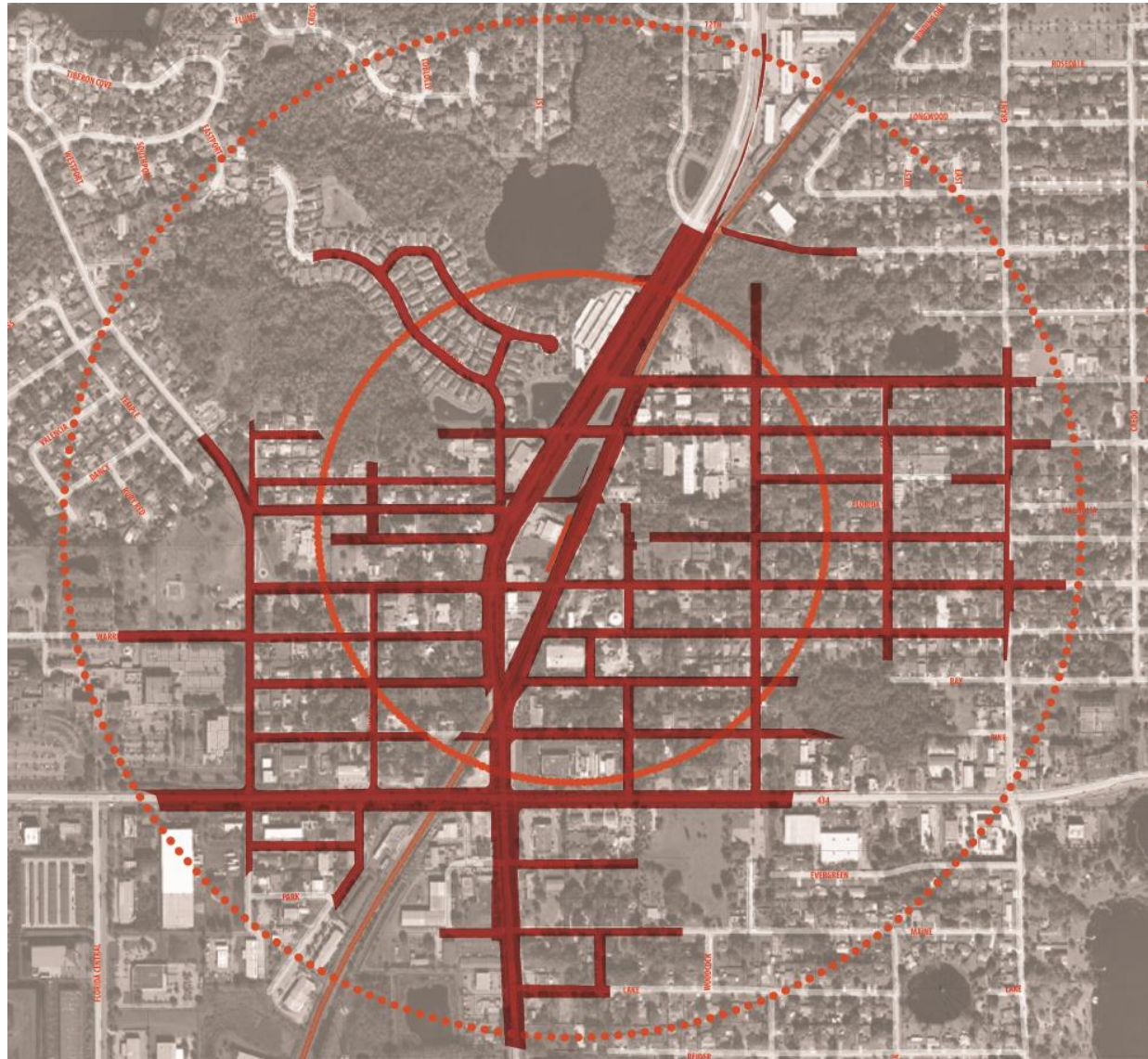
CONNECTIVITY:

Places that are more accessible to their surroundings are more attractive development sites



METRIC: Intersections per square mile

The mobility benefits of developing next to transit are improved if the surrounding area is more accessible to pedestrians.



PEDESTRIAN ACCESSIBILITY:

The mobility benefits of developing next to transit are improved if the surrounding area is more accessible to pedestrians.

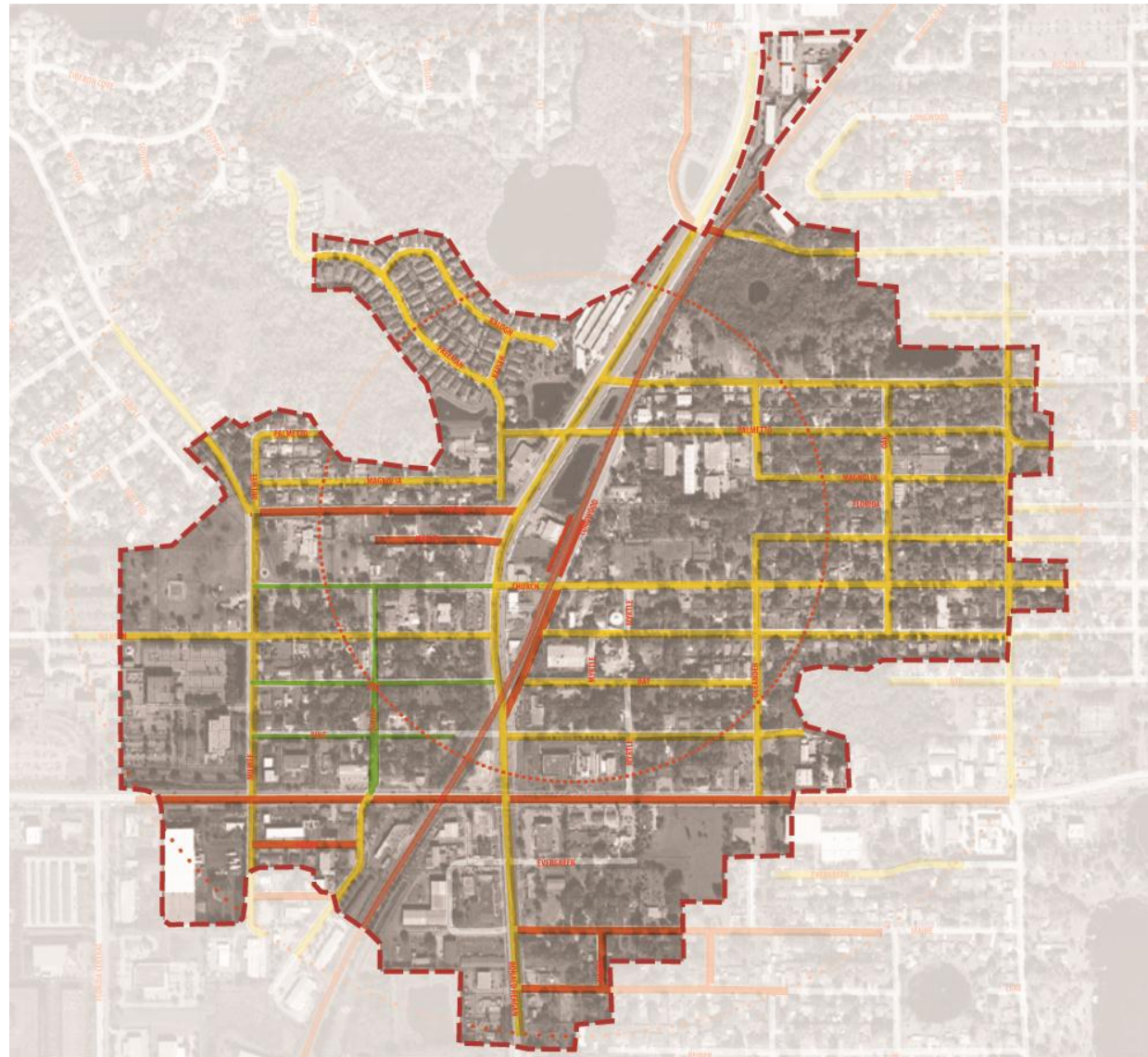


METRIC: Number of acres reached within 10-minute walk

WALKABILITY:

The quality of the pedestrian environment is affected by four factors:

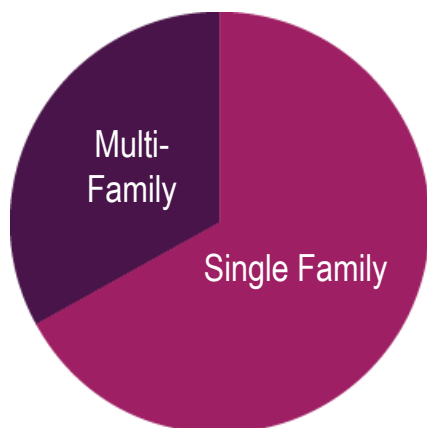
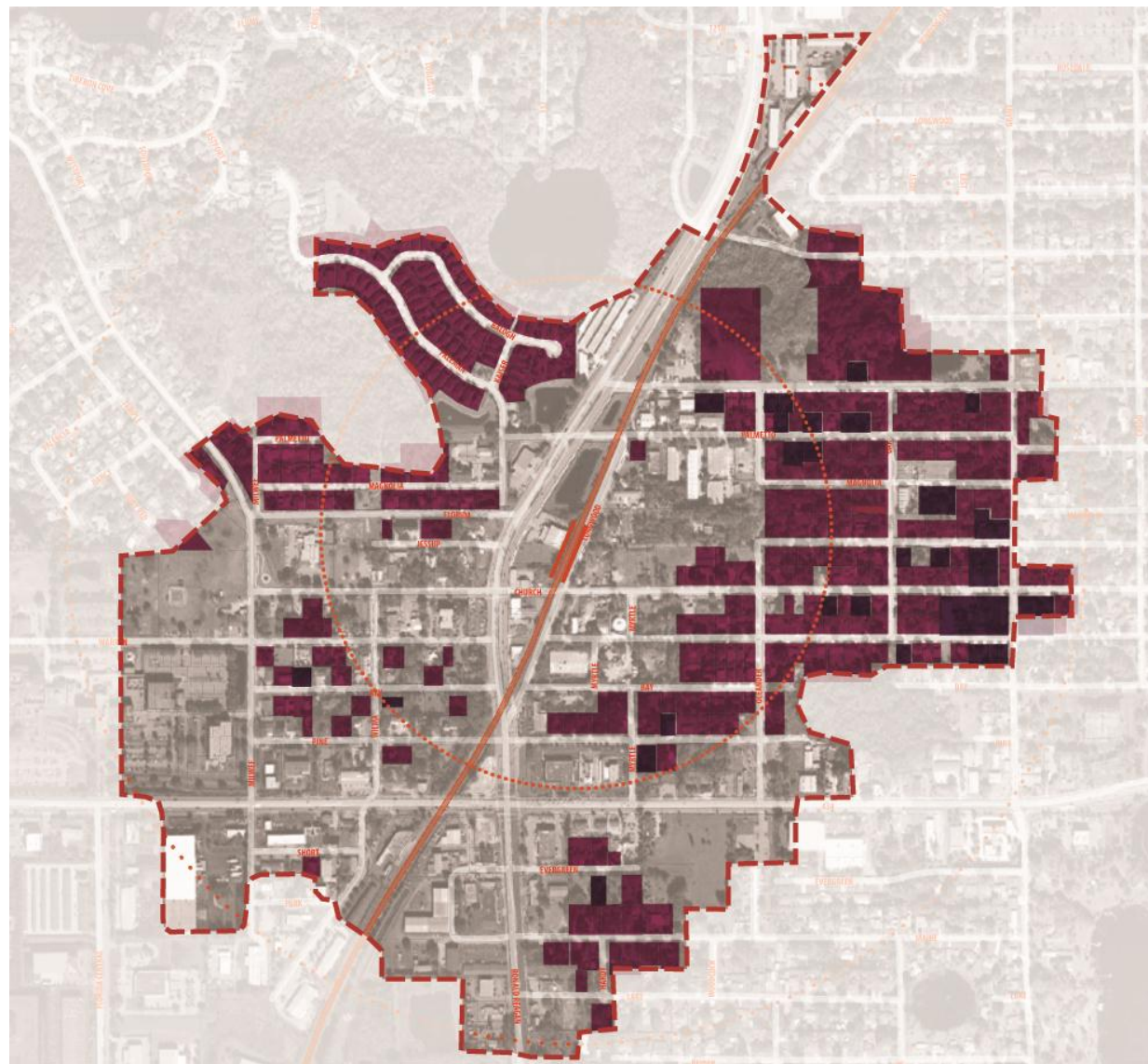
- Slow speeds on adjacent streets (<35mph)
- Sidewalks
- Shade
- Buildings rather than parking fronting the sidewalk



METRIC: Linear feet of high-quality pedestrian environment

NEIGHBORHOOD DEVELOPMENT:

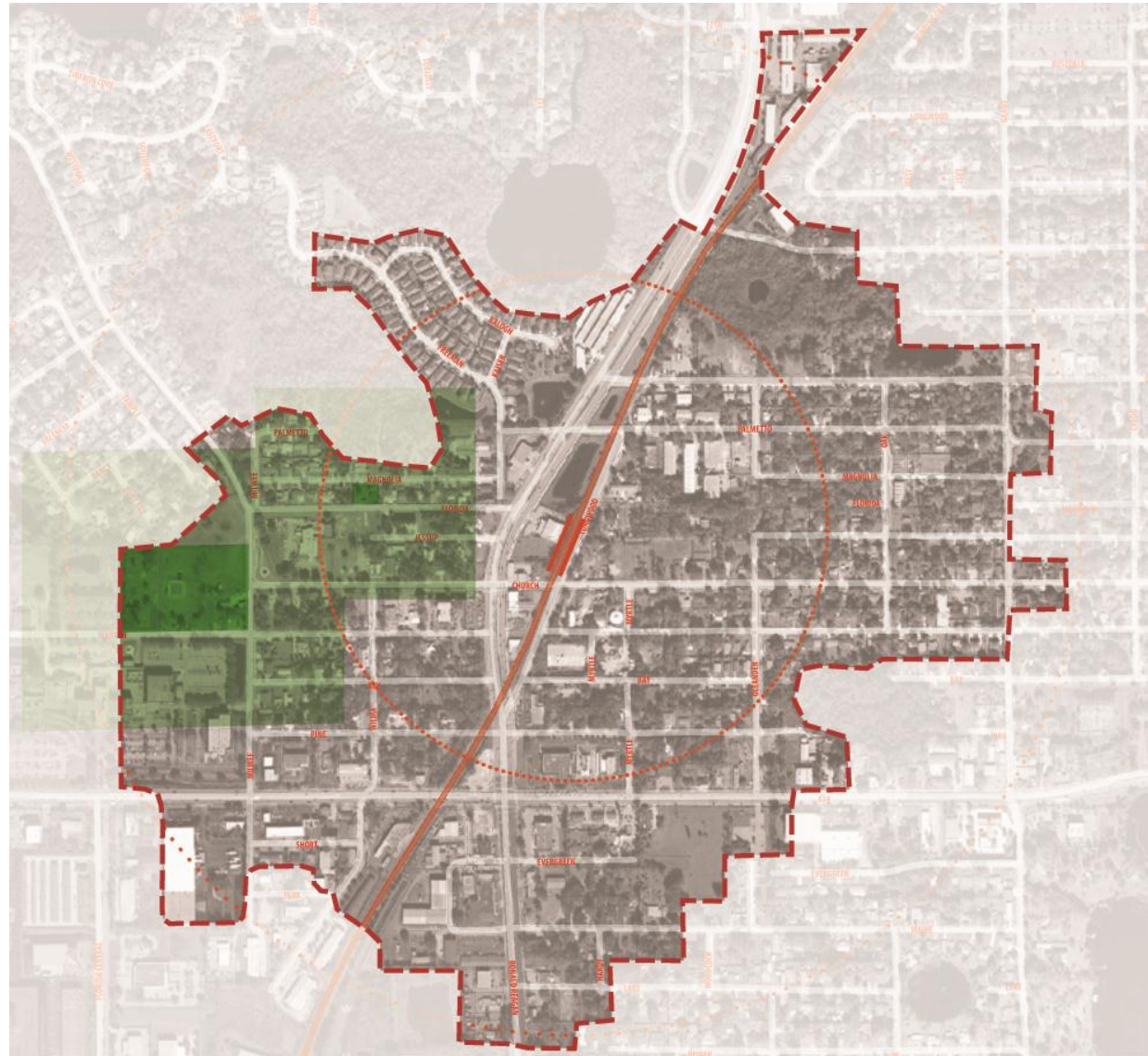
The intent of TOD is to create well-designed, livable communities where people can get from home to such places as the office, grocery store, day care center, restaurant, dry cleaner, library, or park without using a car and to get more people, both employees and residents, within easy access of transit.



METRIC: Number of residential units within actual 10-minute walk of station

NEIGHBORHOOD DEVELOPMENT:

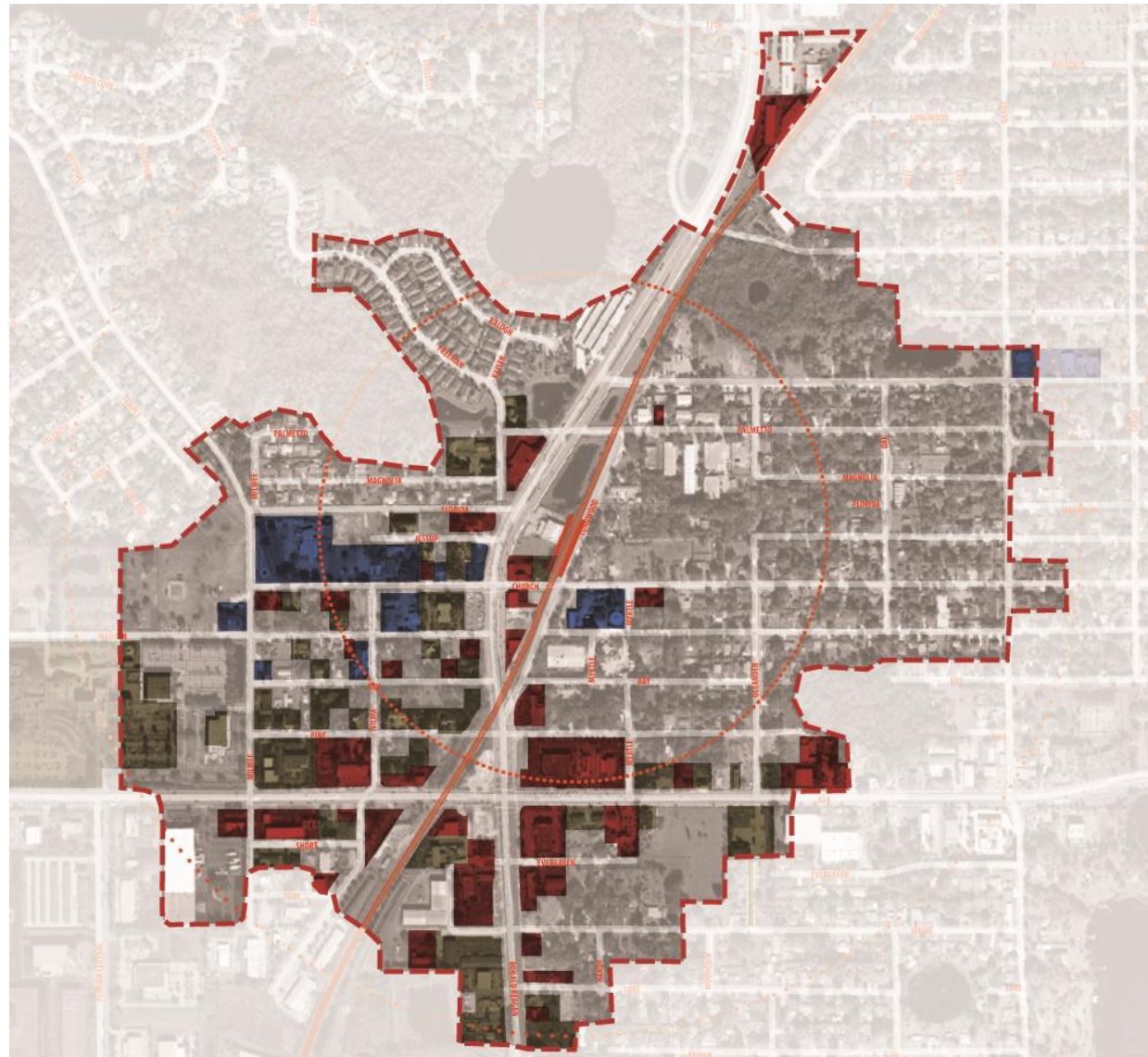
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METRIC: Area within 500 feet of a park

NEIGHBORHOOD DEVELOPMENT:

The intent of TOD is to create well-designed, livable communities where people can get from home to such places as the office, grocery store, day care center, restaurant, dry cleaner, library, or park without using a car and to get more people, both employees and residents, within easy access of transit.



METRIC: Square feet of employment uses within actual 10-minute walk of station

NEIGHBORHOOD DEVELOPMENT:

The intent of TOD is to create well-designed, livable communities where people can get from home to such places as the office, grocery store, day care center, restaurant, dry cleaner, library, or park without using a car and to get more people, both employees and residents, within easy access of transit.

Food Retail

- Supermarket

Community-Serving Retail

- Convenience stores
- Hardware
- Pharmacy
- Clothing
- Other retail

Services

- Banks
- Gyms
- Laundry
- Restaurants

Civic/Community Facilities

- Day care
- Post office
- Library



METRIC: Number of destinations within actual 10-minute walk of station

SAMPLE ANALYSIS:

Places with many destinations
that are less walkable



D TOD Metrics

LYNX Central Station Economic Development Metrics

\$1.1
Billion

2010
Taxable Value
Within 10-Minute
Walk of Station

\$79.1
Million

Construction Value
Within 10-Minute
Walk of Station

Number of Residential Units Within 10-Minute Walk of Station

2010

56

Single Family

1522

2010

646
U/C

Multi-Family

Single Family: Detached residential units & mobile homes.

Multi-Family: Duplexes, attached townhomes, condominiums, apartments, retirement community & assisted living.

Square Footage of Employment Uses Within 10-Minute Walk of Station

732k

2010

9k
U/C

Retail

3,117.3k

2010

Office

4,296.4k

Government/
Civic

Retail: Retail and Services (e.g., restaurants, convenience stores, shops, lodging, child care facilities)

Office: Professional office, medical office, labs, and hospital facilities

Government/Civic: Public/quasi-public uses (e.g., churches, schools, County, City, State & Federal buildings)

Number of Retail and Service Destinations Within 10-Minute Walk of Station

5
5 5 5 5
5 5 5 5
5 5 5 5

Community
Retail

48

5 5
5 5 5 5
5 5 5 5

Services

51

5 10 10
10 10 10 10
20 20 20 20
20 20 20 20

Civic or
Community

227

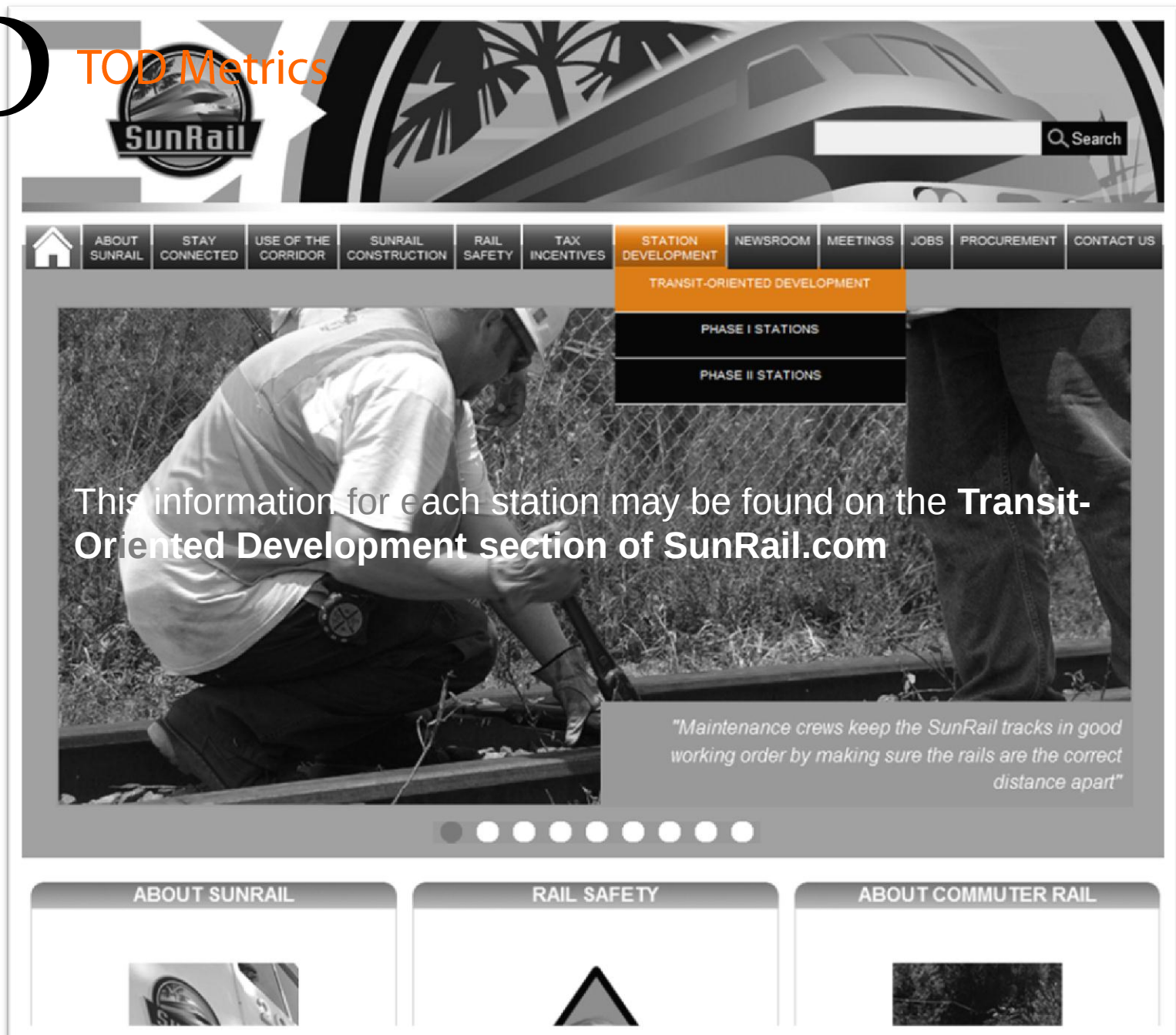
Food
Retail

2010

0

Source: Orange County Property Appraiser Parcel Data (3/11/2012); 2010 InfoUSA Employment Data; LEED-ND Categories (Retail + Service Destinations)

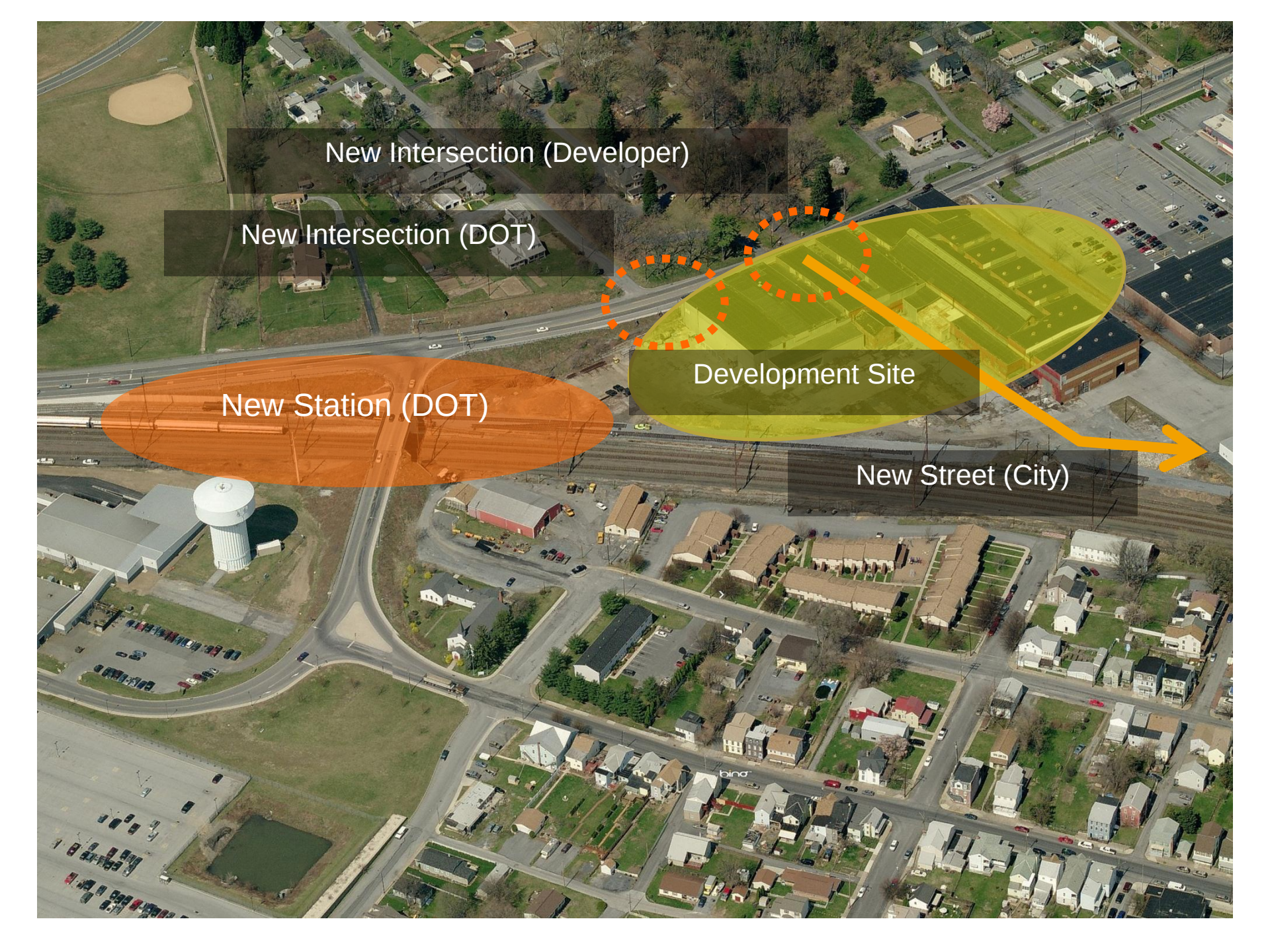
D TOD Metrics





**JOINT
DEVELOPMENT
IS MORE
DIFFICULT THAN
IT'S MADE OUT
TO BE.**





This aerial photograph shows a suburban neighborhood with residential streets, a railroad line, and a water tower. Several areas are highlighted with colored overlays and labels to indicate planned infrastructure projects. A yellow semi-transparent oval labeled 'Development Site' is located in the upper right, with a dashed orange line and an orange arrow pointing from it towards the right edge of the frame. An orange semi-transparent oval labeled 'New Station (DOT)' is located in the lower left, near a water tower. A semi-transparent grey rectangle labeled 'New Intersection (DOT)' is located in the upper left. Another semi-transparent grey rectangle labeled 'New Intersection (Developer)' is located at the top center. A semi-transparent grey rectangle labeled 'New Street (City)' is located in the lower right, with an orange arrow pointing from the 'Development Site' towards it.

New Intersection (Developer)

New Intersection (DOT)

New Station (DOT)

Development Site

New Street (City)



Restaurant

Hotel

Inline Retail

Parking

Station

MIDDLETOWN

O Maximizing Connections to Transit



Longwood Station Today

O Maximizing Connections to Transit



Longwood Station Potential TOD

Are You Ready for Joint Development?



Small Development Scenario | Plan A

Plan A represents a relatively low-intensity redevelopment comprised of 14,000 gross square feet of office space, 10,000 gross square feet of retail space, and 256 surface parking spaces, of which 184 are dedicated to SunRail users. The development, excluding SunRail parking, is estimated to cover 2.3 acres. Costs for vertical development and parking are estimated at \$1.7 million. Retail is located in a single-story building at the intersection of East Church Avenue and Longwood Street, near the station and planned Orange Crown residential development; retail space is projected to be absorbed over two years. The proposed office building, located at Myrtle Street and East Bay Street, is assumed to reach full occupancy in two years.

27.3%	Leveraged IRR
\$310,749	Residual Land Value per Acre
\$3.7 million	Market Value of Properties in 2021



Small Development Scenario | Plan B2

Plan B2 also represents a relatively low-intensity development, with 12,800 gross square feet of office space, 10,500 gross square feet of retail space, 20 townhomes along Myrtle Street, and 254 surface parking spaces, of which 184 are dedicated to SunRail users. Since parking is built into the townhomes, this scheme is able to fit on the same 2.3 acres of land. Costs for vertical development and parking are estimated at \$3.5 million. Retail and office spaces are estimated to achieve full occupancy over two years while townhomes are projected to sell out over three years. Plan B2 offers the same advantageous location for office and retail spaces while the addition of townhomes may establish greater identity for the station area.

30.4%	Leveraged IRR
\$449,269	Residual Land Value per Acre
\$6.7 million	Market Value of Properties in 2021

Medium Block Development Scenario | Plan C

Plan C represents a moderate-density development scenario, with 14,000 gross square feet of office space, 8,400 gross square feet of retail, 44 townhomes, and 251 surface parking spaces, of which 184 are dedicated to SunRail users. The development, excluding SunRail parking, is estimated to cover 2.9 acres which includes the parcel currently occupied by the water tower and well. Costs for vertical development and parking are estimated at \$5.7 million. Retail and office buildings are located at the intersection of East Church Avenue and Longwood Street, adjacent to the SunRail station. Townhomes line Myrtle Avenue and also extend down East Church Avenue and East Bay Avenue. With proper landscaping and public realm improvements, Plan C is likely to significantly enhance the image of Myrtle Street.

-1.4%	Leveraged IRR
\$N/A	Residual Land Value per Acre
\$6.8 million	Market Value of Properties in 2021

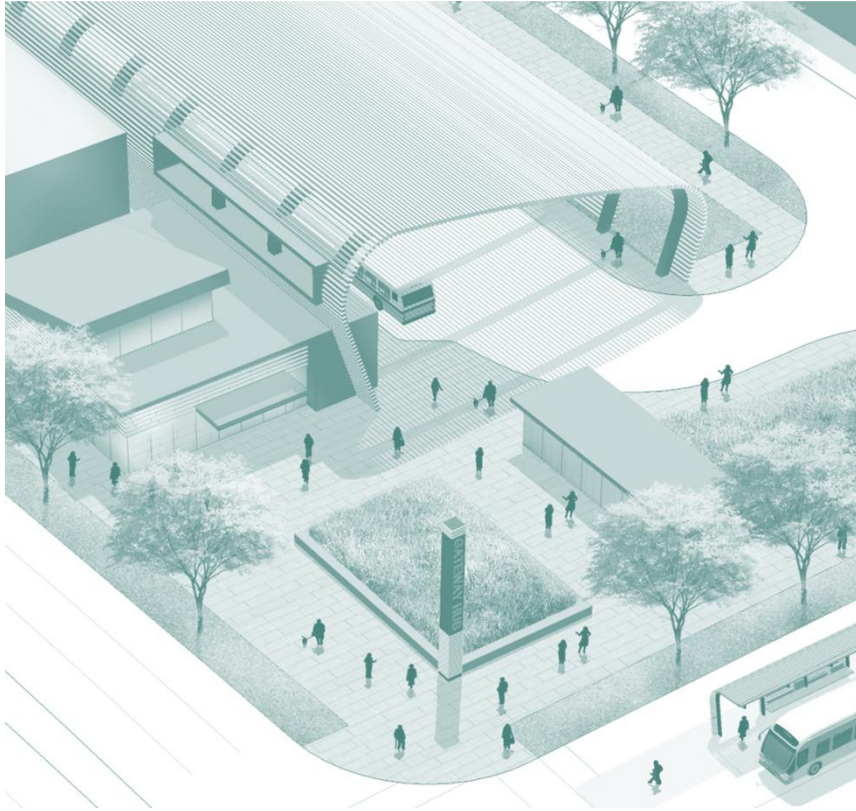
Full Block Development Scenario | Plan D

Plan D represents relatively high-intensity development, including 14,000 gross square feet of office space, 8,400 gross square feet of retail, 50 townhomes, 54 for-sale multifamily units, and 348 parking spaces, of which 184 are reserved for SunRail users. The development covers 4.2 acres of land, excluding SunRail parking, which requires participation of Parcel D and relocation of the water tower and well. Costs for vertical development and parking are estimated at \$9.3 million. Multifamily units are located near the SunRail station at the intersection of East Church Avenue and Longwood Street, and townhomes line Myrtle Avenue, East Church Avenue, and East Bay Avenue. Office and retail buildings are located near the intersection of Longwood Street and East Bay Avenue.

-0.5%	Leveraged IRR
\$N/A	Residual Land Value per Acre
\$13.1 million	Market Value of Properties in 2021



	MPO	City/ County	Transit Agency	State DOT	Private Developer
Implementation Requirements					
Coordinated Vision	☐	☐	☐	☐	☐
Comp plan consistency		☐			
Transit master planning	☐		☐	☐	
Transportation master planning	☐	☐		☐	
TOD development guidelines	☐	☐	☐	☐	
Transit Delivery					
Primary program elements	☐		☐	☐	
Secondary program elements	☐		☐	☐	
Joint development strategy				☐	
Timetable/phasing commitment	☐		☐	☐	
Mobility Hub Area Planning and Regulations					
Creating area development concepts					☐
Developing area plans	☐	☐	☐	☐	☐
Adopting area plans		☐			
Revising land development codes		☐			
Building TOD					☐
Areawide Infrastructure					
Pedestrian improvements	☐	☐		☐	☐
New streets	☐	☐		☐	☐
Intersection design		☐		☐	☐
Parks and public space infrastructure		☐			☐
Transit facilities design			☐	☐	
Internal Consistency					
Develop internal departmental consistency	☐	☐	☐	☐	



OBJECTIVE [FOR MOBILITY HUB ANALYSIS]

DESCRIBE THE PLACEMENT OBJECTIVES, DESIGN INTENT, AND GENERAL PARAMETERS FOR MOBILITY HUBS ALONG OAKLAND PARK BOULEVARD

GOAL [FOR MOBILITY HUB FUNCTION]

INCORPORATE MOBILITY HUBS INTO THE DESIGN OF OAKLAND PARK BOULEVARD TRANSIT PROJECT AS PLACES WHERE PEOPLE INTERACT WITH THE TRANSPORTATION SYSTEM, WITH A BETTER WAY OF LINKING THE TRANSPORTATION SYSTEM TO THE SURROUNDING LAND USES THROUGH DIRECT CONNECTIONS TO MORE SIGNIFICANT CONCENTRATIONS OF ACTIVITIES AND FACILITATED ACCESS TO AND BETWEEN TRANSIT LINES AND OTHER TRAVEL MODES.



GATEWAY HUBS

SR 7
SAWGRASS MILLS

ANCHOR HUBS

UNIVERSITY
ANDREWS
DIXIE HWY
US 1

COMMUNITY HUBS

31ST
HIATUS

BACKGROUND ANALYSIS

LRTP: STARTING POINT FOR LOCATION
AND TYPE OF MOBILITY HUBS

**LAND USE AND
REDEVELOPMENT
ANALYSIS**

**TRANSIT OPERATIONS
ANALYSIS**



KEY CONCLUSIONS [FROM ANALYSIS]

MUST IMPROVE PEDESTRIAN SAFETY (PATRONS CROSSING
STREETS WHILE MAKING TRANSFERS AND REACHING
DESTINATIONS)

NEED TO KEEP PREMIUM TRANSIT PREMIUM (FAST/EFFICIENT)

DIFFERENTIATION WITHIN THE ENVIRONMENT IS NEEDED AND
IMPORTANT

BE MINDFUL OF RIGHT-OF-WAY IMPACTS

HAVE AN APPROACH THAT CAN BE TWEAKED BASED ON
SURROUNDING DEVELOPMENT CONDITIONS

DESIGN TO DRIVE POSITIVE DEVELOPMENT IMPACTS

KEY CONCLUSIONS [FROM ANALYSIS]

MUST IMPROVE PEDESTRIAN SAFETY (PATRONS CROSSING
STREETS WHILE MAKING TRANSFERS AND REACHING
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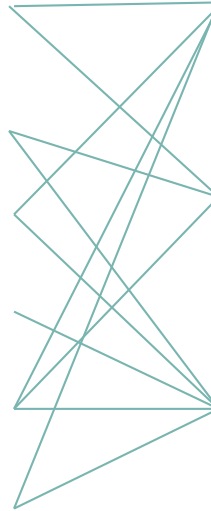
NEED TO KEEP PREMIUM TRANSIT PREMIUM (FAST/EFFICIENT)

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BE MINDFUL OF RIGHT-OF-WAY IMPACTS

HAVE AN APPROACH THAT CAN BE TWEAKED BASED ON
SURROUNDING DEVELOPMENT CONDITIONS

DESIGN TO DRIVE POSITIVE DEVELOPMENT IMPACTS



PRINCIPLES [FOR DESIGN]

PLACEMAKING

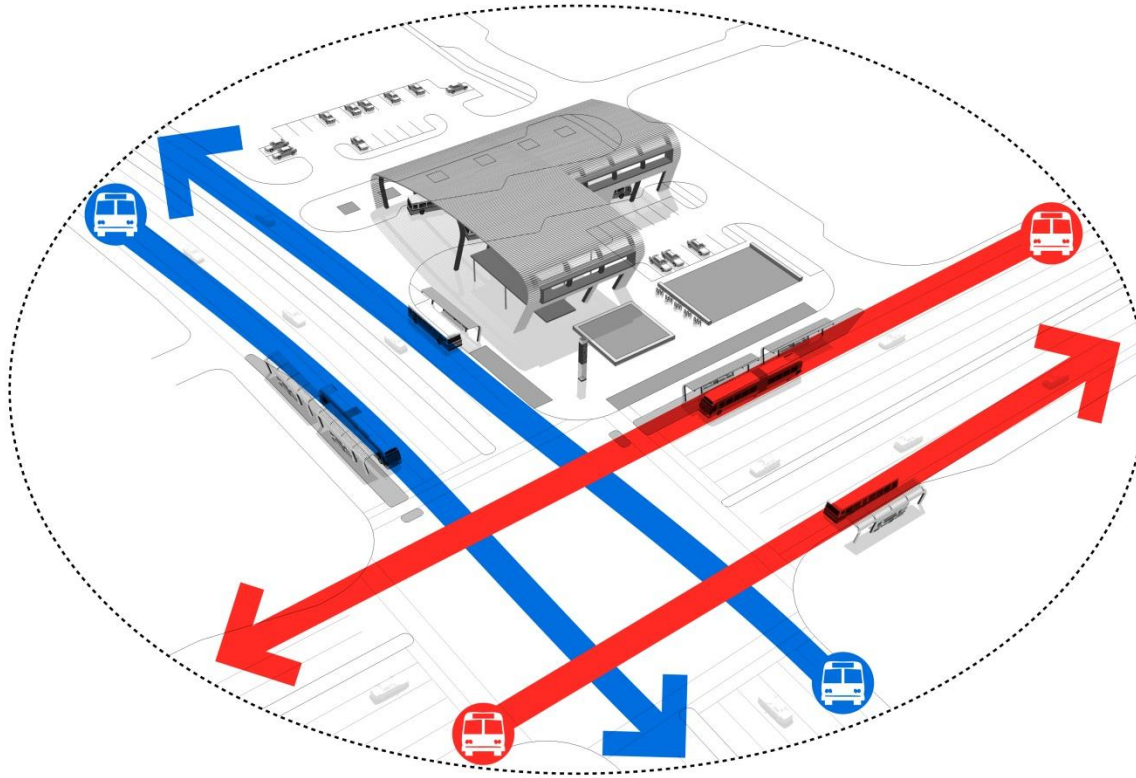
*Creating special “places” in an
undifferentiated, suburban environment*

CONNECTIVITY

*Linking transit to its surrounding uses and
linking routes*

ECONOMIC DEVELOPMENT

*Locating hubs so that new development can
“link” to the hub*



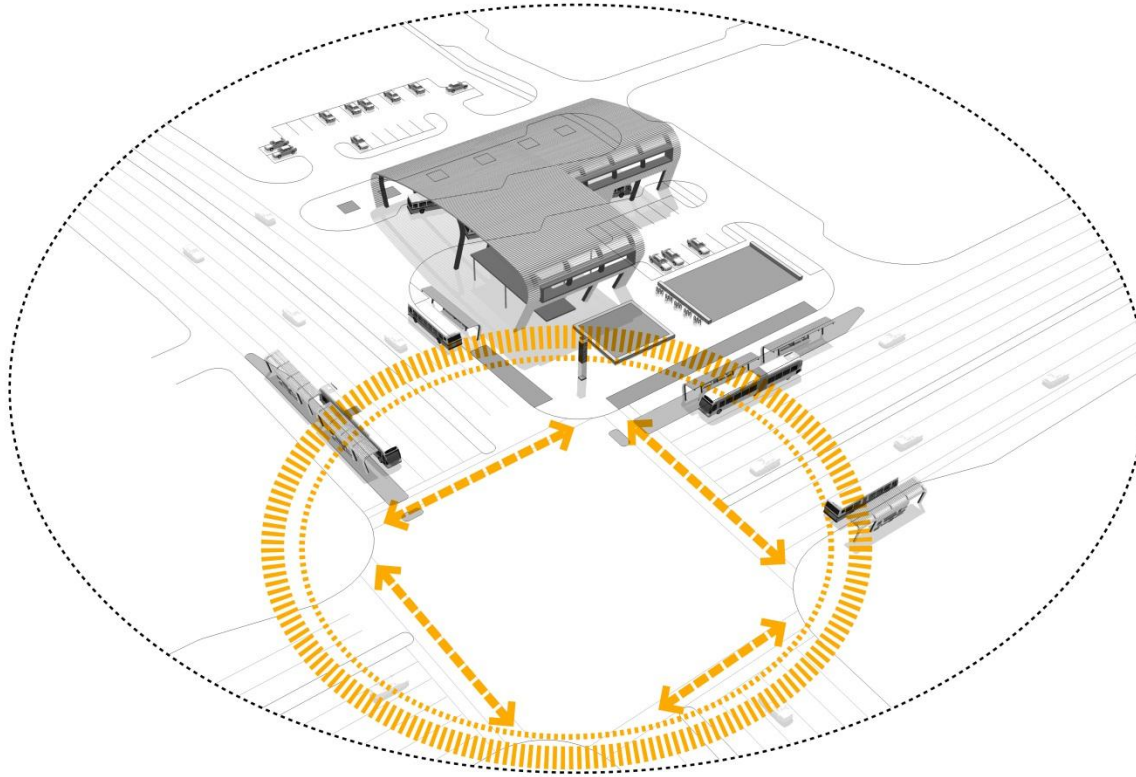
CONNECTIVITY

KEEP THE MAINLINE ROUTES ON THE ROAD TO KEEP TRAVEL TIMES DOWN

LOCATE AT INTERSECTIONS TO ENCOURAGE PED CROSSINGS AT CONTROLLED AND SAFE LOCATIONS

MAKE TRANSFERS SHORT (IDEALLY, THE MAJORITY SHOULD NOT HAVE TO CROSS A STREET)

LINK OFF STREET USES WITH THE STATION (CAR SHARE, KISSNRIDE, B-CYCLE, ADJACENT USES)



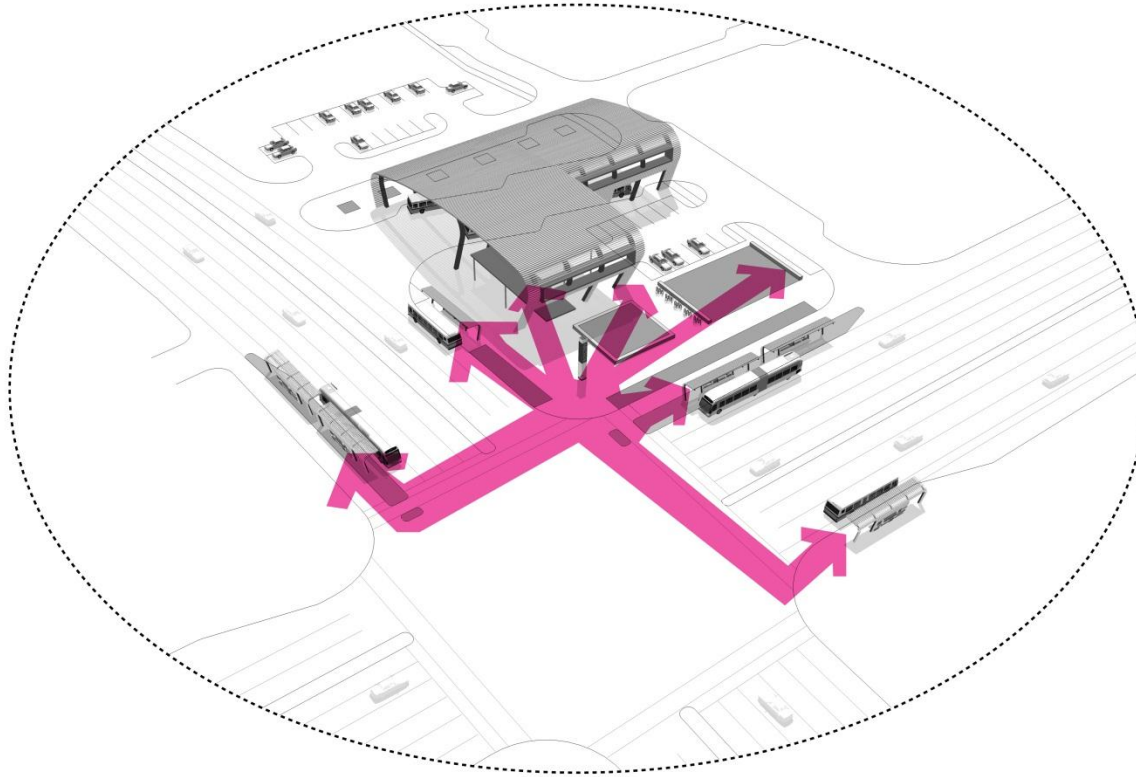
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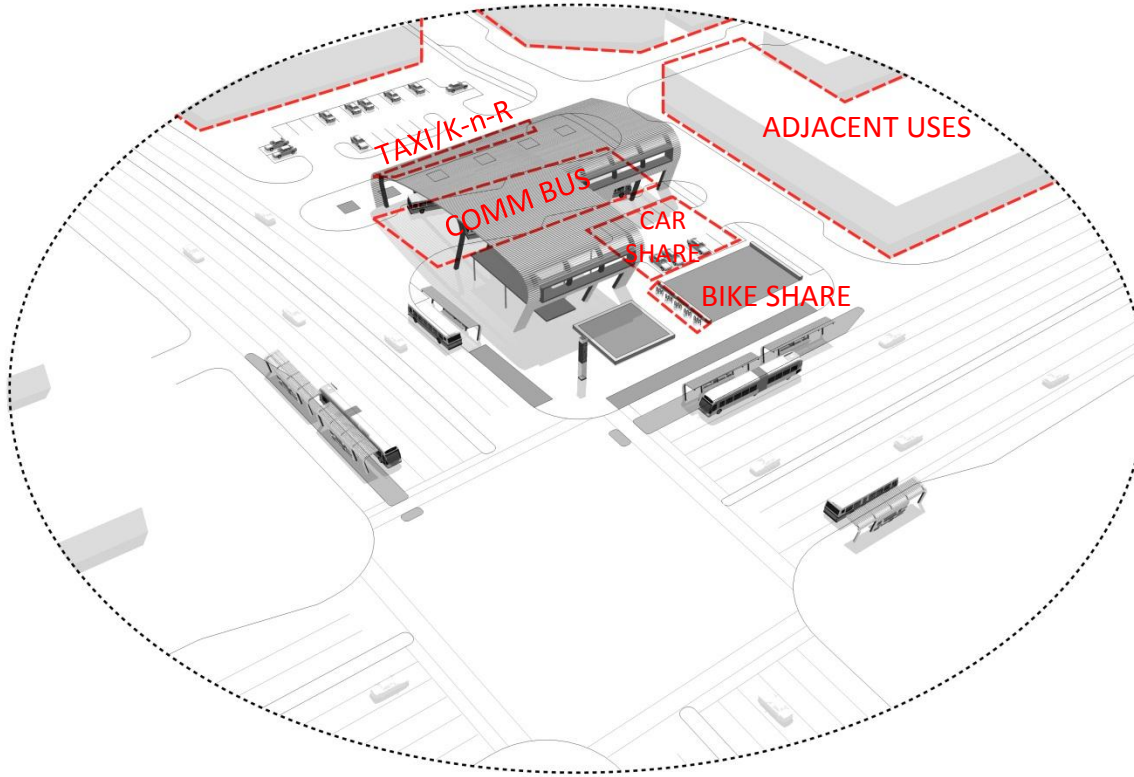
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MAKE TRANSFERS SHORT (IDEALLY, THE MAJORITY SHOULD NOT HAVE TO CROSS A STREET)

LINK OFF STREET USES WITH THE STATION (CAR SHARE, KISSNRIDE, B-CYCLE, ADJACENT USES)



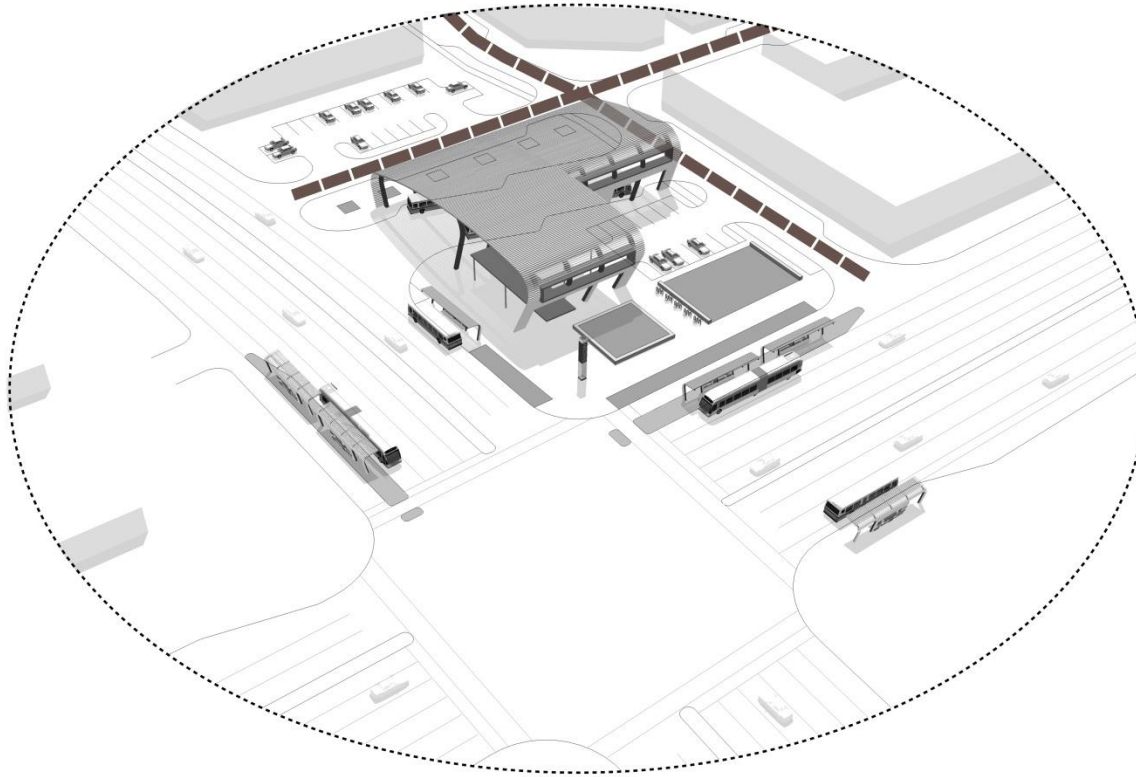
CONNECTIVITY

KEEP THE MAINLINE ROUTES ON THE ROAD TO KEEP TRAVEL TIMES DOWN

LOCATE AT INTERSECTIONS TO ENCOURAGE PED CROSSINGS AT CONTROLLED AND SAFE LOCATIONS

MAKE TRANSFERS SHORT (IDEALLY, THE MAJORITY SHOULD NOT HAVE TO CROSS A STREET)

LINK OFF STREET USES WITH THE STATION (CAR SHARE, KISSNRIDE, B-CYCLE, ADJACENT USES)



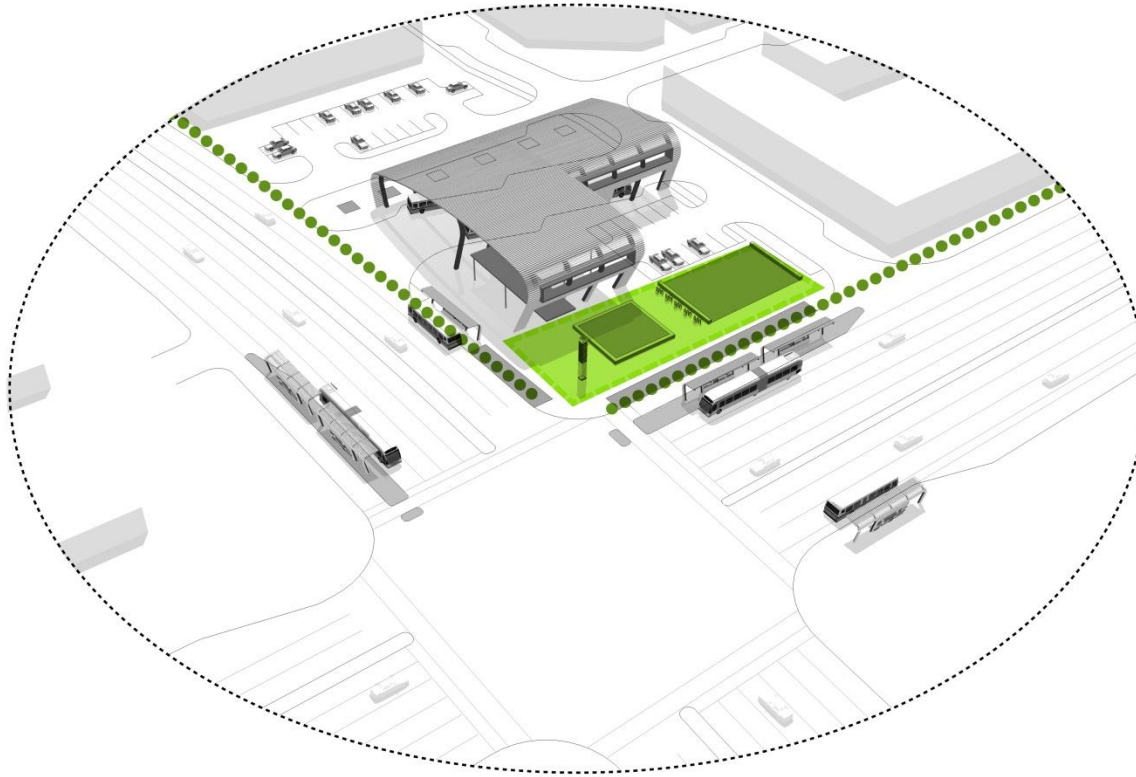
PLACEMAKING

SET THE PATTERN (CREATE THE BEGINNINGS OF AN URBAN PATTERN FOR REDEVELOPMENT)

CONTROL THE INTERSECTION ("PLANTING OUR FLAG" WITH AN URBAN ENVIRONMENT AND IMPROVED PEDESTRIAN CONDITIONS)

CREATE IDENTIFIABLE ARCHITECTURE COORDINATED BETWEEN SHELTERS AND BUILDINGS, WHERE POSSIBLE

SIGNIFICANT AND IDENTIFIABLE PUBLIC SPACE AS ORGANIZING FEATURE TO THE HUB



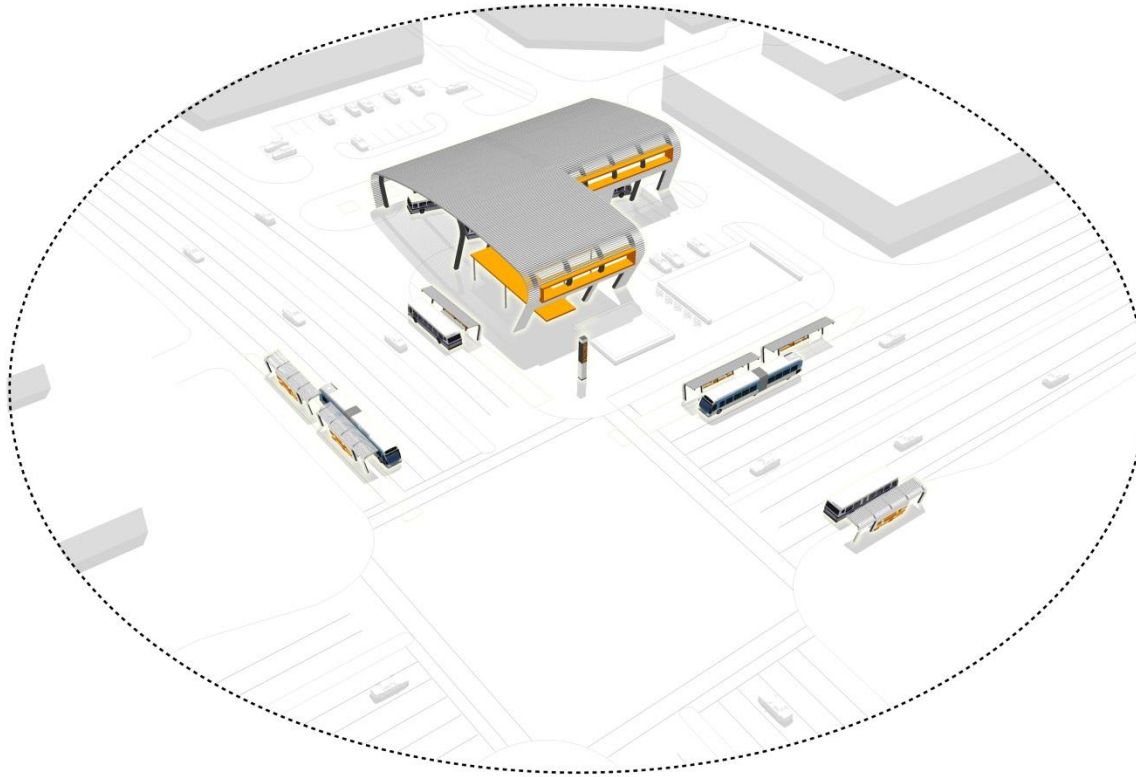
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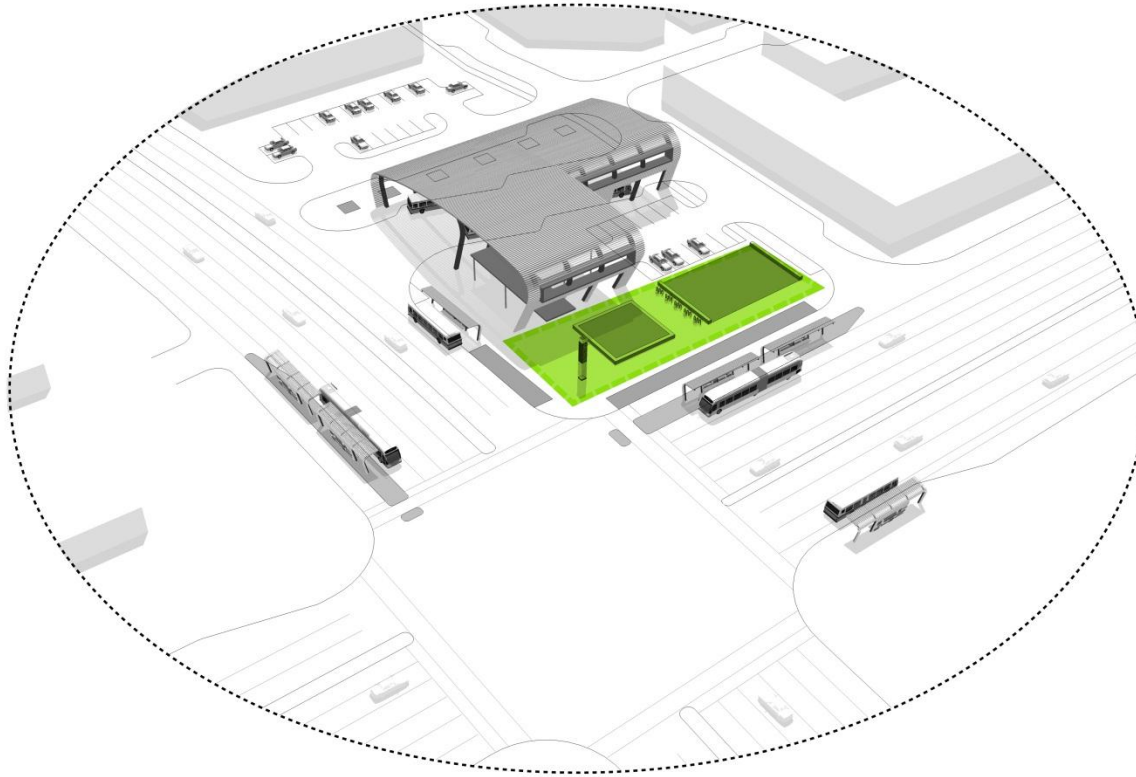
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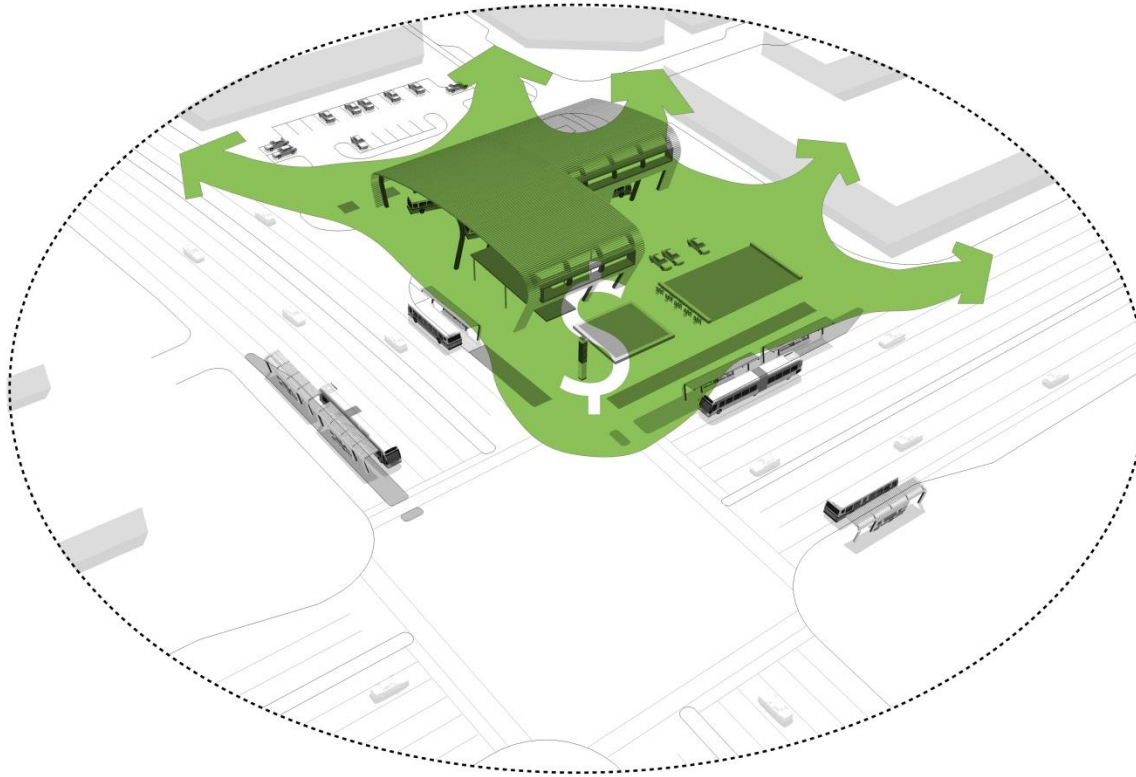
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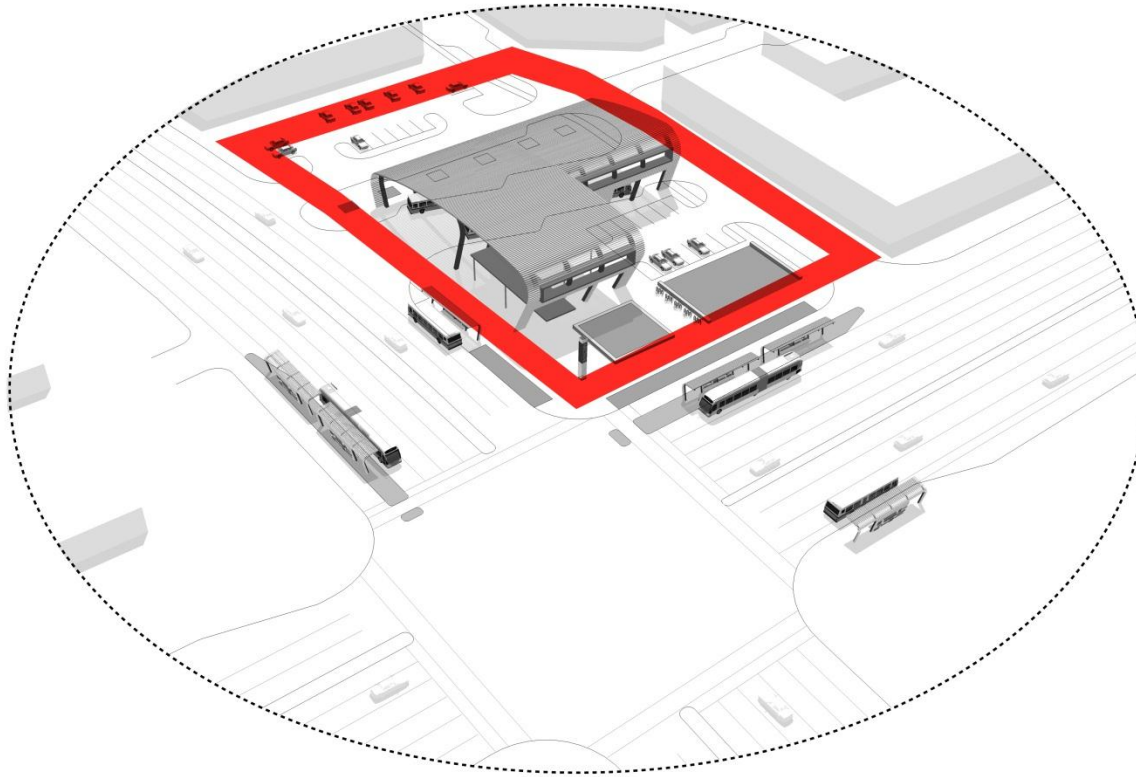


ECONOMIC DEVELOPMENT

CREATE A “SAFE” ADDRESS FOR DEVELOPMENT WHERE NEW INVESTMENT SIGNALS THAT IT IS A GOOD PLACE TO INVEST PRIVATE DOLLARS

MINIMIZE THE FOOTPRINT OF THE HUB – SO AS NOT TO TAKE UP ALL THE GOOD DEVELOPMENT LAND

DESIGN OUTWARD TO MAKE SURE THAT HUB ELEMENTS RELATE TO SURROUNDING DEVELOPMENT

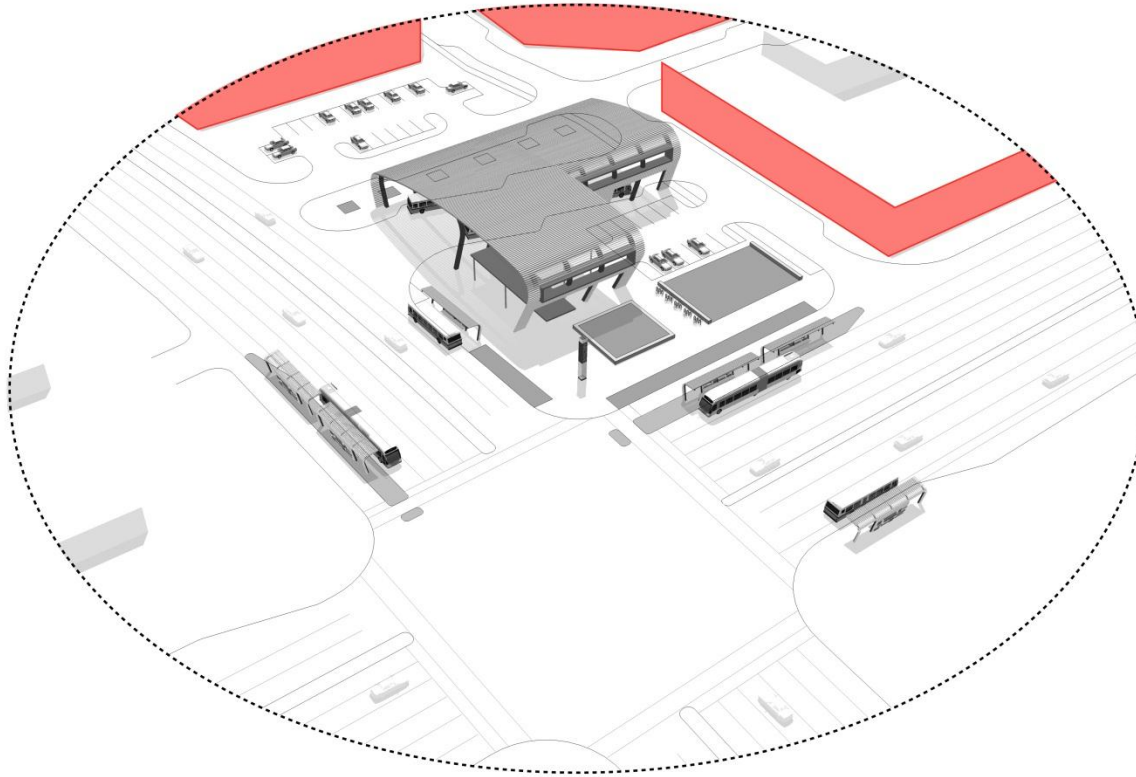


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DESIGN OUTWARD TO MAKE SURE THAT HUB ELEMENTS RELATE TO SURROUNDING DEVELOPMENT



SIZING
200'+ by 450'+
2+ ACRES

COST
\$8.2M (2009 dollars),
2035 L RTP

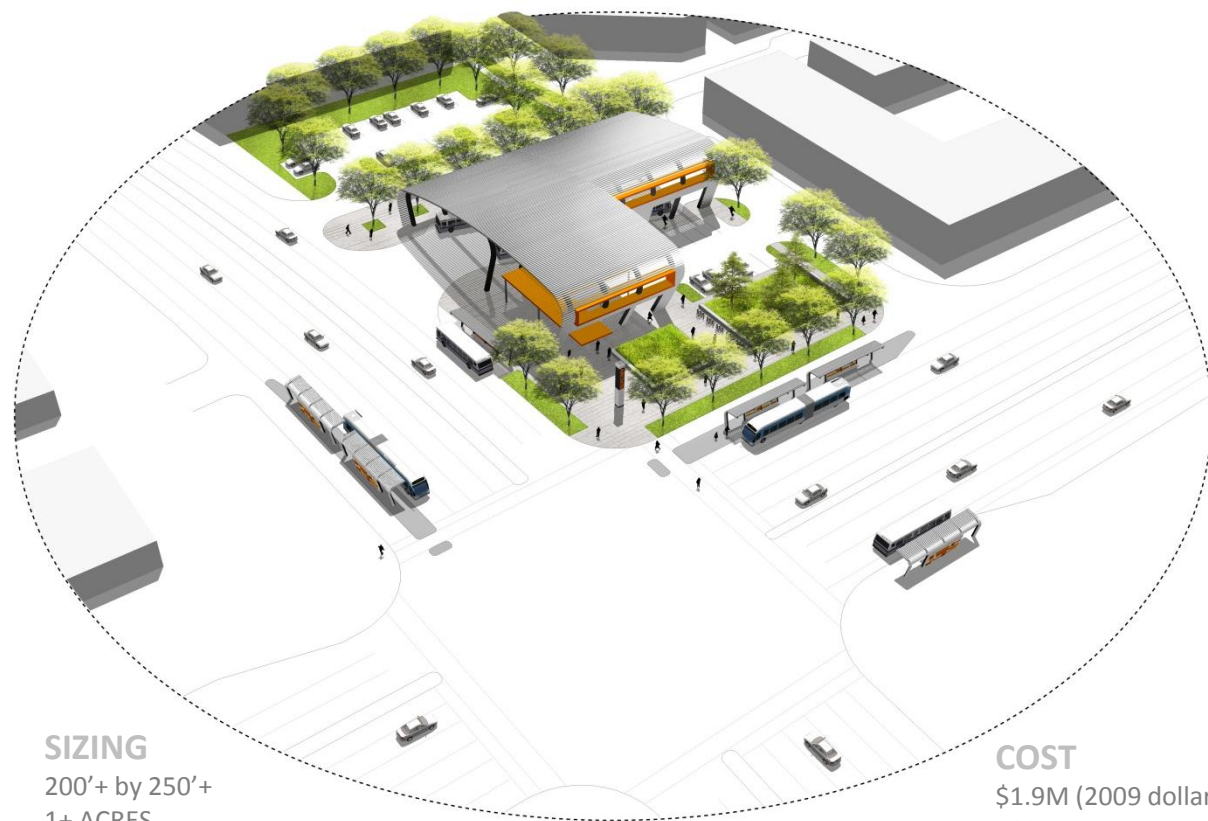
INDICATIVE GATEWAY HUB [SR 7 // SAWGRASS MILLS]

HUB ELEMENTS:

- ENCLOSED SHELTERS
- REAL-TIME PASSENGER INFORMATION SYSTEMS
- UNIQUE ARCHITECTURE AND SIGNAGE
- BIKE/PED TRANSIT ACCESS PRIORITY
- PRE-BOARD TICKETING
- POTENTIAL BIKESHARE + CARSHARE PROGRAMS
- PUBLIC ART
- INTEGRATION WITH SURROUNDING DEVELOPMENT
- SECURE AND WEATHER PROTECTED WAITING AREA
- RESTROOMS AND COMMUNITY SPACES (as appropriate)
- KISS-N-RIDE AND TAXI AREAS
- SURFACE OR STRUCTURED PARKING (as appropriate)

AREAWIDE ACCESS IMPROVEMENTS:

- PEDESTRIAN LINKAGE IMPROVEMENTS WITHIN A HALF-MILE RADIUS
- BICYCLE LINKAGE IMPROVEMENTS WITHIN A TWO-MILE RADIUS



SIZING

200'+ by 250'+
1+ ACRES

COST

\$1.9M (2009 dollars),
2035 LRTP

INDICATIVE ANCHOR HUB

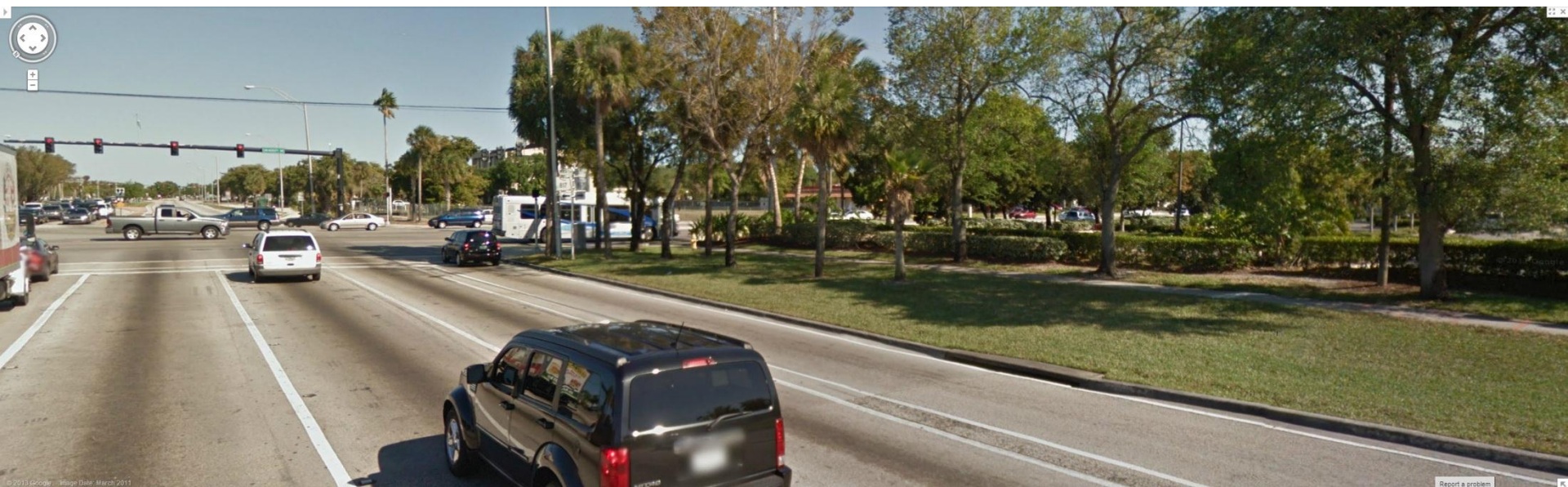
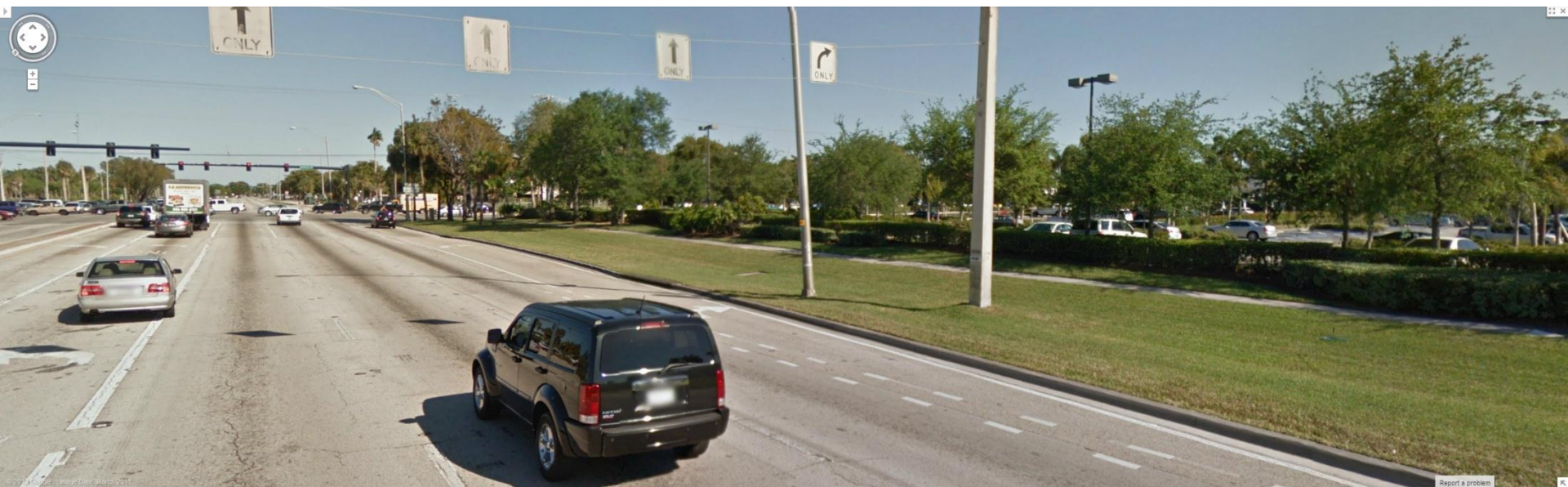
[UNIVERSITY // ANDREWS
DIXIE HWY // US 1]

HUB ELEMENTS:

- ENCLOSED OR PARTIALLY-ENCLOSED SHELTERS
- REAL-TIME PASSENGER INFORMATION SYSTEMS
- UNIQUE ARCHITECTURE AND SIGNAGE
- BIKE/PED TRANSIT ACCESS PRIORITY
- LIGHTED WAITING AREAS
- PRE-BOARD TICKETING
- POTENTIAL BIKESHARE PROGRAMS
- FREE PHONE FOR TAXI SERVICES
- INTEGRATION WITH SURROUNDING DEVELOPMENT
- KISS-N-RIDE AND TAXI AREAS
- SURFACE OR STRUCTURED PARKING (as appropriate)

AREAWIDE ACCESS IMPROVEMENTS:

- PEDESTRIAN LINKAGE IMPROVEMENTS WITHIN A QUARTER-MILE RADIUS;
- BICYCLE LINKAGE IMPROVEMENTS WITHIN A ONE-MILE RADIUS







PLANNING AND DESIGN CONSIDERATIONS FOR T.O.D.

LESSONS FROM THE FIELD

Blake Drury, AICP
AECOM

