TRANSIT ORIENTED DEVELOPMENT

DESIGN GUIDELINES

WORKSHOP SUMMARY

FROM THE

JACKSONVILLE TOD DESIGN GUIDELINES WORKSHOP

JULY 14, 2009

FLORIDA DEPARTMENT OF TRANSPORTATION

and

FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS
INTRODUCTION

Transit Oriented Development (TOD) Design Guidelines are being developed by the Florida Department of Transportation (FDOT) and Florida Department of Community Affairs (FDCA) as guidance for local governments and agencies to promote and implement development that is supportive of transit investment. The guidelines will be vetted with local governments, agencies, and the public through workshops conducted throughout the state. Based on the input gained in these workshops, the guidelines will be refined; and the context, purpose, and use of the guidelines will be more thoroughly defined in a Guidance Document.

The tenth workshop in this series was conducted on July 14, 2009 in a partnership between the FDOT, FDCA, and the Northeast Florida Regional Council (NFRC). The workshop was held at The NFRC office and was attended by planners and design professionals from various regional public and private agencies. The intent of the workshop was to gather input on the draft TOD Design Guidelines Framework and to gain insight into local transit and transit oriented development initiatives. The plenary session included the following presentations:

- Jacksonville Transportation Authority’s Transit Initiatives
- JTODs: How to TOD in Jacksonville?
- Draft TOD Design Guidelines Framework

After the presentations, the participants were organized into four groups to garner input through facilitated discussions on the draft TOD Design Guidelines Framework. The group discussions were broadly based on the following questions:

- Do the station area types represent existing or future station areas in this area? How would these place types be applied within your Comprehensive Plan?
- What provisions in the Land Development Regulations support characteristics of these station area types? How might they be modified?
- Do you agree or disagree with the gross densities (residential/population and employment) for the station area types included in the design guidelines matrix?
• Do you agree or disagree with the net intensities/densities and mix of uses included in the draft design guidelines matrix? Also comment on the building footprint guidelines such as building height, lot coverage, and street frontage? Are these variables ample to describe intended project requirements?

• Do you agree with the parking caps for residential and non-residential uses? What are short-term parking strategies to help compensate for the parking shortage created by the parking caps?

• What opportunities and barriers do you anticipate in the implementation of the guidelines?

• What are issues in your county that should be addressed in the Guidelines?

The following pages summarize the input received at the workshop, broadly based on the questions above, and categorized into the following areas to reflect the priorities and concerns of the workshop attendees:

• Local Regulatory and Policy Issues

• Densities, Intensities, and Mix of Uses

• Parking

• Opportunities and Barriers to Transit/Transit Oriented Development

• Local Issues that should be addressed in the Guidelines

• TOD Design Guidelines Document
WORKSHOP SUMMARY

LOCAL REGULATORY AND POLICY ISSUES

Comprehensive Plan Applications

- Comp plans currently do not designate TOD
- No requirement for land use amendments
- Provide incentives for TOD within defined transit corridors
- TOD land use overlay would be a useful implementation tool

Land Development Regulation Applications

- Need for more flexibility in the regulations
- Define uses that are prohibited in TOD areas
- Develop model LDRs for TOD that can be used statewide
- Develop model form-based code
- Most of the TOD standards belong in the LDR

DENSITIES, INTENSITIES, AND MIX OF USES

- Clarify mix of uses and place types
- Rural transect is confusing
- Not many T6 place types in North Florida
- Guidance is needed on transition areas between ¼ and ½ mile of station area. What are characteristics of these areas?
- Consider fewer transects
- Coastline is not conductive to density
- Density needs to be designed right
- There are enough place types
- T5/T6 are not appropriate for area
- Consider corridor oriented development in the guidelines
• T4 (ex. Riverview, San Marco) setbacks are an issue
• T2 jobs per acre is too high (2-5 jobs/acre)
• T5 urban center – downtown Jacksonville
• The matrix works for urban, but what about suburban areas?
• Commuter rail is a unique category – urban, yet rural is feasible
• Integrate with transit planning concepts
• Growth rate likely to influence type of development
• A lot of vested single family quarter acre lots in Jacksonville
• Developers want to give their tenants maximum flexibility
• Evaluate what should constitute the non-residential place types
• Need to include frequency of service statistics in guidance
• T4 – good model for downtown Jacksonville
• Pick community vision first. Make sure “tail doesn’t wag the dog”.

PARKING

• Existing parking caps are discouraging developers. Even with the best policies, developers still want parking.
• Phase in parking caps over time
• Need strategies and support for shared parking
• Park and ride stations
• Reduce surface parking with public vertical parking
• Parking caps are good
• Best practices are needed on how other communities have addressed parking
• De-incentivize parking
OPPORTUNITIES AND BARRIERS TO TRANSIT/TRANSIT ORIENTED DEVELOPMENT

Opportunities:

- Public education campaign is needed to change mindsets about density and how it supports a healthy lifestyle
- No more roadway capacity costs
- More utilization of joint development, public/private partnerships
- Student incentives for transit use
- Connectivity
- Incentive based system needed for develop support
- Influence on quality of life for the community
- Connect all requirements (school transportation and transit to school)
- Benefits air quality
- Clearly describe benefits to educate decision-makers/public
- Increase transit funding
- Proportionate share/impact fees
- Establish larger land use pattern using TOD place types

Issues/Barriers:

- Disconnect with review process/Disconnect with review & legislation
- Educating public & business community - needs to be understood by diverse audiences
- Public perception of density will be a challenge
- More prescriptive variable could create more friction
- Need to make transit attractive to public
- Must overcome suburban mentality
- Funding
- Tax issues
- Transit has to compete with autos on price, service, and quality
• Harder to serve suburban office centers
• There is a disconnect between land use and the desire for transit

LOCAL ISSUES THAT SHOULD BE ADDRESSED IN GUIDELINES

• Infill/Redevelopment Target/Incentive
• Jackson Square – Infill, Target TOD
• TOD district along corridors – Phillips, Atlantic
• Downtown is not business center
• FEC corridor
• JTA and FDOT involvement
• BRT corridor for demonstration, Riverside TOD, Light rail & commuter rail

TOD DESIGN GUIDELINES DOCUMENT

• Early consultation with FDOT is key
• Consider advantages of solar power
• More visual guidelines
• What are the affects of gas prices on transit ridership?
• What is the geographic application of guidelines?
• Need for corridor level considerations
• Upgrade characteristics
• More land use guidance
• Oversupply of affordable housing
• Address timing of fixed-route (rail) service / station development