
Transit Oriented Development

Workshops -
All Corridors
Summary Report

June 10, 2008



Public Workshops on Transit Oriented Development

Introduction

Public Workshops were held at one location in each of the four potential Bus Rapid Transit System corridors. The north Corridor workshop was held on Wednesday, May 28 at the Bradham Brooks Northwest Library from 5:30 until 7:30. The east corridor workshop was at the Regency Square Library on Thursday, May 29, from 5:30 until 7:30. Tuesday, June 3 was the date for the southeast corridor workshop at the Holiday Inn Baymeadows, from 5:30 until 7:30. The final workshop was for the southwest corridor at the Wesonnett Regional Library on Wednesday, June 4 from 5:30 until 7:30. The purpose of these workshops was to educate participants in the process of Transit Oriented Development (TOD) and to engage them in discussions regarding what they consider desirable or not desirable at the potential transit stops in their respective corridors.

JTA staff, and consultants from Parsons Brinckerhoff (PB) were on hand to facilitate the discussions. In opening the workshop, Ms. Marsha Kaiser of PB Placemaking presented an approximately 30 minute PowerPoint presentation outlining the benefits and methods of TOD, with multiple examples from around the country. The participants then gathered around tables with aerial maps outlining the corridor and potential station locations to comment on possible options for those locations. Display boards with photographic examples of other TODs, were also utilized to guide the meeting.

A color, project information brochure was given to each attendee of the meeting upon signing in.

Nine (9) people signed in as attending the north corridor workshop on May 28.
Six (6) people signed in for the east corridor workshop on May 29.
Fourteen (14) people signed in at the southeast corridor workshop on June 3.
And eight (8) people came to the southwest corridor workshop on June 4.

Outreach and Notification Procedures

An 8.5 x 11 inch flier was prepared to address the workshop dates, times and locations. These notices were mailed to approximately 274 individuals who had previously attended the Tier 1 EIS public meetings in all corridors prior to these workshops.

The same flier was sent with e-mail invitations to the CPAC chairs and BRT and commuter rail citizens' advisory groups, as well as select neighborhood association chairs who wish to be notified of any BRT activities.

Mr. Mike Miller, Director of JTA External Affairs also sent e-mail invitations to the City of Jacksonville City Council members.

In addition, a general advertisement announcing all the meetings with times and locations ran in the Florida Times Union on May 14, 17, 24 and 31, 2008.

A meeting notice was posted on the RTS/TOD meetings section of the JTA website.

**Transit Oriented Development
Corridor Workshops
Summary Report**

Outreach and Notification Exhibits

Notification Flier

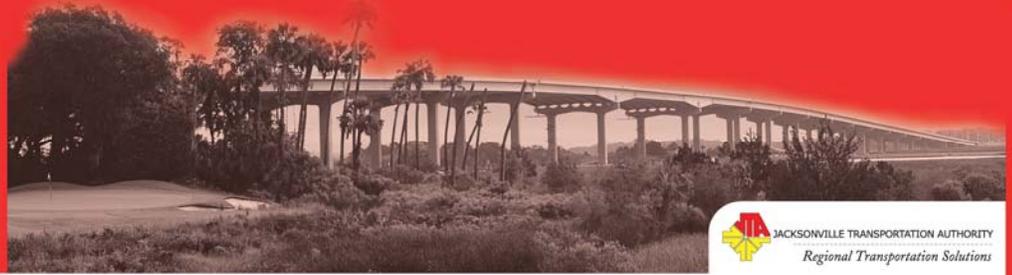
Workshop Newspaper Advertisement

JTA Web Notice

**Transit Oriented Development
Corridor Workshops
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Outreach and Notification Exhibits

Notification Flier



 JACKSONVILLE TRANSPORTATION AUTHORITY
Regional Transportation Solutions

Transit Oriented Development – Workshops

Please join the Jacksonville Transportation Authority to learn about Transit Oriented Development and how it can potentially fit into your community.

When /Where

All meetings will be from 5:30 – 7:30 pm

Wednesday, May 28

North Corridor

Bradham Brooks Northwest
Library
Auditorium meeting room C
1755 Edgewood Avenue West
Jacksonville, FL 32208

Tuesday, June 3

Southeast Corridor

Holiday Inn Baymeadows
Ambassador Room
9150 Baymeadows Road
Jacksonville, FL 32256

Thursday, May 29

East Corridor

Regency Square Library
Community Room
9900 Regency Square Blvd
Jacksonville, FL 32225

Wednesday, June 4

Southwest Corridor

Wesconnett Regional Library
Auditorium
6887 103rd Street
Jacksonville, FL 32210

Meeting Format

The meetings will be workshop oriented where citizens will break into working groups and provide input.

Anyone requiring special accommodations should contact Winova Hart at 630-3185 or e-mail whart@jtafla.com no later than Wednesday, May 21, 2008.

**Transit Oriented Development
Corridor Workshops
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Workshop Newspaper Advertisement

JTA Public Workshop

Transit Oriented Development (TOD)

When/Where

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Auditorium meeting Room C
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Thursday, May 29
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Wednesday, June 4
Southwest Corridor
Wesconnett Regional Library
Auditorium
6887 103rd Street
Jacksonville, FL 32210

All meetings will be from 5:30 to 7:30 p.m.

Please join JTA to discuss and explore
the possibilities of establishing future
TODs and transit improvements within
your community

Meeting Format

The meeting will be workshop oriented where citizens
will break into working groups
and provide input.

Anyone requiring special accommodations should contact
Winova Hart at 630-3185 or email whart@jtafla.com
no later than Wednesday, May 21, 2008.

Sponsored by:



JACKSONVILLE TRANSPORTATION AUTHORITY

Regional Transportation Solutions

100 North Myrtle Avenue, Jacksonville Florida 32204
Telephone: (904) 630-3185 Fax: (904) 630-3166 www.jtafla.com

**Transit Oriented Development
Corridor Workshops
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Outreach and Notification Exhibits

JTA Web Notice

A notice for each workshop was placed in the “Calendar of Events” section of the JTA web site (www.jtafla.com)

**Transit Oriented Development
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Meeting Materials

Project Information Brochure

PowerPoint Presentation

Display Boards

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The Benefits of Transit-Oriented Development (TOD)

- 1. Provide mobility choices.** Places linked by transit create more mobility options, especially for young people, the elderly and people who do not own cars or prefer not to drive.
- 2. Increase public safety.** Active places that are busy through the day and evening provide “eyes on the street” and help to improve safety.
- 3. Reduce the need to drive.** TOD allows people to walk or take transit to the destinations and services that they need without having to get in their car.
- 4. Increase disposable household income.** Housing and transportation are the first and second largest household expenses, respectively. TOD can reduce driving costs and the need for more than one car per household, saving households \$3,000-4,000 per year.
- 5. Reduce air pollution and energy consumption rates.** By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution, energy consumption and greenhouse gas emissions.
- 6. Help protect existing single-family neighborhoods.** TOD directs more compact development to appropriate areas near transit, thereby reducing pressure for such development next to existing single-family neighborhoods.
- 7. Play a role in economic development.** TOD is increasingly used as a tool to help revitalize aging downtowns and urban neighborhoods.
- 8. Decreasing local infrastructure costs.** TOD can help to reduce infrastructure costs to local governments and property owners by up to 25 percent through more compact development.



Imagine waking up in the morning and taking the stairs to the café below for your breakfast. You read the newspaper at a sidewalk table while talking with your neighbors. You then walk leisurely to the corner to catch a transit vehicle to your office while checking e-mails and catching up on correspondence. Upon returning in the evening, you can pick up your dry cleaning, then stop at the corner market for some fresh vegetables for dinner. This is all possible with transit-oriented development - without getting in a car!

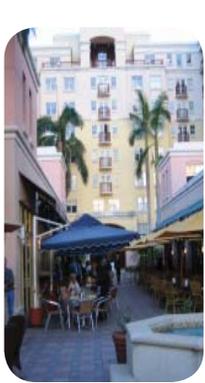
To learn more about JTA's transit-oriented development initiatives visit www.jtafla.com



JACKSONVILLE TRANSPORTATION AUTHORITY
Regional Transportation Solutions

TRANSIT-ORIENTED DEVELOPMENT

a mix of uses • more mobility choices • green and sustainable • defined centers • quality pedestrian environments • creating lasting value • active 18 hours a day • places to live work and play • great neighborhoods • walkable and convenient • increased housing options



TOD creates places with **lasting value** where people can **live, work and play** in **active and sustainable communities.**

What is Transit-Oriented Development?

Transit-oriented development, or TOD, is a tool available to help manage growth and improve the quality of life in areas served by transit. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns by creating active places with a mix of uses and destinations located within an easy walk to transit - places that allow people to live, work and play without having to drive everywhere.

In general, people living and working in TODs walk more, use transit more, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the “average” household.

TOD seeks to align transit with a community’s vision for how it wants to grow, creating mixed-use and walkable “transit villages.” A successful TOD will reinforce both the community and the transit system.

Successful TOD’s combine **compact, walkable communities**, a **mix of uses**, a **quality pedestrian environment** and a **defined center**. Together, they provide the opportunity to create **great places** at transit stations.



More Compact than the Community Average

A key ingredient for walkable communities and support for transit is having more compact communities that create shorter walking distances between residences and other destinations, including commercial services, schools, parks, and transit.

A Mix of Uses

A transit-supportive environment includes a mixture of residential, commercial, service, employment, and public uses with active frontages, such as restaurants and retail, on the first floor. Mixed-use development helps to create vibrant activity throughout the day and makes it easier for people to live, work and play in the same area without having to travel far distances.



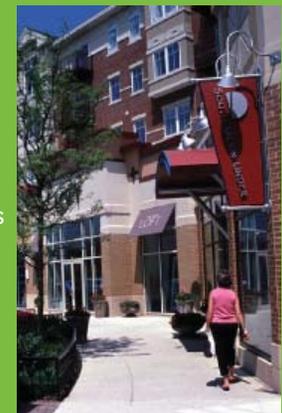
Quality Pedestrian Environment

Vibrant communities, with or without transit, are always convenient and comfortable places for pedestrians. Streets that have wide sidewalks, landscaping, and active uses such as storefront windows create inviting places where people want to walk, window shop and people watch.



A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area.



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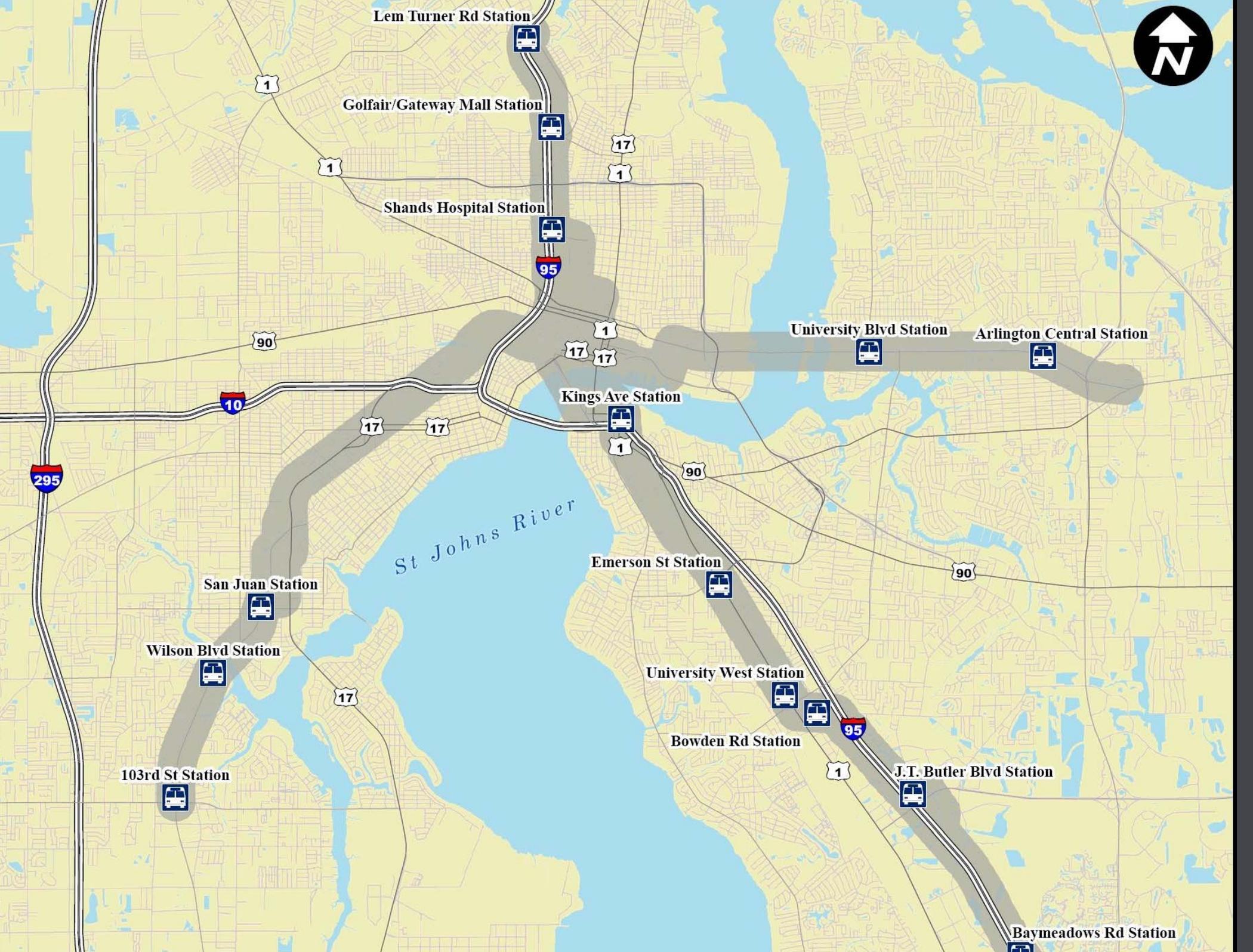
Meeting Materials

PowerPoint Presentation



JTA Public Workshop

Transit Oriented Development



Lem Turner Rd Station

Golfair/Gateway Mall Station

Shands Hospital Station

University Blvd Station

Arlington Central Station

Kings Ave Station

Emerson St Station

San Juan Station

Wilson Blvd Station

103rd St Station

University West Station

Bowden Rd Station

J.T. Butler Blvd Station

Baymeadows Rd Station

St Johns River

1

1

17

1

90

17

17

1

10

17

17

90

295

90

17

95

1

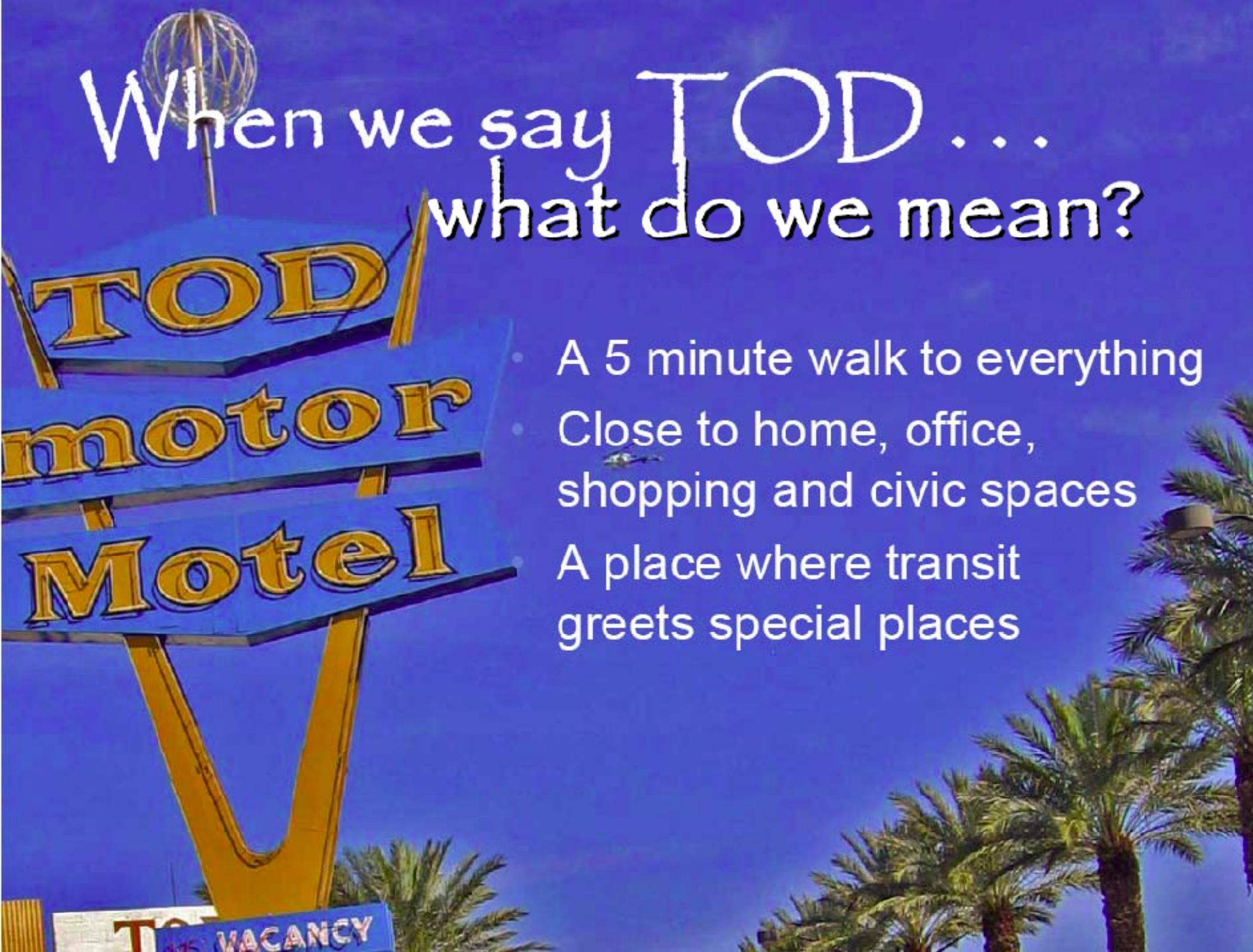
95

WHAT WE WILL COVER

- ***WHAT IS TOD?***
- ***HOW DOES IT WORK?***
- ***WHAT ARE THE BENEFITS***
- ***PRINCIPLES FOR SUCCESS***
- ***EXAMPLES OF TOD***

TOD Defined





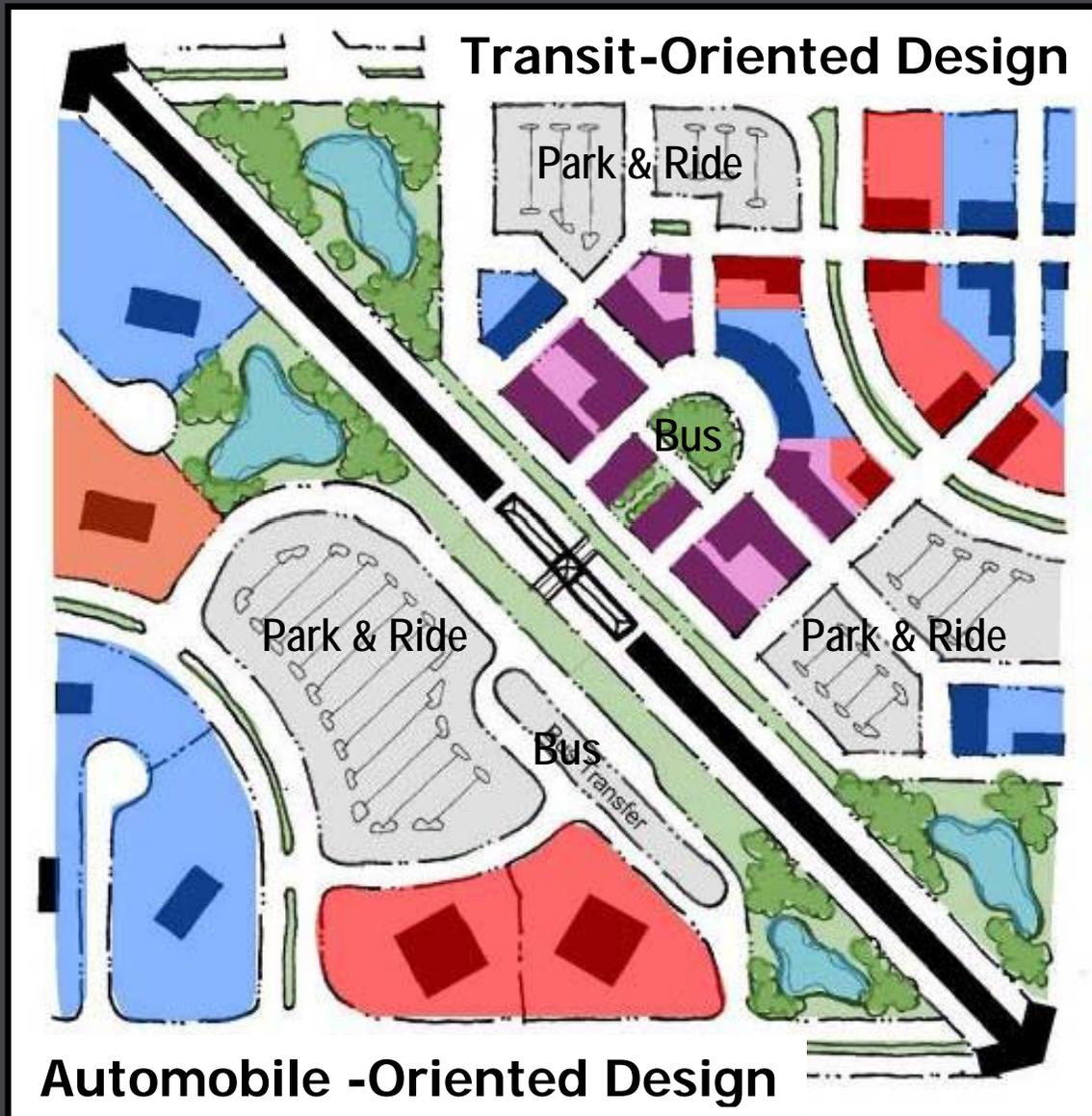
When we say **TOD** ...
what do we mean?

TOD
Motor
Motel

- A 5 minute walk to everything
- Close to home, office, shopping and civic spaces
- A place where transit greets special places

TOD VACANCY

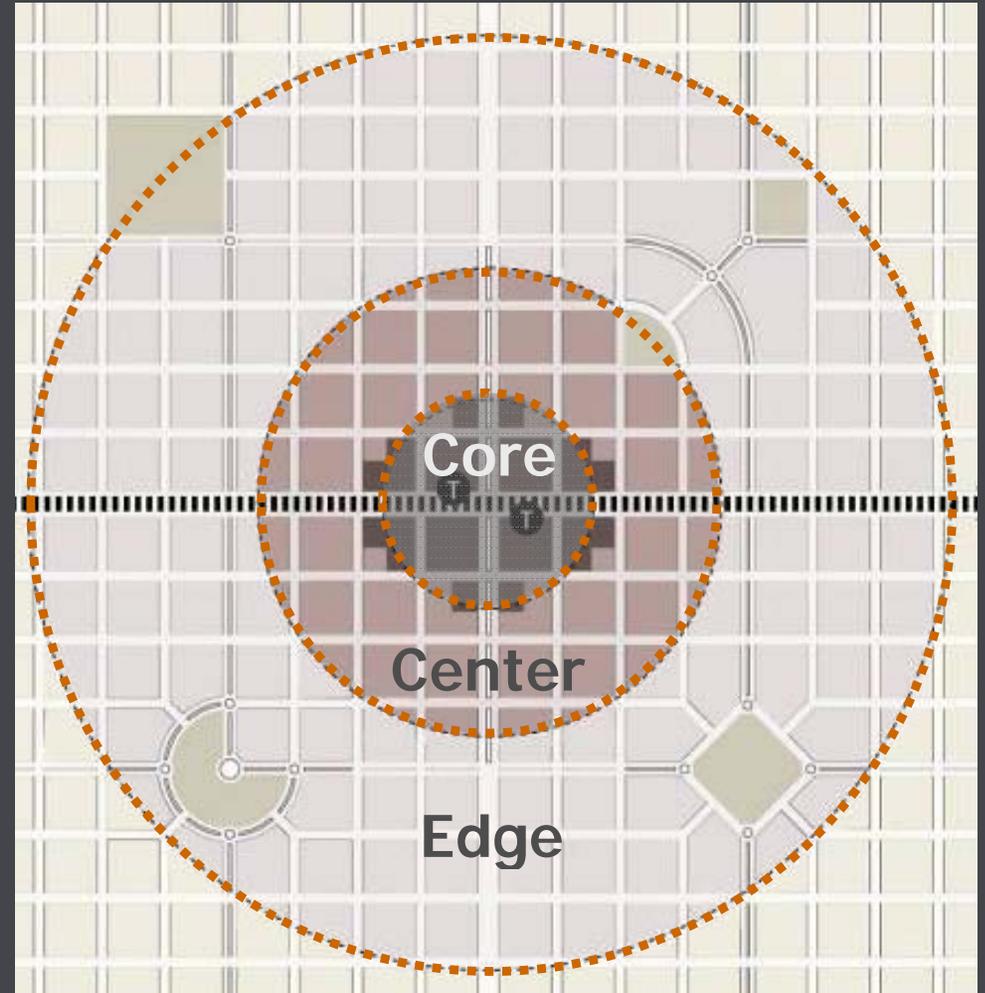
Auto or Development Oriented?



- Both designs:
 - Same land uses
 - Same transit
 - Transit station*
 - 800 Park & Ride*
 - 12 Bus Transfer*
 - Same cost
- One encourages TOD at the station
- One separates the station from the community

Wedding Cakes ...

- **Core:**
Up to 600 ft
greatest intensity
- **Center:**
600 to 1300 ft
intermediate intensity
- **Edge:**
1300 to 2600 ft
slightly greater than
community average

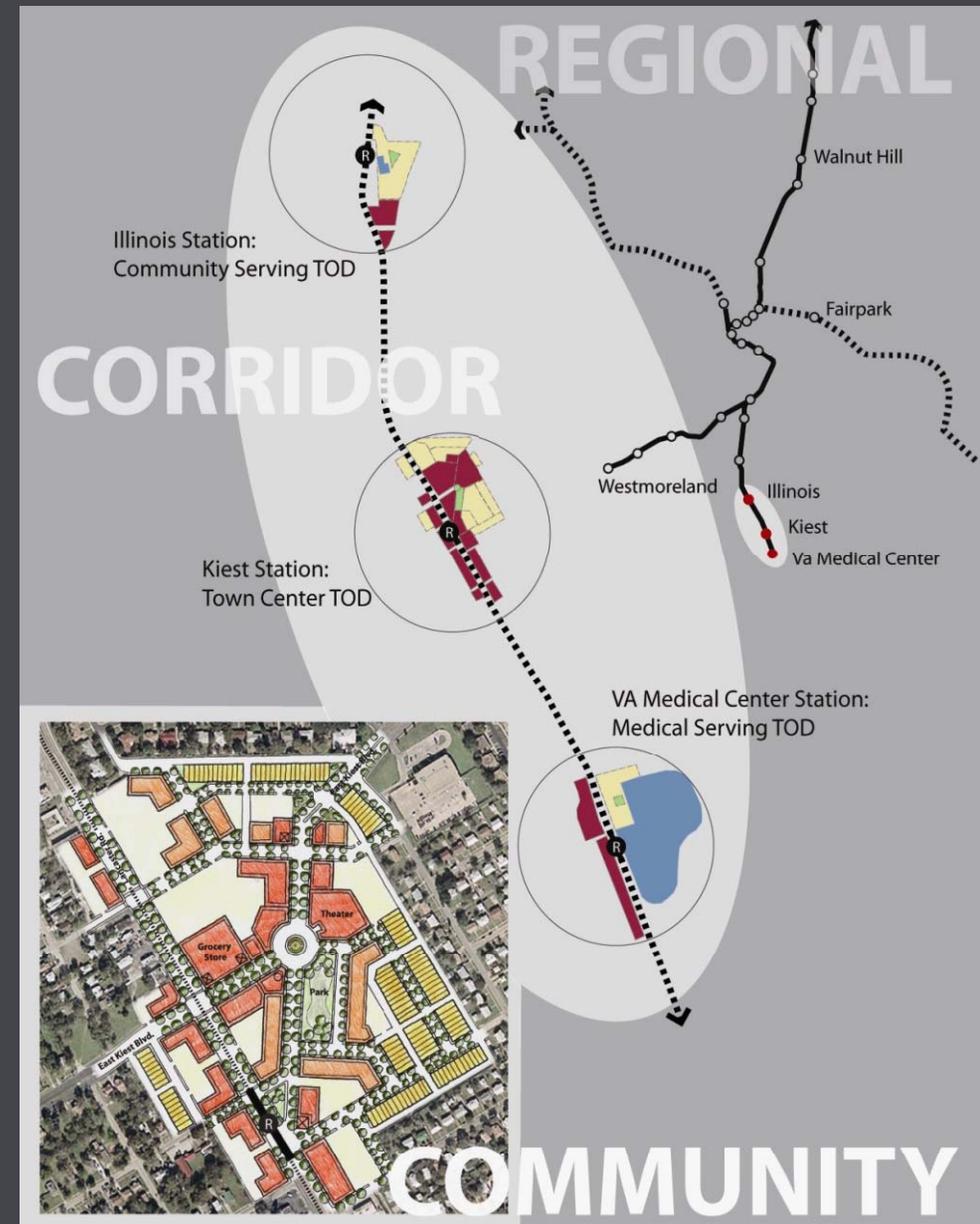


TOD Factors



Station Identity

- TOD in Region
 - Where does the station fit in?
- TOD in Corridor
 - Station's relationship to other stations?
- TOD in Community
 - How will TOD add value? Be a place?



Forces Driving 'Renaissance'

- Congestion stalling mobility
- Increased “move back” to cities
- Demographic shifts
- Support for “smart growth” concepts
- New government policies
- Market Demand



National Demand For TOD

14.6 million
US TOD Households
(2025)

Single Parents,
other households
w/ children 9%

Married couples
w/ children 12%

Other households
w/o children 15%

Singles and
couples no
children 64%

- 2/3s of demand
 - Single households
 - Couples w/o children
- 20% of demand
 - Households w/ children

Center For Transit Oriented Development

Land Value Premiums

Greatest benefits when:

- Local economy strong
- Transit system network expands
- TOD planning in place
- Traffic congestion increases



Arlington Heights, IL

Developers & TOD

- TOD out performs most other real estate projects
- Developers most optimistic on TOD with:
 - Corridors congested
 - Political support for TOD
 - A strong economy



CityCenter
Englewood, CO

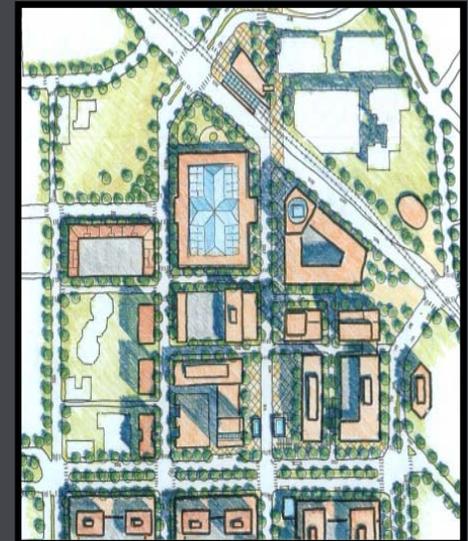
Development-Oriented Transit

- Transit designed with development in mind
 - Corridor selection
 - Station function
 - Pedestrian access
 - Parking location
 - Community partnerships
 - Incorporate TOD from start



Barriers to TOD

- Transit system design
- Local community concerns
- Lack of transit friendly zoning
- High developer cost & risk
- Difficult to get development financing



Parking always a Challenge

- Difference between TOD & TAD
- Transit parking pedestrian barrier
- No clear standards for parking ratios
- Often a deal breaker financially
 - Structured space costs 4 to 10 fold more



San Jose, CA



Dallas, TX

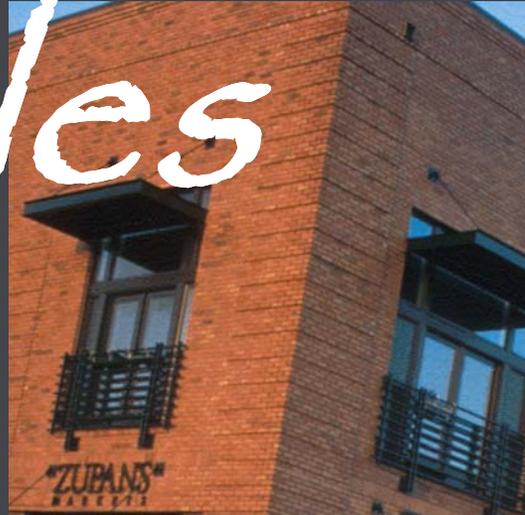


Portland, OR



Washington, DC

TOD Principles



TOD is about
community building,
not transit.

Great Transit



Great Neighborhoods



Great Destinations



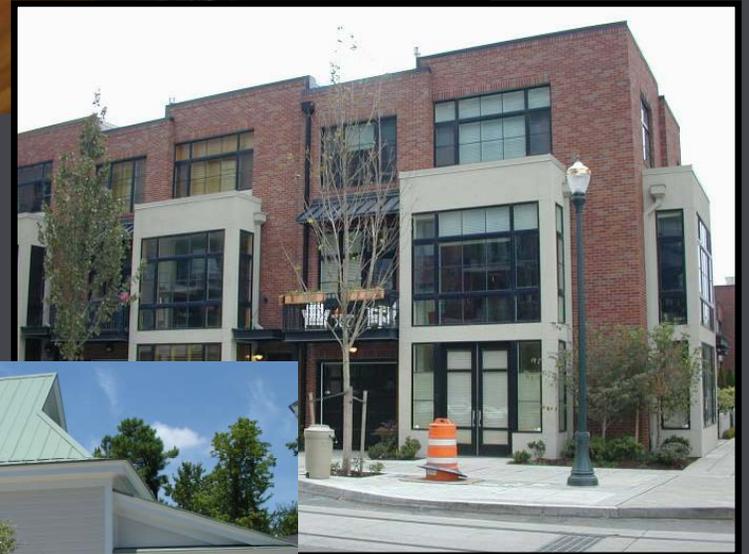
Great Buildings



Walkable & Convenient



Housing Options



Green & Sustainable



TOD Benefits



TOD Benefits

- TOD can help:
 - Reduce regional traffic by 5%
 - Increase regional transit ridership by 5%
 - Decrease local infrastructure costs by 25%
 - Reduce air pollution and help counter Global Climate Change

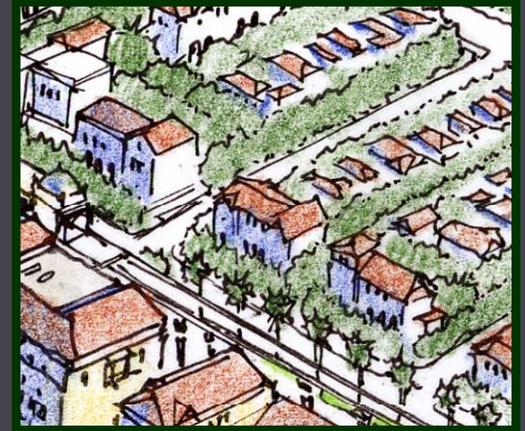


Reduced Transportation Costs

- US families #2 expenditure is transportation
- Savings of \$8 - \$12K per year
- More money for other things!



TOD Examples



The Village at Overlake Station

Redmond, WA

- Early bus TOD
- 308 units workforce housing
- Transit facility
- Day care center
- Walking distance to major employers & retail services
- public-private collaboration



Metropolitan Place

Renton, WA

- 30,000 sf infill site
- Suburban downtown
- 90 “affordable” apartments (120 u/a)
- 5 stories
 - 3 res. over 2 parking
- Parking
 - 240 spaces/residential
 - 150 P&R leased by county
 - 30 “shared use”
- 4,000 sf ground floor retail
- Bus transit center across street

Source: Dittmar & Ohland, *The New Transit Town*, Island Press, 2004



http://www.djc.com/stories/images/20020926/Renton_MetroPlace7.jpg



<http://www.metrokc.gov/kcdot/tod/renton.stm>

Twin Creeks

Central Point, OR

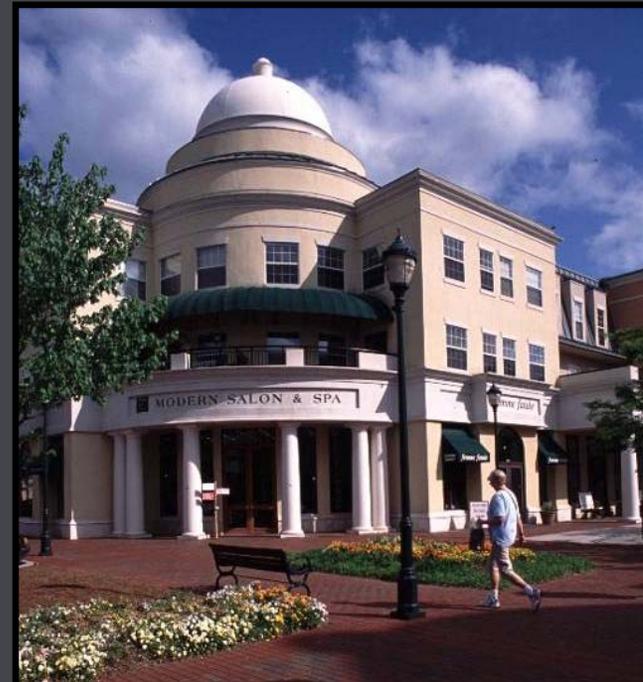
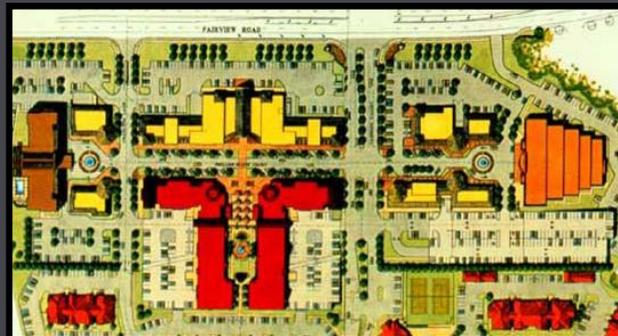
- 1st Bus TOD in valley-wide system
- 200 acres
- 1500 units
 - 7.5 u/a
 - 7 housing types
- 41 acre park / open space system
- Phased development



Local Government Commission
Awahanee Award Winner

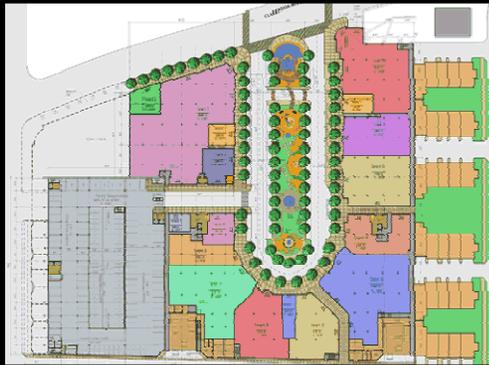
Phillips Place Charlotte, NC

- High end retail
- 360 apartments
- Theatre / hotel anchors
- Rear parking
- Main Street
- Bus TOD



Market Common Clarendon, VA

- A TOD best practice
 - 240k retail
 - 100k office
 - 300 apartments
 - 87 townhomes
- Opened in Nov '01
 - 100% leased
- Worked closely with neighborhoods



Transit Center Albuquerque, NM

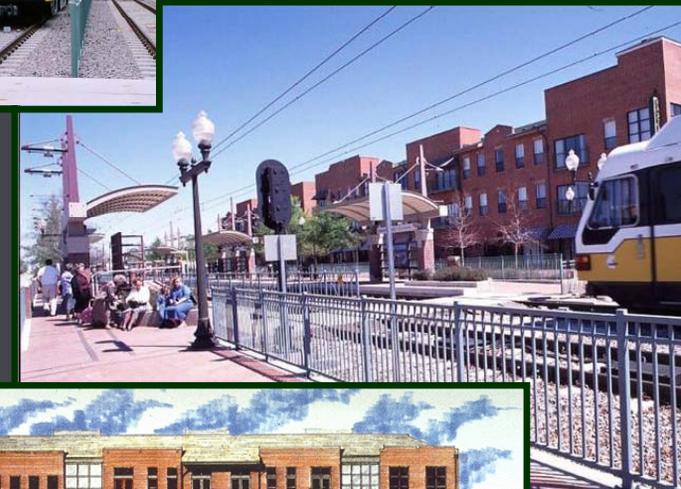
- \$12m Transit Center
- \$35m private investment
 - +\$100m next 5 years
- \$12m city contribution
 - land, parking, abatement
- Century Theatre
- Downtown Lofts
- Restaurants & office



Eastside Village Plano, TX

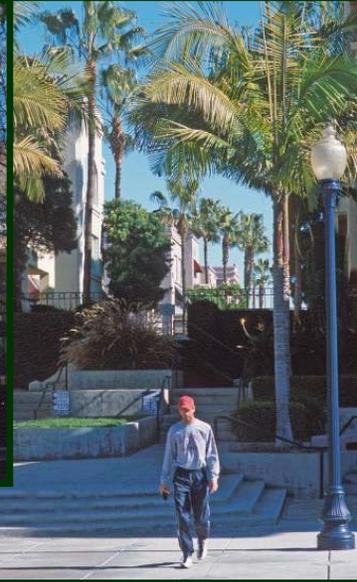
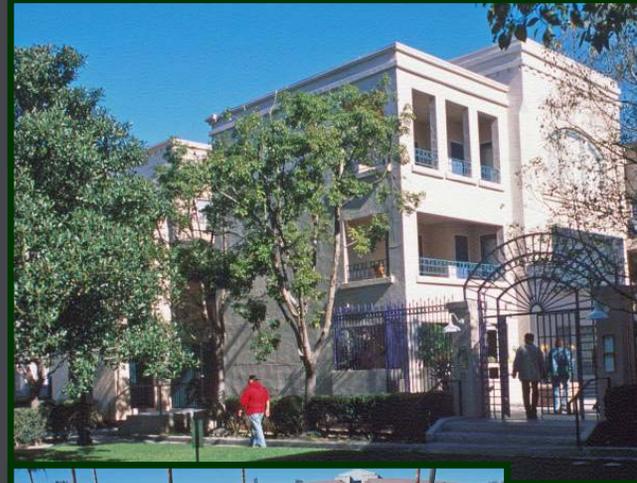
Station & TOD linked by plaza

- City assembled 3.6 site & issued RFP
- Up zoned to 100 DU acre, 234 units
- 5 levels of parking
- \$17.7m project
\$2m public investment



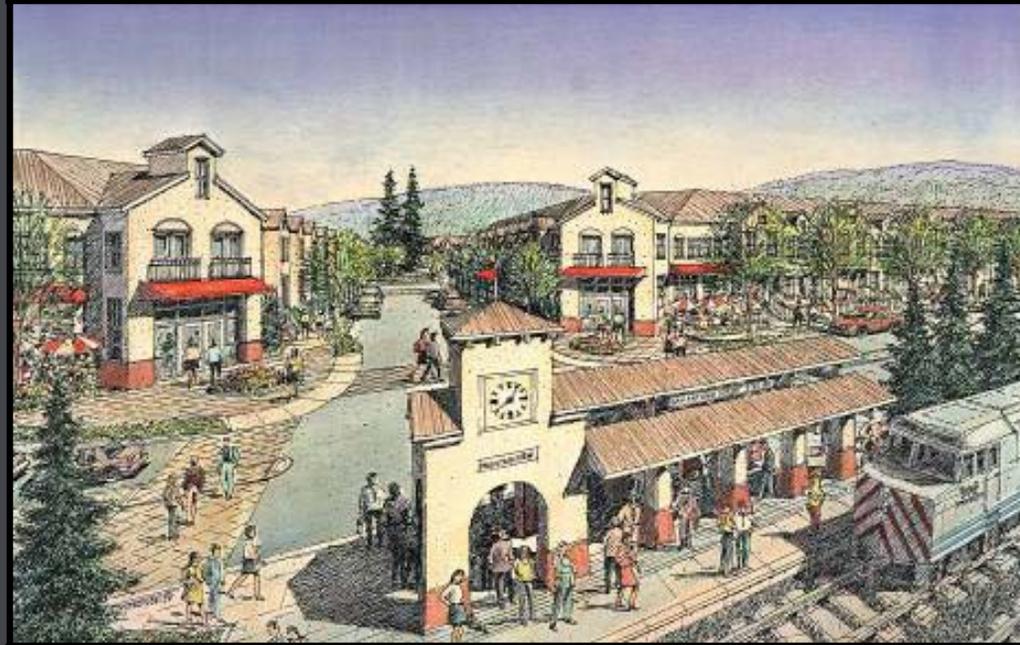
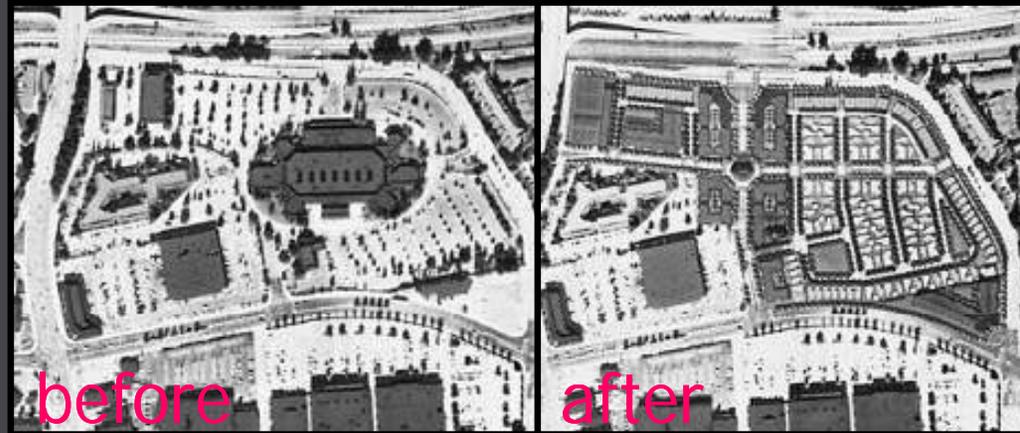
Uptown San Diego, CA

- Former Sears Bldg.
- City of San Diego lead, owned land
- 14 acre Bus TOD
- 318 units, 43 DU/acre
- 145k sf retail, office



The Crossings San Antonio, CA

- 18-acre failed mall
- Redeveloped as TOD in 1998
- Caltrain Station
- Limited retail
- 400 Dwelling Units
- Average Density 22 DU an acre
- 12 to 30 DU Acre



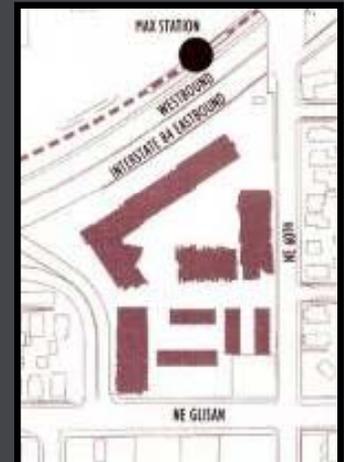
Steelyards, Boulder, CO

- 10.6 acre “greyfield”
- Small scale redevelopment
- 2-4 stories
- 90 units
 - 8.6 u/a
 - 18 affordable
- 221,000 sf commercial
- w/in 1000’ of bus line, near future rail and transit center



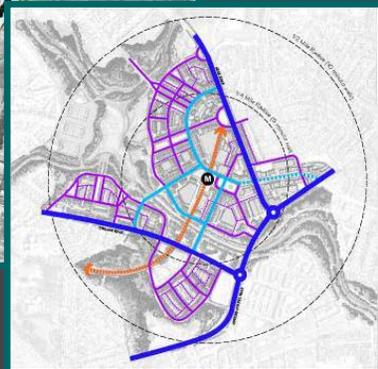
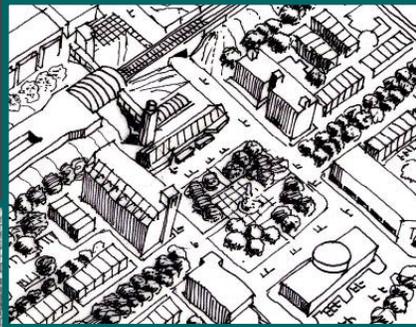
Center Commons Portland, OR

- 4.9 acre site 319 units
- Automobile ownership
 - No car families > 42%
- Transit market share
 - 46% commuters
 - 32% non-work trips
- Household income
 - 76% below \$25,000
- Walk to bus, LRT



West Hyattsville TOD, MD

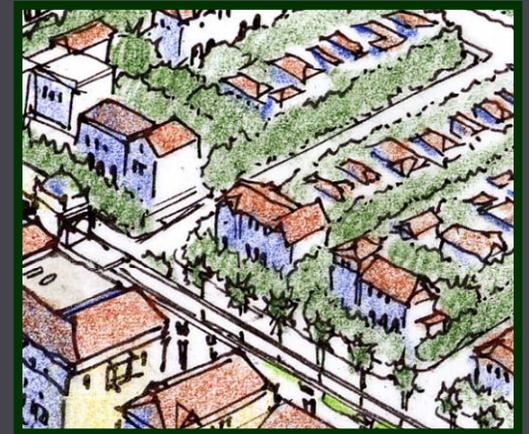
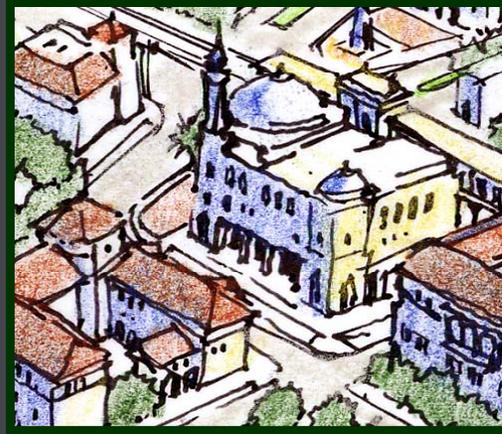
From Parking Lot to Transit Village



- Ex. transit station
- Development program
 - 3,100 housing units
 - Main street retail
 - 1m SF commercial
 - 127 acres open space
- Form based code
- Revitalized community

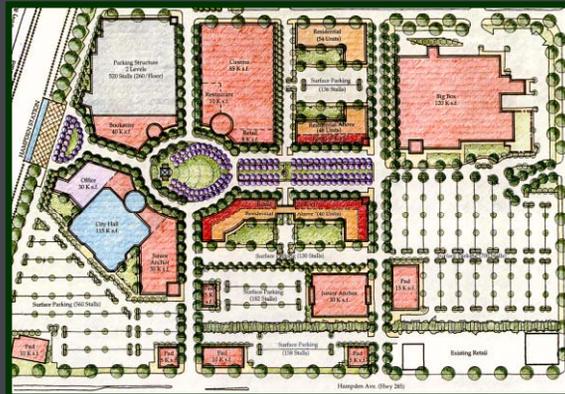


Making TOD Local



Keys To TOD Success

- Get the planning right
- Apply the power of partnerships
- Market driven, not transit driven TOD
- Design for the pedestrian

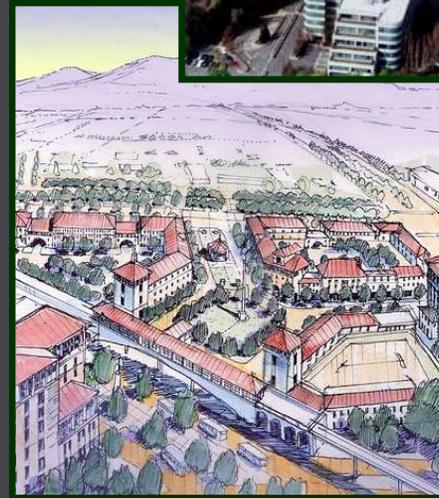


Planning for TOD Matters

“Build it and they will come” has not happened”

Planning building blocks:

- Regional Vision
- Local Leadership
- Help w/ Funding
- Station Area Plans
- Streamlining TOD



Focus on Implementation

- Reduce uncertainty & risk
- Develop a package of incentives –
 - Financial
 - Regulatory
- Assemble key sites
- Speak with one voice
- Complete a few demonstration projects



Link to a Bigger Strategy

TOD as “means to an end” to achieving community objectives

- Part of community’s vision for growth
- Basis to gain greater broader support & success
- More than transit
- Building partnerships essential



TOD Typologies: a range of scales for success

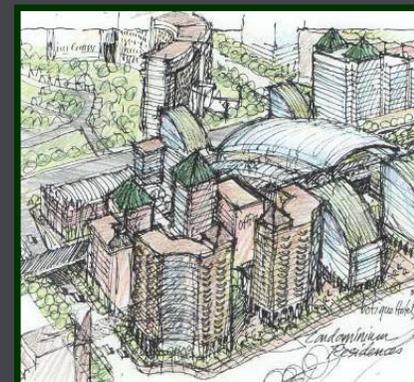
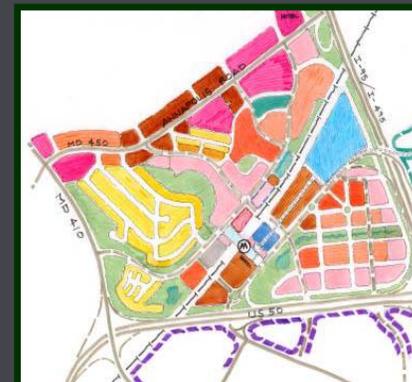
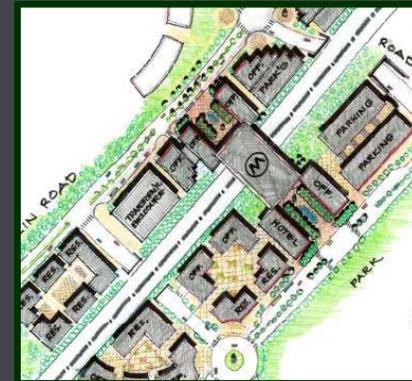
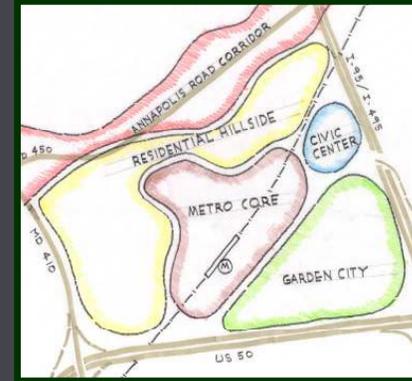


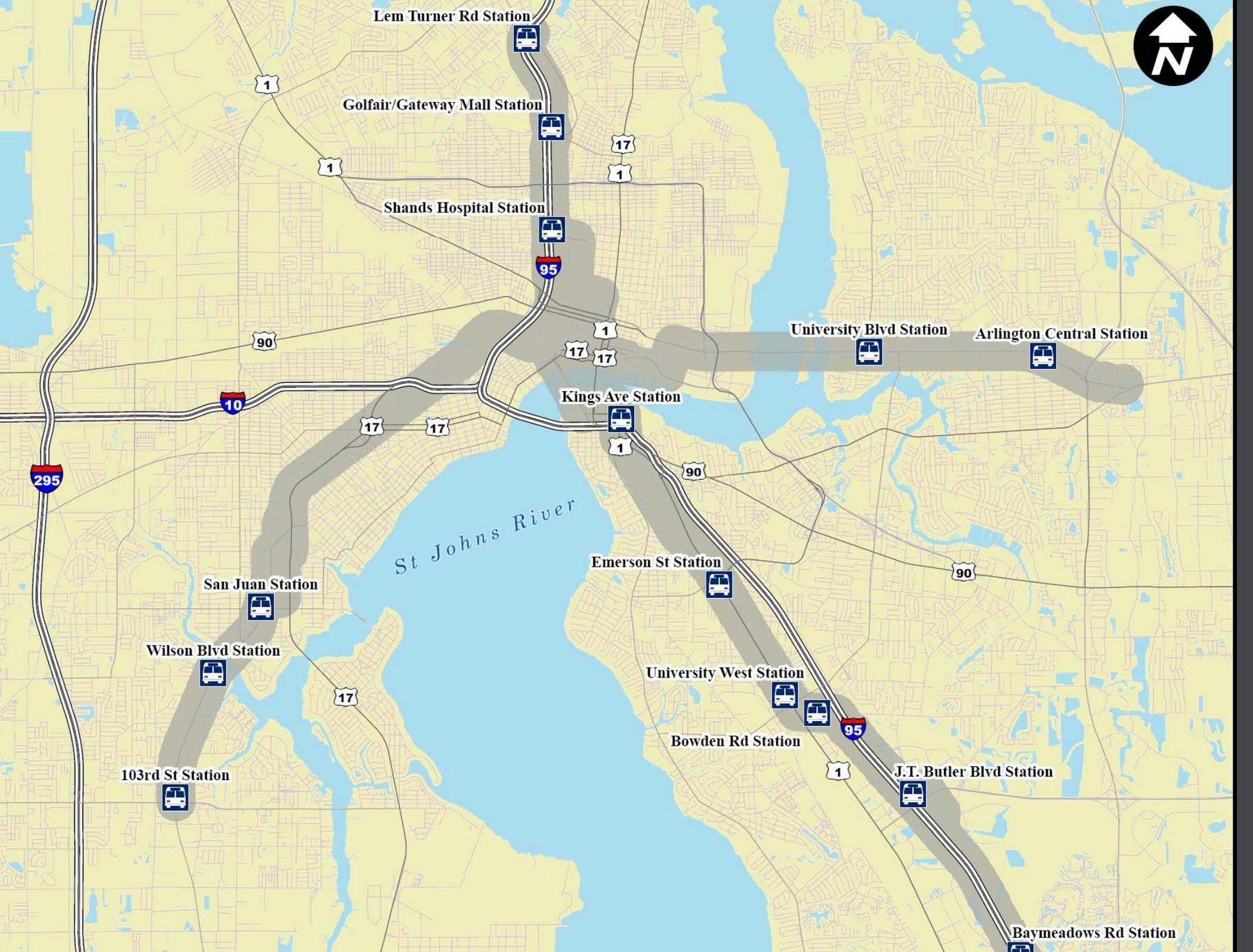
Top 10 Lessons Learned

1. Focus on Broader Planning Objectives
2. Community Partnerships are Essential
3. Create a Great Pedestrian Environment
4. Plan for TOD Early in the Process
5. Get the Parking “RIGHT”
6. Include a Mix of Uses
7. TOD Requires Experienced Leadership
8. Compact Development Matters in TOD Performance
9. Most TOD Projects Occurs After Service Begins
10. Demonstration Projects can Accelerate TOD Implementation Elsewhere

Conclusions

- Market for TOD established
- Benefits of TOD are real
- Build transit and they will come does not work
- Focus on implementation
- Design for the pedestrian





Lem Turner Rd Station

Golfair/Gateway Mall Station

Shands Hospital Station

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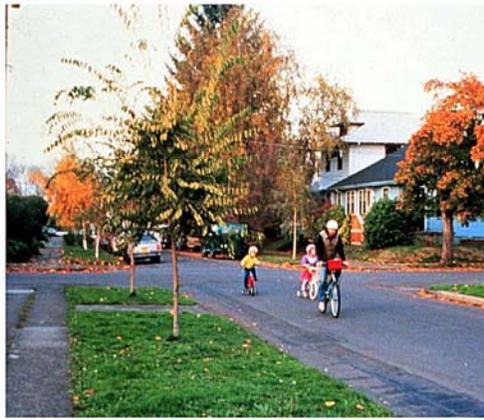
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Meeting Materials

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Lower Density Housing

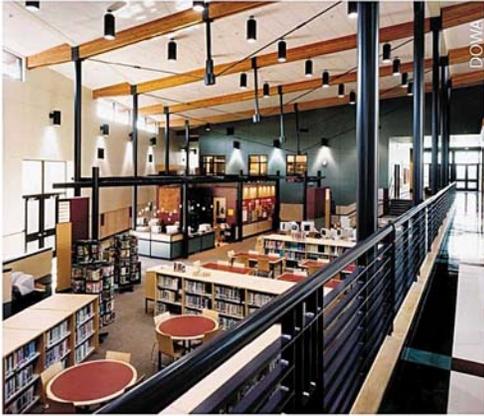


Safe Streets for All Modes of Travel



Residential Amenities

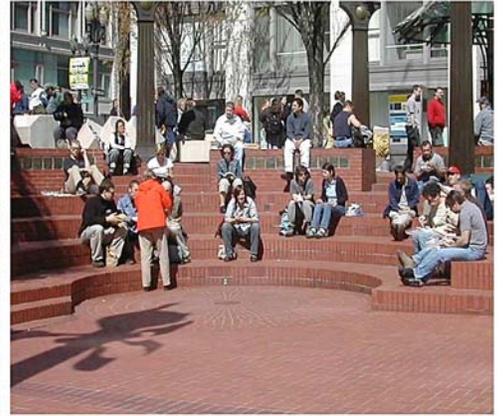
CIVIC TOD



Libraries



Schools



Gathering Spaces

VILLAGE TOD



Medium Density



Pedestrian Connections



Local Main Street Activity

URBAN NEIGHBORHOOD TOD



Mixed-Use Ground Floor Retail



Higher Density Housing



Live Work Opportunities

TOD TYPOLOGIES

JTA Public Workshop on TOD

May-June, 2008

URBAN STREETS



Wide Sidewalks



Residential Streets



On-Street Parking with Street Trees



Safe Intersections for Pedestrians



Active Store Fronts with Plantings



Neighborhood Retail

GREAT SPACES



Outdoor Cafes



Pedestrian Priority Streets



Public Plazas



Spaces for All Ages



Places to Gather



Parks and Open Space

STREETSCAPES AND GREAT PLACES

JTA Public Workshop on TOD

May/June 2008



Community Parks



Public Plazas



Community Gathering Places



Neighborhood Athletic Facilities



Active Recreation Spaces



Family-Friendly Spaces



Community Courtyards



Neighborhood Greenways



Pedestrian-Friendly Places



Bicycle Trails



Places to Relax



Common Areas

OPEN SPACES

JTA Public Workshop on TOD

May-June 2008



Housing Above Retail



Mixed Commercial and Residential



Live/Work Spaces



Multi-Family with Ground Floor Retail



Housing with Restaurants Below



Pedestrian-Friendly Mixed Use



Apartments with Small-Scale Retail



Pedestrian-Oriented Mixed Use



Multi-Family Above Retail



Multi-Family Above a Cafe



Lofts Above Retail



Mixed Use Town Center

MIX OF USES

JTA Public Workshop on TOD

May-June, 2008



Single Family Homes



Townhomes



Detached Townhomes



Townhomes with Street Parking



Rowhomes



Garden Apartments



Condos/ Apartments



Loft Condominiums



Apartments



Mix of Housing Types



Multi-Family Housing



Mix of Housing Densities

DENSITY

JTA Public Workshop on TOD

May, June 2008



Walkable Neighborhood Streets



Pedestrian Connections



Places to Meet



Continuous Store Fronts



Street Furnishings



Urban Landscaping



Spaces for Community Events



Places to Gather



Pedestrian and Bicycle Connections



Tree-Lined Streets



Active Sidewalks



Street Amenities

COMMUNITY ASSETS

JTA Public Workshop on TOD

May-June 2008



Local Grocery Stores



Active Store Fronts



Places to Rest



Schools



Post Office/Civic Uses



Public Transportation and Night Life



Public Art



Wayfinding and Signage



Preserved Landscapes



Community Centers



Wide Sidewalks



Community Open Spaces

COMMUNITY AMENITIES

JTA Public Workshop on TOD

May, June 2008

Transit Oriented Development
Corridor Workshops
Summary Report

Public Comments

Meeting Sign-in Sheets

Verbal Comments

**Transit Oriented Development
Corridor Workshops
Summary Report**

Public Comments

Meeting Sign-in Sheets



JACKSONVILLE TRANSPORTATION AUTHORITY
Regional Transportation Solutions

Transit Oriented Development Workshop
May 28, 2008 Bradham Brooks Northwest Library

Name	Company	Address	Zip	E-mail	Phone	Fax	Preferred Method of Communication
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4 Cheryl Freeman	RSH			cheryl.freeman@rsandh.com	608-8751		email
5 Pauline Defant		4606 Castlewood Dr	32208				
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9 Aconce Freeman	A.C. CONCRETE	5430 Dakota DR		A.C. CONCRETE	768-2394	764-4834	
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JACKSONVILLE TRANSPORTATION AUTHORITY
Regional Transportation Solutions

Transit Oriented Development Workshop
June 3, 2008 Holiday Inn Baymeadows

Name	Company	Address	Zip	E-mail	Phone	Fax	Preferred Method of Communication
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3 Michael Glinstein	"	9245 WINGED FT LN		Michaelg@microalg.org	910 6044		email
4 Betty Gurney	LOS LAGOS CONDO	7918 LOS ROBLES CT	56				
5 Bill Creek	LOS PRADOS	7625 LAS PALMAS WAY	56	PRICKLW@BELLSOUTH.NET	737-4365	—	EMAIL
6 John Waddell	East Hampton	10469 Creston Glen Ln E	56	jwaddell38@bellsouth.net	629-7822		EMAIL
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JACKSONVILLE TRANSPORTATION AUTHORITY
Regional Transportation Solutions

Transit Oriented Development Workshop
June 4, 2008 **Wesconnett Regional Library**

Name	Company	Address	Zip	E-mail	Phone	Fax	Preferred Method of Communication
1 Edna Nalls	Kelly Educational	6026 Du-Clay Rd	32244	mzemnalla@yahoo	(773) 829-5704	N/A	Email
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3 Betty Redd		2442 Captain Court	32210		904-771-7688		
4 Joe Ostafi		2458 CAPTAIN CT.	32210		779-9676		
5 EDNIS DAVIS	POWERS DESIGN	7701 Timberlin PARK Blvd. Unit 102Z	32256	edavis@metrojacksonville.com	(904) 219-7499		email
6 KIRK R Tuttle	JTA	4087 Lofty Pines C.W. JTA Fl	32210		772-7956		
7 Kenny Williams	JTA	7933 Cypreside Way Stx	32222	kwilliams@jtafla.com	633-8532		
8 Debby Ostafi		2458 Captain Ct	JTA 32210				
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Transit Oriented Development
Corridor Workshops
Summary Report

Public Comments

Verbal Comments:

North Corridor 5/28

What They Wanted: walkable streets and wide sidewalks, community facilities (schools, grocery), single family and low density development, public parks and playing fields, more safety

What They Didn't Want: nightlife, medium- and high-density residential development

Community Assets and Amenities

- Pedestrian mobility is important, and wider sidewalks are desired
- Renovate older buildings and places along the corridor
- GM is a hub for transit and commerce
- A lot of established neighborhoods surround GM—enhance sidewalks to increase pedestrian access
- Need for pedestrian facilities around hospital
- More sidewalks needed between Brentwood/I-95, linking of places
- Clientele is there, make developments fit them
- Jefferson/Royal Street—some nice places at sidewalks
- Any improvements pictured on boards would be beneficial and should work
- Looking for basic services/needs such as grocery, pharmacy, mixed uses
- Safety is #1- crime is high
- Maybe have police kiosks in TOD

Mix of Uses and Density

- Gateway is major shopping area
- Zero lot line houses
- Live/work spaces may not work in this corridor
- Many photos represent things for a younger generation—not applicable to existing residents?
- Jacksonville condos—water turned off
- Garden apartments are appealing to some but not everyone
- There are some historic and older homes in the area
- Desire diverse community (other cultures, incomes)
- Mass transit to airport

Streetscapes, Great Places, Open Spaces

- Increased lighting/brightness for safety
- Right of way not available for streetscaping due to buildings' proximity to street
- Do not like roundabouts
- Enhance amenities of existing parks in corridor
- Senior housing needs open spaces
- Al fresco dining desired
- Safety—more open space opportunities—more 'eyes on the street'

East Corridor 5/29

What They Wanted: grocery stores, improved sidewalks and safe pedestrian connections, bike lanes, some mixed use development, safety
What They Didn't Want: high-density development, rowhouses, on-street parking

Community Assets and Amenities:

- Would like any additional community assets shown
- Lack of stores you can walk to—closest option is Walmart
- Regency Square Mall not walkable
- Community space for produce stand
- Need wider sidewalks without obstructions
- Bike connections needed
- Preserve existing green space amenities

Mix of Uses and Density

- Lofts could work in this area
- Single family homes and low density dominant
- Multi-family images too high-density, wouldn't work
- Garden apartments
- Restaurants below lofts
- More retail to walk to
- Cafes and smaller retail

Streetscapes, Great Places, Open Spaces

- Lack of parks
- Safety is a priority
- Safe intersections top priority- drivers don't see pedestrians trying to cross the road
- Improve existing sidewalks
- Light-up intersections across Atlantic or Arlington

- Need active store fronts with eyes on the street
- Pedestrian safety

Don't develop existing greenways that buffer residences from Arlington Expressway

Southeast Corridor 6/3

What They Wanted: small scale neighborhood-serving retail, more safety, lower-density development, some mix of uses, more community open space

What They Didn't Want: more traffic (especially in Baymeadows), a station where it is proposed, additional development

Community Assets and Amenities

- Existing—do not have any shown assets
- Vision—small coffee shop, small produce market, post offices
- Overall concern about traffic impact on LOS F road
- Advocate station @ The Avenues
- Majority of roads are private (Baymeadows)
- Concern about access to transit stations and impact to neighborhoods
- Station in Baymeadows has too many adverse impacts on the neighborhood
- Community center lacking
- Would like dry cleaners
- Link of service to transit
- Would like small neighborhood-serving retail like grocery, bakery
- Open cafes or specialty restaurants in the immediate vicinity of stations
- Safety and maintenance an issue- people need to feel comfortable going to stations and being at stations
- Police substations—eyes on street
- Partnership for police to ride transit or commute using transit

Mix of Uses and Density

- Developers with local community focus
- Locate development and park and ride lots off of Baymeadows (space constraints), set up feeder bus service
- Can envision all examples when areas are ready for redevelopment
- Think lower density works better.
- Ground floor retail, apartments above—high end retail don't think viable
- No development- area is already built out

Streetscapes, Great Places, Open Spaces

- Open space in Baymeadows—convert golf course into regional park, like the idea of it ‘opening up’
- More parks, basketball courts, playgrounds
- Open spaces are top priority
- Bicycle paths, sidewalks that are safe with good lighting
- Places to gather, places should be incorporated in open space

Southwest Corridor, 6/4

What They Wanted: walkable neighborhoods, more community facilities for the elderly, better building layout, restaurants, mixed use development, medium- to high-density housing, neighborhood-serving retail, parks, buffers, and green connections, safety

What They Didn’t Want: additional traffic

Community Assets and Amenities

- Like all images
- Walkable neighborhoods
- Community facilities such as YMCA, places for exercise
- Sidewalks
- A lot of these things are already in the corridor but it is not walkable
- Hide parking lots, connect buildings together through facades
- Use building design and placement to facilitate connections
- The area is having trouble retaining businesses
- Where would people who live there work?
- Lack of employment opportunities
- Concerns about bus service, transfers, maintenance of bus facilities
- Services for older neighborhoods/demographic such as medical center (in a centrally located area)
- Safety, police
- Need restaurants that are reasonably priced, clean, trendy, and like the image in ‘Places to Gather’
- Post office
- Keep DMV
- Keep tax collector
- Concerns about bus storage, lengthy layovers

Mix of Uses and Density

- Bland buildings should front on street
- Mixed use town center would be nice
- Stores/apartments as ideal situation
- Apartment/condo mix to provide homeownership opportunities

- Live/work spaces desired
- Neighborhood feeder buses
- Services—health oriented
- More retail, such as a dime store, JC Penneys, variety of small stores and department stores
- Family restaurants
- Bike lanes
- Preserve existing uses, such as grocery stores, CVS, police substation

Streetscapes, Great Places, Open Spaces

- Transition space- parks, trees
- Preserve the woods
- Buffers around shopping centers to residential areas
- Buffers should be interactive, such as parks, sidewalks, amenities for residents
- Improve street crossings (Blanding)
- Good, well-maintained sidewalks
- Trees, tree canopy
- Wide walking trails
- Bike trails and lanes
- Street crossings with landscaped medians/refuges
- Design from a pedestrian standpoint first
- Playgrounds
- Tot lots, small parks as part of buffer between activity centers
- Public pools

River transportation good (for large public events downtown)







