



2050 Metropolitan Transportation Plan

Appendix F | Health and Housing Supplemental Information



August 22, 2025

Draft



HOW TO GET INVOLVED IN THE 2050 PLAN



Online at MetroPlanOrlando.gov

Learn more about how long range transportation planning works and sign up for our e-newsletter to get updates on comment opportunities



Requested Printed Material

If you don't have digital access and prefer information in paper form, you can make the request by calling the number below



In Person

Invite us to attend your event or present to your group by contacting our community outreach staff. You can find out about our public meetings in the calendar section of our website



Questions?

Contact our community outreach staff at MTP@MetroPlanOrlando.gov or (407) 481-5672



On Social Media

Connect with us on LinkedIn, Facebook, Twitter and YouTube to learn about transportation news and when we'll be out in the community

Legal Information

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This document was developed for use by MetroPlan Orlando for planning purposes. MetroPlan Orlando is not liable for any direct, indirect, special, incidental or consequential damages (such as, but not limited to, damages of loss of profits, business savings or data) related to the use of this document or information produced as a result of this document or its interpretation. This information is publicly available and is provided with no warranty or promises of any kind whatsoever, express or implied, including warranties for merchantability or fitness for a particular purpose.

While every effort is made to confirm the accuracy of the information provided within this document and any analytical methods used to develop the information, no assurance of accuracy can be or is given. By using this document and the information in any way, the User is acknowledging this limitation, and is agreeing to use the document and the information therein at his or her own risk. Likewise, MetroPlan Orlando is committed to making this document accessible to all users. If you experience any difficulty or are unable to access any part of the document, please notify us at Info@MetroPlanOrlando.gov so we can assist with a solution.

CONTENTS

F.1	Community Health Supplemental Information.....	1
F.1.1	Evaluation Matrix.....	1
F.1.2	Evaluation Matrix Charts.....	2
F.1.3	Health Indicator Prevalence Charts.....	7
F.1.4	Health Indicator Prevalence Maps.....	10
F.2	Community Housing Supplemental Information.....	16
F.2.1	Data Analysis.....	16
F.2.2	Strategy Development Methodology.....	22
F.2.3	Desired Outcomes, Target Actions, and Strategies.....	24
F.2.4	Spatial Analysis - Additional Maps.....	45
F.2.5	Housing Coordination Process Stakeholder Interviews Overview.....	49

FIGURES

Figure F-1 Census tracts with the highest prevalence of Asthma by county.....	F-10
Figure F-2 Census tracts with the highest prevalence of Coronary heart disease by county.....	F-11
Figure F-3 Census tracts with the highest prevalence of Diabetes by county.....	F-12
Figure F-4 Census tracts with the highest prevalence of High Blood Pressure by county.....	F-13
Figure F-5 Census tracts with the highest prevalence of High Cholesterol by county.....	F-14
Figure F-6 Census tracts with the highest prevalence of Obesity by county.....	F-15
Figure F-7 Housing Opportunity Areas.....	F-18
Figure F-8 Regional Distribution of Jobs (2021).....	F-45
Figure F-9 Regional Distribution of Housing Units (2022).....	F-46
Figure F-10 Transit Access.....	F-47
Figure F-11 Conservation Areas.....	F-48

TABLES

Table F-1 Evaluation Matrix, Goal 1: Supporting Healthy Lifestyles.....	F-2
Table F-2 Evaluation Matrix, Goal 2: Implementing Healthy Transportation Infrastructure.....	F-3
Table F-3 Evaluation Matrix, Goal 3: Providing a Safe Transportation System.....	F-4
Table F-4 Evaluation Matrix, Goal 4: Improving Health Care Access Through Transportation.....	F-5
Table F-5 Evaluation Matrix, Goal 5: Integrating Public Health Considerations into Transportation Planning Decision Making.....	F-6
Table F-6 Census tracts with highest prevalence of asthma	F-7
Table F-7 Census tracts with highest prevalence of coronary heart disease.....	F-7
Table F-8 Census tracts with highest prevalence of diabetes.....	F-8
Table F-9 Census tracts with highest prevalence of high blood pressure.....	F-8
Table F-10 Census tracts with highest prevalence of high cholesterol	F-9
Table F-11 Census tracts with highest prevalence of obesity.....	F-9
Table F-12 City of Orlando Sample Zoning District Overview.....	F-19
Table F-13 Housing Coordination Process Implementation Strategies.....	F-25
Table F-14 Context-Sensitive Planning Strategies.....	F-26
Table F-15 Flexible Zoning Strategies.....	F-28
Table F-16 Parking Reform Strategies.....	F-31
Table F-17 Multi-Use District Strategies.....	F-32
Table F-18 Local Development Strategies	F-33
Table F-19 Sensitive Land Protection Strategies.....	F-34
Table F-20 Promote an Increase in Supply of Affordable Homes Strategies.....	F-36
Table F-21 Minimize Displacement Strategies.....	F-38
Table F-22 Housing First Solutions Strategies	F-40
Table F-23 Coordinated Crisis Response Systems Strategies	F-41
Table F-24 Transportation Services Strategies	F-42
Table F-25 Traditional Neighborhood Development and Contemporary Planning Strategies	F-43

F.1 Community Health Supplemental Information

F.1.1 EVALUATION MATRIX

The Strategies below were evaluated using the determinants of health from the 2022 MetroPlan Orlando Health Strategic Plan. Strategy evaluation is qualitative, not quantitative or weighted. When considering next step implementation of a Strategy, MetroPlan Orlando staff and partners may consider prioritizing strategies that address more than one determinant of health, as well as other context sensitive information.

F.1.1.1 PHYSICAL ACTIVITY (PA)

Regular physical activity is known to reduce the risk of noncommunicable diseases, help maintain a healthy bodyweight and improve mental health.

- PA 1 – Travel related physical activity
- PA 2 – Leisure/ recreational physical activity

F.1.1.2 ENVIRONMENTAL QUALITY (EQ)

Exposure to toxic substances, poor air quality, noise pollution, and extreme heat are directly detrimental to human health and often correlated with noncommunicable disease risk.

- EQ 1 - Exposure to air pollution / air quality
- EQ 2 - Exposure to noise pollution
- EQ 3 - Exposure to extreme weather

F.1.1.3 ACCESS TO CARE (HC)

A key dimension of both individual and community-wide health is the ability of people to access both routine and emergency care. There are physical, financial and cultural barriers to access.

- HC 1 - Access to primary care/ wellness/screening services
- HC 2 - Access to mental & behavioral health services

F.1.1.4 ACCESS TO FOOD (F)

Access to nutritious food, including fruits and vegetables, are important to maintaining a healthy bodyweight, maintaining mental health, and reducing risk of noncommunicable diseases.

- F1 - Access to nutritious food

F.1.1.5 SAFETY (S)

Incidents involving threats to personal safety, either due to criminal activity, exposure to disasters, or from motor-vehicle related crashes may result in death, injury or disability.

- S1 – Motor vehicle crashes
- S2 – Pedestrian/ cyclist injuries
- S3 – Crime
- S4 - Disaster vulnerability

F.1.2 EVALUATION MATRIX CHARTS

Table F-1 | Evaluation Matrix, Goal 1: Supporting Healthy Lifestyles

Health Determinants	PA 1	PA 2	EQ 1	EQ 2	EQ 3	HC 1	HC 2	F 1	S 1	S 2	S 3	S 4
Active Transportation Infrastructure												
Develop pedestrian and bicycle paths, Complete Streets, and other infrastructure that link residents and visitors to key destinations and job centers. Integrate these improvements with existing transit systems to promote safe, convenient, and accessible active travel for all users.	✓	✓								✓		
Increase community use of underutilized public walking and biking trails by enhancing their connectivity to commercial, residential, and recreational areas and promoting their benefits for health and leisure.	✓	✓								✓		
Micromobility and Accessibility												
Encourage the use of micromobility options such as paratransit, e-bikes, and e-scooters to improve connections between neighborhoods and transit stops. Ensure these services are safe, affordable, and accessible to all, particularly in transportation disadvantaged communities.	✓									✓		
Implement innovative safety measures for pedestrian and cycling infrastructure, including improved lighting, traffic calming features, and clear signage, to foster a secure environment for all users.	✓									✓		
Access to Healthy Foods												
Promote the development of community gardens, particularly in low-income neighborhoods, to increase access to fresh, nutritious food and support local food security. Partner with organizations like University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) Extension to provide educational opportunities that empower community members to grow their own produce.								✓				
Encourage local governments to support community garden initiatives through land-use policies, grants, and technical assistance, ensuring these gardens are accessible, well-maintained, and integrated into broader food access strategies.								✓				
Promote mixed use development, including grocery stores and healthy food options, at Transit-Oriented Development (TOD) areas to ensure that residents have easier access to essential services without needing a car.								✓				

Table F-2 | Evaluation Matrix, Goal 2: Implementing Healthy Transportation Infrastructure

Health Determinants	PA 1	PA 2	EQ 1	EQ 2	EQ 3	HC 1	HC 2	F 1	S 1	S 2	S 3	S 4
Air and Noise Pollution Reduction												
Promote the adoption of low/no-emission vehicles and develop policies that support the electrification of public and private vehicle fleets. Address air and noise pollution in areas most affected by traffic congestion and vehicle emissions.			✓	✓								
Conduct research to map transportation-related noise and develop strategies to minimize exposure, such as installing noise barriers or redesigning traffic flow in high-exposure areas.				✓								
Heat Mitigation Strategies												
Invest in infrastructure that reduces heat exposure, such as planting shade trees, installing reflective materials, and providing shaded transit shelters. Prioritize these interventions in areas with high pedestrian activity and vulnerable populations.	✓				✓					✓		
Select heat tolerant shade trees with minimal root impacts on sidewalks, trails, and roadways.	✓				✓					✓		
Deploy heat index warning systems at major transportation hubs to alert travelers to extreme heat conditions and provide guidance on protective measures to prevent heat-related illnesses.	✓				✓					✓		

Table F-3 | Evaluation Matrix, Goal 3: Providing a Safe Transportation System

Health Determinants	PA 1	PA 2	EQ 1	EQ 2	EQ 3	HC 1	HC 2	F 1	S1	S 2	S 3	S 4
Enhanced Safety Coordination												
Facilitate regional coordination among local governments, transportation agencies, and community organizations to advance Vision Zero and Complete Streets initiatives. Encourage collaborative efforts in securing grants and funding for safety improvements.									✓	✓		
Strengthen partnerships with local governments, transportation agencies, and Community Traffic Safety Teams (CTSTs) to expand pedestrian and cyclist safety programs, focusing on high-risk areas and vulnerable populations.										✓		
Support partnerships to extend the Safe Routes to School approach to other populations and destinations, such as senior centers, parks, and community facilities. Focus on creating safe routes with Accessible Pedestrian Signals (APS) for all users, including children, older adults, and people with disabilities.	✓								✓	✓		
Partner with local governments to incorporate Crime Prevention Through Environmental Design (CPTED) principles in transportation planning. Promote urban design strategies, such as improved lighting and active street frontages, to enhance public safety.											✓	

Table F-4 | Evaluation Matrix, Goal 4: Improving Health Care Access Through Transportation

Health Determinants	PA 1	PA 2	EQ 1	EQ 2	EQ 3	HC 1	HC 2	F 1	S1	S 2	S 3	S 4
Expanded Medical Transportation												
Increase access to medical transportation for families with young children, the elderly, and other vulnerable groups to facilitate attendance at prenatal, postpartum, and routine care appointments through collaborating with transit agencies to expand service options and affordability.	✓					✓	✓					
Support expansion of Independent Transportation Networks (ITN) and similar demand-response transit services to improve access to health care facilities, particularly for those in areas not served by fixed-route transit. Prioritize service expansion to include transportation disadvantaged communities.	✓					✓	✓					
Analyze transit routes near various housing types, including senior, market-rate, low-income, and assisted living communities, to ensure adequate access to health care resources and adjust services to address identified gaps.	✓					✓	✓					
Community Engagement for Health Care Access												
Using the 2024 Regional Transportation Survey results, identify characteristics of people who report missing doctor's appointments to better understand local barriers to health care access and co-develop solutions with underserved communities that meet their specific needs. Focus on addressing both transportation and non-transportation impediments to accessing care.	✓					✓	✓					
Collaborate with local governments to promote land use and zoning policies that encourage the development of health care facilities near transit routes, ensuring that health services are within easy reach of all residents.	✓					✓	✓					

Table F-5 | Evaluation Matrix, Goal 5: Integrating Public Health Considerations into Transportation Planning Decision Making

Health Determinants	PA1	PA2	EQ1	EQ2	EQ3	HC1	HC2	F1	S1	S2	S3	S4
Transportation and Health Evaluation												
Establish a continuing evaluation program to explore and identified disparities in transportation access and health outcomes across the region. Use the results to guide targeted investments in active transportation and other infrastructure.	✓	✓	✓	✓	✓	✓	✓	✓				
Develop strategies to overcome transportation barriers for underserved populations, including expanding paratransit services, subsidizing or providing free transit fares, and improving accessibility for all users.	✓					✓	✓					
Health Focused Planning												
Utilize the Planning and Analysis of Transportation and Health Strategies (PATHS) Framework to connect transportation decisions with health outcomes. Ensure that transportation is integrated as a key determinant of health in Community Health Improvement Plans (CHIPs).	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Implement a "Health in All Policies" approach by conducting Health Impact Assessments (HIAs) (as defined by the American Public Health Association) for major transportation and infrastructure projects, such as roadway extensions, widening projects, or other large projects that require a Project Development and Environment (PD&E) study. Incorporate health considerations into planning and policy decisions to promote overall community well-being.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

F.1.3 HEALTH INDICATOR PREVALENCE CHARTS

Table F-6 | Census tracts with highest prevalence of asthma

County	Census Tract	Asthma Crude Prevalence %	Place
Orange	12095010500	13.3	Parramore
Orange	12095010400	13.2	Parramore
Orange	12095018700	12.8	John Young / Princeton
Orange	12095011600	12.1	Clear Lake
Orange	12095014601	12.5	Orlo Vista, Shingle Creek
Seminole	12117022001	10.7	Casselberry, Altamonte Springs
Seminole	12117020401	10.7	Sanford
Seminole	12117020500	12.4	Sanford
Seminole	12117020201	10.7	Sanford
Seminole	12117020302	10.4	Sanford, Country Club Manor
Osceola	12097041600	9.7	Kissimmee
Osceola	12097041800	10.3	Kissimmee
Osceola	12097043500	10.2	St Cloud
Osceola	12097043400	10.2	St Cloud
Osceola	12097040801	9.6	Four Corners

Notes: Average Crude Prevalence by County:
 Orange: 9.1%
 Seminole: 8.6%
 Osceola: 9.0%

Table F-7 | Census tracts with highest prevalence of coronary heart disease

County	Census Tract	Coronary Heart Disease Crude Prevalence %	Place
Orange	12095010500	11.4	Parramore
Orange	12095018700	11.4	John Young / Princeton
Orange	12095010400	9.8	Parramore
Orange	12095011600	9.5	Clear Lake
Orange	12095014503	9.5	Lake Catherine
Seminole	12117020201	9.1	Sanford
Seminole	12117021504	8.7	Longwood
Seminole	12117022001	8.6	Casselberry, Altamonte Springs
Seminole	12117020101	8.6	Sanford
Seminole	12117021503	7.5	Longwood
Osceola	12097043500	9.5	St Cloud
Osceola	12097043203	9	St Cloud
Osceola	12097041600	8.6	Kissimmee
Osceola	12097043400	8.5	St Cloud
Osceola	12097043201	8.4	St Cloud, Lake Tohopekaliga

Notes: Average Crude Prevalence by County:
 Orange: 5.5%
 Seminole: 5.5%
 Osceola: 6.5%

Table F-8 | Census tracts with highest prevalence of diabetes

County	Census Tract	Diabetes Crude Prevalence %	Place
Orange	12095010500	25.7	Parramore
Orange	12095010400	22.8	Parramore
Orange	12095018700	21.6	John Young / Princeton
Orange	12095011600	20.4	Clear Lake
Orange	12095014605	19.9	Richmond Estates
Seminole	12117022001	16.9	Casselberry, Altamonte Springs
Seminole	12117020401	16.8	Sanford
Seminole	12117020500	16.5	Sanford
Seminole	12117020201	16.2	Sanford
Seminole	12117020101	14.6	Sanford
Osceola	12097042702	17.4	Kissimmee, Buenaventura Lakes
Osceola	12097041600	16.5	Kissimmee
Osceola	12097041800	16.5	Kissimmee
Osceola	12097042601	15.6	Buenaventura Lakes
Osceola	12097042500	15.3	Buenaventura Lakes
Notes: Average Crude Prevalence by County: Orange: 11.6% Seminole: 10.8% Osceola: 14.2%			

Table F-9 | Census tracts with highest prevalence of high blood pressure

County	Census Tract	High Blood Pressure Crude Prevalence %	Place
Orange	12095010500	53	Parramore
Orange	12095010400	48.5	Parramore
Orange	12095014605	48.1	Richmond Estates
Orange	12095018700	48.1	John Young / Princeton
Orange	12095011701	47.6	Lake Mann
Seminole	12117020401	42.6	Sanford
Seminole	12117020201	41	Sanford
Seminole	12117022001	40.4	Casselberry, Altamonte Springs
Seminole	12117020500	39.6	Sanford
Seminole	12117020101	39.5	Sanford
Osceola	12097043500	39.2	St Cloud
Osceola	12097041600	38.8	Kissimmee
Osceola	12097043203	38.6	St Cloud
Osceola	12097043201	38.5	St Cloud, Lake Tohopekaliga
Osceola	12097041001	37.1	Poinciana
Notes: Average Crude Prevalence by County: Orange: 29% Seminole: 29.5% Osceola: 31.9%			

Table F-10 | Census tracts with highest prevalence of high cholesterol

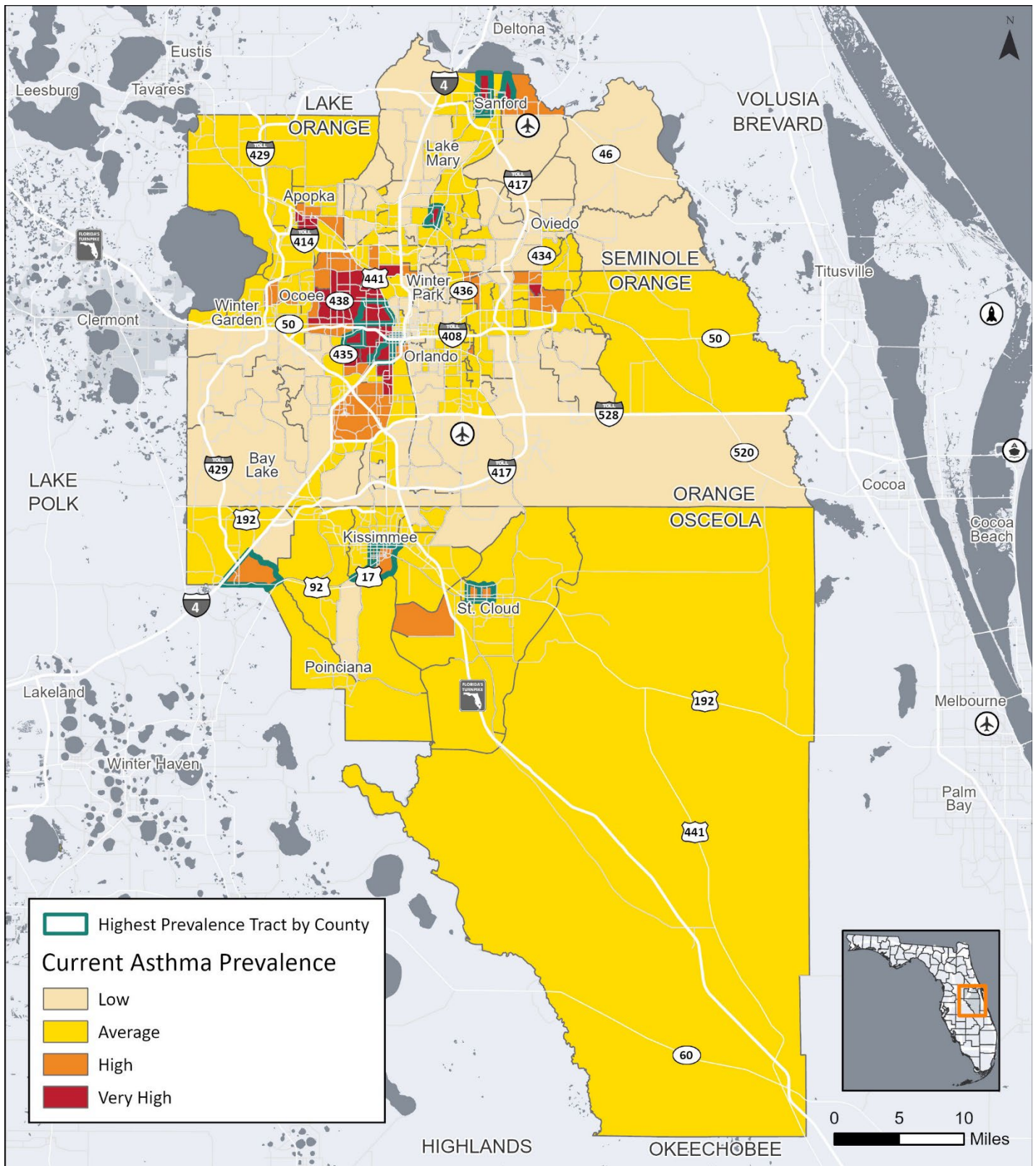
County	Census Tract	High Cholesterol Crude Prevalence %	Place
Orange	12095017902	36.7	Zellwood, Tangerine, Apopka
Orange	12095016509	35.7	Lake Pickett
Orange	12095013511	35	Goldenrod
Orange	12095015701	34.5	Maitland, Winter Park
Orange	12095015801	34.2	Maitland, Winter Park
Seminole	12117021504	37.5	Longwood
Seminole	12117021616	36.9	Wekiwa Springs
Seminole	12117021503	35.2	Longwood
Seminole	12117020101	35	Sanford
Seminole	12117021604	34.8	Wekiwa Springs
Osceola	12097043201	36.4	St Cloud
Osceola	12097043203	34.9	St. Cloud
Osceola	12097043500	34.9	St. Cloud
Osceola	12097043301	34.8	St. Cloud
Osceola	12097043100	34.2	Kissimmee, St. Cloud
Notes: Average Crude Prevalence by County: Orange: 28% Seminole: 31% Osceola: 30.4%			

Table F-11 | Census tracts with highest prevalence of obesity

County	Census Tract	Obesity Crude Prevalence %	Place
Orange	12095010500	50.6	Parramore
Orange	12095010400	47.9	Parramore
Orange	12095011600	45.1	Clear Lake
Orange	12095014503	44.6	Lake Catherine
Orange	12095014502	44.6	Lake Buchanan
Seminole	12117020500	41.4	Sanford
Seminole	12117020401	38.3	Sanford
Seminole	12117022001	37.1	Casselberry, Altamonte Springs
Seminole	12117020201	35.5	Sanford
Seminole	12117021100	35.5	Sanford, Midway
Osceola	12097041600	39.8	Kissimmee
Osceola	12097041800	39.7	Kissimmee
Osceola	12097042702	39.6	Kissimmee, Buenaventura Lakes
Osceola	12097041100	39	Poinciana
Osceola	12097041900	39	Kissimmee
Notes: Average Crude Prevalence by County: Orange: 33.5% Seminole: 28.7% Osceola: 36.2%			

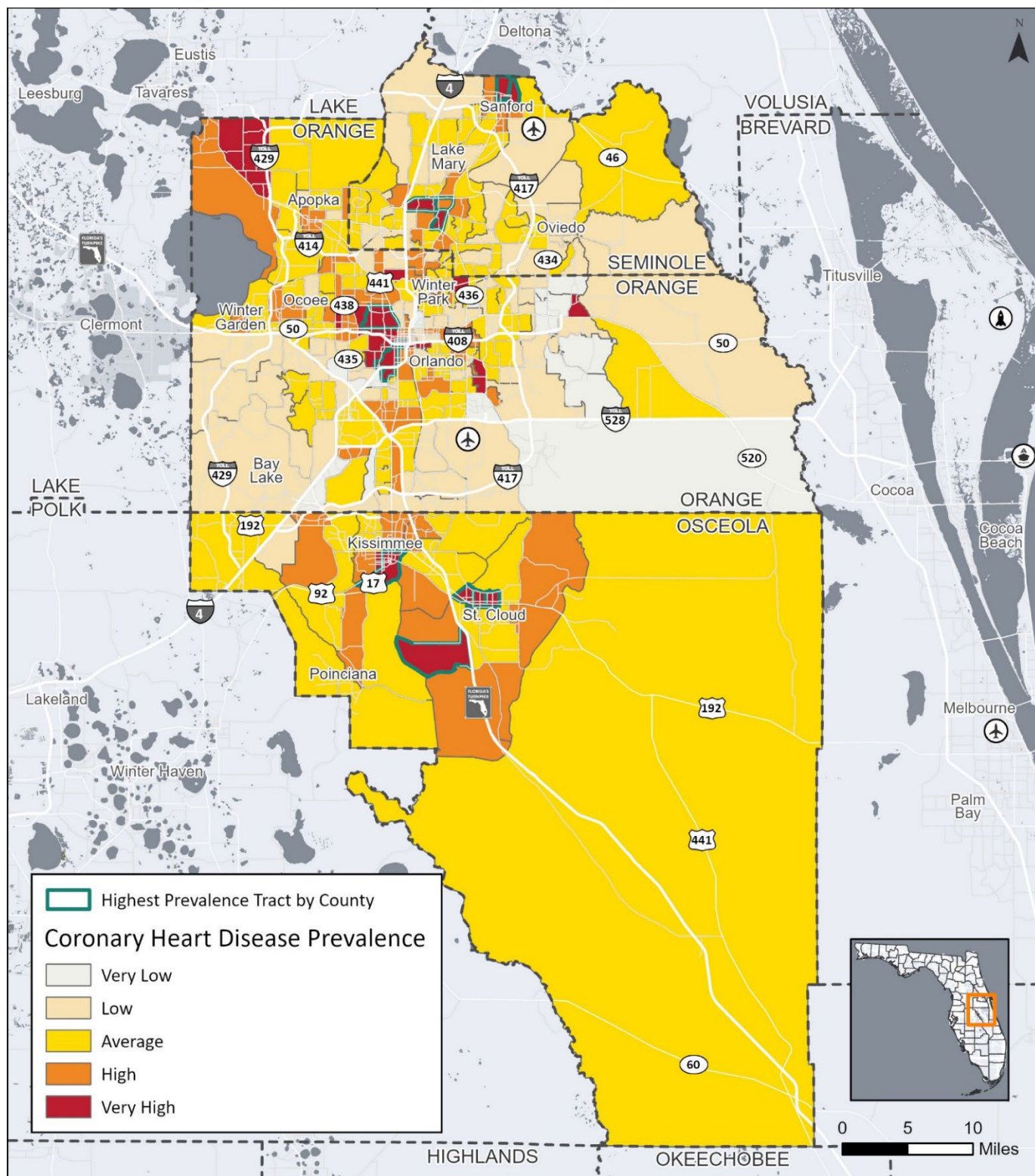
F.1.4 HEALTH INDICATOR PREVALENCE MAPS

Figure F-1 | Census tracts with the highest prevalence of Asthma by county



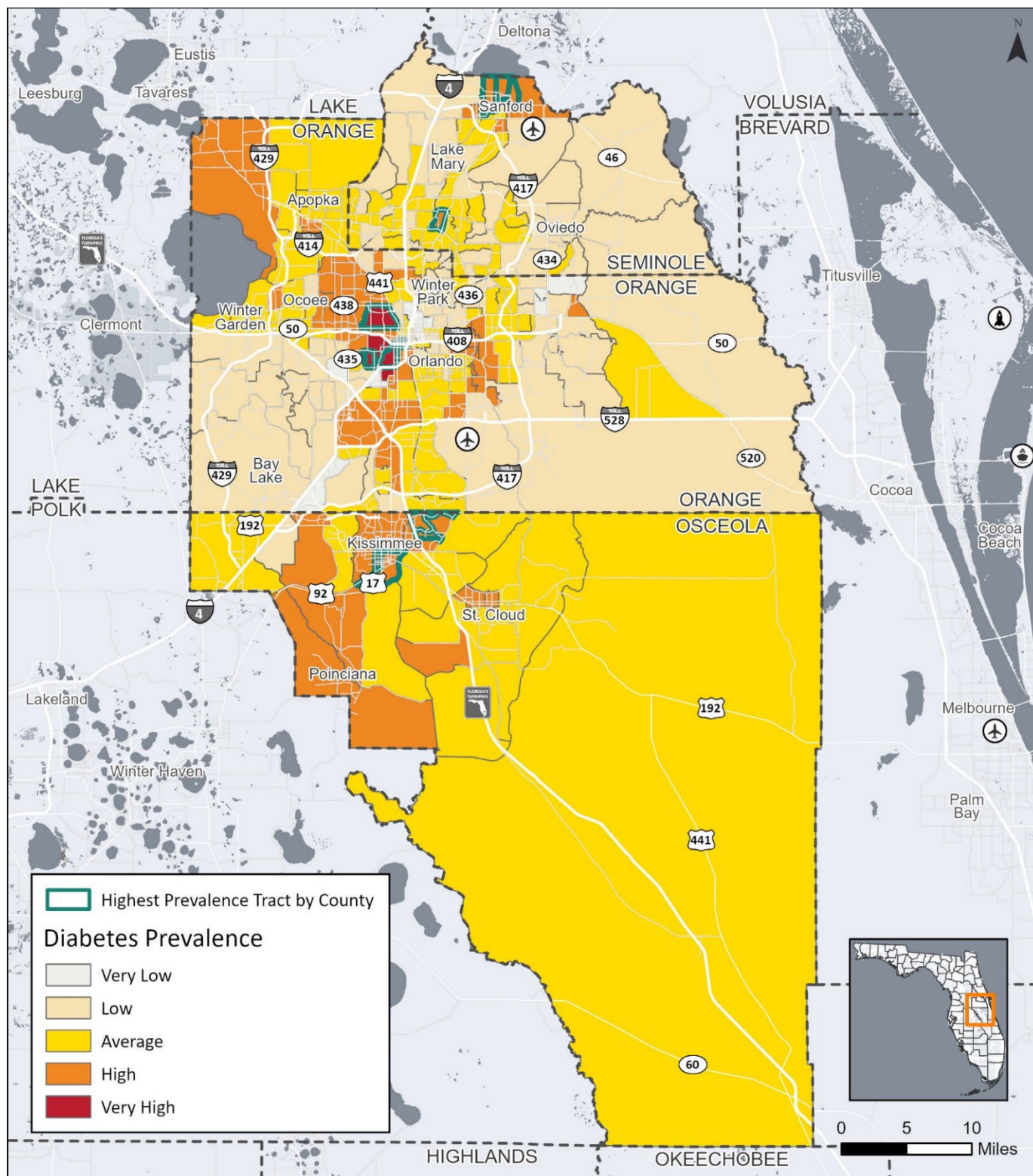
Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024

Figure F-2 | Census tracts with the highest prevalence of Coronary heart disease by county



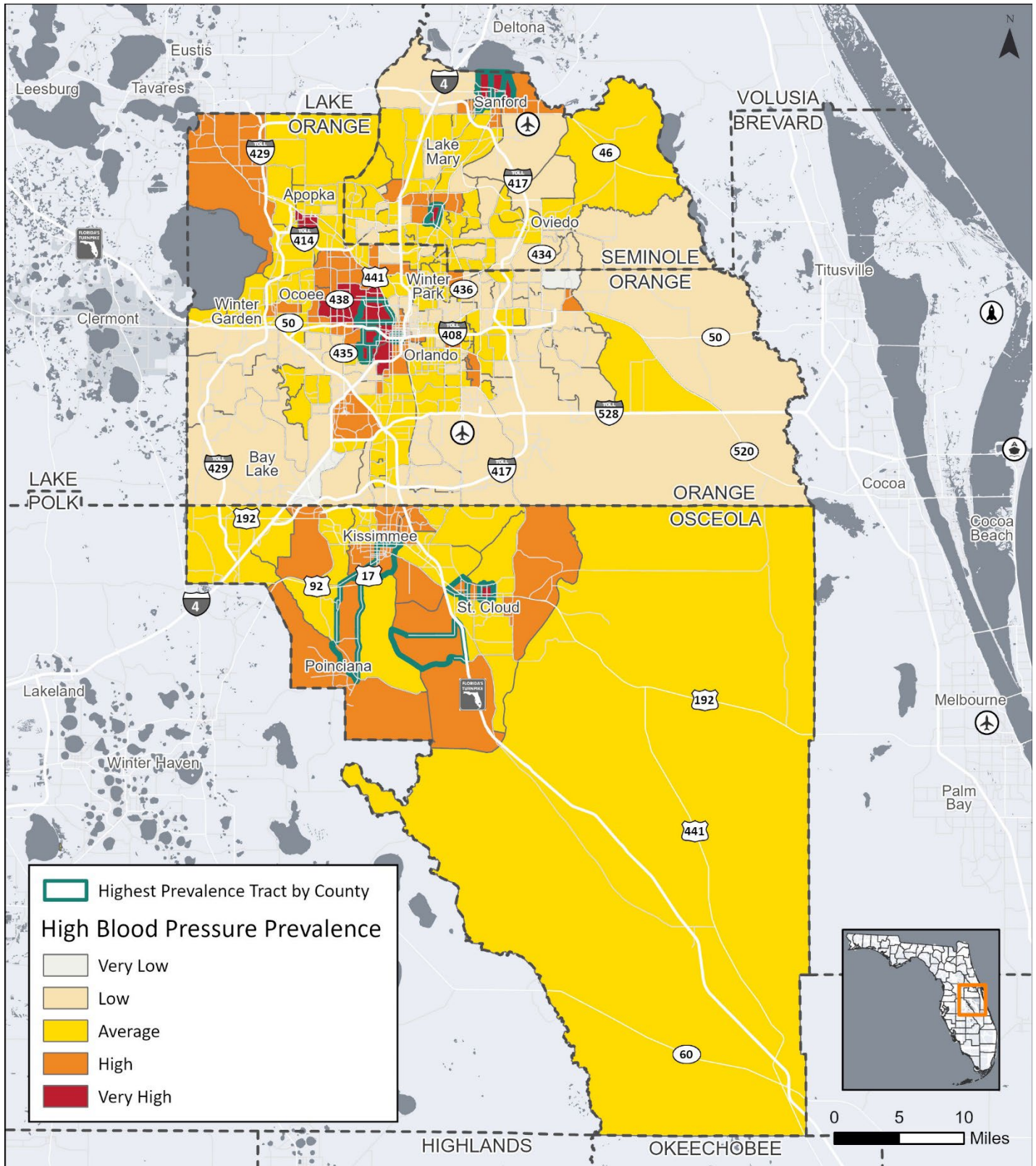
Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024

Figure F-3 | Census tracts with the highest prevalence of Diabetes by county



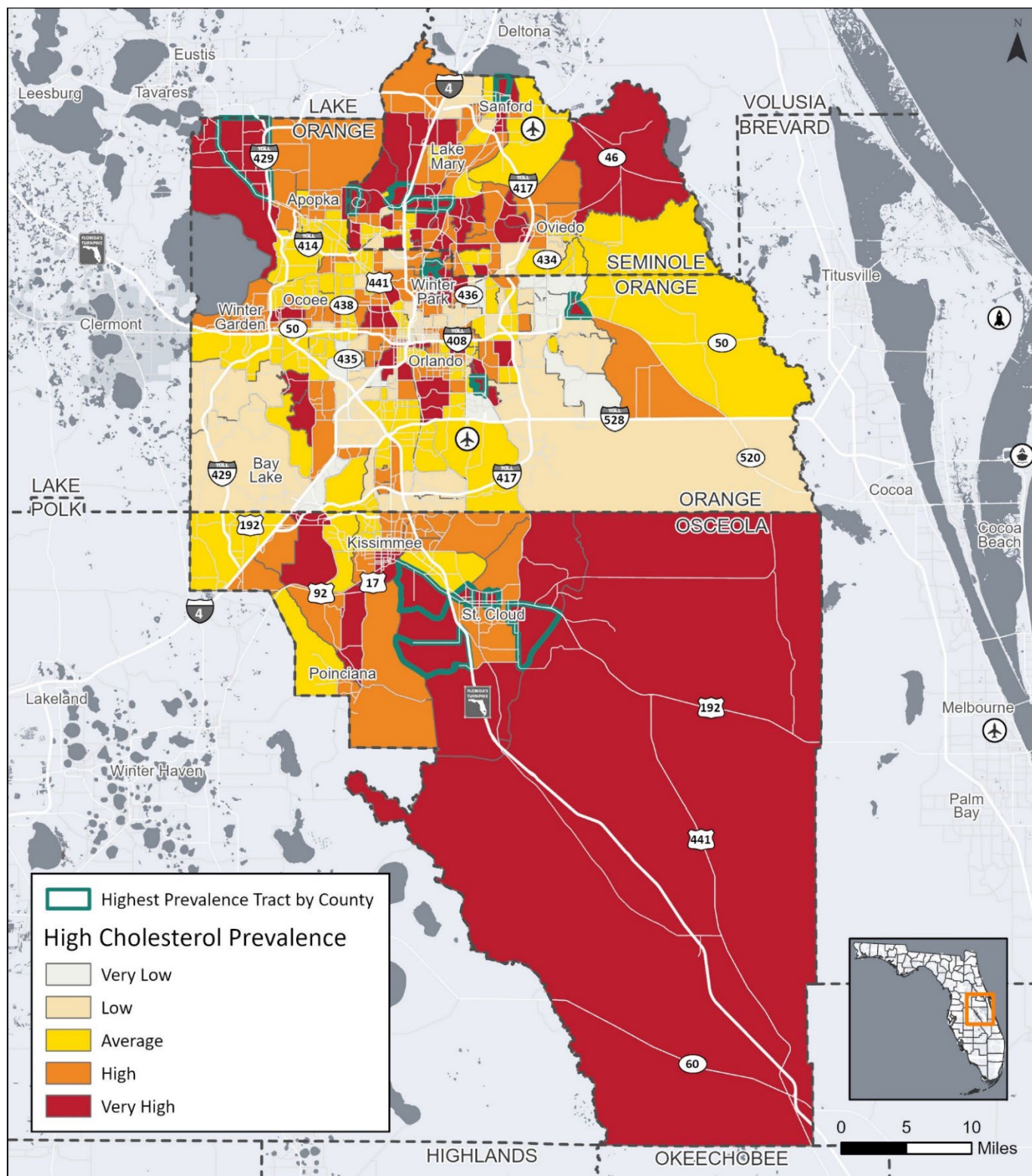
Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024

Figure F-4 | Census tracts with the highest prevalence of High Blood Pressure by county



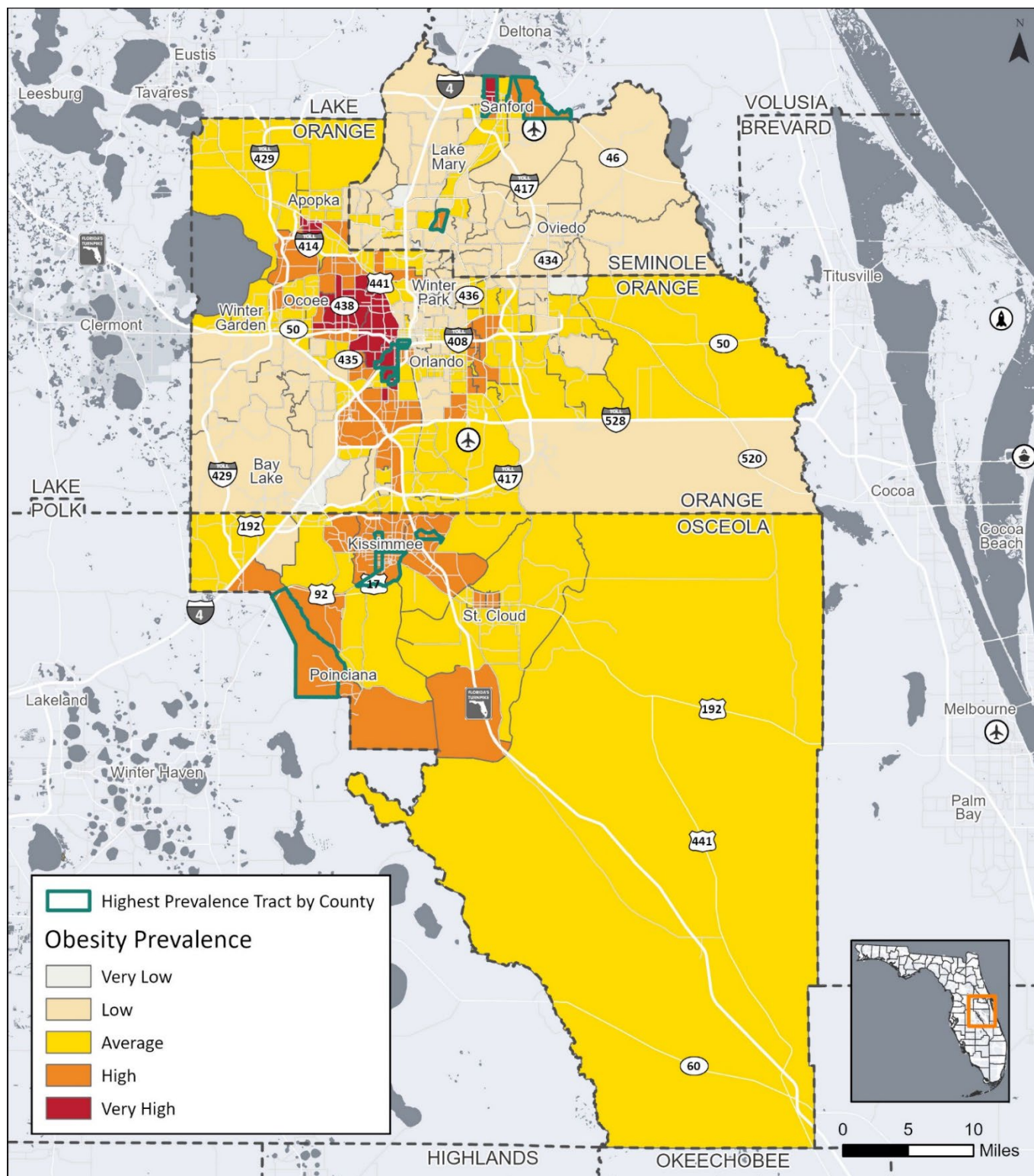
Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024

Figure F-5 | Census tracts with the highest prevalence of High Cholesterol by county



Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024

Figure F-6 | Census tracts with the highest prevalence of Obesity by county



Source: CDC PLACES data, VHB's Healthy Mobility Model, 2024

F.2 Community Housing Supplemental Information

The purpose of this section of the Appendix is to inform the Housing Coordination Process which is found in Chapter 5: Community of the 2050 Metropolitan Transportation Plan (MTP). The 2050 MTP will include a specific Housing Element consistent with the Infrastructure and Investment and Jobs Act (IIJA) establishing new requirements intended to foster improved coordination between transportation planning and housing policy. The section provides the following:

- **Data Analysis:** Presents findings from a spatial analysis of housing, employment, and transportation distributions, and compares transportation plans with land use management.
- **Methodology:** Describes the strategy development approach, including a literature and best practice review, and stakeholder input through the Housing Coordination Process.
- **Strategic Framework:** Proposes a framework for desired outcomes and targeted actions to promote coordinated housing and transportation strategies.

Recent shifts in state and federal policy as well as market conditions present both new opportunities and significant risks—particularly around local control over land use decisions. While aligning with legislative requirements and federal guidance, this process empowers local and state officials to address these changes proactively. By identifying actionable strategies, the Housing Coordination Process aims to enhance regional resilience, optimize land use, and improve access to housing and transit while safeguarding local autonomy. Moving forward with this approach will enable the region to navigate future challenges effectively and achieve shared regional, state, and local objectives.

F.2.1 DATA ANALYSIS

This section provides a high-level data analysis to support the Housing Coordination Process for the 2050 Metropolitan Transportation Plan. The analysis aims to establish a foundational understanding of the spatial distribution and relationships between housing, employment, and transportation options across the region. By using Geographic Information Systems (GIS), the spatial analysis identifies key areas of opportunity for housing development with access to employment centers and transit options. Additionally, this section offers an initial comparison between land use management practices and regional transportation plans, highlighting areas for potential alignment and reform. The insights gained from this high-level review are intended to guide more focused, detailed analyses at the local level, respecting local control and decision-making.

F.2.1.1 DATA SOURCES

Key datasets used in this analysis include:

- **Housing:** The 2022 Department of Revenue (DOR) parcel data provides a current inventory of residential units across the region, serving as a baseline for understanding existing housing distribution.
- **Employment:** 2021 Longitudinal Employer-Household Dynamics (LEHD) Jobs Data: This dataset offers insights into employment densities and distributions, which are critical for understanding access to jobs from different residential areas.
- **LYNX Bus Stops by Frequency:** Data on bus stop locations and service frequency helps identify transit accessibility across the region.
- **LYNX Neighborhood Bus Link Service:** This dataset provides information on the coverage of local, neighborhood-level transit services, supporting analysis of transit access at a finer scale.
- **SunRail Stations:** Information on SunRail station locations and service areas is used to evaluate regional commuter rail access, emphasizing opportunities for transit-oriented development.



CONSERVATION CONSIDERATIONS:

The classification of conservation status for each hexagon was determined using data from state and regional environmental resources to identify areas where development should be limited or redirected. Habitat conservation priorities were informed by datasets that highlight critical areas for preserving biodiversity, while aquifer recharge priorities identified zones essential for groundwater replenishment. The analysis also incorporated spatial constraints from the Florida Wildlife Corridor to protect key ecological linkages, to reflect areas critical for wildlife movement.

- **Florida Wildlife Corridor:** Integrated into the hexagonal grid to assess ecological connectivity and conservation needs.
- **Strategic Habitat Conservation Areas:** Areas of high ecological value identified for their significance in preserving regional biodiversity.
- **Aquifer Recharge Priority Sites:** Zones identified as essential for maintaining groundwater levels and water quality.
- **County Future Land Use Preservation and Conservation Districts:** Local land use designations that inform where development is restricted to align with regional conservation goals.
- **Osceola County's Urban Growth Boundary:** A policy tool to guide development within designated areas, preventing urban sprawl into environmentally sensitive zones.

F.2.1.2 SPATIAL ANALYSIS

To effectively analyze spatial relationships and interactions, the data is generalized into a hexagonal tessellation grid. This grid-based approach enables the identification of "housing opportunity areas" that possess strategic proximity to employment centers or transit services. By overlaying housing, employment, and transportation data within this grid, the analysis provides a preliminary identification of locations where coordinated housing development could enhance regional connectivity, reduce commute times, and support sustainable growth patterns.

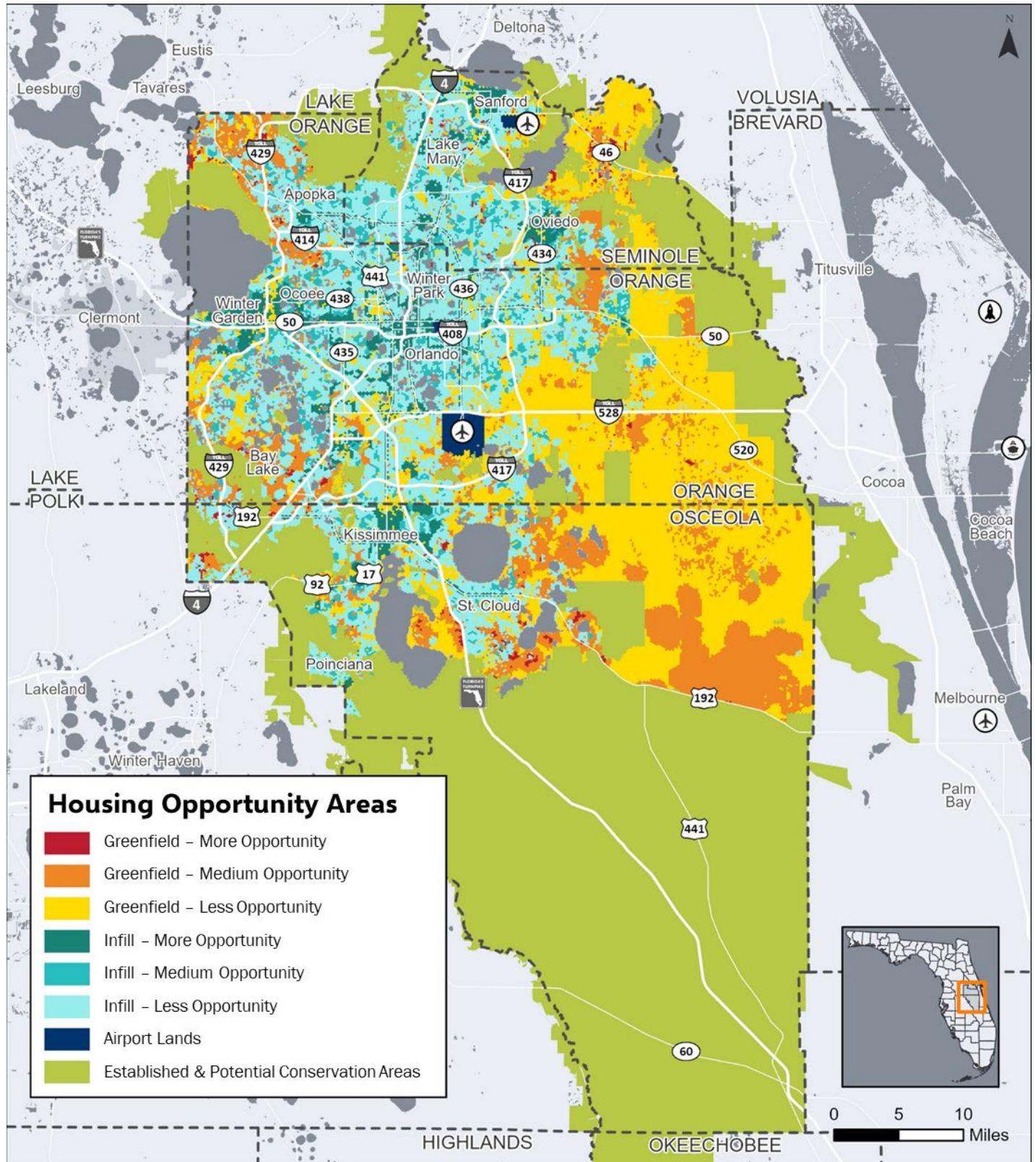
F.2.1.3 LIMITATIONS

This high-level analysis serves as a tool to enable discussions on the distribution of housing, employment, and transit facilities across the region. It is not intended to replace local planning efforts, which involve more granular assessments conducted by local jurisdictions as part of their Comprehensive Planning processes. These local processes offer more detailed, context-specific analyses that are better suited to address the complex and interconnected considerations of comprehensive land use planning. They support the plan's goal of empowering local governments to maintain control over land use decisions, recognizing that local authorities have the best understanding of their community priorities and specific contextual factors that a high-level, top-down approach may overlook. Additionally, the generalization into a tessellation may reduce resolution and precision. The Central Florida Regional Planning Model (CFRPM) is a separate, methodologically rigorous transportation model which further supports the MTP's strategic planning framework and guides decisions about transportation capacity, roadway networks, and congestion.

F.2.1.4 FINDINGS

The map depicted in Figure F-1 reveals a spatial mismatch between employment opportunities and housing across the region. Key areas of opportunity for infill and redevelopment are identified in several locations, including eastern Orange and Osceola counties, where there are significant concentrations of infill priority areas due to their proximity to employment centers and transit services. Notable infill opportunities are also found around downtown St. Cloud, Kissimmee, Winter Garden, Orlando, Oviedo, and Sanford. These areas are highlighted for their potential to enhance density, leverage existing infrastructure, and improve connectivity to jobs and transit. This analysis aims to provide a high-level overview, identifying potential areas for housing development that align with regional goals for sustainable growth while recognizing the importance of localized planning efforts.

Figure F-7 | Housing Opportunity Areas



Source: 2022 Property Appraiser Data, 2024 LYNX Transit GIS Data, 2022-2024 Florida Natural Areas Inventory (FNAI) Conservation Data

F.2.1.5 COMPARISON OF TRANSPORTATION PLANS TO LAND USE MANAGEMENT PLANS

This section provides a high-level overview of current zoning practices and land use management approaches in the region, focusing on their potential impact on the integration of housing and transportation strategies. It highlights trends and opportunities for aligning local zoning reforms with regional goals, using a sample analysis from the City of Orlando to illustrate key zoning characteristics and their implications. Additionally, it summarizes general observations from other jurisdictions identified as high-priority areas for infill and greenfield development.

CASE STUDY: CITY OF ORLANDO HIGH-PRIORITY INFILL AREAS

The City of Orlando's high-priority infill areas overlap 28 unique base zoning districts and 270 unique zoning categories when overlays are included. The most frequently occurring base zoning districts in these areas are Planned Development (PD), R-3B, and R-2A. These districts offer various opportunities and constraints for housing development near transit and employment hubs.

This sample displayed in **Error! Not a valid bookmark self-reference.** illustrates the diversity of zoning standards in Orlando, highlighting both the potential and the challenges of aligning housing development with transit and employment opportunities. The frequent use of Planned Development districts allows for tailored development solutions but can undermine predictability, transparency, and ease of redevelopment suggesting a need to strengthen standards within conventional zoning districts to streamline approvals and promote diverse, context-sensitive housing options. A number of restrictive zoning policies which act as barriers to housing development are still predominant in Orlando's and other jurisdictions' codes, including a difficult to navigate regulatory framework, large minimum lot sizes, a tendency to require ad-hoc approvals for certain development types, and minimum on-site parking requirements.

Table F-12 | City of Orlando Sample Zoning District Overview

Zoning District	Base Density/Intensity	Mixed-Use Allowed	By-Right Housing Allowed	Minimum Lot Size	ADU's Allowed?
Planned Development (PD)	N/A. Established with FLU, which is not assessed as part of this review.	N/A.	N/A.	N/A.	N/A.
Residential 3B (R-3B)	21 DU/Acre. 0.30 FAR (When commercial is permitted as a conditional use)	Day cares are permitted here. No other non-residential is allowed by-right.	Single Family, Duplexes, Mobile Homes, and Multifamily are permitted.	4,000 for Single Family, 5,000 for Duplexes or Tandem homes. 7,500 for non-residential.	Restricted to lots 5,000 sq. ft. or more.
Residential 2A (R-2A)	12 DU/Acre. 0.30 FAR (When commercial is permitted as a conditional use)	No non-residential uses are permitted here by-right.	Single Family, and Duplexes are permitted.	4,400 for Single Family, 5,500 for Duplexes or Tandem homes. 8,250 for non-residential.	Restricted to lots 5,500 sq. ft. or more.

Source: City of Orlando Land Development Code



REGIONAL TRENDS AND OBSERVATIONS

The jurisdictions in the metro Orlando area—such as St. Cloud, Sanford, Winter Garden, Oviedo, and Osceola County—are making significant efforts to reform land use policies, integrate housing with transportation infrastructure, and adapt zoning regulations to current needs. These efforts show a growing commitment to fostering more flexible and diverse housing development practices while improving transportation coordination.

Key trends and strategies observed across these jurisdictions include:

CITY OF ST. CLOUD:

- Establishing new Future Land Use designations to support higher densities, mixed-use development, and sustainable growth.
- Reforming codes to streamline approvals, increase by-right developments, and create flexibility in lot sizes and unit types.
- Promoting housing development by implementing density bonuses, allowing residential uses in more districts, and encouraging "gentle density" through infill development.
- Designating new neighborhood commercial nodes within established neighborhoods and allowing for Accessory Commercial Unit development.
- Advancing transportation coordination by promoting Transit-Oriented Development, requiring interconnectivity in street grids, and implementing complete streets and trail-oriented development policies.

CITY OF SANFORD:

- Establishing new mixed-use districts, such as the Waterfront/Downtown Business District and Airport Industry and Commerce, to support diverse land uses.
- Reforming codes to provide more flexible mixed-use standards and streamline development approvals.
- Promoting housing by allowing residential uses in commercial zones and implementing an urban infill redevelopment (UIR) program to increase density.
- Coordinating transportation planning by requiring developments to be transit-ready and promoting infill through Transportation Concurrency Exception Areas.

GENERAL TRENDS ACROSS JURISDICTIONS:

- Many jurisdictions are creating new mixed-use and higher-density land use categories and reforming codes to allow more flexibility in development standards.
- There is a strong emphasis on promoting infill development, redevelopment, and transit-oriented or trail-oriented development.
- Jurisdictions are streamlining approval processes for targeted industries and infill areas to promote more diverse housing options and better integrate transportation infrastructure.

The general jurisdictional themes discussed above are reflected in the following case study example.



CASE STUDY EXAMPLE: ORANGE COUNTY'S VISION 2050 COMPREHENSIVE PLAN

Orange County is taking a transformative approach to managing growth through its Vision 2050 Comprehensive Plan, which seeks to address the challenges of outdated development rules and adapt to an expected population increase of 500,000 by 2050. Vision 2050 and its new Land Development Code, Orange Code, emphasize a Form-Based Code approach that focuses on the form, shape, and architecture of buildings rather than their use. Key elements include:

- **Directing Growth to Appropriate Areas:** Concentrating 44% of future growth in targeted urban sectors while preserving established suburban neighborhoods, rural areas, and natural spaces.
- **Addressing Housing Affordability:** Accommodating a broader range of housing types, including townhomes, duplexes, and triplexes, and easing the development of affordable housing options.
- **Transforming Underutilized Commercial Areas:** Redeveloping old strip malls and commercial areas into mixed-use environments.
- **Promoting Sustainable Development:** Encouraging compact growth, pedestrian-friendly design, and multi-modal transportation options to reduce car dependency.
- Vision 2050 reflects a shift toward a more sustainable, mixed-use, and walkable community framework that aligns with regional goals for housing and transportation integration.

FINDINGS AND OPPORTUNITIES FOR ALIGNMENT

The findings from this overview suggest that while current zoning standards across the metro Orlando area may not fully reflect evolving community priorities, there is significant momentum toward reform and innovation in land use and transportation planning. Many jurisdictions are actively:

- **Promoting Housing and Transportation Integration:** By aligning land use decisions with transportation infrastructure, particularly through TOD and other smart growth initiatives.
- **Reforming Zoning Codes:** To allow more diverse housing options and facilitate mixed-use and higher-density development.
- **Encouraging Collaborative Regional Planning:** Leveraging regional partnerships to align local zoning reforms with broader strategic goals for sustainable growth and access to housing and transit.

Given these trends, continued collaboration among local governments, regional planners, and stakeholders will be essential to promote alignment with regional goals and to promote integrated, sustainable development. MetroPlan Orlando can play a pivotal role in facilitating this alignment by supporting local jurisdictions with data, technical assistance, and strategic guidance. This can help encourage local efforts to contribute to a cohesive regional strategy that advances shared objectives for housing, transportation, and overall community livability.



F.2.2 STRATEGY DEVELOPMENT METHODOLOGY

The strategies presented in this memorandum were informed by the Literature and Best Practices Review Technical Memorandum and the stakeholder interviews comprising the Housing Coordination Process. These strategies aim to build upon existing initiatives, operate within existing regulatory frameworks, promote long-term benefits, allow for local implementation flexibility, leverage economic systems, and prioritize scalability.

F.2.2.1 LITERATURE AND BEST PRACTICES REVIEW

The Literature and Best Practices Review Technical Memorandum provides a comprehensive review of relevant literature and best practices. The literature review section summarizes eight federal, state, and regional guidance documents, identifying key findings and implications for MetroPlan Orlando's MTP update. These documents include:

- 49 USC 5303
- Inflation Reduction Act
- Thriving Communities Program
- Florida Transportation Plan
- Strategic Highway Safety Plan
- Community Context Classifications
- MetroPlan Orlando Transportation Think-In White Paper Series
- FDOT Housing Coordination Quick Guide

The best practices review section presents an overview of exemplary long-range transportation plans and policies implemented by leading MPOs, focusing on the intersection of housing and transportation. The MPOs featured in this review include:

- Indianapolis Metropolitan Planning Organization (IMPO)
- Charlotte Regional Transportation Planning Organization (CRTPO)
- Atlanta Regional Commission (ARC)
- Sarasota/Manatee Metropolitan Planning Organization (MPO)

By examining the strategies, initiatives, and lessons learned from these MPOs, MetroPlan Orlando can gain valuable insights into effective approaches for integrating housing considerations into its long-range transportation planning process. The best practices review also highlights the importance of collaboration with housing stakeholders, data-driven decision-making, and the development of performance measures to track progress towards housing and transportation goals.

F.2.2.2 HOUSING COORDINATION PROCESS / STAKEHOLDER INTERVIEWS

The Housing Coordination process included a series of three stakeholder interviews. These interviews brought together key stakeholders and experts in the fields of housing and transportation to discuss the integration of housing policy into MetroPlan Orlando's long-range transportation planning process. These meetings served as an important step in identifying challenges, goals, and strategies support the alignment of the region's housing and transportation needs.

Stakeholder Meeting 1 (June 12, 2024): Representatives from VHB, MetroPlan Orlando, the City of Orlando, AARP Florida, the Shimberg Center for Housing Studies at the University of Florida, and Osceola County participated. An interactive Mural board exercise collected input on current challenges, ongoing activities, goals, focus areas, and desired outcomes for the MTP housing element.

Stakeholder Meeting 2 (August 14, 2024): Representatives from VHB, MetroPlan Orlando, the City of Orlando, the Orlando Housing Authority, the Orlando Neighborhood Improvement Corporation, and the Florida Housing Coalition discussed the relationship between housing and transportation and strategies to foster sustainable communities.

Stakeholder Meeting 3 (August 21, 2024): Representatives from VHB, MetroPlan Orlando, AARP, and the East Central Florida Regional Planning Council shared perspectives on the intersection of critical housing and transportation issues.

F.2.2.3 STRATEGY STRUCTURE

The Housing Strategies in the Master List include the following structure:

- **Desired Outcomes:** The long-term end toward which programs or activities are ultimately directed. There are five Desired Outcomes:
 1. Context-Sensitive Transportation & Land Use Planning
 2. Strong and Dynamic Regional and Local Housing Markets
 3. Inclusive Regional and Local Housing Markets
 4. Housing Security & an End to Homelessness
 5. Housing Development Forms that Advance Shared Priorities
- **Target Actions:** A specific intermediate end that is achievable and marks progress toward a desired outcome.
- **Strategy:** The ways in which programs and activities are conducted to achieve an identified goal.

F.2.2.4 STRATEGY SCREENING

The Housing Strategies in the Master List present additional context, resources, and potential implementation alternatives. This information aided in the screening and refinement of these strategies for inclusion into the 2050 Metropolitan Transportation Plan. This screening included identification of additional strategies, removal of unsuitable strategies, and the appropriate policy levers for strategy implementation.

F.2.2.5 COMMUNITY CONTEXT CONSIDERATIONS

The various jurisdictions within MetroPlan Orlando's footprint encompass diverse community settings and characteristics, ranging from dense urban cores and established suburbs to growing peripheral communities and rural areas, each with unique development patterns, demographic profiles, and transportation needs. The strategies presented in this document include a range of implementation considerations that can be tailored for these differing contexts based on local jurisdiction implementation, allowing for flexible application across the region's varied landscape while respecting local autonomy and specific community needs.

F.2.2.6 LOCAL CONTROL CONSIDERATIONS

It is important to note that MetroPlan Orlando does not have regulatory authority over local land use policies. However, the IJJA emphasizes the necessity of considering housing in regional transportation plans. This creates an opportunity for enhanced coordination between housing and transportation strategies, without infringing on local jurisdictions' primary responsibility for their own land use and zoning decisions. Considering this, the strategies presented in this document were carefully screened to determine the appropriate level of prescriptiveness.

This approach supports the 2050 MTP in promoting better integration of housing and transportation planning in line with federal guidance, it does so in a manner that respects local autonomy and decision-making processes.

F.2.2.7 STATE PREEMPTION CONSIDERATION

Recent and future state preemption legislation, including the Live Local Act and its amendments, have the potential to reshape land use and transportation planning in Florida. Despite these changes, local jurisdictions retain significant tools to address housing and transportation needs. Writing in the Spring 2024 edition of Florida Planning Magazine, Kody Glazer, Esq., Chief Legal and Policy Officer for the Florida Housing Coalition, outlines several approaches local governments can take to counteract preemptions. These include implementing zoning reforms in residential districts, promoting missing middle housing, creating local funding mechanisms, and focusing on targeted infrastructure investments.

For MetroPlan Orlando and its local partners, these insights highlight opportunities for coordinated housing and transportation strategies. By developing locally driven solutions that address both housing affordability and transportation needs, the region can work towards managing growth and development effectively. A coordinated strategy will demonstrate the region's capacity to achieve mutually beneficial goals through local and regional initiatives, discouraging future preemptions that may be less sensitive to local context.

F.2.3 DESIRED OUTCOMES, TARGET ACTIONS, AND STRATEGIES

The integration of housing and transportation planning is guided by a set of policy goals and desired outcomes aimed at creating more livable, interconnected, and affordable communities. These goals reflect the interplay between where people live and how they move, recognizing that decisions in one domain significantly impact the other. Building upon the extensive work of MetroPlan Orlando, county and city governments, and other regional stakeholders, this chapter outlines key housing strategies that support a shared vision for the region's future. This vision encompasses sufficient housing to meet residents' needs, diverse transportation choices, preservation of rural and environmentally sensitive lands, and high-quality built environments.

The policy goals and desired outcomes presented in this chapter serve as the foundation for developing the strategies in the Master List by articulating these goals and outcomes, we establish a clear direction for housing and transportation coordination strategies that promote fiscally responsible infrastructure investments and enhance overall quality of life in the region. Each of the following subsections explore a specific aspect of the vision, providing context and rationale for the strategies that follow.

F.2.3.1 CONTEXT-SENSITIVE TRANSPORTATION & LAND USE PLANNING

Context-sensitive planning frameworks promote built environments which respond effectively to local conditions, community needs, and regional goals. This approach aims to integrate transportation and land use planning in a way that enhances community livability, promotes sustainable development, and improves mobility options. By considering the unique characteristics of each area – including its physical setting, community values, and long-term vision – the region can develop transportation systems and land use patterns that are mutually supportive and context-appropriate. This coordinated planning effort will result in more efficient use of resources, improved quality of life for residents, and the creation of distinctive, functional spaces that reflect and enhance the character of our communities across the region.

HOUSING COORDINATION PROCESS IMPLEMENTATION

The IIJA promotes MetroPlan Orlando (and other MPOs) to develop a Housing Coordination Process¹ as a strategic initiative designed to foster high quality, sustainable, and efficient development across the region. This plan will allow for aligning housing strategies with transportation investments. By promoting context-sensitive planning, supportive housing markets, and transit-ready development, this plan would promote the creation of livable communities that meet regional housing needs while optimizing transportation infrastructure.

Table F-13 | Housing Coordination Process Implementation Strategies

#	Strategy Text
1.	Develop a Housing Coordination Process <ul style="list-style-type: none">▪ Explore the establishment of a Housing Coordination Process to integrate housing and transportation planning, focusing on aligning regional goals, infrastructure investments, and land use policies.▪ Processes could inform project development, policy recommendations, and foster collaboration among local jurisdictions while respecting local autonomy and enhancing regional resilience.▪ Utilize tools such as the Local Zoning Reform Assessments and participation within the Regional Housing and Transportation Coordination Process to support local policies which align with regional goals.
2.	Promote the Establishment of a Regional Housing and Transportation Coordination Process <ul style="list-style-type: none">▪ Continue stakeholder engagement to identify an appropriate lead agency for continued coordination on housing strategies to develop cohesive approaches to linking housing and transportation strategies in the region.▪ Promote MetroPlan Orlando's involvement in this process to promote the advancement of the following Housing and Transportation Strategies.

PROMOTE THE USE OF CONTEXT-SENSITIVE PLANNING TOOLS

Using context-classification systems to integrate transportation and land use planning is to create sustainable, context-sensitive environments that enhance mobility, accessibility, and quality of life while reducing environmental impact. These tools support the integration of infrastructure and development to tailor to the unique characteristics of different areas, leading to more efficient and livable communities.

¹ (23 USC 134(k)(4))

Table F-14 | Context-Sensitive Planning Strategies

#	Strategy Text
3.	Local Roadway Context-Classification Systems <ul style="list-style-type: none"> Collaborate with local jurisdictions to adopt and adapt FDOT's Context Classification categories. Encourage local governments to recalibrate context classifications for local streets, to reflect their specific design needs and community contexts.
4.	360° Approach to Local Complete Street Policies <ul style="list-style-type: none"> Collaborate with local jurisdictions to adopt 360° Complete Streets Policies that accommodate all users—pedestrians, cyclists, transit riders, and motorists—based on their specific context, especially in areas that connect to housing, businesses, and essential services.
5.	Context-Sensitive Emergency Vehicle Procurement to Support Livable Community Development <ul style="list-style-type: none"> Promote procurement policies for emergency vehicles to align with context-sensitive street design goals, supporting more compact and walkable neighborhoods while maintaining emergency response capabilities. Educate partners on the use of smaller, more maneuverable vehicles that can navigate narrower streets and tighter corner radii. Encourage collaboration between transportation, housing, and emergency services planners to support street and intersections design that accommodates the needs of emergency services while balancing the safety and mobility of all users, including pedestrians, cyclists, and public transit.
6.	Implement Transportation Demand Management (TDM) Strategies to Optimize Infrastructure Use <ul style="list-style-type: none"> Collaborate with local governments, employers, and transportation agencies to implement TDM measures that reduce peak-hour travel demand, such as car-sharing programs, telecommuting incentives, and dynamic parking management. Encourage the integration of TDM strategies with land-use planning to support more compact, mixed-use developments. Encourage micromobility initiatives such as e-bike rebate programs and shared micromobility initiatives to promote sustainable transportation options for short and medium-distance trips, reducing single-occupancy vehicle use and supporting healthier, more livable communities. These programs should be targeted in areas with high potential for mode shift, particularly near transit, employment centers, and new housing developments. Promote the use of technology to provide real-time information and incentives that encourage the use of public transit, cycling, walking, and carpooling. Integrate these TDM strategies with ongoing TSMO efforts to maximize their effectiveness in reducing congestion and improving the efficiency of the transportation network.
7.	Plan-Driven Mobility Funding <ul style="list-style-type: none"> Explore feasibility and encourage local jurisdictions to adopt mobility fee-based plans over traditional transportation concurrency. Highlight the benefits of mobility fee-based plans, such as promoting multimodal infrastructure, supporting mixed-use and compact development, and enhancing connectivity to transit. Encourage the integration of mobility fee-based plans into comprehensive planning efforts to align transportation funding with sustainable land-use patterns, focusing on improving accessibility for all users. This includes setting multimodal level of service standards and prioritizing pedestrian and transit-oriented development.
8.	Support the Provision of Technical Assistance on Housing and Transportation Coordination to Local Jurisdictions <ul style="list-style-type: none"> Support the provision technical assistance to transportation professionals on the topic of housing and transportation planning through organizing workshops, task forces, and other support mechanisms. This assistance will support additional research and implementation of locally identified strategies from the LZRA and Regional Housing and Transportation Coordination Process.

Strategy Text

9. **Identify Funding to Advance the Coordination of Housing and Transportation Planning Initiatives**
Identify an agency to lead a regional application for the next offering of the PRO Housing Grant and other funding sources listed below.
- **Federal Transit Administration (FTA) Pilot Program for Transit-Oriented Development Planning Grants:** These grants support comprehensive planning efforts that integrate housing and transportation, particularly in areas near transit hubs. Local governments and MPOs can apply to enhance transit connectivity, reduce vehicle reliance, and align land use policies with transportation investments.
 - **AARP Community Challenge Grants:** While these grants are typically smaller in scale, they can be used to fund short-term, "quick-action" projects that make communities more livable. For example, funding could be utilized to enhance pedestrian infrastructure, improve access to public transit, or create public spaces that support active transportation—all of which can complement broader housing and transportation initiatives.
 - **Reconnecting Communities Pilot Program:** This program, funded by the U.S. Department of Transportation, offers up to \$607 million for fiscal years 2024-2026. It focuses on planning, capital construction, and technical assistance to improve access to jobs, education, healthcare, and other services. The program prioritizes sustainable development, workforce development, and community engagement. This program can be utilized for projects that promote transit-oriented development, improved pedestrian and bicycle infrastructure, and the removal of barriers created by past infrastructure projects.

Remainder of page intentionally left blank.

F.2.3.2 PROMOTE STRONG AND DYNAMIC REGIONAL AND LOCAL HOUSING MARKETS

Promoting strong and dynamic regional and local housing markets is essential for creating resilient, adaptable communities that can meet the diverse needs of our growing region. This desired outcome recognizes that a well-functioning housing market is crucial for supporting economic prosperity and efficient transportation systems. By fostering conditions that enable housing production to respond effectively to demand, we can create a more balanced and sustainable urban fabric. Strong housing markets contribute to community stability, support local economies, and provide residents with a range of housing choices. Moreover, when aligned with transportation planning, vibrant housing markets can drive the development of connected, livable neighborhoods where residents have convenient access to jobs, services, and amenities (i.e. live-work-play).

PROMOTE FLEXIBLE ZONING TO ENABLE DIVERSE HOUSING OPTIONS

Flexible zoning regulations are crucial for fostering a housing market that can dynamically respond to the needs of a growing region. These strategies aim to remove regulatory barriers, promote housing options, and support the development of resilient communities by aligning housing supply with demand and enhancing accessibility to jobs, services, and amenities. Fostering a consistent regional approach to zoning reform, it helps create more accessible and connected communities where housing is accessible near transit and jobs.

Table F-15 | Flexible Zoning Strategies

#	Strategy Text
10.	Promote Action on Locally Supported Zoning Reform Measures <ul style="list-style-type: none">Support local jurisdictions in tailoring their assessments to local contexts while identifying zoning barriers to diverse housing types, including Missing Middle Housing. The assessment should offer practical pathways for reforms that enhance housing options, support transit access, and align with both local priorities and regional goals.Encourage jurisdictions to adopt locally supported reforms identified in the assessment by providing clear examples of successful reforms and supporting resourcesFoster local autonomy by emphasizing that the LZRA is a tool for jurisdictions to independently evaluate and pursue zoning reforms that are best suited to their community needs.Highlight effective practices and build regional momentum for coordinated housing and transportation planning.
11.	Promote the Expansion of By-Right Approvals for a Range of Housing Types <p>Promoting a variety of housing forms, such as accessory dwelling units (ADUs), duplexes, and small multifamily buildings, to be built without discretionary review supports more flexible and efficient growth. It fosters the creation of mixed-income, walkable communities near transit and job centers, improving accessibility, reducing car dependency, and supporting local economic development.</p> <ul style="list-style-type: none">Promote a broad spectrum of housing types, such as accessory dwelling units, duplexes, triplexes, and cottage courts, by-right in residential zones to streamline approval processes and lower development costs.Promote by-right development in areas with established infrastructure, transit access, and proximity to employment centers to maximize resource efficiency.Promote the regular review and update by-right approval criteria to reflect changing housing market demands, community growth patterns, and local priorities.

#	Strategy Text
12.	<p data-bbox="167 205 1521 241">Promote Coordinating Zoning Changes with Current and Future Transportation Investments</p> <p data-bbox="215 241 1521 388">Aligning zoning regulations with current and planned transportation infrastructure promotes higher-density, mixed-use development near transit corridors, reducing car dependency and fostering vibrant, connected communities. This alignment encourages access to housing, jobs, and services, supporting both economic development and environmental sustainability.</p> <ul data-bbox="215 388 1521 940" style="list-style-type: none"> <li data-bbox="215 388 1521 504">▪ Align Zoning with TOD Principles: Adjust zoning regulations along current and planned transit corridors to encourage mixed-use and higher-density developments, reducing car dependency and improving access to transit, jobs, and services. <li data-bbox="215 504 1521 661">▪ Transit-Ready Density Bonuses: Promote ‘Transit-Ready Corridors Bonuses’ that allows for a 50% increase in density above the maximum allowed in underlying zoning categories for developments within designated transit-ready areas. This increase should be tied to the provision of public benefits such as affordable housing or other community benefits. <li data-bbox="215 661 1521 745">▪ Define Eligible Transit-Ready Areas: Promote identification of specific areas eligible for density bonuses, encouraging development to concentrate around existing and planned transit infrastructure. <li data-bbox="215 745 1521 861">▪ Mixed-Use and Higher-Density Development: Promote the offering of additional incentives, such as expedited permitting or reduced impact fees, for projects that integrate multi-modal transportation networks and minimize car dependency. <li data-bbox="215 861 1521 940">▪ Development Along Multi-Modal Corridors: Promote trail-oriented development principles by enabling housing and mixed-use development along multi-modal corridors, such as trails or greenways that connect to transit.
13.	<p data-bbox="167 940 1521 976">Promote Clear and Objective Design Standards to Support Reform Measures</p> <ul data-bbox="215 976 1521 1480" style="list-style-type: none"> <li data-bbox="215 976 1521 1123">▪ Promote quality new housing development through design criteria that foster walkability, safety, and aesthetic value, promotes community acceptance and integration with existing infrastructure. Clear standards help facilitate the development of mixed-use, compact, and transit-oriented projects that support sustainable growth, reduce car dependency, and improve overall quality of life. <li data-bbox="215 1123 1521 1249">▪ Promote performance-based design standards that support various housing forms, enhance the quality of the built environment, and promote the activation of public spaces and walkability by encouraging building orientations that engage the street and locate parking away from street frontages. <li data-bbox="215 1249 1521 1365">▪ Promote standards which are realistic, non-burdensome, and developed in consultation with industry professionals to identify and mitigate potential unintended consequences, making them practical and achievable for developers. <li data-bbox="215 1365 1521 1480">▪ Promote the regular review and refine standards with input from developers, architects, and community stakeholders to maintain a balance between community goals, market feasibility, and the promotion of vibrant, walkable neighborhoods.

#	Strategy Text
14.	<p>Promote Reduced Reliance on Planned Unit Developments (PUDs) and Legacy Planning Frameworks</p> <ul style="list-style-type: none"> ▪ Strengthening standards and flexibilities in conventional zoning, simplifies approvals, reduces costs, and supports incremental growth in established communities. It fosters a dynamic, less complex development environment, allowing for diverse housing types and uses that are better aligned with current housing and transportation needs. ▪ Promote limitation on the use of PUDs by strengthening standards and flexibilities within conventional zoning districts to streamline development processes and enable the incremental growth of established communities. ▪ Promote the development of diverse housing types and uses within existing zoning frameworks to simplify approvals and reduce associated costs. ▪ Encourage transparent zoning practices to support a stable housing market by minimizing the need for case-by-case negotiations. ▪ Promote the exploration long-term solutions to standardize legacy development entitlements, such as DRIs or trip-vested Concurrency projects, to foster a more dynamic and less complex development market.
15.	<p>Promote Regional Consistency and Efficiency in Housing Development</p> <ul style="list-style-type: none"> ▪ Support Consistency on Allowed Housing Product Types: Encourage regional collaboration to harmonize allowed housing types across jurisdictions. This consistency makes it easier for builders to bring diverse, cost-effective housing products, like ADUs and Missing Middle Housing, to market by reducing the costs and complexities associated with differing local regulations. ▪ Support Regional Building Code Workshops: Support the eventual lead agency to organize workshops with building code officials, planners, and developers to identify common goals and potential code adjustments that support community development. Promote the establishment of countywide review boards by interlocal agreement, as allowed by Florida Statute 553.73 (4), to enable local technical amendments that align with safety standards while fostering small-scale and transit-supportive multifamily housing options. ▪ Support the Development of a Regional Housing Product Catalog: Encourage the creation of a shared catalog of pre-approved housing designs that meet local standards and align with the Florida Building Code. This catalog will streamline approval processes, reduce costs, and encourage the development of diverse housing options, supporting regional housing and transportation goals.

Remainder of page intentionally left blank.

PARKING REFORM – INNOVATIVE APPROACHES AS AN ALTERNATIVE TO ON-SITE PARKING MINIMUM REQUIREMENTS.

These strategies encourage local jurisdictions to eliminate parking minimums and explore innovative alternatives to parking management that support housing affordability and availability. Parking minimums, while originally intended to reduce street parking overflow, have led to excessive land use for parking, increased development costs, and a built environment that favors automobile travel over other modes. Removing these requirements can lower housing costs by reducing the expenses associated with constructing and maintaining parking, thereby allowing for more diverse and affordable housing options.

These strategies encourage local jurisdictions to develop new models, such as "park-once-and-walk" districts or Parking Benefit Districts, where revenue from parking fees is directed back into community benefits like streetscape improvements or public amenities. By reinvesting the value generated from parking into local priorities, communities can enhance their overall environment, support local housing goals, and facilitate development that meets the needs of residents. Rethinking traditional parking mandates provides a pathway to more adaptable, connected, and affordable communities. It also encourages more compact, transit-ready development patterns, allowing land previously allocated for parking to be used for diverse housing options or community amenities. It aligns housing and transportation goals by reducing car dependency, supporting active transportation modes, and creating more sustainable, walkable neighborhoods.

Table F-16 | Parking Reform Strategies

#	Strategy Text
16.	Promote the Elimination of Minimum Off-Street Parking Requirements or the Conversion to Maximums <ul style="list-style-type: none"> Promote the removal of mandatory parking minimums or replace them with maximums to reduce unnecessary land use and encourage efficient, aesthetic, and transit-ready development patterns.
17.	Promote Centralized Parking Facilities with Pedestrian Connectivity to Surrounding Uses <ul style="list-style-type: none"> Promote the development of shared parking facilities that serve multiple destinations and promote pedestrian connectivity to surrounding uses. Promote the provision of incentives for developers who contribute to centralized parking solutions. Promote the development of Parking Benefit Districts and other innovative alternatives to on-site minimum parking requirements.
18.	<ul style="list-style-type: none"> Promote the Establishment of Curbside and Parking Management Strategies and Expand Areas with Dedicated Parking Enforcement Promote managed on-street parking in areas with high demand to optimize space usage and reduce congestion. Promote the use of dynamic pricing and time limits to manage demand and turnover for businesses and residents. Promote the use of residential Parking Permits & Dynamically Priced Meter Parking.
19.	Promote Shared Parking Agreements between Landowners <ul style="list-style-type: none"> Promote agreements between landowners to share parking resources, maximizing utilization and minimizing redundant infrastructure. Provide templates and resources to simplify the negotiation and implementation of shared parking agreements.

TRANSITION FROM SINGLE-USE TO MULTI-USE DISTRICTS

Mixed-use development is a key strategy for creating vibrant neighborhoods that integrate housing, commercial, and recreational spaces, contributing to a balanced urban fabric. These strategies focus on zoning reforms that support dynamic local economies, and promote efficient land use, resulting in communities that are connected and adaptable. Facilitating the transition from single-use to multi-use districts promotes housing and transportation coordination by integrating residential, commercial, and recreational spaces, which enhances transit connectivity, reduces travel distances, and fosters economic growth in vibrant, walkable communities.

Table F-17 | Multi-Use District Strategies

#	Strategy Text
20.	Support the Transition from Single-Use to Multi-Use Districts <ul style="list-style-type: none">Encourage the amendment of Future Land Use and zoning standards to allow a mix of residential and compatible commercial uses in zones traditionally designated for single use, enhancing local economic vitality.Encourage property owners to incorporate a diverse range of uses that contribute to dynamic, walkable neighborhoods.
21.	Promote Housing in Commercial Areas <ul style="list-style-type: none">Encourage zoning regulations to allow by-right mixed-use development on commercial properties, especially along commercial corridors with transit access.Encourage targeted incentives for converting underutilized commercial properties into mixed-use developments that include residential uses.
22.	Encourage Housing on Institutional Lands <ul style="list-style-type: none">Encourage zoning regulations to permit residential development on suitable institutional properties, such as church or school grounds.
23.	Expand Neighborhood Commercial Uses <ul style="list-style-type: none">Encourage Accessory Commercial Units: Promote modification to zoning regulations to allow accessory commercial units, such as small retail shops or offices, on residential properties or within mixed-use zones. This will diversify land use, support local economic activity, enhance neighborhood vibrancy, and provide convenient access to goods and services, fostering walkable communities.Encourage Neighborhood Commercial Nodes: Promote the establishment of neighborhood commercial nodes at key neighborhood intersections where local needs can be met, such as cafes, co-working spaces, or small markets. Focus on locations with strong community support and existing infrastructure to promote accessibility and business growth.

FOSTER LOCAL DEVELOPMENT MARKETS

Supporting local, community-driven development markets integrates transportation and land use planning by stimulating economic growth aligned with community needs and infrastructure capabilities. This approach empowers local developers and businesses to create projects that are responsive to local demand, enhance transportation access, and contribute to prosperous and vibrant communities. By promoting community and owner-led development, residents and property owners are directly involved in shaping neighborhood growth, local investment, and the shortening of distance between trip origins and destinations through incremental growth.

Table F-18 | Local Development Strategies

#	Strategy Text
24.	Promote the Simplification of Development Regulations <ul style="list-style-type: none"> Promote the streamlining permit processes and reduce regulatory complexity for housing developments to lower costs and accelerate project timelines. Promote the regular review and update local development codes to remove outdated or redundant regulations. Promote clear guidelines to developers on navigating the permitting process to reduce confusion and delays.
25.	Promote the Engagement of Financing Institutions <ul style="list-style-type: none"> Promote collaboration with local financial institutions to create tailored loan products for housing development, especially for small-scale and community-based projects. Promote partnerships between developers and banks to support financing for diverse housing types. Promote programs that offer financial education to developers on available housing financing options.
26.	Support Development Resources & Training <ul style="list-style-type: none"> Promote the establishment of and maintain a database of local contractors, suppliers, and service providers to foster collaboration between local businesses and developers to promote local economic growth and a high quality built environment. Promote networking events and workshops to connect developers with local resources and potential partners. Promote workshops and resources on local development processes, including zoning, permitting, and financing. Promote guides and templates to assist developers in navigating regulatory requirements and maximizing project success. Promote the creation of a library of pre-approved housing designs to expedite approvals, accommodating various lot sizes and neighborhood contexts. Promote the creation of sample pro forma documents.
27.	Support Development Workforce Programming <ul style="list-style-type: none"> Promote new or existing partnerships with educational institutions to provide training in planning and related skills to build a qualified local workforce. Promote apprenticeship and internship programs to offer practical experience in the land development sector. Promote initiatives that encourage young people and underrepresented groups to enter the development field.

PROMOTE DEVELOPMENT AWAY FROM ESENSITIVE LANDS

Conservation of sensitive lands protects and preserves important natural resources, ecosystems, and landscapes while guiding development in a way that minimizes environmental impact. This results in the maintenance of biodiversity, safeguarding of water resources, and reduction of risks of environmental degradation. Conserving sensitive and agricultural lands helps to maintain regional environmental quality, which contributes to overall community well-being and can indirectly support sustainable transportation options by focusing development in more suitable areas where it can be better supported by existing transportation networks, reducing the demand for new infrastructure and preserving the character of rural communities.

Table F-19 | Sensitive Land Protection Strategies

#	Strategy Text
28.	Promote the Long-Term Conservation of Environmentally Sensitive Areas <ul style="list-style-type: none">▪ Integrate Conservation Easements: Promote the use of conservation easements to protect ecologically valuable areas from development. This supports the permanent protection of critical habitats and natural resources.▪ Update Future Land Use Maps: Promote the amendment of land use maps to designate areas under conservation easements or identified as environmentally sensitive as "Conservation" land use, providing a clear framework for their protection.▪ Promote Best Practices for Preservation: Promote practices that align with local, state, and federal guidelines, such as habitat restoration and water quality enhancement projects.
29.	Support Rural Community and Agricultural Preservation <ul style="list-style-type: none">▪ Agricultural Lands Preservation: Promote zoning protections and incentives that support agricultural uses and prevent conversion to urban uses.▪ Cluster Development Techniques: Promote cluster development to minimize the footprint of new construction, preserving open space and agricultural lands.▪ Promote Land Stewardship: Promote programs that encourage land stewardship practices among rural and agricultural landowners, such as conservation easements or tax benefits.



F.2.3.3 PROMOTE REGIONAL AND LOCAL HOUSING MARKETS

Promoting inclusive housing markets is essential for creating balanced and sustainable communities that meet the needs of all residents. Achieving this outcome requires recognizing that housing affordability and accessibility are directly linked to transportation planning, economic opportunity, and social-economic factors. A strong and dynamic housing market – one that responds to demand through approaches like infill, redevelopment, and transit-oriented development – is central to these goals.

However, it is also crucial to consider the potential unintended consequences of such development, particularly the risk of displacing lower-income residents and businesses in areas experiencing redevelopment pressure. These communities, often located near urban cores with increasing land values.

The strategies in this section are designed to support both a robust housing market and the distribution of growth and investment in transportation disadvantaged communities. While the strategies in Section 5.2 focus on increasing the overall supply of housing, especially near jobs and transit, the strategies here further strengthen market conditions by promoting transparency, fairness, and community stability. They aim to promote housing opportunities that are accessible across different neighborhoods and that new development does not disproportionately impact those most at risk of displacement.

By aligning these strategies with broader regional goals, including economic growth and enhanced transportation access, we can improve the housing landscape to benefit all residents. This includes increasing affordable housing availability, encouraging updating zoning practices to support transportation disadvantaged communities, and supporting ownership models to distribute development pressures more evenly. Ultimately, this approach seeks to foster a resilient housing market that protects financially vulnerable communities while accommodating growth and investment.

PROMOTE AN INCREASE IN SUPPLY OF AFFORDABLE HOMES.

Increasing the supply of affordable homes provides the opportunity for more housing stock where people of all income levels can live close to jobs, services, and public transit, reducing commuting times, lowering transportation costs, and supporting more sustainable, accessible urban development for all members of the community. Promoting an increase in affordable homes is linked to transportation through the creation of communities where housing affordability and transportation efficiency work hand in hand to improve quality of life for residents.

Table F-20 begins on the following page.

Table F-20 | Promote an Increase in Supply of Affordable Homes Strategies

#	Strategy Text
30.	<p>Promote the Use of Affordable Housing Fund Programs</p> <ul style="list-style-type: none"> Florida Housing Finance Corporation (FHFC) - State Apartment Incentive Loan (SAIL) Program: The SAIL program provides low-interest loans to developers to construct or rehabilitate affordable multifamily housing. These funds can be aligned with transportation initiatives by prioritizing affordable housing developments near public transit corridors or areas designated for future transportation improvements. This can foster transit-oriented development that integrates affordable housing with accessible public transportation options. State Housing Initiatives Partnership (SHIP) Program: SHIP provides funds to local governments to produce and preserve affordable homeownership and multifamily housing. Low Income Housing Tax Credits (LIHTC): This federal program provides tax credits to developers to incentivize the construction and rehabilitation of affordable rental housing. Multifamily Mortgage Revenue Bonds: These bonds offer tax-exempt financing for the development of multifamily affordable housing projects. HOME Investment Partnerships Program (HOME): HOME provides formula grants to states and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME is the largest federal block grant to state and local governments designed exclusively to create affordable housing for low-income households. Elderly Housing Community Loan (EHCL): The EHCL program provides loans of up to \$750,000 to developers that are making substantial improvements to elderly housing. The EHCL program generally has one funding cycle each year. These funds are available for the purpose of making building preservation, sanitation repairs or improvements required by federal, state or local regulation codes, or life safety or security related improvements. National Housing Trust Fund (NHTF): The NHTF is a federal program that provides funding for affordable housing for Extremely Low Income households with incomes at or below 30% of Area Median Income. Each state must develop and annually update an allocation plan to guide how the funds will be used. The most current Annual Action Plan is included in the 2020-2024 State of Florida Consolidated Plan, which can be found on the Florida Department of Economic Opportunity's website
31.	<p>Inventory Public and Private Lands for Affordable and Mixed Income Housing Development:</p> <ul style="list-style-type: none"> Promote a comprehensive inventory of public lands suitable for affordable or mixed-income housing development, prioritizing sites near transit and employment centers. Promote partnerships with public agencies, developers, and community stakeholders to facilitate the transfer or lease of public land for housing projects.
32.	<p>Promote the establishment of Local Housing Trust Funds:</p> <ul style="list-style-type: none"> Encourage local governments to create housing trust funds financed through revenue sources such as linkage fees, impact fees, or taxes. Promote the use funds to provide grants, loans, or other financial incentives to support the development and preservation of affordable housing.
33.	<p>Promote the development of Inclusionary Density Bonuses:</p> <ul style="list-style-type: none"> Promote local density bonuses or other incentives to developers who include a percentage of affordable units in new housing developments. Support the tailoring density bonuses to local market conditions so they are sufficient to encourage participation without compromising project viability. Promote the regularly review and adjust bonus programs based on market dynamics, affordability needs, and community feedback.



#	Strategy Text
34.	<p>Support a Regional Transit-Oriented Affordable Housing Fund</p> <ul style="list-style-type: none">▪ Promote flexible financing tools such as predevelopment loans and streamlined underwriting processes to support transit-oriented development, enhancing connectivity and reducing transportation costs for residents. This approach would prioritize mixed-use projects that integrate housing, community services, and local amenities within walking distance of public transit.▪ Promote a regional partnership model by convening stakeholders to explore the feasibility and structure of the fund, drawing inspiration from successful models like the Bay Area Transit-Oriented Affordable Housing (TOAH) Fund. Facilitate discussions on leveraging existing resources and tailoring the fund’s design to meet the needs and opportunities of the region.

Remainder of page intentionally left blank.

MINIMIZE DISPLACEMENT OF EXISTING RESIDENTS & BUSINESSES

Minimizing displacement of existing residents and businesses is crucial to preserving community stability and allowing all community members to benefit from new development and infrastructure improvements. This approach aims to protect financially vulnerable populations, maintain social and economic vitality, and mitigate the negative impacts of gentrification.

While the previous strategies in Section F.2.3.2 focuses on strengthening the housing market by increasing affordability and supporting housing development near transit and jobs, these strategies further enhance market efficiency by promoting transparency, fairness, and community-oriented approaches. By fostering clear and consistent rules, these strategies create predictable housing market conditions that improve price discovery, reduce information asymmetry, and foster competition. They balance market dynamics with public interest by supporting varied ownership models, encouraging zoning best practices, and safeguarding existing housing and commercial spaces. These efforts are designed to work within the confines of state laws, including HB 1417², which preempts local tenant protection ordinances, promoting growth and investment which benefit all community members.

Table F-21 | Minimize Displacement Strategies

#	Strategy Text
35.	Promote Community Land Trusts & Other Community Ownership Models <ul style="list-style-type: none">▪ Support the creation and expansion of community land trusts (CLTs) and other models that promote community ownership and control of land and housing.▪ Provide technical assistance, funding, and/or policy support to help establish CLTs and promote their long-term sustainability.▪ Encourage partnerships between CLTs, non-profits, and local governments to preserve affordability and prevent displacement.
36.	Promote Broad Upzoning inclusive of High-Opportunity Areas to Expand Housing Access and Distribute Development Pressure <ul style="list-style-type: none">▪ Promote upzoning in high-opportunity areas, including those with access to jobs, quality transit, and walkable streets, to promote new housing opportunities across diverse neighborhoods.▪ Promote the prioritization of zoning changes in areas with strong economic potential, existing infrastructure, and amenities to optimize housing investments and reduce transportation pressures for underserved communities.▪ Promote the use of data-driven criteria to identify upzoning opportunities that balance housing needs with community capacity, focusing on locations where increased density can be supported by existing or planned services and infrastructure.
37.	Promote Home Repair Programs: <ul style="list-style-type: none">▪ Promoting home repair programs directly supports housing stability, accessibility, and health, which in turn sustains or improves access to transportation. It helps prevent displacement, supports vulnerable populations, and allows residents in aging homes to stay connected to public transit systems critical for their daily lives.▪ Promote the utilization of available funds, such as Housing Program Funds (HPF) and Community Development Block Grant (CDBG) funds, to expand home repair programs targeting low-income homeowners, promoting homes that meet safety, health, and accessibility standards.▪ Promote the prioritization of repairs that address critical health and safety hazards, such as lead-based paint, radon, allergens, mold, and structural deficiencies, especially in aging housing stock or areas at risk of displacement.

² House Bill 1417 (2023) - The Florida Senate ([flsenate.gov](https://www.flsenate.gov))

#	Strategy Text
38.	<p>Promote Accessible and Supportive Code Enforcement Practices to Preserve Housing and Prevent Displacement</p> <ul style="list-style-type: none"> Promote the adoption of a proactive, systematic approach to code enforcement that prioritizes maintaining safe and habitable housing conditions while avoiding overly punitive measures that could lead to tenant displacement or increased rents. Promote partnership with community organizations to provide education and resources to property owners and tenants, focusing on voluntary compliance and connecting low-income homeowners to repair assistance programs. Promote the application of code enforcement across all neighborhoods to prevent disproportionate impacts on vulnerable communities.
39.	<p>Promote Tenant Support and Fair Housing Education</p> <ul style="list-style-type: none"> Promote the exploration of resources for local offices to provide legal guidance, education, and advocacy for tenants to prevent unjust evictions and discrimination, in line with federal Fair Housing Act protections. Promote outreach efforts on areas identified with high concentrations of housing problems or discrimination to advance access to support. Promote partnerships with community organizations to raise awareness of tenant rights and responsibilities, providing targeted outreach and educational workshops, and providing materials in multiple languages.

Remainder of page intentionally left blank.

F.2.3.4 A HOUSING-FIRST BASED PATH TOWARDS AN END TO HOMELESSNESS

Ending homelessness requires a compassionate and practical approach that prioritizes providing immediate, stable housing without preconditions. The Housing First model emphasizes that access to housing is a fundamental right and serves as a critical first step toward addressing the complex needs of individuals experiencing homelessness. By securing safe and affordable housing, individuals are better positioned to access supportive services, gain employment, and integrate into the community.

Integrating the Housing First approach with transportation planning is essential for supporting those who have experienced homelessness to maintain their housing and improve their quality of life. Reliable access to transportation connects residents to vital services such as healthcare, education, and employment opportunities. By strategically locating affordable housing near transit hubs and promoting connectivity to multiple modes of transportation, we can enhance mobility and support the long-term success of Housing First initiatives.

The strategies that follow focus on expanding affordable housing options, enhancing supportive services, and improving transportation access. By aligning housing solutions with transportation infrastructure, we aim to create communities that not only provide shelter but also empower individuals to rebuild their lives and contribute to the social and economic vitality of the region.

HOUSING-FIRST SOLUTIONS

Creating stable, affordable housing solutions that are well-connected to transportation networks supports individuals facing housing insecurity or homelessness have access to reliable housing options and necessary services, thereby improving their overall stability, enhancing mobility, and fostering more cohesive and resilient communities.

Table F-22 | Housing First Solutions Strategies

#	Strategy Text
40.	Promote Rapid Re-Housing Programs <ul style="list-style-type: none">Promote short-term rental assistance and case management services to help individuals quickly exit homelessness, increase self-sufficiency, and remain housed. This program is offered without preconditions, such as employment or sobriety, and is tailored to the unique needs of each person. Rapid re-housing has proven to reduce homelessness durations and reliance on emergency services.
41.	Promote Permanent Supportive Housing <ul style="list-style-type: none">Promote permanent supportive housing near transit that combines affordable housing with voluntary support services to address the needs of chronically homeless individuals. Focus on partnerships with healthcare, social services, and community organizations to provide comprehensive support, improving housing stability and reducing costs associated with emergency interventions.
42.	Promote the Consideration of Single-Room Occupancy (SRO) Housing <ul style="list-style-type: none">Promote the modification of local zoning restrictions to allow for the development of modern SRO housing in areas with access to transit as a flexible, affordable option for individuals at risk of homelessness. Explore innovative models to increase supply while addressing zoning challenges and promoting community acceptance.
43.	Promote Housing in Areas with Access to Services and Income Opportunity <ul style="list-style-type: none">Promote the strategic location of shelters, transitional housing, and permanent housing developments near public transit hubs or along major transportation routes. This facilities easy access to employment, healthcare, and essential services, enhancing mobility and supporting individuals transitioning out of homelessness.

COORDINATED CRISIS RESPONSE SYSTEMS

Integrating prevention, diversion, and shelter programs into transportation and land use planning can work to address homelessness and housing instability by providing reliable access to transportation and essential services. This approach aims to improve stability and quality of life by creating a coordinated system that supports both housing needs and mobility.

Table F-23 | Coordinated Crisis Response Systems Strategies

#	Strategy Text
44.	Promote Outreach Services <ul style="list-style-type: none">Promote outreach programs to connect individuals experiencing or at risk of homelessness with emergency services, shelters, and permanent housing. Collaborate with transit agencies, healthcare providers, and social services to improve access to transportation and housing solutions.
45.	Promote a Coordinated Entry System <ul style="list-style-type: none">Promote a streamlined, accessible coordinated entry process to quickly connect individuals in crisis to appropriate housing options and services. Integrate this system with local transportation networks to reduce barriers and facilitate timely access to necessary resources.
46.	Promote Diversion and Prevention Programs <ul style="list-style-type: none">Promote diversion and prevention strategies that help individuals maintain or find immediate alternate housing, preventing the need for shelter entry. Align these efforts with transportation planning to maintain access to jobs, education, and essential services.
47.	Promote Emergency Shelters and Interim Housing <ul style="list-style-type: none">Promote the expansion of low-barrier emergency shelters and interim housing that support the transition to permanent housing. Locate these facilities near transportation networks to facilitate easy access to housing and services.
48.	Promote Crisis Transportation Plans <ul style="list-style-type: none">Promote the development of emergency transportation solutions to relocate individuals quickly from shelters to permanent housing or temporary accommodations, especially during crises or adverse weather events. Coordinate with local transit agencies and shelters to implement these plans effectively.

Remainder of page intentionally left blank.

TRANSPORTATION SERVICES

Transportation services work to enhance access to stable housing and support services by providing reliable, efficient transportation options. Offering transportation services works to improve the overall effectiveness of housing security programs and efforts to end homelessness by facilitating mobility, reducing barriers to accessing housing and services, and promoting more integrated and supportive community environments.

Table F-24 | Transportation Services Strategies

#	Strategy Text
49.	Promote Integrated Service Centers <ul style="list-style-type: none">Promote the establishment of service centers that combine housing support with transportation services, such as providing on-site transit information, scheduling assistance, and transportation planning.
50.	Promote Access to Transit Passes <ul style="list-style-type: none">Promote free or subsidized transit passes to individuals at risk of homelessness or those in shelters, enabling them to access job opportunities, healthcare, and other critical services.
51.	Promote Transportation Assistance Programs <ul style="list-style-type: none">Promote ride-sharing services, shuttle programs, or transportation vouchers to help individuals in shelters or transitional housing travel to appointments, job interviews, and other essential activities.
52.	Promote Targeted Pilot Programs <ul style="list-style-type: none">Promote small-scale pilot programs to test different approaches to addressing homelessness, such as enhanced security at transit stations or partnerships with local outreach organizations. Use these pilots to gather data, refine strategies, and build broader support.

Remainder of page intentionally left blank.

F.2.3.5 HOUSING DEVELOPMENT FORM THAT ADVANCES SHARED PRIORITIES

Housing development-form plays a crucial role in shaping our communities and transportation systems. This desired outcome recognizes that the design and layout of housing directly impacts travel behavior, transit viability, and overall community connectivity. By promoting diverse housing types, walkable neighborhoods, and transit-ready development, we can create environments that support multimodal transportation choices. Thoughtful design also contributes to community safety, accessibility, and sustainability.

PROMOTE TRADITIONAL NEIGHBORHOOD DEVELOPMENT & OTHER CONTEMPORARY PLANNING PRINCIPLES

Promoting housing development that aligns with shared community priorities can significantly impact travel behavior, transit viability, and community connectivity. These strategies encourage diverse housing forms, walkable neighborhoods, and transit-ready development to support multimodal transportation choices, safety, accessibility, and vibrant built environments.

Table F-25 | Traditional Neighborhood Development and Contemporary Planning Strategies

#	Strategy Text
53.	Promote Connective Development Standards <ul style="list-style-type: none">▪ Promote development standards that enhance physical connectivity through a network of streets, paths, and public spaces that are accessible to all users, regardless of age or ability.▪ Encourage subdivision designs that include mid-block pedestrian connections, cross-access spurs, accessible routes, and features like curb cuts, tactile paving, and adequate crossing times for safe mobility.▪ Encourage shared driveway and cross-access requirements to reduce vehicle-pedestrian conflicts, enhance connectivity, and improve safety for all users.
54.	Promote Public-Realm Oriented Design <ul style="list-style-type: none">▪ Promote pedestrian-centric design with wide sidewalks, street furniture, traffic calming measures, and active frontages that promote safety, walkability, and street activation.▪ Promote building orientation which enhances the public realm, with transparent and engaging ground floors facing the street, and parking located away from street frontages.▪ Encourage green infrastructure, such as parks, urban gardens, and green corridors, to improve environmental quality and create vibrant public spaces.
55.	Promote Multimodal Supportive Development <ul style="list-style-type: none">▪ Promote design standards that require developments are walkable, comfortable, and safe for all users, with features like pedestrian amenities, bike racks, and designated transit access points.▪ Promote the requirement of developments to be transit-ready, oriented toward and easily accessible to/from existing and future transit stops.
56.	Promote Crime Prevention Through Environmental Design (CPTED) <ul style="list-style-type: none">▪ Promote the application of CPTED principles like natural surveillance, clear sightlines, and adequate lighting to create safe, welcoming environments for all community members, deterring crime and enhancing security.▪ Promote the design of public spaces with elements that promote natural access control, such as strategic placement of entrances, exits, fencing, and landscaping to define public and private spaces.▪ Promote the use of territorial reinforcement strategies, like well-maintained landscaping, clear property boundaries, and community activity areas, to foster ownership, increase the public's sense of comfort, and enhance community safety.

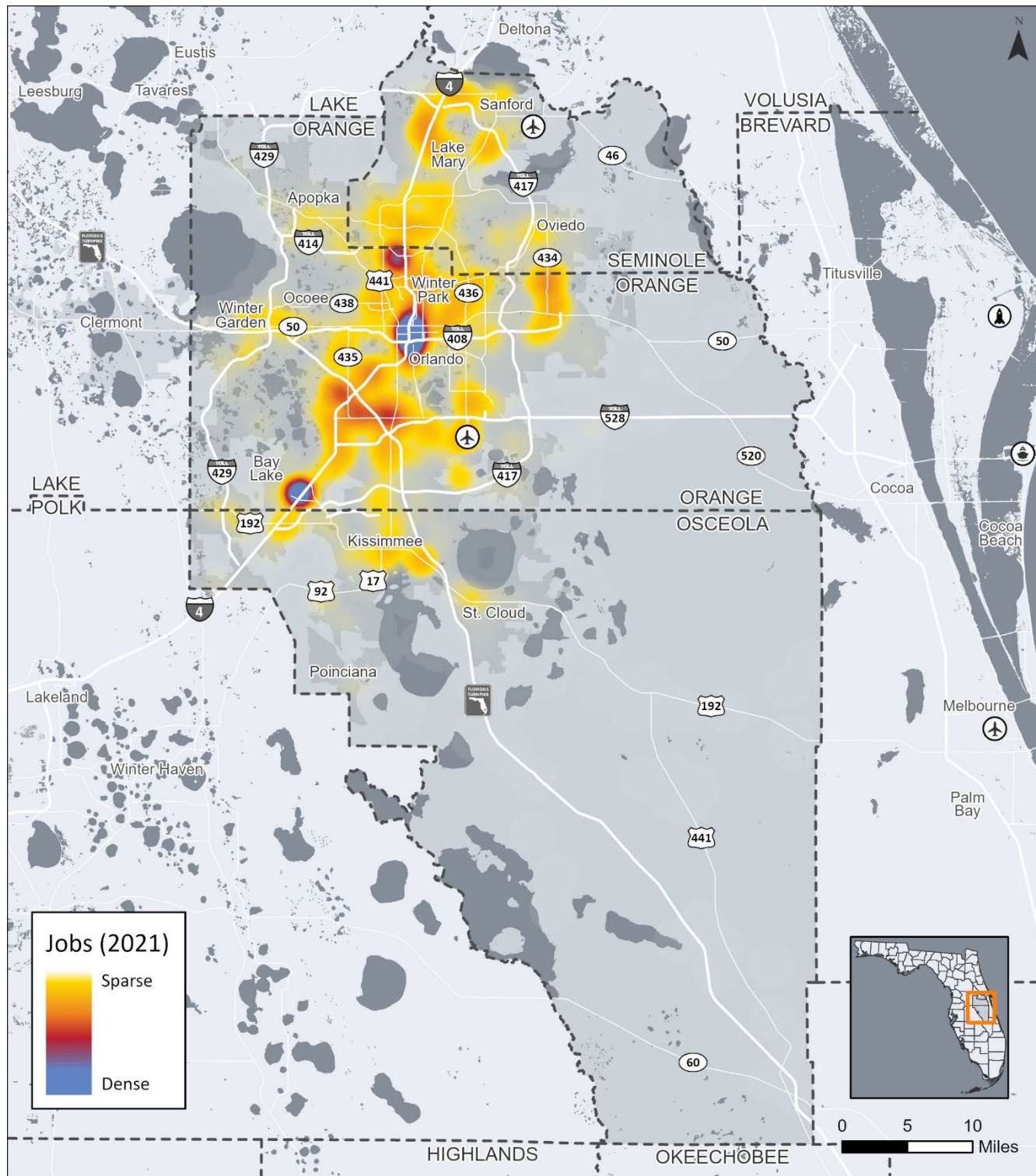


#	Strategy Text
57.	<p>Promote Age-Friendly and Accessible Communities</p> <ul style="list-style-type: none">▪ Promote the adoption of universal design principles across all housing and public spaces to enhance accessibility and comfort for people of all ages and abilities.▪ Promote the design of public spaces with age-friendly amenities like benches, shaded areas, rest spots, and clear wayfinding to support mobility, social interaction, and active aging.▪ Promote the evaluation of existing policies and regulations that mandate accessibility standards for transportation and land use planning, and update and enforce these policies.▪ Promote the provision of training for staff planners, architects, and developers on universal design principles and accessibility requirements to enhance their understanding and implementation of best practices.

Remainder of page intentionally left blank.

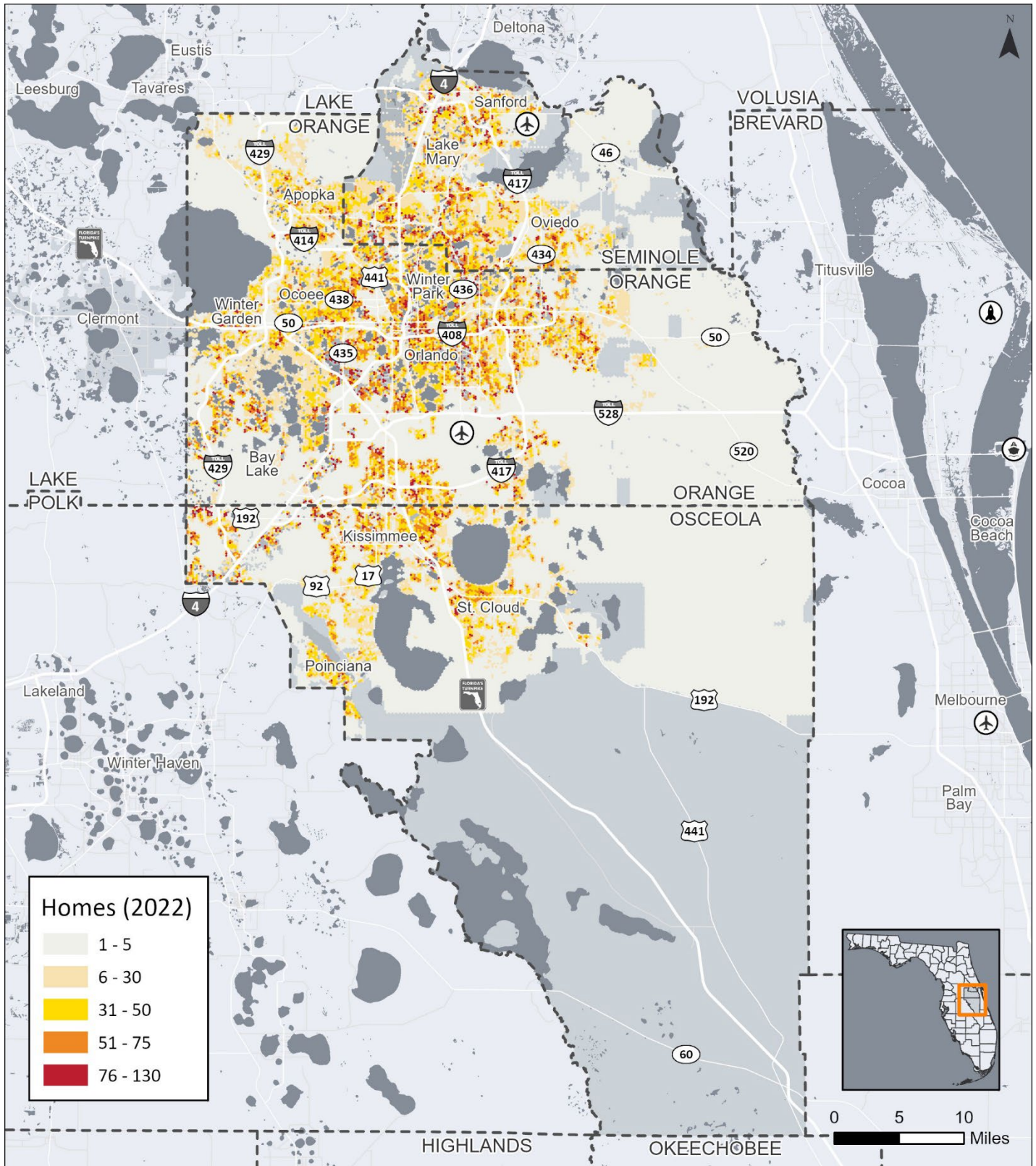
F.2.4 SPATIAL ANALYSIS - ADDITIONAL MAPS

Figure F-8 | Regional Distribution of Jobs (2021)



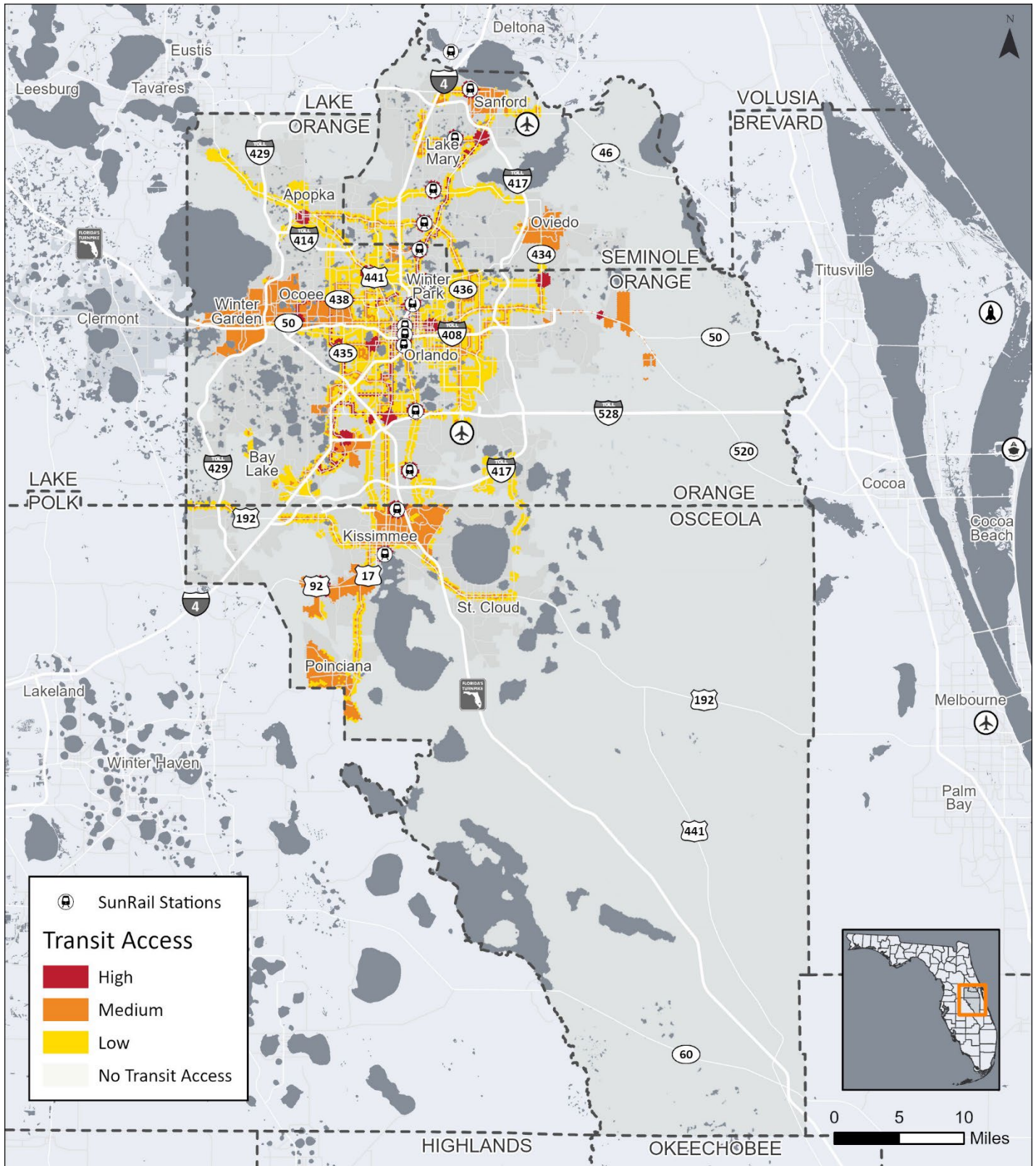
Source: 2021 Longitudinal Employer-Household Dynamics Data, (All Jobs)

Figure F-9 | Regional Distribution of Housing Units (2022)



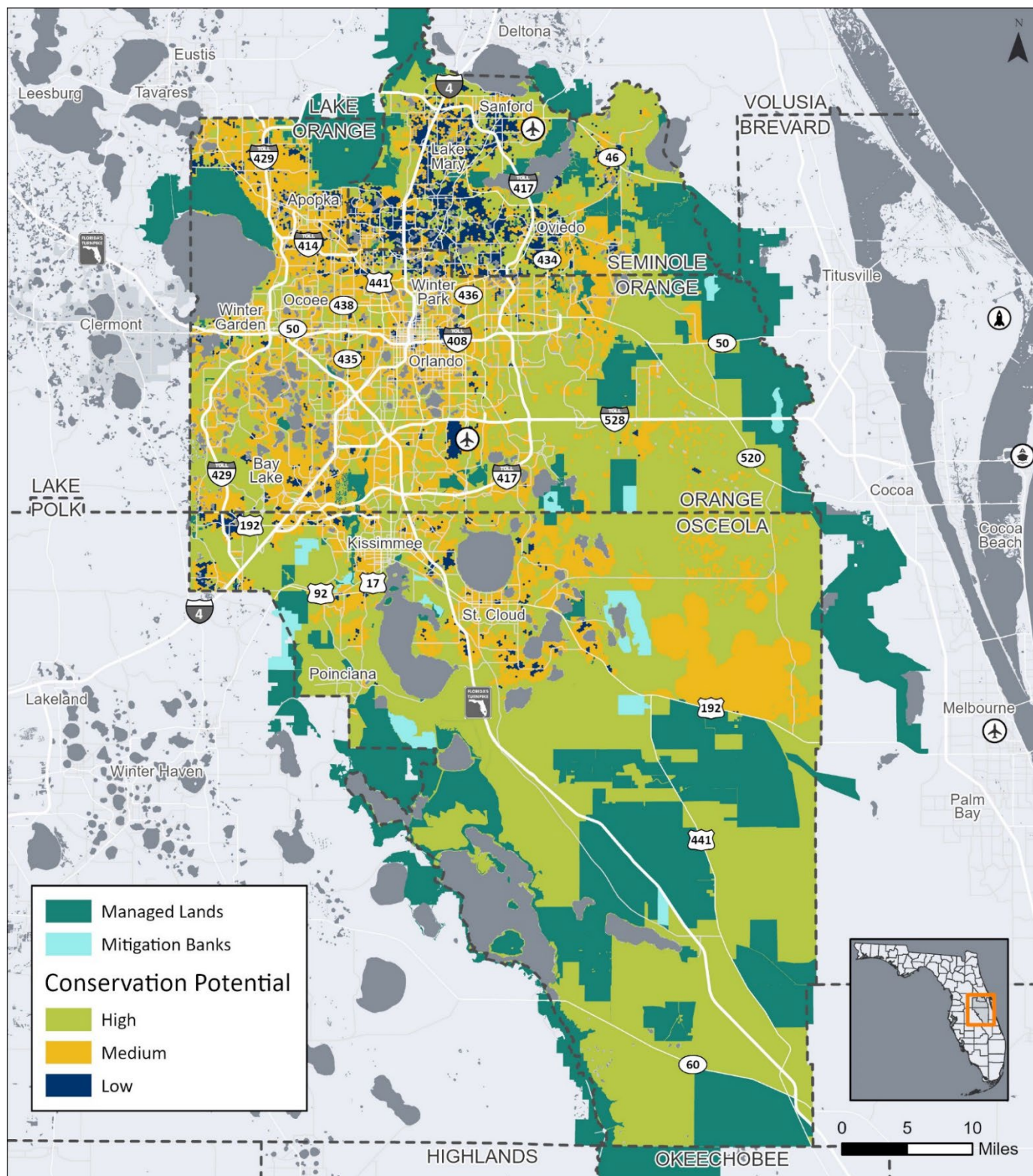
Source: 2022 Parcel Data for Seminole (All Housing Units), Orange, and Osceola Counties

Figure F-10 | Transit Access



Source: LYNX GIS Data, 2024

Figure F-11 | Conservation Areas



Source: Florida Natural Areas Inventory (FNAI), Managed Lands (2023); Florida Department of Environmental Protection (FDEP), Mitigation Banks (2023); FNAI, Florida Wildlife Corridor (2021), Aquifer Recharge (2024), Strategic Habitat Conservation Areas (2024)

F.2.5 HOUSING COORDINATION PROCESS STAKEHOLDER INTERVIEWS OVERVIEW

The Housing Coordination Process for the 2050 Metropolitan Transportation Plan (MTP) included a series of three stakeholder meetings held between June and August 2024. These meetings brought together key stakeholders from various sectors to discuss the integration of housing policy into MetroPlan Orlando's long-range transportation planning process.

The first meeting, held on June 12, 2024, set the foundation for the process. Attendees included representatives from MetroPlan Orlando, the City of Orlando, AARP Florida, the Shimberg Center for Housing Studies at the University of Florida, and Osceola County. The meeting began with VHB sharing findings from a literature review of eight federal, state, and regional guidance documents related to housing and transportation. They also presented best practices from four peer Metropolitan Planning Organizations (MPOs) across the U.S., highlighting the Atlanta Regional Commission's detailed housing strategy framework as a strong example.

A key component of this first meeting was an interactive Mural board exercise designed to gather input on various aspects of the MTP housing element. Participants identified current challenges, including the affordability crisis for low-income households, the need for more housing options, and the importance of connecting housing to transportation access. They also discussed ongoing local activities, such as AARP's advocacy for missing middle housing and the Shimberg Center's work on identifying rental properties with expiring income limits. Goals and aspirations centered around locating affordable housing in transit-accessible areas, promoting Transit-Oriented Development (TOD), and ensuring zoning allows for affordable housing options.


The second meeting, held on August 14, 2024, delved deeper into specific housing and transportation issues. Attendees included representatives from MetroPlan Orlando, the City of Orlando, the Orlando Housing Authority, the Orlando Neighborhood Improvement Corporation, and the Florida Housing Coalition. This meeting focused on the current state of housing and transportation in Central Florida, with participants describing a region struggling to balance growth with access to both housing and mobility options.

Key challenges discussed included insufficient public transit options, the combined burden of housing and transportation costs, and the difficulty in siting affordable housing near transportation hubs due to high property values. Participants also explored potential solutions, such as building affordable housing on existing transportation hubs and commuter parking lots, implementing car-share programs in housing developments, and expanding successful bike-share programs.

The discussion also touched on Transit-Oriented Development (TOD) strategies, with the Creative Village project in Orlando highlighted as a successful example of mixed-use development with affordable housing and multiple transit options. Participants noted the evolving approach to zoning and land use policies, with increasing attempts to coordinate land use decisions with transportation planning.

The third and final meeting, held on August 21, 2024, brought together representatives from MetroPlan Orlando, AARP, and the East Central Florida Regional Planning Council. This meeting focused on the specific needs of older adults and vulnerable communities in relation to housing and transportation.

AARP emphasized the importance of Universal Design in making housing accessible to all ages and the need for educational outreach on transit services. The East Central Florida Regional Planning Council highlighted the disconnection between housing and transportation, sharing personal experiences of living near a SunRail station but being forced to rely on a car due to unsafe walking conditions.



The discussion in this meeting centered around connectivity challenges, the impact of transportation options on housing choices, and the role of Transit-Oriented Development in housing strategies. Participants stressed the importance of preparing residents for "transportation retirement," and the need for access to safe, reliable, and affordable transportation options as they age.

Throughout all three meetings, several recurring themes emerged:

- The urgent need for integrated housing-transportation planning to address affordability and accessibility challenges in Central Florida.
- The importance of strategically placing affordable housing near transit, while acknowledging the challenges posed by high land costs and funding constraints.
- The potential of Transit-Oriented Development (TOD) as a solution for housing and transportation coordination, with successful examples from various communities in the region.
- The need for zoning reforms and comprehensive plans that support TOD and mixed-use development.
- The importance of considering the needs of vulnerable populations, including older adults and low-income households, in housing and transportation planning.
- These stakeholder meetings provided valuable insights that will inform the development of the housing element in the 2050 Metropolitan Transportation Plan. The discussions highlighted the complex interplay between housing and transportation issues in the region and emphasized the need for collaborative, innovative solutions to create more livable, connected, and affordable communities.

As the Housing Coordination Process moves forward, the insights gained from these meetings will be crucial in shaping strategies that align housing development with transportation investments, promote access to both housing and mobility options, and support the creation of vibrant, sustainable communities across the Orlando region.



MetroPlanOrlando.gov
250 S. Orange Ave., Suite 200
Orlando, FL 32801
MTP@MetroPlanOrlando.gov
(407) 481-5672

