RESOLUTION

of the

ORANGE COUNTY
BOARD OF COUNTY COMMISSIONERS

regarding

INTERNATIONAL DRIVE
COMMUNITY REDEVELOPMENT AREA

FINDING THE EXISTENCE OF ONE OR MORE SLUM AND
BLIGHTED AREAS IN AN AREA OF THE CITY OF ORLANDO
AND ORANGE COUNTY, FLORIDA; FINDING A NEED FOR
REHABILITATION, CONSERVATION OR REDEVELOPMENT
IN THE COMMUNITY REDEVELOPMENT AREA; FINDING A
NEED FOR A COMMUNITY REDEVELOPMENT AGENCY;
AND PROVIDING FOR AN EFFECTIVE DATE.

Resolution No. 98-M-06

WHEREAS, administrative officials of Orange County, Florida (the “County”) have
undertaken a review of an area described in Exhibit “A” attached hereto and incorporated herein
(the “International Drive Community Redevelopment Area”) for purposes of determining if slum
or blighted conditions, or both, exist within all or part of such area; and
WHEREAS, the Board of County Commissioners of the County (the "Board") has received a recommendation from the Planning Department that a finding of the existence of one or more slum or blighted areas within such area of the County be adopted by the Board and that such area be designated a Community Redevelopment Area; and

WHEREAS, the Board of County Commissioners has considered the recommendation of the Planning Department, has reviewed the Blight Study and has received a presentation by administrative officials of the County as to the blighted conditions in the area.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY, FLORIDA:

Section 1. The Board does hereby find, based upon information presented to the Board in a public meeting, that a blighted area, as defined in Part III, Chapter 163, Florida Statutes (1997) (the "Redevelopment Act") exists within that portion of the County described and depicted in Exhibit "A" (the "Community Redevelopment Area"). The Blight Study is attached hereto as Exhibit "B".

Section 2. The Board further finds and determines that the rehabilitation, conservation or redevelopment, or a combination thereof, of the Community Redevelopment Area is necessary in the interest of public health, safety, morals, or welfare of the residents of the County.

Section 3. As a result of the finding of the existence of a blighted area in Section 1 above, and the necessity for rehabilitation, conservation, or redevelopment, or combination thereof, in Section 2 above, the Board does hereby find a need exists for the creation of a community redevelopment agency as provided in the Redevelopment Act for purposes of rehabilitating the Community Redevelopment Area and eradicating conditions of blight therein.

Section 4. The Board of County Commissioners hereby finds that the "Notice to Taxing Authorities" as required by Section 163.346, Florida Statutes has been sent. The Clerk to the Board of County Commissioners is hereby authorized and directed to notify all "taxing authorities" as that term is defined in the Redevelopment Act, of the adoption of this resolution.
Section 5. This Resolution shall take effect immediately upon its adoption.

ADOPTED by the Board of County Commissioners of Orange County, Florida, this 17th day of March, 1998.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

BY: [Signature]
Linda W. Chapin
County Chairman

ATTEST: Martha O. Haynie, County Comptroller
As Clerk to the Board of County Commissioners

By: [Signature]
Deputy Clerk
A description of the area boundaries is as follows:

Begin at the intersection of Interstate 4 (I-4) and the Florida Turnpike (Sunshine State Parkway). From that point run southwesterly and southerly along the I-4 to the intersection of I-4 and the south right of way line of the Beeline Expressway (as shown on the attachment). From that point run due east to the westerly right of way line of John Young Parkway. From that point run northerly along John Young Parkway until it intersects with the Florida Turnpike, then run northwesterly along the south line of the Florida Turnpike to the intersection of the Florida Turnpike and I-4, being at the point of beginning.

The boundary described above lies within the following section either entirely or a point of a quarter section. The description is based solely on the attached map.

1. Sections 19, 20, 29, 30, 31, and 32, Township 23S, Range 29E
2. Sections 24, 25, and 36, Township 23S, Range 28E
3. Section 1, Township 24S, Range 28E
4. Sections 6, 5 and 4, Township 24S, range 29E
Roadways have numerous design elements that are based on their individual characteristics. Table A presents the various characteristics by item, of the basic four street types found within the proposed CRA expansion. These items include access, speed, ADT, and traffic control. Table B presents the street types as described in terms of types of functions. These functions include access, movement, trip length, spacing, travel speed, and use by transit. In turn, these functions have an effect on the various design elements.

The above criteria will be established to evaluate existing and projected conditions in the proposed Community Redevelopment Area to assess blight. Key issues to be analyzed are traffic volumes (existing and projected), roadway characteristics, and roadway improvements.
INTERNATIONAL DRIVE
COMMUNITY REDEVELOPMENT AREA

EXHIBIT B

"FINDING OF NECESSITY"
"BLIGHT STUDY"
INTERNATIONAL DRIVE CORRIDOR
COMMUNITY REDEVELOPMENT AREA
FINDING OF NECESSITY

Prepared by:
Transportation Consulting Group
1201 South Orlando Avenue, Suite 200
Winter Park, Florida 32789

AND

Orange County Planning Department
201 South Rosalind Avenue
Orlando, Florida 32802

February 1998
# Table of Contents

**TRANSPORTATION BLIGHT REPORT**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Principles, Guidelines, and Standards</td>
<td>4</td>
</tr>
<tr>
<td>Functional Classification</td>
<td>4</td>
</tr>
<tr>
<td>Levels of Service</td>
<td>5</td>
</tr>
<tr>
<td>Roadway Service Volumes</td>
<td>6</td>
</tr>
<tr>
<td>Roadway Design</td>
<td>7</td>
</tr>
<tr>
<td>Existing Traffic Operations</td>
<td>10</td>
</tr>
<tr>
<td>Existing Roadway Characteristics</td>
<td>10</td>
</tr>
<tr>
<td>Existing Roadway Conditions</td>
<td>10</td>
</tr>
<tr>
<td>Blighted Area Analysis</td>
<td>16</td>
</tr>
<tr>
<td>Proposed Roadway Network Improvements</td>
<td>17</td>
</tr>
<tr>
<td>Programmed Improvements</td>
<td>17</td>
</tr>
<tr>
<td>Planned Improvements</td>
<td>18</td>
</tr>
<tr>
<td>Projected Traffic Operating Conditions</td>
<td>23</td>
</tr>
<tr>
<td>Projected Blighted Analysis</td>
<td>27</td>
</tr>
<tr>
<td>Summary and Conclusions</td>
<td>30</td>
</tr>
<tr>
<td>Finding of Necessity</td>
<td>32</td>
</tr>
</tbody>
</table>

**SOCIAL AND PHYSICAL CHARACTERISTICS REPORT**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Social Characteristics</td>
<td>2</td>
</tr>
<tr>
<td>Age and Race</td>
<td>2</td>
</tr>
<tr>
<td>Income and Employment</td>
<td>3</td>
</tr>
<tr>
<td>Section</td>
<td>Page</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>Poverty and Education</td>
<td>4</td>
</tr>
<tr>
<td>Tourism</td>
<td>5</td>
</tr>
<tr>
<td>Crime and Safety</td>
<td>6</td>
</tr>
<tr>
<td><strong>Physical Conditions</strong></td>
<td>8</td>
</tr>
<tr>
<td>Land Use</td>
<td>8</td>
</tr>
<tr>
<td>Diversity of Ownership (Tenure and Type)</td>
<td>10</td>
</tr>
<tr>
<td>Tax Value and Delinquency</td>
<td>11</td>
</tr>
<tr>
<td>Housing Value</td>
<td>11</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>12</td>
</tr>
<tr>
<td>Existing Housing Conditions</td>
<td>14</td>
</tr>
<tr>
<td>Code Enforcement</td>
<td>15</td>
</tr>
<tr>
<td>Water and Wastewater Systems</td>
<td>15</td>
</tr>
<tr>
<td>Infrastructure Improvements</td>
<td>16</td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td>17</td>
</tr>
</tbody>
</table>
LIST OF FIGURES

TRANSPORTATION BLIGHT STUDY

Figure | Page
------|------
1 | Study Area 2
2 | Impact Areas 3
3 | Roadway Segments with LOS Deficiencies 15
4 | Planned New Roadways 22
5 | 2010 Deficient Roadway Segments 28

LIST OF TABLES

TRANSPORTATION BLIGHT STUDY

Table | Page
-----|------
1 | Roadway Characteristics Inventory 11
2 | Existing Peak Hour/Direction Capacities and Level of Service 12
3 | Roadway Segments with LOS Deficiencies 14
4 | Programmed Roadway Improvements 17
5 | Planned Roadway Improvements 19
6 | 2010 Peak Hour/Direction Capacities and Level of Service 24
7 | Roadway Segments with LOS Deficiencies-2010 26

SOCIAL AND PHYSICAL CHARACTERISTICS REPORT

Table | Page
------|------
1 | Income and Employment 4
2 | Crime Statistics 6
3 | Housing Tenure for Occupied Housing Units 10
4 | Owner Occupied Housing Value 12
5 | Monthly Value of Rental Housing 12
6 | Percentage of Households with Cost Burden of 30% or More 14
PURPOSE OF THE STUDY

Over the last fifteen years, the International Drive Corridor has been one of the fastest growing areas in Orange County. The County has worked to maintain adequate services and infrastructure. Although the International Drive area has received a great amount of public investment, blighted conditions have developed due to the pace of rapid growth.

This study, initiated by Orange County, examines and documents the existing conditions of blight in the International Drive Corridor located in the southwestern portion of Orange County. The study is broken into two reports. The first report is a complete transportation analysis provided by Transportation Consulting Group, Inc. The second report, provided by the County’s Planning Department, analyzes the social and physical characteristics of the Corridor. Combined, these reports represent the County’s “finding of necessity” and document the need for a Community Redevelopment Area (CRA) designation to eliminate blight in the International Drive Corridor.

Criteria for Determining Blight

The “finding of necessity” documents whether the proposed International Drive Corridor meets the blighted area requirements as outlined in the Florida Statutes. As set forth in Sec. 163.340(8), Florida Statutes, to declare the International Drive Corridor eligible as a CRA, the county must complete a “Finding of Necessity,” which documents blight.

Blighted area means either

(a) An area in which there are a substantial number of slum, deteriorated or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals or welfare in its present condition and use:

1. predominance of defective or inadequate street layout
2. faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
3. unsanitary or unsafe conditions;
4. deterioration of site or the improvements;
5. tax or special assessment delinquency exceeding the fair value of the land; and

Orange County Planning Department
6. diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

(b) an area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the areas, either at present or following proposed construction.

Study Area Definition

A description of the area boundaries is as follows:

Begin at the intersection of Interstate 4 (I-4) and the Florida Turnpike (Sunshine State Parkway). From that point run southwesterly and southerly along the I-4 corridor to a point just north of the I-4/Central Florida Parkway Intersection. From that point run westerly to the southeast banks of Big Sand Lake. From there following the outline of Big Sand Lake, as depicted on the attached map, run westerly to Apopka-Vineland Road. From Apopka-Vineland Road run south following the road alignment of Apopka-Vineland Road to the intersection with Hotel Plaza Boulevard. From that point head easterly to the west line of the I-4 Corridor and following I-4 south to the intersection of I-4 and the Osceola County line. From that point run approximately four miles due east along the Orange/Osceola County line, as shown on the attachment, then run north to the south right of way line of the Beehive Expressway, also shown on the attachment. From that point run due east to the westerly right of way line of John Young Parkway. From that point run north along the west right of way line of John Young Parkway until it intersects with the Florida Turnpike, then run northwesterly along the south line of the Florida Turnpike to the intersection of the Florida Turnpike and I-4, being the point of the beginning.

The boundary description above lies within the following section either entirely or a portion of a quarter section. The description is based solely on the attached map.

1. Sections 19, 28, 30, 31, 32, and 33, Township 23S, Range 29E
2. Sections 25 and 36, Township 23S, Range 28E
3. Sections 1, 11, 12, 14, 15, 22, 27, 28, 32, 33, 34, 35, 36, Township 24S, Range 28E
4. Sections 4, 5, 6, 7, 8, 9, 17, 18, 19, 20, 29, 30 and 31, Township 24S, Range 29E
International Drive Corridor
Area Boundaries
TRANSPORTATION BLIGHT
REPORT
PRINCIPLES, GUIDELINES, AND STANDARDS

Defined principles and guidelines are utilized in the evaluation of existing and future traffic conditions. These guidelines are intended to be an added mechanism to aid in determining blight. Included in these guidelines are the following: 1) functional classification, 2) levels of service 3) roadway service volumes, and 4) roadway design.

Functional Classification

In transportation planning and engineering, roadway facilities are grouped according to function. Roadways have two main, but contradictory, functions. The first of these is to provide access to adjacent land uses, while the second function is to provide mobility of through movement. When a roadway is more oriented toward land access, it has lower speed and lenient access controls; therefore, it is less suitable for mobility of through movement. Conversely, a facility designed for mobility has higher speeds and restrictive access control, making it less desirable for land access. Such a facility has more capacity than a facility used for land access.

There are six (6) general components of the functional classification system:

1) **Limited Access Roadways (Interstates, Expressways, Freeways)** - This classification is devoted primarily to the movement of trips over long distances. Land access is not considered important. Access from adjoining parcels of land directly onto the right-of-way is prohibited, and access is limited to exit and entrance ramps located at major, grade-separated roadways.

2) **Principal Arterial** - A major highway designed for the movement of large volumes of traffic over a relatively long distance. This type of facility carries the major portion of trips entering and leaving the urban areas within the city, as well as a majority of through trips not destined or originating within the city. This facility class does not exclude access to property along its alignment. However, its primary function is to facilitate movement, and access to adjacent properties should be controlled to the maximum extent possible.

3) **Minor Arterial** - A highway similar in function to a principal arterial, but is designed to carry moderate volumes of traffic between urban areas, with connections to the principal arterial system. This facility type provides service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. Its main function is to provide an intermediate connecting roadway between the
principal arterial system and streets within the localized area. Of course, this type of facility allows more land access than the previous two types.

4) Major Collector - A roadway which serves the internal traffic movement within a given geographic subarea and connects this subarea to the arterial system. This type of facility is not intended to serve long through trips and, therefore, serves mostly short to moderate length trips. Most major collectors will carry a moderate volume of traffic at moderate speeds. Land service is an appropriate function of this facility, provided it does not inhibit local traffic movement.

5) Minor Collector - The function of this roadway is similar to that of a major collector, except that it serves a more limited geographic area. It often connects to major collectors and arterial systems. Land service is generally a significant function of this facility.

6) Local - A roadway or street having the single purpose of providing access to adjacent property. Mobility is a secondary function. Average speeds and volumes are low, and trips are usually of a short duration to connect with a higher level facility. A local road should not carry through traffic, thus the trip being serviced should originate or be destined for the area surrounding the local street system.

Levels of Service

Level of service describes the operating conditions of a roadway when it is accommodating various traffic volumes. It is a qualitative measure of the effect of a number of factors including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating costs.

Levels of service (LOS) are designated "A" through "F" and cover the entire range of traffic operation for transportation facilities. LOS "A" represents the best operating conditions and LOS "F" represents the worst operating conditions. Levels of service may be used as a guideline to determine whether a roadway needs to be improved. There are six levels of service:

- **Level of Service "A"** - This level describes a free-flow condition. Speed is controlled by the driver's desires, speed limits, and physical roadway conditions, while traffic density is low. Any turning movements are made easily, and there is little or no restriction in maneuverability.
- **Level of Service "B"** - This is the level of stable flow. However, operating speeds are beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom; however, they may begin to feel somewhat restricted.

- **Level of Service "C"** - Traffic flow is still stable, but speeds and maneuverability are more closely controlled by higher volumes. Traffic conditions are still tolerable for most drivers and operating speeds are not unsatisfactory.

- **Level of Service "D"** - This level of service approaches unstable flow. Although operating speeds may still be maintained, delays begin to occur frequently due to high volumes. Drivers have little freedom to maneuver, and comfort and convenience is low. Conditions can be tolerated for short periods of time.

- **Level of Service "E"** - Flow is unstable, and there may be stoppages of momentary duration. This level of service describes a roadway that is near or at full capacity (maximum volume). Speeds are slow, and there is very little driver comfort or independence. Accident potential is high.

- **Level of Service "F"** - This level of service describes forced flow operation at low speeds, where volumes are below capacity. This condition usually results from queues of vehicles backing up from a restriction downstream. Stoppages may occur for long periods of time because of downstream congestion.


**Roadway Service Volumes**

Service volumes used in this analysis are taken from the Florida Department of Transportation 1995 Level of Service Manual. These service volumes are developed through application of methodologies presented in the *Highway Capacity Manual*, Special Report 239 (Transportation Research Board), an accepted transportation planning/engineering source. Where appropriate, factors that were used to derive service volumes were modified to reflect actual roadway conditions. These factors include peak hour and directional data.

**Roadway Design**

Roadways are public facilities and are generally built at public expense. It is important to protect their provision of mobility while still enabling the roadway to provide access.
## TABLE A

**CHARACTERISTICS OF STREET CLASSES**

<table>
<thead>
<tr>
<th>Item</th>
<th>Freeway</th>
<th>Arterial</th>
<th>Collector</th>
<th>Local</th>
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</thead>
<tbody>
<tr>
<td>Average Trip Length</td>
<td>Over 3 mi.</td>
<td>Over 1 mi.</td>
<td>Under 1 mi.</td>
<td>Under 1/2 mi.</td>
</tr>
<tr>
<td>Average Travel Speed</td>
<td>50 mph</td>
<td>24-45 mph</td>
<td>20-30 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>Access Control</td>
<td>Full</td>
<td>Partial</td>
<td>Partial</td>
<td>Minimum</td>
</tr>
<tr>
<td>Spacing</td>
<td>2 mi.</td>
<td>1 mi.</td>
<td>1/2 mi.</td>
<td>300-500 ft.</td>
</tr>
<tr>
<td>Linkage</td>
<td>CBD and Major Generators</td>
<td>Secondary Generators</td>
<td>Local Areas</td>
<td>Land Parcels</td>
</tr>
<tr>
<td>Traffic Volume (ADT)</td>
<td>50,000 - 100,000</td>
<td>15,000 - 50,000</td>
<td>2,000 - 15,000</td>
<td>100 - 2,000</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>Free Flow</td>
<td>Stop Control</td>
<td>Must Stop or Yield</td>
<td></td>
</tr>
<tr>
<td>Percentage of Vehicle</td>
<td>0% - 40%</td>
<td>40% - 70%</td>
<td>10% - 20%</td>
<td>5% - 10%</td>
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<tr>
<td>Miles of Travel (VMT)</td>
<td></td>
<td></td>
<td></td>
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Source: Institute of Transportation Engineers (ITE), System Considerations for Urban Arterial Streets: An Informational Report, ITE, Washington, DC, October 1969.
TABLE B
SUMMARY OF DESIGN FACTORS

<table>
<thead>
<tr>
<th>Function</th>
<th>Freeway</th>
<th>Arterial</th>
<th>Collector</th>
<th>Local</th>
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<tbody>
<tr>
<td>Access</td>
<td>None</td>
<td>Secondary</td>
<td>Equal</td>
<td>Primary</td>
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<tr>
<td>Movement</td>
<td>Primary</td>
<td>Primary</td>
<td>Equal</td>
<td>Secondary</td>
</tr>
<tr>
<td>Trip Length</td>
<td>Over 5 mi.</td>
<td>Over 1 mi.</td>
<td>Under 1 mi.</td>
<td>Under 1/2 mi.</td>
</tr>
<tr>
<td>Spacing</td>
<td>1-3 mi.</td>
<td>1 mi.</td>
<td>1/2 mi.</td>
<td>300-500 ft.</td>
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<tr>
<td>Travel Speed (mph)</td>
<td>50-60</td>
<td>25-45</td>
<td>20-30</td>
<td>15-25</td>
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<tr>
<td>Use by Transit</td>
<td>Express</td>
<td>Regular</td>
<td>Regular</td>
<td>None Except CBD</td>
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<tr>
<th>Design Element</th>
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<th>Collector</th>
<th>Local</th>
</tr>
</thead>
<tbody>
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<td>No. of Traffic Lanes</td>
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<td>4-6</td>
<td>2-4</td>
<td>2</td>
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<td>Width of Lanes (ft)</td>
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<td>11-12</td>
<td>10-11</td>
<td>9-11</td>
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<td>Width of Parking Lane (ft)</td>
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<tr>
<td>Width of Border Area (ft)</td>
<td>30</td>
<td>4-12</td>
<td>4-8</td>
<td>4-6</td>
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<tr>
<td>Median Width (ft)</td>
<td>20</td>
<td>12-24</td>
<td>12-18</td>
<td>---</td>
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<tr>
<td>Right-of-Way Width (ft)</td>
<td>200-300</td>
<td>80-140</td>
<td>60-80</td>
<td>50-60</td>
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<tr>
<td>Design Speed (mph)</td>
<td>60-70</td>
<td>40-50</td>
<td>30-40</td>
<td>25</td>
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<tr>
<td>Maximum Grade (%)</td>
<td>3</td>
<td>4-6</td>
<td>8</td>
<td>12</td>
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JHK Associates.
EXISTING TRAFFIC OPERATIONS

This section documents the existing traffic operating characteristics within the proposed Community Redevelopment Area. The north and central portion of the CRA study area is bounded by Interstate 4 and Florida's Turnpike to the north, the Bee Line Expressway to the south, Interstate 4 to the west, and John Young Parkway to the east. The International Drive Activity Center bounds the south portion.

Existing Roadway Characteristics

The roadway network within the CRA study area is presented in Table 1. Table 1 describes the roadways in terms of length, number of lanes, jurisdiction, and functional classification. Within the study area, there are four limited access facilities (I-4, Bee Line Expressway, Florida’s Turnpike, and Central Florida Greeneway), two major arterials (John Young Parkway and Kirkman Road), and five minor arterials (Central Florida Parkway, International Drive, Kissimmee-Vineland / Apopka-Vineland Road, Sand Lake Road, and SR 536).

Existing Roadway Conditions

A peak hour level of service (LOS) analysis was completed for the roads within the CRA study area. The current peak hour directional volumes (1996) were compared to adopted roadway capacity standards, and the level of service of each roadway was determined. Table 2 shows the results of the existing roadway conditions analysis.

Table 3 presents a list of all the roadways within the study area determined to have a deficient level of service. Those roads include segments of I-4, Kissimmee-Vineland Road, Apopka-Vineland Road, and Sand Lake Road. Additionally, roadway segments are shown that are within 10% of their capacity, including portions of International Drive and John Young Parkway. The highlighted roadway segments indicate those for which there are no programmed roadway improvements. The deficient segments are shown graphically in Figure 3.
### Table 1
Roadway Characteristics Inventory

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Roadway Segments</th>
<th>Length (miles)</th>
<th>No. Lanes</th>
<th>Jurisdiction</th>
<th>Comp. Plan Functional Classification</th>
<th>Federal Functional Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR 435</td>
<td>Apopka-Vineland Rd, Winter Garden-Vineland Rd to Darlene Dr</td>
<td>2.480</td>
<td>2</td>
<td>County</td>
<td>Collector</td>
<td>Collector</td>
</tr>
<tr>
<td>SR 528</td>
<td>Bee Line Expwy 1-4 to Sand Lake Rd</td>
<td>8.438</td>
<td>4</td>
<td>State</td>
<td>Principal Arterial</td>
<td>Principal Arterial</td>
</tr>
<tr>
<td>SR 417</td>
<td>Central Florida GreenWay Osceola County Line to SR 536, SR 536 to John Young Parkway</td>
<td>2.200</td>
<td>4</td>
<td>State</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td></td>
<td>Central Florida Pkwy Turkey Lake Rd to International Dr International Dr to John Young Pkwy</td>
<td>4.100</td>
<td>4</td>
<td>State</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>SR 536</td>
<td>EPCOT Entrance / SR 536 1-4 to SR 535</td>
<td>1.419</td>
<td>4</td>
<td>State</td>
<td>Minor Arterial</td>
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Source: FDOT, Orange County and the City of Orlando.

Notes:
- * Projects currently under construction as of 6/97.
- ** Roadway not in the adopted plan.
### TABLE 2

**Existing Peak Hour/Direction Capacities and Level of Service**

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Roadway Segments</th>
<th>Adopted LOS Standard</th>
<th>No. Lines</th>
<th>Peak Hr/Dir. Capacity</th>
<th>Daily Volume</th>
<th>Peak Hr/Dir. Volume</th>
<th>Peak Hr/Dir. LOS</th>
<th>Level of Service Capacities</th>
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<td>CR 435</td>
<td>Apopka-Vineland Rd Winter Garden-Vineland Rd to Darlene Dr</td>
<td>E</td>
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<td>800</td>
<td>23,507</td>
<td>1,448</td>
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<tr>
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<td>1,724</td>
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<td>E</td>
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<td>1,890</td>
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<td>C</td>
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### TABLE 2

**Existing Peak Hour/Direction Capacities and Level of Service**

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<td>50,536</td>
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<tr>
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<td>E</td>
<td>4</td>
<td>1,890</td>
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<td>50,536</td>
<td>1,971</td>
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</tr>
<tr>
<td>SR 482</td>
<td>International Dr to John Young Pkwy</td>
<td>E</td>
<td>4</td>
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<td>50,536</td>
<td>1,971</td>
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<td>800</td>
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</table>

**Source:** Capacities - FDOT Level of Service Manual, 1995  
Traffic Counts - Orange County Traffic Engineering Department  
- FDOT District 5 1996 Annual Count Program  
- FDOT District 5 I-4 PD&E Downtown Data Collection Report, November 1996  
- OCEA 1996 count

**Notes:**  
CNA - Traffic count not available.  
** - Traffic volume counts on the Florida Turnpike are based on receipts from the toll plazas, no peak hour information is available.
### TABLE 3
Roadway Segments with LOS Deficiencies

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Roadway Segments</th>
<th>Adopted LOS Standard</th>
<th>No. Lanes</th>
<th>Peak Hr./Dir. Capacity</th>
<th>Daily Volume</th>
<th>Peak Hr./Dir. Volume</th>
<th>Peak Hr./Dir. LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR 435</td>
<td>Apopka-Vineyard Rd Winter Garden-Vineyard Rd to Darlene Dr</td>
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<td>2</td>
<td>800</td>
<td>23,507</td>
<td>1,448</td>
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</tr>
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<td>Interstate 4 * Ocoee County Line to Central FL Pkwy</td>
<td>D</td>
<td>6</td>
<td>5,030</td>
<td>150,420</td>
<td>5,613</td>
<td>E</td>
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<td>Kissimmee-Vineland Rd Ocoee County Line to SR 536</td>
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<td>4</td>
<td>1,890</td>
<td>43,681</td>
<td>2,026</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>Sand Lake Rd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 482</td>
<td>* I-4 to International Dr</td>
<td>E</td>
<td>4</td>
<td>1,890</td>
<td>58,055</td>
<td>1,923</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>* International Dr to John Young Pkwy</td>
<td>E</td>
<td>4</td>
<td>1,890</td>
<td>50,536</td>
<td>1,971</td>
<td>F</td>
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<td>CR 439</td>
<td>Turkey Lake Rd Central Florida Pkwy to Sand Lake Rd</td>
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<td>800</td>
<td>20,160</td>
<td>1,062</td>
<td>F</td>
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</tbody>
</table>

Notes:
* - Segment is also identified in Table #III.B-8, 1995 Roads Projected to be Below the Recommended Level of Service Standards, in the adopted Traffic Circulation Element, 1991.

No programmed improvements.

### Roadway Segments within 10% of Capacity

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Roadway Segments</th>
<th>Adopted LOS Standard</th>
<th>No. Lanes</th>
<th>Peak Hr./Dir. Capacity</th>
<th>Daily Volume</th>
<th>Peak Hr./Dir. Volume</th>
<th>Peak Hr./Dir. LOS</th>
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</thead>
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<td>International Dr</td>
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<td>27,182</td>
<td>1,729</td>
<td>C</td>
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<tr>
<td></td>
<td>Westwood Blvd to Central Florida Parkway</td>
<td></td>
<td>4</td>
<td>1,890</td>
<td>41,153</td>
<td>1,710</td>
<td>C</td>
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<td></td>
<td>John Young Parkway Sand Lake Rd to Presidents Dr</td>
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<td>4</td>
<td>1,890</td>
<td></td>
<td></td>
<td></td>
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</table>
Blighted Area Analysis

The existing conditions deficiencies shown for I-4, Kissimmee-Vineland Road, Apopka-Vineland Road and Sand Lake Road suggest blighted conditions already exist within the study area. Additionally, International Drive, the only north-south arterial traversing the entire study area other than I-4, is already at more than 90% of its capacity. These facilities are vital to proper traffic flow through the study area. International Drive is particularly important in providing access for economic development opportunities in the area. Based on adopted roadway capacities, the current road network will not be able to support the tremendous growth planned in and around the International Drive Activity Center and the Orange County Convention District.
PROPOSED ROADWAY NETWORK IMPROVEMENTS

Programmed Improvements

The programmed roadway improvements within the study area are listed in Table 4. Programmed improvements are those with funding for construction within five fiscal years. Two of the listed projects will add capacity to segments currently operating deficiently:

- Expansion of I-4 to six general use lanes and two auxiliary lanes from Kirkman Road to US 441;
- Widening of Apopka-Vineland Road to four lanes from Lake Avenue to Sand Lake Road.

**TABLE 4**
Programmed Roadway Improvements

<table>
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<tr>
<th>Roadway Segment</th>
<th>Improvement</th>
<th>Currently Deficient?</th>
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<td>4 lanes</td>
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<tr>
<td>Lake Ave. to Sand Lake Rd.</td>
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<tr>
<td>International Drive</td>
<td>4 lane cross section w/medians</td>
<td>No</td>
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<tr>
<td>Kirkman Rd. to Sand Lake Rd.</td>
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</tr>
<tr>
<td>Interstate 4</td>
<td>add 2 auxiliary lanes</td>
<td>Yes</td>
</tr>
<tr>
<td>E. of Kirkman Rd. to W. of US 441</td>
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<td></td>
</tr>
<tr>
<td>Interstate 4</td>
<td>new Interchange</td>
<td>----</td>
</tr>
<tr>
<td>Conroy Rd.</td>
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</tr>
<tr>
<td>Interstate 4</td>
<td>new Interchange</td>
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<td>Republic Dr.</td>
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<tr>
<td>SR 536</td>
<td>6 lanes</td>
<td>No</td>
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<td>I-4 to SR 535</td>
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</table>
Planned Improvements

There are three sources that cite the need for an improved roadway network to handle the expected growth in the I-Drive corridor. The first source is the Orange County 1990-2010 Comprehensive Plan, International Drive Activity Center Strategic Development Plan. The second is the International Drive Activity Center Roadway Network, prepared by Beiswenger, Hoch, and Associates. These two documents focus on the I-Drive corridor from the Osceola County line to the Bee Line Expressway. The improvements listed in the first two documents are primarily additional roads that would braid and connect through the I-Drive corridor and provide additional capacity in the area. Some of the new roads include the following:

- Lake Avenue, extended over I-4 to the east and eventually turning south to serve as a parallel facility to International Drive;
- A southern extension of Westwood Boulevard;
- An International Drive “Spur.”

Table 5 lists the improvements recommended in each document.

The third source of roadway network improvements is the Orange County Convention District Master Plan, prepared by Glatting Jackson. This document focuses on the I-Drive corridor near the Orange County Convention Center, from the Bee Line Expressway north to Kirkman Drive. The recommended improvements from this report include the following:

- Widening of International Drive to six lanes near the Convention Center;
- The extension of Republic Drive (also called “Universal Boulevard”);
- The widening of Carrier Drive to six lanes;
- The construction of two new service/HOV roads accessing the Convention Center;
## TABLE 5

### Planned Roadway Improvements

<table>
<thead>
<tr>
<th>Roadway Segments</th>
<th>Beiswenger 1 Year 2010 No. Lanes</th>
<th>Orange County Comp. Plan 2 No. Lanes</th>
<th>Orange County Convention District 3 No. Lanes</th>
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<tr>
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<tr>
<td></td>
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<td></td>
<td>Westwood Blvd to Bee Line Expwy</td>
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<td>Bee Line Expwy to Canadian Court</td>
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<td>SR 535</td>
<td>I-4 to Osceola County Line</td>
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<td>Republic Dr</td>
<td>Universal Studios to I-4</td>
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<td>I-4 to International Dr</td>
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<tr>
<td>Republic Dr Ext / Universal Blvd</td>
<td>Republic Dr to Bee Line Expwy</td>
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<td>Sand Lake Rd</td>
<td>I-4 to John Young Pkwy</td>
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<tr>
<td>Central Florida Pkwy</td>
<td>I-4 to International Dr</td>
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<td>International Dr to John Young Pkwy</td>
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<td>Canadian Court</td>
<td>International Dr to Republic Dr Ext / Universal Blvd</td>
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<tr>
<td>Carrier Dr</td>
<td>Kirkman Rd to Republic Dr</td>
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### TABLE 5

**Planned Roadway Improvements**

<table>
<thead>
<tr>
<th>Roadway Segments</th>
<th>Beiswenger Hoch ¹ Year 2010 No. Lanes</th>
<th>Orange County Comp. Plan ² No. Lanes</th>
<th>Orange County Convention District ³ No. Lanes</th>
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<td>North Service Rd</td>
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<td>Samoan Court to Convention Center Back Parking Lot</td>
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<tr>
<td>I-4 to International Dr</td>
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<td>---</td>
<td>*</td>
</tr>
<tr>
<td>International Dr to Republic Dr</td>
<td>---</td>
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</tr>
<tr>
<td>Republic Dr to International Dr</td>
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<tr>
<td>Local Road 2</td>
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<td>WB Beeline On-Off Ramp</td>
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<td>Relocate to terminus of Canadian Court</td>
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<tr>
<td>EB Beeline On-Off Ramp</td>
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<tr>
<td>Rebuild for dual EB off ramp to International Dr</td>
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* Number of lanes not specified.

¹ International Drive Activity Center Roadway Network; Beiswenger, Hoch, and Associates (March 1995).

² Orange County, Florida 1990-2010 Comprehensive Policy Plan, International Drive Activity Center Strategic Development Plan (July 1, 1991).

³ Orange County Convention District Master Plan; Glatting, Jackson, Kercher, Anglin, Lopez, Rinehart (June 1995).
• Some modifications to the current Bee Line Expressway interchange at International Drive, and a new Bee Line interchange at Republic Drive (Universal Boulevard).

Table 5 also summarizes the recommendations from the Convention Center Master Plan. The potential new roadway alignments recommended by these three reports are depicted in Figure 4.
PROJECTED TRAFFIC OPERATING CONDITIONS

Traffic projections were developed using the I-4 Multi-modal Master Plan 2010 model with the "no build" alternative. The 2010 No Build network only includes those improvements to I-4 currently funded for construction in the Transportation Improvement Program or subject to I-4 commitments. This model alternative also includes regional network improvements approved as part of the MPO's interim 2010 plan. Light rail transit (LRT) is assumed to be complete from International Drive to Sanford. Specific I-4 improvements include the following:

- Conroy interchange, including auxiliary lanes from Kirkman Road to Orange Blossom Trail;
- Completion of the Central Florida Greeneway missing link, including the addition of CR 46A interchange;
- Phase 1B of the Disney interchange improvements, including collector-distributors between World Drive and the Southern Connector, and auxiliary lanes to US 192;
- The addition of a fifth and sixth lane from Lake Mary Boulevard to US 17-92 and from the Polk/Osceola County line to US 192.

The daily volumes produced by the model, along with generalized Planning Analysis Hour Factors ($K_{100}$) and Directional Distribution Factors ($D$) were used to generate peak hour directional volumes. Table 6 shows the capacity and level of service analysis incorporating year 2010 model volumes in order to determine which roadways would be operating deficiently.

Table 7 lists the road segments within the study area which will have traffic volumes greater than their capacity in 2010. Because of significant development planned prior to 2010 and the limited number of roadway improvements scheduled for construction, the majority of roadways within the study area will operate with a deficient level of service, including the following:

- Central Florida Parkway;
- Florida's Turnpike;
# TABLE 6

## 2010 Peak Hour/Direction Capacities and Level of Service

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Roadway Segments</th>
<th>Adopted Standard</th>
<th>No. Lanes</th>
<th>Peak Hour Direction Capacities</th>
<th>Daily Volume</th>
<th>Peak Hour Direction Volume</th>
<th>Peak Hour Direction LOS</th>
<th>Level of Service Capacities</th>
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<td>CR 435</td>
<td>Apopka-Vineland Rd&lt;br&gt;Walter Garden-Vineland Rd to Darlene Dr</td>
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<td>71,800</td>
<td>3,752</td>
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<td>29,000</td>
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<td>B</td>
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<td>SR 536 to John Young Pkwy</td>
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<td>4</td>
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<td>74,700</td>
<td>3,734</td>
<td>E</td>
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<td>Central Florida Pkwy&lt;br&gt;Turkey Lake Rd to International Dr</td>
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<td>EPCOT Entrances / SR 536&lt;br&gt;I-4 to SR 535</td>
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<td>3,757</td>
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<td>800</td>
<td>13,000</td>
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### TABLE 6

#### 2010 Peak Hour/Direction Capacities and Level of Service

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<td></td>
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</tr>
<tr>
<td></td>
<td>Vanguard St</td>
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<td>800</td>
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<td>Mandarin Dr to Grand National Dr</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vineland Ave</td>
<td>Kissimmee-Vineland Rd to International Dr</td>
<td>E</td>
<td>4</td>
<td>1,890</td>
<td>42,800</td>
<td>2,261</td>
<td>F</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Capacities - FDOT Level of Service Manual, 1995
Model used: I-4 Multi-modal Master Plan 2010 No Build alternative
- model produces peak season average weekday daily traffic volumes
- daily volumes converted to peak hour directional volumes based on generalized K,10 and D factors taken from FDOT Level of Service Manual 1995
## TABLE 7
Roadway Segments with LOS Deficiencies - 2010

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Roadway Segments</th>
<th>Adopted LOS Standard</th>
<th>No. Lanes</th>
<th>Peak Hr./Dir. Capacity</th>
<th>Daily Volume</th>
<th>Peak Hr./Dir. Volume</th>
<th>Peak Hr./Dir. LOS</th>
</tr>
</thead>
</table>
| CR 435   | Apopka-Vineland Rd  
Winter Garden-Vineland Rd to Darlene Dr | E | 4 | 1,720 | 39,200 | 2,026 | F |
| SR 417   | Central Florida GreenWay  
SR 536 to John Young Parkway | D | 4 | 3,350 | 74,700 | 3,734 | E |
|          | Central Florida Pkwy  
Turkey Lake Rd to International Dr  
International Dr to John Young Pkwy | E | 4 | 1,890 | 57,600 | 3,043 | F |
|          | E | 4 | 1,890 | 48,800 | 2,578 | F |
| SR 91    | Florida Turnpike  
Bee Line Expwy to East/West Western Ext. | D | 4 | 3,230 | 71,900 | 3,757 | E |
| SR 400   | Interstate 4  
Osceola County Line to Central FL Pkwy  
Central FL Pkwy to Kirkman Rd  
Kirkman Rd to Florida Turnpike | D | 6 | 5,030 | 175,600 | 9,176 | F |
|          | E | 6 | 5,030 | 149,600 | 7,817 | F |
|          | D | 8 | 6,700 | 166,300 | 8,690 | F |
|          | International Dr  
SR 536 to Westwood Blvd  
Westwood Blvd to Central Florida Parkway  
Central Florida Parkway to Bee Line Expwy  
Bee Line Expwy to Sand Lake Rd  
Sand Lake Rd to Kirkman Rd  
Sand Lake Rd to Kirkman Rd | E | 6 | 2,840 | 79,100 | 4,178 | F |
|          | E | 4 | 1,890 | 45,700 | 2,414 | F |
|          | E | 4 | 1,890 | 44,200 | 2,335 | F |
|          | E | 4 | 1,890 | 55,100 | 2,911 | F |
|          | E | 4 | 1,800 | 37,100 | 1,960 | F |
|          | International Dr Ext  
SR 536 to SR 535  
John Young Parkway  
Bee Line Expwy to Sand Lake Rd  
Sand Lake Rd to Presidents Dr | E | 4 | 1,890 | 48,700 | 2,573 | F |
|          | D | 4 | 3,010 | 58,900 | 3,044 | E |
|          | E | 4 | 1,890 | 41,500 | 2,192 | F |
| SR 435   | Kirkman Rd  
International Dr to I-4 | D | 6 | 2,840 | 59,500 | 3,143 | F |
| SR 535   | Kissimmee-Vineland Rd  
Osceola County Line to SR 536  
SR 536 to I-4 | E | 4 | 1,890 | 62,200 | 3,286 | F |
|          | E | 6 | 2,840 | 82,100 | 4,337 | F |
| Republic Dr  
International Dr to Sand Lake Rd  
Sand Lake Rd to I-4 | E | 4 | 1,890 | 47,600 | 2,514 | F |
|          | E | 4 | 1,890 | 43,800 | 2,314 | F |
| Sand Lake Rd  
SR 482  
1-4 to International Dr  
SR 482  
International Dr to John Young Pkwy  
Vineland Ave  
Kissimmee-Vineland Rd to International Dr | E | 6 | 2,840 | 58,100 | 3,069 | F |
|          | E | 4 | 1,890 | 45,600 | 2,409 | F |
- Interstate 4;
- International Drive and International Drive Extension;
- John Young Parkway;
- Kirkman Road;
- Republic Drive;
- Sand Lake Road.

Figure 5 shows the locations of the roadway segments that are estimated to be operating with a deficient level of service in 2010.

Additionally, the future conditions analysis incorporates conservative land use assumptions. First, the 2010 socioeconomic data reflects significantly fewer total hotel units and residential units than the estimates contained in the International Drive Activity Center Strategic Development Plan. Although the model does include greater amounts of industrial square footage than projected for the International Drive Activity Center Plan, this is a lower generator than the other tourist-related land uses.

Second, the model assumes no new development on the land between Sand Lake Road and the Bee Line Expressway, east of Republic Drive. The only portion of land assumed to be developed is the existing Lockheed Martin industrial site, located at the south terminus of Kirkman Road. At the time of the analysis, it was known that the remaining portion of the land was currently under contract by Universal Studios, but no land use plan had been released. The land use that could be permitted under the Binding Letter of Interpretation is anticipated to be equal to or greater than the development planned for Universal Studios’ northern site (which includes five upscale hotels with more than 5,500 rooms, two gated theme parks, and nearly half a million square feet of specialty retail and entertainment uses). The development of the property adjacent to Lockheed Martin would require additional internal roads connecting the site to Sand Lake Road, Bee Line Expressway, International Drive, and possibly John Young Parkway. If intense development does occur at this site, it would add substantial traffic to the surrounding roadways above the level projected by the County’s 2010 Plan.
International Drive Corridor CRA
2010 Deficient Roadway Segments

Legend:
- Orlando City Limits
- Study Area
- Deficient Roadway Segment

TRANSPORTATION CONSULTING GROUP

Figure 5
Projected Blight Analysis

With increased development as included in Orange County's 2010 Plan in the International Drive Activity Center and the Orange County Convention District, the roadway network will not be able to supply enough capacity to keep up with the roadway demand. Further expansion of the magnitude potentially occurring on the Lockheed Martin property as contracted by Universal Studios Florida, would represent a substantial increase in traffic over and above the level analyzed for this study. The result of this increase would be a further increase with the intensity and area of transportation blight beyond that documented in this analysis.

The area meets the definition of a blighted transportation area considering that the model shows the majority of the roadways in the study area will operate deficiently in 2010. Without many additional improvements beyond those programmed for construction, the roadway network in the study area will experience severe congestion. The roadway network needs to be expanded significantly to include new arterials and collectors, as well as widening existing facilities to improve the capacity of the entire network if the economic potential of the study area is to be realized.
SUMMARY AND CONCLUSIONS

Summary

Based upon previous documentation, it was found that:

- Four roadways in the study area are currently operating at a deficient level of service. Additionally, two other roadways are within 10% of their capacity.

- Using the I-4 Multi-modal Master Plan 2010 No Build model, traffic projections were made. Fourteen roadways within the study area were estimated to be operating at an unacceptable level of service in the year 2010.

- The model used for projecting traffic conditions incorporated conservative estimates of land use in the International Drive Activity Center and essentially no new development on the property recently contracted by Universal Studios. Thus, the traffic projections for the year 2010 reflect conservative numbers. This conservative approach underscores the need for improvements to deficient roadways as well as incorporating planned improvements recommended by the three other documents or reports that have concluded that the International Drive corridor needs considerable roadway improvements to meet the traffic demands associated with future development of land in the International Drive Activity Center and the Orange County Convention District.

- The roadway improvements currently programmed for construction will only alleviate congestion problems on two roadways. Additionally, this congestion relief appears to be only temporary, as both of the improved segments show deficient operation again by the year 2010.

Conclusions

Florida Statutes, Chapter 163.340(8)(b), states:

"Blighted area means an area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction."

A determination of "blighted" conditions for the proposed International Drive Corridor CRA was made based on the traffic operations analysis of the transportation network. The documentation in this report supports the conclusion that the Community
Redevelopment Area exhibits "blighted" transportation characteristics. Additionally, the study shows blighted conditions without including the land uses from the potentially intense development on the property under contract by Universal Studios. Inclusion of traffic from the potential development would add substantial traffic to projected deficient operating conditions of the roadway network; therefore, further intensifying the transportation blight within the study area.

The International Drive Corridor CRA is found to be a blighted area due to inadequate capacities of the surrounding roadways. The roadways in the study area are currently incapable of handling the traffic volumes flowing into or through the area as shown by the poor operating conditions and deficient levels of service. Traffic operations on the roadways in the 2010 Plan scenario will continue to degrade as more land in the vicinity becomes developed. The roadway network will be unable to support the projected traffic demands of the area without substantial improvements to the network.
SOCIAL AND PHYSICAL CHARACTERISTICS REPORT
INTRODUCTION

Transportation is a significant concern in the International Drive Corridor. However, transportation is just one of the issues in the Corridor. The social and physical issues that affect the population (individuals and households) in the International Drive Corridor need attention. A study of blighted areas must include descriptions of social and physical characteristics. The social characteristics of an area are phenomena worth attention and are a prerequisite to understanding other phenomena that occur in a community.\(^1\) The physical condition of an area can indicate the need to reevaluate public and private investment into community infrastructure.

Social and physical data obtained from the 1990 United States Census of the Population and Housing are provided in the following discussion. The U.S. Census Bureau uses geographical boundaries or census tracts to facilitate the collection of population and housing data. There are two census tracts within the International Drive Corridor. As stated in the transportation analysis, the International Drive Corridor is separated into two contiguous sub-areas, the North and Central International Drive Area\(^2\) and the South International Drive Area\(^3\). Census Tract 170.01 generally represents the North and Central International Drive area, while census tract 170.02 represents the South International Drive Area.

The census data have disadvantages. Census tract boundaries do not correlate exactly with the Corridor boundaries. Thus, the information gathered will not fully represent the conditions within the Corridor. Furthermore, census data do not include recent development in the area, such as hotels, some planned communities and tourist activities. Since 1990, the Corridor has experienced social and physical changes that will also not be represented. Despite these shortcomings, the 1990 Census is the most widely used source of social and physical data. Census data are useful in developing a general picture of the social and physical conditions within the International Drive Corridor. Updated information will be provided where available.

\(^2\) International Drive Corridor/Community Redevelopment Area Transportation Analysis, Transportation Consulting Group, October 1997. Pp. 1
\(^3\) Ibid.
Data presented in the report are reflective only of the specific census tract boundaries. However, instead of referencing the census tract numbers, the sub-area titles (North and Central International Drive and South International Drive), will be used to display census data and describe social and physical conditions. Furthermore, the sub-area titles will only describe conditions in their respective boundaries. The two sub-areas combine to create the larger study area, which is the International Drive Corridor. When referring to the entire study area, International Drive Corridor or Corridor will be used.

SOCIAL CHARACTERISTICS

Studying blighted communities brings to mind the physical signs of neglect and deterioration. However, a study of the population or social characteristics of an area reveals the circuitous neglect that challenges individuals, households and entire neighborhoods. We can learn a great deal about a community's needs by examining the population and the environment that results from the interaction of individuals. Social characteristics describe the population, detailing age, race, income, employment, education and poverty. Social characteristics also include a description of the social environment in which the population interacts.

The International Drive Corridor is unique from other areas in the County in that it requires a delicate balancing of the needs of permanent residents and the needs of tourists. While tourists are not a permanent component of the population, the tourist population makes a significant contribution to the social dynamics within the Corridor. The report centers on the residents of the Corridor rather than on the tourist population due to the availability of information. Another important not is that only one residential community exists in the North and Central International Drive area. Thus, all data regarding the sub-area represents a single neighborhood, Tangelo Park.

Age and Race

By 1990, the International Drive Corridor had a total population of 12,719 persons, which is slightly less than two percent of the total Orange County 1990 population of 677,490. Adults between the ages of 19 and 39 made up 47 percent of the population within the
Corridor. This age range encompasses the median age of Orange County residents in 1990 which was reported as 31 years\(^4\). Median age figures were not available at the tract level.

The racial and ethnic composition of the International Drive Corridor population includes whites that represented 74 percent of the population in 1990. Blacks comprised 20 percent of the population and Hispanics, six percent. These proportions are similar to those for entire Orange County in that whites represent the largest racial group. Whites represented 76 percent of the County population and blacks and Hispanics represent 15 and nine percent respectively. The current age and racial composition of the Corridor may no longer reflect the census distributions. Several factors, such as migration, birth and death, may have caused demographic shifts. In-migration has been a major contributor the demographic change in the Corridor as a result of new residential development. However, the effects of these changes have not been measured.

**Income and Employment**

The ability of households to obtain employment and fair compensation exposes the strength or weakness of the area’s economy. The median income levels for households in the Corridor sub-areas are similar to the median household income for the County, which in 1990 was $30,252. The median incomes for the sub-areas are shown below in Table 1. Also shown in the table are the primary sources of employment for the sub-areas. In 1990, households primarily earned their income by working as wage or salaried employees. In fact 60 percent of the households in the International Drive Corridor contain wage earners or salaried employees.

Lack of employment or low income places individuals in poverty conditions. Individuals with incomes below the poverty level comprised 14 percent of the population within the Corridor. Fourteen percent is high considering that eleven percent of the population in the entire county has incomes below poverty level. When poverty is examined at the sub-area level, the North and Central International Drive area has an even higher percentage of individuals in poverty (17 percent). In addition, 23 percent of children ages 12 and under live in poverty in the North and Central International Drive area.

High levels of poverty coincide with low levels of educational attainment. Individuals with incomes below the poverty level usually have limited education. High poverty and low educational attainment combine to create economic and social distress. As expected, where the Corridor has a high percentage of poverty, there is a low percentage of adults with high school diplomas. Among adults age 18 and older in the Corridor in 1989, 14 percent had no high school diploma, 59 percent had obtained a high school diploma and 27 percent had obtained an associate's degree or higher. The 59 percent of high school graduates falls well below Orange County's 79 percent of high school graduates.

### Poverty and Education

<table>
<thead>
<tr>
<th>Census Tract</th>
<th>Median Household Income</th>
<th>Primary Employment Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>North and Central</td>
<td>$30,051</td>
<td>Retail trade</td>
</tr>
<tr>
<td>International Drive</td>
<td></td>
<td>Service Occupations (not including protective or</td>
</tr>
<tr>
<td></td>
<td></td>
<td>household occupations)</td>
</tr>
<tr>
<td>South International</td>
<td>$30,089</td>
<td>Entertainment and recreation</td>
</tr>
<tr>
<td>Drive</td>
<td></td>
<td>Service Occupations (not including protective or</td>
</tr>
<tr>
<td></td>
<td></td>
<td>household occupations)</td>
</tr>
</tbody>
</table>
In the North and Central International Drive area only 60 percent of adults 18 and older have obtained a high school diploma. Thirty-two percent have no high school diploma and only eight percent have any type of college degree. Referring back to Table 1 above, one of the primary sources of employment for the North and Central International Drive area is service occupations that may simply require a high school education. Remember that there is only one residential community within the North and Central International Drive area, Tangelo Park.

The South International Drive area is better off in regard to educational attainment. Eleven percent of the sub-area population has no high school diploma, 5 percent have a diploma and 30 percent have college degrees. The higher levels of educational attainment may be attributable to the newness of the residential communities in the area. For the most part, the South International Drive area at least in 1989 was suburban, away from urban intrusions. Thus, the population attracted to the South International Drive area may have been educated middle and upper middle class citizens.

Tourism

The Orange County Comprehensive Policy Plan designates the South International Drive Area as the International Drive Activity Center. The Activity Center is the focal point of the County's tourist related activities. The tourist population influences the social dynamics of the International Drive Corridor. While demographic information for the tourist population is not available, the total number of tourists that visit the South International Drive area will have a major impact on land development and service delivery.

Based on the International Drive/Activity Center Development Plan, the Orlando Metropolitan Statistical Area had over 14.6 million tourists. Remarkably, 82 percent of these visitors were here for reasons other than conventions, which means that these tourists most likely visited the attractions in the Activity Center, which includes the southern portion of International Drive. Indeed they have also visited along the entire length of International Drive. In addition, 78 percent of all tourists required

accommodations within the area. Low estimates for tourists indicate that by the year 2000, the Orlando Metropolitan Area will have over 15.4 million visitors of whom 80 percent will not participate in conventions but visit tourist activities. South International Drive will absorb a significant portion of these tourists.

**Crime and Safety**

Because of the tourist-related activities and the transient population in the International Drive Corridor, crime and safety are critical concerns. Tourist areas are often the prime targets for robberies and hotel room burglaries. Listed below are the crime statistics for the International Drive area (Sand Lake Road to Central Florida Parkway).

<table>
<thead>
<tr>
<th>Type of Offense</th>
<th>Number of Occurrences</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burglaries</td>
<td>82</td>
</tr>
<tr>
<td>Auto Burglaries</td>
<td>173</td>
</tr>
<tr>
<td>Auto Thefts</td>
<td>59</td>
</tr>
<tr>
<td>Aggravated Assault (Domestic)</td>
<td>1</td>
</tr>
<tr>
<td>Aggravated Battery (Domestic)</td>
<td>1</td>
</tr>
<tr>
<td>Robberies</td>
<td>43</td>
</tr>
<tr>
<td>Sexual Batteries</td>
<td>3</td>
</tr>
<tr>
<td>Murder</td>
<td>0</td>
</tr>
</tbody>
</table>

The crime impacts residential communities in the International Drive. The types of offences recorded closely relate to the tourist attractions within the Corridor. Tourists can be both a vulnerable and dangerous population. There are overwhelming opportunities for both tourists and residents to engage in these types of criminal activities. However, in an area with a higher number of permanent residents, one would guess the incidences of the other offenses would be higher.

According to the Orange County Sheriff's Office, the uniqueness of the International Drive population, which largely includes tourists, makes crime comparisons difficult. No
other area within Orange County attracts the number of tourists as the International Drive Corridor. Thus, it is difficult to determine whether these numbers of offenses are high or low.

The International Drive Corridor has a diverse population with an equally diverse set of needs. Primarily, the needs of permanent residents must be delicately balanced with the needs of the ever-growing tourist population. Social characteristics do not directly evidence blighted conditions. However, the social characteristics provide a significant indication that the needs of residents in the International Drive Corridor may not have received significant attention. The social characteristics take greater meaning when presented in conjunction with the physical characteristics in the Corridor.
PHYSICAL CHARACTERISTICS

The purpose of this section is to provide information on the current physical characteristics of the International Drive Corridor. Unlike social characteristics, the physical condition of the Corridor directly demonstrates the presence of blight. The installation and maintenance of adequate housing and infrastructure are critical to the physical quality of an area. Physical characteristics of an area change overtime. Sometimes these changes result in blighted conditions that create unsafe environments for community residents and tourists.

Land Use

Existing and future land use maps provide a pictorial view of the International Drive Corridor development. Where nonconforming and incompatible land uses overlap, unsafe conditions are created. Likewise, the over dependence on a single land use causes economic vulnerability and instability. Of particular concern in the International Drive area is the balance between tourist related land development and services those that meet the needs of permanent residents. A better understanding of the land use pattern in the Corridor comes by examining the two sub-areas separately.

North and Central International Drive Area

Developed land in the North and Central International Drive area is dominated by commercial and industrial land uses. Most of the commercial and industrial development is along International Drive and are primarily tourist related or supportive activities. Nestled in the heart of the area is the residential community, Tangelo Park. Currently, Tangelo Park is the only residential area in the North and Central International Drive area. Conservation and rural (undeveloped land) designations dominate the existing land use on the eastern portion of the North and Central International Drive area. The County’s Future Land Use Element slates the undeveloped areas for industrial development.

Tangelo Park is threatened by the surrounding commercial and industrial development. Because these developments serve mostly the needs of tourists, residents of Tangelo Park...
Existing Land Use

Low Density Residential
(Up to 4 DU/ac)

Low - Medium Density Residential
(Up to 10 DU/ac)

Medium Density Residential
(Up to 20 DU/ac)

Commercial

Office

Industrial

Institutional

Parks and Recreation

Conservation

Rural/ Agriculture

Water Bodies
Future Land Use (1990-2010)

Adopted: Board of County Commissioners - July 1, 1991
Amended: Board of County Commissioners - August 11, 1992
- August 31, 1993

- Rural/Agricultural (Open 100/15 acres & Agriculture)
- Rural Settlement, 1/1, 1/2, 1/5 (1 DU/Acre, 1 DU/3 Acres, & 1 DU/5 Acres)
- Low Density (Max: 4 DU/Acre)
- Low-Medium Density (Max: 10 DU/Acre)
- Medium Density (Max: 20 DU/Acre)
- High Density (Max: 50 DU/Acre)
- Office
- Commercial
- Traditional Neighborhood District (Area east of Econ. River - Conceptual Only)
- Activity Center Residential
- Activity Center Mixed Use
- Industrial
- Institutional
- Parks/Recreation/Open Space
- Conservation/Wetland
- Water Body
are unable to receive needed services without traveling outside of their immediate community. The commercial and industrial uses also create unsafe conditions in the area by isolating the community, which increases the opportunity for crime and physical neglect by absentee landowners.

The over dependence on commercial and industrial land uses that develop into tourist related activities might render the North and Central International Drive area vulnerable to shifts in the economy. When the economic conditions shift reducing the average available income for recreation in household budgets, the area may begin to decline. In addition, the over reliance on commercial and industrial land uses may cause a threat to Tangelo Park. Future development may possibly create unsafe conditions in the community. However, many of the tourist-related services can convert to other uses or serve permanent residents of the area.

North and Central International Drive is unique in that both the County and the City of Orlando have jurisdictional power in this area. The very northern section of the North and Central International Drive area is within the Orlando City limits. Most of the land within the City's jurisdiction is currently developed. There is no indication that Orlando will change the designation of the land within its jurisdiction from what currently exists.

South International Drive Area

As stated earlier, the South International Drive Area is the focal point for tourist related activities. Future development will continue toward tourist related activities, especially along International Drive. In 1991, over 50 percent of South International Drive were vacant. However, 46 percent of the land was scheduled for development and has at this point either been developed or is in the planning stages.

The International Drive Activity Center has its own special land use designations that include mixed uses (ACMU) and residential uses (ACR). Unlike the in North and Central International Drive area, the County has attempted to preserve the residential communities in the Southern International Drive area. The County acknowledges the need for affordable housing to accompany the commercial and industrial land uses.
In fact, as part of the Activity Center, business developers must participate in an affordable housing linkage program. Affordable housing linkage programs link business development and the development of residential communities affordable to the employees of the new businesses. Unfortunately, the County has not created an affordable housing linkage program as to date. Thus, the businesses that have their development plans approved and built prior to the creation of the linkage program are exempt. However, the potential for incorporating residential areas is present.

Diversity of Ownership (Tenure and Type)

The pattern of ownership describes the proportion of homeowners to renters. Ownership also describes the frequency of ownership or amount of turnover in a residential community. Stable communities generally have a consistent base of homeowners. Where there are a large number of renters and a high amount of vacancies or ownership turnovers, then the community may lack an organized group of citizens who speak on the community's behalf. Owners comprise 46 percent of the household population and renters comprise 53 percent in the Corridor. Shown below in Table 4, are the household characteristics for each sub-area.

<table>
<thead>
<tr>
<th>TABLE 3</th>
<th>International Drive Corridor Housing Tenure for Occupied Housing Units (number of households)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Census Tract</td>
</tr>
<tr>
<td>North and Central International Drive</td>
<td>554</td>
</tr>
<tr>
<td>South International Drive</td>
<td>1,942</td>
</tr>
<tr>
<td>Totals</td>
<td>2,496</td>
</tr>
</tbody>
</table>

According to the 1990 Census, there were a total of 7,531 housing units in the International Drive Corridor. Single family dwelling units (attached and detached) account for 48 percent of these units and multifamily housing units represent 50 percent. Thirty percent of the housing units in the Corridor were vacant in 1990.

The vacancies include units that were up for sale or rent at the time of the census. When these units are subtracted, the vacancy rate decreases to 19 percent. Assuming that five-percent vacancy is good for a thriving housing market, the Corridor has a vacancy rate far above what is necessary to maintain a healthy housing market. Thus a housing surplus develops creating absentee landlords and abandoned property.

**Tax Value and Delinquency**

The taxable value of property (vacant and developed) provides evidence of the contributions of the International Drive Corridor to the local tax base. A total of 8,773 parcels valued at $3.1 billion lie within the Corridor. The North and Central International Drive area has 1,616 parcels valued at $1.2 billion and South International Drive has 7,157 parcels valued at $1.9 billion. Among these parcels, 229 or 3% show any past tax delinquency. Twenty-five percent of these parcels have homestead exemption status. Thus, the study area contributes significantly to the local tax base.

**Housing Value**

Over sixty percent of the owner occupied housing units in the International Drive Corridor had mortgage values between $60 thousand and $99.9 thousand in 1990, as shown in Table 5. The mortgage value of housing in the North and Central International Drive is less than that of South International Drive. Seventy-six percent of units in North and Central International Drive value at a range between $30 thousand and $59.9 thousand. In South International Drive, 77 percent of housing units fall within the range of $60 thousand to $99.9 thousand. Low valued housing generally indicates older communities and deteriorating structures.

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7 Tax value information provided by the Orange County Property Appraiser’s Office, September 1997.

Orange County Planning Department
Over 58 percent of the rental housing units in the International Drive Corridor have monthly rental values ranging between $400 and $599 per month. However, North and Central International Drive contains a disproportionate share of low rent housing with low monthly rent value below $399. In fact, 67 percent of the rental housing with rents below $399 are within North and Central International Drive. While the North and Central International Drive area has a disproportionate share of the total low rent housing in the Corridor, low rent housing makes 31 percent of all rental housing in the sub-area.

### Table 4
International Drive Corridor
Owner Occupied Housing Value
(In thousands)

<table>
<thead>
<tr>
<th>Housing Value</th>
<th>Number of Housing Units</th>
<th>Percent Housing Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; $29.9</td>
<td>32</td>
<td>1%</td>
</tr>
<tr>
<td>$30-59.9</td>
<td>512</td>
<td>22%</td>
</tr>
<tr>
<td>$60-99.9</td>
<td>1,427</td>
<td>61%</td>
</tr>
<tr>
<td>$100+</td>
<td>369</td>
<td>16%</td>
</tr>
</tbody>
</table>

Affordable housing describes the balance between housing costs and household income. Housing costs that consume a large proportion of household income creates a financial burden. Housing is made affordable by reducing the costs of construction or by reducing the associated costs of shelter, such as utilities. Determining whether a home is

![Alternative text](image-url)

Table 5
International Drive Corridor
Monthly Value of Rental Housing
(In hundreds)

<table>
<thead>
<tr>
<th>Monthly Rental Value</th>
<th>Number of Housing Units</th>
<th>Percent Housing Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;$199</td>
<td>7</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>$200-399</td>
<td>93</td>
<td>3%</td>
</tr>
<tr>
<td>$400-599</td>
<td>1,655</td>
<td>58%</td>
</tr>
<tr>
<td>$600-999</td>
<td>734</td>
<td>26%</td>
</tr>
<tr>
<td>$1,000+</td>
<td>377</td>
<td>13%</td>
</tr>
</tbody>
</table>

Affordable Housing

Affordable housing describes the balance between housing costs and household income. Housing costs that consume a large proportion of household income creates a financial burden. Housing is made affordable by reducing the costs of construction or by reducing the associated costs of shelter, such as utilities. Determining whether a home is

These numbers will not equal the figure given earlier for the total number of housing units. The mortgage value was not obtained for every unit.
affordable to a particular household income depends on a cost burden ratio. A cost burden ratio is the proportional cost of rent and/or homeowner monthly costs to household income, as shown below.

\[
\frac{\text{Housing Costs}}{\text{Household Income}} = \text{Cost Burden}
\]

Housing costs may include the monthly rent or mortgage payments, utilities, taxes and insurance. Household income includes all sources of stable income. The measure provides the amount of burden housing costs place on individual households.

The U.S. Department of Housing and Urban Development defines cost burdened household as one that spends more than 30 percent of its income on housing and housing costs or whose cost burden ratio yields 0.30. When housing cost burdens are high and affordable housing unavailable; citizens have little income available to invest in other household expenses such as food, home maintenance and repair or for investing into the community.

Realistically, households may choose to spend more than 30 percent of their incomes on housing costs. However, in theory the percentage of households that choose to do so should be low. Communities that seek to reduce housing cost burden provide housing that is affordable to targeted income brackets. Generally these income brackets include low- to moderate-income households.

In the International Drive Corridor 33 percent of renting households are cost burdened and 24 percent of owning households experience equal housing cost burden\(^9\). A total of 31 percent of all households in the study area experience housing cost burden. While the total number of households experiencing housing cost burden for this area is moderate, as shown in Table 7, households in lower income brackets experience housing cost burden in rental and owned housing.

\(^9\) Information provided by the Shimberg Center for Affordable Housing.
Existing Housing Conditions

Deteriorating and dilapidated housing results from property abandonment and lack of maintenance. Over time, an entire neighborhood can become blighted with deteriorating and dilapidated structures. Census data on the age of housing and substandard units provide some indication on the condition of housing in the International Drive Corridor.

The age of housing varies throughout the International Drive Corridor. Housing development appears to have occurred in a north to south direction. Eighty-six percent of the housing in North and Central International Drive was constructed between 1950 and 1969, with present ages ranging from 29 to 48 years old. The median year for housing construction is 1961. In South International Drive, the age of housing is much younger. In fact, 87 percent of the homes were built between 1980 and 1990, present ages ranging from 8-14 years old, median construction year at 1986.

According to the Shimberg Center for Affordable Housing, substandard housing is defined as units that have any single or combination of the following elements: overcrowded conditions (over 1.01 persons per room), no plumbing, no heat, inadequate kitchen facilities or valued below $25,000. The Shimberg Center for Affordable Housing compiles substandard housing data from census information.

Census data reveal that five percent of the units in the study area had overcrowded conditions with more than 1.01 persons per room in the unit, including bedrooms.

<table>
<thead>
<tr>
<th>Household Income</th>
<th>North and Central International Drive</th>
<th>South International Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rental</td>
<td>Owned</td>
</tr>
<tr>
<td>&lt;$10,000</td>
<td>82.0%</td>
<td>89.0%</td>
</tr>
<tr>
<td>$10-19,999</td>
<td>74.0%</td>
<td>74.0%</td>
</tr>
<tr>
<td>$20-34,999</td>
<td>52.9%</td>
<td>11.9%</td>
</tr>
<tr>
<td>$35-49,999</td>
<td>4.8%</td>
<td>4.8%</td>
</tr>
<tr>
<td>$50,000+</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Total (all incomes)</td>
<td>53.5%</td>
<td>26.9%</td>
</tr>
</tbody>
</table>
bathrooms, kitchen and living spaces. Less than one percent of the units lacked plumbing or was valued at or below $25,000. All units in the study area had adequate heating. This data does not indicate how many substandard units exist today in the study area. It is possible that units that were classified as sound during the 1990 census counting period may now be deteriorating or dilapidated.

**Code Enforcement**

Tangelo Park is a residential community located within the North and Central International Drive area, bounded by Vanguard Street to the north, Pomelo Drive to the east, Sand Lake Road to the south and Nector Drive to the west. The neighborhood has slowly deteriorated over time despite efforts to improve conditions. Admittedly, efforts to invest and improve Tangelo Park have not been consistent over even a five-year period. However, residents and property owners have also failed to personally invest in the community.

Almost 600 lots exist within Tangelo Park. During a code enforcement sweep of the neighborhood in May 1997, 127 lots, or 22 percent, received code violation citations. Forty percent of these code violations were for junk vehicles located on the property. Overgrown lots received 27 percent of the citations, a near tie with housing code violations that represented 26 percent of the violations. The remaining violations were for zoning code violations.

As independent figures, these code violations may be overlooked. However, when presented with the high housing vacancy rate and other conditions in the North and Central International Drive area, Tangelo Park will need restoration.

**Water and Wastewater Systems**

The County provides all water and sewage services for the study area. Currently, the systems operate under capacity. The Southern Regional Water Treatment Center has a maximum capacity of 30.5 million of gallons per day while the average daily flow has been measured at 18.22 million gallons per day. The Southern Wastewater Treatment Facility has a maximum capacity of 34.24 million gallons per day. The average daily flow for this area measured at 14.52 million gallons per day.
CONCLUSION

The purpose of analyzing the social and physical characteristics of the International Drive Corridor was to explore additional evidence of blight. In addition to specific transportation blight, the population in the International Drive Corridor faces social and physical blight. Tremendous growth and a diversity of needs challenge the International Drive Corridor. The needs of tourists and the needs of permanent residents must balance. The over reliance on tourist related development threatens the health, safety and welfare of the residential community. The construction and maintenance of affordable housing and installation of transportation infrastructure are important factors in the Corridor. Blighted areas develop and worsen when the problems associated with the social and physical characteristics are unresolved. Thus, reversing the trend of blight and decline in the International Drive Corridor is critical to the survival of the communities that currently exist and those that will develop in coming years.