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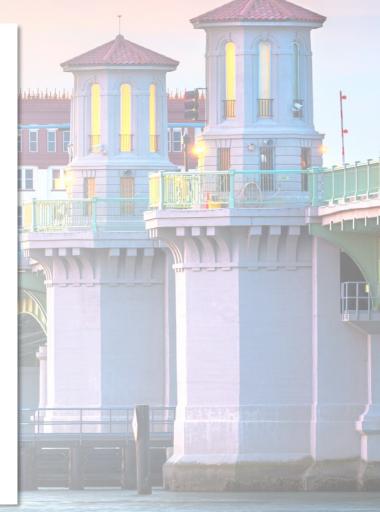






SCAN TO TAKE THE SURVEY



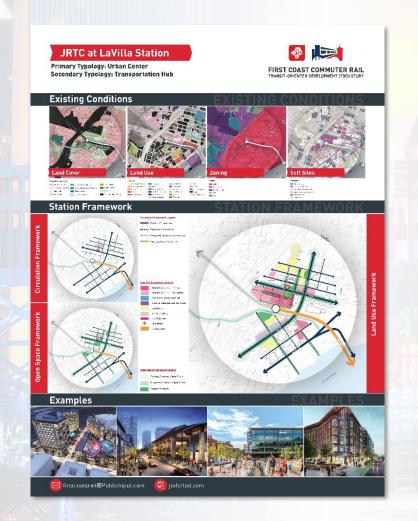


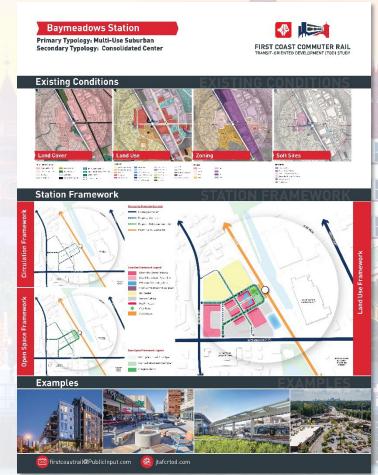


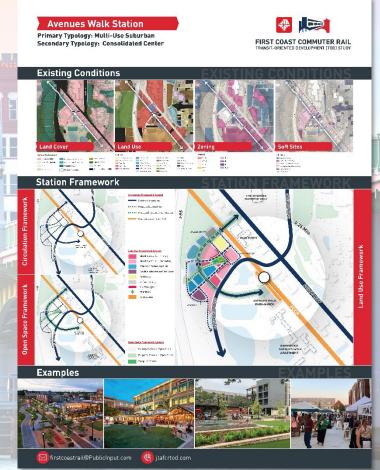


VISIT THE STATION AREA BOARDS!















First Coast Commuter Rail TOD Study

Corridor Overview

Station Area Frameworks

Next Steps







Transit-Oriented Development (TOD):

- Compact, vibrant, walkable development;
- Centered around quality public transit;
- Includes a <u>mix of uses</u> including a variety of housing types, office, and retail;
- 5 -10-minute walk of a transit station;
- Generally denser than the development surrounding;
- Includes <u>high-quality neighborhood amenities</u>, such as parks, plazas, and complete streets.







As the first planned commuter rail corridor in Northeast Florida,

First Coast Commuter Rail would provide enhanced rail transit service for employment, education, healthcare, and tourism for the region



38.4 MILE

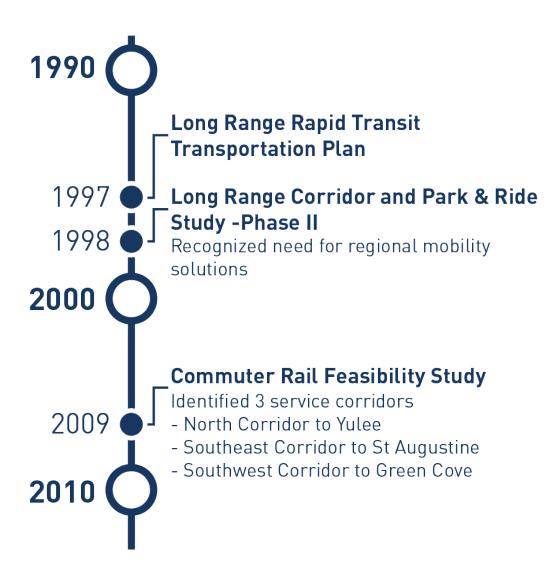
FLORIDA EAST COAST RAILWAY

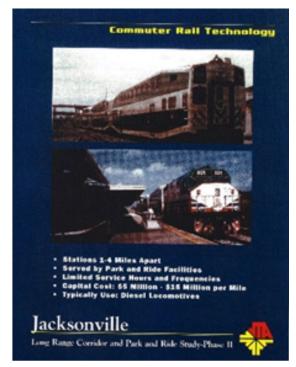


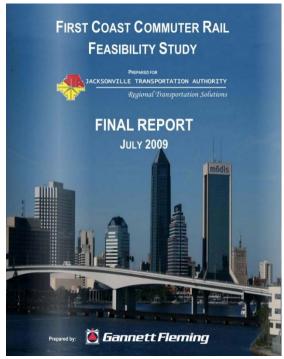
St. Augustine















.Commuter Rail Feasibility Study -Phase II

Prioritized 3 service corridors - selected Southeast Corridor as top priority`

2013

Southeast Commuter Rail Service **Corridor - Station Location Study** Defined site location methodology for potential rail stations

2015

2016

Southeast Commuter Rail Corridor Project Alternative Study (Phase III)

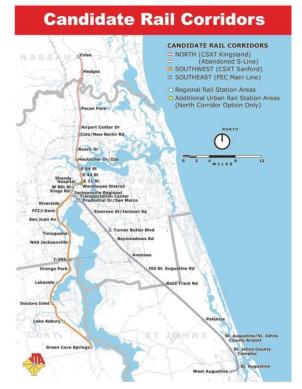
Evaluated corridor to define readiness for more detailed study. Determined not yet ready to advance in FTA's PD process

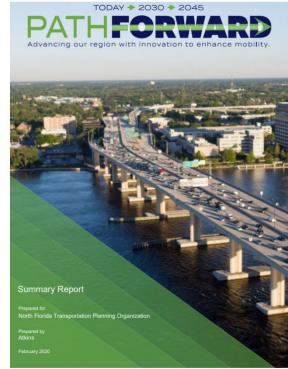
Southeast Commuter Rail Transit **Concept and Alternative Review Study**

Alternatives Analysis to define readiness for Project Development

Southeast Commuter Rail Cost Study

Comparison of cost estimates for capital, operating and maintenance scenarios





2019





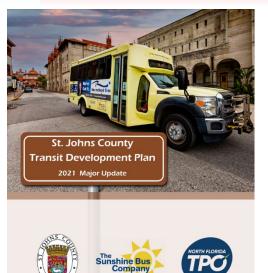


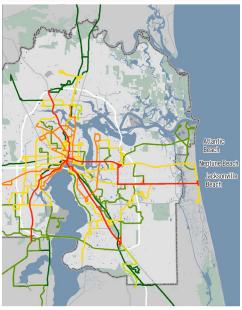
2020

Southeast Commuter Rail Pre PD&E Study - Pre. Environmental Study FDOT ETDM screening for permitting agency review and initial NEPA analysis. Identified Categorical Exclusion as recommended class of action

2021

└I-95 Maintenance of Traffic Strategy Proposes commuter rail as a multimodal mobility option, as mitigation during planned I-95 construction











FIRST COAST COMMUTER RAIL TOD STUDY

This Study Will Not Plan
Commuter Rail in the Corridor...

Planning Efforts from an Economic Development Perspective

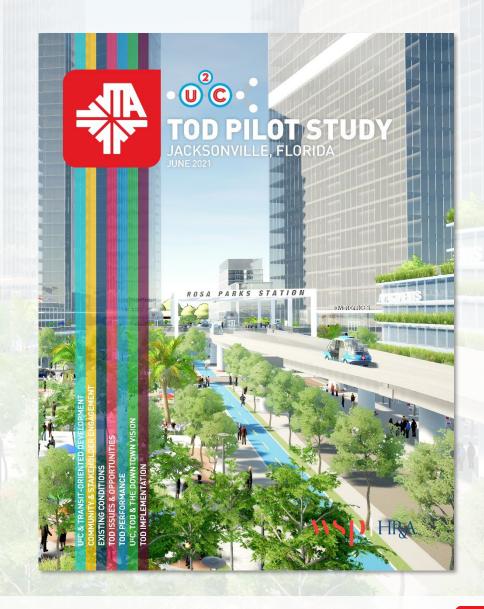






FIRST COAST COMMUTER RAIL TOD STUDY

- This Study Will Not Plan Commuter Rail in the Corridor
 but
 Rather Inform Future Planning Efforts from an Economic
 Development Perspective
- FTA Funded Grant to Study TOD
- Real-estate and Economic Development Focus Within Station Areas
- Multimodal Planning to Connect Transit With Surrounding Areas
- Implementation of Strategies to Leverage Public Investments
 In Transit and Finance Development Opportunities





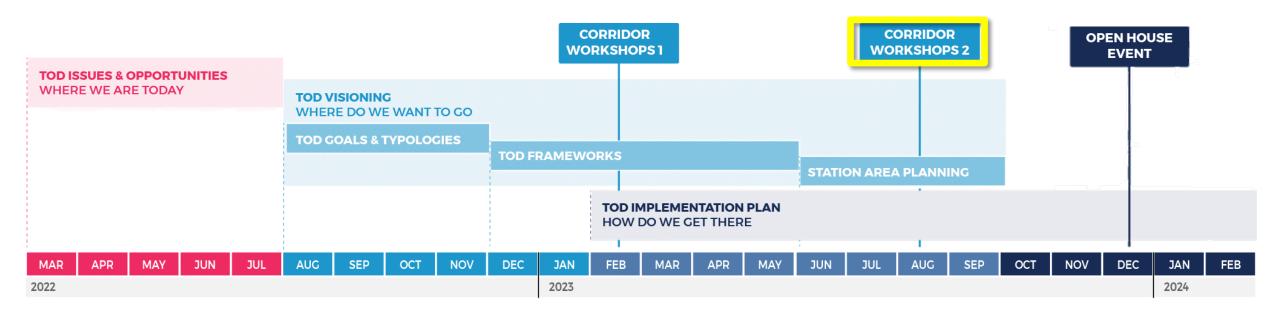
FIRST COAST COMMUTER RAIL TOD STUDY

- Regional and Community Economic Development and Revitalization
- Increased Ridership and Associated Revenue Gains for JTA
- Improved Safety for Pedestrians and Cyclists through Nonmotorized Infrastructure
- Incorporation of Public and Private Sector Engagement and Investment
- Congestion Relief and Associated Environmental Benefits
- Larger Supply of Affordable/Workforce Housing
- Economic Returns to Surrounding Landowners and Businesses



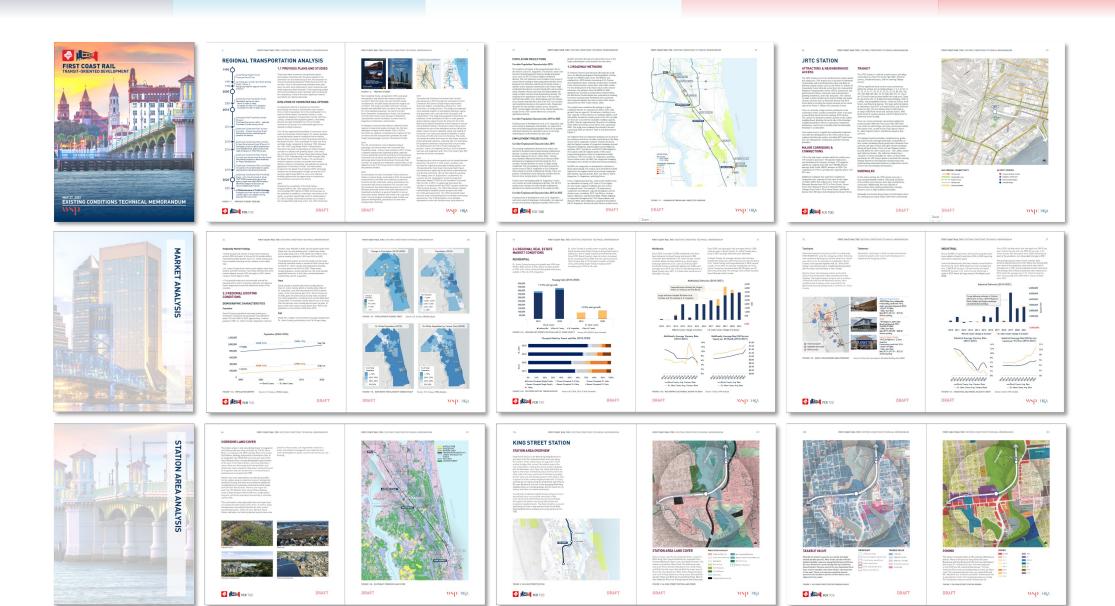










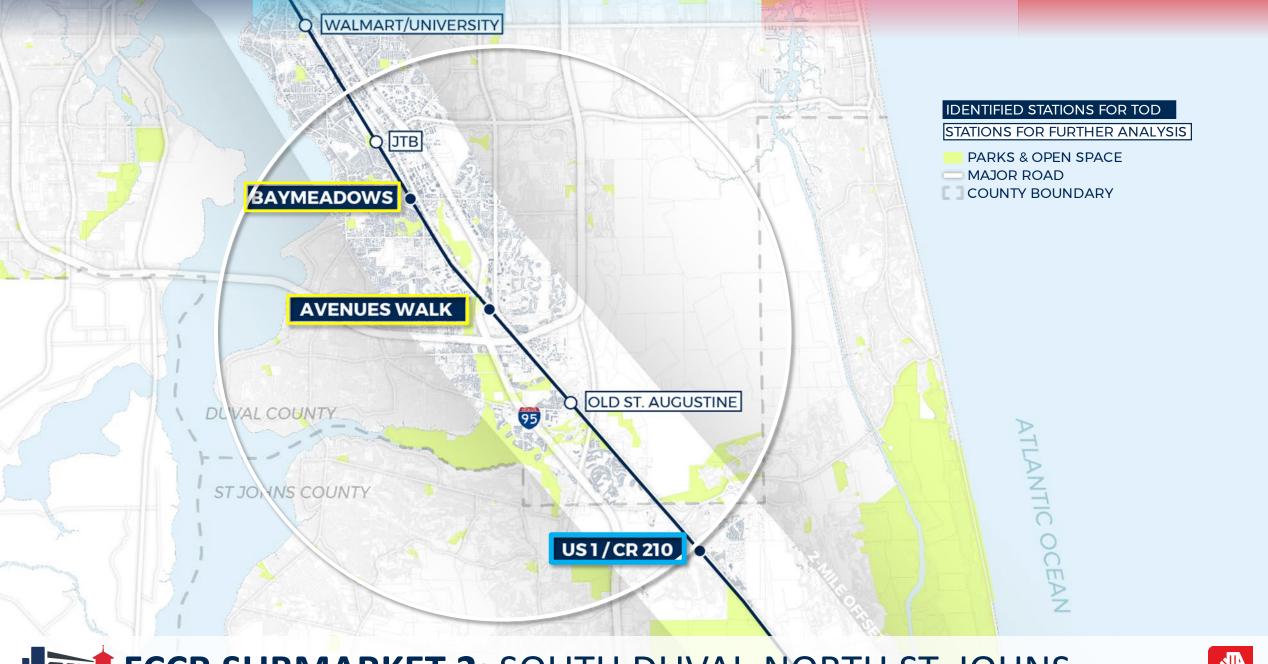






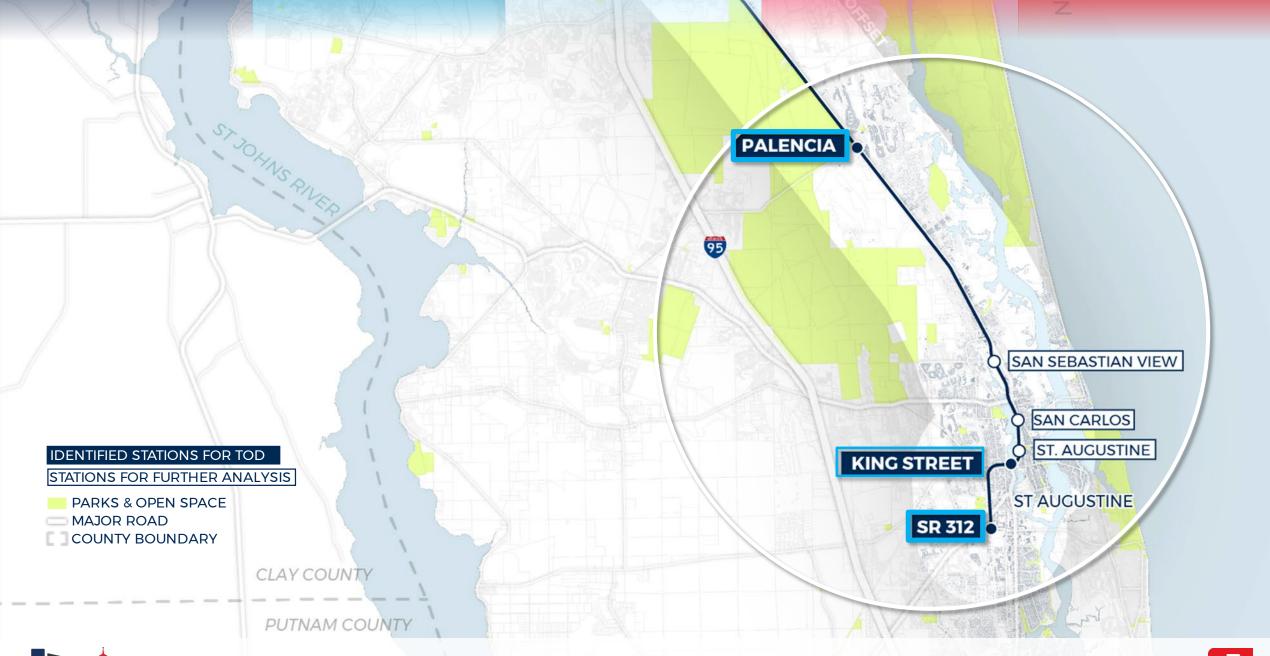














FCCR SUBMARKET 3: GREATER ST. AUGUSTINE































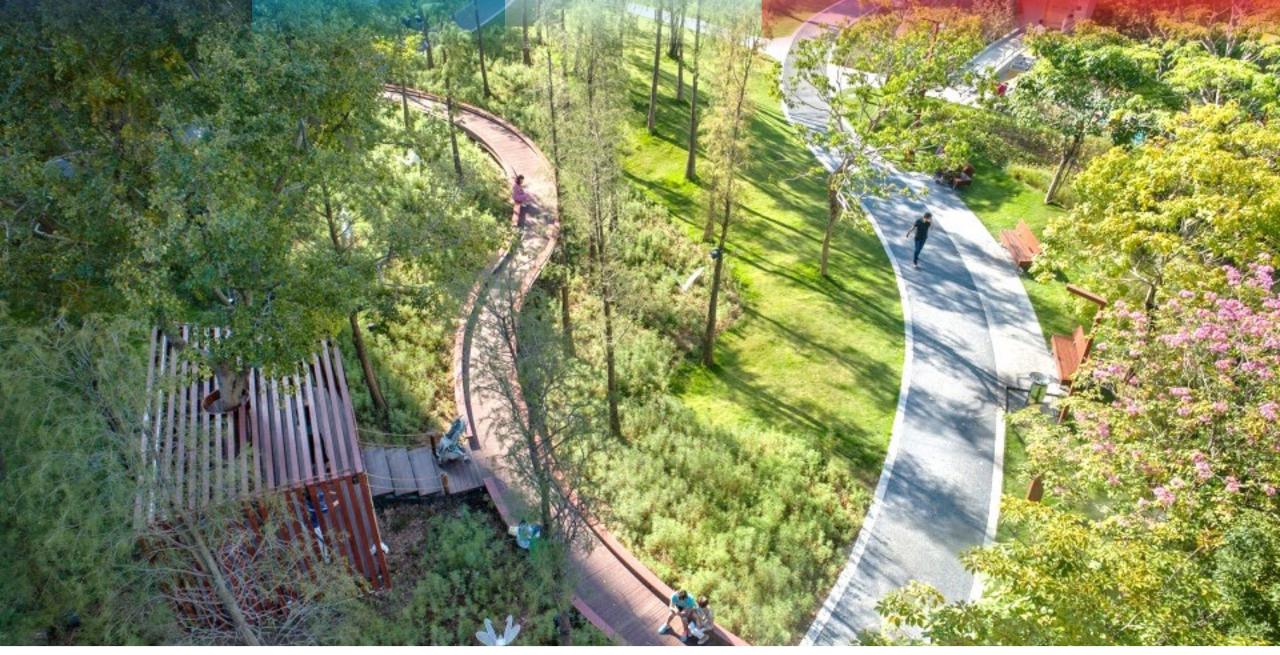
























































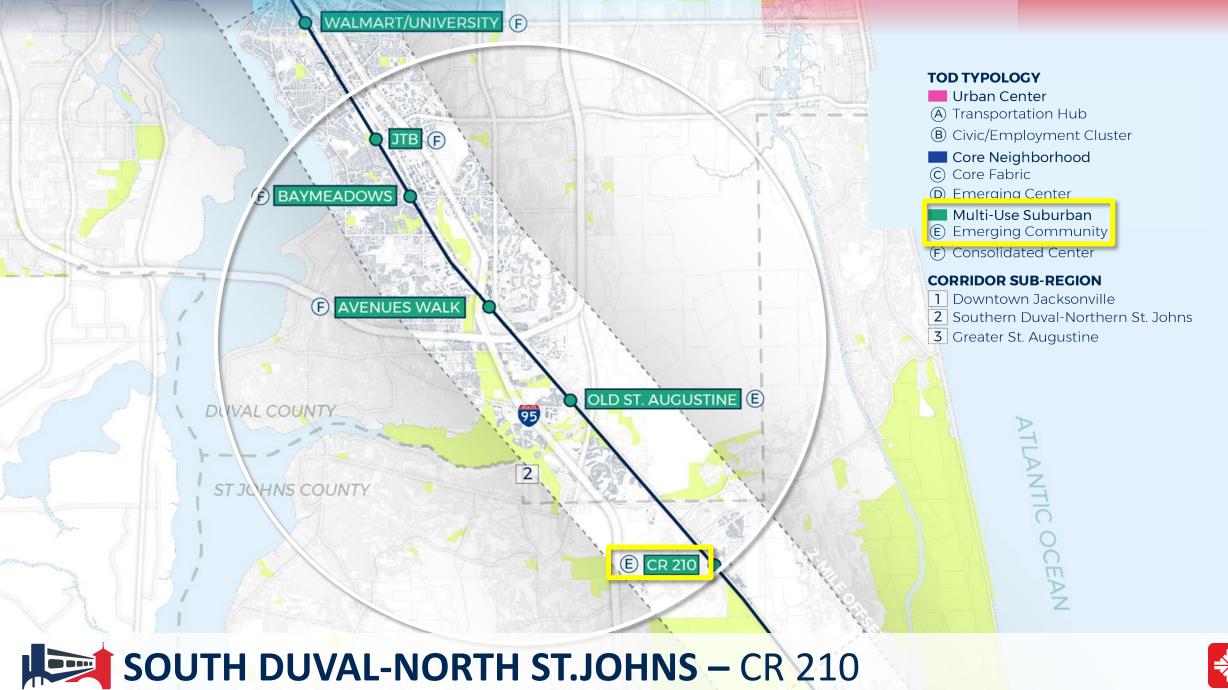














Suburban Square (Ardmore, PA)

Multi-Use Suburban

- Non-downtown areas
- No consistent street pattern
- Low-density vertical development
- Low densities of residential and commercial uses
- Uses adjacent to one another (not mixed)
- Auto-centric mobility

Emerging Community

- Access to employment, commercial, and retail uses
- Ongoing new development of suburban communities
- Available land for potential future development





Creekside at Twin Creeks



Shoppes at St. Johns

CR 210 : STATION AREA

MULTI-USE SUBURBAN EMERGING COMMUNITY

Key Existing Station Characteristics

- Growing low density suburban community
- Close to regional facilities such as sports, recreation, and educational institutions







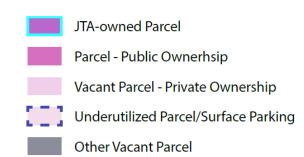
CR 210: STATION AREA OPPORTUNITY





- Privately owned vacant parcels on west of FCCR
 Twin Creeks Development Associates LLC
- Densify existing underutilized parcels to the east of FCCR
- Leverage School Board Owned Parcel

SOFT SITES









Key Proposed Framework Goals

- Increase retail, services and office spaces
- Increase residential and commercial density and activate streetscape
- Add medium density multifamily residential units
- Create an open space network

PUBLIC SURVEY: PREFERRED DEVELOPMENT TYPE

Regional Transit Hub

(Ħ)

High Density Neighborhood

Commercial District



Suburban Housing



Employment Center

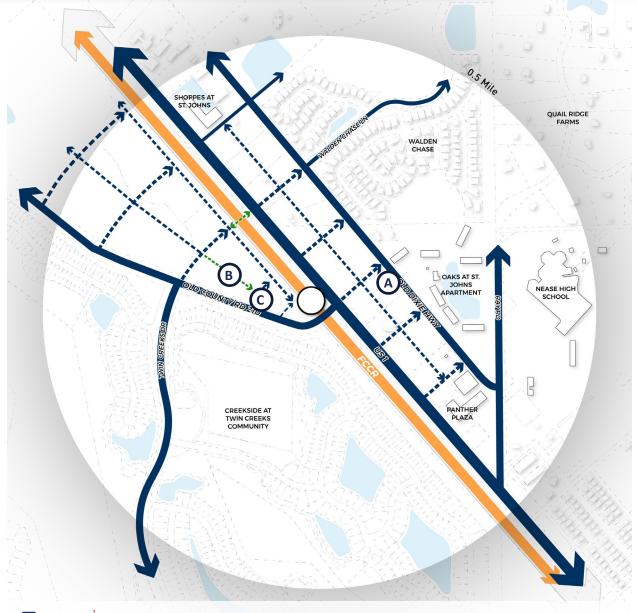
Park & Recreation Facility



Workforce Housing





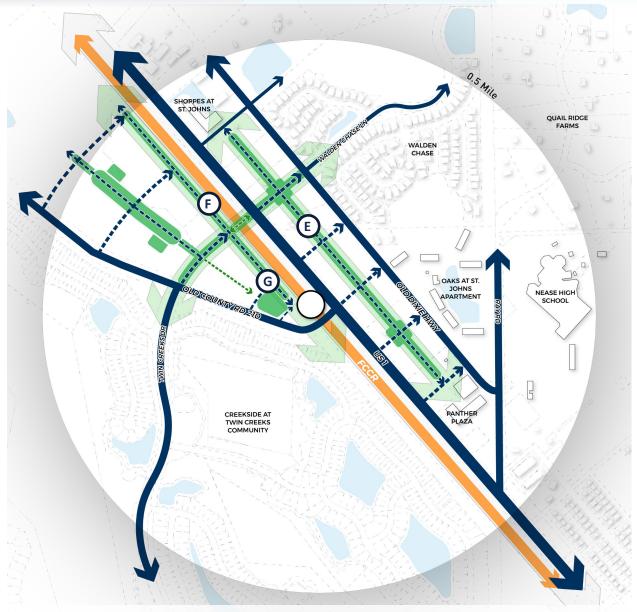


- A New road network west of the FCCR alignment between US-1 and Old Dixie Highway
- **B** New Street Grid between Old County Road 210 and the FCCR Alignment
- **C** Incorporate Complete Streets principles throughout
- **D** Extend Twin Creeks Drive through the new road grid north of Old County Road 210









- **E** Main new north/south streets lined with trees and wide sidewalks to encourage pedestrian circulation
- **F** Vegetation buffer from FCCR alignment
- **G** Station plaza as public space









Neighborhood Square | King of Prussia, PA







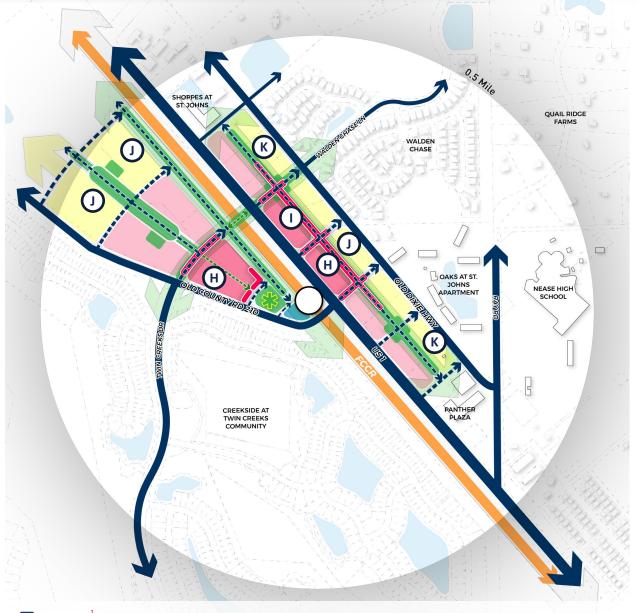
Bicycle Facility | Mueller Development (Austin , TX)



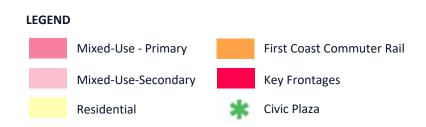
Public Plaza | Mueller Development (Austin, TX)







- **H** Medium-high Density Mixed-use development adjacent to FCCR station create station core development
- I Active frontages on medium-high density blocks
- J Residential development of 3-4 story apartment buildings
- **K** Residential development of 2-3 story attached townhomes









Mixed-Use Residential Development | Gunbarrel Center (Boulder, CO)



Mixed-Use Development | Legacy Town (Plano, TX)







Urban Cottages | Kentland Market Square (Washington, DC)



Townhomes | Aviara on the Ave Banner (Lake Worth, FL)

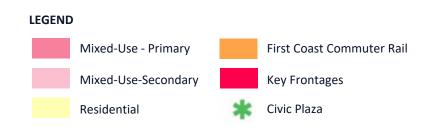




NEASE HIGH SCHOOL

DISCUSSION QUESTIONS

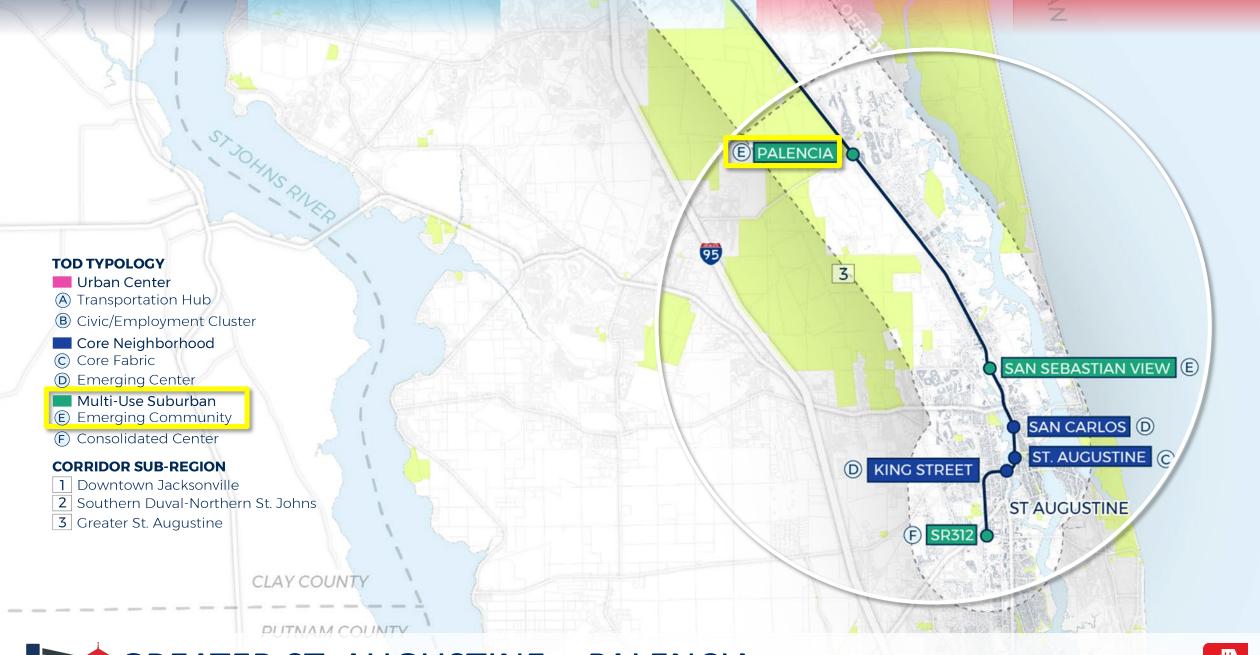
- Would you want to see more residential units instead of the retail/commercial uses?
- What is the maximum building height most appropriate for this station area in your view?
- Which programs would like to see near this station?





CR 210 : TOD FRAMEWORK













Palencia Village - Market St



Plaza Palencia

Key Existing Station Area Characteristics

- Mostly undeveloped land west of the rail line
- Low density suburban communities beyond the ½ mile radius from the station
- Commercial and retail options west of the rail line













- Soft sites south of the FCCR and International Golf Parkway intersection are industrial and include cement factory and ready-mix concrete suppliers
- State owned parcel north of the intersection is currently undeveloped and is publicly owned by the by St. Johns River Water Management District

SOFT SITES









Key Proposed Framework Goals

- Establish a network of recreational trails and parks
- Protect native habitat and ecologically sensitive areas
- Create new communities that provide civic and cultural opportunities, high quality of life and promote a sense of place

PUBLIC SURVEY: PREFERRED DEVELOPMENT TYPE

Regional Transit Hub

High Density Neighborhood

Commercial District

Suburban Housing

Employment Center

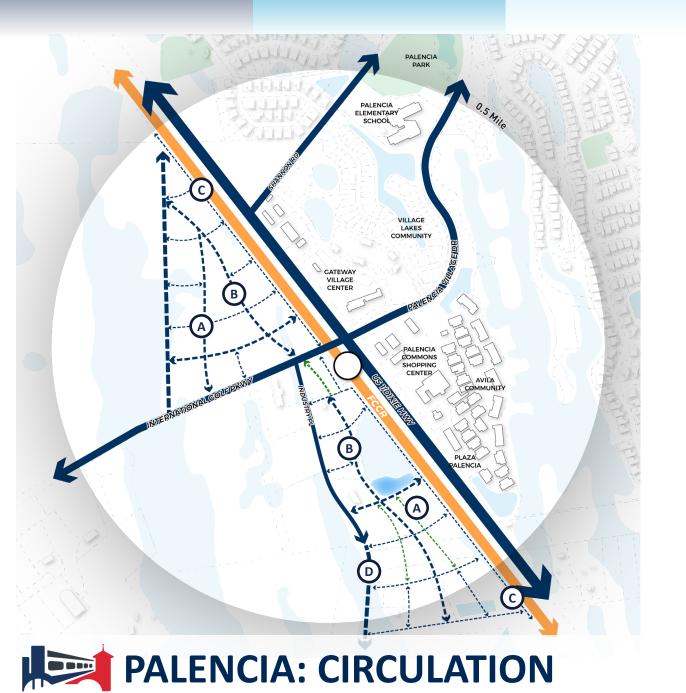
R

Workforce Housing

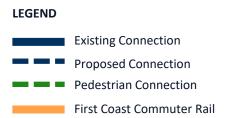


Park & Recreation Facility

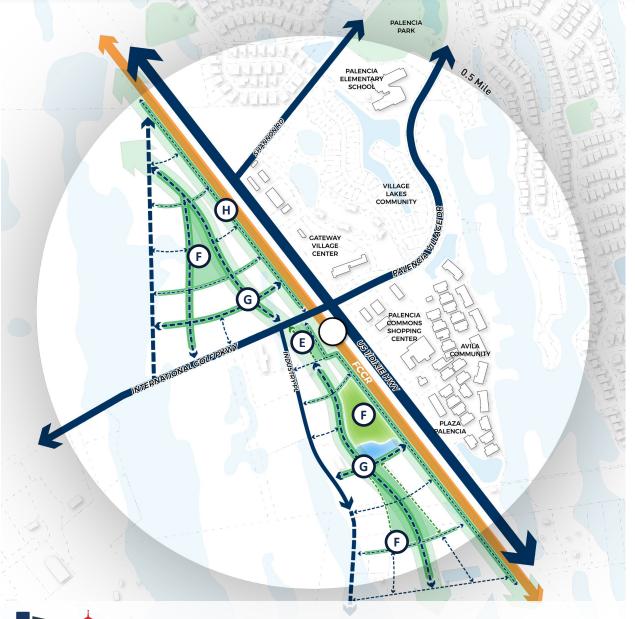




- A New street grid that to the north and south of the station area
- **B** Continues corridor between both sides of International Golf Parkway and the station area
- **C** Continuous collector road along the FCCR line to increase circulation efficiency and connection to the station area
- **D** Extend Industry Place further south and connect with the new street grid south of the station area







- **E** Public plaza adjacent to the FCCR station to enhance pedestrian experience, promote retail activity and anchor development
- **F** Public parks for recreation and sustainable stormwater management
- **G** Tree lined pedestrian oriented connection between both sides of the station area and key open spaces
- **H** Green buffer between the FCCR alignment, integrated with the public ream throughout









Passive Recreation







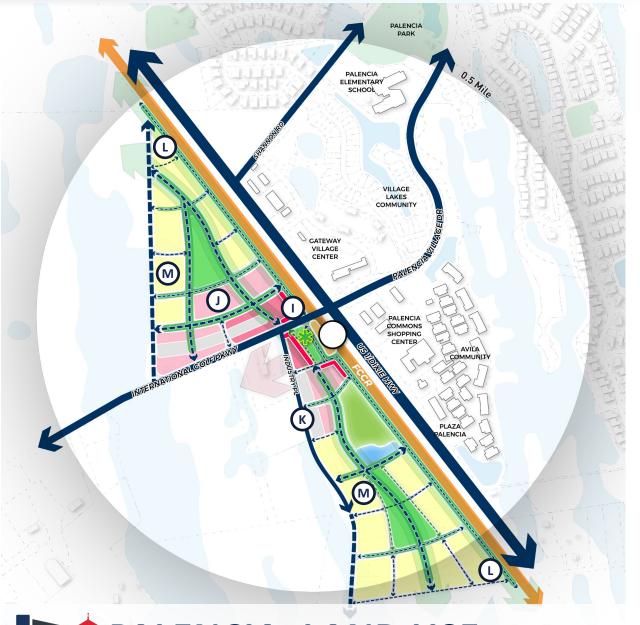
Neighborhood Park | Mueller Park (Austin, TX)



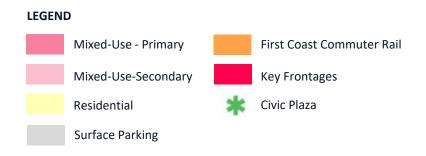
Urban Farm | Indian Creek Station (DeKalb County, GA)







- I Primary Mixed-use with an active frontage of restaurants, cafés, essential businesses and retail. Residential on upper floors
- **J** Secondary Mixed-use with retail on ground floor and residential on upper floor
- **K** Surface parking between secondary mixed-use buildings
- **L** Townhomes with 2-3 stories; surface parking.
- **M** Multi-family residential with 4-5 stories; parking on podium/on street parking









Single-family Cottages | Glenwood Park (Atlanta, GA)



Multi-family Apartments | Bainbridge Avenues Walk (Jacksonville, FL)







Community Square | Halcyon (Alpharetta, GA)



Commercial Plaza | Parsons Alley (City of Duluth, GA)





PALENCIA ELEMENTARY SCHOOL

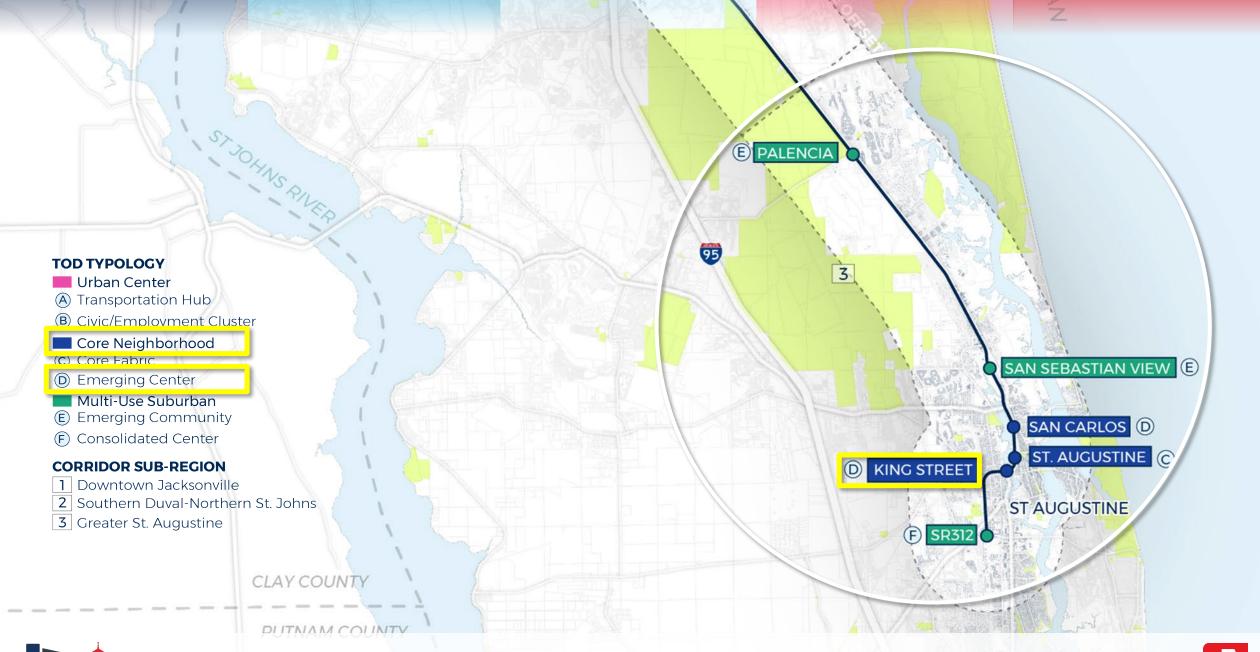
DISCUSSION QUESTIONS

- Would you want to see less residential units and more retail/commercial uses?
- What is the maximum building height most appropriate for this station area in your view?
- What do you think about the access to and from the station?















Town Square (Stanford, CA)

CORE NEIGHBORHOOD EMERGING CENTER

Core Neighborhood

- Adjacent to the Central Business District (CBD)
- Vertical development ranges from mid- to high-rise
- Street network is less dense than the urban core\
- Primely residential with moderate mix of uses
- Medium to high volume of pedestrian activity
- Multiple transit modes available

Emerging Center

- Developable parcels size support density and use mix that are complementary to the existing center
- Includes businesses and services for existing and potential future residential uses





Crave

West King Street



West King Street and Ponce De Leon Blvd Intersection

KING STREET: STATION AREA

CORE NEIGHBORHOOD EMERGING CENTER

Key Existing Station Area Characteristics

- Close to St. Augustine Historic Center
- Low-medium density mixed-use with emerging creative businesses and retails
- Vacant and underutilized parcels

























Proposed King Street Redevelopment



Proposed King Street Redevelopment











Morgan Stanley

Halcyon (Alpharetta, GA)

MULTI-USE SUBURBAN CONSOLIDATED CENTER

Multi-Use Suburban

- Non-downtown areas
- No consistent street pattern
- Low-density vertical development
- Low densities of residential and commercial uses
- Uses adjacent to one another (not mixed)
- **Auto-centric mobility**

Consolidated Center

- Concentration of employment, commercial and retail uses in proximity to one another
- Access to local public transit
- Access to services of local significance







SR 312 Intersection



SR 312 Business Park

MULTI-USE SUBURBAN CONSOLIDATED CENTER

Key Existing Station Area Characteristics

- Suburban auto-centric area
- Land uses include light industry and business parks, commercial uses, storage facilities, shops and auto garages
- Recently constructed low-density residential communities
- Prevalent underutilized parcels with surface parking and single-story buildings

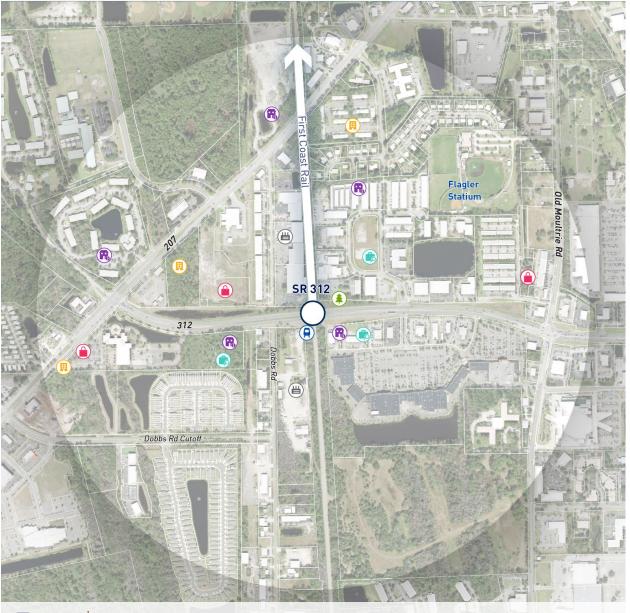












MULTI-USE SUBURBAN CONSOLIDATED CENTER

Key Proposed Framework Goals

- Increase employment opportunities with additional light industry and office spaces
- Improve connectivity with placemaking solutions
- Minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses

PUBLIC SURVEY: PREFERRED DEVELOPMENT TYPE

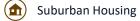






Park & Recreation Facility

High Density Neighborhood

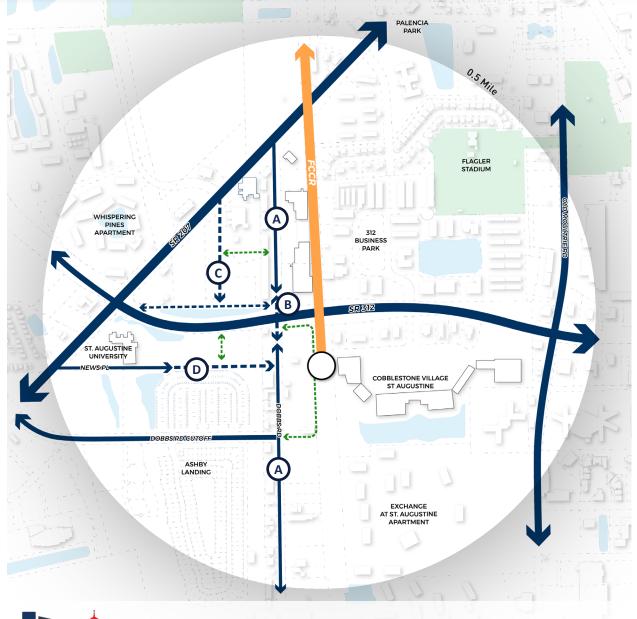


Workforce Housing

Industrial District





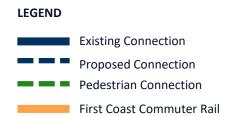


A - Introduce road improvements and traffic calming elements to Dobbs Road to reinforce it as a main street and major connection between SR 207 and SR 312

B - Explore a ramp underpass to connect north and south segments of Dobbs Road

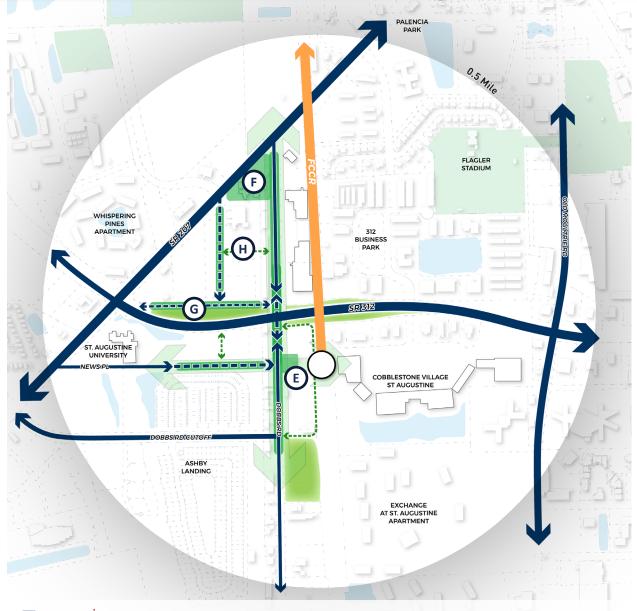
C - Introduce a new street connecting SR 207 to collector road and new parcels south of SR 207

D - Extend News Place to Dobbs Road and the FCCR station









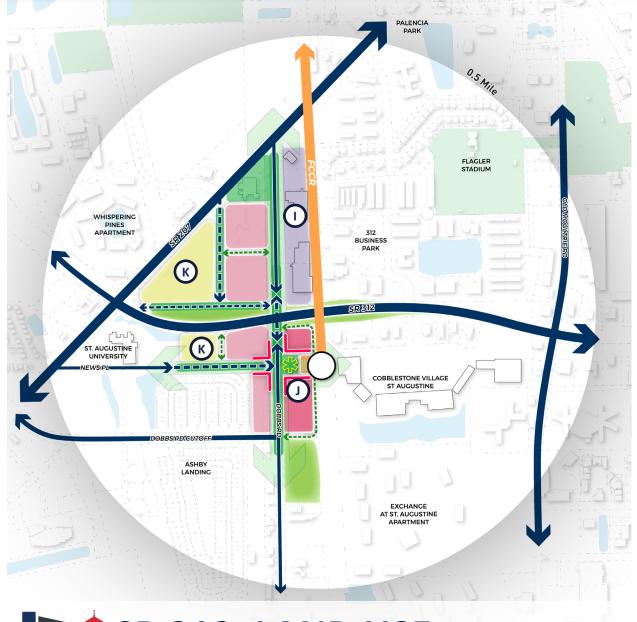
- **E** Public station area plaza to anchor development and provide inviting access to the FCCR station
- **F** New public plaza with open space public sitting amenities
- **G** Create linear park /green buffer to provide separation from the SR 312 ramp
- **H** Pedestrian only connections to improve walkability within new development



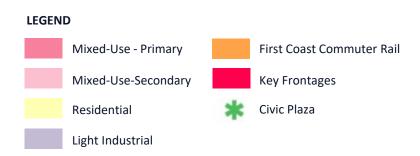


SR 312: OPEN SPACE NETWORK





- I Redevelop existing light industrial buildings along FCCR line facing mixed-use secondary buildings across Dobbs Road
- J Active primary mixed-use buildings lining FCCR station facing Mixed-use Primary creating a pedestrian-friendly, retail destination accessible to the Station
- **K** Primary residential with 4-5 stories with courtyard on top of podium parking lining SR 207 and SR 312









Attached Townhomes | Avalon East (DeKalb County, GA)



Single Family detached Townhomes | Alcovy Place (Alpharetta, GA)







Shipping Container Food & Beverage Village



Armature Works | (Tampa, FL)







Creative & Maker's Spaces | Armour Yards, (Atlanta, GA)



Brewery | Armour Yards (Atlanta, GA)

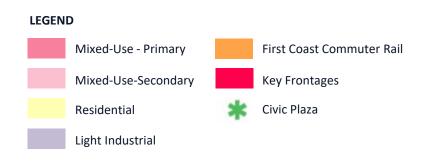




FLAGLER ST. AUGUSTINE COBBLESTONE VILLAGE

DISCUSSION QUESTIONS

- Would you want to see more residential units near the station?
- What do you think about the access to and from the station?
- What are your thoughts about the light industry uses north of the station?









EXISTING CONDITIONS

- Market Analysis - Transportation Analysis - Station Area & Urban Design Analysis

FRAMEWORK

- TOD Desirability & Readiness
 - TOD Goals
- TOD Typologies
- Scenario Planning
- TOD Frameworks

VISIONING & IMPLEMENTATION

- Station Area Planning
- Funding / Financing **Mechanisms**
- TOD Market Timing
 - Infrastructure
- Recommendations
- Advanced Visualization

ENGAGEMENT

- Workshop 1
- Workshop 2
- Open House

FINAL REPORT







DEC 2023



MAY - NOV 2023

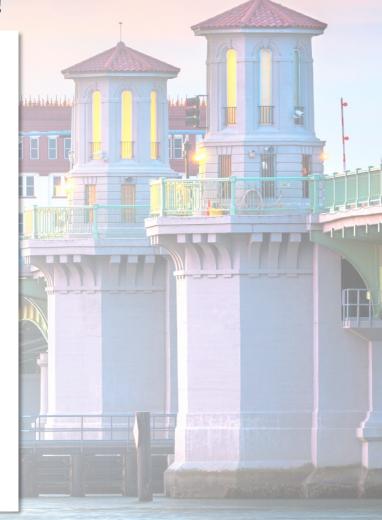






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