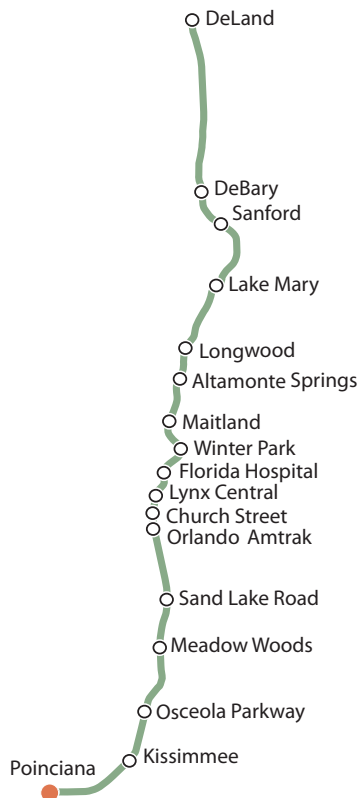


POINCIANA TOD CONCEPT



Artist's rendering looking southeast towards proposed station.



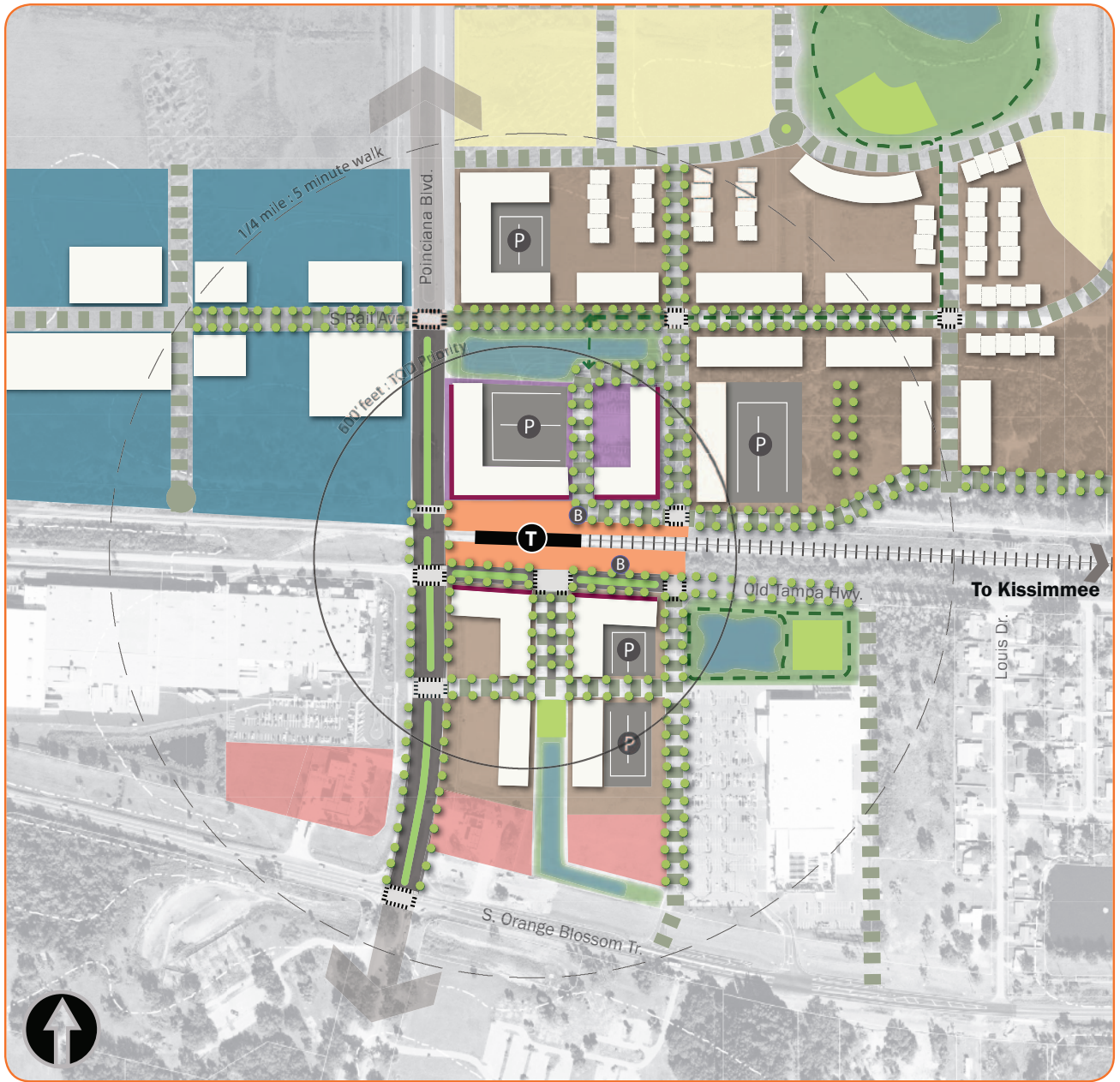
This end-of-the-line, Neighborhood Center station provides an opportune focal point for future community growth while serving some of the area's transportation needs.

Given the current low intensity of development, future growth can be organized to create a strong relationship with the station. To the northeast, a grid pattern of streets can be developed to provide both easy station access - especially for pedestrians - and flexibility, regarding a variety of future market-based land uses.

Two- to four-story mixed-use, office, and/or residential buildings, may be attracted by the close proximity of transit and the higher visibility of parcels along Poinciana Boulevard - including redevelopment of the SunRail park-and-ride site. Multi-family residential closest to the station (such as to the south) will support ridership, with areas further away transitioning to lower density residential.

Edges that abut industrial or large-scale retail uses will require additional streetscape, building, and landscape design attention to assure compatibility. It will be important to "traffic calm" Old Tampa Highway so that pedestrians can comfortably cross the street. Bus drop-off and kiss-and-ride functions can be integrated with the street grid, streetscape design, and neighborhood open space.

POINCIANA TOD STATION CONCEPT



- Transit**
- Transit Station
- Parking
- Bus Drop-off
- Urban Form**
- Active Building Edge
- Proposed Buildings
- Proposed Parking Structure

- Areas of Change**
- Mixed-Use
- Industrial
- Commercial
- Multi-family
- Single Family
- Parks and Open Space**
- Transit Plaza
- Open Space / Detention
- Park

- Access and Connectivity**
- Pedestrian and Street Enhancements
- New Street Connections
- Traffic Calming
- Crossing Improvements
- Proposed Pedestrian and Bike Connection
- SunRail



Aerial photo of existing conditions.

As a phase two station, Poinciana has the opportunity to get ahead of the curve with its land use and transportation planning to guide the development into a Neighborhood Center. The initial planning challenge will be to clarify the vision for the station area. The operative planning document for the area (Binding letter of vested rights or “BLIVER”) grants rights not consistent with the county TOD ordinance. The scale of underdeveloped land surrounding the station underscores the importance of creating a planning framework to guide phased implementation of the station area. In addition to the TOD Principles presented earlier in the report, next steps in TOD planning for Poinciana might include:

- Working together with FDOT to assess design options for the placement of parking and bus transfers to allow development to occur as close as possible to the station.
- Undertaking station area planning to craft a comprehensive vision, plan, and supportive zoning for the station area which integrates land use, transportation, urban design, and open space.
- Assuring that TOD zoning address an appropriate scale of development that transitions effectively between TOD uses and surrounding industrial uses.
- Setting minimum TOD densities at the top of today’s real estate market.
- Taking an integrated approach towards parking and stormwater management for the station area. This can be an effective tool to help incentivize the density desirable for a TOD.