

## Appendix C

### Detailed Infrastructure Analysis



City of Orlando  
**Parramore Comprehensive Neighborhood Plan**  
Vision for a Healthy Community





# CITY OF ORLANDO

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June 19, 2014

## MEMORANDUM

**TO:** Paul Lewis, AICP, Chief Planning Manager

**FROM:** John K. Rhoades, Project Manager *John K. Rhoades*

**RE:** Parramore Comprehensive Neighborhood Plan – Existing Transportation Conditions

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This memorandum documents the existing transportation related facilities that serve the properties within in the study area for the Parramore Comprehensive Neighborhood Plan. An extensive network of facilities for automobile, bus, bicycle, automobile, truck, and walking modes are in place throughout the study area. Some of these facilities have been in place for long periods of time and are in need of upgrades and maintenance, but the overall transportation system serving the area is well established and generally adequate to serve the basic multi-modal transportation needs of the community.

### **Roadways**

The area is bounded by Colonial Drive to the north, Hughey Avenue to the east, Gore Street to the south, and Orange Blossom Trail to the west. This rectangular area contains a nearly complete orthogonal grid system of roadways. The primary grid is created by collector streets spaced roughly 1,300 ft apart in the east-west direction and 650 feet apart in the north-south direction. South Street and Anderson Street operate as a one-way, east-west couplet in the southern third of the study area. All other collectors serving Parramore are operated as two-way streets. The roadways bounding the study area are classified as arterial and provide good connections into and out of the neighborhood. The East/West Expressway (SR 408), a limited access toll road, bisects the neighborhood approximately ¼ mile from its' southern border. The study area connects to SR 408 at Orange Blossom Trail. Local streets serve as a secondary grid within Parramore and are typically spaced at 600 ft in commercial areas and 200 to 300 ft in residential areas. Figure 1 provides the capacity availability for the collector roadways serving Parramore for 2013 based on peak hour projections.

Due to the proximity of Parramore to Orlando's Central Business District and event centers such as the Amway Center, the collector grid within the area serves an important role for accommodating commuter and special event traffic. Much of this traffic that passes through the neighborhood is contained on the east-west collectors such as Washington Street, Central Boulevard, and the South Street/Anderson Street couplet. Even with the high volume of traffic that moves through the area at peak commuting hours and before and after special events, roadway capacity is not a limiting factor to citizens' mobility or to the movement of freight to and from commercial properties.

### **Public Transit**

Central Florida Regional Transit Authority, known as LYNX, operates the traditional bus system and two circulator routes through the Parramore study area. The LYNX Central Station is located less than ¼ mile to the east of Parramore between Amelia and Livingston Streets and is the terminus and transfer point for the majority of bus routes operated by LYNX. Eleven local LYNX routes operate on the collector grid through Parramore with typical headways of 30 mins on weekdays and 60 mins on weekends. Two additional local routes operate on the arterial roadways that border Parramore. The neighborhood is also served by the recently opened Grapefruit Line of LYNX's downtown circulator system known as

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LYMMO. This system is operated without fares and operates during the day with 15 min headways. A third LYMMO line is currently in the final stages of design and is expected to begin operating in the northeastern portion of the neighborhood in early 2016. Figure 2 shows the LYNX bus routes currently operated in the Parramore study area.

The eastern boundary of Parramore is also within ¼ mile of two Sunrail commuter rail stations located between Garland Avenue and Orange Avenue. This rail system provides weekday service between south Orlando and Seminole and Volusia Counties to the north. Both major area hospitals and many employment centers can be easily reached from this 31 mile long rail corridor.

### **Bicycle Facilities**

Over 3 miles of bike lanes and a ½ mile of signed, on-street bike routes currently exist in the Parramore Neighborhood study area. There are no off-street bike facilities in the neighborhood at this time. Per City Code, all commercial and public buildings within the area are required to provide bike parking racks when substantial improvements or redevelopment occurs. Many buildings within the area have such racks available.

### **Pedestrian Facilities**

Sidewalks are the only existing pedestrian facilities within the Parramore neighborhood (Figure 3). The majority of streets have sidewalks on both sides of the street. 46 blocks of varying lengths have sidewalk on only one side of the street. Approximately 2 miles of local roadways do not have sidewalk on either side of the street. The condition of the sidewalks and location of specific sites needing maintenance or replacement is documented in the attached report provided by Hoke Design, Inc.

Figure 2

