

Longwood, Florida:
Adapting Master Planning
for the Changing Urban World of Tomorrow

Senior Capstone Project
by
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completed 2014

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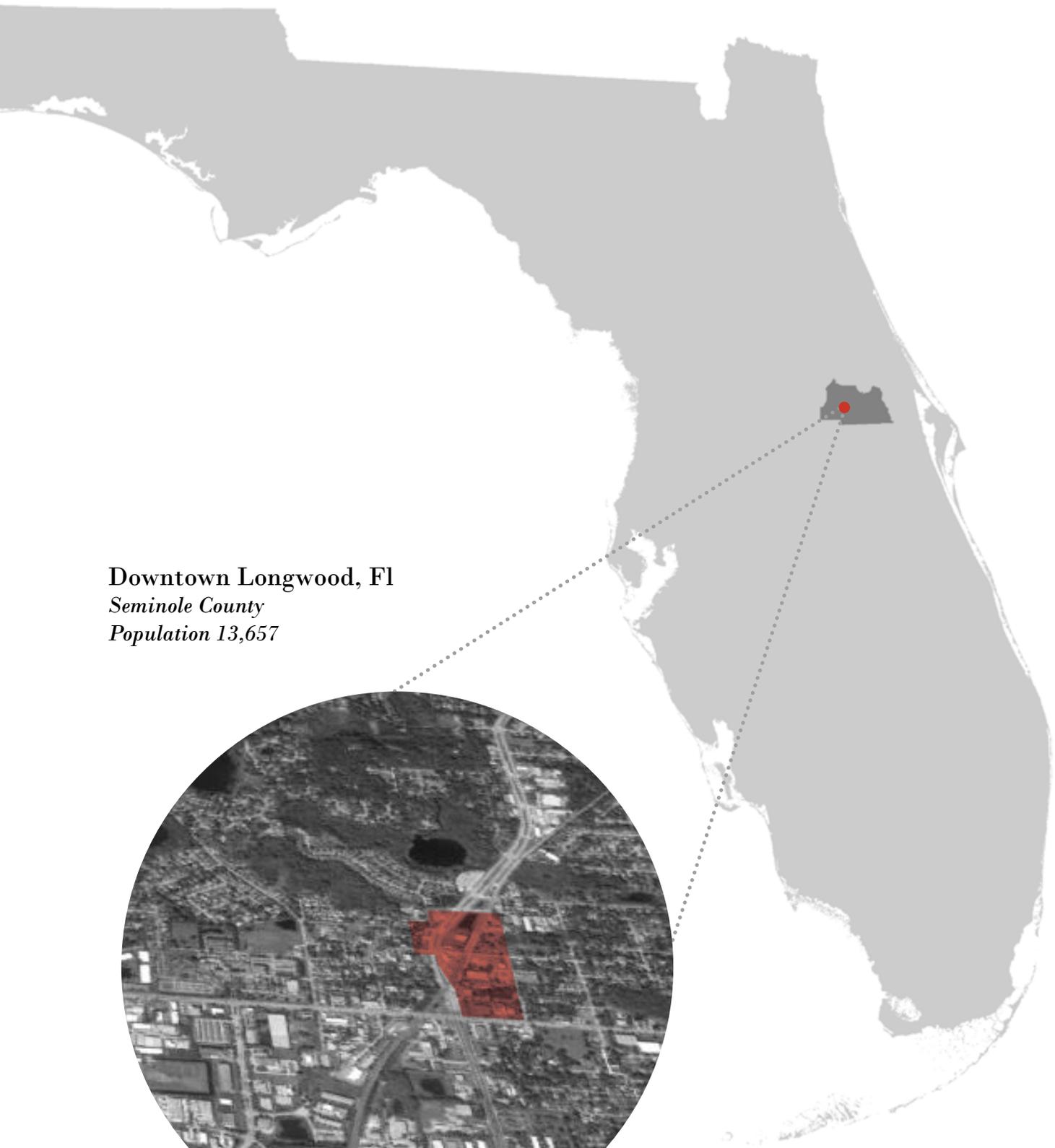
Currently, traditional master planning for cities usually focuses on a single end-goal where land use is dictated for the next few decades, and a lot is assumed about the types of spaces that best respond to the needs of the surrounding community.

This approach doesn't take into account unforeseen changes in the markets that dictate land-use/density and it doesn't allow the community to feel invested in the development of their city. Long-term effects can lead to urban blight and a high percentage of vacant lots that will have negative impact towards the quality of life in Longwood.

The overall goal is to develop a strategy that shows different scenarios of how Downtown Longwood can follow a redevelopment plan that allows it to adapt to changing market trends and provides the means necessary for the community to be invested in the growth of Longwood. Flexibility in development comes from flex zones designated during each phase of construction.

Within these flex zones, the community and entrepreneurs will invest in temporary uses and activities that try and respond to the needs of redevelopment areas and surrounding neighborhoods during that phase of construction. Utilizing flex zones to inform future land-use/density allows Longwood to establish a more logical and necessary program for the current phase of development. They also allow the community to take part in the discovery of needed uses, and makes them part of the growth of Longwood.



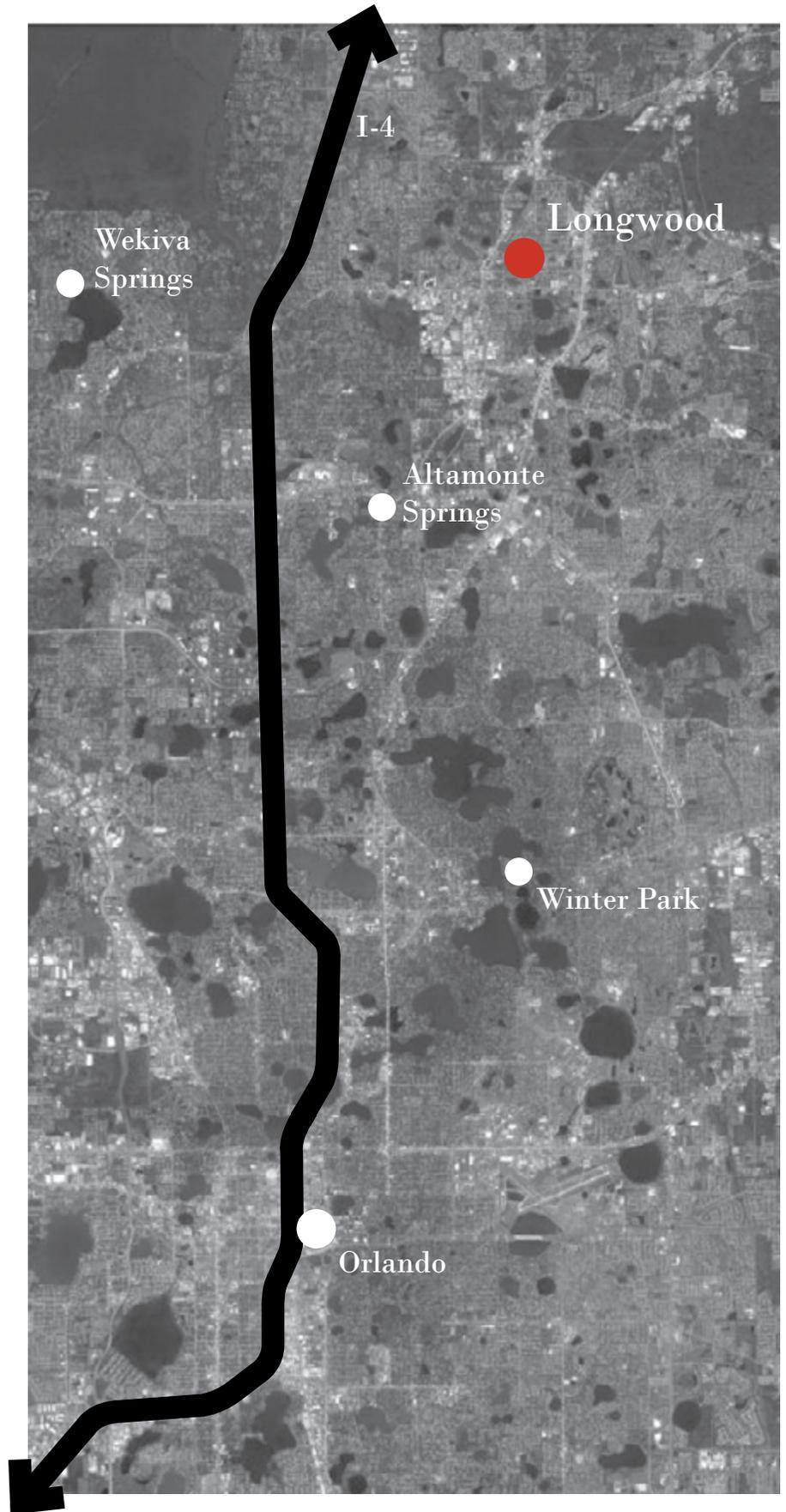


Downtown Longwood, Fl
Seminole County
Population 13,657



Longwood, Florida is located in Seminole County, 10 minutes from I-4, connecting the city to the larger Orlando area.

The community is located 20 minutes from Wekiva Springs, a hot spot destination for most of the year bringing tourists and residents.





I-4

SR 434

CR 427



01 SunRail Station

02 South Seminole Hospital

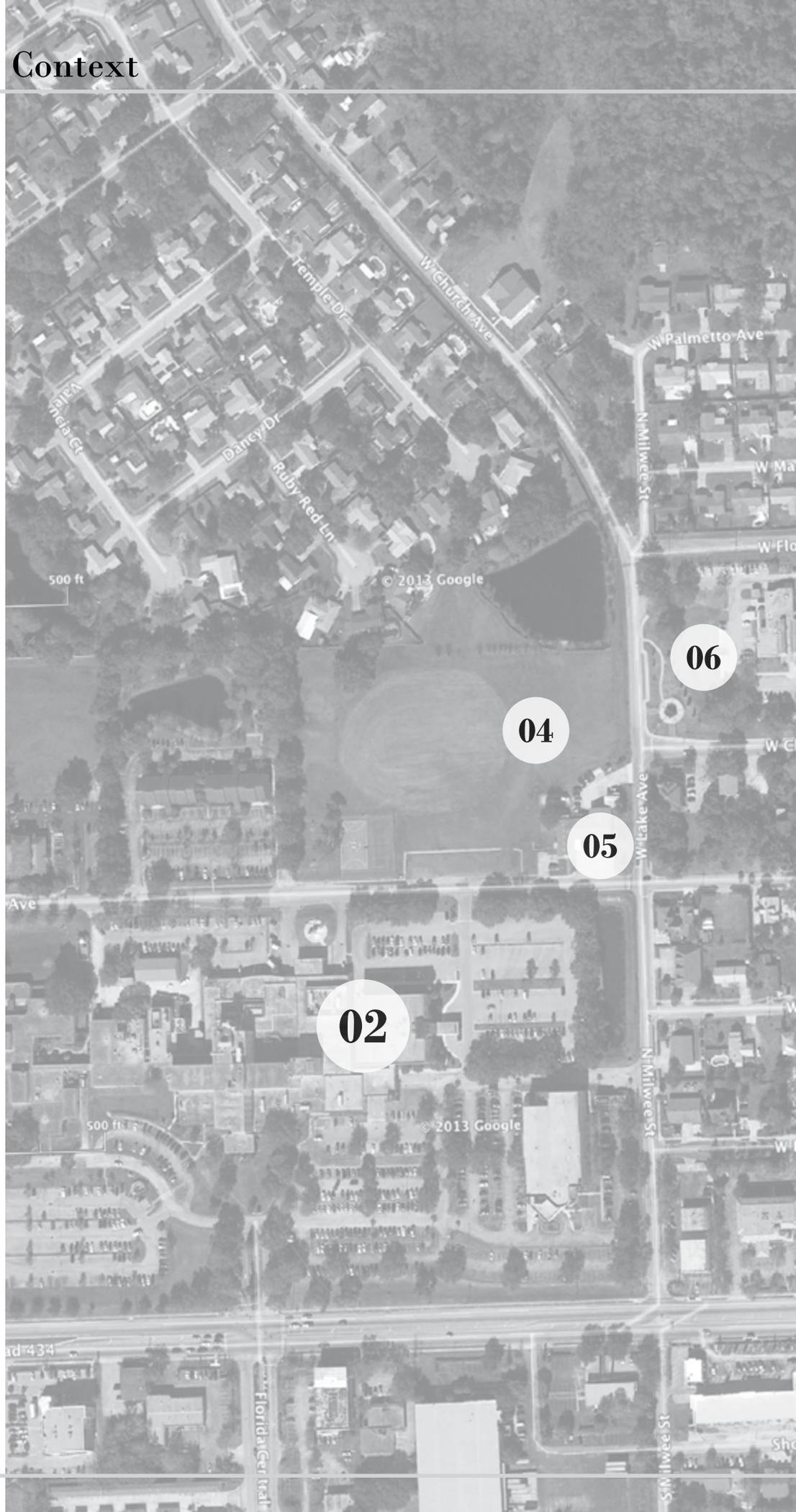
03 Historic District

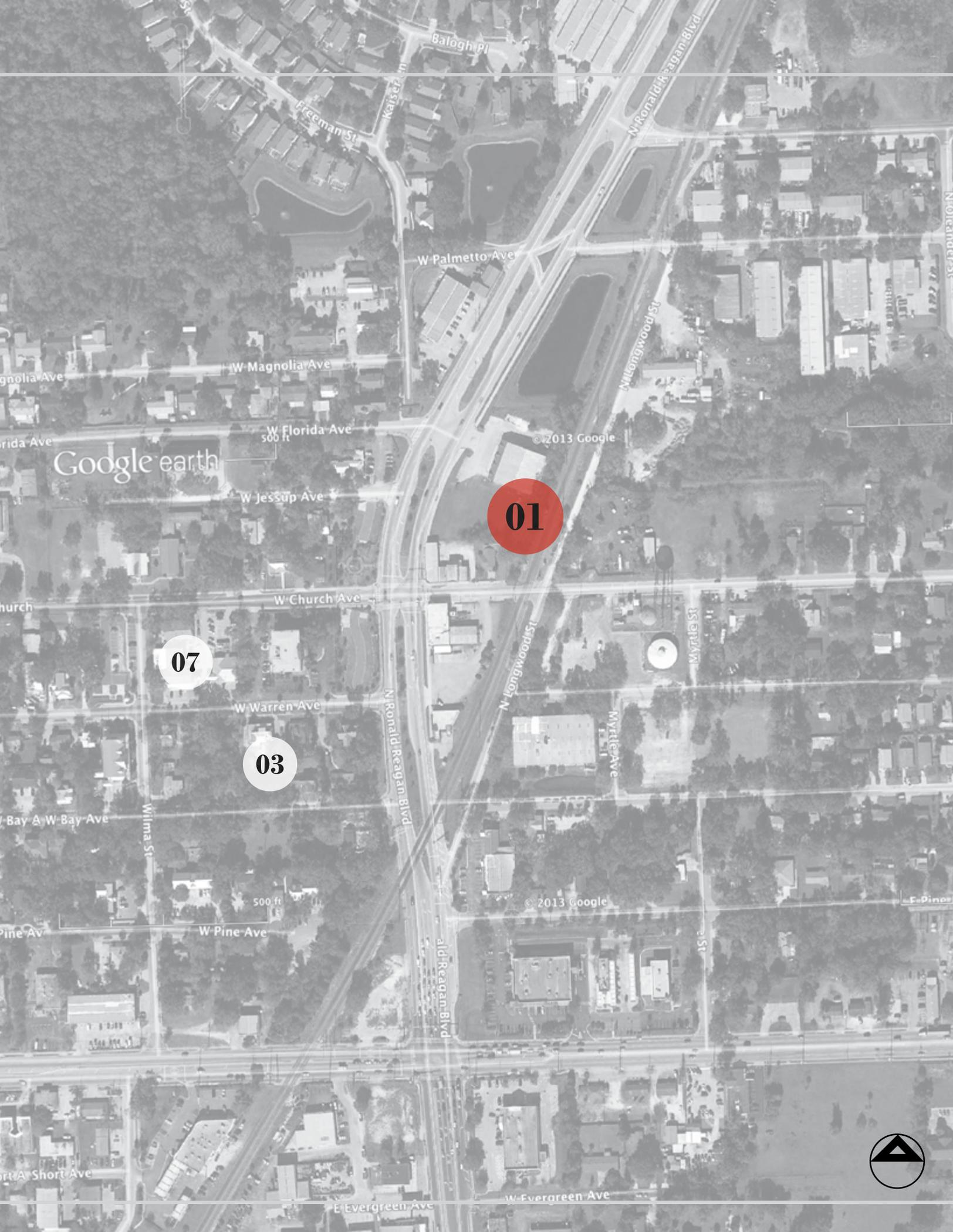
04 Reiter Park

05 Fire Department

06 Police Department

07 City Offices



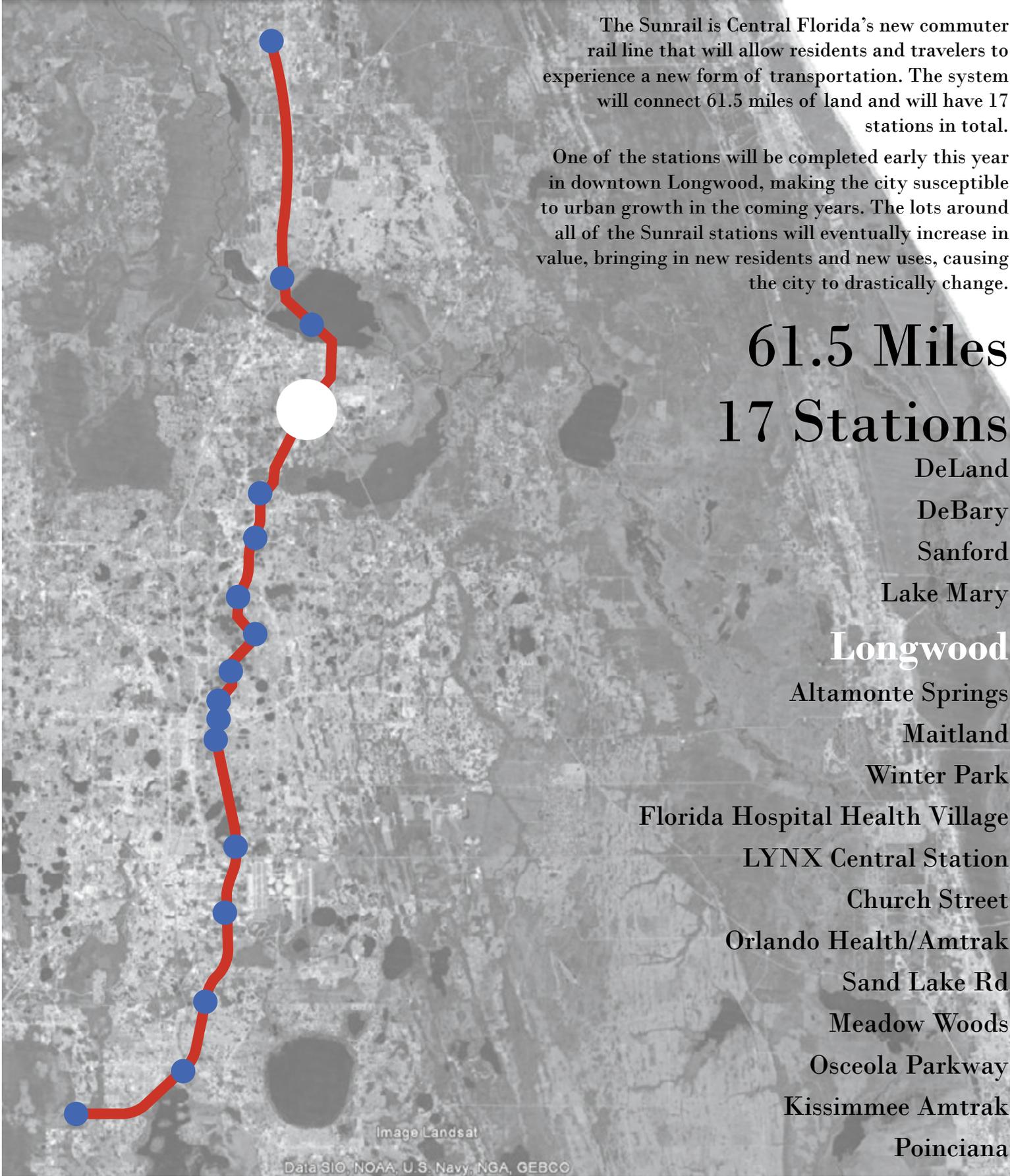


01

07

03







Expansion of the South Seminole Hospital will increase a demand for new medical office space. There is currently 145,700 square feet of occupied medical office space in proximity to the hospital.

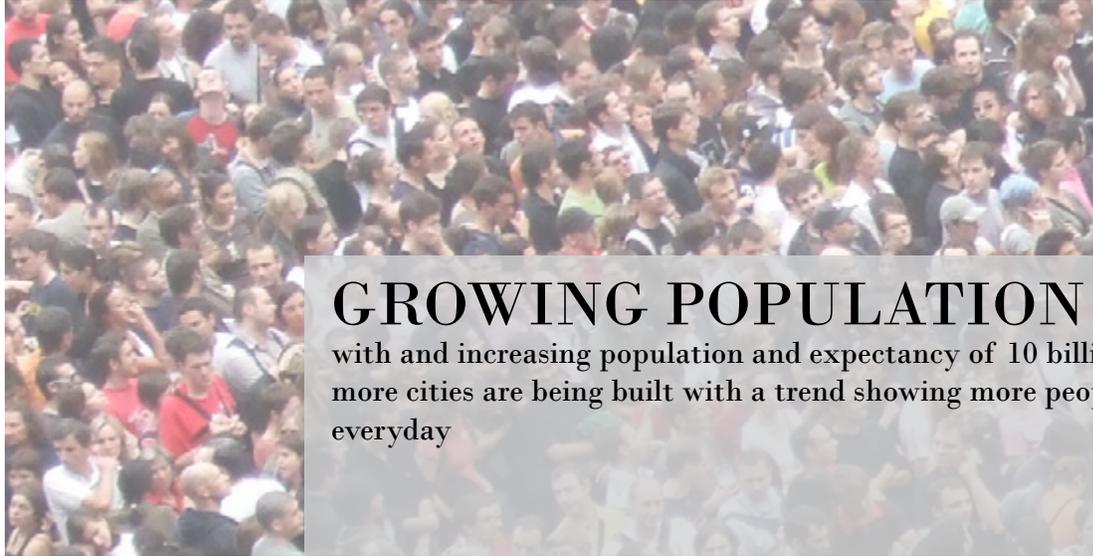
Based on relationships between beds and nearby occupied medical office space, a 60-bed expansion at the hospital would result in the demand for approximately 48,000 square feet of new medical office space.

*-from the Heritage Village TOD Implementation Strategy
City of Longwood, Florida*



GOOGLE





GROWING POPULATION

with an increasing population and expectancy of 10 billion people by 2050, more and more cities are being built with a trend showing more people moving into urban places everyday



SPRAWL

many developing cities in Florida embrace suburban sprawl projects that mitigate walkability and promote the excessive use of cars



TRADITIONAL MASTER PLANNING

with change happening everyday, traditional methods of city planning does not account for changes in housing markets that dictate how areas will develop and what services need to be provided

URBAN BLIGHT

These issues can eventually lead to an increase of urban blight in cities. The health of communities can be deteriorated by increasing unemployment, vacancy, and the underutilization of land. Urban blight lowers the quality of life in the city making areas unsafe, and preventing future growth. Preventative strategies can help developing cities adapt to changes in markets during growth and allows the community to be more invested in its development.



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Active Store Fronts, (planitzen)



Cleveland Container City



Parking Parks, (planitzen)



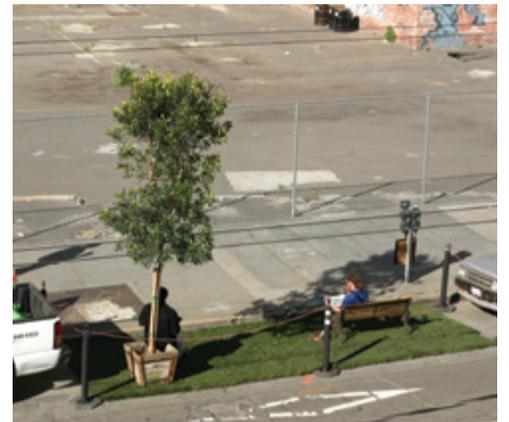
One Love City



Parklet, (planitzen)



Frontage Activity, (planitzen)



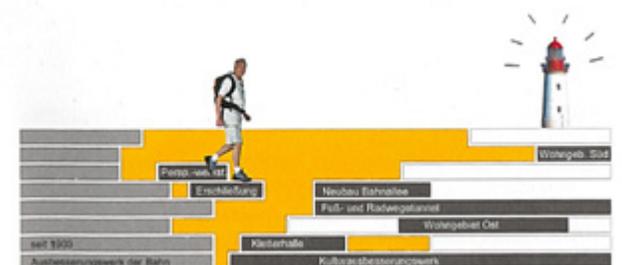
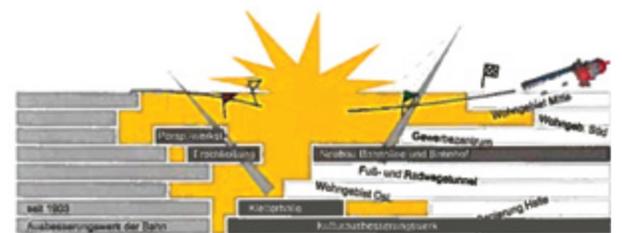
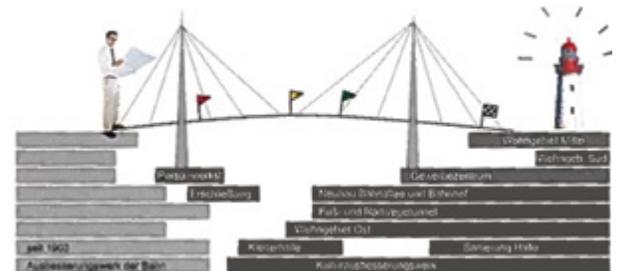
Park[ing] Day

Improving the livelihood of commonly starts at the street, block, or pedestrian scale. Larger scale efforts have their place in the development of a city, but small community based improvements are now seen increasingly as a way to facilitate more substantial movements. This approach to growth allows a host of entrepreneurs to test new ideas and uses before making a heavy financial investment. Sometimes sanctioned, sometimes not, these actions are commonly referred as guerilla urbanism, pop-up urbanism, D.I.Y. urbanism, tactical urbanism and temporary urbanism.



King's Cross Central is located in London, UK. The implemented master plan was submitted by Argent group and acted more as a guideline to development than a finalized vision of what King's Cross needed to be. Through strategic phasing, King's Cross Central is able to initially grow by establishing early on important services that respond to the needs of the community, but is flexible as development moves forward and changes as market trends evolve and influence the needs of the user.

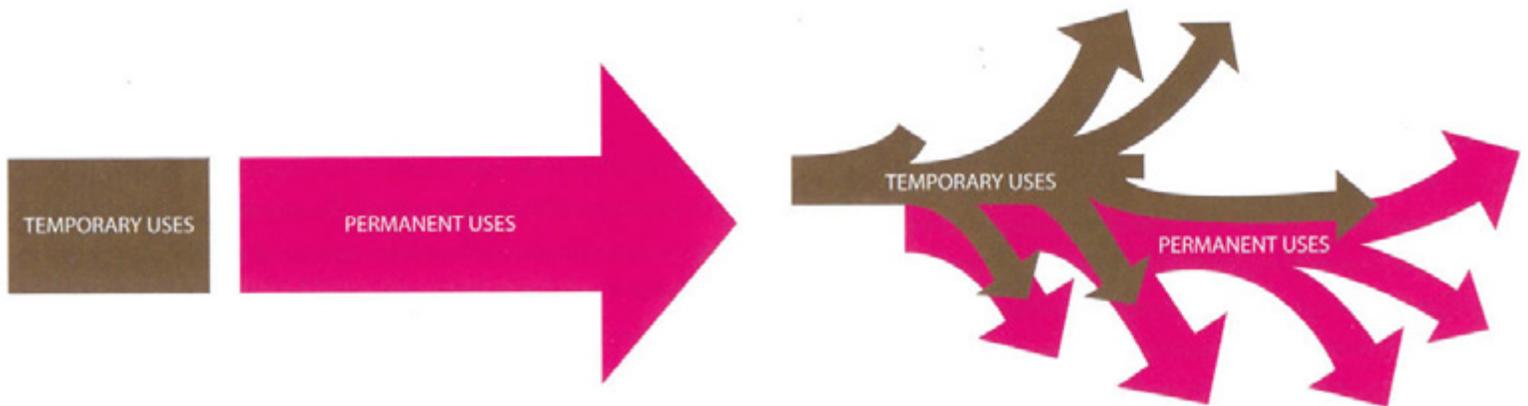
The open-ended urban development model allows users to experiment with different project ideas that actively configure development without the need for huge investments during intial test runs..



The aim of this type of development consists in locating and cultivating existing architecture, infrastructure, social and economic resources, in actively drawing on the city's urban potential and linking them with the city's overall interests and concerns.

To consciously implement and cultivate temporary uses, urban development must happen in phases with moments of informal activation

- synchronize temporary development with formal planning processes
- build very dynamic relationships
- promote community
- foster innovation



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03 goals + objectives | Long-term Growth



IDENTITY

integrate community in development process
provide safe access to the SunRail station
introduce the temporary use of sites as a development strategy
facilitate the consolidation of temporary uses

GROWTH

expand on successful temporary uses and facilitate the growth of new ones
provide public access to new and expanded public transportation
establish more dense and mixed-use development around the SunRail station
continue to implement temporary uses to inform future growth

MATURITY

establish connections to surrounding neighborhoods
increase activity for existing and future users
facilitate flexibility in future development areas
establish public space networks

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Hospital workers



Residents



SunRail riders



Tourists





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Ave

W Magnolia Ave

W Florida Ave

W Church

W Bay A W Bay Ave

W Pine Av

Short A Short Ave

W Florida Ave
500 ft

W Jessup Ave

W Church Ave

W Warren Ave

500 ft

W Pine Ave

E Evergreen Ave

W Palmetto Ave

Freeman St

Kaiser Ln

Balogh Pl

N Longwood St

Myrtle St

Myrtle Ave

15 St

N Ronald Reagan Blvd

N Longwood St

ald Reagan Blvd

N Ronald Reagan Blvd

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05 site analysis | Site Conditions





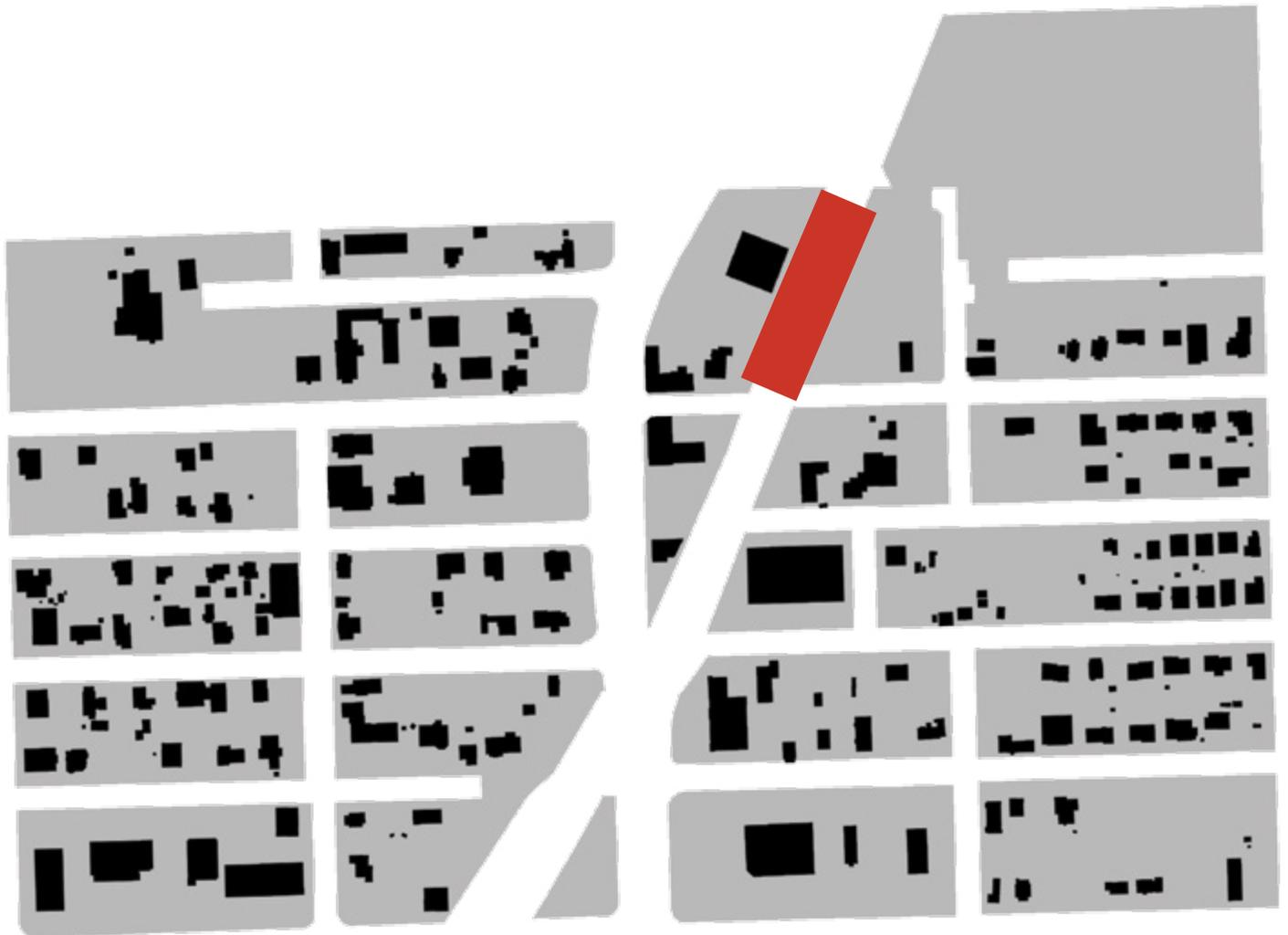
Google earth

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Figure Ground



-  building mass
-  developable land
-  sunrail station

Figure ground analysis of the downtown area shows very low density in the core of the city. Primary roads and the distances traveled on foot are too long making this area very unwalkable.

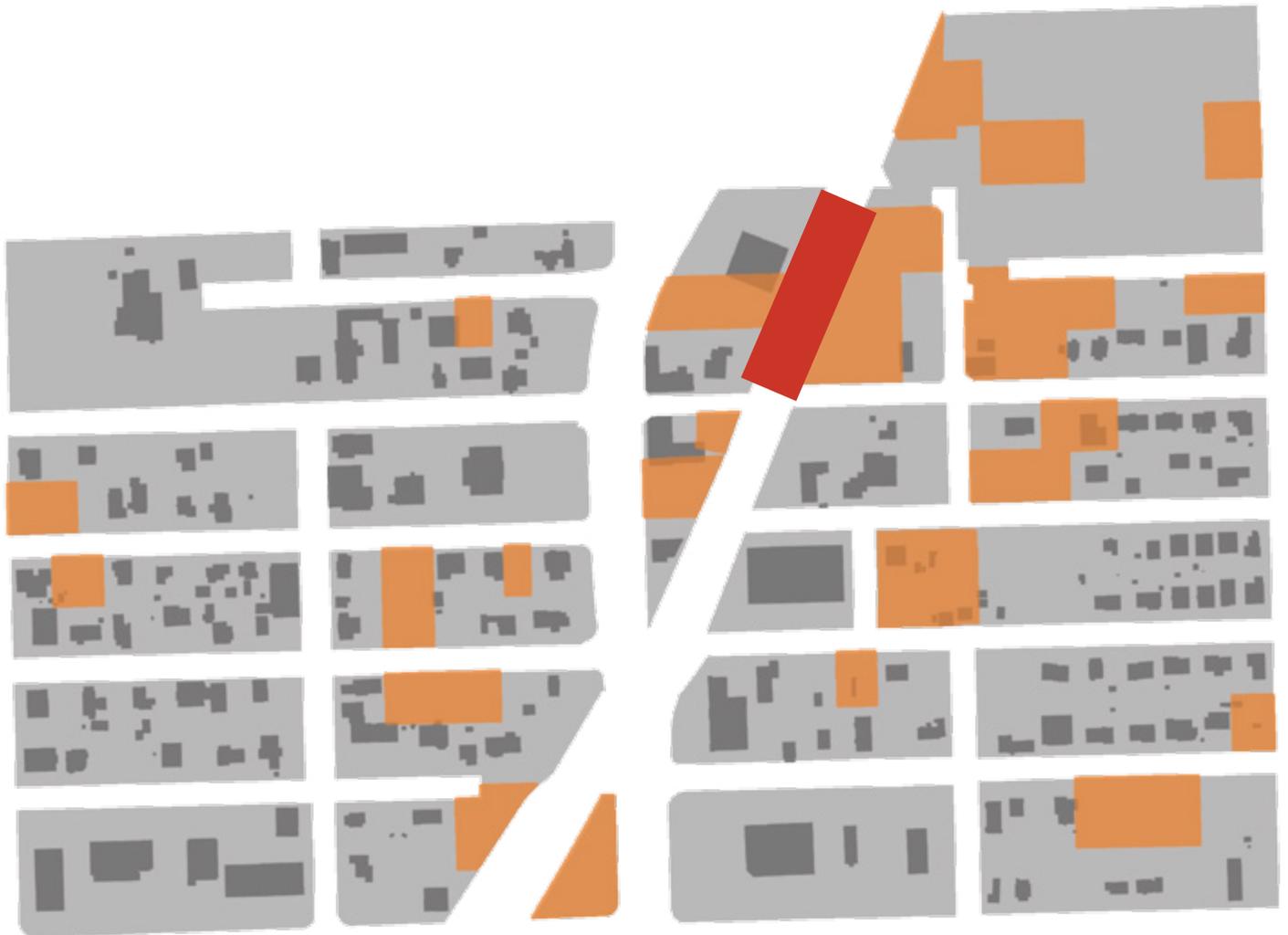
Land-Use



-  institutional
-  commercial
-  residential (medium)
-  open-land
-  sunrail station

Land-use in the downtown area is mainly single lot commercial use. The surrounding sites are low density single family housing.

Under-Utilized Lots



-  under-utilized property
-  sunrail station

There are numerous vacant and underutilized lots within the core of Longwood. These areas can lead to urban blight when not addressed. They can also serve as an opportunity for the community to utilize the lots.

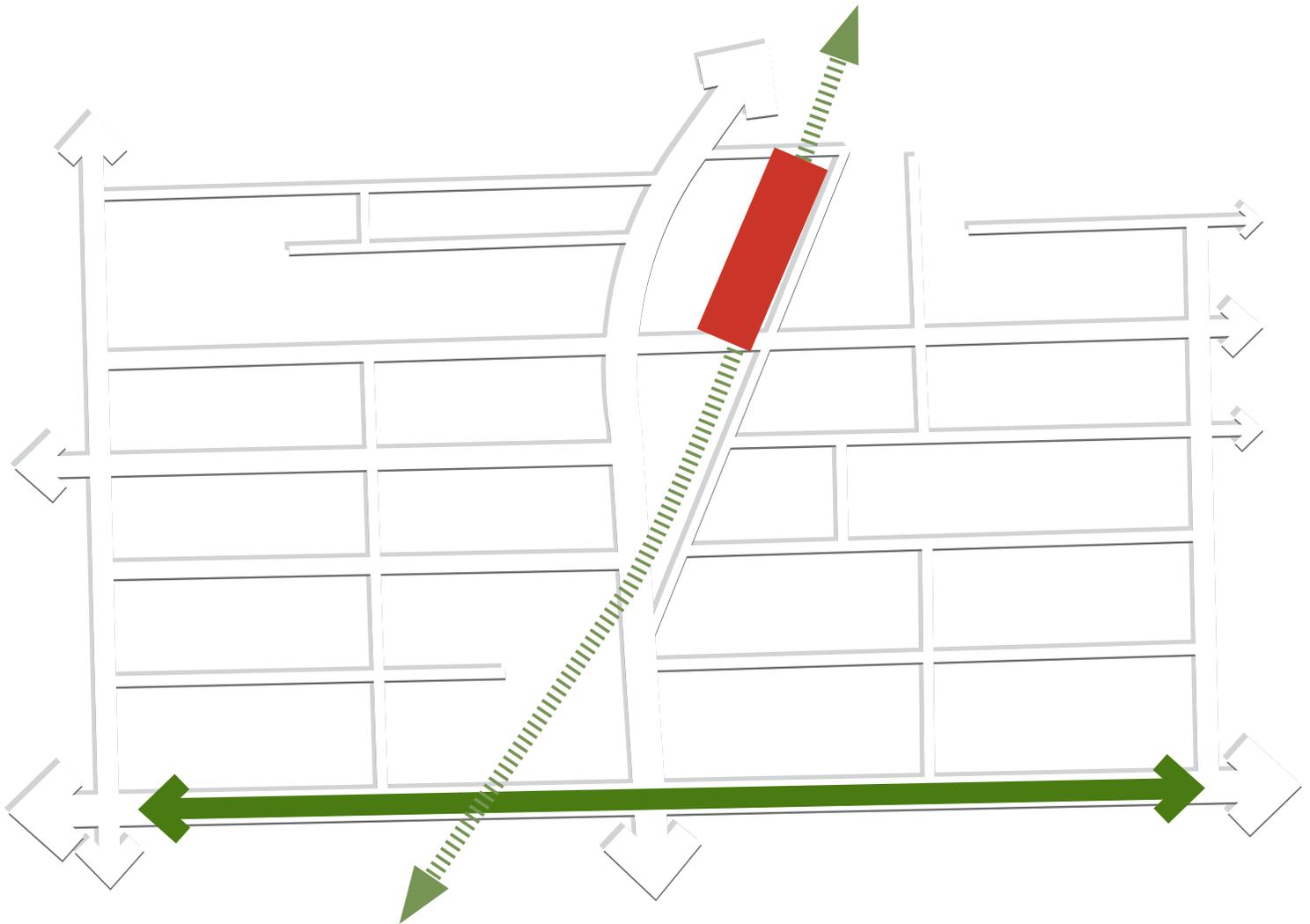
Average Household Income



- low-income household
- high-income household
- sunrail station

Income distribution in the downtown area is bifurcated by the rail road tracks. There is a clear split between average household income, creating a disconnect between the two sides of the Longwood.

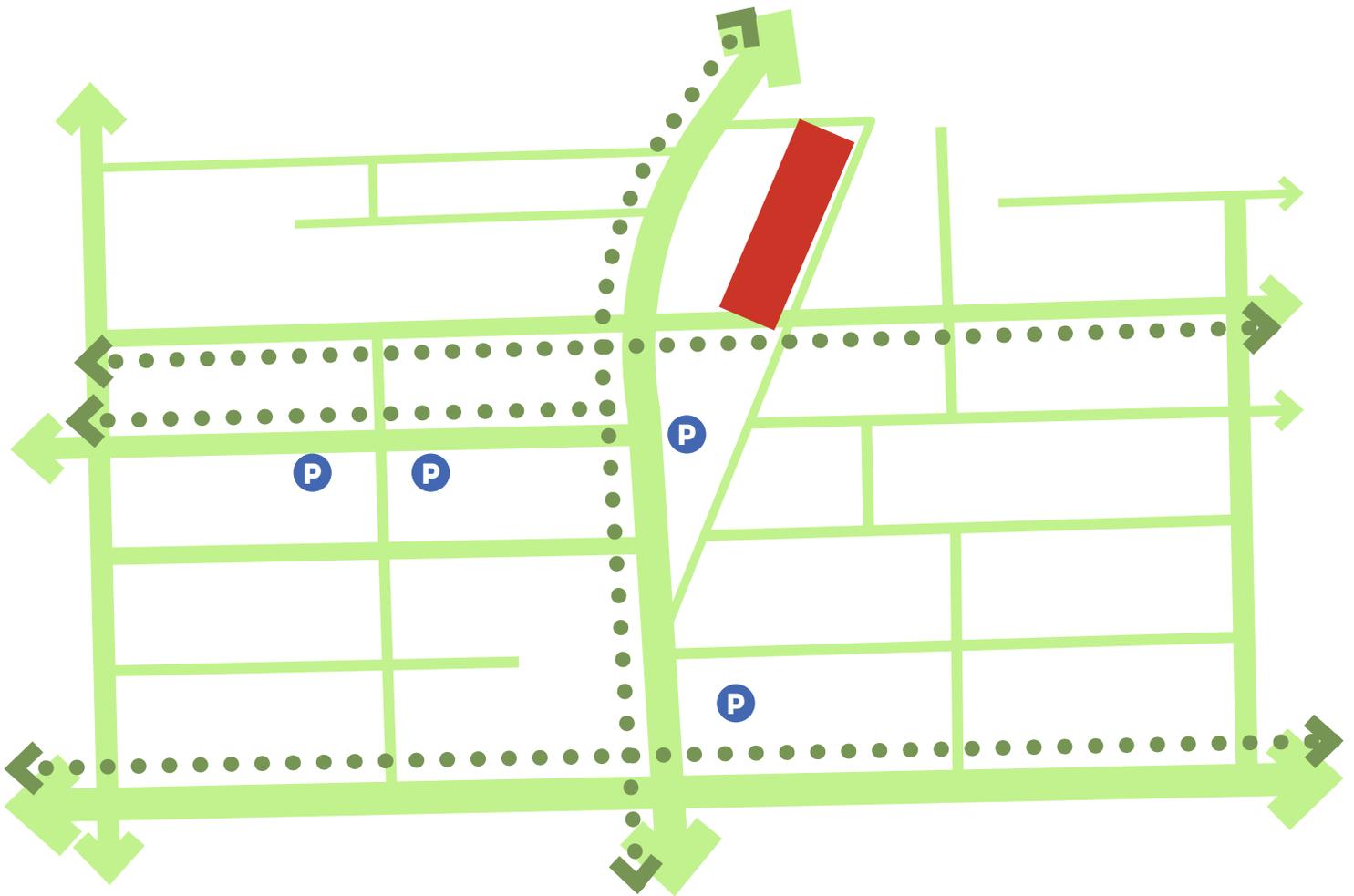
Public Transportation



-  sunrail commuter rail
-  public bus route
-  sunrail station

Public transportation is very limited in the downtown area of Longwood. Only making stops along 434, the bus routes do not take into account the new station and limit the number of people that are able to use the station through public means of transportation.

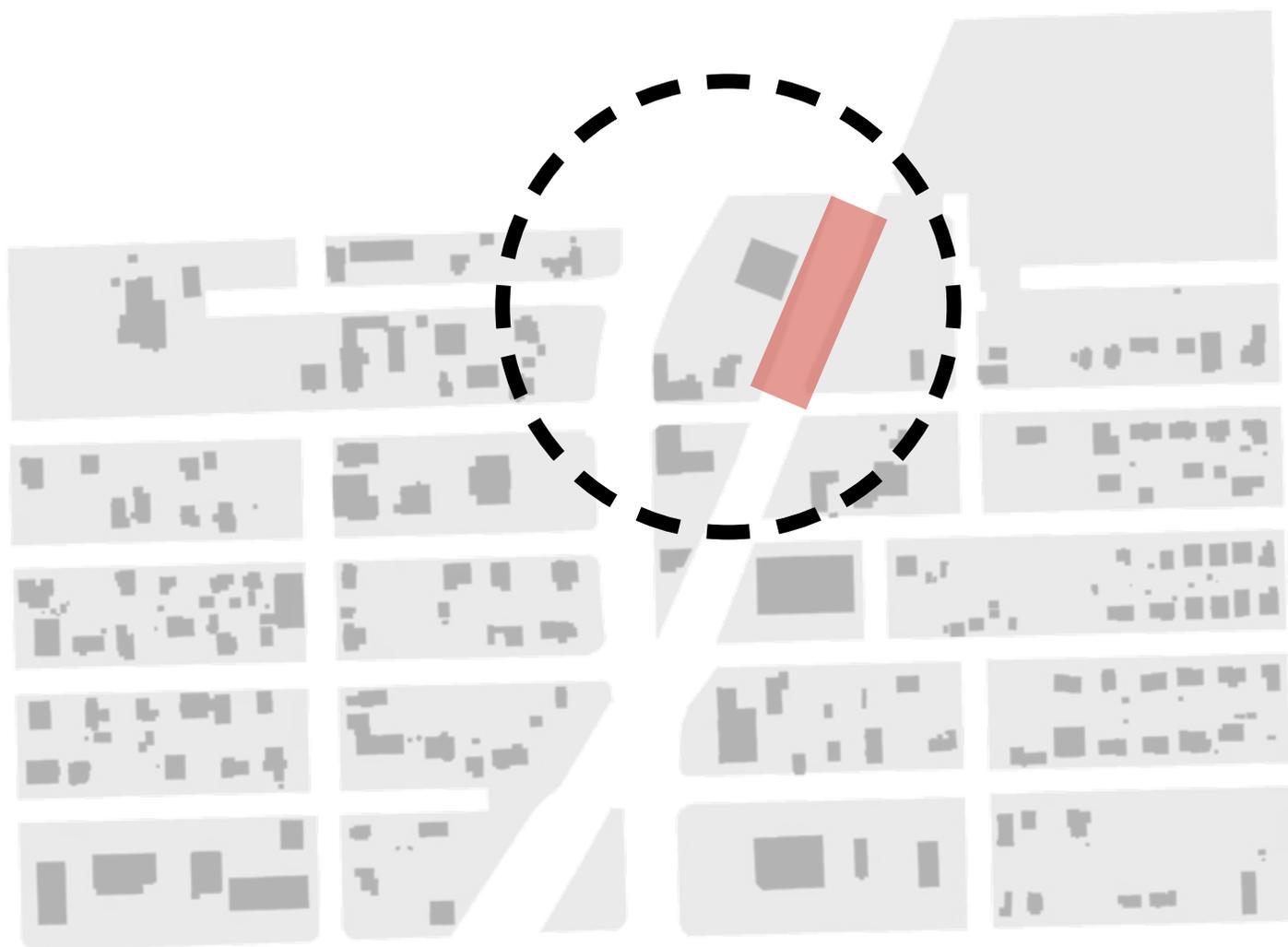
Major Circulation



- major circulation
- major circulation
- public parking
- sunrail station

The majority of vehicular traffic is handled by 434 and 427. There are many dead ends and public parking is very limited. Sunrail parking is currently being built. Pedestrian circulation is also limited to the major roads. Walkability is very limited and uncomfortable.

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- building mass
- developable land
- sunrail station

- **Increase density around SunRail Station**

Current density conditions are very low, spreading out the distances between development. Increasing density would shorten these distances, improving walkability.

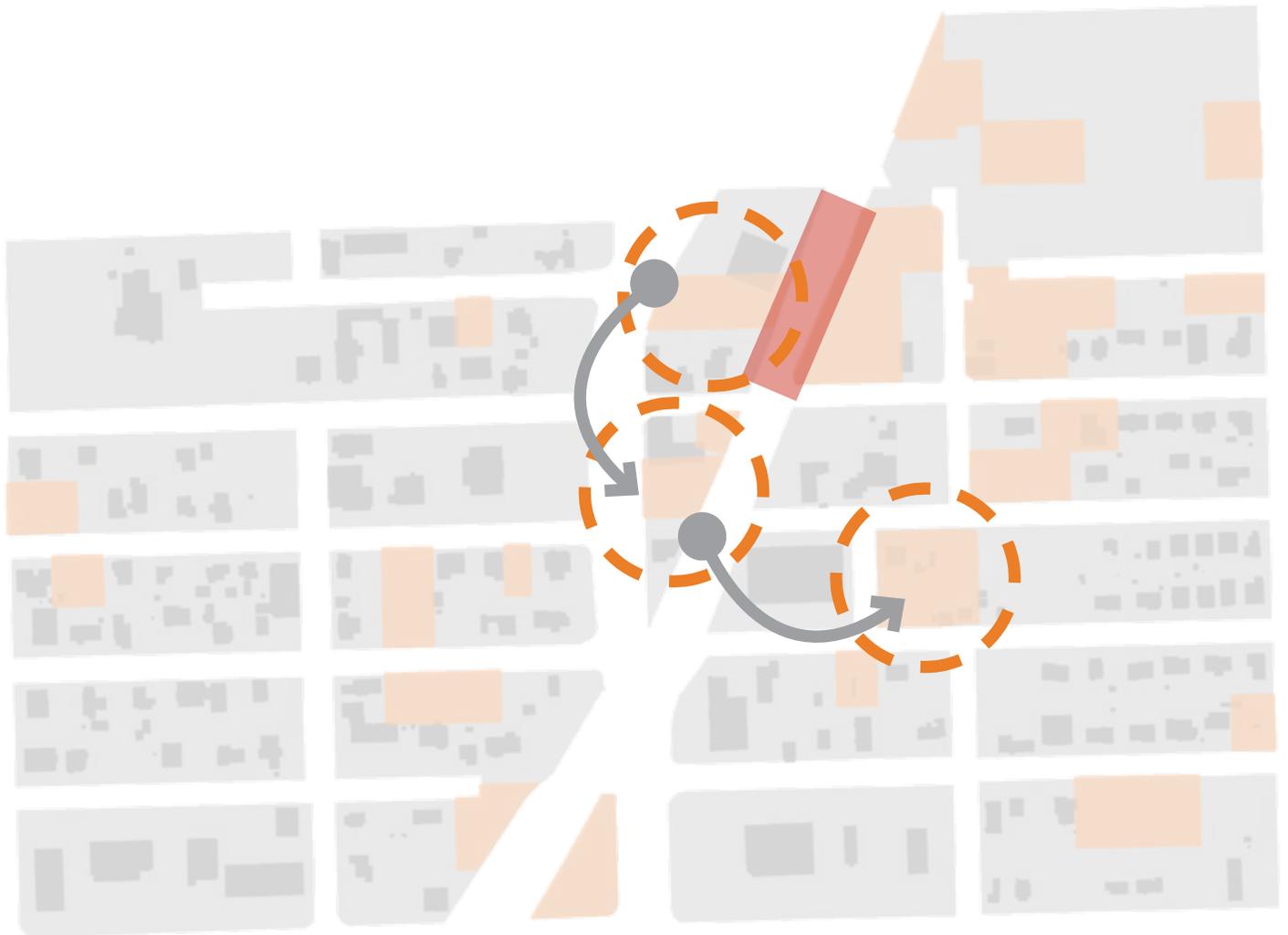


- institutional
- commercial
- residential (medium)
- open-land
- sunrail station

- Increase mixed-use zoning around SunRail Station**

Zoning for lots adjacent to the new station are primarily single use commercial. Rezoning area around the station would promote density increase and walkability by providing more uses within city blocks compared to current conditions.

Under-Utilized Lots



-  under-utilized property
-  sunrail station

- **Use under utilized lots for temporary uses or activities**
Maximizing the use of land within the development zones will allow the city to feel active and safe. The use of these lots will provide flexibility in development and help mitigate urban blight when the city no longer responds to the needs of the community.

Average Household Income



- low-income household
- high-income household
- sunrail station

• **Provide a mix of affordable housing options**
Due to the barrier effect of CR 427, there is a distinct gap in average household income across the road. Providing different housing options within the mixed-use development will help bridge the gap between the two residential neighborhoods.

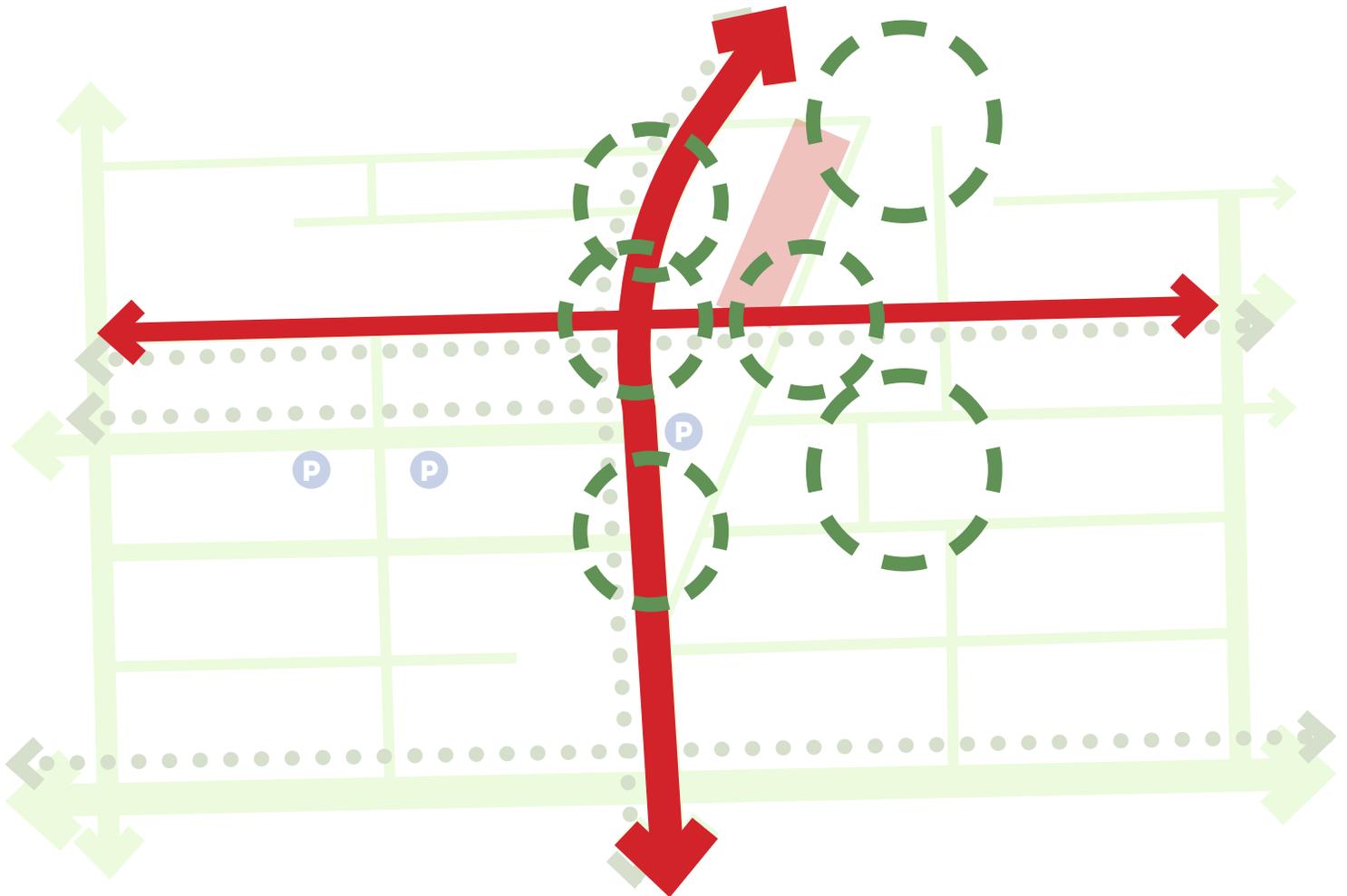
Public Transportation



-  sunrail commuter rail
-  public bus route
-  sunrail station

- **Re-route public bus routes to pass through SunRail Station**
Current bus routes do not promote the use of the commuter rail system to bus riders in the city of Longwood. Re-routing the lines by providing more stops closer to the station will promote the use of the rail system and increase accessibility to the station.

Major Circulation



-  major circulation
-  major circulation
-  public parking
-  sunrail station

- **Improve road infrastructure and intersections**

Current road conditions are not very walkable and do not provide off-street parking in most areas. Adding parallel parking and treating the right-of-way and crossings will help improve walkability by slowing traffic down and increasing safety conditions.

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phase 1



phase 2



phase 3

To grow and adapt to changing markets, Longwood must embrace an open-ended development plan that utilizes phases as a means of flexibility. Through phasing, Longwood can set goals of development that take incremental steps towards a final vision. By setting small goals, the city can step back and re-assess the needs of the community between construction periods and re-evaluate which direction development needs to head.

Construction requires a large amount of infrastructure to be built before any buildings go up. This means improvements to local roads, phased opening of some routes throughout the site, and improved drainage. Improvements to the circulation network will facilitate earlier redevelopment of vacant or underused sites locally and help remove blight effect associated with former lands.

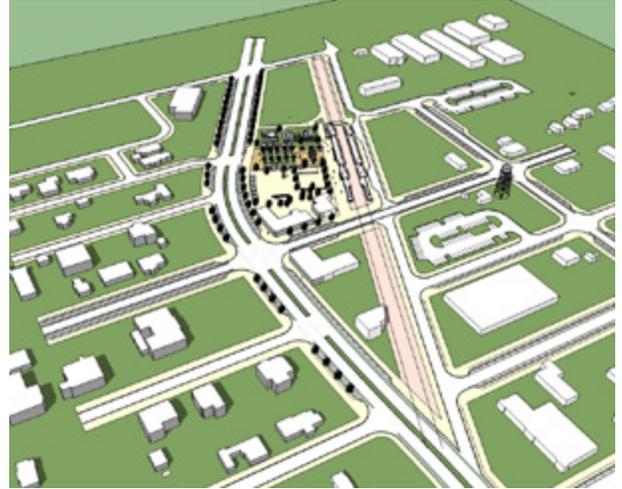
As phased construction continues, designated vacant or underused lots (flex spaces) will be utilized to impliment a number of temporary uses or activities. This development strategy helps activitate spaces that mitigate the urban blight of the city and allow it to grow and adapt to unforeseen changes in housing, economic, and social markets that dictate development in Longwood. By experimenting with different uses with the flex spaces, the city can try many forms of business that do not require much investment to impliment. This allows development to stay flexible within flex spaces, and informs future development positively by consolidating uses that respond well to the needs of the users.

IDENTITY

phase 1

The initial site will provide spaces that respond to the needs of the current users (hospital workers, existing residents to the east of CR427, and Sunrail users) and will inform future development by activating flex spaces through temporary uses.

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- Temporary Amenities
- Public Open Spaces
- Flex Spaces

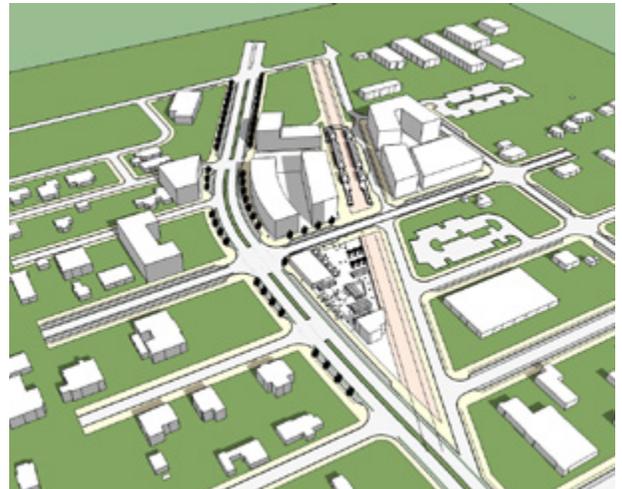


GROWTH

phase 2

Spaces will service the needs of new development, new and existing users, and Sunrail users. New flex spaces will further inform future development through temporary uses and attract neighboring users to development site.

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- New Development
- Public Open Spaces
- Flex Spaces

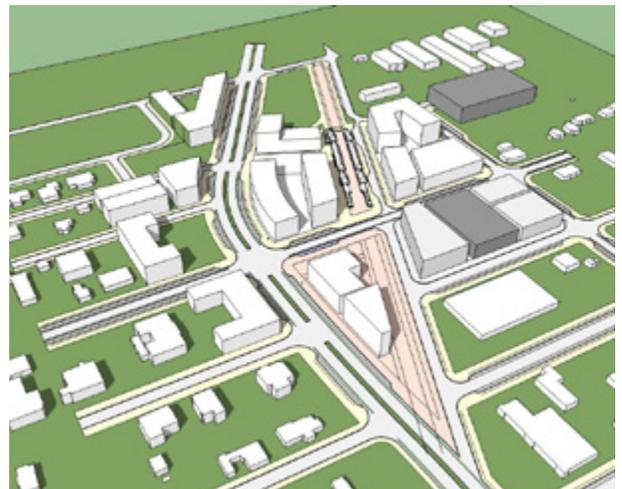


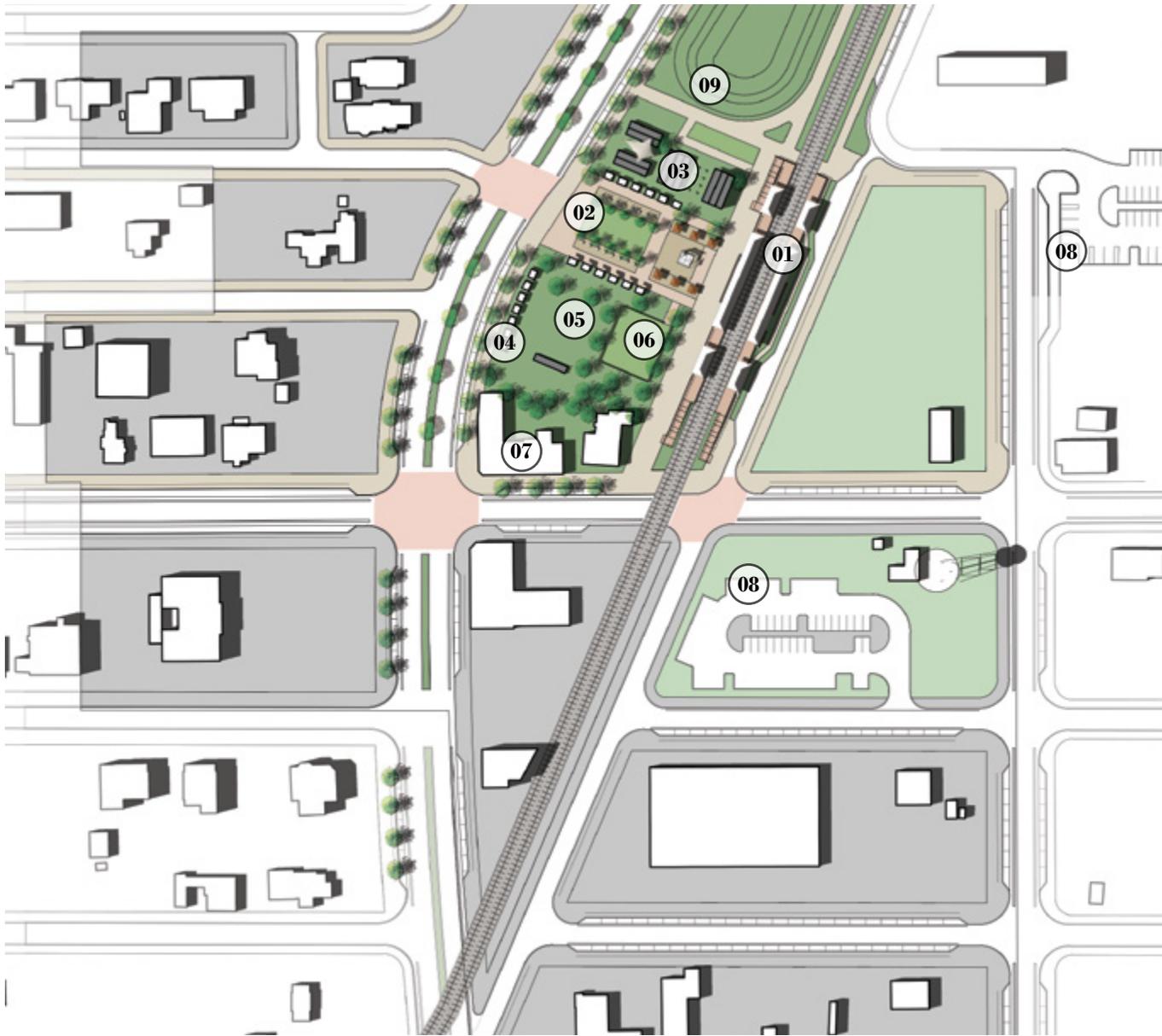
MATURITY

phase 3

Build out will establish more permanent spaces that will support a more permanent user base. Parking structures will replace surface lots in response to high densities. New flex spaces and development will help bridge the economic divide across both sides of CR427.

- Sunrail Station + Parking
- Buildout
- Parking Structures
- New Development
- Public Open Spaces
- Flex Spaces





Identity Flex Space

IDENTITY

phase 1 objectives

- Sunrail Station + Parking**
- Pedestrian Connections**
- Off-Street Parking**
- Temporary Amenities**
- Public Spaces**
- Flex Spaces**

phase 1 users



Hospital workers



Residents



SunRail riders

Phase 1 will establish a unique identity in the downtown area that reflects the culture of Longwood and intergrates the community early in the development process, allowing them to feel more invested in the city's intitial growth.

Major improvements to infrastructure is necessary before development starts. Improving the circulation system early facilitates faster growth which in turn helps Longwood establish an identity quicker.

The newly established SunRail station will also require prior investment before beginning development in areas adjacent to the station. Ensuring better connections to the station will help establish a strong foundation in Longwood prior to development.

To establish a unique identity, the community will establish a framework of needed services through utilization of flex spaces. Within these flex spaces, temporary uses can service the needs of intial users that are already invested within the city.

Entrepreneurs and community members are able to guide the direction in which development shapes downtown Longwood, thus, a unique identity will represent the culture forms through theses spaces.

- 01 SunRail Station
- 02 Station Plaza
- 03 Box Park
- 04 Pop Up Vendors
- 05 Open Space
- 06 Enclosed Park
- 07 Existing Commercial
- 08 Proposed Parking by Dix.Hite
- 09 Retention/Park

IDENTITY

phase 1

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- Temporary Amenities
- Public Spaces
- Flex Spaces



-  sunrail station
-  proposed sunrail parking by Dix Hite

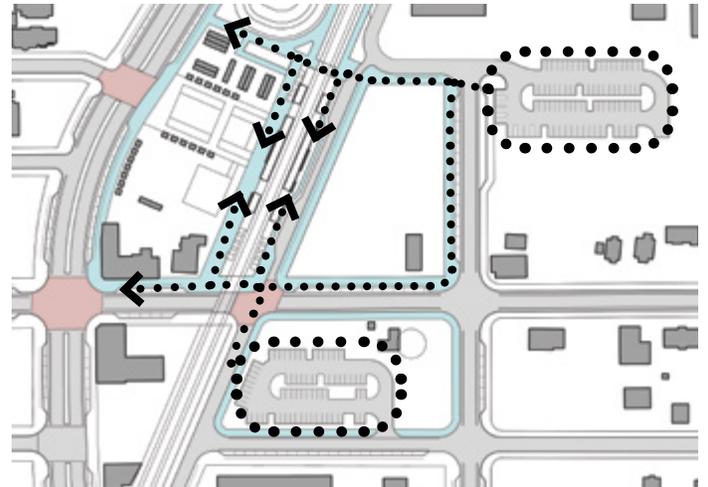


- off-street parking
- pedestrian crossing
- sunrail station



- temporary amenities
- flex space
- existing retention w/ amenities
- sunrail station





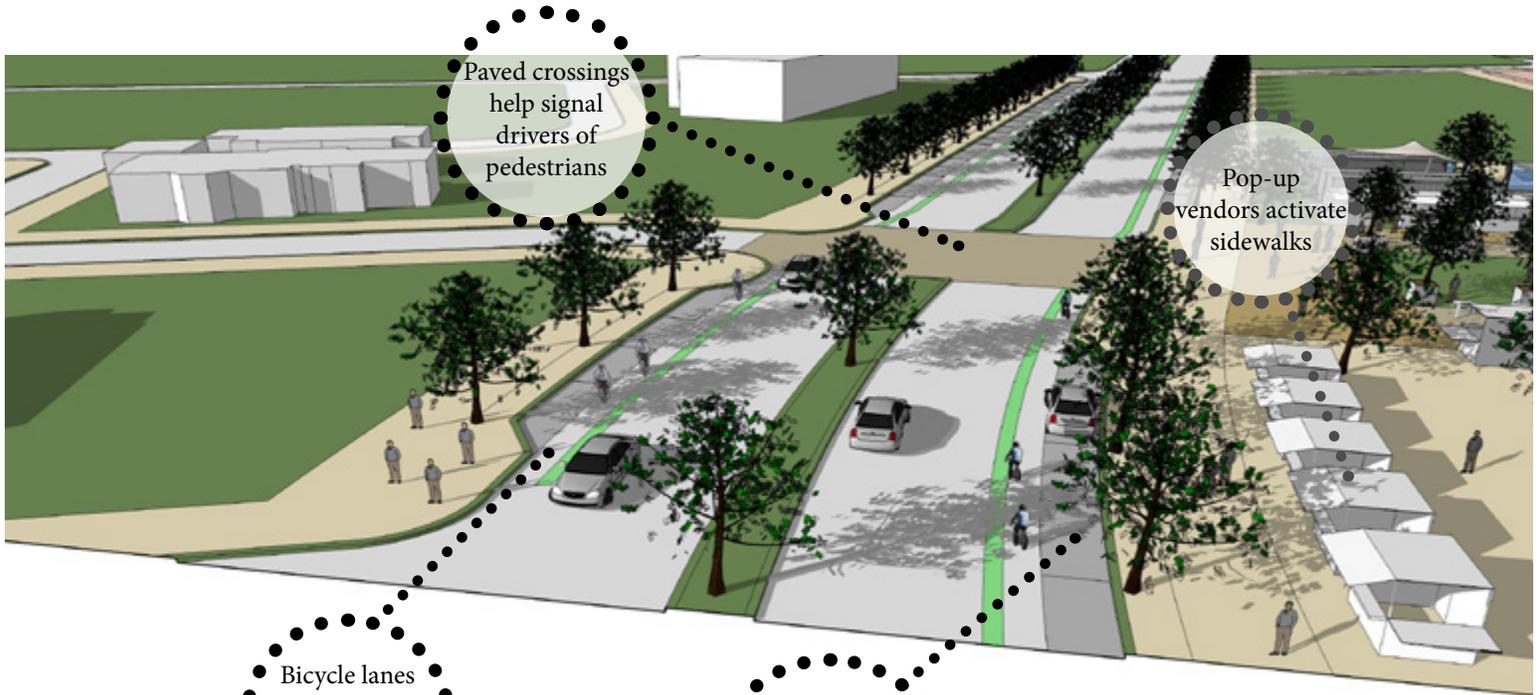
sunrail access from proposed parking

The SunRail station is the catalyst for growth in the downtown area. Ensuring that its users can park and ride, have access to the station and flex spaces, will help develop the core further. Parking is provided for the SunRails users and off-street parking has been improved to help users move in and out of the flex space and station.

IDENTITY

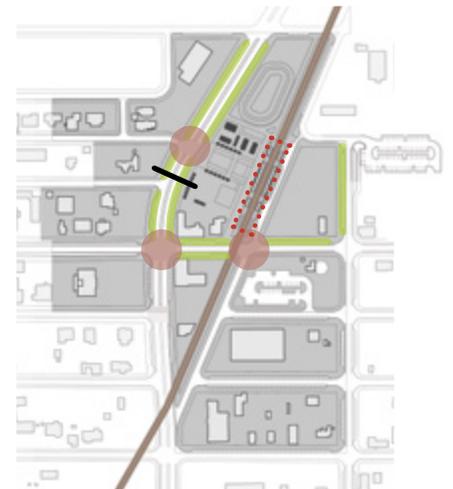
phase 1

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- Temporary Amenities
- Public Spaces
- Flex Spaces

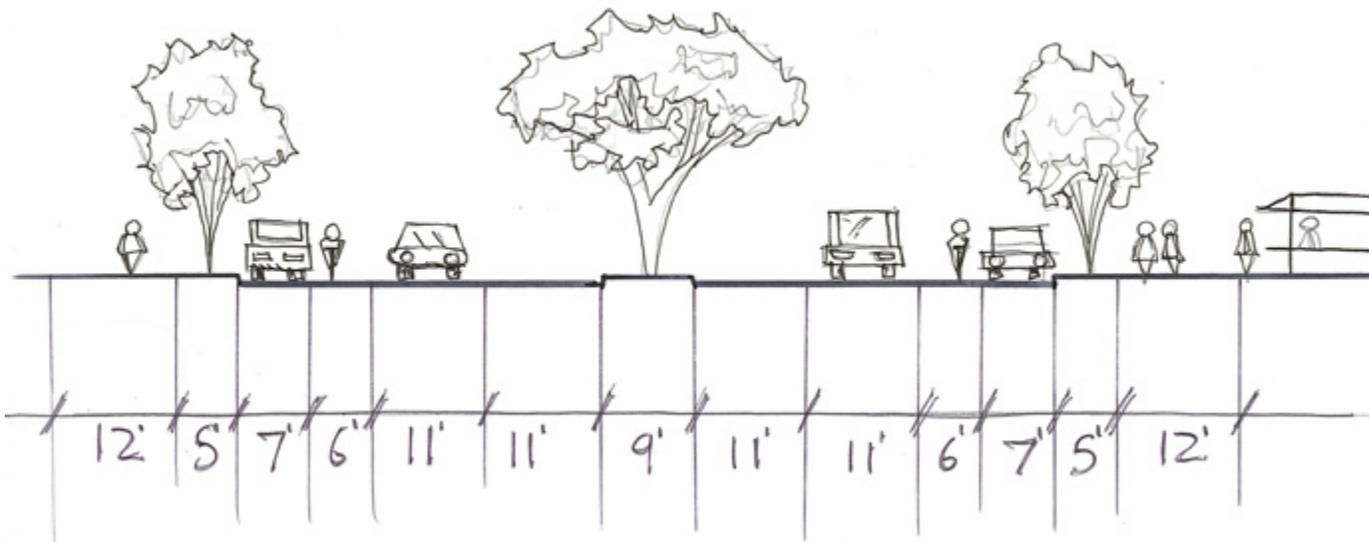


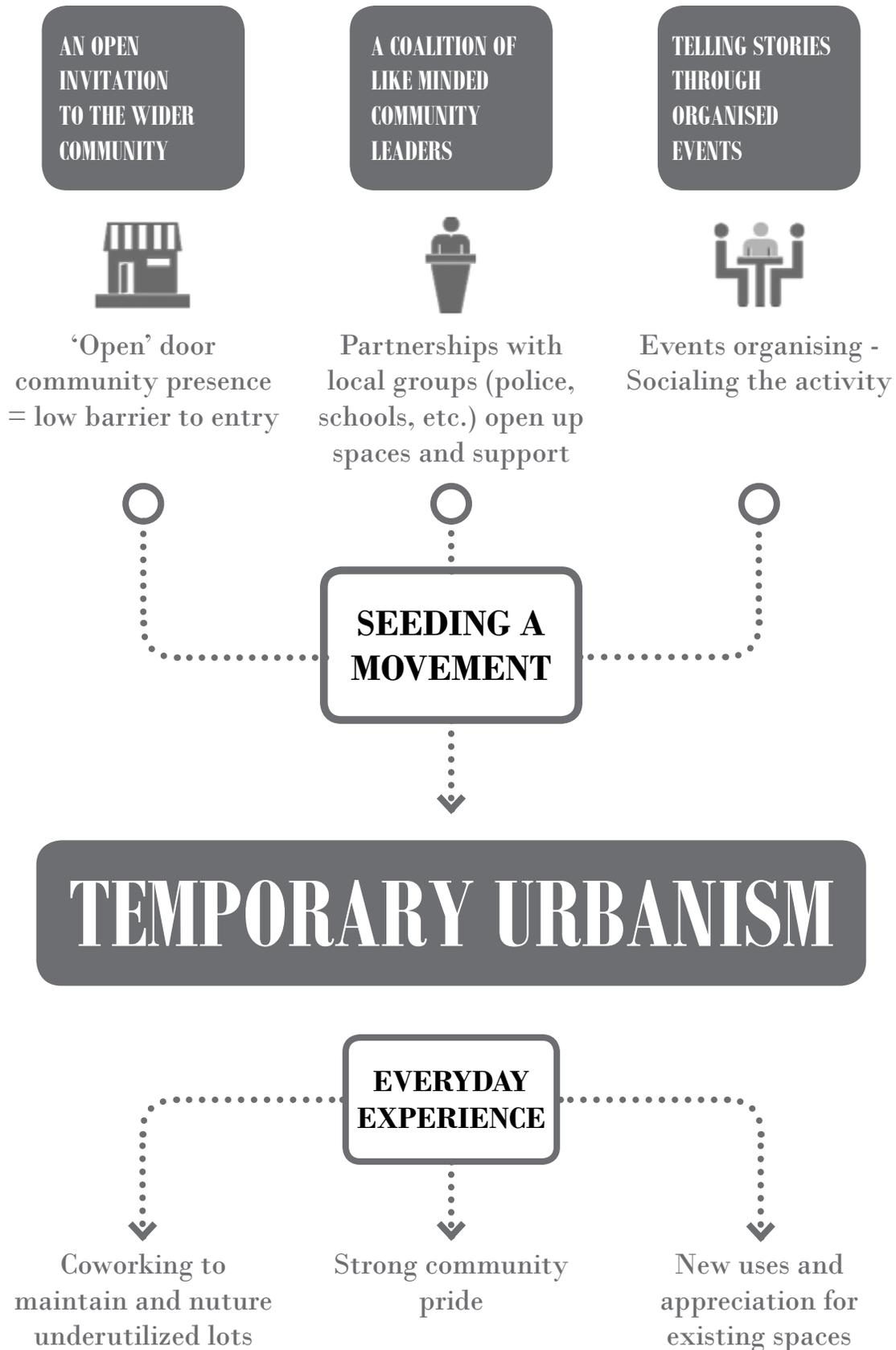
Bicycle lanes open up new forms of safe transportation

off-street parking slows down traffic and creates a buffer for the pedestrian



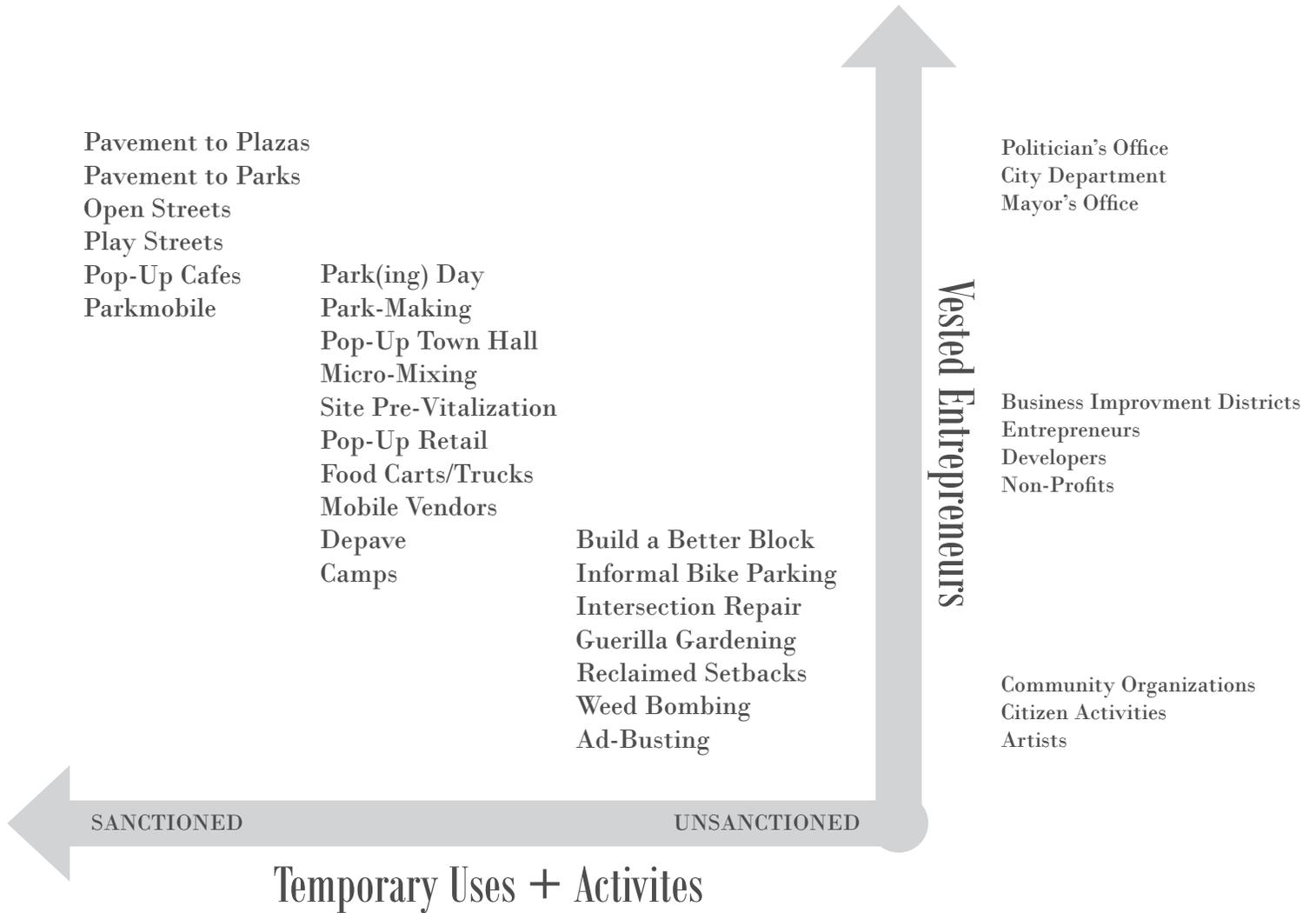
Improving the road structure of the site will also help establish safer connections for pedestrian movement, promoting a more walkable environment in Longwood. New connections will also set up the frame work for future development so that the city can handle more density and growth.

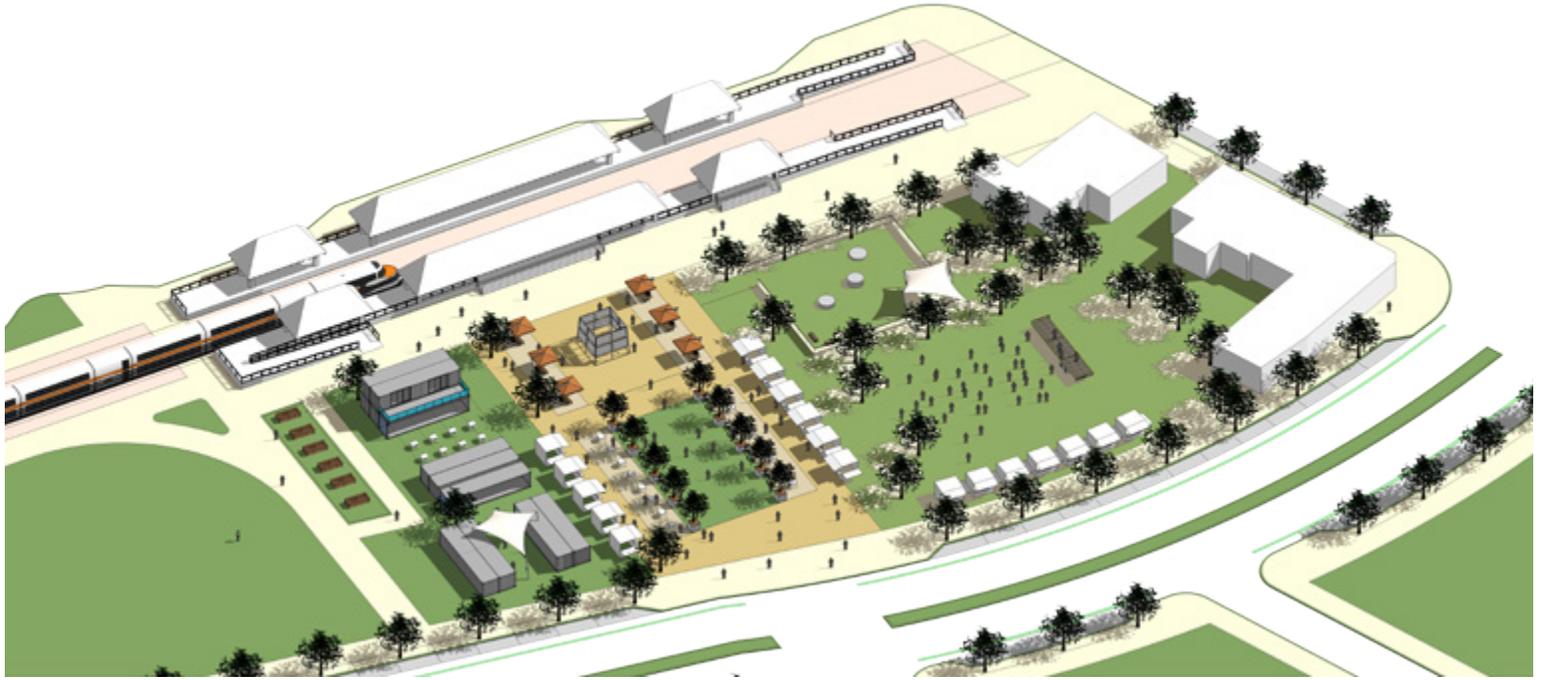




Flex Space Continuum

Temporary urbanism projects can be placed along a graph of unsanctioned to sanctioned efforts. Many examples of temporary uses begin as grassroots efforts that would prove so successful that they soon became sanctioned or permanent.





The overall goal is to establish identity in the downtown core of Longwood. The flex space will facilitate uses that bridge the current gap between existing users, the SunRail, and future development.

Phase one is a catalyst, establishing vitality in downtown Longwood and providing thriving public spaces for the community. Residents and entrepreneurs will be able to utilize the designated flex space adjacent to the SunRail station to experiment with various temporary uses and activities.

Various incentives provided by different activist groups and the city help support temporary urbanism efforts within the community. Networks start to form between different groups and begin to establish a direction of development which leaves room for flexibility and open-mindedness in solutions to issues in the city.

Longwood will respond to uses that best help meet the needs of immediate users in this area during phase one of construction. This approach to development involves the community early in the growth process along side developers, helping strengthen the relationship between developers, the city, and the users.

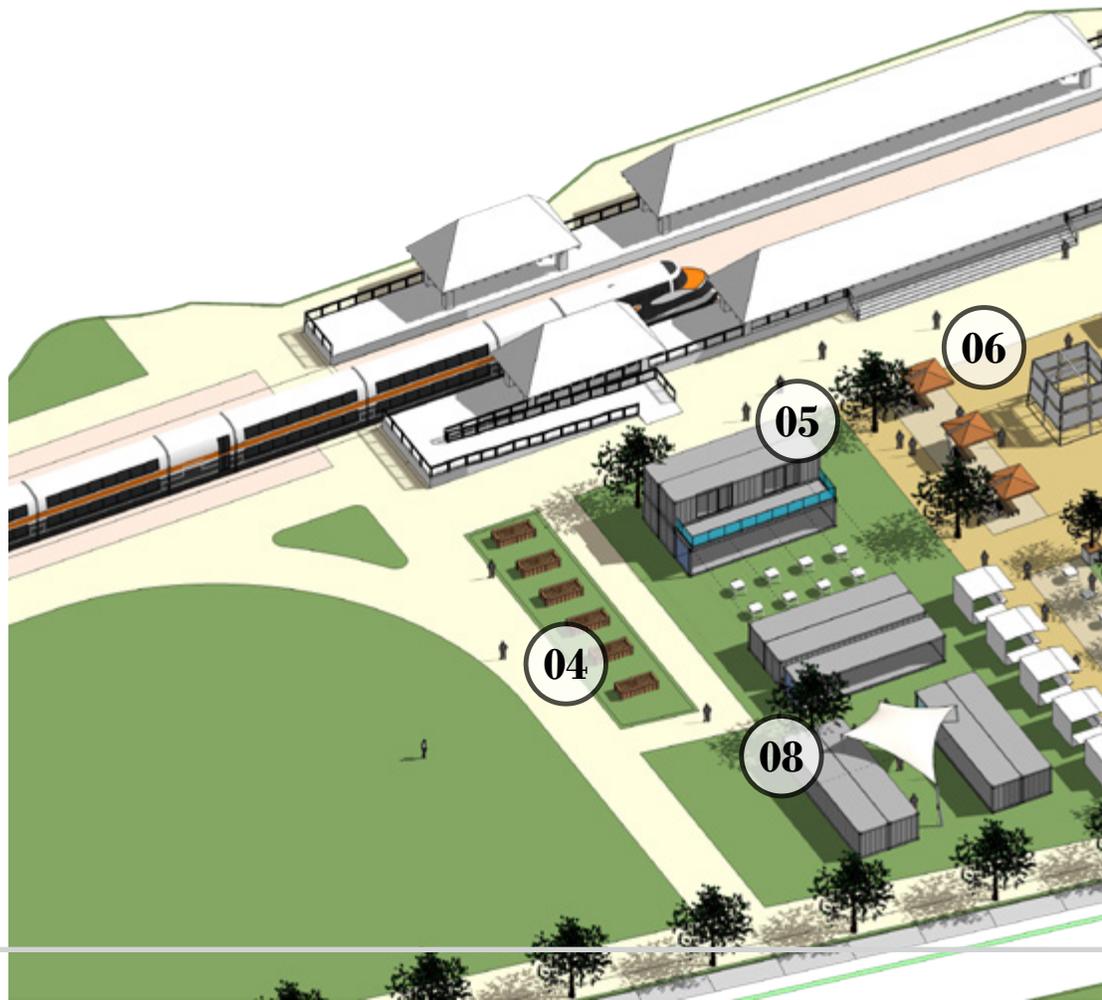
IDENTITY

phase 1

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- Temporary Amenities
- Public Spaces
- Flex Spaces

- 01 Station Plaza**
Plaza space forms public space for future development. The city can invest in construction costs for help minimize future costs for failed businesses
- 02 Park[ing] Day**
Every month, the community can rent or utilize a parking spot to convert into a public like space.
- 03 Food Trucks**
These mobile stores stimulate entrepreneurial activity and serve a critical role in the activation of the public realm
- 04 Pop Up Gardens**
Can introduce the community to a healthier lifestyle and local variety of vegetables that they can grow themselves

- 05 Mobile Restaurants**
Can introduce the community to a healthier lifestyle and allow locals chefs and residents utilize the site.
- 06 Temporary Structure**
Invites locals artists and the community to participate in weekly events. Can become iconic symbol for Station Plaza.
- 07 Dog Park**
Dog lovers can use space to walk and exercise their dogs during their daily walk to the local pop up vendors
- 08 Box Park**
Structured spaces for pop up vendors can create more constant leases that provide revenue for the city and can further inform future uses



IDENTITY

phase 1

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- Temporary Amenities
- Public Spaces
- Flex Spaces

During this stage in Longwood's development, many of the uses that the community and entrepreneurs can take up might not be well-supported by government influences and developers that would use the vacant lots for a short term profit development. Uses are more tactical and solely community based. Through public display and community activist support groups. The city of Longwood can gain enough to support to start grassroots movements of temporary urbanism that would help inform future development. These uses and activities can also begin to give the city a unique identity that represents open mindedness and a willingness to change.

09

Pop Up Vendors

The city can provide incentives towards temporary urbanism by providing kits that help entrepreneurs provide services and goods without much investment

10

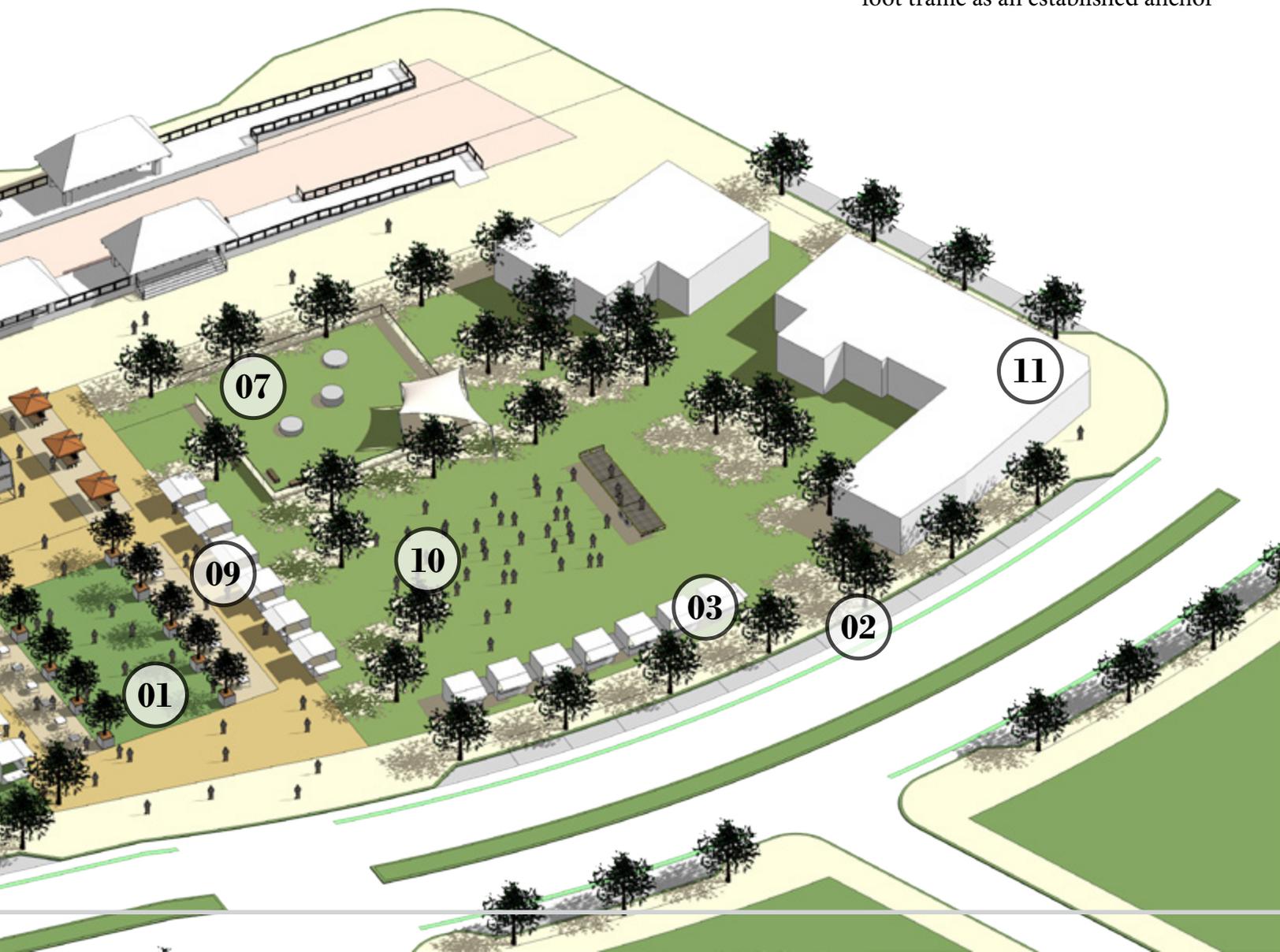
Open Space

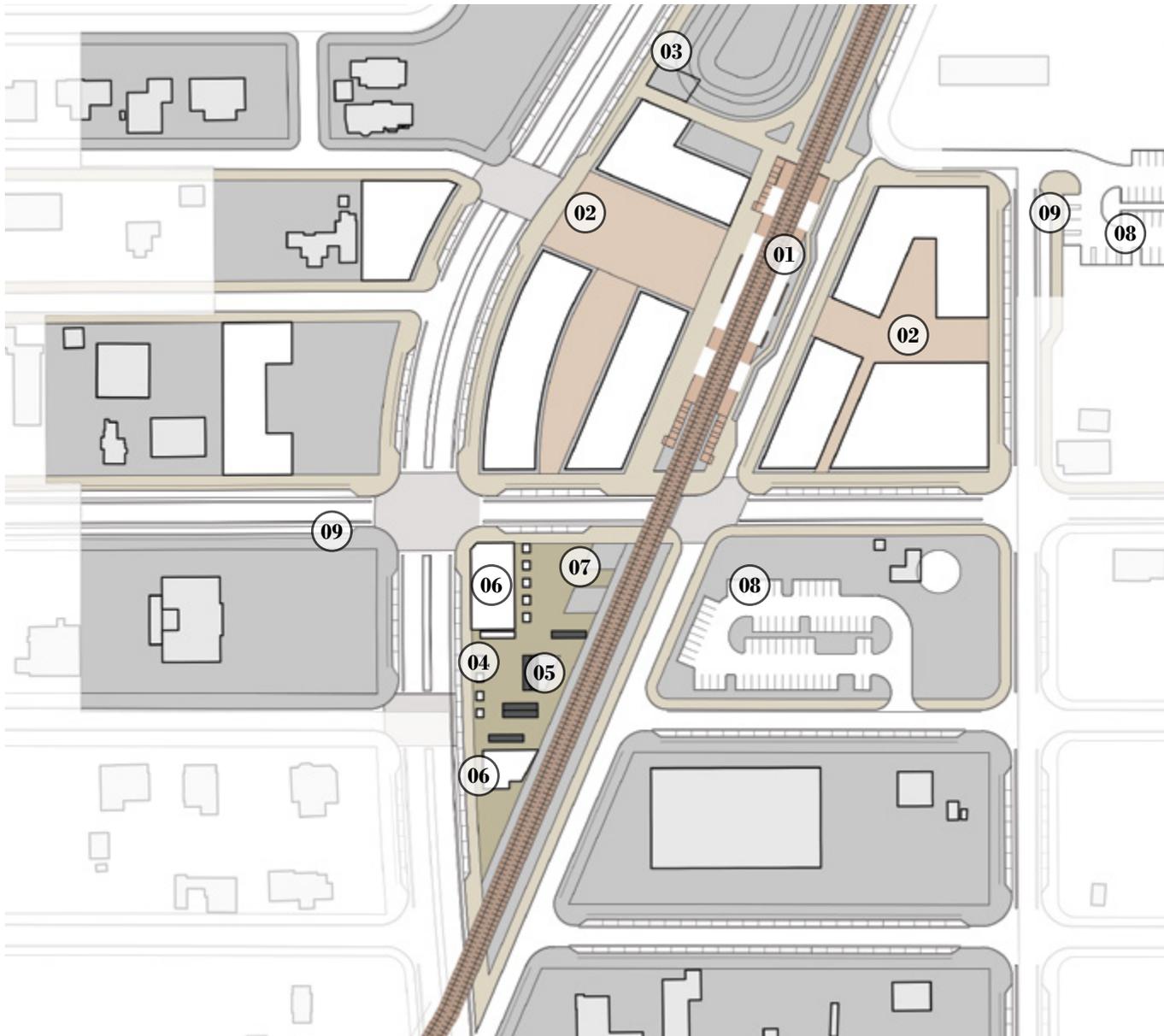
These areas can be used for festivals or local jazz concerts that start creating community events and traditions

11

Existing Commercial

Business owners can help bring in foot traffic as an established anchor





Growth Flex Space

GROWTH

phase 2 objectives

- Sunrail Station + Parking**
- Pedestrian Connections**
- Off-Street Parking**
- New Development**
- Public Open Spaces**
- Flex Spaces**

phase 2 users



Hospital workers



Residents



SunRail riders



Tourists

Phase two of development establishes a pattern of growth in Longwood. Phase one provides the framework of uses the the city needs to start investing heavily in new development and infrastructure. Through trial and error, developers feel more confident that the uses are viable and will provide a better return of investment after completing downtown Longwood.

During growth, the community has more momentum in terms of how invested they feel in the development of Longwood and how passionate they are about being involved in its growth. Phase two is more about facilitating the intial growth into a framework that will continue to establish downtown Longwood as a great destination in the city and surrounding areas, now and in the future.

Furthermore, a commitment to attract the surrounding areas through needed services helps influence how policy works with temporary urbanism to inform development in Longwood. Through new development, sometimes consolidated from temporary uses in phase one, new users can be supported in the high density city center of Longwood.

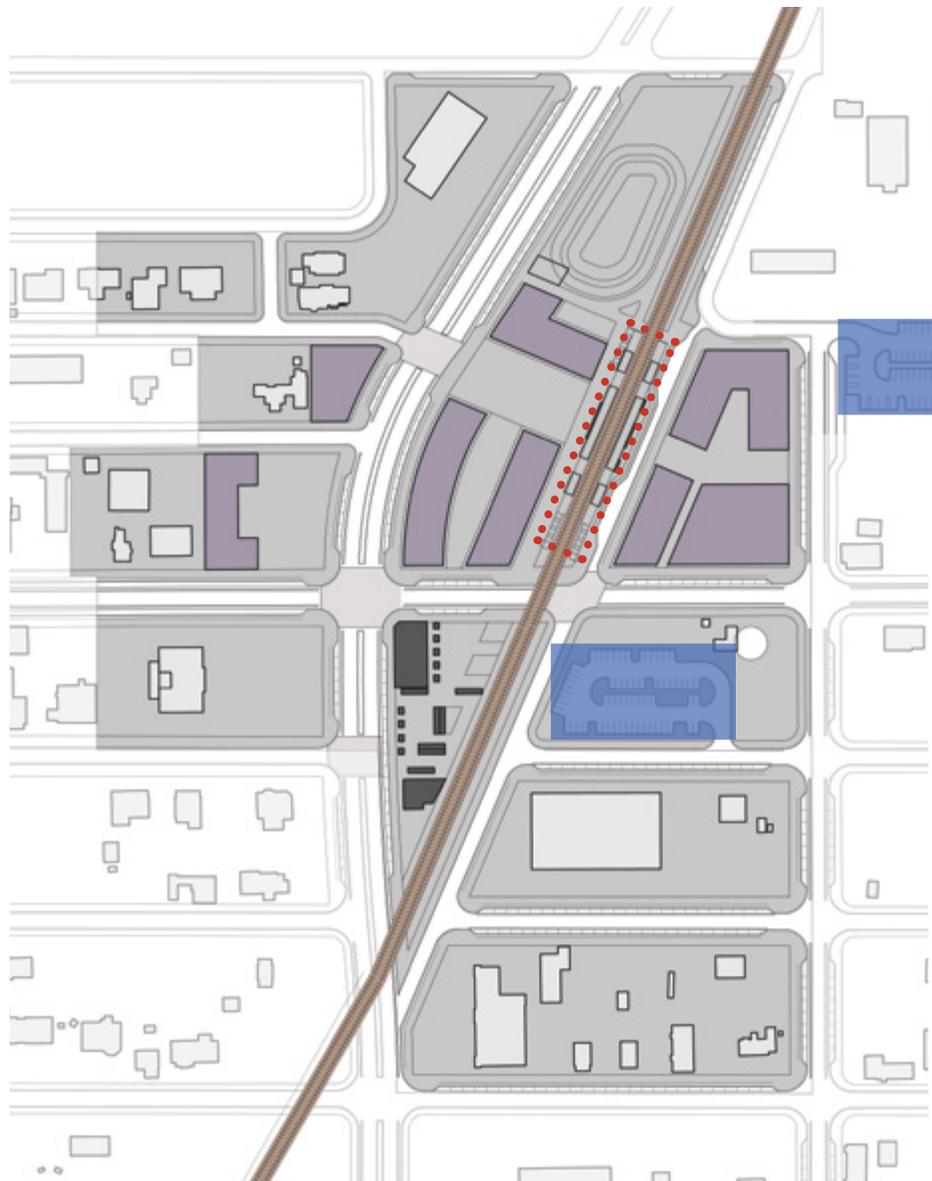
A new flex space will continue to keep development flexible by providing the community and entrepreneurs with spaces what respond to the needs of new and existing users. The flex space will also keep informing what future phasing can be.

- 01 SunRail Station
- 02 Station Plaza
- 03 Public Deck
- 04 Pop Up Vendors
- 05 Box Park
- 06 Temporary Store Fronts
- 07 Open Space
- 08 Proposed Parking by Dix.Hite
- 09 Bus Stops

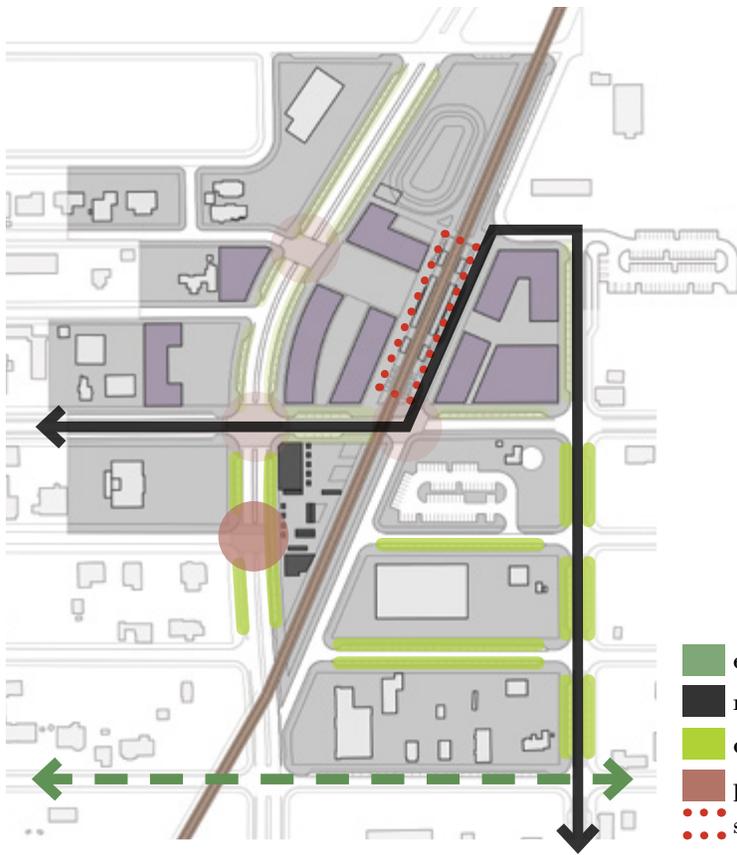
GROWTH

phase 2

- Sunrail Station + Parking
- Pedestrian Connections
- Off-Street Parking
- New Development
- Public Open Spaces
- Flex Spaces



- sunrail station
- new development
- proposed sunrail parking by Dix.Hite



- existing bus route
- new bus route
- off-street parking
- pedestrian crossing
- sunrail station



- temporary amenities
- flex space
- public open space
- sunrail station





New development is informed by the temporary uses experimented with in phase one. These could vary in land-use mix and density depending on current market trends but should continue to have services previously provided to initial users during phase one of construction, in lieu of new needs from existing and new users. The SunRail surface parking and off-street parking will continue to support the station's park and ride service.

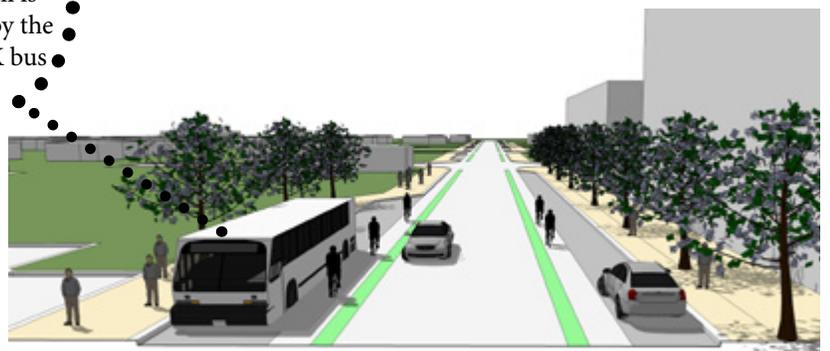
To provide flexibility within new development, frontage zones and off-street parking can be used to implement different temporary uses that activate sidewalks along new development. Through different uses, connections between public spaces and development zones in the site will become healthier and strengthen the framework Longwood needs to support walkable urban cities.

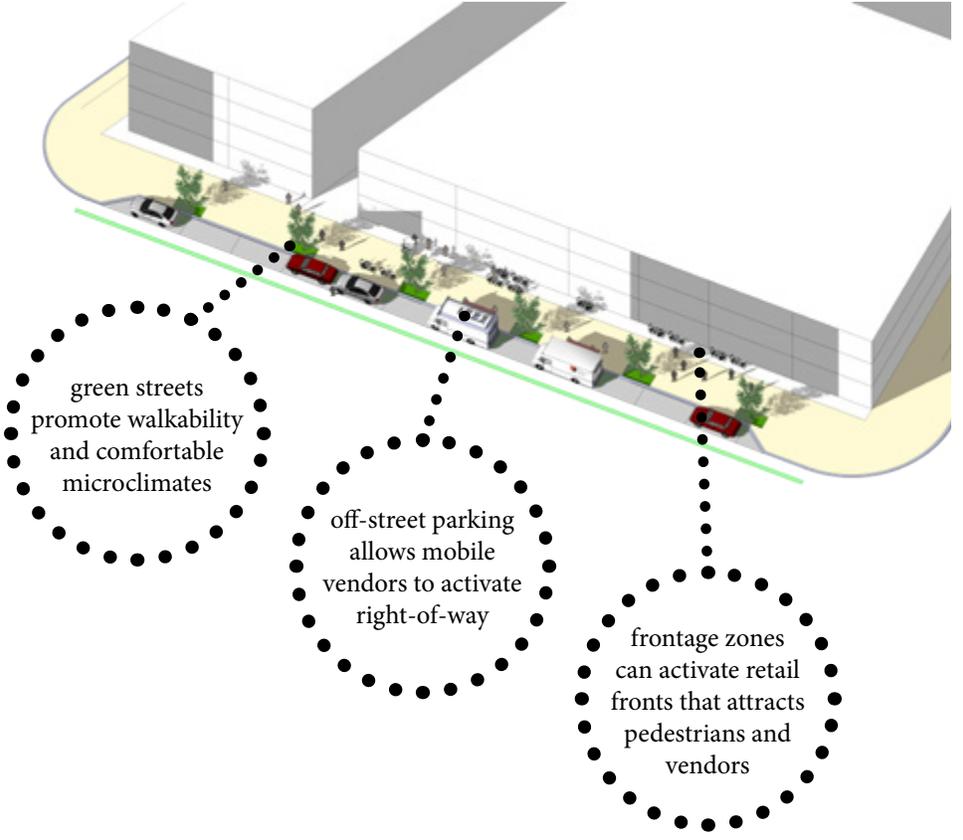
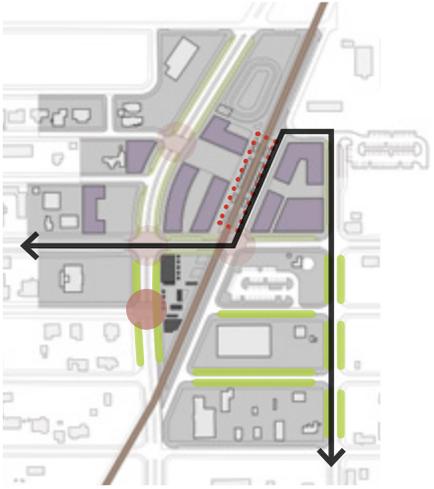
GROWTH

phase 2

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Greater accessibility to the SunRail is supported by the local LYNX bus lines





Re-routing the bus lines to help facilitate more people to the SunRail station will promote the use of the commuter rail, but also bring foot traffic to the flex spaces and new development on the site. New bus lines will also promote neighboring users to utilize the services provided by the station or downtown Longwood.



Phase two of Longwood's development has new growth that brings in new users and new needs. With more people and density, social dynamics become increasingly complex, making development harder to respond correctly to the needs of the community. A new flex space will help further facilitate the establishment of uses necessary in future development.

The temporary uses during phase two no longer need to specifically respond to the initial users in phase one.

Land-use changes as a city increases in density. To help inform what appropriate uses will best respond to new densities and traffic, the flex space can be utilized by entrepreneurs and the community to experiment further with different temporary uses and activities.

GROWTH

phase 2

- Sunrail Station + Parking
- Pedestrian Connections
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01 Play Streets
Popular in urban environments, many cities, re-purpose the public right-of-way for recreational activities.

02 Pavement to Parks
Reclaims undeutilized asphalt as public space without large capital expenditure

03 Pop Up Retail
Mobile vendors can promote the temporary use of retail spaces with solar powered kiosk stores.

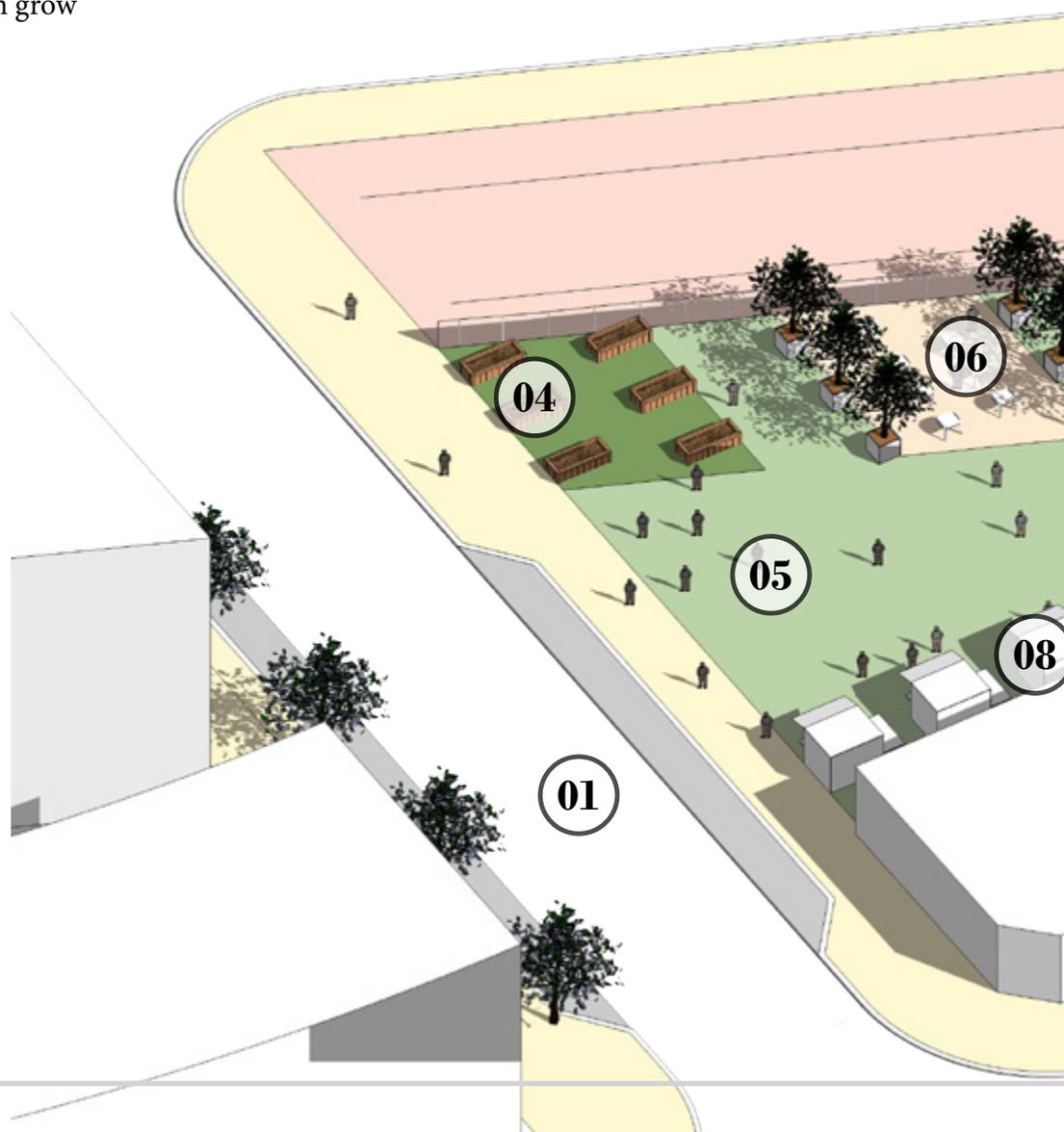
04 Pop Up Gardens
Can introduce the community to a healthier lifestyle and local variety of vegetables that they can grow themselves

05 Pavement to Plazas
Intervention that uses inexpensive materials to re-assign excessive motor vehicle sapce for pedestrian use

06 Pop Up Cafe
Promotes outdoor public seating in vacant lots and invites local business to utilize these temporary spaces

07 Community Recycling
People can bring their recyclables and be part of a community recycling program for the city

08 Micro-Mixing
Incubates new business and sustains existing ones through co-location of mutually supportive uses



GROWTH
phase 2
Sunrail Station + Parking
Pedestrian Connections
Off-Street Parking
New Development
Public Open Spaces
Flex Spaces

During the growth phase of development, temporary uses can be affected by new development and new users that change the needs of the community needs. Using the flex space designated in phase two, the community can begin to take on temporary uses that are more established and will continue inform future development. Large or small companies can work more closely with the community to adopt the “pop up” life of temporary uses.

09

Vacant Store Fronts

Using vacant retail spaces by creating event-like atmospheres can bring awareness to apparel companies that can become sanctioned in the community

10

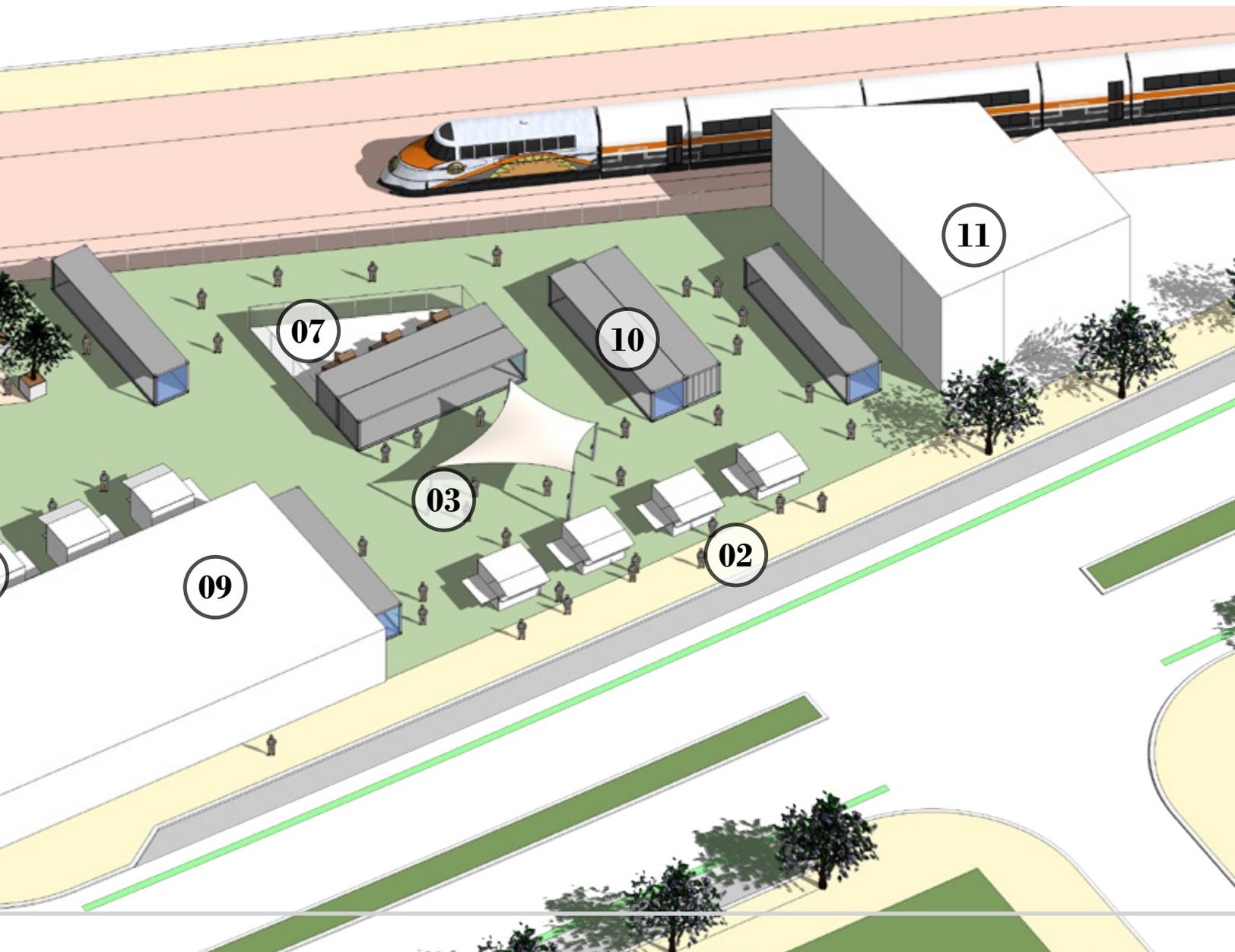
Box Park

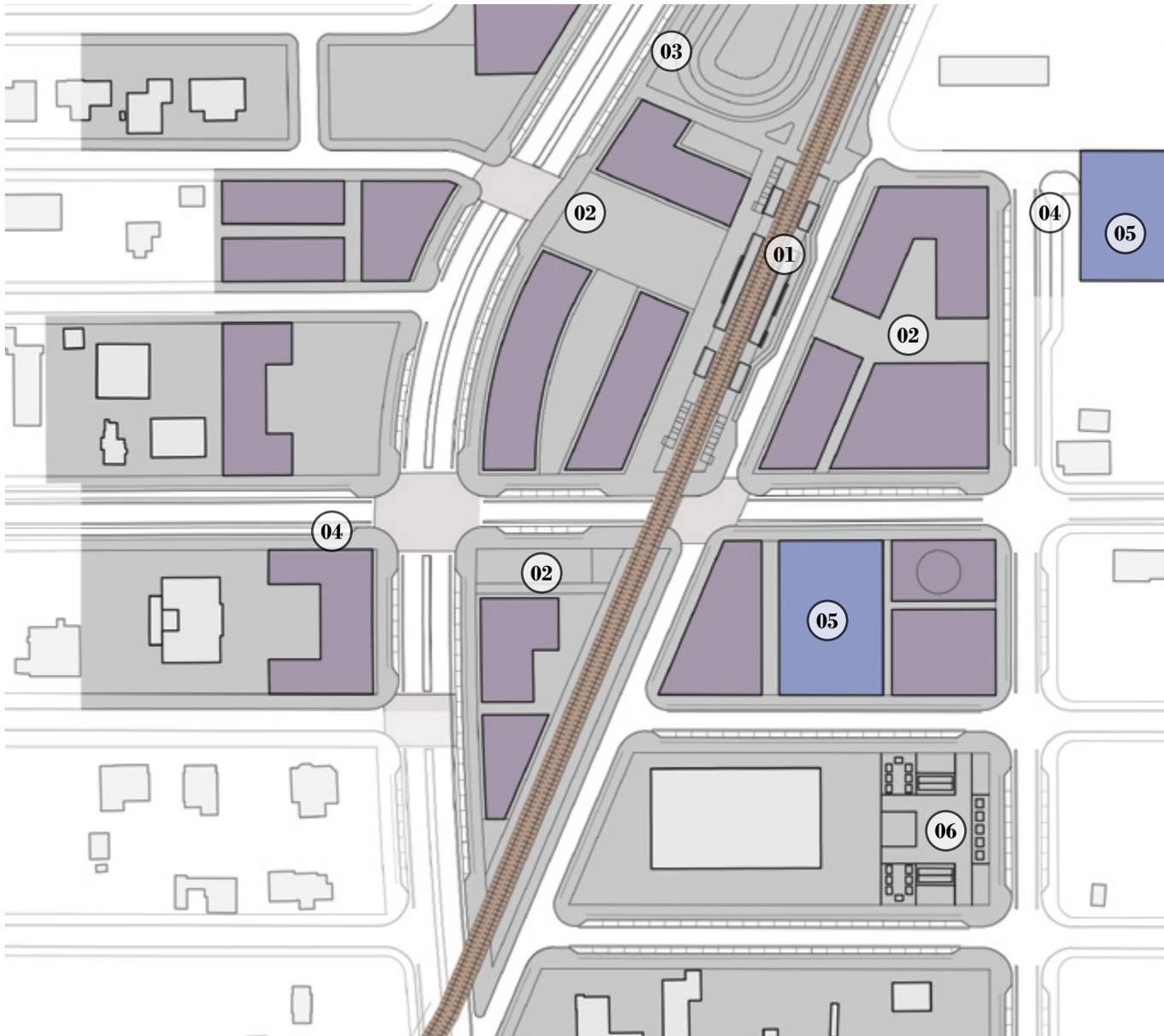
More structured spaces for pop up vendors can create more constant leases that provide revenue for the city and can further inform future uses

11

Existing Commercial

Business owners can help bring in foot traffic as an established anchor





Maturity Flex Space

MATURITY

phase 3 objectives

Sunrail Station + Parking

Buildout

Parking Structures

New Development

Public Open Spaces

Flex Spaces

phase 3 users



Hospital workers



Residents



SunRail riders



Tourists

To reach a level of development that embodies maturity, the uses that Longwood provides during this phase will need to support the expected build out in development as this point of construction. New uses will respond to new residents and new development will help grow the economy of Longwood further by complementing successful and thriving services in the downtown area up to this point.

During this phase, Longwood needs to define itself as an innovative city center that promotes new ideas, like transit oriented development. As the city grows, a new flex space will help bridge gaps within social and economic issues in Longwood that prevent it from properly growing into a healthy active city with a good balance of public and private spaces that respond to the needs of the community.

Build out will begin during the phase of maturity, putting the city in a position where community involvement is vital for the survival of Longwood's new found prosperity and momentum in growth.

More infrastructure and permanent public spaces are needed for the downtown area to support the increase in density and mixed-used development.

During phase three, the final gap is bridged between the scattered ideas of what parts of Longwood could be, with the final vision of an over all comprehensive master plan that places the city on the map of destinations.

01 SunRail Station

02 Station Plaza

03 Public Deck

04 Bus Stops

05 Structured Parking

06 Tiny House Village

MATURITY

phase 3

Sunrail Station + Parking

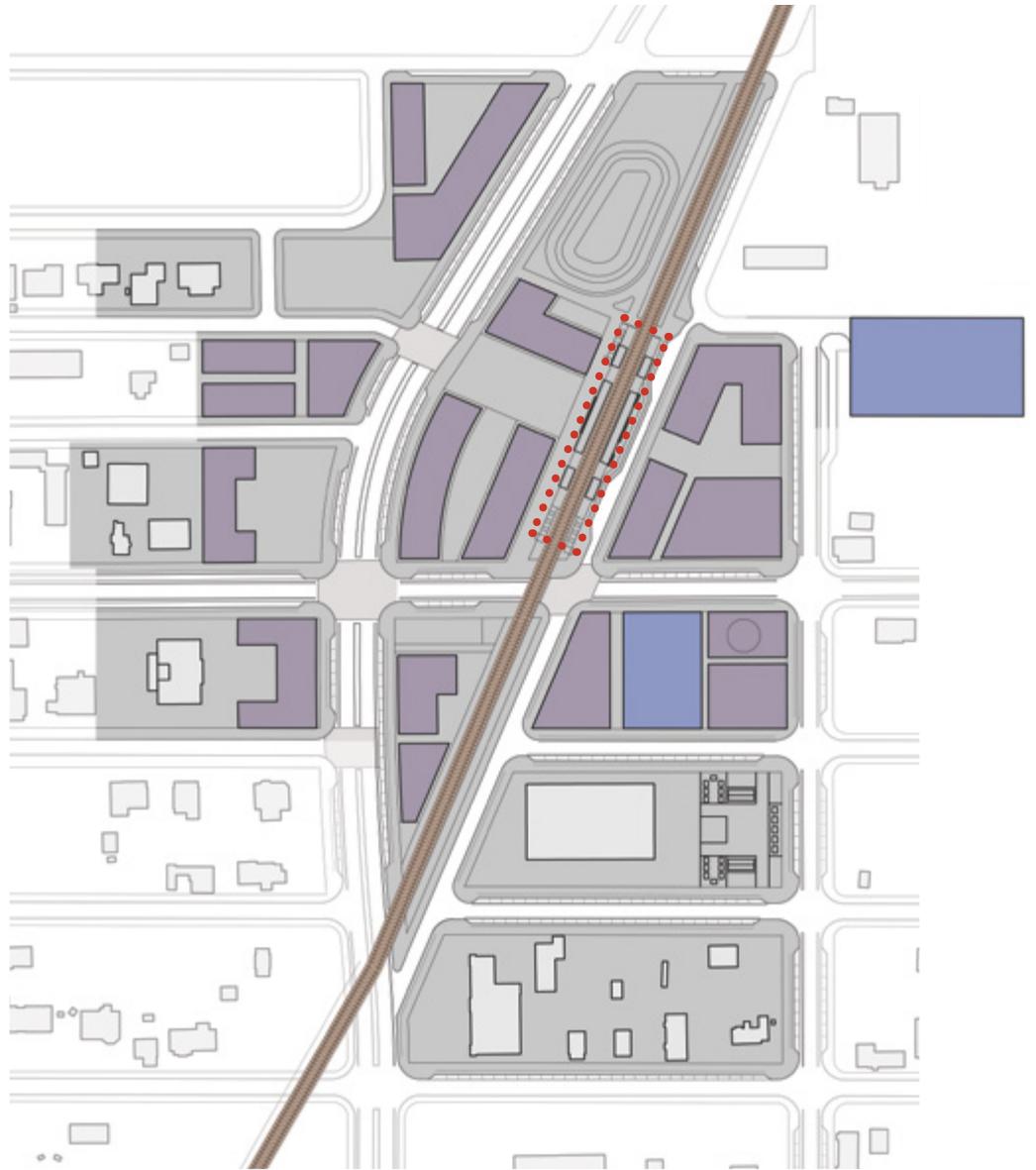
Buildout

Parking Structures

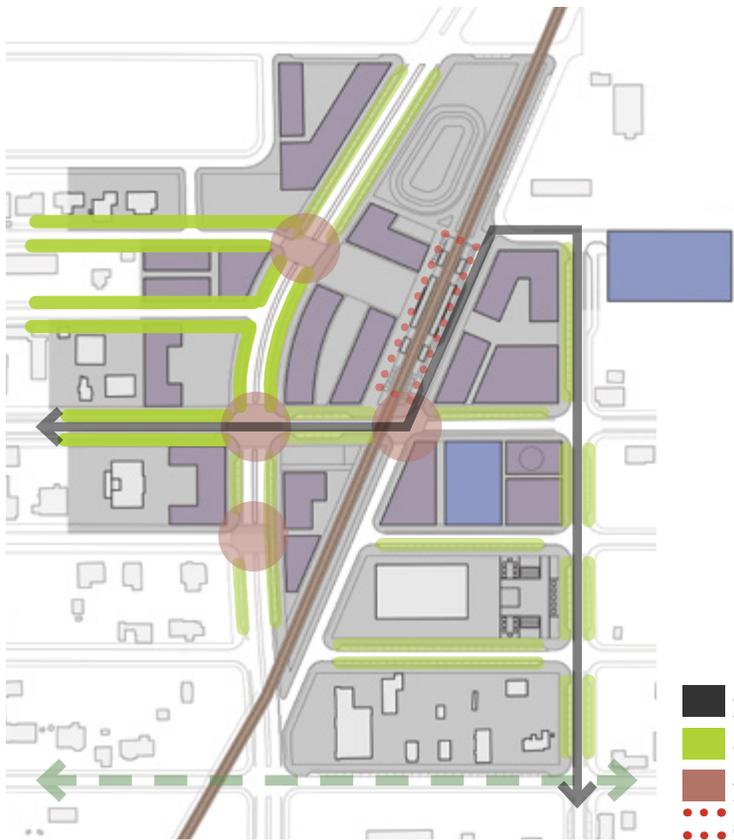
New Development

Public Open Spaces

Flex Spaces



- sunrail station
- new development
- structured parking



- public bus route
- off-street parking
- pedestrian crossing
- sunrail station



- temporary amenities
- flex space
- public open space
- sunrail station

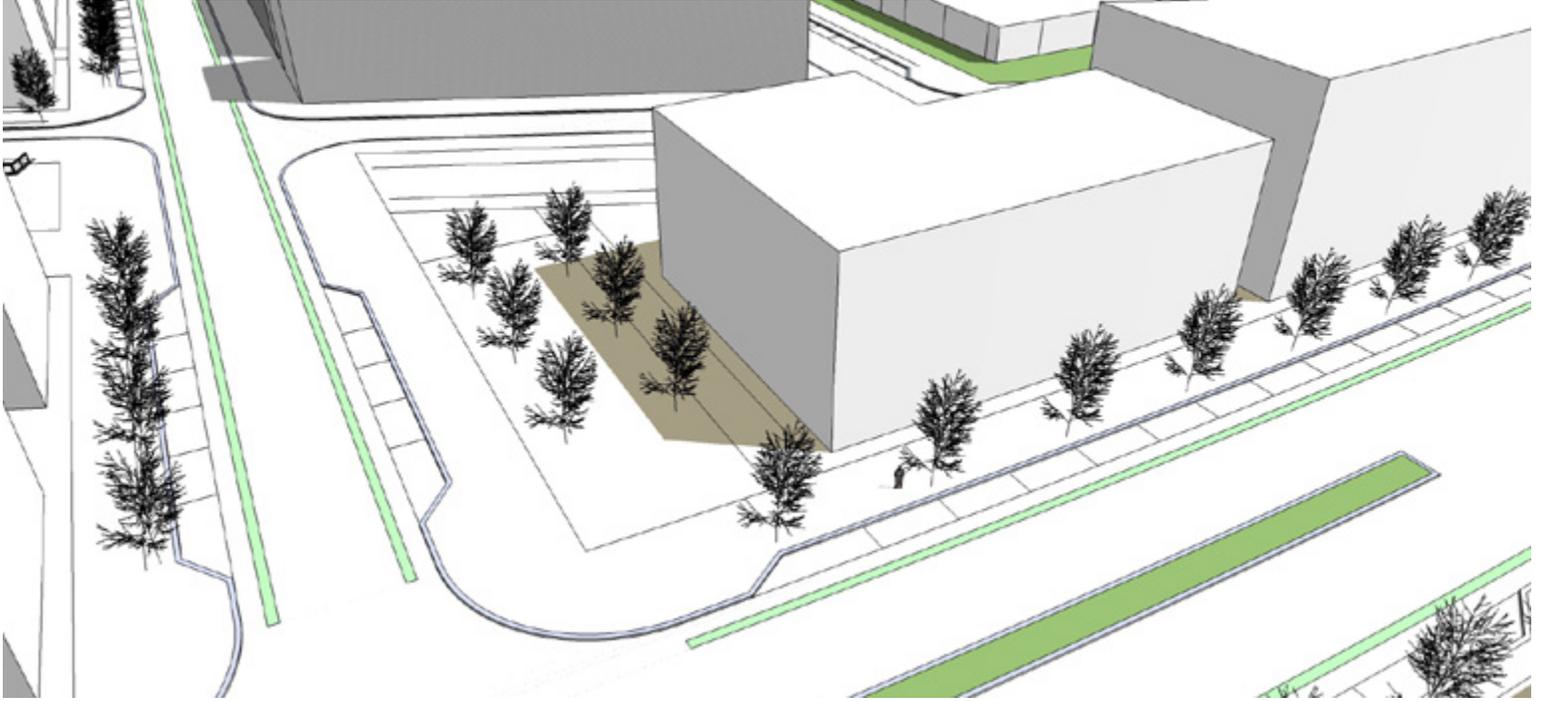




MATURITY

phase 3

- Sunrail Station + Parking Buildout
- Parking Structures
- New Development
- Public Open Spaces
- Flex Spaces





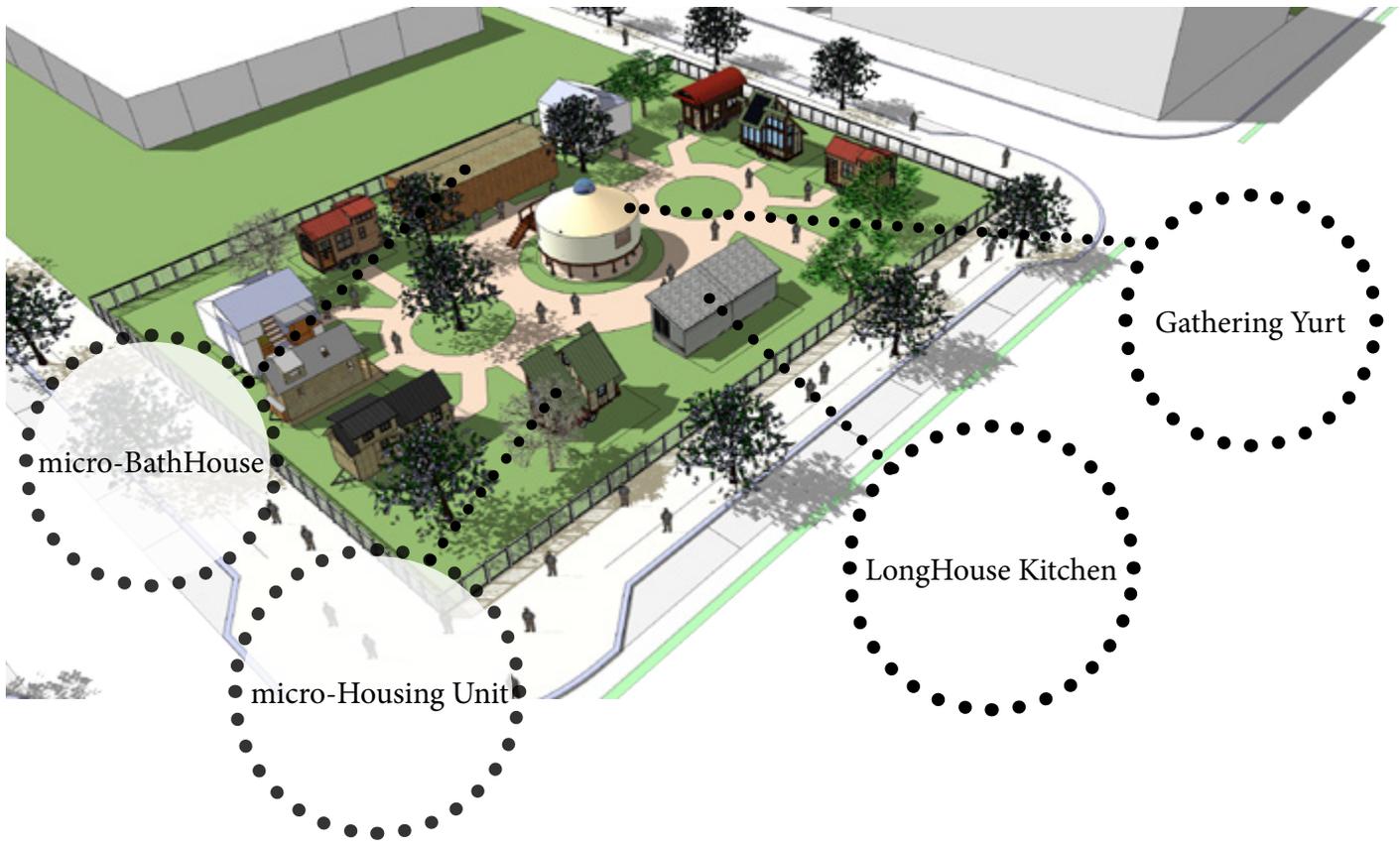
During the maturity level of development, the community needs to start bridging the economic gap in Longwood and also take measures that further prevents excessive gentrification due to increase in use and density of the downtown area.

Using the designated flex space as an affordable village, the community can provide homes to people in need of help. The Tiny House Village can provide permanent housing which require utility hook-ups, and residents would pay a modest rent or mortgage. The goal is to allow residents of the lower income community to find stable housing and provide a transition back to conventional housing. The area can later become consolidated into more invested housing that still supports the lower income community on the east side of downtown Longwood.

MATURITY

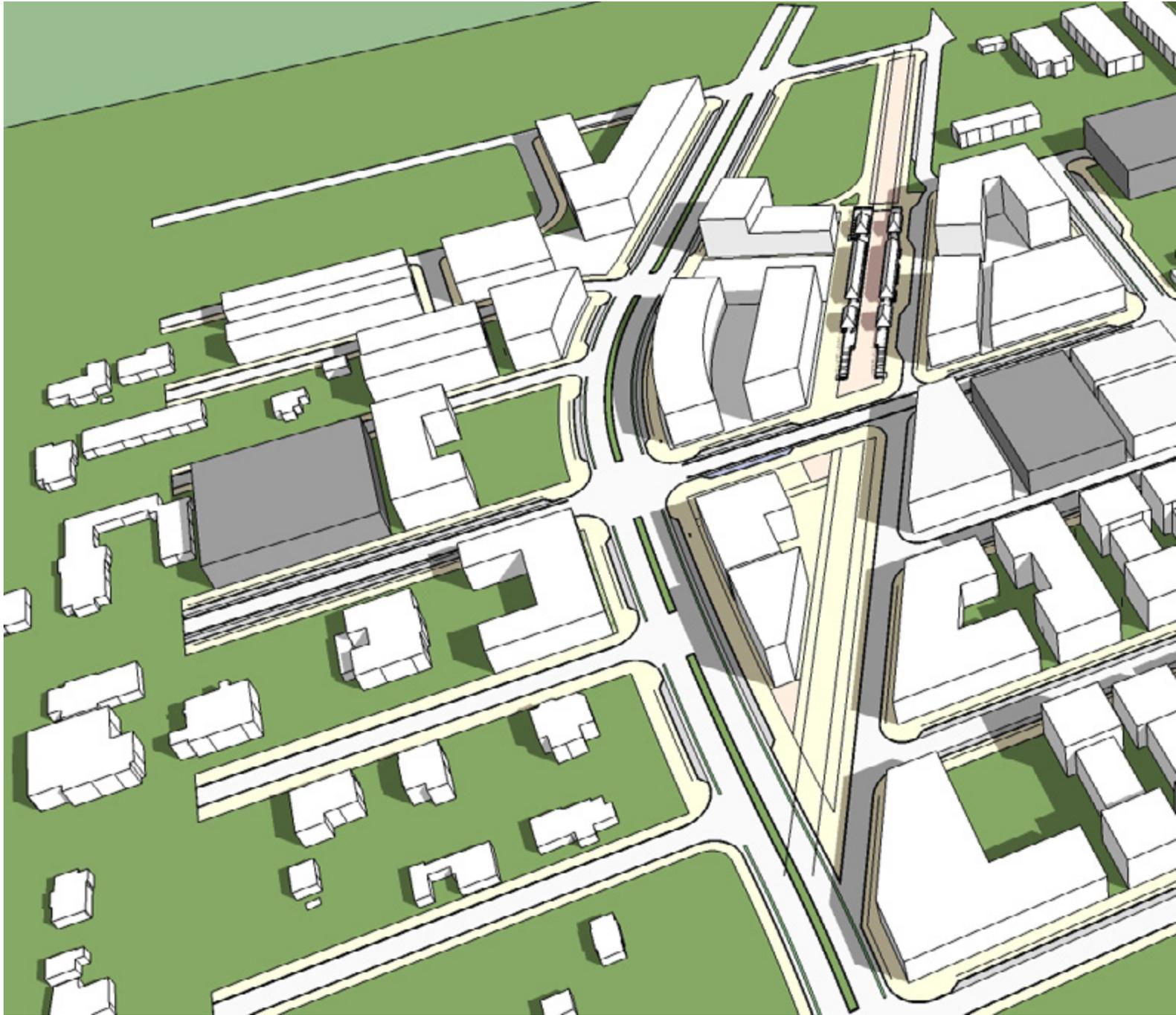
phase 3

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- 8 micro-Housing Units (120-144 sq ft) @ \$4000
- Gathering Yurt (24 ft. diameter) @ \$20000
- micro-BathHouse (144 sq ft) @ \$20000
- LongHouse Kitchen (256 sq ft) 20000

01 Project Introduction	
02 Case Study Research	
03 Project Goals + Objectives	
04 User Analysis	
05 Site Analysis	
06 Design Synthesis	
07 Concepts	
08 Phasing Plan	
09 Master Plan + Final Visioning	
10 Appendix	



By utilizing transition zones, involving the community, and clearly responding to temporary proposed uses, the city of Longwood can guide itself towards a master plan that is flexible and adapts as the market changes. By establishing a good balance of public spaces and developed areas, the community can ensure that the flexibility that helps shape the city longterm will continue to adapt to changes in the future.



Literary and research based text as well as tables, graphics, and statistical information was referenced from pages in the following books:

Compendium For The Civic Economy, Anne-marie Conway (editor), 2013

Everyday Urbanism, John Chase (Editor), 2008

Insurgent Public Space: Guerilla Urbanism and the Remaking of Contemporary Cities, Jeffrey Hou, 2010

The Open Streets Guide: Opening Streets to People, Street Plans Collaborative, 2012

Tactical Urbanism 2, Mike Lydon, 2012

The Temporary City, Peter Bishop, 2012

Urban Pioneers: Temporary Use and Urban Development in Berlin, 2007

Files and information regarding the city of Longwood was referenced from the following websites and documents:

Heritage Village TOD Implementation Strategy
City of Longwood, Florida

Longwood, Florida Code of Ordinances

www.longwoodfl.org

www.city-data.com

Information on temporary urbanism uses, examples from different cities, and images used in the book were referenced from the following websites and articles:

<http://www.planetizen.com/taxonomy/term/12127>

http://www.cleveland.com/business/index.ssf/2013/11/shipping_containers_at_center.html

<http://candychang.com/street-vendor-guide/>

<http://www.planetizen.com/taxonomy/term/12127>

<http://www.orlandohealth.com/southseminolehospital/Index.aspx>

King's Cross Central development guidelines available here:

<http://www.kingscross.co.uk/downloads>

King's Cross Central Regeneration Strategy, Argent St George (April 2004)

King's Cross Central Implementation Strategy, Argent St George (April 2004)

SunRail guidelines on TOD development documents and all other documents regarding construction details pertaining to the station site can be found here:

<http://corporate.sunrail.com/welcome/page/projectdocuments>

Transit Oriented Development SketchbookTOD
Sketchbook 2011 Update Section 1 + 2

Environmental Assesment with Finding of No Significant Impact
Chapter 33 Environmental Consequences
Chapter 4 Transportation Impacts
Appendix L Impacted Parcels

Supplmental Environmental Assesment
Appendix A Station Site Plans

Draft Title VI Plan
Draft SunRail Title VI Program

www.sunrail.com

www.lynx.com

www.brindleyplace.com

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