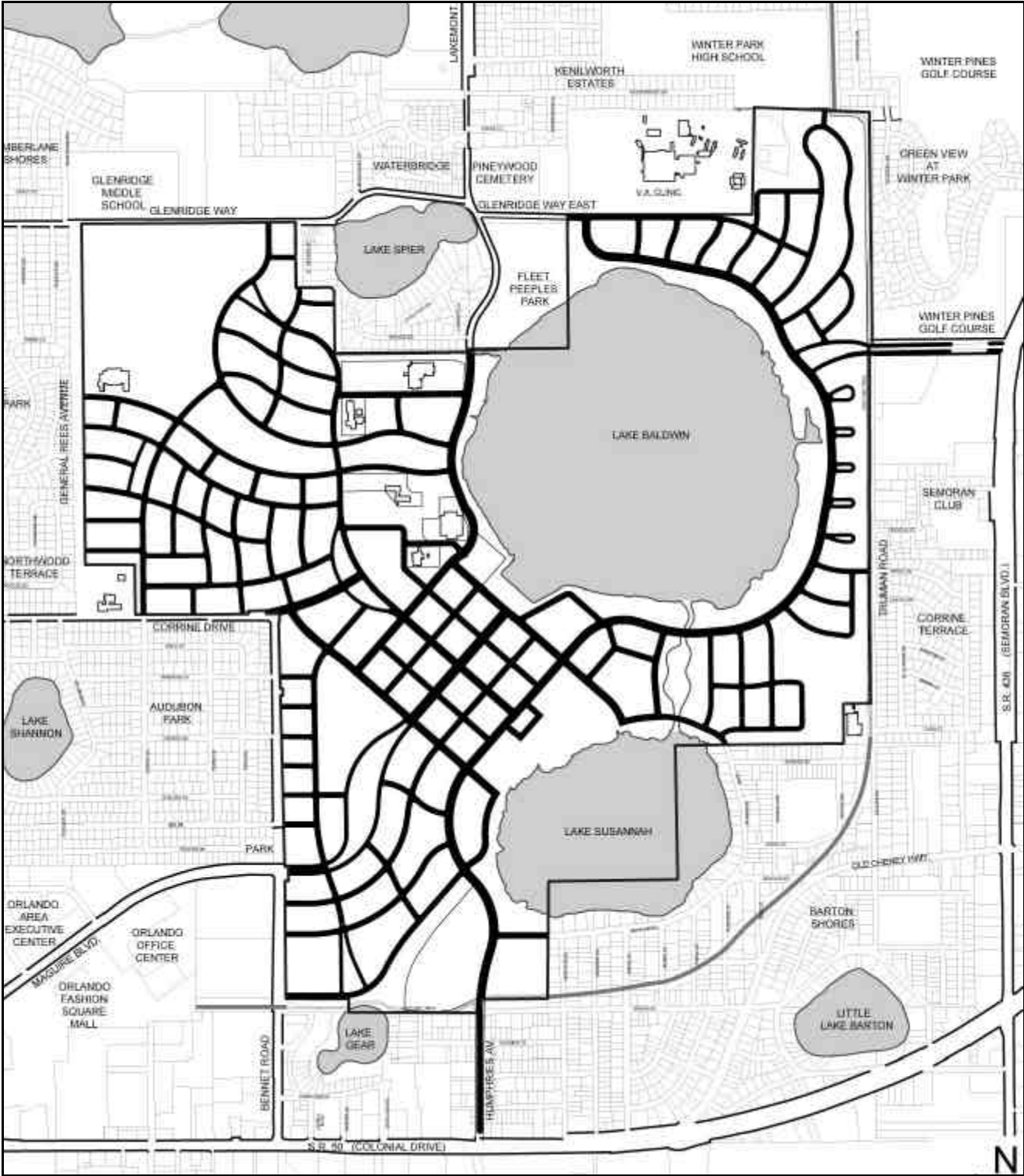

TRANSPORTATION STANDARDS

INTRODUCTION
LOCAL STREETS
ON-STREET PARKING
SIDEWALKS
STREET LIGHTING
STREET FURNISHINGS
TRAFFIC CALMING
STREET TREES
MEDIAN PLANTING
BOULEVARD LOCATIONS
VILLAGE CENTER STREET LOCATIONS
RESIDENTIAL STREET LOCATIONS
STREET PAVEMENT SECTION DESIGN STANDARDS
TRIP GENERATION



Street System

TRANSPORTATION STANDARDS

5.0 Introduction

The following guidelines reflect standards for all street types identified, including: Boulevards, Village Center Streets, and Residential Streets.

5.1 Local Streets

The concept for the local street system is a “soft” grid of curving streets that lead to the lakes. Connected streets rather than cul de sacs will be provided (unless specific site or environmental conditions prevent connections). In addition, the softly curving geometry creates a unique neighborhood identity, relates to the round lake forms and terminates street vistas.

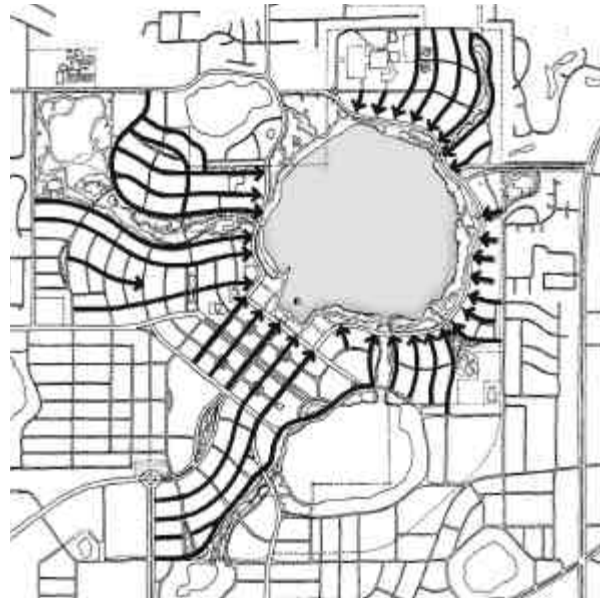
Paired with the park and lake boulevards, the curving local streets create a transportation framework that is easy to understand, link surrounding neighborhoods, and connect all neighborhoods to the parks and lakes. The actual geometry of these streets may change.

5.2 On-Street Parking

Streets will provide on-street parking. Parallel parking is proposed for most streets, diagonal parking is proposed for Main Street within the Village Center. On streets with diagonal parking, bump-outs or other methods should be established at intersections to reduce the distance necessary for pedestrian crossings.

5.3 Sidewalks

In residential areas, sidewalks shall be a minimum of 5 feet



Local streets

in width. Sidewalks in commercial areas shall provide a minimum of 8' of walking clearance and generally range from 15'-22' in width.

Handicap access shall be provided on all approaches at all intersections and at all pedestrian crossing areas.

On Village Center Streets and the Boulevards, sidewalks will be installed at the same time as the roadway. On Residential Streets, sidewalks will be installed as neighborhoods are developed. Sidewalks will be provided to connect residential neighborhoods to the Great Park System and the Village Center.

TRANSPORTATION STANDARDS

5.4 Street Lighting

Historic light fixtures provided by the Orlando Utilities Commission (OUC) are proposed for the N.T.C. Redevelopment Project to match existing lights in the older Orlando neighborhoods. An aluminum-fluted pole with a flared base and acorn lights is proposed. The pole and fixture housing will be painted black to be consistent with the current city practice.

The following hierarchy of street lighting is proposed:

- Boulevards should use single acorn lights of 100-watt high-pressure sodium lamps and a mounting height of ± 15 feet with a spacing of 100-150 feet. An average illumination level should be 0.5 foot-candles.
- Village Center Core Streets should utilize double acorn lights of 100-watt high-pressure sodium lamps and a mounting height of ± 15 feet with a spacing of 60-75 feet. An average illumination level should be 1.0 foot-candles. An integrated street lighting design shall incorporate storefront lighting into the lighting concept for Main Street.
- Village Center - General Streets (refer to Residential Streets below).
- Residential Streets should utilize single acorn lights of 100-watt high-pressure sodium lamps with light shields and a mounting height of ± 15 feet. The lights should be staggered at 100-150 feet with lights at the block ends. An average illumination level should be 0.5 foot-candles at intersections.

- Alley Lanes should utilize standard OUC street lights to be more functional than decorative. The lamps should be 100-watt high-pressure sodium and a mounting height of ± 15 feet. The lights should be located at the street intersections and mid blocks.

5.5 Street Furnishings

Benches, trash receptacles, and other street furnishings will be provided in the Village Center, Neighborhood Centers, and neighborhood parks.

5.6 Traffic Calming

“Traffic Calming” is a term used to describe the slowing of vehicular speeds and in some cases, the reduction in traffic volume along certain streets. Speed may be controlled or influenced by a number of measures. The following traffic calming methods will be incorporated during the Neighborhood Plan process where needed:

- on-street parking
- change in street surface texture or material
- optical street width reduction such as street trees, median plantings, paving patterns, street lights and street furniture
- stop signs
- pedestrian operated signals at crossings
- clear signage

Additional methods which may be used include:

- traffic circles
- roundabouts

TRANSPORTATION STANDARDS

5.7 Street Trees

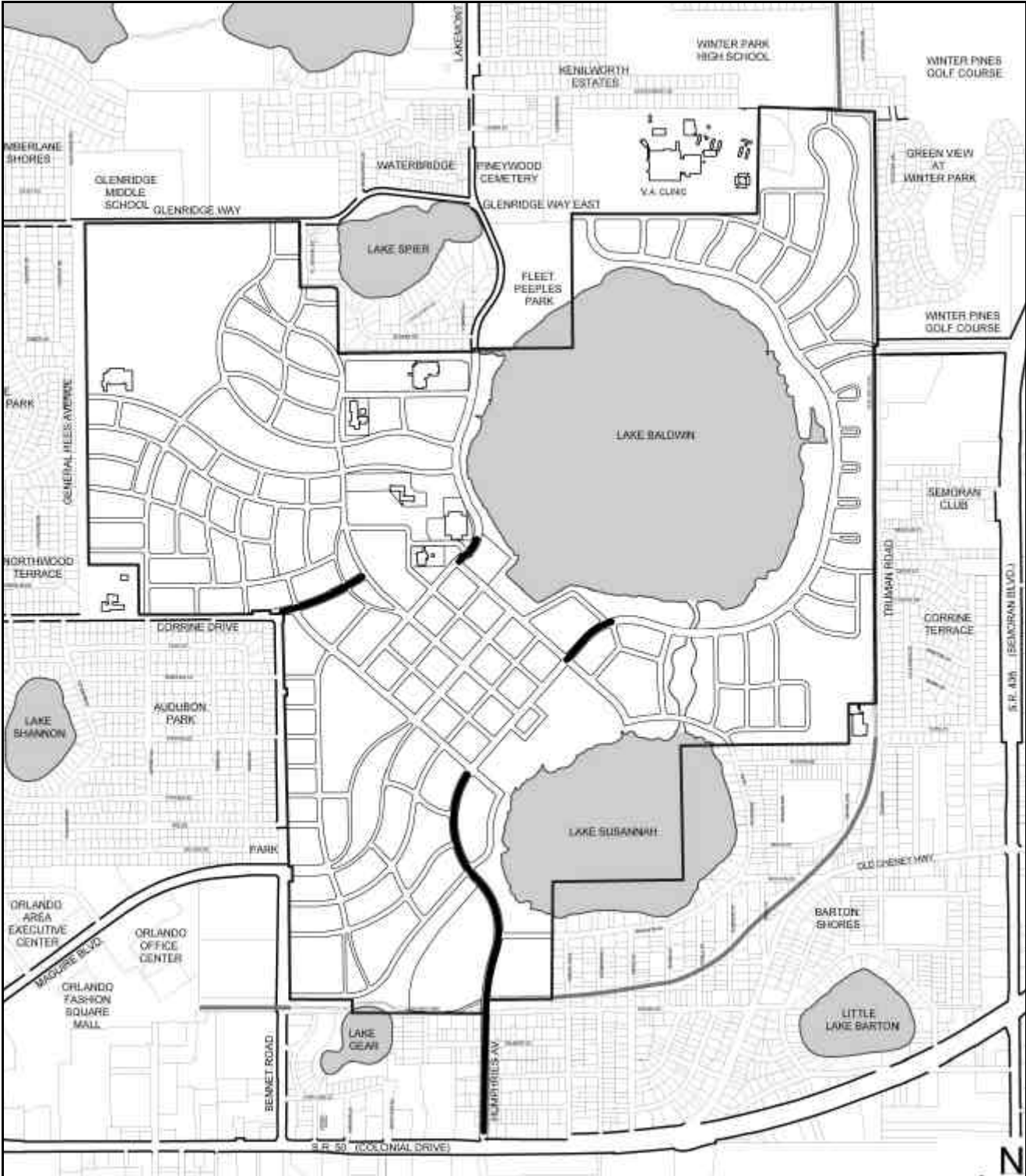
On Boulevards and Village Center Streets, trees will be installed when the streets are built. On Residential Streets, trees will be installed as neighborhoods are developed. The selection of tree species should coincide with the native tree types used on Orlando streets. Use of palm trees should be limited to concentrated groupings at building entries and as decorative accents in the landscape.

Refer to Appendix G for additional landscape and vegetation standards.

5.8 Median Planting

Median plantings will contrast with the formal rows of street trees. The median plantings will provide seasonal color and act as a buffer between traffic lanes. The plant material includes a mixture of shade and ornamental trees and shrubs in varying sizes. All plants will be at a clear distance from the intersection as required by the City of Orlando to minimize driver and pedestrian sight line conflicts.

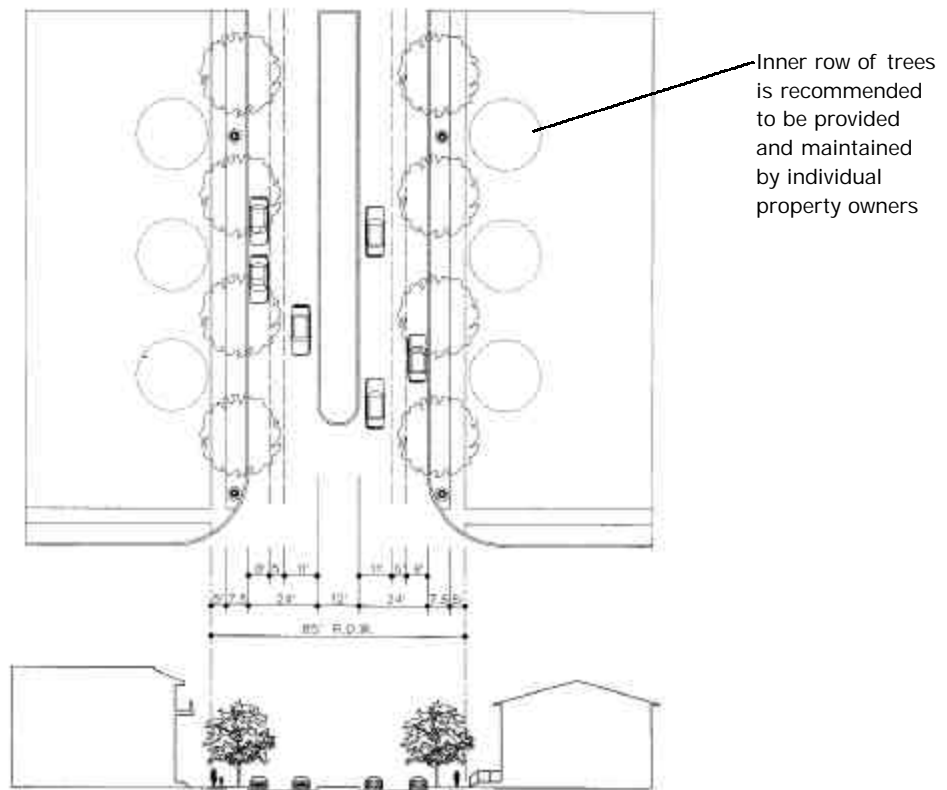
Refer to Appendix G for additional landscape and vegetation standards.



BLVD-1 Locations

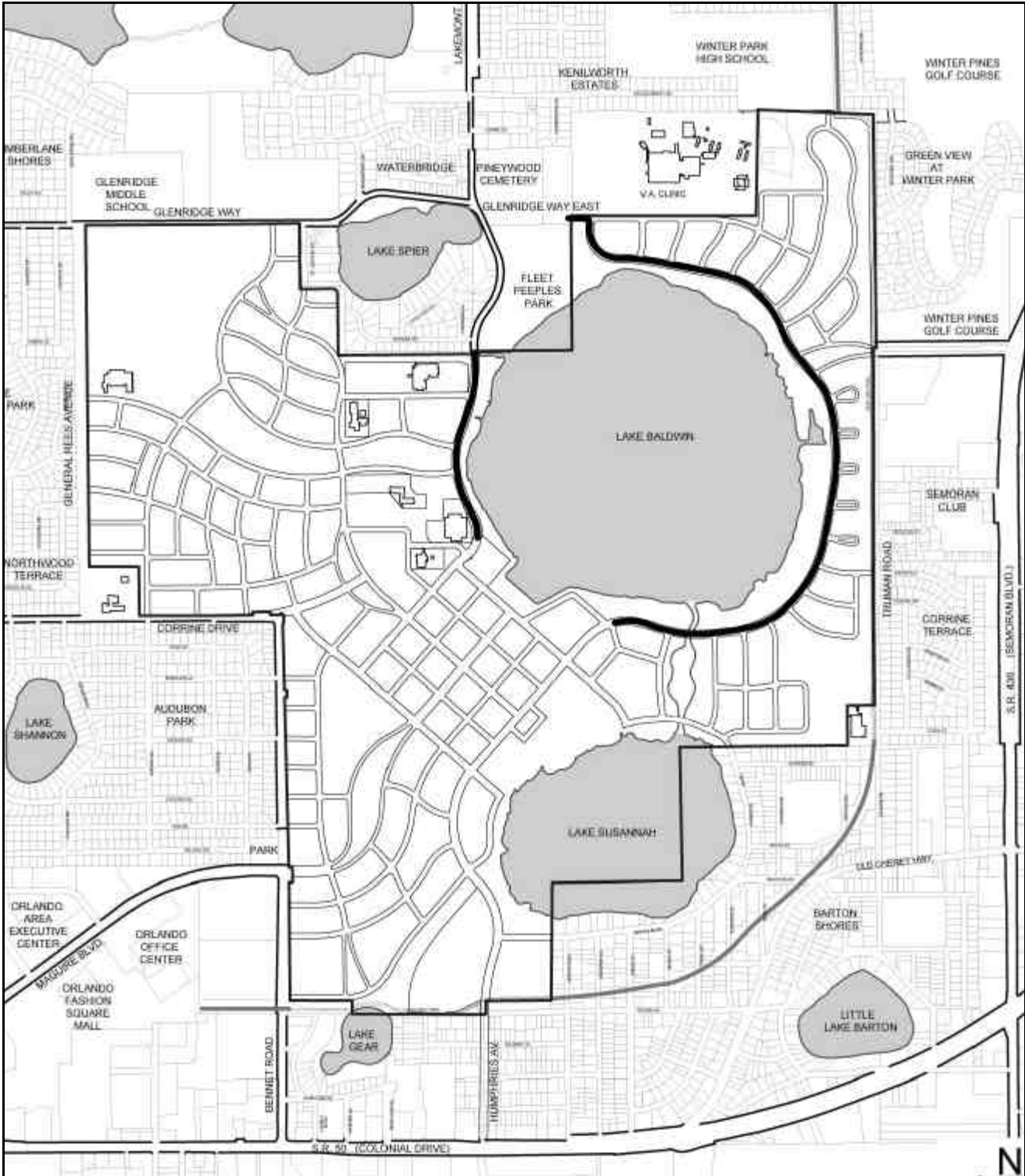
TRANSPORTATION STANDARDS

5.9 Boulevards



BLVD-1: Typical Boulevard

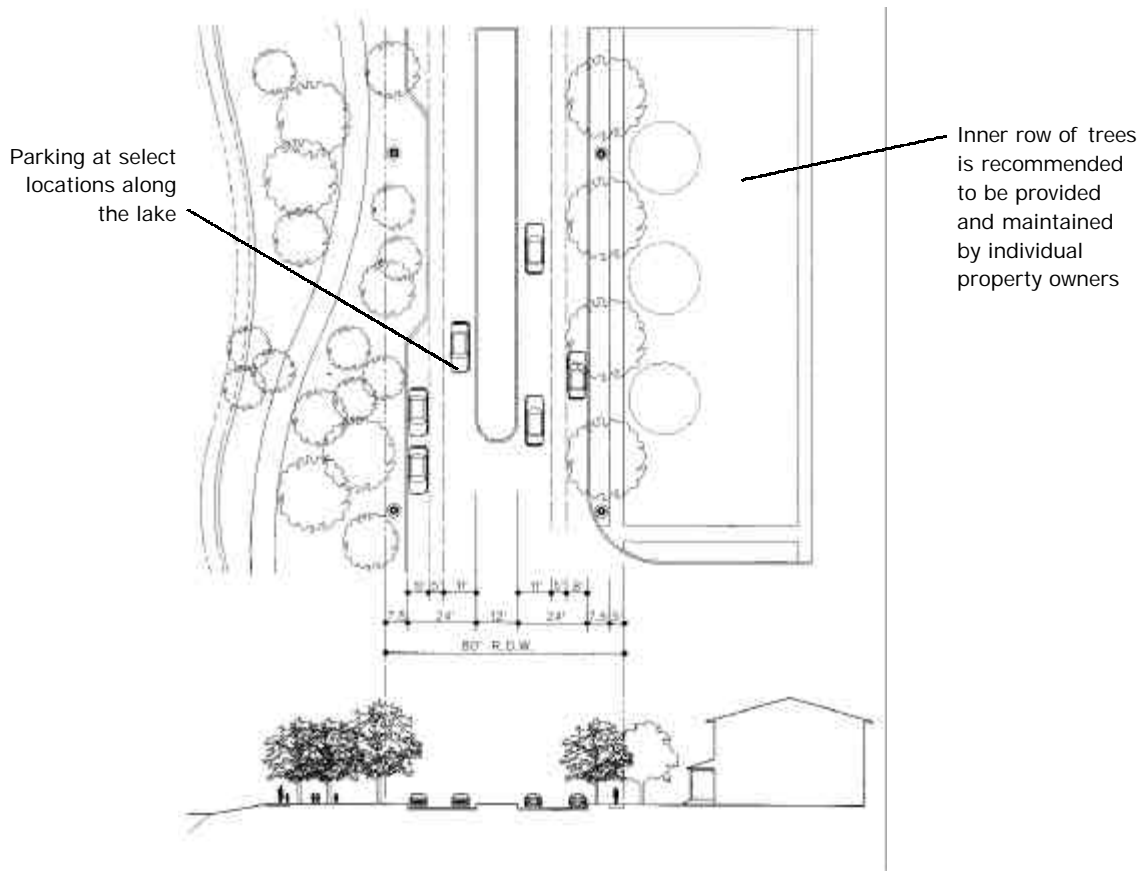
R.O.W WIDTH	85'	MEDIAN WIDTH	12'
FACE OF CURB TO FACE OF CURB	24' & 24'	SIDEWALK WIDTH	5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25'
TRAFFIC LANE WIDTH	11'	BIKE LANES	YES
PARKING LANES	BOTH SIDES	STRIPING	YES
PARKING LANE WIDTH	8'	STREET TREE SPACING	40'-60' O.C.
DESIGN SPEED	30 MPH	LIGHTING	SINGLE ACORN: 100'-150' O.C.
PARKWAY WIDTH	7.5'		



BLVD-2 Locations

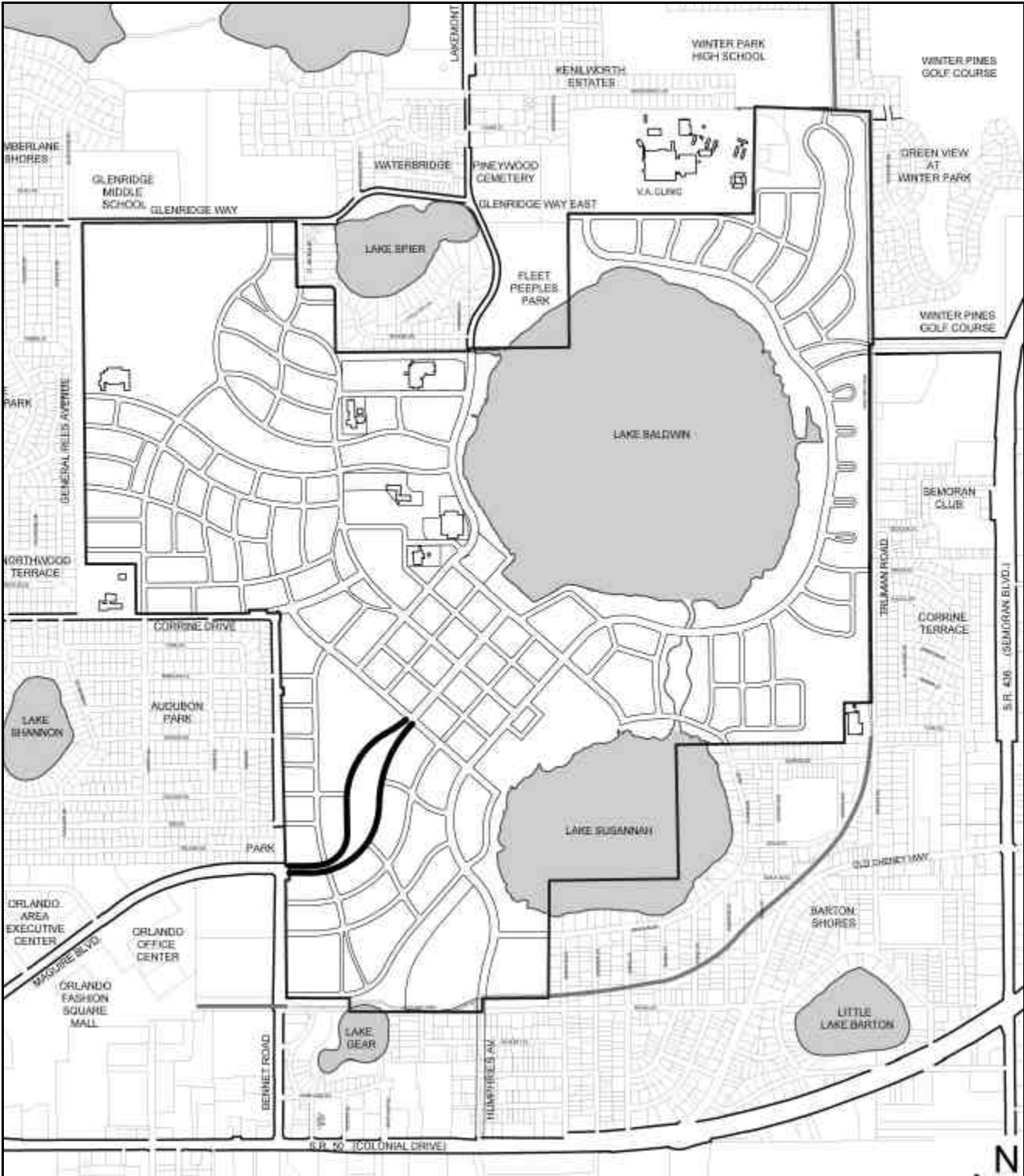
TRANSPORTATION STANDARDS

5.9 Boulevards



BLVD-2: Lake Boulevard

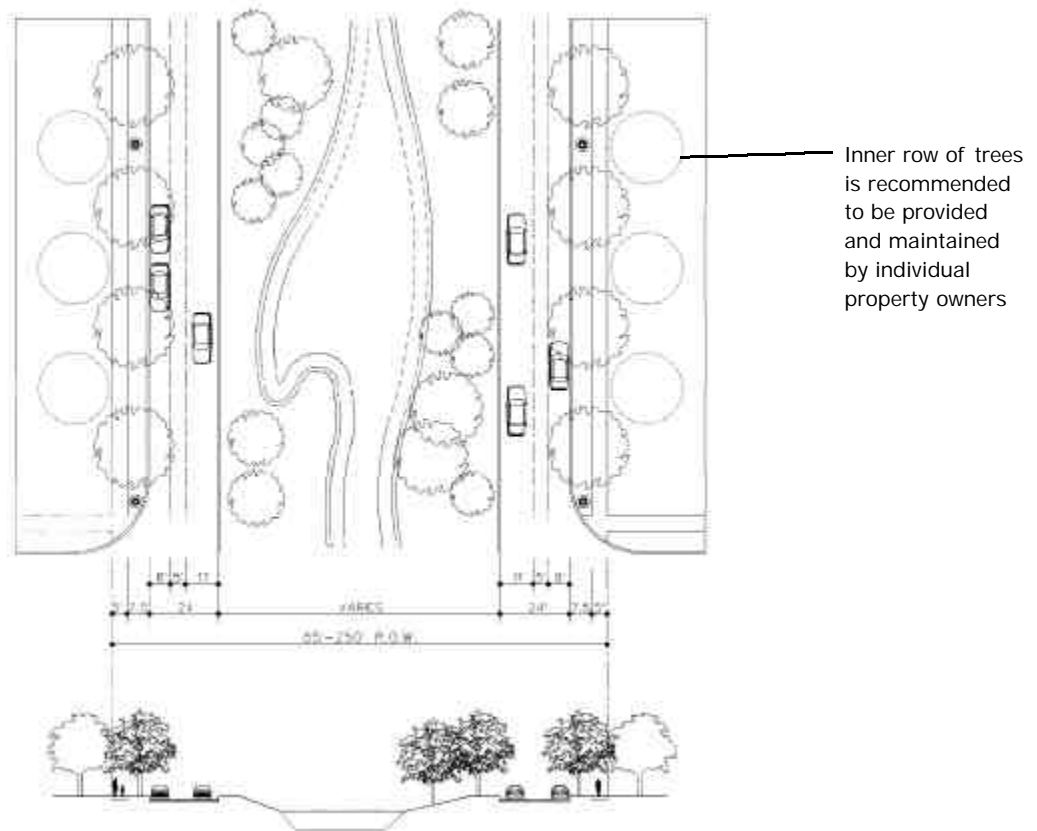
R.O.W WIDTH	80'	MEDIAN WIDTH	12'
FACE OF CURB TO FACE OF CURB	24' & 24'	SIDEWALK WIDTH	5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25'
TRAFFIC LANE WIDTH	11'	BIKE LANES	YES
PARKING LANES	BOTH SIDES	STRIPING	YES
PARKING LANE WIDTH	8'	STREET TREE SPACING	40'-60' O.C.
DESIGN SPEED	30 MPH	LIGHTING	SINGLE ACORN: 100'-150' O.C.
PARKWAY WIDTH	7.5'		



BLVD-3 Locations

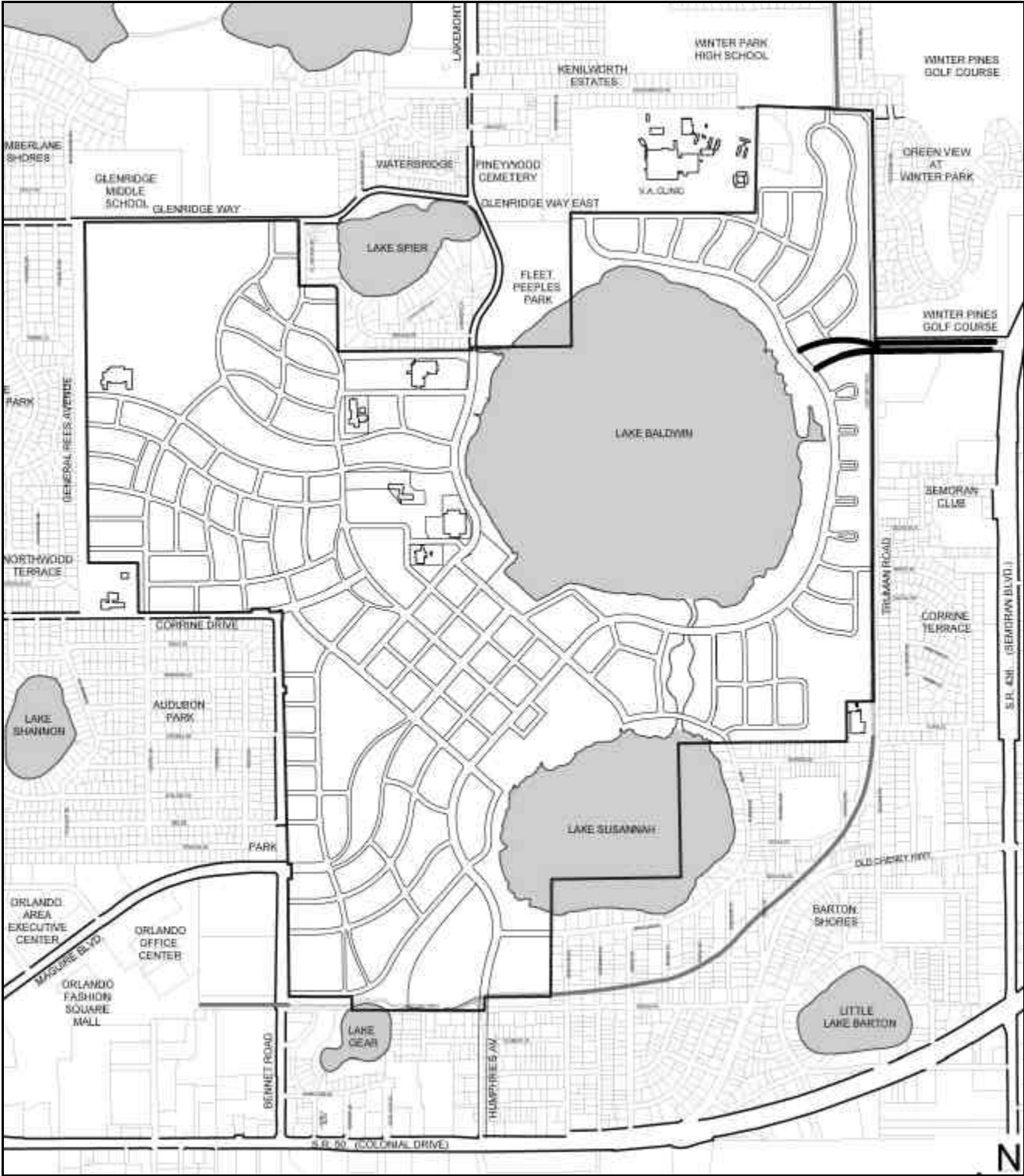
TRANSPORTATION STANDARDS

5.9 Boulevards



BLVD-3: Entry Boulevard

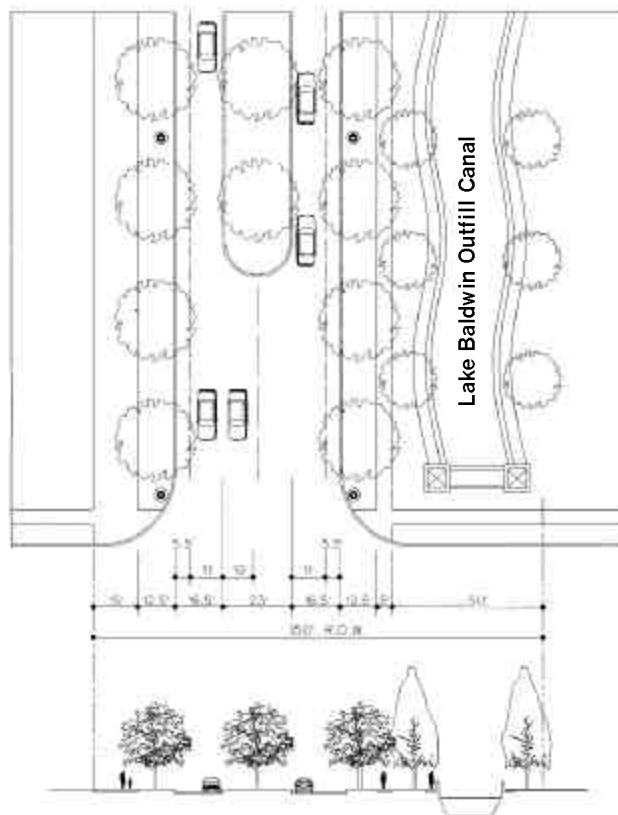
R.O.W WIDTH	85-250'	MEDIAN WIDTH	VARIES
FACE OF CURB TO FACE OF CURB	24' & 24'	SIDEWALK WIDTH	5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25'
TRAFFIC LANE WIDTH	11'	BIKE LANES	YES
PARKING LANES	BOTH SIDES	STRIPING	YES
PARKING LANE WIDTH	8'	STREET TREE SPACING	40'-60' O.C.
DESIGN SPEED	30 MPH	LIGHTING	SINGLE ACORN:
PARKWAY WIDTH	7.5'		100'-150' O.C.



BLVD-4 Locations

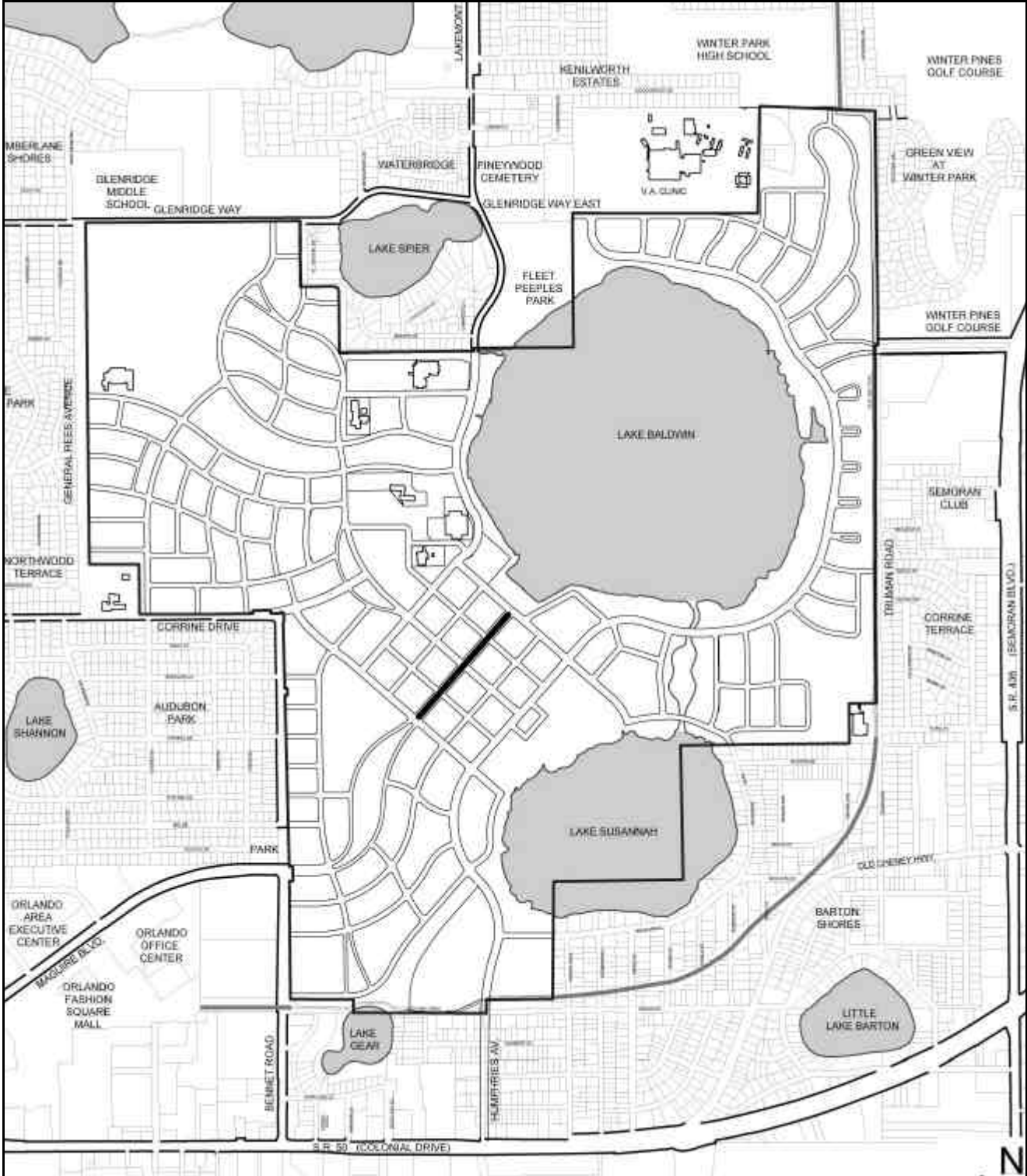
TRANSPORTATION STANDARDS

5.9 Boulevards



BLVD-4: East Entry Boulevard

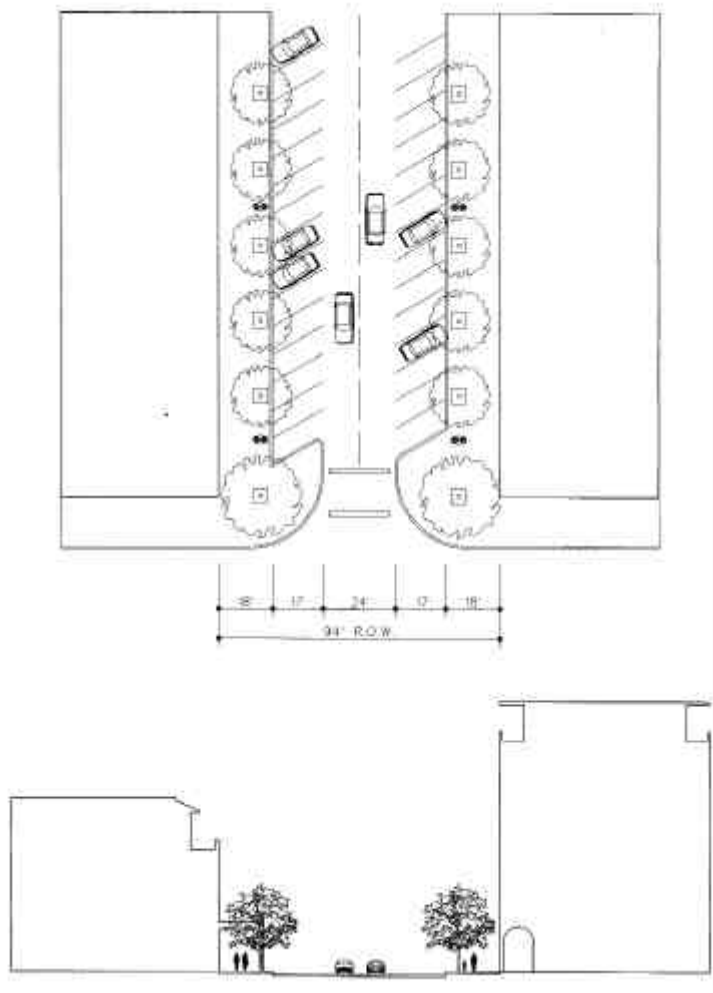
R.O.W WIDTH	150'	MEDIAN WIDTH	23'
FACE OF CURB TO FACE OF CURB	16' & 16'	SIDEWALK WIDTH	15' & 5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25'
TRAFFIC LANE WIDTH	11'	BIKE LANES	YES
PARKING LANES	NONE	STRIPING	YES
PARKING LANE WIDTH	N/A	STREET TREE SPACING	40'-60" O.C.
DESIGN SPEED	30 MPH	LIGHTING	SINGLE ACORN:
PARKWAY WIDTH	12.5'		100'-150' O.C.



VC-1 Locations

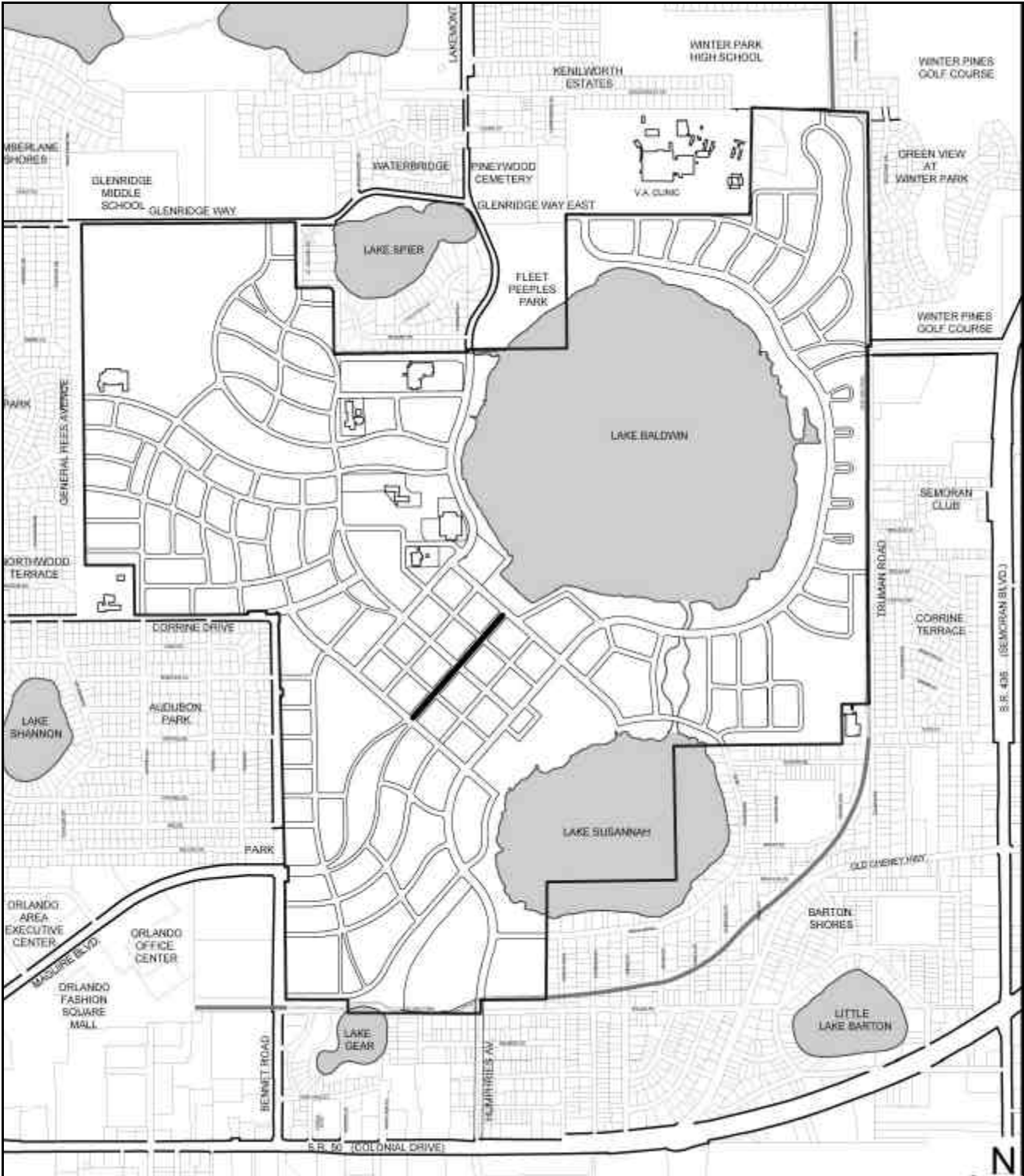
TRANSPORTATION STANDARDS

5.10 Village Center Streets



VC-1: Main Street

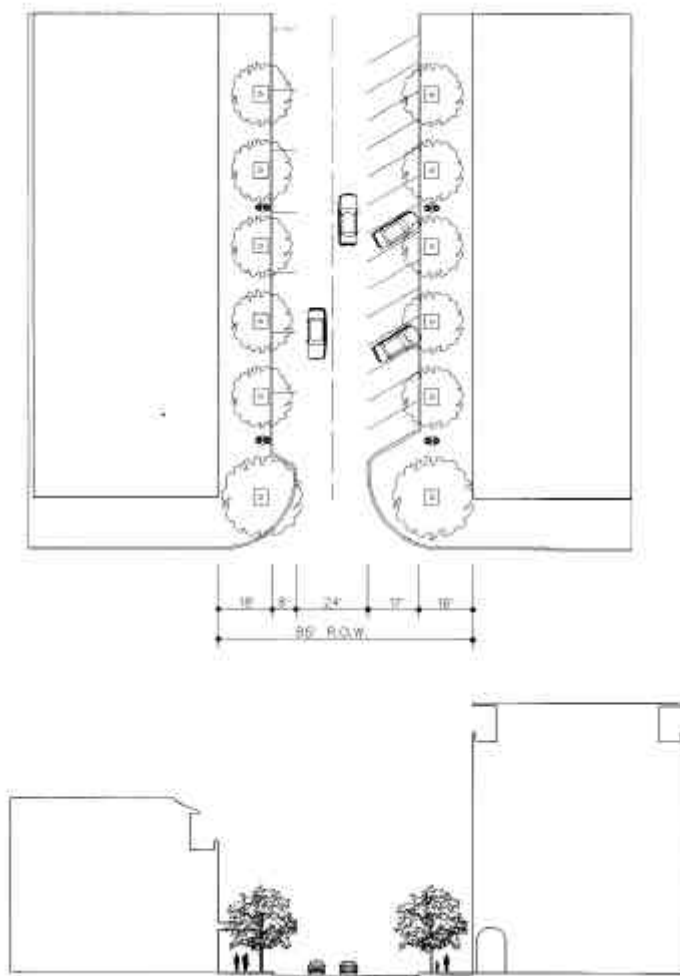
R.O.W WIDTH	94'	MEDIAN WIDTH	N/A
FACE OF CURB TO FACE OF CURB	58'	SIDEWALK WIDTH	18'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25' MAXIMUM
TRAFFIC LANE WIDTH	12'	BIKE LANES	NO
PARKING LANES	DIAGONAL	STRIPING	YES
	BOTH SIDES	STREET TREE SPACING	20-40' O.C.
PARKING LANE WIDTH	17'	LIGHTING	DOUBLE ACORN:
DESIGN SPEED	20 MPH		60'-75" O.C.
PARKWAY WIDTH	N/A	STREET TYPE	COMMERCIAL STREET



VC-2 Locations

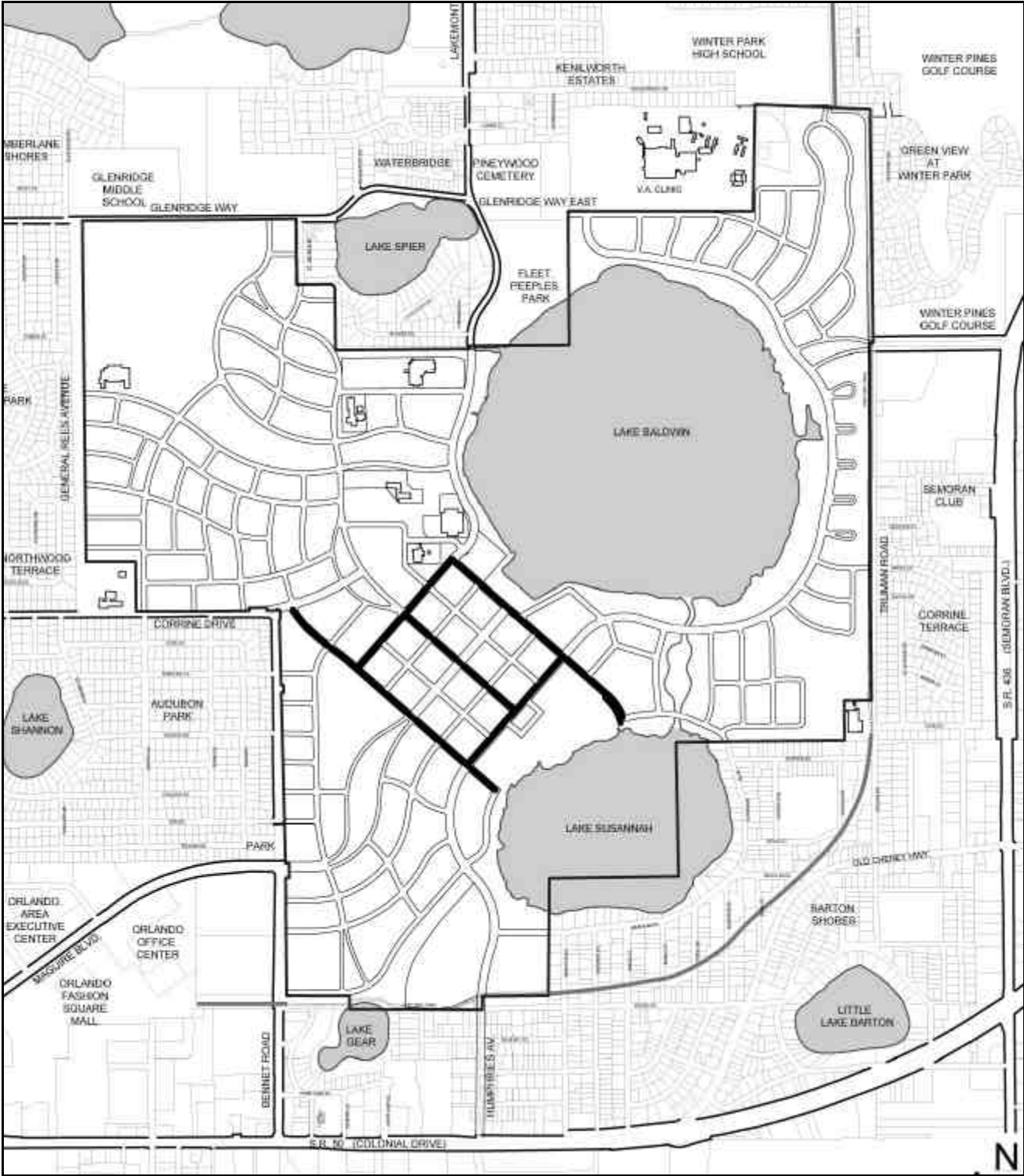
TRANSPORTATION STANDARDS

5.10 Village Center Streets



VC-2: Main Street Alternative

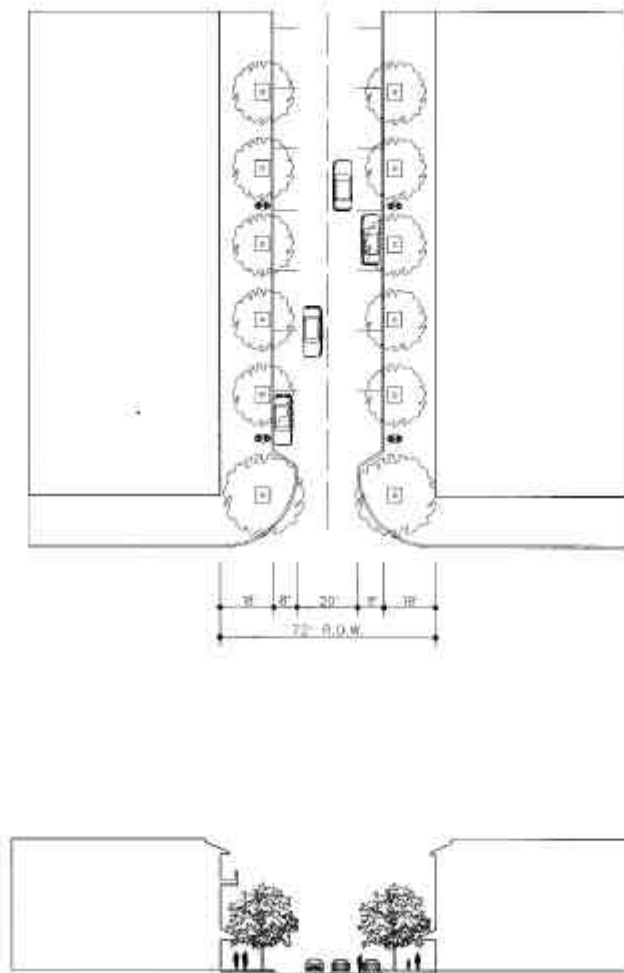
R.O.W WIDTH	85'	PARKWAY WIDTH	N/A
FACE OF CURB TO FACE OF CURB	49'	MEDIAN WIDTH	N/A
TRAFFIC LANES	TWO WAY	SIDEWALK WIDTH	18'
TRAFFIC LANE WIDTH	12'	CURB RADIUS	25' MAXIMUM
PARKING LANES	BOTH SIDES	BIKE LANES	NO
	DIAGONAL & PARALLEL	STRIPING	YES
PARKING LANE WIDTH	17' & 8'	STREET TREE SPACING	20'-40' O.C.
DESIGN SPEED	20 MPH	LIGHTING	DOUBLE ACORN: 60'-75" O.C.
		STREET TYPE	COMMERCIAL STREET



VC-3 Locations

TRANSPORTATION STANDARDS

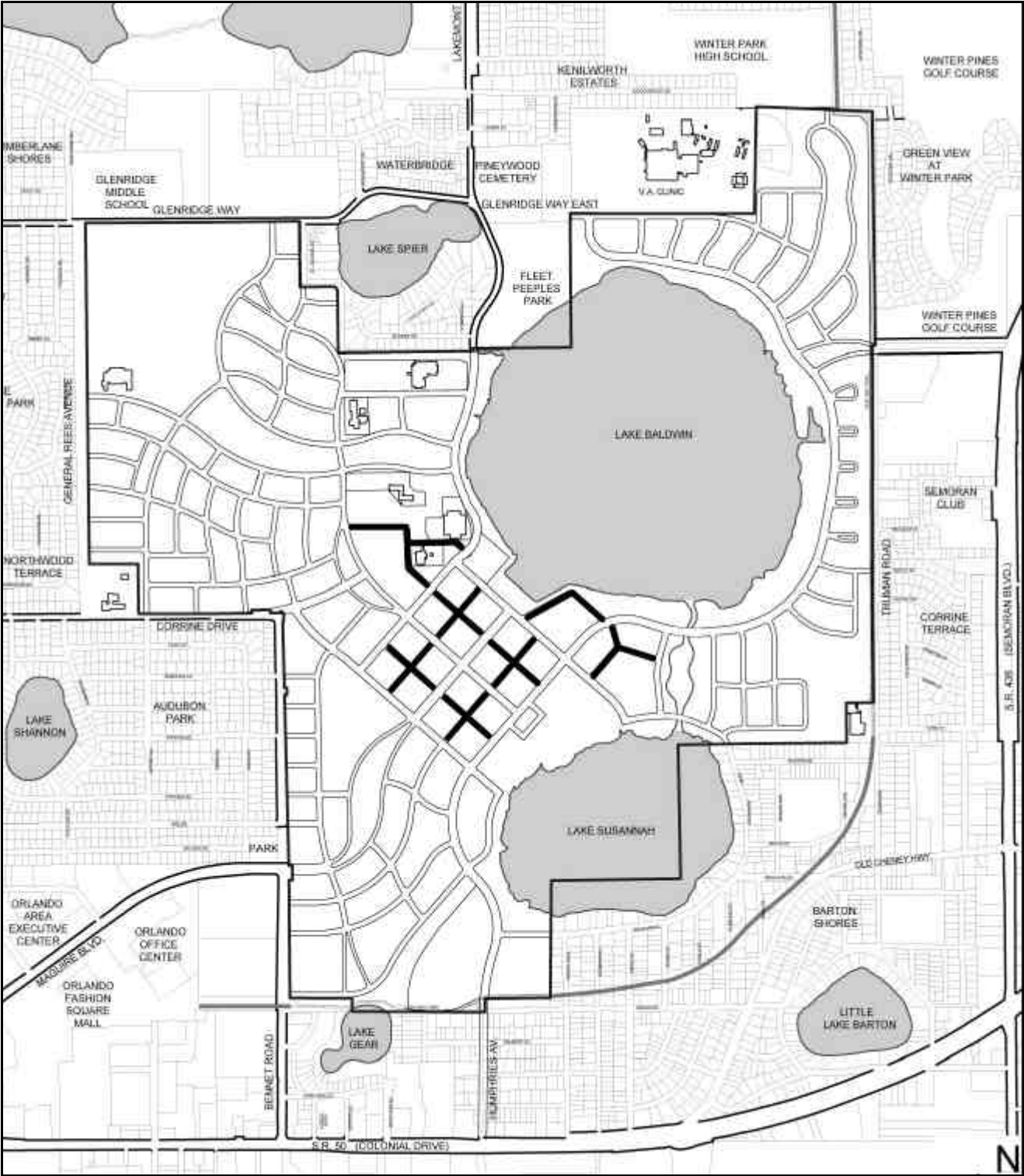
5.10 Village Center Streets



VC-3: Village Center Street

NOTE: VC-5 may be substituted for VC-3 during the neighborhood design process

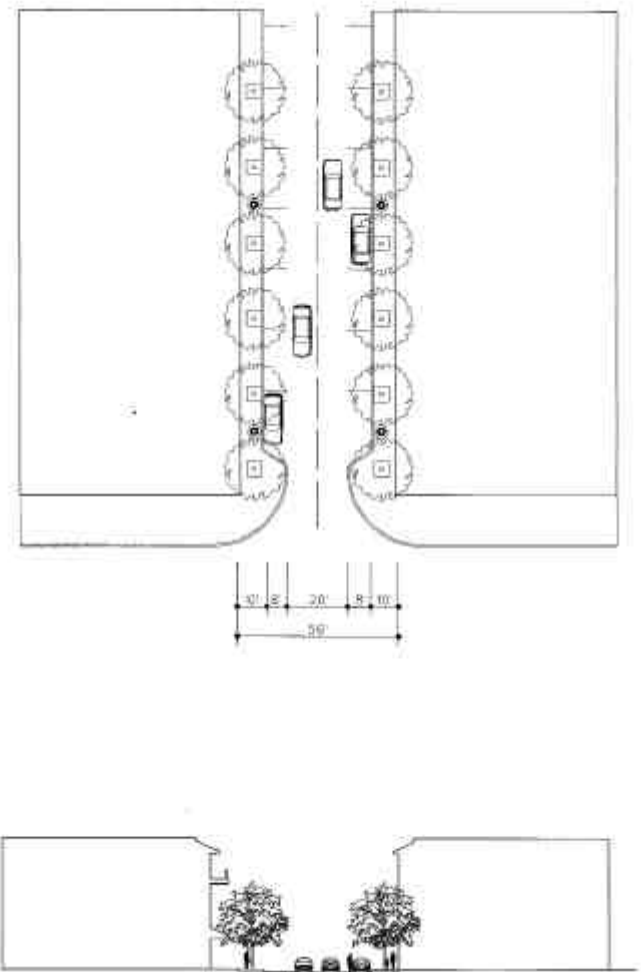
R.O.W WIDTH	72'	MEDIAN WIDTH	N/A
FACE OF CURB TO FACE OF CURB	36'	SIDEWALK WIDTH	7'- 18'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25' MAXIMUM
TRAFFIC LANE WIDTH	10'	BIKE LANES	NO
PARKING LANES	PARALLEL	STRIPING	YES
	BOTH SIDES	STREET TREE SPACING	20'-40' O.C.
PARKING LANE WIDTH	8'	LIGHTING	DOUBLE ACORN:
DESIGN SPEED	25 MPH		60'-75' O.C.
PARKWAY WIDTH	N/A	STREET TYPE	COMMERCIAL STREET



VC-4 Locations

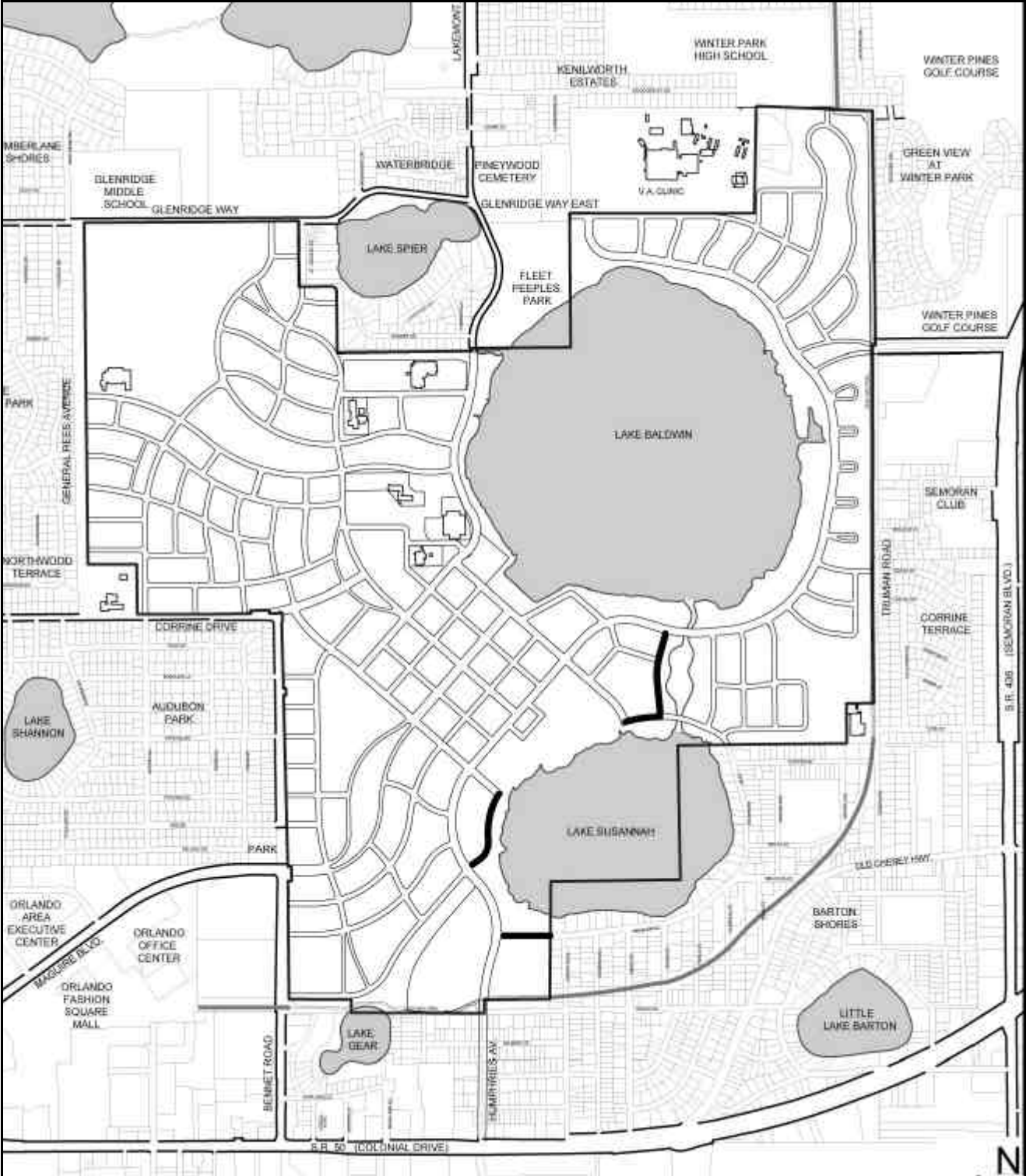
TRANSPORTATION STANDARDS

5.10 Village Center Streets



VC-4: Service Streets

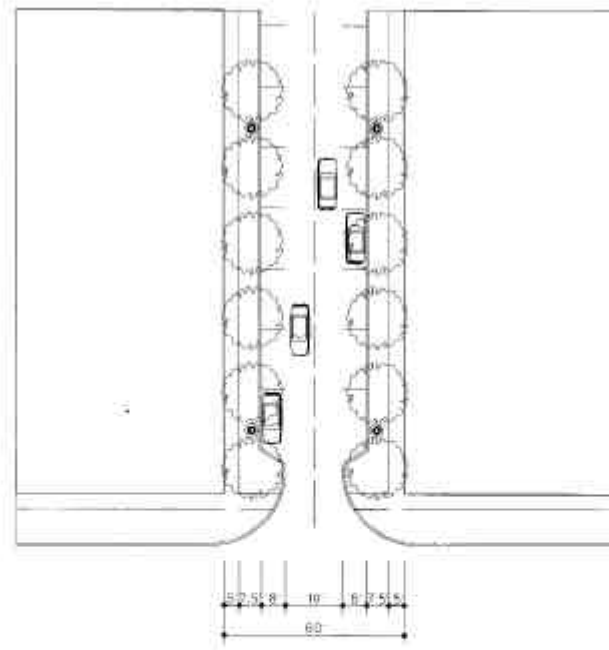
R.O.W WIDTH	56'	MEDIAN WIDTH	N/A
FACE OF CURB TO FACE OF CURB	36'	SIDEWALK WIDTH	7' - 10'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25' MAXIMUM
TRAFFIC LANE WIDTH	10'	BIKE LANES	NO
PARKING LANES	PARALLEL	STRIPING	YES
	BOTH SIDES	STREET TREE SPACING	20'-40' O.C.
PARKING LANE WIDTH	8'	LIGHTING	SINGLE ACORN: 60'-75' O.C.
DESIGN SPEED	20 MPH	STREET TYPE	SERVICE STREET
PARKWAY WIDTH	N/A		



VC-5 Locations

TRANSPORTATION STANDARDS

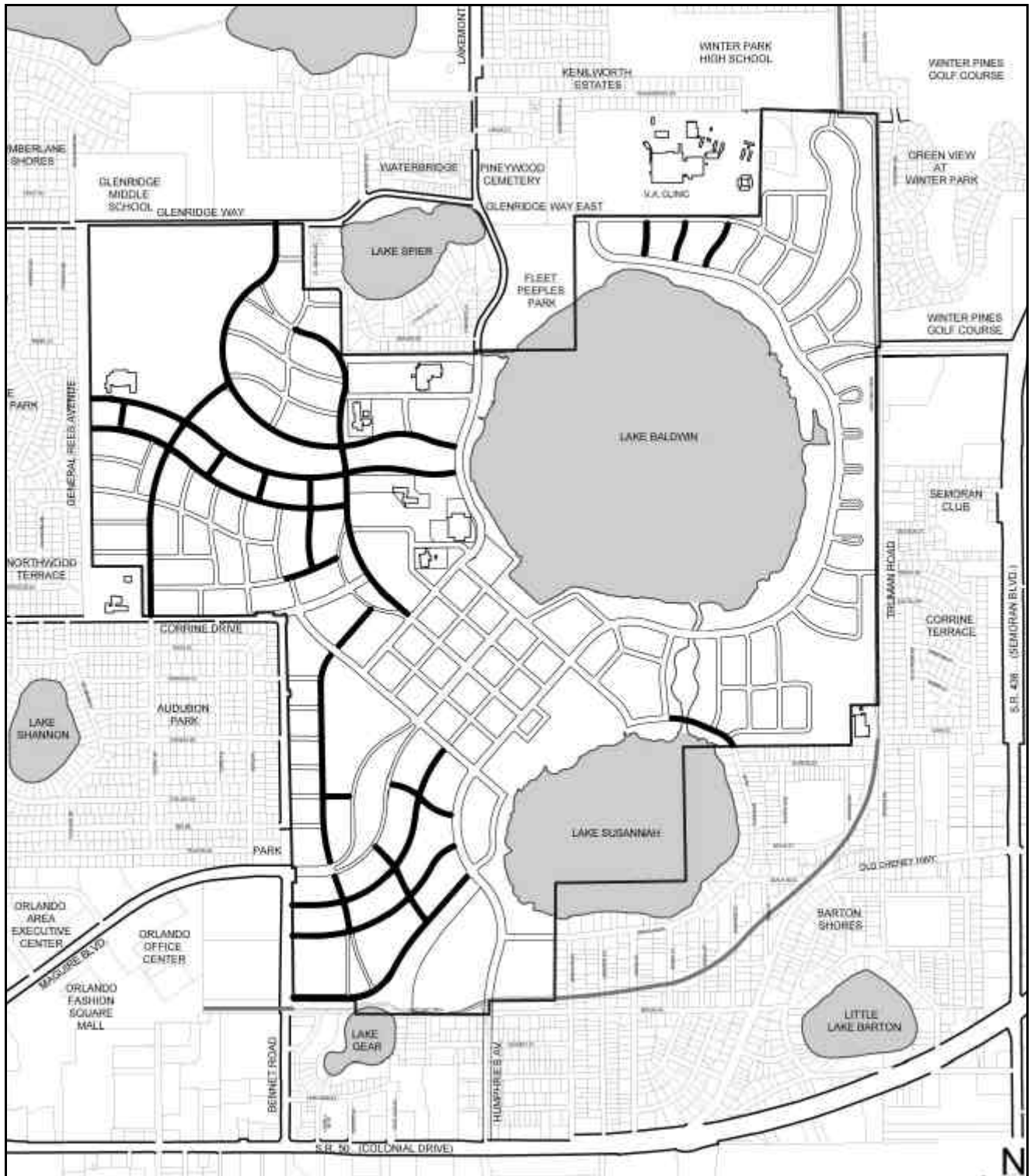
5.10 Village Center Streets



VC-5: Campus District Streets

NOTE: VC-3 may be substituted for VC-5 during the neighborhood design process

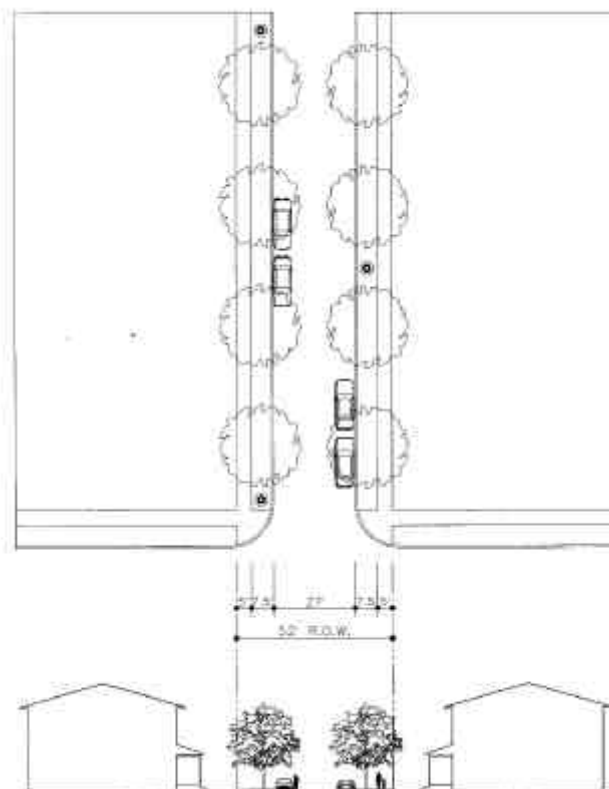
R.O.W WIDTH	61'	MEDIAN WIDTH	N/A
FACE OF CURB TO FACE OF CURB	35'	SIDEWALK WIDTH	5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	25' MAXIMUM
TRAFFIC LANE WIDTH	9.5'	BIKE LANES	NO
PARKING LANES	PARALLEL	STRIPING	YES
	BOTH SIDES	STREET TREE SPACING	20'-40' O.C.
PARKING LANE WIDTH	8'	LIGHTING	SINGLE ACORN: 100' O.C.
DESIGN SPEED	20 MPH	STREET TYPE	COMMERCIAL/ SERVICE STREET WHERE APPLICABLE
PARKWAY WIDTH	7.5'		



RES-1 Locations

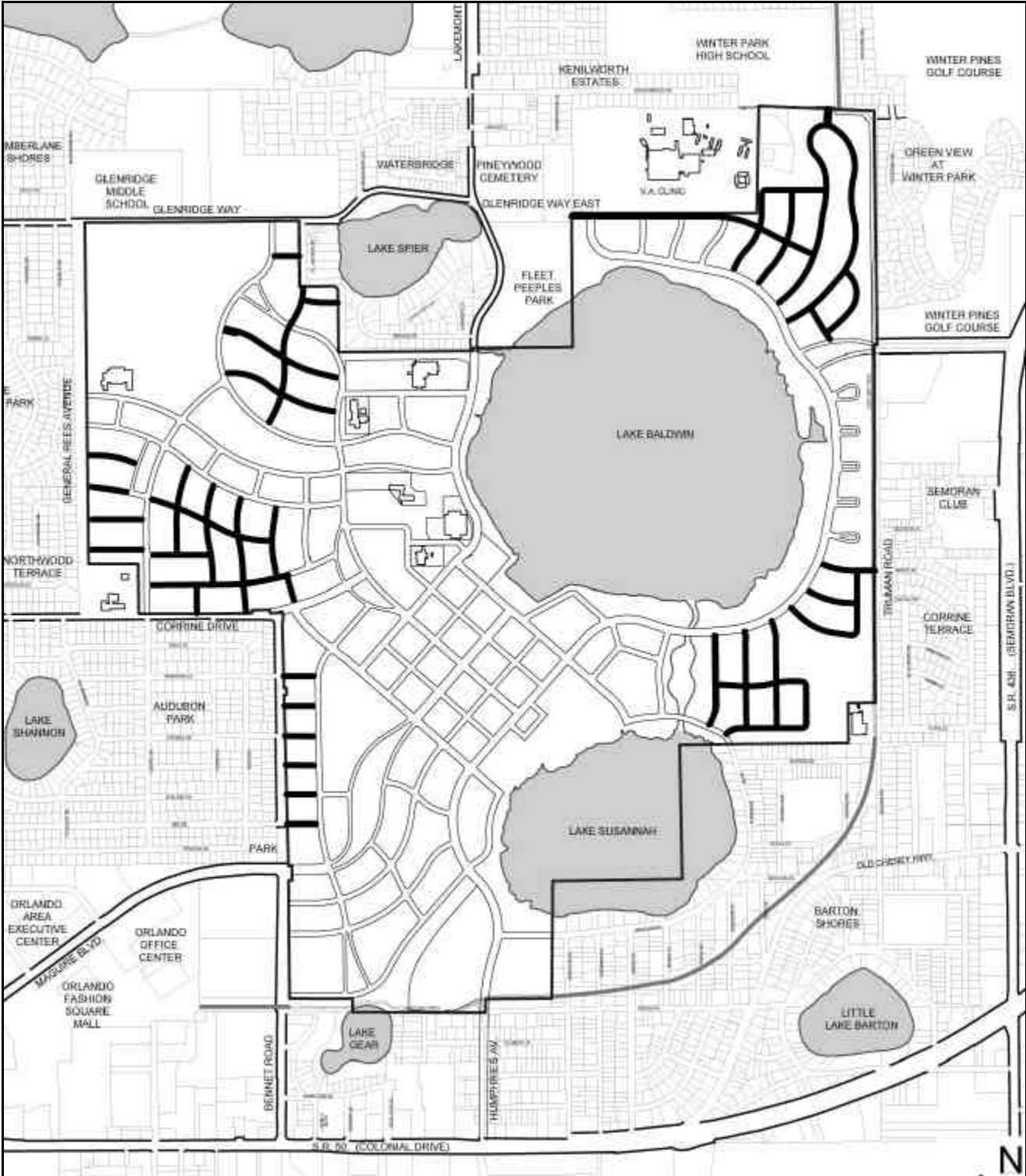
TRANSPORTATION STANDARDS

5.11 Residential Streets



RES-1 : Residential Steet

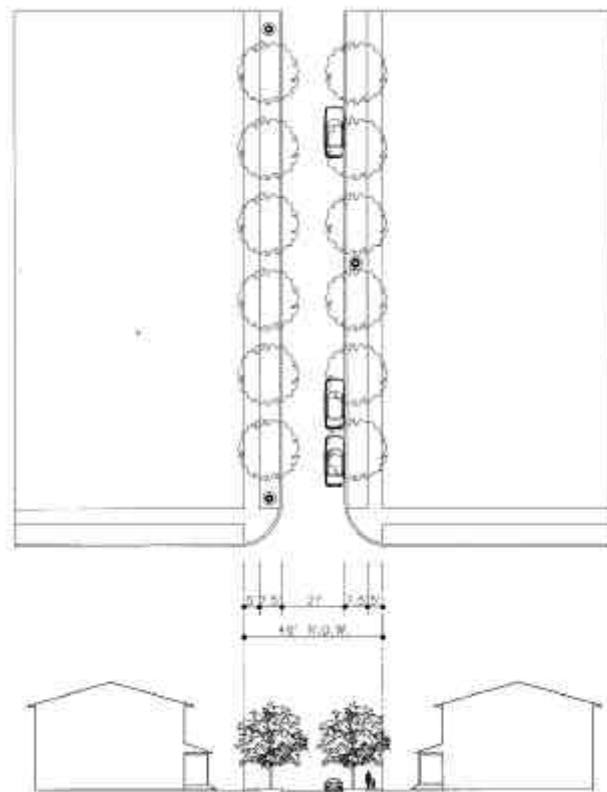
R.O.W WIDTH	52'	MEDIAN WIDTH	N/A
FACE OF CURB TO FACE OF CURB	27'	SIDEWALK WIDTH	5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	15'
TRAFFIC LANE WIDTH	10' MIN	BIKE LANES	NO
PARKING LANES	BOTH SIDES	STRIPING	NO
PARKING LANE WIDTH	8'	STREET TREE SPACING	40'-60' O.C.
DESIGN SPEED	20 MPH	LIGHTING	SINGLE ACORN
PARKWAY WIDTH	7.5'		100' O.C. STAGGERED & AT BLOCK ENDS COMMERCIAL WHERE APPLICABLE
		STREET TYPE	



RES-2 Locations

TRANSPORTATION STANDARDS

5.11 Residential Streets



RES-2 : Residential Street

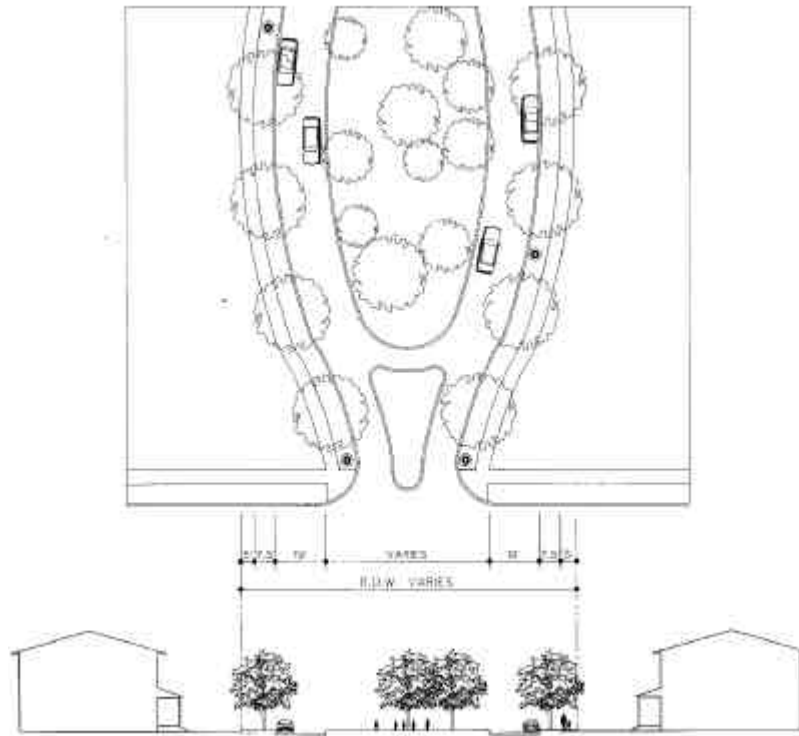
R.O.W WIDTH	46'	MEDIAN WIDTH	N/A
FACE OF CURB TO FACE OF CURB	21'	SIDEWALK WIDTH	5'
TRAFFIC LANES	TWO WAY	CURB RADIUS	15'
TRAFFIC LANE WIDTH	10' MIN	BIKE LANES	NO
PARKING LANES	ONE SIDE	STRIPING	NO
PARKING LANE WIDTH	8'	STREET TREE SPACING	20'-40' O.C.
DESIGN SPEED	20 MPH	LIGHTING	SINGLE ACORN
PARKWAY WIDTH	7.5'		100' O.C. STAGGERED & AT BLOCK ENDS



RES-3 Locations

TRANSPORTATION STANDARDS

5.11 Residential Streets

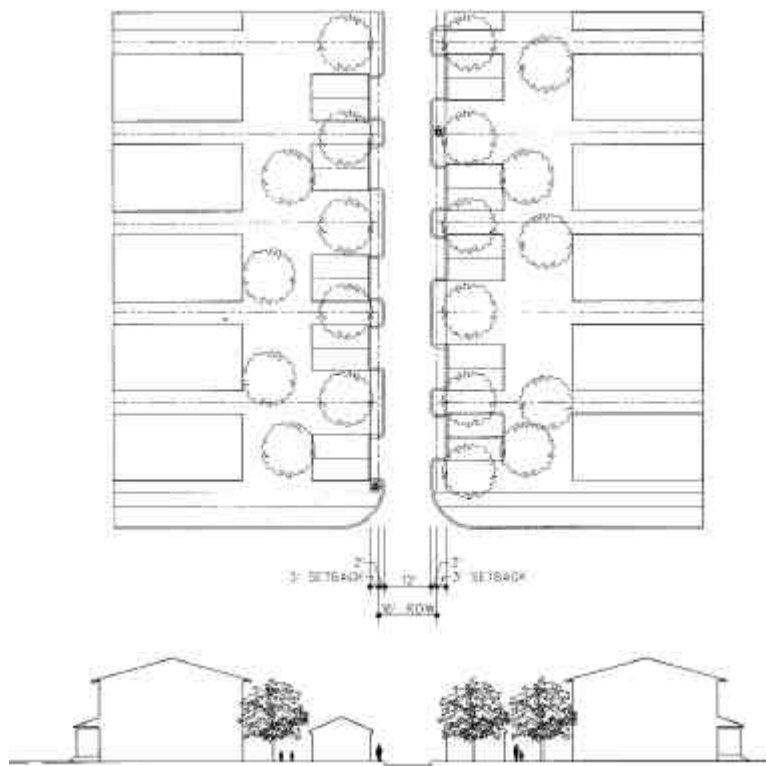


RES-3: Residential Street

R.O.W WIDTH	85-250'	SIDEWALK WIDTH	5'
FACE OF CURB TO FACE OF CURB	19' & 19'	CURB RADIUS	15'
TRAFFIC LANES	TWO WAY	BIKE LANES	NO
TRAFFIC LANE WIDTH	11'	STRIPING	NO
PARKING LANES	BOTH SIDES	STREET TREE SPACING	40'-60' O.C.
PARKING LANE WIDTH	8'	LIGHTING	SINGLE ACORN
DESIGN SPEED	20 MPH		100' O.C. STAGGERED
PARKWAY WIDTH	7.5'		& AT BLOCK ENDS.
MEDIAN WIDTH	VARIABLE		NO LIGHTS INTERNAL.

TRANSPORTATION STANDARDS

5.12 Alleys

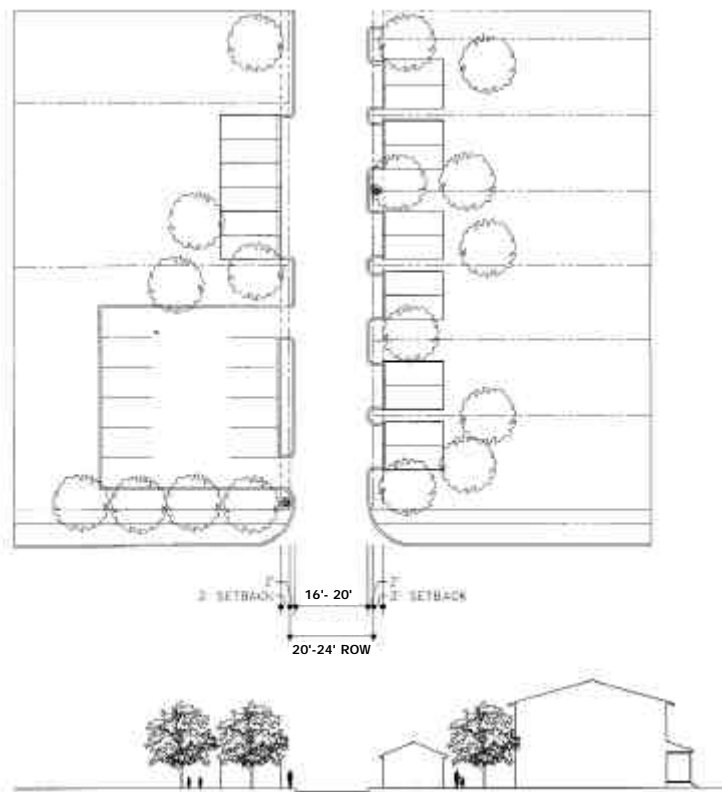


AL-1: One-Way Alley

R.O.W WIDTH	16'	MEDIAN WIDTH	N/A
ROADWAY WIDTH (INCL. CURB)	12'	SIDEWALK WIDTH	N/A
TRAFFIC LANES	ONE WAY	CURB RADIUS	15'
TRAFFIC LANE WIDTH	12'	BIKE LANES	NO
PARKING LANES	NONE	STRIPING	NO
PARKING LANE WIDTH	N/A	STREET TREE SPACING	N/A
DESIGN SPEED	5 MPH	LIGHTING	STANDARD O.U.C.
PARKWAY WIDTH	2'	STREET TYPE	AT BLOCK ENDS RESIDENTIAL ALLEY

TRANSPORTATION STANDARDS

5.12 Alleys



AL-2: Two-Way Alley

R.O.W WIDTH	20'-24'	MEDIAN WIDTH	N/A
ROADWAY WIDTH (INCL. CURB)	16'-20'	SIDEWALK WIDTH	N/A
TRAFFIC LANES	TWO WAY	CURB RADIUS	15'
TRAFFIC LANE WIDTH	8' MIN	BIKE LANES	NO
PARKING LANES	NONE	STRIPING	NO
PARKING LANE WIDTH	N/A	STREET TREE SPACING	N/A
DESIGN SPEED	5 MPH	LIGHTING	STANDARD O.U.C.
PARKWAY WIDTH	2'	STREET TYPE	AT BLOCK ENDS RESIDENTIAL/ COMMERCIAL ALLEY

TRANSPORTATION STANDARDS

BOULEVARDS

	BLVD-1: Typical Boulevard	BLVD-2: Lake Boulevard	BLVD-3: Entry Boulevard	BLVD-4: East Entry Boulevard
Asphalt Thickness	1 1/2"	1 1/2"	1 1/2"	1 1/2"
Base Thickness	8"	8"	8"	8"
Subgrade Thickness	12"	12"	12"	12"
Curb Type	Curb & Gutter	Curb & Gutter	Curb & Gutter	Curb & Gutter
Curb Width	24"	24"	24"	24"

VILLAGE CENTER STREETS

	VC-1: Main Street	VC-2: Village Center Street	VC-3: Village Center Street	VC-4: Service Streets	VC-5: General Service Street
Asphalt Thickness	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"
Base Thickness	8"	8"	8"	8"	8"
Subgrade Thickness	12"	12"	12"	12"	12"
Curb Type	Curb & Gutter	Curb & Gutter	Curb & Gutter	Curb & Gutter	Curb & Gutter
Curb Width	24"	24"	24"	24"	24"

RESIDENTIAL STREETS

	RES-1: M.F., S.F., Lots <55'	RES-2: Lots > or = 55'	RES-3: Neighborhood Parks
Asphalt Thickness	1 1/2"	1 1/4"	1 1/4"
Base Thickness	6"	6"	6"
Subgrade Thickness	10"	10"	10"
Curb Type	Curb & Gutter	Curb & Gutter	Curb & Gutter
Curb Width	24"	24"	24"

ALLEYS

	AL-1: One-Way Alley	AL-2: Two-Way Alley
Asphalt Thickness	1 1/4"	1 1/4"
Base Thickness	6"	6"
Subgrade Thickness	10"	10"
Curb Type	None	None
Curb Width	None	None

NOTE: ALTERNATE CURB TYPE MAY BE SUBMITTED FOR APPROVAL PRIOR TO FINAL DESIGN

TRANSPORTATION STANDARDS

5.14 Trip Generation

The attached table shows that the refinement of the land use plans continues to reduce the total impact from traffic. All trip generation is based on trip generation rates from the Institute of Transportation Engineers, 6th Edition.

The 1986 base condition of the Orlando Naval Training Center was 49,800 vehicle trips per day. The Vision Plan generated approximately 75,473 daily trip ends, an increase over the base condition of 52%. The land use plan submitted as part of the Planned Development Application generates an estimated 60,868 to 62,144 vehicle trips per day. The range is listed because the swing use is, currently defined as either multi-family or office. The high end results from the office use. The Planned Development land use concept results in a trip reduction between 17.7% and 19.4% from the Vision Plan.

Orlando NTC Partners Trip Generation		
Land Use Plan	Average Trips	% Change
Base Condition	49,800	
Vision Plan	75,473	52%
Orlando NTC Partners	60,868	-19.4%
	62,144	-17.7%

A detailed set of charts have been included at the end of this chapter, illustrating in detail trip generation and traffic forecasting comparisons.

5.15 Transit Analysis

Several years ago, Lynx discontinued its service through the base. Lynx currently provides transit service in the area with two existing routes. Both route 13 and 23 skirt the perimeter of the base. Each travels down Lakemont Avenue, Glenridge Way and General Rees. The routes split at Corrine Drive.

All of the major streets will be designed to accommodate city buses or other type of rubber tired transit vehicle. The Orlando Growth Management Plan also calls for transit circulators to operate in activity centers throughout the city. The property will be designed and developed to accommodate a future circulator system.

TRANSPORTATION STANDARDS

Traffic Forecasting Comparison

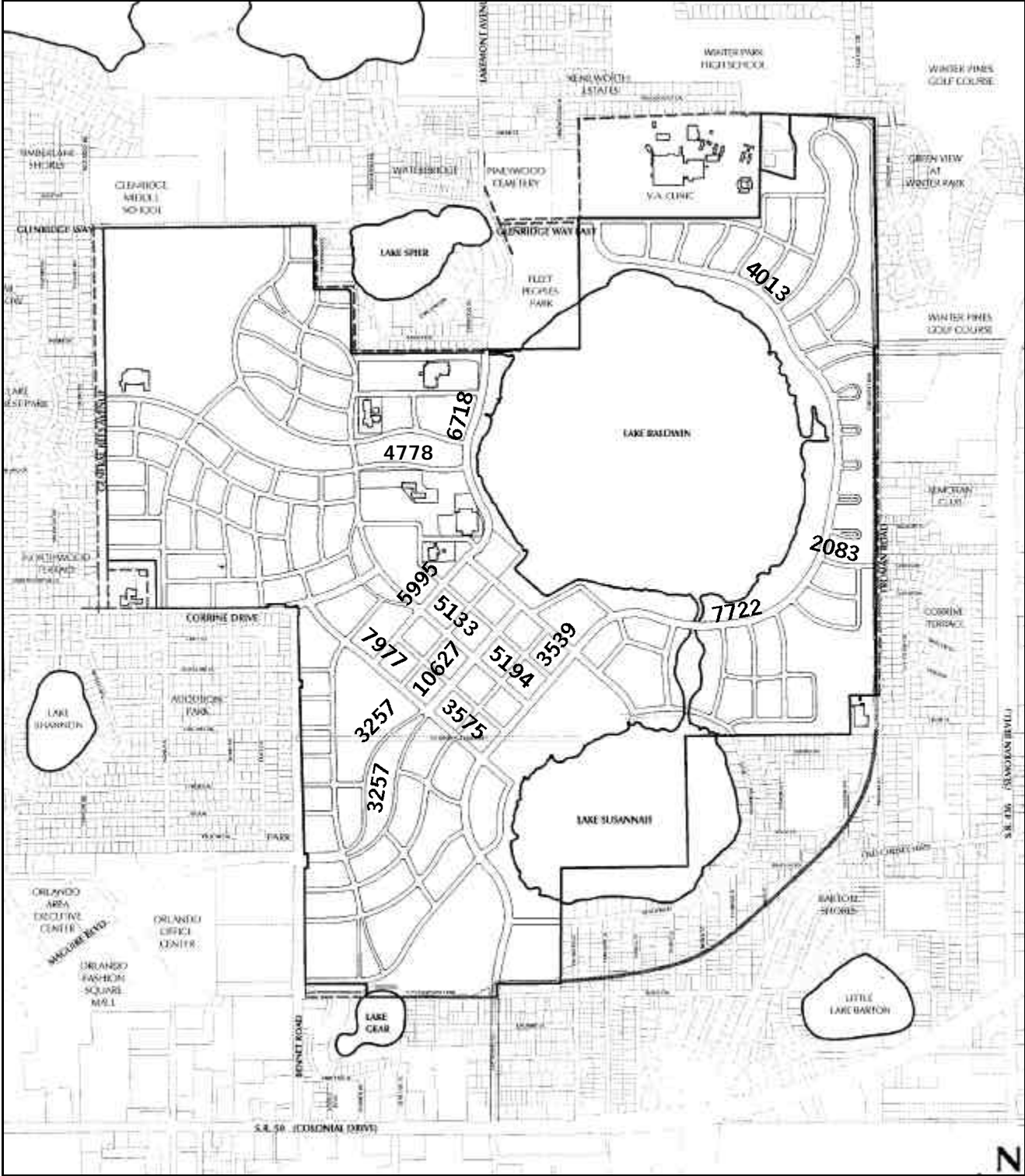
Links	Base Condition	Vision Plan	Difference	Orlando NTC Partners		Orlando NTC Partners Alt 2
				Alt 1	Difference	
Local Streets - Orange County						
Beach Blvd. east of Main Base gate	6,000	6,100	2%	6,065	-1%	7,321
Hanging Moss Rd. east of Semoran Blvd.	3,500	12,350	253%	4,051	-67%	4,268
Old Cheney Hwy. south of Beach Blvd.	11,900	10,850	-9%	10,121	-7%	9,269
Old Cheney Hwy. west of Semoran Blvd.	17,400	19,760	14%	17,214	-13%	18,756
Local Streets - Orlando						
Chelsea St. east of Bumby Ave.	3,900	6,570	68%	6,589	0%	6,402
Falcon Dr. north of Virginia Dr.	7,200	4,280	-41%	3,679	-14%	3,454
General Rees Rd. north of Corrine Dr.	12,700	11,400	-10%	11,228	-2%	9,262
Ibis Dr. east of Falcon Dr.	1,400	600	-57%	769	28%	781
Merrit Park Dr. north of Corrine Dr.	5,400	3,880	-28%	2,888	-26%	3,334
Parkland Dr. east of Winter Park Rd.	N/A	N/A		690	N/A	708
Plaza Terrace Dr. south of Chelsea St.	7,300	7,100	-3%	5,953	-16%	5,835
Truman Rd. north of Old Cheney Hwy.	N/A	N/A		3,165	N/A	4,473
Local Streets - Winter Park						
Cady Way west of Ranger Blvd.	7,200	6,880	-4%	5,225	-24%	4,867
Glenridge Way east of General Rees Rd.	17,900	16,850	-6%	14,056	-17%	13,788
Glenridge Way east of Winter Park Rd.	7,900	12,450	58%	8,169	-34%	8,679
Greenc Dr. north of Whitehall Rd.	3,100	2,900	-6%	1,163	-60%	1,880
Lake Suc Ave. west of Winter Park Rd.	17,900	16,500	-8%	14,545	-12%	14,643
Ranger Blvd. south of Aloma Ave.	3,700	3,800	3%	3,342	-12%	3,296
Scarlet Rd. west of Semoran Blvd.	7,200	6,840	-5%	5,525	-19%	5,227
Whitehall Dr. east of Lakemont Ave.	5,800	5,100	-12%	3,820	-25%	4,452
Winter Park Rd. north of Corrine Dr.	13,700	13,300	-3%	11,019	-17%	12,252
Major Thoroughfares - Orlando						
Bennet Rd. south of Corrine Dr.	23,700	3,860	-84%	4,350	13%	4,801
Bennet Rd. south of Maguire Blvd.	18,000	11,300	-37%	8,569	-24%	8,494
Bumby Ave. south of Corrine Dr.	12,400	13,800	11%	9,635	-30%	9,453
Corrine Dr. west of General Rees Rd.	31,800	26,470	-17%	21,903	-17%	21,307
Maguire Blvd. south of Colonial Dr.	47,900	48,450	1%	44,061	-9%	44,092
Maguire Blvd. west of Bennet Rd.	23,900	20,200	-15%	13,562	-33%	13,486
Virginia Dr. east of Mills Ave.	31,000	30,650	-1%	30,515	0%	29,021
Major Thoroughfares - Winter Park						
Lakemont Ave. north of Glenridge Way	20,100	17,750	-12%	16,638	-6%	16,735
State Roads						
Aloma Ave. east of Lakemont Ave.	37,600	44,700	19%	40,257	-10%	40,313
Aloma Ave. west of Lakemont Ave.	45,000	37,700	-16%	35,254	-6%	35,873
Colonial Dr. east of Bumby Ave.	73,800	76,000	3%	64,178	-16%	64,794
Colonial Dr. east of Maguire Blvd.	63,000	64,250	2%	74,242	16%	67,248
Colonial Dr. west of Bumby Ave.	73,800	75,800	3%	64,093	-15%	64,856
Colonial Dr. west of Semoran Blvd.	65,200	62,700	-4%	58,614	-7%	58,900
Semoran Blvd. north of Hanging Moss	66,000	60,750	-8%	58,640	-3%	59,888
Semoran Blvd. south of Hanging Moss	66,000	72,150	9%	61,625	-15%	62,998
Semoran Blvd. north of Old Cheney Hwy.	63,800	66,700	5%	56,315	-16%	57,590
Semoran Blvd. south of Colonial Dr.	79,600	81,800	3%	69,828	-15%	70,858

Alt 1: All swing land parcels converted to multi-family dwelling units
Alt 2: All swing land parcels converted to office use

Trip Generation

Land Use Plan	Land Use	ITE Code	Units	Size	ITE Rate	ITE Equations	Total Trip Generation		Pass-by Rate	New Trips	
							ITE Rate	ITE Equations		ITE Rate	ITE Equation
Base Condition	Base Condition										
Total							49,800	N/A			
Vision Plan	Single-Family	210	Units	724	9.57	$\ln(T)=0.920\ln(x)+2.707$	6,929	6,406		6,929	6,406
	Multi-Family	220	Units	2,408	6.63	$T=5.994(X)+134.114$	15,965	14,568		15,965	14,568
	Middle School	522	Students	837	1.45	$\ln(T)=1.559 \ln(X)-3.507$	1,214	1,080		1,214	1,080
	Commercial	820	1,000 sqf	653,247	42.92	$\ln(T)=0.643 \ln(X)+5.666$	28,037	22,766		21,391	17,385
	Office	710	1,000 sqf	2,055,509	11.01	$\ln(T)=0.768 \ln(X)+3.654$	22,631	13,528		22,631	13,528
	Industrial	110	1,000 sqf	100,000	6.97	$T=7.468(X)-101.921$	697	645		697	645
Total							75,473	59,013		68,827	53,812
Orlando NTC Partners	Single Family	210	Units	923	9.57	$\ln(T)=0.920\ln(x)+2.707$	8,833	8,010		8,833	8,010
	Multi-Family	220	Units	1,756	6.63	$T=5.994(X)+134.114$	11,642	10,660		11,642	10,660
	Elementary School	520	Students	750	1.02	$\ln(T)=1.007 \ln(X)-0.086$	765	785		765	785
	Middle School	522	Students	1,300	1.45	$\ln(T)=1.559 \ln(X)-3.507$	1,885	2,146		1,885	2,146
	Commercial	820	1,000 sqf	350,000	42.92	$\ln(T)=0.643 \ln(X)+5.666$	15,022	15,255		10,617	10,781
	Office	710	1,000 sqf	1,500,000	11.01	$\ln(T)=0.768 \ln(X)+3.654$	16,515	10,621		16,515	10,621
Subtotal							54,662	47,477		50,257	43,003
	Swing Space										
	Multi-Family	220	Units	936	6.63	$T=5.994(X)+134.114$	6,206	5,744		6,206	5,744
	Office	710	1,000 sqf	679,536	11.01	$\ln(T)=0.768 \ln(X)+3.654$	7,482	5,782		7,482	5,782
Low Total							60,868	53,221		56,463	48,747
High Total							62,144	53,259		57,739	48,785

TRANSPORTATION STANDARDS



Alternative One

